

**Paperwork Reduction Act Statement:** The information collected is used to register an aircraft or hold an aircraft in trust. The information is required to register and prove ownership of an aircraft. We estimate that it will take .5 hour to complete. Use of this form is optional. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OBM control number. The OMB control number associated with this collection is 2120-0042. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20

OMB Control No. 2120-0042  
8/31/2008

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Aircraft Registration Branch  
PO Box 25504  
Oklahoma City, Oklahoma 73125-0504

### CERTIFICATE OF REPOSSESSION OF ENCUMBERED AIRCRAFT

The undersigned hereby certifies that they are the true and lawful holder of a note or other evidence of indebtedness secured by a

\_\_\_\_\_ on the following described aircraft:  
(Type of Security Agreement)

Aircraft Manufacturer and Model \_\_\_\_\_

Aircraft serial number \_\_\_\_\_ FAA registration number \_\_\_\_\_

Said Security agreement on the above aircraft bears the \_\_\_\_\_ and was executed by date of

\_\_\_\_\_ to \_\_\_\_\_

and assigned \_\_\_\_\_ . This Security to

agreement was recorded under Title 49, United States Code, Section 44107, \_\_\_\_\_ day of \_\_\_\_\_ , \_\_\_\_\_ , on the

and was entered in the Civil Aviation Registry as document \_\_\_\_\_ . no.

On the \_\_\_\_\_ day of \_\_\_\_\_ , \_\_\_\_\_ , the aforesaid \_\_\_\_\_ breached the obligations and promises contained in the Security agreement. The undersigned certifies that the secured party has performed all obligations imposed on it by the security agreement and applicable local laws; that in accordance with the terms of said security

agreement, and pursuant to the pertinent laws of the \_\_\_\_\_ , the undersigned repossessed the state of \_\_\_\_\_ aircraft

described above and foreclosed on \_\_\_\_\_ day of \_\_\_\_\_ , \_\_\_\_\_ , and that pursuant to local law,

divested the said debtor, and any and all persons claiming by, through or under them, of any and all title they had or may have had, and the secured party now owns the aforesaid aircraft, or the aircraft has been sold.

**NOTE:** If the agreement involved was not recorded with the Aircraft Registration Branch, the original or certified true copy should accompany this certificate of repossession

\_\_\_\_\_  
NAME OF HOLDER OF SECURITY AGREEMENT

\_\_\_\_\_  
SIGNATURE (IN INK)

\_\_\_\_\_  
Title

**ACKNOWLEDGMENT** (Not required for purposes of FAA recording; however, may be required by local law for validity of the instrument.)

## CERTIFICATE OF REPOSSESSION INFORMATION

**PRIVACY ACT OF 1974(PL 93-579)** requires that users of this form be informed of the authority which allows the solicitation of the information and whether disclosure of such information is mandatory or voluntary; the principal purpose of which the information is intended to be used; the routine uses which may be made of the information gathered; and the effects, if any, of not providing all or any part of the requested information.

This form is to be completed by the holder of an encumbrance and submitted with an application for aircraft registration and required fee and/or a bill of sale as appropriate. This form meets the recording requirements of 49 USC Chap. 441 and the Federal Aviation Regulations. In addition to meeting these requirements, the form, the repossession and foreclosure must comply with local law. This form may be reproduced.

The following routine uses are made of the information gathered:

- (1) To support investigative efforts of investigation and law enforcement agencies of Federal, state, and foreign governments.
- (2) To serve as a repository of legal documents used by individuals and title search companies to determine the legal ownership of an aircraft.
- (3) To provide aircraft owners and operators information about potential mechanical defects or unsafe conditions of their aircraft in the form of airworthiness directives.
- (4) To provide supportive information in court cases concerning liability of individual in law suits.
- (5) To serve as a data source for management information for production of summary descriptive statistics and analytical studies in support of agency functions for which the records are collected and maintained.
- (6) To respond to general requests from the aviation community or the public for statistical information under the Freedom of Information Act or to locate specific individuals or specific aircraft for accident investigation, violation, or other safety related requirements.
- (7) To provide data for the automated aircraft registration master file.
- (8) To provide documents for microfiche backup record.
- (9) To provide data for development of the aircraft registration statistical system.
- (10) To prepare an aircraft register in magnetic tape and publication form required by ICAO agreement containing information on aircraft owners by name, address, N-number, and type aircraft, used for internal FAA safety program purposes and also available to the public (individuals, aviation organizations, direct mail advertisers, state and local governments, etc.) upon payment of user charges reimbursing the Federal Government for its costs.

### AVAILABILITY OF RECORDS

The aircraft records maintained by the Civil Aviation Registry are public records and are open for inspection in room 122 of the Registry Building, Mike Monroney Aeronautical Center, 6425 S Denning, Oklahoma City, Oklahoma. Individuals interested in such information may make a personal search of the records or may avail themselves of the services of a company or attorney.

The records are filed by aircraft N-number, but may and are quite frequently retrieved by name of the individual aircraft owners or operators.

### PREPARATION

This is not a mandatory form. Therefore, an equivalent form meeting local law and the recording requirements of the Federal Aviation Regulations may be used. This form may be reproduced. See Section 47.11 of the Federal Aviation Regulations (14 CFR 47.11) for guidance.

Except for signatures, all data should be typewritten or printed. Signatures must be in ink. If the agreement involved was not recorded with the Civil Aviation Registry, the original or certified true copy should accompany this form.

When aircraft registration requirements are met by retention of the collateral by foreclosing party (sometimes referred to as strict foreclosure), an Application for Aircraft Registration (AC Form 8050-1) in the name of the foreclosing party should accompany this form.

When aircraft registration requirements are met by sale of the collateral (sometimes referred to as statutory foreclosure), a Bill of Sale and an Application For Aircraft Registration in the name of the buyer should accompany this form.

**FEE:** A \$5 fee is required to issue a certificate of aircraft registration.