



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Mike Monroney  
Aeronautical Center

P.O. Box 25082  
Oklahoma City, Oklahoma 73125

July 21, 2005

Preston G. Gaddis II, Esq.  
Crowe & Dunlevy  
1800 Mid-America Tower  
20 North Broadway  
Oklahoma City, OK 73102

Dear Mr. Gaddis:

Irrevocable De-registration  
and  
Export Request Authorizations

Thank you for your letter of June 13, 2005, wherein you state:

In anticipation of the entry into force of the Aircraft Protocol under the Cape Town Convention, a number of issues have arisen relating to the way in which the Authorizations covering aircraft subject to United States registration will be handled by the FAA Aircraft Registry.

Your questions are followed by my response:

1. Will the Registry review for sufficiency Authorizations prior to filing them in the FAA records?

Response: The answer is a qualified "yes." The Registry will conduct a cursory review limited to noting that the Form is essentially the same as that set out in the Annex to the Convention and is substantially complete. For instance, a Form which is not signed by the registered owner will not be accepted.

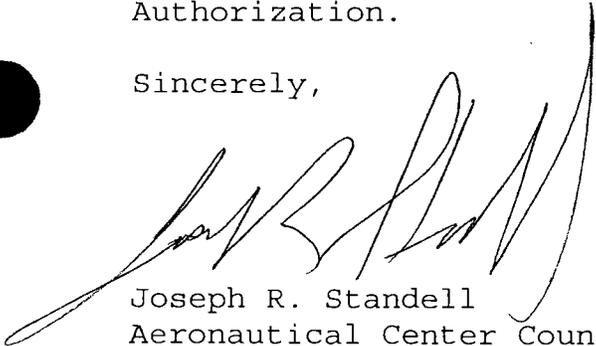
2. If the answer to the above question is affirmative, can Authorizations be submitted to you for an opinion as to their acceptability for filing in the Registry prior to actually filing them?

Response: I doubt it. This is a resource issue. Review by my office would appear to contribute little of value. By way of comparison, we do not presently review AC Forms before they are filed with the Registry.

3. Will the Registry accept an Authorization and recognize the "authorized party" as being entitled to unilaterally request de-registration when the interest of the authorized party in the aircraft covered thereby was created prior to the entry into force of the Protocol?

Response: The answer is "no." Authorizations were created by the Cape Town Treaty and have no independent standing. Their standing must relate to instruments recorded with FAA after the Cape Town Treaty comes into force. However, if post Treaty, the registered owner were to file for recordation an instrument related to a pre Treaty FAA recorded instrument, (e.g. an amended and restated security agreement), it is likely that FAA would file a related Authorization.

Sincerely,



Joseph R. Standell  
Aeronautical Center Counsel



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Mike Monroney  
Aeronautical Center

P.O. Box 25082  
Oklahoma City, Oklahoma 73125

July 18, 2005

Preston G. Gaddis II, Esq.  
Crowe & Dunlevy  
1800 Mid-America Tower  
20 North Broadway  
Oklahoma City, OK 73102

Dear Mr. Gaddis:

Irrevocable De-registration  
and  
Export Request Authorizations

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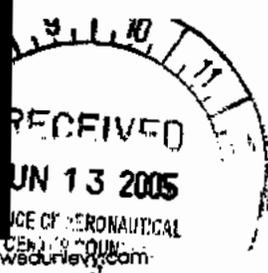
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3. Will the Registry accept an Authorization and recognize the "authorized party" as being entitled to unilaterally request de-registration when the interest of the authorized party in the aircraft covered thereby was created prior to the entry into force of the Protocol?

Response: I think the answer is "yes." Issuances of Authorizations appear to be a voluntary act. If a "debtor" as defined in the Convention, wishes to issue an Authorization after the entry into force of the Convention and Protocol, respecting an interest created prior to such entry into force, I believe the FAA Aircraft Registry would file such Authorization.

Sincerely,

Joseph R. Standell  
Aeronautical Center Counsel



PRESTON G. GADDIS II  
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June 13, 2005

REVIEWED BY	DATE
JRS	6/13/05
MRB	
LFD	
ALH	
AJR	
JMW	
LMM	
LML	

Joseph R. Standell, Esq.  
Aeronautical Center Counsel  
Federal Aviation Administration  
Oklahoma City, Oklahoma

**RE: Irrecoverable De-registration and Export Request Authorisations (the "Authorisations")**

Dear Mr. Standell:

In anticipation of the entry into force of the Aircraft Protocol under the Cape Town Convention, a number of issues have arisen relating to the way in which the Authorisations covering aircraft subject to United States registration will be handled by the FAA Aircraft Registry (the "Registry").

We hereby request that you provide us with answers to the following questions:

1. Will the Registry review for sufficiency Authorisations prior to filing them in the FAA records?
2. If the answer to the above question is affirmative, can Authorisations be submitted to you for an opinion as to their acceptability for filing in the Registry prior to actually filing them?
3. Will the Registry accept an Authorisation and recognize the "authorized party" as being entitled to unilaterally request de-registration when the interest of the authorized party in the aircraft covered thereby was created prior to the entry into force of the Protocol?

Your attention to this request at your earliest convenience will be greatly appreciated as your advice is essential in responding to inquiries we are receiving from clients. Should you have any questions concerning this matter, please contact the undersigned.

Very truly yours,

PRESTON G. GADDIS II  
For the Firm

PGG:ch  
Enclosures

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