

aerospace medical community, but he is confident that FAA will meet the challenge.

Nick Sabatini, Associate Administrator for Aviation Safety, will miss Dr. Jordan's expertise. The Federal Air Surgeon and Office of Aerospace Medicine are part of the FAA's Aviation Safety organization. When asked by

FAA Aviation News, Associate Administrator Sabatini said, "Dr. Jordan is and continues to be the consummate professional. He is the person you go to in his area of expertise because you knew he had the knowledge and ability to lead through some very complicated issues. He has been a leader with the Age 60 Rule, and we continue to face

that challenge even today as it is being addressed again up on the Hill. He will be very much missed by me and the people in this organization."

As for his own future, Dr. Jordan said his only plans at the moment are to enjoy his retirement and being a private citizen. His only concern is whether his wife will enjoy his being retired. ✈

Aircraft Registration Starts Heating Up

by Michael Lenz

Those pilots who have signed up for automatic electronic mail from the FAA Safety Program (FAA STeam) recently received a message titled: **Aircraft Owners and Operators – Check your Registration**

This is causing quite a stir!

The *Federal Register* (December 9, 2005, volume 70, Number 236, Page 73323) gave the background on this effort. In 2003, a change was made to the FAA's Aircraft Registration system that changed the status of records containing information that would render a certificate of registration ineffective, if true, to reflect a status of "In Question." In most cases, this is due to the owner failing to update the aircraft registration with any changes at least every three years, as required. In other cases, incomplete information may have been submitted, such as after the sale of an aircraft. There are thousands of aircraft that are now "In Question."

The *Federal Register* notice reads (and this is where the heat gets turned up) "On [February 1, 2006] operators of identified aircraft with questionable registrations and or no Transportation Security Administration (TSA) required security measures/waivers will be: (1) Notified of the deficiency, (2) a pilot deviation will be filed on the operator, (3) operator may be denied access to the National Airspace System (NAS) [emphasis added]. In the event the

operator is not the owner, the operator and owner will be notified of the deficiency and both will be subject to any action deemed warranted by the agency in accordance with local, state and federal regulations." Pilot Deviations and being denied access to the NAS are strong stuff! Why now?

Some Background

The FAA and TSA believe that it is in the interests of national security and aviation safety to ensure that only properly registered aircraft operate within the NAS. Consider all of the emphasis of special use airspace after 9/11 and specifically Temporary Flight Restrictions (TFR's) and the Washington, DC, Air Defense Identification Zone (ADIZ) procedures. Add in the well publicized events where this airspace has been violated, and you can see why the heat is being turned up and having thousands of aircraft of "questionable" registry can no longer be tolerated.

For the years prior to 9/11, the shortcomings number of aircraft in questionable status of in the FAA's Aircraft Registry was treated as an administrative deficiency and with limited FAA resources; it was not a top priority when compared to safety-related efforts. That has changed. In the public's eye, having thousands of aircraft operating with questionable registration is not acceptable. Aviation, and that's all of us, must have our house in order – even at the ad-

ministrative level. "Pretty close" isn't good enough any more!

Finally Some Good News

Pilots can check the registration of the aircraft they will be flying, whether it's rented or owned, quite easily. Log on at <http://registry.faa.gov/aircraftinquiry/> and click on the inquiry by "N-Number," and type in your N number.

The information that will be provided on your N number includes a "Status" which is shown in the right hand column. If the status is shown as "Valid," then the aircraft registration is okay. However, if the status is shown as "In Question," "Certificate Terminated," "Undeliverable Triennial," or any other status besides "Valid" then the aircraft is very likely not properly registered. If after reviewing this information you have further questions about the validity of your aircraft registration you can contact the Aircraft Registration branch toll free at 866-762-9434. People in the Oklahoma City area, international customers and government FTS users should call 405-954-3116. This is probably an excellent time to make sure that all your information is correct and up to date.

The details on how this will all be implemented are still being finalized. The FAA is working closely with the other security agencies involved. We need everyone's help to make this work. Pass this information on to other aviators, particularly aircraft owners.

