



Aviation Alert from Hardy Law

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Dear Joe,

Two topics I thought you or a client may find interesting:

First, under the new, rolling aircraft re-registration requirements of the FAA, another deadline is fast approaching.

Second, China appears to be taking steps to exponentially expand its civilian aviation market.

As always, please contact me if I can be of service.

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Aircraft Re-Registration Deadline April 30

The second deadline to re-register aircraft under the new FAA requirements enacted in 2010 is April 30, 2011. If your current aircraft registration was issued in April of *any* year before 2011, you must file your re-registration application (by mail or on-line, <https://amsrvs.registry.faa.gov/renewregistration/>) by April 30. Your registration will not expire until June 30; however, the FAA will not guaranty that applications filed after April 30 will be processed in time to avoid registration cancellation on June 30.



Remember that non-compliance with the new registration requirements can result in your aircraft being grounded, loss of your U.S. registration "N-Number", possible insurance denial, and possible issues with security interests granted to lenders.

China Poised for Massive Aviation Growth

I have noticed a lot of activity in the China aviation market recently. In November, China's Donghai Jet Company placed an order for five corporate jets from Bombardier, worth \$121 Million. In January, Air China secured an order of 200 commercial aircraft with Boeing, worth \$19 Billion. Also in January, China's CDB Leasing Co. purchased ten jet aircraft from Embraer.

Possibly even more significant is the pending acquisition (if approved by the U.S. and Chinese governments) of U.S. manufacturer Cirrus Aircraft by China Aviation Industry General Aircraft Co., Ltd. (AVIC) Cirrus is already a large manufacturer of small, general aviation aircraft by U.S. standards. With a possible shift in focus to feed the general aviation needs of a country as huge as China, the implications could be enormous.

Finally, what may tie all this together and facilitate huge growth in China's aviation market is the opening of "low altitude" (below 1,000 meters) airspace by the Chinese government. China's airspace has historically been tightly controlled solely by the military. That tight control has resulted in big challenges for civilian aircraft operators- especially for light aircraft.

Although the relaxation of Chinese low-altitude airspace is not definite, and is proposed over a multi-year period, public statements from officials over the last six months or so are becoming increasingly firm and optimistic- including predictions that the low-altitude airspace will be totally opened up by the end of 2015.

Perhaps the industry segment with the most opportunity from this change will be the small aircraft air taxi market. They are well suited to thrive in this airspace. And this market is growing in many countries around the world. Notably, Cirrus aircraft (which is being acquired by a Chinese company as noted above), is one of the top choices of small aircraft taxi operators.

Maybe you have another idea of opportunities (or challenges) this presents to you!

This is for informational purposes only and is not intended to be legal advice. Please consult an attorney for advice for your particular situation.

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