

accordance with this section [see subsec. (d) of this section].

“(2) The progress being made in reducing the number of aircraft classified by the Federal Aviation Administration as being in ‘sale-reported status’.

“(3) The progress being made in expediting the filing and processing of forms for major repairs and alterations of fuel tanks and fuel systems of aircraft.

“(4) The status of establishing and collecting fees under section 313(f) of the Federal Aviation Act [see section 45302(b) of this title].

“(e) DEFINITIONS.—For purposes of this subtitle [subtitle E (§§ 7201-7214) of title VII of Pub. L. 100-690, see Tables for classification]—

“(1) ADMINISTRATOR.—The term ‘Administrator’ means the Administrator of the Federal Aviation Administration.

“(2) AIRCRAFT.—The term ‘aircraft’ has the meaning such term has under section 101 of the Federal Aviation Act of 1958 [see section 40102 of this title].”

INFORMATION COORDINATION

Pub. L. 100-690, title VII, § 7210, Nov. 18, 1988, 102 Stat. 4432, provided that: “Not later than 180 days after the date of the enactment of this subtitle [Nov. 18, 1988] and annually thereafter during the 3-year period beginning on such 180th day, the Administrator shall prepare and transmit to Congress a report on the following:

“(1) The progress made in establishing a process for provision of informational assistance by such Administration to officials of Federal, State, and local law enforcement agencies.

“(2) The progress made in establishing a process for effectively pursuing suspensions and revocations of certificates of registration and airman certificates in accordance with the amendments made to the Federal Aviation Act of 1958 by the Aviation Drug-Trafficking Control Act [Pub. L. 98-499, see Tables for classification], section 3401 of the Anti-Drug Abuse Act of 1986 [Pub. L. 99-570], and this subtitle [subtitle E (§§ 7201-7214) of title VII of Pub. L. 100-690].

“(3) The efforts of such Administration in assessing and defining the appropriate relationship of such Administration’s informational assistance resources (including the El Paso Intelligence Center and the Law Enforcement Assistance Unit of the Aeronautical Center of such Administration).

“(4) The progress made in issuing guidelines on (A) the reporting of aviation sensitive drug-related information, and (B) the development, in coordination with the Drug Enforcement Administration of the Department of Justice and the United States Customs Service, of training and educational policies to assist employees of such Administration to better understand (i) the trafficking of controlled substances (as defined in section 102 of the Controlled Substances Act [21 U.S.C. 802]), and (ii) the role of such Administration with respect to such trafficking.

“(5) The progress made in improving and expanding such Administration’s role in the El Paso Intelligence Center.”

APPLICABILITY OF PAPERWORK REDUCTION ACT

Pub. L. 100-690, title VII, § 7211(b), Nov. 18, 1988, 102 Stat. 4433, provided that: “No information collection requests necessary to carry out the objectives of this subtitle [subtitle E (§§ 7201-7214) of title VI of Pub. L. 100-690, see Tables for classification] (including the amendments made by this subtitle) shall be subject to or affect, directly or indirectly, the annual information collection budget goals established for the Federal Aviation Administration and the Department of Transportation under chapter 35 of title 44, United States Code.”

§ 44112. Limitation of liability

(a) DEFINITIONS.—In this section—

(1) ‘lessor’ means a person leasing for at least 30 days a civil aircraft, aircraft engine, or propeller.

(2) ‘owner’ means a person that owns a civil aircraft, aircraft engine, or propeller.

(3) ‘secured party’ means a person having a security interest in, or security title to, a civil aircraft, aircraft engine, or propeller under a conditional sales contract, equipment trust contract, chattel or corporate mortgage, or similar instrument.

(b) LIABILITY.—A lessor, owner, or secured party is liable for personal injury, death, or property loss or damage only when a civil aircraft, aircraft engine, or propeller is in the actual possession or operational control of the lessor, owner, or secured party, and the personal injury, death, or property loss or damage occurs because of—

(1) the aircraft, engine, or propeller; or

(2) the flight of, or an object falling from, the aircraft, engine, or propeller.

(Pub. L. 103-272, § 1(e), July 5, 1994, 108 Stat. 1167; Pub. L. 115-254, div. B, title V, § 514, Oct. 5, 2018, 132 Stat. 3358.)

HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
44112	49 App.:1404.	Aug. 23, 1958, Pub. L. 85-726, § 504, 72 Stat. 774; restated July 8, 1959, Pub. L. 86-81, § 2, 73 Stat. 180.

In subsection (a), clauses (1) and (3) are derived from 49 App.:1404 (2d-57th words). Clause (2) is added for clarity. In clause (1), the words “bona fide” are omitted as surplus. In clause (3), the word “nature” is omitted as surplus.

In subsection (b), before clause (1), the words “personal injury, death” are substituted for “any injury to or death of persons”, and the words “on land or water” are substituted for “on the surface of the earth (whether on land or water)”, to eliminate unnecessary words. In clause (2), the words “ascent, descent, or” and “dropping or” are omitted as surplus.

Editorial Notes

AMENDMENTS

2018—Subsec. (b). Pub. L. 115-254, in introductory provisions, struck out “on land or water” before “only when” and inserted “operational” before “control”.

§ 44113. Definitions

In this chapter, the following definitions apply:

(1) CAPE TOWN TREATY.—The term “Cape Town Treaty” means the Convention on International Interests in Mobile Equipment, as modified by the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, signed at Rome on May 9, 2003.

(2) UNITED STATES ENTRY POINT.—The term “United States Entry Point” means the Federal Aviation Administration Civil Aviation Registry.

(3) INTERNATIONAL REGISTRY.—The term “International Registry” means the registry established under the Cape Town Treaty.

(Added Pub. L. 108-297, § 6(a), Aug. 9, 2004, 118 Stat. 1097.)