

1955

## Uniform Aircraft Financial Responsibility Act

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## STATE AND LOCAL REVIEW

### UNIFORM AIRCRAFT FINANCIAL RESPONSIBILITY ACT

**A**T THE 1954 annual meeting of the National Conference of Commissioners on Uniform State Laws, one of the acts approved was the Aircraft Financial Responsibility Act. In commenting on this act Willoughby A. Colby, Vice-President of the Conference writes in the January 1955 issue of the American Bar Association Journal as follows:

"The Uniform Aircraft Financial Responsibility Act is the product of several years' work of the Commissioners on Uniform State Laws with the National Association of State Aviation Officials, the Association of Casualty and Surety Companies and the United States Aviation Underwriters. These organizations and related interests are ready to recommend the adoption of this act in most of the states. It has been checked, section by section, with representatives of such organizations, and has been approved as satisfactory to the state officials and to the industry.

"In 1952, the Civil Aeronautics Board announced proposed regulations for compulsory insurance of air carriers which were submitted to the industry and the parties who were or might be affected thereby.

"There was substantial protest to the adoption of such regulations, one of the grounds being that under the federal act there was no authority for the adoption of such regulations, and on June 10, 1953, the Civil Aeronautics Board announced that the proposed regulations had been withdrawn.

"During this period, the National Association of State Aviation Officials, casualty companies and others interested felt that if the states showed some interest in this field and if there was a movement throughout the United States to adopt a Uniform Act which would take care of the situation of financial responsibility for the navigation of aircraft, it might prevent further action by the Civil Aeronautics Board or an attempt to amend the federal statute to give the authority for such regulations to be adopted by the Civil Aeronautics Board.

"This Act is based upon the so-called "Uniform Motor Vehicle Safety Responsibility Act," which is one of the acts constituting the "Uniform Vehicle Code," first formulated in 1934. This has been periodically reviewed and revised by the National Committee on Uniform Traffic Laws and Ordinances, which is a part of the President's Highway Safety Conference carried on in cooperation with the bureau of Public Roads."<sup>1</sup>

### UNIFORM AIRCRAFT FINANCIAL RESPONSIBILITY ACT

[AN ACT to provide for the giving of security by owners and operators of aircraft involved in accidents; to provide for administration thereof; to provide penalties for violation of any provisions of this Act; and to repeal all other acts or parts of acts inconsistent with or contrary to this Act.]

*Be it Enacted . . .*

SECTION 1. *Definitions.* As used in this Act, unless the context requires otherwise:

(a) "Agency" means the [Department of Aeronautics] of this state.

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<sup>1</sup> Colby, "The 1954 Uniform and Model Acts: A Summary and an Analysis," 41 ABA Jour. 39, 40 (1955).

(b) "Aircraft" means any contrivance now known, or hereafter invented, used or designed for navigation of or flight in the air.

(c) "Judgment" means any judgment which has become final by expiration without appeal of the time within which an appeal might have been perfected, or by final affirmation on appeal, rendered by a court of competent jurisdiction of any state or of the United States, upon a claim for damages suffered by a claimant arising out of the ownership, operation, maintenance or use of any aircraft, including damages for care and loss of services, because of bodily injury to or death of any person or injury to or destruction of property, including the loss of use thereof, or upon agreement of settlement for such damages.

(d) "Non-resident's Operating Privilege" means the privilege conferred upon a non-resident by the law of this state pertaining to the operation by him of an aircraft, or the use of an aircraft owned by him, in this state.

(f) "Operator" means any person who is exercising actual physical control of an aircraft.

(g) "Owner" means any of the following persons who may be legally responsible for the operation of an aircraft:

(1) A person who holds the legal title to an aircraft;

(2) A lessee of an aircraft;

(3) A conditional vendee, a trustee under a trust receipt and a mortgagor or other person holding an aircraft subject to a security interest.

(h) "Passenger" means any person in, on or boarding an aircraft for the purpose of riding therein, or alighting therefrom following a flight or attempted flight therein.

(i) "Person" means any individual, firm, co-partnership, association or corporation, public or private, including his or its successors, assignees or legal representatives.

[(j) "Registration" means a certificate of registration of aircraft engaged in air navigation in this state, or of operators thereof, issued by the Agency pursuant to the laws of this state.]

*COMMENT. This definition is to be included if registration of aircraft or operators is provided for by state law.*

[(k) "Resident's Operating Privilege" means the privilege conferred upon a resident by the law of this state pertaining to the operation by him of an aircraft, or the use of an aircraft owned by him, in this state.]

*COMMENT. This definition is unnecessary if registration of aircraft or operators is provided for by state law.*

(l) "Notification" means notice in writing served upon a person by either:

(1) Actual delivery or offer of delivery to such person by any adult individual whose rights are not affected by the proceeding involved; or

(2) Registered mail addressed to the person at the last address known to the Agency.

(m) "State" means any state, the District of Columbia, any territory or possession of the United States and the Commonwealth of Puerto Rico.

(n) "Claimants" means any person having a claim for damages as the result of an accident within this state involving an aircraft.

SECTION 2. *Agency to Administer Act—Appeal to Court.* (a) The Agency shall administer and enforce the provisions of this Act and may make rules and regulations necessary for its administration [which shall become effective ten days after the filing thereof with the Secretary of State.]

(b) The Agency shall provide for hearings upon request of any person who may be affected by its orders or acts under the provisions of this Act and may provide for a stay thereof until a hearing may be had.

[(c) Any person aggrieved by any order or act of the Agency or by a fail-

ure of the agency to act hereunder, may have judicial review thereof as provided in the General Laws of this state for judicial review of the orders or acts of administrative agencies.]

[(d) Any person aggrieved by any order or act of the Agency hereunder, may have judicial review thereof [here insert language indicating scope of the review] by [appeal] to the [circuit] Court of [— County] by the filing of written [notice of appeal] with the Agency within [30] days after the order or act becomes final. The Agency shall transmit to the Court the original or a certified copy of the entire record of the proceeding under review, including a transcript of any oral testimony taken at the hearing, at the cost of the appellant. By order of Court or by stipulation of all parties to the [appeal], the record may be shortened by the elimination of any portion thereof. The Court shall determine whether the filing of the [appeal] shall operate as a stay of any such order or act of the Agency and the terms of such stay. The Court may, in disposing of the issues before it, affirm, modify or reverse the order or act of the Agency in whole or in part and may enter its own order or may reverse and remand the cause for further proceedings by the Agency.

COMMENT. *The second alternative paragraph may be utilized in those states not having a general administrative review statute.*

SECTION 3. *Report Required Following Accident.* (a) The operator of any aircraft involved in an accident within this state in which any person is killed or injured or damage in excess of \$100.00 is sustained to the property of any person, other than property owned by the owner or operator or in his care, custody or control or carried in or on the aircraft, shall immediately but not later than forty-eight hours after the accident report the matter in writing to the Agency. If the operator is physically incapable of making the report, the owner of the aircraft involved in the accident, shall immediately but not later than forty-eight hours after learning of the accident, make the report. If neither the operator nor the owner is physically capable of making the report, then each passenger shall, within ten days after learning of the incapacity of the operator or owner, make the report. If the owner or operator dies as a result of the accident, the legal representative of the operator or owner shall make the report within ten days after his qualification. The [sheriff] of the [county] in which the accident occurred shall notify the Agency thereof in writing immediately but not later than forty-eight hours after learning of the accident.

(b) The report, the form of which shall be prescribed by the Agency, shall include information to enable the Agency to determine whether the requirements for the deposit of security under Section 4 are inapplicable by reason of existence of insurance or other exceptions specified in this Act. The Agency may rely upon the accuracy of the information until it has reason to believe that the information is erroneous.

(c) The operator and the owner shall furnish such additional information as the Agency may require.

SECTION 4. *Security Required—Suspension—Exceptions.* (a) As promptly as practicable but not later than thirty days after receipt of an accident report as required in Section 3, the Agency shall determine by an order entered of record (1) the amount of security within the limits specified in Section 5, which it deems sufficient to satisfy any judgment for damages resulting from the accident which may be recovered against each owner or operator, and (2) the name and address of each claimant.

(b) As promptly as practicable but not later than thirty days after the entry of the order required by sub-section (a) of this Section the Agency, unless there is deposited for the benefit of the owner or operator or both, as the case may be, security in the sum so determined by the Agency, upon ten days notification shall suspend:

(1) If the owner is a resident, the [registration] [resident's operating

privilege] of the owner and the [registration of] [right to have operated for him] all aircraft owned by him.

(2) If the owner is a non-resident, the non-resident's operating privilege of the owner and of all aircraft owned by him.

(3) The [registration] [resident's] or non-resident's operating privilege of the operator.

(c) The requirements as to security and suspension do not apply:

(1) To the operator or the owner of the aircraft if the Agency determines upon satisfactory evidence that he is not charged with responsibility for the accident by the claimants, or to the operator of an aircraft involved in an accident in which no injury was caused to the person of any one other than the operator, and no damage in excess of \$100.00 was caused to property not owned, rented, occupied or used by such operator nor in his care, custody or control nor carried in or on the aircraft;

(2) To the operator or owner of an aircraft if at the time of the accident the aircraft was stationary, without passengers thereon or boarding the aircraft or alighting therefrom and the aircraft was parked in an area legally used for aircraft parking with no engine running nor in the process of being started;

(3) To the owner of an aircraft if at the time of the accident the aircraft was being operated, or was parked, without his permission, express or implied:

(4) To the owner if there is in effect at the time of the accident an aircraft liability policy or bond with respect to the aircraft involved in the accident;

(5) To the operator, if not the owner of the aircraft, if there is in effect at the time of the accident an aircraft liability policy or bond with respect to his operation of the aircraft involved in the accident;

(6) To the operator or owner if his liability for damages resulting from such accident is covered by any other form of liability insurance policy or bond in effect at the time of the accident;

(7) To any person qualifying as a self-insurer under Section 7, or to any person operating an aircraft for the self-insurer for whose acts the self-insurer is legally responsible; nor

(8) After there is filed with the Agency satisfactory evidence that the person otherwise required to deposit security has

(i) been released from liability, or (ii) been adjudicated not to be liable by judgment, or (iii) executed a written agreement with all claimants providing for payment of any agreed amount with respect to all claims for injuries or damages resulting from the accident.

(d) The requirements as to suspension may be waived by the Agency, in its discretion, if there is filed with the Agency by all claimants consent in writing that the person hereunder chargeable be allowed continuing operating privilege. If such waiver is granted by the Agency, it shall continue for six months from the date of the consent and thereafter unless the consent is revoked in writing.

(e) The Agency may take the actions authorized hereby or may modify or rescind the same at any time necessary to carry out the provisions of this Act upon [ten] days notification of the persons affected hereby.

COMMENT. "*Registration*" should be used if registration of aircraft or operators is provided for by state law. "*Resident's*" should be used if the state law does not provide for registration of aircraft or operators.

SECTION 5. *Requisites of Policy or Bond*—(a) A policy or bond is not effective under Section 4 unless:

(1) Issued by an insurer or surety company authorized to do business in this state; or

(2) Insured by an insurer or surety company not authorized to do

business in this state found by the Agency to afford adequate protection and which has filed or shall file with the Agency a power of attorney authorizing the Agency to accept service on its behalf of notice or process in any action upon the policy or bond arising out of such accident.

(3) If the accident results in bodily injury to or death of a person not a passenger, the policy or bond provides coverage of not less than [\$5,000] because of bodily injury to or death of one person in any accident and [\$10,000] because of bodily injury to or death of two or more persons in any one accident.

(4) If the accident involves an aircraft being operated for hire and the accident results in bodily injury to or death of a passenger, the policy or bond provides coverage of not less than [\$10,000] because of bodily injury to or death of one person in any one accident and not less than [\$10,000] multiplied by the number of passenger-seats in the aircraft because of bodily injury to or death of two or more persons in any one accident.

(5) If the accident involves an aircraft not being operated for hire and the accident results in bodily injury to or death of a passenger, the policy or bond provides coverage of not less than [\$5,000] because of bodily injury to or death of one person in any one accident and not less than [\$5,000] multiplied by the number of passenger-seats in the aircraft because of bodily injury to or death of two or more persons in any one accident.

(6) If the accident results in damage to or destruction of property, the policy or bond provides coverage of not less than [\$5,000] because of damage to or destruction of property in any one accident with the exception of the following property which is exempted from the security required under this Act: property owned, rented, occupied or used by, or in the care, custody or control of the owner or operator or carried in or on the aircraft.

(b) The policy or bond need not cover:

(1) Any liability on account of bodily injury to or death of any employee of the owner or operator while the employee is engaged in the duties of his employment; or

(2) Any obligation for which the owner or operator or his insurer may be held liable under any workmen's compensation law.

SECTION 6. *Duration of Suspension*—[Registrations] [Resident's] or non-resident's operating privilege suspended as provided in Section 4 shall not be restored or renewed with respect to the aircraft involved in or the owner or operator liable for the accident until:

(a) Security is deposited as required under Section 4; or

(b) One year shall have elapsed following the date of such suspension and satisfactory evidence is filed with the Agency that during such period no action for damages arising out of the accident has been instituted; or

(c) Satisfactory evidence is filed with the Agency of a release from liability, or a judgment of non-liability as to all persons damaged or injured in the accident, or a written agreement, in accordance with paragraph 8 of sub-section (c) of Section 4. If there is a default in payment under such written agreement, then upon [ten] days notification of the owner or operator, the Agency shall suspend the [registration] [resident's] or non-resident's operating privilege of such person defaulting and the same shall not be restored unless and until (1) such person deposits and thereafter maintains security as required under Section 4 in such amount as the Agency may then determine, within the limits herein provided, or (2) one year has elapsed following the time when such security was required and during such period no action upon the agreement has been instituted in a court of this state; or

(d) Satisfactory evidence is filed with the Agency that any judgment

against such person for damages resulting from the accident has been satisfied in full or that there has been paid thereon an amount equal to the applicable limits set forth in Section 5; or

(e) Written consent thereto has been filed with the Agency by all claimants and the same is approved by the Agency in its discretion.

*COMMENT. The first bracketed word or phrase in each instance should be used if registration of aircraft or operators is provided for by state law. The second bracketed word or phrase should be used if the state law does not provide for registration of aircraft or operators.*

**SECTION 7. Self-Insurer**—(a) Any person may at any time apply to the Agency for a certificate of self-insurance, whether or not there has occurred an accident as a result of which he might be affected by some other provision of this Act.

(b) The Agency may in its discretion issue a certificate of self-insurance when satisfied that the applicant is possessed and will continue to be possessed of ability to pay judgments against him within the limits provided in this Act.

(c) Upon not less than [ten] days notification of a self-insurer the Agency may for reasonable cause cancel a certificate of self-insurance and shall cancel such certificate upon failure to pay any judgment within thirty days.

**SECTION 8. Application to Non-resident's [unregistered Aircraft] and Accidents in Other States**—(a) In case the operator or owner of an aircraft involved in an accident within this state [has no certificate of registration, or is a non-resident] [is a non-resident], he shall not be allowed [a certificate of registration or] a non-resident's operating privilege, [as the case may be,] until he has complied with the requirements of this Act.

(b) When a non-resident's operating privilege is suspended pursuant to Section 4 or Section 6, the Agency shall transmit a certified copy of the record of such action to the official or department regulating the operation of aircraft in the state in which the non-resident resides, if the law of the other state provides for action in relation thereto, similar to that provided for in subsection (c) of this Section.

(c) Upon receipt of a certification that the operating privilege of a resident of this state has been suspended or revoked in any other state pursuant to a law providing for its suspension or revocation for failure to deposit security for the payment of judgments arising out of an aircraft accident, under circumstances which would require the Agency to suspend a non-resident's operating privilege had the accident occurred in this state, the Agency upon [ten] days notification shall suspend his [registration] [resident's operating privilege] if he was the operator of an aircraft involved in the accident, or if he was the owner of an aircraft involved in the accident and was legally responsible for its operation. The suspension shall continue until the resident furnishes evidence of his compliance with the security requirements of the law of the other state.

**SECTION 9. Form and Amount of Security**—(a) The security required under this Act shall be cash or securities permissible under state law as security for deposit of state funds and in such amount as the Agency may require but in no case in excess of the limits specified in Section 5 in reference to the limits of a policy or bond. If at the time of the accident there is in effect a liability policy or a bond meeting the requisites of this Act other than amount of coverage set forth in Section 5, the Agency may consider such policy or bond in fixing the amount of security. The person depositing security shall specify in writing the person or persons on whose behalf the deposit is made and, at any time while such deposit is in the custody of [the Agency or the State Treasurer] the person depositing it may, upon approval of the Agency, amend in writing the specification of the person or persons on whose behalf the deposit is made to include an additional person or persons; provided, however, that a single deposit of security shall be applicable only on behalf of

persons required to furnish security because of the same accident. [Interest and other income upon securities deposited as herein provided shall be paid or inure to the benefit of the person making the deposit.]

(b) Upon [ten] days notification of the parties concerned, the Agency may reduce, or, within the limits specified in Section 5, increase the amount of security ordered in any case if in its discretion the amount ordered is excessive or insufficient. In case the security originally ordered has been deposited, the excess shall be returned to the depositor notwithstanding the provisions of Section 10. Substitution of security shall be permitted.

**SECTION 10. *Custody, Disposition and Return of Security***—Security deposited in compliance with the requirements of this Act shall be delivered to the [Agency and shall be placed by the Agency in the custody of the State Treasurer] and shall be released only:

(a) Upon certificate of the Agency in the payment of a judgment rendered against the person or persons on whose behalf the deposit was made, for damages arising out of the accident in a civil action, begun not later than one year after the date of the accident or within one year after the date of deposit of any security under sub-section (c) of Section 6 or in the payment of a settlement, agreed to by the depositor and all the claimants, of a claim or claims arising out of the accident.

(b) Upon certificate of the Agency issued after [ten] days notification of all claimants upon evidence satisfactory to the Agency that all claims arising from such accident have been satisfied by either (1) a release from liability, or (2) a judgment of non-liability, or (3) a written agreement in accordance with paragraph 8 of sub-section (c) of Section 4, or whenever, after the expiration of one year from the time of the accident or from the date of deposit of any security under sub-section (c) of Section 6, the Agency is given evidence satisfactory that there is no such action pending and that no judgment rendered in any such action is unpaid.

(c) Upon the certificate of the Agency that other security complying with sub-section (a) of Section 9 and satisfactory in form, character and amount, has been deposited with it in lieu of the original security deposited hereunder.

**SECTION 11. *Matters Not to be Evidence in Civil Suits or Criminal Proceedings***—The records of and proceedings before the Agency [and the State Treasurer] shall be inadmissible in evidence and shall not be referred to at the trial of any civil action or criminal proceeding.

Subject to the foregoing provisions, the Agency shall, upon written request, make available to persons whose legal rights may be affected thereby, information and material developed in the course of its administration of this Act.

**SECTION 12. *Transfer of Registration to Defeat Purpose of Act Prohibited***.—No transfer of registration of aircraft of which the owner's registration has been suspended hereunder, shall be deemed valid or accepted by the Agency, unless the transferor or transferee demonstrates to the satisfaction of the Agency that the transfer of registration is the result of a bona fide transaction of purchase and sale, and not for the purpose, or with the effect, of defeating the purposes of this Act. Nothing in this Section shall affect the rights of any lessor or conditional vendor, chattel mortgagee, or other person holding a security interest in any aircraft registered in the name of another as owner who becomes subject to the provisions of this Act.

COMMENT. See Comment to Section 13.

**SECTION 13. *Surrender of Registration***—Any person whose registrations are suspended as herein provided shall immediately surrender or return his registration certificates to the Agency, until such time as the registrations are restored by the Agency. If such person fails or refuses to surrender or return the registration certificates to the Agency, the Agency shall forthwith [issue] —[apply to the [Circuit] Court of [. . . County], which upon such application



shall issue] a writ directing any [peace officer or enforcement officer] of the state to secure possession thereof and deliver the same to the Agency.

*COMMENT. Sections 12 and 13 are necessary only if registration of aircraft is provided for by state law. If not and these sections are deleted, then the following sections should be correspondingly renumbered.*

**SECTION 14. Other Violations—Penalties—**(a) Any owner or operator who knowingly refuses or fails to make any report of an accident as required in Section 3 shall be guilty of a misdemeanor and upon conviction shall be fined not more than [\$100]; and if any person is killed or injured in such accident, the Agency shall in addition suspend the [registration] [resident's] or non-resident's operating privilege of the person failing to make such report, until such report is filed and for such further period not to exceed [thirty] days as the Agency may fix.

(b) Any owner or operator who knowingly makes a false statement or representation of a material fact in a report to or written instrument filed with the Agency shall be guilty of a misdemeanor and upon conviction shall be fined not less than [\$100] nor more than [\$1,000], or imprisoned for not more than [ninety] days, or both.

(c) Any owner or operator whose [registration] [resident's] or non-resident's operating privilege has been suspended or revoked under this Act and who, during such suspension or revocation, operates any aircraft in this State, or knowingly permits any aircraft owned by such person to be operated by another in this State, except as permitted under this Act, shall be guilty of a misdemeanor and upon conviction shall be fined not more than [\$1,000], or imprisoned not more than [six] months, or both.

(d) Any owner or operator wilfully failing to return his registrations as required in Section 13 shall be guilty of a misdemeanor and upon conviction shall be fined not more than [\$500], or imprisoned not to exceed [thirty] days, or both.

*COMMENT. Subsection (d) should be deleted if Section 13 is deleted, but should be retained if that section is retained.*

**SECTION 15. Non-Applicability—**This Act shall not apply to:

(a) Any aircraft owned and operated by or leased to and subject to the sole control of the United States or any civil or military agency of the United States or of the District of Columbia the Commonwealth of Puerto Rico or any territory or possession of the United States;

(b) Any aircraft owned and operated by or leased to and subject to the sole control of this or any other State or agency thereof or any political subdivision or municipality of this or any other State;

(c) Any aircraft owned and operated by or leased to and subject to the sole control of any foreign country or any civil or military agency thereof or any political subdivision or municipality thereof;

(d) Any aircraft owned or being operated by a public air carrier engaged principally in regularly scheduled interstate or foreign air transportation for hire under either a federal certificate of public convenience and necessity or under a letter of registration or exemption order issued by the Civil Aeronautics Board or its successor.

**SECTION 16. Act Not Retroactive—**This Act shall not apply with respect to any accident occurring prior to the effective date of this Act.

**SECTION 17. Act Not to Prevent Other Process—**Nothing in this Act shall be construed as precluding any party in any section or proceeding from employing other processes provided by law. Nothing in this Act shall be construed as precluding the utilization by the Agency of the injunctive or other process of the courts in aid of the enforcement of this Act.

**SECTION 18. Service of Process—**(a) The operation of an aircraft on the land or waters of or in the air over this state shall be deemed an appointment

by the owner or operator of the [Secretary of State] to be his true and lawful attorney upon whom may be served all legal process in any action or proceeding against him, arising from the ownership, maintenance, use or operation of such aircraft and resulting in damage or loss to person or property, and said use or operation shall be signification of their agreement that any such process against him which is so served, shall be of the same legal force and validity as though served upon him personally, provided such person is a non-resident of this state or at the time a cause of action arises is a resident of this state but subsequently becomes a non-resident of this state.

(b) Service of such process shall be made by serving [the original thereof and a copy of the [complaint] upon the [Secretary of State] or by filing the same in his office, together with a fee of \$2.00 and by the mailing of a copy of such process and of the [complaint] by the plaintiff or his attorney to the defendant, and to each of the defendants if more than one at his last known address, within ten days thereafter by registered mail. In lieu of such mailing to such defendant in a foreign state, plaintiff may cause a copy of the [complaint] and process to be served personally in the foreign state upon such defendant by any adult person not a party to the suit, by actually delivering the same to such defendant or by offering to make such delivery in case defendant refuses to accept delivery.]

[(c) Proof of the service of such process upon the [Secretary of State] or the filing thereof in his office, and proof of the mailing or personal delivery thereof to the defendant shall be made by the affidavit or affidavits of the party or parties doing the acts, which shall be filed in the office of the Clerk of the Court in which the suit is filed. Process shall be deemed to be completed upon the filing of such affidavit or affidavits and of the original registry receipt issued by the Post-office upon the mailing of such registered letter, if service is obtained by mail.]

SECTION 19. *Discharge in Bankruptcy*—A discharge in bankruptcy shall not relieve any person from the requirements of this act.

[SECTION 20. *Use of Singular or Plural*—The singular includes the plural and the plural includes the singular; the masculine includes the feminine and neuter, as requisite.]

[SECTION 21. *Uniformity of Interpretation*—This Act shall be so interpreted and construed as to effectuate its general purpose to make uniform the laws of those states which enact it.]

SECTION 22. *Saving Clause*—If any part or parts of this Act shall be held to be invalid, such invalidity shall not affect the validity of the remaining parts of this Act. The legislature hereby declares that it would have passed the remaining parts of this Act if it had known that such part or parts thereof would be declared invalid.

SECTION 23. *Title of Act*—This Act may be cited as the Uniform Aircraft Financial Responsibility Act.

SECTION 24. *Effective Date of Act*—This Act shall take effect the ..... day of ....., 19.....

