

July 24, 1969

lations is to permit the transfer or reservation of an assigned one to three symbol aircraft identification number at the request of the current owner.

Section 47.15(g) now states that the owner of an aircraft need not surrender a one to three symbol identification number that was assigned to his aircraft before August 18, 1964. Under the present interpretation of § 47.15(g), its provisions are applicable only to the person to whom the aircraft was registered on August 18, 1964. A subsequent owner is not permitted to transfer the number to another aircraft he owns, or reserve the number for later assignment. Therefore, each time an aircraft owner requests the transfer or reservation of a one to three symbol identification number assigned to his aircraft, the Aircraft Registry must make a search of the records to determine if that person is the "owner" referred to in § 47.15(g).

The amendment provides that regardless of when the aircraft was registered in his name, the current aircraft owner need not surrender a one to three symbol identification number assigned to the aircraft, but may apply for reassignment of that number to another aircraft he owns or for reservation of the number for later assignment.

The amendment would not be applicable to those one to three symbol identification numbers which have been assigned in accordance with § 47.15(e). An applicant under § 47.15(e) must show that the structural configuration or design of the aircraft prevents the placing of a larger number on his aircraft. Therefore, an aircraft owner would have no future need for the number unless he would subsequently acquire an aircraft that would meet the structural configuration or design requirements of § 47.15(e). In such case, § 47.15(e) would again be available to him.

The present supply of one to three symbol identification numbers consists of approximately 640 numbers. The numbers which have been presently assigned are not included in this figure, and therefore, amending § 47.15(g) would not adversely affect the present supply.

Under the present procedure, when a current owner's request for reassignment or reservation is denied, an explanation for such denial is given. Exemption procedures are also available under the Federal Aviation Regulations whereby exemptions are requested to permit the transfer or reservation of the number assigned to the current owner of the aircraft. These procedures, as well as the search of the records that must presently be made, are time consuming and costly to both the aviation public and the Aircraft Registry.

Since this amendment is procedural in nature, and does not impose a burden on the public, I find that notice and public procedure thereon are not necessary, and that it may become effective on less than 30 days notice.

In consideration of the foregoing, § 47.15(g) of the Federal Aviation Regulations is hereby amended effective July 24, 1969, to read as follows:

§ 47.15 Identification number.

(g) The owner of an aircraft need not surrender a one to three symbol identification number assigned to his aircraft provided the number was not assigned to the aircraft under the provisions of paragraph (e) of this section. The owner may apply to the FAA Aircraft Registry for reassignment of the number to his aircraft, or for the reservation of that number for later assignment. The fee required by § 47.17 for a reassigned or reserved identification number must accompany the application. At the same time, the owner must apply to the FAA Aircraft Registry for assignment of a new identification number to the aircraft to which the one to three symbol identification number had been assigned. The fee required by § 47.17 for a special identification number must accompany the application.

(Secs. 307(c), 313(a), 501, 503, 505, 1102, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1401, 1403, 1405, 1502; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c); § 1.4(b)(1) of the Regulations of the Office of the Secretary of Transportation)

Issued in Washington, D.C., on July 16, 1969.

D. D. THOMAS,
Deputy Administrator.

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8:45 a.m.]

[Docket No. 9721; Amdt. 47-8]

PART 47—AIRCRAFT REGISTRATION

Provision for Transfer or Reservation by Current Owner of Assigned One to Three Symbol Identification Number

The purpose of this amendment of § 47.15(g) of the Federal Aviation Regu-

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