

## Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation  
[Docket No. 6814; Amdts. 47-14; 91-98]

### PART 47—AIRCRAFT REGISTRATION PART 91—GENERAL OPERATING AND FLIGHT RULES

#### Aircraft Registration Eligibility, Identification, and Activity

The purpose of these amendments to Parts 47 and 91 of the Federal Aviation Regulations is to provide for a shorter period for filing AC Form 8050-73, Aircraft Registration Eligibility, Identification, and Activity Report.

Under § 47.44(a), the holder of each Certificate of Aircraft Registration has been required to report annually concerning his continued eligibility for aircraft registration. He has done this by submitting an Aircraft Registration Eligibility, Identification, and Activity Report, Part 1, AC Form 8050-73, to the FAA Aircraft Registry before July 1 of each year commencing July 1, 1970. Section 91.53(a) provides that the owner of each aircraft registered in the United States should (but is not required to) submit Part 2 of the same form, containing information on the identification of his aircraft and its activity during the previous calendar year, to the FAA Aircraft Registry, also before July 1 of each year commencing July 1, 1970.

Sections 47.44 and 91.53 were adopted January 6, 1970, and made effective March 7, 1970. Some comments in response to the notice of proposed rule making (Notice 68-37) published in the FEDERAL REGISTER on September 5, 1969 (34 F.R. 14079), recommended that the period for filing should be shortened to 30 or 60 days. However, at the time the provisions were adopted, the FAA anticipated that the first reporting cycle would be more time-consuming for both the FAA and those reporting than subsequent reporting cycles, because of the initial procedural and workload problems within the FAA, the preparation and dissemi-

nation of the new FAA form, and the correction of invalid or outdated information by the persons reporting. As forecast in the preamble to the rule when adopted, the FAA has continued its consideration of the length of the reporting period with the expectation of reducing it to a shorter period, such as 30 or 60 days, if feasible. As a result of that consideration, it has been determined that the initial procedural and workload problems no longer exist, and that a shorter period is feasible.

Accordingly, these amendments change the deadline for filing AC Form 8050-73 to April 1 of each year, commencing April 1, 1972, thus providing a shorter, 90-day period for filing. This shorter period is more desirable, because it will allow earlier processing of the reports by the FAA, thus facilitating safety regulatory analysis, current year source allocation, and budgetary planning. Reducing the filing period to 90 days will not impose a burden on the persons reporting, in view of the time actually required to complete the form. In fact, thus far, the FAA has received the bulk of the reports early in the filing period.

In view of the foregoing, and the fact that these minor amendments do not impose a burden on any person, notice and public procedure thereon is unnecessary, and the amendments may be made effective on less than 30 days' notice.

In consideration of the foregoing, Parts 47 and 91 of the Federal Aviation Regulations are amended, effective September 30, 1971, by striking out the phrase "July 1 of each year commencing July 1, 1970" in the lead-in portions of §§ 47.44(a) and 91.53(a) and substituting the phrase "July 1 of each of the years 1970 and 1971, and April 1 of each year thereafter" therefor in each place.

(Secs. 108, 307, 311, 312, 313(a), 501, 601(a) (8), 609, 901, Federal Aviation Act of 1958; 49 U.S.C. 1303, 1348, 1352, 1355, 1354(a), 1401, 1421, 1429, 1471; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c); § 1.47(a), Regulations of the Office of the Secretary of Transportation)

Issued in Washington, D.C., on September 22, 1971.

J. H. SHAFER,  
Administrator.

(As published in the Federal Register [36 F.R. 19159] on September 30, 1971)

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