

lations is to provide for the assignment of aircraft identification numbers consisting of one to three numbers and two suffix letters, without the currently imposed restrictions.

Section 47.15(b) now states that in addition to the prefix letter "N" an identification number may not exceed five symbols consisting of all numbers, or one to four numbers and a suffix letter, or one to three numbers and two suffix letters. However, under the present procedures if the FAA has assigned an identification number consisting of one to three numbers and one suffix letter, e.g. N100A, an identification number consisting of the same three numbers and the same suffix letter with the addition of a second suffix letter, e.g. N100AB, cannot be assigned except that the holder of a Certificate of Aircraft Registration may apply to the FAA Aircraft Registry for permission to add a second suffix letter to the number already assigned to his aircraft.

Under the procedure presently contained in § 47.15(b), there have been available for assignment a total of about 339,000 identification numbers, of which only approximately 164,000 numbers have not yet been assigned. Since in the past few years general aviation aircraft production has doubled, and it is expected that about 140,000 new aircraft will be manufactured in the next 6 years, the number of identification numbers available for assignment does not appear to be sufficient to meet the needs forecast for the next few years. If, however, identification numbers consisting of one to three numbers and two suffix letters are assigned without the restrictions contained in § 47.15(b), the present supply of identification numbers would increase to about 739,000.

This amendment, therefore, removes the restrictions on the assignment of identification numbers consisting of one to three numbers and two suffix letters, currently set out in the last three sentences of § 47.15(b).

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(b) of the Federal Aviation Regulations is amended, effective February 21, 1969, by deleting the last three sentences therefrom.

(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))

Issued in Washington, D.C., on February 17, 1969.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 69-2204; Filed, Feb. 20, 1969;
8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 9435, Amdt. 47-7]

PART 47—AIRCRAFT REGISTRATION

Provision for Unrestricted Issuance of Identification Numbers Consisting of One to Three Numbers and Two Suffix Letters

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

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