

14 CFR Part 47

[Docket No. 22772; Amdt. No. 47-22]

Aircraft Registration; Prohibition of the Use of the Letters "I" and "O," and Designation of the Position of Zero in Aircraft Identification Marks

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The purpose of this amendment is to prohibit the use of the letters "I" and "O" in aircraft identification marks and to restrict the use of zero to a position always following a number. This change codifies an agency policy which is designed to prevent confusion in aircraft identification. Adding these restrictions will clarify the numbering system and reduce the number of requests for improper numbers.

EFFECTIVE DATE: April 21, 1982.

FOR FURTHER INFORMATION CONTACT: Elizabeth A. Flinta, Technical Section, Aircraft Registration Branch (AAC-250), Federal Aviation Administration, Mike Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, Oklahoma 73125, Telephone: (405) 686-2284.

SUPPLEMENTARY INFORMATION: Section 47.15(b) of the Federal Aviation Regulations states: "A U.S. identification number may not exceed five symbols in addition to the prefix letter 'N.'" These symbols may be all numbers (N10000), one to four numbers and one suffix letter (N1000A), or one to three numbers and two suffix letters (N100AB).

The letters "I" and "O" are not used in aircraft identification numbers because they might be confused with "one" and "zero." If either of these letters were to be used as suffix or prefix letters, several aircraft might appear to have the same number.

Zero is never used as the first symbol in an aircraft identification number because that number might be confused with the same number minus the zero, for example, N0123 and N123. Both of these numbers might be expressed orally as "N-one two three."

Airport traffic control problems could occur if two of these aircraft coincidentally operated out of the same airport. Enforcement problems are also possible. Finally, numbers that confuse the identity of aircraft could result in the misfiling of important aircraft documents.

The FAA's policy of not using these numbers is apparently not well known because the aircraft registry is sometimes asked to assign an identification number containing the letter "I" or "O," or a number using zero as the first symbol.

This amendment will clarify the numbering system and reduce the number of requests for improper numbers. This rule will not require any change in identification numbers since the subject letters have never been assigned nor has zero been used in the manner prohibited by this amendment.

Since this amendment merely states agency practice in administering the aircraft registration system, I find that notice and public procedure are not necessary, and that good cause exists for making it effective in less than 30 days.

Adoption of the Amendment

PART 47—AIRCRAFT REGISTRATION

Accordingly Part 47 of the Federal Aviation Regulations (14 CFR Part 47) is amended, effective April 21, 1982 by adding the following two sentences to the end of § 47.15(b):

§ 47.15 Identification number.

* * * * *

(b) * * * The letters "I" and "O" may not be used. The first zero in a number must always be preceded by at least one of the numbers 1 through 9.

* * * * *

(Sections 307(c), 313(a), 501, 503, 1102, Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(c), 1354(a), 1401, 1403, 1502), and Section 6(c), Department of Transportation Act (49 U.S.C. 1655(c)).)

Note.—Since the agency practice expressed by this amendment does not impose a

burden on any aircraft owner, the FAA has determined that this document involves a regulation which is not major under Executive Order 12291 or significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). For these same reasons, I certify that under the criteria of the Regulatory Flexibility Act, this regulation will not have a significant impact on a substantial number of small entities. Its expected impact is so minimal that it does not require an evaluation.

Issued in Washington, D.C., on February 23, 1982.

J. Lynn Helms,
Administrator.

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