

Title 14—Aeronautics and Space
CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 12391; Amdt. Nos. 47-17 and 91-190]

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

Registration Number on Airworthiness Certificate

The purpose of this amendment to Parts 47 and 91 of the Federal Aviation Regulations is to require that a U.S. airworthiness certificate (except certain special flight permits) carried on an aircraft have on it the registration number of the aircraft, except that the airworthiness certificate need not have on it an assigned special identification number before 10 days after that number is first affixed to the aircraft.

This amendment is based on a notice of proposed rule making (Notice No. 72-31) issued on November 22, 1972, and published in the FEDERAL REGISTER on December 1, 1972 (37 FR 25532). Several comments were received in response to Notice No. 72-31 and the relevant comments are discussed below. Based upon these comments and upon further consideration by the FAA, several changes have been made to the proposed rule. Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

Four of the six comments received in response to Notice No. 72-31 were in favor of, or raised no objection to, the amendment as proposed. One of the commentators in favor of the proposal questioned whether under the proposal the aircraft owner would be permitted to make the change to the airworthiness certificate after a change in registration number. The commentator also questioned the effect of the cancellation of an aircraft's registration, for any of the reasons specified in Part 47, on the aircraft's airworthiness certificate, and whether the added airworthiness documentation, that would be required under the proposal, would impede title searches.

With respect to the commentator's first question, § 21.177 provides that an airworthiness certificate may be amended or modified only upon application to the Administrator. Therefore, under the proposal, after obtaining a new registration

number, the aircraft owner would not be permitted to revise the aircraft's airworthiness certificate, but would be required to obtain a revised airworthiness certificate, showing the new registration number, from an FAA Flight Standards District Office. In order to avoid any misunderstanding as to who may revise an airworthiness certificate, the last sentence of § 47.15(f), that contains non-regulatory material, has been deleted and a sentence has been added at the end of § 91.27(a) (1) to make it clear that a revised airworthiness certificate having on it a special identification number, that has been assigned and affixed, must be obtained upon application to an FAA Flight Standards District Office. With respect to the commentator's second question, § 21.181 specifies the duration of airworthiness certificates and § 21.181(a) (1) provides, in pertinent part, that a standard airworthiness certificate is effective (unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator) so long as the aircraft is registered in the United States. Finally, in that the provision merely requires what has generally been done voluntarily in the past, the FAA foresees no added impediment in searches for title.

The Notice proposed to permit operations of an aircraft for a 10-day period, after a special identification number is first affixed to an aircraft, during which the operator could obtain a revised airworthiness certificate showing that special identification number. One commentator, while in favor of a requirement that the aircraft registration number be on the airworthiness certificate, contended that the 10-day period provided was insufficient and that 30 days would be necessary. The FAA does not believe this comment has merit since the owner of the aircraft can schedule the affixing of the special identification number to a time in which 10 days should be sufficient to obtain a revised airworthiness certificate.

One commentator asserted that the proposal would require added unnecessary paperwork. The FAA does not agree. As stated in Notice 72-31, the U.S. registration number of an aircraft is shown on the U.S. airworthiness certificate (except certain special flight permits), and a requirement that the current registration number appear on the airworthiness certificate would reduce the possibility of confusion with respect to an aircraft's identification without placing an undue

burden on the aircraft operator.

Finally, the proposal has been editorially revised to make it clear that while a special flight permit is an airworthiness certificate, as revised, § 91.27(a) (1) will not require that a special flight permit have on it the aircraft's registration number.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, and 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c))

In consideration of the foregoing, and for the reasons given in Notice 72-31, Parts 47 and 91 of the Federal Aviation Regulations are amended, effective February 7, 1974, as follows:

§ 47.15 [Amended]

1. By deleting the last sentence of § 47.15(f).

2. By amending the introductory language and subparagraph (1) of § 91.27(a) to read as follows:

§ 91.27 Civil aircraft: Certifications required.

(a) Except as provided in § 91.28, no person may operate a civil aircraft unless it has within it the following:

(1) An appropriate and current airworthiness certificate. Each U.S. airworthiness certificate used to comply with this subparagraph (except a special flight permit, a copy of the applicable operations specifications issued under § 21.197(c) of this chapter, appropriate sections of the air carrier manual required by Parts 121 and 127 of this chapter containing that portion of the operations specifications issued under § 21.197(c), or an authorization under § 91.45), must have on it the registration number assigned to the aircraft under Part 47 of this chapter. However, the airworthiness certificate need not have on it an assigned special identification number before 10 days after that number is first affixed to the aircraft. A revised airworthiness certificate having on it an assigned special identification number, that has been affixed to an aircraft, may only be obtained upon application to an FAA Flight Standards District Office.

Issued in Washington, D.C., on December 26, 1973.

ALEXANDER P. BUTTERFIELD,
Administrator.

(As published in the Federal Register 39 F.R. 1352/ on January 8, 1974)