

Advance copy pending issuance
of Change to FAR Part 45

**Title 14—AERONAUTICS AND
SPACE**

**Chapter I—Federal Aviation Admin-
istration, Department of Transpor-
tation**

[Docket No. 9152; Amdt. 45-7]

**PART 45—IDENTIFICATION AND
REGISTRATION MARKING**

**Location of Aircraft Identification
Plate**

The purpose of this amendment to § 45.11(a) of the Federal Aviation Regulations is to permit an alternate optional location for an aircraft identification plate.

On January 3, 1967, the Federal Aviation Administration adopted Amendment 45-3 (32 F.R. 187) which changed § 45.11(a) to require that an aircraft identification plate be located "near an entrance." The preamble to Amendment 45-3 stated that the FAA "has determined that a reasonably uniform location should be adopted, since the main purpose of the location aspect of the identification plate requirements is to facilitate identification of the aircraft during inspections or in an accident."

Since July 7, 1967, the effective date of Amendment 45-3, certain manufacturers of small airplanes have presented information showing that an alternate location of the identification plate would serve the purpose of identification of air-

craft during inspections or accident investigations at least equally well as the location "near an entrance." A review of this information has led to the conclusion that the location of the identification plate on the fuselage near the tail surfaces, if the plate is legible to an observer on the ground, would be an acceptable optional alternate location.

Since this amendment permits an alternate procedure and imposes no additional burden on any person, I find that notice and public procedure thereon are unnecessary, and that good cause exists for making it effective on less than 30 days' notice.

In consideration of the foregoing, the second sentence of § 45.11(a) is amended, effective September 25, 1968, to read as follows:

§ 45.11 General.

(a) * * * The identification plate for aircraft must be secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident; and it must be secured to the aircraft at an accessible location near an entrance, except that if it is legible to a person on the ground it may be located externally on the fuselage near the tail surfaces. * * *

* * * * *
(Secs. 307(c), 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421, 1423)

Issued in Washington, D.C., on September 17, 1968.

D. D. THOMAS,
Acting Administrator.

(As published in the Federal Register 33 F.R. 14402 on Sept. 25, 1968)