

# Title 14—AERONAUTICS AND SPACE

## Chapter I—Federal Aviation Agency

### SUBCHAPTER C—AIRCRAFT

[Docket No. 7412; Amdt. 47-1]

## PART 47—AIRCRAFT REGISTRATION

### Assignment of Identification Numbers

The purpose of this amendment is to centralize the issuance of all U.S. aircraft registration numbers in the FAA Aircraft Registry at Oklahoma City in order to reduce costs and improve control of U.S. identification numbers. It was proposed by notice of proposed rule making 66-22 of June 2, 1966 (31 F.R. 8077). The proposed changes only affect those persons (other than aircraft manufacturers) who need to obtain U.S. registration numbers for aircraft not previously registered anywhere. These numbers are now obtained from the FAA District Offices. Under the amendment they will be obtained by mail from the FAA Registry.

All comments received on the notice have been fully considered. The only unfavorable comment stated that the new procedure would place an additional burden on amateur aircraft builders. However, FAA District Offices from which the registration number was formerly obtained are still available to the amateur builder for assistance, in any case in which it is needed, in obtaining registration numbers from the FAA Registry. In the ordinary case, the amateur builder will have ample time to attend to this matter during the building of his aircraft. Any additional burden on the amateur builder would therefore be so slight that, on balance, the public interest is furthered by adoption of this proposal.

A comment suggesting that the term "identification number" be changed is not germane to this project but will be given consideration in the future.

In consideration of the foregoing, Part 47 of the Federal Aviation Regulations (14 CFR Part 47) is hereby amended, effective November 13, 1966, by amending § 47.15 (a) to read as follows:

#### § 47.15 Identification number.

(a) Number required: Except when he applies under § 47.37, an applicant for Aircraft Registration must place a U.S. identification number ("registration mark") on his Application for Aircraft Registration, FAA Form 8050-1, and on any evidence submitted with the application. There is no charge for the assignment of numbers provided in this paragraph. This paragraph does not apply to an aircraft manufacturer who applies for a group of U.S. identification numbers under paragraph (c) of this section, or to a person who applies for a special identification number under paragraphs (d) through (g) of this section.

(1) *Aircraft not previously registered anywhere.* The applicant must obtain the U.S. identification number from the FAA Registry by request in writing describing the aircraft by make, type, model, and serial number (or, if it is amateur-built, as provided in § 47.33(b)) and stating that the aircraft has not previously been registered anywhere. If the aircraft was brought into the United States from a foreign country, the applicant must submit evidence that the aircraft has never been registered in a foreign country.

(2) *Aircraft last previously registered in the United States.* Unless he applies for a different number under paragraphs (d) through (g) of this section, the applicant must place the U.S. identification number that is already assigned to the aircraft on his application and the supporting evidence.

(3) *Aircraft previously registered in a foreign country.* The applicant must comply with § 47.37. The identification number is issued with the Certificate of Aircraft Registration.

(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); Convention on the International Recognition of Rights in Aircraft (4 U.S.T. 1830))

Issued in Washington, D.C., on October 7, 1966.

WILLIAM F. MCKEE,  
Administrator.

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