

[4910-13]

[Docket No. 17563; Amdt. Nos. 47-19 and 91-
78]**PART 47—AIRCRAFT REGISTRATION****PART 91—GENERAL OPERATING AND FLIGHT
RULES****Aircraft Registration Eligibility Identification
and Activity****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

SUMMARY: The purpose of these amendments is to delete the requirement in the Federal Aviation Regulations that each holder of a certificate of aircraft registration file an annual report on the current eligibility of the aircraft for registration, and to discontinue the request for voluntary annual reports providing other information about the aircraft and its activity. The FAA has determined that there is no current need for these annual reports. These amendments are intended to relieve the public of this burden.

EFFECTIVE DATE: January 30, 1978.**FOR FURTHER INFORMATION
CONTACT:**

Virginia Swimmer, Technical Section, FAA Aircraft Registry, Aeronautical Center, P.O. Box 25082, Oklahoma City, Okla. 73125, telephone 405-686-2284.

SUPPLEMENTARY INFORMATION: Section 47.44 of the Federal Aviation Regulations (14 CFR 47.44) presently requires the holder of a Certificate of Aircraft Registration to submit a report by April 1 of each year, providing information pertinent to the aircraft's continuing eligibility for registration. The report, made on Part 1 of AC Form 8050-73 (Aircraft Registration Eligibility Identification, and Activity Report), must state: (1) The name and address of the owner, (2) whether he is a United States citizen (if not a governmental unit); (3) the aircraft's make, model, and registration and serial number; and (4) whether the aircraft has been registered under the laws of a foreign country.

Section 91.53 (14 CFR 91.53) presently provides for the voluntary submission of Part 2 of AC Form 8050-73. Part 2 requests (but does not require) that the certificate holder submit the following information: (1) The name and address of the principal operator of the aircraft (if not the owner); (2) the make and model of the aircraft's engines; (3) the communications and navigational aids capability of the aircraft's equipment; (4) the airport where the aircraft is based; and (5) the activity of the aircraft for the previous calendar year (as shown by hours flown and purpose of flight).

Sections 47.44 and 91.53 were adopted in 1970, as Amendments Nos. 47-10 and 91-72 (published in the FEDERAL

REGISTER on February 5, 1970; 35 FR 2578). The purpose of § 47.44 was to provide for updating and revising the aircraft register, so that it would reflect, to the extent possible, only those aircraft eligible for registration. The FAA has received these reports annually from 1970 through 1977. As a result, approximately 32,000 obsolete aircraft records have been removed from the aircraft register, and the register is now reasonably current.

Moreover, the FAA has determined that the aircraft register can now be kept current, for the most part, with the use of information that is submitted to the FAA in the ordinary course of business. This information includes: notices of the sale, export, destruction, theft, and cannibalization of aircraft; notices of change of address and of the death of aircraft owners; and requests for change of registration number.

With respect to those aircraft for which no information is received within a reasonable period of time, it may be necessary to require some holders of Certificates of Aircraft Registration to file a report similar to that required by § 47.44. Such a reporting system would be considerably less of a burden on the public and on the FAA than the present one. The FAA may initiate rulemaking in the near future to propose such a requirement.

The purpose of § 91.53 was to collect statistical information useful in long-range aviation planning and in forecasting FAA workload. In addition, the name and address of the principal operator, if other than the owner, was requested to assist in distributing air worthiness directives.

However, voluntary compliance with § 91.53 has not proven to be an effective means of collecting information on aircraft activity. After study of the matter, the FAA has determined that statistical sampling methods will be more effective. Moreover, because information as to the operator of the aircraft is collected on a voluntary basis and only once a year, § 91.53 has not been a satisfactory means of maintaining a mailing list for Airworthiness Directives. For these reasons the FAA has determined it should no longer request the voluntary submission Part 2 of AC Form 8050-73, and will consider other means of maintaining a suitable mailing list for Airworthiness Directives.

Revoking §§ 47.44 and 91.53 will relieve any burden that may be imposed by these annual reports, and will not result in any other burden on the public. It will also eliminate agency costs incurred for computer use, mail distribution, report processing, and legal enforcement.

In the past the FAA has mailed a partially preprinted AC Form 8050-73 to each holder of a Certificate of Aircraft Registration in January each year, for submission by April 1. These

forms will not be sent out in January of 1978. To delay revoking §§ 47.44 and 91.53 could cause confusion among certificate holders as to their reporting responsibility for 1978. For this reason, the FAA has determined that notice and public procedure hereon would be impractical and contrary to the public interest and that good cause exists for making this amendment effective on less than 30 days notice.

Although these amendments are being adopted without prior notice and public procedure, interested persons may wish to comment on the revoking of these reporting procedures. Accordingly, they are invited to submit such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or amendment number and be submitted in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Avenue SW., Washington, D.C. 20591.

DRAFTING INFORMATION

The principal authors of this document are Virginia Swimmer, Technical Section, FAA Aircraft Registry, and Joseph M. Dorsey, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, Parts 47 and 91 of the Federal Aviation Regulations (14 CFR Parts 47 and 91) are amended, effective January 30, 1978, by revoking and reserving §§ 47.44 and 91.53 as follows:

§ 47.44 [Reserved]

§ 91.53 [Reserved]

(Secs. 313(a), 501, 601(a), Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1401, 1421(a)); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on January 25, 1978.

LANGHORNE BOND,
Administrator.

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