

FEDERAL AVIATION AGENCY

Washington, D.C.

Civil Aeronautics Manual 1

Certification, Identification, and Marking of Aircraft and Related Products

Supplement No. 6, CAM 1 dated December 15, 1959

August 1, 1963

SUBJECT: Revisions to CAM 1.

This supplement is issued to incorporate into CAM 1 Civil Air Regulations Amendment 1-6 and Amendment No. 1 to Special Civil Air Regulation No. SR-425C.

Amendment 1-6 concerns identification marks. It was issued July 18, 1963, and became effective July 25, 1963.

Amendment No. 1 to SR-425C deleted the June 30, 1963, termination date contained in the regulation. It was issued May 10, 1963, and became effective May 17, 1963.

New or revised material is enclosed in black brackets on the pages submitted with this supplement, except the pages in the addendum containing the preambles of amendments.

Remove the following pages:

V and VI
37 and 38
103 and 104
108-3
P-5 and P-6

Insert the following new pages:

V and VI
37 and 38
103 and 104
108-3
P-5 through P-7

ATTACHMENTS.



Director, Flight Standards Service.

Replacement and Modification Parts

	Section	Page
Applicable rules	1.55.....	23
Replacement and modification parts—design approval (FAA policies which apply to sec. 1.55).....	1.55-1.....	23
Replacement and modification parts—inspection approval (FAA policies which apply to sec. 1.55).....	1.55-2.....	23
Fabrication inspection system (FAA rules which apply to sec. 1.55).....	1.55-3.....	24
Surveillance of inspection system (FAA policies which apply to sec. 1.55).....	1.55-4.....	24

Airworthiness Certificates

Application	1.60.....	25
"Registered owner" (FAA interpretations which apply to sec. 1.60).....	1.60-1.....	25
Application form (FAA rules which apply to sec. 1.60).....	1.60-2.....	25
Processing application (FAA policies which apply to sec. 1.60).....	1.60-3.....	25
Airworthiness certificates (FAA policies which apply to sec. 1.60).....	1.60-4.....	26
Aircraft categories for which airworthiness certificates are issued	1.61.....	26
Airworthiness certificate classifications (FAA policies which apply to sec. 1.61).....	1.61-1.....	26
Amendment or modification	1.62.....	26
Changing airworthiness classification (FAA policies which apply to sec. 1.62).....	1.62-1.....	26
Transferability	1.63.....	26
Duration	1.64.....	26
Display	1.65.....	27
Display of airworthiness certificate (FAA rules which apply to sec. 1.65).....	1.65-1.....	27
Airworthiness certificates for normal, utility, acrobatic, and transport categories	1.66.....	27
[Airworthiness certificates for normal, utility, acrobatic, and transport category aircraft; requirement for issuance]	1.67.....	27
Airworthiness certificates for restricted category aircraft	1.68.....	28
Airworthiness certificates for restricted category aircraft; requirements for issuance	1.69.....	28
Issuance of restricted airworthiness certificates (FAA policies which apply to sec. 1.69).....	1.69-1.....	28
Multiple airworthiness certification	1.70.....	28
Issuance of multiple airworthiness certificates (FAA policies which apply to sec. 1.70).....	1.70-1.....	28
Airworthiness certificate for limited category aircraft	1.71.....	29
Issuance of limited airworthiness certificates (FAA policies which apply to sec. 1.71).....	1.71-1.....	29
Airworthiness certificate for limited category aircraft; requirements for re-issuance	1.72.....	30
Procedure to be followed for recertification in the "limited category" (FAA policies which apply to sec. 1.72).....	1.72-1.....	30
Experimental certificates	1.73.....	30
Experimental airworthiness certification (FAA policies which apply to sec. 1.73).....	1.73-1.....	30
Experimental certificates; requirements for issuance	1.74.....	31
Requirements for the issuance of experimental certificates (FAA rules which apply to sec. 1.74 (a)).....	1.74-1.....	31
Additional information (FAA policies which apply to sec. 1.74 (a)).....	1.74-2.....	31
Certification of amateur-built aircraft (FAA policies which apply to sec. 1.74).....	1.74-3.....	31
Experimental certificates; duration	1.75.....	32-1
Duration of experimental airworthiness certificate (FAA policies which apply to sec. 1.75).....	1.75-1.....	32-2
Special flight permits	1.76.....	32-2
Special flight permits (FAA interpretations which apply to sec. 1.76).....	1.76-1.....	33

Airworthiness Certificates—Continued

	Section	Page
Special flight permits; requirements for issuance	1.77.....	33
Application for permit (FAA rules which apply to sec. 1.77).....	1.77-1.....	33
Airworthiness (FAA policies which apply to sec. 1.77).....	1.77-2.....	33
Flight restrictions (FAA policies which apply to sec. 1.77).....	1.77-3.....	33
Authorization for air carrier ferry flight of a four-engine airplane with one engine inoperative (FAA rules which apply to sec. 1.77 (c)).....	1.77-4.....	34

Aircraft Nationality and Registration Marks

General	1.100.....	35
Display of identification marks	1.101.....	35
Assignment of registration numbers (FAA policies which apply to sec. 1.101 (a)).....	1.101-1.....	35
Location of identification marks	1.102.....	35
Measurements of identification marks	1.103.....	36
Color	1.104.....	37
Affixation	1.105.....	37
Design	1.106.....	37
Maintenance	1.107.....	37
[Exceptions]	1.108.....	37
Identification marks for export aircraft	1.109.....	37
Identification marks for export aircraft (FAA policies which apply to sec. 1.109).....	1.109-1.....	37
Removal of aircraft identification marks	1.110.....	38

Appendixes

APPENDIX A

Regional Offices and Areas of Jurisdiction.....	39
Map, CAA Regions and Regional Offices.....	40
Table of Aircraft Nationality Markings.....	41
List of Standard Forms.....	43
FIGURE 1. Form ACA-312, Application for Type Certificate.....	45
FIGURE 2. Form ACA-335, Propeller Supplement to Application for Type Certificate ACA-312.....	46
FIGURE 3. Form ACA-316, Type Inspection Authorization (for aircraft).....	47
FIGURE 4. Form ACA-316, Type Inspection Authorization (for engine).....	51
FIGURE 5. Form ACA-316, Type Inspection Authorization (for propeller).....	55
FIGURE 6. Form ACA-283-3-4b Part I, Type Inspection Report, Part I, Aircraft Ground Inspection.....	59
FIGURE 7. Form ACA-317, Statement of Conformity.....	67
FIGURE 8. Form ACA-1257, Conformity Inspection Report.....	68
FIGURE 9. Form ACA-331, Type Certificate.....	69
FIGURE 10. Form ACA-2417, Supplemental Type Certificate.....	70
FIGURE 11. Form ACA-186, Approval Tag.....	71
FIGURE 12. Form ACA-1600, Statement of Compliance of Aircraft or Aircraft Com- ponents with the Civil Air Regulations.....	72
FIGURE 13. Form ACA-332, Application for Production Certificate.....	73
FIGURE 14. Form ACA-314, Manufacturing Inspection Report.....	75
FIGURE 15. Form ACA-333, Production Certificate.....	77
FIGURE 16. Form ACA-333a, Production Limitation Record.....	78
FIGURE 17. Form ACA-1557, Production Certificate Number Assignment Card.....	79
FIGURE 18. Form ACA-1381, Statement of Qualifications for Designated Manufac- turing Inspection Representative.....	80
FIGURE 19. Form ACA-1382, Certificate of Authority.....	81
FIGURE 20. Form ACA-1521, Designated Manufacturing Inspection Representative Number Assignment Card.....	82

graph shall be applicable to lighter-than-air aircraft.

(1) On each airship, spherical balloon, or nonspherical balloon identification marks shall be at least 20 inches high.

(d) *All aircraft.* The requirements of subparagraphs (1) through (3) of this paragraph shall be applicable to all aircraft.

(1) *Width.* Identification marks shall be two-thirds as wide as they are high with the exception of number "1" which shall be one-sixth as wide as it is high.

(2) *Thickness.* Identification marks shall be formed by solid lines of a thickness equal to one-sixth of the character height.

(3) *Spacing.* The space between the identification numbers and letters shall be not less than one-fourth of the character width.

1.104 *Color.* On each aircraft, identification marks shall contrast in color with the background.

1.105 *Affixation.* On each aircraft identification marks shall be painted or shall be affixed by such other means as will insure a similar degree of permanence and legibility, except that aircraft intended for immediate delivery to a foreign purchaser may display identification marks affixed with readily removable material.

1.106 *Design.* On each aircraft, identification marks shall have no ornamentation.

1.107 *Maintenance.* On each aircraft, identification marks shall be kept clean and legible at all times.

1.108 *Exceptions.* Aircraft may display identification marks which are not in accordance with the provisions of sections 1.101 through 1.107 under the conditions stated in paragraph (a) or (b) of this section.

[(a) If an authorized representative of the Administrator finds that it is impossible to mark the aircraft as prescribed and that the provisions of sections 1.101 through 1.107 have been complied with to the extent practicable. For the purpose of making this finding, the owner of the aircraft shall submit a dimensioned three-view drawing, or dimensioned photographs, of the aircraft.

(Rev. 8/1/63)

[(b) If the aircraft was manufactured before January 1, 1933, or if, irrespective of date of manufacture, it has the same external configuration as an aircraft for which a type certificate, airworthiness certificate, license, or any other authorization was issued before January 1, 1933, by the United States Government. In each such case, the aircraft shall:

[(1) Display identification marks at least two inches high on each side of the fuselage or vertical tail surface. These identification marks, and any additional set of identification marks displayed on the aircraft, shall consist of the Roman capital letter N followed by the registration number; and

[(2) Be restricted to operation:

[(i) At an airspeed of less than 180 knots TAS; and

[(ii) In the area north of latitude 28° N., or west of longitude 85° W., within the continental limits of the United States.

[(Amendment 1-6, published in 28 F.R. 7557, July 25, 1963, effective July 25, 1963.)]

1.109 *Identification marks for export aircraft.* An aircraft manufactured in the United States for delivery outside the United States or its possessions may display such identification marks as are required by the State of registry of the aircraft. Such aircraft shall be operated only for the purpose of test and demonstration flights for a limited period of time or while in necessary transit to the purchaser.

1.109-1 *Identification marks for export aircraft.* (FAA policies which apply to sec. 1.109). When foreign nationality and registration markings are not available for display upon new aircraft to be exported via flyaway to U. S. border or to some other location in U. S. where the aircraft will be disassembled for shipment, U. S. identification markings may be displayed on the aircraft in the normal manner (provided title to the aircraft is held by a citizen of the U. S.), and the markings may be affixed with a readily removable material.

(a) To minimize the cost involved in affixing identification markings to new aircraft being exported, exporters (manufacturers, dealers,

and distributors who are holders of dealers' aircraft registration certificates) may request a special U. S. identification number consisting of one to three digits, which will be preceded by the letter N when displayed on the aircraft. Only one such number will be issued to each exporter, to be used repetitively in connection with previously unregistered aircraft which are being exported. These numbers will be used only in connection with the flyaway delivery of aircraft which are being exported, and will be displayed only during that portion of the flyaway delivery which takes place over U. S. territory. In the event two or more aircraft displaying the same identification number may be flying in relatively close formation, each aircraft will be identified, insofar as radio contacts are concerned, by combining the identification number displayed with the last two digits

of the manufacturer's serial number of the aircraft. For example, an aircraft displaying the identification mark N2M and having manufacturer's serial number 203040 will be identified as N2M40. In order that the pilot may readily determine his radio call number, a placard bearing the call number of the aircraft should be displayed on the windshield or instrument panel in a location readily visible to the pilot. In this example, the placard would read N2M40.¹⁵

1.110 Removal of aircraft identification marks. When an aircraft of United States registry is sold to a citizen of a foreign country, the United States identification marks must be removed from such aircraft by the United States registered owner or his agent prior to its delivery to the purchaser.

¹⁵ See appendix A of this manual for a table of aircraft nationality markings.

Note: The reporting requirements of forms contained in this manual have been approved by the Bureau of the Budget pursuant to the Federal Reports Act of 1942.

SPECIAL CIVIL AIR REGULATION NO. SR-425C

(As amended by Amendment No. 1, issued May 10, 1963, published in 28 F.R. 4945, May 17, 1963.)

Effective: June 6, 1961

Adopted: May 31, 1961

Published: June 6, 1961

(26 F.R. 4990)

Provisional Certification and Operation of Aircraft

Special Civil Air Regulation No. SR-425A was adopted on July 22, 1958, to provide for provisional certification of turbine-powered transport category airplanes in order to permit certain air carriers and manufacturers to conduct crew training, service testing, and simulated air carrier operations prior to introduction of the airplanes into commercial service. The objective of this regulation was to provide a means whereby the air carriers and manufacturers could obtain as much experience as possible with turbine-powered airplanes which, although safe for flight, had not been approved for the issuance of a type certificate.

Special Civil Air Regulation No. SR-425B, which superseded SR-425A, was adopted on April 7, 1960, to extend the application of the regulation to: (1) piston-engine transport category aircraft, including rotorcraft; and (2) personal and executive type aircraft, including rotorcraft, irrespective of powerplant type. In addition, this regulation permitted operations such as sales demonstrations and market surveys with aircraft having a provisional type and airworthiness certificate.

To accomplish this, SR-425B provided for, among other things, the issuance of two classes of provisional type and airworthiness certificates. Class I provisional and airworthiness certificates could be issued for all types of aircraft for operation by the aircraft manufacturer. Class II provisional type and airworthiness certificates could be issued only for transport category aircraft, but these aircraft could be operated by either the aircraft manufacturer or a certificated air carrier. In general, the requirements for the issuance of Class I provisional certificates were less stringent, and the operating limitations less confining, than those for the issuance of Class II provisional certificates.

Under the provisions of SR-425B, however, eligibility to apply for Class I provisional certificates was limited to aircraft manufacturers. A recommendation that this eligibility be extended to include engine manufacturers had been evaluated by the Agency prior to the adoption of SR-425B, but rule making action on such extension was deferred until additional experience with provisional certification could be acquired.

Experience accumulated since the adoption of SR-425B has indicated that it would be practicable for engine manufacturers, who have altered a type certificated aircraft by installing type certificated engines of their own manufacture in place of the original engines, to show compliance with the currently effective requirements for issuance of Class I provisional type and provisional airworthiness certificates; and that compliance with these requirements will insure safe operation of provisionally certificated aircraft by such engine manufacturers. Further, the Agency

believes that operations conducted by engine manufacturers under the terms of Class I provisional certificates, for the purpose of sales demonstrations, market surveys, and other similar activities related to the sale of their engines, would contribute to the promotion and development of civil aeronautics in the United States.

SR-425B is therefore being superseded by SR-425C to permit certain engine manufacturers to apply for Class I provisional type and provisional airworthiness certificates if they have applied for the issuance of a supplemental type certificate.

Since this is a superseding regulation which relieves restrictions and imposes no additional burden on any person, notice and public procedures hereon are unnecessary, and this regulation may be made effective on less than 30 days' notice.

In consideration of the foregoing, the following Special Civil Air Regulation is adopted to become effective June 6, 1961:

GENERAL

1. *Applicability.* Contrary provisions of the Civil Air Regulations notwithstanding, provisional type and airworthiness certificates, amendments to provisional type certificates, and provisional amendments to type certificates, will be issued as prescribed in this regulation to a manufacturer or an air carrier. As used in this regulation, a manufacturer shall mean only a manufacturer who is a citizen of the United States; and the term air carrier shall not include an air taxi operator.

2. *Eligibility.*

(a) A manufacturer of aircraft manufactured by him within the United States may apply for Class I or Class II provisional type and provisional airworthiness certificates, for amendments to provisional type certificates held by him, and for provisional amendments to type certificates held by him.

(b) An air carrier holding an air carrier operating certificate authorizing him to conduct operations under Parts 40, 41, 42, or 46 of the Civil Air Regulations may apply for Class II provisional airworthiness certificates for transport category aircraft which meet the conditions of either subparagraphs (1) or (2) of this paragraph.

(1) The aircraft has a currently valid Class II provisional type certificate or an amendment thereto;

(2) The aircraft has a currently valid provisional amendment to a type certificate which was preceded by a corresponding Class II provisional type certificate.

(c) An engine manufacturer who has altered a type certificated aircraft by installing different type certificated engines, manufactured by him within the United States, in place of the original engines, may apply for Class I provisional type and provisional airworthiness certificates for such aircraft, and for amendments to Class I provisional type certificates held by him, if the basic aircraft, before alteration, was type certificated in the normal, utility, acrobatic, or transport category.

3. *Application.*

(a) *General.* Applications for provisional type and airworthiness certificates, for amendments to provisional type certificates, and for

representative of the Administrator determines that a change in design, construction, or operation is necessary to insure safe operation, until such change is made and approved by the authorized representative of the Administrator. Section 1.24 of Part 1 of the Civil Air Regulations shall be applicable to operations under this section.

(i) Only those persons who have a bona fide interest in the operations permitted under this section or who are specifically authorized by both the manufacturer and the authorized representative of the Administrator may be carried in provisionally certificated aircraft: *Provided*, That they have been advised by the operator of the provisional certification status of the aircraft.

(j) The authorized representative of the Administrator may prescribe such additional limitations or procedures as he finds necessary. This shall include limitations on the number of persons who may be carried aboard the aircraft.

14. *Additional limitations to operations by air carriers.* In addition to the limitations in section 13 of this regulation, operations by air carriers shall be subject to the provisions of paragraphs (a) through (d) of this section.

(a) In addition to crewmembers, the aircraft may carry only those persons who are listed in section 40.356(c) of Part 40 of the Civil Air Regulations or who are specifically authorized by both the air carrier and the authorized representative of the Administrator.

(b) The air carrier shall maintain current records for each flight crewmember. These records shall include such information as is necessary to show that each flight crewmember is properly trained and qualified to perform his assigned duties.

(c) The appropriate instructor, supervisor, or check airman shall certify to the proficiency of each flight crew member and such certification shall become a part of the flight crewmember's record.

(d) A log of all flights conducted under this regulation, and accurate and complete records of inspections made and maintenance accomplished, shall be kept by the air carrier and made available to the manufacturer and to an authorized representative of the Administrator.

15. *Other operations.* The Director, Bureau of Flight Standards, may credit toward the aircraft proving test requirements of the applicable air carrier regulations such operations conducted pursuant to this special regulation as he finds have met the applicable aircraft proving test requirements: *Provided*, That he also finds that there is no significant difference between the provisionally certificated aircraft and the aircraft for which application is made for operation pursuant to an air carrier operating certificate.

CERTIFICATES ISSUED UNDER SR-425A AND SR-425B

16. *Duration.* Currently valid provisional type and airworthiness certificates issued in accordance with Special Civil Air Regulations Nos. SR-425A and SR-425B shall remain in effect for the durations and under the conditions prescribed in those regulations.

This special regulation supersedes Special Civil Air Regulation No. SR-425B. [Termination date of June 30, 1963, deleted.]

Interested persons were given an opportunity to participate in the making of Amendment 1-2 (24 F.R. 128) and all relevant matters presented were given due consideration. However, it has recently come to the attention of the Administrator that the provisions of Amendment 1-2 are imposing a burden upon many persons engaged in bona fide experimental flying activities and upon many owners of single-engine aircraft who do not have the services of a repair station or a manufacturer readily available to them.

Under these circumstances, the Administrator considers it appropriate to amend further section 1.67 of Part 1 to the extent necessary to provide relief for these persons. This can be accomplished without compromising safety by (1) permitting certificated mechanics holding inspection authorizations to conduct inspections and certify to the airworthiness of single-engine fixed-wing aircraft and, (2) relieving an applicant for an airworthiness certificate for an aircraft previously certificated in the normal, utility, acrobatic, or transport category but last certificated in the experimental category from the requirement that a manufacturer, a certificated repair station, an air carrier, or a certificated mechanic holding an inspection authorization must inspect and find such aircraft airworthy before it is presented to the Federal Aviation Agency for issuance of an airworthiness certificate. This latter provision is intended to provide relief for those cases where an aircraft having a standard airworthiness certificate is temporarily used for experimental purposes, such as flight testing new equipment, and is then restored to a configuration which is eligible for a standard airworthiness certificate.

Inasmuch as this amendment relieves a restriction and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

Amendment revised subparagraph (2) of section 1.67(d).

Amendment 1-4

Location and Size of Aircraft
Nationality and Registration
Marks

Adopted: Dec. 30, 1960
Effective: Dec. 31, 1960
Published: Jan. 6, 1961
(26 F.R. 92)

On March 24, 1960, the Federal Aviation Agency, in Draft Release 60-5 (25 F.R. 2734), proposed a uniform method of displaying identification marks on fixed-wing aircraft. The proposal was based upon the experience gained in observing aircraft marked in accordance with Part 1 and Special Civil Air Regulation SR-412B.

After full consideration of all comments received, it has been determined that identification marks at least 12 inches high should be required on the fuselage or, at the option of the aircraft owner, on the vertical tail. The use of 12-inch side markings has been advocated by the U.S. Air Force for many years as a means of decreasing the collision hazard associated with air-to-air identification. In addition, air traffic controllers have advised that such marks, by facilitating the identification of aircraft, aid in the control of air traffic. The new requirements being adopted by this amendment are those presently contained in the permissive SR-412B. Accordingly, aircraft which are displaying marks in accordance with SR-412B will require no modification.

The proposed requirement for lower wing surface markings is not being adopted. Comments received indicate that such markings are of little value in air-to-air identification. It is recognized that identification marks on the lower wing surface may, in some instances, serve as a means of identifying violators of noise abatement programs and this matter was given particular attention. However, unless the aircraft is flying at an appropriate altitude, attitude, and speed; the observer is situated directly below the flight path; it is during daylight; and weather conditions are favorable, these marks are of little value in effecting positive ground-to-air identification. In view of these factors and considering the cost to aircraft owners and operators of applying and maintaining lower wing surface marks, the Agency has concluded that sufficient justification does not exist to require the display of such marks.

(Rev. 8/1/63)

A number of comments were concerned with the problem of removing old marks, particularly with regard to fabric-covered aircraft. The regulation does not prohibit the continued display of such marks as an addition to those required.

Many persons objected to the one-year compliance date as being too short. The Agency believes these objections are valid and the display of identification marks in accordance with the new standards will not be mandatory until January 1, 1966, except that on and after January 1, 1962, newly marked and completely remarked aircraft must comply with the new standards.

Amendment added new paragraph (c) to section 1.101, revised paragraph (a) of section 1.102 and paragraph (a) of section 1.103.

Amendment 1-5

Location and Size of Aircraft
Nationality and Registration
Marks

Adopted: Apr. 12, 1961
Effective: Apr. 18, 1961
Published: Apr. 18, 1961
(26 F.R. 3274)

Civil Air Regulations Amendment 1-4 published in the Federal Register on January 6, 1961 (26 F.R. 92), amended section 1.103(a) of the Civil Air Regulations. This section prescribed standards for the display of identification marks for fixed-wing aircraft. Section 1.103(b) (2), by reference, made the same standards, where appropriate, applicable to rotorcraft. The effect of Amendment 1-4 was to delete unintentionally certain rotorcraft marking requirements.

It was not intended that Amendment 1-4 eliminate standards prescribing the size of rotorcraft identification marks. Accordingly, section 1.103(b) (2) is now being amended to reincorporate therein such standards. In doing so, this amendment removes the requirement that at least a 2-inch margin be provided along each edge. The margin requirement as a practical matter was applicable only to the vertical tail on fixed-wing aircraft and hence inappropriate for rotorcraft.

As this amendment must become effective as soon as possible to insure the continuation of proper identification of rotorcraft, compliance with the notice and public procedure provisions of the Administrative Procedure Act is impracticable and good cause exists for making this amendment effective upon the date of its publication in the Federal Register.

Amendment revised subparagraph (2) of section 1.103(b)

Amendment 1-6

Exceptions to Marking
Requirements

Adopted: July 18, 1963
Effective: July 25, 1963
Published: July 25, 1963
(28 F.R. 7557)

Currently effective section 1.100 of Part 1 of the Civil Air Regulations requires that each aircraft display nationality and registration marks in accordance with the provisions of sections 1.101 through 1.107. Exceptions are permitted, under the provisions of currently effective sections 1.108 and 1.108-1, when it is impossible to display the prescribed identification marks on the aircraft. This amendment revises sections 1.108 and 1.108-1 by: (1) granting additional exceptions, in prescribed circumstances and under prescribed conditions, for antique aircraft; (2) deleting the last paragraph of section 1.108-1 (b); and (3) incorporating the remaining provisions of section 1.108-1 in section 1.108, with some clarification of the language.

In recent years, a number of persons have become interested in restoring antique aircraft so that they may be operated for pleasure or during public aviation events such as airshows, and fly-ins. Certain of these persons have pointed out to Agency representatives that when the currently prescribed identification marks are placed on their aircraft, the antique effect is largely lost because entirely different identification marking regulations were in effect at the time these aircraft were first manufactured. Noting that some States now permit the display of outdated nonstandard license plates on antique automobiles, they urged that some similar relief be granted for antique aircraft.

Currently effective sections 1.102(a) and 1.103(a), which became effective on December 31, 1960, prescribe 12-inch identification marks to be located either on the sides of the fuselage, or on the vertical tail surfaces, for fixed-wing aircraft. Compliance with this provision introduces the anachronism that operators of antique aircraft find objectionable. In general, they wish to display, instead, the formerly prescribed 20-inch wing marks and 2-inch side fuselage or vertical tail surface marks.

The Agency adopted the 12-inch side identification marks as standard for fixed-wing aircraft as a means of decreasing the collision hazard associated with air-to-air identification of civil aircraft by U.S. Air Force interceptor aircraft engaged in national defense. In addition, the Agency's air traffic controllers had advised that such marks aided in the control of air traffic by facilitating the identification of aircraft.

More recently the Agency has been informed by the U.S. Air Force North American Air Defense Command that it would have no objection to the deletion of the requirement for side fuselage or tail markings on antique aircraft which are operated at less than 180 knots TAS within the continental limits of the United States, except for the Florida area, but that it would object to granting similar relief, under similar conditions, for all non-antique aircraft. Relevant also is a new rule, recently adopted by the Agency as part of Amendment 60-24 effective December 26, 1961, which requires that aircraft operated to, from, or on an airport at which an airport traffic control tower is operated by the United States Government be capable of two-way radio communication with that control tower. With two-way communication available, control tower personnel now have little need to visually identify aircraft by means of its identification marks.

In view of these developments, the Agency believes that antique aircraft need not be marked for visual identification at long range. There remains, however, a minimal need for relatively small identification marks to facilitate routine identification of aircraft on the ground by Agency personnel responsible for enforcement of regulations dealing with the airworthiness, operation, and maintenance of civil aircraft. For this purpose, it is necessary that the correct nationality letter and registration number be marked on each aircraft. Accordingly, section 1.108 is being amended to exempt antique aircraft from the identification marking provisions of sections 1.101 through 1.107 under specified conditions defining: (1) what is meant by an antique aircraft; (2) the revised standard for identification marks, including size and location; (3) the maximum operating airspeed; and (4) the area in which such aircraft are permitted to operate.

In addition, the last paragraph of section 1.108-1(b) is being deleted because it conflicts with the Agency's present policy delegating authority to the regional offices on questions concerning the identification markings for nonconventional aircraft; and the remaining substantive provisions of section 1.108-1 are being incorporated into section 1.108 with such editorial revisions as are necessary for clarity. One such editorial revision deletes reference to the term "nonconventional aircraft" since, as defined in section 1.108-1(a), this term embraces classes of aircraft other than those which are not conventional in the usual sense.

Since this regulation provides relief from the provisions of the previous regulation, and imposes no additional burden upon any person, compliance with the notice and public procedure provisions of the Administrative Procedure Act is unnecessary, and good cause exists for making it effective on less than 30 days' notice.

Amendment revised section 1.108 and deleted
section 1.108-1.

(Rev. 8/1/63)