115-126

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON, D. C.

Civil Air Regulations Amendment 1-4
Effective: December 31, 1960
Issued: December 30, 1960

PART 1—CERTIFICATION, IDENTIFICATION, AND MARKING OF AIRCRAFT AND RELATED PRODUCTS

Location and Size of Aircraft Nationality and Registration Marks

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 of lower wing surface markings are 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.

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.

In consideration of the foregoing, Part 1 of the Civil Air Regulations (14 CFR Part 1, as amended) is hereby amended as follows, effective December 31, 1960:

1. By amending § 1.101 by deleting from the introductory paragraph the phrase "in paragraphs (a) and (b)" and inserting in lieu thereof "in paragraphs (a) through (c)" and by adding a new paragraph (c) to read as follows:

§ 1.101 Display of identification marks.

* * * * *

(c) The application of identification marks on fixed-wing aircraft shall be subject to the conditions of subparagraphs (1) and (2) of this paragraph.

(1) On and after January 1, 1966, the location and measurement of identification marks on fixed-wing aircraft shall

be in accordance with §§ 1.102 and 1.103.

(2) Prior to January 1, 1966, the provisions of §§ 1.102 and 1.103 or the provisions of subdivisions (i), (ii), and (iii) of this subparagraph shall be complied with, except that on and after January 1, 1962, all fixed-wing aircraft which are newly marked or completely remarked shall display identification marks in accordance with §§ 1.102 and 1.103.

(i) *Wing surfaces.* Identification marks at least 20" high shall be displayed on the right half of the upper surface and the left half of the lower surface of the wing structure. As far as possible, the marks shall be located an equal distance from the leading and trailing edges of the wing. The top of the marks shall be toward the leading edge of the wing.

(ii) *Vertical tail surfaces.* Identification marks at least 2" high shall be displayed on the upper half of the vertical tail surface. They shall be displayed on both sides of a single tail surface and on the outer sides of multitail surfaces. They may be placed either horizontally or vertically.

(iii) *Fuselage surfaces.* Identification marks at least 2" high shall be displayed on the fuselage when the aircraft does not have a vertical tail surface. The marks shall be located on each side of the top half of the fuselage just forward of the leading edge of the horizontal tail surface. They may be placed either horizontally or vertically.

2. By amending § 1.102(a) to read as follows:

§ 1.102 Location of identification marks.

* * * * *

(a) *Fixed-wing aircraft.* Fixed-wing aircraft shall have identification marks displayed horizontally on the vertical tail surfaces or on the sides of the fuselage.

(1) *Vertical tail surfaces.* If identification marks are displayed on the vertical tail surfaces, both surfaces of a single vertical tail or the outer surfaces of a multivertical tail shall be marked.

(2) *Fuselage surfaces.* If identification marks are displayed on the fuselage surfaces, both sides of the fuselage shall be marked between the trailing edge of the wing and the leading edge of the horizontal stabilizer. If engine pods or other appurtenances are located in this area and are an integral part of the fuselage side surfaces, the marks may be placed on such pods or appurtenances.

3. By amending § 1.103(a) to read as follows:

§ 1.103 Measurements of identification marks.

* * * * *

(a) *Fixed-wing aircraft.* The required identification marks shall be of equal height of not less than 12 inches.

(Secs. 307(c), 313(a), 601; 72 Stat. 749, 752, 775; 49 USC 1348(c), 1354(a), 1421)

Issued in Washington, D.C., on December 30, 1960.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-94; Filed, Jan. 5, 1961; 8:47 a.m.]

(As published in the Federal Register /26 F.R. 92/ January 6, 1961)