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UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Effective: July 27, 1955
Adopted: July 27, 1955

SPECIAL CIVIL AIR REGULATION

AIRCRAFT IDENTIFICATION MARKINGS

Sections 1.102 (a) and 1.103 (a) of Part 1 of the Civil Air Regulations provide for the application of identification markings to the upper and lower wing surfaces and tail or fuselage side surfaces of fixed-wing aircraft, and specify the manner in which such markings shall be displayed. This Special Civil Air Regulation permits interested persons to display larger identification markings on either the fuselage side or vertical tail surfaces of fixed-wing aircraft in lieu of the requirements of the aforementioned sections of Part 1.

The Department of Defense has advised the Board that present identification markings make it necessary for military aircraft to reduce their speed to approximately that of civil aircraft when making interceptions in restricted areas. As a consequence, it is maintained that interceptors, such as the F-86D, are required to make identifications at less than a safe maneuverable speed. For this reason, the Department has concluded that civil aircraft should be identified from the side, rather than from above or below, since the latter procedures are considered too hazardous. However, the Board has been informed that because of the small vertical tail markings on civil aircraft, military interceptor aircraft are obliged presently either to fly dangerously close in order to identify them or to make more than one identification pass. Accordingly, the Department has recommended that larger identification markings be required on the side surfaces of civil aircraft.

The Board has been advised that wing surface markings are not suitable for identification purposes for several reasons. Upper wing surface markings appear right side up to an interceptor pilot for only a brief interval of time. This is due to the fact that as soon as an interceptor pilot passes the wing of a civil aircraft, he experiences reversed orientation with respect to the wing markings and they appear upside down to him. On the other hand, lower wing surface markings appear inverted before the interceptor pilot has passed the civil aircraft. The Board has also been informed that upper wing surface markings are not suitable for identification purposes for the reasons that an interceptor pilot's view of such markings is at times obstructed by the wing of his own aircraft, and that the markings

are frequently difficult to distinguish because of glare and the angle at which they have to be read. With respect to lower wing surface markings, it has been alleged that they cannot be seen easily from the ground, unless the aircraft is directly overhead and at a low altitude, because the lower surfaces are in a shadow.

In view of the foregoing information and recommendations, the Board's Bureau of Safety Regulation issued a notice of proposed rule making which was published in the Federal Register (20 F.R. 1225) and circulated as Civil Air Regulations Draft Release No. 55-7, dated February 18, 1955, which proposed, among other things, the deletion of the requirement in Part 1 of the Civil Air Regulations for wing and tail surface markings on fixed-wing aircraft. In lieu thereof, it proposed to require that larger identification markings be displayed horizontally either on the fuselage side or on the vertical tail surfaces of all fixed-wing aircraft after January 1,1960. Analysis of the comment received in response to Draft Release No. 55-7 reveals that the great majority of those who commented challenged the justification made for the proposed amendment. In the light of this comment, the Board is of the opinion that further investigation of this matter is necessary and does not, therefore, contemplate taking any action with respect to Draft Release No. 55-7 in the immediate future.

Prior to and since the publication of the proposed amendment, the Board received requests from many aircraft operators for waivers of certain of the identification marking requirements prescribed in Part 1. However, as previously indicated, final disposition of the matter of amending present identification requirements will be delayed. Meanwhile, in view of the aforementioned requests for waivers and the Board's desire to obtain information which will be of value in making a final disposition of identification marking requirements, the Board is of the opinion that persons who desire to do so should be permitted to display, for a temporary period, larger identification markings on either the fuselage side or vertical tail surfaces of fixed-wing aircraft in lieu of upper- and lower-wing surface markings and small tail surface markings.

Persons who choose to display identification markings in accordance with this regulation are required to affix the markings to their aircraft during the first year following the effective date of this regulation. Since this regulation will remain in effect for a period of 5 years from its effective date, unless sooner superseded or rescinded, those who affix identification markings to their aircraft in accordance with this regulation can be reasonably assured of being able to continue displaying such markings for a period of time, which the Board believes to be a reasonable useful life.

It would be of value to the Board if those persons who display identification markings on their aircraft in accordance with this regulation will submit to the Board photographs or sketches of their aircraft displaying such markings, and also their comments as to the effect such

(b) The effects of the operations at increased weights on structural fatigue shall have been evaluated by the airplane manufacturer and taken into account in any fatigue limitations established for the airplane.

This regulation shall terminate on June 30, 1957, unless sooner superseded or rescinded.

(Sec. 205(a), 52 Stat. 984; 49 U.S.C. 425(a). Interpret or apply secs. 601, 603, 604, 52 Stat. 1007, 1009, 1010, as amended; 49 U.S.C. 551, 553, 555)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)