47-15 10/12/72

2. In the third line of paragraph (B) (1), the second word now reading "Buetin", should read "Bulletin".

[Docket No. 11377, Amdt. 39-1542]

PART 39—AIRWORTHINESS DIRECTIVES

Hawker Siddeley de Havilland Model DH-104 "Dove" Airplanes

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), an amendment to Amendment 39-1457 (37 F.R. 11155), AD 72-12-3, was adopted on August 31, 1972, and made effective immediately as to all known U.S. operators of Hawker Siddeley de Havilland Model DH-104 "Dove" airplanes. The amendment provided for the extension of the date for compliance of Amendment 39-1457 (37 F.R. 11155), AD 72-12-3 because of a shortage of replacement parts and the FAA's determination that an extension of the AD's compliance date from September 1, 1972, to November 1, 1972, would provide operators an opportunity to obtain replacement parts and would not adversely affect safety.

Since it was found that immediate action was required, notice and public procedure thereon was impracticable and good cause existed for making the amendment effective immediately as to all known U.S. operators of Hawker Siddeley de Havilland Model DH-104 "Dove" airplanes by individual telegrams dated August 31, 1972. These conditions still exist, and the amendment is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

In consideration of the foregoing, Amendment 39-1457 (37 F.R. 11155), AD 72-12-3, is amended by amending the compliance statement to read as follows:

Compliance is required on or before November 1, 1972.

This amendment is effective upon publication in the FEDERAL REGISTER (10-12-72), as to all persons except those persons to whom it was made immediately effective by telegram dated August 31, 1972, which contained this amendment.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on October 4, 1972.

C. R. MELUGIN, Jr.,
Acting Director,
Flight Standards Service.

[FR Doc.72-17357 Filed 10-11-72;8:48 am]

[Docket No. 11480, Amdt. 47-15]

PART 47—AIRCRAFT REGISTRATION

Identification Number for Aircraft Last Previously Registered in a Foreign Country

The purpose of this amendment to Part 47 of the Federal Aviation Regulations is to provide for the issue of a U.S. identification number for an aircraft last previously registered in a foreign country, before the issue of a Certificate of Aircraft Registration, and to allow the operation of that aircraft under temporary authority.

Interested persons have been afforded an opportunity to participate in the making of this amendment by a notice of proposed rule making (Notice 71-36) issued on October 22, 1971, and published in the FEDERAL REGISTER on November 9, 1971 (36 F.R. 21414). Due consideration has been given to all comments presented in response to the notice.

All six public comments received in response to the notice concurred in the proposal. Three commentators suggested expansion of the proposed 90-day period during which an applicant for aircraft registration who has been issued an identification number must file an Aircraft Registration Application, AC Form 8050-1, and comply with either § 47.33 or § 47.37, as applicable, or lose the authority to use the number. For various reasons, the commentators suggested periods of 120 days to 1 year. The FAA considers the 90-day period to be necessary to insure proper control of the identification number, as stated in the notice, and in most cases this period is sufficient to allow the applicant to comply with either § 47.33 or § 47.37. However, responsive to these comments, as issued the rule allows the applicant to obtain an extension of the 90-day period upon a showing that delay in complying with § 47.33 or § 47.37 was due to circumstances beyond his control, such as a delay in the process of deregistration in a foreign country.

A minor editorial change was made in the introductory language of paragraph (a)(3) from what originally appeared in the Notice, for the purpose of emphasizing that the provision applies whether or not the foreign registration has ended.

In consideration of the foregoing, and for the reasons given in Notice 71-36, Part 47 of the Federal Aviation Regulations is amended, effective November 11, 1972, as follows:

1. Section 47.15 is amended by amending the first sentence in paragraph (a), by amending paragraph (a)(3), and by inserting a flush paragraph at the end of paragraph (a), to read as follows:

§ 47.15 Identification number.

(a) *Number required.* An applicant for Aircraft Registration must place a U.S. identification number (registration mark) on his Aircraft Registration Application, AC Form 8050-1, and on any evidence submitted with the application. * * *

* * * * *

(3) *Aircraft last previously registered in a foreign country.* Whether or not the foreign registration has ended, the applicant must obtain a U.S. identification number from the FAA Aircraft Registry for an aircraft last previously registered in a foreign country, by request in writing describing the aircraft by make, model, and serial number, accompanied by—

(i) Evidence of termination of foreign registration in accordance with § 47.37(b) or the applicant's affidavit showing that foreign registration has ended; or

(ii) If foreign registration has not ended, the applicant's affidavit stating that the number wil' not be placed on the aircraft until foreign registration has ended.

Authority to use the identification number obtained under subparagraph (1) or (3) of this paragraph expires 90 days after the date it is issued unless the applicant submits an Aircraft Registration Application, AC Form 8050-1, and complies with § 47.33 or § 47.37, as applicable, within that period of time. However, the applicant may obtain an extension of this 90-day period from the FAA Aircraft Registry if he shows that his delay in complying with that section is due to circumstances beyond his control.

* * * * *

§ 47.31 [Amended]

2. The last sentence in paragraph (b) of § 47.31 is stricken out.

(Secs. 313(a), 501, 503, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1401, 1403; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c); sec. 1.47(a), Regulations of the Office of the Secretary of Transportation, 49 CFR 1.47(a))

Issued in Washington, D.C., on October 3, 1972.

J. H. SHAFFER,
Administrator.

[FR Doc.72-17358 Filed 10-11-72;8:48 am]

[Airspace Docket No. 71-AL-24]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zone and Transition Area

On June 7, 1972, a notice of proposed rule making (NPRM) was published in the FEDERAL REGISTER (37 F.R. 11343) stating that the Federal Aviation Administration (FAA) was considering amendments to Part 71 of the Federal Aviation Regulations that would alter the Cold Bay, Alaska, control zone and transition area.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. No comments were received.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., December, 7, 1972, as hereinafter set forth.

1. In § 71.171 (37 F.R. 2056) the Cold Bay, Alaska, control zone is amended to read as follows:

COLD BAY, ALASKA

Within a 5-mile radius of the Cold Bay Airport (latitude 55°12'06" N., longitude 162°43'28" W.); within 3 miles each side of the 338° bearing from the Cold Bay RR,