

HJR

46

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: CSHJR 46 (TRSP)  
PUBLISH DATE: HOUSE 1/29/88

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_ Agency Affected: \_\_\_\_\_  
 Title: Exempt aircraft from regulations on BRU: \_\_\_\_\_  
size of registration numbers  
 Sponsor: Rep. Frank Components: \_\_\_\_\_  
 Requestor: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

[Empty box for analysis]

Prepared by: Rep. Bette Cato, Chairman Phone: 465-4858  
 Division: House Transportation Committee Date: 1/27/88

Approved by Commissioner: Rep. Bette Cato, Chairman *BC* Date: 1/27/88  
 Agency: House Transportation Committee

Distribution (by preparer):  
 Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

ST COMMITTEE OF REFERRAL

Date of 2-18-88 5-DAY NOTICE  
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER: Rules

\*\*FISCAL NOTE(S) ATTACHED X \*\*  
IN ACCORDANCE WITH AS 24.08.035  
(see below)

2/1/88 DATE TURNED INTO OFFICE 2-26-88  
Mr. President:  
Transportation Committee considered <sup>not</sup> CSHJR 46 (TRSP) am

Requesting the Federal Aviation Administration to exempt aircraft in Alaska from regulations on the size of aircraft registration numbers and on supplemental identification plates.

*majority* and recommended: *it be approved with*

[X] replace with SCS For CS HJR 46 (TRSP)  same title  
[ ] attached amendment(s) <sup>and majority do pass</sup>  new title

[X] do pass

[ ] do not pass

[ ] no recommendation

[ ] individual recommendations

[ ] further referral to \_\_\_\_\_

[ ] letter of intent adopted and attached

\*\* Committee  attached or [ ] adopted fiscal note(s)  
 zero  fiscal impact

MEMBERS SIGNING DO PASS

*Tom Kell*  
*[Signature]*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OTHER RECOMMENDATIONS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*[Signature]*  
Chairman signature and recommendation

[ ] Committee Backup Attached

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_ Agency Affected: Public Safety  
 Title: Requesting the Federal Aviation Administration to exempt aircraft in Alaska from req. BRU: Fish & Wildlife Protection  
 Sponsor: Frank, Adams, Miller, Boyer, et al Components: Enforcement  
 Requestor: Senate Transportation

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

No fiscal impact is anticipated.

KCS  
JNR  
2/10/88

Prepared by: Captain Conrad G. Seibel Phone: 269-5509  
 Division: Fish & Wildlife Protection Date: 2/27/88  
 Approved by Commissioner: Donna Hovland Date: 2-24-88  
 Agency: Department of Public Safety

- Distribution (by preparer):  
 Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

FISCAL NOTE

REQUEST

Revision Date: \_\_\_\_\_  
 Title: ". . regulations on the size of  
 aircraft registration numbers . ."  
 Sponsor: Transportation Committee  
 Requestor: Senate Transportation

Agency Affected: Public Safety  
 BRU: Alaska State Troopers  
 Components: Criminal Investigation  
 Bureau

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY88	FY89	FY90	FY91	FY92	FY93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUNDS						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated.

Prepared by: Francis C. Allan *F.C.A.*  
 Division: Alaska State Troopers

Phone: 269-5691  
 Date: 2/22/88

Approved by Commissioner: *Donna Horvath*  
 Agency: Public Safety  
 Distribution: (by preparer):

Date: 2-24-88

Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

STATE OF ALASKA  
THE LEGISLATURE

POUCHY STATE CAPITOL  
JUNEAU ALASKA 99811  
907 465 3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

February 24, 1988

SUBJECT: Draft Senate CS CSHJR 46 (Trsp)

TO: Senator Lloyd Jones  
Chair  
Senate Transportation Committee

FROM: George Utermohle *GU*  
Legislative Counsel

Enclosed is the Senate Committee Substitute for HJR 46, as requested by Ray Matiashowski of your staff.

The Senate Transportation Committee substitute contains the Whereas clauses and Resolve clauses that were requested; however, the title of the resolution has not been changed. Uniform Rule 49(a)(5) requires that a joint resolution be treated in all respects as a bill and under Uniform Rules 24, 35, 41, and 42, the title of a bill may not be changed in the second house. Thus the title of a joint resolution may not be changed in the second house, but that does not mean that the content of a joint resolution cannot be changed.

The constitutional requirement (Art. 2, sec. 13, Alaska State Constitution) that the title of a bill express the subject of the bill does not apply to resolutions, so the title of a resolution need not reflect the content of the resolution. (However AS 24.08.200 does require that resolutions which propose amendments to the constitution be treated as bills and thus would be subject to the constitutional and statutory conditions attached to the introduction, amendment, and passage of bills.)

The interests of the legislature in being informed of the content of a resolution by the title of the resolution is protected by the requirement of Uniform Rule 35 which requires an amendment to a bill or resolution be germane to the subject of the bill or resolution. HJR 46, as amended by the Senate Transportation Committee substitute, satisfies

Senator Lloyd Jones  
Page 2  
February 24, 1988

the germaneness requirement because the amendments relating to the redefinition of the Alaska Air Defense Identification Zone by the North American Aerospace Defense Command are relevant to the subject of the resolution.

In summation, the enclosed Senate Committee Substitute for CSHB 46 contains relevant amendments to the resolution as passed by the House, but the content of the amendments is not fully expressed in the title of the resolution. Despite the shortcomings of the resolution's title, the Senate Committee Substitute does not violate constitutional, statutory, or uniform rules provisions relating to the title or content of resolutions.

Enclosure

GU:bb  
wkb3/031

# Alaska State Legislature

**STEVE FRANK**

DISTRICT 20A  
Finance Committee

1125 Sunset Drive  
Fairbanks, Alaska 99701



White in Juneau  
P.O. Box V  
Juneau, Alaska 99811  
(907) 465-3709

## House of Representatives

TO: Senate Transportation Committee members

FROM: Rep. Steve Frank

RE: Senate CS for CSHJR 46 - "size of aircraft registration numbers"

DATE: February 25, 1988

---

Senate CS for CS House Joint Resolution 46 requests that the FAA grant an exemption from their new regulations requiring an increase in aircraft registration number size from 3" to 12" for planes flying within Alaska.

The Federal Aviation Administration (FAA) has implemented new regulations requiring planes that penetrate an Air Defense Identification Zone (ADIZ) or a Distant Early Warning Identification Zone (DEWIZ) to display larger registration numbers and exterior identification plates. Currently the majority of Alaska is surrounded by an ADIZ with the exception of Southeastern and some parts of Western Alaska.

Recently the North American Aerospace Command (NORAD) announced its plans to revise the ADIZ which will solve the problem in most of Alaska. However, the proposed ADIZ will encompass significant parts of Western Alaska such as St. Mary's, Nome, Pt. Hope, and Icy Cape. As a consequence, aircraft flying from anywhere in Alaska to these places would still have to comply with the 12 inch lettering requirement.

For that reason we are requesting that the FAA grant an exemption for Alaskan planes flying intrastate. In addition, since the proposed ADIZ will not become effective until May, we are requesting a waiver from the new regulations until the new ADIZ is implemented.

I would appreciate your support of this resolution.

BILL NO: CSHJR 46 (TRSP) AM

DATE: 2/24/88

TITLE: Act requesting exemption  
of Alaskan aircraft from  
FAA regulations on aircraft  
number size...

CONTACT: Lt. Valentine  
789-2161

DEPARTMENT OF PUBLIC SAFETY

Federal Aviation Administration (FAA) regulations will come into effect March 7, 1988 which will require all United States aircraft operating in the Air Defense Identification Zone (ADIZ) and the Distant Early Warning Identification Zone (DEWIZ), to have twelve inch high identification numbers. The purpose was to meet both military and customs concerns, as well as air safety violator identification. This resolution is an attempt to influence the FAA to exempt Alaskan aircraft from the regulations.

The Department of Public Safety has experienced enforcement problems in the past when trying to identify aircraft suspected of being involved in:

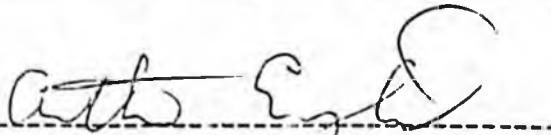
- 1) Fish and game violations -- individuals involved in big game violations such as the taking of big game the same day airborne, and illegal big game guiding operations.
- 2) Illegal distribution of alcoholic beverage and controlled substances often accomplished by small aircraft.

Suspect aircraft with only 3 inch registration numbers are difficult, often times impossible, to identify as compared to those aircraft with the larger, more visible 12-inch lettering.

While the Department recognizes problems with the existing FAA regulations, such as outlined in Lines 21-25 (page 1 of the resolution), it is the Department's position that more, not less, aircraft should be identified with the 12-inch lettering.

It should be noted that the FAA has included lengthy compliance wording allowing temporary numbering to save owner costs, the change of Alaska's Defense zones, and other aircraft owner considerations in order to be as least disruptive and costly as possible.

The Department of Public Safety does not support this resolution.

  
Arthur English, Commissioner

5-1596N  
Utermohle  
2/24/88

Original sponsors: Frank, Adams,  
Miller, et al.

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE  
2 SENATE CS FOR CS FOR HOUSE JOINT RESOLUTION NO. 46 (Transportation)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 Requesting the Federal Aviation Adminis-  
6 tration to exempt aircraft in Alaska  
7 from regulations on the size of aircraft  
8 registration numbers and on supplemental  
9 identification plates.

10 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 WHEREAS the Federal Aviation Administration has adopted regulations  
12 that require 12-inch registration numbers on aircraft penetrating an Air  
13 Defense Identification Zone (ADIZ) or a Distant Early Warning Identifica-  
14 tion Zone (DEWIZ) and a supplemental identification plate on the exterior  
15 of aircraft; and

16 WHEREAS these regulations were adopted to assist the U.S. Customs  
17 Service in identifying aircraft suspected of carrying illegal drugs across  
18 these zones; and

19 WHEREAS there has been no documented case in Alaska involving a small  
20 aircraft entering an ADIZ or DEWIZ transporting illegal drugs; and

21 WHEREAS these regulations will have a negative effect on the number of  
22 visitors coming to the state by private aircraft for business and tourism  
23 purposes, for example, the International Cessna 170 Association convention  
24 in Fairbanks; and

25 WHEREAS the North American Aerospace Defense Command (NORAD) is plan-  
26 ning to redefine the Alaska ADIZ;

27 BE IT RESOLVED that the Alaska State Legislature respectfully requests  
28 the Federal Aviation Administration to authorize the Alaska Region of the  
29 Federal Aviation Administration to grant temporary relief from the

1 regulation requiring 12-inch registration numbers to those pilots who  
2 penetrate the current Alaska Air Defense Identification Zone until the new  
3 description of the Alaska Air Defense Identification Zone is adopted; and  
4 be it

5 FURTHER RESOLVED that the Alaska State Legislature respectfully re-  
6 quests the Federal Aviation Administration to exempt aircraft flying be-  
7 tween points in Alaska from <sup>the regulation requiring 12 in registration #s</sup> these regulations when the boundaries of the  
8 Alaska Air Defense Identification Zone are redefined; and be it

9 FURTHER RESOLVED that the Alaska State Legislature respectfully re-  
10 quests the North American Aerospace Defense Command to proceed in the most  
11 expeditious manner with the redescription of the Alaska Air Defense Identi-  
12 fication Zone and other Air Defense Identification Zones north of the  
13 contiguous 48 states of the United States in order to eliminate the re-  
14 quirement that aircraft flying in Alaska and between Alaska and the other  
15 states penetrate these zones.

16 COPIES of this resolution shall be sent to the Honorable James H.  
17 Burnley IV, Secretary of Transportation; the Honorable Frank C. Carlucci,  
18 Secretary of Defense; the Honorable T. Allan McArtor, Administrator of the  
19 Federal Aviation Administration; General John Piotrowski, Commander, North  
20 American Aerospace Defense Command; and to the Honorable Ted Stevens and  
21 the Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young,  
22 U.S. Representative, members of the Alaska delegation in Congress.

# Alaska State Legislature

**STEVE FRANK**

DISTRICT 20A  
Finance Committee

1125 Sunset Drive  
Fairbanks, Alaska 99701



While in Juneau  
P.O. Box V  
Juneau, Alaska 99811  
(907) 465-3709

## House of Representatives

TO: Senate Transportation Committee members

FROM: Rep. Steve Frank

RE: Senate CS for CSHJR 46 - "size of aircraft registration numbers"

DATE: February 25, 1988

---

Senate CS for CS House Joint Resolution 46 requests that the FAA grant an exemption from their new regulations requiring an increase in aircraft registration number size from 3" to 12" for planes flying within Alaska.

The Federal Aviation Administration (FAA) has implemented new regulations requiring planes that penetrate an Air Defense Identification Zone (ADIZ) or a Distant Early Warning Identification Zone (DEWIZ) to display larger registration numbers and exterior identification plates. Currently the majority of Alaska is surrounded by an ADIZ with the exception of Southeastern and some parts of Western Alaska.

Recently the North American Aerospace Command (NORAD) announced its plans to revise the ADIZ which will solve the problem in most of Alaska. However, the proposed ADIZ will encompass significant parts of Western Alaska such as St. Mary's, Nome, Pt. Hope, and Icy Cape. As a consequence, aircraft flying from anywhere in Alaska to these places would still have to comply with the 12 inch lettering requirement.

For that reason we are requesting that the FAA grant an exemption for Alaskan planes flying intrastate. In addition, since the proposed ADIZ will not become effective until May, we are requesting a waiver from the new regulations until the new ADIZ is implemented.

I would appreciate your support of this resolution.

# Alaska State Legislature

**STEVE FRANK**

DISTRICT 20A  
Finance Committee

1125 Sunset Drive  
Fairbanks, Alaska 99701



While in Juneau  
P.O. Box V  
Juneau, Alaska 99811  
(907) 465-3709

## House of Representatives

TO: All House Members

FROM: Rep. Steve Frank

RE: HJR 46 - regarding the size of aircraft  
registration numbers

DATE: January 29, 1988

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House Joint Resolution 46 requests that the FAA grant an exemption for Alaska from their new regulations requiring an increase in aircraft registration number size from 3" to 12" and requiring an exterior identification plate.

The Federal Aviation Administration (FAA) has implemented new regulations requiring planes that penetrate an Air Defense Identification Zone (ADIZ) or a Distant Early Warning Identification Zone (DEWIZ) to display larger registration numbers and exterior identification plates. Currently the majority of Alaska is surrounded by an ADIZ with the exception of Southeastern and some parts of Western Alaska.

Recently the North American Aerospace Command (NORAD) announced its plans to revise the ADIZ which will solve the problem in most of Alaska. However, the proposed ADIZ will encompass significant parts of Western Alaska such as St. Mary's, Nome, Pt. Hope, and Icy Cape. As a consequence, aircraft flying from anywhere in Alaska to these places would still have to comply with the 12 inch lettering requirement.

For that reason we are requesting that the FAA grant an exemption for Alaskan planes flying intrastate. In addition, since the proposed ADIZ will not become effective until May, we are requesting a waiver from the new regulations until the new ADIZ is implemented.

Thank you for your consideration.

*Sponsors letter*

PROPOS. ALASKAN ADIZ ALIGNMENT



*Proposed ADIZ Alignment*

BRIEFING ITEM FOR AVIATION FORUM

SUBJECT: AIR DEFENSE IDENTIFICATION ZONE (ADIZ) REALIGNMENT

Proposed effective date: May 5, 1988.

BACKGROUND

The military has decided that the ADIZ realignment is necessitated by the various North American Aerospace Defense Modernization initiatives and HQ NORAD direction to simplify identification zones for North America.

CHANGES

The terms "Coastal ADIZ," "Domestic ADIZ," and "Distant Early Warning Identification Zone (DEWIZ)" will be eliminated. Henceforth, "ADIZ" will be the only term used regarding identification zones.

Significant Alaskan NORAD Region changes.

1. The Alaskan ADIZ will include all of the Aleutian Islands (current DEWIZ does not).
2. Off the Alaska north coast, the ADIZ line will extend northward an additional 120 nautical miles.
3. A portion of the existing ADIZ line between Alaska and Canada will be eliminated (see marking on proposed realignment chart).
4. Establish ADIZ along southeast coast of Alaska to cover gap which presently exists between the Canadian Coastal ADIZ and the Alaskan DEWIZ.

Other changes.

1. Institute a new ADIZ off both the Canadian and U.S. coastal areas to provide for integral perimeter coverage for the continent.
2. The ADIZ across central Canada is no longer required due to the closure of the Pinetree line radars.

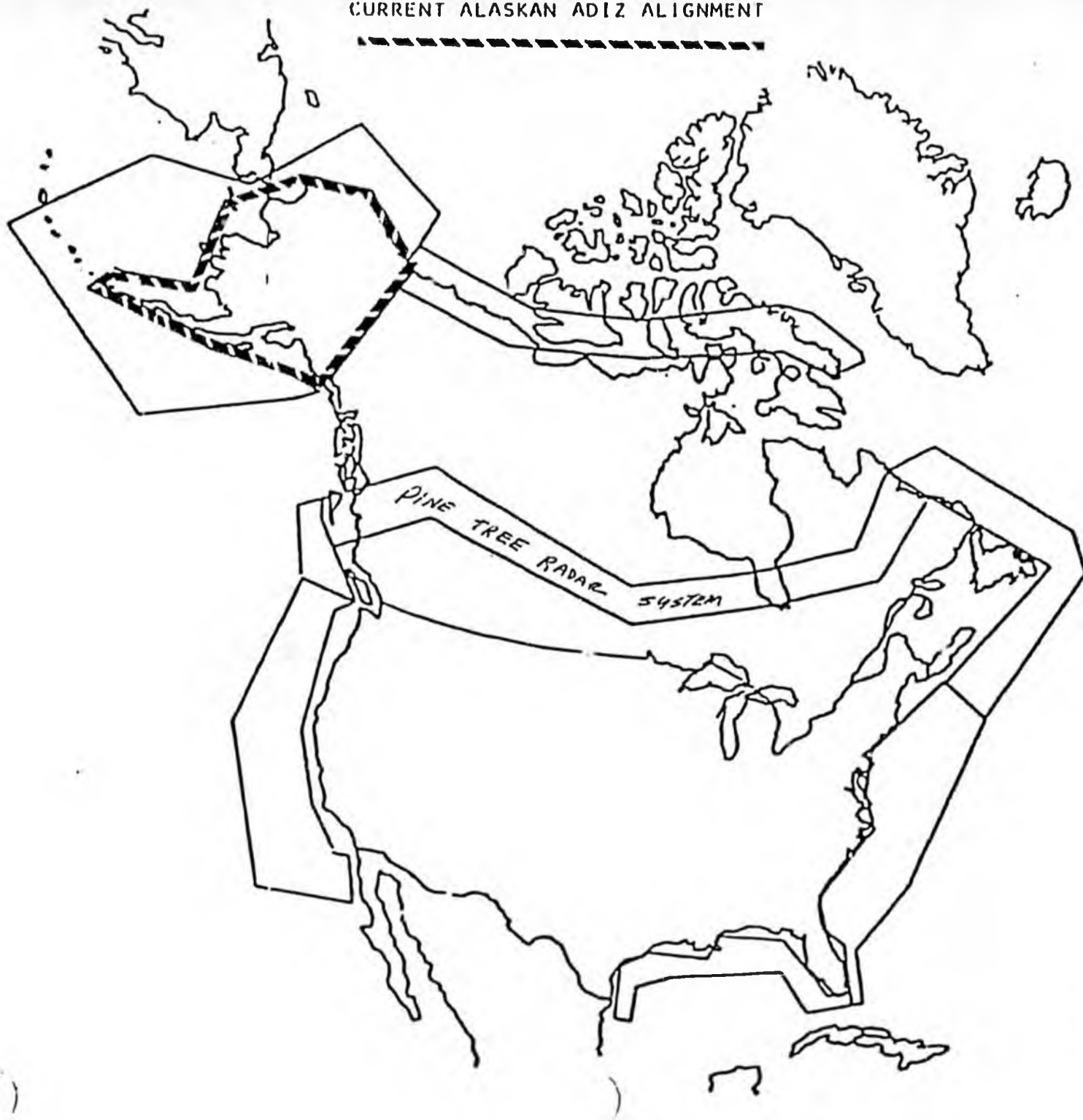
Attached is depiction of current alignment and the proposed realignment. FAA Washington Headquarters is preparing a notice of proposed change to FAR 99, "Security Control of Air Traffic," for publication in the Federal Register.

AAL-500 *Hg*  
12/1/87

2 Attachments

*Proposed New ADIZ alignment (effective 5/5/88)*

CURRENT ALASKAN ADIZ ALIGNMENT



*Current ADIZ alignment*

WARWICK & SCHIKORA  
a professional corporation  
CERTIFIED PUBLIC ACCOUNTANTS

1919 LATHROP  
DRAWER 17  
FAIRBANKS, ALASKA 99701

(907) 456-1566  
ANDREW S. WARWICK  
RICK J. SCHIKORA

December 10, 1987

State House Representative Steve Frank  
1125 Sunset Drive  
Fairbanks, AK 99701

Dear Representative:

Please note the attached article from Air Alaska, November 1987 issue. I understand the date for implementation has been moved to March 7, 1988. I don't believe the provisions for 12" numbers or for an outside data plate are necessary for Alaska. The requirement for the form 337 to be aboard the aircraft for fuel tanks installed according to FAA regulations is a matter of paperwork and not of significant concern. The main purpose of the first two provisions is to make it easier for Customs to identify aircraft suspected of running drugs across the Air Defense Identification Zones. The pertinent FAA regulations are FAR 45.29(h) for the 12" numbers, FAR 45.11(d) for the data plate information, and FAR 91.27(c) for the fuel tank requirements.

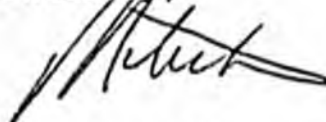
I am concerned because my wife and I invited the International Cessna 170 Association to convention in Alaska for a week during July 1988. We expect close to 100 airplanes to come to Fairbanks. Many of the aircraft have small numbers. All Cessna 170's are between 32 and 40 years old. The amount of money that we expect to be spent by the occupants of each Cessna 170 is substantial, and will be spread throughout the communities of Alaska. Gas sales, hotel rooms, meals, sightseeing, and tourist purchases will result in a boost to the businesses in the area, while taxes or direct fees will generate revenue for the local governments and the State of Alaska. We don't want to miss the opportunity for the revenue.

More importantly, however, is the fact that we do not want to have the inconvenience for our visitors and fellow Alaskans. Whenever one of us flies across the border to visit our neighbors in Canada, we will have to comply with the new law. Contrary to what the FAA says in their comments on the regulations, my maps show that flights conducted entirely within Alaska can be subject to the rules. Look at the fact that Tin City, Wales Point Hope, Icy Cape, Wainwright and Point Barrow Dew Station are outside the Alaskan ADIZ. Anytime the ADIZ or DEWIZ is penetrated, the law comes into effect.

The regulations mentioned above were designed for the coastal areas of the lower 48, where drug running is a real problem. Here, over-regulation, by virtue of including Alaska in regulations that do not fit the situation is a problem. This happens in more instances than just this one. Please provide your support by getting Congress to make an exception for Alaska.

I would be happy to discuss this with you further. I certainly appreciate your help.

Sincerely,



Rick Schikora

Constituent letter - Support of ...

builder's serial number must be legible to a person on the ground and must be located either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail surfaces. The model designation and builder's serial number must be displayed in such a manner that they are not likely to be defaced or removed during normal service.

5. Section 45.21 is amended by revising paragraph (d)(3) to read as follows:

§ 45.21 General.

(d) . . .

(3) It is marked temporarily to meet the requirements of § 45.22(c)(1) or § 45.29(h) of this part, or both.

6. Section 45.29 is amended by revising the introductory text of paragraph (b) and adding a new paragraph (h) to read as follows:

§ 45.29 Size of Marks.

(b) *Height.* Except as provided in paragraph (h) of this part, the nationality and registration marks must be of equal height and on—

(h) After December 8, 1987, each operator of an aircraft penetrating an ADIZ or DEWIZ shall display on that aircraft temporary or permanent nationality and registration marks at least 12 inches high.

**PART 91—GENERAL OPERATING AND FLIGHT RULES**

7. The authority citation for Part 91 continues to read as follows:

Authority: 49 U.S.C. 1301(7), 1303, 1344, 1348, 1352 through 1355, 1401, 1421 through 1431, 1471, 1472, 1502, 1510, 1522, and 2121 through 2125; Articles 12, 29, 31, and 32(a) of the Convention on International Civil Aviation (61 S.A. 1180); 42 U.S.C. 4321 *et seq.*; E.O. 11514; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

8. Section 91.27 is amended by adding a new paragraph (c) to read as follows:

§ 91.27 Civil aircraft: Certifications required.

(c) No person may operate an aircraft with a fuel tank installed within the passenger compartment or a baggage compartment unless the installation was accomplished pursuant to Part 43 of this chapter, and a copy of FAA Form 337 authorizing that installation is on board the aircraft.

9. Section 91.173 is amended by revising paragraph (c) and adding a new paragraph (d) to read as follows:

§ 91.173 Maintenance records.

(c) The owner or operator shall make all maintenance records required to be kept by this section available for inspection by the Administrator or any authorized representative of the National Transportation Safety Board (NTSB). In addition, the owner or operator shall present the Form 337 described in paragraph (d) of this section for inspection upon request of any law enforcement officer.

(d) When a fuel tank is installed within the passenger compartment or a baggage compartment pursuant to Part 43, a copy of the FAA Form 337 shall be kept on board the modified aircraft by the owner or operator.

Issued in Washington, D.C., on September 1, 1987.

T. Allan McArdor,  
Administrator.

[FR Doc. 87-20606 Filed 9-8-87; 8:45 am]  
BILLING CODE 4910-13-M

Changes FAA regs 9/9/87 effective 2/8/87

I.D. plate affixed in an easily accessible area, legible to an observer on the ground, facilitates verification of aircraft identification by FAA inspectors, Customs investigators, and other law enforcement officials. The amendment provides for ready access to the I.D. plate data without having to enter the aircraft. It makes the I.D. plate information and N-number available simultaneously to provide a cross reference to help determine whether the aircraft may have been stolen or to determine if the registration number has been falsified. It also facilitates FAA inspectors' identification of aircraft for verification of maintenance, modification, and other airworthiness requirements to assure safe aircraft operation.

This amendment is not retroactive since this could result in a major change which would pose an undue burden on many aircraft owners. For example, if the I.D. plates currently affixed to aircraft, as required, were to be removed (i.e., repositioned) from the existing locations, this could result in damage to the aircraft and I.D. plate, and might require burdensome engineering and manufacturing changes such as structural, interior or exterior repair, or repainting.

As a cost-saving alternative for aircraft manufactured prior to 90 days after the effective date of this amendment, this final rule allows the display of just the model designation and builder's serial number on the fuselage exterior, adjacent to and aft of the rear-most entrance. This may be done if the identification plate is secured at an accessible exterior or interior location near an entrance. The model designation and serial number are required to be affixed in such a manner that they are not likely to be defaced or removed during normal service. Unlike the required fireproof I.D. plate, this "supplemental" identification does not have to be affixed in a manner such that it is not likely to be lost or destroyed in an accident. Thus, the data may be affixed in a relatively low-cost manner such as by painting or decal.

**C. Illegal Fuel Tank Installation—Part 43, Appendix B(a) and (d); § 91.27(c); and § 91.173(a) and (d)**

This amendment requires that all affected aircraft modified with additional fuel tanks in the passenger or a baggage compartment, under Part 43 of the FAR, physically have on board the aircraft a copy of the required FAA Form 337. This includes aircraft previously not required to have an FAA Form 337 for fuel tank installations

when operating with a special flight permit for the purpose of delivery or export. This amendment also requires that the owner or operator of an aircraft with such fuel tanks present the FAA Form 337 for inspection by any law enforcement officer.

This amendment provides one means for FAA, Customs, and other investigators to quickly obtain evidence as to whether the additional tanks in the aircraft are authorized or possibly illegally installed. Enforcement action can then be taken by the FAA and the appropriate agency against persons operating such aircraft. Action can also be taken to prevent the aircraft from being flown. This rule makes it possible for Customs to concentrate interdiction efforts on those aircraft modified with unauthorized fuel tank installations and which are possibly being used for illegal drug trafficking. By limiting this rule to aircraft modified with fuel tanks in the passenger or baggage compartments, which requires an FAA Form 337 under Part 43, operators of aircraft with FAA-approved extended-range fuel tanks located elsewhere in the aircraft (e.g., wing tip tanks) would not be required to keep that authorization on board the aircraft.

#### Discussion of Comments

##### General

Eighty commenters, representing the views of the aviation community, participated in this rulemaking. Comments were submitted by individual pilots and owners and operators of aircraft including representatives of some aviation and aircraft manufacturers associations. Generally, the commenters support Customs' objective to stop the flow of illegal drugs into the United States by air. However, most commenters disagree as to what amendments should be adopted and who should comply with them. Some commenters disagree with all the amendments or recommend proposals which are outside the scope of the NPRM. The majority of the commenters address the proposed amendments separately and give reasons which oppose a particular issue and either concur in or withhold comments on the other issues.

The comments from aviation association representatives on the amendments also range from full support as noted by the Airline Pilots Association (ALPA) to "no merit" as the Aircraft Owners and Pilots Association (AOPA) contends. Many commenters contend that the FAA action will not stop drug trafficking and question the value of these amendments. They

contend that there are more effective ways to stop drug smugglers such as direct legislation against smugglers. The commenters, however, fail to recognize or acknowledge that the FAA action proposed in Notice No. 88-9 is only a part of the total U.S. Government on-going effort to actively suppress drug smuggling, which includes law enforcement agencies efforts of other Departments such as the Treasury, Justice, and Defense. These initiatives carry out the mandates of Congress, such as the Anti-Drug Abuse Act (Pub. L. 99-570, October 27, 1986).

The pertinent comments and commenters' recommendations concerning each amendment are discussed in the following paragraphs. In addition, comments concerning the time and cost of compliance are discussed separately.

##### Registration Numbers

The majority of commenters object to the requirement for displaying 12-inch N-numbers on certain aircraft that penetrate an ADIZ or DEWIZ. The commenters contend that the amendment imposes unnecessary costs on owners and operators of aircraft allowed to display smaller N-numbers under § 45.29(b), with no benefit to legitimate operators who must pay for an ineffective law which drug smugglers can easily circumvent with temporary and false markings. Also, operators of some aircraft such as experimental amateur-built, rotorcraft, gliders, airships, and balloons feel that this amendment should be limited to twin-engine, fixed-wing aircraft.

The FAA disagrees because, as stated in the notice, there is an urgent need for positive identification of *all aircraft* that penetrate the defense zones, regardless of size and configuration. However, it should be noted that this amendment only affects those aircraft that display the ineffective small N-numbers and penetrate the ADIZ or DEWIZ. Additionally, to avoid unnecessary costs to operators of the affected aircraft, a 90-day time period is provided for compliance. This provides for sufficient time in which the temporary or permanent 12-inch N-numbers can be affixed to aircraft affected.

A few commenters questioned why all aircraft operating in Alaska must display 12-inch marks since Alaska lies entirely within an ADIZ while aircraft in the contiguous United States may display small N-numbers. However, the rule applies to those aircraft that *penetrate* the ADIZ or DEWIZ. Accordingly, aircraft allowed to display small N-numbers in accordance with

Concerns expressed to FAA - 9/9/87

regulations, whether in the United States or elsewhere, must affix 12-inch N-numbers only if they are going to penetrate an ADIZ or DEWIZ. Thus, aircraft operating solely within the State of Alaska will not be required to display 12 inch N-numbers unless they depart on and reenter the ADIZ.

Some commenters contend that the amendment penalizes legitimate aircraft operators while drug smugglers can easily circumvent or violate the regulation. The FAA disagrees because most aircraft operators are required to display 12-inch N-numbers under Part 45. Further, the FAA, in conjunction with other law enforcement agencies, aggressively investigates and takes appropriate action on incidents involving violations of the FAR. Furthermore, under the new Anti-Drug Abuse Act, increased civil and criminal penalties may be imposed on aircraft operators involved in drug smuggling. These penalties range up to \$250,000 and 20 years in prison and include the seizure and forfeiture of the aircraft. The amendments to §§ 45.21 and 45.29 have been adopted as proposed.

#### *Identification Data Plates*

With regard to the exterior location of I.D. plates and/or data, most commenters contend generally that this amendment is ineffective, impractical, or redundant. A majority of the commenters contend that the amendments would be ineffective because the rule can be easily circumvented by falsifying the data on the exterior surface of the aircraft. The FAA does not agree since the FAA penalties and the more recent legislation, cited previously, are expected to deter such violations.

Some commenters maintain that the rule is impractical because repositioning the existing I.D. plates or affixing a second I.D. plate could damage the aircraft, especially those covered with fabric. The FAA does not agree since the rule does not require repositioning of the original I.D. plates, which conceivably could result in damage to the aircraft. Also, both old and new aircraft can have I.D. plates affixed on the exterior surface, as required, without damaging even fabric-covered aircraft.

Some commenters claim that I.D. plates affixed to the exterior surface of large aircraft would be too high to read by an observer on the ground. Others argue that there is no need to change the I.D. plate location on some rotorcraft, open cockpit aircraft, and balloons where the required I.D. plate can be viewed by an observer outside the aircraft.

However, although I.D. plates can be viewed from the outside of some aircraft, the FAA has determined that I.D. plates in a *standard* location on the exterior surface adjacent to and aft of the most entrance door of an aircraft provides for quick access to the I.D. information, in addition to precluding the need to gain access to the inside of an aircraft.

With regard to the redundant data, commenters contend that there is no need to affix the same data in two places on the same aircraft, therefore, the status quo should be maintained or the NPRM withdrawn.

The FAA disagrees because the I.D. information which is secured inside an aircraft cannot be obtained readily, as some contend, without gaining access to the aircraft. The FAA has determined that the standard exterior location is the most effective location for I.D. plates and/or data. A standard location provides quick access to the identification data with the least impact on the aviation community since most aircraft owners and operators already comply with that requirement, while others can mark their aircraft inexpensively as discussed in Notice No. 86-9.

#### *Additional Fuel Tank Installations*

The majority of commenters responding to this amendment agreed with the requirement to have the completed FAA Form 337 aboard an aircraft modified in accordance with Part 43 with fuel tanks in the passenger or baggage compartments. Those opposed contend that the amendment imposes an unnecessary burden on operators of aircraft that may be modified with fuel tanks in accordance with regulations which do not require the use of an FAA Form 337 for documenting major alternations. Accordingly, they maintain that the rule should exempt operators under Parts 121, 127, or 135, as applicable.

The FAA considered the regulations governing aircraft modified under other applicable provisions. However, approved documentation under a continuous airworthiness maintenance program may not be as suitable for carriage on an aircraft as the FAA Form 337. For that reason, the proposed amendment applied only to aircraft modified pursuant to part 43 with fuel tanks installed in the passenger or baggage compartments. This amendment adopts that proposal. The new rule does not require documentation for aircraft modified under other provisions of the FAR.

Some commenters state that the FAA Form 337 can be easily falsified or that

an approved installation could be used by a smuggler and that, either way, the amendment has little value. The FAA does not agree since violations of the applicable regulations, such as unapproved equipment installations, are vigorously pursued and enforced by the FAA to maintain safety in air operations. In addition, Customs considers this amendment to be a significant step toward curbing the use of aircraft for drug smuggling.

#### *Time for Compliance*

Some commenters object that the proposal does not provide sufficient time for compliance and that this creates an undue burden on owners and operators because of the requirements for ferrying and downtime. The FAA agrees with these commenters. It was planned to allow a period of 90 days after the effective date for compliance with the requirements for the display of 12-inch N-numbers and for the affixing of I.D. plate and/or data. In the NPRM, however, the "October 8, 1986" date was published in error apparently by using the published date of July 10, 1986, as the start of the 90-day period. A correction is made to allow sufficient time for compliance.

To preclude an undue burden on aircraft owners and operators, the 90-day period provides time for appropriate N-numbers and the I.D. plate and/or data to be affixed. The delayed compliance time only applies to the requirements for the display of 12-inch N-numbers and the I.D. plate and/or data. The display of temporary 12-inch markings is permitted for N-numbers, as appropriate, and the method for affixing data plate information on the exterior surface of an aircraft is purposely undefined to allow for economic alternatives, such as painting or decals.

#### *Cost of Compliance*

The majority of commenters object to the cost that would be imposed by the proposed 12-inch N-numbers and I.D. plate amendments. They contend that the cost of compliance estimates are too low. In addition, the commenters indicate that the FAA cost estimates do not reflect a loss of revenue caused by ferrying and downtime.

The FAA disagrees with the commenters that its cost estimates are too low. The FAA believes its cost estimates to be a good indicator of what aircraft operators/owners impacted would, on the average, incur. Moreover, after careful examination of the comments received on NPRM No. 86-9, it has become apparent to the FAA that the majority of the commenters

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## Federal Aviation Administration, DOT

## § 45.29

due to the configuration of an aircraft it is impossible for a person to be in accordance with §§ 45.21 through 45.33, he may apply to the Administrator for a different procedure.

8093, Amdt. 45-8, 33 FR 450, Jan. 15, 1964, as amended by Amdt. 45-13, 46 FR 15, 1981

## Display of marks; general.

Each operator of an aircraft shall display on that aircraft marks consisting of the Roman capital letter "N" (United States registration) followed by the registration number of the aircraft. Each suffix letter used in the marks displayed must also be a Roman capital letter.

When marks that include only the Roman capital letter "N" and the registration number are displayed on aircraft of the restricted category, experimental or provisionally certificated aircraft, the operator shall also display on that aircraft near each entrance to the cabin or cockpit, in letters not less than 2 inches nor more than 4 inches in height, the words "restricted," "experimental," or "provisional airworthiness," as applicable.

8093, Amdt. 45-6, 33 FR 450, Jan. 15, 1964, as amended by Amdt. 45-9, 42 FR 15, 1977

## Location of marks on fixed-wing aircraft.

Each operator of a fixed-wing aircraft shall display the required marks on the vertical tail surfaces or on the fuselage, except as provided in § 45.29(f).

The marks required by paragraph (f) of this section shall be displayed as follows:

(1) *Vertical tail.* Displayed on the vertical tail surface horizontally on both surfaces of the vertical tail or on the outer surface of a multivertical tail. However, on aircraft on which marks at least 12 inches high may be displayed in accordance with § 45.29(b)(1), the marks shall be displayed vertically on the vertical surfaces.

(2) *Fuselage.* Displayed on the fuselage surface horizontally on both sides of the

fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer. However, if engine pods or other appurtenances are located in this area and are an integral part of the fuselage side surfaces, the operator may place the marks on those pods or appurtenances.

(Amdt. 45-9, 42 FR 41102, Aug. 18, 1977)

## § 45.27 Location of marks; nonfixed-wing aircraft.

(a) *Rotorcraft.* Each operator of a rotorcraft shall display on that rotorcraft horizontally on both surfaces of the cabin, fuselage, boom, or tail the marks required by § 45.23.

(b) *Airships.* Each operator of an airship shall display on that airship the marks required by § 45.23, horizontally on—

(1) The upper surface of the right horizontal stabilizer and on the under surface of the left horizontal stabilizer with the top of the marks toward the leading edge of each stabilizer; and

(2) Each side of the bottom half of the vertical stabilizer.

(c) *Spherical balloons.* Each operator of a spherical balloon shall display the marks required by § 45.23 in two places diametrically opposite and near the maximum horizontal circumference of that balloon.

(d) *Nonspherical balloons.* Each operator of a nonspherical balloon shall display the marks required by § 45.23 on each side of the balloon near its maximum cross section and immediately above either the rigging band or the points of attachment of the basket or cabin suspension cables.

(Docket No. 2047, 39 FR 3223, Mar. 11, 1964, as amended by Amdt. 45-15, 48 FR 11392, Mar. 17, 1983)

## § 45.29 Size of marks.

(a) Except as provided in paragraph (f) of this section each operator of an aircraft shall display marks on the aircraft meeting the size requirements of this section.

(b) *Height.* The character marks must be of equal height and on—

(1) Fixed-wing aircraft, must be at least 12 inches high, except that:

(i) An aircraft displaying marks at least 2 inches high before November 1, 1981 and an aircraft manufactured after November 2, 1981, but before January 1, 1983, may display those marks until the aircraft is repainted or the marks are repainted, restored, or changed;

(ii) Marks at least 3 inches high may be displayed on a glider;

(iii) Marks at least 3 inches high may be displayed on an aircraft for which an experimental certificate has been issued under § 21.191(d) or 21.191(g) for operating as an exhibition aircraft or as an amateur-built aircraft when the maximum cruising speed of the aircraft does not exceed 180 knots CAS; and

(iv) Marks may be displayed on an exhibition, antique, or other aircraft in accordance with § 45.22.

(2) Airships, spherical balloons, and nonspherical balloons, must be at least 3 inches high; and

(3) Rotorcraft, must be at least 12 inches high, except that rotorcraft displaying before April 18, 1983, marks required by § 45.29(b)(3) in effect on April 17, 1983, and rotorcraft manufactured on or after April 18, 1983, but before December 31, 1983, may display those marks until the aircraft is repainted or the marks are repainted, restored, or changed.

(c) *Width.* Characters must be two-thirds as wide as they are high, except the number "1", which must be one-sixth as wide as it is high, and the letters "M" and "W" which may be as wide as they are high.

(d) *Thickness.* Characters must be formed by solid lines one-sixth as thick as the character is high.

(e) *Spacing.* The space between each character may not be less than one-fourth of the character width.

(f) If either one of the surfaces authorized for displaying required marks under § 45.25 is large enough for display of marks meeting the size requirements of this section and the other is not, full-size marks shall be placed on the larger surface. If neither surface is large enough for full-size marks, marks as large as practicable shall be displayed on the larger of the two surfaces. If any surface authorized to be marked by § 45.27 is not large

## § 45.31

enough for full-size marks, marks as large as practicable shall be placed on the largest of the authorized surfaces.

(g) *Uniformity.* The marks required by this part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.

[Doc. No. 2047, 29 FR 3223, Mar. 11, 1964, as amended by Amdt. 46-2, 31 FR 9663, July 21, 1966; Amdt. 45-9, 42 FR 41102, Aug. 16, 1977; Amdt. 45-13, 48 FR 48604, Oct. 1, 1983; Amdt. 45-15, 48 FR 11392, Mar. 17, 1983]

## § 45.31 Marking of export aircraft.

A person who manufactures an aircraft in the United States for delivery outside thereof may display on that aircraft any marks required by the State of registry of the aircraft. However, no person may operate an aircraft so marked within the United States, except for test and demonstration flights for a limited period of time, or while in necessary transit to the purchaser.

## § 45.33 Sale of aircraft; removal of marks.

When an aircraft that is registered in the United States is sold, the holder of the Certificate of Aircraft Registration shall remove, before its delivery to the purchaser, all United States marks from the aircraft, unless the purchaser is—

(a) A citizen of the United States;

(b) An individual citizen of a foreign country who is lawfully admitted for permanent residence in the United States; or

(c) When the aircraft is to be based and primarily used in the United States, a corporation (other than a corporation which is a citizen of the United States) lawfully organized and doing business under the laws of the United States or any State thereof.

(Amdt. 45-11, 44 FR 61936, Oct. 29, 1979)

## PART 47—AIRCRAFT REGISTRATION

## Subpart A—General

## Sec.

- 47.1 Applicability.
- 47.2 Definitions.
- 47.3 Registration required.
- 47.5 Applicants.

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## Sec.

- 47.7 United States citizens and resident aliens.
- 47.8 Voting trusts.
- 47.9 Corporations not U.S. citizens.
- 47.11 Evidence of ownership.
- 47.13 Signatures and instruments made by representatives.
- 47.15 Identification number.
- 47.16 Temporary registration numbers.
- 47.17 Fees.
- 47.19 FAA Aircraft Registry.

## Subpart B—Certificates of Aircraft Registration

- 47.31 Application.
- 47.33 Aircraft not previously registered anywhere.
- 47.35 Aircraft last previously registered in the United States.
- 47.37 Aircraft last previously registered in a foreign country.
- 47.39 Effective date of registration.
- 47.41 Duration and return of Certificate.
- 47.43 Invalid registration.
- 47.45 Change of address.
- 47.47 Cancellation of Certificate for export purpose.
- 47.49 Replacement of Certificate.
- 47.51 Triennial aircraft registration report.

## Subpart C—Dealer's Aircraft Registration Certificate

- 47.61 Dealers' Aircraft Registration Certificate.
- 47.63 Application.
- 47.65 Eligibility.
- 47.67 Evidence of ownership.
- 47.69 Limitations.
- 47.71 Duration of Certificate; change of status.

AUTHORITY: Secs. 307, 313, 501, 503, 505, 508, and 1102, 72 Stat. 749, 752, 771, 772, 774, 797; 49 U.S.C. 1348, 1354, 1401, 1403, 1405, 1406, and 1502, and the Convention of the International Recognition of Rights in Aircraft; 4 U.S.C. 1830.

SOURCE: Docket No. 7190, 31 FR 4495, Mar. 17, 1966, unless otherwise noted.

## Subpart A—General

## § 47.1 Applicability.

This part prescribes the requirements for registering aircraft under section 501 of the Federal Aviation Act of 1958 (49 U.S.C. 1401). Subpart B applies to each applicant for, and holder of, a Certificate of Aircraft Registration. Subpart C applies to each applicant for, and holder of, a



Greater Fairbanks

**Chamber**

of Commerce

First National Center

100 Cushman Street

(907) 452-1105

P.O. Box 74446

Fairbanks, Alaska 99707

RESOLUTION 1 - 0188

WHEREAS, the Greater Fairbanks Chamber of Commerce is concerned about the economy in Fairbanks, and

WHEREAS, the federal government frequently institutes regulations and laws which have detrimental effects on the economy, and

WHEREAS, the International Cessna 170 Association has chosen to convention in Fairbanks during July 1988, with an expected attendance of 100 airplanes most of which will be Cessna 170s ranging in age from 32 to 40 years old, and

WHEREAS, the Federal Aviation Administration has recently instituted a regulation requiring 12 inch registration numbers on aircraft penetrating the Alaska Domestic Air Defense Identification Zone or the Distant Early Warning Identification Zone, and

WHEREAS, the reason for requiring 12 inch numbers is to assist Customs in identifying aircraft suspected of running drugs across ADIZs or DEWIZs, and

WHEREAS, these regulations will likely have a negative impact on the number of tourists coming to Alaska by aircraft, for the Cessna 170 Convention and other purposes,

THEREFORE BE IT RESOLVED, that the Greater Fairbanks Chamber of Commerce supports the repeal of regulation FAR 45.21 (h) requiring 12 inch numbers for Alaska, and its companion regulation FAR 45.11 (a) and (d), and

BE IT FURTHER RESOLVED, that if the regulations cannot be repealed for Alaska then a special blanket exemption be granted for the International Cessna 170 conventioners.

DATED THIS

4th

DAY OF

January

1988.

BY

Mike Kelly, Chairman

BY

W.R. Cox, President & C.E.O.

*Fairbanks Chamber resolution support of exemption*

Introduced by: City Council Members  
Date: January 11, 1988

RESOLUTION NO. 2921

A RESOLUTION IN SUPPORT OF THE REPEAL OF  
FEDERAL AVIATION REGULATION (FAR) 45.21  
(h) AND 45.11 (a) and (d).

WHEREAS, the Greater Fairbanks Chamber of Commerce is concerned about the economy in Fairbanks, and

WHEREAS, the federal government frequently institutes regulations and laws which have detrimental effects on the economy, and

WHEREAS, the International Cessna 170 Association has chosen to convention in Fairbanks during July 1988, with an expected attendance of 100 airplanes most of which will be Cessna 170s ranging in age from 32 to 40 years old, and

WHEREAS, the Federal Aviation Administration has recently instituted a regulation requiring 12 inch registration numbers on aircraft penetrating the Alaska Domestic Air Defense Identification Zone or the Distant Early Warning Identification Zone, and

WHEREAS, the reason for requiring 12 inch numbers is to assist Customs in identifying aircraft suspected of running drugs across ADIZs or DEWIZs, and

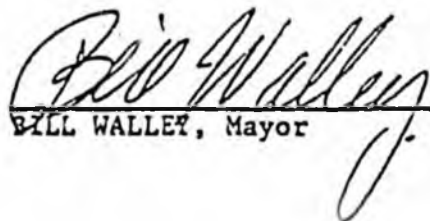
WHEREAS, these regulations will likely have a negative impact on the number of tourists coming to Alaska by aircraft, for the Cessna 170 Convention and other purposes,

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA supports the repeal of regulation FAR 45.21 (h) requiring 12 inch numbers for Alaska, and its companion regulation FAR 45.11 (a) and (d), and


*Fairbanks city council resolution - support of exemption*

BE IT FURTHER RESOLVED, that if the regulations cannot be repealed for Alaska then a special blanket exemption be granted for the International Cessna 170 conventioners.

PASSED and APPROVED this 11th day of January, 1988.

  
BILL WALLEY, Mayor

ATTEST:

  
NORMA J. MARKS, Acting City Clerk

MIS:RESO 2921:njm



U.S. Department  
of Transportation  
  
Federal Aviation  
Administration

# News:

Office of Public Affairs  
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FOR IMMEDIATE RELEASE  
September 30, 1987  
#87-35

contact: Paul Steucke

## LARGER AIRCRAFT NUMBERS REQUIRED

Effective December 8, 1987, all aircraft entering into the Alaskan ADIZ or DEWIZ (Alaskan Air Defense Identification Zones) north of Yakutat, will be required to have 12 inch high identifying registration numbers and letters on the outside of the aircraft (map attached). Previous regulations required the letters and numbers to be at least 3 inches high. The major purpose of the larger numbers is to allow law enforcement officers patrolling coastal areas to identify suspect aircraft which might be carrying drugs into the country. For example, aircraft flying to Anchorage from Juneau will require the larger numbers because they are penetrating the zones. This also includes flights from Canada into central and northern Alaska.

Secretary of Transportation Elizabeth Dole announced the new rule which contains three major provisions, on September 17, 1987.

The first new requirement is that all aircraft flying through off-shore air defense identification zones display 12 inch high nationality and registration marks ("N numbers"). The second requires aircraft to have an externally mounted identification plates. The third requires that aircraft modified with supplemental fuel tanks, which were installed in compliance with FAA regulations, carry authorization for the modification aboard the aircraft.

Dole said, "The larger markings will make it easier for law enforcement officers to identify suspect aircraft, and the external identification plates will help authorities to identify aircraft that have been stolen and possibly used to smuggle drugs into the U.S."

more...

FAA - news release re: larger numbers

Current FAA regulations allow some aircraft to display N-numbers only three inches high, which makes them difficult to read at a distance. Although the FAA rules were changed in Nov. 1981 to require the display of at least 12 inch high marks, the smaller markings were allowed to continue until the airplane was repainted or the numbers changed.

The new rule overrides this past exception and requires display of the 12 inch numbers when an aircraft is penetrating an Air Defense Identification Zone or Defense Early Warning Identification Zone, where U.S. Customs agents, the Coast Guard or other law enforcement aircraft are most likely to attempt air-to-air identification. These zones cover all of Alaska north of Yakutat, including the Alaska-Canada border.

Maps of these zones are in the Alaska Airmen Supplement. Pilots seeking additional information should contact their local FAA Flight Standards District Office.

The identification data plates must be readable to a person standing outside the aircraft when it is on the ground. This will allow law enforcement officers to cross check the serial number of an aircraft with FAA records to determine if the N numbers had been changed in order to conceal the ownership of the aircraft or hide the fact that it had been stolen. This now can be done only by gaining access to the interior of some aircraft.

The new requirement that aircraft operators carry documentation covering the installation of extra fuel tanks also will help identify suspect aircraft used in smuggling operations.

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