

certificate under §21.191 (d), §21.191 (g), or §21.191 (i) of this chapter to operate as an exhibition aircraft, an amateur-built aircraft, or a light-sport 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, non-spherical balloons, powered parachutes, and weight-shift-control aircraft 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 must be placed on the larger surface. If neither surface is large enough for full-size marks, marks as large as practicable must be displayed on the larger of the two surfaces. If no surface authorized to be marked by §45.27 is large enough for full-size marks, marks as large as practicable must be placed on the largest of the authorized surfaces. However, powered parachutes and weight-shift-control aircraft must display marks at least 3 inches high.

(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.

(h) After March 7, 1988, each operator of an aircraft penetrating an ADIZ or DEWIZ must display on that aircraft temporary or permanent nationality and registration marks at least 12 inches high.

[Doc. No. 2047, 29 FR 3223, Mar. 11, 1964, as amended by Amdt. 45-2, 31 FR 9863, July 21, 1966; Amdt. 45-9, 42 FR 41102, Aug. 15, 1977; Amdt. 45-13, 46 FR 48604, Oct. 1, 1981; Amdt. 45-15, 48 FR 11392, Mar. 17, 1983; Amdt. 45-17, 52 FR 34102, Sept. 9, 1987; 52 FR 36566, Sept. 30, 1987; Amdt. 45-24, 69 FR 44863, July 27, 2004; Amdt. 45-25, 72 FR 52469, Sept. 14, 2007]

§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 must 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 61938, Oct. 29, 1979]

PART 47—AIRCRAFT REGISTRATION

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AUTHORITY: 4 U.S.T. 1830; Public Law 108-297, 118 Stat. 1095 (49 U.S.C. 40101 note, 49 U.S.C. 44101 note); 49 U.S.C. 106(f), 106(g), 40113-40114, 44101-44108, 44110-44113, 44703-44704, 44713, 45302, 45305, 46104, 46301.

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

EDITORIAL NOTE: Nomenclature changes to part 47 appear at 75 FR 41979, July 20, 2010.

Subpart A—General

§ 47.1 Applicability.

This part prescribes the requirements for registering aircraft under 49 U.S.C. 44101-44104. Subpart B applies to each applicant for, and holder of, a Certificate of Aircraft Registration, AC Form 8050-3. Subpart C applies to each applicant for, and holder of, a Dealer's

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Aircraft Registration Certificate, AC Form 8050-6.

[Amdt. 47-29, 75 FR 41979, July 20, 2010]

§ 47.2 Definitions.

The following are definitions of terms used in this part:

Citizen of the United States or U.S. citizen means one of the following:

(1) An individual who is a citizen of the United States or one of its possessions.

(2) A partnership each of whose partners is an individual who is a citizen of the United States.

(3) A corporation or association organized under the laws of the United States or a State, the District of Columbia, or a territory or possession of the United States, of which the president and at least two-thirds of the board of directors and other managing officers are citizens of the United States, which is under the actual control of citizens of the United States, and in which at least 75 percent of the voting interest is owned or controlled by persons that are citizens of the United States.

Registry means the FAA, Civil Aviation Registry, Aircraft Registration Branch.

Resident alien means an individual citizen of a foreign country lawfully admitted for permanent residence in the United States as an immigrant in conformity with the regulations of the Department of Homeland Security (8 CFR Chapter 1).

[Doc. No. FAA-2015-7396; Amdt. 47-30, 80 FR 78645, Dec. 16, 2015]

§ 47.3 Registration required.

(a) An aircraft may be registered under 49 U.S.C. 44103 only when the aircraft is not registered under the laws of a foreign country and is—

(1) Owned by a citizen of the United States;

(2) Owned by an individual citizen of a foreign country lawfully admitted for permanent residence in the United States;

(3) Owned by a corporation not a citizen of the United States when the corporation is organized and doing business under the laws of the United States or a State within the United

States, and the aircraft is based and primarily used in the United States; or

(4) An aircraft of—

(i) The United States Government; or

(ii) A State, the District of Columbia, a territory or possession of the United States, or a political subdivision of a State, territory, or possession.

(b) No person may operate an aircraft that is eligible for registration under 49 U.S.C. 44101–44104, unless the aircraft—

(1) Has been registered by its owner;

(2) Is carrying aboard the temporary authorization required by § 47.31(c); or

(3) Is an aircraft of the Armed Forces of the United States.

(c) Governmental units are those named in paragraph (a) of this section and Puerto Rico.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47–20, 44 FR 61939, Oct. 29, 1979; Amdt. 47–27, 70 FR 244, Jan. 3, 2005; Amdt. 47–29, 75 FR 41979, July 20, 2010; Doc. No. FAA–2015–7396; Amdt. 47–30, 80 FR 78645, Dec. 16, 2015]

§ 47.5 Applicants.

(a) A person who wishes to register an aircraft in the United States must submit an Aircraft Registration Application, AC Form 8050–1 under this part.

(b) An aircraft may be registered only by and in the legal name of its owner.

(c) 49 U.S.C. 44103(c), provides that registration is not evidence of ownership of aircraft in any proceeding in which ownership by a particular person is in issue. The FAA does not issue any certificate of ownership or endorse any information with respect to ownership on a Certificate of Aircraft Registration, AC Form 8050–3. The FAA issues a Certificate of Aircraft Registration, AC Form 8050–3 to the person who appears to be the owner on the basis of the evidence of ownership submitted pursuant to § 47.11 with the Aircraft Registration Application, or recorded at the Registry.

(d) In this part, “owner” includes a buyer in possession, a bailee, or a lessee of an aircraft under a contract of conditional sale, and the assignee of that person.

[Amdt. 47–20, 44 FR 61939, Oct. 29, 1979, as amended by Amdt. 47–27, 70 FR 244, Jan. 3, 2005; Amdt. 47–29, 75 FR 41979, July 20, 2010]

§ 47.7 United States citizens and resident aliens.

(a) *U.S. citizens.* An applicant for aircraft registration under this part who is a U.S. citizen must certify to this in the Aircraft Registration Application, AC Form 8050–1.

(b) *Resident aliens.* An applicant for aircraft registration under 49 U.S.C. 44102 who is a resident alien must furnish a representation of permanent residence and the applicant’s alien registration number issued by the Department of Homeland Security.

(c) *Trustees.* An applicant for aircraft registration under 49 U.S.C. 44102 that holds legal title to an aircraft in trust must comply with the following requirements:

(1) Each trustee must be either a U.S. citizen or a resident alien.

(2) The applicant must submit with the Aircraft Registration Application—

(i) A copy of each document legally affecting a relationship under the trust;

(ii) If each beneficiary under the trust, including each person whose security interest in the aircraft is incorporated in the trust, is either a U.S. citizen or a resident alien, an affidavit by the applicant to that effect; and

(iii) If any beneficiary under the trust, including any person whose security interest in the aircraft is incorporated in the trust, is not a U.S. citizen or resident alien, an affidavit from each trustee stating that the trustee is not aware of any reason, situation, or relationship (involving beneficiaries or other persons who are not U.S. citizens or resident aliens) as a result of which those persons together would have more than 25 percent of the aggregate power to influence or limit the exercise of the trustee’s authority.

(3) If persons who are neither U.S. citizens nor resident aliens have the power to direct or remove a trustee, either directly or indirectly through the control of another person, the trust instrument must provide that those persons together may not have more than 25 percent of the aggregate power to direct or remove a trustee. Nothing in this paragraph prevents those persons from having more than 25 percent of the beneficial interest in the trust.

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(d) *Partnerships.* A partnership may apply for a Certificate of Aircraft Registration, AC Form 8050–3, under 49 U.S.C. 44102 only if each partner, whether a general or limited partner, is an individual who is a citizen of the United States. Nothing in this section makes ineligible for registration an aircraft which is not owned as a partnership asset but is co-owned by—

(1) Resident aliens; or

(2) One or more resident aliens and one or more U.S. citizens.

[Amdt. 47–20, 44 FR 61939, Oct. 29, 1979, as amended by Amdt. 47–27, 70 FR 244, Jan. 3, 2005; Amdt. 47–29, 75 FR 41980, July 20, 2010; Doc. No. FAA–2015–7396; Amdt. 47–30, 80 FR 78645, Dec. 16, 2015]

§ 47.8 Voting trusts.

(a) If a voting trust is used to qualify a domestic corporation as a U.S. citizen, the corporate applicant must submit to the Registry—

(1) A true copy of the fully executed voting trust agreement, which must identify each voting interest of the applicant, and which must be binding upon each voting trustee, the applicant corporation, all foreign stockholders, and each other party to the transaction; and

(2) An affidavit executed by each person designated as voting trustee in the voting trust agreement, in which each affiant represents—

(i) That each voting trustee is a citizen of the United States within the meaning of 49 U.S.C. 40102(a)(15).

(ii) That each voting trustee is not a past, present, or prospective director, officer, employee, attorney, or agent of any other party to the trust agreement;

(iii) That each voting trustee is not a present or prospective beneficiary, creditor, debtor, supplier or contractor of any other party to the trust agreement;

(iv) That each voting trustee is not aware of any reason, situation, or relationship under which any other party to the agreement might influence the exercise of the voting trustee's totally independent judgment under the voting trust agreement.

(b) Each voting trust agreement submitted under paragraph (a)(1) of this section must provide for the succession

of a voting trustee in the event of death, disability, resignation, termination of citizenship, or any other event leading to the replacement of any voting trustee. Upon succession, the replacement voting trustee shall immediately submit to the Registry the affidavit required by paragraph (a)(2) of this section.

(c) If the voting trust terminates or is modified, and the result is less than 75 percent control of the voting interest in the corporation by citizens of the United States, a loss of citizenship of the holder of the Certificate of Aircraft Registration, AC Form 8050–3 occurs, and § 47.41(a)(3) of this part applies.

(d) A voting trust agreement may not empower a trustee to act through a proxy.

[Amdt. 47–20, 44 FR 61939, Oct. 29, 1979, as amended by Amdt. 47–27, 70 FR 245, Jan. 3, 2005; Amdt. 47–29, 75 FR 41980, July 20, 2010]

§ 47.9 Corporations not U.S. citizens.

(a) Each corporation applying for registration of an aircraft under 49 U.S.C. 44102 must submit to the Registry with the Aircraft Registration Application, AC Form 8050–1—

(1) A certified copy of its certificate of incorporation;

(2) A certification that it is lawfully qualified to do business in one or more States;

(3) A certification that the aircraft will be based and primarily used in the United States; and

(4) The location where the records required by paragraph (e) of this section will be maintained.

(b) For the purposes of registration, an aircraft is based and primarily used in the United States if the flight hours accumulated within the United States amount to at least 60 percent of the total flight hours of the aircraft during—

(1) For aircraft registered on or before January 1, 1980, the 6-calendar month period beginning on January 1, 1980, and each 6-calendar month period thereafter; and

(2) For aircraft registered after January 1, 1980, the period consisting in the remainder of the registration month and the succeeding 6 calendar months and each 6-calendar month period thereafter.

(c) For the purpose of this section, only those flight hours accumulated during non-stop (except for stops in emergencies or for purposes of refueling) flight between two points in the United States, even if the aircraft is outside of the United States during part of the flight, are considered flight hours accumulated within the United States.

(d) In determining compliance with this section, any periods during which the aircraft is not validly registered in the United States are disregarded.

(e) The corporation that registers an aircraft pursuant to 49 U.S.C. 44102 shall maintain, and make available for inspection by the FAA upon request, records containing the total flight hours in the United States of the aircraft for three calendar years after the year in which the flight hours were accumulated.

(f) The corporation that registers an aircraft pursuant to 49 U.S.C. 44102 shall send to the Registry, at the end of each period of time described in paragraphs (b)(1) and (2) of this section, either—

(1) A signed report containing—

(i) The total time in service of the airframe as provided in §91.417(a)(2)(i), accumulated during that period; and

(ii) The total flight hours in the United States of the aircraft accumulated during that period; or

(2) A signed statement that the total flight hours of the aircraft, while registered in the United States during that period, have been exclusively within the United States.

[Amdt. 47-20, 44 FR 61940, Oct. 29, 1979, as amended by Amdt. 47-24, 54 FR 34330, Aug. 18, 1989; Amdt. 47-27, 70 FR 245, Jan. 3, 2005; Amdt. 47-29, 75 FR 41979, July 20, 2010]

§47.11 Evidence of ownership.

Except as provided in §§47.33 and 47.35, each person that submits an Aircraft Registration Application, AC Form 8050-1 under this part must also submit the required evidence of ownership, recordable under §§49.13 and 49.17 of this chapter, as follows:

(a) The buyer in possession, the bailee, or the lessee of an aircraft under a contract of conditional sale must submit the contract. The assignee under a contract of conditional sale must submit

both the contract (unless it is already recorded at the Registry), and his assignment from the original buyer, bailee, lessee, or prior assignee.

(b) The reposessor of an aircraft must submit—

(1) A Certificate of Repossession of Encumbered Aircraft, FAA Form 8050-4, or its equivalent, signed by the applicant and stating that the aircraft was repossessed or otherwise seized under the security agreement involved and applicable local law;

(2) The security agreement (unless it is already recorded at the Registry), or a copy thereof certified as true under §49.21 of this chapter; and

(3) When repossession was through foreclosure proceedings resulting in sale, a bill of sale signed by the sheriff, auctioneer, or other authorized person who conducted the sale, and stating that the sale was made under applicable local law.

(c) The buyer of an aircraft at a judicial sale, or at a sale to satisfy a lien or charge, must submit a bill of sale signed by the sheriff, auctioneer, or other authorized person who conducted the sale, and stating that the sale was made under applicable local law.

(d) The owner of an aircraft, the title to which has been in controversy and has been determined by a court, must submit a certified copy of the decision of the court.

(e) The executor or administrator of the estate of the deceased former owner of an aircraft must submit a certified copy of the letters testamentary or letters of administration appointing him executor or administrator. The Certificate of Aircraft Registration, AC Form 8050-3 is issued to the applicant as executor or administrator.

(f) The buyer of an aircraft from the estate of a deceased former owner must submit both a bill of sale, signed for the estate by the executor or administrator, and a certified copy of the letters testamentary or letters of administration. When no executor or administrator has been or is to be appointed, the applicant must submit both a bill of sale, signed by the heir-at-law of the deceased former owner, and an affidavit of the heir-at-law stating that no application for appointment of an executor or administrator has been made,

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that so far as he can determine none will be made, and that he is the person entitled to, or having the right to dispose of, the aircraft under applicable local law.

(g) The guardian of another person's property that includes an aircraft must submit a certified copy of the order of the court appointing him guardian. The Certificate of Aircraft Registration is issued to the applicant as guardian.

(h) The trustee of property that includes an aircraft, as described in §47.7(c), must submit either a certified copy of the order of the court appointing the trustee, or a complete and true copy of the instrument creating the trust. If there is more than one trustee, each trustee must sign the Aircraft Registration Application. The Certificate of Aircraft Registration is issued to a single applicant as trustee, or to several trustees jointly as co-trustees.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47–20, 44 FR 61940, Oct. 29, 1979; Amdt. 47–23, 53 FR 1915, Jan. 25, 1988; Amdt. 47–29, 75 FR 41980, July 20, 2010]

§47.13 Signatures and instruments made by representatives.

(a) Each person signing an Aircraft Registration Application, AC Form 8050–1, or a document submitted as supporting evidence under this part, must sign in ink or by other means acceptable to the FAA. If signed in ink, the Aircraft Registration Application must also have the typed or legibly printed name of each signer in the signature block.

(b) When one or more persons doing business under a trade name submits an Aircraft Registration Application, a document submitted as supporting evidence under this part, or a request for cancellation of a Certificate of Aircraft Registration, AC Form 8050–3, the application, document, or request must be signed by, or on behalf of, each person who shares title to the aircraft.

(c) When an agent submits an Aircraft Registration Application, a document submitted as supporting evidence under this part, or a request for cancellation of a Certificate of Aircraft Registration, on behalf of the owner, that agent must—

(1) State the name of the owner on the application, document, or request;

(2) Sign as agent or attorney-in-fact on the application, document, or request; and

(3) Submit a signed power of attorney, or a true copy thereof certified under §49.21 of this chapter, with the application, document, or request.

(d) When a corporation submits an Aircraft Registration Application, a document submitted as supporting evidence under this part, or a request for cancellation of a Certificate of Aircraft Registration, it must—

(1) Have an authorized person sign, by means acceptable to the FAA, the application, document, or request;

(2) Show the title of the signer's office on the application, document, or request; and

(3) Submit a copy of the authorization from the board of directors to sign for the corporation, certified as true under §49.21 of this chapter by a corporate officer or other person in a managerial position therein, with the application, document, or request, unless—

(i) The signer of the application, document, or request is a corporate officer or other person in a managerial position in the corporation and the title of his office is stated in connection with his signature; or

(ii) A valid authorization to sign is on file at the Registry.

(4) The provisions of paragraph (d)(3) of this section do not apply to an irrevocable deregistration and export request authorization when an irrevocable deregistration and export request authorization under the Cape Town Treaty is signed by a corporate officer and is filed with the Registry.

(e) When a partnership submits an Aircraft Registration Application, a document submitted as supporting evidence under this part, or a request for cancellation of a Certificate of Aircraft Registration, it must—

(1) State the full name of the partnership on the application, document, or request;

(2) State the name of each general partner on the application, document, or request; and

(3) Have a general partner sign the application, document, or request.

(f) When co-owners, who are not engaged in business as partners, submit an Aircraft Registration Application, a document submitted as supporting evidence under this part, or a request for cancellation of a Certificate of Aircraft Registration, each person who shares title to the aircraft under the arrangement must sign the application, document, or request.

(g) A power of attorney or other evidence of a person's authority to sign for another, submitted under this part, is valid for the purposes of this section, unless sooner revoked, until—

(1) Its expiration date stated therein; or

(2) If an expiration date is not stated therein, for not more than 3 years after the date—

(i) It is signed; or

(ii) The grantor (a corporate officer or other person in a managerial position therein, where the grantor is a corporation) certifies in writing that the authority to sign shown by the power of attorney or other evidence is still in effect.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47-2, 31 FR 15349, Dec. 8, 1966; Amdt. 47-3, 32 FR 6554, Apr. 28, 1967; Amdt. 47-12, 36 FR 8661, May 11, 1971; Amdt. 47-27, 70 FR 245, Jan. 3, 2005; Amdt. 47-29, 75 FR 41980, July 20, 2010]

§47.15 Registration number.

(a) *Number required.* An applicant for aircraft registration must place a U.S. registration number (registration mark) on the Aircraft Registration Application, AC Form 8050-1, and on any evidence submitted with the application. There is no charge for the assignment of numbers provided in this paragraph. This paragraph does not apply to an aircraft manufacturer who applies for a group of U.S. registration numbers under paragraph (c) of this section; a person who applies for a special registration number under paragraphs (d) through (f) of this section; or a holder of a Dealer's Aircraft Registration Certificate, AC Form 8050-6, who applies for a temporary registration number under §47.16.

(1) *Aircraft not previously registered anywhere.* The applicant must obtain the U.S. registration number from the Registry by request in writing describ-

ing the aircraft by make, type, model, and serial number (or, if it is amateur-built, as provided in §47.33(b)) and stating that the aircraft has not previously been registered anywhere. If the aircraft was brought into the United States from a foreign country, the applicant must submit evidence that the aircraft has never been registered in a foreign country.

(2) *Aircraft last previously registered in the United States.* Unless the applicant applies for a different number under paragraphs (d) through (f) of this section, the applicant must place the U.S. registration number that is already assigned to the aircraft on the Aircraft Registration Application, and the supporting evidence. If there is no number assigned, the applicant must obtain a U.S. registration number from the Registry by making a written request that describes the aircraft by make, model, and serial number.

(3) *Aircraft last previously registered in a foreign country.* Whether or not the foreign registration has ended, the applicant must obtain a U.S. registration number from the 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 will not be placed on the aircraft until foreign registration has ended.

(4) *Duration of a U.S. registration number assignment.* Authority to use the registration number obtained under paragraph (a)(1), (2), or (3) of this section expires 90 days after the date it is issued unless the applicant submits an Aircraft Registration Application 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 Registry if the applicant shows that the delay in complying with that section is due to circumstances beyond the applicant's control.

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(b) A U.S. registration number may not exceed five symbols in addition to the prefix letter “N”. These symbols may be all numbers (N10000), one to four numbers and one suffix letter (N 1000A), or one to three numbers and two suffix letters (N 100AB). The letters “I” and “O” may not be used. The first zero in a number must always be preceded by at least one of the numbers 1 through 9.

(c) An aircraft manufacturer may apply to the Registry for enough U.S. registration numbers to supply estimated production for the next 18 months. There is no charge for this allocation of numbers.

(d) Any available, unassigned U.S. registration number may be assigned as a special registration number. An applicant who wants a special registration number or wants to change the registration number of his aircraft may apply for it to the Registry. The fee required by § 47.17 must accompany the application.

(e) [Reserved]

(f) The Registry authorizes a special registration number change on the Assignment of Special Registration Numbers, AC Form 8050–64. The authorization expires one year from the date the Registry issues an Assignment of Special Registration Numbers unless the special registration number is permanently placed on the aircraft. Within five days after the special registration number is placed on the aircraft, the owner must complete and sign the Assignment of Special Registration Numbers, state the date the number was placed on the aircraft, and return the original form to the Registry. The duplicate of the Assignment of Special Registration Numbers and the present Certificate of Aircraft Registration, AC Form 8050–3, must be carried in the aircraft as temporary authority to operate it. This temporary authority is valid until the date the owner receives the revised Certificate of Aircraft Registration showing the new registration number, but in no case is it valid for more than 120 days from the date the number is placed on the aircraft.

(g) [Reserved]

(h) A special registration number may be reserved for no more than 1 year. If a person wishes to renew his

reservation from year to year, he must apply to the Registry for renewal and submit the fee required by § 47.17 for a special registration number.

(i) When aircraft registration has ended, as described in § 47.41(a), the assignment of a registration number to an aircraft is no longer authorized for use except as provided in § 47.31(c) and will be cancelled:

(1) Following the date established in § 47.40(a)(1) for any aircraft that has not been re-registered under § 47.40(a);

(2) Following the expiration date shown on the Certificate of Aircraft Registration for any aircraft whose registration has not been renewed under § 47.40(c);

(3) Following the expiration date shown on the Dealer’s Aircraft Registration Certificate, AC Form 8050–6, for any aircraft registered under Subpart C of this part, when the certificate has not been renewed, and the owner has not applied for registration in accordance with § 47.31; or

(4) When ownership has transferred—

(i) Six months after first receipt of notice of aircraft sale or evidence of ownership from the last registered owner or successive owners, and an Aircraft Registration Application has not been received.

(ii) Six months after evidence of ownership authorized under § 47.67 has been submitted, and the applicant has not met the requirements of this part.

(iii) Twelve months after a new owner has submitted evidence of ownership and an Aircraft Registration Application under § 47.31, and the applicant or a successive applicant has not met the requirements of this part.

(j) At the time an assignment of registration number is cancelled, the number may be reserved for one year in the name of the last owner of record if a request has been submitted with the fee required by § 47.17. If the request for reservation and fee are not submitted prior to cancellation, the registration

number is unavailable for assignment for a period of five years.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47-1, 31 FR 13314, Oct. 14, 1966; Amdt. 47-5, 32 FR 13505, Sept. 27, 1967; Amdt. 47-7, 34 FR 2480, Feb. 21, 1969; Amdt. 47-13, 36 FR 16187, Aug. 20, 1971; Amdt. 47-15, 37 FR 21528, Oct. 12, 1972; Amdt. 47-16, 37 FR 25487, Dec. 1, 1972; Amdt. 47-17, 39 FR 1353, Jan. 8, 1974; Amdt. 47-22, 47 FR 12153, Mar. 22, 1982; Amdt. 47-29, 75 FR 41980, July 20, 2010]

§47.16 Temporary registration numbers.

(a) Temporary registration numbers are issued by the FAA to manufacturers, distributors, and dealers who are holders of Dealer's Aircraft Registration Certificates, AC Form 8050-6, for temporary display on aircraft during flight allowed under Subpart C of this part.

(b) The holder of a Dealer's Aircraft Registration Certificate may apply to the Registry for as many temporary registration numbers as are necessary for his business. The application must be in writing and include—

(1) Sufficient information to justify the need for the temporary registration numbers requested; and

(2) The number of each Dealer's Aircraft Registration Certificate held by the applicant.

There is no charge for these numbers.

(c) The use of temporary registration numbers is subject to the following conditions:

(1) The numbers may be used and reused—

(i) Only in connection with the holder's Dealer's Aircraft Registration Certificate;

(ii) Within the limitations of §47.69 where applicable, including the requirements of §47.67; and

(iii) On aircraft not registered under Subpart B of this part or in a foreign country, and not displaying any other identification markings.

(2) A temporary registration number may not be used on more than one aircraft in flight at the same time.

(3) Temporary registration numbers may not be used to fly aircraft into the United States for the purpose of importation.

(d) The assignment of any temporary registration number to any person lapses upon the expiration of all of his

Dealer's Aircraft Registration Certificates. When a temporary registration number is used on a flight outside the United States for delivery purposes, the holder shall record the assignment of that number to the aircraft and shall keep that record for at least 1 year after the removal of the number from that aircraft. Whenever the owner of an aircraft bearing a temporary registration number applies for an airworthiness certificate under Part 21 of this chapter he shall furnish that number in the application. The temporary registration number must be removed from the aircraft not later than the date on which either title or possession passes to another person.

[Amdt. 47-4, 32 FR 12556, Aug. 30, 1967, as amended by Amdt. 47-29, 75 FR 41981, July 20, 2010]

§47.17 Fees.

(a) The fees for applications under this part are as follows:

(1) Certificate of Aircraft Registration (each aircraft)	\$5.00
(2) Dealer's Aircraft Registration Certificate	10.00
(3) Additional Dealer's Aircraft Registration Certificate (issued to same dealer)	2.00
(4) Special registration number (each number) ..	10.00
(5) To change, reassign, or reserve a registration number	10.00
(6) Replacement Certificate of Aircraft Registration	2.00
(7) Re-registration or Renewal Certificate of Aircraft Registration	5.00

(b) Each application must be accompanied by the proper fee, that may be paid by check or money order to the Federal Aviation Administration.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966; 31 FR 5483, Apr. 7, 1966, as amended by Doc. No. 8084, 32 FR 5769, Apr. 11, 1967; Amdt. 47-29, 75 FR 41981, July 20, 2010]

§47.19 Registry.

Each application, request, notification, or other communication sent to the FAA under this part must be mailed to the Registry, Department of Transportation, Post Office Box 25504, Oklahoma City, Oklahoma 73125-0504, or delivered to the Registry at 6425 S. Denning Ave., Oklahoma City, Oklahoma 73169.

[Amdt. 47-27, 70 FR 245, Jan. 3, 2005]

Subpart B—Certificates of Aircraft Registration

§ 47.31 Application.

(a) Each applicant for a Certificate of Aircraft Registration, AC Form 8050–3 must submit the following to the Registry—

(1) An Aircraft Registration Application, AC Form 8050–1, signed by the applicant in the manner prescribed by § 47.13;

(2) The original Aircraft Bill of Sale, AC Form 8050–2, or other evidence of ownership authorized by § 47.33, § 47.35, or § 47.37 (unless already recorded at the Registry); and

(3) The fee required by § 47.17.

(b) The FAA rejects an application when—

(1) Any form is not completed;

(2) The name and signature of the applicant are not the same throughout; or

(3) The applicant does not provide a legibly printed or typed name with the signature in the signature block.

(c) After compliance with paragraph (a) of this section, the applicant for registration of an aircraft last previously registered in the United States must carry the second copy of the Aircraft Registration Application in the aircraft as temporary authority to operate without registration.

(1) This temporary authority is valid for operation within the United States until the date the applicant receives the Certificate of Aircraft Registration or until the date the FAA denies the application, but in no case for more than 90 days after the date the applicant signs the application. If by 90 days after the date the applicant signs the Aircraft Registration Application, the FAA has neither issued the Certificate of Aircraft Registration nor denied the application, the Registry will issue a letter of extension that serves as authority to continue to operate the aircraft without registration while it is carried in the aircraft.

(2) This temporary authority is not available in connection with any Aircraft Registration Application received when 12 months have passed since the receipt of the first application following transfer of ownership by the last registered owner.

(3) If there is no registration number assigned at the time application for registration is made, the second copy of the Aircraft Registration Application may not be used as temporary authority to operate the aircraft.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966; 31 FR 5483, Apr. 7, 1966, as amended by Amdt. 47–6, 33 FR 11, Jan. 3, 1968; Amdt. 47–15, 37 FR 21528, Oct. 12, 1972; Amdt. 47–16, 37 FR 25487, Dec. 1, 1972; Amdt. 47–28, 73 FR 10667, Feb. 28, 2008; Amdt. 47–29, 75 FR 41981, July 20, 2010]

§ 47.33 Aircraft not previously registered anywhere.

(a) A person who is the owner of an aircraft that has not been registered under 49 U.S.C. 44101–44104, under other law of the United States, or under foreign law, may register it under this part if he—

(1) Complies with §§ 47.3, 47.7, 47.8, 47.9, 47.11, 47.13, 47.15, and 47.17, as applicable; and

(2) Submits with his Aircraft Registration Application, AC Form 8050–1, an Aircraft Bill of Sale, AC Form 8050–2, signed by the seller, an equivalent bill of sale, or other evidence of ownership authorized by § 47.11.

(b) If, for good reason, the applicant cannot produce the evidence of ownership required by paragraph (a) of this section, he must submit other evidence that is satisfactory to the FAA. This other evidence may be an affidavit stating why he cannot produce the required evidence, accompanied by whatever further evidence is available to prove the transaction.

(c) The owner of an amateur-built aircraft who applies for registration under paragraphs (a) and (b) of this section must describe the aircraft by class (airplane, rotorcraft, glider, or balloon), serial number, number of seats, type of engine installed, (reciprocating, turbopropeller, turbojet, or other), number of engines installed, and make, model, and serial number of each engine installed; and must state whether the aircraft is built for land or water operation. Also, he must submit as evidence of ownership an affidavit giving the U.S. registration number, and stating that the aircraft was built from parts and that he is the owner. If he

built the aircraft from a kit, the applicant must also submit a bill of sale from the manufacturer of the kit.

(d) The owner, other than the holder of the type certificate, of an aircraft that he assembles from parts to conform to the approved type design, must describe the aircraft and engine in the manner required by paragraph (c) of this section, and also submit evidence of ownership satisfactory to the FAA, such as bills of sale, for all major components of the aircraft.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966; 31 FR 5483, Apr. 7, 1966, as amended by Amdt. 47-16, 37 FR 25487, Dec. 1, 1972; Amdt. 47-20, 44 FR 61940, Oct. 29, 1979; Amdt. 47-27, 70 FR 245, Jan. 3, 2005; Amdt. 47-29, 75 FR 41979, July 20, 2010]

§ 47.35 Aircraft last previously registered in the United States.

(a) A person who is the owner of an aircraft last previously registered under 49 U.S.C. Sections 44101-44104, or under other law of the United States, may register it under this part if he complies with §§ 47.3, 47.7, 47.8, 47.9, 47.11, 47.13, 47.15, and 47.17, as applicable and submits with his Aircraft Registration Application, AC Form 8050-1 an Aircraft Bill of Sale, AC Form 8050-2, signed by the seller or an equivalent conveyance, or other evidence of ownership authorized by § 47.11.

(1) If the applicant bought the aircraft from the last registered owner, the conveyance must be from that owner to the applicant.

(2) If the applicant did not buy the aircraft from the last registered owner, he must submit conveyances or other instruments showing consecutive transactions from the last registered owner through each intervening owner to the applicant.

(b) If, for good reason, the applicant cannot produce the evidence of ownership required by paragraph (a) of this section, he must submit other evidence that is satisfactory to the FAA. This other evidence may be an affidavit stating why he cannot produce the required evidence, accompanied by what-

ever further evidence is available to prove the transaction.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47-16, 37 FR 25487, Dec. 1, 1972; Amdt. 47-20, 44 FR 61940, Oct. 29, 1979; Amdt. 47-27, 70 FR 245, Jan. 3, 2005; 73 FR 55722, Sept. 26, 2008; Amdt. 47-29, 75 FR 41979, July 20, 2010]

§ 47.37 Aircraft last previously registered in a foreign country.

(a) A person who is the owner of an aircraft last previously registered under the law of a foreign country may register it under this part if the owner—

(1) Complies with §§ 47.3, 47.7, 47.8, 47.9, 47.11, 47.13, 47.15, and 47.17, as applicable;

(2) Submits with his Aircraft Registration Application, AC Form 8050-1 a bill of sale from the foreign seller or other evidence satisfactory to the FAA that he owns the aircraft; and

(3) Submits evidence satisfactory to the FAA that—

(i) If the country in which the aircraft was registered has not ratified the Convention on the International Recognition of Rights in Aircraft (4 U.S.T. 1830), (the Geneva Convention), or the Convention on International Interests in Mobile Equipment, as modified by the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment (the Cape Town Treaty), the foreign registration has ended or is invalid; or

(ii) If that country has ratified the Geneva Convention, but has not ratified the Cape Town Treaty, the foreign registration has ended or is invalid, and each holder of a recorded right against the aircraft has been satisfied or has consented to the transfer, or ownership in the country of export has been ended by a sale in execution under the terms of the Geneva Convention; or

(iii) If that country has ratified the Cape Town Treaty and the aircraft is subject to the Treaty, that the foreign registration has ended or is invalid, and that all interests ranking in priority have been discharged or that the holders of such interests have consented to the deregistration and export of the aircraft.

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(iv) Nothing under (a)(3)(iii) affects rights established prior to the Treaty entering into force with respect to the country in which the aircraft was registered.

(b) For the purposes of paragraph (a)(3) of this section, satisfactory evidence of termination of the foreign registration may be—

(1) A statement, by the official having jurisdiction over the national aircraft registry of the foreign country, that the registration has ended or is invalid, and showing the official's name and title and describing the aircraft by make, model, and serial number; or

(2) A final judgment or decree of a court of competent jurisdiction of the foreign country, determining that, under the laws of that country, the registration has become invalid.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47–20, 44 FR 61940, Oct. 29, 1979; Amdt. 47–26, 68 FR 10317, Mar. 4, 2003; Amdt. 47–27, 70 FR 245, Jan. 3, 2005]

§ 47.39 Effective date of registration.

An aircraft is registered on the date the Registry determines that the submissions meet the requirements of this part. The effective date of registration is shown by a date stamp on the Aircraft Registration Application, AC Form 8050–1, and as the date of issue on the Certificate of Aircraft Registration, AC Form 8050–3.

[Amdt. 47–29, 75 FR 41981, July 20, 2010]

§ 47.40 Registration expiration and renewal.

(a) *Re-registration.* Each aircraft registered under this part before October 1, 2010, must be re-registered in accordance with this paragraph (a).

(1) A Certificate of Aircraft Registration issued before October 1, 2010, expires on the expiration date identified in the following schedule that corresponds with the month in which the certificate was issued.

<i>If the certificate was issued in:</i>	<i>The certificate expires on:</i>	<i>The owner must apply for re-registration between these dates—to allow delivery of the new certificate before expiration</i>
March of any year	March 31, 2011	November 1, 2010 and January 31, 2011.

<i>If the certificate was issued in:</i>	<i>The certificate expires on:</i>	<i>The owner must apply for re-registration between these dates—to allow delivery of the new certificate before expiration</i>
April of any year ...	June 30, 2011	February 1, 2011 and April 30, 2011.
May of any year ...	September 30, 2011.	May 1, 2011 and July 31, 2011.
June of any year ..	December 31, 2011.	August 1, 2011 and October 31, 2011.
July of any year	March 31, 2012	November 1, 2011 and January 31, 2012.
August of any year	June 30, 2012	February 1, 2012 and April 30, 2012.
September of any year.	September 30, 2012.	May 1, 2012 and July 31, 2012.
October of any year.	December 31, 2012.	August 1, 2012 and October 31, 2012.
November of any year.	March 31 2013	November 1, 2012 and January 31, 2013.
December of any year.	June 30, 2013	February 1, 2013 and April 30, 2013.
January of any year.	September 30, 2013.	May 1, 2013 and July 31, 2013.
February of any year.	December 31, 2013.	August 1, 2013 and October 31, 2013.

(2) Each holder of a Certificate of Aircraft Registration, AC Form 8050–3, issued before October 1, 2010, must submit an Application for Aircraft Re-registration, AC Form 8050–1A, and the fee required by § 47.17, between October 1, 2010, and December 31, 2013, according to the schedule in paragraph (a)(1) of this section.

(3) A Certificate of Aircraft Registration issued under this paragraph expires three years after the last day of the month in which it is issued.

(b) *Initial Registration.* A Certificate of Aircraft Registration issued in accordance with § 47.31 expires three years after the last day of the month in which it is issued.

(c) *Renewal.* Each holder of a Certificate of Aircraft Registration, AC Form 8050–3, containing an expiration date may apply for renewal by submitting an Application for Aircraft Registration Renewal, AC Form 8050–1B, and the fee required by § 47.17 during the six months preceding the expiration date.

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A certificate issued under this paragraph expires three years from the expiration date of the previous certificate.

[Amdt. 47-29, 75 FR 41981, July 20, 2010]

§ 47.41 Duration and return of Certificate.

(a) Each Certificate of Aircraft Registration, AC Form 8050-3, issued by the FAA under this subpart is effective, unless registration has ended by reason of having been revoked, canceled, expired, or the ownership is transferred, until the date upon which one of the following events occurs:

(1) Subject to the Convention on the International Recognition of Rights in Aircraft when applicable, the aircraft is registered under the laws of a foreign country.

(2) The aircraft is totally destroyed or scrapped.

(3) The holder of the certificate loses his U.S. citizenship.

(4) 30 days have elapsed since the death of the holder of the certificate.

(5) The owner, if an individual who is not a citizen of the United States, loses status as a resident alien, unless that person becomes a citizen of the United States at the same time.

(6) If the owner is a corporation other than a corporation which is a citizen of the United States—

(i) The corporation ceases to be lawfully organized and doing business under the laws of the United States or any State thereof; or

(ii) A period described in § 47.9(b) ends and the aircraft was not based and primarily used in the United States during that period.

(7) If the trustee in whose name the aircraft is registered—

(i) Loses U.S. citizenship;

(ii) Loses status as a resident alien and does not become a citizen of the United States at the same time; or

(iii) In any manner ceases to act as trustee and is not immediately replaced by another who meets the requirements of § 47.7(c).

(b) The Certificate of Aircraft Registration, with the reverse side completed, must be returned to the Registry—

(1) Within 21 days in the case of registration under the laws of a foreign

country, by the person who was the owner of the aircraft before foreign registration;

(2) Within 60 days after the death of the holder of the certificate, by the administrator or executor of his estate, or by his heir-at-law if no administrator or executor has been or is to be appointed; or

(3) Within 21 days of the termination of the registration, by the holder of the Certificate of Aircraft Registration in all other cases mentioned in paragraph (a) of this section, except in the case of expired certificates, the holder must destroy the expired certificate.

(4) If the certificate is not available for return, as directed in paragraph (b) of this section, a statement describing the aircraft and stating the reason the certificate is not available must be submitted to the Registry within the time required by paragraph (b) of this section.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966; 31 FR 5483, Apr. 7, 1966, as amended by Amdt. 47-20, 44 FR 61940, Oct. 29, 1979; Amdt. 47-28, 73 FR 10667, Feb. 28, 2008; Amdt. 47-29, 75 FR 41982, July 20, 2010]

§ 47.43 Invalid registration.

(a) The registration of an aircraft is invalid if, at the time it is made—

(1) The aircraft is registered in a foreign country;

(2) The applicant is not the owner;

(3) The applicant is not qualified to submit an application under this part; or

(4) The interest of the applicant in the aircraft was created by a transaction that was not entered into in good faith, but rather was made to avoid (with or without the owner's knowledge) compliance with 49 U.S.C. 44101-44104.

(b) If the registration of an aircraft is invalid under paragraph (a) of this section, the holder of the invalid Certificate of Aircraft Registration, AC Form 8050-3, must return it as soon as possible to the Registry.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966; 31 FR 5483, Apr. 7, 1966, as amended by Amdt. 47-20, 44 FR 61940, Oct. 29, 1979; Amdt. 47-27, 70 FR 245, Jan. 3, 2005; Amdt. 47-29, 75 FR 41982, July 20, 2010]

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§ 47.45 Change of address.

Within 30 days after any change in a registered owner's mailing address, the registered owner must notify the Registry in writing of the change of address. If a post office box or mailing drop is used for mailing purposes, the registered owner also must provide that owner's physical address or location. Upon acceptance, the Registry will issue, without charge, a revised Certificate of Aircraft Registration, AC Form 8050–3, reflecting the new mailing address. When a post office box or mailing drop is used for mailing purposes, and the registered owner's physical address or location changes, the registered owner must notify the Registry in writing of the new address or location within 30 days.

[Amdt. 47–29, 75 FR 41982, July 20, 2010]

§ 47.47 Cancellation of Certificate for export purpose.

(a) The holder of a Certificate of Aircraft Registration, AC Form 8050–3, or the holder of an irrevocable deregistration and export request authorization recognized under the Cape Town Treaty and filed with the FAA, who wishes to cancel the Certificate of Aircraft Registration for the purpose of export must submit to the Registry—

(1) A written request for cancellation of the Certificate of Aircraft Registration describing the aircraft by make, model, and serial number, and stating the U.S. registration number and the country to which the aircraft will be exported;

(2)(i) For an aircraft not subject to the Cape Town Treaty, evidence satisfactory to the FAA that each holder of a recorded right has been satisfied or has consented to the transfer; or

(ii) For an aircraft subject to the Cape Town Treaty, evidence satisfactory to the FAA that each holder of a recorded right established prior to the date the Treaty entered into force with respect to the United States has been satisfied or has consented to the transfer; and

(3) A written certification that all registered interests ranking in priority to that of the requestor have been discharged or that the holders of such in-

terests have consented to the cancellation for export purposes.

(b) If the aircraft is subject to the Cape Town Treaty and an irrevocable deregistration and export request authorization has been filed with the Registry, the Registry will honor a request for cancellation only if an authorized party makes the request.

(c) The Registry notifies the country to which the aircraft is to be exported of the cancellation.

[Amdt. 47–27, 70 FR 245, Jan. 3, 2005, as amended by Amdt. 47–29, 75 FR 41982, July 20, 2010]

§ 47.49 Replacement of Certificate.

(a) If the original Certificate of Aircraft Registration, AC Form 8050–3, is lost, stolen, or mutilated, the registered owner may submit to the Registry a written request that states the reason a replacement certificate is needed and the fee required by § 47.17. The Registry will send a replacement certificate to the registered owner's mailing address or to another mailing address if requested in writing by the registered owner.

(b) The registered owner may request a temporary Certificate of Aircraft Registration pending receipt of a replacement certificate. The Registry issues a temporary Certificate of Aircraft Registration in the form of a fax that must be carried in the aircraft until receipt of the replacement certificate.

[Amdt. 47–29, 75 FR 41982, July 20, 2010]

§ 47.51 [Reserved]

Subpart C—Dealers' Aircraft Registration Certificate

§ 47.61 Dealer's Aircraft Registration Certificates.

(a) The FAA issues a Dealer's Aircraft Registration Certificate, AC Form 8050–6, to U.S. manufacturers and dealers to—

(1) Allow manufacturers to make any required flight tests of aircraft.

(2) Facilitate operating, demonstrating, and merchandising aircraft by the manufacturer or dealer without the burden of obtaining a Certificate of Aircraft Registration, AC Form 8050–3,

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for each aircraft with each transfer of ownership, under subpart B of this part.

(b) A Dealer's Aircraft Registration Certificate is an alternative for the Certificate of Aircraft Registration issued under subpart B of this part. A dealer may, under this subpart, obtain one or more Dealer's Aircraft Registration Certificates in addition to his original certificate, and he may use a Dealer's Aircraft Registration Certificate for any aircraft he owns.

(c) If the Dealer's Aircraft Registration Certificate expires under § 47.71, and an aircraft is registered under this subpart, application for registration must be made under § 47.31, or the assignment of registration number may be cancelled in accordance with § 47.15(i)(3).

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47-9, 35 FR 802, Jan. 21, 1970; Amdt. 47-16, 37 FR 25487, Dec. 1, 1972; Amdt. 47-29, 75 FR 41982, July 20, 2010]

§ 47.63 Application.

A manufacturer or dealer that wishes to obtain a Dealer's Aircraft Registration Certificate, AC Form 8050-6, must submit—

(a) A Dealer's Aircraft Registration Certificate Application, AC Form 8050-5; and

(b) The fee required by § 47.17.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47-16, 37 FR 25487, Dec. 1, 1972; Amdt. 47-29, 75 FR 41982, July 20, 2010]

§ 47.65 Eligibility.

To be eligible for a Dealer's Aircraft Registration Certificate, AC Form 8050-6, the applicant must have an established place of business in the United States, must be substantially engaged in manufacturing or selling aircraft, and must be a citizen of the United States, as defined by 49 U.S.C. 40102 (a)(15).

[Amdt. 47-29, 75 FR 41983, July 20, 2010]

§ 47.67 Evidence of ownership.

Before using a Dealer's Aircraft Registration Certificate, AC Form 8050-6, for operating the aircraft, the holder of the certificate (other than a manufacturer) must send to the Registry evidence of ownership under § 47.11. An

Aircraft Bill of Sale, AC Form 8050-2, or its equivalent, may be used as evidence of ownership. There is no recording fee.

[Amdt. 47-29, 75 FR 41983, July 20, 2010]

§ 47.69 Limitations.

A Dealer's Aircraft Registration Certificate, AC Form 8050-6 is valid only in connection with use of aircraft—

(a) By the owner of the aircraft to whom it was issued, his agent or employee, or a prospective buyer, and in the case of a dealer other than a manufacturer, only after he has complied with § 47.67;

(b) Within the United States, except when used to deliver to a foreign purchaser an aircraft displaying a temporary registration number and carrying an airworthiness certificate on which that number is written;

(c) While a certificate is carried within the aircraft; and

(d) On a flight that is—

(1) For required flight testing of aircraft; or

(2) Necessary for, or incident to, sale of the aircraft.

However, a prospective buyer may operate an aircraft for demonstration purposes only while he is under the direct supervision of the holder of the Dealer's Aircraft Registration Certificate or his agent.

[Doc. No. 7190, 31 FR 4495, Mar. 17, 1966; 31 FR 5483, Apr. 7, 1966, as amended by Amdt. 47-4, 32 FR 12556, Aug. 30, 1967; Amdt. 47-29, 75 FR 41983, July 20, 2010]

§ 47.71 Duration of Certificate; change of status.

(a) A Dealer's Aircraft Registration Certificate, AC Form 8050-6, expires 1 year after the date it is issued. Each additional certificate expires on the date the original certificate expires.

(b) The holder of a Dealer's Aircraft Registration Certificate must immediately notify the Registry of any of the following—

(1) A change of name;

(2) A change of address;

(3) A change that affects status as a citizen of the United States; or

(4) The discontinuance of business.

[31 FR 4495, Mar. 17, 1966, as amended by Amdt. 47-29, 75 FR 41983, July 20, 2010]