

(d) When a corporation submits an Application for Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration, it must—

(1) Have an authorized person sign the application or request;

(2) Show the title of the signer's office on the application 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 or request, unless—

(i) The signer of the application 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 FAA Aircraft Registry.

(e) When a partnership submits an Application for Aircraft Registration or a request for cancellation of a Certificate of Aircraft Registration, it must—

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

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

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

(f) When co-owners, who are not engaged in business as partners, submit an Application for Aircraft Registration 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 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]

#### § 47.15 Identification number.

(a) *Number required.* An applicant for Aircraft Registration must place a U.S. identification number (registration mark) on his Aircraft Registration Application, AC Form 8050-1, and on any evidence submitted with the application. 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. identification numbers under paragraph (c) of this section; a person who applies for a special identification number under paragraphs (d) through (g) of this section; or a holder of a Dealer's Aircraft Registration Certificate who applies for a temporary registration number under § 47.16.

(1) *Aircraft not previously registered anywhere.* The applicant must obtain the U.S. identification number from the FAA Aircraft Registry by request in writing describing 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 he applies for a different number under paragraphs (d) through (g) of this section, the applicant must place the U.S. identification number that is already assigned to the aircraft on his application and the supporting evidence.

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

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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.

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

(b) A U.S. identification 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 FAA Aircraft Registry for enough U.S. identification numbers to supply his estimated production for the next 18 months. There is no charge for this assignment of numbers.

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

(e) [Reserved]

(f) The FAA Aircraft Registry assigns a special identification number on AC Form 8050-64. Within 5 days after he affixes the special identification number to his aircraft, the owner must complete and sign the receipt contained in

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AC Form 8050-64, state the date he affixed the number to his aircraft, and return the original form to the FAA Aircraft Registry. The owner shall carry the duplicate of AC Form 8050-64 and the present Certificate of Aircraft Registration 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 issued by the FAA Aircraft Registry.

(g) [Reserved]

(h) A special identification 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 FAA aircraft Registry for renewal and submit the fee required by §47.17 for a special identification number.

[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]

### §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 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 FAA Aircraft 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 re-used—