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ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Washington, D.C.

FAR GUIDANCE MATERIAL

Subject: METHODS, TECHNIQUES, AND PRACTICES ACCEPTABLE TO THE ADMINISTRATOR GOVERNING THE INSTALLATION, REMOVAL, OR CHANGE OF IDENTIFICATION DATA AND IDENTIFICATION PLATES

1. PURPOSE. This advisory circular provides information and guidance concerning the installation, removal, or change of identification data and identification plates on aircraft, aircraft engines, propellers and propeller blades and hubs.
2. RELATED FAR SECTIONS. FAR Part 43, Section 43.3, and FAR Part 45, Section 45.13.
3. BACKGROUND. FAR Part 45, Identification and Registration Marking, sets forth the requirement for each aircraft and aircraft engine to be identified by means of a fireproof identification (ID) plate that contains specified identification information. Propellers, propeller blades and hubs must also be identified by ID plates or other approved methods such as stamping, engraving, and etching. The identification information will include the name of the builder, the model designation, the builder's serial number, the type certificate number (if any), production certificate number (if any), and for aircraft engines, the established rating. The Federal Aviation Administration (FAA) uses the identification data to establish conformity to the type design prior to issuing an airworthiness certificate and to establish compatibility with the type design for subsequent repairs and alterations to the product.
4. DISCUSSION. The FAA is aware that identification information and ID plates have been altered and switched from one aircraft to another in an apparent effort to avoid the time and expense of establishing that an aircraft conforms to an FAA-approved type design. An example would be removing an ID plate from an aircraft destroyed in an accident and installing it on a similar type aircraft of unknown origin and then applying for an airworthiness certificate on the basis of the data contained on the ID plate. The practice of "building" or "rebuilding" an aircraft and affixing

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an ID plate which was previously affixed to another aircraft is clearly not in the public interest. Accordingly, the FAA amended FAR Section 45.13 to prohibit the removal, change, or placement of identification information on aircraft, aircraft engines, propellers, propeller blades and hubs, and to prohibit the removal or installation of an ID plate without the approval of the FAA Administrator except for persons performing maintenance under FAR Part 43, Maintenance, Preventive Maintenance, Rebuilding and Alteration.

5 GUIDELINES. Persons authorized to perform maintenance under the provisions of FAR Part 43 are exempt from the requirement of having to obtain individual approval from the Administrator when it is necessary, during certain maintenance operations, to remove or change identification information or to remove an ID plate. Removal of an ID plate would be considered necessary during certain maintenance operations such as caustic cleaning, paint removal, or sandblasting. Removal of an ID plate would also be considered necessary when the structure to which the ID plate is fastened has to be repaired or replaced for maintenance purposes. The changing of identification information would be considered necessary when instructed to do so in compliance with specific maintenance procedures contained in manufacturers' manuals, letters, or bulletins that are incorporated in and made a part of an airworthiness directive. An ID plate removed during maintenance operations must be reinstalled in the original location from which it was removed prior to releasing the product to service.

6 RELATED INFORMATION. Advisory Circular 45-2, Identification and Registration Marking, provides additional information and guidance concerning the identification and marking requirements of the Federal Aviation Regulations.



M. C. BEARD
Acting Director
Office of Airworthiness