

designation, approved by the Administrator of the FAA, that indicates compliance with the applicable exhaust emission provisions of part 34 and 40 CFR part 87. Approved designations include COMPLY, EXEMPT, and NON-US as appropriate.

(i) The designation COMPLY indicates that the engine is in compliance with all of the applicable exhaust emissions provisions of part 34. For any engine with a rated thrust in excess of 26.7 kilonewtons (6000 pounds) which is not used or intended for use in commercial operations and which is in compliance with the applicable provisions of part 34, but does not comply with the hydrocarbon emissions standard of §34.21(d), the statement "May not be used as a commercial aircraft engine" must be noted in the permanent powerplant record that accompanies the engine at the time of manufacture of the engine.

(ii) The designation EXEMPT indicates that the engine has been granted an exemption pursuant to the applicable provision of §34.7 (a)(1), (a)(4), (b), (c), or (d), and an indication of the type of exemption and the reason for the grant must be noted in the permanent powerplant record that accompanies the engine from the time of manufacture of the engine.

(iii) The designation NON-US indicates that the engine has been granted an exemption pursuant to §34.7(a)(1), and the notation "This aircraft may not be operated within the United States", or an equivalent notation approved by the Administrator of the FAA, must be inserted in the aircraft logbook, or alternate equivalent document, at the time of installation of the engine.

(8) Any other information the Administrator finds appropriate.

(b) Except as provided in paragraph (d)(1) of this section, no person may remove, change, or place identification information required by paragraph (a) of this section, on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub, without the approval of the Administrator.

(c) Except as provided in paragraph (d)(2) of this section, no person may remove or install any identification plate

required by §45.11 of this part, without the approval of the Administrator.

(d) Persons performing work under the provisions of Part 43 of this chapter may, in accordance with methods, techniques, and practices acceptable to the Administrator—

(1) Remove, change, or place the identification information required by paragraph (a) of this section on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub; or

(2) Remove an identification plate required by §45.11 when necessary during maintenance operations.

(e) No person may install an identification plate removed in accordance with paragraph (d)(2) of this section on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

[Amdt. 45-3, 32 FR 188, Jan. 10, 1967, as amended by Amdt. 45-10, 44 FR 45379, Aug. 2, 1979; Amdt. 45-12, 45 FR 60183, Sept. 11, 1980; Amdt. 45-20, 55 FR 32861, Aug. 10, 1990; 55 FR 37287, Sept. 10, 1990]

§ 45.14 Identification of critical components.

Each person who produces a part for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of a manufacturer's maintenance manual or Instructions for Continued Airworthiness shall permanently and legibly mark that component with a part number (or equivalent) and a serial number (or equivalent).

[Amdt. 45-16, 51 FR 40703, Nov. 7, 1986]

§ 45.15 Replacement and modification parts.

(a) Except as provided in paragraph (b) of this section, each person who produces a replacement or modification part under a Parts Manufacturer Approval issued under §21.303 of this chapter shall permanently and legibly mark the part with—

(1) The letters "FAA-PMA";

(2) The name, trademark, or symbol of the holder of the Parts Manufacturer Approval;

(3) The part number; and

(4) The name and model designation of each type certificated product on

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which the part is eligible for installation.

(b) If the Administrator finds that a part is too small or that it is otherwise impractical to mark a part with any of the information required by paragraph (a) of this section, a tag attached to the part or its container must include the information that could not be marked on the part. If the marking required by paragraph (a)(4) of this section is so extensive that to mark it on a tag is impractical, the tag attached to the part or the container may refer to a specific readily available manual or catalog for part eligibility information.

[Amdt. 45-8, 37 FR 10660, May 26, 1972, as amended by Amdt. 45-14, 47 FR 13315, Mar. 29, 1982]

§ 45.16 Marking of life-limited parts.

When requested by a person required to comply with § 43.10 of this chapter, the holder of a type certificate or design approval for a life-limited part must provide marking instructions, or must state that the part cannot be practicably marked without compromising its integrity. Compliance with this paragraph may be made by providing marking instructions in readily available documents, such as the maintenance manual or the Instructions for Continued Airworthiness.

[Doc. No. FAA-200-8017, 67 FR 2110, Jan. 15, 2002]

Subpart C—Nationality and Registration Marks

§ 45.21 General.

(a) Except as provided in § 45.22, no person may operate a U.S.-registered aircraft unless that aircraft displays nationality and registration marks in accordance with the requirements of this section and §§ 45.23 through 45.33.

(b) Unless otherwise authorized by the Administrator, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks.

(c) Aircraft nationality and registration marks must—

(1) Except as provided in paragraph (d) of this section, be painted on the aircraft or affixed by any other means

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insuring a similar degree of permanence;

(2) Have no ornamentation;

(3) Contrast in color with the background; and

(4) Be legible.

(d) The aircraft nationality and registration marks may be affixed to an aircraft with readily removable material if—

(1) It is intended for immediate delivery to a foreign purchaser;

(2) It is bearing a temporary registration number; or

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

[Doc. No. 8093, Amdt. 45-5, 33 FR 450, Jan 12, 1968, as amended by Amdt. 45-17, 52 FR 34102, Sept. 9, 1987]

§ 45.22 Exhibition, antique, and other aircraft: Special rules.

(a) When display of aircraft nationality and registration marks in accordance with §§ 45.21 and 45.23 through 45.33 would be inconsistent with exhibition of that aircraft, a U.S.-registered aircraft may be operated without displaying those marks anywhere on the aircraft if:

(1) It is operated for the purpose of exhibition, including a motion picture or television production, or an airshow;

(2) Except for practice and test flights necessary for exhibition purposes, it is operated only at the location of the exhibition, between the exhibition locations, and between those locations and the base of operations of the aircraft; and

(3) For each flight in the United States:

(i) It is operated with the prior approval of the Flight Standards District Office, in the case of a flight within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the takeoff airport, or within 4.4 nautical miles of that airport if it is within Class G airspace; or

(ii) It is operated under a flight plan filed under either § 91.153 or § 91.169 of this chapter describing the marks it displays, in the case of any other flight.

(b) A small U.S.-registered aircraft built at least 30 years ago or a U.S.-