approved designations also include EXEMPT NEW, and EXCEPTED SPARE, 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” notation approved by the FAA, must be inserted in the aircraft logbook, or alternate equivalent document, at the time of installation of the engine.

(iv) The designation EXEMPT NEW indicates that the engine has been granted an exemption pursuant to the applicable provision of §34.7(b) of this chapter; the designation must be noted in the permanent powerplant record that accompanies the engine from the time of its manufacture.

(v) The designation EXCEPTED SPARE indicates that the engine has been exempted pursuant to the applicable provision of §34.9(b) of this chapter; the designation must be noted in the permanent powerplant record that accompanies the engine from the time of its manufacture.

(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 FAA.

(c) Except as provided in paragraph (d)(2) of this section, no person may remove or install any identification plate required by §45.11, without the approval of the FAA.

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

(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.

§45.15 Marking requirements for PMA articles, TSO articles, and Critical parts.

(a) PMA articles. The manufacturer of a PMA article must permanently and legibly mark—

(1) Each PMA article, with the PMA holder’s name, trademark, symbol, or other FAA approved identification and part number; and

(2) The letters “PAA–PMA”.

(b) TSO articles. The manufacturer of a TSO article must permanently and legibly mark—

(1) Each TSO article with the TSO holder’s name, trademark, symbol, or other FAA approved identification and part number; and
§ 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 practically marked without compromising its integrity.


§ 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 FAA, 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 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 §91.13 or §91.169 of this chapter describing the marks it