

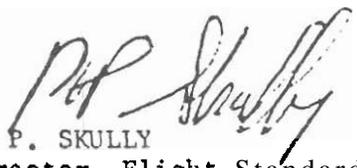
ORDER

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

WCC
8130.14
8/19/77

SUBJ: CHANGE OF ENGINE MANUFACTURER'S SERIAL NUMBERS

1. PURPOSE. This order places emphasis on the importance of keeping the continuity of engine records and engine serial numbers intact for the life of the engine.
2. DISTRIBUTION. This order is distributed to the branch level and above in Flight Standards organizations in Washington headquarters; to section level and above in Flight Standards Offices in the regions and the Flight Standards National Field Office; to all Engineering and Manufacturing District Offices (including Aircraft Engineering District Offices); to all Flight Standards District Offices; to all General Aviation and Air Carrier District Offices and International Field Offices.
3. BACKGROUND. It has come to our attention that some aircraft operators are involved in the practice of changing engine data plates from engine to engine to maintain continuity of engine serial numbers in their aircraft records.
4. ACTION. The Federal Aviation Regulations (FAR) do not provide for the changing of model and/or serial numbers from engine to engine; therefore, this practice should be discontinued immediately.
5. DISCUSSION. FAR Part 45.11 requires that the engine manufacturer place a fire-proof data plate on the engine in such a manner as not to be defaced or removed during normal service. FAR Part 45.13, among other things, requires that the data plate contain the builder's name, and the model and serial numbers of the engine, which cannot be removed or changed unless approved by the Administrator. Some of the problems created by changing data plates and serial numbers from engine to engine are as follows:
 - a. Continuity of records and history of an engine cannot be maintained.
 - b. FAA airworthiness directives and Engine Manufacturers Service Bulletins applicable to specific blocks of engine serial numbers cannot be complied with if the engine identity is lost.
 - c. Type certification configuration control cannot be maintained.


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Director, Flight Standards Service

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