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**GACAR PART 45 – IDENTIFICATION AND REGISTRATION MARKING**

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**SUBPART A – GENERAL**

**§ 45.1 Applicability.**

This part prescribes the requirements for—

(a) Marking products and articles manufactured, accepted or authorized for use in the Kingdom of Saudi Arabia under General Authority of Civil Aviation Regulation (GACAR) Part 21; and

(b) This part does not apply to—

(1) model aircraft registered under GACAR Part 48 and operated under GACAR Part 101 Subpart E; and

(2) Small unmanned aircraft registered under GACAR Part 48 and operated under GACAR 107.

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**SUBPART B – MARKING OF SAUDI ARABIA PARTS MANUFACTURER APPROVAL AND SAUDI ARABIA TECHNICAL STANDARD ORDER ARTICLES**

**§ 45.11 Marking.**

No person may mark an article in accordance with this subpart unless—

- (a) That person produced the article under Subpart G or J of GACAR Part 21;
- (b) That article conforms to its approved design, and is in a condition for safe operation; and
- (c) For a Technical Standard Order (TSO) article, that TSO article meets the applicable performance standards.

**§ 45.13 Marking Requirements for Saudi Arabia Parts Manufacturer Approval Articles, Saudi Arabia Technical Standard Order Articles, and Critical Parts.**

- (a) The manufacturer of a Saudi Arabia Parts Manufacturer Approval (SAPMA) article must permanently and legibly mark each SAPMA article with the SAPMA holder’s name, trademark, symbol, or other identification and part number approved by the President, and the letters “SAPMA”.
- (b) The manufacturer of a Saudi Arabia TSO (SATSO) article must permanently and legibly mark each SATSO article—
  - (1) With the SATSO authorization holder’s name, trademark, symbol, or other identification and part number approved by the President; and
  - (2) Unless otherwise specified in the applicable TSO, with the TSO number and letter of designation, all markings specifically required by the applicable TSO, and the serial number or the date of manufacture of the article or both.
- (c) Each person who manufactures 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 must permanently and legibly mark that part with a serial number (or equivalent) unique to that part in addition to the other applicable requirements of this section.

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(d) If the President finds a part or article is too small or otherwise impractical to mark with any of the information required by this section, the manufacturer must attach that information to the part or its container.

### **§ 45.15 Marking of Life-Limited Parts.**

When requested by a person required to comply with GACAR § 43.13, the holder of a SAPMA or SATSO authorization for a life-limited part must provide marking instructions, or must state that the part cannot be practicably marked without compromising its integrity.

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**SUBPART C – MARKING OF IMPORTED PRODUCTS AND ARTICLES**

**§ 45.25 Marking of Imported Products.**

(a) **Aircraft.** A manufacturer of aircraft accepted or authorized for use in the Kingdom of Saudi Arabia under GACAR Part 21 must mark each aircraft by attaching a fireproof identification plate that—

- (1) Includes the information specified in GACAR § 45.27 using an approved method of fireproof marking;
- (2) Is secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident; and
- (3) Except as provided in paragraphs (d) through (h) of this section, must be secured to the aircraft fuselage exterior so that it is legible to a person on the ground, and must be either adjacent to and aft of the rear most entrance door or on the fuselage surface near the tail surfaces.

(b) **Aircraft engines.** A manufacturer of an aircraft engine accepted or authorized for use in the Kingdom of Saudi Arabia under GACAR Part 21 must mark each engine by attaching a fireproof identification plate. The plate must—

- (1) Include the information specified in GACAR § 45.27 using an approved method of fireproof marking;
- (2) Be affixed to the engine at an accessible location; and
- (3) Be secured in such a manner that it will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

(c) **Propellers, propeller blades, propeller hubs, rotor, rotor blades, or rotor hubs.** A manufacturer of a propeller, propeller blade, propeller hub, rotor, rotor blade, or rotor hub accepted or authorized for use in the Kingdom of Saudi Arabia under GACAR Part 21 must mark each product or part using an approved fireproof method. The marking must—

- (1) Be placed on a noncritical surface,
- (2) Contain the information specified in GACAR § 45.27,

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(3) Not be likely to become defaced or removed during normal service, and

(4) Not be likely to become lost or destroyed in an accident.

(d) **Manned balloons.** A manufacturer of manned balloons accepted or authorized for use in the Kingdom of Saudi Arabia under GACAR Part 21 must mark each balloon by attaching the identification plate described in paragraph (a) of this section. The plate must be secured to the balloon envelope and must be located, if practicable, where it is legible to the operator when the balloon is inflated. In addition, the basket and heater assembly must be permanently and legibly marked with the manufacturer's name, part number (or equivalent), and serial number (or equivalent).

(e) **Aircraft manufactured before 7 March 1988.** The owner or operator of an aircraft manufactured before 7 March 1988 must mark the aircraft by attaching the identification plate required by paragraph (a) of this section. The plate must be secured at an accessible exterior or interior location near an entrance. If the model designation and builder's serial number are also displayed on the exterior of the aircraft fuselage, the model designation and builder's serial number must be—

(1) Legible to a person on the ground,

(2) Located either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail surfaces, and

(3) Displayed in such a manner that they are not likely to be defaced or removed during normal service.

(f) **Powered parachutes and weight-shift-control aircraft.** For powered parachutes and weight-shift-control aircraft, the identification plate required by paragraph (a) of this section must be secured to the exterior of the aircraft fuselage so that it is legible to a person on the ground.

(g) **Aircraft produced for operations under GACAR Part 121 or 125.** The identification plate described in paragraph (a) of this section may be secured to the aircraft at an accessible location near an entrance for aircraft produced for operations under GACAR Part 121 or 125.

(h) **Gliders.** Paragraphs (a)(3) and (e) of this section do not apply to gliders.

(i) **All aircraft.** The owner or operator of a Saudi Arabian-registered aircraft must mark the aircraft by attaching a fireproof identification plate that contains the aircraft registration marks issued under GACAR Part 47. This identification plate may be integrated with the identification plate prescribed

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in paragraph (a) of this section. The identification plate must be secured to the aircraft in a prominent position near the main entrance or:

- (1) In the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
- (2) In the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.

### **§ 45.27 Identification Data.**

(a) The identification required by GACAR § 45.25(a) through (c) must include the following information:

- (1) Manufacturer's name;
- (2) Model designation;
- (3) Manufacturer's serial number;
- (4) Type certificate number, if any;
- (5) Production certificate number, if any;
- (6) For aircraft engines, the established rating (this requirement does not apply for ultralight vehicles, model aircraft or unmanned aircraft);
- (7) For aircraft engines specified in GACAR Part 34, the date of manufacture and a designation that indicates compliance with the applicable exhaust emission provisions of GACAR Part 34 or Part 34 of Title 14, Code of Federal Regulations of the United States; and
- (8) Any other information the President finds appropriate.

(b) Except as provided in GACAR § 45.28 or 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, propeller hub, rotor, rotor blade, or rotor hub, without the approval of the President.

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(c) Except as provided in GACAR § 45.28 or paragraph (d)(2) of this section, no person may remove or install any identification plate required by GACAR § 45.25, without the approval of the President.

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

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

(2) Remove an identification plate required by GACAR § 45.25 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.

### **§ 45.28 Return of Fireproof Identification Plate.**

(a) Each owner of a Saudi Arabia-registered aircraft that is totally destroyed, scrapped or withdrawn from service must return the fireproof identification plate(s) required by GACAR § 45.25(a) and (i) to the President within 21 days of the aircraft being totally destroyed, scrapped or withdrawn from service.

(b) If the fireproof identification plate(s) is not available for return, as directed in paragraph (a) of this section, a statement describing the aircraft and stating the reason the fireproof identification plate(s) is not available must be submitted to the President within the time required by paragraph (a) of this section.

(c) Each owner of a Saudi Arabia-registered aircraft that has its registration marks changed must return the original fireproof identification plate required by GACAR § 45.25(i) to the President within 21 days of the aircraft being issued new registration marks.

### **§ 45.29 Marking Requirements for Imported PMA Articles, TSO Articles, and Critical Parts.**

(a) ***Imported Parts Manufacturer Approval (PMA) articles.*** The manufacturer of a PMA article must permanently and legibly mark each PMA article with the PMA holder's name, trademark, symbol, or other identification and part number approved by the state of manufacture.



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

(1) With the TSO holder’s name, trademark, symbol, or other identification and part number approved by the state of manufacture; and

(2) Unless otherwise specified in the applicable TSO, with the TSO number and letter of designation, all markings specifically required by the applicable TSO, and the serial number or the date of manufacture of the article or both.

(c) **Imported critical parts.** Each person who manufactures 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 must permanently and legibly mark that part with a serial number (or equivalent) unique to that part in addition to the other applicable requirements of this section.

(d) **Special cases.** If a part or article is too small or otherwise impractical to mark with any of the information required by this section, the manufacturer must attach that information to the part or its container.

### **§ 45.31 Marking of Imported Life-Limited Parts.**

When requested by a person required to comply with GACAR § 43.29, the holder of a type certificate or design approval for an imported life limited part must provide marking instructions, or must state that the part cannot be practicably marked without compromising its integrity.

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**SUBPART D – NATIONALITY AND REGISTRATION MARKS**

**§ 45.41 General.**

(a) Except as provided in GACAR § 45.43, no person may operate a Saudi Arabian registered aircraft or ultralight vehicle unless that aircraft or ultralight vehicle displays nationality and registration marks in accordance with the requirements of this subpart.

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

(c) Nationality and registration marks must—

(1) Except as provided in paragraph (d) of this section, be painted on or affixed by any other means insuring a similar degree of permanence;

(2) Have no ornamentation;

(3) Contrast in color with the background;

(4) Be legible; and

(5) Be kept clean and visible at all times.

(d) The nationality and registration marks may be affixed with readily removable material if the aircraft or ultralight vehicle is—

(1) Intended for immediate delivery to a foreign purchaser;

(2) Bearing a temporary registration number; or

(3) Marked temporarily to meet the requirements of GACAR §§ 45.43(b) or 45.51(h), or both.

**§ 45.43 Exhibition, Antique, and Other Aircraft or Ultralight Vehicle: Special Rules.**

(a) When display of aircraft or ultralight vehicle nationality and registration marks in accordance with this subpart would be inconsistent with exhibition of that aircraft or ultralight vehicle, a Saudi Arabian registered aircraft or ultralight vehicle may be operated without displaying those marks anywhere on the aircraft or ultralight vehicle if—

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- (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 Kingdom of Saudi Arabia—
    - (i) It is operated with the prior approval of the President, 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 aerodrome, or within 4.4 NM of that aerodrome if it is within Class G airspace, or
    - (ii) It is operated under a flight plan filed under either GACAR §§ 91.101 or 91.115 describing the marks it displays, in the case of any other flight.
- (b) No person may operate an aircraft or ultralight vehicle under paragraph (a) of this section—
- (1) In an Air Defense Identification Zone (ADIZ) described in GACAR Part 99 unless it temporarily bears marks in accordance with this subpart;
  - (2) In a foreign country unless that country consents to that operation; or
  - (3) In any operation conducted under GACAR Part 121, 133, or 135.
- (c) If, due to the configuration of an aircraft or ultralight vehicle, it is impossible for a person to mark it in accordance with this subpart, he may apply to the President for a different marking procedure.

### **§ 45.45 Display of Marks on Aircraft and Ultralight Vehicles: General.**

- (a) Each operator of a manned aircraft must display on that aircraft nationality marks consisting of the Roman capital letters “HZ” (denoting Saudi Arabian aircraft registration) followed by a hyphen and the registration mark of the aircraft. Each suffix letter used in the marks displayed must also be a Roman capital letter.
- (b) Each operator of an ultralight vehicle must display on that vehicle nationality marks consisting of the Roman capital letters as assigned by the President for ultralight vehicles followed by a hyphen

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and the registration mark of the ultralight vehicle. Each suffix letter used in the marks displayed must also be a Roman capital letter.

(c) Each operator of a model aircraft or unmanned aircraft must display on that aircraft nationality marks consisting of the Roman capital letters as assigned by the President for model aircraft and unmanned aircraft systems followed by a hyphen and the registration mark of the aircraft. Each suffix letter used in the marks displayed must also be a Roman capital letter.

(d) For aircraft with special airworthiness certificates issued in the restricted category, light-sport category aircraft or experimental category, the operator must also display on that aircraft near each entrance to the cabin, flightdeck, or pilot station, in letters not less than 5 cm nor more than 15 cm high, the words “restricted,” “light-sport,” or “experimental,” as applicable.

### **§ 45.47 Location of Marks on Fixed-Wing Aircraft.**

(a) The operator of a fixed-wing aircraft must display the marks required by GACAR § 45.45 on the lower surface of the wing structure, and either the vertical tail surfaces or the sides of the fuselage, except as provided in GACAR § 45.51(f).

(b) The marks required by paragraph (a) of this section must be displayed as follows:

- (1) On the left half of the lower surface of the wing structure, unless the marks extend across the entire lower surface on the wing structure.
- (2) The marks must be equidistant from the leading and trailing edges of the wing.
- (3) The tops of the marks must be placed closest to the leading edge of the wing.
- (4) If displayed on the vertical tail surfaces, horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multivertical tail. However, on ultralight vehicles, the marks may be displayed vertically on the vertical tail surfaces.
- (5) If displayed on the fuselage surfaces, horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer.
- (6) If engine pods or other appurtenances are located in the area described in paragraph (b)(5) of this section and are an integral part of the fuselage side surfaces, the operator may place the

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marks on those pods or appurtenances.

(c) This section does not apply to fixed-wing model aircraft or fixed-wing small unmanned aircraft.

### § 45.49 Location of Marks on Non-Fixed-Wing Aircraft.

(a) **Rotorcraft.** Each operator of a rotorcraft must display on that rotorcraft horizontally on both surfaces of the cabin, fuselage, boom, or tail the marks required by GACAR § 45.45.

(b) **Airships.** Each operator of an airship must display on that airship the marks required by GACAR § 45.45, horizontally on—

(1) The upper surface of the right horizontal stabilizer and on the under surface of the left horizontal stabilizer with the top of the marks toward the leading edge of each stabilizer, and

(2) Each side of the bottom half of the vertical stabilizer.

(c) **Spherical balloons.** Each operator of a spherical balloon must display the marks required by GACAR § 45.45 in two places diametrically opposite and near the maximum horizontal circumference of that balloon.

(d) **Nonspherical balloons.** Each operator of a nonspherical balloon must display the marks required by GACAR § 45.45 on each side of the balloon near its maximum cross section and immediately above either the rigging band or the points of attachment of the basket or cabin suspension cables.

(e) The marks required by paragraphs (b) through (d) of this section must be visible from the ground, and from both sides of the aircraft.

(f) **Powered parachutes, ultralight vehicles, and weight-shift-control aircraft.** Each operator of powered parachute, ultralight vehicle, or a weight-shift-control aircraft must display the marks required by GACAR § 45.45. The marks must be displayed in two diametrically opposite positions on the fuselage, a structural member, or a component of the aircraft or ultralight vehicle and must be visible from the side of the aircraft or ultralight vehicle.

(g) **Model aircraft and small unmanned aircraft.** Each operator of a model aircraft or unmanned aircraft must display the marks required by GACAR § 45.45. The marks must be affixed to the model aircraft or small unmanned aircraft by any means necessary to ensure that it will remain affixed for the duration of each operation. The marks must be readily accessible and visible upon inspection of the

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aircraft. The marks may be displayed in an enclosed compartment that is readily accessible and if it can be accessed without the use of any tool.

### § 45.51 Size of Marks on Aircraft or Ultralight Vehicles.

(a) Except as provided in paragraph (f) of this section, each operator of an aircraft or ultralight vehicle must display marks on the aircraft or ultralight vehicle, as applicable, meeting the size requirements of this section.

(b) **Height.** Except as provided in GACAR § 45.43 and paragraph (h) of this section, all nationality and registration marks must be of equal height and at least 50 cm high if on the wings and 30 cm high on the vertical tail surfaces and fuselage or equivalent structure, except any marks on—

(1) Balloons and airships must be at least 50 cm high.

(2) Powered parachutes, ultralight vehicles, and weight-shift-control aircraft must be at least 8 cm high.

(c) **Width.** Characters must be two-thirds as wide as they are high, except the number “1” and the letter “I”, which must be one-sixth as wide as they are high, and the letters “M” and “W” which may be as wide as they are high.

(d) **Thickness.** Characters must be formed by solid lines one-sixth as thick as the character is high.

(e) **Spacing.** The space between each character may not be less than one-fourth of the character width.

(f) **Special cases for size and location of marks.**

(1) If either one of the surfaces authorized for displaying required marks under GACAR § 45.47 is large enough for display of marks meeting the size requirements of this section and the other is not, full size marks must be placed on the larger surface.

(2) If neither surface is large enough for full-size marks, marks as large as practicable must be displayed on the larger of the two surfaces.

(3) If no surface authorized to be marked by GACAR § 45.49 is large enough for full-size marks, marks as large as practicable must be placed on the largest of the authorized surfaces.

(4) For model aircraft and small unmanned aircraft, the marks must be as large as practicable and

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at least large enough to read with the unaided eye.

(g) **Uniformity.** The marks required by this part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.

(h) Each operator of an aircraft or ultralight vehicle penetrating an ADIZ must display on that aircraft or ultralight vehicle, as applicable, temporary or permanent nationality and registration marks at least 50 cm high.

### § 45.53 Sale of Aircraft or Ultralight Vehicles: Removal of Marks.

When an aircraft or ultralight vehicle registered in the Kingdom of Saudi Arabia is sold, the holder of the aircraft certificate of registration or registration permit must remove, before its delivery to the purchaser, all KSA marks from the aircraft or ultralight vehicle, as applicable, unless the purchaser is —

(a) A citizen of the Kingdom of Saudi Arabia, or

(b) When the aircraft or ultralight vehicle is to be based and primarily used in the Kingdom of Saudi Arabia, as specified in GACAR § 47.11(c), an entity (other than an entity that is a citizen of the Kingdom of Saudi Arabia) lawfully organized and doing business under the laws of the Kingdom of Saudi Arabia.