



Airworthiness Bulletin

AWB 02-069 Issue 1 – 21 July 2025

Missing Engine Data Plates

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters. Recommendations in this bulletin are not mandatory.

1. Effectivity

The content of this AWB is effective to all aircraft, but at the time of writing, the subject matter is particularly relevant to Lycoming engines that are either fitted to or have recently been fitted to a Robinson Helicopter

2. Purpose

Issue 1 of this AWB has been published in order to:

- Inform industry of an observed increase in missing engine data plates;
- Make recommendations to owners, operators, and maintainers so as to mitigate the airworthiness risks to the Australian aviation industry arising from missing engine data plates.

3. Background

Class I products (namely aircraft, aircraft engines, and aircraft propellers) are identified by a manufacturer's data plate. Without this identification, the asset cannot be considered a legitimate Class I product.

CASA has observed a recent uptick in the number of missing engine data plates, particularly related to piston-engines from Lycoming that are fitted to (or have previously been fitted to) various Robinson helicopters.

4. Recommendations

- a. When buying an aircraft or an engine, remember to sight the data plates before you finalise the purchase. If a data plate is missing, ask the seller why and make it a condition of sale that they provide a data plate. An engine without a data plate is like a person without a birth certificate. Take photos of the data plates at the time of sale and archive these photos in case you ever need them.
- b. Type Certificate Holders (TCH) tend to have a process by which they can provide a replacement data plate. However, do not assume that this is merely an administrative process. The TCH requires a letter of support from CASA.



- c. CASA can only issue such a letter after a thorough due diligence process. Key areas of focus will be;
 - i. Why the data plate was removed and/or lost, and
 - ii. The provenance (history and records) of the engine, with airworthiness the primary consideration.

The process does not help to compensate for mistakes made in due diligence when buying an engine in the first place.

- d. Engine maintainers should continue to be vigilant of fraudulent activity that could have happened during the history of the engine. For example, some TCH stamp the engine serial number on the casing. A quick check that this matches the engine data plate can help protect you from releasing an engine into service that has a questionable history.
- e. When fitting a replacement data plate, cross-check any other markings (such as the stamp on the casing) and install the data plate in accordance with approved maintenance data.

5. Reporting

If you have reason to believe that fraudulent activity has taken place, you can make a Suspected Unapproved Part (SUP) report via CASA's Defect Report Service (DRS). Go to the URL <https://www.casa.gov.au/resources-and-education/our-systems/defect-report-service> for more information. Reports can be submitted online via the portal or using [Form 404](#) which can be downloaded from the CASA website.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

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Civil Aviation Safety Authority
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