



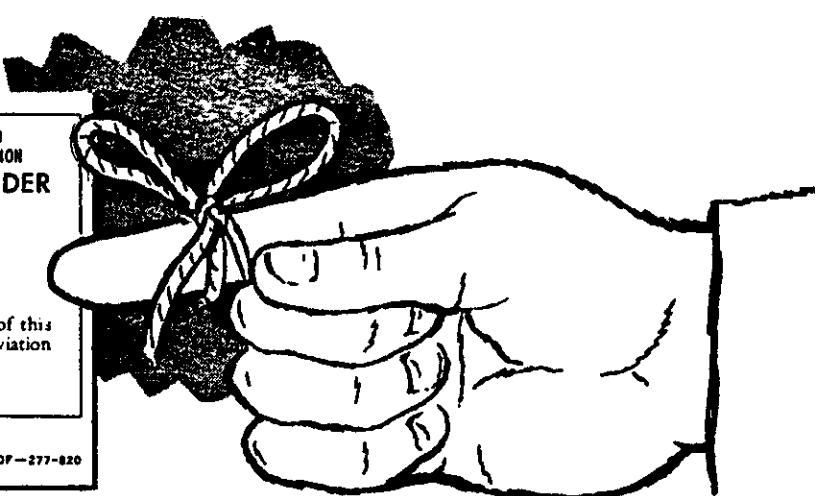
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AC NO: 91-11A  
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# ADVISORY CIRCULAR

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**SUBJECT: ANNUAL INSPECTION REMINDER**

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**this or this**

1. **PURPOSE.** To provide the aviation community with a uniform visual reminder of the date an annual inspection becomes due. (Reference section 91.169(a)(1) of the Federal Aviation Regulations.)
2. **CANCELLATION.** Advisory Circular 91-11, Periodic Inspection Reminder, dated 8/10/65, is cancelled.

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12/3/69

3. DISTRIBUTION. This circular will be routinely distributed to all persons who have been placed on the mailing list to receive changes to Part 91 of the FAR. Additional copies may be obtained free of charge by requesting them from:

Department of Transportation  
Federal Aviation Administration  
Distribution Unit - TAD 484.3  
Washington, D.C. 20590

4. GENERAL. The aviation community, which includes maintenance agencies, aircraft owners, and pilots, has expressed a desire for a visual type reminder of the date an annual inspection becomes due. Accordingly, the Federal Aviation Administration has devised a visual inspection reminder for this purpose. Its application on all general aviation aircraft is recommended, but its use is not mandatory.

5. PROCEDURE. Normally, an annual inspection reminder is issued at the time of airworthiness certification. To assist owners and operators who do not have an inspection reminder, we have asked the cooperation of authorized inspectors, repair stations (airframe), and aircraft manufacturers who perform annual inspections to issue these reminders upon request. Thereafter, they may amend the date or issue a new reminder at the time they perform the annual inspection.

To determine when the next annual inspection becomes due, reference will be made to the aircraft records, and the date entered on the inspection reminder accordingly. As an example, aircraft records may indicate that an annual inspection was performed on June 1, 1969. The reminder should indicate that the next annual inspection becomes due on July 1, 1970. The reminder should be so located on the aircraft that it will be conspicuous during preflight inspections.

Standardized use of the annual inspection reminder, for which there is no charge, should minimize inadvertent operation of an aircraft contrary to annual inspection time requirements. Lost or destroyed reminders may be replaced by contacting an inspection facility or an FAA inspector.



acting Director  
Flight Standards Service