U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ORDER 8130.21G

National Policy

10/26/2009

SUBJ: Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag

This order describes the procedures for completion and use of the Federal Aviation Administration (FAA) Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag. The order describes the use of the form for domestic airworthiness approval, conformity inspections, and prepositioning; airworthiness approval of new products and articles; and splitting bulk shipments of previously shipped products and articles. It also provides guidance for the issuance of the form for approval for return to service of products and articles, the export airworthiness approval of products and articles, and the electronic exchange of the form.

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Chapter 1. General Information

1-1. Purpose of This Order. This order describes the procedures for completion and use of the Federal Aviation Administration (FAA) Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag (FAA Form 8130-3). The order describes the use of the form for the following purposes:

a. Domestic airworthiness approval, including conformity inspections, prepositioning of new products or articles pending approval, and splitting bulk shipments of previously produced products and articles;

b. Approval for return to service of products and articles; and

c. Export airworthiness approval of products and articles.

NOTE: For the purposes of this order, the term product refers only to aircraft engines and propellers.

1-2. Audience. FAA personnel, designees, production approval holders (PAH), air agencies, U.S. air carrier certificate holders, and distributors.

1-3. Where Can I Find This Order and FAA Form 8130-3?

a. You can find this order at http://www.faa.gov/regulations_policies/orders_notices/.

b. FAA Form 8130-3 may be obtained through normal distribution channels from the Logistics Center, AML-8000, P.O. Box 25082, Oklahoma City, Oklahoma, 73125. The telephone number is 405-954-8900 (ask for the FAA Forms Inventory Manager). FAA Form 8130-3 also is available from the Customer Care Center, AML-30, at 405-954-3793 or toll free at 1-888-322-9824, or may be obtained on the Internet at http://www.faa.gov/aircraft. The stock number for FAA Form 8130-3 is 0052-00-012-9005.

1-4. Cancellation. FAA Order 8130.21F, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag, dated May 30, 2008, is canceled upon the effective date of this revision (that is, April 14, 2010).

1-5. Explanation of Policy Changes. This revision—

a. Reflects changes and updates appropriate references following publication of Production and Airworthiness Approvals, Part marking, and Miscellaneous Amendments; Final Rule in the Federal Register under docket number FAA-2006-25877.

b. Replaces parts and appliances with the term “article.”

c. Removes references to classes of products.

d. Deletes the term “newly overhauled” and associated guidelines from the description of work performed.

e. Revises acceptable methods for enabling traceability of FAA Form 8130-3 by permitting use of Block 3 of the form in combination with other information on the form.

f. Removes language pertaining to distributors that are accredited in accordance with Advisory Circular (AC) 00-56, Voluntary Industry Distributor Accreditation Program.

g. Combines and moves information on computer-generated forms, information systems, and automation to a new paragraph 1-9.

h. In Chapter 3, permits use of either the term "Inspected" or "Tested" in Block 12 rather than requiring that both terms be entered together.

i. Adds a requirement in Chapter 4 that for exported aircraft engines or propellers, the exporter include total time and if applicable, time since overhauled.

1-6. Effective Date. This Order is effective on April 14, 2010.

1-7. Purposes For Which FAA Form 8130-3 Cannot Be Used. FAA Form 8130-3 is intended to be issued for civil aeronautical products and articles by persons under the jurisdiction of the FAA. Its issuance by persons not described in Chapters 2 and 4 of this order, (i.e., FAA aviation safety inspectors (ASI) or FAA-authorized designees or delegations), or Chapter 3 of this order (i.e., certificate holders under 14 CFR parts 21, 121, 135, or 145) is not authorized. Further purposes for which the form cannot be used are as follows:

a. FAA Form 8130-3 is not a delivery or shipping document, nor should it be used for administrative purposes between two persons.

b. FAA Form 8130-3 may not be issued by organizations or individuals other than those approved/authorized by the FAA within the scope of such an approval/authorization.

c. Aircraft are not to be released using FAA Form 8130-3.

d. FAA Form 8130-3 does not constitute approval to install the product or article on a particular aircraft, aircraft engine, or propeller; however, it does help the end user to determine a product's or article's airworthiness approval status.

e. A mixture of production- and maintenance-released products and articles is not permitted on the same FAA Form 8130-3.

f. A mixture of products and articles released against approved and non-approved design data is not permitted on the same FAA Form 8130-3.

1-8. Authorization to Issue FAA Form 8130-3. The following persons may issue FAA Form 8130-3 in accordance with the appropriate chapter of this order:

a. FAA ASIs,

b. Persons with the appropriate function codes in accordance with FAA Order 8100.8, Designee Management Handbook (Order 8100.8) when authorized by their Certificate of Authority (COA), or

c. Persons authorized in accordance with FAA Order 8100.15, Organization Designation Authorization (ODA) Procedures (Order 8100.15).

1-9. Information Systems and Automation.

a. FAA Form 8130-3 may be computer-generated for local reproduction, but must duplicate the format of the original Government-printed form. The overall form as designed must not be changed, nor may any words be added or deleted (with the exception of filling in the blanks). White is the preferred color for the paper; however, if another color is used, the information contained on the form must be legible. You may preprint the text on FAA Form 8130-3 that is required by this order. The size of blocks, in relationship to each other, may vary slightly, but all blocks must remain in their original location. FAA Form 8130-3 also may be reduced in overall size to reduce paper consumption, but not to the extent that it is no longer easily readable and readily recognizable. The details to be entered on the form may be either machine/computer-printed or handwritten using block letters and must be easy to read, with limited use of abbreviations. All entries on the form must be made in permanent ink and be in English. If a deviation to FAA Form 8130-3 becomes necessary, the FAA employee involved should ensure that the deviations are substantiated, documented, and concurred with by the appropriate supervisor. The deviations must be submitted to AIR-200 for review and approval.

b. Approval holders should develop procedures for managing information systems consistent with AC 21-35, Computer Generated/Stored Records. These procedures should include a secured electronic auditing system that reflects all system changes and a secured monitoring system that records all transactions by items such as part number, serial number (when applicable), and quantity shipped.

c. Automation and use of an electronic signature on FAA Form 8130-3 is allowed by all persons who issue the form; however, using automation and electronic signature does not relieve the designee or person authorized to issue FAA Form 8130-3 from verifying that the product or article conforms to FAA-approved design data and is in a condition for safe operation.

Chapter 2. Domestic Airworthiness Approvals

2-1. General Information on Domestic Airworthiness Approvals.

a. FAA Form 8130-3 is the preferred method for documenting the approval of products and articles considered approved by the Administrator. The FAA recommends that each PAH include FAA Form 8130-3 for all eligible product and article shipments. This will help the aviation authorities and the industry to ensure complete traceability, and ease the movement of products and articles through the aviation system. The PAH authorized representative is encouraged to issue FAA Form 8130-3 with each shipment while minimizing the quantity of forms for bulk shipments (for example, 500 turbine blades shipped on 1 form vs. 500 forms). Issuing FAA Form 8130-3 with all eligible product and article shipments enables the end users to determine airworthiness approval status of the products and articles. Only an FAA ASI or authorized designee/delegation is authorized to issue FAA Form 8130-3 for this function. Except as provided in paragraphs 2-2 and 2-6 of this order, products and articles not produced under an FAA production approval are not eligible to receive an FAA Form 8130-3. FAA Form 8130-3 does not constitute approval to install a product or article on a particular aircraft, aircraft engine, or propeller.

b. FAA Form 8130-3 must be completed as described in paragraph 2-8 of this order.

c. FAA Form 8130-3 must be correlated with the shipment. Additional copies of the original FAA Form 8130-3 may be provided upon request.

d. If FAA Form 8130-3 is issued as an airworthiness approval of a new product or article (this is to include conformity inspections, prepositioning, and splitting of bulk shipments), the issuer should retain a copy of FAA Form 8130-3 for no less than 5 years.

e. The copies of FAA Form 8100-1, Conformity Inspection Report (FAA Form 8100-1), and FAA Form 8130-3 may be retained in their original paper format or in a secure database, provided the database contains all of the information required on FAA Form 8130-3. An acceptable means of compliance is provided in AC 21-35 or AC 120-78, Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals (when applicable). Duplicates of FAA Form 8130-3, including signatures retained in a database, do not need to be graphic images of the original documents.

f. Unique identification is required to enable or provide product or article traceability. The preferred method is a unique form tracking number in Block 3. However, if traceability is provided through other information on the form combined with a number in Block 3, this is also acceptable.

g. The signature of the person authorized to issue FAA Form 8130-3 may be applied electronically to Block 15 from domestic or international locations. With the exception of paragraphs 2-9 and 2-10(b), at the time the signature is authorized to be placed on FAA Form 8130-3, the person whose signature appears on the form must have direct access to the product or article to verify that it conforms to FAA-approved design data and is in a condition for safe operation.

NOTE: The time and location of the authorization of the form issuance may be different from the time and location of the printing of the form.

h. In the case where a product or article is presented for inspection for the issuance of FAA Form 8130-3, and the product or article is sealed in a package that does not afford a visible inspection, the authorized person must request to see the objective evidence to determine that the appropriate inspections were conducted and approved before the issuance of FAA Form 8130-3.

i. Products or articles received without an FAA Form 8130-3 must not be commingled with those received with FAA Form 8130-3. This is to preclude shipment of products and articles that were not received with an original FAA Form 8130-3. When more than one product or article is listed on a supplemental FAA Form 8130-3, the product or article does not need to be from the same quantity or shipment, as long as it was received with an original FAA Form 8130-3 and traceability has been maintained.

j. The User/Installer Responsibilities statements may be placed on either side of the form. If the statements are placed on the back side of the form, a note in Block 13 must reference that fact. When copies of the forms are generated, these statements must be provided with the copies.

2-2. Conformity Inspections. When requested on FAA Form 8120-10, Request for Conformity (FAA Form 8120-10), FAA Form 8130-3 is used to ship a prototype product or article. Any nonconformities/deviations relative to the product or article conformity inspection must have prior aircraft certification office (ACO)/designated engineering representative (DER), ODA, or FAA project manager acknowledgement of disposition. Before signing FAA Form 8130-3, any nonconformities/deviations must be appropriately acknowledged and dispositioned and be annotated in Block 13. Only an FAA ASI or authorized designee/delegation is permitted to sign the form. (Refer to figure 2-1 of this order.) When the request for conformity includes a quantity of articles in excess of those articles subject to the required certification, the tag for those excess articles should indicate they are prepositioned.

Figure 2-1. Sample FAA Form 8130-3 for a Conformity Inspection

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	AP54321
4. Organization Name and Address:		5. Work Order/Contract/Invoice Number:
Anyone's Aviation, 1104 Wing Avenue, Anyplace, TX 72212 (PC 234)		WO 99987

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Flap Track	B9876-1	N/A	8	N/A	PROTOTYPE

13. Remarks:

Detail part conformity for FAA Project AP54321, dated Feb 10 2008, Drawing No. 12345-001, Revision G1, dated Oct 1 2007 requested.

1. Request for Conformity FAA 8120-10, #06-09222, dated Feb 19 2008 reviewed.
2. Copy of FAA 8130-9, Statement of Conformity, dated May 3 2007 provided, reviewed, and attached.
3. Part No. B9876-1 Flap Track (8 ea.), inspected to engineering to include Drawing No. 12345-001, Revision G1, dated Oct 1 2007.

DEVIATION: 8 ea. Flap Tracks, Part No. B9876-1 holes should be ".250 +or- .005." Holes are oversized by ".020." DER Disposition: Oversized holes does not affect static testing and parts can be used as is per DER-888002-SW, A. Engineer, dated Feb 11 2008.

14. Certifies the items identified above were manufactured in conformity to:		19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13	
☐ Approved design data and are in a condition for safe operation. ☒ Non-approved design data specified in Block 13.		Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
15. Authorized Signature: *A. Inspector*	16. Approval/Authorization No.: DARF-1234567-SW	20. Authorized Signature:	21. Approval/Certificate No.:
17. Name (Typed or Printed): A. Inspector	18. Date (m d y): Mar 3 2008	22. Name (Typed or Printed):	23. Date (m d y):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

2-3. Domestic Airworthiness Approval of New Products (Aircraft Engines and Propellers).

a. FAA Form 8130-3 can be issued for domestic shipments to identify the airworthiness approval status of new products produced under the provisions of 14 CFR part 21. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. When used for an airworthiness approval for new products (engines or propellers), the following statement must be entered: "AIRWORTHINESS APPROVAL — ENGINE [or PROPELLER]." (Refer to figure 2-2 of this order.)

Figure 2-2. Sample FAA Form 8130-3
for Domestic Airworthiness Approval for an Engine

1. Approving National Aviation Authority/Country: FAA/United States	2. **AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number: 5648944
4. Organization Name and Address: Big Engine Manufacturing Co., 5 Aviation Way, Small Town, KS 67021 PC 099		5. Work Order/Contract/Invoice Number: BR549

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Engine	TSIO-550B1D1	N/A	1	P222264	NEW

13. Remarks:

"AIRWORTHINESS APPROVAL – ENGINE [or PROPELLER]."

14. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.		19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13. Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
15. Authorized Signature: *A. Inspector*	16. Approval/Authorization No.: DAR54123SW	20. Authorized Signature:	21. Approval/Certificate No.:
17. Name (Typed or Printed): A. Inspector	18. Date (m d y): Aug 28 2007	22. Name (Typed or Printed):	23. Date (m d y):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

b. Authorized FAA ASIs, persons with the appropriate function codes in accordance with Order 8100.8 when authorized by their COA, and persons authorized in accordance with Order 8100.15 may perform this function for new products. These persons must determine that the product meets the FAA-approved design data and is in a condition for safe operation before issuing FAA Form 8130-3. FAA Form 8100-1 will be used to document the conformity inspections.

c. An FAA Form 8130-3 for domestic shipments of products to identify airworthiness approval cannot be used as an export approval. Exporters must meet the applicable requirements of 14 CFR part 21, subpart L, Export Airworthiness Approvals (refer to chapter 4 of this order).

2-4. Domestic Airworthiness Approval of New Articles.

a. FAA Form 8130-3 can be issued for domestic shipments to identify the airworthiness approval status of new articles produced by an FAA-approved PAH under the provisions of

14 CFR part 21. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. (Refer to figure 2-3 of this order.)

Figure 2-3. Sample FAA Form 8130-3 for Domestic Airworthiness Approval for a New Product or Article (Packing List)

1. Approving National Aviation Authority/Country:	2. **AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:
FAA/United States		991004327

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Parts Manufacturing Corporation, 6210 Wing Avenue, Anyplace, TX (PQ02469SW)	V234ZY 6 pages attached dated 10/12/2005

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
List Attached						

13. Remarks:

Airworthiness approval

This is the certification statement for the products, parts, and appliances listed on the attached document dated Oct/12/2005, containing pages 1 through 6 with the Form Tracking Number 991004327 on each of the pages.

14. Certifies the items identified above were manufactured in conformity to:	19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
A. Inspector	DARF-761104-NM		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
A. Inspector	Oct 12 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

b. A person must determine that the article meets the FAA-approved design data and is in a condition for safe operation before issuing FAA Form 8130-3. The FAA managing office must make the determination of whether an FAA Form 8100-1 has to be completed for each FAA Form 8130-3 issued based on the PAH's quality system's health and/or the designee's previous history, experience, or performance, or if the information can be stored and retrieved in another format (for example, electronic database).

c. Standard parts produced under a production approval are eligible for the issuance of an FAA Form 8130-3 airworthiness approval. Use of FAA Form 8130-3 for this purpose is recommended, but not mandatory. The inclusion of FAA Form 8130-3 helps document the airworthiness and traceability of the standard part.

d. Issuance of FAA Form 8130-3 as an airworthiness approval does not constitute an export approval, because compliance with a specific country's special import requirements may not have been verified.

e. An original FAA Form 8130-3 to document airworthiness approvals may be issued at PAH facilities, including PAH suppliers and associate facilities identified in the PAH's approved procedures. The form also may be issued by a designated person at PAH suppliers with direct shipment authorization or associate facilities outside the United States, if the FAA finds there is no undue burden associated with the form's issuance.

f. FAA Form 8130-3 will not be issued by non-PAH suppliers for products or articles shipped to their PAH's facilities for use on production products or for proof of the PAH's source inspection requirements at suppliers. If, however, the supplier has its own production approval for the products and articles, and the products and articles are part of another PAH's higher level design, then FAA Form 8130-3 may be issued.

2-5. Domestic Airworthiness Approval of New Products and Articles at 14 CFR Part 121 and Part 135 Certificate Holders, and 14 CFR Part 145 Certificated Repair Stations.

a. New products and articles at repair stations certificated under 14 CFR part 145 (Repair Stations), the holder of a U.S. air carrier certificate operating under 14 CFR part 121 (Operating Requirements: Domestic, Flag, and Supplemental Operations), or 14 CFR part 135 (Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft), with an approved continued airworthiness maintenance program, may be eligible to have an FAA Form 8130-3 issued as a domestic airworthiness approval. All other approvals must be issued in accordance with the appropriate chapter of this order.

b. When completing FAA Form 8130-3, the name and address of the organization where FAA Form 8130-3 was issued must be documented in Block 4, along with the PAH's name in Block 13. (Refer to figure 2-4 and paragraph 2-8 of this order.)

Figure 2-4. Sample FAA Form 8130-3 for Airworthiness Approval When Issued at a Distributor Facility

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	ACE235
4. Organization Name and Address:		5. Work Order/Contract/Invoice Number:
Ace Aircraft Parts Distribution Co., 100 Lake Drive, San Antonio, TX 78007		PO #451960

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Exhaust Valve	GE637781	N/A	5 ea.	N/A	NEW

13. Remarks:

Airworthiness approval

The part(s) shipped under this approval were produced by Sample Engines, Incorporated.

14. Certifies the items identified above were manufactured in conformity to:		19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.			
15. Authorized Signature: *A. Inspector*	16. Approval/Authorization No.: DARF-000243-SW	20. Authorized Signature:	21. Approval/Certificate No.:
17. Name (Typed or Printed): A. Inspector	18. Date (m d y): May 30 2007	22. Name (Typed or Printed):	23. Date (m d y):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

2-6. Prepositioned Products and Articles.

a. General. FAA Form 8130-3 may be used to identify airworthiness approval status of prepositioned products or articles before type certificate (TC)/supplemental type certificate (STC) approval.

b. Applicability. Eligible products and articles are production products and articles that are conformed as part of an FAA certification project, and produced under a production certificate (PC) holder's FAA-approved quality system in accordance with 14 CFR part 21, subpart G, Production Certificates, or subpart F, Production Under Type Certification Only.

c. System Requirements. The PC holder must have a procedure that tracks the configuration of the product or article from the manufacturer through shipment until the TC/STC is issued. The procedures must be adequate to ensure that the requirements of § 21.146(b) and (c) are met.

d. Completion of FAA Form 8130-3 for a Prepositioned Product or Article. The following persons may issue an FAA Form 8130-3 for a prepositioned product or article:

(1) An FAA ASI,

(2) A designated manufacturing inspection representative (DMIR),

(3) An ODA, or

(4) An authorized DAR employed by the PC holder, and

e. Supplemental Information. The following information will be listed in Block 13, Remarks: "Prototype products (articles) pending certification under FAA project number [enter number] that are not eligible for installation on in-service, type-certificated aircraft. Upon approval of the design data the product(s)/article(s) listed above are considered NEW and conform with approved design data and are in a condition for safe operation without further showing." Block 14 will be marked as "Non-approved design data as specified in Block 13." (Refer to figure 2-5 of this order.) When the request for conformity includes a quantity of products/articles in excess of those products/articles subject to the required certification, the tag for those excess products/articles should indicate that they are prepositioned.

f. Certification Issuance. After the TC/STC is issued, but before installation, the conforming product or article should be verified as incorporated into the design.

Figure 2-5. Sample FAA Form 8130-3 for Identification of a Prepositioned Product or Article

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	BR549

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Executive Airplanes, 337 Modification Way, Anyplace, TX 75000 (PC123)	WO 87800

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
001	Coffee Maker	EA 6451-2		1	02346	
002	Galley Cabinet Door	EA 5471-2	N/A	1	77759	PROTOTYPE
003	PCU Panel	EA 7500-1		1	99999	
004	Coat Closet Door	EA 98700		1	66654	

13. Remarks:

Prepositioned parts

Product(s)/part(s) were conformed to design data under FAA Project # ST1234SC-A, (Drawing No. EA12345-1, Rev. C) for the issuance of an STC modification of Gulfstream GV-SP. Product(s)/part(s) conforming to design at issuance of the STC are certified as airworthy and are in a condition for safe operation without further showing.

14. Certifies the items identified above were manufactured in conformity to:

☐ Approved design data and are in a condition for safe operation.
☒ Non-approved design data specified in Block 13.

19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13

Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
A. Inspector	DMIR-003486-SW		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
A. Inspector	Oct 10 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

2-7. Splitting Bulk Shipments of Previously Shipped New Products and Articles.

a. General.

(1) After an FAA Form 8130-3 is issued for a bulk shipment, a new FAA Form 8130-3 may be used to split bulk shipments of previously shipped new products or articles.

(2) Products or articles received without an FAA Form 8130-3 must not be commingled with those received with FAA Form 8130-3. This is to preclude shipment of products and articles that were not received with an original FAA Form 8130-3. When more than one product or article is listed on a supplemental FAA Form 8130-3, each product or article does not need to be from the same original shipment, as long as it was received with an original FAA Form 8130-3 and traceability has been maintained.

b. Eligibility and System Requirements.

(1) Splitting bulk shipments is permitted when the specific products or articles were produced under an FAA production approval to include PAH associate facilities and PAH-approved suppliers having direct shipment authorization.

(2) The facilities authorized to split bulk shipments are PAHs, PAH associate facilities, distributors, PAH-approved suppliers having direct shipment authorization, and those certificate holders described in paragraph 3-1a of this order. This may include PAH associate facilities and PAH-approved suppliers that have direct shipment authorization that are located outside the United States. (This is not considered an export; the act of exporting is when the product or article is found to be airworthy, meets the special conditions of the importing country or jurisdiction, and is transferred from one CAA's regulatory authority to another CAA's regulatory authority.)

(3) An authorized facility as described in paragraph 2-7b(2) above must have a written procedure in place explaining how that facility will maintain control of products or articles when splitting bulk shipments.

(4) An authorized facility may split a bulk shipment of previously shipped new products or articles as many times as the original quantity as listed in Block 10 allows.

c. Splitting Bulk Shipments for Procedures and Documentation. For those shipments of products or articles required to be split, the following procedure will be used if an approved electronic system to issue supplemental FAA Forms 8130-3 for this purpose is not in place.

(1) Make a copy of the prior FAA Form 8130-3 received with the original shipment of products or articles. (Refer to figure 2-6a of this order.)

NOTE: If the user responsibilities statements are placed on the back side of the form, the copies of the forms must include these statements.

(2) Include the following written certifying statement (an example) or similar statement: "(Company name) certifies that [this/the attached] document is a true copy of the authorized release certificate. The prior authorized release certificate received by our facility is maintained on file pursuant to our document retention standards. That prior FAA Form Tracking Number is [OEM-549]. The new tracking number for this portion of the split bulk shipment is [S1-054321]. The number of products or articles being shipped under this certification is [500]. Signed [quality control/assurance manager] Dated [month day year]" (Refer to figure 2-6b of this order for an example.) A quality control/assurance manager from that facility must sign and date the written statement. You can include this statement in one of two ways:

(a) Attach the copied FAA Form 8130-3 to a separate sheet of paper. Indicate that the copied FAA Form 8130-3 that accompanies the products or articles is a "certified true copy of the original" maintained on file, or

(b) Apply a stamp form of the statement to the copied FAA Form 8130-3 and complete it.

(3) Maintain the prior FAA Form 8130-3 and a copy of the written "true copy" statement on file.

Figure 2-6a. Sample FAA Form 8130-3 for Splitting Bulk Shipments

1. Approving National Aviation Authority/Country: FAA/United States	2. **AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number: OEM-549
4. Organization Name and Address: OEM Airplane Company, 110 Stunt Flyer Road, Memphis, TN 76005 (PC023)		5. Work Order/Contract/Invoice Number: WO 5678

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Flap Track Roller	65B9999-1	N/A	1000	N/A	NEW

13. Remarks:

AIRWORTHINESS APPROVAL

14. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.		19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13. Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
15. Authorized Signature: *A. Inspector*	16. Approval/Authorization No.: DMIR-650987-NM	20. Authorized Signature:	21. Approval/Certificate No.:
17. Name (Typed or Printed): A. Inspector	18. Date (m d y): May 25 2007	22. Name (Typed or Printed):	23. Date (m d y):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

Figure 2-6b. Sample FAA Form 8130-3 for Splitting Bulk Shipments (Separate Sheet of Paper)

OEM AIRPLANE COMPANY TRUE COPY STATEMENT

I OEM Airplane Company certify that the attached document is a true copy of the authorized release certificate. The original authorized release certificate received by our facility is maintained on file pursuant to our document retention standards. The original Form Tracking Number is **OEM-549.** The new tracking number for this split bulk shipment is **S1-054321**. The number of parts being shipped under this certification is **500**.

A. Quality Manager Oct 24 2007

A. Quality Manager Date

2-8. Block-By-Block Instructions for Completing FAA Form 8130-3 for Domestic Airworthiness Approvals.

a. Block 1. Approving National Aviation Authority/Country. FAA/United States. (Preprinted.)

b. Block 2. Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag. (Preprinted.)

c. Block 3. FAA Form Tracking Number.

(1) Enter the number established by the numbering system. (Refer to paragraph 2-1g of this order.)

(2) The organization that splits bulk shipments of previously shipped products or articles received from a PAH must establish a new tracking number and enter that number on the certifying statement or on the supplemental FAA Form 8130-3. (Refer to paragraph 2-7c of this order.)

d. Block 4. Organization Name and Address.

(1) Enter the full name and physical address (no post office box numbers) of the organization or facility for which the form is being issued, and the PAH certificate or project number (for example, certificate No. LI1R 123K or X9MA123H), as appropriate. A logo or other identification of the organization is permitted if it can be contained within the block.

NOTE: In the case where FAA Form 8130-3 is issued at a PAH's extension facility and that facility is issued its own project number by the geographic managing office, that project number will be used, along with the full name and address of the extension facility.

(2) When a supplier has direct shipment authorization from a PAH, or conformity inspections are performed on behalf of a PAH/applicant at the supplier's facility, the following information must be entered:

(a) PAH name and address.

(b) Supplier name and address.

(3) If a supplier to a PAH produces and ships a product or article, the supplier must either have direct shipment authorization from a PC/PAH holder or hold a production approval for each article shipped. If the supplier holds its own production approval, and the products and articles were manufactured and are being shipped under that approval, the information required in paragraph 2-8d(1) must be listed.

(4) When completing FAA Form 8130-3 at a distributor's facility, enter the name and the address of that facility.

e. Block 5. Work Order/Contract/Invoice Number. To facilitate customer traceability of the product or article, enter the work order number, contract number, invoice number, or similar reference number, and state the number of pages attached to the form, including dates, if applicable. If the shipment list contains the information required in Blocks 6 through 12, the respective blocks may be left blank if an original or true copy of the list is attached to the form. In this case, the following statement must be entered in Block 13: "This is the certification statement for the products and articles listed on the attached document dated _____, containing pages _____ through _____." In addition, the shipping list must cross-reference the form tracking number located in Block 3.

f. Block 6. Item. When FAA Form 8130-3 is issued, a single item number or multiple item numbers (for example, same item with different serial numbers) may be used for the same part number. Multiple items must be numbered in sequence, although not necessarily beginning with the number one (for example, 0040, 0050, 0062, 0063). If a separate listing is used, enter "List Attached" (refer to paragraph 2-8e of this order for further instructions).

g. Block 7. Description. Enter the name or description of the product or article. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (for example, illustrated parts catalog, aircraft maintenance manual, or service bulletin (SB)).

h. Block 8. Part Number. Enter each part number of the product or article. In the case of an aircraft engine or propeller, the model designation may be used.

i. Block 9. Eligibility. Enter "N/A."

j. Block 10. Quantity. Enter the quantity of each product or article shipped.

k. Block 11. Serial/Batch Number. If the product or article is required by 14 CFR part 45, Identification and Registration Marking, to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation also may be entered. If no serial number is entered in this block, enter "N/A."

l. Block 12. Status/Work. The following table describes what to enter in a specific situation. Only one term may be entered in Block 12, which should reflect the majority of the work performed. The use of upper or lower case in this block does not matter.

Enter—	*For—*
"NEW"	The production of a new product or article in conformity with the approved design data.
"PROTOTYPE"	The production of a new product or article in conformity with the non-approved design data.

m. Block 13. Remarks. The use of upper or lower case in this block does not matter.

(1) State any information in this block, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of the product or article. If necessary, a separate sheet may be used and referenced from the main FAA Form 8130-3. Each statement must clearly identify the product or article in Block 6 to which it relates. If there is no statement, state "none."

(2) Below are examples of conditions that could necessitate a statement in this block. These statements may or may not be appropriate depending on the form's purpose.

(a) "Prototype products (articles) pending certification under FAA project number [enter number] that are not eligible for installation on in-service, type-certificated aircraft. Upon approval of the design data, the product(s)/article(s) listed above are considered new, conform with approved design data, and are in a condition for safe operation without further showing." Block 14 will be marked as "Non-approved design data specified in Block 13."

(b) When a new FAA Form 8130-3 is issued to correct errors, the following statement must be entered: "This FAA Form 8130-3 corrects the error(s) in block(s) [enter block numbers corrected] of the FAA Form 8130-3 [enter original form tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service."

(c) The purpose of the form (for example, airworthiness approval, conformity, prepositioning).

(d) Attachment when used. Attachments should include the form tracking number of the corresponding FAA Form 8130-3.

(e) Compliance with airworthiness directives (AD) or SBs.

(f) For TSO articles, enter the applicable TSO number.

(g) Information on life-limited parts (for example, total time, total cycles, time since new).

(h) Shelf-life data.

(i) Drawing number and revision level.

(j) Information needed to support shipment with shortages or reassembly after delivery.

(k) Any data not appropriate in other blocks.

(l) When used for conformity, the words "CONFORMITY INSPECTION" must be entered. In addition, an explanation of the product or article use (for example, pending approved data, TC pending, for test only) must be provided. Information concerning a

conformity inspection such as design data, revision level, date, project number, and special instructions as shown on FAA Form 8120-10 must be entered in this block.

(m) When issued at a supplier facility with direct shipment authorization from the PAH, the words "DIRECT SHIPMENT AUTHORIZATION" must be entered in Block 13, and the information from paragraph 2-8d(2) of this order must be entered in Block 4. (Refer to figure 2-7 of this order.)

(n) When FAA Form 8130-3 is issued at a distributor, enter the following statement: "The products/article(s) shipped under this approval was (were) produced by [insert PAH's name]." (Refer to figure 2-4 of this order.)

(o) When used for an airworthiness approval for new products (engines or propellers), the following statement must be entered: "AIRWORTHINESS APPROVAL — ENGINE [or PROPELLER]." (Refer to paragraph 2-3 of this order.)

(p) When used for prepositioning, the following statement must be made (Refer to figure 2-5 of this order): "Prepositioned products (articles) were conformed to design data under FAA project number [enter number], for the issuance of a TC/STC modification of [enter make and model number]. Product(s)/article(s) conforming to design at issuance of the TC/STC is/are certified as airworthy and is/are in a condition for safe operation without further showing."

(q) When used for airworthiness approval for a new subcomponent of a PMA/TSO authorization article higher assembly, complete FAA Form 8130-3 with the subcomponent information, and enter a statement in Block 13 indicating that the article is a subcomponent of a PMA or TSO authorization (for example, "This [insert part description] is a subcomponent of a(n) [FAA PMA article/TSO authorization]") (Refer to figure 2-8 of this order).

Figure 2-7. Sample FAA Form 8130-3 for a Direct Shipment Authorization

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	991004327
4. Organization Name and Address:		5. Work Order/Contract/Invoice Number:
Everybody's Aircraft Supply Co., 810 Red Baron Way, Anywhere, OK 74032		WO 2020

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Wing Tip	AE637781-1	N/A	5 ea.	N/A	New

13. Remarks:

AIRWORTHINESS APPROVAL—DIRECT SHIPMENT AUTHORIZATION

14. Certifies the items identified above were manufactured in conformity to:

☒ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 13.

19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13

Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
A. Inspector	DMIR-00243-CE		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
A. Inspector	Apr 13 2008		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

Figure 2-8. Sample FAA Form 8130-3 for Airworthiness Approval for a New Subcomponent for a PMA Article

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	Smith 007-1

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Sample Engines Inc., 49 Timber Lane, San Antonio, TX 75005 (PQ0000SW)	WO 671960

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Exhaust Valve	GE1637781	N/A	5 ea.	N/A	NEW

13. Remarks:

Airworthiness approval
This [exhaust valve] is a subcomponent of an FAA PMA article.

14. Certifies the items identified above were manufactured in conformity to:

☒ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 13.

19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13

Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
A. Inspector	DMIR-00007-SW		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
A. Inspector	Oct 14 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

n. Block 14. Airworthiness Approval.

(1) Place a check in the "Approved design data and are in a condition for safe operation" box if the products and articles were manufactured using FAA-approved design data and found to be in a condition for safe operation. Checking this box and signing Block 15 means that the products and articles listed on the form meet the FAA-approved design data and are in a condition for safe operation.

(2) Place a check in the "Non-approved design data specified in Block 13" box when FAA Form 8130-3 is used for—

(a) Conformity of a prototype product or article certification program.

(b) Prepositioning products or articles before the issuance of a TC/STC.

o. Block 15. Authorized Signature. This space will be completed with the signature of the authorized person. Only an FAA ASI, authorized designee, or person approved to sign under an authorized delegation is authorized to sign this block. An alternative to a handwritten signature (for example, a computer-generated signature; refer to appendix B to this order for definition) is permitted only when authorized by the FAA. The approval signature must be

applied at the time and place of issuance and manually applied, except as provided in paragraph 2-1g of this order.

p. Block 16. Approval/Authorization No. Enter the approval/authorization number of the authorized representative/organization identified in Block 15. If signed by an FAA inspector, the authorization number is the applicable office identifier.

q. Block 17. Name. Enter the typed or printed name of the authorized representative or organization whose signature appears in Block 15.

r. Block 18. Date (m d y). Enter the date on which Block 14 is completed, or in the case of electronically generated forms, the date the conformity determination is made and the form is authorized to be issued. The date must be in the following format: first three letters of the month, two-digit day, and four-digit year, for example, Feb 03 2008. This does not need to be the same as the printing or shipping date, which may occur later. The use or omission of slashes, hyphens, or spaces in the date does not matter.

s. Blocks 19 through 23. Shade, darken, or otherwise mark to preclude inadvertent or unauthorized use.

2-9. Lost FAA Form 8130-3 Issued for Domestic Airworthiness Approvals. If a copy of an FAA Form 8130-3 is requested, a file copy of the original form may be provided by an authorized person, if available.

2-10. Reissuance of FAA Form 8130-3 for Domestic Airworthiness Approvals.

a. Reissuance by a PAH for Returned Products and Articles.

(1) The new products and articles returned to a PAH may be eligible for a new FAA Form 8130-3 if—

(a) The new products and articles were produced under the PAH's production approval.

(b) The PAH maintains a procedure to accept products and articles back into its quality system.

(c) Tests and inspections are performed in accordance with procedures contained in the PAH's quality system to determine that the returned product or article still meets the original type design it was produced under and is still in a condition for safe operation.

(2) If the conditions in paragraph 2-10a(1)(a) through (c) are met, a new FAA Form 8130-3 in accordance with chapter 2 of this order may be issued.

(3) If the original FAA Form 8130-3 is returned with the products and articles, the issuer should retain that form on file with (or have reference to) the new FAA Form 8130-3.

b. Reissuance Because of Typographical Errors on the Original. The original issuer may reissue FAA Form 8130-3 if there are typographical errors on the original.

(1) The recipient must provide a written statement and a copy of the incorrect FAA Form 8130-3 to the original issuer that indicates the errors.

(2) The request for a new FAA Form 8130-3 may be honored without reverification of the product or article condition. The new FAA Form 8130-3 is not a statement of current condition and should refer to the previous FAA Form 8130-3 in Block 13 by the following statement: "This FAA Form 8130-3 corrects the error(s) in Block(s) [enter block number(s) corrected] of the FAA Form 8130-3 [enter original form tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service." The erroneous form must be marked as such. Both forms should be retained according to the retention period associated with the original.

Chapter 3. Approval for Return To Service of Products and Articles

3-1. General Information on Approval for Return To Service.

a. Air agencies certificated under 14 CFR part 145, or the holder of a U.S. air carrier certificate operating under 14 CFR part 121 or part 135, with an approved continued airworthiness maintenance program may issue an FAA Form 8130-3 for approval for return to service for a product or article maintained or altered under 14 CFR part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

> **NOTE:** The restriction in this order relating to the original issuance of the form does not apply when the form is used as a maintenance record and approval for return to service. Copies of the original form when used as a maintenance record or an approval for return to service may be provided to the owner/operator or others who require copies of maintenance records as prescribed by the applicable CFRs.

b. A PAH may issue an FAA Form 8130-3 for approval for return to service after rebuilding, altering, or inspecting its product in accordance with §§ 43.3(j) and 43.7(d). The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. This will help aviation authorities and the industry to ensure complete traceability and ease the movement of products and articles through the aviation system. (Refer to paragraph 3-2a(2) and figure 3-1 of this order.)

> **NOTE:** Rebuilt products and articles accomplished by a manufacturer may not be found acceptable by some European countries, because “rebuilt” is not included within the definition of “maintenance” as defined in 14 CFR part 1 or because the European system does not have a similar system that recognizes “rebuilt.” Therefore, when completing FAA Form 8130-3 for the purpose of “rebuilt,” refer to paragraphs 3-2a(3), 3-5m(3), and 4-5l.

c. FAA Form 8130-3 does not constitute approval to install a product or article on a particular aircraft, aircraft engine, or propeller.

d. Blocks 19 through 23 on FAA Form 8130-3 are used to indicate approval for return to service (along with the information contained in Blocks 1 through 13).

e. FAA Form 8130-3 must be completed as outlined in the Block-by-Block instructions in paragraph 3-5 of this order.

f. FAA Form 8130-3 must be correlated with the shipment. Additional copies of the original FAA Form 8130-3 may be provided upon request.

g. The following statements describe how long a copy of FAA Form 8130-3 completed for approval for return to service should be retained unless the regulatory requirements stipulate otherwise:

(1) If FAA Form 8130-3 is issued as an approval for return to service by an appropriately certificated organization, that is, part 121, 135, or 145, the issuer should retain a copy of FAA Form 8130-3 for a period of 2 years after the work is approved for return to service, unless the work is repeated or superseded. An air carrier's own manual requirements may require a longer retention period.

(2) If a certificated repair station uses FAA Form 8130-3 as the approval for return to service for a major repair in accordance with 14 CFR part 43, the repair station should retain a copy of the document for 2 years.

h. The copies of FAA Form 8130-3 may be retained in their original paper format or in a secure database, provided the database contains all the information required on FAA Form 8130-3, complies with AC 120-78 (when applicable), and is available for FAA review upon request. When FAA Form 8130-3 is issued for approval for return to service in accordance with this chapter, a copy of the original FAA Form 8130-3 that accompanied each shipment, or product or article must comply with the recordkeeping requirements of 14 CFR parts 43, 91, 121, 135, and 145. These forms must be retained by the facility where FAA Form 8130-3 is issued. Duplicates of FAA Form 8130-3, including signatures retained in a database, do not need to be graphic images of the original documents. However, when a supplemental FAA Form 8130-3 is issued as described by this order, traceability back through a system that ensures that the products and articles were received with their original FAA Form 8130-3 must be possible.

i. Many part numbers are applied in a nonpermanent manner (for example, ink stamp or paper label). In other cases, maintenance is required in areas where articles are permanently identified. During the maintenance process, these part numbers may be removed or otherwise obscured. If during maintenance the part number is removed or obscured, the persons performing the maintenance must document the part number and, if applicable, serial number, total time and cycles, heat code (if applicable), and any and all part markings on maintenance documents before performing the work. The article information must be reapplied after maintenance per acceptable practices. FAA Form 8130-3, when completed in accordance with this order, may be considered the article's identification in order to identify the article.

j. Unique identification is required to enable or provide product or article traceability. The preferred method is a unique form tracking number in Block 3. However, if traceability is provided through other information on the form combined with a number in Block 3, this is also acceptable.

k. The signature of the person authorized to issue FAA Form 8130-3 may be applied electronically to Block 20 from domestic and international locations. At the time the signature is authorized to be placed on FAA Form 8130-3, the person whose signature appears on the form must have direct access to the products, articles, forms, and other data to monitor the process, perform spot-checks, and ensure that the work specified on the form was accomplished in accordance with 14 CFR part 43 and, in respect to that work, the items are approved for return to service.

l. The User/Installer Responsibilities statements may be placed on either side of the form. If the statements are placed on the back side of the form, a note in Block 13 must reference that fact. When copies of the forms are generated, these statements must be provided with the copies.

Figure 3-1. Sample FAA Form 8130-3 for a Rebuilt Product or Article

1. Approving National Aviation Authority/Country:	2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:
FAA/United States		ACME-12345

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Acme Airplane Company, 110 Aviation Place, Somewhere, OK (PC62)	WO 98765

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Fuel Control	PW54667	N/A	1	N/A	See Block 13

13. Remarks:

Rebuilt (altered) to original PAH's specifications in accordance with 14 CFR § 43.3(j).

14. Certifies the items identified above were manufactured in conformity to:	19. ☐ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
		A. Inspector	PC #42
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
		A. Inspector	Apr 30 2008

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

3-2. Approval for Return To Service After Maintenance, Preventive Maintenance, Rebuilding, and Alteration — Products and Articles.

a. Only those persons described in paragraph 3-1a and b, when authorized by § 43.7(c), (d), and (e), may issue an FAA Form 8130-3 for approval for return to service of products and articles that have undergone maintenance, preventive maintenance, rebuilding, or alteration, provided the applicable recordkeeping requirements of §§ 43.9, 91.417, 91.421, 121.380, 135.439, or 145.219 are met. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. This will help aviation authorities and the industry to ensure complete traceability and ease the movement of products and articles through the aviation system. (Refer to figure 3-2 of this order.)

(1) All work must be performed under the control of part 121 or part 135 certificate holders having a continued airworthiness maintenance program or an air agency certificated under part 145. This applies to all FAA-certificated repair stations, both domestic and foreign.

(2) A PAH may use FAA Form 8130-3 for approval for return to service of products and articles as set forth in §§ 43.3(j) and 43.7(d). The completion of Blocks 19 through 23 will be used when the PAH rebuilds or alters any product manufactured by it under a TC or PC, TSO authorization, PMA, or product and process specification issued by the Administrator. The PAH completes Block 19 by checking the appropriate box "Other regulation specified in Block 13." Refer to paragraphs 3-5l and 3-5m(3).

(a) Documentation as outlined in § 43.9 ensures that a PAH has in place a method for tracking the rebuild and/or alteration work performed and who performed it. This documentation method should become part of the FAA-approved quality system.

(b) As a minimum, the PAH quality system should address the PAH's procedures for rebuild and alteration that—

1) Dictate the data used for rebuilding and alteration. Section 43.7(d) requires that except for minor alterations, products or articles must be worked under technical data approved by the FAA. It is acceptable to rebuild using the same FAA-approved design data used for manufacturing. The PAH may alternatively develop data specifically for rebuilding, as long as that data is FAA-approved.

2) Identify by name and job title all persons authorized to return rebuilt or altered products and articles to service, to include signing of return-to-service documents.

3) Identify the records required for approval for return to service and how to complete them in compliance with § 43.9(a). Concerning the name and signature of the person approving the product/article for approval for return to service, the certificate type and number of the approving person must be documented as well. In the case of PAHs rebuilding their own products and articles, the certificate number is the assigned FAA project number (under 14 CFR part 21, subparts F, Production Under Type Certificate Only; K, Parts Manufacturer Approvals; or O, Technical Standard Order Approvals) or the PC number (under 14 CFR part 21, subpart G, Production Certificates).

(c) Section 43.7(d) authorizes the PAH to return to service any item worked on under § 43.3(j). Any employee of the PAH may therefore issue approval for return-to-service documents, but the PAH should deem them qualified and authorized in writing — the approval for return-to-service documents are signed as part of their approval. Issuing approval for return-to-service documents for rebuild and alteration activities is not a designee function. While the person issuing approval for return-to-service documents may also be an FAA designee, that person must not perform approval for return to service in a designee capacity or record a designee number on any approval for return-to-service document.

(3) When FAA Form 8130-3 is used as an approval for return to service to meet the terms and conditions of a bilateral agreement's maintenance implementation procedures (MIP), the air agency or air carrier must check the two boxes in Block 19 stating "14 CFR 43.9 Return to Service" and "Other regulations specified in Block 13" and provide the appropriate information in Blocks 12 and 13. This is considered to be a dual release FAA Form 8130-3. (Refer to figure 3-3 to this order.)

(4) If another authority's approved maintenance data are used to maintain products and articles and those data are not addressed in the provisions of a MIP, FAA Form 8130-3 should not be used.

b. In all cases, an appropriately authorized representative of the air agency, air carrier, or PAH in accordance with § 43.7(c), (d), or (e) must make the approval for return to service of products and articles.

c. European CAAs may recognize an approval for return-to-service FAA Form 8130-3 only from part 145 domestic repair stations or air carriers that also obtained a European Aviation Safety Agency (EASA) part 145 approval appropriately rated for the product or article at the time the product or article was approved for return to service. If a dual release is being applied to FAA Form 8130-3 to satisfy a European CAA or EASA, the air agency, U.S. air carrier, or FAA approval/certification number must be entered in Block 21, along with the following statement in Block 13: "Certifies that the work specified in Blocks 12/13 was carried out in accordance with EASA part 145, and with respect to that work, the component is considered ready for release to service under EASA part 145 Approval Number [insert number: EASA 145-XXX]."

Figure 3-2. Sample FAA Form 8130-3 for Approval for Return To Service

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG**	2004-664
4. Organization Name and Address: Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (PW8RW813J)		5. Work Order/Contract/Invoice Number: W 8851

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
010	Actuator	69A321	N/A	1	3384-L	REPAIRED

13. Remarks:

"The work specified has been accomplished in accordance with [*insert type of manual or specification, number, and revision date*]."

14. Certifies the items identified above were manufactured in conformity to:		19. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.			
15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature: A. Inspector	21. Approval/Certificate No.: PW8RW813J
17. Name (Typed or Printed):	18. Date (m d y):	22. Name (Typed or Printed): A. Inspector	23. Date (m d y): Oct 12 2007

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

Figure 3-3. Sample FAA Form 8130-3 for Dual Release Approval for Return To Service

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	2004-1009
4. Organization Name and Address:		5. Work Order/Contract/Invoice Number:
Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (OC2R025L)		W 13884

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
001	Antenna	12342	N/A	1	AN-223-H	OVERHAULED

13. Remarks:

Overhauled in accordance with CMM 12342, section 2A3B, revision 23, S/B and FAA AD XYZ-2001 complied with. Full details of work carried out per work order no. W 13884.

Certifies work specified in Blocks 12/13 was carried out in accordance with EASA part 145, and with respect to that work, the component is considered ready for release to service under EASA part 145 Approval Number EASA 145-1234.

14. Certifies the items identified above were manufactured in conformity to:		19. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.			
15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature: A. Inspector	21. Approval/Certificate No.: OC2R025L
17. Name (Typed or Printed):	18. Date (m d y):	22. Name (Typed or Printed): A. Inspector	23. Date (m d y): Oct 13 2005

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

3-3. Approval for Return To Service — Products and Articles.

a. Products and articles may be inspected and approved for return to service by persons described in paragraph 3-1a of this order. Issuance of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. This will help aviation authorities and the industry to ensure complete traceability and ease the movement of products and articles through the aviation system. When used for this purpose, an air agency or air carrier must accomplish the inspection. FAA Form 8130-3 can be used for this purpose, provided the applicable recordkeeping requirements of §§ 43.9, 91.417, 121.380, and 135.439 are met and the quality system includes the following:

(1) Traceability to an FAA-approved source of manufacture of new products and articles.

(2) Monitoring of the current status of the product and article in relation to shelf life and AD compliance. Each functional test/inspection must be performed in accordance with the standards set forth by § 43.13.

(3) Provisions for the retention of all records that may be necessary as part of the airworthiness documentation required by either 14 CFR part 21, 43, 91, 121, 135, or 145 for approval for return to service (for example, AD compliance).

(4) Provisions for documentation (FAA Form 8130-3, Block 13 or an attachment) that clearly states the process used to determine airworthiness, including each reference to invoices, manufacturer maintenance manuals, or other instructions for continued airworthiness and FAA-approved/acceptable technical data. Attachments should include the form tracking number of the corresponding FAA Form 8130-3.

b. In all cases, FAA Form 8130-3 must be signed by the appropriately authorized representative of an FAA-approved air agency, air carrier, or PAH.

c. European CAAs may recognize an approval for return-to-service FAA Form 8130-3 only from 14 CFR part 145 repair stations or air carriers that also obtained an EASA part 145 approval appropriately rated for the product or article at the time the product or article was approved for return to service. If a dual release is being applied to FAA Form 8130-3 to satisfy a European CAA or EASA, the air agency, U.S. air carrier, or FAA approval/certification number must be entered in Block 21, along with the following statement in Block 13: "Certifies that the work specified in Blocks 12/13 was carried out in accordance with EASA part 145 and, with respect to that work, the component is considered ready for release to service under EASA part 145 Approval Number [insert number: EASA 145-XXX]." In addition, both boxes in Block 19 must be checked.

3-4. Issuance of FAA Form 8130-3 for Used Products and Articles Removed from a U.S.-Certificated Aircraft for Installation on Another U.S.-Certificated Aircraft.

a. FAA Form 8130-3 may be issued for approval for return to service of those products and articles removed from a U.S.-certificated aircraft (under an operating certificate in accordance with part 121 or part 135) for use on another aircraft operated under the same air carrier certificate. The removal and installation of products and articles must be accomplished in accordance with the air carrier's approved maintenance program or other acceptable methods, techniques, and practices; or FAA-approved/accepted data that is acceptable to the air carrier's approved maintenance program. The use of FAA Form 8130-3 for this purpose is optional.

b. Those products and articles removed from a U.S.-certificated aircraft other than those referenced in paragraph 3-4a must have an airworthiness determination made in accordance with § 43.13(a) and (b) by an FAA-approved air agency or U.S. air carrier. This also includes compliance with applicable ADs, modification status, and total time/cycles for those products and articles as required by §§ 91.417, 121.380, and 135.439. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use.

3-5. Block-By-Block Instructions for Completing FAA Form 8130-3 for Approval for Return To Service.

a. Block 1. Approving National Aviation Authority/Country. FAA/United States. (Preprinted.)

b. Block 2. Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag. (Preprinted.)

c. Block 3. FAA Form Tracking Number. Enter the number established by the numbering system. (Refer to paragraph 3-1j of this order.)

d. Block 4. Organization Name and Address. Enter the full name and physical address (no post office box numbers) of the organization or facility for which the form is being issued, and the facility's certificate number (for example, certificate No. LI1R 123K or X9MA123H), as appropriate. A logo or other identification of the organization is permitted if it can be contained within the block.

e. Block 5. Work Order/Contract/Invoice Number.

(1) Fill in the work order number, contract number, and/or invoice number related to the shipment list, or maintenance release authorization number, and state the number of pages attached to the form, including dates, if applicable. If the shipment list contains the information required in Blocks 6 through 12, the respective blocks may be left blank if an original or true copy of the list is attached to the form. In this case, the following statement must be entered in Block 13: "This is the certification statement for the products and articles listed on the attached document dated _____, containing pages _____ through _____." In addition, the shipping list must cross-reference the form tracking number located in Block 3. (Refer to figure 2-3 of this order.)

(2) If a work order/contract/invoice number is not available, enter "N/A."

f. Block 6. Item. When FAA Form 8130-3 is issued, a single item number or multiple item numbers (for example, same item with different serial numbers) may be used for the same part number. Multiple items must be numbered in sequence, although not necessarily beginning with the number one (for example, 0040, 0050, 0062, 0063). If a separate listing is used, enter "List Attached" (refer to paragraph 3-5e of this order for further instructions).

g. Block 7. Description. Enter the name or description of the product or article as referenced in a part catalog or overhaul manual. For PAHs that rebuild products or articles in accordance with § 43.3(j), preference should be given to the term used in the instructions for continued airworthiness or maintenance data (for example, illustrated parts catalog or aircraft maintenance manual).

h. Block 8. Part Number. Enter each part number of the product or article. In case of an aircraft engine or propeller, the model designation may be used. If the article being worked is a

subassembly that does not have a part number of its own, enter the next higher assembly number followed by the word "subassembly."

i. Block 9. Eligibility. Enter "N/A."

j. Block 10. Quantity. Enter the quantity of each product or article shipped.

k. Block 11. Serial/Batch Number. If the product or article is required by part 45 to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation also may be entered. If no serial number is entered in this block, enter "N/A."

l. Block 12. Status/Work. The following table describes what to enter in a specific situation. Only one term may be entered in Block 12, which should reflect the majority of the work performed by the organization. The use of upper or lower case in this block does not matter.

Enter—	*For—*
"Overhauled"	A process that ensures the product or article is in complete conformity with the applicable service tolerances specified in the type certificate holder's or equipment manufacturer's instructions for continued airworthiness, or in the data approved or accepted by the authority. The product or article will be at least disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with the approved or accepted data.
"See Block 13"	Products or articles rebuilt or altered by authorized PAHs in accordance with § 43.3(j). Refer to paragraph 3-5m(3).
"Repaired"	Repair of defect(s) using an applicable standard.
"Inspected" or "Tested"	Examination or measurement in accordance with an applicable standard (for example, visual inspection, functional testing, or bench testing).
"Modified"	Alteration of a product or article to conform to an applicable standard.

NOTE: The applicable standard must be described in Block 13.

m. Block 13. Remarks. The use of upper or lower case in this block does not matter.

(1) Describe the work identified in Block 12 and associated results necessary for the user or installer to determine the airworthiness of the product or article in relation to the work being certified. This can be done either directly or by reference to supporting documentation. If necessary, a separate sheet may be used and referenced from the main FAA Form 8130-3. Each statement must clearly identify which product or article in Block 6 it relates to.

(2) Below are examples of conditions that could necessitate a statement in this block. These statements may or may not be appropriate depending on the form's purpose.

(a) Data required by § 43.9, including the reference and revision status. If other documents such as work orders, shop travelers, or FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance), are used by the certificate holder to comply with §§ 43.9 and 43.11, they must be specifically referenced in this block.

(b) Compliance with ADs or service bulletins.

(c) Repairs carried out.

(d) Modifications carried out.

(e) Replacement articles installed.

(f) Life-limited parts status (for example, total time, total cycles, time since new).

(g) Deviations from the customer work order.

(h) Release statements to satisfy a CAA maintenance requirement.

(i) Information needed to support shipment with shortages or re-assembly after delivery.

NOTE: Examples in paragraph 3-5m(2)(h) show the possibility of dual release against both 14 CFR part 43 and another CAA's maintenance requirement or the single release by a part 145-approved maintenance facility against a CAA maintenance requirement. However, care should be taken to check the relevant box(es) in Block 19 to validate the release. A dual release requires the approved data to be approved/accepted by both the FAA and appropriate CAA.

(3) When an authorized person completes Blocks 19 through 23 for the purpose of rebuilding or altering a product they hold the approval for in accordance with § 43.3(j), the term "SEE BLOCK 13" will be entered in Block 12, and one of the following statements will be entered in Block 13: "REBUILT TO ORIGINAL PAH'S SPECIFICATIONS" or "ALTERED TO ORIGINAL PAH'S SPECIFICATIONS."

n. Blocks 14 through 18. Shade, darken, or otherwise mark to preclude inadvertent or unauthorized use.

o. Block 19. Approval for Return to Service. Mark the appropriate box(es) indicating which regulations apply to the completed work. If the box "Other regulations specified in Block 13" is marked, then the regulations of the other CAA(s) must be identified in Block 13. At least the left box must be marked, or both boxes may be marked, as appropriate.

(1) The regulations of the other CAA must be specifically identified in Block 13. The completed work can be accomplished in accordance with the regulations of the FAA, or the regulations of the FAA and another CAA. The data used to complete the work must be clearly stated in Block 13 or attached to the form and the attachment identified in Block 13. If the work has been done in accordance with both the regulations of the FAA and another CAA, both boxes

must be checked. (Refer to paragraph 3-2a(3) of this order for dual release instructions.) Attachments should include the form tracking number of the corresponding FAA Form 8130-3.

(2) The phrase "REBUILT (ALTERED OR INSPECTED) TO ORIGINAL PAH'S SPECIFICATIONS" will be entered in Block 13 when a PAH rebuilds, alters, or inspects their product in accordance with § 43.3(j) or § 43.7(d).

p. Block 20. Authorized Signature. This space will be completed with the signature of the authorized person. Only persons specifically authorized are permitted to sign this block. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 3-1k of this order.

q. Block 21. Approval/Certificate No. Enter the PAH, air agency, or air carrier certificate number (for example, OTWR165K).

r. Block 22. Name. Enter the typed or printed name of the authorized representative whose signature appears in Block 20.

s. Block 23. Date (m d y). The date to be entered in Block 23 for approval for return to service will be the date on which the original work was completed (refer to § 43.9). The date must be in the following format: first three letters of the month, two-digit day, and four-digit year, for example, Feb 03 2008. This does not need to be the same as the printing or shipping date, which may occur later. The use or omission of slashes, hyphens, or spaces in the date does not matter.

3-6. Lost FAA Form 8130-3 Issued for an Approval for Return To Service. If a copy of an FAA Form 8130-3 is requested, a file copy of the original form may be provided by an authorized person, if available.

3-7. Reissuance of FAA Form 8130-3 Because of Typographical Errors on the Original. The original issuer may reissue FAA Form 8130-3 if there are typographical errors on the original.

a. The recipient must provide a written statement and a copy of the incorrect FAA Form 8130-3 to the original issuer that indicates the errors.

b. Once these actions are taken, the copy of the original form should be reviewed to determine validity of the errors. If the errors are valid, a corrected form may be issued and the words "THIS FORM 8130-3 REPLACES FORM 8130-3 WITH FORM TRACKING NUMBER [insert number], DATED [enter original issuance date]" must be typed in Block 13. The replacement form must have an original signature and the date the signature was applied. The erroneous form must be marked as such. Both forms should be retained according to the retention period associated with the original form.

Chapter 4. Export Airworthiness Approvals of Aircraft Engines, Propellers, or Articles

4-1. General Information on Export Airworthiness Approvals.

a. Part 21, subpart L contains the procedural requirements for application for and issuance of export airworthiness approvals for aircraft engines, propellers and articles. An FAA ASI or an authorized designee/delegation may perform the export function to determine whether the products/articles conform to the FAA-approved design data, and to determine whether the importing country or jurisdiction requires any special conditions and that the products are in a condition for safe operation. If the PAH knows that the product/article will be installed on a non-U.S.-registered aircraft, or on an aircraft registered in a country where the CAA requires an export airworthiness approval, then the approval should be accomplished regardless of the aircraft's location. FAA Form 8130-3 does not constitute approval to install a product or article on a particular aircraft, aircraft engine, or propeller.

b. The country or jurisdiction of import may have a requirement that the FAA certify that the exported product/article conforms to that country's or jurisdiction's CAA-approved design approval. This is similar to the requirement placed on a CAA to certify that products/articles exported to the United States meet the FAA-approved type design in accordance with 14 CFR part 21, subpart N, Acceptance of Aircraft Engines, Propellers, and Articles for Import. The check in Block 14 ("Approved design data and are in a condition for safe operation") indicates that the product/article meets the CAA- and FAA-approved design and is in a condition for safe operation.

(1) It is the applicant's responsibility to meet the special import requirements of the country or jurisdiction to which the product/article is being shipped. In addition, it is the applicant's responsibility to obtain sufficient data that verifies the product/article being exported conforms to the importing country's or jurisdiction's design approval (if any) and any special import requirements. When an applicant notifies the FAA that a product/article does not meet the requirements of the importing country or jurisdiction, the FAA must then obtain a written statement from the CAA of the importing country or jurisdiction signifying its acceptance. Requests for acceptance of these products/articles to the CAA of the importing country or jurisdiction should be transmitted to and received from authority to authority. The FAA must receive a written statement of acceptance from the CAA of the importing country or jurisdiction before export. All noncompliances to the CAA-approved design must be noted in Block 13, Remarks, of FAA Form 8130-3.

(2) The requirements for a specific country or jurisdiction may be found in one or both of the following: (1) a bilateral agreement or (2) a specific document submitted to the FAA for publication that contains import requirements. The FAA Web site http://www.faa.gov/aircraft/air_cert/international contains a listing of the bilateral agreements as well as a listing of requirements submitted to the FAA by importing countries and jurisdictions. Refer to appendix 2 to AC 21-2, Export Airworthiness Approval Procedures, Special Requirements of Importing Countries, now maintained online at http://www.faa.gov/aircraft/air_cert/international/export_aw_proc/sp_req_import/.

(3) If the country or jurisdiction to which a product or article is exported does not have a bilateral agreement with the United States, or has not stated any special import requirements, FAA Form 8130-3 may still be issued as an export approval. In this case, Block 13 should indicate "Export airworthiness approval. No special import requirements for [enter name of country or jurisdiction] stated at time of issuance."

(4) If a statement is requested by the country or jurisdiction of import to document that country's or jurisdiction's design approval data, and no such corresponding design approval data is available, a statement to that effect must be written in Block 13.

(5) If a written statement of acceptance has been received from the importing CAA regarding noncompliance to its approved design, a copy of this written statement of acceptance must be included with FAA Form 8130-3 to meet § 21.331.

(6) The following instructions are to be followed before issuing an export airworthiness approval:

(a) Review. When a written application is required, part II of FAA Form 8130-1, Application for Export Certificate of Airworthiness (FAA Form 8130-1), must be reviewed to determine its accuracy and the validity of the eligibility of the product or article being submitted for FAA export approval. Designees will maintain records of the inspection and issuance or denial of FAA Form 8130-3. These records must be made available for review and evaluation as requested by FAA personnel. FAA Form 8130-1 may be documented electronically instead of formally populating, printing, signing, and retaining it in the paper format.

(b) Inspection. When the application is determined acceptable, the product or article must be inspected to the extent necessary to ensure that it conforms to the FAA-approved design data, is in a condition for safe operation, is properly identified, and meets any design or special requirements of the importing country or jurisdiction. The FAA managing office must make the determination of whether an FAA Form 8100-1 has to be completed for each FAA Form 8130-3 issued for export based on the PAH's quality system's health and/or the designee's previous history, experience, or performance, or if the information can be stored and retrieved in another format (for example, electronic database). If required by the FAA managing office responsible for the designee/designee organization, each designee authorized to issue approvals for export will document the inspection results on FAA Form 8100-1 for periodic review and evaluation by the FAA.

1) When documenting the "nomenclature of item inspected" in Block 9 of the FAA Form 8100-1, also include the form tracking number (Block 3) and item number (Block 6) from the FAA Form 8130-3 completed for the product export airworthiness approval.

2) When applicable, FAA Form 8100-1 must include the results of the inspection, date of issuance, country of destination, description of product, and manufacturer's invoice or shipping document number.

(c) In the case where a product or article is presented for inspection for the issuance of FAA Form 8130-3, and the product or article is sealed in a package that does not afford a visible inspection, the authorized person must request to see the objective evidence to

determine that the appropriate inspections were conducted and approved before the issuance of FAA Form 8130-3.

c. Splitting of previously exported bulk shipments by a PAH or a PAH's associate facility is not within the control or jurisdiction of the FAA. Therefore, once products or articles are exported, those items would be under the control or jurisdiction of the receiving authority.

d. FAA Form 8130-3 may be issued for products or articles outside the United States if the FAA finds no undue burden in administering the applicable requirements in accordance with § 21.325(c).

e. FAA Form 8130-3 must be completed as described in paragraph 4-5 of this order. Samples of an FAA Form 8130-3 for export airworthiness approval are found in figures 4-1, 4-2, and 4-3 of this order.

f. FAA Form 8130-3 must be correlated with the shipment. Additional copies of the original FAA Form 8130-3 may be provided upon request.

g. If FAA Form 8130-3 is issued as an export airworthiness approval of a new product or article, the issuer should retain a copy of FAA Form 8130-3 for no less than 5 years.

h. The copies of FAA Form 8100-1 and FAA Form 8130-3 may be retained in their original paper format or in a secure database, provided the database contains all of the information required on FAA Form 8130-3. An acceptable means of compliance is provided in AC 21-35 (or AC 21-43 upon issuance) or AC 120-78 (when applicable), and is available for FAA review upon request. Duplicates of FAA Form 8130-3, including signatures retained in a database, do not need to be graphic images of the original documents.

i. Unique identification is required to enable or provide product or article traceability. The preferred method is a unique form tracking number in Block 3. However, if traceability is provided through other information on the form combined with a number in Block 3, this is also acceptable.

j. The signature of the person authorized to issue FAA Form 8130-3 may be applied electronically to Block 15. With exception of paragraphs 4-6 and 4-7b, at the time the signature is authorized to be placed on FAA Form 8130-3, the person whose signature appears on the form must have direct access to the product or article to verify that it conforms to FAA-approved design data and is in a condition for safe operation, or that any special conditions required by the importing country or jurisdiction are met.

k. An FAA Form 8130-3 issued subsequent to the original finding of airworthiness is considered a recurrent airworthiness approval, for example, a PMA or TSO authorization article that left the PAH's quality/inspection system and is being presented for export.

Figure 4-1. Sample FAA Form 8130-3 for Export Airworthiness Approval

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	BE5432987

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Dave's Aircraft Parts Manufacturing, 2010 Falcon Way, Somewhere, OK (PQ5410SW)	WO 2185

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Flap	C 54321	N/A	1	9876543	NEW

13. Remarks:

Export Airworthiness Approval: This part meets the special requirements of the (enter the name of country).

14. Certifies the items identified above were manufactured in conformity to:		19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.			
15. Authorized Signature: *A. Inspector*	16. Approval/Authorization No.: DMIR-000011-SW	20. Authorized Signature:	21. Approval/Certificate No.:
17. Name (Typed or Printed): A. Inspector	18. Date (m d y): Oct 23 2007	22. Name (Typed or Printed):	23. Date (m d y):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

4-2. New Products and Articles. Export airworthiness approvals for aircraft engines, propellers, and articles are issued in accordance with § 21.331.

4-3. Used Products. Used products or articles are not eligible for an export airworthiness approval unless the importing country's or jurisdiction's CAA specifically agrees to accept such used products in accordance with § 21.331(d). Requests for acceptance of these used products to the importing country's CAA should be transmitted to and received from authority to authority.

4-4. PMA Articles. The following applies when exporting PMA articles using FAA Form 8130-3:

a. Various bilateral agreements with countries have specific additional requirements for the acceptance of U.S. PMA articles into those countries. The applicable bilateral agreement should be reviewed for the specific provisions associated with PMA articles.

b. When a particular bilateral agreement requires such a specific provision for PMA articles, statements must be entered in Block 13, if applicable.

c. The determination of a PMA article's criticality, as required to be entered in Block 13 when exported to European countries, can only be determined by the actual design approval holder (that is, the FAA-PMA holder).

d. The text of all bilateral agreements can be found at http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements.

Figure 4-2. Sample FAA Form 8130-3 for Export Airworthiness Approval for a New Subcomponent for a TSO Authorization Article

1. Approving National Aviation Authority/Country:	2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:
FAA/United States		ACE 2345

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Ace Instrument Company, 1224 Wiley Post Drive, Oklahoma City, OK (PT0906SW)	WO 2020

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Gimbal Ring	RI 4586	N/A	1	N/A	NEW

13. Remarks:

Export airworthiness approval

This [Gimbal Ring] is a subcomponent of a TSO article.

14. Certifies the items identified above were manufactured in conformity to:		19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.			
15. Authorized Signature: *A. Inspector*	16. Approval/Authorization No.: DMIR-003333-SW	20. Authorized Signature:	21. Approval/Certificate No.:
17. Name (Typed or Printed): A. Inspector	18. Date (m d y): Oct 25 2007	22. Name (Typed or Printed):	23. Date (m d y):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

4-5. Block-By-Block Instructions for Completing FAA Form 8130-3 for Export Airworthiness Approvals.

a. Block 1. Approving National Aviation Authority/Country. FAA/United States. (Preprinted.)

b. Block 2. Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag. (Preprinted.)

c. Block 3. FAA Form Tracking Number. Enter the number established by the numbering system. (Refer to paragraph 4-1i of this order.)

d. Block 4. Organization Name and Address.

(1) Enter the full name and physical address (no post office box numbers) of the organization or facility for which the form is being issued, and the facility's certificate number (for example, certificate No. LI1R 123K or X9MA123H), as appropriate. A logo or other identification of the organization is permitted if it can be contained within the block.

(2) When a supplier has direct shipment authorization from a PAH, the following information must be entered:

(a) PAH name and address.

(b) Supplier name and address.

(c) PAH certificate or project number (for example, certificate No. PC 700 or PQ0123CE). If the supplier is unsure what number to use, consult the PAH for assistance.

(3) If a supplier produces a product or article as a replacement product or article, the supplier must either have direct shipment authorization or hold a production approval (PMA/TSO authorization) for each replacement product or article shipped. If the supplier holds its own production approval, and the products or articles were manufactured and are being shipped under that approval, the information required in paragraph 4-5d(1) must be listed.

e. Block 5. Work Order/Contract/Invoice Number.

(1) Fill in the work order number, contract number, and/or invoice number related to the shipment list, or maintenance release authorization number, and state the number of pages attached to the form, including dates, if applicable. If the shipment list contains the information required in Blocks 6 through 12, the respective blocks may be left blank if an original or true copy of the list is attached to the form. In this case, the following statement must be entered in Block 13: "This is the certification statement for the products or articles listed on the attached document dated _____, containing pages _____ through _____." (Refer to figure 2-3 of this order.)

(2) In addition, the shipment list must cross-reference the form tracking number located in Block 3. The shipment list may contain more than one item, but it is the responsibility of the shipper to determine whether the CAA of the importing country or jurisdiction will accept bulk shipments under a single FAA Form 8130-3. If the CAA does not permit bulk shipments under a single form, Blocks 6 through 12 of each form must be filled in for each product or article shipped.

(3) If work order/contract/invoice number is not available, enter "N/A."

f. Block 6. Item. When FAA Form 8130-3 is issued, a single item number or multiple item numbers (for example, same item with different serial numbers) may be used for the same part number. Multiple items must be numbered in sequence, although not necessarily beginning with the number one (for example, 0040, 0050, 0062, 0063). If a separate listing is used, enter "List Attached" (refer to paragraph 4-5e of this order for further instructions).

g. Block 7. Description. Enter the name or description of the product or article as shown on the design data.

h. Block 8. Part Number. Enter each part number of the product or article.

i. Block 9. Eligibility. Enter "N/A."

j. Block 10. Quantity. Enter the quantity of each product or article shipped.

k. Block 11. Serial/Batch Number. If the product or article is required by part 45 to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation also may be entered. If no serial number is entered in this block, enter "N/A."

l. Block 12. Status/Work. The following table describes what to enter in a specific situation. Only one term may be entered in Block 12, which should reflect the majority of the work performed. The use of upper or lower case in this block does not matter.

Enter—	*For—*
"New"	The production of a new product or article in conformity with the approved design data.
"Overhauled"	Products or articles overhauled in accordance with § 43.2. Approved design data refers to instructions for continued airworthiness that may be supplied by the holder of the design approval for the product or article in accordance with § 21.50. For overhauled products or articles, FAA-approved/accepted data may have been developed to accomplish the maintenance function to comply with § 21.50.
"Prototype"	The production of a new product or article in conformity with non-approved design data to support type certification programs.
"Inspected" "Repaired" or "Modified"	Other situations, as appropriate.

NOTE: The term "Inspected" includes testing of products and articles.

m. Block 13. Remarks. The use of upper or lower case in this block does not matter.

(1) State any information in this block, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of the product or article. Bilateral agreements may require certain statements to be added to the export form; those statements should be entered in this block. If necessary, a separate sheet may be used and referenced from the main FAA Form 8130-3. Each statement must be clearly identified as to the product or article in Block 6 to which it relates. If there is no statement, state "none."

(2) Below are examples of conditions that could necessitate a statement in this block. These statements may or may not be appropriate depending on the form's purpose.

(a) "Prototype products (articles) pending certification under FAA project number [enter number] and are not eligible for installation on in-service, type-certificated aircraft. Upon approval of the design data, the product(s)/article(s) listed above are considered new, conform with approved design data, and are in a condition for safe operation without further showing." Block 14 will be marked as "Non-approved design data specified in Block 13."

(b) When a new FAA Form 8130-3 is issued to correct errors, the following statement must be entered: "This FAA Form 8130-3 corrects the error(s) in block(s) [enter block numbers corrected] of the FAA Form 8130-3 [enter original form tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service."

(c) Attachments when used. Attachments should include the form tracking number of the corresponding FAA Form 8130-3.

(d) For TSO articles, enter the applicable TSO number.

(e) Information on life-limited parts (for example, total time, total cycles, time since new).

(f) Shelf-life data.

(g) Shortages or outstanding work, for example, missing parts on an assembly or reassembly after shipment.

(h) Any data not appropriate in other blocks.

(3) When used by authorized suppliers with properly documented direct shipment authorization from the PAH, the words "DIRECT SHIPMENT AUTHORIZATION" must be entered in Block 13, and the information from paragraph 4-5d(2) of this order must be entered in Block 4. (Refer to figure 4-3 of this order.)

(4) When used for export approval for used products and articles returned to service based on the requirements of 14 CFR part 43, the words "USED (PRODUCT/ARTICLE), SHIPPED PER CAA STATEMENT OF ACCEPTANCE FOR USED (PRODUCT/ARTICLE)" must be entered. Refer to paragraph 4-3, which stipulates that the importing authority must

submit a written statement accepting used products and articles. Refer to applicable bilateral agreements.

(5) If a written statement of acceptance has been received from the importing CAA regarding a noncompliance to its approved design, the noncompliance to the CAA-approved design must be entered in Block 13.

(6) When used for an export for a new subcomponent of a PMA/TSO authorization article higher assembly, complete FAA Form 8130-3 with the subcomponent information, and enter a statement in Block 13 indicating that the part or article is a subcomponent of a PMA or TSO authorization (for example, "This part is a subcomponent of a PMA/TSO authorization"). (Refer to figure 4-2 of this order.)

(7) If a statement is requested by the country to which the product or article is being exported that documents that country's design approval data, and no such corresponding design approval data is available, a statement to that effect must be written in Block 13.

(8) If the PAH holds the type design data for replacement articles produced under an STC, "Produced by the STC design approval holder" must be entered in Block 13.

(9) If the issuer has found that the product or article meets the special import requirements of the importing country or jurisdiction, Block 13 should indicate: "Export airworthiness approval— this article meets the special requirements of (enter country)." If the importing country or jurisdiction does not have special import requirements applicable to the product or article, then the statement does not need to be included. The finding of compliance with a particular country's or jurisdiction's special import requirements should not be interpreted to preclude export or re-export to another country, but the exporter/re-exporter should confirm compliance with the special import requirements of the destination country or jurisdiction.

(10) For exported aircraft engines or propellers, include total time and, if applicable, time since overhauled.

Figure 4-3. Sample FAA Form 8130-3 for a Direct Shipment Authorization for Export

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	991004327
4. Organization Name and Address:		5. Work Order/Contract/Invoice Number:
Everybody's Aircraft Supply Co., 810 Red Baron Way, Anywhere, OK 74032		WO 2020

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
1	Wing Tip	AE637781-1	N/A	5 ea.	N/A	New

13. Remarks:

EXPORT AIRWORTHINESS APPROVAL—THIS ARTICLE MEETS THE SPECIAL REQUIREMENTS OF (ENTER COUNTRY)

DIRECT SHIPMENT AUTHORIZATION

14. Certifies the items identified above were manufactured in conformity to:	19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
A. Inspector	DMIR-00243-CE		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
A. Inspector	Apr 13 2008		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (6–01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

n. Block 14. Airworthiness Approval. Place a check in the "Approved design data and are in a condition for safe operation" box if the products and articles were manufactured using FAA-approved design data and found to be in a condition for safe operation. Checking this box and signing Block 15 means that the products and articles listed on the form meet the FAA-approved design data, are in a condition for safe operation, and, in the case of export, meet the importing country's or jurisdiction's design approval and meet the special requirements of that importing country or jurisdiction. Also, if "OVERHAULED" is identified in Block 13, check this box.

o. Block 15. Authorized Signature. This space will be completed with the signature of the authorized person. Only an FAA ASI, authorized designee, or person approved to sign under an authorized delegation are authorized to sign this block. An alternative to a handwritten signature (for example, a computer-generated signature) is permitted only when authorized by the FAA. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 4-1j of this order.

p. Block 16. Approval/Authorization No. Enter the approval/authorization number of the authorized representative/organization identified in Block 15. If signed by an FAA inspector, the authorization number is the applicable office identifier.

q. Block 17. Name. Enter the typed or printed name of the authorized representative/organization whose signature appears in Block 15.

r. Block 18. Date (m d y). The date must be in the following format: first three letters of the month, two-digit day, and four-digit year, for example, Feb 03 2008. This does not need to be the same as the printing or shipping date, which may occur later. The use or omission of slashes, hyphens, or spaces in the date does not matter.

s. Blocks 19 through 23. Shade, darken, or otherwise mark to preclude inadvertent or unauthorized use.

4-6. Lost FAA Form 8130-3 Issued for Export Airworthiness Approvals. If a copy of an FAA Form 8130-3 is requested, a file copy of the original form may be provided by an authorized person, if available.

4-7. Reissuance of FAA Form 8130-3 for Export Airworthiness Approvals.

a. Reissuance by PAH for Returned Products and Articles.

(1) The new products and articles returned to a PAH may be eligible for a new FAA Form 8130-3 if—

(a) The new products and articles were produced under the PAH's production approval.

(b) The PAH maintains a procedure to accept products and articles back into their quality system.

(c) Tests and inspections are performed in accordance with procedures contained in the PAH's quality system to determine that the returned product or article still meets the original type design it was produced under and still is in a condition for safe operation.

(2) If the conditions in paragraphs 4-7a(1)(a) through (c) are met, a new FAA Form 8130-3 in accordance with chapter 4 of this order may be issued.

(3) If the original FAA Form 8130-3 is returned with the products and articles, the issuer should retain that form on file with (or have reference to) the new FAA Form 8130-3.

b. Reissuance Because of Typographical Errors on the Original.

(1) If the recipient finds an error(s) on an FAA Form 8130-3, the recipient must identify the error(s) in writing to the originator. The originator may issue a new FAA Form 8130-3 if the originator can verify and correct the error(s).

(2) The request for a new FAA Form 8130-3 may be honored without reverification of the product or article condition. The new FAA Form 8130-3 is not a statement of current condition and should refer to the previous FAA Form 8130-3 in Block 13 by the following statement: "This FAA Form 8130-3 corrects the error(s) in Block(s) [enter block number(s) corrected] of the FAA Form 8130-3 [enter original form tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service." The erroneous form must be marked as such. Both forms should be retained according to the retention period associated with the original form.

Chapter 5. Electronic Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag

5-1. Purpose of This Chapter. This chapter provides guidance on the acceptance and use of the electronic exchange of FAA Form 8130-3, for those entities that elect to comply with the required standards and guidance that governs the use of such electronic documentation for aircraft products and articles.

5-2. Background on Electronic FAA Form 8130-3.

a. The Government Paperwork Elimination Act (GPEA), Public Law 105-277, Title XVII, and the Electronic Signatures in Global and National Commerce Act (E-Sign), Public Law 106-229, encourage use of electronic signatures.

b. Before the enactment of E-Sign on June 30, 2000, the regulations on signatures acknowledging satisfaction of manufacturing and maintenance requirements did not reflect current advances in information storage and retrieval technology. These earlier rules were developed when use of electronic media for the storage and retrieval of data was neither available to, nor contemplated by, the aviation industry or the FAA.

c. As the complexity of aircraft design, manufacturing, and maintenance processes increased, the number of records and documents generated and required to be retained by aircraft manufacturers, owners, operators, and repair facilities expanded dramatically. Electronic information storage and retrieval systems have enhanced significantly the aviation industry's ability not only to meet FAA record-retention requirements, but also to manufacture, operate, and maintain today's highly complex aircraft and aircraft systems in a demanding operational environment.

d. The Office of Management and Budget (OMB), Executive Office of the President, has issued OMB Circular A-130, Management of Federal Information Resources. OMB Circular A-130 directs the FAA and other Government agencies to recognize the limitations on electronic recordkeeping systems due to restrictions on the use of electronic signatures. The FAA recognizes this limitation and will now permit the use of electronic signatures on the electronic FAA Form 8130-3. Manufacturers, owners, operators, and maintenance personnel may now use complete electronic recordkeeping systems because the requirement to authenticate documents with non-electronic signatures has been eliminated. Such systems may be used to generate FAA Form 8130-3 that can be properly authenticated with an electronic signature.

e. As a result of the above (GPEA, enactment of E-Sign, and OMB Circular A-130), the FAA and industry formed the Electronic Documentation Project Team (EDPT) to develop an industry specification to enable the electronic exchange of FAA Form 8130-3 for aircraft products and articles. The requirements contained in this chapter for the use of the electronic version of FAA Form 8130-3 and the specifications contained in Air Transport Association (ATA) Specification 2000 (Spec 2000), chapter 16, Electronic Product and Part Regulatory Documentation, is the direct result of the efforts put forth by that team. Not only the

requirements of FAA Form 8130-3 were developed, but corresponding forms used by other authorities (that is, EASA, Transport Canada Civil Aviation (TCCA), etc.) were considered.

f. The use and acceptance of electronic FAA Form 8130-3 (and other corresponding EASA and TCCA forms) offers several distinct advantages over the current paper format:

(1) Through the use of standard data semantics and structures contained in ATA Spec 2000, chapter 16, a higher degree of data reliability and consistency will be achieved.

(2) Through adoption of common, widely available digital security technologies, it is considerably more difficult to forge or alter data without being detected, and the data can more easily be traced directly to the source.

(3) Identifying a document signer (signatory) will be easier through the elimination of traceability difficulties associated with illegible handwritten entries and the deterioration of paper documents.

(4) The frequency of lost, damaged, and unreadable documents can be significantly reduced.

(5) The automated processes for generating, transmitting, and processing data will significantly reduce costly human errors.

(6) The cost and difficulty to store, retrieve, and analyze information can be substantially reduced.

5-3. General Procedures for the Use of Electronic FAA Form 8130-3.

a. The use of the electronic transfer FAA Form 8130-3 procedures is strictly voluntary when issuing FAA Form 8130-3 for its intended purpose as specified in chapters 2, 3, and 4 of this order. If authorized persons elect to implement the following procedures, it must be understood that both the issuer and recipient of the electronic form must comply with the procedures in this chapter. If for whatever reason the data recipient is unable to accept the electronic form, the issuance of the form must be in paper format in accordance with the appropriate chapter of this order.

b. Those authorized persons who elect to issue the electronic FAA Form 8130-3 for products and articles must comply with the guidelines in this chapter, specific block-by-block instructions contained in chapters 2, 3, and 4 as appropriate, and the standardized set of data formats, data requirements (tables 16-2-1 and 16-2-2), business guidelines, and reference documents in the ATA Spec 2000, chapter 16. ATA Spec 2000, chapter 16 is available by contacting ATA at 202-626-4000, or via e-mail at ata@airlines.org.

c. ATA Spec 2000, chapter 16 provides the specific extensible markup language (XML) as the standard format for the exchange of electronic FAA Form 8130-3 for products and articles. Chapter 16 also provides the minimum requirements for digital security when issuing and receiving the electronic FAA Form 8130-3 data and the set of tables describing the data elements used for the various uses for the form, including their Text Element Identifiers (TEIs).

d. The following is a brief description of the content of ATA Spec 2000, chapter 16:

(1) XML Implementation. XML implementation is the standard format to be used when developing the system to be used for electronic transfer. XML is the predominant technology for data interchange. XML has superior features to enable consistency in how information is described, a critical requirement for interoperability and system integration. As a result, XML is supported by many of the leading software applications, tools, and vendors. The primary XML component of this specification is a set of XML schemas. A schema is a template for the content and structure of an XML document. It describes the data elements used in a particular type of XML document (for example, part certification form), as well as their data types, whether they're mandatory or optional, the number of occurrences, and much more. By using a schema, a system can validate an XML file it receives to determine if it is compliant with the specification; if so, it can correctly interpret the contents of each data element. This capability makes it possible to completely automate processing of the data.

(2) Digital Security.

(a) As described above, an electronic data environment offers opportunities to enhance the integrity, reliability, and consistency of aircraft product and part documentation. However, without proper protection, the electronic environment can open up even more vulnerabilities for improper data handling (either intentional or unintentional) than a paper-based process. Fortunately, there are common, widely available digital security technologies and tools that can reduce this risk and often enable even a higher degree of trust in the quality and integrity of the data than in the paper world. The main objectives for digital security in this specification are to provide—

1) A high level of assurance that the person signing the data is who that person claims to be through a documented authentication system.

2) A high level of assurance that data has not been altered or corrupted once it's been signed.

3) Traceability of data back to its source.

(b) To achieve the above objectives, this specification employs a set of open, internationally accepted digital security standards through the use of the World Wide Web Consortium (W3C) XML signature recommendation. This standard consists of three components that must be implemented: digital certificate, digital signature, and public key infrastructure.

(c) The application of a digital signature to the Electronic FAA Form 8130-3 is equivalent in all respects to the application of a handwritten signature in Blocks 15 or 20 of a printed FAA Form 8130-3 and the respective certifying statements to which those blocks apply. (Refer to figure 5-1a of this order.)

(3) Implementation Guidelines. These guidelines are a list of specific requirements that must be implemented to be compliant with the specification.

5-4. Data Requirements. ATA Spec 2000, chapter 16 provides a set of tables describing the data elements used for the various uses of the electronic FAA Form 8130-3, including their TEIs, cardinality, usage requirements, and any special remarks. Complete details regarding each data element can be found in the ATA Common Support Data Dictionary that accompanies the specification. The data requirements table is the key element in developing an acceptable system for the electronic transfer of FAA Form 8130-3 for its intended purposes.

5-5. Use of the Electronic FAA Form 8130-3.

a. Each time an electronic FAA Form 8130-3 is issued for a product or article (for example, new, export, conformity, or approval for return to service), a new electronic FAA Form 8130-3 must be generated by the issuer for each item. To maintain traceability for all other electronic FAA Form 8130-3s issued for a particular product or article, all available electronic FAA Form 8130-3s from prior transfers/returns to service should be attached as reference for historical purposes.

(1) The digitally signed electronic FAA Form 8130-3 generated for a given transaction is considered to be the original document.

(2) Unlike the original paper format of FAA Form 8130-3 that is manually signed by the issuer, the unaltered original electronic FAA Form 8130-3 may be transmitted multiple times and each transaction is considered to be an original document. These transmittals would only be used if the end user has lost the first data transaction or a typographical error was found (for whatever reason). When the data is sent again because the original data was lost or damaged after being transmitted to the end user, a new form tracking number would NOT be established. If data is resent because of a typographical error in the first transmission, a new form tracking number must be established for the data transmittal.

(3) Any time a paper form is required to be printed from the electronic FAA Form 8130-3, the watermark “PRINTED FROM ELECTRONIC FILE” must be imprinted on the paper copy of the form and that copy would always be considered a copy of the original electronic FAA Form 8130-3. (Refer to figure 5-1b to this order.)

b. A separate electronic FAA Form 8130-3 must be issued for each product or article part number. A quantity greater than one may be listed on the electronic FAA Form 8130-3 for the part number if it is not serialized in accordance with the applicable part 45. This order is not applicable if the product or article does not have a part number.

c. A separate electronic FAA Form 8130-3 must be issued for each product or article identified with a serial number that is required to be applied to products and articles in accordance with part 45.

d. The issuer of the electronic FAA Form 8130-3 must archive the digitally signed XML file, including any attached previous references, for a period no less than 5 years or the required time as stipulated in the record retention requirements for that organization.

e. The receiver of the electronic FAA Form 8130-3 must archive the digitally signed XML file, including any attached previous references, for a period no less than the required time as stipulated in the record retention requirements for that organization.

f. One of the advantages of using an electronic FAA Form 8130-3 is the ability to more easily integrate data across various other systems, such as inventory, maintenance, or spare parts management. To facilitate this, it may be necessary to include additional information in the electronic format that is not necessary in the paper format, for example, adding a Manufacturer's CAGE/NCAGE Code in Block 13 to unambiguously identify the part. (Although CAGE/NCAGE Codes are not required by the FAA, these codes have been accepted in the commercial aviation industry as a standard means of identifying entities.)

g. If the electronic system is acceptable between two trading partners, the FAA cannot require that a dual system be implemented for the same product or article. That is, for a given product or article, only one authorized release certificate is allowed, in either a paper or an electronic format. This is to protect the integrity of the data, because it would not be correct to have two original documents (paper and electronic) for the same item. If the electronic system is inoperative/ineffective for any reason, the paper format must be used until such time the electronic system can prove to be effective.

h. The electronic implementation of FAA Form 8130-3 is the legal and official document that uses the data in the XML file, not the PDF/paper copy generated from the XML file. If a PDF/paper copy is generated from the XML file, it is permissible to have additional information when viewing that form as a paper copy or on a computer screen version. This information should appear in Block 13 (unless it is necessary to present it in another block to clarify the contents of that block) to provide information to the end user on the airworthiness of the product or article. Examples of additional information that may be on the electronic version and not required by the paper format as defined in chapters 2, 3, and 4 may be viewed in figures 5-1b, 5-2b, 5-3b, 5-4b, 5-5b, and 5-6b of this order. Please note that these figures are provided as examples only.

5-6. Specific Requirements Other Than Those Listed in ATA Spec 2000, Chapter 16. When constructing an electronic FAA Form 8130-3 transfer system to meet the requirements in this order, the following must be considered and addressed in the organization's manual or in the directions for the operating system. This information must be made available to each individual responsible for using the operating system.

a. Security.

(1) The electronic system should protect confidential information.

(2) The system should provide a means to identify if the data has changed so that appropriate action may be taken.

(3) A corresponding policy and management structure should support the computer hardware and software that delivers the information to establish each FAA Form 8130-3 for issuance, and the computer hardware and software to issue (receive) FAA Form 8130-3 for each product or article shipped.

b. Operating Procedures. Before introducing an electronic transfer system for FAA Form 8130-3 for products or articles shipped, procedures must be established, incorporated, and maintained for the operating system to include the following:

(1) Procedures describing how companies will effectively implement these procedures with their trading partners.

NOTE: If authorized persons elect to implement the following procedures, it must be understood that both the issuer and recipient of the electronic FAA Form 8130-3 must comply with the procedures in this chapter. If for whatever reason the data recipient is unable to accept the electronic form, the issuance of the form must be in paper format in accordance with the appropriate chapter of this order.

(2) Procedures for making the data available to the FAA upon request. Each person who elects to use the electronic transfer system will make available (at the FAA's request) an authorized employee or representative to access and explain, if necessary, the data for each electronically transferred FAA Form 8130-3. The individual must be familiar with the computer system and assist in accessing the necessary computerized information. This system must be capable of producing paper copies of FAA Form 8130-3 and of the viewed information at the request of the FAA.

(3) Procedures describing how the electronic FAA Form 8130-3 will be stored and retrieved. The archive system must ensure the integrity of the stored data, regardless of the storage medium, and that no unauthorized changes can be made to the data.

(4) Procedures for obtaining, maintaining, and controlling digital security certificates for the individual(s)/organization authorized to sign an electronic FAA Form 8130-3. Each person must describe how they will obtain, control, and maintain the recommended certificate in accordance with ATA Spec 2000, chapter 16.

(5) Procedures for reviewing the computerized personal identification codes system to ensure that the system will not permit password duplication.

(6) Procedures for periodically auditing the computer system to ensure the integrity of the system. A record of the audit should be completed and retained on file as part of the person's record retention requirements. This audit may be a computer program that automatically audits itself. In addition to the computer generated audit, a manual audit should be conducted annually to verify the integrity of the system.

(7) Audit procedures to ensure the integrity of each computerized workstation. If the workstations are server-based and contain no inherent attributes that enable or disable access, there is no need for each workstation to be audited.

(8) A description of the training procedure and requirements necessary to authorize access to the computer hardware and software system. (Recognizing that the details will vary with the different individuals who need access, the training description may simply be part of the position description. Its location should be referenced in the manual or work instructions.)

(9) Procedures describing the method of identifying the product or article to the receivable electronic FAA Form 8130-3 and how that product or article is identified while in storage. Procedures must include how the necessary information from the electronic FAA Form 8130-3 is provided to the user/installer in order to complete the appropriate maintenance record after installation as required by 14 CFR part 43.

5-7. User/Installer Responsibilities. Because FAA Form 8130-3 is being issued electronically when complying with this chapter of the order, the User/Installer Responsibilities referenced at the bottom of each hard or screen copy of the form are not visible in the XML format. Therefore, the following statements are provided as a reminder of the user/installer responsibilities per the applicable regulations:

a. It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

b. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures their airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country or jurisdiction specified in Block 1.

c. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

5-8. Sample Uses of Electronic FAA Form 8130-3. Following are examples of various uses of the Electronic FAA Form 8130-3. Each example depicts the XML-formatted data, followed by a sample PDF/paper copy of the data.

> **NOTE:** Any PDF/paper copies produced from a valid electronic form must meet all requirements described in this order, but may vary somewhat in layout and format from the examples provided below.

Figure 5-1a. Sample XML Fragment for an Electronic Export Airworthiness Approval


```
<PartCertificationFAA Form version="1.00" id="ID000010">
   <Block2>
      <CET FVI="6-01"> FAA Form 8130-3</CET>
   </Block2>
   <Block3>
      <TDN>04040608</TDN>
   </Block3>
   <Block4>
      <IssuerDetail>
         <SPL>63321/SPL>
         <WHO>Aircraft Manufacturing Co.</WHO>
         <ADL>106 Shady Pines Drive</ADL>
         <CIY>Any Town</CIY>
         <ZIP>34567</ZIP>
         <CNT>US</CNT>
         <STP>CA</STP>
         <PCH>PC 777</PCH>
      </IssuerDetail>
   </Block4>
   <Block5>
      <CIC>XYZ</CIC>
      <CPO>TS4567</CPO>
   </Block5>
   <Block6>
      <LIN>1</LIN>
   </Block6>
   <Block7>
      <PDT>Bearing</PDT>
   </Block7>
   <Block8>
      <MFR>73489</MFR>
      <PNR>16-44784-1</PNR>
   </Block8>
   <Block9>
      <REM>N/A </REM>
   </Block9>
   <Block10>
      <QTY UNT="EA">100</QTY>
   </Block10>
   <Block11>
      <REM>N/A</REM>
   </Block11>
   <Block12>
      <PSC>NEW</PSC>
   </Block12>
   <ManufacturedParts>
      <Block14>
         <DDA>A</DDA>
      </Block14>
      <Block16>
         <ARN>ODAR54123SW</ARN>
      </Block16>
      <Block17>
         <NME>A. Inspector</NME>
      </Block17>
      <Block18>
         <DAT>2006-12-19</DAT>
      </Block18>
      <Block13M>
         <REM>EXPORT:  UNITED KINGDOM</REM>
      </Block13M>
   </ManufacturedParts>
   <Block1>
      <NAA>FAA</NAA>
      <CNT>US</CNT>
   </Block1>
</PartCertificationFAA Form>
```

Figure 5-1b. Sample FAA Form 8130-3 for an Electronic Export Airworthiness Approval

1. Approving National Aviation Authority/Country:	2. **AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:
FAA/United States		04040608

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Aircraft Manufacturing Co., 106 Shady Pines Drive, Any Town, CA 34567, United States Supplier Code: 63321 Production Certificate Number: PC 777	Customer Order No.: TS4567 Customer ID Code: XYZ

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial Number:	12. Status/Work:
1	Bearing	16-44784-1	N/A	100 ea.	N/A	NEW

13. Remarks:

Manufacturer Code: 73489

EXPORT: United Kingdom

14. Certifies the items identified above were manufactured in conformity to:	19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in Block 12, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
Digital signature on file.	ODAR-54123-SW		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
A. Inspector	Dec 19 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (06-01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

Printed From Electronic File

Figure 5-2a. Sample XML Fragment for an Electronic Airworthiness Approval


```
<PartCertificationFAA Form version="1.00" id="ID000005">
   <Block2>
      <CET FVI="6-01"> FAA Form 8130-3</CET>
   </Block2>
   <Block3>
      <TDN>5648944</TDN>
   </Block3>
   <Block4>
      <IssuerDetail>
         <SPL>45622/SPL>
         <WHO>Big Engine Manufacturing Co.</WHO>
         <ADL>5 Aviation Way</ADL>
         <CIY>Small Town</CIY>
         <ZIP>67021</ZIP>
         <CNT>US</CNT>
         <STP>KS</STP>
         <PCH>PC 099</PCH>
      </IssuerDetail>
   </Block4>
   <Block5>
      <CIC>ABC</CIC>
      <CPO>BR549</CPO>
   </Block5>
   <Block6>
      <LIN>1</LIN>
   </Block6>
   <Block7>
      <PDT>Engine</PDT>
   </Block7>
   <Block8>
      <MFR>73489</MFR>
      <PNR>550B1D1</PNR>
   </Block8>
   <Block9>
      <REM>N/A </REM>
   </Block9>
   <Block10>
      <QTY UNT="EA">1</QTY>
   </Block10>
   <Block11>
      <REM>N/A</REM>
   </Block11>
   <Block12>
      <PSC>NEW</PSC>
   </Block12>
   <ManufacturedParts>
      <Block14>
         <DDA>A</DDA>
      </Block14>
      <Block16>
         <ARN>DAR54123SW</ARN>
      </Block16>
      <Block17>
         <NME>A. Inspector</NME>
      </Block17>
      <Block18>
         <DAT>2006-08-28</DAT>
      </Block18>
      <Block13M>
         <REM>AIRWORTHINESS APPROVAL - FOR DOMESTIC SHIPMENTS ONLY </REM>
      </Block13M>
   </ManufacturedParts>
   <Block1>
      <NAA>FAA</NAA>
      <CNT>US</CNT>
   </Block1>
</PartCertificationFAA Form>
```

Figure 5-2b. Sample FAA Form 8130-3 for an Electronic Airworthiness Approval

1. Approving National Aviation Authority/Country:	2. **AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number:
FAA/United States		5648944

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Big Engine Manufacturing Co., 5 Aviation Way, Small Town, KS 67021, United States Supplier Code: 45622 Production Certificate Number: PC 099	Customer Order No.: BR549 Customer ID Code: ABC

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial Number:	12. Status/Work:
1	Engine	550B1D1	N/A	1 ea.	N/A	NEW

13. Remarks:

Manufacturer Code: 71145

AIRWORTHINESS APPROVAL — FOR DOMESTIC SHIPMENTS ONLY

14. Certifies the items identified above were manufactured in conformity to:	19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in Block 12, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
Digital signature on file.	DAR-54123-SW		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
A. Inspector	Aug 28 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (06-01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

Printed From Electronic File

Figure 5-3a. Sample XML Fragment for an Electronic Conformity Airworthiness Approval


```xml
<PartCertificationFAA Form version="1.00" id="ID000006">
   <Block2>
      <CET FVI="6-01"> FAA Form 8130-3</CET>
   </Block2>
   <Block3>
      <TDN>08-3456-LT-NMO-01</TDN>
   </Block3>
   <Block4>
      <IssuerDetail>
         <SPL>73489</SPL>
         <WHO>Aircraft Manufacturing Co.</WHO>
         <ADL>106 Shady Pines Drive</ADL>
         <CIY>Any Town</CIY>
         <ZIP>34567</ZIP>
         <CNT>US</CNT>
         <STP>CA</STP>
         <PCH>PC 777</PCH>
      </IssuerDetail>
      <RemoteIssuerDetail>
         <SPL>16754</SPL>
         <WHO>Exinol, Inc.</WHO>
         <ADL>Bldg 5B</ADL>
         <ADL>1 Exinol Way</ADL>
         <CIY>Small Town</CIY>
         <ZIP>74747</ZIP>
         <CNT>US</CNT>
         <STP>OK</STP>
      </RemoteIssuerDetail>
   </Block4>
   <Block5>
      <CIC>73489</CIC>
      <WON>150374</WON>
   </Block5>
   <Block6>
      <LIN>1</LIN>
   </Block6>
   <Block7>
      <PDT>Right ASG Section 2 &amp; 3 Feeder Assy, Container, CW640</PDT>
   </Block7>
   <Block8>
      <MFR>16754</MFR>
      <PNR>XX1675-536</PNR>
   </Block8>
   <Block9>
      <REM>N/A </REM>
   </Block9>
   <Block10>
      <QTY UNT="EA">1</QTY>
   </Block10>
   <Block11>
      <REM>N/A</REM>
   </Block11>
   <Block12>
      <PSC>PROTOTYPE</PSC>
   </Block12>
   <ManufacturedParts>
      <Block14>
         <DDA>N</DDA>
      </Block14>
      <Block16>
         <ARN>DMIR54123SW</ARN>
      </Block16>
      <Block17>
         <NME>Alfred R. Gibson</NME>
      </Block17>
```

```
      <Block18>
         <DAT>2006-12-19</DAT>
      </Block18>
      <Block16>
         <NewPartsData>
            <DrawingAndRevisionLevel>
               <SDN>XX1675-536</SDN>
               <MFR>37952</MFR>
               <REV>A</REV>
               <RVD>2006-10-02</RVD>
            </DrawingAndRevisionLevel>
            <CPP>CT8196ET-S</CPP>
            <AWD>NONE</AWD>
         </NewPartsData>
         <REM>CONFORMITY</REM>
         <REM>DRO Log No.: 2006-0436D</REM>
      </Block16>
   </ManufacturedParts>
   <Block1>
      <NAA>FAA</NAA>
      <CNT>US</CNT>
   </Block1>
</PartCertificationFAA Form>
```


Figure 5-3b. Sample FAA Form 8130-3 for an Electronic Conformity Airworthiness Approval

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG**	08-3456-LT-NMO-01

4. Organization Name and Address:		5. Work Order/Contract/Invoice Number:
Aircraft Manufacturing Co., 106 Shady Pines Drive, Any Town, CA 34567, United States **Supplier Code**: 73489 **Production Certificate Number**: PC 777	Exinol, Inc. Bldg. 5B, 1 Exinol Way Small Town, OK 74747, United States **Supplier Code**: 16754	**Work Order No.**: 150374 **Customer ID Code**: 73489

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial Number:	12. Status/Work:
1	Right ASG section 2 & amp; 3 feeder assy, container, CW640	XX1675-536	N/A	1 ea.	N/A	PROTOTYPE

13. Remarks: **Manufacturer Code**: 16754
CONFORMITY
DRO Log No.: 2006-0436D
Drawing and Revision Level: XX1675-536, Rev. A, 02/Oct/2006, MFR: 37952
Conformity Project Number: CT8196ET-S
Airworthiness Deviation Text: NONE

Product(s)/part(s) were conformed to design data under FAA Project #ST98765SC-A, for the issuance of an STC modification of Gulfstream GV-SP. Product(s)/part(s) conforming to design at issuance of the STC are certified as airworthy and are in a condition for safe operation without further showing.

14. Certifies the items identified above were manufactured in conformity to:	19. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
☐ Approved design data and are in a condition for safe operation. ☒ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in Block 12, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
Digital signature on file.	DMIR-54123-SW		
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
Alfred R. Gibson	Dec 19 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (06-01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

Printed from Electronic File

Figure 5-4a. Sample XML Fragment for an Electronic Approval for Return to Service


```
<PartCertificationFAA Form version="1.00" id="ID000001">
   <Block2>
      <CET FVI="6-01"> FAA Form 8130-3</CET>
   </Block2>
   <Block3>
      <TDN>99999</TDN>
   </Block3>
   <Block4>
      <IssuerDetail>
         <SPL>12345</SPL>
         <WHO>American Repair Services</WHO>
         <ADL>3434 Harbor Drive</ADL>
         <ADL>Suite 12B</ADL>
         <CIY>Dallas</CIY>
         <ZIP>76645</ZIP>
         <CNT>US</CNT>
         <STP>TX</STP>
         <RCN>RX333K</RCN>
      </IssuerDetail>
   </Block4>
   <Block5>
      <CIC>53111</CIC>
      <WON>RO16754</WON>
   </Block5>
   <Block6>
      <LIN>1</LIN>
   </Block6>
   <Block7>
      <PDT>AIR MOTOR</PDT>
   </Block7>
   <Block8>
      <MFR>84848</MFR>
      <PNR>C48401-302</PNR>
   </Block8>
   <Block9>
      <REM>N/A </REM>
   </Block9>
   <Block10>
      <QTY UNT="EA">1</QTY>
   </Block10>
   <Block11>
      <SER>64654564</SER>
   </Block11>
   <Block12>
      <PSC>OVERHAULED</PSC>
   </Block12>
   <ReworkedParts>
      <Block13R>
         <ReturnToServiceData>
            <WorkPerformed>
               <MaintenanceDocAndRevLevel>
                  <TDT>Repair Manual</TDT>
                  <DIN>55-11-22</DIN>
                  <MFR>45678</MFR>
                  <REV>1</REV>
                  <RVD>2001-03-22</RVD>
               </MaintenanceDocAndRevLevel>
               <RMD>Unit was disassembled, cleaned, and inspected.  Detail articles
were reworked/replaced as required to return unit to a serviceable condition.</RMD>
            </WorkPerformed>
         </ReturnToServiceData>
         <REM>Notice:  An airworthiness directive may apply to the unit described
herein.  The installer is responsible for ensuring complete compliance with any
applicable airworthiness directives.</REM>
      </Block13R>
      <Block19>
         <AWR>14 CFR 43.9 Return to Service</AWR>
      </Block19>
      <Block21>
```

```
        <RCN>S3RX333K</RCN>
      </Block21>
      <Block22>
        <NME>Mary Jones</NME>
      </Block22>
      <Block23>
        <DAT>2007-01-10</DAT>
      </Block23>
   </ReworkedParts>
   <Block1>
      <NAA>FAA</NAA>
      <CNT>US</CNT>
   </Block1>
</PartCertificationFAA Form>
```


Figure 5-4b. Sample FAA Form 8130-3 for an Electronic Approval for Return to Service

1. Approving National Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG**	99999

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
American Repair Services, 3434 Harbor Drive, Suite 12B, Dallas, TX 76645, United States **Supplier Code**: 12345 **Certificate Number**: RX333K	**Work Order No.**: RO16754 **Customer ID Code**: 53111

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial Number:	12. Status/Work:
1	Air Motor	C48401-302	N/A	1 ea.	64654564	OVERHAULED

13. Remarks:

Manufacturer Code: 84848

Unit was disassembled, cleaned, and inspected. Detail parts were reworked/replaced as required to return unit to a serviceable condition.

Repair Manual 55-11-22, Rev. 1, Mar 22 2001

Notice: An airworthiness directive may apply to the unit described herein. The installed is responsible for ensuring complete compliance with any applicable airworthiness directives.

14. Certifies the items identified above were manufactured in conformity to:	19. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 13
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.	Certifies that unless otherwise specified in Block 12, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval/Authorization No.:	20. Authorized Signature:	21. Approval/Certificate No.:
		Digital signature on file.	S3RX333K
17. Name (Typed or Printed):	**18. Date (m d y):**	**22. Name (Typed or Printed):**	**23. Date (m d y):**
		Mary Jones	Jan 10 2008

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (06-01) *Installer must cross-check eligibility with applicable technical data. NSN: 0052-00-012-9005

Electronic File

5-9. Intent to Use Electronic FAA Form 8130-3. Those authorized persons who elect to issue the electronic FAA Form 8130-3 for transmittal of products or articles are required to notify their geographic FAA office of their intent before implementation. Figure 5-5 is provided as an example of a letter of intent.

Figure 5-5. Sample Letter of Intent for an Electronic Certification System

Note: Use company's letterhead.

To: [Responsible FAA office (manufacturing or flight standards having geographic jurisdiction responsibility over the requester's facility)]

From: [Company name]

Date: [Date]

Subject: Use of Electronic Transfer System for FAA Form 8130-3

This letter is to inform you that [company name] intends to use an electronic transfer system for FAA Form 8130-3 for products or articles shipped to [name of receiver of certificate] in accordance with our documented instructions. This system has been established using the guidelines outlined in FAA Order 8130.21, chapter 5, and ATA Spec 2000, chapter 16.

This organization intends to implement the electronic transfer system on [date].

Our company facilities, equipment, and personnel are available for your review and/or inspection at [address]. Please contact [name] at [telephone number] if you have any questions regarding the implementation of the FAA Form 8130-3 electronic transfer system.

Sincerely,

[Requester signature]
[Requester name]

Appendix A. Acronyms

The following acronyms are used in this order:

14 CFR	Title 14 of the Code of Federal Regulations
AC	advisory circular
ACO	aircraft certification office
AD	airworthiness directive
AN	Air Force-Navy Aeronautical Standard
ASI	aviation safety inspector
ATA	Air Transport Association of America, Inc.
CAA	civil aviation authority
CFR	Code of Federal Regulations
COA	Certificate of Authority
DAR	designated airworthiness representative
DER	designated engineering representative
DMIR	designated manufacturing inspection representative
EASA	European Aviation Safety Agency
FAA	Federal Aviation Administration
MIP	maintenance implementation procedures
MS	Military Standard
NAS	National Aerospace Standards
ODA	organization delegation authorization
PAH	production approval holder
PC	production certificate
PMA	Parts Manufacturer Approval
SAE	Society of Automotive Engineers
SB	service bulletin
STC	supplemental type certificate
TC	type certificate
TCCA	Transport Canada Civil Aviation
TEI	Text Element Identifier
TSO	technical standard order
XML	extensible markup language

Appendix B. Definitions

1. Applicable Standard. A manufacturing/design/maintenance/quality standard, method, technique, or practice approved by or acceptable to a civil aviation authority.

2. Approved Design Data. Applicable design data that has been granted an approval (for example, type certificate, supplemental type certificate, technical standard order authorization, parts manufacturer approval, or equivalent) by the relevant civil aviation authority.

> **NOTE:** For the purposes of this definition, the European Aviation Safety Agency is considered to be a civil aviation authority.

3. Authentication. The means by which a system validates the identity of an authorized user. This may include a password, personal identification number, cryptographic key, badge, stamp, or combination thereof, or any other method of identifying an authorized user.

4. Computer Hardware. A computer and the associated physical equipment directly involved in the performance of communications or data processing functions.

5. Computer Software. Written, printed, or other technologically accepted media such as programs, routines, and symbolic languages used in the operation of computers.

6. Deliverable Software. Computer software with a part number that meets FAA standards for software design and use.

7. Digital Certificate. A digitally signed statement that binds the identifying information of a user, computer, or service to a public/private key pair.

8. Digital Signature. A secure digital means of conveying the same meaning as an individual's handwritten signature in an electronic document, which when printed may or may not contain an exact copy of the originating handwritten signature.

9. Direct Shipment Authorization. The written authorization granted by a production approval holder (PAH) with responsibility for the airworthiness of a product or article, to a supplier, to ship articles produced in accordance with the PAH's quality/inspection system directly to end users without the articles being processed through the PAH's own facility.

10. Distributor. Any person engaged in the sale or transfer of products and articles for installation in type-certificated aircraft, aircraft engines, or propellers, and that conducts no manufacturing activities.

11. Electronic Recordkeeping System or Manual. A system of record processing in which records or manuals are entered, stored, and retrieved electronically by a computer system.

12. Electronic Signature. An exact copy of a handwritten signature that is securely produced by electronic means.

13. End User. For the purpose of this order, means the person taking possession of the product or article.

14. Installation Eligibility. Acceptability of an article for installation on type-certificated product(s) based on airworthiness data and the configuration of the product.

15. Password. An identification code or device required to access stored material, intended to prevent information from being viewed, edited, or printed by unauthorized persons.

16. Public Key Infrastructure. The method for verifying the validity and status of the digital certificate of a message sender.

17. Quality System. A documented organizational structure containing responsibilities, procedures, processes, and resources that implement a management function to determine and enforce quality principles.

18. Receiver of the Electronic FAA Form. The entity who receives the form electronically from the issuer. If the entity that receives the form electronically isn't the end user, the receiver of the electronic form must either transfer the form electronically (in accordance with chapter 5 of this order) or issue a paper FAA Form 8130-3 in accordance with the appropriate chapter contained in this order.

19. Record. Information inscribed on a tangible medium or stored in an electronic or other medium that is retrievable in perceivable form.

20. Recurrent Airworthiness Approval. Issuance of FAA Form 8130-3 for products or articles based on a prior finding by a PAH that the product or article was airworthy, and a current finding that the product or article remains airworthy.

21. Signature. Any form of identification used to acknowledge completion of an act and authenticate a record entry. A signature must be traceable to the individual making the entry, and it must be handwritten or be part of an electronic signature system or other form acceptable to the FAA.

22. Standard Part. A part manufactured in complete compliance with an established government or industry-accepted specification that contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part, and must be published so that any person/organization may manufacture the part.

> **NOTE:** Examples of specifications include, but are not limited to, National Aerospace Standards (NAS), Air Force-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), SAE Aerospace Standard (AS), and Military Standard (MS).

23. Trading Partners. A person transmitting FAA Form 8130-3 and a person capable of receiving FAA Form 8130-3 in the form of paper or electronic data.

Appendix C. Administrative Information

1. Distribution. This order is distributed to the Washington Headquarters division levels of the Aircraft Certification Service and Flight Standards Service; to the branch levels of the Aircraft Certification Service; to the branch levels in the regional Flight Standards Divisions and Aircraft Certification Directorates; to all Flight Standards District Offices and International Field Offices; to all Aircraft Certification Offices; to all Certificate Management Offices and all Manufacturing Inspection District and Satellite Offices; and to the Aircraft Certification and Airworthiness Branches at the FAA Academy.

2. Deviations. Adherence to the procedures in this order is necessary for uniform administration of this directive material. Any deviations from this guidance material must be coordinated and approved by the Production and Airworthiness Division, AIR-200. If a deviation becomes necessary, the FAA employee involved should ensure the deviations are substantiated, documented, and concurred with by the appropriate supervisor. The deviation must be submitted to AIR-200 for review and approval. The limits of Federal protection for FAA employees are defined in § 2679 of Title 28 of the United States Code.

3. Suggestions for Improvements. Please forward all comments on deficiencies, clarifications, or improvements regarding this order to:

Aircraft Certification Service
Planning and Program Management Division, AIR-510
ATTN: Directives Management Officer
800 Independence Avenue SW
Washington, DC 20591

FAA Form 1320-19, Directive Feedback Information , is located in appendix D to this order for your convenience. If you require an immediate interpretation, please contact AIR-200 at (202) 385-6346; however, you also should complete FAA Form 1320-19 as a follow-up to the conversation.

4. Records Management. Refer to FAA Orders 0000.1, FAA Standard Subject Classification System; 1350.14, Records Management; and 1350.15, Records Organization, Transfer, and Destruction Standards; and AIR-FAA-IR-04-01, or see your office Records Management Officer/Directives Management Officer for guidance regarding retention or disposition of records.

Appendix D. FAA Form 1320-19, Directive Feedback Information

U.S. Department
of Transportation

Federal Aviation
Administration

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order 8130.21G

To: Directive Management Officer, AIR-510

(Please check all appropriate line items)

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows: *(attach separate sheet if necessary)*

☐ In a future change to this directive, please include coverage on the following subject *(briefly describe what you want added):* ☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (10-98)