

6/10/03

SUBJ: PROCEDURES FOR COMPLETION AND USE OF THE AUTHORIZED RELEASE CERTIFICATE, FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG

1. PURPOSE. This change incorporates Federal Aviation Administration (FAA) Notice 8130.71 Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag. This change introduces policy regarding the issuance of Form 8130-3 by Designated Airworthiness Representatives (DAR) at accredited distributor facilities not associated with a Production Approval Holder (PAH).

2. DISTRIBUTION. This change 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; to all Aircraft Certification Offices; to all Certificate Management Offices and all Manufacturing Inspection District and Satellite Offices; to the Aircraft Certification and Airworthiness Branches at the FAA Academy; to the Suspected Unapproved Parts Program Office; to the Flight Standards International Field Offices; and to the Brussels Aircraft Certification Division.

3. EXPLANATION OF CHANGES. Paragraph 1 was revised to include procedures for domestic issuance of Form 8130-3 at accredited distributors not associated with a PAH. Paragraph 9c(4) was amended to add the reference to the new appendix 3 that provides specific guidance needed in order to issue domestic Form 8130-3 at distributor facilities not associated with PAHs. Paragraph 14m(11) was added to require the words "FOR DOMESTIC SHIPMENTS ONLY" be entered in Block 13 when Form 8130-3 is issued at an accredited distributor. All other changes were editorial.

4. DISPOSITION OF TRANSMITTAL. After filing the revised pages, this change transmittal shall be retained.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
1	6/01/01	1	6/10/03
2	6/01/01	2	6/01/01

Distribution A-W (FS) -2; A-W (IR) -3; A-X (FS/CD) -3; A-FFS-7 (ALL); A-FAC-0 (ALL); AMA-220 (10 copies); AMA-250 (10 copies); AVR-20 (ALL); AFS-600 (3 copies); AEU-100

Initiated By: AIR-200

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
5	6/01/01	5	6/10/03
6	6/01/01	6	6/01/01
7	6/01/01	7	6/01/01
8	6/01/01	8	6/10/03
9 and 10	6/01/01	9 and 10	6/10/03
17 and 18	6/01/01	17 and 18	6/10/03
		Appendix 3	6/10/03

/S/

Frank P. Paskiewicz
 Manager, Production and
 Airworthiness Division, AIR-200



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.21C

6/10/03
Page revised by
CHG 2

**SUBJ: PROCEDURES FOR COMPLETION AND USE OF THE AUTHORIZED RELEASE
CERTIFICATE, FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG**

1. PURPOSE. This order revises the Authorized Release Certificate, Federal Aviation Administration (FAA) Form 8130-3, Airworthiness Approval Tag, and the procedures for completion and use of the form. The order contains procedures including airworthiness approval, conformity determination of prototype products/parts, domestic issuance of Form 8130-3 at accredited distributors not associated with a Production Approval Holder (PAH), approval for return to service, and export airworthiness approval when specifically requested by the importing country's Civil Aviation Authority (CAA). For the purpose of this order, the term "product" may have various meanings based on the paragraph in which it is used.

2. 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; to all Aircraft Certification Offices; to all Certificate Management Offices and all Manufacturing Inspection District and Satellite Offices; to the Aircraft Certification and Airworthiness Branches at the FAA Academy; to the Suspected Unapproved Parts Program Office; to the Flight Standards International Field Offices; and to the Brussels Aircraft Certification Division.

3. CANCELLATION. FAA Order 8130.21B, Procedures for Completion and Use of FAA Form 8130-3, Airworthiness Approval Tag, dated November 7, 1997, is canceled.

4. BACKGROUND. Revisions to this order and to Form 8130-3 are a direct result of the harmonization effort between the FAA, the Joint Aviation Authorities (JAA), and Transport Canada Civil Aviation (TCCA), and discussions with the aviation industry. The objective of this effort was to develop a single-format document for use by organizations regulated/approved by the FAA, JAA, and TCCA. The FAA took the lead to harmonize this order and Form 8130-3 with the JAA Form One, TCCA Form 24-0078, and their respective procedures. A team from the FAA, JAA, and TCCA was formed to review, evaluate, and accomplish the task of developing a universal form and harmonized instructions. The result of this effort is standardized FAA, JAA, and TCCA forms and procedures within the constraints of the appropriate regulations. The FAA, JAA, and TCCA agreed to coordinate future significant revisions prior to implementation, thus maintaining form and procedural harmonization.

Distribution: A-W (FS) -2; A-W (IR) -3; A-X (FS/CD) -3; A-FFS-7 (ALL); A-FAC-0 (ALL); AMA-220 (25 copies) /250 (500 copies); AVR-20 (ALL); AFS-600 (3 copies); AEU-100; FDR-1D **Initiated By:** AIR-200

5. ACRONYMS. The following acronyms are used in this order:

- a. Advisory Circular (AC)
- b. Aircraft Certification Office (ACO)
- c. Airworthiness Directive (AD)
- d. Approved Production Inspection System (APIS)
- e. Bilateral Airworthiness Agreement (BAA)
- f. Bilateral Aviation Safety Agreement (BASA)
- g. Certificate Management Office (CMO)
- h. Civil Aviation Authority (CAA)
- i. Code of Federal Regulations (CFR)
- j. Continued Airworthiness Maintenance Program (CAMP)
- k. Delegation Option Authorization (DOA)
- l. Designated Airworthiness Representative (DAR)
- m. Designated Alteration Station (DAS)
- n. Designated Manufacturing Inspection Representative (DMIR)
- o. Federal Aviation Administration (FAA)
- p. Joint Aviation Authorities (JAA)
- q. Joint Aviation Requirements (JAR)
- r. Manufacturing Inspection District Office (MIDO)
- s. Organizational Designated Airworthiness Representative (ODAR)
- t. Parts Manufacturer Approval (PMA)
- u. Production Approval Holder (PAH)
- v. Production Certificate (PC)
- w. Quality Control (QC)
- x. Supplemental Type Certificate (STC)
- y. Technical Standard Order (TSO) authorization
- z. Title 14, Code of Federal Regulations (14 CFR)
- aa. Transport Canada Civil Aviation (TCCA)
- bb. Type Certificate (TC)

6. 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 by Title 28 U.S.C. § 2679.

7. MAJOR CHANGES AND CURRENT USES.

a. The following are policy additions, clarifications, or deletions resulting from the harmonization effort:

(2) The FAA, DARs, DMIRs, or persons authorized under the DOA, DAS (for engines or propellers that the DAS has issued an STC), or PAHs' ODAR are authorized to perform this function for new products. These persons must determine the products conform to the FAA-approved design data and are in a condition for safe operation and document their conformity inspections on Form 8100-1.

(3) All requirements of parts 21 and 45 continue to apply.

(4) Issuance of Form 8130-3 for domestic shipments of engines and propellers to identify airworthiness approval does not constitute an export approval and is not a prerequisite or substitute for issuance of FAA Form 8130-4, Export Certificate of Airworthiness, for Class I products. Each exporter must still meet the applicable requirements of part 21, subpart L, including issuance of a Form 8130-4.

c. Airworthiness Approval of New Parts and Appliances.

(1) The FAA, DARs, DMIRs, or persons authorized under the DOA, DAS (for parts that the DAS has issued a STC), or PAHs' ODAR are authorized to issue Form 8130-3 for traceability and accountability of new parts and appliances. The person authorized to issue Form 8130-3 must have determined that the parts and appliances meet the FAA-approved type design and are in a condition for safe operation. The use of Form 8130-3 for this purpose is OPTIONAL.

(2) The use of Form 8130-3 for this purpose is not a regulatory requirement. However, except as noted below, the FAA strongly recommends issuance of Form 8130-3 for all parts shipments. This will help the aviation authorities and the industry to assure complete traceability and ease the movement of parts through the aviation system.

NOTE: Standard parts produced pursuant to a production approval are eligible for the issuance of a Form 8130-3 for the purpose of airworthiness approval. However, it is not mandatory.

(3) Issuance of Form 8130-3 as an airworthiness approval document means that the part meets the approved design and is in a condition for safe operation. It does not constitute an export approval, because compliance with a specific country's special import requirements is not verified.

(4) An original Form 8130-3 to document airworthiness approvals may be issued at PAH domestic facilities, including suppliers and associate facilities, and at accredited distributor facilities in accordance with appendix 3 of this order. The form may also be issued at PAH suppliers or associate facilities outside the United States provided it is NOT issued as an export airworthiness approval. The issuance of Form 8130-3 as an export airworthiness approval is required when the importing country's CAA specifically requests it. Refer to paragraph 12 of this order for export procedures.

10. SPLITTING BULK SHIPMENTS OF PREVIOUSLY SHIPPED PARTS.

a. **General.** When used to split bulk shipment of new parts, the original Form 8130-3 will have been issued in accordance with paragraphs 9 or 12 of this order, as applicable.

b. Applicability. These procedures apply only to:

- (1) The manufacture of new parts by the PAH.
- (2) PAHs, PAH-approved suppliers, or PAH associate facilities (also referred to as PAH distribution centers).
- (3) PAHs who have in their employ a DAR, DMIR, or person authorized under an ODAR.
- (4) DOA representatives.

c. Eligibility and System Requirements.

1. When issuing a supplemental Form 8130-3 for the purpose of splitting bulk shipments, the original Form 8130-3 will have been issued in accordance with paragraph 9 of this order for non-export purposes and paragraph 12 of this order for export purposes. The supplemental Form 8130-3 may be issued for parts located within the United States or at a facility located in another country.

NOTE: For the purpose of this order, the term "supplemental Form 8130-3" means that another Form 8130-3 is required to be issued in accordance with this order (e.g., splitting bulk shipments or replacing a lost form). The supplemental Form 8130-3 must stay with or be attached to a copy of the original.

2. The issuance of a supplemental Form 8130-3 for the purpose of splitting bulk shipments is permitted when the specific parts were produced by a PAH (or a PAH-approved supplier having a "direct ship" authorization).

3. The PAH must submit a written proposal to its geographic MIDO or CMO requesting approval to issue a supplemental Form 8130-3. The proposal must specify the name and address of the PAHs' facilities. It must include the quality system manual, or top-level document/procedures detailing how the products/parts will be controlled in accordance with the procedures in this order. When issuing for export purposes, the proposal must be provided to the MIDO or CMO as soon as possible to determine proposal viability and to allow the MIDO or CMO sufficient time to evaluate the proposal and coordinate with the CAAs of other countries, if necessary.

(a) Upon receipt of the PAH's proposal, the MIDO or CMO will notify the applicable CAA in writing of the PAH's intentions and will request a written response. (See appendix 1 to this order.)

(b) Upon receipt of the CAA's response, the MIDO or CMO will advise the PAH as to whether the CAA will recognize the proposed activities at the facilities operating within its regulatory system. These activities may include CAA surveillance on behalf of the FAA.

4. Parts that were received without a Form 8130-3 must not be commingled with those received with the form. This is to preclude shipment of parts under a supplemental Form 8130-3 that were not received with an original Form 8130-3. When more than one part is listed on a supplemental Form 8130-3, the parts do not need to be from the same quantity or shipment as long as they were received with an original Form 8130-3 and traceability has been maintained.

11. APPROVAL FOR RETURN TO SERVICE OF PRODUCTS AND PARTS.

a. General.

(1) PAHs may issue a Form 8130-3 for approval for return to service after rebuilding or altering their product in accordance with 14 CFR § 43.3(j). The use of Form 8130-3 for this purpose is OPTIONAL.

(2) Air agencies certificated under 14 CFR part 145, Repair Stations, or 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 a CAMP are authorized to issue a Form 8130-3 for approval for return to service of a product that has been maintained or altered under part 43.

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

b. Approval for Return to Service After Maintenance, Preventive Maintenance, Rebuilding, and Alterations — Products/Parts.

(1) Only those persons authorized as stated in paragraph 11a(1) and (2) above, when authorized by § 43.7(c), (d), and (e), may issue a Form 8130-3 for approval for return to service of aircraft products/parts that have undergone maintenance, preventive maintenance, rebuilding, or alterations provided the applicable recordkeeping requirements of 14 CFR § 43.9, § 91.417, § 121.380(c), or § 135.439(c) are met. The use of Form 8130-3 for this purpose is OPTIONAL but is strongly recommended. This will help the aviation authorities and the industry to assure complete traceability and ease the movement of parts through the aviation system.

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

(b) A manufacturer may also use this form for approval for return to service of products/parts as set forth in § 43.7(d).

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

NOTE: JAA member authorities may recognize an approval for return to service Form 8130–3 only from a JAR–145 accepted organization, e.g., air agency, U.S. air carrier, or manufacturer certified under both CFR–145 and JAR–145 and appropriately rated for the product at the time the product was returned to service.

c. Approval for Return to Service — New Unused Products/Parts. These procedures apply to FAA–approved air agencies, or air carriers. For the purpose of this paragraph, "unused" means that the product/part/appliance has no time in service.

(1) New unused products/parts may be inspected and approved for return to service by persons authorized under paragraph 11b. Issuance of Form 8130–3 for this purpose is OPTIONAL but is strongly recommended. This will help the aviation authorities and the industry to assure complete traceability and ease the movement of parts through the aviation system. When used for this purpose, a PAH, air agency, or air carrier must accomplish the inspection. Form 8130–3 can be used for this purpose, provided the applicable recordkeeping requirements of §§ 43.9, 91.417, 121.380(c), and 135.439(c) are met and the QC system includes the following:

(a) Traceability to an FAA–approved source of manufacture of new products/parts.

(b) Monitoring the current status of the product/part/appliance 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 to determine the products/parts meet the FAA–approved design data and are in a condition for safe operation.

(c) Provisions for the retention of all records that may be necessary as part of the airworthiness documentation required by part 21, 43, 91, 121, 135, or 145 for approval for return to service (e.g., ADs, life limits).

(d) Provisions for documentation (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, etc. If a product/part/appliance is removed from a type–certificated product, identification of that product by type and serial number or equivalent must be annotated.

(2) In all cases, Form 8130–3 must be signed by the appropriately authorized representative of a PAH, FAA–approved air agency, or air carrier.

NOTE: JAA member authorities may recognize an approval for return to service Form 8130–3 only from a JAR–145 accepted organization, e.g., air agency, U.S. air carrier, or manufacturer certified under both CFR–145 and JAR–145 and appropriately rated for the product at the time the product was returned to service.

d. Issuance of Form 8130-3 for Used Products/Parts Removed from a U.S. -Registered Aircraft for Installation on Another U.S. -Registered Aircraft.

(1) Form 8130-3 may be issued for approval for return to service of those products/parts removed from a U.S. -registered 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 products/parts removal and installation must be accomplished in accordance with the air carrier's CAMP. The use of Form 8130-3 for this purpose is OPTIONAL.

(2) Those products/parts removed from aircraft other than those referenced in 11d(1) 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 as appropriate. This also includes compliance with applicable ADs, modification status, and total time/cycles for those products/parts as required in §§ 91.417, 121.380, and 135.349. The use of Form 8130-3 for this purpose is OPTIONAL.

12. EXPORT AIRWORTHINESS APPROVALS OF CLASS II AND III PRODUCTS.

a. General. Part 21, subpart L, contains the procedural requirements for application for and issuance of export airworthiness approvals. The application for export is made on FAA Form 8130-1, Application for Export Certificate of Airworthiness. However, written applications are not required for Class II products that are manufactured by a PC holder. In this case, oral applications or requests may be made to the FAA. Oral applications for Class III products will be made to the designated representative of the Administrator authorized to issue those approvals. Export airworthiness approval of Class II and III products is issued in the form of a Form 8130-3. Class II products must be identified with the manufacturer's name, part number, model designation (when applicable), and serial number(s) (when applicable) or equivalent (this includes but is not limited to batch numbers, lot numbers, work order numbers, or any sequence of letters or combination of numbers and letters established by the manufacturer or repair station to maintain traceability of its products). The FAA, DARs, DMIRs, or persons authorized under the DOA or PAH's ODAR are authorized to perform this function. These persons must determine the products conform to the FAA-approved design data and are in a condition for safe operation.

NOTE 1: Although part 21 provides for the issuance of Form 8130-3 as an export airworthiness approval, it is NOT a regulatory requirement to enter the word "EXPORT" on the form. The FAA, JAA, and TCCA authorities have agreed that inclusion of the word "EXPORT" in Block 13 is not necessary on each exporting authority's respective forms. The word "EXPORT" in Block 13 remains as an option to meet existing bilateral agreement commitments. The FAA will not require entry of this statement unless the importing country's CAA specifically requests such a statement be placed in Block 13.

NOTE 2: It is the exporter's responsibility to meet the special import requirements of the country to which the part is being shipped.

b. Under § 21.323(a), any exporter or authorized representative may obtain an export airworthiness approval for a Class I or II product. Under § 21.323(b), any manufacturer may obtain an export airworthiness approval for a Class III product if the manufacturer has in its employ a designated representative of the Administrator who has been authorized to issue that approval. The manufacturer must also hold for that product a PC, APIS, PMA, or a TSO authorization. Class II and III products that are not produced under an FAA production approval are not eligible for issuance of Form 8130-3 for export.

c. Section 21.325(b)(3) states that export airworthiness approvals are issued for Class II and III products that are manufactured and located in the United States. PAHs that have international manufacturing facilities (e.g., PAH extensions, suppliers) and need to issue an original Form 8130-3 export airworthiness approval would have to be granted an exemption to § 21.325(b)(3).

(1) PAH-approved suppliers (with direct shipment authority) or PAH associate facilities that have been granted an exemption from § 21.325(b)(3) are authorized to issue an original Form 8130-3 to export new Class II and III products from their facilities for the duration of the exemption.

NOTE: In order to inform the end user/installer that the product is being delivered via direct shipment authority by PAH suppliers in accordance with AC 21-20, Supplier Surveillance Procedures, the words "Direct Shipment Authorization" must be written in Block 13.

(2) If an exemption from § 21.325(b)(3) has not been granted, the parts must be manufactured and located in the United States when the original Form 8130-3 for export is issued.

d. The country of import may have a requirement that the exporter certify that the exported product conforms to that country's design approval; that is similar to the requirement placed on the CAAs to certify that products/parts exported to the United States meet the FAA-approved type design in accordance with part 21, subpart N. The statement in Block 14 (approved design data and are in a condition for safe operation) indicates that the products/parts meet the FAA-approved design and are in a condition for safe operation, and meet the importing country's design approval (if any) and any special import requirements.

(1) It is the responsibility of the exporter (e.g., PAH, air agency, air carrier) to obtain sufficient data to verify that the products/parts being exported conform to the importing country's design approval (if any) and any special import requirements.

(2) Sufficient data would be that which verifies the products/parts conform to the importing country's design approval and ANY SPECIAL IMPORT REQUIREMENTS. The special import requirements are referenced in AC 21-2, Export Airworthiness Approval Procedures. The following instructions are to be followed before issuing an export airworthiness approval:

* **(a) Review.** When a written application is required, part II of Form 8130-1, Application for Export Certificate of Airworthiness, must be reviewed to determine its accuracy and the validity of * the eligibility of products being submitted for FAA export approval. Designees or DOA representatives will maintain records of the inspection and issuance or denial of Form 8130-3. These records must be made available for review and evaluation as requested by FAA personnel.

(8) "Newly Overhauled" for those products that have not been operated or placed in service since overhaul. If newly overhauled is identified in Block 13, Blocks 14, 15, 16, 17, and 18 shall be completed.

(9) When used for conformity, the word "CONFORMITY" must be entered in capital letters. In addition, an explanation of the product/part/appliance's use (e.g., 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, Request for Conformity, must be entered in this block. Form 8130-9 and Form 8100-1 may be required to document type certification activities.

(10) When used by authorized suppliers with properly documented direct shipment authority from the PAH, the words "DIRECT SHIPMENT AUTHORIZATION" in capital letters with the information from paragraph 14(d)(2) must be entered.

* **(11)** When Form 8130-3 is issued at an accredited distributor, the words "FOR DOMESTIC SHIPMENTS ONLY" must be entered in capital letters. (Refer to appendix 3 of this order.) *

(12) When used for an airworthiness approval for new products (engines or propellers), the following statement must be entered in capital letters: "AIRWORTHINESS APPROVAL – ENGINE (or PROPELLER). FOR DOMESTIC SHIPMENTS ONLY." (Refer to paragraph 9b of this order.)

(13) When used for splitting of bulk shipments from a PAH's domestic/international inventory/distribution facility, the words "SUPPLEMENTAL SHIPMENT" must be entered in capital letters.

(14) When used for approval for return to service this block must contain the data required by § 43.9. If other documents such as work orders, shop travelers, or FAA Form 337, Maintenance Release Form, are used by the certificate holders to comply with §§ 43.9 and 43.11, they must be specifically referenced in this block and cross-referenced according to the instructions set forth in paragraph 14e(1) above. The supporting documentation is necessary for the user/installer to make a final airworthiness determination of the item.

(a) The information should be clear, complete, and provided in a form and manner which is adequate for the purpose of making such a determination of airworthiness.

(b) The information should be clearly identified as to which item it relates to. Examples of information to be supplied are as follows:

- 1** The identity of maintenance documentation used as the approved standard.
- 2** Compliance with ADs or service bulletins.
- * **3** Replacement/modification parts installed, repairs or modifications made.
- 4** Life limited parts history.

5 Deviations from the customer's work order.

6 Identity of national regulation if not part 145.

7 Release statements to satisfy another CAA's maintenance requirement.

8 Release statements to satisfy the conditions of an international maintenance agreement, such as, but not limited to, the Canadian Technical Arrangement Maintenance and Bilateral Agreement–Maintenance Implementation Procedure.

NOTE 1: Examples in 14m(13)(b) 7 and 8 above allow the possibility of dual release against both part 145 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 boxes in Block 19 to validate the release. A dual release requires the approved data to be approved/accepted by both the FAA and appropriate national aviation authority. The single release requires approved data to be approved/accepted only by the appropriate national aviation authority.

NOTE 2: Issuance of Form 8130–3 for return to service of an engine or propeller does not constitute an export airworthiness approval and is not a prerequisite or substitute for issuance of Form 8130–4.

* (15) When used for export approval for Class II and III used products that have been returned to service based on the requirements of part 43, the words "USED PART, SHIPPED PER COUNTRY ACCEPTANCE LETTER OF USED PART" must be entered in capital letters. (Not necessary for newly overhauled parts.) (Refer to Notes 1 and 2 preceding paragraph 12a above.) *

n. Block 14. Airworthiness Approval.

(1) Place a check in the "Approved design data and are in a condition for safe operation" block if the products/parts were manufactured using FAA–approved design data and found to be in a condition for safe operation. Checking this block and signing Block 15 means that the products/parts/appliances identified in Block 8 meet the FAA–approved design data, are in a condition for safe operation, and in the case of export, meet the importing country's design approval and any other importing country requirements. Also, if "Newly Overhauled" is identified in Block 13, this block shall be checked.

(2) Place a check in the "Non–approved design data specified in Block 13" when Form 8130-3 is used for conformity of a prototype product/part/appliance certification program.

o. Block 15. Authorized Signature. Place the signature of the FAA authorized representative who has the authority to perform this function on behalf of the FAA. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 13e of this order.

* **APPENDIX 3. DOMESTIC AIRWORTHINESS APPROVAL OF NEW PARTS, APPLIANCES, OR PRODUCTS AT DISTRIBUTOR FACILITIES NOT ASSOCIATED WITH A PRODUCTION APPROVAL HOLDER**

1. Distributor facilities not associated with a PAH, and accredited as described in Advisory Circular (AC) 00-56, Voluntary Industry Distributor Accreditation Program, may be eligible to have a Form 8130-3 issued on behalf of the FAA for domestic airworthiness approval purposes for new Class II and III parts, appliances, or products whose positive traceability to a PAH can be established. This appendix is NOT to be used for export of parts, appliances, or products.
2. Manufacturing DARs with function code 08 or maintenance DARs with function code 23 in accordance with Order 8100.8, Designee Management Handbook may issue Form 8130-3, for domestic airworthiness approval purposes at an accredited distributor. The Aviation Suppliers Association maintains a list of AC 00-56 accredited distributors at <http://www.aviationsuppliers.org>.
3. The airworthiness of the part, appliance, or product must be established, as well as positive traceability to a PAH via acceptable documentation such as shipping documents or certificates of conformance, and part markings (part number and/or trademark). Once positive traceability to a PAH is confirmed, the DAR must ensure that the PAH held a production approval for the subject part, appliance, or product at the time the part, appliance, or product was produced. The DAR must find that the airworthiness of the part, appliance, or product is in its original condition since released by the PAH.
4. When filling out Form 8130-3, the DAR must document in Block 13, the name and address of the accredited distributor's facility where the Form 8130-3 was issued and in capital letters: "FOR DOMESTIC SHIPMENTS ONLY."

NOTE: The precedent has been that manufacturing DARs were not authorized to issue airworthiness approval for parts, appliances, or products that have left the PAH's FAA-approved inspection/quality system. In addition, maintenance DARs were only authorized to issue airworthiness approval for parts, appliances, or products that have left the PAH's FAA-approved inspection/quality system when presented for export. However, in order to ensure adequate DAR resources to support the activities authorized by this new policy, these domestic airworthiness approvals may be issued by either manufacturing or maintenance DARs.

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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 8130.21C

To: Directives Management Officer, AIR-520.

(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: _____