

ORDER

8130.21D

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



September 28, 2004

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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

- a. Conformity inspections;
- b. Airworthiness approval of new products, parts, and appliances;
- c. Splitting bulk shipments of previously shipped products, parts, and appliances;
- d. Approval for return to service of products and parts; and
- e. Export airworthiness approval of Class II and III products.

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 and International Field 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 Federal Aviation Administration 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 8130.21C, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag, dated June 1, 2001, is canceled.

4. BACKGROUND. Revisions to this order are a direct result of the harmonization effort between the FAA and its counterpart airworthiness authorities to clarify, improve, and address questions raised regarding various sections within the order. The FAA will continue to coordinate significant revisions before implementation, thus maintaining form and procedural harmonization.

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

14 CFR	Title 14, Code of Federal Regulations
AC	advisory circular
ACO	aircraft certification office
AD	airworthiness directive
APIS	approved production inspection system
BASA	bilateral aviation safety agreement
CAA	civil aviation authority
CFR	Code of Federal Regulations
DAR	designated airworthiness representative
DER	designated engineering representative
DMIR	designated manufacturing inspection representative
EASA	European Aviation Safety Agency
FAA	Federal Aviation Administration
IPA	implementation procedures for airworthiness

MIP	maintenance implementation procedures
ODAR	organizational designated airworthiness representative
PAH	production approval holder
PC	production certificate
PMA	parts manufacturer approval
STC	supplemental type certificate
TC	type certificate
TSO	technical standard order
TSOA	technical standard order authorization

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 in § 2679 of Title 28 of the United States Code.

7. MAJOR CHANGES AND CURRENT USES. The following are policy additions, clarifications, or improvements resulting from recommendations by the users of this policy:

a. Change 2 to Order 8130.21C was incorporated, which authorized the issuance of domestic airworthiness approval of new parts, appliances, or products at distributor facilities not associated with a production approval holder (PAH).

b. Form 8130-3 may be considered evidence of the product, part, or appliance identification under certain circumstances.

c. General procedures for completing and using Form 8130-3 were relocated from paragraph 13 to paragraph 8.

d. Explanation has been added for the use of Form 8130-3 for prepositioned products, parts, and appliances in which the FAA has not approved the type certificate (TC)/supplemental type certificate (STC).

e. Detailed explanation was added as to when to check both boxes in Block 19 when Form 8130-3 is issued as a dual release approval for return to service.

f. The FAA managing office of the designee/designee organization will make the determination of whether a Form 8100-1 has to be completed when issuing export approvals for Class II or III products or parts.

g. When designees are required to complete FAA Form 8100-1, Conformity Inspection Record, for exported Class II or III products, the tracking number from Block 3 and item number from Block 6 of Form 8130-3 will be recorded with the item description when completing Form 8100-1, if required.

h. The term "EXPORT" may be entered in Block 12 (Status/Work) to identify the sole function of exporting a Class II or III product.

i. Eligibility for a new Form 8130-3 to be issued when products, parts, and appliances are returned to the original issuer (PAH, PAH suppliers, or PAH-associated facilities) for reasons such as overstock, wrong model, or retesting.

j. Explanation has been added for use of Form 8130-3 for a subcomponent of a parts manufacturer approval (PMA)/technical standard order authorization (TSOA) part or appliance.

k. Requirements to enter statements in Block 13 when a particular bilateral aviation safety agreement (BASA) implementation procedures for airworthiness (IPA) requires a specific provision for PMA parts.

l. Eligibility for a new Form 8130-3 to be issued by the originator as a result of typographical errors on the original form.

m. Samples of Form 8130-3 in its various uses were added as appendixes (see paragraph 8b).

8. GENERAL PROCEDURES FOR COMPLETING AND USING FORM 8130-3.

a. Form 8130-3 may be obtained through normal distribution channels from the Logistics Center, AML-6000, P.O. Box 25082, Oklahoma City, Oklahoma, 73125. The telephone number is 405-954-8900 (ask for the Forms Inventory Manager). Form 8130-3 is also available from the Customer Care Center, AML-30, at 405-954-3793 or toll free at 1-888-322-9824. The stock number for Form 8130-3 is 0052000129005. The old Form 8130-3, dated November 1993, issued through June 1, 2002, will remain valid until the product, part, or appliance for which it was issued is installed.

b. Form 8130-3 shall be completed as detailed in paragraph 14 of this order, Block-by-Block Instructions for Completion of Form 8130-3. All entries must be made in permanent ink and be in the English language. If any block on Form 8130-3 is not large enough to contain the required/necessary information, a separate page should be used and referenced in the appropriate block. A sample of a Form 8130-3 for airworthiness approval for each of the following is found in the appendixes:

- (1) A new product, part, or appliance (appendix 1).
- (2) Approval for return to service (appendix 2).
- (3) For dual release approval for return to service (appendix 3).
- (4) Identification of a prepositioned product, part, or appliance (appendix 4).
- (5) A rebuilt product or part by a PAH (appendix 5).
- (6) A new subcomponent for a PMA/TSOA part or appliance (appendix 6).
- (7) When issued at an accredited distributor facility (appendix 7).

c. Form 8130-3 may be folded and put in an envelope, attached to or included with the shipment. When a supplemental Form 8130-3 is issued, the original Form 8130-3 that accompanied each shipment or product, part, or appliance must be retained on file in its original paper format or in a secure database in accordance with paragraph 8e of this order. The supplemental Form 8130-3 must accompany the product, part, or appliance to its final destination.

NOTE: For the purpose of this order, “supplemental Form 8130-3” means that another Form 8130-3 is required to be issued in accordance with this order (for example, splitting bulk shipments or replacing a lost form).

d. The following table describes how long a copy of Form 8130-3 should be retained:

<i>If—</i>	<i>Then—</i>
Form 8130-3 is issued as an airworthiness approval of a new product, part, or appliance	the issuer should retain a copy of Form 8130-3 for no less than 5 years, unless the PAH’s quality manual stipulates a longer retention period.
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 Form 8130-3 for a period of 1 year 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.
A repair station uses Form 8130-3 as the approval for return to service for a major repair in accordance with part 43, appendix B, paragraph (b)(2) of Title 14, Code of Federal Regulations (14 CFR)	the repair station should retain a copy of the document for at least 2 years.
The repair station lacks an alternative recordkeeping mechanism to meet the requirements of 14 CFR § 145.219	all copies of Form 8130-3 completed by the repair station should be retained for at least 2 years.

e. The copies of Form 8100-1 and 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 Form 8130-3, complies with Advisory Circular (AC) 120-78, Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals (when applicable), and is available for FAA review upon request. When Form 8130-3 is issued for approval for return to service in accordance with paragraph 12 of this order, a copy of the original Form 8130-3 that accompanied each shipment, or product, part, or appliance 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 Form 8130-3 is issued. Duplicates of Form 8130-3, including signatures retained in a database, do not need to be graphic images of the original documents. However, when a supplemental Form 8130-3 is issued as described by this order, traceability back through a system that ensures the products, parts, and appliances were received with an original Form 8130-3 must be possible.

f. Many part identification numbers are applied in a nonpermanent manner (for example, ink stamp or paper label). During the maintenance process, these part numbers may be removed or otherwise obscured. If during maintenance the part identification number is removed or obscured, Form 8130-3 when completed in accordance with this order may be considered the part identification.

g. Establishment of a numbering system for the information in Block 3 is required.

h. Blocks 14 through 18 are used for conformity determinations; airworthiness approval of products, parts, and appliances; export airworthiness approvals; and splitting bulk shipments of products, parts, and appliances. Blocks 19 through 23 are used for approval for return to service. When Blocks 14 through 18 are used, Blocks 19 through 23 should be shaded, darkened, or otherwise marked to preclude inadvertent or unauthorized use. Likewise, when Blocks 19 through 23 are used, Blocks 14 through 18 should be shaded, darkened, or otherwise marked to preclude inadvertent or unauthorized use.

NOTE: In no case will Blocks 14 through 18 and Blocks 19 through 23 be completed on the same form.

i. 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). You may preprint the text on 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**. Form 8130-3 may also be reduced in overall size to reduce paper consumption, but not to the extent that it is no longer easily readable and readily recognizable. If a deviation to Form 8130-3 becomes necessary, it must be substantiated, documented, and coordinated through the responsible geographic FAA office, and submitted to AIR-200 for review and approval.

j. Issuance of Form 8130-3 is an FAA function frequently delegated to designees. Automation and use of electronic signature of Form 8130-3 does not relieve the designee or person authorized to issue Form 8130-3 from verifying that the product, part, or appliance conforms to FAA-approved design data and is in a condition for safe operation.

k. The signature of the person authorized to issue Form 8130-3 may be applied electronically to Blocks 15 and 20 from domestic and international locations; however, only under the direct control of the person whose signature is placed on the form.

(1) For the purpose of issuing Form 8130-3, direct control means—

(a) An electronic signature may be authorized to be applied to Form 8130-3 only at the facility where the authorized person is located and the products, parts, and appliances are located.

(b) At the time the signature is authorized to be placed on Form 8130-3, the person whose signature appears on the form must have direct access to the products, parts, appliances, forms, and other data to monitor the process, perform spot-checks, and ensure the products, parts, and appliances conform to the FAA-approved design data for new products, parts, and appliances or meet the requirements of part 43 of when inspected.

(2) A PAH, air agency, air carrier, or accredited distributor may create an electronic Form 8130-3 and present it to the authorized person for product, part, and appliance inspection and form signature in accordance with paragraphs 9, 10, 11, 12, 13, 15, 16, and 17 of this order.

(3) A PAH, air agency, or air carrier should develop procedures for managing information systems consistent with AC 21-35, Computer Generated/Stored Records. These procedures shall 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(s) (when applicable) or equivalent, and quantity.

9. CONFORMITY INSPECTIONS.

a. Under 14 CFR part 21, a conformity inspection is performed on a prototype or test product, part, or appliance before type certification to determine that it conforms to the specified data. FAA Order 8110.4, Type Certification, provides specific policy on the conformity inspection requirements and processes. Form 8130-3 is used to document that the conformity inspection was performed by or on behalf of the FAA for a particular product, part, or appliance and that the product, part, or appliance conforms to the specific data used. The civil aviation authority (CAA) on behalf of the FAA, using the relevant release certificates, may perform and document conformity inspections for products, parts, and appliances undergoing type certification pursuant to a BASA IPA. A CAA may use its respective form when recording conformity inspections on behalf of the FAA when the FAA finds the form to be equivalent to Form 8130-3.

b. Form 8130-3 will be used to document conformity inspections of prototype products, parts, and appliances. The applicant will provide a completed FAA Form 8130-9, Statement of Conformity, at the time of the conformity inspection. Form 8100-1 or the equivalent, from either the FAA, an FAA designee, or the CAA must document the conformity inspection status. Only the FAA, authorized designees/delegations, or a CAA's representative when requested/delegated by the FAA are authorized to perform this function. Form 8130-3 is a record that continues with the product, part, or appliance; Form 8100-1 and Form 8130-9 are records for the responsible aircraft certification office (ACO).

c. When Form 8130-3 is used to ship a prototype product, part, or appliance, any nonconformities/deviations relative to the product, part, or appliance conformity inspection must have prior ACO/designated engineering representative (DER) approval. Any nonconformities/deviations approved by the ACO/DER must be annotated in Block 13.

d. Form 8130-3 will be used by the FAA and authorized designees to identify products, parts, and appliances shipped before the issuance of a TC or STC by a manufacturer with an approved production inspection system (APIS) or production certificate (PC) (prepositioned products, parts, and appliances). See paragraph 10e of this order for additional instruction.

10. AIRWORTHINESS APPROVAL OF NEW PRODUCTS, PARTS, AND APPLIANCES.

a. **General.** Form 8130-3 is the preferred method for documenting the approval of products (for the purpose of paragraph 10, "product" means aircraft engines and propellers), parts, and appliances considered approved by the Administrator. Form 8130-3 may be used to identify airworthiness approval status (that is, for aircraft engines, propellers, parts, and appliances) for splitting bulk shipments and for identifying prepositioned products, parts, or appliances before TC/STC approval. The FAA

STRONGLY RECOMMENDS THAT PAHs INCLUDE FORM 8130-3 FOR ALL ELIGIBLE PRODUCT, PART, AND APPLIANCE SHIPMENTS. This will help the aviation authorities and the industry to ensure complete traceability and ease the movement of products, parts, and appliances through the aviation system. The PAH is encouraged to issue Form 8130-3 with each shipment while minimizing the quantity of forms for bulk shipments (for example, 500 turbine blades shipped on one form vs. 500 forms). Issuing Form 8130-3 with all eligible product, part, and appliance shipments will enable the end users to determine airworthiness approval status of the products, parts, and appliances. Except as provided in paragraph 10e of this order, products, parts, and appliances not produced under an FAA production approval are not eligible to receive a Form 8130-3.

b. Domestic Airworthiness Approval of New Products (Aircraft Engines and Propellers).

(1) Form 8130-3 can be issued for domestic shipments to identify the airworthiness approval status of new products produced and located in the United States. The use of Form 8130-3 for this purpose is optional but the FAA STRONGLY RECOMMENDS ITS USE.

(2) The FAA, designated airworthiness representative (DAR), designated manufacturing inspection representative (DMIR), or PAH's organizational designated airworthiness representative (ODAR) is authorized to perform this function for new products. These persons must determine that products conform to the FAA-approved design data and are in a condition for safe operation before issuing Form 8130-3. Form 8100-1 may be used to document the conformity inspections.

(3) All requirements of 14 CFR parts 21 and 45 continue to apply.

(4) Issuance of Form 8130-3 for domestic shipments of products 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 meet the applicable requirements of part 21, subpart L, Export Airworthiness Approvals, including issuance of a Form 8130-4 when required by the importing country.

c. Domestic Airworthiness Approval of New Parts.

(1) Form 8130-3 can be issued for domestic shipments to identify the airworthiness approval status of new parts produced and located in the United States. The use of Form 8130-3 for this purpose is optional, but the FAA STRONGLY RECOMMENDS IT USE.

(2) The FAA, DAR, DMIR, or PAH's ODAR is authorized to issue Form 8130-3 for new parts. The person authorized to issue Form 8130-3 must have determined that the parts meet the FAA-approved type design and are in a condition for safe operation.

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

(4) Issuance of Form 8130-3 as an airworthiness approval document means 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 may not have been verified.

(5) An original Form 8130-3 to document airworthiness approvals may be issued at PAH domestic facilities, including PAH suppliers and associate facilities. The form may also be issued under the direction of the PAH, at PAH suppliers with direct shipment authority or associate facilities outside the United States provided it is not issued as an export airworthiness approval. Export airworthiness approvals issued for products, parts, and appliances produced outside the United States may only be issued if an exception to § 21.325(b)(1) and (3) has been granted.

(6) The issuance of Form 8130-3 as an export airworthiness approval is required when the importing country's authority specifically requests it. Refer to paragraph 13 of this order for export procedures.

d. Domestic Airworthiness Approval of New Products, Parts, and Appliances at Accredited Distributor Facilities.

(1) New products, parts, and appliances at an FAA-accredited distributor facility as described in AC 00-56, Voluntary Industry Distributor Accreditation Program, may be eligible to have a Form 8130-3 issued as a domestic airworthiness approval. This section is not to be used for export of products, parts, and appliances.

(2) Manufacturing DARs or ODARs with function code 08 privileges and maintenance DARs or ODARs with function code 23 privileges in accordance with FAA Order 8100.8, Designee Management Handbook, may issue Form 8130-3 for domestic airworthiness approval purposes at an accredited distributor. The DAR or ODAR may issue Form 8130-3 only when all four of the following criteria are met:

(a) The applicant that possesses the product, part, or appliance has a quality system approved by or acceptable to the FAA or accredited in accordance with AC 00-56. The Aviation Suppliers Association maintains a list of AC 00-56 accredited distributors at <http://www.aviationsuppliers.org>.

(b) The product, part, or appliance was received in accordance with the requirements of the approved or accredited quality system.

(c) The product, part, or appliance was manufactured under a FAA-approved PAH quality system.

(d) The airworthiness of the product, part, or appliance is established, as well as positive traceability to a PAH through acceptable documentation. Source of manufacturing can be generally established by means of acceptable documentation (for example, shipping documents, manufacturer's certificates of conformance, or aftermarket part or material certification — refer to AC 20-62, Eligibility, Quality, & Identification of Aeronautical Replacement Parts) or part markings (for example, part number, serial number, trademark, or a combination of these sufficient to uniquely identify the manufacturer). Once positive traceability to a PAH is confirmed, the DAR or ODAR must ensure the PAH held a production approval for the subject product, part, or appliance at the time it was produced. The DAR or ODAR must find that the airworthiness of the product, part, or appliance has not been compromised (for example, suffered damage or degradation affecting airworthiness) since release by the PAH.

(3) When completing Form 8130-3, the name and address of the accredited distributor's facility where the Form 8130-3 was issued must be documented in Block 4, and the words "FOR DOMESTIC SHIPMENTS ONLY" in capital letters must be entered in Block 13.

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

e. Prepositioned Products and Parts.

(1) **General.** Use of Form 8130-3 by a PC holder or an APIS holder for products or parts shipped before the issuance of a TC/STC is allowed.

(2) **Applicability.** Eligible products and parts are production products and parts that are not conformed as part of an FAA certification project, but are produced under the PAH's FAA-approved quality system in accordance with 14 CFR part 121, subpart G, Production Certificates.

(3) **System requirements.** PAHs must have a procedure that tracks the configuration of the product or part from the manufacturer through shipment until the TC/STC is issued. The procedures must be adequate to ensure the requirements of § 21.165(a) and (b) are met.

(a) The PAH must have facilities and procedures to segregate and control products and parts to preclude their use or installation.

(b) The PAH will submit Form 8130-9 for each product or part to the authorized designee.

(c) The PAH must have procedures to recall and/or update a product or part to the approved configuration if the product or part does not meet the approved design.

(d) When the product or part is shipped within the United States or to a foreign country, it must be retained in a facility or storage location considered to be under the PAH's quality system.

(4) **Completion of Form 8130-3 for a prepositioned product or part.** The FAA DMIR or person authorized under the PAH's ODAR will issue a Form 8130-3 with the following information to be noted in Block 13, and mark Block 14 as "Non-approved design data as specified in Block 13." (See appendix 4 to this order.):

"Product(s)/part(s) were conformed to design data under FAA Project # [enter number], for the issuance of a TC/STC modification of [enter make identifier] [enter model number]. Product(s)/part(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."

(5) **Certification issuance.** After the TC/STC issuance and PC production limitation record amendment, the conforming product or part may be released for installation.

11. SPLITTING BULK SHIPMENTS OF PREVIOUSLY SHIPPED NEW PRODUCTS, PARTS, AND APPLIANCES.

a. General. When used to split bulk shipments of previously shipped new products, parts, or appliances, the original Form 8130-3 will have been issued in accordance with paragraph 10 of this order for domestic purposes.

b. Eligibility and System Requirements.

(1) Splitting bulk shipments is permitted when the specific products, parts, or appliances were produced under the quality system of a PAH, which may include PAH associate facilities and PAH-approved suppliers having direct shipment authorization.

(2) The facilities authorized to split bulk shipments are PAH associate facilities, accredited distributors, and facilities authorized in accordance with paragraph 12a(2) of this order.

(3) An authorized facility as described in paragraph 11b(2) above must have a written procedure in place explaining how that facility will maintain control of products, parts, or appliances when splitting bulk shipments.

(4) When splitting bulk shipments for the purpose of export, a new Form 8130-3 must be issued in accordance with part 21, subpart L, and paragraph 13 of this order.

(5) Products, parts, or appliances received without a Form 8130-3 must not be commingled with those received with Form 8130-3. This is to preclude shipment of products, parts, or appliances that were not received with an original Form 8130-3. When more than one product, part, or appliance is listed on a supplemental Form 8130-3, the product, part, or appliance does 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.

(6) There is no specific number of times an authorized facility may split a bulk shipment of previously shipped new products, parts, or appliances.

c. Splitting Bulk Shipments for Domestic Purposes. For those shipments of products, parts, or appliances required to be split, the original Form 8130-3 will be used to develop the Form 8130-3 that will accompany the new quantity of products, parts, or appliances to the end user, unless an automated system is used to issue a new Form 8130-3 in accordance with this order. For those facilities that will use a copy of the original Form 8130-3 to ship the new quantity of products, parts, or appliances, the following procedure will be used:

(1) Make a copy of the original Form 8130-3 received with the original shipment of products, parts, or appliances.

(2) Attach the copied Form 8130-3 to a written statement indicating that the copied Form 8130-3 that accompanies the products, parts, or appliances is a “certified true copy of the original” maintained on file.

NOTE: The following is an example of a certifying statement: “I certify that [this/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. That document’s Form Tracking Number is _____. The original quantity of _____, as shown on the authorized release certificate is being reduced by _____ to reflect the number being shipped under this certification.”

(3) Maintain the original Form 8130-3 and a copy of the written “true copy” statement on file.

d. Part Identification Number. For those products, parts, and appliances shipped using the splitting of bulk shipment process, Form 8130-3 may be considered the part identification number when—

(1) The product, part, or appliance is too small or it is otherwise impractical to mark the part with any of the part 45 required part marking information.

(2) An original tag on the product, part, or appliance or its container cannot be duplicated and attached to each product, part, or appliance shipped.

(3) Form 8130-3 is completed in accordance with this order.

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

a. General.

(1) A PAH may issue a Form 8130-3 for approval for return to service after rebuilding or altering its product in accordance with § 43.3(j). The use of Form 8130-3 for this purpose is optional, but the FAA **STONGLY RESOMMENDS ITS USE**. This will help the aviation authorities and the industry to ensure complete traceability and ease the movement of products and parts through the aviation system. (Refer to paragraph 12b(1)(b) and appendix 5 to this order.)

NOTE: Rebuilt products, parts, and appliances 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.”

(2) Air agencies certificated under part 145, or the holder of a U.S. air carrier certificate operating under part 121 or part 135 with a continued airworthiness maintenance program are authorized to issue a Form 8130-3 for approval for return to service of a product or part that has been maintained or altered under part 43.

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

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

(1) Only those persons authorized as stated in paragraph 12a(1) and (2), when authorized by § 43.7(c), (d), and (e), may issue a Form 8130-3 for approval for return to service of products and parts that have undergone maintenance, preventive maintenance, rebuilding, or alterations provided the applicable recordkeeping requirements of § 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 the FAA STRONGLY RECOMMENDS ITS USE. This will help the aviation authorities and the industry to ensure complete traceability and ease the movement of products and parts through the aviation system.

(a) 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.

(b) A PAH may use Form 8130-3 for approval for return to service of products as set forth in § 43.7(d). The completion of Blocks 19 through 23 will be used when the PAH—

1 Rebuilds or alters any product manufactured by it under a TC or PC, TSOA, FAA PMA, or product and process specification issued by the Administrator.

aa. Complete Block 19 (refer to paragraph 14s of this order) by checking the appropriate box “14 CFR 43.9 Return to Service” or “Other regulations specified in Block 13.”

bb. If the work has been completed in accordance with a BASA maintenance implementation procedure (MIP), both boxes should be checked and the appropriate data identified in Block 13. This is considered to be a dual release Form 8130-3. (See appendix 3 to this order.)

2 Performs any inspection required by part 91 or 14 CFR part 125 on aircraft manufactured by it while currently operating under a PC or under an APIS for that particular aircraft.

(c) When Form 8130-3 is used as an approval for return to service to meet the terms and conditions of a BASA 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 Block 13. This is considered to be a dual release Form 8130-3. (See appendix 3 to this order.)

(d) Under the terms and conditions of a BASA MIP, the “14 CFR 43.9 Return to Service” box represents that the item has been maintained by an FAA-certificated organization with a quality system that meets the performance standards of the applicable Code of Federal Regulations (CFR).

(e) If another authority’s approved maintenance data are used to maintain products and parts and those data are not addressed in the provisions of a BASA MIP, Form 8130-3 must not be used.

(2) 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 parts.

(3) European member authorities may recognize an approval for return to service Form 8130-3 only from 14 CFR part 145 repair stations or air carriers that also obtained an EASA Implementation Rule part 145 approval appropriately rated for the product or part at the time the product or part was approved for return to service. If a dual release is being applied to Form 8130-3 to satisfy a CAA or EASA member state authority, 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: “[Name of repair station] certifies that the work specified in Blocks 12 and 13 was performed in accordance with EASA Implementation Rule part 145 approval, and with respect to that work, the aircraft component is considered ready for release to service under EASA approval number [insert number].”

c. Approval for Return to Service — New Unused Products and Parts. For the purpose of this paragraph, “unused” means the product or part has no time in service.

(1) New unused products and parts may be inspected and approved for return to service by persons authorized under paragraph 12b of this order. Issuance of Form 8130-3 for this purpose is optional, but the FAA STRONGLY RECOMMENDS ITS USE. This will help the aviation authorities and the industry to ensure complete traceability and ease the movement of products and 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 quality system includes the following:

(a) Traceability to an FAA-approved source of manufacture of new products and parts.

(b) Monitoring the current status of the product and part in relation to shelf-life and airworthiness directive (AD) compliance. Each functional test/inspection must be performed in accordance with the standards set forth by § 43.13 to determine the products and 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 either part 21, 43, 91, 121, 135, or 145 for approval for return to service (for example, AD compliance).

(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, and other useful documents.

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

(3) European member authorities may recognize an approval for return to service Form 8130-3 only from 14 CFR part 145 repair stations or air carriers that also obtained an EASA Implementation Rule part 145 approval appropriately rated for the product or part at the time the product or part was approved for return to service. If a dual release is being applied to Form 8130-3 to satisfy a CAA or EASA member state authority, 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: “[Name of repair station] certifies that the work specified in Blocks 12 and 13 was performed in accordance with EASA Implementation Rule part 145 approval, and with respect to that work, the aircraft component is considered ready for release to service under EASA approval number [insert number].” In addition, both blocks in Block 19 must be checked.

d. Issuance of Form 8130-3 for Used Products and 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 and 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 and parts removal and installation must be accomplished in accordance with the air carrier’s approved maintenance program. The use of Form 8130-3 for this purpose is optional.

(2) Those products and parts removed from a non-U.S.-registered aircraft other than those referenced in paragraph 12d(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. This also includes compliance with applicable ADs, modification status, and total time/cycles for those products and parts as required by §§ 91.417, 121.380, and 135.439. The use of Form 8130-3 for this purpose is optional.

13. EXPORT AIRWORTHINESS APPROVALS OF CLASS II AND III PRODUCTS (AND PARTS THEREOF).

a. General. Part 21, subpart L contains the procedural requirements for application for and issuance of export airworthiness approvals for Class II and III products and parts thereof. 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 manufactured by a PC holder and Class III products produced by a PAH. In these cases, oral applications or requests may be made to the FAA. Oral applications for Class III products are made to the designated representative of the Administrator authorized to issue those approvals. Export airworthiness approvals of Class II and III products are issued in the form of a Form 8130-3. Class II products must be identified with the manufacturer’s name, part number, model designation, and serial number(s) or equivalent (when applicable) in accordance with § 21.331(a). The FAA, DAR, DMIR, 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 word “EXPORT” in Block 13 remains 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. However, the term “EXPORT” may be entered in Block 12 for the sole purpose of exporting the products listed on Form 8130-3. (For additional guidance regarding the term “EXPORT,” refer to paragraph 14I (that is, paragraph 14 “L”) of this order.)

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

NOTE 3: FAA inspectors should not issue export or conformity airworthiness approvals for Class III products under any circumstances.

b. Under § 21.323(a), any exporter or authorized representative may obtain an export airworthiness approval for a Class II product or part. Under § 21.323(b), any PAH may obtain an export airworthiness approval for a Class III product or part if the manufacturer employs a designated representative of the Administrator who has been authorized to issue that approval. The PAH must also hold for that product or part a PC, APIS, PMA, or a TSOA. Products not produced under an FAA production approval are not eligible to receive a Form 8130-3 for export.

c. Section 21.325(b)(3) states that export airworthiness approvals are issued for products manufactured and located in the United States.

(1) PAHs granted an exemption from § 21.325(b)(3) are authorized to issue an original Form 8130-3 to export new products from their facilities for the duration of the exemption.

(2) To inform the end user/installer that the product or part 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.

(3) If an exemption from § 21.325(b)(3) has not been granted, the product or part 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 FAA certify the exported product conforms to that country’s CAA-approved design approval; this is similar to the requirement placed on a CAA to certify that products exported to the United States meet the FAA-approved type design in accordance with part 21, subpart N, Approval of Engines, Propellers, Materials, Parts, and Appliances: Import. The check in Block 14 (“Approved design data and are in a condition for safe operation”) indicates that the product meets the CAA- and FAA-approved design and are in a condition for safe operation.

(1) It is the responsibility of the exporter (for example, PAH, air agency, air carrier) to obtain sufficient data to verify that the product being exported conforms to the importing country’s design approval (if any) and any special import requirements.

(2) Sufficient data would be that which verifies the product conforms 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, and applicable BASA IPAs.

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

(4) 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 the product being submitted for FAA export approval. Designees 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.

(b) **Product inspection.** When the application is determined acceptable, the product must be inspected to the extent necessary to ensure it conforms to the FAA-approved design data, and is in a condition for safe operation, is properly identified, and meets any design or special requirements of the importing country. The FAA managing office shall make the determination of whether a Form 8100-1 has to be completed for each 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 data base). If required by the FAA managing office responsible for the designee/designee organization, each designee authorized to issue Class II and III product approvals for export will document the inspection results on Form 8100-1 for periodic review and evaluation by the FAA.

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

2 When applicable, 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.

3 Form 8100-1 is not required to be completed when issuing Form 8130-3 for approval for return to service.

e. New and Newly Overhauled Products.

(1) Export approvals for new and newly overhauled Class II products may be issued in accordance with § 21.331. Export approvals for new Class III products may be issued in accordance with § 21.333.

(2) “Newly overhauled” is defined by § 21.321(b)(4) as a product that has not been operated or placed in service, except for functional testing, since having been overhauled, inspected, and approved for return to service in accordance with the applicable CFR. The FAA or its designee, in issuing the approval, must determine compliance with the applicable requirements of part 21, subpart L, and part 43.

NOTE: Newly overhauled products, parts, and appliances accomplished by a manufacturer may not be found acceptable by some European countries because “newly overhauled” is not recognized within the European rules.

(3) Under §§ 21.331(a)(1) and 21.333(a)(1), the applicant must show that its Class II and III products conform to the approved design data. In the case of products that are newly 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 part in accordance with § 21.50.

(4) Under §§ 21.331(a)(4) and 21.333(a)(3), the applicant must show that the products comply with the special requirements of the importing country.

f. Used Products. Export airworthiness approvals are normally issued for new or newly overhauled Class II and III products, unless the importing country’s CAA specifically agrees to accept used products in accordance with §§ 21.325(c) and 21.327(e)(4). These regulations require a written statement from the importing country’s CAA, submitted by the applicant, acknowledging the status of the products being exported and that such an export approval is acceptable. However, when such a request is made, it must be processed as required by §§ 21.325(c) and 21.331(b), or § 21.333(b).

g. PMA Parts.

(1) Various BASA IPAs with European countries have specific additional requirements for the acceptance of U.S. PMA parts into those countries. Each IPA should be reviewed for the specific provisions associated with PMA parts. In general, the IPAs state that PMA parts will be directly accepted by those countries, without further technical validation, if—

(a) The PMA is not a critical part, or

NOTE: The determination of a PMA part’s criticality, as required to be entered in Block 13 when exported to certain European countries, can only be determined by the actual design approval holder (that is, the PMA holder).

(b) The PMA holder is the holder of the STC design approval that incorporates the PMA part, or

(c) The PMA part is produced under a licensing agreement with the original design approval holder, and

(2) When a particular BASA IPA requires such a specific provision for PMA parts, the exporter must enter one or both of the following statements in Block 13, if applicable:

(a) “This PMA part is not a critical component” and/or

(b) “Produced under a licensing agreement from the holder [insert “TC” or “STC”].”

(3) If the manufacturer holds the type design data for replacement parts produced under an STC, the statement in paragraph 13g(2) should be replaced by “Produced by the STC design approval holder.”

(4) The text of all BASA IPAs can be found on the Aircraft Certification Service Web site under International Aviation at <http://www.faa.gov/certification/aircraft/>.

14. BLOCK-BY-BLOCK INSTRUCTIONS FOR COMPLETION OF FORM 8130-3.

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. Form Tracking Number.

(1) Enter the unique number established by the numbering system. (Refer to paragraph 8g of this order.)

(2) If a supplement Form 8130-3 is used to split bulk shipments of previously shipped products, parts, and appliances by a PAH, the PAH must establish and enter a supplemental form tracking number for this purpose.

(a) Reenter the original form tracking number established by the PAH below the supplemental form tracking number (for example, S-1). If the PAH has documented and demonstrated to the FAA that it has a system in place for tracking supplemental forms to the original form issued for those products, parts, and appliances, reentry of the original form tracking number is not required.

(b) Enter only the supplemental form tracking number for nonserialized products.

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. PC 700 or PQ0123CE), as appropriate. If the PAH does not hold a certificate, use the FAA project number on the form. If the PAH is unsure of its project number, consult the FAA managing office for assistance.

NOTE: In the case where 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 TC holder when conformity is established at the supplier's facility, 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 part as a replacement or modification part, the supplier must either have direct shipment authorization or hold a production approval (PMA/TSOA) for each replacement or modification product or part shipped. If the supplier holds its own production approval, and the products, parts, and appliances were manufactured and are being shipped under that approval, the information required in paragraph 14d(1) must be listed.

(4) When completing Form 8130-3 at an accredited distributor's facility, enter the name and the address of that facility where the Form 8130-3 was issued, along with the information required in paragraph 14m(10).

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, parts, and appliances listed on the attached document dated _____, containing pages _____ through _____.”

(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 will accept bulk shipments under a single 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, part, and appliance shipped.

f. Block 6. Item. When 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 14e of this order for further instructions).

g. Block 7. Description. Enter the name or description of the product, part, or appliance as shown on the design data. For approval for return to service products, parts, and appliances for which design data is not required, the name as referenced in a part catalog or overhaul manual may be used.

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

i. Block 9. Eligibility.

(1) This block is meant for use by FAA employees and designees who are issuing Form 8130-3 for products, parts, and appliances held by PAHs, PAH suppliers, PAH associate facilities, or accredited distributors. Enter the aircraft, aircraft engine, or propeller model on which the product, part, or appliance is eligible for installation.

(2) Where new parts are technical standard order (TSO) articles, enter "TSO Article N/A," because eligibility for installation of TSO articles is determined at the time of installation.

(3) When the form is used for approval for return to service, enter "N/A."

(4) An entry in Block 9 indicates those models for which, to the extent known by the signatory of Form 8130-3, the product, part, or appliance is eligible (at least one model number shall be entered in Block 9). It does not necessarily mean that a product, part, or appliance is only eligible for installation on the listed model(s), nor does it guarantee that the product, part, or appliance is eligible for installation on all entries in Block 9. Eligibility may be affected by modification or configuration changes. In all cases, it is the responsibility of the user or installer to determine the eligibility of the product, part, or appliance using FAA-approved data, as applicable.

(5) When using Form 8130-3 for conformity of a type certification program, enter "N/A."

(6) "Various" and "To Be Verified" or "TBV" shall not be used in Block 9 as of the date of this order. However, if existing product, part, or appliance inventories have the forms identified with "Various," "To Be Verified," or "TBV" in Block 9, those forms will be acceptable until depleted.

NOTE: Form 8130-3 does not constitute approval to install a product, part, or appliance on a particular aircraft, aircraft engine, or propeller.

j. Block 10. Quantity. Enter the quantity of each product, part, or appliance shipped.

k. Block 11. Serial/Batch Number. Enter the serial number or equivalent (identified on the part) for each product, part, or appliance shipped. If a serial number or equivalent is not required on the product, part, or appliance in accordance with § 45.14, 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 entries in this block are to be entered in capital letters.

<i>Enter—</i>	<i>For—</i>
“NEW”	newly manufactured products and parts (domestic application for engines and propellers).
“OVERHAULED”	those products overhauled in accordance with § 43.2.
“PROTOTYPE”	products, parts, and appliances submitted to support type certification programs.
“INSPECTED,” “REPAIRED,” “REBUILT,” “ALTERED,” “MODIFIED,” or “EXPORT”	other situations, as appropriate.

NOTE 1: The term “INSPECTED” includes testing of products, parts, and appliances. The term “MODIFIED” is synonymous with the term “ALTERED” and may include the incorporation of ADs and service bulletins.

NOTE 2: The term “EXPORT” has been reinstated to be entered in Block 12 for those instances where an authorized person is solely performing an export function of the items listed on Form 8130-3.

m. Block 13. Remarks. Enter any information or references to support documentation necessary for the user or installer to make a final determination of airworthiness of the items listed in Block 6. Each statement must specify which item identified in Block 6 is related (if applicable). Examples of information (all of which may not be required depending on the product) to be supplied are as follows: (If additional space is needed, a separate sheet may be used and attached.)

- (1) All restrictions (for example, prototype conformity only).
- (2) Part number list or attachment when multiple part numbers are used.
- (3) Compliance with ADs or service bulletins.
- (4) Information on life-limited parts (for example, total time, total cycles, time since new).
- (5) Manufacturing, cure, or shelf-life data.
- (6) Drawing and revision level.

(7) For the purposes of export only, “NEWLY OVERHAULED” may be entered in Block 13 in capital letters to describe those products that have not been operated or placed in service since overhaul. If “NEWLY OVERHAULED” is identified in Block 13, Blocks 14 through 18 must be completed.

(8) When used for conformity, the word “CONFORMITY” must be entered in capital letters. In addition, an explanation of the product, part, or appliance 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, Request for Conformity, must be entered in this block. Form 8100-1 and Form 8130-9 may be required to document type certification activities.

(9) When used by authorized suppliers with properly documented direct shipment authority from the PAH, the words “DIRECT SHIPMENT AUTHORIZATION” must be entered in Block 13 in capital letters, and the information from paragraph 14d(2) of this order must be entered in Block 4.

(10) When Form 8130-3 is issued at an accredited distributor in accordance with paragraph 10d of this order, enter the following statements:

(a) The words “FOR DOMESTIC SHIPMENTS ONLY” in capital letters.

(b) “The part(s) shipped under this approval were produced by [insert PAH’s name, certificate or project number, and address].” (See appendix 7 to this order.)

(11) 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 10b of this order.)

(12) When PAHs use Form 8130-3 solely for the purpose of a domestic airworthiness approval for new products, parts, and appliances, there is nothing that prohibits the PAH from entering in capital letters: “FOR DOMESTIC SHIPMENTS ONLY.”

(13) 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, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance), 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). 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 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, to include the revision status and date.

2 Compliance with ADs or service bulletins.

3 Replacement/modification parts installed, and repairs or modifications made.

4 Life-limited parts history.

- 5 Deviations from the customer's work order.
- 6 Identity of national regulation if not 14 CFR 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 BASA MIP.

NOTE 1: Examples in paragraph 14m(15)(b)6 and 7 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 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. The single release requires approved data to be approved/accepted only by the appropriate CAA.

NOTE 2: Issuance of Form 8130-3 for approval 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.

(14) When used for export approval for Class II and III used products, parts, and appliances that have been returned to service based on the requirements of part 43, the words "USED (PRODUCT/PART), SHIPPED PER COUNTRY ACCEPTANCE LETTER OF USED PRODUCT/PART" must be entered in capital letters. (Not necessary for newly overhauled products, parts, and appliances).

(15) When a dual release is being applied to Form 8130-3 to satisfy a CAA or EASA member state authority, 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: **"[Name of repair station] certifies that the work specified in Blocks 12 and 13 was performed in accordance with EASA Implementation Rule part 145 approval, and with respect to that work, the aircraft component is considered ready for release to service under EASA approval number [insert number]."**

(16) When "EXPORT" is entered in Block 12, enter the term in capital letters that reflects the majority of the work performed by the last FAA-approved facility (for example, "NEW," "INSPECTED," "REPAIRED," "REBUILT," "ALTERED").

(17) When used for an airworthiness approval for a new subcomponent of a PMA/TSOA part or appliance higher assembly, complete Form 8130-3 with the subcomponent information, and enter the following statement in Block 13: **"The part shipped under this approval is a subcomponent of [insert PMA/TSOA part/appliance higher assembly part number]."** (See appendix 6 to this order.)

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, parts, and appliances 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, parts, and appliances 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 design approval and meet the special requirements of that importing country. Also, if “NEWLY OVERHAULED” is identified in Block 13, this box shall be checked.

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

o. Block 15. Authorized Signature. The FAA inspector or FAA authorized representative who has the authority to perform this function on behalf of the FAA signs in this block. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 8k of this order.

p. Block 16. Approval/Authorization No. Enter the approval/authorization number (DAR, DMIR, ODAR number) of the authorized representative 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 whose signature appears in Block 15.

r. Block 18. Date. Enter the date (month (three-letter designator)/day/year (four-number designator)) the Form 8130-3 is signed and the airworthiness or conformity determination is made. This does not need to be the same as the shipping date, which may occur later.

s. Block 19. Approval for Return to Service. Check the appropriate box(es) indicating which regulations apply to the completed work. If the box “Other regulations specified in Block 13” is checked, 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 and of 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. In this case, both boxes must be checked. (Refer to paragraphs 12b and 12c of this order for dual release instructions.)

t. Block 20. Authorized Signature. The individual authorized by the air agency, air carrier, or PAH in accordance with § 43.7 signs in this block. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 8k of this order.

u. Block 21. Approval/Certificate No. Enter the air agency or air carrier certificate number (for example, OTWR165K). For a PAH authorized by § 43.7(d) to approve products, parts, and appliances for return to service, enter the PAH’s project number (for example, PQ0123CE).

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

w. Block 23. Date. Enter the date (month (three-letter designator)/day/year (four-number designator)) the Form 8130-3 is signed and the product, part, or appliance is approved for return to service. This does not need to be the same as the shipping date, which may occur later.

15. LOST FAA FORM 8130-3.

a. Forms issued for other than export approval may be reissued by authorized persons, but only after reverification that the product, part, or appliance status has not been compromised (for example, suffered damage or degradation affecting airworthiness) since the original issuance.

NOTE: For the purpose of this order, the term “reverification” means a visual inspection for damage and degradation and confirmation that the product, part, or appliance had an original Form 8130-3 issued.

b. For export, the end user must submit a written statement to the original issuer stating that Form 8130-3 has been lost, and including evidence of the previous export and evidence that the product, part, or appliance status has not been compromised (for example, suffered damage or degradation effecting airworthiness) since the original issuance.

c. Once either of the above actions are taken, a file copy of the original form should be provided, if available. Otherwise, a new form will be issued in accordance with the appropriate section (new, export, or approval for return to service) of this order, and the words “**THIS FORM 8130-3 REPLACES THE LOST FORM 8130-3 DATED [enter original issuance date]**” typed in Block 13 in capital letters, and the current date entered in Block 18 for airworthiness approval or Block 23 for approval for return to service. The replacement form must have an original signature and the same data as the lost Form 8130-3.

d. If the product, part, or appliance status has changed or the reissuer is not confident that the product, part, or appliance status has not changed since the original Form 8130-3 issuance, the product, part, or appliance must be returned to the original issuer for inspection/testing before a replacement Form 8130-3 may be issued in accordance with paragraph 16 of this order.

16. REISSUANCE OF FAA FORM 8130-3 BY PAH FOR RETURNED PRODUCTS, PARTS, AND APPLIANCES.

a. The new unused products, parts, and appliances returned to a PAH for reasons such as overstock or wrong model for the end user may be eligible for a new Form 8130-3 if—

(1) The new unused products, parts, and appliances were produced under the PAH’s production approval.

(2) The PAH maintains a procedure to accept products, parts, and appliances back into their quality system.

(3) Tests and inspections are performed in accordance with procedures contain in their quality system to determine that the returned product, part, or appliance still meets the original type design it was produced under and is still in a condition for safe operation.

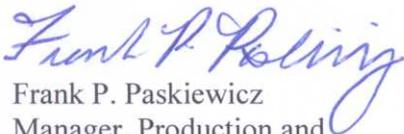
- b. If the conditions in paragraphs 16a(1) through (3) are met, a new Form 8130-3 in accordance with paragraph 10 or 13 of this order may be issued.
- c. If the original Form 8130-3 is returned with the products, parts, and appliances, the PAH should retain that form on file with (or have reference to) the new Form 8130-3.

NOTE: Those parts produced under Notice of Policy on Enforcement, Replacement and Modification Parts; Enhanced Enforcement (60 FR 10480, February 27, 1995), would not be allowed to reenter a PAH's FAA-approved quality system, because they were not originally produced under an FAA production approval.

17. REISSUANCE OF FAA FORM 8130-3 BECAUSE OF TYPOGRAPHICAL ERRORS ON ORIGINAL. Form 8130-3 may be reissued by the original issuer if there are typographical errors on the original.

- a. The end user must provide a written statement and a copy of the incorrect Form 8130-3 to the original issuer highlighting 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 in accordance with the appropriate section (new, export, or approval for return to service) of this order, and the words **“THIS FORM 8130-3 REPLACES FORM 8130-3 DATED [enter original issuance date]”** must be typed in Block 13 in capital letters. The replacement form must have an original signature.

18. INFORMATION CURRENCY. Any deficiencies found, clarifications needed, or improvements to be suggested regarding the content of this order should be forwarded to the Aircraft Certification Service, Planning and Financial Resources Management Branch, AIR-530, Attention: Directives Management Officer, 800 Independence Avenue SW., Washington, DC 20591 for consideration. Your suggestions are welcome. FAA Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience. If an interpretation is urgently needed, you may contact AIR-200 at 202-267-8361, but you should also use Form 1320-19 as a follow-up to the conversation.



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

**APPENDIX 1. SAMPLE FORM 8130-3
FOR AIRWORTHINESS APPROVAL FOR A NEW PRODUCT, PART, OR APPLIANCE**

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 991004326	
4. Organization Name and Address: Parts Manufacturing Corporation, 6210 Wing Avenue, Anyplace, TX 22212 (PQ2469SW)						5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	Actuator	69A321	PW400	1	3297	NEW	
13. Remarks: <h1 align="center">SAMPLE</h1>							
14. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.				19. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulations specified in Block 13 Certified 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: <i>Mary Smith</i>		16. Approval/Authorization No.: DARF-761104-NM		20. Authorized Signature:		21. Approval/Certification No.:	
17. Name (Typed or Printed): Mary Smith		18. Date (m/d/y): Aug/1/2004		22. Name (Typed or Printed):		23. Date (m/d/y):	
User/Installer Responsibilities							
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.</p> <p>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/assemblies from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 14 and 19 do not constitute 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.</p>							

APPENDIX 2. SAMPLE FORM 8130-3 FOR APPROVAL FOR RETURN TO SERVICE

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 2004-664	
4. Organization Name and Address: Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (P8RW813J)						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:	
001	Actuator	69A321	N/A	1	3297-L	REPAIRED	
010	Actuator	69A321	N/A	1	3384-L	REPAIRED	
020	Actuator	69A321	N/A	1	4418-L	REPAIRED	
13. Remarks: The work specified has been accomplished in accordance with Anyone's Maintenance Manual number 63210, revision B, dated June 6, 2003.							
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.				19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulations specified in Block 13 Certified 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: <i>John Smith</i>		21. Approval/Certification No.: P8RW813J	
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (Typed or Printed): John Smith		23. Date (m/d/y): Feb/25/2004	
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/assemblies from the airworthiness authority of the country specified in Block 1.							
Statements in Blocks 14 and 19 do not constitute 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.							

**APPENDIX 3. SAMPLE FORM 8130-3
FOR DUAL RELEASE APPROVAL FOR RETURN TO SERVICE**

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 2004-1009	
4. Organization Name and Address: Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (OC2R025L)						5. Work Order/Contract/Invoice Number: 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 12345, 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. "Anyone's Repair Station certifies that the work specified in Blocks 12 and 13 was performed in accordance with JAR 145 or EASA IR 145 and with respect to that work, the aircraft component is considered ready for release to service under CAA or EASA Acceptance Certificate Number J1234/EASA1234."							
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.				19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulations specified in Block 13 Certified 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: <i>Jim Jones</i>		21. Approval/Certification No.: OC2R0251	
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (Typed or Printed): Jim Jones		23. Date (m/d/y): Feb/25/2004	
User/Installer Responsibilities							
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.</p> <p>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/assemblies from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 14 and 19 do not constitute 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.</p>							

**APPENDIX 4. SAMPLE FORM 8130-3
FOR IDENTIFICATION OF A PREPOSITIONED PRODUCT, PART, OR APPLIANCE**

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: Feb/22/04123-000	
4. Organization Name and Address: Anyone's Production Co., 1600 East 68 th Avenue, Lakewood, CA 90712 (PQ0012NW)					5. Work Order/Contract/Invoice Number: SO 123-000		
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:		12. Status/Work:
1	Mattress Seat Bottom	A2FS228007		2	1234		NEW
2	Mattress Seat Back	AFS228009	747-400	4	1234		
3	Flight Deck Door	AFS2291007		1	12-8810		
13. Remarks: Part(s) were conformed to design data under FAA Project ST07095aSE-T, for the issuance of a Supplemental Type Certificate (STC) modification of Boeing 747-400. Part(s) conforming to design at issuance of the STC is/are certified as airworthy and in condition for safe operation without further showing.							
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input checked="" type="checkbox"/> Non-approved design data specified in Block 13.				19. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulations specified in Block 13 Certified 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: <i>Mary Jones</i>		16. Approval/Authorization No.: DMIR601234NM		20. Authorized Signature:		21. Approval/Certification No.:	
17. Name (Typed or Printed): Mary Jones		18. Date (m/d/y): Feb/22/2004		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/assemblies from the airworthiness authority of the country specified in Block 1.							
Statements in Blocks 14 and 19 do not constitute 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.							

APPENDIX 5. SAMPLE FORM 8130-3 FOR A REBUILT PRODUCT OR PART

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: 040430E1001	
4. Organization Name and Address: Pratt & Whitney, 400 Main Street, East Hartford, CT 06108, USA FAA Approval Holder: Production Certificate Number 2						5. Work Order/Contract/Invoice Number: 77588455	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	Fan Blade Assembly	51A335	PW4000	2	445567 445568	REBUILT	
13. Remarks: Fan Blade Assemblies were rebuilt to new part requirements.							
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.				19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulations specified in Block 13 Certified 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: <i>A. Inspector</i>		21. Approval/Certification No.: PC #2	
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (Typed or Printed): A. Inspector		23. Date (m/d/y): Apr/30/2004	
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/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute 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.							

APPENDIX 6. SAMPLE FORM 8130-3 FOR AIRWORTHINESS APPROVAL FOR A NEW SUBCOMPONENT FOR A PMA/TSOA PART OR APPLIANCE

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: Smith 007-1	
4. Organization Name and Address: Sample Engines, Inc., 49 Timber Lane, San Antonio, TX 78007 (PQ0007SW)					5. Work Order/Contract/Invoice Number: WO #6271960		
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	Exhaust Valve	GE1637781	Continental TSIO-520-BE	5 ea.	N/A	NEW	
13. Remarks: The part shipped under this approval is a subcomponent of FAA-PMA assembly P/N GE1654966, Cylinder Assembly.							
14. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.				19. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulations specified in Block 13 Certified 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: <i>James Smith</i>		16. Approval/Authorization No.: DMIR000007SW		20. Authorized Signature:		21. Approval/Certification No.:	
17. Name (Typed or Printed): James Smith		18. Date (m/d/y): Nov/23/2004		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/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute 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.							

**APPENDIX 7. SAMPLE FORM 8130-3 FOR AIRWORTHINESS APPROVAL
WHEN ISSUED AT AN ACCREDITED DISTRIBUTOR FACILITY**

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: Ace 235	
4. Organization Name and Address: Ace Aircraft Parts Distribution Co., 100 Lake Drive, San Antonio, TX 78007						5. Work Order/Contract/Invoice Number: PO #451960	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	Exhaust Valve	GEI637781	Continental TSIO-520-BE	5 ea.	N/A	NEW	
13. Remarks: "FOR DOMESTIC SHIPMENTS ONLY" The parts shipped under this approval were produced by Sample Engines, Inc., 49 Timber Lane, San Antonio, TX 78007 (PQ0007SW).							
14. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.				19. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulations specified in Block 13 Certified 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: <i>James Smith</i>		16. Approval/Authorization No.: DAR000234SW		20. Authorized Signature:		21. Approval/Certification No.:	
17. Name (Typed or Printed): James Smith		18. Date (m/d/y): Nov/23/2004		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/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute 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.							

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 8130.21D

To: Directives Management Officer, AIR-530
Federal Aviation Administration
800 Independence Avenue, SW.
Washington, DC 20591

(FAX Number 202-267-3983)

(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: _____