U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER 8130.21H

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

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

James D. Seipel
Manager
Production and Airworthiness Division, AIR-200

Distribution: Electronic **Initiated by:** AIR-200

Table of Contents

Paragraph *Page*

Chapter 1. General Information

1-1. Purpose of This Order 1-1
1-2. Audience 1-1
1-3. Where Can I Find This Order and FAA Form 8130-3? 1-1
1-4. Cancellation 1-1
1-5. Explanation of Policy Changes 1-2
1-6. Effective Date 1-3
1-7. Purposes for Which FAA Form 8130-3 Cannot Be Used 1-3
1-8. Authorization to Issue FAA Form 8130-3 1-4
1-9. Record Retention Requirements for FAA Form 8130-3 1-4
1-10. Lost FAA Form 8130-3 Issued for Domestic Airworthiness Approvals, Return To Service, and Export Airworthiness Approvals 1-4
1-11. Reissuance Because of Typographical Errors 1-5
1-12. Information Systems and Automation 1-5

Chapter 2. Domestic Airworthiness Approvals

2-1. General Information on Domestic Airworthiness Approvals 2-1
2-2. Conformity Inspections 2-2
2-3. Domestic Airworthiness Approval of New Products (Aircraft Engines and Propellers) 2-2
2-4. Domestic Airworthiness Approval of New Articles 2-3
2-5. Domestic Airworthiness Approval of New Products and Articles at Part 121 and Part 135 Certificate Holders, and Part 145 Certificated Repair Stations 2-4
2-6. Prepositioned Products and Articles 2-4
2-7. Splitting Bulk Shipments of Previously Shipped New Products and Articles 2-5
2-8. Block-by-Block Instructions for Completing FAA Form 8130-3 for Domestic Airworthiness Approvals 2-6
2-9. Reissuance by a PAH for Returned Products and Articles 2-10

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

3-1. General Information on Approval for Return To Service 3-1
3-2. Approval for Return To Service After Maintenance, Preventive Maintenance, Rebuilding, and Alteration—Products and Articles 3-3
3-3. Approval for Return To Service—Products and Articles 3-4
3-4. Issuance of FAA Form 8130-3 for Used Products and Articles Removed from a U.S.-Certificated Aircraft for Installation on Another U.S.-Certificated Aircraft 3-5

Table of Contents (Continued)

Paragraph *Page*

3-5. Approval for Return To Service Information Relevant to the European Union 3-6
3-6. Block-by-Block Instructions for Completing FAA Form 8130-3 for Approval for Return To Service 3-7

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

4-1. General Information on Export Airworthiness Approvals 4-1
4-2. New Products and Articles 4-4
4-3. Used Products and Articles 4-4
4-4. PMA Articles 4-4
4-5. Block-by-Block Instructions for Completing FAA Form 8130-3 for Export Airworthiness Approvals 4-4
4-6. Reissuance by a PAH for Returned Products and Articles. 4-9

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

5-1. Purpose of This Chapter 5-1
5-2. Background on Electronic FAA Form 8130-3 5-1
5-3. General Procedures for the Use of Electronic FAA Form 8130-3 5-2
5-4. Use of the Electronic FAA Form 8130-3 5-2
5-5. Specific Requirements Other Than Those Listed in ATA Spec 2000 5-4
5-6. User/Installer Responsibilities 5-5
5-7. Sample Uses of Electronic FAA Form 8130-3 5-6
5-8. Intent to Use Electronic FAA Form 8130-3 5-6

Appendix A. Samples of FAA Form 8130-3 (For Reference Only)

Figure A-1. FAA Form 8130-3 (Blank) A-1
Figure A-2. Sample FAA Form 8130-3 for a Conformity Inspection A-2
Figure A-3. Sample FAA Form 8130-3 for Domestic Airworthiness Approval for an Engine A-3
Figure A-4. Sample FAA Form 8130-3 for Domestic Airworthiness Approval for a New Product or Article (Packing List) A-4
Figure A-5. Sample FAA Form 8130-3 for Airworthiness Approval When Issued at a Distributor Facility A-5
Figure A-6. Sample FAA Form 8130-3 for Identification of Prepositioned Products or Articles A-6
Figure A-7a. Sample FAA Form 8130-3 for Splitting Bulk Shipments A-7
Figure A-7b. Sample FAA Form 8130-3 for Splitting Bulk Shipments (Separate Sheet of Paper) A-7

Table of Contents (Continued)

Paragraph *Page*

Figure A-8. Sample FAA Form 8130-3 for a Direct Shipment Authorization A-8
Figure A-9. Sample FAA Form 8130-3 for Airworthiness Approval for a New Subcomponent for a PMA Article A-9
Figure A-10. Sample FAA Form 8130-3 for a Rebuilt Product or Article A-10
Figure A-11. Sample FAA Form 8130-3 for Approval for Return To Service A-11
Figure A-12. Sample FAA Form 8130-3 for a Rebuilt Engine to a Country Within the European Union A-12
Figure A-13. Sample FAA Form 8130-3 for Dual Release Approval for Return To Service A-13
Figure A-14. Sample FAA Form 8130-3 for Export Airworthiness Approval A-14
Figure A-15. Sample FAA Form 8130-3 for Export Airworthiness Approval for a New Subcomponent for a TSO Authorization Article A-15
Figure A-16. Sample FAA Form 8130-3 for a Direct Shipment Authorization for Export A-16
Figure A-17. Sample FAA Form 8130-3 for an Electronic Export Airworthiness Approval A-17
Figure A-18. Sample FAA Form 8130-3 for an Electronic Conformity Airworthiness Approval A-18
Figure A-19. Sample FAA Form 8130-3 for an Electronic Approval for Return To Service A-19

Appendix B. Acronyms B-1

Appendix C. Definitions C-1

Appendix D. Administrative Information D-1

Appendix E. FAA Form 1320-19, Directive Feedback Information E-1

Chapter 1. General Information

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

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

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

c. Export airworthiness approval of products and articles.

Note 1: For the purposes of this order, the term "product" refers only to aircraft engines and propellers.

Note 2: The use of the word "should" throughout this order refers to a recommended practice. The associated activity is not a requirement; therefore, a record of completion is not required.

Note 3: The samples of FAA Form 8130-3 in appendix A to this order are provided for reference only. To properly complete a form, the originator must follow the procedures within this order.

1-2. Audience. FAA personnel; designees; production approval holders (PAH); air agencies certificated under Title 14 of the Code of Federal Regulations (14 CFR) part 145, Repair Stations; U.S. air carrier certificate holders; and distributors.

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

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

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

1-4. Cancellation. FAA Order 8130.21G, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag, dated October 26, 2009, is canceled.

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

a. Replaces FAA Form 8130-3 (06-01) with FAA Form 8130-3 (02-14) as part of an effort to harmonize the Authorized Release Certificate among multiple civil aviation authorities (CAA). The changes to the Authorized Release Certificate include—

(1) Changing the term "National Aviation Authority" to "Civil Aviation Authority" in Block 1.

(2) Removing the Eligibility block.

(3) Removing the term "Batch" from Block 10.

(4) Renumbering the various blocks within the Authorized Release Certificate.

(5) Changing the date format to (dd/mm/yyyy).

b. In chapter 1, adds a note that describes the proper use of the word "should" throughout the order, referring to it as a recommended practice.

c. Moves all FAA Form 8130-3 record retention requirements to chapter 1.

d. Moves all procedures concerning lost FAA Form 8130-3 and reissuance because of typographical errors to chapter 1.

e. Removes the term "issuer" and replaces it with "originator."

f. Updates guidance in all chapters concerning copies of FAA Form 8130-3.

g. Updates all the block-by-block instructions and sample figures referring to FAA Form 8130-3 (02-14).

h. In chapter 2, includes guidance concerning commercial parts and FAA Form 8130-3.

i. In chapter 2, updates the documentation procedures for splitting bulk shipments.

j. Harmonizes the implementing instructions for Block 7 in all chapters.

k. Adds specific guidance to all chapters concerning batch or lot numbers in Block 12 in the block-by-block instructions.

l. Moves all sample figures of FAA Form 8130-3 from the chapters to a separate appendix.

m. In chapter 3, adds a new section concerning articles marked with dual or multiple part numbers.

n. In chapter 3, adds a new section concerning return-to-service information relevant to the European Union.

o. In chapter 3, the terms “Inspected” and/or “Tested” have been updated in the Status/Work block to coincide with the Maintenance Annex Guidance (MAG) Between the Federal Aviation Administration for the United States of America and the European Aviation Safety Agency for the European Union.

p. In chapter 4, adds the words “and Articles” in the section title and rewords this section to correspond with 14 CFR 21.331(c) and (d).

q. In chapter 4, the terms “NEW” and “USED” have been updated in the Status/Work block in accordance with § 21.331, and two notes have been added to clarify their use.

r. In chapter 4, adds a new section in the Remarks block (Block 12) when exporting a product or article to a country or jurisdiction that does not have a bilateral agreement with the United States.

s. In appendix A, adds a sample figure that shows how to complete FAA Form 8130-3 when shipping a rebuilt engine to a country within the European Union.

t. Removes the sample figures containing extensible markup language (XML) fragments from chapter 5.

u. Removes the required use of the watermark “Printed from Electronic File” from the electronic FAA Form 8130-3.

1-6. Effective Date. This order is effective on February 1, 2014.

1-7. Purposes for Which FAA Form 8130-3 Cannot Be Used.

a. FAA Form 8130-3 is not a delivery or shipping document.

b. FAA Form 8130-3 may not be issued by organizations or individuals other than those approved/authorized by the FAA.

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

d. FAA Form 8130-3 does not constitute approval to install a product or article on a particular aircraft, aircraft engine, or propeller; however, it does assist the end user in determining the airworthiness approval status of a product or article.

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

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

g. FAA Form 8130-3 cannot be used to export a prototype product or article.

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

a. FAA ASIs,

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

c. Persons authorized in accordance with FAA Order 8100.15, Organization Designation Authorization Procedures, or

d. Persons authorized in accordance with paragraph 3-1 of this order to issue FAA Form 8130-3 to approve a product or article for return to service.

1-9. Record Retention Requirements for FAA Form 8130-3. Refer to FAA Orders 0000.1, FAA Standard Subject Classification System; 1350.14, Records Management; and 1350.15, Records Organization, Transfer, and Destruction Standards; and FAA IR-04-01, Records Management Requirements Manual, or see your office Records Management Officer/Directives Management Officer for guidance regarding retention or disposition of records.

a. When issued for domestic airworthiness and export airworthiness approvals for a new product or article (to include conformity inspections, prepositioning, and splitting of bulk shipments), the originator must retain FAA Form 8130-3 for no less than 5 years for products and articles and 10 years for critical parts.

b. When issued for return to service, the following statements describe how long the originator must retain FAA Form 8130-3, unless regulatory requirements stipulate otherwise:

(1) If FAA Form 8130-3 is issued as an approval for return to service by an appropriately certificated organization (that is, a PAH or 14 CFR part 121, 135, or 145 organization), the originator should retain a copy of FAA Form 8130-3 for a period of 2 years after the work is approved for return to service, unless the work is repeated or superseded. An air carrier's manual requirements may require a longer retention period.

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

1-10. Lost FAA Form 8130-3 Issued for Domestic Airworthiness Approvals, Return To Service, and Export Airworthiness Approvals. If a copy of an FAA Form 8130-3 is requested, correlation must be established between FAA Form 8130-3 and the applicable product(s) or article(s). The originator must retain a copy of each FAA Form 8130-3 issued to allow verification of the original data. There is no restriction on the number of copies of FAA Form 8130-3 that may be sent to the customer or retained by the originator.

1-11. Reissuance Because of Typographical Errors. The originator may reissue FAA Form 8130-3 to correct typographical errors.

a. The recipient of the incorrect FAA Form 8130-3 must provide a written request and a copy of the incorrect FAA Form 8130-3 to the originator.

b. The request for a corrected FAA Form 8130-3 may be honored without reverification of the product or article condition. The reissued FAA Form 8130-3 is not a statement of current condition and must refer to the FAA Form 8130-3 being corrected. Include this reference in Block 12 using the following statement: "This FAA Form 8130-3 corrects the error(s) in Block(s) [enter block number(s) corrected] of the FAA Form 8130-3 [enter form tracking number] dated [enter issuance date] and does not cover conformity/condition/release to service." The reissued form must be marked as such. Both forms must be retained according to the retention period.

1-12. Information Systems and Automation.

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

b. Approval holders should develop procedures for managing information systems consistent with Advisory Circular (AC) 21-43, Issuance of Production Approvals Under Subparts G, K, & O. These procedures should include a secured electronic auditing system that reflects all system changes and a secured monitoring system that records all transactions by items such as part number, serial number (when applicable), and quantity shipped.

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

Chapter 2. Domestic Airworthiness Approvals

2-1. General Information on Domestic Airworthiness Approvals.

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

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

c. FAA Form 8130-3 must be correlated with the shipment. Additional copies of FAA Form 8130-3 may be provided upon request. The forms may not be delivered before the product or article is shipped.

d. If FAA Form 8130-3 is issued as an airworthiness approval of a new product or article (this is to include conformity inspections, prepositioning, and splitting of bulk shipments), the originator must retain the FAA Form 8130-3 for no less than 5 years for products and articles and 10 years for critical parts.

e. The copies of FAA Form 8100-1, Conformity Inspection Report, and FAA Form 8130-3 may be retained in paper format or in a secure database, provided the database contains all of the information required on FAA Form 8130-3. An acceptable means of compliance is provided in AC 21-43 or AC 120-78, Acceptance and Use of Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals (when applicable). Duplicates of FAA Form 8130-3, including signatures retained in a database, do not need to be graphic images of the documents.

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

g. The signature of the person authorized to issue FAA Form 8130-3 may be applied electronically to Block 13b from domestic or international locations. With the exception of paragraphs 1-10 and 1-11, at the time the signature is authorized to be placed on FAA Form 8130-3, the person whose signature appears on the form must have direct access

to the product or article to verify it conforms to FAA-approved design data and is in a condition for safe operation.

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

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

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

j. The User/Installer Responsibilities statements may be placed on either side of the form. If the statements are placed on the back side of the form, a note in Block 12 must reference that fact. When copies of the forms are generated, these statements must be provided with the copies.

2-2. Conformity Inspections. When requested on FAA Form 8120-10, Request for Conformity, FAA Form 8130-3 is used to ship a prototype product or article. Any nonconformities/deviations relative to the product or article conformity inspection must have prior aircraft certification office (ACO)/designated engineering representative (DER), organization designation authorization (ODA), or FAA project manager acknowledgement of disposition. Before signing FAA Form 8130-3, any nonconformities/deviations must be appropriately acknowledged and dispositioned and be annotated in Block 12. Only an FAA ASI or authorized designee is permitted to sign the form. (Refer to appendix A, figure A-2, to this order.) When the request for conformity includes a quantity of articles in excess of those articles subject to the required certification, the tag for those excess articles should indicate they are prepositioned.

> **Note:** Prototype product(s)/article(s) pending certification under an FAA project number are not eligible for installation on in-service, type-certificated aircraft. Upon approval of the applicable design data and completion of an inspection to validate conformity to that approved design data and condition for safe operation, that product or article may be considered new.

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

a. FAA Form 8130-3 can be issued for domestic shipments to identify the airworthiness approval status of new products produced under 14 CFR part 21, Certification Procedures for Products and Parts. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. When used for an airworthiness approval for new products (engines or propellers), the following statement must be entered: "Airworthiness approval – Engine [or Propeller]." (Refer to appendix A, figure A-3, to this order.)

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

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

2-4. Domestic Airworthiness Approval of New Articles.

a. FAA Form 8130-3 can be issued for domestic shipments to identify the airworthiness approval status of new articles produced under part 21. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. (Refer to appendix A, figure A-4, to this order.)

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

c. When produced under an FAA production approval, a standard or commercial part is eligible for issuance of an FAA Form 8130-3 airworthiness approval. Use of FAA Form 8130-3 for this purpose is recommended, but not mandatory. The inclusion of FAA Form 8130-3 helps document the airworthiness and traceability of these parts. Refer to FAA Order 8110.118, Commercial Parts, for further information concerning commercial parts.

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

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

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

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

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

b. When completing FAA Form 8130-3, the name and address of the organization where FAA Form 8130-3 was issued must be documented in Block 4, along with the PAH's name in Block 12. (Refer to appendix A, figure A-5, and paragraph 2-8 of this order.)

2-6. Prepositioned Products and Articles.

a. General. FAA Form 8130-3 may be used to identify airworthiness approval status of prepositioned products or articles before type certificate (TC)/supplemental type certificate (STC) approval. Use of the form for this purpose is allowed.

b. Applicability. Eligible products and articles are production products and articles conformed as part of an FAA certification project, and produced under a production certificate (PC) holder's FAA-approved quality system in accordance with part 21.

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

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

(1) An FAA ASI,

(2) A DMIR,

(3) An ODA, or

(4) An authorized DAR employed by the PC holder.

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

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

a. General.

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

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

b. Eligibility and System Requirements.

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

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

(3) An authorized facility as described in paragraph 2-7b(2) above must have a written procedure in place for controlling products or articles when splitting bulk shipments.

(4) An authorized facility may split a bulk shipment of previously shipped new products or articles as many times as the original quantity listed in Block 9 allows.

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

(1) Make a copy of the FAA Form 8130-3 received with the original shipment of products or articles that identifies the bulk shipment. (Refer to appendix A, figure A-7a, to this order.)

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

(2) Include the following written statement (an example) or similar statement: "(Company name) certifies this/the attached document is a copy of FAA Form 8130-3. The prior FAA Form 8130-3 received by our facility is maintained on file pursuant to our document retention standards. That prior FAA form tracking number is [ACE-549]. The new tracking number for this portion of the split bulk shipment is [S1-054321]. The number of products or articles being shipped under this approval is [500]. Signed [quality control/assurance manager or authorized representative] Dated [month day year]" (Refer to appendix A, figure A-7b, to this order for an example.) A quality control/assurance manager or authorized representative from that facility must sign and date the written statement. You can include this statement by attaching a separate sheet of paper to the copy of the FAA Form 8130-3.

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

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

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

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

c. Block 3. FAA Form Tracking Number.

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

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

d. Block 4. Organization Name and Address.

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

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

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

(a) PAH/applicant name and address, and

(b) Supplier name and address.

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

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

e. Block 5. Work Order/Contract/Invoice Number. To facilitate customer traceability of the product or article, enter the work order number, contract number, invoice number, or similar reference number, and state the number of pages attached to the form, including dates, if applicable. If the shipment list contains the information required in Blocks 7 through 11, these respective blocks may be left blank if a list is attached to the form. In this case, the following statement must be entered in Block 12: "This is the certification statement for the products and articles listed on the attached document dated _____, containing pages _____ through _____." In addition, the shipping list must cross-reference the form tracking number located in Block 3.

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

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

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

i. Block 9. Quantity. Enter the quantity of each product or article shipped.

j. Block 10. Serial Number. If the product or article is required by 14 CFR part 45, Identification and Registration Marking, to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation also may be entered. If no serial number is entered in this block, enter "N/A." If a specific batch or lot number is used, refer to the instructions for Block 12.

k. Block 11. Status/Work. The following table describes what to enter in a specific situation. Only one term may be entered in Block 11, which should reflect the majority of the work performed. The use of upper or lower case in this block does not matter.

Table 1—FAA Form 8130-3 for Domestic Airworthiness Approvals Block 11 Terms

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

l. Block 12. Remarks. The use of upper or lower case in this block does not matter.

(1) State any information in this block, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of the product or article. If necessary, a separate sheet may be used and referenced from the main FAA Form 8130-3. Each statement must clearly identify the product or article in Block 6 to which it relates.

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

(a) When the request for conformity includes a quantity of product(s)/article(s) in excess of those product(s)/article(s) subject to the required certification, the tag for those excess product(s)/article(s) should indicate they are prepositioned. Include the following statement in this block: "Prototype product(s)/article(s) pending certification under FAA project number [enter number] are not eligible for installation on in-service, type-certificated aircraft. Upon approval of the applicable design data and completion of an inspection to validate conformity to that approved design data and condition for safe operation, that product or article may be considered new." Block 13a will be marked as "Non-approved design data specified in Block 12." (Refer to appendix A, figure A-6, to this order.)

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

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

(d) Compliance with airworthiness directives (AD) or service bulletins.

(e) For technical standard order (TSO) articles, enter the applicable TSO number.

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

(g) If a specific batch or lot number is used to control or trace the product or article, enter the batch or lot number in this block.

(h) Shelf-life data.

(i) Drawing number and revision level.

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

(k) Any data not appropriate in other blocks.

(l) When used for conformity, the words “Conformity Inspection” must be entered. In addition, an explanation of the product or article use (for example, pending approved data, TC pending, for test only) must be provided. Information concerning a conformity inspection such as design data, revision level, date, project number, and special instructions as shown on FAA Form 8120-10 must be entered in this block.

(m) When issued at a supplier facility with direct shipment authorization from the PAH, the words “Airworthiness approval – Direct shipment authorization” must be entered in Block 12, and the information from paragraph 2-8d(2) of this order must be entered in Block 4. (Refer to appendix A, figure A-8, to this order.)

(n) When FAA Form 8130-3 is issued at a distributor, part 121 or part 135 certificate holders, or a part 145 certificated repair stations, enter the following statement: “The product(s)/article(s) shipped under this approval were produced by [insert PAH’s name].” (Refer to appendix A, figure A-5, to this order.)

(o) When used for an airworthiness approval for new products (engines or propellers), the following statement must be entered: “Airworthiness approval – Engine [or Propeller].” (Refer to paragraph 2-3 of this order.)

(p) When used for prepositioning, the following statement must be made: “Prepositioned product(s)/article(s) were conformed to design data under FAA project number [enter number], for the issuance of a TC/STC modification of [enter make and model number]. Product(s)/article(s) conforming to design at issuance of the TC/STC is/are certified as airworthy and is/are in a condition for safe operation without further showing.” (Refer to appendix A, figure A-6, to this order.)

(q) When used for airworthiness approval for a new subcomponent of a Parts Manufacturer Approval (PMA)/TSO authorization article higher assembly, complete FAA Form 8130-3 with the subcomponent information, and enter a statement in Block 12 indicating the article is a subcomponent of a PMA or TSO authorization (for example, “This [insert article description] is a subcomponent of a(n) [FAA PMA article/TSO authorization].”) (Refer to appendix A, figure A-9, to this order.)

m. Block 13a. Airworthiness Approval.

(1) Place a check in the "Approved design data and are in a condition for safe operation" box if the products and articles were manufactured using FAA-approved design data and found to be in a condition for safe operation. Checking this box and signing Block 13b means the products and articles listed on the form meet the FAA-approved design data and are in a condition for safe operation.

(2) Place a check in the "Non-approved design data specified in Block 12" box when FAA Form 8130-3 is used for—

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

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

n. Block 13b. Authorized Signature. This space will be completed with the signature of the authorized person. Only an FAA ASI or authorized designee may sign this block. An alternative to a handwritten signature (for example, a computer-generated signature; refer to appendix C to this order for definition) is permitted only when authorized by the FAA. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 2-1g of this order.

o. Block 13c. Approval/Authorization No. Enter the approval/authorization number of the authorized representative/organization identified in Block 13b. If signed by an FAA inspector, the authorization number is the applicable office identifier.

p. Block 13d. Name (Typed or Printed). Enter the typed or printed name of the authorized representative or organization whose signature appears in Block 13b.

q. Block 13e. Date (dd/mmm/yyyy). Enter the date on which Block 13a is completed, or in the case of electronically generated forms, the date the conformity determination is made and the form is authorized to be issued. The date must be in the following format: two-digit day, first three letters of the month, and four-digit year, for example, 03 Feb 2008. This does not need to be the same as the printing or shipping date, which may occur later. The use or omission of slashes, hyphens, or spaces in the date does not matter.

r. Blocks 14a through 14e. Shade, darken, or otherwise mark to preclude inadvertent or unauthorized use.

2-9. Reissuance by a PAH for Returned Products and Articles.

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

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

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

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

b. If the conditions in paragraph 2-9a(1) through (3) are met, a new FAA Form 8130-3 in accordance with chapter 2 of this order may be issued.

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

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

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

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

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

b. A PAH may issue an FAA Form 8130-3 for approval for return to service after rebuilding, altering, or inspecting its product in accordance with §§ 43.3(j) and 43.7(d). The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. This will help aviation authorities and industry to ensure complete traceability and ease the movement of products and articles through the aviation system. (Refer to paragraph 3-2a(2) and appendix A, figure A-10, of this order.)

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

d. Blocks 14a through 14e on FAA Form 8130-3 are used to indicate approval for return to service (along with the information contained in Blocks 1 through 12).

e. FAA Form 8130-3 must be completed as outlined in the Block-by-Block instructions in paragraph 3-6 of this order.

f. FAA Form 8130-3 must be correlated with the shipment. Additional copies of FAA Form 8130-3 may be provided upon request. The forms may not be delivered before the product or article is shipped.

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

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

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

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

k. The User/Installer Responsibilities statements may be placed on either side of the form. If the statements are placed on the back side of the form, a note in Block 12 must reference that fact. When copies of the forms are generated, these statements must be provided with the copies.

l. When an article marked with dual or multiple part numbers is received, the article will be processed in the following manner:

(1) Articles must be maintained using the instructions for the part number referenced in the customer's work request.

(2) Part markings applied under part 45 may only be modified as defined in FAA-approved or -accepted data (for example, maintenance manuals, ADs, manufacturer drawings, technical data, and service bulletins).

(3) All related records pertaining to the maintenance performed must reflect the same part number for the maintenance of a particular article as referenced in the customer's request. The following describes some, but not all, scenarios that could be encountered when articles are received. Typically, the part number on the customer's work request must match the part number on the return to service. In all cases, the maintainer provides records according to § 43.9. An FAA Form 8130-3 may be issued per this order. (Refer to appendix A, figure A-11, to this order.)

(a) If the article is marked with the PC part number, the return to service will reference that number.

(b) If the article is marked with a PMA and/or technical standard order authorization (TSOA) number, the return to service created will reference that number.

(c) If the article is marked with more than one PAH number (that is, PC, PMA, or TSOA), request guidance from the customer to determine which part number to use to support the customer's work request.

(d) If the customer is an air carrier (part 121 or part 135), commercial operator (part 125), or foreign air carrier with N-registered aircraft (14 CFR 129.14), follow the air carrier/operator's maintenance programs.

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

a. Only those persons described in paragraph 3-1a and b, when authorized by § 43.7(c), (d), and (e), may issue an FAA Form 8130-3 for approval for return to service of products and articles that have undergone maintenance, preventive maintenance, rebuilding, or alteration, provided the applicable recordkeeping requirements of §§ 43.9, 91.417, 91.421, 121.380, 135.439, or 145.219 are met. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use. This will help aviation authorities and industry to ensure complete traceability and ease the movement of products and articles through the aviation system. (Refer to appendix A, figure A-11, to this order.)

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

(2) A PAH may use FAA Form 8130-3 for approval for return to service of products and articles as set forth in §§ 43.3(j) and 43.7(d). The completion of Blocks 14a through 14e will be used when the PAH rebuilds or alters any product manufactured by it under a TC or PC, TSO authorization, PMA, or product and process specification issued by the FAA. The PAH completes Block 14a by checking the appropriate box "Other regulation specified in Block 12." Refer to paragraph 3-6l.

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

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

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

for manufacturing. The PAH may alternatively develop data specifically for rebuilding, as long as that data is FAA-approved.

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

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

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

(3) When FAA Form 8130-3 is used as an approval for return to service to meet the terms and conditions of a bilateral agreement's maintenance implementation procedures (MIP), the air agency or air carrier must check the two boxes in Block 14a stating "14 CFR 43.9 Return to Service" and "Other regulations specified in Block 12" and provide the appropriate information in Blocks 11 and 12. This is considered to be a dual release FAA Form 8130-3. (Refer to appendix A, figure A-13, to this order.)

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

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

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

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

requirements of §§ 43.9, 91.417, 121.380, and 135.439 are met and the quality system includes the following:

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

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

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

(4) Provisions for documentation (FAA Form 8130-3, Block 12 or an attachment) clearly states the process used to determine airworthiness, including each reference to invoices, manufacturer maintenance manuals, or other instructions for continued airworthiness and FAA-approved/acceptable technical data. Attachments should include the form tracking number of the corresponding FAA Form 8130-3.

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

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

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

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

3-5. Approval for Return To Service Information Relevant to the European Union.

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

(1) Approval. Aviation Authorities (AA) in the European Union may recognize an approval for return-to-service FAA Form 8130-3 only from part 145 repair stations or air carriers that also obtained a European Aviation Safety Agency (EASA) part 145 approval appropriately rated for the product or article at the time the product or article was approved for return to service.

(2) Completing FAA Form 8130-3. A product or article approved for return to service with a dual release on FAA Form 8130-3 is eligible for installation on a United States or European Union registered aircraft. For a dual release, check both boxes in Block 14a and include the following statement in Block 12: "Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the [product/article] is considered ready for release to service under EASA Part 145 approval no. [insert number: EASA 145-XXX]." The FAA approval/certification number must be entered in Block 14c. A dual release certificate can only be issued by facilities that are both FAA and EASA approved located in the United States or Europe listed in Appendix 2 of the safety agreement.

(3) Guidance for the use of FAA Form 8130-3 and EASA Form 1 single release for special cases is referenced in the MAG under the aviation safety agreement between the United States and the European Union. Refer to MAG section B, appendix 1 for the United States, and MAG section C, appendix 1 for the European Union.

b. Rebuilt Engines. The following information pertains to and must be followed when issuing FAA Form 8130-3 to export a rebuilt engine to the European Union:

(1) Background. On May 1, 2011, the aviation safety agreement between the United States and the European Union went into effect. This agreement streamlined the regulatory cooperation between the United States and the European Union on certification and continued operational safety. It allows for the reciprocal acceptance of FAA and EASA certification and oversight of civil aviation products and repair stations. With the signing of this agreement and the supporting Technical Implementation Procedures (TIP), EASA recognizes the term "Rebuilt Engines" as a manufacturing certification practice, not a maintenance release by the FAA. The TIP places the same import requirements on rebuilt engines that are on new aircraft engines.

(2) Completing FAA Form 8130-3. The appropriate term to be entered in Block 11 will be "See Block 12." A comment will be added to Block 12 stating, "Rebuilt to original PAH's specifications." "Approved design data and are in a condition for safe operation" will be marked in Block 13a once the aircraft engine is rebuilt to the manufacturer's approved design specifications. Block 13b will be completed by an authorized person at the PAH, and Block 13c will be the PAH's certificate number. (Refer to appendix A, figure A-12, to this order.)

3-6. Block-By-Block Instructions for Completing FAA Form 8130-3 for Approval for Return To Service.

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

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

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

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

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

(1) Fill in the work order number, contract number, and/or invoice number related to the shipment list, or maintenance release authorization number, and state the number of pages attached to the form, including dates, if applicable. If the shipment list contains the information required in Blocks 6 through 11, the respective blocks may be left blank if a list is attached to the form. In this case, the following statement must be entered in Block 12: "This is the certification statement for the articles listed on the attached document dated _____, containing pages _____ through _____." In addition, the shipping list must cross-reference the form tracking number located in Block 3. (Refer to appendix A, figure A-4, to this order.)

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

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

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

h. Block 8. Part Number. Enter each part number of the product or article. In case of an aircraft engine or propeller, the model designation may be used. If the article being worked is a subassembly that does not have a part number of its own, enter the next higher assembly number followed by the word "subassembly."

i. Block 9. Quantity. Enter the quantity of each product or article shipped.

j. Block 10. Serial Number. If the product or article is required by part 45 to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation also may be entered. If no serial number is entered in this block, enter "N/A." If a specific batch or lot number is used, refer to the instructions for Block 12.

k. Block 11. Status/Work. The following table describes what to enter in a specific situation. The term entered in Block 11 should reflect the majority of the work performed by the organization. The use of upper or lower case in this block does not matter.

Table 2—FAA Form 8130-3 for Approval for Return To Service Block 11 Terms

Enter—	*For—*
"OVERHAULED"	A process that ensures the product or article is in complete conformity with the applicable service tolerances specified in the type certificate holder's or equipment manufacturer's instructions for continued airworthiness, or in the data approved or accepted by the authority. The product or article will be at least disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with the approved or accepted data.
"See Block 12"	Products or articles rebuilt or altered by authorized PAHs in accordance with § 43.3(j). Refer to paragraph 3-6l(3).
"REPAIRED"	Repair of defect(s) using an applicable standard.
"INSPECTED" and/or "TESTED"	Examination or measurement in accordance with an applicable standard (for example, visual inspection, functional testing, or bench testing).
"MODIFIED"	Alteration of a product or article to conform to an applicable standard.

Note: The applicable standard must be described in Block 12.

l. Block 12. Remarks. The use of upper or lower case in this block does not matter.

(1) Describe the work identified in Block 11 and associated results necessary for the user or installer to determine the airworthiness of the product or article in relation to the work being certified. This can be done either directly or by reference to supporting documentation. If necessary, a separate sheet may be used and referenced from the main FAA Form 8130-3. Each statement must clearly identify which product or article in Block 6 it relates to.

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

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

(b) Compliance with ADs or service bulletins.

(c) Repairs carried out.

(d) Modifications carried out.

(e) Replacement articles installed.

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

(g) If a specific batch or lot number is used to control or trace the product or article, enter the batch or lot number in this block.

(h) Deviations from the customer work order.

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

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

> **Note:** Examples in paragraph 3-6l(2)(i) show the possibility of dual release against both part 43 and another CAA's maintenance requirement or the single release by a part 145-approved maintenance facility against a CAA maintenance requirement. However, care should be taken to check the relevant box(es) in Block 14a to validate the release. A dual release requires the approved data to be approved/accepted by both the FAA and appropriate CAA.

(3) When an authorized person completes Blocks 14a through 14e for the purpose of rebuilding or altering a product they hold the approval for in accordance with § 43.3(j), the term "See Block 12" will be entered in Block 11, and one of the following statements will be entered in Block 12: "Rebuilt to original PAH's specifications" or "Altered to original PAH's specifications."

m. Blocks 13a through 13e. Shade, darken, or otherwise mark to preclude inadvertent or unauthorized use.

n. Block 14a. Approval for Return To Service. Mark the appropriate box(es) indicating which regulations apply to the completed work. If the box "Other regulations specified in Block 12" is marked, then the regulations of the other CAA(s) must be identified in Block 12. At least the left box must be marked, or both boxes may be marked, as appropriate.

(1) The regulations of the other CAA must be specifically identified in Block 12. The completed work can be accomplished in accordance with the regulations of the FAA, or the regulations of the FAA and another CAA. The data used to complete the work must be clearly stated in Block 12 or attached to the form and the attachment identified in Block 12. If the work has been done in accordance with both the regulations of the FAA and another CAA, both boxes

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

(2) The phrase "Rebuilt (altered or inspected) to original PAH's specifications" will be entered in Block 12 when a PAH rebuilds, alters, or inspects their product in accordance with § 43.3(j) or § 43.7(d).

o. Block 14b. Authorized Signature. This space will be completed with the signature of the authorized person. Only persons specifically authorized are permitted to sign this block. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 3-1j of this order.

p. Block 14c. Approval/Certificate No. Enter the PAH, air agency, or air carrier certificate number (for example, OTWR165K or PQ1234NM).

q. Block 14d. Name (Typed or Printed). Enter the typed or printed name of the authorized representative whose signature appears in Block 14b.

r. Block 14e. Date (dd/mmm/yyyy). The date to be entered in Block 14e for approval for return to service will be the date on which the original work was completed (refer to § 43.9). The date must be in the following format: two-digit day, first three letters of the month, and four-digit year, for example, 03 Feb 2008. This does not need to be the same as the printing or shipping date, which may occur later. The use or omission of slashes, hyphens, or spaces in the date does not matter.

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

4-1. General Information on Export Airworthiness Approvals.

a. An export occurs when a product or article is found to be airworthy, meets the special conditions of the importing country or jurisdiction, and is transferred from one CAA's regulatory authority to another CAA's regulatory authority. Part 21, subpart L contains the regulatory requirements for application for and issuance of export airworthiness approvals for aircraft engines, propellers and articles manufactured under the U.S. regulatory system. FAA Order 8130.2 contains policy and procedures for export of products and articles as well as complying with special requirements of importing countries. An FAA ASI or an authorized designee may perform the export function to determine whether the product(s)/article(s) conform to the FAA-approved design data, and to determine whether the importing country or jurisdiction requires any special conditions and the products are in a condition for safe operation. If the PAH knows the product(s)/article(s) will be installed on a non-U.S.-registered aircraft, or on an aircraft registered in a country where the CAA requires an export airworthiness approval, then the approval should be accomplished regardless of the aircraft's location. FAA Form 8130-3 does not constitute approval to install a product or article on a particular aircraft, aircraft engine, or propeller.

b. The country or jurisdiction of import may have a requirement that the FAA certify the exported product(s)/article(s) conform to that country's or jurisdiction's CAA-approved design approval. This is similar to the requirement placed on a CAA to certify product(s)/article(s) exported to the United States meet the FAA-approved type design in accordance with part 21, subpart N, Acceptance of Aircraft Engines, Propellers, and Articles for Import. The check in Block 13a ("Approved design data and are in a condition for safe operation") indicates the product(s)/article(s) meet the CAA- and FAA-approved design and are in a condition for safe operation.

(1) It is the exporter's responsibility to meet the special import requirements of the country or jurisdiction to which the product(s)/article(s) are being shipped. When any requirements, including the special requirements determined necessary by the importing country/jurisdiction for its certification basis (for example, changes to meet environmental conditions), cannot or will not be satisfied, the exporter, through coordination with the FAA, must obtain a written statement from the CAA of the importing country/jurisdiction indicating acceptance of the specific nonconformity (or nonconformities, as applicable). All nonconformities to the CAA-approved design must be noted in Block 12, Remarks, of FAA Form 8130-3.

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

Jurisdictions When Exporting U.S. Products, Articles, or Parts, now maintained online at http://www.faa.gov/aircraft/air_cert/international/export_aw_proc/sp_req_import/.

Note: Refer to annex 1 of the Agreement Between the United States of America and the European Union on Cooperation in the Regulation of Civil Aviation Safety and its Annexes for a listing of European countries included in this agreement.

(3) If a statement is requested by the country or jurisdiction of import to document that country's or jurisdiction's design approval data, and no such corresponding design approval data is available, a statement to that effect must be written in Block 12.

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

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

(a) Review. FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products, provides instructions for completing FAA Form 8130-1, Application for an Export Certificate of Airworthiness. Although an applicant may complete FAA Form 8130-1 for aircraft engines, propellers, and articles, these applications may also be made orally. An oral application or request should be made to the FAA or designated FAA representative authorized to issue those approvals. Designees will maintain records of the inspection and issuance or denial of FAA Form 8130-3. These records must be made available for review and evaluation as requested by FAA personnel. FAA Form 8130-1 may be documented electronically instead of completing, printing, signing, and retaining it in the paper format.

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

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

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

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

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

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

e. FAA Form 8130-3 must be completed as described in paragraph 4-5 of this order.

f. FAA Form 8130-3 must be correlated with the shipment. Additional copies of FAA Form 8130-3 may be provided upon request. The forms may not be delivered before the product or article is shipped.

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

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

i. The signature of the person authorized to issue FAA Form 8130-3 may be applied electronically to Block 13b. With exception of paragraphs 1-10 and 1-11, at the time the signature is authorized to be placed on FAA Form 8130-3, the person whose signature appears on the form must have direct access to the product or article to verify it conforms to FAA-approved design data and is in a condition for safe operation, or any special conditions required by the importing country or jurisdiction are met.

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

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

4-3. Used Products and Articles. Export airworthiness approvals for used aircraft engines, propellers, or articles are issued in accordance with § 21.331(c). If a used aircraft engine or propeller does not meet a requirement of § 21.331(c), § 21.331(d) allows for a deviation from the requirement if the CAA of the importing country or jurisdiction accepts the deviation in a form and manner acceptable to the FAA. The differences between the used aircraft engine or propeller and its approved design must be listed in Block 12 as exceptions.

Note: A deviation cannot be obtained for a used article.

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

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

b. When a particular bilateral agreement requires such a specific provision for PMA articles, statements must be entered in Block 12, if applicable.

c. The determination of a PMA article's criticality, as required to be entered in Block 12 when exported, can only be determined by the actual design approval holder (that is, the FAA-PMA holder).

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

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

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

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

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

d. Block 4. Organization Name and Address.

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

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

(a) PAH name and address.

(b) Supplier name and address.

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

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

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

(1) Fill in the work order number, contract number, and/or invoice number related to the shipment list, or maintenance release authorization number, and state the number of pages attached to the form, including dates, if applicable. If the shipment list contains the information required in Blocks 7 through 11, these respective blocks may be left blank if a list is attached to the form. In this case, the following statement must be entered in Block 12: "This is the certification statement for the products or articles listed on the attached document dated _____, containing pages _____ through _____." (Refer to appendix A, figure A-4, to this order.)

(2) In addition, the shipment list must cross-reference the form tracking number located in Block 3. The shipment list may contain more than one item, but it is the responsibility of the shipper to determine whether the CAA of the importing country or jurisdiction will accept bulk shipments under a single FAA Form 8130-3. If the CAA does not permit bulk shipments under a single form, Blocks 6 through 11 of each form must be filled in for each product or article shipped.

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

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

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

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

i. Block 9. Quantity. Enter the quantity of each product or article shipped.

j. Block 10. Serial Number. If the product or article is required by part 45 to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation also may be entered. If no serial number is entered in this block, enter "N/A." If a specific batch or lot number is used to control or trace the product or article, enter the batch or lot number in Block 12

k. Block 11. Status/Work. The following table describes what to enter in a specific situation. Only one term may be entered in Block 11, which should reflect the majority of the work performed. The use of upper or lower case in this block does not matter.

Table 3—FAA Form 8130-3 for Export Airworthiness Approvals Block 11 Terms

Enter—	*For—*
"NEW"	The production of a new product or article in conformity with the approved design data.
"USED"	The aircraft engine, propeller, or article having any time in service.

Note 1: If the aircraft engine, propeller, or article is considered "USED," do not issue FAA Form 8130-3 for the purpose of export to the European Union. The European Union only accepts FAA Form 8130-3 issued for the purpose of return to service by a repair station/maintenance organization when used products or articles are being shipped to a European Union member country. Refer to paragraph 3-5 of this order for related policy and procedures.

Note 2: Before exporting a product or article, all special import requirements must be met, or that product or article may be rejected by the importing country or jurisdiction.

l. Block 12. Remarks. The use of upper or lower case in this block does not matter.

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

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

(a) If the term "USED" is in Block 11, make reference to other substantiating airworthiness data in this block. Examples include a "Return To Service" FAA Form 8130-3, logbooks, airworthiness directive compliance, or status of life-limited parts.

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

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

(d) When FAA Form 8130-3 is issued at a distributor, part 121 or part 135 certificate holders, or a part 145 certificated repair stations, enter the following statement: "The product(s)/article(s) shipped under this approval were produced by [insert PAH's name]."

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

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

(g) Shelf-life data.

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

(i) If a specific batch or lot number is used to control or trace the product or article, enter the batch or lot number in this block.

(j) Any data not appropriate in other blocks.

(3) When used by authorized suppliers with properly documented direct shipment authorization from the PAH, the words "Direct shipment authorization" must be entered in Block 12, and the information from paragraph 4-5d(2) of this order must be entered in Block 4. (Refer to appendix A, figure A-16, to this order.)

(4) When used for export approval for used products and articles returned to service based on the requirements of part 43, the words "Used product(s)/article(s), shipped per CAA statement of acceptance for used product(s)/article(s)" must be entered. Refer to paragraph 4-3, which stipulates the importing authority must submit a written statement accepting used products and articles. Refer to applicable bilateral agreements.

(5) If a written statement of acceptance has been received from the importing CAA regarding a noncompliance to its approved design, the noncompliance to the CAA-approved design must be entered in Block 12. This does not apply to used articles according to § 21.331(d).

(6) When used for an export for a new subcomponent of a PMA/TSO authorization article higher assembly, complete FAA Form 8130-3 with the subcomponent information, and enter a statement in Block 12 indicating the part or article is a subcomponent of a PMA or TSO authorization (for example, "This part is a subcomponent of a PMA/TSO authorization"). (Refer to appendix A, figure A-15, to this order.)

(7) If a statement is requested by the country to which the product or article is being exported that documents that country's design approval data, and no such corresponding design approval data is available, a statement to that effect must be written in Block 12.

(8) If the PAH holds the type design data for replacement articles produced under an STC, "Produced by the STC design approval holder" must be entered in Block 12.

(9) If the originator has found that the product or article meets the special import requirements of the importing country or jurisdiction, Block 12 should indicate: "Export airworthiness approval – This article meets the special requirements of (enter country)." If the importing country or jurisdiction does not have special import requirements applicable to the product or article, then the statement does not need to be included. The finding of compliance with a particular country's or jurisdiction's special import requirements should not be interpreted to preclude export or re-export to another country, but the exporter/re-exporter should confirm compliance with the special import requirements of the destination country or jurisdiction. (Refer to appendix A, figure A-14, to this order.)

(10) If the country or jurisdiction to which a product or article is exported does not have a bilateral agreement with the United States, or has not stated any special import requirements, FAA Form 8130-3 may still be issued as an export approval. In this case, Block 12 should indicate "Export airworthiness approval. No special import requirements for [enter name of country or jurisdiction] stated at time of issuance."

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

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

n. Block 13b. Authorized Signature. This space will be completed with the signature of the authorized person. Only an FAA ASI or authorized designee may sign this block. An alternative to a handwritten signature (for example, a computer-generated signature) is permitted only when authorized by the FAA. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 4-1i of this order.

o. Block 13c. Approval/Authorization No. Enter the approval/authorization number of the authorized representative/organization identified in Block 13b. If signed by an FAA inspector, the authorization number is the applicable office identifier.

p. Block 13d. Name (Typed or Printed). Enter the typed or printed name of the authorized representative/organization whose signature appears in Block 13b.

q. Block 13e. Date (dd/mmm/yyyy). The date must be in the following format: two-digit day, first three letters of the month, and four-digit year, for example, 03 Feb 2008. This does not need to be the same as the printing or shipping date, which may occur later. The use or omission of slashes, hyphens, or spaces in the date does not matter.

r. Blocks 14a through 14e. Shade, darken, or otherwise mark to preclude inadvertent or unauthorized use.

4-6. Reissuance by a PAH for Returned Products and Articles.

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

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

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

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

b. If the conditions in paragraphs 4-6a(1) through (3) are met, a new FAA Form 8130-3 in accordance with chapter 4 of this order may be issued.

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

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

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

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

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

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

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

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

e. As a result of the above (GPEA, enactment of E-Sign, and OMB Circular A-130), the FAA and industry formed the Electronic Documentation Project Team (EDPT) to develop an industry specification to enable the electronic exchange of FAA Form 8130-3 for aircraft products and articles. The requirements contained in this chapter for the use of the electronic version of FAA Form 8130-3 and the specifications contained in ATA Spec 2000 are the direct result of the efforts put forth by that team. Not only were the requirements of FAA Form 8130-3 developed, but corresponding forms used by other authorities (for example, EASA or Transport Canada Civil Aviation (TCCA)) were considered.

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

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

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

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

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

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

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

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

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

b. Those authorized persons who elect to issue the electronic FAA Form 8130-3 for products and articles must comply with the guidelines in this chapter, specific block-by-block instructions contained in chapters 2, 3, and 4 as appropriate, and the standardized set of data formats, data requirements, business guidelines, and reference documents in the ATA Spec 2000. ATA Spec 2000 is available by contacting Airlines for America at 202-626-4000, or via email at a4a@airlines.org.

5-4. Use of the Electronic FAA Form 8130-3.

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

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

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

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

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

d. The originator and the receiver of the electronic FAA Form 8130-3 must archive the digitally signed file, including any attached previous references, for the required time as mentioned in this order or as stipulated in the record retention requirements for that organization.

e. One of the advantages of using an electronic FAA Form 8130-3 is the ability to more easily integrate data across various other systems, such as inventory, maintenance, or spare parts management. To facilitate this, it may be necessary to include additional information in the electronic format that is not necessary in the paper format, for example, adding a Manufacturer's CAGE/NCAGE Code in Block 12 to unambiguously identify the part. (Although CAGE/NCAGE Codes are not required by the FAA, these codes have been accepted in the commercial aviation industry as a standard means of identifying entities.)

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

g. The electronic implementation of FAA Form 8130-3 is the legal and official document that uses the data in the XML file, not the PDF/paper copy generated from the XML file. If a PDF/paper copy is generated from the XML file, it is permissible to have additional information when viewing that form as a paper copy or on a computer screen version. This information should appear in Block 12 (unless it is necessary to present it in another block to clarify the contents of that block) to provide information to the end user on the airworthiness of the product or article. Examples of additional information that may be on the electronic version and not

required by the paper format as defined in chapters 2, 3, and 4 may be viewed in appendix A, figures A-17 through A-19, to this order. Please note that these figures are provided as examples only.

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

a. Security.

(1) The electronic system should protect confidential information.

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

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

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

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

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

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

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

(4) Procedures for obtaining, maintaining, and controlling digital security certificates for the individual(s)/organization authorized to sign an electronic FAA Form 8130-3.

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

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

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

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

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

5-6. User/Installer Responsibilities. Because FAA Form 8130-3 is being issued electronically when complying with this chapter of the order, the User/Installer Responsibilities referenced at the bottom of each hard or screen copy of the form are not visible in the XML format. Therefore, the following statements are provided as a reminder of the user/installer responsibilities per the applicable regulations:

a. It is important to understand the existence of this document alone does not automatically constitute authority to install the aircraft engine, propeller, or article.

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

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

5-7. Sample Uses of Electronic FAA Form 8130-3. In appendix A are examples of various uses of the electronic FAA Form 8130-3. Each example depicts a sample PDF/paper copy of the data.

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

5-8. Intent to Use Electronic FAA Form 8130-3. Those authorized persons who elect to issue the electronic FAA Form 8130-3 for transmittal of products or articles are required to notify their geographic FAA office of their intent before implementation. Figure 5-1 is provided as an example of a letter of intent.

Figure 5-1. Sample Letter of Intent for an Electronic Certification System

Note: Use company's letterhead.

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

From: [Company name]

Date: [Date]

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

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

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

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

Sincerely,

[Requester signature]
[Requester name]

Appendix A. Samples of FAA Form 8130-3 (For Reference Only)

Figure A-1. FAA Form 8130-3 (Blank)

1. Approving Civil Aviation Authority/Country: FAA/United States	2. **AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number:
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
12. Remarks:					
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.		
13b. Authorized Signature:	13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mmm/yyyy):
User/Installer Responsibilities					
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. 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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.					
FAA Form 8130–3 (02–14)					NSN: 0052-00-012-9005

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

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	AP54321

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Anyone's Aviation, 1104 Wing Avenue, Anyplace, TX 72212 (AP54321)	WO 99987

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

12. Remarks:

Conformity Inspections

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

1. **Request for Conformity FAA 8120.10, #06-09222, dated 19 Feb 2008 reviewed.**
2. **Copy of FAA 8130-9, Statement of Conformity, dated 3 May 2007 provided, reviewed, and attached.**
3. **Part No. B9876-1 Flap Track (8 ea.), inspected to engineering to include Drawing No. 12345-001, Revision G1, dated 1 Oct 2007.**

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

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☐ Approved design data and are in a condition for safe operation. ☒ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DARF-1234567-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	03 Mar 2008		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

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

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

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Big Engine Manufacturing Co., 5 Aviation Way, Small Town, KS 67021 (B7EM123T)	BR549

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

12. Remarks:

Airworthiness approval – Engine

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DARF-54123-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	28 Aug 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-4. Sample FAA Form 8130-3 for Domestic Airworthiness Approval for a New Product or Article (Packing List)

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** **FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG**	991004327
4. Organization Name and Address: Parts Manufacturing Corporation, 6210 Wing Avenue, Anyplace, TX (PQ02469SW)		5. Work Order/Contract/Invoice Number: V234ZY 6 pages attached dated 12 Oct 2005

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

12. Remarks:

Airworthiness approval

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

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DARF-761104-NM		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	12 Oct 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-5. Sample FAA Form 8130-3 for Airworthiness Approval When Issued at a Distributor Facility

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	AUTHORIZED RELEASE CERTIFICATE FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	ACE235

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Ace Aircraft Parts Distribution Co., 100 Lake Drive, San Antonio, TX 78007	PO #451960

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

12. Remarks:

Airworthiness approval

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

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DARF-000243-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	30 May 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-6. Sample FAA Form 8130-3 for Identification of Prepositioned Products or Articles

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

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

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

12. Remarks:

Prepositioned articles

Prototype product(s)/article(s) pending certification under FAA project number [enter number] not eligible for installation on in-service, type-certificated aircraft. Upon approval of the applicable design data and completion of an inspection to validate conformity to that approved design data and condition for safe operation, that product or article may be considered new.

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☐ Approved design data and are in a condition for safe operation. ☒ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DMIR-003486-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	10 Oct 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-7a. Sample FAA Form 8130-3 for Splitting Bulk Shipments

1. Approving Civil Aviation Authority/Country: FAA/United States	2. **AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: ACE-549
4. Organization Name and Address: OEM Airplane Company, 110 Stunt Flyer Road, Memphis, TN 76005 (PC023)					5. Work Order/Contract/Invoice Number: WO 5678
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Flap Track Roller	65B9999-1	1000	N/A	NEW

12. Remarks:

Airworthiness approval

13a. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.		14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12. Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.	
13b. Authorized Signature: *A. Inspector*	13c. Approval/Authorization No.: DMIR-650987-NM	14b. Authorized Signature:	14c. Approval/Certificate No.:
13d. Name (Typed or Printed): A. Inspector	13e. Date (dd/mmm/yyyy): 25 May 2007	14d. Name (Typed or Printed):	14e. Date (dd/mmm/yyyy):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-7b. Sample FAA Form 8130-3 for Splitting Bulk Shipments (Separate Sheet of Paper)

AIRPLANE COMPANY COPY STATEMENT

(Company name) certifies the attached document is a copy of FAA Form 8130-3. The prior FAA Form 8130-3 received by our facility is maintained on file pursuant to our document retention standards. That prior FAA form tracking number is **ACE-549**. The new tracking number for this portion of the split bulk shipment is **S1-054321**. The number of products or articles being shipped under this approval is **500**.

A. Quality Manager Oct 24 2007

A. Quality Manager Date

Figure A-8. Sample FAA Form 8130-3 for a Direct Shipment Authorization

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

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Original Parts Manufacturing Corporation, 6210 Wing Avenue, Anyplace, AL (PQ02269CE) Everybody's Aircraft Supply Co., 810 Red Baron Way, Hooterville, OK 74032	WO 2020

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

12. Remarks:

Airworthiness approval – Direct shipment authorization

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DMIR-00243-CE		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	13 Apr 2008		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-9. Sample FAA Form 8130-3 for Airworthiness Approval for a New Subcomponent for a PMA Article

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

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

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

12. Remarks:

Airworthiness approval

This exhaust valve is a subcomponent of an FAA PMA article.

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DMIR-00007-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	14 Oct 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-10. Sample FAA Form 8130-3 for a Rebuilt Product or Article

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

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

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

12. Remarks:

Rebuilt (altered) to original PAH's specifications.

13a. Certifies the items identified above were manufactured in conformity to:		14a. ☐ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: A. Inspector	14c. Approval/Certificate No.: PC #62
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): A. Inspector	14e. Date (dd/mmm/yyyy): 30 Apr 2008

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-11. Sample FAA Form 8130-3 for Approval for Return To Service

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

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

12. Remarks:

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

13a. Certifies the items identified above were manufactured in conformity to:		14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: A. Inspector	14c. Approval/Certificate No.: PW8RW813J
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): A. Inspector	14e. Date (dd/mmm/yyyy): 12 Oct 2007

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-12. Sample FAA Form 8130-3 for a Rebuilt Engine to a Country Within the European Union

1. Approving Civil Aviation Authority/Country:	2.	3. Form Tracking Number:
FAA/United States	**AUTHORIZED RELEASE CERTIFICATE** FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG	ACME-12345
4. Organization Name and Address: ACME Airplane Company, 110 Aviation Place, Somewhere, OK (PC62)		5. Work Order/Contract/Invoice Number: WO 2468

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Engine	PW-00001	1	AB100001	See Block 12

12. Remarks:

Export Airworthiness Approval – This product meets the special requirements of [enter country]. Rebuilt to original PAH's specifications.

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	PC #62		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	30 Aug 2011		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-13. Sample FAA Form 8130-3 for Dual Release Approval for Return To Service

1. Approving Civil Aviation Authority/Country:	2.				3. Form Tracking Number:
FAA/United States	AUTHORIZED RELEASE CERTIFICATE FAA Form 8130–3, AIRWORTHINESS APPROVAL TAG				2004-1009
4. Organization Name and Address: 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. Quantity:	10. Serial Number:	11. Status/Work:
001	Antenna	12342	1	AN-223-H	OVERHAULED

12. Remarks:

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

Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the [product/article] is considered ready for release to service under EASA Part 145 approval no. [insert number: EASA 145-XXX].

13a. Certifies the items identified above were manufactured in conformity to:		14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.	
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			
13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature: A. Inspector	14c. Approval/Certificate No.: OC2R025L
13d. Name (Typed or Printed):	13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): A. Inspector	14e. Date (dd/mmm/yyyy): 13 Oct 2005

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-14. Sample FAA Form 8130-3 for Export Airworthiness Approval

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

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

6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1	Flap	C 54321	1	9876543	NEW

12. Remarks:

Export Airworthiness Approval – This article meets the special requirements of (enter country).

13a. Certifies the items identified above were manufactured in conformity to:		14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12	
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.		Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.	
13b. Authorized Signature: *A. Inspector*	13c. Approval/Authorization No.: DMIR-000011-SW	14b. Authorized Signature:	14c. Approval/Certificate No.:
13d. Name (Typed or Printed): A. Inspector	13e. Date (dd/mmm/yyyy): 23 Oct 2007	14d. Name (Typed or Printed):	14e. Date (dd/mmm/yyyy):

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-15. Sample FAA Form 8130-3 for Export Airworthiness Approval for a New Subcomponent for a TSO Authorization Article

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

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

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

12. Remarks:

Export airworthiness approval – This article meets the special requirements of (enter country).

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

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DMIR-003333-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	25 Oct 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-16. Sample FAA Form 8130-3 for a Direct Shipment Authorization for Export

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

4. Organization Name and Address:	5. Work Order/Contract/Invoice Number:
Original Parts Manufacturing Corporation, 6210 Wing Avenue, Anyplace, AL (PQ02269CE) Everybody's Aircraft Supply Co., 810 Red Baron Way, Hooterville, OK 74032	WO 2020

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

12. Remarks:

Export airworthiness approval – This article meets the special requirements of (enter country).

Direct shipment authorization

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
A. Inspector	DMIR-00243-CE		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	13 Apr 2008		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-17. Sample FAA Form 8130-3 for an Electronic Export Airworthiness Approval

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

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

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

12. Remarks:

Manufacturer Code: 73489

EXPORT: United Kingdom

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
Digital signature on file.	DARF-54123-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
A. Inspector	19 Dec 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-18. Sample FAA Form 8130-3 for an Electronic Conformity Airworthiness Approval

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

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

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

12. Remarks:

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

Prototype product(s)/article(s) pending certification under FAA project number [enter number] not eligible for installation on in-service, type-certificated aircraft. Upon approval of the design data the product(s)/article(s) listed above are considered NEW and conform to approved design data and are in a condition for safe operation without further showing.

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☐ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☐ Approved design data and are in a condition for safe operation. ☒ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
Digital signature on file.	DMIR-54123-SW		
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
Alfred R. Gibson	19 Dec 2007		

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Figure A-19. Sample FAA Form 8130-3 for an Electronic Approval for Return To Service

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

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

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

12. Remarks:

Manufacturer Code: 84848

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

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

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

13a. Certifies the items identified above were manufactured in conformity to:	14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.	Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 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.

13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:	14c. Approval/Certificate No.:
		Digital signature on file	S3RX333K
13d. Name (Typed or Printed):	**13e. Date (dd/mmm/yyyy):**	**14d. Name (Typed or Printed):**	**14e. Date (dd/mmm/yyyy):**
		Mary Jones	10 Jan 2008

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

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 aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FAA Form 8130–3 (02–14) NSN: 0052-00-012-9005

Appendix B. Acronyms

The following acronyms are used in this order:

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

Appendix C. Definitions

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

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

> **Note:** For the purposes of this definition, the European Aviation Safety Agency is considered to be a CAA.

3. Article. A material, part, component, process, or appliance.

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

5. Commercial Part. An article that is listed on a Federal Aviation Administration (FAA)-approved commercial parts list included in a design approval holder's instructions for continued airworthiness.

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

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

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

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

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

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

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

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

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

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

16. Export. When a product or article is found to be airworthy, meets the special conditions of the importing country or jurisdiction, and is transferred from one CAA's regulatory authority to another CAA's regulatory authority.

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

18. Originator. The issuer (FAA-authorized individuals or organization designation authorization holder) who began the approval process signing FAA Form 8130-3, Airworthiness Approval Tag.

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

20. Product. Per Title 14 of the Code of Federal Regulations 21.1, "product" is defined as an aircraft, aircraft engine, or propeller. However, for the purposes of this order, "product" refers only to aircraft engines and propellers.

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

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

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

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

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

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

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

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

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

Appendix D. Administrative Information

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

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

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

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

FAA Form 1320-19, Directive Feedback Information, is located in appendix E to this order for your convenience. FAA employees may also use the automated directive feedback system (DFS) to submit comments at http://avsdfs.avs.faa.gov/. If you require an immediate interpretation, please contact your local FAA managing office. If further interpretation is required, that FAA managing office will contact AIR-200 at (202) 385-6346. However, you also should complete FAA Form 1320-19 as a followup to the conversation.

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

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

U.S. Department
of Transportation

Federal Aviation Administration

Directive Feedback Information

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

Subject: Order 8130.21H

To: Directive Management Officer, AIR-510

(Please check all appropriate line items)

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

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

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

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

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

FAA Form 1320-19 (10-98)