



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER  
8130.21J

xx/xx/xx

**SUBJ:** Completion of FAA Form 8130-3 under [14](#) CFR part [21](#)

This order describes the completion of Federal Aviation Administration (FAA) Form 8130-[3](#) as:

- An export airworthiness approval under Title 14 Code of Federal Regulations ([14](#) CFR) part [21](#), subpart [L](#).
- A conformity inspection for prototype aircraft engines, propellers, or articles in Type Certification/Supplemental Type Certification programs under [14](#) CFR § 21.8([d](#)).
- An original or recurrent domestic airworthiness approval for an aircraft engine, propeller, or article manufactured under an FAA production approval to show compliance with [14](#) CFR §§ 21.146([e](#)), 21.316([e](#)), and 21.616([e](#)).
- An authorized release document (ARD) under [14](#) CFR § 21.137([o](#)).

For policy on:

- Prepositioning prototype aircraft engines, propellers, or articles refer to **Policy Memo XXX**.
- Conducting conformity inspections before completing the FAA Form 8130-[3](#), refer to FAA Order 8110.[4](#), *Type Certification*.
- Implementing [14](#) CFR § 21.137([o](#)) refer to [AIR100-16-110-GM16](#) *PAH Issuance of Authorized Release Documents*.
- Implementation of Approvals for Return to Service (RTS) for maintenance, preventative maintenance, and alterations performed under [14](#) CFR part [43](#), refer to Advisory Circular (AC) 43-ARTS, *Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43*, which includes instructions for how to complete the FAA Form 8130-[3](#) for this purpose.
- Approvals for RTS issued by production approval holders (PAH) for inspections and alterations on aircraft engines, propellers, or articles manufactured by the PAH, refer to Order 8120.[18](#), *Production Approval Holders (PAH) Who Rebuild or Alter Their Own Products and/or Articles Under 14 CFR 43.3(j)*, which includes instructions on how to complete the FAA Form 8130-[3](#) for this purpose.
- The appointment of designees and their limitations, see FAA Order 8000.[95](#), *Designee Management System*.

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Director, Policy & Innovation Division  
Aircraft Certification Service

**Distribution:** Electronic

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1. **Purpose of This Order.** This order describes how to complete Federal Aviation Administration (FAA) Form 8130-3, *Authorized Release Certificate* under 14 CFR part 21 as either an airworthiness approval or as an authorized release.
2. **Audience.** All FAA aviation safety inspectors (ASIs), FAA-authorized designees, including organization designation holder unit members (ODA-UM), and FAA production approval holders (PAHs).
3. **Where Can I find this Order and FAA Form 8130-3?** You can find this order on the MyFAA website at [https://www.faa.gov/regulations\\_policies/orders\\_notices](https://www.faa.gov/regulations_policies/orders_notices) and on the Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.
4. **What This Order Cancels.** This revision cancels the following order, deviation, general, and policy memorandums.
  - a. FAA Order 8130.21H, CHG 1, *Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*, dated January 11, 2016.
  - b. AIR100-16-110-DM04, *Issuance of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag and PAH Issuance of Authorized Release Documents for Export*, dated June 24, 2016.
  - c. AIR100-16-110-DM12, *Deviation to FAA Order 8130.21 Regarding Prepositioned Products and Articles*, dated June 28, 2016.
  - d. AIR100-16-110-PM02, *Clarification of Conformity Inspection Requirements for New Surplus Articles on the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*, dated April 28, 2016.
  - e. AIR100-16-110-PM04, *Use of Block 12 on the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*, dated June 28, 2016. (DOMESTIC SHIPMENTS)
  - f. AIR100-16-110-PM05, *Shipment of Prototype Products and Articles with the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*, dated June 28, 2016.
  - g. AIR-600-17-6C2-GM01, *Instructions for Completing FAA Form 8130-1, Application for Export Certificate of Airworthiness for Aircraft Engines, Propellers, and Articles*, dated October 31, 2017.
5. **Explanation of Policy Changes.** This complete rewrite focuses on reducing redundant and confusing information by returning to the core function of FAA Form 8130-3, *i.e.*, certifying that an aircraft engine, propeller, or article conforms to approved design data and is in a condition for safe operation only under 14 CFR part 21. As a result, a line-by-line listing of changes is not included.
6. **Effective Date.** This directive becomes effective sixty days from the date of signature.
7. **Definitions.** For the purposes of 14 CFR part 21, and this order, these definitions apply—
  - a. *Administrator* means the FAA Administrator or any person to whom he has delegated his authority in the matter concerned. (See, 14 CFR § 1.1.)

**b.** *Airworthiness approval* means a document, issued by the FAA for an aircraft, aircraft engine, propeller, or article, which certifies that the aircraft, aircraft engine, propeller, or article conforms to its approved design and is in a condition for safe operation, unless otherwise specified, *see*, 21.1(b)(1).

**c.** *Approved* means approved by the Administrator, including representatives and designees, *see*, 14 CFR § 1.1.

**d.** *Approved design data* means the technical data required by 14 CFR § 21.8 that has been found to meet the applicable airworthiness requirements.

**e.** *Article* means a material, part, component, process, or appliance, *see*, 14 CFR § 21.1(b)(2).

**f.** *Commercial part* means an article that is listed on an FAA-approved Commercial Parts List included in a design approval holder's Instructions for Continued Airworthiness required by § 21.50, *see* § 21.1(b)(3).

**g.** *Domestic Airworthiness Approval* means the issuance of the FAA Form 8130-3 for the purpose of compliance with 14 CFR §§ 21.1(b), 21.8(c) for prototypes, and 14 CFR §§ 21.146(e), 21.316(e), or 21.616(e) for identification. These approvals may not be acceptable as export airworthiness approvals, *see*, 14 CFR §§ 21.325 and 21.331.

**h.** *Issuer.* For authorized releases, the issuer is the PAH; for airworthiness approvals, the issuer is the FAA or its designee, including ODA UMs.

**i.** *Original Airworthiness Approval.* The issuance of an FAA Form 8130-3 by the FAA or its designee for new aircraft engines, propellers, or articles produced by a PAH and under its quality control system at the time of signature.

**j.** *Product* means an aircraft, aircraft engine, or propeller, *see*, 14 CFR § 21.1(b)(6).

**k.** *Production approval* means a document issued by the FAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take the form of a production certificate, a PMA, or a TSO authorization, *see*, 14 CFR § 21.1(b)(7).

**l.** *Production approval holder (PAH)* means the holder of a production certificate, a PMA, or a TSO authorization.

**m.** *Recurrent Airworthiness Approval.* Any airworthiness approval that is issued by the FAA, including its designees, for an aircraft engine, propeller, or article that has left the quality control system of the PAH.

**n.** *Spare part* means an accessory, appurtenance, or part of an aircraft (except an aircraft engine or propeller), aircraft engine (except a propeller), propeller, or appliance, that is to be installed later in an aircraft, aircraft engine, propeller, or appliance, *see*, 49 USC § 40102(a)(43).

**o.** *Signature* means any form of identification that is traceable to the individual making the entry; it must be handwritten or be part of an electronic system or other method of affirmed identification acceptable to the FAA.

**p.** *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.

**8. Use of FAA Form 8130-3 under Part 21.** Under [14](#) CFR part [21](#), the FAA Form 8130-3 is either an *airworthiness approval*, in which case it must be issued by the Administrator, including its designees, and ODA-UMs or as an *authorized release*, in which case it is issued under the PAH's quality system.

**a.** When issued by the FAA or its designees, including ODA-UMs, the FAA Form 8130-3 is an *airworthiness approval* and is used as—

(1) An export airworthiness approval for an aircraft engine, propeller, or article under [14](#) CFR §§ 21.[325](#) and 21.[331](#) in accordance with the importing country's requirements.

(2) A conformity inspection for prototype aircraft engines, propellers, or articles in type certification/supplemental type certification programs. For information on performing conformity inspections, refer to [14](#) CFR § 21.8([c](#)) and FAA Order 8110.[4](#), *Type Certification* or FAA Order 8110.[42](#), *Part Manufacturer Approval Procedures*.

(3) An original or recurrent domestic airworthiness approval<sup>1</sup> to comply with [14](#) CFR §§ 21.146([e](#)), 21.316([e](#)), and 21.616([e](#)) when aircraft engines, propellers, or articles are released from the PAH's quality system.

(4) A domestic airworthiness approval for an aircraft engine, propeller, or article released from the PAH's quality system to comply with [14](#) CFR § 21.1(b)([1](#)) or §§ 21.146([e](#)), 21.316([e](#)), or 21.616([e](#)).

**b.** When issued as an *authorized release* document (ARD) under [14](#) CFR § 21.137([o](#)),<sup>2</sup> the PAH will do so in accordance with the quality system procedures submitted and approved under [14](#) CFR § 21.[138](#). For information on the expectations of the quality system procedures, see, FAA Order 8120.[22](#), *Production Approval Procedures* and Advisory Circular (AC) 21-[43](#), *Production Under 14 CFR Part 21, Subparts F, G, K, and O*.

**c.** Standard and commercial parts that are included in an approved design may be eligible for airworthiness approvals or authorized releases under [14](#) CFR part [21](#). See, FAA Order 8110.[118](#), *Commercial Parts*.

**d.** The FAA Form 8130-3 is not used for—

(1) An airworthiness approval for an aircraft.

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<sup>1</sup> See, 74 FR [53368](#), October 16, 2009. "Sub-assemblies, component parts, or replacement articles that leave the PAH's facility as FAA-approved must include the manufacturer's part number and name, trademark, symbol, or other FAA-approved PAH identification (e.g., the production approval number, cage code, or Federal supply code for manufacturers (FSCM)). A manufacturer or person producing under subparts F, G, K, or O may choose any method to meet this requirement. Methods include, but are not limited to, marking the article, *attaching a tag to the article*, placing the article in a container, or providing a document with the article with the information previously mentioned." Emphasis added.

<sup>2</sup> "This final rule creates § 21.137(o), which permits a PAH to issue authorized release documents for new aircraft engines, propellers, and articles manufactured by that PAH, and for used aircraft engines, propellers, and articles rebuilt or altered in accordance with § 43.3(j), *provided the PAH establishes and adheres to certain quality assurance procedures as part of its quality system*." Emphasis added. *Ibid*.

(2) For both an airworthiness approval and authorized release under [14](#) CFR part [21](#).

(3) For both an airworthiness approval or release and/or an approval under [14](#) CFR part [21](#) and a approval for return to service under [14](#) CFR part [43](#) (*i.e.*, signing both Blocks 13 and 14, right and left certifications).

**9. General Guidelines.** The data contained in FAA Form 8130-[3](#) can be generated electronically. When the data is presented (*e.g.*, when it is printed), replication of the standard format adopted by or acceptable to international aviation safety agencies will be expected.

**a. Eligibility for Issuance of an FAA Form 8130-3.**

(1) To be eligible for an export airworthiness approval, see paragraph [10](#) of this Order.

(2) To be eligible for a domestic *airworthiness approval*, the new aircraft engine, propeller, or spare part must have been manufactured to an approved design and be in condition for safe operation at the time the FAA Form 8130-[3](#) or dataset is issued. Evidence that the article was manufactured to an approved design—

(a) Information from a PAH such as a shipping document, certificate of conformance, material certification, documenting that the article was released from a PAH's quality system or otherwise found to conform to the approved design by the PAH.

(b) In the absence of identifying documentation, the markings required by [14](#) CFR § 45.[15](#) may suffice to establish the origin of the part. *See*, FAA Office of the Chief Counsel (AGC-200, dated [August 6, 2009](#)) to Dickstein-Washington Aviation Group.

(c) Alternatively, AC 20-[62](#), *Eligibility, Quality, & Identification of Aeronautical Replacement Parts*, AC 20-[154](#), *Guide for Developing a Receiving Inspection System for Aircraft Parts and Material*, AC 21-[29](#), *Detecting and Reporting Suspected Unapproved Parts* all provide information regarding evidence necessary to ensure a new article was manufactured to an approved design and is in a condition for safe operation.

(d) Where neither documentation nor markings adequately identify the new article as having been manufactured to an approved design, the applicant may submit evidence (such as test and inspection reports) that the article conforms to an FAA-approved design. FAA Form 8100-[1](#), *Conformity Inspection Record*, may be used to record and provide evidence of the inspection that established the article was manufactured to an approved design and was in a condition for safe operation when the FAA Form 8130-[3](#) was issued. FAA designees may be required to complete the document under the direction of their managing office.

(3) To be eligible for an *authorized release*, the article must have been produced and the FAA Form 8130-[3](#) or dataset issued under the PAH's approved quality system.

**b. Original and recurrent determinations of airworthiness.** The first issuance of the FAA Form 8130-[3](#) from the PAH's quality system is considered an original airworthiness determination, whether issued as an airworthiness approval by the FAA or its designee, including ODA-UMs, or an authorized release under [14](#) CFR § 21.137([o](#)). Subsequent determinations of airworthiness are considered recurrent.



c. Information. The information placed on the FAA Form 8130-3 must be legible, permanent, and in the English language. White paper is the preferred color if printed; if another color is used, the information must be legible. Block 12 of FAA Form 8130-3 and any attachments must ensure compliance with the applicable regulations. Attachments are to include the corresponding FAA Form 8130-3's tracking number from Block 3 and the number of attachments is to be stated in Block 5.

d. Signature. The FAA Form 8130-3 may be completed electronically. An acceptable means of establishing compliance with electronic signature and recordkeeping requirements is found in the latest version of AC 120-78, *Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals*.

e. Formatting. The overall design of the FAA Form 8130-3 must not be changed; the Blocks must stay in their original position and no verbiage may be added or deleted in the Block descriptions. The Blocks and the form may be reduced, but not to the extent that they cannot be recognized or read. The "User/Installer Responsibilities" statements may be placed on either side of the form; if, placed on the back side of the FAA Form 8130-3, a note in block 12 should indicate that the information is on the back.

f. Retention. The issuer must retain the original and any reissued or corrected data for the period(s) required by the applicable regulation(s), e.g, 14 CFR § 21.137(k), *Control of quality records*. The data, including the secured signature, may be retained in paper format, portable document format (PDF), or in a secured database, provided the information is available for FAA review upon request.

g. Errors. Verified errors on the FAA Form 8130-3 may be corrected without reverification of the product or article's condition as the correction is not a statement of current condition. Corrections are to be made as follows:

(1) The corrected data or FAA Form 8130-3 is assigned a new tracking number, issued with an original signature, and the date on which it is signed.

(2) The corrected data or FAA Form 8130-3 references the original tracking number and provides an explanation of the corrections in block 12.

(3) The issuer retains the required data associated with the form(s) or copies of the forms issued.

h. Copies. The issuer may generate duplicates of the FAA Form 8130-3 or its data without restriction on the number. All replacements from an issuer must be clearly identified as copies, with words such as "Copy" or "Duplicate" or "Not Original". Paper copies can be reproduced from the original electronically stored data. For lost forms or splitting bulk shipments, follow these instructions.

(1) Lost Forms. Correlation among the FAA Form 8130-3, the item(s), and the customer reduces the possibility that the copy is being used improperly.

(2) Splitting a Bulk Shipment. Any person may split a bulk shipment that the person owns or controls. While splitting bulk shipments is not an FAA or designee function, a customer may request or require an export or recurrent airworthiness approval. To split a bulk shipment, copy the data from the original FAA Form 8130-3 or its dataset, and either:

3—

(a) Indicate on each dataset or copy of the original FAA Form 8130-

- the number of aircraft engines, propellers, or spare parts being shipped,
- A unique tracking number for the portion being shipped,
- the name, physical address, date, and contact information of the individual splitting the shipment, or;

(b) Accompany each split shipment from the original bulk shipment with data that includes:

- the tracking number of the original dataset or FAA Form 8130-3,
- a unique tracking number for the portion being shipped,
- number of spare parts being shipped, and
- the name, physical address, date, and contact information of the individual splitting the shipment.

(c) Retain the original and the copies or separate documents indicating how each bulk shipment was split.

**i. Issuer No Longer Available.** When the issuer is an ODA, and the UM that signed the FAA Form 8130-3 or dataset is no longer available, the ODA may correct or reissue the form or dataset. Similarly, when the PAH issues an authorized release, it may correct or reissue the form or dataset.

(1) For *airworthiness approvals*, if the FAA authorized representative or individual designee is deceased or the ODA is no longer authorized, another authorized representative or designee can correct the FAA Form 8130-3 or dataset as set forth above or issue a new form after verifying the condition of the spare part.

(2) For *authorized releases*, if the PAH is no longer functional, an FAA authorized representative or designee can issue a recurrent *airworthiness approval* correcting or replacing the information, in which case, the condition of the spare part must be established.

**j. New Articles Returned.** When aircraft engines, propellers, and spare parts are returned to a PAH, the dataset or original of the first FAA Form 8130-3 issued for the returned article is to be cancelled and a new FAA Form 8130-3 may be issued as follows—

(1) For *airworthiness approvals*, the article must be reinspected by an FAA representative or designee, or unit member with appropriate authority.

(2) For *authorized releases*, the article must be reintroduced to the PAH's quality system, which can be accomplished by including a procedure for acceptance and release of returned aircraft engines, propellers, or spare parts.

**10. Export Airworthiness Approvals.** United States law does not require an airworthiness approval as a condition of export, but foreign laws may. The regulatory requirements for the application and issuance of an export airworthiness approval are contained in 14 CFR part 21,

subpart L. See Exporter's Responsibilities below for further information on importing country requirements.

**a.** The installation of a part on a U.S.-registered aircraft located outside the U.S. is not an export for subpart L purposes, because the part remains under the jurisdiction of the U.S. aviation system.

**b.** When an importing country requires an FAA-issued Form 8130-3 *airworthiness approval*, the following applies:

(1) Application. Under 14 CFR § 21.327, any person may apply for an export airworthiness approval for an aircraft engine, propeller, or article by completing FAA Form 8130-1, *Application for an Export Certificate of Airworthiness*. While an applicant may make an oral request to an appropriately authorized FAA representative or designee, the use of Form 8130-1 is strongly encouraged as it certifies the truthfulness of the information provided.

(2) Eligibility. Under 14 CFR § 21.331, an export airworthiness approval may be issued by the FAA for new aircraft engines, propellers, articles that comply with 14 CFR §§ 21.146(c) and 21.316(c), or 21.616(c). Similarly, an export airworthiness approval may be issued by the FAA for used aircraft engines, propellers, or articles that were maintained or altered under 14 CFR part 43.

(a) *New production under part 21*. For new aircraft engines, propellers, or spare parts, the applicant's demonstration must establish that each item was manufactured under 14 CFR part 21. Evidence of this may include a shipping ticket, certificate of conformance or material certification from the PAH, or an FAA Form 8130-3 authorized release or any other documentation from a PAH, standard, or commercial part manufacturer. In the alternative, the markings required by 14 CFR § 45.15 or the FAA-approved design may be used to demonstrate manufacture under 14 CFR part 21.

(b) *Used aircraft engines, propellers, or spare parts under part 43*. For used aircraft engines, propellers, or spare parts the applicant's demonstration must be establish through maintenance records issued under 14 CFR § 43.9 that the article conforms to its approved design.

(c) *Condition for safe operation*. Both new and used aircraft engines, propellers, and spare parts being exported must undergo an inspection that establishes they are in a condition for safe operation:

- New items were produced in a manner that ensured compliance with the approved design and the items have not been damaged nor suffered degradation that render them unairworthy since manufacture.

- Used items were maintained or altered in accordance with methods, techniques, and practices that returned them to at least the original or properly altered condition (used).

- There are no outstanding Airworthiness Directives against the new or used aircraft engine, propeller, or spare part.

**c.** Exceptions. 14 CFR § 21.331 allow the FAA to issue an export *airworthiness approval* for aircraft engines, propellers, and articles that do not meet the requirements of 14 CFR



§§ 21.331(a) or 21.331(c). However, there are no provisions that allow the export of a used article/spare part that does not meet an approved design (*see*, [14 CFR § 21.331\(d\)](#)).

(1) For new aircraft engines, propellers, or articles, the CAA of importing country or jurisdiction must issue a written statement which lists and accepts the deviation(s) from the requirements that the new item be manufactured under [14 CFR part 21](#), meet an approved design, and be in a condition for safe operation.

(2) For used aircraft engines and propellers, the CAA of the importing country or jurisdiction must issue a written statement which lists and accepts the deviation(s) from the requirements that the used aircraft engine or propeller meets an approved design and be in a condition for safe operation.

(3) When an exporter transmits its request to a local FAA office that the aircraft engine, propeller, or article cannot comply with [14 CFR § 21.331\(a\)](#) or (c), the FAA must request a written statement from the importing CAA that it will accept the specific deviations from the requirements as outlined in Order 8130-2, *Airworthiness Certification of Aircraft*.

**d. Exporter's Responsibilities.** Under [14 CFR § 21.335\(a\)](#), the exporter must forward all documents specified by the importing country or jurisdiction. The request for an export airworthiness approval can be made orally, or by completion of FAA Form 8130-1. In either event, the information required by FAA Form 8130-1 will be required by the FAA (or its designees, including ODA-Ums) before the export airworthiness approval may be issued. The importing country requirements for documentation may be found:

(1) In a bilateral agreement between the U.S. and other countries, which may be found: [Bilateral Agreements](#). Under these agreements, the importing country normally accepts an *airworthiness release* issued by the PAH and does not require an *airworthiness approval* that is issued by the FAA. However, each bilateral must be reviewed to ensure the importing country's requirements are met.

(2) On the CAA website(s) of the importing country.

(3) A document submitted to the FAA by a foreign country for publication on the FAA Web site at: ????

(4) In AC 21-2, *Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles or Parts*, appendix 2.

## 11. Instructions for Completing FAA Form 8130-3 under Part 21.

For new parts, the FAA Form 8130-3 may be issued as an authorized release by the PAH under its approved quality manual procedures found to comply with [14](#) CFR § 21.137(o). Airworthiness approvals, including export airworthiness approvals, are issued by the FAA. In either event, the information on the FAA Form 8130-3 will be the same except for the signature block which will indicate either the PAH or the FAA representative or designee.

Block #	For Authorized Release Issued by the PAH under <a href="#">14</a> CFR § 21.137(o). <sup>3</sup>	For Domestic Airworthiness Approval Issued by the FAA under <a href="#">14</a> CFR §§ 21.1(b)(1), 21.8(d), 21.146(e), 21.316(e), and 21.616(e) for identification. <sup>4</sup>	For Domestic Airworthiness Approval – Prototype Issued by the FAA for prototype and pre-positioning under <a href="#">14</a> CFR § 21.8(c).	For Export Airworthiness Approval Issued by the FAA to meet an importing country's requirements under <a href="#">14</a> CFR part 21, subpart L.
<b>Block 1. Approving Civil Aviation Authority/Country.</b> FAA/United States. (Preprinted.)				
<b>Block 2. Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag.</b> (Preprinted.)				
<b>Block 3. FAA Form Tracking Number.</b>	Enter the unique number established by the PAH under its 21.137 quality system.	Enter the unique number established by the individual or organization issuing the airworthiness approval.	Enter the unique number established by the individual or organization issuing the airworthiness approval.	Enter the unique number established by the individual or organization issuing the airworthiness approval for export.

<sup>3</sup> See, 74 FR [53368](#), October 16, 2009, “This final rule creates § 21.137(o), which permits a PAH to issue authorized release documents for new aircraft engines, propellers, and articles manufactured by that PAH, and for used aircraft engines, propellers, and articles rebuilt or altered in accordance with § 43.3(j), *provided the PAH establishes and adheres to certain quality assurance procedures as part of its quality system.*” (Emphasis added.)

<sup>4</sup> *Ibid.* “Sub-assemblies, component parts, or replacement articles that leave the PAH's facility as FAA-approved must include the manufacturer's part number and name, trademark, symbol, or other FAA-approved PAH identification (*e.g.*, the production approval number, cage code, or Federal supply code for manufacturers (FSCM)). A manufacturer or person producing under subparts F, G, K, or O may choose any method to meet this requirement. Methods include, but are not limited to, marking the article, *attaching a tag to the article*, placing the article in a container, or providing a document with the article with the information previously mentioned.” (Emphasis added.)

Block #	For Authorized Release Issued by the PAH under <a href="#">14</a> CFR § 21.137(o). <sup>3</sup>	For Domestic Airworthiness Approval Issued by the FAA under <a href="#">14</a> CFR §§ 21.1(b)(1), 21.8(d), 21.146(e), 21.316(e), and 21.616(e) for identification. <sup>4</sup>	For Domestic Airworthiness Approval – Prototype Issued by the FAA for prototype and pre-positioning under <a href="#">14</a> CFR § 21.8(c).	For Export Airworthiness Approval Issued by the FAA to meet an importing country's requirements under <a href="#">14</a> CFR part <a href="#">21</a> , subpart <a href="#">L</a> .
<b>Block 4. Organization Name and Address.</b>	Enter the name and address of the PAH associated with the approval or authorization number from the PC, PMA, or TSOA that will be entered in Block 13.  For PAH's that have trained and authorized inspectors at supplier facilities under 21.137(o)—enter the name of the PAH whose number will be entered in Block 13c c/o the name and address of the supplier's facility.	For the PAH, enter the name of the PAH and the address of the facility associated with the approval number in Block 13c.  For PAH direct ship suppliers under 21.146(h)—enter the name of the PAH whose number will be entered in Block 13c c/o the name and address of the delegated supplier's facility.  For distributors—enter the name and address of the location from which the form is issued.	Enter the name and address of the applicant for the project associated with the FAA project number in Block 5.  For inspection performed at supplier's facilities—enter the name of the PAH whose FAA project number will be entered in Block 5 c/o the name and address of the delegated supplier's facility.	Enter the name and address of the person requesting the export airworthiness approval.
<b>Block 5. Work Order/Contract/Invoice Number.</b>	Enter a unique reference, <i>e.g.</i> , traveler, work order, contract, invoice, or equivalent unique identification, or enter N/A.	Enter a unique reference, <i>e.g.</i> , traveler, work order, customer contract, invoice, or equivalent unique identification, or enter N/A.	Enter the FAA project number.	Enter the requester's reference, <i>e.g.</i> , work order, contract, invoice, or equivalent unique identification, or enter N/A.
<b>Block 6. Item.</b>	Enter the item number for each aircraft engine, propeller, or article. If a separate list is used, enter "List Attached." If using a separate list, including the tracking number in Block 3 for cross-reference.			
<b>Block 7. Description.</b>	Enter the name or description of each item listed in block 6. If a separate list is used, enter "List Attached." If using a separate list, including the tracking number in Block 3 for cross-reference.			
<b>Block 8. Part Number.</b>	Enter the part number of each item. If the item is an aircraft engine or propeller, the model designation may be entered.  If the item is a subassembly that does not have a unique part number, enter the next higher assembly number followed by the word "subassembly." If a separate list is used, enter "List Attached." If using a separate list, including the tracking number in Block 3 for cross-reference.			
<b>Block 9. Quantity.</b>	Enter the quantity of each item. If a separate list is used, enter "List Attached." If using a separate list, including the tracking number in Block 3 for cross-reference.			

Block #	For Authorized Release Issued by the PAH under <a href="#">14</a> CFR § 21.137(o). <sup>3</sup>	For Domestic Airworthiness Approval Issued by the FAA under <a href="#">14</a> CFR §§ 21.1(b)(1), 21.8(d), 21.146(e), 21.316(e), and 21.616(e) for identification. <sup>4</sup>	For Domestic Airworthiness Approval – Prototype Issued by the FAA for prototype and pre-positioning under <a href="#">14</a> CFR § 21.8(c).	For Export Airworthiness Approval Issued by the FAA to meet an importing country's requirements under <a href="#">14</a> CFR part 21, subpart L.
<b>Block 10. Serial Number.</b>	If <a href="#">14</a> CFR part <a href="#">45</a> requires identification by a serial number, enter it here. If there is no serial number, enter “N/A.” If a separate list is used, enter “List Attached.” If using a separate list, including the tracking number in Block 3 for cross-reference.			
<b>Block 11. Status/Work.</b>	Enter one of the terms below. If a separate list is used, enter “List Attached,” and include the tracking number from Block 3 for cross reference.  (5) Enter “NEW” for a new item that is in conformity with approved design data. (6) Enter “PROTOTYPE” for a new item that is in conformity with non-approved design data. (7) Enter “USED” for a used item that will be exported in accordance with <a href="#">14</a> CFR § 21.331(c).			
<b>Block 12. Remarks.</b>	This Block must contain the statements required by importing countries or jurisdictions, <i>e.g.</i> , bilateral agreements require certain statements to be added, whether the FAA Form 8130-3 is being used as an authorized release or an airworthiness approval.  (1) For new item(s) that is/are airworthy, <i>i.e.</i> , conform to an approved design and is in a condition for safe operation— (a) From a PAH any information that will help the installer determine the airworthiness of the item(s). (b) From a supplier with direct ship authority, enter “Direct Ship Authority”. (c) From a distributor enter “The product or article(s) shipped under this approval was produced by [ENTER PAH NAME].” (d) Which is a sub-component of a PMA or TSOA article, enter the following statement: “[These are]/[This is a] subcomponent(s) of a FAA approved article.”  (2) For item(s) that do not conform to an approved design and that are being used for prototype, enter “PROTOTYPE” and the references to the design data to which the article(s) did conform under the project number entered in Block 5, <i>e.g.</i> , drawing number, revision level, and revision date; or,  (3) For item(s) that do not conform to an approved design and that are being pre-positioning, enter “PROTOTYPE”, and “The article(s) are pending certification and may be determined eligible for installation after the design has been approved and an inspection to validate airworthiness.”  (4) For used aircraft engines or propellers that will be exported that do not meet the requirements of <a href="#">14</a> CFR § 21.331(c), the deviations between the used product and its approved design that have been accepted by the importing country or jurisdiction must be listed in this Block.			
<b>Block 13a. Airworthiness Approval.</b> (Do not mix approved and non-approved design data on the same form.)	Mark the “Approved design data and are in a condition for safe operation”.	Mark the “Approved design data and are in a condition for safe operation”.	Mark the “non-approved design data specified in block 12” box.  Identify the data in block 12.	Mark the “Approved design data and are in a condition for safe operation”.

DATE

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Block #	For Authorized Release Issued by the PAH under <a href="#">14</a> CFR § 21.137( <a href="#">o</a> ). <sup>3</sup>	For Domestic Airworthiness Approval Issued by the FAA under <a href="#">14</a> CFR §§ 21.1(b)( <a href="#">1</a> ), 21.8( <a href="#">d</a> ), 21.146( <a href="#">e</a> ), 21.316( <a href="#">e</a> ), and 21.616( <a href="#">e</a> ) for identification. <sup>4</sup>	For Domestic Airworthiness Approval – Prototype Issued by the FAA for prototype and pre-positioning under <a href="#">14</a> CFR § 21.8( <a href="#">e</a> ).	For Export Airworthiness Approval Issued by the FAA to meet an importing country's requirements under <a href="#">14</a> CFR part <a href="#">21</a> , subpart <a href="#">L</a> .
<b>Block 13b. Authorized Signature.</b>	Signature of a person trained and qualified under the PAH's <a href="#">14</a> CFR § 21.137( <a href="#">o</a> ) system.	Signature of the FAA representative, including its designee.	Signature of the FAA representative, including its designee.	Signature of the FAA representative, including its designee.
<b>Block 13c. Approval/Authorization No.</b>	Enter the PAH approval or authorization number from the PC, TSOA, or PMA.	Enter the individual designee's authorization number or the ODA authorization designation.  If signed by an FAA ASI enter the office identifier.	Enter the individual designee's authorization number or the ODA authorization designation.  If signed by an FAA ASI enter the office identifier.	Enter the individual designee's authorization number or the ODA authorization designation.  If signed by an FAA ASI enter the office identifier.
<b>Block 13d. Name (Typed or Printed).</b>	Enter the name of the trained and qualified person whose signature appears in Block 13b.	Enter the name of the FAA representative or designee whose signature appears in Block 13b.	Enter the name of the FAA representative or designee whose signature appears in Block 13b.	Enter the name of the FAA representative or designee whose signature appears in Block 13b.
<b>Block 13e. Date (dd/mm/yyyy).</b>	Enter the date the FAA Form 8130- <a href="#">3</a> was signed using the format dd/mm/yyyy (2-digit day, first 3 letters of the month, 4-digit year).			
<b>Blocks 14a through 14e.</b>	These blocks are reserved for maintenance purposes. Shade, darken, or otherwise mark this area to prevent inadvertent or unauthorized use.			



## **Appendix A. Instructions for Application for Export Airworthiness Approval, FAA Form 8130-1**

- a. Export Certificate No.** Not applicable for aircraft engines, propellers, or articles.
- b. Part I (For Aircraft).** Not applicable for aircraft engines, propellers, or articles. Refer to FAA Order 8130.2 for issuance of export C of A for aircraft.
- c. Part II (For Aircraft Engines, Propellers, and Articles).** If not making application orally, complete as follows:
- (1) Item Nos. 12-14.** These items are self-explanatory.
  - (2) Item No. 15.** This item is self-explanatory.
  - (3) Item No. 16.** This item provides for the description and listing of the aircraft engine(s), propeller(s), and article(s) being exported. Mark the first check box and list the aircraft engine(s), propeller(s), and article(s) in the space provided. If the list cannot fit in the space provided, mark the second check box and, on the line provided, specifically identify the exporter's shipping document covering the aircraft engines, propellers, and articles concerned. Attach a copy of this document to FAA Form 8130-1. In either case, if more than one type of aircraft engine, propeller, and article is involved, they are to be listed according to the aircraft engine, propeller, or article for which they are eligible. List the name, part number (or equivalent means of identifying each physical aircraft engine, propeller, or article), quantity, and serial number of each item.
  - (4) Item No. 17 and 18.** These items are self-explanatory. If the "No" box is checked, explain the noncompliance in item No. 10 and attach the original, or a true copy, of the documents stating that the aircraft engine or propeller will be acceptable with the deviation(s) listed, as received from the CAA of the importing country/jurisdiction.
  - (5) Item No. 19.** This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. It is recommended that all aircraft engine(s), propeller(s), and article(s) be appropriately treated for corrosion and damage prevention.
  - (6) Item No. 20.** The certification is signed and dated (above the typed or printed name and title) by the exporter or authorized representative of the exporter.
- d. Part III. Approval (For FAA Use Only).**
- (1) Item No. 21.** Sign the form (a copy, fax, or PDF copy with an original signature may be submitted). The number should be the office identifier or designee designation number. ODA manufacturers must use their authorization number as assigned by the FAA.
  - (2) Item No. 22.** The FAA ASI or FAA-authorized designee must enter the quantity of FAA Form 8130-3 issued for the aircraft engine(s), propeller(s), and article(s) described in part II of the form.
  - (3) Item No. 23.** A spot check of the file is indicated by the signature of the supervising ASI above the typed or printed name. The office number and date must be entered in the appropriate boxes.

**Appendix B. Administrative Information**

1. **Distribution.** This order is distributed to the Aircraft Certification Service and Flight Standards Service offices and branches, and to the Aircraft Certification and Airworthiness Branches at the FAA Academy.
2. **Authority to Change This Order.** The issuance, revision, or cancellation of the material in this order is the responsibility of the AIR Policy and Innovation Division (AIR-600).
3. **Forms.** You can download FAA Form 8130-3 at: <https://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171.0>
4. **Suggestions for Improvements.** Your suggestions are welcome. FAA Form 1320-19, *Directive Feedback Information*, is located in Appendix D of this order for your convenience. Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to:
  - a. The AIR Directives Management Officer at [9-AWA-AVS-AIR-DMO@faa.gov](mailto:9-AWA-AVS-AIR-DMO@faa.gov) or
  - b. The FAA Directive Feedback System at <https://ksn2.faa.gov/avs/dfs/Pages/Home.aspx>.
5. **Records Management.** Refer to FAA Order 0000.1, FAA Standard Subject Classification System; FAA Order 1350.14, Records Management; or your office Records Management Officer (RMO)/Directives Management Officer (DMO) for guidance regarding retention or disposition of records.

**Appendix C. FAA Form 1320-19, 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 8130.21J, *Completion of FAA Form 8130-3 under 14 CFR part 21*

To: [9-awa-avs-air-dmo@faa.gov](mailto:9-awa-avs-air-dmo@faa.gov) or complete the form online at <https://ksn2.faa.gov/avs/dfs/pages/home.aspx>

*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)