

Authorized Release Certificate,
FAA Form 8130-3, Airworthiness Approval Tag
Frequently Asked Questions (FAQ)

**Reference: FAA Order 8130.21H—Published August 1, 2013,
Effective February 1, 2014**

GENERAL

**1. I have a question regarding FAA Form 8130-3 that is not addressed by this FAQ.
Who can help me?**

- a) An FAA production approval holder (PAH) should contact its local FAA Manufacturing Inspection District Office (MIDO). You can identify your local MIDO at this link: https://www.faa.gov/about/office_org/field_offices/mido/.
- b) A designee should contact their advisor/managing specialist (in accordance with FAA Order 8000.95, Designee Management Policy).
- c) An Organization Designation Authorization (ODA) should contact its FAA oversight office.
- d) A foreign company should contact its civil aviation authority (CAA).
- e) A foreign CAA should contact the Aircraft Certification Service International Policy Branch, AIR-40. You may reach AIR-40 at (202) 385-8945.
- f) Contact your local Flight Standards District Office (FSDO) for return-to-service questions.

2. What is the purpose of FAA Form 8130-3?

This form has multiple purposes:

- a) The form may constitute a statement from the FAA that a new product or article produced under Title 14 of the Code of Federal Regulations (14 CFR) part 21, Certification Procedures for Products and Parts, conforms to its design and is in a condition for safe operation.
- b) The form may be used to return to service a used product or article following inspection, maintenance, or alteration.
- c) The form may be used when exporting products or articles to meet the requirements of bilateral agreements between the United States and other countries. This includes the shipment, not the export, of a prototype product or article to another country.
- d) In all cases, the form is used to promote the identification and traceability of products and articles throughout the global aviation system.

It is important to point out that the FAA only issues this form for products and articles under its jurisdiction.

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3. What are the purposes for which FAA Form 8130-3 cannot be used?

- a) FAA Form 8130-3 is not a delivery or shipping document, nor should it be used for administrative purposes between two persons.
- b) FAA Form 8130-3 may not be issued by organizations or individuals other than those approved/authorized by the FAA within the scope of such an approval/authorization.
- c) Aircraft are not to be released using FAA Form 8130-3.
- d) FAA Form 8130-3 does not constitute approval to install the product or article on a particular aircraft, aircraft engine, or propeller; however, it does 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.

4. Who is authorized to sign FAA Form 8130-3?

The following persons may issue FAA Form 8130-3 in accordance with the appropriate chapter of FAA Order 8130.21, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag:

- a) FAA aviation safety inspectors (ASI);
- 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), or in accordance with FAA Order 8000.95, Designee Management Policy, as applicable;
- c) Persons authorized in accordance with FAA Order 8100.15, Organization Designation Authorization Procedures; or
- d) Persons authorized in accordance with FAA Order 8130.21, chapter 3, paragraph 3-1, to issue FAA Form 8130-3 to approve a product or article for return to service.

5. What is the current version of FAA Form 8130-3?

The current form is FAA Form 8130-3, dated “02-14.” This form is available at:
<http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171>.

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6. Why was FAA Form 8130-3 changed via revision H of FAA Order 8130.21?

The form was changed to reflect agreement among multiple CAAs to harmonize this form and its associated implementing instructions. The intent was ease the identification, traceability, and movement of products and articles throughout the global aviation system. Specific changes to FAA Form 8130-3 include the following:

- a) Changed the term “National” to “Civil” in block 1.
- b) Removed the “Eligibility” block (previously block 9 of form dated “06-01”).
- c) Removed the term “Batch” from the “Serial/Batch Number” block.
- d) Renumbered blocks.
- e) Changed the date format to [dd/mmm/yyyy].
- f) Updated the “User/Installer Responsibilities” section at the bottom of the form to reflect the new part 21 terminology (that is, to include articles).

7. An FAA Form 8130-3 was lost. May I request a copy from the original issuer?

Yes. If a copy of an FAA Form 8130-3 is requested from the original issuer, 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 for verification of the original data. There is no restriction in the number of copies of FAA Form 8130-3 that may be sent to the customer or retained by the originator.

8. May the originators reissue an FAA Form 8130-3 because of an error?

Yes. The recipient of the incorrect FAA Form 8130-3 must provide a written request and a copy of the incorrect form to the originator. 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. The corrected form must include the following statement in block 12: “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 original and corrected forms must be retained according to the retention period. FAA Order 8130.21, paragraph 1-11, provides related procedures.

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9. Can multiple items be listed on one FAA Form 8130-3?

Yes. When an FAA Form 8130-3 is issued, a single item number or multiple item numbers (for example, the same item with different serial numbers) may be used for the same part number. In such cases, the items must be numbered in sequence, although not necessarily beginning with the number “1” (for example, 0040, 0050, 0062, 0063). If a separate listing is used, enter “List Attached” (refer to paragraph 2-8e of FAA Order 8130.21 for further instructions).

10. When is a date entered into blocks 13e and 14e?

Enter the date 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. This does not need to be the same as the printing or shipping date, which may occur later.

The date entered in block 14e for approval for return to service will be the date the original work was completed (refer to 14 CFR part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, § 43.9).

11. What is the proper date format for blocks 13e and 14e?

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. The use of other formats such as “Feb 3, 2008,” or “Feb 03, 08” is not acceptable. The use of slashes, hyphens, or spaces in the date does not matter.

This date format was adopted to prevent misinterpretation of dates among countries with different date formats.

12. What number do I record in block 10?

If 14 CFR part 45, Identification and Registration Marking, requires the product or article to be identified with a serial number, enter the serial number in block 10. 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 in FAA Order 8130.21.

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DOMESTIC SHIPPING / DOMESTIC AIRWORTHINESS APPROVAL

13. I am an FAA PAH. One of my customers asked me to provide FAA Form 8130-3 with our shipments. We have never provided these forms in the past. Am I required to provide this form to my customers?

No. You are not required to use this form for domestic use. The FAA encourages the use of FAA Form 8130-3 for documenting the airworthiness status of FAA-approved products and articles. This will help provide traceability and ease the movement of products and articles throughout the aviation system. However, the final decision is yours regarding whether or not to use this form.

14. Why is the use of FAA Form 8130-3 voluntary for domestic use?

Although prior rulemaking activities proposed making this form mandatory for domestic use, that proposal was not implemented. The FAA encourages use of this form to record the airworthiness status of products and articles and to help with identification and traceability of these items, but domestic use of this form is not mandatory. End users have various means at their disposal to verify conformity of products and articles and to establish installation eligibility.

15. Can FAA Form 8130-3 be issued for products/articles that are not FAA-approved?

It is generally not permissible to issue FAA Form 8130-3 for products or articles that are not FAA-approved. However, two exceptions exist:

- a) FAA Form 8130-3 may be issued to ship a prototype part to support an ongoing FAA certification project. Refer to FAA Order 8130.21, paragraph 2-2, for related procedures.
- b) A foreign company may manufacture a prototype product or article in the United States under the jurisdiction of a foreign CAA. In such cases, that CAA may request technical assistance from the FAA to conduct conformity inspections of that prototype product or article if the applicable bilateral agreement includes provisions for such assistance. If the FAA agrees to provide that assistance, the FAA would use its own forms, including FAA Form 8130-3, to signify conformity and ship that prototype product or article. Note that only the FAA Directorate Manufacturing Inspection Office, which has geographic responsibility for the location of the product, article, or appliance, may obligate the FAA to provide such technical assistance.

Otherwise, the FAA only issues this form for approved products and articles under its jurisdiction. For example, the FAA would not issue this form to release a product or article from a foreign supplier even if that supplier is manufacturing that product or article in the United States. As a foreign supplier, its manufacturing occurs under the jurisdiction of a foreign CAA.

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16. When can FAA Form 8130-3 be issued for domestic airworthiness approvals of a new product or article?

FAA Form 8130-3 may only be issued for new parts under the following circumstances:

- a) An authorized person may issue the form while the product/article is within the PAH's quality system.
- b) The product/article has never been issued an original FAA Form 8130-3 and is located at a distributor's facility. The airworthiness of the products/articles must be established, as well as positive traceability to a PAH via acceptable documentation by an authorized designated airworthiness representative (DAR). (Refer to FAA Order 8130.21 for further instructions).
- c) The end user returns the product/article to the PAH, and the PAH routes the products/articles through its quality control system to determine if the products/articles still conform to the type design they were produced under. If the PAH makes that determination, the designee or FAA could issue an original FAA Form 8130-3 with "NEW" documented in block 11, and complete blocks 13a through 13e.

17. I am a FAA PAH. After shipment of my product/article to an end user (for example, an air carrier or repair station) without issuance of FAA Form 8130-3, that end user asked me to issue FAA Form 8130-3, reflecting its status as a new product/article. May my designated manufacturing inspection representative (DMIR) issue this form under these circumstances?

No. Once a product/article has left the PAH's quality control system, a PAH's DMIR or ODA may not issue FAA Form 8130-3 for that product/article.

18. What number is required to be placed in block 4 with the organization name and address?

Concerning block 4, FAA Order 8130.21, paragraph 2-8(d), specifies, "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." However, if 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.

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19. How is the quality of articles ensured when a FAA Form 8130-3 is issued at a PAH supplier's or associated facilities? How is traceability ensured if the PAH issues FAA Form 8130-3 for articles manufactured by its suppliers?

An 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 designee 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. Quality and traceability are ensured through compliance with the documented, approved quality system procedures of the PAH.

20. I am an end user who received a prototype part that was shipped with FAA Form 8130-3. Following installation of the part, the FAA issued the design approval for that prototype part. Is it necessary for me to obtain another FAA Form 8130-3 from the originator that indicates conformity of the part to the approved design?

No. Upon approval of the 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.

21. For how long must the originator retain FAA Form 8130-3 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.

SPLITTING BULK SHIPMENTS

22. Who is authorized to split bulk shipments of previously shipped new products or articles?

The facilities authorized to split bulk shipments are PAHs, PAH associate facilities, distributors, PAH-approved suppliers having direct shipment authorization, and certain FAA certificate holders described in paragraph 3-1a of FAA Order 8130.21.

An authorized facility as described in paragraph 2-7b(2) of FAA Order 8130.21 must have a written procedure in place for controlling products or articles when splitting bulk shipments.

An authorized facility may split a bulk shipment of previously shipped new products or articles until the original quantity listed in block 9 is exhausted.

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23. What are the required steps for the splitting of bulk shipments of previously shipped new products and articles?

- a) A domestic approval for multiple products/articles should be documented on an FAA Form 8130-3.
- b) The products/articles will then be divided and shipped to another facility.
- c) The manufacturer or distributor creates a duplicate copy of the original FAA Form 8130-3 (electronic or paper), adds the certifying statement required by paragraph 2-7c(2) of FAA Order 8130.21, and includes the copy with the product/article being shipped.

COMPUTER-GENERATED FORMS

24. I am an FAA PAH. May I develop an automated printing method to pre-fill and/or pre-print FAA Form 8130-3 for the designee's consideration and signature?

Yes. A PAH may develop an automated printing method to pre-print FAA Form 8130-3 for a product/article, which an authorized designee will inspect and approve. If the PAH elects to pre-print FAA Form 8130-3 for a product/article, related procedures must be included in its quality manual to ensure only products and articles that conform to the type design and are in a condition for safe operation are issued an FAA Form 8130-3.

The automated form 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). It is permissible to pre-print the text required by FAA Order 8130.21H on FAA Form 8130-3. The size of blocks may vary slightly in relationship to each other, but all blocks *must remain in their original location*. FAA Form 8130-3 may also be reduced in overall size to reduce paper consumption, but not to the extent that it is no longer easily readable and readily recognizable.

25. May the FAA Form 8130-3 be completed electronically?

Yes. The copies of FAA Form 8100-1, Conformity Inspection Report, and FAA Form 8130-3 may be completed and retained in an electronic format, provided the electronic file contains all of the information required on FAA Form 8130-3. An acceptable means of compliance is provided in Advisory Circular (AC) 21-43, Production Approvals Under 14 CFR Part 21, Subparts F, G, K, and O, 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 an electronic file, do not need to be graphic images of the documents.

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26. If our facility electronically generates FAA Form 8130-3, can blocks 1 through 13 be printed on the front of the form and blocks 14 through 23 be printed on the back of the form?

No. FAA Form 8130-3 may be computer-generated, but must duplicate the format of the original government-printed form. The overall form design must not be changed, nor may any words be added or deleted (with the exception of filling in the blanks). The format prescribed in FAA Order 8130.21 is that all blocks of the form are on one side of the paper when printed.

27. If our facility's computer-generated FAA Form 8130-3 is too small to document the "User/Installer Responsibilities" on the front of the form, can this information be placed on the back of the form?

Yes. The user/installer responsibilities statements may be placed on either side of the form. If the statements are placed on the back of the form, a note in block 12 must state that fact. When copies of the forms are generated, these statements must be provided with the copies, regardless of which side of the original form the statements are placed on.

DIRECT SHIPMENT AUTHORIZATION

28. What is a direct shipment authorization (DSA)?

FAA Order 8130.21 defines a DSA as the written authorization, granted to a supplier by a PAH with responsibility for the airworthiness of a product or article, 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.

DSA is a method of delivering products and articles from the supplier to the end user directly, including shipment to other suppliers and/or repair stations. Through approved quality system procedures, a PAH authorizes and ensures products shipped by a supplier directly to an end user conform to the approved design and are in a condition for safe operation. FAA Form 8130-3 may be issued by a designated person at facilities with DSA from the PAH. DSA reduces shipment time to end users as well as transportation and storage costs, but requires more planning and administration.

29. What statement must be entered in block 12 when FAA Form 8130-3 is used under a DSA?

The words "Direct shipment authorization" must be entered in block 12, and the following information must be entered in block 4:

- a) PAH name and address,
- b) Supplier name and address, and

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

RETURN TO SERVICE / MAINTENANCE
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30. When would a PAH sign the right side of the form as approval for return to service?

A PAH may issue an FAA Form 8130-3 for approval for return to service after rebuilding or altering its product/article 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 ensure traceability and ease the movement of products and articles through the aviation system.

31. Are independent airframe and powerplant (A&P) mechanics authorized to issue an FAA Form 8130-3 for returning an article to service?

No. FAA Order 8130.21 does not authorize an independent mechanic to issue this form.

32. When would ‘INSPECTED’ and/or ‘TESTED’ be placed in block 11 for approval for return to service?

The term entered in block 11 should reflect the majority of the work performed by the organization. Entry of either term or both terms is acceptable as applicable.

33. Which block should be checked when returning an article to service after maintenance when the organization that performed the service is both FAA- and CAA-certified?

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) or the Maintenance Annex Guidance (MAG), the air agency or air carrier must check both 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 a dual release FAA Form 8130-3. This action should also be contained in the air agency’s supplement.

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 must be identified in block 12. If the work has been done in accordance with the regulations of both the FAA and another CAA, both boxes must be checked. Attachments should include the form tracking number of the corresponding FAA Form 8130-3.

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Aviation Authorities (AA) in the European Union (EU) 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.

34. For how long must the originator retain FAA Form 8130-3 when issued for return to service unless regulatory requirements stipulate otherwise?

- a) 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.
- b) If a certificated repair station uses FAA Form 8130-3 as the approval for return to service for a major repair in accordance with part 43, the repair station should retain a copy of the document for 2 years.
- c) When FAA Form 8130-3 is issued for approval for return to service in accordance with FAA Order 8130.21, a copy of FAA Form 8130-3 that accompanied each shipment, product, or article must comply with the recordkeeping requirements of 14 CFR parts 43, 91, 121, 135, and 145. These forms must be retained by the facility where the form was issued. Duplicates of FAA Form 8130-3, including signatures retained in an electronic file, do not need to be graphic images of the documents. However, when a supplemental FAA Form 8130-3 is issued as described by FAA Order 8130.21, traceability back through a system that ensures the products and articles were received with FAA Form 8130-3 must be possible.

EXPORT AIRWORTHINESS APPROVALS

35. What is an export?

For the purpose of issuance of an export airworthiness approval, an export is defined as the transfer of a product or article from the regulatory authority of one CAA to another.

It is important to understand that a product or article does not have to cross the border of a country for an export to occur. For example, shipment of a part from a U.S. supplier in the United States to a foreign approval holder in the United States would constitute an export even though the part did not leave the United States.

Similarly, it is also important to understand that crossing an international border does not necessarily constitute a change in regulatory authority for a product or article. For example, shipment of a part from a U.S. supplier in another country to its U.S. PAH would not constitute an export.

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36. When must I obtain an FAA Form 8130-3 to export a product or article?

Part 21, subpart L, Export Airworthiness Approvals, does not require an exporter to obtain an export airworthiness approval to export a product or article. Subpart L provides procedures for issuance of these approvals when required by an importing country or jurisdiction. An exporter must obtain an export airworthiness approval from the FAA when required by the importing country or jurisdiction. Currently, all countries and jurisdictions with which the United States has concluded bilateral agreements concerning airworthiness require the use of FAA Form 8130-3 for exports of products and articles within the scope of those agreements.

37. Where do I find the special import requirements of other countries?

The requirements for a specific country or jurisdiction may be found in one or both of the following:

- a) A bilateral agreement between the United States and the importing country or jurisdiction, or
- b) A document submitted to the FAA by the CAA of the importing country or jurisdiction that contains importing requirements.

These documents are contained in appendix 2, Special Requirements of Importing Countries, of AC 21-2L, Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles, or Parts; however, appendix 2 has been relocated to an FAA website (http://www.faa.gov/aircraft/air_cert/international/).

NOTE: The bilateral agreement takes precedent over all other information.

38. What requires an exporter of an aircraft engine, propeller, or article from the United States to meet the requirements of the applicable importing country or jurisdiction?

Under bilateral agreements with other countries, the FAA agrees to state compliance on export airworthiness approvals with the import requirements of other countries.

39. Who is responsible for meeting the requirements of an importing country or jurisdiction?

Meeting an importing country or jurisdiction's requirements is the responsibility of the exporter. The FAA has a supporting role, when applicable, in obtaining written acceptance of deviations to those requirements from the CAA of the importing country.

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40. I am an exporter and the new product/article I want to export does not meet the requirements of the importing country or jurisdiction. What must I do to obtain an export airworthiness approval to export that product/article?

The exporter, through coordination with the FAA, must obtain a written statement from the CAA of the importing country or jurisdiction indicating acceptance of the specific nonconformity (or nonconformities, as applicable). The U.S. exporter will provide the FAA a technical description of the nonconformities to the type design or specific nonconformities related to other special importing requirements.

The FAA will request a written statement from the CAA of the importing country or jurisdiction signifying its acceptance of the product or article with the nonconformities as listed. Refer to FAA Order 8130.2 for further detailed procedures for CAA acceptance.

Email may be used to expedite this process as long as the FAA can confirm that authorized personnel within the importing CAA send the required statement.

41. If a used article does not meet the requirements of § 21.331(c)¹, can the FAA issue an export airworthiness approval?

No. There are no provisions for exporting a used article that does not meet the requirements of § 21.331(c). Any used article is required to conform to its approved design and be in a condition for safe operation before export. A deviation cannot be obtained for a used article. In addition, some bilateral agreements do not include acceptance of used articles within the scope of acceptance of importing countries.

42. Is an FAA export airworthiness approval necessary for products, articles, or parts being exported to countries or jurisdictions for which there is no bilateral agreement with the United States, or to countries or jurisdictions that have not formally submitted any special import requirements to the FAA?

No. An export airworthiness approval is not required in this case. However, the FAA will allow the issuance of an export airworthiness approval for a product or article when it conforms to its FAA-approved design and is in a condition for safe operation. In this case, block 12 should indicate, "Export airworthiness approval. No special requirements for [enter name of country or jurisdiction] stated at time of issuance."

¹ Issuance of export airworthiness approvals for aircraft engines, propellers, and articles.

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43. A U.S. company would like to use a U.S. supplier for printers to be installed on Airbus aircraft. The U.S. company would ship the printers to Airbus for installation during original aircraft manufacture under a European production approval. Airbus would like the printers to be exported from the United States with FAA Form 8130-3. The U.S. company does not currently hold a FAA production approval for this printer. Can this be done?

No. Until the U.S. company holds an FAA production approval for the printer, the printers would not be eligible for an FAA Form 8130-3.

44. When an FAA-certificated PAH also holds a part 145 repair station certificate, is an FAA Form 8130-3 required to move a new article transferred within the facility from one certificate to the other?

The movement of an article from the PAH to the repair station is considered a sale or transfer between two separate certificated entities. Therefore, a Certificate of Conformity (C of C), packing list, or shipping document may be issued as a method of transferring the article. The use of FAA Form 8130-3 for this purpose is optional, but the FAA recommends its use to ensure complete traceability and ease of movement of articles through the aviation system.

QUESTIONS PERTAINING TO EUROPE

45. When a repair station is certificated by the FAA and EASA, is an FAA Form 8130-3 (or C of C for a standard part) required to move a new article transferred within the facility from one certificate to the other?

Yes. Movement of a part from the FAA part 145 repair station to the EASA repair station constitutes an export even though the part may never leave the facility. As an export, the aviation safety agreement between the United States and the European Union (“the Agreement”) requires issuance of an authorized release certificate in this scenario.

46. Are there eligibility requirements for components and standard parts regarding EU-registered aircraft?

- a) For a new engine, the provisions of annex 1 of the Agreement and the Technical Implementation Procedures (TIP) apply, meaning parts installed during the production process and the final product release should be in accordance with 14 CFR.
- b) A used engine returned to service by a U.S.-based repair station that also holds EASA part 145 approval and is eligible for installation on EU-registered aircraft should be returned to service with a dual release FAA Form 8130-3. In the process of the repair of a used engine, each new component installed requires an FAA Form 8130-3 as a new part (or equivalent documents as listed in section B, appendix 1 of the MAG).
- c) Standard parts are accepted if accompanied by a C of C issued by the manufacturer.

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If all the used parts installed on a higher assembly with either a dual release EASA Form 1 or a dual release FAA Form 8130-3, the higher assembly can be returned to service with a dual release FAA Form 8130. If any one of the used components is installed with a single release on a higher assembly, the final release should be with exceptions as outlined in the section B, appendix 1, paragraph 10(l) of the MAG.

A product or article approved for return to service with a dual release on FAA Form 8130-3 is eligible for installation on a U.S.- or EU-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 repair stations located in the United States and Approved Maintenance Organizations (AMO) located in the EU Member States listed in appendix 2 of the safety agreement.

47. Does a commercial part require an FAA Form 8130-3 to meet the requirements of the MAG?

No. The MAG does not address commercial parts. However, 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.

48. Where is the guidance for the use of FAA Form 8130-3 and EASA Form 1 single release for special cases referenced?

This guidance is referenced in the MAG under the Agreement. Refer to section B, appendix 1 of the MAG for the United States, and section C, appendix 1 of the MAG for the European Union, at: <http://fsims.faa.gov/PICDetail.aspx?docId=MAG CHG 4>.

49. What information pertains to issuing FAA Form 8130-3 for a rebuilt engine to the EU?

On May 1, 2011, the aviation safety agreement between the United States and the European Union went into effect. Under this agreement, 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.

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Refer to paragraph 3-5 of FAA Order 8130.21 for procedures for issuing FAA Form 8130-3 for rebuilt engines for export to the EU. 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 specification.” The box stating “Approved design data and are in a condition for safe operation” will be checked 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 include the PAH’s certificate number.

50. Can an FAA Form 8130-3 be issued for a “USED” aircraft engine, propeller, or article for purpose of export to the EU?

Yes. The EU requires a dual release FAA Form 8130-3 to be issued for the purpose of return to service by a repair station/maintenance organization when “USED” products or articles are being shipped to an EU member country under the Agreement.

If not using the dual release under the MAG, refer to FAA Order 8130.21 for related policy and procedures.

COMMERCIAL AND STANDARD PARTS

51. Under what circumstances is a standard or commercial part eligible for issuance of FAA Form 8130-3?

Standard or commercial parts produced under a production approval are eligible for the issuance of an FAA Form 8130-3. 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.

52. Could a commercial part be manufactured under an FAA production approval and still be considered a commercial part?

Yes, provided the article is listed on an FAA-approved commercial parts list (CPL) and is included in a design approval holder’s instructions for continued airworthiness.

53. Would producing a commercial part under an FAA production approval nullify its classification as a commercial part?

No, provided that part is on the CPL.

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OTHER

54. Does a correctly completed FAA Form 8130-3 constitute an installation certification (eligibility) of that product/article on that aircraft?

No. 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.

As stated on the bottom of FAA Form 8130-3, issuance of the form does not constitute installation certification (eligibility) of that product/article. The receiver or installer of that product/article makes that determination.

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ACRONYMS RELATED TO FAA FORM 8130-3
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14 CFR	Title 14 of the Code of Federal Regulations
A&P	airframe and powerplant
AA	Aviation Authority
AC	advisory circular
AD	airworthiness directive
AMO	Approved Maintenance Organization
ASI	aviation safety inspector
CAA	civil aviation authority
C of C	Certificate of Conformity
COA	Certificate of Authority
CPL	Commercial Parts List
DAR	designated airworthiness representative
DER	designated engineering representative
DMIR	designated manufacturing inspection representative
DSA	direct shipment authorization
EASA	European Aviation Safety Agency
EU	European Union
FAA	Federal Aviation Administration
MAG	Maintenance Annex Guidance
MIDO	Manufacturing Inspection District Office
MIP	maintenance implementation procedures
ODA	Organization Designation Authorization
PAH	production approval holder
PC	production certificate
PMA	Parts Manufacturer Approval
TIP	Technical Implementation Procedures