



U.S. Department
of Transportation
**Federal Aviation
Administration**

March 24, 2010

Ing. Agustín Cano Galván
Director de Ingeniería, Normas y Certificación
Providencia 807 - 3er. Piso
Col. Del Valle
C.P. 03100 - México, D.F.

Dear Eng. Cano Galván:

On October 16, 2009, the Federal Aviation Administration revised Title 14 of the Code of Federal Regulations (14 CFR) parts 1, 21, and 45. Portions of this new rule become effective on April 14, 2010. A significant change resulting from this new rule is that aircraft engines and propellers will no longer be exported using FAA Form 8130-4, Export Certificate of Airworthiness. Instead, aircraft engines and propellers will be exported using FAA Form 8130-3, Authorized Release Certificate. Complete aircraft will continue to be exported using FAA Form 8130-4. This differs from the text in section 3.3 of the Bilateral Aviation Safety Agreement with Implementation Procedures for Airworthiness (BASA IPA) between the United States and the United Mexican States, dated July 21, 2009, which states that the FAA shall export aircraft, engines and propellers using FAA Form 8130-4.

This information is being sent as prescribed in paragraph 1.3 of the airworthiness bilateral agreement existing between our two countries. We would be glad, if you desire, to discuss the need to reflect this change as a minor revision to the Implementing Procedures

Please provide your acknowledgement of this change to our regulations. We look forward to your reply.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Carter".

Chris Carter
Manager, International Policy Office
Aircraft Certification Service