

**Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag  
Questions and Answers  
May 26, 2005**

**1: Is it necessary for the end user to obtain another Form 8130-3, Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag for products/parts that are released from a Production Approval Holder (PAH) with an original Form 8130-3 identified in Block 12 as "PROTOTYPE" and the box in Block 14 is checked "Non-approved design data specified in Block 13?"**

No. For those rare cases where Form 8130-3 is identified, as "PROTOTYPE" and Block 14 is checked with "Non-approved design data specified in Block 13," the end user should request from the original issuer of the prototype product/part, a written statement stating that the design data has been approved since the original issuance of the Form 8130-3. That written statement would be attached to the original form for historical purposes. However, as of September 28, 2004, Order 8130.21D provides guidance in paragraph 10.e for prepositioned products and parts that were produced under a FAA certification project that may be identified as "PROTOTYPE."

**2: If an end user of Form 8130-3 loses their copy, should the original issuer provide a replacement?**

If the original issuer is confident that the product/part status has not changed since the original Form 8130-3 issuance, a file copy may be reproduced and sent to the end user with "THIS FORM 8130-3 REPLACES THE LOST FORM 8130-3 DATED (enter original issuance date)" stated in Block 13. However, if the original issuer is NOT confident that the product/part status has not changed since the original Form 8130-3 issuance, the product/part must be returned for appropriate tests and inspections prior to the re-issuance of the form. Refer to FAA Order [8130.21D](#), paragraph 15 for instructions when FAA Form 8130-3 is lost.

**3: Can multiple items be listed on one Form 8130-3?**

Yes. Multiple items may be listed on Form 8130-3, however, the items may or may not have the same part number (e.g., same part number with different serial numbers, if applicable). Multiple items must be numbered in sequence, although not necessarily beginning with the number one (e.g., 0040, 0050, 0062, 0063, etc.). If a separate listing is used, enter at least one item with all the appropriate information in Blocks 6 thru 12 and enter "List Attached" in Block 13. Refer to FAA Order 8130.21, paragraph 14f for further instructions.

**4: Can Form 8130-3 be considered a parts identification/markings?**

Yes, under certain circumstances. Many part identification numbers are applied in a non-permanent manner (e.g., ink stamp, paper label). During the maintenance process, these part numbers may be removed or otherwise obscured. If during maintenance the part identification number is removed or obscured, Form 8130-3 when completed in accordance with FAA Order 8130.21 may be considered the part identification. And, if during the splitting bulk shipments, the part identification is not available (i.e., a tag for the part or container can not be duplicated or the manufacture's label is not available),

Form 8130-3 may be considered the part marking if the form is completed in accordance with FAA Order 8130.21. Refer to FAA Order 8130.21, paragraphs 8. f and 11.d for further instructions.

**5: Is the Production Approval Holder (PAH) allowed to develop an automated printing method to pre-print FAA Form 8130-3 for the designee's consideration and signature?**

Yes. The PAH may develop an automated printing method to pre-print Form 8130-3 for the products/parts in which the designee will inspect and approve. If the PAH elects to pre-print Form 8130-3 for the products/parts, that method must be documented in their quality control/assurance manual, and the designee will only sign Form 8130-3 if the products/parts conform to the type design and are in a condition for safe operation. 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 preprint the text on Form 8130-3 that is required by this order. The size of blocks, in relationship to each other, may vary slightly, but all blocks **MUST REMAIN IN THEIR ORIGINAL LOCATION**. Form 8130-3 may also be reduced in overall size to reduce paper consumption, but not to the extent that it is no longer easily readable and readily recognizable.

**6: Can Form 8130-3 be filled electronically?**

Yes. The copies of the Form 8130-3 and FAA Form 8100-1 may be retained in their original paper format or in a secure database, provided the database contains all of the information required on Form 8130-3, complies with AC 120-78, Acceptance and Use of Electronic Signatures, Electronic Record keeping Systems, and Electronic Manuals (when applicable), and is available for FAA review upon request. When a Form 8130-3 is issued for approval for return to service in accordance with FAA Order 8130.21, paragraph 12, a copy of the original Form 8130-3 that accompany each shipment or article must comply with the record keeping requirements of 14 CFR parts 43, 91, 121, 135, and 145. These forms must be retained by the facility where Form 8130-3 is issued. Duplicates of Form 8130-3, including signatures retained in a database, do not need to be graphic images of the original documents. However, when a supplemental Form 8130-3 is issued in accordance with Order 8130.21, traceability back through a system that assures that products/parts were received with an original Form 8130-3 must be possible.

**7: Is it allowable for a PAH to enter the phrase "FOR DOMESTIC SHIPMENTS ONLY" in Block 13, "Remarks?"**

Yes. However, FAA issued a deviation on May 12, 2005 that precluded the use of the phrase "FOR DOMESTIC SHIPMENTS ONLY" to be entered in Block 13 by those persons authorized to issue Form 8130-3.

**8: When products/parts are received at distributors with a Form 8130-3 and Block 13 is identified as “FOR DOMESTIC SHIPMENTS ONLY,” how can these products/parts be exported?**

In order to export products/parts that are received with a Form 8130-3 that has the statement “FOR DOMESTIC SHIPMENTS ONLY,” it is necessary to issue a supplemental export Form 8130-3. Once products/parts leave the control of the PAH’s quality control system, it is up to a qualified designated airworthiness representative (DAR) to verify the importing country’s special requirements are met and to determine if the products/parts are airworthy and are in a condition for safe operation. Once those determinations are made, a qualified DAR may issue an export Form 8130-3.

**9: Can a PAH’s designee issue a Form 8130-3 for a product/part as “NEW” and complete Blocks 14 through 18 once the product/part has been shipped to an end user (i.e., air carrier/repair station) and the end user requests that Block 12 state “NEW?”**

a. No. Once a product/part has left the control of the PAH’s quality control system, the PAH’s designee can not issue Form 8130-3 with Block 12 identified as “NEW” and Blocks 14 through 18 completed. The only time Form 8130-3 can be identified in Block 12 as “NEW” is:

1) When the products/parts are still under the control of a PAH’s quality control system; or

2) The products/parts have never been issued an original Form 8130-3 and are located at an accredited distributor’s facility. The airworthiness of the products/parts must be established, as well as positive traceability to a PAH via acceptable documentation by an authorized DAR. (Refer to FAA Order 8130.21 for further instructions.)

Therefore, if the end user has possession of the products/parts and requires a new Form 8130-3 to accompany the products/parts, the requirements of Approval for Return to Service would need to be administrated. An authorized person could inspect the products/parts and document “INSPECTED” in Block 12 and complete Blocks 19 through 23 on the Form 8130-3.

b. The exception to the answer in 9.a is; if the end user returns the products/parts to the PAH and the PAH routes the products/parts through their quality control system to determine if the products/parts still conform to the type design they were produced under. If the PAH makes that determination, the designee or FAA could issue an original Form 8130-3 with “NEW” documented in Block 12, and complete Blocks 14 through 18. Refer to paragraph 16 of the order for additional details

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

No. It was agreed by all authorities that all the information would be on the front of the forms, leaving the back of the form blank. Also, the overall form as designed must not be changed, nor may any words be added or deleted (with the exception of adjusting the size of the blocks and filling in the blanks).

**11: What number is required to be placed in Block 4 along with the Organization Name and Address?**

When an FAA inspector or designee issues FAA Form 8130-3, they are required to complete the form in accordance with FAA Order 8130.21. In regards to Block 4 of the FAA Form 8130-3, paragraph 14d(1) states "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."

- 1) PAH approval examples are Production Certificate (PC), Approved Production Inspection System (APIS), Technical Standard Order Authorization (TSOA), or a Parts Manufacturer Approval (PMA).
- 2) Production project number examples for PMA, TSOA, or APIS are PQ2456SW, PT4328NE, or PA5322CE, respectively, etc
- 3) Production Certificate number examples are PC700, PC341CE, PC104NW, etc.

**12: How should the date be placed in Blocks 18 and 23?**

In order to be consistent and avoid any confusion between European countries and US entry of dates on the forms, i.e., mistaking the month and day entries, it is necessary to enter the date as mmm/dd/yyyy. (i.e., Jun/03/2004, Sep-18-2004, Dec. 20, 2004).

**13: Can FAA Form 8130-3 be issued for products/parts that are not FAA-approved?**

No. It is not permitted to issue FAA Form 8130-3 for non-FAA-approved products/parts that are to be installed on U.S. registered aircraft. Products (engines and propellers) and part that are not produced under an FAA production approval system are not eligible to receive an FAA Form 8130-3. However, under part 21, a conformity inspection is performed on a prototype or test product/part prior to type certification to determine that it conforms to the specified data. Form 8130-3 may be used to record conformity inspections made by or on behalf of the FAA.

**14: How can the usage of FAA Form 8130-3 be voluntary for domestic use?**

The requirements of 14 Code of Federal Regulation, Certification Procedures for Production and parts (part 21), subpart L, Export Airworthiness Approvals stipulate the use of FAA Form 8130-3 when exporting Class II and III products. Although there are no requirements covering the use of FAA Form 8130-3 for domestic purposes, the Aircraft Certification Service encourages the PAH's to issue a form with each shipment either for export or domestic use. This will help the aviation authorities and industry to assure traceability and ease the shipment of products/parts through the aviation system.

**15: Why is paragraph 6, Deviations stipulated in FAA Order 8130.21?**

This paragraph is standard in all directives issued for FAA use. The purpose of this paragraph is to inform the FAA employees and designees that the information contained within the order must be followed without deviation in order to keep the implementation within the order standardized through-out all FAA regions/directorates.

**16: How are standard parts eligible to receive an airworthiness approval?**

Standard parts produced pursuant to a production approval are eligible for the issuance of Form 8130-3 for the purpose of airworthiness approval. The keywords in that paragraph within FAA Order 8130.21 that authorize standard parts to receive an airworthiness approval are "produced pursuant to a production approval." A standard part not produced pursuant to a production approval, is NOT eligible to receive an airworthiness approval, Form 8130-3.

**17: Will manufacturers of standard parts receive a 14 CFR part 21 production approval?**

Manufacturers of standard parts will not receive a production approval unless they meet the requirements of 14 CFR part 21.

**18: How is the quality of parts assured when a Form 8130-3 is issued at PAH suppliers and associated facilities? How is traceability assured if the PAH issues Form 8130-3 for parts manufactured by his suppliers?**

The PAH's quality system includes procedures to ensure that the suppliers used by the PAH produces parts that meet the approved type design and are in a condition for safe operation. If the PAH's approved supplier is authorized "direct shipment authorization" by the PAH (FAA must be informed by the PAH that direct shipment authorization is being granted to a particular supplier), a Form 8130-3 may be issued from that supplier, either by the FAA or an authorized designee. The PAH does not issue a Form 8130-3, the authorized designee has that responsibility. The PAH has the responsibility to inspect the parts for conformance to the type design and to determine they are in a condition for safe operation. Once that is completed, it's the designee who issues the Form 8130-3, not the PAH; or the PAH authorizes the supplier direct shipment authorization. Traceability is ensured through the PAH's (or approved supplier's) approved quality system.

**19: How are suppliers/distribution centers, allowed to split quantities and to issue a supplemental Form 8130-3, (even from outside the U.S). And, would the status of work on such supplemental forms be “NEW” and signed on the left side in Block 15 and not "INSPECTED," although such a distribution center has not manufactured the part?**

FAA Form 8130-3 would be signed on the left side as a “NEW” part, and not just identified as “INSPECTED”. When a supplemental Form 8130-3 is issued for a split lot, there are two methods to accomplish this. 1) A PAH, PAH-approved supplier, or PAH associate facility which some times referred as PAH distribution centers (still under the PAH quality system) completes a new form; or 2) An entity other than a PAH, PAH-approved supplier, or PAH (i.e., distributor, repair station, air carrier) makes a copy of the original, crosses out the quantity in Block 10 and enters the quantity shipped under the split lot.

**20: When would a PAH sign the right side of the form as approval for return for service? When it reads in 12 a (3) that Blocks 19-23 are to be used that would indicate USED parts are return to service after maintenance done by the PAH. Where does this leave the PAH authority to work on NEW parts requiring maintenance such as, modification, overhaul (as part of shelf life renewal) etc? In the case of NEW parts the PAH should release them by signing Block 14 although the work is carried in accordance with 14 CFR 43."**

In accordance with 14 CFR part 43, Maintenance, preventative maintenance, rebuilding, and alteration, section 43.3(j), the PAH may rebuild or alter the products that they produce under their type or production certificate. If the PAH performs either of these two functions in accordance with section 43.3(j) on new, used, new-unused products, it's a return to service and the right side of Form 8130-3 is used. The left side of the form is never used for a return to service.

**21: When entering the eligibility information in Block 9, what does "to the extent known by the signatory" mean?**

The person signing Form 8130-3 must verify that the model number (at least one) listed in Block 9 is at least one of the models that the part is eligible for installation. No matter what product number is placed in Block 9, it is the installer's responsibility to verify the eligibility. In some cases when an end user sees a product number in Block 9, and it's not the product model number the part was ordered for, the end user sometimes returns the part indicating it is not eligible for his product. Again, this may not be the case that the part is non-eligible. The model number listed in Block 9 does not necessarily mean that a part is only eligible for installation on the listed model(s).

**22: What type of numbers (serial or batch) belongs in Block 11 of Form 8130-3?**

In most cases when the form is for a new part, a serial or batch number is applied in Block 11 by the PAH or the PAH-approved supplier. (However, all parts are not required to be marked with a serial number, Per 14 CFR part 45, §§ 45.13 and 45.14. These sections identify those products, parts, and appliances that are required to be identified with a serial number. [i.e., Life-limited parts], all other parts are not required to be identified with a serial number. Also, if a product/part/appliance is identified with a PAH's manufacturing processing number for internal manufacturing process control, that number is not considered to be a serial number in accordance with 14 CFR part 45, and should not be entered in Block 11 on the Form 8130-3.

The issuer of Form 8130-3 should not have the latitude to enter any other number in Block 11 unless it's a product, part, or appliance that meets the requirements of 14 CFR part 45.14 (as stipulated in paragraph 14K of the order). Therefore, it's not a critical component (life-limited), "N/A" would be entered in Block 11 by the issuer of Form 8130-3

**23: The basis for "re-issuance" is unclear. How can one sign a replacement form with a current date in Block 23 and at the same time apply the same date as the lost form?**

FAA Order 8130.21, paragraph 8, General Procedures provides guidance for the retention of Form 8130-3 for the issuance of new and approval for return to service parts. If the PAH's designee, air agency, or air carrier receives a request for a replacement Form 8130-3 for either new or approval for return to service parts that was issued on May 16, 2003, their files should contain the original information. Per paragraph 15 c, the replacement form will contain "THIS FORM 8130-3 REPLACES THE LOST FORM 8130-3 DATED [enter original issuance date]" in Block 13. Block 18 (or 23) will reflect the date the replacement form was signed.

**24: Do the requirements contained in paragraph 12d, Issuance of Form 8130-3 for Used Products/Parts Removed from a U.S. -Registered Aircraft for Installation on Another U.S. -Registered Aircraft mean that a "dismantling agency" has to follow paragraph 12d (2) the moment either the registration is cancelled or the operating certificate is cancelled?**

No. This requirement was added for the purposes of approval for return to service of those parts removed from a U.S. -registered aircraft under 14 CFR parts 121 or 135 for use on another aircraft under the same certificate type as the aircraft the part was removed. It is not intended, required, or authorized for a "dismantling agency" to use the requirements of FAA Order 8130.21. The authorized users of FAA Order 8130.21 for return to service are listed in paragraphs 12a(1) & (2).

**25: Block 19 Dual Release. Which block contained within Block19 should be checked when returning a part to service after maintenance when the organization that performed the service is both FAA and JAA certified?**

When an organization is using the Form 8130-3 as a dual release and the organization is FAA and JAA certified, both blocks should be checked. In order to satisfy the JAA or EASA member authority, the air agency, U.S. air carrier, or PAH FAA approval/certification number must be entered in Block 21, along with the following statement in Block 13: “[Name of repair station] certifies that the work specified in Blocks 12 and 13 was performed in accordance with EASA part 145 approval and with respect to that work, the aircraft component is considered ready for release to service under EASA approval number [insert number].”

By checking both blocks and inserting the statement the organization is certifying that the part has been maintained under the appropriate CFR’s and the JAA special conditions identified in JAA Temporary Guidance Leaflet (TGL) -2.

**26: How can a dual release be applied in Block 19, stating the maintenance meets both FAA and JAA requirements when the data used is not FAA approved?**

The organization is certifying under a dual release that the FAA repair station or air carrier meets all of the CFR parts 43 and 145 requirements, with the exception of the EASA data used to perform maintenance on the part. This type of release meets the terms and conditions of an applicable Bilateral Aviation Safety Agreement, Maintenance Implementation Procedures. The data used by the FAA repair station or air carrier may be the data approved by an operator’s NAA and incorporated at the request of a JAA member country operator. The data used must be specified in Block 13, including a revision date (if applicable). An example of a dual release using data that is not FAA approved would be an airworthiness directive issued by the United Kingdom’s NAA and incorporated by the FAA repair station during maintenance. It has been our experience that the request to use foreign data has been rare, normally the manufacture’s data and instructions for continued airworthiness are accepted around the world, however there are a few exceptions. It should be noted that a dual release with the incorporation of non-FAA approved or acceptable data is not authorized for installation on a U.S. registered aircraft

**27: When Form 8130-3 is issued for an airworthiness approval for a new subcomponent of a PMA/TSO authorization part or appliance, must all the higher assembly part numbers be listed with the required statement in Block 13?**

No. The reason this requirement was added in the Order 8130.21D revision was for a subcomponent of a PMA/TSO authorization higher assembly to be traceable back to at least one PMA/TSO authorization higher assembly. It was not the FAAs intention to require a PAH to list all higher assemblies that the subcomponent may be installed.

**28: Are subcomponents of a PMA/TSO’d article eligible for export under 14 CFR Part 21, Subpart L?**

Yes. If the subcomponent of a PMA/TSO’d parts/article are classified as Class II they may be exported.

**29: If the higher assembly PMA/TSO'd part/article were to be classified as Class II, would the subcomponent also be classified as a Class II part/article?**

It would depend upon the PMA/TSO'd part/article that is being classified as a Class II, and what the subcomponents applicability to the Class II higher assembly would be. If the BASA IPSs are requiring that Form 8130-3 be issued, then by all means, classify the subcomponent as a Class II and issue Form 8130-3 for the subcomponents.

Nothing Follows.