



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

Advisory Circular

Subject: Issuance of Export Airworthiness Approvals Under 14 CFR Part 21 Subpart L

Date: DRAFT

AC No: 21-44B

Initiated By: AIR-632

1 PURPOSE.

This advisory circular (AC) provides information and guidance on how to show compliance with Title 14 of the Code of Federal Regulations (14 CFR) Part 21, subpart L, *Export Airworthiness Approvals*. This AC is not mandatory and does not constitute a regulation.

2 APPLICABILITY.

- 2.1 The guidance in this AC affects persons and organizations who export a product or article pursuant to Part 21, subpart L. This AC describes an acceptable means, but not the only means, to comply with these requirements. However, if you use the means described in this AC, you must follow it in all important respects.
- 2.2 **This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.**
- 2.3 The Federal Aviation Administration (FAA) will consider other means of demonstrating compliance that an applicant may elect to present. Terms such as “should,” “may,” and “must” are used only in the sense of ensuring the applicability of this particular method of compliance when the acceptable method of compliance in this document is used. If the FAA becomes aware of circumstances in which following this AC would not result in compliance with the applicable regulations, the FAA may require additional substantiation or design changes as a basis for finding compliance.

2.4 The material contained in this AC does not change or create any additional regulatory requirement, nor does it authorize changes in, or permit deviations from, existing regulatory requirements.

3 **EFFECTIVE DATE.**

This AC is effective xx/xx/xxxx.

4 **EXPLANATION OF REVISION.**

This revision:

- Reflects changes resulting from the Modernization of Special Airworthiness Certification (MOSAIC) final rule.
- Delineates between FAA Orders for applicable export airworthiness approvals.
- Adds instructions for filling out FAA Form 8130-1, *Application for Export Certificate of Airworthiness*.

5 **CANCELLATION.**

This AC cancels AC 21-44A, *Issuance of Export Airworthiness Approvals Under 14 CFR Part 21 Subpart L*, dated 10/01/2015.

6 **RELATED MATERIAL.**

The following materials are related to the guidance in this AC. The latest version of each material referenced in this document is available on the Electronic Code of Federal Regulations ([eCFR](#)) and the Dynamic Regulatory System ([DRS](#)) websites.

- 14 CFR Part 21, *Certification Procedures for Products and Articles*.
- FAA Order 8130.2, *Airworthiness Certification of Aircraft*.
- FAA Order 8130.21, *Completion of FAA Form 8130-3 under Part 21*.
- AC 21-2, *Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles, or Parts*.

7 **PART 21, SUBPART L REQUIREMENTS.**

7.1 Part 21, subpart L contains procedural requirements for issuing export airworthiness approvals and the rules governing the holders of those approvals. This includes requirements that address the different types of export airworthiness approvals, the application process, the issuance of export airworthiness approvals, and the responsibilities of exporters.

7.2 United States law does not require an export airworthiness approval as a condition of export, but foreign laws may require such an approval as a condition for import into the

foreign nation's aviation system. An export airworthiness approval is issued for an aircraft, aircraft engine, propeller, or article to facilitate the transfer from one Civil Aviation Authority (CAA) to another CAA. Additionally, installation of an item on a United States registered aircraft located outside the United States is not an export, because the item is not transferred outside the FAA's authority.

Note 1: The shipment of products or articles does not, in itself, constitute an export airworthiness approval. Accordingly, certain transfers—such as shipments from a foreign supplier to a U.S. Production Approval Holder (PAH), or from a U.S. PAH to a foreign supplier—may not require issuance of an export airworthiness approval.

Note 2: The above discussion is applicable to U.S. aviation laws and regulations related to export airworthiness approvals. This AC does not address general U.S. export control laws, regulations, or other legal requirements.

8 TYPES OF EXPORT AIRWORTHINESS APPROVALS.

8.1 Export Certificate of Airworthiness for Aircraft.

FAA Form 8130-4, *Export Certificate of Airworthiness* (export C of A), is used to issue an export airworthiness approval for an aircraft.

8.1.1 The export C of A represents a certifying statement from the FAA that a given aircraft conforms to its approved design and is in a condition for safe operation, unless otherwise specified (refer to § 21.329), at the time of examination and issuance of the certificate. When required in a bilateral agreement between the U.S. and the importing country or jurisdiction, the export C of A may also include a supplemental statement attesting to the aircraft's conformity to the importing country's type design.

8.1.2 The export C of A for aircraft does not:

- Authorize operation of an aircraft.
- Make any attestation concerning any agreement between the exporter and importer.
- Make any attestation concerning compliance with applicable regulations of other Federal agencies or laws regarding their export requirements and restrictions.

8.2 Authorized Release Certificates for Export for Aircraft Engines, Propellers, and Articles Issued by the FAA or an Authorized Designee.

FAA Form 8130-3, *Authorized Release Certificate*, is used for issuing an export airworthiness approval for an aircraft engine, propeller, or article. FAA Form 8130-3 is a certifying statement that a given aircraft engine, propeller, or article conforms to its approved design and is in a condition for safe operation, unless otherwise specified (refer to § 21.331), at the time of examination and issuance of the certificate.

8.3 Authorized Release Documents (ARDs) for Aircraft Engines, Propellers, and Articles Issued by a Production Approval Holder.

Although an ARD is not an approval as defined by § 21.1, a PAH with an approved quality system that includes the procedures described in § 21.137(o) may authorize its personnel to issue ARDs using FAA Form 8130-3 for a new or used aircraft engine, propeller, or article manufactured by the PAH itself. An ARD is a certifying statement, made by a PAH, that an aircraft engine, propeller, or article conforms to its approved design and is in a condition for safe operation at the time of examination and issuance of the document, unless otherwise specified (refer to

§ 21.331).

When a PAH produces an ARD for the purpose of export, § 21.137(o) requires the PAH to comply with § 21.331 (the rules applicable to the export of new and used aircraft engines, propellers, and articles) and § 21.335 (the responsibilities of exporters), in addition to the other requirements of § 21.137(o) (procedures for issuing ARDs).

8.4 **FAA Form 8130-3, Authorized Release Certificate.**

Depending on who is completing the form and for what purpose, this AC may refer to FAA Form 8130-3 as an airworthiness approval, authorized release certificate, airworthiness approval tag, or ARD for an aircraft engine, propeller, or article.

9 **ISSUANCE OF FAA FORM 8130-4 AND FAA FORM 8130-3 FOR PRODUCTS OR ARTICLES LOCATED IN ANOTHER COUNTRY.**

The FAA and its designees may issue FAA Form 8130-4 or FAA Form 8130-3 for products or articles located in another country, provided the FAA finds no undue burden in administering the applicable statutory and regulatory export approval requirements (refer to § 21.325(c)). A PAH may issue FAA Form 8130-3 for products or articles located in another country, provided the PAH has an approved quality system that includes procedures described in § 21.137(o).

10 **WHO MAY APPLY FOR AN EXPORT AIRWORTHINESS APPROVAL (§ 21.327).**

- 10.1 Any owner of a U.S.-registered aircraft (or the agent of the owner) may apply for an export certificate of airworthiness for that aircraft. This would preclude persons from exporting aircraft for which they are neither the owner nor the owner's agent. Furthermore, by requiring that the aircraft is registered in the U.S., this would allow the aircraft to be under the regulatory authority of the U.S. before export.
- 10.2 Any person may apply for an export airworthiness approval for an aircraft engine, propeller, or article.
- 10.3 Each applicant must apply in a form and manner prescribed by the FAA, as described in paragraph 11 of this AC.

11 HOW TO APPLY FOR AN EXPORT AIRWORTHINESS APPROVAL (§ 21.327).

11.1 Aircraft.

For an export C of A for an aircraft, submit FAA Form 8130-1, *Application for Export Certificate of Airworthiness, Part I*. For new aircraft, submit applications to the AIR Certificate Management Section (CM section) with geographic responsibility or the Organization Designation Authorization (ODA) holder as appropriate. For used aircraft, submit applications to the Flight Standards District Office (FSDO) with geographic responsibility or the ODA holder as appropriate

11.2 Aircraft Engines, Propellers, and Articles.

A person who does not have an approved quality system that includes the procedures described in § 21.137(o) may apply orally or in writing to the FAA or an authorized FAA designee for an export airworthiness approval for a new or used aircraft engine, propeller, or article. FAA designees must be pre-approved by their oversight office before issuing the airworthiness approval. A person may use the information contained on FAA Form 8130-1, Part II, as a guide to supply required information for applying orally to the FAA or an authorized FAA designee.

11.3 Detailed Application Procedures and Procedures for Obtaining Civil Aviation Authority Acceptance.

11.3.1 For an export C of A, detailed application procedures are found in Appendix A of this AC, and procedures for obtaining CAA acceptance are found in FAA Order 8130.2.

11.3.2 For export airworthiness approvals for aircraft engines, propeller and articles, application procedures may be found in Appendix A of this AC and procedures for obtaining CAA acceptance may be found in FAA Order 8130.21.

12 REGULATORY PROVISIONS FOR ISSUANCE OF AN EXPORT AIRWORTHINESS APPROVAL.

Section 21.329 prescribes the requirements for the issuance of an export C of A for either new or used aircraft. Section 21.331 contains the requirements for the issuance of an export airworthiness approval for an aircraft engine, propeller, and article.

12.1 New or Used Aircraft Manufactured Under Part 21, Subpart F or Subpart G.

The FAA or its designee issues an export C of A for a new or used aircraft manufactured under Part 21, subpart F, *Production Under Type Certificate*, or subpart G, *Production Certificates*, if the aircraft meets the requirements of Part 21, subpart H, *Airworthiness Certificates*. Such aircraft are eligible for either a standard airworthiness certificate or a special airworthiness certificate in either the primary or the restricted category.

12.2 New or Used Aircraft Not Manufactured Under Part 21, Subpart F or Subpart G.

The FAA or its designee may also issue an export C of A for a new or used aircraft that was not manufactured under subpart F or subpart G. In this case, § 21.329(a)(2) requires the aircraft to possess a valid standard airworthiness certificate or a valid special airworthiness certificate in either the primary or restricted category (issued in accordance with the requirements of subpart H). One example of aircraft not manufactured under subpart F or subpart G is an aircraft that had been imported that was issued an FAA type certificate pursuant to § 21.29.

12.3 **Additional Considerations for Used Aircraft.**

To support the validity of their present airworthiness certificates and associated eligibility for export, used aircraft are required to have been properly maintained. Verification of proper maintenance includes, but is not limited to, ensuring a used aircraft:

12.3.1 Has been properly maintained pursuant to 14 CFR Parts 43, 121, or 135.

12.3.2 Has been inspected within the given timeframe of the appropriate inspection pursuant to 14 CFR § 91.409.

12.4 **Issuance of FAA Form 8130-3 for an Aircraft Engine, Propeller, or Article for Export.**

The FAA, its designee, or a PAH may issue FAA Form 8130-3 to export an aircraft engine, propeller, or article that conforms to its approved design and is in a condition for safe operation, unless otherwise specified (refer to § 21.331). A PAH may only issue FAA Form 8130-3 if the PAH has an approved quality system that includes the procedures described in § 21.137(o), and only for an aircraft engine, propeller, or article manufactured by the PAH itself.

13 **PRODUCTS OR ARTICLES THAT DO NOT MEET THE REQUIREMENTS OF PART 21, SUBPART L.**

13.1 **Aircraft**

13.1.1 A new or used aircraft does not have to meet the requirements of § 21.329(a) if the importing country or jurisdiction accepts a deviation from that requirement.

13.1.2 At the time FAA Form 8130-1 is submitted, the exporter should identify to the FAA, in writing, those applicable requirements the aircraft does not meet. For example, an unassembled aircraft, or an aircraft fitted with a temporary installation for extra fuel or navigation equipment that is not an optional configuration identified in the type design, does not meet the requirements of § 21.329(a). Therefore, the exporter should identify these items and the applicable requirements to the FAA.

13.1.3 When an exporter notifies the FAA that it cannot comply with § 21.329(a) because of a deviation, the exporter should first prepare a technical description of the specific nonconformities. The FAA will then prepare an accompanying cover letter and transmit

it, with the applicant's technical description of the deviation, to the CAA of the importing country or jurisdiction, requesting a written statement accepting that deviation. Governmental authorities will transmit and receive requests for acceptance before export. The FAA will not issue export documentation without first receiving a written statement of acceptance from the importing CAA.

- 13.1.4 If the CAA of the importing country or jurisdiction provides a written statement of acceptance to the FAA, the FAA or its designee will list as an exception on the FAA's export C of A the differences between the aircraft to be exported and its type design. The export C of A should reference the importing CAA's written statement of acceptance.

13.2 Aircraft Engines, Propellers, and Articles.

- 13.2.1 Section 21.331(b) and (d) allows the FAA or its designee to issue an export airworthiness approval for a new aircraft engine, propeller, or article, or for a used aircraft engine or propeller, that does not meet the requirements of § 21.331(a) or § 21.331 (c), as long as the importing country or jurisdiction accepts a deviation from that requirement. However, no provisions allow the export of a used article that does not meet the requirements of § 21.331(c).
- 13.2.2 As provided in § 21.331(b) and (d), if the CAA of an importing country or jurisdiction accepts any deviations from § 21.331(a) and (c), the FAA, its designee, or a PAH must list as exceptions any differences between the aircraft engine, propeller, or article on the approval or ARD. The individual or entity issuing FAA Form 8130-3 should note all deviations as exceptions in the form's "Remarks" block, referencing the importing CAA's written statement of acceptance. The form also should be accompanied by a copy of the importing CAA's statement of acceptance.
- 13.2.3 When an exporter notifies the FAA that it cannot comply with § 21.331(a) and (c), and before issuance of FAA Form 8130-3, the FAA will request a written statement from the importing CAA indicating the CAA's acceptance of the aircraft engine, propeller, or article. Governmental authorities will transmit and receive requests for acceptance before export. The FAA will not issue export documentation without first receiving a written statement of acceptance from the importing CAA. The FAA will notify the exporter or designee of the CAA's written response.

13.3 Other Responsibilities of Exporters.

- 13.3.1 If an exporter cannot meet the requirements of § 21.335(a) through (e) as agreed to by the importing country or jurisdiction, the exporter should provide the FAA with a written declaration identifying all the requirements it cannot meet and appropriate justification.
- 13.3.2 The FAA will request a written statement from the CAA of the importing country or jurisdiction, signifying its agreement and acceptance that the exporter has not met one or

more of the requirements. Such requests are made between authorities (refer to paragraphs 13.1 and 13.2 of this AC).

14 SPECIAL REQUIREMENT OF IMPORTING COUNTRIES.

14.1 Subpart L does not specifically address the requirements of importing countries or jurisdictions. However, as an agency of the U.S. Government, the FAA is obligated to ensure compliance with the requirements of importing countries or jurisdictions as:

14.1.1 Established as a provision in a bilateral agreement, or

14.1.2 Specified within AC 21-2, appendix 2, *Special Requirements of Importing Countries*. AC 21-2 can be found on the FAA's website ([FAA International Aircraft Certification](#)).

14.2 The FAA, its designees, or a PAH (if applicable), will not issue an export C of A, or FAA Form 8130-3, before an exporter satisfies each requirement of the importing country or jurisdiction as described in paragraph 14.1 of this AC.

14.3 The FAA will consider any applications submitted (in writing or orally) to the FAA for an export airworthiness approval, FAA Form 8130-3, to be incomplete until the applicant states whether the importing country or jurisdiction's requirements have been satisfied.

Note: For questions or concerns regarding bilateral agreements and special requirements of importing countries, contact the geographic FAA office.

15 PRODUCTS OR ARTICLES THAT DO NOT MEET THE SPECIAL REQUIREMENTS OF AN IMPORTING COUNTRY.

15.1 An exporter should submit in writing to the FAA those special requirements of the importing country or jurisdiction that the product or article does not meet. Before issuing an export approval, the FAA will request a written statement from the CAA of the importing country or jurisdiction, indicating the CAA's acceptance of that product or article.

15.2 If the FAA receives a written statement of acceptance from the CAA of the importing country or jurisdiction, each item failing to meet the importing country's or jurisdiction's requirements will be listed as an exception on the export airworthiness approval. Reference should also be made in the remarks block to the importing CAA's written statement of acceptance.

16 EXPORTING TO A COUNTRY OR JURISDICTION THAT DOES NOT HAVE A BILATERAL AGREEMENT WITH THE UNITED STATES AND NO REQUIREMENTS LISTED IN AC 21-2, APPENDIX 2.

When exporting an aircraft, aircraft engine, propeller, or article to a country or jurisdiction that does not have a bilateral agreement with the United States, and if no special import requirements are listed in AC 21-2, appendix 2, FAA Form 8130-4 (for aircraft) or FAA Form 8130-3 (for aircraft engines, propellers, or articles) may not be necessary. A business or contractual agreement between a seller and purchaser (for example, a PAH and an aircraft end-user in the importing country or jurisdiction) does not constitute or qualify as a government-to-government request for an export approval or document. However, the FAA will permit the issuance of export airworthiness approvals for products and articles that conform to a FAA approved design and are in a condition for safe operation, unless otherwise specified (refer to § 21.331).

17 RESPONSIBILITIES OF EXPORTERS.

Pursuant to § 21.335, unless otherwise agreed to by the importing country or jurisdiction, exporters must meet the following requirements:

17.1 Provide Importing Documents

An exporter must forward to the importing country or jurisdiction all documents specified by that country or jurisdiction. A list of these documents is included in AC 21-2, appendix 2, which contains importing country or jurisdiction special requirements. Bilateral agreements with certain countries or jurisdictions may also contain documentation requirements. An exporter should review each bilateral agreement for the importing requirements associated with a particular country or jurisdiction. The text of all bilateral agreements can be found on the FAA's website (FAA International Aircraft Certification).

17.2 Preserve and Package Products and Articles.

An exporter must preserve and package products and articles as necessary to protect them against corrosion and damage during transit or storage and state the duration of effectiveness of such preservation and packaging. This statement would normally be found in the aircraft, aircraft engine, or propeller logbook. In addition, an exporter should provide the following:

17.2.1 A statement regarding any special preservation and packaging. This statement should be on FAA Form 8130-4 (for aircraft) and FAA Form 8130-3 (for aircraft engines, propellers, and articles).

17.2.2 Any necessary instructions for the importer on returning the product or article to a condition for safe operation (de-preservation).

17.3 Remove Temporary Installations and Restore the Aircraft.

- 17.3.1 An exporter, or someone acting on behalf of the exporter, must remove or cause to be removed any temporary installation incorporated on an aircraft for the purpose of export delivery.
- 17.3.2 An exporter, or someone acting on behalf of the exporter, must restore the aircraft to the approved configuration upon completion of the delivery flight. Restoring the aircraft to the approved configuration includes ensuring the aircraft conforms to its approved design and is in a condition for safe operation, unless otherwise specified.
- 17.4 **Secure Foreign Entry Clearances.**
An exporter must secure all proper foreign entry clearances from all the countries or jurisdictions involved when conducting sales demonstrations or delivery flights.
- 17.5 **Contact the FAA Aircraft Registry.**
When the title to an aircraft passes or has passed to a foreign purchaser, an exporter must contact the [FAA Aircraft Registry](#) (AFB-710) to:
 - 17.5.1 Request cancellation of the U.S. registration and airworthiness certificates from the FAA, giving the date of transfer of title, and the name and address of the foreign owner.
 - 17.5.2 Return the registration and airworthiness certificates to AFB-710.
 - 17.5.3 Provide a statement to AFB-710 certifying that the U.S. identification and registration numbers have been removed from the aircraft, pursuant to 21.335.

18 DETERMINATION OF “NEW” AND “USED” PRODUCTS OR ARTICLES.

- 18.1 The FAA’s methodology for determining “new” and “used” aircraft is described in FAA Order 8130.2.
- 18.2 The FAA’s methodology for determining “new” or “used” for aircraft engines, propellers or articles are described in FAA Order 8130.21.

19 WHERE TO FIND THE REQUIREMENTS OF IMPORTING COUNTRIES OR JURISDICTIONS.

The FAA website ([FAA International Aircraft Certification](#)) contains the text of all bilateral agreements. The website also contains AC 21-2, appendix 2, which includes the special import requirements that importing countries or jurisdictions have submitted to the FAA.

20 AC FEEDBACK FORM

For your convenience, the AC Feedback Form is the last page of this AC. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this AC on the Feedback Form.

Appendix A. Application Form 8130.1

The guidance provided in this appendix is for completing FAA Form 8130-1, *Application for Export Certificate of Airworthiness*. The applicant completes part I when applying for FAA Form 8130-4, *Export Certificate of Airworthiness*, or part II for FAA Form 8130-3, *Authorized Release Certificate, Airworthiness Approval Tag*. Part III is for FAA use only.

A.1 FORM PART I (FOR COMPLETE AIRCRAFT INCLUDING INSTALLED ENGINES AND PROPELLERS).

A.1.1 Item No. 1, U.S. Registration.

A.1.1.1 Enter the U.S. nationality registration as shown on the aircraft registration certificate (refer to subpart C of Part 45, *Nationality and Registration Marks*).

A.1.1.2 Section 21.327 requires that an applicant for an export certificate of airworthiness for an aircraft be an owner (or an agent of the owner) of that aircraft, and the aircraft must have a valid U.S. registration.

A.1.2 Item No. 1. New or Used

A.1.2.1 New. An aircraft may be considered new if ownership is retained by the manufacturer, distributor, dealer, or their trustee; if there is no intervening private owner, lease, or time-sharing arrangements; and if the aircraft has not been used in any pilot school or air taxi operation. An aircraft is still considered new regardless of the operating time logged by the manufacturer, distributor, or dealer if the aircraft has been maintained per Part 43, as applicable, and the aircraft has remained under the operational control of the manufacturer, distributor, or dealer.

A.1.2.2 Used. An aircraft may be considered used if not defined as in paragraph A.1.2.1 of this appendix.

A.1.3 Item No. 2. Name and address of exporter. Enter the name and full address of the exporter. The exporter is the applicant.

A.1.4 Item No. 3. Name and address of foreign purchaser. Enter the name and full address of the foreign purchaser.

A.1.5 Item No. 4. Country of destination. Enter the name of the country of destination.

A.1.6 Item No. 5. Description of product(s):

A.1.6.1 (a) N/A

A.1.6.2 (b) Make and Model

- A.1.6.2.1 **Make (Manufacture).** Enter the name of the manufacturer or builder as it appears on the aircraft's identification (ID) plate, or supplemental data plate if applicable.
- A.1.6.2.2 **Model.** Enter the aircraft's model designation on the aircraft's ID plate. Entering trade names is not acceptable.
- A.1.6.3 (c) **Identification No.** Enter the registration mark as displayed on the aircraft. The displayed registration mark may be a U.S. N-number, or a foreign mark as permitted under § 45.31. For a foreign mark, ensure the nationality and registration mark is the intended state of registry. Any questions concerning the marking requirements of the importing country must be resolved among the exporter, importer, and the importing CAA.
- A.1.6.4 (d) **Serial Nos.** Enter the manufacturer's or builder's serial number as it appears on the aircraft's ID plate.
- A.1.6.5 (e) **FAA T.C. or Spec. No.** Enter the specification number, type certificate data sheet number, or aircraft certification eligibility process identifier number used, as applicable.
- A.1.6.6 (f) **Operating Time (Hours) Total and Since Overhaul.** Enter the total time in service for new and used aircraft. Aircraft engines and propellers are not required to be new if the importing country accepts the aircraft with used engines and propellers. For aircraft, the blocks for engine(s) and propeller(s) must be completed to reflect the required information, as applicable.
- A.1.7 Item Nos. 6 and 7.** Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements?
- A.1.7.1 Mark Yes or No as applicable. If the "No" box is checked, explain the deviations in item No. 10 and attach the original, or a true copy, of the documents from the importing CAA stating that the product will be acceptable with the deviation(s) listed.
- A.1.8 Item No. 8.** Date title passed or is expected to pass to foreign purchaser. This item provides a means of establishing the date that ownership is expected to pass to the purchaser.
- A.1.9 Item No. 9.** For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage. This item provides a means of documenting the preservation and packaging methods used to protect against corrosion and damage. When an aircraft is delivered via flying that aircraft, an entry such as "None. This aircraft is a fly-away delivery" is acceptable. Enter the duration of the above method.
- A.1.10 Item No. 10.** Remarks. This space may be used to convey the information required under item Nos. 6 and 7. This space also may be used by the exporter to convey any other information pertinent to the issuance of the export airworthiness approval. Additional sheets may be attached, as necessary, and appropriately cross-referenced.

A.1.11 Item No. 11. Exporter's Certification. The exporter applicant or authorized representative of the exporter should type or print name and ink sign, enter title, and date this certificate. For Airworthiness Certification (AWC) portal users, AWC provides for electronic signatures.

A.2 PART II (FOR AIRCRAFT ENGINES, PROPELLERS, AND ARTICLES).

If not making application orally, complete as follows:

A.2.1 Item Nos. 12-15. These items are self-explanatory.

A.2.2 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 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.

A.2.3 Item Nos. 17 and 18. These items are self-explanatory. If the "No" box is checked, explain the deviations in item No. 10 and attach the original, or a true copy, of the documents from the importing CAA stating that the aircraft engine, propeller, or article will be acceptable with the deviation(s) listed.

A.2.4 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.

A.2.5 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.

A.3 PART III. REPRESENTATIVE CERTIFICATION (FOR FAA USE ONLY).

Figure A-1. Sample FAA Form 8130-1 (Front)

OMB CONTROL NUMBER: 2120-0018
 Expiration Date: October 31, 2026

 U.S. Department of Transportation Federal Aviation Administration	<h2 style="margin: 0;">Application for Export Certificate of Airworthiness</h2>					
INSTRUCTIONS – This application is to be submitted to an authorized FAA representative (one copy) when the aircraft to be exported is (are) presented for inspection. This application may be used, but is not required, to obtain an export airworthiness approval for aircraft engine(s), propeller(s), and article(s). Use Part I for aircraft and Part II for aircraft engine(s), propeller(s), and article(s). For complete aircraft, complete items 1 through 11, as applicable, including required information on engine(s) or propeller(s) that are part of the aircraft.						
Part I - Application for Export Certificate of Airworthiness for Aircraft (Complete items 1 - 11)						
1. Application is made for an export certificate of airworthiness to cover the product(s) described below which (are): <input type="checkbox"/> NEW <input type="checkbox"/> USED U.S. Registration N 						
2. Name and address of exporter	3. Name and address of foreign purchaser	4. Country of destination				
5. Description of product(s)						
Type (a)	Make and Model (b)	Identification No. (c)	Serial Nos. (d)	FAA T.C. or Spec No. (e)	Operating time (Hours) (f)	
					Since Overhaul	Total
A. Aircraft						
B. Engine(s)						
C Propeller(s)						
6. Does the product comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")						
7. Have applicable special requirements of the importing country been complied with? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")						
8. Date title passed or is expected to pass to foreign purchaser: 						
9. For overseas shipment, preservation and packaging methods used to protect product(s) against corrosion and damage. (List Spec. No. or Title): Effective duration of above methods: 						
10. Remarks:						
11. EXPORTER'S CERTIFICATION – The undersigned certifies that the above statements are true and that the product(s) described herein is (are) airworthy and in a condition for safe operation except as may be noted under item 10 "Remarks" above.						
Signature of applicant or authorized representative			Title		Date	

Draft - Public Comment

XX/XX/XXXX

AC 21-44B

Appendix A

Figure A-2. Sample FAA Form 8130-1 (Back)

OMB CONTROL NUMBER: 2120-0015
Expiration Date: October 31, 2025

Part II – Application for Export Airworthiness Approval of Aircraft Engine(s), Propeller(s), and Article(s) (Complete items 12-20)			
12. Name and address of exporter	13. Name and address of foreign purchaser	14. Country of destination	
15. The aircraft engine(s), propeller(s), and article(s) are (check one) <input type="checkbox"/> NEW <input type="checkbox"/> USED			
16. The aircraft engine(s), propeller(s) and article(s) are described (check one) <input type="checkbox"/> Below by name, part number, quantity and serial number <input type="checkbox"/> On the attached invoice or packing sheet by name, part number, quantity and serial number			Invoicing/packing sheet No.
Name (a)	Part number (b)	Quantity (c)	Serial Number (d)
17. Does the aircraft engine(s), propeller(s), and article(s) comply with all applicable Federal Aviation Regulations, Airworthiness Directives, and other FAA requirements? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")			
18. Have applicable special requirements of the importing country been complied with? <input type="checkbox"/> YES <input type="checkbox"/> NO (Explain in "Remarks")			
19. Preservation and packaging methods used to protect aircraft engine(s), propeller(s), and article(s) against corrosion and damage (List Spec. No. or Title):			
Effective duration of above methods:			
20. Exporters Certification – I certify that the foregoing statements are true and that the aircraft engine(s), propeller(s), and article(s) described herein are airworthy, conform to FAA approved design data, are in a condition for safe operation except as may be noted in item 10 "Remarks".			
Signature of applicant or authorized representative	Title	Date	
Part III – Representative Certification (FOR FAA USE ONLY)			
21. It is considered that the product(s) and article(s) described in Part I or Part II is (are) airworthy and conform(s) to pertinent requirements except as noted in Item 10. (check one) <input type="checkbox"/> Part I <input type="checkbox"/> Part II			Denial Letter Issued <input type="checkbox"/>
Signature	Number	Date	
(check one) <input type="checkbox"/> ODA <input type="checkbox"/> DMIR <input type="checkbox"/> DAR <input type="checkbox"/> FAA Inspector			
22. Give quantity of approval tags, FAA Form 8130-3, issued for the aircraft engine(s), propeller(s), and article(s) described in Part II			Quantity
23. Export file spot-checked by:			
FAA Supervising Inspector	D.O. No.	Date	

Advisory Circular Feedback Form

Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0746. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering, and maintaining the data needed, completing, and reviewing the collection of information.

All responses to this collection of information are voluntary. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

If you find an error in this Advisory Circular, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by emailing this form to _____ or faxing it to the attention of _____ at _____.

Subject: _____

Date: _____

Please mark all appropriate line items:

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

Recommend paragraph _____ on page _____ be changed as follows:

In a future change to this AC, please cover the following subject:

(Briefly describe what you want added.)

Other comments:

I would like to discuss the above. Please contact me using the information below.

Submitted by: _____ Date: _____