



Federal Aviation
Administration

Order 8130.21 Revision H Major Changes

July 2013



Order 8130.21 Revision H

What this briefing covers:

- Changes to FAA Form 8130-3
- General Policy Changes - All Chapters
- Specific Policy Changes - Chapters 1 through 5
- Specific Policy Changes - Appendices



Changes to FAA Form 8130-3

Objective: Harmonize FAA Form 8130-3 with EASA's, Transport Canada's, etc, Form 1.

- Change the term “National” to “Civil” in Block 1
- Remove Block 9 – Eligibility Block
- Remove term “Batch” from the “Serial/Batch” Block
- Renumber Blocks to coincide with other countries' Form 1
- Change the date format to (dd/mmm/yyyy)
- Update “User/Installer Responsibilities” section at the bottom of the ARC to match the new Part 21 terminology (i.e. articles)



FAA Form 8130-3

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number:	
4. Organization Name and Address:					5. Work Order/Contract/Invoice Number:	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
12. Remarks:						
13a. Certifies the items identified above were manufactured in conformity to:			14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12			
<input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature:		14c. Approval/Certificate No.:	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed):		14e. Date (dd/mmm/yyyy):	
User/Installer Responsibilities						
<p>It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.</p> <p>Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.</p> <p>Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>						

FAA Form 8130-3 (02-14)

NSN: 0052-00-012-9005



General Policy Changes - All Chapters

- Changed record retention requirements for domestic and export airworthiness approvals to 5 years for products & articles and 10 years for critical parts. An approval for return-to-service must comply with parts 43, 91, 121, 135, and 145 – 2 years.
- Updated guidance describing how copies of FAA Form 8130-3 are handled and marked.
- Removed the term “issuer” and replaced it with “originator” (defined in Appendix C: Definitions).



General Policy Changes - All Chapters

- Harmonized the implementing instructions for Block 7 - Description.
- In the block-by-block instructions concerning “Block 12”, added implementing instructions for batch or lot numbers.
- Moved all sample figures of FAA Form 8130-3 to a separate appendix – Appendix A.



Specific Policy Changes - Chapter 1

All procedures that are now located in this chapter are:

- Record retention
- Handling lost FAA Form 8130-3, and
- Reissuing FAA Form 8130-3 because of typographical errors



Specific Changes - Chapter 2

- Added note to clarify that prototype products/articles are not eligible for installation on in-service, type certificated aircraft.
- Guidance regarding how commercial parts are potentially eligible with Form 8130-3 is now included.
- Updates have been made to the documentation procedures for splitting bulk shipments (removed certified true copy requirement & added “authorized representative”).



Specific Changes - Chapter 3

- Added section discussing how to handle articles marked with dual or multiple part numbers.
- Added section discussing return-to-service information relevant to the European Union, which includes how to fill out Form 8130-3 for “Rebuilt Engines”—removes deviation to order signed on September 5, 2008.
- Updates the terms “Inspected” and/or “Tested” in the status/work block with the Maintenance Annex Guide.



Specific Changes - Chapter 4

- Updated Paragraph 4-1(b)(1), so wording mirrors FAA Order 8130.2 concerning “exporter’s” responsibilities.
- Added “Note” giving guidance on US and EU annexes.
- Updated section concerning used products and articles reflecting changes to Part 21.
- Updated the terms “NEW” and “USED” in the status/work block in accordance with 14 CFR 21.331.
- Added section in the remarks block (Block 12) when exporting a product or article to a country or jurisdiction that does not have a bilateral agreement with the U.S.



Specific Changes - Chapter 5

- Removes the sample figures of extensible markup language (XML) fragments from chapter 5.
- Removes the required use of the watermark “Printed from Electronic File” from the electronic FAA Form 8130-3.



Specific Changes - Appendices

- In Appendix A, added a sample harmonized FAA Form 8130-3.
- In Appendix A, adds a sample figure that shows how to complete FAA Form 8130-3 when shipping a rebuilt engine to a country within the European Union.



End of Briefing

