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ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130-21A

1/3/94

PROCEDURES FOR COMPLETION AND USE OF FAA FORM 8130-3,
SUBJ: AIRWORTHINESS APPROVAL TAG

1. **PURPOSE.** This order revises the procedures contained in Order 8130.21, Completion and Use of Federal Aviation Administration (FAA) Form 8130-3, Airworthiness Approval Tag (herein referred to as "the form") dated June 21, 1991. Specifically, this revision contains guidance concerning the use of revised FAA Form 8130-3 (11-93) for export approval, identification, and conformity determinations of products and parts thereof from production approval holders (PAH). The form may also serve as an indication of approval for return to service for an FAA approved repair station, or the holder of an air carrier operating certificate issued under Federal Aviation Regulations (FAR) Parts 121, 127, or 135 with a continuous airworthiness maintenance program. The form itself is hereby revised in accordance with the sample at the end of this order.
2. **DISTRIBUTION.** This order is distributed to Washington Headquarters division levels of the Flight Standards Service; to the branch levels of the Aircraft Certification Service and the Aviation Standards National Field Office; to the branch levels in the regional Flight Standards Divisions and Aircraft Certification Directorates; to all Flight Standards District offices; to all Aircraft Certification Offices and Aircraft Certification Field offices; to all Manufacturing Inspection District and Satellite Offices; to the Flight Standards Branch at the FAA Academy; and to the Brussels Aircraft Certification Division.
3. **CANCELLATION.** Order 8130.21 is canceled. Although it may be used to fill out the FAA Form 8130-3, dated 9/92, for a period of 90 days after issuance of this order.
4. **EXPLANATION OF MAJOR CHANGES.**
 - a. This order was originally published in 1991 as a first step in addressing issues regarding export of aviation products and parts. These concerns have been the subject of discussions with the FAA, its counterparts in other countries, and the aviation industry. The 1991 order contained a new version of FAA Form 8130-3, Airworthiness Approval Tag ("the form"), which harmonized more closely with the form used for comparable purposes in other countries. The procedures and the new tag were primarily focused on facilitating acceptance of FAA-approved products and parts in other countries and use of the form for conformity determinations.
 - b. After further discussions with the international aviation community, the FAA has determined that the form could also be put to use to aid its effort against production and installation of unapproved parts, as well as to harmonize with maintenance requirements of other countries. Accordingly, this revision modifies the form and provides supplemental procedures for filling it out. The revised tag permits the form to record additional functions, including return to service after maintenance and identification of newly manufactured parts.
5. **BACKGROUND.**
 - a. Federal Aviation Regulations (FAR) Part 21, Subpart L, contains the procedural requirements for issuance of export airworthiness approvals. These approvals are issued in the form of Export Certificates of Airworthiness, FAA Form 8130-4, for Class I products (aircraft, aircraft engines, and propellers) and Airworthiness Approval Tags, FAA Form 8130-3, for Class II and III products, whose definitions are discussed below.
 - b. Under FAR § 21.321, a Class II product is a major component of an aircraft, aircraft engine, or propeller, the failure of which would jeopardize the safety of the aircraft, engine, or propeller. A Class III product is any part or component that is not a

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Class I or Class II product, and is generally a detail part or minor assembly whose failure would not jeopardize safety. However, Class III products can also include a standard part, e.g., those designated as AN, NAS, SAE, etc., not necessarily associated with a type certificated product.

NOTE: For the purposes of this order, the term "product" refers to Class II or III products.

c. Federal Aviation Regulations 21.323(b) allow any manufacturer to obtain an export airworthiness approval for a Class III product if the manufacturer has in its employ, a designated representative of the Administrator who has been authorized to issue that approval. The manufacturer must also hold for that product a Production Certificate (PC), an Approved Production Inspection System (APIS), a Parts Manufacturer Approval (PMA), or a Technical Standard Order Authorization (TSOA). Standard parts that are not produced under an FAA production approval are not eligible for issuance of export airworthiness approvals. The form may be issued for Class III products only by authorized persons in the employ of a manufacturer holding an FAA production approval (FAR 21.323).

NOTE: Care should be taken to determine the classification eligibility of Class II and III products. Exporters may attempt to present an application for products claimed to be Class II, but are actually Class III.

d. Return to service after maintenance, preventive maintenance, repair, or alteration requires a sign off by persons authorized by FAR 43.7. The new form may be used for this purpose, provided the applicable record keeping requirements of FAR 43.9, 91.417, 121.369(c), and 135.427(c) are complied. Many countries have indicated to the FAA that an FAA Form 8130-3 form on a used product, filled out for return to service, will be acceptable documentation rather than requiring the tag to be filled out as an export airworthiness approval.

e. The FAA and civil aviation authorities of other countries have been actively working to harmonize their procedures for export and import of aeronautical products, as well as for recording return to service after repair. Form 8130-3, a copy of which is attached as an appendix to this order, has been revised to provide to the extent possible, a standardized format used by the other authorities.

f. As described in the paragraphs that follow, the form may be issued for Class II and Class III products for the following purposes, providing the applicable regulatory requirements are met and the procedures described in this order are followed:

- Conformity determination
 - Identification of parts/products
 - Export airworthiness approval
- Return to service after maintenance, preventive maintenance, alteration

6. USE OF THE FORM FOR CONFORMITY: NEW PRODUCTS ONLY. Under FAR Part 21, a conformity determination is made after examination and testing of a part to determine that it conforms to specified data. The form may be used to record conformity determinations by the FAA or the civil aviation authority of another country on the FAA's behalf for products undergoing type certification. Conformity determinations for exporting purposes should only be made at the request of the importing country's CAA. When the form is used for conformity certification of prototype products, a Statement of Conformity (FAA Form 8130-9) from the manufacturer and a Conformity Inspection Record (FAA Form 8100-1) may be required to meet type certification program requirements.

7. USE OF THE FORM FOR IDENTIFICATION PURPOSES: NEW PRODUCTS ONLY.

a. The aviation industry has advised the FAA that efforts to ensure part traceability and accountability would be greatly enhanced if the form could also be issued upon completion of the product to identify the product and follow the product in shipment. The FAA has revised the form to permit its use (by an FAA production approval holder or their supplier) in this manner with a signature by either the FAA or its appropriately authorized designee. Manufacturers wishing to use the form for this purpose should be advised to revise their quality system procedures for handling the form, reflecting the procedures in this document.

NOTE: The issuance of the form in no way affects the manufacturer's obligation under Part 21 to comply with its approved quality system, and to ensure that every product presented to the FAA or its designees for issuance of the form conforms to its FAA-approved design and is in a condition for safe operation.

b. Issuance of the form for identification purposes does not constitute an export approval. The manufacturer must still meet the requirements, including application for export approval contained in Part 21, Subpart L, and described in paragraph 8.

8. USE OF THE FORM FOR EXPORT AIRWORTHINESS APPROVAL.

(1) Federal Aviation Regulations § 21.323 provides that any exporter or exporter's representative may obtain an export airworthiness approval for a Class II product. However, Class III product export airworthiness approvals can only be issued by manufacturers (or their authorized suppliers) who have in their employ a designated representative of the Administrator who has been authorized to issue that approval. The manufacturer must be a production approval holder (PAH) for that Class III product, that is, hold a Production Certificate (PC), an Approved Production Inspection System (APIS), Parts Manufacturer Approval (PMA), or Technical Standard Order (TSO) authorization. Standard parts not produced under an FAA production approval are therefore not eligible for an export airworthiness approval.

(2) When used as an export airworthiness approval, the form is signed by either an FAA inspector or an appropriately authorized FAA designee. The procedures for application are described in FAA Order 8130.2B, Chapter 5.

NOTE: Care should be taken by the FAA and its designee to confirm the appropriate classification of Class II and Class III products. Exporters may attempt to present an application for products claimed to be Class II, but which are actually Class III.

b. New and newly overhauled products.

(1) Class II products may be new or newly overhauled in accordance with § 21.331. Class III products must be new, although they may be newly overhauled if the country of import has provided written confirmation that they will accept a newly overhauled product under §§ 21.333(b), 21.325(c), and 21.327(e)(4).

(2) "Newly overhauled" is defined in § 21.321(b)(4) as a product that has not been operated or placed in service, except for functional testing, since having been overhauled, inspected, and approved for return to service in accordance with the applicable requirements of FAR Parts 21 and 43. The overhaul must be performed by an appropriately certificated entity, as described in § 21.337. The FAA or its designee, in issuing the approval, must determine compliance with the applicable requirements of Subpart L and Part 43.

NOTE: FAR §§ 21.331(a)(1) and 21.333 require the applicant to show that its Class II or Class III products conform to an "approved design data." In the case of products that have been newly overhauled, "approved design data" refers to data supplied by the manufacturer for maintenance of a product manufactured under a production approval.

c. Used products.

(1) Generally speaking, the FAA and its designees have not issued export airworthiness approvals for anything other than new or newly overhauled products, unless another country specifically agreed, in accordance with §§ 21.325(c) and 21.327(e)(4). This is because the FAA's regulatory system places responsibility for evaluating the airworthiness of a product or part after maintenance on the certificated repairman or repair station.

(2) The majority of civil aviation authorities covered by Advisory Circular 21-2, Export Airworthiness Approvals, have indicated that this use of the form meets their requirements. Therefore, the FAA anticipates that it will rarely be necessary to issue the form as an export airworthiness approval for a used product, rather than having the appropriate repair facility issue it as a return to service. However, if such a request is received, it should be handled as before under §§ 21.325(c), 21.327(e)(4), and 21.331(b) or 21.333(b), as appropriate. These regulations require the written confirmation from the other civil aviation authority and must be submitted by the applicant for export approval indicating that it is aware that the part in question is used and that such an export approval is acceptable.

9. USE OF THE FORM FOR RETURN TO SERVICE.

a. The form previously could not be used for approval for return to service because it did not provide for signatory by anyone other than the FAA or its designees. This order revises the form format and adds a signature block to permit its use on Class II and Class III products for approval for return to service after maintenance or alteration. The use of the form for this purpose is optional.

b. The work must be accomplished by a certificate holder under FAR Part 121 or 135, having a continuous airworthiness maintenance program or by a repair station certificated under Part 145. In all cases, the form must be signed by the appropriately authorized representative of the maintenance facility in accordance with Part 43. Specifically, FAR § 43.9 specifies attachments such as work orders, air carrier records, and FAA Form 337's, which may be required to accompany the form.

NOTE: A product can be returned to service using an FAA Form 8130-3, regardless of its destination.

10. GENERAL PROCEDURES.

a. Original to accompany product. The original of the form shall accompany the product to its destination. If necessary, the form can be folded, put in an envelope, and attached to the product. A duplicate of each form issued is to be kept by the issuer, as well as any records of application, and made available for FAA review for at least 2 years after issuance, either on file or in a secure database that contains all data required on the form.

b. Re-issue for export approval. If a form has been issued for a product for identification purposes by the PAH, it cannot be used as an export airworthiness approval, but must be re-issued in accordance with the requirements for export approvals described in this document. In order to comply with the provisions in FAR §§ 21.331 and 21.333, a determination that the special requirements of the importing country have been met is required.

NOTE: Many countries have informed the FAA that they will no longer require export airworthiness approvals if a product is accompanied by a form filled out by the PAH for identification purposes, or return to service, as applicable. It is incumbent on the shipper to determine the requirements of the country to which the product is being sent and whether a new form, filled out for export purposes, is required. The notification to the importing authority as to the status of the form (i.e., whether it is being utilized for identification or for export approval) is in Block 13 of the form (see paragraph 11 below).

c. Numbering system required. Shippers must establish a numbering system for traceability in order to fill out Block 3 of the form. This system must also provide a means of cross-referencing the number(s) and product(s) being shipped.

d. Signature control. Approval signatures (designees) may be artificially applied **ONLY UNDER DIRECT CONTROL (SECURE ACCESS) OF THE PERSON WHOSE SIGNATURE IS ON THE FORM** and only at the facility where the designee is employed.

e. Replication of the form. The blank form may be computer-generated. However, the format cannot be changed, nor can any words be added or deleted. Preprinting of some information is permissible, i.e., the information in Blocks 1, 2, 3, 4, 14, and 19. The size of blocks may be varied slightly, but the form must remain readily recognizable. The form may also be reduced in overall size to facilitate placement of the wording on the back of the form onto the face of the document.

NOTE: Automation of the form does not relieve the FAA inspector, designee, or organization from verifying that the product conforms to design data and is in a condition for safe operation.

f. Attachments to the form. The procedures in paragraph 9 refer to several situations in which attachments may be made to the form. Any attachment must have on its face a cross-reference to the number assigned to the form under paragraph 10(c) above, and the form must also identify the attachment.

g. Disposition of old forms. Airworthiness Approval Tags issued prior to the effective date of this order and the newly revised form are still valid. They may still be used until 90 days after issuance of this order in accordance with previous Order 8130.21, June 21, 1991. After this date, all new approvals must be issued on the new form. However, only the new forms may be used for return to service. The new forms may be obtained through normal distribution channels from the Logistics Center, AAC-400, Stock Number 0052-00-012-9003, or computer generated as prescribed in paragraph 10(e).

11. LINE-BY-LINE INSTRUCTIONS FOR COMPLETION OF FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG.

NOTE: Except as otherwise indicated, all applicable blocks of the form must be filled out for the document to be valid. All entries are to be made in the English language. A sample completed form is attached to this order for reference.

a. Block #1. United States (may be pre-printed).

b. Block #2. Federal Aviation Administration Form 8130-3, Airworthiness Approval Tag, U.S. Department of Transportation, Federal Aviation Administration (pre-printed).

c. Block #3 System Tracking Reference Number. Fill in the unique number established by the FAA-approved numbering system (see paragraph 10c). If the form is computer-generated, it may be produced as programmed by the computer.

d. Block #4 Organization.

(1) Fill in the full name and address of the FAA approved organization or individual shipping the product(s) covered by the form, which may be pre-printed. Information shall include, as applicable:

FAA approval holder:

Company name and address.

Production approval number when applicable (e.g., production certificate number, repair station certificate number, air carrier certificate number)

Supplier: When a supplier has direct ship authorization from a production approval holder, the block should be filled out as follows:

Production approval holder's name and address

c/o Supplier name and address

Production approval holders approval/certificate number

NOTE: If an individual part is sold as a spare part by a supplier, the supplier must either have direct ship authority or hold a production approval of its own, i.e., PMA/TSO authorization for the product or part. If it holds its own production approval, it should list the information required of production approval holders in this block.

(2) The information in Block 4 may be pre-printed or, if the form is computer-generated, produced as programmed in the computer.

e. Block #5 Work order, contract, or invoice number.

(1) Fill in the contract, work order, or invoice number related to the shipment list, or maintenance release, and state the number of pages attached to the tag (including dates), if applicable. If the shipment list identified in this block contains the information required in Blocks 6 through 11, the respective blocks may be left blank if an original (or true copy) of the list is attached to the form. In this case, the following statement should be made in Block 13 on the face of the form:

"This is the certification statement for the products listed on the attached document dated _____, containing pages _____ through _____."

(2) In addition, the shipment list must cross-reference the number located in Block #3. The shipment list may contain more than one item, to be covered by one form, but it is the responsibility of the shipper to determine if the CAA of the importing country will accept bulk shipments under a single form. If the CAA does not permit this use of the form, Blocks 6 through 11 must be filled in for each product shipped.

f. Block #6. Item. When the form is used for airworthiness approval or conformity determinations, a separate form may be issued for each part number or a form may be issued with multiple part numbers. Multiple items should be numbered in sequence. If a separate listing is used, enter "List attached" (reference preceding paragraph for further instructions).

g. Block #7. Description. The name or description of the product as shown on the design data. For products that do not have design data, the product name as referenced in a parts catalog, overhaul manual, etc., may be used.

h. Block #8. Part number. Enter the part number of the product.

i. Block #9. Eligibility. State the aircraft, aircraft engine, or propeller make and model on which the product is eligible for installation. If a product is eligible for installation on more than one model, enter "various." Where products are TSO articles, state "TSO

Article N/A" since eligibility for installation for TSO articles is determined at the time of installation.

NOTE: The information in Block #9 only relates to the basic type or model. It does not constitute authority to install a product on a particular aircraft, engine, or propeller. The user or installer is responsible for confirming that the product is eligible for installation on a particular aircraft, aircraft engine, or propeller, by reference to overhaul manuals, service bulletins, etc., as applicable.

j. Block #10. Quantity. State the quantity of each described product shipped.

k. Block #11. Serial/batch number. State the serial number or batch number of each product shipped. If neither serial number nor batch number is applicable, enter "N/A."

l. Block #12. Status/work. Enter "New" for newly manufactured or "Newly Overhauled" for those products that have been newly overhauled. Enter "prototype" when products are submitted as part of a type certification program. Other terms to describe the status of the product should be used as appropriate, i.e., exported, as required by FAR 21, Subpart L, repaired, rebuilt, inspected, or modified in accordance with FAR 43.9.

m. Block #13. Remarks. Enter any information or references to support documentation necessary for the user or installer to make a final determination of airworthiness of the products listed in Block #7. Each statement must specify which item identified in Block #6 is related. Examples of information to be supplied are as follows:

(1) Any restrictions (e.g., prototype only).

(2) Alternate approved part number, i.e., design change and different part numbers used by different suppliers.

(3) Compliance or noncompliance with airworthiness directives or service bulletins.

(4) Information on life-limited parts.

(5) Manufacturing, cure, or shelf-life data.

(6) (When used as an export approval): The word "EXPORT" should be entered in capital letters. Exceptions to the special requirements of the importing country (if any) should be listed together with acceptance of these exceptions by the importing country CAA, obtained by the exporter. A copy of the accepting document should be attached to the form and product being shipped with the original being retained by the exporter.

(7) (When used for conformity): The word "CONFORMITY" should be entered in capital letters. In addition, give an explanation of the product's use, i.e., pending approved data, type certificate, for test only, etc. Information concerning a conformity inspection such as design data, revision level, date, the project number and special instructions as shown on FAA Form 8120-10, Request for Conformity, should be entered in this block. A Statement of Conformity (FAA Form 8130-9) from the manufacturer, and a Conformity Inspection Record (FAA Form 8100-1) may be required to meet type certification program requirements.

(8) (When used for spare parts): Identity of FAA-PMA or TSO products when the form is executed for spare parts.

(9) (When used for return to service): When the form is used as a return to service by a Part 145 repair station or air carrier with a continuous airworthiness maintenance program, this block should contain the data required by FAR 43.9 including:

- A description of the work performed

- The date of completion of the work performed
- The name of the person performing the work
- If the product is removed from an aircraft, aircraft engine, or propeller produced under TC, identify the product by a TC number.
- If other documents, such as, work orders or travelers (FAA Form 337), are used by the certificate holders to comply with FAR 43.9, they should be specifically referenced in this block and be cross referenced according to the instructions set forth in 11(e)(2) above.

NOTE: When using the form as a return to service, Blocks 14 through 18 must be left blank.

n. Block #14. Check the appropriate box if the product is new or newly overhauled. This pre-printed information is required on all forms.

o. Block #15. Signature. Place the signature of the FAA authorized representative who has the authority to perform this function on behalf of the FAA. The approval signature shall be applied at the time and place of issuance, and shall be manually applied except as provided above in paragraph 10(d).

p. Block #16. FAA Authorization number. The Authorization Number, i.e., DAR, DMIR, etc., of the authorized representative identified in Block #15. If signed by an FAA inspector, the authorization number will be the applicable office identifier.

q. Block #17. Name. The typed or printed name of the FAA designee or inspector identified in Block #15.

r. Block #18. Date. The date the form is signed and the airworthiness determination was made.

s. Block #19. Return to service. Pre-printed information required on all forms that pertains to all used products as listed in Block #7. The information on the back or lower border is necessary for the user or installer.

t. Block #20. Signature. Signature of the individual authorized by the repair station or air carrier with a continuing airworthiness maintenance program to approve the product for return to service as prescribed in FAR 43.

u. Block #21. Certificate number. Federal Aviation Administration Air Agency certificate number or air carrier operating certificate number.

v. Block #22. Name. The typed or printed name of the individual identified in Block #20.

w. Block #23. The date the form is signed and the product is returned to service.

NOTE: When using the form, Blocks #14 through #18, or Blocks #19 through #23, should be completed. In no case should both blocks be completed on the same form.

12. LOST FAA FORM 8130-3.

a. Forms issued for purposes other than export approval may not be re-issued except by the PAH, air carrier, or repair station, and only after a re-verification of the product's airworthiness by the production approval holder. Forms issued as export airworthiness approvals may be re-issued by FAA inspectors or designees in accordance with the following:

(1) The applicant must provide a written statement from the importer that the form has been lost; and

(2) The applicant must provide evidence of the previous export, traceable through invoice to the model and serial number from the exporter.

b. When these actions have been taken, a copy of the original form can be provided if available. Otherwise, a new form can be issued with the words "THIS IS A REPLACEMENT FAA FORM 8130-3, ISSUED ON (the date of original issuance)" typed in Block #13, and the current date applied in Block #18. The replacement form or the copy of the original lost form must have an original signature and the same data as the lost FAA Form 8130-3.

13. INFORMATION CURRENCY. Any deficiencies found, clarification's needed, or improvements to be suggested regarding the content of this order should be forwarded to the Aircraft Certification Service, Administrative Management Branch, AIR-530, Attention: Directives Management Officer, for consideration. Your assistance is welcome. Federal Aviation Administration Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience. If an interpretation is urgently needed, you may contact the Airworthiness Certification Branch, AIR-230, but you should also use FAA Form 1320-19 as a follow-up to the verbal conversation.

Michael Gallagher
Manager, Aircraft
Manufacturing Division

SAMPLE: FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG, NEW

| 1. UNITED STATES | | 2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration | | | | 3. System Tracking Ref. No. 7123-A | |
|--|----------------|---|------------------|---|---|---|--|
| 4. Organization ABC Aircraft Company 1234 Aircraft Way Absolutely, Nowhere 98765 | | | | | 5. Work Order, Contract, or Invoice Number: W.O. #2176 | | |
| 6. Item | 7. Description | 8. Part Number | 9. Eligibility * | 10. Quantity | 11. Serial/Batch Number | 12. Status/Work | |
| 1 | Starter | 76-24567-9 | Various | 1 | N/A | New | |
| 13. Remarks | | | | | | | |
| <p><i>Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.</i></p> | | | | | | | |
| 14. New <input checked="" type="checkbox"/> Newly Overhauled <input type="checkbox"/> Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. NOTE: In case of parts to be exported, the special requirements of the importing country have been met. | | | | 15. Return to Service in Accordance with FAR 43.9 Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service. | | | |
| 16. Signature  | | 17. FAA Authorization No.: DAR 275 | | 18. Authorized Signature: | | 19. Certificate Number: | |
| 20. Name (Typed or Printed): John Q. Public | | 21. Date: 12/15/93 | | 22. Name (Typed or Printed): | | 23. Date: | |

FAA Form 8130-3 (1-93)

* (Optional) Installer must cross check eligibility with applicable technical data.

SAMPLE: FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG, REPAIR

| 1. UNITED STATES | | FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration | | | | 3. System Tracking Ref. No. 1213-A | |
|--|----------------|--|------------------|---|--|---|--|
| 4. Organization Repair Station Zebra 1212 Airport Rd. Outback, Somewhere 56789 | | | | | 5. Work Order, Contract, or Invoice Number W.O. #4544 | | |
| 6. Item | 7. Description | 8. Part Number | 9. Eligibility* | 10. Quantity | 11. Serial/Batch Number | 12. Status/Work | |
| 1 | Generator | 21-78901 | 727-200, 727-300 | 2 | 6523 | Repaired | |
| 13. Remarks Work Order #4544 prescribing the actual work performed is attached. The prescribed work was performed in accordance with FAA approved data. | | | | | | | |
| <i>Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.</i> | | | | | | | |
| 14. New <input type="checkbox"/> Newly Overhauled <input checked="" type="checkbox"/> Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. NOTE: In case of parts to be exported, the special requirements of the importing country have been met. | | | | 15. Return to Service in Accordance with FAR 43.9 Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service. | | | |
| 15. Signature | | 16. FAA Authorization No.: | | 20. Authorized Signature:  | | 21. Certificate Number: TRUN771K | |
| 17. Name (Typed or Printed): | | 18. Date: | | 22. Name (Typed or Printed): John Jacob Asters | | 23. Date: 12/15/93 | |

FAA Form 8130-3 (11-89)

* (Optional) Installer must cross check eligibility with applicable technical data.

| | | | | | | | |
|---|----------------|--|-----------------------------|--|-------------------------|---|-----------------------------|
| 1. UNITED STATES | | 2. FAA FORM 8130-3 AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration | | | | | 3. System Tracking Ref. No. |
| 4. Organization | | | | | | 5. Work Order, Contract, or Invoice Number: | |
| 6. Item | 7. Description | 8. Part Number | 9. Eligibility * | 10. Quantity | 11. Serial/Batch Number | 12. Status/Work | |
| | | | | | | | |
| 13. Remarks | | | | | | | |
| <i>Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.</i> | | | | | | | |
| 14. New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/> Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. NOTE: In case of parts to be exported, the special requirements of the importing country have been met. | | | | 19. Return to Service in Accordance with FAR 43.9 Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service. | | | |
| 15. Signature | | 16. FAA Authorization No.: | 20. Authorized Signature: | | 21. Certificate Number: | | |
| 17. Name (Typed or Printed): | | 18. Date: | 22. Name (Typed or Printed) | | 23. Date: | | |

FAA Form 8130-3 (11-93)

* (Optional) Installer must cross check eligibility with applicable technical data.

FAA Forms 8130-3**Airworthiness Approval Tag
User/Installer Responsibilities**

It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer 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 parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements in block 14 and 19 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.

The FAA Form 8130-3 and JAA Form One are equivalent. Other countries such as Canada also have equivalent acceptable documents.

SAMPLE: FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG, REVERSE SIDE

FAA Forms 8130-3

Airworthiness Approval Tag

User/Installer Responsibilities

It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.

Where the user/installer 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 parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.

Statements in block 14 and 19 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.

The FAA Form 8130-3 and JAA Form One are equivalent. Other countries such as Canada also have equivalent acceptable documents