



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Use of FAA Form 8130-3 for
Approval for Return to Service
Under Part 43

Date: DRAFT

AC No: 43-ARTS

Initiated by: AFS-300

Change:

- 1 **PURPOSE.** This advisory circular (AC) discusses the procedures for the use of Federal Aviation Administration (FAA) Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for approval for return to service under Title 14 of the Code of Federal Regulations (14 CFR) part 43. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to use FAA Form 8130-3. However, if you use the means described in the AC, you must follow it in all important respects.
- 2 **AUDIENCE.** This AC is for mechanics with an Airframe and/or Powerplant rating; 14 CFR part 145 air agencies; 14 CFR part 121 and 135 operators; and FAA personnel tasked with the review and oversight of said entities.
- 3 **GENERAL.** Air agencies certificated under part 145, mechanics with an Airframe and/or Powerplant rating, or the holder of an Air Carrier Certificate operating under part 121 or part 135, may issue FAA Form 8130-3 for approval for return to service for a product or article maintained or altered by them under part 43.

Note: Any other FAA guidance relating to restriction of the issuance of FAA Form 8130-3 does not apply when the form is used as a maintenance record and approval for return to service. When used for return to service, the form, including copies of the form, may be provided to the owner/operator or any others who require copies of maintenance records as prescribed by the applicable CFRs.

3.1 Overview of FAA Form 8130-3.

3.1.1 Use of FAA Form 8130-3.

- 3.1.1.1 FAA Form 8130-3 does not constitute approval to install a product or article on a particular aircraft, aircraft engine, or propeller.
- 3.1.1.2 Blocks 14a through 14e on FAA Form 8130-3 are used to indicate approval for return to service (along with the information contained in Blocks 1 through 12).
- 3.1.1.3 FAA Form 8130-3 must be completed as outlined in the instructions in Appendix A, Block-by-Block Instructions for Completing FAA Form 8130-3 for an Approval for Return to Service.

- 3.1.1.4** The shipment must include FAA Form 8130-3, if issued for a component. Additional copies of FAA Form 8130-3 may be provided upon request. The form should not be delivered before the product or article is shipped.
- 3.1.1.5** FAA Form 8130-3 can be used as the primary identification of an article when completed in accordance with this AC. This may be necessary when the part number or other identifying data is no longer legible on the part itself. During the maintenance process, it is possible for part numbers to be removed or otherwise obscured due to the fact that many part numbers are applied in a nonpermanent manner (e.g., ink stamp or paper label). If the part number will be removed or obscured, the persons performing the maintenance must document the part number and serial number (if applicable), and any other applicable part markings on maintenance documents prior to performing the work. The removed information can be identified on FAA Form 8130-3 as one acceptable method for re-identifying the article after maintenance.
- 3.1.1.6** Unique identification is required to enable or provide product or article traceability. The preferred method is a unique form tracking number in Block 3. However, if traceability is provided through other information on the form combined with a number in Block 3, this is also acceptable.
- 3.1.1.7** If using the form as a maintenance release and approval for return to service, the same requirements of any other maintenance release must be followed. The person or company whose signature and certificate number appears on the form is stating that the work was accomplished in accordance with part 43 and is taking responsibility that it was accomplished correctly. When FAA Form 8130-3 is issued for approval for return to service in accordance with this AC, a copy of FAA Form 8130-3 that accompanied each shipment, product, or article must comply with the recordkeeping requirements of parts 43, 121, 135, and 145, and 14 CFR part 91, as applicable.
- 3.1.1.8** The User/Installer Responsibilities statements may be placed on either side of the form. If the statements are placed on the back side of the form, a note in Block 12 must reference that fact. When copies of the forms are generated, these statements must be provided with the copies.
- 3.1.1.9** The original person who signed FAA Form 8130-3 may reissue the form to correct typographical errors. The request for a corrected form may be honored without re-verification of the product or article condition. The reissued form is not a statement of current condition and must refer to the form being corrected. Include this reference in Block 12 using the following statement: “This FAA Form 8130-3 corrects the error(s) in Block(s) [enter block number(s) corrected] of the FAA Form 8130-3 [enter form tracking number] dated [enter issuance date] and does not cover conformity/condition/release to service.” In Block 14e, put the date the replacement form was issued. Both forms must be retained according to the retention period. In cases where the originator is no longer available (deceased, employment terminated, or

otherwise unavailable), it depends on the certificate number used on the form. If the originator signed under the authority of, and using the certificate number of, an approved organization (e.g., a repair station or air carrier), then a person authorized by that company with access to the originator’s copy may reissue the form. If the originator used their individual mechanic certificate, then the form cannot be reissued.

3.1.2 Information Systems and Automation.

3.1.2.1 Conceptually, forms are used to do one or more of the following: present information in a standard manner, collect data, and collect signatures attesting to the accuracy of the data. With advances in technology, the collection of the “form” data can be generated electronically in a variety of ways and then be stored that way. In the same way, the collection of “signatures” attesting to the accuracy of the collected data evolved as well. However, when the data is presented (such as when it is printed), it should still be in a standard manner that facilitates recognition and acceptance. This is typically accomplished by combining the data along with the form image at the time it is generated. In keeping with technological advances, repair stations and air carriers may develop or use systems that generate an electronic version of the form, provided that the system complies with the applicable requirements of AC 120-78, Electronic Signatures, Electronic Recordkeeping, and Electronic Manuals; and the following considerations:

1. Through these systems, the signature of the person authorized to issue FAA Form 8130-3 may be applied electronically to Block 14b.
2. The form data may be printed, along with the form image, and retained in paper format, or the form data may be held in a secure database, provided the database contains all the information required on FAA Form 8130-3 and is available for FAA review upon request. If the data is retained in a database, it does not need to be a graphic image of the documents (including signatures).
3. These forms or form data must be retained by the facility where FAA Form 8130-3 is issued, in line with the requirements for retention of maintenance records under the regulation.
4. When a supplemental or corrected FAA Form 8130-3 is issued as described by this AC, the system must retain the original form data along with the new form data. The system should not overwrite or destroy the original record.

3.1.2.2 When printing an electronically produced version of the form, the form must duplicate the general format of the original government-printed form with the following considerations:

1. The overall design of the form must not be changed, nor may any words be added or deleted (with the exception of filling in the blanks).
2. The form may be reduced in overall size to reduce paper consumption, but not to the extent that it is no longer easily readable and readily recognizable.
3. The size of blocks, in relationship to each other, may vary slightly, but all blocks must remain in their original location.
4. White is the preferred color for the paper; however, if another color is used, the information contained on the form must be legible.
5. All entries on the form must be made in permanent ink and be in English.

3.1.3 Approval for Return to Service After Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

3.1.3.1 Only those persons authorized by part 43, § 43.7 may issue FAA Form 8130-3 for approval for return to service of products and articles that have undergone maintenance, preventive maintenance, rebuilding, or alteration. In addition, the applicable recordkeeping requirements of § 43.9; part 91, §§ 91.417 and 91.421; part 121, § 121.380; part 135, § 135.439; or part 145, § 145.219, must be met.

3.1.3.2 When an article is received that is marked with dual or multiple part numbers, the article should be processed in the following manner:

1. Articles should be maintained using the instructions for the part number referenced in the customer’s work request. If the customer is an air carrier or foreign air carrier with N-registered aircraft (14 CFR part 129), follow the air carrier/operator’s maintenance program.
2. All related records pertaining to the maintenance performed should reflect the same part number for the maintenance of a particular article as referenced in the customer’s request. Typically, the part number on the customer’s work request should match the part number on the return to service. If the article is marked with a single Production Certificate (PC), Parts Manufacturer Approval (PMA), or Technical Standard Order Authorization (TSOA) number, the return to service created should reference that number. If the article is marked with more than one Production Approval Holder (PAH) number (i.e., PC, PMA, or TSOA), request guidance from the customer to determine which part number to use to support the customer’s work request.

Note: Part markings applied under 14 CFR part 45 may only be modified as defined in FAA-approved or acceptable data (e.g., maintenance manuals, Airworthiness Directives (AD), manufacturer drawings, technical data, and Service Bulletins (SB)).

3.1.3.3 Block 12 of FAA Form 8130-3 (or an attachment) must clearly document the process used to determine airworthiness, such as references to invoices, manufacturer maintenance manuals, other instructions for continued airworthiness (ICA), or other FAA-approved or acceptable technical data. If attachments are used, they should include the form tracking number of the corresponding FAA Form 8130-3.

3.1.4 Information Relevant to the European Union (EU).

3.1.4.1 Aviation authorities in the EU may recognize an FAA Form 8130-3 for approval for return to service only from part 145 repair stations or air carriers that also hold a European Aviation Safety Agency (EASA) Part-145 approval, and that was rated for the product or article at the time the product or article was approved for return to service. When FAA Form 8130-3 is used as an approval for return to service to meet the terms and conditions of the Maintenance Annex Guidance (MAG) under the Bilateral Aviation Safety Agreement (BASA), this is considered to be a “dual release” FAA Form 8130-3.

3.1.4.2 A product or article approved for return to service with a dual release on FAA Form 8130-3 is eligible for installation on a U.S.- or EU-registered aircraft. For a dual release, check both boxes in Block 14a stating “14 CFR 43.9 Return to Service” and “Other regulations specified in Block 12” and include the following statement in Block 12: “Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part-145 and, in respect to that work, the [product/article] is considered ready for release to service under EASA Part-145 approval no. [insert number: EASA 145-XXX].” The FAA approval/certification number must be entered in Block 14c. Only facilities that are both FAA- and EASA-approved and located in the United States or an EU Member State can issue a dual release certificate, as listed in appendix 2 of BASA.

3.1.4.3 The MAG also provides guidance for the use of FAA Form 8130-3 (and EASA Form 1) without a dual release for special cases. Refer to MAG section B, appendix 1, for the United States; and MAG section C, appendix 1, for the EU.

4 COMMENTS INVITED. Please direct proposed changes to this AC to:

Federal Aviation Administration
Flight Standards Service
Aircraft Maintenance Division, AFS-300
800 Independence Ave. SW
Washington, DC 20591

John S. Duncan
Director, Flight Standards Service

APPENDIX A. BLOCK-BY-BLOCK INSTRUCTIONS FOR COMPLETING FAA FORM 8130-3 FOR AN APPROVAL FOR RETURN TO SERVICE.

- A.1 Block 1. Approving Civil Aviation Authority/Country.** FAA/United States. (Preprinted.)
- A.2 Block 2. Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag.** (Preprinted.)
- A.3 Block 3. FAA Form Tracking Number.** Enter the unique number established by the numbering system. (See paragraph 3.1.1.6.)
- A.4 Block 4. Organization Name and Address.** 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 facility’s certificate number, as appropriate. A logo or other identification of the organization is permitted if it can be contained within the block.
- A.5 Block 5. Work Order/Contract/Invoice Number.** Fill in the work order number, contract number and/or invoice number related to the shipment list, or maintenance release authorization number. Also state the number of pages attached to the form, including dates, if applicable. If the shipment list contains the information required in Blocks 6 through 11, the respective blocks may be left blank if a list is attached to the form. In this case, the following statement should be entered in Block 12: “This is the certification statement for the articles listed on the attached document dated _____, containing pages _____ through _____.” In addition, the shipping list should cross-reference the form tracking number located in Block 3. If a work order/contract/invoice number is not available, enter “N/A.”
- A.6 Block 6. Item.** Provide the item number for the part referenced in the following fields. Multiple item numbers may be used for the same part number (e.g., same item with different serial numbers). Multiple items should be numbered in sequence, although not necessarily beginning with the number one (e.g., 0040, 0050, 0062, 0063). If a separate listing is used, enter “List Attached.”
- A.7 Block 7. Description.** Enter the name or description of the product or article. Preference should be given to the term used in the instructions for continued airworthiness (ICA) or maintenance data (e.g., Illustrated Parts Catalog, Aircraft Maintenance Manual, or Service Bulletin (SB)).
- A.8 Block 8. Part Number.** Enter each part number of the product or article. In case of an aircraft engine or propeller, the model designation may be used. If the article being worked is a subassembly that does not have a part number of its own, enter the next higher assembly number followed by the word “subassembly.”
- A.9 Block 9. Quantity.** Enter the quantity of each product or article shipped.
- A.10 Block 10. Serial Number.** If 14 CFR part 45 requires a serial number to identify the product or article, enter it here. Additionally, any other serial number not required by

regulation also may be entered. If no serial number is entered in this block, enter “N/A.” If a specific batch or lot number is used, refer to the instructions for Block 12.

A.11 Block 11. Status/Work. The following table describes what to enter in a specific situation. The term entered in Block 11 should reflect the majority of the work performed by the organization. The use of upper or lower case in this block does not matter.

Table A-1. FAA Form 8130-3 for Approval for Return to Service Block 11 Terms

Enter—	For—
“OVERHAULED”	A description of a maintenance process for a product or article that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with the approved or accepted data, to the extent necessary to determine that the product or article is in complete conformity with the applicable service tolerances specified in the type certificate holder’s or equipment manufacturer’s ICA, or in the data approved or accepted by the authority.
“See Block 12”	See paragraph A.12.
“REPAIRED”	Repair of defect(s) using an applicable standard.
“INSPECTED” and/or “TESTED”	Examination or measurement in accordance with an applicable standard (e.g., visual inspection, functional testing, or bench testing).
“MODIFIED”	Alteration of a product or article to conform to an applicable standard.

Note: The applicable standard must be described in Block 12.

A.12 Block 12. Remarks. The use of upper or lower case in this block does not matter.

A.12.1 Describe the work identified in Block 11 and associated results necessary for the user or installer to determine the airworthiness of the product or article in relation to the work being certified. This can be done either directly or by reference to supporting documentation. If necessary, a separate sheet may be used and referenced from the main FAA Form 8130-3. Each statement must clearly identify which product or article in Block 6 it relates to.

A.12.2 Below are examples of conditions that could necessitate a statement in this block. These statements may or may not be appropriate depending on the form’s purpose.

1. Data required by 14 CFR part 43, § 43.9, including a description (or reference to data acceptable to the Administrator) of work performed. If the certificate holder uses other documents such as work orders, shop travelers, or FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance) to comply with §§ 43.9 and 43.11, they must be specifically referenced in this block.
2. Compliance with Airworthiness Directives (AD) or SBs.

3. Repairs carried out.
4. Modifications carried out.
5. Replacement articles installed.
6. Life-limited parts status (total time, total cycles, etc.).
7. If a specific batch or lot number is used to control or trace the product or article, enter the batch or lot number in this block.
8. Deviations from the customer work order.
9. Information needed to support shipment with shortages or re-assembly after delivery.
10. Release statements to satisfy a CAA maintenance requirement.

Note: Item 10 under paragraph A.12.2 talks to a dual release against both part 43 and another Civil Airworthiness Authority’s (CAA) maintenance requirement or the single release by a 14 CFR part 145-approved maintenance facility against a CAA maintenance requirement. However, care should be taken to check the relevant boxes in Block 14a to validate the release. A dual release requires both the FAA and appropriate CAA to approve/accept the approved data.

A.12.3 A part 145-certificated repair station that also holds a European Aviation Safety Agency (EASA) Part-145 certification, and performs maintenance, preventive maintenance, and/or alterations to aircraft, or component parts thereof, and *does not have* a U.S. airworthiness certificate, can also use the form to document the return to service to meet the applicable EASA requirements. The final release should be issued with the following statements in the specified blocks:

1. In Block 14a, check only the box stating “Other regulation specified in Block 12.” Do not check the box that states compliance to § 43.9.
2. In Block 12, insert text similar to: “Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Part-145 approval no._____. The final assembly is eligible to be installed on an EU-registered aircraft.”

Note: Blocks 14b, 14c, 14d, and 14e, will require completion by the FAA-certificated repair station per the Bilateral Aviation Safety Agreement (BASA) (“dual release”); however, the release is applicable only to its EASA Part 145 certification.

A.13 **Blocks 13a through 13e.** Shade, darken, or otherwise mark to preclude inadvertent or unauthorized use.

A.14 **Block 14a. Approval for Return to Service.** Mark the appropriate boxes indicating which regulations apply to the completed work. If the box “Other regulations specified in

Block 12” is marked, then the regulations of the other CAA(s) must be identified in Block 12. At least the left box must be marked, or both boxes may be marked, as appropriate.

- A.14.1** The regulations of the other CAA must be specifically identified in Block 12. The completed work can be accomplished in accordance with the regulations of the FAA, or the regulations of the FAA and another CAA. The data used to complete the work must be clearly stated in Block 12, or attached to the form with the attachment identified in Block 12. If the work has been done in accordance with both the regulations of the FAA and another CAA, both boxes must be checked. (See paragraph 3.1.4.2 for dual release instructions.) Attachments should include the form tracking number of the corresponding FAA Form 8130-3.
- A.15 Block 14b. Authorized Signature.** This space will be completed with the signature of the authorized person. Only persons specifically authorized are permitted to sign this block. The approval signature must be applied at the time and place of issuance and manually applied, except as provided in paragraph 3.1.1.7.
- A.16 Block 14c. Approval/Certificate No.** Enter the Air Agency or Air Carrier Certificate number.
- A.17 Block 14d. Name (Typed or Printed).** Enter the typed or printed name of the authorized representative whose signature appears in Block 14b.
- A.18 Block 14e. Date (dd/mmm/yyyy).** The date to be entered in Block 14e for approval for return to service is the date on which the original work was completed (refer to § 43.9). The date should be in the following format: two-digit day, first three letters of the month, and four-digit year (e.g., 03 Feb 2008). This does not need to be the same as the printing or shipping date, which may occur later. The use or omission of slashes, hyphens, or spaces in the date does not matter.

APPENDIX B. SAMPLE FORMS

The forms shown below are samples only that were current at the time this AC was issued. Always use the latest and most current forms available when performing work.

Figure B-1. Approval for Return to Service After Repair

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 2004-664	
4. Organization Name and Address: Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (OC2R025L)					5. Work Order/Contract/Invoice Number: W 8851	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
010	Actuator	69A321	1	3384-L	REPAIRED	
12. Remarks: "The work specified has been accomplished in accordance with [insert type of manual or specification, number, and revision date]."						
13a. Certifies the items identified above were manufactured in conformity to: <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.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation 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: <i>A. Inspector</i>		14c. Approval/Certificate No.: OC2R025L	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): A. Inspector		14e. Date (dd/mmm/yyyy): 12 Oct 2007	
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. 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. 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.						

Figure B-2. Dual Release Approval for Return to Service

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 2004-1009	
4. Organization Name and Address: Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (OC2R025L)					5. Work Order/Contract/Invoice Number: W 13884	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
001	Antenna	12342	1	AN-223-H	OVERHAULED	
12. Remarks: Overhauled in accordance with CMM 12342, section 2A3B, revision 23, S/B and FAA AD XYZ-2001 complied with. Full details of work carried out per work order no. W 13884. Certifies that the work specified in Block 11/12 was carried out in accordance with EASA Part 145 and in respect to that work the [product/article] is considered ready for release to service under EASA Part 145 approval no. [insert number: EASA 145-XXX].						
13a. Certifies the items identified above were manufactured in conformity to: <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.				14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation 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: <i>A. Inspector</i>		14c. Approval/Certificate No.: OC2R025L	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): A. Inspector		14e. Date (dd/mmm/yyyy): 13 Oct 2005	
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. 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. 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.						

Figure B-3. Electronic Approval for Return to Service

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 99999	
4. Organization Name and Address: Anyone's Repair Station, 1104 Wing Avenue, Anyplace, TX 22212 (OC2R025L)					5. Work Order/Contract/Invoice Number: Work Order No.: RO16754 Customer ID Code: 53111	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Air Motor	C48401-302	1 ea.	64654564	OVERHAULED	
12. Remarks: Unit was disassembled, cleaned, and inspected. Articles were reworked/replaced as required to return unit to a serviceable condition. Repair Manual 55-11-22, Rev. 1, 22 Mar 2001 Notice: An airworthiness directive may apply to the unit described herein. The installed is responsible for ensuring complete compliance with any applicable airworthiness directives.						
13a. Certifies the items identified above were manufactured in conformity to: <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.				14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation 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: Digital signature on file		14c. Approval/Certificate No.: OC2R025L	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):	14d. Name (Typed or Printed): A. Inspector		14e. Date (dd/mm/yyyy): 10 Jan 2008	
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. 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. 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.						

Advisory Circular Feedback Form

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by contacting the Flight Standards Directives Management Officer at 9-AWA-AFS-140-Directives@faa.gov.

Subject: AC 43-ARTS, Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43

Date: _____

Please check 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.

Submitted by: _____

Date: _____