

FAA Confirms Repair Station “Return to Service” Privileges

KLX CUSTOMER ALERT - **MAG 6 Documentation Not Required**

The FAA has issued [Notice 8900.380](#) confirming a repair station’s privilege of inspecting and approving parts for return to service that are not accompanied by the documentation required by MAG 6. As long as the parts are traceable to the Production Approval Holder (PAH) and are in a satisfactory condition for installation, a repair station may inspect any article for which they are appropriately rated and approve that part for return to service. This privilege applies whether the component is new or used, and regardless of date received.

Frequently Asked Questions

➤ What does this mean for Repair Stations?

Repair stations can continue to purchase, maintain in inventory and install new parts that do not have a Form 8130-3, provided they are traceable to the PAH.

➤ Does this privilege apply to dual release repairs?

Yes, the FAA confirmed that this privilege applies to dual release under FAA and EASA rules.

➤ How can Repair Stations take advantage of this privilege?

In order to take advantage of this privilege, a repair station need only have appropriate inspection criteria to establish that the component was produced by a PAH and is in satisfactory condition for installation, as described in Advisory Circular (AC) 20-62, Eligibility, Quality, and Identification of Aeronautical Replacement Parts; and AC 20-154, Guide for Developing a Receiving Inspection System for Aircraft Parts and Material.

➤ Where can I find further information on this?

FAA Notice 8900.380 is attached and is available on the FAA’s FSIMS website: <http://fsims.faa.gov>. See KLX’s original notification regarding MAG 6 documentation on our website: KLXAerospace.com.