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| **M.A.902 Validity of airworthiness review certificate** |
| **Sottoparagrafo (b)** |
| **Vecchio Testo** |
| (b) An aircraft must not fly if the airworthiness certificate is invalid or if:   1. the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this Part, or; 2. the aircraft does not remain in conformity with the type design approved by the Agency; or 3. the aircraft has been operated beyond the limitations of the approved flight manual or the airworthiness certificate, without appropriate action being taken;or 4. the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness;or 5. a modification or repair has not been approved in accordance with Part-21. |
| **Nuovo Testo** |
| (b) An aircraft must not fly if the airworthiness certificate is invalid or if:   1. the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this Part; or 2. the aircraft does not remain in conformity with the type design approved by the Agency; or 3. the aircraft has been operated beyond the limitations of the approved flight manual or the airworthiness certificate, without appropriate action being taken; or 4. the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or 5. a modification or repair ~~has not been approved in accordance~~ **is not in compliance with the Annex (**Part-21**) to Regulation (EC) No 1702/2003**. |
| **Razionale/Ulteriori Dettagli**: il paragrafo è stato modificato rimuovendo le parole **has not been approved in accordance** dal testo e sostituirle con **is not in compliance with the Annex (**Part-21**) to Regulation (EC) No 1702/2003** per renderlo compatibile con i dati utilizzati per le modifiche e riparazioni standard, che non seguono il processo standard di approvazione della parte-21 e non richiedono né approvazione EASA né una DOA. |
| **Principali implicazioni:** [Vedi scheda su M.A.302](MA302.docx#PRINCImplMA302) |
| **Azioni per le parti interessate:** vedi NI su regolamenti (UE) 593/2012 e 748/2012.  Fino al momento della pubblicazione delle CS-M&RS e delle AMC/GM connesse con le modifiche e riparazioni standard, nei Manuali aziendali, e/o nelle procedure o modulistica in uso, relativamente alle condizioni per la validità continua dell’ARC rimarrà quindi la condizione che l’aeromobile può volare solo se se le modifiche e riparazioni presenti su di esso sono approvate secondo il processo della Parte 21 (rispettivamente §§ da 21.A.91 a 21.A.109 e da 21.A.432A a 21.A.451, e quindi quello pre-regolamento (UE) 748/2012). |