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| **M.A.710 Airworthiness review** |
| **Sottoparagrafo (a)** |
| **Vecchio Testo** |
| (a) To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A.901, a full documented review of the aircraft records shall be carried out by the approved continuing airworthiness management organisation in order to be satisfied that:   1. airframe, engine and propeller flying hours and associated flight cycles have been properly recorded; and 2. the flight manual is applicable to the aircraft configuration and reflects the latest revision status; and 3. all the maintenance due on the aircraft according to the approved maintenance programme has been carried out; and 4. all known defects have been corrected or, when applicable, carried forward in a controlled manner; and 5. all applicable airworthiness directives have been applied and properly registered; and 6. all modifications and repairs applied to the aircraft have been registered and are approved according to the Annex (Part-21) of Regulation (EC) No 1702/2003; and 7. all service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit; and 8. all maintenance has been released in accordance with Annex I (Part-M); and 9. the current mass and balance statement reflects the configuration of the aircraft and is valid; and 10. the aircraft complies with the latest revision of its type design approved by the Agency; and 11. if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of the Annex (Part-21) of Regulation (EC) No 1702/2003. |
| **Nuovo Testo** |
| a) To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A.901, a full documented review of the aircraft records shall be carried out by the approved continuing airworthiness management organisation in order to be satisfied that:   1. airframe, engine and propeller flying hours and associated flight cycles have been properly recorded; and 2. the flight manual is applicable to the aircraft configuration and reflects the latest revision status; and 3. all the maintenance due on the aircraft according to the approved maintenance programme has been carried out; and 4. all known defects have been corrected or, when applicable, carried forward in a controlled manner; and 5. all applicable airworthiness directives have been applied and properly registered; and 6. all modifications and repairs applied to the aircraft have been registered and are **~~approved according to~~** **in compliance with** the Annex (Part-21) to Regulation (EC) No 1702/2003; and 7. all service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit; and 8. all maintenance has been released in accordance with Annex I (Part-M); and 9. the current mass and balance statement reflects the configuration of the aircraft and is valid; and 10. the aircraft complies with the latest revision of its type design approved by the Agency; and 11. if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of the Annex (Part-21) to Regulation (EC) No 1702/2003. |
| **Razionale/Ulteriori Dettagli:** il paragrafo è stato modificato rimuovendo le parole **approved according to** dal testo e sostituirle con **in compliance with** per renderlo compatibile con i dati utilizzati per le modifiche e riparazioni standard, che non seguono il processo standard di approvazione della parte-21. |
| **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 al processo di revisione dell’aeronavigabilità rimarrà quindi la condizione che le modifiche e riparazioni installabili sull’aeromobile sono solo quelle 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). |