

**NOTIFICATION OF AUTHORIZED AMENDMENT (MAA-NAA- 17/34)**

<b>Document Set(s):</b>	RA 2220-Maintenance Test Flights	<b>Regulatory Article(s)/Manual Chapter(s)</b>	RA 2220
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<b>RFC Reference</b>	MAA RFC 2016 053 / 078	<b>NPA Reference</b>	NPA 17/06
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<b>Amendment Author</b>	DSA-MAA-REG-FLY2	Redacted	<i>Redacted</i>
<b>Amendment Supervisor</b>	DSA-MAA-REG-FLY	Redacted	<i>Redacted</i>
<b>Amendment Independent</b>	DSA-MAA-REG-ATM1-GEN	Redacted	<i>Redacted</i>

<b>Amendment Classification (As per MAA SOP 20 Matrix)</b>	<b>Major Change (1*/OF5)</b>	<b>Publishing Requirements:</b>	ASAP
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**AUTHORIZED AMENDMENT**

Note to provide a summary/overview of the amendment and to explain/ensure that the reader understands: the rationale for the amendment; the major changes; and, importantly, the full context (including desired outcome) of the amendment.

*The input here should be your 'one minute' to explain what, why and how.*

This NAA has been generated following feedback from the Regulated Community that requested clarification about the types of Flight Test, and in particular the difference between a Maintenance Test Flight, Partial Test Flight and an Airborne Check. During the review process the opportunity was taken to clarify the conduct of Flight Tests at night and in Instrument Meteorological Conditions, with responsibility for the associated risk analysis delegated to Aircraft Duty Holders and Accountable Managers (Military Flying).

**ISSUE STATE CHANGES (if more lines required, contact the MRP Team)**

<b>Document Title</b>	<b>Previous Issue</b>	<b>New Issue</b>
RA 2220-Maintenance Test Flights	Issue 2	To Issue 3

<b>APPROVAL</b> Approved by: (IAW MAA SOP 20 Matrix)	<b>Post</b>  <b>Name</b>  <b>Rank</b>	DSA-MAA-OA-DepHd1  <i>Redacted</i>  <i>Redacted</i>	<b>Original, non redacted, signed</b>
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