TECHNICAL IMPLEMENTATION PROCEDURE

FOR

AIRWORTHINESS AND ENVIRONMENTAL

CERTIFICATION

Between the Agência Nacional de Aviação Civil of

the Federative Republic of Brazil

And

The Civil Aviation Authority of the United Kingdom

of Great Britain and Northern Ireland

Original

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1. GENERAL

1.1. Purpose

This Technical Implementation Procedure (TIP) establishes the interface requirements and activities between the National Civil Aviation Agency (ANAC) of Brazil and the Civil Aviation Authority (CAA) of the United Kingdom, hereinafter referred to as the Authorities, for design approval, production, import, export, and continued support, of civil aeronautical products. ANAC and CAA shall conduct their certification and validation activities consistent with the Memorandum of Understanding, hereinafter referred to as the MoU, signed on December 2nd, 2020 and entered into force on January 1st, 2021, and this TIP.

Note: Appendix D of this TIP lists all acronyms and abbreviations used in this document.

1.2. Legal Basis for Technical Implementation Procedure

1.2.1. Article 2(b) of the MoU established this TIP for the effective implementation of the MoU in regards to airworthiness and environmental certification.

1.3. Communications

1.3.1. Changes in Certification or Approval Systems

1.3.1.1. The working procedures established by the TIP are based upon similar certification and approval systems for civil aeronautical products. The Authorities shall keep each other informed of significant changes within those systems, such as changes in:

a) statutory responsibilities;

b) organizational structure (e.g., key personnel, management structure, office location);

c) airworthiness and environmental requirements, procedures and technical training;

d) production quality system oversight, including system oversight outside their territory; and

e) functions or tasks performed by approved, certified and accredited persons or organizations.

1.3.1.2. Revision by either Authority of its certification or approval system may affect the basis and the scope of the working procedures of this TIP. Accordingly, upon notice of such changes, ANAC or the CAA may request a meeting to review this TIP.

1.3.2. Language of Communications

Data and documents exchanged between ANAC and the CAA under this TIP shall be in the English language.

1.3.3. Technical Consultations

1.3.3.1. ANAC and the CAA should, within the framework of their regular meetings, discuss draft advisory and guidance materials and consult on new or proposed changes to the civil aviation standards or specifications, practices and procedures for civil aeronautical products.

1.3.3.2. ANAC and the CAA agree to consult as necessary to provide input when requested on technical issues and to resolve technical disagreements. The frequency of these exchanges will depend on the number and significance of the issues to be discussed.

1.3.3.3. These technical consultations will not be charged by ANAC or the CAA as the Authority being consulted.

1.3.4. Communications Regarding Approved Organizations

ANAC and the CAA understand that there may be occasional situations where either may interact directly with an accredited person or organization or an approved organization of the other. In such cases, it is the responsibility of the initiator of the contact to notify the other as soon as possible. Any such direct communication should be limited to information exchange. ANAC and CAA should always consult one another on significant validation programme decisions.

1.4. Interpretations and Resolution of Conflicts

1.4.1. In the case of conflicting interpretations by the Authorities of the laws, airworthiness or environmental regulations, standards, specifications, requirements, acceptable means of compliance pertaining to certifications, approvals, or acceptance under these TIP, the interpretation of the Importing Authority whose regulations, standards, specifications, requirements, or acceptable means of compliance are being interpreted shall prevail.

1.4.2. The Authorities agree to resolve issues through consultation or any other mutually agreed-upon means. Every effort should be made to resolve issues at the lowest possible level before elevating the issue to higher management.

1.4.3. Issues that cannot be satisfactorily resolved at the working level should be expeditiously raised to the respective managements of ANAC and CAA, on a progressive level, until an agreement or compromise is reached.

1.5. Amendments and Points of Contact

1.5.1. This TIP may be amended based on a decision of the designated offices identified in paragraph 3.(a) of the MoU. Such amendments shall be made effective by signature of the duly authorized representatives of ANAC and the CAA.

1.5.2. Appendix A, of this TIP, identifies the:

a) focal points for implementation of this TIP;

b) focal points for coordination of amendment of this TIP; and

c) office addresses for ANAC and CAA.

1.6. Applicable Requirements, Procedures, and Guidance Material

1.6.1 ANAC and CAA agree that their respective regulations, certification standards or specifications, policies, procedures, and guidance materials for airworthiness and environmental certification will guide this TIP. These materials and where they may be obtained are identified in Appendix B of this TIP. It is not intended that this be an exhaustive list.

1.7. Effective Date and Termination

1.7.1. This TIP becomes effective on the date of the latest signature and will remain in force until terminated by either ANAC or the CAA. Either ANAC or the CAA may terminate this TIP by giving 60 (sixty) days written notice to the other.

1.7.2. Termination of this TIP will not affect the validity of activities conducted under this TIP prior to termination.

1.8. Terminology

1.8.1. In this TIP, “shall” and “must” are used to express an obligation.

1.8.2. The following terms as used in this TIP are defined as follows:

a) “Acoustical Change” means a change in the type design of an aircraft or aircraft engine that result in an increase in the noise emission level of that aircraft.

b) “Airworthiness Requirement” means regulation, airworthiness standard or other certification specifications governing the design and performance of civil aeronautical products.

c) “Appliance” means any instrument, equipment, mechanism, part, apparatus, appurtenance or accessory, including communications equipment that is used, or intended to be used, in operating or controlling an aircraft in flight and is installed in or attached to the aircraft.

d) “Approved Manual” means manuals, or sections of manuals, requiring approval by a Authority. These include the approved sections of the Flight Manual, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICAs), the structural repair manual, the engine and propeller installation and operating manuals, and the certification maintenance requirements, where applicable.

e) “Certification Basis” means a set of the applicable airworthiness and environmental requirements established by ANAC and CAA as the basis by which the type design of a civil aeronautical product, or a change to that type design was approved or accepted. The certification basis may also include Special Conditions, Findings of Equivalent Level of Safety, and Exemptions or Deviations when determined by ANAC and CAA to apply to the type design.

f) “Compliance Determination” means, for design approval, the determination, by either ANAC’s system or CAA’s system, that the applicant has demonstrated compliance with identified individual airworthiness and environmental standards.

g) “Critical Part” means a part identified as critical by the design approval holder or the Exporting Authority during the type design certification process for the civil aeronautical product. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the airworthiness limitations section or certification maintenance requirements of the ICAs. Specific definitions for critical parts are found within the applicable airworthiness requirements.

h) “Declaration of Design and Performance” means a document containing the definition and all relevant references of an equipment, issued by the equipment manufacturer, that is submitted also to the installer of the OTP/UKTSO article in an aircraft.

i) “Deviation” means a grant of relief from the requirements of a certification specification when processed through the appropriate regulatory procedure by CAA.

j) “Emissions Change” in respect of an aircraft means a change in the type design of an aircraft or aircraft engine that results in an increase in fuel venting or exhaust emissions of a turbine engine.

k) “Environmental Requirements” mean regulations, environmental standards, or certification specifications governing the certification of designs with regard to noise characteristics, exhaust emissions, and fuel venting of civil aeronautical products.

l) “Finding of Equivalent Level of Safety” means a finding by an Authority that alternative action taken provides a level of safety equal to that provided by the airworthiness requirements for which equivalency is being sought.

m) “Exemption” means a grant of relief from requirements of a regulation when processed through the appropriate regulatory procedure by ANAC or CAA.

n) “Export” means the process by which a civil aeronautical product is released from one regulatory system to another.

o) "Exporting Authority" means the organization, within the Exporting State and charged by the laws of the State, to regulate the airworthiness and environmental certification, approval, or acceptance of the civil aeronautical products, parts and appliances, for:

I - Brazil, is ANAC.
II - United Kingdom, is CAA.

p) “Import” means the process by which an exported civil aeronautical product is accepted by ANAC or CAA, for use and is subsequently placed under that authority’s regulatory system.

q) "Importing Authority" means the organization, within the Importing State and charged by the laws of the Importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, for:

I - Brazil, is ANAC.
II - United Kingdom, is CAA.

r) “Licensing Agreement” means a commercial contract between a design holder (Type Certificate - TC, Supplemental Type Certificate – STC, or other design approvals) or/and a production organization approval holder (or applicant) formalizing the rights and duties to other organization, of both Authorities, to use the design data for the purpose of manufacturing the civil aeronautical product.

s) “Life-limited Part” means a part that, as a condition of the type certificate or other design approval, may not exceed a specified time, or number of operating cycles, in service.

t) “Manufacturer” means a person who, by the Authorities regulation, is responsible for determining that all civil aeronautics products produced within its production quality system conform to an ANAC or CAA approved design or established government or industry standard and are in a condition for safe operation. This includes a production organisation.

u) “Operational Suitability Data (OSD) Requirements” mean the CAA certification specification governing the approval of operational suitability data specific to an aircraft type.

v) “Production Quality System” means a systematic process, which meets the requirements of the Exporting Authority and ensures that civil aeronautics products will conform to the approved design and will be in a condition for safe operation.

w) “Restricted Type Certificate” means a type certificate in the restricted category.

x) “Special Condition” means:

I - For ANAC: an additional regulation prescribed by the ANAC when the regulations for the category of product do not contain adequate or appropriate rules due to novel or unusual design features, unconventional use of the product, or experience in service with similar products showing that unsafe or inadequate environmental conditions may develop. Special Conditions contain such rules as ANAC finds necessary to establish a level of safety or adequate environmental conditions equivalent to that established or intended in the applicable regulations.

II - For the CAA: an additional detailed technical specification prescribed by the CAA when the airworthiness code for the category of civil aeronautical product does not contain adequate or appropriate safety standards due to novel or unusual design features, unconventional use of the product, or experience in service with similar products showing that unsafe conditions may develop. Special Conditions contain such safety standards as the CAA finds necessary to establish a level of safety equivalent to that intended in the applicable airworthiness code.

y) “Standard Part” means a part that is manufactured in accordance with an established government or industry-accepted specification, which includes design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and to conform the part, and must be published so that any person or organization who manufactures the part does so in a standard manner.

z) “Validation” means the Importing Authority’s own process for compliance determination of a product, or a change to the product, as approved or certified by Exporting Authority.

1.9. Scope

1.9.1. This Technical Implementation Procedures – TIP applies to:

a) The acceptance by one Authority of findings of compliance with design, environmental and Design-related Operational Requirements for Civil Aeronautical Products, made by the other Authority.

b) The acceptance by the Importing Authority, of findings made by the Exporting Authority, that new or used Civil Aeronautical Products comply with the Importing Authority's airworthiness and environmental requirements.

c) The acceptance by one Authority of the approval of design changes and repair designs of Civil Aeronautical Products by the other Authority.

d) Cooperation and assistance on initial and continued airworthiness of Civil Aeronautical Products.

2. DESIGN APPROVAL

2.1. General

2.1.1. The "State of Design" functions and tasks are carried out for Brazil by ANAC and for the United Kingdom by CAA who will, where applicable and as specified in the Chicago Convention or its Annexes, carry out the functions and tasks of the State of Design, Manufacture or Registry when related to design approval.

2.1.2. The procedures of this section apply to the initial design approval of each other's civil aeronautical products, the approval of subsequent design changes, and approval of design data used in support of repairs. When validating each other's products, CAA and ANAC, will follow the validation process described in Appendix C of this TIP.

2.1.3. These procedures are based on the high degree of mutual confidence and trust between ANAC and CAA on their technical competence, regulatory capabilities and similarities of each other's certification and approval systems. These procedures establish the process for implementing the reciprocal acceptance of each other's findings of compliance determinations (with design, environmental and design-related operational requirements) and approvals on civil aeronautical products.

2.1.4. ANAC and CAA recognize that each other has authority over the certification and approval processes and findings of compliance determinations within their respective jurisdictions. The procedures in this section are not intended to diminish the responsibilities of either ANAC or CAA or their right to access to the type design information. Rather, determined that requirements, standards, practices, procedures, and systems for the certification, approval and production of civil aeronautical products are sufficiently similar to enable the Importing Authority to rely on and accept, to the maximum extent practicable, the finding of compliance determination by the Exporting Authority with the Importing Authority's requirements. It is agreed that if there are overwhelming reasons to go outside this defined principle, such reasons will be discussed between ANAC and CAA.

2.1.5. ANAC and CAA mutually recognize each other's systems of organisation approval and accreditation of persons and organizations as part of their overall certification and approval systems. Compliance determinations and approvals made pursuant to this TIP through these systems are given the same validity as those made directly by ANAC and CAA.

2.2. Limitations of Design or Design Change Approvals

2.2.1. A certificate or an approval issued by either ANAC or CAA is intended for civil aeronautical products, which have, or will have, a civil application. Civil aeronautical products that are not engaged in civil application are not eligible for certification or approval under this TIP.

2.2.2. The Authorities will not accept applications submitted directly by a person under the jurisdiction of the other Authority, unless jointly agreed by the Authorities.

2.3. General Procedures for Validation of a Design or a Design Change

2.3.1. Submission of an Application

2.3.1.1. Where specified by this TIP, unless otherwise agreed, an application for approval of a design or a design change shall:

a) be made using the forms required by ANAC or CAA, as Importing Authorities, duly completed by the applicant. The forms are available from the following websites:

I - For CAA:

http://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=list&type=formcat&id=23

II - For ANAC:

http://www2.anac.gov.br/certificacao/Form/FormE.asp;

b) be accompanied by the applicable technical data package necessary for the Importing Authority to conduct preliminary administrative and technical assessments of the application;

c) be sent by the Exporting Authority to the Importing Authority, along with a cover letter stating that the application is within the scope of this TIP, except for those applications cited in 2.2.2; and

d) be acknowledged formally by the Importing Authority, and give notice to the Exporting Authority of the contact points for purpose of further communication on the application.

2.3.1.2. The applicant may be required to provide a statement that he will comply with financial requirements linked to the application, before the application can be processed.

2.3.2. Joint or Concurrent Certification

2.3.2.1. When ANAC, CAA, and the applicant seeking approval agree to a joint or concurrent certification/validation process, ANAC or CAA performing the validation shall conduct its activities using the validation procedures contained in Appendix C, of this TIP.

2.3.2.2. ANAC and CAA shall document their agreement under section 8 of this TIP. This documentation shall include the details of their work-sharing programme necessary

to cover the concurrent type certification/validation and concurrent post type certification/validation activities and shall include those elements that would be documented as part of the validation documentation defined in the Appendix C of this TIP.

2.3.3. Projects Involving a Separate State of Design and State of Manufacture

2.3.3.1. The Authorities recognize that some of their aviation industries projects may involve products designed under one Authority's jurisdiction and manufactured under the other Authority's jurisdiction. In such cases, the Authorities shall work together to develop and document a working arrangement in accordance with section 8 of this TIP.

2.3.3.2. The working arrangement shall define their respective responsibilities to ensure that the relevant functions assigned to ANAC and CAA as State of Design and to the State of Manufacture under Annex 8 to the Convention on International Civil Aviation (Chicago Convention) are carried out. Such a working arrangement shall address the continued airworthiness responsibilities assigned to the State of Design and the State of Manufacture.

2.3.4. Communications during a Certification, Approval or Validation Project

A communications protocol shall be established by ANAC and CAA at a level considered appropriate for the scope of the certification, approval, or validation activity under this section. The communications protocol shall, as a minimum, identify primary contact offices or persons, accommodate for an early exchange of information and discussion between ANAC and CAA, and promote continued communications throughout the certification, approval, or validation project. The organizational contact points for ANAC and CAA for the purpose of this TIP are provided in Appendix A.

2.3.5. Validation Process

The reciprocal acceptance of compliance determinations and/or approvals on products under this TIP will be respected on validation projects between the ANAC and CAA. ANAC and CAA agree to conduct validation activities using the validation procedures contained in Appendix C, of this TIP. The expectation is that the Exporting Authority’s certification activities would allow the Importing Authority to make compliance determinations that the design of a civil aeronautical product complies with its requirements. It is the intent of this section that the number of compliance determinations retained by the Importing Authority be reduced as much as practicable while respecting regulatory requirements. The validation process is intended to allow:

a) the Importing Authority to issue its design approval based on the Exporting Authority’s design approval and declaration that the design has been examined and found to comply with the Importing Authority’s certification basis; and

b) the Importing Authority to review selected aspects of a design presented for design approval, due to the origin and nature of the civil aeronautical product and the validation criteria defined in Appendix C of this TIP.

2.3.6. Completion of Validation

Except where this TIP provides for the automatic acceptance of an approval issued by the Exporting Authority, the completion of the validation process by the Importing Authority, which includes the resolution of all issues raised during the validation activity, will result in the issuance of a corresponding approval, or an indication of its acceptance of the Exporting Authority's approval as equivalent to its own. In the case where the Importing Authority issues an approval, the approval will be forwarded directly to the holder, and at the same time, a copy provided to the Exporting Authority.

2.4. Type Certificate – TC

2.4.1. The Importing Authority will use the following procedures for the validation and approval of an aircraft, aircraft engine or propeller for which ANAC or CAA is the Authority for the State of Design.

2.4.2. Application for a Type Certificate

2.4.2.1. An application for a TC shall be submitted (according paragraph 2.3 of this TIP) to the Importing Authority, through the Exporting Authority, by the applicant for an aircraft, aircraft engine or propeller that has been issued a TC by the Exporting Authority, or for an aircraft, aircraft engine or propeller where an application for certification has been made to, and accepted by, the Exporting Authority.

2.4.2.2. The Exporting Authority should ensure that the application contains the following information, not limited to and if applicable:

a) the data required in accordance with, for ANAC, section 21.15 of the "Regulamento Brasileiro da Aviação Civil – RBAC nº 21", and for CAA, in accordance with Part 21.A.15;

b) a copy of the Exporting Authority's TC and TC data sheet, if available, that identifies the certification basis upon which the Exporting Authority's design approval was based. In the absence of a TC data sheet, the Exporting Authority should submit the document that defines the certification basis;

c) the date of application for a TC to the Exporting Authority;

d) the applicant's requested date for completion of type certification;

e) the applicant's proposed certification basis, which includes the amendment level of the applicable airworthiness requirements of the Importing Authority;

f) any other technical data requested by the Importing Authority in order to proceed with the application; and

g) if application is made for more than one model at the same time, the applicant shall indicate:
I - if such models are to be certified at the same predicted date; and
II - which model is a derivative from the other model.

2.4.2.3. If known at the time of application, the application should also contain the following:

a) a description of all novel or unusual design features known to the applicant or the Exporting Authority, which might necessitate issuance of Special Conditions or may require a review of the acceptable means of compliance;

b) all known or expected exemptions or deviations, or findings of equivalent level of safety relative to the Exporting Authority's standards for design approval that might affect compliance with the applicable Importing Authority's airworthiness and environmental standards; and

c) available information on Brazilian or United Kingdom customers and delivery schedules.

2.4.2.4. The Importing Authority will acknowledge receipt of the application and notify the Exporting Authority of the subsequent procedures for the validation and its proposed certification basis.

2.4.2.5. ANAC and CAA may accept applications for concurrent or joint type certification/validation in accordance with paragraph 2.3.2 of this TIP.

2.4.3. <u>Establishing the Certification Basis for the Type Certificate</u>

For the purpose of validation by the Importing Authority, the certification basis shall be developed using:

a) for airworthiness, the applicable airworthiness requirements of the Importing Authority in effect on the date of application to the Exporting Authority; and

b) for environmental protection, the applicable environmental requirements of the Importing Authority in effect on the date of application to the Importing Authority.

c) for CAA, the OSD requirements of Part 21 and the related Certification Specifications in effect on the date of application to ANAC.

2.4.4. Type Certificate Validation by the Importing Authority

The Importing Authority will conduct its validation of a TC for an aircraft, engine or propeller in accordance with the applicable procedures of Appendix C of this TIP.

2.4.5. Issuance of a Type Certificate

The Importing Authority will issue a TC for an aircraft, engine or propeller when:

a) the applicant has demonstrated and declared compliance to the Importing Authority's certification basis;

b) the Exporting Authority has issued a statement of compliance to the Importing Authority's certification basis;

c) the Exporting Authority has issued its own TC for the aircraft, engine or propeller; and

d) the Importing Authority has completed its validation procedures for a TC.

2.5. Restricted Type Certificate – RTC

For aircraft that have been, or will be granted an RTC, ANAC and CAA may agree to validate such aircraft designs on a case-by-case basis. In such a case, they agree to follow the procedures established in the subsection 2.4 of this TIP.

2.6. Supplemental Type Certificate – STC

2.6.1. The Importing Authority will use the following procedures for its approval of a design change to a civil aeronautical product that is type certified by the Exporting Authority.

2.6.2. For CAA STCs associated with replacement part design, the procedures of subsection 2.9 of this TIP should be used.

2.6.3. Application for a Supplemental Type Certificate

2.6.3.1. An application for an STC will be submitted for a civil aeronautical product for which both ANAC and CAA have issued a TC regardless of the State of Design of the product, and for which ANAC or CAA:

a) is the State of Design for the design change; or

b) has approved the design change through the issuance of an STC.

2.6.3.2. ANAC will also validate an STC issued by CAA for an aeronautical product that has been exempted from Type Certification under RBAC 21.29 (d)-I or (e)-I. CAA will validate a Brazilian STC issued for an aeronautical product that has been exempted from Type Certification under RBAC 21.29 (d)-I or (e)-I, only if CAA had issued a TC for such product.

2.6.3.3. ANAC, CAA, and the applicant may agree to a joint or concurrent certification/validation process as per paragraph 2.3.2 of this TIP.

2.6.3.4. The Exporting Authority should ensure that each application contains the following information, not limited to and if applicable:

a) the data required and a description of the design change, in accordance with RBAC 21.113 for ANAC, and in accordance with Part 21.A.113(a), including the information to fulfil Part 21.A.113(b) regarding a link to the TC holder or adequacy of the applicant's own resources, for CAA;

b) a copy of the Exporting Authority's STC that identifies the certification basis upon which the Exporting Authority's design approval was based. In the absence of the STC, the Exporting Authority should submit the document that defines the certification basis;

c) the date of application for an STC to the Exporting Authority;

d) the applicant's requested date for completion of the STC;

e) the applicant's proposed certification basis, which includes the amendment level of the applicable airworthiness requirements of the Importing Authority;

f) identification of areas where additional compliance demonstration is required for compliance with the Importing Authority certification basis;

g) any additional technical data that may be requested by the Importing Authority in order to proceed with the application, but not limited to the following:

I - Compliance Checklist;
II - Airplane or Rotorcraft Flight Manual Supplement;
III - Master Documentation List or Master Drawing List;
IV - Manufacturing and Installation Instruction Drawings;
V - Weight and Balance data; and
VI - Instructions for Continued Airworthiness which include Maintenance and Repair Manual Supplements.

2.6.3.5. The Importing Authority, Exporting Authority, and the applicant may agree that the additional technical data be submitted directly by the applicant to the Importing Authority.

2.6.3.6. If known at the time of application, the application should also contain the following:

a) a description of all novel or unusual design features known to the applicant or the Exporting Authority, which might necessitate issuance of Special Conditions or may require a review of the acceptable means of compliance;

b) all known or expected exemptions or deviations, or equivalent level of safety findings relative to the Exporting Authority's standards for design approval that might affect compliance with the applicable Importing Authority's airworthiness and environmental standards; and

c) available information on Brazilian or United Kingdom customers and delivery schedules.

2.6.3.7. In the case of applications from Brazil where an STC applicant has not entered into an arrangement with the TC holder as set out in Part 21.A.113, ANAC shall review and confirm the applicant's justification that such an arrangement is not necessary as the information on which the application is based is adequate from the applicant's own resources. The applicant's justification and the ANAC concurrence statement will be provided to CAA.

2.6.3.8. The Importing Authority shall acknowledge receipt of the application and notify the Exporting Authority of the subsequent procedures for the validation and its proposed certification basis.

2.6.3.9. ANAC and CAA may accept applications for concurrent or joint supplemental type certification/validation in accordance with paragraph 2.3.2 of this TIP.

2.6.4. <u>Establishing the Certification Basis for the Supplemental Type Certificate</u>

For the purpose of supplemental type certification by the Importing Authority, the certification basis shall be developed:

a) using the Importing Authority's procedures and its applicable airworthiness requirements as determined in a manner that is consistent with the criteria that is used to establish the certification basis for a domestic STC of similar design and service history. These requirements are defined for ANAC in RBAC 21.101 and for CAA in Part 21.A.101;

b) For the purpose of STC validation by the Importing Authority, the certification basis will be developed using:

I - the date of application to the Exporting Authority for the STC, as the date that is to be used for the purpose of determining the Importing Authority's certification basis;

II - in the case of a design change involving an acoustical or emissions change the applicable environmental requirements of the Importing Authority in effect on the date of application for the STC to the Importing Authority, and

III - for CAA, using the OSD elements identified in Part 21 and the related Certification Specifications in effect on the date of application for an aircraft STC to ANAC when the application for a change includes changes to the aircraft operational suitability data.

2.6.5. Supplemental Type Certificate Validation by the Importing Authority

The Importing Authority shall conduct its validation of an STC for a civil aeronautical product in accordance with the applicable procedures of Appendix C of this TIP.

2.6.6. Issuance of the Supplemental Type Certificate

The Importing Authority will issue an STC for a civil aeronautical product when the:

a) applicant has demonstrated and declared compliance to the Importing Authority's certification basis;

b) Exporting Authority has issued a statement of compliance to the Importing Authority's certification basis;

c) Exporting Authority has issued its own STC for the product, if applicable; and

d) Importing Authority has completed its validation procedures for an STC.

2.7. Supplemental Type Certificate for Special-Purpose Operations

For an STC intended for an aircraft to be reconfigured for use in a special-purpose operation (as defined by the Importing Authority), and the proposed configuration is not eligible for a standard Certificate of Airworthiness, the Importing Authority may agree to validate such a design change on a case-by-case basis. In such a case, ANAC and CAA agree to follow the procedures of 2.6 above.

2.8. UK Technical Standard Order Authorization – UKTSOA and Brazilian Certificate of Approved Aeronautical Product (CPAA)

2.8.1. General

For the purpose of this TIP, it is necessary to consider that:

a) ANAC issues a Certificate of Approved Aeronautical Product (*Certificado de Produto Aeronáutico Aprovado* – CPAA) under RBAC 21.601, to approve the design of a Brazilian OTP article.

b) In addition to the CPAA, ANAC issues a Production Organization Certificate (*Certificado de Organização de Produção* – COP) in accordance with RBAC 21.601, to approve the production of a Brazilian OTP article.

c) ANAC issues CPAA and COP to approve the production of OTP articles under licensing agreements.

d) CAA issues an UKTSOA under Part 21 Subpart O to approve the design and production of a UKTSO article.

e) As a prerequisite for the UKTSOA, a POA has to be issued by CAA according to Part 21 Subpart G or through compliance with Subpart F procedures and an ADOA under Part 21 Subpart O, 21.A.602B b)2.

2.8.2. Acceptance of Non-TSO or Non-UKTSO functions

2.8.2.1. The Importing Authority will accept, without further validation, data related to non-UKTSO or Non-OTP functions that are integrated into an appliance approved according to an OTP, UKTSO or standard accepted by CAA and ANAC, when:

a) the non-OTP or non-UKTSO functions included in the appliance do not interfere with the functionality of the appliance and/or its ability to comply with the OTP, UKTSO or standard accepted by CAA and ANAC;

b) the data provided with the appliance relative to non-OTP or non-UKTSO functions is valid data as processed by the Exporting Authority granting the approval; and

c) the non-OTP or non-UKTSO functions are covered under the UKTSOA for CAA or an CPAA and/or a COP for ANAC.

2.8.2.2. The acceptance of this additional data does not constitute installation approval.

2.8.3. Reciprocal Acceptance

2.8.3.1. When CAA grants its UKTSOA or ANAC grants its CPAA (under OTP) and COP based on an OTP, the Importing Authority will automatically accept that approval as equivalent to having granted and issued its own approval.

2.8.3.2. The reciprocal acceptance of such articles, under this TIP, will be based on the following conditions:

a) the appliance meets the OTPs, UKTSOs, as evidenced by a statement or declaration of conformity by the UKTSOA or CPAA (under OTP) and COP;

b) if applicable, deviations or exemptions from the UKTSO, OTP or standard accepted by CAA and ANAC are substantiated and have been approved by the Exporting Authority in conformity with the requirements of its regulatory system;

c) the Exporting Authority issuing the UKTSOA or CPAA (under OTP) and COP, exercises continued safety oversight functions for those OTP products; and

d) any additional applicable conditions defined in subsection C4.2 of the Appendix C of this TIP.

2.8.3.3. ANAC and CAA shall apply, without further investigation, the reciprocal acceptance of an UKTSOA or CPAA (under OTP) and COP under this TIP.

2.9. Reciprocal Acceptance of Replacement Parts

2.9.1. Replacement Parts

2.9.1.1. The term replacement part, as used in this TIP, assumes a general meaning of a part intended to be installed in the place of a part specified in the design of a civil aeronautical product. At the time of signing of this TIP, the CAA had no standalone design approval for a replacement part. The references to a replacement part approval in this TIP are:

a) For CAA, a replacement part design approved using an STC; and

b) For ANAC, a replacement part design approved using an CPAA and/or a COP.

2.9.1.2. If the replacement part is a critical part or a life-limited part, CAA and ANAC will not accept such a replacement part. These parts will go through the validation process for STCs as set out in subsection 2.6, of this TIP.

2.9.2. Reciprocal Acceptance

2.9.2.1. Except as stated in subparagraph 2.9.1.2, of this TIP, ANAC and CAA agree that when either grants its own approval for a replacement part as set out in subparagraph 2.9.1.1 of this TIP, such approval will be automatically accepted by the other as being equivalent to having granted and issued its own replacement part approval. In this case, an application and a validation will not be required. The reciprocal acceptance of replacement parts under the TIP is based on the following agreed and underlying conditions:

a) ANAC or CAA is the State of Design for the design of the replacement part;

b) the replacement part applies to a civil aeronautical product that has been certified or validated by ANAC and CAA regardless of the State of Design of the product;

c) the replacement part has been approved in accordance with the approval procedures of ANAC and CAA;

d) the Authority that issued the approval will exercise continued safety oversight functions;

e) any applicable additional conditions defined in subsection C5.1 of the Appendix C of this TIP.

2.9.2.2. ANAC and CAA will apply, without further investigation, the reciprocal acceptance of replacement parts under this TIP, unless the conditions for reciprocal acceptance are no longer met.

2.9.2.3. ANAC will automatically accept those STCs issued by CAA and respective replacement part where it can be clearly established that the approval is for a replacement part, which meets the conditions of subparagraph 2.9.2.1 of this TIP.

2.9.2.4. CAA will automatically accept replacement part design, and respective replacement part, approved by ANAC where it can be clearly established that the approval is for a replacement part, which meets the conditions of subparagraph 2.9.2.1 of this TIP.

2.10. Repair Design

2.10.1. Except as stated in paragraph 2.10.2, of this TIP, ANAC and CAA agree that when either grants its own approval for a repair design, such approval will be automatically accepted by the other as being equivalent to having granted and issued its own repair design approval. In this case, an application and a validation will not be required. The reciprocal acceptance of repair design approvals under the TIP is based on the following agreed and underlying conditions:

a) ANAC or CAA is the State of Design for the repair design;

b) the repair data applies to a civil aeronautical product that has been certified or validated by ANAC and CAA, regardless of the State of Design of the product;

c) the repair design has been approved in accordance with approval procedures of the Exporting Authority;

d) the Authority that granted or issued the approval exercises continued safety oversight functions for that repair design; and

e) any applicable additional conditions defined in section C6 of the Appendix C of this TIP.

2.10.2. CAA will require the submission of an application for a repair design for its direct approval as Importing Authority when the repair design is for:

a) a critical part or a life-limited part, if the repair design was developed by a person other than the holder of the TC, STC or other equivalent approval for the affected civil aeronautical product; or

b) an area that is the subject of an airworthiness directive by the Importing Authority, unless such airworthiness directive allows for the acceptance of a repair design approved by the Exporting Authority.

2.10.3. Repair designs for the fabrication of new parts, which result in a change in type design, are not eligible for reciprocal acceptance under these Technical Implementation Procedures.

2.10.4. ANAC and CAA will apply, without further investigation, the reciprocal acceptance of repair design approvals under this TIP, unless the conditions for reciprocal acceptance are no longer met.

2.10.5. ANAC and CAA will notify each other of changes to its repair design approval processes or procedures that affect the validity of a repair design accepted under this TIP.

2.10.6. According to RBAC 43, minor repairs can be performed by using data acceptable by ANAC. CAA shall consider a minor repair as automatically approved when:

a) CAA has certificated/validated the product or appliance,

b) ANAC is the authority of the State of Design for the repair design data, and

c) the repair design data has been provided by a Brazilian TC/STC or CPAA holder, or

d) for minor repairs from other than a Brazilian TC/STC or CPAA holder, the determination that data are acceptable (under RBAC 43) has been made by a maintenance organization under ANAC's certification system.

2.10.7. An UK company must use Part 21 for the approval of repair data for use on an UK-registered aircraft. Unless the minor repair data has been previously used to repair

a Brazilian registered aircraft, an UK company cannot determine any data to be acceptable data under RBAC 43 for use on an UK-registered aircraft. In these circumstances, repair design data are considered to be CAA-approved following its approval or acceptance under ANAC´s system. This process does not require application to CAA or compliance findings to the CAA certification basis.

2.11. Evaluation of Operational and Maintenance Aspects

2.11.1. ANAC and CAA will evaluate the operational and maintenance aspects of the TC, STC, and repair design using their own respective internal procedures, or using a common procedure that provides for a single acceptable assessment.

2.11.2. ANAC and CAA will accept a Maintenance Review Board – MRB Report and associated Instructions for Continued Airworthiness – ICAs documentation when developed jointly. Changes to this documentation may also be addressed jointly. In the absence of a joint MRB, ANAC and CAA shall conduct their own MRB or equivalent process, in accordance with their own internal procedures, to develop acceptable ICAs. Differences in the individual required ICAs of ANAC and CAA, if any, will be communicated and resolved between the Authorities.

2.12. Approved Manuals

2.12.1. Initial Approval of Manuals

2.12.1.1. The Exporting Authority will submit to the Importing Authority, for review and acceptance all Approved Manuals. Following a review of the submitted Approved Manuals and notification by the Importing Authority of its review and acceptance, the Exporting Authority will approve the Manual(s) on behalf of the Importing Authority.

2.12.1.2. The Importing Authority will inform the Exporting Authority of which manuals must be approved by the Importing Authority. The other manuals will be considered accepted without further actions from the Importing Authority.

2.12.2. Changes to Approved Manuals

2.12.2.1. ANAC and CAA may authorize the review and approval of revisions to Flight Manuals and other Approved Manuals, supplements, and appendices on behalf of each other in order to facilitate their timely approval. If ANAC and CAA agree to such an arrangement, the Exporting Authority will:

a) notify the Importing Authority of changes to the existing approved limitations, performance, weight and balance, or procedures of Approved Manuals, and changes to any parts of the Approved Manuals for which the Importing Authority retained the compliance determination during its validation. For these changes, the Importing Authority will review the changes and notify the Exporting Authority of its acceptance. Following the notification of acceptance, the

Exporting Authority will approve the changes on behalf of the Importing Authority; and

b) review editorial, administrative, and other minor changes on behalf of the Importing Authority, and ensure that those changes meet the Importing Authority's requirements. For these changes, the Importing Authority may authorize the Exporting Authority to approve such revisions on its behalf without prior notification. Such revisions will be submitted promptly for the Importing Authority's record.

2.12.2.2. Upon mutual agreement, a procedure between ANAC and CAA may be developed to define the changes that can be automatically approved by the Exporting Authority on behalf of the Importing Authority.

2.12.3. Authorization to Approve

The authorization of ANAC and CAA to sign on behalf of the other must be documented clearly between the appropriate persons or offices responsible for the Approved Manuals.

2.13. Changes to the Approved Design

2.13.1. Changes to the Type Design by the TC or STC Holder

2.13.1.1. The Exporting Authority (based on applicant's input) will define the proposed design changes relative to the Importing Authority's current definition of the approved type design.

2.13.1.2. Design changes are classified into two categories, as required by this TIP. The criteria and procedures for the classifications are contained in Appendix C of this TIP.

a) For the category of design changes that require the involvement of the Importing Authority, the Importing Authority shall approve the design changes following receipt of a written statement by the Exporting Authority that the design changes comply with the certification basis. In order to fulfil its obligations under this subparagraph, the Exporting Authority may provide individual statements for each design change or collective statements for lists of approved design changes; and

b) For all other design changes the approval of the Exporting Authority constitutes a valid approval of the Importing Authority without additional action.

c) For purposes of validation, the Importing Authority's certification basis shall be developed:

I - using the applicable airworthiness requirements of the Importing Authority as determined, for ANAC, in accordance with RBAC 21.101, and for CAA in accordance with Part 21.A.101;

II - the date of application to the Exporting Authority for the design change, as the date that is to be used for the purpose of determining the Importing Authority's certification basis; and,

III - in the case of a design change involving an acoustical or emissions change the applicable environmental requirements of the Importing Authority in effect on the date of application for the change to the Importing Authority; and,

IV - for CAA, using the OSD requirements of Part 21 and the related Certification Specifications in effect on the date of application for a change to ANAC when the application for this change includes changes to the aircraft operational suitability data.

2.13.1.3. ANAC and CAA shall address relevant changes to the ICAs during the design change approval. If changes to the ICAs are required, these changes must be communicated to the Importing Authority.

2.13.2. Design Changes by a Person other than the TC or STC Holder

2.13.2.1. For all design changes (major and minor) to a type design by a person other than the TC or STC Holder, ANAC and CAA will follow the design change approval procedures in subsection 2.6 of this TIP.

2.13.2.2. For minor changes to a type design by a person other than the TC or STC holder which were already installed in an aeronautical product to be imported to Brazil, the alterations in accordance with those minor changes will be accepted by ANAC for the individual product.

2.13.3. Changes to a Repair Design

Design changes to an approved repair require approval by either ANAC or CAA that originally approved the repair design, who will ensure that the approval continues to be valid and eligible for recognition under subsection 2.10 of this TIP. Neither ANAC nor CAA will require notification of these changes, except where the repair is no longer eligible for reciprocal acceptance.

2.14. Coordination between Design and Production

2.14.1. When an Authority grants a production approval for a civil aeronautical product in its territory based on design data obtained from a design approval holder in the other Authority's jurisdiction, the Authority, will ensure that:

a) the design approval holder collaborates with the production organisation as required under Part 21.A.4 for CAA; and

b) the production approval holder meets the requirements of RBAC 21.6 for ANAC.

2.14.2. The conditions in paragraph 2.14.1 of this TIP are, as minimum, to ensure:

a) satisfactory coordination of design and production as appropriate:

I - to ensure correct and timely transfer of up-to-date applicable design data (e.g., drawings, material specifications, dimensional data, processes, surface treatments, shipping conditions, quality requirements, etc.) to the production organization;
II - to provide visible statement(s) of approved design data;
III - to deal adequately with production deviations and non-conforming parts in accordance with the applicable procedures of the design organisation and the production organisation approval holder; and
IV - to achieve adequate configuration control of manufactured parts, to enable the production organisation to make the final determination and identification for conformity or airworthiness release; and

b) the proper support of the continued airworthiness of the civil aeronautical product.

3. CONTINUING AIRWORTHINESS

3.1. General

The Authorities respectively agree to fulfil the applicable continuing airworthiness obligations assigned to ICAO Contracting States under Annex 8 to the Chicago Convention. The functions of the State of Design, and where appropriate, State of Manufacture or State of Registry are to be carried out by the appropriate Authority. These procedures are intended to facilitate the fulfilment of those obligations and for the timely resolution of in-service safety issues arising on civil aeronautical products under their respective jurisdictions.

3.2. Continuing Airworthiness Obligations

3.2.1. Under Annex 8 to the Chicago Convention, the State of Design is responsible for resolving in-service safety issues related to a civil aeronautical product's design or production. The State of Design shall provide applicable information, which it has found to be necessary for mandatory modifications, required limitations and/or inspections to the Importing Authority to ensure continued operational safety of the civil aeronautical product. The Importing Authority will review and normally accept the corrective actions taken by the State of Design in the issuance of, or as part of, its own mandatory corrective actions.

3.2.2. The State of Design shall, upon request, assist in determining any actions considered necessary by the Importing Authority for the continued safety of civil aeronautical

products operating under its jurisdiction. The Importing Authority decides the final action to be taken with respect to these civil aeronautical products.

3.3. Failure, Malfunction and Defect Reporting

3.3.1. For the purpose of the subsection 3.3 of this TIP, the reporting of failures, malfunctions and defects to the Authorities is in respect of those failures, malfunctions and defects that have resulted in or may result in an unsafe condition.

3.3.2. ANAC and CAA agree to perform the following functions for those civil aeronautical products for which they are the State of Design:

a) tracking of reports on failures, malfunctions, and defects, other service difficulty reports, and accident/incidents;

b) evaluating failures, malfunctions, and defects, and the results and/or conclusions drawn from accident or incident investigations;

c) investigating and resolving unsafe conditions;

d) advising the Importing Authority of known unsafe conditions and the necessary mandatory corrective actions (see 3.4);

I - In the case of ANAC, this information is provided through the Airworthiness Directive publishing tool, which can be accessed at: http://www2.anac.gov.br/certificacao/DA/DA.asp.

II - In the case of CAA, this information is provided through the Airworthiness Directive publishing tool, which can be accessed at: https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continuing-airworthiness/Airworthiness-Directives/

e) providing the Importing Authority, upon request, with the following:

I - reports of failures, malfunctions, and defects;
II - status of investigations into failures, malfunctions, and defects and accidents/incidents;
III - copies of final reports reached in its investigation into failures, malfunctions, and defects, if available; and

f) making a reasonable effort to resolve issues raised by the Importing Authority concerning matters of safety for civil aeronautical products operated or used in its jurisdiction.

3.3.3. ANAC and CAA, as Importing Authorities, agree to perform the following functions:

a) advise each other of failures, malfunctions, and defects and accidents/incidents which are believed to be potentially unsafe conditions occurring on the civil aeronautical products which are imported from each Authority;

b) support the Exporting Authority in investigations of unsafe conditions and their occurrences on the imported aircraft; and

c) advise the Exporting Authority, if as a result of investigations made by the Importing Authority into failures, malfunctions and defects and accidents/incidents, it has determined that it will implement its own mandatory corrective action(s).

3.3.4. Failure, malfunction, and defect reports shall be transmitted in the manner required by ANAC and the CAA, as follows:

a) for ANAC, the transmission should be directed to ANAC using the web site in the following link: https://sistemas.anac.gov.br/rds/FormExecutarPrincipal.do. For information on access, contact pac@anac.gov.br.

b) for the CAA, the transmission should be directed to the TC holders, who are then responsible for reporting to the CAA PCM as per the applicable CAA procedures https://www.caa.co.uk/Our-work/Make-a-report-or-complaint/MOR/Occurrence-reporting/.

3.4. Unsafe Conditions and Mandatory Continuing Airworthiness Information

3.4.1. ANAC and CAA agree to perform the following activities for the civil aeronautical products for which they function as the State of Design:

a) issue mandatory continuing airworthiness information (such as an airworthiness directive) whenever the Authority determines that an unsafe condition exists in a civil aeronautical product (or is likely to exist or develop in a product of the same type design for CAA) (and is likely to exist or develop in a product of the same type design for ANAC). This may include a civil aeronautical product that has another product installed on it and the installation causes the unsafe condition. The contents of such a mandatory continuing airworthiness information should include, but are not limited to, the following:

I - make, model, and serial numbers of affected civil aeronautical products;
II - description of the unsafe condition, reasons for the mandatory action, and its impact on the overall aircraft and continued operation;
III - description of the cause of the unsafe condition (e.g., stress corrosion, fatigue, design problem, quality control, suspected unapproved part);
IV - the means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences may be provided; and

V - corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date;

b) issue a revised or superseding mandatory continuing airworthiness information whenever the Exporting Authority finds any previously issued mandatory continuing airworthiness information was incomplete or inadequate to fully correct the unsafe condition;

c) notify the Importing Authority of the unsafe condition and the necessary corrective actions by transmitting by e-mail or other mutually accepted means a copy of the mandatory continuing airworthiness information at the time of publication;

d) notify the Importing Authority of any emergency airworthiness information;

e) assist the Importing Authority in defining the appropriate actions to take in the issuance of its own mandatory continuing airworthiness information; and

f) provide the Importing Authority with a summary index list of mandatory continuing airworthiness information (or equivalent information) issued by the State of Design for civil aeronautical products operated or used by the Importing Authority:

I - In the case of ANAC, this information is provided through the link: http://www2.anac.gov.br/certificacao/DA/DA.asp;

II - In the case of CAA, this information is provided through the Airworthiness Directive publishing tool, which can be accessed at: https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continuing-airworthiness/Airworthiness-Directives/

3.4.2. ANAC and CAA agree that when applicable and possible they will provide each other an advance copy of the mandatory continuing airworthiness information.

3.4.3. ANAC and CAA recognize that they may disagree as to the finding of an unsafe condition. If such a disagreement arises, the Importing Authority will normally consult with the State of Design prior to issuing its own airworthiness directive. The State of Design will work with the TC holder to provide sufficient information, e.g. service bulletins, to the Importing Authority in a timely manner for its use in issuing this unilateral airworthiness directive.

3.4.4. The Importing Authority may issue its own mandatory continuing airworthiness information, or adopt as mandatory continuing airworthiness the mandatory continuing airworthiness of the other Authority, to address all unsafe conditions on affected products that have been certified, approved or otherwise accepted by the

Importing Authority. ANAC and CAA agree to respond quickly when the other Authority issues mandatory continuing airworthiness information.

3.4.5. For an appliance or part where the Importing Authority automatically accepts the approval under paragraphs 2.8.4 or 2.9.2 of this TIP as equivalent to having granted and issued its own approval, any mandatory continuing airworthiness information issued by the State of Design for the appliance or part will be automatically accepted by the Importing Authority.

3.5. Alternative Methods of Compliance to Mandatory Continuing Airworthiness Information

3.5.1. An AMOC, proposing a variation in the prescribed method of compliance, that is issued by either ANAC or CAA for its own State of Design civil aeronautical products, is considered automatically accepted by the other Authority.

3.5.2. The State of Design will, upon request, assist in determining the acceptability of a specific AMOC request submitted to the Importing Authority on an airworthiness directive that has been issued by the State of Design for its own civil aeronautical products.

4. ADMINISTRATION OF DESIGN APPROVALS

4.1. General

This section addresses the procedures for the transfer, surrender, revocation or suspension of certificates or approvals on civil aeronautical products that have been validated or accepted by either Authority under these Technical Implementation Procedures.

4.2. Transfer of a TC or STC

4.2.1. <u>Transfer General</u>

4.2.1.1. The transfer of a certificate shall comply with the requirements of ANAC and CAA:

a) For Brazil, ANAC will transfer a certificate only when the requirements of the RBAC 21.47 have been satisfied and when the corresponding CAA certificate has been transferred to the same applicant.

b) For the United Kingdom, CAA will transfer a certificate only when it has been satisfied that the applicant is able to undertake the responsibilities in Part 21 and that the ANAC certificate has been transferred to the same applicant.

4.2.1.2. The responsibilities of the State of Design referred to in this section are those contained in Annex 8 to the Chicago Convention. Any other responsibilities on civil

aeronautical products assigned to ANAC and CAA, are derived from their respective regulations.

4.2.1.3. The transfer of the State of Design responsibilities has to be mutually agreed to by both ANAC and CAA. If agreement cannot be reached, then the affected certificate may be revoked by the incumbent State of Design and the affected ICAO Contracting States notified of such an action.

4.2.1.4. ANAC and CAA shall administer the procedures for the transfer of certificates only where an applicant, who is to become the holder, agrees to fulfil responsibilities for both the ANAC and CAA certificates, and the affected operating fleet. Otherwise subparagraph 4.2.1.3 of this TIP applies.

4.2.1.5. ANAC and CAA acknowledge that the design data are the property of the certificate holder.

4.2.2. Transfer Without a Change in State of Design Functions

The transfer of a certificate between persons located within Brazil or within the United Kingdom, which does not involve a change in the State of Design functions for ANAC or CAA, will be administered according to the requirements of the incumbent State of Design. ANAC or CAA will notify each other of any formally completed transfer of a certificate, so that the corresponding certificate issued by the other Authority can be re-issued to reflect the change. ANAC or CAA will provide assistance where necessary so that either Authority is satisfied that the new certificate holder is able to fulfil the responsibilities of a certificate holder under the requirements of the other Authority.

4.2.3. Transfer With a Change in State of Design Responsibilities

The transfer of a certificate between persons of different jurisdictions, which involves a transfer of the State of Design responsibilities between the Authorities will be administered according to a transfer plan agreed to between ANAC and CAA. The purpose of the transfer plan is to describe the process that will be used by ANAC and CAA to satisfactorily complete the transfer of a certificate and its associated responsibilities to the new certificate holder and the new State of Design. The transfer plan will be:

a) specific to the certificate being transferred;

b) initiated by the incumbent State of Design; and

c) completed upon issuance of a certificate by the new State of Design.

4.2.4. Transfer Plan and Notification

4.2.4.1. The transfer plan referred in paragraph 4.2.3 of this TIP should be drafted at the beginning of the process and should cater to the size and scope of the certificate being transferred. The plan should establish, but is not limited to:

a) points of contact for the transfer;

b) the transfer of design data to the new holder;

c) the responsibilities of ANAC and CAA during the transfer process;

d) the responsibilities of the holder and applicant during the transfer process;

e) the type design of the civil aeronautical products being transferred;

f) transfer of knowledge on continuing airworthiness issues;

g) production issues;

h) the needed resources and project timelines;

i) the transfer schedule;

j) how a request between the Authorities for assistance in making additional compliance determinations on the other's behalf will be accomplished;

k) how to enhance an Authority's understanding of the design;

l) how procedural differences will be resolved, and how those resolutions will be recorded;

m) how differences between the original certification basis and the one under consideration may be minimized; and

n) details about the manufacturing of parts related to the type design.

4.2.4.2. Upon transfer of a certificate, the new State of Design will notify all affected ICAO Contracting States of the transfer, the new certificate, the new person responsible for the type design, and the mailing address for submitting reports of failures, malfunctions and defects and other service difficulties.

4.3. Surrender of a TC or STC

If a certificate holder voluntarily surrenders a TC or STC issued by either ANAC or CAA that Authority will immediately notify the other in writing. This notification must include information on the known civil aeronautical products operating in Brazil or the United Kingdom, as applicable. ANAC and CAA will continue to exercise their continuing airworthiness responsibilities as the State of Design for the

surrendered certificate, and inform the other of any identified unsafe conditions until such time as they:

a) reissue the TC or STC to a new holder after the new holder demonstrates competence to fulfil the necessary obligations; or

b) cancel or revoke the TC or STC. Prior to revocation ANAC and CAA will notify each other of the intention to revoke the TC or STC.

4.4. Cancellation, Revocation or Suspension of a TC or STC

4.4.1. If a State of Design cancels, revokes or suspends a TC or STC, it will immediately notify the Importing Authority of its action. Upon such notification, the Importing Authority will determine for itself if a corresponding action is warranted.

4.4.2. The State of Design in revoking or suspending a certificate will provide the Importing Authority information on the known civil aeronautical products operated or used in the State of the Importing Authority.

4.5. Surrender, Cancellation or Revocation of an Approval (UKTSOA, CPAA, DAL, Repair Design)

4.5.1. Surrender

If the holder of an UKTSOA, CPAA, DAL, or repair design approval, approved under this TIP, surrenders such an approval, ANAC or CAA will immediately notify the other of the action. The Authority that issued the approval will inform the other when an unsafe condition has been identified, until such time as the issuing Authority formally revokes or cancels the surrendered approval.

4.5.2. Revocation or Cancellation

If an UKTSOA, CPAA, DAL, or repair design approval, approved under this TIP is revoked or cancelled, ANAC or CAA will immediately notify the other of the action. The Authority that issued the approval will inform the other when an unsafe condition or a non-compliance situation has been identified. The issuing Authority will investigate the unsafe condition or non-compliance situation for corrective action and notify the other of the corrective action.

4.5.3. Surrender or Revocation

In the case of either a surrender or revocation of an UKTSOA, CPAA, DAL, or repair design approval, approved under this TIP, ANAC or CAA as the Authority that granted the approval still has responsibility for the continued airworthiness of the repair design and those parts and appliances manufactured under its authority.

5. EXPORT AIRWORTHINESS APPROVAL

5.1. General

5.1.1. This section addresses the procedures by which a civil aeronautical product being exported from Brazil or the United Kingdom to the other will be accepted on the basis of an export airworthiness approval issued by the Exporting Authority. The Importing Authority will recognize and accept the export airworthiness approval of the Exporting Authority when issued in accordance with this TIP.

5.1.2. For civil aeronautical products exported from Brazil or the United Kingdom, the following export airworthiness approvals are recognized and accepted when issued in a form and manner prescribed by the Exporting Authority, as follows:

a) for complete aircraft only, an Export Certificate of Airworthiness; and

b) for aircraft engines, propellers, appliances, and parts other than Standard Parts, an Authorized Release Certificate.

5.2. Certification for Export

5.2.1. Export of New Aircraft

5.2.1.1. The Exporting Authority will certify that a new aircraft being exported to Brazil or the United Kingdom:

a) conforms to the type design approved by the Importing Authority, as specified in the Importing Authority's type certificate data sheet and any additional STCs approved by the Importing Authority;

b) is in a condition for safe operation; and

c) complies with the applicable airworthiness directives and additional import requirements of the Importing Authority, where notified.

5.2.1.2. The Exporting Authority will provide a statement or declaration on the Export Certificate of Airworthiness of its certification in respect of the subparagraph 5.2.1.1 of this TIP, and it will include the identification of any exception from the identified approved type design of the Importing Authority. The exception from the identified type design will be coordinated in accordance with subsection 5.3 of this TIP.

5.2.1.3. The Exporting Authority will also provide information on the acoustical configuration of the new aircraft and its noise and emission characteristics necessary for the Importing Authority to establish compliance with its environmental requirements and to complete the certificate of noise compliance or equivalent record.

5.2.2. Export of New Aircraft Engine, Propeller, Appliance, and Part other than a Standard Part

5.2.2.1. A new aircraft engine, propeller, appliance, and any part other than a Standard Part being exported to Brazil or the United Kingdom will be certified that it:

a) conforms to the applicable approved design data;

b) is in a condition for safe operation; and

c) complies with the applicable airworthiness directives and additional import requirements of the Importing Authority, where notified.

5.2.2.2. The approved manufacturer of a new aircraft engine, propeller, appliance, and part other than a Standard Part being exported will provide a statement or declaration on the Authorized Release Certificate of its certification in respect of subparagraph 5.2.2.1 of this TIP, including the identification of any exception from the identified approved type design of the Importing Authority.

5.2.3. Export of Used Aircraft

5.2.3.1. A used aircraft under the jurisdiction of Brazil or the United Kingdom is eligible for export to the other only where the used aircraft, regardless of State of Design, has a design approval granted by the Importing Authority.

5.2.3.2. The Exporting Authority will certify that a used aircraft eligible under subparagraph 5.2.3.1 of this TIP being exported to Brazil or the United Kingdom:

a) conforms to the type design approved by the Importing Authority, as specified in the Importing Authority's type certificate data sheet and any additional STCs approved by the Importing Authority;

b) is in a condition for safe operation;

c) is properly maintained using approved procedures and methods (evidenced by logbooks and maintenance records); and

d) complies with the applicable airworthiness directives and additional import requirements of the Importing Authority, where notified.

5.2.3.3. The Exporting Authority will also provide information on the acoustical configuration of the used aircraft and its noise and emission characteristics necessary for the Importing Authority to establish compliance with its environmental requirements and to complete the certificate of noise compliance or equivalent record.

5.2.3.4. The Exporting Authority will provide a statement or declaration on the Export Certificate of Airworthiness of its certification in respect of subparagraph 5.2.3.2 of this TIP, including the identification of any or all exceptions from the identified approved type design of the Importing Authority. The exception from the identified type design shall be coordinated in accordance with subsection 5.3 of this TIP.

5.2.3.5. In the case of subparagraph 5.2.3.2(c), of this TIP, the Importing Authority may request inspection and maintenance records, which include but are not limited to:

a) the original or certified true copy of the Export Certificate of Airworthiness, or equivalent, issued by the Exporting Authority;

b) records, which verify that all overhauls, major changes, and major repairs were accomplished in accordance with data approved in accordance with section 2, of this TIP;

c) maintenance records and logbook entries which substantiate that the used aircraft is properly maintained by fulfilling the requirements of a maintenance programme approved or accepted by the Exporting Authority; and

d) where major design changes or STCs are embodied in a used aircraft, all necessary data for subsequent maintenance should be provided, such as the data describing the installation, the materials and parts used, wiring diagrams for installation on avionic and electrical systems, drawings or floor plans for installations in the cabin, fuel or hydraulic systems, structural changes.

5.2.3.6. In the case where Brazil or the United Kingdom is the State of Design of the used aircraft, and such aircraft is being imported from a third country, ANAC or CAA will, upon request, assist the other in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. In addition, assistance will also be provided in obtaining information regarding subsequent installations on the used aircraft that have been approved by the State of Design.

5.3. Coordination of Exceptions on Export Certificate of Airworthiness

5.3.1. Where the Exporting Authority identifies a non-compliance to the approved type design of the Importing Authority and intends to identify these as exceptions to its export certification, the Exporting Authority will, prior to issuing its Export Certificate of Airworthiness, notify the Importing Authority of such non-compliance. This notification by the Exporting Authority should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate. This notification should be sent to the appropriate office of the Importing Authority.

5.3.2. In all cases, the Importing Authority will provide a written confirmation of its acceptance of the non-compliance notified under subparagraph 5.3.1.1 of this TIP before the Exporting Authority issues its Export Certificate of Airworthiness.

5.4. Identification and Marking Requirements

Under the TIP, Brazil and the United Kingdom mutually recognize and accept each other's identification and marking of civil aeronautical products as being compliant with their own legal requirements, when such identification and marking are accomplished in accordance with the regulations of the Exporting Authority.

5.5. Additional Requirements for Import

The Importing Authority may have additional requirements, which must be complied with as a condition of acceptance of the civil aeronautical product being imported. The following are required, but not limited to those in paragraphs 5.5.1 to 5.5.3 of this TIP.

5.5.1. Instructions for Continued Airworthiness – ICAs

Instructions for Continued Airworthiness – ICAs and maintenance manuals having airworthiness limitation sections must be provided by the TC or STC holder.

5.5.2. Aircraft Flight Manual, Operating Placards and Markings, Weight and Balance Report, and Equipment List

An approved Aircraft Flight Manual, including all applicable supplements, must accompany each aircraft. The aircraft must also have the appropriate operating placards and markings, a current weight and balance report, and a list of installed equipment.

5.5.3. Logbooks and Maintenance Records

Logbooks and maintenance records must accompany each aircraft (including the aircraft engine, propeller, rotor, or appliance).

6. PRODUCTION APPROVAL [Reserved]

6.1. Maintenance of confidence [Reserved]

6.2. Technical issues related to Production [Reserved]

Description of how technical issues related to Production resulting from implementation of this TIP are dealt with by the Authorities.

7. TECHNICAL SUPPORT AND INFORMATION

7.1. General

7.1.1. Pursuant to item 1.(b) of the Memorandum of Understanding between ANAC and CAA, upon request and after mutual agreement, and as resources permit, ANAC and

CAA will provide technical support and information, hereafter referred to as technical assistance, to each other when significant activities are conducted in either Brazil or the United Kingdom.

7.1.2. Every effort should be made to have these certification and validation tasks performed locally on each other's behalf. Technical assistance activities will help with regulatory surveillance and oversight functions at locations outside of the requestor's territory. These activities will in no way relieve the requestor's responsibilities for regulatory control and environmental and airworthiness certification of civil aeronautical products manufactured at facilities located outside of the requestor's territory. CAA and ANAC may agree to provide Technical Assistance to each other under the conditions that all related costs (working hours, travel expenses) are covered by appropriate service contracts with the organization benefitting from this arrangement.

7.1.3. ANAC and CAA will use their own policies and procedures when providing such technical assistance to the other, unless other working arrangements are agreed upon. Types of support may include, but are not limited to, the following:

a) Operational Suitability Data – Development of minimum operational suitability requirements (covering inter alia minimum flight crew and flight crew member training requirements).

b) Certification and Validation Support:

I - approving test plans;
II - witnessing tests;
III - performing compliance inspections;
IV - reviewing reports;
V - obtaining data;
VI - verifying/determining compliance;
VII - monitoring the activities and functions of delegates or approved organizations; and
VIII - conducting investigations of service difficulties.

c) Conformity and Monitoring Support:

I - conformity inspections;
II - monitoring the controls of special processes;
III - witnessing the first article inspection of parts;
IV - conducting sample inspections on production parts;
V - monitoring the activities and functions of delegates or approved organizations;
VI - conducting investigations of service difficulties; and
VII - auditing production quality systems.

d) Airworthiness Certification Support:

I - assistance in the delivery of airworthiness certificates for aircraft; and
II - determining the original export configuration of a used aircraft.

7.1.4. Request from one Authority to another for Support (Including conformity of test set-ups):

a) One Authority may request their approved organizations or designated persons to provide technical assistance to the other Authority.

b) Routine requests for technical assistance will be sent directly to the person/organization. The person/organization may use its procedures to provide the requested technical assistance.

c) No coordination or individual requests to an Authority are required when the other Authority confirms that the scope of the approval/designation includes the activities related to the request for technical assistance.

d) Non-routine requests will use the procedures outlined in paragraphs 7.2 through 7.8.

7.2. Witnessing of Tests During Design Approval

7.2.1. ANAC and CAA may request assistance from the other for the witnessing of tests that are performed in the other's jurisdiction.

7.2.2. Only requests between ANAC and CAA are permissible and neither ANAC nor CAA will respond to a test-witnessing request made directly from the manufacturer or supplier. Witnessing of tests will be conducted only after consultations between ANAC and CAA on the specific work to be performed and agreement has been obtained from the other Authority. ANAC or CAA, as appropriate for the country in which the design approval applicant is located, makes the written request for witnessing of tests.

7.2.3. Unless otherwise delegated, approval of the applicant's test plans, test procedures, test specimens, and hardware configuration remains the responsibility of ANAC or CAA, as appropriate for the country in which the design approval applicant is located. Establishing the conformity of each test article prior to the conduct of the test is the responsibility of the applicant.

7.2.4. Test witnessing activities may require the development of a working arrangement based on the complexity and frequency of the requested certifications. At the discretion of ANAC or CAA in receipt of such requests, these activities may be performed by accredited persons or organizations or approved organizations.

7.2.5. Where there is no working arrangement, requests for witnessing of individual tests must be specific enough to provide for identification of the location, timing, and

nature of the test to be witnessed. An approved test plan must be provided by ANAC or CAA, as appropriate, at least 2 (two) weeks prior to each scheduled test.

7.2.6. CAA's or ANAC's requests for conformity of the test set-up and/or witnessing of tests will be sent electronically to the appropriate office, which has geographic responsibility for the location of the test. ANAC and CAA offices are listed in Appendix A of this TIP.

7.2.7. Upon completion of test witnessing, ANAC or CAA will send a report stating that the test was conducted in accordance with approved test plans, including the identification of any variations from those test plans, and confirming the test results, as well as any other documentation as notified in the request.

7.3. Compliance Determinations

7.3.1. ANAC or CAA may request that specific compliance determinations be made, which are associated with the witnessing of tests or other activities. Such statements of compliance will be made to the airworthiness or environmental standards of the requesting Authority.

7.3.2. ANAC's or CAA's statement of compliance will be sent in a formal letter, transmitted electronically, to the requesting CAA or ANAC office.

7.4. Conformity Certifications During Design Approval

7.4.1. ANAC or CAA, depending upon the country in which a supplier is located, may request prototype part conformity certifications from the other, as appropriate.

7.4.2. Only ANAC-to-CAA or CAA-to-ANAC requests are permissible and neither will respond to a conformity certification request made directly by the manufacturer or supplier. Conformity certifications will be conducted only after consultations and agreement to perform the work. Requests for conformity certifications should be limited to test specimens or prototype parts that are of such complexity that they cannot be inspected by the manufacturer or its regulatory authority prior to installation in the final civil aeronautical product.

7.4.3. Conformity certifications may require the development of a working arrangement based on the complexity and frequency of the requested certifications. At the discretion of ANAC or CAA in receipt of such requests, these activities may be performed by accredited persons or organizations or approved organizations.

7.4.4. CAA or ANAC requests for conformity certifications will be sent to the ANAC or CAA offices listed in Appendix A of this TIP.

7.4.5. Upon completion of each conformity certification conducted on each other's behalf, ANAC or CAA will complete and return all documentation as notified. ANAC or CAA, depending upon the country in which the supplier is located, will note all deviations

from the requirements notified by ANAC or CAA on the conformity certification for the particular part. Any non-conformity described as a deviation should be brought to the attention of ANAC or CAA for evaluation and disposition as to its effect on safety and the validity of the test under consideration. ANAC or CAA should receive a report stating the disposition of each deviation before the appropriate ANAC or CAA form is issued.

7.5. Surveillance and Other Support

ANAC and CAA may request other types of technical assistance outlined in paragraph 6.1.3 of this TIP. Each request shall be handled on a case-by-case basis, as resources permit between the Project Certification Manager – PCM for CAA and Gerente de Programa de Certificação – GPC, for ANAC. Each request will include sufficient information for the task to be performed and reported back to the requestor. Where the technical assistance is repetitive or long-term, a working arrangement may be needed.

7.6. Airworthiness Determination

Neither conformity certification on prototype parts as per subsection 6.4 of this TIP, nor inspections on production parts (per subsection 6.5 of this TIP) should be construed as being an export airworthiness approval, since a conformity certification does not constitute a determination of airworthiness. Airworthiness determinations remain the responsibility of the design holder and/or manufacturer and the Exporting Authority.

7.7. Airworthiness Certificates

There may be certain programmes and conditions that warrant technical assistance for the issuance of standard airworthiness certificates so that aircraft may be placed directly into operation from the site of manufacture. The Importing Authority may seek assistance from the Exporting Authority in the final processing and delivery of an airworthiness certificate when the aircraft has completed its manufacturing cycle, has been entered on the importing country's registry, and has subsequently been granted an Export Certificate of Airworthiness by the Exporting Authority. This will require the development of a working arrangement between the Authorities.

7.8. Handling of Requests for Proprietary Data and Access to Information/Public Access to Official Documents Information

7.8.1. Protection of Proprietary Data

Unless required by law, ANAC and CAA agree that they will not copy, release, or show data identified as proprietary or otherwise restricted that is obtained from each other to anyone other than an ANAC or CAA employee, without written consent of the design approval holder or other data submitter. ANAC and CAA

should obtain this written consent from the design approval holder through its authority. To the extent that either CAA or ANAC shares such data with relevant accident investigation bodies, CAA and ANAC will ensure in all cases that these persons treat such restricted information in accordance with paragraph 4 of the Memorandum of Understanding.

7.8.2. Public Access to Documents and Information

7.8.2.1. When ANAC receives a request for access to information related to a civil aeronautical product of a Brazilian approval holder or an applicant who is located in United Kingdom, ANAC may request CAA's assistance in contacting the approval holder or applicant. ANAC will advise CAA of the potential release of any information received from CAA and submitted to ANAC by the approval holder or the applicant. If CAA, where applicable, or the approval holder or applicant consents to the release of the information, a written consent must be provided to ANAC. If release is objected to, a statement of the reasons must be furnished by CAA to ANAC. If there is objection, ANAC will only release the information that it determines that it is required to do so under the Access to Information Request.

7.8.2.2. When CAA receives a request for the release of documents that was submitted by a design approval holder in Brazil and covered by this TIP, CAA will inform ANAC of any information received from ANAC and submitted to CAA by the approval holder or the applicant that might be released. CAA may also request ANAC's assistance in determining if the person submitting the information would object to release under the rules provided by the relevant legislations and which parts of the documents received from that person or generated by ANAC might be withheld under the exceptions provided for in the applicable legislation. If release is objected to, a statement of the reasons must be furnished by ANAC to CAA. CAA and ANAC will apply the relevant national law in making its determination whether or not to release the requested documents.

7.9. Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

7.9.1. When investigating in-service incidents, accidents, or suspected unapproved parts involving a civil aeronautical product imported under this TIP, ANAC or CAA may request information from the appropriate focal points (see listing in Appendix A of this TIP).

7.9.2. In case of a major incident/accident, ANAC and CAA will cooperate to address urgent information needs. Following a major accident/incident, upon receipt of a request for urgent information, the appropriate Authority will provide the requested information. ANAC and CAA will establish individual focal points to respond to each other's questions and ensure that timely communication occurs. Information may be requested directly from a manufacturer when immediate contact with the appropriate focal points cannot be made. In such cases, notification of this action will be made as soon as possible. Either ANAC or CAA, as

applicable, will assist in ensuring that its manufacturer provides requested information expeditiously.

8. FURTHER WORKING ARRANGEMENTS

8.1. It is anticipated that future situations will arise requiring additional procedures that are not specifically addressed in these Technical Implementation Procedures but are within the scope of the MoU. When such a situation arises, ANAC and CAA will develop an appropriate working arrangement to address the situation. Such an arrangement will be concluded, when appropriate, in a separate document. If it is apparent that the situation is unique, with little possibility of repetition, then the working arrangement will be of limited duration. However, if the situation has anticipated new technology or management developments, which could lead to further repetitions, this TIP should be revised accordingly.

8.2. Any working arrangements will be kept and controlled by the focal points for this TIP listed in Appendix A of this TIP.

9. AUTHORITY

ANAC and CAA approve these Technical Implementation Procedures- TIP, as indicated by the signatures of their appointed designated officers for the activities under this TIP.

FOR ANAC, BRAZIL

Original Signed by

By: Roberto José Silveira Honorato

Title: Head of Airworthiness Department

Date of signature: 09 DEC 2020

FOR CAA, UNITED KINGDOM

Original Signed by

By: David Malins

Title: Head of Airworthiness, Safety and Airspace Regulation Group

Date of signature: 22/12/2020

APPENDIX A - FOCAL POINTS AND OFFICE ADDRESSES

A.1 CONTACT POINTS FOR IMPLEMENTATION

The designated contact point offices for implementation of this TIP are:

For ANAC:	For CAA:
Superintendência de Aeronavegabilidade – SAR Gerência de Certificação de Produto – GCPP Centro Empresarial Aquarius Rua Dr. Orlando Feirabend Filho, 230, 17th floor Jardim Aquárius São José dos Campos - SP - Brasil CEP 12246-190	Future Safety Safety and Airspace Regulation Group Civil Aviation Authority Aviation House Beehive Ring Road Crawley RH6 0YR United Kingdom
Tel.:+55 12 3203 6626 Email: sar@anac.gov.br	Tel.: +44 330 1383196 Email: BilateralSafetyArrangements@caa.co.uk

A.2 CONTACT POINTS FOR COORDINATION OF AMENDMENTS

The designated contact point offices for coordination of amendments to this TIP are:

For ANAC:	For CAA:
Superintendência de Aeronavegabilidade – SAR Gerência Técnica de Processo Normativo – GTPN Centro Empresarial Aquarius Rua Dr. Orlando Feirabend Filho, 230, 17th floor Jardim Aquárius São José dos Campos - SP - Brasil CEP 12246-190	Future Safety Safety and Airspace Regulation Group Civil Aviation Authority Aviation House Beehive Ring Road Crawley RH6 0YR United Kingdom
Tel.:+55 12 3203 6722 Email: AIR.agreements@anac.gov.br	Tel.: +44 330 1383196 Email: BilateralSafetyArrangements@caa.co.uk

A.3 CAA OFFICE (Postal and physical address)

Safety and Airspace Regulation Group

Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
RH6 0YR
United Kingdom

A.4 CAA E-MAIL ADDRESSES

Contact Point for applications:
certification.airworthiness@caa.co.uk or certification.gau@caa.co.uk

For Continuing Airworthiness:

AD: adunit@caa.co.uk

Failure, Malfunction and Defect:
https://www.caa.co.uk/Our-work/Make-a-report-or-complaint/

A.5 ANAC OFFICE (Postal and physical address)

Superintendência de Aeronavegabilidade – SAR
Setor Comercial Sul, Quadra 09
Torre A Ed. Parque Cidade Corporate Lote C - Brasília, DF,
CEP 70.297-400

A.6 ANAC E-MAIL AND WEB ADDRESSES

ANAC - Coordination of Amendments: air.agreements@anac.gov.br

ANAC ADs:

Web site for information on existence or applicability of any AD is: http://www2.anac.gov.br/certificacao/DA/DA.asp.
E-mail may be sent to: ad.brazil@anac.gov.br.

ANAC TCs: sar@anac.gov.br.
ANAC STCs: pst@anac.gov.br.

For General Inquiries:

E-mail: sar@anac.gov.br.
Web site: www.anac.gov.br/certificacao.

APPENDIX B - REGULATIONS, ADVISORY AND GUIDANCE MATERIALS

B.1 ANAC AND CAA NORMATIVE DOCUMENTS STRUCTURES

This Appendix identifies the respective ANAC and CAA regulatory, advisory and guidance material structures that are applicable to this TIP. For the most up-to-date materials please refer to the following websites:

For ANAC:

Rulemaking: http://www.anac.gov.br/assuntos/legislacao.
Certification: http://www2.anac.gov.br/certificacao/.

For CAA:

Rulemaking: https://www.caa.co.uk
Certification: https://www.caa.co.uk/Commercial-industry/

B.2 ANAC MATERIALS

The ANAC's standards for aircraft airworthiness and environmental certification are contained in Regulamentos Brasileiros da Aviação Civil (RBAC) 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, and 36. Guidance material, policy, and procedures are contained in ANAC Instruções Suplementares (IS) and Manuais de Procedimentos (MPR).

B.3 CAA MATERIALS

The following documents are posted on the CAA website at the following address: https://www.caa.co.uk

- CAA implementing rule for airworthiness and environmental certification of aircraft and related products, parts and appliances: (EU) No. 748/2012;
- Certification Specifications: CS-22, 23, 25, 26, 27, 29, 31 (Gas Balloons, Hot Air Balloons, Tethered Gas Balloons), 34, 36, APU, E (Engines), UKTSO (UK Technical Standard Orders), LSA (Light Sport Aeroplanes), P (Propellers), SIMD (Simulator Data), VLA (Very Light Aeroplanes), VLR (Very Light Rotorcraft), MMEL (Master Minimum Equipment List), GEN-MMEL, CCD (Cabin Crew Data), FCD (Flight Crew Data), CS-STAN (Standard Changes and Standard Repairs), AMC -20 (General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances).
- Acceptable Means of Compliance and Guidance Material to Part 21

APPENDIX C – PROCEDURES FOR VALIDATION AND RECIPROCAL ACCEPTANCE

C.1. INTRODUCTION

C.1.1. General

C.1.1.1. The technical procedures contained in this Appendix supplement the administrative procedures contained in section 1 and section 2 of this TIP. These combined administrative and technical procedures provide the manner by which ANAC and CAA will conduct the validation and reciprocal acceptance of civil aeronautical product approvals. The personnel within the designated offices of ANAC and CAA involved with the procedures of this TIP should be familiar with their use.

C.1.1.2. ANAC and CAA will adhere to these procedures. The authorities agree that if there are overwhelming reasons to deviate from this Appendix, such reason(s) will be technically explained by the Importing Authority to the other in every instance. The procedures in this Appendix do not affect the responsibilities or rights of ANAC or CAA with regards to type design data.

C.1.2. Guiding Principles

C.1.2.1. This document refers to Validation to be the Importing Authority's own process for determining compliance of design approvals and changes thereof for: type certificates, supplemental type certificates, repairs, parts and appliances, as approved or certified by the Exporting Authority. Validation, in the context of the MoU and the TIP, puts emphasis on reliance between both Authorities to fulfil their own import requirements.

C.1.2.2. This TIP also establishes the reciprocal acceptance by ANAC and CAA of each other's approvals, without further showing, on appliances, replacement parts, and minor repair designs. By reciprocal acceptance, ANAC and CAA recognize and accept an approval granted by either one as being equivalent to having granted and issued its own equivalent approval. The approval document issued by either ANAC or CAA is sufficient under the TIP, and the other Authority is not required to issue the corresponding certificate. Reciprocal acceptance, as with validation, also puts emphasis on reliance and full confidence in each other's approval system.

C.1.2.3. Designs or design changes differ in many ways, but ANAC and CAA acknowledge that certain designs and design changes are either non-complex or common, or both, in the sense of their general/widespread application or time-proven use in civil aviation. These common designs and design changes, involving their principles and technology, are well understood today and can be regarded to be standard designs or standard design changes, based on the technical knowledge and regulatory experiences accumulated over the years in the repeated application of the certification process. Furthermore, the total actual in-service experiences from these standard designs or design changes provide a good basis or reinforcement for treating the certification or approval of these standard designs or design changes as

less risky than others. The primary benefit, therefore, is that such standard designs and design changes do not necessarily require as much certification resources from the State of Design, and consequently an even lesser degree of validation by the Importing Authority.

C.1.2.4. As with any civil aeronautical product operating in service, any unsafe condition that manifests over time is continuously monitored by the designer, operator and maintenance provider under a service difficulty reporting system that forms part of the continuing airworthiness programme. The continuing airworthiness programme is a regulated requirement and an international obligation for Brazil and United Kingdom under Annex 8 to the Chicago Convention, which provides another layer of safeguard for the protection of the approved design or design change in the actual operating environment. As such, ensuring overall safety is not exclusive or confined at all to the certification or approval of a product, but rather a collective process that also includes the monitoring of the product's performance in-service, the accomplishment of both maintenance and preventive maintenance on the product, and the certificate or approval holder's responsibility for the continued safety of its own products. Either Authority can immediately address any unsafe condition, potential or real, either jointly or unilaterally, through issuance of a mandatory continuing airworthiness information against the affected product.

C.1.2.5. The basic tenets of the MoU between ANAC and CAA are the high level of confidence that both Brazil and the United Kingdom have placed on each other's regulatory and technical capabilities, their abilities to fulfil their international obligations as States of Design under the Chicago Convention, and the mutual trust that ANAC and CAA can rely on each other to uphold their shared interests in the safety of civil aeronautical products. The validation and reciprocal acceptance procedures contained in this Appendix respect and implement these tenets to the fullest extent.

C.1.2.6. It follows that the main objective of this Appendix is to enable ANAC and CAA, when acting as the Importing Authority, to satisfy its own import requirements by placing greater reliance on the approval or findings of compliance by the other. To achieve this objective and without prejudice to their own obligations under their respective regulations and policies, ANAC and CAA shall:

a) work to eliminate redundant reviews of reports, duplication of inspections, tests and test demonstrations, evaluations and approvals; and

b) directly accept or give full credit to enable maximum acceptance of the compliance determinations made by the other.

C.2. TC/STC VALIDATION

C.2.1. Initiation of Validation

C.2.1.1. Submission of Application

The validation process begins with the acknowledgement by the Importing Authority of a formal application submitted by the Exporting Authority. Communication shall be initiated between the appropriate ANAC and CAA offices identified in Appendix A of this TIP. Communication will include the identification and notification of the PCMs responsible for processing the application.

C.2.1.2. Review of Initial Documentation

The PCM of the Importing Authority shall review the application package for completeness, and consult with the Exporting Authority and applicant for additional information as necessary. The submission to the Importing Authority should, as a minimum, include the documents specified in this TIP. Where none are specified, the required data shall be those as notified by the Importing Authority. The following is a summary of the data submission requirements under this TIP:

a) for an initial Type Certificate see subparagraph 2.4.2.2 of this TIP; and

b) for an initial Supplemental Type Certificate see subparagraph 2.6.3.3 of this TIP.

C.2.2. Technical Familiarization

The applicant will present suitable and satisfactory information to the Importing Authority in order for it to fully understand the design. This presentation may take the form of a meeting or submitted documentation. The choice is that of the Importing Authority. The presentation on the civil aeronautical product shall include information on the following:

a) new technologies and any unique or unconventional features;

b) intended unconventional usage; and

c) unsafe conditions that may have developed in similar products in service or products having similar design features.

C.2.3. Establish the Certification Basis for the TC/STC Validation Project

The Importing Authority shall establish a certification basis as detailed in paragraphs 2.4.3 or 2.6.4 respectively of this TIP. The Importing Authority may elect to include Special Conditions in the certification basis based on its knowledge of new technologies and any unique or unconventional features or intended unconventional usage of the civil aeronautical product as presented by the applicant. The certification basis may need to be changed during the validation process as the Importing Authority's knowledge of the design increases.

C.2.4. Level of the Validating Authority's Technical Involvement

a) The level of the Validating Authority's technical involvement means the process used to manage the participation of, and the activities undertaken by, the Importing Authority's technical specialists in the validation and compliance determination activities leading to the approval of a civil aeronautical product that has been approved by the other. When determining the level of technical involvement, the principles set out in paragraph C1.2.6 of the Appendix C of this TIP shall be respected.

b) The level of the Validating Authority's technical involvement by technical specialists of the Importing Authority in conducting the technical review is usually predicated on the sensitivity placed by the Importing Authority on the demonstration of compliance with its requirements. While it is ultimately the Importing Authority's decision, the Authorities must exercise good judgment in defining the level of Validating Authority's technical involvement by considering a non-obtrusive approach and being respectful of the guiding principles mentioned in subsection C1.2 of the Appendix C of this TIP.

C.2.5. Completion of a TC/STC Validation

A TC/STC validation may be accomplished either on-site or off-site, and the exact nature may not be determined until additional information is gathered from the applicant and the Exporting Authority. The PCM of the Importing Authority shall proceed with the following activities to complete its validation.

C.2.5.1. Familiarization Meeting

A TC/STC validation requires that the Importing Authority familiarize itself with the civil aeronautical product in detail, the applicant, and the certification activity of the Exporting Authority.

a) Purpose

A familiarization briefing is required to obtain initial detailed information regarding the characteristics of the design, the type certification conducted or proposed, and the certification basis by the Exporting Authority. One of the key purposes of this additional information is to determine whether an on-site review will be required (i.e. applicant's site will be visited) or an off-site review will be sufficient. The familiarization briefing can then be used to identify the technical areas of interest to the Importing Authority and specify what the applicant shall provide to the respective specialists to allow them to conduct their review. Another purpose of the familiarization meeting is to provide an opportunity for the Importing Authority's aircraft certification personnel to brief the applicant and the Exporting Authority with respect to the Importing Authority's airworthiness and environmental requirements applicable to the given civil aeronautical product, its type certification and validation procedures and policies. The PCM of the Importing Authority, in

consultation with the Exporting Authority, shall draw up an agenda for the familiarization meeting, and coordinate the necessary arrangements for conducting the familiarization meeting.

A briefing may be conducted following the submission of suitable descriptive material or by a physical meeting (or any other alternative forum acceptable to the Importing Authority).

b) Modern communication means

The familiarization meeting should also consider use of modern communication means (e.g. teleconference, videoconference) to achieve its purpose, especially in a case where the resources to assemble a technical audience could be economically disproportionate to the scale and complexity of the design or design change being validated.

c) Required Attendance

The PCM of the Importing and Exporting Authority shall ensure that the briefing is scheduled at a date suitable to all Authorities involved and that sufficiently knowledgeable representatives from the applicant are participating.

d) Involvement of the Exporting Authority

The Exporting Authority is expected to attend the familiarization meeting, given that they have a thorough knowledge of the certification of the design or design change. It is, therefore, appropriate that the Exporting Authority assist the Importing Authority in its validation of the design or design change for the purpose of establishing either a full credit or partial credit to the findings of compliance by the Exporting Authority. The Exporting Authority's involvement shall be identified and coordinated through the respective PCM of both Importing and Exporting Authorities.

C.2.5.2. Validation documentation

Following the completion of the Familiarization meeting, the PCM of the Importing Authority shall prepare the adequate documentation that identifies the subsequent and necessary activities of its validation.

C.2.5.3. Environmental Testing and Approval

C.2.5.3.1. The Importing Authority shall review compliance demonstration plans and reports necessary to make a determination of compliance with its environmental requirements, giving due consideration to any compliance determination that the Exporting Authority already made, or is able to make, on its behalf. The Importing

Authority may delegate to the Exporting Authority any or all of its functions related to environmental testing and approval, subject to mutual agreement.

C.2.5.3.2. In the absence of any delegation of its functions related to environmental testing and approval to the Exporting Authority, the Importing Authority shall:

a) review and approve environmental certification compliance demonstration plans for noise, fuel venting and exhaust emissions;

b) evaluate the measurement and analysis methods and practices, and data correction procedures of the applicant for aircraft noise and emission certification;

c) review and approve any equivalent procedures to be used by the applicant during testing, data processing, data reduction, and data analysis;

d) verify the conformity of the test article;

e) witness the compliance demonstration test; and

f) review and approve compliance demonstration reports.

C.2.5.4. Documentation from Applicant

C.2.5.4.1. The PCM of the Importing Authority shall request from the applicant documentation required for those areas of technical interest identified by the relevant specialists during the familiarisation meeting.

C.2.5.4.2. All requests for documents from the applicant should be routed through the PCM of the Importing Authority, who would verify that the documentation requests are reasonable and appropriate.

C.2.5.4.3. The amount of document requests will vary between an off-site and on-site review. An off-site review is conducted remotely from the applicant and the Exporting Authority, and will rely completely on the availability of sufficient documents to allow the technical specialists to complete the review of its identified areas of interest. However, for an on-site review, the documentation request should be kept to a level sufficient to prepare the technical specialists in advance, as the intent is to conduct the technical review while on-site. An on-site, in contrast to an off-site, review offers more opportunity for direct specialist-to-specialist interaction.

C.2.5.5. Off-Site Review

C.2.5.5.1. If an off-site review was decided as being sufficient, the technical specialists of the Importing Authority shall review from its business location(s) the technical documentation supplied by the applicant, and communicate, as necessary, with its

counterpart specialists from the Exporting Authority and the applicant through its PCM.

C.2.5.5.2. Items of concern or requiring further clarification on the applicant's substantiation or the conduct of the certification activity by the Exporting Authority shall be documented and notified by the Importing Authority to the Exporting Authority through the PCM.

C.2.5.5.3. The PCM of the Authorities shall coordinate the resolution of these items to the satisfaction of the Importing Authority, and document the agreement or decision reached between them. Disagreements or conflicts on technical issues should be resolved at the technical level as much as possible, but should be raised promptly to ANAC and CAA management on a progressive level to avoid potential delays in the validation schedule.

C.2.5.5.4. Where the PCM of the Importing Authority finds that significant technical or documentation concerns still persist and is proving very difficult to resolve under an off-site review, the PCM may consider requesting an on-site review of the specific area of concern. Such on-site review of the specific area of concern must be coordinated with the Exporting Authority.

C.2.5.6. <u>On-Site Review</u>

C.2.5.6.1. An on-site review requires a visit to the applicant's facility by a team of technical specialists from the Importing Authority. The intent is for the Importing Authority to conduct its activities during a single comprehensive visit, if possible. In some cases, specialists may require more than one visit.

C.2.5.6.2. The PCM of the Importing Authority shall coordinate the initial visit with the applicant and the Exporting Authority, and advise on the team composition, the schedule of the on-site visit, and the schedules for each of the technical specialists review sessions (on the technical areas of interest). The counterpart specialists from both the Exporting Authority and the applicant shall be made available to the visiting validation team for the duration of the on-site review. Where it is determined by the Importing Authority after the initial visit that additional visits by the technical specialists are required, these meetings should be held as early as possible in the validation schedule in order to permit timely design changes, if required. All technical meetings subsequent to the initial on-site visit must be arranged through the respective PCM of the Importing and Exporting Authorities.

C.2.5.6.3. Items of concern or requiring further clarification on the applicant's substantiation or the conduct of the certification activity by the Exporting Authority shall be documented and notified by the Importing Authority to the Exporting Authority through the PCM. The notification of findings should be provided by the end of the visit through a formal debrief, or if not possible communicated shortly following the visit. The PCMs of ANAC and CAA shall coordinate the resolution of these items to the satisfaction of the Importing Authority, and finally documenting the agreement

or decision reached between them. Disagreements or conflicts on technical issues should be resolved at the technical level as much as possible, but should be raised promptly to ANAC and CAA management on a progressive level to avoid potential delays in the validation schedule.

C.2.5.7. Concluding the Validation

C.2.5.7.1. ANAC or CAA shall notify the other upon completion of its validation exercise, and indicate its readiness to issue a corresponding approval of the design or design change. ANAC or CAA, as Importing Authority, shall issue its corresponding approval for the TC/STC in accordance with the applicable provisions of section 2, of this TIP.

C.2.5.7.2. The PCM of both ANAC and CAA, including the applicant, may agree to have a final meeting at the conclusion of the validation if there are areas of further discussion, or if the sharing of information would be beneficial.

C.2.6. Interim General Procedures for the Validation of OSD or equivalent requirements

C.2.6.1. Commission Regulation (EU) No. 69/2014 of January 27, 2014 and amended Regulation (EU) 748/2012 includes, among others, operational suitability evaluation into the implementing rules for type certification of aircraft and allow the CAA to approve operational suitability data as part of the type certification process. Part 21 identifies the OSD as consisting of the following constituents:

a) the minimum syllabus of pilot type rating training, including determination of type rating;

b) the definition of scope of the aircraft validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training, or provisional data to support their interim qualification;

c) the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;

d) determination of type or variant for cabin crew and type specific data for cabin crew;

e) the master minimum equipment list; and

f) other type-related operational suitability elements.

C.2.6.2. Part 21 requires TC and STC to include OSD requirements, as applicable. Therefore, compliance with OSD requirements is required in order to receive CAA approval for a type certificate for an aircraft, and for any subsequent change to that type certificate, either through an amended TC or STC, which affects compliance with approved OSD constituents. ANAC certification process does not include OSD

requirements, however ANAC conducts evaluation of operational elements similar to the CAA OSD requirements separately of the certification process.

C.2.6.3. As an interim measure and until such time CAA and ANAC have gained enough experience in validating OSD constituents, or ANAC operational elements, the following procedures apply:

a) Where the approval standards of ANAC operational elements and OSD constituents are deemed sufficiently similar or equivalent:

(i) ANAC may, upon request by CAA, present the finding of compliance made against its own standards and according to its own procedures, for those OSD constituents that are applicable to, or affected by, an ANAC approval granted to a product. CAA will use the ANAC finding of compliance as a basis for CAA approval of the affected OSD constituents.

(ii) CAA may, upon request by ANAC, present the finding of compliance made against its own standards and according to its own procedures, for those operational elements that are applicable to, or affected by, an CAA approval granted to a product. ANAC will accept the CAA finding of compliance as a basis for ANAC approval of the affected operational element.

b) Where the approval standards have not yet been compared, or are deemed not equivalent, or in the absence of a request, the finding of compliance with their respective requirements will be retained by the Importing Authority.

c) The Importing Authority retains responsibility for determining compliance with their approval standards and issue the final approval document.

C.2.6.4. CAA and ANAC may agree to establish element-specific procedures for the purpose of describing the work sharing arrangement leading to the completion of the validation of the affected OSD constituents and/or operational element.

C.3. VALIDATION OR RECIPROCAL ACCEPTANCE OF CHANGES TO A TC/STC

C.3.1. Major Changes to a TC/STC by Persons Other than the Holder

The Exporting Authority will issue an STC for these changes and the Importing Authority will follow the validation process of section 2 of the Appendix C of this TIP to complete its validation of the change.

C.3.2. Major Changes to a TC/STC (Including Revisions to Approved Manuals) by the Holder

a) Changes to the type certificate covered by this TIP include those necessary for customer unique design features, product improvements and any other design

changes, including revisions to approved manuals, made by the TCH/STCH, for whatever reason.

b) Where design changes are declared by the TCH/STCH they will be defined relative to the current definition of the approved type design as validated by the Importing Authority.

c) Design changes will be classified by the TCH/STCH as either Major or Minor in accordance with the criteria and procedures of the Exporting Authority and these classifications will be accepted by the Importing Authority without further investigation.

d) Design changes classified as Major will be further categorized by the TCH/STCH as Level 1 Major or Level 2 Major as defined in paragraphs C3.2.1 and C.3.2.2 of the Appendix C of this TIP.

e) Design changes classified as Minor or Level 2 Major will be approved by the Exporting Authority in accordance with its procedures, against the certification basis of both the Exporting and Importing Authorities. The Importing Authority will not receive notification of such changes, but all such changes will be reciprocally accepted and included in the TCH/STCH Type Design definition which defines the Importing Authority's approved build standard and provided to the Importing Authority at least on an annually periodic basis.

f) The Importing Authority will receive notification of all Major Level 1 design changes. The Importing Authority's acceptance of the change will be requested at the same time by the Exporting Authority. The Exporting Authority will determine compliance with the certification basis of the Importing Authority on behalf of that Authority for all Level 1 Major design changes.

g) The extent of any Importing Authority Technical Involvement will be discussed and decided between the Exporting and Importing Authorities in line with the principles stated in subsection C1.2 of the Appendix C of this TIP.

h) Subject to letter "f" above, the Exporting Authority will provide the Importing Authority with a Statement of Compliance with the certification basis of the Importing Authority for all Level 2 Major design changes approved on behalf of the Importing Authority and for each Level 1 Major design changes for which the Importing Authority is approving the change, based mainly on the finding of compliance activities performed by the Exporting Authority. This may be achieved through the provision of individual statements for each design change or by providing collective statements for lists of approved changes (e.g. Revisions to a Type Design definition for the type as validated by the Importing Authority). For validated products, the Exporting and Importing Authorities' TC data sheets should be consistent in the information they include to the degree practicable.

i) All Level 1 Major design changes approved by the Exporting Authority on behalf of the Importing Authority or approved by the Importing Authority on the basis of compliance determinations made by the Exporting Authority will be recorded in the Type Design definition specifying the Importing Authority's current type design and provided to the Importing Authority.

j) For changes affecting the CAA-approved operational suitability data, ANAC and CAA will establish mutually-agreed procedures for the classification of changes, the notification to CAA, and the means of approval of such changes. This procedure will be incorporated as part of the OSD element-specific procedure of paragraph C.2.6.4.

C.3.2.1. Level 1 Major design changes

Level 1 Major design changes are any of the following:

a) Design changes that introduce a new model designation (derivative, model, variant etc.);

b) Design changes having an effect on the certification basis that involves new interpretations of the requirements, new Special Conditions, new Findings of Equivalent Level of Safety, new deviations, new exemptions, new elect to comply with later standards or novel methods of compliance;

c) Design changes determined to be significant in accordance with the changed product rule principles as set out in section of ANAC RBAC 21.101 or Part 21.A.101;

d) Design changes that involve the use of a method of compliance that is different from that of the Importing Authority's guidance materials, and differs from that used by the TC/STC holder during the initial type validation, unless otherwise agreed by both ANAC and CAA that the design change can be considered a Level 2 Major;

e) Design changes that affect an area where the Importing Authority had retained Technical Involvement for compliance determination during the initial type validation, unless otherwise agreed by both ANAC and CAA that the design change can be considered a Level 2 Major. These criteria can be applied only when the Level of Validating Authority's Involvement has been recorded in a Certification Review Item (CRI) or Certification Action Item (CAI) for CAA or "Ficha de Controle de Assuntos Relevantes" – FCAR for ANAC during initial type validation.

f) Design changes involving revisions to approved manuals (only those manuals required by the Importing Authority) that:

I - challenge the existing certification/operation envelope (e.g. maximum MTOW, acoustical change, maximum operating altitudes, steep approach, airworthiness limitations, etc.); or

II - affect the existing differences between Exporting and Importing Authority approved manual content (excluding editorial, administrative, or other changes considered as minor by the Exporting Authority), except of the following cases, unless otherwise agreed by both ANAC and CAA:

A. A major design change is considered Major Level 2 when the Flight Manual affected area is only the performance software part number update.

B. Typo corrections in the Airworthiness Limitation Section are considered Major Level 2.

C. Administrative renaming of existing P/N listed in the Life Limited Parts of the Airworthiness Limitation Sections without changing their characteristics are considered Major Level 2.

g) Any design change classified as an Acoustical Change or Emissions Change; or

h) Any other design changes classified as Level 1 Major by the Exporting Authority or the TCH/STCH.

C.3.2.2. Level 2 Major design changes

C.3.2.2.1. Level 2 Major design changes are all other major design changes not classified as Level 1 Major.

C.3.2.2.2. The Importing Authority will reciprocally accept these design changes without review.

C.4. RECIPROCAL ACCEPTANCE OR VALIDATION OF APPLIANCE APPROVALS

C.4.1. Appliance Approval

The definition of appliance in this TIP shall be interpreted to also include an auxiliary power unit (APU). The references to an approved appliance under this TIP include:

a) for CAA, an approval granted under Part 21.A, Subpart O, UK Technical Standard Order Authorisations; and

b) for ANAC, an approval granted under Brazilian RBCA 21, Subpart O, Product Approval According Technical Standard Order ("Aprovação de Produtos Conforme uma Ordem Técnica Padrão").

C.4.2. Reciprocal Acceptance

The reciprocal acceptance of approvals under the TIP shall be implemented by ANAC and CAA on appliances solely on the basis of each other's approval, without the

need for submission of an application or validation by the other. An appliance approval originally granted by ANAC or CAA shall be automatically accepted by the other as being equivalent to having granted and issued its own approval, provided the appliance is:

a) approved under the procedures identified under subsection C4.1 of the Appendix C of this TIP; and

b) marked in accordance with the regulations of the Authority approving the appliance.

C.4.3. Marking Requirements

C.4.3.1. The identification and marking of appliances may differ between ANAC and CAA requirements. The TIP provides that ANAC and CAA accept each other's identification and marking requirements as being compliant with their own legal requirements provided such marking is accomplished in accordance with the regulations of the Authority granting the appliance approval.

C.4.3.2. Therefore, no additional identification or marking requirements shall be imposed or required by ANAC or CAA on an appliance when recognizing and accepting the approval by the other.

C.5. RECIPROCAL ACCEPTANCE OF REPLACEMENT PARTS

C.5.1. Reciprocal Acceptance

The reciprocal acceptance of replacement parts by either ANAC or CAA under this TIP will be based solely on the basis of each other's approval, without the need for submission of an application or the completion of a validation by the other. An approval of a replacement part originally granted by either ANAC or CAA shall be automatically accepted by the other as being equivalent to having granted and issued its own approval, provided the replacement part is:

a) not a critical part or a life-limited part as defined in 1.8;

b) approved under the procedures identified under 2.9; and

c) marked in accordance with the regulations of the Authority approving the product.

C.5.2. Marking Requirements

The identification and marking of replacement parts may differ between each Authorities requirements. The Agreement provides that the Authorities accept each other's identification and marking requirements as being compliant with its own legal requirements provided such marking is accomplished in accordance with the regulations of the Authority granting the approval of the product. Therefore, no additional identification or marking requirements shall be imposed or required by either Authority on a replacement part when recognizing and accepting the approval by the other.

C.6. RECIPROCAL ACCEPTANCE OR VALIDATION OF REPAIR DESIGN APPROVALS

C.6.1. Repair Design Approval

A repair design is intended for the restoration of a civil aeronautical product to an airworthy condition. The references to an approved repair design under these Technical Implementation Procedures are:

a) for CAA, a repair design approval issued by CAA or a repair design approval granted by a holder of a Design Organization Approval; and

b) for ANAC, an approval issued under RBAC 21 by either ANAC or an appropriately accredited person or organisation.

C.6.2. Reciprocal Acceptance

Except where required in C6.4, the reciprocal acceptance of repair designs by each Authority under this TIP shall be based solely on the basis of each other's approval, without the need for submission of an application or the completion of a validation by the other. A repair design approval originally granted by one Authority shall be automatically accepted by the other as being equivalent to having granted and issued its own approval, provided the repair design is:

a) not subject to the exclusions according subsection C6.3 of the Appendix C of this TIP;

b) developed, in the case of a critical part or a life-limited part, by the holder of the applicable TC, STC, or equivalent approval, of the affected civil aeronautical product;

c) for a civil aeronautical product for which both ANAC and CAA have issued type certificates, or equivalent approvals; and

d) approved according subsection C6.1 of the Appendix C of this TIP by one of the Authorities.

C.6.3. Classification of Repairs

Repairs designed for UK operators can be classified by the Brazilian TCH/STCH as either Major or Minor in accordance with the criteria and procedures of ANAC and these classifications will be accepted by CAA without further investigation.

C.6.4. Exclusion

This TIP does not allow the automatic acceptance of the following repair designs, and shall be subject to the procedures of subsection C6.4 of the Appendix C of this TIP:

a) critical part or a life-limited part (see definition in subsection 1.8, Terminology, of this TIP) if the repair design was developed by a person other than the holder of the TC, STC, or other equivalent approval for the affected civil aeronautical product;

b) a repair design for the fabrication of a new part, which results in a change in type design; and

c) an area that is the subject of an airworthiness directive by the Importing Authority, unless such airworthiness directive allows for the acceptance of a repair design approved by the Exporting Authority.

C.6.5. Validation of Other Repair Design Approvals

Repair designs that are not eligible for automatic acceptance under this TIP shall be validated and approved by the Importing Authority, as follows:

a) The Exporting Authority shall submit an application on behalf of the applicant to the Importing Authority, using the addresses listed in Appendix A of this TIP. The application shall be made in the manner prescribed by the Importing Authority;

b) In cases where the applicant has entered into an arrangement with the TC or STC holder, the Exporting Authority shall confirm this to the Importing Authority. The repair design approval may be issued based on this confirmation without further technical review;

c) In cases where the applicant has not entered into an arrangement with the TC or STC holder, the application shall contain:

I - drawings, specifications and other data necessary to define the configuration and design features of the repair;
II - a compliance summary that identifies the applicable airworthiness standards, methods of compliance, and compliance results;
III - substantiation for continued applicability of existing ICAs, or supplemental ICAs, if any;

IV - applicant’s justification, and ANAC or CAA concurrence, that an arrangement is not necessary as the information on which the application is based is adequate from the applicant's own resources; and

V - a copy of the repair design approvals issued by the Exporting Authority.

d) The Importing Authority shall issue a repair design approval based on the declaration from the Exporting Authority that the applicant has met the Importing Authority’s requirements.

APPENDIX D – ACRONYM LIST

AD	Airworthiness Directive
AMOC	Alternative Methods of Compliance
ANAC	“Agência Nacional de Aviação Civil” (National Civil Aviation Agency) - Brazil
CPAA	“Certificado de Produto Aeronáutico Aprovado” (Certificate of Approved Aeronautical Product) (for ANAC)
APU	Auxiliary Power Unit
CAA	Civil Aviation Authority of the United Kingdom
CAI	Certification Action Item (for CAA)
COP	“Certificado de Organização de Produção” (Production Organization Certificate) (for ANAC)
CRI	Certification Review Item
CS	Certification Specification (for CAA)
DAL	Design Approval Letter (for ANAC)
DDP	Declaration of Design and Performance
DOA	Design Approval Organisation (for CAA)
FCAR	“Ficha de Controle de Assuntos Relevantes” (Relevant Issues Control Sheet) (for ANAC)
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IS	“Instrução Suplementar” (Supplementary Instruction) (for ANAC)
MPR	“Manual de Procedimentos” (Procedures Manual) (for ANAC)
MRB	Maintenance Review Board
OSD	Operational Suitability Data
PCM	Project (or Programme) Certification Manager
POA	Production Organisation Approval (for CAA)
RBAC	Regulamento Brasileiro da Aviação Civil (Brazilian Civil Aviation Regulation) (for ANAC)
RTC	Restricted Type Certificate
STC	Supplemental Type Certificate
STCH	Supplemental Type Certificate Holder
TC	Type Certificate
TCH	Type Certificate Holder
TIP	Technical Implementation Procedure
TSO	Technical Standard Order
UKTSO	UK Technical Standard Order
UKTSOA	UK Technical Standard Order Authorization

APPENDIX E – RECORD OF REVISIONS

Revision	Revision date	Paragraph	Change	Reason
Original				