
WORKING ARRANGEMENT

FOR

Initial and Continuing Airworthiness between ANAC and GCAA

Under the Memorandum of Understanding between
the General Civil Aviation Authority of United Arab Emirates
and the National Civil Aviation Agency of Brazil
on
the Promotion of Civil Aviation Safety

Original Revision

Date: 25 Sep 2025

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IMPLEMENTATION PROCEDURES

for

AIRWORTHINESS

SECTION I GENERAL

1.1 Authorization

This Working Arrangement (WA) is authorized by sections III and VIII of the Memorandum of Understanding (MOU) between the General Civil Aviation Authority of United Arab Emirates (UAE) and the National Civil Aviation Agency of Brazil on Promotion of Civil Aviation Safety, dated 25 September 2025. In accordance with section III of the MOU, the General Civil Aviation Authority of United Arab Emirates (GCAA) and the National Civil Aviation Agency of Brazil (ANAC) (individually, the "Authority", and collectively, the "Authorities") may develop Working Procedures or revise existing Working Procedures, in the areas within their scope of competencies, as necessary to assure effective cooperation and assistance procedures.

1.2 Purpose

The purpose of this WA is to:

- 1.2.1 facilitate and outline cooperation in the field of initial and continued airworthiness of aeronautical products and articles between ANAC and GCAA;
- 1.2.2 define procedures by which the CA will support the VA in approving aeronautical products and articles exported to each other;
- 1.2.3 enable the acceptance or facilitate the recognition of findings of compliance made and certificates issued by both Authorities, its approved organizations or its accredited persons and organizations ; and
- 1.2.4 define the civil aeronautical products and articles eligible for import into Brazil and UAE as Importing State, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import; and
- 1.2.5 This document also sets forth the procedures for cooperation between ANAC and GCAA in other areas, including service difficulty reporting, accident or incident investigation, technical assistance, and others.

1.3 Principles

- 1.3.1 A finding of compliance made by one Authority, in accordance with the applicable laws, regulations, and the provisions of this Working Arrangement, shall be accepted by the other Authority as having the same validity as its own finding. This reflects the core principle of this Working Arrangement, to enable both Authorities to rely, where appropriate, on each other's certification systems to demonstrate compliance with their respective airworthiness and environmental requirements..

- 1.3.2 Each Authority recognizes and accepts the other's system of accreditation and organizational approvals as an integral part of its respective aircraft certification framework. To the maximum extent permitted by this Working Arrangement and by each Authority's applicable regulations, findings, compliance determinations, and approvals made through such systems shall be given the same validity as those made directly by the respective Authority.
- 1.3.3 Each Authority shall keep the other informed of any direct interactions with individuals accredited by, or organizations approved under, the other Authority's certification system, to the extent such interactions are relevant to activities conducted under this Working Arrangement.
- 1.3.4 Data and documents exchanged between ANAC and GCAA under this WA will be in the English language as specified in section VII of the MOU.

1.4 Changes in the Authority Certification Systems

- 1.4.1 The Authorities may conduct meetings when appropriate either online or physical face-to-face to monitor this WA and ensure its continued validity. Every effort should be made to alternate the location if these meetings are physical face-to-face between the Federal Republic of Brazil and the United Arab Emirates.
- 1.4.2 ANAC and GCAA will keep each other informed of significant changes within those systems, such as changes in:
 - 1.4.2.1 Statutory responsibilities;
 - 1.4.2.2 Organizational structure (e.g., key personnel, management structure, technical training, office location);
 - 1.4.2.3 Significant revisions to airworthiness, certification, and environmental standards and procedures; and
 - 1.4.2.4 Delegated functions, or the kinds of individuals and organizations to which functions have been delegated.

1.5 Governance

- 1.5.1 The governance of this WA is to be carried out jointly by the management representatives from both ANAC and GCAA. The management representatives are responsible for the effective functioning, implementation, and continued validity of this WA, including revisions and amendments thereto.
- 1.5.2 The ANAC management representative is the ANAC Head of the Airworthiness Department, and the GCAA management representative is the GCAA Assistant Director General - Aviation Safety Affairs.

NOTE: Hierarchical superiors of the management representatives may eventually assume the function of approving this WA, its subsequent revisions and amendments.
- 1.5.3 The management representatives shall establish, when necessary and/or convenient, work procedures or roadmaps for improvement of cooperation between Authorities.

1.6 Interpretations and Resolution of Conflicts

- 1.6.1 In the case where one Authority has a different interpretation of the other Authority's laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under this WA, the interpretation of the Authority whose laws, regulations, standards, requirements, or acceptable means of compliance are being interpreted shall prevail.
- 1.6.2 Any disagreement regarding the interpretation or application of this WA and any disputes will be resolved by consultation between the Authorities or any other mutually agreed-upon means and no dispute arising under this WA will be referred to any court, international tribunal or any third party for settlement.
- 1.6.3 Every effort should be made to resolve the disputes at the working staff level before elevating issues through the responsible management hierarchy.

1.7 Cooperation on Investigation or Enforcement Action

Both ANAC and GCAA agree to cooperate and assist each other in the investigation of any alleged or suspected violations of ANAC or GCAA laws or regulations. Both Authorities will cooperate in sharing information needed for any investigation or enforcement action, including its closure. The sharing of information shall be subject to the laws and regulations of Brazil and UAE that govern the disclosure or sharing of the requested information.

1.8 Revisions, Amendments, and Points of Contact

- 1.8.1 Should either Authority seek to amend or review this WA, the Authorities will negotiate in good faith. Such revisions will be made effective by signature of the duly authorized representatives of the Authorities.
- 1.8.2 Minor revisions and administrative/editorial changes to this WA may be made through amendments by the focal points for this WA identified in Appendix A after mutual consultation.
- 1.8.3 The designated focal points for revisions or amendments to this WA are:
 - 1.8.3.1 For ANAC; *Gerência Técnica de Normas e Inovação – Superintendência de Aeronavegabilidade – GTNI* (Airworthiness Standards and Innovation Technical Branch – Airworthiness Department), and
 - 1.8.3.2 For GCAA; Airworthiness Department.
- 1.8.4 Contact information for the identified offices is listed in Appendix A .

1.9 Entry Into Force, Termination and Cancellations

1.9.1 Entry Into Force

This WA enters into force upon signature by duly authorized representatives of both Authorities, and will remain in force, contingent upon the MOU remaining valid, unless terminated by either Authority according to 1.9.2 below.

1.9.2 Termination

Either Authority may terminate this WA at any time by giving written notice of its decision to the other Authority.

This WA will terminate 60 days following the date of receipt of such notice, unless the said notice is withdrawn by mutual consent before the expiry of the 60-day period.

Such termination shall not affect the validity of any certificate and other approvals granted by the Authorities under the terms of this WA prior to its termination.

1.9.3 Cancellations

[Reserved]

1.10 Costs and Expenses

The Authorities shall each bear their own costs and expenses incurred in connection with the maintenance of this WA. Applicants shall bear the costs imposed by the Validating Authority in connection with the validating activities.

1.11 Legal and Financial Liabilities

1.11.1 Where it is not otherwise inappropriate to do so, the Authorities agree to liaise with one another with a view to addressing any legal issues that may arise as a consequence of actions taken under this WA.

1.11.2 Neither Authority shall hold the other Authority liable for any claim in any suit or proceeding against the other Authority arising out of the issuance or acceptance of any approval under this WA. Nothing in this WA operates to preclude or supersede liabilities otherwise arising as a matter of international or national law.

1.11.3 The Authorities agree that under this WA there will be no fees charged for the provision to each other of any material or documentation referred to in this WA.

1.11.4 This Working Arrangement does not affect the right of either Authority to collect fees from natural or legal persons who apply for services under its jurisdiction. Each Authority may charge the applicable fees, in accordance with its national regulations, for certification, validation, oversight, or other services provided to applicants or organizations.

1.12 Protection of Proprietary Data

Both Authorities recognize that data submitted by an Applicant is the intellectual property of that Applicant, and release of that data by ANAC or GCAA is restricted. ANAC and GCAA agree that they will not copy, release, or show proprietary data obtained from either Authority to anyone other than an ANAC or GCAA employee without written consent of the DAH or other data submitter. This written consent should be obtained through the Authority having jurisdiction over the Applicant and provided to the other Authority.

1.12.1 *Lei de Acesso à Informação* (LAI – Law for Access to Information) Requests

ANAC often receives requests from the public under the *Lei de Acesso à Informação* (LAI) (*Lei Federal* n° 12.527/2011) to release information which ANAC may have in its possession. Each record ANAC has in its possession must be disclosed under the LAI unless a LAI exemption applies to that record. One exemption is for trade

secrets, and financial or commercial information that is confidential or privileged. Design Approval Holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of the holder or other person.

1.13 Definitions

For the purpose of this WA, the following definitions shall apply:

- 1.13.1 "Acceptance" means the acceptance by the Validating Authority (VA) of the CA's approval, certificate, or finding of compliance as satisfactory evidence that a product or design complies with the VA's applicable standards and the VA will not issue its own equivalent approval.
- 1.13.2 "Additional Technical Condition", for the purpose of design approval, means any requirement in the VA's certification basis that is in addition to, or any variation of, the airworthiness and environmental standards defined in the CA's certification basis to ensure that the CA's:
 - 1.13.2.1 airworthiness standards provide a level of safety equivalent to that provided by the applicable airworthiness requirements of the VA; and
 - 1.13.2.2 environmental standards provide noise, fuel venting, and exhaust emission levels that are no higher than those provided by the applicable environmental requirements of the VA.
- 1.13.3 "Aircraft Flight Manual (AFM)" means an authoritative document prepared for each aircraft type by the type certificate holder containing matters specified in the appropriate design standards and approved by the CA.
- 1.13.4 "Airworthiness Approval" means a finding that a civil aeronautical product conforms to its approved design that has been found to meet the applicable standards by the Authorities and is in a condition for safe operation. This finding may be in a form of an approval document issued by the Authority.
- 1.13.5 "Airworthiness Directive (AD)" means a mandatory instruction issued by ANAC, GCAA or another foreign Authority which requires corrective action to restore or maintain the airworthiness of an aircraft or component.
- 1.13.6 "Airworthiness Standards" means the regulations of ANAC or GCAA, as the case may be, governing the design and performance of civil aeronautical products and articles.
- 1.13.7 "Approved Manuals" means manuals, or sections of manuals, requiring approval by ANAC or GCAA as part of a certification program. These include, but are not limited to, the AFM, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICA), the engine and propeller installation and operating instructions manuals, and the certification maintenance requirements.
- 1.13.8 "Article" means any appliance, part, component, material or process installed or to be installed on any civil aircraft, aircraft engine or aircraft propeller.

- 1.13.9 "Certificating Authority (CA)" means ANAC or GCAA when fulfilling, under its national regulations, the functions of the State of Design (SoD), State of Design of Modification (SoDM), and/or State of Manufacture (SoM), as defined in ICAO Annex 8. These functions may include the regulation of design, airworthiness approvals, environmental certification, and production approvals of civil aeronautical products and articles within its jurisdiction.
- 1.13.10 "Certification Basis" means the set of airworthiness and environmental standards established by an Authority that form the basis for approving the type design of a civil aeronautical product, or any change to that design. The certification basis may also include additional requirements determined by the Authority, such as special conditions, findings of equivalent level of safety, and exemptions.
- 1.13.11 "Civil Aeronautical Product" or "product" means, for ANAC, any civil aircraft, aircraft engine, propeller or subassembly, or article to be installed thereon. For GCAA, means any civil aircraft, aircraft engine or propeller to be installed thereon.
- 1.13.12 "Compliance Determination" means the determination by an Authority's system that the applicant has demonstrated compliance with the applicable Certification Basis for TCs, and identified individual airworthiness and environmental standards for STCs and design changes.
- 1.13.13 "Certificado de Organização de Produção or COP" (Production Organization Certificate) is the production certificate issued by ANAC to a person that allows the production of a product or article in accordance with its approved design and approved quality system. See 1.13.25 the equivalent GCAA definition.
- 1.13.14 "Certificado de Organização de Projeto or COPj" (Certificate of a Design Organization) means an Organization certified by ANAC to perform design related activities provided in RBAC 21 Subpart J-I and in its approved scope. See 1.13.17 the equivalent GCAA definition.
- 1.13.15 "Certificado de Produto Aeronáutico Aprovado or CPAA" (Certificate of Approved Aeronautical Product) (PMA) refers to ANAC's certificate indicating approval of Technical Standard Order (TSO) articles, or parts of an aeronautical product. The CPAA is the ANAC's similar document to the European Technical Standard Order Authorization (ETSOA) in the EASA system and the Parts Manufacturer Approval (PMA) in FAA system. The CPAA, however, does not include production or installation approval.
- 1.13.16 "Design Approval" means a type certificate, supplemental type certificate (including amendments thereto), repair design approval, the approved article or article design under a CPAA (PMA) and any other design approval document.
- 1.13.17 "Design Organization Approval or DOA" means an Organization certified by GCAA to perform design related activities in accordance with its approved scope. See 1.13.14 the equivalent ANAC definition.

- 1.13.18 “Environmental Approval” means finding that a civil aeronautical product complies with standards agreed between the Authorities concerning noise, fuel venting, and/or exhaust emissions.
- 1.13.19 “Environmental Standards” means regulations or standards governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.
- 1.13.20 “Equivalent Level of Safety (ELOS) Finding” means a finding that alternative action taken provides a level of safety equivalent to that provided by the requirements for which equivalency is being sought.
- 1.13.21 “Exemption” means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure, as applicable.
- 1.13.22 “Exporting Authority (EA)” means ANAC or GCAA, when acting in their respective capacity as the authority responsible for certifying and verifying that civil aeronautical products, parts, or appliances exported from their State comply with the applicable airworthiness requirements of the Importing Authority, and for issuing the associated export documentation. .
- 1.13.23 “Ficha de Controle de Assunto Relevante (FCAR)” means a document describing an item that requires disposition prior to issuance by the CA of a Type Certificate (TC), Supplemental Type Certificate (STC), or changes thereto.
- 1.13.24 “Importing Authority (IA)” means ANAC or GCAA, when acting in their respective capacity as the authority responsible for determining that civil aeronautical products, parts, or appliances imported into their State meet the applicable airworthiness and environmental requirements, and for accepting or issuing the necessary approvals or certificates for operation or use within their jurisdiction.
- 1.13.25 “Production Organization Approval or POA” is the production certificate issued by GCAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system. See 1.13.13 the equivalent ANAC definition.
- 1.13.26 “Restricted Category Aircraft” means an aircraft intended for a special purpose operation that:
- (a) complies with the applicable airworthiness requirements of a standard category aircraft, except for those requirements determined to be inappropriate for its intended special purpose;
 - (b) demonstrates compliance with applicable environmental protection standards; and
 - (c) has no design feature or characteristic that makes it unsafe when operated within the limitations prescribed for its intended use.
- 1.13.27 “Special Conditions” means additional airworthiness standards prescribed by the CA when the existing airworthiness standards for the applicable product

category do not contain adequate or appropriate safety requirements due to novel or unusual design features. Special Conditions include the safety standards that the CA considers necessary to achieve a level of safety equivalent to that intended by the applicable regulations.

- 1.13.28 "Ordem Técnica Padrão (OTP) (Technical Standard Order - TSO)" means the minimum performance standard adopted by ANAC used to evaluate and approve the design of an article.
- 1.13.29 "Profissional Credenciado em Projeto (PCP) (Accredited Professional in Design)" means a person with enough qualification and experience in a specific field of competence, recognized by, and accredited by ANAC, to issue technical opinions and/or specific approvals.
- 1.13.30 "RBAC 21" means the Brazilian Airworthiness Requirements Part 21 issued under the Brazilian Aeronautical Code, Law 7.565/86.
- 1.13.31 "Supplemental Type Certificate (STC)" means an approval granted to an applicant for a major change to the type design of an aircraft, aircraft engine, or propeller, that has already been type certificated. The STC demonstrates compliance with the applicable airworthiness design standards specified in the laws and regulations of the Authority, and includes the approved data defining the change.
- 1.13.32 "Type Design" has the meaning given to that term in RBAC 21.31 OR CAR 21.
- 1.13.33 "Validating Authority (VA)" means the GCAA or ANAC, charged by their respective laws to fulfill the ICAO responsibilities of a State of Registry (SoR) to regulate the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles imported from the other Authority.
- 1.13.34 "Validation" means the VA's process for issuing or granting a Design Approval for a design certified by the CA.
- 1.13.35 "Validation Program" means the full scope of activities undertaken by the Validating Authority (VA) to conduct the validation process, leading to the issuance of a new or amended design approval document, or to acceptance, when deemed appropriate by the VA.

SECTION II SCOPE OF THIS WORKING ARRANGEMENT

2.1 General

- 2.1.1 This Working Arrangement (WA) applies to aircraft type designs that are type certificated or to be type certificated by one Authority acting as the Certifying Authority (CA) and validated by the other Authority acting as the Validating Authority (VA), provided such aircraft are eligible for standard airworthiness certification under the regulations of both Authorities, except as described in paragraphs 2.1.3, 2.3 and Section IX.
- 2.1.2 Each Authority issues standard airworthiness certificates for aircraft in categories defined under its national regulations. These categories typically include normal, utility, aerobatic, commuter, very light airplanes, and transport, and may also extend to other categories such as manned free balloons, airships, gliders, and special classes of aircraft, as applicable.
- 2.1.3 Aircraft for which a special airworthiness certificate is issued by ANAC or GCAA may be dealt with on a case-by-case basis through the special arrangements provision in Section IX of this document. For Light Sport Category Aircraft (LSA) see ANAC requirements RBAC 21.190(d).
- 2.1.4 Aircraft in the restricted category are out of scope of this WA.

2.2 Design Approvals and Airworthiness Certification

This WA covers the products and articles identified below, their approvals, and their respective provisions as follows:

2.2.1 Design Approvals

- 2.2.1.1 Type Certificates (TCs) and amended TCs for which Brazil is the SoD;
- 2.2.1.2 All Supplemental Type Certificates (STCs) and amended STCs for products that have been issued both an ANAC and GCAA type design approval, regardless of the SoD;
- 2.2.1.3 All OTP (TSO) approvals; and
- 2.2.1.4 Any other design changes or data approvals, such as those used in repairs.

NOTE: The term "amended" TC, or STC, refers to an approved design that has undergone a level of change by the holder that was subsequently approved by the CA and reissued at the next revision or issue number.

2.2.2 ANAC/GCAA Export Certificates of Airworthiness

Aircraft that conform to a Type Design approved under an ANAC/GCAA TC including:

- 2.2.2.1 New and used aircraft for which Brazil is the SoD; and
- 2.2.2.2 New and used aircraft for which a third State is the SoD and when the conditions established by the Importing Authority are satisfied.

2.2.3 ANAC/GCAA Authorized Release Certificate or equivalent document for:

- 2.2.3.1 New aircraft engines and propellers;
- 2.2.3.2 New articles and replacement parts that conform to an OTP (TSO) approval;
- 2.2.3.3 New articles and replacement parts that conform to an IA Design Approval

2.2.4 Standard Parts

New standard Parts with Certificate of Conformity for all products and articles covered under this WA when they conform to established Brazil or UAE industry or government specifications.

2.2.5 Environmental Approval

The VA will accept environmental approvals issued by the CA, based on findings made in accordance with its applicable environmental certification regulations (e.g., RBAC 34, 36, and 38 for ANAC, or the corresponding environmental requirements under GCAA regulations), as the basis for establishing compliance with the VA's environmental standards, to the extent permitted by its laws and regulations.

2.3 Provisions for Technical Assistance

The types of technical assistance activities within the scope of this WA are specified in SECTION VIII.

2.4 Provisions for Special Arrangements

This WA provides for designated officials within ANAC and GCAA to make special arrangements – with respect to design approval, post-design approval, or technical assistance – in situations that have not been specifically addressed in this WA, but which are anticipated by the MOU, according to SECTION IX.

SECTION III DESIGN APPROVAL PROCEDURES

3.1 General

- 3.1.1 The principles and procedures of this Section apply to the acceptance or validation of the initial design approval for civil aeronautical products and articles, including subsequent design changes, as well as the approval or acceptance of design data used to support of repairs and alterations, issued by either Authority.
- 3.1.2 These procedures establish the process for the acceptance or validation of CA's compliance determinations and approvals. The procedures in this section are not intended to limit their respective access to, or rights regarding, type design information necessary to discharge their oversight obligations.
- 3.1.3 Products and articles may be accepted or approved by the VA for use within its jurisdiction through two distinct processes:
 - 3.1.3.1 Acceptance (see 3.2 and 3.3); and
 - 3.1.3.2 Validation (see 3.4 and 3.5).

3.2 Acceptance Principle

- 3.2.1 Certain approvals may benefit from automatic acceptance without the need for a validation application or the issuance of a separate approval by the Validating Authority (VA), unless otherwise specified in Section 3.3. The following types of approvals issued by the Certifying Authority (CA) shall be accepted by the VA under this automatic acceptance policy:
 - 3.2.1.1 ANAC design changes by the design approval holder that do not require the VA to issue a Type Acceptance Certificate or Type Certificate Data Sheet (TCDS) or to issue a Supplemental Type Certificate or amended STC (refer to 3.3.1);
 - 3.2.1.2 Minor changes approved under the CA's system;
 - 3.2.1.3 OTP (TSO) approvals under ANAC system (refer to 3.3.2);
 - 3.2.1.4 Technical data used in support of repairs (refer to 3.3.3); and
 - 3.2.1.5 Technical data used in support of ANAC Alterations (refer to 3.3.4).

3.3 Acceptance Procedures for Specific Design Approvals and Articles

The CA's design approvals identified below shall be automatically accepted by the VA as equivalent to its own approval, solely on the basis of the CA's approval, without the need for submission of an application for validation to the VA:

3.3.1 ANAC Design Changes by the Design Approval Holder

For a validation project in which a design approval holder introduces a major design change to an approved design, the following criteria apply:

- 3.3.1.1 If the change does not require the Validating Authority (VA) to issue a new or revised TC, Type Acceptance Certificate, TCDS or STC, then the design change shall be automatically accepted by the VA. In such cases, the CA

will approve the design change in accordance with its own procedures, and no application for validation is required.

3.3.1.2 If the change requires the VA to issue a new or revised TC, Type Acceptance Certificate, TCDS or STC, then an application for validation of the design change must be submitted to the VA.

3.3.1.3 Design changes falling under 3.3.1.2 shall be incorporated into the design approval holder's type design definition, which establishes the VA's approved build standard.

3.3.2 OTP (TSO) Approvals under ANAC System

An OTP article approval issued by the CA shall be treated as equivalent to an approval issued by the VA.

Both Authorities recognize and agree that an OTP approval is an approval of the article's design only and does not constitute an approval for installation of the article on any product. The installer must obtain installation approval for use on a product registered under that Authority.

3.3.3 Technical Data Used in Support of Repairs

The VA will accept data generated in support of design approvals for minor and major repairs approved under CA's jurisdiction, regardless of the SoD of the aeronautical product, provided the approval was granted in accordance with CA's repair design approval procedures.

NOTE: This approval procedure includes technical data in support of repairs approved under the CA's accreditation system or approved design organizations.

3.3.4 Acceptance of ANAC Alterations

An ANAC major alteration performed in accordance with RBAC 43 is defined as the incorporation of a change applicable only to a single serial number or a single product.

ANAC approved or accepted alterations installed on a product exported from Brazil, regardless of the SoD of the aeronautical product, shall be considered approved by GCAA at the time of import, without further showing compliance, provided: (a) the alteration is considered equivalent to a minor change under the CA's regulations (e.g., RBAC 21), and (b) the supporting technical data was approved in accordance with the ANAC's procedures.

NOTE: This approval procedure includes technical data in support of major Alterations approved under the ANAC accreditation system or approved design organizations.

3.4 Validation Principles

3.4.1 For all ANAC's design approvals that do not meet the criteria for Acceptance according to 3.2 and 3.3, the Validation procedure set forth in 3.5 shall be followed.

3.4.2 For all other GCAA's design approvals that do not meet the criteria for Acceptance according to 3.2 and 3.3, the Validation procedure in ANAC IS 21-010 in last revision

shall be followed. The IS can be found in the link:
<https://www.anac.gov.br/assuntos/legislacao/legislacao-1/iac-e-is/is>

- 3.4.3 The CA will receive requests from any person who holds or intends to hold an Type Certificate or Supplemental Type Certificate issued by the CA, and who seeks validation by the VA.
- 3.4.4 The VA will rely primarily on the findings of compliance made by the CA and on that basis, the CA shall provide a statement certifying compliance with the VA's certification basis.
- 3.4.5 The scope of the VA's familiarization with the design to be validated is commensurate with the mutually agreed procedures identified in 3.5 or in ANAC IS 21-010, including the option of accepting the CA approval without any involvement by the VA.
- 3.4.6 The satisfactory completion of the validation program is contingent upon the CA providing support to the VA, which will facilitate the VA's issuance of a corresponding design approval.
- 3.4.7 Applications for VA approval are limited to civil aeronautical products and articles certified to applicable airworthiness standards. Products and articles that are intended only for military use are not eligible for the VA validation.
- 3.4.8 DAHs are required to hold relevant design information (e.g., type design data, drawings, processes, materials specifications, operating limitations, test plans, test analysis reports, approved manuals, accepted manuals, and service bulletins) and make them available to CA upon request. Upon written request from the VA to the CA, the DAH shall also provide data and/or other information to support the VA familiarization, as described in 3.5 or in ANAC IS 21-010.

3.5 Design Approval Validation Procedure

3.5.1 Application Process

- 3.5.1.1 All applications must be submitted electronically by the CA to the VA. The CA will coordinate with the applicant to ensure the application is complete, according to the VA's requirements.
- 3.5.1.2 The CA submitting an application shall identify in the letter its project manager responsible for processing the application and communicating and coordinating with its VA counterpart until the validation is concluded.
- 3.5.1.3 The assigned CA project manager will ensure that the submitted application contains the following:
 - (a) A brief description of the product or design change to be validated;
 - (b) The aircraft's intended use, customer in the importing State, and delivery schedules, if applicable;
 - (c) A copy of the TC and TCDS and/or CA's design approval document, that identifies the certification basis upon which the CA's design approval was based, with evidence of noise certification, if applicable.

In the absence of a TCDS, the CA should submit the document that defines the certification basis;

- (d) Date of application to the CA, when required, and the applicant's requested date for the VA approval; and

NOTE: For TC or Amended TC validations, the date of application to the CA will be used to determine the applicable amendment level of the associated design standards.

- (e) Technical data including but not limited to the following:
 - (1) Certification plan or equivalent;
 - (2) Compliance checklist to the VA's certification basis;
 - (3) Approved Manuals or changes to Approved Manuals as applicable;
 - (4) Master Documentation List/Master Drawing List;
 - (5) Maintenance/Repair Manual Supplements;
 - (6) Weight and Balance data; and
 - (7) Instructions for Continued Airworthiness (ICA).
- (f) Any additional data/information for known in-service issues to understand continuing airworthiness implications and how they have been addressed;
- (g) Additional data for validation may be submitted as prescribed by the VA (eg GCAA Information Bulletin (IB) 06/2006, *Validation of Foreign Type Certificates for GCAA*).
- (h) In addition to the applicable CA's airworthiness requirements, the applicant must demonstrate compliance with the VA's importing requirements:
 - (1) Security requirements as per International Civil Aviation Organization (ICAO) Annex 6, Chapter 13;
 - (2) Marking and Placard requirements (eg the Arabic language as required by UAE operational regulations);
 - (3) Nationality and Registration marks in accordance with applicable requirement (eg UAE GCAA CAR Part V, Chapter 1, Section 2 or any other applicable operational regulations);
 - (4) Noise requirements as per ICAO Annex 16; and
 - (5) Fuel venting and emissions requirements as per ICAO Annex 16.

NOTE: For the purposes of paragraphs (4) and (5) above, ANAC will verify that the product to be exported is compliant with RBAC 36 and RBAC 34, respectively, which ANAC considers equivalent to the requirements of ICAO Annex 16.

- 3.5.1.4 VA may agree to receive the application prior to the payment of any fees to advise the applicant on the process for fee payment. Fees charged to industry for VA' services will be published on a fee schedule that is publicly available on the VA's website (or equivalent). This information will include the manner in which such fees may be paid by the applicant.

NOTE: The validation for UAE Type Validation and information on fees and charges can be found at the GCAA website: www.gcaa.gov.ae.

3.5.2 Acknowledgement of Application

- 3.5.2.1 The VA will acknowledge receipt of an application within ten (10) working days of receipt of application. The validation process begins with this acknowledgement from the VA:

- (a) The VA shall designate a project manager responsible for processing the application and coordinating the validation with their counterpart. The assigned VA project manager will review the application package in 3.5.1.3 and request any missing information within thirty (30) working days of receipt of application.
- (b) Communication shall be initiated and maintained between the project managers of the CA and the VA for the submitted application until the validation is concluded.

3.5.3 Validation Process

- 3.5.3.1 The VA may request Technical Familiarization activities to the CA, according to the following:

- (a) The VA may establish a project team as required to complete its validation program and will notify the CA accordingly. The CA will coordinate the technical familiarization.
- (b) The VA will notify the CA on the technical familiarization activity necessary to gain sufficient familiarity and knowledge of the type design and, where appropriate, data and processes in support of continuing airworthiness. The CA will arrange any technical familiarization meetings, if requested, between both Authorities and the DAH.
- (c) The VA will use the technical familiarization activities to develop and propose its certification basis for both airworthiness and environmental standards, according to 3.5.3.7.
- (d) The objectives of technical familiarization can only be fully satisfied when the applicant has presented to the VA the following information:
 - (1) An overview of the proposed design, intended operational use and, if applicable, relation to previously approved products;
 - (2) Identification and review of certification issues raised by the CA that the applicant was required to address as part of the compliance showing to the specific aspects of the CA's certification basis; and

- (3) A proposed certification basis, including analysis of potential differences.
 - (e) The VA will focus its attention during technical familiarization on understanding the general compliance methodologies used or to be used by the applicant, including assumptions, boundary conditions, and critical parameters of that methodology;
 - (f) Further details, including review of test plans or other compliance documents, test witnessing, or other details of the compliance demonstration, are not in the scope of Technical Familiarization.
- 3.5.3.2 The VA will accept the CA's design data, including manuals, once the CA provides a compliance statement confirming conformity with the VA's certification basis..
- 3.5.3.3 The aircraft's engine, propeller and engine components are to be VA approved as part of the aircraft TC/STC. Depending on the type of aircraft, the CA will provide additional information, as necessary.
- 3.5.3.4 Upon completion of the Type Validation Process, and if not already provided in the application, the CA will provide the VA, with a copy of all appropriate TCs, TCDS, and STCs for the aeronautical product or modification.
- 3.5.3.5 Once the Technical Familiarization activities, in which may include a Technical Visit, have been performed, the CA has been issued a certifying statement and provided the VA with a copy of all appropriate TCs, TCDSs, and STCs, and payment of applicable fees have been confirmed, the VA shall issue the corresponding design approval within twenty (20) working days.
- 3.5.3.6 The VA will transmit the design approval issued under 3.5.3.4 above to the Applicant with concurrent notification to the CA.
- 3.5.3.7 Establishing Certification Basis
- (a) The VA certification basis for the product will consist of the CA's type certification basis.
 - (b) The applicable airworthiness standards may be supplemented with additional requirements in the interest of safety. These requirements may include actions deemed necessary for continuing airworthiness as a result of service history and actions taken by either Authority to correct unsafe conditions.
 - (c) Applicants for a TC or STC must also comply with the applicable Environmental Standards.
- 3.5.4 Evaluation of Operational and/or Maintenance Aspects
- 3.5.4.1 Evaluation of Operational Aspects
- (a) Where applicable, OSD approved by the CA (e.g., FCD, MMEL) will be attached to the TC and accepted by the VA.

- (b) Elements outside the scope of this VA shall be handled separately by the VA.
- (c) The VA will accept CA-approved OSD without further investigation.
- (d) Final OSD reports shall be provided to the VA once available.

3.5.4.2 Evaluation of Maintenance Review/Type Board Aspects

- (a) When acting as State of Design, the CA will notify and invite the VA to participate in MRB/MTB development as an observer.
- (b) The VA will accept CA-approved MRB/MTB reports without further investigation.
- (c) Final MRB/MTB reports shall be provided to the VA once completed.

SECTION IV CONTINUING AIRWORTHINESS

4.1 General

- 4.1.1 In accordance with Annex 8 to the Chicago Convention, the CA is responsible for resolving in-service safety issues related to design or production. The CA will provide applicable information that it has found to be necessary for mandatory modifications, required limitations and/or inspections to the VA to ensure continuing airworthiness of the product or article. VA will review and normally accept the corrective actions taken by the CA.
- 4.1.2 At the request of the VA, the CA will assist in determining what action is considered necessary for the continuing airworthiness of the product or article. The VA, as Authority of the SoR, retains sole authority for decisions on final actions to be taken for products or articles under their jurisdiction. CA and VA strive to resolve differences.
- 4.1.3 The Authorities recognize the importance of the routine sharing of data on continuing airworthiness as a mean to assist in the identification and resolution of emerging airworthiness issues. The Authorities will share such data related to FM&D attributed to design and production issues with each other to assist in their respective oversight of continuing airworthiness.
- 4.1.4 The VA has the right to seek information from the CA, which includes but is not limited to, design data and findings of compliance. Additionally, once the design is validated, the CA will provide any mandatory continuing airworthiness information necessary to ensure continuing airworthiness of the product registered in the jurisdiction of the VA.

4.2 Failures, Malfunctions and Defects (FM&D) and Service Difficulty Reports (SDR)

- 4.2.1 The CA agree to perform the following functions, where appropriate, for the products and articles for which it is the Authority for the State of Design:
 - 4.2.1.1 Tracking of FM&D reports/SDR and accident/incidents;
 - 4.2.1.2 Evaluating FM&D reports/SDR and accident/incidents;
 - 4.2.1.3 Investigating and resolving all suspected unsafe conditions; and
 - 4.2.1.4 Advising the other Authority of all known unsafe conditions and the necessary corrective actions.
 - 4.2.1.5 Upon request, providing the other Authority with the following:
 - (a) Reports of FM&D/SDR and accidents/incidents;
 - (b) Status of investigations into FM&D/SDR and accidents/incidents;
 - (c) Copies of final reports or final assessments, as applicable, reached in its investigation into FM&D/SDR; and
 - (d) Copies of final reports of investigation into accidents/incidents in accordance with Annex 13 to the Chicago Convention.

- 4.2.1.6 Making a reasonable effort to resolve issues raised by the VA concerning matters of safety for products registered in its jurisdiction.
- 4.2.2 The VA, as Authority for the SoR, agree to perform the following functions:
 - 4.2.2.1 Advise the CA of FM&D/SDR and accidents/incidents which are believed to be potentially unsafe conditions;
 - 4.2.2.2 Support the CA in investigations of unsafe conditions and their occurrences; and
 - 4.2.2.3 Advise the CA, if as a result of investigations made by the other Authority into FM&D/SDR and accidents/incidents it has determined it will make corrective actions mandatory.
- 4.2.3 For continuing airworthiness issues related to investigations of Safety Recommendations, Service Difficulty Reports, accidents or incidents on the imported products, parts, or articles, the VA can directly request information from the design approval holder after informing the CA of the investigation.
- 4.2.4 Copies of FM&D/SDR reports from Brazil and UAE can be requested from the addresses listed in Appendix A .
- 4.2.5 Unsafe Condition and Airworthiness Directives (AD)
 - 4.2.5.1 The Authorities agree to perform the following functions for the products, articles, and design changes for which it is the Authority for the SoD:
 - (a) Issue an AD (under RBAC 39 or equivalent GCAA regulation) whenever the CA determines that an unsafe condition exists in a type certificated product or article, and is likely to exist or develop in a type certificated product or article of the same type design. This may include a product that has an aircraft engine, propeller, or article installed on it and the installation causes the unsafe condition to that product.
 - (b) Ensure that the following information is provided to the VA in support of the AD or directly from the approval holder:
 - (i) The number of aircraft, aircraft engines, and propellers world-wide needing corrective action;
 - (ii) A statement on the availability of parts, if applicable; and
 - (iii) An estimate of the number of labor hours and the cost of parts required for the corrective actions.
 - (c) Issue a revised or superseding AD when determined that any previously issued AD was incomplete or inadequate to fully correct the unsafe condition.
 - (d) Provide timely notification to the VA of the unsafe condition and the necessary corrective actions by providing a copy of the AD at the time of publication to the address referenced in Appendix A . Additionally, upon request by the VA, the CA will arrange for copies of all relevant

service bulletins referenced in the AD, as well as other supporting documentation, to be forwarded to the VA's Flight Standards Division, as appropriate.

- (e) In the case of emergency airworthiness information, ensure special handling so that VA is notified immediately.
- (f) Advise and assist the VA in defining the appropriate actions to consider in the issuance of its own AD.
- (g) Provide sufficient information to the VA for its use in making determinations as to the acceptability of an AMOC to ADs.
- (h) Maintain a web-based database of ADs that can be accessed by the VA.

- 4.2.5.2 The Authorities recognize that they may disagree as to the finding of an unsafe condition and propose to issue a unilateral AD. In such a case, the VA should consult with the CA prior to issuing a unilateral AD.
- 4.2.5.3 The VA agrees to respond quickly to the issuance of an AD by the CA in making its own determination of the need for issuing its own AD that addresses all unsafe conditions on affected products or articles certified, approved or otherwise accepted by the VA.
- 4.2.5.4 The CA will share information on any changes that affect operating limitations, life limits, or any other airworthiness limitations, to include manual changes and changes to certification maintenance requirements. These changes should be promptly sent to the VA in order to ensure the continuing airworthiness of the aircraft. The Authorities may issue an AD for limitation changes, considered an unsafe condition (such as, but not limited to reduced life limit).

4.3 Alternative Methods/Mean of Compliance (AMOC) to an AD

- 4.3.1 The CA will notify the VA of its decision to issue an AMOC of general applicability to an existing AD for its own SoD products.
- 4.3.2 An AMOC of general applicability issued by the CA for its SoD products is considered automatically accepted by the VA without the need for further approval, unless otherwise determined differently by the VA.
- 4.3.3 The CA, upon request by the VA, will provide sufficient information to assist in the VA's determination of the acceptability of an AMOC request on an AD issued by the CA for its SoD products, or on an AD issued unilaterally by the VA.

SECTION V ADMINISTRATION OF DESIGN APPROVALS

[Reserved]

SECTION VI PRODUCTION AND SURVEILLANCE ACTIVITIES

[Reserved]

SECTION VII EXPORT AIRWORTHINESS APPROVAL PROCEDURES

[Reserved]

SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

8.1 General

- 8.1.1 ANAC or GCAA may request technical assistance to the other, that will be provided after mutual agreement, and as resources permit. Each request will be handled on a case-by-case basis.
- 8.1.2 Each written request should include sufficient information for the task to be performed and reported back to the requestor.
- 8.1.3 Every effort should be made to have tasks performed locally on each other's behalf. These supporting technical assistance activities do not relieve the requesting Authority of the responsibilities for regulatory control, environmental certificate, and airworthiness approval of products and articles manufactured at facilities located outside of the requesting Authority's country.
- 8.1.4 ANAC and GCAA will use their own policies and procedures when providing such technical assistance to the other, unless other special arrangements are agreed upon.
- 8.1.5 Where the technical assistance is repetitive or long-term, a special arrangement may be needed.

SECTION IX SPECIAL ARRANGEMENTS

9.1 General

- 9.1.1 It is anticipated that situations may arise that have not been specifically addressed in this WA but are within the scope of the MOU. Where such a situation arises, it will be reviewed by the respective responsible persons for the administration of this WA according to 1.5.1, and they will mutually agree to an arrangement to address the situation.
- 9.1.2 Where a situation is unique, with little possibility of repetition, the arrangement will be of limited duration. However, if a situation has anticipated new technology, or management developments that could lead to further repetitions, then this WA will be revised accordingly by ANAC and GCAA.
- 9.1.3 Arrangements shall be developed and administered by the focal points for this WA, listed in Appendix A . Special arrangements may be posted on both ANAC and GCAA websites for public viewing, as appropriate.

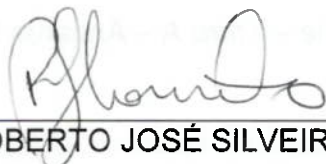
SECTION X AUTHORITY

10.1 General

- 10.1.1 The designated focal point offices for the administration and implementation of this WA are identified in Appendix A to this WA.
- 10.1.2 Any existing understanding or arrangement relating to the acceptance of aviation certification between ANAC and GCAA will be superseded by this WA.
- 10.1.3 ANAC and GCAA acknowledge that nothing in this WA legally restricts or enlarges either Authority's statutory functions, powers or duties.
- 10.1.4 The foregoing record represents the understanding reached between the Brazilian National Civil Aviation Agency and the General Civil Aviation Authority of United Arab Emirates upon the matters referred to therein.
- 10.1.5 This WA enters into force as specified in 1.9.1.
- 10.1.6 ANAC and GCAA agree to the provisions of this WA as indicated by the signature of their duly authorized representatives.

For the Brazilian National Civil Aviation
Agency

For the General Civil Aviation Authority
of United Arab Emirates



ROBERTO JOSÉ SILVEIRA HONORATO

Head of Airworthiness Department

Signed on 25 SEPT 2025



AQEEL AHMED AL ZAROUNI

Assistant Director General –

Aviation Safety Affairs

Signed on 25 SEPT 2025

APPENDIX A ADDRESSES

The designated focal point offices for this WA are:

For ANAC

**Airworthiness Standards and Innovation
Technical Branch (Gerência Técnica de
Normas e Inovação – GTNI)**

Airworthiness Department (Superintendência
de Aeronavegabilidade – SAR)

Brazilian Civil Aviation Agency (Agência
Nacional de Aviação Civil – ANAC)

Mailing Address and Office Location:

Rua Dr. Orlando Feirabend Filho, 230 -
Centro Empresarial Aquarius - Torre B -
Andares 14 e 15, Parque Residencial
Aquarius

São José dos Campos – SP, CEP: 12.246-
190 – Brazil

E-mail: air.agreements@anac.gov.br

For GCAA

Aviation Safety Engineering
Airworthiness Department
General Civil Aviation Authority

Office Location:

Marrakech St.
Dubai, United Arab Emirates

Mailing Address:

P.O. Box 30500
Dubai, United Arab Emirates

E-Mail:

Airworthiness_Engineers@gcaa.gov.ae

ANAC Contact Information

Headquarter: Brasilia

Setor Comercial Sul – Qd 09 – Lote C Ed. Pq Cidade Corporate – Torre A – Andares 01 a 07
Brasília – DF, CEP: 70.308-200 – Brazil

ANAC E-Mails and Web Addresses

Enquiries on Airworthiness Agreements:

air.agreements@anac.gov.br

Airworthiness Directives:

<https://sistemas.anac.gov.br/certificacao/DA/DAE.asp>

Enquiries on Airworthiness Directives:

pac@anac.gov.br

Applications for TCs:

progcert@anac.gov.br

Applications for STCs:

ccst@anac.gov.br

Enquiries related to export of aircraft, as well as used aeronautical products and articles to Brazil:

export@anac.gov.br

General Inquiries:

<http://www.anac.gov.br/certificacao>

sar@anac.gov.br

ANAC Departments contact information can be found at:

<https://www.gov.br/anac/pt-br/acesso-a-informacao/institucional/quem-e-quem>

GCAA Offices

General Civil Aviation Authority

Marrakech Street
P.O. Box 30500
Dubai
United Arab Emirates

Contact Point for GCAA

Enquiries on Airworthiness Agreements:

Badr Al Ali

Senior Manager Aviation Safety Engineering

Airworthiness_Engineers@gcaa.gov.ae

Enquiries on Initial Airworthiness and related applications

EngineeringSafetyTeam@gcaa.gov.ae

APPENDIX B LIST OF REFERENCE DOCUMENTS

B.1 ANAC Reference Documents

1. Brazilian Civil Aviation Regulations (RBAC) 21 – Aeronautical Products and Articles Certification
 - Subpart A – General
 - Subpart B – Type Certificates
 - Subpart C – Provisional Type Certificates
 - Subpart D – Modifications to Type Certificates
 - Subpart E – Supplemental Type Certificates
 - Subpart F – Production under a Type Certificate
 - Subpart G – Production Organization Certification
 - Subpart H – Airworthiness Certificates
 - Subpart I – Provisional Airworthiness Certificates
 - Subpart J-I – Design Organization Certificate
 - Subpart K – Articles Approval and Production
 - Subpart L – Export Airworthiness Approval
 - Subpart N – Acceptance of Aircraft Engines, Propellers and Articles: Import
 - Subpart O – Articles Approval under Technical Standard Order and Production
2. RBAC 23, 25, 26, 27, 29, 31, 33, 34, 35, 36, 38, 39, 43, 45, 91, and 183;
3. Supplemental Instruction 21-004 - Approval of Major Changes and Technical Data for Major Changes in aircraft with Brazilian marks, or that will have Brazilian marks;
4. Supplemental Instruction 21-010 - Procedures for approval of foreign civil aeronautical products and import of any civil aeronautical product;

NOTE: All referenced documents and other ANAC documents can be found at:

<https://www.anac.gov.br/assuntos/legislacao/legislacao-1/rbha-e-rbac>

<https://www.anac.gov.br/assuntos/legislacao/legislacao-1/iac-e-is>

B.2 GCAA Reference Documents

1. CAR 21

APPENDIX C LIST OF SPECIAL ARRANGEMENTS

[Reserved]

APPENDIX D DOCUMENTS SUPERSEDED OR CANCELLED

[Reserved]

APPENDIX E LIST OF ACRONYMS

AD	Airworthiness Directive
AFM	Aircraft Flight Manual
ALS	Airworthiness Limitations Section
ANAC	<i>Agência Nacional de Aviação Civil</i> (National Civil Aviation Agency)
AMOC	Alternative Methods/Mean of Compliance
CA	Certificating Authority
COP	<i>Certificado de Organização de Produção</i> (Production Organization Certificate)
COPj	<i>Certificado de Organização de Projeto</i> (Design Organization Certificate)
CPAA	<i>Certificado de Produto Aeronáutico Aprovado</i> (Certificate of Approved Aeronautical Product)(PMA)
DA	<i>Diretriz de Aeronavegabilidade</i> (Airworthiness Directive)
DAH	Design Approval Holder
DAL	Design Approval Letter
DOA	Design Organization Approval
EA	Exporting Authority
ELOS	Equivalent Level of Safety or Finding
FCAR	<i>Ficha de Controle de Assuntos Relevantes</i> (Relevant Subjects Control Form)
FM&D	Failures, Malfunctions and Defects
GTNI	<i>Gerência Técnica de Normas e Inovação</i> (Airworthiness Standards and Innovation Technical Branch)
IA	Importing Authority
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IP	Issue Paper
IS	<i>Instrução Suplementar</i> (Supplemental Instruction)
LAI	<i>Lei de Acesso à Informação</i> (Law for Access to Information)
LSA	Light Sport Aircraft
MOC	Method of Compliance
MOU	Memorandum of Understanding between the General Civil Aviation Authority of United Arab Emirates and the National Civil Aviation Agency of Brazil on Promotion of Civil Aviation Safety, dated 08 October 2024.
MPR	<i>Manual de Procedimento</i> (Procedures Manual)
OTP	<i>Ordem Técnica Padrão</i> (Technical Standard Order - TSO)
PCP	<i>Profissional Credenciado em Projeto</i> (Accredited Professional in Design)
POA	Production Organization Approval
RBAC	<i>Requisitos Brasileiros de Aviação Civil</i> (Brazilian Civil Aviation Regulations)

SDR	Service Difficult Reports
SoD	State of Design
SoDM	Sate of Design Modification
SoM	State of Manufacture
SoR	State of Registry
STC	Supplemental Type Certificate
TC	Type Certificate
VA	Validating Authority
VLA	Very Light Airplanes

