
TECHNICAL IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS and ENVIRONMENTAL CERTIFICATION

Under the Agreement
Between the Government of the Federative
Republic of Brazil
And The
European Union Aviation Safety Agency
of the European Union

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TECHNICAL IMPLEMENTATION PROCEDURES

for

Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance

SECTION I **GENERAL**

1.1 Authorization

Article 2.2.1(a) of Annex A of the Agreement between the Government of the Federative Republic of Brazil and the European Union (EU) on Civil Aviation Safety (“the Agreement”) sets the basis for the development of working procedures which are contained in this document, hereafter referred to as Technical Implementation Procedures – TIP. Appendix 1 of the Agreement designates ANAC and EASA as the Competent Authorities for Brazil and for European Union, respectively, as regards design approval. In accordance with Article 4 of the Agreement, the National Civil Aviation Agency (ANAC) and the European Union Aviation Safety Agency (EASA) have determined that the aircraft certification systems of each Authority for the design approval, production approval, airworthiness approval, and continuing airworthiness of the civil aeronautical products and articles identified in this document, are sufficiently compatible in structure and performance to support these procedures.

1.2 Purpose

This Technical Implementation Procedure establishes the interface requirements and activities between the National Civil Aviation Agency (ANAC) of Brazil and the European Union Aviation Safety Agency (EASA) of the European Union for design approval, production, import, export, and continued support, of civil aeronautical products.

1.3 Principles

- 1.3.1 The TIP is based on continuous communication and mutual confidence in the ANAC’s and EASA’s technical competence and ability to perform regulatory functions within the scope of the TIP. The ANAC and EASA, when acting as the Authority for the importing State, shall give the same validity to the certification made by the other, as the Authority for the exporting State, as if they were made in accordance with its own applicable laws, regulations, and requirements. When a finding is made by one Authority in accordance with the laws and regulations of the other Authority and the TIP, that finding is given the same validity as if it were made by the other Authority. Therefore, the fundamental principle of the TIP is to maximize the use of the certifying Authority’s aircraft certification system to ensure that the airworthiness and environmental protection requirements of the validating Authority are satisfied.
- 1.3.2 ANAC and EASA agree that all information, including technical documentation, exchanged under the TIP will be in the English language. EASA will ensure that any translated documents will have the same legal interpretation as the

original documents.

- 1.3.3 ANAC and EASA mutually recognize each other's aircraft certification systems which includes EASA recognition of ANAC's accreditation system as well as ANAC's design and production organization system, and ANAC recognition of EASA's design and production organization system.
- 1.3.4 ANAC and EASA understand there may be occasional situations where, upon prior notification to the other Authority, either Authority may interact directly with a non-governmental individual who is recognized by the other Authority as either an accredited individual (ANAC) or a member of a design or production organization (ANAC/EASA).

1.4 Changes in the Authority Aircraft Certification Systems

- 1.4.1 The TIP is based upon sufficiently compatible aircraft certification systems being in place at the time of signing. Therefore, ANAC and EASA will keep each other informed of significant changes within those systems, such as:
 - 1.4.1.1 Statutory responsibilities;
 - 1.4.1.2 Organizational structure (e.g., key personnel, management structure, technical training, office location);
 - 1.4.1.3 Revisions to airworthiness and environmental protection standards, certification procedures, and associated policies and guidance;
 - 1.4.1.4 Production quality system oversight, including oversight of out-of-country production of products and articles; or
 - 1.4.1.5 Delegated functions or the kinds of organizations to which functions have been delegated.
- 1.4.2 ANAC and EASA recognize that revision by either Authority to its regulations, policies, procedures, statutory responsibility, organizational structure, production quality system oversight, or delegation system may affect the basis and scope of the TIP. Accordingly, upon notice of such changes by one Authority, the other Authority may request a meeting to review the need for amendment to the TIP.
- 1.4.3 ANAC and EASA will notify each other of relevant draft policy and guidance material prior to issuance of policy and guidance and will consult on new article performance standards or proposed changes to these standards.

1.5 Governance

As required in the Article 9 of the Agreement, ANAC Head of Airworthiness Department (SAR) and EASA Certification Director have established the Joint Sectorial Committee on Certification (JSCC), consisting of management representatives from each Authority. The JSCC shall be responsible for the effective functioning, implementation, and continued validity of these procedures, including revisions and amendments thereto. The JSCC shall establish its own rules of procedure, its membership, and meeting schedules. The frequency of these meetings will be mutually agreed upon by the JSCC, and will depend

on the number and significance of the issues to be discussed between the authorities. These meetings will also be used to discuss and harmonize any major differences in standards and their interpretation that are identified during certification projects between ANAC and EASA and, when significant differences are identified, formal proposals will be raised through the applicable rulemaking committee. The JSCC will invite management from the responsible policy office to participate on all discussions focused on operational issues, where adequate.

1.6 Continued Maintenance of Confidence

- 1.6.1 According to the Agreement Paragraph 5 Article 5, these Technical Implementation Procedures shall be subject to periodic evaluations. The JSCC is to define the procedures and processes constituting the maintenance of confidence activities intended to ensure that both Authorities remain capable of carrying out the obligations contained in these Technical Implementation Procedures beyond the period of initial assessment that resulted in its original version.
- 1.6.2 The periodic evaluations will focus on the continued equivalency or compatibility of the respective standards, rules, practices, procedures, and systems in order to maintain the high degree of mutual confidence in ANAC's and EASA's technical competence and ability to perform regulatory functions within the scope of these Technical Implementation Procedures.
- 1.6.3 Where one Authority identifies divergence or concerns in the other Authority's certification or validation process that is deemed to be inconsistent or incompatible with the principles stipulated in Annex A of the Agreement, the JSCC is to rectify the situation to achieve system harmonization and, where necessary, introduce changes to these Technical Implementation Procedures.

1.7 Applicable National Requirements, Procedures, and Guidance Material

- 1.7.1 ANAC and EASA agree that their respective regulations, certification standards or specifications, policies, procedures, and guidance materials for airworthiness and environmental protection 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.
- 1.7.2 If conflicts are found between existing policy and guidance materials and this TIP, the TIP will take precedence. In these cases, any conflict must be documented and the procedures of section 1.8 apply.

1.8 Interpretations and Resolution of Conflicts between ANAC and EASA

- 1.8.1 In the case of conflicting interpretations by ANAC and EASA of the laws, airworthiness or environmental protection regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under the TIP, the interpretation of the Authority whose law, regulation, standard, requirement, or acceptable means of compliance is being interpreted shall prevail.

- 1.8.2 ANAC and EASA 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 issues to higher management.
- 1.8.3 Issues that cannot be satisfactorily resolved at the working level should be expeditiously raised to the respective managements of ANAC and EASA, on a progressive level, until an agreement or compromise is reached.
- 1.8.4 Issues that cannot be satisfactorily resolved between ANAC and EASA may be raised to the Joint Sectorial Committee on Certification.
- 1.8.5 Issues that cannot be resolved by the Joint Sectorial Committee on Certification may be forwarded to the Joint Committee.

1.9 Notification of Investigation or Enforcement Action

Both ANAC and EASA agree to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violation of ANAC or EASA laws or regulations. Both Authorities will cooperate in sharing information needed for any investigation or enforcement action, including its closure.

1.10 Revisions, Amendments, and Points of Contact

- 1.10.1 This TIP may be amended based on a decision of the Joint Sectorial Committee on Certification. Such amendments shall be made effective by signature of the duly authorized representatives of ANAC and EASA. Administrative and editorial changes to these procedures may be made by the focal points after mutual consultation by letters exchange between those focal points. These letters with administrative and editorial changes are annexes of this TIP and will be incorporated in the next amendment of it.
- 1.10.2 Appendix A, of this TIP, identifies the:
 - a) focal points for implementation of this TIP;
 - b) focal points for coordination of revision and amendment of this TIP; and
 - c) offices addresses for ANAC and EASA.

1.11 Effective Date and Termination

- 1.11.1 This TIP will enter into force three months (90 calendar days) after the date of the latest signature, and will be used for new validation projects initiated after that date.
- 1.11.2 Concurrent validation projects initiated prior to that date may continue under the procedures associated with the TIP revision related to their initiation, or if ANAC and EASA mutually agree the TIP Revision 5 procedures can be applied.
- 1.11.3 With the exceptions noted above, TIP Revision 5 will supersede previous Technical Implementation Procedures, and will remain in force until terminated by either Authority. Either ANAC or EASA may terminate this TIP upon 60 (sixty) days written notice to the other.
- 1.11.4 Termination of this TIP shall not affect the validity of activities conducted under this TIP prior to termination.

1.12 Terminology

In this TIP, “shall” has the same meaning of “must” and it is used to express an Obligation. In addition to the definitions in the Agreement (Article 2 and paragraph 1.2 of Annex A), the following terms as used in this TIP are defined as follows:

- 1.12.1 “Acceptance” means the certificating authority (CA) has granted an approval or finding of compliance and the validating authority (VA) will accept that approval or finding as satisfactory evidence that a product and/or design complies with the validating authority’s (VA’s) applicable standards and will not issue its own equivalent approval.
- 1.12.2 “Acoustical Change” for EASA means a change in the type design of an aircraft or aircraft engine that may result in a change (increase or decrease) in the noise levels of that aircraft beyond the no-acoustical change limits as defined in ICAO Doc 9501 Vol.I. For ANAC, means a change in the type design of an aircraft that may result in an increase in the noise levels of that aircraft beyond the no-acoustical change limits as defined in FAA AC 36-4D.
- 1.12.3 “Airworthiness Approval” means a document issued by ANAC, EASA, or Competent Authority for an aircraft, aircraft engine, propeller, or article which certifies that the aircraft, aircraft engine, propeller, or article conforms to its approved design and is in a condition for safe operation.
- 1.12.4 “Airworthiness Directives (AD)” means legally enforceable rules issued by ANAC in accordance with RBAC 39 or mandatory airworthiness action issued by EASA in accordance with Part 21.A.3B.
- 1.12.5 “Airworthiness Standards” means regulations, requirements, airworthiness codes or other certification specifications governing the design and performance of civil aeronautical products and articles.
- 1.12.6 “Alteration” means a physical incorporation of a change on a product, applicable to only one serial number, and does not impact the type certificate or type design.
- 1.12.7 “Appliance” means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller.
- 1.12.8 “Approved Manuals” means manuals, or sections of manuals, requiring approval by ANAC or EASA as part of a certification program. These include – amongst others - the approved sections of the Flight Manual, the airworthiness limitations section of the Instructions for Continued Airworthiness (ICA), the structural repair manual, the engine and propeller installation and operating instructions manuals, the certification maintenance requirements where applicable.
- 1.12.9 “Article” means a material, part, component, or appliance.
- 1.12.10 Certificado de Produto Aeronáutico Aprovado (CPAA - Certificate of Approved

Aeronautical Product) refers to the ANAC certificate that indicates approval of Ordem Técnica Padrão (OTP) / Technical Standard Order (TSO) articles, or parts of an aeronautical product. The CPAA is the ANAC similar document to European Technical Standard Order Authorization (ETSOA) in EASA system; however, the CPAA does not include the production or installation approval. Production approval is issued under a Certificado de Organização de Produção (COP – Production Organization Certificate).

- 1.12.11 “Certificating Authority (CA)” means ANAC when fulfilling State of Design (SoD) functions for design approvals in Brazil; and EASA when fulfilling State of Design (SoD) functions for design approvals in the EU. These also include the functions of the State of Design of Modification (SoDM), as defined in ICAO Annex 8.
- 1.12.12 “Certification Basis” consists of the applicable airworthiness and environmental protection requirements established by a certificating or validating authority as the basis by which the type design for a civil aeronautical product, or a change to that type design was approved or accepted. The certification basis may also include special conditions, equivalent level of safety findings, and exemptions or deviations when determined to apply to the type certificate. For EASA, the certification basis includes Operational Suitability Data (OSD) requirements.
- 1.12.13 “Certification Review Item (CRI)” means a document describing an item that requires disposition prior to the issuance of Type Certificate (TC), change to TC approval or Supplemental Type Certificate (STC) by EASA. CRI is equivalent to FCAR in ANAC system, see 1.12.30.
- 1.12.14 “Civil Aeronautical Product” means each civil aircraft, aircraft engine, or aircraft propeller, or sub-assembly, appliance, or part, installed or to be installed thereon.
- 1.12.15 “Competent Authority” means ANAC, EASA, or a responsible government agency or entity of an EU member state that exercises legal oversight on behalf of the European Community over regulated entities and determines their compliance with applicable standards, regulations, and other requirements within the jurisdiction of the European Community.
- 1.12.16 “Compliance Determination” means the determination, by either the certificating authority’s (CA’s) system or the validating authority’s (VA’s) system, that the applicant has demonstrated compliance with identified, individual airworthiness and environmental protection standards.
- 1.12.17 “Critical Component” means a part identified as critical by the design approval holder (DAH) during the product certification process or otherwise by the Authority for the State of Design (SoD). 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 manufacturer’s maintenance manual or Instructions for Continued Airworthiness.

- 1.12.18 "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/ ETSO article in an aircraft. A standard form can be found on EASA AMC 21A.608 (ED Decision 2003/1/RM of 17 October 2003).
- 1.12.19 "Design Approval" means a type certificate (TC) (including Amended TCs and STCs) or the approved design under a Certificate of Approved Aeronautical Product (CPAA), Technical Standard Order Authorization (TSOA), letter of OTP design approval, or other design approval document, certifying the Design complies with the applicable requirements. This includes OSD constituents.
- 1.12.20 "Deviation" means a grant of relief from the requirements of a certification specification, compensated by mitigating factors and processed through the appropriate regulatory procedure by EASA. Deviation is normally addressed in ANAC system as an Exemption, see 1.12.27.
- 1.12.21 "Emissions Change" means any change in the type design of:
- 1.12.21.1 an aircraft or aircraft engine that may result in an effect on the fuel system during engine shutdown and subsequently on the prevention of fuel venting;
 - 1.12.21.2 an aircraft that may result in a change in the aircraft CO₂ emission metric values according to the criteria in ICAO Annex 16 Vol. III or Doc 9501 Vol. III; or
 - 1.12.21.3 an aircraft engine that may result in a change (increase or decrease for EASA, and only increase for ANAC) to the engine exhaust emissions levels according to the criteria in ICAO Annex 16 Vol. II or ICAO Doc 9501 Vol. II.
- 1.12.22 "Environmental Protection Standards" means regulations, environmental protection requirements or certification specifications governing designs with regard to noise characteristics, fuel venting, engine exhaust emissions and airplane fuel efficiency (CO₂ emissions) of civil aeronautical products and articles.
- 1.12.23 "Environmental Compliance Demonstration" means a process by which the design or change to a design of a civil aeronautical product or article is evaluated for compliance with applicable standards and procedures concerning noise, fuel venting or exhaust emissions.
- 1.12.24 "Equivalent Level of Safety Finding (ELOS) for ANAC or Equivalent Safety Finding (ESF)" for EASA means a finding that alternative action taken provides a level of safety equal to that provided by the standards for which equivalency is being sought.
- 1.12.25 "European Technical Standard Order (ETSO)" means a minimum performance standard used to evaluate an article. Each EASA Technical Standard Order "ETSO" covers a certain type of article. When authorized to manufacture an

article to an ETSO standard, this is referred to as an ETSO Authorization (ETSOA).

- 1.12.26 “European Technical Standard Order Authorization (ETSOA)” means a design and production approval issued to the manufacturer of an article that has been found to meet a specific ETSO. An ETSOA is not an approval to install and use the article in the aircraft. It means that the article meets the specific ETSO and the applicant is authorized to manufacture it.
- 1.12.27 “Exemption” means a grant of relief from a standard of a current regulation when processed through the appropriate regulatory procedure by ANAC. Exemption is normally addressed in EASA system as a Deviation, see 1.12.20.
- 1.12.28 “Export” means the process by which a product or article is released from a competent authority’s regulatory system for subsequent use in another competent authority’s regulatory system.
- 1.12.29 “Exporting Civil Airworthiness Authority (EA)” means the organization within the exporting State charged by the laws of the exporting State, to regulate the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. The exporting civil airworthiness Authority will be referred to herein as the exporting Authority.
- 1.12.29.1 For Brazil, the exporting Authority is ANAC; and
- 1.12.29.2 For the EU, the exporting Authority is:
- (a) EASA, for:
 - (1) The functions and tasks of the State of Design, Manufacture or Registry when related to design approval; and
 - (2) The approval of certain production organizations and their export airworthiness approvals.
 - (b) The Competent Authority in an EU member State, for:
 - (1) The approval of production organizations within its State;
 - (2) The issuance of corresponding Certificate of Airworthiness; and
 - (3) Export airworthiness approvals.
- 1.12.30 “Ficha de Controle de Assuntos Relevantes (FCAR – Control Sheet for Relevant Subjects)” means a document describing an item that requires disposition prior to the issuance of Type Certificate (TC), Change to TC approval or Supplemental Type Certificate (STC) by ANAC. FCAR is equivalent to CRI in EASA system, see 1.12.13.
- 1.12.31 “Finding” means a determination of compliance or non-compliance to the applicable airworthiness or environmental protection standards as the result of the ANAC’s review, investigation, inspection, test (including flight test), and/or

analysis. Refer to paragraph 1.12.69, "Verification of Compliance", for EASA.

- 1.12.32 "Import" means the process by which a product or article is accepted into a competent authority's regulatory system for subsequent use in that competent authority's regulatory system.
- 1.12.33 "Importing Civil Airworthiness Authority (IA)" means the organization within the importing State charged by the laws of the importing State with regulating the airworthiness and environmental protection certification, approval, or acceptance of civil aeronautical products, parts, and articles. The importing civil airworthiness Authority will be referred to herein as the importing Authority.
- 1.12.33.1 For Brazil, the importing Authority is ANAC.
- 1.12.33.2 For the EU, the importing Authority is:
- (a) EASA for the functions and tasks related to design approval; and
 - (b) The Competent Authority in the EU member State for all other issues related to the import of a product, part or article.
- 1.12.34 "Licensing Agreement" means a commercial agreement between a TC, STC or other design approval holder and a production approval holder (or applicant) formalizing the rights and duties of both parties to use the design data for the purpose of manufacturing the product or article.
- 1.12.35 "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.
- 1.12.36 "Maintenance" means the inspection, overhaul, repair, preservation, and the replacement of articles of a product.
- 1.12.37 "Major Design Change" means a change other than a minor design change.
- 1.12.38 "Major Repair" means a repair that, if improperly done, might appreciably affect weight, balance, structural strength, performance, power plant operation, flight characteristics, or other qualities affecting airworthiness; or a repair that is not done according to accepted practices or cannot be done by elementary operation.
- 1.12.39 "Manufacturer" means the person who, by ANAC or EASA regulation, is responsible for showing that all products or articles thereof produced within the quality system conform to an ANAC or EASA-approved design or established government or industry standard and are in a condition for safe operation. This includes a Production Organization.
- 1.12.40 "Minor Design Change" means a change that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product.

NOTE: For EASA, a design change can only be classified as minor if it cannot lead to an acoustical change or an emission change.

- 1.12.41 “Minor Repair” means a repair other than a major repair.
- 1.12.42 “New Aircraft” means an aircraft that is still owned by the manufacturer, distributor, or dealer, if there is no intervening private owner, lease, or time sharing arrangement, and the aircraft has not been used in any pilot school and/or other commercial operation.
- 1.12.43 “Non-OTP/ETSO Function” means one that is not covered by a OTP/ETSO-approved minimum performance standard, does not support or affect the hosting article’s OTP/ETSO function(s), and could technically be implemented outside the OTP/ETSO article.
- 1.12.44 “Operational Suitability Data (OSD) Requirements” means the EASA certification specification and ANAC requirements governing the approval of operational suitability data specific to an aircraft type.
- 1.12.45 “Ordem Técnica Padrão (OTP) for ANAC or European Technical Standard Order (ETSO) for EASA” means a minimum performance standard used to evaluate an article. Each OTP/ETSO covers a certain type of article. When authorized to manufacture an article to an OTP/ETSO standard, this is referred to as a ETSO Authorization (ETSOA) for EASA. ANAC issues the “CPAA under an OTP” as OTP design approval and a “COP” as OTP production approval. ANAC OTPs are equivalent to the FAA TSOs, according to RBAC 21.601(b).
- 1.12.46 “Overhauled Engine” means an engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with approved or acceptable standards and technical data.
- 1.12.47 “Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or government entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.
- 1.12.48 “Production Approval” means a document issued by ANAC, EASA or an EU member state to a person that allows the production of a product or article in accordance with its approved design and approved quality system. For ANAC it can take the form of a Production Organization Certificate (COP); for a Competent Authority or EASA it takes the form of a Production Organization Approval (POA).
- 1.12.49 “Production Quality System” means a systematic process which meets the requirements of the Authority for the State of Manufacture (SoM) and ensures that products and articles will conform to the approved design and will be in a condition for safe operation.
- 1.12.50 “Rebuilt Engine” means an engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item by the production approval holder in accordance with RBAC 43.
- 1.12.51 “Restricted Type Certificate” means a type certificate in the restricted category.
- 1.12.52 “Restricted Category Aircraft” means an aircraft intended for special purpose

operations that, meets applicable airworthiness requirements of an aircraft category except those that are determined to be inappropriate for the special purpose operation, shows compliance to applicable noise and emissions requirements, and shows no feature or characteristic that makes it unsafe when it is operated under the limitations prescribed for its intended use. For purposes of these Implementation Procedures, aircraft manufactured in accordance with the design and performance requirements of, and accepted for use by, either the Brazilian or EU States military are excluded from this definition unless such aircraft is shown to comply with the applicable airworthiness and environmental protection standards of the CA, including maintenance and continuing airworthiness.

Note: Only ANAC has restricted category aircraft; EASA issues restricted type and airworthiness certificates.

- 1.12.53 “Significant Standards Difference (SSD)” means a VA airworthiness standard that differs significantly from the CA standard.
- 1.12.54 “Small Aircraft” means within the purpose of this TIP:
 - 1.12.54.1 An aeroplane with maximum 5700 kg MTOM and a maximum of 6 passengers;
 - 1.12.54.2 A rotorcraft with maximum 3175 kg MTOM and a maximum of 9 passengers;
 - 1.12.54.3 A sailplane or powered sailplane with maximum 850 kg MTOM, maximum 2 occupants, and only 1 engine in case of powered sailplanes; and
 - 1.12.54.4 A balloon for maximum 6 occupants.
- 1.12.55 “Special Condition” means:
 - 1.12.55.1 For ANAC: according to RBAC 21.16, an additional airworthiness standard prescribed by ANAC when the airworthiness standards 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 conditions may develop. Special Conditions contain such rules as ANAC finds necessary to establish a level of safety equivalent to that established or intended in the applicable regulations.

1.12.55.2 For EASA: according to Part-21 B.75, an additional detailed technical specification prescribed by EASA 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 EASA finds necessary to establish a level of safety equivalent to that intended in the applicable airworthiness code.

- 1.12.56 “Standard Airworthiness Certificate” means an airworthiness certificate issued in accordance with Article 31 of the Convention on International Civil Aviation for a normal, utility, acrobatic, commuter, or transport category of aircraft, or for a manned free balloon, airship, very light aircraft (VLA), European light aircraft (ELA), or a glider (the term “glider” (used by ICAO) equals the term “sailplane including powered sailplane”).
- 1.12.57 “Standard Part” means a part that is manufactured in complete compliance with an established government or industry-accepted specification, which contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part and must be published so that any person or organization may manufacture the part.
- 1.12.58 “State of Design (SoD)” means the State or territory having jurisdiction over the organization responsible for the type design and continued airworthiness of the product or article.
- 1.12.59 “State of Design of Modification (SoDM)” means the State or territory having jurisdiction over the individual or organization responsible for the design of the modification or repair of an aircraft, engine or propeller.
- 1.12.60 “State of Manufacture (SoM)” means the State or territory having regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.
- 1.12.61 “State of Registry (SoR)” means the State on whose register the aircraft is entered.
- 1.12.62 “Supplier” means a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture of, or installed on, a product or article.
- 1.12.63 “Suspension” means a lapse in the effectiveness of a certificate, approval, or authorization as ordered by the Competent Authority.
- 1.12.64 “Type Design” means the drawings and specifications necessary to define the product shown to comply with the airworthiness standards, information on dimensions, materials, and processes necessary to define the structural

strength of the product; and the Airworthiness Limitations section of the Instructions for Continued Airworthiness (ICA).

- 1.12.65 “Used Aircraft” means each aircraft that is not a new aircraft, as defined in paragraph 1.12.42 above.
- 1.12.66 “Validating Authority (VA)” means the organization within the importing State, charged by the laws of the importing State, with regulating the design, production, and airworthiness approval and environmental protection certification of civil aeronautical products and articles.
- 1.12.67 “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 the certificating Authority.
- 1.12.68 “Validation Work Plan”, hereinafter referred to as “work plan”, means the document used for Non-Basic validations that outlines VA level of involvement.
- 1.12.69 “Verification of Compliance” means the involvement done by EASA when reviewing compliance to the applicable airworthiness and environmental protection standards. This verification can be a desk review (certification documents review), an inspection, participation in flight or ground tests, and participation in audits. Refer to paragraph 1.12.31, "Finding", for ANAC.

SECTION II SCOPE OF THESE TECHNICAL IMPLEMENTATION PROCEDURES

2.1 General

2.1.1 All products and articles as listed in Paragraph 2.2 are eligible for import to Brazil from EASA and each EU member state equally. Section II of the TIP provides the scope of how EASA exercises the State of Design (SoD) or State of Design of Modification (SoDM) functions for an individual EU member state. All products and articles as listed in Paragraph 2.3 are eligible for import to the EU from Brazil.

2.1.2 The TIP covers the products and articles identified below, their approvals, and the provisions set forth in the following paragraphs. In any case of conflict or ambiguity between the TIP and the Agreement (including Annex A), the Agreement takes precedence.

2.1.3 Other products and articles within the scope of the Agreement but not detailed under Section II of this TIP may be addressed under Special Arrangements in the form described under Section IX.

2.2 Design Approvals, Design Data, and Certificates Recognized by Brazil under the TIP

2.2.1 ANAC recognizes, as within the scope of this agreement, the following EASA Design Approvals as the Basis for ANAC Design Approval:

2.2.1.1 Type Certificates (TCs) for all products for which EASA functions as the SoD;

2.2.1.2 All Supplemental Type Certificates (STC) and subsequent amended STCs and amended TC's for products that have been issued both an EASA and ANAC type design approval or that have been exempted from Brazilian type certification under RBAC 21.29(d)-I or (e)-I; and

2.2.1.3 Any other EASA approved design changes as identified under paragraph 3.2 for products and articles that have been issued both an ANAC and EASA type design approval, or that have been exempted from Brazilian type certification under RBAC 21.29(d)-I or (e)-I.

2.2.2 ANAC recognizes, as within the scope of this agreement, EASA-approved design data used in the support of repairs as identified in paragraph 3.3.5 for products and articles where both ANAC and EASA have issued a type design approval for the product, or products and articles that have been exempted under RBAC 21.29 by ANAC.

2.2.3 ANAC recognizes, as within the scope of this agreement, EASA Export Certificates of Airworthiness for Aircraft that Conform to a Type Design Approved under an ANAC Type Certificate including:

2.2.3.1 New and used aircraft for which EASA functions as the SoD;

2.2.3.2 New and used aircraft for which Brazil is the SoD; and

2.2.3.3 New and used aircraft for which a third country is the SoD.

Note: Aircraft manufactured in a country or territory other than its SoD requires either the development of a special arrangement per SECTION IX of the TIP or ANAC review and acceptance of an existing arrangement established between the SoD and SoM.

2.2.4 ANAC recognizes, as within the scope of this agreement, EASA Authorized Release Certificates for the Following Products and Articles:

2.2.4.1 Engines and Propellers that Conform to a Type Design Approved under an ANAC TC including:

- (a) New aircraft engines for which EASA functions as the SoD;
- (b) New aircraft engines manufactured in the EU for which a third country is the SoD;
- (c) New propellers for which EASA functions as the SoD; and
- (d) New propellers manufactured in the EU for which a third country is the SoD.

Note: Products manufactured in a country or territory other than its SoD requires either the development of a special arrangement per SECTION IX of the TIP or ANAC review and acceptance of an existing arrangement established between the SoD and SoM.

2.2.4.2 New articles and replacement parts for articles, including APUs, that conform to an EASA ETSOA and benefit from Acceptance under the TIP.

2.2.4.3 New replacement and modification parts that conform to ANAC approved design data or benefit from acceptance under the TIP, and that are eligible for installation in a product or article which has been granted an ANAC design approval, as follows:

- (1) Replacement parts manufactured by an EASA POA, according to EASA approved data, regardless of the SoD of the product; and
- (2) Modification parts manufactured by an EASA POA, according to EASA approved data, regardless of the SoD of the product.

2.2.5 ANAC recognizes, as within the scope of this agreement, EASA Authorized Release Certificates or Manufacturer's Certificate of Conformity for Standard Parts and parts for ELA1/ELA2 aircraft, as per EASA Part 21.A.307(b)(2).

ANAC will recognize, as within the scope of this agreement, Standard Parts for products covered under the TIP when they conform to established Brazilian or EU government or industry-accepted specifications.

2.2.6 ANAC recognizes, as within the scope of this agreement, the Manufacturer's Certificate of Conformity for a new modification or replacement article under the following conditions:

- 2.2.6.1 The article is eligible for installation in a product which has been granted an ANAC design approval;
 - 2.2.6.2 The product's DAH has performed an assessment and concluded, under its DOA procedures, that the consequences of a non-conformity in the article have negligible effect on safety; and
 - 2.2.6.3 The product's DAH has identified, under its DOA procedures, that specific article in the respective product's ICA.
- 2.2.7 ANAC recognizes, as within the scope of this agreement, as established in 2.2.1, a part or appliance accompanied by a 'Prototype' EASA Form1 (issued before the approval of the design data). The 'Prototype' EASA Form 1 shall be replaced by a newly issued EASA Form 1 by the Production Organization Approval (POA) after the design data has been approved and prior to the release into service of the aircraft which the part or appliance has been installed on.

2.3 Design Approvals, Design Data, and Certificates Recognized by EASA under the TIP

- 2.3.1 EASA recognizes, as within the scope of this agreement, the Following ANAC Design Approvals as the Basis for EASA Design Approval:
- 2.3.1.1 TCs for all products for which Brazil is the SoD;
 - 2.3.1.2 All STCs and subsequent Amended STCs and Amended TC's for products that have been issued both an ANAC and EASA type design approval or that have been exempted from Brazilian type certification under RBAC 21.29(d)-I or (e)-I; and
 - 2.3.1.3 Any other ANAC approved design changes as identified under paragraph 3.2 for products and articles that have been issued both an ANAC and EASA type design approval, or that have been exempted from Brazilian type certification under RBAC 21.29(d)-I or (e)-I.
- 2.3.2 EASA recognizes, as within the scope of this agreement, ANAC-approved design data used in the support of repairs and alterations as identified in paragraphs 3.3.5 and 3.3.6 for products and articles where both ANAC and EASA have issued a type design approval for the product, or products and articles that have been exempted from Type certification by ANAC under RBAC 21.29(d)-I or (e)-I.
- 2.3.3 EASA recognizes, as within the scope of this agreement, ANAC Export Certificates of Airworthiness for aircraft that conform to a Type Design approved under an EASA Type Certificate including:
- 2.3.3.1 New and used aircraft for which Brazil is the SoD;
 - 2.3.3.2 New and used aircraft for which EASA is the SoD; and
 - 2.3.3.3 New and used aircraft for which a third country is the SoD.

Note: aircraft manufactured in a country or territory other than its SoD requires either the development of a special arrangement per SECTION IX of the TIP or EASA review and acceptance of an existing arrangement established between the SoD and SoM.

- 2.3.4 EASA recognizes, as within the scope of this agreement, ANAC Authorized Release Certificates or Authorized Release Documents for the Following Products and Articles:
- 2.3.4.1 [Reserved]
 - 2.3.4.2 New articles and replacement parts for articles, including APUs, that conform to an ANAC OTP and benefit from Acceptance under the TIP.
 - 2.3.4.3 New replacement and modification parts that conform to EASA approved design data or benefit from acceptance under the TIP, and that are eligible for installation in a product or article which has been granted an EASA design approval, as follows:
 - (a) Replacement parts manufactured by an ANAC COP, according to ANAC approved data, regardless of the SoD of the product; and
 - (b) Modification parts manufactured by an ANAC COP, according to ANAC approved data, regardless of the SoD of the product.
- 2.3.5 EASA recognizes, as within the scope of this agreement, ANAC Authorized Release Certificates, Authorized Release Documents or Manufacturer's Certificates of Conformity for Standard Parts.
- EASA will recognize, as within the scope of this agreement, Standard Parts for all products and articles covered under the TIP when they conform to established EU or Brazil industry or government specifications.
- 2.3.6 EASA recognizes, as within the scope of this agreement, the Manufacturer's Certificate of Conformity for a new modification or replacement article under the following conditions:
- 2.3.6.1 The article is eligible for installation in a product which has been granted an EASA design approval;
 - 2.3.6.2 The products's DAH has performed an assessment and concluded that the consequences of a non-conformity in the article have negligible effect on safety; and
 - 2.3.6.3 The products's DAH has identified that specific article in the respective product's ICA.
- 2.3.7 EASA recognizes, as within the scope of this agreement, a part or appliance accompanied by a 'Prototype' ANAC Authorized Release Certificate/Document (issued before the approval of the design data) if accompanied in addition by a statement from the corresponding Design Approval Holder (issued after the approval of the design data) attesting that the design data according to which

the part or appliance was manufactured has not changed and is approved under a design approval as established in 2.3.1. This statement should include: 'This document certifies the approval of the design data [insert Design Change/STC/TC number, revision level], dated [insert date if necessary for identification of the revision status], according to which the [specify the part or appliance] covered by the ANAC Authorized Release Certificate/Document [Form Tracking Number] dated [date of the ANAC Authorized Release Certificate/Document] was manufactured.'

2.4 Limitations of Design or Design Change Approvals

- 2.4.1 A certificate or an approval issued by either ANAC or EASA is intended for civil aeronautical products, which have, or will have, a civilian application. Civil aeronautical products that are engaged strictly in military, customs, police, search and rescue, coastguard or similar activities or services are not eligible for certification or approval under this TIP. ANAC and EASA may accept an application for these products under this TIP where they perform a dual role and the product has a civil certification basis.
- 2.4.2 An applicant under the jurisdiction of one Competent Authority shall not seek direct certification to the other Competent Authority, unless another procedure for application has been jointly agreed by both ANAC and EASA.

2.5 Special Airworthiness Certification

ANAC and EASA have agreed to recognize, as within the scope of this agreement, aircraft type-certificated in the restricted category that are not eligible for a standard airworthiness certificate. Aircraft for which a special airworthiness certificate is to be issued will be dealt with on a case-by-case basis through the Special Arrangements provision in SECTION IX of the TIP.

- 2.5.1 For ANAC, restricted category aircraft will be accepted when they are in compliance with the requirements of RBAC 21.25 and 21.185.
- 2.5.2 For EASA, restricted category aircraft will be accepted when they are in compliance with the requirements of Part 21.A.21

2.6 Provisions for Technical Assistance

The types of technical assistance activities within the scope of this TIP between the ANAC and EASA are specified in SECTION VIII.

2.7 Projects Involving a Separate State of Design and State of Manufacture

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

The working arrangement shall define their respective responsibilities to ensure that the relevant functions assigned to ANAC and EASA 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.

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 of each other's civil aeronautical products and articles, of subsequent design changes to those products/articles, including STCs, and approval of design data used in support of repairs and alterations. All PCM / GPC – Project (or Program) Certification Managers / *Gerentes de Projeto (ou Programa) de Certificação* involved in validation projects are expected to be thoroughly familiar with the procedures in this TIP.
- 3.1.2 This TIP is based on continuous communication and mutual confidence between ANAC and EASA and establishes the process for implementing the acceptance of each other's compliance determinations and approvals on civil aeronautical products. The procedures in this Section are not intended to diminish the responsibilities of either ANAC or EASA, or of their right to type design information.
- 3.1.3 ANAC and EASA mutually recognize each other's systems of organization approval (EASA) or accreditation of persons and organizations or certification of organizations (ANAC) 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 EASA.
- 3.1.4 Certificates and design approvals are accepted or approved by the validating Authority (VA) by using one of three procedures. The procedures described in this paragraph, and the paragraphs they reference, are applicable to the airworthiness certification and validation process.
- 3.1.4.1 Acceptance (see paragraph 3.2)
Acceptance of the CA approvals by the VA without issuance of its own approval and, therefore, no application for validation is required.
- 3.1.4.2 Streamlined Validation (see paragraph 3.5.4)
An approval by the VA without any technical involvement, with the issuance of a VA approved document.
- 3.1.4.3 Technical Validation (see paragraph 3.5.5)
Technical Validation of the certificate or design change will be performed by the VA using criteria to define their level of involvement. The VA will issue an approval document.
- 3.1.5 Except where this TIP provides for the automatic acceptance of an approval issued by the CA, the completion of the validation process by the VA, which includes the resolution of all issues raised during the validation activity, shall result in the issuance of a corresponding approval, or an indication of its acceptance of the CA's approval as equivalent to its own. In the case where

the VA issues an approval, the approval shall be forwarded directly to the holder, and at the same time, a copy provided to the CA.

3.2 Acceptance

ANAC and EASA conclude that certain approvals can benefit from mutual acceptance. There are specific CA approvals (further described in paragraph 3.3) that will be accepted by the VA without issuance of its own approval, and therefore no application for validation is required for:

- 3.2.1 Any change by the TC or STC holder classified as Basic per the criteria of paragraph 3.3.1 that does not require the VA to issue a new or revised TC, Type Certificate Data Sheet (TCDS), Type Certificate Data Sheet for Noise (TCDSN) or STC;
- 3.2.2 All changes classified as minor in accordance with RBAC 21.93 or EASA Part 21.A.91, as described in 3.3.2;
- 3.2.3 OTP/ETSO articles under the conditions of paragraph 3.3.3;
- 3.2.4 Replacement Parts under the conditions of paragraph 3.3.4;
- 3.2.5 Design data for a repair (approved in accordance with paragraph 3.3.5); and
- 3.2.6 Design data for an alteration except for critical components (see paragraph 3.3.6).

3.3 Procedures for Accepted Approvals

- 3.3.1 Changes to TC or STC classified as Basic in accordance with paragraph 3.5.3.3 and that do not require the VA to issue a new or revised TC, Type Certificate Data Sheet (TCDS), Type Certificate Data Sheet for Noise (TCDSN), or STC.

There is no need for application and the change will be accepted by the VA without any review. In these cases, the CA will approve these changes in accordance with its own procedures against the certification bases of both the CA and the VA. These changes are considered approved by the VA, and are included in the type design data and shall be made available to the VA upon request to the CA.

Note: When the change impacts the EASA official noise database (see Appendix A), the data listed in 3.5.4.2(g) must be sent to EASA noise mailbox (see Appendix A)

- 3.3.2 Minor Changes.

Where a change is introduced that is classified as minor in accordance with RBAC 21.93 or EASA Part 21.A.91, it is accepted by the VA without further review.

NOTE: In cases where minor changes would require update in VA documents (TCDS, TCDSN, STC, and others), the VA shall be informed to update such documents.

- 3.3.3 European Technical Standard Order Authorization (ETSOA) and Brazilian Certificate of Approved Aeronautical Product (CPAA) Articles

3.3.3.1 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 (*Ordem Técnica Padrão*) 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) EASA issues an ETSOA under Part 21 Subpart O to approve the design and production of a European ETSO article.
- (d) As a prerequisite for the ETSOA, a POA has to be issued by the responsible NAA according to Part 21 Subpart G or through compliance with Subpart F procedures and an ADOA by EASA under Part 21 Subpart O, 21.A.602B b)2.

3.3.3.2 Reciprocal Acceptance

- (a) When EASA grants its ETSOA or ANAC grants its CPAA (under an OTP), the Importing Authority shall automatically accept that approval as equivalent to having granted and issued its own approval.
- (b) ANAC and EASA recognize and agree that a CPAA (under an OTP), or ETSOA 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.
- (c) The acceptance of OTP/ETSO articles is based on the following conditions and provisions as noted:
 - (1) The article meets the applicable OTP or ETSO as evidenced by a statement or declaration of conformity by the approval holder; and
 - (2) Any deviation/exemption from the applicable OTP or ETSO accepted by ANAC or EASA are substantiated and have been approved by the Exporting Authority.

3.3.3.3 Acceptance of Non-OTP or Non-ETSO Functions.

- (a) The VA shall accept, without further validation, data related to unapproved non-OTP or non-ETSO functions that are integrated into an OTP or ETSO article when these functions have been accepted in accordance with procedures of the CA:
 - (1) The non-OTP or non-ETSO functions included in the

article do not interfere with the article's functionality and/or ability to comply with the OTP, ETSO or standard accepted by EASA and ANAC;

- (2) The data provided with the article relative to non-OTP or non-ETSO functions is valid data as processed by the exporting Authority granting the approval; and
- (3) The non-OTP or non-ETSO functions must be covered under the applicant's quality system.

- (b) The acceptance of this additional data does not constitute installation approval.

3.3.3.4 APU with no European or Brazilian Approval

- (a) An ETSOA is not required for an APU for which no previous individual European approval has been granted if the APU was grandfathered under EU 748/2012 as a part of the configuration of one aircraft type design or STC, and the APU is now proposed for installation on another aircraft type. Such installation can be approved under an EASA STC or ANAC TC or STC.

3.3.4 Replacement Parts

3.3.4.1 General

The term replacement part, as used in these TIP, assumes a general meaning of a part intended to be installed in the place of a part specified in the type design of a civil aeronautical product. The references to a replacement part approval in these TIP are:

- (a) For EASA, a replacement part design approved using a STC; and
- (b) For ANAC, a replacement part design approved using a CPAA.

3.3.4.2 Reciprocal Acceptance

The Authorities agree that when either grants its own approval for a replacement part as set out in 3.3.4.1 above, such approval will be automatically accepted by the other Authority 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 is based on the following agreed and underlying conditions:

- (a) The replacement part is not a "critical component" or a life-limited part, as defined in 1.12.17;
- (b) ANAC or EASA is the Authority of the SoD for the replacement part;
- (c) the replacement part applies to a civil aeronautical product that

has been certified or validated by both Authorities, or exempted from Type certification by ANAC under RBAC 21.29(d)-I or (e)-I, regardless of the SoD of the product; and

- (d) the replacement part has been approved in accordance with the approval procedures of the Authority of the SoD of the replacement part.

Note: At the time of signing of the Agreement, the European Union has no standalone design approval for a replacement part. EASA approves replacement parts through the issuance of an STC.

Note: ANAC shall automatically accept those STCs issued by EASA where it can be clearly established that the approval is for a replacement part, which meets the conditions of 3.3.4.2 above.

Note: EASA shall automatically accept those CPAAs issued by ANAC, where it can be clearly established that the approval is for a replacement part, which meets the conditions of 3.3.4.2 above.

3.3.5 Reciprocal Acceptance of Repair Design Approvals

3.3.5.1 A repair design is intended for the restoration of a civil aeronautical product to an airworthy and environmentally compatible condition.

3.3.5.2 ANAC and EASA agree that data generated in support of repairs shall be considered approved by both ANAC and EASA, regardless of the SoD of the aeronautical product, without further showing provided the approval was granted in accordance with their respective repair design approval procedures.

3.3.5.3 Acceptance of Design Data Used in Support of Repairs

- (a) Design data used in support of repairs must be approved or accepted, as appropriate, by the CA. Repair designs requiring the production of new parts that would constitute a design change, are not eligible for Acceptance under this TIP. However, it is permissible to fabricate parts that will be used in the repair of the individual aircraft, engine, propeller, or article.
- (b) Repairs will be classified as either major or minor in accordance with the criteria and procedures of the CA and these classifications will be accepted by the VA without further investigation.

3.3.5.4 ANAC Acceptance of EASA Repair Design Data

- (a) ANAC shall accept EASA approved design data produced under EASA Part 21 Subpart M used in support of major or minor repairs regardless of the SoD of the product, part, or article, if:
 - (1) ANAC has certificated/validated the product or article;
 - (2) EASA is acting on behalf of the SoD for the repair design

data; and

- (3) EASA repair design data approval is substantiated via a repair design approval letter or a repair design approval issued under a DOA.

- (b) In these circumstances, repair design data approved by EASA are accepted without further review as approved by ANAC. This process does not require application to ANAC or compliance findings to ANAC certification basis.

3.3.5.5 EASA Acceptance of ANAC Repair Design Data

- (a) EASA shall accept data used in support of major repairs regardless of the SoD of the product, part or article, if:

- (1) EASA has certificated/validated the product or article;
- (2) ANAC is the Authority of the SoD for the repair design data; and
- (3) ANAC repair design data approval is substantiated via an ANAC approval letter issued by ANAC, an ANAC appropriate form signed by an authorized PCP, or a specific form by a COPj in accordance with its Design Assurance System.

- (b) EASA shall also accept data used in support of minor repairs when:

- (1) EASA has certificated/validated the product or article;
- (2) ANAC is the Authority of the SoD for the repair design data; and
- (3) The repair design data has been provided by the Brazilian product DAH; or
- (4) For minor repairs from other than the Brazilian product DAH, the determination that data are acceptable (under RBAC 43) has been already made by a Brazilian maintenance organization certified by ANAC for a Brazilian registered aircraft.

- (c) In these circumstances, repair design data are considered to be EASA-approved following its approval or acceptance under the ANAC's system. This process does not require application to EASA or compliance findings to the EASA certification basis.

3.3.6 Design Data for Alterations

ANAC approved or accepted alterations in accordance with RBAC 43 installed on a used aircraft exported from Brazil, regardless of the SoD of the aircraft, are considered approved by EASA at the time of import to the EU, except alterations on critical components. EASA shall accept such ANAC alteration data when substantiated according to ANAC's internal procedures.

Note: ANAC approves technical data in support of major alterations in accordance with RBAC 43.

Note: An ANAC STC whose installation is documented on an appropriate major alteration form must be approved in accordance with paragraph 3.5.

3.3.7 Marking Requirements

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

3.3.7.2 Therefore, no additional identification or marking requirements shall be imposed or required by ANAC or EASA on an appliance.

3.4 Validation

For CA design approvals that do not meet the acceptance criteria established in paragraph 3.2, there are two validation processes depending on the basic/non basic classification: Streamlined Validation process (for Basic changes that only need re-issuance of certificates or datasheets) or Technical Validation process (for Non-Basic).

3.5 Procedures for Streamlined Validation and Technical Validation

3.5.1 CA Application Responsibilities

Upon receipt of an application for validation, the CA will:

3.5.1.1 Assure that the application is eligible for validation according to paragraph 3.5.2;

3.5.1.2 Verify the applicant classification as Basic or Non-Basic according to paragraph 3.5.3;

3.5.1.3 Determine if the application meets the Acceptance criteria of paragraph 3.2; and

3.5.1.4 For projects that are not eligible for Acceptance, prepare the application package for transmittal to the VA. The application package shall:

- (a) where applicable, include the forms required by the VA, duly completed by the applicant. The forms are available from the following websites:

(1) For EASA: <http://easa.europa.eu/document-library/application-forms>

(2) For ANAC:
<http://www2.anac.gov.br/certificacao/Form/FormE.asp>

- (b) include an endorsement letter, or another evidence, issued by the CA, stating that the CA reviewed the application, found it eligible for validation, and concurs with applicant's classification.
- (c) include the documents and information according to paragraphs 3.5.4.2 or 3.5.5.2, as applicable.

3.5.1.5 In the case of STC applications from Brazil where an STC applicant has not entered into an arrangement with the TC holder as set out in EASA 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 shall be provided to EASA.

3.5.2 Validation Application Eligibility

The CA will consent to receive an application for validation when the product or design change is within the scope of this TIP as provided in paragraphs 2.2 and 2.3.

3.5.3 Classification of Applications for Validation

3.5.3.1 Changes to TC or STC will be classified as either major or minor in accordance with the CA system and applicable regulations, RBAC 21.93, or EASA 21.A.91, as appropriate, and these classifications are accepted by the VA without further review.

NOTE: Minor changes are automatically accepted under 3.3.2.

3.5.3.2 The CA will classify an application for validation of a new Type Certificate, major changes to Type Certificate, including STCs, changes to manuals, as Basic or Non-Basic according to the criteria in this section. The classification determines the process to be followed: streamlined validation or technical validation.

3.5.3.3 Basic Classification

All TCs and changes that do not meet anyone of the Non-Basic classification criteria at paragraph 3.5.3.4 are classified as Basic, and processed by either the acceptance process (paragraph 3.2) or the Streamlined Validation process (paragraph 3.5.4).

3.5.3.4 Non-Basic Classification Criteria:

- (a) Type Certificate's

Application for validation of a TC shall be classified as Non-Basic, except for:

- (1) Applications for validation of new TCs for reciprocating engine, propeller, or small aircraft (according to definition in 1.12.54) as well as changes to existing reciprocating engine, propeller, or small aircraft (according to definition in 1.12.54) TCs, including STCs, will be classified as Basic, unless the CA or VA certification basis includes or is anticipated to include a new or amended (i.e. not previously applied):
 - (i) ANAC exemption or EASA deviation;
 - (ii) Special condition; or
 - (iii) Equivalent level of Safety (ELOS/ESF).

(b) Major Changes, including STCs

Application for validation will be classified as Non-Basic when any of the following criteria are impacted:

- (1) The CA or VA certification basis includes or is anticipated to include a new or amended:
 - (i) ANAC exemption or EASA deviation;
 - (ii) Special condition; or
 - (iii) Equivalent level of Safety / Equivalent Safety Finding (ELOS/ESF);

Note: New or amended is considered in the context of the project, relative to the baseline certification basis of the product or STC being changed.

- (2) A classification of “significant” has been made by the CA in accordance with ANAC RBAC 21.101(b) or EASA 21.A.101(b);
- (3) Changes affecting compliance with an AD issued unilaterally by the VA; or changes affecting compliance with an AD issued by the VA, and where the VA is the Authority for the SoD for the TC;
- (4) Changes involving the use of a new or different applicable method of compliance from that previously agreed by the CA and the VA;

Note: A method of compliance (MOC) would not be considered “new” or “different” if it had been applied previously in a similar context by both the CA and the VA.

- (5) New technology exists;

Note: New technology is technology that is new to the VA as a whole, not just new to the VA team members. For example, if technology used by the applicant were new to the VA team but not the VA itself, it would not be considered new. It is the VA management's responsibility to make sure the VA team members are properly informed of the earlier use of the technology, VA standards and MOC.

- (6) Novel applications of existing technology exist;

Note: Novel application of technology is where a particular technology is being used in a manner that causes the precepts of the technology to be questioned. However, it does not mean that existing technology being applied for the first time to a particular product line is automatically novel. Additionally, novel applies to the VA as a whole, not just to a project being assessed by the specific VA team members.

- (7) For applications to EASA, changes that have an appreciable effect on any one of the Operational Suitability Data (OSD) constituents. For applications to ANAC, changes that have an appreciable effect on OSD Flight Crew Data (FCD) and Master Minimum Equipment List (MMEL) constituents. The CA will determine whether the change has an appreciable effect on FCD and MMEL according to its own procedures. For applications to EASA affecting other OSD constituents, the procedure in 3.6.1.6 applies;
- (8) Any substantiation to Environmental Protection Requirements that involves standards not specified in Volumes I, II and III of ICAO Annex 16. Additionally, any change involving an aeroplane CO₂ emissions is considered non-basic; and
- (9) Any other design change designated as Non-Basic by the CA.

Note: The addition of models to TC and STCs are considered basic if none of the above criteria is triggered.

(c) Alterations on critical components

Application for alteration on critical components shall be classified as Non-Basic.

3.5.4 Streamlined Validation Description for Applications Classified as Basic

TCs and STCs, as well as changes to TCs or STCs classified as Basic per paragraph 3.5.3.3 are managed through the Streamlined Validation process described in this section.

3.5.4.1 Streamlined Validation Principles

The VA has no technical involvement in Streamlined Validation projects. In order to accomplish this, the VA will:

- (a) Issue a certificate with minimum administrative involvement from the CA and the applicant;
- (b) Accept the CA's statement that the design complies with the VA certification basis;
- (c) Accept the data provided by the CA, including CA approved and accepted manuals; and
- (d) Accept the classification of Basic determined by the CA.

3.5.4.2 Streamlined Validation Application

Streamlined Validation application package contents:

- (a) A description of the product in accordance with the following:
 - (1) For a TC, descriptive data defined in RBAC 21.15 for applications to ANAC, or Part 21.A.15 for applications to EASA, plus:
 - (i) A listing of any applicable CA and VA ADs and a statement that changes to correct the unsafe condition identified in the AD have been incorporated into the type design presented for validation; and
 - (ii) A copy of approved manuals and instructions for continued airworthiness (ICA).
 - (2) For a design change, including an STC, a high-level description of the change, together with the make and model of the product being changed, including, if affected, a copy of:
 - (i) Changes to the Airworthiness Limitations Section of the Instructions for Continued Airworthiness;
 - (ii) Changes to other Operating Limitations (e.g. Flight Manual); and
 - (iii) Changes to OSD.

The VA must be aware of any such changes to ensure they are able to release updated information, or to

perform any necessary mandatory airworthiness activity as required by their system, or to address crew training requirements to support operational introduction. Any additional information the VA needs to fulfill such responsibilities will be requested by the VA within the time frame specified in paragraph 3.5.4.3.

- (b) The date taken as reference for the applicable CA requirements.
- (c) A statement that the CA has classified the application as Basic per the Basic criteria as defined in paragraph 3.5.3.3;
- (d) A copy of the CA's TC and TCDS, TCDSN or STC that identifies the certification basis upon which the CA's design approval was issued. In the absence of a TCDS, the CA should submit the document that defines the CA certification basis.

If not directly identified in the documentation described in this paragraph, the CA should also provide the reference date used to establish the CA certification basis.

- (e) A statement that the CA certifies that the product has been examined tested and has been found to meet either:
 - (1) The applicable airworthiness, noise, fuel venting, and emissions requirements of the VA; or
 - (2) The CA airworthiness requirements and the special conditions, equivalent level of safety findings/equivalent safety findings and exemptions/deviations the VA has prescribed to provide an equivalent level of safety as the VA airworthiness requirements, and the CA noise, fuel venting and emissions requirements, plus any other requirements prescribed by the VA to provide noise, fuel venting, and exhaust emissions requirements equivalent to those provided in the applicable VA standards.

Note 1: In providing the statement required by this paragraph, the CA may choose to either list the pertinent VA standards, or may reference existing VA documentation that lists those applicable standards.

Note 2: The statement of compliance will not address OSD constituents.

- (f) In cases where the applicant chooses to voluntarily adopt into the VA certification basis later amendments to airworthiness or environmental protection standards than those required as

described in paragraph 3.5.5.5(b)3.5.5.5(f), those later amendments for those standards will be identified in the application.

- (g) For Basic projects having an impact on the EASA official noise database the below data shall be transmitted to EASA, when applicable:
- (1) Aircraft manufacturer or type-certificate holder and type designation;
 - (2) Maximum take-off mass and maximum landing mass;
 - (3) Engine manufacturer or type-certificate holder and type designation;
 - (4) Propeller manufacturer or type-certificate holder and type designation (hub and blade, when applicable);
 - (5) Muffler manufacturer and designation, when applicable;
 - (6) Noise certification standard (Annex 16 Vol. I Part II Chapter and paragraph) and associated edition / amendment level;
 - (7) Other modifications already incorporated affecting the noise levels;
 - (8) Lateral/full-power noise level: (*);
 - (9) Approach noise level (*) ;
 - (10) Flyover noise level (*);
 - (11) Overflight noise level (*);
 - (12) Take-off noise level (*); and
 - (13) 90% confidence intervals associated to applicable noise levels.
- (*) These items are applicable depending on the required noise certification standard.
- (h) For basic projects requiring an update of the ICAO Engine Emissions Databank (EEDb), the approved engine emissions datasheet shall be transmitted to the VA.

3.5.4.3 VA Review of Application

- (a) The VA will notify the CA within ten (10) working days of receipt of application. The validation process begins with the acknowledgement by the VA of the formal application forwarded by the CA.

- (b) The VA will review the application package and request any missing information within thirty (30) working days of receipt of application.
- (c) Communication shall be initiated and maintained between the CA and VA for the submitted application until the validation is concluded.
- (d) If the VA has concerns over the classification of the application, the VA and CA shall engage in a technical consultation according to 3.5.6.1.
- (e) The VA assures the CA statement of compliance is complete, including verification of the correct VA certification basis reference.

3.5.4.4 VA Issuance of Approval

The VA shall issue the corresponding certificate or approval within fifteen (15) working days (for changes) and twenty (20) working days (for TCs) of receipt of a complete application, with concurrent notification to the CA.

3.5.5 Technical Validation Description for Applications Classified as Non-Basic

Applications classified as Non-Basic are managed through the Technical Validation process described in this section.

3.5.5.1 Technical Validation Principles

For projects classified as Non-Basic, a Technical Validation may be performed by the VA to support issuance of the VA design approval.

- (a) The objective of the Technical Validation process is to provide the VA with sufficient information for it to identify the applicable Non-Basic criteria and to provide the VA with proposed areas of involvement. Within the scope defined by those applicable Non-Basic criteria, and potentially complemented by affected elements of the VA SEI list, the VA will establish its certification basis, its acceptable means of compliance and define its level of involvement.
- (b) Technical Validation can be performed as a sequential or as a concurrent validation.
 - (1) In a sequential validation, the CA has completed its certification, or is well advanced in the certification process, before the applicant requests validation by the VA. In this case, the CA certification basis and acceptable methods of compliance (MOCs) have been established and may or may not have received final approval by the CA.
 - (i) Type design changes, revised operating

limitations, or new or revised certification testing or analysis may be required in a sequential program to meet the requirements of the VA, since these requirements may not have been considered during the original CA certification.

- (ii) If the VA considers any original CA approved FCAR or CRI as common or identical of what it would issue, the VA can accept the original FCAR/CRI as its own document.
- (2) In a concurrent validation, the applicant requests validation of the product by the VA at the same time as certification by the CA, with the objective to get the CA and the VA approval at the same, or nearly the same time.
 - (i) This approach allows unique VA requirements to be addressed during the design development and initial compliance demonstration.
 - (ii) A concurrent validation provides an opportunity for collaborative development of both CA and VA use of exceptions to the latest airworthiness standards, special conditions, exemptions, deviations, equivalent level of safety findings and acceptable MOCs. Additionally, it provides for early identification of areas where jointly agreed solutions are not readily available.
 - (iii) A concurrent validation may use any or all the following optional provisions:
 - a. Work Sharing

A work sharing program may be used in areas where the VA may make compliance determinations on behalf of both the VA and CA. Work sharing may be advantageous when certification activity is occurring within the geographical area of the VA, or when limited CA resources make it advantageous to advance the project by using VA resources. Work sharing can be limited to a single issue or may be utilized extensively throughout the project, and, if agreed, may persist through the life of a program into post-type certification activities. Such work sharing arrangements are a form of technical assistance, as described in the TIP Section

VI.

b. Common "Fichas de Controle de Assuntos Relevantes" (FCARs) and Certification Review Items (CRI)

The CA and the VA may jointly develop and approve FCARs or CRIs that are common or identical, as applicable, depending on which authority is the CA, to establish the enveloped ANAC and EASA program certification requirements. Common FCAR/CRI can be limited to a single issue or may be used extensively throughout the project.

c. Single Certification Basis

The CA and VA may elect to jointly develop a single agreed certification basis that satisfies both Brazil and EU regulatory requirements.

3.5.5.2 Technical Validation Application

For concurrent validation projects some elements of the application package will not be known at the time of application; those applications must include all known data, when applicable.

Technical Validation application package contents:

- (a) A description of the product in accordance with the following:
 - (1) For a TC, descriptive data defined in RBAC 21.15 for applications to ANAC, or Part 21.A.15 for applications to EASA; and
 - (2) For design changes including STCs, a detailed description of the design change together with the make and model of the product being changed.
- (b) Identification that the application is Non-Basic per the Non-Basic criteria as defined in paragraph 3.5.3.4;
- (c) List of specific criteria from paragraph 3.5.3.4 that led to the Non-Basic classification. This list is necessary for the VA to establish the items for VA review in the validation work plan.
- (d) A list of proposed areas of VA level of involvement (including the elements from the VA SEI list, as specified in Appendix E, impacted by the change). This list may be used by the VA to help establishing items for VA review in the validation work plan.
- (e) Copy of the CA's TC and TCDS, or STC that identifies the certification basis upon which the CA's design approval was

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

- (f) The proposed VA airworthiness (and OSD, if applicable) standards, special conditions, equivalent safety findings and environmental protection requirements, the description on how compliance has been or will be demonstrated, with proposed means of compliance, and any selected guidance material.
- (g) For TCs and STCs, the CA will list any applicable CA and VA ADs;
- (h) Compliance checklists;
- (i) List of all CA exemptions, deviations, special conditions, equivalent level of safety findings;
- (j) List of all FCARs for ANAC, Certification Review Items for EASA, and Certification memoranda raised during the CA's certification activities;
- (k) Brief description of all novel or unusual design features;
- (l) Information on VA customers and delivery schedules;
- (m) Master documentation list or master drawing list which lists all type design drawing, specifications and reports for the TC or for the change;
- (n) Top level drawing of the aircraft or design change. If a top level drawing is not available include a drawing or diagram that shows the overall change;
- (o) Approved manuals or changes to approved manuals;
- (p) Changed OSD constituents;
- (q) Weight and balance data;
- (r) Environmental protection:
 - (1) For a TC, a definition of the noise, fuel venting, CO₂ and exhaust emissions standards upon which the design approval was based, and the amendment level of VA noise, fuel venting, CO₂ and exhaust emissions standards that the applicant proposes and the CA believes to be applicable to the VA validation; and
 - (2) For a design change classified as an acoustical or emissions change, per RBAC 21.93 or EASA Part 21, include a copy of the new noise or emission levels as approved by the CA.
- (s) Access to Instructions for continued airworthiness;

- (t) For ANAC replacement parts on critical components, which will be validated as an EASA STC, the application should contain the following information:
 - (1) The ANAC CPAA approval, with all supplements, and in particular the description of the means by which ANAC CPAA approval was granted;
 - (2) Overview of the technical data transmitted to ANAC for the purpose of approving the critical CPAA part;
 - (3) Description of the means by which the CPAA part user would be made aware of any changes on the CPAA part by the CPAA holder with a potential impact on safety; and
 - (4) Description of the means by which the replacement part user would be made aware of any changes by the TC holder with a potential safety impact on the replacement part.

3.5.5.3 VA Review of Application

The VA will initiate processing of the file as described below:

- (a) The VA will notify the CA within ten (10) working days of receipt of application. The validation process begins with the acknowledgement by the VA of the formal application forwarded by the CA.
- (b) The VA will review the application and request any missing information within thirty (30) working days of receipt of application.
- (c) Communication shall be initiated and maintained between the CA and VA for the submitted application until the validation is concluded.
- (d) If the VA has concerns over the classification of the application, the VA and CA shall engage in a technical consultation according to 3.5.6.1.

3.5.5.4 Technical Validation Process

- (a) The VA may choose to limit the Technical Validation process to a review of the application, as per 3.5.5.3, proceeding from there to a request for the CA statement of compliance to the certification basis indicated by the VA.
- (b) The technical familiarization should take place in accordance with paragraph 3.5.5.5(a).
- (c) The VA may choose to complete the Technical Validation process after the technical familiarization. In this case no workplan is required and the VA will proceed from there to a

request for the CA statement of compliance to the certification basis indicated by the VA.

- (d) The VA develops a work plan in accordance with 3.5.5.5(d). The CA and the applicant may support the VA to refine the work plan, where adequate.
- (e) If the CA has concerns over the level of involvement established by the VA in the work plan, the VA and CA shall engage in a technical consultation according to 3.5.6.2.
- (f) The VA, the CA and the applicant perform the activities established in the work plan.
- (g) Once the activities in the work plan are concluded, the VA will notify the CA, in writing, that it has completed its review per the work plan, and that it is ready to receive the CA statement of compliance against the VA certification basis.
- (h) The CA will provide to the VA a statement of compliance with the VA certification basis. The following is an example of such statement of compliance:

“The CA certifies that the {specific product type, model, or STC} complies with the {VAs} certification basis as identified in {work plan, FCAR/CRI, STC, TCDS, etc., as applicable to the project} dated {date}”.
- (i) The VA will issue the validation certificate after the CA has issued its own approval document.
- (j) Communication during a validation should be primarily between the CA and VA.
 - (1) If the CA is not present in a technical discussion, the CA should be immediately informed of the outcome.
 - (2) The VA will request data through the CA to the applicant.

3.5.5.5 Technical Validation Guidelines

- (a) Technical Familiarization
 - (1) The objectives of technical familiarization are to:
 - (i) Allow the VA to establish its certification basis, including identification of any additional VA airworthiness, noise, fuel venting and emissions requirements relative to the CA certification basis;
 - (ii) Establish the VA scope of level of involvement; and
 - (iii) Establish the areas, if any, within the identified VA scope of level of involvement, where the VA will review compliance data.

- (2) The VA will use the Technical Familiarization process to develop the work plan, when applicable.
- (3) The objectives of technical familiarization can only be fully satisfied when the applicant or CA has presented to the VA the following information:
 - (i) An overview of the proposed design, intended operational use, and, if applicable, relation to previously approved products;
 - (ii) The proposed CA and VA certification basis, including analysis of potential differences; and
 - (iii) Any design features or compliance methods that trigger the Non-Basic classification criteria of 3.5.3.4
- (4) The technical familiarization consists in understanding the general assumptions and compliance methodologies used by the applicant and to confirm the Non-Basic criteria that are impacted.

Further details, including review of test plans or other compliance documents, test witnessing, flight test or other details of the compliance demonstration are not within scope of the technical familiarization activities. They are deferred until that depth of review is included in the work plan and approved by VA management.

- (5) The CA must be represented at any technical meetings with the VA and the applicant, unless otherwise agreed between the CA and the VA.

(b) Establishment of the VA Certification Basis

The VA will establish the VA certification basis for projects classified as Non-Basic according to paragraph 3.5.3.4, following the Technical Validation procedures described in paragraph 3.5.5.

- (1) The VA shall develop its proposed airworthiness type certification basis using a reference date corresponding to the same date the CA used to establish its airworthiness certification basis;
- (2) The VA special conditions, ELOS/ESF and exemptions/deviations will be either adopted from the CA proposal or created as part of the Technical Validation and added to the VA certification basis as applicable. When the CA position is equivalent to what the VA would specify if it were to release its own FCAR/CRI, the CA's

FCAR/CRI may be used directly by the VA in lieu of a VA FCAR/CRI, in line with the provisions of paragraph 3.5.5.5(c).

- (3) CA classification of changes as either significant or non-significant according to RBAC 21.101 or EASA part 21.A.101, will be accepted by the VA. For changes classified by the CA as significant, the VA will determine the final VA certification basis for the change, including any exceptions to the standards in effect on the date used by the CA to establish its certification basis;
 - (4) Applicants for validation of a TC or design change must comply with the applicable environmental protection requirements that are in effect on the date of application for validation to the VA; and
 - (5) Applicants for European TC or for a design change need to comply with the Operational Suitability Data requirements in EASA Part 21.B.82 and related Certification Specifications in effect on the date of application to ANAC when the application for a change includes changes to the OSD elements.
- (c) Use of FCAR's and CRI's
- (1) The VA may use FCAR's or CRIs, as applicable, to fully develop and document resolution of each of these applicable criteria.
 - (2) The VA will not generate a FCAR or CRI on a subject which has already been addressed by the CA, if applicable to the validation, and with which the VA concurs. The VA will use the work plan to document decisions to rely on the CA FCAR or CRI in these cases.
 - (3) The VA will coordinate FCAR's or CRI's through the CA to the applicant in order to expedite a mutually acceptable resolution with the awareness of both Authorities.
 - (4) VA intention to raise FCAR or CRI, as applicable, must be documented in the work plan and approved by VA management.
- (d) Work Plan
- (1) General
 - (i) Limited by the Non-Basic criteria detailed in 3.5.3.4 potentially complemented by affected elements of the VA SEI list, and after knowledge of the product

gained through technical familiarization, the VA will develop its work plan to define the scope and depth of VA level of involvement and document the VA certification basis.

- (ii) The VA will provide the work plan to the CA and the applicant shortly after completion of the Technical Familiarization, according to 3.5.5.5(a).
- (iii) In a concurrent project, the work plan may evolve over the course of the validation program as the VA gains further knowledge after technical familiarization, or as the design presented for validation, including methods of compliance, evolves over the course of the certification program.
- (iv) The work plan and any update expanding the VA's involvement will be approved by the VA management.
- (v) Active management oversight assures that the VA's involvement remains within the criteria for establishing the work plan according to paragraph 3.5.5.5(d)(2) .
- (vi) The resources allocated for validation must be compatible with the VA level of involvement, and for the project to obtain certification within a reasonable timeframe.
- (vii) The VA will rely on the CA to make findings of compliance on its behalf to the maximum extent practicable.

(2) Work Plan Contents

- (i) The work plan documents the scope and depth of VA level of involvement. The scope identifies what to review and the depth identifies how much to review and to what level of detail.
- (ii) The CA will verify compliance on behalf of the VA against the VA certification basis for all non-listed areas.
- (iii) The VA work plan will include the following elements:
 - a. A brief description of the product or change, as provided in the application package;

b. The VA certification basis, as described in paragraph 3.5.5.5(b).

c. A list of proposed areas of VA level of involvement, including respective appropriate justification, as described in paragraph 3.5.5.5(e);

d. A proposal for flight activities, if applicable, as per paragraph 3.5.5.5(g);

e. Identification of the responsible VA project certification manager and any VA team members identified based on review of the application and familiarization activities.

(e) Managing VA Level of Involvement and Review of Compliance Data

(1) The basic principle for the validation process is that the VA will not review the compliance activities made by the CA except in areas which fall within the scope of the technical involvement of the VA as justified in the work plan.

(2) The VA will establish the scope of its technical review on the basis of the applicable non-basic criteria as per 3.5.3.4, and potentially on the impacted elements in the VA SEI list, as specified in Appendix E .

(3) The depth of VA level of involvement within each impacted Non-Basic classification element is guided by the procedures and principles provided in this section.

(4) For a new TC or Non-Basic change classified by the CA as significant per RBAC 21.101 or EASA 21.A.101(b), the other Non-Basic criteria in 3.5.3.4 can be used as guidelines to assist in focusing the VA's level of involvement in the Work Plan.

(5) A VA decision to directly review a compliance document, to perform or witness a test, inspections or audits is typically reached through an exchange of information following identification of an applicable Non-Basic criterion or impacted SEI for the selected area where the VA intends to exercise its further scrutiny.

A compliance document in this context is any report or other document that supports a determination of compliance.

(6) The VA will rely, to the maximum extent possible, on the

CA to make determinations and verifications of compliance on its behalf. VA justification is required for any VA verification of compliance.

This justification normally falls into the following general areas:

- (i) Applicable area of VA involvement representing a new issue for the VA and judgement is required in its application to the project;
 - (ii) Sensitive issues usually associated with an accident or incident on a product with similar design features.
- (7) In the case of new or amended exemption/deviation, SC, ELOS or ESF, if the exemption/deviation, special condition, ELOS or ESF has been applied previously in a similar context and no changes are anticipated for the current projects, VA involvement is expected to be limited to the administrative action necessary to extend the applicability or to apply the exemption/deviation, SC or ELOS/ESF to the new project.

Note: A MOC proposed by the applicant that is new to the CA or VA or different from the one used at original certification of the product is a criterion for Non-Basic classification to ensure awareness of the VA of a new or different MOC to ensure any applicant can use the same MOC. It shall not be used as a systematic reason for review of compliance documents or data.

- (8) VA review of compliance determinations, including review of any compliance documents, must be identified in the work plan along with the associated justification, and approved by VA management.

When the VA retains the verification of compliance on a certification activity according to the procedures in this Section, the VA will provide a written statement to the CA verifying that the compliance is acceptable to the VA certification basis. This may be reflected in the general statement of compliance against the VA applicable requirements.

(f) Approval of and Changes to Approved Manuals

- (1) The CA approves all manuals unless the VA specifies its involvement to approve certain manuals as documented in the work plan.

- (2) If the VA requires changes to the manuals during the validation, the VA will request changes through the CA, and the approval of the manual will be made by the CA.
- (3) Change requests to manuals must be directly related to work plan areas of VA involvement.
- (4) Stand-alone changes to approved manuals shall be dealt with as any other change according to the Acceptance, Streamlined Validation, or Technical Validation procedures, as applicable.

(g) Flights

- (1) VA flights need to be proposed in the work plan and appropriately justified.
- (2) VA flights are typically conducted for new TC projects that meet the Non-Basic criteria. They may also be conducted for other design change projects having significant impact on the operational capability or limitations or pilot/aircraft interface. Flights are not to be used to repeat determinations or verifications of compliance performed by the CA. Rather, they have the following purposes:
 - (i) Provide the necessary knowledge on the product to validate the MMEL and other operational aspects, and to develop any special flight characteristics training requirements;
 - (ii) Provide the necessary knowledge on the product to support continued airworthiness of the VA registered fleet; and
 - (iii) To ensure compliance verification with applicable VA requirements, when needed and justified by a risk-based VA Level of Involvement (LOI).
- (3) When no VA flight is requested to ensure compliance with VA requirements, as per 3.5.5.5(g)(2) (iii) at the discretion of the VA, the VA validation approval may be issued, provided there is agreement with the CA on a schedule to complete the flights requested by the VA under 3.5.5.5(g)(2) (i) and 3.5.5.5(g)(2) (ii) .
- (4) The CA will remain responsible for coordinating with both the VA and applicant on the availability of the product, and for scheduling the requested flights, respecting the timelines of the agreement established above.

(h) Safety Emphasis Items (SEI) List

- (1) SEI define areas of VA interest for all products of a certain class. The contents of applicable SEI lists must be developed and approved by the appropriate offices within the ANAC and EASA. A list of applicable SEI for each product class must be available to the public.

NOTE: ANAC and EASA agreed to use the existing SEI lists with other Authorities as long as those are found suitable for the purpose of this TIP. The ANAC and EASA SEI lists which can be found on their respective website as listed in Appendix E.

- (2) SEIs include:
 - (i) New VA standards or certain SSDs where the VA or CA has limited past experience with the application to a product, they have an important impact on the whole product or a critical feature, and engineering judgment is required to establish compliance;
 - (ii) Only those SSDs that meet the noted criteria should be identified as SEI. The expectation is that the majority of SSDs are well understood by both authorities, with full confidence given to the CA for determining compliance to those VA SSDs.
 - (iii) Airworthiness standards where the VA's and CA's interpretive, advisory, MOC, or guidance materials differ or are insufficient, to an extent that those differences impact the level of safety required by the VA system and could result in VA required changes to the type design or approved manuals. As experience is gained, the VA may choose to reduce the application of this criterion to minimize involvement. When interpretive, advisory, MOC, or guidance materials are well understood by both authorities, full confidence should be given to the CA for determining compliance to those VA SEIs.
 - (iv) Items identified for special emphasis by the VA in a data-driven risk assessment analysis for the product class; and
 - (v) Subjects linked to known safety conditions that the VA has identified, and for which the VA either has taken, or is in the process of taking, airworthiness action.
- (3) The list of SEI shall be frequently revised with the goal of

reducing the size of the list through targeted harmonization effort. SEI list revisions are approved by the management responsible for maintenance of the list. The update process shall be subject to JSCC monitoring.

3.5.6 Technical Consultation

3.5.6.1 Application Classification

If the VA has concern over the classification of an application, the CA and VA should initiate technical consultation. The technical consultation is intended to achieve a mutual understanding of the CA's rationale for its classification and the cause of concern by the VA.

- (a) The CA and VA shall provide each other with the information relevant to the technical consultation.
- (b) Where the CA determines that its classification is consistent with the Technical Implementation Procedures criteria, the VA shall proceed with processing the application as originally classified by the CA.
- (c) Where the CA determines that reclassification of the application is appropriate, the initial application shall be subsequently amended to indicate the revised classification.
- (d) The CA shall provide the explanation of their final position to the VA.

3.5.6.2 VA level of involvement

In technical validations, where the CA has concerns about the VA level of involvement as identified in the VA's validation work plan, the CA and VA should initiate technical consultation. The technical consultation is intended to achieve a mutual understanding of the VA's rationale for its definition of involvement and the cause of concern by the CA.

- (a) The CA and VA shall provide each other with the information relevant to the technical consultation.
- (b) Where the VA determines that its involvement is consistent with the Technical Implementation Procedures criteria, the VA shall proceed with processing the application.
- (c) Where the VA determines that review of its involvement is appropriate, the VA shall update the validation work plan with the new involvement.

3.6 Evaluation of Operational and/or Maintenance Aspects

3.6.1 Evaluation of Operational Aspects

- 3.6.1.1 The EASA system includes, under the type certification process, an approval of data that are considered necessary for the safe operation

of an aircraft, called the Operational Suitability Data (OSD). These data, once approved, are attached to the TC through a reference in the TCDS and owned by the TC holder. To support the process, specific panels of experts are part of the certification team. Means of compliance to the OSD requirements are described in the relevant Certification Specifications, and listed below, and in the provisions in this TIP. The OSD consist of:

- (a) OSD Flight Crew (EASA CS-FCD Flight Crew Data), consisting of the minimum syllabus of pilot type rating training, including determination of type rating;
- (b) OSD Cabin Crew (EASA CS-CCD Cabin Crew Data), consisting of determination of type or variant for cabin crew and type specific data for cabin crew;
- (c) OSD Maintenance Certifying Staff, consisting of the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;
- (d) OSD Simulator Data (EASA CS-SIMD Simulator Data), consisting of 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; and
- (e) OSD Master Minimum Equipment List (MMEL) (EASA CS-MMEL Master Minimum Equipment List), consisting of the MMEL.

3.6.1.2 Effective on January 2nd, 2025, the ANAC system includes, under the type certification process, an approval of data that are considered necessary for the safe operation of an aircraft, named Operational Suitability Data (OSD). These data, once approved, are attached to the TC through a reference in the TCDS. Means of compliance to the OSD requirements are described in respective Supplementary Instruction (*Instrução Suplementar – IS*), listed below, and in the provisions in this TIP. The OSD consist of:

- (a) OSD Flight Crew (ANAC IS 21.61-001), consisting of the minimum syllabus of pilot type rating training and determination of type rating, if the applicant has the intent to include these data in the TC;
- (b) Reserved;
- (c) Reserved;
- (d) Reserved; and
- (e) OSD Master Minimum Equipment List (MMEL) (ANAC IS 21.61-005), consisting of the MMEL.

3.6.1.3 The other OSD equivalent elements and related procedures are out of

scope of this TIP and shall be addressed by other ANAC departments.

- 3.6.1.4 Compliance determination with OSD requirements is considered to be a shared responsibility between ANAC and EASA. As ANAC and EASA have gained experience in validating EASA OSD constituents and ANAC operational elements, particularly on Flight Crew and MMEL, since 2017, the following procedures apply:

(a) Considering the fact that the approval standards of ANAC OSD constituents and EASA OSD constituents are deemed sufficiently similar:

(1) EASA will preferably use ANAC findings of compliance as a basis for EASA approval of the affected OSD constituents, to the most practical extent. For this, ANAC will present findings 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.

(2) ANAC will preferably use EASA findings of compliance as a basis for ANAC approval of the affected OSD constituents, to the most practical extent. For this, EASA will present findings 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 EASA approval granted to a product.

(b) Where the approval standards have not yet been compared, or are deemed not equivalent the finding of compliance with their respective requirements may be retained by the VA.

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

- 3.6.1.5 EASA and ANAC may further 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. The procedure shall be approved by the Joint Sectorial Committee on Certification and respect the guiding principle of placing greater reliance on the approval or finding of compliance by the CA.

- 3.6.1.6 EASA Evaluation of Other OSD Constituents:

For the OSD constituents other than FCD and MMEL, which exist only in EASA regulation, EASA will verify compliance with such EASA OSD requirements based on the following:

- (a) Brazilian applicant will classify the appreciable effect on OSD according to EASA Guidance Material GM 21.A.91 and send its

compliance package to ANAC as part of a TC or change to a TC validation;

- (b) ANAC will forward the application and compliance package to EASA;
- (c) EASA experts may perform the necessary reviews and evaluations, and verify compliance to the appropriate CS OSD requirements; and
- (d) EASA will coordinate all activities with ANAC.

3.6.2 Evaluation of Maintenance Review/Type Board Aspects

3.6.2.1 ANAC and EASA agree that when acting as the CA for an initial issue or a revision of a Maintenance Review Board (MRB) or Maintenance Type Board (MTB) process based report, they will timely notify the VA, inviting them to participate in the MRB/MTB process based report development.

3.6.2.2 After receiving notification from the CA, if the VA decides not to participate in the MRB/MTB process, or when participating it does not request involvement in any aspect of the project, the MRB/MTB report accepted/approved by the CA will be accepted/approved by the VA without further investigation. In this case the following conditions apply:

(a) the CA and VA are members of the International MRB Policy Board (IMRBPB) and signatories of the International MRB/MTB Process Standard (IMPS);

(b) for existing legacy products where specific VA requirements are addressed in appendices/annexes to the report, the CA approval/acceptance of these specific requirements shall be coordinated with the VA;

(c) for existing legacy products where specific VA action items are still open, the closure of these action items by the CA shall be coordinated with the VA;

(d) the CA approval/acceptance shall state that the report is also approved/accepted on behalf of the VA under the provisions of the Agreement; and

(e) any significant changes to MRB/MTB approval/acceptance processes or procedures shall be communicated by each Authority to the other in accordance with the provisions outlined in paragraph 1.4;

3.6.2.3 If the VA participates in the MRB/MTB process and requests involvement in any aspect of the project, the VA will conduct its own investigation on retained items, in accordance with its own internal procedures/guidelines and as per the agreed process developed by the IMRBPB in the IMPS, for accepting/approving the MRB/MTB report.

3.6.2.4 If processes other than MRB/MTB are used to develop scheduled maintenance interval and/or tasking requirements, those processes shall be managed by the VA office responsible for the product.

3.6.3 Instructions for Continued Airworthiness

Acceptance or approval, as appropriate, of instructions for continued airworthiness (ICA), including the Airworthiness Limitations Section (ALS) of the ICA, will be managed by the VA office responsible for the product. The Level of involvement of the VA will be established using the Design Approval Procedures of this Chapter: the CA reviews the ICA unless the VA specifies its involvement in the Work Plan; stand-alone changes to ICA shall be dealt with as any other design change according to the Acceptance, Streamlined Validation, or Technical Validation procedures, as applicable.

3.7 Coordination between Design and Production

3.7.1 When a Competent 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's jurisdiction, the Competent Authority, shall ensure that:

3.7.1.1 the design approval holder collaborates with the production organization as required under Part 21.A.4 for EASA; and

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

3.7.2 The conditions in paragraph 3.7.1 of this TIP are, as minimum, to ensure:

3.7.2.1 satisfactory coordination of design and production as appropriate:

(a) 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;

(b) to provide visible statement(s) of approved design data;

(c) to deal adequately with production deviations and non-conforming parts in accordance with the applicable procedures of the design organization and the production organization approval holder; and

(d) to achieve adequate configuration control of manufactured parts, to enable the production organization to make the final determination and identification for conformity or airworthiness release; and

3.7.2.2 the proper support of the continued airworthiness of the civil aeronautical product.

3.8 Submission of Electronic Data

All applications must be submitted electronically to the VA in a format that is compatible with the VA's information system.

SECTION IV CONTINUING AIRWORTHINESS

4.1 General

- 4.1.1 In accordance with Annex 8 to the Chicago Convention, the Authority for the SoD or SoDM is responsible for resolving in-service safety issues related to design or production. The CA, as the Authority for the SoD or SoDM, will provide applicable information that it has found to be necessary for mandatory modifications, required limitations and/or inspections to the other Authority to ensure continued operational safety of the product or article. Each Authority will review and normally accept the corrective actions taken by the CA, as Authority for the SoD or SoDM, in the adoption of the CA mandatory corrective actions or issuance of its own mandatory corrective actions.
- 4.1.2 At the request of either Authority, the Authority for the SoD or SoDM will assist in determining what action is considered necessary for the continued operational safety of the product or article. The Authority for the SoR retains sole authority for decisions on final actions to be taken for products or articles under their jurisdiction. ANAC and EASA will strive to resolve differences.
- 4.1.3 ANAC and EASA recognize the importance of the routine sharing of Continued Airworthiness information as a mean to assist in the identification and resolution of emerging airworthiness issues. ANAC and EASA will share their Continuing Airworthiness data with each other to assist in their respective Continuing Airworthiness oversight.
- 4.1.4 The VA has the right to seek information from the Authority for the SoD or SoDM, which includes, but is not limited to, design data and findings of compliance. Additionally, once the design is validated, the Authority for the SoD or SoDM will provide any mandatory continuing airworthiness information necessary to ensure continuing airworthiness of the product registered in the jurisdiction of the importing State.
- 4.1.5 ANAC and EASA will ensure active communication between specific focal points, for regular feedback and communicating continuing airworthiness issues on products certified by either ANAC or EASA and validated by the other. The extent of this engagement will be commensurate with the continuing airworthiness activities associated with the product.

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

- 4.2.1 ANAC and EASA agree to perform the following functions for the products and articles for which it is the SoD or SoDM:
 - 4.2.1.1 Tracking of MF&D reports/SDR and accident/incidents;
 - 4.2.1.2 Evaluating MF&D reports/SDR and accident/incidents;
 - 4.2.1.3 Investigating and resolving all suspected unsafe conditions;
 - 4.2.1.4 Advising the other Authority of all known unsafe conditions and the necessary corrective actions (see paragraph 4.3);

- 4.2.1.5 Upon request, providing the other Authority with the following:
 - (a) Reports of MF&D/SDR and accidents/incidents, if available;
 - (b) Status of investigations into MF&D/SDR and accidents/incidents; and
 - (c) Copies of final reports reached in its investigation into MF&D/SDR, if available.
- 4.2.1.6 Making a reasonable effort to resolve issues raised by the other Authority concerning matters of safety for products registered in their State.
- 4.2.2 ANAC and the applicable EU member state, as Authorities for the SoR, agree to perform the following functions:
 - 4.2.2.1 Advise the Authority for the SoD or SoDM of MF&D/SDR and accidents/incidents occurring on imported products which are believed to be potentially unsafe conditions;
 - 4.2.2.2 Support the Authority for the SoD or SoDM in investigations of unsafe conditions and their occurrences.; and
 - 4.2.2.3 Advise the Authority for the SoD or SoDM, if as a result of investigations made by the Authority for the SoR into MF&D/SDR, it has determined that it will implement its own mandatory corrective action(s).
- 4.2.3 For continuing airworthiness issues related to investigations of Safety Recommendations, Service Difficulty Reports (SDRs), accidents or incidents on the imported products, parts, or articles, the Authority for the SoR can directly request information from the DAH after informing the CA of the investigation.
- 4.2.4 Failure, malfunction, and defect reports shall be transmitted in the manner required by ANAC and EASA, as follows:
 - 4.2.4.1 for ANAC, directly to ANAC using the web site in the following link: https://santosdumont.anac.gov.br/menu/r/api/portal_unico_notificacao/selecao-do-tipo-de-notificacao (information on access contact portalunico@anac.gov.br or, alternatively, pac@anac.gov.br). .
 - 4.2.4.2 for EASA, directly to the TC holders, who then are responsible to report to the EASA PCM per applicable EASA procedures.
- 4.3 Unsafe Condition and Mandatory Continuing Airworthiness Actions
 - 4.3.1 ANAC (under RBAC 39) and EASA (under EASA Part 21) agree to perform the following functions for the products, articles, and design changes for which they are the Authority for SoD:
 - 4.3.1.1 Issue a mandatory continuing airworthiness action (Airworthiness Directive (AD)) whenever the Authority determines that an unsafe condition exists in a type certificated product or article, (or is likely to

exist or develop in a product of the same type design for EASA) (and is likely to exist or develop in a product of the same type design for ANAC). This may include a product that has an engine, propeller, or article 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:

- (a) make, model, and serial numbers of affected civil aeronautical products;
 - (b) description of the unsafe condition, reasons for the mandatory action, and its impact on the overall aircraft and continued operation;
 - (c) description of the cause of the unsafe condition (e.g., stress corrosion, fatigue, design problem, quality control, suspected unapproved part);
 - (d) the means by which the unsafe condition was detected and, if resulting from in-service experience, the number of occurrences may be provided; and
 - (e) corrective actions and corresponding compliance times, with a list of the relevant manufacturer's service information including reference number, revision number and date;
- 4.3.1.2 Issue a revised or superseding AD when determined that any previously issued AD was incomplete or inadequate to fully correct the unsafe condition;
- 4.3.1.3 Provide timely notification to the VA, and affected State(s) of Registry in the case of European Union, of the unsafe condition and the necessary corrective actions by transmitting by e-mail or other mutually accepted means a copy of the AD at the time of publication;
- 4.3.1.4 Notify the VA and affected State(s) of Registry in the case of European Union, of any emergency airworthiness information;
- 4.3.1.5 Advise and assist the VA in defining the appropriate actions for the VA to take in the issuance of its own AD;
- 4.3.1.6 Provide sufficient information to the VA for its use in making determinations as to the acceptability of alternative means of compliance to ADs; and
- 4.3.1.7 Provide the VA 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 VA:
- (a) In the case of ANAC, this information is provided through the link: <https://www.gov.br/anac/pt-br/assuntos/seguranca->

[operacional/informacoes-de-seguranca-operacional/aeronavegabilidade/](#) ;

- (b) In the case of EASA, this information is provided through the Airworthiness Directive publishing tool, which can be accessed at: <http://ad.easa.europa.eu/>.

- 4.3.2 ANAC and EASA agree that when applicable and possible they will provide each other an advance copy of the mandatory continuing airworthiness information.
- 4.3.3 ANAC and EASA recognize that they may disagree as to the finding of an unsafe condition and propose to issue a unilateral AD. In such case that Authority should consult with the Authority of the SoD prior to issuing its own AD. The State of Design will work with the TC holder to provide sufficient information, e.g. service bulletins, to the VA in a timely manner for its use in issuing this unilateral AD.
- 4.3.4 ANAC and EASA will promptly respond to the issuance of an AD by the Authority for the SoD in making its own determination of the need for issuing its own similar AD that addresses all unsafe conditions on affected products or articles certified, approved or otherwise accepted by the importing Authority.
- 4.3.5 When the VA has determined that an AD is needed, the VA should consider the compliance time given by the CA when establishing its own compliance time.
- 4.3.6 ANAC and EASA as an Authority for the SoD will share information on any changes that affect operating limitations, life limits, or any other airworthiness limitation, to include manual changes and changes to certification maintenance requirements. These changes should be promptly sent to the VA in order to ensure the continued operational safety of the aircraft. ANAC and EASA will evaluate any of these changes to determine if an unsafe condition is created.
- 4.3.7 For an article or part where the VA automatically accepts the approval under paragraph 3.2 of this TIP as equivalent to having granted and issued its own approval, any mandatory continuing airworthiness information issued by the SoD for the article or part shall be automatically accepted by the VA.

4.4 Alternative Methods of Compliance (AMOC) to an AD

- 4.4.1 If an AMOC of general applicability to an existing AD is issued by the CA for its own SoD products, articles, or parts, the CA shall make this AMOC available to the VA.
- 4.4.2 An AMOC, proposing a variation in the prescribed method of compliance, that is issued by either ANAC or EASA for its own State of Design civil aeronautical products, is considered automatically accepted by the other Authority.
- 4.4.3 The State of Design shall, upon request, assist in determining the acceptability of a specific AMOC request submitted to the VA on an AD that has been issued by the State of Design for its own civil aeronautical products.

SECTION V ADMINISTRATION OF DESIGN APPROVALS

5.1 General

This section addresses procedures for the transfer, surrender, revocation, suspension, or withdrawal of a Design Certificate.

The Technical Agents will administer the transfer of TCs/STCs only where an applicant agrees to assume responsibility for both a ANAC and EASA TC/STC and the affected operating fleet. Early coordination with both Competent Authorities is necessary for the timely transfer of TCs and STCs.

In all cases, type design data are the property of the design approval holder.

The transfer of the SoD or SoDM responsibilities in accordance with Annex 8 of the Chicago Convention must be agreed to by both Competent Authorities. If agreement cannot be reached between the two Competent Authorities, then the CA may revoke the certificate and notify the concerned ICAO States that there is no longer a design approval holder. The following paragraphs outline the procedures to be followed for effective TC and STC transfers.

5.2 Transfer of TCs and STCs

5.2.1 Transfer of an ANAC or EASA TC/STC to a person in the other Party's territory (with a change of Certifying Authority)

Early coordination between the current TC/STC holder and its Certifying Authority, together with the proposed new TC/STC holder and its Competent Authority is essential. The transferring Certifying Authority, upon notification of a change in ownership of a TC/STC to a new holder in the other Party's territory, will notify the receiving Competent Authority (through the responsible office listed in Appendix A) of the proposed transfer and include information about current production status. All information related to the transfer of a TC/STC including technical documentation will be in the English language.

The transferring Certifying Authority will transfer to the receiving Competent Authority the ICAO SoD or SoDM responsibilities. For this purpose, a special arrangement may be developed to identify each Competent Authority's responsibilities. The receiving Competent Authority will not assume ICAO SoD or SoDM functions for models or design changes that have not been found to meet its certification requirements.

If the receiving Competent Authority has not previously validated the TC/STC which is being transferred, the receiving holder will have to apply to the receiving Certifying Authority for a new TC/STC. In this case, the transferring Certifying Authority will provide support to the receiving Competent Authority in finding compliance with the applicable certification requirements of the receiving Competent Authority. This includes a transferring Competent Authority's statement of compliance, namely, that the product meets the receiving Competent Authority's certification requirements. Upon acceptance, the receiving Competent Authority will issue its TC/STC.

If the receiving Competent Authority has previously validated some models covered by the TC being transferred, any model being transferred with the TC which has not been previously validated by the receiving Competent Authority will need to be validated. The transferring Certifying Authority will, if requested, provide support to the receiving Competent Authority in making findings of compliance with the receiving Competent Authority's applicable certification requirements. This support includes the transferring Certifying Authority's statement of compliance that the model meets the receiving Competent Authority's certification requirements. Upon acceptance, the receiving Competent Authority will place the additional model on its TC.

The transfer of the ICAO SoD or SoDM responsibilities for the TC/STC to the receiving Competent Authority will be considered complete when the receiving Competent Authority confirms in writing to the transferring Competent Authority that all necessary data have been transferred to the new holder, that the new holder is able to perform the responsibilities required of a design approval holder and that the receiving Competent Authority has issued a new TC/STC in the name of the new holder.

The transferring Competent Authority will reissue a TC/STC in the name of the new holder after the receiving Competent Authority issues its TC/STC, unless the new holder does not wish to maintain the original SoD or SoDM approval.

If the receiving Competent Authority's TC covers only some of the models in the transferring Certifying Authority's original TC and the new holder does not apply for approval of those additional models, the current holder will continue to hold the data for those additional models and the transferring Certifying Authority will continue to fulfil its SoD responsibilities for those additional models.

Upon transfer, or a mutually agreed-upon date, the receiving Competent Authority will start carrying out the SoD or SoDM functions and will comply with the requirements of Annex 8 to the Chicago Convention for affected products. The new Certifying Authority will then notify the previous Certifying Authority and all affected ICAO Contracting States (i.e. States of Registry), of the change in SoD or SoDM responsibility and identify the new TC/STC holder.

5.2.2 Transfer of TCs and STCs within Brazil or the EU (no change of Certifying Authority)

In cases where a TC/STC is transferred within Brazil or the EU and there is no change in Certifying Authority, the CA will notify the VA that a TC/STC validated by the VA has been transferred to a new design approval holder.

The CA shall provide the VA with a copy of the new TC/STC issued in the name of the new design approval holder and shall assist the VA in the reissuance of the validated TC/STC to the new holder.

The VA, upon completion of any appropriate administrative process, will issue a TC/STC in the name of the new design approval holder.

5.2.3 Transfer of TCs and STCs to a third State

When a TC or STC is to be transferred to a third State, the CA will notify the VA prior to the transfer and may provide any needed technical assistance to the VA. The transfer procedure to a third State is outside the scope of this TIP and the Agreement.

5.3 Surrender of a TC or STC

If a certificate holder surrenders a TC or an STC issued by either ANAC or EASA as the CA, the CA will immediately notify the VA in writing of the action. For EASA, notification will be to the ANAC Aeronautical Product Design Certification Branch (GCPP) as listed in Appendix A. For ANAC, notification will be to the EASA TC or STC website at the address given in Appendix A.

The CA will undertake all necessary activities to ensure the continuing airworthiness of the product until such time as:

5.3.1 The TC or STC is reissued to a new holder (when that new holder has demonstrated its competence to fulfil the necessary obligations); or

5.3.2 The CA has revoked the TC or STC. Prior to revocation, the CA will notify the VA of the pending action.

5.4 Revocation or Suspension of TC or STC

In the event that either Competent Authority revokes or suspends a TC or STC for a civil aeronautical product for which they act as Certifying Authority, that Authority will immediately inform the other. The VA, upon notification, will conduct an investigation to determine if action is required. If the revocation or suspension was justified and the VA concurs with the CA's certificate action, the VA will initiate a revocation or suspension of its TC or STC.

Alternatively, the VA may decide to assume continuing airworthiness responsibility so that it can support the continued safe operation of the affected product within its jurisdiction. In this case, the CA should obtain and provide any type design data the VA requests to the VA. The VA may then decide what, if any, action to take.

Either Competent Authority may revoke its TC or STC if the continuing airworthiness responsibilities would cause an undue burden for that Competent Authority.

5.5 Surrender or Withdrawal of CPAA under OTP / ETSOA

5.5.1 Surrenders

If an CPAA under OTP or an ETSOA holder elects to surrender the CPAA under OTP, or ETSOA issued by ANAC or EASA, the Competent Authority that issued the approval being surrendered will immediately notify the other in writing of the action.

5.5.2 Withdrawals

If an CPAA under OTP or ETSOA is withdrawn, the Competent Authority that issued the approval being withdrawn will immediately notify the other in writing

of the action. The CA will inform the VA when an unsafe condition has been identified. In the event of a withdrawal of an CPAA under OTP or ETSOA for non-compliance, the CA will investigate all non-compliances for corrective action and will notify the VA of the corrective action. The CA still has responsibility for the continuing airworthiness of those CPAA under OTP or ETSOA articles manufactured under its approval.

SECTION VI PRODUCTION APPROVAL AND SURVEILLANCE ACTIVITIES

6.1 Production System

Implementation of production is addressed starting at paragraph 4 of Annex A of the Agreement.

SECTION VII EXPORT PROCEDURES

7.1 General

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

7.1.2 For civil aeronautical products exported from Brazil or the European Union, the following export airworthiness approvals are recognized and accepted when issued in a form and manner prescribed by the Exporting Authority through its Competent Authority, as follows:

7.1.2.1 For ANAC, an Export Certificate of Airworthiness is issued for complete aircraft. An Authorized Release Certificate or Authorized Release Document is issued for aircraft engines, propellers and articles, where appropriate.

NOTE: The manufacturer may not issue an Authorized Release Certificate for articles under conditions in section 2.3.6.

7.1.2.2 For the EU, an Export Certificate of Airworthiness, EASA Form 27, is issued by the Competent Authorities or by EASA for completed aircraft. An Authorized Release Certificate, EASA Form 1, is issued for aircraft engines, propellers, and articles, where appropriate.

NOTE: The manufacturer may not issue an EASA Form 1 for articles under conditions in section 2.2.6.

7.1.3 If the exporting Authority is not in a position to assess whether or not an aircraft satisfies the conditions defined in this section, it will inform the importing Authority accordingly.

7.2 New Aircraft Exported to Brazil or the EU

7.2.1 The Exporting Authority shall certify that a new aircraft being exported to Brazil or the European Union:

7.2.1.1 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;

7.2.1.2 is in a condition for safe operation; and

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

7.2.2 Each new aircraft imported to Brazil or the EU will have an Export Certificate of Airworthiness. The Export Certificate of Airworthiness should contain a statement or declaration of its certification in respect of paragraph 7.2.1 above,

and will include the identification of any exception from the identified approved type design of the Importing Authority.

7.2.3 The Export Certificate of Airworthiness should also include the identification of any exception from the identified approved type design of the Importing Authority. The exception from the identified type design shall be coordinated in accordance with subsection 7.6 of this TIP.

7.2.4 The Exporting Authority shall 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 protection requirements and to complete the certificate of noise compliance or equivalent record.

7.3 Used Aircraft Exported to Brazil or the EU

7.3.1 An used aircraft under the jurisdiction of Brazil or the European Union 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.

7.3.2 The Exporting Authority shall certify that a used aircraft eligible under subparagraph 7.3.1 of this TIP being exported to Brazil or the European Union:

7.3.2.1 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;

7.3.2.2 is in a condition for safe operation;

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

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

7.3.3 The Exporting Authority shall 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 protection requirements and to complete the certificate of noise compliance or equivalent record.

7.3.4 Each used aircraft imported to Brazil or the EU will have an Export Certificate of Airworthiness. The Export Certificate of Airworthiness should contain a statement or declaration of its certification in respect of paragraph 7.3.2 above, and will include the identification of any exception from the identified approved type design of the Importing Authority.

7.3.5 The Export Certificate of Airworthiness should also include 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 7.6 of this TIP.

7.3.6 In the case of subparagraph 7.3.2.3 of this TIP, the Importing Authority may

request inspection and maintenance records, which include but are not limited to:

- 7.3.6.1 The original or certified true copy of the Export Certificate of Airworthiness, or equivalent, issued by the Exporting Authority;
- 7.3.6.2 Records, which verify that all overhauls, major changes, and major repairs were accomplished in accordance with data approved in accordance with Section II, of this TIP;
- 7.3.6.3 Maintenance records and logbook entries which substantiate that the used aircraft is properly maintained by fulfilling the requirements of an approved maintenance program by the Competent Authority for EU and approved or accepted by ANAC for Brazil; and
- 7.3.6.4 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.

7.3.7 In the case where Brazil or the European Union is the SoD of the used aircraft, and such aircraft is being imported from a third country, ANAC or EASA shall, upon request, assist the other in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. In addition, assistance shall also be provided in obtaining information regarding subsequent installations on the used aircraft that have been approved by the SoD.

7.4 New Aircraft Engines, Propellers, Appliances, and Parts other than a Standard Part Exported to Brazil or the EU

7.4.1 A new aircraft engine, propeller, appliance, and any part other than a Standard Part or articles under conditions in 2.2.6 or 2.3.6 being exported to Brazil or the European Union shall be certified that it:

- 7.4.1.1 Conforms to the applicable approved design data;
- 7.4.1.2 Is in a condition for safe operation; and
- 7.4.1.3 Complies with the applicable airworthiness directives and additional import requirements of the Importing Authority, where notified.

7.4.2 For new and rebuilt aircraft engines and new propellers, the Authorized Release Certificate/Document should contain a statement or declaration of its certification in respect of paragraph 7.4.1 above, and will include the identification of any exception from the identified approved type design of the Importing Authority.

7.4.3 The Authorized Release Certificate/Document should also include the identification of any exception from the identified approved type design of the Importing Authority.

7.5 Used Aircraft Engines, Propellers, ETSO Articles, Modification Parts and Replacement Parts Exported to Brazil

7.5.1 Used aircraft engines, propellers, ETSO Articles, modification parts and replacement parts shall be exported in accordance with the requirements established by ANAC. For export of such used products to Brazil, ANAC may be contacted as detailed in Appendix A, for any necessary clarification.

7.6 Coordination of Exceptions on an Export Certificate of Airworthiness

7.6.1 The exporting Authority will notify the importing Authority prior to issuing an Export Certificate of Airworthiness when non-compliance to an importing Authority's import requirements is to be noted on the exporting approval document. This notification should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate.

7.6.2 In all cases, a written acceptance of the exceptions from the importing Authority is required before the issuance of the EA's Export Certificate of Airworthiness. A copy of this written acceptance will be included with the export documentation. This acceptance does not negate the importing Authority requiring the rectification of these exceptions prior to the issuance of the Certificate of Airworthiness.

7.7 Identification and Marking Requirements

Under the Agreement, Brazil and the European Union 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.

7.8 Additional Requirements for Imported Products

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:

7.8.1 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.

7.8.2 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.

7.8.3 Logbooks and Maintenance Records

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

SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

8.1 General

8.1.1 Pursuant to section 6 of Annex A of the Agreement, upon request and after mutual agreement, and as resources permit, ANAC and EASA shall provide technical support and information, hereafter referred to as technical assistance, to each other when significant activities are conducted in either Brazil or the European Union.

8.1.2 Every effort should be made to have these certification tasks performed locally on each other's behalf. These technical assistance activities will help with regulatory surveillance and oversight functions at locations outside of the requesting Authority's country. These supporting technical assistance activities do not relieve the 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. EASA 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.

8.1.3 ANAC and EASA or a Competent Authority will use their own policies and procedures when providing such technical assistance to the other, unless other special arrangements are agreed upon. Types of assistance may include, but are not limited to, the following:

8.1.3.1 Certification and Validation Support

- (a) Approving test plans;
- (b) Witnessing tests;
- (c) Performing compliance inspections;
- (d) Reviewing reports;
- (e) Obtaining data;
- (f) Verifying/determining compliance;
- (g) Monitoring the activities and functions of accredited persons or approved organizations; and
- (h) Conducting investigations of service difficulties.

8.1.3.2 Conformity and Surveillance Support

- (a) Conformity inspections;
- (b) Witnessing the first article inspection of parts;
- (c) Monitoring the controls on special processes;
- (d) Conducting sample inspections on production parts;

- (e) Monitoring production certificate extensions;
- (f) Monitoring the activities and functions of accredited persons or approved organizations;
- (g) Conducting investigations of service difficulties; and
- (h) Evaluating or conducting surveillance of production systems including assistance in determining that a supplier complies with purchase order and production requirements at locations in Brazil or the EU.

8.1.3.3 Airworthiness Certification Support

- (a) Assistance in the delivery of airworthiness certificates for aircraft; and
- (b) Determining the original export configuration of a used aircraft.

8.1.3.4 Technical Training

Any additional assistance needed to support the technical implementation of this TIP.

8.1.4 For requests from ANAC for EASA engineering design support (including conformity of test set-ups), EASA has delegated EASA DOAs to provide technical assistance to ANAC. Routine requests for technical assistance shall be sent directly to an EASA DOA with a copy notification to EASA. When the EU company holds an EASA DOA, the company may use its DOA procedures to conduct the requested technical assistance on behalf of EASA. No coordination or individual requests to EASA are required once ANAC confirms with EASA that the DOA is authorized for similar activities. EASA retains responsibility for the DOA's performance. Non-routine requests shall use the procedures outlined in paragraphs 8.2 through 8.9.

8.2 Witnessing of Tests During Design Approval

- 8.2.1 ANAC and EASA may request assistance in the witnessing of tests that are performed in the other's jurisdiction.
- 8.2.2 Only Authority-to-Authority requests are permissible and neither ANAC nor EASA will respond to a test witnessing request made directly from the manufacturer or supplier. Witnessing of tests will be conducted only after consultations and agreement between ANAC and EASA on the specific work to be performed and agreement has been obtained from the other Authority. ANAC or EASA, as appropriate for the country in which the design approval applicant is located, makes the written request for witnessing of tests.
- 8.2.3 Unless otherwise delegated, approval of the design approval applicant's test plans, test procedures, test specimens and hardware configuration remains the responsibility of the Authority of 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 design approval applicant.

- 8.2.4 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 the Authority receiving such requests, these activities may be performed by accredited persons, accredited organizations, or approved organizations.
- 8.2.5 Generally, conformity inspections associated with prototype parts in the EU are the responsibility of the EU Competent Authority. However, EASA shall assure that such inspections have been conducted prior to witnessing any tests on behalf of ANAC. In addition, EASA is generally responsible for the conformity of the test set-up.
- 8.2.6 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 EASA, as appropriate, at least two weeks prior to each scheduled test.
- 8.2.7 ANAC or EASA requests for conformity of the test set-up and/or witnessing of tests shall be sent electronically to the appropriate office which has responsibility for the location of the test. ANAC and EASA offices are listed in Appendix A of this TIP. Where prototype part conformity inspection is also involved, ANAC may send a joint notification of the activity to both EASA and the applicable Competent Authority of the European Union Member State.
- 8.2.8 Upon completion of test witnessing on behalf of the requesting Authority, ANAC or EASA will send a report stating that the test was conducted in accordance with approved test plans and confirming the test results, as well as any other documentation as notified by the requesting Authority.

8.3 Compliance Determinations

- 8.3.1 ANAC or EASA may also request that specific compliance determinations be made associated with the witnessing of tests or other activities. Such statements of compliance will be made to the airworthiness or environmental protection standards of the requesting Authority.
- 8.3.2 ANAC's or EASA's statements of compliance will be sent in a formal letter, transmitted electronically, to the requesting ANAC or EASA office.

8.4 Conformity Certifications during Design Approvals

- 8.4.1 ANAC or EASA, depending upon the country in which a supplier is located, may request prototype part conformity certifications from the other, as appropriate.
- 8.4.2 Only Authority-to-Authority requests are permissible and Authorities will not respond to a conformity certification request from the manufacturer or supplier. Conformity certifications will be conducted only after consultations between the two Competent Authorities on the specific work to be performed, and agreement has been obtained from the Competent Authority in the State in

which the supplier is located. Requests for conformity certifications should be limited to test specimens or prototype/pre-production parts that are of such complexity that they cannot be inspected by the manufacturer or its Competent Authority after assembly or prior to installation in the final civil aeronautical product.

- 8.4.3 Conformity certifications may require the development of a working arrangement based on the complexity and frequency of the requested certifications. At the discretion of the Authority in receipt of such requests, conformity certifications may be performed by accredited persons, accredited organizations, or approved organizations.
- 8.4.4 EASA requests for conformity certifications will be sent to the ANAC offices listed in Appendix A of this TIP. ANAC requests for conformity certifications will be sent to EASA or the appropriate Competent Authority. ANAC and EASA offices are listed in Appendix A of this TIP.
- 8.4.5 Upon completion of all conformity inspections conducted on behalf of the requesting Authority, ANAC or EASA will complete and return all documentation to the requesting Authority, as notified. The Competent Authority of the State in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's Competent Authority on the conformity certification for the particular part. Any nonconformity described as a deviation should be brought to the attention of ANAC or EASA for evaluation and disposition as to its effect on safety and the validity of the test under consideration. ANAC or EASA should receive a report stating the disposition required on each deviation before the appropriate ANAC or EASA form is issued.
- 8.4.6 Neither conformity certification on prototype/pre-production parts, nor inspections on prototype/pre-production parts, should be construed as being an export airworthiness approval, since a conformity certification does not constitute an airworthiness determination. Airworthiness determinations remain the responsibility of the design holder and/or manufacturer and the CA.

8.5 Other Requests for Assistance or Support

ANAC or EASA may request other types of technical assistance outlined in paragraph 8.1.3. Each request will be handled on a case-by-case basis, as resources permit between the Project Certification Manager – PCM for EASA 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 special arrangement may be needed.

8.6 Airworthiness Certificates

There may be certain programs 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 been manufactured, granted an Export Certificate of Airworthiness by the exporting Authority, and entered on the importing State's registry. This will require the development of a special arrangement between the exporting and importing Authorities.

8.7 Protection of Proprietary Data

Unless required by law, ANAC and EASA agree that they shall not copy, release, or show data identified as proprietary or otherwise restricted obtained from each other to anyone other than an ANAC or EASA employee, without written consent of the design approval holder or other data submitter. ANAC or EASA should obtain this written consent from the design approval holder through its CA. To the extent that ANAC or EASA shares such data with a Competent Authority or accident investigation entity, ANAC or EASA shall ensure that these persons treat such restricted information in accordance with Article 11 of the Agreement.

8.8 Public Access to Documents and Information

8.8.1 "Lei de Acesso à Informação" (LAI) Requests

8.8.1.1 ANAC often receives requests from the public under the "Lei de Acesso à Informação" (LAI) (Lei Federal nº 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.

8.8.1.2 When ANAC receives a LAI request related to a product or article of an ANAC approval holder or applicant who is located in European Union, ANAC will request EASA assistance in contacting the approval holder or applicant to help determine what portions of that information may qualify for exemption under the criteria above and to ask them to provide factual information justifying use of the exemption.

8.8.2 When EASA receives a request for the release of documents that was submitted by a design approval holder in Brazil and covered by this TIP, EASA shall inform ANAC of any information received from ANAC and submitted to EASA by the approval holder or the applicant that might be released. EASA 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 any. If release is objected to, a statement of the reasons must be furnished by ANAC to EASA, which must comply with the EU access to documents legislation. EASA shall apply the relevant European Union rules in making its determination whether or not to release the requested documents.

8.9 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

- 8.9.1 When investigating in-service incidents, accidents, or suspected unapproved parts involving a civil aeronautical product imported under this TIP, ANAC or EASA may request information from the appropriate focal points (see listing in Appendix A of this TIP). EASA shall coordinate with the appropriate European Union Member State to obtain any necessary support.
- 8.9.2 In case of a major incident/accident, ANAC and EASA shall cooperate to address urgent information needs. Following a major accident/incident, upon receipt of a request for urgent information, the appropriate Competent Authority shall provide the requested information. ANAC and EASA shall 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 shall be made as soon as possible. Either ANAC or EASA, as applicable, shall assist in ensuring that its manufacturer provides requested information expeditiously.

SECTION IX SPECIAL ARRANGEMENTS

9.1 General

- 9.1.1 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 Agreement. When such a situation arises, ANAC and EASA shall review it and a working arrangement shall be developed to address the situation. Such an arrangement shall 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 shall 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 through the Joint Sectorial Committee on Certification.
- 9.1.2 Any working arrangements shall be kept and controlled by the focal points for this TIP listed in Appendix A of this TIP.

SECTION X AUTHORITY

10.1 General

The Joint Sectorial Committee on Certification approves these Technical Implementation Procedures - TIP in Revision 5 Amendment 1, as indicated by the signatures of its duly authorized representatives.

National Civil Aviation Agency -
Brazil

European Union Aviation Safety Agency –
European Union

Original Signed *

By: Roberto José Silveira
Honorato
Head of Airworthiness
Department

Original Signed *

By: Rachel Daeschler
Certification Director

Date: 14 October 2025

Date: 14 October 2025

* - Original signed copy filed in ANAC/SAR/GTNI

APPENDIX A ADDRESSES

A.1 FOCAL POINTS FOR IMPLEMENTATION

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

For ANAC:	For EASA:
Airworthiness Standards and Innovation Technical Branch (<i>Gerência Técnica de Normas e Inovação – GTNI</i>) Airworthiness Department (<i>Superintendência de Aeronavegabilidade – SAR</i>) National Civil Aviation Agency Rua Dr. Orlando Feirabend Filho, 230 - Centro Empresarial Aquarius - Torre B - Andares 14 a 18, Parque Residencial Aquarius São José dos Campos – SP CEP 12.246-190 – Brazil E-mail: air.agreements@anac.gov.br	Policy, Innovation & Knowledge DepartmentCertification Directorate European Union Aviation Safety Agency Postfach 10 12 53 D-50452 Köln Germany
Tel: +55 (12) 3203-6722	Tel.:+49 221 89990 4005 Fax:+49 221 89990 9501

A.2 FOCAL POINTS FOR COORDINATION OF AMENDMENTS

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

For ANAC:	For EASA:
Airworthiness Standards and Innovation Technical Branch	Certification Director's Office Certification Directorate

<i>(Gerência Técnica de Normas e Inovação – GTNI)</i> Airworthiness Department <i>(Superintendência de Aeronavegabilidade – SAR)</i> 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	European Union Aviation Safety Agency Postfach 10 12 53 D-50452 Köln Germany
Tel: +55 (12) 3203-6722	Tel.:+49 221 89990 4005 Fax:+49 221 89990 9501

A.3 EASA OFFICES

Mailing Address	Physical Location
European Union Aviation Safety Agency Postfach 10 12 53 D-50452 Köln Germany	European Union Aviation Safety Agency Konrad-Adenauer-Ufer 3; D-50668 Köln Germany

A.4 EASA E-MAIL ADDRESSES

For Design approvals:

TCs:	tc@easa.europa.eu
STCs:	stc@easa.europa.eu
ETSOAs:	etsoa@easa.europa.eu

Major changes/repairs: MajorChange-MajorRepair@easa.europa.eu

Applications to EASA are made through the EASA Portal, found at:
<https://portal.easa.europa.eu>

For Continuing Airworthiness:

AD: ads@easa.europa.eu

Failure, Malfunction and Defect: report@easa.europa.eu

A.5 ANAC OFFICES

Mailing Address	Physical Location:
Airworthiness Department (<i>Superintendência de Aeronavegabilidade – SAR</i>) Setor Comercial Sul – Qd 09 – Lote C Ed. Pq Cidade Corporate – Torre A – Andares 01 a 07 Brasília – DF CEP 70.308-200 – Brazil	Airworthiness Department (<i>Superintendência de Aeronavegabilidade – SAR</i>) Setor Comercial Sul – Qd 09 – Lote C Ed. Pq Cidade Corporate – Torre A – Andares 01 a 07 Brasília – DF CEP 70.308-200 – Brazil

A.6 ANAC E-MAIL AND WEB ADDRESSES

Enquiries on Airworthiness Agreements:

air.agreements@anac.gov.br

Airworthiness Directives:

<https://www.gov.br/anac/pt-br/assuntos/seguranca-operacional/informacoes-de-seguranca-operacional/aeronavegabilidade/>

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 also be found at:

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

APPENDIX B REGULATIONS, ADVISORY AND GUIDANCE MATERIALS

B.1 ANAC AND EASA NORMATIVE DOCUMENTS STRUCTURES

This Appendix identifies the respective ANAC and EASA 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 EASA:

Rulemaking: <http://easa.europa.eu/regulations>

Certification: <https://www.easa.europa.eu/en/document-library/certification-procedures>

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, 36, and 38. Guidance material, policy, and procedures are contained in ANAC Instruções Suplementares (IS) and Manuais de Procedimentos (MPR).

B.3 EASA MATERIALS

The following documents are posted on the EASA website at the following address: <http://easa.europa.eu/regulations>

- EASA 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), APU, E (Engines), ETSO (European Standard Orders), LSA (Light Sport Aeroplanes), P (Propellers), SIMD (Simulator Data), VLA (Very Light Aeroplanes), European light aircraft (ELA), 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 ACRONYM LIST

AD	Airworthiness Directive
ALS	Airworthiness Limitation Section
AMOC	Alternative Methods of Compliance
ANAC	“Agência Nacional de Aviação Civil” (National Civil Aviation Agency) - Brazil
APAA	“Atestado de Produto Aeronáutico Aprovado” (Attestation of Approved Aeronautical Product) (for ANAC)
APU	Auxiliary Power Unit
COP	“Certificado de Organização de Produção” (Production Organization Certificate) (for ANAC)
CA	Certificating Authority
CAI	Certification Action Item (for EASA)
COP	“Certificado de Organização de Produção” (Production Organization Certificate)
COPj	“Certificado de Organização de Projeto” (Design Organization Certificate)
CPAA	“Certificado de Produto Aeronáutico Aprovado” (Certificate of Approved Aeronautical Product)
CRI	Certification Review Item
CS	Certification Specification (for EASA)
DA	“Diretriz de Aeronavegabilidade” (Airworthiness Directive)
DAH	Design Approval Holder
DAL	Design Approval Letter (for ANAC)
DDP	Declaration of Design and Performance
DOA	Design Approval Organisation (for EASA)
EA	Exporting Authority
EASA	European Union Aviation Safety Agency
ELA	European Light Aircraft
ELOS	Equivalent Level of Safety
EU	European Union
ETSO	European Technical Standard Order
ETSOA	European Technical Standard Order Authorization
FCAR	“Ficha de Controle de Assuntos Relevantes” (Relevant Issues Control Sheet) (for ANAC)

GTNI	“Gerência Técnica de Normas e Inovação” (Airworthiness Standards and Innovation Technical Branch)
IA	Importing Authority
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IS	“Instrução Suplementar” (Supplementary Instruction) (for ANAC)
LAI	“Lei de Acesso à Informação” (Law for Access to Information)
MF&D	Malfunction, Failures and Defects
MOC	Method of Compliance
MPR	“Manual de Procedimentos” (Procedures Manual) (for ANAC)
MRB	Maintenance Review Board
OSD	Operational Suitability Data
OTP	Ordem Técnica Padrão (Technical Standard Order)
PCM	Project (or Program) Certification Manager
PCP	“Profissional Credenciado em Projeto” (Accredited Professional in Design)
POA	Production Organisation Approval (for EASA)
RBAC (for ANAC)	Regulamento Brasileiro da Aviação Civil (Brazilian Civil Aviation Regulation)
RTC	Restricted Type Certificate
SDR	Service Difficult Report
SoD	State of Design
SoDM	State of Design of Modification
SoM	State of Manufacture
SoR	State of Registry
STC	Supplemental Type Certificate
STCH	Supplemental Type Certificate Holder
TC	Type Certificate
TCH	Type Certificate Holder
TIP	Technical Implementation Procedure
VA	Validating Authority

APPENDIX D RECORD OF REVISIONS

Revision	Revision date	Paragraph	Change	Reason
1	23 Sept. 2014	ToC	Updated Table of Content	
1	23 Sept. 2014	2.3.1.1	Updated EASA website for application forms	New location of application forms
1	23 Sept. 2014	2.6.3.2	EASA validation of Brazilian STC for aeronautical product exempted from Type Certification under RBAC21.29(d)-I or (e)-I	Added statement to clarify EASA's position for these cases as (EU) 748/2012 (Part 21) does not contain the same provisions.
1	23 Sept. 2014	2.8.1	Introduction of "General" title	Editorial
1	23 Sept. 2014	2.8.4.2c)	Removal of paragraph	Corrected to promote mutual acceptance.
1	23 Sept. 2014	2.9.2.3	Deleted redundant paragraph	First para introduced in 2.9.1.1, second para deleted as it was redundant with text in 2.9.1.1
1	23 Sept. 2014	3.3.3	Added "as Importing Parties"	Clarified the roles of Authorities
1	23 Sept. 2014	4.3	Replaced "its" with "their"	Editorial
1	23 Sept. 2014	4.5.2.1	Deleted	Renumbered, replaced with 4.5.3
1	23 Sept. 2014	7.8.2	Amended title and content	Changed to "public access to documents and information" and made the

				differentiation of the receiver of the request within the text of the article, re-numbered the paragraphs.
1	23 Sept. 2014	9	New approval date	
1	23 Sept. 2014	Appendix A	Certification Policy and Safety Information Department	Amended Title of EASA contact Department due to re-organisation
1	23 Sept. 2014	Appendix B	Amended EASA web addresses for Certification and Rulemaking	Amendment to account for the revised EASA website
Revision	Revision date	Paragraph	Change	Reason
1	23 Sept. 2014	C6.3.	Classification of repairs	Added new paragraph
1	23 Sept. 2014	Appendix E	Added new appendix	Added a Record of Revisions appendix to keep historic version of the document available and provide reason for changes
1	23 Sept. 2014	Appendix F	Added new appendix	Added "Management Plan for Helibras Manufactured Helicopters" to incorporate the former arrangement between DGAC and CTA on regulatory responsibilities for the Helibras

				manufactured helicopters
1	23 Sept. 2014	Appendix G	Reserved	

Revision	Revision date	Paragraph	Change	Reason
2	15 Sept. 2015	9	New EASA Certification Director and new approval date	
2	15 Sept. 2015	A2	For International Cooperation Section replaced Executive Directorate with the Strategy & Safety Management Directorate	Due to EASA reorganization
2	15 Sept. 2015	B3	Updated EASA regulatory material (Certification Specifications)	
2	15 Sept. 2015	C.3.2.1 e)	Added: Certification Action Item (CAI)	Clarification on the recording of Validating Authority's involvement on EASA side
2	15 Sept. 2015	C.3.2.1 f)	Added: bullet III to list ML1 exception cases, unless otherwise agreed by both ANAC and EASA	Facilitation of changes to approved manuals
2	15 Sept. 2015	C.6.1 a)	Correction: deleted "letter"	EASA issues a repair design approval

Revision	Revision date	Paragraph	Change	Reason
3	February 2017	Table of Contents	Insertion of new section, "C2.6 Interim General Procedures for the Approval of OSD or Equivalent Requirements".	Updated to reflect new section C2.6.

3	February 2017	1.8 Terminology “Operational Suitability Data (OSD) Requirements”	(v) Insertion of new definition.	Definition for OSD added.
3	February 2017	1.8 Terminology “Validation”	y) replaced “design” with “product”	Updated definition to include OSD.
3	February 2017	2.4.3 Establishing the Certification Basis for the Type Certificate (c)(i) and (ii)		Addition of OSD requirements to EASA certification basis.
3	February 2017	2.6.4 Establishing the Certification Basis for the Supplemental Type Certificate (b) III		Addition of OSD requirements to EASA certification basis.
3	February 2017	2.13.1.2 Changes to the Type Design by the TC or STC Holder (c) IV		Addition of OSD requirements to EASA certification basis.
3	January 2017	Section 9 – Authority	Insertion of “Roberto José Silveira Honorato” as ANAC Airworthiness Superintendent and “Trevor Woods” as EASA Certification Director	Updated to reflect new Directors within ANAC and EASA as signatories.
3	February 2017	al Points for Implementation	For EASA: “Certification Policy & Safety Information Department”	Updated facsimile number.

			update of facsimile number: "Fax: +49 221 89990 9501"	
3	February 2017	Appendix A, A2. Focal Points for Coordination of Amendments	For EASA: Insertion of new Department "Certification Policy & Safety Information Department" Tel.: +49 221 89990 4005 Fax: +49 221 89990 9501	Updated to include new Department responsible for amendments.
3	February 2017	Appendix A, A2. Focal Points for Coordination of Amendments	For ANAC: Insertion of new address "Rua Laurent Martins, 209 Jardim Esplanada, São José dos Campos - SP - Brasil CEP 12.242-431" And update of contact numbers: Tel: +55 12 3203 6722 Fax: +55 12 3203 6600	Updated address, telephone and facsimile numbers.
3	February 2017	Appendix A, A3. EASA Offices	Physical Location Insertion of EASA new address "Konrad-Adenauer-Ufer 3; D-50668 Köln Germany"	Updated to include new physical address location.
3	February 2017	Appendix A, A5 ANAC Offices	Mailing address: Superintendência de Aeronavegabilidade – SAR Setor Comercial Sul, Quadra 09 Torre A Ed. Parque Cidade Corporate Lote C - Brasília, DF, CEP 70.297 Physical location: Superintendência de Aeronavegabilidade – SAR	Updated to include new mailing and physical address location.

			Setor Comercial Sul, Quadra 09 Torre A Ed. Parque Cidade Corporate Lote C - Brasília, DF, CEP 70.297-400	
3	February 2017	Appendix A, A6 ANAC e-mail and web address	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 .	
3	February 2017	Appendix B, B3. EASA Materials	Insertion of CS-STAN	Updated list of reference materials.
3	February 2017	C2.6 Interim Procedure for the Validation of OSD or equivalent requirements	Insertion of new section C.2.6.	Interim Procedures intended for the approval of OSD requirements.
3	February 2017	C3.2 Major Changes to a TC or STC	j) Insertion of new text For changes affecting the EASA-approved operational	Provision added to allow classification and handling of

		(Including Revisions to Approved Manuals) by the Holder j)	suitability data, ANAC and EASA shall establish mutually-agreed procedures for the classification of changes, the notification to EASA, and the means of approval of such changes. This procedure shall be incorporated as part of the OSD element-specific procedure of paragraph C.2.6.4.	changes to OSD under mutually-agreed procedures.
3	February 2017	Appendix D, Acronym List	Insertion of new acronym "OSD - Operational Suitability Data".	Updated to include new OSD acronym to reflect changes throughout document.

Revision	Revision date	Paragraph	Change	Reason
4	15 June 2022	Appendix F – Appendix 2	Focal Points contact information update	Changes on contact information of CAA's Focal Points
4	15 June 2022	Appendix F – Appendix 3	Update on the list of Airbus helicopter models subjected to this arrangement: maintain only model AS 350B3	Update of the license agreement between Airbus and Helibras
4	15 June 2022	Appendix F – General	Minor changes throughout the document	Wording, typo, clarifications

Revision	Revision date	Paragraph	Change	Reason
5	28 Oct. 2024	General	Adoption of a complete new TIP structure	Adoption of the EASA-FAA bilateral agreement structure

5	28 Oct. 2024	1.6	Adoption of general procedures for Continued Maintenance of Confidence	To ensure both CAAs remain capable to comply with obligations
5	28 Oct. 2024	SECTION II	TIP scope review. Excluded possibility of export used engines, propellers, articles and parts under this TIP.	Used parts are scope of MIP
5	28 Oct. 2024	3.3.3	Adoption of reciprocal OTP/ETSO acceptance, excluding list of common Technical Standard Orders	To facilitate acceptance of OTP/ETSO
5	28 Oct. 2024	3.5.3.3 and 3.5.3.4	Adoption of risk-based validation criteria: definition of Basic criteria leading to streamlined validation, and Non-Basic criteria leading to technical validation	Adoption of more appropriate validation procedures, based on CAAs mutual confidence
5	28 Oct. 2024	3.5.5.4(d)	Adoption of Validation Work Plan in technical validations	To better planning validations
5	28 Oct. 2024	General	Overall corrections and adjustments	For better clarity
5 Amd.1	14 Oct. 2025	1.12.54.2	Included rotorcraft MTOM 3175kg 9 pax max in “Small Aircraft” definition	Cooperation scope expansion
5 Amd.1	14 Oct. 2025	1.12.55	Update “Special Condition” definition	According to RBAC 21.16 / editorial update
5 Amd.1	14 Oct. 2025	3.2.1 and 3.3.1	Change in acceptance criterion for basic major changes	Process improvement
5 Amd.1	14 Oct. 2025	3.5.3.4(b)(7) and 3.6.1.6	Change on OSD non-basic criterion	Adoption of CA’s guidance to classify effect on OSD
5 Amd.1	14 Oct. 2025	4.2.4.1, 7.5.1, Appendix A	Updates on weblinks, e-mails, addresses and contact information	Editorial

APPENDIX E SAFETY EMPHASYS ITEMS LISTS LINKS

E.1. ANAC LISTS

ANAC All Products Safety Emphasys Items List Main Reference Page:

<https://www.gov.br/anac/pt-br/assuntos/internacional/acordos-internacionais/4acordos-de-aeronavegabilidade-e-seguranca/uniao-europeia>

E.2. EASA LISTS

EASA All Products Safety Emphasys Items List Main Reference Page:

<http://www.easa.europa.eu/document-library/bilateral-agreements/eu-usa>

APPENDIX F MANAGEMENT PLAN FOR HELIBRAS MANUFACTURED HELICOPTERS

F.1. GENERAL

Considering that under the provisions of the agreement on industrial and technical cooperation between Airbus Helicopters and Helibras¹ helicopters are assembled by Helibras, using kits produced by Airbus Helicopters, in conformity to the EASA approved type design;

Bearing in mind that Helibras helicopters are produced under Helibras production organization certificate (*Certificado de Organização de Produção – COP*), assembled and tested in accordance with procedures approved under the European type design by Airbus Helicopters and accepted by the ANAC under the terms and conditions of Helibras COP;

Considering that Helibras is also designing design changes (customization) implemented on these helicopters, which are delivered with an export certificate of airworthiness issued by ANAC;

Recognising that the Airbus Helicopters type design is EASA approved through the issuance of an EASA Type Certificate to Airbus Helicopters. ANAC has validated the EASA Type Certificate with no differences in type design and has issued a Brazilian Type Certificate. The European Type Certificate has been licensed from Airbus Helicopters to Helibras under a technical agreement between both companies and Helibras has obtained a COP from ANAC to manufacture these helicopters.

F1.1. Framework of cooperation and Purpose

F1.1.1. This management plan is a Working Arrangement as defined in Section 8 of the Technical Implementation Procedures for Airworthiness and Environmental Certification between ANAC and EASA.

F1.1.2. The purpose of this arrangement is to define the division of regulatory responsibility between ANAC, EASA and EASA for the production of complete helicopters and minimize duplication of approval efforts.

F1.2. Scope

F1.2.1. This Working Arrangement covers aspects of:

- a) Design approvals and responsibilities;
- b) Production approvals and responsibilities;
- c) Export airworthiness approval; and
- d) Continued airworthiness responsibilities.

¹ The agreement was originally signed by Eurocopter and Helibras Helicopters in Itajuba on 12 December 2001

- F1.2.2. This Working Arrangement is applicable to all civil helicopters designed by Airbus Helicopters and manufactured by Helibras under a licensing agreement between Airbus Helicopters and Helibras and under the COP issued by ANAC.

F.2. EASA RESPONSIBILITIES

F2.1. Design

- F2.1.1. Under the provisions of this arrangement, the division of regulatory responsibility provides that the EASA will retain responsibility for the Airbus Helicopters design approval of the basic aircraft (i.e. excluding customization options designed by Helibras). Also, EASA is responsible for all type design changes and amendments thereto introduced by Airbus Helicopters, including the correction of service difficulties created or caused by design problems. Type design changes will be incorporated into the European and Brazilian Type Certificates in accordance with procedures defined in the Technical Implementation Procedures – TIP.

F2.2. Service Bulletins

- F2.2.1. All service bulletins issued will bear a statement of approval under EASA Design Organization Approval – DOA EASA.21J.700 on issues specific to Brazilian production of the helicopters, the release of service bulletins will be done only after direct coordination and concurrence by ANAC.

F2.3. Service Difficulties

- F2.3.1. In addition to service difficulties communications to ANAC, as required in the Brazilian regulation, service difficulties occurring on Helibras helicopters and parts, as listed in Annex 3, are also reported to Airbus Helicopters, assessed by Airbus Helicopters and reported to EASA in accordance with the procedure described in their Design Organization Manual.
- F2.3.2. EASA is responsible for continued airworthiness of the basic design of Helibras helicopters.
- F2.3.3. EASA shall keep ANAC fully informed concerning service experience gained on aircraft produced in Brazil that might affect the quality control at Helibras.
- F2.3.4. EASA shall keep ANAC fully informed of all mandatory airworthiness modifications, special inspections, special operating limitations, or other actions determined necessary for continuing airworthiness of Airbus Helicopters and Helibras helicopters.
- F2.3.5. In those cases where it cannot be readily distinguished whether an accident, incident, or service difficulty is related to aircraft design or production, ANAC and EASA shall work cooperatively until a clear distinction can be made to the satisfaction of both parties.

F2.4. Production Surveillance

- F2.4.1. EASA is responsible for Airbus Helicopters surveillance, inspections, and certifications for parts and kits produced for Helibras. EASA will assure that all aeronautical products including components, accessories, and associated parts are produced in accordance with the European /Brazilian Type design. Components, products, parts, and accessories scheduled for shipment to Brazil for assembly at Helibras will be accompanied with a conformity certification document EASA Form 1 released in accordance with Airbus Helicopters procedures under EASA Production Organization Approval EASA.21G.0070.

- F2.4.2. EASA assumes responsibility on behalf of ANAC for activities performed when requested by the ANAC for surveillance, inspections, and certifications. This will be in accordance with existing EASA practices except when special requirements are identified by ANAC.

F.3. ANAC RESPONSIBILITIES

F3.1. General

- F3.1.1. Under the provisions of this arrangement, the division of regulatory responsibility provides that ANAC is the responsible for the quality and test of helicopters produced by Helibras, including all associated aeronautical products including components, accessories, and associated parts manufactured in Brazil and other countries under the Brazilian COP.

- F3.1.2. In accordance with the licensing agreement, all aircraft produced at Helibras will be assembled and tested in accordance with prescribed procedures approved under the EASA and ANAC approved Airbus Helicopters type design and accepted by ANAC under the terms and conditions of the Brazilian COP.

- F3.1.3. ANAC has the overall certificate management responsibility for Helibras helicopters under its COP. All helicopters will be inspected for conformity to the Brazilian Type Certificate and ANAC production certificate procedures. Helibras is wholly responsible for the conformity and airworthiness of helicopters produced in Brazil under the Brazilian COP.

F3.2. Design

- F3.2.1. Changes to the Airbus Helicopters type design introduced in the form of Supplemental Type Certificates (STC) or other design approvals under the Brazilian system will be reviewed and approved by ANAC.

F3.3. Airworthiness Certification

- F3.3.1. Brazilian airworthiness certificates for the Helibras helicopters will be issued in accordance with ANAC procedures and regulations.

- F3.3.2. In issuing the airworthiness certificate, ANAC will first determine that each helicopter:
- a) conforms to the EASA and ANAC approved type design, and complies with all ANAC/EASA airworthiness directives, mandatory airworthiness modifications, special inspections, special operating limitations, or other actions determined necessary for continuing airworthiness of Helibras helicopters; and
 - b) is in condition for safe operation.

F3.4. Service Difficulties

- F3.4.1. ANAC is responsible for continued airworthiness of the design changes developed by Helibras and for the airworthiness issues resulting from the assembly of helicopters at Helibras assembly line.

- F3.4.2. ANAC shall cooperate with EASA in analyzing possible manufacturing/quality-related airworthiness issues as they relate to accidents, incidents, or reported service difficulties.

- F3.4.3. ANAC is the primary responsible in cases where an accident, incident, or service difficulty is related to the Brazilian production system or to a Helibras design change. In such cases, it is ANAC responsibility to assess the issue and take appropriate actions, including airworthiness directive issuance.

- F3.4.4. When it cannot be readily distinguished whether an accident, incident, or service difficulty is related to aircraft design or production, ANAC and EASA shall work cooperatively until a clear distinction can be made to the satisfaction of both parties.

F.4. IDENTIFICATION OF HELICOPTERS

The identification data plate for all helicopters manufactured in Brazil under a Brazilian COP shall comply with the regulations as prescribed by the applicable Brazilian Civil Aviation Regulation (Regulamento Brasileiro da Aviação Civil – RBAC) and shall identify Helibras as the manufacturer. Helicopter serial numbers will be identified in Airbus Helicopters document N° L102-001 (list of serial numbers of helicopters produced by Helibras) referenced in the European and Brazilian Type Certificate Data Sheets.

APPENDIX F.1 - ACRONYM LIST

ANAC	“Agência Nacional de Aviação Civil” (National Civil Aviation Agency) – Brazil
COP ANAC)	“Certificado de Organização de Produção” (Production Organization Certificate) (for ANAC)
CS	Certification Specification
DOA	Design Organization Approval (for EASA)
EASA	European Aviation Safety Agency
JSCC	Joint Sectorial Committee on Certification
POA	Production Organization Approval (for EASA)
RBAC	Regulamento Brasileiro da Aviação Civil (Brazilian Civil Aviation Regulation)
STC	Supplemental Type Certificate
TIP	Technical Implementation Procedure

APPENDIX F.2 - FOCAL POINTS

Contacts for certification and continuing airworthiness aspects	
For ANAC	For EASA
Department of Airworthiness – SAR Aeronautical Products Design Certification Branch – GCPP Rua Dr. Orlando Feierabend Filho, 230 – Centro Empresarial Aquarius – Torre B – Andares 14 a 18, Parque Residencial Aquarius São José dos Campos - SP - Brasil CEP 12.246-190	Certification Strategy & Programming Department Certification Directorate European Union Aviation Safety Agency Postfach 10 12 53 D-50452 Köln Germany

Tel.:+55 12 3203 6626	Tel.:+49 221 89990 4019
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Contacts for manufacturing and quality assurance aspects	
For ANAC	For EASA
Department of Airworthiness – SAR Technical Branch for Organizations Certification and Inspection – GTCO Rua Dr. Orlando Feierabend Filho, 230 – Centro Empresarial Aquarius – Torre B – Andares 14 a 18, Parque Residencial Aquarius São José dos Campos - SP - Brasil CEP 12.246-190	Maintenance and Production Department FS.1 Flight Standards Directorate European Union Aviation Safety Agency Postfach 10 12 53 D-50452 Köln Germany
Tel.: +55 12 3203 6626	Tel.: +49 221 89990 4005

Contacts for AIRBUS Helicopters- Helibras Helicopters Management Plan	
For ANAC	For EASA
Department of Airworthiness – SAR Airworthiness Standards and Innovation Technical Branch – GTNI Rua Setor Comercial Sul – Quadra 09 – Lote C – Edifício Parque Cidade Corporate – Torre A – Andares 1 ao 7 Brasília – DF – Brasil CEP 70.308-200	International Cooperation Department Strategy& Safety Management Directorate European Union Aviation Safety Agency Postfach 10 12 53 D-50452 Köln Germany
Tel.: +55 61 3314 4865	Tel.:+49 221 89990 5007

APPENDIX F.3 - LIST OF AIRBUS HELICOPTERS MODELS SUBJECT TO THIS ARRANGEMENT

1. Industrial agreement: “License Agreement between AH and HB to produce AS350 aircraft in Itajuba” reference EI102 01-100 signed on 27 October 2020.

2. List of Models covered by the Arrangement between ANAC and EASA:

2.1 AS 350B3

EASA Type Certificate: R.008

EASA TCDS: R.008 latest issue

ANAC Type Certificate: No. 8812

ANAC TCDS: ER-8812-XX

Serial numbers of helicopters produced by Helibras: see EASA and ANAC TCDS