

Technical Arrangement on Maintenance (TA-M) Between the National Civil Aviation Agency of Brazil and Transport Canada Civil Aviation



Transports
Canada

Transport
Canada

Revision History

Revisions to this TA-M shall be approved by ANAC and TCCA. Revisions become effective upon last signature of the revised document.

Revision number	Date	Revision Description	Signed on
Original	05/02/2024	New text for the Technical Arrangement – Maintenance (TA-M)	05/02/2024

**Technical Arrangement on Maintenance Between
the National Civil Aviation Agency of Brazil
and Transport Canada Civil Aviation**

The National Civil Aviation Agency of Brazil (ANAC) and Transport Canada Civil Aviation (TCCA), (collectively, the Authorities),

Considering the “Memorandum of Understanding between Transport Canada Civil Aviation and the National Civil Aviation Agency of Brazil for the Promotion of Civil Aviation Safety”, effective on January 25, 2019, which provides for the basis to develop the Technical Arrangement for Maintenance (TA-M),

Considering that they have conducted technical assessments and developed an understanding of each other’s regulations, standards, and systems with regards to airworthiness approvals and maintenance certification of civil aeronautical products, approval and monitoring of maintenance organizations and approval of persons,

Considering that their respective national law, procedures, and systems for the performance of maintenance are sufficiently comparable to permit the mutual acceptance of maintenance certification subject to the procedures described in this TA-M.

Have agreed to the following procedures within this TA-M.

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1. Definitions

For the purposes of this TA-M:

“Aircraft Certification Authority (ACA)” means the authorization issued by the TCCA Approved Maintenance Organization to those individuals who have been assigned maintenance release privileges on an aircraft, in accordance with the procedures and conditions specified in the company’s Maintenance Policy Manual (MPM) or Maintenance Organization Manual (MOM).

“Aircraft” means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the Earth’s surface.

“Aeronautical Product” means an aircraft, aircraft engine, aircraft propeller or aircraft appliance or part, or a component part of any of those things.

“Approved Data” For TCCA includes type certificates, supplemental type certificates, part design approvals, Canadian technical standard order (CAN-TSO) design approvals or repair design approvals as approved or considered approved by TCCA.

For ANAC includes ANAC type certificates, ANAC supplemental type certificates, ANAC part design approvals, ANAC technical standard order authorizations, design ANAC approvals or repair design as approved or considered approved by ANAC.

“Approved Maintenance Organization (AMO)” means an organization approved by ANAC or TCCA to maintain an aeronautical product.

“CAR” means Canadian Aviation Regulations.

“Component Rated AMO” in terms of this TA-M means an AMO who is approved by ANAC or TCCA to maintain an aeronautical product other than an aircraft, engine or propeller.

“Maintenance” means the overhaul, repair, required inspection or modification of an aeronautical product, or the removal of a component from its installation on an aeronautical product.

“Major Modification” for TCCA means an alteration to the type design of an aeronautical product in respect of which a type certificate has been issued that has other than a negligible effect on the weight and centre-of-gravity limits, structural strength, performance, power plant operation, flight characteristics or other qualities affecting its airworthiness or environmental characteristics.

For ANAC means a change not listed in the approved technical specification of the aircraft, engine or propeller that:

- (1) May substantially affect the weight, balance, structural strength, flight and maneuverability characteristics or any other characteristic linked to airworthiness; or
- (2) Is not performed in accordance with the acceptable practices or cannot be performed using elementary operations.

NOTE: In this TA-M the definition of "Major Modification" for ANAC will be considered and applied with the same meaning of “Major Alteration” used in ANAC regulations.

“Overseeing Authority” means the civil aviation authority having jurisdiction over a maintenance organization performing maintenance in accordance with this TA-M.

“Personnel authorized to approve an Aeronautical Product for Return to Service (APRS)” means the authorization issued by the ANAC Approved Maintenance Organization to those individuals who have been assigned maintenance release privileges on Aeronautical Product in accordance with the procedures and conditions specified in the company’s Quality Control Manual (QCM) or MOM.

“Principal Place of Business” means the head office or registered office of the undertaking within which the principal financial functions and operational control of the activities are exercised.

“RBAC” means Brazilian Civil Aviation Regulation.

“SCA” means shop certification authority. A Canadian AMO will issue this authority to those individuals who have been assigned maintenance release privileges on civil aeronautical products intended for installation on aircraft in accordance with the procedures and conditions found within the company’s MPM.

2. Objective

- (1) The objective of this TA-M is to outline the terms and conditions for the reciprocal acceptance and recognition by the Authorities of each other’s aviation regulatory requirements associated with the performance and certification of aircraft, engine, and propeller maintenance.
- (2) Nothing in this TA-M is intended to create a binding legal agreement, or to supersede, prejudice or otherwise derogate from the respective laws and regulations, administrative practices, or procedures, or administrative or adjudicative decision-making of the Authorities. This TA-M will not affect the rights and commitments of the Authorities under other international instruments.

3. Recognition of validity

- (1) In order to avoid duplication of inspections and evaluations to the maximum extent, each Authority may give the same validity to:
 - (a) the other Authority’s inspection and evaluation of findings for the approval of maintenance organizations as to its own inspection and evaluation findings; and
 - (b) the other Authority’s system for the release to service of aircraft, engine and propeller after maintenance as to its own release system.

4. Sections

- (1) This TA-M is sub-divided into three Sections:
 - (a) Section A: outlines the authority interaction between ANAC and TCCA;
 - (b) Section B: outlines the steps necessary for an ANAC RBAC n° 145 AMO with its principal place of business located in Brazil to maintain aircraft, engines, and propellers under the regulatory control of TCCA; and
 - (c) Section C: outlines the steps necessary for a TCCA Canadian Aviation Regulation CAR 573 AMO located in Canada to maintain aircraft, engines, and propellers under the regulatory control of ANAC.

Section A: Authority Interaction

1. Bilateral arrangement for the promotion of aviation safety

- (1) The Authorities recommend that maintenance organizations and personnel maintaining aircraft, engines, and propellers under their respective jurisdictions be familiar with the Memorandum of Understanding (MOU) between TCCA and ANAC for the promotion of civil aviation safety and follow this TA-M.

2. Authorization

- (1) Unless they jointly decide otherwise, in writing, the Authorities will not issue approvals to maintenance organizations in the territory of the other Authority, except as provided in this TA-M.

3. Communication and information

- (1) Communication and mutual co-operation
 - (a) The Authorities will notify each other of proposed significant revisions to their relevant national laws and certification systems insofar as these revisions may have an impact on this TA-M.
 - (b) To the maximum extent practicable, the Authorities will offer each other an opportunity to comment on such revisions and will give due consideration to the comments. Accordingly, upon notice of such changes each Authority may request a meeting to review the need for amendment to this TA-M.
- (2) Information
 - (a) The Authorities will provide each other with information and assistance regarding maintenance of aircraft, engine and propeller performed under this TA-M; and
 - (b) Circulate the publications they respectively develop to inform the public of the terms of this TA-M, its appendices, associated guidance material, and any amendment thereof.

4. Scope

- (1) The Authorities understand that this TA-M applies to:
 - (a) The approval and monitoring of maintenance organizations.
 - (b) The determination of airworthiness of in-service aircraft.
 - (c) The reciprocal approval of civil aeronautical product maintenance for aircraft, engine and propeller rated AMOs that meet the special conditions as defined in this TA-M,
 - (d) Component rated AMOs (other than engine or propeller rated AMOs) are reciprocally accepted between ANAC and TCCA to permit the acceptance of each other's maintenance certification,
 - (e) The exchange of regulatory information regarding the performance of maintenance, including changes to associated regulations, standards, and guidance material,
 - (f) Co-operation and assistance with respect to the performance of maintenance on aircraft, engines, propellers, including parts thereof,

- (g) Provisions for periodic evaluations, also described as monitoring, of the working relationship between ANAC and TCCA.
- (2) The Authorities understand that:
 - (a) The acceptance of maintenance under this TA-M will only apply in respect of work performed by organizations which have their principal place of business within the territorial boundaries of the Overseeing Authority. Facilities located outside the territorial boundaries will need to be assessed on a case-by-case basis by both Authorities,
 - (b) An AMO approved by their Overseeing Authority will not perform maintenance or sign a maintenance release within the territorial boundaries of the other Authority's country, except when the AMO is approved by the same Authority as the State of Registry,
 - (c) The territorial boundaries mentioned in 4(b) means, in relation to Canada, Canadian territory inclusive of its provinces and territories, and in relation to Brazil, the Brazilian Territory; and
 - (d) The certification of maintenance performed on civil aeronautical products, other than aircraft, engine, and propeller, will be carried out in accordance with the requirements of the ANAC RBAC 145 and TCCA CAR 573, which are considered equivalent. The AMO will use an ANAC Form F-100-01 (also referred to as SEGVOO 003) or a TCCA Form One as applicable for the certification of maintenance performed on civil aeronautical products under the jurisdiction of the ANAC or TCCA.

5. Accountability

- (1) The Authorities designate the following as their offices for the technical implementation and coordination of this TA-M:
 - (a) for ANAC:

Continuing Airworthiness Certification Branch (GCAC) and ANAC HQ
Brazilian National Civil Aviation Agency (ANAC)
Setor Comercial Sul – Quadra 09 – Lote C – Edifício Parque
Cidade Corporate – Torre A (1º ao 7º andar)
Brasília (DF)
ZIP CODE: 70.308-200
Email: spo@anac.gov.br; gcac@anac.gov.br; foreign145@anac.gov.br
 - (b) for TCCA:

Operational Airworthiness Division (AARTM)
Standards Branch
Transport Canada Civil Aviation
330 Sparks Street
Ottawa, ON, K1A 0N5
Canada
ANACTCCAOpAir-ANACTCACNavOp@tc.gc.ca

6. Technical consultations

- (1) The Authorities understand that:
 - (a) The ANAC Head of the Department of Flight Standards, the TCCA Director of Standards, and their technical agents will discuss the technical implementation of this TA-M yearly or as jointly decided upon. Such discussions may also address the resolution of technical issues, continued improvements to the process, ongoing projects and changes in the

organizations, any revisions to the requirements, technical assistance requests and any other matters relevant to this TA-M; and

- (b) The manner in which such discussions will be conducted (i.e., face-to-face or virtually, etc.) depends on their respective resources as well as the significance of any outstanding issues. They may mutually decide upon more frequent discussions.

7. Sampling inspection system in Brazil and Canada

- (1) The TCCA Standards Branch and ANAC Department of Flight Standards will develop a system to monitor the application of this working arrangement (monitoring) and further their mutual understanding of each other's systems.

8. Noncompliance and safety issues

- (1) Each Authority will notify the other Authority of any major non-compliance with a regulation, or a condition set forth in this TA-M, that affects the ability of an AMO to comply with its terms. The Authority will send the notification to the representative of the other Authority identified in Section A, Subsection 5.

9. Supplement requirements

- (1) The Authorities understand that:
 - (a) The supplement will satisfy the special conditions as stated in Sections B or C of this TA-M,
 - (b) The supplement and the privileges associated with it will remain in effect until surrendered, suspended, or cancelled by either Authority,
 - (c) Activities conducted in accordance with the supplement need to be part of their regulatory oversight and surveillance schedule of AMOs,
 - (d) The supplement will be produced in the English language.

10. Funding

- (1) The Authorities will not impose costs on each other for the activities they carry out in this TA-M.
- (2) The Authorities will charge a fee in accordance with their national policies to an AMO for the approval of their initial application and supplement.

11. Notification of interested parties

- (1) The Authorities understand that:
 - (a) To advise potential Brazilian clients, ANAC will make public on the ANAC website (<https://sistemas.anac.gov.br/certificacao/AvGeral/AIR145BasesEstrg.asp>) a list of maintenance organizations in Canada recognized or approved under the terms of this TA-M, for maintenance of aircraft, engines or propellers under the jurisdiction of the ANAC. For information of the scope of ratings and limitations please check the TCCA website: <http://wwwapps.tc.gc.ca/saf-sec-sur/2/CAS-SAC/aooah.aspx?lang=eng>.
 - (b) To advise potential Canadian clients, TCCA will make public on the TCCA website (<http://wwwapps.tc.gc.ca/saf-sec-sur/2/CAS-SAC/aooah.aspx?lang=eng>) a list of

maintenance organizations in Brazil recognized or approved under the terms of this TA-M, for maintenance of aircraft, engines, and propellers under the jurisdiction of TCCA. For information of the scope of ratings and limitations please check the ANAC website: <https://sistemas.anac.gov.br/certificacao/AvGeral/AIR145Bases.asp?OrgCodi=&Letr=S>.

12. Entry into operation

- (1) The mutual understandings in this TA-M enter into effect on the later date of the signatures of this document, while the MOU for the promotion of Civil Aviation Safety between TCCA and ANAC remains valid.
- (2) The Authorities may amend this TA-M upon mutual consent in writing.
- (3) Either Authority may terminate this TA-M at any time by giving written notice to the other Authority. This TA-M will terminate 90 days following the date of receipt of such notice.
- (4) In the event that a maintenance organization has a facility that resides in a country other than Canada and Brazil, and the maintenance organization would like to perform work at that facility in accordance with this agreement, the Authorities will determine acceptability on a case-by-case basis. Such requests shall contain the following information:
 - (a) Documentation in support of demand from Canadian/Brazilian customers at the location;
 - (b) Proof that the maintenance activities offered are not provided by any other approved AMO at the location; and
 - (c) A revision to the MOM/MPM Supplement with the location identified and the scope of work that will be performed at that location clearly identified in a specific paragraph as non-Canadian/Brazilian location subject to a specific acceptance from ANAC/TCCA.

Signed in duplicate at Ottawa, Canada, and Brasilia, Brazil, in the English language.

**For the National Civil Aviation Agency of
Brazil**

Bruno Diniz Del Bel
Head of ANAC Department of
Flight Standards

**For Transport Canada
Civil Aviation**



Stacey Mason
Director of Standards
Transport Canada Civil Aviation

Section B: Requirements for Brazilian Based Aircraft, Engine and/or Propeller Rated AMOs

1. Introduction

- (1) The Authorities understand that this section details how a Brazilian aircraft, engine or propeller rated AMO will implement this TA-M. Compliance with the TCCA Supplement together with the ANAC MOM and QCM forms the basis by which an AMO may exercise the maintenance privileges under this TA-M.
- (2) Component rated AMOs (other than engine or propeller rated AMOs) are reciprocally accepted between ANAC and TCCA to permit the acceptance of each other's maintenance certification, provided that:
 - (a) The RBAC 145 AMO approval remains valid; and
 - (b) The AMO is authorized for the intended service and release of the component is made using the authorized release certificate defined by ANAC.
- (3) The AMO may be requested to comply with Canadian Airworthiness Directives (ADs), use TCCA approved technical data for major repairs or major modifications and any other applicable TCCA requirement.

2. TCCA recognition for the approval of Brazil based aircraft, engine or propeller rated AMOs

- (1) The Authorities understand that:
 - (a) An AMO intending to perform maintenance on aircraft, engines, or propellers under the regulatory control of TCCA will:
 - (i) Send all applications for approval under this TA-M to ANAC in accordance with its published process; and
 - (ii) Ensure that applications for approval are accompanied by a completed TCCA Form 26-0875 and a copy of the proposed supplement to their MOM and QCM. The supplement is expected to clearly demonstrate how the AMO will meet any special conditions stated in this TA-M. Appendix 1 of Section B are the minimum requirements that are to be contained in the supplement prepared by the AMO. The compliance with the procedures established in this TA-M together with the supplement established in accordance with Section B - Appendix 1 is an acceptable way for the AMO to demonstrate compliance with TCCA special conditions.

NOTE: submitting a copy of the TA-M Supplement requirements located in Appendix 1 does not meet the intent of paragraph 2(1)(a)(ii).
 - (b) The AMO:
 - (i) Will be inspected in accordance with the regulatory oversight and surveillance schedule as defined in Section A, subsection 9.(1)(c); and
 - (ii) May not be eligible for approval under this TA-M if any outstanding findings or enforcement actions are imposed against the AMO.

3. Performance of maintenance under this TA-M

(1) The Authorities understand that:

- (a) An AMO with a supplement approved in accordance with this TA-M will be able to certify maintenance performed on aircraft, engines or propellers under the regulatory control of TCCA. The maintenance performed will be within the AMOs scope of ratings and limitations approval issued by ANAC; and
- (b) The certification of maintenance performed on aircraft, engines or propellers pursuant to this TA-M will be carried out in accordance with the requirements of ANAC RBAC 43, RBAC 145 and the TCCA Supplement (Appendix 1 of Section B).

4. Maintenance release

(1) The Authorities understand that:

- (a) The AMO will ensure personnel who are authorized to sign a maintenance release understand their commitments in accordance with the applicable regulations, this TA-M and the TCCA Supplement; and
- (b) Any maintenance release signed for work completed on a Canadian registered aircraft, engine and propeller will include the ANAC RBAC 145 AMO approval number and the TCCA CAR 573 approval number.

5. Initial approval process

(1) The Authorities understand that:

- (a) ANAC actions:
 - (i) Upon receipt of a request for TCCA Supplement approval in accordance with this TA-M, ANAC will ensure that the applicant has access to the latest revision of this TA-M.
- (b) AMO actions:
 - (i) To apply for approval under this TA-M, an AMO will:
 - (A) Have its principal place of business located in Brazil and hold an ANAC RBAC 145 approval,
 - (B) Develop a TCCA Supplement to their MOM and QCM in accordance with the supplement requirements contained in Section B, Appendix 1 of this TA-M; and
 - (C) Submit a request in a form and manner prescribed by ANAC and include a completed TCCA Form 26-0875 and a draft TCCA Supplement at least 90 days prior to the expected approval date.

NOTE: The above documents do not need to be sent to TCCA by the applicant.

- (c) Authorities' actions:
 - (i) ANAC will review the application form for completeness and legibility.
 - (ii) ANAC will review the TCCA Supplement and confirm that the AMO has no major findings or safety concerns that may affect the compliance with this TA-M. In case the AMO applies for facilities outside Canadian and Brazilian territory boundaries, the authorities must be consulted, in accordance with this TA-M Section A, 12 (4).

- (iii) ANAC will send TCCA the Form 26-0875 (email sent to ANACTCCAOpAir-ANACTCACNavOp@tc.gc.ca). TCCA will provide ANAC (email sent to foreign145@anac.gov.br) the TCCA CAR 573 AMO number to be used by the AMO identified in the TCCA Supplement.
- (iv) Where the TCCA Supplement and AMO are found satisfactory, ANAC will issue a supplement approval letter to the AMO, with copy to TCCA (email sent to ANACTCCAOpAir-ANACTCACNavOp@tc.gc.ca), attesting that the TCCA Supplement is approved. The letter will specify that the TCCA scope of ratings and limitations will not exceed that which is specified in the ANAC AMO certificate and scope of approval. Appendix 3 of Section B provides a template for the approval letter.
- (v) Once approved, the TCCA Supplement and associated privileges will remain in effect until surrendered, suspended, or cancelled by ANAC or TCCA. TCCA will update the list of AMOs holding TCCA approval in Brazil on the following website: <http://wwwapps.tc.gc.ca/saf-sec-sur/2/CAS-SAC/aoah.aspx?lang=eng>.

6. Continuation process

- (1) AMO responsibilities:
 - (a) The Authorities understand that in order to retain the privileges granted to the AMO under the TA-M the AMO:
 - (i) Will continue to remain in compliance with the TCCA Supplement; and
 - (ii) Will allow ANAC and TCCA unimpeded access to all facilities for oversight and surveillance purposes.

7. Amendment process of the supplement

- (1) The Authorities understand that:
 - (a) AMO actions:
 - (i) The following changes to an AMO require the submission of a completed application Form 26-0875 and the amended supplement to ANAC:
 - (A) Change of address;
 - (B) Change of Accountable Manager; and/or
 - (C) Change of organization name.
 - (b) ANAC actions:
 - (i) ANAC will review the application Form 26-0875 for completeness and legibility and the TCCA Supplement for compliance in accordance with this TA-M.
 - (ii) ANAC will issue a new supplement approval letter to the AMO applicant when the supplement is found to be satisfactory.
 - (iii) ANAC will send TCCA (email sent to ANACTCCAOpAir-ANACTCACNavOp@tc.gc.ca) a copy of the amended approval letter and the TCCA Form 26-0875. TCCA will, if required, amend the list of AMOs with approved TCCA Supplements in Brazil.

NOTE: Amendments other than the ones listed above should be coordinated with ANAC. If required, ANAC will issue a new supplement approval letter to the AMO and send a copy to TCCA. TCCA Form 26-0875 is not required.

8. Suspension

- (1) The Authorities understand that:
 - (a) Suspension of the ANAC AMO Approval will automatically render the TCCA Supplement and its privileges invalid for the duration of the suspension. As a consequence of this suspension, the AMO will not be able to exercise the privileges of their TCCA Supplement approval in accordance with this TA-M; and
 - (b) ANAC will immediately notify TCCA of any activities related to the aforementioned certificate action.

9. Revocation or surrender

- (1) The Authorities understand that:
 - (a) Revocation or surrender of the ANAC AMO Approval will automatically render the TCCA Supplement and its privileges invalid. As a consequence of this revocation or surrender, all privileges of their TCCA Supplement approval will be permanently removed and will not be re-instated; and
 - (b) ANAC will immediately notify TCCA of any activities related to the aforementioned certificate action.

Appendix 1: TCCA Supplement to the MOM and QCM

The Authorities understand that the TCCA Supplement forms the basis of approval for an approved ANAC RBAC 145 maintenance organization to perform maintenance on a TCCA registered aircraft, engine or propeller. The requirements of this TA-M are inclusive to the items listed below which are to be described in detailed procedures within the TCCA Supplement to explain how the AMO will comply with the following TCCA Supplement requirements.

- (1) The Accountable Manager will ensure personnel of the AMO will comply with the policies and procedures contained within the supplement. A statement signed by the current Accountable Manager will be included in the supplement.
- (2) The AMO will confirm that TCCA has access to the organization to perform oversight and surveillance as requested.
- (3) The AMO will perform all work in accordance with the procedures described in their ANAC approved MOM, QCM and TCCA Supplement.
- (4) The AMO will ensure their existing Safety Management System (SMS) procedures comply with ICAO standards and meet the provisions of ANAC RBAC n° 145, section 145.214-I and Appendix B-1 of RBAC n° 145, and ensure those procedures are extended to all work performed in accordance with this supplement.
- (5) Any major repairs or major modifications carried out shall be reported to TCCA in accordance with CAR 571.12. The AMO will ensure that major repairs and major modifications, as determined by CAR 571.06, are incorporated only when in receipt of the appropriate approvals from TCCA via the Canadian customer.

The AMO must complete a major repair or major modification report within 48 hours of completing the work on aeronautical products under TCCA regulatory control in accordance with CAR Standard 571, Appendix L. The AMO will provide the completed major repair or modification report to the owner/operator of the aircraft to allow the submission of the form to TCCA within 30 days.

- (6) The AMO may only contract work to other organizations within Brazil when working under their own approved ANAC RBAC 145 MOM/QCM and their TCCA Supplement or other organizations acceptable to TCCA under the terms of this TA-M, or in accordance with existing TA-M or bilateral maintenance agreement.
- (7) The AMO will obtain a detailed and clear work order or contract from the customer which will specify the inspections, repairs, modifications, overhauls, ADs, and parts replacement to be carried out.

The Canadian customer remains responsible for specifying any AD compliance required during maintenance through the work order, but the AMO is expected to advise the customer of any Canadian AD requirements.

- (8) For work performed under the CAR 573 approval, the AMO will retain for a period of 5 years:
 - (a) a copy of each work order accompanied by all attached supplementary forms and parts certifications.
 - (b) personnel records (including five years after end of employment).
- (9) All work performed will be within the AMOs domestic facility and organizations described in their ANAC approved MOM or in accordance with accepted procedures for work away from fixed locations within Brazil.

When work is required to be performed outside the territorial boundaries of Brazil, the AMO must make a formal request to ANAC and ensure that the foreign facility is included as part of their domestic approval, prior to performing work in accordance with this TA-M.

In case of Canadian Aircraft on Ground (AOG), that requires immediate service outside Brazilian boundaries, the AMO should contact ANAC who will coordinate with TCCA for authorization on a case-by-case basis.

- (10) The AMO will report to TCCA, in accordance with CAR 573.12, any reportable service difficulty related to an aeronautical product being maintained. The report will be submitted within 72 hours after the discovery of any failure, defect or malfunction that affects the safety of the aircraft, occupants or anyone else. The TCCA SDR Form 24-0038 may be used for this purpose. Reporting can be made using the following web-link address: https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/wsdrrs_h.aspx

(11) Maintenance Release

- (a) Authorized personnel who complete an aircraft maintenance release following the performance of maintenance will include the following information in the Aircraft Flight Logbook in accordance with CAR 571:
- (i) The statement: "The described maintenance has been performed in accordance with the applicable airworthiness requirements",
 - (ii) a brief description of the work performed,
 - (iii) identification of the approved organization, the ANAC RBAC 145 approval number and the TCCA CAR 573 AMO approval number,
 - (iv) the name of the signatory or a means to identify the signatory,
 - (v) product identification and date.
- (b) Authorized personnel who complete an engine or propeller maintenance release following the performance of maintenance will fill out the ANAC Form F-100-01 (also referred to as SEGVOO 003) as a DUAL RELEASE:
- (i) identification on block 12 ("Remarks") that the AMO is also TCCA approved under the TA-M and provide the TCCA CAR 573 AMO number,
 - (ii) on block 18 mark both boxes for a DUAL RELEASE.

NOTE 1: It is acceptable to use the ANAC Form F-100-01 (also referred to as SEGVOO 003) as MULTIPLE RELEASE, provided that the AMO Agreements with other authorities allow this.

- (12) Installation of new and used parts in accordance with the following:

New parts

- (a) New parts are expected to be traceable to the Approved Manufacturer (Production Certificate Holder) as specified in the Type Certificate (TC) holders Parts Catalogue and be in a satisfactory condition for installation.
- (b) The new part is expected to be accompanied by an authorized release certificate issued by the Approved Manufacturer. The authorized release certificate is expected to clearly state that it is issued under the manufacturing approval of the relevant National Aviation Authority (NAA). The new parts listed below are eligible for installation on aircraft, engines and propellers under the jurisdiction of TCCA.
- (i) New parts obtained from a Brazilian Production Organization Approval (Certificado de Organização de Produção - COP) holder who holds a design approval recognized in Canada, or who has a license agreement with the holder

of a design approval recognized in Canada, and the part has been certified in accordance with ANAC RBAC 21 (ANAC Form F-100-01 also referred to as SEGVOO 003) as a new part.

- (ii) New parts from a Canadian Approved Manufacturer accompanied by a TCCA Form One.
- (iii) New parts obtained from a manufacturer holding a type design recognized in Canada and certified in accordance with the laws of the state of manufacture.
- (iv) New parts, obtained from a manufacturer under the jurisdiction of an NAA other than Canada or Brazil, certified pursuant to an agreement with Canada.
- (v) For any new parts not covered by the provisions above, refer to TCCA Advisory Circular (AC) 571-024 Documentation Required for the Installation of Parts onto Canadian Registered Aircraft for acceptability.
- (vi) Standard parts do not require an authorized release certificate but the documentation that supports a standard part is expected to establish compliance to the applicable industry standard and traceability to the manufacturer of the part.

Used parts

- (a) Used parts are expected to be traceable to a maintenance organization approved by TCCA who certified the previous maintenance and/or in the case of life limited parts certified the life used. The used parts are expected to be in a satisfactory condition for installation and be eligible for installation as stated in the TC holder's Parts Catalogue. The used parts listed below are eligible for installation on an aircraft, engine, or propeller under the jurisdiction of TCCA.
 - (i) Used parts from a Canadian AMO accompanied by a TCCA Form One issued as a maintenance release.
 - (ii) Used parts from an ANAC approved maintenance organizations accompanied by an ANAC Form F-100-01 (also referred to as SEGVOO 003) issued as a maintenance release.
 - (iii) Used parts, accompanied by a valid authorized release certificate issued by a maintenance organization under the jurisdiction of a NAA other than TCCA certified pursuant to an agreement with Canada, including multiple release statements acceptable to multiple authorities.
 - (iv) For any used parts not covered by the provisions above, refer to TCCA AC 571-024 Documentation Required for the Installation of Parts onto Canadian Registered Aircraft for acceptability.

Appendix 2: TCCA Application Form 26-0875

The TCCA Application Form 26-0875 is available on the TCCA website at:

<https://tc.canada.ca/en/aviation/aircraft-airworthiness/aircraft-maintenance-manufacturing/available-forms>

	Transport Canada	Transports Canada
ANAC APPROVED MAINTENANCE ORGANIZATION (AMO) APPLICATION FOR INITIAL APPROVAL/ AMENDMENT OF A TCCA SUPPLEMENT IN ACCORDANCE WITH THE TECHNICAL ARRANGEMENT ON MAINTENANCE BETWEEN CANADA AND BRAZIL		
SECTION 1 – FOR THE APPLICANT		
Name of ANAC AMO		ANAC RBAC 145 Approval Number
Doing Business As (if applicable)		
Address of AMO		
Mailing Address (if different from above)		
Telephone Number	Email (for invoicing purposes)	
Select the type of application and complete Section 2 of the form: <input type="radio"/> Initial <input type="radio"/> Amendment ▼ <div style="margin-left: 40px;"><input type="checkbox"/> Change of address <input type="checkbox"/> Change of Accountable Executive <input type="checkbox"/> Change of organization name (Applicable only for amendment) TCCA CAR 573 AMO Number: _____</div>		
SECTION 2 – APPLICATION		
I wish to apply on behalf of the above ANAC AMO for approval to perform maintenance on aircraft, engines or propellers in accordance with this TA-M between Canada and Brazil.		
I understand that an initial maintenance approval granted under the terms and conditions of this TA-M is subject to the charges described in Technical Publication (TP) 14984, and that failure to submit the applicable charge may result in the cancellation or suspension of the application.		
For the AMO's Accountable Executive		
Name (print)		
Email		
<div style="display: flex; justify-content: space-between;"><div>_____</div><div>_____</div></div> <div style="display: flex; justify-content: space-between;"><div>Date (yyyy-mm-dd)</div><div>Signature</div></div>		
Note: This application form is to be addressed to the AMO's ANAC office, together with the documents supporting the application, including the TCCA Supplement to the AMO's MOM and QCM.		
ANAC Action		
Please forward this application to:		
Transport Canada Civil Aviation - Operational Airworthiness (AARTM)		
E-mail: ANACTCCAOpAir-ANACTCACNavOp@tc.gc.ca		
26-0875E (2309-01)		
		

Appendix 3: Supplement Approval Letter Template

Place of issue, MM-DD-YYYY

Subject: TCCA Maintenance Organization - Supplement Approval Letter

Dear [Name],

- (1) Considering the MoU and the TA-M between TCCA and ANAC Brazil, this is to inform you that [Organization Name], [ANAC approval number xxx], TCCA Supplement [revision xx], dated [__/__/____] is hereby approved by ANAC.
- (2) The TCCA approval reference is:

[Organization Name]
TCCA CAR 573 Approval Reference number: XXXX
- (3) This supplement approval allows the performance of maintenance on Canada registered aircraft, engines and propellers subject to compliance with the Brazilian regulation RBAC 43 and RBAC 145 and the TCCA special conditions as detailed in the TA-M and TCCA Supplement.
- (4) Please be reminded that the TCCA CAR 573 approved scope of ratings and limitations must not exceed the ones specified in your ANAC RBAC 145 Certificate and Operations Specifications.
- (5) Once approved, the TCCA Supplement and associated privileges will remain in effect until surrendered, suspended, or cancelled by TCCA or ANAC.

Best regards,

[NAME of ANAC Responsible]

Position of ANAC Responsible

Section C: Requirements for Canadian Based Aircraft, Engine and/or Propeller Rated AMOs

1. Introduction

- (1) The Authorities understand that this section details how a Canadian aircraft, engine, or propeller rated AMOs will implement this TA-M. Compliance with the ANAC Supplement together with the TCCA approved MPM forms the basis by which an AMO may exercise the maintenance privileges under this TA-M.
- (2) Component rated AMOs (other than engine or propeller rated AMOs) are reciprocally accepted between ANAC and TCCA to permit the acceptance of each other's maintenance certification, provided that:
 - (a) The CAR 573 AMO approval remains valid;
 - (b) The AMO is authorized for the intended service and release of the component is made using the authorized release certificate defined by TCCA.
- (3) The AMO may be requested to comply with Brazilian ADs, use ANAC approved technical data for major repairs or major modifications and any other applicable ANAC requirement.

2. ANAC recognition for the approval of Canadian based aircraft, engine or propeller rated AMOs

- (1) The Authorities understand that:
 - (a) An AMO intending to perform maintenance on aircraft, engine, or propeller under the regulatory control of ANAC will:
 - (i) Send all applications for approval under this TA-M to the TCCA regional office in charge of the AMO; and
 - (ii) Ensure that applications for approval are accompanied by a completed ANAC Form F-143-45 and a copy of the proposed supplement to their MPM. The supplement is expected to clearly demonstrate how the AMO will meet any special conditions stated in this TA-M. Appendix 1 of Section C are the minimum requirements that are to be contained in the supplement prepared by the AMO. The compliance with the procedures established in this TA-M together with the supplement established in accordance with the Section C - Appendix 1 is an acceptable way for the AMO to demonstrate compliance with ANAC special conditions.

NOTE: submitting a copy of the TA-M Supplement requirements located in Appendix 1 does not meet the intent of paragraph 2(1)(a)(ii).

- (b) The AMO:
 - (i) Will be inspected in accordance with the regulatory oversight and surveillance schedule as defined in Section A, subsection 9(1)(c); and
 - (ii) May not be eligible for approval under this TA-M if any outstanding findings or enforcement actions are imposed against the AMO.

3. Performance of maintenance under this TA-M

- (1) The Authorities understand that:
- (a) An AMO with a supplement approved in accordance with this TA-M will be able to certify maintenance performed on aircraft, engines, or propellers under the regulatory control of ANAC. The maintenance performed will be within the AMOs scope of ratings and limitations approval issued by TCCA; and
 - (b) The certification of maintenance performed on aircraft, engines, or propellers pursuant to this TA-M will be carried out in accordance with the requirements of CAR 571 and the ANAC Supplement (Appendix 1 of Section C).

4. Maintenance release

- (1) The Authorities understand that:
- (a) The AMO will ensure personnel who are authorized to sign a maintenance release understand their commitments in accordance with the applicable regulations, this TA-M and the ANAC Supplement; and
 - (b) Any maintenance release for work completed on a Brazilian registered aircraft, engine or propeller will include the TCCA CAR 573 approval number and the ANAC RBAC 145 approval number.

5. Initial approval process

- (1) The Authorities understand that:
- (a) TCCA Actions:
 - (i) Upon receipt of a request for ANAC Supplement approval in accordance with this TA-M, TCCA will ensure that the applicant has access to the latest revision of this TA-M.
 - (b) AMO actions:
 - (i) To apply for approval under this TA-M, an AMO will:
 - (A) Have its principal place of business located in Canada and hold a CAR 573 approval,
 - (B) Develop an ANAC Supplement to their MPM in accordance with the supplement guidance material of Section C, Appendix 1 of this TA-M, and
 - (C) Submit a request in a form and manner prescribed by TCCA and include a completed ANAC Form F-143-45 and a draft ANAC Supplement at least 90 days prior to the expected approval date.
- NOTE:** The above documents do not need to be sent to ANAC by the applicant.
- (c) Authorities' actions:
 - (i) TCCA will review the application form for completeness and legibility.
 - (ii) TCCA will review the ANAC Supplement and confirm that the AMO has no major findings or safety concerns that may affect the compliance with this TA-M. In case the AMO applies for facilities outside Canadian and Brazilian territory boundaries, the authorities must be consulted, in accordance with this TA-M Section A, 12 (4).

- (iii) TCCA will send ANAC the Form F-143-45 (email sent to foreign145@anac.gov.br). ANAC will provide the invoice to the applicant. After confirmation of fee payment ANAC will provide TCCA (email sent to ANACTCCAOpAir-ANACTCACNavOp@tc.gc.ca) the RBAC 145 AMO number to be used by the AMO identified in the ANAC Supplement.
- (iv) Where the ANAC Supplement and AMO are found satisfactory, TCCA will issue a supplement approval letter to the AMO, with copy to ANAC (email sent to foreign145@anac.gov.br) attesting that the ANAC Supplement is approved. The letter will specify that the ANAC scope of ratings and limitations will not exceed that which is specified in the TCCA AMO certificate and scope of approval. Appendix 3 of Section C provides template for the approval letter.
- (v) Once approved, the ANAC Supplement and associated privileges will remain in effect until surrendered, suspended, or cancelled by TCCA or ANAC. ANAC will update the list of AMOs holding ANAC approval in Canada at the following website:
<https://sistemas.anac.gov.br/certificacao/AvGeral/AIR145BasesEstrg.asp>

6. Continuation process

- (1) AMO responsibilities:
 - (a) The Authorities understand that in order to retain the privileges granted to the AMO under the TA-M the AMO:
 - (i) Will continue to remain in compliance with the ANAC Supplement; and
 - (ii) Will allow TCCA and the ANAC unimpeded access to all facilities for oversight and surveillance purposes.

7. Amendment process of the supplement

- (1) The Authorities understand that:
 - (a) AMO actions:
 - (i) The following changes to an AMO require the submission of a completed application Form F-143-45 and the amended supplement to TCCA:
 - (A) Change of address;
 - (B) Change of Accountable Manager; and/or
 - (C) Change of organization name.
 - (b) TCCA Actions:
 - (i) TCCA will review the application Form F-143-45 for completeness and legibility and the ANAC Supplement for compliance in accordance with this TA-M.
 - (ii) TCCA will issue a new supplement approval letter to the AMO applicant when the supplement is found satisfactory.
 - (iii) TCCA will send ANAC (email sent to foreign145@anac.gov.br) a copy of the new supplement approval letter and the ANAC Form F-143-45. ANAC will, if required, amend the list of AMOs with approved ANAC Supplements in Canada.

NOTE: Amendments other than the ones listed above should be coordinated with TCCA. If required, TCCA will issue a new supplement approval letter to the AMO and send a copy to ANAC. ANAC Form F-143-45 is not required.

8. Suspension

- (1) The Authorities understand that:
 - (a) Suspension of the TCCA AMO Approval will automatically render the ANAC Supplement and its privileges invalid for the duration of the suspension. As a consequence of this suspension, the AMO will not be able to exercise the privileges of their ANAC Supplement approval in accordance with this TA-M; and
 - (b) TCCA will immediately notify ANAC of any activities related to the aforementioned certificate action.

9. Revocation or surrender

- (1) The Authorities understand that:
 - (a) Revocation or surrender of the TCCA AMO Approval will automatically render the ANAC Supplement and its privileges invalid. As a consequence of this revocation or surrender, all privileges of their ANAC Supplement approval will be permanently removed and will not be re-instated; and
 - (b) TCCA will immediately notify ANAC of any activities related to the aforementioned certificate action.

Appendix 1: ANAC Supplement to the MPM

The Authorities understand that the ANAC Supplement forms the basis of approval for an approved TCCA CAR 573 maintenance organization to perform maintenance on an ANAC registered aircraft, engine, or propeller. The requirements of this TA-M are inclusive to the items listed below which are to be described in detailed procedures within the ANAC Supplement to explain how the AMO will comply with the following ANAC Supplement requirements.

- (1) The Accountable Manager will ensure personnel of the AMO will comply with the policies and procedures contained within the supplement. A statement signed by the current Accountable Manager will be included in the supplement.
- (2) The AMO will confirm that ANAC has access to the organization to perform oversight and surveillance as requested.
- (3) The AMO will perform all work in accordance with the procedures described in their TCCA approved MPM and ANAC Supplement.
- (4) The AMO will establish and implement a SMS. The SMS procedures shall be in compliance with the ICAO standards and meet the provisions of CAR Part V subpart 73 Division II, and ensure those procedures are extended to all work performed in accordance with this supplement.
- (5) The AMO will ensure that major repairs and major modifications, as determined by ANAC RBAC 43, are incorporated only when in receipt of the appropriate approvals from ANAC via the Brazilian customer. When major repairs and major modifications are incorporated, ANAC Form F-400-04 (also referred to as SEGVOO 001) shall be completed in accordance with the ANAC instructions IS 43.9-001.
- (6) The AMO may only contract work to other organizations within Canada when working under their own approved CAR 573 MPM and their ANAC Supplement or other organizations acceptable to ANAC under the terms of this TA-M, or in accordance with existing TA-M or bilateral maintenance agreement.
- (7) The AMO will obtain a detailed and clear work order or contract from the customer which will specify the inspections, repairs, modifications, overhauls, ADs, and parts replacement to be carried out.

The Brazilian customer remains responsible for specifying any AD compliance required during maintenance through the work order, but the AMO is expected to advise the customer of any Brazilian AD requirements.
- (8) For work performed under the RBAC 145 approval the AMO will retain for a period of 5 years:
 - (a) a copy of each work order accompanied by all attached supplementary forms and parts certifications.
 - (b) Personnel records (including five years after end of employment).
- (9) All work performed will be within the AMOs domestic facility and organizations described in their TCCA approved MPM or in accordance with accepted procedures for work away from fixed locations within Canada.

When work is required to be performed outside the territory boundaries of Canada, the AMO must make a formal request to TCCA and ensure that the foreign facility is included as part of their domestic approval, prior to performing work in accordance with this TA-M.

In case of Brazilian Aircraft on Ground (AOG), that requires immediate service outside Canadian boundaries, the AMO should contact TCCA who will coordinate with ANAC for authorization on a case-by-case basis.

- (10) The organization shall have procedures to ensure that it achieves the expected capability to comprehend the technical documents presented in Portuguese. For example, the organization may:
- (a) Hire a person who will be part of the organization's technical staff; or
 - (b) Contract an external consultant; or
 - (c) Interact with the customer involved to obtain adequate comprehension.
- (11) The AMO will report to ANAC, in accordance with RBAC 145, any reportable service difficulty related to an aeronautical product being maintained. The report will be submitted within 48 hours after the discovery of any failure, defect or malfunction that affects the safety of the aircraft, occupants or anyone else. ANAC Supplementary Instruction IS 00-001 is used for this purpose and is available at: <https://www.anac.gov.br/assuntos/legislacao/legislacao-1/iac-e-is/is>
- (12) Aircraft rated AMOs willing to perform activities to issue an Airworthiness Verification Certificate – CVA (formerly Annual Maintenance Inspection - IAM) shall develop, and include in this paragraph, procedures in accordance with ANAC Supplementary Instructions IS 91.403-001. The ANAC Supplementary Instruction IS 91.403-001 is available at: <https://www.anac.gov.br/assuntos/legislacao/legislacao-1/iac-e-is/is>
- (13) Maintenance Release
- (a) Authorized personnel who certify an aircraft maintenance release after maintenance will include the following information in the Aircraft Flight Logbook in accordance with ANAC RBAC 43:
 - (i) The statement: “The described maintenance has been performed in accordance with ANAC RBAC 145 and RBAC 43 airworthiness regulations, and in respect to that work the aircraft is considered ready for release to service.”,
 - (ii) a brief description of the work performed including the date such maintenance was carried out,
 - (iii) identification of the approved organization TCCA CAR 573 AMO number and ANAC RBAC 145 approval number,
 - (iv) the name of the signatory or a means to identify the signatory,
 - (v) In case of major repairs and major modifications, the ANAC Form F-400-04 (also referred to as SEGVOO 001) shall be filled in including:
 - (A) The name of the signatory or a means to identify the signatory;
 - (B) Product identification and date; and
 - (C) Any limitations to airworthiness or operations.

NOTE: The ANAC Supplementary Instruction IS 43.9-001 contains instructions to complete the ANAC Form F-400-04 (also referred to as SEGVOO 001) and is available at: <https://www.anac.gov.br/assuntos/legislacao/legislacao-1/iac-e-is/is/is>.
 - (b) Authorized personnel who certify an engine or propeller maintenance release after maintenance will fill out the TCCA Form One as a DUAL RELEASE, including the following:
 - (i) identification on block 12 (“Remarks”) that the AMO is also ANAC-Brazil approved under the ANAC/TCCA TA-M, and include the ANAC RBAC 145 approval number,
 - (ii) in block 14a mark both boxes for a DUAL RELEASE.

NOTE: It is authorized to use the TCCA Form One as a MULTIPLE RELEASE, provided that the AMO's Agreements with other authorities allow this.

- (iii) In case of major repairs and major modifications, the ANAC Form F-400-04 (also referred as SEGVOO 001) shall be filled in, including:

- (A) The name of the signatory or a means to identify the signatory;
- (B) Product identification and date; and
- (C) Any limitations to airworthiness or operations.

NOTE: ANAC Supplementary Instruction IS 43.9-001 contain instructions to complete the ANAC Form F-400-04 (also referred to as SEGVOO 001) and is available at: <https://www.anac.gov.br/assuntos/legislacao/legislacao-1/iac-e-is/is>.

- (14) Installation of new and used parts in accordance with the following:

New parts

- (a) New parts are expected to be traceable to the Original Equipment Manufacturer (OEM) as specified in the Type Certificate (TC) holders Parts Catalogue and be in a satisfactory condition for installation.
- (b) The new part is expected to be accompanied by an authorized release certificate issued by the OEM. The authorized release certificate is expected to clearly state that it is issued under the manufacturing approval of the relevant NAA under whose regulatory control the OEM works. The following new parts are eligible for installation on aircraft, engines, or propellers under the jurisdiction of ANAC:
 - (i) New parts from a Brazilian OEM and Production Certificate (PC) holder released in accordance with ANAC regulation (ANAC Form F-100-01 also referred to as SEGVOO 003) as a new part.
 - (ii) New parts from Canadian OEMs and PC holders accompanied by a TCCA Form One as a new part.
 - (iii) New parts obtained from a manufacturer holding a type design recognized in Brazil and certified in accordance with the laws of the state of manufacture.
 - (iv) New parts, obtained from a manufacturer under the jurisdiction of an NAA other than Canada or Brazil, certified pursuant to an agreement with Brazil.
 - (v) Standard parts do not require an authorized release certificate but the documentation that supports a standard part is expected to establish compliance to the applicable industry standard and traceability to the manufacturer of the part.

Used parts


- (a) Used parts should be traceable to maintenance organizations approved by the authority who certified the previous maintenance and/or in the case of life limited parts certified the life used. The used parts should be in a satisfactory condition for installation and be eligible for installation as stated in the TC holders Parts Catalogue or other approved data. The following traceability documents are acceptable by ANAC for replacement parts to be installed on Brazilian products:
 - (i) A TCCA Form One, issued as a dual maintenance release (TCCA+ANAC) from a Canadian based ANAC AMO.
 - (ii) Used components provided by a Brazilian Air Operator shall have documentation in accordance with the Brazilian Air Operator's manuals.

- (iii) A foreign form issued as a maintenance release that accompany used components from a foreign country territory based AMO, in accordance with an agreement between Brazil and that country. A list of ANAC bilateral agreements can be found at: <https://sistemas.anac.gov.br/certificacao/Acordos/AcordosE.asp>.
 - (iv) A maintenance release FORM from an AMO certificate/approved by a country that have a system for aeronautical maintenance considered equivalent by ANAC.
- (b) ANAC acceptable new and used parts based on provisions of other bilateral agreements are summarized in the table published on the ANAC website at: <https://www.gov.br/anac/en/topics/aircraft/perguntas-frequentes-de-organizacoes-de-manutencao-estrangeiras-foreign-maintenance-organizations-frequently-asked-questions-faq>.

Appendix 2: ANAC Application Form F-143-45

ANAC Application Form F-143-45 is available on the ANAC website at:

<https://www.gov.br/anac/pt-br/assuntos/regulados/organizacoes-de-manutencao/formularios-padronizados>

	Superintendência de Padrões Operacionais – SPO Canadian Maintenance Organization (AMO) application for initial /amendment of a Brazilian Maintenance Organization Approval in accordance with the Technical Arrangement on Maintenance – TA-M between TCCA and ANAC.
For the applicant:	
<ol style="list-style-type: none"> 1. TCCA AMO name: 2. TCCA CAR 573 AMO number: 3. Address of AMO (principal address): 4. Mailing Address (if different from 3 above): 5. Tel: 6. Main and secondary Contact E-mails: 7. AMO Ratings (according to the TCCA system): 	
<ol style="list-style-type: none"> 8. Please select the type of application and complete the section 8 of this form. <ol style="list-style-type: none"> a. Initial <input type="checkbox"/> b. Amendment: <ol style="list-style-type: none"> b.1. Changes of Address <input type="checkbox"/> b.2. Change of Accountable manager <input type="checkbox"/> b.3. Change of organization name <input type="checkbox"/> <p>(in case of amendment) ANAC RBAC 145 certificate approval number:</p>	
<ol style="list-style-type: none"> 9. Application: <p>I wish to apply on behalf of this Canadian AMO in accordance with item 8 to maintain or alter aeronautical products registered or operated under the provisions of Brazilian Regulations RBAC in accordance with the MoU and TA-M concluded between the ANAC and TCCA.</p> <p>I am aware that to be approved under the terms of the TA-M, the AMO must:</p> <ol style="list-style-type: none"> a) Be located in Canada b) Hold a valid TCCA CAR 573 approval c) Establish an ANAC Supplement to the MPM in accordance with the guidance material (TA-M section C) <p>Date (Month/Day/Year):</p> <p>Name & Signature of the AMO Accountable Executive:</p> <p>Note: This application form shall be addressed to TCCA office, responsible for the surveillance of your organization, together with documents supporting the application. The applicant shall not send this form to ANAC - Brazil.</p>	
For TCCA Inspector	
<ol style="list-style-type: none"> 10. Please process this application in accordance with TCCA internal procedures. 	

Appendix 3: Supplement Approval Letter Template

Place of issue, MM-DD-YYYY

Subject: ANAC-Brazil Maintenance Organization - Supplement Approval Letter

Dear [Name],

- (1) Considering the MoU and the TA-M between TCCA and ANAC Brazil, this is to inform you that [Organization Name], [TCCA approval number xxx], ANAC Supplement [revision xx], dated [__/__/____] is hereby approved by TCCA.
- (2) The ANAC approval reference is:

[Organization Name]
ANAC RBAC 145 Approval Reference number: XXXX
- (3) This supplement approval allows the performance of maintenance on Brazilian registered aircraft, engines and propellers subject to compliance with the Canadian regulation CAR 573 and the ANAC special conditions as detailed in the TA-M and ANAC Supplement.
- (4) Please be reminded that the ANAC RBAC 145 approved scope of ratings and limitations must not exceed the ones specified in your TCCA CAR 573 Certificate.
- (5) Once approved, the ANAC Supplement and associated privileges will remain in effect until surrendered, suspended, or cancelled by TCCA or ANAC

Best regards,

[NAME of TCCA Responsible]

Position of TCCA Responsible