# TECHNICAL IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS and ENVIRONMENTAL CERTIFICATION

Between the
National Civil Aviation Agency of Brazil
and the
Civil Aviation Authority of the United Kingdom
of Great Britain and Northern Ireland

**Revision 1**
**1 April 2026**

Including

**Amendment 1**
**16 June 2026**

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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 Authorisation

Article 2.(b) of the Memorandum of Understanding (MoU) between the Civil Aviation Authority, United Kingdom, and Agência Nacional de Aviação Civil, Brazil, for Promotion of Civil Aviation Safety, established this TIP for the effective implementation of the MoU in regards to airworthiness and environmental certification.

1.2 Purpose

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

1.3 Principles

1.3.1 The TIP is based on continuous communication and mutual confidence in the ANAC's and the UK CAA's technical competence and ability to perform regulatory functions within the scope of the TIP. The ANAC and the UK CAA, when acting as the Authority for the importing State, will 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 maximise the use of the certificating Authority's aircraft certification system to ensure that the airworthiness and environmental requirements of the validating Authority are satisfied.

1.3.2 ANAC and the UK CAA accept that all information, including technical documentation, exchanged under the TIP will be in the English language.

1.3.3 ANAC and the UK CAA mutually recognise each other's aircraft certification systems which includes the UK CAA recognition of ANAC's accreditation system as well as ANAC´s design and production organisation system, and ANAC recognition of the UK CAA's design and production organisation system.

1.3.4 ANAC and the UK CAA 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 recognised by the other Authority as either an accredited individual (ANAC) or a member of a design or production organisation (ANAC/UK CAA). Any such direct communication should be limited to information exchange. ANAC and the UK CAA should always consult one another on significant validation programme decisions.

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 the UK CAA will keep each other informed of significant changes within those systems, such as:

1.4.1.1 Statutory responsibilities;

1.4.1.2 Organisational structure (e.g., key personnel, management structure, technical training, office location);

1.4.1.3 Airworthiness, certification, environmental standards and 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; and

1.4.1.5 Functions or tasks performed by approved, certified and accredited persons or organisations.

1.4.2 ANAC and the UK CAA recognise that revision by either Authority to its regulations, policies, procedures, statutory responsibility, organisational 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 the UK CAA 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 established in Article 4 of the MoU, the ANAC Airworthiness Department (SAR) and the UK CAA Bilateral Aviation Safety Arrangements (BASA) Team consist of the management representatives from each Authority for this TIP. The management representatives will be responsible for the effective functioning, implementation, and continued validity of these procedures, including revisions and amendments thereto. They will establish its own rules of procedure, its membership, and meeting schedules. The frequency of these meetings will be mutually agreed upon, 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 harmonise any major differences in standards and their interpretation that are identified during certification projects between ANAC and the UK CAA and, when significant differences are identified, formal proposals will be

raised through the applicable channels. The management representatives will invite management from the responsible policy office to participate on any discussions focused on operational issues.

1.6 Continued Maintenance of Confidence

1.6.1 These Technical Implementation Procedures will be subject to continuing evaluations. The management representatives are 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 continuing evaluations will focus on the 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 the UK CAA'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 paragraph 1.3 of this TIP, the management representatives are to rectify the situation to achieve system harmonisation and, where necessary, introduce changes to these Technical Implementation Procedures.

1.7 Applicable National Requirements, Procedures, and Guidance Material

1.7.1 ANAC and the UK CAA accept that their respective regulations, certification standards or specifications, policies, procedures, and guidance materials for airworthiness and environmental certification will guide this TIP. These materials and where they may be obtained are identified in Appendix B of this TIP. It is not intended to 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 will be documented and the procedures of section 1.8 apply.

1.8 Interpretations and Resolution of Conflicts between ANAC and the UK CAA

1.8.1 In the case of conflicting interpretations by ANAC and the UK CAA of the laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certification, approval, or acceptance under the TIP, the interpretation of the Authority whose law, regulation, standard, requirement, or acceptable means of compliance is being interpreted will prevail.

1.8.2 ANAC and the UK CAA decide 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 the UK CAA, on a progressive level, until an understanding or compromise is reached.

1.8.4 Issues that cannot be satisfactorily resolved between ANAC and UK CAA may be raised to the management representatives of the respective designated offices, as established in the Article 4 of the MoU.

1.9 Notification of Investigation or Enforcement Action

Both ANAC and the UK CAA accept to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violation of ANAC or the UK CAA 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 management representatives of the Authorities. Such amendments will be made effective by signature of the duly authorised representatives of ANAC and the UK CAA. Administrative and editorial changes to these procedures may be made by the focal points after mutual consultation between those focal points. A record of changes will be incorporated in this TIP.

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) office addresses for ANAC and the UK CAA.

1.11 Effective Date and Termination

1.11.1 This TIP will enter into operation 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 the UK CAA mutually decide the new procedures can be applied.

1.11.3 With the exceptions noted above, TIP Revision 1 will supersede previous Technical Implementation Procedures, and will remain in force until terminated by either Authority. Either ANAC or the UK CAA may terminate this TIP upon 60 (sixty) days written notice to the other.

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

1.12 Terminology

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 VA's applicable standards and will not issue its own equivalent approval.

1.12.2 "Acoustical Change" for the UK CAA means a change in the type design of an aircraft or aircraft engine that may result in a change (increase or decrease for which the Applicant wishes to take credit) in the noise levels of that aircraft beyond the no-acoustical change limits as defined in the ICAO Doc 9501 Vol.I. For ANAC, means a change in the type design of an aircraft or aircraft engine 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 "Administrative Amendment" means an amendment to an existing validating approval certificate or TCDS/TCDSN to update or correct references or to add content that would otherwise meet the criteria for Acceptance.

1.12.4 "Administrative Validation" means an application to UK CAA to revise an existing validating approval certificate or TCDS/TCDSN to incorporate an Administrative Amendment without any technical involvement.

1.12.5 "Airworthiness Approval" means a document issued by ANAC or the UK CAA 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.

1.12.6 "Airworthiness Directives (AD)" means legally enforceable rules issued by ANAC in accordance with RBAC 39 or mandatory airworthiness action issued by the UK CAA in accordance with UK Reg (EU) 748/2012, Annex I – Part 21.A.3B

1.12.7 "Airworthiness Standards" means regulations, requirements, airworthiness codes or other certification specifications governing the design and performance of civil aeronautical products and articles.

1.12.8 "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.

1.12.9 "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.

1.12.10 "Approved Manuals" means manuals, or sections of manuals, requiring approval by ANAC or the UK CAA 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.

1.12.11 "Article" means a material, part, component, or appliance.

1.12.12 *"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 UK Technical Standard Order Authorisation (UKTSOA) in the UK CAA 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 Organisation Certificate).

1.12.13 "Certificating Authority (CA)" means ANAC when fulfilling State of Design (SoD) functions for design approvals in Brazil; and the UK CAA when fulfilling State of Design (SoD) functions for design approvals in the UK. These also include the functions of the State of Design of Modification (SoDM), as defined in ICAO Annex 8.

1.12.14 "Certification Basis" consists of the applicable airworthiness and environmental 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 include additional technical conditions, special conditions, equivalent level of safety findings, and exemptions or deviations when determined to apply to the type certificate. For the UK CAA, the certification basis includes Operational Suitability Data (OSD) requirements.

1.12.15 "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 the UK CAA. CRI is equivalent to FCAR in ANAC system, see 1.12.33.

1.12.16 "Civil Aeronautical Product" means each civil aircraft, aircraft engine, or aircraft propeller. or sub-assembly, appliance, or part, installed or to be installed thereon.

1.12.17 "Change to Type Certificate" is terminology used in UK Part 21 to mean a change to the approved design. The change may be physical modification and/or change(s) to approved manuals, OSD or compliance with environmental requirements. Such changes may not necessarily require an amendment to the Type Certificate.

1.12.18 "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 standards.

1.12.19 "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.

1.12.20 ”Declaration of Design and Performance“ means a document containing the definition and all relevant references of an equipment, issued by the equipment manufacturer, that is submitted also to the installer of the OTP/ UKTSO authorized article in an aircraft. A standard form can be found in AMC 21.A.608 under UK Reg (EU) 748/2012.

1.12.21 “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 Authorisation (TSOA) or UKTSOA for the UK CAA, letter of OTP design approval, or other design approval document, certifying the Design complies with the applicable requirements. This includes OSD constituents.

1.12.22 “Deviation” means a grant of relief from the requirements of a certification specification or performance standard (UKTSOA Deviations), compensated by mitigating factors and processed through the appropriate regulatory procedure by the UK CAA. Deviation is normally addressed in ANAC system as an Exemption, see 1.12.30.

1.12.23 “Emissions Change” means any change in the type design of:

1.12.23.1 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;

1.12.23.2 an aircraft that may result in a change to the aircraft $CO_2$ emission metric values according to the criteria in ICAO Annex 16 Vol.III or Doc 9501 Vol.III; or

1.12.23.3 an aircraft engine that may result in a change (increase or decrease for UK CAA, and only increase for ANAC) to the engine exhaust emissions levels according to the criteria in ICAO Annex 16 Vol.II or Doc 9501 Vol.II.

1.12.24 “Environmental Approval” means a civil aeronautical product has been found to comply with standards concerning noise, fuel venting, exhaust emissions and/or fuel efficiency ($CO_2$ emissions).

1.12.25 “Environmental Standards” means regulations, environmental requirements or certification specifications governing designs with regard to noise characteristics, fuel venting, engine exhaust emissions, and airplane fuel efficiency ($CO_2$ emissions) of civil aeronautical products and articles.

1.12.26 “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, exhaust emissions and/or fuel efficiency ($CO_2$ emissions).

1.12.27 “Equivalent Level of Safety Finding” (ELOS) for ANAC or “Equivalent Safety Finding” (ESF) for the UK CAA 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.

1.12.28 “United Kingdom Technical Standard Order (UKTSO)” means United Kingdom Technical Standard Order. The United Kingdom Technical Standard Order is a detailed airworthiness specification issued by the Civil Aviation Authority (the ‘CAA’) to ensure compliance with the requirements of this Regulation as a minimum performance standard for specified articles. When authorized to manufacture an article to a UKTSO, this is referred to as a UKTSO Authorisation (UKTSOA).

1.12.29 “United Kingdom Technical Standard Order Authorisation (UKTSOA)” means a design and production approval issued to the manufacturer of an article that has been found to meet a specific UKTSO. An UKTSOA is not an approval to install and use the article in the aircraft. It means that the article meets the specific UKTSO and the applicant is authorized to manufacture it.

1.12.30 “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 the UK CAA system as a Deviation, see 1.12.22.

1.12.31 “Export” means the process by which a product or article is released from an authority’s regulatory system for subsequent use in another authority’s regulatory system.

1.12.32 “Exporting Civil Airworthiness Authority (EA)” means the organisation 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.

1.12.32.1 For Brazil, the exporting Authority is ANAC; and

1.12.32.2 For the UK, the exporting Authority is the UK CAA.

1.12.33 “*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 the UK CAA system, see 1.12.15.

1.12.34 “Finding” means a determination of compliance or non-compliance to the applicable airworthiness or environmental standards as the result of the ANAC’s review, investigation, inspection, test (including flight test), and/or analysis. Refer to paragraph 1.12.73, "Verification of Compliance", for the UK CAA.

1.12.35 “Import” means the process by which a product or article is accepted into a authority’s regulatory system for subsequent use in that authority’s regulatory system.

1.12.36 “Importing Civil Airworthiness Authority (IA)” means the organisation within the

importing State charged by the laws of the importing State with regulating the airworthiness and environmental 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.

1.12.36.1 For Brazil, the importing Authority is ANAC.

1.12.36.2 For the UK, the importing Authority is the UK CAA.

1.12.37 "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.

1.12.38 "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.

1.12.39 "Maintenance" means the inspection, overhaul, repair, preservation, and the replacement of articles of a product.

1.12.40 "Major Design Change" means a change other than a minor design change.

1.12.41 "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.

1.12.42 "Manufacturer" means the person who, by ANAC or the UK CAA regulation, is responsible for showing that all products or articles thereof produced within the quality system conform to an ANAC or the UK CAA-approved design or established government or industry standard and are in a condition for safe operation. This includes a Production Organisation.

1.12.43 "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 the UK CAA, a design change can only be classified as minor if it cannot lead to an acoustical change, emissions change, or fuel efficiency ($CO_2$ emissions) change.

1.12.44 "Minor Repair" means a repair other than a major repair.

1.12.45 "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.

1.12.46 "Non-OTP/UKTSO Function" means one that is not covered by a OTP/UKTSO-approved minimum performance standard, does not support or affect the hosting article's OTP/UKTSO function(s), and could technically be

implemented outside the OTP/UKTSO article.

1.12.47 “Operational Suitability Data (OSD) Requirements” means the UK CAA certification specification and ANAC requirements governing the approval of operational suitability data specific to an aircraft type.

1.12.48 “Ordem Técnica Padrão” (OTP) for ANAC or “United Kingdom Technical Standard Order” (UKTSO) for the UK CAA” means a minimum performance standard used to evaluate an article. Each OTP/UKTSO covers a certain type of article. When authorized to manufacture an article to an OTP/UKTSO standard, this is referred to as a UKTSO Authorisation (UKTSOA) for the UK CAA. 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).

1.12.49 “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.

1.12.50 “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.

1.12.51 “Production Approval” means a document issued by ANAC or the UK CAA 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 Organisation Certificate (COP); for the UK CAA it takes the form of a Production Organisation Approval (POA).

1.12.52 “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.

1.12.53 “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.

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

1.12.55 “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 UK military are excluded from this definition unless such aircraft is shown to comply with the applicable airworthiness standards of the CA,

including maintenance and continuing airworthiness.

NOTE: Only ANAC has restricted category aircraft; the UK CAA issues restricted type and airworthiness certificates.

1.12.56 “Safety Emphasis Items (SEI)” means areas of VA interest for all products of a certain class. These include areas where acceptable methods of compliance, at an industry level, continue to evolve, there is subjectivity in their application, and VA awareness is necessary. Links for the ANAC and UK CAA SEIs are provided in Appendix E.

1.12.57 “Small Aircraft” means within this TIP:

1.12.57.1 An aeroplane with maximum 5700 kg MTOM and a maximum of 6 passengers;

1.12.57.2 A rotorcraft with maximum 3175 kg MTOM and a maximum of 9 passengers;

1.12.57.3 A sailplane or powered sailplane with maximum 850 kg MTOM, maximum 2 occupants, and only 1 engine in case of powered sailplanes; and

1.12.57.4 A balloon for maximum 6 occupants.

1.12.58 “Special Condition” means:

1.12.58.1 For ANAC: according to RBAC 21.16, an additional airworthiness standard 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.

1.12.58.2 For the UK CAA: according to Part 21 B.75, an additional detailed technical specification prescribed by the UK CAA when the airworthiness code for the category of civil aeronautical product does not contain adequate or appropriate safety standards due to novel or unusual design features, unconventional use of the product, or experience in service with similar products showing that unsafe conditions may develop. Special Conditions contain such safety standards as the UK finds necessary to establish a level of safety equivalent to that intended in the applicable airworthiness code.

1.12.59 “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), or a glider (the term “glider” (used by ICAO) equals the term “sailplane including powered sailplane”).

1.12.60 “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 will include all information necessary to produce and conform the part and will be published so that any person or organisation may manufacture the part.

1.12.61 “Significant Standards Difference (SSD)” means airworthiness standards differences where the standards, and/or their interpretations, are substantively different and may result in type design changes (including approved manuals) to meet the airworthiness standards of the VA. SSDs will be identified by the VA based on a comparison of applicable VA and CA standards.

1.12.62 “State of Design (SoD)” means the State or territory having jurisdiction over the organisation responsible for the type design and continued airworthiness of the product or article.

1.12.63 “State of Design of Modification (SoDM)” means the State or territory having jurisdiction over the individual or organisation responsible for the design of the modification or repair of an aircraft, engine or propeller.

1.12.64 “State of Manufacture (SoM)” means the State or territory having regulatory authority over the organisation responsible for the production and airworthiness of a civil aeronautical product or article.

1.12.65 “State of Registry (SoR)” means the State on whose register the aircraft is entered.

1.12.66 “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.

1.12.67 “Suspension” means a lapse in the effectiveness of a certificate, approval, or authorisation as ordered by the Authority.

1.12.68 “Type Design” means the drawings and specifications necessary to define the product shown to comply with the airworthiness and environmental 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).

1.12.69 “Used Aircraft” means each aircraft that is not a new aircraft, as defined in paragraph 1.12.45 above.

1.12.70 “Validating Authority (VA)” means the organisation within the importing State, charged by the laws of the importing State, with regulating the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles.

1.12.71 “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.

1.12.72 “Validation Work Plan”, hereinafter referred to as “work plan”, means the document used for Non-Basic validations that outlines VA level of involvement.

1.12.73 “Verification of Compliance” means the involvement done by the UK CAA when reviewing compliance to the applicable airworthiness and environmental 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 1.12.34, "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 UK. All products and articles as listed in Paragraph 2.3 are eligible for import to the UK 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 MoU, the MoU takes precedence.

2.1.3 Other products and articles within the scope of the MoU 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 Recognised by ANAC under the TIP

2.2.1 ANAC recognises, as within the scope of this arrangement, the following UK CAA Design Approvals as the Basis for ANAC Design Approval:

2.2.1.1 Type Certificates (TCs) for all products for which the UK CAA 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 a UK CAA 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 UK CAA approved design changes as identified under paragraph 3.2 for products and articles that have been issued both an ANAC and the UK CAA 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 recognises, as within the scope of this arrangement UK CAA-approved design data used in the support of repairs as identified in paragraph 3.3.5 for products and articles where both ANAC and the UK CAA 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 recognises, as within the scope of this arrangement UK CAA 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 UK is 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 recognises, as within the scope of this arrangement, UK CAA Authorised 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 the UK CAA functions as the SoD;

(b) New aircraft engines manufactured in the UK for which a third country is the SoD;

(c) New propellers for which the UK CAA functions as the SoD; and

(d) New propellers manufactured in the UK 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 UKTSOA 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:

(a) Replacement parts manufactured by a UK CAA POA, according to UK CAA approved data, regardless of the SoD of the product; and

(b) Modification parts manufactured by a UK CAA POA, according to UK CAA approved data, regardless of the SoD of the product.

2.2.5 ANAC recognises, as within the scope of this arrangement, UK CAA Authorised Release Certificates (Form 1) or Manufacturer's Certificate of Conformity for Standard Parts.

ANAC will recognise, as within the scope of this arrangement, Standard Parts for all products and articles covered under the TIP when they conform to established Brazilian or UK government or industry-accepted specifications.

2.2.6 ANAC recognises, as within the scope of this arrangement 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 recognises, as within the scope of this arrangement, as established in 2.2.1, a part or appliance accompanied by a 'Prototype' UK CAA Form 1 (issued before the approval of the design data). The 'Prototype' UK CAA Form 1 will be replaced by a newly issued UK CAA Form 1 by the Production Organisation 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 Recognised by the UK CAA under the TIP

2.3.1 The UK CAA recognises, as within the scope of this arrangement, the Following ANAC Design Approvals as the Basis for the UK CAA 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 the UK CAA 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 the UK CAA type design approval, or that have been exempted from Brazilian type certification under RBAC 21.29(d)-I or (e)-I.

2.3.2 The UK CAA recognises, as within the scope of this arrangement 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 the UK CAA 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 The UK CAA recognises, as within the scope of this arrangement, ANAC Export Certificates of Airworthiness for aircraft that conform to a Type Design Approved under the UK CAA 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 UK is the SoD;

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 the UK CAA review and acceptance of an existing arrangement established between the SoD and SoM.

2.3.4 UK CAA recognises, as within the scope of this arrangement ANAC Authorised Release Certificates or Authorised 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 the UK CAA 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 a UK CAA 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 The UK CAA recognises, as within the scope of this arrangement ANAC Authorised Release Certificates, Authorised Release Documents or Manufacturer's Certificates of Conformity for Standard Parts.

The UK CAA will recognise, as within the scope of this arrangement, Standard Parts for all products and articles covered under the TIP when they conform to established UK or Brazilian government or industry-accepted specifications.

2.3.6 UK CAA recognises, as within the scope of this arrangement, 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 a UK CAA design approval;

2.3.6.2 The product'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 product's DAH has identified that specific article in the respective product´s ICA.

2.3.7 The UK CAA recognises, as within the scope of this arrangement, a part or appliance accompanied by a 'Prototype' ANAC Authorised 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 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 Authorised Release Certificate/Document [Form Tracking Number] dated [date of the ANAC Authorised 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 the UK CAA 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 the UK CAA 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 Authority will not seek direct certification to the other Authority, unless another procedure for application has been jointly agreed by both ANAC and the UK CAA.

2.5 Special Airworthiness Certification

ANAC and the UK CAA have agreed to recognise, as within the scope of this arrangement, 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 the UK CAA, 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 the UK CAA are specified in SECTION VIII.

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

The Authorities recognise 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 Authorities will work together to develop and document a working arrangement in accordance with SECTION IX of this TIP.

The working arrangement will define their respective responsibilities to ensure that the relevant functions assigned to ANAC and the UK CAA as SoD and to the SoM under

Annex 8 to the Convention on International Civil Aviation (Chicago Convention) are carried out. Such a working arrangement will address the continued airworthiness responsibilities assigned to the SoD and the SoM.

## *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 the UK CAA 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 the UK CAA, or of their right to type design information.

3.1.3 ANAC and the UK CAA mutually recognise each other's systems of organisation approval (the UK CAA) or accreditation of persons and organisations or certification of organisations (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 the UK CAA.

3.1.4 Certificates and design approvals are accepted or approved by the Validating Authority (VA) by using one of **[~~three~~ four]** 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 Administrative Validation (see paragraph 3.3.8)

Where the UK CAA (acting as VA) issues an update to an existing approval certificate or TCDS/TCDSN, to reflect Administrative Amendments or changes that would otherwise fall under Acceptance, a revised approval will be issued by the VA without any technical involvement.

3.1.4.3 Streamlined Validation (see paragraph 3.5.4)

An approval by the VA without any technical involvement, with the issuance of a VA approved document.

3.1.4.4 Technical Validation (see paragraph 3.5.5)

Technical Validation of the certificate or design change will be

performed by the VA using the Non-Basic criteria and SEIs 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, will 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 will be forwarded directly to the holder, and at the same time, a copy provided to the CA.

3.2 Acceptance

3.2.1 ANAC and the UK CAA 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:

3.2.1.1 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;

3.2.1.2 All changes classified as minor in accordance with RBAC 21.93 or the UK CAA Part 21.A.91, as described in 3.3.2;

3.2.1.3 OTP/UKTSO articles under the conditions of paragraph 3.3.3;

3.2.1.4 Replacement Parts under the conditions of paragraph 3.3.4;

3.2.1.5 Design data for a repair (approved in accordance with paragraph 3.3.5); and

3.2.1.6 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 or 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 will be made available to the VA upon request to the CA.

For ANAC approvals meeting acceptance criteria but requiring an 'administrative amendment' to an existing UK CAA validating approval certificate or TCDS/TCDSN, an application to UK CAA for Administrative Validation is required in accordance with 3.3.8.2.

NOTE: When the change impacts the UK CAA official noise database, an

application for Administrative Validation is required, providing the data listed in 3.5.4.2(g).

3.3.2 Minor Changes

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

NOTE: Technical data for a minor change approved according to the CA's system is accepted by the VA, even though the VA would consider it a major change in its own system. Implementation of the change will be executed according to the regulation of the aircraft's State of Registry.

3.3.3 United Kingdom Technical Standard Order Authorisation (UKTSOA) 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 Organisation Certificate (*Certificado de Organização de Produção – COP*) in accordance with RBAC 21.601, to approve the production of a Brazilian OTP article.

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

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

3.3.3.2 Reciprocal Acceptance

(a) When the UK CAA grants its UKTSOA or ANAC grants its CPAA (under an OTP), the VA will automatically accept that approval as equivalent to having granted and issued its own approval.

(b) ANAC and the UK CAA recognise and agree that a CPAA (under an OTP), or UKTSOA 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 will obtain installation approval for use on a product registered under that Authority.

(c) The acceptance of OTP/UKTSO articles is based on the following conditions and provisions as noted:

(1) The article meets the applicable OTP or UKTSO as evidenced by a statement or declaration of conformity by the approval holder; and

(2) Any deviation/exemption from the applicable OTP or UKTSO accepted by ANAC or the UK CAA are substantiated and have been approved by the CA.

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

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

(1) The non-OTP or non-UKTSO functions included in the article do not interfere with the article's functionality and/or ability to comply with the OTP, UKTSO or standard accepted by the UK CAA and ANAC;

(2) The data provided with the article relative to non-OTP or non-UKTSO functions is valid data as processed by the CA granting the approval; and

(3) The non-OTP or non-UKTSO functions will 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 UK or Brazilian Approval

(a) A UKTSOA is not required for an APU for which no previous individual UK approval has been granted if the APU was grandfathered under UK Reg (EU) No. 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 UK CAA 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 the UK CAA, a replacement part design approved using an Approved Minor Design Change or 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) ANAC or the UK CAA is the Authority of the SoD for the replacement part;

(b) 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;

(c) the replacement part has been approved in accordance with the approval procedures of the Authority of the SoD of the replacement part; and

(d) The replacement part is not a “critical component”, as defined in 1.12.19.

NOTE: the UK CAA approves replacement parts through the issuance of an Approved Minor Design Change or STC.

NOTE: ANAC will automatically accept those Approved Minor Design Change and STCs issued by the UK CAA 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: the UK CAA will 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 the UK CAA agree that data generated in support of repairs will be considered approved by both ANAC and the UK CAA, 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 will 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 the UK CAA Repair Design Data

(a) ANAC will accept the UK CAA approved design data produced under the UK CAA 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) the UK CAA is the SoD for the repair design data; and

(3) the UK CAA repair design data approval is substantiated via a repair design approval letter or a repair design approval issued under a DOA.

3.3.5.5 UK CAA Acceptance of ANAC Repair Design Data

(a) The UK CAA will accept ANAC approved design data under RBAC 21 used in support of major repairs, and ANAC acceptable design data used in support of minor repairs, regardless of the SoD of the product, part or article, if:

(1) the UK CAA has certificated/validated the product or article;

(2) ANAC is the SoD for the repair design data; and

(3) For major repairs, 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.

NOTE: ANAC acceptable design data are instructions, methods, practices and technical specifications not necessarily approved by ANAC, but accepted as appropriate for minor repairs, such as DAH instructions, industry standard practices, guidance materials from civil aviation authorities and others.

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 the UK CAA at the time of import to the UK, except alterations on critical components. the UK CAA will 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 will be approved in accordance with paragraph 3.5.

3.3.7 Marking Requirements

The identification and marking of appliances may differ between ANAC and the UK CAA requirements. The arrangement provides that ANAC and the UK CAA 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.

3.3.7.1 Therefore, no additional identification or marking requirements will be imposed or required by ANAC or the UK CAA on an appliance.

3.3.8 Administrative Validation Procedure for Applications to UK CAA Meeting Acceptance Criteria

Changes to existing TCs or STCs that are covered by Acceptance criteria per paragraph 3.2 but require an amendment to an existing VA certificate or TCDS/TCDSN are managed through the Administrative Validation process described in this section.

3.3.8.1 Administrative Validation Principles

The VA has no technical involvement in Administrative 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 determination of content meeting Acceptance criteria by the CA.

3.3.8.2 Administrative Validation Application

Application to UK CAA for Administrative Validation should be made in accordance with the references identified in Appendix A.

Administrative Validation application package should include:

(a) A copy of the respective CA's certificate and TCDS/TCDSN as applicable;

(b) Copies of any changed approved manuals, instructions for continued airworthiness (ICA) and **[data for any impact on the UK CAA official noise database (see 3.5.4.2(g))]**.

(c) Identification of the amended content that is to be included/amended on the VA certificate and/or TCDS/TCDSN**[~~;~~ ~~and data for any impact on the UK CAA official noise database (see 3.5.4.2(g))~~]**.

(d) Confirmation that the content meets Acceptance criteria as defined in paragraph 3.2 and continues to meet the VA's certification basis.

3.3.8.3 VA Review of an Administrative Application

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

(b) The VA will review the application package and request any missing information within thirty (30) working days after the validation process begins.

(c) Communication will 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 will engage in a technical consultation according to 3.5.6.1.

3.3.8.4 VA Issuance of Approval

The VA will then issue the corresponding certificate or approval within fifteen (15) working days (for changes) and thirty (30) working days (for TCs), with concurrent notification to the CA.

3.4 Validation

3.4.1 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) or Technical Validation process (for Non-Basic).

3.4.2 An Administrative Validation application may be used in the case of ANAC approvals that meet acceptance or basic criteria but only require an administrative amendment to the existing UK CAA validating approval certificate or TCDS/TCDSN.

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 will:

(a) where applicable, include the forms required by the VA, duly completed by the applicant. The forms can be found:

(1) For ANAC: Application for Certification, link provided in Appendix A, paragraph A.6.

(2) For the UK CAA:

Maintenance and engineering forms, , link provided in Appendix A, paragraph A.4.

(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 and the identification of the applicable Non-Basic Criteria and affected SEIs.

(c) include the documents and information according to paragraphs 3.5.4.2 or 3.5.5.2, as applicable.

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 the UK CAA 21.A.91, as appropriate, and these classifications are accepted by the VA without further review.

NOTE: Minor changes are automatically accepted under3.3.2.

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 meet any of the criteria at paragraph 3.5.3.4 are classified as Non-Basic and will be processed by technical validation (paragraph 3.5.5). All other TCs and changes are classified as Basic, and will be 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 Certificates

Application for validation of a TC will 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 1.12.57) as well as changes to existing reciprocating engine, propeller, or small aircraft (according to definition in 1.12.57) 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 the UK CAA 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 the UK CAA 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 the UK

CAA 21.A.101(b);

(3) Changes affecting compliance with an AD issued unilaterally by the VA;

(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 UK CAA, 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). The CA will determine whether the change has an appreciable effect on FCD and MMEL according to its own procedures. For applications to UK CAA affecting other OSD constituents, the procedure in 3.6.1.6 applies.

(8) Any substantiation to Environmental Protection Requirements that involves standards or technical procedures not specified in Volumes I, II and III of ICAO Annex 16 and the associated ICAO Environmental

Technical Manual (ICAO Doc 9501). Additionally, any change involving an aeroplane CO2 emission metric value is considered non-basic;

(9) Any other design change designated as Non-Basic by the CA.

NOTE: The addition of models/MSNs 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 (refer to Section 1.12.19) will 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

See Appendix A for application details.

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 the UK CAA, 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 in accordance with RBAC 21.113 for ANAC, and in accordance with Part 21.A.113(a), including the information to fulfil Part 21.A.113(b) regarding a link to the TC holder or adequacy of the applicant's own resources, for the UK CAA. If affected, a copy of the following will be included:

(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 will 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 fulfil 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, 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 found to meet the VA certification basis.

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.

(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), those later amendments for those standards will be identified in the application.

(g) For Basic projects having an impact on the UK CAA official noise database the below data will be transmitted to the UK CAA, 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);

(5) Muffler manufacturer and designation;

(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

(*) 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 will be transmitted to the VA.

3.5.4.3 VA Review of a Streamlined Application

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

(b) The VA will review the application package and request any missing information within thirty (30) working days after the validation process begins.

(c) Communication will 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 will 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 will then issue the corresponding certificate or approval within fifteen (15) working days (for changes) and thirty (30) working days (for TCs), 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. The VA will establish its certification basis, its acceptable means of compliance, and define its level of involvement within the scope defined by those applicable Non-Basic criteria, potentially complemented by affected elements of the VA SEI list.

(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 certification of the product by the CA and validation by the VA, with the objective to get the CA and the VA approval in parallel.

(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 the UK CAA 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 UK 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 will 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 the UK CAA; 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 (CRI) for the UK CAA, and Certification Action Item raised during the CA's certification activities;

(k) Brief description of all novel or unusual design features;

(l) Any 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:

(1) For a TC, a definition of the noise, fuel venting, exhaust emissions and fuel efficiency ($CO_2$ emissions) standards upon which the design approval was based, and the amendment level of VA noise, fuel venting, exhaust emissions and fuel efficiency ($CO_2$ 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, emissions or fuel efficiency ($CO_2$ emissions) change, per RBAC 21.93 or the UK CAA 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 UK CAA 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 and applicable fees. The validation process begins with the acknowledgement by the VA of the formal application submitted by the CA.

(b) The VA will review the application and request any missing information within thirty (30) working days after the validation process begins.

(c) Communication will 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 or the Non-Basic Criteria identified, the VA and CA will 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 general familiarisation, proceeding from there to a request for the CA statement of compliance to the certification basis indicated by the VA.

NOTE: The general familiarisation includes a review of the application, as per 3.5.5.3, and may include a general familiarisation meeting, under VA´s request.

(b) The general familiarisation meeting objectives include understanding general aspects of the design to be validated and identifying areas that require further technical familiarisation. Technical familiarisation activities and artifacts requests are bonded with respective affected non-basic criteria.

(c) When technical familiarisation activities, artifacts or compliance

activity are required, the VA will establish a Work Plan.

(d) The technical familiarisation will take place in accordance with paragraph 3.5.5.5(a).

(e) The VA may choose to complete the Technical Validation process after the technical familiarisation. In this case no further work plan revision 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.

(f) The VA develops a work plan in accordance with3.5.5.5(d).The CA and the applicant may support the VA to refine the work plan.

(g) If the CA has concerns over the level of involvement established by the VA in the work plan, the VA and CA will engage in a technical consultation according to 3.5.6.2.

(h) The VA, the CA and the applicant perform the activities established in the work plan.

(i) 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, is satisfied with compliance of retained activities and that it is ready to receive the CA statement of compliance against the VA certification basis.

(j) 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}".*

(k) The VA will issue the validation certificate after the CA has issued its own approval document.

(l) 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 from the applicant through the CA.

(3) In all direct communication between the VA and the applicant the CA will be kept in copy.

3.5.5.5 Technical Validation Guidelines

(a) Technical Familiarisation

(1) The objectives of technical familiarisation are to:

(i) Establish the VA 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, limited to the applicable non-basic criteria; 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 Familiarisation process to refine and finalise the work plan, when applicable.

(3) The objectives of technical familiarisation 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 familiarisation 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 familiarisation activities. They are deferred until that depth of review is included in the work plan and approved by VA management.

(5) The CA will 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 will develop its proposed type certification basis using a reference date corresponding to the same date the CA used to establish its 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).

NOTE: Some legal or administrative matters may require the VA to issue its own equivalent certification basis FCARs/CRIs, at the discretion of the respective authority.

(3) CA classification of changes as either significant or non-significant according to RBAC 21.101 or the UK CAA 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 will comply with the applicable environmental requirements that are in effect on the date of application for validation to the VA; and

(5) Applicants need to comply with the Operational Suitability Data requirements in ANAC RBAC 21 / the UK CAA Part 21.B.82 and related regulation in effect on the date of application to the CA when the application for a change includes changes to the OSD elements.

(c) Use of FCARs and CRI's

(1) The VA may use FCARs 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 document in these cases.

NOTE: For the UK CAA, a major significant change per 21.A.101 requires CRI A-01 (Certification Basis) to document the Type Certification Basis and will contain any ANAC FCARs to be adopted.

(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, will 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 familiarisation, 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 Familiarisation, according to 3.5.5.5(a).

NOTE: a preliminary version of the Work Plan will be provided after the general familiarisation to document and agree with the CA and applicant the technical familiarisation activities.

(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 familiarisation, 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 or suitably accountable person within the VA, according to internal governance and procedures.

NOTE: The suitably accountable person, if not having a management role, will approve a work plan under management concurrence.

(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 will be commensurate 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, including respective appropriate justification, 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 familiarisation 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 the UK CAA 21.A.101, 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, documented in the workplan 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 will 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, will be identified in the work plan along with the associated justification, and approved by VA management, or suitably accountable person within the VA, according to internal governance and procedures.

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.

NOTE: The suitably accountable person, if not having a management role, will approve a work plan under management concurrence.

(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 will be directly related to work plan areas of VA involvement.

(4) Stand-alone changes to approved manuals will 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 UK CAA. A list of applicable SEI for each product class must be available to the public.

NOTE: The ANAC and UK CAA SEI lists 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 will be frequently revised with the goal of reducing the size of the list through targeted harmonisation efforts. SEI list revisions are approved by the management responsible for maintenance of the list. The update process will be subject to monitoring by the management representatives of both Authorities.

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 will 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 will proceed with processing the application as originally classified by the CA.

(c) Where the CA determines that reclassification of the application is appropriate, the CA application will be subsequently amended to indicate the revised classification.

(d) The CA will 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 will 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 will proceed with processing the application.

(c) Where the VA determines that review of its involvement is appropriate, the VA will 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 UK CAA 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 (UK CAA CS-FCD Flight Crew Data), consisting of the minimum syllabus of pilot type rating training, including determination of type rating;

(b) OSD Cabin Crew (UK CAA 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 (UK CAA 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) (UK CAA CS-MMEL Master Minimum Equipment List), consisting of the MMEL.

3.6.1.2 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 will 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 the UK CAA. The following procedures apply:

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

(1) The UK CAA will preferably use ANAC findings of compliance as a basis for the UK CAA 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 the UK CAA findings of compliance as a basis for ANAC approval of the affected OSD constituents, to the most practical extent. For this, the UK CAA 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 UK CAA 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 will 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 The UK CAA and ANAC may further decide 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 will be approved jointly by the UK CAA and ANAC and respect the guiding principle of placing greater reliance on the approval or finding of compliance by the CA.

3.6.1.6 UK CAA Evaluation of other OSD Constituents

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

(a) Brazilian applicant will classify the effect on OSD according to UK CAA procedures 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 UK CAA;

(c) UK CAA experts may perform the necessary reviews and evaluations, and verify compliance to the appropriate OSD requirements; and

(d) UK CAA will coordinate all activities with ANAC.

3.6.2 Evaluation of Maintenance Review/Type Board Aspects

3.6.2.1 ANAC and the UK CAA 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 it to participate in the MRB/MTB process based report development.

3.6.2.2 When participating in the MRB/MTB process, the VA may contribute in discussions.

3.6.2.3 The MRB/MTB report accepted/approved by the CA will be accepted/approved by the VA without further investigation, under the following conditions:

(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 will 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 will be coordinated with the VA;

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

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

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

3.7.1.1 the design approval holder collaborates with the production organisation as required under Part 21.A.4 for the UK CAA; 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 organisation;

(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 organisation and the production organisation approval holder; and

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

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

3.8 Submission of Electronic Data

All applications will 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 the UK CAA will strive to resolve differences.

4.1.3 ANAC and the UK CAA recognise 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 the UK CAA 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 the UK CAA will ensure active communication between specific focal points, for regular feedback and communicating continuing airworthiness issues on products certified by either ANAC or the UK CAA 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 the UK CAA 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 UK CAA, as Authorities for the SoR, decide 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 will be transmitted in the manner required by ANAC and the UK CAA, as follows:

4.2.4.1 for ANAC, directly to ANAC using the web site in Appendix A, paragraph A.6.

4.2.4.2 for the UK CAA, directly to UKCAA using the web site in Appendix A, paragraph A.4.

4.3 Unsafe Condition and Mandatory Continuing Airworthiness Actions

4.3.1 ANAC (under RBAC 39) and the UK CAA (under UK Part 21) decide 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 the UK CAA) (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, 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 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 SoD for civil aeronautical products operated or used by the VA:

(a) In the case of ANAC, this information is provided through the Airworthiness Directives link specified in Appendix A;

(b) In the case of the UK CAA, this information is provided through the Airworthiness Directive publishing tool, which can be accessed through the link specified in Appendix A.

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

4.3.3 ANAC and the UK CAA recognise 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 SoD 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 the UK CAA 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 the UK CAA 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 airworthiness of the aircraft. ANAC and the UK CAA 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 will 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 will 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 the UK CAA for its own SoD civil aeronautical products, is considered automatically accepted by the other Authority.

4.4.3 The SoD will, 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 SoD for its own civil aeronautical products.

## *SECTION V ADMINISTRATION OF DESIGN APPROVALS*

5.1 General

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

The Authorities will administer the transfer of TCs/STCs only where an applicant agrees to assume responsibility for both a ANAC and the UK CAA TC/STC and the affected operating fleet. Early coordination with both 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 will be agreed to by both Authorities. If an understanding cannot be reached between the two 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 the UK CAA TC/STC to a person in the other Authority's territory (with a change of Certificating Authority)

Early coordination between the current TC/STC holder and its A, together with the proposed new TC/STC holder and its Authority is essential. The transferring CA, upon notification of a change in ownership of a TC/STC to a new holder in the other Authority's territory, will notify the receiving 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 CA will transfer to the receiving Authority the ICAO SoD or SoDM responsibilities. For this purpose, a special arrangement may be developed to identify each Authority's responsibilities. The receiving 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 Authority has not previously validated the TC/STC which is being transferred, the receiving holder will have to apply to the receiving Authority for a new TC/STC. In this case, the transferring Certificating Authority will provide support to the receiving Authority in finding compliance with the applicable certification requirements of the receiving Authority. This includes a transferring Authority's statement of compliance, namely, that the product meets the receiving Authority's certification requirements. Upon acceptance, the receiving Authority will issue its TC/STC.

If the receiving 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 Authority will need to be validated. The transferring Certificating Authority will, if requested, provide support to the receiving Authority in making findings of compliance with the receiving Authority's applicable certification requirements. This support includes the transferring Certificating Authority's statement of compliance that the model meets the receiving Authority's certification requirements. Upon acceptance, the receiving 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 Authority will be considered complete when the receiving Authority confirms in writing to the transferring 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 Authority has issued a new TC/STC in the name of the new holder.

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

If the receiving Authority's TC covers only some of the models in the transferring 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 Certificating Authority will continue to fulfil its SoD responsibilities for those additional models.

Upon transfer, or a mutually agreed-upon date, the receiving 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 Certificating Authority will then notify the previous Certificating 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 UK (no change of Certificating Authority)

In cases where a TC/STC is transferred within Brazil or the UK and there is no change in Certificating 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 will provide the VA with a copy of the new TC/STC issued in the name of the new design approval holder and will 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.

5.3 Surrender of a TC or STC

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

5.4 Revocation or Suspension of TC or STC

In the event that either Authority revokes or suspends a TC or STC for a civil aeronautical product for which they act as CA, 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 Authority may revoke its TC or STC if the continuing airworthiness responsibilities would cause an undue burden for that Authority.

5.5 Surrender, revocation or suspension of CPAA under OTP / UKTSOA

5.5.1 Surrenders

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

5.5.2 Revocation or suspension

If an CPAA under OTP or UKTSOA is revoked or suspended, the Authority that issued the approval being revoked or suspended 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 revocation or suspension of an CPAA under OTP or UKTSOA 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 UKTSOA articles manufactured under its approval.

## *SECTION VI PRODUCTION APPROVAL AND SURVEILLANCE ACTIVITIES*

6.1 Production Quality System

All products and articles produced in Brazil or United Kingdom and exchanged under the provisions of this TIP will be produced in accordance with each Authority's specific regulation. The production quality system addresses the manufacture of associated products and articles in and outside the SoM.

6.2 Surveillance of Production Approval Holders

ANAC and the UK CAA, as Authorities for the production of products or articles will conduct regulatory surveillance of production approval holders and their suppliers in accordance with each Authority's specific regulations.

## *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 United Kingdom to the other will be accepted on the basis of an export airworthiness approval issued by the Exporting Authority. The Importing Authority will recognise 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 United Kingdom, the following export airworthiness approvals are recognised and accepted when issued in a form and manner prescribed by the Exporting Authority, as follows:

7.1.2.1 For ANAC, an Export Certificate of Airworthiness is issued for complete aircraft. An Authorised Release Certificate or Authorised Release Document (SEGVOO003) is issued for aircraft engines, propellers and articles, where appropriate.

7.1.2.2 For the UK CAA, an Export Certificate of Airworthiness is issued for complete aircraft. An Authorised Release Certificate, the UK CAA Form 1, is issued for aircraft engines, propellers, and articles, where appropriate.

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 United Kingdom.

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

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 United Kingdom 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 will be coordinated in

accordance with subsection 7.6 of this TIP.

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

7.3 Used Aircraft Exported to Brazil or the United Kingdom

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

7.3.2 The Exporting Authority will certify that a used aircraft eligible under subparagraph 7.3.1 of this TIP being exported to Brazil or the United Kingdom:

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

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

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

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 United Kingdom will 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, UKTSO Articles, Modification Parts and Replacement Parts Exported to Brazil

7.5.1 Used aircraft engines, propellers, UKTSO Articles, modification parts and replacement parts will 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 TIP, Brazil and the United Kingdom mutually recognise 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 will 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 will 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, will accompany each aircraft. The aircraft will 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 will 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 item 1.(b) of the MoU between ANAC and the UK CAA, upon request and after mutual agreement, and as resources permit, ANAC and the UK CAA will provide technical support and information, hereafter referred to as technical assistance, to each other when significant activities are conducted in either Brazil or the United Kingdom.

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. the UK CAA and ANAC may agree to provide Technical Assistance to each other under the conditions that all related costs (working hours, travel expenses) are covered by appropriate service contracts with the organisation benefitting from this arrangement.

8.1.3 ANAC and the UK CAA 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 organisations; 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 organisations;

(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 UK.

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

8.2 Witnessing of Tests During Design Approval

8.2.1 ANAC and the UK CAA 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 the UK CAA 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 the UK CAA on the specific work to be performed and agreement has been obtained from the other Authority. ANAC or the UK CAA, 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 organisations, or approved organisations.

8.2.5 Where there is no working arrangement, requests for witnessing of individual tests will be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan will be provided by ANAC or the UK CAA, as appropriate, at least two weeks prior to each scheduled test.

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

8.2.7 Upon completion of test witnessing on behalf of the requesting Authority, ANAC or the UK CAA 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 the UK CAA 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 standards of the requesting Authority.

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

8.4 Conformity Certifications during Design Approvals

8.4.1 ANAC or the UK CAA, 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 Authorities on the specific work to be performed, and agreement has been obtained from the 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 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 organisations, or approved organisations.

8.4.4 The UK CAA or ANAC requests for conformity certifications will be sent to the ANAC or the UK CAA offices 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 the UK CAA will complete and return all documentation to the requesting Authority, as notified. The Authority of the State in which the supplier is located will note all deviations from the requirements notified by the design approval applicant's Authority on the conformity certification for the particular part. Any nonconformity described as a deviation should be brought to the attention of ANAC or the UK CAA for evaluation and disposition as to its effect on safety and the validity of the test under consideration. ANAC or the UK CAA should receive a report stating the disposition required on each deviation before the appropriate ANAC or the UK CAA 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 the UK CAA 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 the UK CAA and *Gerente de Programa de Certificação* – GPC, for ANAC. Each request will include sufficient information for the task to be performed and reported back to the requestor. Where the technical assistance is repetitive or long-term, a 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 the UK CAA agree that they will not copy, release, or show data identified as proprietary or otherwise restricted obtained from each other to anyone other than an ANAC or the UK CAA employee, without written consent of the

design approval holder or other data submitter. ANAC or the UK CAA should obtain this written consent from the design approval holder through its CA. To the extent that ANAC or the UK CAA shares such data with an Authority or accident investigation entity, ANAC or the UK CAA will ensure that these persons treat such restricted information in accordance with Article 7 of the MoU.

8.8 Public Access to Documents and Information

8.8.1 "Lei de Acesso à Informação" (Law for Access to Information - LAI) Requests

8.8.1.1 ANAC often receives requests from the public under the "Lei de Acesso à Informação" (LAI) (Lei Federal n° 12.527/2011) to release information which ANAC may have in its possession. Each record ANAC has in its possession will 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 United Kingdom, ANAC will request the UK CAA 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 the UK CAA receives a request for the release of documents that was submitted by a design approval holder in Brazil and covered by this TIP, the UK CAA will inform ANAC of any information received from ANAC and submitted to the UK CAA by the approval holder or the applicant that might be released. the UK CAA may also request ANAC's assistance in determining if the person submitting the information would object to release under the rules provided by the relevant legislations and which parts of the documents received from that person or generated by ANAC might be withheld under the exceptions provided for in the applicable legislation, if any. If release is objected to, a statement of the reasons will be furnished by ANAC to the UK CAA, which will comply with the UK access to documents legislation. The UK CAA will apply the relevant United Kingdom 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 the UK CAA may request information from the appropriate focal points (see listing in Appendix A of this TIP).

8.9.2 In case of a major incident/accident, ANAC and the UK CAA will cooperate to address urgent information needs. Following a major accident/incident, upon

receipt of a request for urgent information, the appropriate Authority will provide the requested information. ANAC and the UK CAA will establish individual focal points to respond to each other's questions and ensure that timely communication occurs. Information may be requested directly from a manufacturer when immediate contact with the appropriate focal points cannot be made. In such cases, notification of this action will be made as soon as possible. Either ANAC or the UK CAA, as applicable, will 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 arrangement When such a situation arises, ANAC and the UK CAA will review it and a working arrangement will be developed to address the situation. Such an arrangement will be concluded, when appropriate, in a separate document. If it is apparent that the situation is unique, with little possibility of repetition, then the working arrangement will be of limited duration. However, if the situation has anticipated new technology or management developments, which could lead to further repetitions, this TIP should be revised accordingly.

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

## *SECTION X AUTHORITY*

10.1 General

ANAC and the UK CAA approve these Technical Implementation Procedures - TIP, as indicated by the signatures of its duly authorised representatives.

| National Civil Aviation Agency - Brazil | Civil Aviation Authority – United Kingdom |
|---|---|
| Original signed * | Original signed * |
| By: Luciana Ferreira Vieira | By: Giancarlo Buono |
| Airworthiness Director | Group Director, Safety and Airspace Regulation Group |
| Date: 1 April 2026 | Date: 1 April 2026 |

* - The TIP rev.1 and the TIP amendment 1 are the original signed documents filed in ANAC and UKCAA.

# *APPENDIX A ADDRESSES*

## A.1 FOCAL POINTS FOR IMPLEMENTATION

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

| For ANAC: | For the UK CAA: |
|---|---|
| Airworthiness Standards and Innovation Technical Branch (*Gerência Técnica de Normas e Inovação – GTNI*)<br>Airworthiness Department (*Superintendência de Aeronavegabilidade – SAR*)<br>National Civil Aviation Agency<br>Rua Dr. Orlando Feirabend Filho, 230 - Centro Empresarial Aquarius - Torre B - Andares 14 e 15, Parque Residencial Aquarius<br>São José dos Campos – SP<br>CEP 12.246-190 – Brazil<br>E-mail: air.agreements@anac.gov.br | Bilateral Aviation Safety Agreements<br>Civil Aviation Authority<br>Aviation House<br><br>Beehive Ring Road<br>Crawley<br>RH6 0YR<br>United Kingdom<br><br>E-mail: BilateralSafetyArrangements@caa.co.uk |

## A.2 FOCAL POINTS FOR COORDINATION OF AMENDMENTS

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

| For ANAC: | For the UK CAA: |
|---|---|
| Airworthiness Standards and Innovation Technical Branch (*Gerência Técnica de Normas e Inovação – GTNI*) | BASA Team<br>UK Civil Aviation Authority<br>Aviation House |

| | |
|---|---|
| Airworthiness Department (*Superintendência de Aeronavegabilidade – SAR*)<br>Rua Dr. Orlando Feirabend Filho, 230 – Centro Empresarial Aquarius – Torre B – Andares 14 e 15, Parque Residencial Aquarius<br>São José dos Campos – SP<br>CEP 12.246-190 – Brazil<br>E-mail: air.agreements@anac.gov.br | Beehive Ring Road<br>Crawley<br>RH6 0YR<br>United Kingdom<br><br>E-mail: BilateralSafetyArrangements@caa.co.uk |

## A.3 UK CAA OFFICES

| Postal and Physical Address |
|---|
| UK Civil Aviation Authority<br>Aviation House<br>Beehive Ring Road<br>Crawley<br>RH6 0YR<br>United Kingdom |

## A.4 UK CAA E-MAIL AND WEB ADDRESSES

General enquiries relating to this TIP:

BilateralSafetyArrangements@caa.co.uk

Contact Point for applications:

apply@caa.co.uk

For CAA validation applications:

Applications for Administrative, Streamlined and Technical Validation should be submitted in accordance with the process outlined on the UK CAA website:

https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/validation-of-design-approvals/

For Continued Airworthiness:

ADs: adunit@caa.co.uk

Airworthiness Directives Publishing Tool:

https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/continuing-airworthiness/airworthiness-directives/

Failure, Malfunctions and Defects:

https://www.caa.co.uk//Our-work/Make-a-report-orcomplaint/MOR/Occurrence-reporting/

Transfer of Design Approvals

https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/transfer-suspension-surrender-and-revocation-of-design-approvals/transfer-suspension-surrender-and-revocation-of-design-approvals/

## A.5 ANAC OFFICES

| Postal and Physical Address |
|---|
| Airworthiness Department (*Superintendência de Aeronavegabilidade – SAR*)<br>Setor Comercial Sul – Qd 09 – Lote C Ed. Pq Cidade Corporate – Torre A – Andares 01 a 07<br>Brasília – DF<br>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://sistemas.anac.gov.br/certificacao/DA/DAE.asp

Enquiries on Airworthiness Directives:

pac@anac.gov.br

Applications, transfer and surrender of TCs:

progcert@anac.gov.br and cpct@anac.gov.br

Applications, transfer and surrender of STCs:

ccst@anac.gov.br

ANAC forms:

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

Failure, Malfunction and Defect Reports:

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)

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

export@anac.gov.br

General Enquiries:

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/acesso-a-informacao/institucional/quem-e-quem

# *APPENDIX B REGULATIONS, ADVISORY AND GUIDANCE MATERIALS*

## B.1 ANAC AND THE UK CAA NORMATIVE DOCUMENTS STRUCTURES

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

For ANAC:

Rulemaking: http://www.anac.gov.br/assuntos/legislacao

Certification: http://www2.anac.gov.br/certificacao/

For the UK CAA:

Rulemaking: https://www.caa.co.uk/

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

## B.2 ANAC MATERIALS

The ANAC's standards for aircraft airworthiness and environmental certification are contained in Regulamentos Brasileiros da Aviação Civil (RBAC) 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, 36, and 38. Guidance material, policy, and procedures are contained in ANAC Instruções Suplementares (IS) and Manuais de Procedimentos (MPR).

## B.3 UK CAA MATERIALS

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

- UK CAA implementing rule for airworthiness and environmental certification of aircraft and related products, parts and appliances: (EU) No. 748/2012;
- Certification Specifications: https://www.caa.co.uk/uk-regulations/aviation-safety/basic-regulation-the-implementing-rules-and-uk-caa-amc-cs/initial-airworthiness/
- 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 |
| APU | Auxiliary Power Unit |
| COP | “Certificado de Organização de Produção” (Production Organisation Certificate) (for ANAC) |
| CA | Certificating Authority |
| COPj | “Certificado de Organização de Projeto” (Design Organisation Certificate) |
| CPAA | “Certificado de Produto Aeronáutico Aprovado” (Certificate of Approved Aeronautical Product) |
| CRI | Certification Review Item |
| CS | Certification Specification (for the UK CAA) |
| DA | “Diretriz de Aeronavegabilidade” (Airworthiness Directive) |
| DAH | Design Approval Holder |
| DOA | Design Organisation Approval (for the UK CAA) |
| EA | Exporting Authority |
| UK CAA | Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland |
| ELOS | Equivalent Level of Safety |
| 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 Organisation |
| 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 the UK CAA) |
| RBAC (for ANAC) | Regulamento Brasileiro da Aviação Civil (Brazilian Civil Aviation Regulation) |
| 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 |
| TC | Type Certificate |
| TIP | Technical Implementation Procedure |
| TSO | Technical Standard Order |
| UKTSO | UK Technical Standard Order |
| UKTSOA | UK Technical Standard Order Authorisation |
| VA | Validating Authority |

# *APPENDIX D RECORD OF REVISIONS*

| Revision | Revision date | Paragraph | Change | Reason |
|---|---|---|---|---|
| 1 | 01 / Apr / 2026 | General | Complete new TIP structure | Modernisation and harmonisation with other current agreements |
| | | | | |

# *APPENDIX E SAFETY EMPHASIS ITEMS LISTS LINKS*

## E.1. ANAC LIST

***ANAC All Products Safety Emphasis Items List Main Reference Page:***

https://www.gov.br/anac/pt-br/assuntos/internacional/acordos-internacionais/4acordos-de-aeronavegabilidade-e-seguranca/reino-unido

## E.2. UKCAA LIST

***UK CAA All Products Safety Emphasis Items List Main Reference Page:***

https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/safety-emphasis-items-sei/