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TECHNICAL ARRANGEMENT

FOR

AIRWORTHINESS Certification

Under the Memorandum of Understanding between  
the Civil Aviation Authority of Singapore  
and the National Civil Aviation Agency of Brazil  
For  
the Promotion of Civil Aviation Safety

**Original Revision**

Date: 12 June 2024

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**TECHNICAL ARRANGEMENT**  
for  
**AIRWORTHINESS CERTIFICATION**

**SECTION I**    **GENERAL**

1.1 Authorization

This Technical Arrangement (TA) is authorized by paragraphs 1.3(a) and 2.1 of the Memorandum of Understanding between the Civil Aviation Authority of Singapore and the National Civil Aviation Agency of Brazil for Promotion of Civil Aviation Safety (“MOU”), dated 19 February 2024. In accordance with paragraph 2.1 of the MOU, the Civil Aviation Authority of Singapore (“CAAS”) and the National Civil Aviation Agency of Brazil (“ANAC”) (individually, the “Authority”, and collectively, the “Authorities”) may develop TA or revise an existing TA, in the areas within their scope of competencies, as necessary to assure effective cooperation and assistance procedures.

1.2 Purpose

The purpose of this Technical Arrangement is to:

- 1.2.1 facilitate and outline cooperation in the field of initial and continued airworthiness, production matters and technical assistance between ANAC and CAAS;
- 1.2.2 enable the reciprocal acceptance or facilitate the recognition of findings of compliance made and certificates issued by either Authority or approved organizations or accredited persons and organizations located within the territory of Brazil and Singapore; and
- 1.2.3 define the civil aeronautical products and articles eligible for import into Brazil and Singapore as Importing States, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import.

Note: Appendix F lists all acronyms used in this document.

1.3 Principles

- 1.3.1 This TA is based on standards, rules, practices, procedures, continuous communication and systems compatibility of both Authorities and mutual confidence in each other’s certification system and technical competence to perform regulatory functions within the scope of this TA. When a finding of compliance is made by one Authority in accordance with the laws and regulations of the other Authority and with this TA, that finding is given the same validity as if it were made by the other Authority. Therefore, the fundamental principle of this TA is to maximize the use of the Certifying Authority’s (“CA”) aircraft certification system to ensure that the airworthiness and environmental requirements of the Validating Authority (“VA”) are satisfied.

- 1.3.2 ANAC and CAAS are committed to reducing duplication of work and minimizing the retention of findings of compliance when acting as the VA or Authority for the Importing State.
- 1.3.3 ANAC and CAAS mutually recognize and accept each other's accreditation or organizational certification system as part of their respective product certification systems. To the maximum extent permitted by this TA and each Authority's regulations, the findings, compliance determinations and approvals made through these systems are given the same validity as those made directly by either ANAC or CAAS.
- 1.3.4 ANAC and CAAS may not routinely notify the other of their accredited persons and approved organization's activities in advance of any of those persons travelling to Brazil or Singapore to witness tests, to perform conformity inspections, and/or to make determinations of compliance. However, an Authority should keep the other Authority informed of any direct interactions with an individual accredited person or member of an approved organization of the other Authority.
- 1.3.5 Data and documents exchanged between ANAC and CAAS under this TA will be in the English language as specified in section 6.1 of the MOU.

#### 1.4 Changes in the Authority Certification Systems

- 1.4.1 The Authorities may conduct meetings once every two years either online or physical face-to-face to monitor this TA and ensure its continued validity. Every effort should be made to alternate the location if these meetings are physical face-to-face between the Federal Republic of Brazil and the Republic of Singapore.
- 1.4.2 This TA is based upon sufficiently compatible Authority certification systems being in place at the time of signing. Therefore, ANAC and CAAS will keep each other informed of significant changes within those systems, such as changes in:
  - 1.4.2.1 Statutory responsibilities;
  - 1.4.2.2 Organizational structure (e.g., key personnel, management structure, technical training, office location);
  - 1.4.2.3 Significant revisions to airworthiness, certification, and environmental standards and procedures; or
  - 1.4.2.4 Delegated functions, or the kinds of individuals and organizations to which functions have been delegated.
- 1.4.3 ANAC and CAAS recognize that revision by either Authority to its regulations, policies, procedures, statutory responsibility, organizational structure, or delegation system may affect the basis and scope of this TA. Accordingly, upon notice of such changes by one Authority, the other Authority may request an amendment or review to this TA.
- 1.4.4 Should either Authority seek to amend or review this TA, the Authorities will negotiate in good faith. Such revisions will be made effective by signature of the duly authorized representatives of the Authorities.

- 1.4.5 Minor revisions and administrative/editorial changes to this TA may be made through amendments by the focal points for this TA identified in Appendix A after mutual consultation.

## 1.5 Governance

- 1.5.1 The governance of this TA is to be carried out jointly by the person holding the designated office (“management representatives”) in the ANAC and the CAAS as specified below:
- 1.5.1.1 The ANAC Head of the Department of Airworthiness and the CAAS Director of Flight Standards are the responsible persons for the administration of this TA, including revisions and amendments thereto, and when necessary and/or convenient, establishment of work procedures and roadmaps for improvement of cooperation between Authorities.
- 1.5.1.2 The ANAC Head of the Department of Airworthiness and the CAAS Director of Flight Standards are the responsible persons for the implementation of this TA, including the effective functioning and continued validity of this TA.
- 1.5.1.3 The Authorities will advise each other of any significant changes to their respective organizations that affect the administration and implementation of the provisions of this TA, including the responsible persons defined in paragraphs 1.5.1.1 and 1.5.1.2.

## 1.6 Maintenance of Confidence

- 1.6.1 This TA shall be subject to periodic evaluations. The Authorities 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 this TA beyond the period of initial assessment that resulted in the original version of this TA. Recurrent and ad hoc assessments may be carried out. Such recurrent assessments may include desktop, on-site visits, or any other agreed-upon means and will be conducted upon mutual agreement between the Authorities.
- 1.6.2 The periodic evaluations focus on the continued equivalency or compatibility of the respective standards, rules, practices, procedures, and systems, in order to maintain the high degree of mutual confidence in ANAC’s and CAAS’s technical competence and ability to perform regulatory functions within the scope of this TA.
- 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 1.3 of this TA, the Authorities shall rectify the situation to achieve system harmonization and, where necessary, introduce changes to this TA.

## 1.7 Applicable National Requirements, Procedures, and Guidance Material

- 1.7.1 ANAC’s standards for aircraft airworthiness and environmental certification include, but are not limited to, *Regulamento Brasileiro de Aviação Civil – RBHA/RBAC* (Brazilian Regulation for Civil Aviation) 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, 36 and 38. Guidance materials, policy and procedures are contained in ANAC *Instruções Suplementares – IS* (Supplemental Instructions), *Manuais de Procedimento – MPR*

(Procedure Manuals), *Diretrizes de Aeronavegabilidade* – DA (Airworthiness Directives), and Policy Memoranda.

- 1.7.2 CAAS standards for aircraft airworthiness and environmental certification include, but are not limited to, the Singapore Airworthiness Requirements Part 21 (“SAR-21”). Guidance materials, policy and procedures are contained in CAAS Instructions, Procedures, Airworthiness Directives, and Policies.

Note: The reference to SAR-21 in this Technical Arrangement includes a reference to the ANR-21 which, when published, will replace the SAR-21.

## 1.8 Interpretations and Resolution of Conflicts

- 1.8.1 In the case where one Authority has a different interpretation of the other Authority’s laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under this TA, the interpretation of the Authority whose laws, regulations, standards, requirements, or acceptable means of compliance are being interpreted shall prevail.
- 1.8.2 Any disagreement regarding the interpretation or application of this TA and any disputes will be resolved by consultation between the Authorities or any other mutually agreed-upon means and no dispute arising under this TA will be referred to any court, international tribunal or any third party for settlement.
- 1.8.3 Every effort should be made to resolve the disputes at the working staff level before elevating issues through the responsible management hierarchy in the following order:
- 1.8.3.1 The working level Focal Points identified in Appendix A to this TA;
  - 1.8.3.2 The responsible persons for the implementation of this TA and responsible persons for the administration of this TA.

## 1.9 Cooperation on Investigation or Enforcement Action

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

## 1.10 Revisions, Amendments, and Points of Contact

- 1.10.1 The designated focal points for revisions or amendments to this TA are:
- 1.10.1.1 For ANAC; *Gerência Técnica de Normas e Inovação – Superintendência de Aeronavegabilidade* – GTNI (Airworthiness Standards and Innovation Technical Branch – Airworthiness Department), and
  - 1.10.1.2 For CAAS; Airworthiness Certification, Flight Standards Division.
- 1.10.2 Contact information for the identified offices is listed in Appendix A .

## 1.11 Entry Into Force, Termination and Cancellations

- 1.11.1 Entry Into Force

This TA enters into force upon signature by duly authorized representatives of both Authorities, and will remain in force, contingent upon the MOU remaining valid, unless terminated by either Authority according to 1.11.2 below.

#### 1.11.2 Termination

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

This TA will terminate 90 days following the date of receipt of such notice, unless the said notice is withdrawn by mutual consent before the expiry of the 90-day period.

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

#### 1.11.3 Cancellations

[Reserved]

#### 1.12 Costs and Expenses

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

#### 1.13 Legal and Financial Liabilities

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

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

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

#### 1.14 Notices

In relation to any notice, request or other communication to be given or served pursuant to this TA, the Authorities will direct notices or other correspondence to the attention of Focal Points identified in Appendix A to this TA.

#### 1.15 Definitions

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

1.15.1 "Acceptance" means the acceptance by the VA of the CA's approval, certificate, or finding of compliance as satisfactory evidence that a product or design complies with the VA's applicable standards and the VA will not issue its own equivalent approval.

1.15.2 "Additional Technical Condition", for the purpose of design approval, means any requirement in the VA's certification basis that is in addition to, or any



variation of, the airworthiness and environmental standards defined in the CA's certification basis to ensure that the CA's:

1.15.2.1 airworthiness standards provide a level of safety equivalent to that provided by the applicable airworthiness requirements of the VA, and

1.15.2.2 environmental standards provide noise, fuel venting, and exhaust emission levels that are no higher than those provided by the applicable environmental requirements of the VA.

1.15.3 "Aircraft Flight Manual (AFM)" means an authoritative document prepared for each aircraft type by the type certificate holder containing matters specified in the appropriate design standards and approved by the CA.

1.15.4 "Airworthiness Approval" means a finding that a civil aeronautical product conforms to its approved design that has been found to meet the applicable standards by the Authorities and is in a condition for safe operation. This finding may be in a form of an approval document issued by the Authority.

1.15.5 "Airworthiness Directive (AD)" means legally enforceable rules issued by ANAC in accordance with RBAC 39, or by CAAS in accordance with the Air Navigation Act 1966 and SAR-39 or by another foreign authority according to its regulation.

Note: The reference to SAR-39 in this TA includes a reference to the ANR-39 which, when published, will replace the SAR-39.

1.15.6 "Airworthiness Standards" means the regulations of ANAC or CAAS, as the case may be, governing the design and performance of civil aeronautical products and articles.

1.15.7 "Approved Manuals" means manuals, or sections of manuals, requiring approval by ANAC or CAAS as part of a certification program. These include, but are not limited to, the AFM, the airworthiness limitation section of the Instructions for Continued Airworthiness ("ICA"), the engine and propeller installation and operating instructions manuals, and the certification maintenance requirements.

1.15.8 "Article" means any appliance, part, component, material or process installed or to be installed on any civil aircraft, aircraft engine or aircraft propeller.

1.15.9 "Certificating Authority ("CA")" means:

- (a) ANAC when fulfilling State of Design (SoD) or State of Design of Modification ("SoDM") functions to regulate design and airworthiness approvals, and environmental certification of civil aeronautical products and articles in Brazil, and when fulfilling State of Manufacture ("SoM") functions to regulate production approvals of civil aeronautical products and articles in Brazil; or
- (b) CAAS when fulfilling SoDM functions to regulate the design and airworthiness approvals, and environmental certification of civil aeronautical products and articles in Singapore, and when fulfilling

- functions to regulate production approvals of civil aeronautical products and articles in Singapore.
- 1.15.10 “Certification Basis” consists of the applicable airworthiness and environmental standards established by an Authority as the basis by which the type design of a civil aeronautical product, or a change to that type design was approved or accepted. The certification basis may include additional technical conditions, special conditions, findings of equivalent level of safety, and exemptions, when determined by an Authority to apply to the type design approval.
- 1.15.11 “Civil Aeronautical Product” or “product” means any civil aircraft, aircraft engine, propeller or subassembly, or article to be installed thereon.
- 1.15.12 “Compliance Determination” means the determination by either ANAC’s system or CAAS’ system that the applicant has demonstrated compliance with identified individual airworthiness and environmental standards.
- 1.15.13 “Certificado de Organização de Produção or COP” (Production Organization Certificate) is the production certificate issued by ANAC to a person that allows the production of a product or article in accordance with its approved design and approved quality system.
- 1.15.14 “Certificado de Organização de Projeto or COPj” (Certificate of a Design Organization) means an Organization certified by ANAC to perform design related activities provided in RBAC 21 Subpart J-I and in its approved scope.
- 1.15.15 “Certificado de Produto Aeronáutico Aprovado or CPAA” (Certificate of Approved Aeronautical Product) refers to ANAC’s certificate indicating approval of Technical Standard Order (TSO) articles, or parts of an aeronautical product. The CPAA, however, does not include production or installation approval.
- 1.15.16 “Design Approval” means a type certificate, supplemental type certificate (including amendments thereto), repair design approval, the approved article or article design under a CPAA, Singapore Technical Standard Order Approval and any other design approval document.
- 1.15.17 “Environmental Approval” means finding that a civil aeronautical product complies with standards agreed between the Authorities concerning noise, fuel venting, and/or exhaust emissions.
- 1.15.18 “Environmental Standards” means regulations or standards governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.
- 1.15.19 “Equivalent Level of Safety (ELOS) Finding” means a finding that alternative action taken provides a level of safety equivalent to that provided by the requirements for which equivalency is being sought.
- 1.15.20 “Exemption” means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure, as applicable.
- 1.15.21 “Issue Paper (IP)” or “Ficha de Controle de Assunto Relevante (FCAR)” means a document describing an item that requires disposition prior to issuance by

the CA or VA, as applicable, of a Type Certificate (TC), Supplemental Type Certificate (STC), or changes thereto.

- 1.15.22 “Non-TSO Function” means one that is not covered by a TSO-approved minimum performance standard, does not support, or affect the hosting article’s TSO function(s), and could technically be implemented outside the TSO article.
- 1.15.23 “Restricted Category Aircraft” means an aircraft intended for a special purpose operation that; meets applicable airworthiness requirements of an aircraft category except those that are determined to be inappropriate for the special purpose operation, shows compliance with the applicable environmental standards, and shows no feature or characteristic that makes it unsafe when operated within the limitations prescribed for its intended use.
- 1.15.24 “Special Conditions” means additional airworthiness standard(s) prescribed by ANAC or CAAS when the airworthiness standards for the category of product do not contain adequate or appropriate safety standards due to novel or unusual design features. Special conditions contain such safety standards as ANAC or CAAS find necessary to establish a level of safety equivalent to that intended by the applicable regulations.
- 1.15.25 “Ordem Técnica Padrão (“OTP”) (Technical Standard Order) means the minimum performance standard adopted by ANAC used to evaluate and approve the design of an article.
- 1.15.26 “Profissional Credenciado em Projeto (“PCP”) (Accredited Professional in Design) means a person with enough qualification and experience in a specific field of competence, recognized by, and accredited by ANAC, to issue technical opinions and/or specific approvals.
- 1.15.27 “RBAC 21” means the Brazilian Airworthiness Requirements Part 21 issued under the Brazilian Aeronautical Code, Law 7.565/86.
- 1.15.28 “Repair Design Approval” (RDA) means an approval issued by CAAS for the design of a repair to a product or article outside the limits of a Structural Repair Manual (SRM) or a maintenance manual.
- 1.15.29 “SAR 21” means the Singapore Airworthiness Requirements Part 21 issued under the Singapore Air Navigation Order (or the equivalent legal requirements which replace the SAR 21).
- 1.15.30 “Singapore Technical Standard Order (“STSO”) means the minimum performance standards issued by CAAS for specified articles.
- 1.15.31 “Supplemental Type Certificate” (STC) means the approval granted to an applicant to signify approval of the design of a major change/modification to a type certified aircraft, aircraft engine or propeller, in accordance with the applicable airworthiness design standards specified in the respective laws of the Authorities.
- 1.15.32 “Type Design” has the meaning given to that term in RBAC 21.31, or in SAR 21, as the case may be.

- 1.15.33 “Validating Authority (VA)” means either the ANAC or the CAAS, when fulfilling State of Registry (“SoR”) functions for design approvals in Brazil, or when fulfilling SoR functions for design approvals in Singapore.
- 1.15.34 “Validation” means the VA’s process for issuing, accepting, or granting a Design Approval for a design certified by the CA.
- 1.15.35 “Validation Program” means the entire scope of activities that the VA employs to complete either the Streamlined Validation process or the Technical Validation process culminating in the VA’s issuance of a new or amended design approval document, or acceptance when deemed appropriate by the VA. These activities include, but are not limited to, receipt and initial review of the validation application, conducting technical familiarization leading to the development and approval of the work plan and their respective schedules, and performing the technical validation activities through execution of the work plan.
- 1.15.36 “Work Plan” means the scope of the VA’s level of involvement in a validation program that leads to a VA design approval being issued. The work plan is scalable, is approved by the VA management, and shared with the applicant and the CA. For CAAS, the VA management refers to the Head of Section responsible for modification and repair design approvals. For ANAC, the VA management refers to the Manager of the Certification Programs Technical Branch.

## SECTION II : SCOPE OF THIS TECHNICAL ARRANGEMENT

### 2.1 General

- 2.1.1 This TA applies to such aircraft type designs to be type certificated by ANAC and type accepted by CAAS that are eligible for standard airworthiness certification.
- 2.1.2 ANAC issues standard airworthiness certificates for aircraft in the normal, utility, aerobatic, commuter, very light airplanes and transport categories, as well as for manned free balloons and special classes of aircraft which include airships, gliders, and other non-conventional aircraft. CAAS issues Certificate of Airworthiness for aircraft in the Transport, Aerial Work, Private and Special Categories.
- 2.1.3 Aircraft in the restricted category are out of scope of this TA.

### 2.2 Design Approvals and Airworthiness Certification

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

#### 2.2.1 Design Approvals

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

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

#### 2.2.2 CAAS/ANAC Export Certificates of Airworthiness

Aircraft that conform to a Type Design approved under a VA TC/Letter of Acceptance of TC including:

- 2.2.2.1 New and used aircraft for which Brazil is the SoD; and
- 2.2.2.2 New and used aircraft for which a third State is the SoD and when the conditions detailed in paragraph 7.2 are satisfied.

#### 2.2.3 CAAS/ANAC Authorized Release Certificate or equivalent document for:

- 2.2.3.1 New aircraft engines and propellers;
- 2.2.3.2 New articles and replacement parts that conform to an OTP/STSO;
- 2.2.3.3 New articles and replacement parts that conform to an IA Design Approval

#### 2.2.4 Standard Parts

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

#### 2.2.5 Environmental Approval

The VA will accept environmental approvals based upon findings made against RBAC 34, 36 and 38 by ANAC as CA or SAR-21 by CAAS as CA, as the basis for establishing compliance with VA environmental requirements.

#### 2.3 Provisions for Technical Assistance

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

#### 2.4 Provisions for Special Arrangements

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

## SECTION III DESIGN APPROVAL PROCEDURES

### 3.1 General

- 3.1.1 The principles and procedures of this Section apply to the acceptance or validation of the initial design approval of Brazilian civil aeronautical products and each other's articles, of subsequent design changes to those products and articles, and approval of design data used in support of repairs and alterations.
- 3.1.2 These procedures rely on the high degree of mutual confidence and trust between ANAC and CAAS and establish the process for implementing the acceptance of each other's compliance determinations and approvals on civil aeronautical products and articles. The procedures in this section are not intended to diminish the responsibilities of either Authority or their right to type design information.
- 3.1.3 There are three ways in which products and articles can be accepted or approved by the VA for use within their system:
  - 3.1.3.1 Acceptance (see 3.2 and 3.3);
  - 3.1.3.2 Streamlined Validation (see 3.4, 3.5 and 3.5.5); and
  - 3.1.3.3 Technical Validation (see 3.4, 3.5 and 3.5.6).

### 3.2 Acceptance Principle

- 3.2.1 ANAC and CAAS conclude that certain approvals can benefit from automatic acceptance. Subject to any exception described in 3.3 or exclusion under 3.2.2, the following CA approvals are accepted by the VA without issuance of its own approval, and no application for validation will be required:
  - 3.2.1.1 Design changes by the design approval holder that do not require the ANAC to issue an amended TC or Type Certificate Data Sheet (TCDS), CAAS to issue a Letter of Acceptance of Type Certificate, ANAC/CAAS to issue STC or amended STC (refer to 3.3.1);
  - 3.2.1.2 Minor changes approved under the CA system;
  - 3.2.1.3 Repair Design Approvals (refer to 3.3.2); and
  - 3.2.1.4 ANAC Alterations (refer to 3.3.3).
- 3.2.2 ANAC or CAAS, as the VA, may suspend the acceptance of design approval(s) in 3.2.1 where following consultation with the CA there is no mutually acceptable resolution of airworthiness concern(s) identified by the VA on a specific design approval. In this case, the VA can either take action in accordance with SECTION IV, Continuing Airworthiness, or require validation of the design approval in question.

### 3.3 Acceptance Procedures for Specific Design Approvals and Articles

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

#### 3.3.1 Design Changes by the Design Approval Holder

For a validation project where a design approval holder introduces a major design change to an approved design, the Basic/Non-Basic application classification criteria detailed in 3.5.2.2 will be applied by the CA, as follows:

3.3.1.1 If there is no need for the ANAC to reissue the TC or TCDS, CAAS to reissue the Letter of Acceptance of Type Certificate, or ANAC/CAAS to reissue the STC, then the design change is accepted, and no application is required in accordance with Appendix G and H. In these cases, the CA will approve these design changes in accordance with its own procedures.

3.3.1.2 If there is a need for the ANAC to reissue the TC or TCDS, CAAS to reissue the Letter of Acceptance of Type Certificate, or ANAC/CAAS to reissue the STC, then an application for validation to the VA is required for the design change.

(a) If the application classification is Basic, then it will be processed by the VA using the Streamlined Validation process detailed in 3.5.5; or

(b) If the application classification is determined to be Non-Basic, and technical review by the VA is deemed by the VA to be necessary, the procedures of 3.5.6 shall be followed.

3.3.1.3 The design changes described in 3.3.1.2 are to be included in the design approval holder's type design definition, which defines the VA's approved build standard.

### 3.3.2 Repair Design Approvals

3.3.2.1 ANAC will accept data generated in the design approval of minor and major repairs from CAAS' applicants as approved by ANAC, regardless of the SoD of the aeronautical product, provided the approval was granted in accordance with CAAS repair design approval procedures.

3.3.2.2 CAAS will accept data generated in the design approval of minor repairs, as well as major repairs from TC holders, as approved by CAAS, on the basis that the aircraft has been type accepted by CAAS, provided the approval was granted in accordance with ANAC repair design approval procedures. Major repairs by non-TC/STC holders will need to be validated by CAAS.

3.3.2.3 These approval procedures include repair design data approved under the ANAC accreditation system or approved design organizations and CAAS approved design organizations.

### 3.3.3 Acceptance of ANAC Alterations

An ANAC major alteration performed in accordance with RBAC 43 is the incorporation of a change applicable only to a single serial number or a single product. ANAC approved or accepted alterations installed on a product exported from Brazil, regardless of the SoD of the aeronautical product, are considered approved by CAAS at the time of import, as alterations are equivalent to minor changes under RBAC 21 definition, without further showing, provided the technical data in support of alteration was granted approval according to ANAC's procedures.



NOTE: Approval of technical data in support of alterations can be granted by ANAC, by an ANAC accredited engineering professional under RBAC 183 or by a certified design organization under RBAC 21 Subpart J-I.

### 3.4 Validation Principles

For all other CA design approvals that require the VA to issue a TC, an amended TC, Letter of Acceptance of TC, TCDS, STC, amended STC, or any other design approval document, the Authorities have established procedures that dictate the level of review by the VA. The application will be subject to either a Streamlined Validation or Technical Validation by the VA prior to an approval being issued.

3.4.1 In applying these validation principles, the VA demonstrates confidence and trust in the capabilities of the CA, based on previous experience validating CA products, and leverages the procedures detailed below to reduce the resource requirements associated with the validation of CA approved products. The VA's validation program, including development of a work plan where required, will be guided by the following principles:

3.4.1.1 The VA will rely on the work done by the CA, to the maximum extent practicable, while still meeting the overall objectives of validation, which includes the CA making a finding of compliance, and on that basis, providing a statement certifying compliance with the VA's certification basis;

3.4.1.2 The scope of the VA's technical review is commensurate with the mutually agreed procedures identified in 3.5.2, including the option of accepting the CA approval without any technical involvement;

3.4.1.3 The scope of the VA's work plan is intended to be scalable, focused, and approved by its management (see 3.5.6.8); and

3.4.1.4 Confidence in the CA's capabilities enables the reduction of VA involvement in validation activities and is maintained through post-validation monitoring and feedback.

### 3.4.2 Validation Processes

3.4.2.1 Streamlined Validation requires application to the VA for the purpose of the issuance of an approval or acceptance by the VA once the data requirements for the Streamlined Validation process have been met. Streamlined Validation is performed without VA technical involvement. When technical involvement is needed, the technical validation process in paragraph 3.5.6 applies.

3.4.2.2 Technical Validation requires application to the VA and the activities within a validation program typically require both technical familiarization and a level of technical involvement leading to the issuance of an approval by the VA. Where the technical familiarization aspect of the validation program leads to the development and use of a work plan, active management oversight will

ensure these common principles and procedures are applied to maximize reliance on the CA's findings/compliance determinations.

3.4.2.3 The process of design approval technical validation is intended to allow the VA to:

- (a) Familiarize itself with the type design, with emphasis on, but not limited to, unique or novel features;
- (b) Identify any Additional Technical Conditions required within the VA's certification basis;
- (c) Develop and execute an approved work plan that will define the VA's level of involvement;
- (d) Rely on the CA to conduct compliance determinations on its behalf, with its certification basis, which will be comprised of the CA's certification basis plus any Additional Technical Conditions applied by the VA; and
- (e) Issue its own design approval based on the CA making a finding of compliance and, on that basis, providing a statement certifying the type design complies with the VA's certification basis.

3.4.3 The satisfactory completion of the validation program is contingent upon the CA providing support to the VA, including its involvement in completion of the work plan, which will facilitate the VA's issuance of a corresponding design approval.

3.4.4 The Authorities recognize there may be situations when it is more expeditious to conduct direct communications between the VA and the applicant when information is needed. In such cases, it is the responsibility of the initiator of the contact to inform the CA as soon as possible. Direct communications will be limited to technical questions regarding the product.

3.4.5 Applications for ANAC or CAAS approval are intended for civil aeronautical products and articles certified to applicable airworthiness standards. Products and articles that are intended only for military use are not eligible for ANAC or CAAS validation.

3.4.6 Brazilian and Singaporean DAHs are required to hold relevant design information (e.g., type design data, drawings, processes, materials specifications, operating limitations, test plans, test analysis reports, approved manuals, accepted manuals, and service bulletins) and to make it available to their respective Authority upon request. Data and/or other information to support VA familiarization, as described in 3.4.2.3(a), are to be made available from the design approval holder upon written request from the VA to the CA.

### 3.5 Design Approval Validation Procedures

#### 3.5.1 General

3.5.1.1 CAAS Letter of Acceptance of TCs may be issued following the CAAS validation process under the provisions of SAR-21 Subpart A in respect of a Type Certificate, Type Certificate Datasheet or amendments thereto, issued by the ANAC as a State of Design for a civil aeronautical product imported into the Republic of Singapore that meets the applicable airworthiness

- design standards of SAR-21 Subpart I. Refer to the CAAS Advisory Circular AC21-6 for guidance on the application for a Letter of Acceptance of Type Certificate.
- 3.5.1.2 CAAS STC may be issued following the CAAS validation process in respect of a design change approval issued by ANAC as the CA, not requiring a new issue of TC, TCDS or respective amendments by ANAC, of a Brazilian product, that had been issued with a Letter of Acceptance of Type Certificate by CAAS.
  - 3.5.1.3 From an STC issued by ANAC or CAAS as the CA for the design change, an STC may be issued by the other in accordance with either RBAC 21.117 or SAR-21.755 as applicable, provided the aircraft has been certified or type validated or type accepted by either Authority.
  - 3.5.1.4 From an OTP design approval issued by ANAC or a STSO design approval issued by CAAS as the CA for the TSO article, a DAL may be issued by ANAC in accordance with RBAC 21.621 or a STSO approval may be issued by CAAS in accordance with SAR-21 Subpart E.
  - 3.5.1.5 From an approved technical data in support of a major repair issued by ANAC as the CA for the repair approval, a Repair Design Approval may be issued by CAAS in accordance with SAR-21.
  - 3.5.1.6 An application for a design approval from an applicant must be submitted by the CA to the VA if:
    - (a) The product or design change is within the scope of this TA as provided in 2.2;
    - (b) For TCs and amendments to TCs: The product has been issued an ANAC TC, or an application for type certification has been made to ANAC as CA;
    - (c) For STCs: When ANAC or CAAS is the CA for the STC, or an application for an STC has been received from the applicant;
    - (d) For TSO design approvals: When ANAC or CAAS is the CA for the TSO design approval; and
    - (e) For technical data in support of major repairs approvals: When ANAC is the CA for the repair approval.

### 3.5.2 Classification of Applications for Validation

The classification of an application by the CA will determine the process and nature of review to be completed by the VA. The CA will classify all applications for validation of a design approval as follows:

### 3.5.2.1 Classification Criteria for initial Validation of TCs

All applications for a CAAS Letter of Acceptance of Type Certificate will be classified as Non-Basic and processed by the VA using the Technical Validation process detailed in 3.5.6.

### 3.5.2.2 Classification Criteria for Design Changes

- (a) Design changes made by a TC holder, or changes an STC holder makes on its own STC, will be classified as either major or minor in accordance with the applicable CA regulations, RBAC 21.93, or SAR-21 as appropriate, and these design change classifications are accepted by the VA without further review.

NOTE: Minor changes are automatically accepted under 3.2.1.2.

- (b) For major design changes by the DAH, review the procedures in 3.3.1 to determine whether the change is eligible to be accepted without review.

- (c) ANAC, as the CA for the design change, will classify the application as either Basic or Non-Basic using the design change specific criteria detailed here:

(1) Basic: When the features of a design change are not described or captured by the Non-Basic design change criteria below, the application will be classified as Basic and processed by CAAS.

(2) Non-Basic: Applications for validation of design changes that meet one or more of the following criteria will be classified as Non-Basic and processed by CAAS:

- (i) Changes requiring new or amended Special Conditions, ELOS, or Exemptions to the CA's or VA's existing certification basis;

NOTE: "new or amended" is considered relative to the baseline certification basis of the product or STC being changed.

- (ii) Design changes determined as Significant under the ANAC's applicable Changed Product Rule provisions in RBAC 21.101;

- (iii) Changes affecting compliance with any existing Additional Technical Conditions (reference 1.15.2 in Definitions section) on the CAAS's certification basis;

- (iv) 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.

(v) 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.

NOTE: An application for design change approval that seeks to add an aircraft make and model to an STC will be classified by ANAC based on the scope of the change, using the design change criteria above.

- (d) All applications for validation of design changes from non-TC holders will be classified as Non-Basic and processed by the VA using the Technical Validation process detailed in 3.5.6.

### 3.5.2.3 Classification Criteria for other design approvals

All applications for validation of other design approvals not eligible for automatic acceptance according to 3.2 will be classified as Non-Basic and processed by the VA using the Technical Validation process detailed in 3.5.6.

## 3.5.3 Application Process

3.5.3.1 All applications must be submitted electronically by the CA to the VA. An application for purposes of this TA consists of the following three items: a cover letter from the CA to the appropriate VA office (see Appendix A ); the specified VA application form completed by the applicant DAH; and the DAH's data package. The CA office submitting an application shall identify in the letter its project manager/officer responsible for processing the application and communicating and coordinating with its VA counterpart until the validation is concluded. The assigned CA project manager/officer will ensure that the submitted application contains the following:

- (a) The classification of the application should be clearly identified by the CA (on the title page or in the cover letter) as Basic or Non-Basic using either the TC approval classification criteria as defined in 3.5.2.1, or the design change approval classification criteria as defined in 3.5.2.2, or the other design approval classification criteria as defined in 3.5.2.3, as applicable for the particular project. For design change applications classified as Non-Basic, the CA should clearly identify the specific design change criteria that resulted in their decision;
- (b) A copy of the TC and TCDS and/or CA's design approval document, if available; that identifies the certification basis upon which the CA's design approval was based. In the absence of a TCDS, the CA should submit the document that defines the certification basis.

NOTE: The CA should confirm that DAH information, including legal name and address, is accurate, up to date, and matches the information detailed on issued documents prior to sending the application to the VA.

(c) For applications classified as Basic, a statement in the CA's cover letter certifying that the design complies with the VA's certification basis for the product;

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

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

(e) Technical data to enable the VA to complete the applicable review including but not limited to the following:

(1) certification plan or equivalent, and to include a compliance checklist to the VA's certification basis;

(2) Approved Manuals or changes to Approved Manuals as applicable;

(3) Master Documentation List/Master Drawing List;

(4) Maintenance/Repair Manual Supplements;

(5) Weight and Balance data; and

(6) Instructions for Continued Airworthiness (ICA)

(f) For applications to CAAS, refer to the CAAS Advisory Circular AC21-6 for guidance on the technical data to be submitted.

3.5.3.2 If known at the time of application, the application must also contain the following:

(a) a description of all novel or unusual design features known to the applicant or the CA;

(b) all known or expected exemptions, special conditions, or equivalent level of safety findings;

(c) all FCARs / Issue Papers raised during the CA's certification activities;

(d) information on any VA customer(s) and associated delivery schedules; and

(e) any additional data/information for known in-service issues to understand continuing airworthiness implications and how they have been addressed.

3.5.3.3 ANAC, as the VA, agrees to receive the application package prior to the payment of any fees to advise the applicant on the process for fee payment.

NOTE: The validation processes in Brazil are subject to specific fees as established under the Law 11.182/2005, available on the ANAC website: <https://www.anac.gov.br/assuntos/legislacao>

3.5.3.4 CAAS, as the VA, shall receive the initial application fee prior to processing the application package. The applicant will be informed of the final fee prior to the grant of the approval.

NOTE: The validation processes in Singapore are subject to specific fees.

### 3.5.4 Acknowledgement of Application

3.5.4.1 The VA is expected to notify the CA within ten (10) working days of receipt of application. The validation process begins with the acknowledgement by the VA of the formal application submitted by the CA.

(a) The VA office receiving the application shall identify their project manager/officer responsible for processing the application and coordinating the validation with their counterpart. The assigned VA project manager/officer will review the application package in 3.5.3.1 and 3.5.3.2 and request any missing information within thirty (30) working days of receipt of application. If more time is required, the VA shall inform the CA for more time for evaluation.

(b) Communication shall be initiated and maintained between the assigned project managers/officers of the CA and VA for the submitted application until the validation is concluded.

3.5.4.2 The VA will accept the CA's application classification as provided and initiate processing of the application through the Streamlined Validation or Technical Validation process as described below. However, if the VA has concerns over the classification of the application, the VA and CA shall engage in a technical consultation per 3.5.4.3 below.

3.5.4.3 Where the VA has a concern over the classification of an application, the project managers/officers of the CA and VA should initiate technical consultation in accordance with the procedures below. 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. The project managers/officers shall formally document the technical consultation and the resulting conclusion, as such documentation is required to be submitted under (d) below as feedback for the Maintenance of Confidence provisions of 1.6.

(a) The CA and VA project managers/officers shall provide each other with the information relevant to the technical consultation. At a minimum, the technical consultation documentation should contain the following:

(i) validation project information (description);

- (ii) VA rationale or cause of concern;
  - (iii) CA rationale/justification for the classification; and
  - (iv) CA final position.
- (b) Where the CA determines that their classification is consistent with the TA's criteria, the VA shall proceed with processing the application as originally classified by the CA.
  - (c) Where the CA determines that reclassification of the application is appropriate, the CA application shall be subsequently amended to indicate the revised classification.
  - (d) The project manager/officer of the CA shall provide the explanation of their final position in the technical consultation document and forward a copy to the VA project manager/officer.
  - (e) The project managers/officers of the CA and VA shall forward the concluded technical consultation document to their respective focal points for this TA as identified in Appendix A.

### 3.5.5 Streamlined Validation Process

- 3.5.5.1 Design approval applications classified as Basic will use a Streamlined Validation process where the VA accepts the certification and design data provided by the CA as the basis upon which the VA will either issue or accept a design approval.
- 3.5.5.2 The VA will accept the CA's design data, including acceptance of any CA approved manuals, after the CA makes a finding of compliance and, on that basis, provides a certifying statement that the design complies with the VA's certification basis for the product.
- 3.5.5.3 Once the data requirements for the Streamlined Validation process have been met and the administrative review of the application file has been completed, the VA shall issue the corresponding design approval or letter of acceptance, as appropriate, within twenty (20) working days following completion of the review under 3.5.4.1(a) and confirming payment of applicable fees.
- 3.5.5.4 The VA will transmit the design approval or letter of acceptance issued under 3.5.5.3 above to the Applicant with concurrent notification to the CA.

### 3.5.6 Technical Validation Process

- 3.5.6.1 Guided by the validation principles detailed in 3.4, the VA will process Non-Basic applications in accordance with the applicable steps of this section to establish compliance with their own certification basis, leading to issuance of the corresponding VA design approval.
- 3.5.6.2 It is envisioned that in certain cases, a CA's design approval and supporting data provided at the time of submission may already be sufficient for the VA to establish compliance with its certification basis. Where such compliance can be established during the VA's initial review of the application package,



and the VA deems no further action is required, the VA may at this point conclude the technical validation process and proceed directly to the issuance of its validation design approval. In such cases, a work plan in accordance with 3.5.6.8 is not required.

3.5.6.3 However, where the VA determines from the initial review of the application package that further validation activities may be required, it is optional for the VA to establish an initial work plan early in the validation program schedule that the CA and applicant can use for planning purposes.

3.5.6.4 Where the VA determines that further validation activities are required, it is mandatory the VA to provide a final work plan until just after technical familiarization.

3.5.6.5 The following sequence set out in paragraphs 3.5.6.6 to 3.5.6.10 culminates in the issuance of the VA's design approval.

3.5.6.6 Technical Familiarization

- (a) The VA may establish a project team as required to complete its validation program. The VA and CA will promptly notify each other of their respective Project Managers, who are responsible to coordinate the technical familiarization integral to developing the work plan.
- (b) The VA will notify the CA of the technical familiarization activity necessary to gain sufficient familiarity and knowledge of the type design and, where appropriate, data and processes in support of continuing airworthiness. The CA will arrange any technical familiarization meetings, if required, between the VA, the DAH, and the CA.
- (c) A technical familiarization activity should not prevent the VA from proceeding with their approval when there are no aspects of the affected Non-Basic criteria identified by the CA that require a discussion and resolution.
- (d) The VA will use the technical familiarization activities to develop and propose the certification basis for both airworthiness and environmental standards, and as necessary adjust the intended VA's level of involvement for purposes of finalizing the initial work plan.
- (e) The objectives of technical familiarization can only be fully satisfied when the applicant 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) Identification and review of certification issues raised by the CA that the applicant was required to address as part of the compliance showing to the specific aspects of the CA's certification basis (see 3.5.3.2(c));

- (iii) A proposed certification basis, including analysis of potential differences; and
  - (iv) Any design features that have met the Non-Basic classification criteria of 3.5.2.
- (f) The VA will focus its attention during technical familiarization on understanding the general compliance methodologies used or to be used by the applicant, including assumptions, boundary conditions, and critical parameters of that methodology.
  - (g) Further details, including review of test plans or other compliance documents, test witnessing, or other details of the compliance demonstration, are deferred until the review items are identified in the work plan and approved by VA management.
  - (h) Another aspect of technical familiarization is determining if the product needs to be flown by the VA as part of the validation program. Any elements of the VA's certification basis that require the VA to fly the product will be identified in the work plan. VA flight tests are typically conducted for all new TC validations and may also be conducted for design changes that meet the Non-Basic criteria.

#### 3.5.6.7 Establishing Certification Basis

For the purpose of establishing the VA's certification basis, the application date that determined the applicable standards applied by the CA for the issuance of a CA design approval will be applied. The applicable airworthiness standards may be supplemented with the following requirements:

- (1) either Authority may require the applicant to comply with additional requirements in the interest of safety. These requirements may include actions deemed necessary for continuing airworthiness as a result of service history and actions taken by either Authority to correct unsafe conditions;
  - (2) the VA may develop ELOS findings, Special Conditions, and/or Exemptions based on a review of the CA's certification basis. The VA will work closely with the applicant and CA in the development of its certification basis by providing an opportunity to comment on the proposal; or
  - (3) the VA may adopt as part of its certification basis any CA Special Conditions, Exemptions or ELOS findings that it finds appropriate in order to minimize duplication of certification basis documentation already specified by the CA.
- (b) Applicants for a TC or STC must also comply with the applicable Environmental Standards

### 3.5.6.8 Development and Approval of the Work Plan

- (a) Guided by the validation principles in 3.4, the Non-Basic criteria detailed in 3.5.2 and knowledge of the product gained through technical familiarization, the VA will develop its initial and final work plan to define the scope and depth of VA level of involvement.
- (b) The work plan is intended to be scalable; i.e. commensurate with the scope and/or complexity of the initial design or design change approval being validated. However, as stated in 3.5.6, there may be situations wherein the VA deems the validation of certain design changes does not warrant developing a work plan for reasons of either its familiarity based on previous validation experiences of the same or similar nature, or where sufficient information is available from the data submitted. Where this is the case, the VA may, at its discretion, conclude the technical validation process without a work plan and proceed directly to issuance of its validation design approval. Accordingly, the VA will notify the CA of this decision.
- (c) The VA will identify in the initial work plan its level of involvement based only on those design change features that resulted in the Non-Basic classification of the application. The identification will include any requirement to conduct flight-testing as determined during the technical familiarization phase (see 3.5.6.6(h)). The work plan should also state the VA's expectations. These expectations should be limited to the level of effort the VA would exert if it were finding compliance itself. Changes to the work plan are provided for in 3.5.6.9(b)(2) .
- (d) For a new TC application, however, the Non-Basic criteria of 3.5.2.2(c)(2) can be used as guidelines to assist in focusing the VA's level of involvement in the work plan. The level of involvement can be expanded upon mutual agreement between CA and VA.
- (e) Flight test requirements in the work plan are to be supported by both Authorities as follows, including, but not limited to:
  - (1) Providing the VA flight test representatives with sufficient familiarity with the product whenever needed and justified by the risk-based level of involvement, so as to facilitate VA operational approvals and/or develop any special flight characteristics training requirements;
  - (2) Providing the VA with necessary exposure to the type design, so as to support continuing airworthiness of the VA registered fleet; and
  - (3) Identifying to the CA for resolution any potential compliance issues not previously identified by the validation team.
- (f) The work plan will be approved by the VA's management and communicated to the CA for acknowledgement and seeking assistance during the validation activities. The VA will rely on the CA

to make findings of compliance on its behalf to the maximum extent practicable.

#### 3.5.6.9 Implementation of the Work Plan

##### (a) Work Plan Data Requests

The VA will make written requests to the CA for technical data in support of, and related to, the areas of VA level of involvement identified in the work plan.

##### (b) Design Review

(1) In addition to the initial familiarization meeting and technical data review, the VA will determine whether any other technical meetings are necessary to ensure effective implementation of the work plan. Technical meetings will normally be arranged through the CA and where appropriate have representatives from both Authorities in attendance.

(2) The work plan may be revised if during the design review, the VA identifies a need to change their level of involvement. Any changes to the VA's work plan shall be appropriately approved by the VA management and communicated to both the CA and applicant.

(3) The VA shall not generate a new issue paper on a subject already addressed by the CA with which the VA concurs.

(4) VA issue papers will be coordinated through the CA. Such coordination will expedite the timely and mutually acceptable resolution of certification issues. The VA will incorporate the CA's and the applicant's position in all of the VA originated issue papers.

##### (c) Flight Testing

(1) As the VA gains more knowledge from the validation activity, it can be envisaged in certain cases that the flight test requirement, earlier identified in the work plan, may have no aspects or issues that need or require resolution with the CA or applicant before issuing the validation approval. This could be the case, for example, if the nature of the flight testing shifts from a validation purpose to that of familiarization flights for purposes of, but not limited to, continued airworthiness, to facilitate operational approval, and/or develop special flight characteristics training requirements. When this is the case, the VA may, at its discretion, request familiarization flights in lieu, and notify the CA and applicant accordingly of this decision.

(2) Familiarization flights should not prevent the VA from issuing the validation approval when there are no other conditions requiring flight tests. The validation program can be concluded by the VA without completing the familiarization flights, provided there is agreement with the CA on a definitive schedule to complete the familiarization flights.

(3) The CA will remain responsible for coordinating with both the VA and applicant on the availability of the product, and for scheduling the familiarization flights, respecting the timelines of the agreement established above.

(d) 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) VA request for changes to approved manuals associated with the design changes will be made through the CA, and the approval of the manual will be made by the CA.

(3) Change requests to manuals must be directly related to work plan areas of VA involvement.

(4) Stand-alone changes to approved manuals shall be dealt with as any other design change according to the Acceptance, Streamlined Validation, or Technical Validation procedures, as applicable.

3.5.6.10 Completion of Technical Validation

Once the VA is satisfied that the Technical Validation is completed, the work plan activities are concluded and compliance with the VA's certification basis has been established, the VA can proceed with either the issuance of the corresponding design approval, or notify the CA of its acceptance, as applicable.

3.5.7 Concurrent Design Approval Procedures

3.5.7.1 ANAC and CAAS may agree to undertake concurrent design approval projects covered by the scope of these TA. A common certification basis should be an objective of a concurrent approval process.

3.5.7.2 The Authorities will utilize the Validation Principles and Work Plan elements, described in 3.4 and 3.5.6.8 respectively, to identify their levels of involvement leading to the issuance of design approvals. This process ensures that the responsibilities for a single SoD Authority are retained.

3.5.8 Procedures for Split Design/Production Projects

ANAC and CAAS recognize that some joint venture projects of their aviation industries may involve products designed under one Authority's jurisdiction and manufactured under the other Authority's jurisdiction. In such cases, ANAC and CAAS will work together to develop an arrangement defining their regulatory responsibilities to ensure accountability under Annex 8 to the Chicago Convention. Such special arrangements will address the continued airworthiness responsibilities of SoD, SoDM and the SoM and will be documented in accordance with SECTION IX of this TA.

3.5.9 Evaluation of Operational and/or Maintenance Aspects

#### 3.5.9.1 Evaluation of Operational Aspects

- (a) The ANAC GCPP (Aeronautical Products Design Certification Branch) under the SAR (Airworthiness Department) is responsible for the operational aspects of the type certification process.
- (b) The GCPP will conduct Boards, as appropriate, to review the following items prior to a product entry into Brazilian operations, and generate recommendations as appropriate: approval of MMEL, Pilot Licensing determination, and Operational Standards and Pilot Training recommendations. Other operational elements and related procedures are out of scope of this TA and shall be addressed by other ANAC departments.
- (c) The CAAS may review operational documents (MMEL, Weight and Balance Manual, Special Operations, etc), flight crew licensing and simulator qualification.

#### 3.5.9.2 Evaluation of Maintenance Review/Type Board Aspects

- (a) ANAC 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, will notify CAAS in a timely manner, inviting it to participate in the MRB/MTB development.
- (b) When CAAS, after receiving notification, does not participate in the MRB/MTB development, or when participating it does not request involvement in any aspect of the project, the MRB/MTB report accepted/approved by ANAC may be accepted/approved by CAAS without further investigation.
- (c) If CAAS requests involvement in any aspect of the project before approval/acceptance by ANAC, CAAS will conduct its own investigation, or its own MRB/MTB equivalent process, in accordance with its own internal procedures, for accepting/approving the MRB/MTB report.
- (d) The Acceptance of Maintenance Steering Group – 3rd Task Force (MSG-3) derived MRB/MTB process based reports under this TA is based on the following agreed and underlying conditions:
  - (1) ANAC and CAAS are members of the International MRB Policy Board (IMRBPB);
  - (2) ANAC and CAAS commit to implement the latest revision of the International MRB/MTB Process Standards (IMPS) developed and approved by the IMRBPB;
  - (3) That acceptance is applicable to all current and future reports issued by ANAC;
  - (4) That ANAC is the CA for the SoD for the product;
  - (5) That the product has been issued a TC or validated TC by both Authorities, or the TC application is being processed;

- (6) That ANAC shall inform CAAS of any application for a new or revised issue of the report;
- (7) That the report shall be approved/accepted in accordance with the approval/acceptance procedures of ANAC; ANAC approval/acceptance shall state that the report is also approved/accepted on behalf of CAAS under the provisions of this TA;
- (8) That for existing legacy products where specific CAAS requirements are addressed in appendices/annexes to the report, ANAC approval/acceptance of these specific requirements shall be coordinated with CAAS;
- (9) That for existing legacy products where specific CAAS action items are still open, the closure of these action items by ANAC shall be coordinated with CAAS;
- (10) That significant changes to MRB/MTB approval/acceptance processes or procedures shall be communicated by each Authority to the other in accordance with the provisions outlined in paragraph 1.4;
- (11) That CAAS reserves the right to review or sample the ANAC approval/acceptance process and the resultant MRB/MTB reports at any point, in the lifecycle of the product from the MRB/MTB report application, to ensure continued confidence that the agreement is being implemented in accordance with this TA and that the MRB/MTB report achieves its intended goals. ANAC shall make data supporting the report available to CAAS on request, bearing in mind that this shall not prevent or delay the ANAC approval/acceptance process; and
- (12) That any potential conflict derived from this process shall be resolved in a similar manner as the provisions outlined in paragraph 1.8 but through the appropriate ANAC Flight Standards Department and CAAS Flight Standard offices.

## SECTION IV CONTINUING AIRWORTHINESS

### 4.1 General

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

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

- 4.2.1 ANAC and CAAS agree to perform the following functions, where appropriate, for the products and articles for which it is the CA:
  - 4.2.1.1 Tracking of FM&D reports/SDR and accident/incidents;
  - 4.2.1.2 Evaluating FM&D reports/SDR and accident/incidents;
  - 4.2.1.3 Investigating and resolving all suspected unsafe conditions; and
  - 4.2.1.4 Advising the other Authority of all known unsafe conditions and the necessary corrective actions.
  - 4.2.1.5 Upon request, providing the other Authority with the following:
    - (a) Reports of FM&D/SDR and accidents/incidents;
    - (b) Status of investigations into FM&D/SDR and accidents/incidents;



- (c) Copies of final reports or final assessments, as applicable, reached in its investigation into FM&D/SDR; and
  - (d) Copies of final reports of investigation into accidents/incidents in accordance with Annex 13 to the Chicago Convention.
- 4.2.1.6 Making a reasonable effort to resolve issues raised by the other Authority concerning matters of safety for products registered in their State.
- 4.2.2 ANAC and CAAS, as Authorities for the SoR, agree to perform the following functions:
  - 4.2.2.1 Advise the CA of FM&D/SDR and accidents/incidents which are believed to be potentially unsafe conditions;
  - 4.2.2.2 Support the CA in investigations of unsafe conditions and their occurrences; and
  - 4.2.2.3 Advise the CA, if as a result of investigations made by the VA into FM&D/SDR and accidents/incidents it has determined it will make corrective actions mandatory.
- 4.2.3 For continuing airworthiness issues related to investigations of Safety Recommendations, Service Difficulty Reports, accidents or incidents on the imported products, parts, or articles, the Authority for the SoR can directly request information from the design approval holder after informing the CA of the investigation.
- 4.2.4 Copies of FM&D/SDR reports from Brazil and Singapore can be requested from the addresses listed in Appendix A .
- 4.2.5 Unsafe Condition and Airworthiness Directives (AD)
  - 4.2.5.1 ANAC and CAAS agree to perform the following functions for the products, articles, and design changes for which they are the CA:
    - (a) Issue an AD (under RBAC 39 in the case of ANAC and under the Air Navigation Act 1966 and SAR-39 in the case of CAAS) whenever the Authority determines that an unsafe condition exists in a type certificated product or article, and is likely to exist or develop in a type certificated product or article of the same type design. This may include a product that has an aircraft engine, propeller, or article installed on it and the installation causes the unsafe condition to that product.
    - (b) Ensure that the following information is provided to the other Authority in support of the AD or directly from the approval holder:
      - (i) The number of aircraft, aircraft engines, and propellers world-wide needing corrective action;
      - (ii) A statement on the availability of parts, if applicable; and
      - (iii) An estimate of the number of labor hours and the cost of parts required for the corrective actions.

- (c) Issue a revised or superseding AD when determined that any previously issued AD was incomplete or inadequate to fully correct the unsafe condition.
  - (d) Provide timely notification to the VA of the unsafe condition and the necessary corrective actions by providing a copy of the AD at the time of publication to the address referenced in Appendix A . Additionally, upon request by the VA, the CA will arrange for copies of all relevant service bulletins referenced in the AD, as well as other supporting documentation, to be forwarded to ANAC Continuing Airworthiness Technical Branch (SAR/GTAC) or to the CAAS FS Division, as appropriate.
  - (e) In the case of emergency airworthiness information, ensure special handling so that the other Authority is notified immediately.
  - (f) Advise and assist the VA in defining the appropriate actions to consider in the issuance of its own AD.
  - (g) Provide sufficient information to the VA for its use in making determinations as to the acceptability of an AMOC to ADs.
  - (h) Maintain a web-based database of ADs that can be accessed by the VA.
- 4.2.5.2 ANAC and CAAS recognize that they may disagree as to the finding of an unsafe condition and propose to issue a unilateral AD. In such a case, the VA should consult with the CA prior to issuing a unilateral AD.
- 4.2.5.3 ANAC and CAAS, as VAs, agree to respond quickly to the issuance of an AD by the CA in making its own determination of the need for issuing its own AD that addresses all unsafe conditions on affected products or articles certified, approved or otherwise accepted by the VA.
- 4.2.5.4 ANAC and CAAS, as CAs, will share information on any changes that affect operating limitations, life limits, or any other airworthiness limitations, to include manual changes and changes to certification maintenance requirements. These changes should be promptly sent to the VA in order to ensure the continuing airworthiness of the aircraft. ANAC and CAAS may issue an AD for limitation changes, considered an unsafe condition (such as, but not limited to reduced life limit).

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

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

## SECTION V ADMINISTRATION OF DESIGN APPROVALS

### 5.1 General

This section addresses procedures for the transfer, surrender, revocation, suspension, termination, or withdrawal of a design approval.

- 5.1.1 For ANAC, IS 21-004 requires that each transferor must first notify the appropriate ANAC office before an STC transfer can be performed.
- 5.1.2 For CAAS, the applicant must first notify CAAS before an STC transfer can be performed and the transfer of an STC is subject to CAAS' agreement.
- 5.1.3 Early coordination with both Authorities is therefore necessary for STC transfers. Notwithstanding the regulatory differences outlined above, in both countries the type design data are the property of the design approval holder (DAH).

### 5.2 Transfer of STCs

ANAC and CAAS will administer the transfer of STCs only where an applicant agrees to assume responsibility for both an ANAC and CAAS STC (as applicable) and the affected operating fleet. The following paragraphs outline the procedures to be followed for effective transfers between Brazil and Singapore, or internally within the same country. The administration of DAH responsibilities between ANAC and CAAS as it applies to a DAH under the direct jurisdiction of the other is addressed in SECTION VIII.

#### 5.2.1 Transfer of an STC with a change in SoD

- 5.2.1.1 Early coordination between the current STC holder and its Authority, together with the proposed STC holder and its Authority is essential. The transferring Authority will notify the receiving Authority of the proposed transfer and include information about current production status. All information related to the transfer of an STC, including technical documentation, will be in the English language.
- 5.2.1.2 Upon notification of a change in ownership of an STC holder to a new holder in the other country, the transferring Authority's responsible geographic office will notify the receiving Authority's responsible office as listed in Appendix A. An arrangement may be developed to identify each Authority's responsibilities throughout the transfer process.
- 5.2.1.3 The transferring Authority will transfer to the receiving Authority the International Civil Aviation Organization (ICAO) SoD responsibilities for STCs within the scope of this TA. The receiving Authority will not assume ICAO SoD functions for models or design changes that have not been found to meet their certification requirements.
- 5.2.1.4 If the receiving Authority does not already have a corresponding STC, the new holder will have to apply to their Authority for a new STC. The transferring Authority will provide support to establish acceptance of the receiving Authority's STC as showing compliance with the applicable certification requirements of the receiving Authority. This would include

providing a certifying statement that the product meets new SoD certification requirements. Upon acceptance, the receiving Authority will issue its STC.

- 5.2.1.5 For STCs, if the original STC does not include a specific certificated model of the product listed on the new STC, the applicability of an STC issued by the receiving Authority will only include those models for which a TC has been certified or validated or accepted by the receiving Authority.
  - 5.2.1.6 The transfer of the ICAO SoD responsibilities for the STC to the receiving Authority will be considered complete when the receiving Authority confirms all necessary data have been transferred to the new holder, and the new holder is able to perform the responsibilities required of a design approval holder.
  - 5.2.1.7 The transferring Authority will reissue an STC in the name of the new holder after the receiving Authority issues its STC, unless the new holder does not wish to maintain the original SoD approval.
  - 5.2.1.8 Upon transfer, or a mutually agreed-upon date, the receiving Authority in carrying out SoD functions will comply with the requirements of Annex 8 to the Chicago Convention for affected products. For STCs, the receiving Authority will notify the transferring Authority and all affected ICAO Contracting States (i.e. States of Registry) of the change in SoD responsibility and identify the new STC holder, upon completion of all applicable procedures described above.
  - 5.2.1.9 The transfer of the SoD responsibilities per Annex 8 of the Chicago Convention has to be agreed upon by both Authorities. If agreement 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.
- 5.2.2 Transfer of TCs and STCs with no change in SoD
- 5.2.2.1 Where there is no change in the SoD, the CA will notify the VA when a TC/STC validated by the VA is successfully transferred to a new design approval holder within the country of the CA.
  - 5.2.2.2 The CA shall provide the VA with a statement confirming the ability of the new holder to fulfill the regulatory responsibilities assigned to a design approval holder. The CA shall assist the VA in facilitating the reissuance of the validated TC/STC to the new holder.
  - 5.2.2.3 The VA, upon completion of its review, will issue a TC or Letter of Acceptance of Type Certificate/STC in the name of the new design approval holder, and notify the CA accordingly.
- 5.2.3 Transfer of TCs and STCs to a Third Country
- When a TC or STC is to be transferred to a third State, the CA will notify the VA of the transfer and may provide any needed technical assistance to the VA.

### 5.3 Surrender of TCs or STCs

- 5.3.1 If a certificate holder surrenders a TC or STC issued by either ANAC or CAAS, the CA will immediately notify the other in writing of the action. For ANAC, the notification will be to the Aeronautical Product Design Certification Branch (GCPP) as listed in Appendix A . For CAAS, the notification will be to the Flight Standards Division at the address given in Appendix A .
- 5.3.2 ANAC or CAAS, as the CA, will, as far as reasonably practicable, accomplish all actions necessary to ensure continuing airworthiness of the products affected by the surrendered TC or STC, until such time as:
  - 5.3.2.1 The surrendered TC or STC is reissued to a new holder when that new holder demonstrates competence to fulfill the necessary obligations; or
  - 5.3.2.2 ANAC or CAAS revokes the TC or STC. Prior to revocation, ANAC or CAAS will notify the other of the pending action.

### 5.4 Revocation, Cancellation or Suspension of TCs or STCs

- 5.4.1 A CA that revokes, cancels or suspends a TC or STC of a product manufactured in its country shall immediately inform the VA. The VA, upon being notified, will conduct an investigation to determine if any action is required.
- 5.4.2 Alternatively, the VA may decide to assume continuing airworthiness responsibilities if there is sufficient information for it to support the continuing airworthiness of the fleet within its jurisdiction. In this case, the CA should obtain and provide type design data upon request by the VA. Final certificate action is at the sole discretion of the VA.
- 1.1.1 Either Authority may revoke or cancel its TC or STC if the continuing airworthiness responsibilities would cause an undue burden for that Authority.

### 5.5 Surrender, Withdrawal, or Change of Holder of an OTP/STSO Design Approval

#### 5.5.1 Surrender

If an OTP or a STSO design approval holder elects to surrender their TSO design approval, ANAC or CAAS shall immediately notify the other in writing of the action.

#### 5.5.2 Withdrawal

If an OTP or STSO design approval is withdrawn, ANAC or CAAS shall immediately notify the other in writing of the action. The CA shall inform the VA when an unsafe condition has been identified. In the event of a withdrawal of an OTP or a STSO design approval for non-compliance, the CA shall investigate all non-compliances for corrective action and shall notify the VA of the corrective action. The CA still has responsibility for the continuing airworthiness of those OTP or STSO articles manufactured under its authority.

#### 5.5.3 Change of Holder of OTP/STSO Design Approval

Upon notification of a change of holder of OTP or STSO design approval, the CA shall notify the VA.

## SECTION VI PRODUCTION AND SURVEILLANCE ACTIVITIES

### 6.1 Production Quality System

All products and articles produced in Brazil or Singapore and exchanged under the provisions of this TA shall be produced in accordance with an approved production quality system that ensures conformity to the approved design and ensures that completed products and articles are in a condition for safe operation. The production quality system addresses the manufacture of associated products and articles within and outside the SoM.

### 6.2 Surveillance of Production Approval Holders

ANAC and CAAS, 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 policies, practices, and/or procedures. Both scheduled and random evaluations should be conducted to verify that the production approval holder is in continual compliance with its approved production quality system, and that manufacturing products and articles fully conform to the approved design and are in a condition for safe operation. The Authority for the SoM should verify the correction of all deficiencies.

## SECTION VII EXPORT AIRWORTHINESS APPROVAL PROCEDURES

### 7.1 General

- 7.1.1 Export Certificates of Airworthiness are issued by ANAC and CAAS for completed aircraft. Authorized Release Certificates or equivalent, are issued by ANAC or Singapore for aircraft engines, propellers and articles.
- 7.1.2 ANAC's requirements for import of aeronautical products are described in RBAC 21 and IS 21-010, ANAC Procedures for Approval of Imported Civil Aeronautical Products. CAAS requirements for import of aeronautical products are described in SAR-21.
- 7.1.3 ANAC's regulations for issuing Export Certificates of Airworthiness are described in IS 21-008, Export Airworthiness Approval. CAAS regulations for issuing Export Airworthiness Certificates are described in the Air Navigation Order (ANO) and SAR Chapter 2.4 and in the ANR-42 which will supersede the ANO and the SAR when published.

### 7.2 New or Used Aircraft Exported for which an IA Design Approval has been granted

- 7.2.1 Except as provided in paragraph 7.6, the IA will accept an Export Certificate of Airworthiness on new aircraft and on used aircraft only if the following requirements are met and a TC holder exists to support continuing airworthiness of such aircraft, identified in paragraph 2.2.2 and when the Exporting Authority (EA) certifies that each aircraft:
  - (a) conforms to a type design approved by the IA, as specified in the IA's TCDS, and any additional STCs approved by the IA;
  - (b) has undergone a final operational check;
  - (c) is in a condition for safe operation, including compliance with applicable IAADs;
  - (d) meets all additional requirements prescribed by the IA in paragraph 7.8, as notified; and
  - (e) for Used Aircraft only:
    - (a) is properly maintained using approved procedures and methods throughout its service life to the requirements of an approved maintenance program as evidenced by logbooks and maintenance records; and
    - (b) records which verify that all overhauls, major changes and repairs were accomplished in accordance with approved data.
- 7.2.2 Each aircraft imported into Brazil or Singapore with an EA airworthiness approval will have an Export Certificate of Airworthiness and should contain information equivalent to the following statement: "The [INSERT AIRCRAFT MODEL] covered by this certificate conforms to the type design approved under the TC Number [INSERT TC NUMBER], and is found to be in a condition for safe operation," and any other clarifying language as specified in the TCDS. In addition, for aircraft to be imported to Brazil or Singapore, the Export Certificate of Airworthiness should list all STCs and field approval documents incorporated in the particular aircraft.

- 7.2.3 When a used aircraft produced in Brazil is to be imported into Singapore from a third State, ANAC will, upon request, assist CAAS in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. ANAC will also provide, upon request, information regarding subsequent installations on the aircraft that it has approved.
- 7.2.4 If a used civil aircraft produced in Brazil, originally certificated for civilian purpose, has been used in military service in either country at any time, the EA will consult with the IA to determine if they may accept such an aircraft. A used aircraft originally certificated and manufactured in accordance with the requirements of an Armed Force of Brazil or Singapore and later modified for civilian use is not eligible for export under these Implementation Procedures, unless it has been subsequently certificated to meet the EA's airworthiness and environmental requirements applicable to civil aircraft.
- 7.2.5 Acceptance of Used Aircraft Being Exported (Returned) to the original SoD
- (a) ANAC will accept an Export Certificate of Airworthiness on a used aircraft being exported (returned) to Brazil, where Brazil is the original SoD for the aircraft, and when the conditions of paragraph 7.2.1 have been met.
  - (b) If CAAS is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform ANAC accordingly.
- 7.2.6 Acceptance of Used Aircraft for which another State is the SoD
- (a) The IA will accept Export Certificates of Airworthiness or equivalent airworthiness approval documents from the EA for used aircraft for which another State is the SoD.
  - (b) If the EA is not in a position to assess whether or not the used aircraft satisfies the conditions of paragraph 7.2.1, it will inform the IA accordingly.
- 7.3 New Aircraft Engines and Propellers Exported to Singapore
- 7.3.1 Except as provided in paragraph 7.7, CAAS shall accept ANAC's Authorized Release Certificates, or equivalent airworthiness documents, certifying that new aircraft engines and propellers exported, as identified in paragraph 2.2.3; when the EA certifies that each product:
- (a) conforms to a type design approved by the IA, as specified in the IA's TCDS, and any additional STCs accepted by the IA;
  - (b) has undergone a final operational check;
  - (c) is in a condition for safe operation, including compliance with applicable IA ADs; and
  - (d) meets all additional requirements prescribed by the IA in paragraph 7.8.
- 7.3.2 Each aircraft engine and propeller exported to the IA will have an Authorized Release Certificate, or equivalent that identifies the EA's approved design data (TC number). The Authorized Release Certificate will be completed in accordance with ANAC IS 43.9-002, as amended.



7.3.3 For aircraft engines and propellers, the Authorized Release Certificate should contain information equivalent to the following statement: "The [INSERT AIRCRAFT ENGINE OR PROPELLER MODEL] covered by this certificate conforms to the type design approved under the IA's TC Number [INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE], as available, and is found to be in a condition for safe operation and has undergone a final operational check," and any other clarifying language as specified in the IA's TCDS.

#### 7.4 New OTP/STSO Articles

7.4.1 The IA shall accept the EA's Authorized Release Certificate, or equivalent, for OTP/STSO articles only when the EA certifies by issuance of an Authorized Release Certificate, or equivalent, that each article:

- (a) conforms to the OTP/STSO Design Approval, as identified in paragraph 2.2.3.2;
- (b) complies with all applicable EAADs; and
- (c) meets all additional requirements prescribed by the IA in paragraph 7.8, as notified.

7.4.2 Each OTP/STSO article exported to the importing State with the EA's airworthiness approval will have an EA's Authorized Release Certificate or equivalent.

#### 7.5 New Modification and Replacement Parts

7.5.1 The IA shall accept the EA's Authorized Release Certificates, or equivalent, for modification and replacement parts only when the EA certifies by issuance of an Authorized Release Certificate, or equivalent, that each article:

- (a) conforms to the applicable ANAC or CAAS approved design data, as identified in paragraph 2.2.3.3, and is in a condition for safe operation; and
- (b) meets all additional requirements prescribed by the IA in paragraph 7.8, as notified.

7.5.2 Each modification and replacement article exported to the importing State with the EA's airworthiness approval will have an EA's Authorized Release Certificate or equivalent.

#### 7.6 Coordination of Exceptions on an Export Certificate of Airworthiness

7.6.1 The EA will notify the IA prior to issuing an Export Certificate of Airworthiness when non-compliance with an IA's approved type design 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.

- (a) ANAC: For used aircraft exported to Brazil, the GCAC should be contacted as detailed in Appendix A .
- (b) CAAS: For new aircraft exported to Singapore, the Flight Standards Division should be contacted as detailed in Appendix A . For used aircraft exported to

Singapore, the Flight Standards Division should be contacted as detailed in Appendix A.

- 7.6.2 In all cases, a written Acceptance of the exceptions from the IA 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 IA requiring the rectification of these exceptions prior to the issuance of the Certificate of Airworthiness.

#### 7.7 Coordination of Exceptions on an Authorized Release Certificate

- 7.7.1 The EA will notify the IA prior to issuing an Authorized Release Certificate for a product or article, when non-compliance with EA approved design is to be noted in the Authorized Release Certificate. This notification should help resolve all issues regarding the aircraft engine, propeller, or article's installation eligibility.
- 7.7.2 This notification should be sent to the ANAC GCAC or CAAS Flight Standards Division detailed in Appendix A, as applicable. In all cases, a written Acceptance from the IA is required before the issuance of EA's Authorized Release Certificate. A copy of this written Acceptance will be included with the export documentation.

#### 7.8 Additional Requirements for Imported Products and Articles

The following identifies those additional requirements, which must be complied with as a condition of Acceptance for products and articles imported into Brazil or Singapore, or for use on a Brazilian or Singaporean registered aircraft.

##### 7.8.1 Identification and Marking

Aircraft, aircraft engines, propellers and articles must be identified in accordance with the applicable RBAC 45, Section 45, Subpart B for Brazilian-registered aircraft, and Singapore ANO First Schedule for Singaporean-registered aircraft. Identification plates should have the manufacturer's legal name or as it appears in the approved data of the type design.

##### 7.8.2 Instructions for Continued Airworthiness (ICA)

ICA and maintenance manuals having airworthiness limitation sections must be provided by the design approval holder as prescribed in RBAC 21.50 or SAR-21.

##### 7.8.3 Aircraft Flight Manual, Operating Placards and Markings, Weight and Balance Report, and Equipment List

Each aircraft must be accompanied by an approved AFM, including all applicable supplements. The aircraft must also have the appropriate operating placards and markings, a current weight and balance report, and a list of installed equipment.

##### 7.8.4 Logbooks and Maintenance Records

Each aircraft, aircraft engine, propeller, rotor, and article must be accompanied by logbooks and maintenance records equivalent to those specified in RBAC 91, Section 91.417 for Brazilian-registered aircraft or CAAS ANR-91 Division 10 for Singaporean-registered aircraft. The maintenance records must also show that, for a used aircraft, that aircraft has had a 100-hour inspection, or equivalent, as specified in RBAC 21.183(d) for Brazilian-registered aircraft. For Singapore-

registered aircraft, CAAS requires the inspection and maintenance records that include but are not limited to:

- (1) The original or certified true copy of the Export Certificate of Airworthiness issued by ANAC;
- (2) Records that ensure that all overhauls, major changes and major repairs were accomplished in accordance with approved data; and
- (3) Maintenance records and log entries that substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

## SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES

### 8.1 General

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

### 8.2 Protection of Proprietary Data

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

- 8.2.1 *Lei de Acesso à Informação* (LAI – Access to Information Law) Requests
- 8.2.2 ANAC often receives requests from the public under the *Lei de Acesso à Informação* (LAI) (*Lei Federal* n° 12.527/2011) to release information which ANAC may have in its possession. Each record ANAC has in its possession must be disclosed under the LAI unless a LAI exemption applies to that record. One exemption is for trade secrets, and financial or commercial information that is confidential or privileged. Design approval holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of the holder or other person.
- 8.2.3 When ANAC receives a LAI request related to a product or article of an ANAC approval holder or applicant who is located in Singapore, ANAC will request CAAS assistance in contacting the ANAC 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.

### 8.3 Accident/Incident and Suspected Unapproved Parts Investigation Information Requests

- 8.3.1 When either ANAC or CAAS needs information for the investigation of service incidents, accidents, or suspected unapproved parts involving a product or article imported under this TA, the request for the information should be directed to the appropriate Authority. In turn, upon receipt of the request for information, the CA will ensure that the requested information is provided in a timely manner.
- 8.3.2 In case of an incident/accident, ANAC and CAAS will cooperate to address urgent information needs. Following an incident/accident, upon receipt of a request for urgent information, ANAC or CAAS will provide the requested information. ANAC and CAAS will establish individual focal points to respond to each other's questions and ensure that timely communication occurs. ANAC or CAAS may request information directly from a manufacturer if 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 CAAS, as applicable, will assist in ensuring that their manufacturer provides requested information expeditiously.

## SECTION IX    SPECIAL ARRANGEMENTS

### 9.1 General

- 9.1.1 It is anticipated that situations may arise that have not been specifically addressed in this TA but are within the scope of the MOU. Where such a situation arises, it will be reviewed by the respective responsible persons for the administration of this TA according to 1.5.1.1, and they will mutually agree to an arrangement to address the situation.
- 9.1.2 Where a situation is unique, with little possibility of repetition, the arrangement will be of limited duration. However, if a situation has anticipated new technology, or management developments that could lead to further repetitions, then this TA will be revised accordingly by ANAC and CAAS.
- 9.1.3 Arrangements shall be developed and administered by the focal points for this TA, listed in Appendix A . Special arrangements may be posted on both ANAC and CAAS websites for public viewing, as appropriate.

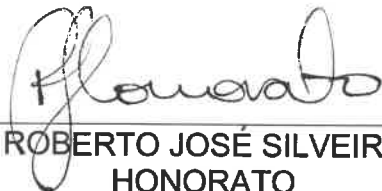
## SECTION X AUTHORITY

### 10.1 General

- 10.1.1 The designated offices for the administration and implementation of this TA are identified in Appendix A to this TA.
- 10.1.2 Any existing understanding or arrangement relating to the acceptance of aviation certification between ANAC and CAAS will be superseded by this TA.
- 10.1.3 ANAC and CAAS acknowledge that nothing in this TA legally restricts or enlarges either Authority's statutory functions, powers or duties.
- 10.1.4 The foregoing record represents the understanding reached between the Brazilian National Civil Aviation Agency and the Civil Aviation Authority of Singapore upon the matters referred to therein.
- 10.1.5 This TA enters into force as specified in 1.11.1.
- 10.1.6 ANAC and CAAS agree to the provisions of this TA as indicated by the signature of their duly authorized representatives.

For the Brazilian National Civil Aviation  
Agency

For the Civil Aviation Authority of  
Singapore



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ROBERTO JOSÉ SILVEIRA  
HONORATO  
Head of Airworthiness Department

Signed on 12 June 2024



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TAY TIANG GUAN  
1 Deputy Director General

Signed on 12 June 2024

## APPENDIX A ADDRESSES

The designated focal point offices for this TA are:

### **For ANAC**

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

Airworthiness Department  
(Superintendência de Aeronavegabilidade – SAR)

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

Mailing Address and Office Location:

Rua Dr. Orlando Feirabend Filho, 230 - Centro  
Empresarial Aquarius - Torre B - Andares 14 a 18, Parque Residencial Aquarius

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

Tel: +55 (12) 3314-4865

E-mail:

air.agreements@anac.gov.br

### **For CAAS**

#### **Flight Standards Division Civil Aviation Authority of Singapore Airworthiness Certification**

Mailing Address:

Flight Standards Division Civil Aviation Authority of Singapore

P.O. Box 1

Singapore 918141

Office Location:

Room 047-029, 4th Storey Terminal 2 Singapore Changi Airport

Singapore 819643

[www.sgdi.gov.sg/ministries/mot/statutory-boards/caas/departments/srq/departments/fs/departments/ac](http://www.sgdi.gov.sg/ministries/mot/statutory-boards/caas/departments/srq/departments/fs/departments/ac)

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## **ANAC Offices**

Contact Point for Aircraft Certification Issues: GTPR

Contact Point for Operational Airworthiness Issues: GTAC

Contact Point for Airworthiness Directives and Alternative Means of Compliance: GTAC

Contact Point for TC/STC Applications: GTPR

Contact Point for Export of Used Aircraft and Articles: GCAC

### **Headquarter: Brasilia**

Setor Comercial Sul – Qd 09 – Lote C Ed. Pq Cidade Corporate – Torre A – Andares 01 a 07

Brasília – DF, CEP: 70.308-200 – Brazil



**SAR**

Airworthiness Department (Superintendência de Aeronavegabilidade – SAR)

sar@anac.gov.br

**GTNI**

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

[gtni.sar@anac.gov.br](mailto:gtni.sar@anac.gov.br)

**GCAC (SPO)**

Continuing Airworthiness Certification Branch (Gerência de Certificação de Aeronavegabilidade Continuada – GCAC), under Department of Flight Standards

[gcac@anac.gov.br](mailto:gcac@anac.gov.br)

**Regional Office: São José dos Campos Address:**

Rua Dr. Orlando Feirabend Filho, 230 - Centro Empresarial Aquarius - Torre B - Andares 14 a 18, Parque Residencial Aquarius

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

**GTCO**

Technical Branch for Organizations Certification and Inspection (Gerência Técnica de Certificação de Organizações e Inspeção – GTCO)

[gtdo.sar@anac.gov.br](mailto:gtdo.sar@anac.gov.br)

**GTAC**

Continuing Airworthiness Technical Branch (Gerência Técnica de Aeronavegabilidade Continuada – GTAC)

[gtdac.sar@anac.gov.br](mailto:gtdac.sar@anac.gov.br)

FM&D/SDR Reports: [pac@anac.gov.br](mailto:pac@anac.gov.br)

**GCPP**

Aeronautical Products Design Certification Branch (Gerência de Certificação de Projeto de Produto Aeronáutico – GCPP)

[gtdpp.sar@anac.gov.br](mailto:gtdpp.sar@anac.gov.br)

**GTEN**

Product Engineering Technical Branch (Gerência Técnica de Engenharia de Produto - GTEN)

[gtden@anac.gov.br](mailto:gtden@anac.gov.br)

**CESS**

Electronics Systems and Software Coordination (Coordenadoria de Sistemas Eletroeletrônicos e Software – CESS)

**CEMP**

Mechanical Systems and Propulsion Coordination (Coordenadoria de Sistemas Mecânicos e Propulsão – CEMP)

**CEEI**

Structures and Interiors Coordination (Coordenadoria de Estruturas e Interiores – CEEI)

**GTEV**

Flight Engineering Technical Branch (Gerência Técnica de Engenharia de Voo – GTEV)

gtev@anac.gov.br

**CEVIS**

Aeronautics, Flight Tests and Systems Integration Coordination (Coordenadoria de Aeronáutica, Ensaios em Voo e Integração de Sistemas – CEVIS)

**CAOA**

Aircraft Operational Assessment Coordination (Coordenadoria de Avaliação Operacional de Aeronaves – CAO A)

**GTPR**

Certification Programs Technical Branch (Gerência Técnica de Programas de Certificação – GTPR)

gtpr@anac.gov.br

**CPCT**

Type Certification Programs Coordination (Coordenadoria de Programas de Certificação de Tipo – CPCT)

cpct@anac.gov.br

**CCST**

Supplemental Type Certification Coordination (Coordenadoria de Certificação Suplementar de Tipo – CCST)

ccst@anac.gov.br

**CDNT**

Drones and New Technologies Coordination (Coordenadoria de Drones e Novas Tecnologias – CDNT)

cdnt.gcpp@anac.gov.br

ANAC Departments contact information can also be found at:  
<https://www.gov.br/anac/pt-br/aceso-a-informacao/institucional/quem-e-quem>

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## CAAS Offices

### Contact Point for CAAS

#### CAAS Offices

Flight Standards Division  
Civil Aviation Authority of Singapore  
Room 047-029, 4th Storey Terminal 2  
Singapore Changi Airport  
Singapore 819643

Telephone: Refer to the following for the contacts of the respective officers in Flight Standards division:

- Airworthiness Certification: <https://www.sgdi.gov.sg/ministries/mot/statutory-boards/caas/departments/srg/departments/fs/departments/ac>
- Airworthiness Engineering section: [Vincent\\_ng@caas.gov.sg](mailto:Vincent_ng@caas.gov.sg)
- Design & Production Organization section: [for\\_chee\\_wei@caas.gov.sg](mailto:for_chee_wei@caas.gov.sg)

Fax: (65) 6545 6519

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Copies of CAAS FM&D/SDR reports may be requested from the above contact.

## **APPENDIX B LIST OF REFERENCE DOCUMENTS**

### **B.1 ANAC Reference Documents**

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

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

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

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

### **B.2 CAAS Reference Documents**

1. Air Navigation Regulations (91 – General Operating Rules) Regulations 2018 (“ANR-91”)
2. Air Navigation Regulations (121 – Commercial Air Transport by Large Aeroplanes) Regulations 2018 (“ANR-121”)
3. Air Navigation Order (“ANO”)

4. Singapore Airworthiness Requirements (SAR) Part 21 – Certification of Products and Articles and of Design and Production Organisations
5. Singapore Airworthiness Requirements (SAR) Part 39 – Airworthiness Directives
6. Advisory Circular 21-1(3), Approval Requirements for Modifications and Repairs
7. Advisory Circular 21-2(0), Responsibilities of Supplemental Type Certificate (STC) Holders
8. Advisory Circular 21-6, Guidance on Application of a CAAS Letter of Acceptance of Type Certificate

## APPENDIX C LIST OF SPECIAL ARRANGEMENTS

**[Reserved]**

## APPENDIX D CROSS-REFERENCE OF STANDARDS

<b>Product</b>	<b>ANAC Regulations</b>	<b>CAAS Regulations</b>
Aircraft Emissions	RBAC 34 Fuel venting and exhaust RBAC 36 Noise RBAC 38 Airplane CO2 emissions	SAR-21, Subpart I
Gliders & Powered Gliders	RBAC 21.17(b)	
Small Airplanes (Normal, Utility, Aerobatic, & Commuter)	RBAC 23	
Very Light Airplanes	RBAC 21.17(b)	
Light Sport Aircraft	RBAC 21.190	
Transport Category Airplanes	RBAC 25	
Continued Airworthiness and Safety Improvements for Transport Category Airplane	RBAC 26	SAR-21, Subsection VI
Normal Category Rotorcraft	RBAC 27	SAR-21, Subpart I
Transport Category Rotorcraft	RBAC 29	
Manned Free Balloons	RBAC 31	
Aircraft Engines	RBAC 33	
Propellers	RBAC 35	
Articles & Parts	RBAC 21, Subparts K and O	
Airships	RBAC 21.17(b)	
Amateur Built Aircraft	RBAC 21.191(g)	

APPENDIX E DOCUMENTS SUPERSEDED OR CANCELLED

[Reserved]



## APPENDIX F LIST OF ACRONYMS

AD	Airworthiness Directive
AFM	Aircraft Flight Manual
ALS	Airworthiness Limitations Section
ANAC	<i>Agência Nacional de Aviação Civil</i> (National Civil Aviation Agency)
AMOC	Alternative Methods/Mean of Compliance
CA	Certificating Authority
COP	<i>Certificado de Organização de Produção</i> (Production Organization Certificate)
COPj	<i>Certificado de Organização de Projeto</i> (Design Organization Certificate)
CPAA	<i>Certificado de Produto Aeronáutico Aprovado</i> (Certificate of Approved Aeronautical Product)
DA	<i>Diretriz de Aeronavegabilidade</i> (Airworthiness Directive)
DAH	Design Approval Holder
DAL	Design Approval Letter
EA	Exporting Authority
ELOS	Equivalent Level of Safety or Finding
FCAR	<i>Ficha de Controle de Assuntos Relevantes</i> (Relevant Subjects Control Form)
FM&D	Failures, Malfunctions and Defects
GTNI	<i>Gerência Técnica de Normas e Inovação</i> (Airworthiness Standards and Innovation Technical Branch)
IA	Importing Authority
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IP	Issue Paper
IS	<i>Instrução Suplementar</i> (Supplemental Instruction)
LAI	<i>Lei de Acesso à Informação</i> (Law for Access to Information)
LSA	Light Sport Aircraft
MOC	Method of Compliance
MOU	<i>Memorandum of Understanding Between the Civil Aviation Authority of Singapore and the National Civil Aviation Agency of Brazil for the Promotion of Civil Aviation Safety</i> , dated 19 February, 2024.
MPR	<i>Manual de Procedimento</i> (Procedures Manual)
OTP	<i>Ordem Técnica Padrão</i> (Technical Standard Order)
PCP	<i>Profissional Credenciado em Projeto</i> (Accredited Professional in Design)
RBAC	<i>Requisitos Brasileiros de Aviação Civil</i> (Brazilian Civil Aviation Regulations)
SDR	Service Difficult Reports
SoD	State of Design
SoDM	State of Design Modification

SoM	State of Manufacture
SoR	State of Registry
STC	Supplemental Type Certificate
STSO	Singapore Technical Standard Order
TC	Type Certificate
VA	Validating Authority
VLA	Very Light Airplanes

## APPENDIX G ANAC (CA) TO CAAS (VA)

Type of approval	Acceptance	Streamlined Validation	Technical Validation	Remarks
Type Certificate (TC)			√	CAAS Letter of Acceptance of Type Certificate (LOATC) may be issued
Major design change to Type Design by Holder of TC	√	√	√	<p>A design change is accepted if it is associated to an Airworthiness Directive or not affecting TCDS.</p> <p>A Major design change may be validated under streamlined validation if it is considered as basic.</p>
Minor design change to Type Design by Holder of TC	√			
Minor design change by Third Party	√			
Supplemental Type Certificate (STC)			√	CAAS STC may be issued
Major design change to STC by Holder of STC			√	Require new CAAS STC application
Minor design change to STC by Holder of STC	√			
Minor design change to STC by Third Party	√			
OTP (Technical standard Order)			√	Require new CAAS STSO application
Minor design change to OTP (Technical Standard Order)	√			
Major repair design by Holder of TC	√			
Minor repair design by Holder of TC	√			

Type of approval	Acceptance	Streamlined Validation	Technical Validation	Remarks
Major repair design by Third Party		√		CAAS RDA may be issued
Major repair design by Holder of repair/STC		√		CAAS RDA may be issued
Minor repair design by Third Party	√			
Minor repair design by Holder of repair/STC	√			
Major aircraft alteration	√			
Minor aircraft alteration	√			
ANAC Authorised Release Certificate	√			For a part that was published in IPC or its design was approved/validated by CAAS

## APPENDIX H CAAS (CA) TO ANAC (VA)

Type of approval	Acceptance	Streamlined Validation	Technical Validation	Remarks
Type Certificate (TC)	NA	NA	NA	CAAS does not issue TC
Minor design change by Third Party	√			
Supplemental Type Certificate (STC)			√	ANAC STC may be issued
Major design change to STC by Holder of STC			√	Require new ANAC STC application
Minor design change to STC by Holder of STC	√			
Minor design change to STC by Third Party	√			
Singapore Technical Standard Order (STSO) Design Approval			√	
Minor design change to Technical Standard Order)	√			
Major repair design by Third Party	√			
Minor repair design by Third Party	√			
Minor design change to repair design by Holder of repair	√			
Major design change to repair design by Holder of repair	√			
Authorised Release Certificate CAAS(AW)95 Form	√			For an article that was approved/validated by ANAC