

TECHNICAL IMPLEMENTATION PROCEDURE

FOR

AIRWORTHINESS AND ENVIRONMENTAL

CERTIFICATION

Between the Agência Nacional de Aviação Civil of
the Federative Republic of Brazil

And

The Civil Aviation Authority of the United Kingdom
of Great Britain and Northern Ireland

Original

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1. GENERAL

1.1. Purpose

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

Note: Appendix D of this TIP lists all acronyms and abbreviations used in this document.

1.2. Legal Basis for Technical Implementation Procedure

- 1.2.1. Article 2(b) of the MoU established this TIP for the effective implementation of the MoU in regards to airworthiness and environmental certification.

1.3. Communications

1.3.1. Changes in Certification or Approval Systems

- 1.3.1.1. The working procedures established by the TIP are based upon similar certification and approval systems for civil aeronautical products. The Authorities shall keep each other informed of significant changes within those systems, such as changes in:
- a) statutory responsibilities;
 - b) organizational structure (e.g., key personnel, management structure, office location);
 - c) airworthiness and environmental requirements, procedures and technical training;
 - d) production quality system oversight, including system oversight outside their territory; and
 - e) functions or tasks performed by approved, certified and accredited persons or organizations.
- 1.3.1.2. Revision by either Authority of its certification or approval system may affect the basis and the scope of the working procedures of this TIP. Accordingly, upon notice of such changes, ANAC or the CAA may request a meeting to review this TIP.

1.3.2. Language of Communications

Data and documents exchanged between ANAC and the CAA under this TIP shall be in the English language.

1.3.3. Technical Consultations

1.3.3.1. ANAC and the CAA should, within the framework of their regular meetings, discuss draft advisory and guidance materials and consult on new or proposed changes to the civil aviation standards or specifications, practices and procedures for civil aeronautical products.

1.3.3.2. ANAC and the CAA agree to consult as necessary to provide input when requested on technical issues and to resolve technical disagreements. The frequency of these exchanges will depend on the number and significance of the issues to be discussed.

1.3.3.3. These technical consultations will not be charged by ANAC or the CAA as the Authority being consulted.

1.3.4. Communications Regarding Approved Organizations

ANAC and the CAA understand that there may be occasional situations where either may interact directly with an accredited person or organization or an approved organization of the other. In such cases, it is the responsibility of the initiator of the contact to notify the other as soon as possible. Any such direct communication should be limited to information exchange. ANAC and CAA should always consult one another on significant validation programme decisions.

1.4. **Interpretations and Resolution of Conflicts**

1.4.1. In the case of conflicting interpretations by the Authorities of the laws, airworthiness or environmental regulations, standards, specifications, requirements, acceptable means of compliance pertaining to certifications, approvals, or acceptance under these TIP, the interpretation of the Importing Authority whose regulations, standards, specifications, requirements, or acceptable means of compliance are being interpreted shall prevail.

1.4.2. The Authorities agree to resolve issues through consultation or any other mutually agreed-upon means. Every effort should be made to resolve issues at the lowest possible level before elevating the issue to higher management.

1.4.3. Issues that cannot be satisfactorily resolved at the working level should be expeditiously raised to the respective managements of ANAC and CAA, on a progressive level, until an agreement or compromise is reached.

1.5. Amendments and Points of Contact

- 1.5.1. This TIP may be amended based on a decision of the designated offices identified in paragraph 3.(a) of the MoU. Such amendments shall be made effective by signature of the duly authorized representatives of ANAC and the CAA.
- 1.5.2. Appendix A, of this TIP, identifies the:
 - a) focal points for implementation of this TIP;
 - b) focal points for coordination of amendment of this TIP; and
 - c) office addresses for ANAC and CAA.

1.6. Applicable Requirements, Procedures, and Guidance Material

- 1.6.1 ANAC and CAA agree that their respective regulations, certification standards or specifications, policies, procedures, and guidance materials for airworthiness and environmental certification will guide this TIP. These materials and where they may be obtained are identified in Appendix B of this TIP. It is not intended that this be an exhaustive list.

1.7. Effective Date and Termination

- 1.7.1. This TIP becomes effective on the date of the latest signature and will remain in force until terminated by either ANAC or the CAA. Either ANAC or the CAA may terminate this TIP by giving 60 (sixty) days written notice to the other.
- 1.7.2. Termination of this TIP will not affect the validity of activities conducted under this TIP prior to termination.

1.8. Terminology

- 1.8.1. In this TIP, “shall” and “must” are used to express an obligation.
- 1.8.2. The following terms as used in this TIP are defined as follows:
 - a) “Acoustical Change” means a change in the type design of an aircraft or aircraft engine that result in an increase in the noise emission level of that aircraft.
 - b) “Airworthiness Requirement” means regulation, airworthiness standard or other certification specifications governing the design and performance of civil aeronautical products.

- c) “Appliance” means any instrument, equipment, mechanism, part, apparatus, appurtenance or accessory, including communications equipment that is used, or intended to be used, in operating or controlling an aircraft in flight and is installed in or attached to the aircraft.
- d) “Approved Manual” means manuals, or sections of manuals, requiring approval by a Authority. These include the approved sections of the Flight Manual, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICAs), the structural repair manual, the engine and propeller installation and operating manuals, and the certification maintenance requirements, where applicable.
- e) “Certification Basis” means a set of the applicable airworthiness and environmental requirements established by ANAC and CAA 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 also include Special Conditions, Findings of Equivalent Level of Safety, and Exemptions or Deviations when determined by ANAC and CAA to apply to the type design.
- f) “Compliance Determination” means, for design approval, the determination, by either ANAC’s system or CAA’s system, that the applicant has demonstrated compliance with identified individual airworthiness and environmental standards.
- g) “Critical Part” means a part identified as critical by the design approval holder or the Exporting Authority during the type design certification process for the civil aeronautical product. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the airworthiness limitations section or certification maintenance requirements of the ICAs. Specific definitions for critical parts are found within the applicable airworthiness requirements.
- h) “Declaration of Design and Performance” means a document containing the definition and all relevant references of an equipment, issued by the equipment manufacturer, that is submitted also to the installer of the OTP/UKTSO article in an aircraft.
- i) “Deviation” means a grant of relief from the requirements of a certification specification when processed through the appropriate regulatory procedure by CAA.
- j) “Emissions Change” in respect of an aircraft means a change in the type design of an aircraft or aircraft engine that results in an increase in fuel venting or exhaust emissions of a turbine engine.

- k) "Environmental Requirements" mean regulations, environmental standards, or certification specifications governing the certification of designs with regard to noise characteristics, exhaust emissions, and fuel venting of civil aeronautical products.
- l) "Finding of Equivalent Level of Safety" means a finding by an Authority that alternative action taken provides a level of safety equal to that provided by the airworthiness requirements for which equivalency is being sought.
- m) "Exemption" means a grant of relief from requirements of a regulation when processed through the appropriate regulatory procedure by ANAC or CAA.
- n) "Export" means the process by which a civil aeronautical product is released from one regulatory system to another.
- o) "Exporting Authority" means the organization, within the Exporting State and charged by the laws of the State, to regulate the airworthiness and environmental certification, approval, or acceptance of the civil aeronautical products, parts and appliances, for:
- I - Brazil, is ANAC.
 - II - United Kingdom, is CAA.
- p) "Import" means the process by which an exported civil aeronautical product is accepted by ANAC or CAA, for use and is subsequently placed under that authority's regulatory system.
- q) "Importing Authority" means the organization, within the Importing State and charged by the laws of the Importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products, for:
- I - Brazil, is ANAC.
 - II - United Kingdom, is CAA.
- r) "Licensing Agreement" means a commercial contract between a design holder (Type Certificate - TC, Supplemental Type Certificate – STC, or other design approvals) or/and a production organization approval holder (or applicant) formalizing the rights and duties to other organization, of both Authorities, to use the design data for the purpose of manufacturing the civil aeronautical product.
- s) "Life-limited Part" means a part that, as a condition of the type certificate or other design approval, may not exceed a specified time, or number of operating cycles, in service.

- t) “Manufacturer” means a person who, by the Authorities regulation, is responsible for determining that all civil aeronautics products produced within its production quality system conform to an ANAC or CAA approved design or established government or industry standard and are in a condition for safe operation. This includes a production organisation.
- u) “Operational Suitability Data (OSD) Requirements” mean the CAA certification specification governing the approval of operational suitability data specific to an aircraft type.
- v) “Production Quality System” means a systematic process, which meets the requirements of the Exporting Authority and ensures that civil aeronautics products will conform to the approved design and will be in a condition for safe operation.
- w) “Restricted Type Certificate” means a type certificate in the restricted category.
- x) “Special Condition” means:
 - I - For ANAC: an additional regulation prescribed by the ANAC when the regulations for the category of product do not contain adequate or appropriate rules due to novel or unusual design features, unconventional use of the product, or experience in service with similar products showing that unsafe or inadequate environmental conditions may develop. Special Conditions contain such rules as ANAC finds necessary to establish a level of safety or adequate environmental conditions equivalent to that established or intended in the applicable regulations.
 - II - For the CAA: an additional detailed technical specification prescribed by the CAA when the airworthiness code for the category of civil aeronautical product does not contain adequate or appropriate safety standards due to novel or unusual design features, unconventional use of the product, or experience in service with similar products showing that unsafe conditions may develop. Special Conditions contain such safety standards as the CAA finds necessary to establish a level of safety equivalent to that intended in the applicable airworthiness code.
- y) “Standard Part” means a part that is manufactured in accordance with an established government or industry-accepted specification, which includes design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and to conform the part, and must be published so that any person or organization who manufactures the part does so in a standard manner.
- z) “Validation” means the Importing Authority’s own process for compliance determination of a product, or a change to the product, as approved or certified by Exporting Authority.

1.9. Scope

1.9.1. This Technical Implementation Procedures – TIP applies to:

- a) The acceptance by one Authority of findings of compliance with design, environmental and Design-related Operational Requirements for Civil Aeronautical Products, made by the other Authority.
- b) The acceptance by the Importing Authority, of findings made by the Exporting Authority, that new or used Civil Aeronautical Products comply with the Importing Authority's airworthiness and environmental requirements.
- c) The acceptance by one Authority of the approval of design changes and repair designs of Civil Aeronautical Products by the other Authority.
- d) Cooperation and assistance on initial and continued airworthiness of Civil Aeronautical Products.

2. DESIGN APPROVAL

2.1. General

- 2.1.1. The "State of Design" functions and tasks are carried out for Brazil by ANAC and for the United Kingdom by CAA who will, where applicable and as specified in the Chicago Convention or its Annexes, carry out the functions and tasks of the State of Design, Manufacture or Registry when related to design approval.
- 2.1.2. The procedures of this section apply to the initial design approval of each other's civil aeronautical products, the approval of subsequent design changes, and approval of design data used in support of repairs. When validating each other's products, CAA and ANAC, will follow the validation process described in Appendix C of this TIP.
- 2.1.3. These procedures are based on the high degree of mutual confidence and trust between ANAC and CAA on their technical competence, regulatory capabilities and similarities of each other's certification and approval systems. These procedures establish the process for implementing the reciprocal acceptance of each other's findings of compliance determinations (with design, environmental and design-related operational requirements) and approvals on civil aeronautical products.
- 2.1.4. ANAC and CAA recognize that each other has authority over the certification and approval processes and findings of compliance determinations within their respective jurisdictions. The procedures in this section are not intended to diminish the responsibilities of either ANAC or CAA or their right to access to the type design information. Rather, determined that requirements, standards, practices, procedures, and systems for the certification, approval and production of civil aeronautical products are sufficiently similar to enable the Importing Authority to rely on and accept, to the maximum extent practicable, the finding of compliance determination by the Exporting Authority with the Importing Authority's requirements. It is agreed that if there are overwhelming reasons to go outside this defined principle, such reasons will be discussed between ANAC and CAA.
- 2.1.5. ANAC and CAA mutually recognize each other's systems of organisation approval and accreditation of persons and organizations as part of their overall certification and approval systems. Compliance determinations and approvals made pursuant to this TIP through these systems are given the same validity as those made directly by ANAC and CAA.

2.2. Limitations of Design or Design Change Approvals

- 2.2.1. A certificate or an approval issued by either ANAC or CAA is intended for civil aeronautical products, which have, or will have, a civil application. Civil aeronautical products that are not engaged in civil application are not eligible for certification or approval under this TIP.

- 2.2.2. The Authorities will not accept applications submitted directly by a person under the jurisdiction of the other Authority, unless jointly agreed by the Authorities.

2.3. General Procedures for Validation of a Design or a Design Change

2.3.1. Submission of an Application

- 2.3.1.1. Where specified by this TIP, unless otherwise agreed, an application for approval of a design or a design change shall:

- a) be made using the forms required by ANAC or CAA, as Importing Authorities, duly completed by the applicant. The forms are available from the following websites:

I - For CAA:

<http://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=list&type=formcat&id=23>

II - For ANAC:

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

- b) be accompanied by the applicable technical data package necessary for the Importing Authority to conduct preliminary administrative and technical assessments of the application;
- c) be sent by the Exporting Authority to the Importing Authority, along with a cover letter stating that the application is within the scope of this TIP, except for those applications cited in 2.2.2; and
- d) be acknowledged formally by the Importing Authority, and give notice to the Exporting Authority of the contact points for purpose of further communication on the application.

- 2.3.1.2. The applicant may be required to provide a statement that he will comply with financial requirements linked to the application, before the application can be processed.

2.3.2. Joint or Concurrent Certification

- 2.3.2.1. When ANAC, CAA, and the applicant seeking approval agree to a joint or concurrent certification/validation process, ANAC or CAA performing the validation shall conduct its activities using the validation procedures contained in Appendix C, of this TIP.

- 2.3.2.2. ANAC and CAA shall document their agreement under section 8 of this TIP. This documentation shall include the details of their work-sharing programme necessary

to cover the concurrent type certification/validation and concurrent post type certification/validation activities and shall include those elements that would be documented as part of the validation documentation defined in the Appendix C of this TIP.

2.3.3. Projects Involving a Separate State of Design and State of Manufacture

2.3.3.1. The Authorities recognize that some of their aviation industries projects may involve products designed under one Authority's jurisdiction and manufactured under the other Authority's jurisdiction. In such cases, the Authorities shall work together to develop and document a working arrangement in accordance with section 8 of this TIP.

2.3.3.2. The working arrangement shall define their respective responsibilities to ensure that the relevant functions assigned to ANAC and CAA as State of Design and to the State of Manufacture under Annex 8 to the Convention on International Civil Aviation (Chicago Convention) are carried out. Such a working arrangement shall address the continued airworthiness responsibilities assigned to the State of Design and the State of Manufacture.

2.3.4. Communications during a Certification, Approval or Validation Project

A communications protocol shall be established by ANAC and CAA at a level considered appropriate for the scope of the certification, approval, or validation activity under this section. The communications protocol shall, as a minimum, identify primary contact offices or persons, accommodate for an early exchange of information and discussion between ANAC and CAA, and promote continued communications throughout the certification, approval, or validation project. The organizational contact points for ANAC and CAA for the purpose of this TIP are provided in Appendix A.

2.3.5. Validation Process

The reciprocal acceptance of compliance determinations and/or approvals on products under this TIP will be respected on validation projects between the ANAC and CAA. ANAC and CAA agree to conduct validation activities using the validation procedures contained in Appendix C, of this TIP. The expectation is that the Exporting Authority's certification activities would allow the Importing Authority to make compliance determinations that the design of a civil aeronautical product complies with its requirements. It is the intent of this section that the number of compliance determinations retained by the Importing Authority be reduced as much as practicable while respecting regulatory requirements. The validation process is intended to allow:

- a) the Importing Authority to issue its design approval based on the Exporting Authority's design approval and declaration that the design has been examined and found to comply with the Importing Authority's certification basis; and

- b) the Importing Authority to review selected aspects of a design presented for design approval, due to the origin and nature of the civil aeronautical product and the validation criteria defined in Appendix C of this TIP.

2.3.6. Completion of Validation

Except where this TIP provides for the automatic acceptance of an approval issued by the Exporting Authority, the completion of the validation process by the Importing Authority, which includes the resolution of all issues raised during the validation activity, will result in the issuance of a corresponding approval, or an indication of its acceptance of the Exporting Authority's approval as equivalent to its own. In the case where the Importing Authority issues an approval, the approval will be forwarded directly to the holder, and at the same time, a copy provided to the Exporting Authority.

2.4. **Type Certificate – TC**

- 2.4.1. The Importing Authority will use the following procedures for the validation and approval of an aircraft, aircraft engine or propeller for which ANAC or CAA is the Authority for the State of Design.

2.4.2. Application for a Type Certificate

- 2.4.2.1. An application for a TC shall be submitted (according paragraph 2.3 of this TIP) to the Importing Authority, through the Exporting Authority, by the applicant for an aircraft, aircraft engine or propeller that has been issued a TC by the Exporting Authority, or for an aircraft, aircraft engine or propeller where an application for certification has been made to, and accepted by, the Exporting Authority.
- 2.4.2.2. The Exporting Authority should ensure that the application contains the following information, not limited to and if applicable:
 - a) the data required in accordance with, for ANAC, section 21.15 of the “Regulamento Brasileiro da Aviação Civil – RBAC nº 21”, and for CAA, in accordance with Part 21.A.15;
 - b) a copy of the Exporting Authority's TC and TC data sheet, if available, that identifies the certification basis upon which the Exporting Authority's design approval was based. In the absence of a TC data sheet, the Exporting Authority should submit the document that defines the certification basis;
 - c) the date of application for a TC to the Exporting Authority;
 - d) the applicant's requested date for completion of type certification;

- e) the applicant's proposed certification basis, which includes the amendment level of the applicable airworthiness requirements of the Importing Authority;
- f) any other technical data requested by the Importing Authority in order to proceed with the application; and
- g) if application is made for more than one model at the same time, the applicant shall indicate:
 - I - if such models are to be certified at the same predicted date; and
 - II - which model is a derivative from the other model.

2.4.2.3. If known at the time of application, the application should also contain the following:

- a) a description of all novel or unusual design features known to the applicant or the Exporting Authority, which might necessitate issuance of Special Conditions or may require a review of the acceptable means of compliance;
- b) all known or expected exemptions or deviations, or findings of equivalent level of safety relative to the Exporting Authority's standards for design approval that might affect compliance with the applicable Importing Authority's airworthiness and environmental standards; and
- c) available information on Brazilian or United Kingdom customers and delivery schedules.

2.4.2.4. The Importing Authority will acknowledge receipt of the application and notify the Exporting Authority of the subsequent procedures for the validation and its proposed certification basis.

2.4.2.5. ANAC and CAA may accept applications for concurrent or joint type certification/validation in accordance with paragraph 2.3.2 of this TIP.

2.4.3. Establishing the Certification Basis for the Type Certificate

For the purpose of validation by the Importing Authority, the certification basis shall be developed using:

- a) for airworthiness, the applicable airworthiness requirements of the Importing Authority in effect on the date of application to the Exporting Authority; and
- b) for environmental protection, the applicable environmental requirements of the Importing Authority in effect on the date of application to the Importing Authority.
- c) for CAA, the OSD requirements of Part 21 and the related Certification Specifications in effect on the date of application to ANAC.

2.4.4. Type Certificate Validation by the Importing Authority

The Importing Authority will conduct its validation of a TC for an aircraft, engine or propeller in accordance with the applicable procedures of Appendix C of this TIP.

2.4.5. Issuance of a Type Certificate

The Importing Authority will issue a TC for an aircraft, engine or propeller when:

- a) the applicant has demonstrated and declared compliance to the Importing Authority's certification basis;
- b) the Exporting Authority has issued a statement of compliance to the Importing Authority's certification basis;
- c) the Exporting Authority has issued its own TC for the aircraft, engine or propeller; and
- d) the Importing Authority has completed its validation procedures for a TC.

2.5. **Restricted Type Certificate – RTC**

For aircraft that have been, or will be granted an RTC, ANAC and CAA may agree to validate such aircraft designs on a case-by-case basis. In such a case, they agree to follow the procedures established in the subsection 2.4 of this TIP.

2.6. **Supplemental Type Certificate – STC**

2.6.1. The Importing Authority will use the following procedures for its approval of a design change to a civil aeronautical product that is type certified by the Exporting Authority.

2.6.2. For CAA STCs associated with replacement part design, the procedures of subsection 2.9 of this TIP should be used.

2.6.3. Application for a Supplemental Type Certificate

2.6.3.1. An application for an STC will be submitted for a civil aeronautical product for which both ANAC and CAA have issued a TC regardless of the State of Design of the product, and for which ANAC or CAA:

- a) is the State of Design for the design change; or
- b) has approved the design change through the issuance of an STC.

- 2.6.3.2. ANAC will also validate an STC issued by CAA for an aeronautical product that has been exempted from Type Certification under RBAC 21.29 (d)-I or (e)-I. CAA will validate a Brazilian STC issued for an aeronautical product that has been exempted from Type Certification under RBAC 21.29 (d)-I or (e)-I, only if CAA had issued a TC for such product.
- 2.6.3.3. ANAC, CAA, and the applicant may agree to a joint or concurrent certification/validation process as per paragraph 2.3.2 of this TIP.
- 2.6.3.4. The Exporting Authority should ensure that each application contains the following information, not limited to and if applicable:
- a) the data required and a description of the design change, in accordance with RBAC 21.113 for ANAC, and in accordance with Part 21.A.113(a), including the information to fulfil Part 21.A.113(b) regarding a link to the TC holder or adequacy of the applicant's own resources, for CAA;
 - b) a copy of the Exporting Authority's STC that identifies the certification basis upon which the Exporting Authority's design approval was based. In the absence of the STC, the Exporting Authority should submit the document that defines the certification basis;
 - c) the date of application for an STC to the Exporting Authority;
 - d) the applicant's requested date for completion of the STC;
 - e) the applicant's proposed certification basis, which includes the amendment level of the applicable airworthiness requirements of the Importing Authority;
 - f) identification of areas where additional compliance demonstration is required for compliance with the Importing Authority certification basis;
 - g) any additional technical data that may be requested by the Importing Authority in order to proceed with the application, but not limited to the following:
 - I - Compliance Checklist;
 - II - Airplane or Rotorcraft Flight Manual Supplement;
 - III - Master Documentation List or Master Drawing List;
 - IV - Manufacturing and Installation Instruction Drawings;
 - V - Weight and Balance data; and
 - VI - Instructions for Continued Airworthiness which include Maintenance and Repair Manual Supplements.
- 2.6.3.5. The Importing Authority, Exporting Authority, and the applicant may agree that the additional technical data be submitted directly by the applicant to the Importing Authority.

2.6.3.6. If known at the time of application, the application should also contain the following:

- a) a description of all novel or unusual design features known to the applicant or the Exporting Authority, which might necessitate issuance of Special Conditions or may require a review of the acceptable means of compliance;
- b) all known or expected exemptions or deviations, or equivalent level of safety findings relative to the Exporting Authority's standards for design approval that might affect compliance with the applicable Importing Authority's airworthiness and environmental standards; and
- c) available information on Brazilian or United Kingdom customers and delivery schedules.

2.6.3.7. In the case of applications from Brazil where an STC applicant has not entered into an arrangement with the TC holder as set out in Part 21.A.113, ANAC shall review and confirm the applicant's justification that such an arrangement is not necessary as the information on which the application is based is adequate from the applicant's own resources. The applicant's justification and the ANAC concurrence statement will be provided to CAA.

2.6.3.8. The Importing Authority shall acknowledge receipt of the application and notify the Exporting Authority of the subsequent procedures for the validation and its proposed certification basis.

2.6.3.9. ANAC and CAA may accept applications for concurrent or joint supplemental type certification/validation in accordance with paragraph 2.3.2 of this TIP.

2.6.4. Establishing the Certification Basis for the Supplemental Type Certificate

For the purpose of supplemental type certification by the Importing Authority, the certification basis shall be developed:

- a) using the Importing Authority's procedures and its applicable airworthiness requirements as determined in a manner that is consistent with the criteria that is used to establish the certification basis for a domestic STC of similar design and service history. These requirements are defined for ANAC in RBAC 21.101 and for CAA in Part 21.A.101;
- b) For the purpose of STC validation by the Importing Authority, the certification basis will be developed using:
 - I - the date of application to the Exporting Authority for the STC, as the date that is to be used for the purpose of determining the Importing Authority's certification basis;

- II - in the case of a design change involving an acoustical or emissions change the applicable environmental requirements of the Importing Authority in effect on the date of application for the STC to the Importing Authority, and
- III - for CAA, using the OSD elements identified in Part 21 and the related Certification Specifications in effect on the date of application for an aircraft STC to ANAC when the application for a change includes changes to the aircraft operational suitability data.

2.6.5. Supplemental Type Certificate Validation by the Importing Authority

The Importing Authority shall conduct its validation of an STC for a civil aeronautical product in accordance with the applicable procedures of Appendix C of this TIP.

2.6.6. Issuance of the Supplemental Type Certificate

The Importing Authority will issue an STC for a civil aeronautical product when the:

- a) applicant has demonstrated and declared compliance to the Importing Authority's certification basis;
- b) Exporting Authority has issued a statement of compliance to the Importing Authority's certification basis;
- c) Exporting Authority has issued its own STC for the product, if applicable; and
- d) Importing Authority has completed its validation procedures for an STC.

2.7. **Supplemental Type Certificate for Special-Purpose Operations**

For an STC intended for an aircraft to be reconfigured for use in a special-purpose operation (as defined by the Importing Authority), and the proposed configuration is not eligible for a standard Certificate of Airworthiness, the Importing Authority may agree to validate such a design change on a case-by-case basis. In such a case, ANAC and CAA agree to follow the procedures of 2.6 above.

2.8. UK Technical Standard Order Authorization – UKTSOA and Brazilian Certificate of Approved Aeronautical Product (CPAA)

2.8.1. General

For the purpose of this TIP, it is necessary to consider that:

- a) ANAC issues a Certificate of Approved Aeronautical Product (*Certificado de Produto Aeronáutico Aprovado* – CPAA) under RBAC 21.601, to approve the design of a Brazilian OTP article.
- b) In addition to the CPAA, ANAC issues a Production Organization Certificate (*Certificado de Organização de Produção* – COP) in accordance with RBAC 21.601, to approve the production of a Brazilian OTP article.
- c) ANAC issues CPAA and COP to approve the production of OTP articles under licensing agreements.
- d) CAA issues an UKTSOA under Part 21 Subpart O to approve the design and production of a UKTSO article.
- e) As a prerequisite for the UKTSOA, a POA has to be issued by CAA according to Part 21 Subpart G or through compliance with Subpart F procedures and an ADOA under Part 21 Subpart O, 21.A.602B b)2.

2.8.2. Acceptance of Non-TSO or Non-UKTSO functions

2.8.2.1. The Importing Authority will accept, without further validation, data related to non-UKTSO or Non-OTP functions that are integrated into an appliance approved according to an OTP, UKTSO or standard accepted by CAA and ANAC, when:

- a) the non-OTP or non-UKTSO functions included in the appliance do not interfere with the functionality of the appliance and/or its ability to comply with the OTP, UKTSO or standard accepted by CAA and ANAC;
- b) the data provided with the appliance relative to non-OTP or non-UKTSO functions is valid data as processed by the Exporting Authority granting the approval; and
- c) the non-OTP or non-UKTSO functions are covered under the UKTSOA for CAA or an CPAA and/or a COP for ANAC.

2.8.2.2. The acceptance of this additional data does not constitute installation approval.