FEDERATIVE REPUBLIC OF BRAZIL - SPECIAL REQUIREMENTS
(Revised - January 15, 2008)

This document CI 21-010, Procedures For Approval Of Imported Civil Aeronautical Products, dated January 15, 2008, prescribes special requirements and procedures for exportation of aeronautical products to Brazil, which are based on the Bilateral Aviation Safety Agreement for reciprocal acceptance of Airworthiness Certificates signed between the Governments of the United States and the Republic Federative of Brazil in March 22, 2004.

1. OBJECTIVE. This "Circular de Informação" (CI) prescribes the special requirements and procedures for exportation of civil aeronautical products to Brazil, as stated in the applicable subparts of the RBHA 21, including those imported from the USA in accordance with the FAA Advisory Circular 21-2.

2. APLICABILITY. This CI is applicable to:

2.1 All aircraft and all aircraft engines and propellers to be exported to Brazil, in accordance with section 21.29 of RBHA 21; and

2.2 All imported articles (see definition on Chapter 14 of this CI) to be installed in Brazilian registered aircraft.

Note: A list of aircraft that received a Brazilian type certificate in accordance with paragraphs 21.29(a) and (b) of the RBHA 21, and a list of the aircraft for which the foreign type certificate was validated in Brazil in accordance with paragraphs 21.29(d) and (e) of RBHA 21, is available at Internet (http://www.anac.gov.br/certification) or may be obtained directly from ANAC-GGCP.

3. REFERENCES. The following documents are referred in this CI.

- RBHA 21 : Certification Procedures for Products and Parts
- RBHA 22 : Airworthiness Requirements: Gliders and Powered-gliders
- RBHA 23 : Airworthiness Requirements: Normal, Utility, Acrobatic, and Commuter Category Airplanes
- RBHA 25 : Airworthiness Requirements: Transport Category Airplanes
- RBHA 26 : Airworthiness Requirements: Very Light Aircraft
- RBHA 27 : Airworthiness Requirements: Normal Category Rotorcraft
- RBHA 29 : Airworthiness Requirements: Transport Category Rotorcraft
- RBHA 31 : Airworthiness Requirements: Manned Free Balloons
- RBHA 33 : Airworthiness Requirements: Aircraft Engines
- RBHA 34 : Fuel Venting and Exhaust Emission Requirements for Turbine Engines Powered Airplanes
- RBHA 35 : Airworthiness Requirements: Propellers
- RBHA 36 : Noise Standards: Aircraft Type Certification

- RBHA 121 : Certification and Operation of Large Airplanes Domestic and Flag Operators
- RBHA 135 : Certification and Operation of Small Airplanes and Helicopter Domestic and Flag Operators
- CI 21-004 : Major Changes Approval on Brazilian Registered (or to Be Registered) Aircraft
- FAA AC 21-2 : Export Airworthiness Approval Procedures

4. CERTIFICATION REQUIRED.

4.1 Except as provided in item 4.6, to be eligible for registration on the Brazilian Registry, any aircraft model exported to Brazil (under a purchasing, leasing or any other agreement), regardless of being new or used, must receive a Brazilian type certificate for import, issued on the basis of the primary foreign authority type certificate, following the procedures established in Chapter 5 of this CI.

4.2 Except as provided in item 4.6, to be eligible for installation on a Brazilian registered aircraft or on a Brazilian type certificated aircraft, any aircraft engine or propeller model exported to Brazil, regardless of being new or used, must receive a Brazilian type certificate for import, issued on the basis of the primary foreign authority type certificate, following the procedures established in Chapter 6 of this CI.

4.3 To be eligible for installation on a Brazilian registered aircraft, any modification approved in accordance with a foreign authority supplemental type certificate, or equivalent document, must receive a Brazilian supplemental type certificate for import issued on the basis of the primary foreign authority supplemental type certificate, or equivalent document, following the procedures established in Chapter 7 of this CI.

4.4 To be eligible for use on a Brazilian registered aircraft, the installation of any technical standard order (TSO/JTSO or equivalent document) approved article must be approved by the ANAC-GGCP through:

- A Brazilian or validated type certificate; or
- A Brazilian STC or equivalent approval (see the CI 21-004); or
- A validated foreign STC or equivalent approval (see the Chapter 7 of this CI).

4.4.1 A ANAC design approval may be requested for articles considered critical or complex during a type or supplemental type certification or validation process.

4.4.2 An authorization for OTP marking may be requested by the holder of a foreign TSO/JTSO (or equivalent document) authorization if there is an import/export agreement on these articles between the Brazilian and the TSO/JTSO (or equivalent document) authorization holder's Authorities.

4.4.3 The ANAC design approval for a TSO/JTSO (or equivalent document) article is granted through the issuance of a design approval letter (DAL).

4.4.4 A DAL will be issued after compliance with the procedures established in Chapter 8 of this CI has been demonstrated by the holder of the TSO/JTSO (or equivalent document) authorization.

Note: It is the responsibility of those installing the article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the OTP standards.

4.5 To be eligible for installation on a Brazilian registered aircraft, any modification or replacement part exported to Brazil must comply with the provision established in Chapter 9 of this CI.

4.6 Certain models of aircraft, aircraft engines and propellers, which have been exported to Brazil at a time where a type certificate for import was not required, may continue to be exported with an exemption of the certification requirements established in this Chapter (see note in Chapter 2 of this CI). To benefit from such exemption, the applicant shall obtain a statement from the ANAC-GGCP validating the primary foreign authority type certification for operation in Brazil.

4.7 A validated type or supplemental type certificate issued in accordance with the Chapters 5, 6 or 7 of this CI is considered a Brazilian type or supplemental type certificate for any purpose.

5. PROCEDURES FOR VALIDATION OF IMPORT TYPE CERTIFICATE FOR AIRCRAFT

5.1 An application ANAC form F-300-11 (available at Internet address: http://www.anac.gov.br/certification) or an application letter shall be completed by the foreign manufacturer of the concerned aircraft and forwarded to the ANAC-GGCP through the primary foreign authority, together with sufficient engineering information to permit the Brazilian Authority to become acquainted with the type design.

5.2 The text of all primary foreign authority special conditions, equivalent level of safety and exemptions from the airworthiness, noise or emissions requirements shall be made available to the ANAC-GGCP for review and approval.

5.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the ANAC-GGCP for review and approval.

5.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form.

5.5 The Aircraft Flight Manual shall be identified as a Brazilian Aircraft Flight Manual and shall include a statement regarding its applicability to Brazilian registered aircraft. Alterations eventually required to be incorporated in the Aircraft Flight Manual will therefore be included directly on the affected pages of the Brazilian Aircraft Flight Manual.

5.6 The barometric setting units of the altitude indication instruments including standby altimeters and cabin altitude indicators shall be presented in "mbar" or "hpa". All other instruments must display usual and traditionally accepted units. However, the units

used on the instruments shall be consistent with those presented in the Flight and Service Manuals. For the required markings and placards in Portuguese, the International System of Units or the alternative traditionally accepted units (such as: kg, psi, etc.) shall be used.

5.7 An engineering review of the type certification program conducted in the foreign country shall be performed by the ANAC-GGCP, to establish the Brazilian requirements and special conditions for acceptance of the aircraft model. This review shall be conducted through meetings or by correspondence with the manufacturer and the primary foreign authority representatives. At the end of such process the ANAC-GGCP will present a final validation report listing the requirements for acceptance of the aircraft model.

5.8 The ANAC-GGCP data needs will be listed in the validation report mentioned in the above item and shall include all published documents (Airplane Flight Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft in Brazil.

The published documents shall be supplied in duplicate, being one copy destined to the ANAC-GGCP and other to the ANAC-SSO. Both organizations must be included in the manufacturer's mailing list to receive regular updating of such documents.

5.9 At least the following documents are also required for each aircraft delivered:

- Weight and Balance report;
- Electrical load analysis alterations (in respect to the basic approved model);
- List of applicable Airworthiness Directives (or equivalent document) indicating compliance status; and
- Summary of maintenance, repairs, and alterations performed during the aircraft life (for used aircraft only).

5.10 To be eligible for operation with Brazilian registration marks, compliance with the ANAC operating regulations (IAC) and special regulations appropriate to the envisaged flight operations, must be established. These regulations, which are incumbent upon the Brazilian operator, may require the installation of equipment and/or application of standards in addition to those required for airworthiness certification. Such installations will be reviewed and approved by the ANAC-GGCP during the engineering review mentioned in item 5.7 above.

5.11 A Brazilian CHT - "Certificado de Homologação de Tipo" (Type Certificate) and the corresponding "Especificação de Aeronave" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in item 5.7 above.

6. PROCEDURES FOR VALIDATION OF IMPORT TYPE CERTIFICATES FOR AIRCRAFT ENGINES OR PROPELLERS.

6.1 An application form F-300-11 (available at Internet address: http://www.anac.gov.br/certification) or an application letter shall be completed by the foreign manufacturer of the concerned aircraft engine or propeller, and forwarded to the ANAC-GGCP through the primary foreign authority, together with sufficient engineering information to permit the Brazilian Authority to become acquainted with the type design.

6.2 The text of all special conditions, equivalent level of safety and exemptions from the airworthiness, or noise or emissions requirements shall be made available to the ANAC-GGCP for review and approval.

6.3 A compliance check list with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provisions, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the ANAC-GGCP for review and approval.

6.4 An engineering review of the type certification program conducted in the foreign country, shall be performed by the ANAC-GGCP, to establish the Brazilian requirements and special conditions for acceptance of the aircraft engine or propeller model. This review shall be conducted through meetings or by correspondence with the manufacturer and the primary foreign authority representatives. At the end of such review the ANAC-GGCP will present a final validation report listing the requirements for acceptance of the aircraft engine or propeller models.

6.5 The ANAC-GGCP data needs will be listed in the validation report mentioned in the above item and shall include all published documents (Installation and Operation Manual, Maintenance and Overhaul Manual, Illustrated Parts Catalog, Service Bulletins, etc.) and non-published documents (engineering reports, drawings, manufacturer specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the aircraft engine or propeller in Brazil.

The published documents shall be supplied in duplicate, being one copy destined to the ANAC-GGCP and the other to ANAC-SSO. Both branches must be included in the manufacturer mailing list to receive regular updating of such documents.

6.6 A Brazilian CHT - "Certificado de Homologação de Tipo" (Type Certificate) and corresponding "Especificação de Motor ou Hélice" (Type Certificate Data Sheet) will be issued upon compliance with the requirements established on the validation report referred in item 6.4 above.

7. PROCEDURES FOR VALIDATION OF IMPORT SUPPLEMENTAL TYPE CERTIFICATE FOR AIRCRAFT, ENGINE OR PROPELLER

7.1 An application form F-300-11 (available at Internet address: http://www.anac.gov.br/certification) or an application letter shall be completed by the foreign holder of the supplemental type certificate, or equivalent document, and forwarded to the ANAC-GGCP through the primary foreign authority together with sufficient engineering information to permit the Brazilian Authority to become acquainted with the modification introduced in the type design.

7.2 A copy of the supplemental type certificate and its addendum, or equivalent documents, together with the text of all special conditions, equivalent level of safety and exemptions from the airworthiness, noise or emissions requirements shall be made available to the ANAC-GGCP for review and approval.

7.3 A compliance check list, or similar document, showing compliance with the requirements affected by the modification, indicating for each item how it was complied with (by test, analysis, calculation, design provisions, etc.), and the title and number of the corresponding substantiation document (report, drawing, specification, etc.), shall be made available to the ANAC-GGCP for review and approval.

7.4 The required markings and placards installed in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Portuguese or bilingual (Portuguese and English) form, unless otherwise prescribed by the ANAC-GGCP.

7.5 The Airplane Flight Manual Supplement shall be identified as a Brazilian Airplane Flight Manual Supplement and shall include a statement regarding its applicability to Brazilian registered aircraft, unless otherwise prescribed by the ANAC-GGCP (the original Airplane Flight Manual Supplement approved by the primary foreign authority may be considered acceptable).

7.6 An engineering review of the supplemental type certification program conducted in the foreign country shall be performed by the ANAC-GGCP, to establish the Brazilian requirements and special conditions for acceptance of the modified aircraft model.

This review shall be conducted through meetings or by correspondence with the holder of the supplemental type certificate, or equivalent document, and the primary foreign authority representatives. At the end of such review the ANAC-GGCP will present a final validation report listing the requirements for acceptance of the modified aircraft model.

7.7 The ANAC-GGCP data needs will be listed in the validation report mentioned in the above item and shall include all alterations of the aircraft published documents developed by the holder of the supplemental type certificate, or equivalent document, (Airplane Flight Manual, Operations Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Wiring Diagrams, Weight and Balance Manuals, etc.) and non-published documents (engineering reports, drawings, manufacturer

specifications, etc.) deemed necessary to substantiate the Brazilian approval and support the continuing airworthiness of the modified aircraft in Brazil.

The alterations of the published documents shall be supplied to the ANAC-GGCP. ANAC-GGCP must be included in the STC (or equivalent document) holder mailing list to receive regular updating of such documents.

7.8 At least the following documents are also required for each aircraft delivered:
- Updated weight and balance report;
- Updated electrical load analysis alteration (in respect to the basic modified model);
- List of applicable Airworthiness Directives (or equivalent document) indicating compliance status (for the basic TC model and for the changed STC model); and
- Summary of maintenance, repairs and alterations performed during the aircraft life (for used aircraft only).

7.9 A Brazilian CHST - "Certificado de Homologação Suplementar de Tipo" (Supplemental Type Certificate) and corresponding "Folha de Continuação" (Continuation Sheet) will be issued upon compliance with the requirements established on the validation report referred in item 7.6 above.

7.10 If the applicant is the aircraft, engine, or propeller manufacturer, the supplemental type certificate program review findings may be added to the validation report referred in item 5.7 or 6.4 above, and the corresponding ANAC acceptance included in the type certificate data sheet – see item 5.11 or 6.6, as applicable. In this case, no Brazilian CHST is issued.

7.11 All articles for installation on Brazilian registered aircraft or on aircraft engines and propellers operating in Brazil, as part of the validated STC, must be approved products in accordance with this CI.

8. PROCEDURES FOR OTP MARKING OR ANAC DESIGN APPROVAL FOR TSO/JTSO (OR EQUIVALENT DOCUMENT) ARTICLES

The applicant for a DAL must submit to ANAC-GGCP an application form F-300-11 (available at Internet address: http://www.anac.gov.br/certification) or an application letter through the primary foreign authority. The application form or the application letter shall include the following information:
- All the required technical data/documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO/JTSO (or equivalent document) article;
- Other specific technical data needed to demonstrate compliance with a TSO/JTSO (or equivalent document) standard (e.g., a first-of-a-kind TSO);
- Evidences of approval of all proposed deviations; and
- A statement from the applicant through its foreign authority, with certification by the foreign authority, that the performance of the article complies with the applicable TSO/JTSO (or equivalent document) or with other standards accepted by the ANAC as providing an equivalent level of safety.

9. PROCEDURES FOR ARTICLES OTHER THAN TSO PRODUCTS

9.1 Articles other than TSO/JTSO (or equivalent document) products that are produced pursuant to a parts manufacturer approval (or equivalent document), issued by a foreign authority, are not required to receive a Brazilian approval. However, these products are eligible for installation on Brazilian registered aircraft or on aircraft engines and propellers operating in Brazil only when their approvals are issued by a foreign authority that has an import/export agreement with the Brazilian Authority.

9.2 All articles for installation on Brazilian registered aircraft or on aircraft engines and propellers operating in Brazil as a modification part must have a Brazilian installation approval (see Chapter 7 of this CI for STC validation, or CI 21-004 for other approval types).

10. CONTINUING AIRWORTHINESS. The foreign manufacturer of a product, which has received a Brazilian design approval according to Chapters 6 through 9, shall be responsible for maintaining the ANAC informed of all relevant information regarding the continuous airworthiness of its product in Brazil. This shall include prompt remittance to ANAC of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and Airworthiness Directives (or equivalent documents).

11. NOISE AND EMISSIONS REQUIREMENTS

11.1 The manufacturer who applies for an import type certification of a new type of aircraft, i.e., aircraft of a type which does not operate in Brazil, or for an amendment to an existing ANAC Type Certificate for a new model of aircraft, shall comply with the noise requirements of the RBHA 36 or the ICAO Annex 16 rules Volume I Standards.

11.2 The manufacturer who applies for an import type certification of an aircraft model whose type already operates in Brazil, although not type certificated by the ANAC, shall comply with the acoustic alteration requirements of the RBHA 36, i.e., the model for which certification is sought shall not exceed either the noise levels of the aircraft model of the same type which already operates in Brazil or the acoustical changes of the ICAO Annex 16 rules.

11.3 The holder of the supplemental type certificate, or equivalent document, who applies for an import supplemental type certification of an aircraft model which already operates in Brazil, regardless of having been or not type certificated by the ANAC, shall comply with the acoustic alteration requirements of the RBHA 36, i.e., the modified aircraft model shall not exceed either the noise levels of the basic model or the acoustical changes of the ICAO Annex 16 rules.

11.4 The manufacturer who applies for an import type certification of a new type of aircraft, i.e., aircraft of a type which does not operate in Brazil, or for an amendment to an existing ANAC Type Certificate for a new model of aircraft, shall comply with the

emissions requirements of the RBHA 34 or the ICAO Annex 16 rules Volume II Standards.

12. EXPORT AIRWORTHINESS APPROVALS

12.1 Except as provided in 12.2, each Class I, II or III product (see Chapter 14 of this CI) exported to Brazil shall receive an export airworthiness approval, in accordance with the foreign authority regulations. If Brazilian special requirements were established in a final validation report or other document, the export airworthiness approval shall indicate that the product is in compliance with these requirements.

12.2 Special procedures may be approved for importing organizations that have implemented a system to certify the Class II or III product: is in accordance with the original design; is provided by a qualified supplier; and has reliable records.

13 - BRAZILIAN AIRWORTHINESS AUTHORITIES

The ANAC is responsible for all the fields of civil aviation activities, with the exception of air traffic control and accident investigation. The DECEA is responsible for the Air Traffic Control System and the CENIPA is responsible for accidents investigation.

The ANAC adopts as Brazilian airworthiness regulations (RBHA):

- The U.S. FAR airworthiness standards Parts 23, 25, 27, 29, 31, 33 and 35, which are used as Brazilian requirements for design approval of aircraft, aircraft engines and propellers (RBHA 23, 25, 27, 29, 31, 33 and 35, respectively);
- The European JAA airworthiness requirements JAR-22 and JAR-VLA. (RBHA 22 and 26, respectively);
- The ICAO Annex 16 Volume I or U.S. FAR 36 aircraft noise requirements (RBHA 36); and
- The ICAO Annex 16 Volume II or U.S. FAR 34 environmental protection requirements (RBHA 34).

However, the RBHA is not limited to these requirements and may incorporate additional Brazilian requirements.

The ANAC-GGCP is responsible for all actives related to the certification of aeronautical products, including design and manufacturing and export approval, and monitoring the continued airworthiness of the certificated product. Therefore issues the following documents:

- CHT: type certificate for aircraft, aircraft engines and propellers;
- CHE: production certificate for Brazilian manufacturers of approved aeronautical products;
- CAE: export certificate of airworthiness;

- CHST: supplemental type certificate for aircraft, aircraft engines and propellers; and

- APAA: attestation of approved aeronautical products for Class II or III products.

The ANAC-SSO is responsible for all activities related aircraft operations and maintenance, personnel licensing, and approval of repair stations, air carriers, commercial operators and training schools.

13.1 - ANAC-SSO address:

Agência Nacional de Aviação Civil - Brasil
Superintendência de Segurança Operacional (SSO)
Rua Santa Luzia 651, 3° andar - Centro
20030-040 - Rio de Janeiro - RJ - BRASIL

Facsimile: (55) (21) 3814-6932
Web site: http://www.anac.gov.br
e-mail: aeronavegabilidade@anac.gov.br

13.2 - ANAC-GGCP address:

Agência Nacional de Aviação Civil - Brasil
Gerência Geral de Certificação de Produtos Aeronáutico (GGCP)
AV. Cassiano Ricardo, 521 - Bloco B – 2º Andar
Parque Residencial Aquarius
12246-870 – São José dos Campos - SP - BRASIL

Facsimile 55 (12) 3797-2330
Web site: http://www.anac.gov.br/certification
e-mail: ggcp-gr@anac.gov.br

13.3 - DECEA address:

Departamento de Controle do Espaço Aéreo
Av. Gal. Justo 160 - Edifício 10 - Castelo
20021-130 - Rio de Janeiro - RJ - Brazil

Facsimile No. (55) (21) 2101-6731
Phone No. (55) (21) 2101-6200
Web site: http://www.decea.gov.br

13.4 - CENIPA address:

Centro de Investigação e Prevenção de Acidentes Aeronáuticos (CENIPA)
SHIS – QI 05 – Área Especial 12 - Lago Sul
71615-600 – Brasília – DF - Brazil

Facsimile No. (55) (61) 3365-1004
Phone No. (55) (61) 3364-8800
Web site: http://www.cenipa.aer.mil.br

14. DEFINITIONS

Article	:	includes materials, parts, components or appliances.
Class I product	:	means a complete aircraft, aircraft engine or propeller.
Class II product	:	means an TSO/JTSO (or equivalent document) approved article or a major component of a class I product (e.g., wings, fuselage, empennage assemblies, landing gears, power transmissions, control surfaces, etc.)
Class III product	:	any part or component which is not a class I or class II product, and includes standard parts (i.e., those designed as NA, NAS, SAE etc.).

15. ABBREVIATIONS AND ACRONYMS

AC	:	Advisory Circular
ANAC	:	Agência Nacional de Aviação Civil (National Civil Aviation Agency)
APAA	:	Atestado de Produto Aeronáutico Aprovado (Attestation of Approved Aeronautical Products)
CENIPA	:	Centro de Investigação e Prevenção de Acidentes Aeronáuticos (Aeronautical Accidents Investigation and Prevention Center)
CHE	:	Certificado de Homologação de Empresa (Production Approval Certificate)
CHST	:	Certificado de Homologação Suplementar de Tipo (Supplemental Type Certificate)
CHT	:	Certificado de Homologação de Tipo (Type Certificate)
CI	:	Circular de Informação (Informative Circular)
DAL	:	Design Approval Letter
DECEA	:	Departamento de Controle do Espaço Aéreo (Department of Air Traffic Control)
FAA	:	Federal Aviation Administration (USA)

FAR	:	Federal Aviation Regulations (USA)
GGCP	:	Gerência Geral de Certificação de Produtos Aeronáuticos (Aeronautical Products Certification Branch)
IAC	:	Instrução de Aviação Civil (Civil Aviation Instruction)
ICAO	:	International Civil Aviation Organization
JAA	:	Joint Aviation Authorities
JAR	:	Joint Airworthiness Requirements
JTSO	:	Joint Technical Standard Order
OTP	:	Ordem Técnica Padrão (Brazilian Technical Standard Order)
RBHA	:	Regulamento Brasileiro de Homologação Aeronáutica (Brazilian Regulation on Aeronautical Certification)
SSO	:	Superintendência de Segurança Operacional (Operational Safety Branch)
TSO	:	Technical Standard Order
VLA	:	Very Light Aircraft