

FAA-ANAC Bilateral Engagement Roadmap

2022 – 2027



**Federal Aviation
Administration**



Federal Aviation Administration

Agencia Nacional de Aviacao Civil

A blue ink signature of Lirio Liu, consisting of stylized, overlapping loops.

Lirio Liu
Executive Director,
Aircraft Certification Service

A blue ink signature of Roberto José Silveira Honorato, featuring a prominent initial 'R' and 'S'.

Roberto José Silveira Honorato
Head of Airworthiness Department

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Preamble

This Bilateral Engagement Roadmap (BER) was developed by the *Agência Nacional de Aviação Civil* (ANAC), Airworthiness Department (SAR) of the Government of Brazil and the Federal Aviation Administration (FAA) Aircraft Certification Service – AIR of the Government of the United States (U.S.). The first issue of this document was approved on June 13, 2019 as the Validation Improvement Roadmap (VIR). The second issue of this document here within has been retitled to Bilateral Engagement Roadmap to capture more aspects of bilateral airworthiness beyond those covered by the VIR. The BMT provides governance to the effective functioning, implementation, and continued validity of the bilateral airworthiness procedures between the FAA and ANAC. The BMT will review its implementation on a yearly basis and will adjust it if necessary.

Introduction

The FAA and ANAC previously developed Validation Improvement Roadmaps (VIR) to respond to the increased globalization of the aviation business that drives the need for greater collaboration among the authorities to harmonize regulatory systems in order to respond effectively to common industry issues. Increasing levels of domestic product certification and new validation projects from other countries that were placing growing resource demands on the authorities. Maximum use of the Bilateral Aviation Safety Agreement (BASA) and full recognition of the capability of each partner was essential to reduce the efforts expended in validation programs.

While the challenges with globalization and validation programs still remain today, the BMT envisions the need to expand on the scope of the engagement to further enhance the bilateral relationship.

BMT Bilateral Engagement Roadmap (BER) Vision and Objective

The BMT BER vision is to optimize the overall implementation of the Bilateral Aviation Safety Agreement by enhancing not only the acceptance of certificating authority (CA) approvals and findings of compliance by the Validating Authority (VA), but also in other areas that the BMT sees the need to address to effectively meet the challenges ahead.

The Authorities acknowledge there are areas of mutual cooperation, which are broader in scope than the bilateral activities encompassed in this BER and, therefore, are better addressed under the Certification Management Team (CMT) initiatives. Topics with this characteristic are not included in the BER, but redirected for consideration by the CMT for inclusion in its agenda. This BER intends to focus on action that depends exclusively on bilateral coordination for completion.

In addition to continuing the application of the risk-based validation principles to ensure a constant reduction in certification resource expenditure while assuring a high degree of safety, this BER aims to exercise the full scope of bilateral engagement to areas including, but not

limited to, Maintenance of Confidence, international pilot training, human factors, operational evaluations, and cooperation in oversight of State’s approval holders and their suppliers. Although not listed below as specific Focus Areas, the Authorities also acknowledge their fundamental commitment to further strengthen bilateral cooperation in the areas of innovation, technology, and research through early engagement with each other, as well as to foster deeper understanding and confidence in each other’s systems through joint initiatives to develop their respective regulatory staffs.

Table A below documents the initiatives, to be started or underway, which will not only provide improvements to the implementation of the risk-based validation principles but also in strategic areas determined to be beneficial in enhancing the relation and engagement between the authorities. An estimated target date in which these initiatives could be accomplished is also provided; however, it is contingent on both ANAC and FAA to promulgate international standards in a timely and consistent manner.

Table A: Roadmap Focus Areas

Initiative Description	Target Date	Desired Outcome
Validation Work Plan Template	2024	Jointly develop a work plan template to include: scope and depth of VA level of involvement, listing of applicable Non-Basic criteria, proposed VA certification basis, proposed IPs or FCARs, and the appropriate level of VA management approval.
Refine criteria for the scope of Validation Work-Plan for TCs (Simplify/reduce SEI Lists)	2025	LOI in Validation Work-Plan for TCs is reduced incrementally for the LOI of the CA (Through the reduction of the SEI Lists either in general or applicant specific reductions based on validation experience).
Maintenance of Confidence, Level of Involvement	2025	Jointly develop best practices to implement a phased Maintenance of Confidence process that allows both authorities to remain updated on each other’s standards, rules, practices, procedures, and maintain confidence in each other’s technical competence and ability to perform regulatory functions.
Incorporate into the IPA the cooperation activities for oversight of suppliers and State’s approval holders (i. e. production certificate, etc.)	2025	Where suppliers to one State’s approval holder are in the territory of the other Authority, develop a process through which the local authority is determined to be capable and willing to conduct appropriate supplier surveillance on the other Authority’s behalf, and share the

		surveillance results in a manner that meets the requesting Authority's needs.
Define classification criteria for streamlined validation of Part 23 TCs.	2025	An issuance of an approval in the system of one party leads to an issuance by the validating authority with no technical involvement.
Define classification criteria for streamlined validation of Part 25 TCs.	2025	An issuance of an approval in the system of one party leads to an issuance by the validating authority with no technical involvement.
Define classification criteria for ANAC acceptance of streamlined validation of Part 33 (turbine engine) TCs.	2025	An issuance of an FAA approval leads to an issuance by ANAC with no technical involvement. Note: This activity will be conducted one-way until ANAC gains experience in certifying turbine engines as primary Authority.
Acceptance of Airworthiness Directives (ADs) issued by the CA.	2027	Recognition or incorporation by one CAA of ADs issued by the other CAA through a streamlined process.
Acceptance of Alternative Means of Compliance (AMOCs) of ADs issued by the CA.	2027	Automatic adoption of AD AMOCs issued by one CAA by the other.
Incorporate as default the VA to use the CA certification basis for all validation projects with a work-plan (Common Certification Basis).	2027	One single certification basis will facilitate Acceptance of Certificates and Approvals, and streamlined validation of Certificates and Approvals.
International Pilot Training, Human Factors, Operational Evaluations	2025	Collaborate on the operational aspects of aircraft designs and enhance operational evaluation processes to support the reciprocal acceptance of operational evaluation findings regarding pilot qualification and operational aspects.

Light Sport Aircraft: Establish procedures for direct recognition of LSA approved under each other systems (current rules)	2024	The recognition / approval of LSA in the system of one Party can be recognized / accepted by the other Party based on sufficiently compatible criteria between systems. (Current common envelop between ANAC and FAA.)
E-VTOL: Develop harmonized/compatible certification mechanisms;	2025	An issuance of an airworthiness approval (excluding environmental) in the system of one party can be validated to similar/compatible requirements by the validating authority.
UAS: Develop harmonized/compatible certification mechanisms;	2025	An issuance of an airworthiness approval (excluding environmental) in the system of one party can be validated to similar/compatible requirements by the validating authority.