
IMPLEMENTATION PROCEDURES

FOR

AIRWORTHINESS AND ENVIRONMENTAL CERTIFICATION

Covering

DESIGN APPROVAL, PRODUCTION ACTIVITIES,
EXPORT AIRWORTHINESS APPROVAL,
POST DESIGN APPROVAL ACTIVITIES, AND
TECHNICAL ASSISTANCE

Under the Agreement between
The Government of the United States of America
and
The Government of the Federative Republic of Brazil
For Promotion of Aviation Safety

Amendment 2
to
Revision 2

2-5-87

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CHAPTER 1: PURPOSE AND GENERAL PROVISIONS

The purpose of this document is to further amend Revision 2, Amendment 1, to the "Implementation Procedures for Airworthiness and Environmental Certification Covering Design Approval, Production Activities, Export Airworthiness Approval, Post Design Approval Activities, and Technical Assistance – Under the Agreement between The Government of the United States of America and The Government of the Federative Republic of Brazil For Promotion of Aviation Safety, dated September 17, 2018" (IPA). This amendment has been developed in accordance with paragraph 1.10.1 of the IPA and will be incorporated into the next revision of the IPA. This amendment corrects the definition of "Restricted Category Aircraft", the general considerations of Chapter 3 (item 3.1.3), and the consideration for export of aircraft in item 7.2.4., to narrow the scope of the IPA specifically in relation to aircraft originally certified by Armed Forces.

CHAPTER 2: AMENDMENT

This document amends the following provisions of the IPA: Sections 1.12.46; 3.1.3; and 7.2.4. The bold bracketed items identify the amended text and supersede the existing text in Revision 2, Amendment 1, of the IPA. These amended provisions will apply to validation projects initiated after the entry into force of this Amendment.

1.12 Definitions

- 1.12.46 "Restricted Category Aircraft" means an aircraft that meets the airworthiness requirements ~~for special purpose operations of an aircraft category [except those that the Importing Authority finds inappropriate for the special purpose operation for which the aircraft is to be used if it]~~, shows compliance with the applicable noise requirements, and has no feature or characteristic that makes it unsafe when operated under the limitations prescribed for its intended use. **[For the purpose of this IPA, and notwithstanding an aircraft's type certification by either Authority in the restricted category, restricted category aircraft does not include aircraft manufactured in accordance with the requirements of, and accepted for use by, an Armed Force of Brazil or the United States that is modified later for a special purpose.]**

3.1 General

- 3.1.3 Applications for FAA or ANAC approval are intended for civil aeronautical products and articles. Applications should be sent to the appropriate office as identified in Appendix A. Products and articles that are intended only for military use are not eligible for FAA or ANAC validation under these Implementation Procedures. ~~[unless the CA has accepted to certify the product or article and there is a civilian and/or public/State use application within the jurisdiction of the importing State (reference Appendix B). In these cases, the FAA and ANAC will consult to determine whether validation is within the scope of these Implementation Procedures or requires a special arrangement under Section IX.]~~

7.2 New or Used Aircraft Exported for which an IA Design Approval Has Been Granted

- 7.2.4 If a used civil aircraft produced in the U.S. or 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 will accept such an aircraft. **[A used aircraft originally certificated and manufactured in accordance with the requirements of an Armed Force of Brazil or United States 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.]**

CHAPTER 3: ENTRY INTO FORCE AND AUTHORITY

In accordance with Paragraph 1.10.1 of the IPA, the Amendment will enter into force upon the signing of this Amendment by the authorized representatives of the FAA and ANAC.

The FAA and ANAC agree to the provisions of this Amendment of these Implementation Procedures for Airworthiness, as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration
Department of Transportation
United States of America

Brazil Civil Aviation Authority
Civil Aviation Secretariat
Federative Republic of Brazil



Earl Lawrence
Aviation Safety
Executive Director
Aircraft Certification Service



Roberto José Silveira Honorato
Head of Department
Airworthiness Department

June 24, 2021

Date

JULY 13, 2021

Date

