InFO

Information for Operators

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Flight Standards Service
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**U.S. Department
of Transportation
Federal Aviation
Administration**

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Subject: Maintenance Implementation Procedures (MIP) and Maintenance Agreement Guidance (MAG) Between the Governments of the United States (U.S.) and the Federative Republic of Brazil (Brazil).

Purpose: This InFO serves to inform Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair stations located in the U.S. seeking initial approval or renewal of National Civil Aviation Agency (ANAC) Brazilian Regulation of Civil Aviation (RBAC) 145 certification, and RBAC 145 maintenance organizations in Brazil seeking initial approval or renewal of 14 CFR part 145 repair station certification, about the upcoming MIP entry into force on October 1, 2024.

Background: The MIP between the U.S. and Brazil was signed on November 5, 2018. Subsequently the MAG between the Federal Aviation Administration (FAA) and ANAC was signed on June 15, 2023. The MIP establishes the terms and conditions for mutual acceptance of maintenance facility inspections and evaluations by the FAA and ANAC in the U.S., its territories, and Brazil. As a result, the U.S. and Brazil will reduce redundant regulatory oversight without adversely affecting aviation safety.

Discussion: This InFO provides the required public notification which is a prerequisite to the U.S.-Brazil MIP entering into force. Upon MIP entry into force on October 1, 2024, a maintenance facility that is certificated by the FAA as a 14 CFR part 145 repair station, and certificated by the ANAC as a RBAC 145 maintenance organization, must comply within 2 years with all the requirements of the MIP and MAG. The MIP, Appendix 1, item 2.0, Special Condition (8), identifies the ANAC requirement for a maintenance organization to establish, implement, and maintain a Safety Management System (SMS) in a format acceptable to ANAC. FAA validation of a maintenance organization's participation in the FAA SMS Voluntary Program will be considered acceptable. For more SMS information, refer to Advisory Circular (AC) 120-92, Safety Management Systems for Aviation Service Providers, at: https://www.faa.gov/regulations_policies/advisory_circulars/, and information on the FAA Voluntary SMS Program can be accessed at: https://www.faa.gov/about/initiatives/gasafetyoutreach/smsvp. Information regarding repair station certification and the U.S.-Brazil MIP and MAG can be accessed at https://www.faa.gov/aircraft/repair.

Recommended Action: Current U.S. FAA certificated repair stations holding RBAC 145 approval and Brazil based RBAC 145 maintenance organizations holding 14 CFR part 145 approval desiring to retain such approval should begin planning as necessary to implement an acceptable supplement as per the

MAG for acceptance. These maintenance organizations will receive a letter from the FAA or ANAC outlining the conditions for transfer of oversight, which will occur within 24 months after MIP entry into force. Initial RBAC 145 maintenance organization certifications in the U.S. and 14 CFR part 145 repair station certification in Brazil may occur following MIP/MAG procedures as of October 1, 2024.

Contact: Questions or comments regarding this InFO should be directed to the Aircraft Maintenance Division at (202) 267-1675, or via email at 9-AWA-AFS-INTL-Coordinator@faa.gov. For questions or support on the FAA Voluntary SMS Program, contact the SMS Program Office at 9-NATL-SMS-ProgramOffice@faa.gov.