

# ARSA Symposium

## March 2016

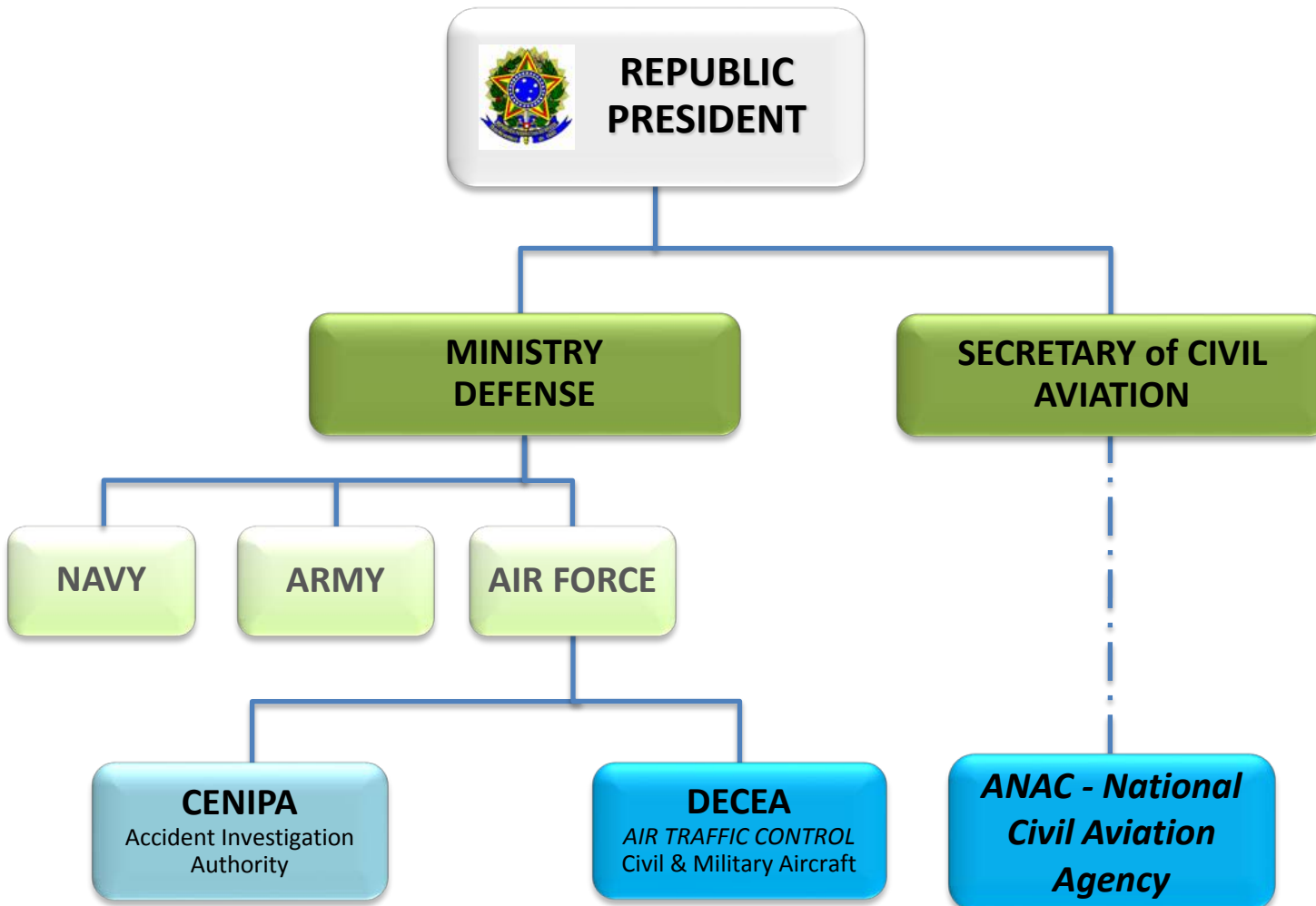


### Session 3: Opening Salvo—Certification

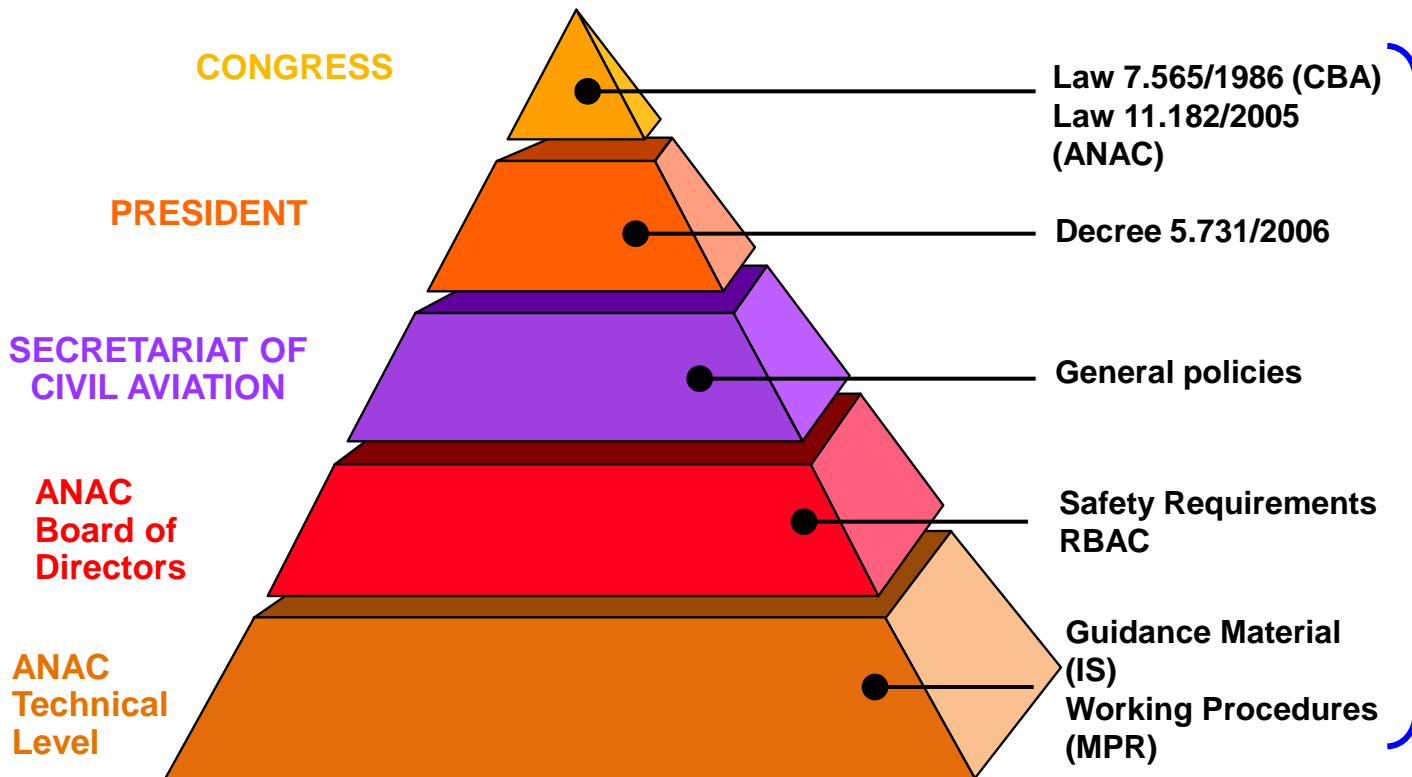
Helio Tarquinio Junior



# Federal Organizational Framework



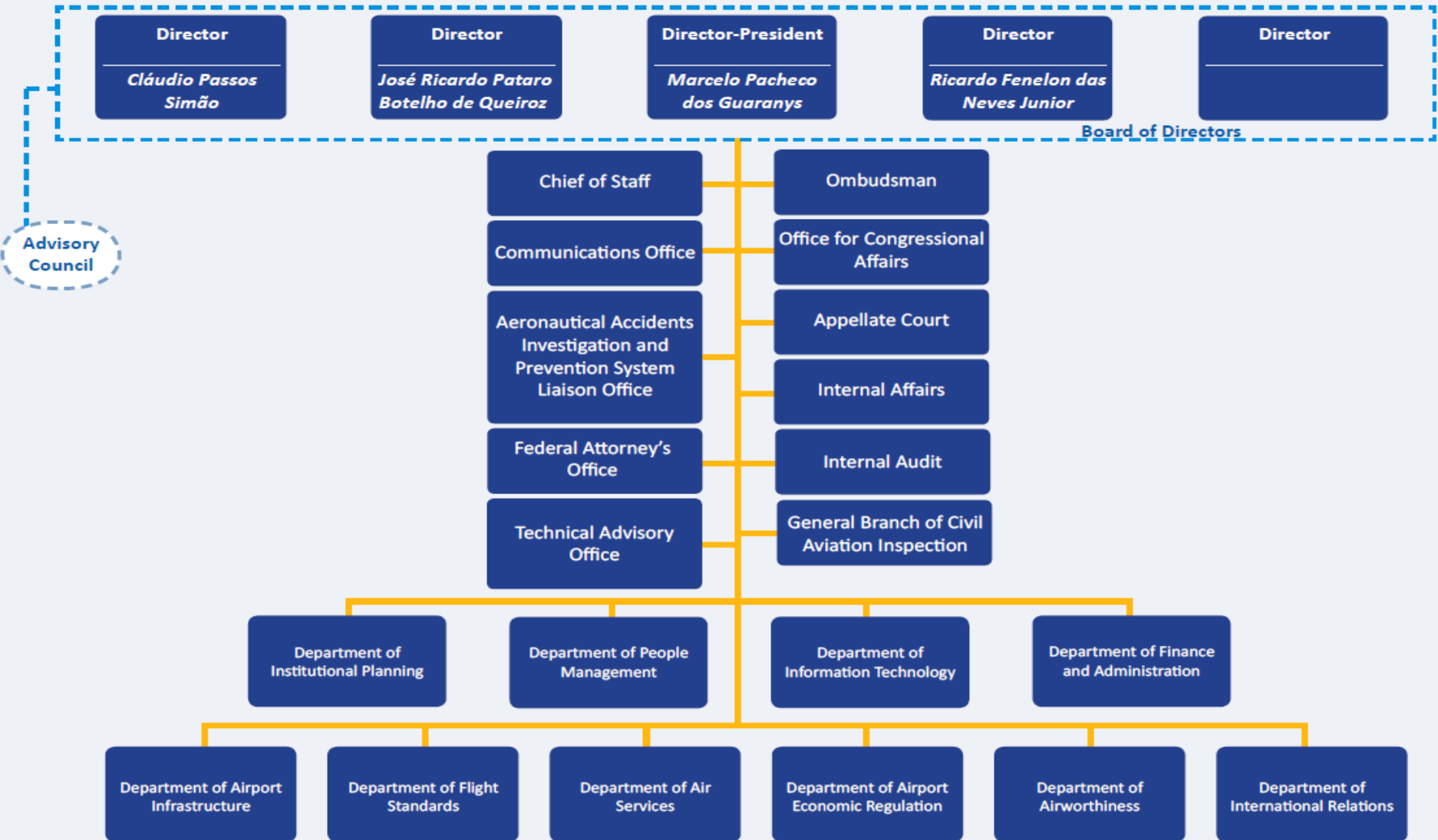
# Regulatory Framework



Chicago Convention



and the Annexes



## Brazilian Manufacturers

- 5 ANAC Production Certificates in place
  - 2 for aircraft (Embraer and Airbus Helicopters-Helibras)
  - 3 for parts (AGS, ELEB, RITTER)
  
- At least 1000 suppliers under manufacturers PC
  
- Unknown number of suppliers for foreign manufacturers

# Validation Process: We consider...

Lol as low  
as possible

as much as  
possible the SoD  
find of  
compliance

as much as  
possible the  
Cert Basis of  
the SoD

# International Cooperation in Certification



# Certification Airworthiness Agreements

- Brazil-USA: 40 years of cooperation  
Bilateral Aviation Safety Agreement – BASA (March 2004)  
Amendment 2 to Revision 1 of IPA: just signed, Feb. 2016  
IPA Revision 2: In progress.
  
- Brazil-EU: Brazil – EU Bilateral Agreement (July 2010)  
TIP Revision 2: September 2015
  
- Brazil-Canada: Memorandum of Understanding on Civil Aviation (July 2015)  
Implementation Procedures: In negotiation.
  
- CMT: Brazil officially attend CMT (Certification Management Team) in September 2015.

Link for brazilian agreements:

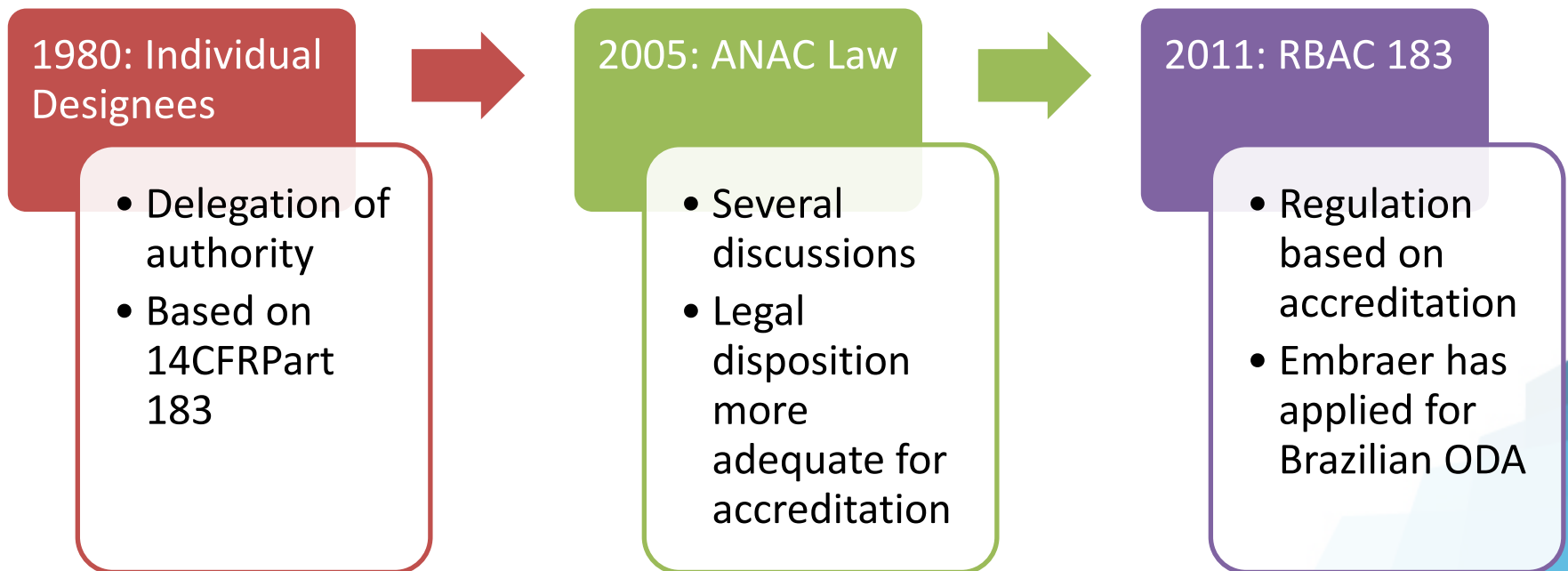
<http://www2.anac.gov.br/certificacao/Acordos/Acordos.asp>



## Regulatory Agenda on Aircraft Certification:

- Performance based certification for design organizations
- UAS interim rules
- Rulemaking done, but ongoing Project: ibr2020

# Performance based certification for design organizations



# Performance based certification for design organizations - Current status

- 2015 – decision to implement a system based on EASA-DOA
  
- ANAC is following:
  - ➔ ICAO Safety Management Panel (SMP)
  - ➔ Safety Management International Collaboration Group (SM-ICG)
  - ➔ Even though not attending, ANAC is very interested in the FAA Part 21/SMS ARC
  
- Rulemaking and change management plan from 2016 up to 2018.

# RPAS

- So far, only experimental operations are allowed
  - ➔ Guidance material: Supplementary Instruction 21-002 Rev. A (to be revised to include criteria for BVLOS\* ops)
  
- Special Regulation for non-experimental operations is under development
  - ➔ Reqs. proportional to mass and type of operation
  - ➔ Public commentation already done
  
- Challenges:
  - ➔ Regulation burden vs. associated risk of the operation
  - ➔ Safety vs. Companies' needs and wills
  - ➔ Enforcement

*\*BVLOS: Beyond Visual Line Of Sight*

## iBR2020

- To address the professional assembly of amateur-built kits
  - ➔ Temporary exemption for the major portion criteria (21.191)
  - ➔ Goal: to replace those kits by similar TC aircraft





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