

Bilateral Arrangement between the National Civil Aviation Agency of Brazil and Civil Aviation Authority of Norway for the Promotion of Aviation Safety

The National Civil Aviation Agency of Brazil (ANAC) and the Civil Aviation Authority of Norway (the Participants),

Desiring to promote aviation safety and environmental quality and compatibility and facilitate the exchange of Civil Aeronautical Products;

Noting common concerns for the safe operation of civil aircraft;

Recognizing the emerging trend toward multinational design, production, and interchange of civil aeronautical products;

Desiring to enhance cooperation and increase efficiency in matters relating to civil aviation and its safety;

Considering the possible reduction of the economic burden imposed on the aviation industry and operators by redundant technical inspections, evaluations, and testing;

Recognizing that the standards and systems for airworthiness approvals and environmental certification or acceptance of Civil Aeronautical Products are sufficiently similar to make this Arrangement practicable;

Recognising the mutual benefit of improved procedures for the reciprocal acceptance of approvals and testing as regards airworthiness, environmental protection, aircraft maintenance facilities, and continuing airworthiness;

Recognising that any such reciprocal acceptance needs to offer an assurance of conformity with applicable technical regulations or standards equivalent to the assurance offered by a Participant's own procedures;

Recognising that any such reciprocal acceptance also requires confidence by each Participant in the continued reliability of the other Participant's conformity assessments;

Recognising the respective commitments of the Participants under bilateral, regional and multilateral agreements and arrangements dealing with civil aviation safety and environmental compatibility;

Considering that Norway is a Party to the Agreement on the European Economic Area (the EEA Agreement), and that the Regulation of the European Parliament and Council No 216/2008 on common rules in the field of civil

aviation and establishing a European Aviation Safety Agency, as well as its implementing rules have been incorporated into the EEA Agreement;

Considering Decision No 179/2004 of the EEA Joint Committee according to which the European Community and the EFTA States shall pursue similar third country agreements within the field of civil aviation safety;

Considering the *Agreement Between the Government of the Federative Republic of Brazil and the European Union on Civil Aviation Safety*, signed on 14 July 2010 (the Agreement);

Anticipating the mutual benefits of concluding a corresponding Agreement on Civil Aviation Safety between Brazil and Norway;

Have reached the following understanding:

I. Purpose of This Arrangement

1. To recognize the mutual benefits of entering into an arrangement which will reflect the technical elements related to aviation safety contained in the Agreement;
2. To facilitate the recognition and the acceptance by each Participant of the other Participant's approvals and testing as regards, airworthiness, environmental protection, aircraft maintenance facilities and continuing airworthiness; and operations; and
3. To provide for cooperation in sustaining an equivalent level of safety and environmental objectives with respect to aviation safety.

II. Arrangements and Understandings

1. The Participants concur that similar technical elements related to aviation safety to those contained in the Agreement, attached, will be administratively applied by the Participants.
2. Unless otherwise specified, this Arrangement will apply, on the one hand, to the territory of Norway in which the Agreement on the European Economic Area is applied and under the conditions laid down in that Agreement and on the other hand, to the territory of Brazil.
3. The Ministry of Transport and Communications of Norway will take any measure necessary to ensure a timely transposition of all relevant EU aviation safety regulatory requirements into national legislation in accordance with the procedures laid down in the European Economic Area (EEA) Agreement. 1999.

III. Definition

In order to apply this Arrangement, when the text of the Agreement refers to "Technical Agent", it means for the purpose of this Arrangement, for Brazil, the National Civil Aviation Agency - ANAC and for Norway, the European Aviation Safety Agency (EASA).

IV. Additional Arrangements

Upon the incorporation into the European Economic Area (EEA) Agreement, of legal acts extending the European Aviation Safety Agency's competence to air operations, flight crew licensing and the approval of synthetic training devices, or any other areas, the Participants may decide on additional annexes, including transitional arrangements, specific to each area in accordance with the procedure in Paragraph X of this Arrangement.

V. Agreements

Except where otherwise specified in future Annexes or required by Norway's obligations under the European Economic Area (EEA) Agreement, obligations contained in agreements concluded by either Party with a third country not party to this Arrangement will not have effect with regard to the other Participant in terms of acceptance of the results of conformity assessment procedures in the third country.

VI. Competent authorities for design approvals and production oversight

1. Competent authorities as regards design approvals

For Brazil: the National Civil Aviation Agency - ANAC.
For Norway: the European Aviation Safety Agency

2. Competent authorities as regards production oversight

For Brazil: the National Civil Aviation Agency - ANAC.
For Norway: the Civil Aviation Authority.

VII. Competent authority to certify maintenance organisations

For Brazil: the National Civil Aviation Agency - ANAC.
For Norway: the Civil Aviation Authority



VIII. Differences of Interpretation or Application

Any difference regarding the interpretation or application of this Arrangement will be resolved by consultation between the Participants.

IX. Point of Contact

The Participants designate as their respective points of contact:

For National Civil Aviation Agency – ANAC:

Superintendent, Airworthiness Department - SAR
Setor Comercial Sul, Quadra 09, Torre A Ed. Parque Cidade Corporate
Lote C - Brasília, DF
CEP 70297-400

For the Civil Aviation Authority of Norway:

Luftfartstilsynet
Airworthiness Section
Postboks 234
N-8001 Bodø, Norway

X. Amendment

1. The Participants may amend in writing this Arrangement by mutual consent.
2. With the aim to ensure a coherent application of similar technical elements as those contained in the Agreement and this Arrangement, the Participants will, immediately after amendments have been proposed to the Agreement, initiate a procedure with a view to identifying corresponding amendments that should be made, when possible, in this Arrangement and come into effect at the same time as the amendments to the Agreement.
3. An amendment to this Arrangement will come into effect on the date of the latest written notification by one Participant to the other Participant to that effect.

XI. Withdrawal and Termination

1. Either Participant may terminate this Arrangement at any time upon six months' written notification to the other Participant, unless the notice of termination is withdrawn by mutual consent of the Participants before the expiry of the six months' notification period.

2. This Arrangement terminates and supersedes the *Administrative Arrangement on Certification under JAR-21 Subpart N between Departamento de Aviação Civil (DAC) Centro Técnico Aeroespacial (CTA) of Brazil and the Civil Aviation Authority (CAA) of Norway*, signed on October 9th, 2003.

XII. Effective Date and Signature

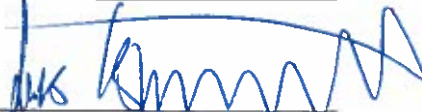
This Arrangement will come into effect on the date of the last signature.

Signed at 29/01/18



José Ricardo Pataro Botelho de
Queiroz
President Director
National Civil Aviation Agency of
Brazil - ANAC

Signed at 23.02.18



Lars Kobberstad
Director General
Civil Aviation Authority of Norway

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Mathematical Analysis of the ...

The second part of the paper discusses the ...



Figure 1: A graph showing the function ...



Figure 2: A graph showing the function ...