



Working Arrangement

between

**the European Union Aviation Safety Agency
(EASA)**

and

**the Directorate General of Civil Aviation of the Republic
of Chile
(DGAC)**

The European Union Aviation Safety Agency (EASA) and the Direction General of Civil Aeronautics of the Republic of Chile (DGAC), hereinafter referred to as the "Sides", have a common interest and benefit of a joint approach to achieve a high uniform level of civil aviation safety, security and environmental protection.

The Republic of Chile has responsibilities under the Convention on International Civil Aviation¹ (The Chicago Convention). And within the ICAO framework, EASA may cooperate with the competent authorities of third countries and act as a Regional Safety Oversight Organisation in matters covered by its legal mandate². Furthermore, the DGAC would like to go through a harmonization process with the International Civil Aviation Organization (ICAO) standards and converge when appropriate with the EU system and EU aviation safety rules and EASA measures. Both Sides recognise the continuous trend towards multinational design, production and operation of civil aeronautical products and have considered the need to reduce the economic burden imposed on the aviation industry and protectionist barriers together with the demand to further promote industrial and scientific cooperation.

The Sides therefore jointly decided to establish this working arrangement, as they are entitled by their respective constituting acts to implement in the fields of their competence³.

Section 1 - PURPOSE AND SCOPE

1. The purpose of this Working Arrangement is to:

- a) Reinforce the partnership between the Sides in the domains within their respective competences, with particular emphasis in aviation safety.
- b) Strengthen the regular exchange between the DGAC and EASA with regards to the institutional and regulatory harmonization and technical requirements in the field of aviation safety, interdependencies between safety and security⁴ and environmental protection.
- c) Define, as appropriate, coordination activities between DGAC and EASA in carrying out the tasks related to their respective competences and obligations under the Chicago Convention; and
- d) Define the working relationship between the DGAC and EASA in order to facilitate and accomplish the DGAC acceptance or validation of certificates issued by EASA in respect of products, parts and appliances, for which EASA carries out, on behalf of the member States of the EU and other States participating in its activities, the functions and tasks of the state of design⁵. This working agreement also covers cooperation on continuing airworthiness aspects in relation to the EASA approved products, parts and appliances which are validated or accepted by the DGAC and the related export airworthiness documentation where such products, parts and appliances are to be delivered to the Republic of Chile.

2. The scope of this Working Arrangement covers all regulatory aspects in the domains of civil aviation safety, interdependencies between safety and security and environmental protection related to products, parts, appliances, personnel, organizations, aerodromes, and related equipment and ATM/ANS

¹ Convention on International Civil Aviation, December 7, 1944, 61Stat.1180,15 U.N.T.S. 295; Decreto Supremo N° 270 de 1996, Reglamento de Aeronavegabilidad, DAR 08.

² Article 90 of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency. OJ L 212, 22.8.2018.

³ For EASA, Article 90(2) of Regulation (EU) 2018/1139.

⁴ EASA supporting tasks in the area of security as any other supporting activities will be carried out in accordance with the EASA legal mandate under Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency. OJ L 212, 22.8.2018.

⁵ The European third countries that participate in the activities of EASA under Article 129 of Regulation (EU) 2018/1139 are Iceland, Liechtenstein, Norway and Switzerland.

and related systems and constituents subject to Regulation (EU) 2018/1139 and its delegated and implementing acts.

3. Support activities to be carried out by EASA under this Working Arrangement will be subject to the availability of financial and human resources. The same applies to the DGAC.

Section 2 - DEFINITIONS

As applicable, the terminology used in this Working Arrangement is based on the definitions set out in Regulation (EU) 2018/1139 and its delegated and implementing acts, as well as in the Chicago Convention and its Annexes.

Section 3 - INSTITUTIONAL, REGULATORY COOPERATION AND TECHNICAL ASSISTANCE

1. The DGAC and EASA share an interest to work together on areas related to aviation within their respective areas of competence.
2. Upon request of the DGAC and subject to the availability of resources, EASA would provide the DGAC with information on its rulemaking activities.
3. Where feasible, EASA would consider the participation of the DGAC experts in EASA events, workshops and seminars related to the promotion, implementation, and interpretation of the relevant EU legislation. This excludes the participation of the DGAC in technical groups and bodies of EASA.
4. Upon request of the DGAC, and subject to the availability of resources, EASA would assist the DGAC in the implementation of the EU legislation through on-site fact-finding audits/assessments in the Republic of Chile. The purpose of such fact-finding audits will be to support the DGAC assessment of the level of the harmonization of the Chilean legislation with the EU legislation.
5. For the purpose of carrying out these fact-finding audits/assessments, EASA may use its standardisation methods and principles⁶ if deemed practicable, with the approval of the DGAC.
6. Upon request of the DGAC, and subject to the availability of resources, EASA may assist the DGAC in the development and implementation of the necessary measures to correct the findings identified in the course of the Universal Safety Oversight Audit Programme (USOAP) of the ICAO in the Republic of Chile, as well as with the establishment of its State Safety Programme (SSP) and Safety Management System (SMS).
7. Upon request of the DGAC, and subject to the availability of resources, EASA may provide the DGAC with capacity building and assistance in the preparation of the ICAO CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) implementation elements, in line with EU experience, ICAO standards, ICAO ACT CORSIA program and best practices.
8. To the maximum extent feasible, the Sides will consider the sharing of safety information and safety enhancement initiatives, as well as exchanging information on the safety issues and mitigation measures identified in the DGAC SSP and the European Plan for Aviation Safety (EPAS).
9. EASA may provide, upon request of the DGAC, with support to the implementation of the DGAC strategic plan and capacity building for institutional strengthening.

⁶ Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008. OJ L 179. 29.6.2014.

Section 4 - ACCEPTANCE OF CERTIFICATES AND APPROVALS

1. The following certificates and documentation issued or approved in accordance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof will be validated or directly accepted by the DGAC in accordance with the applicable Chilean legislation:
 - a) Upon request from an EASA type certificate holder who requires assistance in the validation of their type certificate by the DGAC, the Sides will coordinate to achieve maximum efficiency.
 - b) The DGAC will validate a Type Certificate (TC) or a Restricted Type Certificate (RTC) issued by EASA by issuing a DGAC certificate (Validation Act) based on the corresponding EASA certificate and by evaluating the type design in accordance with the airworthiness standards established in Chilean legislation. Upon request of the DGAC, and to facilitate such validation, the Sides may share information as appropriate.
 - c) The DGAC will make its best efforts to minimize any additional technical investigation required to accept the approval of a major design change made by the manufacturer (including a Supplementary Type Certificate - STC) and issued by EASA in accordance with EU legislation and procedure.
 - d) The DGAC will make its best efforts to minimize any additional technical investigation required to accept a European Technical Standard Order Authorisations (ETSOA), an approval of a minor design change and an approval of a major or minor repair design issued by EASA under EU legislation.
2. The Sides intend to cooperate in the development of implementing Procedures for Airworthiness (IPA) further specifying the validation or acceptance process by the DGAC.
3. This Working Arrangement does not allow EASA sharing third Sides' documents protected by Intellectual Property Rights (IPR).
4. This Working Arrangement is without prejudice to the responsibilities that the DGAC and EASA respectively have under international, EU and/or national law and shall not create legal obligations incumbent on the EU and its Member States or the Republic of Chile.

Section 5 - COOPERATION ON CONTINUED AIRWORTHINESS

1. The Sides intend to co-operate in analysing airworthiness aspects arising from accidents and incidents or any other investigations involving a product, part or appliance approved or accepted under this Working Arrangement.
2. The Sides intend to establish structured processes, including specific focal points and scheduled reviews, for regular feedback and communication on continued airworthiness issues on products, parts or appliances approved or accepted under this Working Arrangement. The extent of these processes should be commensurate with the continued airworthiness activities associated with those products, parts or appliances.
3. Either Side would report to the other Side on specific occurrences involving a product, part or appliance approved or accepted under this Working Arrangement, as soon as practicable, and will assist the other Side, if necessary, in analysing their effect on the safety of the products, parts or appliances in service.

4. Either Side would promptly inform the other Side of all mandatory airworthiness modifications, special inspections, special operating limitations or other mandatory actions in relation to the products, parts and appliances accepted or approved under this Working Arrangement, which it considers necessary to ensure the continuing airworthiness of the affected products, parts or appliances in service.
5. Where appropriate, the Sides would consult on the mandatory continued airworthiness information issued by either Side in carrying out the functions and tasks of the State of Design. Such mandatory continuing airworthiness information would normally be adopted by the other Side. The Sides would discuss continued airworthiness matters before the issuance of any unilateral mandatory continuing airworthiness information by the Side which is not carrying out the functions and tasks of the State of Design for the affected product, part or appliance in service. This does not affect the right of each Side to address unsafe conditions affecting the continued safety of aeronautical products operating under its jurisdiction in accordance with its responsibilities under international, EU and/or national law.
6. Further project specific cooperation provisions for the implementation of this Article may be established in the Annexes to this Working Arrangement.
7. The cooperation between the Parties under this Article will be without prejudice to the reporting obligations of Design Approval Holders under Regulation (EU) No 748/2012.

Section 6 - COOPERATION ON PRODUCTION MATTERS

1. For new aircraft to be exported to the Republic of Chile, the DGAC will accept an export certificate of airworthiness issued by EASA on the basis of an individual EASA Form 52 in accordance with a Production Organisation Approval (POA) granted under Commission Regulation (EU) No 748/2012 which states that the aircraft is in compliance with an EASA Type Certificate validated by the DGAC. Upon the aircraft operator's request, the DGAC will proceed to inspect the aircraft in order to verify that it meets the DGAC requirements to issue a certificate of airworthiness.
2. The DGAC will accept an EASA approved Flight Manual (FM) in the English language, which shall be provided with each aircraft to be exported to the Republic of Chile. In the case of engines and/or propellers, the DGAC will accept an EASA-approved Installation Drawing and Manual, an Operating Instruction Manual, and a Maintenance and Overhaul Manual in the English language for each engine and/or propeller to be delivered to the Republic of Chile.
3. Each new engine and/or propeller, as well as each new part and appliance, will be delivered to the Republic of Chile with an individual EASA Form 1, issued by a POA holder in accordance with Commission Regulation (EU) No 748/2012. The DGAC will accept EASA Form 1.

Section 7 - TRAINING

Upon request and where resources permit, the Sides intend to cooperate in the provision of training related to their respective regulatory oversight activities in the fields covered by this Working Arrangement. Provision of such training may be on a cost recovery basis in accordance with the applicable EU legislation.

Section 8 - COSTS

1. As appropriate, the institutional, regulatory, and technical assistance activities referred to in Section 3 of this Working Arrangement could be funded through the relevant EU technical assistance programmes, in accordance with their terms and conditions.

2. Without prejudice to paragraph 8.1, the Sides agree to bear respective costs incurred from the application of this Working Arrangement.

Section 9 - COMMUNICATION

1. The Sides should assign focal points to facilitate the implementation of this Working Arrangement. All routine communication will take place between these focal points. The following list shows the focal points to this Working Arrangement, and it may be amended by exchange of letters.

For EASA:	For the DGAC:
Strategy and Safety Management Directorate European Union Aviation Safety Agency Postfach 10 12 53 D-50452 Cologne, Germany Mr. Rodrigo PRIEGO Head of International Cooperation Department Phone: +49 221 89990 2070 E-mail: rodrigo.priego@easa.europa.eu	Directorate General of Civil Aviation of the Republic of Chile Avenida Miguel Claro 1314, Providencia, Santiago de Chile, Clasificador 3, Correo 9 Mr. Guillermo GALLARDO Head of Airworthiness Department Phone: +562 224392000 E-mail: sbd.aeronavegabilidad@dgac.gob.cl

2. All communication undertaken in execution of the Working Arrangement should be conducted in the English language.

Section 10 - CONFIDENTIALITY

1. The DGAC and EASA should, in accordance with the applicable laws and regulations of the Republic of Chile or of the EU, maintain confidentiality of data and information received under this Working Arrangement. Such data and information shall only be used by the DGAC or EASA for the purpose of this Working Arrangement.
2. The relevant legislation of the DGAC in force referred to in paragraph 10.1, as well as the internal rules and other procedures of the DGAC implementing such legislation, will be notified to EASA ultimately upon the signature of this Working Arrangement. The DGAC will promptly inform EASA of any changes to such legislation, rules or procedures.
3. The relevant European Union legislation in force referred to in paragraph 10.1, as well as the internal rules and other procedures of EASA implementing such legislation, will be notified to the DGAC ultimately upon the signature of this Working Arrangement. EASA will promptly inform the DGAC of any changes to such legislation, rules or procedures.
4. Where either Side receives a request from a third Side for information in its possession that originates from the other Side, it will consult with that other Side in order to ensure the fulfilment of the objectives of this Working Arrangement, notably those laid down under paragraph 10.1 and it will not disclose such information to a third Side without the written consent of the other Side, except when otherwise provided by the applicable legislation.

Section 11 - COMMENCEMENT, MODIFICATION, CONSULTATIONS AND DISCONTINUATION

1. This Working Arrangement shall be operational as from the date of its signature.

2. This Working Arrangement may be modified in writing by mutual consent of the Sides.
3. Any disagreement regarding the interpretation or application of this Working Arrangement shall be resolved by consultations between the Sides and will not be referred to any national or international tribunal or third party for settlement.
4. This Working Arrangement will continue to be operational until terminated by either Side by written notice. Such discontinuation will be effective sixty calendar days following the date of receipt of the written notification unless the notice of discontinuation has been withdrawn by mutual agreement before the expiry of the aforesaid period.

Signed in duplicate in the English language.

**For the European Union Aviation Safety Agency
(EASA)**



Mr. Florian GUILLERMET
Executive Director

**For the Directorate General of Civil
Aviation of the Republic of Chile (DGAC)**



Mr. Carlos MADINA
Director General

Date: 12/04/2024

Place: COLONIA, ALEMANIA

Date: 12/04/2024

Place: SANTIAGO, CHILE

