



Working Arrangement

between

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

and

**the Directorate General of Civil Aeronautics of Mexico
(DGAC)**

The European Union Aviation Safety Agency (EASA) and the Directorate General of Civil Aeronautics of Mexico (DGAC), hereinafter referred to as the "Parties", Considering the common interest and the benefits of a joint approach of the Parties to achieve a high uniform level of civil aviation safety, security and environmental protection;

Recalling the responsibilities of Mexico under the Convention on International Civil Aviation¹ (the Chicago Convention);

Noting the interest of Mexico to implement aviation safety, security and environmental protection requirements, and implementation procedures, harmonised or approximated with those of the European Union (EU); the Mexican aviation authority is undergoing a restructuring process. Moreover, Mexico would like to go through a regulatory convergence process with the International Civil Aviation Organization (ICAO) standards following the EU system and EASA rules;

Having in mind that the overall objective of the current Partnership Project EU-Latin America and Caribbean on Civil Aviation (EU-LAC APP) is to enhance the safety, political, economic and environmental partnership between LAC and Europe in the domain of civil aviation; specific objectives are: to promote EU standards; to strengthen regulatory cooperation, to facilitate market access; and to cooperate in the area of environment protection;

Recognising the continuous trend towards multinational design, production and operation of civil aeronautical products;

Considering 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;

Being entitled by their respective constituting acts to implement working arrangements in the field of civil aviation safety²;

Have agreed to conclude this Working Arrangement as follows:

1. PURPOSE AND SCOPE

1.1 The purpose of this Working Arrangement is to:

- a) further formalise a reinforced partnership between the parties in the aviation safety domain;
- b) define the EASA assistance to the Mexican DGAC with regards to the institutional and regulatory harmonisation and approximation of the Mexican legislation with the applicable EU standards and technical requirements in the field of aviation safety, interdependencies between safety and security³ and environmental protection.

¹ Convention on International Civil Aviation, December 7, 1944, 61 Stat. 1180, 15 U.N.T.S. 295

² For EASA, Article 90(2) to 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, p. 1. The exchange is in accordance with the legality of intellectual property (Article 1 Industrial Property Law and 1 of the Federal Copyright Law), as well as the Federal Law on Transparency and Access to Public Information.

³ 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.

- c) define the EASA assistance to the Mexican DGAC, as appropriate, in carrying out the tasks related to the obligations of Mexico under the Chicago Convention; and
- d) define the working relationship between the Mexican 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 Design.⁴ This Working Arrangement also covers continuing airworthiness aspects for the accepted or validated design of products, parts and appliances and the related export airworthiness documentation to be delivered to Mexico.

1.2 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, organisations, aerodromes and related equipment and ATM/ANS and related systems and constituents subject to Regulation (EU) 2018/1139⁵ and its implementing rules.

1.3 Any kind of support activities to be carried out by EASA under this WA will be always subject to available resources, as for the DGAC, it will be subject to its budgetary sufficiency.

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.

3. INSTITUTIONAL, REGULATORY COOPERATION AND TECHNICAL ASSISTANCE

3.1 DGAC has the will to approximate its institutional-regulatory system to that of the EU and, as appropriate, to harmonise, to the maximum extent possible, the legislation of Mexico with the EU legislation including the domain of aerospace, innovation and investigation of accidents and incidents. In this context, DGAC will develop and maintain a list of the differences between its national legislation and the EU legislation.

3.2 Upon request of DGAC, and subject to the availability of resources, EASA will provide DGAC with information on its rulemaking activities.

3.3 Where feasible, EASA will consider the participation of 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 DGAC in technical groups and bodies of EASA.

3.4 Upon request of DGAC, and subject to the availability of resources, EASA will assist DGAC in the implementation of the EU legislation through on-site fact-finding audits/assessments in Mexico. The purpose of such fact-finding audits will be to support the DGAC's assessment of the level of the harmonisation of the Mexican legislation with the EU legislation.

⁴ 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.

⁵ 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.

3.5 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.

3.6 Upon request of DGAC, and subject to the availability of resources, EASA may assist 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 Mexico, as well as with the establishment of Mexico's State Safety Programme (SSP), Safety Management System (SMS), Fatigue Risk Management System (FRMS) and ramp inspections in accordance with ICAO standards and recommended practices.

3.7 Upon request of DGAC, and subject to the availability of resources, EASA may provide 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.

3.8 To the maximum extent feasible, the Parties will consider the sharing of safety information and safety enhancement initiatives, as well as exchanging information on the safety issues and mitigating measures identified in the DGAC's SSP and the European Plan for Aviation Safety (EPAS).

3.9 In view of a possible DGAC's interest to ultimately join the EU Ramp Inspection Programme and subject to the availability of resources, EASA will support DGAC, upon DGAC's request, in providing training for DGAC ramp inspectors which is compliant and compatible with the relevant EU standards and procedures.

4 ACCEPTANCE OF CERTIFICATES AND APPROVALS

4.1 The following certificates and documentation issued or approved in accordance with Regulation (EU) 2018/1139⁷ and the delegated and implementing acts adopted on the basis thereof will be validated or directly accepted by DGAC in accordance with the applicable Mexican legislation as follows:

- a) DGAC will validate an EASA Type Certificate (TC), a Restricted Type Certificate (RTC) or a Supplemental Type Certificate (STC) by issuing a DGAC certificate on the basis of the relevant EASA certificate. Upon DGAC's request, and in order to facilitate such validation, EASA and DGAC may share information as appropriate, in particular where DGAC identifies that differences may exist between its airworthiness requirements and those of the EU.
- b) DGAC will accept upon notification by EASA at request of DGAC an approval of a major design change issued under EU legislation without any further technical investigation or validation and as equivalent to its own certificate issued in accordance with its legislation and procedures. When requested by DGAC, EASA and DGAC may share information to facilitate such acceptance as appropriate, in particular where DGAC identifies that differences may exist between its airworthiness requirements and those of the EU.
- c) DGAC will accept upon notification by EASA at request of DGAC a European Technical Standard Order Authorisation (ETSOA), an approval of a minor design change and an approval of a major or minor repair design issued under EU legislation without any further technical investigation or validation and

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.

⁷ The Parties note that, following the entry into force of Regulation (EU) 2018/1139 repealing Regulation (EC) No 216/2008, the certificates and documentation issued or approved in accordance with Regulation (EC) No 216/2008 and its implementing rules continue to be valid and are deemed to have been issued pursuant to the corresponding provisions of Regulation (EU) 2018/1139.

as equivalent to its own certificate issued in accordance with its legislation and procedures. EASA and the DGAC may share information to facilitate such acceptance, as appropriate, particularly when the DGAC identifies that there may be differences between their airworthiness requirements and those of the EU.

4.2 The Parties agree to cooperate in the development of implementing Procedures for Airworthiness (IPA) further specifying the validation or acceptance process by DGAC.

4.3 This Working Arrangement does not allow EASA sharing third parties' documents protected by Intellectual Property Rights (IPR);

4.4 This Working Arrangement is without prejudice to the responsibilities that Mexico and EASA respectively have under international, EU and/or national law.

5 CONTINUING AIRWORTHINESS

5.1 EASA will make available to DGAC the known unsafe conditions and the necessary mandatory corrective actions through the Airworthiness Directive publishing tool, which can be accessed at <http://ad.easa.europa.eu/>.

5.2 In accordance with the applicable Mexican legislation, DGAC will timely notify EASA of any unsafe condition or a potentially unsafe condition associated with the design or manufacturing of the 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 Design, and which are in service in Mexico. The cooperation between the Parties under this Article will be without prejudice to the reporting obligations of EASA design approval holders under Commission Regulation (EU) 748/2012.

6 AIRWORTHINESS SUPPORT ACTIVITIES

6.1 DGAC will accept an export certificate of airworthiness regarding a new aircraft delivered to Mexico issued based on an individual 'EASA Form 52' in accordance with a Production Organisation Approval (POA) granted under Commission Regulation (EU) No 748/2012⁸ and which states that the aircraft is in compliance with an EASA Type Certificate validated by DGAC.

6.2 DGAC will accept a Flight Manual (FM) in the English language, which will be provided with each aircraft to be delivered to Mexico. In the case of engines and/or propellers, an Installation Drawing and Manual, an Operating Instruction Manual as well as a Maintenance and Overhaul Manual in the English language will be accepted by DGAC for each engine and/or propeller to be delivered to Mexico.

6.3 Each new engine and/or propeller, as well as each new part and appliance, will be delivered to Mexico with an individual 'EASA Form 1', issued by a POA holder in accordance with Commission Regulation (EU) No 748/2012. DGAC will accept EASA Form 1.

7 TRAINING

⁸ Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisation (EASA Part 21), as last amended.

Upon request and where resources permit, the Parties will 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.

8 COSTS

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

8.2 Without prejudice to paragraph 8.1, the Parties agree to bear their respective costs incurred from the application of this Working Arrangement.

9 COMMUNICATION

9.1 The Parties will assign focal points to facilitate the implementation of this Working Arrangement. All routine communication will take place between these focal points. The list of focal points is provided in Annex 1 to this Working Arrangement and it may be amended by exchange of letters.

9.2 All communication undertaken in execution of the Working Arrangement will be conducted in the English language.

10 CONFIDENTIALITY

10.1 DGAC and EASA shall, in accordance with the applicable laws and regulations of Mexico (for DGAC) or of the EU (for EASA), maintain confidentiality of data and information received under this Working Arrangement. Such data and information shall only be used by DGAC or EASA for the purpose of this Working Arrangement.

10.2 The relevant legislation of DGAC in force referred to in paragraph 10.1, as well as the internal rules and other procedures of DGAC implementing such legislation, will be notified to EASA ultimately upon the signature of this Working Arrangement. DGAC will promptly inform EASA of any changes to such legislation, rules or procedures.

10.3 The relevant legislation of European Union 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 DGAC ultimately upon the signature of this Working Arrangement. EASA will promptly inform DGAC of any changes to such legislation, rules or procedures.

10.4 Where either Party receives a request from a third party for information in its possession that originates from the other Party, it will consult with that other Party 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 party without the written consent of the other Party, except when otherwise provided by the applicable legislation.

11 ENTRY INTO FORCE, AMENDMENTS, CONSULTATIONS AND TERMINATION

11.1 This Working Arrangement shall enter into force on the date of its signature.

11.2 This Working Arrangement may be amended in writing by mutual consent of the Parties.

11.3 Any disagreement regarding the interpretation or application of this Working Arrangement shall be resolved by common accord between the Parties.

11.4 This Working Arrangement will continue to apply until terminated by either Party by written notice. Such termination will be effective sixty calendar days following the date of receipt of the written notification, unless the notice of termination has been withdrawn by mutual agreement before the expiry of the aforesaid period.

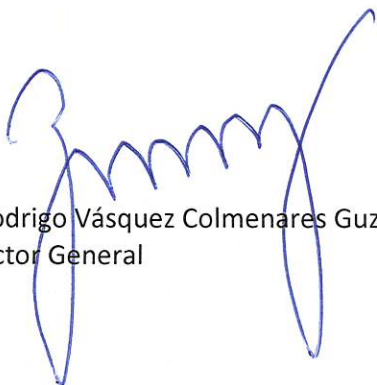
11.5 For the fulfillment of this Agreement, labor relations between the Parties will not be created, so in no case will they be considered jointly responsible or substitute employer.

Signed in duplicate in the English and Spanish language in México City on July 9, 2019. each version being equally valid. In case of any divergence of interpretation, the English text shall prevail.

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


Mr Patrick KY
Executive Director

**For the Directorate General of Civil
Aeronautics of Mexico (DGAC)**


Lic. Rodrigo Vásquez Colmenares Guzmán
Director General

**Annex 1
FOCAL POINTS**

The designated focal point offices for implementation of this Working Arrangement are:

For EASA:	For DGAC:
<p>Strategy and Safety Management Directorate European Aviation Safety Agency Postfach 10 12 53 D-50452 Cologne, Germany Mr Frank STEFFENS Head of International Cooperation Department Phone: +49 221 89990 4021 E-mail: frank.steffens@easa.europa.eu</p>	<p>Directorate General of Civil Aeronautics Sub-Secretariat of Transport Boulevard Adolfo López Mateos 1990, Colonia Los Alpes, C.P. 01010, Alcaldía Álvaro Obregón, Ciudad de México. Ing. Pablo Carranza Plata Director General Adjunto de Aviación Phone: 01 (55) 5723 9300 Ext. 18070 E-mail: pcarranp@sct.gob.mx</p>