



WORKING ARRANGEMENT

BETWEEN

**THE DIRECTORATE GENERAL CIVIL AVIATION
OF THE MINISTRY OF TRANSPORTATION OF THE REPUBLIC OF
INDONESIA**

AND

THE EUROPEAN UNION AVIATION SAFETY AGENCY

ON

AIRWORTHINESS CERTIFICATION

The Directorate General of Civil Aviation of the Ministry of Transportation of the Republic of Indonesia (DGCA Indonesia) and the European Union Aviation Safety Agency (EASA), hereinafter collectively referred to as 'the Sides', recall the Memorandum of Understanding between the Directorate General of Civil Aviation of the Ministry of Transportation of the Republic Indonesia and the European Union Aviation Safety Agency concerning cooperation in the field of civil aviation done in Singapore on 8 April 2019 (the MoU) and the intent of the Sides expressed in this MoU to further develop their cooperation on aviation safety matters.

The Sides also recall that they have a common interest to promote aviation safety and environmental protection compatibility.

After taking into account their obligations under their respective regulations, standards, practices, procedures and systems, and in order to reduce the burden imposed on the aviation industry by duplicated technical inspections, evaluations, and testing, the Sides agree to implement the MoU in the domain of aviation safety by establishing a cooperation framework to define mechanisms for the issuance and/or acceptance of certain airworthiness certificates and approvals issued under their respective laws and regulations.

The Sides have therefore decided to establish this Working Arrangement.

1. PURPOSE AND SCOPE

- 1.1. The purpose of this Working Arrangement is to define the terms of cooperation between DGCA Indonesia and EASA in order to facilitate and accomplish the DGCA Indonesia's issuance and/or acceptance of certificates and other relevant documentation issued in accordance with the legislation of the European Union (hereinafter referred to as "EU legislation") in respect of products, parts and/or non-installed equipment which are exported to the Republic of Indonesia and for which EASA carries out, on behalf of the Member States of the EU and other States participating in its work¹, the functions and tasks of the State of Design and of the State of Design of Modification in accordance with the Chicago Convention².
- 1.2. This Working Arrangement also covers continued airworthiness aspects for the accepted or issued approvals of design of products, parts and/or non-installed equipment and the related export airworthiness documentation to be delivered to the Republic of Indonesia.
- 1.3. This Working Arrangement is without prejudice to the responsibilities that DGCA Indonesia and EASA respectively have under international, EU and/or national law.
- 1.4. This Working Arrangement is not intended to create rights or obligations under international, EU or national law. This Working Arrangement does not create legal obligations incumbent on the European Union and its Member States or the Republic of Indonesia.

¹ The European third countries that participate in the work of EASA under Article 129 of Regulation (EU) 2018/1139 are Iceland, Liechtenstein, Norway and Switzerland.

² Convention on International Civil Aviation, Dec 7, 1944, 61 Stat. 1180, 15 U.N.T.S. 295.

2. DEFINITIONS

For the purposes of this Working Arrangement, the following terms have the following meaning:

- a) “acceptance” means recognition and direct acceptance by one Side, without further technical requirements or evaluation, of certificates and other relevant documentation issued in accordance with the laws of the other Side.
- b) “certificate” means any approval, licence, declaration or other document issued as a form of recognition of compliance that a civil aeronautical product, an organisation or a legal or natural person complies with the applicable requirements set out in laws and regulations of a Side.

3. ACCEPTANCE OF CERTIFICATES

3.1. The following certificates issued in accordance with EU legislation *i.e.* Regulation (EU) 2018/1139³ and its delegated and implementing acts are processed by DGCA Indonesia as follows:

- a) DGCA Indonesia validates a Type Certificate (TC), a Restricted Type Certificate (RTC) or a major change of TC, RTC or a Supplemental Type Certificate (STC) which leads to a change in the defined certification basis of the product or Airworthiness Limitations Section – which are issued under EU legislation – by issuing a DGCA Indonesia certificate on the basis of the relevant certificate issued under EU legislation and upon payment by the Applicant of the requisite fee in accordance with the DGCA Indonesia’s administrative policy.
- b) Other approvals of major design changes, STCs or major repair designs issued under EU legislation and not affecting the defined certification basis of the product or Airworthiness Limitations Section are accepted by DGCA Indonesia without further showing of compliance or notification by the design approval holder, as equivalent to its own certificates issued in accordance with its legislation and procedures. Upon request of DGCA Indonesia, EASA and DGCA Indonesia may share information to facilitate such acceptance as appropriate, in particular where DGCA Indonesia identifies that differences may exist between its airworthiness requirements and those of the EU.
- c) DGCA Indonesia accepts a minor design change approval, a minor repair design approval and a European Technical Standard Order Authorisation (ETSOA) issued under EU legislation without any further showing of compliance or notification by the design approval holder, as equivalent to its own certificates issued in accordance with its legislation and procedures.

3.2. This Working Arrangement does not foresee sharing by EASA of third parties' documents protected by Intellectual Property Rights (IPR).

³ 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.

4. REGULATORY COOPERATION

- 4.1 The Sides note that the holders of design certificates issued under EU legislation and referred to in paragraph 3 do not need to hold DGCA Indonesia's Design Organisation Approval (DOA) certificate.
- 4.2 The Sides further note that when, in accordance with EU legislation, EASA issues Design Organisation Approvals to organisations located in the Republic of Indonesia, without prejudice to obligations arising under EU law, EASA and DGCA Indonesia intend to establish appropriate coordination related to the oversight of those organisations. Nothing in this arrangement affects DGCA Indonesia's responsibilities as the authority carrying out safety-related functions and tasks on behalf of the Republic of Indonesia in accordance with the Chicago Convention and Indonesian legislation.

5. CONTINUED AIRWORTHINESS

- 5.1. EASA makes available to DGCA Indonesia 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. DGCA Indonesia is to 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 or State of Design Modification, and which are in service in the Republic of Indonesia.

6. AIRWORTHINESS SUPPORT ACTIVITIES

- 6.1. Each new aircraft is to be delivered to the Republic of Indonesia with an Export Certificate of Airworthiness based on 'EASA Form 52' issued by a holder of a Production Organisation Approval (POA) in accordance with Commission Regulation (EU) No 748/2012. That certificate is to state that the aircraft is in compliance with the DGCA Indonesia accepted Type Certificate. DGCA Indonesia accepts the Export Certificate of Airworthiness delivered in accordance with this paragraph.
- 6.2. DGCA Indonesia accepts a Flight Manual (FM) in the English language, which is to be provided with each aircraft to be delivered to the Republic of Indonesia. 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 is accepted by DGCA Indonesia for each engine and/or propeller to be delivered to the Republic of Indonesia.
- 6.3. Each new engine and/or propeller, as well as each new part and appliance, is to be delivered to the Republic of Indonesia with an 'EASA Form 1', issued by a POA holder in accordance with Commission Regulation (EU) No 748/2012. DGCA Indonesia accepts the EASA Form 1.

7. COSTS

The Sides each bear their own costs and expenses incurred in connection with the preparation and implementation of this Working Arrangement.

8. COMMUNICATION

- 8.1. The Sides intend to assign focal points to facilitate the implementation of this Working Arrangement. All routine communication is to take place between these focal points.
- 8.2. All communication undertaken in execution of this Working Arrangement is to be conducted in the English language.

9. CONFIDENTIALITY

- 9.1. DGCA Indonesia and EASA are to, in accordance with the applicable legislation of the Republic of Indonesia (for DGCA Indonesia) or of the EU (for EASA), take all necessary measures to ensure appropriate confidentiality of the information received under this Working Arrangement. DGCA Indonesia and EASA are to use this information solely for the exercise of their responsibilities related to the improvement of civil aviation safety.
- 9.2. The relevant legislation of the Republic of Indonesia in force referred to in paragraph 9.1, as well as the internal rules and other procedures of DGCA Indonesia implementing such legislation, is to be notified to EASA ultimately upon the signature of this Working Arrangement. DGCA Indonesia is to promptly inform EASA of any changes to such legislation, rules or procedures.
- 9.3. The relevant legislation of European Union in force referred to in paragraph 9.1, as well as the internal rules and other procedures of EASA implementing such legislation, is to be notified to DGCA Indonesia ultimately upon the signature of this Working Arrangement. EASA is to promptly inform DGCA Indonesia of any changes to such legislation, rules or procedures.
- 9.4. Where either Side receives a request from a third party for information in its possession that originates from the other Side, it is to consult with that other Side in order to ensure the fulfilment of the objectives of this Working Arrangement, notably those laid down under paragraph 9.1, and not to disclose such information to a third party without the written consent of the other Side, except when otherwise provided by the applicable legislation.

10. RESOLUTION OF DIFFERENCES

- 10.1. Any disagreement regarding the interpretation or application of this Working Arrangement is to be resolved by consultations between the Sides.
- 10.2. In case of differing interpretations by either Side of the applicable legal framework pertaining to certificates issued or accepted under this Working Arrangement, the Sides accept that the interpretation made by the Side whose laws, airworthiness or environmental protection regulations, standards, specifications, requirements, or acceptable means of compliance are discussed prevails.

11. COMMENCEMENT AND DISCONTINUATION

- 11.1. This Working Arrangement is operational as from the date of signature by the latter Side's duly authorised representative.

11.2. This Working Arrangement continues being operational until discontinued by either Side by written notice. Such discontinuation is effective 60 calendar days after the date of receipt of the written notification, unless the notice of discontinuation has been withdrawn by mutual consent before the expiry of the aforesaid period. The discontinuation of this Working Arrangement does not affect the continuation of the MoU agreed between the Sides or the validity of any certificate and other approval issued and/or accepted under the terms of this Working Arrangement prior to its discontinuation.

Signed in duplicate in Bahasa Indonesia and the English language, both texts having equal validity. In case of any divergence of interpretation of this Working Arrangement, the English text prevails.

For the Directorate General of Civil Aviation of
the Ministry of Transportation of the Republic
of Indonesia (DGCA Indonesia)
On behalf of the Director General

For the European Union Aviation Safety Agency
(EASA)

Sokhib Al Rokhman
Director of Airworthiness and Aircraft Operation

Florian Guillermet
Executive Director

Date: 10/08/2026

Date: 03/08/2026

Place: Jakarta

Place: Cologne