



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

Leasing / Code-share

Implementation Workshop

Air Ops Regulation (EU) No 965/2012

Warsaw, 15-16 May 2014

Your safety is our mission.
easa.europa.eu



Code-share

ARO

ARO.OPS.105
TCO complies with ICAO
CA liaises with CA of TCO

ORO

ORO.AOC.115
TCO complies with ICAO
Monitor on-going compliance
Observe Reg. [EU Safety List](#)



Leasing

ARO

ARO.OPS.110
TCO complies with ICAO
CA liaises with CA of TCO

ORO

ORO.AOC.110
Prior approval CA
Observe Reg. [\(EC\) No 2111/2005](#)

ORO.AOC.110 Leasing Agreements

Prior approval for any lease agreement, also between EU operators.



Additional requirements for wet lease-in with third-country operator & detailed description of elements to take into account in AMC1
ORO.AOC.110(c)



Additional requirements for dry lease-in with third-country operator & Agency Opinion 06/2012 on continuing airworthiness & dry-leasing with TCO

ARO.GEN.330 Changes –organisation & ORO.GEN.130 Changes

Framework dry lease-in agreement possible, if the authority issues a prior approval of the framework agreement, provided that:



OPS SPECS refer to page in the Operations Manual, which lists the aircraft registration marks



Authority and operator agree on procedure to manage changes



Wet lease-in

Lessee



wet lease-in

Operator (lessor) responsible for continuing airworthiness.

EU aircraft → Regulation 2042/2003

For non-EU operator

ORO.AOC.110(c) & AMC1 ORO.AOC.110 (c) : Continuing airworthiness standards of lessor equivalent to applicable requirements of regulation 2042/2003 ,

- *Part-M Subpart-B, Subpart-C and subpart-G,*
- *Part-145*

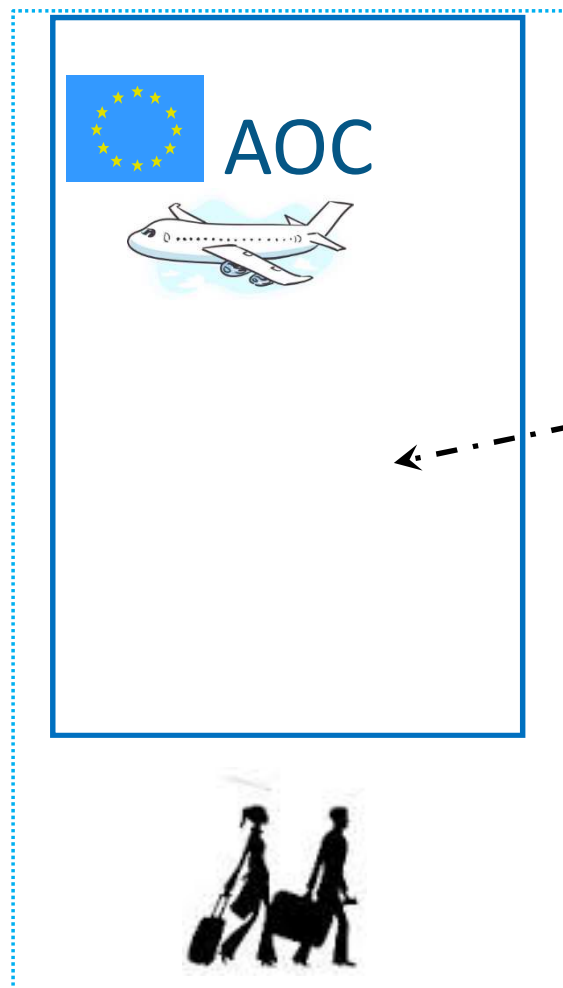
Lessor





Dry lease-in

Lessee



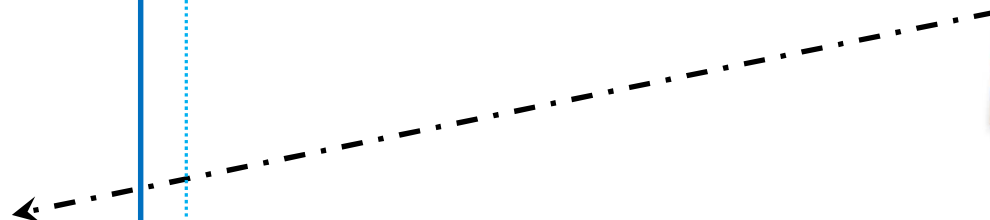
dry lease-in

Operator (lessee) responsible for continuing airworthiness.

Lessor

EU

registration

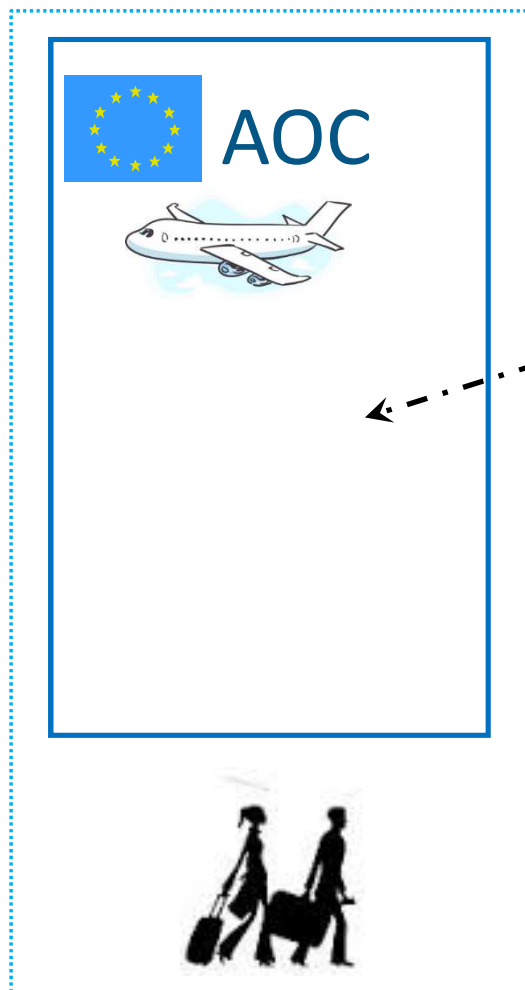


- *Aircraft to be included on the AOC of the Lessee*
- *CofA in accordance reg 748/2012 → ORO.AOC.100 (c)(2)*
- *Aircraft shall comply with Part-M*
- *EU operator (lessee) shall hold a CAMO approval as part of its AOC*



Dry lease-in (*future amendments*)

Lessee



dry lease-in

EU operator (lessee) responsible for continuing airworthiness.

Lessor



Non-EU
registration

- Aircraft to be included on the AOC lessee (ORO.AOC.100)
- CofA not in accordance with reg 748/2012 → ORO.AOC.100 (c)(2) will be amended with **Opinion 06/2012**
- ORO.AOC.110 (d)



- operational need + EU registered a/c **not available**
- limited duration (max 7 months)
- Aircraft equipped in accordance with AIR OPS
- SoR requirements for continuing airworthiness
- **+ Opinion 06/2012 (Part-T)** includes additional continuing airworthiness requirements.
 - ICAO Annex 8 CofA
 - EASA Type Certificate and compliance with EASA ADs
 - Operator's CAMO shall develop CAMO-T procedures



Dry lease-out to a non-EU operator

Lessor

EU
registration



dry lease-out

*Foreign operator (lessee) responsible
for continuing airworthiness.*

Lessee

AOC ICAO Annex 6



- Aircraft removed from the AOC of the lessor (EU operator)
- Aircraft listed on the AOC of the Lessee (**non-EU operator**)
- CofA from EU MS in accordance reg 748/2012
- ARO.OPS.110 (d) requires competent authority to:
 - Ensure compliance with Part-M, or,
 - Transfer of regulatory oversight to SoO
- In the case the aircraft remains under EU oversight:
 - **non-EU** operator shall contract a CAMO, or,
 - obtain CAMO approval from EASA



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Summary

Code-share

- CA **satisfied** with TCO's ICAO compliance
- Continuous compliance monitoring

Leasing

- Always CA approval
- Dry lease-in
 - TC up to 7 in 12 months
 - Compliance with EU continuing airworthiness requirements
- Wet lease-in
 - Valid TC AOC (ICAO Annex 6)
 - Airworthiness & air ops equivalent to EU requirements
 - Standard CofA (ICAO Annex 8)

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European Aviation Safety Agency