



CAMEROON CIVIL AVIATION AUTHORITY – DIRECTION OF AVIATION SAFETY		
MANUAL	REF	DSA.AOC.MAN.001
AIR OPERATOR CERTIFICATION AND SURVEILLANCE MANUAL	ED	02 DU 01/04/2015
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CHAPTER 10 LEASING

10.1 GENERAL

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DEFINITIONS:

Lessee: The party to which the aircraft is leased.

Lessor: The party from which the aircraft is leased.

Dry lease: The lease of an aircraft without its crew, operated under the AOC of the lessee (custody and the operational and commercial control of the lessee) using the lessee’s airline designator code and traffic rights.

Wet lease: A lease of an aircraft crew, operated under the AOC of the lessor, with commercial control of the lessee and using the lessee’s airline designator code and traffic rights.

Damp lease: A wet lease of an aircraft where the aircraft is operated under the AOC of the lessor, with the flight crew and possibly part of the cabin crew being provided by the lessor, and part or all of the cabin crew provided by the lessee.

10.1.1 While Cameroon permits the lease of foreign registered aircraft by Cameroon air operators, there are a number of legal and practical operational problems, which will be considered in the certification of an operator proposing to utilize leased aircraft, or when an operator, in possession of an AOC, proposes to act as a lessor or lessee or otherwise cooperate with another operator. These practices are economically driven and advantageous to operators. However, CCAA staff is responsible to ensure that safety takes precedence over any economic issues presented by the operator.

10.1.2 In recent years the practice of leasing aircraft has come into wide usage. Many leases involve aircraft owned by individuals or companies that are registered in one State and leased to operators from another State.



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10.1.3 Unless suitable arrangements are made between the States involved, a lease may create complex legal, safety, enforcement and practical problems for either the State of Registry of the aircraft or the State of the Operator, or both of these States. These problems arise because of possible uncertainty concerning which party is responsible for the safe operation and airworthiness of the aircraft, and uncertainty concerning the regulations of which State are applicable. The relevant authorities are responsible for resolving such uncertainties before a lease takes effect. The determination of responsibilities is a factual issue that depends upon the terms of the lease or other agreements. Determining which party to a lease is responsible for the operational control and airworthiness will in turn clarify the regulations of which State will apply, and what oversight responsibilities a particular State has for the operation of a leased aircraft. In some instances, the oversight responsibilities of the State of Registry and the State of the Operator may overlap. Some leases run for a long term while others are for short periods to cover temporary requirements.

10.1.4 In addition to the problems presented to CCAA, questions also arise concerning what steps can be taken to protect the financial interests and the assets of the lessor. This relates primarily to whether the laws and regulations of the State of Registry and its surveillance capabilities are adequate to cover the interests of the lessor in situations where the lessee, the operator of the aircraft, is from another State. Where the State of Registry and the State of the Operator are adequately carrying out their responsibilities for safety oversight, these actions should tend to protect the lessor's interests in a leased aircraft.

10.1.5 In Cameroon, CCAA is responsible for ensuring that every aircraft on Cameroon registry comply with the detailed technical and safety regulations promulgated by Cameroon, wherever such aircraft may be operated. However, where Cameroon registered aircraft are operated under a lease arrangement outside of Cameroon it will be difficult for CCAA to properly carry out safety oversight, particularly in international commercial air transport. These responsibilities in turn create serious surveillance and enforcement problems for the Cameroon because these leased aircraft are frequently operated in distant areas where CCAA personnel from Cameroon would find it difficult to conduct safety inspections. Compliance with the pertinent safety standards and regulations of Cameroon may therefore diminish. Violations of regulations may occur by design or from ignorance and be unknown to the Cameroon. As a result, it is unlikely that enforcement action would be taken with respect to such leased aircraft.