



PROTOCOL

(OPS.24) Aircraft leasing arrangements

January 2024



Acknowledgement of Country

The Civil Aviation Safety Authority (CASA) respectfully acknowledges the Traditional Custodians of the lands on which our offices are located and their continuing connection to land, water and community, and pays respect to Elders past, present and emerging.

Inside front cover artwork: James Baban.

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1. Purpose

This protocol is for the assessment of an operator's leasing arrangements under Part 119—Australian air transport operators—certification and management, Part 138—Aerial work operators, Part 141—Recreational, private and commercial pilot flight training, other than certain integrated training courses, and Part 142—Integrated and multi-crew pilot flight training, contracted training and contracted checking. Inspectors will use this protocol in conjunction with other protocols for the addition of aircraft that are subject to leasing arrangements.

2. Concept and philosophy

Specific regulations prescribe different obligations on operators. However, in each case, if the operator is the registered operator for the aircraft, then they are responsible for the continuing airworthiness of that aircraft.

The regulations also prescribe various requirements for the inclusion of aircraft leasing arrangements in their exposition/operations manual. However, the overriding requirement is that they operate the aircraft safely. Except for regulation 141.030, the regulations define aircraft leasing arrangements as a significant change if they do not maintain or improve, or are not likely to maintain or improve, aviation safety.

When an operator intends to add a new aircraft kind, type or model to their operations, or if the aircraft is a foreign registered aircraft, the addition triggers the provisions of a significant change.

3. Process

All administration tasks should follow standard regulatory service administration procedures (as applicable), in addition to the following:

- a. Operators will submit the following application form (as applicable):
 - i. [Air Operator's Certificate / Associated Approvals form](#) (CASA-04-5515)
 - ii. [Aerial Work Operations form](#) (CASA-04-5505)
 - iii. [Flight Training Operator Certificate application form](#) (CASA-04-5389)
 - iv. [Flight Training Operator Certificate - single instructor application](#) (CASA-04-6388).
- b. Regservices will create a case in EAP to be assigned to a CASA inspector.
- c. Regservices and the inspector should confirm that an EAP stop alert is not active.
- d. All associated CASA staff must be knowledgeable of, and competent with, Principle (OPS.24), which provides details for the assessment of aircraft leasing arrangements.
- e. The relevant sections of Worksheet (OPS.24) must be completed by the CASA inspector and saved as a PDF document in RMS, including:
 - i. the assessment summary
 - ii. the approval data sheet.
- f. If the application is a significant change, the inspector must complete the relevant section on the approval data sheet and provide the revision details for the exposition.
- g. The inspector must complete EAP in accordance with the EAP OAS Case Management - Regulatory Oversight Division (ROD) handbook (CASA-03-550).

4. List of supplements

Only the following supplements may be used in support of this protocol. The most recently approved versions will be found on the CASA intranet website. Approved forms are located on CASA's external website.

- [Principle \(OPS.24\) Aircraft leasing arrangements](#) (CASA-03-6345)

- [Worksheet \(OPS.24\) Aircraft leasing arrangements](#) (CASA-04-6346)
- [Air Operator's Certificate/Associated Approvals application](#) (CASA-04-5515)
- [Aerial Work Operations application](#) (CASA-04-5505)
- [Flight Training Operator Certificate application](#) (CASA-04-5389)
- [Flight Training Operator Certificate - single instructor application](#) (CASA-04-6388)

5. Scope

This protocol is for the assessment leasing arrangements for the supply of aircraft. The protocol will also be used as part of the assessment of a foreign registered aircraft for use by Australian operators.

The assessment does not cover a financial lease arrangement for an aircraft provided by specialist organisations or financial institutions that are delivered as if they were fully owned by the operator.

6. Competency requirements

To conduct the assessment, inspectors must have successfully completed the foundation training and advanced regulatory assessment training programs. Inspectors must also complete additional training in any other protocols related to the assessment.

7. Associated legislation

Table 1. Legislation associated with this protocol

Document	Title
Part 119 of CASR	Australian air transport operators—certification and management
Part 138 of CASR	Aerial work operations
Part 141 of CASR	Recreational, private and commercial pilot flight training, other than certain integrated training courses
Part 142 of CASR	Integrated and multi-crew pilot flight training, contracted training and contracted checking
CASA EX82/21	Part 119 of CASR - Supplementary exemptions and directions instrument

8. Guidance references

Table 2. Guidance material relevant to this protocol

Document	Title
AC 1-01	Understanding the legislative framework
AC 11-04	Approvals under CASR Parts 91,103,119,121,129,131,132,133,135,138 and 149 (including MOS)
AC 1-05	Aircraft leasing arrangements

Document	Title
Part 119 AMC/GM	Acceptable means of compliance and guidance material—Australian air transport operators—certification and management

9. ICAO references

Table 3. ICAO references applicable to this protocol

Document	Title
Annex 1	Personnel licensing
Annex 2	Rules of the air
Annex 6	Operation of aircraft
Annex 8	Airworthiness of aircraft

10. Revision history

Amendments/revisions of this protocol are recorded below in order of most recent first.

Table 4. Revision history table

Version No.	Date	Parts/Sections	Details
1.1	January 2024	All	Format and style changes only
1.0	April 2023	All	First release