

**Annex II to Decision 2018/003/R**  
**'AMC/GM to Part-ARO – Issue 3, Amendment 7'**

The Annex to Decision 2014/025/R of 28 July 2014 is hereby amended as follows:

The text of the amendment is arranged to show deleted, new or amended text as shown below:

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

AMC1 ARO.OPS.110, AMC2 ARO.OPS.110, GM1 ARO.OPS.110 and GM2 ARO.OPS.110 are amended as follows:

**AMC1 ARO.OPS.110 Lease agreements for aeroplanes and helicopters**

WET LEASE-IN

- (a) Before approving a wet lease-in agreement, the competent authority of the lessee should assess available reports on ramp inspections performed on aircraft of the lessor.
- (b) The competent authority should only approve a wet lease-in agreement if the routes intended to be flown are contained within the authorised areas of operations specified in the AOC of the lessor.

**AMC2 ARO.OPS.110 Lease agreements for aeroplanes and helicopters**

SHORT TERM WET LEASE-IN

The competent authority of the lessee may approve third country operators individually or a framework contract with more than one third country operator in anticipation of operational needs or to overcome operational difficulties taking into account the conditions defined in Article 13(3) of Regulation (EC) No 1008/2008.

**GM1 ARO.OPS.110 Lease agreements for aeroplanes and helicopters**

APPROVAL

- (a) Except for wet lease-out, approval for an EU operator to lease an aircraft of another operator should be issued by the competent authority of the lessee and the competent authority of the lessor.
- (b) When an EU operator leases an aircraft of an undertaking or person other than an operator, the competent authority of the lessee should issue the approval.

**GM2 ARO.OPS.110 Lease agreements for aeroplanes and helicopters**

DRY LEASE-OUT

The purpose of the requirement for the competent authority to ensure proper coordination with the authority that is responsible for the oversight of the continuing airworthiness of the aircraft in accordance

with Commission Regulation (EC) No ~~2042/2003~~1321/2014<sup>1</sup> is to ensure that appropriate arrangements are in place to allow:

- (a) the transfer of regulatory oversight over the aircraft, if relevant; or
- (b) continued compliance of the aircraft with the requirements of Commission Regulation (EC) No ~~2042/2003~~1321/2014.

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<sup>1</sup> ~~OJ L 315, 28.11.2003, p. 1.~~ OJ L 362, 17.12.2014, p.1.