



## CCAA AERONAUTICAL INFORMATION CIRCULAR, AIC

Article 178, paragraph 1(e) of the Landsbesluit Toezicht Luchtvaart,  
PB 2003, no. 56, as amended.

CURCW/23/926  
8 November 2023  
(Revision 1 – July 30, 2024)

### PURPOSE

The purpose of this AIC is to inform you about the applicability of CCAR, Curaçao Civil Aviation Regulations, Part 9.2.3.2 (b)(1) and (2) listed in Appendix 1 for the dry leasing of foreign registered aircraft.

### BACKGROUND

The provision of CCAR Part 9, article 9.2.3.2 (b)(1), *“There is in existence a current agreement between the Authority (CCAA) and the State of Registry that, while the aircraft is operated by the Curaçao AOC holder, the operations regulations of Curaçao are applicable”* is **not applicable** to aircraft registered by the FAA, Federal Aviation Administration, of the United States of America, with the “N” registration mark and dry leased by a local aircraft operator with respect to having an agreement.

An AOC holder may dry lease a foreign registered aircraft for commercial air transport as authorized by the CCAA, Curaçao Civil Aviation Authority, under the following conditions as per CCAR Part 9.2.3.2 (b)(1) and (2):

- (1) There is in existence a current agreement between the authority and the State of Registry that, while the aircraft is operated by the Curaçao AOC Holder, the operations regulations of Curaçao are applicable.
- (2) There is in existence a current agreement between the Authority and the State of Registry that:
  - (i) While the aircraft is operated by the AOC holder, the airworthiness regulations of the State of Registry are applicable; or,
  - (ii) If the State of Registry agrees to transfer some or all of the responsibility for airworthiness to the CCAA under Article 83 bis of the Chicago Convention, the airworthiness regulations of Curaçao shall apply to the extent agreed upon by the CCAA and the State of Registry.
  - (iii) The agreement acknowledges that the CCAA shall have free and uninterrupted access to the aircraft at any place and at any time.



## **APPLICABILITY**

This is not applicable to local AOC Holders operating an FAA “N” registered aircraft under a dry lease arrangement.

In cases of an FAA “N” registered aircraft, CCAR Part 9.2.3.2 (b)(1) and (2) **do not apply** with respect to the existence of a current agreement. The FAA does not enter into such agreements with any country. There is no transfer of responsibility for airworthiness. The shared oversight system is based on the **US FAR Part 129.14**. The Curaçao Civil Aviation Authority is fully responsible for safety oversight as the country of the operator.

Guidance Material: FAA Advisory Circular AC 129-4A.

This AIC is effective immediately.

On behalf the Minister of Traffic, Transport and Urban Planning,  
Curaçao Civil Aviation Authority,

drs. Peter Steinmetz,  
Director General.

Appendix 1. – CCAR Part 9.2.3.2 and IS: 9.2.3.2 Implementing Standards.



## **APPENDIX 1**

### **9.2.3.2 DRY LEASING OF FOREIGN REGISTERED AIRCRAFT**

- (a) An AOC holder may dry-lease a foreign aircraft for commercial air transport as authorized by the Authority.
- (b) No person may be authorized to operate a foreign registered aircraft unless:
  - (1) There is in existence a current agreement between the Authority and the State of Registry that, while the aircraft is operated by the Curaçao AOC holder, the operations regulations of Curaçao are applicable;
  - (2) There is in existence a current agreement between the Authority and the State of Registry that:
    - (i) While the aircraft is operated by the AOC holder, the airworthiness regulations of the State of Registry are applicable; or,
    - (ii) If the State of Registry agrees to transfer some or all of the responsibility for airworthiness to the Authority under Article 83 bis of the Chicago Convention, the airworthiness regulations of Curaçao shall apply to the extent agreed upon by the Authority and the State of Registry.
    - (iii) The agreement acknowledges that the Authority shall have free and uninterrupted access to the aircraft at any place and any time.
- (c) See Implementing Standards IS: 9.2.3.2 for additional requirements for dry leasing of foreign-registered aircraft.

## **IMPLEMENTING STANDARD**

### **IS: 9.2.3.2 DRY LEASING OF FOREIGN REGISTERED AIRCRAFT**

- (a) An AOC holder may dry lease an aircraft for the purpose of commercial air transportation from any AOC holder of a State which is signatory to the Chicago Convention provided that the following conditions are met:
  - (1) The aircraft carries an appropriate airworthiness certificate issued, in accordance with ICAO Annex 8, by the State of Registry and meets the registration and identification requirements of that country.
  - (2) The aircraft is of a type design which complies with all of the requirements that would be applicable to that aircraft were it registered in Curaçao, including the requirements which shall be met for issuance of a Curaçao standard airworthiness certificate (including type design conformity, condition for safe operation, and the noise, fuel venting, and engine emission requirements).
  - (3) The aircraft is maintained according to an approved maintenance programme.
  - (4) The aircraft is operated by Curaçao-licensed airmen with additional license authorization by the State of Registry, employed by the AOC holder.
- (b) Each AOC holder shall provide the Authority with a copy of the dry lease to be executed.
- (c) Operational control of any dry leased aircraft rests with the AOC holder operating that aircraft.
- (d) The Authority will list the dry leased aircraft on the lessor AOC holder's Operations Specifications
- (e) AOC holder engaged in dry leasing aircraft shall make the dry lease agreement explicit concerning the maintenance programme and MEL to be followed during the term of the dry lease.