
SCHEDULE
OF
IMPLEMENTATION PROCEDURES

for

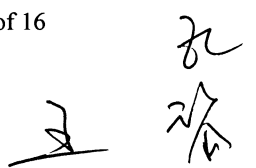
COOPERATION ARRANGEMENT
ON MUTUAL ACCEPTANCE OF
CERTIFICATES OF AIRWORTHINESS

BETWEEN

CIVIL AVIATION ADMINISTRATION OF CHINA,
CIVIL AVIATION DEPARTMENT OF HONG KONG, CHINA
AND
CIVIL AVIATION AUTHORITY OF MACAO, CHINA

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CHAPTER 1 GENERAL

1.1 Purpose

This Schedule of Implementation Procedures (SIP) is for executing the relevant provisions of the “Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China” (hereinafter referred to as the “CA”). It develops details procedures within the bounds of the CA so that the industry and the Authorities may follow in order to fulfil the CA.

1.2 Basis

This SIP is based on the Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China reached between the Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong, China (CAD) and the Civil Aviation Authority of Macao, China (AACM), in Macao on 13 May 2009.

1.3 Scope

This SIP applies to the wet lease between Air Operators and the transfer of aircraft registration among the three territories:

1.3.1 Wet Lease

- i CAAC accepts the Certificate of Airworthiness issued by CAD or AACM as the Authority of the lessor;
- ii CAD accepts the Certificate of Airworthiness issued by CAAC or AACM as the Authority of the lessor;
- iii AACM accepts the Certificate of Airworthiness issued by CAAC or CAD as the Authority of the lessor.

1.3.2 Transfer of Aircraft Registration

Any Authority accepts the technical evaluations, determinations, tests and inspections conducted by the other two Authorities for the issuance of Certificate of Airworthiness limited to the scope listed below:

- i Standard Airworthiness Certificate in Transport Category (Passenger, Cargo, Passenger/Cargo) and Transport Category Rotorcraft issued by CAAC;
- ii Certificate of Airworthiness in Transport Category (Passenger) and Transport Category (Cargo) issued by CAD;
- iii Certificate of Airworthiness in Commercial Air Transport Category (Passengers) and Commercial Air Transport Category (Cargos) issued by AACM.

1.4 **Definitions**

For the purposes of this SIP, the definitions of terms stipulated in the Cooperation Arrangement shall apply. As used in this SIP, the following definitions are provided to supplement those definitions contained in the CA:

“**Wet Lease**” means a leasing agreement whereby a lessee leases from a lessor an aircraft together with one or more crew members.

Note: Wet leasing is a temporary short-term arrangement. For long-term arrangement, other forms of leasing should be sought.

“**Lessor**” means the operator who provides an aircraft in a wet lease arrangement.

“**Lessee**” means the operator who receives an aircraft in a wet lease arrangement.

Note: In this SIP, the definitions of “Lessor” and “Lessee” are limited to Wet Lease arrangement.

“**Transfer of Registration**” means the activities in relation to an aircraft being de-registered from one Authority and registered to another Authority.

“**Authority**” means the government organisation responsible for regulating the airworthiness certification of aircraft. In this SIP, it refers to the Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong, China (CAD) or the Civil Aviation Authority of Macao, China (AACM).

“**De-registration Authority**” means the Authority that is responsible for de-registration of an aircraft.

“**Registration Authority**” means the Authority that is responsible for registration of an aircraft.

CHAPTER 2 WET LEASE OF AIRCRAFT

2.1 Requirements on Aircraft

2.1.1 Wet-leased aircraft shall be of a type which has already obtained the type certificate or acceptance of the type or meets the relevant airworthiness certification requirements imposed by the Authority of the lessee.

2.1.2 Wet-leased aircraft shall be an aircraft operating for the purpose of commercial air transport or aerial work.

2.1.3 Wet-leased aircraft shall possess the following documents issued by the Authority of the lessor:

- i Certificate of Registration;
- ii Standard Certificate of Airworthiness;
- iii Radio Station License;
- iv Noise Certificate.

Note: Noise Certificate is required by CAD and AACM but not required by CAAC.

2.1.4 Wet-leased aircraft shall be listed in the applicable approval documents approved by the Authority of the lessor.

Note:

1. The applicable approval documents issued by CAAC are “Air Carrier Certificate”, “Air Operator Certificate” or “Commercial (Non Transportation) Air Operator Certificate”, and the corresponding “Operations Specifications”.

2. The applicable approval documents issued by CAD are “Air Operator’s Certificate” or “Permit”, and the corresponding “Operations Specifications”.

3. The applicable approval documents issued by AACM are “Air Operator Certificate” and the corresponding “Operations Specifications”.

4. The registration marks for individual aircraft are not listed in CAD Air Operator’s Certificates requirements document; only the applicable aircraft



models are listed.

2.2 Requirements on Lessee

- 2.2.1 The lessee shall be a holder of applicable approval documents issued by its Authority.
- 2.2.2 The lessee shall ensure that any wet-leased aircraft is in compliance with the relevant operational regulations or requirements of Authority of the lessee.

2.3 Requirements on Lessor

- 2.3.1 The lessor shall be a holder of applicable approval documents issued by its Authority.
- 2.3.2 The lessor shall be responsible for the airworthiness of the wet-leased aircraft and ensure that the wet-leased aircraft is in compliance with the relevant operational regulations or requirements of its Authority.
- 2.3.3 The lessor shall promptly notify the lessee of any changes in the documents listed in 2.1.3.

2.4 Responsibilities of the Authorities

- 2.4.1 The Authority of the lessor is responsible for oversight of the airworthiness of the wet-leased aircraft.
- 2.4.2 The Authority of the lessor may delegate the airworthiness inspection for the wet-leased aircraft to the Authority of the lessee. The inspection procedures and details will be decided on a case-by-case basis.
- 2.4.3 The Authority of the lessee should promptly notify the Authority of the lessor of any non-conformity of the wet-leased aircraft.

2.5 Acceptance of Certificates of Airworthiness

- 2.5.1 Where the requirements mentioned in 2.1 to 2.3 above are met, the Authority of the lessee accepts the certificate of airworthiness issued by the Authority of the lessor in respect of the aircraft concerned and will not issue a separate certificate of airworthiness or certificate of validation.

- 2.5.2 The Authority of the lessee reserves the right not to accept the technical evaluations, determinations, tests and inspections in respect of a certificate of airworthiness issued by the Authority of the lessor as appropriate.

CHAPTER 3 TRANSFER OF AIRCRAFT REGISTRATION

When an aircraft registration is transferred from one Authority to the other, the following conditions shall be complied with prior to being registered in the Registration Authority:

3.1 Requirements on Aircraft – Applicant’s Responsibilities

- 3.1.1 The aircraft shall be of a type which has already obtained the type certificate or acceptance of the type issued by the Registration Authority.
- 3.1.2 The aircraft subject to registration transfer shall possess a Certificate of Airworthiness with corresponding category as listed in 1.3.2.
- 3.1.3 Used aircraft that was designed and manufactured by foreign countries should have been continuously operated for more than one year under the Certificate of Airworthiness issued by one of the three Authorities prior to registration transfer.

Note: “Used Aircraft” means prior to registration in one of the three Authorities, the aircraft had been registered and operated in other countries or regions.

- 3.1.4 High-level check or overhaul is not required by the Registration Authority prior to the delivery of aircraft for registration transfer among the three Authorities.

Note: Example of High-level check or overhaul is “C” or above maintenance check.

- 3.1.5 Marking and placard
The aircraft shall comply with the marking and placard requirements of the Registration Authority when registration is being transferred among the three Authorities.

- 3.1.6 Modification and Repair

Modifications and repairs embodied on the aircraft when registered in one of



the three territories and approved by that Authority shall be processed in accordance with the following principles:

- i Modifications and repairs approved by the De-registration Authority which is the primary certification Authority should be processed in accordance with the “Cooperation Arrangement on Mutual Acceptance of Approvals of Design Change and Repair Design among Civil Aviation Administration of China and Civil Aviation Department, Hong Kong, China and Civil Aviation Authority – Macao, China”.
- ii Modifications and repairs approved by the De-registration Authority based on the approval of a fourth party, the Registration Authority should process in accordance with its relevant regulations and requirements.

3.1.7 PMA part

The following principles should be applied for PMA parts that are installed in the aircraft:

- i For PMA parts approved by CAAC or CAD:
 - CAAC and CAD should process in accordance with “Cooperation Arrangement on Mutual Acceptance of Parts Manufacturer Approvals between Civil Aviation Administration of China and Civil Aviation Department, Hong Kong, China”.
 - AACM accepts in accordance with the principles of “Cooperation Arrangement on Mutual Acceptance of Parts Manufacturer Approvals between Civil Aviation Administration of China and Civil Aviation Department, Hong Kong, China”.
- ii For other PMA parts, the Registration Authority will process in accordance with its relevant regulations and requirements.

3.1.8 Authorised Release Certificate / Airworthiness Approval Tag

- i The three Authorities accept the following Authorised Release Certificate / Airworthiness Approval Tag for parts, components and assemblies that are installed within one year prior to the transfer of aircraft registration:
 - CAAC Form 038
 - CAD Form One
 - AACM Form One

- EASA Form 1
 - FAA Form 8130-3
- ii Registration Authorities accept parts, components and assemblies with any Authorised Release Certificate / Airworthiness Approval Tags that are installed over one year before the transfer of aircraft registration.

3.1.9 Test Flight

Test flight is not required by the Registration Authority for transfer of aircraft registration among the three Authorities.

3.1.10 Electrical Load Analysis

The aircraft shall comply with the electrical load analysis requirements of the Registration Authority when registration is being transferred among the three Authorities.

Note: Electrical load analysis is required by CAD and AACM but not required by CAAC.

3.2 **Requirements on Applicant Registering the Aircraft**

3.2.1 Applicant shall ensure the aircraft for registration transfer complies with the operating regulations or requirements of the Registration Authority.

3.2.2 Applicant shall submit a report to the Registration Authority including, but not limited to: operating history of the aircraft, Certificate of Airworthiness, list of modifications and repairs (stating the primary certification authority), and compliance statements for markings and placards, Authorised Release Certificate / Airworthiness Approval Tags, Airworthiness Directives (AD) and Services Bulletins (SB), etc.

3.2.3 Applicant shall comply with any other relevant requirements for the application of Certificate of Airworthiness of the Registration Authority.

3.3 **Responsibilities of the Authorities**

3.3.1 Declaration of De-registration

The De-registration Authority should provide a declaration for aircraft de-registration to the Registration Authority.



3.3.2 Declaration for Airworthiness

The airworthiness of the aircraft is evidenced by the current Certificate of Airworthiness. Other relevant proof of airworthiness would not be provided by the De-registration Authority.

Note: The three Authorities will not issue Export Certificate of Airworthiness or Statement of Conformity.

3.3.3 Aircraft Inspection and Issuance of Certificate of Airworthiness

Authority will not conduct additional inspection to issue Certificate of Airworthiness after verifying that the aircraft and applicant fulfil the requirements in 3.1 and 3.2.

3.3.4 Special Requirement

No other special requirement apart from the requirements in this SIP would be requested by the Registration Authority for the transfer of aircraft registration among the three Authorities.

3.3.5 Exception

The Registration Authority reserves the right not to accept the technical evaluations, determinations, tests and inspections conducted by the De-registration Authority for the issuance of the Certificate of Airworthiness.

CHAPTER 4 MUTUAL COOPERATION AND TECHNICAL ASSISTANCE

4.1 Each Authority should ensure that all the information of its applicable airworthiness laws, regulations, standards and requirements and its airworthiness certification procedures are made available to the other two Authorities via the channels mentioned in Appendix A to this SIP.

4.2 Each Authority should as soon as practicable notify the other Authorities of any proposed significant revisions to its standards for airworthiness certification, offer the other Authorities an opportunity to comment and give due consideration to the comments made by the other two Authorities on the proposed revisions.

4.3 Each Authority should as soon as practicable notify the other Authorities of any



proposed revisions to airworthiness certification procedures for aircraft covered by this SIP.

- 4.4 The Authority of the lessee may assist the Authority of the lessor in the inspections of airworthiness of the wet-leased aircraft upon request by the Authority of the lessor.
- 4.5 The three Authorities should convene an annual meeting to review and reflect on the activities involved in this SIP, and give notice of corresponding changes in regulations, requirements and procedures, as well as assess the execution of this SIP or any proposed amendments to this SIP.


CHAPTER 5 NOTIFICATION OF NON-CONFORMITY

5.1 Notification of Non-Conformity to Certification Regulations or Requirements

- 5.1.1 Each Authority should notify the other Authorities in a timely manner of any non-conformity to the certification regulations or requirements (including decision on exemption) of the approved type design involving wet-leased or registration-transferred aircraft among the three Authorities.
- 5.1.2 The Authority of the lessor should notify the Authority of the lessee upon detection of any non-conformity to the approved type design (e.g. modification of the configuration of the aircraft by the lessor resulting in non-conformity to the approved type design) of any wet-leased aircraft.
- 5.1.3 The above-mentioned notification should be given to the relevant Authorities in writing (e.g. by fax, e-mail etc.) within five working days.

5.2 Notification of Any Investigation or Mandatory Action to Wet-Lease Aircraft

- 5.2.1 The Authority of the lessee should notify the Authority of the lessor of any investigation into any unsafe condition in the operation of aircraft relating to the product design (including the approved and implemented modification items), manufacture or maintenance. The notification should be given within 48 hours in writing (e.g. by fax, e-mail etc).
- 5.2.2 The Authority of the lessee should notify the Authority of the lessor of the detailed requirements of mandatory airworthiness action (e.g. special restriction, special inspection etc.) taken against aircraft. The notification should be



given within 24 hours in writing (e.g. by fax, e-mail etc).

CHAPTER 6 SETTLEMENT OF DISAGREEMENT

Any disagreement arising out of the execution of this SIP should be resolved by the three Authorities through negotiations.

CHAPTER 7 ENTRY INTO FORCE AND TERMINATION




7.1 Entry into Force

This SIP becomes effective and supersedes the “Schedule of Implementation Procedures for Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China” dated 21 April 2010 upon signature by the three Authorities.

7.2 Termination

This SIP shall be automatically terminated upon the termination of the “Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China”.

The termination of this SIP does not affect the validity of activities executed under the CA and this SIP prior to the termination.

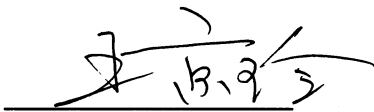




CHAPTER 8 APPROVAL

This SIP has been reviewed and approved by the undersigned:

Dated: 17 November 2011

on behalf of Civil Aviation Administration of China



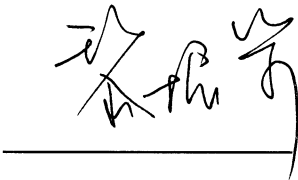
WANG Jingling
Deputy Director General
Aircraft Airworthiness Certification Department

and on behalf of Civil Aviation Department of Hong Kong, China

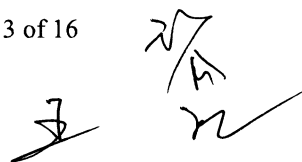


for Y.P. TSANG
Chief, Airworthiness Standards
Flight Standards and Airworthiness Division

and on behalf of Civil Aviation Authority of Macao, China



Brian LAI
Head of Department
Airworthiness



APPENDIX A

POINTS OF CONTACT

1. Civil Aviation Administration of China (CAAC):

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Title	Assistant Division Chief Airworthiness Inspection Division Aircraft Airworthiness Certification Department
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Official Website	http://safety.caac.gov.cn/index_sh.jsp Civil Aviation Safety Net of China




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APPENDIX A (CONT'D)

POINTS OF CONTACT

2. Civil Aviation Department of Hong Kong, China (CAD):

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Official Website	www.cad.gov.hk Civil Aviation Department The Government of the Hong Kong Special Administration Region

APPENDIX A (CONT'D)

POINTS OF CONTACT

3. Civil Aviation Authority – Macao, China (AACM):

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