

AERONAUTICAL CIRCULAR CIVIL AVIATION AUTHORITY – MACAO, CHINA

SUBJECT:

*Cooperation Arrangement on Mutual Acceptance of
Certificates of Airworthiness
Between
Civil Aviation Administration of China,
Civil Aviation Department, Hong Kong, China and
Civil Aviation Authority – Macao, China*

EFFECTIVE DATE:

15 November 2017

CANCELLATION:

This Aeronautical Circular (AC) supersedes AC/AW/021R03 dated 30 April 2014.

GENERAL:

The President of Civil Aviation Authority – Macao, China, in exercise of his power under Article 35 of the Statutes of Civil Aviation Authority approved by the Decree-Law 10/91/M and paragraph 89 of the Air Navigation Regulation of Macao (ANRM) established this AC.

1 Introduction

1.1 The Civil Aviation Administration of China (CAAC), the Civil Aviation Department, Hong Kong, China (HKCAD) and the Civil Aviation Authority – Macao, China (AACM), hereinafter referred to as the Authorities,

- intending to give as much recognition as practicable to technical evaluations, test results, inspections, conformity statements, marks of conformity and certificates issued by the other Authorities for aircraft leasing and aircraft registration transfer;

- desiring to achieve common safety objectives, establishing and maintaining airworthiness standards and certification systems;
- considering the possible reduction of the economic burden imposed on aviation industry and operators by redundant technical evaluations, tests and inspections;

signed the “Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness” (hereafter referred to as the “Cooperation Arrangement”) on 13 May 2009.

- 1.2 With effective of this Cooperation Arrangement, the procedure for issuing Export Certificate of Airworthiness between the Authorities has been eliminated.
- 1.3 On 30 March 2010, the Authorities signed the Schedule of Implementation Procedures (SIP) revision 1 governing the execution of the aircraft wet leasing arrangements based on this Cooperation Arrangement.
- 1.4 On 17 November 2011, the Authorities signed the SIP revision 2 extending the procedures to cover transfer of aircraft registration based on this Cooperation Arrangement.
- 1.5 On 12 December 2012, the Authorities signed the SIP revision 3 revising paragraph 2.2 and 3.1.8 related to requirements on lessee and acceptance of authorised release certificate / airworthiness approval tag respectively.
- 1.6 On 18 March 2014, the Authorities signed the SIP revision 4 including the following changes:
 - The introducing of the “Checklist for Transfer of Aircraft Registration Among the Three Regions”. The compliance statement by the applicant is no longer required.
 - Modifications and repairs approved based on the approval of a fourth party are now acceptable if the aircraft has been operated safely for more than two years following the embodiment.
 - The time limit for acceptance of all installed parts, components and assemblies was extended from 1 to 2 years.
 - The terms ‘Noise Certificate’ was rephrased to ‘Noise Certification Document’.

1.7 On 05 January 2017, the Authorities signed the SIP revision 5 including the following changes:

- For parts, components and assemblies that cannot accepted under paragraph 3.1.7 i or ii, the Registration Authority should process in accordance with respective relevant regulations and requirements.
- the “Checklist for Transfer of Aircraft Registration Among the Three Regions” was updated to include the aforementioned provision.

1.8 The purpose of this AC is to notify the public of the implementation details of this Cooperation Arrangement and its Schedule of Implementation Procedures.

2 Applicability

2.1 This Cooperation Arrangement applies to aircraft in respect of which the type approval has been issued by the receiving Authority.

3 The Cooperation Arrangement

3.1 The Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness is enclosed in Appendix 1 of this AC.

4 Schedule of Implementation Procedures

4.1 The SIP governs the execution of the relevant provisions of the Cooperation Arrangement on Mutual Acceptance of Certificate of Airworthiness between the three Authorities. It seeks to simplify the procedures for wet leasing aircraft and transfer of aircraft from the aircraft registers, mutual acceptance of certificates of airworthiness for the ultimate free transfer of aircraft between the three Authorities.

4.2 The current SIP enclosed in Appendix 2 of this AC applies to the wet lease arrangement of aircraft between Air Operator Certificate (AOC) holders and the transfer of aircraft registration between the three Authorities.

5 Conditions

5.1 This SIP **does not** supersede AC/OPS/015 (Aircraft Leasing) and the Macao Aviation Requirements MAR-1 Airworthiness Procedures AP2 (Type Acceptance of Aircraft), AP3 (Registration of Aircraft) & AP4 (Certificate of Airworthiness) approved by AC/AW/004. It only simplifies certain procedures concerning airworthiness aspects of aircraft wet leasing arrangements and the transfer of aircraft registration between the three Authorities. Other aspects prescribed in AC/OPS/015 and AC/AW/004 shall remain effective.

- END -

**COOPERATION ARRANGEMENT
ON MUTUAL ACCEPTANCE OF
CERTIFICATES OF AIRWORTHINESS
BETWEEN**

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

The Civil Aviation Administration of China (CAAC), the Civil Aviation Department, Hong Kong, China (CAD), and the Civil Aviation Authority – Macao, China (AACM), hereinafter referred to as the Authorities,

whereas

- each Authority has determined that the standards and systems of the other Authorities for the airworthiness certification of aircraft are sufficiently equivalent to its own to make a cooperation arrangement practicable; and
- each Authority wishes to develop and employ procedures for granting airworthiness certification of aircraft leased from a person under the jurisdiction of, or aircraft transferred from the aircraft register of, the other Authorities so as to give as much recognition as practicable to technical evaluations, test results, inspections, conformity statements, marks of conformity and certificates issued by the other Authorities in granting its own local certification of such aircraft; and
- in the interest of promoting aviation safety and preservation of the environment with a view to fostering cooperation and assistance between the Authorities in achieving common safety objectives, establishing and maintaining airworthiness standards and certification systems which are as similar to those of the other Authorities as practicable and cooperating in the reduction of the economic burden on aviation industries and operators arising from repetitive technical evaluations, tests and inspections;

therefore, having agreed on certain principles and arrangements in order to:

- facilitate the airworthiness certification by the receiving Authority of aircraft leased from a person under the jurisdiction of, or aircraft transferred from the aircraft register of, another Authority;
- provide for the development of procedures between the Authorities for these purposes and for facilitating management of the emerging trend toward worldwide design, manufacture, and interchange of aircraft involving the joint interests of the Authorities in airworthiness certification;
- provide for cooperation in sustaining safety quality objectives;

the Authorities agree as follows:

1 Definitions

For the purpose of this Cooperation Arrangement:

"**Authority**" means the government organisation responsible for regulating the airworthiness certification of aircraft.

"**Transfer**", in relation to aircraft, means the process of deleting an aircraft from the aircraft register maintained by one Authority and entering it in the aircraft register maintained by another Authority.

2 Applicability

This Cooperation Arrangement applies to aircraft in respect of which the type approval has been issued by the receiving Authority.

3 Acceptance of Certificates of Airworthiness

- 3.1 For an aircraft prescribed in paragraph 2 leased from a person under the jurisdiction of, or transferred from the aircraft register of, another Authority, the receiving Authority shall use its best endeavours to give the same validity to the technical evaluations, determinations, tests, and inspections

about the certificate of airworthiness concerned made by such other Authority as if the receiving Authority had made them itself.

- 3.2 Any Authority reserves the right not to accept the aforesaid technical evaluations, determinations, tests and inspections about a certificate of airworthiness issued by another Authority in appropriate cases.

4 Mutual Cooperation and Assistance

- 4.1 Each Authority shall apprise the other Authority of all its relevant airworthiness laws, regulations, standards and requirements, and of its airworthiness certification procedures.
- 4.2 Each Authority shall as soon as practicable notify the other Authorities of 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 Authorities on the intended revisions.
- 4.3 Each Authority shall as soon as practicable notify the other Authorities of proposed revisions to airworthiness certification procedures for aircraft covered by this Cooperation Arrangement.
- 4.4 The Authorities shall provide to each other such technical evaluation assistance as they agree is appropriate.

5 Notification of Non-conformity

Each Authority shall:

- a. notify the other Authority when a serious non-conformity by any aircraft of which the aircraft type has been leased out or transferred from its aircraft register with any certification regulations or requirements is known; and
- b. promptly advise the other Authority of any investigation or

enforcement action in respect of aircraft leased in or transferred to its aircraft register.

6 Interpretation

In the case of conflicting interpretations of the airworthiness criteria prescribed by the receiving Authority pertaining to acceptances under this Cooperation Arrangement, the interpretation of the receiving Authority shall prevail.

7 Implementation

7.1 The Authorities shall endeavour to develop a schedule of implementation procedures for this Cooperation Arrangement.

7.2 When such a schedule has been agreed between the Authorities, this Cooperation Arrangement shall be implemented in accordance with its provisions.

7.3 The Authorities shall jointly review such schedule from time to time and may amend it as appropriate by written agreement.

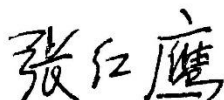
8 Entry into Force

This Cooperation Arrangement shall enter into force upon signature by the Authorities.

9 Termination

Either Authority may at any time give notice to the other Authorities, of its decision to terminate this Cooperation Arrangement. The Cooperation Arrangement shall terminate twelve months following the date of receipt of the notice by the other Authorities, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.

Signed in (*Macao, China*) on (*13 May 2009*) on behalf of Civil Aviation
Administration of China



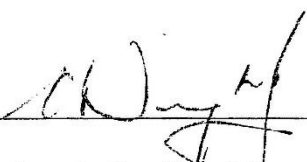
Director General of Aircraft Airworthiness Certification Department, Civil
Aviation Administration of China

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



Director-General of Civil Aviation, Civil Aviation Department, Hong Kong,
China

and on behalf of Civil Aviation Authority of Macao, China



President of Civil Aviation Authority - Macao, China

**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 flight 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 Certification Document.
- 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 Except to those maintenance checks required under the maintenance programme, additional maintenance check is not required by the Registration Authority prior to the delivery of aircraft for registration transfer among the three Authorities.
- 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 For modifications and repairs approved by the De-registration Authority which is the primary certification Authority, the Registration Authority should process 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 For modifications and repairs approved by the De-registration Authority based on the approval of a fourth party, if there exists evidence showing that the aircraft has been operated safely for more than two years following the embodiment, the Registration Authority should accept said modifications or repairs.
- iii For modification and repairs that cannot accepted under i or ii above, the Registration Authority should process in accordance with respective relevant regulations and requirements.

3.1.7 Installed parts, components and assemblies and their associated Authorised Release Certificates / Airworthiness Approval Tags

- i The three Authorities accept the Authorised Release Certificates / Airworthiness Approval Tags for parts, components and assemblies that are installed over two year prior to the transfer of aircraft registration:
- ii The three Authorities accept the following Authorised Release Certificates / Airworthiness Approval Tags for parts, components and assemblies that are installed within two year prior to the transfer of aircraft registration:
 - CAAC Form AAC-038
 - CAD Form One
 - AACM Form One
 - EASA Form 1
 - FAA Form 8130-3
- iii For parts, components and assemblies that cannot accepted under i or ii above, the Registration Authority should process in accordance with respective relevant regulations and requirements.

3.1.8 Flight Test

Except to the flight tests necessitated by maintenance or modification, additional flight test is not required by the Registration Authority for transfer of aircraft registration among the three Authorities.

3.1.9 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.

3.2 Requirements on Applicant of Aircraft Registration

3.2.1 Applicant shall submit to the Registration Authority an application for Certificate of Airworthiness in prescribed application form.

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), compliance statements for applicable Airworthiness Directives (AD) and compliance statements for 3.1.1 to 3.1.3, 3.1.5 to 3.1.7 and 3.1.9 of this SIP.

3.2.3 Applicant shall complete and submit to the Registration Authority the "Check-list for Transfer of Aircraft Registration Among the Three Regions" provided in Appendix B of this SIP.

3.2. Applicant shall ensure the aircraft for registration transfer complies with the operating regulations or requirements 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 Issuance of Certificate of Airworthiness

The Registration Authority will issue Certificate of Airworthiness after verifying that the aircraft and applicant fulfil the requirements in 3.1 and 3.2 using the “Check-list for Transfer of Aircraft Registration Among the Three Regions” submitting by the applicant.

3.3.4 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 in exceptional circumstances.

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 12 December 2012 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”.

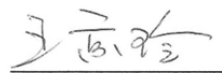
The termination of this SIP does not affect the validity of activities executed under the CA and this SIP prior to the termination.

CHAPTER 8 APPROVAL

This SIP has been reviewed by the three parties and approved by the undersigned:

Dated: Jan. 5th. 2017.

on behalf of Civil Aviation Administration of China



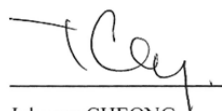
WANG Jingling
Deputy Director General
Aircraft Airworthiness Certification Department

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



K.C. Man
Chief, Airworthiness Standards
Flight Standards and Airworthiness Division

and on behalf of Civil Aviation Authority of Macao, China



Johnson CHEONG
Head of Airworthiness
DFSL

APPENDIX A

POINTS OF CONTACT

1. Civil Aviation Administration of China (CAAC):

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E-mail	xm_wang@caac.gov.cn
Address	Civil Aviation Administration of China 155 Dongsì Xidajie Beijing 100710 China
Official Website	http://safety.caac.gov.cn/index_sh.jsp Civil Aviation Safety Net of China

APPENDIX A (CONT'D)

POINTS OF CONTACT

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

Name	Eric CHEUNG
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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):

Name	Johnson CHEONG
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Official Website	www.aacm.gov.mo Civil Aviation Authority of Macao SAR

APPENDIX B

CHECKLIST FOR TRANSFER OF AIRCRAFT REGISTRATION

AMONG THE THREE REGIONS

Compliance Checklist for the Transfer of Aircraft Registration Among the Three Regions					
1. Applicant (Operator) :					
2. Aircraft Type	3. Aircraft Serial Number	4. Aircraft Registration Mark			
5. Submitted by	6. Department	7. Position			
8. Signature	9. Date				
Fill by the Registration Authority					
10. Authority's Inspector	11. Department	12. Staff Number			
13. Signature	14. Date				

SIP	Content	Assessment		Remarks
		Applicant	Registration Authority	
3.1 Requirements on Aircraft - Applicant's Responsibilities				
3.1.1	Is the aircraft being of a type which has already obtained the type certificate or acceptance of the type issued by the Registration Authority?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	CAAC : TC/VTC CAD: TC AACM: TA
3.1.2	Has the aircraft possessed a Certificate of Airworthiness with corresponding category as 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	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
		<input type="checkbox"/> CAAC <input type="checkbox"/> CAD <input type="checkbox"/> AACM		

	by AACM.			
3. 1. 3	For used aircraft, has the aircraft (designed and manufactured by foreign countries) been continuously operated for more than one year under the Certificate of Airworthiness issued by one of the three Authorities prior to registration transfer?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	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. 5	Is the aircraft complying with the marking and placard requirements of the Registration Authority?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
3. 1. 6	Modification and Repair			
	i. For modifications and repairs approved by the De-registration Authority which is the primary certification Authority, is sufficient	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept	Note: The Registration Authority shall process in accordance with the

	supporting document provided?	<input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Not Accept	“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” and the corresponding SIP.
	ii. For modifications and repairs approved by the De-registration Authority based on the approval of a fourth party, is there evidence showing that the aircraft has been operated safely for more than two years following the embodiment?	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	Note: If there exists evidence showing that the aircraft has been operated safely for more than two years following the embodiment, the Registration Authority should accept said modifications or repairs.

	iii. Are modification and repairs that cannot be accepted under i. or ii. above acceptable in accordance with respective relevant regulations and requirements?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	Note: The Registration Authority should process in accordance with respective relevant regulations and requirements.
		<input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents		
3.1.7	Installed parts, components and assemblies and their associated Authorised Release Certificates / Airworthiness Approval Tags			
	i. Is there evidence to support the parts, components and assemblies that are installed over two year prior to the transfer of aircraft registration?	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
	ii. Has the parts, components and assemblies that are installed within two year prior to the transfer of aircraft registration had the associated Authorised Release Certificates / Airworthiness Approval Tags accepted by the three Authorities (CAAC AAC-038 Form / CAD Form One /	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	

	AACM Form One / EASA Form 1 / FAA Form 8130-3) ?	<input type="checkbox"/> Y <input type="checkbox"/> N		
	iii. Are parts, components and assemblies that cannot accepted under i or ii above, the Registration Authority should process in accordance with respective relevant regulations and requirements.	<input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	Note: The Registration Authority should process in accordance with respective relevant regulations and requirements.
3. 1. 9	Is the aircraft complying with the electrical load analysis requirements of the Registration Authority?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
3. 2 Requirements on Applicant of Aircraft Registration				
3. 2. 1	Has the applicant submitted an application for Certificate of Airworthiness to the Registration Authority in prescribed application form?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
3. 2. 2	Has the applicant submitted a report to the Registration Authority including: a) operating history of the aircraft,	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	

	<p>b) Certificate of Airworthiness, c) list of modifications and repairs (stating the primary certification authority), d) compliance statements for applicable Airworthiness Directives (AD) and e) compliance statements for 3.1.1 to 3.1.3, 3.1.5 to 3.1.7 and 3.1.9 of this SIP?</p>	<p>a) included <input type="checkbox"/> b) included <input type="checkbox"/> c) included <input type="checkbox"/> d) included <input type="checkbox"/> e) included <input type="checkbox"/></p>		
3.2.4	Is the aircraft complies with the operating regulations or requirements of the Registration Authority?	<p><input type="checkbox"/>Y <input type="checkbox"/>N</p>	<p><input type="checkbox"/>Accept <input type="checkbox"/>Not Accept</p>	