

# Regulation on Aviation Security for Foreign Air Transport Enterprises

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## Chapter I - General Principles

**Article 1** For the purposes of regulating aviation security of foreign air transport enterprises, and protecting passengers, crew members, aircraft and the public, the Regulation on Aviation Security for Foreign Air Transport Enterprises (hereinafter referred to as ‘the Regulation’) are developed in accordance with the *Civil Aviation Law of the People's Republic of China*, the *Rules on Civil Aviation Security of the People's Republic of China* and the *Regulation on Aviation Security for Public Air Transport Enterprises*, as well as the relevant international conventions, treaties, bilateral air transport agreements and international practices.

**Article 2** The Regulation applies to foreign air transport enterprises (hereinafter referred to as ‘foreign airlines’) operating scheduled and non-scheduled routes (hereinafter referred to as ‘the routes’) between mainland China and other foreign countries and all relevant entities and persons.

Foreign airlines which operate non-scheduled passenger routes shall only conform to requirements in Chapter IV, Chapter V and Chapter VI of the Regulation.

Foreign airlines which operate all-cargo routes shall only conform to requirements in Section Eleven of Chapter IV and Chapter VI.

**Article 3** Civil Aviation Administration of China (CAAC) is responsible for the supervision and administration of aviation security of foreign airlines, and the principal responsibilities of CAAC include:

- a. Developing policies on aviation security for foreign airlines;
- b. Formulating aviation security provisions in bilateral air transport agreements with foreign governments;
- c. Assessing the effectiveness of aviation security of foreign airlines;
- d. Instructing CAAC regional administrations (hereinafter referred to as the ‘RAs’) in supervision, inspection and assessment of aviation security of foreign airlines;
- e. Organizing investigations of aviation security events involving foreign airlines in mainland China

**Article 4** RAs, according to their respective supervision responsibilities and territorial jurisdiction principle, are categorized as Competent Administrations (CAs), who are also responsible for operation specification of foreign airlines; and Jurisdictional Administrations (JAs), with the principle of jurisdictional administration of daily operation in their respective area.

**Article 5** The principal responsibilities of the CAs include:

- a. Keeping a record of Aviation Security Programs (hereinafter referred to as ASPs) of foreign airlines;

- b. Instructing foreign airlines in fulfilling the requirements of civil aviation security laws, rules, regulations, administrative regulatory documents, policies and security directives of the People's Republic of China (PRC);
- c. Organizing security assessments before commencement of operations and continuous security assessments of foreign airlines within their jurisdictions;
- d. Taking administrative measures against foreign airlines' discreditable acts which do not meet relevant security requirements, imposing punishments or suggesting to the relevant authorities the proposed punishments;
- e. Participating in investigations of aviation security events involving foreign airlines in mainland China

**Article 6** The principal responsibilities of the JAs include:

- a. Instructing foreign airlines in fulfilling the requirements of civil aviation security laws, rules, regulations, administrative regulatory documents, policies and security directives of China;
- b. Conducting supervision and inspection of the compliance of aviation security requirements by foreign airlines' operation within their jurisdictions;
- c. Recording the discreditable acts of foreign airlines and notifying the CAs without delay;
- d. Participating in security assessments before commencement of operations and continuous security assessments of foreign airlines organized by the CAs;
- e. Participating in investigations of aviation security events involving foreign airlines in mainland China

## **Chapter II - General Provisions**

### **Section One - Organization and Management**

**Article 7** Foreign airlines shall designate a Chief Security Officer in charge of aviation security, who is responsible for developing ASP that conforms to the Regulation and for the coordination with relevant departments in implementing it.

**Article 8** Foreign airlines shall designate Aviation Security Point(s) of Contact internally or assign a third party for such person(s) through aviation security agreements in mainland China to be responsible for communication and coordination with civil aviation security authorities of China.

**Article 9** Foreign airlines shall designate Aviation Security Coordinator(s) or designate such coordinator(s) through aviation security agreements at airports where they operate to perform duties such as aviation security coordination and information reporting.

**Article 10** Aviation security point(s) of contact and coordinator(s) shall meet the following requirements:

- a. Proficient in Chinese;
- b. Knowledgeable about aviation security laws and regulations concerned;
- c. Familiar with the foreign airlines' own ASPs.

**Article 11** Aviation security point(s) of contact and coordinator(s) shall be provided with relevant training. The training record shall be maintained for at least 2 years.

**Article 12** The contact information on the aviation security point(s) of contact and coordinator(s) shall be reported to the applicable CA and the JA(s) for record.

## **Section Two - Quality Control**

**Article 13** Foreign airlines shall ensure that crew members, security personnel and other personnel entering the security restricted area(s) of airport(s) have passed background checks.

Personnel who work for foreign airlines in mainland China shall be subject to background checks according to regulations of such.

**Article 14** Foreign airlines shall ensure that personnel involving in the operation of the routes and ones assuming aviation security responsibility have been trained. The training record shall be maintained.

**Article 15** Foreign airlines shall develop and carry out the Annual Quality Control Plan so as to ensure effective implementation of the ASPs.

## **Chapter III - Aviation Security Program**

### **Section One - Establishment of Aviation Security Program**

**Article 16** Foreign airlines shall establish ASPs in accordance with the Regulation and other laws and regulations of China, and keep it updated.

**Article 17** The ASP shall be signed by its legal representative or personnel duly authorized by the legal representative.

**Article 18** ASP shall include:

- a. Statement on security measures' compliance with ASP, endorsed by the legal representative or personnel duly authorized;
- b. The latest revision date;
- c. Organizational structure and the corresponding responsibilities of Aviation security;
- d. Programs and procedures to meet the requirements in Chapter II, IV and V of the

Regulation;

- e. Programs and procedures to meet the requirements of other laws and regulations.

### **Section Two - Submission of Aviation Security Program**

**Article 19** Foreign airlines shall submit the hard-copy and electronic versions of the ASPs in Chinese, as well as the Compliance Checklists (Annex 2) of the Regulation to the CAs at least 60 days prior to applying for the operation specifications.

**Article 20** CAs shall inform foreign airlines to supplement or correct the documents within a required period if non-compliance(s) are identified.

**Article 21** Foreign airlines currently operating in mainland China shall submit the ASPs and the Compliance Checklists to their respective CAs within 90 days after the date when the Regulation comes into force.

### **Section Three - Amendment to Aviation Security Program**

**Article 22** Under the following circumstances foreign airlines shall amend their ASPs to ensure its continuous effectiveness:

- a. Significant changes have occurred in the structure or duties of the organization in charge of aviation security;
- b. Major threats or incidents have occurred which result in the ASP s' failure to meet the security requirements;
- c. Major amendments to aviation security laws and regulations;
- d. The CAs believe that there is a necessity for amendment.

**Article 23** Foreign airlines shall submit the amended ASPs and the Compliance Checklists to the CAs for filing purposes at least 5 days prior to its implementation in accordance with Article 22.

If foreign airlines change the Aviation Security Point(s) of Contact and/or Aviation Security Coordinator(s), or the airline's basic information contained in the Compliance Checklists, such as operational routes, the airlines concerned shall submit the revised basic information of the Compliance Form to the CAs for filing purposes at least 5 days in advance of the implementation of any such change.

### **Section Four - Retaining and Dissemination of ASPs**

**Article 24** Foreign airlines shall retain at least a full copy of their ASPs at their headquarters and a full copy or relevant parts available for reference at each station in

mainland China at any time where they operate.

**Article 25** Foreign airlines shall provide its ASPs or its relevant parts to the airport authorities where they operate.

**Article 26** Foreign airlines shall disseminate, as needed, the ASPs or their relevant parts to the in-house departments and other stakeholders involved in the aviation security operation.

**Article 27** Foreign airlines shall provide the relevant parts of their ASPs related to outsourced security services to its aviation security service providers

**Article 28** Foreign airlines shall keep the texts of their ASPs at a place where their security personnel have access to the texts.

**Article 29** ASPs shall be numbered and documented in view of their sensitive nature.

**Article 30** The distribution of and access to the ASPs must be restricted only to those with a bona fide need to know its contents.

### **Section Five - Aviation Security Agreement**

**Article 31** Foreign airlines shall include security provisions in the service agreements with the airports in mainland China where they operate, ground service providers (including security service providers) and catering service providers, in order to ensure effective implementation of measures and procedures listed in their ASPs.

Security provisions shall at least include:

- a. Aviation security responsibilities of each party;
- b. Requirements on the implementation of security measures;
- c. Supervision, inspection and quality control requirements;
- d. Emergency management requirements for unlawful interference.

**Article 32** Foreign airlines shall specify aviation security responsibilities with code-share partners and wet lease operators, ensuring the effective implementation of aviation security measures.

**Article 33** The aviation security agreements shall be documented properly.

## **Chapter IV - Security Measures for Operation**

### **Section One - Passenger Name Record (PNR) and Check-in**

**Article 34** Foreign airlines shall submit to CAAC the PNR of its inbound and outbound flights in accordance with the relevant provisions on the advance reporting of information on personnel carried by outbound and inbound flights and the relevant regulations of CAAC.

**Article 35** Foreign airlines and their agents shall take measures to reconcile passengers' identification documents and baggage when they check in.

**Article 36** Foreign airlines shall establish procedures to verify the identity of crew members, and to ensure that the identification documents presented correspond to the holders.

**Article 37** Foreign airlines and their agents shall notify passengers of relevant security provisions in the course of check-in.

### **Section Two - Passengers and Cabin baggage**

**Article 38** Foreign airlines shall establish procedures to ensure passengers and their cabin baggage are subject to screening before boarding an aircraft.

**Article 39** Foreign airlines shall not carry passengers who refuse to accept screening, and shall not carry baggage without being screened in breach of aviation security laws and regulations of China.

**Article 40** Foreign airlines or their agents shall verify passengers' travel documents and boarding passes to ensure that the travel documents and boarding passes presented correspond to their holders and confirm that the details match passenger manifest.

**Article 41** Persons shall be kept in a secure environment that prevents mixing or contact with unscreened. Otherwise, foreign airlines shall take the following measures:

- a. Re-screen the passengers concerned and their cabin baggage;
- b. Conduct security search on the concerned aircraft if the persons in question have already embarked.

**Article 42** Foreign airlines shall take measures to ensure that any items left behind by passengers who disembark the aircraft for terminating the journey are removed from the aircraft.

### **Section Three - Hold Baggage**

**Article 43** Foreign airlines shall not accept hold baggage that does not belong to the passengers.

**Article 44** Foreign airlines shall establish procedures to ensure that the hold baggage is subject to screening prior to being loaded onto the aircraft.

**Article 45** Foreign airlines shall take measures to prevent screened hold baggage from unauthorized access and being mixed with unscreened baggage, until the baggage arrives at the destination or is transferred to another carrier.

**Article 46** Foreign airlines shall reconcile the hold baggage against baggage loading data

before loading to prevent the baggage of other flights from being loaded onto that aircraft.

**Article 47** Mishandled baggage and unclaimed baggage shall be screened before it is stored at the airports in mainland China.

All such baggage shall be held in a secure storage facility until it has been claimed by its owner or safely disposed of.

**Article 48** Foreign airlines shall not load the baggage into or retain it in the aircraft, if the passenger has already checked in but fail to board the flight. Baggage must be removed from the aircraft in the event where the passenger ends his/her journey en route.

**Article 49** The unaccompanied baggage which is beyond the passenger's control can be transported once screening is completed.

**Article 50** Hold baggage of a passenger denied boarding for a security reason or for refusing screening must be offloaded.

#### **Section Four - Traveling with Weapons**

**Article 51** All personnel shall not carry weapons onboard except the following:

- a. Security guards authorized by the State in which the flight originates;
- b. Law enforcement officers on escort duties;
- c. In-flight security officers on duty in accordance with a bilateral security cooperation agreement.

**Article 52** Foreign airlines shall verify the identification and authorization of the security guards and law enforcement officers mentioned in Article 51, and ensure that the pilot-in-command is fully aware of the information regarding the weapon(s), ammunition and seat location(s) of the armed persons prior to boarding an aircraft

**Article 53** Foreign airlines shall notify security guards they must keep a weapon properly during the whole flight to ensure it is unloaded and inaccessible to unauthorized persons.

**Article 54** Law enforcement officers on escort duties shall keep their weapons unloaded. The ammunition shall be kept properly by crew members or stowed in the cargo hold.

#### **Section Five - Firearms and Ammunition as Hold Baggage**

**Article 55** Foreign airlines shall not accept firearms and ammunition for transport, except in the cases where the passenger possesses an authorization granted by appropriate authorities of China.

**Article 56** When transporting the firearms and ammunition as hold baggage, foreign airlines shall:



- a. Verify the authorizations;
- b. Confirm that ammunition is transported separately from the firearms ;
- c. Ensure that firearms and ammunition are placed in a secure container which remains locked;
- d. Ensure compliance with the dangerous goods transportation regulations.

**Article 57** Firearms and ammunition as hold baggage shall be placed under security control by designated personnel throughout the loading and unloading processes and shall be stowed in an area which is inaccessible to unauthorized persons.

### **Section Six - Passengers Subject to Judicial or Administrative Proceedings**

**Article 58** After receiving notification on a passenger subjected to judicial or administrative proceedings and obliged to travel, foreign airlines shall evaluate the potential threats and conditions to determine whether the passenger is eligible to travel.

**Article 59** When carrying a passenger who is subject of judicial or administrative proceedings, foreign airlines shall take the following measures:

- a. Notifying the pilot-in-command;
- b. Ensuring that the passenger concerned and the escorts embark the aircraft before other passengers and disembark the aircraft after other passengers, and inform the pilot in command of his/her location;
- c. Assigning the passenger's seat in the rear of the cabin, between escorts or near the window, and not adjacent to aisles or emergency exits;
- d. Metal utensils and alcoholic beverage are not allowed to be served to the escorts or the passenger concerned. Food or beverage is not allowed to be provided to such passengers without the permission of the escorts.

### **Section Seven - Transit and Transfer**

**Article 60** Foreign airlines shall take appropriate measures to ensure that any items left behind by passengers, who terminate the journey at the transit airports, are removed from the aircraft.

**Article 61** For the flights departing from one domestic airport and transiting at another domestic airport in mainland China, foreign airlines shall prevent transit passengers with the intent of continuing the journey and their items from being contacted or mixed with the unscreened. Otherwise, all passengers and their items shall be re-screened prior to boarding.

**Article 62** For the flights departing from airports out of mainland China and transiting at airports in mainland China, foreign airlines shall ensure transit passengers and their items

being re-screened prior to boarding for the next segment. Countries with which China has signed mutually-recognized clauses regarding aviation security standards are exempted from this requirement.

**Article 63** For the flights departing from airports out of mainland China and transferring at airports in mainland China, foreign airlines shall ensure transfer passengers and their items being re-screened prior to boarding for the next segment. Countries with which China has signed mutually-recognized clauses regarding aviation security standards are exempted from this requirement.

**Article 64** Foreign airlines carrying the passengers who transfer from domestic flights in mainland China shall prevent transfer passengers and their items from being contacted or mixed with the unscreened. Otherwise, those passengers and their items shall be re-screened prior to boarding.

#### **Section Eight - Security Measures for Aircraft on the Ground**

**Article 65** Foreign airlines shall ensure effective security control of aircraft in service when it is on the ground to prevent unauthorized persons from accessing and entering it.

**Article 66** For an aircraft on the ground that is not in service, all doors and access panels shall be closed, passenger steps and loading bridges shall be removed and unauthorized persons shall be prevented from accessing the aircraft.

**Article 67** Foreign airlines shall conduct security check of aircraft prior to takeoff.

#### **Section Nine - Security Measures for Aircraft Cleaning**

**Article 68** Foreign airlines shall specify security requirements for aircraft cleaning, which mainly include:

- a. Security training for cleaning staff;
- b. Security measures for cleaning supplies;
- c. Critical areas and checking procedures;
- d. Check procedures for passengers' leftover items; and
- e. Reporting procedures for suspicious signs.

**Article 69** If the aircraft cleaning is outsourced, the outsourcing agreement shall include the aforementioned security requirements.

#### **Section Ten - Aviation Catering Supplies and Stores**

**Article 70** Aviation security measures shall be implemented for aviation catering of foreign

airlines:

- a. Effective monitoring and control of the premises used for catering preparation; inspection of the personnel and items assessing these areas;
- b. Security control of meals and dispatch chillers;
- c. Inspection of the raw materials and supplies procured by the catering service providers;
- d. Catering carts onboard shall be sealed, with the seals being numbered. Vehicles used for transporting catering supplies and stores shall be locked with seals throughout the transport and escorted by a designated person;
- e. Aviation security measures for catering service providers outside airport security restricted area (SRA) to ensure protection during preparation, storage and transport to SRA.

**Article 71** Catering supplies and stores shall be subject to inspection before being loaded onto the aircraft, or effective measures shall be taken to prevent unauthorized items being loaded onto the aircraft.

**Article 72** Crew members shall check the quantity, numbers and intactness of the seals on catering supplies and stores to ensure the integrity of the security process.

### **Section Eleven - Security Measures for Cargo and Mails**

**Article 73** Foreign airlines shall establish procedures to implement screening or other security control of the cargo and mails entering mainland China.

**Article 74** Foreign airlines shall take measures to ensure that the cargo and mails are protected from unauthorized access from screening or other security control to being loaded onto the aircraft.

**Article 75** Foreign airlines shall implement enhanced security measures on high-risk cargo and mails.

**Article 76** Foreign airlines loading cargo and mails departing from mainland China, shall take security measures in accordance with the *Regulation on Security of Civil Aviation Cargo Transport*.

### **Section Twelve - In-flight Security Measures**

**Article 77** The pilot-in-command is in charge of in-flight security. Other crew members fulfill their duties under the leadership of the pilot-in-command.

**Article 78** Crew members shall implement security check on flight crew compartment and cabin compartment before the embarkation and after the disembarkation, in order to prevent

unauthorized persons and prohibited items such as weapons, explosives from being left behind.

**Article 79** Crew members shall take measures such as flight crew compartment door locking and monitoring to prevent unauthorized access.

**Article 80** The security personnel of foreign airlines shall perform their duties on the flights to/from mainland China in accordance to a bilateral agreement on aviation security concluded between government of China and government of foreign airlines.

### **Section Thirteen - Reporting**

**Article 81** Foreign airlines shall establish an aviation security information reporting system.

**Article 82** In case of the following circumstances, foreign airlines concerned shall immediately report to the JA(s):

- a. Unlawful interference;
- b. Threat information;
- c. Other emergencies.

After processing the aforementioned situations, foreign airlines shall submit a written report to the JA(s) within 15 days, addressing the basic information and responses.

### **Section Fourteen - Other Provisions**

**Article 83** Foreign airlines shall comply with the security directives or information circulars of CAAC, which are issued in accordance with the threat assessment or in response to a specific threat to civil aviation.

If any foreign airline is unable to comply with the security directives, it shall provide CAAC with alternative measures within the time limit specified in the security directives and such measures shall be implemented subject to the consent of CAAC and upon being filed with the JA(s).

**Article 84** Foreign airlines and the personnel who receive security directives or information circulars shall treat the restrictive information contained therein as confidential, and shall not disclose the information contained in the security directives and information circulars to the irrelevant persons without the written consent of CAAC.

### **Chapter V - Contingency Response**

**Article 85** Foreign airlines shall establish a security contingency plan which is constantly updated, and inform the relevant entities and personnel accordingly.

**Article 86** Foreign airlines shall equip themselves with and maintain facilities used for

preventing and responding to incidents, and conduct drills and exercises at least once every two years.

**Article 87** Foreign airlines shall take appropriate measures for the safety of passengers and crew of an aircraft, which is subjected to an act of unlawful interference until their journey can be continued.

## **Chapter VI - Supervision and Administration**

**Article 88** CAAC and JA(s) shall supervise and inspect foreign airlines' aviation security operation in mainland China in accordance with their responsibilities to ensure the compliance with the requirements of the Regulation.

**Article 89** JA(s) shall request foreign airlines concerned to undertake corrective actions immediately or within a deadline, in the event of non-compliance to the Regulation is found during inspection. JA(s) shall also inform foreign airlines' security points of contact and the CA(s) of the violations and corresponding suggestions.

**Article 90** Under the following situations, CAAC and the CA(s) may, in accordance with a bilateral arrangement, conduct an on-site assessment of the headquarters of foreign airlines and airports abroad where the foreign airlines operate, either before launching commencement of operations or during their operation:

- a. Security capabilities of the airports in the foreign airlines' home countries or regions extremely inadequate;
- b. Political unrest in the countries or regions where the foreign airlines are located;
- c. Political unrest in the countries or regions where the foreign airlines operate between China and these countries or regions;
- d. A major change to the ASP of airport abroad where the foreign airlines operate;
- e. Terrorist attacks in an airport abroad where the foreign airlines operate;
- f. Hijacking or terrorist attack on a flight operated by foreign airlines departing from an airport abroad;
- g. An accident on a flight departing from an airport abroad operated by foreign airlines due to the airport's security reasons;
- h. Major deficiencies detected in the routine inspection of foreign airlines' security operation;
- i. Other situations deemed necessary by CAAC or the CA(s).

**Article 91** CAAC and RA(s) may conduct or entrust an independent third-party to carry out an annual assessment of foreign airlines' security operation.

**Article 92** CAAC and RA(s) shall take action in accordance with the relevant regulations

regarding the credit management of civil aviation if they record foreign airlines' failure to comply with the Regulation as discreditable acts during their supervision or security assessment.

**Article 93** Supervision, inspection and assessment shall be conducted based on the fair, just and open principle, and shall not hinder the normal operation of foreign airlines; inspectors and assessors shall not seek benefit from foreign airlines or accept bribery, and shall not disclose commercial secrets of the foreign airlines.

**Article 94** Foreign airlines shall actively cooperate in the supervision, inspection and assessment, and shall not conceal information or provide fraudulent information.

**Article 95** All entities or individuals who discover foreign airlines' failure to implement security measures, are entitled to report or tip off to CAAC or RA(s).

CAAC and RA(s) shall keep information on the reporter confidential.

## **Chapter VII - Supplementary Provisions**

**Article 96** For the purpose of the Regulations:

1. "Competent Administrations (CAs)" refer to the CAAC Regional Administrations (RAs) responsible for the examination and approval of operational specification for foreign airlines.
2. "Jurisdictional Administrations (JAs)" refer to the CAAC Regional Administrations (RAs) who have jurisdiction over the airports in their regions, where international flight are operated.
3. "High-risk cargo or mail" refers to cargo or mail which is deemed to pose a threat to civil aviation as a result of specific intelligence; or shows anomalies or signs of tampering which give rise to suspicion.
4. "In service" refers to the period from the beginning of pre-flight preparation for a specific aircraft by ground personnel or by the crew until 24 hours after any landing.
5. "day" refers to a working day in the Regulation.

**Article 97** Airlines of Hong Kong SAR, China, Macao SAR, China and Taiwan, China shall operate according to the Regulation.

**Article 98** The Regulation shall come into force as of October 1, 2021.

**The English version is for reference only. The Chinese version shall prevail.**

## Appendix

### **Compliance Checklist of Regulation on Aviation Security for Foreign Air Transport Enterprises**

The compliance checklist of the Regulation on Aviation Security for Foreign Air Transport Enterprises (hereinafter referred to as “compliance checklist”) is developed based on the *Regulation on Aviation Security for Foreign Air Transport Enterprises* issued by CAAC, and the content in the checklist is the minimum aviation security standards for foreign airlines operating flights to mainland China.

This compliance checklist represents an important reference for the development of the foreign airlines’ ASPs. CAAC will assess foreign airlines’ compliance with the ASPs according to this compliance checklist.

Foreign airlines shall complete reference number and titles in the checklist in strict accordance with their ASPs and relevant security documents and ensure that the information filled sufficiently justifies its compliance with the relevant articles.

Foreign airlines shall carry out self-assessment according to their operation. If the existing ASPs and relevant security documents meet the Regulation, please tick the “compliance” in the Rectification Suggestions column, and list all relevant chapters numbering and titles of the ASPs; If the existing ASPs and relevant security documents do not meet the Regulation (there is/are difference(s) between the foreign airlines’ ASPs and security regulations of its home country, or there is/are provision(s) that cannot be implemented currently), please tick the “N/A” in the column of Rectification Suggestions and describe reasons why they are not applicable; If the existing ASPs and relevant security documents can equivalently meet the requirements of the Regulation by providing alternative measures, please tick the “alternative measures” in the column of Rectification Suggestions and list detailed alternative measures.

Foreign airlines shall fill in the checklist according to relevant requirements and be responsible for the contents filled in and ensure that the references provided are consistent with the submitted version of ASPs.

CAAC may request foreign airlines to fill in and submit this compliance checklist again in case of revision of this checklist or major changes to ASPs of the foreign airlines or amendments in security regulations in the home country of the foreign airlines.

## Basic Information

1	Company Name
2	Company Headquarters Address
3	ICAO Code/IATA Code
4	Destination Airport(s) in mainland China
5	<p style="text-align: center;">Description of Operations</p> <ul style="list-style-type: none"> <li>● <b>Types of Operation:</b>  <input type="checkbox"/> Chartered Flight   <input type="checkbox"/> Scheduled Flight   <input type="checkbox"/> All Cargo   <input type="checkbox"/> General Aviation  <input type="checkbox"/> Other(please specify)</li> <li>● <b>Details of operator's aircraft</b>  Aircraft types:  Quantity of each type deployed for operations to/from mainland China:</li> <li>● <b>Details of routes:</b>  Route(s):  Schedule(s):</li> </ul>
6	Name & Position of the person filling the checklist
7	Contact Info. (Phone, Mailbox) of the person filling the checklist
8	Name(s) & Position(s) of security PoC(s)
9	Contact Info. (Phones, Mailboxes) of security PoC(s)
10	Name & Position of Security Coordinator
11	Contact Info. (Phones, Mailboxes) of Security Coordinator(s)
12	Names of the Documents submitted (Shall list all documents contained in the following checklist) and latest revision date

**Date:**

**Declaration:**



On behalf of \_\_\_\_\_ Airlines I hereby declare: To ensure the authenticity of the checklist, all the information contained in the compliance checklist is consistent with ASP submitted to CAAC and the contents are identified. Meanwhile, I ensure that the above information is up-to-date and consistent with the operation.

Signature (CEO or authorized representative)

## Compliance Checklist

	Articles of the Regulation	ASP Compliance	Description	CAAC Use Only	
				符合情况 Compliance	整改意见 Rectification Suggestion
1		<input type="checkbox"/> Comply <input type="checkbox"/> N/A <input type="checkbox"/> Alternative Measures	Numbering of chapters and sections concerned: _	<input type="checkbox"/> Comply <input type="checkbox"/> Not Comply	

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CAAC Use Only

审核人：  
 审核日期：  
 审核单位：

初审意见：