**[Notice on Launching a Review and Approval “Green Channel” for International Air Cargo Transport during the Period of Epidemic Prevention and Control](http://www.caac.gov.cn/en/XWZX/202004/t20200409_201955.html) 09/04/2020**

Unofficial Translation for Reference Only

**Notice on Launching a Review and Approval “Green Channel” for International Air Cargo Transport during the Period of Epidemic Prevention and Control**

April 3, 2020

To All CAAC Regional Administrations and All Transport Airlines:

In order to implement the work requirements of the CPC Central Committee and the State Council on improving China’s air cargo capacity and enhancing the international competitiveness of China’s logistics industry, in light of the changing international epidemic development and feature of the epidemic prevention and control at this stage, in view of the current grim situation of insufficient international air cargo capacity, and in order to ensure the stability of the international air cargo supply chain during the period of epidemic prevention and control, it is decided after study to make temporary adjustments to the administrative procedures of international cargo flight plan by launching a “green channel” to further optimize the work flow, shorten the processing time and promote the smooth and efficient review and approval of the international cargo flight plans. The specifics and requirements are as follows:

**1. Working Procedures**

1.1  Scheduled cargo flights

To operate scheduled cargo flights, Chinese and foreign airlines should obtain route licenses and flight permits, with no need to go through slot coordination for the time being. While applying for a flight permit from the Department of Transport, CAAC, an airline may simultaneously submit an application for a pre-flight plan to the Operation Supervisory Center of CAAC, which will review and issue a pre-flight plan as soon as possible based on the application filed by the airline.

1.1.1  Application for a flight permit

Airlines shall log in to the system to submit materials (see Annex 1 and Annex 2 for the simplified process for applying for converting passenger and cargo flights to all-cargo flights). The time limit for application is adjusted from previous 30 days to just one day in advance. In addition, the system accepts applications on 7×24 hours basis.

1.1.2  Application for a pre-flight plan

The application for a pre-flight plan remains unchanged as it continues to follow the current working procedures and application channels. The time limit for application is adjusted from previous 5 working days to just one day in advance. In addition, the system accepts applications on 7×24 hours basis.

1.2  Extra and charter cargo flights

To operate extra cargo flights or charter cargo flights, Chinese and foreign airlines shall obtain approval for flight permits, with no need to go through slot coordination for the time being. While applying for permits for extra or charter flights, an airline may simultaneously submit an application for a pre-flight plan to the Operation Supervisory Center of CAAC, which will review and issue a pre-flight plan as soon as possible based on the application filed by the airline.

1.2.1  Application for permits for extra and charter flights

Airlines shall log in to the system to submit materials. The time limit for application is adjusted from previous 7 or 5 working days to just one day in advance. In addition, the system accepts applications on 7×24 hours basis.

1.2.2  Application for pre-flight plan

The application for a pre-flight plan remains unchanged as it continues to follow the current working procedures and application channels. The time limit for application is adjusted from previous 7 or 5 working days to just one day in advance. In addition, the system accepts applications on 7×24 hours basis.

**2. Related Measures**

2.1  The agent agreement for ground handling a carrier is required to enter with the relevant service providers as stipulated in Article 21 of the Detailed Rules for the Operating Permits for Non-scheduled Flights of Foreign Air Transport Enterprises (CCAR Part 119 R1) can be replaced by the ground handling guarantee letter issued by the relevant airport authority or ground handling company.

2.2  The charter operation contract which is required to be provided as application material according to Article 9, Paragraph 11 of the Detailed Rules for the Operating Permits for Non-scheduled Flights of Foreign Air Transport Enterprises (CCAR Part 119 R1) can be replaced by a letter (if in a foreign language other than English, a translation shall be provided) from the carrier issued by relevant local government or agency (including foreign ministry of a foreign country, foreign government embassies in China and Chinese embassies and consulates abroad), asking the airline to transport epidemic prevention materials.

2.3  Where a foreign airline that has been operating scheduled flights to/from China apply for operations on a route which involves a point within China that is not subject to operation specifications, CAAC may initiate an evaluation process with respect to granting deviation or exemption from operation specifications provided that relevant information on the transportation of epidemic prevention materials and the letter in 2.2 are provided.

2.4  Except as otherwise provided for in bilateral traffic rights arrangements, the special circumstances in Article 27, Paragraph 2 of the Provisions on Licensing the Operation of Flight Routes by Foreign Air Transport Enterprises (CCAR Part 287) shall apply, leading to no restrictions on the number of extra cargo flights which can be operated by Chinese and foreign airlines on the routes on which they have already operated scheduled flights.

2.5  As a measure in the special period of epidemic prevention and control, support shall be given to the operation of cargo charter flights by a third-country carrier qualified to operate safely.

2.6  As a measure in the special period of epidemic prevention and control, conditional support shall be given to the operation of non-scheduled flights on a route or segment with scheduled flight services provided that the carrier provides relevant letters issued by the authorities of the originating airport in China which demonstrate that the capacity provided by scheduled flight operators at the airport has been unable to meet the current surge in demand for cargo services, resulting in a backlog of goods or materials and a request for charter services from the carrier.

**3. Working Requirements**

3.1  A collaborative mechanism shall be established between Department of Transport and Operation Supervisory Center of CAAC.

The Department of Transport and Operation Supervisory Center of CAAC shall verify traffic rights using the existing traffic rights management system, data fusion system and collaborative working mechanism, and ensure an efficient and expeditious review and approval process for traffic rights and pre-flight plans.

3.2  A notification mechanism shall be established between the Office of Air Traffic Regulation and Operation Supervisory Center of CAAC.

The Operation Supervisory Center shall send a copy of the pre-flight plan of the international cargo flight to the Office of Air Traffic Regulation and relevant CAAC Regional Administrations. The Office of Air Traffic Regulation shall provide guidance to CAAC Regional Administrations on slot management based on the relevant requirements.

3.3  CAAC Regional Administrations shall strengthen the supervision and management of flight operation in the areas under their jurisdiction.

Where the hourly number of flights at an airport within the jurisdiction of one CAAC Regional Administration reaches 90% of its slot capacity, a timely notification shall be provided to the Office of Air Traffic Regulation, with a copy sent to the Operation Supervisory Center, and operation recommendations and plans shall be presented to ensure safe and smooth flight operations.

3.4  This Notice shall enter into force on the date of its issuance, and shall become invalid on the date to be notified separately based on the development of epidemic prevention and control.

Civil Aviation Administration of China

**Appendix 1**

**Simplified Process for Applying for Permission to Convert Passenger Flights to Cargo Flights by Foreign Airlines**

1. Airlines are required to submit via e-mail their applications for converting passengers flights to cargo flights (including flight information, the conversion duration, and a promise to carry goods only and no passengers).

2. Airlines are required to log in to http://1.85.12.35:8090/faopss/login\_toLogin to submit materials. They shall first find the Application in the S20 Season on the webpage, then Change, and finally Converting Passenger Flights to Cargo Flights. On the Converting Passenger Flights to Cargo Flights webpage, fill in the actual flight number and flight information.

3. If a passenger route has only been approved for operation during part of the season (for example, only the period from May 1 to October 24), please contact the International Aviation Division of the Department of Transport for a change.

**Appendix 2**

**Simplified Process for Applying for Permission to Convert Passenger Flights to Cargo Flights by Domestic Airlines**

1. Airlines are required to use Firefox internet browser to log in to http://product.caachbjc.com to submit their flight plans. They shall first find International Flight Plan on the webpage, then Application for Newly Added Flights for S20 Season, and finally Filling in Flight Information (select the aircraft type with a suffix “F”, select “all cargo” for the item of passenger or cargo operations, and indicate no carriage of passengers in the remarks) before submission.

2. If an airline has already been permitted to operate scheduled passenger flights on the route in question, it can simply operate scheduled passenger converted cargo flights by using the original flight permit. If the demand exceeds the capacity granted by the traffic rights of the airline, an application can be filed as appropriate to operate extra flights on a temporary basis. If an airline has not yet been permitted to operate scheduled passenger flights on the route in question, it can, as a first step, apply for charter flights operation using passenger converted cargo aircraft.