

Expedite Your CCAR-129 with UAS' China Experts



Operators currently operating humanitarian and cargo flights to China urgently require CCAR-129 to ensure their missions stay on schedule.


Based in Beijing, the UAS China team has solid and proven CCAR-129 expertise and application experience to take you through the process of obtaining or renewing your CCAR-129.

Why UAS?

- We offer a clear and exact price tag with no hidden or additional fees.
- Our UAS China team, regional experts, understand the process and can expedite results.
- 360° advisory to support your application process for a stress-free experience.
- It's your aviation one-stop shop for all you need in China and seamless global connectivity.

FAQ

What is CCAR129?

 CCAR129 is a regulation that ensures frequent operators to China are complying with CAAC operational and safety standards and requirements. To ensure this, the CCAR-129 regulation was implemented under which operator approvals are reviewed and checked for compliance with CAAC regulations.


Who needs a CCAR129?

Any foreign air carrier who:

- 1)** Holds an Air Operator Certificate and appropriate Operations Specifications, approved and issued by the Civil Aviation Authority of the State of the Operator (hereinafter referred to as "its CAA") authorizing it to conduct public air transportation.
- 2)** Operates airplanes or helicopters into and out of China to provide scheduled public air transportation or nonscheduled public air transportation (29-seat rule).


Note: Public air transportation refers to aircraft operations transporting passengers, baggage, mail or freight for commercial purposes.

When is this regulation applicable?

 When you are preparing scheduled operations to China, CCAR129 is necessary.

If you are preparing non-schedule operations to China, CCAR129 will be required when you operate more than 10 flights per consecutive 12 months.

What is the difference between CCAR-129 and traffic rights?

 They are very different things. To operate commercial non-scheduled flights to China an operator will need:

- Traffic rights
- Landing permit
- Slots

The CCAR 129 approval is a basic requirement to get the traffic right approval. Operators with less than 10 flights within the previous 12 months are exempted of the CCAR-129 until they reach the benchmark of 10 flights within 12 consecutive months, after that when you applying for traffic right, operator is requested to provide relevant approval part of CCAR129.

Q Is the CCAR 129 application through aircraft registration or aircraft type?

A The CCAR129 approval is valid only for the applied aircraft registry, airport and other details that you applied.

Q I am a scheduled operator; do I need an ITP to apply for CCAR-129 on my behalf?

A UAS can apply for the CCAR129 on behalf of any operator who needs it, operators can also apply themselves.

Q How long will it take with UAS?

A CCAR129 can take between 60-90 days to process, sometimes this is shorter for humanitarian flights. UAS can significantly expedite this because we review and check all documents before application to reduce potential delays. The average time mentioned can vary if the operator doesn't provide all necessary documents and translations, has insufficient documents or any delays occur.

Please note: A central component of CCAR-129 is a SGHA between the operator and the airport and cannot be substituted by any ITP under normal circumstances. UAS can act on behalf of operator to communicate with airport for the SGHA processing to reduce the time significantly and arrange handling on behalf of the operator.



Would you like to know more about how you can obtain or renew your CCAR-129 hassle free? Our China experts would be delighted to support throughout the process.