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| **NOTE: IF THIS IS AN APPLICATION FOR FIRST-OF-TYPE AIRCRAFT, THE REQUIREMENTS STATED UNDER SAR 21 SUBPART A MUST BE FULFILLED.** | |
|  | **Notes to Applicant**  This form details the CAAS requirements associated with the initial aircraft registration and issuance of an initial Certificate of Airworthiness for commercial air transport category aeroplane.  This document consisting of five parts must be completed by applicant:  Part I : General information required  Part II : Singapore Air Navigation Order requirements  Part III : Singapore Air Navigation Regulations Part 121 requirements  Part IV : Singapore Airworthiness Notices requirements  Part V : CAAS flight operations requirements  Part VI : CAAS maintenance requirements |
|  | **Abbreviations Used**  ANO : Singapore Air Navigation Order 1990, as amended  ANR : Singapore Air Navigation Regulations  AWN : Singapore Airworthiness Notices  SAR : Singapore Airworthiness Requirements  FAR : United States of America Federal Aviation Regulations  EASA : European Aviation Safety Agency Certification Specifications |
|  | **Notes to Operator of Aircraft**   * 1. This document should be read in conjunction with the Singapore Air Navigation Order (ANO), Singapore Air Navigation Regulations Part 121, Singapore Airworthiness Requirements (SAR) and Airworthiness Notices (AWN) related to registration of aircraft and application for an initial issue of a Certificate of Airworthiness.   2. **The descriptions of the requirements mentioned herein are only brief ones. The operator is to refer to the current ANO/ANR Part 121/AWN/SAR for the full text.**   3. **The requirements contained in this document are those of primary importance to CAAS and the compliance of which CAAS may verify. It is still the operator's onus to be aware of and meet all the requirements spelt out in ANO/ANR Part 121/AWN/SAR.**   4. Information provided will assist CAAS is processing the CoR and CoA in a more expedient manner. Operator should submit as early as possible a point-by-point reply to the requirements raised in this document using words like "complied with by design", "will be installed", "will be provided", "brand/model XYZ provided", "2 provided", "report no. XYZ", "standard on aircraft", etc., as appropriate, or other reference materials.   5. Applicant shall provide a list of equipment differences with reference to the first aircraft delivered to their fleet. (In the event if the records of the first aircraft are not available, the last delivered aircraft shall be the referenced).   6. Additional requirements may be specified by CAAS when deemed necessary. |

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| **PART I: GENERAL INFORMATION REQUIRED** | | | | | **For CAAS use only** |
|  | Aircraft Type | |  | | - |
|  | Aircraft model | |  | | - |
|  | Aircraft serial number, line number, customer number, fuselage number, etc | |  | | - |
|  | Engine model | |  | | - |
|  | Engine serial number | |  | | - |
|  | APU model | |  | | - |
|  | APU serial number | |  | | - |
|  | Minimum number of flight crew members | |  | | - |
|  | Number of cabin attendants seats (at least 1 cabin attendant to each proportion of 50 passengers seats) | |  | | - |
|  | Number of passenger seats according to class configuration | |  | | - |
|  | Maximum number of occupants for which the aircraft is type certificated | |  | | - |
|  | CAAS aircraft type acceptance Ref. and Aircraft Type Certificate Data Sheet | |  | | - |
|  | Operator to provide list of Buyer Furnished Equipment (BFE) | |  | | - |
| **PART II: SINGAPORE AIR NAVIGATION ORDER (ANO) REQUIREMENTS** | | | **COMPLIANCE STATUS** | **Cross Box if complied** | **For CAAS use only** |
|  | First Schedule Part B | Ensure that nationality and registration markings comply with the requirements in ANO First Schedule Part B. |  |  | - |

| **PART III: SINGAPORE AIR NAVIGATION REGULATIONS PART 121 REQUIREMENTS** | | | **COMPLIANCE STATUS** | **Cross Box if complied** | **For CAAS use only** |
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|  | Reg. 18  (1)(c), (2), (3) | Ensure that "No Smoking" and “Fasten Seat Belt” signs are visible from each passenger seat. |  |  | - |
|  | Reg. 51 (2) | Ensure aircraft is equipped to track the position of the aeroplane once every 15 minutes while the aeroplane is in flight.  Notes:   1. must not make use of voice reporting High Frequency (HF) radio; and 2. must, for any flight on or after 8 November 2018, make use of automated reporting. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 56 | Ensure that boom or throat microphones are provided to the flight crew. |  |  | - |
|  | Reg. 57 (1) | Ensure that the flight crew compartment door is lockable from flight crew compartment side. |  |  | - |
|  | Reg. 83 (1) | (a) Ensure all exits are marked with   1. a universal symbolic exit sign approved by DGCA or the words "EXIT" or “EMERGENCY EXIT" 2. instructions in English and with diagrams to indicate the correct method of opening the exit |  |  | - |
| (b) Ensure all markings required in sub-paragraph (a):   1. are red or green in colour; 2. are placed on or near the inside surface of the door or other closure of the exit; and 3. if the exit can be opened from the outside of the aeroplane, are also placed on or near the exterior surface. |  |  | - |
|  | Reg. 83 (2) | Ensure that every exit that is intended to be used by passengers in an emergency is marked on the exterior surface of the aeroplane by a band outlining the exit that:   1. is not less than 5 cm in width; and 2. is in a colour that clearly contrasts with the background on which the marking appears. |  |  | - |
|  | Reg. 83 (3), (4) and (5) | Ensure that every area of the aeroplane fuselage that is suitable for break‑in by rescue crews in the event of an emergency (called in this regulation a break‑in area):   1. is rectangular in shape; 2. is marked on the exterior surface of the aeroplane’s fuselage by right‑angled corner markings, each arm of which is 10 cm in length along its outer edge and 3 cm in width; and 3. is marked across the centre with the words “CUT HERE IN EMERGENCY”.   **Notes:**   1. For corner markings that are more than 2 m apart, the break‑in area must be marked with intermediate lines 10 cm in length and 3 cm in width such that the distance between adjacent markings does not exceed 2 m. 2. Markings must be: 3. Red in colour; and 4. In any case in which the colour of the adjacent background renders the red marking not readily visible, the markings shall be outlined in white or some other contrasting colour in such a manner as to render the marking readily visible. |  |  | - |
|  | Reg. 83 (6) | Ensure that every marking required by this regulation:   1. is painted or affixed by other equally permanent means; and 2. is kept clean and unobscured at all times. |  |  | - |
|  | Reg. 84 (1) | Ensure that every aeroplane, with an MCTOM exceeding 54,500 kg or exceeding 45,500kg and an MAPSC exceeding 19 or an MAPSC exceeding 60, that carries passengers is equipped with a flight deck door:   1. that is designed to resist penetration by small arms fire and grenade shrapnel and to resist forced intrusions by unauthorised persons; and 2. that is capable of being locked and unlocked from either pilot’s station. |  |  | - |
|  | Reg. 84 (2) | Ensure that the aeroplane in Reg 84 paragraph 1:   1. is provided with means of monitoring, from either pilot’s station, the entire door area outside the flight deck to identify persons requesting entry and to detect suspicious behaviour or potential threat; and 2. is provided with means by which a cabin crew member may discreetly notify the flight crew of any suspicious activity or security breach in the cabin. |  |  | - |
|  | Reg. 85 | Ensure that any instrument or item of equipment that is installed in a large aeroplane:   1. if the instrument or item of equipment is to be operated or used by a single pilot, the instrument or equipment is installed so that the instrument or item of equipment can be readily seen and operated from that pilot’s normal seating position with the minimum practicable deviation from normal line of sight along the flight path; and 2. if the instrument or item of equipment is to be operated or used by 2 pilots, the instrument or equipment is installed so that the instrument or item of equipment can be readily seen and operated from each pilot’s normal seating position. |  |  | - |
|  | Reg. 86 | Ensure that:   1. any placard, listing or instrument marking containing prescribed operating limitations is displayed: 2. in a conspicuous place in the aeroplane; and 3. in such a manner to minimise the risk of erasure, disfigurement, obscuring, or removal; 4. each unit of measure used on a placard, listing or instrument marking is the same as that on any related instrument or in the related flight manual; 5. each fuel contents gauge is clearly marked to indicate the units to which the gauge is calibrated; 6. a placard or marking is displayed in the immediate vicinity of each fuel and oil filler with the specification or grade, or both, of fuel or oil, as appropriate; 7. for each door (other than a flight deck door) in the aeroplane that separates a passenger compartment from another compartment that has emergency exit provisions, a placard is displayed to indicate that the door must be open during take-off and landing; and 8. any placard or marking required under any certificate issued in respect of the aeroplane is present at the designated location and remains legible. 9. a passenger information sign or placard containing a prohibition against smoking is displayed in each lavatory compartment and every other appropriate location in the aeroplane. |  |  | - |
|  | Reg. 87 (1) | Ensure that the aeroplane is equipped with:   1. a seat or berth for each person on board; and 2. a safety belt for each seat or a restraining belt for each berth. |  |  | - |
|  | Reg. 87 (2) | Ensure that each seat provided for a flight crew member:   1. is equipped with a safety harness or, if the aircraft type certificate allows, a seat belt with a diagonal shoulder strap; and 2. incorporates a means: 3. to automatically restrain the occupant in the event of rapid deceleration; and 4. to prevent an incapacitated occupant from interfering with the controls, where practicable. |  |  | - |
|  | Reg. 87 (4) | Ensure that the aeroplane is equipped with a forward or rearward facing seat for each cabin crew member that:   1. is fitted with a safety harness; 2. is within 15 degrees of the longitudinal axis of the aeroplane; 3. is located near floor level; and 4. is close to emergency exits. |  |  | - |
|  | Reg. 87 | Ensure that the passenger and cabin crew seats and restraint systems meets one of the crashworthiness designs standards (FAA 14 CFR 25.562 or EASA CS 25.562)  Reference AC 121-6-1 |  |  | - |
|  | Reg. 88 | Ensure that a large aeroplane that is to be  flown in accordance with the Visual Flight Rules is equipped with a means of measuring and displaying:   1. magnetic heading; 2. the time in hours, minutes and seconds; 3. barometric altitude; 4. indicated airspeed; and 5. mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of mach number. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 90 | Ensure that a large aeroplane that is to be flown in circumstances in which icing conditions are reported to exist or are expected to be encountered is certificated and equipped to operate in icing conditions. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 91 (1) | Ensure that a large aeroplane that is to be flown at night, in accordance with the Instrument Flight Rules, or when the surface is not in sight, is equipped with a means of measuring and displaying —   1. magnetic heading; 2. the time in hours, minutes and seconds; 3. barometric altitude from 2 independent altimetry sources, at least one of which must be a sensitive pressure altimeter; 4. airspeed calibrated in knots, with a means of preventing malfunctioning due to either condensation or icing; 5. mach number, if the speed limitation prescribed by the aeroplane’s flight manual is expressed in terms of mach number; 6. turn and slip; 7. aircraft attitude for each required pilot, except in an aeroplane where one of these may be replaced by the turn and slip indicator; 8. stabilised aircraft heading; 9. the adequacy of the power supply to any gyroscopic instruments; 10. outside air temperature; and 11. rate of climb and descent. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 91 (2) | Ensure each attitude indicator provided:   1. is powered by a separate power source that is capable of automatically continuing to power the indicator for at least 30 minutes after total failure of the main electrical system; and 2. has an indicator on the instrument panel of the aeroplane to inform the pilot when the attitude indicator is being operated by emergency power. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 91 (3) | Ensure that the equipment installed to measure barometric altitude has a counter drum pointer or equivalent presentation. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 91 (4) | Ensure that the aeroplane is equipped with the following lights:   1. any lights required by the Rules of the Air; 2. illumination for all flight instruments and equipment essential for the safe operation of the aeroplane; 3. lights in all passenger compartments; 4. an independent portable light for each crew member station; 5. a means to illuminate or detect the formation of ice. |  |  | - |
|  | Reg. 93 (1), (2) | Ensure that a large aeroplane powered by at least one turbine engine is equipped with an altitude alerting system or device that is capable of:   1. alerting the pilot to an approaching pre‑selected altitude by means of visual and aural signals, such that the pilot may establish level flight from climb or descent without exceeding the pre-selected altitude; 2. being tested without special equipment to determine proper operation of alerting signals; 3. enabling the use of pre‑selected altitudes in increments commensurate with the altitudes at which the aeroplane is approved for use; and 4. accepting barometric pressure settings if the system or device operates on barometric pressure. |  |  | - |
|  | Reg. 93 (3), (4) | Ensure that the large aeroplane is equipped with a means of indicating an altitude assigned by an appropriate air traffic control unit.  The means of indicating assigned altitude:   1. must be located so that adjustment of the assigned altitude information may be readily made from each pilot seat; 2. must display assigned altitude information such that the information is clearly visible to all flight crew members whose duties involve monitoring altitude assignment; and 3. must enable the use of pre‑selected altitudes in increments commensurate with the altitudes at which the aeroplane is operated. |  |  | - |
|  | Reg. 94 (1), (2) | Ensure that the aeroplane is equipped with:   1. radio communication equipment that is capable of providing continuous two‑way communication with an appropriate air traffic services unit or aeronautical telecommunication facility, and for receiving meteorological information, at any time during flight; and 2. a headset with a boom or throat microphone.   **Note:** The radio communication equipment must provide for communication on the emergency frequency 121.5 MHz. | *Provide equipment details in Annex A.* |  | - |
|  | Reg 94 (3) | Ensure the aeroplane is equipped with the capability of operating in accordance with the specified required communications performance for performance‑based communication |  |  | - |
|  | Reg. 95 (1) | ensure that the aeroplane is equipped with a navigation system that enables it to proceed in accordance with:   1. the operational flight plan; and 2. the requirements of an appropriate air traffic services authority. |  |  | - |
|  | Reg. 96 (1) | Ensure the aeroplane is equipped with surveillance equipment that enables the aeroplane to operate in accordance with the requirements of the appropriate air traffic services authority. |  |  | - |
|  | Reg. 97 | Ensure that the installation on an aeroplane of any equipment required for communications, navigation or surveillance purposes is such that the failure of any single unit of such equipment, or any combination of such equipment will not result in the failure of another unit required for communications, navigation or surveillance purposes. |  |  | - |
|  | Reg. 98 | Ensure that the aeroplane is equipped with appropriate navigation equipment for landing in instrument meteorological conditions. |  |  | - |
|  | Reg. 100 (1)(a), (2), (3) | Ensure that the aeroplane is equipped with a public address system that:   1. must be capable of operation independent of the crew member intercom system, with the exception of the handsets, headsets, microphones, selector switches and signaling devices; 2. must be accessible for immediate use from each of the flight crew member stations in the flight deck; 3. must have a microphone or equivalent installed for each required floor‑level passenger emergency exit that has an adjacent cabin crew seat, which is readily accessible for immediate use by the seated cabin crew member; and 4. must be understandably audible at all times at all passenger seats, lavatories, cabin crew seats and work stations.   **Note:** A microphone or equivalent installed serve more than one emergency exit if the proximity of the exits allows unassisted verbal communication between the seated cabin crew members. |  |  | - |
|  | Reg. 100 (1)(b), (4) | Ensure that the aeroplane is equipped with a crew member intercom system that:   1. must be capable of operation independent of the public address system, with the exception of the handsets, headsets, microphones, selector switches and signaling devices; 2. must provide a means of two‑way communication between all members of the flight crew; 3. must provide a means by which a crew member may communicate with another crew member at the flight deck, each passenger compartment and each galley not located on a passenger deck; 4. must be accessible for immediate use from every flight crew member station in the flight deck; 5. must be accessible for immediate use from at least one cabin crew member station in each passenger compartment; 6. must be accessible for use at enough cabin crew stations so that all floor‑level emergency exits in each passenger compartment are observable from a station so equipped; and 7. must have an alerting system that: 8. incorporates aural or visual signals for use by any crew member; 9. provides a means for the crew member who is receiving a call to determine whether it is a normal call or an emergency call; and 10. provides a means of two‑way communication between ground personnel and any 2 flight crew members in the flight deck when the aeroplane is on the ground. |  |  | - |
|  | Reg. 101 | Ensure that the aeroplane is equipped with:   1. an emergency lighting system in the passenger compartment and at the location of each emergency exit; 2. an emergency floor path lighting system in the passenger compartment that leads to every emergency exit; and 3. an emergency lighting system that provides illumination outside the aeroplane. |  |  | - |
|  | Reg. 102 (1), (2) | Ensure that the aeroplane is equipped with the number of first-aid kits specified in the following Table.   |  |  | | --- | --- | | MAPSC | Total number of kits | | 0 to 100 | 1 | | 101 to 200 | 2 | | 201 to 300 | 3 | | 301 to 400 | 4 | | 401 to 500 | 5 |   The first-aid kit must:   1. be stowed in an accessible place in the aeroplane; 2. contains items which are appropriate to the nature of the flight, and suitable to treat minor injuries; and 3. if the aeroplane is required to carry cabin crew, is suitable for use by the cabin crew to manage any incident of ill health.   Note: Ensure that every item of equipment is marked to clearly indicate its method of operation. |  |  | - |
|  | Reg. 102 (3) | Ensure that:   1. the aeroplane is equipped with a universal precaution kit for the use by cabin crew members to manage any incident of ill health associated with a case of suspected communicable disease, or a case of illness involving contact with body fluids; 2. where a large aeroplane is authorised to carry more than 250 passengers, the aeroplane is equipped with at least 2 universal precaution kits; and 3. where a large aeroplane is authorised to carry more than 100 passengers and is to be flown on a sector that is more than 2 hours in length, the aeroplane is equipped with at least one medical kit for use by a medical doctor or another qualified person in treating in‑flight medical emergencies.   Note: Ensure that every item of equipment is marked to clearly indicate its method of operation. |  |  | - |
|  | Reg. 102 (4) | Ensure that:   1. every large aeroplane is equipped with: 2. at least one fire extinguisher, accessible to a flight crew member, on or near the flight deck; and 3. at least one fire extinguisher in each compartment that is separate from the flight deck; and 4. in the case of a large aeroplane that carries passengers, the aeroplane is equipped with a number of portable fire extinguishers that is not less than the quantity specified for an aeroplane of that MAPSC in the following Table.  |  |  | | --- | --- | | MAPSC | Minimum total number of fire extinguishers for an aeroplane of that MAPSC | | 1 to 30 | 1 | | 31 to 60 | 2 | | 61 to 200 | 3 | | 201 to 300 | 4 | | 301 to 400 | 5 | | 401 to 500 | 6 | | 501 to 600 | 7 | | 601 to 700 | 8 |   Note: Ensure that every item of equipment is marked to clearly indicate its method of operation. |  |  | - |
|  | Reg. 102 (5) | Ensure that the fire extinguisher provided:   1. is a type that will not cause dangerous contamination of the air within the aeroplane; and 2. is filled with an extinguishing agent that is not a type listed in Annex A, Group II of the Montreal Protocol on Substances That Deplete the Ozone Layer, 8th Edition, 2009 where the fire extinguisher: 3. is a portable fire extinguisher in an aeroplane for which the Certificate of Airworthiness is first issued (whether in Singapore or elsewhere) on or after 31 December 2018; or 4. is a built‑in fire extinguisher in a lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the Certificate of Airworthiness is first issued on or after 31 December 2011. |  |  | - |
|  | Reg. 102 (6) | Ensure the aeroplane with a MAPSC exceeding 19 is equipped with an axe that is readily accessible to the crew. |  |  | - |
|  | Reg. 102 (7) | Ensure that the aeroplane with a MAPSC exceeding 60 is equipped with portable battery‑ powered megaphones:   1. that are readily accessible from a normal cabin crew seat for crew members assigned to direct emergency evacuation; and 2. that are not less than the quantity specified for an aeroplane of that MAPSC in the following Table and are installed in accordance with that Table.  |  |  |  |  | | --- | --- | --- | --- | | MAPSC | Distribution of megaphones | | | | Forward end | Mid section | Most rearward location | | 61 to 99 | - | - | 1 | | 100 to 199 | 1 | - | 1 | | 200 or more | 1 | 1 | 1 | |  |  | - |
|  | Reg. 104 (1) (2) | Ensure that every large aeroplane is equipped with:   1. at least one automatic ELT or a capability in accordance with regulation 105; and 2. at least one survival ELT.   **Note:** The total number of survival ELTs that the aeroplane must be equipped with is a number that is equivalent to at least one survival ELT for every 4 life rafts or part thereof that the aeroplane is required to carry. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 104 (3) | Ensure every emergency locator transmitter:   1. operates in accordance with the requirements of Volume III of Annex 10 of the Chicago Convention; and 2. is capable of transmitting on 121.5 MHz and 406 MHz. |  |  | - |
|  | Reg. 104 (4) | Ensure that every emergency locator transmitter that is capable of transmitting on 406 MHz:   1. is coded in accordance with Volume III of Annex 10 of the Chicago Convention; and 2. is registered with the agency responsible for the maintenance of the aircraft register. |  |  | - |
|  | Reg. 105 (1), (2), (3) | Ensure the aeroplane with an MCTOM exceeding 27,000kg and for which the aeroplane’s CoA is first issued or after 1 January 2024, it is equipped with a capability of autonomously transmitting information from which the aeroplane’ s location can be determined by the AOC holder at least once every minute when the aeroplane is in distress. The capability includes:   1. the automatic detection of any event that indicates the aeroplane is in a distress condition; 2. the automatic activation of the transmission of the position information within 5 seconds after detection of the activation event; 3. the provision for manual activation for the transmission; 4. the time stamping of the transmitted information; 5. the ability to continuously transmit the necessary information during the loss of aircraft electrical power for at least the expected duration of the entire flight; 6. the deactivation of an activated autonomous transmission of position information only by the same mechanism that activated it. 7. provides position information that meets the position accuracy requirements established for emergency locator transmitters; and 8. has a low rate of false activation that is acceptable to the Director‑General of Civil Aviation.   Note: If an aircraft that is affected by this regulation is not equipped with the required capability, the AOC holder have up till 1 January 2025 to retrofit the aircraft with the necessary equipment to comply with the regulation. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 106 | Ensure that the aeroplane carries survival equipment and signaling devices appropriate to the areas to be overflown and to the circumstances of the flight.  The equipment carried may include those specified in ANR part 121 Third Schedule. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 107 (1), (2), (3) | Ensure that the aeroplane is equipped with a life jacket for every person on board.  The life jacket:   1. must be equipped with a survivor locator light; 2. must be equipped with a whistle, except for a life jacket constructed and carried on board solely for use by a child under 4 years of age; 3. must be stowed in a place which is easily accessible from the seat or berth of the person for whom the life jacket is provided.   Every life jacket or signaling device must be:   1. is installed in a conspicuously identified location with the contents clearly indicated; and 2. is easily accessible in the event of a ditching. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 108 (1), (2), (3), (4) | Ensure that the aeroplane is equipped with:   1. life rafts in accordance; and 2. equipment for making distress signals, as described in the Rules of the Air.   The life rafts:   1. must be in sufficient numbers to carry all persons on board; 2. must be of sufficient buoyancy and rated capacity to accommodate all occupants of the aeroplane in the event of a loss of one raft of the largest rated capacity; 3. must be stowed so as to facilitate their ready use in the event of an emergency; and 4. must be equipped with: 5. equipment in accordance with the Third Schedule; and 6. such life‑saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken.   Every life raft or signaling device must be:   1. is installed in a conspicuously identified location with the contents clearly indicated; and 2. is easily accessible in the event of a ditching. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 108 (5) | Ensure that the aeroplane with an MCTOM exceeding 27,000 kg is equipped with an underwater locating device:   1. which automatically activates when underwater; 2. which operates at a frequency of 8.8 kHz; 3. which is capable of operating for a minimum of 30 days; and 4. which is securely attached to an appropriate location on the aeroplane that is not the wings or the empennage. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 109 | Ensure that the aeroplane is equipped with a pressure‑altitude reporting transponder:   1. which operates in accordance with the provisions of Volume IV of Annex 10 of the Chicago Convention; 2. which is capable of operating in Mode S; 3. which has a data source that provides pressure‑altitude information with a resolution of 7.62 m (25 ft) or better; and 4. which is provided with airborne or on‑the‑ground status of the aeroplane when that aeroplane is equipped with an automatic means of detecting such status. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 110 (1), (2) | Ensure that the aeroplane is equipped with a means of conveying the following information and instructions to passengers:   1. when seat belts are to be fastened; 2. when and how any oxygen equipment that is required to be carried is to be used; 3. any restrictions on smoking; 4. the location and use of life jackets, and life cots if carried; 5. the location and method of opening emergency exits. |  |  | - |
|  | Reg. 110 (2) | Ensure availability of passenger safety card for containing appropriate information to supplement the passenger briefing. The number of passenger safety cards shall be sufficient for the number of passengers onboard.  Note: For the purpose of delivery flight back to base, the number of passenger safety cards shall be sufficient for the number of crew onboard. |  |  | - |
|  | Reg. 111 | Ensure that the aeroplane to be operated at an altitude above flight level 100 —   1. is equipped with a means of indicating to the flight crew: 2. whether the passenger oxygen system is activated; 3. if the oxygen system is supplied by a gaseous system, the amount of breathing oxygen available in each source supply; and 4. if the aeroplane is a pressurised aeroplane, by visual or aural warning, when the cabin pressure altitude exceeds 10,000 ft; and 5. is equipped with a means of indicating to each user of an individual dispensing unit, whether the oxygen is being delivered to the dispensing unit. |  |  | - |
|  | Reg. 113 (1) | For an aeroplane operating above flight level 100, ensure that it carries a supply of oxygen sufficient for a duration that is the greater of:   1. the duration of time that is calculated in accordance with its Operations Manual before the commencement of the flight, being the period or periods which it is reasonably anticipated that the aeroplane will be flown in the circumstances of the intended flight at a height where such requirements apply and in calculating the duration account must be taken of: 2. the possibility of depressurisation when flying above flight level 100; 3. the possibility of failure of one or more of the aircraft engines; 4. any restrictions due to required minimum safe altitude; 5. the fuel requirement; and 6. the performance of the aeroplane; **or** 7. the duration of time that is calculated in accordance with ANR 121 Table 5 for the circumstances that the aeroplane is to be operated in.   **Note:** The Operations Manual shall provide information and instructions relating to the manner in which the quantity of oxygen and oxygen equipment required to be carried is to be computed. (Operator to include additional pages to the Operations Manual on such information and instructions). |  |  | - |
|  | Reg. 113 (6) | Ensure that for an aeroplane that is to be operated above flight level 250, it is equipped with suitable and sufficient apparatus to enable the persons for whom oxygen is supplied to use the oxygen, including automatically deployable oxygen equipment with a quantity of oxygen dispensing units that exceeds the number of passenger and cabin crew member seats by at least 10%. |  |  | - |
|  | Reg. 113 (7) | Ensure that for an aeroplane that is to be operated above flight level 250, each flight crew member at a flight duty station has ready access from the crew member’s normal seating position to a quick‑donning type of oxygen mask which will readily supply oxygen upon demand. |  |  | - |
|  | Reg. 114 (1), (2) | Ensure that the aeroplane is equipped with protective breathing equipment (PBE) for every crew member that is required for a flight of the aeroplane.  The PBE provided:   1. must protect the eyes, nose and mouth of the person wearing it; 2. must be capable of providing oxygen for a period of at least 15 minutes; and 3. must be located: 4. for a required flight crew member, at the member’s assigned duty station in a place that is accessible for immediate use; and 5. for a required cabin crew member, at a place that is adjacent to the member’s duty station. |  |  | - |
|  | Reg. 114 (3), (4) | Ensure the aeroplane is equipped with a portable PBE located near each portable fire extinguisher unless:   1. the PBE provided for a required cabin crew member is a portable type; and 2. the portable fire extinguisher is located near to the cabin crew member’s station.   **Note:** When the fire extinguisher is located inside a cargo compartment, the additional portable PBE must be stowed outside, but adjacent to the entrance to that compartment. |  |  | - |
|  | Reg. 115 | Ensure that the aeroplane that is to be operated at an altitude above 25,000 ft is equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurisation. |  |  | - |
|  | Reg. 116 (1), (2) | Ensure that every flight recorder required to be installed on the aeroplane is constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed.  The flight recorders must meet the requirements specified by the Director‑General of Civil Aviation in Aviation Specifications 2 — Flight Records for the respective type of flight recorders in respect of —   1. crashworthiness and fire protection; 2. performance; 3. parameters or information to be recorded; 4. duration of recording; and 5. continued serviceability. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 117 (1) | Ensure that the aeroplane is equipped with the appropriate flight data recorders as specified below:   1. an aeroplane with an MCTOM exceeding 5,700 kg for which the Certificate of Airworthiness was first issued after 1 January 2005, must be equipped with a Type IA FDR; 2. an aeroplane with an MCTOM exceeding 27,000 kg, for which the Certificate of Airworthiness was first issued on or before 1 January 2005, must be equipped with a Type I FDR; 3. an aeroplane with an MCTOM exceeding 5,700 kg but not exceeding 27,000 kg, for which the Certificate of Airworthiness was first issued on or before 1 January 2005, must be equipped with a Type II FDR; 4. a turbine-powered aeroplane with an MCTOM not exceeding 5,700 kg, for which the Certificate of Airworthiness is first issued on or after 1 January 2016, must be equipped with one of the following: 5. a Type II FDR; 6. a Class C airborne image recorder (AIR) or airborne image recording system (AIRS) capable of recording flight path and speed parameters displayed to the pilot; 7. an aircraft data recording system (ADRS) capable of recording the essential parameters specified by the Director‑ General of Civil Aviation; 8. a multi-engine turbine‑powered aeroplane with an MCTOM not exceeding 5,700 kg, for which the Certificate of Airworthiness was first issued on or after 1 January 1990 but before 1 January 2016, must be equipped with a Type IIA FDR. | *Provide equipment details in Annex A.* |  | - |
|  | Reg 117 (2) | Ensure that the flight data recorder:   1. when required to record normal acceleration, lateral acceleration and longitudinal acceleration, records those parameters at a maximum sampling and with recording interval of 0.0625 seconds; or 2. when required to record pilot input or control surface position of primary controls (pitch, roll, yaw) or both, records those parameters at a maximum sampling and with recording interval of 0.125 seconds.   **Note:** This is only applicable for aeroplane where the application for type certification is submitted to a Contracting State on or after 1 January 2016. |  |  | - |
|  | Reg. 118 (1) | Ensure that the aeroplane with an MCTOM exceeding 5,700 kg is equipped with a cockpit voice recorder. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 118 (2), (3), (4) | For an aeroplane with an MCTOM exceeding 27000kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2018, the AOC holder must ensure that:   1. an alternate power source that powers the cockpit voice recorder (and its associated cockpit area microphone components) is provided; 2. whenever aeroplane power to the cockpit voice recorder ceases (either by normal shutdown or by other loss of power), the alternate power source automatically engages and provides 10 minutes, plus or minus one minute, of operation; and 3. the cockpit voice recorder is located as close as practicable to the alternate power source provided.   **Notes:**   1. “alternate power source” means a power source that is separate from the power source that normally provides power to the cockpit voice recorder and: 2. includes aeroplane batteries or other power sources without compromising electrical power to essential and critical loads; and 3. in the case where the CVR function is combined with other recording functions within a single item of equipment, may be used to power the other functions of the equipment. 4. Where combination recorders are installed in the aeroplane to meet this requirement, the combination recorder with the CVR function and the alternate power source must be the forward combination recorder. |  |  | - |
|  | Reg. 119 (1), (2), (3) | Ensure that the aeroplane is equipped with a datalink recorder capable of recording for a duration equal to the minimum recording duration of the cockpit voice recorder. The recordings of the data link recorder must be able to correlate with the recorded cockpit audio.  **Note:** This is only applicable to a large aeroplane:   1. for which the Certificate of Airworthiness is first issued before 1 January 2016, 2. which is modified on or after 1 January 2016 to install and utilise any data link communications applications specified by the Director‑General of Civil Aviation, 3. which is required to carry a cockpit voice recorder under regulation 118; and 4. which is not modified on or after 1 January 2016 to install any data link communications equipment which complies with    1. the type design of aeroplane that is approved by the State of Design before 1 January 2016; or    2. a modification to the aeroplane that is approved by the State of Design or the State of Registry before 1 January 2016. |  |  | - |
|  | Reg. 120 (1), (2) | Ensure that the aeroplane is equipped with 2 combination recorders (FDR/CVR), one located as close to the cockpit as practicable and the other located as far away as practicable.  **Note:** This is only applicable to an aeroplane with an MCTOM exceeding 5,700kg:   1. that has its application for type certification submitted to a Contracting State on or after 1 January 2016; and 2. that is required to be equipped with both a cockpit voice recorder and a flight data recorder |  |  | - |
|  | Reg. 121 | Ensure the aeroplane is equipped with:   1. a means approved by the Director‑General of Civil Aviation to recover flight recorder data; and 2. a means to make such data available in a timely manner to the Director‑General of Civil Aviation or an appropriate authority when requested.   **Note:** This is only applicable to an aeroplane with MCTOM exceeding 27,000 kg and with an MAPSC exceeding 19 for which the application for type certification is submitted to the appropriate authority of the State of Design on or after 1 January 2021 |  |  | - |
|  | Reg. 122  (1) | Ensure that the aeroplane is equipped with a ground proximity warning system which has a forward‑looking terrain avoidance function. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 122 (2) | The ground proximity warning system required to be carried by  a turbine‑powered aeroplane:   1. must provide an automatic and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth’s surface; and 2. must provide warnings for all of the following circumstances: 3. excessive descent rate; 4. excessive terrain closure rate; 5. excessive altitude loss after take-off or go-around; 6. unsafe terrain clearance while not in the landing configuration;   (A) gear not locked down;  (B) flaps not in a landing position;   1. excessive descent below the instrument glide path. |  |  | - |
|  | Reg. 122 (3) | The ground proximity warning system required to be carried by a piston-engined aeroplane:   1. must provide an automatic and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth’s surface; and 2. must provide warnings for all of the following circumstances: 3. excessive descent rate; 4. excessive altitude loss after take‑off or go‑around; 5. unsafe terrain clearance. |  |  | - |
|  | Reg 122A | Ensure the turbine aeroplane with an MCTOM exceeding 5,700kg is equipped with a runway overrun awareness and alerting system (ROAAS).  Note: This regulation does not apply to a turbine engine aeroplane for which a CoA is first issued before 1 Jan 2026. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 123 | Ensure that the aeroplane is equipped with operative weather radar or other significant weather detecting equipment capable of detecting thunderstorms whenever the aeroplane is to be or is being operated:   1. in areas where such conditions may be expected to exist along the route in instrument meteorological conditions; or 2. at night. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 124 (1), (2) | Ensure that every turbine‑powered aeroplane with an MCTOM exceeding 5,700 kg or an MAPSC exceeding 9 is equipped with a forward‑looking wind shear warning system.  The forward-looking wind shear warning system:   1. must be capable of providing the pilot with a timely aural and visual warning of wind shear ahead of the aeroplane, and the information required for the pilot: 2. to safely commence and continue a missed approach or go‑around; or 3. to execute an escape manoeuvre if necessary; and 4. must provide an indication to the pilot when the limits specified for the certification of automatic landing equipment are being approached, when such equipment is in use. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 125 (1), (2) | Ensure that every turbine‑powered aeroplane with an MCTOM exceeding 5,700 kg or an MAPSC exceeding 19, is equipped with ACAS II.  The ACAS II provided must operate in accordance with the relevant provisions of Volume IV of Annex 10 of the Chicago Convention. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 126 (1), (2) | Ensure that the aeroplane is equipped with ADS — B (out) capability.  **Note:** “ADS — B (out) capability” means the function by which an aeroplane is capable of automatically transmitting data (such as aircraft identification, position and additional information, as appropriate) in a broadcast mode via a data link. | *Provide equipment details in Annex A.* |  | - |
|  | Reg. 127 (1), (2) | Ensure that the aeroplane that is to be flown at an altitude above 49,000 ft carries equipment to measure and indicate continuously the dose rate of total cosmic radiation being received and the cumulative dose for every such flight.  The display unit of the equipment must be readily visible to a flight crew member. | *Provide equipment details in Annex A.* |  | - |

| **PART IV: SINGAPORE AIRWORTHINESS NOTICES REQUIREMENTS** | | | **COMPLIANCE STATUS** | **Cross Box if complied** | **For CAAS use only** |
| --- | --- | --- | --- | --- | --- |
| Operator to declare if the following Airworthiness Notices requirements have been complied with or are not applicable:  Note: ANs are listed from AN issue 27 dated 9 Feb 2022.  Please refer to latest AN issue. | | |  |  |  |
|  | C25 | Power supply systems for aircraft radio installations. |  |  | - |
|  | C31 | Communications transmitters in the VHF radio telephony band 118-136 MHz shall have frequency tolerance limits of +0.003%. |  |  | - |
|  | C44 | Tyre bursts in flight – inflation media. |  |  | - |

| **PART V: CAAS FLIGHT OPERATIONS REQUIREMENTS** | | **COMPLIANCE STATUS** | **Cross Box if complied** | **For CAAS use only** |
| --- | --- | --- | --- | --- |
|  | Ensure that the Operations Manual (eg. FCOM for Airbus) has been accepted by CAAS. |  |  | - |
|  | Ensure that Airspeed indications in knots are available for the aircraft to be registered. |  |  | - |
|  | Ensure that fuel gauges indications in metric units are available for the aircraft to be registered. |  |  | - |
|  | Ensure that weight limitation decals are in metric unit. |  |  | - |
|  | Ensure aircraft flight deck security features to be embodied for the aircraft to be registered. |  |  | - |

| **PART VI : CAAS MAINTENANCE REQUIREMENTS** | | **COMPLIANCE STATUS** | **Cross Box if complied** | **For CAAS use only** |
| --- | --- | --- | --- | --- |
|  | Ensure that Maintenance Control Manual is updated accordingly. |  |  | - |
|  | Ensure that Maintenance schedule is updated to include the additional aircraft registration.  Note: Operator to take into account Airworthiness Notices requirements. |  |  | - |
|  | Ensure that the minimum equipment list (MEL) and configuration deviation list (CDL) are amended to include additional aircraft registration. |  |  | - |
|  | Verify initial issue of CMR is performed prior to issue of CoA. |  |  | - |
|  | Type and structural repair courses for CAAS officers, if required by CAAS. |  |  | - |

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| --- | --- | --- | --- | --- |
| **Only applicable if a similar variant of this aircraft has been delivered to the operator previously** | | | | |
| The operator to declare here on the differences with the aircraft that was last registered under the operator.  Details of the aircraft to draw in comparison  Aircraft Registration:  Aircraft Serial Number: | | | | |
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| **Declaration Statement by Applicant** | | | | | | | | | |
| I declare that the information provided in this form meets the requirements as stated under Singapore Air Navigation Regulations Part 121, Singapore Air Navigation Order, Singapore Airworthiness Notices and Singapore Airworthiness Requirements. | | | | | | | | | |
| Operator |  | Name |  | Designation |  | Signature |  | Submission Date |  |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **CAAS Officers registering the aircraft** | | | | | | | | |
| (For CAAS Official Use Only) | | | | | | | | |
|  |  | Name & Signature of Officer | |  |  | Name & Signature of Officer |  |  |
|  |  | | Name & Signature of Officer |  |  | Name & Signature of Officer |  |  |

**Annex A**

**Equipment Details**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **S/N** | **Regulation** | **Manufacturer** | **Part Number** | **Quantity** | **Remarks** |
| *1* | *ANR 121 Reg.125* | *Aviation Communication & DBA L-3 Communication & Thales* | *9003500-10905* | *1* | *This is an example* |
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