

DECLARATION OF COMPLIANCE WITH CAAS REQUIREMENTS FOR INITIAL ISSUE OF A CERTIFICATE OF AIRWORTHINESS FOR COMMERCIAL AIR TRANSPORT CATEGORY AEROPLANE

NOTE: IF THIS IS AN APPLICATION FOR FIRST-OF-TYPE AIRCRAFT, THE REQUIREMENTS STATED UNDER SAR 21 SUBPART A MUST BE FULFILLED.

1. **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

2. **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

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3. Notes to Operator of Aircraft

- 3.1. 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.
- 3.2. 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.**
- 3.3. 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.**
- 3.4. 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.
- 3.5. 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).
- 3.6. Additional requirements may be specified by CAAS when deemed necessary.

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 AEROPLANE**

PART I: GENERAL INFORMATION REQUIRED			For CAAS use only
1.	Aircraft Type		-
2.	Aircraft model		-
3.	Aircraft serial number, line number, customer number, fuselage number, etc		-
4.	Engine model		-
5.	Engine serial number		-
6.	APU model		-
7.	APU serial number		-
8.	Minimum number of flight crew members		-
9.	Number of cabin attendants seats (at least 1 cabin attendant to each proportion of 50 passengers seats)		-
10.	Number of passenger seats according to class configuration		-
11.	Maximum number of occupants for which the aircraft is type certificated		-
12.	CAAS aircraft type acceptance Ref. and Aircraft Type Certificate Data Sheet		-
13.	Operator to provide list of Buyer Furnished Equipment (BFE)		-

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PART II: SINGAPORE AIR NAVIGATION ORDER (ANO) REQUIREMENTS			COMPLIANCE STATUS	Cross Box if complied	For CAAS use only
1.	First Schedule Part B	Ensure that nationality and registration markings comply with the requirements in ANO First Schedule Part B.		<input type="checkbox"/>	-

PART III: SINGAPORE AIR NAVIGATION REGULATIONS PART 121 REQUIREMENTS			COMPLIANCE STATUS	Cross Box if complied	For CAAS use only
1.	Reg. 18 (1)(c), (2), (3)	Ensure that "No Smoking" and "Fasten Seat Belt" signs are visible from each passenger seat.		<input checked="" type="checkbox"/>	-
2.	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: i. must not make use of voice reporting High Frequency (HF) radio; and ii. must, for any flight on or after 8 November 2018, make use of automated reporting.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
3.	Reg. 56	Ensure that boom or throat microphones are provided to the flight crew.		<input type="checkbox"/>	-
4.	Reg. 57 (1)	Ensure that the flight crew compartment door is lockable from flight crew compartment side.		<input type="checkbox"/>	-
5.	Reg. 83 (1)	(a) Ensure all exits are marked with (i) a universal symbolic exit sign approved by DGCA or the words "EXIT" or "EMERGENCY EXIT" (ii) instructions in English and with diagrams to indicate the correct method of opening the exit		<input type="checkbox"/>	-
		(b) Ensure all markings required in sub-paragraph (a): (i) are red or green in colour;		<input type="checkbox"/>	-

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		(ii) are placed on or near the inside surface of the door or other closure of the exit; and (iii) if the exit can be opened from the outside of the aeroplane, are also placed on or near the exterior surface.			
6.	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: (a) is not less than 5 cm in width; and (b) is in a colour that clearly contrasts with the background on which the marking appears.		<input type="checkbox"/>	-
7.	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): (a) is rectangular in shape; (b) 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 (c) is marked across the centre with the words "CUT HERE IN EMERGENCY". Notes: i. 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. ii. Markings must be: a. Red in colour; and b. In any case in which the colour of the adjacent background renders the red marking not		<input type="checkbox"/>	-

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		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.			
8.	Reg. 83 (6)	Ensure that every marking required by this regulation: (a) is painted or affixed by other equally permanent means; and (b) is kept clean and unobscured at all times.		<input type="checkbox"/>	-
9.	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: (a) that is designed to resist penetration by small arms fire and grenade shrapnel and to resist forced intrusions by unauthorised persons; and (b) that is capable of being locked and unlocked from either pilot's station.		<input type="checkbox"/>	-
10.	Reg. 84 (2)	Ensure that the aeroplane in Reg 84 paragraph 1: (a) 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 (b) 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.		<input type="checkbox"/>	-
11.	Reg. 85	Ensure that any instrument or item of equipment that is installed in a large aeroplane: (a) 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		<input type="checkbox"/>	-

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		operated from that pilot's normal seating position with the minimum practicable deviation from normal line of sight along the flight path; and (b) 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.			
12.	Reg. 86	Ensure that: (a) any placard, listing or instrument marking containing prescribed operating limitations is displayed: (i) in a conspicuous place in the aeroplane; and (ii) in such a manner to minimise the risk of erasure, disfigurement, obscuring, or removal; (b) 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; (c) each fuel contents gauge is clearly marked to indicate the units to which the gauge is calibrated; (d) 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; (e) 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 (f) any placard or marking required under any certificate issued in respect of the aeroplane is		<input type="checkbox"/>	-

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		present at the designated location and remains legible. (g) 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.			
13.	Reg. 87 (1)	Ensure that the aeroplane is equipped with: (a) a seat or berth for each person on board; and (b) a safety belt for each seat or a restraining belt for each berth.		<input type="checkbox"/>	-
14.	Reg. 87 (2)	Ensure that each seat provided for a flight crew member: (a) is equipped with a safety harness or, if the aircraft type certificate allows, a seat belt with a diagonal shoulder strap; and (b) incorporates a means: (i) to automatically restrain the occupant in the event of rapid deceleration; and (ii) to prevent an incapacitated occupant from interfering with the controls, where practicable.		<input type="checkbox"/>	-
15.	Reg. 87 (4)	Ensure that the aeroplane is equipped with a forward or rearward facing seat for each cabin crew member that: (a) is fitted with a safety harness; (b) is within 15 degrees of the longitudinal axis of the aeroplane; (c) is located near floor level; and (d) is close to emergency exits.		<input type="checkbox"/>	-
16.	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		<input type="checkbox"/>	-

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17.	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: <ul style="list-style-type: none"> (a) magnetic heading; (b) the time in hours, minutes and seconds; (c) barometric altitude; (d) indicated airspeed; and (e) mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of mach number. 	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
18.	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.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
19.	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 — <ul style="list-style-type: none"> (a) magnetic heading; (b) the time in hours, minutes and seconds; (c) barometric altitude from 2 independent altimetry sources, at least one of which must be a sensitive pressure altimeter; (d) airspeed calibrated in knots, with a means of preventing malfunctioning due to either condensation or icing; (e) mach number, if the speed limitation prescribed by the aeroplane's flight manual is expressed in terms of mach number; (f) turn and slip; 	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		<ul style="list-style-type: none"> (g) aircraft attitude for each required pilot, except in an aeroplane where one of these may be replaced by the turn and slip indicator; (h) stabilised aircraft heading; (i) the adequacy of the power supply to any gyroscopic instruments; (j) outside air temperature; and (k) rate of climb and descent. 			
20.	Reg. 91 (2)	<p>Ensure each attitude indicator provided:</p> <ul style="list-style-type: none"> (a) 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 (b) has an indicator on the instrument panel of the aeroplane to inform the pilot when the attitude indicator is being operated by emergency power. 	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
21.	Reg. 91 (3)	Ensure that the equipment installed to measure barometric altitude has a counter drum pointer or equivalent presentation.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
22.	Reg. 91 (4)	<p>Ensure that the aeroplane is equipped with the following lights:</p> <ul style="list-style-type: none"> (a) any lights required by the Rules of the Air; (b) illumination for all flight instruments and equipment essential for the safe operation of the aeroplane; (c) lights in all passenger compartments; (d) an independent portable light for each crew member station; (e) a means to illuminate or detect the formation of ice. 		<input type="checkbox"/>	-

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23.	Reg. 93 (1), (2)	<p>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:</p> <ul style="list-style-type: none"> (a) 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; (b) being tested without special equipment to determine proper operation of alerting signals; (c) enabling the use of pre-selected altitudes in increments commensurate with the altitudes at which the aeroplane is approved for use; and (d) accepting barometric pressure settings if the system or device operates on barometric pressure. 		<input type="checkbox"/>	-
24.	Reg. 93 (3), (4)	<p>Ensure that the large aeroplane is equipped with a means of indicating an altitude assigned by an appropriate air traffic control unit.</p> <p>The means of indicating assigned altitude:</p> <ul style="list-style-type: none"> (a) must be located so that adjustment of the assigned altitude information may be readily made from each pilot seat; (b) must display assigned altitude information such that the information is clearly visible to all flight crew members whose duties involve monitoring altitude assignment; and (c) must enable the use of pre-selected altitudes in increments commensurate with the altitudes at which the aeroplane is operated. 		<input type="checkbox"/>	-

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25.	Reg. 94 (1), (2)	<p>Ensure that the aeroplane is equipped with:</p> <p>(a) 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</p> <p>(b) a headset with a boom or throat microphone.</p> <p>Note: The radio communication equipment must provide for communication on the emergency frequency 121.5 MHz.</p>	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
26.	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		<input type="checkbox"/>	-
27.	Reg. 95 (1)	<p>Ensure that the aeroplane is equipped with a navigation system that enables it to proceed in accordance with:</p> <p>(a) the operational flight plan; and</p> <p>(b) the requirements of an appropriate air traffic services authority.</p>		<input type="checkbox"/>	-
28.	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.		<input type="checkbox"/>	-
29.	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.		<input type="checkbox"/>	-

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30.	Reg. 98	<p>Ensure that the aeroplane is equipped with appropriate navigation equipment for landing in instrument meteorological conditions.</p> <p>Note: The navigation equipment provided must be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome.</p>		<input type="checkbox"/>	-
31.	Reg. 100 (1)(a), (2), (3)	<p>Ensure that the aeroplane is equipped with a public address system that:</p> <ul style="list-style-type: none"> (a) 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; (b) must be accessible for immediate use from each of the flight crew member stations in the flight deck; (c) 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 (d) must be understandably audible at all times at all passenger seats, lavatories, cabin crew seats and work stations. <p>Note: A microphone or equivalent installed may serve more than one emergency exit if the proximity of the exits allows unassisted verbal communication between the seated cabin crew members.</p>		<input type="checkbox"/>	-
32.	Reg. 100 (1)(b), (4)	<p>Ensure that the aeroplane is equipped with a crew member intercom system that:</p>		<input type="checkbox"/>	-

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		<ul style="list-style-type: none"> (a) must be capable of operation independent of the public address system, with the exception of the handsets, headsets, microphones, selector switches and signaling devices; (b) must provide a means of two-way communication between all members of the flight crew; (c) 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; (d) must be accessible for immediate use from every flight crew member station in the flight deck; (e) must be accessible for immediate use from at least one cabin crew member station in each passenger compartment; (f) 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 (g) must have an alerting system that: <ul style="list-style-type: none"> (i) incorporates aural or visual signals for use by any crew member; (ii) 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 (iii) 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. 			
33.	Reg. 101	Ensure that the aeroplane is equipped with:		<input type="checkbox"/>	-

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		(a) an emergency lighting system in the passenger compartment and at the location of each emergency exit; (b) an emergency floor path lighting system in the passenger compartment that leads to every emergency exit; and (c) an emergency lighting system that provides illumination outside the aeroplane.														
34.	Reg. 102 (1), (2)	Ensure that the aeroplane is equipped with the number of first-aid kits specified in the following Table. <table border="1" data-bbox="474 724 1012 963"> <thead> <tr> <th>MAPSC</th> <th>Total number of kits</th> </tr> </thead> <tbody> <tr> <td>0 to 100</td> <td>1</td> </tr> <tr> <td>101 to 200</td> <td>2</td> </tr> <tr> <td>201 to 300</td> <td>3</td> </tr> <tr> <td>301 to 400</td> <td>4</td> </tr> <tr> <td>401 to 500</td> <td>5</td> </tr> </tbody> </table> <p>The first-aid kit must:</p> (a) be stowed in an accessible place in the aeroplane; (b) contains items which are appropriate to the nature of the flight, and suitable to treat minor injuries; and (c) if the aeroplane is required to carry cabin crew, is suitable for use by the cabin crew to manage any incident of ill health.	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	<input type="checkbox"/>	-
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															
		Note: i. Ensure that every item of equipment is marked to clearly indicate its method of operation.														

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		ii. Ensure that the compartment or container used to store the equipment is marked to indicate its contents.			
35.	Reg. 102 (3)	<p>Ensure that:</p> <p>(a) 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;</p> <p>(b) where a large aeroplane is authorised to carry more than 250 passengers, the aeroplane is equipped with at least 2 universal precaution kits; and</p> <p>(c) 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.</p> <p>Note:</p> <p>i. Ensure that every item of equipment is marked to clearly indicate its method of operation.</p> <p>ii. Ensure that the compartment or container used to store the equipment is marked to indicate its contents.</p>		<input type="checkbox"/>	-
36.	Reg. 102 (4)	<p>Ensure that:</p> <p>(a) every large aeroplane is equipped with:</p> <p>(i) at least one fire extinguisher, accessible to a flight crew member, on or near the flight deck; and</p>		<input type="checkbox"/>	-

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		<p>(ii) at least one fire extinguisher in each compartment that is separate from the flight deck; and</p> <p>(b) 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.</p> <table border="1"> <thead> <tr> <th>MAPSC</th> <th>Minimum total number of fire extinguishers for an aeroplane of that MAPSC</th> </tr> </thead> <tbody> <tr> <td>1 to 30</td> <td>1</td> </tr> <tr> <td>31 to 60</td> <td>2</td> </tr> <tr> <td>61 to 200</td> <td>3</td> </tr> <tr> <td>201 to 300</td> <td>4</td> </tr> <tr> <td>301 to 400</td> <td>5</td> </tr> <tr> <td>401 to 500</td> <td>6</td> </tr> <tr> <td>501 to 600</td> <td>7</td> </tr> <tr> <td>601 to 700</td> <td>8</td> </tr> </tbody> </table> <p>Note:</p> <p>i. Ensure that every item of equipment is marked to clearly indicate its method of operation.</p> <p>ii. Ensure that the compartment or container used to store the equipment is marked to indicate its contents.</p>	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		
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																					
37.	Reg. 102 (5)	Ensure that the fire extinguisher provided: (a) is a type that will not cause dangerous contamination of the air within the aeroplane; and	<input type="checkbox"/>	-																		

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		<p>(b) 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:</p> <p>(i) 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</p> <p>(ii) 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.</p>																		
38.	Reg. 102 (6)	Ensure the aeroplane with a MAPSC exceeding 19 is equipped with an axe that is readily accessible to the crew.		<input type="checkbox"/>	-															
39.	Reg. 102 (7)	<p>Ensure that the aeroplane with a MAPSC exceeding 60 is equipped with portable battery- powered megaphones:</p> <p>(a) that are readily accessible from a normal cabin crew seat for crew members assigned to direct emergency evacuation; and</p> <p>(b) 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.</p> <table border="1" data-bbox="423 1209 1023 1473"> <thead> <tr> <th rowspan="2">MAPSC</th> <th colspan="3">Distribution of megaphones</th> </tr> <tr> <th>Forward end</th> <th>Mid section</th> <th>Most rearward location</th> </tr> </thead> <tbody> <tr> <td>61 to 99</td> <td>-</td> <td>-</td> <td>1</td> </tr> <tr> <td>100 to 199</td> <td>1</td> <td>-</td> <td>1</td> </tr> </tbody> </table>	MAPSC	Distribution of megaphones			Forward end	Mid section	Most rearward location	61 to 99	-	-	1	100 to 199	1	-	1		<input type="checkbox"/>	-
MAPSC	Distribution of megaphones																			
	Forward end	Mid section	Most rearward location																	
61 to 99	-	-	1																	
100 to 199	1	-	1																	

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PART III: SINGAPORE AIR NAVIGATION REGULATIONS PART 121 REQUIREMENTS						COMPLIANCE STATUS	Cross Box if complied	For CAAS use only
		200 or more	1	1	1			
40.	Reg. 103 (1) (b)	Ensure that that every large aeroplane carries a “Dangerous goods emergency response kit” for use on board an aircraft.					<input type="checkbox"/>	-
41.	Reg. 104 (1) (2)	Ensure that every large aeroplane is equipped with: (a) at least one automatic ELT or a capability in accordance with regulation 105; and (b) 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.				<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
42.	Reg. 104 (3)	Ensure every emergency locator transmitter: (a) operates in accordance with the requirements of Volume III of Annex 10 of the Chicago Convention; and (b) is capable of transmitting on 121.5 MHz and 406 MHz.					<input type="checkbox"/>	-
43.	Reg. 104 (4)	Ensure that every emergency locator transmitter that is capable of transmitting on 406 MHz: (a) is coded in accordance with Volume III of Annex 10 of the Chicago Convention; and (b) is registered with the agency responsible for the maintenance of the aircraft register.					<input type="checkbox"/>	-
44.	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				<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		<p>aeroplane' s location can be determined by the AOC holder at least once every minute when the aeroplane is in distress. The capability includes:</p> <ul style="list-style-type: none"> (a) the automatic detection of any event that indicates the aeroplane is in a distress condition; (b) the automatic activation of the transmission of the position information within 5 seconds after detection of the activation event; (c) the provision for manual activation for the transmission; (d) the time stamping of the transmitted information; (e) 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; (f) the deactivation of an activated autonomous transmission of position information only by the same mechanism that activated it. (g) provides position information that meets the position accuracy requirements established for emergency locator transmitters; and (h) has a low rate of false activation that is acceptable to the Director-General of Civil Aviation. <p>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.</p>			
45.	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.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		The equipment carried may include those specified in ANR part 121 Third Schedule.			
46.	Reg. 107 (1), (2), (3)	<p>Ensure that the aeroplane is equipped with a life jacket for every person on board.</p> <p>The life jacket:</p> <ul style="list-style-type: none"> (a) must be equipped with a survivor locator light; (b) 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; (c) 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. <p>Every life jacket or signaling device must be:</p> <ul style="list-style-type: none"> (a) installed in a conspicuously identified location with the contents clearly indicated; and (b) easily accessible in the event of a ditching. 	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
47.	Reg. 108 (1), (2), (3), (4)	<p>Ensure that the aeroplane is equipped with:</p> <ul style="list-style-type: none"> (a) life rafts; and (b) equipment for making distress signals, as described in the Rules of the Air. <p>The life rafts:</p> <ul style="list-style-type: none"> (a) must be in sufficient numbers to carry all persons on board; (b) 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; 	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		<p>(c) must be stowed so as to facilitate their ready use in the event of an emergency; and</p> <p>(d) must be equipped with:</p> <p>(i) equipment in accordance with the Third Schedule; and</p> <p>(ii) such life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken.</p> <p>Every life raft or signaling device must be:</p> <p>(a) is installed in a conspicuously identified location with the contents clearly indicated; and</p> <p>(b) is easily accessible in the event of a ditching.</p>			
48.	Reg. 108 (5)	<p>Ensure that the aeroplane with an MCTOM exceeding 27,000 kg is equipped with an underwater locating device:</p> <p>(a) which automatically activates when underwater;</p> <p>(b) which operates at a frequency of 8.8 kHz;</p> <p>(c) which is capable of operating for a minimum of 30 days; and</p> <p>(d) which is securely attached to an appropriate location on the aeroplane that is not the wings or the empennage.</p>	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
49.	Reg. 109	<p>Ensure that the aeroplane is equipped with a pressure-altitude reporting transponder:</p> <p>(a) which operates in accordance with the provisions of Volume IV of Annex 10 of the Chicago Convention;</p> <p>(b) which is capable of operating in Mode S;</p> <p>(c) which has a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft) or better; and</p>	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		(d) 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.			
50.	Reg. 110 (1), (2)	<p>Ensure that the aeroplane is equipped with a means of conveying the following information and instructions to passengers:</p> <ul style="list-style-type: none"> (a) when seat belts are to be fastened; (b) when and how any oxygen equipment that is required to be carried is to be used; (c) any restrictions on smoking; (d) the location and use of life jackets, and life cots if carried; (e) the location and method of opening emergency exits. 		<input type="checkbox"/>	-
51.	Reg. 110 (2)	<p>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.</p> <p>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.</p>		<input type="checkbox"/>	-
52.	Reg. 111	<p>Ensure that the aeroplane to be operated at an altitude above flight level 100 —</p> <ul style="list-style-type: none"> (a) is equipped with a means of indicating to the flight crew: <ul style="list-style-type: none"> (i) whether the passenger oxygen system is activated; (ii) if the oxygen system is supplied by a gaseous system, the amount of breathing oxygen available in each source supply; and 		<input type="checkbox"/>	-

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		<p>(iii) if the aeroplane is a pressurised aeroplane, by visual or aural warning, when the cabin pressure altitude exceeds 10,000 ft; and</p> <p>(b) 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.</p>			
53.	Reg. 113 (1)	<p>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:</p> <p>(a) 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:</p> <p>(i) the possibility of depressurisation when flying above flight level 100;</p> <p>(ii) the possibility of failure of one or more of the aircraft engines;</p> <p>(iii) any restrictions due to required minimum safe altitude;</p> <p>(iv) the fuel requirement; and</p> <p>(v) the performance of the aeroplane; or</p> <p>(b) 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.</p>		<input type="checkbox"/>	-

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		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).			
54.	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%.		<input type="checkbox"/>	-
55.	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.		<input type="checkbox"/>	-
56.	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: <ul style="list-style-type: none"> (a) must protect the eyes, nose and mouth of the person wearing it; (b) must be capable of providing oxygen for a period of at least 15 minutes; and (c) must be located: <ul style="list-style-type: none"> (i) for a required flight crew member, at the member's assigned duty station in a place that is accessible for immediate use; and 		<input type="checkbox"/>	-

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		(ii) for a required cabin crew member, at a place that is adjacent to the member's duty station.			
57.	Reg. 114 (3), (4)	<p>Ensure the aeroplane is equipped with a portable PBE located near each portable fire extinguisher unless:</p> <p>(a) the PBE provided for a required cabin crew member is a portable type; and</p> <p>(b) the portable fire extinguisher is located near to the cabin crew member's station.</p> <p>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.</p>		<input type="checkbox"/>	-
58.	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.		<input type="checkbox"/>	-
59.	Reg. 116 (1), (2)	<p>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.</p> <p>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 —</p> <p>(a) crashworthiness and fire protection;</p> <p>(b) performance;</p> <p>(c) parameters or information to be recorded;</p> <p>(d) duration of recording; and</p>	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		(e) continued serviceability.			
60.	Reg. 117 (1)	<p>Ensure that the aeroplane is equipped with the appropriate flight data recorders as specified below:</p> <ul style="list-style-type: none"> (a) for 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 — an FDR that records at least the first 16 parameters specified in Table 1-1 of the Aviation Specifications 2 — Flight Recorders; (b) for a turbine-engined aeroplane with an MCTOM not exceeding 5,700 kg, for which the Certificate of Airworthiness was first issued on or after 1 January 2016 — one of the following flight data recorders: <ul style="list-style-type: none"> i. an FDR that records at least the first 16 parameters specified in Table 1-1 of the Aviation Specifications 2 — Flight Recorders; ii. a Class C airborne image recorder (AIR) or airborne image recording system (AIRS) that records at least the flight path and speed parameters displayed to the pilot, as defined in the Aviation Specifications 2 — Flight Recorders; iii. an aircraft data recording system (ADRS) that records at least the first 7 parameters specified in Table 1-3 of the Aviation Specifications 2 — Flight Recorders; (c) for an aeroplane with an MCTOM exceeding 5,700 kg but not exceeding 27,000 kg, for which the 	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		<p>Certificate of Airworthiness was first issued on or before 1 January 2005 — an FDR that records at least the first 16 parameters specified in Table 1-1 of the Aviation Specifications 2 — Flight Recorders;</p> <p>(d) for an aeroplane with an MCTOM exceeding 27,000 kg, for which the Certificate of Airworthiness was first issued on or before 1 January 2005 — an FDR that records at least the first 32 parameters specified in Table 1-1 of the Aviation Specifications 2 — Flight Recorders;</p> <p>(e) for an aeroplane with an MCTOM exceeding 5,700 kg, for which the Certificate of Airworthiness was first issued after 1 January 2005 and the application for type certificate was submitted to a Contracting State before 1 January 2023 — an FDR that records at least the first 78 parameters specified in Table 1-1 of the Aviation Specifications 2 — Flight Recorders;</p> <p>(f) for an aeroplane with an MCTOM exceeding 5,700 kg, for which the application for type certification was first submitted to a Contracting State on or after 1 January 2023 — an FDR that records at least the first 82 parameters specified in Table 1-1 of the Aviation Specifications 2 — Flight Recorders.</p>			
61.	Reg 117 (2)	<p>Ensure that when a large aeroplane is equipped with FDR, ADRS, AIR or AIRS, that does not use any of the following types of recording technology:</p> <p>(a) engraving metal foil;</p> <p>(b) frequency modulation;</p> <p>(c) photographic film;</p>		<input type="checkbox"/>	-

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		(d) magnetic tape.			
62.	Reg. 118 (1)	Ensure that the aeroplane with an MCTOM exceeding 5,700 kg is equipped with a cockpit voice recorder.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
63.	Reg. 118 (2), (3)	<p>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, ensure:</p> <ul style="list-style-type: none"> (a) the cockpit voice recorder installed and its associated cockpit area microphone components, is provided with an alternate power source; (b) 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 (c) the cockpit voice recorder is located as close as practicable to the alternate power source provided. <p>Notes:</p> <ul style="list-style-type: none"> (a) "alternate power source" means a power source that is separate from the power source that normally provides power to the cockpit voice recorder and: <ul style="list-style-type: none"> (i) includes aeroplane batteries or other power sources without compromising electrical power to essential and critical loads; and (ii) in the case where the CVR function is combined with other recording functions within 		<input type="checkbox"/>	-

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		a single item of equipment, may be used to power the other functions of the equipment.			
64.	Reg. 118 (4)	Where a large aeroplane is equipped with any cockpit voice recorder, ensure that the cockpit voice recorder does not use any of the following types of recording technology: (a) magnetic tape; (b) wire.		<input type="checkbox"/>	-
65.	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: (a) for which the Certificate of Airworthiness is first issued before 1 January 2016, (b) 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, (c) which is required to carry a cockpit voice recorder under regulation 118; and (d) which is not modified on or after 1 January 2016 to install any data link communications equipment which complies with i. the type design of aeroplane that is approved by the State of Design before 1 January 2016; or ii. a modification to the aeroplane that is approved by the State of Design or the State of Registry before 1 January 2016.		<input type="checkbox"/>	-

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66.	Reg. 120 (1), (2)	<p>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.</p> <p>Note: This is only applicable to an aeroplane with an MCTOM exceeding 5,700kg:</p> <ul style="list-style-type: none"> (a) that has its application for type certification submitted to a Contracting State on or after 1 January 2016; and (b) that is required to be equipped with both a cockpit voice recorder and a flight data recorder 		<input type="checkbox"/>	-
67.	Reg. 120A (1), (2)	<p>Ensure that the aeroplane is equipped with a crash-protected flight recorder that records:</p> <ul style="list-style-type: none"> (a) the information displayed to the flight crew from electronic displays; and (b) the operation of switches and selectors by the flight crew, <p>that are specified in the Aviation Specifications 2 — Flight Recorders.</p> <p>The recorder must:</p> <ul style="list-style-type: none"> (a) be capable of recording at least the last 2 hours; and (b) the recordings can be correlated to the recorded cockpit audio. <p>Note: This is only applicable to an aeroplane with an MCTOM exceeding 27,000 kg for which the application for</p>		<input type="checkbox"/>	-

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		type certification is submitted to a Contracting State on or after 1 January 2023			
68.	Reg. 121	<p>Ensure the aeroplane is equipped with:</p> <ul style="list-style-type: none"> (a) a means approved by the Director-General of Civil Aviation to recover flight recorder data; and (b) a means to make such data available in a timely manner to the Director-General of Civil Aviation or an appropriate authority when requested. <p>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</p>		<input type="checkbox"/>	-
69.	Reg. 122 (1)	Ensure that an aeroplane with an MCTOM exceeding 5,700 kg or an MAPSC exceeding 9 is equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
70.	Reg. 122 (2)	<p>The ground proximity warning system required to be carried by a turbine-powered aeroplane:</p> <ul style="list-style-type: none"> (a) 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 (b) must provide warnings for all of the following circumstances: <ul style="list-style-type: none"> (i) excessive descent rate; (ii) excessive terrain closure rate; (iii) excessive altitude loss after take-off or go-around; 		<input type="checkbox"/>	-

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		<ul style="list-style-type: none"> (iv) unsafe terrain clearance while not in the landing configuration; (A) gear not locked down; (B) flaps not in a landing position; (v) excessive descent below the instrument glide path. 			
71.	Reg. 122 (3)	<p>The ground proximity warning system required to be carried by a piston-engined aeroplane:</p> <ul style="list-style-type: none"> (a) 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 (b) must provide warnings for all of the following circumstances: <ul style="list-style-type: none"> (i) excessive descent rate; (ii) excessive altitude loss after take-off or go-around; (iii) unsafe terrain clearance. 		<input type="checkbox"/>	-
72.	Reg 122A	<p>Ensure the turbine aeroplane with an MCTOM exceeding 5,700kg is equipped with a runway overrun awareness and alerting system (ROAAS).</p> <p>Note: This regulation does not apply to a turbine engine aeroplane for which a CoA is first issued before 1 Jan 2026.</p>	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
73.	Reg. 123	<p>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:</p>	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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		(a) in areas where such conditions may be expected to exist along the route in instrument meteorological conditions; or (b) at night.			
74.	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: (a) 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: (i) to safely commence and continue a missed approach or go-around; or (ii) to execute an escape manoeuvre if necessary; and (b) 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.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
75.	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.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-
76.	Reg. 126 (1), (2)	Ensure that the aeroplane is equipped with ADS — B (out) capability.	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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PART III: SINGAPORE AIR NAVIGATION REGULATIONS PART 121 REQUIREMENTS			COMPLIANCE STATUS	Cross Box if complied	For CAAS use only
		<p>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.</p>			
77.	Reg. 127 (1), (2)	<p>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.</p> <p>The display unit of the equipment must be readily visible to a flight crew member.</p>	<i>Provide equipment details in Annex A.</i>	<input type="checkbox"/>	-

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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.					
1.	C25	Power supply systems for aircraft radio installations.		<input type="checkbox"/>	-
2.	C31	Communications transmitters in the VHF radio telephony band 118-136 MHz shall have frequency tolerance limits of $\pm 0.003\%$.		<input type="checkbox"/>	-
3.	C44	Tyre bursts in flight – inflation media.		<input type="checkbox"/>	-

PART V: CAAS FLIGHT OPERATIONS REQUIREMENTS		COMPLIANCE STATUS	Cross Box if complied	For CAAS use only
1.	Ensure that the Operations Manual (eg. FCOM for Airbus) has been accepted by CAAS.		<input type="checkbox"/>	-
2.	Ensure that Airspeed indications in knots are available for the aircraft to be registered.		<input type="checkbox"/>	-
3.	Ensure that fuel gauges indications in metric units are available for the aircraft to be registered.		<input type="checkbox"/>	-
4.	Ensure that weight limitation decals are in metric unit.		<input type="checkbox"/>	-
5.	Ensure aircraft flight deck security features to be embodied for the aircraft to be registered.		<input type="checkbox"/>	-

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

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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 _____

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

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