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SCHEDULE  
OF  
IMPLEMENTATION PROCEDURES

for

COOPERATION ARRANGEMENT  
ON MUTUAL ACCEPTANCE OF  
CERTIFICATES OF AIRWORTHINESS

BETWEEN

CIVIL AVIATION ADMINISTRATION OF CHINA,  
CIVIL AVIATION DEPARTMENT OF HONG KONG, CHINA  
AND  
CIVIL AVIATION AUTHORITY OF MACAO, CHINA

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## **CHAPTER 1 GENERAL**

### **1.1 Purpose**

This Schedule of Implementation Procedures (SIP) is for executing the relevant provisions of the “Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China” (hereinafter referred to as the “CA”). It develops details procedures within the bounds of the CA so that the industry and the Authorities may follow in order to fulfil the CA.

### **1.2 Basis**

This SIP is based on the Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China reached between the Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong, China (CAD) and the Civil Aviation Authority of Macao, China (AACM), in Macao on 13 May 2009.

### **1.3 Scope**

This SIP applies to the wet lease between Air Operators and the transfer of aircraft registration among the three territories:

#### **1.3.1 Wet Lease**

- i CAAC accepts the Certificate of Airworthiness issued by CAD or AACM as the Authority of the lessor;
- ii CAD accepts the Certificate of Airworthiness issued by CAAC or AACM as the Authority of the lessor;
- iii AACM accepts the Certificate of Airworthiness issued by CAAC or CAD as the Authority of the lessor.

#### **1.3.2 Transfer of Aircraft Registration**

Any Authority accepts the technical evaluations, determinations, tests and inspections conducted by the other two Authorities for the issuance of Certificate of Airworthiness limited to the scope listed below:

- i Standard Airworthiness Certificate in Transport Category (Passenger, Cargo, Passenger/Cargo) and Transport Category Rotorcraft issued by CAAC;
- ii Certificate of Airworthiness in Transport Category (Passenger) and Transport Category (Cargo) issued by CAD;
- iii Certificate of Airworthiness in Commercial Air Transport Category (Passengers) and Commercial Air Transport Category (Cargos) issued by AACM.

#### 1.4 **Definitions**

For the purposes of this SIP, the definitions of terms stipulated in the Cooperation Arrangement shall apply. As used in this SIP, the following definitions are provided to supplement those definitions contained in the CA:

**“Wet Lease”** means a leasing agreement whereby a lessee leases from a lessor an aircraft together with one or more flight crew members.

*Note: Wet leasing is a temporary short-term arrangement. For long-term arrangement, other forms of leasing should be sought.*

**“Lessor”** means the operator who provides an aircraft in a wet lease arrangement.

**“Lessee”** means the operator who receives an aircraft in a wet lease arrangement.

*Note: In this SIP, the definitions of “Lessor” and “Lessee” are limited to Wet Lease arrangement.*

**“Transfer of Registration”** means the activities in relation to an aircraft being de-registered from one Authority and registered to another Authority.

**“Authority”** means the government organisation responsible for regulating the airworthiness certification of aircraft. In this SIP, it refers to the Civil Aviation Administration of China (CAAC), the Civil Aviation Department of Hong Kong, China (CAD) or the Civil Aviation Authority of Macao, China (AACM).

**“De-registration Authority”** means the Authority that is responsible for de-registration of an aircraft.

“Registration Authority” means the Authority that is responsible for registration of an aircraft.

## CHAPTER 2 WET LEASE OF AIRCRAFT

### 2.1 Requirements on Aircraft

- 2.1.1 Wet-leased aircraft shall be of a type which has already obtained the type certificate or acceptance of the type or meets the relevant airworthiness certification requirements imposed by the Authority of the lessee.
- 2.1.2 Wet-leased aircraft shall be an aircraft operating for the purpose of commercial air transport or aerial work.
- 2.1.3 Wet-leased aircraft shall possess the following documents issued by the Authority of the lessor:
- i Certificate of Registration;
  - ii Standard Certificate of Airworthiness;
  - iii Radio Station License;
  - iv Noise Certification Document.
- 2.1.4 Wet-leased aircraft shall be listed in the applicable approval documents approved by the Authority of the lessor.

*Note:*

1. *The applicable approval documents issued by CAAC are “Air Carrier Certificate”, “Air Operator Certificate” or “Commercial (Non Transportation) Air Operator Certificate”, and the corresponding “Operations Specifications”.*
2. *The applicable approval documents issued by CAD are “Air Operator’s Certificate” or “Permit”, and the corresponding “Operations Specifications”.*
3. *The applicable approval documents issued by AACM are “Air Operator Certificate” and the corresponding “Operations Specifications”.*
4. *The registration marks for individual aircraft are not listed in CAD Air Operator’s Certificates requirements document; only the applicable aircraft models are listed.*

## **2.2 Requirements on Lessee**

- 2.2.1 The lessee shall be a holder of applicable approval documents issued by its Authority.
- 2.2.2 The lessee shall ensure that any wet-leased aircraft is in compliance with the relevant operational regulations or requirements of Authority of the lessee.

## **2.3 Requirements on Lessor**

- 2.3.1 The lessor shall be a holder of applicable approval documents issued by its Authority.
- 2.3.2 The lessor shall be responsible for the airworthiness of the wet-leased aircraft and ensure that the wet-leased aircraft is in compliance with the relevant operational regulations or requirements of its Authority.
- 2.3.3 The lessor shall promptly notify the lessee of any changes in the documents listed in 2.1.3.

## **2.4 Responsibilities of the Authorities**

- 2.4.1 The Authority of the lessor is responsible for oversight of the airworthiness of the wet-leased aircraft.
- 2.4.2 The Authority of the lessor may delegate the airworthiness inspection for the wet-leased aircraft to the Authority of the lessee. The inspection procedures and details will be decided on a case-by-case basis.
- 2.4.3 The Authority of the lessee should promptly notify the Authority of the lessor of any non-conformity of the wet-leased aircraft.

## **2.5 Acceptance of Certificates of Airworthiness**

- 2.5.1 Where the requirements mentioned in 2.1 to 2.3 above are met, the Authority of the lessee accepts the certificate of airworthiness issued by the Authority of the lessor in respect of the aircraft concerned and will not issue a separate certificate of airworthiness or certificate of validation.

- 2.5.2 The Authority of the lessee reserves the right not to accept the technical evaluations, determinations, tests and inspections in respect of a certificate of airworthiness issued by the Authority of the lessor as appropriate.

### **CHAPTER 3 TRANSFER OF AIRCRAFT REGISTRATION**

When an aircraft registration is transferred from one Authority to the other, the following conditions shall be complied with prior to being registered in the Registration Authority:

#### **3.1 Requirements on Aircraft – Applicant’s Responsibilities**

- 3.1.1 The aircraft shall be of a type which has already obtained the type certificate or acceptance of the type issued by the Registration Authority.
- 3.1.2 The aircraft subject to registration transfer shall possess a Certificate of Airworthiness with corresponding category as listed in 1.3.2.
- 3.1.3 Used aircraft that was designed and manufactured by foreign countries should have been continuously operated for more than one year under the Certificate of Airworthiness issued by one of the three Authorities prior to registration transfer.

*Note: “Used Aircraft” means prior to registration in one of the three Authorities, the aircraft had been registered and operated in other countries or regions.*

- 3.1.4 Except to those maintenance checks required under the maintenance programme, additional maintenance check is not required by the Registration Authority prior to the delivery of aircraft for registration transfer among the three Authorities.
- 3.1.5 **Marking and placard**  
The aircraft shall comply with the marking and placard requirements of the Registration Authority when registration is being transferred among the three Authorities.
- 3.1.6 **Modification and Repair**

Modifications and repairs embodied on the aircraft when registered in one of the three territories and approved by that Authority shall be processed in

accordance with the following principles:

- i For modifications and repairs approved by the De-registration Authority which is the primary certification Authority, the Registration Authority should process in accordance with the “Cooperation Arrangement on Mutual Acceptance of Approvals of Design Change and Repair Design among Civil Aviation Administration of China and Civil Aviation Department, Hong Kong, China and Civil Aviation Authority – Macao, China”.
- ii For modifications and repairs approved by the De-registration Authority based on the approval of a fourth party, if there exists evidence showing that the aircraft has been operated safely for more than two years following the embodiment, the Registration Authority should accept said modifications or repairs.
- iii For modification and repairs that cannot accepted under i or ii above, the Registration Authority should process in accordance with respective relevant regulations and requirements.

3.1.7 Installed parts, components and assemblies and their associated Authorised Release Certificates / Airworthiness Approval Tags

- i The three Authorities accept the Authorised Release Certificates / Airworthiness Approval Tags for parts, components and assemblies that are installed over two year prior to the transfer of aircraft registration:
- ii The three Authorities accept the following Authorised Release Certificates / Airworthiness Approval Tags for parts, components and assemblies that are installed within two year prior to the transfer of aircraft registration:
  - CAAC Form AAC-038
  - CAD Form One
  - AACM Form One
  - EASA Form 1
  - FAA Form 8130-3
- iii For parts, components and assemblies that cannot accepted under i or ii above, the Registration Authority should process in accordance with respective relevant regulations and requirements.



### 3.1.8 Flight Test

Except to the flight tests necessitated by maintenance or modification, additional flight test is not required by the Registration Authority for transfer of aircraft registration among the three Authorities.

### 3.1.9 Electrical Load Analysis

The aircraft shall comply with the electrical load analysis requirements of the Registration Authority when registration is being transferred among the three Authorities.

## 3.2 Requirements on Applicant of Aircraft Registration

3.2.1 Applicant shall submit to the Registration Authority an application for Certificate of Airworthiness in prescribed application form.

3.2.2 Applicant shall submit a report to the Registration Authority including, but not limited to: operating history of the aircraft, Certificate of Airworthiness, list of modifications and repairs (stating the primary certification authority), compliance statements for applicable Airworthiness Directives (AD) and compliance statements for 3.1.1 to 3.1.3, 3.1.5 to 3.1.7 and 3.1.9 of this SIP.

3.2.3 Applicant shall complete and submit to the Registration Authority the "Check-list for Transfer of Aircraft Registration Among the Three Regions" provided in Appendix B of this SIP.

3.2. Applicant shall ensure the aircraft for registration transfer complies with the operating regulations or requirements of the Registration Authority.

## 3.3 Responsibilities of the Authorities

### 3.3.1 Declaration of De-registration

The De-registration Authority should provide a declaration for aircraft de-registration to the Registration Authority.

### 3.3.2 Declaration for Airworthiness

The airworthiness of the aircraft is evidenced by the current Certificate of Airworthiness. Other relevant proof of airworthiness would not be provided

by the De-registration Authority.

*Note: The three Authorities will not issue Export Certificate of Airworthiness or Statement of Conformity.*

### 3.3.3 Issuance of Certificate of Airworthiness

The Registration Authority will issue Certificate of Airworthiness after verifying that the aircraft and applicant fulfil the requirements in 3.1 and 3.2 using the “Check-list for Transfer of Aircraft Registration Among the Three Regions” submitting by the applicant.

### 3.3.4 Exception

The Registration Authority reserves the right not to accept the technical evaluations, determinations, tests and inspections conducted by the De-registration Authority for the issuance of the Certificate of Airworthiness in exceptional circumstances.

## **CHAPTER 4 MUTUAL COOPERATION AND TECHNICAL ASSISTANCE**

- 4.1 Each Authority should ensure that all the information of its applicable airworthiness laws, regulations, standards and requirements and its airworthiness certification procedures are made available to the other two Authorities via the channels mentioned in Appendix A to this SIP.
- 4.2 Each Authority should as soon as practicable notify the other Authorities of any proposed significant revisions to its standards for airworthiness certification, offer the other Authorities an opportunity to comment and give due consideration to the comments made by the other two Authorities on the proposed revisions.
- 4.3 Each Authority should as soon as practicable notify the other Authorities of any proposed revisions to airworthiness certification procedures for aircraft covered by this SIP.
- 4.4 The Authority of the lessee may assist the Authority of the lessor in the inspections of airworthiness of the wet-leased aircraft upon request by the Authority of the lessor.
- 4.5 The three Authorities should convene an annual meeting to review and reflect on the activities involved in this SIP, and give notice of corresponding changes in regulations,

requirements and procedures, as well as assess the execution of this SIP or any proposed amendments to this SIP.

## **CHAPTER 5 NOTIFICATION OF NON-CONFORMITY**

### **5.1 Notification of Non-Conformity to Certification Regulations or Requirements**

- 5.1.1 Each Authority should notify the other Authorities in a timely manner of any non-conformity to the certification regulations or requirements (including decision on exemption) of the approved type design involving wet-leased or registration-transferred aircraft among the three Authorities.
- 5.1.2 The Authority of the lessor should notify the Authority of the lessee upon detection of any non-conformity to the approved type design (e.g. modification of the configuration of the aircraft by the lessor resulting in non-conformity to the approved type design) of any wet-leased aircraft.
- 5.1.3 The above-mentioned notification should be given to the relevant Authorities in writing (e.g. by fax, e-mail etc.) within five working days.

### **5.2 Notification of Any Investigation or Mandatory Action to Wet-Lease Aircraft**

- 5.2.1 The Authority of the lessee should notify the Authority of the lessor of any investigation into any unsafe condition in the operation of aircraft relating to the product design (including the approved and implemented modification items), manufacture or maintenance. The notification should be given within 48 hours in writing (e.g. by fax, e-mail etc).
- 5.2.2 The Authority of the lessee should notify the Authority of the lessor of the detailed requirements of mandatory airworthiness action (e.g. special restriction, special inspection etc.) taken against aircraft. The notification should be given within 24 hours in writing (e.g. by fax, e-mail etc).

## **CHAPTER 6 SETTLEMENT OF DISAGREEMENT**

Any disagreement arising out of the execution of this SIP should be resolved by the three Authorities through negotiations.

## **CHAPTER 7 ENTRY INTO FORCE AND TERMINATION**

### **7.1 Entry into Force**

This SIP becomes effective and supersedes the “Schedule of Implementation Procedures for Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China” dated 12 December 2012 upon signature by the three Authorities.

### **7.2 Termination**

This SIP shall be automatically terminated upon the termination of the “Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness between Civil Aviation Administration of China, Civil Aviation Department of Hong Kong, China and Civil Aviation Authority of Macao, China”.

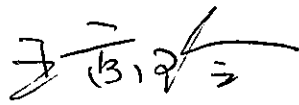
The termination of this SIP does not affect the validity of activities executed under the CA and this SIP prior to the termination.

**CHAPTER 8 APPROVAL**

This SIP has been reviewed by the three parties and approved by the undersigned:

Dated: Jan. 5<sup>th</sup>. 2017

on behalf of Civil Aviation Administration of China



WANG Jingling  
Deputy Director General  
Aircraft Airworthiness Certification Department

and on behalf of Civil Aviation Department of Hong Kong, China



K.C. Man  
Chief, Airworthiness Standards  
Flight Standards and Airworthiness Division

and on behalf of Civil Aviation Authority of Macao, China



Johnson CHEONG  
Head of Airworthiness  
DFSL

## APPENDIX A

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### POINTS OF CONTACT

1. Civil Aviation Administration of China (CAAC):

<b>Name</b>	WANG Xuemin
<b>Title</b>	Assistant Division Chief Airworthiness Inspection Division Aircraft Airworthiness Certification Department
<b>Tel</b>	(86) 10-6409 2321
<b>Fax</b>	(86) 10-6409 1380
<b>E-mail</b>	xm_wang@caac.gov.cn
<b>Address</b>	Civil Aviation Administration of China 155 Dongsixidajie Beijing 100710 China
<b>Official Website</b>	<a href="http://safety.caac.gov.cn/index_sh.jsp">http://safety.caac.gov.cn/index_sh.jsp</a> Civil Aviation Safety Net of China

**APPENDIX A (CONT'D)**

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**POINTS OF CONTACT**

2. Civil Aviation Department of Hong Kong, China (CAD):

<b>Name</b>	Eric CHEUNG
<b>Title</b>	Senior Airworthiness Officer (Certification) Flight Standards and Airworthiness Division
<b>Tel</b>	(852) 2910 6155
<b>Fax</b>	(852) 2362 4250
<b>E-mail</b>	certification@cad.gov.hk
<b>Address</b>	Civil Aviation Department Headquarters 1 Tung Fai Road Hong Kong International Airport, Lantau Hong Kong
<b>Official Website</b>	www.cad.gov.hk Civil Aviation Department The Government of the Hong Kong Special Administration Region

**APPENDIX A (CONT'D)**

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**POINTS OF CONTACT**

3. Civil Aviation Authority – Macao, China (AACM):

<b>Name</b>	Johnson CHEONG
<b>Title</b>	Head of Airworthiness DFSL
<b>Tel</b>	(853) 8796 4144
<b>Fax</b>	(853) 2833 8089
<b>E-mail</b>	johnsoncheong@aacm.gov.mo
<b>Address</b>	Civil Aviation Authority – Macao 18/F, Cheng Feng Commercial Centre, 336-342, Alameda Dr. Carlos D'Assumpção, Macao
<b>Official Website</b>	www.aacm.gov.mo Civil Aviation Authority of Macao SAR



APPENDIX B

CHECKLIST FOR TRANSFER OF AIRCRAFT REGISTRATION

AMONG THE THREE REGIONS

Compliance Checklist for the Transfer of Aircraft Registration Among the Three Regions				
1. Applicant (Operator):				
2. Aircraft Type		3. Aircraft Serial Number		4. Aircraft Registration Mark
5. Submitted by		6. Department		7. Position
8. Signature			9. Date	
Fill by the Registration Authority				
10. Authority's Inspector		11. Department		12. Staff Number
13. Signature			14. Date	

SIP	Content	Assessment		Remarks
		Applicant	Registration Authority	
<b>3.1 Requirements on Aircraft - Applicant's Responsibilities</b>				
3.1.1	Is the aircraft being of a type which has already obtained the type certificate or acceptance of the type issued by the Registration Authority?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	CAAC : TC/VTC CAD: TC AACM: TA
3.1.2	Has the aircraft possessed a Certificate of Airworthiness with corresponding category as listed below?	/		
	i. Standard Airworthiness Certificate in Transport Category (Passenger, Cargo, Passenger/Cargo) and Transport Category Rotorcraft issued by CAAC;	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
	ii. Certificate of Airworthiness in Transport Category (Passenger) and Transport Category (Cargo) issued by CAD;	<input type="checkbox"/> CAAC <input type="checkbox"/> CAD <input type="checkbox"/> AACM		
	iii. Certificate of Airworthiness in Commercial Air Transport Category (Passengers) and Commercial Air Transport Category (Cargos) issued			

	by AACM.			
3.1.3	For used aircraft, has the aircraft (designed and manufactured by foreign countries) been continuously operated for more than one year under the Certificate of Airworthiness issued by one of the three Authorities prior to registration transfer?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	Note: "Used Aircraft" means prior to registration in one of the three Authorities, the aircraft had been registered and operated in other countries or regions.
3.1.5	Is the aircraft complying with the marking and placard requirements of the Registration Authority?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
3.1.6	Modification and Repair			
	i. For modifications and repairs approved by the De-registration Authority which is the primary certification Authority, is sufficient	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept	Note: The Registration Authority shall process in accordance with the

	supporting document provided?	<input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Not Accept	“Cooperation Arrangement on Mutual Acceptance of Approvals of Design Change and Repair Design among Civil Aviation Administration of China and Civil Aviation Department, Hong Kong, China and Civil Aviation Authority - Macao, China” and the corresponding SIP.
	ii. For modifications and repairs approved by the De-registration Authority based on the approval of a fourth party, is there evidence showing that the aircraft has been operated safely for more than two years following the embodiment?	<input type="checkbox"/> Y <input type="checkbox"/> N  <input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	Note: If there exists evidence showing that the aircraft has been operated safely for more than two years following the embodiment, the Registration Authority should accept said modifications or repairs.

	iii. Are modification and repairs that cannot be accepted under i. or ii. above acceptable in accordance with respective relevant regulations and requirements?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	Note: The Registration Authority should process in accordance with respective relevant regulations and requirements.
3.1.7	Installed parts, components and assemblies and their associated Authorised Release Certificates / Airworthiness Approval Tags	/		
	i. Is there evidence to support the parts, components and assemblies that are installed over two year prior to the transfer of aircraft registration?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
	ii. Has the parts, components and assemblies that are installed within two year prior to the transfer of aircraft registration had the associated Authorised Release Certificates / Airworthiness Approval Tags accepted by the three Authorities (CAAC AAC-038 Form / CAD Form One /	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
		<input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents		
		<input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents		

	AACM Form One / EASA Form 1 / FAA Form 8130-3) ?			
	iii. Are parts, components and assemblies that cannot accepted under i or ii above, the Registration Authority should process in accordance with respective relevant regulations and requirements.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> List of items <input type="checkbox"/> Supporting documents	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	Note: The Registration Authority should process in accordance with respective relevant regulations and requirements.
3.1.9	Is the aircraft complying with the electrical load analysis requirements of the Registration Authority?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
<b>3.2 Requirements on Applicant of Aircraft Registration</b>				
3.2.1	Has the applicant submitted an application for Certificate of Airworthiness to the Registration Authority in prescribed application form?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	
3.2.2	Has the applicant submitted a report to the Registration Authority including: a) operating history of the aircraft,	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	

	b) Certificate of Airworthiness, c) list of modifications and repairs (stating the primary certification authority), d) compliance statements for applicable Airworthiness Directives (AD) and e) compliance statements for 3.1.1 to 3.1.3, 3.1.5 to 3.1.7 and 3.1.9 of this SIP?	a) included <input type="checkbox"/> b) included <input type="checkbox"/> c) included <input type="checkbox"/> d) included <input type="checkbox"/> e) included <input type="checkbox"/>		
3.2.4	Is the aircraft complies with the operating regulations or requirements of the Registration Authority?	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/> Accept <input type="checkbox"/> Not Accept	