

13. TAKE-OFF AND LANDING

13.1 Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. On obtaining an ATC clearance the aircraft shall enter the runway via designated taxiways:

- RWY 02C - TWY E10 or E11
- RWY 02L - TWY W8, W9 or W10
- RWY 20C - TWY E1, E2
- RWY 20R - TWY W1, W2

13.2 The pilot-in-command shall not take-off or land without a clearance from Aerodrome Control.

13.3 The pilot-in-command shall not run-up on the runway in use unless authorised by Aerodrome Control. Engine run-ups in the holding pan or taxiway holding point clear of the runway in use may be carried out subject to approval by Aerodrome Control.

13.4 After landing, the pilot-in-command shall vacate the runway by the shortest suitable route and to contact Ground Control who will issue specific taxi route instructions to its assigned aircraft stand.

13.5 Aircraft with radio communication failure shall vacate the runway and stop on the taxiway and watch for light signals from Aerodrome Control.

14. ARRIVING AIRCRAFT

14.1 The pilot-in-command of an arriving aircraft shall contact the appropriate Approach Control Unit 10 minutes before entering the CTR or ATZ.

15. LIGHT AIRCRAFT OPERATIONS

15.1 Light aircraft operations into and out of Singapore Changi Airport may be approved subject to the following conditions:

- a) Prior permission has been granted;
- b) Aircraft is suitably equipped;
- c) Pilot is appropriately rated;
- d) Subject to ATC.

15.2 Flight notification shall be given by filing a flight plan.

15.3 All such operations will be regulated in accordance with IFR procedures.

WSSS AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

1.1 A number of varieties of birds are found in Singapore throughout the year. The larger birds commonly found in Singapore Changi Airport include the following:

- cattle egrets (weighing approximately 300g each)
- grey herons (weighing approximately 500g each)
- brahminy kites (weighing approximately 600g each)

1.2 There could be an increase in bird activities during the migratory months of September to April. During this period, migratory birds may use the airport as their feeding ground.

WSSS AD 2.24 CHARTS RELATED TO SINGAPORE CHANGI AIRPORT

Location of RWY 02R/20L in relation to RWY 02L/20R and RWY 02C/20C Aerodrome Chart - ICAO Aerodrome Advisory Chart	WSSS AD 2-29 WSSS AD 2-31 WSSS AD 2-33
Aerodrome Obstacle Chart - ICAO - TYPE A - RWY 02L/20R Aerodrome Obstacle Chart - ICAO - TYPE A - RWY 02C/20C Aerodrome Obstacle Chart - ICAO - TYPE B Precision Approach Terrain Chart - ICAO - RWY 02L Precision Approach Terrain Chart - ICAO - RWY 20C	WSSS AD 2-37 WSSS AD 2-39 WSSS AD 2-41 WSSS AD 2-43 WSSS AD 2-45
RNAV _(GNSS) SIDs and STARs - Introduction RNAV _(GNSS) SID - RWY 02L/20R - ANITO 5E / ANITO 4F RNAV _(GNSS) SID - RWY 02C/20C - ANITO 5A / ANITO 4B RNAV _(GNSS) SID - RWY 02L/20R - BOBAG 1E / BOBAG 1F RNAV _(GNSS) SID - RWY 02C/20C - BOBAG 1A / BOBAG 1B SID - RWY 02L/02C - LELIB 1C SID - RWY 02L/02C - PIMOK 1C RNAV _(GNSS) SID - RWY 02L/20R - TOMAN 1E / TOMAN 1F RNAV _(GNSS) SID - RWY 02C/20C - TOMAN 1A / TOMAN 1B RNAV _(GNSS) SID - RWY 02L/20R - VENTU 1E / VENTU 1F RNAV _(GNSS) SID - RWY 02C/20C - VENTU 1A / VENTU 1B RNAV _(GNSS) SID - RWY 02L/20R - JOHOR BAHRU 4E / JOHOR BAHRU 8F RNAV _(GNSS) SID - RWY 02C/20C - JOHOR BAHRU 4A / JOHOR BAHRU 8B RNAV _(GNSS) SID - RWY 02L/20R - MERSING 3E / MERSING 4F RNAV _(GNSS) SID - RWY 02C/20C - MERSING 3A / MERSING 4B RNAV _(GNSS) SID - RWY 20R/20C - MERSING 1V / MERSING 1X RNAV _(GNSS) SID - RWY 20R/20C - BOBAG 1V / BOBAG 1X RNAV _(GNSS) SID - RWY 02L/02C - ADPAX 1U / ADPAX 1W RNAV _(GNSS) SID - RWY 20R/20C - ADPAX 1V / ADPAX 1X	WSSS AD 2-47 to 2-50 WSSS AD 2-51 to 2-52 WSSS AD 2-53 to 2-54 WSSS AD 2-55 to 2-56 WSSS AD 2-57 to 2-58 WSSS AD 2-59 WSSS AD 2-61 WSSS AD 2-63 to 2-64 WSSS AD 2-65 to 2-66 WSSS AD 2-67 to 2-68 WSSS AD 2-69 to 2-70 WSSS AD 2-71 to 2-72 WSSS AD 2-73 to 2-74 WSSS AD 2-75 to 2-76 WSSS AD 2-77 to 2-78 WSSS AD 2-79 to 2-80 WSSS AD 2-80-1 to 2-80-2 WSSS AD 2-80-3 to 2-80-4 WSSS AD 2-80-5 to 2-80-6
RNAV _(GNSS) STAR - RWY 02L/02C - BOBAG 1A RNAV _(GNSS) STAR - RWY 20R/20C - BOBAG 1B RNAV _(GNSS) STAR - RWY 02L/02C - LAVAX 1A RNAV _(GNSS) STAR - RWY 20R/20C - LAVAX 1B RNAV _(GNSS) STAR - RWY 20R/20C - LELIB 2B RNAV _(GNSS) STAR - RWY 02L/02C - PASPU 1A RNAV _(GNSS) STAR - RWY 20R/20C - PASPU 1B RNAV _(GNSS) STAR - RWY 20R/20C - PIMOK 2B RNAV _(GNSS) STAR - RWY 02L/02C - REMES 5A RNAV _(GNSS) STAR - RWY 20R/20C - REMES 6B	WSSS AD 2-81 to 2-82 WSSS AD 2-83 to 2-84 WSSS AD 2-85 to 2-86 WSSS AD 2-87 to 2-88 WSSS AD 2-89 to 2-90 WSSS AD 2-91 to 2-92 WSSS AD 2-93 to 2-94 WSSS AD 2-95 to 2-96 WSSS AD 2-97 to 2-98 WSSS AD 2-99 to 2-100
Instrument Approach Chart - ICAO - RWY 02L - ICW ILS/DME Instrument Approach Chart - ICAO - RWY 02C - ICE ILS/DME Instrument Approach Chart - ICAO - RWY 02C - VTK DVOR/DME Instrument Approach Chart - ICAO - RWY 02R - ICX ILS/DME Instrument Approach Chart - ICAO - RWY 20R - ICH ILS/DME Instrument Approach Chart - ICAO - RWY 20C - ICC ILS/DME Instrument Approach Chart - ICAO - RWY 20C - VTK DVOR/DME Instrument Approach Chart - ICAO - RWY 20L - ICZ ILS/DME	WSSS AD 2-101 WSSS AD 2-103 WSSS AD 2-105 WSSS AD 2-107 WSSS AD 2-109 WSSS AD 2-111 WSSS AD 2-113 WSSS AD 2-115
Instrument Approach Chart - ICAO - RWY 02L - RNAV _(GNSS) Instrument Approach Chart - ICAO - RWY 20R - RNAV _(GNSS)	WSSS AD 2-117 WSSS AD 2-119
Visual Approach Chart - ICAO	WSSS AD 2-121