***Contact***

Post:
AERONAUTICAL
INFORMATION SERVICES
Civil Aviation Authority of
Singapore,
Singapore Changi Airport,
P. O. Box 1
Singapore 918141
Tel: (65) 64227036
Fax: (65) 64410221
Email: caas_singaporeais@caas.gov.sg

***eAIP***

**AMDT**
**01/2022**
***Effective date***
**27 JAN 2022**
***Publication date***
**27 JAN 2022**

# wp-AMDT-2022-01

## 1. Significant information and changes

### 1.1 Singapore FIR

a. Updated values in ENR 1.1 paragraph 9.4.1 on Weather Deviation Procedures.

b. Revised coordinates for Prohibited Area WSP24.

**2. This amendment incorporates information contained in the listed AIP Supplements and NOTAMs which are hereby superseded:**

NIL

# Amended Pages

GEN 0.2-1/2: *: replace.*
GEN 0.3-1/2: *: replace.*
GEN 0.3-3/4: *: replace.*
GEN 0.3-5: *: replace.*
GEN 0.4-1/2: *: replace.*
GEN 0.4-3: *: replace.*
GEN 1.7-1/2: *: replace.*
GEN 1.7-3/4: *: replace.*
GEN 3.2-3/4: *: replace.*
GEN 4.1-1: *: replace.*
ENR 1.1-15: *: replace.*
ENR 5.1-1/2: *: replace.*
AD-2-WSSS-ADC-2: *: replace.*

 

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# GEN 0.2 RECORD OF AIP AMENDMENTS

***AIP AMENDMENT***

| *NR/Year* | *Publication date* | *Date inserted* | *Inserted by* |
|---|---|---|---|
| 5/2014 | 18 SEP 2014 | 18 SEP 2014 | |
| 6/2014 | 13 NOV 2014 | 13 NOV 2014 | |
| 1/2015 | 08 JAN 2015 | 08 JAN 2015 | |
| 2/2015 | 05 MAR 2015 | 05 MAR 2015 | |
| 3/2015 | 30 APR 2015 | 30 APR 2015 | |
| 4/2015 | 25 JUN 2015 | 25 JUN 2015 | |
| 5/2015 | 20 AUG 2015 | 20 AUG 2015 | |
| 6/2015 | 15 OCT 2015 | 15 OCT 2015 | |
| 07/2015 | 10 DEC 2015 | 10 DEC 2015 | |
| 01/2016 | 04 FEB 2016 | 04 FEB 2016 | |
| 02/2016 | 31 MAR 2016 | 31 MAR 2016 | |
| 03/2016 | 26 MAY 2016 | 26 MAY 2016 | |
| 04/2016 | 21 JUL 2016 | 21 JUL 2016 | |
| 05/2016 | 15 SEP 2016 | 15 SEP 2016 | |
| 06/2016 | 10 NOV 2016 | 10 NOV 2016 | |
| 01/2017 | 05 JAN 2017 | 05 JAN 2017 | |
| 02/2017 | 02 MAR 2017 | 02 MAR 2017 | |
| 03/2017 | 27 APR 2017 | 27 APR 2017 | |
| 04/2017 | 22 JUN 2017 | 22 JUN 2017 | |
| 05/2017 | 17 AUG 2017 | 17 AUG 2017 | |
| 06/2017 | 12 OCT 2017 | 12 OCT 2017 | |
| 07/2017 | 07 DEC 2017 | 07 DEC 2017 | |
| 01/2018 | 01 FEB 2018 | 01 FEB 2018 | |
| 02/2018 | 29 MAR 2018 | 29 MAR 2018 | |
| 03/2018 | 24 MAY 2018 | 24 MAY 2018 | |
| 04/2018 | 19 JUL 2018 | 19 JUL 2018 | |
| 05/2018 | 13 SEP 2018 | 13 SEP 2018 | |

***AIP AMENDMENT***

| *NR/Year* | *Publication date* | *Date inserted* | *Inserted by* |
|---|---|---|---|
| 06/2018 | 08 NOV 2018 | 08 NOV 2018 | |
| 01/2019 | 03 JAN 2019 | 03 JAN 2019 | |
| 02/2019 | 28 FEB 2019 | 28 FEB 2019 | |
| 03/2019 | 25 APR 2019 | 25 APR 2019 | |
| 04/2019 | 20 JUN 2019 | 20 JUN 2019 | |
| 05/2019 | 15 AUG 2019 | 15 AUG 2019 | |
| 06/2019 | 10 OCT 2019 | 10 OCT 2019 | |
| 07/2019 | 05 DEC 2019 | 05 DEC 2019 | |
| 01/2020 | 30 JAN 2020 | 30 JAN 2020 | |
| 02/2020 | 26 MAR 2020 | 26 MAR 2020 | |
| 03/2020 | 21 MAY 2020 | 21 MAY 2020 | |
| 04/2020 | 16 JUL 2020 | 16 JUL 2020 | |
| 05/2020 | 10 SEP 2020 | 10 SEP 2020 | |
| 06/2020 | 05 NOV 2020 | 05 NOV 2020 | |
| 07/2020 | 31 DEC 2020 | 31 DEC 2020 | |
| 01/2021 | 25 FEB 2021 | 25 FEB 2021 | |
| 02/2021 | 22 APR 2021 | 22 APR 2021 | |
| 03/2021 | 17 JUN 2021 | 17 JUN 2021 | |
| 04/2021 | 12 AUG 2021 | 12 AUG 2021 | |
| 05/2021 | 07 OCT 2021 | 07 OCT 2021 | |
| 06/2021 | 02 DEC 2021 | 02 DEC 2021 | |
| 01/2022 | 27 JAN 2022 | 27 JAN 2022 | |
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# GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

| *NR/Year* | *Subject* | *AIP section(s) affected* | *Period of validity (from/to)* | *Cancellation record* |
|---|---|---|---|---|
| 021/2018 | Paya Lebar Airport - Luffer Crane and Saddle Cranes | AD | *06 APR 2018 / 31 DEC 2022* | |
| 028/2018 | Paya Lebar Airport - Saddle Cranes | AD | *20 JUN 2018 / 31 DEC 2022* | |
| 071/2018 | Paya Lebar Airport - Saddle Cranes | AD | *13 NOV 2018 / 31 DEC 2023* | |
| 078/2018 | Paya Lebar Airport - Luffer Cranes | AD | *28 NOV 2018 / 30 DEC 2022* | |
| 031/2019 | Paya Lebar Airport - Luffer Cranes | AD | *27 MAR 2019 / 28 JAN 2022* | |
| 032/2019 | Paya Lebar Airport - Topless Cranes | AD | *27 MAR 2019 / 09 MAR 2022* | |
| 033/2019 | Paya Lebar Airport - Luffer Crane | AD | *27 MAR 2019 / 31 DEC 2022* | |
| 034/2019 | Paya Lebar Airport - Saddle Cranes | AD | *27 MAR 2019 / 31 DEC 2022* | |
| 035/2019 | Paya Lebar Airport - Luffer Crane | AD | *27 MAR 2019 / 31 DEC 2022* | |
| 053/2019 | Paya Lebar Airport - Saddle Cranes and Luffer Crane | AD | *07 MAY 2019 / 31 DEC 2023* | |
| 126/2019 | Paya Lebar Airport - Luffer Cranes | AD | *12 NOV 2019 / 31 DEC 2022* | |
| 021/2020 | Singapore Changi Airport - Long term closure of aircraft stand E5 at Terminal 2, Singapore Changi Airport | AD | *30 MAR 2020 / 30 DEC 2024* | |
| 059/2020 | Singapore Changi Airport - Long term closure of aircraft stand E20 at Terminal 2, Singapore Changi Airport | AD | *25 AUG 2020 / 30 DEC 2026* | |
| 002/2021 | Paya Lebar Airport - Cranes | AD | *14 JAN 2021 / 01 FEB 2022* | |
| 005/2021 | Paya Lebar Airport - Topless Cranes | AD | *14 JAN 2021 / 01 FEB 2022* | |
| 021/2021 | Paya Lebar Airport - Cranes | AD | *08 FEB 2021 / 01 FEB 2022* | |
| 026/2021 | Paya Lebar Airport - Topless Cranes | AD | *08 FEB 2021 / 01 MAR 2022* | |
| 034/2021 | Paya Lebar Airport - Cranes | AD | *08 FEB 2021 / 01 FEB 2022* | |
| 035/2021 | Paya Lebar Airport - Cranes | AD | *08 FEB 2021 / 01 FEB 2022* | |
| 036/2021 | Paya Lebar Airport - Saddle Crane | AD | *08 FEB 2021 / 01 FEB 2022* | |
| 040/2021 | Paya Lebar Airport - Luffing Cranes | AD | *08 MAR 2021 / 01 MAR 2022* | |
| 041/2021 | Paya Lebar Airport - Mobile Crane | AD | *08 MAR 2021 / 01 MAR 2022* | |
| 042/2021 | Paya Lebar Airport - Cranes | AD | *08 MAR 2021 / 01 MAR 2022* | |
| 043/2021 | Paya Lebar Airport - Luffing Crane | AD | *08 MAR 2021 / 01 MAR 2022* | |
| 045/2021 | Paya Lebar Airport - Topless Cranes | AD | *08 MAR 2021 / 03 FEB 2022* | |
| 050/2021 | Paya Lebar Airport - Mobile Cranes | AD | *08 APR 2021 / 21 JUN 2022* | |
| 052/2021 | Paya Lebar Airport - Luffing Tower Crane | AD | *08 APR 2021 / 01 FEB 2022* | |

| NR/Year | Subject | AIP section(s) affected | Period of validity (from/to) | Cancellation record |
|---|---|---|---|---|
| 054/2021 | Paya Lebar Airport - Luffing Cranes | AD | *08 APR 2021 / 15 MAR 2022* | |
| 055/2021 | Paya Lebar Airport - Mobile Crane | AD | *08 APR 2021 / 15 MAR 2022* | |
| 056/2021 | Paya Lebar Airport - Tower Cranes | AD | *08 APR 2021 / 01 APR 2022* | |
| 057/2021 | Paya Lebar Airport - Topless Cranes | AD | *08 APR 2021 / 10 MAR 2022* | |
| 063/2021 | Paya Lebar Airport - Cranes | AD | *19 MAY 2021 / 01 APR 2022* | |
| 064/2021 | Paya Lebar Airport - Topless Cranes | AD | *19 MAY 2021 / 01 APR 2022* | |
| 066/2021 | Paya Lebar Airport - Topless Cranes | AD | *19 MAY 2021 / 25 MAY 2022* | |
| 067/2021 | Paya Lebar Airport - Cranes | AD | *19 MAY 2021 / 01 MAY 2022* | |
| 068/2021 | Paya Lebar Airport - Tower Crane | AD | *19 MAY 2021 / 12 APR 2022* | |
| 076/2021 | Paya Lebar Airport - Cranes | AD | *24 JUN 2021 / 11 JUN 2022* | |
| 077/2021 | Paya Lebar Airport - Cranes | AD | *24 JUN 2021 / 01 JUL 2022* | |
| 078/2021 | Paya Lebar Airport - Luffing Cranes | AD | *24 JUN 2021 / 01 JUN 2022* | |
| 081/2021 | Paya Lebar Airport - Topless Cranes | AD | *24 JUN 2021 / 15 MAY 2022* | |
| 082/2021 | Paya Lebar Airport - Luffer Crane | AD | *24 JUN 2021 / 04 MAY 2022* | |
| 084/2021 | Sembawang Aerodrome - Mobile Crane | AD | *24 JUN 2021 / 08 AUG 2022* | |
| 086/2021 | Release of weather balloon with dual radiosondes | ENR | *01 AUG 2021 / 01 AUG 2022* | |
| 088/2021 | Paya Lebar Airport - Luffer Tower Cranes | AD | *08 JUL 2021 / 11 JUN 2022* | |
| 089/2021 | Paya Lebar Airport - Crawler Crane | AD | *08 JUL 2021 / 30 JUN 2022* | |
| 090/2021 | Paya Lebar Airport - Mobile Cranes | AD | *08 JUL 2021 / 21 JUL 2022* | |
| 091/2021 | Paya Lebar Airport - Obstacles | AD | *08 JUL 2021 / 21 JUN 2022* | |
| 092/2021 | Paya Lebar Airport - Luffing Cranes | AD | *08 JUL 2021 / 15 JUN 2022* | |
| 093/2021 | Paya Lebar Airport - Tower Crane | AD | *08 JUL 2021 / 15 JUN 2022* | |
| 094/2021 | Paya Lebar Airport - Tower Crane | AD | *08 JUL 2021 / 10 JUN 2022* | |
| 095/2021 | Singapore Changi Airport - Closure of aircraft stand F50 and taxilane R7 behind aircraft stand at Terminal 2 | AD | *21 JUL 2021 / 31 MAR 2022* | |
| 096/2021 | Paya Lebar Airport - Tower Cranes | AD | *19 AUG 2021 / 01 AUG 2022* | |
| 097/2021 | Paya Lebar Airport - Luffer Crane | AD | *19 AUG 2021 / 01 AUG 2022* | |
| 098/2021 | Paya Lebar Airport - Cranes | AD | *19 AUG 2021 / 01 AUG 2022* | |
| 099/2021 | Paya Lebar Airport - Mobile Cranes | AD | *19 AUG 2021 / 01 AUG 2022* | |
| 100/2021 | Paya Lebar Airport - Luffing Crane | AD | *19 AUG 2021 / 01 AUG 2022* | |

| *NR/Year* | *Subject* | *AIP section(s) affected* | *Period of validity (from/to)* | *Cancellation record* |
|---|---|---|---|---|
| 101/2021 | Paya Lebar Airport - Luffing Cranes | AD | *19 AUG 2021 / 01 OCT 2022* | |
| 102/2021 | Paya Lebar Airport - Topless Cranes | AD | *19 AUG 2021 / 01 AUG 2022* | |
| 104/2021 | Paya Lebar Airport - Luffing Cranes | AD | *19 AUG 2021 / 01 AUG 2022* | |
| 106/2021 | Singapore Changi Airport - Closure of taxiway N between taxiway N2 and taxilane N4 | AD | *01 OCT 2021 / 31 MAR 2022* | |
| 107/2021 | Singapore Changi Airport - Temporary changes to ground markings at aircraft stands 467, 468 and 469 and conversion of the aircraft stands into compact parking area | AD | *29 SEP 2021 / 31 MAR 2022* | |
| 109/2021 | Paya Lebar Airport - Topless Cranes | AD | *10 SEP 2021 / 29 AUG 2022* | |
| 111/2021 | Paya Lebar Airport - Topless Crane | AD | *10 SEP 2021 / 01 SEP 2022* | |
| 112/2021 | Paya Lebar Airport - Luffing Cranes | AD | *10 SEP 2021 / 01 SEP 2022* | |
| 113/2021 | Paya Lebar Airport - Mobile Crane | AD | *10 SEP 2021 / 10 AUG 2022* | |
| 114/2021 | Paya Lebar Airport - Crawler Crane | AD | *10 SEP 2021 / 01 FEB 2022* | |
| 116/2021 | Sembawang Aerodrome - Lorry Crane | AD | *10 SEP 2021 / 10 AUG 2022* | |
| 119/2021 | Singapore Changi Airport - Closure of Runway 02C/20C and Taxiways due to Changi East Development Works | AD | *04 NOV 2021 / 20 APR 2022* | |
| 120/2021 | Seletar Airport - Closure of Helicopter Landing Area | AD | *01 OCT 2021 / 30 SEP 2022* | |
| 123/2021 | Paya Lebar Airport - Topless Cranes | AD | *21 OCT 2021 / 26 SEP 2022* | |
| 124/2021 | Paya Lebar Airport - Topless Cranes | AD | *21 OCT 2021 / 22 SEP 2022* | |
| 125/2021 | Paya Lebar Airport - Tower Crane | AD | *21 OCT 2021 / 24 OCT 2022* | |
| 126/2021 | Paya Lebar Airport - Luffing Cranes | AD | *21 OCT 2021 / 21 SEP 2022* | |
| 127/2021 | Paya Lebar Airport - Luffing Cranes | AD | *21 OCT 2021 / 01 OCT 2022* | |
| 128/2021 | Paya Lebar Airport - Crawler Crane | AD | *21 OCT 2021 / 01 NOV 2022* | |
| 129/2021 | Paya Lebar Airport - Topless Cranes | AD | *21 OCT 2021 / 01 OCT 2022* | |
| 130/2021 | Paya Lebar Airport - Mobile Crane | AD | *21 OCT 2021 / 20 SEP 2022* | |
| 131/2021 | Paya Lebar Airport - Tower Cranes | AD | *21 OCT 2021 / 23 SEP 2022* | |
| 132/2021 | Paya Lebar Airport - Tower Cranes | AD | *21 OCT 2021 / 20 SEP 2022* | |
| 133/2021 | Paya Lebar Airport - Tower Crane | AD | *21 OCT 2021 / 06 AUG 2022* | |
| 134/2021 | Paya Lebar Airport - Mobile Cranes | AD | *21 OCT 2021 / 01 DEC 2022* | |
| 135/2021 | Paya Lebar Airport - Topless Cranes | AD | *09 NOV 2021 / 01 DEC 2022* | |
| 136/2021 | Paya Lebar Airport - Cranes | AD | *09 NOV 2021 / 01 NOV 2022* | |
| 137/2021 | Paya Lebar Airport - Cranes | AD | *09 NOV 2021 / 01 NOV 2022* | |

| NR/Year | Subject | AIP section(s) affected | Period of validity (from/to) | Cancellation record |
|---|---|---|---|---|
| 138/2021 | Paya Lebar Airport - Topless Tower Cranes | AD | *09 NOV 2021 / 11 JUN 2022* | |
| 139/2021 | Paya Lebar Airport - Luffing Cranes | AD | *09 NOV 2021 / 27 SEP 2022* | |
| 140/2021 | Paya Lebar Airport - Crawler Cranes | AD | *09 NOV 2021 / 31 DEC 2022* | |
| 141/2021 | Paya Lebar Airport - Mobile Crane | AD | *09 NOV 2021 / 01 APR 2022* | |
| 142/2021 | Sembawang Aerodrome - Bore Piling Rigs | AD | *09 NOV 2021 / 01 JUL 2022* | |
| 143/2021 | Singapore Changi Airport - Closure of aircraft stand C1 at Terminal 1 | AD | *08 DEC 2021 / 22 APR 2022* | |
| 144/2021 | Paya Lebar Airport - Luffer Cranes | AD | *16 DEC 2021 / 01 DEC 2022* | |
| 145/2021 | Paya Lebar Airport - Cranes | AD | *16 DEC 2021 / 01 DEC 2022* | |
| 146/2021 | Paya Lebar Airport - Cranes | AD | *16 DEC 2021 / 01 DEC 2022* | |
| 147/2021 | Paya Lebar Airport - Cranes | AD | *16 DEC 2021 / 31 DEC 2022* | |
| 148/2021 | Paya Lebar Airport - Flat-Top Cranes | AD | *16 DEC 2021 / 31 DEC 2022* | |
| 149/2021 | Paya Lebar Airport - Topless Cranes | AD | *16 DEC 2021 / 31 DEC 2022* | |
| 150/2021 | Paya Lebar Airport - Cranes | AD | *16 DEC 2021 / 31 DEC 2022* | |
| 151/2021 | Paya Lebar Airport - Luffing Crane | AD | *16 DEC 2021 / 01 JUL 2022* | |
| 152/2021 | Paya Lebar Airport - Mobile Crane | AD | *16 DEC 2021 / 26 JUN 2022* | |
| 153/2021 | Paya Lebar Airport - Luffing Cranes | AD | *16 DEC 2021 / 31 DEC 2022* | |
| 154/2021 | Paya Lebar Airport - Luffing Tower Cranes | AD | *16 DEC 2021 / 15 DEC 2022* | |
| 155/2021 | Paya Lebar Airport - Mobile Cranes | AD | *16 DEC 2021 / 15 MAR 2022* | |
| 156/2021 | Paya Lebar Airport - Crawler Cranes | AD | *16 DEC 2021 / 31 DEC 2022* | |
| 157/2021 | Paya Lebar Airport - Cranes | AD | *16 DEC 2021 / 01 DEC 2022* | |
| 158/2021 | Sembawang Aerodrome - Tower Cranes | AD | *16 DEC 2021 / 01 DEC 2022* | |
| 159/2021 | Sembawang Aerodrome - Mobile Crane | AD | *16 DEC 2021 / 08 NOV 2022* | |
| 160/2021 | Sembawang Aerodrome - Mobile Crane | AD | *16 DEC 2021 / 01 MAR 2022* | |
| 161/2021 | Singapore Changi Airport - Steel Frame | AD | *17 JAN 2022 / 17 DEC 2024* | |
| 002/2022 | Paya Lebar Airport - Luffing Crane | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 004/2022 | Paya Lebar Airport - Tower Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 005/2022 | Paya Lebar Airport - Tower Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 006/2022 | Paya Lebar Airport - Luffer Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 007/2022 | Paya Lebar Airport - Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 008/2022 | Paya Lebar Airport - Luffing Crane | AD | *11 JAN 2022 / 31 DEC 2022* | |

| *NR/Year* | *Subject* | *AIP section(s) affected* | *Period of validity (from/to)* | *Cancellation record* |
|---|---|---|---|---|
| 009/2022 | Paya Lebar Airport - Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 010/2022 | Paya Lebar Airport - Topless Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 011/2022 | Paya Lebar Airport - Luffing Crane | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 012/2022 | Paya Lebar Airport - Topless Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 013/2022 | Paya Lebar Airport - Topless Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 014/2022 | Paya Lebar Airport - Luffing Crane | AD | *11 JAN 2022 / 01 NOV 2022* | |
| 015/2022 | Paya Lebar Airport - Luffing Crane | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 016/2022 | Paya Lebar Airport - Luffing Cranes | AD | *11 JAN 2022 / 01 APR 2022* | |
| 017/2022 | Paya Lebar Airport - Flat-Top Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 018/2022 | Paya Lebar Airport - Luffing Crane | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 019/2022 | Paya Lebar Airport - Flat-Top Cranes | AD | *11 JAN 2022 / 01 OCT 2022* | |
| 020/2022 | Paya Lebar Airport - Luffing Crane | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 021/2022 | Paya Lebar Airport - Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 022/2022 | Paya Lebar Airport - Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 023/2022 | Paya Lebar Airport - Tower Cranes | AD | *11 JAN 2022 / 09 DEC 2022* | |
| 024/2022 | Paya Lebar Airport - Flat-Top Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 025/2022 | Paya Lebar Airport - Saddle Cranes | AD | *11 JAN 2022 / 31 DEC 2022* | |
| 026/2022 | Flying Displays in conjunction with The Singapore Airshow 2022 Exhibition from Thursday 10 February to Friday 18 February 2022 | AD/ENR | *10 FEB 2022 / 18 FEB 2022* | |
| 028/2022 | Paya Lebar Airport - Flat-Top Cranes | AD | *12 JAN 2022 / 31 DEC 2023* | |
| 029/2022 | Airspace Closure Kuala Lumpur and Singapore FIRs Exercise Bersama Shield 2022 240001UTC to 311100UTC March 2022 | AD/ENR | *24 MAR 2022 / 31 MAR 2022* | |
| 030/2022 | Singapore FIR - Airspace Closure due to Military Exercise 240001UTC to 311100UTC March 2022 | AD/ENR | *24 MAR 2022 / 31 MAR 2022* | |
| 031/2022 | Implementation of Wake Turbulence Separation Minima based on Wake Turbulence Groups for Arrivals into Singapore Changi Airport | AD | *01 MAR 2022* PERM | |

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# GEN 0.4 CHECKLIST OF AIP PAGES

## Part 1 – General (GEN)

### GEN 0

| | |
|---|---|
| GEN 0.1-1 | 26 MAR 2020 |
| GEN 0.1-2 | 07 OCT 2021 |
| GEN-0.1-3 | 08 NOV 2018 |
| GEN 0.2-1 | 13 SEP 2018 |
| GEN 0.2-2 | 27 JAN 2022 |
| GEN 0.3-1 | 27 JAN 2022 |
| GEN 0.3-2 | 27 JAN 2022 |
| GEN 0.3-3 | 27 JAN 2022 |
| GEN 0.3-4 | 27 JAN 2022 |
| GEN 0.3-5 | 27 JAN 2022 |
| GEN 0.4-1 | 27 JAN 2022 |
| GEN 0.4-2 | 27 JAN 2022 |
| GEN 0.4-3 | 27 JAN 2022 |
| GEN 0.5-1 | 30 JAN 2020 |
| GEN 0.6-1 | 05 NOV 2020 |
| GEN 0.6-2 | 02 DEC 2021 |
| GEN 0.6-3 | 31 DEC 2020 |

### GEN 1

| | |
|---|---|
| GEN 1.1-1 | 05 DEC 2019 |
| GEN 1.1-2 | 22 APR 2021 |
| GEN 1.2-1 | 05 NOV 2020 |
| GEN 1.2-2 | 30 JAN 2020 |
| GEN 1.2-3 | 02 DEC 2021 |
| GEN 1.2-4 | 02 DEC 2021 |
| GEN 1.2-5 | 02 DEC 2021 |
| GEN 1.2-6 | 16 JUL 2020 |
| GEN 1.2-7 | 30 JAN 2020 |
| GEN 1.3-1 | 25 APR 2019 |
| GEN 1.3-2 | 22 APR 2021 |
| GEN 1.3-3 | 22 APR 2021 |
| GEN 1.3-4 | 12 AUG 2021 |
| GEN 1.3-5 | 22 APR 2021 |
| GEN-1.3/ARR PAX FLOW | 25 APR 2019 |
| GEN-1.3/DEP PAX FLOW 1 | 25 APR 2019 |
| GEN-1.3/DEP PAX FLOW 2 | 25 APR 2019 |
| GEN 1.4-1 | 22 APR 2021 |
| GEN 1.4-2 | 05 NOV 2020 |
| GEN 1.4-3 | 05 NOV 2020 |
| GEN 1.5-1 | 12 NOV 2015 |
| GEN 1.6-1 | 12 AUG 2021 |
| GEN 1.6-2 | 12 AUG 2021 |
| GEN 1.6-3 | 12 AUG 2021 |
| GEN 1.6-4 | 05 NOV 2020 |
| GEN 1.7-1 | 27 JAN 2022 |
| GEN 1.7-2 | 27 JAN 2022 |
| GEN 1.7-3 | 27 JAN 2022 |
| GEN 1.7-4 | 27 JAN 2022 |

### GEN 2

| | |
|---|---|
| GEN 2.1-1 | 12 NOV 2015 |
| GEN 2.1-2 | 02 DEC 2021 |
| GEN 2.2-1 | 02 MAR 2017 |
| GEN 2.2-2 | 02 MAR 2017 |
| GEN 2.2-3 | 02 MAR 2017 |
| GEN 2.2-4 | 05 JAN 2017 |
| GEN 2.2-5 | 10 NOV 2016 |
| GEN 2.3-1 | 12 NOV 2015 |
| GEN 2.3-2 | 12 NOV 2015 |
| GEN 2.3-3 | 12 NOV 2015 |
| GEN 2.4-1 | 25 APR 2019 |
| GEN 2.5-1 | 28 FEB 2019 |
| GEN-2.5-3 | 21 JUL 2016 |
| GEN 2.6-1 | 12 NOV 2015 |
| GEN 2.6-2 | 12 NOV 2015 |
| GEN 2.7-1 | 05 DEC 2019 |

### GEN 3

| | |
|---|---|
| GEN 3.1-1 | 10 SEP 2020 |
| GEN 3.1-2 | 10 OCT 2019 |
| GEN 3.1-3 | 02 DEC 2021 |
| GEN 3.1-4 | 02 DEC 2021 |
| GEN 3.2-1 | 10 OCT 2019 |
| GEN 3.2-2 | 31 MAR 2016 |
| GEN 3.2-3 | 31 MAR 2016 |
| GEN 3.2-4 | 27 JAN 2022 |
| GEN 3.2-5 | 12 AUG 2021 |
| GEN 3.2-6 | 31 MAR 2016 |
| GEN 3.3-1 | 31 DEC 2020 |
| GEN 3.3-2 | 05 NOV 2020 |
| GEN 3.4-1 | 12 NOV 2015 |
| GEN 3.4-2 | 10 SEP 2020 |
| GEN 3.4-3 | 10 SEP 2020 |
| GEN 3.4-4 | 10 SEP 2020 |
| GEN 3.4-5 | 12 NOV 2015 |
| GEN-3.4-7 | 10 SEP 2020 |
| GEN-3.4-9 | 21 JUL 2016 |
| GEN 3.5-1 | 25 APR 2019 |
| GEN 3.5-2 | 22 APR 2021 |
| GEN 3.5-3 | 22 APR 2021 |
| GEN 3.5-4 | 22 APR 2021 |
| GEN 3.5-5 | 31 DEC 2020 |
| GEN 3.5-6 | 31 DEC 2020 |
| GEN 3.5-7 | 31 DEC 2020 |
| GEN 3.5-8 | 31 DEC 2020 |
| GEN 3.5-9 | 08 NOV 2018 |
| GEN 3.6-1 | 12 NOV 2015 |
| GEN 3.6-2 | 12 NOV 2015 |
| GEN 3.6-3 | 07 OCT 2021 |
| GEN 3.6-4 | 07 OCT 2021 |
| GEN-3.6-5 | 21 JUL 2016 |

### GEN 4

| | |
|---|---|
| GEN 4.1-1 | 27 JAN 2022 |
| GEN 4.2-1 | 24 MAY 2018 |
| GEN 4.2-2 | 12 NOV 2015 |
| GEN 4.2-3 | 12 NOV 2015 |
| GEN 4.2-4 | 12 NOV 2015 |
| GEN 4.2-5 | 12 NOV 2015 |
| GEN 4.2-6 | 12 NOV 2015 |

## Part 2 – EN-ROUTE (ENR)

### ENR 0

| | |
|---|---|
| ENR 0.6-1 | 31 DEC 2020 |
| ENR 0.6-2 | 31 DEC 2020 |
| ENR 0.6-3 | 02 DEC 2021 |
| ENR 0.6-4 | 02 DEC 2021 |
| ENR 0.6-5 | 02 DEC 2021 |
| ENR 0.6-6 | 02 DEC 2021 |

### ENR 1

| | |
|---|---|
| ENR 1.1-1 | 25 APR 2019 |
| ENR 1.1-2 | 12 NOV 2015 |
| ENR 1.1-3 | 12 NOV 2015 |
| ENR 1.1-4 | 12 NOV 2015 |
| ENR 1.1-5 | 12 NOV 2015 |
| ENR 1.1-6 | 12 NOV 2015 |
| ENR 1.1-7 | 12 NOV 2015 |
| ENR 1.1-8 | 12 NOV 2015 |
| ENR 1.1-9 | 12 NOV 2015 |
| ENR 1.1-10 | 08 NOV 2018 |
| ENR 1.1-11 | 08 NOV 2018 |
| ENR 1.1-12 | 08 NOV 2018 |
| ENR 1.1-13 | 08 NOV 2018 |
| ENR 1.1-14 | 08 NOV 2018 |
| ENR 1.1-15 | 27 JAN 2022 |
| ENR 1.2-1 | 21 JUL 2016 |
| ENR 1.3-1 | 12 NOV 2015 |
| ENR 1.4-1 | 12 NOV 2015 |
| ENR 1.5-1 | 31 DEC 2020 |
| ENR 1.5-2 | 31 DEC 2020 |
| ENR 1.5-3 | 31 DEC 2020 |
| ENR 1.5-4 | 31 DEC 2020 |
| ENR 1.6-1 | 12 NOV 2015 |
| ENR 1.6-2 | 12 NOV 2015 |
| ENR 1.6-3 | 12 NOV 2015 |
| ENR 1.6-4 | 25 FEB 2021 |
| ENR 1.6-5 | 31 DEC 2020 |
| ENR 1.6-6 | 31 DEC 2020 |
| ENR 1.6-7 | 29 MAR 2018 |
| ENR 1.6-8 | 29 MAR 2018 |
| ENR-1.6-9 | 21 JUL 2016 |
| ENR-1.6-11 | 21 JUL 2016 |
| ENR 1.7-1 | 15 AUG 2019 |
| ENR 1.7-2 | 15 AUG 2019 |
| ENR 1.7-3 | 15 AUG 2019 |
| ENR 1.7-4 | 15 AUG 2019 |
| ENR 1.7-5 | 15 AUG 2019 |
| ENR 1.7-6 | 15 AUG 2019 |
| ENR 1.7-7 | 15 AUG 2019 |
| ENR 1.8-1 | 10 OCT 2019 |
| ENR 1.8-2 | 02 DEC 2021 |
| ENR 1.8-3 | 02 DEC 2021 |
| ENR 1.8-4 | 02 DEC 2021 |
| ENR 1.8-5 | 02 DEC 2021 |
| ENR 1.8-6 | 02 DEC 2021 |
| ENR 1.8-7 | 02 DEC 2021 |
| ENR 1.8-8 | 02 DEC 2021 |
| ENR 1.8-9 | 02 DEC 2021 |
| ENR 1.8-10 | 02 DEC 2021 |
| ENR 1.8-11 | 02 DEC 2021 |
| ENR 1.8-12 | 02 DEC 2021 |
| ENR 1.8-13 | 02 DEC 2021 |
| ENR 1.8-14 | 02 DEC 2021 |
| ENR 1.8-15 | 02 DEC 2021 |
| ENR 1.8-16 | 02 DEC 2021 |
| ENR 1.8-17 | 02 DEC 2021 |
| ENR 1.8-18 | 02 DEC 2021 |
| ENR 1.8-19 | 02 DEC 2021 |
| ENR 1.8-20 | 02 DEC 2021 |
| ENR 1.8-21 | 02 DEC 2021 |
| ENR 1.8-22 | 02 DEC 2021 |
| ENR 1.8-23 | 02 DEC 2021 |
| ENR 1.8-24 | 02 DEC 2021 |
| ENR 1.8-25 | 02 DEC 2021 |
| ENR 1.8-26 | 02 DEC 2021 |
| ENR 1.8-27 | 02 DEC 2021 |
| ENR 1.8-28 | 02 DEC 2021 |
| ENR 1.8-29 | 02 DEC 2021 |
| ENR 1.8-30 | 02 DEC 2021 |
| ENR 1.9-1 | 12 AUG 2021 |
| ENR 1.9-2 | 07 OCT 2021 |
| ENR 1.9-3 | 07 OCT 2021 |
| ENR 1.9-4 | 07 OCT 2021 |
| ENR 1.9-5 | 07 OCT 2021 |
| ENR 1.10-1 | 25 FEB 2021 |
| ENR 1.10-2 | 25 FEB 2021 |
| ENR 1.10-3 | 25 FEB 2021 |
| ENR 1.11-1 | 16 JUL 2020 |
| ENR 1.12-1 | 12 NOV 2015 |
| ENR 1.12-2 | 12 NOV 2015 |
| ENR 1.12-3 | 12 NOV 2015 |
| ENR 1.12-4 | 12 NOV 2015 |
| ENR 1.13-1 | 12 NOV 2015 |
| ENR 1.14-1 | 10 DEC 2015 |
| ENR 1.14-2 | 15 SEP 2016 |
| ENR-1.14-3 to ENR-1.14-4 | 15 SEP 2016 |
| ENR-1.14-5 to ENR-1.14-6 | 15 SEP 2016 |
| ENR-1.14-7 to ENR-1.14-8 | 15 AUG 2019 |

### ENR 2

| | |
|---|---|
| ENR 2.1-1 | 12 AUG 2021 |
| ENR 2.1-2 | 03 JAN 2019 |
| ENR 2.1-3 | 03 JAN 2019 |
| ENR 2.1-4 | 25 APR 2019 |
| ENR-2.1-7 | 21 JUL 2016 |
| ENR-2.1-9 | 17 JUN 2021 |
| ENR-2.1-11A | 21 JUL 2016 |
| ENR-2.1-11B | 21 JUL 2016 |
| ENR-2.1-13 | 21 JUL 2016 |
| ENR-2.1-15 | 02 DEC 2021 |

### ENR 3

| | |
|---|---|
| ENR 3.1-1 | 02 MAR 2017 |
| ENR 3.1-2 | 02 MAR 2017 |
| ENR 3.1-3 | 07 OCT 2021 |

| | |
|---|---|
| AD-2-WSSS-IAC-5 | 07 OCT 2021 |
| AD-2-WSSS-IAC-6 | 07 OCT 2021 |
| AD-2-WSSS-IAC-7 | 07 OCT 2021 |
| AD-2-WSSS-IAC-9 to 9.1 | 12 AUG 2021 |
| AD-2-WSSS-IAC-10 to 10.1 | 12 AUG 2021 |
| AD-2-WSSS-IAC-11 to 11.1 | 12 AUG 2021 |
| AD-2-WSSS-IAC-12 to 12.1 | 12 AUG 2021 |
| AD-2-WSSS-IAC-13 to 13.1 | 12 AUG 2021 |
| AD-2-WSSS-IAC-14 to 14.1 | 12 AUG 2021 |
| AD-2-WSSS-VAC-1 | 31 DEC 2020 |
| AD 2.WSSL-1 | 10 SEP 2020 |
| AD 2.WSSL-2 | 28 FEB 2019 |
| AD 2.WSSL-3 | 15 AUG 2019 |
| AD 2.WSSL-4 | 05 DEC 2019 |
| AD 2.WSSL-5 | 12 AUG 2021 |
| AD 2.WSSL-6 | 15 AUG 2019 |
| AD 2.WSSL-7 | 15 AUG 2019 |
| AD 2.WSSL-8 | 15 AUG 2019 |
| AD 2.WSSL-9 | 15 AUG 2019 |
| AD 2.WSSL-10 | 15 AUG 2019 |
| AD 2.WSSL-11 | 15 AUG 2019 |
| AD 2.WSSL-12 | 26 MAR 2020 |
| AD 2.WSSL-13 | 05 DEC 2019 |
| AD 2.WSSL-14 | 15 AUG 2019 |
| AD 2.WSSL-15 | 12 AUG 2021 |
| AD 2.WSSL-16 | 10 OCT 2019 |
| AD 2.WSSL-17 | 05 NOV 2020 |
| AD 2.WSSL-18 | 05 NOV 2020 |
| AD 2.WSSL-19 | 15 AUG 2019 |
| AD 2.WSSL-20 | 10 OCT 2019 |
| AD 2.WSSL-21 | 05 NOV 2020 |
| AD 2.WSSL-22 | 10 OCT 2019 |
| AD 2.WSSL-23 | 25 FEB 2021 |
| AD 2.WSSL-24 | 15 AUG 2019 |
| AD 2.WSSL-25 | 25 FEB 2021 |
| AD-2-WSSL-ADC-1 | 12 AUG 2021 |
| AD-2-WSSL-ADC-2 | 12 AUG 2021 |
| AD-2-WSSL-ADC-3 | 16 JUL 2020 |
| AD-2-WSSL-AOC-1 | 16 JUL 2020 |
| AD-2-WSSL-AOC-2 | 16 JUL 2020 |
| AD-2-WSSL-VAC-1 | 16 JUL 2020 |
| AD-2-WSSL-VAC-2 | 16 JUL 2020 |
| AD-2-WSSL-VAC-3 | 16 JUL 2020 |
| AD-2-WSSL-VAC-4 | 16 JUL 2020 |
| AD-2-WSSL-VDC-1 | 16 JUL 2020 |
| AD-2-WSSL-VDC-2 to 2.1 | 25 FEB 2021 |
| AD-2-WSSL-VFR-1 | 31 DEC 2020 |
| AD-2-WSSL-IFR-1 | 31 DEC 2020 |
| AD-2-WSSL-IFR-2 | 31 DEC 2020 |
| AD 2.WSAP-1 | 16 JUL 2020 |
| AD 2.WSAP-2 | 19 JUL 2018 |
| AD 2.WSAP-3 | 10 OCT 2019 |
| AD 2.WSAP-4 | 19 JUL 2018 |
| AD 2.WSAP-5 | 10 OCT 2019 |
| AD 2.WSAP-6 | 12 OCT 2017 |
| AD 2.WSAP-7 | 19 JUL 2018 |
| AD 2.WSAP-8 | 12 AUG 2021 |
| AD 2.WSAP-9 | 07 OCT 2021 |
| AD 2.WSAP-10 | 16 JUL 2020 |
| AD 2.WSAP-11 | 07 OCT 2021 |
| AD-2-WSAP-ADC-1 | 16 JUL 2020 |
| AD-2-WSAP-ADC-2 | 16 JUL 2020 |
| AD-2-WSAP-AOC-1 | 16 JUL 2020 |
| AD-2-WSAP-IAC-1 | 31 DEC 2020 |
| AD-2-WSAP-IAC-2 | 07 OCT 2021 |
| AD-2-WSAP-IAC-3 | 07 OCT 2021 |
| AD-2-WSAP-IAC-4 | 07 OCT 2021 |
| AD-2-WSAP-IAC-5 | 31 DEC 2020 |
| AD-2-WSAP-IAC-6 | 07 OCT 2021 |
| AD 2.WSAT-1 | 16 JUL 2020 |
| AD 2.WSAT-2 | 26 MAR 2020 |
| AD 2.WSAT-3 | 25 FEB 2021 |
| AD 2.WSAT-4 | 25 FEB 2021 |
| AD 2.WSAT-5 | 12 AUG 2021 |
| AD 2.WSAT-6 | 07 OCT 2021 |
| AD 2.WSAT-7 | 12 NOV 2015 |
| AD 2.WSAT-8 | 25 FEB 2021 |
| AD-2-WSAT-ADC-1 | 17 JUN 2021 |
| AD 2.WSAG-1 | 16 JUL 2020 |
| AD 2.WSAG-2 | 08 NOV 2018 |
| AD 2.WSAG-3 | 12 AUG 2021 |
| AD 2.WSAG-4 | 16 JUL 2020 |
| AD 2.WMKJ-1 | 12 NOV 2015 |
| AD 2.WIDD-1 | 12 NOV 2015 |
| AD 2.WIDD-2 | 12 NOV 2015 |
| AD-2-WIDD-SID-1 | 12 NOV 2015 |
| AD-2-WIDD-SID-2 | 12 NOV 2015 |
| AD-2-WIDD-SID-3 | 12 NOV 2015 |
| AD-2-WIDD-SID-4 | 12 NOV 2015 |
| AD-2-WIDD-STAR-1 | 12 NOV 2015 |
| AD-2-WIDD-STAR-2 | 12 NOV 2015 |
| AD-2-WIDD-STAR-3 | 12 NOV 2015 |
| AD-2-WIDD-STAR-4 | 12 NOV 2015 |
| AD 2.WIDN-1 | 03 JAN 2019 |
| AD 2.WIDN-2 | 03 JAN 2019 |
| AD-2-WIDN-SID-1 | 12 NOV 2015 |
| AD-2-WIDN-SID-2 | 12 NOV 2015 |
| AD-2-WIDN-SID-3 | 12 NOV 2015 |
| AD-2-WIDN-SID-4 | 12 NOV 2015 |
| AD-2-WIDN-STAR-1 | 12 NOV 2015 |
| AD-2-WIDN-STAR-2 | 12 NOV 2015 |
| AD-2-WIDN-STAR-3 | 21 JUL 2016 |
| AD-2-WIDN-STAR-4 | 12 NOV 2015 |

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# GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

**ANNEX 1 Personnel Licensing**, 13th Edition

Chapter 2

| | |
|---|---|
| 2.3.3.1.2 | Due to local geographical constraints and boundary, it is not possible to complete one cross-country flight totalling not less than 270km (150NM) in the course of which full- stop landings at two different aerodromes are made. In such cases, a Private Pilot Licence with restriction to fly within Singapore only will be issued. |
| 2.8.2.1 | Singapore issues two types of ratings for flying instructors: Flying Instructor Rating and Assistant Flying Instructor Rating. Both ratings meet the ICAO standards for flying instructors. Newly qualified instructors are issued with an Assistant Flying Instructor Rating, and may qualify for a Flying Instructor Rating after acquiring additional flying and instructional experience.<br><br>An Assistant Flying Instructor Rating does not entitle the holder to:<br><br>a. give flying instructions unless under the supervision of a person holding a Flying Instructor Rating; or<br>b. give directions in respect of the student pilot's first solo day/night flight and first solo cross-country day/night flight. |
| 2.9.1.1 | The applicant for a Commercial Pilot Licence (Gliders) shall not be less than 18 years of age. |
| 2.10.1.1 | The applicant for a Private Pilot Licence (Balloons and Airships) shall not be less than 17 years of age. The applicant for a Commercial Pilot Licence (Balloons and Airships) shall not be less than 18 years of age. |

**ANNEX 2 Rules of the Air**, 10th Edition

Appendix 3

VFR or IFR flights when operating in uncontrolled airspace within certain parts of the Singapore FIR at or above 3,000ft and below FL250 are required to use the cruising levels specified in the quadrantal table of cruising levels (quadrantal rule) as shown in page ENR 1.7-5 para 4.4.

**DOC 4444 Procedures for Air Navigation Services - Air Traffic Management,**15th Edition (PANS-ATM)

- NIL Difference

**DOC 7030 Regional Supplementary Procedures,** 5th Edition

MID/ASIA REGIONAL SUPPLEMENTARY PROCEDURES

| | |
|---|---|
| 1.2.1 | Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:<br><br>a. Above FL200. |

**ANNEX 3 Meteorological Service for International Air Navigation,** 20th Edition

- NIL Difference

**ANNEX 4 Aeronautical Charts,** 11th Edition

- NIL Difference

**ANNEX 5 Units of Measurement to be used in Air and Ground Operations**, 5th Edition

- NIL Difference

**ANNEX 6 Operation of Aircraft**

| | |
|---|---|
| Part I | (International Commercial Air Transport - Aeroplanes) - 11th Edition |
| Chapter 12 | |
| 12.4(b) | Singapore regulations do not require all cabin crew to be trained on the use of automated external defibrillator (AED). However, the regulations require that at least one senior cabin crew on board every aircraft carrying AED to be trained on the use of AED. |
| Part II | (International General Aviation - Aeroplanes) - 10th Edition |
| Chapter 6 | |
| 6.1.1 | General aviation aircraft in Singapore are required to be registered in the Public Transport Category. |
| Part III | (International Operations - Helicopters) - 10th Edition |

- NIL Difference

**ANNEX 7 Aircraft Nationality and Registration Marks,** 6th Edition

- NIL Difference.

**ANNEX 8 Airworthiness of Aircraft,** 12th Edition

- NIL Difference

**ANNEX 9 Facilitation**, 15th Edition

Chapter 3

| | |
|---|---|
| 3.25 | Singapore issues single, double, triple, or multiple journey visas, some with validity of less than six months. |
| 3.26 | Singapore adopts an electronic visa system (e-Visa) to retrieve information to verify the identity of the visa holder. |
| 3.27 | Singapore requires all travellers, including Singapore Citizens, Permanent Residents, Long-Term Pass holders and foreign visitors, to complete an electronic SG Arrival Card (SGAC) before/upon arrival in Singapore. |
| 3.46 | Special Pass may be issued to an inadmissible passenger to enable him to apply for travel documents from the relevant diplomatic mission. In such cases, the aircraft operator shall continue to be responsible for the custody and care of the passenger. |
| 3.66 | With effect from 27 Aug 2007, air crew who arrive in Singapore on crew duty and seeking temporary entry into Singapore are required to produce their passports for immigration clearance. However, their passports will not be endorsed. Crew who are nationals of countries that require visa to enter Singapore will continue to be exempted from the visa requirements if they arrive in Singapore as part of their crew duty or to join their assigned flights for the purpose of performing their crew duty. |

Chapter 5

| | |
|---|---|
| 5.9.1 | Under Singapore's regulations, the cost of custody and care of inadmissible persons pending their removal shall be borne by the aircraft operator. |
| 5.18 | The obligations, responsibilities, and costs associated with the removal of deportees are a shared responsibility. Singapore works closely with foreign diplomatic missions to facilitate the removal of deportees. |
| 5.23 | A valid travel document is required before any special consideration can be given to the admission of such persons. For Permanent Residents, an entry permit and valid travelling documents are required before entry is granted. |

| | |
|---|---|
| 5.27 | An application for a travel document has to be duly signed by the applicant before the travel document can be issued. |
| 5.29 | The required travel document to facilitate the return of the national will be issued upon confirmation of the person's Singapore Citizenship status. |

**ANNEX 10 Aeronautical Telecommunications**

| | |
|---|---|
| Volume I | (Radio Navigation Aids) - 7th Edition |
| Volume II | (Communication Procedures including those with PANS status) - 7th Edition |
| Volume III | (Communication Systems) - 2nd Edition |
| | Part I - Digital Data Communication Systems |
| | Part II - Voice Communication Systems |
| Volume IV | (Surveillance and Collision Avoidance Systems) - 5th Edition |
| Volume V | (Aeronautical Radio Frequency Spectrum Utilization) - 3rd Edition |

- NIL Difference

**ANNEX 11 Air Traffic Services**,15th Edition

- NIL Difference

**ANNEX 12 Search and Rescue**, 8th Edition

- NIL Difference

← **ANNEX 13 Aircraft Accident and Incident Investigation**, 12th Edition

← Chapter 5

| | |
|---|---|
| 5.1.2 | ICAO requires States to investigate serious incident involving aircraft of a maximum certificated take-off (MCT) mass of over 2250kg. With effect from 2 August 2010, Singapore requires all serious incidents to be investigated, regardless of the aircraft's MCT mass. |

 

**ANNEX 14 Aerodromes**

| | |
|---|---|
| Volume I | (Aerodrome Design and Operations) - 8th Edition |
| Chapter 3 | |
| 3.4.3 | The words “wherever practicable” in Annex 14 paragraph 3.4.3 have been removed in our national regulations. Without exception, the width of the runway strip shall be 140m where the code number is 3 or 4; and 70m where the code number is 1 or 2. |
| Chapter 4 | |
| 4.2.14 | For a precision approach runway category I, the inner approach surface; inner transitional surfaces; and balked landing surface shall be established, in addition to the conical surface; inner horizontal surface; approach surface and transitional surfaces. |
| Chapter 6 | |
| 6.1.1.6 | Annex 14 paragraph 6.1.1.6(c) which states that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day has been removed from our national regulations. |
| Chapter 7 | |
| 7.4.1 | Relating to the display of unserviceability markers, our national regulations require additionally that “unserviceability markers shall also be displayed at the entrances to a permanently or temporarily closed runway or taxiway, or part thereof”. |
| Chapter 9 | |
| 9.2.3 | Relating to the level of rescue and fire fighting protection to be provided, the remission factor has been removed from our national regulations. |
| Volume II | (Heliports) - 5th Edition |

- Not applicable

**ANNEX 15 Aeronautical Information Services**, 16th Edition

- NIL Difference

**ANNEX 16 Environmental Protection**

| | |
|---|---|
| Volume I | (Aircraft Noise) - 8th Edition |
| Volume II | (Aircraft Engine Emissions) - 4th Edition |
| Volume III | (Aeroplane $CO_2$ Emissions) - 1st Edition |

- NIL Difference

**ANNEX 17 Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference**, 10th Edition

- NIL Difference

**ANNEX 18 The Safe Transport of Dangerous Goods by Air,** 4th Edition

- NIL Difference

**ANNEX 19 Safety Management**, 2nd Edition

- NIL Difference

k. **Visual Approach Chart - ICAO**

This chart is produced for aerodromes used by civil aviation where:

* only limited navigation facilities are available; or
* radio communication facilities are not available; or
* no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
* visual approach procedures have been established

The aeronautical data shown include information on aerodromes obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

# 5 LIST OF AERONAUTICAL CHARTS AVAILABLE

| GEN 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE | | | | | |
|---|---|---|---|---|---|
| *Title of Chart Series* | *Scale* | *Name and/or number* | | *Price ($)* | *Date* |
| **World Aeronautical Chart** ICAO (WAC) | 1:1 000 000 | | WAC 2860 | In AIP | 30 JAN 20 |
| **Enroute Chart** ICAO (ENRC) | | | ERC 6-1 | In AIP | 02 DEC 21 |
| **Instrument Approach Chart** ICAO (IAC) | | ***Singapore Changi*** | | | |
| | 1:400 000 | RWY 02L - ICW ILS/DME | AD-2-WSSS-IAC-1 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 02C - ICE ILS/DME | AD-2-WSSS-IAC-2 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 20R - ICH ILS/DME | AD-2-WSSS-IAC-5 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 20C - ICC ILS/DME | AD-2-WSSS-IAC-6 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 20C - VTK DVOR/DME | AD-2-WSSS-IAC-7 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 02L - RNP | AD-2-WSSS-IAC-9 | In AIP | 12 AUG 21 |
| | 1:400 000 | RWY 02C - RNP | AD-2-WSSS-IAC-10 | In AIP | 12 AUG 21 |
| | 1:400 000 | RWY 20R - RNP | AD-2-WSSS-IAC-11 | In AIP | 12 AUG 21 |
| | 1:400 000 | RWY 20C - RNP | AD-2-WSSS-IAC-12 | In AIP | 12 AUG 21 |
| | 1:400 000 | RWY 02R - RNP | AD-2-WSSS-IAC-13 | In AIP | 12 AUG 21 |
| | 1:400 000 | RWY 20L - RNP | AD-2-WSSS-IAC-14 | In AIP | 12 AUG 21 |
| | | ***Paya Lebar*** | | | |
| | 1:400 000 | RWY 20 - PU DVOR/DME | AD-2-WSAP IAC-1 | In AIP | 31 DEC 20 |
| | 1:400 000 | RWY 02 - PU DVOR/DME | AD-2-WSAP IAC-2 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 20 - IPS ILS/DME | AD-2-WSAP IAC-3 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 02 - IPN ILS/DME | AD-2-WSAP IAC-4 | In AIP | 07 OCT 21 |
| | 1:400 000 | RWY 02 - RNP | AD-2-WSAP-IAC-5 | In AIP | 31 DEC 20 |
| | 1:400 000 | RWY 20 - RNP | AD-2-WSAP-IAC-6 | In AIP | 07 OCT 21 |
| **Visual Approach Chart** ICAO (VAC) | 1:400 000 | ***Singapore Changi*** | AD-2-WSSS-VAC-1 | In AIP | 31 DEC 20 |
| | | ***Seletar*** | | | |
| | 1:100 000 | RWY 03 | AD-2-WSSL-VAC-1 | In AIP | 16 JUL 20 |
| | 1:100 000 | RWY 21 | AD-2-WSSL-VAC-2 | In AIP | 16 JUL 20 |
| | 1:100 000 | RWY 03 | AD-2-WSSL-VAC-3 | In AIP | 16 JUL 20 |
| | 1:100 000 | RWY 21 | AD-2-WSSL-VAC-4 | In AIP | 16 JUL 20 |
| **Visual Departure Chart** | | ***Seletar*** | | | |
| | 1:100 000 | RWY 03 | AD-2-WSSL-VDC-1 | In AIP | 16 JUL 20 |
| | 1:100 000 | RWY 21 | AD-2-WSSL-VDC-2 | In AIP | 25 FEB 21 |
| ← **Aerodrome Chart** ICAO (AC) | | ***Singapore Changi*** | AD-2-WSSS-ADC-2 | In AIP | 27 JAN 22 |
| | | ***Seletar*** | AD-2-WSSL-ADC-1 | In AIP | 12 AUG 21 |
| | | ***Paya Lebar*** | AD-2-WSAP-ADC-1 | In AIP | 16 JUL 20 |
| **Aerodrome Obstacle Chart** ICAO TYPE A (AOC) | | ***Singapore Changi*** | | | |
| | 1:10 000 | RWY 20R/02L | AD-2-WSSS-AOC-1 | In AIP | 16 JUL 20 |
| | 1:10 000 | RWY 20C/02C | AD-2-WSSS-AOC-2 | In AIP | 31 DEC 20 |
| | 1:10 000 | RWY 02R/20L | AD-2-WSSS-AOC-4 | In AIP | 22 APR 21 |
| | | ***Seletar*** | | | |
| | 1:10 000 | RWY 03/21 | AD-2-WSSL-AOC-1 | In AIP | 16 JUL 20 |
| | | ***Paya Lebar*** | | | |
| | 1:20 000 | RWY 20/02 | AD-2-WSAP-AOC-1 | In AIP | 16 JUL 20 |

# GEN 4 CHARGES FOR AERODROMES/HELIPORT AND AIR NAVIGATION SERVICES

## GEN 4.1 AERODROME CHARGES

### 1 AIRPORT FEES AND CHARGES APPLICABLE AT SINGAPORE CHANGI AIRPORT

1.1 These charges are set out in the website of the airport operator, Changi Airport Group (Singapore) Pte Ltd: https://www.changiairport.com/content/dam/cacorp/documents/changiairportgroup/List of Fees and Charges.pdf

1.2 Exemption from payment of any Singapore Changi Airport charges are set out in the CAAS (Licensing of Airport Operators) Regulations 2009, accessible from the link below: http://www.caas.gov.sg/caas/en/Regulations/Legislations/Civil_Aviation_Authority_of_Singapore_Act.html

### 2 AIRPORT FEES AND CHARGES APPLICABLE AT SELETAR AIRPORT

2.1 These charges are set out in the website of the airport operator, Changi Airport Group (Singapore) Pte Ltd: http://www.seletarairport.com/list-of-charges/

2.2 Exemption from payment of any Seletar Airport charges are set out in the CAAS (Licensing of Airport Operators) Regulations 2009, accessible from the link below: http://www.caas.gov.sg/caas/en/Regulations/Legislations/Civil_Aviation_Authority_of_Singapore_Act.html

### 3 HANGAR FEES

3.1 Hangar facilities at Singapore Changi Airport are managed by Singapore Airlines Ltd. Information on hangar fees may be obtained from Singapore Airlines (SIA).

3.2 Hangar facilities at Seletar Airport are managed byJTC's tenants. Information on hangar fees may be obtained directly from the tenants.

### 4 NOISE RELATED ITEMS

4.1 Please refer to AIP Singapore, Aerodrome sections of the respective airports.

### 5 GROUND HANDLING SERVICE CHARGES

5.1 The ground handling services at Singapore Changi Airport have been out-sourced by the airport operator, Changi Airport Group (Singapore) Pte Ltd to the licensed ground handlers. Unlike the other 2 licensed ground handlers, SIA Engineering Company Limited is licenced to provide only a subset of the apron handling services. Please contact the following licensed ground handlers for information on ground handling services and related charges:

| |
|---|
| **DNATA Singapore Pte Ltd** |
| https://www.dnata.com/en/contact-us |
| **SATS Ltd** |
| http://www.sats.com.sg/ContactUs/Pages/ContactUs.aspx |
| **SIA Engineering Company Limited** |
| https://www.siaec.com.sg/contact_us.html |

5.2 The ground handling services at Seletar Airport have been out-sourced by the airport operator, Changi Airport Group (Singapore) Pte Ltd to the licensed ground handlers. Please contact the licensed ground handlers for information on ground handling services and related charges. The licensed ground handlers' contact details are set out in the website of the airport operator, Changi Airport Group (Singapore) Pte Ltd: http://www.seletarairport.com/ground-handling-agents-at-seletar-airport/

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## *9.2 OBTAINING ATC PRIORITY WHEN WEATHER DEVIATION IS REQUIRED*

9.2.1 When the pilot initiates communications with ATC, rapid response may be obtained by stating that "WEATHER DEVIATION IS REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

9.2.2 The pilot also retains the option of initiating the communication using the urgency call "PAN-PAN" 3 times to alert all listening parties of a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

## *9.3 ACTIONS TO BE TAKEN WHEN PILOT-CONTROLLER COMMUNICATIONS ARE ESTABLISHED*

9.3.1 When two-way pilot-controller communications are in effect, and a pilot identifies the need to deviate from track to avoid weather, the pilot shall notify ATC and request clearance to deviate from track, advising where possible the extent of the deviation expected.

9.3.2 ATC will then take one of the following actions:

i. if there is no conflicting traffic in the lateral dimension, ATC shall issue clearance to deviate from track;
ii. if there is conflicting traffic in the lateral dimension, ATC shall separate aircraft by establishing vertical separation and issue a clearance to deviate from track;
iii. if there is conflicting traffic in the lateral dimension, and ATC is unable to establish vertical separation, ATC shall advise the pilot and provide information on all other aircraft with which the aircraft could potentially conflict.

9.3.3 The pilot shall comply with the ATC clearance issued for the deviation or, if ATC is unable to issue a revised clearance, and after evaluating the circumstances of the situation, the pilot shall execute the procedures detailed in paragraph 9.4 below. The pilot shall immediately inform ATC of intentions and ATC will issue essential traffic information to all affected aircraft.

9.3.4 The pilot shall, at regular intervals, update ATC of the extent and progress of the deviation to ensure that separation applied is not infringed or to enable ATC to update essential traffic information.

## *9.4 ACTIONS TO BE TAKEN WHEN PILOT-CONTROLLER COMMUNICATIONS ARE NOT ESTABLISHED OR REVISED ATC CLEARANCE IS NOT AVAILABLE*

9.4.1 If contact cannot be established, or a revised ATC clearance is not available and deviation from track is required to avoid weather, the pilot shall take the following actions:

a. deviate away from an organised track or route system, if possible;

b. broadcast aircraft position and intentions on frequency 121.5MHz at suitable intervals stating:

i. flight identification;
ii. flight level;
iii. track code or ATS route designator; and
iv. extent of deviation expected.

c. watch for conflicting traffic both visually and by reference to TCAS (if equipped);

d. turn on aircraft exterior lights;

← e. for deviations greater than, or equal to 5.0NM from the originally cleared track or ATS route, when the aircraft is approximately 5.0NM from track, initiate a level change in accordance with the following table:

| **Route Centreline Track** | **Deviations Greater than 5NM** | **Level Change** |
|---|---|---|
| East (000-179 Magnetic) | Left<br>Right | Descend 300ft<br>Climb 300ft |
| West (180-359 Magnetic) | Left<br>Right | Climb 300ft<br>Descend 300ft |

← f. when returning to track, be established at the assigned flight level or altitude when the aircraft is within
← approximately 5.0NM of track;

g. if contact cannot be established prior to deviation, continue to attempt to contact ATC to obtain a clearance. If contact is subsequently established, continue to keep ATC advised of intentions and obtain essential traffic information.

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# ENR 5 NAVIGATION WARNINGS

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

### 1 INTRODUCTION

1.1 All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another be restricted either temporarily or permanently, are classified according to three types of areas as defined by ICAO.

1.2 Each area is described in the tabulation found in pages ENR 5.1-2 to 5.1-5 which indicates its lateral and vertical limits, the type of restriction or hazard involved, the times at which it applies and other pertinent information.

### 2 DANGER AREA

2.1 An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

### 3 PROHIBITED AREA

3.1 An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

### 4 RESTRICTED AREA

4.1 An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain meteorological conditions. Similarly, prohibition of flight unless special permission had been obtained, leads to the designation of restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic service practice or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

### 5 DESIGNATION OF AREA

5.1 Each area is numbered and single series of numbers is used for all areas, regardless of type, to ensure that a number is never duplicated.

5.2 The type of area involved is indicated by the letter “P” for Prohibited, “R” for Restricted and “D” for Danger, preceded by the Nationality letters “WS”. For example, areas are assigned numbers and letters in the following manner - WSP3, WSR6 and WSD4.

| *Identification, Name and Lateral Limits* | *Upper limit*<br>*Lower limit* | *Remarks*<br>*(time of activity, type of restriction, nature of hazard, risk of interception)* |
|---|---|---|
| 1 | 2 | 3 |
| **PROHIBITED AREAS** | | |
| **WSP3**<br>A circle, 0.8NM radius centred at 012136N 1034746E | 750 FT<br>GND | Active: Permanent.<br>Under no circumstances shall a forced landing be permitted within the area. Rotary wing aircraft shall avoid overflying the area. |
| **WSP24**<br>Area within two circles, 150m radius, centred at Mt. Faber (011616N 1034910E) and Sentosa Island (011520N 1034904E) and the tangential lines joining these circles. | 800 FT ALT<br>GND/WATER | Active: Permanent. |
| **WMP228** BUKIT SERENE<br>Area within 2NM centred at 012845N 1034334E with the southern border of the Prohibited Area coinciding with the coastline of South Johor. | 5000 FT ALT<br>GND | Sultan's Palace.<br>Active: Permanent.<br>(refer to AIP Malaysia) |
| **RESTRICTED AREAS** | | |
| **WSR6**<br>Area bounded by 012355N 1034626E to 012359.0N 1034734.1E then along the boundaries of WSD35 and WSP3 to 012130.00N 1034658.37E. | 200 FT ALT<br>GND | Helicopter Operations.<br>Active: Permanent. |
| **WSR9**<br>A circle, 0.3NM radius centred at 011647N 1035009E. | 200 FT ALT<br>GND | Helicopter Operations.<br>Active: Permanent. |
| **WSR10**<br>A circle, 0.6NM radius, centred at 012136.2197N 1034055.3795E. | 5500 FT ALT<br>GND | Active: Permanent. |
| **WSR16**<br>A circle, 0.3NM radius centred at 011918N 1035045E. | 200 FT ALT<br>GND | Helicopter Operations.<br>Active: Permanent. |
| **WSR38**<br>A circle, 1NM radius centred at 011807N 1035031E | 10000 FT ALT<br>GND | Istana.<br>Active: Permanent.<br>All FLT BTN SJ/JB on AWY G579 are to avoid at all times the area which overlaps the eastern edge of G579 . |
| **WMR104**<br>032859N 1030254E 023959N 1023454E 022300N 1025954E 022300N 1034554E 032059N 1032054E 031859N 1031554E 032559N 1031254E 032859N 1030254E. | 10000 FT ALT<br>3000 FT ALT | Training.<br>Active: 2230-1030 SUN-MON to FRI-SAT<br>(refer to AIP Malaysia) |

# AERODROME CHART - ICAO

01° 21' 33"N
103°59' 22"E

AERODROME ELEVATION 6.66m

| | | |
|---|---|---|
| TWR | 118.6 / 118.25 / 131.4 | |
| GND | 124.3 / 121.85 / 121.725 / 127.275 | |
| DELIVERY | 121.65 / 119.6 | |

| | |
|---|---|
| RAMP TWR | |
| GND | 122.55 (GMC 4 EAST) |
| | 125.65 (GMC 4 WEST) |

# SINGAPORE/SINGAPORE CHANGI

**PAPI 3° (MEHT)***

| Pilot's eye height over the threshold when the following PAPI lights come into view. | RUNWAY | | | | | |
|---|---|---|---|---|---|---|
| | 02L | 20R | 02C | 20C | 02R | 20L |
| 2 White lights and 2 red lights | 20.0m | 20.0m | 19.8m | 19.8m | 19.7m | 19.7m |
| 3 White lights and 1 red light | 24.0m | 22.6m | 23.7m | 23.7m | 23.6m | 23.6m |
| 4 White lights | 26.4m | 25.0m | 26.2m | 26.2m | 26.0m | 26.0m |

* MEHT . Minimum Eye Height Over the Threshold.
Note . Aircraft with eye-to-wheel height greater than 8 metres are advised to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

| RWY | DIRECTION | THR | GEOID UNDULATION | BEARING STRENGTH |
|---|---|---|---|---|
| 02L | 023° | 01 20 56.27N 103 58 38.82E | 10.24m | PCN 72/F/B/W/U |
| 20R (DISP THR) | 203° | 01 22 33.95N 103 59 20.06E | 10.25m | |
| 02C | 023° | 01 19 43.51N 103 59 05.86E | 10.27m | |
| 20C | 203° | 01 21 43.37N 103 59 56.46E | 10.30m | |
| 02R | 023° | 01 19 20.59N 103 59 59.45E | 10.32m | PCN 82F/B/X/T |
| 20L | 203° | 01 21 20.45N 104 00 50.05E | 10.36m | |

**TAXIWAYS**
**BEARING STRENGTH**
PCN 85/R/B/W/U - Taxiways W1, W9, T2, T4, T12 and T (between T11-T12).
PCN 80 F/B/X/T - TWY T (between TWY P and TWY J), Taxiways J and K (between Taxiways K2 and J12)
PCN 90 R/B/W/T - Taxiways A (between A1 and A2, and between A11 and A12), A1, A2, A11, A12, B (between B1 and B2, and between B13 and B14), B1, B2, B13, B14.
PCN 82 F/B/X/T - Taxiway P1 (between N and N5) and all other A, B, J, K Taxiways.
PCN 72/F/B/W/U - All other Taxiways

**APRONS**
**BEARING STRENGTH**
PCN 85/R/B/W/U

**ELEVATIONS AND DIMENSIONS IN METRES**

**TAXIWAYS MINIMUM 23m WIDE**

**NOTE :**
**SEE FLIP SIDE FOR DETAILS OF**
**i) INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS.**
**ii) RESTRICTIONS ON TAXIWAYS.**

**AREA CLOSED FOR CHANGI EAST CONSTRUCTION WORKS (INCLUDING RUNWAY 02C/20C)**

**LEGEND**

| |
|---|
| Aircraft Stands and Taxiways Markings |
| Runway Centre Line Lights |
| Runway Edge Lights |
| White Touchdown Zone Lights |
| Blue Taxiway Edge Lights |
| Green Taxiway CentreLine Lights |
| Cat II Holding Position Markings<br>Red Stop Bar Lights Controllable ON/OFF |
| Twy Intersection Holding Position Markings<br>Red Stop Bar Lights Controllable ON/OFF |
| Blue Taxiway Edge Markers |
| FOD Detection Masts |
| Cat I/II Holding Position Markings<br>Red Stop Bar Lights Controllable ON/OFF |
| Road Holding Postion Line with cat-eyes installed<br>Road Holding Position Lights (Red) - Flashing |

Metres 100 0 100 200 300 400 500 600 700 800 900 1000 Metres

ANNUAL CHANGE NEGLIGIBLE VAR 0° 23'E (2020)



***Changes :*** Airfield lighting symbol at AES emergency access road in front of Fire Station 1 revised.
Wind Direction Indicator (WDI) at Runway 02L/20R updated.
Pushback line to Parking Stand 600L and 600R at East Cargo added.

## INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

| LOCATION | STAND NR | NORTH LAT | EAST LONG | ELEVATION |
|---|---|---|---|---|
| T3 SOUTH APRON | A1 | 01 21 21.52 | 103 59 06.25 | 4.75m (15.58ft) |
| | A2 | 01 21 21.75 | 103 59 04.00 | 4.65m (15.26ft) |
| | A3 | 01 21 19.86 | 103 59 02.79 | 4.66m (15.29ft) |
| | A4 | 01 21 17.61 | 103 59 02.54 | 4.79m (15.72ft) |
| | A5 | 01 21 15.50 | 103 59 03.62 | 4.86m (15.94ft) |
| | A9 | 01 21 12.50 | 103 59 03.65 | 5.02m (16.47ft) |
| | A10 | 01 21 10.34 | 103 59 02.40 | 5.04m (16.54ft) |
| | A11 | 01 21 07.93 | 103 59 01.41 | 5.25m (17.22ft) |
| | A12 | 01 21 05.76 | 103 59 00.49 | 5.38m (17.65ft) |
| | A13 | 01 21 03.59 | 103 58 59.58 | 5.48m (17.98ft) |
| | A14 | 01 21 01.66 | 103 58 57.59 | 5.57m (18.27ft) |
| | A15 | 01 21 00.77 | 103 58 55.41 | 5.46m (17.91ft) |
| | A16 | 01 20 59.27 | 103 58 54.20 | 5.51m (18.09ft) |
| | A17 | 01 20 57.25 | 103 58 54.06 | 5.23m (17.16ft) |
| | A18 | 01 20 55.87 | 103 58 55.25 | 5.37m (17.62ft) |
| | A19 | 01 20 55.26 | 103 58 57.13 | 5.40m (17.72ft) |
| | A20 | 01 20 56.09 | 103 58 58.83 | 5.45m (17.88ft) |
| | A21 | 01 20 57.10 | 103 59 00.80 | 5.49m (18.01ft) |
| T3 NORTH APRON | B1 | 01 21 26.86 | 103 59 08.37 | 4.82m (15.81ft) |
| | B2 | 01 21 28.18 | 103 59 06.82 | 4.68m (15.35ft) |
| | B3 | 01 21 30.33 | 103 59 07.30 | 4.65m (15.26ft) |
| | B4 | 01 21 32.03 | 103 59 08.60 | 4.75m (15.58ft) |
| | B5 | 01 21 32.98 | 103 59 10.89 | 4.80m (15.75ft) |
| | B6 | 01 21 35.15 | 103 59 13.16 | 4.96m (16.27ft) |
| | B7 | 01 21 37.65 | 103 59 13.93 | 4.97m (16.31ft) |
| | B8 | 01 21 39.94 | 103 59 15.20 | 5.13m (16.83ft) |
| | B9 | 01 21 42.19 | 103 59 16.16 | 5.13m (16.83ft) |
| | B10 | 01 21 44.47 | 103 59 17.12 | 5.15m (16.90ft) |
| T1 WEST APRON | C1 | 01 21 46.75 | 103 59 18.08 | 5.09m (16.70ft) |
| | C20 | 01 21 48.83 | 103 59 19.23 | 5.08m (16.67ft) |
| | C22 | 01 21 51.00 | 103 59 20.13 | 5.15m (16.90ft) |
| | C23 | 01 21 53.56 | 103 59 20.77 | 5.08m (16.67ft) |
| | C24 | 01 21 56.54 | 103 59 20.97 | 4.89m (16.04ft) |
| | C25 | 01 21 59.12 | 103 59 20.59 | 4.99m (16.37ft) |
| | C26 | 01 22 01.48 | 103 59 20.76 | 5.01m (16.44ft) |
| T1 CENTRAL APRON | C11 | 01 21 47.42 | 103 59 23.82 | 5.09m (16.70ft) |
| | C13 | 01 21 49.63 | 103 59 24.75 | 5.03m (16.50ft) |
| | C15 | 01 21 51.89 | 103 59 25.70 | 5.06m (16.60ft) |
| | C16 | 01 21 53.47 | 103 59 26.62 | 4.86m (15.94ft) |
| | C17 | 01 21 55.50 | 103 59 26.20 | 5.01m (16.44ft) |
| | C17L | 01 21 54.75 | 103 59 26.22 | 4.96m (16.27ft) |
| | C17R | 01 21 56.01 | 103 59 25.68 | 5.12m (16.80ft) |
| | C18 | 01 21 57.86 | 103 59 25.75 | 4.99m (16.37ft) |
| | C19 | 01 21 59.79 | 103 59 25.63 | 4.95m (16.24ft) |
| | D30 | 01 21 44.54 | 103 59 30.14 | 5.08m (16.67ft) |
| | D32 | 01 21 46.75 | 103 59 31.08 | 5.08m (16.67ft) |
| | D34 | 01 21 49.03 | 103 59 32.04 | 5.07m (16.63ft) |
| | D35 | 01 21 50.87 | 103 59 32.82 | 5.02m (16.47ft) |
| | D36 | 01 21 51.98 | 103 59 34.52 | 5.06m (16.60ft) |
| | D37 | 01 21 53.37 | 103 59 36.28 | 4.97m (16.31ft) |
| | D38 | 01 21 54.58 | 103 59 37.77 | 4.99m (16.37ft) |
| T1 EAST APRON | D40 | 01 21 38.13 | 103 59 32.89 | 5.11m (16.77ft) |
| | D40L | 01 21 37.38 | 103 59 32.83 | 5.09m (16.70ft) |
| | D40R | 01 21 38.77 | 103 59 32.84 | 5.13m (16.83ft) |
| | D41 | 01 21 40.30 | 103 59 33.81 | 5.07m (16.63ft) |
| | D42 | 01 21 42.77 | 103 59 34.58 | 5.15m (16.89ft) |
| | D42L | 01 21 42.00 | 103 59 34.47 | 5.12m (16.79ft) |
| | D42R | 01 21 43.45 | 103 59 34.44 | 5.21m (17.09ft) |
| | D44 | 01 21 44.97 | 103 59 35.44 | 5.14m (16.86ft) |
| | D46 | 01 21 47.40 | 103 59 36.72 | 5.08m (16.67ft) |
| | D47 | 01 21 49.19 | 103 59 38.89 | 4.93m (16.17ft) |
| | D48 | 01 21 50.60 | 103 59 40.77 | 4.97m (16.31ft) |
| | D49 | 01 21 52.23 | 103 59 42.35 | 4.98m (16.34ft) |
| T2 NORTH APRON | E8 | 01 21 27.99 | 103 59 38.45 | 4.68m (15.35ft) |
| | E10 | 01 21 24.15 | 103 59 32.67 | 4.71m (15.45ft) |
| | E11 | 01 21 25.57 | 103 59 34.37 | 4.78m (15.68ft) |
| | E12 | 01 21 27.20 | 103 59 36.42 | 4.75m (15.58ft) |
| | E20 | 01 21 24.36 | 103 59 27.08 | 5.04m (16.54ft) |
| | E22 | 01 21 26.64 | 103 59 28.04 | 5.07m (16.63ft) |
| | E24 | 01 21 29.01 | 103 59 29.06 | 5.09m (16.70ft) |
| | E24L | 01 21 28.32 | 103 59 28.77 | 5.10m (16.73ft) |
| | E24R | 01 21 29.53 | 103 59 29.28 | 5.08m (16.67ft) |
| | E26 | 01 21 31.19 | 103 59 29.96 | 5.08m (16.67ft) |
| | E27 | 01 21 33.56 | 103 59 30.96 | 5.07m (16.62ft) |
| | E27L | 01 21 32.79 | 103 59 30.86 | 5.03m (16.48ft) |
| | E27R | 01 21 34.20 | 103 59 30.91 | 5.12m (16.80ft) |
| | E28 | 01 21 35.74 | 103 59 31.89 | 5.08m (16.67ft) |

## INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

| LOCATION | STAND NR | NORTH LAT | EAST LONG | ELEVATION |
|---|---|---|---|---|
| T2 CENTRAL APRON | E1 | 01 21 20.02 | 103 59 25.58 | 4.91m (16.11ft) |
| | E2 | 01 21 19.28 | 103 59 27.30 | 4.90m (16.08ft) |
| | E3 | 01 21 18.44 | 103 59 29.27 | 4.82m (15.81ft) |
| | E4 | 01 21 18.10 | 103 59 31.70 | 4.80m (15.75ft) |
| | E5 | 01 21 19.56 | 103 59 33.72 | 4.90m (16.08ft) |
| | E6 | 01 21 21.22 | 103 59 35.93 | 4.84m (15.88ft) |
| | E7 | 01 21 22.48 | 103 59 37.46 | 4.73m (15.52ft) |
| | F30 | 01 21 14.71 | 103 59 23.33 | 4.92m (16.14ft) |
| | F31 | 01 21 13.87 | 103 59 25.30 | 4.91m(16.11ft) |
| | F32 | 01 21 13.03 | 103 59 27.26 | 4.85m (15.91ft) |
| | F33 | 01 21 11.30 | 103 59 28.54 | 4.91m (16.11ft) |
| | F34 | 01 21 08.98 | 103 59 28.96 | 4.92m (16.14ft) |
| | F35 | 01 21 06.60 | 103 59 29.55 | 4.91m (16.11ft) |
| | F35L | 01 21 06.06 | 103 59 30.13 | 4.74m (15.55ft) |
| | F35R | 01 21 06.96 | 103 59 29.05 | 5.04m (16.54ft) |
| | F36 | 01 21 04.34 | 103 59 29.67 | 4.82m (15.81ft) |
| T2 SOUTH APRON | F37 | 01 20 59.83 | 103 59 27.87 | 4.75m (15.58ft) |
| | F40 | 01 21 05.62 | 103 59 25.34 | 4.85m (15.91ft) |
| | F41 | 01 21 03.19 | 103 59 25.58 | 4.82m (15.81ft) |
| | F42 | 01 21 00.61 | 103 59 25.96 | 4.72m (15.49ft) |
| | F50 | 01 21 10.69 | 103 59 21.32 | 5.03m (16.50ft) |
| | F52 | 01 21 08.51 | 103 59 20.40 | 5.11m (16.77ft) |
| | F52L | 01 21 07.82 | 103 59 20.11 | 5.16m (16.93ft) |
| | F52R | 01 21 09.04 | 103 59 20.62 | 5.08m (16.67ft) |
| | F54 | 01 21 06.14 | 103 59 19.40 | 5.22m (17.13ft) |
| | F56 | 01 21 03.96 | 103 59 18.48 | 5.30m (17.39ft) |
| | F56L | 01 21 03.27 | 103 59 18.18 | 5.42m (17.78ft) |
| | F56R | 01 21 04.49 | 103 59 18.70 | 5.34m (17.52ft) |
| | F58 | 01 21 01.58 | 103 59 17.47 | 5.49m (18.01ft) |
| | F59 | 01 20 59.41 | 103 59 16.55 | 5.64m (18.50ft) |
| | F59L | 01 20 59.73 | 103 59 16.26 | 5.67m (18.60ft) |
| | F59R | 01 20 59.93 | 103 59 16.78 | 5.60m (18.37ft) |
| | F60 | 01 20 56.91 | 103 59 15.50 | 5.77m (18.93ft) |
| EAST REMOTE APRON | 200 | 01 20 47.83 | 103 59 11.67 | 6.23m (20.44ft) |
| | 200L | 01 20 46.91 | 103 59 11.92 | 6.29m (20.64ft) |
| | 200R | 01 20 48.35 | 103 59 11.89 | 6.18m (20.28ft) |
| | 201 | 01 20 49.99 | 103 59 12.62 | 5.96m (19.55ft) |
| | 202 | 01 20 52.34 | 103 59 13.57 | 5.94m (19.49ft) |
| | 202L | 01 20 51.65 | 103 59 13.28 | 5.76m (18.90ft) |
| | 202R | 01 20 52.87 | 103 59 13.79 | 5.73m (18.80ft) |
| | 203 | 01 20 54.52 | 103 59 14.47 | 5.92m (19.42ft) |
| SOUTH-EAST REMOTE APRON | 205 | 01 20 43.91 | 103 59 17.06 | 4.77m (15.65ft) |
| | 206 | 01 20 46.08 | 103 59 17.98 | 4.76m (15.62ft) |
| | 207 | 01 20 47.91 | 103 59 18.88 | 4.74m (15.55ft) |
| | 208 | 01 20 49.48 | 103 59 19.54 | 4.74m (15.55ft) |
| | 209 | 01 20 51.06 | 103 59 20.21 | 4.75m (15.58ft) |
| NORTH REMOTE APRON | 300 | 01 22 06.95 | 103 59 22.67 | 4.53m (14.86ft) |
| | 301 | 01 22 06.41 | 103 59 24.69 | 4.93m (16.17ft) |
| | 302 | 01 22 05.21 | 103 59 26.75 | 4.97m (16.31ft) |
| | 303 | 01 22 03.55 | 103 59 31.40 | 5.32m (17.45ft) |
| | 304 | 01 22 02.84 | 103 59 33.06 | 5.35m (17.55ft) |
| | 305 | 01 22 02.14 | 103 59 34.71 | 5.30m (17.39ft) |
| | 306 | 01 22 01.41 | 103 59 36.42 | 5.16m (16.93ft) |
| | 307 | 01 21 59.39 | 103 59 40.36 | 5.16m (16.93ft) |
| | 308 | 01 21 58.96 | 103 59 41.35 | 5.10m (16.73ft) |
| | 309 | 01 21 58.52 | 103 59 43.17 | 5.06m (16.60ft) |
| | 310 | 01 21 57.42 | 103 59 44.96 | 4.74m (15.55ft) |
| NORTH-EAST REMOTE APRON | 400 | 01 21 38.71 | 103 59 40.14 | 4.31m (14.14ft) |
| | 401 | 01 21 40.98 | 103 59 41.10 | 4.31m (14.14ft) |
| | 402 | 01 21 42.85 | 103 59 41.89 | 4.30m (14.11ft) |
| | 403 | 01 21 44.37 | 103 59 42.53 | 4.29m (14.07ft) |
| | 404 | 01 21 45.45 | 103 59 42.98 | 4.20m (13.78ft) |
| WEST CARGO APRON | 502 | 01 22 22.23 | 103 59 31.62 | 4.35m (14.27ft) |
| | 503 | 01 22 24.98 | 103 59 32.78 | 4.29m (14.07ft) |
| | 504 | 01 22 27.26 | 103 59 33.74 | 4.29m (14.07ft) |
| | 505 | 01 22 29.54 | 103 59 34.70 | 4.32m (14.17ft) |
| | 506 | 01 22 31.81 | 103 59 35.66 | 4.38m (14.37ft) |
| | 507 | 01 22 34.11 | 103 59 36.64 | 4.36m (14.30ft) |
| | 508 | 01 22 36.41 | 103 59 37.61 | 4.29m (14.07ft) |
| | 509 | 01 22 39.12 | 103 59 38.76 | 4.09m (13.42ft) |
| | 510 | 01 22 41.37 | 103 59 40.18 | 4.19m (13.75ft) |
| | 511 | 01 22 43.54 | 103 59 41.09 | 4.22m (13.85ft) |
| | 512 | 01 22 45.71 | 103 59 42.01 | 4.24m (13.91ft) |
| | 513 | 01 22 47.89 | 103 59 42.92 | 4.26m (13.98ft) |
| | 514 | 01 22 50.19 | 103 59 43.54 | 4.36m (14.30ft) |
| | 515 | 01 22 52.90 | 103 59 43.20 | 4.09m (13.42ft) |
| | 516 | 01 22 55.39 | 103 59 43.97 | 4.04m (13.26ft) |
| | 516L | 01 22 56.24 | 103 59 43.80 | 3.96m (12.98ft) |
| | 516R | 01 22 54.93 | 103 59 43.25 | 3.95m (12.97ft) |
| | 517 | 01 22 58.02 | 103 59 45.08 | 4.05m (13.27ft) |
| | 517L | 01 22 58.83 | 103 59 44.99 | 3.98m (13.05ft) |
| | 517R | 01 22 57.55 | 103 59 44.35 | 3.96m (12.98ft) |

## INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

| LOCATION | STAND NR | NORTH LAT | EAST LONG | ELEVATION |
|---|---|---|---|---|
| EAST CARGO APRON | 600 | 01 22 14.12 | 103 59 48.10 | 4.25m (13.94ft) |
| | 600L | 01 22 13.28 | 103 59 48.27 | 4.22m (13.83ft) |
| | 600R | 01 22 14.58 | 103 59 48.81 | 4.15m (13.60ft) |
| | 601 | 01 22 16.52 | 103 59 49.27 | 4.27m (14.01ft) |
| | 602 | 01 22 18.80 | 103 59 50.23 | 4.30m (14.11ft) |
| | 603 | 01 22 21.15 | 103 59 51.02 | 4.29m (14.07ft) |
| | 604 | 01 22 23.46 | 103 59 51.99 | 4.31m (14.14ft) |
| | 605 | 01 22 25.19 | 103 59 52.75 | 4.27m (14.01ft) |
| EAST SERVICE APRON | 606 | 01 22 10.00 | 103 59 52.53 | 2.43m (7.97ft) |
| | 609 | 01 22 12.95 | 103 59 55.04 | 2.91m (9.55ft) |
| ACEHUB | 611 | 01 22 22.14 | 104 00 02.87 | 4.01m (13.16ft) |
| | 612 | 01 22 24.50 | 104 00 02.87 | 3.91m (12.83ft) |
| SOUTH APRON | 461 | 01 20 39.67 | 103 58 52.75 | 5.28m (17.32ft) |
| | 462 | 01 20 40.69 | 103 58 50.37 | 5.75m (18.86ft) |
| | 462L | 01 20 40.41 | 103 58 51.02 | 5.48m (17.98ft) |
| | 462R | 01 20 40.97 | 103 58 49.71 | 5.71m (18.73ft) |
| | 463 | 01 20 41.80 | 103 58 47.76 | 5.97m (19.59ft) |
| | 463L | 01 20 41.52 | 103 58 48.42 | 5.82m (19.10ft) |
| | 463R | 01 20 42.06 | 103 58 47.17 | 5.82m (19.10ft) |
| | 464 | 01 20 32.33 | 103 58 49.39 | 4.98m (16.34ft) |
| | 465 | 01 20 33.61 | 103 58 47.20 | 5.01m (16.44ft) |
| | 466 | 01 20 34.53 | 103 58 45.05 | 5.01m (16.44ft) |
| | 467 | 01 20 27.32 | 103 58 45.73 | 5.01m (16.44ft) |
| | 468 | 01 20 28.34 | 103 58 43.34 | 5.00m (16.41ft) |
| | 469 | 01 20 29.36 | 103 58 40.96 | 5.02m (16.47ft) |
| | 471 | 01 20 23.76 | 103 58 44.49 | 5.16m (16.93ft) |
| | 472 | 01 20 24.55 | 103 58 43.24 | 5.16m (16.93ft) |
| | 473 | 01 20 25.12 | 103 58 41.90 | 5.16m (16.93ft) |
| | 474 | 01 20 25.70 | 103 58 40.56 | 5.16m (16.93ft) |
| | 475 | 01 20 26.27 | 103 58 39.22 | 5.16m (16.93ft) |
| | 476 | 01 20 19.16 | 103 58 41.47 | 5.16m (16.93ft) |
| | 477 | 01 20 19.74 | 103 58 40.13 | 5.16m (16.93ft) |
| | 478 | 01 20 20.31 | 103 58 38.79 | 5.16m (16.93ft) |
| | 479 | 01 20 20.88 | 103 58 37.45 | 5.16m (16.93ft) |
| | 480 | 01 20 21.45 | 103 58 36.11 | 5.16m (16.93ft) |
| | 481 | 01 20 25.27 | 103 58 32.56 | 5.22m (17.13ft) |
| | 482 | 01 20 26.62 | 103 58 33.13 | 5.22m (17.13ft) |
| | 483 | 01 20 27.96 | 103 58 33.70 | 5.22m (17.13ft) |
| | 484 | 01 20 29.31 | 103 58 34.27 | 5.22m (17.13ft) |
| | 485 | 01 20 30.66 | 103 58 34.84 | 5.22m (17.13ft) |
| | 486 | 01 20 32.01 | 103 58 35.41 | 5.22m (17.13ft) |
| | 487 | 01 20 33.36 | 103 58 35.98 | 5.22m (17.13ft) |
| T4 APRON | G1 | 01 20 07.58 | 103 59 00.97 | 3.95m (12.96ft) |
| | G2 | 01 20 08.88 | 103 59 01.52 | 3.95m (12.96ft) |
| | G3 | 01 20 10.18 | 103 59 02.07 | 3.95m (12.96ft) |
| | G4 | 01 20 11.48 | 103 59 02.07 | 3.94m (12.93ft) |
| | G5 | 01 20 12.77 | 103 59 03.17 | 3.94m (12.93ft) |
| | G6 | 01 20 14.49 | 103 59 03.89 | 3.93m (12.89ft) |
| | G7 | 01 20 15.70 | 103 59 04.57 | 3.89m (12.76ft) |
| | G8 | 01 20 17.01 | 103 59 05.12 | 3.85m (12.63ft) |
| | G9 | 01 20 18.31 | 103 59 05.67 | 3.85m (12.63ft) |
| | G10 | 01 20 19.60 | 103 59 06.22 | 3.86m (12.66ft) |
| | G11 | 01 20 20.90 | 103 59 06.77 | 3.84m (12.60ft) |
| | G12 | 01 20 22.20 | 103 59 07.31 | 3.83m (12.57ft) |
| | G13 | 01 20 23.50 | 103 59 07.86 | 3.82m (12.53ft) |
| | G14 | 01 20 24.79 | 103 59 08.41 | 3.83m (12.57ft) |
| | G15 | 01 20 26.09 | 103 59 08.96 | 3.88m (12.73ft) |
| | G16 | 01 20 27.39 | 103 59 09.50 | 4.05m (13.29ft) |
| | G17 | 01 20 28.69 | 103 59 10.05 | 4.00m (13.12ft) |
| | G18 | 01 20 31.53 | 103 59 11.86 | 4.36m (14.30ft) |
| | G18L | 01 20 32.05 | 103 59 12.85 | 4.34m (14.24ft) |
| | G18R | 01 20 31.65 | 103 59 11.26 | 4.43m (14.53ft) |
| | G19 | 01 20 32.64 | 103 59 09.25 | 4.56m (14.96ft) |
| | G19L | 01 20 33.17 | 103 59 11.26 | 4.47m (14.67ft) |
| | G19R | 01 20 32.77 | 103 59 08.66 | 4.56m (14.96ft) |
| | G20 | 01 20 33.75 | 103 59 06.65 | 4.52m (14.83ft) |
| | G20L | 01 20 34.13 | 103 59 07.58 | 4.44m (14.57ft) |
| | G20R | 01 20 33.99 | 103 59 06.10 | 4.52m (14.83ft) |
| | G21 | 01 20 34.87 | 103 59 04.04 | 4.51m (14.80ft) |
| | G21L | 01 20 35.24 | 103 59 04.98 | 4.52m (14.83ft) |
| | G21R | 01 20 35.10 | 103 59 03.49 | 4.55m (14.93ft) |

## RESTRICTIONS ON TAXIWAYS

1) Pilots are advised to apply minimum thrust when
   i) turning into TWY P2, P4, P5 and Taxilane P6 while taxiing either northwards or southwards on Taxilane P7, and
   ii) thereafter when taxiing along TWY P2 up to and including the TWY P1/P2 junction.
   This is in view of apron activities at aircraft stands D40, D41, D47, D48, D49, E22, E24, E27 and E28.

2) TWY SA can only be used by aircraft with maximum wingspan 65m. TWY SA is a one-way live TWY for aircraft taxiing into SASCO hangar via RWY 02L. Only tow-out operation is allowed from SASCO hangar into TWY SA and RWY 02L.

3) Taxiway Q (between TWY V and TWY P7) can only be used by aircraft with maximum wingspan 65m.

4) Taxiway centreline along TWY T between TWY R1 and R3 offset eastward by 2.5m away from aircraft stands E7 and F36

5) Pilots are advised to apply minimum thrust when turning into Taxiway V from Taxilane V7.

6) Taxilane V11 (behind aircraft stands A18 to A21) can only be used by aircraft with maximum wingspan 61m.

7) Taxilane Q1 (behind aircraft stands C16 to C19 and between TWY P and TWY Q),
   Taxilane Q2 and Taxilane Q3 (behind aircraft stands D35 to D38 and between TWY P and TWY Q)
   can only be used by aircraft with maximum wingspan 65m.

8) Taxilane P7 (behind aircraft stands E20 to E22) and Taxilane R7 (behind aircraft stands F50 to F54) can only be used by aircraft with maximum wingspan 65m (towing and pushback exempted).

9) Taxilane U2 can only be used by aircraft with maximum wingspan 36m.

10) TWY U8, U9 and U4 can only be used by aircraft with maximum wingspan 65m.

11) Pilots are advised to exercise caution when taxiing near Taxilane U2, U8, U9 and U4.

12) Pilots are advised to apply speed limit of 20 knots when taxiing along TWY R and TWY S.

13) Pilots turning aircraft into aircraft stand A2 or aircraft stand B2 are advised to wait for any aircraft holding at Taxilane V7, at the inner cul-de-sac portion of the terminal building to vacate this portion before turning into aircraft stand A2 or aircraft stand B2.

14) TWY M, M4, M5, M6 and M7, located western side of RWY 02L/20R, are solely for use by Republic of Singapore Air Force (RSAF) aircraft.

15) TWY MY, MY1, MY2, MY3, MY4, MY5, MY6, MY7, MY8, MY9 and MY10, located eastern side of RWY 02R/20L, are solely for use by Republic of Singapore Air Force (RSAF) aircraft.

## RADIO ALTIMETER OPERATIONS AREA

A radio altimeter operating area is established in the pre-threshold area of Runway 02L/20R, Runway 02C/20C and Runway 02R/20L. The size of the radio altimeter operating area is 300m length and 120m width.

AIRCRAFT STANDS WITH SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM.

TOTAL AIRCRAFT PARKING POSITIONS : 230