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eAIP

Civil Aviation Authority of Singapore

AIP AMENDMENT 02/2026

Effective date
19 MAR 2026

Publication date
19 MAR 2026

1 Significant information and changes

1.1 Singapore FIR

a) Amendments to ENR 1.1, section 2.8 - Weather Information, paragraph 2.8.1, ATIS frequency amended to 128.025Mhz.

1.2 Singapore Changi Airport

a) Updated AD-2-WSSS-ADC-2 and AD-2-WSSS-ADC-3 charts.

1.3 Seletar Airport

a) Updated AD-2-WSSL-ADC-1 and AD-2-WSSL-ADC-2 charts.

2 This amendment incorporates information contained in the listed AIRAC AIP Supplements and NOTAMs, which are hereby superseded:

AIP Supplements

AIRAC AIP Supplement 163/2025 dated 11/12/2025

AIP Supplement 054/2026 dated 13/02/2026

NOTAM

Nil

AMENDED PAGES

To be removed				To be inserted		
GEN				GEN		
	GEN 0.1-1	12 JUN 2025			GEN 0.1-1	19 MAR 2026
	GEN 0.1-2	12 JUN 2025			GEN 0.1-2	19 MAR 2026
	GEN 0.2-1	22 JAN 2026			GEN 0.2-1	19 MAR 2026
	GEN 0.3-1	22 JAN 2026			GEN 0.3-1	19 MAR 2026
	GEN 0.3-2	22 JAN 2026			GEN 0.3-2	19 MAR 2026
	GEN 0.3-3	22 JAN 2026			GEN 0.3-3	19 MAR 2026
	GEN 0.3-4	22 JAN 2026			GEN 0.3-4	19 MAR 2026
	GEN 0.3-5	22 JAN 2026			GEN 0.3-5	19 MAR 2026
	GEN 0.3-6	22 JAN 2026			GEN 0.3-6	19 MAR 2026
	GEN 0.4-1	22 JAN 2026			GEN 0.4-1	19 MAR 2026
	GEN 0.4-2	22 JAN 2026			GEN 0.4-2	19 MAR 2026
	GEN 0.4-3	22 JAN 2026			GEN 0.4-3	19 MAR 2026
	GEN 0.4-4	22 JAN 2026			GEN 0.4-4	19 MAR 2026
	GEN 0.6-1	27 NOV 2025			GEN 0.6-1	19 MAR 2026
	GEN 0.6-2	27 NOV 2025			GEN 0.6-2	19 MAR 2026
	GEN 1.1-1	27 NOV 2025			GEN 1.1-1	19 MAR 2026
	GEN 1.1-2	07 AUG 2025			GEN 1.1-2	19 MAR 2026
	GEN 1.2-3	12 JUN 2025			GEN 1.2-3	19 MAR 2026
	GEN 1.2-4	12 JUN 2025			GEN 1.2-4	19 MAR 2026
	GEN 1.2-5	12 JUN 2025			GEN 1.2-5	19 MAR 2026
	GEN 1.2-6	12 JUN 2025			GEN 1.2-6	19 MAR 2026
	GEN 1.2-7	12 JUN 2025			GEN 1.2-7	19 MAR 2026
	GEN 1.3-6	12 JUN 2025			GEN 1.3-6	19 MAR 2026
	GEN 1.6-2	02 OCT 2025			GEN 1.6-2	19 MAR 2026
	GEN 1.6-3	27 NOV 2025			GEN 1.6-3	19 MAR 2026
	GEN 1.6-4	27 NOV 2025			GEN 1.6-4	19 MAR 2026
	GEN 1.6-5	27 NOV 2025			GEN 1.6-5	19 MAR 2026
	GEN 2.1-1	12 JUN 2025			GEN 2.1-1	19 MAR 2026
	GEN 3.1-1	27 NOV 2025			GEN 3.1-1	19 MAR 2026
	GEN 3.2-1	02 OCT 2025			GEN 3.2-1	19 MAR 2026
	GEN 3.2-3	27 NOV 2025			GEN 3.2-3	19 MAR 2026
	GEN 4.1-1	22 JAN 2026			GEN 4.1-1	19 MAR 2026
ENR				ENR		
	ENR 0.1-1	12 JUN 2025			ENR 0.1-1	19 MAR 2026
	ENR 0.6-1	27 NOV 2025			ENR 0.6-1	19 MAR 2026
	ENR 0.6-2	12 JUN 2025			ENR 0.6-2	19 MAR 2026
	ENR 0.6-3	27 NOV 2025			ENR 0.6-3	19 MAR 2026
	ENR 1.1-1	12 JUN 2025			ENR 1.1-1	19 MAR 2026
	ENR 1.1-3	12 JUN 2025			ENR 1.1-3	19 MAR 2026
	ENR 1.1-4	12 JUN 2025			ENR 1.1-4	19 MAR 2026
	ENR 1.1-8	27 NOV 2025			ENR 1.1-8	19 MAR 2026
	ENR 1.1-12	27 NOV 2025			ENR 1.1-12	19 MAR 2026
	ENR 1.2-1	12 JUN 2025			ENR 1.2-1	19 MAR 2026
	ENR 1.11-1	07 AUG 2025			ENR 1.11-1	19 MAR 2026
	ENR 2.1-1	27 NOV 2025			ENR 2.1-1	19 MAR 2026

To be removed				To be inserted		
	ENR 3.1-1	02 OCT 2025			ENR 3.1-1	19 MAR 2026
	ENR 3.3-1	12 JUN 2025			ENR 3.3-1	19 MAR 2026
	ENR 3.4-1	12 JUN 2025			ENR 3.4-1	19 MAR 2026
	ENR 3.6-1	12 JUN 2025			ENR 3.6-1	19 MAR 2026
	ENR 4.1-1	07 AUG 2025			ENR 4.1-1	19 MAR 2026
	ENR 4.4-1	12 JUN 2025			ENR 4.4-1	19 MAR 2026
	ENR 5.1-1	12 JUN 2025			ENR 5.1-1	19 MAR 2026
AD				AD		
	AD 0.1-1	12 JUN 2025			AD 0.1-1	19 MAR 2026
	AD 2.WSSS-1	27 NOV 2025			AD 2.WSSS-1	19 MAR 2026
	AD 2.WSSS-12	22 JAN 2026			AD 2.WSSS-12	19 MAR 2026
	AD-2-WSSS-ADC-2-1	27 NOV 2025			AD-2-WSSS-ADC-2-1	19 MAR 2026
	AD-2-WSSS-ADC-2-2	27 NOV 2025			AD-2-WSSS-ADC-2-2	19 MAR 2026
	AD-2-WSSS-ADC-3	22 JAN 2026			AD-2-WSSS-ADC-3	19 MAR 2026
	AD 2.WSSL-1	02 OCT 2025			AD 2.WSSL-1	19 MAR 2026
	AD-2-WSSL-ADC-1-1	27 NOV 2025			AD-2-WSSL-ADC-1-1	19 MAR 2026
	AD-2-WSSL-ADC-1-2	27 NOV 2025			AD-2-WSSL-ADC-1-2	19 MAR 2026
	AD-2-WSSL-ADC-2-1	27 NOV 2025			AD-2-WSSL-ADC-2-1	19 MAR 2026
	AD 2.WSAP-1	12 JUN 2025			AD 2.WSAP-1	19 MAR 2026
	AD 2.WSAT-1	12 JUN 2025			AD 2.WSAT-1	19 MAR 2026

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GEN PART 1 – GENERAL (GEN)

GEN 0 PART 1 – GENERAL (GEN)

GEN 0.1 PREFACE

1 Name of the publishing authority

1.1 The Singapore Aeronautical Information Products are published by authority of the Civil Aviation Authority of Singapore.

2 Applicable ICAO documents

- ICAO Annex 15 - Aeronautical Information Service;
- ICAO Annex 4 - Aeronautical Charts;
- ICAO Doc 8126 - AIS Manual;
- ICAO Doc 8697 - Aeronautical Chart Manual.
- ICAO Doc 10066 - Procedures for Air Navigation Services - Aeronautical Information Management (PANS-AIM)

2.1 Differences to ICAO Standards, Recommended Practices and Procedures are listed under subsection GEN 1.7.

3 Publication Media

3.1 The Singapore Aeronautical Information Products comprising AIP Singapore, AIP Amendments, AIP Supplements, Aeronautical Information Circulars and NOTAM Lists, including NOTAMs and Pre-Flight Information Bulletins are available for retrieval from AIM-SG URL https://aim-sg.caas.gov.sg

4 The AIP structure and established regular amendment interval

4.1 *The AIP structure*

4.1.1 The AIP forms part of the Aeronautical Information Products, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3.

4.1.2 The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information.

4.1.3 *PART 1 — GENERAL (GEN)*

Part 1 consists of five sections containing information briefly described hereafter.

GEN 0 -	Preface; Record of AIP Amendments; Record of current AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and Table of Contents to Part 1.
GEN 1 -	*National regulations and requirements* - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.
GEN 2 -	*Tables and codes* - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.
GEN 3 -	*Services* - Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue.
GEN 4 -	*Charges for aerodromes and air navigation services* - Aerodrome charges and Air navigation services charges.

4.1.4 *PART 2 — EN-ROUTE (ENR)*

Part 2 consists of seven sections containing information briefly described hereafter.

ENR 0 -	Table of Contents to Part 2.
ENR 1 -	*General rules and procedures* - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.
ENR 2 -	*Air traffic services airspace* - Detailed description of Flight Information Region (FIR); Terminal Control Areas (TMA); and other regulated airspace.
ENR 3 -	*ATS routes* - Detailed description of ATS routes; Area Navigation Routes; Helicopter Routes; other routes; and en-route holding. *Note - Other types of routes which are specified in connection with procedures for traffic to and from aerodromes are described in the relevant sections and subsections of Part 3 - Aerodromes.*
ENR 4 -	*Radio navigation aids/systems* - Radio navigation aids - en-route; special navigation systems; name-code designators for significant points; and aeronautical ground lights - en-route.

ENR 5 - *Navigation warnings* - Prohibited, restricted and danger areas; military exercise and training areas; other activities of a dangerous nature; air navigation obstacles - en-route; aerial sporting and recreational activities; and bird migration and areas with sensitive fauna.

ENR 6 - *En-route charts* - En-route Chart - ICAO.

4.1.5 *PART 3 - AERODROMES (AD)*

Part 3 consists of three sections containing information briefly described hereafter.

AD 0 - Table of Contents to Part 3.

AD 1 - *Aerodromes* - Introduction - Aerodromes availability; Rescue and fire fighting services; Index to aerodromes; and Grouping of aerodromes.

AD 2 - *Aerodromes* - Detailed information about aerodromes listed under 24 sub-sections.

AD 3 - This section has been omitted as there are no heliports in Singapore.

4.2 *Regular Amendment Interval*

Regular amendments to AIP Singapore will be issued once every two months. The publication dates will be on alternate AIRAC effective dates as follows:

Amendment Number	Publication Date
01/2026	22 January 2026
02/2026	19 March 2026
03/2026	14 May 2026
04/2026	09 July 2026
05/2026	03 September 2026
06/2026	29 October 2026
07/2026	24 December 2026

5 Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any enquiries or suggestions concerning the Aeronautical Information Products, should be referred to:

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT

NR/Year	Publication Date	Effective date	Inserted by
03/2025	12 JUN 2025	12 JUN 2025	
04/2025	07 AUG 2025	07 AUG 2025	
05/2025	02 OCT 2025	02 OCT 2025	
06/2025	27 NOV 2025	27 NOV 2025	
01/2026	22 JAN 2026	22 JAN 2026	
02/2026	19 MAR 2026	19 MAR 2026	

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GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of Validity	Cancellation record
059/2020	SINGAPORE CHANGI AIRPORT – LONG TERM CLOSURE OF AIRCRAFT STAND E20 AT TERMINAL 2, SINGAPORE CHANGI AIRPORT		2020/08/25 2026/12/30	
083/2024	SINGAPORE CHANGI AIRPORT-DECOMMISSIONING OF AIRCRAFT STANDS E1 AND F30 AND TEMPORARY CLOSURE OF TAXILANES R1,R2,R3 AND AIRCRAFT STANDS E2,E3,E4,F31,F32,F33 AND F34 DUE TO CONSTRUCTION WORK ACTIVITIES AT TERMINAL 2		2024/05/09 2028/01/03	
174/2024	SINGAPORE CHANGI AIRPORT – CLOSURE OF TAXIWAYS ASSOCIATED WITH RUNWAY 02R/20L		2024/11/28 2027/12/22	
176/2024	SINGAPORE CHNAGI AIRPORT - USE OF CONSTRUCTION LASERS, LOCATIONS OF AUTOMATIC TOTAL STATIONS AND CONCRETE BLOCKS TO SUPPORT CONSTRUCTION ACTIVITIES AT TERMINAL 2		2024/10/28 2026/10/05	
040/2025	PAYA LEBAR AIRPORT – MOBILE CRANE		2025/03/11 2026/03/20	
049/2025	PAYA LEBAR AIRPORT – CRANES		2025/03/11 2026/12/31	
055/2025	PAYA LEBAR AIRPORT – CRANES		2025/04/10 2026/03/27	
065/2025	SINGAPORE CHANGI AIRPORT – TEMPORARY FIXED OBJECTS AT AIRCRAFT STAND 504 AND STRIPS OF RUNWAY 02L/20R, TAXIWAYS N2, W, W3, M4, AND M, USE OF SURVEY LASERS, SOLAR PANELS AND CONCRETE SLABS		2025/05/26 2027/08/31	
067/2025	PAYA LEBAR AIRPORT – CRANE		2025/05/15 2026/04/14	
068/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/04/17	
069/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/04/22	
070/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/04/26	
071/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/04/17	
075/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/05/01	
076/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/05/01	
078/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/05/01	
079/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/05/02	
080/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/15 2026/05/01	
083/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/29 2026/12/31	
084/2025	PAYA LEBAR AIRPORT – CRANE		2025/05/29 2026/12/31	

NR/Year	Subject	AIP section(s) affected	Period of Validity	Cancellation record
085/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/31 2026/08/01	
086/2025	PAYA LEBAR AIRPORT – CRANE		2025/06/19 2026/07/31	
090/2025	PAYA LEBAR AIRPORT – CRANES		2025/06/19 2026/05/16	
093/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/01	
094/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/03	
095/2025	PAYA LEBAR AIRPORT – CRANE		2025/07/10 2026/06/05	
100/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/06	
102/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/06	
103/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/06	
104/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/06	
105/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/09	
106/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/09	
108/2025	PAYA LEBAR AIRPORT – CRANE		2025/07/10 2026/12/31	
109/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/13	
112/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/19	
113/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/20	
114/2025	PAYA LEBAR AIRPORT – CRANE		2025/07/10 2026/12/21	
116/2025	PAYA LEBAR AIRPORT – CRANE		2025/07/10 2026/06/25	
117/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/30	
120/2025	SINGAPORE CHANGI AIRPORT – UPDATED CLOSURE SCHEDULES FOR RUNWAY 02L/ 20R AND RUNWAY 02C/20C		2025/09/04 2027/03/31	
122/2025	PAYA LEBAR AIRPORT – CRANES		2025/08/14 2026/07/16	
124/2025	PAYA LEBAR AIRPORT – CRANES		2025/08/14 2026/07/11	
125/2025	PAYA LEBAR AIRPORT – CRANES		2025/08/14 2026/07/17	
128/2025	PAYA LEBAR AIRPORT – CRANE		2025/08/14 2026/07/10	
129/2025	PAYA LEBAR AIRPORT – CRANE		2025/08/14 2026/07/07	
133/2025	PAYA LEBAR AIRPORT – CRANE		2025/08/14 2026/07/04	

NR/Year	Subject	AIP section(s) affected	Period of Validity	Cancellation record
134/2025	SINGAPORE CHANGI AIRPORT – TEMPORARY CLOSURE OF TAXILANE N4 BEHIND AIRCRAFT STAND 604 AND DOWNGRADE OF AIRCRAFT STAND 603 TO CODE C		2025/10/02 2026/05/14	
135/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/26	
137/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/31	
138/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/28	
140/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/28	
141/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/28	
142/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/10/30	
143/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/19	
144/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/01	
146/2025	SINGAPORE CHANGI AIRPORT – CLOSURE OF AIRCRAFT STAND 504 AT WEST CARGO APRON		2025/10/30 2027/01/21	
147/2025	SINGAPORE CHANGI AIRPORT – LONG TERM CLOSURE OF AIRCRAFT STAND E5 AT TERMINAL 2, SINGAPORE CHANGI AIRPORT		2025/10/30 2026/05/29	
149/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/30	
150/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/30	
151/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/30	
152/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/21	
153/2025	PAYA LEBAR AIRPORT – CRANE		2025/10/09 2026/04/22	
154/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/15	
155/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/15	
156/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/06/16	
157/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/16	
158/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/01	
160/2025	SINGAPORE CHANGI AIRPORT – CHANGES TO PILOT DISPLAY INFORMATION ON THE ADGS PDU		2025/11/27 2026/04/15	Superseded by 058/2026
162/2025	SEMBAWANG AERODROME – CRANES		2025/12/02 2026/06/22	
164/2025	SINGAPORE CHANGI AIRPORT – LONG TERM CLOSURE OF AIRCRAFT STAND E6 AND TAXILANE R1		2026/01/22 2026/03/19	Superseded by 055/2026

NR/Year	Subject	AIP section(s) affected	Period of Validity	Cancellation record
165/2025	SELETAR AIRPORT – CLOSURE OF HELICOPTER LANDING AREA		2025/12/24 2026/12/31	
001/2026	SINGAPORE CHANGI AIRPORT – STEEL AND FRANGIBLE FRAMES		2026/01/02 2026/03/25	Superseded by 065/2026
002/2026	SINGAPORE CHANGI AIRPORT – UPDATED INFORMATION AND DATA FOR RUNWAY 02R/20L		2026/02/19 2026/08/05	
003/2026	SEMBAWANG AERODROME – CRANES		2026/01/08 2026/12/02	
004/2026	SEMBAWANG AERODROME – CRANES		2026/01/08 2026/11/14	
005/2026	SEMBAWANG AERODROME – CRANES		2026/01/08 2026/10/31	
006/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/12/31	
007/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/03/31	
008/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/12/31	
009/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/12/31	
010/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/12/31	
011/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/12/30	
012/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/21	
013/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/12/14	
014/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/12/16	
015/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/12/14	
016/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/12/14	
017/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/07/01	
018/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/12/02	
019/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/12/01	
020/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/12/01	
021/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/30	
022/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/06/30	
023/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/09/30	
024/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/29	
025/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/29	
026/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/29	

NR/Year	Subject	AIP section(s) affected	Period of Validity	Cancellation record
027/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/27	
028/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/05/30	
029/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/24	
030/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/06	
032/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/08/15	
033/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/14	
034/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/14	
035/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/04/30	
036/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/11	
037/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/06/30	
038/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/04/30	
039/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/04/30	
040/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/10/31	
042/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/05/24	
045/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/10/24	
047/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/10/14	
048/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/10/14	
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051/2026	PAYA LEBAR AIRPORT – FRANGIBLE TOWERS		2026/01/31 2027/12/31	
052/2026	IMPLEMENTATION OF “FOLLOW THE GREENS” OPERATIONS IN CHANGI		2026/03/19 PERM	
053/2026	SINGAPORE CHANGI AIRPORT – CLOSURE OF AIRCRAFT STAND 604 AT EAST CARGO APRON		2026/02/11 2026/04/09	
055/2026	SINGAPORE CHANGI AIRPORT – LONG TERM CLOSURE OF AIRCRAFT STAND E6 AND TAXILANE R1		2026/03/20 2026/07/28	
056/2026	SINGAPORE CHANGI AIRPORT – CLOSURE OF TAXIWAY C AND K		2026/04/16 2026/12/24	
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058/2026	SINGAPORE CHANGI AIRPORT – CHANGES TO PILOT DISPLAY INFORMATION ON THE ADGS PDU		2026/04/16 PERM	

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062/2026	PAYA LEBAR AIRPORT – CRANES		2026/03/16 2026/12/31	
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064/2026	SINGAPORE CHANGI AIRPORT – APPLY MINIMUM THRUST AT EAST CARGO APRON		2026/03/27 2026/05/06	
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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The authority responsible for civil aviation in Singapore is the Civil Aviation Authority of Singapore under the Ministry of Transport. The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1 CIVIL AVIATION

Post:
CIVIL AVIATION AUTHORITY OF SINGAPORE
60 Airport Boulevard, #04-01, Changi Airport Terminal 2
SINGAPORE 819643
Tel: (65) 65421122
Fax: (65) 65421231
AFS: WSSSYAYX
URL: www.caas.gov.sg

2 METEOROLOGY

Post:
CIVIL AVIATION AUTHORITY OF SINGAPORE
60 Airport Boulevard, #04-01, Changi Airport Terminal 2
SINGAPORE 819643
Tel: (65) 65421122
AFS: WSSSYAYX
URL: www.caas.gov.sg

3 CUSTOMS

Post:
SINGAPORE CUSTOMS
55 Newton Road #07-01, Revenue House
SINGAPORE 307987
Tel: (65) 63552000
URL: www.customs.gov.sg

4 IMMIGRATION

Post:
IMMIGRATION & CHECKPOINTS AUTHORITY
10 Kallang Road, #08-00 ICA Building
SINGAPORE 208718
Tel: (65) 63916100
URL: www.ica.gov.sg

5 HEALTH

Post:
COMMUNICABLE DISEASES AGENCY
Acting Director Contact & Environmental Diseases, Border & Travel Health (CEBT)
238A Thomson Road, Novena Square Tower A #23-01 to 05
SINGAPORE 307684
URL: www.cda.gov.sg

Post:
MINISTRY OF HEALTH
Director Disease Response and Training Division (DTD)
1 Pasir Panjang Road, Labrador Tower
Level 21, #21-01
SINGAPORE 118479
Tel: (65) 63259220
URL: www.moh.gov.sg

6 ENROUTE AND AERODROME CHARGES

Post:

CIVIL AVIATION AUTHORITY OF SINGAPORE
60 Airport Boulevard, #04-01, Changi Airport Terminal 2
SINGAPORE 819643

Tel: (65) 65421122
Fax: (65) 65421231
AFS: WSSSYAYX

Post:

CHANGI AIRPORT GROUP (S) PTE LTD
SELETAR AIRPORT (AIRSIDE OPERATIONS)
21 Seletar Aerospace Road 1 #02-01
SINGAPORE 797405

Tel: (65) 64815077
Fax (65) 64831754

7 AGRICULTURE QUARANTINE

Post:

Head Office: ANIMAL & VETERINARY SERVICE
Singapore Botanic Gardens, 1 Cluny Road
SINGAPORE 259569

URL: www.nparks.gov.sg/avs

Post:

CHANGI ANIMAL AND PLANT QUARANTINE STATION
113A Airport Cargo Road, Changi Airfreight Centre
SINGAPORE 819985

Tel: 1800 476 1600

8 TRANSPORT SAFETY INVESTIGATION BUREAU

Post:

Director (TSIB)
MINISTRY OF TRANSPORT
Singapore Changi Airport, Passenger Terminal
Building 2, #04-538
SINGAPORE 819643

Tel: (65) 60384810
Fax: (65) 65422394
URL: www.mot.gov.sg

3.8 DESIGNATED HOURS FOR TRAINING FLIGHTS

3.8.1 To optimise the use of capacity, training and non-training flights will be segregated through designated hours for training flights. Non-training flights will not be permitted at Seletar Airport during the following periods from Tuesdays to Sundays:

- 0130 to 0230 UTC / 0930 to 1030 LT;
- 0400 to 0500 UTC / 1200 to 1300 LT;
- 0700 to 0800 UTC / 1500 to 1600 LT; and
- 0900 to 1000 UTC / 1700 to 1800 LT.

3.8.2 All operators or agents and pilots are to plan their flight schedules with sufficient buffers to avoid the designated hours for training flights.

3.8.3 Notwithstanding paragraph 3.8.1, the following types of flights may be permitted during the designated hours for training flights:

- Emergency landings, e.g. diversions or quick returns after takeoff, oil spill response operations;
- Flights operating under diplomatic cover; and
- Humanitarian flights including those responding to medical emergencies where the safety of human life is concerned or involved in search & rescue operations.

4 CIVIL SCHEDULED FLIGHTS

4.1 GENERAL

4.1.1 Before a scheduled service is permitted to operate into the Republic of Singapore, it must be appropriately covered by either an air services agreement, a licence issued in accordance with the Air Navigation (Licensing of Air Services) Regulations or other aeronautical arrangements. All scheduled flights are subject to prior approval.

4.2 FOREIGN OPERATOR'S PERMIT REQUIREMENTS

4.2.1 Under the Air Navigation (129 – Foreign Operator's Permit) Regulations 2026, foreign operators holding an Air Operator Certificate (AOC) or equivalent must obtain a Foreign Operator's Permit from CAAS when conducting commercial air transport operations into or out of Singapore.

4.2.2 For more information, please refer to Air Navigation (129 — Foreign Operator's Permit) Regulations 2026 (ANR-129) and Advisory Circular AC 129-3-1(0) Foreign Operator's Permit.

4.3 APPLICATION FOR TRAFFIC LANDINGS AND UPLIFTS (SCHEDULED FLIGHTS)

4.3.1 Only the airline operator or authorised agency may apply for permission to operate scheduled flights.

4.3.2 All airline operators/authorised agencies are to submit their applications for scheduled flights for each IATA schedule season at least one month before the start of the season for approval by CAAS.

4.3.3 In addition, airline operators are also required to apply for CAAS' approval for any revisions to their schedule filings for the season, ad-hoc changes to flight schedules and flight cancellations. Such applications should be filed through the flightSG system at https://flightsg.caas.gov.sg 5 working days before flight changes take place.

4.3.4 If insufficient notice as specified in paragraphs 4.2.2 and 4.2.3 is given, the application may not be considered.

4.3.5 Airline operators are to ensure that a copy of the following documents, which are to remain valid during the period of operations, are lodged with CAAS:

a) Certificate(s) of Registration(s) for aircraft used;
b) Certificate(s) of Airworthiness for aircraft used; and
c) Air Operator's Certificate

4.3.6 All applications and required documents listed in paragraph 4.2.5 should be submitted via flightSG.

4.4 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

4.4.1 It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Singapore. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9. They are acceptable in English only and must be completed in legible handwriting. No visas are required in connection with such documents.

4.4.2 *Aircraft Documents Requirements (arrival/departure)*

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Immigration	2	2	-
Customs	1	1	1
Health	1	1	-

a) *One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.*
b) *If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.*

5 CIVIL NON-SCHEDULED FLIGHTS

5.1 FOREIGN OPERATOR'S PERMIT REQUIREMENTS

5.1.1 Under the Air Navigation (129 – Foreign Operator's Permit) Regulations 2026, foreign operators holding an Air Operator Certificate (AOC) or Aerial Work Certificate (AWC) or equivalent must obtain a Foreign Operator's Permit from CAAS when operating aircraft into or out of Singapore for the purpose of commercial air transport operations or aerial work operations.

5.1.2 All non-traffic aircraft are to submit a copy of the Certificate of Airworthiness to CAAS, after each landing, by facsimile at 6545 6519 or by email to CAAS_FS_FOS@caas.gov.sg.

5.2 PROCEDURES

5.2.1 *Overflights*

5.2.1.1 Prior notification is necessary. Subject to the observance of the terms of the Convention on International Civil Aviation, Singapore facilitates overflights by civil aircraft registered in any ICAO Contracting States with which Singapore has diplomatic relations provided adequate advance notification shall have been given.

5.2.1.2 Notification by flight plan addressed to the Singapore Air Traffic Control Centre (WSJCZQZX) if received at least 2 hours in advance of the aircraft's arrival into the Singapore Flight Information Region will normally be accepted as advance notification in this respect.

5.2.1.3 In all other cases, prior permission must be sought and obtained through diplomatic means from the Ministry of Foreign Affairs, Republic of Singapore.

5.2.2 *Non-Traffic or Technical Landings*

5.2.2.1 Prior notification is necessary. Subject to the observance of the terms of the Convention on International Civil Aviation, Singapore facilitates such non-traffic or technical landings by civil aircraft registered in any ICAO Contracting States with which Singapore has diplomatic relations provided adequate advance notification shall have been given.

5.2.2.2 Notification by flight plan addressed to the Singapore Air Traffic Control Centre (WSJCZQZX) if received at least 2 hours in advance of the aircraft's arrival at Singapore Changi Airport or Seletar Aerodrome or 2 hours prior to entering the Singapore Flight Information Region whichever is the earlier will normally be accepted as advance notification in this respect.

5.2.2.3 All business aviation aircraft shall park in a nose-in position and be pushed back with the aid of an aircraft tow-bar and tow-tractor. Reverse thrust or variable pitch propellers shall not be used. The aircraft must carry its own tow-bar. The aircraft operator may make arrangements with the ground handling agent to provide the tow-bar. The aircraft shall be required to be towed to another aircraft stand should the need arise.

5.2.2.4 All passengers of the business aviation flight will have to clear CIQ via the Commercially-Important- Persons facility located at Terminal 2.

5.2.2.5 All business aviation flights must engage a ground handling agent at Singapore Changi Airport.

5.2.2.6 In all other cases, prior permission must be sought and obtained through diplomatic means from the Ministry of Foreign Affairs, Republic of Singapore.

5.2.3 *Application for Traffic Landings and Uplifts (Non-Scheduled Flights)*

5.2.3.1 All non-scheduled flights are subject to prior approval.

5.2.3.2 Only the operator or authorised agency may apply for permission to operate a non-scheduled flight. The following information should be submitted together with the application:

a) Name, address and nationality of operator;
b) Name, address and business of charterer;
c) Type, registration mark and carrying capacity of aircraft;
d) Aircraft documents listed in paragraph 4.2.5;
e) Nature of flight including details of whether the flight is to carry passengers or cargo or both;

   i. for passenger flights: points of origin and destination of passengers, purpose of flight e.g. special event charter, inclusive tours and own-use charter; and the names of passengers.

   ii. for cargo flights: the origin, destination, description, quantities and dimensions of cargo; outbound/inbound or transhipment, as well as whether any item is perishable or classified as dangerous, explosive or munitions of war. (Please see regulations concerning importation, transhipment and exportation of cargo in subsection GEN 1.4).

f) Details of route, points of landing and final destination;

g) Date and time of arrival at, and departure from Singapore (Please see paragraph 5.1.3.4 below);
h) Name, address and telephone number of operator's local agent and ground handling agent;
i) Name and address of consignees and consignors, where applicable;
j) Any other information that may be relevant to the proposed operations.

5.2.3.3 All applications must be submitted via https://flightsg.caas.gov.sg

The complete application and its supporting documents must reach the Civil Aviation Authority of Singapore Air Transport Division via the weblink provided at least 3 working days prior to the aircraft's arrival or departure into/from Singapore to be considered for a "normal permit". Operators who wish to obtain a permit under 3 working days may submit their applications. Such applications must reach the Air Transport Division at least 24 hours before the proposed flight to be considered for an "express permit". Applicants for express permits should alert the Air Transport Duty Officer at +65 98331775. Applications will not be considered if insufficient notice is given (not applicable for emergency flights e.g. flights on humanitarian grounds).

5.2.3.4 Operators, other than operators of business aviation aircraft as stated in paragraph 5.1.3.5, should schedule their arrivals and departures at Singapore Changi Airport outside the hours 0001 to 0200 UTC (0801-1000 LT) and 0900 to 1559 UTC (1700-2359 LT). Subject to approval (depending on aircraft stand availability), aircraft may be permitted to remain on the ground during the above times on condition that the aircraft vacates the aircraft stand if the need arises. *(Please see GEN 4.1 paragraph 1.5 b)regarding off-peak discount of 40% on landing charges).*

5.2.3.5 All business aviation aircraft operating as executive jet charter may be permitted to remain on the ground or layover at Singapore Changi Airport.

5.2.3.6 All business aviation aircraft shall park in a nose-in position and be pushed back with the aid of an aircraft tow-bar and tow-tractor. Reverse thrust or variable pitch propellers shall not be used when parking or pushing back aircraft. The aircraft operator must ensure that an appropriate tow-bar for the aircraft type is available to facilitate push back operations from the aircraft stand. The aircraft operators may use their own tow-bar or approach ground handling agents in either Seletar or Singapore Changi Airport to secure the appropriate tow-bar.

5.2.3.7 All passengers of the business aviation flight will have to clear CIQ via the Commercially-Important-Persons facility located beside Terminal 2.

5.2.3.8 Requests to handle executive jet charter or charter flights via the main terminals are to be sent via email to csc@changiairport.com for exceptional consideration at all times.

5.2.3.9 All business aviation flights must engage aground handling agent at Singapore Changi Airport.

5.2.3.10 The appropriate legislation dealing with non-scheduled flights for hire or reward is contained in PART III - *Permits For Journeys Other Than Scheduled Journeys* of the Air Navigation (Licensing of Air Services) Regulations. Any person who uses any aircraft in contravention of the provisions of Regulation 15 of the legislation shall be guilty of an offence and shall be liable on conviction to a fine not exceeding S$2,500 or to imprisonment for a term not exceeding 3 months or to both and in the case of a second or subsequent offence, to a fine not exceeding S$20,000 or to imprisonment for a term not exceeding 2 years or to both.

5.2.3.11 **Permit Fees**

(a) Normal Permits

The following fees shall be paid to the Authority [in accordance with Regulation 18 of the Air Navigation (Licensing of Air Services) Regulations] to obtain a permit which must be applied at least 3 whole working days before the first flight:

i) S$84 for a single one-way or return flight;
ii) S$162 for 2 or more one-way or return flights but not more than 5 such flights;
iii) S$326 for 5 one-way or return flights but not more than 10 such flights; or
iv) S$810 for more than 10 one-way or return flights.

(b) Express Permits

Operators who wish to obtain a permit under 3 working days, but at least 24 hours before the flight, should contact the Duty Officer at +65 98331775 and submit a complete application via this weblink: https://flightsg.caas.gov.sg The following fee shall be paid:

v) S$252 for a single one-way or return flight.

Note 1: "Working Day" means:

vi) a period that begins at 8.30am and ends at 6pm on any Monday to Thursday that CAAS is open for business; and
vii) a period that begins at 8.30am and ends at 5.30pm on any Friday that CAAS is open for business.

Note 2: Any application that is made after the close of business shall be deemed to have been made on the next working day.

Definitions:

Non-scheduled flight - a flight for the carriage of passengers, mail or cargo by air for hire and reward on journeys other than scheduled.

Business aviation flight - a flight that is owned and operated privately by a business corporation or chartered privately by business or corporate executives for non-revenue purposes.

Charterer - a person, company or corporate body who charters the aircraft and whose name and address appear in the Aircraft Charter Agreement.

Operator- in relation to an aircraft, the person for the time being having the business management of that aircraft.

5.3 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

5.3.1 Same requirements as for SCHEDULED FLIGHTS.

5.4 PERMIT CONDITIONS

5.4.1 The Director-General of Civil Aviation may attach such conditions to a permit as he considers necessary.

5.5 APPLICATION FOR DIPLOMATIC CLEARANCE FOR FOREIGN STATE AIRCRAFT

5.5.1 *Procedures for Applying Diplomatic Clearance for Landing and Overflight for Foreign State Aircraft in Singapore*

5.5.1.1 Except where otherwise agreed, all Foreign State aircraft intending to land at or overfly Singapore are to obtain diplomatic clearance for such landing or overflight from the Ministry of Foreign Affairs, giving information as in para 5.4.2.

5.5.1.2 The application is to be made giving at least 14 days' notice.

5.5.2 *Information to be provided when applying for Diplomatic Clearance*

5.5.2.1 All applications for diplomatic clearance should contain the following information:

a) Name of Mission/Organisation;
b) Liaison Officer;
c) Telephone Number;
d) Number and Type of Aircraft;
e) Callsign;
f) Aircraft Registration;
g) Full flight itinerary;
h) Route after entering and before leaving Singapore FIR;
i) Date of Arrival;
j) Time of Arrival;
k) Date of Departure;
l) Time of Departure;
m) Arrival from;
n) Departing to;
o) Airfield requested;
p) Name of Pilot;
q) Number of Crew;
r) Number of Passengers;
s) If VIP flight, Name of VIP and number of other officials;
t) Purpose;
u) Photograph and sensory equipment if any;
v) Nature of freight or cargoes carried if any;
w) Dangerous cargoes, if any (e.g. arms, ammunition, explosives, toxic chemicals);
x) Types of services required (e.g. type of fuel, APU/GPU, ground handling etc.);
y) Additional/Special request

Note: Aircraft used in military, customs or police services are deemed to be State aircraft.

6 APPLICATION FOR FUNCTIONAL CHECK FLIGHTS

6.1 All applications for functional check flights are subject to prior approval.

6.2 All applications for functional check flights are to be made at least 5 working days but not more than 2 weeks in advance; if this is not complied with, the application may not be considered . Applicants shall seek the necessary approvals from DGCA Indonesia for compliance with Indonesia's domestic requirements (see AIP Indonesia GEN 1.2), and submit the applications for functional check flights to CAAS with the prior necessary approvals from Indonesia.

6.3 Applicants should provide details as listed in items a. to e. below and ensure that the documents as listed in items f. to h. of the aircraft undergoing functional check flights remain valid during the period of operation:

a) Aircraft Registration;
b) Aircraft Callsign;
c) Aircraft Type;
d) Date / Time / Duration of flight;
e) Point of Departure and Arrival;
f) Certificate of Registration;
g) Certificate of Airworthiness;
h) A Permit to Fly, issued by CAAS, in the absence of a valid Certificate of Airworthiness.

6.4 All applications should be submitted to:

Post: Duty Manager, Singapore Air Traffic Control Centre
Civil Aviation Authority of Singapore
60 Biggin Hill Road, Singapore 509950
E-mail: caas_atsops@caas.gov.sg
Fax: 65457526

6.5 Details on flight planning for functional check flights are listed at ENR 1.10 FLIGHT PLANNING.

7 AIRCRAFT BANNED FROM OPERATIONS AT SINGAPORE AERODROMES

7.1 The Antonov-12 aircraft is banned from all operations to/from Singapore aerodromes due to concerns over its continuing airworthiness.

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c) They hold confirmed onward/return tickets and entry facilities (including visas) to their onward destinations;
d) Short-term travellers holding a passport of travel document from a visa-required country/ region must apply for a Visa; and
e) They must fulfil all prevailing public health requirements.

The granting of social visit passes to all visitors is determined by the Immigration & Checkpoints Authority (ICA) officers at the point of entry.

3 PUBLIC HEALTH REQUIREMENTS

3.1 Strict compliance with the provisions of the International Health Regulations, 2005, of the World Health Organisation, and Singapore's Infectious Diseases Act is required.

3.2 The pilot-in-command of an aircraft landing at Airports in Singapore shall furnish the Airport Health Officer with one copy of the General Declaration form (see ICAO Annex 9 Appendix 1) and one copy of the Passenger Manifest (see ICAO Annex 9 Appendix 2) signed by the pilot-in-command.

3.3 Vaccination Certificate Requirements for entry into Singapore are as follows:

A valid International Certificate of Vaccination for yellow fever is required from all travellers, including Singapore Residents, with travel history to countries with risk of yellow fever transmission (regardless of area, city or region) in the six days prior to arrival in Singapore. The certificate is valid for life, beginning from 10 days after the date of vaccination (this applies to existing and new certificates). Travellers without a valid International Certificate of Vaccination for yellow fever (e.g. unvaccinated individuals, including those who are ineligible to receive the vaccination, and travellers whose certificate has yet to become valid), are liable to be quarantined under the Infectious Diseases Act. For more details on public health requirements related to yellow fever, please refer to Singapore's Communicable Diseases Agency website (https://www.cda.gov.sg/public/diseases/yellow-fever) and Immigration & Checkpoints Authority website (https://www.ica.gov.sg/enter-transit-depart/entering-singapore/yellow-fever-vaccination-certificate).

4 FLYING LICENCES AND RATINGS

4.1 VISITING PILOTS - HOLDERS OF NON-SINGAPORE PILOT LICENCES

4.1.1 When a holder of a non-Singapore pilot's licence wishes to fly on a Singapore registered aircraft in a private capacity in Singapore, he will be required to apply for a Certificate of Validation for his foreign licence. The Certificate of Validation, if approved, will be issued for this purpose only and for a limited period. The applicant would also be required to fulfil certain conditions. Pilots who wish to apply for a Certificate of Validation should contact the Personnel Licensing Section of the Civil Aviation Authority of Singapore (see address in paragraph 4.2.2 below)

4.2 CONVERSION OF FOREIGN LICENCE TO SINGAPORE LICENCE

4.2.1 Pilots holding valid licences, including an instrument rating and/or flying instructor's rating issued by ICAO Contracting States, may be considered for the conversion of their licences under the following conditions:

a) The pilot must demonstrate formal prospective employment by a Singapore air operator, approved training organisation or flying club to operate on Singapore registered aircraft. (This requirement will not be applicable for the conversion of a foreign licence to a Singapore PPL.)
b) The pilot's foreign licence and its associated ratings must be valid from the time of application to the time of issue of a Singapore licence and its associated ratings.
c) The pilot must fulfil all conversion terms as specified by CAAS within a period of 6 months preceding the issue of a Singapore licence and its associated ratings.

Further details on the conversion of a foreign licence can be obtained from:

Safety Policy and Planning Division
Personnel Licensing Section
Civil Aviation Authority of Singapore
Singapore Changi Airport Terminal 2
South Finger Pier Level 3
Unit No. 038-039
Singapore 819643

TEL: (65) 65412482
FAX: (65) 65434941

4.3 PILOTS WHO HAVE ATTAINED THE AGE OF 65

4.3.1 Any pilot with a CAAS-issued licence who has attained his 65th birthday shall not be permitted to act as pilot-in-command or co-pilot of an aircraft engaged in scheduled or non-scheduled international commercial air transport operations within Singapore airspace.

4.3.2 CAAS does not impose its own restrictions on pilots whose licences are issued by a foreign State of Registry. The Air Navigation (91 – General Operating Rules) Regulations 2018 ("ANR-91") provides that it is the responsibility of the pilot-in-command of a relevant aircraft to ensure that each flight crew member holds a valid licence that is current, is issued or rendered valid by the State of Registry of the aircraft, with the appropriate ratings for the flight crew member's assigned duty. For more information, you may wish to refer to Division 8 (Crew Requirements) of ANR-91.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/ CONVENTIONS

1 LIST OF CIVIL AVIATION LEGISLATION, AIR NAVIGATION REGULATIONS AND ORDERS

The following is a list of legislation (Acts and subsidiary legislation) affecting aviation and air navigation in the Republic of Singapore together with the International Agreements/Conventions ratified or acceded to by the Republic of Singapore. It is essential that anyone engaged in air operations be acquainted with the relevant legal documents.

Copies of the legislation may be obtained as follows:

Electronic versions of the legislation may be freely accessed at
https://sso.agc.gov.sg
https://www.caas.gov.sg/legislation-regulations/legislation

Electronic versions of all Singapore legislation may be accessed via subscription to Lawnet at
https://www.lawnet.sg

Print copies of all the legislation may be purchased (by post) from:

Post:	Toppan Next Pte. Ltd., No. 1 Kim Seng Promenade, #18-01, Great World City, East Lobby Singapore 237994.
Tel:	(65) 68269600
Fax:	(65) 68203341
URL:	www.toppannext.com

1.1 CIVIL AVIATION LEGISLATION

No	Legislation	Citation
Civil Aviation Authority of Singapore Act & related legislation		
1	Civil Aviation Authority of Singapore Act 2009	
2	Civil Aviation Authority of Singapore (Airport Development Levy) Order 2018	S437/2018
3	Civil Aviation Authority of Singapore (Aviation Levy) Order 2018	S522/2018
4	Civil Aviation Authority of Singapore (Changi Airport) By-laws 2009	S313/2009
5	Civil Aviation Authority of Singapore (Changi Airport) Notification 2009	S293/2009
6	Civil Aviation Authority of Singapore (Composition of Offences) Regulations 2009	S315/2009
7	Civil Aviation Authority of Singapore (Seletar Airport) By-laws 2009	S314/2009
8	Civil Aviation Authority of Singapore (Seletar Airport) Notification 2009	S294/2009
Air Navigation Act & related legislation		
9	Air Navigation Act 1966	
10	Air Navigation Order	O 2
11	Air Navigation (101 - Unmanned Aircraft Operations) Regulations 2019	S 833/2019
12	Air Navigation (119 – Air Operator Certification) Regulations 2018	S 443/2018
13	Air Navigation (121 – Commercial Air Transport by Large Aeroplanes) Regulations 2018	S 444/2018
14	Air Navigation (125 – Complex General Aviation) Regulations 2018	S 501/2018
15	Air Navigation (129 — Foreign Operator's Permit) Regulations 2026	S 35/2026
16	Air Navigation (135 – Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018	S 445/2018
17	Air Navigation (137 – Aerial Work) Regulations 2018	S 502/2018
18	Air Navigation (139 – Aerodromes) Regulations 2023	S 10/2023
19	Air Navigation (47 — Aircraft Registration) Regulations 2026	S 39/2026
20	Air Navigation (91 – General Operating Rules) Regulations 2018	S441/2018
21	Air Navigation (92 – Carriage of Dangerous Goods) Regulations 2022	S998/2022
22	Air Navigation (96 — Aerial Activities and Dangerous Lights) Regulations 2025	S 836/2025
23	Air Navigation (98 – Special Operations) Regulations 2018	S442/2018
24	Air Navigation (99 - Breath Testing for Alcohol) Regulations 2019	S177/2019
25	Air Navigation (Aviation Security) Order	O 5
26	Air Navigation (Carbon Emissions and Reporting) Regulations 2022	S997/2022
27	Air Navigation (Composition of Offences) Rules 2017	S667/2017
28	Air Navigation (Licensing of Air Services) Regulations	RG 2
29	Air Navigation (Paya Lebar and Tengah Aerodrome Fees) Order	O 1
30	Air Navigation (Prohibited Flights) Order	O 6
31	Air Navigation (Protected Areas – Army Division Facilities) Order 2024	S341/2024
32	Air Navigation (Protected Areas – Army Headquarters and Formation Facilities) Order 2024	S340/2024
33	Air Navigation (Protected Areas – Catchment and Waterways Facilities) Order 2024	S124/2024
34	Air Navigation (Protected Areas – Military Offshore Facilities) Order 2024	S344/2024
35	Air Navigation (Protected Areas – Military Training-1 Facilities) Order 2024	S345/2024
36	Air Navigation (Protected Areas – Military Training-2 Facilities) Order 2024	S346/2024
37	Air Navigation (Protected Areas – Military Training-3 Facilities) Order 2024	S347/2024
38	Air Navigation (Protected Areas – Non-Military Places) Order 2024	S126/2024

No	Legislation	Citation
39	Air Navigation (Protected Areas – Public Hospitals) Order 2024	S122/2024
40	Air Navigation (Telecommunication Facilities) Order 2024	S123/2024
41	Air Navigation (Protected Areas – Republic of Singapore Air Force Facilities) Order 2024	S342/2024
42	Air Navigation (Protected Areas – Republic of Singapore Navy Facilities) Order 2024	S343/2024
43	Air Navigation (Protected Areas – Water Supply and Water Reclamation Plants) Order 2024	S125/2024
44	Air Navigation (Protected Areas) Order 2015	S350/2015
45	Air Navigation (Regulated Air Cargo Agents and Known Consignors) Regulations 2017	S166/2017
46	Air Navigation (Voluntary Reporting) Rules 2020	S 592/2020
47	Air Navigation (Wreck and Salvage of Aircraft) Regulations	RG 1
48	Designation of Authorised Persons	N 2
49	Use of Seletar Aerodrome	N 1
Other Acts & related legislation		
50	Carriage by Air Act 1988	
51	Carriage by Air (Parties to Conventions) Order	O 1
52	Carriage by Air (Singapore Currency Equivalents) Order	O 2
53	Carriage by Air (Montreal Convention, 1999) Act 2007	
54	Carriage by Air (Montreal Convention, 1999) (Exclusion from Convention) Order	O 1
55	Guns, Explosives and Weapons Control Act 2021	
56	Guns, Explosives and Weapons Control (Aviation Industry — Class Licence) Order 2025	S 371/2025
57	Guns, Explosives and Weapons Control (Aviation Industry — Exemption) Order 2025	S 372/2025
58	Guns, Explosives and Weapons Control (Compoundable Offences) Regulations 2025	S 384/2025
59	Tokyo Convention Act 1971	
60	Tokyo Convention (Convention Countries) Notification	N 1
61	Tokyo Convention (Protocol Countries) Notification 2019	S 893/2019
62	Hijacking of Aircraft and Protection of Aircraft and International Airports Act 1978	
63	Infrastructure Protection Act 2017	
64	Infrastructure Protection (Protected Areas) Order 2020	S 291/2020
65	Infrastructure Protection (Protected Areas) Order 2025	S 27/2025
66	Infrastructure Protection (Protected Places) (No. 10) Order 2020	S 293/2020
67	Infrastructure Protection (Protected Places) (No. 9) Order 2021	S 519/2021
68	Infrastructure Protection (Protected Places) (No. 20) Order 2024	S 790/2024
69	Infrastructure Protection (Protected Places) (No. 2) Order 2025	S 28/2025
70	International Interests in Aircraft Equipment Act 2009	
71	International Interests in Aircraft Equipment Regulations 2026	S 41/2026
72	Immigration Act 1959	
73	Immigration (Authorised Places of Entry and Departure, and Rates) Notification 2012	S 627/2012
74	Immigration Regulations	RG 1
75	International Organisations (Immunities and Privileges) Act 1948	
76	International Organisations (Immunities and Privileges) (International Civil Aviation Organisation) Order	O 4
77	Transport Safety Investigations Act 2018	
78	Transport Safety Investigations (Aviation Occurrences) Regulations 2023	S 870/2023
79	Transport Safety Investigations (Responsible Persons – Exemption) Order 2023	S 874/2023

1.2 OTHER RELEVANT LEGISLATION

No	Legislation	Citation
1	Infectious Diseases Act 1976	
2	Infectious Diseases (Certificates of Vaccination or Other Prophylaxis) Regulations 2008	S 611/2008
3	Infectious Diseases (Quarantine) Regulations	RG 1
4	Arms Offences Act 1973	

1.3 INTERNATIONAL CONVENTIONS AND PROTOCOLS

No	Legislation
1	Convention on International Civil Aviation, done at Chicago on 7 December 1944
2	Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 83 bis], signed at Montreal on 6 October 1980
3	International Air Services Transit Agreement, signed at Chicago on 7 December 1944
4	Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963
5	Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft, done at Montreal on 4 April 2014
6	Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970
7	Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971
8	Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montreal on 23 September 1971, signed at Montreal on 24 February 1988
9	Convention on the Marking of Plastic Explosives for the Purpose of Detection, signed at Montreal on 1 March 1991
10	Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw on 12 October 1929
11	Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air signed at Warsaw on 12 October 1929, done at The Hague on 28 September 1955
12	Montreal Protocol No. 4 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw on 12 October 1929, signed at Montreal on 25 September 1975
13	Convention for the Unification of Certain Rules for International Carriage by Air, signed at Montreal on 28 May 1999
14	Convention on International interests in Mobile Equipment, signed at Cape Town on 16 November 2001
15	Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, signed at Cape Town on 16 November 2001
16	Protocol for the Amendment Agreement on the Joint Financing of Certain Air Navigation Services in Iceland (1956) as amended in 1982 and 2008
17	Protocol for the Amendment Agreement on the Joint Financing of Certain Air Navigation Services in Greenland (1956) as amended in 1982 and 2008
18	The International COSPAS-SARSAT Programme Agreement, done at Paris on 1 July 1988
19	Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft, done at Beijing on 10 September 2010
20	Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, done at Beijing on 10 September 2010

2 TAXATION IN THE FIELD OF INTERNATIONAL AIR TRANSPORT

2.1 Petroleum exemptions and income tax

a)
Petroleum for aircraft is granted Goods and Services Tax (GST) relief under item 11 of the Schedule to the GST (Imports Relief) Order (O 3).

b) The matter of income tax on air transport is contained within Section 12(2) and 12(2A) of the Income Tax Act 1947.

(2) Where a non-resident person carries on –

i. the business of shipowner or charterer, or

ii. the business of air transport,

and any ship or aircraft owned or chartered by the non-resident person calls at a port, an aerodrome or an airport in Singapore, the non-resident person's full profits arising from the carriage of passengers, mail, livestock or goods shipped, or loaded into an aircraft, in Singapore are deemed to accrue in Singapore.

(2A) Subsection (2) shall not apply to passengers, mail, livestock or goods which are brought to Singapore solely for transshipment, or for transfer from one aircraft to another or from an aircraft to a ship or from a ship to an aircraft.

2.2 Capital gains tax, or income on wealth, etc.

There is no capital gains tax, or income on wealth, etc., which are chargeable on the sale or use of international air transport.

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GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKING, HOLIDAYS

2.1.1 UNITS OF MEASUREMENT

The table of units of measurement shown in paragraph 3.2 is used for the dissemination of information and in messages transmitted to aircraft.

2.1.2 TEMPORAL REFERENCE SYSTEM

Co-ordinated Universal Time (UTC) is used in the air traffic and communication services and in documents published for international distribution by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241. Local time is 8 hours ahead of UTC. Time checks to aircraft are accurate to within 30 seconds.

2.1.3 HORIZONTAL REFERENCE SYSTEM

2.1.3.1 Name/designation of system

All published geographical coordinates in the Singapore FIR indicating latitude and longitude are expressed in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

2.1.3.2 Parameters of the Projection

Projection is expressed in terms of Conical Conformal Projection.

Measurement of	*Units*
Distance used in navigation, position report, etc. - generally in excess of 4000m	* Kilometres (km) or Nautical miles (NM)
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres (m)
Altitudes, elevations and heights	Metres (m) or Feet (ft)
Horizontal speed including wind speed	Knots (kt)
Vertical speed	Feet per minute (ft/min)
Wind direction for landing and taking-off	Degrees Magnetic (°M)
Wind direction except for landing and taking-off	Degrees True (°T)
Visibility, including runway visual range	Metres (m) or Kilometres (km)
Altimeter Setting	Hectopascals (hPa)
Temperature	Degrees Celsius (Centigrade) (°C)
Weight	Metric tonnes (t) or kilogrammes (kg)
Time	Hours and minutes, the day of 24 hours beginning at midnight UTC (hhmm)
* International nautical miles, for which conversion into metres is given by: 1 international NM = 1852 metres	

2.1.3.3 Ellipsoid

Ellipsoid is expressed in terms of the World Geodetic System – 1984 (WGS-84) ellipsoid.

2.1.3.4 Datum

The World Geodetic System – 1984 (WGS-84) is used.

2.1.3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Singapore as well as the airspace over the high seas encompassed by the Singapore Flight Information Region.

2.1.3.6 Use of an asterisk to identify published geographical coordinates

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volume I, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volume I, Chapter 2.

2.1.4 VERTICAL REFERENCE SYSTEM

2.1.4.1 Name/designation of system

The vertical reference system corresponds to mean sea level (MSL).

2.1.4.2 Geoid model

The geoid model used is the Earth Gravitational Model 1996 — (EGM-96).

2.1.5 AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for aircraft registered in Singapore is the figure 9, followed by the letter V, i.e., 9V. The nationality mark is followed by a hyphen and a registration mark consisting of a three-letter group, e.g., 9V-BAA.

2.1.6 PUBLIC HOLIDAYS IN SINGAPORE

The following dates are notified as public holidays:

Name of Holiday	Date	Day
Christmas Day	25 December 2025	Thursday
New Year's Day	01 January 2026	Thursday
Chinese New Year	17 February 2026	Tuesday
	18 February 2026	Wednesday
Hari Raya Puasa	21 March 2026	Saturday
Good Friday	03 April 2026	Friday
Labour Day	01 May 2026	Friday
Hari Raya Haji	27 May 2026	Wednesday
Vesak Day	31 May 2026	Sunday
National Day	09 August 2026	Sunday
Deepavali	08 November 2026	Sunday
Christmas Day	25 December 2026	Friday

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1 RESPONSIBLE SERVICE

3.1.1.1 Aeronautical Information Services is a unit of the Air Traffic Services Division of the Civil Aviation Authority of Singapore which ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under paragraph 2 below. It consists of the AIS Headquarters and International NOTAM Office (NOF). Changi and Seletar AIS Aerodrome units operate 24 hours at the same location.

3.1.1.2 AIS Headquarters

Post:	Aeronautical Information Services Civil Aviation Authority of Singapore 60 Airport Boulevard, #04-01, Changi Airport Terminal 2 Singapore 918141
Tel:	(65) 64227036
Fax:	(65) 64410221
E-mail:	caas_singaporeais@caas.gov.sg

3.1.1.3 International NOTAM office (NOF) and Changi and Seletar AIS Aerodrome Units

Post:	Singapore Air Traffic Control Centre (SATCC) 60 Biggin Hill Road Singapore 509950
Tel:	(65) 65956056 (Duty Supervisor)
Tel:	(65) 65956053 (NOF)
AFS:	WSSSYNYX (NOF)
Tel:	(65) 65956052 (Changi FPL Officer)
Fax:	(65) 65431826 (Changi AIS)
AFS:	WSSSZPZX (Changi AIS)
Tel:	(65) 64812909 (Seletar FPL Officer)
Fax:	(65) 64833044 (Seletar AIS)
AFS:	WSSLZPZX (Seletar AIS)

The service is provided in accordance with the provisions contained in ICAO Annex 15 - Aeronautical Information Services and the guidance material in the Aeronautical Information Services Manual (Doc 8126 - AN/872).

3.1.2 AREA OF RESPONSIBILITY

3.1.2.1 Aeronautical Information Services is responsible for the collection and dissemination of information for the entire territory of Singapore and for the airspace over the high seas encompassed by the Singapore Flight Information Region.

3.1.2.2 For the following airspace within Jakarta FIR, AIS is jointly provided by Indonesia and Singapore:

The area bounded by 031727N 1052959E 012450N 1061648E 001030N 1045656E 000000N 1050340E 000000N 1044330E thence around the arc of a circle radius 90 NM centred on 011324N 1035124E to 013430N 1022353E 011300N 1033000E 011408N 1033142E 011200N 1033900E 011046N 1034015E 010800N 1034500E 011500N 1040000E 011800N 1043000E 012921N 1043441E 011947N 1044606E 021838N 1052205E 023641N 1051311E 024348N 1050854E 025010N 1051210E 031453N 1052619E 031727N 1052959E excluding the Tanjungpinang Terminal Control Area (TMA) and Control Zone (CTR).

Vertical limit: SFC to FL370

3.1.3 AERONAUTICAL PUBLICATIONS

3.1.3.1 Aeronautical information is provided in the form of Aeronautical Information Products containing the following elements:

Aeronautical Information Publication (AIP) and related amendment service;
AIP Supplement (AIP SUP);
Notice to Airmen (NOTAM) and Pre-flight Information Bulletins (PIB);
Aeronautical Information Circulars (AIC); and
Aeronautical Charts

NOTAM and related monthly checklists are disseminated via the AFS and PIB via internet. All the other elements of the Aeronautical Information Products can be retrieved from AIM-SG URL at https://aim-sg.caas.gov.sg.

3.1.3.2 **Aeronautical Information Publication (AIP)**

AIP Singapore is the basic aeronautical information document published for the Republic of Singapore and contains information of a lasting character essential to air navigation. It is available in English only. It is maintained up-to-date by a regular amendment service.

3.1.3.3 **Amendment service to the AIP (AIP AMDT)**

AIP AMDT is published in accordance with the established regular intervals (see GEN 0.1-2 paragraph 3.2). It incorporates permanent changes to the AIP on the indicated publication date.

A brief description of the amendments and changes made are provided in the AIP AMDT cover page.

Each AIP AMDT cover page also includes references to the serial numbers of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated into the AIP by the amendment.

Each AIP AMDT is allocated a serial number which is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the AIP AMDT.

3.1.3.4 **AIP Supplement (AIP SUP)**

Temporary changes of long duration (3 months or more) and information of short duration which contains extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP SUP. Operationally significant changes to the AIP are published in accordance with the AIRAC system and its established effective dates, and are identified clearly by the acronym AIRAC.

Each AIP SUP (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year.

An AIP SUP is kept as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP SUP will normally be given in the AIP SUP itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the AIP SUP.

The checklist of current AIP SUP is published in the monthly plain-language NOTAM List.

3.1.3.5 **NOTAM and Pre-flight Information Bulletins (PIB)**

A NOTAM contains information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel engaged in flight operations. Each NOTAM contains information in the order shown in the ICAO NOTAM format and is composed of abbreviated phraseology assigned to the ICAO NOTAM code complemented by ICAO abbreviations, indicators, identifiers, designators, callsigns, frequencies, figures and plain language. NOTAM originated and issued for Singapore FIR and the airspace within Jakarta FIR where AIS is jointly provided by Indonesia and Singapore are distributed in ‘A’ series.

NOTAM are published as and when necessary to disseminate information of direct operational significance which:

a) is of an ephemeral nature;
b) requires advance distribution; or
c) is appropriate to the AIP but needs immediate dissemination.

GEN 3.2 AERONAUTICAL CHARTS

3.2.1 Responsible Services

3.2.1.1 The Civil Aviation Authority of Singapore publishes a range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Services produces some of these charts which are part of the AIP. The charts published in the AIP are produced in accordance with the provisions contained in the ICAO documents listed in para 1.2. Differences to the provisions contained in ICAO Annex 4 - Aeronautical Charts are detailed in subsection GEN 1.7

3.2.1.2 Applicable ICAO Documents

Annex 4	-	Aeronautical Charts, Eleventh Edition 2009.
Doc 8168-OPS/611	-	Aircraft Operations, Volume II - Construction of Visual and Instrument Flight Procedures, Fifth Edition 2006.

3.2.2 MAINTENANCE OF CHARTS

3.2.2.1 Aeronautical charts published in the AIP are updated regularly. Significant changes or revisions in aeronautical information for other aeronautical charts are also included in the amendment.

3.2.2.2 Information found to be incorrect after publication will be corrected by an AIC or NOTAM if they are of operational significance.

3.2.3 PURCHASE ARRANGEMENTS

3.2.3.1 The charts listed in paragraph 4.1 can be accessed freely via AIM-SG URL: https://aim-sg.caas.gov.sg

3.2.4 AERONAUTICAL CHART SERIES AVAILABLE

3.2.4.1 The following series of aeronautical charts are produced:

a) World Aeronautical Chart - ICAO;
b) Aerodrome Chart - ICAO;
c) Aerodrome Obstacle Chart - ICAO Type A (for each runway);
d) Aerodrome Obstacle Chart - ICAO Type B;
e) Precision Approach Terrain Chart - ICAO
f) Enroute Chart - ICAO;
g) Area Chart - ICAO;
h) Standard Departure Chart - Instrument (SID) - ICAO;
i) Standard Arrival Chart - Instrument (STAR) - ICAO;
j) Instrument Approach Chart - ICAO (for each runway and procedure type);
k) Visual Approach Chart - ICAO

3.2.4.2 General description of each series

a) **World Aeronautical Chart - ICAO 1: 1 000 000**

This series is constructed on Lambert Conformal Conic Projection with two standard parallels at 0 deg 40 min and 3 deg 20 min. This spheroid is World Geodetic System 1984 (WGS84). The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation.It includes a selection of aerodromes, significant obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids. The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

b) **Aerodrome Chart - ICAO**

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

– from the aircraft stand to the runway; and
– from the runway to the aircraft stand;

It also provides essential operational information at Singapore Changi Airport and Seletar Aerodrome.

c) **Aerodrome Obstacle Chart - ICAO Type A (operating limitations)**

This chart contains detailed information on obstacles in the take-off flight path areas of Singapore Changi Airport, Seletar Aerodrome and Paya Lebar Airport. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

d) **Aerodrome Obstacle Chart - ICAO Type B**

This chart is produced to assist in the determination of critical heights for Singapore Changi Airport and Seletar Aerodrome.

e) **Precision Approach Terrain Chart - ICAO**

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effects of the terrain on decision height determination by the use of radio altimeters. This chart is produced for the precision approach Cat II runways at Singapore Changi Airport.

f) **Enroute Chart - ICAO**

This chart is produced for the entire Singapore FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. This chart provides the flight crew with information to facilitate navigation along ATS routes in compliance with air traffic services procedures.

g) **Area Chart - ICAO**

This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on the En-route Chart - ICAO. It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information to facilitate the various phases of instrument flight:

– the transition between the en-route phase and the approach to an aerodrome;
– the transition between the take-off/missed approach and the en-route phase of flight; and
– flights through areas of complex ATS routes or airspace structure.

h) **Standard Departure Chart - Instrument (SID) - ICAO**

This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route-instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route-instrument from the take-off phase to the en-route phase.

i) **Standard Arrival Chart - Instrument (STAR) - ICAO**

This chart is produced whenever a standard arrival route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route-instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated arrival route-instrument from the en-route phase to the approach phase.

j) **Instrument Approach Chart - ICAO**

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

k) **Visual Approach Chart - ICAO**

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

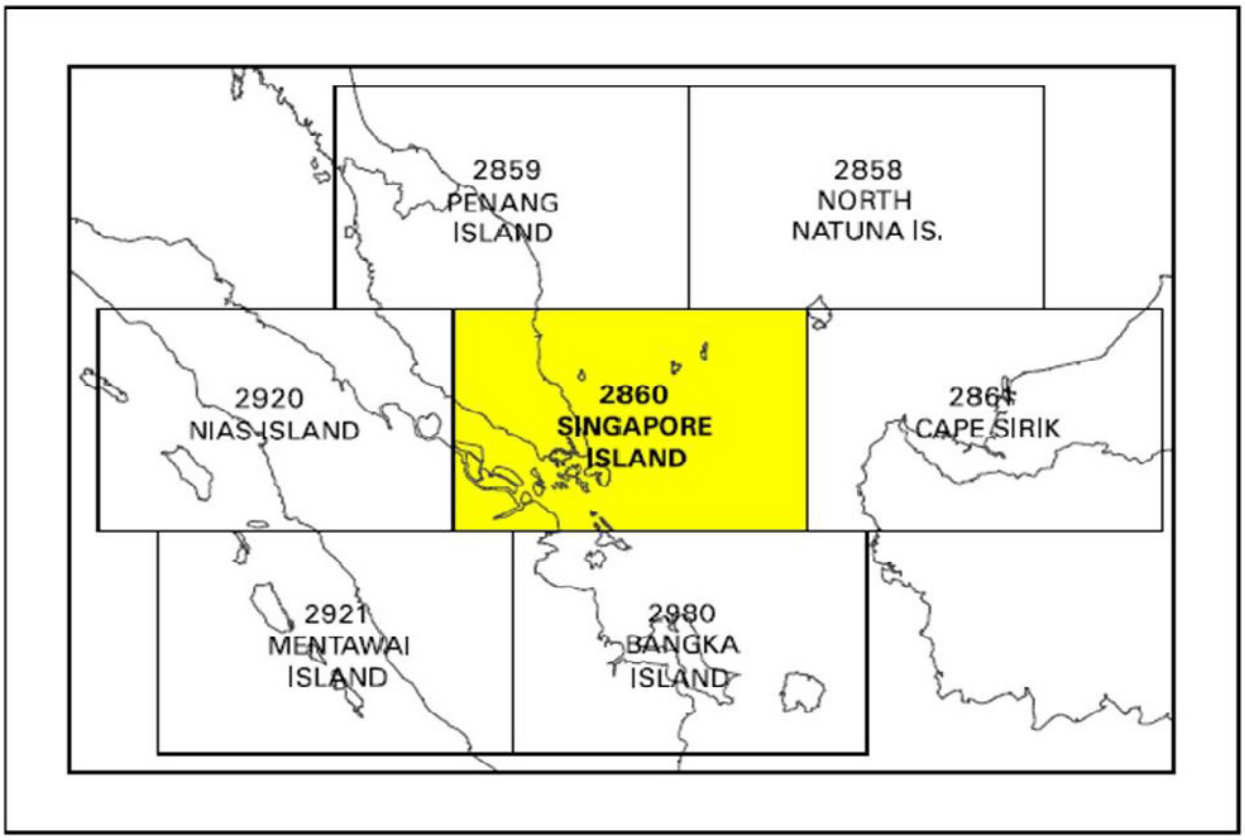
– only limited navigation facilities are available; or
– radio communication facilities are not available; or
– no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
– visual approach procedures have been established

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

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	21 MAR 24
Enroute Chart ICAO (ENRC)			ERC 6-1	In AIP	27 NOV 25
Instrument Approach Chart ICAO (IAC)		**Singapore Changi**			
	1:400 000	RWY 02L - ICW ILS/DME	AD-2-WSSS-IAC-1	In AIP	20 FEB 25
	1:400 000	RWY 02C - ICE ILS/DME	AD-2-WSSS-IAC-2	In AIP	20 FEB 25
	1:400 000	RWY 02R - ICX ILS/DME	AD-2-WSSS-IAC-3	In AIP	20 FEB 25
	1:400 000	RWY 20R - ICH ILS/DME	AD-2-WSSS-IAC-5	In AIP	20 FEB 25
	1:400 000	RWY 20C - ICC ILS/DME	AD-2-WSSS-IAC-6	In AIP	20 FEB 25
	1:400 000	RWY 20C - VTK DVOR/DME	AD-2-WSSS-IAC-7	In AIP	20 FEB 25
	1:400 000	RWY 02L - RNP	AD-2-WSSS-IAC-9	In AIP	20 FEB 25
	1:400 000	RWY 02C - RNP	AD-2-WSSS-IAC-10	In AIP	20 FEB 25
	1:400 000	RWY 20R - RNP	AD-2-WSSS-IAC-11	In AIP	20 FEB 25
	1:400 000	RWY 20C - RNP	AD-2-WSSS-IAC-12	In AIP	20 FEB 25
	1:400 000	RWY 02R - RNP	AD-2-WSSS-IAC-13	In AIP	20 FEB 25
	1:400 000	RWY 20L - RNP	AD-2-WSSS-IAC-14	In AIP	31 OCT 24
		Paya Lebar			
	1:400 000	RWY 20 - PU DVOR/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 02 - PU DVOR/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 20 - IPS ILS/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 02 - IPN ILS/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 02 - RNP	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 20 - RNP	In AIP	In AIP	20 FEB 25
Visual Approach Chart ICAO (VAC)	1:400 000	**Singapore Changi**	AD-2-WSSS-VAC-1	In AIP	20 FEB 25
		Seletar			
	1:100 000	RWY 03	AD-2-WSSL-VAC-1	In AIP	05 SEP 24
	1:100 000	RWY 21	AD-2-WSSL-VAC-2	In AIP	05 SEP 24
	1:100 000	RWY 03	AD-2-WSSL-VAC-3	In AIP	05 SEP 24
	1:100 000	RWY 21	AD-2-WSSL-VAC-4	In AIP	05 SEP 24
Visual Departure Chart		**Seletar**			
	1:100 000	RWY 03	AD-2-WSSL-VDC-1	In AIP	20 FEB 25
	1:100 000	RWY 21	AD-2-WSSL-VDC-2	In AIP	20 FEB 25
Aerodrome Chart ICAO (AC)		**Singapore Changi**	AD-2-WSSS-ADC-2	In AIP	19 MAR 26
		Seletar	AD-2-WSSL-ADC-1	In AIP	19 MAR 26
		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	12 JUN 25
	1:10 000	RWY 20C/02C	AD-2-WSSS-AOC-2	In AIP	05 SEP 24
	1:10 000	RWY 02R/20L	AD-2-WSSS-AOC-4	In AIP	08 SEP 22
		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	24 MAR 22
Aerodrome Obstacle Chart ICAO Type B (AOC)		**Singapore Changi**			
	1:20 000	RWY 02L/20R, 02C/20C and RWY 02R/20L	AD-2-WSSS-AOC-3	In AIP	02 OCT 25
		Seletar			
	1:20 000	RWY 03/21	AD-2-WSSL-AOC-2	In AIP	16 JUL 20
Precision Approach Terrain Chart ICAO (PATC)		**Singapore Changi**			
	1:2 500	RWY 02L	AD-2-WSSS-PATC-1	In AIP	10 OCT 19
	1:2 500	RWY 20C	AD-2-WSSS-PATC-2	In AIP	11 JUL 24
	1:2 500	RWY 02R	AD-2-WSSS-PATC-3	In AIP	31 OCT 24
	1:2 500	RWY 20L	AD-2-WSSS-PATC-4	In AIP	31 OCT 24
	1:2 500	RWY 02C	AD-2-WSSS-PATC-5	In AIP	11 JUL 24

3.2.6 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000



3.2.7 TOPOGRAPHICAL CHARTS

NIL

3.2.8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Identification of charts	Location on the chart where the correction has to be made	Precise details of the corrections to be made
NIL	NIL	NIL

GEN 4 CHARGES FOR AERODROMES/HELICOPTERS 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/changiairport/sg/corporate/evergreen/resources/forms-and-manuals/documents/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: https://www.caas.gov.sg/docs/default-source/docs---legal/civil-aviation-authority-of-singapore-(licensing-o.pdf

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: https://www.seletarairport.com/fees-charges.html

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: https://www.caas.gov.sg/docs/default-source/docs---legal/civil-aviation-authority-of-singapore-(licensing-o.pdf

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 by JTC'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 https://www.sats.com.sg/about-sats/contact-us
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: https://www.seletarairport.com/ground-handling-agents-at-seletar-airport.html

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ENR PART 2 - EN-ROUTE (ENR)

ENR 0 TABLE OF CONTENTS TO PART 2

ENR 0.1 PREFACE

NIL (not applicable).

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ENR 0.6 TABLE OF CONTENTS

Note: The following sections in this chapter are intentionally left blank:
ENR 0.1, ENR 0.2, ENR 0.3, ENR 0.4 and ENR 0.5.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1 INTRODUCTION

1.1 The air traffic rules and procedures applicable to air traffic within the Singapore FIR conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions on the Procedures for Air Navigation Services – Air Traffic Management applicable to aircraft and of the regional Supplementary Procedures applicable to the Asia Pacific Region except for the differences listed in GEN 1.7.

1.2 Additionally, aircraft in flight shall comply with the instrument flight rules (IFR) or the visual flight rules (VFR). An aircraft operating between the hours of sunset and sunrise, irrespective of weather conditions shall comply with IFR requirements or, if in a control zone during these hours, shall require special authorisation from ATC.

1.3 Aircraft operating in controlled airspace shall comply with any instruction, clearance or request issued by ATC, or shall immediately advise ATC if unable to comply. Aircraft operating on ATS routes are to maintain track centreline.

2 FLIGHTS ON AIRWAYS

2.1 SEPARATION

2.1.1 Areas of responsibility for the control of flights on airways and the units providing this service are shown in subsection ENR 2.1.

2.1.2 Separation is based on:

a) Estimated and actual times over position reporting points;
b) Reports of visual sighting; and
c) Radar identification.

Note: As position reports are most commonly used it is important for estimates to be revised and notified to the ACC if more than 2 minutes in error.

2.1.3 To preserve standard vertical separation from aircraft operating above and below controlled airspace in the Singapore/Johor Airspace Complex, aircraft shall not be flown within 500ft of the upper and lower limits. Similarly, an encroachment on the horizontal limits of these airspaces should be avoided because of the proximity of restricted and danger areas.

2.2 COMMUNICATIONS AND RADIO NAVIGATION REQUIREMENTS

2.2.1 All aircraft operating under IFR or VFR within controlled airspaces shall be equipped with appropriate communications and navigation equipment enabling them:

a) To maintain two-way communication with the appropriate ATC unit. The minimum requirement is VHF RTF equipment suitable for communicating on ATC frequencies and HF RTF beyond the range of VHF.

b) To maintain track within the lateral limits of the airway and to navigate in accordance with ATC instructions. The minimum requirement is one radio compass.

2.2.2 The pilot-in-command shall maintain a continuous listening watch on the appropriate air/ground frequency.

2.3 AIR TRAFFIC CONTROL CLEARANCE

2.3.1 An air traffic control clearance is an authorisation by ATC for an aircraft to proceed under specified traffic conditions within controlled airspaces. If for any reason an air traffic control clearance is not acceptable to the pilot-in-command, he may request an alternative clearance.

2.3.2 The pilot-in-command shall obtain an air traffic control clearance prior to operating in a controlled airspace.

2.3.3 An air traffic control clearance will contain the following items:

a) Aircraft identification;
b) Clearance limit and route instruction;
c) Level assignment;
d) Departure instruction when necessary;
e) Approach instruction when necessary;
f) Clearance expiry time when necessary; and
g) Any special instructions and information.

2.3.4 **Request for Amended Clearance**. If the amended clearance is requested at a time a position report is made, the information contained in that report shall be given on the assumption that the aircraft is proceeding in accordance with the current clearance, and not with that which is being requested.

2.3.5 The contents of an air traffic control clearance or any revisions thereto shall apply only to those portions of the flight conducted within controlled airspaces.

2.3.6 An air traffic control clearance may be issued direct to an aircraft by an ACC or through an aerodrome control unit or an air/ground HF RTF communications unit.

2.3.7 Phrases used in air traffic clearances will have the following meanings:

a) “Clearance expires at ..... (time)”.
   If the aircraft is not airborne by the time stated, a fresh clearance shall be obtained.
b) “Depart not before ..... (time)”.
   An aircraft will not be cleared for departure until the time specified.
c) “Unable to approve ..... (flight planned level)”.
   When ATC is unable to approve the flight planned level, an alternative level will be offered whenever possible, to avoid or reduce delay.

2.3.8 A pilot-in-command operating under VFR in controlled airspaces shall not enter instrument meteorological conditions without first obtaining an ATC clearance in accordance with the procedure laid down for flights joining airways. Until such clearance is received, the aircraft must remain in VMC.

2.3.9 Where a flight plan specifies IFR for the first portion of a flight and VFR for the latter portion, the aircraft will normally be cleared to the point where IFR terminates. (Clearance is not necessary beyond that point unless within the Singapore-Johor Airspace Complex and CTR).

2.3.10 If an ATC clearance stipulates VFR climb or descent and it becomes evident to the pilot-in-command that VMC cannot be maintained, he shall hold in VMC and request an alternative clearance.

2.3.11 The pilot-in-command having acknowledged an air traffic control clearance shall not deviate from the provisions of the clearance unless an amended clearance has been obtained.

2.3.12 Subsection ENR 1.6 provides guidance to pilot-in-command compelled to deviate from the provisions of an air traffic control clearance because of communications failure.

2.3.13 A flight shall normally be cleared to the aerodrome of first intended landing and the point of leaving controlled airspace or, in the case of a flight where prior co-ordination with an adjacent unit cannot be established, the FIR boundary. This is known as the clearance limit.

2.3.14 An aircraft which has been cleared to an intermediate point en-route to await further ATC clearance will whenever possible, be issued the required ATC clearance at least 5 minutes before the aircraft arrives at the clearance limit, unless the pilot is instructed to hold over the intermediate holding point until a specified time.

2.3.15 In the event of an aircraft arriving at the clearance limit without having received a further clearance, the pilot-in-command shall immediately request a further clearance and hold in accordance with the specified holding pattern where one is established or otherwise the standard holding pattern, maintaining the last assigned cruising level until further clearance is received. Where no direct ATC coordination facilities between Regional Area Control Centres exist, pilots on such routes must endeavour, when

airborne, to contact the Area Control Centre of the next FIR which the aircraft is entering and obtain clearance to enter its Control Area before reaching the transfer point of the two ACCs.

2.3.16 When a flight operates successively in a Control Area and subsequently along the advisory route or area, the clearance issued for the flight or any revisions thereto will only apply to those portions of the flight conducted within controlled airspaces.

2.4 ROUTE AND LEVEL ASSIGNMENT

2.4.1 The pilot-in-command shall fly in strict accordance to the route specified by ATC. Deviation from the specified route may be permitted by ATC if traffic conditions permit.

2.4.2 Traffic permitting ATC will assign the flight planned level if in accordance with the table of Semi-Circular System of Cruising Levels. Cruising levels below the minimum specified in subsection ENR 3.1 will not be assigned.

2.5 ESSENTIAL TRAFFIC INFORMATION

2.5.1 Essential traffic is that controlled traffic to which the provision of separation by ATC is applicable but, which in relation to a particular controlled traffic, does not have the required minimum separation.

2.5.2 Essential traffic information will be issued to controlled flights concerned whenever they constitute essential traffic to each other.

Note: This information will inevitably relate to controlled flights which are cleared subject to maintaining own separation and remaining in visual meteorological conditions.

2.5.3 Essential traffic information will include:

a) Direction of flight of aircraft concerned;
b) Type of aircraft concerned;
c) Level(s) of aircraft concerned and estimated time of passing or if this is not available, the estimated time of arrival for the reporting point nearest to where the level will be crossed.

2.6 INSTRUCTIONS TO DEPARTING AIRCRAFT

2.6.1 ATC may specify any or all of the following items when issuing clearance to departing aircraft:

a) Turn after take-off;
b) Track to make good before turning on desired route;
c) Initial level to maintain;
d) Time, point and/or rate at which level change shall be made.

2.6.2 ATC may instruct a departing aircraft to leave a reporting point at a specified time or to be at a specified level at a specified point or time. The pilot-in-command shall notify ATC if these instructions cannot be complied with.

2.7 ARRIVAL/APPROACH INSTRUCTIONS

2.7.1 ATC clearance or control instructions for approach to an aerodrome or holding point will be issued to an arriving aircraft on initial contact with the appropriate ATC unit.

2.7.2 The clearance will specify the clearance limit, route and level to be flown. An Expected Approach Time will be included if it is anticipated that the arriving aircraft will be required to hold.

2.7.3 Pilots are reminded to use the phraseology minimum fuel and MAYDAY MAYDAY MAYDAY fuel to notify ATC of their low fuel state or fuel emergency. For details, refer to CAAS Information Circular IC 5/ 2013 available at URL https://www.caas.gov.sg - Regulations - Safety - Documents and Notices - Information Circulars.

2.8 WEATHER INFORMATION

2.8.1 Weather information is passed to inbound aircraft on request. However, pilots should tune on to ATIS frequency 128.025 MHz for the weather.

2.8.2 The term CAVOK will be used in place of visibility, weather and cloud when the following conditions apply simultaneously:

a) Visibility 10km or more;
b) No precipitations or thunderstorms;
c) No cloud below 1 500m.

2.8.3 Deterioration and improvement weather reports and significant weather information, e.g. severe turbulence, thunderstorms, icing conditions etc. will be passed to all aircraft concerned.

2.9 AIRCRAFT JOINING OR CROSSING AIRWAYS

2.9.1 Pilots-in-command of aircraft joining or crossing an airway will:

a) When flying under VFR outside the Singapore/Johor Airspace Complex and CTRs notify the appropriate authority; or
b) When flying under IFR, or when joining or crossing the Singapore/Johor Airspace Complex and CTRs request clearance from the appropriate authority not later than 10 minutes on VHF RTF or 20 minutes on HF RTF before joining or crossing.

2.9.2 An in-flight request or notification or intention to join an Airway shall include the following information, as appropriate:

a) Aircraft identification;
b) Aircraft type;
c) Position;
d) Level and flight conditions;
e) Estimated time at point of joining;
f) Desired level;
g) Route and point of first intended landing;
h) True airspeed;
i) The words “Request joining clearance”.

2.9.3 An in-flight request or notification of intention to cross an Airway shall include the following information:

a) Aircraft identification;
b) Aircraft type;
c) True track;
d) Place and estimated time of crossing;
e) Desired crossing level;
f) Ground Speed;
g) The words “Request crossing clearance”

2.9.4 The selected crossing or joining point should, where possible, be associated with a radio facility to assist accurate navigation.

2.10 VFR Flights Crossing Airways

2.10.1 VFR flights intending to cross Airways outside the Singapore/Johor Airspace Complex shall only cross them at various levels plus 500ft at an angle of 90° to the direction of the Airway, or as close as possible to this angle. Condition for operation of VFR flights are given in ENR 1.2.

2.10.2 In an emergency, where neither a radar nor a procedural crossing can be obtained, an Airway may be crossed at various levels plus 500ft. The various levels referred to are flight levels of whole thousands in feet.

2.11 TEMPORARY DANGER AREAS ON AIRWAYS

2.11.1 Military operations, both air and ground, frequently take place within the Singapore FIR and airspace within the Jakarta FIR where ATS is provided by Singapore (see ENR 2.1). Danger Areas will be promulgated by NOTAM, giving the reference point, vertical extent, radius and duration of the operation.

2.11.2 Where danger areas infringe controlled airspace, the areas will not be available for use by civil aircraft at the levels affected.

6.2.4 A pilot-in-command under IFR or VFR intending to enter, cross or operate within a CTR or ATZ shall request a clearance from the Aerodrome/Approach Control on the appropriate radio frequency. He shall:

a) Pass the aircraft's position, level, track and estimated time of crossing the zone boundary;
b) Maintain a continuous listening watch on that frequency while the aircraft is within the zone;
c) Navigate in accordance with the flight plan and ATC clearance;
d) Carry out any instructions received from Aerodrome/Approach Control.

6.2.5 All flights within a CTR, at night or in IMC, shall be conducted in accordance with IFR or special authorisation by ATC. However, in order to expedite traffic, ATC may clear an aircraft for a visual approach if weather conditions permit.

6.2.6 Special VFR Flight

6.2.6.1 A Special VFR flight is a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

6.2.6.2 Special VFR flights may be authorised to enter a control zone for the purpose of landing or to take-off and depart directly from a control zone when the ground visibility is not less than 1.5km (1 mile). The pilot of an aircraft on a Special VFR flight:

a) Must comply with ATC instructions;
b) Is responsible for ensuring that his flight conditions enable him to remain clear of cloud, determine his flight path with reference to the surface and keep clear of obstructions;
c) Is responsible for ensuring that he flies within the limitations of his licence. Controllers are not responsible for checking pilot's qualifications.

6.2.6.3 A Special VFR clearance shall be issued only when specifically requested by a pilot.

6.2.6.4 Before clearing a Special VFR flight a controller must consider the prevailing traffic conditions, the extent of the proposed flight and the availability of air/ground communications. IFR flights take precedence over Special VFR flights. Standard separation shall be provided:

a) Between IFR flights and Special VFR flights;
b) Between flights operating on Special VFR clearance except where a reduction is specifically authorised by CAAS.

6.2.6.5 Aircraft on Special VFR clearance are not normally given a specific height to fly but for the purpose of ensuring vertical separation from other aircraft flying above, the Special VFR flight may be required to fly not above a specified level.

6.3 SEPARATION MINIMA

6.3.1 All VFR or IFR flights within CTRs will be regulated in accordance with IFR separation standards unless the conditions stated in ENR 1.7 para 4.10.2 prevail. ATC Services are also provided to aircraft within ATZs.

6.4 WAKE TURBULENCE SEPARATION MINIMA

6.4.1 For arrival aircraft operating into Singapore Changi Airport, distance-based wake turbulence separation minima based on the ICAO seven wake turbulence groups will be applied.

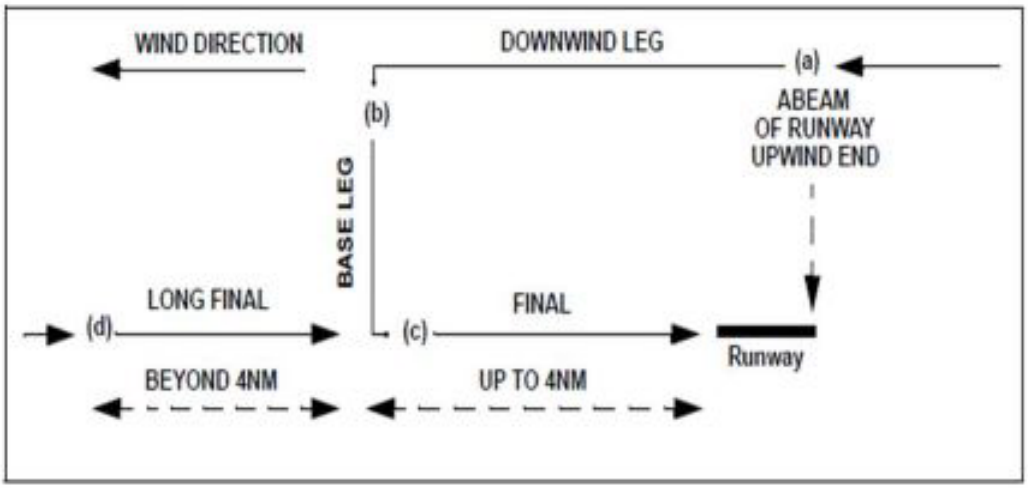
Group	Weight	Wingspan
A	136,000kg or more	Less than or equal to 80m but greater than 74.68m
B		Less than or equal to 74.68m but greater than 53.34m
C		Less than or equal to 53.34m but greater than 38.1m
D	Less than 136,000kg but more than 18,600Kg	Greater than 32m
E		Less than or equal to 32m but greater than 27.43m
F		Less than or equal to 27.43m
G	18,600kg or less	N.A.

6.4.2 The wake turbulence separation minima are as follows:

		SUCCEEDING						
		A	B	C	D	E	F	G
PRECEEDING	A		4 NM	5 NM	5NM	6NM	6 NM	8 NM
	B			4 NM	4NM	5 NM	5 NM	7 NM
	C					3.5 NM	3.5 NM	6 NM
	D			3 NM				4 NM
	E							4 NM
	F							
	G							

6.5 VISUAL CIRCUIT REPORTING PROCEDURE

6.5.1 The pilot-in-command shall report position in accordance with the following diagram



a) Downwind
Aircraft shall report “Downwind” abeam the upwind end of the runway.

b) Base Leg
Aircraft shall report “Base Leg” on completion of the turn on to base leg.

c) Final
Aircraft shall report “Final” after completion of the turn on to final approach, not more than 4NM from the approach end of the runway.

d) Long Final
Aircraft flying a straight-in approach shall report “Long Final” 8NM from the approach end of the runway, and “Final” when at 4NM.

Note: At grass aerodrome, the area to be used for landing is regarded as the runway for the purposes of reporting position in the circuit.

6.6 USE OF RUNWAY

6.6.1 The Aerodrome Controller will nominate the runway direction according to prevailing conditions.

6.6.2 Notwithstanding the runway direction nominated by ATC, the pilot-in-command shall ensure that there is sufficient length of run and that the crosswind or downwind component is within the operational limits of each particular operation. If the nominated runway direction is not suitable for these reasons or for any other safety reason, he may request for an alternative runway direction. ATC will grant the use of an alternative runway direction but the flight may be subject to some delay because of other traffic.

6.6.3 The decision to undertake a take-off or landing rests solely with the pilot-in-command.

6.6.4 Unless prior permission has been obtained from ATC, the pilot-in-command shall not hold on the runway in use.

Light	From Aerodrome Control To:	
SERIES OF WHITE FLASHES	Land at this aerodrome and proceed to apron *	Return to starting point on the aerodrome

* Clearance to land and to taxi will be thereafter given as a steady green light and a series of green flashes respectively.

9 DATA LINK SERVICES IN SINGAPORE FIR

9.1 BACKGROUND

9.1.1 Controller Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance (ADS) data link applications will be used to provide services to FANS 1/A equipped aircraft, in particular within the Singapore FIR beyond the range of existing radar / ADS-B and VHF voice communications. Area Navigation (RNAV) routes suitable for ADS-C and / or CPDLC logon are described in ENR 3.2.

9.1.2 Messages will be transferred by VHF and satellite data link.

9.1.3 CPDLC supports the following services:

a) Emergency alerting;
b) Pilot to Controller downlink of position reports and clearance requests;
c) Controller to Pilot uplink of ATC clearances and instructions; and
d) Free text as a supplement to pre-formatted message elements.

9.1.4 Pre-Departure Clearance (PDC) via CPDLC is available on selected ATS routes/destinations as described in WSSS AD 2.22 paragraph 8.4.

9.1.5 Automatic Dependent Surveillance (ADS) supports automatic reporting by the aircraft Flight Management System (FMS) of aircraft position and intent information. The FMS reports the required information in accordance with parameters selected by the ground system.

9.2 LOGON PROCEDURES

9.2.1 The AFN LOGON address for the Singapore FIR is WSJC.

9.2.2 To avoid automatic rejection of the LOGON, the flight identification number used by the pilot in the LOGON process must be identical to the flight identification number filed in the flight plan.

9.2.3 A LOGON must be received from the aircraft before any data link connections can be initiated by the ground system. This is achieved via the ATS facility notification (AFN) LOGON process to be initiated by the pilot in accordance with company procedures.

9.2.4 Aircraft requesting data link services inbound to Singapore FIR are required to manually LOGON onto WSJC at least 10 minutes prior to the estimated time for entering Singapore FIR. Data link equipped aircraft departing from aerodromes within the Singapore FIR and requesting data link may LOGON to WSJC prior to departure. Pilots who are unable to establish a data link connection are to inform ATC on VHF or HF RTF.

9.2.5 Pilots are reminded to provide the flight level on first contact with HF, including when established on data link.

9.3 APPLICATION OF CPDLC

9.3.1 Aircraft operating outside radar coverage and not in the ADS-B exclusive airspace within the Singapore FIR shall establish contact with ATC using CPDLC as a primary means of communication except for the following:

a) prior instruction to contact ATC on VHF;
b) receive notice that CPDLC service is not available; and
c) during data link outage.

9.3.2 To ensure the correct synchronisation of messages, controller/pilot dialogues opened by CPDLC must be closed by CPDLC. Controller/pilot dialogues opened by voice must be closed by voice.

9.3.3 Due to inherent integrity checks and a coded reference to any preceding related message contained within CPDLC messages, a clearance issued by CPDLC requires only the appropriate CPDLC response, not a read-back as would be required if the clearance had been issued by voice.

9.3.4 The down link response “WILCO” indicates that the pilot accepts the full terms of the whole uplink message.

9.3.5 A down link response “AFFIRM” is not an acceptable acknowledgement or reply to a CLEARANCE issued by CPDLC.

9.3.6 To avoid ambiguity in message handling and response, a CPDLC downlink message should not contain more than one clearance request.

9.3.7 If multiple clearance requests are contained in a single downlink message and the controller cannot approve all requests, the uplink message element “UNABLE” will be sent as a response to the entire message. A separate message containing a response to those requests that can be complied with will be sent by the controller.

9.3.8 If any ambiguity exists as to the intent of a particular message, clarification must be sought by voice.

9.3.9 Standard pre-formatted message elements must be used whenever possible. Free text messages should be used only when an appropriate pre-formatted message element does not exist or to supplement the pre-formatted message element. The use of free text should be kept to a minimum.

9.3.10 When CPDLC connection is established, aircraft will be instructed to transfer from voice to CPDLC.
The phraseology used is:
TRANSFER TO SINGAPORE CONTROL ON DATA LINK [position];
MONITOR [HF frequency primary/secondary]

9.3.11 Pilots should down link a CPDLC position report upon position over first compulsory reporting point when aircraft enters Singapore FIR.

9.3.12 CPDLC connections will be terminated at the FIR boundary position or when entering radar coverage. The CONTACT [unit name][frequency] message and the END SERVICE message will be sent as separate messages. The END SERVICE message will be sent as soon as possible after receipt of the WILCO response to the CONTACT message.

9.4 APPLICATION OF ADS

9.4.1 ADS Periodic contracts will be established automatically on receipt of a LOGON.

9.4.2 The Periodic reporting rate is 10 minutes for aircraft operating outside radar coverage and 15 minutes for aircraft operating within radar coverage.

9.4.3 For ADS logged-on aircraft, CPDLC position reports are required only when aircraft enters Singapore FIR upon the first compulsory reporting point.

9.4.4 ADS contracts will be terminated automatically at a system parameter time after the aircraft has left the Singapore FIR.

9.5 DATA LINK FAILURE

9.5.1 Pilots recognising a failure of a CPDLC connection must immediately establish communications on the appropriate voice frequency. When voice communications have been established, voice must continue to be used as the primary medium until a CPDLC connection has been re-established and the controller has authorised the return to data link.

9.5.2 In the event of an expected CPDLC shutdown, the controller will immediately advise all data link connected aircraft of the failure by voice. Instructions will continue to be issued by voice until the return of the data link system. The return of the system to an operational state will require a new AFN LOGON from the affected aircraft.

ENR 1.2 VISUAL FLIGHT RULES

1 GENERAL

1.1 Except when operating as a special VFR flight, VFR flights within Singapore FIR and airspace where ATS is provided by Singapore (see ENR 2.1) shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the table below:

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above 3 050m (10 000ft) AMSL	B, C, D, G	8km	1 500m horizontally 300m (1 000ft) vertically
Below 3 050m (10 000ft) AMSL and above 900m (3 000ft) AMSL,or above 300m (1 000ft) above terrain, whichever is higher	B, C, D, G	5km	1 500m horizontally 300m (1 000ft) vertically
At and below 900m (3 000ft) AMSL, or 300m (1 000ft) above terrain,whichever is the higher	B, C, D	5km	1 500m horizontally 300m (1 000ft) vertically
	G	5km	Clear of cloud and with the surface in sight

1.2 An aircraft operating in Class G airspace flying at speeds of 140kt or less may operate under VFR at or below 3 000ft outside controlled airspace with a flight visibility of at least 1.5km. An aircraft flying at speeds above 140kt IAS may operate under VFR with a flight visibility of at least 5km. In both cases, the aircraft must remain clear of cloud and in sight of ground or water.

1.3 Except when a clearance is obtained from air traffic control, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

a) when the ceiling is less than 450m (1 500ft); or
b) when the ground visibility is less than 5km.

1.4 Unless authorized, VFR flights shall not be operated:

a) above FL200;
b) at transonic and supersonic speeds.

1.5 Except when necessary for take-off or landing, or except by permission from the authority, a VFR flight shall not be flown:

a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300m (1 000ft) above the highest obstacle within a radius of 600m from the aircraft;
b) elsewhere than as specified in Para 1.5a, at a height less than 150m (500ft) above the ground or water.

1.6 Except where otherwise indicated in air traffic control clearances, VFR flights in level cruising flight when operated above 900m (3 000ft) from the ground or water, shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising levels in section ENR 1.7 para 4.3.

1.7 VFR flights shall comply with air traffic control instructions

a) when operated within Classes B, C and D airspace;
b) when forming part of aerodrome traffic at controlled aerodromes; or
c) when operated as special VFR flights.

1.8 A VFR flight operating within or into areas, or along Routes shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary, to the air traffic services unit providing flight information service.

1.9 An aircraft operated in accordance with the visual flight rules which wishes to change to comply with the instrument flight rules shall:

a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
b) submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR in controlled airspace.

1.10 Helicopters may be permitted to operate in less than 1.5km flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.11 In the case of helicopters, navigation shall be accomplished by visual reference to landmarks at least every 110km (60NM)

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 General

1.1 Flight movement messages relating to traffic into or via the Singapore FIR and airspace within the Jakarta FIR where ATS is provided by Singapore (see ENR 2.1) shall be addressed as stated below in order to warrant correct relay and delivery.

Category of Flight (IFR, VFR or both)	Route (Into or via FIR and/or TMA)	Message Address
1	2	3
All flights	***Transiting into or via:***	
	Singapore FIR (WSJC)	WSJCZQZX
	Airspace within the Jakarta FIR (WIIF) where ATS is provided by Singapore (see ENR 2.1)	WSJCZQZX WIIFZQZX
	Inbound to:	
	Singapore Changi Airport (WSSS) Seletar Airport (WSSL) Paya Lebar Airport (WSAP) Tengah Airport (WSAT)	WSJCZQZX
	Outbound from:	
	Singapore Changi Airport (WSSS)	WSSSZPZX
	Seletar Airport (WSSL)	WSSLZPZX
	Paya Lebar Airport (WSAP)	WSAPZPZX
	Paya Lebar Airport (WSAT)	WSATZPZX

Note:
Flight movement messages comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO DOC 4444 - PANS-ATM, Chapter 11, paragraph 11.2.1.1.3 refers).

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

Name Lateral limits Upper limit/Lower limit Class of airspace	*Unit providing service*	*Call sign Languages Area and conditions of use Hr of ser*	*Frequency /Purpose*	*Remarks*
1	2	3	4	5
SINGAPORE FIR 082500N 1163000E - 025050N 1091629E - 045700N 1081619E - 050012N 1080132E - 045904N 1075525E - 045203N 1074625E - 043820N 1073315E - 041312N 1071743E - 033045N 1055130E - 031727N 1052959E - 031453N 1052619E - 025010N 1051210E - 024348N 1050854E - 023641N 1051311E - 021838N 1052205E - 011947N 1044606E - 012921N 1043441E - 011800N 1043000E - 011500N 1040000E - 010800N 1034500E - 011046N 1034015E - 011200N 1033900E - 011408N 1033142E - 011700N 1033600E thence east along the national boundary of Singapore/ Malaysia, thence along 012000N to 012000N 1042000E - 023600N 1044500E - 034000N 1034000E - 045000N 1034400E - 064500N 1024000E - 070000N 1030000E - 070000N 1080000E - 103000N 1140000E - 082500N 1163000E **UNL** **SFC**	SINGAPORE ACC	SINGAPORE RADAR English H24	255.4MHz Primary 123.7MHz 133.25MHz 134.4MHz 133.8MHz 134.2 MHZ 134.9 MHZ 134.7MHz 135.05 MHZ Secondary 127.3MHz 135.8MHz 128.1MHz 133.35MHz 134.35 MHZ 134.15kHZ 134.95 MHZ SEA 1 6556kHz 11297kHz SEA 2 5655kHz 8942kHz 11396kHz SEA 3 6556kHz	The responsibility for providing air traffic services to flights within the following portions of the Singapore FIR is vested in the Kuala Lumpur ACC: The airspace between a line from 023600N 1044500E to 022715N 1051750E - 023641N 1051311E - 024348N 1050854E - 025010N 1051210E - 031453N 1052619E - 031727N 1052959E - 033045N 1055130E - 041312N 1071743E - 043820N 1073315E - 045203N 1074625E - 045904N 1075525E - 050012N 1080132E - 045700N 1081619E - 025050N 1091629E, in the south, and a line along 060000N in the north, and from surface level to FL150 west of longitude 105E and from surface level to FL200 east of longitude 105E. SEA 1, SEA 2, SEA 3: SSB Suppressed Carriers.
		SINGAPORE CONTROL SOUTH CHINA SEA English H24	AFN LOGON WSJC	Suitably equipped aircraft operating outside radar cover and not in ADS-B exclusive airspace within the Singapore FIR should log on to Singapore's AFN LOGON address at least 10 minutes prior to entering the above-mentioned airspace in Singapore FIR. Area Navigation (RNAV) routes suitable for ADS-C and / or CPDLC logon are described in ENR 3.2.

Name *Lateral limits* *Upper limit/Lower limit* *Class of airspace*	*Unit providing service*	*Call sign* *Languages* *Area and conditions of use* *Hr of ser*	*Frequency /Purpose*	*Remarks*
1	2	3	4	5
AREAS WITHIN JAKARTA FIR WHERE PROVISION OF ATS IS DELEGATED TO SINGAPORE				
The area bounded by 031727N 1052959E - 012450N 1061648E - 001030N 1045656E - 000000N 1050340E - 000000N 1044330E thence around the arc of a circle radius 90 NM centred on 011324N 1035124E to 013430N 1022353E - 011300N 1033000E - 011408N 1033142E - 011200N 1033900E - 011046N 1034015E - 010800N 1034500E - 011500N 1040000E - 011800N 1043000E - 012921N 1043441E - 011947N 1044606E - 021838N 1052205E - 023641N 1051311E - 024348N 1050854E - 025010N 1051210E - 031453N 1052619E - 031727N 1052959E Excluding the Tanjungpinang Terminal Control Area and Control Zone FL370 **SFC**	SINGAPORE ACC	SINGAPORE RADAR English H24	255.4MHz Primary 133.25MHz 134.4MHz 134.2MHz Secondary 135.8MHz 128.1MHz 133.35 MHz	

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route Designator {RNP Type}		*[Route Usage Notes]*								
	Significant Point Name	*Significant Point Coordinates*								*Remarks*
{RNP Type}		*Track MAG* ↓ / ↑	*Dist NM*	*(COP)*	*Upper limit / Lower limit*	*MNM FLT ALT*	*Lateral limits NM*	*Direction of cruising levels* ↓	↑	*Controlling unit Frequency {Airspace class} Remarks*
1		2	3	4	5	6	7	8	9	10
A224		*Route availability:* (1) H24								
▲	JOHOR BAHRU DVOR/DME (VJB)	013950N 1033939E								
		196° / 016°	45.3NM		FL 460 5500 FT ALT	6000 FT	10	Odd(1)	Even(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲	MERSING DVOR/ DME (VMR) (58 DME PU)	022318N 1035218E								
Route remarks: - *Point/Segment Remarks:* -										

Route Designator {RNP Type}	*[Route Usage Notes]*								
Significant Point Name	*Significant Point Coordinates*								*Remarks*
{RNP Type}	*Track MAG* ↓ / ↑	*Dist NM*	*(COP)*	*Upper limit / Lower limit*	*MNM FLT ALT*	*Lateral limits NM*	*Direction of cruising levels* ↓	*Direction of cruising levels* ↑	*Controlling unit Frequency {Airspace class} Remarks*
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
A457	*Route availability:* (1) H24								
▲ JOHOR BAHRU DVOR/DME (VJB)	013950N 1033939E								
	296° 116°	25.0NM		FL 460 4500 FT ALT	5000 FT	20	Even(1)		[Class A - ABV FL150] [Class B - BLW FL150]
△ SABKA	015051N 1031713E								
	296° 116°	27.1NM		FL 460 4500 FT ALT	5000 FT	20	Even(1)		[Class A - ABV FL150] [Class B - BLW FL150]
△ MASBO	020248N 1025251E								
Route remarks: Flight Planning: Northbound flights landing at WMKK and WMSA are to flight plan via A457. Flights departing from Singapore FIR to destinations north of WMKK and WMSA, refer to Y339. Flights overflying Singapore FIR to destinations north of WMKK and WMSA, refer to Y342. Tolerances of airway infringe WMD222 ASAHAN (activated by NOTAM) – Military activities									

ENR 3.3 [NIL]

NIL (not applicable).

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ENR 3.4 [NIL]

NIL (not applicable).

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ENR 3.6 EN-ROUTE HOLDING

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG Level	TIME (MIN)	Controlling Unit and Frequency
ASODU 003007N 1032704E	091	Right	220*	FL 130-FL 160	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ (SRY)
BOBAG 38.6 DME VTK R-234.7 24.0 DME SJ R-243.2 010230N 1032954E	082	Right	220*	Low Level 6000 FT - FL 140	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ (SRY)
			250*	High Level FL 150 - FL 180	1	Singapore ACC 133.25 MHZ (PRI) 135.8 MHZ (SRY)
ELALO 041240N 1043329E	174	Left	300*	FL 280 - FL 350	1.5	Singapore ACC 123.7 MHZ (PRI) 127.3 MHZ (SRY)
HOSBA 34 DME SJ R-079 24 DME VTK R-103 011948N 1042418E	259	Right	230*	Low Level 7000 FT ALT - FL 140	1	Singapore APP 120.3 MHZ (PRI) 133.0 MHz (SRY) 132.15 MHz (SRY)
			265*	High Level FL 150 - FL 250	1.5	Singapore ACC 134.4 MHZ (PRI) 128.1 MHZ (SRY) 255.4 MHZ
KARTO 93.5 DME VTK R-098.3 102.6 DME SJ R-091.1 011124N 1053343E	268	Left	250*	FL 170 - FL 310	1.5	Singapore ACC 134.2 MHZ (PRI) 133.35 MHZ (SRY)
KEXAS 49.2 DME VTK R-107.2 011019N 1044818E	268	Left	220*	11000 FT ALT - FL 160	1	Singapore APP 124.05 MHZ (PRI) 132.15 MHZ (SRY)
KILOT 030217N 1044023E	227	Left	250*	FL 220 - FL 270	1.5	Singapore ACC 134.7 MHZ (PRI) 134.15 MHZ (SRY)
LAMA 7 DME PU R-024 013150N 1035850E	204	Right	230*	2500 FT ALT - FL140	1	Singapore APP 126.025 MHZ (PRI) 132.15 MHZ (SRY)
MABAL 142.1 DME VTK R-030.1 157.2 DME SJ R-031.2 032826N 1051236E	231	Left	300*	FL 280- FL 350	1.5	Singapore ACC 123.7 MHZ (PRI) 127.3 MHZ (SRY)
NYLON 13 DME VTK R-023 013657N 1040624E	203	Left	220*	Low Level 3000 FT ALT - FL 140	1	Singapore APP 124.05 MHZ (PRI) 132.15 MHZ (SRY)
			265*	High Level FL 150 - FL 250	1.5	Singapore ACC 124.6 MHZ (PRI) 132.15 MHZ (SRY)
REMES 30 DME SJ R-168 004342N 1035735E	348	Left	220*	6000 FT ALT - FL140	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ *SRY)
REPOV 68.2 DME VTK R-178.6 77.9 DME SJ R-168.3 001623N 1040300E	348	Left	250*	FL 150 - FL 250	1.5	Singapore ACC 134.4 MHZ (PRI) 128.1 MHZ (SRY)
SAMKO 8 DME SJ R-168 21 DME VTKR-203.5 010530N 1035255E	348	Left	220*	Low Level 4000 FT ALT - FL 140	1	Singapore APP 120.3 MHZ (PRI) 124.6 MHZ (SRY)
			265*	High Level FL 150 - FL 250	1.5	Singapore ACC 133.25 MHZ (PRI) 135.8 MHZ (SRY)

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG Level	TIME (MIN)	Controlling Unit and Frequency
SINJON SJ DVOR/DME 011321N 1035115E	348	Right	230*	4500 FT ALT - FL 140	1	Singapore APP 120.3 MHZ (PRI) 124.6 MHZ (SRY)
TUSPI 003301N 1040959E	350	Right	220*	4000 FT ALT - 10000 FT ALT	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ (SRY)
UGEBO 003813N 1052432E	310	Left	250*	FL 170 - FL 310	1.5	Singapore ACC 134.2 MHZ (PRI) 133.35 MHZ (SRY)
UPSAN 004536N 1045439E	238	Left	220*	150 FL - 11000 FT	1	Singapore APP 124.05 MHZ (PRI) 132.15 MHZ (SRY)
VAMPO 44.5 DME VTK R233.9 005833N 1032525E	149	Right	220*	6000 FT ALT - FL 180	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ SRY)

*Maximum speed of 280kt in conditions of turbulence subject to ATC clearance.

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
JOHOR BAHRU DVOR/DME	VJB	112.5 MHZ (CH 72X)	H24	013950N 1033939E	43.07 M	Operating Authority: Department of Civil Aviation Malaysia
MERSING DVOR/DME	VMR	116.8MHz (CH 115X)	H24	022318N 1035218E	-	Operating Authority: Department of Civil Aviation Malaysia. 50w
PAPA UNIFORM DVOR/DME	PU	115.1MHz (CH 98X)	H24	012524N 1035600E	Antenna HGT: 190FT AMSL	BRG 020° DIST 9km from THR RWY 02 (WSAP). MAINT Period: Third WED of EV month BTN 0200-0600, Coverage 200NM EM:F1
SINJON DVOR/DME	SJ	113.5MHz (CH 82X)	H24	011321N 1035115E	Antenna HGT: 190FT AMSL	BRG 201° DIST 14.5km from THR RWY 02 (WSAP). MAINT Period: Third THU of EV month BTN 0200-0600, Coverage 200NM EM:F1
TANJUNGPINANG VOR/DME	TPG	114.8 MHZ (CH 95X)	from 00:00 to 14:00	005413N 1043052E	-	Operating Authority: AirNav Indonesia, Indonesia. Coverage 40NM.
TEKONG DVOR/DME	VTK	116.5MHz (CH 112X)	H24	012455N 1040120E	Antenna HGT: 150FT AMSL	BRG 023° DIST 6.4km from THR RWY 20C (WSSS). MAINT Period: Third FRI of EV month BTN 0200-0600, Coverage 200NM EM:F1

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
ABVIP	010008N 1035032E		STAR-WSSS
ABVON	012028N 1035827E		IAC-WSSS
ADNIK	011651N 1035655E		IAC-WSSS
ADPON	011203N 1040514E		SID-WSSS
AGROT	010108N 1035808E		STAR-WSSS
AGVAR	014719N 1034145E		SID-WSSS
AKDAT	032923N 1054917E	N875	
AKIPO	011356N 1035542E		IAC-WSSS
AKMET	015355N 1034339E		SID-WSSS
AKMON	081254N 1101306E	L625, M768	
AKOMA	014522N 1035443E	B469, Y339	SID-WSSS, IAC-WSSS
AKVOM	005620N 1041514E	B338, M630	
ANBUS	011554N 1032100E	P501	
ANITO	001700S 1045200E	B338, B470, P501	SID-WSSS
ANUMA	011053N 1035424E		IAC-WSSS
APIPA	010618N 1035228E		IAC-WSSS
ARAMA	013654N 1030712E	A464, P501	STAR-WSSS
AROSO	020846N 1032421E	Y339, Y342	SID-WSSS
ASISU	055906N 1132046E	M768, M772	
ASITI	004906N 1035042E		SID-WSSS
ASODU	003007N 1032704E		HLDG ID
ASOMI	010142N 1040207E		SID-WSSS
ASUNA	005948N 1030954E	L762, R469	STAR-WSSS
ATLEX	010302N 1033331E		SID-WSSS
ATLIR	011120N 1035208E	B469	
ATPOM	002425N 1052114E	M635	

Name-code designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
ATRUM	013256N 1040057E		SID-WSSS
AVLUB	003112S 1042501E	T25	
AVPIV	011207N 1035349E	A464	
BAVAL	004518N 1040242E	B469	
BETBA	013302N 1035331E		STAR-WSSS
BIDAG	073101N 1135544E	M772	
BIDUS	013554N 1035755E		IAC-WSSS, STAR-WSSS
BIKTA	024337N 1034308E	B469	
BIMOS	011512N 1035815E		IAC-WSSS
BIPOP	013122N 1041018E		IAC-WSSS, STAR-WSSS
BISOV	004229N 1025214E		SID-WSSS
BISUT	011218N 1035701E		IAC-WSSS
BITAM	010813N 1040757E		STAR-WSSS
BOBAG	010230N 1032954E	M630, N502, P501, R469	HLDG ID, STAR-WSSS, SID-WSSS
BOBOB	022206N 1070558E	M767	
BOKIP	010421N 1034353E		SID-WSSS, STAR-WSSS
BONSU	011928N 1033710E	A576	
BOPVA	025303N 1051349E	M761	
BUNTO	024200N 1060000E		
BUVAL	033622N 1034341E	L629	
DAKIX	070854N 1145054E	L649	
DAMOG	041225N 1050014E	M771, N875	
DODSO	012225N 1061402E	G580, T21	SID-WSSS
DOLOX	044841N 1052247E	L629, M771, T612	
DOVAN	011938N 1041249E		STAR-WSSS
DOVOL	033047N 1034923E	L635, Y334	

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 Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
PROHIBITED AREAS		
WSP3 A circle, 0.8NM radius centred at 012136N 1034746E	750 FT GND	Active: Permanent. Under no circumstances shall a forced landing be permitted within the area. Rotary wing aircraft shall avoid overflying the area.
WSP24 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 GND/WATER	Active: Permanent.
WMP228 BUKIT SERENE 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 GND	Sultan's Palace. Active: Permanent. (refer to AIP Malaysia)

Identification, Name and Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RESTRICTED AREAS		
WSR6 Area bounded by 012355N 1034626E to 012359.0N 1034734.1E then along the boundaries of Sembawang ATZ, WSD35, WSP3 and 012130.00N 1034658.37E to 012355N 1034626E.Area bounded by 012355N 1034626E to 012359.0N 1034734.1E then along the boundaries of Sembawang ATZ, WSD35, WSP3 and 012130.00N 1034658.37E to 012355N 1034626E.	200 FT ALT GND	Helicopter Operations. Active: Permanent.
WSR9 A circle, 0.6NM radius centred at 011647N 1035009E.	400 FT ALT GND	Helicopter Operations Active: Permanent
WSR10 A circle, 06NM radius centred at 012136.00N 1034055.02E	5500 FT ALT GND	Active: Permanent
WSR16 A circle,0.5NM radius centred at 011918N 1035045E	400 FT ALT GND	Helicopter Operations Active: Permanent
WSR38 A circle, 1NM radius centred at 011807N 1035031E	10000 FT ALT GND	Istana. Active: Permanent All FLT BTN SJ/GUMPU on AWY G579 are to avoid at all times the area which overlaps the eastern edge of G579.
WMR104 032859N 1030254E - 023959N 1023454E - 022300N 1025954E - 022300N 1034554E - 032059N 1032054E - 031859N 1031554E - 032559N 1031254E - 032859N 1030254E	10000FT ALT 3000 FT ALT	Training. Active: 2230-1030 SUN-MON to FRI-SAT (refer to AIP Malaysia)
WMR223 KANGAR KAHANG A circle, 5NM radius centred at 021500N 1033354E	10000 FT ALT GND	Parachute Dropping. Active: by NOTAM Controlling Authority: Kluang Tower 128.3Mhz/122.4Mhz (refer to AIP Malaysia)

AD PART 3 — AERODROMES (AD)

AD 0 TABLE OF CONTENTS TO PART 3

AD 0.1 [NIL] PREFACE

NIL (not applicable).

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AD 2 AERODROMES

WSSS - SINGAPORE / SINGAPORE CHANGI INTL

WSSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WSSS - SINGAPORE / SINGAPORE CHANGI INTL

WSSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	012133.16N 1035921.57E (Control Tower)
2	*Direction and distance from (city)*	17.2km North-East from City Centre (The Fullerton Hotel, Singapore)
3	*Elevation/Reference temperature*	6.66m / 32.6 ^{o}C
4	*Geoid Undulation (AD elevation position)*	10.24 M
5	*MAG VAR /Annual change*	0°23' E (2020) / Negligible
6	*AD Administration, address, telephone, telefax, AFS*	
CHANGI AIRPORT GROUP (SINGAPORE) PTE LTD Singapore Changi Airport P.O.Box 168, SINGAPORE 918146 Tel: (65)65956868		
7	*Types of traffic permitted*	IFR and VFR
8	*Remarks*	

a. Not available to all non-scheduled civil aircraft types of 40-seater or below except in special circumstances. Aircraft larger than the above category shall not plan their arrival between 0900-1559UTC.
b. Aircraft shall leave nose-in position (90 degrees) with the aid of aircraft tow tractors. Reverse thrust or variable pitch propellers shall not be used. Aircraft operators shall make suitable arrangements.
c. Prior permission required for aircraft not equipped with radiotelephony.
d. A subsonic jet aircraft, unless otherwise exempted, is not permitted to operate in Singapore unless it possesses a noise certificate stating that it meets the noise standards of ICAO Annex 16, Volume 1, Chapter 3, or equivalent. The noise certificate may also take the form of a suitable statement contained in another document approved by the State of Registry of the aircraft.
e. RVR minima for CATII ILS operations is limited to 350m due to runway and taxiway light spacing requirements on the airfield.
f. Frangible poles are installed for the purpose of identifying 90m away from the centreline of RWY 02L/20R and RWY 02C/20C

WSSS AD 2.3 OPERATIONAL HOURS

	Operational Hours		
1	Aerodrome Administration:	RWY 02L/20R RWY 02C/20C RWY 02R/20L	H24
2	Customs and Immigration	H24	
3	Health and Sanitation	H24	
4	AIS Briefing Office	H24	
5	ATS Reporting Office	H24	
6	MET Briefing Office	H24	
7	Air Traffic Services	H24	

WSSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo Handling Facilities*	Cargo terminals equipped with advanced storage stacker, material and pallet container handling systems, computerised cargo information, data and documentation systems. By arrangement with airlines.
2	*Fuel / Oil Types*	JET A1(for aircraft). Oils: Various by arrangement with fuel companies.
3	*Fuelling Facilities / Capacity*	Hydrant refueling
4	*Hangar space for visiting aircraft*	By arrangement with SIA Engineering Company (SIAEC) or ST Aerospace Services Co.

5	*Repair facilities for visiting aircraft*	Maintenance and repairs for commercial aircraft up to and including A380 is by arrangement.
6	*Remarks*	a) Marshalling Service: No pilot shall taxi an aircraft on its own into a gate/stand without the aid of a docking system or a marshaller. b) Oxygen and related servicing: Oxygen for all cabin and aircraft system. No CO? recharging facilities.

WSSS AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Transit area and adjacent to airport terminal.
2	*Restaurants*	Transit and public areas of terminal building.
3	*Transportation*	Buses, taxis, MRT train and car rental service.
4	*Medical Facilities*	Available at airport.
5	*Bank and Post Office*	Available at airport.
6	*Tourist Office*	Available at airport.
7	*Remarks*	Internet address: http://www.changiairport.com.sg for airport and flight information, shops and restaurants, facilities and services, flight connections and tourist information.

WSSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

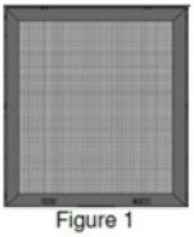
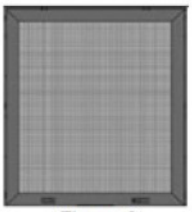
1	*AD category for fire fighting*	RWY 02L/20R, RWY 02C/20C and RWY 02R/20L CAT10 (No facilities for foaming of runways)
2	*Rescue equipment*	Adequately provided as recommended by ICAO.
3	*Capability for removal of disabled aircraft*	Specialised aircraft recovery equipment available for up to and including A380 size aircraft operation.
4	*Remarks*	All Airport Emergency Service personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

There is no requirement for clearing. The aerodrome is available throughout the year.

WSSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron surface and strength*	Aircraft stands C11, C16, C19, D30, D35, D38, E2, E6, E7, E10, F32, F36, F37, 301, 303, 304, 305, 307, 308, 309, 402, 403, 404, 605, 952, G1 to G17 and 471 to 487 – Concrete surface; strength PCR 680/R/B/W/U Aircraft stand 306 – Concrete surface; strength PCR 784/R/B/W/U All other aircraft stands – Concrete surface; strength PCR 1006/R/B/W/U

Description	Display on ADGS
No Display – Pilot should stop the aircraft immediately if the display goes black, for power failure (see figure 1) or system failure (see figure 2), during the docking process. The aircraft is to be manually marshalled into the aircraft stand.	**Safedock Type 1**  Figure 1  Figure 2 **Safedock FleX**  Figure 1  Figure 2
Safety Backup (SBU) Stop - When a non-recoverable error has occurred during the docking due to either 1. Hardware failure; 2. Aircraft more than +/- 0.5 meters off the centerline when two (2) meters or less to stop-position; or 3. System Failure - Pilot are to stop the aircraft immediately when seeing the “SBU STOP” display or when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.	**Safedock Type 1**  **Safedock FleX** 
View Blocked - When the view towards the aircraft is hindered, the display will show “WAIT VIEW BLOCK” Pilot are to stop the aircraft immediately or when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.	**Safedock Type 1**  **Safedock FleX** 

Description	Display on ADGS
Gate Block - When an object is found to be blocking the view from the ADGS toward the aircraft, the display will show "WAIT GATE BLOCK". Pilot are to stop the aircraft immediately or when the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.	Safedock Type 1  Safedock FleX 

2 PROCEDURES FOR START-UP AND PUSHBACK OF AIRCRAFT

2.1 Ground crew shall ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences.

2.2 When it becomes necessary to vary a procedure to expedite aircraft movements, Ground Movement Controller (“Singapore Ground”) shall issue specific instructions to the pilot.

2.3 When the pilot is ready for start-up and pushback, he shall seek confirmation from the ground crew that there is no hazard to his aircraft starting up. He shall then notify Singapore Ground that he is ready for pushback. On being told by Singapore Ground that pushback is approved, he shall co-ordinate with the ground crew for the start-up and pushback of the aircraft.

2.4 The lead-in lines are for aircraft nose-in guidance. For aircraft stands without dedicated pushback lines, ground crew may use the lead-in lines for pushback guidance.

2.5 For more information, refer to Airport Operations Centre System (AOCS) at http://aocs.changiairport.com/cpos/home for detailed pushback procedures.

3 ADVANCED MULTILATERATION SYSTEM

3.1 INTRODUCTION

3.1.1 The Multilateration System is a new surveillance system which is able to detect and identify all Mode S equipped aircraft and vehicles moving on the airport surface even during bad weather conditions such as heavy rain. It will integrate with the current radar-based ground surveillance system as part of the Advanced-Surface Movement Guidance and Control System (A-SMGCS) at Singapore Changi Airport. This will enhance the efficiency and safety at the airport.

3.2 CARRIAGE OF MODE-S SSR TRANSPONDER

3.2.1 Carriage and operation of Mode-S transponder is required for all civil aircraft operating at Singapore Changi Airport. The Mode-S transponder shall comply, at least, to the requirements of Level 2 as prescribed in ICAO Annex 10 Volume IV (Amendment 77 or later) Standards and Recommended Practices.

3.3 MULTILATERATION SYSTEM OUTLINE

3.3.1 The Multilateration System uses multiple receivers to pick up “squitters” transmitted by aircraft or vehicle Mode S transponders. It calculates the position of an aircraft or a vehicle by comparing the time its “squitter” arrives at each receiver.

3.3.2 The System will derive the identity of an aircraft by selectively interrogating its transponder to receive its assigned Mode A code or extracting its aircraft identification [that is, the ICAO callsign used in flight and inserted in the Flight Management System (FMS) or the Transponder Control Panel], if available, from its squitter. For transponder equipped vehicles, the system will derive their respective identities from the unique Mode S addresses contained in their squitters.

3.4 AIRCRAFT REQUIREMENTS

3.4.1 The Multilateration System is essentially passive. It relies on aircraft transponders squittering at all times when moving on the airfield. At present, some aircraft checklist procedures instruct pilots to turn off the transponder shortly after leaving the runway on arrival and, not to switch it on until reaching the runway holding point for departure. This is in line with the requirement that Mode A/C transponders should not transmit on the ground, which does not apply to Mode S transmissions.

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	19,5m	19,6m	19,8m	19,7m	19,7m
3 White lights and 1 red light	24,0m	23,3m	23,7m	23,7m	23,6m	23,6m
4 White lights	26,4m	25,7m	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 advisable 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	10.23m	PCR 710/F/B/X/U
20R (DISP THR)	203°	01 22 34.02N 103 59 20.09E	10.26m	
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	
20L	203°	01 21 20.45N 104 00 50.05E	10.36m	

TAXIWAYS

BEARING STRENGTH

PCR 1006/R/B/W/U - TWY A1, A2, A11, A12, A (between A1 and A2, and between A11 and A12), B1, B2, B13, B14, B (between B1 and B2, and between B13 and B14), C1, C2, C13, C14, C (between C1 and C2) and L (between C13 and C14), D1, D2, D13, D14, D (between D1 and D2, and between D13 and D14), T1, T2, T4, T12, T13, T (between T11 and T13), U12, U13, U (between U12 and U13), W1, W9

PCR 930/F/B/X/U - TXL U2, TWY U7 (between TWY U and TXL U2). TWY U8 (between TWY U and TXL U2), TWY U9 (between TWY U and TXL U2), TXL S6, S8, S9, TWY S7

PCR 710/F/B/X/U - All other taxiways,

APRONS

BEARING STRENGTH

PCR 680/R/B/W/U - Aircraft stands C11, C16, C19, D30, D35, D38, E2, E6, E7, E10, F32, F36, F37, 301, 303, 304, 305, 307, 308, 309, 402, 403, 404, 605, 952, G1 to G17 and 471 to 487

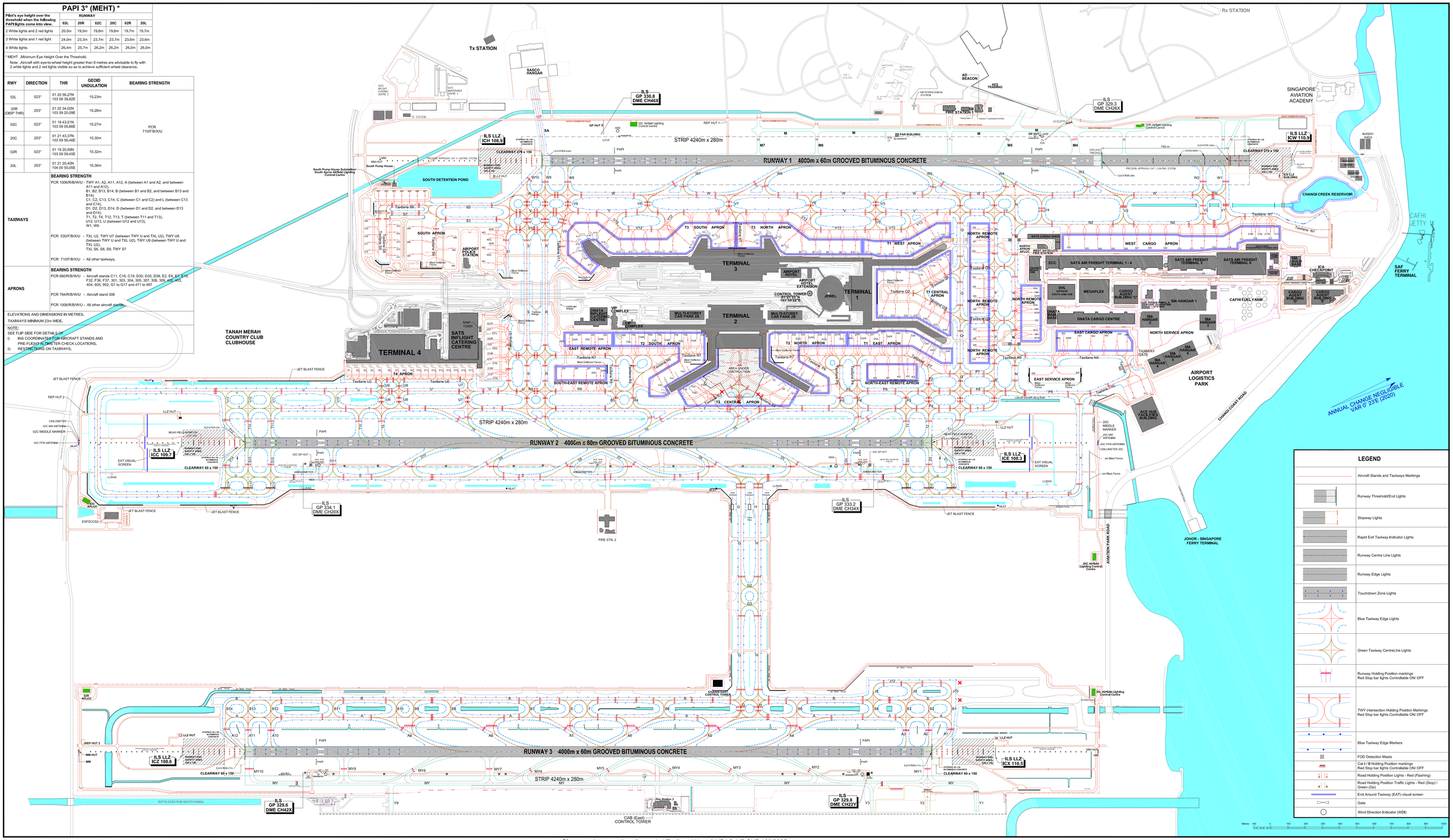
PCR 784/R/B/W/U - Aircraft stand 306

PCR 1006/R/B/W/U - All other aircraft stands

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.



Changes : Incorporation of extended Taxilane N1 - ref AIRAC AIP SUP 163/2025.

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 12.56	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 (18.08ft)
	A17	01 20 57.25	103 58 54.06	5.23m (17.16ft)
	A18	01 20 55.67	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 24.12	103 59 32.64	4.75m (15.58ft)
	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	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)
	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 58.72	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 48.21	103 59 19.01	4.74m (15.55ft)
	208	01 20 50.68	103 59 20.05	4.75m (15.58ft)
	208L	01 20 50.01	103 59 19.76	4.74m (15.55ft)
	208R	01 20 51.25	103 59 20.29	4.73m (15.42ft)
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)
	951	01 22 09.35	103 59 45.23	5.15m (16.90ft)
	951L	01 22 08.91	103 59 44.27	5.00m (16.40ft)
	951R	01 22 08.35	103 59 45.58	5.00m (16.40ft)
	952	01 22 09.94	103 59 42.65	4.89m (16.04ft)
	953	01 22 11.22	103 59 40.85	4.98m (16.34ft)
	953L	01 22 10.78	103 59 39.89	4.83m (15.85ft)
	953R	01 22 10.41	103 59 41.28	4.87m (15.98ft)
	954	01 22 12.46	103 59 37.95	4.84m (15.88ft)
	954L	01 22 12.02	103 59 36.99	4.70m (15.42ft)
	954R	01 22 11.65	103 59 38.38	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)

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

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
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 (13.43ft)
	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)
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 07.00	103 59 52.53	2.41m (7.91ft)
	609	01 22 12.95	103 59 55.04	2.85m (9.35ft)
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 02.62	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 10.25	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 P8/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) Taxiway U7 (between Taxilane U2 and Taxiway U), Taxiway U8 (between Taxilane U2 and Taxiway U) and Taxiway U9 (between Taxilane U2 and Taxiway U) can only be used by aircraft with maximum wingspan 36m.

11) Pilots are advised to exercise caution when taxiing near Taxilane U2, Taxiway U, U7, U8 and U9.

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.

16) Taxiway S2, S3 and Taxilane S4 can only be used by aircraft with maximum wingspan 65m.

17) Taxilane S6, S8, S9 and Taxiway S7 can only be used by aircraft with maximum wingspan 36m.

18) Pilots are advised to apply minimum thrust when taxiing on Taxilane N4 turning into Taxilane N5 (and vice versa), due to potential jet blast issues affecting Bays 603, 604, 611 and 612. Aircraft shall not stop on TXL N5 between aircraft stands 604 and 611.

19) Taxilane N1 (north of aircraft stand 517) can only be used by aircraft with maximum wingspan 65m.

20) Pilots are advised to apply minimum thrust when taxiing on Taxilane U2 turning into TWY U7, U8 and U9, due to potential jet blast issues affecting Bays G3, G4, G5, G6, G7, G8, G9, G15 and G16.

NOTE:
Pilots to follow stand lead-in line and taxi through white hatched apron markings of the following aircraft stands:
A5, A9, B5, B6, C17, D40, D42, E24, E27, F35, F52, F56, F59, G18, G19, G20, G21, 200, 202, 208, 462, 463, 600, 516, 517, 951, 953, 954.

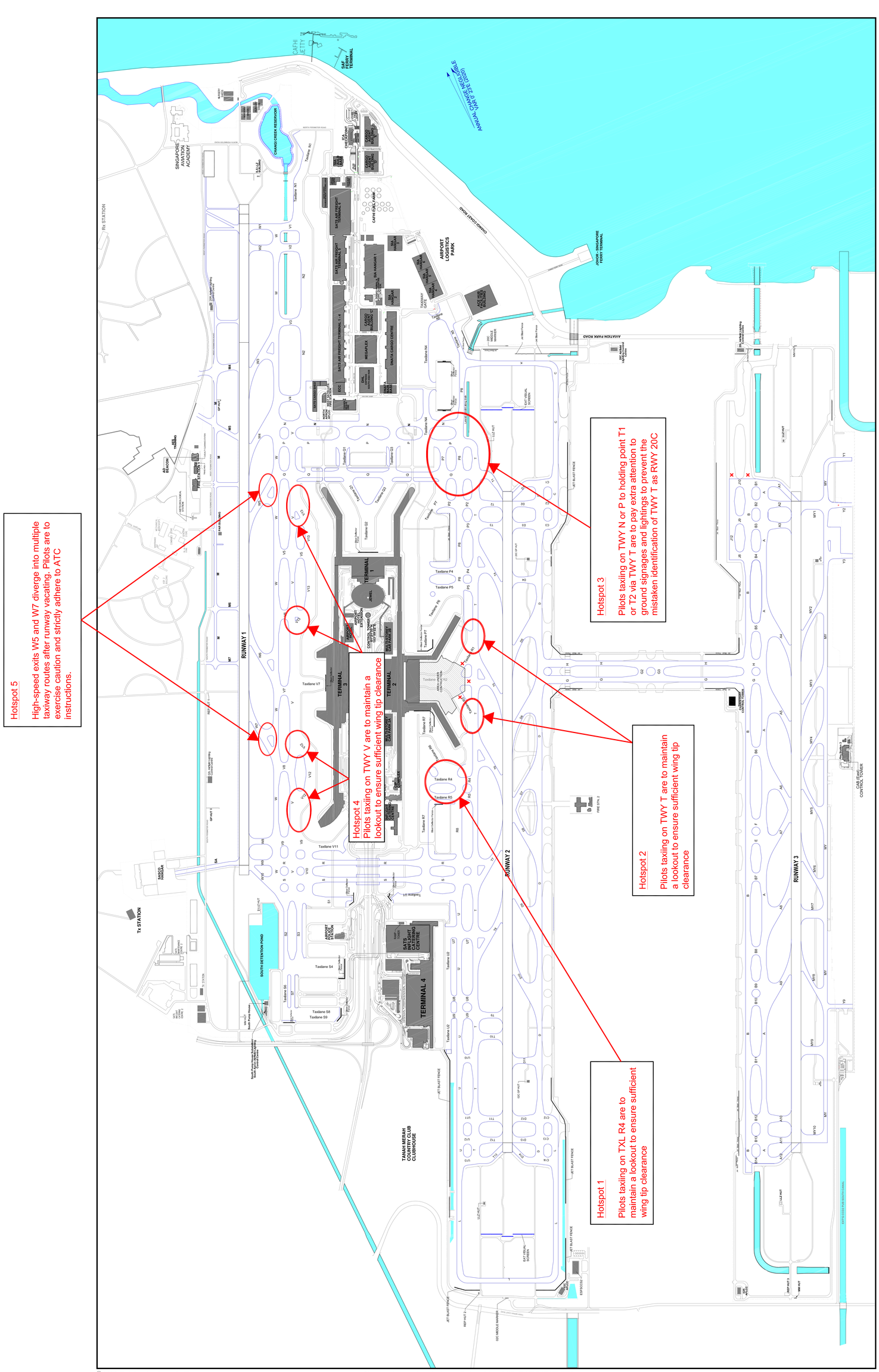
RADIO ALTIMETER OPERATIONS AREA

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.

Changes : Addition of maximum wingspan restriction for extended Taxilane N1 - ref AIRAC AIP SUP 163/2025.
Addition of advisory for pilots taxiing on Taxilane U2 turning into TWY U7, U8 and U9.

AERODROME HOTSPOTS



Changes : Incorporation of extended Taxilane N1 - ref AIRAC AIP SUP 163/2025.
Addition of Hotspot 5 for Taxiways W5 and W7.

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WSSL - SINGAPORE / SELETAR

WSSL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WSSL - SINGAPORE / SELETAR

WSSL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP Coordinates and Site at AD*	012501.04N 1035203.52E
2	*Direction and distance from (city)*	006°, 14.6km from city centre (The Fullerton Hotel , Singapore)
3	*Elevation/Reference Temperature*	14 M(46ft) / 33.3°C
4	*Geoid Undulation*	9.78 M
5	MAG VAR	0°23' E (2020)
6	*AD Administration, Address, Telephone, Telefax, AFS*	Address: CHANGI AIRPORT GROUP (S) PTE LTD SELETAR AIRPORT 21 Seletar Aerospace Road 1 Singapore 797405 TEL: (65)64812909, Fax: (65)64833044 (AIS) TEL: (65)64812893, Fax: (65)64831656 (Control Tower) TEL: (65)64815077, 97533361 FAX: (65)64831754 (Airside Operations) AFS: WSSLYDYX
7	*Types of Traffic Permitted*	IFR and VFR
8	*Remarks*	a) Scheduled Closure Periods for RWY 03/21: see AIP section WSSL AD 2.12 item 14 i). b) Night flight restriction for noise abatement purpose (see AIP section WSSL AD 2.21). c) PPR for aircraft not equipped with RTF. d) A subsonic jet aircraft, unless otherwise exempted, is not permitted to operate in Singapore unless it possesses a noise certificate stating that it meets the noise standards of ICAO Annex 16, Volume 1, Chapter 3, or equivalent. The noise certificate may also take the form of a suitable statement contained in another document approved by the State of Registry of the aircraft. e) Direct transit area. Overnight transit in Singapore city. f) All arriving and departing aircraft are required to appoint a licensed Ground Handling Agent (GHA). List of Seletar GHAs can be downloaded from URL - http://www.seletarairport.com/ ground-handling-agents-at-seletar-airport.html g) For non-scheduled flights, all passengers and crews are required to clear Customs and Immigration at Seletar Business Aviation Centre (SBAC)

WSSL AD 2.3 OPERATIONAL HOURS

1	*Aerodrome Administration*	H24	5	*ATS Reporting Office*	H24
2	*Customs and Immigration*	H24	6	*MET Briefing Office*	H24
3	*Health and Sanitation*	H24	7	*Air Traffic Services*	H24
4	*AIS Self-Briefing Office*	H24	8	*Apron Control Office*	H24

WSSL AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo Handling Facilities*	Provided by handling agent.
2	*Fuel / Oil Types*	AVGAS 100LL, JET A1

3	*Fuelling Facilities / Capacity*	SUN/MON to THU/FRI BTN 2330-1400; SAT, SUN and Public holidays BTN 0030-0930 Contact during operating hours: TEL: (65)68538320 (Operations Room) Contact after operating hours: TEL: (65)82009899 (H24 Operations Mobile) FAX: (65)64839246 Group email: GX-SAV-Seletar-Operations24by7@shell.com PPP link: http://www.shell.com/business-customers/aviation/ppp.html
4	*Hangar space for visiting aircraft*	By arrangement with handling agent.
5	*Repair facilities for visiting aircraft*	By arrangement with handling agent.
6	*Remarks*	NIL

WSSL AD 2.5 PASSENGER FACILITIES

1	*Hotels*	NIL
2	*Restaurants*	Public area of terminal building
3	*Transportation*	Handling agent provides its own transport service for passengers and crew between airport and city. Public buses and private hired taxis are available at airport terminal.
4	*Medical Facilities*	NIL
5	*Bank and Post Office*	NIL
6	*Tourist Office*	NIL
7	*Remarks*	Internet address : http://www.seletarairport.com / for airport and flight information, facilities and services.

WSSL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT7 (No facilities for foaming of runways).
2	*Rescue equipment*	Adequately provided as recommended by ICAO.
3	*Capability for removal of disabled aircraft*	Up to B757-200. Contact Seletar Airside Operations at: +65 64815077 or +65 97533361
4	*Remarks*	All Airport Emergency Service personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSSL AD 2.7 SEASONAL AVAILABILITY - CLEARING

The aerodrome is available throughout the year

WSSL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron surface and strength*	Surface: Concrete (all other aircraft stands) Strength: PCR 432 / R /C/ W / U	
2	Taxiway width, surface and strength	Width:	23 M (75.5ft), 18 (59.1ft)TWY EC4, EC5 AND EC6
			8 M (26.2ft) TWY WS1 and WS2
		Surface: Bituminous concrete	
		Strength: PCR 423/F/C/X/U	
3	*Remarks : NIL*		

AERODROME CHART - ICAO

01° 25' 01.04"N
103° 52' 03.52"E

ELEV 14m

TWR	118.45
	121.6

SINGAPORE/SELETAR

RWY	DIRECTION	THR	RUNWAY BEARING STRENGTH
03	033°	01 24 30.85N 103 51 43.79E	PCR 423/F/C/X/U
21	213°	01 25 20.79N 103 52 16.43E	
TAXIWAYS		BEARING STRENGTH PCR 423 F/C/X/U - All taxiways.	
APRONS		BEARING STRENGTH PCR 432/R/C/W/U - All aircraft stands.	

ELEVATIONS AND DIMENSIONS IN METRES

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

Pulau Punggol Barat

Fuel Farm
FOKKER
JET AVIATION
SELETAR WEST LINK
AP IBN
Flg G 'SL'
WEST SUBSTATION, WEST AFLCC
ST AEROSPACE ENGINEERING
WEST CAMP ROAD
WDI
PAPI 3.2°
F/S METER
RVR
ANEMOMETER
SYFC
STRIP 1956m X 150m
1836m X 46m GROOVED BITUMINOUS CONCRETE
Paved Shoulder
PAPI 3.5°
WDI
ANEMOMETER
ELEV 5
RESA
240 x 150m
CWY
60 x 150m
Ground Run Enclosure
GP Antenna
ANEMOMETER
RVR
F/S METER
GP BUILDING
PRECISION APPROACH CAT 1 LIGHTING SYSTEM (BARRETTE CENTRE LINE)
Compass Swing Area
SELETAR PASSENGER TERMINAL
Car Park
SELETAR AEROSPACE ROAD
ABN
Altn Flg W & G
every 2.5 sec
M.R.O AVIATION
WOA
SATC
SELETAR AEROSPACE VIEW
CONTROL TWR
AIS, MET, FIRE STATION
EAST AFLCC
SELETAR AEROSPACE DRIVE
Helicopter Landing Area (Closed)
(Restricted to normal landing and take-off operations only. Running landing not allowed due to unsuitable ground condition.)
CWY
60 x 150m
RESA
240 x 92m
ELEV
14
LOCALISER
LLZ BDLG
BELL HELICOPTER
BOMBARDIER
SELETAR AEROSPACE WAY
SELETAR AEROSPACE RISE

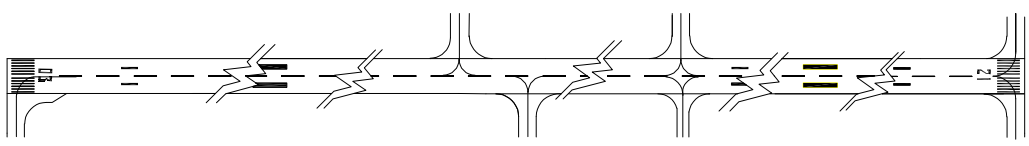
Metres
100 0 100 200 300
400 0 400 800 1200
Feet

LEGEND	
AIRCRAFT STAND	C8
Taxiway Centre Line Lights	
Runway Edge Lights (No Runway Centreline Lights provided)	
Taxiway Edge Lights	
TAXI HOLDING POSITION	
STOP BAR	
MAST FOR WIND MONITORING SYSTEM	
THRESHOLD IDENTIFICATION LIGHTS 15m FROM RUNWAY EDGES	

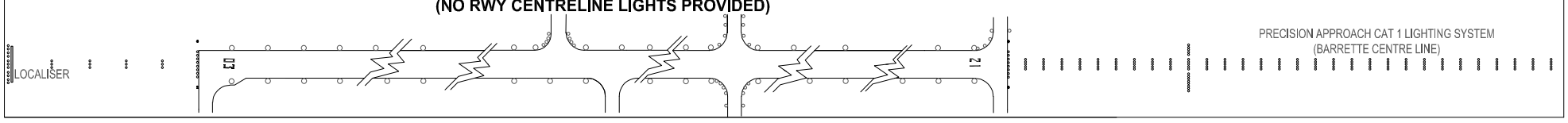
PAPI 3.2°(RWY 03)/3.5°(RWY21) (MEHT) *		
Pilot's eye height over the threshold when the following PAPI lights come into view.	RUNWAY 03	RUNWAY 21
2 White lights and 2 Red lights	21.24m	17.720m
3 White lights and 1 Red lights	22.27m	19.286m
4 White lights	24.75m	20.871m

* MEHT : Minimum Eye Height Over the Threshold
Note Aircraft with eye-to-wheel height greater than 6.3 metres are advised to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY (NO RWY CENTRELINE LIGHTS PROVIDED)



CHANGES : Re-alignment of TWY E4 edge marking and addition of new edge lights near runway 03 (incorporation of AIP SUP 054/2026).

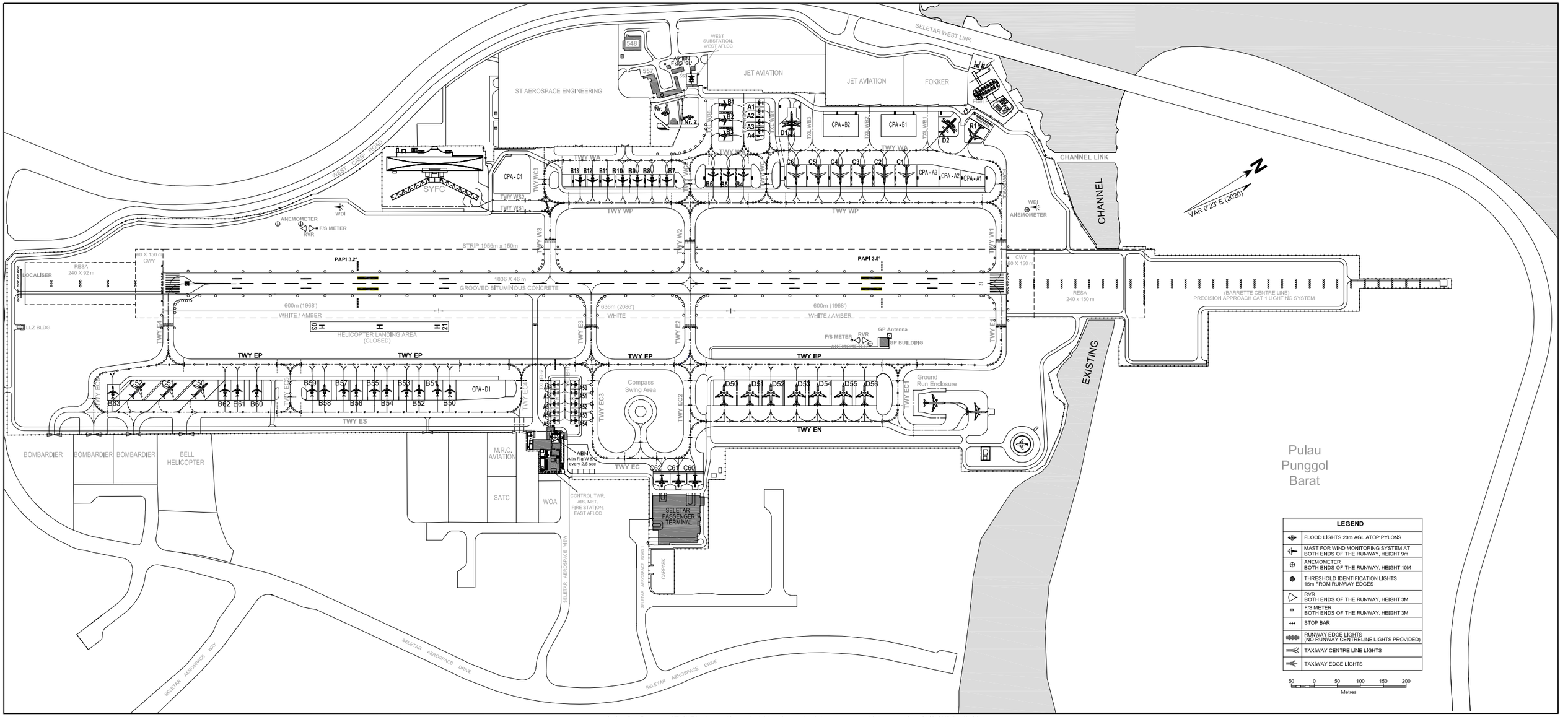
INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

STAND NR	NORTH LATITUDE	EAST LONGITUDE	ELEVATION
A1	01 25 13.10	103 51 56.17	6.18m (20.28ft)
A2	01 25 12.78	103 51 56.65	6.34m (20.80ft)
A3	01 25 12.35	103 51 57.30	6.59m (21.61ft)
A4	01 25 12.03	103 51 57.79	6.76m (22.18ft)
A50	01 24 51.43	103 52 05.77	7.81m (25.62ft)
A51	01 24 51.11	103 52 06.25	7.95m (26.08ft)
A52	01 24 50.68	103 52 06.90	8.11m (26.59ft)
A53	01 24 50.36	103 52 07.39	8.21m (26.94ft)
A54	01 24 50.04	103 52 07.87	8.34m (27.35ft)
A55	01 24 48.59	103 52 06.93	8.75m (28.71ft)
A56	01 24 48.91	103 52 06.44	8.59m (28.17ft)
A57	01 24 49.24	103 52 05.96	8.40m (27.57ft)
A58	01 24 49.67	103 52 05.31	8.18m (26.84ft)
A59	01 24 49.99	103 52 04.82	8.01m (26.29ft)
B1	01 25 11.40	103 51 55.23	6.30m (20.67ft)
B2	01 25 10.82	103 51 56.12	6.64m (21.78ft)
B3	01 25 10.22	103 51 57.01	6.97m (22.86ft)
B4	01 25 09.18	103 52 00.36	7.70m (25.27ft)
B5	01 25 08.26	103 51 59.76	7.93m (26.03ft)
B6	01 25 07.35	103 51 59.16	8.16m (26.78ft)
B7	01 25 04.51	103 51 57.52	8.44m (27.70ft)
B8	01 25 03.64	103 51 56.95	8.41m (27.58ft)
B9	01 25 02.77	103 51 56.38	8.40m (27.55ft)
B10	01 25 01.89	103 51 55.81	8.38m (27.51ft)
B11	01 25 01.01	103 51 55.24	8.33m (27.33ft)
B12	01 25 00.11	103 51 54.65	8.45m (27.72ft)
B13	01 24 59.37	103 51 54.17	8.57m (28.12ft)
B50	01 24 43.89	103 52 00.88	8.75m (28.72ft)
B51	01 24 43.15	103 52 00.39	8.85m (29.03ft)
B52	01 24 42.06	103 51 59.68	8.99m (29.49ft)
B53	01 24 41.33	103 51 59.20	9.18m (30.13ft)
B54	01 24 40.15	103 51 58.44	9.36m (30.70ft)
B55	01 24 39.42	103 51 57.95	9.43m (30.95ft)
B56	01 24 38.35	103 51 57.25	9.59m (31.47ft)
B57	01 24 37.61	103 51 56.77	9.68m (31.76ft)
B58	01 24 36.46	103 51 56.02	9.81m (32.17ft)
B59	01 24 35.73	103 51 55.54	9.93m (32.58ft)
B60	01 24 32.42	103 51 53.38	10.09m (33.12ft)
B61	01 24 31.27	103 51 52.62	10.18m (33.39ft)
B62	01 24 30.53	103 51 52.14	10.25m (33.62ft)
B63	01 24 23.86	103 51 47.94	10.64m (34.91ft)
C1	01 25 18.80	103 52 06.63	5.11m (16.75ft)
C2	01 25 17.50	103 52 05.77	5.42m (17.79ft)
C3	01 25 16.19	103 52 04.92	5.76m (18.90ft)
C4	01 25 14.89	103 52 04.07	6.26m (20.53ft)
C5	01 25 13.58	103 52 03.21	6.82m (22.39ft)
C6	01 25 12.28	103 52 02.36	7.30m (23.96ft)
C50	01 24 29.48	103 51 51.40	10.38m (34.06ft)
C51	01 24 27.63	103 51 50.19	10.59m (34.74ft)
C52	01 24 25.78	103 51 48.98	10.77m (35.34ft)
C60	01 24 54.47	103 52 16.30	6.28m (20.60ft)
C61	01 24 53.48	103 52 15.65	6.30m (20.67ft)
C62	01 24 52.50	103 52 15.01	6.31m (20.71ft)
D1	01 25 14.66	103 51 58.15	6.41m (21.03ft)
D2	01 25 24.03	103 52 04.80	3.47m (11.39ft)
D50	01 25 00.06	103 52 11.56	6.68m (21.92ft)
D51	01 25 01.59	103 52 12.56	6.44m (21.13ft)
D52	01 25 02.83	103 52 13.37	6.28m (20.60ft)
D53	01 25 04.36	103 52 14.37	6.04m (19.82ft)
D54	01 25 05.60	103 52 15.18	5.82m (19.09ft)
D55	01 25 07.13	103 52 16.18	5.55m (18.21ft)
D56	01 25 08.37	103 52 17.00	5.32m (17.45ft)

Changes: Amendment of chart title.

SELETAR AERODROME

LAYOUT OF SIGNIFICANT AERODROME BUILDINGS AND APRON FACILITIES



CHANGES : Re-alignment of TWY E4 edge marking and addition of new edge lights near runway 03 (incorporation of AIP SUP 054/2026).

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WSAP - PAYA LEBAR

Note: The following sections in this chapter are intentionally left blank:
AD 2.16, AD 2.21 and AD 2.25

WSAP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WSAP - PAYA LEBAR

WSAP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	012120.60N 1035410.00E (Paya Lebar IBN)
2	Direction and distance from (city)	-
3	*Elevation/Reference temperature*	20 M(65ft) / 31.5°C
4	*MAG VAR*	0°23'E (2020)
5	*AD Administration, address, telephone, telefax, telex, AFS*	PAYA LEBAR AIRPORT SINGAPORE534395 Tel: 63813111 (Base Command Post) AFS: WSAPYWYX
6	*Types of traffic permitted*	IFR
7	*Remarks*	Operator: Republic of Singapore Air Force. Alternate/Emergency Diversionary Aerodrome for Singapore Changi Airport (see page WSAP AD 2-9)

WSAP AD 2.3 OPERATIONAL HOURS

1	*Aerodrome Administration*	BTN 2300-1100 SUN/MON to THU/FRI Public holidays and outside operating hours prior permission required from RSAF Headquarters via Paya Lebar Base Command Post.
2	*Customs and immigration*	by prior arrangement only
3	*Health and sanitation*	by prior arrangement only
4	*AIS Briefing Office*	-
5	*ATS Reporting Office*	-
6	*MET Briefing Office*	H24
7	*Air Traffic Services*	H24
8	*Remarks*	AD may be closed periodically for Foreign Object Damage (FOD) walk. Actual emergency or diversion will be accepted at 30 min notification. Such closure will be published via NOTAM.

WSAP AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo Handling Facilities*	-
2	*Fuel / Oil Types*	JET A1, Oil
3	*Fuelling Facilities / Capacity*	BTN 2300-1100 SUN/MON to THU/FRI Public holidays and outside operating hours prior permission required from RSAF Headquarters via Paya Lebar Base Command Post.
4	*Hangar space for visiting aircraft*	-
5	*Repair facilities for visiting aircraft*	-
6	*Remarks*	NIL

WSAP AD 2.5 PASSENGER FACILITIES

1	*Hotels*	NIL

2	*Restaurants*	NIL
3	*Transportation*	NIL
4	*Medical Facilities*	NIL
5	*Banks and Post Offices*	NIL
6	*Tourist Office*	NIL
7	*Remarks*	NIL

WSAP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT9
2	*Rescue equipment*	Adequately provided as recommended by ICAO
3	*Capability for removal of disabled aircraft*	Sufficient salvage equipment provided by Airfield Ground Services section at military bases.
4	*Remarks*	All Airport Emergency Services personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSAP AD 2.7 SEASONAL AVAILABILITY - CLEARING

The aerodrome is available throughout the year.

WSAP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron surface and strength*	Strength: PCR559/R/B/W/U (Apron A) Strength: LCN100 - PCN71/R/B/W/U (Apron B) Strength: PCR637/R/B/W/U (Apron C) Strength: PCR305/R/B/W/U (Apron D) Strength: PCR559/R/B/W/U (Jet Apron) Strength: PCR574/R/B/W/U (Jet Apron Extension)
2	*Taxiway width, surface and strength*	Strength: PCR502/F/B/X/U
3	*Remarks*	TWY between TWY W1 and TWY W2 closed to all code C and above aircraft. Pilots to exercise caution.

WSAP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS			
1	**Aircraft Parking Restrictions**		
	There are 4 designated parking aprons: Apron A, Apron C, Jet Apron and Jet Apron Extension:		
		ACFT Stand	Largest ACFT Type
	Apron A	A1 to A5	C17
	Apron C	C1 to C7 (reserved for RSAF) C8 to C9 C10 C10A C11 C11A	C130 C130 KC135 B747-400 C17 C5, AN124
	Jet Apron	J1 to J3 J1A and J2A	C130 B747
	Jet Apron Extension	J4 and J5	C17
2	**Taxiing Procedures**		
2.1	Taxiing in/out of Apron Areas		

WSAT - TENGAH

Note: The following sections in this chapter are intentionally left blank:
AD 2.9, AD 2.11, AD 2.16, AD 2.21, AD 2.22, AD 2.23

WSAT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WSAT - TENGAH

WSAT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	012315.40N 1034229.80E
2	*Direction and distance from (city)*	-
3	*Elevation/Reference temperature*	15.24 (50ft) / 31.5^{0}C
4	*MAG VAR*	0^{0}23'(2020)
5	*AD Administration, address, telephone, telefax, telex, AFS*	RSAF TENGAH AIRBASE CHOA CHU KANG ROAD SINGAPORE669638 Telephone: (65)67612222 AFS: WSATYWYX
6	*Types of traffic permitted*	IFR
7	*Remarks*	Emergency Diversion Aerodrome for Singapore Changi Airport (see page WSAT AD 2-7)

WSAT AD 2.3 OPERATIONAL HOURS

1	*Aerodrome Administration*	2300-1100 SUN/MON to THU/FRI. Public holidays and outside the above stipulated operating hours, prior permission required from RSAF Headquarters via Tengah Operations. For EMERG diversions AD AVBL at 2 hours notice. Only Aerodrome Control Service provided. No radar service AVBL outside aerodrome OPR hours.
2	*Customs and Immigration*	by prior arrangement
3	*Health and Sanitation*	by prior arrangement
4	*AIS Briefing Office*	-
5	*ATS Reporting Office*	-
6	*MET Briefing Office*	-
7	*Air Traffic Services*	-
8	*Remarks*	-

WSAT AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo Handling Facilities*	-
2	*Fuel / Oil Types*	JET A1, F3
3	*Fuelling Facilities / Capacity*	2300-1100 SUN/MON to THU/FRI; Public holidays & outside OPR HR PPR from RSAF HQ via Tengah Operations.
4	*Hangar space for visiting aircraft*	-
5	*Repair facilities for visiting aircraft*	-
6	*Remarks*	Nil

WSAT AD 2.5 PASSENGER FACILITIES

1	*Hotels*	-
2	*Restaurants*	-

3	*Transportation*	-
4	*Medical Facilities*	-
5	*Bank and Post Office*	-
6	*Tourist Office*	-
7	*Remarks*	Nil

WSAT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT8
2	*Rescue equipment*	Adequately provided as recommended by ICAO
3	*Capability for removal of disabled aircraft*	Sufficient salvage equipment provided by Airfield Ground Services section at Military bases.
4	*Remarks*	All Airport Emergency Services personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSAT AD 2.7 SEASONAL AVAILABILITY - CLEARING

The aerodrome is available throughout the year.

WSAT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron surface and strenght*	-
2	*Taxiway width, surface and strength*	Strength: PCR 573/F/B/X/U (Taxiway E) Surface: ASPH
3	*Remarks*	Nil

WSAT AD 2.10 AERODROME OBSTACLES

In approach / TKOF areas	*In circling area and at aerodrome*
RWY 18/36 APCH / TKOF Areas ILS LLZ co-located with LLZ antenna, HGT 21m AGL, 004 degrees MAG 260m from THR RWY 18 ILS LLZ co-located with LLZ antenna, HGT 15m AGL, 184 degrees MAG 290m from THR RWY 36	2 masts, HGT 6m, located on eastern shoulders of RWY 36, 233m from THR, 100m from RWY centreline and RWY 18,273m from THR, 100m from RWY centreline. Masts LGTD at NGT. PAR hut co-located with GP antenna mast, HGT 16m AGL, 074 degrees MAG, 100m from WSAT ARP. ILS GP huts co-located with GP antenna mast, HGT 19m AGL, at 029 degrees MAG, 322m from THR RWY 36 and 123 degrees MAG, 303m from THR RWY 18. 1 Monopole located at 012432N 1034035E, HGT 117.5m AMSL, 304 degrees MAG, 4255m from WSAT ARP. 1 Lightning rod located at 012135N 1034425E, HGT 64.04m AMSL, 131 degrees MAG, 4719m from WSAT ARP. 1 Lightning rod located at 012133N 1034426E, HGT 64.17m AMSL, 131 degrees MAG, 4783m from WSAT ARP. 2 Lightning rod located at 012051N 1034419E, HGT 60.23m AMSL, 142 degrees MAG, 5591m from WSAT ARP.

WSAT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY NR	*TRUE &MAG BRG*	*Dimensions of RWY (m)*	*Strength (PCR) and surface of RWY and SWY*	*THR coordinates*	*THR elevation and highest elevation of TDZ of precision APCH RWY*
1	2	3	4	5	6
18	184.5	2743 x 46	PCR 573/F/B/X/U	-	50 FT