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eAIP

Civil Aviation Authority of Singapore

AIP AMENDMENT 03/2026

Effective date
14 MAY 2026

Publication date
14 MAY 2026

1 Significant information and changes

1.1 Singapore FIR

Nil

1.2 Singapore Changi Airport

a) Updated AIP Section Gen 1.2, paragraph 6 - Application for Functional Check Flights, to revise the contact information for Functional Check Flight applications.

b) Amended to AIP Section ENR 1.6 paragraph 1.16.1 - Maximum operating range of the Primary Radar from Singapore Changi Airport.

c) Updated AIP Section WSSS AD 2.22, paragraph 6 - A-CDM Information via Aircraft Docking Guidance System (ADGS).

1.3 Seletar Airport

Nil

2 This amendment incorporates information contained in the listed AIP Supplements and NOTAM, which are hereby superseded:

AIP Supplements
AIRAC AIP Supplement 058/2026 dated 05/03/2026
AIP Supplement 063/2026 dated 12/03/2026

NOTAM
Nil

AMENDED PAGES

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT

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03/2025	12 JUN 2025	12 JUN 2025	
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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	
049/2025	PAYA LEBAR AIRPORT – CRANES		2025/03/11 2026/12/31	
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	
083/2025	PAYA LEBAR AIRPORT – CRANES		2025/05/29 2026/12/31	
084/2025	PAYA LEBAR AIRPORT – CRANE		2025/05/29 2026/12/31	
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	
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106/2025	PAYA LEBAR AIRPORT – CRANES		2025/07/10 2026/06/09	

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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	
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	
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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	
149/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/30	

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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	
162/2025	SEMBAWANG AERODROME – CRANES		2025/12/02 2026/06/22	
165/2025	SELETAR AIRPORT – CLOSURE OF HELICOPTER LANDING AREA		2025/12/24 2026/12/31	
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	
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027/2026	PAYA LEBAR AIRPORT – CRANES		2026/01/08 2026/11/27	
028/2026	PAYA LEBAR AIRPORT – CRANE		2026/01/08 2026/05/30	
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051/2026	PAYA LEBAR AIRPORT – FRANGIBLE TOWERS		2026/01/31 2027/12/31	
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065/2026	SINGAPORE CHANGI AIRPORT – STEEL AND FRANGIBLE FRAMES		2026/03/26 2026/06/10	Superseded by 086/2026
067/2026	SINGAPORE CHANGI AIRPORT – LONG TERM CLOSURE OF AIRCRAFT STAND E5 AT TERMINAL 2, SINGAPORE CHANGI AIRPORT		2026/05/14 2026/08/04	
068/2026	SINGAPORE CHANGI AIRPORT – TEMPORARY CLOSURE AT TAXIWAY W9 AND JUNCTION OF TAXIWAY W9, TAXIWAY W AND TAXIWAY R		2026/05/14 2026/10/01	
069/2026	SINGAPORE CHANGI AIRPORT – TEMPORARY CLOSURE OF TAXILANE N4 BEHIND AIRCRAFT STAND 604 AND DOWNGRADE OF AIRCRAFT STAND 603 TO CODE C		2026/05/14 2026/07/09	
070/2026	SINGAPORE CHANGI AIRPORT – LONG TERM CLOSURE OF AIRCRAFT STAND E6 AND TAXILANE R1 BEHIND AIRCRAFT STANDS E5 AND E6		2026/05/14 2026/08/04	
071/2026	PAYA LEBAR AIRPORT – CRANES		2026/04/26 2027/01/25	
072/2026	PAYA LEBAR AIRPORT – CRANE		2026/04/30 2026/08/01	
073/2026	PAYA LEBAR AIRPORT – CRANE		2026/04/30 2027/03/02	
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075/2026	PAYA LEBAR AIRPORT – CRANES		2026/04/30 2026/11/30	
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077/2026	PAYA LEBAR AIRPORT – CRANES		2026/04/30 2027/03/27	
078/2026	PAYA LEBAR AIRPORT – CRANE		2026/05/12 2026/09/30	
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080/2026	PAYA LEBAR AIRPORT – CRANES		2026/05/31 2027/03/05	
081/2026	PAYA LEBAR AIRPORT – CRANES		2026/05/31 2027/03/13	
082/2026	PAYA LEBAR AIRPORT – CRANE		2026/05/31 2027/04/30	
083/2026	PAYA LEBAR AIRPORT – CRANES		2026/06/30 2027/04/15	
084/2026	SINGAPORE CHANGI AIRPORT – APPLY MINIMUM THRUST AT EAST CARGO APRON		2026/05/06 2026/08/06	
085/2026	SINGAPORE CHANGI AIRPORT – CLOSURE OF AIRCRAFT STAND 604 AT EAST CARGO APRON		2026/05/09 2026/08/06	
086/2026	SINGAPORE CHANGI AIRPORT – STEEL AND FRANGIBLE FRAMES		2026/06/11 2026/10/01	

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AD-2-WSAP-IAC-4-1	20 FEB 2025
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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1 INTRODUCTION

1.1 International flights into, from or over Singapore territory shall be subject to the current Singapore regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from Singapore territory shall make their first landing at, or final departure from an international aerodrome (see AIP Singapore page AD 1.3-1 and section AD 2).

1.3 Notwithstanding the regulations relating to civil aviation over Singapore territory, aircraft operators should consult the respective AIPs for other documentary and / or permit requirements for flights intending to enter, depart, and / or overfly the sovereign airspaces of States along the planned flight routes.

1.4 In particular, for Indonesian sovereign airspace within portions of airspace in which Singapore provides Air Traffic Services (ATS) (see ENR 2.1), aircraft operators should also consult AIP Indonesia GEN 1.2 Entry, Transit and Departure of Aircraft at https://iwish.kemenhub.go.id/ for Indonesia's requirements for flights intending to enter, depart, and/or overfly its sovereign airspace. Please note that this AIP's reference to these requirements is without prejudice to Singapore's legal position on such requirements.

2 APPLICATION FOR SLOTS AT SINGAPORE CHANGI AIRPORT

2.1 Singapore Changi Airport is a slot coordinated airport, with Changi Airport Group (CAG) as the Slot Coordinator. To ensure efficiency of aircraft operations and optimisation of airport resources, all operators of scheduled and non-scheduled (commercial and non-commercial) flights must obtain slots from the Changi Slot Coordinator prior to the operation of such flights.

2.2 To apply for slots for access to Singapore Changi Airport, all operators or agents of non-scheduled, commercial and non-commercial flights shall submit applications for slots via either a Slot Clearance Request (SCR), or for operators without a 2-letter IATA airline code, a General (Aviation) Clearance Request (GCR) to the Changi Slot Coordinator at csc@changiairport.com.

Changi Slot Coordinator
c/o Changi Airport Group (Singapore) Pte Ltd
Singapore Changi Airport
P.O. Box 168
Singapore 918146
Tel: +65 6541 2378 or +65 6541 3064

2.3 Operators or agents of non-scheduled, commercial and non-commercial flights shall submit their slot requests to the Changi Slot Coordinator no later than 72 hours prior to the operation of the flight, for which the slot will be utilised.

2.4 To facilitate the optimisation of aircraft parking resources at Singapore Changi Airport, operators or agents of non-scheduled, commercial and non-commercial flights are strongly advised to limit their ground time to no more than 24 hours from the arrival slot timing.

2.5 For urgent non-scheduled, commercial (including ad hoc changes to scheduled flights) and non-commercial flight operations that are less than 24 hours from the proposed date of operation, in addition to submitting the SCR/GCR, operators/ agents must also inform the Airside Operations Section of CAG (Airside Control Centre) at changi.airside@changiairport.com or +65 8533 4558 / +65 6541 2151.

2.6 **EXEMPT FLIGHTS**

Notwithstanding paragraph 2.1, the following types of flights may operate to / from Singapore Changi Airport without obtaining slots from the Changi Slot Coordinator:

- Emergency landings. e.g. diversions or quick returns after takeoff, oil spill response operations
- Flights operating under diplomatic cover
- Flights operated by the military, including those carrying supplies but excluding those chartered on a commercial basis by the military
- Humanitarian flights including those responding to medical emergencies where the safety of human life is concerned or involved in search and rescue operations
- Technical flights including radar and NAVAID calibration / check flights

2.7 RESTRICTIONS ON OPERATIONS AT SINGAPORE CHANGI AIRPORT

2.7.1 All scheduled operations using passenger aircraft with a capacity of less than 150 seats are not permitted at Singapore Changi Airport during the following peak hours. Exceptions may be granted for scheduled operations going to/coming from airports with restrictions on larger aircraft types.

Arrival Peak Hours		Departure Peak Hours	
In UTC	In Local Time	In UTC	In Local Time
0900 to 1059	1700 to 1859	1700 to 1759	0100 to 0159
		2300 to 0159	0700 to 0959

2.7.2 All scheduled and non-scheduled (commercial and non-commercial) propeller aircraft operations are not permitted at Singapore Changi Airport.

3 SUBMISSION OF FLIGHT DETAILS AND APPLICATION FOR SLOTS AT SELETAR AIRPORT

3.1 Seletar Airport is a schedules facilitated airport, with Changi Airport Group (CAG) as the Seletar Schedules Facilitator. To ensure efficiency of aircraft operations and optimisation of airport resources, all operators of non-scheduled (commercial and non-commercial) flights must submit details of their planned operations to the Seletar Schedules Facilitator prior to these operations. Operators shall also be prepared to make adjustments to their schedules when necessary as advised by the Seletar Schedules Facilitator to ensure that airport capacity parameters are not exceeded. In addition, all operators of scheduled flights must obtain slots from the Seletar Schedules Facilitator prior to the operation of such flights. No operation will be permitted without the approval of the Seletar Schedules Facilitator.

3.2 For non-scheduled (commercial and non-commercial) flight operations, operators or agents shall submit details of their planned operations to seletar.airside@changiairport.com during the flights submission window, defined as no earlier than 7 calendar days but no later than 1400 UTC / 2200 LT on the day prior to the planned operations.

3.3 For urgent non-scheduled (commercial and non-commercial) flight operations of which details were not submitted during the flights submission window, operators or agents must submit the details to seletar.airside@changiairport.com and call to inform the Airside Operations Section of Seletar Airport at
+65 6481 5077.

3.4 Operators or agents shall include the following details of the flight operations in their submission:

- Name of operator and appointed ground handling agent;
- Date and time of arrival and departure (in local time);
- Aircraft type and seat capacity;
- Origin and destination;
- Aircraft registration number; and
- Purpose of flight (e.g. business aviation; general aviation; cargo; maintenance, repair and operations (MRO); etc.).

3.5 For scheduled flight operations, operators shall submit applications for slots via a Slot Clearance Request (SCR) to csc@changiairport.com.

3.6 All operators shall adhere to the Worldwide Airport Slot Guidelines (WASG). A copy of this document can be obtained from https://www.iata.org/en/programs/ops-infra/slots/slot-guidelines/

3.7 EXEMPT FLIGHTS

3.7.1 Notwithstanding paragraph 3.1, the following types of flights may operate to / from Seletar Airport without submitting details of their flight operations to the Seletar Schedules Facilitator during the flights submission window as stipulated in paragraph 3.2:

- Emergency landings, e.g. diversions or quick returns after takeoff, oil spill response operations;
- Flights operating under diplomatic cover;
- Flights operated by the military, including those carrying supplies but excluding those chartered on a commercial basis by the military;
- Humanitarian flights including those responding to medical emergencies where the safety of human life is concerned or involved in search & rescue operations; and
- Technical flights including radar and NAVAID calibration /check flights.

3.7.2 However, operators or agents of exempt flights shall call to inform the Airside Operations Section of Seletar Airport at +65 6481 5077 of their flight operations in advance.

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: ATM Operations Centre Manager, Singapore Air Traffic Control Centre
Civil Aviation Authority of Singapore
60 Biggin Hill Road, Singapore 509950
E-mail: caas_atmoc@caas.gov.sg
Fax: (+65) 62414034

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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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 (67 — Aviation Medical Certification) Regulations 2026	S 113/2026
21	Air Navigation (91 – General Operating Rules) Regulations 2018	S441/2018
22	Air Navigation (92 – Carriage of Dangerous Goods) Regulations 2022	S998/2022
23	Air Navigation (96 — Aerial Activities and Dangerous Lights) Regulations 2025	S 836/2025
24	Air Navigation (98 – Special Operations) Regulations 2018	S442/2018
25	Air Navigation (99 - Breath Testing for Alcohol) Regulations 2019	S177/2019
26	Air Navigation (Aviation Security) Order	O 5
27	Air Navigation (Carbon Emissions and Reporting) Regulations 2022	S997/2022
28	Air Navigation (Composition of Offences) Rules 2017	S667/2017
29	Air Navigation (Licensing of Air Services) Regulations	RG 2
30	Air Navigation (Paya Lebar and Tengah Aerodrome Fees) Order	O 1
31	Air Navigation (Prohibited Flights) Order	O 6
32	Air Navigation (Protected Areas – Army Division Facilities) Order 2024	S341/2024
33	Air Navigation (Protected Areas – Army Headquarters and Formation Facilities) Order 2024	S340/2024
34	Air Navigation (Protected Areas – Catchment and Waterways Facilities) Order 2024	S124/2024
35	Air Navigation (Protected Areas – Military Offshore Facilities) Order 2024	S344/2024
36	Air Navigation (Protected Areas – Military Training-1 Facilities) Order 2024	S345/2024
37	Air Navigation (Protected Areas – Military Training-2 Facilities) Order 2024	S346/2024
38	Air Navigation (Protected Areas – Military Training-3 Facilities) Order 2024	S347/2024

No	Legislation	Citation
39	Air Navigation (Protected Areas – Non-Military Places) Order 2024	S126/2024
40	Air Navigation (Protected Areas – Public Hospitals) Order 2024	S122/2024
41	Air Navigation (Telecommunication Facilities) Order 2024	S123/2024
42	Air Navigation (Protected Areas – Republic of Singapore Air Force Facilities) Order 2024	S342/2024
43	Air Navigation (Protected Areas – Republic of Singapore Navy Facilities) Order 2024	S343/2024
44	Air Navigation (Protected Areas – Water Supply and Water Reclamation Plants) Order 2024	S125/2024
45	Air Navigation (Protected Areas) Order 2015	S350/2015
46	Air Navigation (Regulated Air Cargo Agents and Known Consignors) Regulations 2017	S166/2017
47	Air Navigation (Voluntary Reporting) Rules 2020	S 592/2020
48	Air Navigation (Wreck and Salvage of Aircraft) Regulations	RG 1
49	Designation of Authorised Persons	N 2
50	Use of Seletar Aerodrome	N 1
Other Acts & related legislation		
51	Carriage by Air Act 1988	
52	Carriage by Air (Parties to Conventions) Order	O 1
53	Carriage by Air (Singapore Currency Equivalents) Order	O 2
54	Carriage by Air (Montreal Convention, 1999) Act 2007	
55	Carriage by Air (Montreal Convention, 1999) (Exclusion from Convention) Order	O 1
56	Guns, Explosives and Weapons Control Act 2021	
57	Guns, Explosives and Weapons Control (Aviation Industry — Class Licence) Order 2025	S 371/2025
58	Guns, Explosives and Weapons Control (Aviation Industry — Exemption) Order 2025	S 372/2025
59	Guns, Explosives and Weapons Control (Compoundable Offences) Regulations 2025	S 384/2025
60	Tokyo Convention Act 1971	
61	Tokyo Convention (Convention Countries) Notification	N 1
62	Tokyo Convention (Protocol Countries) Notification 2019	S 893/2019
63	Hijacking of Aircraft and Protection of Aircraft and International Airports Act 1978	
64	Infrastructure Protection Act 2017	
65	Infrastructure Protection (Protected Areas) Order 2020	S 291/2020
66	Infrastructure Protection (Protected Areas) Order 2025	S 27/2025
67	Infrastructure Protection (Protected Places) (No. 10) Order 2020	S 293/2020
68	Infrastructure Protection (Protected Places) (No. 9) Order 2021	S 519/2021
69	Infrastructure Protection (Protected Places) (No. 20) Order 2024	S 790/2024
70	Infrastructure Protection (Protected Places) (No. 2) Order 2025	S 28/2025
71	International Interests in Aircraft Equipment Act 2009	
72	International Interests in Aircraft Equipment Regulations 2026	S 41/2026
73	Immigration Act 1959	
74	Immigration (Authorised Places of Entry and Departure, and Rates) Notification 2012	S 627/2012
75	Immigration Regulations	RG 1
76	International Organisations (Immunities and Privileges) Act 1948	
77	International Organisations (Immunities and Privileges) (International Civil Aviation Organisation) Order	O 4
78	Transport Safety Investigations Act 2018	
79	Transport Safety Investigations (Aviation Occurrences) Regulations 2023	S 870/2023
80	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,

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 **Personnel Licensing**, 14th Edition

Chapter 2

2.3.3.1.2 Due to local geographical constraints and boundary, it is not possible to complete one cross-country flight totalling not less than 270km (150NM) in the course of which full- stop landings at two different aerodromes are made. In such cases, a Private Pilot Licence with restriction to fly within Singapore only will be issued.

2.8.2.1 Singapore issues two types of ratings for flying instructors: Flying Instructor Rating and Assistant Flying Instructor Rating. Both ratings meet the ICAO standards for flying instructors. Newly qualified instructors are issued with an Assistant Flying Instructor Rating, and may qualify for a Flying Instructor Rating after acquiring additional flying and instructional experience.

An Assistant Flying Instructor Rating does not entitle the holder to:

a) give flying instructions unless under the supervision of a person holding a Flying Instructor Rating; or
b) give directions in respect of the student pilot's first solo day/night flight and first solo cross-country day/night flight.

2.9.1.1 The applicant for a Commercial Pilot Licence (Gliders) shall not be less than 18 years of age.

2.10.1.1 The applicant for a Private Pilot Licence (Balloons and Airships) shall not be less than 17 years of age. The applicant for a Commercial Pilot Licence (Balloons and Airships) shall not be less than 18 years of age.

ANNEX 2 **Rules of the Air**, 11th Edition

- NIL Difference

DOC 4444 **Procedures for Air Navigation Services - Air Traffic Management,** 16th Edition (PANS-ATM)

- NIL Difference

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

MID/ASIA REGIONAL SUPPLEMENTARY PROCEDURES

1.2.1 Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:

a) Above FL200.

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

- NIL Difference

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

- NIL Difference

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

- NIL Difference

ANNEX 6 **Operation of Aircraft**

Part I (International Commercial Air Transport - Aeroplanes) - 11th Edition

Chapter 12

12.4(b) Singapore regulations do not require all cabin crew to be trained on the use of automated external defibrillator (AED). However, the regulations require that at least one senior cabin crew on board every aircraft carrying AED to be trained on the use of AED.

Part II (International General Aviation - Aeroplanes) - 11th Edition
- NIL Difference

Part III (International Operations - Helicopters) - 11th Edition
- NIL Difference

ANNEX 7 **Aircraft Nationality and Registration Marks,** 6th Edition
- NIL Difference.

ANNEX 8 **Airworthiness of Aircraft,** 13th Edition
- NIL Difference

ANNEX 9 **Facilitation**, 17th Edition

Chapter 3

3.16.1 Singapore adopts an electronic visa system (e-Visa) to retrieve information to verify the identity of the visa holder.

3.29 Singapore requires all travellers, including Singapore Citizens, Permanent Residents, Long-Term Pass holders and foreign visitors, to complete an electronic SG Arrival Card (SGAC) before/upon arrival in Singapore.

3.51 Singapore may allow the entry of an inadmissible person under special circumstances; for instance, to seek emergency medical treatment. In such cases, the airlines shall continue to be responsible for the custody and care of the passenger and eventual repatriation.

3.71 With effect from 27 Aug 2007, air crew who arrive in Singapore on crew duty and seeking temporary entry into Singapore are required to produce their passports for immigration clearance. However, their passports will not be endorsed. Crew who are nationals of countries that require visa to enter Singapore will continue to be exempted from the visa requirements if they arrive in Singapore as part of their crew duty or to join their assigned flights for the purpose of performing their crew duty.

Chapter 5

5.9.1 Under Singapore's regulations, the cost of custody and care of inadmissible persons pending their removal shall be borne by the aircraft operator.

5.18 The obligations, responsibilities, and costs associated with the removal of deportees are a shared responsibility. Singapore works closely with foreign diplomatic missions to facilitate the removal of deportees.

5.23 A valid travel document is required before any special consideration can be given to the admission of such persons. For Permanent Residents, entry permit and valid Travelling documents are required before entry is granted.

5.29 The required travel document to facilitate the return of the national will be issued upon confirmation of the person's Singapore Citizenship status.

ANNEX 10 **Aeronautical Telecommunications**

Volume I (Radio Navigation Aids) - 7th Edition

Volume II (Communication Procedures including those with PANS status) - 7th Edition

Volume III (Communication Systems) - 2nd Edition
Part I - Digital Data Communication Systems
Part II - Voice Communication Systems

Volume IV (Surveillance and Collision Avoidance Systems) - 5th Edition

Volume V (Aeronautical Radio Frequency Spectrum Utilization) - 3rd Edition

- NIL Difference

ANNEX 11 **Air Traffic Services**,15th Edition
- NIL Difference

ANNEX 12 **Search and Rescue**, 8th Edition
- NIL Difference

ANNEX 13 **Aircraft Accident and Incident Investigation**, 13th Edition
- NIL Difference

ANNEX 14 **Aerodromes**

Volume I (Aerodrome Design and Operations) - 9th Edition

Chapter 3

3.4.3 The words “wherever practicable” in Annex 14 paragraph 3.4.3 have been removed in our national regulations. Without exception, the width of the runway strip shall be 150m where the code number is 3 or 4; and 75m where the code number is 1 or 2 on each side of the centre line of the runway and its extended centre line throughout the length of the strip.

Chapter 6

6.1.1.6 Annex 14 paragraph 6.1.1.6(c) which states that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day has been removed from our national regulations.

Chapter 7

7.4.1 Relating to the display of unserviceability markers, our national regulations require additionally that “unserviceability markers shall also be displayed at the entrances to a permanently or temporarily closed runway or taxiway, or part thereof”.

Chapter 9

9.2.3 Relating to the level of rescue and fire fighting protection to be provided, the remission factor has been removed from our national regulations.

Volume II (Heliports) - 5th Edition
- NIL Difference

ANNEX 15 **Aeronautical Information Services**, 16th Edition
- NIL Difference

ANNEX 16 **Environmental Protection**

Volume I (Aircraft Noise) - 8th Edition

Volume II (Aircraft Engine Emissions) - 5th Edition

Volume III (Aeroplane CO_2 Emissions) - 1st Edition
- NIL Difference

ANNEX 17 **Aviation Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference**, 12th Edition
- NIL Difference

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

ANNEX 19 **Safety Management**, 2nd Edition
- NIL Difference

1.11 TOTAL RADIO FAILURE - SPECIAL PROCEDURES - SELETAR AP - DEPARTURES

1.11.1 If total radio communication failure occurs to a departing aircraft within the Seletar Control Zone, the pilot shall maintain 2,500ft and if Seletar AD is visual, initiate the standard arrival procedures for RWY 21. If unable to effect a landing on RWY 21, carry out a missed approach at or below 1,500ft and land on RWY 03. When in the circuit, the pilot shall keep a look-out for light signals from Seletar Tower.

1.11.2 If departing aircraft experiences total radio communication failure outside the Seletar Control Zone, the pilot shall follow procedures as set out in paragraph 1.10.

1.11.3 At night, aircraft experiencing total radio communication failure will proceed to its flight planned alternate.

1.12 RADIO FAILURE - SPECIAL PROCEDURES - SELETAR AP - HELICOPTERS

1.12.1 Helicopters experiencing RTF failure should approach low level (not above 300ft) and fly past the Control Tower on the eastern side of the runway rocking laterally.

1.12.2 Unless the pilot unmistakably sees a green light from the Tower, he is not to assume that he is cleared to land but is to carry out the same procedure again.

1.12.3 In each circumstance, it is the pilot's responsibility to ensure that he is cleared of other circuit traffic and does not encroach on the approach of the runway.

1.13 RADIO FAILURE - SPECIAL PROCEDURES - SELETAR AP - FIXED WING AIRCRAFT

1.13.1 Aircraft experiencing radio failure are to descend on the western side of the runway to 600ft and rock the aircraft when passing abeam the Control Tower.

1.13.2 Unless the pilot unmistakably sees a green light from the Tower, he is not to assume that he is cleared to land but is to carry out the same procedure again.

1.13.3 When carrying out radio failure procedure, the pilot-in-command shall not infringe the helicopter circuit whenever it is active and shall keep a sharp look-out for helicopters and other aircraft operating in the aerodrome circuit.

1.14 ACTION TAKEN BY ATC DURING RADIO FAILURE

1.14.1 In addition to the action specified in paragraph 1.6.2, if unable to establish normal communication with an aircraft, ATC will:

a. Maintain separation between the aircraft and other aircraft known to be operating in its vicinity;
b. Transmit essential information to the aircraft, including the flight levels reserved for its use, route to be flown, and any significant weather information, such as terminal weather, areas in which VMC may be expected, etc.;
c. Advise other aircraft in the vicinity of the presumed position of the aircraft experiencing radio failure;
d. Use ground radar to check whether the aircraft is receiving and complying with ATC instructions, and to ensure separation from other aircraft;
e. Inform the operator concerned or his representative;
f. Inform the alternate aerodrome of the circumstances of the failure and request attempts to establish communication with the aircraft;
g. Inform all concerned and end all radio failure actions if communication with aircraft is established and when aircraft lands.

1.15 VOICE AND CPDLC POSITION REPORTING REQUIREMENTS

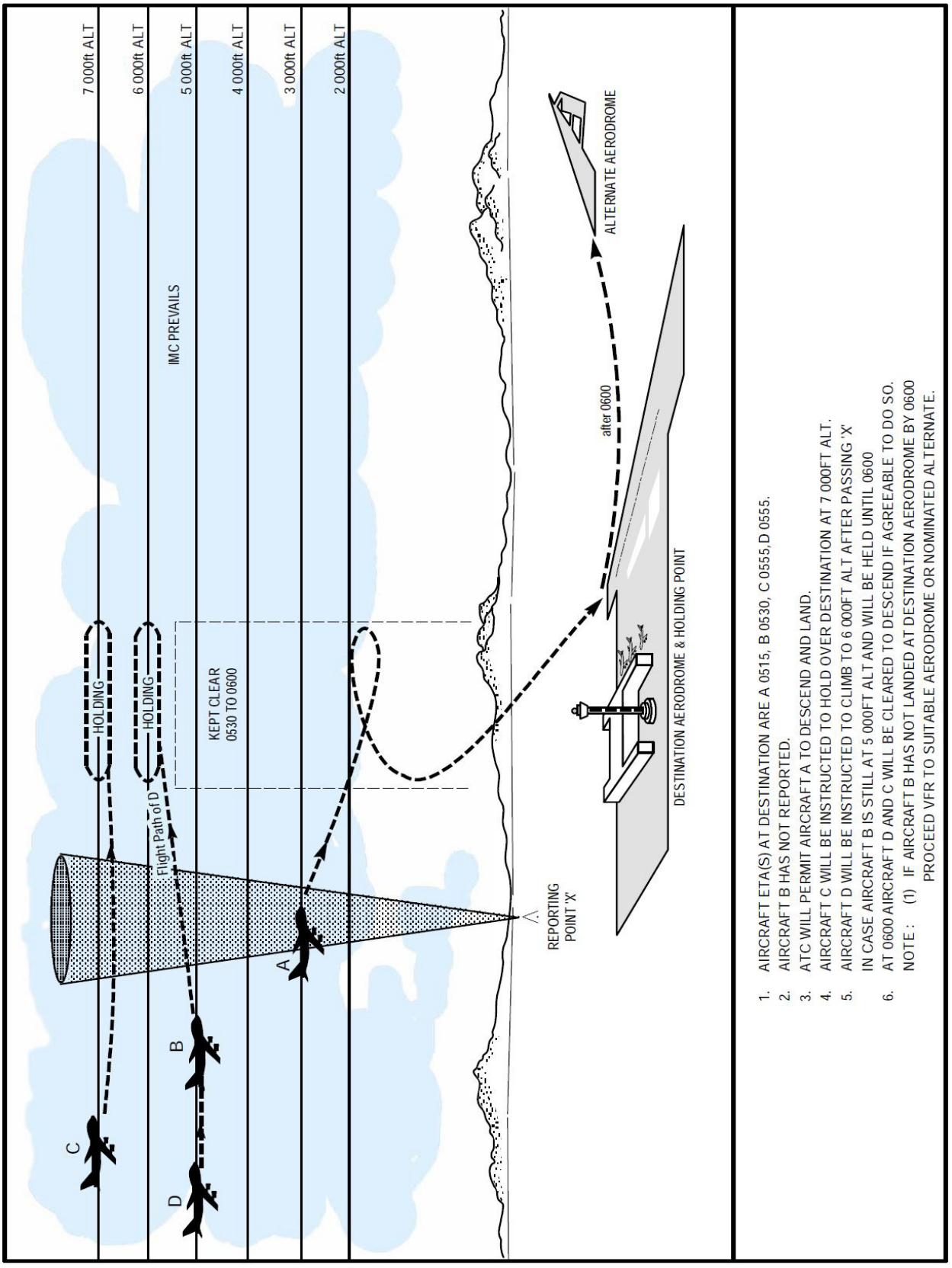
1.15.1 There are no voice and CPDLC position reporting requirements for the Primary Radar coverage area stipulated in paragraph 1.16.1.

1.16 AREA OF PRIMARY RADAR COVERAGE

1.16.1 Maximum operating range of the Primary Radar is 80 NM from Singapore Changi Airport.

ATC PROCEDURE FOR RADIO FAILURE

APPENDIX 'A'



1. AIRCRAFT ETA(S) AT DESTINATION ARE A 0515, B 0530, C 0555,D 0555.
2. AIRCRAFT B HAS NOT REPORTED.
3. ATC WILL PERMIT AIRCRAFT A TO DESCEND AND LAND.
4. AIRCRAFT C WILL BE INSTRUCTED TO HOLD OVER DESTINATION AT 7 000FT ALT.
5. AIRCRAFT D WILL BE INSTRUCTED TO CLIMB TO 6 000FT ALT AFTER PASSING 'X'
   IN CASE AIRCRAFT B IS STILL AT 5 000FT ALT AND WILL BE HELD UNTIL 0600
6. AT 0600 AIRCRAFT D AND C WILL BE CLEARED TO DESCEND IF AGREEABLE TO DO SO.

NOTE : (1) IF AIRCRAFT B HAS NOT LANDED AT DESTINATION AERODROME BY 0600
PROCEED VFR TO SUITABLE AERODROME OR NOMINATED ALTERNATE.

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
G580		*Route availability:* (1) H24								
▲	SINJON DVOR/DME (SJ)	011321N 1035115E								
		079° 259°	33.7NM		FL 460 2000 FT ALT	3000 FT	10	Odd(1)	Even(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲	HOSBA	011948N 1042418E								
		088° 268°	6.5NM		FL 460 6500 FT ALT	7000 FT	10	Odd(1)	Even(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲	DOWON (WSJC/WIIF FIR BDRY)	011957N 1043048E								
		088° 268°	76.6NM		FL 600 6500 FT ALT	7000 FT	10	Odd(1)	Even(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲	TOMAN	012147N 1054717E								
		088° 268°	26.8NM		FL 600 6500 FT ALT	7000 FT	10	Odd(1)	Even(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲	DODSO (Delegated Airspace BDRY)	012225N 1061402E								

Route remarks:
Singapore ACC FREQ:
P134.2MHz S133.35MHz
Flights above FL370 between DOWON and DODSO, see AIP Indonesia ENR2.1.

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**
R208	*Route availability:* (1) H24								
▲ IGARI	065612N 1033506E								
	197° / 017°	73.9NM		FL 460 / FL 240	FL 250	20	Odd(1)	Even(1)	[Class A]
▲ IKUKO (FIR BDRY)	054512N 1031324E								

Route remarks:
Portion of R208 within the Singapore FIR to be released to Lumpur ACC daily subject to coordination BTN Singapore ACC and Lumpur ACC. 15 min longitudinal separation.
Singapore ACC FREQ:
P127.3MHz, S123.7MHz
Lumpur ACC FREQ:
P132.6MHz

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
W401		*Route availability:* (1) H24								
▲	HOSBA (R079/34 DME SJ) (R103/24 DME VTK)	011948N 1042418E								
		294° 114°	27.6NM		FL 245 2000 FT ALT	7000 FT	5	Even(1)	Odd(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲	OMKOM	013112N 1035910E								
		266° 086°	9.5NM		FL 245 2000 FT ALT	3000 FT	3	Even(1)	Odd(1)	[Class A - ABV FL150] [Class B - BLW FL150]
△	ALFA	013033N 1034942E								
		265° 085°	7.0NM		FL 245 3000 FT ALT	6000 FT	3	Even(1)	Odd(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲	GUMPU	013000N 1034243E								
		262° 082°	18.1NM		FL 245 3000 FT ALT	6000 FT	3	Even(1)	Odd(1)	[Class A - ABV FL150] [Class B - BLW FL150]
△	LELIB	012729N 1032450E								
		262° 082°	4.8NM		FL 245 3000 FT ALT	6000 FT	3	Even(1)	Odd(1)	[Class A - ABV FL150] [Class B - BLW FL150]
△	PIMOK	012648N 1032008E								

Route remarks:
Controlling Authority: Singapore ACC
Airspace below airway controlled by Johor Approach.

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**
W407	*Route availability:* (1) H24								
▲ TEKONG DVOR/DME (VTK)	012455N 1040120E								
	203° / 023°	12.7NM		FL 250 / 3000 FT ALT	4000 FT	3	Even(1)	Odd(1)	[Class A - ABV FL150] [Class B - BLW FL150]
▲ SAPEX (WSJC/WIIF FIR BDRY) (Delegated Airspace BDRY)	011316N 1035617E								
	203° / 023°	8.4NM		FL 250 / 3000 FT ALT	4000 FT	3	Even(1)	Odd(1)	[Class A - ABV FL150] [Class B - BLW FL150] [Class C]
▲ SAMKO	010530N 1035255E								
Route remarks: Singapore APP FREQ: P124.6MHz S132.15MHz *Point/Segment Remarks:* -									

Name-code designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
DOWON	011957N 1043048E	G580	
DUBOT	010846N 1040103E		SID-WSSS
DUBSA	034901N 1044540E	L635, M771	
DUDIS	070000N 1064836E	L644, M771	
DUMUP	005430N 1035516E		STAR-WSSS
EGOLO	031934N 1040047E	L642	
EGORA	013621N 1040607E		IAC-WSSS
ELALO	041240N 1043329E	Q802, Q803	HLDG ID, STAR-WSS
ELALU	013440N 1040524E		IAC-WSSS
ELBEB	012845N 1040254E		IAC-WSSS
ELBEX	013149N 1040314E		IAC-WSSS
ELGAP	012820N 1040146E		IAC-WSSS
ELGOR	033014N 1054818E	M758, N875	
ELMIN	012550N 1040141E		IAC-WSSS
EMRIX	012606N 1041040E		SID-WSSS
EMSIB	005911N 1035419E	G579, M630	
EMSUX	024647N 1051026E	G334	
EMTAP	011656N 1035657E		IAC-WSSS
ENLES	010932N 1035350E		IAC-WSSS
ENPUX	002859S 1043434E	B469, W24	
ENREP	045224N 1041442E	L642, M753, M763, M904, N875, N891	
ENSUN	012603N 1040048E		IAC-WSSS
ENVUM	011535N 1040552E	B338	
ERVIV	010445N 1041013E		SID-WSSS
ERVOT	011120N 1035436E		IAC-WSSS
ESBIT	012212N 1040009E		IAC-WSSS

Name-code designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
ESBUM	045210N 1042830E	Q801, Q802	
ESLUX	011844N 1035840E		IAC-WSSS
ESPOB	070000N 1053318E	L642, Q801	
EXOMO	010425N 1040933E		IAC-WSSS
GIXEM	004920N 1042539E		SID-WSSS
GOTGA	012013N 1044200E		SID-WSSS
GULGU	040141N 1084242E	M758	
GULIB	041714N 1110633E	L517	
GUMPU	013000N 1034243E	G579, W401	STAR-WSSS
GUNUD	011042N 1050618E		STAR-WSSS
GURES	002814N 1043835E	T24	SID-WSSS
GUTUP	045911N 1075603E	L625	
HOSBA	011948N 1042418E	G580, W401	HLDG ID, SID-WSSS
IBASU	005751N 1033410E		STAR-WSSS
IBIVA	011351N 1035637E		SID-WSSS
IBIXU	011621N 1035740E		SID-WSSS
IDBUD	001454N 1050139E	T24	SID-WSSS
IDEMO	025431N 1040603E	G334	
IDKIV	005652N 1041333E		SID-WSSS
IDMAS	004900N 1041848E	B338	
IDSEL	032432N 1035544E	M758, T611, T612, Y335	
IDUNA	012306N 1035934E		IAC-WSSS
IDURO	012640N 1040104E		IAC-WSSS
IDVAS	012935N 1040218E		IAC-WSSS
IGARI	065612N 1033506E	M765, N891, R208	
IGNON	010847N 1041257E		STAR-WSSS

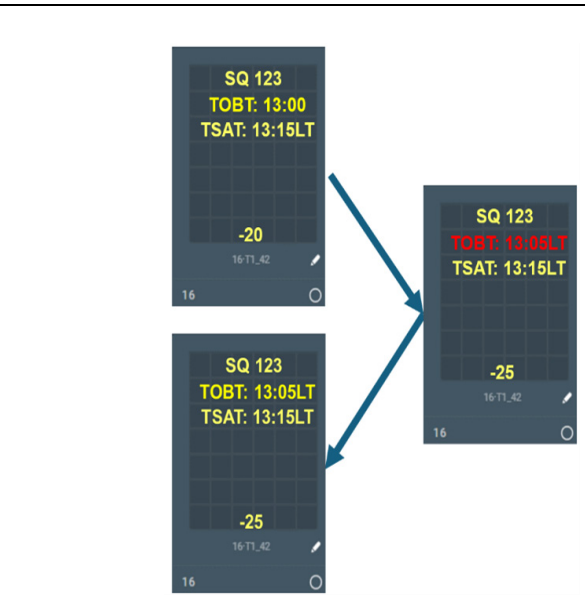
AD 0.6 TABLE OF CONTENTS TO PART 3

6 A-CDM INFORMATION VIA AIRCRAFT DOCKING GUIDANCE SYSTEM (ADGS)

6.1 All contact stands in Singapore Changi Airport will have ADGS. The fundamental operation and usage of ADGS still remain the same for flight crew. Additional information which includes TOBT, TSAT and TOBT count-down timer will be displayed in local times as part of the improvements to support A-CDM operations.

Aircraft Docking Guidance System (ADGS)	
Description	Display on ADGS
20 minutes prior to EIBT – ADGS will display EIBT and ALDT (if any) captured from FCS. A countdown timer (+/- 2 digits) to EIBT is shown in minutes. – "WAIT" is shown in large text as a signpost to pilots to standby in the taxilane. – As ADGS can only display up to 7 characters per line. The displayed message will be scrolling. – Timings displayed will be in Local Time (LT). – EIBT and ALDT timing will change instantly if there is an update from FCS.	
Aircraft arrival to stand – Upon activation of the ADGS, aircraft type and scrolling arrow will be shown on the PDU to indicate that the ADGS is active (i.e. scanning for aircraft). **Critical Instruction:** Aircraft must only enter the stand upon sighting the following screen: – A large yellow font displaying the aircraft type. – Scrolling arrows confirming ADGS activation. This visual confirmation is mandatory before aircraft entry.	Safedock Type 1:  Safedock FleX: 

Aircraft Docking Guidance System (ADGS)	
Description	Display on ADGS
40 minutes prior to TOBT – ADGS will display TOBT submitted by AO/GHA and a countdown timer (+/- 2 digits) to TOBT in minutes. – ADGS will also display TSAT submitted by CAAS. – As ADGS can only display up to 7 characters per line. The displayed message will be scrolling. – Timings displayed will be in Local Time (LT). – TOBT timings will change instantly if there is an update done by AO/GHA. – TSAT timings will remain blank if no input from CAAS, or will change if there is an update done by CAAS.	 
After aircraft departs from stand – ADGS will display the flight no. and actual off block time (AOBT). – As ADGS can only display up to 7 characters per line. The displayed message will be scrolling. – Timings displayed will be in Local Time (LT). – TOBT, TSAT and TOBT countdown timer will be removed. – AOBT display will be removed 10 minutes after AOBT. **Note: In the event of an imminent arrival (<10min of AOBT), the post departure information will supersede the pre-arrival information.**	

Aircraft Docking Guidance System (ADGS)	
Description	Display on ADGS
For information updates: **TOBT and TSAT will blink red once** – Updated timings will blink red once shortly (Approx. one second) to provide pilots and ramp staff with more awareness of changes in timings.	

7 CONTACT AND INFORMATION

7.1 Please contact the airport operator, Changi Airport Group (CAG), at a-cdm@changiairport.com for application of AOCS A-CDM and GMID account or if you have any queries.

7.2 Aircraft operators may also contact their ground handling agent directly on queries regarding TOBT submission.

8 DEPARTURE CLEARANCE (DCL) VIA DATALINK PROCEDURES

8.1 Aircraft need to be equipped with Aircraft Communications Addressing and Reporting System (ACARS) to support DCL application and be compliant with the European Organisation for Civil Aviation Equipment (EUROCAE) ED-85A (Data Link Application System Document (DLASD) for the DCL datalink service) and ARINC Specification 623-3.

8.2 Singapore application of DCL is in accordance with ED-85A.

8.3 The logon ID of the ground system for the provision of DCL service is WSSS.

8.4 DCL service is only applicable for flights departing from WSSS to the following routes / destinations:

a) Destinations in Peninsular Malaysia via ATS Routes A457 and B466
b) Destinations in Thailand via ATS Routes B466 and B469 / M751
c) Destinations in Indonesia via ATS Route A457, R469 and B470
d) Destinations in Australia and New Zealand via ATS Route B470
e) Flights with allocated Calculated Take-Off Time (CTOT) under Bay of Bengal Cooperative Air Traffic Flow Management (BOBCAT)

8.5 Pilot utilising the DCL service on selected routes shall request for ATC clearance through RCD message no earlier than 20 minutes before TOBT.

a) For flights with allocated CTOT under BOBCAT, to input "CTOT HHMMz'' under the free text field in RCD message.
b) For flights routed via ANITO B470, to input "ANITO FLxxx"(ANITO crossing level) under the free text field in RCD message.
c) Pilot shall contact Clearance Delivery or the next assigned frequency in 'Departure Clearance Uplink' (CLD) message within 5 minutes of TOBT using the following phraseology:
   – <"Callsign"...With P-D-C, fully ready>
   – Provide requested flight level if it differs from PFL filed in flight plan
   – Provide CTOT or ANITO crossing if not previously given in RCD message

8.6 DCL message format does not include the requested cruising level and final cruising level.

a) The planned flight level (PFL) filed in flight plan field 15b will be used as requested level unless otherwise specified by pilot.
b) Final cruising level will be assigned by Singapore ATC after airborne and it is subjected to traffic disposition. No on-ground level negotiations or reservations are allowed.

8.7 DCL service does not provide clearance revision. Any revision to the clearance issued via datalink will be made by ATC through voice communications.

8.8 Clearance request through VHF using the existing voice procedures is still available for applicable flights under the DCL service.

8.9 ATC will reject the DCL request and send a "revert to voice procedures" message to the pilot if one of the following occurs:

a) Flight's routes / destinations not stated in paragraph 8.4
b) RCD message does not comply with ED-85A or have inaccurate flight data, e.g. different Callsign / ADES from flight plan
c) Invalid TOBT
d) When required by ATC due to flow restriction

8.10 Upon receipt of any “revert to voice procedures” message, pilot shall cancel any clearance received previously (if any) and follow the existing voice procedures for clearance request, i.e. contact Clearance Delivery within 5 minutes of TOBT.

8.11 Pilot shall monitor the clearance delivery frequency once the DCL process is initiated. In the event of any issues encountered, ATC will revert to voice procedures.

8.12 ATC will revert with CLD message within 5 minutes of receipt of the RCD message. If no CLD message is received, pilot is to call on delivery frequency to verify request.

8.13 Pilot shall respond with ‘Departure Clearance Readback Downlink’ (CDA) message within 5 minutes of receipt of CLD message. Failure to comply may result in a "revert to voice procedures" message being sent.

Note: The DCL process is only complete and clearance confirmed when CDA message is received and processed successfully. A “CDA received – clearance confirmed” message will be sent to the pilot.

8.14 Aircraft operator / ground handling agent shall continue to update TOBT to reflect any changes in readiness time in accordance to A-CDM startup procedures stated in AIP Singapore section WSSS AD 2.22 paragraph 5.

8.15 ATC will check for TOBT compliance and update pilot of any revisions in departure clearance and flow restrictions before handing the flight over to Ground frequency for start-up and pushback.

8.16 ATC will cancel the clearance issued and send a "revert to voice procedures" message if pilot does not report ready for push within 5 minutes of TSAT.

9 ASSIGNMENT OF FLIGHT LEVELS TO AIRCRAFT DEPARTING FROM SINGAPORE CHANGI AIRPORT

9.1 Assignment of flight levels to departing aircraft is made on a best-planned-best-served basis (with reference to TOBT for ATC clearance request detailed in para 5.4). Aircraft will normally be assigned the level requested unless an alternate level is offered after coordination with the adjacent ATC centres.

9.2 Aircraft departing Singapore requesting FL280, FL300 or FL320 on ATS routes L510, L759, L515/M770, N571, N571/N877, P628 or P574:

a) Aircraft will be assigned No-PDC FL280.
b) Succeeding aircraft on the same ATS route will be assigned No-PDC FL280 with 10-minute longitudinal separation behind provided there is no closing speed with the preceding aircraft.
c) If the succeeding aircraft is faster than the preceding aircraft, additional longitudinal separation as appropriate shall be imposed by ATC.

9.2.1 For aircraft on ATS routes L510, N571, P574 or P628 that are equipped with Automatic Dependent Surveillance – Contract (ADS-C) and Controller-Pilot Data Link Communication (CPDLC):

a) Succeeding aircraft on the same ATS route will be assigned No-PDC FL280 with 7-minute longitudinal separation behind and provided there is no closing speed with the preceding aircraft.
b) If the succeeding aircraft is faster than the preceding aircraft, additional longitudinal separation as appropriate shall be imposed by ATC.

10 DELAY IN PUSHBACK AND/OR TAXIING DUE TO OTHER AIRCRAFT

10.1 Delays may be expected for the second aircraft to pushback and to taxi when two or more aircraft are parked either adjacent to one another or close together. However, it will retain its ATC clearance even if the 5 minutes grace period allowed for under para 5.9 is exceeded.

Note: The TSAT may not be able to predict delays arising from apron congestion as traffic movement on ground is dynamic and situations may change on a real time basis depending on aircraft readiness. ATC will facilitate pushback as soon as possible when traffic permits.

11 DELAY IN TAKE-OFF DUE TO RESTRICTIONS IN THE ATC CLEARANCE

11.1 The ATC clearance may require an aircraft to arrive at a reporting point at a specified time and level or to depart a number of minutes behind a preceding traffic to establish the appropriate longitudinal separation. Such delay will not deprive a departing aircraft of its ATC clearance even though the 5 minutes grace period allowed for under para 5.9 is exceeded.

12 DELAY DUE TO OVERFLIGHTS

12.1 Overflights are flights that traverse Singapore FIR and/or airspace within the Jakarta FIR where ATS is provided by Singapore (see ENR 2.1) without landing at Singapore Changi Airport. Depending on the positions of overflights, a departing aircraft requesting the same flight level may have to accept an alternate flight level or delay its departure in order to establish the prescribed separation.

13 NON-CDM MODE OF OPERATIONS

13.1 The non-CDM procedures is applicable for non-scheduled flights departing Changi Airport or when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

13.2 If TOBT cannot be submitted or it is unavailable through different channels stated in para 4.5,

a) Pilots shall notify ATC when the aircraft is ready to pushback within 5 minutes.
b) ATC will advise the pilot whether the proposed flight level or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required, the pilot will be instructed to standby.
c) Once flight level is accepted by the pilot and an ATC clearance issued, the aircraft must be pushed back within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled on expiry of the 5 minutes grace period. This also applies to situations when aircraft return to blocks after pushback or develop technical issues and is unable to continue taxi.
d) Pilots who are ready to depart following the cancellation of an ATC clearance will adopt the procedures as if it is the first time they are ready to depart.

13.3 If TSAT is unavailable through different means stated in para 4.10,

a) AO and GHA shall continue to submit TOBT and pilots shall request for ATC clearance 5 minutes within TOBT stated in para 5.4
b) ATC will revert to the gate hold procedures stated in para 14 and issue estimated pushback times accordingly.

14 GATE HOLD PROCEDURES FOR DEPARTING AIRCRAFT (DURING NON-CDM MODE OF OPERATIONS)

14.1 Whenever there are about five to seven departing aircraft at the runway holding point, subsequent pushback of departures will be regulated such that the Ground Movement Planner (GMP) on VHF frequency 121.65MHz will start to issue pilots with Expected Pushback Time (EPT) as TSAT used in A-CDM operations is not available. The determination of EPT will take into account an aircraft's parking stand as well as taxi time to the runway-in-use holding point.

14.2 When an EPT is issued, pilots will be instructed to either remain on GMP frequency or to monitor Singapore Ground Control (frequencies 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz). It should be noted that when instructed to monitor the Singapore Ground frequencies, pilots shall not establish contact with the Singapore Ground Control, rather, pilots shall maintain listening watch on the assigned Singapore Ground Control frequency and wait for pushback instruction. This is to prevent unnecessary frequency congestion.

14.3 A flight issued with an EPT but chooses to commence pushback before the assigned time will be allowed to do so subject to traffic. However, the flight should not expect an earlier departure time as the planned pre-departure sequence will be maintained.

14.4 In a situation when a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft will be instructed by GMP to contact Singapore Ground Movement Control for pushback for the purpose of better gate utilisation.

14.5 To maximise runway utilisation, departure sequence will be planned on the basis of increasing runway throughput so as to enhance overall efficiency.

15 GROUND MOVEMENT PLANNER ON VHF 121.65MHz

15.1 The frequency shall be used for aircraft pre-flight checks and ATC clearances. Pilot-in-command to make his initial call from the parked position on this frequency.

16 GROUND MOVEMENT CONTROL ON VHF 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz, 125.65MHz AND 127.275MHz

16.1 This frequency shall be used for aircraft start-up/push-back clearance.

16.2 Unless otherwise instructed by ATC, the pilot-in-command shall prior to starting engines listen out on the Ground Movement Control frequency on 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz.

16.3 The pilot-in-command shall:

a) Request and obtain taxi instructions prior to taxiing;

Note: ATC clearance, including the assigned SSR code will normally be issued prior to push back. Pilot shall squawk the SSR code immediately when airborne.

b) Change from Ground Movement Control frequency to the Runway Control frequency when instructed (118.6MHz, 118.25MHz or 131.4MHz). It should be noted that when instructed to monitor Singapore Tower frequencies, pilots shall not establish contact with Singapore Tower; rather, pilots shall maintain a listening watch on the assigned Singapore Tower frequency and wait for instruction. This is to prevent unnecessary frequency congestion.

16.4 Departing aircraft will be instructed when to change from 118.6MHz, 118.25MHz or 131.4MHz to Singapore Departure frequency 120.3MHz.

16.5 In the case of the aircraft having landed, the pilot-in-command shall change from 118.6MHz, 118.25MHz or 131.4MHz to 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz, 125.65MHz or 127.275MHz immediately upon instructed by ATC after clearing the runway. He shall maintain watch on 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz, 125.65MHz or 127.275MHz for taxiing and parking instructions until he arrives at his aircraft stand.

17 TAXIING

17.1 Taxi clearance given by Singapore Ground Movement Control will relate to movement on the manoeuvring area, but excluding the marshalling area.

17.2 Aircraft taxiing on the manoeuvring area will be regulated by ATC to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxiing clearance limits whenever necessary.

17.3 The taxiway routes to be used by aircraft after landing or when taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the manoeuvring area or to comply with ATC directions intended to regulate aircraft on the manoeuvring area. **Pilots are also advised of the possibility of misjudging the clearance between the aircraft wing tips and other obstacles, especially in areas of hot-spots or during low-light / poor visibility conditions.**

17.4 Pilots are reminded to always use minimum power when starting engines, when manoeuvring within the apron area or when manoeuvring from apron taxiways to other parts of the aerodrome. It is especially critical when commencing to taxi that break-away thrusts are kept to an absolute minimum and then be reduced to idle thrusts as soon as possible.

17.5 TWY K (north of RWY 02C/20C) and TWY L (south of RWY 02C/20C) are End-Around Taxiways to facilitate aircraft movement between the east and west of RWY 02C/20C. Aircraft taxiing on these taxiways will be regulated by ATC to avoid conflict with aircraft operating on RWY 02C/20C.

18 TAKE-OFF AND LANDING

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

RWY 02R – TWY A10, A11 or A12

RWY 02C - TWY T12, T13, D13, D14

RWY 02L - TWY W8, W9 or W10

RWY 20L – TWY A1, A2 or A3

RWY 20C - TWY T1, T2, D1, D2

RWY 20R - TWY W1, W2

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

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

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

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

19 STANDARD INSTRUMENT DEPARTURE (SID) AND STANDARD INSTRUMENT ARRIVAL (STAR)

19.1 INTRODUCTION

19.1.1 The SIDs and STARs for Singapore Changi Airport require aircraft to be GNSS-equipped and approved with navigation systems that meet the ICAO RNAV-1 navigation specification in accordance to the ICAO Performance Based Navigation Manual (Doc 9613).

19.1.2 To avoid proliferation of SIDs and STARs, the basic RNAV SIDs and STARs follow similar tracks as the RNAV-1 (GNSS) SIDs and STARs using the same set of SIDs and STARs identification.

19.1.3 Operators / pilots who are not approved to operate on the RNAV-1 (GNSS) SIDs and STARs shall notify ATC and operate on the alternate basic RNAV SIDs and STARs or expect radar vectors from ATC.

19.2 ARRIVALS

19.2.1 Arriving aircraft from the various ATS routes shall plan for the respective RNAV-1 STARs with the associated flight planning requirement as shown below:

ATS Route	RNAV-1 STAR	Remarks and Flight Planning Requirement
A464 (southbound to Singapore)	TEBUN	Arrivals into Changi to flight plan via A464 - ARAMA – TEBUN. After TEBUN, to join the TEBUN STAR. When traffic permits and WSSS Runway 20 is in use, ATC will offer LELIB STAR.
A576 (southbound to Singapore)	Not applicable	Southbound flight landing at WSSS are not permitted to flight plan via A576.
G579	REPOV	NIL
G580	KARTO	NIL
L504 / T22	UGEBO	Arrivals into Changi on L504 to flight plan via OBDOS – T22 – UGEBO. After UGEBO, to join the UGEBO STAR.
L642[1]	ELALO	ESPOB Q801 Q802 ELALO / ESPOB DCT ELALO
L762	ASUNA	NIL
M635 / T23	UGEBO	Arrivals into Changi on M635 to flight plan via SURGA – T23 – UGEBO. After UGEBO, to join the UGEBO STAR.
M646	KARTO	NIL
Y514	Not applicable	Y514 NUFFA PIBAP PASPU. After PASPU, expect radar vectors.
M753	ELALO	IPRIX Q802 ELALO
M767	KARTO	NIL
M774 / T22		Arrivals into Changi on M774 to flight plan via OBDOS – T22 – UGEBO. After UGEBO, to join the UGEBO STAR.
M904	ELALO	UPRON Q803 ELALO
N891	ELALO	N891 ENREP DCT ELALO
N892[1]	MABAL	MELAS DCT MABAL
R469	ASUNA	NIL
Note: The LEBAR STAR serves as a transition option to the STARs listed above. This is to facilitate arrivals joining downwind to the west of Singapore Changi Airport. ATC may clear arrivals to join the LEBAR STAR when air traffic permits. [1]Refer to ENR 1.3 and ENR 3.2 for Direct Routing Operations (DRO) flight planning procedures.		

19.2.2 All RNAV-1 (GNSS) STARs terminate at the initial approach fix (IAF). Arrivals can expect radar vectors for approach to the respective runways.

19.3 DEPARTURES

19.3.1 All departing aircraft will be cleared on the appropriate RNAV-1 (GNSS) SIDs or radar departure to join the planned ATS route and shall climb initially to 3,000ft.

19.3.2 RNAV-1 (GNSS) SIDs will be assigned to departures from Singapore Changi Airport that flight plan on the following ATS routes:

ATS Route	RNAV-1 SID	Remarks and Flight Planning Requirements
A457	MASBO	NIL
B470	ANITO	NIL
G580 / M646	TOMAN	NIL
L625 / N884	TOMAN	NIL
L762	MIBEL	NIL
M751	MERSING	NIL

ATS Route	RNAV-1 SID	Remarks and Flight Planning Requirements
M753	MERSING	VMR L642 EGOLO DCT IPRIX[2] Expect radar vectors or further ATC clearance on approaching VMR.
M771	MERSING	VMR DOLOX M771 Expect radar vectors or further ATC clearance on approaching VMR.
N884	Not applicable	Not available for flight planning between VMR and LUSMO. Flight plan via TOMAN L625 LUSMO N884.
N891	MERSING	VMR ENREP N891 Expect radar vectors or further ATC clearance on approaching VMR.
R469	TAROS	NIL
T21 / L504	DODSO	Departures joining ATS route L504 to flight plan via DODSO T21 OBDOS.
T21 / M774	DODSO	Departures joining ATS route M774 to flight plan via DODSO T21 OBDOS.
T24 / M635	IDBUD	Departures joining ATS route M635 to flight plan via IDBUD T24 SURGA M635.
W26	KIRDA	NIL
Y513	AROSO	Flight planning permitted for flights departing from or overflying Singapore to destinations north of Kuala Lumpur and Subang Airports. For flights operating at FL220 and below, to flight plan on A457.
[2]Refer to ENR 1.3 and ENR 3.2 for Direct Routing Operations (DRO) flight planning procedures.		

19.4 VERTICAL AND SPEED RESTRICTIONS

19.4.1 Pilots shall comply with an ATC assigned level. Pilots shall also adhere to the vertical and speed restrictions depicted on the SIDs and STARs. ATC clearance will take precedence when the ATC clearance does not allow the pilots to adhere to the vertical and speed restrictions depicted on the SIDs and STARs.

19.5 OPERATORS' PROCEDURES

19.5.1 The operator shall ensure that in-flight procedures, crew manuals and training programmes are established in accordance with RNAV-1 (GNSS) navigation requirements.

19.5.2 Pilots shall inform ATC when on-board equipment does not meet the RNAV-1 (GNSS) navigation requirements. Pilots can then expect radar vector from ATC.

20 COORDINATES OF SID/STAR WAYPOINTS (WGS84 DATUM)

Name	Coordinates	Radius/Distance from VTK	Radius/Distance from SJ
ABVIP	010008.00N 1035032.00E	VTK R-203.5 / D27.0	SJ R-183.5 / D13.2
ADPON	011203.00N 1040514.00E	VTK R-163.1 / D13.4	SJ R-95.3 / D14.1
AGROT	010108.00N 1035808.00E	VTK R-187.7 / D24	SJ R-150.8 / D14.0
AGVAR	014719.00N 1034145.00E	VTK R-318.8 / D29.8	SJ R-344.3 / D35.3
AKMET	015355.00N 1034339.00E	VTK R-328.6 / D34.0	SJ R-349.3 / D41.3
AKOMA	014522.00N 1035443.00E	VTK R-342.0 / D21.4	SJ R-6.2 / D32.0
ALFA	013033.00N 1034942.00E	VTK R-295.7 / D12.9	SJ R-354.8 / D17.2
ANITO	001700.00S 1045200.00E	VTK R-153.4 / D113.4	SJ R-146.0 / D108.6
ARAMA	013654.00N 1030712.00E	VTK R-282.4 / D55.5	SJ R-298.0 / D50.0
AROSO	020846.00N 1032421.00E	VTK R-319.9 / D57.4	SJ R-334.0/ D61.7
ASITI	004906.00N 1035042.00E	VTK R-196.6 / D37.2	SJ R-181.3 / D24.1
ASOMI	010142.00N 1040207.00E	VTK R-178.1 / D23.1	SJ R-136.9 / D15.9
ASUNA	005948.00N 1030954.00E	VTK R-244.1 / D57.3	SJ R-252.0 / D43.6
ATLEX	010302.00N 1033331.00E	VTK R-232 / D-35.4	SJ R-240 / D20.5
ATRUM	013256.00N 1040057.00E	VTK R-357.3 / D8.0	SJ R-26.1 / D21.8
BETBA	013302.00N 1035331.00E	VTK R-316.1/ D11.3	SJ R-6.3 / D19.8
BIDUS	013554.05N 1035754.86E	VTK R-326.0 / D13.2	SJ R-6.9 / D22.6
BIPOP	013121.83N 1041018.03E	VTK R-54.5 / D11.0	SJ R-46.8 / D26.2
BISOV	004229.00N 1025214.00E	VTK R-238.6 / D81.1	SJ R-242.6 / D66.6
BITAM	010813.00N 1040757.00E	VTK R-158.3 / D17.9	SJ R-107 / D17.5
BOBAG	010230.00N 1032954.00E	VTK R-234.7 / D38.6	SJ R-243.2 / D24
BOKIP	010421.00N 1034353.00E	VTK R-220.5 / D27.0	SJ R-219.5 / D11.6
DODSO	012225.00N 1061402.00E	VTK R-91 / D154.3	SJ R-86.4 / D143.3
DOVAN	011938.00N 1041249.00E	VTK R-114.6 / D12.7	SJ R-73.9 / D22.5
DUBOT	010846.00N 1040103.00E	VTK R-181 / D16.1	SJ R-115 / D10.8
DUMUP	005430.00N 1035516.00E	VTK R-191.4 / D30.9	SJ R-167.9 / D19.2
ELALO	041240.00N 1043329.00E	VTK R-10.6 / D169.9	SJ R-13.4 / D183.3
EMRIX	012606.00N 1041040.00E	VTK R-83.0 / D9.4	SJ R-57.0 / D23.2
ERVIV	010445.00N 1041013.00E	VTK R-156.1 / D22	SJ R-114.3 / D20.8
GIXEM	004920.00N 1042539.00E	VTK R-145.5 / D43	SJ R-124.8 / D41.9
GOTGA	012013.00N 1044200.00E	VTK R-96.6 / D41	SJ R-82.3 / D51.3
GUMPU	013000.00N 1034243.20E	VTK R-285.1 / D19.3	SJ R-332.6 / D18.6
GUNUD	011042.00N 1050618.00E	VTK R-102.3 / D66.6	SJ R-92 / D75.2
GURES	002814.00N 1043835.00E	VTK R-146.4 / D67.5	SJ R-133.3 / D65.2
HOSBA	011947.80N 1042417.50E	VTK R-102.5 / D23.6	SJ R-79 / D33.7
IBASU	005751.00N 1033410.00E	VTK R-225.3 / D38.3	SJ R-228 / D23.1
IBIVA	011351.00N 1035637.00E	VTK R-203.1/ D12.0	SJ R-84.3 / D5.3
IBIXU	011621.00N 1035740.00E	VTK R-203.2 / D9.3	SJ R-64.4 / D7.0
IDBUD	001454.00N 1050139.00E	VTK R-139.1 / D92.2	SJ R-129.5 / D91.4
IDKIV	005652.00N 1041333.00E	VTK R-156.3 / D30.5	SJ R-126.3 / D27.7
IGNON	010847.00N 1041257.00E	VTK R-144.1 / D19.8	SJ R-101.8 / D22.2
IGOSI	005645.00N 1040644.00E	VTK R-169.1 / D28.6	SJ R-136.8 / D22.7
IKIRO	000849.00N 1044420.00E	VTK R-150.4 / D87.1	SJ R-140.4 / D83.4
ISGIL	004246.00N 1031257.00E	VTK R-229.1 / D64.1	SJ R-231.6 / D49
ISNOM	010629.00N 1035826.00E	VTK R-189 / D18.6	SJ R-133.6 / D9.9

Name	Coordinates	Radius/Distance from VTK	Radius/Distance from SJ
KANLA	034556.00N 1043606.00E	VTK R-13.8 / D144.5	SJ R-16.5 / D158.3
KARTO	011124.00N 1053343.00E	VTK R-98.3 / D93.5	SJ R-91.1 / D102.6
KEXAS	011019.00N 1044818.00E	VTK R-107.2 / D49.2	SJ R-93.0 / D57.2
KILOT	030217.00N 1044023.00E	VTK R-22.0 / D104.5	SJ R-24.4 / D119.0
KIRDA	000009.00N 1045934.00E	VTK R-145.4 / D102.7	SJ R-136.8 / D100.1
LAVAX	010950.00N 1042714.00E	VTK R-120.1 / D30.0	SJ R-95.5 / D36.2
LEDOX	011642.00N 1035651.00E	VTK R-208.6 / D9.4	SJ R-58.5 / D6.5
LELIB	012729.00N 1032450.00E	VTK R-274.0 / D36.6	SJ R-298.0 / D30.0
LETGO	011411.00N 1035548.00E	VTK R-207.3 / D12.1	SJ R-79.1 / D4.6
MABAL	032826.00N 1051236.00E	VTK R-30.1 / D142.1	SJ R-31.2 / D157.2
MASBO	020248.00N 1025251.00E	VTK R-299.0 / D78.3	SJ R-310.2 / D76.6
MIBEL	012351.00N 1020816.00E	VTK R-269.5 / D113.2	SJ R-275.8 / D103.7
MOLVO	012955.00N 1040227.00E	VTK R-12.8 / D5.1	SJ R-34.2 / D20
MOXIB	012933.00N 1040315.00E	VTK R-22.7 / D5	SJ R-36.7 / D20.1
MUMDU	010521.00N 1042714.00E	VTK R-126.9 / D32.4	SJ R-102.5 / D36.9
NYLON	013656.90N 1040623.80E	VTK R-23 / D13	SJ R-32.9 / D30.0
PALGA	011059.00N 1034759.00E	VTK R-223.8 / D19.3	SJ R-235.1 / D4.1
PAMSI	010459.00N 1034845.00E	VTK R-212.3 / D23.6	SJ R-197.2 / D8.7
PASPU	015915.00N 1040618.00E	VTK R-8.3 / D34.5	SJ R-18.3 / D48.1
PIBAP	023023.00N 1040618.00E	VTK R-4.4 / D65.3	SJ R-11.1 / D78.1
POSUB	012725.00N 1040748.00E	VTK R-69.0 / D6.9	SJ R-49.8 / D21.7
POVEB	011344.00N 1040130.00E	VTK R-179.2 / D11.1	SJ R-87.9 / D10.3
PU	012524.00N 1035600.00E	VTK R-275.2 / D5.4	SJ R-21.1 / D13.0
REMES	004342.00N 1035735.00E	VTK R-185.2 / D41.2	SJ R-167.9 / D30.2
REPOV	001623.00N 1040300.00E	VTK R-178.6 / D68.2	SJ R-168.3 / D57.9
RWY 02R DER	012122.00N 1040051.00E	VTK R-187.8 / D3.6	SJ R-50.3 / D12.5
RWY 02C DER	012145.00N 1035957.00E	VTK R-203.3 / D3.4	SJ R-45.8 / D12.1
RWY 02L DER	012305.00N 1035933.00E	VTK R-224.1 / D2.5	SJ R-40.6 / D12.8
RWY 20C DER	011942.00N 1035905.00E	VTK R-203 / D5.7	SJ R-50.8 / D10.1
RWY 20R DER	012047.00N 1035835.00E	VTK R-213.7 / D4.9	SJ R-44.8 / D10.4
RWY 20L DER	011919.00N 1035959.00E	VTK R-193.7 / D5.7	SJ R-55.8 / D10.6
SABKA	015051.00N 1031713.00E	VTK R-300.4/ D51.2	SJ R-317.7 / D50.7
SALRU	011701.00N 1040802.00E	VTK R-139.5 / D10.3	SJ R-77.8 / D17.2
SAMKO	010529.51N 1035254.86E	VTK R-203.5 / D21.1	SJ R-168 / D8
SANAT	010748.79N 1035929.76E	VTK R-186.1 / D17.1	SJ R-123.7 / D9.9
SEBVO	011258.00N 1043448.00E	VTK R-109.5 / D35.6	SJ R-90.5 / D43.6
SJ (SINJON)	011321.34N 1035115.22E	-	-
SURGA	003657.00S 1063119.00E	VTK R-129.1 / D193.3	SJ R-124.6 / D194.3
TAROS	004200.00N 1021612.00E	VTK R-247.9 / D139.4	SJ R-251.9 / D100.2
TEBUN	011455.00N 1031557.00E	VTK R-257.7 / D46.5	SJ R-272.5 / D35.4
TOMAN	012147.00N 1054717.00E	VTK R-91.7 / D106.2	SJ R-85.9 / D116.5
UGEBO	003813.00N 1052432.00E	VTK R-119.1 / D95.4	SJR-110.5 / D99.8
UKIBO	011758.00N 1035924.00E	VTK R-195.7 / D7.2	SJ R-60.6 / D9.4
UPTEL	005925.00N 1040730.00E	VTK R-166.3 / D26.1	SJ R-130.5 / D21.4
VAMPO	005833.00N 1032525.00E	VTK R-233.9 / D44.5	SJ R-240.4 / D29.8
VANBU	010643.00N 1042740.00E	VTK R-124.5 / D32	SJ R-100.3 / D37.1

Name	Coordinates	Radius/Distance from VTK	Radius/Distance from SJ
VASTI	004320.00N 1043406.00E	VTK R-141.6 / D52.8	SJ R-124.8 / D52.3
VEBMA	012030.00N 1045332.00E	VTK R-94.8 / D52.5	SJ R-83.5 / D57.8
VEXEL	005904.00N 1034254.00E	VTK R-215.7 / D31.7	SJ R-210.5 / D16.5
VIBOG	004310.00N 1034302.00E	VTK R-203.8 / D45.4	SJ R-195.3 / D31.2
VIGUD	011328.00N 1035730.00E	VTK R-198.6 / D69.7	SJ R-89 / D6.2
VIMAL	010942.00N 1042353.00E	VTK R-123.8 / D27.2	SJ R-96.4 / D22.9
VIRET	003940.00N 1043511.00E	VTK R-143 / D56.4	SJ R-127.3 / D55.3
VMR	022318.00N 1035218.00E	VTK R-351.2 / D58.8	SJ R-0.9 / D69.6
VOVOS	011123.00N 1032651.00E	VTK R-248.7 / D37.1	SJ R-265.4 / D24.5
VTK (TEKONG)	012455.36N 1040120.17E	-	-

21 SID / STAR PHRASEOLOGIES

21.1 SID / STAR phraseologies allow ATC and pilot to communicate and understand detailed clearance information that would otherwise require long and potentially complex transmissions. To eliminate safety risk due to a mismatch between ATC and pilot expectations when SID / STAR phraseologies are used, and what certain terms may mean, ICAO has published Amendment 7-A to Doc 4444, PANS- ATM to harmonise the core phraseologies that positively reinforce the lateral, vertical and speed requirements embedded in a SID or STAR that will continue to apply, unless explicitly cancelled or amended by the controller.

21.2 The core phraseologies are:

i. CLIMB VIA SID TO (level)
ii. DESCEND VIA STAR TO (level)

21.3 These require the aircraft to:

i. Climb / descend to the cleared level in accordance with published level restrictions;
ii. Follow the lateral profile of the procedure; and
iii. Comply with published speed restrictions or ATC-issued speed control instructions as applicable.

21.4 Phraseologies for removal of speed or level restrictions are:

i. CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S)
ii. DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s))

21.5 These phraseologies mean that:

i. The lateral profile of the procedure continue to apply and
ii. Speed or level restrictions which have not been referred to will continue to apply.

21.6 Phraseologies for variations to the lateral profile of the SID / STAR are:

i. PROCEED DIRECT (waypoint), or
ii. VECTORING

21.7 These phraseologies mean that speed and level restrictions associated with the bypassed waypoints are cancelled.

21.8 Phraseology to clear aircraft to return to SID / STAR is: REJOIN SID / STAR

21.9 This phraseology means that speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.

21.10 The term ‘VIA’ will no longer be used when issuing lateral routing clearances.

22 LIGHT AIRCRAFT OPERATIONS

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

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

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

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

23 CHANGI FLOW MANAGEMENT PROCEDURES

23.1 INTRODUCTION

23.1.1 The objectives of the procedures are to improve the efficiency of Singapore's air traffic service by minimising radar vectoring as well as improving airspace capacity.

23.1.2 The procedures require the holding of Changi arrivals over established holding areas.

23.2 ENTRY AND EXIT GATES

23.2.1 'Entry gates' and 'Exit gates' are established to ensure segregation between arriving and departing aircraft operating at Singapore Changi Airport. These gates (waypoints) are incorporated in the RNAV SIDs/STARs which have been implemented to support the flow management procedures. The 'entry' and 'exit' gates are shown below:

Entry Gate	Coordinates
KEXAS	011019.00N 1044818.00E
PASPU	015915.00N 1040618.00E
REMES	004342.00N 1035735.00E
VAMPO	005833.00N 1032525.00E

23.3 ARRIVING AIRCRAFT TO SINGAPORE CHANGI AIRPORT

23.3.1 STANDARD INSTRUMENT ARRIVAL (STAR)
IFR flight should expect a Standard Instrument Arrival (STAR).

23.3.2 ENTRY GATE TIME
To regulate the flow of traffic into the Approach airspace, ATC will issue, when necessary, a time restriction at an entry gate associated with the inbound route of the flight into Singapore Changi Airport.

23.3.3 DESCENT PROFILE
Pilots shall plan their descent profile in accordance with the published STAR procedures.

23.3.4 SPEED CONTROL
Speed control restrictions are incorporated into the STARs to enhance predictability and planning of air traffic in the Approach airspace. Pilots shall adhere to the speed control restrictions published in the STAR procedures unless otherwise advised. ATC may issue further speed adjustment during the different phases of the flight if traffic situation warrants.

23.4 APPROACH AIRSPACE HOLDING PROCEDURES

23.4.1 ENTRY PROCEDURE
The entry into the holding patterns shall be in accordance with the three-sector entry procedure as prescribed in ICAO Doc 8168 - OPS/611 Edition 1993.

23.4.2 RATE OF TURN
All turns are to be made at a bank angle of 25° or at a rate of 3° per second, whichever requires the lesser bank.

23.4.3 DESCENT PROCEDURE
When instructed to join a holding pattern, pilots shall reach their assigned altitudes prior to arriving at the holding point. This will allow appropriate traffic sequencing and the reduction of step-descents in the holding pattern.

23.4.4 DETAILS OF APPROACH AIRSPACE HOLDING AREAS

Holding Fix / ID / Co-ordinates	Inbound Track °M	Direction of Turn	MAX HLDG Speed (IAS)	Time (MIN)	MNM-MAX HLDG Level	Controlling Unit and Frequency
1	2	3	4	5	6	7
NYLON 013657N 1040624E	203°	Left	220 knots	1	FL140 3,000ft	Singapore Approach 124.05MHz (PRI) 132.15MHz (SRY)
KEXAS 011019N 1044818E	268°	Left	220 knots	1	FL160 11,000ft	Singapore Approach 124.05MHz (PRI) 132.15MHz (SRY)

Holding Fix / ID / Co-ordinates	Inbound Track °M	Direction of Turn	MAX HLDG Speed (IAS)	Time (MIN)	MNM-MAX HLDG Level	Controlling Unit and Frequency
REMES 004342N 1035735E	348°	Left	220 knots	1	FL140 6,000ft	Singapore Approach 124.6MHz (PRI) 132.15MHz (SRY)
BOBAG 010230N 1032954E	082°	Right	220 knots	1	FL140 6,000ft	Singapore Approach 124.6MHz (PRI) 132.15MHz (SRY)
VAMPO 005833N 1032525E	149°	Right	220 knots	1	FL180 6,000ft	Singapore Approach 124.6MHz (PRI) 132.15MHz (SRY)

23.4.5 ALTERNATE HOLDING AREAS
In the event of inclement weather or capacity constraints rendering a specific holding area unusable, arrivals may be cleared to an alternate holding area for re-sequencing. To ensure smooth transition to alternate holding area, all arrivals bound for Singapore Changi Airport shall have their FMS programmed with all the four promulgated holding areas (paragraph 23.4.4).

23.5 EXPECTED TIME TO LEAVE HOLDING AREA

23.5.1 If arrival delay is processed by means of holding, pilots will be informed of the expected time to leave the respective holding area.

23.5.2 The expected time to leave is issued to serve as an early notification of the probable holding duration as well as for unforeseen circumstance such as radio failure (see ENR 1.6). Subsequently, a specified time to leave the holding area will be issued to pilots to resume the flight according to the assigned RNAV STARs.

23.6 DEPARTING AIRCRAFT FROM SINGAPORE CHANGI AIRPORT

23.6.1 DEPARTURE SPEED CONTROL
Departing aircraft shall not exceed IAS 230 knots below 4,000 feet AMSL or at the waypoints specified in the SID and not exceed IAS 250 knots below 10,000 feet AMSL. Pilots shall also comply with speed control restrictions according to published SIDs.

24 SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES

24.1 INTRODUCTION

24.1.1 Simultaneous independent parallel approaches will be implemented daily between 0000UTC and 1500UTC to optimize runway utilization and enhance air traffic efficiency.

24.2 PROCEDURES FOR SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES

24.2.1 To ensure safe operations between aircraft on parallel approaches, Normal Operating Zones (NOZs) are established for each extended runway centreline and a No Transgression Zone (NTZ) is established between the NOZs.

24.2.2 ATC will vector arriving flights into Singapore Changi Airport from the final waypoint of the respective STARs to the respective NOZs.

24.2.3 Within the NOZ, ATC shall provide a minimum vertical separation of 1,000ft or 3NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS Localizer course.

24.2.4 ATC is not required to provide separation between aircraft on adjacent ILS Localizers and will monitor aircraft for deviation from the approach path.

24.2.5 Aircraft can expect to maintain altitude 2,500ft till Glide Path Interception for Runway 20R / 02L and 3,500ft till Glide Path Interception for Runway 20C / 02C. This is to ensure the necessary vertical separation prior to establishing on the respective ILS Localizer course.

24.2.6 Aircraft can expect the following radiotelephony phraseology to intercept the Localizer before clearing for ILS:

“TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude) REPORT ESTABLISHED ON THE LOCALIZER RUNWAY (number) LEFT (CENTRE / RIGHT)”

followed by ...

"MAINTAIN (altitude), CLEARED FOR ILS APPROACH RUNWAY (number) LEFT (CENTRE/RIGHT)"

24.2.7 Aircraft can expect to maintain speed 180 knots at base turn or earlier till 8NM from touchdown.

24.3 BREAK-OUT MANOEUVRE

24.3.1 When an aircraft is observed to have not established on the appropriate Localizer course or deviated from its course towards the NTZ, ATC will instruct the aircraft to return immediately to the correct Localizer course with the following radiotelephony phraseology:

"YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER"

or

"TURN LEFT (or RIGHT) TO RETURN TO LOCALIZER COURSE"

24.3.2 When ATC observed aircraft to be penetrating or will penetrate the NTZ, ATC will instruct the aircraft on the adjacent Localizer course to alter course to avoid the deviating aircraft with the following radiotelephony phraseology:

"TRAFFIC ALERT, TURN LEFT (or RIGHT) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude)"

24.4 PILOT NOTIFICATION AND CONDITIONS FOR OPERATIONS

24.4.1 Simultaneous approaches to parallel runways operation will be broadcasted on ATIS during the active period.

24.4.2 Simultaneous approaches to the parallel runways will be suspended in the event of adverse weather or any other conditions that may affect the safe conduct of such approaches to the parallel runways.

WSSS AD 2.23 ADDITIONAL INFORMATION

1 BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

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

- cattle egrets (weighing approximately 400g each)
- intermediate egrets (weighing approximately 500g each)
- brahminy kites (weighing approximately 600g each)
- grey herons (weighing approximately 1500g each)
- white-bellied sea eagle (weighing approximately 2900g each)

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

1.3 Various active dispersal devices generating light, sound or cracking effects are used for bird dispersal to mitigate wildlife hazards where necessary within Singapore Changi Airport (such as handheld laser device, long range acoustic device, scarecrow, stock-whip, pyrotechnic, etc.).

WSSS AD 2.24 CHARTS RELATED TO AN AERODROME

LOCATIONS OF RUNWAY 02L/20R, RUNWAY 02C/20C AND RUNWAY 02R/20L AT WSSS	AD-2-WSSS-ADC-1
AERODROME CHART - ICAO	AD-2-WSSS-ADC-2
AERODROME HOTSPOTS - ICAO	AD-2-WSSS-ADC-3
AERODROME OBSTACLE CHART ICAO - TYPE A - RWY 02L/20R	AD-2-WSSS-AOC-1
AERODROME OBSTACLE CHART - ICAO - TYPE A - RWY 02C/20C	AD-2-WSSS-AOC-2
AERODROME OBSTACLE CHART - ICAO - TYPE B	AD-2-WSSS-AOC-3
AERODROME OBSTACLE CHART ICAO - TYPE A - RWY 02R/20L	AD-2-WSSS-AOC-4
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 02L	AD-2-WSSS-PATC-1
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 20C	AD-2-WSSS-PATC-2
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 02R	AD-2-WSSS-PATC-3
Precision Approach Terrain Chart - ICAO - RWY 20L	AD-2-WSSS-PATC-4
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 02C	AD-2-WSSS-PATC-5
RNAV (GNSS) SID - RWY 02C - ANITO 7A	AD-2-WSSS-SID-1
RNAV(GNSS) SID - RWY 20C - ANITO 8B	AD-2-WSSS-SID-2
RNAV(GNSS) SID - RWY 02R - ANITO 1C	AD-2-WSSS-SID-3

RNAV(GNSS) STAR - RWY 20R/20C/20L - ASUNA 2B	AD-2-WSSS-STAR-4
RNAV(GNSS) STAR - RWY 02L/02C/02R - ELALO 1A	AD-2-WSSS-STAR-5
RNAV(GNSS) STAR - RWY 20R/20C/20L - ELALO 1B	AD-2-WSSS-STAR-6
RNAV(GNSS) STAR - RWY 02L/02C/02R- KARTO 2A	AD-2-WSSS-STAR-7
RNAV(GNSS) STAR - RWY 20R/20C/20L - KARTO 2B	AD-2-WSSS-STAR-8
RNAV(GNSS) STAR - RWY 02L/02C/02R - LEBAR 2A	AD-2-WSSS-STAR-9
RNAV(GNSS) STAR - RWY 20R/20C/20L - LEBAR 3B	AD-2-WSSS-STAR-10
RNAV(GNSS) STAR - RWY 20R/20C/20L - LELIB 3B	AD-2-WSSS-STAR-11
RNAV(GNSS) STAR - RWY 02L/02C/02R - MABAL 2A	AD-2-WSSS-STAR-12
RNAV(GNSS) STAR - RWY 20R/20C/20L - MABAL 2B	AD-2-WSSS-STAR-13
RNAV(GNSS) STAR - RWY 02L/02C/02R - REPOV 2A	AD-2-WSSS-STAR-14
RNAV(GNSS) STAR - RWY 20R/20C/20L - REPOV 2B	AD-2-WSSS-STAR-15
RNAV(GNSS) STAR - RWY 02L/02C/02R - TEBUN 1A	AD-2-WSSS-STAR-16
RNAV(GNSS) STAR - RWY 20R/20C/20L - TEBUN 1B	AD-2-WSSS-STAR-17
RNAV(GNSS) STAR - RWY 02L/02C/02R - UGEBO 1A	AD-2-WSSS-STAR-18
RNAV(GNSS) STAR - RWY 20R/20C/20L - UGEBO 1B	AD-2-WSSS-STAR-19
Instrument Approach Chart - ICAO - RWY 02L - ICW ILS/DME	AD-2-WSSS-IAC-1
Instrument Approach Chart - ICAO - RWY 02C - ICE ILS/DME	AD-2-WSSS-IAC-2
Instrument Approach Chart - ICAO - RWY 02R - ICX ILS/DME	AD-2-WSSS-IAC-3
Instrument Approach Chart - ICAO - RWY 20R - ICH ILS/DME	AD-2-WSSS-IAC-5
Instrument Approach Chart - ICAO - RWY 20C - ICC ILS/DME	AD-2-WSSS-IAC-6
Instrument Approach Chart - ICAO - RWY 20C - VTK DVOR/DME	AD-2-WSSS-IAC-7
Instrument Approach Chart - ICAO - RWY 02L - RNP	AD-2-WSSS-IAC-9
Instrument Approach Chart - ICAO - RWY 02C - RNP	AD-2-WSSS-IAC-10
Instrument Approach Chart - ICAO - RWY 20R - RNP	AD-2-WSSS-IAC-11
Instrument Approach Chart - ICAO - RWY 20C - RNP	AD-2-WSSS-IAC-12
Instrument Approach Chart - ICAO - RWY 02R - RNP	AD-2-WSSS-IAC-13
Instrument Approach Chart - ICAO - RWY 20L - RNP	AD-2-WSSS-IAC-14
Visual Approach Chart - ICAO	AD-2-WSSS-VAC-1

WSSS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL (not applicable).