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AIP Supplement for Singapore

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IMPLEMENTATION OF WAKE TURBULENCE SEPARATION MINIMA BASED ON WAKE TURBULENCE GROUPS FOR ARRIVALS INTO SINGAPORE CHANGI AIRPORT

1 INTRODUCTION

1.1 This AIP Supplement informs aircraft operators and pilots on the implementation of wake turbulence separation minima between arrival aircraft operating into Singapore Changi Airport, **effective from 01 March 2022 0000UTC**.

1.2 To enhance efficiency and optimise runway utilisation, the wake turbulence separation minima based on seven groups of aircraft as introduced in Amendment 9 to ICAO PANS-ATM (Doc 4444), will be applied between arriving aircraft into Singapore Changi Airport.

2 ASSIGNMENT OF ICAO AIRCRAFT TYPES TO WAKE TURBULENCE GROUPS

2.1 The seven wake turbulence groups are based primarily on aircraft maximum certificated take-off mass, wing characteristics and speeds.

2.2 The seven wake turbulence groups are described as follows:

Group	Weight	Wingspan	Examples
A	136,000 kg or more	Less than or equal to 80 m but greater than 74.68 m	A388
B		Less than or equal to 74.68 m but greater than 53.34 m	A359, B744, B788
C		Less than or equal to 53.34 m but greater than 38.1 m	A310, B762, MD11
D	Less than 136,000 kg but more than 18,600 kg	Greater than 32 m	A320, B738, B752
E		Less than or equal to 32 m but greater than 27.43 m	B733, GLEX, F50
F		Less than or equal to 27.43 m	CL60, GLF4
G	18,600 kg or less	N.A.	G150, LJ45

3 WAKE TURBULENCE SEPARATION MINIMA BASED ON SEVEN WAKE TURBULENCE GROUPS

3.1 Singapore Air Traffic Control (ATC) will be utilising the distance-based wake turbulence separation minima applicable for the seven wake turbulence groups for arrival traffic at Singapore Changi Airport.

3.2 The wake turbulence separation minima are as follows:

		SUCCEEDING						
		A	B	C	D	E	F	G
PRECEDING	A		4 NM	5 NM	5 NM	6 NM	6 NM	8 NM
	B			4 NM	4 NM	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							

4 ADDITIONAL INFORMATION FOR AIRCRAFT OPERATORS AND/OR PILOTS

4.1 Flight Planning

4.1.1 There will be no change to the filing of the ICAO flight plan - Item 9. Aircraft operators and/or pilots are to continue to indicate the wake turbulence category of the aircraft (i.e., J, H, M or L).

4.2 Radiotelephony

4.2.1 For aircraft in the SUPER or HEAVY wake turbulence categories, the word “super” or “heavy” shall continue to be included, as appropriate, immediately after the aircraft callsign in the initial radiotelephony contact between pilot and ATC.

4.3 Approach Phase

4.3.1 It is important that pilots continue to comply with published speed restrictions or specific speed as instructed by ATC. If published speed restriction or assigned speed cannot be maintained, the pilot must inform ATC as soon as possible.

4.4 Wake Turbulence Encounters

4.4.1 Pilots are reminded to report on any wake turbulence encounters to ATC or via the form in AIP Singapore ENR 1.14 sub-section 7: Wake Vortex Encounter Reporting Form for Pilots. The form can be accessed via <https://aim-sg.caas.gov.sg/eaip.html>.

4.5 Runway Occupancy

4.5.1 Pilots are reminded that it is imperative, for an arriving aircraft upon landing, to vacate the runway as quickly as practicable, and to continue moving until the aircraft is completely clear of the runway.

5 CANCELLATION

5.1 This AIP Supplement supersedes **AIP Supplement 001/2022 dated 04 January 2022**.

5.2 This AIP Supplement will remain current until the information is incorporated into AIP Singapore.