

AIR NAVIGATION ACT
(CHAPTER 6, SECTION 3)

AIR NAVIGATION ORDER

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[1st July 1985]

PART I
PRELIMINARY

Citation

1. This Order may be cited as the Air Navigation Order.

Definitions

- 2.—(1) In this Order, unless the context otherwise requires —

“2D instrument approach operation” means an instrument approach operation using lateral navigation guidance only;

[S 21/2015 wef 26/01/2015]

“3D instrument approach operation” means an instrument approach operation using both lateral and vertical navigation guidance;

[S 21/2015 wef 26/01/2015]

“accredited medical conclusion” means the conclusion reached by one or more medical experts acceptable to the Chief Executive for the purposes of the case concerned, in consultation with flight operations experts or other experts if necessary;

[S 325/2000 wef 01/08/2000]

[S 423/2010 wef 02/08/2010]

“advisory airspace” means an airspace of defined dimensions, or a designated route, within which air traffic advisory service is available;

“aerial work” means an aircraft operation in which an aircraft is used for specialised services such as agriculture,

construction, photography, surveying, observation and patrol, search and rescue, and aerial advertisement;

[S 278/2010 wef 15/05/2010]

“aerial work aircraft” means an aircraft (other than a public transport aircraft) flying, or intended by the operator to fly, for the purpose of aerial work;

“aerial work undertaking” means an undertaking whose business includes the performance of aerial work;

“aerobatic manoeuvres” includes loops, spins, rolls, bunts, stall turns, inverted flying and any other similar manoeuvre;

“aerodrome” means a defined area on land (including any building, installation and equipment) used or intended to be used, either wholly or in part, for the arrival, departure and surface movement of aircraft;

[S 440/2003 wef 15/09/2003]

“aerodrome certificate” means a certificate granted by the Authority under regulation 6 of the Air Navigation (139 — Aerodromes) Regulations 2023 (G.N. No. S 10/2023), which authorises the holder of the certificate to operate an aerodrome;

[S 440/2003 wef 15/09/2003]

[S 423/2010 wef 02/08/2010]

[S 753/2019 wef 16/11/2019]

[S 12/2023 wef 01/03/2023]

“aerodrome control service” means air traffic control service for aerodrome traffic;

[S 325/2000 wef 01/08/2000]

“aerodrome control tower” means a unit established to provide air traffic control service to aerodrome traffic;

[S 325/2000 wef 01/08/2000]

[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 12/2023 wef 01/03/2023]

“aerodrome operator”, in relation to a certified aerodrome, means the holder of an aerodrome certificate;

[S 440/2003 wef 15/09/2003]

“aerodrome traffic” means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome;

[S 325/2000 wef 01/08/2000]

“aerodrome traffic zone”, in relation to any aerodrome, means defined airspace, which is notified, around an aerodrome for the protection of aerodrome traffic;

“Aeronautical Information Circular” means a notice containing information which relates to flight safety, air navigation, technical, administrative or legislative matters;

[S 440/2003 wef 15/09/2003]

“Aeronautical Information Publication” means a publication issued by and with the authority of the Aeronautical Information Services provider and containing aeronautical information of a lasting character essential to air navigation;

[S 440/2003 wef 15/09/2003]

[S 423/2010 wef 02/08/2010]

“Aeronautical Information Services” means the services established within the defined area of coverage for the provision of aeronautical information and data necessary for the safety, regularity and efficiency of air navigation and, where appropriate, includes the personnel and facilities employed to provide information pertaining to the availability of air navigation services and their associated procedures necessary for the safety, regularity and efficiency of air navigation;

[S 440/2003 wef 15/09/2003]

“aeronautical light” means any light established for the purpose of aiding air navigation;

[Deleted by S 497/2019 wef 15/07/2019]

“aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

[S 581/2003 wef 12/12/2003]

“AIP Amendment” means permanent changes to the information contained in the Aeronautical Information Publication;

[S 440/2003 wef 15/09/2003]

“AIP Supplement” means temporary changes, published by means of special pages, to the information contained in the Aeronautical Information Publication;

[S 440/2003 wef 15/09/2003]

“aircraft” means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

[S 61/93 wef 19/03/1993]

“aircraft component” means —

- (a) an aircraft engine;
- (b) an aircraft propeller; or
- (c) any part or equipment of an aircraft, being a part or an equipment fitted to or provided in an aircraft, and includes an assembly of aircraft parts or equipment;

[S 423/2010 wef 02/08/2010]

“aircraft material” means a material (including a fluid) for use in the production, maintenance, servicing or operation of an aircraft or of an aircraft component, but does not include an aircraft component;

[S 331/2005 wef 02/06/2005]

“aircraft type” means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics;

[S 278/2010 wef 15/05/2010]

“Airworthiness Notice” means an Airworthiness Notice issued under paragraph 7(12);

[S 278/2010 wef 15/05/2010]

“airworthy” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;

[S 423/2010 wef 02/08/2010]

[Deleted by S 683/2018 wef 09/10/2018]

“air traffic” means all aircraft in flight or operating on the manoeuvring area of an aerodrome;

[S 325/2000 wef 01/08/2000]

“air traffic advisory service” means a service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on flight plans in accordance with Instrument Flight Rules;

[S 325/2000 wef 01/08/2000]

“air traffic control clearance” means authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;

[S 325/2000 wef 01/08/2000]

“air traffic control service” means a service provided in accordance with this Order for the purpose of —

(a) preventing any collision —

(i) between aircraft; and

(ii) between aircraft and any obstruction on the manoeuvring area; or

(b) expediting and maintaining an orderly flow of air traffic;

[S 325/2000 wef 01/08/2000]

“air traffic control unit” includes area control centre, approach control unit and aerodrome control tower;

[S 325/2000 wef 01/08/2000]

[S 423/2010 wef 02/08/2010]

“air traffic controller licence” means an air traffic controller licence granted or renewed under paragraph 62A(2);

[S 325/2000 wef 01/08/2000]

[S 839/2021 wef 04/11/2021]

“air traffic service” includes flight information service, alerting service, air traffic advisory service, air traffic control service, area control service, approach control service and aerodrome control service;

[S 325/2000 wef 01/08/2000]

“air transport undertaking” means an undertaking whose business includes the carriage by air of passengers or cargo for hire or reward;

“alerting service” means a service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as may be required;

[S 325/2000 wef 01/08/2000]

“alternate aerodrome” means an aerodrome to which an aircraft may proceed to when it becomes either impossible or inadvisable to proceed to, or to land at, the aerodrome of intended landing and which meets all of the following requirements:

- (a) the necessary services and facilities are available;
- (b) the aircraft performance requirements can be met;
- (c) the aerodrome is operational at the expected time of use;

[S 21/2015 wef 26/01/2015]

“approach control service” means air traffic control service for arriving or departing controlled flights;

[S 325/2000 wef 01/08/2000]

“approach control unit” means a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes;

[S 423/2010 wef 02/08/2010]

[Deleted by S 497/2019 wef 15/07/2019]

“appropriate ATS authority” means the relevant authority designated by the State responsible for providing air traffic services in the particular airspace concerned;

[S 589/2016 wef 18/11/2016]

“apron” means a defined area, on a land aerodrome, intended to accommodate aircraft for the purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance;

[S 325/2000 wef 01/08/2000]

“area control centre” means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;

[S 325/2000 wef 01/08/2000]

“area control service” means air traffic control service for controlled flights in control areas;

[S 325/2000 wef 01/08/2000]

“ATS route” means a specified route designed by the appropriate ATS authority for channelling the flow of air traffic as necessary for the provision of air traffic services;

[S 589/2016 wef 18/11/2016]

“authorised person” means any person authorised by the Chief Executive either generally or in relation to a particular case or class of cases, and references to an authorised person include references to the holder for the time being of any office designated by the Chief Executive;

[S 423/2010 wef 02/08/2010]

“basic instrument flight trainer” means a type of apparatus which is equipped with the appropriate instruments and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions;

[S 278/2010 wef 15/05/2010]

“beneficial interests” means interests arising under contract and other equitable interests;

“cabin crew member” means a member of the crew who performs, in the interest of the safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but does not include a flight crew member;

[S 384/2000 wef 31/08/2000]

[S 423/2010 wef 02/08/2010]

“captive balloon” means an unmanned, non-power driven balloon that is tethered to the surface of the earth, or to a stationary structure on the surface of the earth;

[S 617/2012 wef 17/12/2012]

“cargo” includes mail and animals;

“Certificate of Airworthiness” includes any validation thereof and any flight manual, performance schedule, or other document, whatever its title, incorporated by reference in that certificate relating to the Certificate of Airworthiness;

[S 61/93 wef 19/03/1993]

“certificate of maintenance review” means a certificate of maintenance review issued under paragraph 9;

“certificate of release to service” means a certificate that certifies —

- (a) that the part of the aircraft or its equipment has been overhauled, repaired, replaced, modified or maintained, as the case may be, in a manner and with material of a type approved by the Chief Executive either generally or in relation to a class of aircraft or the particular aircraft and which identifies the overhaul, repair, replacement, modification or maintenance to which it relates and includes particulars of the work done; or

[S 56/2003 wef 07/02/2003]

[S 278/2010 wef 15/05/2010]

- (b) in relation to an inspection required by the Chief Executive, that the inspection has been made in accordance with the requirements of the Chief

Executive and that any consequential repair, replacement or modification has been carried out;

[S 56/2003 wef 07/02/2003]

[S 278/2010 wef 15/05/2010]

“certificated for single pilot operation”, when used in relation to an aircraft, means that the aircraft is a type of aircraft which the Chief Executive has determined as being capable of being operated safely with a minimum crew of one pilot;

[S 278/2010 wef 15/05/2010]

“certified aerodrome” means an aerodrome whose operator has been granted an aerodrome certificate;

[S 440/2003 wef 15/09/2003]

[Deleted by S 12/2023 wef 01/03/2023]

“Chief Executive” means the Chief Executive of the Authority appointed under section 11 of the Civil Aviation Authority of Singapore Act 2009 (Act 17 of 2009), and includes any person authorised by him to act on his behalf and any person acting in that capacity;

[S 278/2010 wef 15/05/2010]

“competent authority” —

(a) in relation to Singapore, means the Chief Executive; and

(b) in relation to any other country, means the authority responsible under the law of that country for exercising the safety regulatory oversight of civil aviation;

[S 423/2010 wef 02/08/2010]

“congested area”, in relation to a city, town or settlement, means any area which is substantially used for residential, industrial, commercial or recreational purposes;

“Contracting State” means any country (including Singapore) which is a party to the Chicago Convention;

“controlled airspace” means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification;

[S 423/2010 wef 02/08/2010]

“controlled flight” means any flight which is subject to an air traffic control clearance;

[S 325/2000 wef 01/08/2000]

“control area” means air space which has been notified as such and which extends upwards from a notified altitude;

“control zone” means any airspace which extends upwards from the surface of the earth to a specified upper limit as notified in the Aeronautical Information Publication;

[S 487/2006 wef 11/08/2006]

“co-pilot” means a pilot serving in any piloting capacity other than as pilot-in-command, but does not include a pilot who is on board an aircraft for the sole purpose of receiving flight instruction;

[S 278/2010 wef 15/05/2010]

“country” includes a territory;

“crew” means a member of the flight crew, a cabin crew member or a person carried on the aircraft who is appointed by the operator of the aircraft to give or to supervise the training, practice and periodical tests required in respect of the crew in regulations made under section 3A of the Act;

[S 384/2000 wef 31/08/2000]

[S 683/2018 wef 09/10/2018]

[Deleted by S 839/2025 wef 29/12/2025]

“decision altitude” or “DA”, or “decision height” or “DH”, in relation to the operation of an aircraft at an aerodrome, means a specified altitude or height in a 3D instrument approach operation at which the pilot-in-command must initiate a missed approach if the visual reference to continue the approach has not been established;

[S 21/2015 wef 26/01/2015]

“designated medical examiner” means a person who —

- (a) is qualified and licensed to practise medicine in Singapore or elsewhere;
- (b) has received training in the practice of aviation medicine and has demonstrated adequate competency in aviation medicine;
- (c) possesses the practical knowledge and experience of the aviation environment; and
- (d) is approved by the Chief Executive to conduct a medical examination of and report on the fitness of an applicant for a licence or rating for which medical requirements are prescribed in the Fourteenth Schedule;

[S 487/2006 wef 11/08/2006]

[S 423/2010 wef 02/08/2010]

“destination alternate aerodrome” means an alternate aerodrome at which an aircraft would be able to land in the event that it becomes either impossible or inadvisable to land at the aerodrome of intended landing;

[S 21/2015 wef 26/01/2015]

“ELT” means an emergency locator transmitter which —

- (a) broadcasts distinctive signals on designated frequencies and, depending on application, may either operate automatically following a crash or be manually activated; and

[S 384/2000 wef 31/08/2000]

- (b) satisfies the requirements and operates in accordance with the provisions of Annex 10 to the Chicago Convention;

[S 729/2010 wef 01/12/2010]

“engine” means a unit which is used or intended to be used for aircraft propulsion and which consists of at least those

components and equipment necessary for functioning and control, but excludes the propeller or rotors (if applicable);

[S 423/2010 wef 02/08/2010]

“en-route alternate aerodrome” means an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en-route;

[S 21/2015 wef 26/01/2015]

“equivalent release document” means a document issued in accordance with the regulations of a foreign civil aviation authority and accepted by the Chief Executive as equivalent to a certificate of release to service;

[S 56/2003 wef 07/02/2003]

[S 278/2010 wef 15/05/2010]

[Deleted by S 617/2012 wef 17/12/2012]

“fireproof material” means a material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose;

[S 570/2011 wef 04/10/2011]

“flight” and “to fly” have the meanings respectively assigned to them by sub-paragraph (2);

“flight crew” means a crew member, including the pilot, flight engineer, flight navigator and flight radio operator, who is charged with duties essential to the operation of an aircraft during a flight duty period;

[S 278/2010 wef 15/05/2010]

“flight despatcher” means a person designated by the operator of an aircraft to —

- (a) engage in the control and supervision of flight operations while acting as a close link between the aircraft in flight and the ground services, and between the flight crew and the operator’s ground staff; and
- (b) provide support, briefing or assistance to the pilot-in-command in the safe conduct of the flight, including pre-flight preparation for the despatch release,

and includes a flight operations officer;

[S 423/2010 wef 02/08/2010]

“flight information centre” means a unit established to provide flight information service and alerting service;

[S 325/2000 wef 01/08/2000]

“flight information service” means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;

[S 325/2000 wef 01/08/2000]

“flight level” means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;

[S 423/2010 wef 02/08/2010]

“flight plan” means specified information provided to air traffic services units relating to an intended flight or portion of a flight of an aircraft;

[S 325/2000 wef 01/08/2000]

“flight procedures trainer” means a type of apparatus which provides a realistic flight deck environment and which simulates instrument responses, simple control functions of the mechanical, electrical, electronic and other aircraft systems and the performance and flight characteristics of aircraft of a particular class;

[S 278/2010 wef 15/05/2010]

“flight recorder” means any type of recorder installed in an aircraft for the purpose of complementing an investigation into an accident or incident;

[S 729/2010 wef 01/12/2010]

“flight simulation training device” means an apparatus in which flight conditions are simulated on the ground and includes a flight simulator, a flight procedures trainer and a basic instrument flight trainer;

[S 278/2010 wef 15/05/2010]

“flight simulator” means a type of apparatus that provides an accurate representation of a flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic and other aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that aircraft type are realistically simulated;

[S 278/2010 wef 15/05/2010]

“flight visibility” means the visibility forward from the flight deck of an aircraft in flight;

“free flight aerial object” means an unmanned, uncontrollable, lighter-than-air object that is able to remain airborne and includes a free balloon;

[S 617/2012 wef 17/12/2012]

“glider” means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

[S 278/2010 wef 15/05/2010]

“gyroplane” means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes;

[S 570/2011 wef 04/10/2011]

“heavier-than-air aircraft” means any aircraft deriving its lift in flight chiefly from aerodynamic forces;

[S 21/2015 wef 26/01/2015]

“helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power driven rotors on substantially vertical axes;

[S 278/2010 wef 15/05/2010]

[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 12/2023 wef 01/03/2023]

“human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

[S 278/2010 wef 15/05/2010]

“instrument approach operation” means an approach and landing using instruments for navigation guidance based on an instrument approach procedure, executed either by a 2D or 3D instrument approach operation;

[S 21/2015 wef 26/01/2015]

“instrument approach procedure” means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from —

(a) the initial approach fix; or

(b) the beginning of a defined arrival route, where applicable,

to a point from which a landing can be completed and thereafter, if a landing is not completed, to a point at which holding or en-route obstacle clearance criteria apply;

[S 21/2015 wef 26/01/2015]

[S 839/2025 wef 29/12/2025]

“Instrument Flight Rules” means Instrument Flight Rules contained in Chapter 5 of Annex 2 to the Chicago Convention;

[S 278/2010 wef 15/05/2010]

[S 839/2025 wef 29/12/2025]

“Instrument Meteorological Conditions” means meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, less than the minima specified for visual meteorological conditions;

[S 423/2010 wef 02/08/2010]

[Deleted by S 617/2012 wef 17/12/2012]

“kite” means a pilotless framework covered with a material including cloth, synthetic fibre, plastic or paper and which is

designed to be flown in the wind at the end of a string without mechanical propulsion;

[S 617/2012 wef 17/12/2012]

“legal personal representative” means an executor, administrator or other representative of a deceased person;

“licence” includes any certificate of competency or certificate of validity issued with the licence or required to be held in connection with the licence by the law of the country in which the licence is granted;

“lifejacket” includes any device designed to support a person individually in or on water;

“lighter-than-air aircraft” means any aircraft supported chiefly by its buoyancy in the air;

[S 570/2011 wef 04/10/2011]

“log book”, in the case of an aircraft log book, engine log book or variable pitch propeller log book includes a record kept either in a book or by any other means approved by the Chief Executive in any particular case;

[S 278/2010 wef 15/05/2010]

[Deleted by S 839/2021 wef 04/11/2021]

“maintenance schedule” means a document which describes the specific scheduled maintenance tasks and their frequency of completion necessary for the safe operation of those aircraft to which it applies;

[S 278/2010 wef 15/05/2010]

“manoeuvring area” means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, but does not include aprons;

[S 325/2000 wef 01/08/2000]

[Deleted by S 12/2023 wef 01/03/2023]

“maximum total weight authorised”, in relation to an aircraft, means the maximum total weight of the aircraft and its contents at which the aircraft may take off anywhere in the world in the most favourable circumstances in accordance

with the Certificate of Airworthiness in force in respect of the aircraft;

“medical assessor” means a person who —

- (a) is qualified and licensed to practise medicine in Singapore or elsewhere;
- (b) is trained and experienced in the practice of aviation medicine;
- (c) possesses the practical knowledge and experience of the conditions in which the holder of a licence carries out the functions to which his licence relates; and
- (d) is approved by the Chief Executive to assess the medical fitness of an applicant under the Fourteenth Schedule based on evaluating the report of the designated medical examiner and such other assessments as the medical assessor may deem necessary;

[S 617/2012 wef 17/12/2012]

“military aircraft” includes the naval, military or air force aircraft of any country;

“minimum descent altitude” or “MDA”, or “minimum descent height” or “MDH”, means a specified altitude or height in a 2D instrument approach operation or circling approach operation below which the pilot-in-command must not continue the descent without the required visual reference;

[S 21/2015 wef 26/01/2015]

“modification”, in relation to an aircraft or aircraft component, means the alteration of the aircraft or aircraft component to conform to the approved standard for that aircraft or aircraft component as notified in the Singapore Airworthiness Requirements (SAR), and “modified” shall be construed accordingly;

[S 423/2010 wef 02/08/2010]

[S 729/2010 wef 01/12/2010]

“movement area” means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons;

[S 440/2003 wef 15/09/2003]

“nautical mile” means the International Nautical Mile which is a distance of 1,852 metres;

“navigation specification” means a set of requirements pertaining to the aircraft and flight crew that is needed to support performance-based navigation within a defined airspace;

[S 589/2016 wef 18/11/2016]

“night” means the time between 20 minutes after sunset and 20 minutes before sunrise, sunset and sunrise being determined at surface level;

“Notam” or “Notice to Airmen” means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service or procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;

[S 440/2003 wef 15/09/2003]

“notified” means —

(a) shown in any official publications issued by the Chief Executive for the purpose of enabling any of the provisions of this Order to be complied with, such as but not limited to —

(i) Advisory Circulars (AC);

(ii) Airworthiness Notices;

(iii) *[Deleted by S 683/2018 wef 09/10/2018]*

(iv) *[Deleted by S 12/2023 wef 01/03/2023]*

(v) Manual of Standards — Licensing of Air Traffic Control Personnel (MOS-PEL);

- (vi) Manual of Standards — Units of Measurement to be used in Air and Ground Operations (MOS-UOM);
 - (vii) Singapore Air Safety Publications (SASP); or
[S 497/2019 wef 15/07/2019]
 - (viii) Singapore Airworthiness Requirements (SAR);
or
 - (ix) *[Deleted by S 497/2019 wef 15/07/2019]*
 - (b) shown in any publications issued by the Aeronautical Information Services provider such as but not limited to —
 - (i) Aeronautical Information Circulars (AIC);
 - (ii) Aeronautical Information Publications (AIP);
or
 - (iii) Notams (Notices to Airmen);
[S 423/2010 wef 02/08/2010]
- “obstacle” means any fixed (whether temporary or permanent) or mobile object or part thereof —
- (a) which is located in an area intended for the surface movement of aircraft; or
 - (b) which extends above a defined surface intended to protect aircraft in flight;
[S 440/2003 wef 15/09/2003]
- “obstacle limitation surfaces” means a series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacles in order to permit the intended aircraft operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome;
[S 440/2003 wef 15/09/2003]
- “operator” has the meaning assigned to it by sub-paragraph (3);
- “overhaul”, in relation to an aircraft component, means a process that ensures that the aircraft component is in

complete conformity with all the applicable service tolerances specified in the type certificate holder's or aircraft component manufacturer's instructions for continued airworthiness, or in data which is approved or accepted by the competent authority and includes at least the disassembly, cleaning, inspection, necessary repairs, reassembly and testing of the aircraft component in accordance with such specified data;

[S 423/2010 wef 02/08/2010]

“parasail” means a structure that is capable of lifting a person harnessed or attached to the structure up or through the air when the structure is —

(a) towed by a moving vessel, vehicle or such other object; or

(b) thrust into the air by the wind,

and “parasailing” shall be construed accordingly;

[S 617/2012 wef 17/12/2012]

“performance-based communication” or “PBC” means communication based on performance specifications applied to the provision of air traffic services;

[S 589/2016 wef 18/11/2016]

“performance-based navigation” or “PBN” means area navigation based on performance requirements for aircraft operating along an ATS route or in a designated airspace, or for an instrument approach procedure;

[S 589/2016 wef 18/11/2016]

“performance-based surveillance” or “PBS” means surveillance based on performance specifications applied to the provision of air traffic services;

[S 589/2016 wef 18/11/2016]

“pilot-in-command” means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;

[S 423/2010 wef 02/08/2010]

“Pre-flight Information Bulletin” means a presentation of current Notam information of operational significance, prepared prior to flight;

[S 440/2003 wef 15/09/2003]

“pressurised aircraft” means an aircraft provided with means of maintaining in any compartment thereof a pressure greater than that of the surrounding atmosphere;

“problematic use of psychoactive substances” means the use of one or more psychoactive substances in a way that —

- (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of any other person; or
- (b) causes or worsens an occupational, social, mental or physical problem or disorder suffered by the user;

[S 325/2000 wef 01/08/2000]

“production” means the performance of tasks required for the manufacture or assembly of aircraft, aircraft components, aircraft materials or part thereof;

[S 331/2005 wef 02/06/2005]

“prohibited area” means any part of Singapore airspace to which any declaration under regulation 55C(1)(a) of the Air Navigation (91 — General Operating Rules) Regulations 2018 (G.N. No. S 441/2018) applies and has effect;

[S 839/2025 wef 29/12/2025]

“psychoactive substances” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens and volatile solvents, but excludes coffee and tobacco;

[S 325/2000 wef 01/08/2000]

“public transport” has the meaning assigned to it by sub-paragraph (4);

“public transport aircraft” means an aircraft flying or intended by the operator of the aircraft to fly, for the purpose of public transport;

“public transport of passengers” means transport of passengers which is public transport by virtue of sub-paragraph (4)(a)(i) or (ii);

“rating”, in relation to a licence issued under paragraph 11, 20 or 62A, means an authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence;

[S 278/2010 wef 15/05/2010]

“repair” means the restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate of the respective aircraft type, after it has been damaged or subject to wear;

[S 166/2002 wef 15/04/2002]

“replacement”, in relation to any part of any aircraft or its equipment, includes the removal and replacement of that part whether or not by the same part, and whether or not any work is done on it, but does not include the removal and replacement of a part which is designed to be removable solely for the purpose of enabling another part to be inspected, repaired, removed or replaced or cargo to be loaded;

“required communication performance specification” or “RCP specification” means a set of requirements for the provision of air traffic services and associated ground equipment, aircraft capability, and operations, that is needed to support performance-based communication;

[S 589/2016 wef 18/11/2016]

“required navigation performance” or “RNP” means a statement of the navigation performance necessary for operation within a defined airspace;

[S 581/2003 wef 12/12/2003]

“required surveillance performance specification” or “RSP specification” means a set of requirements for the

provision of air traffic services and associated ground equipment, aircraft capability, and operations, that is needed to support performance-based surveillance;

[S 589/2016 wef 18/11/2016]

“restricted area” means any part of Singapore airspace to which any declaration under regulation 55C(1)(b) of the Air Navigation (91 — General Operating Rules) Regulations 2018 applies and has effect;

[S 839/2025 wef 29/12/2025]

[Deleted by S 589/2016 wef 18/11/2016]

“rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors;

[S 570/2011 wef 04/10/2011]

“Rules of the Air” means the provisions of the Rules of the Air in Annex 2 to the Chicago Convention (except Paragraph 3.8.1 of Chapter 3 of, and Paragraphs 1.1, 1.2 and 1.3 of Appendix 2 to, Annex 2) as in force from time to time and, when in flight, either —

- (a) the visual flight rules specified in Chapter 4 of Annex 2 to the Chicago Convention; or
- (b) the instrument flight rules specified in Chapter 5 of Annex 2 to the Chicago Convention;

[S 839/2025 wef 29/12/2025]

“runway strip” means a defined area, including the runway and stopway if provided, that is intended —

- (a) to reduce the risk of damage to aircraft running off a runway; and
- (b) to protect aircraft flying over the area during take-off or landing operations;

[S 440/2003 wef 15/09/2003]

“scheduled journey” means one of a series of journeys which are undertaken between the same two places and together amount to a systematic service;

“sign” or “signature” and its grammatical variations means the application to a medium (electronic or otherwise) of a method (electronic or otherwise) used to identify a person and to indicate the intention of that person in respect of any information contained in that medium;

[S 839/2021 wef 04/11/2021]

“Singapore Air Safety Publication (SASP)” means the Singapore Air Safety Publication issued under paragraph 20;

[S 384/2000 wef 31/08/2000]

“Singapore aircraft” means an aircraft which is registered in the Republic of Singapore;

“Singapore airspace” means the airspace over Singapore;

[S 839/2025 wef 29/12/2025]

“Singapore Airworthiness Requirements (SAR)” means the Singapore Airworthiness Requirements issued under paragraph 17A;

[S 384/2000 wef 31/08/2000]

[Deleted by S 839/2025 wef 29/12/2025]

“State of registry” means the State on whose register the aircraft is entered;

[S 423/2010 wef 02/08/2010]

“State of the operator” means the State in which the operator of an aircraft has his principal place of business or, if he has no such place of business, his permanent residence;

[S 384/2000 wef 31/08/2000]

“survival ELT” means an ELT which is removable from an aircraft, stowed as to facilitate its ready use in an emergency, and capable of being manually activated;

[S 384/2000 wef 31/08/2000]

“take-off alternate aerodrome” means an alternate aerodrome at which an aircraft would be able to land if landing becomes necessary shortly after take-off and it is not possible to use the aerodrome of departure;

[S 21/2015 wef 26/01/2015]

“taxiing” means the movement of an aircraft on the surface of an aerodrome under its own power, but does not include take-off and landing;

[S 325/2000 wef 01/08/2000]

“to land” in relation to an aircraft includes to alight on water;

[S 617/2012 wef 17/12/2012]

[Deleted by S 839/2025 wef 29/12/2025]

“Visual Meteorological Conditions (VMC)” means meteorological conditions expressed in terms of visibility, distance from cloud and ceiling, equal to or better than specified minima;

[S 423/2010 wef 02/08/2010]

“working day” means any day except a Saturday, Sunday or public holiday.

[S 617/2012 wef 17/12/2012]

(2) An aircraft shall be deemed to be in flight —

- (a) in the case of an aeroplane, a pilotless flying machine or glider (whether being towed or not), from the moment it first moves for the purpose of taking off until the moment when it finally comes to rest after landing at the end of the flight;
- (b) in the case of a helicopter or gyroplane, from the moment its rotor blades start turning until the moment when it finally comes to rest after landing at the end of the flight, and the rotor blades are stopped;
- (c) in the case of an airship or free balloon, from the moment when it first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest thereon,

and the expressions “a flight”, “to fly” and “flight time” shall be construed accordingly.

[S 278/2010 wef 15/05/2010]

(3) For the purposes of the application of any provision of this Order in relation to any particular aircraft, “operator” means the

person who, or organisation or enterprise which, at the relevant time is engaged in or offering to engage in an aircraft operation, except in the following cases:

- (a) where there is an agreement for the charter, hire, lease or loan of an aircraft by one person (the first-mentioned person) to another person, other than an air transport undertaking or an aerial work undertaking for a period not exceeding 14 days, the first-mentioned person shall be deemed to be the operator for the purposes of the application of any provision in Part III;
- (b) where the aircraft, being a Singapore aircraft, is used in any general aviation operation, the owner of the aircraft shall be deemed to be the operator of that aircraft unless the owner has informed the Chief Executive in a manner specified by the Chief Executive that he is not the person who is engaged in that operation; and
- (c) where the aircraft is not used in any aircraft operation, the person who owns or whose management or control the aircraft is in shall be deemed to be the operator.

[S 423/2010 wef 02/08/2010]

(4) (a) Subject to this paragraph, an aircraft in flight shall for the purposes of this Order be deemed to fly for the purpose of public transport —

- (i) if hire or reward is given or promised for the carriage of passengers or cargo in the aircraft on that flight; or
- (ii) if any passengers or cargo are carried gratuitously in the aircraft on that flight by an air transport undertaking, not being persons in the employment of the undertaking (including its directors in the case of a body corporate), persons with the authority of the Chief Executive either making any inspection or witnessing any training, practice or test for the purposes of this Order, or a cargo intended to be used by any such passengers as aforesaid, or by the undertaking; or

[S 423/2010 wef 02/08/2010]

- (iii) for the purposes of Part III if hire or reward is given or promised for the right to fly the aircraft on that flight otherwise than under a hire purchase agreement.

(b) Where under a transaction effected by or on behalf of a member of an unincorporated association of persons on the one hand and the association of persons or any member thereof on the other hand, a person is carried in, or is given the right to fly, an aircraft in such circumstances that hire or reward would be deemed to be given or promised if the transaction were effected otherwise than as aforesaid, hire or reward, shall, for the purposes of this Order, be deemed to be given.

(5) The expressions appearing in the “Table of General Classification of Aircraft” set out in Part A of the First Schedule shall have the meanings thereby assigned to them.

(6) For the purpose of paragraph 19(2)(a), the reference to law of the State of the operator shall apply where —

- (a) that aircraft is registered in a Contracting State other than the State of the operator;
- (b) the operator is operating that aircraft pursuant to an agreement for its lease, charter or interchange or any similar arrangement;
- (c) the State in which that aircraft is registered has, by agreement with the State of the operator, agreed to transfer to the State of the operator its functions and duties as State of registry in respect of that aircraft in relation to any one or more of the following matters:
 - (i) *[Deleted by S 683/2018 wef 09/10/2018]*
 - (ii) *[Deleted by S 683/2018 wef 09/10/2018]*
 - (iii) in the case of paragraph 19(2)(a), flight crew licensing; or
 - (iv) *[Deleted by S 683/2018 wef 09/10/2018]*
- (d) the agreement has been registered with the Council of the International Civil Aviation Organisation or the existence

and scope of the agreement have been directly communicated to the Authority.

[S 384/2000 wef 31/08/2000]

(7) [*Deleted by S 12/2023 wef 01/03/2023*]

(8) In this Order, any reference to acting as an air traffic controller shall be read as providing or supervising the provision of aerodrome control service, approach control service or area control service.

[S 423/2010 wef 02/08/2010]

(9) In this Order, for every standard where a value is prescribed in the International System of Units (SI) and an alternative value is prescribed in a non-SI alternative unit of measurement in parentheses, the relevant standard is to be regarded as reached when either value is obtained.

[S 21/2015 wef 26/01/2015]

PART II

REGISTRATION AND MARKING OF AIRCRAFT

Aircraft to be registered

3.—(1) An aircraft (not being a kite or captive balloon) shall not fly in Singapore unless it is registered in —

- (a) Singapore; or
- (b) a Contracting State; or
- (c) some other State in relation to which there is in force an agreement between the Government and the government of that State which makes provision for the flight in Singapore of aircraft registered in that State.

[S 753/2019 wef 16/11/2019]

(1A) Despite sub-paragraph (1), an aircraft may fly unregistered on any flight that —

- (a) begins and ends in Singapore without passing over any other State;

- (b) is in accordance with the “B Conditions” or “D Conditions” set out in the Second Schedule; and
- (c) is in accordance with the conditions of a permit to fly issued by the Authority in respect of that aircraft.

[S 753/2019 wef 16/11/2019]

(2) The Authority may, in such special circumstances and subject to such conditions or limitations as the Authority may think fit, exempt temporarily from sub-paragraph (1) an aircraft registered elsewhere.

[S 278/2010 wef 15/05/2010]

[S 753/2019 wef 16/11/2019]

(3) If an aircraft flies in Singapore in contravention of sub-paragraph (1) in such manner or circumstances that if the aircraft had been registered in Singapore an offence against this Order or against other subsidiary legislation made under the Act would have been committed, the like offence shall be deemed to have been committed in respect of that aircraft.

Registration of aircraft in Singapore

4.—(1) The Chief Executive shall be the authority for the registration of aircraft in Singapore.

[S 278/2010 wef 15/05/2010]

(2) Subject to this paragraph, an aircraft shall not be registered or continue to be registered in Singapore if it appears to the Chief Executive that —

- (a) the aircraft is registered outside Singapore and that such registration does not cease by operation of law upon the aircraft being registered in Singapore;
- (b) an unqualified person is entitled as owner to any legal or beneficial interest in the aircraft or any share therein; or
- (c) it would be inexpedient in the public interest for the aircraft to be or to continue to be registered in Singapore.

[S 278/2010 wef 15/05/2010]

(3) The following persons and no other shall be qualified to be the owner of a legal or beneficial interest in an aircraft registered in Singapore or a share therein:

- (a) the Government;
- (b) citizens of Singapore;
- (c) citizens of any Commonwealth country; and
- (d) bodies incorporated in Singapore or in some part of the Commonwealth and having their principal place of business in some part of the Commonwealth.

(4) If an unqualified person residing or having a place of business in Singapore is entitled as owner to a legal or beneficial interest in an aircraft, or a share therein, the Chief Executive, upon being satisfied that the aircraft may otherwise be properly so registered, may register the aircraft in Singapore. The person aforesaid shall not cause or permit the aircraft, while it is registered in pursuance of this sub-paragraph, to be used for the purpose of public transport or aerial work.

[S 278/2010 wef 15/05/2010]

(5) If an aircraft is chartered by demise to a person qualified as aforesaid the Chief Executive may, whether or not an unqualified person is entitled as owner to a legal or beneficial interest therein, register the aircraft in Singapore in the name of the charterer upon being satisfied that the aircraft may otherwise be properly so registered, and subject to this paragraph the aircraft may remain so registered during the continuation of the charter.

[S 278/2010 wef 15/05/2010]

(6) Application for the registration of an aircraft in Singapore shall be made in writing to the Chief Executive, and shall include or be accompanied by such particulars and evidence relating to the aircraft and the ownership and chartering thereof as he may require to enable him to determine whether the aircraft may properly be registered in Singapore and to issue the certificate referred to in sub-paragraph (8). In particular, the application shall include the proper description of

the aircraft according to column 4 of the “Table of General Classification of Aircraft” set out in Part A of the First Schedule.

[S 278/2010 wef 15/05/2010]

(7) Upon receiving an application for the registration of an aircraft in Singapore and being satisfied that the aircraft may properly be so registered, the Chief Executive shall register the aircraft, wherever it may be, and shall include in the register the following particulars:

- (a) the number of the certificate;
- (b) the nationality mark of the aircraft, and the registration mark assigned to it by the Chief Executive;
- (c) the name of the constructor of the aircraft and its designation;
- (d) the serial number of the aircraft;
- (e)
 - (i) the name and address of every person who is entitled as owner to a legal interest in the aircraft or a share therein and in the case of an aircraft which is the subject of a hire-purchase agreement the name and address of the hirer; or
 - (ii) in the case of an aircraft registered in pursuance of sub-paragraph (4) or (5) an indication that it is so registered.

[S 278/2010 wef 15/05/2010]

(8) The Chief Executive shall furnish to the person or persons in whose name the aircraft is registered (referred to in this Order as the registered owner) a certificate of registration, which shall include the foregoing particulars and the date on which the certificate was issued:

Provided that the Chief Executive shall not be required to furnish a certificate of registration if the registered owner —

- (a) is the holder of an aircraft dealer’s certificate granted under sub-paragraph (9);
- (b) has made to the Chief Executive and has not withdrawn a statement of his intention that the aircraft is to fly only in

accordance with the “C Conditions” set out in the Second Schedule; and

[S 278/2010 wef 15/05/2010]

- (c) shall use the aircraft only in accordance with the “C Conditions” set out in the Second Schedule.

[S 278/2010 wef 15/05/2010]

(9) The Chief Executive may grant to any person an aircraft dealer’s certificate if he is satisfied that he is a person carrying on in Singapore the business of buying and selling aircraft.

[S 278/2010 wef 15/05/2010]

(10) Subject to sub-paragraphs (4) and (5), if at any time after an aircraft has been registered in Singapore an unqualified person becomes entitled as owner to a legal or beneficial interest in the aircraft or a share therein, the registration of the aircraft shall thereupon become void and the certificate of registration shall forthwith be returned by the registered owner to the Chief Executive for cancellation.

[S 278/2010 wef 15/05/2010]

(11) Any person who is registered as the owner of an aircraft registered in Singapore shall forthwith inform the Chief Executive in writing of —

- (a) any change in the particulars which were furnished to the Chief Executive upon application being made for the registration of the aircraft;
- (b) the destruction of the aircraft, or its permanent withdrawal from use; or
- (c) in the case of an aircraft registered in pursuance of sub-paragraph (5) the termination of the demise charter.

[S 278/2010 wef 15/05/2010]

(12) Any person who becomes the owner of an aircraft registered in Singapore shall forthwith inform the Chief Executive in writing to that effect.

[S 278/2010 wef 15/05/2010]

(13) The Chief Executive may, whenever it appears necessary or appropriate to do so for giving effect to this Part or for bringing up to date or otherwise correcting the particulars entered in the register, amend the register or, if he thinks fit, may cancel the registration of the aircraft, and shall cancel that registration if he is satisfied that there has been a change in the ownership of the aircraft.

[S 278/2010 wef 15/05/2010]

(14) The Chief Executive may, by regulations, adapt or modify sub-paragraphs (1) to (13) as he considers necessary or expedient for the purpose of providing for the temporary transfer of aircraft to or from the Singapore register, either generally or in relation to a particular case or class of cases.

[S 278/2010 wef 15/05/2010]

(15) In this paragraph references to an interest in an aircraft do not include references to an interest in an aircraft to which a person is entitled only by virtue of his membership of a flying club, and the reference in sub-paragraph (11) to the registered owner of an aircraft includes, in the case of a deceased person, his personal representative, and in the case of a body corporate which has been dissolved, its successor.

(16) Nothing in this paragraph shall require the Chief Executive to cancel the registration of an aircraft if in his opinion it would be inexpedient in the public interest to do so.

[S 278/2010 wef 15/05/2010]

Nationality and registration marks

5.—(1) An aircraft (other than an aircraft permitted by or under this Order to fly without being registered) shall not fly unless it bears painted thereon or affixed thereto, in the manner required by the law of the country in which it is registered, the nationality and registration marks required by that law.

(2) The marks to be borne by aircraft registered in Singapore shall comply with Part B of the First Schedule.

- (3) An aircraft shall not bear any marks which purport to indicate —
- (a) that the aircraft is registered in a country in which it is not in fact registered except that marks approved by the Chief Executive for the purposes of flight in accordance with the “B Conditions” set out in the Second Schedule shall be deemed not to indicate that the aircraft is so registered; or
[S 61/93 wef 19/03/1993]
[S 278/2010 wef 15/05/2010]
 - (b) that the aircraft is a State aircraft of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has sanctioned the bearing of such marks.

PART III

AIRWORTHINESS AND EQUIPMENT OF AIRCRAFT

6. *[Deleted by S 683/2018 wef 09/10/2018]*

Issue and renewal of Certificates of Airworthiness

7.—(1) The Chief Executive may issue in respect of any aircraft a Certificate of Airworthiness if he is satisfied that the aircraft is fit to fly having regard to —

- (a) the design, construction, workmanship and materials of the aircraft (including in particular any engines fitted therein), and of any equipment carried in the aircraft which he considers necessary for the airworthiness of the aircraft;
[S 278/2010 wef 15/05/2010]
- (b) the results of flying trials, and such other tests of the aircraft as he may require; and
[S 278/2010 wef 15/05/2010]
- (c) its compliance with the requirements contained in all Airworthiness Notices:
[S 278/2010 wef 15/05/2010]

Provided that, if the Chief Executive has issued a Certificate of Airworthiness in respect of an aircraft which, in his opinion, is a

prototype aircraft or a modification of a prototype aircraft, he may dispense with flying trials in the case of any other aircraft if he is satisfied that it conforms to such prototype or modification.

[S 278/2010 wef 15/05/2010]

(2) Every Certificate of Airworthiness shall specify such categories as are, in the opinion of the Chief Executive, appropriate to the aircraft in accordance with the Third Schedule and the certificate shall be issued subject to the condition that the aircraft shall be flown only for the purpose indicated in the said Schedule in relation to those categories.

[S 278/2010 wef 15/05/2010]

(3) *[Deleted by S 61/93 wef 19/03/1993]*

(4) Where an aircraft is classified in its Certificate of Airworthiness as being under the Special Category, the purpose for which the aircraft is used shall also be specified in its Certificate of Airworthiness.

[S 61/93 wef 19/03/1993]

(5) The Chief Executive may issue the Certificate of Airworthiness subject to such other conditions relating to the airworthiness of the aircraft as he thinks fit.

[S 278/2010 wef 15/05/2010]

(6) *[Deleted by S 683/2018 wef 09/10/2018]*

(7) The Chief Executive may, subject to such conditions as he thinks fit, issue a certificate of validation rendering valid for the purposes of this Order a Certificate of Airworthiness issued in respect of any aircraft under the law of any country other than Singapore.

[S 278/2010 wef 15/05/2010]

(8) Subject to this paragraph, a Certificate of Airworthiness or validation issued under this paragraph shall remain in force for such period as may be specified therein, and may be renewed from time to time by the Chief Executive for such further period as he thinks fit.

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

(9) A Certificate of Airworthiness or a certificate of validation issued in respect of an aircraft shall cease to be in force —

- (a) if the aircraft, or such of its equipment as is necessary for the airworthiness of the aircraft is overhauled, repaired or modified, or if any part of the aircraft or of such equipment is removed or is replaced, otherwise than in a manner and with material of a type approved by the Chief Executive either generally or in relation to a class of aircraft or to the particular aircraft;

[S 278/2010 wef 15/05/2010]

- (b) from the time an inspection is required by the Chief Executive to be made for the purpose of ascertaining whether the aircraft remains airworthy until the completion of that inspection of the aircraft or of any such equipment;

[S 278/2010 wef 15/05/2010]

- (c) from the time a modification is required by the Chief Executive for the purpose of ensuring that the aircraft remains airworthy until the completion to the satisfaction of the Chief Executive of that modification of the aircraft or of any such equipment; or

[S 278/2010 wef 15/05/2010]

- (d) if the aircraft, or such of its equipment as is necessary for the airworthiness of the aircraft, is not in compliance with the requirements contained in all Airworthiness Notices.

[S 278/2010 wef 15/05/2010]

(10) The Chief Executive shall not be required by reason of this Order to accept an application for the issue of a Certificate of Airworthiness or a certificate of validation or for the variation or renewal of any such certificate when the application is not supported by reports from such approved persons as the Chief Executive may specify (either generally or in a particular case or class of cases).

[S 61/93 wef 19/03/1993]

[S 278/2010 wef 15/05/2010]

(11) The Chief Executive shall cause to be prepared and preserved in relation to each Singapore aircraft a record enabling the aircraft

(including in particular its engines) and such of its equipment as he may have considered necessary for the airworthiness of the aircraft in issuing, varying or rendering valid a Certificate of Airworthiness, to be identified with the drawings and other documents on the basis of which the certificate was issued, varied or rendered valid as the case may be. All equipment so identified shall for the purpose of this Order be deemed to be equipment necessary for the airworthiness of the aircraft. The Chief Executive shall cause such record to be produced for examination upon request being made therefor at any reasonable time by any person having, in the opinion of the Chief Executive, reasonable grounds for requiring to examine it.

[S 278/2010 wef 15/05/2010]

(12) The Chief Executive may, from time to time, issue an Airworthiness Notice stipulating the requirements that must be complied with in relation to the airworthiness of any aircraft or type of aircraft.

[S 278/2010 wef 15/05/2010]

(13) Subject to sub-paragraph (14), any applicant for and any holder of a Certificate of Airworthiness issued under this paragraph shall comply with any Airworthiness Notice issued by the Chief Executive under this paragraph.

[S 278/2010 wef 15/05/2010]

(14) The Chief Executive may, either generally or for such time as he may specify, waive the application of any Airworthiness Notice, or part thereof, issued under this paragraph, to any person referred to in sub-paragraph (13).

[S 278/2010 wef 15/05/2010]

Export Certificate of Airworthiness

7A.—(1) Where a Singapore registered aircraft is to be registered in another State (called in this paragraph the prospective State of Registry), the Chief Executive may issue an Export Certificate of Airworthiness in respect of the aircraft if —

- (a) that prospective State of Registry requires an Export Certificate of Airworthiness to register the aircraft; and

- (b) the aircraft meets the requirements under paragraph 7(1) for a Certificate of Airworthiness.

(2) An Export Certificate of Airworthiness for an aircraft is not a Certificate of Airworthiness for the purpose of this Order and does not authorise the operation of the aircraft.

(3) An Export Certificate of Airworthiness for an aircraft ceases to have effect when the aircraft is registered in the prospective State of Registry.

[S 181/2016 wef 01/05/2016]

Approval or certificate for design, production or distribution of aircraft, aircraft components or aircraft materials

8.—(1) No person shall engage in any stage of design, production or distribution of —

- (a) Singapore aircraft;
- (b) aircraft components fitted or to be fitted to or provided or to be provided in a Singapore aircraft; or
- (c) aircraft materials for use in the production, maintenance, servicing or operation of a Singapore aircraft or an aircraft component of a Singapore aircraft,

unless he has obtained from the Authority a certificate or other form of written approval in respect of the design, production or distribution of the aircraft, aircraft component or aircraft material, or the Authority determines that no certificate or approval is required, either generally or in a particular case.

[S 331/2005 wef 02/06/2005]

[S 278/2010 wef 15/05/2010]

[S 616/2017 wef 31/10/2017]

(2) Any person engaged or intending to engage in any stage of design, production or distribution of any other aircraft, aircraft component or aircraft material may apply to the Authority for a certificate or other form of written approval in respect of the design,

production or distribution of that other aircraft, aircraft component or aircraft material.

[S 331/2005 wef 02/06/2005]

[S 278/2010 wef 15/05/2010]

[S 616/2017 wef 31/10/2017]

(3) The Authority may, subject to such conditions as the Authority thinks fit, issue a certificate or other form of written approval under this paragraph to an applicant who has —

- (a) made his application in such form and manner and provided such information as may be specified in the Singapore Airworthiness Requirements (SAR);

[S 729/2010 wef 01/12/2010]

- (b) furnished such other information as the Authority may require; and

[S 278/2010 wef 15/05/2010]

- (c) satisfied the Authority that —

- (i) he is, or will be, able to carry out the design, production or distribution to which the application relates in a satisfactory manner; and

- (ii) where the application relates to design, the design complies with the appropriate airworthiness requirements specified in the Singapore Airworthiness Requirements (SAR).

[S 331/2005 wef 02/06/2005]

[S 278/2010 wef 15/05/2010]

[S 729/2010 wef 01/12/2010]

[S 616/2017 wef 31/10/2017]

(4) An authorised person may, at any time, for the purpose of ascertaining whether the design, production or distribution to which an application, a certificate or an approval relates is being, or will be, carried on in a satisfactory manner or for any other purpose —

- (a) inspect any aircraft, aircraft component or aircraft material;

- (b) inspect any process or system carried on by, any record maintained by or any document in the possession of, the applicant or holder of the certificate or approval in connection with the activities to which the certificate or approval relates;
- (c) conduct any test or evaluation that the authorised person considers necessary; and
- (d) require the applicant or holder of the certificate or approval to furnish to the authorised person such evidence as the authorised person may require of —
 - (i) the qualifications and competence of the applicant or holder or of the employees of the applicant or holder;
 - (ii) the facilities, including suppliers' facilities, at the disposal of the applicant or holder; or
 - (iii) design data, documents or reports in connection with the activities to which the certificate or approval relates.

[S 331/2005 wef 02/06/2005]

(5) [Deleted by S 616/2017 wef 31/10/2017]

(6) The holder of a certificate or an approval under this paragraph shall, at all times, comply with the conditions contained in such certificate or approval.

[S 331/2005 wef 02/06/2005]

Certificate or other approval for maintenance of Singapore registered aircraft or aircraft components

8A.—(1) A person must not engage in the maintenance of —

- (a) a Singapore registered aircraft; or
- (b) an aircraft component fitted or to be fitted to a Singapore registered aircraft,

unless the person has a certificate or other form of written approval from the Authority authorising the person to do so.

[S 278/2010 wef 15/05/2010]

[S 181/2016 wef 01/05/2016]

[S 616/2017 wef 31/10/2017]

(2) The Authority may, subject to such conditions as the Authority thinks fit, issue a certificate or other form of written approval under this paragraph to an applicant therefor who has —

- (a) made his application in such form and manner, and provided such information, as may be specified in the Singapore Airworthiness Requirements (SAR);
- (b) furnished with his application such other information as the Authority may require; and
- (c) satisfied the Authority that he is, or will be, able to carry out the maintenance to which the application relates in a satisfactory manner in accordance with the Singapore Airworthiness Requirements (SAR).

[S 278/2010 wef 15/05/2010]

[S 616/2017 wef 31/10/2017]

(3) *[Deleted by S 181/2016 wef 01/05/2016]*

(4) The holder of a certificate or an approval issued under this paragraph shall, at all times, comply with the conditions contained in such certificate or approval.

[S 278/2010 wef 15/05/2010]

(5) Notwithstanding sub-paragraph (1), a person in a country other than Singapore (referred to in this paragraph as a permitted person) may engage in the maintenance of a Singapore registered aircraft or any aircraft component fitted or to be fitted to a Singapore registered aircraft if all of the following conditions are satisfied:

- (a) the permitted person is certified or approved by the competent authority of that country to engage in the maintenance of aircraft or aircraft components under the law of that country;

- (b) there is a mutual recognition agreement or arrangement between the Authority and the competent authority of that country relating to the system of approval of persons engaged in the maintenance of aircraft or aircraft components;
- (c) the permitted person meets the requirements of the mutual recognition agreement or arrangement referred to in sub-paragraph (b) and any other requirements as may be notified by the Authority;

[S 616/2017 wef 31/10/2017]

- (d) that country is specified for the purposes of this sub-paragraph in an advisory circular issued under paragraph 88B.

[S 278/2010 wef 15/05/2010]

[S 348/2013 wef 17/06/2013]

[S 181/2016 wef 01/05/2016]

(6) A permitted person who engages in the maintenance of a Singapore registered aircraft or any aircraft component fitted or to be fitted to a Singapore registered aircraft shall, for the purposes of such maintenance, comply with —

- (a) the requirements in the mutual recognition agreement or arrangement referred to in sub-paragraph (5)(b); and
- (b) any other requirements as may be notified by the Authority referred to in sub-paragraph (5)(c).

[S 278/2010 wef 15/05/2010]

[S 181/2016 wef 01/05/2016]

[S 616/2017 wef 31/10/2017]

Certificate or other approval for maintenance of foreign registered aircraft or aircraft components

8B.—(1) A person may apply to the Authority for a certificate or other form of written approval to maintain —

- (a) a foreign registered aircraft; or

- (b) an aircraft component fitted or to be fitted to a foreign registered aircraft.

[S 616/2017 wef 31/10/2017]

(2) The Authority may, subject to such conditions as the Authority thinks fit, issue a certificate or other form of written approval under this paragraph to an applicant who has —

- (a) made the application in the form and manner, and provided the information, specified in the Singapore Airworthiness Requirements (SAR);
- (b) furnished with the application any other information that the Authority requires; and
- (c) satisfied the Authority that the applicant is, or will be, able to carry out the maintenance to which the application relates in a satisfactory manner, in accordance with the Singapore Airworthiness Requirements (SAR).

[S 616/2017 wef 31/10/2017]

(3) The holder of a certificate or other form of written approval issued under this paragraph must, at all times, comply with all conditions contained in the certificate or approval.

[S 616/2017 wef 31/10/2017]

Certification of maintenance review

9.—(1) A Singapore aircraft in respect of which a Certificate of Airworthiness in the Transport, Aerial Work or Private Category is in force shall not fly unless —

- (a) the aircraft (including in particular its engines), together with its equipment and radio station, is maintained in accordance with maintenance schedules approved by the Chief Executive in relation to that aircraft; and

[S 278/2010 wef 15/05/2010]

- (b) there is in force a certificate of maintenance review issued in accordance with this paragraph and such certificate shall certify the date on which the maintenance review was carried out and the date thereafter when the next review is due:

Provided that an aircraft may, notwithstanding that sub-paragraphs (1)(a) and (b) have not been complied with in relation to the radio station therein, fly for the sole purpose of enabling persons to be trained to perform duties in aircraft.

[S 61/93 wef 19/03/1993]

[S 589/2016 wef 18/11/2016]

(2) The approved maintenance schedule referred to in sub-paragraph (1)(a) shall specify the occasions on which a review must be carried out for the purpose of issuing a certificate of maintenance review.

(3) A certificate of maintenance review may be issued for the purposes of this paragraph only by —

(a) the holder of an aircraft maintenance licence granted under paragraph 11, in accordance with the privileges of the rating endorsed on the licence as specified in the Singapore Airworthiness Requirements (SAR);

[S 487/2006 wef 11/08/2006]

(b) the holder of an aircraft maintenance licence granted under the law of any country other than Singapore and rendered valid under this Order, in accordance with the privileges of the rating endorsed thereon;

[S 487/2006 wef 11/08/2006]

(c) the holder of an aircraft maintenance licence granted under the law of any country notified by the Chief Executive, in accordance with the privileges of the rating endorsed thereon and subject to any conditions that the Chief Executive may impose;

[S 278/2010 wef 15/05/2010]

(d) a person whom the Chief Executive has authorised to issue a certificate of maintenance review in a particular case, and in accordance with that authority; or

[S 278/2010 wef 15/05/2010]

- (e) a person approved by the Chief Executive as being competent to issue such certificates, and in accordance with that approval:

[S 278/2010 wef 15/05/2010]

Provided that, upon approving a maintenance schedule, the Chief Executive may direct that certificates of maintenance review relating to that schedule, or to any part thereof specified in his direction, may be issued only by the holder of such a licence as is so specified.

[S 278/2010 wef 15/05/2010]

(4) A person referred to in sub-paragraph (3) shall not issue a certificate of maintenance review unless he has first verified that —

- (a) maintenance has been carried out on the aircraft in accordance with the maintenance schedule approved for that aircraft;
- (b) inspections and modifications required by the Chief Executive as provided in paragraph 7 have been completed as certified in the relevant certificate of release to service;

[S 278/2010 wef 15/05/2010]

- (c) defects entered in the technical log of the aircraft in accordance with regulation 101 of the Air Navigation (91 — General Operating Rules) Regulations 2018 (G.N. No. S 441/2018) have been rectified or the rectification thereof has been deferred in accordance with procedures approved by the Chief Executive; and

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

- (d) certificates of release to service have been issued in accordance with paragraph 10.

(5) For the purpose of sub-paragraph (4), operator of the aircraft shall furnish all such information relating to all such matters as may be necessary for the person referred to in that sub-paragraph.

(6) Each certificate of maintenance review must be issued in duplicate —

- (a) one copy of which must (during the period of validity of the certificate) be carried in the aircraft when required under regulation 7 of the Air Navigation (91 — General Operating Rules) Regulations 2018; and
- (b) the other copy of which must be kept by the operator elsewhere than in the aircraft.

[S 711/2020 wef 01/09/2020]

(7) *[Deleted by S 683/2018 wef 09/10/2018]*

(8) *[Deleted by S 683/2018 wef 09/10/2018]*

(9) Upon the rectification of any defect that is entered in a technical log in accordance with regulation 101 of the Air Navigation (91 — General Operating Rules) Regulations 2018, the operator must ensure that a copy of the certificate of release to service required under paragraph 10 is entered in the technical log in such a position or manner as to be readily identifiable with the entry of the defect to which the certificate relates.

[S 683/2018 wef 09/10/2018]

(10) The operator must ensure that a copy of the entries mentioned in sub-paragraph (9) is kept on the ground.

[S 683/2018 wef 09/10/2018]

(11) Subject to paragraph 59, every certificate of maintenance review shall be preserved by the operator of the aircraft for a period of two years following the expiry of the period of validity of the certificate and for such further period as the Chief Executive may require in any particular case.

[S 278/2010 wef 15/05/2010]

Inspection, overhaul, repair, replacement and modification

10.—(1) A person must not install or place on board for use in a Singapore aircraft any instrument or item of equipment that has been overhauled, repaired, modified or inspected unless, at the time of such installation or placement on board, there is in force in respect of the instrument or item of equipment (as applicable) —

(a) a certificate of release to service issued in accordance with this paragraph; or

(b) an equivalent release document,

that relates to the overhaul, repair, modification or inspection (as the case may be) of the instrument or item of equipment, as applicable.

[S 683/2018 wef 09/10/2018]

(2) *[Deleted by S 162/2011 wef 01/04/2011]*

(3) *[Deleted by S 683/2018 wef 09/10/2018]*

(4) A certificate of release to service may be issued for the purposes of this paragraph only by —

(a) the holder of an aircraft maintenance licence granted under paragraph 11, in accordance with the privileges of the rating endorsed on the licence as specified in the Singapore Airworthiness Requirements (SAR);

[S 487/2006 wef 11/08/2006]

(b) the holder of an aircraft maintenance licence granted under the law of any country other than Singapore and rendered valid under this Order, in accordance with the privileges of the rating endorsed thereon;

[S 487/2006 wef 11/08/2006]

(c) the holder of an aircraft maintenance licence granted under the law of any country notified by the Chief Executive, in accordance with the privileges of the rating endorsed thereon and subject to any conditions that he may impose;

[S 278/2010 wef 15/05/2010]

(d) the holder of a certificate or a written approval issued by the Chief Executive in accordance with paragraph 8A;

[S 278/2010 wef 15/05/2010]

(e) a person whom the Chief Executive has authorised to issue the certificate in a particular case; or

[S 278/2010 wef 15/05/2010]

- (f) in relation only to the adjustment and compensation of direct reading magnetic compasses, the holder of an Airline Transport Pilot's Licence (Aeroplanes).

[S 497/2019 wef 15/07/2019]

(5) Subject to paragraph 59, if the aircraft to which a certificate of release to service relates is a public transport aircraft or an aerial work aircraft, the certificate of release to service shall be preserved by the operator of the aircraft for the period of time for which he is required to preserve the log book relating to the same part of the aircraft or to the same equipment or apparatus as the case may be. In the case of any other aircraft the certificate shall be preserved by the operator of the aircraft for a period of two years.

(6) In this paragraph, the word "repair" includes, in relation to a compass the adjustment and compensation thereof and the word "repaired" shall be construed accordingly.

Aircraft maintenance licence

11.—(1) The Authority may grant an aircraft maintenance licence (which may include a rating limiting the licence to any particular type of aircraft or equipment) for the purposes of this Order if the Authority is satisfied that the applicant is a fit and proper person to hold the licence and is qualified by his knowledge and experience to do so.

[S 487/2006 wef 11/08/2006]

[S 278/2010 wef 15/05/2010]

[S 839/2021 wef 04/11/2021]

(2) For the purpose of this paragraph, the applicant shall furnish such evidence and undergo such examination and test as the Authority may require.

[S 487/2006 wef 11/08/2006]

[S 278/2010 wef 15/05/2010]

[S 839/2021 wef 04/11/2021]

(3) An aircraft maintenance licence granted under sub-paragraph (1) shall, subject to any rating as aforesaid, entitle the holder of the licence to issue a certificate of maintenance review, a certificate of release to service or a certificate of fitness for flight in

accordance with the privileges of the licence as specified in the Singapore Airworthiness Requirements (SAR).

[S 487/2006 wef 11/08/2006]

(4) An aircraft maintenance licence shall, subject to any rating as aforesaid and subject to the holder of the licence maintaining competency and meeting the requirements for recent experience as specified in the Singapore Airworthiness Requirements (SAR), remain in force for the period specified in the licence, which period shall not exceed 24 months.

[S 487/2006 wef 11/08/2006]

(5) The Authority may issue a certificate rendering valid for the purpose of this Order any aircraft maintenance licence granted under the law of any country other than Singapore, which certificate may be issued subject to such conditions and for such period as the Authority thinks fit.

[S 487/2006 wef 11/08/2006]

[S 278/2010 wef 15/05/2010]

[S 839/2021 wef 04/11/2021]

(6) An aircraft maintenance licence granted under this paragraph shall not be valid unless it is signed by the holder.

[S 487/2006 wef 11/08/2006]

[S 839/2021 wef 04/11/2021]

(7) A holder of an aircraft maintenance licence granted under sub-paragraph (1) shall not perform any function to which his licence relates if he is under the influence of any psychoactive substance which may render him unable to perform such function in a safe and proper manner.

[S 487/2006 wef 11/08/2006]

(8) A holder of an aircraft maintenance licence granted under sub-paragraph (1) shall not at any time engage in the problematic use of psychoactive substances.

[S 487/2006 wef 11/08/2006]

(9) The Authority may, for the purpose of this paragraph and subject to such conditions as the Authority thinks fit —

(a) approve any course of training or instruction;

- (b) authorise a person to conduct any examination or test as the Authority may specify; and

[S 278/2010 wef 15/05/2010]

- (c) approve a person to provide any course of training or instruction.

[S 640/2006 wef 30/11/2006]

[S 278/2010 wef 15/05/2010]

[S 839/2021 wef 04/11/2021]

12. *[Deleted by S 683/2018 wef 09/10/2018]*

13. *[Deleted by S 683/2018 wef 09/10/2018]*

13A. *[Deleted by S 497/2019 wef 01/08/2019]*

14. *[Deleted by S 683/2018 wef 09/10/2018]*

Aircraft, engine and propeller log books

15.—(1) In addition to any other log book required by or under this Order, the following log books shall be kept in respect of every public transport aircraft and aerial work aircraft registered in Singapore —

- (a) an aircraft log book; and
- (b) a separate log book in respect of each engine fitted in the aircraft; and
- (c) a separate log book in respect of each variable pitch propeller fitted to the aircraft.

The log books shall include the particulars respectively specified in the Seventh Schedule.

(2) Each entry in the log book shall be made as soon as it is practicable after the occurrence to which it relates, but in no event more than 7 days after the expiration of the certificate of maintenance review (if any) in force in respect of the aircraft at the time of the occurrence.

(3) Entries in a log book may refer to other documents, which shall be clearly identified, and any other document so referred to shall be deemed, for the purposes of this Order, to be part of the log book.

(4) It shall be the duty of the operator of every aircraft in respect of which log books are required to be kept to keep them or cause them to be kept in accordance with paragraphs (1) to (3).

(5) Subject to paragraph 59 every log book shall be preserved by the operator of the aircraft until a date two years after the aircraft, the engine or the variable pitch propeller, as the case may be, has been destroyed or has been permanently withdrawn from use.

Aircraft weight schedule

16.—(1) Every flying machine and glider in respect of which a Certificate of Airworthiness issued or rendered valid under this Order is in force shall be weighed, and the position of its centre of gravity determined, at such times and in such manner as the Chief Executive may require in the case of that aircraft.

[S 278/2010 wef 15/05/2010]

(2) Upon the aircraft being weighed as mentioned in sub-paragraph (1), the operator of the aircraft shall prepare a weight schedule showing —

- (a) either the basic weight of the aircraft, that is to say, the weight of the aircraft empty together with the weight of the unusable fuel and unusable oil in the aircraft and of such items of equipment as are indicated in the weight schedule or such other weight as may be approved by the Chief Executive in the case of that aircraft; and

[S 278/2010 wef 15/05/2010]

- (b) either the position of the centre of gravity of the aircraft when the aircraft contains only the items included in the basic weight or such other position of the centre of gravity as may be approved by the Chief Executive in the case of that aircraft.

[S 278/2010 wef 15/05/2010]

(3) Subject to paragraph 59 the weight schedule shall be preserved by the operator of the aircraft until the expiry of a period of 6 months following the next occasion on which the aircraft is weighed for the purposes of this paragraph.

17. [*Deleted by S 683/2018 wef 09/10/2018*]

Compliance with Singapore Airworthiness Requirements (SAR)

17A.—(1) The Chief Executive may, from time to time, in such manner as he thinks fit, issue the Singapore Airworthiness Requirements (SAR) containing the requirements, as determined by the Chief Executive, which shall be complied with by any of the following persons in any particular circumstances, in addition to any other obligation that is imposed on such person under this Order:

- (a) any applicant for, or holder of, a certificate of registration referred to in paragraph 4;
- (b) any applicant for, or holder of, a Certificate of Airworthiness referred to in paragraph 7;
- (c) any applicant for, or holder of, a certificate or other form of written approval referred to in paragraph 8, 8A or 8B;

[S 616/2017 wef 31/10/2017]

- (d) any person who is approved or authorised to issue a certificate of maintenance review under paragraph 9 or a certificate of release to service under paragraph 10;
- (e) any applicant for, or holder of, an aircraft maintenance licence referred to in paragraph 11;
- (f) any person who is authorised to conduct any examination or test or who is approved to provide any course of training or instruction, under paragraph 11.

[S 683/2018 wef 09/10/2018]

- (g) [*Deleted by S 683/2018 wef 09/10/2018*]

(2) The Chief Executive may, either generally or for such time as he may specify, waive the application of any provision of the Singapore Airworthiness Requirements (SAR) issued under this paragraph in respect of any person referred to in sub-paragraph (1).

[S 278/2010 wef 15/05/2010]

PART IV

AIRCRAFT CREW AND LICENSING

18. [*Deleted by S 683/2018 wef 09/10/2018*]

Members of flight crew licences

19.—(1) Subject to this paragraph, a person shall not act as a member of the flight crew of a Singapore aircraft unless he is the holder of an appropriate licence granted or rendered valid under this Order:

Provided that a person may, within Singapore, act as a flight radiotelephony operator without being the holder of such a licence if —

- (a) he does so as a pilot of a glider not flying for the purpose of public transport or aerial work, or as a person being trained in Singapore aircraft to perform duties as a member of the flight crew of an aircraft;
- (b) he is authorised to operate the radiotelephony station by the holder of the licence granted in respect of that station by the Info-communications Media Development Authority under the Telecommunications Act (Cap. 323);

[S 640/2006 wef 30/11/2006]

[S 475/2016 wef 01/10/2016]

- (c) messages are transmitted only for the purpose of instruction, or of the safety or navigation of the aircraft;
- (d) messages are transmitted only on a frequency exceeding 60 megacycles per second assigned by the Info-communications Media Development Authority under the Telecommunications Act (Cap. 323);

[S 640/2006 wef 30/11/2006]

[S 475/2016 wef 01/10/2016]

- (e) the transmitter is pre-set to one or more of the frequencies so assigned and cannot be adjusted in flight to any other frequency;

- (f) the operation of the transmitter requires the use only of external switches; and
- (g) the stability of the frequency radiated is maintained automatically by the transmitter.

(2) Subject to this paragraph, a person shall not act as a member of the flight crew required by or under this Order to be carried in an aircraft registered outside Singapore unless —

- (a) in the case of an aircraft flying for the purpose of public transport or aerial work he is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered or under the law of the State of the operator; and

[S 384/2000 wef 31/08/2000]

- (b) in the case of any other aircraft, he is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered or under this Order, and the Chief Executive does not in the particular case give a direction to the contrary.

[S 278/2010 wef 15/05/2010]

(3) For the purposes of this paragraph, a licence granted under the law of a Contracting State purporting to authorise the holder thereof to act as a member of the flight crew of an aircraft, not being a licence purporting to authorise him to act as a student pilot only, shall unless the Chief Executive in the particular case gives a direction to the contrary be deemed to be a licence rendered valid under this Order but shall not entitle the holder —

- (a) to act as a member of the flight crew of any aircraft flying for the purpose of public transport or aerial work or on any flight in respect of which he receives remuneration for his services as a member of the flight crew on that flight; or
- (b) in the case of a pilot's licence, to act as pilot of any aircraft flying in controlled airspace in circumstances requiring

compliance with the Instrument Flight Rules or to give any instruction in flying.

[S 49/92 wef 01/02/1992]

[S 278/2010 wef 15/05/2010]

(4) Notwithstanding sub-paragraph (1), a person may, unless the Certificate of Airworthiness in force in respect of the aircraft otherwise requires, act as pilot of Singapore aircraft for the purpose of undergoing training or tests for the grant or renewal of a pilot's licence or for the inclusion, renewal or extension of a rating thereon without being the holder of an appropriate licence, if the following conditions are complied with:

- (i) no other person shall be carried in the aircraft or in an aircraft being towed thereby except a person carried as a member of the flight crew in compliance with this Order, a person authorised by the Chief Executive to witness the aforesaid training or tests, or to conduct the aforesaid tests, or, if the pilot-in-command of the aircraft is the holder of an appropriate licence, a person carried for the purpose of being trained or tested as a member of the flight crew of an aircraft; and

[S 278/2010 wef 15/05/2010]

- (ii) the person acting as the pilot of the aircraft without being the holder of an appropriate licence shall not be the pilot-in-command of the aircraft unless within the period of 6 months immediately preceding he was serving as a qualified pilot of aircraft in the Armed Forces, and his physical condition has not, so far as he is aware, so deteriorated during that period as to render him unfit for the licence for which he intends to qualify.

(5) Notwithstanding sub-paragraph (1), a person may act as a member of the flight crew of a Singapore aircraft without being the holder of an appropriate licence if, in so doing, he is acting in the course of his duty as a member of the Armed Forces.

(6) An appropriate licence for the purposes of this paragraph means a licence which entitles the holder to perform the functions which he

undertakes in relation to the aircraft concerned and the flight on which it is engaged.

(7) This paragraph shall not apply to a person (other than a flight radio operator) by reason of his acting as a member of the flight crew of a glider which is not flying for the purpose of public transport or aerial work.

(8) Notwithstanding anything in this paragraph —

- (a) the holder of a licence granted or rendered valid under this Order being a licence endorsed to the effect that the holder does not satisfy in full the relevant international standard, shall not act as a member of the flight crew of a Singapore aircraft in the territory of a Contracting State other than Singapore, except in accordance with permission granted by the competent authorities of that State; and
- (b) the holder of a licence granted or rendered valid under the law of a Contracting State other than Singapore, being a licence endorsed as aforesaid, shall not act as a member of the flight crew of any aircraft in Singapore except in accordance with permission granted by the Chief Executive, whether or not the licence is or is deemed to be rendered valid under this Order.

[S 278/2010 wef 15/05/2010]

Grant and renewal of licences to members of flight crew

20.—(1) The Chief Executive may grant licences, subject to such conditions as he thinks fit, for any of the following classes:

- (a) Student pilot's licence;
- (b) Private pilot's licence (aeroplanes);
- (c) Private pilot's licence (helicopters and gyroplanes);
- (d) Private pilot's licence (balloons and airships);
- (e) Commercial pilot's licence (aeroplanes);
- (f) Commercial pilot's licence (helicopters and gyroplanes);
- (g) Commercial pilot's licence (balloons);

- (h) Commercial pilot's licence (airships);
- (i) Commercial pilot's licence (gliders);
- (ia) Multi-crew Pilot's Licence (Aeroplanes);
[S 570/2011 wef 04/10/2011]
- (j) Airline transport pilot's licence (aeroplanes);
- (k) Airline transport pilot's licence (helicopters and gyroplanes);
- (l) [Deleted by S 497/2019 wef 15/07/2019]
- (m) [Deleted by S 497/2019 wef 15/07/2019]
- (n) Flight radiotelephony operator's licence,
[S 166/2002 wef 15/04/2002]

upon his being satisfied that the applicant is a fit and proper person to hold the licence and is qualified by reason of his knowledge, experience, competence, skill and physical fitness to act in the capacity to which the licence relates, and for that purpose the applicant may be required to undergo the appropriate medical examinations set out in the Fourteenth Schedule and any other examinations and tests or furnish any other evidence as the Chief Executive may determine. A licence of any class shall not be granted to any person who is under the minimum age specified for that class of licence in Part A of the Eighth Schedule.

[S 278/2010 wef 15/05/2010]

[S 570/2011 wef 04/10/2011]

(1A) Despite sub-paragraph (1) —

- (a) a licence of the class mentioned in sub-paragraph (1)(a), (g), (h) or (i) must not be granted to or renewed for any person who is 65 years of age or older; and
- (b) a licence of the class mentioned in sub-paragraph (1)(e), (f), (j) or (k) must not be granted to or renewed for any person who is 65 years of age or older except where the purpose of granting or renewing the licence is to entitle the holder of the licence to give instruction in flying an aircraft that is certificated for single pilot operations by the

inclusion of a flying instructor's rating or assistant flying instructor's rating in the licence.

[S 683/2018 wef 09/10/2018]

(2) Subject to sub-paragraph (2A), a licence entitles the holder of the licence to perform the functions specified in respect of that licence in Part A of the Eighth Schedule under the heading "Privileges".

[S 803/2015 wef 30/12/2015]

(2A) The licence is subject to the conditions of the licence and the following conditions:

- (a) subject to sub-paragraphs (10) and (11) and paragraphs 19(4) and 23(1), the holder of the licence is not entitled to perform any function specified in Part B of the Eighth Schedule in respect of a rating unless the licence includes that rating;
- (b) the holder of the licence is not entitled to perform any function relating to the licence if the holder knows or has reason to believe that the holder's physical condition renders the holder temporarily or permanently unfit to perform that function;
- (c) the holder of the licence is not entitled to perform any function relating to an instrument rating (aeroplanes), an instrument rating (helicopters), or an assistant flying instructor's rating unless the licence bears a certificate signed by a person authorised by the Chief Executive, stating that the holder has, within the period of 12 months before the day on which the holder performs that function, passed a test of the holder's ability to perform that function;
- (d) the holder of the licence is not entitled to perform any function relating to a flying instructor's rating unless the licence bears a certificate signed by a person authorised by the Chief Executive, stating that the holder has, within the period of 24 months, or 12 months if the holder is 65 years of age or older, before the day on which the holder

performs that function, passed a test of the holder's ability to perform that function;

[S 683/2018 wef 09/10/2018]

- (e) the holder of a pilot's licence is not entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless the licence bears, in accordance with the requirements contained in the Singapore Air Safety Publication (SASP), a valid certificate of test or experience appropriate to the functions the holder is to perform on that flight;

[S 497/2019 wef 15/07/2019]

- (f) a test referred to in sub-paragraphs (c) and (d) must be carried out either in flight or on the ground by means of a flight simulation training device.

[S 803/2015 wef 30/12/2015]

(3) The Chief Executive or any person appointed by him may, if he is satisfied that the applicant is qualified to act in the capacity to which a rating relates, include in the applicant's licence a rating of any of the classes specified in Part B of the Eighth Schedule and such rating shall be deemed to form part of the licence and shall entitle the holder of the licence to perform such functions as are specified in Part B of that Schedule in respect of that rating.

[S 348/2013 wef 17/06/2013]

(3A) The Chief Executive or any person appointed by him may renew any rating that is included in a licence referred to in sub-paragraph (3), if the Chief Executive or the person appointed by him, as the case may be, is satisfied, by a test or such other means as the Chief Executive may determine, that the applicant continues to be competent to perform the functions to which the rating relates.

[S 348/2013 wef 17/06/2013]

(3B) Where a test referred to in sub-paragraph (3A) is required to be carried out, the test shall be carried out either in flight or by means of a flight simulation training device.

[S 348/2013 wef 17/06/2013]

(3C) A person who has failed any test or examination required under this paragraph shall not be entitled to fly or to perform any duty on any aircraft in the capacity for which that test or examination would have qualified him, had he passed that test or examination.

[S 348/2013 wef 17/06/2013]

(4) A licence and a rating remains in force for the periods indicated in the licence, not exceeding those respectively specified in the Eighth Schedule, and may be renewed by the Chief Executive from time to time upon his being satisfied that the applicant is a fit and proper person and is qualified as aforesaid.

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

(5) A licence granted under this paragraph shall not be valid unless it is signed by the holder.

[S 487/2006 wef 11/08/2006]

[S 839/2021 wef 04/11/2021]

(6) Subject to paragraph 6 of the Fourteenth Schedule, every holder of a licence, other than a flight radiotelephony operator's licence, granted under this paragraph shall, upon applying for the renewal of the licence and upon such other occasions as the Chief Executive may require, submit himself to medical examination by a person approved by the Chief Executive either generally or in a particular case who shall make a report to the Chief Executive in such form as the Chief Executive may require.

[S 325/2000 wef 01/08/2000]

[S 278/2010 wef 15/05/2010]

(7) Subject to sub-paragraphs (7A) and (7B), a holder of a licence granted under this paragraph or rendered valid under paragraph 21 who —

- (a) suffers any personal injury involving incapacity to undertake the functions to which his licence relates;
- (b) suffers any illness involving incapacity to undertake those functions throughout a period of more than 20 days;
- (c) knows or has reason to believe that she is pregnant;

- (d) is prescribed any medication upon being diagnosed with, or any new medication while receiving or undergoing treatment for, any long-term or chronic disease or condition;

[S 178/2019 wef 31/03/2019]

- (e) has received any medical treatment provided by a hospital, or a person who is qualified and licensed to practise as a specialist in any branch of medicine, in Singapore or elsewhere;

[S 178/2019 wef 31/03/2019]

- (f) is given a notice of unfitness under regulation 5(5) of the Air Navigation (99 — Breath Testing for Alcohol) Regulations 2019 (G.N. No. S 177/2019); or

[S 178/2019 wef 31/03/2019]

- (g) knows or has reason to believe that the holder has a problem with dependency on psychoactive substances,

[S 178/2019 wef 31/03/2019]

shall —

- (i) inform the Chief Executive in writing —

- (A) as soon as possible, in the case of any matter in sub-paragraph (a), (c), (d), (e), (f) or (g); or
- (B) as soon as possible after a period of 20 days has elapsed, in the case of any illness in sub-paragraph (b); and

[S 178/2019 wef 31/03/2019]

- (ii) not exercise the privileges of the licence and related ratings until he has satisfied the medical assessor that his medical fitness has been restored to the standard required in paragraph 7 of the Fourteenth Schedule.

[S 487/2006 wef 11/08/2006]

[S 617/2012 wef 17/12/2012]

[S 178/2019 wef 31/03/2019]

(7A) Sub-paragraph (7) does not apply to the holder of a flight radiotelephony operator's licence.

[S 178/2019 wef 31/03/2019]

(7B) [*Deleted by S 497/2019 wef 15/07/2019*]

(8) Subject to sub-paragraph (8B), the privileges of a licence and related ratings granted under this Part are deemed to be suspended —

- (a) upon the occurrence of any event in sub-paragraph (7)(a), (d), (e) or (f); or
- (b) at the end of a period of 20 days, where the holder of the licence suffers from any illness in sub-paragraph (7)(b).

[S 178/2019 wef 31/03/2019]

(8A) The suspension under sub-paragraph (8) ceases if the Chief Executive —

- (a) is satisfied, after the holder of the licence undergoes such medical examination as the Chief Executive may require, that the holder is fit to resume exercising the privileges of the holder's licence and related ratings; or
- (b) otherwise determines that the holder may resume exercising the privileges of the holder's licence and related ratings without undergoing a medical examination.

[S 178/2019 wef 31/03/2019]

(8B) Sub-paragraph (8) does not apply to the privileges of a flight radiotelephony operator's licence and related ratings.

[S 178/2019 wef 31/03/2019]

[S 497/2019 wef 15/07/2019]

(9) In respect of a holder of a licence mentioned in sub-paragraph (7)(c) —

- (a) the privileges of the holder's licence and related ratings granted under this Part are deemed to be suspended upon the pregnancy of the holder being diagnosed; and
- (b) the suspension under sub-paragraph (a) ceases if the Chief Executive is satisfied, upon the holder undergoing such medical examination as the Chief Executive may require,

that the holder is fit to resume exercising the privileges of the holder's licence and related ratings.

[S 178/2019 wef 31/03/2019]

(9A) In respect of a holder of a licence mentioned in sub-paragraph (7)(g) —

- (a) the privileges of the licence and related ratings granted under this Part are deemed to be suspended upon the Chief Executive being informed by the holder under sub-paragraph (7)(i)(A); and
- (b) the suspension under sub-paragraph (a) ceases if the Chief Executive is satisfied, after the holder undergoes such medical examination as the Chief Executive may require, that the holder is fit to resume exercising the privileges of the holder's licence and related ratings.

[S 178/2019 wef 31/03/2019]

(10) Nothing in this Order shall be taken to prohibit the holder of:

- (a) a Commercial Pilot's Licence (Aeroplanes) or an Airline Transport Pilot's Licence (Aeroplanes) from acting as pilot-in-command of an aeroplane carrying passengers by night by reason of the lack of a night rating in his licence; or
- (b) a Multi-crew Pilot's Licence (Aeroplanes) from acting as pilot-in-command of a single-crew aeroplane carrying passengers by night by reason of the lack of a night rating in his licence provided that such licence entitles him to act as a pilot-in-command of a single-crew aeroplane.

[S 570/2011 wef 04/10/2011]

(11) Nothing in this Order shall prohibit the holder of a pilot's licence from acting as pilot of an aircraft not exceeding 5,700 kg maximum total weight authorised when with the authority of the Chief Executive he is testing any person in pursuance of sub-paragraph (1) or (3) notwithstanding that the type of aircraft in which the test is conducted is not specified in the aircraft rating included in his licence.

[S 278/2010 wef 15/05/2010]

(12) A person must not offer a flight simulation training device for the conduct of a test or a course of flight training or instruction unless —

- (a) in the case where the flight simulation training device is located in a foreign country and there is a mutual recognition agreement or arrangement between the Authority and the competent authority of the foreign country relating to the system of certification or approval for the flight simulation training device —
 - (i) the flight simulation training device is certified or approved by the competent authority of the foreign country under the laws of the foreign country, for such use; and
 - (ii) for the purposes of this sub-paragraph, the foreign country is specified in an advisory circular issued under paragraph 88B; or
- (b) in any other case, the person has obtained from the Chief Executive a certificate of qualification referred to in sub-paragraph (12B) for the flight simulation training device.

[S 803/2015 wef 30/12/2015]

(12A) A person must not use a flight simulation training device for the conduct of a test, examination or a course of flight training or instruction unless —

- (a) in the case where the flight simulation training device is located in a foreign country and there is a mutual recognition agreement or arrangement between the Authority and the competent authority of the foreign country relating to the system of certification or approval for the flight simulation training device —
 - (i) the flight simulation training device is certified or approved by the competent authority of the foreign country under the laws of the foreign country, for such use; and

- (ii) for the purposes of this sub-paragraph, the foreign country is specified in an advisory circular issued under paragraph 88B; or
- (b) in any other case, the flight simulation training device has been approved by the Chief Executive, by way of a certificate of qualification referred to in sub-paragraph (12B), for such use.

[S 803/2015 wef 30/12/2015]

(12B) The Chief Executive may issue or renew a certificate of qualification for a flight simulation training device, subject to such conditions as the Chief Executive thinks fit.

[S 348/2013 wef 17/06/2013]

(12C) Notwithstanding sub-paragraph (12)(b), a person who, immediately before 17th June 2013, has in force a certificate of qualification for a flight simulation training device granted by the Chief Executive under the Singapore Air Safety Publication (SASP) (referred to in this paragraph as the relevant permit) shall not be required to obtain a certificate of qualification under sub-paragraph (12)(b), for the same flight simulation training device, for the period which the relevant permit is in force.

[S 348/2013 wef 17/06/2013]

[S 803/2015 wef 30/12/2015]

(12D) A person who offers for use or uses a flight simulation training device under sub-paragraph (12)(a) or (12A)(a) must comply with any other requirement that the Chief Executive may specify.

[S 803/2015 wef 30/12/2015]

(13) Without prejudice to any other provision of this Order, the Chief Executive may, for the purpose of this paragraph, either absolutely or subject to such conditions as he thinks fit —

- (a) approve any course of training or instruction;
- (b) authorise a person (called in this paragraph an examiner) to conduct such examinations or tests as he may specify;

[S 299/2009 wef 30/06/2009]

[S 711/2020 wef 01/09/2020]

- (ba) authorise a person (called in this paragraph a senior examiner) to survey and evaluate the performance of an examiner when conducting any examination or test;

[S 711/2020 wef 01/09/2020]

- (c) approve a person to provide any course of training or instruction; and

[S 299/2009 wef 30/06/2009]

- (d) approve the use of a flight simulation training device by —
 - (i) any person authorised under sub-paragraph (b) to conduct any examination or test; or
 - (ii) any person approved under sub-paragraph (c) to provide any course of flight training or instruction.

[S 803/2015 wef 30/12/2015]

(14) The following persons shall comply with the relevant requirements contained in the Singapore Air Safety Publication (SASP) issued by the Chief Executive:

- (a) an applicant for or the holder of any licence referred to in this paragraph;
- (b) an applicant for or the holder of any certificate of qualification for a flight simulation training device referred to in sub-paragraph (12B);
- (c) a person applying to be authorised or authorised under sub-paragraph (13)(b) as an examiner to conduct any examination or test;

[S 711/2020 wef 01/09/2020]

- (ca) a person applying to be authorised or authorised under sub-paragraph (13)(ba) as a senior examiner to evaluate an examiner;

[S 711/2020 wef 01/09/2020]

- (d) a person applying to be approved or approved under sub-paragraph (13)(c) to provide any course of training or instruction;

- (e) a person applying to be approved or approved under sub-paragraph (13)(d)(i) to use a flight simulation training device to conduct any examination or test;

[S 803/2015 wef 30/12/2015]

- (f) a person applying to be approved or approved under sub-paragraph (13)(d)(ii) to use a flight simulation training device to provide any course of flight training or instruction.

[S 803/2015 wef 30/12/2015]

Limitation on privileges of pilots of 60 years and above

20A.—(1) A holder of a licence granted under paragraph 20(1)(e), (f), (ia), (j) or (k) who is 60 years of age or older may act as a pilot of a public transport aircraft only if —

- (a) the holder is a member of a crew with 2 or more pilots; and
- (b) the holder is below 65 years of age at the time of the flight.

[S 683/2018 wef 09/10/2018]

(2) A holder of a licence granted under paragraph (20)(1)(e), (f), (j) or (k) who is 65 years of age or older must not act as a pilot on any aircraft engaged in public transport or aerial work.

[S 351/2015 wef 02/06/2015]

[S 683/2018 wef 09/10/2018]

Validation of licences

21. The Chief Executive may issue a certificate of validation rendering valid for the purposes of this Order any licence as a member of the flight crew of aircraft granted under the law of any country other than Singapore. A certificate of validation may be issued for a period of 6 months and subject to such conditions as the Chief Executive thinks fit.

[S 278/2010 wef 15/05/2010]

[S 749/2024 wef 01/10/2024]

Personal flying log book

22.—(1) Every member of the flight crew of a Singapore aircraft, and every person who engages in flying for the purpose of qualifying for the grant or renewal of a licence under this Order or undergoing tests or receiving instructions in flying for admission into the Armed Forces, shall keep a personal flying log book in which the following particulars shall be recorded:

- (a) the name and address of the holder of the log book;
- (b) particulars of the holder's licence (if any) to act as a member of the flight crew of an aircraft; and
- (c) the name and address of his employer (if any);

(2) Particulars of each flight during which the holder of the log book acted either as a member of the flight crew of an aircraft or for the purpose of qualifying for the grant or renewal of a licence under this Order, as the case may be, shall be recorded in the log book at the end of each flight or as soon thereafter as is reasonably practicable, including —

- (a) the date, the places at which the holder of the log book embarked on and disembarked from the aircraft and the time spent during the course of a flight when he was acting in either capacity;
- (b) the type and registration marks of the aircraft;
- (c) the capacity in which he acted in flight;
- (d) particulars of any special conditions under which the flight was conducted, including night flying and instrument flying; and
- (e) particulars of any test or examination undertaken whilst in flight.

(3) *[Deleted by S 166/2002 wef 15/04/2002]*

(4) Particulars of any test or examination taken whilst in a flight simulator shall be recorded in the log book, including —

- (a) the date of the test or examination;

- (b) the type of simulator;
- (c) the capacity in which he acted; and
- (d) the nature of the test or examination.

[S 49/92 wef 01/02/1992]

Instructions in flying

23.—(1) A person shall not give any instruction in flying to which this paragraph applies unless —

- (a) he holds a licence, granted or rendered valid under this Order, entitling him to act as pilot-in-command of the aircraft for the purpose and in the circumstances under which the instruction is to be given; and
- (b) his licence includes a flying instructor's rating or an assistant flying instructor's rating entitling the holder to give the instruction.

(2) This paragraph shall apply to instruction in flying given to any person flying or about to fly a flying machine or glider for the purpose of becoming qualified for —

- (a) the grant of a pilot's licence; and
- (b) the inclusion or variation of any rating in his licence.

(3) This paragraph shall not apply to any instruction in flying to a person for the purpose of becoming qualified for the inclusion in his licence of an aircraft rating entitling him to act as pilot of a multi-engined aircraft, or of any aircraft of any class appearing in column 4 of the Table in Part A of the First Schedule if that person has previously been entitled under the Order, or qualified in the Armed Forces, to act as pilot of a multi-engined aircraft, or of an aircraft of that class as the case may be.

[S 49/92 wef 01/02/1992]

Specific approval for use of flight simulation training device by Singapore operator

23A.—(1) A Singapore operator must not use a flight simulation training device for any purpose in the applicable air operations

regulations unless the operator has specific approval from the Chief Executive to use the flight simulation training device for that purpose and —

(a) in the case of a flight simulation training device located in a foreign country, where there is a mutual recognition agreement or arrangement between the Authority and the competent authority of the foreign country relating to the system of certification or approval for the flight simulation training device —

(i) the flight simulation training device is certified or approved by the competent authority of the foreign country under the laws of the foreign country for such use; and

(ii) for the purposes of this sub-paragraph, the foreign country is specified in an advisory circular issued under paragraph 88B; or

(b) in any other case, the flight simulation training device is approved by the Chief Executive, by way of a certificate of qualification issued under paragraph 20(12B), for such use.

(2) The Chief Executive may grant the specific approval mentioned in sub-paragraph (1) either absolutely or subject to such conditions as the Chief Executive considers fit.

(3) A Singapore operator that is granted the specific approval under sub-paragraph (2) —

(a) must pay the applicable annual fee specified in paragraph 7(4) of the Twelfth Schedule; and

(b) must comply with the conditions (if any) contained in the approval and the relevant requirements contained in the Singapore Air Safety Publication (SASP) issued by the Chief Executive.

(4) In this paragraph —

“air operations regulations” means —

(a) the Air Navigation (91 — General Operating Rules) Regulations 2018;

- (b) the Air Navigation (98 — Special Operations) Regulations 2018 (G.N. No. S 442/2018);
- (c) the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 (G.N. No. S 444/2018);
- (d) the Air Navigation (125 — Complex General Aviation) Regulations 2018 (G.N. No. S 501/2018);
- (e) the Air Navigation (135 — Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018 (G.N. No. S 445/2018); or
- (f) the Air Navigation (137 — Aerial Work) Regulations 2018 (G.N. No. S 502/2018);

“Singapore operator” means —

- (a) a holder of an aerial work certificate granted under the Air Navigation (137 — Aerial Work) Regulations 2018;
- (b) a holder of an air operator certificate granted under the Air Navigation (119 — Air Operator Certification) Regulations 2018 (G.N. No. S 443/2018); or
- (c) a holder of a complex general aviation certificate granted under the Air Navigation (125 — Complex General Aviation) Regulations 2018.

[S 683/2018 wef 09/10/2018]

Glider pilot — minimum age

24. A person under the age of 16 years shall not act as pilot-in-command of a glider.

24A. *[Deleted by S 683/2018 wef 09/10/2018]*

PART V

[Deleted by S 683/2018 wef 09/10/2018]

PART VA

[Deleted by S 683/2018 wef 09/10/2018]

PART VB

[Deleted by S 1000/2022 wef 01/01/2023]

PART VI

AIRCRAFT NOISE

Control of aircraft noise

51.—(1) In this Part, unless the context otherwise requires —

“aircraft” means any aircraft of a type listed under regulation 34(5) of the Air Navigation (91 — General Operating Rules) Regulations 2018;

[S 683/2018 wef 09/10/2018]

“Annex” means Volume I of Annex 16 to the Chicago Convention entitled “Environmental Protection”;

[S 729/2010 wef 01/12/2010]

“noise certificate” means a certificate issued or validated or other document approved by the competent authority of a State to the effect that the aircraft to which the certificate or other document relates complies with the applicable noise certification requirements in force in that State;

[S 278/2010 wef 15/05/2010]

“State of Design” means the State having jurisdiction over the organisation responsible for the type design of an aircraft;

[S 278/2010 wef 15/05/2010]

“Type Certificate” means a document issued by a State of Design to define the design of an aircraft, engine or propeller type and to certify that the design complies with the appropriate airworthiness requirements of that State.

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

(2) *[Deleted by S 683/2018 wef 09/10/2018]*

(3) *[Deleted by S 683/2018 wef 09/10/2018]*

(4) The Chief Executive may, subject to such conditions as he thinks fit, issue a noise certificate in respect of any Singapore aircraft if —

- (a) the State of Design in respect of the aircraft type of that aircraft has included in the flight manual or the Type Certificate a statement that the aircraft type conforms with the relevant standards in respect of noise contained in the Annex;
- (b) a noise certificate has been issued in respect of that aircraft by the State of Design; or
- (c) the Chief Executive is satisfied, on the basis of any relevant documents, that the aircraft conforms with the relevant standards in respect of noise contained in the Annex.

[S 278/2010 wef 15/05/2010]

(5) On or after 15th May 2010, any person who requires a noise certificate in respect of a Singapore aircraft shall make an application to the Chief Executive in writing and such application shall include or be accompanied by such particulars and evidence relating to the aircraft, including any document specified in sub-paragraph (4), as the Chief Executive may require to enable him to properly determine whether a noise certificate may be issued in respect of that aircraft.

[S 278/2010 wef 15/05/2010]

PART VII

[Deleted by S 683/2018 wef 09/10/2018]

PART VIIA

EXHIBITIONS OF FLYING

[S 61/93 wef 19/03/1993]

Exhibitions of flying

55A.—(1) No person shall act as the organiser of an exhibition of flying (referred to in this paragraph as the exhibition organiser) at an organised event which event the exhibition organiser reasonably believes is likely to be attended by more than 500 persons and which event consists wholly or partly of an exhibition of flying unless at the time at which such an exhibition of flying commences the exhibition organiser has obtained the permission in writing of the Chief Executive under sub-paragraph (4) for the exhibition of flying and complies with any conditions therein specified:

Provided that the permission in writing of the Chief Executive under sub-paragraph (4) shall not be required for an exhibition of flying at an organised event if the exhibition organiser could not reasonably foresee 7 days before the intended date of the event that it would be likely to be attended by more than 500 persons.

[S 61/93 wef 19/03/1993]

[S 278/2010 wef 15/05/2010]

(2) (a) The pilot-in-command of an aircraft intending to participate in an exhibition of flying for which a permission is required by virtue of sub-paragraph (1) shall take all reasonable steps to satisfy himself before he participates that —

- (i) the exhibition organiser has been granted such permission;
- (ii) the flight can comply with any relevant conditions subject to which that permission may have been granted; and
- (iii) the pilot has been granted a display authorisation appropriate to the intended flight.

[S 423/2010 wef 02/08/2010]

(b) The pilot-in-command of an aircraft participating in an exhibition of flying for which a permission required by virtue of sub-paragraph (1) has been granted shall comply with any conditions subject to which that permission has been granted.

[S 423/2010 wef 02/08/2010]

(c) No person shall act as pilot of an aircraft participating in an exhibition of flying for which a permission is required by virtue of sub-paragraph (1) unless he holds a display authorisation appropriate

to the intended flight granted to him by the Chief Executive or such person as the Chief Executive may authorise to make such grant and he complies with any conditions thereof.

[S 278/2010 wef 15/05/2010]

(3) The exhibition organiser shall not permit any person to act as pilot of an aircraft which participates in an exhibition of flying for which a permission is required by virtue of sub-paragraph (1) unless such person holds a display authorisation appropriate to the intended flight granted by the Chief Executive or such person as the Chief Executive may authorise to make such grant.

[S 278/2010 wef 15/05/2010]

(4) The Chief Executive shall grant to any person applying therefor a permission required by virtue of sub-paragraph (1) if he is satisfied that that person is a fit and competent person, having regard in particular to his previous conduct and experience, his organisation, staffing and other arrangements, to safely organise the proposed exhibition of flying. The permission may be granted subject to such conditions, which may include conditions in respect of military aircraft, as the Chief Executive thinks fit and shall remain in force for the period specified in the permission.

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

(5) The Chief Executive or such person authorised by the Chief Executive under sub-paragraph (2)(c) shall, for the purposes of this paragraph, either unconditionally or subject to such conditions as he thinks fit —

- (a) grant an authorisation permitting the holder to act as pilot of an aircraft taking part in an exhibition of flying in respect of which a permission is required by virtue of sub-paragraph (1) upon being satisfied that the applicant is a fit person to hold the authorisation and is qualified by reason of his knowledge, experience, competence, skill, physical and mental fitness to fly in accordance therewith and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests as the

Chief Executive or such person authorised under sub-paragraph (2)(c) may require of him;

[S 278/2010 wef 15/05/2010]

- (b) conduct such examinations or tests as he may specify; and
- (c) approve a person as qualified to furnish reports to him and accept such reports.

(6) Sub-paragraph (1) does not apply to —

- (a) an exhibition organiser at an organised event that is located at —

- (i) an aerodrome; or
 - (ii) any other premises,

in the occupation or under the control of the military authorities; or

- (b) an exhibition of flying organised by the Republic of Singapore Air Force and comprising exclusively military aircraft.

[S 589/2016 wef 18/11/2016]

(7) The exhibition organiser shall not permit any military aircraft to participate in an exhibition of flying for which a permission is required by virtue of sub-paragraph (1) unless he complies with any conditions specified in respect of military aircraft subject to which such permission may have been granted.

[S 49/92 wef 01/02/1992]

PART VIII

DOCUMENTS AND RECORDS

56. *[Deleted by S 683/2018 wef 09/10/2018]*

57. *[Deleted by S 683/2018 wef 09/10/2018]*

58. *[Deleted by S 683/2018 wef 09/10/2018]*

58A. *[Deleted by S 683/2018 wef 09/10/2018]*

Preservation of documents, etc.

59. A person required by this Order to preserve any document by reason of his being the operator of an aircraft shall, if he ceases to be the operator of the aircraft, continue to preserve the document or record as if he had not ceased to be the operator, and in the event of his death the duty to preserve the document or record shall fall upon his personal representative:

Provided that if —

- (a) another person becomes the operator of the aircraft and it remains registered in Singapore he or his personal representative shall deliver to that other person upon demand the certificates of maintenance review and release to service, the log books and the weight schedule and any record made by a flight recorder and preserved in accordance with this Order which are in force or required to be preserved in respect of that aircraft;
- (b) an engine or variable pitch propeller is removed from the aircraft and installed in another aircraft operated by another person and registered in Singapore he or his personal representative shall deliver to that other person upon demand the log book relating to that engine or propeller; and
- (c) any person in respect of whom a record has been kept by him in accordance with paragraph 179(3)(f) of the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 or paragraph 172(3)(f) of the Air Navigation (135 — Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018, becomes a member of the flight crew of a public transport aircraft registered in Singapore and operated by another person he or his personal representative shall deliver those records to that other person upon demand,

[S 683/2018 wef 09/10/2018]

and it shall be the duty of that other person to deal with the document or record delivered to him as if he were the first-mentioned operator.

60. [*Deleted by S 683/2018 wef 09/10/2018*]

Offences in relation to documents and records

61.—(1) A person shall not with intent to deceive —

- (a) use any certificate, licence, approval, permission, permit, exemption, authorisation or other document issued or required by or under this Order which has been forged, altered, revoked or suspended or to which he is not entitled;

[S 61/93 wef 19/3/1993]

[S 617/2012 wef 17/12/2012]

- (b) lend any certificate, licence, approval, permission, permit, exemption, authorisation or other document issued or required by or under this Order to or allow it to be used by any other person; or

[S 61/93 wef 19/03/1993]

[S 617/2012 wef 17/12/2012]

- (c) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate, licence, approval, permission, permit, exemption, authorisation or any other document,

[S 617/2012 wef 17/12/2012]

and in this paragraph a reference to a certificate, licence, approval, permission, permit, exemption, authorisation or other document includes a copy or purported copy thereof.

[S 61/93 wef 19/03/1993]

[S 617/2012 wef 17/12/2012]

(2) A person shall not wilfully mutilate, alter or render illegible any log book or other record required by or under this Order to be maintained or any entry made therein, or knowingly make, or procure or assist in the making of, any false entry in or material omission from any such log book or record or destroy any such log book or record during the period for which it is required under this Order to be preserved.

(3) All entries made in writing in any log book and record referred to in sub-paragraph (2) shall be in ink or indelible pencil.

(4) A person shall not wilfully or negligently make in a load sheet any entry which is incorrect in any material particular, or any material omission from such a load sheet.

(5) A person shall not purport to issue any certificate for the purposes of this Order or any regulations made or requirements notified thereunder unless he is authorised to do so under this Order.

(6) A person shall not issue any such certificate as aforesaid unless he has satisfied himself that all statements in the certificate are correct.

PART IX

CONTROL OF AIR TRAFFIC

62. *[Deleted by S 839/2025 wef 29/12/2025]*

Licensing of air traffic controllers

62A.—(1) Subject to sub-paragraph (5), no person shall —

- (a) act as an air traffic controller;
- (b) hold himself out, whether by use of radio call sign or otherwise, as an air traffic controller; or
- (c) supervise or train any person to act as an air traffic controller,

unless he holds an air traffic controller licence granted or renewed under this paragraph and the appropriate rating is included in such licence.

[S 423/2010 wef 02/08/2010]

(2) The Authority may, subject to such conditions as the Authority thinks fit, grant or renew an air traffic controller licence upon being satisfied that the applicant —

- (a) is 21 years of age or older;

- (b) has passed all relevant training courses, examinations or tests as the Authority may require under sub-paragraph (3);
- (c) possesses the necessary knowledge, skill and experience, set out in the manual published under sub-paragraph (3B), to act as an air traffic controller; and
- (d) fulfils the medical examination and medical fitness requirements specified in the Fourteenth Schedule.

[S 589/2016 wef 18/11/2016]

(3) For the purpose of sub-paragraph (2)(b), the Authority may require an applicant to undergo such training courses, examinations or tests as may be relevant for acting as an air traffic controller.

[S 589/2016 wef 18/11/2016]

(3A) Without prejudice to any other provision of this Order, the Authority may, for the purpose of sub-paragraph (3), either absolutely or subject to such conditions as the Authority thinks fit —

- (a) approve any course of training or instruction;
- (b) authorise a person to conduct such examinations or tests as the Authority may specify;
- (c) approve a person to provide any course of training or instruction approved under sub-paragraph (a); and
- (d) approve the use of a simulator for the purposes of air traffic control training.

[S 299/2009 wef 30/06/2009]

[S 423/2010 wef 02/08/2010]

[S 589/2016 wef 18/11/2016]

(3B) The Authority may, in such manner as it thinks fit, publish a manual called the “Manual of Standards — Licensing of Air Traffic Control Personnel”, containing the standards relating to the licensing requirements applicable to every person who holds an air traffic controller licence, or is undergoing on-the-job training to act as an air traffic controller, that the Authority determines to be applicable in Singapore.

[S 589/2016 wef 18/11/2016]

[S 839/2021 wef 04/11/2021]

(3BA) The Authority may, in such manner as it thinks fit, publish a manual called the “Manual of Standards — Air Traffic Control Training Organisation”, containing the standards relating to the training of air traffic controllers that the Authority determines to be applicable in Singapore.

[S 589/2016 wef 18/11/2016]

(3C) A person who holds an air traffic controller licence, or is undergoing on-the-job training to act as an air traffic controller, must comply with the applicable standards specified in the Manual of Standards — Licensing of Air Traffic Control Personnel.

[S 839/2021 wef 04/11/2021]

(3D) A person who is approved to provide any course of training or instruction under sub-paragraph (3A) shall comply with the applicable standards specified in the Manual of Standards — Air Traffic Control Training Organisation and shall not at any time contravene any condition of the approval granted to him.

[S 299/2009 wef 30/06/2009]

[S 589/2016 wef 18/11/2016]

(4) *[Deleted by S 589/2016 wef 18/11/2016]*

(5) Notwithstanding sub-paragraph (1), a person who is undergoing on-the-job training to act as an air traffic controller shall be entitled to hold himself out, whether by use of radio call sign or otherwise, as an air traffic controller if he is directly supervised by a person who holds an air traffic controller licence with the appropriate rating.

[S 423/2010 wef 02/08/2010]

(6) Paragraphs 62E, 62F and 62G shall apply to any person referred to in sub-paragraph (5) as they apply to a holder of an air traffic controller licence.

(7) In sub-paragraphs (1) and (5) and paragraph 62E(1), (2) and (4), “rating” means an air traffic controller rating specified in the Seventeenth Schedule.

[S 325/2000 wef 01/08/2000]

[S 423/2010 wef 02/08/2010]

Signature required

62B. An air traffic controller licence shall be signed by the successful applicant upon the grant or renewal of the licence under paragraph 62A(2).

[S 325/2000 wef 01/08/2000]

[S 423/2010 wef 02/08/2010]

[S 839/2021 wef 04/11/2021]

Renewal and duration of air traffic controller licence

62C. An air traffic controller licence may be granted or renewed for a period not exceeding —

- (a) 48 months from the date the licence is granted or renewed, if the applicant is below 40 years of age on that date;
- (b) 24 months from the date the licence is granted or renewed, if the applicant is 40 years of age or more but less than 50 years of age on that date; or
- (c) 12 months from the date the licence is granted or renewed, if the applicant is 50 years of age or more on that date.

[S 487/2006 wef 11/08/2006]

[S 839/2021 wef 04/11/2021]

Replacement of air traffic controller licence

62D.—(1) Where an air traffic controller licence has been lost or defaced before its expiry, the Authority may, on application, issue a replacement air traffic controller licence.

[S 423/2010 wef 02/08/2010]

[S 839/2021 wef 04/11/2021]

(2) Upon issuance of the replacement licence, the holder of the air traffic controller licence to whom the replacement licence is issued shall sign the replacement licence.

[S 325/2000 wef 01/08/2000]

[S 423/2010 wef 02/08/2010]

[S 839/2021 wef 04/11/2021]

Incapacity of air traffic controllers

62E.—(1) A holder of an air traffic controller licence who —

- (a) knows or has reason to believe that he is unfit or is suffering from any personal injury which affects his capacity to act as an air traffic controller in accordance with the rating in his licence;

[S 423/2010 wef 02/08/2010]

- (b) suffers from any illness which affects his capacity to act as an air traffic controller in accordance with the rating in his licence throughout a period of more than 20 days;

[S 423/2010 wef 02/08/2010]

- (c) knows or has reason to believe that she is pregnant;

- (d) is prescribed any medication upon being diagnosed with, or any new medication while receiving or undergoing treatment for, any long-term or chronic disease or condition; or

[S 178/2019 wef 31/03/2019]

- (e) has received any medical treatment provided by a hospital, or a person who is qualified and licensed to practise as a specialist in any branch of medicine, in Singapore or elsewhere,

[S 178/2019 wef 31/03/2019]

shall —

- (i) inform the Chief Executive in writing —

- (A) as soon as possible, in the case of any matter in sub-paragraph (a), (c), (d), or (e); or

- (B) as soon as possible after a period of 20 days has elapsed, in the case of any illness in sub-paragraph (b); and

[S 178/2019 wef 31/03/2019]

- (ii) not exercise the privileges of the licence and related ratings until he has satisfied the medical assessor that his medical

fitness has been restored to the standard required in paragraph 7 of the Fourteenth Schedule.

[S 487/2006 wef 11/08/2006]

[S 617/2012 wef 17/12/2012]

(2) A holder of an air traffic controller licence mentioned in sub-paragraph (1)(a), (b), (d) or (e) must not act as an air traffic controller in accordance with the rating in his licence unless the Chief Executive —

- (a) is satisfied, after the holder undergoes such medical examination as the Chief Executive may require, that the holder is fit to resume exercising the privileges of the holder's licence and related ratings; or
- (b) otherwise determines that the holder may resume exercising the privileges of the holder's licence and related ratings without undergoing a medical examination.

[S 178/2019 wef 31/03/2019]

(3) The Chief Executive may require the holder of an air traffic controller licence referred to in sub-paragraph (1)(c) to undergo such medical examination as may be determined by the Chief Executive.

[S 423/2010 wef 02/08/2010]

(4) A holder of an air traffic controller licence who has been required to undergo the medical examination referred to in sub-paragraph (3) shall not act as an air traffic controller in accordance with the rating in her licence if she is certified as unfit to act as an air traffic controller.

[S 325/2000 wef 01/08/2000]

[S 423/2010 wef 02/08/2010]

Fatigue of air traffic controller

62F. A holder of an air traffic controller licence shall not act as an air traffic controller if he knows or has reason to believe that he is suffering from fatigue which may render him unable to act as an air traffic controller in a safe and proper manner.

[S 423/2010 wef 02/08/2010]

Prohibition of use of psychoactive substances

62G.—(1) A holder of an air traffic controller licence shall not act as an air traffic controller if he is under the influence of any psychoactive substance which may render him unable to carry out his duties as an air traffic controller in a safe and proper manner.

[S 423/2010 wef 02/08/2010]

(2) A holder of an air traffic controller licence shall not at any time engage in the problematic use of psychoactive substances.

[S 325/2000 wef 21/08/2000]

Paragraphs 62A to 62G not to apply to members of Armed Forces

62H. Paragraphs 62A to 62G shall not apply to any member of the Armed Forces who acts as an air traffic controller in respect of any aircraft under any circumstance other than during secondment to the Authority as an air traffic controller.

[S 325/2000 wef 01/08/2000]

[S 423/2010 wef 02/08/2010]

[S 820/2022 wef 03/11/2022]

Power to prohibit or restrict flying

63.—(1) Where the Minister makes an order under section 3(2)(I) of the Act, the Chief Executive may make regulations supplemental to such order restricting or imposing conditions on flight, either generally or in relation to any class of aircraft, over any area or along any route specified in such order and an aircraft shall not fly in contravention of such regulations.

[S 278/2010 wef 15/05/2010]

(2) If the pilot-in-command of an aircraft becomes aware that the aircraft is flying in contravention of any such regulations he shall forthwith cause a signal of distress to be made by radio or by one of the prescribed visual signals, and shall (unless otherwise instructed by the appropriate air traffic control unit or by a commissioned officer of the Armed Forces) cause the aircraft to land at the aerodrome, being an aerodrome suitable for that purpose, which it can reach by flying to the least possible extent over the area to which the

regulations relate. The aircraft shall not begin to descend while over such area.

[S 423/2010 wef 02/08/2010]

64. *[Deleted by S 839/2025 wef 29/12/2025]*

64A. *[Deleted by S 839/2025 wef 29/12/2025]*

64B. *[Deleted by S 839/2025 wef 29/12/2025]*

64C. *[Deleted by S 351/2015 wef 02/06/2015]*

64D. to 64I. *[Deleted by S 839/2025 wef 29/12/2025]*

PART X

AERODROMES, AERONAUTICAL LIGHTS AND DANGEROUS LIGHTS

[S 12/2023 wef 01/03/2023]

[S 753/2019 wef 16/11/2019]

65. *[Deleted by S 683/2018 wef 09/10/2018]*

Use of Government aerodromes

66. The Minister may cause to be notified, subject to such conditions as he thinks fit, any Government aerodrome as an aerodrome available for take-off and landing by aircraft.

67. to 67L. *[Deleted by S 12/2023 wef 01/03/2023]*

67M. *[Deleted by S 683/2018 wef 09/10/2018]*

67N. *[Deleted by S 423/2010 wef 02/08/2010]*

Charges at Government aerodromes and certified aerodromes

68.—(1) The Minister may, in relation to any Government aerodrome notified in pursuance of paragraph 66, or in relation to any aerodrome in respect of which an aerodrome certificate has been granted, or to such aerodromes generally or to any class thereof, prescribe the charges, or the maximum charges, which may be made for the use of the aerodrome and for any services performed at the aerodrome to or in connection with aircraft, and may further prescribe

the conditions to be observed in relation to those charges and the performance of these services.

[S 440/2003 wef 15/09/2003]

(2) The operator of a certified aerodrome in relation to which the Minister has prescribed any charges or conditions under sub-paragraph (1) shall not cause or permit any charges to be made in contravention of the prescribed charges, and shall cause particulars of the prescribed charges to be kept exhibited at the aerodrome in such a place and manner as to be readily available for the information of any person affected thereby.

[S 440/2003 wef 15/09/2003]

(3) The operator of any certified aerodrome shall, when required by the Minister, furnish to the Minister such particulars as he may require of the charges established by the operator for the use of the aerodrome or of any facilities provided at the aerodrome for the safety, efficiency or regularity of air navigation.

[S 440/2003 wef 15/09/2003]

69. [*Deleted by S 12/2023 wef 01/03/2023*]

Noise and vibration caused by aircraft on aerodrome

70.—(1) Noise and vibration may be caused by aircraft including military aircraft, on Government aerodromes, certified aerodromes or on aerodromes at which the production, repair or maintenance of aircraft is carried out by persons carrying on business as producers or repairers of aircraft, under the following conditions that is to say, that whether in the course of the production of the aircraft or otherwise —

- (a) the aircraft is taking off or landing; or
- (b) the aircraft is moving on the ground or water; or
- (c) the engines are being operated in the aircraft —
 - (i) for the purpose of ensuring their satisfactory performance;
 - (ii) for the purpose of bringing them to a proper temperature in preparation for, or at the end of, a flight; or

- (iii) for the purpose of ensuring that the instruments, accessories or other components of the aircraft are in a satisfactory condition.

[S 440/2003 wef 15/09/2003]

[S 331/2005 wef 02/06/2005]

(2) Section 4(2) of the Act shall apply to the aerodromes specified in sub-paragraph (1).

[S 331/2005 wef 02/06/2005]

Aeronautical lights

71.—(1) A person shall not establish or maintain an aeronautical light within Singapore except with the permission of the Chief Executive and in accordance with any conditions subject to which the permission may be granted.

[S 423/2010 wef 02/08/2010]

(2) A person shall not alter the character of an aeronautical light within Singapore except with the permission of the Chief Executive and in accordance with any conditions subject to which the permission may be granted.

[S 423/2010 wef 02/08/2010]

(3) A person shall not wilfully or negligently damage or interfere with any aeronautical light established and maintained by or with the permission of the Chief Executive.

[S 423/2010 wef 02/08/2010]

72. *[Deleted by S 839/2025 wef 29/12/2025]*

Aviation fuel at aerodromes

72A.—(1) A person who has the management of an aviation fuel installation on an aerodrome in Singapore shall not cause or permit any fuel to be delivered to that installation or from it to an aircraft unless —

(a) when the fuel is delivered into the installation he is satisfied that —

(i) the installation is capable of storing and dispensing the fuel so as not to render it unfit for use in aircraft;

- (ii) the installation is marked in a manner appropriate to the grade of fuel stored or if different grades are stored in different parts each part is so marked; and
 - (iii) in the case of delivery into the installation or part thereof from a vehicle or vessel, the fuel has been sampled and is of a grade appropriate to that installation or that part of the installation as the case may be and is fit for use in aircraft; and
- (b) when any aviation fuel is dispensed from the installation he is satisfied as the result of sampling that the fuel is fit for use in aircraft.

(2) Sub-paragraph (1) shall not apply in respect of fuel which has been removed from an aircraft and it is intended for use in another aircraft operated by the same operator as the aircraft from which it has been removed.

(3) A person to whom sub-paragraph (1) applies shall —

- (a) keep a written record in respect of each installation of which he has the management, which record shall include —
- (i) particulars of the grade and quantity of aviation fuel delivered and the date of delivery;
 - (ii) particulars of all samples taken of the aviation fuel and of the results of tests of those samples; and
 - (iii) particulars of the maintenance and cleaning of the installation;
- (b) preserve the written record for a period of 12 months or such longer period as the Chief Executive may direct; and
- (c) within a reasonable time after being requested to do so by the Chief Executive or an authorised person, produce such record to the Chief Executive or that authorised person.

[S 278/2010 wef 15/05/2010]

[S 384/2000 wef 31/08/2000]

[S 278/2010 wef 15/05/2010]

(4) A person shall not cause or permit any aviation fuel to be dispensed for use in an aircraft if he knows or has reason to believe that the aviation fuel is not fit for use in aircraft.

(5) If it appears to the Chief Executive or an authorised person that any aviation fuel is intended or likely to be delivered in contravention of any provision of this paragraph, the Chief Executive or that authorised person may direct the person having the management of the installation not to permit aviation fuel to be dispensed from that installation until the direction has been revoked by the Chief Executive or by an authorised person.

[S 278/2010 wef 15/05/2010]

(5A) The Chief Executive or an authorised person shall have the right of access at all reasonable times to any aviation fuel installation on an aerodrome —

- (a) for the purpose of inspecting the installation or any aviation fuel delivered thereto or stored therein;
- (b) for the purpose of inspecting any record required by sub-paragraph (3) to be kept; or
- (c) to cause such inspections, investigations or tests to be made as he considers necessary for the purpose of ensuring compliance with this paragraph.

[S 384/2000 wef 31/08/2000]

[S 278/2010 wef 15/05/2010]

(6) For the purpose of this paragraph —

“aviation fuel” means fuel intended for use in aircraft;

“aviation fuel installation” means any apparatus or container, including a vehicle, designed, manufactured or adapted for the storage of aviation fuel or for the delivery of such fuel to an aircraft.

[S 49/92 wef 01/02/1992]

Aerodrome rescue and fire fighting training organisation

72B.—(1) No person shall provide any course of training or instruction in aerodrome rescue and fire fighting to a holder of an

aerodrome certificate granted under regulation 6 of the Air Navigation (139 — Aerodromes) Regulations 2023 unless he is an approved aerodrome rescue and fire fighting training organisation.

[S 12/2023 wef 01/03/2023]

(2) If —

(a) a person makes the application to be an approved aerodrome rescue and fire fighting training organisation in such manner and form as the Authority may require;

[S 589/2016 wef 18/11/2016]

(b) the person provides one or more courses of training or instruction in aerodrome rescue and fire fighting that are acceptable to the Authority; and

[S 589/2016 wef 18/11/2016]

(c) in a case where a simulator is to be used for the purposes of aerodrome rescue and fire fighting training, the person uses a simulator that is acceptable to the Authority,

[S 589/2016 wef 18/11/2016]

the Authority may grant a written approval to the person as an aerodrome rescue and fire fighting training organisation, either absolutely or subject to such conditions as the Authority thinks fit.

[S 589/2016 wef 18/11/2016]

(3) The Authority may, in such manner as the Authority thinks fit, publish a manual, to be called the “Manual of Standards — Aerodrome Rescue and Fire Fighting Training”, containing such standards, recommended practices and guidance material relating to aerodrome rescue and fire fighting training as the Authority may determine to be applicable in Singapore.

[S 589/2016 wef 18/11/2016]

(4) An approved aerodrome rescue and fire fighting training organisation shall comply with the applicable standards specified in the Manual of Standards — Aerodrome Rescue and Fire Fighting Training and the conditions of the written approval granted to him under sub-paragraph (2).

(5) *[Deleted by S 589/2016 wef 18/11/2016]*

(6) *[Deleted by S 589/2016 wef 18/11/2016]*

(7) *[Deleted by S 589/2016 wef 18/11/2016]*

(8) *[Deleted by S 589/2016 wef 18/11/2016]*

(9) In this paragraph, “approved aerodrome rescue and fire fighting training organisation” means a person who is approved as an aerodrome rescue and fire fighting training organisation under sub-paragraph (1).

[S 570/2011 wef 04/10/2011]

[S 589/2016 wef 18/11/2016]

72C. *[Deleted by S 589/2016 wef 18/11/2016]*

PART XA

[Deleted by S 832/2019 wef 02/01/2020]

PART XI

GENERAL

73. *[Deleted by S 683/2018 wef 09/10/2018]*

Approval of persons to furnish reports

73A. In relation to any of its functions pursuant to any of the provisions of this Order, the Chief Executive may, either absolutely or subject to such conditions as he thinks fit, approve a person as qualified to furnish reports to him and may accept such reports.

[S 61/93 wef 19/03/1993]

[S 278/2010 wef 15/05/2010]

74. *[Deleted by S 683/2018 wef 09/10/2018]*

75. *[Deleted by S 683/2018 wef 09/10/2018]*

Enforcement of directions

76. Any person who fails to comply with any direction given to him by the Minister or by any authorised person under any provision of this Order or any regulations made or requirements notified

thereunder shall be deemed for the purposes of this Order to have contravened that provision.

Fees

77.—(1) The provisions of the Twelfth Schedule shall have effect with respect to the fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence or other document (including an application for, or the issue of a copy of, any such document), or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of, this Order or any regulations made thereunder.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with sub-paragraph (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.

[S 348/2013 wef 17/06/2013]

(3) The Chief Executive may, in any particular case, waive or refund in whole or in part any fee payable under this Order on such terms and conditions as he thinks fit.

[S 348/2013 wef 17/06/2013]

Exercise of powers, etc., of the Minister outside Singapore

78. In so far as the exercise of any power or the performance of any duty of the Minister under this Order may be required outside Singapore in any country where there is no representative of the Minister competent to exercise such power or to perform such duty the Minister may authorise in writing any person appearing to him to be qualified to do so or the holder for the time being of any office, to exercise such power or to perform such duty.

Regulations by the Minister

79. The Minister may make regulations for carrying out the purposes and provisions of this Order .

[S 278/2010 wef 15/05/2010]

Penalties

80.—(1) If any provision of this Order or of any regulations made thereunder is contravened in relation to an aircraft, the operator of that aircraft and the pilot-in-command thereof, if the operator or, as the case may be, the pilot-in-command is not the person who contravened that provision shall (without prejudice to the liability of any other person under this Order for that contravention) be deemed for the purposes of the following provisions of this paragraph to have contravened that provision unless he proves that the contravention occurred without his consent or connivance and that he exercised all due diligence to prevent the contravention.

[S 423/2010 wef 02/08/2010]

(2) If it is proved that an act or omission of any person which would otherwise have been a contravention by that person of a provision of this Order or of any regulations made thereunder was due to any cause not avoidable by the exercise of reasonable care by that person the act or omission shall be deemed not to be a contravention by that person of that provision.

(3) Where a person is charged with contravening a provision of this Order or any regulations made thereunder by reason of his having been a member of the flight crew of an aircraft on a flight for the purpose of public transport or aerial work the flight shall be treated (without prejudice to the liability of any other person under this Order) as not having been for that purpose if he proves that he neither knew nor had reason to know that the flight was for that purpose.

(4) If any person contravenes any provision of this Order, or of any regulations made thereunder, not being a provision referred to in sub-paragraph (5) or (6) he shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000 or in the case of a second or subsequent conviction for the like offence to a fine not exceeding \$20,000.

[S 180/92 wef 01/05/1992]

[S 299/2009 wef 30/06/2009]

[S 124/2012 wef 02/04/2012]

(5) If any person contravenes any provision specified in Part A of the Thirteenth Schedule he shall be guilty of an offence and shall be

liable on conviction to a fine not exceeding \$20,000, or in the case of a second or subsequent conviction for the like offence to a fine not exceeding \$40,000 or to imprisonment for a term not exceeding 15 months or to both.

[S 124/2012 wef 02/04/2012]

(6) If any person contravenes any provision specified in Part B of the Thirteenth Schedule he shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

[S 299/2009 wef 30/06/2009]

[S 124/2012 wef 02/04/2012]

81. *[Deleted by S 683/2018 wef 09/10/2018]*

Application of this Order to Singapore controlled aircraft not registered in Singapore

82. The Chief Executive may direct that such of the provisions of this Order and of any regulations made or having effect thereunder as may be specified in the direction shall have effect as if reference in those provisions to aircraft registered in Singapore included references to the aircraft specified in the direction, being an aircraft not so registered but for the time being under the management of a person who, or of persons each of whom, is qualified to hold a legal or beneficial interest by way of ownership in an aircraft registered in Singapore.

[S 278/2010 wef 15/05/2010]

Application of this Order to the Government and visiting forces, etc.

83.—(1) *[Deleted by S 683/2018 wef 09/10/2018]*

(2) *[Deleted by S 683/2018 wef 09/10/2018]*

(3) Except as otherwise provided by sub-paragraph (4), paragraph 55A(4), paragraph 55A(7) and paragraph 70, nothing in this Order shall apply to or in relation to any military aircraft.

[S 49/92 wef 01/02/1992]

[S 278/2010 wef 15/05/2010]

[S 617/2012 wef 17/12/2012]

[S 839/2025 wef 29/12/2025]

(4) Where a military aircraft is flown by a civilian pilot and is not commanded by a person who is acting in the course of his duty as a member of any of the Armed Forces or as a member of a visiting force, the provisions of paragraph 63 shall apply on the occasion of that flight.

[S 683/2018 wef 09/10/2018]

[S 839/2025 wef 29/12/2025]

84. *[Deleted by S 683/2018 wef 09/10/2018]*

Saving

85. Subject to paragraph 68, nothing in this Order or the regulations made thereunder shall confer any right to land in any place as against the owner of the land or other persons interested therein.

[S 12/2023 wef 01/03/2023]

Application of this Order to certain types of aircraft

86.—(1) The provisions of this Order, other than paragraph 2(1) and (5) do not apply to or in relation to —

- (a) any balloon or free flight aerial object which at any stage of its flight is not more than 2 metres in any linear dimension including any object attached to the balloon or free flight aerial object;
- (b) any kite weighing not more than 2 kilogrammes; or
- (c) any parasail.

[S 683/2018 wef 09/10/2018]

[S 839/2025 wef 29/12/2025]

(2) The provisions of this Order do not apply to or in relation to any unmanned aircraft and any unmanned aircraft system.

[S 351/2015 wef 02/06/2015]

[S 683/2018 wef 09/10/2018]

[S 832/2019 wef 02/01/2020]

87. *[Deleted by S 683/2018 wef 09/10/2018]*

Issue of operations permit

87A.—(1) Subject to sub-paragraphs (7), (8) and (8A), a foreign air operator must not operate an aircraft into or out of Singapore for the purpose of public transport or aerial work unless —

- (a) the foreign air operator has in force an operations permit granted to him under sub-paragraph (5); and
- (b) the foreign air operator operates the aircraft in accordance with the conditions of that permit.

[S 351/2015 wef 02/06/2015]

[S 616/2017 wef 31/10/2017]

(2) Before the Chief Executive grants or renews an operations permit to a foreign air operator, the Chief Executive must be satisfied that —

- (a) if applicable, the foreign air operator has been granted an air operator certificate or an approval to conduct aerial work operations by a country or territory other than Singapore; and
- (b) the foreign air operator is capable of ensuring the safe operation of the foreign air operator's aircraft.

[S 351/2015 wef 02/06/2015]

(3) The holder of an operations permit may at any time apply in writing to the Chief Executive to vary the permit.

(4) An application for the grant, renewal or variation of an operations permit shall be submitted to the Chief Executive in such form and manner and shall contain such information as the Chief Executive may require.

(5) The Chief Executive may grant, renew or vary an operations permit —

- (a) upon payment of the fees specified in paragraph 20A of the Twelfth Schedule, if any; and

[S 749/2024 wef 01/10/2024]

- (b) in such form or manner as he may determine, and subject to such conditions as he thinks fit.

(6) An operations permit granted under sub-paragraph (5) shall remain in force for the period specified therein.

(7) Any foreign air operator who, immediately before 17th June 2013, is operating any aircraft into or out of Singapore on any non-scheduled journey for the purpose of public transport under a valid permit granted under Part III of the Air Navigation (Licensing of Air Services) Regulations (Rg 2) (referred to in this paragraph as the relevant permit) shall not be required to obtain an operations permit under this paragraph for the period which the relevant permit is in force.

(8) Any foreign air operator who, on or after 17th June 2013, is operating any aircraft into or out of Singapore on any scheduled journey for the purpose of public transport may, without an operations permit, continue to operate such aircraft for the purpose of public transport for a period of 12 months after this date.

(8A) Any foreign air operator who has diplomatic clearance from the Government to land an aircraft in Singapore is not required, in respect of the aircraft, to obtain an operations permit under this paragraph for the period the diplomatic clearance is valid.

[S 616/2017 wef 31/10/2017]

(9) In this paragraph —

“foreign air operator” means an operator whose principal place of business is not in Singapore;

“non-scheduled journey” and “scheduled journey” have the same meanings as in the Air Navigation (Licensing of Air Services) Regulations.

[S 348/2013 wef 17/06/2013]

[S 351/2015 wef 02/06/2015]

Mandatory reporting

88.—(1) Subject to this paragraph, any person who —

- (a) *[Deleted by S 683/2018 wef 09/10/2018]*
- (b) is the holder of any certificate or other form of written approval granted under paragraph 8;
- (c) is the holder of any certificate or other form of written approval granted under paragraph 8A;
- (d) may issue a certificate of maintenance review under paragraph 9 or a certificate of release to service under paragraph 10; or

[S 12/2023 wef 01/03/2023]

(e) *[Deleted by S 683/2018 wef 09/10/2018]*

(f) *[Deleted by S 12/2023 wef 01/03/2023]*

- (g) is the holder of an approval granted under paragraph 20(13)(c),

[S 803/2015 wef 30/12/2015]

shall —

- (i) make a report to the Chief Executive of any reportable safety matter of which he knows and which is of such a description specified in the relevant document referred to in sub-paragraph (2A), within such time as is specified in that document for the making of such a report; and

[S 683/2018 wef 09/10/2018]

- (ii) furnish to the Chief Executive such information which is in his possession or control and which relates to any reportable safety matter which has been reported by him or by another person, within such time and by such means

as are specified in a notice in writing served upon him by the Chief Executive.

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

(2) In this paragraph, “reportable safety matter” means —

- (a) any incident relating to such an aircraft or any defect in or malfunctioning of such an aircraft or any part or equipment of such an aircraft, being an incident, malfunctioning or defect endangering, or which if not corrected would endanger the aircraft, its occupants or any other person;
- (b) any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such an aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger such an aircraft or its occupants;
- (c) any incident relating to a violation of any regulation or procedures of any Contracting State in which such an aircraft operates;

[S 440/2003 wef 15/09/2003]

[S 803/2015 wef 30/12/2015]

- (d) any incident, relating to a person undergoing any course of training or instruction provided by the holder of an approval granted under paragraph 20(13)(c), that occurred during the course.

[S 803/2015 wef 30/12/2015]

[S 683/2018 wef 09/10/2018]

(2A) The following documents are the relevant documents for the purposes of sub-paragraph (1)(i):

- (a) [*Deleted by S 683/2018 wef 09/10/2018*]
- (b) in the case of a person who is a holder of any certificate or other form of written approval granted under paragraph 8, that part of the Singapore Airworthiness Requirements (SAR) known as SAR 21 or SAR 145, as may be applicable in respect of that person;

- (c) in the case of a person who is a holder of any certificate or other form of written approval granted under paragraph 8A or who may issue a certificate of release to service under paragraph 10, that part of the Singapore Airworthiness Requirements (SAR) known as SAR 145;
- (d) in the case of a person who may issue a certificate of maintenance review under paragraph 9, the Singapore Airworthiness Requirements (SAR);
- (e) *[Deleted by S 683/2018 wef 09/10/2018]*
- (f) *[Deleted by S 12/2023 wef 01/03/2023]*
- (g) in the case of a holder of an approval granted under paragraph 20(13)(c), the Singapore Air Safety Publication (SASP).

[S 278/2010 wef 15/05/2010]

[S 803/2015 wef 30/12/2015]

(3) Subject to sub-paragraph (1)(ii), nothing in this paragraph shall require a person to report any occurrence which he has reason to believe has been or will be reported by another person to the Chief Executive in accordance with this paragraph.

[S 278/2010 wef 15/05/2010]

(4) *[Deleted by S 683/2018 wef 09/10/2018]*

(5) *[Deleted by S 683/2018 wef 09/10/2018]*

88A. *[Deleted by S 683/2018 wef 09/10/2018]*

Advisory circulars

88B.—(1) The Chief Executive may, from time to time, issue advisory circulars on any aspect of safety in civil aviation, including any aspect relating to —

- (a) the safety of any aircraft operation in Singapore and the operation of Singapore aircraft outside Singapore;
- (b) the inspection, overhaul, repair, replacement or modification of aircraft or aircraft components;

(c) any matter relating to persons issued with any licence under this Order; or

(d) the operation and management of an aerodrome.

(2) The Chief Executive shall publish each advisory circular in any way the Chief Executive thinks fit, except that failure to comply with this paragraph in respect of any advisory circular shall not invalidate the advisory circular.

[S 278/2010 wef 15/05/2010]

Units of Measurement

88C.—(1) The Chief Executive may, in such manner as he thinks fit, publish a Manual of Standards — Units of Measurement to be used in Air and Ground Operations containing such specifications on units of measurement in conformance with Annex 5 to the Chicago Convention.

(2) Any person involved in any aspect of international civil aviation air and ground operations in Singapore shall comply with the applicable specifications contained in the Manual of Standards — Units of Measurement to be used in Air and Ground Operations issued under sub-paragraph (1).

[S 278/2010 wef 15/05/2010]

Exemption from Requirements and Manuals of Standards

88D. The Chief Executive may, if the circumstances require, exempt from any but not all of the provisions of the following Requirements or Manuals of Standards any aircraft or persons or classes of aircraft or persons, or any aerodrome, as the case may be, either absolutely or subject to such conditions as he thinks fit:

(a) the Singapore Airworthiness Requirements (SAR);

(b) the Singapore Air Safety Publication (SASP);

(c) *[Deleted by S 683/2018 wef 09/10/2018]*

(d) *[Deleted by S 683/2018 wef 09/10/2018]*

- (e) the Manual of Standards — Units of Measurement to be used in Air and Ground Operations;

[S 278/2010 wef 15/05/2010]

[S 423/2010 wef 02/08/2010]

- (f) *[Deleted by S 12/2023 wef 01/03/2023]*

- (g) the Manual of Standards — Licensing of Air Traffic Control Personnel.

[S 423/2010 wef 02/08/2010]

Manual of Standards – Meteorological Service for International Air Navigation

88E.—(1) The Authority may, in such manner as it thinks fit, publish a Manual of Standards — Meteorological Service for International Air Navigation containing such standards, recommended practices and guidance material relating to aeronautical meteorological services as it may determine to be applicable in Singapore.

(2) Any person who provides meteorological services for international air navigation shall comply with the standards specified in the Manual of Standards — Meteorological Service for International Air Navigation published under sub-paragraph (1).

(3) The Authority shall have the right of access at all reasonable times to any meteorological facilities and personnel, for the purpose of carrying out any audit, inspection or investigation in relation to any requirement contained in the Manual of Standards — Meteorological Service for International Air Navigation published under sub-paragraph (1).

(4) The Authority shall have the power to inspect and copy any document or record, for the purposes of carrying out any such audit, inspection or investigation, or to ascertain if there is, or has been, a contravention of the Manual of Standards — Meteorological Service for International Air Navigation published under sub-paragraph (1).

(5) The Authority may, if the circumstances require, exempt any person who provides meteorological services for international air navigation, either absolutely or subject to such conditions as it thinks

fit, from any but not all of the provisions of the Manual of Standards — Meteorological Service for International Air Navigation.

[S 423/2010 wef 02/08/2010]

Saving and transitional

89.—(1) This Order shall apply to or in relation to any certificate, licence, approval, permission, exemption, authority, direction, log book, record or other document issued, granted or made under the Air Navigation Order 1973 [S 263/73], revoked by this Order, as it applies to a certificate, licence, approval, permission, exemption, authority, direction, log book, record or other document issued, granted or made under this Order.


(2) Any certificate, licence, approval, permission, exemption or other document issued or granted under the Air Navigation Order 1973, revoked by this Order, in force on 1st July 1985 shall, subject to paragraph 60, remain in force and shall have effect for the purposes of this Order as if it had been granted under the corresponding provisions thereof:

Provided that any such document which is expressed to remain in force for a definite period shall remain in force, unless renewed, only until the expiration of that period.

(3) Any reference in any document to “certificate of compliance” and “certificate of maintenance” shall be construed as reference to “certificate of release to service” and “certificate of maintenance review”, respectively.

(4) Any certificate of maintenance issued immediately before 1st January 1989 shall continue to be in force until the date of expiry of that certificate.

(5) Any certificate of compliance issued immediately before 1st January 1989 shall continue to be in force until it is replaced by a certificate of release to service duly issued in accordance with the provisions of this Order.

FIRST SCHEDULE — *continued*Heavier than
air aircraft

- Aeroplane (Landplane)
- Aeroplane (Seaplane)
- Aeroplane (Amphibian)
- Aeroplane (Self-launching Motor Glider)
- Powered Lift (Tilt Rotor)
- Rotorcraft-Helicopter
- Gyroplane

Power-driven
(flying
machines)

[S 61/93 wef 19/3/93]

PART B.

*Paragraph 5(2).*NATIONALITY AND REGISTRATION MARKS OF AIRCRAFT
REGISTERED IN SINGAPORE.

1. The nationality mark of the aircraft shall be the arabic numeral “9” and the roman capital letter “V”, and the registration mark shall be a group of 3 capital letters in roman characters assigned by the Chief Executive on the registration of the aircraft. The letters shall be without ornamentation and a hyphen shall be placed between the nationality mark and the registration mark.

2. The nationality and registration marks shall be displayed in a prominent position, taking into consideration the construction features of the aircraft and shall always be kept clean and visible.

3. The letters constituting each group of marks shall be of equal height and they, and the hyphen, shall be of a single colour which shall clearly contrast with the background on which they appear.

4. The nationality and registration marks shall be painted on the aircraft or shall be affixed thereto by any other means ensuring a similar degree of permanence in the following manner:

I. Position and Size of Marks

(a) Heavier-than-air Aircraft (excluding kites) —

FIRST SCHEDULE — *continued*

(i) Horizontal Surfaces of the Wings:

(A) On aircraft having a fixed wing surface, the marks shall appear on the lower surface of the wing structure, and shall be on the port wing unless they extend across the whole surface of both wings. So far as is possible the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters shall be towards the leading edge of the wing.

(B) The height of the letters shall be at least 50 centimetres:

Provided that if the wings are not large enough for the marks to be 50 centimetres in height, marks of the greatest height practicable in the circumstances shall be displayed.

(ii) Fuselage (or equivalent structure) and Vertical Tail Surfaces:

(A) The marks shall also appear either —

(AA) on each side of the fuselage (or equivalent structure), and shall, in the case of fixed wing aircraft, be located between the wings and the horizontal tail surface; or

(BB) on the vertical tail surfaces.

(B) When located on a single vertical tail surface, the marks shall appear on both sides. When located on multi-vertical tail surfaces the marks shall appear on the outboard sides of the outer surfaces. Subject to sub-paragraphs (D) and (E), the height of the letters constituting each group of marks shall be at least 30 centimetres.

(C) If one of the surfaces authorised for displaying the required marks is large enough for those marks to be 30 centimetres in height (whilst complying with sub-paragraph (E)) and the other is not, marks of 30 centimetres in height shall be placed on the largest authorised surface.

(D) If neither surface is large enough for marks of 30 centimetres in height (whilst complying with sub-paragraph (E)), marks of the greatest height practicable in the circumstances shall be displayed on the larger of the two surfaces.

FIRST SCHEDULE — *continued*

- (E) The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface.
- (F) On rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the sides of the fuselage (or equivalent structure) is less than 30 centimetres, the marks shall also appear on the lower surface of the fuselage as close to the line of symmetry as is practicable and shall be placed with the tops of the letters towards the nose. The height of the letters constituting each group of marks shall be at least 50 centimetres:

Provided that if the lower surface of the fuselage is not large enough for the marks to be of 50 centimetres in height, marks of the greatest height practicable in the circumstances shall be displayed.

- (iii) Wherever in sub-paragraph (a) marks of the greatest height practicable in the circumstance are required, that height shall be such as is consistent with Section II of this Part.

(b) Airships and Free Balloons —

- (i) Airships: The marks shall be placed on each side of the airship. They shall be placed horizontally either on the hull near the maximum cross-section of the airship or on the lower vertical stabiliser.
- (ii) Free Balloons: The marks shall be in two places on diametrically opposite sides of the balloon.
- (iii) In the case of both airships and free balloons, the side marks shall be so placed as to be visible both from the sides and from the ground. The height of the letters shall be at least 50 centimetres.

II. Width, Spacing and Thickness of Marks

- (a)
 - (i) For the purposes of this Section, “a standard letter” shall mean any letter other than the letters I, M and W.
 - (ii) The width of each standard letter and the length of the hyphen between the nationality marks and the registration mark shall be two-thirds of the height of a letter.
 - (iii) The width of the letters M and W shall be neither less than two-thirds of their height nor more than their height.

FIRST SCHEDULE — *continued*

- (iv) The width of the letter I shall be one-sixth of the height of the letters forming the marks.
 - (b) The thickness of each letter and hyphen shall be one-sixth of the height of the letters forming the marks.
 - (c) Each letter and hyphen shall be separated from the letter or hyphen which it immediately precedes or follows, by a space equal to either one-quarter or one-half of the width of a standard letter. Each such space shall be equal to every other such space within the marks.
5. In addition, the nationality and registration marks shall also be inscribed, together with the name and address of the registered owner of the aircraft, on a plate made of fireproof material, which shall be affixed in a prominent position —
- (a) in the case of a balloon, on the basket or envelope; or
 - (b) in the case of any other aircraft, on the fuselage or car, near the main entrance.

[S 61/93 wef 19/03/1993]

[S 278/2010 wef 15/05/2010]

[S 570/2011 wef 04/10/2011]

SECOND SCHEDULE

(Paragraphs 3(1A) and 4(8))

A, B, C AND D CONDITIONS

The A Conditions, the B Conditions, the C Conditions and the D Conditions mentioned in paragraphs 3(1A) and 4(8) of the Order are as follows:

A Conditions.

- (1) The aircraft shall be either an aircraft in respect of which a Certificate of Airworthiness or validation has previously been in force under the provisions of the Order, or an aircraft identical in design with an aircraft in respect of which such a certificate is or has been in force.
- (2) The aircraft shall fly only for the purpose of enabling it to
 - (a) qualify for the issue or renewal of a Certificate of Airworthiness or of the validation thereof or the approval of a modification of the aircraft, after an application has been made for such issue, renewal, validation or approval, as the case may be; or

SECOND SCHEDULE — *continued*

- (b) proceed to or from a place at which any inspection, test or weighing of the aircraft is to take place for a purpose referred to in sub-paragraph (a).

(3) The aircraft and its engines shall be certified as fit for flight by a holder of an aircraft maintenance licence in accordance with the requirements of the Singapore Airworthiness Requirements (SAR), or by a person approved by the Chief Executive for the purpose of issuing certificates under this condition.

(4) The aircraft shall carry the minimum flight crew specified in any Certificate of Airworthiness or validation which has previously been in force under the Order in respect of the aircraft, or is or has previously been in force in respect of any other aircraft of identical design.

(5) The aircraft shall not carry any passenger or cargo except passengers performing duties in the aircraft in connection with the flight.

(6) The aircraft shall not fly over any congested area of a city, town or settlement, except in accordance with procedures which have been approved by the Chief Executive in relation to that flight.

(7) The aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

[S 753/2019 wef 16/11/2019]

[S 487/2006 wef 11/08/2006]

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

B Conditions.

(1) The flight shall be made under the supervision of a person approved by the Chief Executive for the purposes of these Conditions, and subject to any additional conditions which may be specified in such approval.

(2) If it is not registered in Singapore or under the law of any country referred to in paragraph 3 of the Order, the aircraft shall be marked in a manner approved by the Chief Executive for the purposes of these Conditions, and the provisions of paragraphs 15 and 19 of the Order shall be complied with in relation to the aircraft as if it was registered in Singapore so far as such provisions are applicable to the aircraft in the circumstances.

(3) The aircraft shall fly only for the purpose of —

- (a) experimenting with or testing the aircraft (including in particular its engines) and its equipment; or

SECOND SCHEDULE — *continued*

- (b) enabling the aircraft to qualify for the issue or validation of a Certificate of Airworthiness or the approval of a modification of the aircraft; or
 - (c) proceeding to or from a place at which any experiment, test, inspection or weighing of the aircraft is to take place for a purpose referred to in sub-paragraph (a) or (b).
- (4) The aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.
- (5) The aircraft shall not carry any cargo, or any person other than the flight crew except the following:
- (a) persons employed by the operator who carry out during the flight duties in connection with the purposes specified in paragraph (3);
 - (b) persons employed by producers of component parts of the aircraft (including the engines) who carry out during the flight duties in connection with the purposes so specified;
 - (c) persons approved by the Chief Executive under paragraph 7(10) of the Order as qualified to furnish reports for the purposes of the Order; and
 - (d) persons, other than those carried under the preceding provisions of this paragraph, who are carried in the aircraft in order to carry out a technical evaluation of the aircraft or its operation.
- (6) The aircraft shall not fly over any congested area of a city, town or settlement, except in accordance with procedures which have been approved by the Chief Executive in relation to that flight.

[S 331/2005 wef 02/06/2005]

[S 278/2010 wef 15/05/2010]

[S 683/2018 wef 09/10/2018]

C Conditions.

- (1) The operator of the aircraft shall be the registered owner of the aircraft who shall be the holder of an aircraft dealer's certificate granted under this Order.
- (2) The aircraft shall fly only for the purpose of —
- (a) testing the aircraft;
 - (b) demonstrating the aircraft with a view to the sale of that aircraft or other similar aircraft;

SECOND SCHEDULE — *continued*

- (c) proceeding to or from a place at which the aircraft is to be tested or demonstrated as aforesaid or overhauled, repaired or modified; or
 - (d) delivering the aircraft to a person who has agreed to buy or lease it.
- (3) The aircraft shall fly within Singapore only.

[S 683/2018 wef 09/10/2018]

D Conditions.

(1) The flight must be made under the supervision of a person approved by the Chief Executive for the purpose of these Conditions, and subject to any additional conditions that may be specified in the approval.

(2) The aircraft must fly only for a purpose approved by the Chief Executive.

(3) The aircraft must not carry any cargo, or any person other than the flight crew, except as approved by the Chief Executive.

(4) The aircraft must not fly over any congested area or a city, town or settlement, except in accordance with the procedures that have been approved by the Chief Executive in relation to that flight.

[S 753/2019 wef 16/11/2019]

[S 753/2019 wef 16/11/2019]

THIRD SCHEDULE

(Paragraph 7)

CATEGORIES OF AIRCRAFT

1. Categories of Aircraft.

Transport Category (Passenger).

[Deleted by S 61/93 wef 19/03/1993]

Transport Category (Cargo).

Aerial Work Category.

Private Category.

Special Category.

2. The purposes for which the aircraft may fly are as follows:

Transport Category (Passenger): Any purpose, other than a special purpose.

THIRD SCHEDULE — *continued*

Transport Category (Cargo): Any purpose, other than the public transport of passengers or a special purpose.

Aerial Work Category: Any purpose, other than public transport or a special purpose.

Private Category: Any purpose, other than public transport, aerial work or a special purpose.

Special Category: Any other purpose specified in the Certificate of Airworthiness, including a special purpose, but not including the carriage of passengers unless expressly permitted.

Note:

In this item, “special purpose” means flying an aircraft for the purpose of —

- (a) conducting performance of flight and ground tests;
- (b) demonstration flights; or
- (c) ferry flights for modifications, maintenance or delivery.

[S 61/93 wef 19/03/1993]

[S 616/2017 wef 31/10/2017]

FOURTH SCHEDULE

[Deleted by S 487/2006 wef 11/08/2006]

FIFTH SCHEDULE

[Deleted by S 683/2018 wef 09/10/2018]

SIXTH SCHEDULE

[Deleted by S 683/2018 wef 09/10/2018]

SEVENTH SCHEDULE

(Paragraph 15)

AIRCRAFT, ENGINE AND PROPELLER LOG BOOKS

1. Aircraft Log Book.

SEVENTH SCHEDULE — *continued*

The following entries shall be included in the aircraft log book:

- (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of the construction of the aircraft;
- (b) the nationality and registration marks of the aircraft;
- (c) the name and address of the operator of the aircraft;
- (d) particulars of the date and duration of each flight, or, if more than one flight was made on one day, the number of flights and total duration of flights on that day;
- (e) particulars of all maintenance work carried out on the aircraft or its equipment;
- (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried therein by the Order, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log;
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid:

Provided that entries shall not be required to be made under sub-paragraphs (e), (f) and (g) in respect of any engine or variable pitch propeller.

2. Engine Log Book.

The following entries shall be included in the engine log book:

- (a) the name of the constructor, the type of the engine, the number assigned to it by the constructor and the date of the construction of the engine;
- (b) the nationality and registration marks of each aircraft in which the engine is fitted;
- (c) the name and address of the operator of each such aircraft;
- (d) particulars of the date and duration of each occasion on which the engine is run in flight, or, if the engine is run on more than one occasion on one day, the number of occasions and the total duration of the running of the engine on that day;
- (e) particulars of all maintenance work done on the engine;
- (f) particulars of any defects occurring in the engine, and of the rectification of such defects; and
- (g) particulars of all overhauls, repairs, replacements and modifications relating to the engine or any of its accessories.

SEVENTH SCHEDULE — *continued*

3. Variable Pitch Propeller Log Book.

The following entries shall be included in the variable pitch propeller log book:

- (a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
- (b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;
- (c) the name and address of the operator of each such aircraft;
- (d) particulars of the date and duration of each occasion on which the propeller is run in flight, or, if the propeller is run on more than one occasion on one day, the number of occasions and the total duration of the running of the propeller on that day;
- (e) particulars of all maintenance work done on the propeller;
- (f) particulars of any defects occurring in the propeller, and of the rectification of such defects;
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

[S 683/2018 wef 09/10/2018]

EIGHTH SCHEDULE

Paragraph 20

FLIGHT CREW OF AIRCRAFT: LICENCES AND RATINGS

PART A — LICENCES

Minimum Age, Period of Validity, Privileges

1. Student Pilots

Student Pilot's Licence (All aircraft).

Minimum age — 16 years.

Maximum period of validity —

- (a) 60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on that date;
- (b) 24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on that date;

EIGHTH SCHEDULE — *continued*

- (c) 12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on that date; or
- (d) 6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on that date.

Privileges: The licence —

- (a) shall entitle the holder to fly as pilot-in-command of an aircraft for the purpose of becoming qualified for the grant or renewal of a pilot's licence provided that —
 - (i) the holder is above the age of 16½ years; and
 - (ii) the holder does not fly the aircraft unless under the supervision of, or with the authority of, a person holding a pilot's licence granted under this Order, being a licence which includes a flying instructor's rating or an assistant flying instructor's rating entitling him to give instructions in flying the type of aircraft to be flown;
- (b) shall be valid only for flights within Singapore and within any other country specified in the licence;
- (c) shall not entitle the holder to fly as pilot-in-command of an aircraft in which any person is carried;
- (ca) shall not entitle the holder to fly on a solo flight to a foreign Contracting State as pilot-in-command of an aircraft unless there is a special or general arrangement made between Singapore and that Contracting State;
- (d) shall be valid only for flights carried out in accordance with instructions given by a person holding a pilot's licence granted under the Order, being a licence which includes a flying instructor's rating or an assistant flying instructor's rating entitling him to give instruction in flying the type of aircraft to be flown.

[S 61/93 wef 19/03/1993]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

[S 278/2010 wef 15/05/2010]

2. Aeroplane Pilots.

Private Pilot's Licence (Aeroplanes).

Minimum age — 17 years.

Maximum period of validity —

EIGHTH SCHEDULE — *continued*

- (a) 60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on that date;
- (b) 24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on that date;
- (c) 12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on that date; or
- (d) 6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on that date.

Privileges: The licence —

- (a) shall entitle the holder to fly as pilot-in-command or co-pilot of an aeroplane of any of the types specified in the aircraft rating included in the licence, when the aircraft is flying for any purpose other than public transport or aerial work;
- (b) shall not entitle the holder to act as pilot-in-command by night while carrying any passenger in the aircraft unless a night rating is included in the licence, and unless an instrument rating is included therein or he has within the immediately preceding 6 months carried out as pilot-in-command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less than 12° below the horizon; or
- (c) shall entitle the holder to act as a holder of a flight radiotelephony operator's licence.

[S 166/2002 wef 15/04/2002]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

Multi-crew Pilot's Licence (Aeroplanes)

Minimum age — 18 years.

Maximum period of validity* —

- (a) 6 months from the date on which the licence is granted or renewed, if the holder is 60 years of age or more on that date; or
- (b) 12 months from the date on which the licence is granted or renewed, in any other case.

Privileges: The licence —

* In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for the Multi-crew Pilot's Licence.

EIGHTH SCHEDULE — *continued*

- (a) shall entitle the holder to exercise the privileges of a Private Pilot's Licence (Aeroplanes) which includes a night rating (*aeroplanes*);
- (b) shall entitle the holder to exercise the privileges of Instrument Rating (Aeroplanes); and
- (c) shall entitle the holder to fly as a co-pilot of any aeroplane required to be operated with a co-pilot and which is of a type specified in Part II of the aircraft rating included in the licence, when the aeroplane is engaged in a flight for the purpose of public transport or aerial work;

Provided that he shall not, unless he has demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised solely by reference to instruments, exercise the privileges of an Instrument Rating (Aeroplanes) in a single-pilot operation in aeroplanes.

[S 570/2011 wef 04/10/2011]

Commercial Pilot's Licence (Aeroplanes).

Minimum age — 18 years.

*Maximum period of validity —

- (a) 6 months from the date on which the licence is granted or renewed, if the holder —
 - (i) is 40 years of age or more on that date and is engaged in single-crew public transport of passengers; or
 - (ii) is 60 years of age or more on that date; or
- (b) 12 months from the date on which the licence is granted or renewed, in any other case.

Privileges: In addition to the privileges given above for the Private Pilot's Licence (Aeroplanes) which includes a night rating (*aeroplanes*), the holder of the licence shall be entitled to fly as —

- (a) pilot-in-command of any aeroplane certificated for single pilot operation and which is of a type specified in Part I of the aircraft rating included in the licence, when the aeroplane is engaged in a flight for the purpose of public transport or aerial work:

Provided that —

- (i) he shall not, unless his licence includes an instrument rating (*aeroplanes*), fly such an aeroplane on any scheduled journey;

EIGHTH SCHEDULE — *continued*

- (ii) he shall not fly such an aeroplane at night unless an instrument rating (aeroplanes) is included in his licence or he has within the immediately preceding 12 months carried out as pilot-in-command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;
 - (iii) he shall not, unless his licence includes an instrument rating (aeroplanes), fly any such aeroplane of which the maximum total weight authorised exceeds 2,300 kg on any flight for the purpose of public transport except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome.
- (b) co-pilot of any aeroplane of a type specified in Parts I and II of such aircraft rating when the aeroplane is engaged in a flight for the purpose of public transport or aerial work.

*In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for the Commercial Pilot's Licence (Aeroplanes).

[S 49/1992 wef 01/02/1992]

[S 384/2000 wef 31/08/2000]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

Airline Transport Pilot's Licence (Aeroplanes).

Minimum age — 21 years.

Maximum period of validity —

- (a) 6 months from the date on which the licence is granted or renewed, if the holder —
 - (i) is 40 years of age or more on that date and is engaged in single-crew public transport of passengers; or
 - (ii) is 60 years of age or more on that date; or
- (b) 12 months from the date on which the licence is granted or renewed, in any other case.

Privileges: In addition to the privileges given above for the Commercial Pilot's Licence (Aeroplanes) which includes an instrument rating (aeroplanes), the holder of the licence shall be entitled to fly as —

EIGHTH SCHEDULE — *continued*

- (a) pilot-in-command of any aeroplane of a type specified in Part I of the aircraft rating included in the licence when the aeroplane is engaged in a flight for the purpose of public transport or aerial work; or
- (b) co-pilot of any aeroplane of a type specified in Part I or Part II of such aircraft rating when the aeroplane is engaged in a flight for the purpose of public transport or aerial work.

[S 49/1992 wef 01/02/1992]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

3. Helicopter and Gyroplane Pilots

Private Pilot's Licence (Helicopters and Gyroplanes).

Minimum age — 17 years.

Maximum period of validity —

- (a) 60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on that date;
- (b) 24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on that date;
- (c) 12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on that date; or
- (d) 6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on that date.

Privileges: The licence —

- (a) shall entitle the holder to fly as pilot-in-command or co-pilot of any type of helicopter or gyroplane specified in the aircraft rating included in the licence when the aircraft is operated for purposes other than public transport or aerial work;
- (b) shall not entitle the holder to fly as pilot-in-command of such a gyroplane at night unless his licence includes a night rating (helicopters and gyroplanes) and he has within the immediately preceding 12 months carried out as pilot-in-command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;
- (c) shall not entitle the holder to fly as pilot-in-command of such a helicopter at night unless —

EIGHTH SCHEDULE — *continued*

- (i) his licence includes a night rating (helicopters and gyroplanes); and
 - (ii) his licence includes an instrument rating (helicopters) or he has within the immediately preceding 12 months carried out as pilot-in-command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 feet and a landing, at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;
- (d) shall entitle the holder to act as holder of flight radiotelephony operator's licence.

[S 49/1992 wef 01/02/1992]

[S 384/2000 wef 31/08/2000]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

Commercial Pilot's Licence (Helicopters and Gyroplanes).

Minimum age — 18 years.

*Maximum period of validity —

- (a) 6 months from the date on which the licence is granted or renewed, if the holder —
 - (i) is 40 years of age or more on that date and is engaged in single-crew public transport of passengers; or
 - (ii) is 60 years of age or more on that date; or
- (b) 12 months from the date on which the licence is granted or renewed, in any other case.

Privileges: In addition to the privileges given above for the Private Pilot's Licence (Helicopters and Gyroplanes), which includes a night rating (helicopters and gyroplanes), the holder of the licence shall be entitled to fly as —

- (a) pilot-in-command of any helicopter or gyroplane certificated for single pilot operation and which is of a type specified in Part I of the aircraft rating included in the licence when the helicopter or gyroplane is engaged in a flight for any purpose whatsoever:

Provided that —

- (i) he shall not, unless his licence includes an instrument rating (helicopters) fly such a helicopter on any scheduled journey or on

EIGHTH SCHEDULE — *continued*

any flight for the purpose of public transport in Instrument Meteorological Conditions;

- (ii) he shall not fly such a gyroplane at night unless he has within the immediately preceding 12 months carried out as pilot-in-command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;
- (iii) he shall not fly such a helicopter at night unless his licence includes an instrument rating (helicopters) or he has within the immediately preceding 12 months carried out as pilot-in-command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 feet and a landing, at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;

- (b) co-pilot of any helicopter or gyroplane required to be operated with a co-pilot of a type specified in Part I or II of such aircraft rating for purposes whatsoever.

*In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for the Commercial Pilot's Licence (Helicopters and Gyroplanes).

[S 49/1992 wef 01/02/1992]

[S 384/2000 wef 31/08/2000]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

Airline Transport Pilot's Licence (Helicopters and Gyroplanes).

Minimum age — 21 years.

Maximum period of validity —

- (a) 6 months from the date on which the licence is granted or renewed, if the holder —
 - (i) is 40 years of age or more on that date and is engaged in single-crew public transport of passengers; or
 - (ii) is 60 years of age or more on that date; or
- (b) 12 months from the date on which the licence is granted or renewed, in any other case.

Privileges: In addition to the privileges given above for the Commercial Pilot's Licence (Helicopters and Gyroplanes), the holder of the licence shall be entitled to fly as —

EIGHTH SCHEDULE — *continued*

- (a) pilot-in-command of any helicopter or gyroplane of a type specified in Part I of the aircraft rating included in the licence when the aircraft is engaged on a flight for any purpose whatsoever.
- (b) co-pilot of any helicopter or gyroplane required to be operated with a co-pilot of a type specified in Part I or II of such aircraft rating for any purpose whatsoever.

[S 49/1992 wef 01/02/1992]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

4. Balloon and Airship Pilots

Minimum age — 17 years.

Maximum period of validity —

- (a) 60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on that date;
- (b) 24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on that date;
- (c) 12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on that date; or
- (d) 6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on that date.

Privileges: The licence —

- (a) shall entitle the holder to fly, when the balloon or airship is flying for any purpose other than public transport or aerial work, as —
 - (i) pilot-in-command of any type of balloon or airship specified in Part I of the aircraft type rating included in the licence;
 - (ii) co-pilot of any type of balloon or airship specified in Part I or Part II of such aircraft rating; and
- (b) shall entitle the holder to act as a holder of a flight radiotelephony operator's licence.

[S 166/2002 wef 15/04/2002]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

[S 423/2010 wef 02/08/2010]

EIGHTH SCHEDULE — *continued*

Commercial Pilot's Licence (Balloons).

Minimum age — 18 years.

*Maximum period of validity —

- (a) 60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on that date;
- (b) 24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on that date;
- (c) 12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on that date; or
- (d) 6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on that date.

Privileges: In addition to the privileges given above for the Private Pilot's Licence in respect of balloons, the holder of the licence shall be entitled to fly as pilot-in-command or co-pilot of any type of balloon specified in the aircraft rating included in the licence.

*In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for the Commercial Pilot's Licence (Balloons).

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

[S 570/2011 wef 04/10/2011]

Commercial Pilot's Licence (Airships).

Minimum age — 18 years.

*Maximum period of validity —

- (a) 6 months from the date on which the licence is granted or renewed, if the holder —
 - (i) is 40 years of age or more on that date and is engaged in single-crew public transport of passengers; or
 - (ii) is 60 years of age or more on that date; or
- (b) 12 months from the date on which the licence is granted or renewed, in any other case.

Privileges: In addition to the privileges given above for the Private Pilot's Licence in respect of airships, the holder of the licence shall be entitled to fly as —

EIGHTH SCHEDULE — *continued*

- (a) pilot-in-command of any airship of a type specified in Part I of the aircraft rating included in the licence; or
- (b) co-pilot of any airship of a type specified in Part II of such aircraft rating.

*In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for the Commercial Pilot's Licence (Airships).

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

[S 423/2010 wef 02/08/2010]

[S 570/2011 wef 04/10/2011]

5. Glider Pilots.

Commercial Pilot's Licence (Glanders).

Minimum age — 18 years.

Maximum period of validity —

- (a) 60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on that date;
- (b) 24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on that date;
- (c) 12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on that date; or
- (d) 6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on that date.

Privileges: The licence —

- (a) shall entitle the holder to fly as pilot-in-command or co-pilot of —
 - (i) any glider of which the maximum total weight authorised does not exceed 680 kg;
 - (ii) any glider of which the maximum total weight authorised exceeds 680 kg and which is of a type specified in the rating included in the licence; and

EIGHTH SCHEDULE — *continued*

- (b) shall entitle the holder to act as a holder of a flight radiotelephony operator's licence.

[S 166/2002 wef 15/04/2002]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

6. Other Flight Crew

Flight Radiotelephony Operator's Licence.

Minimum age — 16 years.

Maximum period of validity — Where the holder of the licence is also the holder of a pilot's licence, the period of validity that is stipulated in the pilot's licence. In any other case, 24 months.

Privileges: The holder of the licence is entitled to operate radiotelephony apparatus in any aircraft.

[S 497/2019 wef 15/07/2019]

PART B — RATINGS

1. The following ratings may be included in a pilot's licence (other than a student pilot's licence) granted under Part IV of the Order, and, subject to the provisions of the Order and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows:

Aircraft Rating. The licence shall entitle the holder to act as pilot of aircraft of the types specified in the aircraft rating and different types of aircraft may be specified in respect of different privileges of a licence.

[Deleted by S 384/2000 wef 31/08/2000]

Instrument Rating (Aeroplanes) shall entitle the holder of the licence to act as pilot-in-command or co-pilot of an aeroplane flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

Instrument Rating (Helicopters) shall entitle the holder of the licence to act as pilot-in-command or co-pilot of a helicopter flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

Night Rating (Private Pilot's Licence — Aeroplanes) shall entitle the holder of a private pilot's licence to act as pilot-in-command of an aeroplane carrying passengers by night.

EIGHTH SCHEDULE — *continued*

Night Rating (Helicopters and Gyroplanes) shall entitle the holder of a private pilot's licence (helicopters) to act as pilot-in-command of a helicopter in which any passenger is carried.

[Deleted by S 423/2010 wef 02/08/2010]

Flying Instructor's Rating shall entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose. The maximum period of validity of a Flying Instructor's Rating shall be 24 months, or 12 months for a person who is 65 years of age or older.

Assistant Flying Instructor's Rating shall entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose, subject to the following requirements:

- (a) such instruction shall only be given under the supervision of a person who is present during the take-off and landing at the aerodrome at which the instruction is to begin and end and who holds a pilot's licence endorsed with a flying instructor's rating; and
- (b) an Assistant Flying Instructor's Rating shall not entitle the holder of the licence to give directions to the person undergoing instruction in respect of the performance by that person of —
 - (i) his first solo flight by day;
 - (ii) his first solo flight by night;
 - (iii) his first solo cross-country flight by day;
 - (iv) his first solo cross-country flight by night; and
 - (v) his flight as part of any Multi-crew Pilot Licence course of training or instruction that has been approved under paragraph 20(13).

The maximum period of validity of an Assistant Flying Instructor's Rating shall be 12 months.

Class ratings are established for aeroplanes certificated for single-pilot operation and comprise —

- (a) single-engine, land;
- (b) single-engine, sea;
- (c) multi-engine, land; and
- (d) multi-engine, sea.

Type ratings are established for —

EIGHTH SCHEDULE — *continued*

- (a) each type of aircraft certificated for operation with a minimum crew of at least two pilots;
- (b) each type of helicopter certificated for single-pilot operation except where a class rating has been issued; and
- (c) any type of aircraft whenever considered necessary by the Chief Executive.

When an applicant demonstrates skill and knowledge for the initial issue of a pilot licence, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.

2. *[Deleted by S 497/2019 wef 15/07/2019]*

3. For the purposes of this Schedule —

“solo flight” means a flight on which the pilot of the aircraft is not accompanied by a person holding a pilot’s licence granted or rendered valid under the Order;

“cross-country flight” means any flight during the course of which the aircraft is more than 46.3 km from the aerodrome of departure.

[S 497/2019 wef 15/07/2019]

[S 49/92 wef 01/02/1992]

[S 384/2000 wef 31/08/2000]

[S 278/2010 wef 15/05/2010]

[S 423/2010 wef 02/08/2010]

[S 570/2011 wef 04/10/2011]

[S 683/2018 wef 09/10/2018]

NINTH SCHEDULE

[Deleted by S 683/2018 wef 09/10/2018]

TENTH SCHEDULE

[Deleted by S 683/2018 wef 09/10/2018]

ELEVENTH SCHEDULE

[Deleted by S 839/2025 wef 29/12/2025]

TWELFTH SCHEDULE

Paragraph 77

FEES

Certificate of Registration (Paragraph 4 (8)).

1. The fee to be paid for the issue of a certificate of registration of an aircraft pursuant to paragraph 4 (8) of the Order shall be in accordance with the following scale:

where the maximum total weight —

(a) does not exceed 3,000 kg \$55

(b) exceeds 3,000 kg \$55

plus \$ 6.60 per 1,000 kg or
part thereof in excess
of 3,000 kg.

[S 67/98 wef 20/02/1998]

For the purposes of this paragraph, “maximum total weight” means the maximum total weight authorised in the Certificate of Airworthiness in force in respect of the aircraft, or if no such certificate is in force, in the Certificate of Airworthiness last in force in respect of that aircraft. In any other case “maximum total weight” means the maximum total weight authorised of the prototype or modification thereof to which the aircraft in the opinion of the Chief Executive conforms.

[S 278/2010 wef 15/05/2010]

2. [Deleted by S 683/2018 wef 09/10/2018]

First issue of Certificate of Airworthiness (Paragraph 7(1) and (4)).

3.—(1) Where an application is made for a Certificate of Airworthiness to be issued under paragraph 7(1) of the Order in respect of an aircraft, the fee to be paid for an investigation required by the Chief Executive under that paragraph is as follows:

(a) where the aircraft is in the Transport Category (Passenger),
Transport Category (Cargo), Aerial Work Category or Private

TWELFTH SCHEDULE — *continued*

Category, the fee is \$198 per 1,000 kg of the aircraft's maximum total weight or part thereof;

[S 497/2019 wef 15/07/2019]

(b) [Deleted by S 497/2019 wef 15/07/2019]

(c) where the aircraft is in the Special Category and —

(i) the maximum total weight authorised of the aircraft is 33,000 kg or less, the fee is \$6,600 for any year, or part of a year, of the period required for carrying out the investigation and all or any of the following fees, where applicable:

(A) if the aircraft is of a type that has not been registered in Singapore — \$4,900 for any year, or part of a year, of the period required for carrying out the investigation;

(B) if the aircraft is a used aircraft — \$3,300 for any year, or part of a year, of the period required for carrying out the investigation; or

(ii) the maximum total weight authorised of the aircraft is above 33,000 kg, the fee is \$198 per 1,000 kg of the aircraft's, or part of the aircraft's, maximum total weight authorised for any year, or part of a year, of the period required for carrying out the investigation.

[S 497/2019 wef 15/07/2019]

(2) In this paragraph, “used aircraft” means an aircraft that does not meet the criteria for a new aircraft specified in paragraph 3.2 of Chapter 2.4 of the Singapore Airworthiness Requirements (SAR).

[S 616/2017 wef 31/10/2017]

Export Certificate of Airworthiness (Paragraph 7A).

3A. The fee for an application for an Export Certificate of Airworthiness in respect of an aircraft under paragraph 7A of the Order is \$2,750.

[S 181/2016 wef 01/05/2016]

4. [Deleted by S 497/2019 wef 15/07/2019]

Second or Subsequent Issue or Renewal of Certificate of Airworthiness (Paragraph 7 (1) and (8)).

TWELFTH SCHEDULE — *continued*

5. When an application is made for the second or subsequent issue or the renewal of a Certificate of Airworthiness in pursuance of paragraph 7 (1) or (8) of the Order, the fee to be paid in respect thereof (including any investigation required in connection with the application) shall be \$198 per 1,000 kg maximum total weight or part thereof.

[S 497/2019 wef 15/07/2019]

Validation of Certificate of Airworthiness (Paragraph 7 (7) and (8)).

6. The fee to be paid in respect of an application for —

- (a) the first issue of a certificate of validation of a Certificate of Airworthiness in respect of any aircraft in pursuance of paragraph 7 (7) of the Order (including any investigation required in connection with the application) shall be the same as the fee which would be paid under paragraph 3 in respect of an application for the first issue of a Certificate of Airworthiness in respect of that aircraft.
- (b) the second or subsequent issue or the renewal of such a certificate of validation in pursuance of paragraph 7 (7) and (8) of the Order shall be the same as the fee which would be paid under paragraph 5 of this Schedule in respect of the second or subsequent issue or the renewal of a Certificate of Airworthiness in respect of that aircraft.

[S 729/2010 wef 01/12/2010]

Approval or certificate for design, production or distribution of aircraft, aircraft components or aircraft materials (Paragraph 8(1) and (2)).

6A. The fee to be paid by an applicant for the issue of a certificate or other form of written approval under paragraph 8(1) and (2) of the Order for the design, production or distribution of aircraft, aircraft components or aircraft materials, is \$1,100 per annum for each branch of the applicant's organisation in a different geographical location for —

- (a) a Design Organisation Approval;
- (b) a Production Organisation Approval; or
- (c) a Certificate of Approval for Distributors specified in the Singapore Airworthiness Requirements (SAR).

[S 497/2019 wef 15/07/2019]

Inspection, testing or evaluation (Paragraph 8(4)).

TWELFTH SCHEDULE — *continued*

6AA. Where any inspection, testing or evaluation is carried out in respect of a certificate or other form of written approval under paragraph 8(4) of the Order, the fee to be paid by an applicant for, or a holder of, the certificate or other form of written approval, as the case may be, is as follows:

- (a) where the application is made before 1 April 2018 — \$90 per man-hour or part of a man-hour of inspection, testing or evaluation;
- (b) where the application is made on or after 1 April 2018 but before 1 April 2019 — \$100 per man-hour or part of a man-hour of inspection, testing or evaluation;
- (c) where the application is made on or after 1 April 2019 but before 1 April 2020 — \$120 per man-hour or part of a man-hour of inspection, testing or evaluation;
- (d) where the application is made on or after 1 April 2020 but before 1 April 2021 — \$150 per man-hour or part of a man-hour of inspection, testing or evaluation;
- (e) where the application is made on or after 1 April 2021 — \$170 per man-hour or part of a man-hour of inspection, testing or evaluation.

[S 616/2017 wef 31/10/2017]

Certificate or approval for inspection, overhaul, repair, replacement and modification of aircraft or aircraft components (Paragraphs 8A(2) and 8B(2)).

6B.—(1) The fee to be paid by an applicant for the first application made for any certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order is as follows:

- (a) \$13,300;
- (b) the following fees, according to the applicable rating under the certificate or other form of written approval:

<i>Rating Requested</i>	<i>Applicable Fee</i>
1. A1(BM)	\$9,700
2. A1(LM)	\$2,700
3. A2	\$6,100
4. A3	\$6,100
5. B1	\$7,600
6. B2	\$4,800

TWELFTH SCHEDULE — *continued*

7. B3	\$4,800
8. Each C	\$1,500
9. Each D	\$1,500
10. Each MD	\$170.

(2) Subject to sub-paragraph (6), the fee to be paid by an applicant for an application for renewal of any certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order that is issued before 31 October 2017 is as follows:

- (a) where the certificate or other form of written approval expires on or after 1 April 2018 but before 1 April 2019 —
 - (i) \$380; and
 - (ii) the following fees, according to the applicable rating under the certificate or other form of written approval:

<i>Rating Requested</i>	<i>Applicable Fee</i>
1. A1(BM)	\$300
2. A1(LM)	\$80
3. A2	\$200
4. A3	\$200
5. B1	\$230
6. B2	\$150
7. B3	\$150
8. Each C	\$50
9. Each D	\$50
10. Each MD	\$8;

- (b) where the certificate or other form of written approval expires on or after 1 April 2019 but before 1 April 2020 —
 - (i) \$1,100; and
 - (ii) the following fees, according to the applicable rating under the certificate or other form of written approval:

TWELFTH SCHEDULE — *continued*

<i>Rating Requested</i>	<i>Applicable Fee</i>
1. A1(BM)	\$900
2. A1(LM)	\$250
3. A2	\$600
4. A3	\$600
5. B1	\$700
6. B2	\$450
7. B3	\$450
8. Each C	\$150
9. Each D	\$150
10. Each MD	\$25;

(c) where the certificate or other form of written approval expires on or after 1 April 2020 but before 1 April 2021 —

(i) \$2,300; and

(ii) the following fees, according to the applicable rating under the certificate or other form of written approval:

<i>Rating Requested</i>	<i>Applicable Fee</i>
1. A1(BM)	\$1,800
2. A1(LM)	\$500
3. A2	\$1,200
4. A3	\$1,200
5. B1	\$1,400
6. B2	\$900
7. B3	\$900
8. Each C	\$300
9. Each D	\$300
10. Each MD	\$50;

TWELFTH SCHEDULE — *continued*

(d) where the certificate or other form of written approval expires on or after 1 April 2021 —

(i) \$3,900; and

(ii) the following fees, according to the applicable rating under the certificate or other form of written approval:

<i>Rating Requested</i>	<i>Applicable Fee</i>
1. A1(BM)	\$3,100
2. A1(LM)	\$900
3. A2	\$2,100
4. A3	\$2,100
5. B1	\$2,400
6. B2	\$1,600
7. B3	\$1,600
8. Each C	\$500
9. Each D	\$500
10. Each MD	\$90.

(3) Subject to sub-paragraph (6), the fee to be paid by an applicant for an application for renewal of any certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order that is issued on or after 31 October 2017 is as follows:

(a) \$3,900;

(b) the following fees, according to the applicable rating under the certificate or other form of written approval:

<i>Rating Requested</i>	<i>Applicable Fee</i>
1. A1(BM)	\$3,100
2. A1(LM)	\$900
3. A2	\$2,100
4. A3	\$2,100
5. B1	\$2,400

TWELFTH SCHEDULE — *continued*

6. B2	\$1,600
7. B3	\$1,600
8. Each C	\$500
9. Each D	\$500
10. Each MD	\$90.

(4) The fee to be paid by an applicant for the issuance or renewal of any certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order is \$1,100 for each branch of the applicant's organisation at a different address.

(5) The fee to be paid by a holder of a certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order for an application to add a rating to the certificate or other form of written approval, is as follows:

<i>Rating Requested</i>	<i>Applicable Fee</i>
1. A1(BM)	\$9,700
2. A1(LM)	\$2,700
3. A2	\$6,100
4. A3	\$6,100
5. B1	\$7,600
6. B2	\$4,800
7. B3	\$4,800
8. Each C	\$1,500
9. Each D	\$1,500
10. Each MD	\$170.

(6) Where an applicant for the renewal of a certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order is incorporated in a country other than Singapore and the Authority does not carry out an inspection or audit for the renewal of the certificate or other form of written approval, sub-paragraphs (2) and (3) do not apply to the applicant.

(7) In this paragraph, the rating —

TWELFTH SCHEDULE — *continued*

“A1(BM)” means the conduct of base maintenance of an aeroplane with a maximum total weight authorised of above 5,700 kg;

“A1(LM)” means the conduct of line maintenance of an aeroplane with a maximum total weight authorised of above 5,700 kg;

“A2” means the conduct of maintenance of an aeroplane with a maximum total weight authorised of 5,700 kg or less;

“A3” means the conduct of maintenance of a helicopter;

“B1” means the conduct of maintenance of a complete turbine engine;

“B2” means the conduct of maintenance of a complete piston engine;

“B3” means the conduct of maintenance of an auxiliary power unit;

“C” means the conduct of maintenance of any of the following components:

- (a) air conditioning and pressurisation systems (rating C1);
- (b) auto flight systems (rating C2);
- (c) communications and navigation systems (rating C3);
- (d) doors and hatches (rating C4);
- (e) electrical power and lighting systems (rating C5);
- (f) equipment (rating C6);
- (g) engine or auxiliary power unit components (other than complete engines or auxiliary power units) (rating C7);
- (h) flight control systems (rating C8);
- (i) fuel systems (rating C9);
- (j) helicopter rotor systems (rating C10);
- (k) helicopter transmission systems (rating C11);
- (l) hydraulic power systems (rating C12);
- (m) indicating and recording systems (rating C13);
- (n) landing gears (rating C14);
- (o) oxygen systems (rating C15);
- (p) propellers (rating C16);
- (q) pneumatic and vacuum systems (rating C17);
- (r) ice, rain or fire protection systems (rating C18);

TWELFTH SCHEDULE — *continued*

(s) windows (rating C19);

(t) structure (rating C20);

“D” means the conduct of any of the following services:

(a) non-destructive testing (rating D1);

(b) other specialised services (rating D2);

“MD” means the distribution of any of the following materials:

(a) general aeronautical parts (rating MD1);

(b) special aeronautical parts, including life limited parts (rating MD2).

[S 616/2017 wef 31/10/2017]

Safety inspector fees in respect of certificate or other approval for maintenance of aircraft or aircraft components (Paragraphs 8A(2) and 8B(2)).

6C.—(1) Subject to sub-paragraph (3), where it is necessary for a holder of, or an applicant for, a certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order to undergo any examination, test, inspection or investigation as a result of which it is necessary for a safety inspector of the Authority to conduct any test, audit, assessment, examination, inspection or investigation (called in this paragraph a function) in Singapore, the holder or applicant, as the case may be, must pay, in addition to the appropriate fee specified in this Schedule, a daily fee specified in sub-paragraph (2) for each day or part of each day that the safety inspector conducts any function.

(2) The daily fee mentioned in sub-paragraph (1) is —

(a) where the function is performed on or after 1 April 2018 but before 1 April 2019 — \$700;

(b) where the function is performed on or after 1 April 2019 but before 1 April 2020 — \$900;

(c) where the function is performed on or after 1 April 2020 but before 1 April 2021 — \$1,200; and

(d) where the function is performed on or after 1 April 2021 — \$1,500.

(3) Sub-paragraph (1) does not apply to the holder of, or an applicant for, a certificate or other form of written approval under paragraph 8A(2) or 8B(2) of the Order, in respect of a safety inspector’s conduct of any function, where the holder or applicant, as the case may be, is to pay a fee under paragraph 6B(1), (2),

TWELFTH SCHEDULE — *continued*

(3) or (5) of this Schedule in respect of the certificate or other form of written approval.

[S 616/2017 wef 31/10/2017]

*Approval of persons, simulators and courses of training or instruction
(Paragraphs 11(9)(c), 20(13)(c) and (d), 23A(3)(a) and 73A).*

7.—(1) The fee to be paid by a person for the grant of an approval for the purposes of paragraph 73A of the Order shall be \$1,100 per annum for each branch of the person's organisation in a different geographical location.

[S 278/2010 wef 15/05/2010]

(2) The fee to be paid for the grant of an approval of a person to provide a course of training or instruction under paragraph 11(9)(c) of the Order shall be \$1,100 per annum for each branch of the person's organisation in a different geographical location.

[S 640/2006 wef 30/11/2006]

(3) The fee to be paid for the grant of an approval or renewal of approval for an approved flying school to provide a course of training or instruction under paragraph 20(13)(c) of the Order shall be \$4,500 per annum.

(4) The fee to be paid for the grant of approval or renewal of approval for the use of a flight simulation training device for the purpose of flight training or testing under paragraph 20(13)(d) or 23A(3)(a) of the Order shall be \$1,100 for each year for which the approval is valid.

[S 331/2005 wef 02/06/2005]

[S 348/2013 wef 17/06/2013]

[S 683/2018 wef 09/10/2018]

8. *[Deleted by S 683/2018 wef 09/10/2018]*

9. *[Deleted by S 683/2018 wef 09/10/2018]*

10. *[Deleted by S 497/2019 wef 01/08/2019]*

Aircraft Maintenance Licence (Paragraph 11).

11. The fees to be paid in respect of an aircraft maintenance licence in pursuance of paragraph 11 of the Order shall be —

TWELFTH SCHEDULE — *continued*

- (a) in respect of each examination paper for either —
- (i) the grant of a licence;
 - (ii) the renewal of a licence (if required); or
 - (iii) an inclusion or extension of a rating included \$80
in a licence

[S 729/2010 wef 01/12/2010]

[S 124/2012 wef 02/04/2012]

- (aa) in respect of the cancellation by a candidate of a \$30
booking for an examination paper referred to in
sub-paragraph (a)

[S 729/2010 wef 01/12/2010]

[S 124/2012 wef 02/04/2012]

- (ab) in respect of the re-scheduling by a candidate of an \$20
examination paper referred to in sub-paragraph (a)

[S 729/2010 wef 01/12/2010]

[S 124/2012 wef 02/04/2012]

- (b) in respect of the grant or renewal of a licence \$132
- (c) in respect of the inclusion of an additional rating in a \$66
licence, for each additional rating

[S 487/2006 wef 11/08/2006]

[S 729/2010 wef 01/12/2010]

[S 124/2012 wef 02/04/2012]

Grant or renewal of licences for flight crew and rating therein (Paragraph 20(1), (3) and (4)), and validation of licences (Paragraph 21).

12.—(1) The following fees shall be paid on application for the grant or renewal of, or the issue of a certificate of validation of:

- (a) an Airline Transport Pilot's Licence (Aeroplanes), an Airline Transport Pilot's Licence (Helicopters and Gyroplanes), a Commercial Pilot's Licence (Aeroplanes), a Commercial Pilot's Licence (Helicopters and Gyroplanes) or a Multi-crew Pilot's Licence (Aeroplanes) —

TWELFTH SCHEDULE — *continued*

- (i) for a period of 6 months \$72
- (ii) for a period of 12 months \$144

[S 749/2024 wef 01/10/2024]

[S 570/2011 wef 04/10/2011]

- (b) a Commercial Pilot's Licence (Balloons), a Commercial Pilot's Licence (Airships), a Commercial Pilot's Licence (Gliders), a Private Pilot's Licence (Aeroplanes), a Private Pilot's Licence (Helicopters and Gyroplanes) or a Private Pilot's Licence (Balloons and Airships) —

- (i) for a period of 6 months \$19.50
- (ii) for a period of 12 months \$39
- (iii) for a period of 24 months \$78

[S 617/2012 wef 17/12/2012]

- (iv) for a period of 60 months \$195

[S 640/2006 wef 30/11/2006]

[S 124/2012 wef 02/04/2012]

- (c) a Student Pilot's Licence \$28
- (d) [Deleted by S 497/2019 wef 15/07/2019]
- (e) [Deleted by S 497/2019 wef 15/07/2019]
- (f) a Flight Radiotelephony Operator's Licence \$28
-

[S 497/2019 wef 15/07/2019]

[S 166/2002 wef 15/04/2002]

(1A) Where an application for a Commercial Pilot's Licence or an Airline Transport Pilot's Licence is based on an equivalent licence granted by a Contracting State other than Singapore, a fee of \$345 shall be paid by the applicant, in addition to the relevant fee payable under sub-paragraph (1).

[S 348/2013 wef 17/06/2013]

(1B) Where an application for a Multi-crew Pilot's Licence, a Commercial Pilot's Licence or an Airline Transport Pilot's Licence is based on a qualification

TWELFTH SCHEDULE — *continued*

other than an equivalent licence granted by a Contracting State other than Singapore, a fee of \$83 shall be paid by the applicant, in addition to the relevant fee payable under sub-paragraph (1).

[S 348/2013 wef 17/06/2013]

[S 21/2015 wef 26/01/2015]

(2) The following fees shall be paid on application for the grant or renewal of any licence to act as a member of the flight crew of an aircraft, the inclusion or renewal of a rating in such a licence, or the issue of a certificate of validation of such a licence, in respect of such of the following examinations as may be required —

(a) [*Deleted by S 497/2019 wef 15/07/2019*]

(b) [*Deleted by S 21/2015 wef 26/01/2015*]

(c) for a technical examination on application for the inclusion of an aircraft rating for a single type of aircraft in a licence or for the extension of such a rating to include any additional type of aircraft \$55
... ..

[S 749/2024 wef 01/10/2024]

[S 487/2006 wef 11/08/2006]

(d) [*Deleted by S 497/2019 wef 15/07/2019*]

(e) [*Deleted by S 423/2010 wef 02/08/2010*]

(f) [*Deleted by S 497/2019 wef 15/07/2019*]

(g) for a flying test \$132

[S 570/2011 wef 04/10/2011]

(h) for a medical evaluation conducted —

(i) before 17 August 2019 \$115

(ii) on or after 17 August 2019 \$130

[S 497/2019 wef 15/07/2019]

(i) [*Deleted by S 21/2015 wef 26/01/2015*]

(j) [*Deleted by S 21/2015 wef 26/01/2015*]

TWELFTH SCHEDULE — *continued*

- (k) for any examination or re-examination paper to be taken —
- (i) in respect of the grant or renewal of, or the issue of a certificate of validation of, a Private Pilot's Licence \$124
 - (ii) in respect of the grant or renewal of, or the issue of a certificate of validation of, a Multi-crew Pilot's Licence, Commercial Pilot's Licence or Airline Transport Pilot's Licence \$155
 - (iii) for the inclusion of a rating other than an aircraft rating in any licence to act as a member of a flight crew \$155

[S 749/2024 wef 01/10/2024]

[S 21/2015 wef 26/01/2015]

- (l) for cancellation by a candidate of a booking for an examination paper referred to in sub-paragraph (k) \$30

[S 617/2012 wef 17/12/2012]

- (m) for re-scheduling by a candidate of an examination paper referred to in sub-paragraph (k). \$20

[S 573/91 wef 01/01/1992]

[S 166/2002 wef 15/04/2002]

[S 487/2006 wef 11/08/2006]

[S 640/2006 wef 30/11/2006]

[S 423/2010 wef 02/08/2010]

[S 570/2011 wef 04/10/2011]

[S 124/2012 wef 02/04/2012]

[S 617/2012 wef 17/12/2012]

[S 348/2013 wef 17/06/2013]

[S 21/2015 wef 26/01/2015]

[S 181/2016 wef 01/05/2016]

[S 487/2006 wef 11/08/2006]

[S 487/2006 wef 11/08/2006]

TWELFTH SCHEDULE — *continued*

13. *[Deleted by S 749/2024 wef 01/10/2024]*

[S 749/2024 wef 01/10/2024]

[S 487/2006 wef 11/08/2006]

Copies of Documents.

14. The fee to be paid for the issue by the Minister or the Chief Executive of a copy or replacement of a document issued under this Order shall be \$33.

[S 497/2019 wef 15/07/2019]

[S 278/2010 wef 15/05/2010]

15. *[Deleted by S 711/2020 wef 01/09/2020]*

[S 1000/2022 wef 01/01/2023]

[S 199/93 wef 01/08/1993]

[S 423/2010 wef 02/08/2010]

16. *[Deleted by S 1000/2022 wef 01/01/2023]*

[S 1000/2022 wef 01/01/2023]

[S 199/93 wef 01/08/1993]

[S 423/2010 wef 02/08/2010]

17. *[Deleted by S 753/2019 wef 16/11/2019]*

Fees where functions are performed abroad.

18.—(1) Subject to sub-paragraph (3), where it is necessary for a holder of, or an applicant for, an aviation safety instrument to undergo any examination, test, inspection or investigation for the purpose of this Order as a result of which it is necessary for a safety inspector of the Authority to travel outside Singapore to conduct any test, audit, assessment, examination, inspection or investigation (called in this paragraph a function), the holder or applicant, as the case may be, must pay, in addition to the appropriate fee specified in this Schedule, a charge equal to any additional cost incurred by the Authority plus a daily fee specified in sub-paragraph (2) for each day or part of each day that the safety inspector is outside Singapore while conducting any function.

(2) The daily fee mentioned in sub-paragraph (1) is —

(a) where the function is performed before 1 April 2018 —

(i) \$1,280 for a flight operations safety inspector; and

TWELFTH SCHEDULE — *continued*

- (ii) \$610 for any other safety inspector;
 - (b) where the function is performed on or after 1 April 2018 but before 1 April 2019 —
 - (i) \$1,400 for a flight operations safety inspector; and
 - (ii) \$700 for any other safety inspector;
 - (c) where the function is performed on or after 1 April 2019 but before 1 April 2020 —
 - (i) \$1,700 for a flight operations safety inspector; and
 - (ii) \$900 for any other safety inspector;
 - (d) where the function is performed on or after 1 April 2020 but before 1 April 2021 —
 - (i) \$2,000 for a flight operations safety inspector; and
 - (ii) \$1,200 for any other safety inspector; and
 - (e) where the function is performed on or after 1 April 2021 —
 - (i) \$2,400 for a flight operations safety inspector; and
 - (ii) \$1,500 for any other safety inspector.
- (3) The holder of, or an applicant for, an aviation safety instrument is not required to pay the daily fee mentioned in sub-paragraph (1) in respect of a safety inspector's conduct of any function if the holder or applicant, as the case may be, is to pay a fee under paragraph 6B(1), (2), (3) or (5) of this Schedule in respect of the aviation safety instrument.

[S 616/2017 wef 31/10/2017]

Permission to organise an exhibition of flying (Paragraph 55A).

19. The fee to be paid for the grant of a written permission to organise an exhibition of flying is —
- (a) where the exhibition of flying is carried out before 1 January 2020 — \$20,000; and
 - (b) where the exhibition of flying is carried out on or after 1 January 2020 — \$63,000.

[S 753/2019 wef 16/11/2019]

[S 423/2010 wef 02/08/2010]

[S 49/92 wef 01/02/1992]

TWELFTH SCHEDULE — *continued*

20. *[Deleted by S 683/2018 wef 09/10/2018]*

Operations permit application fee (Paragraph 87A)

20A.—(1) The fee to be paid for the grant or renewal of an operations permit under paragraph 87A(5) of the Order for the following validity periods is —

(a) up to one year — \$300;

(b) 3 years — \$450; and

(c) 5 years — \$600.

(2) In addition to the fee stipulated in sub-paragraph (1), the fee to be paid for the assessment of an aircraft for inclusion in the operations permit shall be \$40 for each aircraft to be assessed.

[S 749/2024 wef 01/10/2024]

[S 348/2013 wef 17/06/2013]

21. *[Deleted by S 12/2023 wef 01/03/2023]*

21A. *[Deleted by S 12/2023 wef 01/03/2023]*

22. *[Deleted by S 832/2019 wef 02/01/2020]*

23. *[Deleted by S 832/2019 wef 02/01/2020]*

[S 711/2020 wef 01/09/2020]

[S 749/2024 wef 01/10/2024]

THIRTEENTH SCHEDULE

Paragraph 80

PENALTIES

PART A — PROVISIONS REFERRED TO IN PARAGRAPH 80 (5)

Paragraph 3.

Paragraph 5.

Paragraph 10(5).

Paragraph 15.

Paragraph 16(3).

THIRTEENTH SCHEDULE — *continued*

Paragraph 20(12A).

Paragraph 20A.

Paragraph 22.

Paragraph 24.

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 1000/2022 wef 01/01/2023]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 1000/2022 wef 01/01/2023]

Paragraph 51.

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

Paragraph 55A.

[Deleted by S 683/2018 wef 09/10/2018]

Paragraph 59.

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 180/92 wef 01/05/1992]

[Deleted by S 839/2025 wef 29/12/2025]

[Deleted by S 839/2025 wef 29/12/2025]

[Deleted by S 839/2025 wef 29/12/2025]

[Deleted by S 351/2015 wef 02/06/2015]

[Deleted by S 839/2025 wef 29/12/2025]

[Deleted by S 839/2025 wef 29/12/2025]

[Deleted by S 839/2025 wef 29/12/2025]

[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 12/2023 wef 01/03/2023]

THIRTEENTH SCHEDULE — *continued*

[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 839/2025 wef 29/12/2025]

Paragraph 72A(1) and (3).

[Deleted by S 832/2019 wef 02/01/2020]

[Deleted by S 832/2019 wef 02/01/2020]

[Deleted by S 832/2019 wef 02/01/2020]

[Deleted by S 832/2019 wef 02/01/2020]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[S 1000/2022 wef 01/01/2023]

[S 832/2019 wef 02/01/2020]

[S 49/92 wef 01/02/1992]

[S 180/92 wef 01/05/1992]

[S 640/2006 wef 30/11/2006]

[S 299/2009 wef 30/06/2009]

[S 423/2010 wef 02/08/2010]

[S 570/2011 wef 04/10/2011]

[S 617/2012 wef 17/12/2012]

[S 348/2013 wef 17/06/2013]

[S 351/2015 wef 02/06/2015]

[S 803/2015 wef 30/12/2015]

[S 683/2018 wef 09/10/2018]

PART B — PROVISIONS REFERRED TO IN PARAGRAPH 80 (6)

[Deleted by S 683/2018 wef 09/10/2018]

Paragraph 8.

Paragraph 8A.

Paragraph 9(1).

Paragraph 10 (except sub-paragraph (5)).

Paragraph 11(7) and (8).

[Deleted by S 683/2018 wef 09/10/2018]

THIRTEENTH SCHEDULE — *continued*

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

Paragraph 16 (except sub-paragraph (3)).

Paragraph 17A.

[Deleted by S 683/2018 wef 09/10/2018]

Paragraph 19.

Paragraph 20(2), (3C), (7), (12) and (14).

Paragraph 23.

Paragraph 23A(1).

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

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[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 711/2020 wef 01/09/2020]

[Deleted by S 1000/2022 wef 01/01/2023]

[Deleted by S 1000/2022 wef 01/01/2023]

THIRTEENTH SCHEDULE — *continued*

[Deleted by S 1000/2022 wef 01/01/2023]

[Deleted by S 1000/2022 wef 01/01/2023]

[Deleted by S 1000/2022 wef 01/01/2023]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 839/2025 wef 29/12/2025]

Paragraph 62A(1).

Paragraph 62F.

Paragraph 62G(1) and (2).

Paragraph 63.

[Deleted by S 617/2012 wef 17/12/2012]

[Deleted by S 683/2018 wef 09/10/2018]

[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 12/2023 wef 01/03/2023]

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[Deleted by S 12/2023 wef 01/03/2023]

[Deleted by S 12/2023 wef 01/03/2023]

Paragraph 71.

Paragraph 72A(4).

Paragraph 76.

[Deleted by S 683/2018 wef 09/10/2018]

Paragraph 87A(1) and (8).

THIRTEENTH SCHEDULE — *continued*

Paragraph 88.

[S 1000/2022 wef 01/01/2023]

[S 49/92 wef 01/02/1992]

[S 180/92 wef 01/05/1992]

[S 331/2005 wef 02/06/2005]

[S 487/2006 wef 11/08/2006]

[S 299/2009 wef 30/06/2009]

[S 278/2010 wef 15/05/2010]

[S 423/2010 wef 02/08/2010]

[S 617/2012 wef 17/12/2012]

[S 348/2013 wef 17/06/2013]

[S 351/2015 wef 02/06/2015]

[S 803/2015 wef 30/12/2015]

[S 589/2016 wef 18/11/2016]

[S 683/2018 wef 09/10/2018]

FOURTEENTH SCHEDULE

Paragraphs 2(1), 20, 62A and 62E(1)

MEDICAL EXAMINATION AND
MEDICAL FITNESS REQUIREMENTS

1. This Schedule specifies the medical examination and medical fitness requirements for the grant and renewal of a licence to a flight crew member under paragraph 20(1)(a) to (k) of the Order and to an air traffic controller under paragraph 62A of the Order.

[S 497/2019 wef 15/07/2019]

2. Every applicant for the grant or renewal of a flight crew member licence or an air traffic controller licence shall —

- (a) be free from any congenital or acquired abnormality or any active, latent, acute or chronic disability or any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken or to be taken by him, which would result in any functional incapacity likely to interfere with the safe operation of an aircraft or with the performance in a safe manner of the functions to which such licence relates; and

FOURTEENTH SCHEDULE — *continued*

- (b) undergo a medical examination for the purpose of ascertaining whether his physical and mental conditions satisfy the required standard of medical fitness applicable to such licence, as specified in paragraph 7.

3.—(1) The medical examination referred to in paragraph 2(b) shall be conducted in Singapore or elsewhere by a designated medical examiner.

(2) The designated medical examiner shall evaluate whether the applicant satisfies the standard of medical fitness required for the licence for which the applicant has applied for a grant or renewal and submit a report of his evaluation to the medical assessor for assessment and clearance.

[S 617/2012 wef 17/12/2012]

(3) Where —

- (a) the applicant does not meet the medical fitness requirements specified in paragraph 7; or
- (b) the medical case is complicated or unusual,

the designated medical examiner shall refer the case to a medical assessor for assessment, evaluation and clearance.

[S 617/2012 wef 17/12/2012]

4. An applicant who presents himself for the medical examination referred to in paragraph 2(b) shall be required to furnish —

- (a) a declaration signed by him stating —
 - (i) whether he has previously undergone such medical examination, and if so, the place, date and result of such medical examination; and
 - (ii) in a case where the medical examination has been previously refused, revoked or suspended, the reason for such refusal, revocation or suspension; and
- (b) a complete and accurate statement of the medical facts concerning his personal, family and hereditary history, personally certified by him.

5. An applicant who has been assessed by the medical assessor as not having satisfied the standard of medical fitness required for the licence for which he has applied for a grant or renewal may, at the discretion of the Chief Executive, be accepted as eligible for such grant or renewal if —

- (a) accredited medical conclusion indicates that in specific circumstances, the applicant's failure to meet any requirement, whether numerical or otherwise, will not affect the performance of the functions to which his licence relates in a manner which is likely to jeopardise flight safety;

FOURTEENTH SCHEDULE — *continued*

- (b) the relevant ability, skill and experience of the applicant have been given due consideration; and
- (c) the licence is endorsed with any special restrictions or conditions which must be complied with to ensure the performance in a safe manner of the functions to which the licence relates.

[S 423/2010 wef 02/08/2010]

[S 617/2012 wef 17/12/2012]

6. If an applicant for the renewal of a licence is, during the period he is required to undergo the medical examination referred to in paragraph 2(b), on duty as a member of the flight crew of an aircraft in a distant location outside Singapore where a designated medical examiner is not available, the Chief Executive may, on application and in his discretion, allow the medical examination to be deferred on an exceptional basis subject to the following conditions:

- (a) the period for which the medical examination is deferred does not exceed —
 - (i) a period of 6 consecutive months in the case of a flight crew member of a private category aircraft;
 - (ii) a period of 6 consecutive months in the case of a member of the operating crew of a transport category or aerial work category aircraft; or
 - (iii) a period of 24 consecutive months in the case of a private pilot;
- (b) the applicant has, in the location in which he is situated, undergone the medical examination referred to in paragraph 2(b) by a qualified medical practitioner acceptable to the Chief Executive; and
- (c) the report of such medical practitioner has been evaluated by a medical assessor who has assessed the applicant's medical fitness as satisfactory.

[S 423/2010 wef 02/08/2010]

[S 617/2012 wef 17/12/2012]

7. The medical examination and medical fitness requirements applicable to the various classes of licence granted or renewed under paragraphs 20(1)(a) to (k) and 62A of the Order are as follows:

- (a) Class 1 Medical Requirements (as specified in the Singapore Air Safety Publication (SASP)) —
 - (i) Commercial pilot's licence (aeroplanes);
 - (ii) Commercial pilot's licence (helicopters and gyroplanes);

FOURTEENTH SCHEDULE — *continued*

- (iii) Airline transport pilot's licence (aeroplanes);
- (iv) Airline transport pilot's licence (helicopters and gyroplanes);
- (v) Commercial pilot's licence (airships);
- (vi) Multi-crew Pilot's Licence (Aeroplanes);

[S 640/2006 wef 30/11/2006]

[S 570/2011 wef 04/10/2011]

(b) Class 2 Medical Requirements (as specified in the Singapore Air Safety Publication (SASP)) —

- (i) Student pilot's licence;
- (ii) Private pilot's licence (aeroplanes);
- (iii) Private pilot's licence (helicopters and gyroplanes);
- (iv) Private pilot's licence (balloons and airships);
- (v) Commercial pilot's licence (balloons);
- (vi) [*Deleted by S 640/2006 wef 30/11/2006*]
- (vii) Commercial pilot's licence (gliders);
- (viii) [*Deleted by S 497/2019 wef 15/07/2019*]
- (ix) [*Deleted by S 497/2019 wef 15/07/2019*]

(c) Class 3 Medical Requirements (as specified in the Singapore Air Safety Publication (SASP)) —

Air traffic controller licence.

[S 497/2019 wef 15/07/2019]

8. Notwithstanding paragraph 7, an applicant for or a holder of a Private pilot's licence (aeroplanes) or a Private pilot's licence (helicopters) who also applies for or has been granted an Instrument Rating (Aeroplanes) or Instrument Rating (Helicopters), as the case may be, shall also satisfy Class 1 Medical Requirements (as specified in the Singapore Air Safety Publication (SASP)).

[S 487/2006 wef 11/08/2006]

FIFTEENTH SCHEDULE

[*Deleted by S 683/2018 wef 09/10/2018*]

SIXTEENTH SCHEDULE

[Deleted by S 683/2018 wef 09/10/2018]

SEVENTEENTH SCHEDULE

Paragraph 62A(7)

AIR TRAFFIC CONTROLLER RATINGS

1. The following ratings may be specified in an air traffic controller licence in respect of air traffic services:

- (a) aerodrome control rating, which shall authorise the holder of the air traffic controller licence to provide or supervise the provision of aerodrome control service, or both;
- (b) approach control surveillance rating, which shall authorise the holder of the licence to provide or supervise the provision of approach control service, or both;

[S 299/2009 wef 30/06/2009]

- (c) area control procedural rating, which shall authorise the holder of the licence to provide or supervise the provision of area control service, or both;

[S 299/2009 wef 30/06/2009]

- (d) area control surveillance rating, which shall authorise the holder of the licence to provide or supervise the provision of area control service, or both.

[S 299/2009 wef 30/06/2009]

2. A rating specified in an air traffic controller licence shall become invalid when an air traffic controller has not provided the air traffic service specified in that rating for a period of 6 months or more.

3. If a rating specified in an air traffic controller licence becomes invalid, that rating shall remain invalid until the Chief Executive is satisfied that the ability to provide the air traffic service specified in that rating by the air traffic controller concerned has been re-established.

[S 325/2000 wef 01/08/2000]

[S 729/2010 wef 02/08/2010]

LEGISLATIVE HISTORY
AIR NAVIGATION ORDER
(CHAPTER 6, O 2)

This Legislative History is provided for the convenience of users of the Air Navigation Order. It is not part of this Order.

1. G. N. No. S 164/1985 — Air Navigation Order 1985

Date of commencement : 1 July 1985

2. G. N. No. S 406/1988 — Air Navigation (Amendment) Order 1988
(G.N. No. S 44/1988 —Corrigenda)

Date of commencement : 1 January 1989

3. G. N. No. S 73/1989 — Air Navigation (Amendment) Order 1989

Date of commencement : 1 January 1989

4. G. N. No. S 476/1989 — Air Navigation (Amendment No. 2) Order 1989

Date of commencement : 1 January 1990

5. G. N. No. S 239/1990 — Air Navigation (Amendment) Order 1990

Date of commencement : 8 June 1990

6. G. N. No. S 436/1990 — Air Navigation (Amendment No. 2) Order 1990

Date of commencement : 1 February 1991

7. G. N. No. S 573/1991 — Air Navigation (Amendment) Order 1991

Date of commencement : 1 January 1992

8. G. N. No. S 49/1992 — Air Navigation (Amendment) Order 1992
(G.N. No. S 60/1992 — Corrigenda)

Date of commencement : 1 February 1992

9. 1990 Revised Edition — Air Navigation Order

Date of operation : 25 March 1992

10. G. N. No. S 180/1992 — Air Navigation (Amendment No. 2) Order 1992

Date of commencement : 1 May 1992

11. G. N. No. S 61/1993 — Air Navigation (Amendment) Order 1993

Date of commencement : 19 March 1993

12. G. N. No. S 199/1993 — Air Navigation (Amendment No. 2) Order 1993

Date of commencement : 1 August 1993

- 13. G. N. No. S 8/1994 — Air Navigation (Amendment) Order 1994**
Date of commencement : 15 January 1994
- 14. G. N. No. S 67/1998 — Air Navigation (Amendment) Order 1998**
Date of commencement : 20 February 1998
- 15. G. N. No. S 325/2000 — Air Navigation (Amendment) Order 2000**
Date of commencement : 1 August 2000
- 16. G. N. No. S 384/2000 — Air Navigation (Amendment No. 2) Order 2000**
Date of commencement : 31 August 2000
- 17. G. N. No. S 166/2002 — Air Navigation (Amendment) Order 2002**
Date of commencement : 15 April 2002
- 18. G. N. No. S 56/2003 — Air Navigation (Amendment) Order 2003**
Date of commencement : 7 February 2003
- 19. G. N. No. S 440/2003 — Air Navigation (Amendment No. 2) Order 2003**
Date of commencement : 15 September 2003
- 20. G. N. No. S 581/2003 — Air Navigation (Amendment No. 3) Order 2003**
Date of commencement : 12 December 2003
- 21. G. N. No. S 331/2005 — Air Navigation (Amendment) Order 2005**
Date of commencement : 2 June 2005
- 22. G. N. No. S 781/2005 — Air Navigation (Amendment No. 2) Order 2005**
Date of commencement : 7 December 2005
- 23. G. N. No. S 487/2006 — Air Navigation (Amendment) Order 2006**
Date of commencement : 11 August 2006
- 24. G. N. No. S 640/2006 — Air Navigation (Amendment No. 2) Order 2006**
Date of commencement : 30 November 2006
- 25. G. N. No. S 299/2009 — Air Navigation (Amendment) Order 2009**
Date of commencement : 30 June 2009
- 26. G. N. No. S 278/2010 — Air Navigation (Amendment) Order 2010**
Date of commencement : 15 May 2010
- 27. G. N. No. S 423/2010 — Air Navigation (Amendment No. 2) Order 2010**
Date of commencement : 2 August 2010

- 28. G. N. No. S 729/2010 — Air Navigation (Amendment No. 3) Order 2010**
Date of commencement : 1 December 2010
- 29. G. N. No. S 162/2011 — Air Navigation (Amendment) Order 2011**
Date of commencement : 1 April 2011
- 30. G.N. No. S 570/2011 — Air Navigation (Amendment No. 2) Order 2011**
Date of commencement : 4 October 2011
- 31. G.N. No. S 124/2012 — Air Navigation (Amendment) Order 2012**
Date of commencement : 2 April 2012
- 32. G.N. No. S 617/2012 — Air Navigation (Amendment No. 2) Order 2012**
Date of commencement : 17 December 2012
- 33. G.N. No. S 348/2013 — Air Navigation (Amendment) Order 2013**
Date of commencement : 17 June 2013
- 34. G.N. No. S 21/2015 — Air Navigation (Amendment) Order 2015**
Date of commencement : 26 January 2015
- 35. G.N. No. S 351/2015 — Air Navigation (Amendment No. 2) Order 2015**
Date of commencement : 2 June 2015
- 36. G.N. No. S 803/2015 — Air Navigation (Amendment No. 3) Order 2015**
Date of commencement : 30 December 2015
- 37. G.N. No. S 181/2016 — Air Navigation (Amendment) Order 2016**
Date of commencement : 1 May 2016
- 38. G.N. No. S 475/2016 — Air Navigation (Amendment No. 2) Order 2016**
Date of commencement : 1 October 2016
- 39. G.N. No. S 589/2016 — Air Navigation (Amendment No. 3) Order 2016**
Date of commencement : 18 November 2016
- 40. G.N. No. S 616/2017 — Air Navigation (Amendment) Order 2017**
Date of commencement : 31 October 2017
- 41. G.N. No. S 683/2018 — Air Navigation (Amendment) Order 2018**
Date of commencement : 9 October 2018
- 42. G.N. No. S 178/2019 — Air Navigation (Amendment) Order 2019**
Date of commencement : 31 March 2019

- 43. G.N. No. S 497/2019 — Air Navigation (Amendment No. 2) Order 2019**
Date of commencement : 15 July 2019
- 44. G.N. No. S 497/2019 — Air Navigation (Amendment No. 2) Order 2019**
Date of commencement : 1 August 2019
- 45. G.N. No. S 753/2019 — Air Navigation (Amendment No. 3) Order 2019**
Date of commencement : 16 November 2019
- 46. G.N. No. S 832/2019 — Air Navigation (Amendment No. 4) Order 2019**
Date of commencement : 2 January 2020
- 47. G.N. No. S 711/2020 — Air Navigation (Amendment) Order 2020**
Date of commencement : 1 September 2020
- 48. G.N. No. S 839/2021 — Air Navigation (Amendment) Order 2021**
Date of commencement : 4 November 2021
- 49. G.N. No. S 820/2022 — Air Navigation (Amendment) Order 2022**
Date of commencement : 3 November 2022
- 50. G.N. No. S 1000/2022 — Air Navigation (Amendment No. 2) Order 2022**
Date of commencement : 1 January 2023
- 51. G.N. No. S 12/2023 — Air Navigation (Amendment) Order 2023**
Date of commencement : 1 March 2023
- 52. G.N. No. S 749/2024 — Air Navigation (Amendment) Order 2024**
Date of commencement : 1 October 2024
- 53. G.N. No. S 907/2024 — Air Navigation (Amendment No. 2) Order 2024**
Date of commencement : 28 November 2024
- 54. G. N. No. S 839/2025 — Air Navigation (Amendment No. 2) Order 2025**
Date of commencement : 29 December 2025