

<h1>NOTICE OF AMENDMENT</h1>

Amendments to Air Operations Air Navigation Regulations (Air Ops ANRs)

Please be informed that the following amendment regulations have come into effect on 5 November 2020:

- a. Air Navigation (91 - General Operating Rules) (Amendment No. 3) Regulations 2020;
- b. Air Navigation (121 – Commercial Air Transport by Large Aeroplanes) (Amendment No. 2) Regulations 2020;
- c. Air Navigation (125 – Complex General Aviation) (Amendment No. 2) Regulations 2020;
- d. Air Navigation (135 – Commercial Air Transport by Helicopters and Small Aeroplanes) (Amendment No. 2) Regulations 2020; and
- e. Air Navigation (137 – Aerial Work) (Amendment No. 2) Regulations 2020.

The key amendments are in the following areas:

<ul style="list-style-type: none">• Documents to be carried on board an aircraft	<ul style="list-style-type: none">• Where a State of Registry has transferred its functions and duties to the State of Operator under an Art 83bis agreement, an agreement summary of the Art 83bis agreement is to be carried on board the aircraft (instead of the full agreement).
<ul style="list-style-type: none">• Flight Planning	<ul style="list-style-type: none">• An air operator is to ascertain that the airspace of an intended flight route is safe.• Risk assessment & mitigation measures must be made/taken to ensure a safe flight over or near conflict zones.

	<ul style="list-style-type: none"> • “Conflict zone” refers to an area where armed conflict is occurring/likely to occur between militarized parties & safety of aircraft may be endangered.
<ul style="list-style-type: none"> • Installation of data link communications equipment on older aircraft 	<ul style="list-style-type: none"> • An aircraft issued with a Certificate of Airworthiness before 1 January 2016 but modified thereafter to be capable for data link communication purposes need not have the capability to record messages between the air traffic controller and the pilot. • The above is provided that the modification is compliant with the aircraft type design or aircraft modification approved before 1 January 2016.
<ul style="list-style-type: none"> • Cargo compartment safety 	<ul style="list-style-type: none"> • An air operator is to establish policies & procedures on conduct of safety risk assessment to ascertain the risks of transporting items in the cargo compartment of a large aeroplane. • The cargo compartment fire protection must be capable of detecting & sufficiently suppressing or containing a fire until aeroplane makes safe landing.

The amended Air Ops ANRs can also be found at our [CAAS website](#).

Should you have any suggestions or comments on the above, please provide your feedback to <https://go.gov.sg/publication-feedback> .

Issued by
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