

Advisory Circular

FOREIGN OPERATOR'S PERMIT

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GENERAL

Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. ACs contain information about standards, practices and procedures acceptable to the CAAS. An AC may be used, in accordance with section 11 of the Air Navigation Act 1966 (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

PURPOSE

This AC provides guidance to foreign operators for the application for grant, renewal or variation of a foreign operator's permit ("FOP") under the Air Navigation (129 — Foreign Operator's Permit) Regulations 2026 ("ANR-129"). This AC also provides information on duties of a nominated representative of a holder of FOP ("permit holder").

APPLICABILITY

This AC applies to an applicant for a FOP and a permit holder.

RELATED REGULATIONS

This AC relates specifically to Regulation 7, 8, 9, 10 and 17 of ANR-129.

RELATED ADVISORY CIRCULARS

Nil.

CANCELLATION

This AC supersedes AC FOS-1(5).

EFFECTIVE DATE

This AC is effective from 1 February 2026.

OTHER REFERENCES

ICAO Annex 9 Appendix 1

1 APPLICATION FOR FOREIGN OPERATOR'S PERMIT

- 1.1 All applications for **grant, renewal or variation (amendment)**¹ of a FOP must be submitted online². An application may be submitted by either the foreign operator's staff (including station managers), or on behalf of a foreign operator by an individual engaged by it, such as a ground handling agent.
- 1.2 Separate FOPs are required for the conduct of commercial air transport and aerial work operations in Singapore.
- 1.3 Commercial air transport operations include passenger flights, medevac flights, cargo flights, commercial and military charters, flights for purpose of positioning aircraft and technical stops.

Note: A foreign air operator certificate holder may conduct non-commercial air transport operations (e.g. private flights) using aircraft listed in their Operations Specifications, provided these operations are approved by the State of the Operator and conducted in accordance with the approved operating standards. Nonetheless, these aircraft are required to be approved in the FOP regardless of whether the specific operation is commercial or non-commercial.

- 1.4 A foreign operator must have **operational control** over all aircraft to be included in the FOP. In arrangements such as wet-lease or damp-lease operations, the foreign operator exercising operational control of the aircraft is required to hold a valid FOP.
- 1.5 For the purpose of regulation 7(1) of ANR-129, an application for the **grant or renewal** of a FOP must be accompanied by the following supporting documents:

a. Operator Documents

- i. Air Operator Certificate ("AOC") or Aerial Work Certificate ("AWC") or equivalent; and
- ii. Operations Specifications (in standard ICAO format) relevant for the aircraft or aircraft type and containing operational information such as areas of approved operations and capability for low visibility operations.

b. Aircraft Documents (for each aircraft that is to be used to conduct operations in Singapore)

- i. Certificate of Registration;
- ii. Certificate of Airworthiness and Airworthiness Review Certificate (if applicable);
- iii. Noise Certificate;
- iv. Maintenance release of the most recent major maintenance (equivalent to 'C' check certificate of release);
- v. State of Registry's approved aging aircraft programme (if available);
- vi. Certificate of Insurance (by aircraft or by fleet);

¹ An application to vary (amend) a FOP refers to addition or replacement of aircraft for coverage and addition or replacement of kinds of commercial air transport operation or aerial work operation (as applicable).

² Refer to <https://flightsg.caas.gov.sg/>

- vii. Article 83 *bis* agreements on transfer of oversight responsibilities where the State of Operator and the State of Registry is different (if applicable);
- viii. Lease arrangements demonstrating operational control (if applicable); and
- ix. Any other relevant documents as required by CAAS.

1.6 For the purpose of regulation 10(3) of ANR-129, an application for the following variations to a valid FOP must be accompanied by the respective supporting documents:

- a. To add or replace the kind of operations³, documents as listed in Operator Documents under paragraph 1.5(a).
- b. To add or replace any aircraft in the FOP, documents as listed in Aircraft Documents under paragraph 1.5(b).

Note: The validity period of the FOP will remain unchanged upon variation of the FOP.

1.7 CAAS considers various factors when evaluating FOP applications. Other than the documents submitted by the foreign operator, CAAS also evaluates its operational capability and safety performance. Examples of the information reviewed are provided in **Annex A**. CAAS may also request additional information, seek clarification from the foreign operator or conduct a site visit to its premises, typically lasting between one and five days, as necessary to support the evaluation.

2 GRANT OF FOREIGN OPERATOR'S PERMIT

2.1 After evaluation as mentioned in paragraph 1.7, CAAS may:

- a. grant or renew a FOP with a validity period specified by CAAS. The validity period of an OP granted to a first-time applicant will be between 3 and 6 months; or

Note: In accordance with regulation 8(2) of ANR-129, the validity period of an FOP will not extend beyond the expiry date of the permit holder's AOC or AWC or equivalent, as applicable.

- b. reject the application. Where an application is rejected, the applicant will be informed of the outcome. The evaluation outcome is final and details of the evaluation will not be disclosed.

Note: If an application was previously rejected, CAAS may not accept any subsequent application from the same applicant **within 6 months** from the date of rejection.

3 DUTIES OF REPRESENTATIVE OF PERMIT HOLDER

3.1 For the purpose of regulation 17(1) of ANR-129, the permit holder should nominate⁴ an individual with corporate authority and accountability for safety to perform the following

³ See definition of "kind" in ANR-129, which is to be read with definitions of "commercial air transport" and "aerial work" in ANR-91.

⁴ The nomination of representative and provision of contact details are to be completed through flightSG.

duties as its representative:

- a. be the main point of contact with CAAS regarding safety and surveillance matters;
 - b. remains available for contact by CAAS when safety information is requested from the permit holder; and
 - c. ensures compliance with all applicable aviation safety regulations, including addressing non-compliances, implementing corrective measures, and resolving safety concerns identified by CAAS within specified timeframes.
- 3.2 To ensure operational continuity, the permit holder is encouraged to nominate a deputy representative in advance.

4 CONTINUING SURVEILLANCE

- 4.1 Pursuant to section 24(1) of the ANA, the permit holder will be subjected to continuing surveillance comprising:
- a. ramp inspections; and
 - b. document reviews.
- 4.2 Pursuant to section 24(2) of the ANA, CAAS may request the following documents for verification after an arrival flight into Singapore:
- a. General Declaration (refer to ICAO Annex 9 Appendix 1);
 - b. AOC or AWC or equivalent;
 - c. Certificate of Airworthiness;
 - d. Flight crew's licences and medical certificates;
 - e. Flight Crews' recency checks and proficiency checks;
 - f. Technical log/Journey log/Maintenance log;
 - g. Outstanding aircraft deferred defects log/hold item list.
- Note:** The permit holder must provide the requested documents within the timeframe stipulated by the CAAS safety inspector.
- 4.3 The permit holder is responsible to facilitate CAAS safety inspectors in the conduct of ramp inspections. Ramp inspections may cover flight deck, cabin, aircraft condition and cargo compartment, including dangerous goods.
- 4.4 Pursuant to section 25 of the ANA, CAAS may investigate a safety occurrence involving a permit holder. The investigation will determine whether there has been non-compliance with applicable regulations or the conditions of the FOP.
- 4.5 For any enquiries, please write in to CAAS_FS_FOS@caas.gov.sg.

Annex A

CAAS undertakes a comprehensive evaluation of every application for a foreign operator's permit based on safety and operational considerations. This evaluation extends beyond the documentation submitted and encompasses a range of factors relevant to the safe conduct of operations.

CAAS assesses the foreign operator's operational capability and safety performance based on information such as its operational experience and stability, accident and serious incident history, any significant safety concerns identified by other States, outcome of safety oversight activities carried out by CAAS or other States, and its responsiveness to any safety concerns raised by CAAS. Consideration is also given to the foreign operator's performance in international safety oversight activities (e.g. IATA Operational Safety Audit (IOSA), International Standards for Business Aircraft Operations (IS-BAO) Audit) and any other reports that may indicate systemic safety risks.

In addition, CAAS considers the age of the aircraft and safety record of the aircraft type intended for deployment, including its global accident and incident history and any restrictions or prohibitions imposed by CAAS or other authorities.