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Email: caas_singaporeais@caas.gov.sgURL: www.caas.gov.sgURL: <https://fpl-1.caasaim.gov.sg>**AIP Supplement for
Singapore****AIP SUP****063/2018****Effective from 26 OCT 2018****PERM****Published on 25 SEP 2018****SELETAR AIRPORT - OPENING OF NEW AIRCRAFT STANDS C60, C61 AND
C62****1 INTRODUCTION**

1.1 This AIP Supplement is to inform airline operators and pilots of the opening of three new aircraft stands C60, C61 and C62 to support the operations at Seletar Airport with effect from 26 October 2018 0800UTC.

1.2 This AIP Supplement also describes the pushback procedures for departing aircraft at the new aircraft stands C60, C61 and C62.

2 NEW AIRCRAFT STANDS C60, C61 AND C62

2.1 Aircraft stands C60, C61 and C62 will be used for active / tow operations. Details on the new aircraft stands are as follows:

Number	Aircraft stand		Aircraft types that can be parked at the aircraft stand
	Location (WGS-84 coordinates)	Elevation	
C60	01°24'54.470"N 103°52'16.296"E	6.28m (20.60ft)	ATR72 and Code C and below aircraft with wingspan less than 27.2m
C61	01°24'53.483"N 103°52'15.651"E	6.30m (20.67ft)	ATR72 and Code C and below aircraft with wingspan less than 27.2m
C62	01°24'52.496"N 103°52'15.006"E	6.31m (20.71ft)	ATR72 and Code C and below aircraft with wingspan less than 27.2m

2.2 Please refer to Appendices 1A and 1B for the location plans of new aircraft stands C60, C61 and C62.

3 PUSHBACK PROCEDURE FOR DEPARTING AIRCRAFT

3.1 The pushback procedures for aircraft departing from the new aircraft stands C60, C61 and C62 are as follows:

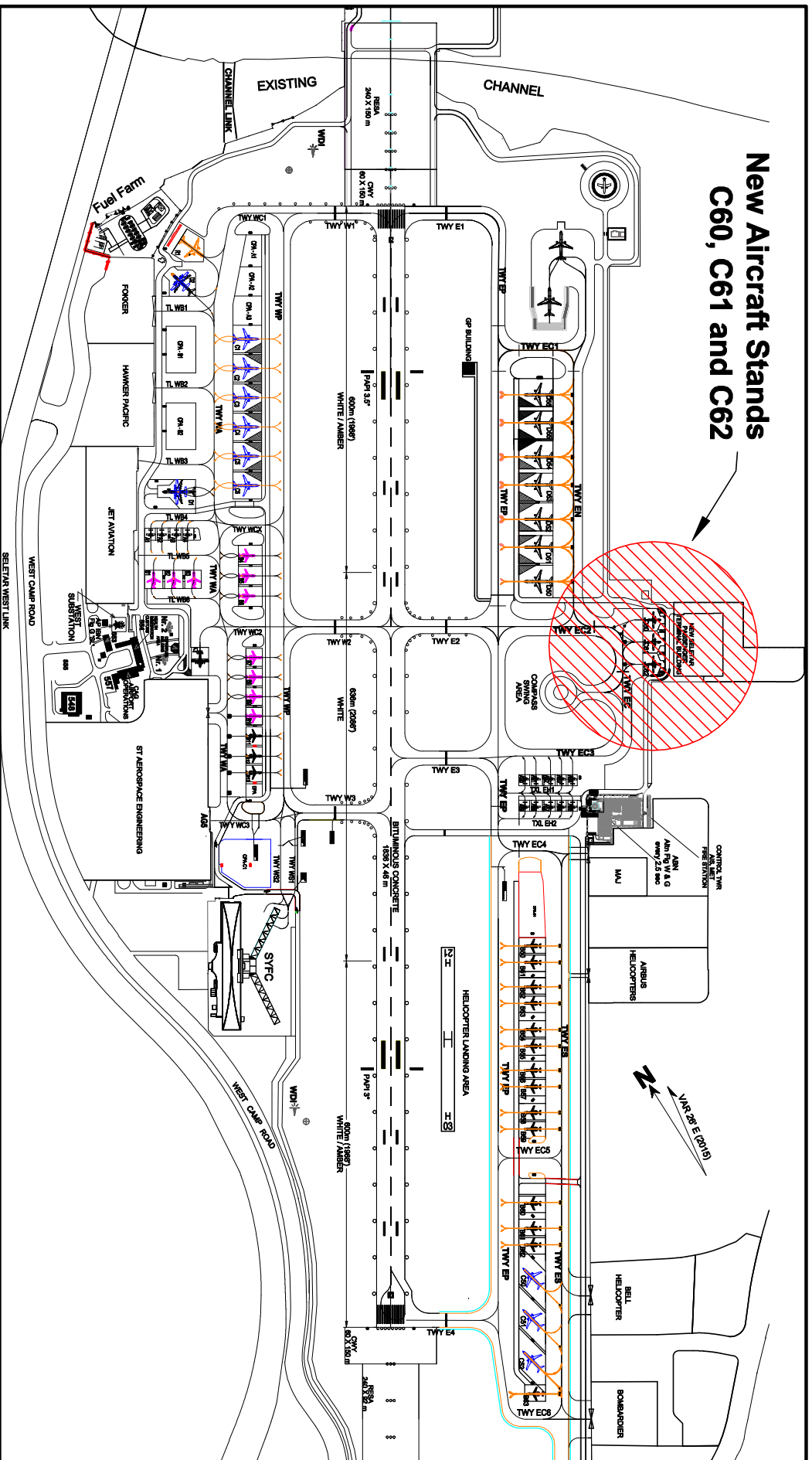
Aircraft Stand	Pushback Procedure	Phraseology used by Seletar Ground
C60	<p>Pushback to face North The aircraft (on idle thrust) shall be pushed back onto TWY EC to face North until its nose wheel is abeam the centreline of aircraft stand C62. The aircraft may break away from there.</p> <p>Pushback to face East The aircraft (on idle thrust) shall be pushed back onto TWY EC2 to face East until its nose wheel is at the "EOP C60/C61" position. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face East.</p>
C61	<p>Pushback to face North The aircraft (on idle thrust) shall be pushed back onto TWY EC to face North until its nose wheel is abeam the centreline of aircraft stand C62. The aircraft may break away from there.</p> <p>Pushback to face East The aircraft (on idle thrust) shall be pushed back onto TWY EC2 to face East until its nose wheel is at the "EOP C60/C61" position. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face East.</p>
C62	<p>Pushback to face North The aircraft (on idle thrust) shall be pushed back onto TWY EC to face North until its nose wheel is at the "EOP C62" position. The aircraft may break away from there.</p> <p>Pushback to face South The aircraft (on idle thrust) shall be pushed back onto TWY EC to face South until its nose wheel is abeam the centreline of aircraft stand C61. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

4 CONCLUSION

4.1 Any change to the contents of this AIP Supplement will be notified through NOTAM.

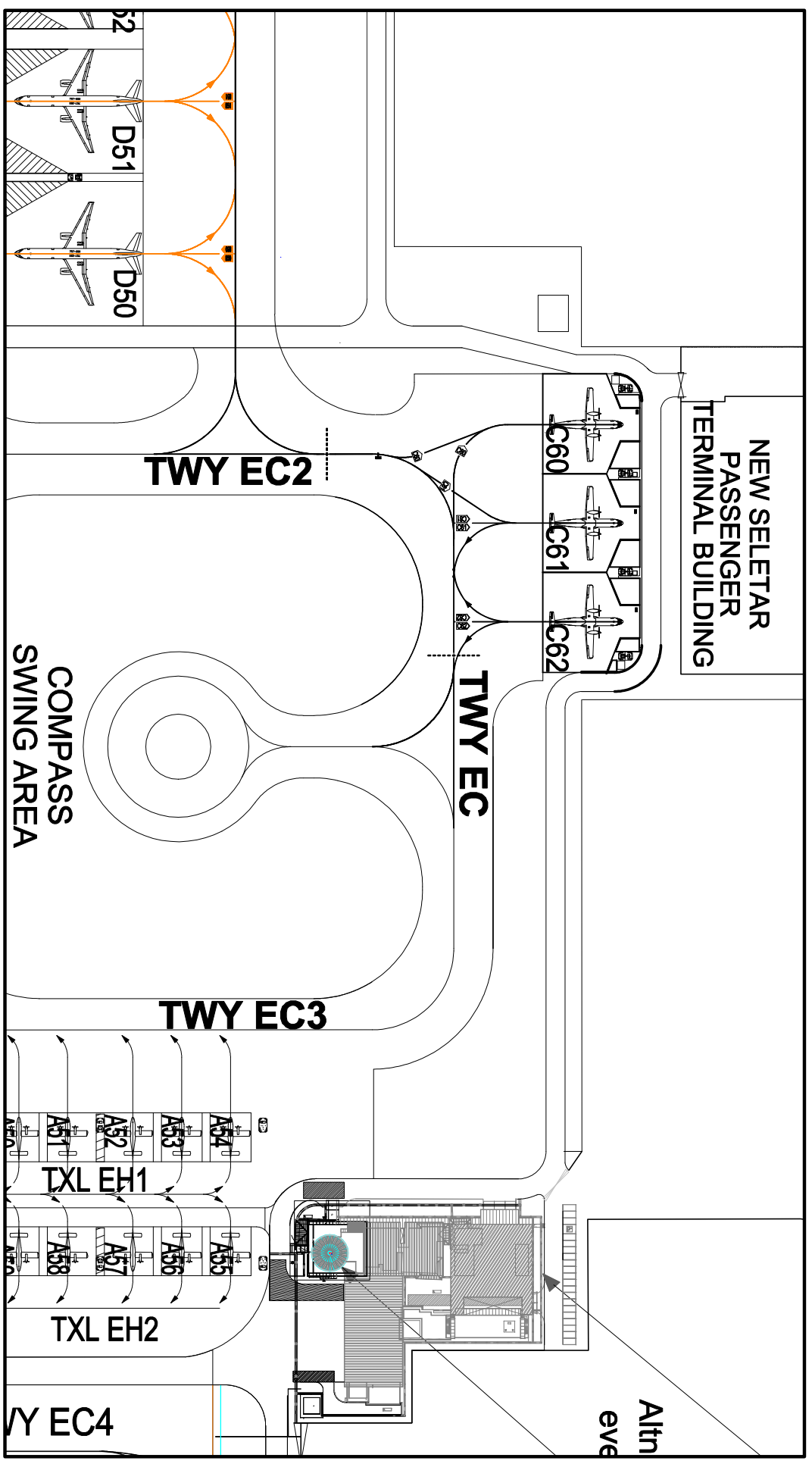
LOCATION PLAN OF NEW AIRCRAFT STANDS C60, C61 AND C62

New Aircraft Stands C60, C61 and C62



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