

# Advisory Circular

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## GUIDANCE ON OPERATIONAL PROCEDURES FOR ANR-91 OPERATIONS

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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 CAAS. An AC may be used, in accordance with section 3C of the Air Navigation Act (Cap. 6) (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 Advisory Circular provides guidance to demonstrate compliance with, and information related to, the requirements relating to operational procedures of the Air Navigation (91 – General Operating Rules) Regulations (ANR-91).

### APPLICABILITY

This AC is applicable for the person operating in accordance with ANR-91.

### RELATED REGULATIONS

This AC relates specifically to Division 2 in Part 2 of ANR-91.

### RELATED ADVISORY CIRCULARS

- AC 91-2-2 Reporting of Reportable Safety Matter

### CANCELLATION

This is the first AC issued on the subject.

**EFFECTIVE DATE**

This AC is effective from 1 October 2018.

**OTHER REFERENCES**

Nil.

**INFO 91REG39****INFORMATION FOR REGULATION 39 OF ANR-91 –  
PHRASEOLOGY FOR REPORTING FUEL STATUS IN  
FLIGHT**

- 1 The declaration of “MINIMUM FUEL” informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.
- 2 The words “MAYDAY FUEL” describe the nature of the distress conditions as required in Volume II, 5.3.2.1, b) 3. of Annex 10 to the Chicago Convention.

**GUIDANCE 91REG41****GUIDANCE FOR REGULATION 41 OF ANR-91 – USE OF OF  
ACAS II**

- 1 In Regulation 41(3), the prescribed maximum rate of climb/descent over the last 300m (1000ft) to an assigned flight level is to reduce the probability of triggering a RA with other aircraft at or approaching adjacent flight levels.
- 2 Procedures for the operation of ACAS are contained in PANS-OPS (ICAO Doc 8168), Volume 1, Part VIII, Chapter 3, and in PANS-ATM (ICAO Doc 4444), Chapters 12 and 15.
- 3 Material concerning the development of these procedures is contained in PANS-OPS (ICAO Doc 8168), Volume 1, Part III, Section 3, Chapter 3.

**GUIDANCE 91REG46****GUIDANCE FOR REGULATION 46 OF ANR-91 – FUEL  
SPILLAGE**

- 1 An immediate action that an operator may take in the event of fuel spillage to reduce the fire hazard is to cover the spilled fuel with sand, sawdust, dry earth, or an agent such as foam or dry chemical extinguisher powder.

**GUIDANCE 91REG48****GUIDANCE FOR REGULATION 48 OF ANR-91 –  
REPORTING OF WEATHER AND HAZARDOUS  
CONDITIONS**

- 1 The Singapore Aeronautical Information Publication (AIP) provides information and instructions for the reporting of weather and volcanic observations. The pilot-in-command, or the operator, should refer to the Singapore AIP, or similar publications issued by the foreign authorities responsible for the airspaces through which the flight is operated.
- 2 According to the Singapore AIP, special aircraft observations of pre-eruption volcanic activity, volcanic eruption or volcanic ash cloud should be recorded on the special Air-Report of Volcanic Activity form. A copy of the form should be delivered by the operator or a flight crew member without delay either personally or by telephone facsimile (TEL: +65 65425026) to the Meteorological Office, Singapore Changi Airport.

**GUIDANCE 91REG49**

**GUIDANCE FOR REGULATION 49 OF ANR-91 –  
REPORTING OF ACCIDENTS, INCIDENTS AND  
OCCURENCES**

- 1 The operator should refer to the following for guidance on making a report to CAAS on reportable safety matters.
  - AC 91-2-2 Reporting of Reportable Safety Matter