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eAIP

AMDT
01/2018
Effective date
01 FEB 2018
Publication date
01 FEB 2018

wp-AMDT-2018-01

1. Significant information and changes

1.1 Singapore Changi Airport

a. Inclusion of note to advise pilots of the potential hazard of misjudging wingtip clearance

2. This amendment incorporates information contained in the listed NOTAMs and AIP Supplements which are hereby superseded:

NOTAMs:
A3835/17 dated 07/12/17
A3918/17 dated 13/12/17
A3956/17 dated 15/12/17
A4066/17 dated 27/12/17

AIP Supplement:
001/2018 dated 03/01/18

Amended Pages

GEN 0.2-1/2:	*: replace.*
GEN 0.3-1/2:	*: replace.*
GEN 0.3-3/4:	*: replace.*
GEN 0.3-5:	*: remove.*
GEN 0.4-1/2:	*: replace.*
GEN 0.4-3:	*: replace.*
GEN 1.3-3:	*: replace.*
GEN 3.1-3/4:	*: replace.*
GEN 3.2-3/4:	*: replace.*
ENR 1.8-19/20:	*: replace.*
ENR 1.9-1/2:	*: replace.*
ENR 1.10-1/2:	*: replace.*
ENR 3.4-3/4:	*: replace.*
ENR 5.6-1/2:	*: replace.*
AD 2.WSSS-3/4:	*: replace.*
AD 2.WSSS-33/34:	*: replace.*
AD 2.WSSS-39/40:	*: replace.*
AD 2.WSSS-49/50:	*: replace.*
AD-2-WSSS-ADC-2:	*: replace.*
AD-2-WSSS-AOC-3:	*: replace.*
AD-2-WSSS-PATC-1:	*: replace.*
AD-2-WSSS-PATC-2:	*: replace.*
AD-2-WSSS-IAC-1:	*: replace.*
AD-2-WSSS-IAC-2:	*: replace.*
AD-2-WSSS-IAC-5:	*: replace.*

AD-2-WSSS-IAC-6: *: replace.*
AD-2-WSSS-IAC-7: *: replace.*
AD-2-WSSS-IAC-9: *: replace.*
AD-2-WSSS-IAC-10: *: replace.*
AD-2-WSSS-IAC-11: *: replace.*
AD-2-WSSS-IAC-12: *: replace.*
AD-2-WSSS-VAC-1: *: replace.*
AD 2.WSSL-1/2: *: replace.*
AD-2-WSSL-VAC-1: *: replace.*
AD-2-WSSL-VAC-2: *: replace.*
AD-2-WSSL-VAC-3: *: replace.*
AD-2-WSSL-VAC-4: *: replace.*
AD-2-WSSL-VDC-1: *: replace.*
AD-2-WSSL-VDC-2: *: replace.*
AD-2-WSAP-IAC-1: *: replace.*
AD-2-WSAP-IAC-2: *: replace.*
AD-2-WSAP-IAC-3: *: replace.*
AD-2-WSAP-IAC-4: *: replace.*
AD-2-WSAP-IAC-5: *: replace.*
AD-2-WSAP-IAC-6: *: replace.*

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT

NR/Year	***Publication date***	***Date inserted***	***Inserted by***
5/2014	18 SEP 2014	18 SEP 2014	
6/2014	13 NOV 2014	13 NOV 2014	
1/2015	08 JAN 2015	08 JAN 2015	
2/2015	05 MAR 2015	05 MAR 2015	
3/2015	30 APR 2015	30 APR 2015	
4/2015	25 JUN 2015	25 JUN 2015	
5/2015	20 AUG 2015	20 AUG 2015	
6/2015	15 OCT 2015	15 OCT 2015	
07/2015	10 DEC 2015	10 DEC 2015	
01/2016	04 FEB 2016	04 FEB 2016	
02/2016	31 MAR 2016	31 MAR 2016	
03/2016	26 MAY 2016	26 MAY 2016	
04/2016	21 JUL 2016	21 JUL 2016	
05/2016	15 SEP 2016	15 SEP 2016	
06/2016	10 NOV 2016	10 NOV 2016	
01/2017	05 JAN 2017	05 JAN 2017	
02/2017	02 MAR 2017	02 MAR 2017	
03/2017	27 APR 2017	27 APR 2017	
04/2017	22 JUN 2017	22 JUN 2017	
05/2017	17 AUG 2017	17 AUG 2017	
06/2017	12 OCT 2017	12 OCT 2017	
07/2017	07 DEC 2017	07 DEC 2017	
01/2018	01 FEB 2018	01 FEB 2018	

AIP AMENDMENT

NR/Year	***Publication date***	***Date inserted***	***Inserted by***

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
76/2015	Paya Lebar Airport - Tower Cranes	AD	*16 APR 2015 / 31 MAR 2018*	
77/2015	Paya Lebar Airport - Saddle Cranes	AD	*16 APR 2015 / 01 MAY 2018*	
109/2015	Singapore Changi Airport - Shortening of Runway 20C approach lighting to 720m to facilitate the construction of the northern end-around-taxiway	AD	*02 OCT 2015 / 31 OCT 2018*	
132/2015	Paya Lebar Airport - Cranes	AD	*01 JUL 2015 / 12 APR 2018*	
133/2015	Paya Lebar Airport - Luffer Crane and Topless Crane	AD	*01 JUL 2015 / 30 JUN 2018*	
134/2015	Paya Lebar Airport - Luffer Cranes	AD	*01 JUL 2015 / 30 JUN 2018*	
135/2015	Tengah Aerodrome - Luffer Cranes	AD	*01 JUL 2015 / 30 JUN 2018*	
142/2015	Paya Lebar Airport - Topless Cranes	AD	*03 AUG 2015 / 31 AUG 2018*	
160/2015	Paya Lebar Airport - Luffer Cranes	AD	*21 SEP 2015 / 15 AUG 2018*	
161/2015	Paya Lebar Airport - Luffer Cranes	AD	*21 SEP 2015 / 01 SEP 2018*	
162/2015	Sembawang Aerodrome - Topless Cranes	AD	*31 OCT 2015 / 31 OCT 2018*	
004/2016	Singapore Changi Airport - Shortening of Runway 02C Approach Lighting System to 810M to Facilitate southern End-Round-Taxiway Construction	AD	*01 JUN 2016 / 30 APR 2020*	
028/2016	Paya Lebar Airport - Tower Cranes	AD	*04 MAR 2016 / 26 MAR 2018*	
029/2016	Paya Lebar Airport - Luffer Cranes	AD	*04 MAR 2016 / 01 JUN 2018*	
030/2016	Paya Lebar Airport - Saddle Cranes	AD	*04 MAR 2016 / 17 JUN 2018*	
031/2016	Paya Lebar Airport - Saddle Cranes	AD	*04 MAR 2016 / 31 DEC 2018*	
032/2016	Paya Lebar Airport - Luffer Crane	AD	*04 MAR 2016 / 31 DEC 2018*	
033/2016	Paya Lebar Airport - Luffer Crane	AD	*04 MAR 2016 / 31 DEC 2018*	
034/2016	Paya Lebar Airport - Saddle Cranes	AD	*04 MAR 2016 / 31 DEC 2018*	
039/2016	Paya Lebar Airport - Topless Cranes	AD	*04 MAR 2016 / 31 JAN 2019*	
060/2016	Paya Lebar Airport - Luffer Crane	AD	*04 AUG 2016 / 31 MAY 2018*	
061/2016	Paya Lebar Airport - Luffer Crane and Topless Crane	AD	*04 AUG 2016 / 29 JUN 2018*	
062/2016	Paya Lebar Airport - Luffer Cranes	AD	*04 AUG 2016 / 31 JUL 2018*	
063/2016	Paya Lebar Airport - Topless Cranes	AD	*04 AUG 2016 / 31 DEC 2018*	
064/2016	Paya Lebar Airport - Topless Cranes	AD	*04 AUG 2016 / 31 DEC 2018*	
065/2016	Paya Lebar Airport - Luffer Crane	AD	*04 AUG 2016 / 31 DEC 2018*	
066/2016	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	*04 AUG 2016 / 01 AUG 2018*	

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
067/2016	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	*04 AUG 2016 / 31 MAR 2019*	
068/2016	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	*04 AUG 2016 / 01 JUN 2019*	
069/2016	Paya Lebar Airport - Saddle Cranes	AD	*04 AUG 2016 / 30 JUN 2019*	
070/2016	Paya Lebar Airport - Luffer Cranes and Topless Cranes	AD	*04 AUG 2016 / 31 DEC 2019*	
089/2016	Seletar Airport - Partial closure of Taxiway EC and Taxiway EC2 due to new aircraft stands and service road construction and associated works	AD	*01 NOV 2016 / 31 MAR 2018*	
017/2017	Sembawang Aerodrome - Crawler Crane	AD	*10 JAN 2017 / 28 FEB 2018*	
018/2017	Paya Lebar Airport - Piling Machine	AD	*10 JAN 2017 / 06 JUN 2018*	
019/2017	Paya Lebar Airport - Topless Cranes	AD	*10 JAN 2017 / 06 DEC 2018*	
022/2017	Paya Lebar Airport - Topless Cranes	AD	*10 JAN 2017 / 31 DEC 2018*	
023/2017	Paya Lebar Airport - Luffer Crane	AD	*10 JAN 2017 / 31 DEC 2018*	
024/2017	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	*10 JAN 2017 / 31 DEC 2018*	
025/2017	Paya Lebar Airport - Topless Cranes	AD	*10 JAN 2017 / 21 NOV 2019*	
026/2017	Paya Lebar Airport - Luffer Crane	AD	*10 JAN 2017 / 08 DEC 2019*	
045/2017	Sembawang Aerodrome - Topless Crane	AD	*13 APR 2017 / 28 FEB 2018*	
046/2017	Sembawang Aerodrome - Mobile Cranes	AD	*13 APR 2017 / 15 MAR 2018*	
047/2017	Paya Lebar Airport - Luffer Cranes and Topless Cranes	AD	*13 APR 2017 / 31 AUG 2018*	
048/2017	Paya Lebar Airport - Luffer Crane	AD	*13 APR 2017 / 31 DEC 2018*	
049/2017	Paya Lebar Airport - Mobile Cranes	AD	*13 APR 2017 / 31 DEC 2018*	
050/2017	Paya Lebar Airport - Luffer Crane	AD	*13 APR 2017 / 31 DEC 2018*	
051/2017	Paya Lebar Airport - Mobile Cranes	AD	*13 APR 2017 / 05 MAR 2019*	
052/2017	Paya Lebar Airport - Topless Cranes	AD	*13 APR 2017 / 14 MAR 2019*	
053/2017	Paya Lebar Airport - Luffer Crane	AD	*13 APR 2017 / 14 MAR 2019*	
054/2017	Paya Lebar Airport - Luffer Crane	AD	*13 APR 2017 / 23 MAR 2019*	
055/2017	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	*13 APR 2017 / 31 MAR 2019*	
056/2017	Paya Lebar Airport - Topless Cranes	AD	*13 APR 2017 / 30 APR 2019*	
057/2017	Paya Lebar Airport - Luffer Cranes	AD	*13 APR 2017 / 14 JAN 2020*	
058/2017	Paya Lebar Airport - Topless Cranes	AD	*13 APR 2017 / 26 OCT 2020*	
062/2017	Tengah Aerodrome - Topless Crane and Luffer Crane	AD	*13 APR 2017 / 31 MAR 2018*	
063/2017	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	*13 APR 2017 / 15 APR 2019*	

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
067/2017	Sembawang Aerodrome - Topless Crane	AD	*27 APR 2017 / 01 FEB 2020*	
068/2017	Paya Lebar Airport - Obstacles	AD	*27 APR 2017 / 26 OCT 2020*	
075/2017	Sembawang Aerodrome - Crawler Crane	AD	*11 JUL 2017 / 17 APR 2018*	
076/2017	Paya Lebar Airport - Crawler Crane	AD	*11 JUL 2017 / 30 JUN 2018*	
077/2017	Paya Lebar Airport - Luffer Cranes and Topless Cranes	AD	*11 JUL 2017 / 31 AUG 2018*	
078/2017	Paya Lebar Airport - Mobile Cranes and Crawler Cranes	AD	*11 JUL 2017 / 30 NOV 2018*	
079/2017	Paya Lebar Airport - Topless Crane	AD	*11 JUL 2017 / 28 APR 2019*	
080/2017	Paya Lebar Airport - Topless Cranes	AD	*11 JUL 2017 / 29 APR 2019*	
081/2017	Paya Lebar Airport - Luffer Crane	AD	*11 JUL 2017 / 01 MAY 2019*	
082/2017	Paya Lebar Airport - Topless Cranes	AD	*11 JUL 2017 / 31 DEC 2019*	
083/2017	Paya Lebar Airport - Topless Cranes	AD	*11 JUL 2017 / 31 DEC 2019*	
084/2017	Paya Lebar Airport - Luffer Cranes	AD	*11 JUL 2017 / 31 DEC 2019*	
085/2017	Paya Lebar Airport - Topless Cranes	AD	*11 JUL 2017 / 01 JUN 2020*	
093/2017	Singapore Changi Airport -Works schedule and movement area restrictions pertaining to diversion of airside services and soil improvement works	AD	*28 OCT 2017 / 24 MAR 2018*	
095/2017	Paya Lebar Airport - Topless Crane and Luffer Cranes	AD	*26 SEP 2017 / 31 DEC 2019*	
098/2017	Paya Lebar Airport - Topless Cranes	AD	*26 SEP 2017 / 31 DEC 2019*	
099/2017	Paya Lebar Airport - Crawler Cranes	AD	*26 SEP 2017 / 02 MAY 2018*	
100/2017	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	*26 SEP 2017 / 15 JUL 2018*	
101/2017	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	*26 SEP 2017 / 15 JUL 2018*	
102/2017	Paya Lebar Airport - Crawler Cranes	AD	*26 SEP 2017 / 24 JUL 2018*	
105/2017	Paya Lebar Airport - Luffer Crane and Saddle Crane	AD	*29 SEP 2017 / 31 DEC 2018*	
108/2017	Paya Lebar Airport - Topless Crane and Luffer Cranes	AD	*30 SEP 2017 / 06 JUL 2020*	
110/2017	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	*24 OCT 2017 / 16 OCT 2018*	
111/2017	Paya Lebar Airport - Crawler Cranes	AD	*24 OCT 2017 / 20 OCT 2018*	
112/2017	Paya Lebar Airport - Topless Cranes	AD	*24 OCT 2017 / 30 OCT 2018*	
113/2017	Paya Lebar Airport - Topless Cranes	AD	*24 OCT 2017 / 18 OCT 2019*	
114/2017	Paya Lebar Airport - Luffer Crane	AD	*24 OCT 2017 / 20 OCT 2019*	
115/2017	Paya Lebar Airport - Topless Cranes	AD	*24 OCT 2017 / 24 OCT 2019*	

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
117/2017	Flying displays in conjunction with the Republic of Singapore Air Force (RSAF) 50th Anniversary Family Day 2018 Exhibition on Saturday 03 February 2018	AD/ENR	*03 FEB 2018 / 03 FEB 2018*	
118/2017	Paya Lebar Airport - Luffer Cranes	AD	*20 DEC 2017 / 20 APR 2018*	
119/2017	Paya Lebar Airport - Crawler Cranes	AD	*10 DEC 2017 / 31 DEC 2018*	
120/2017	Paya Lebar Airport - Flat Top Cranes	AD	*10 DEC 2017 / 30 JUN 2019*	
121/2017	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	*10 DEC 2017 / 30 SEP 2020*	
122/2017	Paya Lebar Airport - Luffer Cranes	AD	*10 DEC 2017 / 31 DEC 2020*	
123/2017	Paya Lebar Airport - Luffer Cranes	AD	*10 DEC 2017 / 31 DEC 2020*	
124/2017	Paya Lebar Airport - Luffer Crane	AD	*10 DEC 2017 / 31 DEC 2020*	
125/2017	Paya Lebar Airport - Topless Cranes	AD	*10 DEC 2017 / 18 DEC 2019*	
126/2017	Paya Lebar Airport - Luffer Cranes	AD	*10 DEC 2017 / 19 DEC 2019*	
127/2017	Flying displays in conjunction with the Singapore Airshow 2018 exhibition from Thursday 01 February to Sunday 11 February 2018	AD/ENR	*01 FEB 2018 / 11 FEB 2018*	
002/2018	Paya Lebar Airport - Luffer Crane	AD	*31 JAN 2018 / 30 JUN 2018*	
003/2018	Paya Lebar Airport - Luffer Crane	AD	*22 JAN 2018 / 31 DEC 2019*	
004/2018	Paya Lebar Airport - Crawler Cranes and Boring Rigs	AD	*22 JAN 2018 / 31 DEC 2019*	
005/2018	Paya Lebar Airport - Topless Cranes	AD	*22 JAN 2018 / 29 FEB 2020*	
006/2018	Paya Lebar Airport - Topless Crane and Luffer Crane	AD	*22 JAN 2018 / 28 FEB 2021*	
007/2018	Singapore FIR - Implementation of Performance-Based Communication and Surveillance (PBCS)	ENR	*29 MAR 2018* PERM	

GEN 0.4 CHECKLIST OF AIP PAGES

Part 1 – General (GEN)

GEN 0

GEN 0.1-1	12 NOV 2015
GEN 0.1-2	12 OCT 2017
GEN-0.1-3	21 JUL 2016
GEN 0.2-1	01 FEB 2018
GEN 0.2-2	01 FEB 2018
GEN 0.3-1	01 FEB 2018
GEN 0.3-2	01 FEB 2018
GEN 0.3-3	01 FEB 2018
GEN 0.3-4	01 FEB 2018
GEN 0.4-1	01 FEB 2018
GEN 0.4-2	01 FEB 2018
GEN 0.4-3	01 FEB 2018
GEN 0.5-1	05 JAN 2017
GEN 0.6-1	27 APR 2017
GEN 0.6-2	15 SEP 2016
GEN 0.6-3	22 JUN 2017

GEN 1

GEN 1.1-1	10 NOV 2016
GEN 1.1-2	07 DEC 2017
GEN 1.2-1	15 SEP 2016
GEN 1.2-2	15 SEP 2016
GEN 1.2-3	27 APR 2017
GEN 1.2-4	27 APR 2017
GEN 1.2-5	27 APR 2017
GEN 1.2-6	27 APR 2017
GEN 1.3-1	21 JUL 2016
GEN 1.3-2	12 NOV 2015
GEN 1.3-3	01 FEB 2018
GEN-1.3-5	21 JUL 2016
GEN-1.3-7	21 JUL 2016
GEN 1.4-1	12 NOV 2015
GEN 1.4-2	12 NOV 2015
GEN 1.4-3	12 NOV 2015
GEN 1.5-1	12 NOV 2015
GEN 1.6-1	07 DEC 2017
GEN 1.6-2	07 DEC 2017
GEN 1.6-3	07 DEC 2017
GEN 1.7-1	10 NOV 2016
GEN 1.7-2	12 NOV 2015
GEN 1.7-3	10 NOV 2016
GEN 1.7-4	10 NOV 2016
GEN 1.7-5	10 NOV 2016

GEN 2

GEN 2.1-1	12 NOV 2015
GEN 2.1-2	12 OCT 2017
GEN 2.2-1	02 MAR 2017
GEN 2.2-2	02 MAR 2017
GEN 2.2-3	02 MAR 2017
GEN 2.2-4	05 JAN 2017
GEN 2.2-5	10 NOV 2016
GEN 2.3-1	12 NOV 2015
GEN 2.3-2	12 NOV 2015
GEN 2.3-3	12 NOV 2015
GEN 2.4-1	12 NOV 2015
GEN 2.5-1	21 JUL 2016
GEN-2.5-3	21 JUL 2016
GEN 2.6-1	12 NOV 2015
GEN 2.6-2	12 NOV 2015
GEN 2.7-1	12 NOV 2015

GEN 3

GEN 3.1-1	21 JUL 2016
GEN 3.1-2	21 JUL 2016
GEN 3.1-3	17 AUG 2017
GEN 3.1-4	01 FEB 2018
GEN 3.2-1	21 JUL 2016
GEN 3.2-2	31 MAR 2016
GEN 3.2-3	31 MAR 2016
GEN 3.2-4	01 FEB 2018
GEN 3.2-5	31 MAR 2016
GEN 3.2-6	31 MAR 2016
GEN 3.3-1	12 NOV 2015
GEN 3.3-2	21 JUL 2016
GEN 3.4-1	12 NOV 2015
GEN 3.4-2	02 MAR 2017
GEN 3.4-3	02 MAR 2017
GEN 3.4-4	02 MAR 2017
GEN 3.4-5	12 NOV 2015
GEN-3.4-7	21 JUL 2016
GEN-3.4-9	21 JUL 2016
GEN 3.5-1	12 NOV 2015
GEN 3.5-2	12 OCT 2017
GEN 3.5-3	12 NOV 2015
GEN 3.5-4	12 NOV 2015
GEN 3.5-5	15 SEP 2016
GEN 3.5-6	12 NOV 2015
GEN 3.5-7	12 NOV 2015
GEN 3.5-8	22 JUN 2017
GEN 3.5-9	22 JUN 2017
GEN 3.6-1	12 NOV 2015
GEN 3.6-2	12 NOV 2015
GEN 3.6-3	12 NOV 2015
GEN 3.6-4	12 NOV 2015
GEN-3.6-5	21 JUL 2016

GEN 4

GEN 4.1-1	15 SEP 2016
GEN 4.2-1	12 NOV 2015
GEN 4.2-2	12 NOV 2015
GEN 4.2-3	12 NOV 2015
GEN 4.2-4	12 NOV 2015
GEN 4.2-5	12 NOV 2015
GEN 4.2-6	12 NOV 2015

Part 2 – EN-ROUTE (ENR)

ENR 0

ENR 0.6-1	05 JAN 2017
ENR 0.6-2	02 MAR 2017
ENR 0.6-3	07 DEC 2017
ENR 0.6-4	27 APR 2017
ENR 0.6-5	27 APR 2017
ENR 0.6-6	27 APR 2017

ENR 1

ENR 1.1-1	12 NOV 2015
ENR 1.1-2	12 NOV 2015
ENR 1.1-3	12 NOV 2015
ENR 1.1-4	12 NOV 2015
ENR 1.1-5	12 NOV 2015
ENR 1.1-6	12 NOV 2015
ENR 1.1-7	12 NOV 2015
ENR 1.1-8	12 NOV 2015
ENR 1.1-9	12 NOV 2015
ENR 1.1-10	10 NOV 2016
ENR 1.1-11	12 NOV 2015
ENR 1.1-12	12 NOV 2015
ENR 1.1-13	02 MAR 2017
ENR 1.1-14	02 MAR 2017
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ENR 1.3-1	12 NOV 2015
ENR 1.4-1	12 NOV 2015
ENR 1.5-1	12 NOV 2015
ENR 1.5-2	17 AUG 2017
ENR 1.5-3	17 AUG 2017
ENR 1.5-4	22 JUN 2017
ENR 1.6-1	12 NOV 2015
ENR 1.6-2	12 NOV 2015
ENR 1.6-3	12 NOV 2015
ENR 1.6-4	17 AUG 2017
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ENR 1.6-6	02 MAR 2017
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ENR 1.6-9	02 MAR 2017
ENR-1.6-9	21 JUL 2016
ENR-1.6-11	21 JUL 2016
ENR 1.7-1	12 NOV 2015
ENR 1.7-2	12 NOV 2015
ENR 1.7-3	12 NOV 2015
ENR 1.7-4	17 AUG 2017
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ENR 1.8-1	07 DEC 2017
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ENR 1.8-4	12 NOV 2015
ENR 1.8-5	12 NOV 2015
ENR 1.8-6	12 NOV 2015
ENR 1.8-7	12 NOV 2015
ENR 1.8-8	12 NOV 2015
ENR 1.8-9	12 NOV 2015
ENR 1.8-10	12 NOV 2015
ENR 1.8-11	12 NOV 2015
ENR 1.8-12	12 NOV 2015
ENR 1.8-13	07 DEC 2017
ENR 1.8-14	07 DEC 2017
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ENR 1.8-16	12 NOV 2015
ENR 1.8-17	07 DEC 2017
ENR 1.8-18	07 DEC 2017
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ENR 1.8-20	07 DEC 2017
ENR 1.8-21	12 NOV 2015
ENR 1.8-22	02 MAR 2017
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ENR 1.8-24	17 AUG 2017
ENR 1.8-25	05 JAN 2017
ENR 1.8-26	05 JAN 2017
ENR 1.8-27	05 JAN 2017
ENR 1.8-28	05 JAN 2017
ENR 1.8-29	05 JAN 2017
ENR 1.8-30	05 JAN 2017
ENR 1.8-31	05 JAN 2017
ENR 1.9-1	07 DEC 2017
ENR 1.9-2	01 FEB 2018
ENR 1.9-3	27 APR 2017
ENR 1.9-4	27 APR 2017
ENR 1.9-5	27 APR 2017
ENR 1.10-1	01 FEB 2018
ENR 1.10-2	01 FEB 2018
ENR 1.10-3	12 NOV 2015
ENR 1.11-1	12 NOV 2015
ENR 1.12-1	12 NOV 2015
ENR 1.12-2	12 NOV 2015
ENR 1.12-3	12 NOV 2015
ENR 1.12-4	12 NOV 2015
ENR 1.13-1	12 NOV 2015
ENR 1.14-1	10 DEC 2015
ENR 1.14-2	15 SEP 2016
ENR-1.14-3 to ENR-1.14-4	15 SEP 2016
ENR-1.14-5 to ENR-1.14-6	15 SEP 2016
ENR-1.14-7 to ENR-1.14-8	15 SEP 2016

ENR 2

ENR 2.1-1	02 MAR 2017
ENR 2.1-2	02 MAR 2017
ENR 2.1-3	02 MAR 2017
ENR 2.1-4	12 NOV 2015
ENR-2.1-7	21 JUL 2016
ENR-2.1-9	07 DEC 2017
ENR-2.1-11A	21 JUL 2016
ENR-2.1-11B	21 JUL 2016
ENR-2.1-13	21 JUL 2016
ENR-2.1-15	07 DEC 2017

ENR 3

ENR 3.1-1	02 MAR 2017
ENR 3.1-2	02 MAR 2017
ENR 3.1-3	10 NOV 2016

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ENR 3.1-9	12 NOV 2015
ENR 3.1-10	02 MAR 2017
ENR 3.1-11	02 MAR 2017
ENR 3.1-12	10 NOV 2016
ENR 3.1-13	12 NOV 2015
ENR 3.1-14	02 MAR 2017
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ENR 3.1-16	02 MAR 2017
ENR 3.1-17	12 NOV 2015
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ENR 3.1-19	02 MAR 2017
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ENR-3.1/ATS Chart	07 DEC 2017
ENR 3.3-1	07 DEC 2017
ENR 3.3-2	02 MAR 2017
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ENR 3.3-4	12 NOV 2015
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ENR 3.3-6	22 JUN 2017
ENR 3.3-7	02 MAR 2017
ENR 3.3-8	02 MAR 2017
ENR 3.3-9	07 DEC 2017
ENR 3.3-10	07 DEC 2017
ENR 3.3-11	07 DEC 2017
ENR 3.3-12	07 DEC 2017
ENR 3.3-13	07 DEC 2017
ENR 3.3-14	07 DEC 2017
ENR 3.3-15	07 DEC 2017
ENR 3.3-16	07 DEC 2017
ENR 3.3-17	07 DEC 2017
ENR 3.3-18	07 DEC 2017
ENR 3.3-19	07 DEC 2017
ENR 3.3-20	07 DEC 2017
ENR 3.3-21	07 DEC 2017
ENR 3.3-22	07 DEC 2017
ENR 3.3-23	07 DEC 2017
ENR 3.3-24	07 DEC 2017
ENR 3.3-25	07 DEC 2017
ENR 3.3-26	07 DEC 2017
ENR 3.3-27	07 DEC 2017
ENR 3.3-28	07 DEC 2017
ENR 3.3-29	07 DEC 2017
ENR 3.3-30	07 DEC 2017
ENR 3.3-31	07 DEC 2017
ENR 3.3-32	07 DEC 2017
ENR 3.3-33	07 DEC 2017
ENR 3.3-34	07 DEC 2017
ENR 3.3-35	07 DEC 2017
ENR 3.3-36	07 DEC 2017
ENR 3.3-37	07 DEC 2017
ENR 3.3-38	07 DEC 2017
ENR 3.3-39	07 DEC 2017
ENR 3.3-40	07 DEC 2017
ENR 3.3-41	07 DEC 2017
ENR 3.3-42	07 DEC 2017
ENR 3.3-43	07 DEC 2017
ENR 3.4-1	12 NOV 2015
ENR 3.4-2	12 OCT 2017
ENR 3.4-3	01 FEB 2018
ENR 3.4-4	12 NOV 2015
ENR-3.4-5	22 JUN 2017
ENR-3.4-7	21 JUL 2016
ENR 3.5-1	02 MAR 2017
ENR 3.5-2	02 MAR 2017
ENR-3.5-3	22 JUN 2017
ENR 3.6-1	27 APR 2017
ENR 3.6-2	27 APR 2017
ENR-3.6-3	05 JAN 2017
ENR-3.6-5	07 DEC 2017
ENR-3.6-7	07 DEC 2017
ENR-3.6-9	07 DEC 2017

ENR 4

ENR 4.1-1	02 MAR 2017
ENR 4.1-2	02 MAR 2017
ENR 4.3-1	12 NOV 2015
ENR 4.4-1	07 DEC 2017
ENR 4.4-2	07 DEC 2017
ENR 4.4-3	07 DEC 2017
ENR 4.4-4	07 DEC 2017
ENR 4.4-5	17 AUG 2017
ENR 4.4-6	17 AUG 2017
ENR 4.5-1	12 OCT 2017

ENR 5

ENR 5.1-1	12 NOV 2015
ENR 5.1-2	12 NOV 2015
ENR 5.1-3	22 JUN 2017
ENR 5.1-4	12 NOV 2015
ENR 5.1-5	12 NOV 2015
ENR 5.1-6	12 NOV 2015
ENR-5.1-7	22 JUN 2017
ENR-5.1-9	22 JUN 2017
ENR 5.2-1	26 MAY 2016
ENR 5.2-2	26 MAY 2016
ENR 5.3-1	05 JAN 2017
ENR 5.4-1	12 NOV 2015
ENR 5.5-1	12 NOV 2015
ENR 5.6-1	01 FEB 2018
ENR 5.6-2	12 NOV 2015

ENR 6

ENR 6-1	15 SEP 2016
ERC-6-1 En-Route Chart	07 DEC 2017
WAC-2860-Singapore-Island	17 AUG 2017

Part 3 – AERODROMES (AD)

AD 0

AD 0.6-1	07 DEC 2017
AD 0.6-2	07 DEC 2017
AD 0.6-3	12 OCT 2017
AD 0.6-4	12 OCT 2017
AD 0.6-5	12 OCT 2017
AD 0.6-6	12 OCT 2017
AD 0.6-7	12 OCT 2017

AD 1

AD 1.1-1	12 NOV 2015
AD 1.1-2	12 NOV 2015
AD 1.1-3	12 NOV 2015
AD 1.1-4	12 NOV 2015
AD 1.2-1	12 NOV 2015
AD 1.3-1	12 NOV 2015
AD-1.3-3	21 JUL 2016
AD 1.4-1	12 NOV 2015
AD 1.5-1	12 NOV 2015

AD 2

AD 2.WSSS-1	27 APR 2017
AD 2.WSSS-2	17 AUG 2017
AD 2.WSSS-3	27 APR 2017
AD 2.WSSS-4	01 FEB 2018
AD 2.WSSS-5	07 DEC 2017
AD 2.WSSS-6	02 MAR 2017
AD 2.WSSS-7	02 MAR 2017
AD 2.WSSS-8	02 MAR 2017
AD 2.WSSS-9	02 MAR 2017
AD 2.WSSS-10	12 OCT 2017
AD 2.WSSS-11	12 OCT 2017
AD 2.WSSS-12	12 OCT 2017
AD 2.WSSS-13	12 OCT 2017
AD 2.WSSS-14	12 OCT 2017
AD 2.WSSS-15	07 DEC 2017
AD 2.WSSS-16	07 DEC 2017
AD 2.WSSS-17	12 OCT 2017
AD 2.WSSS-18	12 OCT 2017
AD 2.WSSS-19	12 OCT 2017
AD 2.WSSS-20	12 OCT 2017
AD 2.WSSS-21	07 DEC 2017
AD 2.WSSS-22	07 DEC 2017
AD 2.WSSS-23	07 DEC 2017
AD 2.WSSS-24	07 DEC 2017
AD 2.WSSS-25	07 DEC 2017
AD 2.WSSS-26	07 DEC 2017
AD 2.WSSS-27	07 DEC 2017
AD 2.WSSS-28	07 DEC 2017
AD 2.WSSS-29	07 DEC 2017
AD 2.WSSS-30	07 DEC 2017
AD 2.WSSS-31	07 DEC 2017
AD 2.WSSS-32	07 DEC 2017
AD 2.WSSS-33	01 FEB 2018
AD 2.WSSS-34	01 FEB 2018
AD 2.WSSS-35	07 DEC 2017
AD 2.WSSS-36	07 DEC 2017
AD 2.WSSS-37	07 DEC 2017
AD 2.WSSS-38	07 DEC 2017
AD 2.WSSS-39	07 DEC 2017
AD 2.WSSS-40	01 FEB 2018
AD 2.WSSS-41	07 DEC 2017
AD 2.WSSS-42	07 DEC 2017
AD 2.WSSS-43	07 DEC 2017
AD 2.WSSS-44	07 DEC 2017
AD 2.WSSS-45	07 DEC 2017
AD 2.WSSS-46	07 DEC 2017
AD 2.WSSS-47	07 DEC 2017
AD 2.WSSS-48	07 DEC 2017
AD 2.WSSS-49	07 DEC 2017
AD 2.WSSS-50	01 FEB 2018
AD 2.WSSS-51	07 DEC 2017
AD 2.WSSS-52	07 DEC 2017
AD 2.WSSS-53	07 DEC 2017
AD 2.WSSS-54	07 DEC 2017
AD 2.WSSS-55	07 DEC 2017
AD 2.WSSS-56	07 DEC 2017
AD 2.WSSS-57	07 DEC 2017
AD 2.WSSS-58	07 DEC 2017
AD-2-WSSS-ADC-1	15 SEP 2016
AD-2-WSSS-ADC-2	01 FEB 2018
AD-2-WSSS-ADC-3	12 OCT 2017
AD-2-WSSS-AOC-1	07 DEC 2017
AD-2-WSSS-AOC-2	07 DEC 2017
AD-2-WSSS-AOC-3	01 FEB 2018
AD-2-WSSS-PATC-1	01 FEB 2018
AD-2-WSSS-PATC-2	01 FEB 2018
AD-2-WSSS-SID-1 to 1.1	07 DEC 2017
AD-2-WSSS-SID-2 to 2.1	07 DEC 2017
AD-2-WSSS-SID-3 to 3.1	07 DEC 2017
AD-2-WSSS-SID-4 to 4.1	07 DEC 2017
AD-2-WSSS-SID-5 to 5.1	07 DEC 2017
AD-2-WSSS-SID-6 to 6.1	07 DEC 2017
AD-2-WSSS-SID-7 to 7.1	07 DEC 2017
AD-2-WSSS-SID-8 to 8.1	07 DEC 2017
AD-2-WSSS-SID-9 to 9.1	07 DEC 2017
AD-2-WSSS-SID-10 to 10.1	07 DEC 2017
AD-2-WSSS-SID-11 to 11.1	07 DEC 2017
AD-2-WSSS-SID-12 to 12.1	07 DEC 2017
AD-2-WSSS-SID-13 to 13.1	07 DEC 2017
AD-2-WSSS-SID-14 to 14.1	07 DEC 2017
AD-2-WSSS-SID-15 to 15.1	07 DEC 2017
AD-2-WSSS-SID-16 to 16.1	07 DEC 2017
AD-2-WSSS-SID-17 to 17.1	07 DEC 2017
AD-2-WSSS-SID-18 to 18.1	07 DEC 2017
AD-2-WSSS-STAR-1 to 1.1	12 OCT 2017
AD-2-WSSS-STAR-2 to 2.1	12 OCT 2017
AD-2-WSSS-STAR-3 to 3.1	12 OCT 2017
AD-2-WSSS-STAR-4 to 4.1	12 OCT 2017
AD-2-WSSS-STAR-5 to 5.1	12 OCT 2017
AD-2-WSSS-STAR-6 to 6.1	12 OCT 2017
AD-2-WSSS-STAR-7 to 7.1	12 OCT 2017
AD-2-WSSS-STAR-8 to 8.1	12 OCT 2017
AD-2-WSSS-STAR-9 to 9.1	12 OCT 2017
AD-2-WSSS-STAR-11 to 11.1	12 OCT 2017
AD-2-WSSS-STAR-13 to 13.1	12 OCT 2017
AD-2-WSSS-STAR-14 to 14.1	12 OCT 2017
AD-2-WSSS-STAR-15 to 15.1	12 OCT 2017
AD-2-WSSS-STAR-16 to 16.1	12 OCT 2017
AD-2-WSSS-STAR-17 to 17.1	12 OCT 2017

AD-2-WSSS-STAR-18 to 18.1	12 OCT 2017
AD-2-WSSS-STAR-19 to 19.1	12 OCT 2017
AD-2-WSSS-STAR-20 to 20.1	12 OCT 2017
AD-2-WSSS-STAR-21 to 21.1	12 OCT 2017
AD-2-WSSS-IAC-1	01 FEB 2018
AD-2-WSSS-IAC-2	01 FEB 2018
AD-2-WSSS-IAC-5	01 FEB 2018
AD-2-WSSS-IAC-6	01 FEB 2018
AD-2-WSSS-IAC-7	01 FEB 2018
AD-2-WSSS-IAC-9	01 FEB 2018
AD-2-WSSS-IAC-10	01 FEB 2018
AD-2-WSSS-IAC-11	01 FEB 2018
AD-2-WSSS-IAC-12	01 FEB 2018
AD-2-WSSS-VAC-1	01 FEB 2018
AD 2.WSSL-1	01 FEB 2018
AD 2.WSSL-2	12 OCT 2017
AD 2.WSSL-3	07 DEC 2017
AD 2.WSSL-4	07 DEC 2017
AD 2.WSSL-5	12 OCT 2017
AD 2.WSSL-6	12 NOV 2015
AD 2.WSSL-7	12 NOV 2015
AD 2.WSSL-8	12 OCT 2017
AD 2.WSSL-9	12 OCT 2017
AD 2.WSSL-10	07 DEC 2017
AD 2.WSSL-11	12 OCT 2017
AD 2.WSSL-12	07 DEC 2017
AD 2.WSSL-13	17 AUG 2017
AD 2.WSSL-14	12 OCT 2017
AD 2.WSSL-15	02 MAR 2017
AD 2.WSSL-16	17 AUG 2017
AD 2.WSSL-17	02 MAR 2017
AD 2.WSSL-18	02 MAR 2017
AD 2.WSSL-19	02 MAR 2017
AD 2.WSSL-20	17 AUG 2017
AD 2.WSSL-21	02 MAR 2017
AD-2-WSSL-ADC-1	12 OCT 2017
AD-2-WSSL-ADC-2	07 DEC 2017
AD-2-WSSL-ADC-3	12 OCT 2017
AD-2-WSSL-AOC-1	17 AUG 2017
AD-2-WSSL-AOC-2	12 OCT 2017
AD-2-WSSL-VAC-1	01 FEB 2018
AD-2-WSSL-VAC-2	01 FEB 2018
AD-2-WSSL-VAC-3	01 FEB 2018
AD-2-WSSL-VAC-4	01 FEB 2018
AD-2-WSSL-VDC-1	01 FEB 2018
AD-2-WSSL-VDC-2	01 FEB 2018
AD-2-WSSL-VFR-1	21 JUL 2016
AD-2-WSSL-IFR-1	21 JUL 2016
AD-2-WSSL-IFR-2	21 JUL 2016
AD 2.WSAP-1	12 OCT 2017
AD 2.WSAP-2	12 OCT 2017
AD 2.WSAP-3	05 JAN 2017
AD 2.WSAP-4	05 JAN 2017
AD 2.WSAP-5	31 MAR 2016
AD 2.WSAP-6	12 OCT 2017
AD 2.WSAP-7	12 OCT 2017
AD 2.WSAP-8	07 DEC 2017
AD 2.WSAP-9	17 AUG 2017
AD 2.WSAP-10	17 AUG 2017
AD 2.WSAP-11	12 OCT 2017
AD-2-WSAP-ADC-1	12 NOV 2015
AD-2-WSAP-ADC-2	12 OCT 2017
AD-2-WSAP-AOC-1	10 NOV 2016
AD-2-WSAP-IAC-1	01 FEB 2018
AD-2-WSAP-IAC-2	01 FEB 2018
AD-2-WSAP-IAC-3	01 FEB 2018
AD-2-WSAP-IAC-4	01 FEB 2018
AD-2-WSAP-IAC-5	01 FEB 2018
AD-2-WSAP-IAC-6	01 FEB 2018
AD 2.WSAT-1	12 NOV 2015
AD 2.WSAT-2	12 NOV 2015
AD 2.WSAT-3	12 NOV 2015
AD 2.WSAT-4	17 AUG 2017
AD 2.WSAT-5	07 DEC 2017
AD 2.WSAT-6	17 AUG 2017
AD 2.WSAT-7	12 NOV 2015
AD 2.WSAT-8	12 NOV 2015
AD-2-WSAT-ADC-1	12 NOV 2015
AD 2.WSAG-1	12 NOV 2015
AD 2.WSAG-2	31 MAR 2016
AD 2.WSAG-3	07 DEC 2017
AD 2.WMKJ-1	12 NOV 2015
AD 2.WIDD-1	12 NOV 2015
AD 2.WIDD-2	12 NOV 2015
AD-2-WIDD-SID-1	12 NOV 2015
AD-2-WIDD-SID-2	12 NOV 2015
AD-2-WIDD-SID-3	12 NOV 2015
AD-2-WIDD-SID-4	12 NOV 2015
AD-2-WIDD-STAR-1	12 NOV 2015
AD-2-WIDD-STAR-2	12 NOV 2015
AD-2-WIDD-STAR-3	12 NOV 2015
AD-2-WIDD-STAR-4	12 NOV 2015
AD 2.WIDN-1	05 JAN 2017
AD-2-WIDN-SID-1	12 NOV 2015
AD-2-WIDN-SID-2	12 NOV 2015
AD-2-WIDN-SID-3	12 NOV 2015
AD-2-WIDN-SID-4	12 NOV 2015
AD-2-WIDN-STAR-1	12 NOV 2015
AD-2-WIDN-STAR-2	12 NOV 2015
AD-2-WIDN-STAR-3	21 JUL 2016
AD-2-WIDN-STAR-4	12 NOV 2015

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The granting of social visit passes to all visitors is determined by the Immigration & Checkpoints Authority (ICA) officers at the point of entry.

2.5 Nationals of Taiwan are required to obtain Visa cards from the Trade Representative of Singapore in Taipei, any Singapore Overseas Mission, or from the various airline operators or shipping companies.

3 PUBLIC HEALTH REQUIREMENTS

3.1 Strict compliance with the provisions of the International Health Regulations, 1969, of the World Health Organisation, The Infectious Diseases Act and the Infectious Diseases (Quarantine) Regulations is required.

3.2 The pilot-in-command of an aircraft landing at Airports in Singapore shall furnish the Airport Health Officer with one copy of the General Declaration form (see ICAO Annex 9 Appendix 1) and one copy of the Passenger Manifest (see ICAO Annex 9 Appendix 2) signed by the pilot-in-command.

3.3 Vaccination Certificate Requirements for entry into Singapore are as follows:

a. Smallpox and cholera vaccination certificates are not required.

b. A yellow fever vaccination certificate is required from travellers above one year of age who, within the preceding six days, have been in or have passed through any country partly or wholly endemic for yellow fever. The certificate is valid for a period of 10 years, beginning ten days after the date of vaccination or in the event of a re-vaccination within such period of ten years, from the date of that re-vaccination.

4 FLYING LICENCES AND RATINGS

4.1 VISITING PILOTS - HOLDERS OF NON-SINGAPORE PILOT LICENCES

4.1.1 When a holder of a non-Singapore pilot's licence wishes to fly on a Singapore registered aircraft in a private capacity in Singapore, he will be required to apply for a Certificate of Validation for his foreign licence. The Certificate of Validation, if approved, will be issued for this purpose only and for a limited period. The applicant would also be required to fulfil certain conditions. Pilots who wish to apply for a Certificate of Validation should contact the Personnel Licensing Section of the Civil Aviation Authority of Singapore (see address in paragraph 4.2.2 below)

4.2 CONVERSION OF FOREIGN LICENCE TO SINGAPORE LICENCE

4.2.1 Pilots holding valid licences, including an instrument rating and/or flying instructor's rating issued by ICAO Contracting States, may be considered for the conversion of their licences under the following conditions:

(a) The pilot must demonstrate formal prospective employment by a Singapore air operator, approved training organisation or flying club to operate on Singapore registered aircraft.
(This requirement will not be applicable for the conversion of a foreign licence to a Singapore PPL.)

(b) The pilot's foreign licence and its associated ratings must be valid from the time of application to the time of issue of a Singapore licence and its associated ratings.

(c) The pilot must fulfil all conversion terms as specified by CAAS within a period of 6 months preceding the issue of a Singapore licence and its associated ratings.

4.2.2 Further details on the conversion of a foreign licence can be obtained from:

Safety Policy and Licensing Division
Personnel Licensing Section
Civil Aviation Authority of Singapore
Singapore Changi Airport Terminal 2
South Finger Pier Level 3
Unit No. 038-039
Singapore 819643

← TEL: (65) 65412482
FAX: (65) 65434941

4.3 PILOTS WHO HAVE ATTAINED THE AGE OF 65

4.3.1 Any pilot who has attained his 65th birthday shall not be permitted to act as pilot-in-command or co-pilot of an aircraft engaged in scheduled or non-scheduled international commercial air transport operations within Singapore airspace.

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NOTAM are exchanged with other International NOTAM Offices (NOF) as follows:

NOF	NOTAM Series		NOF	NOTAM Series		NOF	NOTAM Series	
	Received	Sent		Received	Sent		Received	Sent
Abu Dhabi	A	A	Jakarta	AB	A	Port Moresby	A	A
Addis Ababa	A	A	Jeddah	AW	A	Praha	-	A
Almaty	K	-	Johannesburg	ABC	A	Pyongyang	A	-
Amman	A	-	Kabul	G	A	Riga	A	-
Amsterdam	A	A	Karachi	A	A	Rio de Janeiro	-	A
Ankara	ABC	A	Kathmandu	A	A	Roma	AW	A
Antananarivo	AB	A	Khartoum	A	-	Sanaa	A	A
Athinai	A	A	Kiev	A	-	Seoul	AG	A
			Kobenhavn	AB	-	Shannon	ABD HJNV	A
Baghdad	A	A	Kolkata	A	A	Sofia	A	A
Bahrain	A	A	Kuala Lumpur	AD	A	Stockholm	ABC	A
Baku	A	-	Kuwait	A	A	Taipei	A	A
Bangkok	AGHJ	A	Lisboa	A	-	Tallinn	A	-
Beijing	AEFG LUWY	A	Ljubljana	A	-	Tbilisi	G	-
Beograd	A	A	London	ABDF GHJMV	A	Tehran	A	A
Brisbane	DEFG HJKLN	A	Luqa	A	-	Tel Aviv	A	A
Brunei	B	A	Macao	A	A	Tirana	A	-
Bruxelles	A	A	Madrid	ABDE FG	A	Tokyo	ABCE FJ	A
Bucuresti	ABDM	A	Mahé	A	A	Tripoli	A	A
Budapest	AK	A	Male	A	A	Vientiane	A	A
	-		Manila	B	A	Vilnius	A	-
Cairo	-	A	Minsk	O	-	Washington	A	A
Chennai	A	A	Moskva	AEGJ KOPV	A	Wien	A	A
Christchurch	B	A	Mumbai	A	A	Windhoek	A	-
Colombo	A	A	Muscat	A	A	Yangon	A	A
Congo	B	-	Nadi	A	A	Yerevan	-	A
Damascus	A	-	Nairobi	A	-	Zurich	A	A
Dar es-Salaam	A	-	New Delhi	AG	A			
Dhaka	A	A	Nicosia	AN	-			
Frankfurt	A	A	Ottawa	ABYZ	A			
Harare	-	A						
Helsinki	A	A	Paris	AFRW	-			
Ho Chi-Minh	AJ	A	Phnom-Penh	A	-			
Hong Kong	A	A	Plaisance	A	A			

Pre-flight Information Bulletin (PIB), a recapitulation of valid NOTAM in plain language, can be retrieved from AIM-SG URL: https://fpl-1.caasaim.gov.sg

3.6 *Aeronautical Information Circular (AIC)*

Aeronautical Information Circular (AIC) contains information on the long-term forecast of major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters which is inappropriate to the AIP or NOTAM, and is published as required.

Each AIC is numbered consecutively on a calendar year basis. The year, indicated by 2 digits, is a part of the serial number of the AIC. A checklist of current AIC is issued in the form of an AIC once a year.

3.7 Checklist and NOTAM List

A checklist of current NOTAM is issued monthly via the AFS. A monthly NOTAM List containing the plain language presentation of current NOTAM, information on the latest AIP Amendment, AIP Supplement, AIC issued and a checklist for AIP Supplements is also available online.

4 AIRAC SYSTEM

4.1 In order to control and regulate operationally significant changes requiring amendments to charts, route manuals, etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published in an AIRAC AIP Supplement.

← 4.2 AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. The table below indicates AIRAC effective dates for Years 2018 to 2022:

AIRAC Effective Dates				
Year 2018	**Year 2019**	**Year 2020**	**Year 2021**	**Year 2022**
04 January	03 January	02 January	28 January	27 January
01 February	31 January	30 January	25 February	24 February
01 March	28 February	27 February	25 March	24 March
29 March	28 March	26 March	22 April	21 April
26 April	25 April	23 April	20 May	19 May
24 May	23 May	21 May	17 June	16 June
21 June	20 June	18 June	15 July	14 July
19 July	18 July	16 July	12 August	11 August
16 August	15 August	13 August	09 September	08 September
13 September	12 September	10 September	07 October	06 October
11 October	10 October	08 October	04 November	03 November
08 November	07 November	05 November	02 December	01 December
06 December	05 December	03 December	30 December	29 December
		31 December		

4.3 A TRIGGER NOTAM will be issued 10 days before the effective date of the AIRAC AIP Supplement giving a brief description of the contents of the AIP Supplement, the effective date and the reference number of the AIRAC AIP Supplement. This trigger NOTAM will come into force on the same effective date as the AIRAC AIP Supplement and will remain in force until 14 days after the effective date.

4.4 A NIL AIRAC NOTAM will be issued one cycle before the AIRAC effective date if no information is submitted for publication of an AIRAC AIP Supplement for an AIRAC effective date. The NIL AIRAC NOTAM will remain current until the next AIRAC effective date.

5 PRE-FLIGHT INFORMATION SERVICE AT AERODROMES

Aerodrome	***Briefing Coverage***	***Availability of Bulletins***
SINGAPORE CHANGI	All route stages emanating from Singapore.	Pre-flight Information Bulletin (PIB) can be retrieved from AIM-SG URL - https://fpl-1.caasaim.gov.sg
SELETAR		

k. **Visual Approach Chart - ICAO**

This chart is produced for aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- visual approach procedures have been established

The aeronautical data shown include information on aerodromes obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

5 LIST OF AERONAUTICAL CHARTS AVAILABLE

GEN 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE					
Title of Chart Series	*Scale*	*Name and/or number*		*Price ($)*	*Date*
World Aeronautical Chart ICAO (WAC)	1:1 000 000		WAC 2860	In AIP	17 AUG 17
Enroute Chart ICAO (ENRC)			ERC 6-1	In AIP	07 DEC 17
Instrument Approach Chart ICAO (IAC)		***Singapore Changi***			
←	1:400 000	RWY 02L - ICW ILS/DME	AD-2-WSSS-IAC-1	In AIP	01 FEB 18
←	1:400 000	RWY 02C - ICE ILS/DME	AD-2-WSSS-IAC-2	In AIP	01 FEB 18
←	1:400 000	RWY 20R - ICH ILS/DME	AD-2-WSSS-IAC-5	In AIP	01 FEB 18
←	1:400 000	RWY 20C - ICC ILS/DME	AD-2-WSSS-IAC-6	In AIP	01 FEB 18
←	1:400 000	RWY 20C - VTK DVOR/DME	AD-2-WSSS-IAC-7	In AIP	01 FEB 18
←	1:400 000	RWY 02L - RNAV(GNSS)	AD-2-WSSS-IAC-9	In AIP	01 FEB 18
←	1:400 000	RWY 02C - RNAV(GNSS)	AD-2-WSSS-IAC-10	In AIP	01 FEB 18
←	1:400 000	RWY 20R - RNAV(GNSS)	AD-2-WSSS-IAC-11	In AIP	01 FEB 18
←	1:400 000	RWY 20C - RNAV(GNSS)	AD-2-WSSS-IAC-12	In AIP	01 FEB 18
		Paya Lebar			
←	1:400 000	RWY 20 - PU DVOR/DME	AD-2-WSAP IAC-1	In AIP	01 FEB 18
←	1:400 000	RWY 02 - PU DVOR/DME	AD-2-WSAP IAC-2	In AIP	01 FEB 18
←	1:400 000	RWY 20 - IPS ILS/DME	AD-2-WSAP IAC-3	In AIP	01 FEB 18
←	1:400 000	RWY 02 - IPN ILS/DME	AD-2-WSAP IAC-4	In AIP	01 FEB 18
←	1:400 000	RWY 02 - RNAV(GNSS)	AD-2-WSAP-IAC-5	In AIP	01 FEB 18
←	1:400 000	RWY 20 - RNAV(GNSS)	AD-2-WSAP-IAC-6	In AIP	01 FEB 18
← **Visual Approach Chart** ICAO (VAC)	1:400 000	***Singapore Changi***	AD-2-WSSS-VAC-1	In AIP	01 FEB 18
		Seletar			
←	1:100 000	RWY 03	AD-2-WSSL-VAC-1	In AIP	01 FEB 18
←	1:100 000	RWY 21	AD-2-WSSL-VAC-2	In AIP	01 FEB 18
←	1:100 000	RWY 03	AD-2-WSSL-VAC-3	In AIP	01 FEB 18
←	1:100 000	RWY 21	AD-2-WSSL-VAC-4	In AIP	01 FEB 18
Visual Departure Chart		***Seletar***			
←	1:100 000	RWY 03	AD-2-WSSL-VDC-1	In AIP	01 FEB 18
←	1:100 000	RWY 21	AD-2-WSSL-VDC-2	In AIP	01 FEB 18
← **Aerodrome Chart** ICAO (AC)		***Singapore Changi***	AD-2-WSSS-ADC-2	In AIP	01 FEB 18
		Seletar	AD-2-WSSL-ADC-1	In AIP	12 OCT 17
		Paya Lebar	AD-2-WSAP-ADC-1	In AIP	12 NOV 15
Aerodrome Obstacle Chart ICAO TYPE A (AOC)		***Singapore Changi***			
	1:10 000	RWY 20R/02L	AD-2-WSSS-AOC-1	In AIP	07 DEC 17
	1:10 000	RWY 20C/02C	AD-2-WSSS-AOC-2	In AIP	07 DEC 17
		Seletar			
	1:10 000	RWY 03/21	AD-2-WSSL-AOC-1	In AIP	17 AUG 17
		Paya Lebar			
	1:20 000	RWY 20/02	AD-2-WSAP-AOC-1	In AIP	10 NOV 16
Aerodrome Obstacle Chart ICAO TYPE B (AOC)		***Singapore Changi***			
←	1:25 000	RWY 02L/20R and 02C/20C	AD-2-WSSS-AOC-3	In AIP	01 FEB 18
		Seletar			
	1:12 500	RWY 03/21	AD-2-WSSL-AOC-2	In AIP	12 OCT 17
Precision Approach Terrain Chart ICAO (PATC)		***Singapore Changi***			
←	1:2 500	RWY 02L	AD-2-WSSS-PATC-1	In AIP	01 FEB 18
←	1:2 500	RWY 20C	AD-2-WSSS-PATC-2	In AIP	01 FEB 18

4 NO-PRE-DEPARTURE CO-ORDINATION (NO PDC) PROCEDURES

4.1 INTRODUCTION

4.1.1 No Pre-Departure Co-ordination (No PDC) procedures apply to flights departing from airports within the Bali, Bangkok, Hanoi, Ho Chi Minh, Hong Kong, Jakarta, Kota Kinabalu (including Brunei), Kuala Lumpur, Manila, Phnom Penh, Sanya, Singapore, Taipei and Vientiane FIRs operating on RNAV and ATS routes over the South China Sea.

← 4.1.2 No Pre-Departure Co-ordination (No PDC) levels and FPL route shall be omitted in content of ATC clearance for departures from Singapore Changi Airport on ATS routes A457, B466 and B469/M751 to destinations in Peninsular Malaysia and Thailand, as well as to Medan Polonia.

4.2 NO PDC FLIGHT LEVEL ALLOCATION

4.2.1 Flight Level Allocation Scheme (FLAS) for Western Pacific / South China Sea Area:

ATS Route	No-PDC Flight Levels (Other levels available with prior approval)	Remarks
G334	Eastbound - FL250, FL270 Westbound - FL260, FL280	
G580	Eastbound - FL270, FL290, FL330 Westbound - FL280, FL300, FL340	
L517	FL280, FL300, FL340	Uni-directional
L625	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional
L642	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional
L644	Southbound - FL330, FL410	
B469 / **M751**	FL280, FL300, FL320, FL340, FL360, FL380, FL400	For flights to/from airports within Bangkok FIR
M753	Northbound - FL260, FL300, FL380 Southbound - FL270, FL330	
M754	Northbound - FL300, FL340, FL380 Southbound - FL290, FL330, FL370, FL410	
M758	Eastbound - FL270, FL290, FL330 Westbound - FL280, FL300, FL340	
M761	Eastbound - FL270, FL290, FL330 Westbound - FL280, FL300, FL340	
M767	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional
M768	Eastbound - FL270, FL330, FL410 Westbound - FL300, FL380	
M771	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional
M772	Northbound - FL300, FL380	
N875	Eastbound - FL290, FL330, FL370 Westbound - FL300, FL340, FL380	
N884	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional
N891	Northbound - FL260, FL300, FL380 Southbound - FL330	
N892	FL310, FL320, FL350, FL360, FL390, FL400	Uni-directional

4.2.2 FLAS for Large Scale Weather Deviations (LSWD) in Western Pacific / South China Sea Area as applicable by Singapore ACC:

Flight Level Allocation (LSWD)	ATS Route and Direction of Flight					
	L642	**M771**	**N892**	**L625**	**N884**	**M767**
	SW	NE	SW	NE	NE	SW
410						
400	400		400			400
390		390		390	390	
380						
370						
360	360		360			360
350		350		350	350	
340						

Flight Level Allocation (LSWD)	ATS Route and Direction of Flight					
	L642	**M771**	**N892**	**L625**	**N884**	**M767**
	SW	NE	SW	NE	NE	SW
330						
320	320		320			320
310		310		310	310	
300						
290						

4.2.3 Aircraft requesting FL280, FL300 and FL320 on ATS route L759, L515/M770, N571, N571/N877, P628 and P574 will be cleared to FL280. Succeeding aircraft on the same route will be cleared to FL280 with 10 minutes longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route.

4.2.4 For aircraft on N571 or N571/ N877, the first aircraft from Singapore or Kuala Lumpur to be over GUNIP can expect its requested flight level.

4.2.5 For aircraft on M770, the first aircraft from Singapore or Kuala Lumpur to be over the Kuala Lumpur / Bangkok FIR boundary can expect its requested flight level.

4.2.6 For aircraft on L759, the first aircraft from Singapore or Kuala Lumpur to be over the Kuala Lumpur / Bangkok FIR boundary can expect its requested flight level.

4.2.7 For aircraft on P628, the first aircraft from Singapore or Kuala Lumpur to be over VPL can expect its requested flight level.

4.2.8 For aircraft going beyond Medan on ATS route L762, FL280 and FL300 may be assigned. Succeeding aircraft on the same route will be cleared to FL280 or FL300 with 10 minutes longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1.1 ATFM is a service established with the objective to assist air traffic services to be delivered in a safe, orderly and efficient manner by regulating air traffic flow to match the prevailing capacity at a given airport or airspace. ATFM provides indication of the predicted airborne delay and allows airspace user (AU) to determine the delay intent for the predicted amount of airborne delay to be absorbed in different phases of the flight. This enables airspace operators (AOs) and AUs to have better predictability of traffic flow and allow airlines to plan their connecting flight schedule accordingly. ATFM measure such as Ground Delay Programme (GDP), Minimum Departure Interval (MDI) and Miles-in-Trail (MIT) are some of the methods to achieve the objectives of ATFM as defined in ICAO's Manual on Collaborative ATFM (DOC 9971).

1.2 For Singapore FIR, ATFM services are provided by Civil Aviation Authority of Singapore (CAAS) from the Singapore ATFM Unit (ATFMU). The services comprise the planning and implementation of ATFM measures to balance demand and capacity and the conduct of post operation analysis of the compliance to the ATFM measures. ATFM measures implemented by Singapore and other arrival ATFMU will be coordinated with AUs and AOs through CDM processes and agreed operating procedure.

2 DAILY ATFM OPERATIONS FOR FLIGHTS ARRIVING AT SINGAPORE CHANGI AIRPORT

2.1 ATFM operations will be carried out on a 24-hour basis. Where necessary, ATFM measures will be applied for flights scheduled to arrive at Singapore Changi Airport (WSSS).

2.2 Flights departing from the following airports may be subjected to ATFM measures:

ANSP	Airport
Cambodia	VDPP
China	ZGGG, ZGSZ, ZJHK, ZJSY
Hong Kong	VHHH, VMMC
Indonesia	WIII, WADD, WARR
Malaysia	WBGG, WBGR, WBKK, WMKC, WMKI, WMKJ, WMKK, WMKP, WMSA
Myanmar	VYMD, VYNT, VYYY
Philippines	RPLL
Thailand	VTBS, VTSP, VTBD, VTCC, VTCT, VTSB, VTSG, VTSM, VTSP, VTSS, VTUD

2.3 When ATFM measures are applied, flights departing from the airports listed in paragraph 2.2 planning to arrive into Singapore Changi Airport shall adhere to their assigned Calculated Take-Off Times (CTOTs). The compliance to CTOT is important to ensure success in reducing the airborne holding.

2.4 All airspace users planning to arrive into WSSS should:

i. file and submit FPLs at least 3 hours before the Estimated Off Block Time (EOBT);
ii. transmit the appropriate ATS messages (CHG / DLA) when the EOBT changes by more than 15 minutes; and
iii. transmit CNL message if the flight is cancelled after the submission of FPL.

2.5 FPLs and ATS messages should be addressed to WSJCZQZX.

2.6 Singapore ATFM Unit will provide ATFM helpdesk to answer operational queries from airspace users. The contact details are as follows:

Singapore ATFM Unit
Email: CAAS_ATFMU@caas.gov.sg
Phone: (065) 6422 7001
Web Conference Helpdesk link: https://wemeet.adobeconnect.com/caasatfm

3 BAY OF BENGAL COOPERATIVE ATFM (BOBCAT)

3.1 INTRODUCTION

3.1.1 The States of the ICAO Asia/Pacific Region within the Bay of Bengal, South Asia and Pakistan airspace have implemented an automated Air Traffic Flow Management (ATFM) service under the auspices of the ICAO Bay of Bengal ATS Coordination Group - ATFM Task Force.

3.2 PROVISION OF ATFM SERVICES

3.2.1 ATFM services are provided by Aeronautical Radio of Thailand LTD (AEROTHAI) from the Bangkok Air Traffic Flow Management Unit (ATFMU) at Bangkok ACC. ATFM services will be limited to calculation, promulgation and management of mandatory Calculated Take-Off Time (CTOT) and Kabul FIR flight level, ATS route and entry fix time, Calculated Time-Over (CTO) for each affected flight.

3.2.2 Singapore ATC retains responsibility for the tactical management of flights that are subject to ATFM. In discharging tactical responsibilities, Singapore ATC will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

3.2.3 The ATFMU utilises the automated web based Bay of Bengal Cooperative ATFM System (BOBCAT) system in meeting its ATFM responsibilities. These responsibilities will be managed in coordination with aircraft operators and Singapore ATC in the Singapore FIR.

3.2.4 The ATFMU operates on a 24-hour basis and is responsible for westbound flights entering the Kabul FIR at specified times, flight levels and ATS routes in accordance with paragraph 2.3. The objectives of these ATFM services are to:

a. reduce ground and en-route delays;
b. maximise capacity and optimize the flow of air traffic through Kabul FIR;
c. provide an informed choice of routing and flight level selection;
d. alleviate unplanned in-flight re-routing and technical stops; and
e. assist regional Air Navigation Service Providers (ANSPs) in planning for and managing future workload in the light of forecast increased traffic flows through Kabul FIR.

3.3 ATFM AFFECTED ATS ROUTES, FLIGHT LEVELS AND APPLICABLE HOURS

3.3.1 All westbound flights intending to enter Kabul FIR between 2000UTC and 2359UTC daily on ATS routes and flight levels specified in the Table below shall comply with the BOBCAT ATFM procedure. This includes a mandatory requirement to obtain ATFM slot allocation - CTOT, CTO at Kabul FIR entry waypoint, allocated flight level and allocated ATS route from Bangkok ATFMU for entry into Kabul FIR.

Routing through the Kabul FIR	Metering Waypoint	Flight Level
L509 - M875	LAJAK	FL300, FL320, FL340, FL360, FL380, FL400
M875	SITAX	FL280
N644	PAVLO	FL280, FL300, FL320, FL340, FL360, FL380, FL400
L750	ROSIE	FL280, FL300, FL320, FL340, FL360, FL380, FL400
P628	ASLUM	FL320, FL340, FL360, FL380, FL400
N636 - P628	SERKA	FL280, FL300

3.3.2 Flights that plan to enter Kabul FIR without an ATFM slot allocation will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non- preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR.

3.3.3 In order to ensure availability of slots for westbound departures from designated airports in northern India and Pakistan, departures from these airports are given priority for FL280 in the slot allocation. This does not preclude these flights from requesting higher flight levels with initial slot request.

3.3.4 The following flights are exempted from the ATFM procedures:

a. Flights experiencing an emergency, including aircraft subjected to unlawful interference;
b. Flights on search and rescue or firefighting missions;
c. Urgent medical evacuation flights or humanitarian flights specifically declared by State medical authorities that flight delays would put the life of patients aboard at risk; and
d. Flights with “Head of State” status.

Note: After medical flights have completed their mission, they should be subjected to ATFM measures. Scheduled passenger transfer flights are, by their nature, non-urgent and should not be given priority under normal operational situation.

3.3.5 Flights exempted from ATFM procedures shall indicate the exemption in their flight plan as follows: (Field 18 - ATFM EXMP).

3.3.6 Singapore AIS shall forward the flight plan information to Bangkok ATFMU at AFTN address VTBBZDZX.

ENR 1.10 FLIGHT PLANNING

1 PROCEDURES FOR SUBMISSION OF A FLIGHT PLAN

1.1 Requirement for submission of a Flight Plan

← 1.1.1 The pilot-in-command or airline operator shall submit an ICAO flight plan to ATC via the AFS or the AIM-SG system (accessible by registration at https://fpl-1.caasaim.gov.sg) for the following flights:

a. Flights on airways, associated holding areas and all other controlled airspaces whether IFR or VFR;
b. Any flight or portion thereof to be provided with air traffic control service;
c. Any flight within or into designated areas, or along designated routes to facilitate co-ordination with appropriate military units or with air traffic service units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
d. Any flight across international borders.

← 1.1.2 The pilot-in-command or the airline operator shall submit details of a test/training flight, planned to be conducted in the Seletar aerodrome circuit or in Light Aircraft Training Areas A, B and C, by electronic mail using the "Seletar Test/Training Form" retrievable from webpage: https://fpl-1.caasaim.gov.sg

← ← 1.1.3 For a flight that will be operating within Singapore only (except for flights mentioned in paragraph 1.1.2, the pilot-in-command or the operator shall submit the ICAO flight plan using the automated AIM-SG system and to include Military ATC addressee WSARYWYX. If for any reason a flight plan is not approved, the pilot-in- command shall contact RSAF Air Operations Control (AOC) at 67683702 for clarification.

1.1.4 The pilot-in-command or the operator of IFR flight operating out of Seletar is required to file via KK.

1.1.5 VFR flight operating between Seletar and Johor Bahru shall route via Point X (012830N1034954E), Tebrau City Mall (013259N1034748E), Felda Ulu Tebrau (013751N1034510E) and vice versa.

1.2 Requirement for submission of a Flight Plan for Test Flights

1.2.1 Test flights shall be conducted on Airway G580 between HOSBA and NIMIX to minimise disruption to civil scheduled flight movements and to facilitate the test flight operations.

1.2.2 A flight plan shall be submitted for a test flight at least one hour before departure. The pilot-in- command or the operator shall include in Item 18 of the flight plan ‘RMK/TEST FLT APPROVED BY ATC’.

1.2.3 The pilot-in-command shall maintain a 2-way VHF communication with Singapore ATC on the assigned VHF frequency at all times.

1.2.4 The pilot-in-command of the test flight shall adhere to ATC instructions at all times. Test flight manoeuvres are subject to ATC clearance, real-time coordination and traffic.

1.2.5 Procedures for application to conduct test flights are provided on page GEN 1.2-6 paragraph 5.

1.3 Lead time for filing flight plans and flight plan associated messages

1.3.1 Flight plan shall be filed 120 hours, or five days, at the earliest but no later than 60 minutes prior to departure (estimated off-block time).

1.3.2 In the event of a delay of 30 minutes in excess of the estimated off-block time, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable. To indicate a delay to a flight, a DLA or a CHG message may be used depending on the circumstances.

1.3.3 The old flight plan shall be cancelled and a new flight plan shall be submitted when changes are made to any one of the following fields:
7/Aircraft Identification, 15/Route and/or 16/Destination Aerodrome.

1.3.4 A flight plan submitted in flight on HF RTF shall be submitted at least 20 minutes (or if on VHF RTF at least 10 minutes) prior to the intended point of entry into a control zone, control area, advisory area or advisory route.

1.3.5 A pilot-in-command may change from an IFR flight plan to a VFR flight plan by reporting “CANCELLING MY IFR FLIGHT” when weather conditions indicate that the remainder of the flight can be conducted under VFR. [However, within Singapore, all flights whether IFR or VFR shall be regulated in accordance with instrument flight rules.] (see note 2 below).

1.3.6 ATC will acknowledge:

"IFR flight cancelled at.....(time)" or

if information is available which indicates the likelihood of IMC prevailing along the route, will notify these conditions as follows:

"Instrument MET conditions reported (or forecast) in the vicinity of....."

Note:
1) The fact that pilot flying in VMC does not by itself constitute cancellation of an IFR flight plan.
2) Within the Singapore/Johor Airspace Complex and Control Zones all flights are regulated in accordance with IFR separation standards.

1.4 Persons on board (POB)

1.4.1 The pilot-in-command or his representative is required to state the total number of persons on board (POB - i.e. passengers and crew) in the flight plan.

1.5 DATA LINK Communication

1.5.1 Aircraft using data link communications (see page ENR 1.1-15) must insert one or more of the following letters in Item 10a of their flight plan to indicate serviceable COM aid equipment and capabilities available:

J1 CPDLC ATN VDL Mode 2
J2 CPDLC FANS 1/A HFDL
J3 CPDLC FANS 1/A VDL Mode A
J4 CPDLC FANS 1/A VDL Mode 2
J5 CPDLC FANS 1/A SATCOM (INMARSAT)
J6 CPDLC FANS 1/A SATCOM (MTSAT)
J7 CPDLC FANS 1/A SATCOM (Iridium)

1.6 RNAV Approved Aircraft

1.6.1 Aircraft flying on RNAV routes A464, A576, B470, G334, L625, L642, L644, L649, M646, M751, M753, M758, M761, M767, M768, M771, M772, M774, N875, N884, N891 and N892 (see page ENR 1.8-13) must be RNAV equipped and should annotate their flight plan as follows:

	Item 10	Item 15	Item 18
RNAV equipment is carried	**G** (GNSS) **I** (Inertial Navigation) **R** (PBN approved) Guidance material in the application of performance based navigation to a specific route segment, route or area is contained in the Performance Based Navigation Manual (Doc 9613).	True Mach NR and FL at entry and exit points	The types of external GNSS augmentation, if any, are specified following the indicator NAV/ and separated by a space. The performance based navigation levels that can be met shall be specified following the indicator PBN/.

1.6.2 Aircraft flying on RNAV routes L642 (CHEUNG CHAU-MERSING), L644 (DUDIS-KIKOR), L649 (DAKIX-LAXOR), M771 (MERSING-CHEUNG CHAU), M772 (ASISU-LAXOR), N892 (HENGCHUN-MERSING), L625 (TOMAN-MEVIN), N884 (MERSING-MANILA) and M767 (JOMALIG-TOMAN) (see page ENR 1.8-17) must be RNP 10 approved and shall indicate in their flight plan:
Item 10 - "R" where R = PBN approved
Item 18 - PBN/A1 where A1 = RNAV 10 (RNP 10)

1.6.3 Operators of aircraft unable to meet the RNP 10 requirements (see page ENR 1.8-17) and wishing to operate at or above FL290 on RNAV routes specified in paragraph 1.6.2 shall annotate their flight plan as follows:

Item 18 - insert "RMK/REQ FL (insert level)" where FL = the preferred flight level (subject to ATC co-ordination)

1.7 FLIGHTS OPERATING OUTSIDE THE ESTABLISHED ROUTEINGS

1.7.1 With the exception of an emergency situation, at all times, a helicopter shall not be operated within the Changi Control Zone or overland and outside of Heli-Route Charlie, unless prior permission has been obtained from the Director-General, CAAS.

1.7.2 While this requirement is not applicable for helicopter training flights operating within a designated aircraft training area (Light Aircraft Training Areas A, B or C), flight planning requirements per paragraphs 1.1.2 and 1.1.3 in page ENR 1.10-1 remain applicable.

1.7.3 An application for permission can be submitted to caas_ats_ansp@caas.gov.sg. CAAS may ask for a flight inspection of the proposed route and / or areas of operation. The applicant shall provide the means and bear the cost of the flight inspection. Each case would be considered on its own merits and unless CAAS is satisfied that there are very good justifications, approval would normally not be given.

1.8 FLIGHT PLAN REQUIREMENTS

← 1.8.1 For Fight Plan requirements, refer to ENR 1.10 FLIGHT PLANNING.
←

2 PROCEDURES FOR THE CONTROL OF HELICOPTER OPERATIONS AT SINGAPORE CHANGI AIRPORT

2.1 APPROACH AND DEPARTURE PROCEDURES

2.1.1 Before entering the Changi Control Zone, a helicopter pilot is to advise Singapore Tower of his direction of approach, distance from the airport, altitude and type of helicopter. Singapore Tower will pass to the pilot the runway in use, QNH (QFE on request), surface wind and direction and if necessary the position of the helicopter alighting area:

Example: RWY 20R QNH 1008, Wind 020/7kt, light on the runway, Clear to make an approach or hold clear of the Control Zone until advised.

2.1.2 All alightings and take-offs are to be made in a north/south direction as determined by the prevailing wind. The approach from and the turn after take-off shall be made clear of all airport buildings, aprons and obstructions. Requests for approach into and take-offs from Singapore Changi Airport shall be made to Singapore Tower.

2.1.3 Helicopters intending to cross the Changi Control Zone must cross the runway immediately on receipt of clearance and cross at right angles to the runway. Helicopters would be cleared to cross the runway up to the time when a fixed wing aircraft has reached 4NM final approach and Singapore Tower has the landing aircraft in sight. If the weather condition is such that it is not expected that Singapore Tower can see the landing aircraft at 4NM final approach, crossing will only be cleared up to the time the landing aircraft reports leaving the SAMKO Holding Area or NYLON Holding Area inbound.

2.1.4 After take-off, the helicopter is to make a turn-off right or left as appropriate as soon as possible and proceed until well clear of the Changi Control Zone. On reaching the boundary of the zone, the pilot will report ‘clearing your zone’ and normal clearance will be given.

2.2 GROUND OR AIR TAXIING

2.2.1 After landing, the helicopter is required either to ground or air taxi via the taxiways into its allocated aircraft stand.

2.2.2 For take-offs, the helicopter will either ground or air taxi away from its aircraft stand and move out of the parking area via taxiways to the runway or helicopter area for take-off.

2.3 ALLOCATION OF AIRCRAFT STANDS

2.3.1 The allocation of aircraft stands for helicopters rests with the Apron Control Unit. In allocating aircraft stands the Duty Officer at the Apron Control Unit shall take into consideration the type of helicopter, stand occupancy time and the nature of the flight i.e. passenger carrying, training or for maintenance purposes.

2.3.2 Helicopter ferrying passengers will normally be allocated remote aircraft stands, i.e. stands without aerobridges.

2.4 RADIO FAILURE PROCEDURE

2.4.1 In the event of radio failure, the helicopter affected if on the ground shall not take-off

2.4.2 If radio failure occurs while in the air, alighting and taxiing clearances will be given by the Tower by the use of the appropriate light signals as described in page ENR 1.1-12, Appendix ‘A’.

2.5 NIGHT OPERATIONS BY HELICOPTERS

2.5.1 Helicopters that are required to operate into and out of Singapore Changi Airport at night shall land on the runway and ground taxi into its aircraft stand via the lighted taxiways.

ENR 5.6 BIRD MIGRATION

1 BIRD MIGRATION

← 1.1 Bird migrations generally occur between September and March. Migratory birds come from as far away as North and Central Asia. Most birds fly in groups and flocks of migrating shorebirds can be seen along the coast of Singapore at altitudes of 500 feet to 5,000 feet.

2 REPORTING OF WILDLIFE STRIKE

2.1 To facilitate efforts to reduce wildlife hazards at and around Singapore airports, pilots and aircraft engineers are requested to report all wildlife strikes to Air Traffic Control.

2.2 To facilitate the reporting of wildlife strikes, pilots may report them at the earliest opportunity via RTF to Air Traffic Control.

The RTF phraseology should include the following:

- Aircraft Callsign
- The phrase “WILDLIFE STRIKE REPORT”
- Altitude
- Approximate geographical location
- Time of incident
- Effect on flight (e.g. state damage to fuselage, etc.)
- Number of wildlife (an estimate)
- Size/Type of wildlife (if possible)

2.3 To obtain better perspective of the extent of wildlife hazards, the Authority is also collecting data on “near misses” with wildlife. A “near miss” is defined as a situation in which a wildlife or flock of birds is within close proximity of an aircraft to cause alarm to the extent whereby pilots would have to take evasive action had such an action been possible. Pilots should report all “near misses” via RTF to Air Traffic Control.

The RTF phraseology should include the following:

- Aircraft Callsign
- The phrase “WILDLIFE SIGHTING REPORT”
- Altitude
- Approximate geographical location
- Time of incident
- Number of wildlife (an estimate)
- Size/Type of wildlife (if possible)

2.4 A copy of the Wildlife Strike Reporting Form is shown on page ENR 5.6-3. Airline operators may send the completed Wildlife Strike Reporting Form to email address: changi.airside@changiairport.com

WILDLIFE STRIKE REPORTING FORM
(This information is required for aviation safety)

OPERATOR or CALL SIGN	.....	**AIRCRAFT TYPE**	.....
ENGINE TYPE	.....	**AIRCRAFT REGISTRATION**	.....
DATE: Day ..... **Month ..... Year .....**		**TIME OF INCIDENT**	**(L)** ..... **(UTC)** .....
	Dawn	Day	Dusk / Night
AERODROME NAME	.....	**RUNWAY USED**	.....
HEIGHT AGL..... ft	**SPEED (IAS)..... kt**	**APRX LOC**	.....

PHASE OF FLIGHT	☐ Unknown	☐ En-route	**SKY CONDITION**	☐ No Cloud
	☐ Taxi	☐ Descend		☐ Some Cloud
	☐ Take-off run	☐ Approach		☐ Overcast
	☐ Climb	☐ Landing Roll		
			PRECIPITATION	☐ Fog
				☐ Rain

PART(S) OF AIRCRAFT

	Struck	Damaged
Radome	☐	☐
Windshield	☐	☐
Nose (excluding above)	☐	☐
Engine No. 1	☐	☐
Engine No. 2	☐	☐
Engine No. 3	☐	☐
Engine No. 4	☐	☐
Propeller	☐	☐
Wing/Rotor	☐	☐
Fuselage	☐	☐
Landing gear	☐	☐
Tail	☐	☐
Lights	☐	☐
Others (specify)	☐	☐

BIRD SPECIES		
NUMBER OF BIRDS	**Seen**	**Struck** .....
SIZE OF BIRD	☐ Small ☐ Medium ☐ Large	
PILOT WARNED OF BIRDS	Yes	No
LIGHTS USED:		
Landing	☐ Yes	☐ No
Strobe Anti-Collision	☐ Yes	☐ No

EFFECT ON FLIGHT

☐ None ☐ Precautionary landing
☐ Aborted take-off ☐ Engines shut down
☐ Others (specify)
.....

REMARKS
(Describe damage, injuries and other pertinent information)
_____
_____

NAME OF REPORTING OFFICER: _____ ORGANISATION: _____

Please send completed Wildlife Strike Reporting Form to:
Airside Management Centre (email: changi.airside@changiairport.com)
CHANGI AIRPORT GROUP (SINGAPORE) PTE LTD
P.O. Box 168, Singapore Changi Airport
Singapore 918146

WSSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron surface and strength*	*RWY 02L/20R* *RWY 02C/20C*	*Surface:* *Strength:*	Concrete PCN 85/R/B/W/U
2	*Taxiway width, surface and strength*	*RWY 02L/20R* *RWY 02C/20C*	*Width:*	45m (147ft) Taxiway V2; 35m (115ft) Taxiways NC3, EP and WP; 25m (82ft) Taxiway EP (from Taxilanes B1 and B3); 23m (75ft) Taxiway SA; 30m (100ft) All other Taxiways
			Surface:	Cement Concrete - Taxiways W1, W9, E1, E3, E11 and EP (between E10 and E11); Bituminous Concrete - All other Taxiways
			Strength:	PCN 85/R/B/W/U - Taxiways W1, W9, E1, E3, E11 and EP (between E10 and E11); PCN 72/F/B/W/U - All other Taxiways
3	*ACL location and elevation*	See AD-2.WSSS-ADC-2/Chart (flip side) for coordinates and elevations of aircraft stands.		
4	*INS checkpoints*			
5	*Remarks*	NIL		

WSSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

	1	*Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands.*
←		Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guidelines at apron. Nose-in guidance at aircraft stands. For information on Safegate Aircraft Docking Guidance System, Procedures for Start-up and Pushback of Aircraft, Pushback Procedures for Aircraft (Diagrams), Taxiing Guidance System at Singapore Changi Airport, refer to WSSS AD 2.9. Aircraft stand manoeuvring guidance lights are provided at aircraft stands at Terminal 3, Terminal 4 and South Aprons.
	2	*RWY and TWY markings and LGT*
←		**RWY 02L/02C and RWY 20C** RWY LGT: refer to WSSS AD 2.14 and WSSS AD 2.15. TWY LGT: Blue LGT on TWY curved edges, selected straight TWY edge sections and apron TWY edges only. Blue TWY edge markers along selected straight TWY edge sections. Red stop bar at TWY INT controllable on/off. Red stop bar LGT at TWY HLDG PSN entrances to RWY are controllable on/off and are supplemented with elevated RWY guard LGT at the sides. Internally/externally lighted mandatory or information TWY signboards. Yellow TWY centre line markings, supplemented by green centre line LGT with selective control along rapid exit TWY, taxi-routes to and from main RWY and aprons. MARKING AIDS: THR, touchdown zone, centre line, side stripe, RWY designations, aiming point markings, TWY centre line, taxi holding positions - all taxiways, apron guide lines. For positions of aircraft nosewheel in relation to stopbar and description of the Safegate Aircraft Docking Guidance System - refer to WSSS AD 2.9.
←		**RWY 20R** RWY LGT: refer to WSSS AD 2.14 and WSSS AD 2.15. TWY LGT: same as for RWY 02L/02C and RWY 20C. MARKING AIDS: Pre-threshold centre-line, transverse stripe for displaced THR, RWY designations, THR, touchdown zone, aiming point marking, RWY centre-line and stripe marking aids.
	3	*Stop bars:* Stop bars where appropriate.
←	4	*Remarks:* Where Red stop bar is not present at the TWY INT, Yellow INTERMEDIATE HLDG PSN LGT will be used at TWY INT and switched on between sunset and sunrise or during periods of poor visibility.

4 AIRFIELD GROUND LIGHTING CONTROL AND MONITORING SYSTEM (AGLCMS) AND MARKINGS

4.1 INTRODUCTION

4.1.1 The taxiing guidance system at Singapore Changi Airport consists of stop bars and selectable segments of green taxiway centreline lights. The system is designed to provide pilots with visual guidance while taxiing during night operations and during periods of low visibility. It is controlled by the Ground Movement Controller (GMC) at Changi Control Tower using the Airfield Ground Lighting Control and Monitoring System (AGLCMS).

4.2 ROUTE SELECTION AND PRIORITY

4.2.1 When a taxiing route is selected on the AGLCMS, corresponding segments of taxiway centreline lights on the manoeuvring area are switched on automatically. When two or more routes are selected, the system will give priority to the first route and activate red stopbar lights across conflicting routes, as necessary. A segment of the centreline lights of the conflicting routes that cut across the first route will also be suppressed. The GMC has the option of over-riding the taxiing route priority by selecting or deselecting the appropriate stopbar lights.

← 4.2.2 All taxiing guidance lights on taxiways leading to the runways terminate at the runway holding positions where, by default, red stopbar lights remain on unless deselected by the runway controller. When deselected, these stopbar lights will re-activate automatically after 60 seconds. Pilots and drivers shall not cross any lighted red stopbar lights.

← 4.2.3 Pilots and drivers shall enter / cross the runway or taxiway only when **both** the following conditions are met: The crew have

a. received positive ATC clearance to enter / cross the runway or taxiway, and
b. observed that the red stop-bar lights are turned off.

4.3 INFORMATION AND MANDATORY SIGNS/MARKINGS

4.3.1 When following the directional guidance provided by the green taxiway centreline lights and red stop bar lights, pilots are advised to also navigate their taxi route with reference to information and mandatory signs/markings provided at the airport so as to maintain situational awareness of their whereabouts at all times.

4.4 TAXI INSTRUCTIONS USING THE GREEN TAXIWAY CENTRELINE LIGHTS

4.4.1 ATC will use the phraseology “Taxi on the greens .....” when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centreline lights.

WSSS AD 2.10 AERODROME OBSTACLES

IN APPROACH / TKOF AREAS					***IN CIRCLING AREA AND AT AD***		
RWY/Area affected		*OBST type, ELEV, Markings/LGT*	*Coordinates*		*OBST type, ELEV, Markings/LGT*		*Coordinates*
1		2	3		1		2
a)	RWY 20R APCH RWY 02L TKOF	Mast HGT ranging fm 98ft AMSL and above.	Shipping channel aprx1290m from THR RWY 20R.		a)	Surface wind direction sleeves	LOC at each end of RWY adjacent to GP hut
b)	RWY 20C APCH RWY 02C TKOF	Mast HGT ranging fm 98ft AMSL and above.	Shipping channel aprx 2630m from THR RWY 20C.		b)	PAR hut	Besides RWY 02L/20R, opposite the PTB
c)	RWY 02L/20R APCH RWY 02L/20R TKOF RWY 02C/20C APCH RWY 02C/20C TKOF	ILS LLZ co-located with LLZ antennas.	Within the RWY strip.		c)	Frangible PAR reflectors	Located at ends of RWY 02L/20R
d)	RWY 20R APCH	Two antennae, HGT 72ft AMSL, marked and LGTD	012311N 1035928E		d)	GP huts co-located with GP antennas	Within the RWY strip
e)	RWY 20R APCH	Antenna, HGT 88ft AMSL, marked and LGTD	012315N 1035931E		e)	Antenna, HGT 82ft AMSL, marked and LGTD	012036N 1035819E
f)	RWY 02L APCH	Antenna, HGT 82ft AMSL, marked and LGTD	012051N 1035827E		f)	Antenna, HGT 85ft AMSL, marked and LGTD	012039N 1035821E

IN APPROACH / TKOF AREAS					IN CIRCLING AREA AND AT AD		
	RWY/Area affected	OBST type, ELEV, Markings/LGT	Coordinates			OBST type, ELEV, Markings/LGT	Coordinates
	1	2	3			1	2
g)	RWY 02L APCH	Pole, HGT 128ft AMSL, marked and LGTD	011859N 1035748E		g)	Antenna, HGT 78ft AMSL, marked and LGTD	012042N 1035823E
h)	RWY 02L APCH	Pole, HGT 160ft AMSL, marked and LGTD	012058N 1035814E		h)	Antenna, HGT 82ft AMSL, marked and LGTD	012053N 1035827E
i)	RWY 02L APCH	Pole, HGT 131ft AMSL, marked and LGTD	012038N 1035848E		i)	Antenna, HGT 78ft AMSL, marked and LGTD	012049N 1035826E
j)	RWY 20L APCH	Shipping channel	Aprx1600m from THR RWY 20L.		j)	Frangible poles, HGT 9ft AMSL	Installed APRX 200m from centre of RET to identify 58m away from TWY WP CL towards RWY 02L/20R
Obstacles in the APCH/TKOF areas, circling area and at the aerodrome are shown on the AOC, IAC and VAC.							

WSSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Singapore Changi (WSSS)
2	*Hours of service*	H24
3	*Office responsible for TAF preparation* *Periods of validity*	Singapore Changi (WSSS) 12, 30
4	*Type of landing forecast, Interval of issuance*	TREND
5	*Briefing/consultation provided*	P
6	*Flight documentation, Language used*	Charts or Tabular forms, English
7	*Charts and other information available for briefing or consultation*	S, U, P
8	*Supplementary equipment available for providing information*	HRPT: High Resolution Picture Transmission APT: Automatic Picture Transmission MDWR: MET Doppler Weather Radar MAINT: Second WED of every month BTN 0200-0900 ALTN period: THU following the second WED.
9	*ATS units provided with information*	Singapore ACC, Singapore RCC
10	*Additional information*	Tel: 65422837 (MET Office)

WSSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR coordinates (THR Geoid Undulation)	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
02L	023.02°	4000 M x 60 M	72/F/B/W/U Bituminous concrete	012056.27N 1035838.82E (10.24 M)	6.66 M 6.23 M
20R (Threshold displaced by 740m southwards)	203.02°	4000 M x 60 M	72/F/B/W/U Bituminous concrete	012233.95N 1035920.06E (10.25 M)	4.01 M 4.31 M
02C	023.03°	4000 M x 60 M	72/F/B/W/U Bituminous concrete	011943.51N 1035905.86E (10.27 M)	4.22 M 4.52 M
20C	203.03°	4000 M x 60 M	72/F/B/W/U Bituminous concrete	012143.37N 1035956.46E (10.30 M)	4.48 M 4.56 M

Service Designation	*Call sign*	*Frequency (P-Pri, S-Sec)*	*Hours of operation*	*Remarks*
TWR	Singapore Tower	118.6 MHz	H24 0000-1600	for TKOF/LDG. for ACFT OPR on RWY 02L/20R
		118.25 MHz	0000-1600	for ACFT OPR on RWY 02C/20C
	Singapore Ground	124.3 MHz	1600-0000 0000-1600	for start-up / push-back / taxiing of all aircraft for ground movement of aircraft west of Terminal 3
		121.725 MHz	0000-1700 2100-0000	for ground movement of aircraft east of Terminal 2
		121.85 MHz	0000-1800 2300-0000	for ground movement of aircraft north of Terminal 1
		129.95 MHz	H24	for ground emergency
		122.55 MHz	H24	for ground movement of aircraft east of Terminal 4
		125.65 MHz	H24	for ground movement of aircraft west of Terminal 4
	Singapore Delivery	121.65 MHz	H24	for Pre-flight check/ATC clearance
	Changi Tower / Changi Apron	121.9 MHz	H24	for vehicular movements on taxiways and runways. Towing of all aircraft and requests for engine runs on apron and taxiways, excluding runways, will be regulated by Changi Apron.
D-ATIS	Singapore Changi Airport Information	128.6 MHz	H24	Data Link Service available. AP IDENT WSSS Messages comply with ARINC 623 Standards. Updating of data: H+00 to H+10 and H+30 to H+40

WSSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid and Variation	*Ident*	*Frequency*	*OPR Hr*	*Position of Transmitting Antenna Coordinates*	*DME Transmitting Antenna Elevation / Remarks*
1	2	3	4	5	6 & 7
SINJON DVOR/DME	SJ	113.5 MHz CH82X	H24	011319.28N 1035120.08E	201° MAG 14.5km from THR RWY 02 (Paya Lebar). Antenna HGT: 194ft AMSL. Coverage 200NM. EM: F1. Maintenance period: Third Thursday of every month between 0200-0600
TEKONG DVOR/DME	VTK	116.5 MHz CH112X	H24	012455.36N 1040120.17E	023° MAG 6.4km from THR RWY 20C (Singapore Changi). Antenna HGT: 150ft AMSL. Coverage 200NM. EM: F1 Maintenance Period: Third Friday of every month between 0200-0600
RWY 20C ILS LLZ	ICC	109.7MHz	H24	011932.48N 1035901.21E	Located 368m (1207ft) from THR RWY 02C, along RWY centreline. Course width 3.38°. EM: A0/A2.
RWY 20C ILS GP	-	333.2MHz	H24	012131.70N 1035955.79E	Located 338m (1109ft) from THR RWY 20C on left side of RWY, 120m (394ft) from RWY centreline. GP angle 3°. HGT of ILS Reference Datum: 17m (56ft). EM: A0/A2.
RWY 20C ILS DME	ICC	CH34X	H24	012131.70N 1035955.79E	DME co-located with GP. EM: P9.
RWY 20C ILS MM	-	75MHz	H24	012212.07N 1040001.14E	Located 957m (3140ft) from THR RWY 20C along extended centreline of RWY. No back beam.

Type of aid and Variation	*Ident*	*Frequency*	*OPR Hr*	*Position of Transmitting Antenna Coordinates*	*DME Transmitting Antenna Elevation / Remarks*
1	2	3	4	5	6 & 7
RWY 02C ILS LLZ	ICE	108.3MHz	H24	012154.39N 1040001.14E	Located 368m (1207ft) from THR RWY 20C, along RWY centreline. Course width 3.38°. EM: A0/A2.
RWY 02C ILS GP	-	334.1MHz	H24	011952.09N 1035913.75E	Located 338m (1109ft) from THR RWY 02C on left side of RWY, 120m (394ft) from RWY centreline. GP angle 3°. HGT of ILS Reference Datum: 17m (56ft). EM: A0/A2.
RWY 02C ILS DME	ICE	CH20X	H24	011952.09N 1035913.75E	DME co-located with GP. EM: P9.
RWY 02C ILS MM	-	75MHz	H24	011915.04N 1035853.83E	Located 945m (3100ft) from THR RWY 02C along extended centreline of RWY. No back beam.
RWY 20R ILS LLZ	ICH	108.9MHz	H24	012045.23N 1035834.17E	Located 368m (1207ft) from THR RWY 02L, along centreline of the RWY. Course width 3.38°. EM: A0/A2.
RWY 20R ILS GP	-	329.3MHz	H24	012225.59N 1035912.29E	Located 330m (1083ft) from displaced THR RWY 20R on right side of the RWY, 120m (394ft) from RWY centreline. GP angle 3°. HGT of ILS Reference Datum: 17m (56ft). EM: A0/A2.
RWY 20R ILS DME	ICH	CH26X	H24	012225.59N 1035912.29E	DME co-located with GP. RWY 20R ILS DME not available beyond 15 degrees west of RWY 20R centreline below 2500ft. EM: P9.
RWY 20R ILS MM	-	75MHz	H24	012307.51N 1035934.24E	Located 1122m (3681ft) from displaced THR RWY 20R, along centreline of the RWY.
RWY 02L ILS LLZ	ICW	110.9MHz	H24	012307.03N 1035934.03E	Located 1105m (3625ft) from displaced THR RWY 20R, along centreline of RWY. Course width 2.81°. EM:A0/A2.
RWY 02L ILS GP	-	330.8MHz	H24	012108.35N 1035838.86E	Located 343m (1125ft) from THR RWY 02L on left side of RWY, 143m (469ft) from RWY centreline. GP angle 3°. HGT of ILS Reference Datum: 17m (56ft). EM:A0/A2.
RWY 02L ILS DME	ICW	CH46X	H24	012108.35N 1035838.86E	DME co-located with GP. EM:P9.
RWY 02L ILS MM	-	75MHz	H24	012027.54N 1035826.68E	Located 957m (3140ft) from THR RWY 02L along extended centreline of RWY. No back beam.

11 DELAY DUE TO OVERFLIGHTS

11.1 These are flights operating through Singapore FIR without landing at Singapore Changi Airport. Depending on their positions, a departing aircraft requesting the same level may have to accept an alternate level or may have to delay its departure in order to establish the prescribed separation.

12 NON-CDM MODE OF OPERATIONS

12.1 The non-CDM procedures is applicable for non-scheduled flights departing Changi Airport or when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

12.2 If TOBT cannot be submitted or it is unavailable through different channels stated in para 4.5,

a. Pilots shall notify ATC when the aircraft is ready to pushback within 5 minutes.
b. ATC will advise the pilot whether the proposed flight level or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required, the pilot will be instructed to standby.
c. Once flight level is accepted by the pilot and an ATC clearance issued, the aircraft must be pushed back within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled on expiry of the 5 minutes grace period. This also applies to situations when aircraft return to blocks after pushback or develop technical issues and is unable to continue taxi.
d. Pilots who are ready to depart following the cancellation of an ATC clearance will adopt the procedures as if it is the first time they are ready to depart.

12.3 If TSAT is unavailable through different means stated in para 4.10,

a. AO and GHA shall continue to submit TOBT and pilots shall request for ATC clearance 5 minutes within TOBT stated in para 5.3
b. ATC will revert to the gate hold procedures stated in para 13 and issue estimated pushback times accordingly.

13 GATE HOLD PROCEDURES FOR DEPARTING AIRCRAFT (DURING NON-CDM MODE OF OPERATIONS)

13.1 Whenever there are about five to seven departing aircraft at the runway holding point, subsequent pushback of departures will be regulated such that the Ground Movement Planner (GMP) on VHF frequency 121.65MHz will start to issue pilots with Expected Pushback Time (EPT) as TSAT used in A-CDM operations is not available. The determination of EPT will take into account an aircraft's parking stand as well as taxi time to the runway-in-use holding point.

13.2 When an EPT is issued, pilots will be instructed to either remain on GMP frequency or to monitor Singapore Ground Control (frequencies 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz). It should be noted that when instructed to monitor the Singapore Ground frequencies, pilots shall not establish contact with the Singapore Ground Control, rather, pilots shall maintain listening watch on the assigned Singapore Ground Control frequency and wait for pushback instruction. This is to prevent unnecessary frequency congestion.

13.3 A flight issued with an EPT but chooses to commence pushback before the assigned time will be allowed to do so subject to traffic. However, the flight should not expect an earlier departure time as the planned pre-departure sequence will be maintained.

13.4 In a situation when a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft will be instructed by GMP to contact Singapore Ground Movement Control for pushback for the purpose of better gate utilisation.

13.5 To maximise runway utilisation, departure sequence will be planned on the basis of increasing runway throughput so as to enhance overall efficiency.

14 GROUND MOVEMENT PLANNER ON VHF 121.65MHz

14.1 The frequency shall be used for aircraft pre-flight checks and ATC clearances. Pilot-in-command to make his initial call from the parked position on this frequency.

15 GROUND MOVEMENT CONTROL ON VHF 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz and 125.65MHz

15.1 This frequency shall be used for aircraft start-up/push-back clearance.

15.2 Unless otherwise instructed by ATC, the pilot-in-command shall prior to starting engines listen out on the Ground Movement Control frequency on 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz.

15.3 The pilot-in-command shall:

a. Request and obtain taxi instructions prior to taxiing;
Note: ATC clearance, including the assigned SSR code will normally be issued prior to push back. Pilot shall squawk the SSR code immediately when airborne.

b. Change from Ground Movement Control frequency to the Runway Control frequency when instructed (118.6MHz or 118.25MHz). It should be noted that when instructed to monitor Singapore Tower frequencies, pilots shall not establish contact with Singapore Tower; rather, pilots shall maintain a listening watch on the assigned Singapore Tower frequency and wait for instruction. This is to prevent unnecessary frequency congestion.

15.4 Departing aircraft will be instructed when to change from 118.6MHz or 118.25MHz to Singapore Departure frequency 120.3MHz.

15.5 In the case of the aircraft having landed, the pilot-in-command shall change from 118.6MHz or 118.25MHz to 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz immediately upon instructed by ATC after clearing the runway. He shall maintain watch on 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz for taxiing and parking instructions until he arrives at his aircraft stand.

16 TAXIING

16.1 Taxi clearance given by Singapore Ground Movement Control will relate to movement on the manoeuvring area, but excluding the marshalling area.

16.2 Aircraft taxiing on the manoeuvring area will be regulated by ATC to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxiing clearance limits whenever necessary.

16.3 The taxiway routes to be used by aircraft after landing or when taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the manoeuvring area or to comply with ATC directions intended to regulate aircraft on the manoeuvring area. **Pilots are also advised of the possibility of misjudging the clearance between the aircraft wing tips and other obstacles, especially in areas of hot-spots or during low-light / poor visibility conditions.**

16.4 Pilots are reminded to always use minimum power when starting engines, when manoeuvring within the apron area or when manoeuvring from apron taxiways to other parts of the aerodrome. It is especially critical when commencing to taxi that break-away thrusts are kept to an absolute minimum and then be reduced to idle thrusts as soon as possible.

AERODROME CHART - ICAO

01° 21' 33"N
103°59' 22"E

AERODROME ELEVATION 6.66m

TWR	118.6 / 118.25
GND	124.3 / 121.85 / 121.725
DELIVERY	121.65

RAMP TWR	
GND	122.55 (GMC 4 EAST)
	125.65 (GMC 4 WEST)

SINGAPORE/SINGAPORE CHANGI

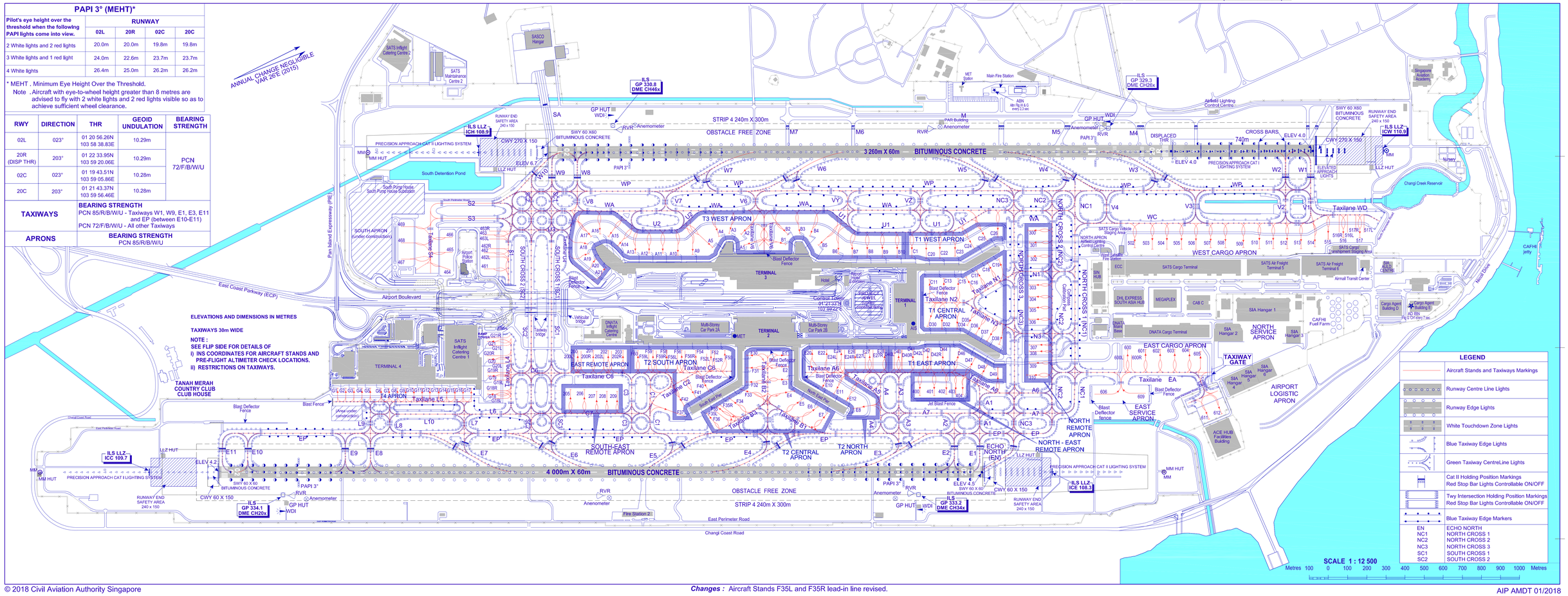
PAPI 3° (MEHT)*

Pilot's eye height over the threshold when the following PAPI lights come into view.	RUNWAY			
	02L	20R	02C	20C
2 White lights and 2 red lights	20.0m	20.0m	19.8m	19.8m
3 White lights and 1 red light	24.0m	22.6m	23.7m	23.7m
4 White lights	26.4m	25.0m	26.2m	26.2m

* MEHT . Minimum Eye Height Over the Threshold.
Note . Aircraft with eye-to-wheel height greater than 8 metres are advised to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

RWY	DIRECTION	THR	GEOID UNDULATION	BEARING STRENGTH
02L	023°	01 20 56.26N 103 58 38.83E	10.29m	PCN 72/F/B/W/U
20R (DISP THR)	203°	01 22 33.95N 103 59 20.06E	10.29m	
02C	023°	01 19 43.51N 103 59 05.86E	10.28m	
20C	203°	01 21 43.37N 103 59 56.46E	10.28m	

TAXIWAYS	BEARING STRENGTH PCN 85/R/B/W/U - Taxiways W1, W9, E1, E3, E11 and EP (between E10-E11) PCN 72/F/B/W/U - All other Taxiways
APRONS	BEARING STRENGTH PCN 85/R/B/W/U



Changes : Aircraft Stands F35L and F35R lead-in line revised.

INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
T3 WEST APRON	A1	01 21 21.52	103 59 06.25	4.75m (15.58ft)
	A2	01 21 21.75	103 59 04.00	4.65m (15.26ft)
	A3	01 21 19.86	103 59 02.79	4.66m (15.29ft)
	A4	01 21 17.61	103 59 02.54	4.79m (15.72ft)
	A5	01 21 15.50	103 59 03.62	4.86m (15.94ft)
	A9	01 21 12.56	103 59 03.65	5.02m (16.47ft)
	A10	01 21 10.34	103 59 02.40	5.04m (16.54ft)
	A11	01 21 07.93	103 59 01.41	5.25m (17.22ft)
	A12	01 21 05.76	103 59 00.49	5.38m (17.65ft)
	A13	01 21 03.59	103 58 59.58	5.48m (17.98ft)
	A14	01 21 01.66	103 58 57.59	5.57m (18.27ft)
	A15	01 21 00.77	103 58 55.41	5.46m (17.91ft)
	A16	01 20 59.27	103 58 54.20	5.51m (18.08ft)
	A17	01 20 57.25	103 58 54.06	5.23m (17.16ft)
	A18	01 20 55.87	103 58 55.25	5.37m (17.62ft)
	A19	01 20 55.26	103 58 57.13	5.40m (17.72ft)
	A20	01 20 56.09	103 58 58.83	5.45m (17.88ft)
	A21	01 20 57.10	103 59 00.80	5.49m (18.01ft)
T3 NORTH APRON	B1	01 21 26.86	103 59 08.37	4.82m (15.81ft)
	B2	01 21 28.18	103 59 06.82	4.68m (15.35ft)
	B3	01 21 30.33	103 59 07.30	4.65m (15.26ft)
	B4	01 21 32.03	103 59 08.60	4.75m (15.58ft)
	B5	01 21 32.98	103 59 10.89	4.80m (15.75ft)
	B6	01 21 35.15	103 59 13.16	4.96m (16.27ft)
	B7	01 21 37.65	103 59 13.93	4.97m (16.31ft)
	B8	01 21 39.94	103 59 15.20	5.09m (16.70ft)
	B9	01 21 42.19	103 59 16.16	5.13m (16.83ft)
	B10	01 21 44.47	103 59 17.12	5.10m (16.73ft)
T1 WEST APRON	C1	01 21 46.75	103 59 18.08	5.09m (16.70ft)
	C20	01 21 48.83	103 59 19.23	5.08m (16.67ft)
	C22	01 21 51.00	103 59 20.13	5.15m (16.90ft)
	C23	01 21 53.56	103 59 20.77	5.08m (16.67ft)
	C24	01 21 56.54	103 59 20.97	4.89m (16.04ft)
	C25	01 21 59.12	103 59 20.59	4.99m (16.37ft)
	C26	01 22 01.48	103 59 20.76	5.01m (16.44ft)
T1 CENTRAL APRON	C11	01 21 47.42	103 59 23.82	5.07m (16.63ft)
	C13	01 21 49.64	103 59 24.75	5.05m (16.57ft)
	C15	01 21 51.90	103 59 25.71	5.05m (16.57ft)
	C16	01 21 53.63	103 59 26.42	4.91m (16.11ft)
	C17	01 21 55.63	103 59 26.07	5.03m (16.50ft)
	C18	01 21 57.86	103 59 25.75	4.99m (16.37ft)
	C19	01 21 59.79	103 59 25.63	4.95m (16.24ft)
	D30	01 21 44.54	103 59 30.14	5.09m (16.70ft)
	D32	01 21 46.73	103 59 31.07	5.08m (16.67ft)
	D34	01 21 49.03	103 59 32.04	5.07m (16.63ft)
	D35	01 21 50.87	103 59 32.82	5.02m (16.47ft)
	D36	01 21 51.98	103 59 34.52	5.06m (16.60ft)
	D37	01 21 53.37	103 59 36.28	4.97m (16.31ft)
	D38	01 21 54.58	103 59 37.77	4.99m (16.37ft)
T1 EAST APRON	D40	01 21 38.13	103 59 32.89	5.11m (16.77ft)
	D40L	01 21 37.38	103 59 32.83	5.09m (16.70ft)
	D40R	01 21 38.77	103 59 32.84	5.13m (16.83ft)
	D41	01 21 40.30	103 59 33.81	5.07m (16.63ft)
	D42	01 21 42.77	103 59 34.58	5.15m (16.89ft)
	D42L	01 21 42.00	103 59 34.47	5.12m (16.79ft)
	D42R	01 21 43.45	103 59 34.44	5.21m (17.09ft)
	D44	01 21 44.97	103 59 35.44	5.14m (16.86ft)
	D46	01 21 47.40	103 59 36.72	5.08m (16.67ft)
	D47	01 21 49.19	103 59 38.89	4.93m (16.17ft)
	D48	01 21 50.60	103 59 40.77	4.97m (16.31ft)
	D49	01 21 52.23	103 59 42.35	4.98m (16.34ft)
T2 NORTH APRON	E8	01 21 27.99	103 59 38.45	4.68m (15.35ft)
	E10	01 21 24.15	103 59 32.67	4.71m (15.45ft)
	E11	01 21 25.57	103 59 34.37	4.78m (15.68ft)
	E12	01 21 27.20	103 59 36.42	4.75m (15.58ft)
	E20	01 21 24.36	103 59 27.08	5.04m (16.54ft)
	E22	01 21 26.64	103 59 28.04	5.07m (16.63ft)
	E24	01 21 29.01	103 59 29.06	5.09m (16.70ft)
	E24L	01 21 28.32	103 59 28.77	5.10m (16.73ft)
	E24R	01 21 29.53	103 59 29.28	5.08m (16.67ft)
	E26	01 21 31.19	103 59 29.96	5.08m (16.67ft)
	E27	01 21 33.56	103 59 30.96	5.07m (16.62ft)
	E27L	01 21 32.79	103 59 30.86	5.03m (16.48ft)
	E27R	01 21 34.20	103 59 30.91	5.12m (16.80ft)
	E28	01 21 35.74	103 59 31.89	5.08m (16.67ft)

INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
T2 CENTRAL APRON	E1	01 21 20.02	103 59 25.58	4.91m (16.11ft)
	E2	01 21 19.28	103 59 27.30	4.90m (16.08ft)
	E3	01 21 18.44	103 59 29.27	4.82m (15.81ft)
	E4	01 21 18.10	103 59 31.70	4.80m (15.75ft)
	E5	01 21 19.56	103 59 33.72	4.90m (16.08ft)
	E6	01 21 21.22	103 59 35.93	4.84m (15.88ft)
	E7	01 21 22.48	103 59 37.46	4.73m (15.52ft)
	F30	01 21 14.71	103 59 23.33	4.92m (16.14ft)
	F31	01 21 13.87	103 59 25.30	4.91m(16.11ft)
	F32	01 21 13.03	103 59 27.26	4.85m (15.91ft)
	F33	01 21 11.30	103 59 28.54	4.91m (16.11ft)
	F34	01 21 08.98	103 59 28.96	4.92m (16.14ft)
	F35	01 21 06.60	103 59 29.55	4.91m (16.11ft)
	F35L	01 21 06.06	103 59 30.13	4.74m (15.55ft)
	F35R	01 21 06.96	103 59 29.05	5.04m (16.54ft)
	F36	01 21 04.34	103 59 29.67	4.82m (15.81ft)
T2 SOUTH APRON	F37	01 20 59.83	103 59 27.87	4.75m (15.58ft)
	F40	01 21 05.62	103 59 25.34	4.85m (15.91ft)
	F41	01 21 03.19	103 59 25.58	4.82m (15.81ft)
	F42	01 21 00.61	103 59 25.96	4.72m (15.49ft)
	F50	01 21 10.69	103 59 21.32	5.03m (16.50ft)
	F52	01 21 08.51	103 59 20.40	5.11m (16.77ft)
	F52L	01 21 07.82	103 59 20.11	5.16m (16.93ft)
	F52R	01 21 09.04	103 59 20.62	5.08m (16.67ft)
	F54	01 21 06.14	103 59 19.40	5.22m (17.13ft)
	F56	01 21 03.96	103 59 18.48	5.30m (17.39ft)
	F56L	01 21 03.27	103 59 18.18	5.42m (17.78ft)
	F56R	01 21 04.49	103 59 18.70	5.34m (17.52ft)
	F58	01 21 01.58	103 59 17.47	5.49m (18.01ft)
	F59	01 20 59.41	103 59 16.55	5.64m (18.50ft)
	F59L	01 20 58.72	103 59 16.26	5.67m (18.60ft)
	F59R	01 20 59.93	103 59 16.78	5.60m (18.37ft)
	F60	01 20 56.91	103 59 15.50	5.77m (18.93ft)
EAST REMOTE APRON	200	01 20 47.83	103 59 11.67	6.23m (20.44ft)
	200L	01 20 46.91	103 59 11.92	6.29m (20.64ft)
	200R	01 20 48.35	103 59 11.89	6.18m (20.28ft)
	201	01 20 49.99	103 59 12.62	5.96m (19.55ft)
	202	01 20 52.34	103 59 13.57	5.94m (19.49ft)
	202L	01 20 51.65	103 59 13.28	5.76m (18.90ft)
	202R	01 20 52.87	103 59 13.79	5.73m (18.80ft)
	203	01 20 54.52	103 59 14.47	5.92m (19.42ft)
SOUTH-EAST REMOTE APRON	205	01 20 43.91	103 59 17.06	4.77m (15.65ft)
	206	01 20 46.08	103 59 17.98	4.76m (15.62ft)
	207	01 20 47.91	103 59 18.88	4.74m (15.55ft)
	208	01 20 49.48	103 59 19.54	4.74m (15.55ft)
	209	01 20 51.06	103 59 20.21	4.75m (15.58ft)
NORTH REMOTE APRON	300	01 22 06.95	103 59 22.67	4.53m (14.86ft)
	301	01 22 06.41	103 59 24.69	4.93m (16.17ft)
	302	01 22 05.21	103 59 26.75	4.97m (16.31ft)
	303	01 22 03.55	103 59 31.40	5.32m (17.45ft)
	304	01 22 02.84	103 59 33.06	5.35m (17.55ft)
	305	01 22 02.14	103 59 34.71	5.30m (17.39ft)
	306	01 22 01.41	103 59 36.42	5.16m (16.93ft)
	307	01 21 59.39	103 59 40.36	5.16m (16.93ft)
	308	01 21 58.96	103 59 41.35	5.10m (16.73ft)
	309	01 21 58.52	103 59 43.17	5.06m (16.60ft)
	310	01 21 57.42	103 59 44.96	4.74m (15.55ft)
NORTH-EAST REMOTE APRON	400	01 21 38.71	103 59 40.14	4.31m (14.14ft)
	401	01 21 40.98	103 59 41.10	4.31m (14.14ft)
	402	01 21 42.85	103 59 41.89	4.30m (14.11ft)
	403	01 21 44.37	103 59 42.53	4.29m (14.07ft)
	404	01 21 45.45	103 59 42.98	4.20m (13.78ft)
WEST CARGO APRON	502	01 22 22.23	103 59 31.62	4.35m (14.27ft)
	503	01 22 24.98	103 59 32.78	4.29m (14.07ft)
	504	01 22 27.26	103 59 33.74	4.29m (14.07ft)
	505	01 22 29.54	103 59 34.70	4.32m (14.17ft)
	506	01 22 31.81	103 59 35.66	4.38m (14.37ft)
	507	01 22 34.11	103 59 36.64	4.36m (14.30ft)
	508	01 22 36.41	103 59 37.61	4.29m (14.07ft)
	509	01 22 39.12	103 59 38.76	4.09m (13.42ft)
	510	01 22 41.37	103 59 40.18	4.19m (13.75ft)
	511	01 22 43.54	103 59 41.09	4.22m (13.85ft)
	512	01 22 45.71	103 59 42.01	4.24m (13.91ft)
	513	01 22 47.89	103 59 42.92	4.26m (13.98ft)
	514	01 22 50.19	103 59 43.54	4.36m (14.30ft)
	515	01 22 52.90	103 59 43.20	4.09m (13.43ft)
	516	01 22 55.39	103 59 43.97	4.04m (13.26ft)
	516L	01 22 56.24	103 59 43.80	3.96m (12.98ft)
	516R	01 22 54.93	103 59 43.25	3.95m (12.97ft)
	517	01 22 58.02	103 59 45.08	4.05m (13.27ft)
	517L	01 22 58.83	103 59 44.99	3.98m (13.05ft)
	517R	01 22 57.55	103 59 44.35	3.96m (12.98ft)

INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
EAST CARGO APRON	600	01 22 14.12	103 59 48.10	4.25m (13.94ft)
	600L	01 22 13.28	103 59 48.27	4.22m (13.83ft)
	600R	01 22 14.58	103 59 48.81	4.15m (13.60ft)
	601	01 22 16.52	103 59 49.27	4.27m (14.01ft)
	602	01 22 18.80	103 59 50.23	4.30m (14.11ft)
	603	01 22 21.15	103 59 51.02	4.29m (14.07ft)
	604	01 22 23.46	103 59 51.99	4.31m (14.14ft)
	605	01 22 25.19	103 59 52.75	4.27m (14.01ft)
EAST SERVICE APRON	606	01 22 10.00	103 59 52.53	2.43m (7.97ft)
	609	01 22 12.95	103 59 55.04	2.91m (9.55ft)
ACEHUB	611	01 22 22.14	104 00 02.87	4.01m (13.16ft)
	612	01 22 24.50	104 00 02.87	3.91m (12.83ft)
SOUTH APRON	461	01 20 39.67	103 58 52.75	5.92m (19.42ft)
	462	01 20 40.69	103 58 50.37	5.92m (19.42ft)
	462L	01 20 40.41	103 58 51.02	5.92m (19.42ft)
	462R	01 20 40.97	103 58 49.71	5.92m (19.42ft)
	463	01 20 41.80	103 58 47.76	5.92m (19.42ft)
	463L	01 20 41.52	103 58 48.42	5.92m (19.42ft)
	463R	01 20 42.06	103 58 47.17	5.92m (19.42ft)
	464	01 20 32.33	103 58 49.39	5.31m (17.42ft)
	465	01 20 33.61	103 58 47.20	5.31m (17.42ft)
	466	01 20 34.53	103 58 45.05	5.31m (17.42ft)
	467	01 20 27.32	103 58 45.73	5.32m (17.45ft)
	468	01 20 28.34	103 58 43.34	5.32m (17.45ft)
	469	01 20 29.36	103 58 40.96	5.32m (17.45ft)
T4 APRON	G1	01 20 07.58	103 59 00.97	3.95m (12.96ft)
	G2	01 20 08.88	103 59 01.52	3.95m (12.96ft)
	G3	01 20 10.18	103 59 02.07	3.95m (12.96ft)
	G4	01 20 11.48	103 59 02.07	3.94m (12.93ft)
	G5	01 20 12.77	103 59 03.17	3.94m (12.93ft)
	G6	01 20 14.49	103 59 03.89	3.93m (12.89ft)
	G7	01 20 15.70	103 59 04.57	3.89m (12.76ft)
	G8	01 20 17.01	103 59 05.12	3.85m (12.63ft)
	G9	01 20 18.31	103 59 05.67	3.85m (12.63ft)
	G10	01 20 19.60	103 59 06.22	3.86m (12.66ft)
	G11	01 20 20.90	103 59 06.77	3.84m (12.60ft)
	G12	01 20 22.20	103 59 07.31	3.83m (12.57ft)
	G13	01 20 23.50	103 59 07.86	3.82m (12.53ft)
	G14	01 20 24.79	103 59 08.41	3.82m (12.57ft)
	G15	01 20 26.09	103 59 08.96	3.88m (12.73ft)
	G16	01 20 27.39	103 59 09.50	4.05m (13.29ft)
	G17	01 20 28.69	103 59 10.05	4.00m (13.12ft)
	G18	01 20 31.53	103 59 11.86	4.36m (14.30ft)
	G18L	01 20 32.05	103 59 12.85	4.34m (14.24ft)
	G18R	01 20 31.65	103 59 11.26	4.43m (14.53ft)
	G19	01 20 32.64	103 59 09.25	4.56m (14.96ft)
	G19L	01 20 33.17	103 59 11.26	4.47m (14.67ft)
	G19R	01 20 32.77	103 59 08.66	4.56m (14.96ft)
	G20	01 20 33.75	103 59 06.65	4.52m (14.83ft)
	G20L	01 20 34.13	103 59 07.58	4.44m (14.57ft)
	G20R	01 20 33.99	103 59 06.10	4.52m (14.83ft)
	G21	01 20 34.87	103 59 04.04	4.51m (14.80ft)
	G21L	01 20 35.24	103 59 04.98	4.52m (14.83ft)
	G21R	01 20 35.10	103 59 03.49	4.55m (14.93ft)

RESTRICTIONS ON TAXIWAYS

1) Pilots are advised to apply minimum thrust when
   i) turning into TWY A1, A3, A4 and Taxilane A5 while taxiing either northwards or southwards on Taxilane A6, and
   ii) thereafter when taxiing along TWY A1 up to and including the TWY A7/A1 junction.
   This is in view of apron activities at aircraft stands D40, D41, D47, D48, D49, E22, E24, E27 and E28.

2) TWY SA can only be used by aircraft with maximum wingspan 65m. TWY SA is a one-way live TWY for aircraft taxiing into SASCO hangar via RWY 02L. Only tow-out operation is allowed from SASCO hangar into TWY SA and RWY 02L.

3) TWY NC3 (between TWY WA and TWY A6) can only be used by aircraft with maximum wingspan 65m.

4) Taxiway centreline along TWY EP between TWY B1 and B3 offset eastward by 2.5m away from aircraft stands E7 and F36.

5) Pilots are advised to apply minimum thrust when turning into taxiway WA from taxilane V6.

6) Taxilane U4 (behind aircraft stands A18 to A21) can only be used by aircraft with maximum wingspan 61m.

7) Taxilane N1 (behind aircraft stands C16 to C19 and between TWY NC2 and TWY NC3), Taxilane N2 and Taxilane N3 (behind aircraft stands D35 to D38 and between TWY NC2 and TWY NC3) can only be used by aircraft with maximum wingspan 65m.

8) Taxilane A6 (behind aircraft stands E20 to E24) and Taxilane C6 (behind aircraft stands F50 to F54) can only be used by aircraft with maximum wingspan 65m (towing and pushback exempted).

9) Taxilane L5 can only be used by aircraft with maximum wingspan 36m.

10) TWY L8, L9 and L10 can only be used by aircraft with maximum wingspan 65m.

11) Pilots are advised to exercise caution when taxiing near Taxilane L5, L8, L9 and L10.

12) Pilots are advised to apply speed limit of 20 knots when taxiing along TWY SOUTH CROSS 1 and SOUTH CROSS 2.

13) Pilots turning aircraft into aircraft stand A2 or aircraft stand B2 are advised to wait for any aircraft holding at Taxilane V6, at the inner cul-de-sac portion of the terminal building to vacate this portion before turning into aircraft stand A2 or aircraft stand B2.

14) TWY M, M4, M5, M6 and M7 are solely for use by Republic of Singapore Air Force (RSAF) aircraft.

15) TWY located western side of RWY 02L/20R, between TWY M5 and TWY M6 is solely for use by Republic of Singapore Air Force (RSAF) aircraft.

RADIO ALTIMETER OPERATIONS AREA

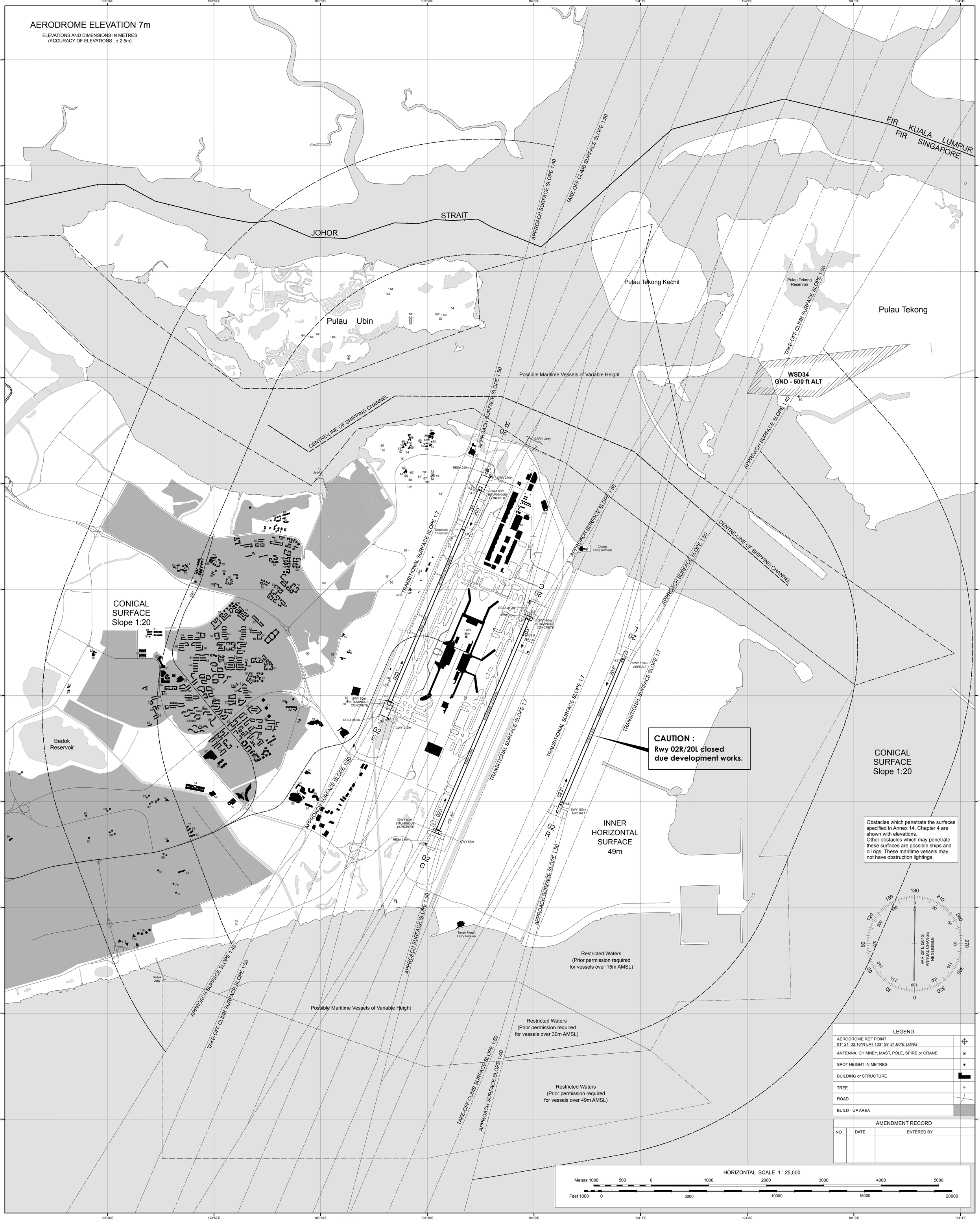
A radio altimeter operating area is established in the pre-threshold area of Runway 02L/20R and Runway 02C/20C. The size of the radio altimeter operating area is 300m length and 120m width.

AIRCRAFT STANDS WITH SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM.

TOTAL AIRCRAFT PARKING POSITIONS : 211

AERODROME OBSTACLE CHART - ICAO
TYPE B

SINGAPORE / Singapore Changi



CHANGES : Reprint.

GRID : Grid lines and co-ordinates shown are based on WGS-84 datum.

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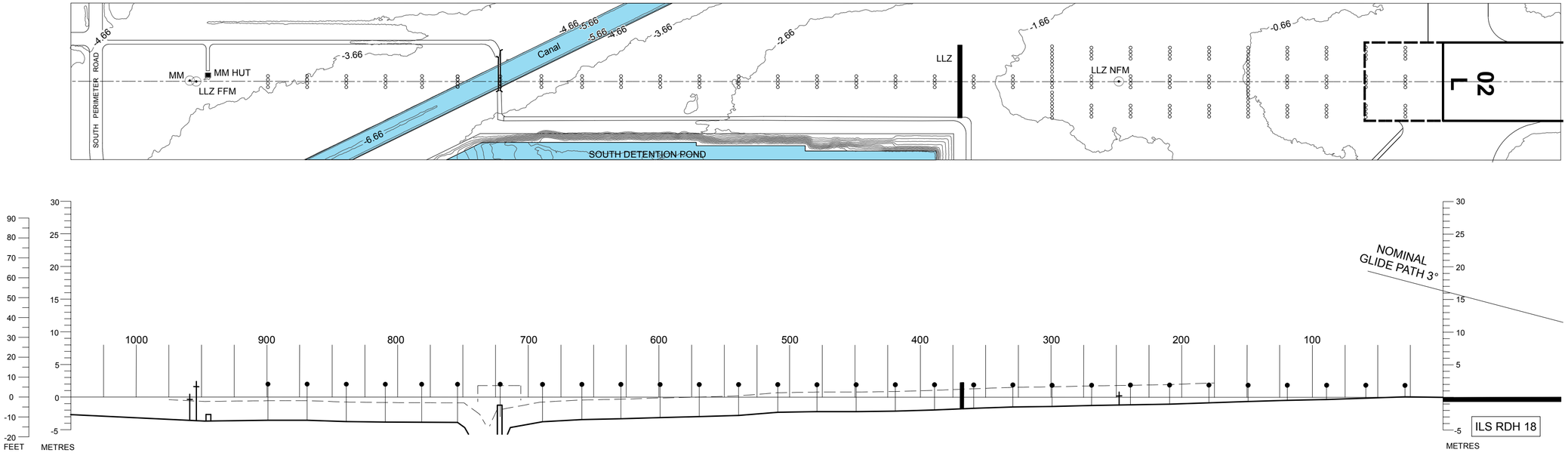
SINGAPORE/Singapore Changi

RWY 02L

DISTANCES AND HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO



SCALE 1 : 2,500

0 50 100 200 300 Meters

0 50 100 200 300 400 500 600 700 800 900 1,000 Feet

HORIZONTAL SCALE 1 : 2,500

VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

LEGEND	
BUILDING	
ROAD	
CONTOUR	
BRIDGE	
ANTENNA	
LOCALISER	LLZ
APPROACH LIGHTS	
CENTRE-LINE PROFILE	
DEVIATION AT LEAST +/- 3m FROM CENTERLINE PROFILE	

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

CHANGES : Reprint.

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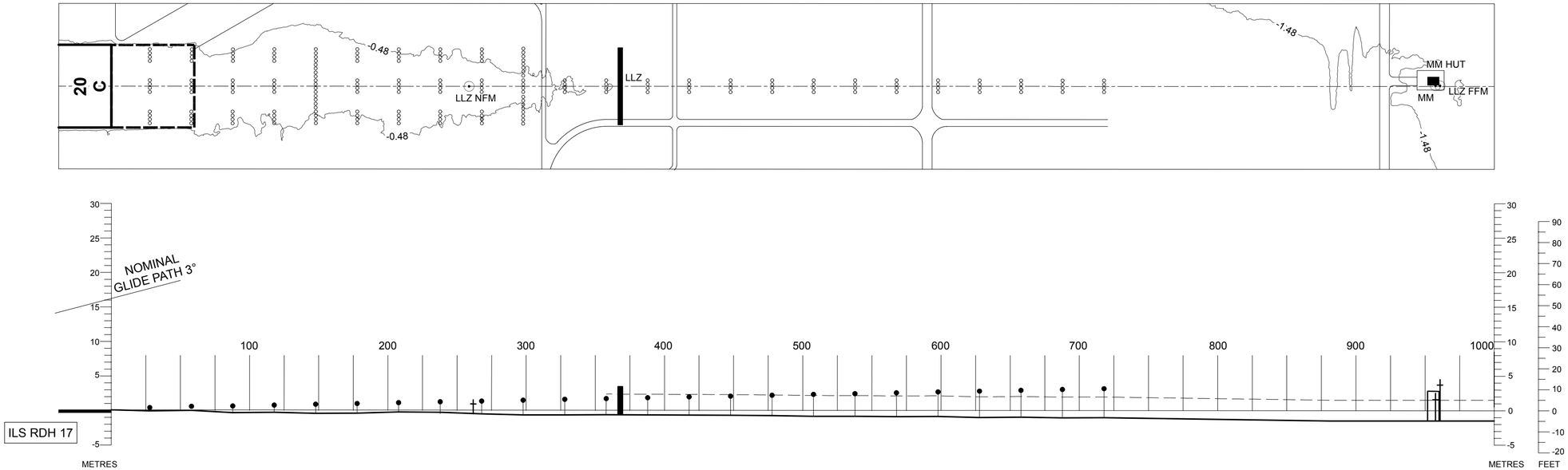
SINGAPORE/Singapore Changi

RWY 20C

DISTANCES AND HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO



SCALE 1 : 2,500

0 50 100 200 300 Meters

0 50 100 200 300 400 500 600 700 800 900 1,000 Feet

HORIZONTAL SCALE 1 : 2,500

VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

LEGEND	
BUILDING	
ROAD	
CONTOUR	-0.48
ANTENNA	
LOCALISER	LLZ
APPROACH LIGHTS	
CENTRE-LINE PROFILE	
DEVIATION AT LEAST +/- 3m FROM CENTERLINE PROFILE	

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

CHANGES : Reprint.

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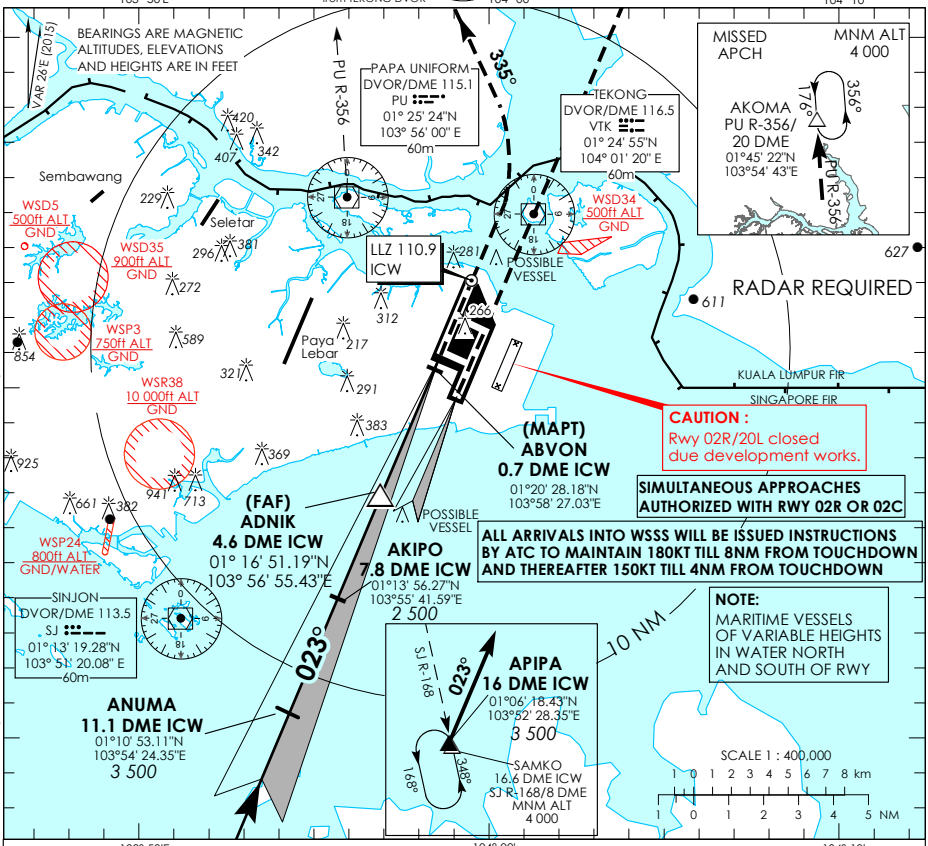
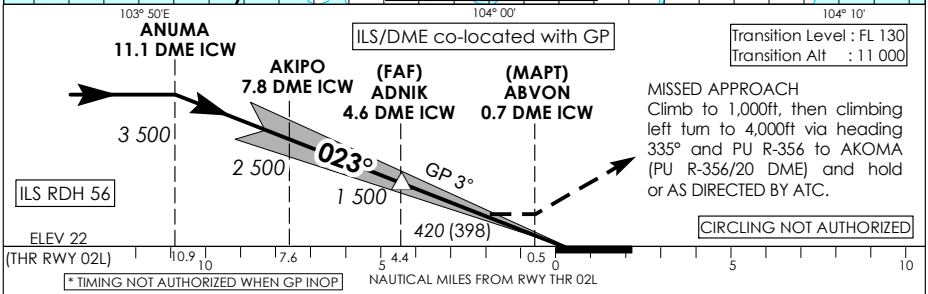
INSTRUMENT APPROACH CHART

AERODROME ELEV 22ft
HEIGHT RELATED TO THR RWY 02L - ELEV 22ft

D-ATIS AP ID WSSS
APP 128.6 120.3 119.3
TWR 118.6 118.25

SINGAPORE/ SINGAPORE CHANGI
ICW ILS/DME RWY 02L





* TIMING NOT AUTHORIZED WHEN GP INOP

		OCA (OCH)				
Category of Aircraft		A	B	C	D	D_L
Straight-in	CAT I ILS	**173 (151)**	**187 (165)**	**203 (181)**	**216 (194)**	**219 (197)**
	CAT II ILS	**88 (66)**	**98 (76)**	**108 (86)**	**127 (105)**	**127 (105)**
	GP INOP	**420 (398)**				

Distance	4 DME		3 DME		2 DME
Altitude (Height)	**1290 (1268)**		**970 (948)**		**660 (638)**
Speed	knots	70	120	150	185
FAF - MAPT 3.9nm	min : s *	**3 : 21**	**1 : 57**	**1 : 34**	**1 : 16**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

CHANGES : Obstacle added.

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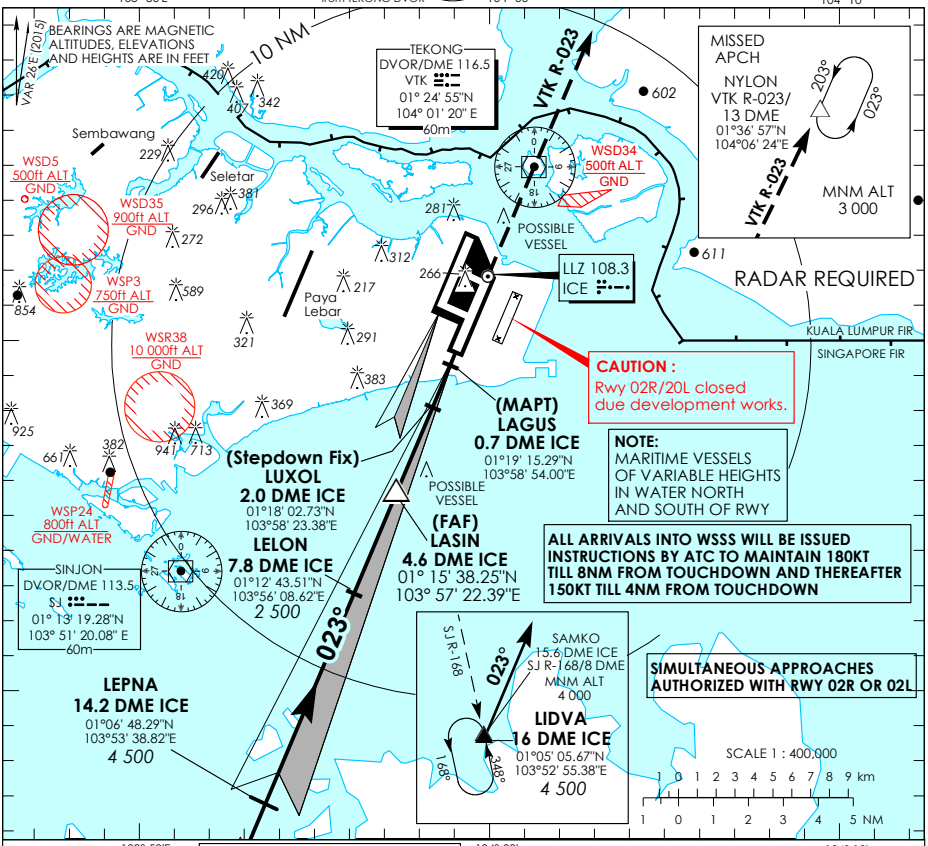
INSTRUMENT APPROACH CHART

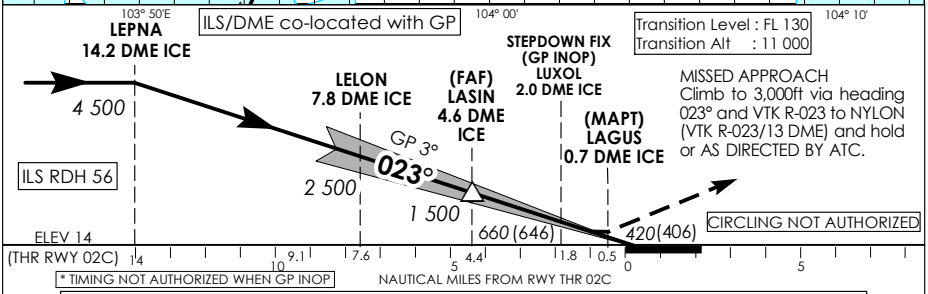
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 02C - ELEV 14ft

MSA 25 NM from TEKONG DVOR
3400' 080° 1900' 2100' 360°

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

SINGAPORE/
SINGAPORE CHANGI
ICE ILS/DME
RWY 02C





* TIMING NOT AUTHORIZED WHEN GP INOP

		OCA (OCH)				
Category of Aircraft		A	B	C	D	D_L
Straight-in	CAT I ILS	**170 (156)**	**180 (166)**	**196 (182)**	**209 (195)**	**212 (198)**
	GP INOP (with stepdown fix)	**420 (406)**				
	GP INOP (without stepdown fix)	**660 (646)**				

Distance		4 DME			3 DME
Altitude (Height)		**1290 (1276)**			**970 (956)**
Speed	knots	70	120	150	185
FAF - MAPT 3.9nm	min : s*	**3 : 21**	**1 : 57**	**1 : 34**	**1 : 16**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

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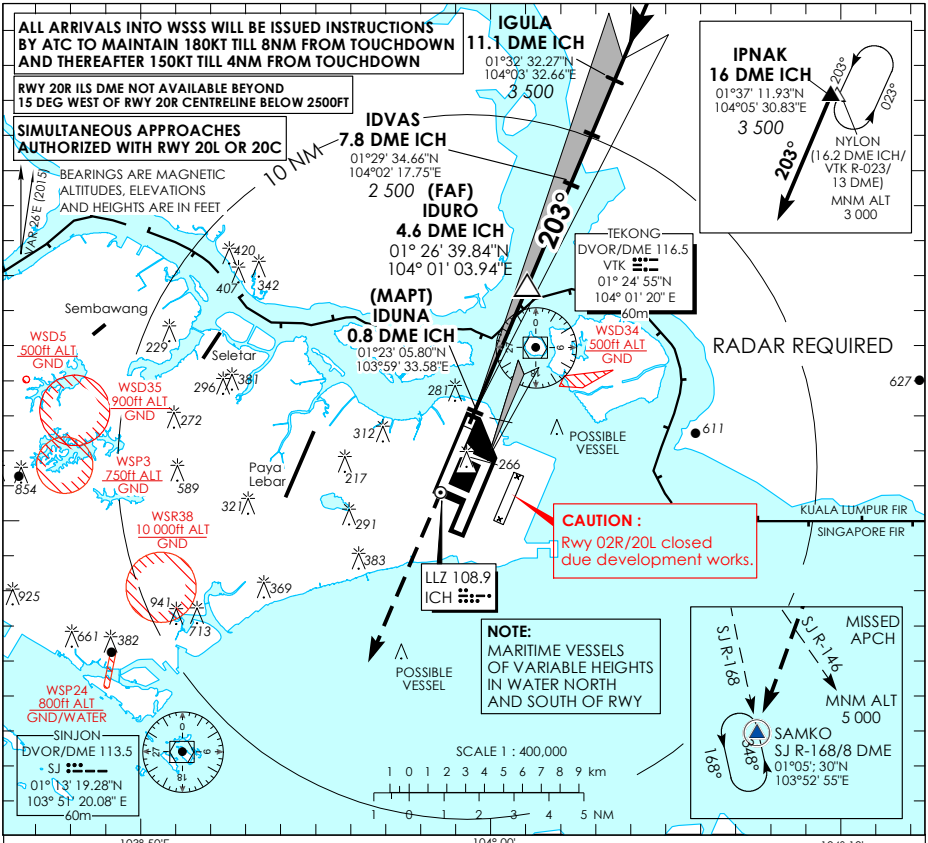
INSTRUMENT APPROACH CHART

AERODROME ELEV 22ft
HEIGHT RELATED TO
DTHR RWY 20R - ELEV 13ft

MSA 25 NM
from TEKONG DVOR

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

SINGAPORE/ SINGAPORE CHANGI
ICH ILS/DME RWY 20R



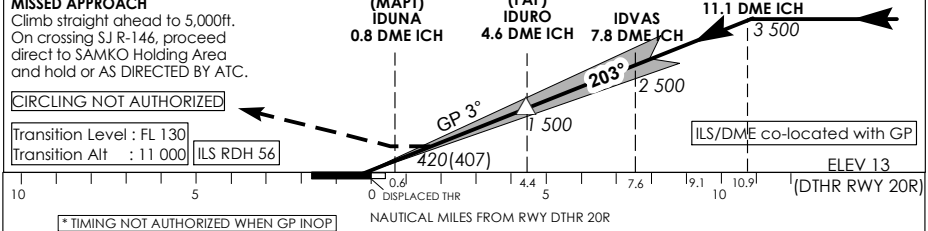
This procedure requires a missed approach climb gradient of 3.7% (225 ft/NM) until passing 2,500ft.
For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 693ft (680ft).

MISSED APPROACH
Climb straight ahead to 5,000ft.
On crossing SJ R-146, proceed direct to SAMKO Holding Area and hold or AS DIRECTED BY ATC.

CIRCLING NOT AUTHORIZED

Transition Level : FL 130
Transition Alt : 11 000

ILS RDH 56



* TIMING NOT AUTHORIZED WHEN GP INOP

		OCA (OCH)				
Category of Aircraft		A	B	C	D	D_L
Straight-in	CAT I ILS	**152 (139)**	**159 (146)**	**179 (166)**	**192 (179)**	**195 (182)**
	GP INOP	**420 (407)**				

Distance	4 DME		3 DME		2 DME
Altitude (Height)	**1290 (1277)**		**970 (957)**		**650 (637)**
Speed	knots	70	120	150	185
FAF - MAPT 3.9nm	min : s *	**3 : 21**	**1 : 57**	**1 : 34**	**1 : 16**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

CHANGES : Obstacle added.

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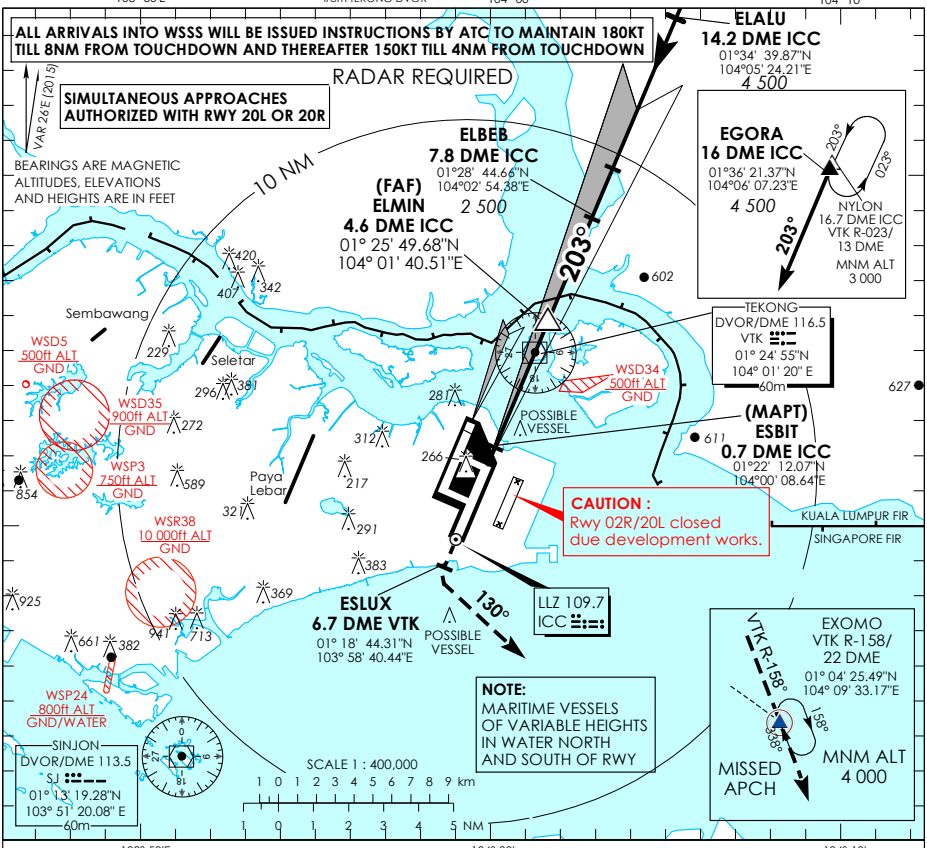
INSTRUMENT APPROACH CHART

AERODROME ELEV 22ft
HEIGHT RELATED TO THR RWY 20C - ELEV 15ft

MSA 25 NM from TEKONG DVOR
3400' 090° 180° 1900' 2100' 360°

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

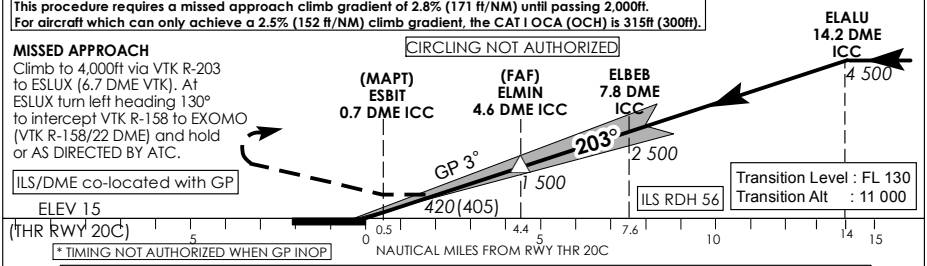
SINGAPORE/
SINGAPORE CHANGI
ICC ILS/DME
RWY 20C



This procedure requires a missed approach climb gradient of 2.8% (171 ft/NM) until passing 2,000ft.
For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 315ft (300ft).

MISSED APPROACH
Climb to 4,000ft via VTK R-203 to ESLUX (6.7 DME VTK). At ESLUX turn left heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/22 DME) and hold or AS DIRECTED BY ATC.

CIRCLING NOT AUTHORIZED



* TIMING NOT AUTHORIZED WHEN GP INOP

		OCA (OCH)				
Category of Aircraft		A	B	C	D	D_L
Straight-in	CAT I ILS	**166 (151)**	**180 (165)**	**196 (181)**	**209 (194)**	**212 (197)**
	CAT II ILS	**71 (56)**	**78 (63)**	**91 (76)**	**101 (86)**	**107 (92)**
	GP INOP	**420 (405)**				

Distance	4 DME		3 DME		2 DME	
Altitude (Height)	**1290 (1275)**		**980 (965)**		**660 (645)**	
Speed	knots	70	120	150	185	
FAF - MAPT 3.9nm	min : s *	**3 : 21**	**1 : 57**	**1 : 34**	**1 : 16**	
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**	

CHANGES : Obstacle added.

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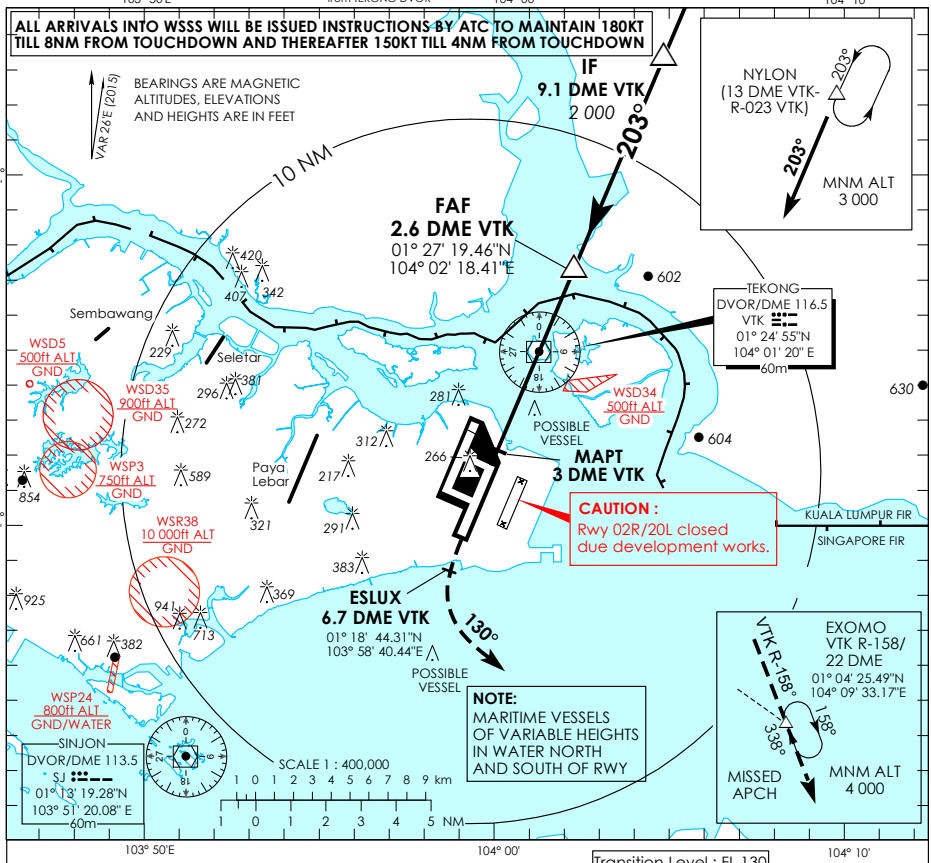
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22ft
HEIGHT RELATED TO AD ELEV

MSA 25 NM from TEKONG DVOR
3400' 090° 1900' 2100' 180° 360°

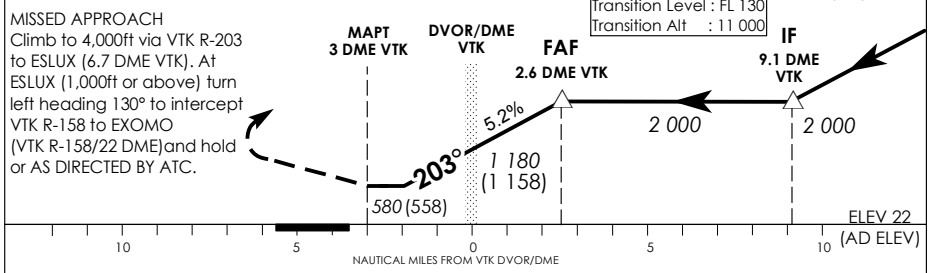
D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

SINGAPORE/ SINGAPORE CHANGI
VTK DVOR/DME RWY 20C



MISSED APPROACH
Climb to 4,000ft via VTK R-203 to ESLUX (6.7 DME VTK). At ESLUX (1,000ft or above) turn left heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/22 DME)and hold or AS DIRECTED BY ATC.

Transition Level : FL 130
Transition Alt : 11 000



OCA (OCH)				
Category of Aircraft	A	B	C	D
Straight-in	**580 (558)**			

Distance	2 DME	1 DME	VTK	1 DME
Altitude (Height)	**1820 (1798)**	**1500 (1478)**	**1180 (1158)**	**860 (838)**

Speed	knots	70	120	150	185
FAF - MAPT 5.6nm	min : s	**4 : 48**	**2 : 48**	**2 : 15**	**1 : 49**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

CHANGES : Obstacle added.

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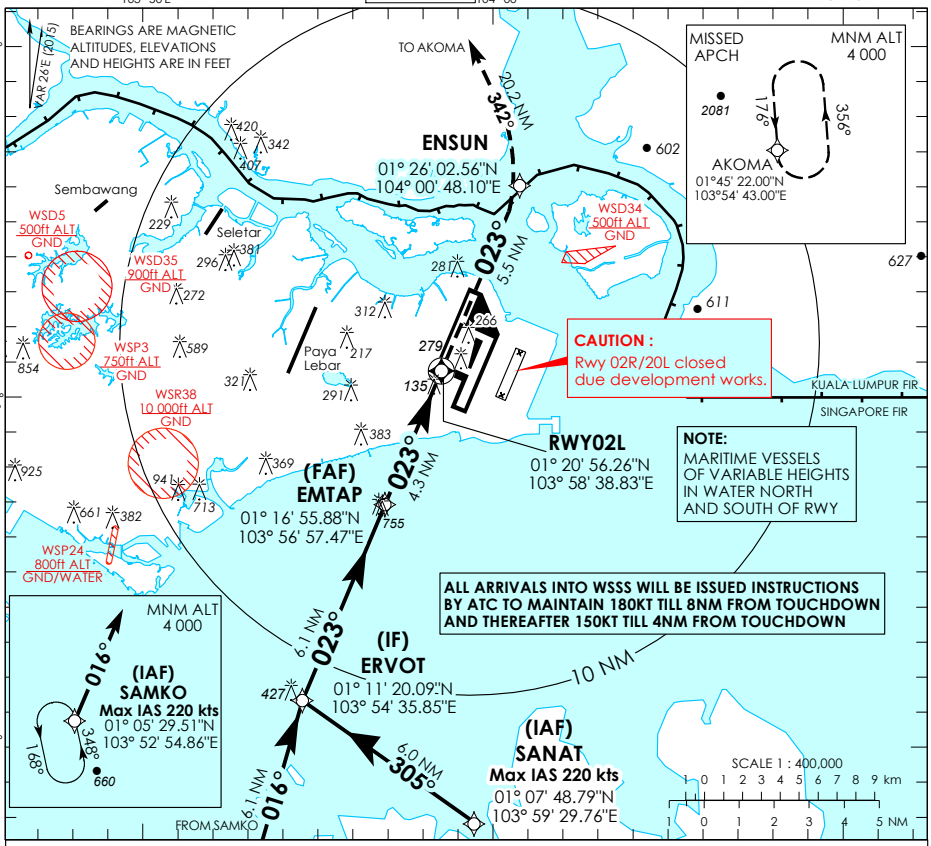
INSTRUMENT APPROACH CHART

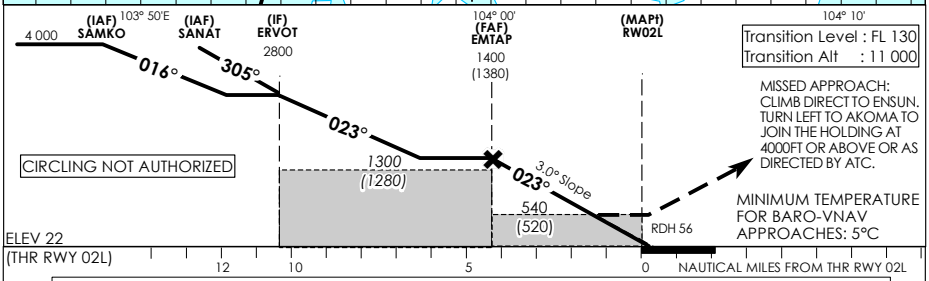
AERODROME ELEV 22ft
HEIGHT RELATED TO THR RWY 02L - ELEV 22ft

MSA 3500 ARP 25 NM

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

SINGAPORE/
SINGAPORE CHANGI
RNAV (GNSS) RWY 02L





		OCA (OCH)			
Category of Aircraft		A	B	C	D
LNAV/VNAV	2.5%	**450 (430)**			
LNAV	2.5%	**540 (520)**			

Fix	SAMKO	SANAT	ERVOT	EMTAP	RW02L	ENSUN	AKOMA
Altitude (Height)	**4000 (3978)**	**4000 (3978)**	**2800 (2778)**	**1400 (1378)**	**540 (518)**	**880 (858)**	**4000 (3978)**
Speed	knots	80	100	120	140	160	180
FAF - MAPt 4.3nm	min : s	**3 : 14**	**2 : 35**	**2 : 09**	**1 : 51**	**1 : 37**	**1 : 26**
Rate of descent/GS	ft/min	**424**	**530**	**637**	**743**	**849**	**955**

CHANGES : Obstacle added.

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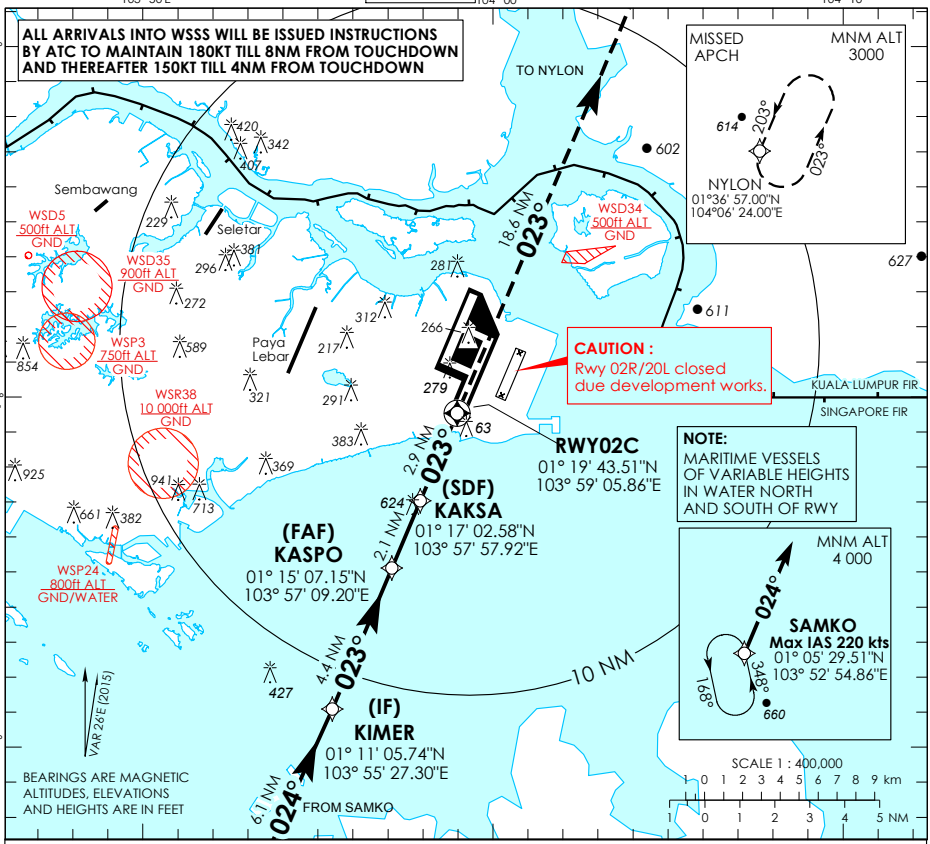
INSTRUMENT APPROACH CHART

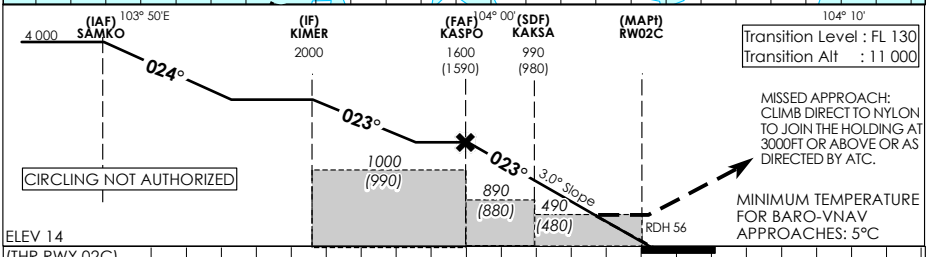
AERODROME ELEV 22ft
HEIGHT RELATED TO THR RWY 02C - ELEV 14ft

MSA 3500 ARP 25 NM

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

SINGAPORE/ SINGAPORE CHANGI
RNAV (GNSS) RWY 02C





		OCA (OCH)			
Category of Aircraft		A	B	C	D
LNAV	2.5%	**490 (480)**			
LNAV without SDF	2.5%	**890 (880)**			
LNAV/VNAV	2.5%	**360 (350)**			

Fix		SAMKO	KIMER	KASPO	KAKSA	RW02C	NYLON
Altitude (Height)		**4000 (3986)**	**2000 (1986)**	**1600 (1586)**	**990 (976)**	**490 (476)**	**3000 (2986)**
Speed	knots	80	100	120	140	160	180
FAF - MAPt 5nm	min : s	**3 : 45**	**3 : 00**	**2 : 30**	**2 : 09**	**1 : 53**	**1 : 40**
Rate of descent/GS	ft/min	**425**	**531**	**637**	**743**	**849**	**955**

CHANGES : Obstacle added.

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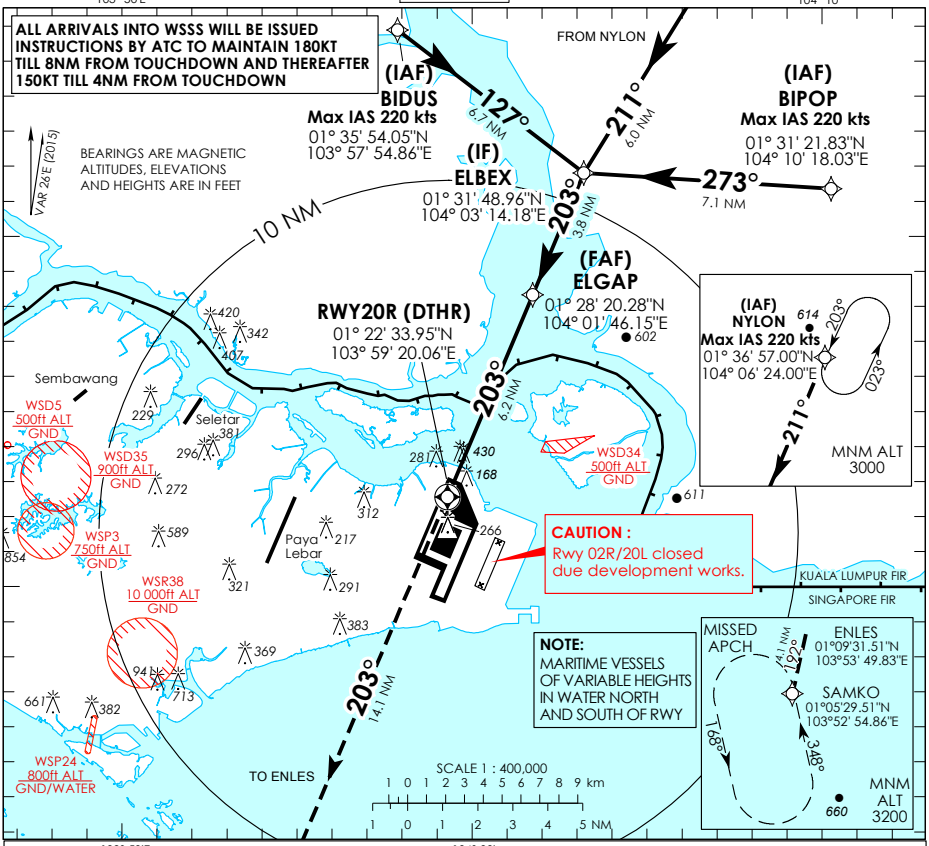
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22ft
HEIGHT RELATED TO DTHR RWY 20R - ELEV 13ft

MSA 3500 ARP 25 NM

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

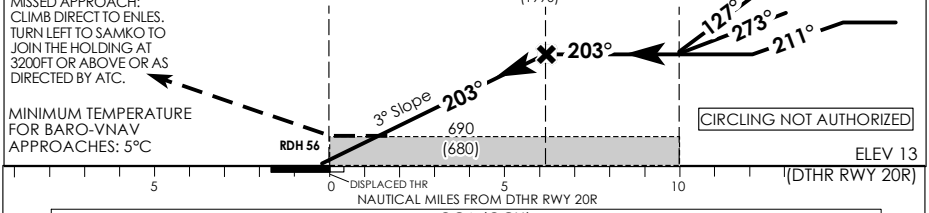
SINGAPORE/
SINGAPORE CHANGI
RNAV (GNSS) RWY 20R



Transition Level : FL 130
Transition Alt : 11 000

MISSED APPROACH:
CLIMB DIRECT TO ENLES.
TURN LEFT TO SAMKO TO JOIN THE HOLDING AT 3200FT OR ABOVE OR AS DIRECTED BY ATC.

MINIMUM TEMPERATURE FOR BARO-VNAV APPROACHES: 5°C



OCA (OCH)					
Category of Aircraft		A	B	C	D
LNAV/VNAV	2.5%	**690 (680)**			
LNAV	2.5%	**690 (680)**			

Fix	BIDUS	NYLON	BIPOP	ELBEX	ELGAP	RW20R	ENLES	SAMKO
Altitude (Height)	**3400 (3387)**	**3000 (2987)**	**3000 (2987)**	**2000 (1987)**	**2000 (1987)**	**690 (680)**	**2180 (2167)**	**3200 (3187)**
Speed	knots	80	100	120	140	160	180	
FAF - MAPt 6.2 nm	min : s	**4 : 39**	**3 : 44**	**3: 06**	**2 : 40**	**2 : 20**	**2 : 04**	
Rate of descent/GS	ft/min	**425**	**531**	**637**	**743**	**849**	**955**	

CHANGES : Obstacle added.

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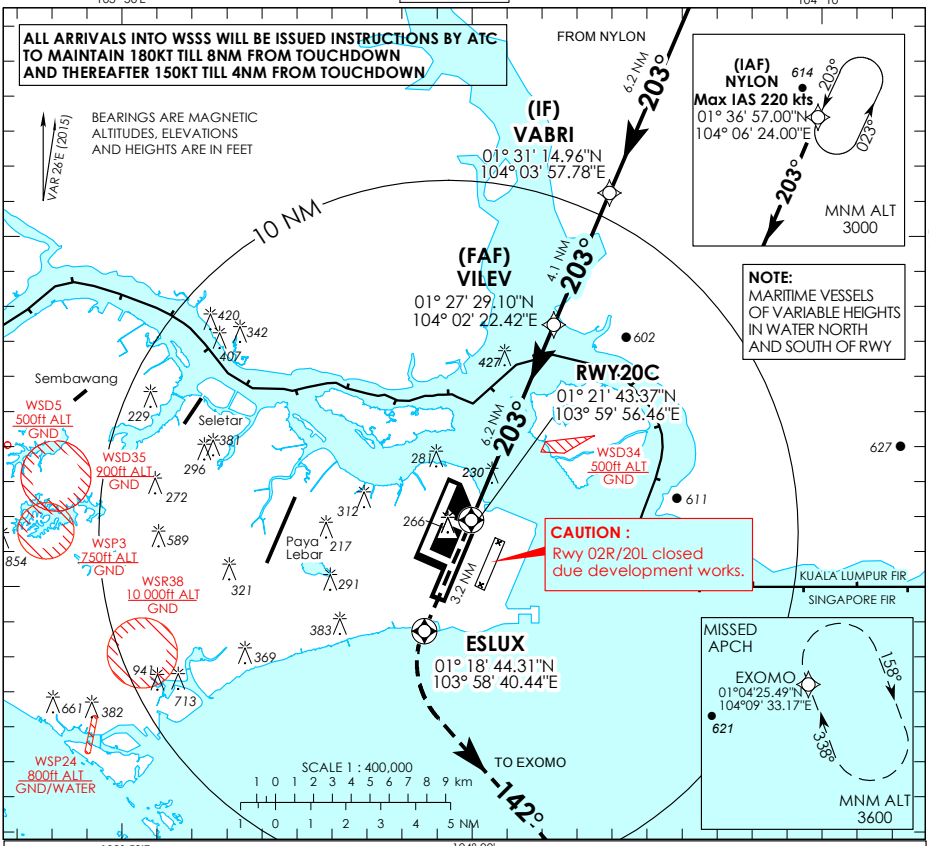
INSTRUMENT APPROACH CHART - ICAO

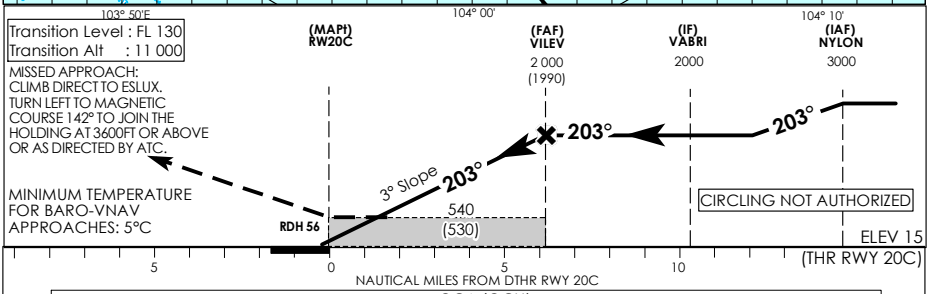
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 20C - ELEV 15ft

MSA 3500 ARP 25 NM

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

SINGAPORE/
SINGAPORE CHANGI
RNAV (GNSS) RWY 20C





OCA (OCH)					
Category of Aircraft		A	B	C	D
LNAV/VNAV	2.5%	**490 (480)**			
LNAV	2.5%	**540 (530)**			

Fix	NYLON	VABRI	VILEV	RW20C	ESLUX	EXOMO
Altitude (Height)	**3000 (2985)**	**2000 (1985)**	**2000 (1985)**	**540 (525)**	**540 (525)**	**3600 (3585)**

Speed	knots	80	100	120	140	160	180
FAF - MAPt 6.2 nm	min : s	**4 : 39**	**3 : 44**	**3: 06**	**2 : 40**	**2 : 20**	**2 : 04**
Rate of descent/GS	ft/min	**425**	**531**	**637**	**743**	**849**	**955**

CHANGES : Obstacle added.

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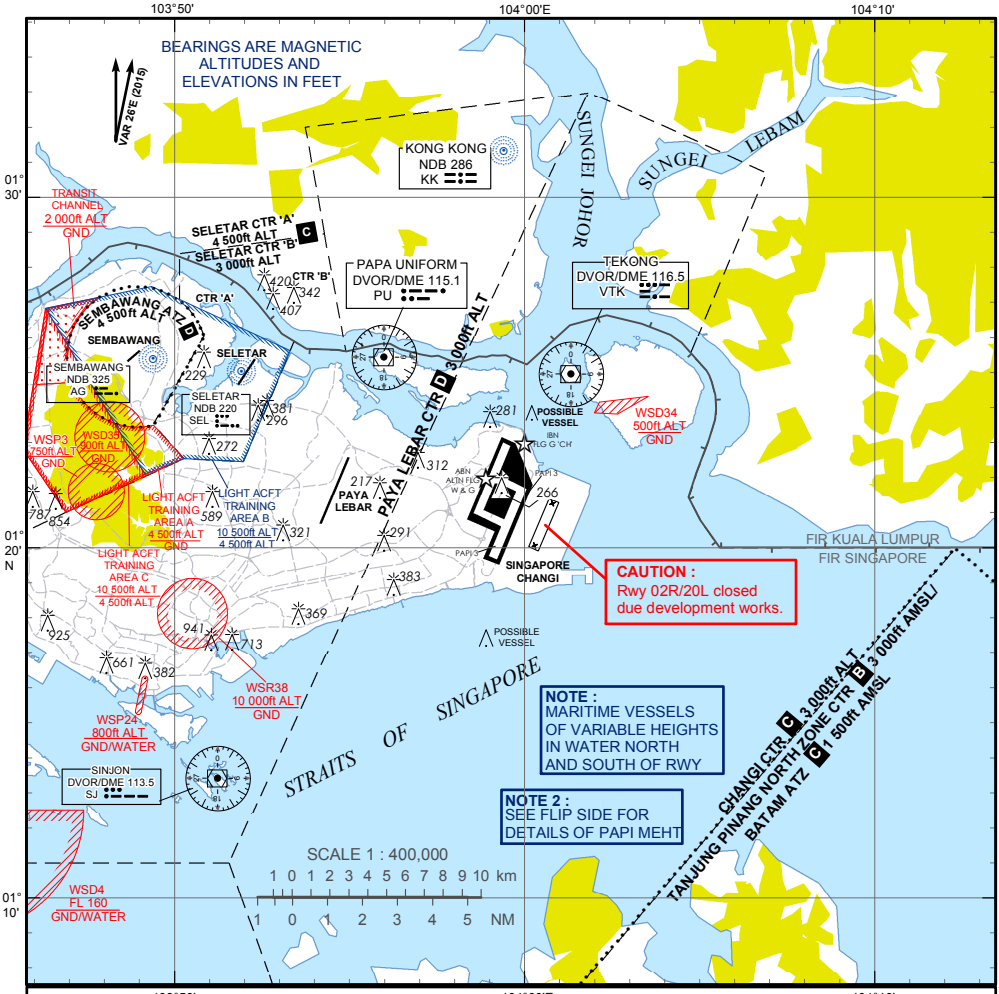
VISUAL APPROACH CHART - ICAO

AERODROME ELEV 22 ft

D-ATIS	AP ID WSSS
	128.6
APP	120.3
	119.3
TWR	118.6
	118.25

SINGAPORE/SINGAPORE CHANGI



VISUAL APPROACH PROCEDURE

1. **An IFR flight operating into Singapore Changi Airport may be cleared for a visual approach subject to the following conditions :-**
   a) **The pilot has the aerodrome in sight and can conduct his approach with visual reference to terrain;**
   b) **The flight will not cause delay to other traffic;**
   c) **There is no conflicting tall vessel movement;**
   d) **The cloud ceiling at the aerodrome is 4,000ft or more for landing on RWY 20C/R and 3,000ft or more for on RWY 02C/L ; and**
   e) **The visibility at the aerodrome is 5km or more.**
2. **Notwithstanding para 1d) and 1e), if the pilot reports that he has the aerodrome in sight and can conduct his approach with visual reference to terrain, the flight may be cleared for a visual approach.**
3. **Pilots may expect radar vectoring for separation and sequencing with other traffic prior to being cleared for a visual approach.**

CHANGES : Obstacles added.

PAPI 3° (MEHT)*				
Pilot's eye height over the threshold when the following PAPI lights come in view.	**RUNWAY**			
	02L	20R	02C	20C
2 White lights and 2 Red lights	20.0m	20.0m	19.8m	19.8m
3 White lights and 1 Red light	24.0m	22.6m	23.7m	23.7m
4 White lights	26.4m	25.0m	26.2m	26.2m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 8 metres are advised to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

WSSL — SINGAPORE / SELETAR

WSSL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WSSL — SINGAPORE / SELETAR

WSSL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP Coordinates and Site at AD*	012501.04N 1035203.52E
2	*Direction and distance from (city)*	006°, 14.6km from city centre (The Fullerton Hotel, Singapore)
3	*Elevation/Reference Temperature*	14 M (46ft) / 33.5°C
4	*Geoid Undulation*	9.78 M
5	MAG VAR	0°26' E (2015)
6	*AD Administration, Address, Telephone, Telefax, AFS*	Address: CHANGI AIRPORTGROUP (S) PTE LTD SELETAR AIRPORT BUILDING 556, WEST CAMP SINGAPORE 797794 TEL: (65)64810017, Fax: (65)64811190 (Airport Manager) TEL: (65)64812909, Fax: (65)64833044 (AIS) TEL: (65)64812893, Fax: (65)64831656 (Control Tower) TEL: (65)64815077, 97533361 FAX: (65)64831754 (Airside Operations Unit) AFS: WSSLYDYX
7	*Types of Traffic Permitted*	IFR and VFR
8	*Remarks*	a. Scheduled Closure Periods for RWY 03/21: see AIP section WSSL AD 2.12 item 12 i). b. PPR for aircraft not equipped with RTF. c. A subsonic jet aircraft, unless otherwise exempted, is not permitted to operate in Singapore unless it possesses a noise certificate stating that it meets the noise standards of ICAO Annex 16, Volume 1, Chapter 3, or equivalent. The noise certificate may also take the form of a suitable statement contained in another document approved by the State of Registry of the aircraft. d. Direct transit area. Overnight transit in Singapore city. e. All arriving and departing aircraft are required to appoint a licensed Ground Handling Agent (GHA). List of Seletar GHAs can be downloaded from URL - http://www.seletarairport.com/ground-handling-agents-at-seletar-airport.html

WSSL AD 2.3 OPERATIONAL HOURS

1	*Aerodrome Administration*	H24	5	*ATS Reporting Office*	H24
2	*Customs and Immigration*	H24	6	*MET Briefing Office*	H24
3	*Health and Sanitation*	H24	7	*Air Traffic Services*	H24
4	*AIS Self-Briefing Office*	H24	8	*Apron Control Office*	H24

WSSL AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo Handling Facilities*	Provided by handling agent.
2	*Fuel / Oil Types*	AVGAS 100LL, JET A1
3	*Fuelling Facilities / Capacity*	SUN/MON to THU/FRI BTN 2330-1400; SAT, SUN and Public holidays BTN 0030-0930 Contact during operating hours: TEL: (65)68538320 (Operations Room) Contact after operating hours: TEL: (65)91130816 (H24 Operations Mobile) FAX: (65)64839246 Group email: GX-SAV-Seletar-Operations24by7@shell.com PPP link: http://www.shell.com/business-customers/aviation/ppp.html
4	*Hangar space for visiting aircraft*	By arrangement with handling agent.
5	*Repair facilities for visiting aircraft*	By arrangement with handling agent.
6	*Remarks*	NIL

WSSL AD 2.5 PASSENGER FACILITIES

1	*Hotels*	NIL
2	*Restaurants*	NIL
3	*Transportation*	Handling agent provides its own transport service for passengers and crew between airport and city. Public buses and private hired taxis are available at airport terminal.
4	*Medical Facilities*	NIL
5	*Bank and Post Office*	NIL
6	*Tourist Office*	NIL
7	*Remarks*	NIL

WSSL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT7 (No facilities for foaming of runways).
2	*Rescue equipment*	Adequately provided as recommended by ICAO.
3	*Capability for removal of disabled aircraft*	Up to B757-200. Contact Seletar Airside Operations at: +65 64815077 or +65 97533361
4	*Remarks*	All Airport Emergency Service personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSSL AD 2.7 SEASONAL AVAILABILITY - CLEARING

The aerodrome is available throughout the year

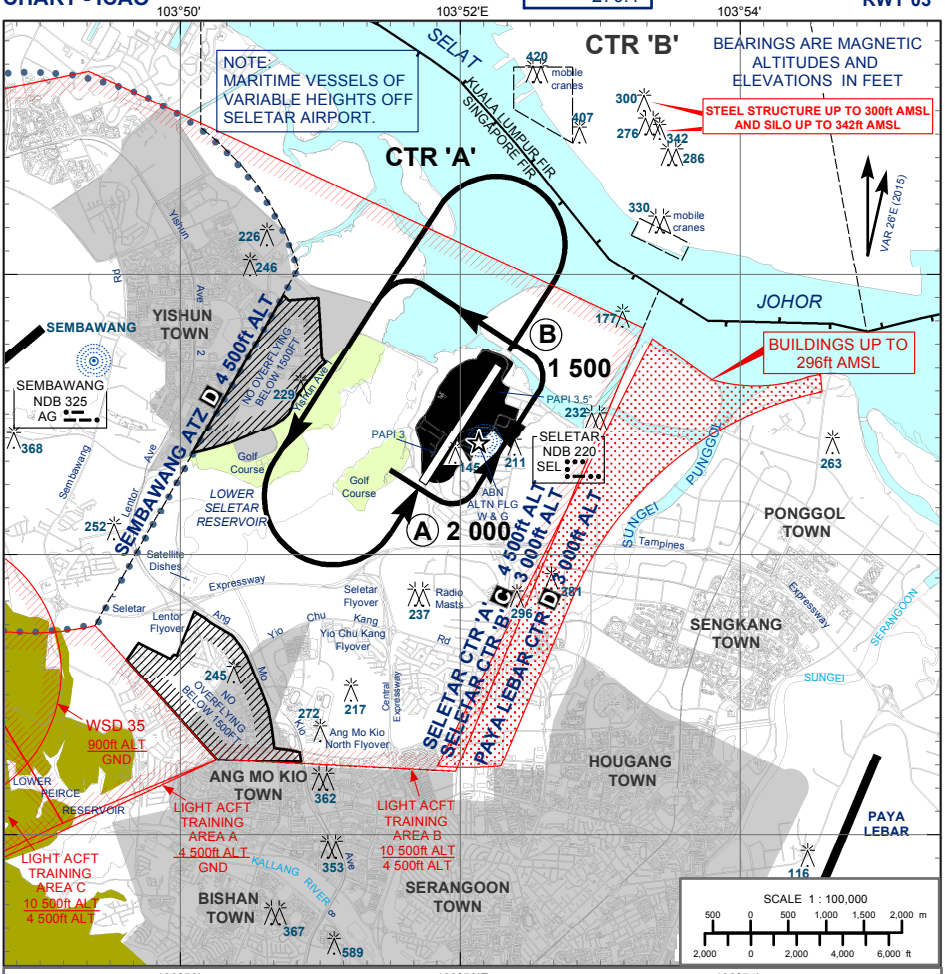
VISUAL APPROACH CHART - ICAO

AD ELEV 46 ft

APP	120.3
TWR	118.45
	270.4

SINGAPORE/SELETAR

RWY 03



JOINING PROCEDURE - RWY 03

1) Join overhead at 2 000ft ALT or as cleared by ATC and at a speed of not more than 170kt.

2) When over Position A, join the circuit crossing the upwind end of the runway (Position B) at 1 500ft ALT or above or at the altitude cleared by ATC.

3) Joining aircraft shall give way to circuit traffic already on downwind.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ.

b) Pilots should not fly to the east of the runway.
This is to keep clear of tall buildings up to 296ft AMSL to the east of Seletar CTR.
(See area shaded in red).

Built-up residential areas - No overflying below 1 500ft.
Aircraft types which are unable to safely manoeuvre clear of the restricted areas are not allowed to operate at Seletar Airport.

PAPI 3°		
Pilot's eye height over the threshold when the following PAPI lights come into view	RUNWAY	
	03	21
2 white lights and 2 red lights (MEHT)*	17.720m	17.720m
3 white lights and 1 red light	20.323m	19.286m
4 white lights	22.927m	20.871m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 6.3 metres are advised to fly with 2 white and 2 red lights visible so as to achieve sufficient wheel clearance.

Note:
1) Pilots are to be advised of the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.
2) Pilots are required to keep their turns within Seletar Control Zone.
3) Pilots are required to keep clear of Sembawang CTR and Paya Lebar CTR.

CHANGES : Obstacle added.

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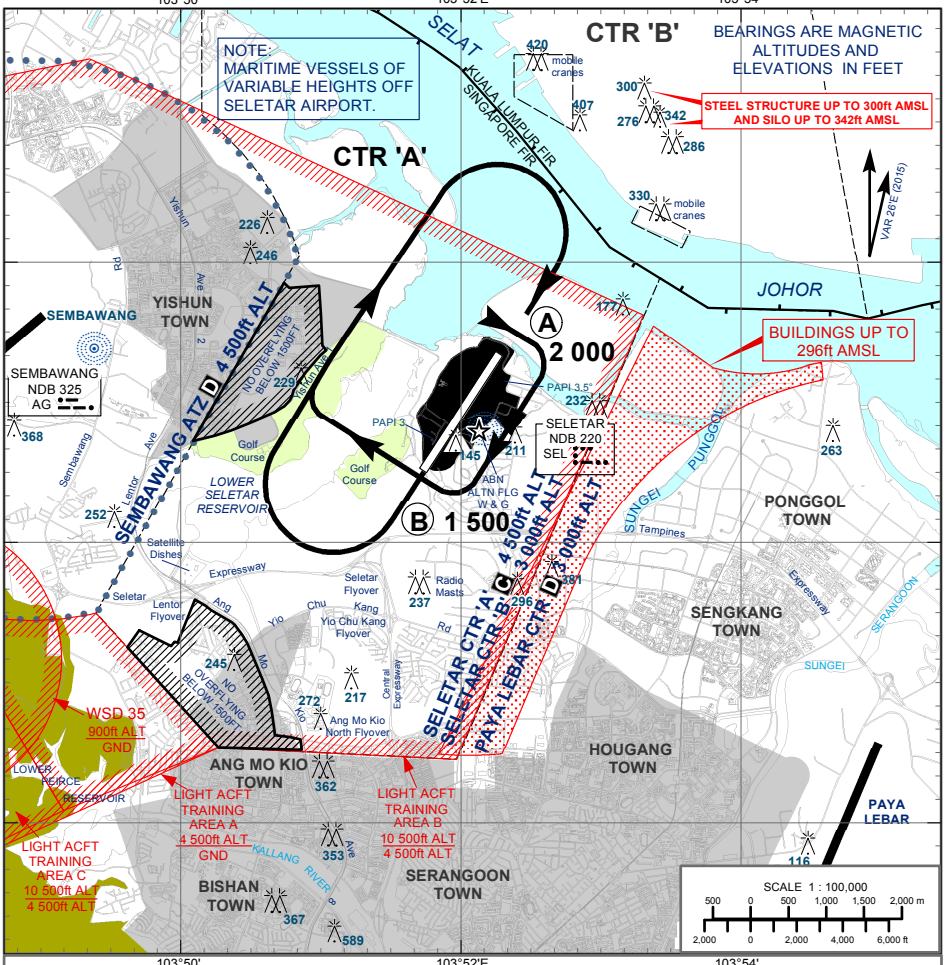
VISUAL APPROACH CHART - ICAO

AD ELEV 46 ft

APP	120.3
TWR	118.45
	270.4

SINGAPORE/SELETAR

RWY 21



JOINING PROCEDURE - RWY 21

1) Join overhead at 2 000ft ALT or as cleared by ATC and at a speed of not more than 170kt.

2) When over Position A, join the circuit crossing the upwind end of the runway (Position B) at 1 500ft ALT or above or at the altitude cleared by ATC.

3) Joining aircraft shall give way to circuit traffic already on downwind.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ.

b) Pilots should not fly to the east of the runway.
This is to keep clear of tall buildings up to 296ft AMSL to the east of Seletar CTR.
(See area shaded in red).

Built-up residential areas - No overflying below 1 500ft.
Aircraft types which are unable to safely manoeuvre clear of the restricted areas are not allowed to operate at Seletar Airport.

PAPI 3.5°		
Pilot's eye height over the threshold when the following PAPI lights come into view	RUNWAY	
	03	21
2 white lights and 2 red lights (MEHT)*	17.720m	17.720m
3 white lights and 1 red light	20.323m	19.286m
4 white lights	22.927m	20.871m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 6.3 metres are advised to fly with 2 white and 2 red lights visible so as to achieve sufficient wheel clearance.

Note:
1) Pilots are to be advised of the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.
2) Pilots are required to keep their turns within Seletar Control Zone.
3) Pilots are required to keep clear of Sembawang CTR and Paya Lebar CTR.

CHANGES : Obstacle added.

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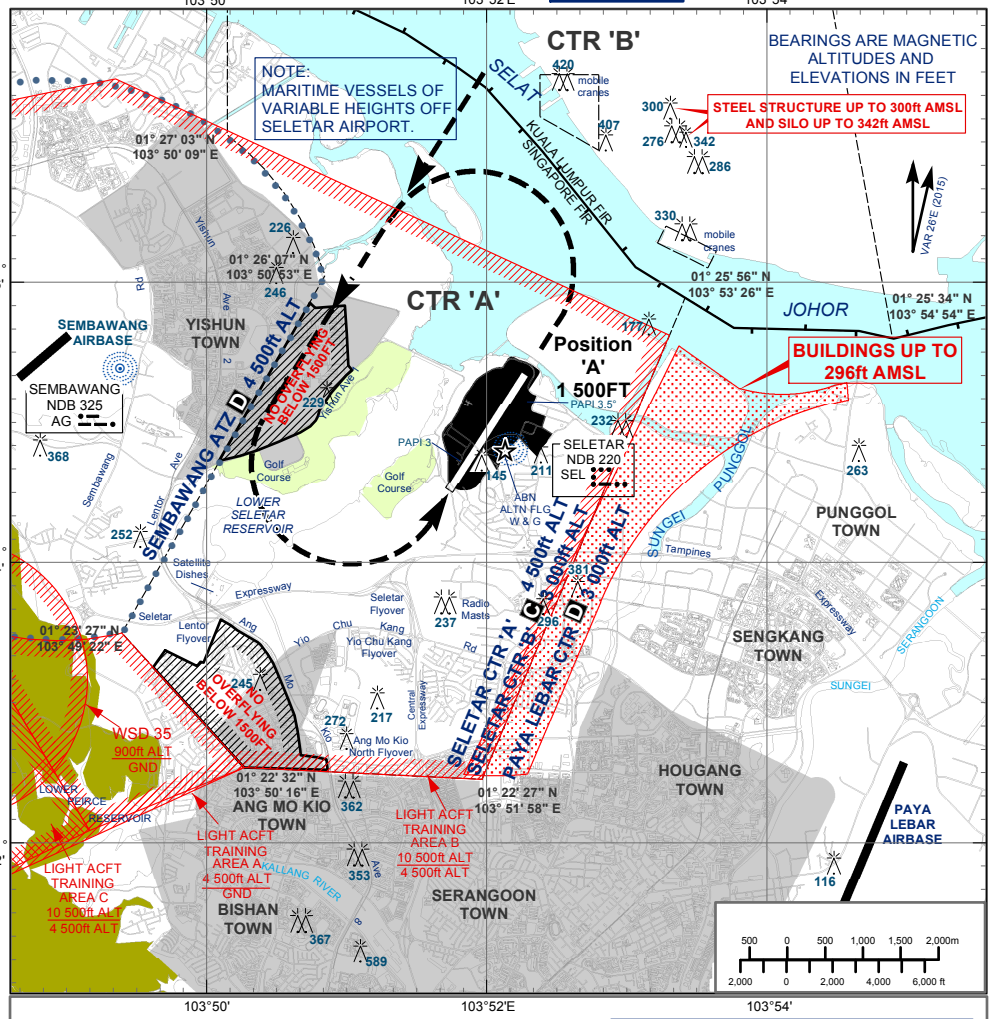
VISUAL APPROACH CHART - ICAO

AD ELEV 46 ft

APP	120.3
TWR	118.45 270.4

SINGAPORE/SELETAR

RWY 03



ADVISORY JOINING PROCEDURES FROM JB AND KK - RWY 03

Straight-in Approach

1) Join downwind at 2 000ft at a speed of not more than 170kt.
2) When downwind, descend from 2 000ft for a visual approach or as cleared by ATC. Pilots should have runway in sight.
3) Joining aircraft shall give way to circuit traffic already on downwind.

Circling Approach

1) Join downwind at 2 000ft at a speed of not more than 160kt.
2) When passing over position 'A', descend from 2 000ft to 1 500ft and turn left for downwind Runway 03. At downwind, descend for a visual approach or as cleared by ATC. Pilots should have runway in sight.
3) Joining aircraft shall give way to circuit traffic already on downwind.

PAPI 3°		
Pilot's eye height over the threshold when the following PAPI lights come into view	RUNWAY	
	03	21
2 white lights and 2 red lights (MEHT)*	17.720m	17.720m
3 white lights and 1 red light	20.323m	19.286m
4 white lights	22.927m	20.871m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 6.3 metres are advised to fly with 2 white and 2 red lights visible so as to achieve sufficient wheel clearance.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ and Paya Lebar CTR. Turns should therefore be kept within Seletar CTR.

b) Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296ft AMSL there. Pilots should have all relevant obstructions in sight, including the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.

c) Built-up residential areas - No overflying below 1 500ft.
Aircraft types which are unable to safely manoeuvre clear of the restricted areas are not allowed to operate at Seletar Airport.

CHANGES : Obstacle added.

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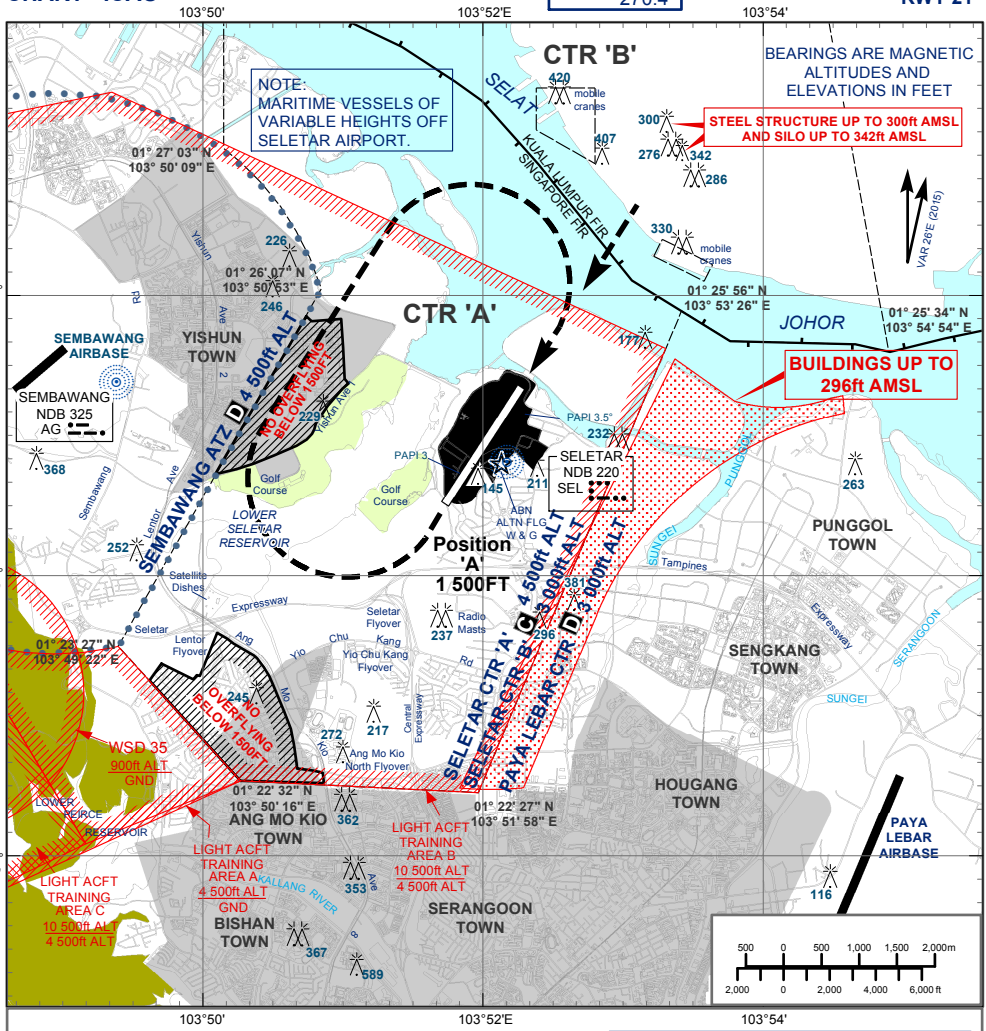
VISUAL APPROACH CHART - ICAO

AD ELEV 46 ft

APP	120.3
TWR	118.45 270.4

SINGAPORE/SELETAR

RWY 21



ADVISORY JOINING PROCEDURES FROM JB AND KK - RWY 21

Straight-in Approach

1) Join direct for a visual approach Runway 21, descending from 2 000ft at a speed of not more than 170kt, or as cleared by ATC. Pilots should have runway in sight.
2) Joining aircraft shall give way to circuit traffic already on downwind.

Circling Approach

1) Overfly the runway at 2 000ft at a speed of not more than 160kt.
2) When passing over position 'A', descend from 2 000ft to 1 500ft and turn right for down-wind Runway 21. At downwind, descend for a visual approach or as cleared by ATC. Pilots should have the runway in sight.
3) Joining aircraft shall give way to circuit traffic already on downwind.

PAPI 3.5°		
Pilot's eye height over the threshold when the following PAPI lights come into view	RUNWAY	
	03	21
2 white lights and 2 red lights (MEHT)*	17.720m	17.720m
3 white lights and 1 red light	20.323m	19.286m
4 white lights	22.927m	20.871m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 6.3 metres are advised to fly with 2 white and 2 red lights visible so as to achieve sufficient wheel clearance.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ and Paya Lebar CTR. Turns should therefore be kept within Seletar CTR.

b) Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296ft AMSL there. Pilots should have all relevant obstructions in sight, including the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.

c) Built-up residential areas - No overflying below 1 500ft.
Aircraft types which are unable to safely manoeuvre clear of the restricted areas are not allowed to operate at Seletar Airport.

CHANGES : Obstacle added.

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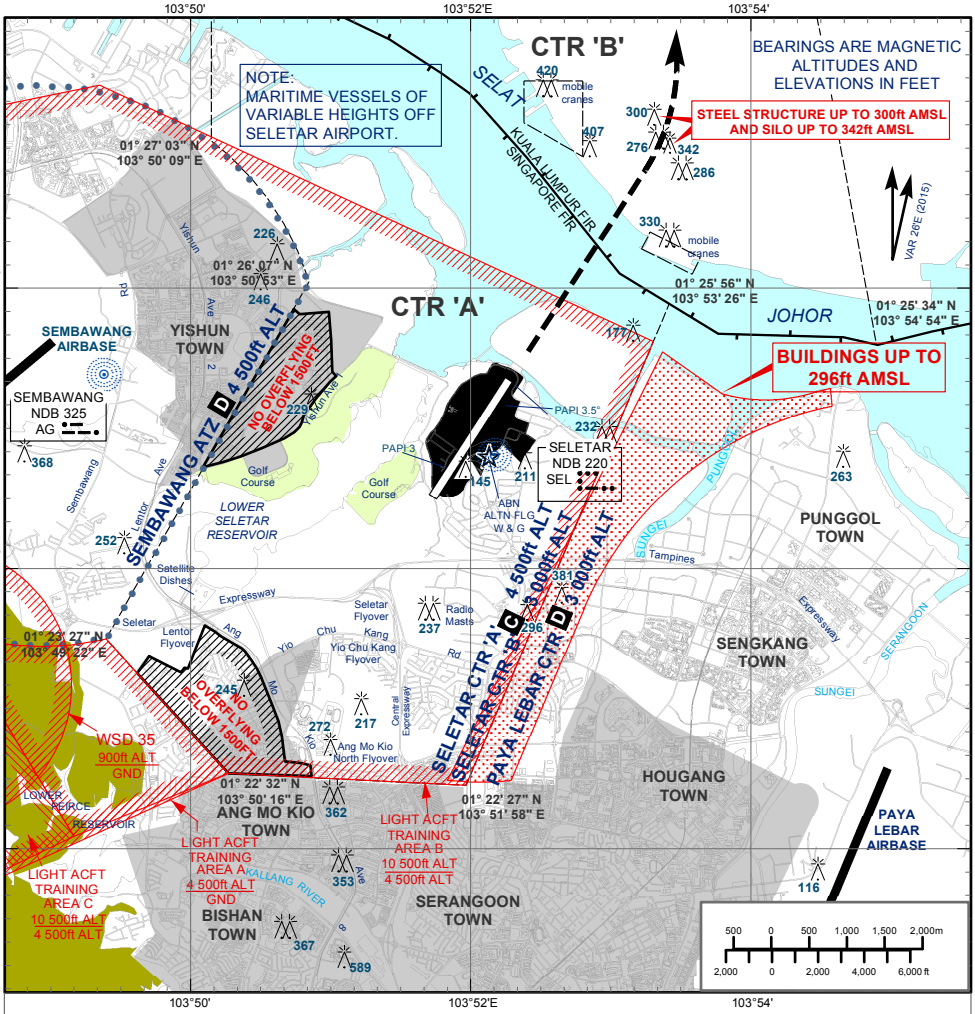
VISUAL DEPARTURE CHART

AD ELEV 46 ft

TWR	118.45
	270.4

SINGAPORE/SELETAR

RWY 03



ADVISORY DEPARTURE PROCEDURE FOR RUNWAY 03

On departure, pilots of both fixed-wing and rotary-wing aircraft should climb ahead to an altitude cleared by ATC. Pilots can expect a radar heading to leave Seletar CTR. Where a radar heading is not given, pilots shall navigate to the next waypoint in accordance with their clearance.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ and Paya Lebar CTR. Turns should therefore be kept within Seletar CTR.

b) Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296ft AMSL there. Pilots should have all relevant obstructions in sight, including the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.

c) Built-up residential areas - No overflying below 1 500ft. Aircraft types which are unable to safely manoeuvre clear of the restricted areas are not allowed to operate at Seletar Airport.

CHANGES : Obstacle added.

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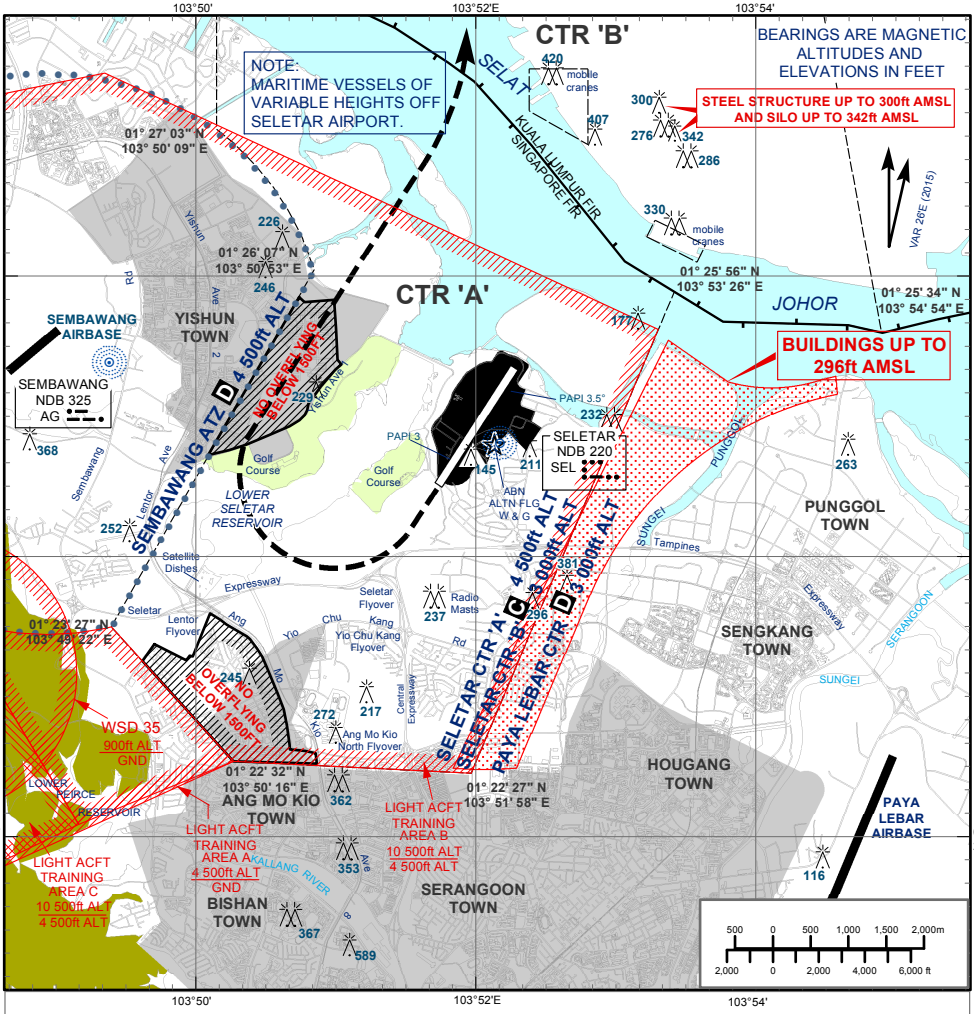
VISUAL DEPARTURE CHART

AD ELEV 46 ft

TWR 118.45
270.4

SINGAPORE/SELETAR

RWY 21



ADVISORY DEPARTURE PROCEDURES FOR RUNWAY 21

On departure, pilots can expect climb to an initial altitude cleared by ATC. Pilots of fixed-wing aircraft can expect to turn right to join the circuit pattern till end of downwind and then expect a radar heading to leave Seletar CTR. Where a radar heading is not given, pilots shall navigate to the next waypoint in accordance with their ATC clearance.

Pilots of rotary-wing aircraft can expect to turn left after departure to join the helicopter circuit pattern till end of downwind. Thereafter, they can expect further en-route clearance.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ and Paya Lebar CTR. Turns should therefore be kept within Seletar CTR.

b) Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296ft AMSL there. Pilots should have all relevant obstructions in sight, including the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.

c) Built-up residential areas - No overflying below 1 500ft. Aircraft types which are unable to safely manoeuvre clear of the restricted areas are not allowed to operate at Seletar Airport.

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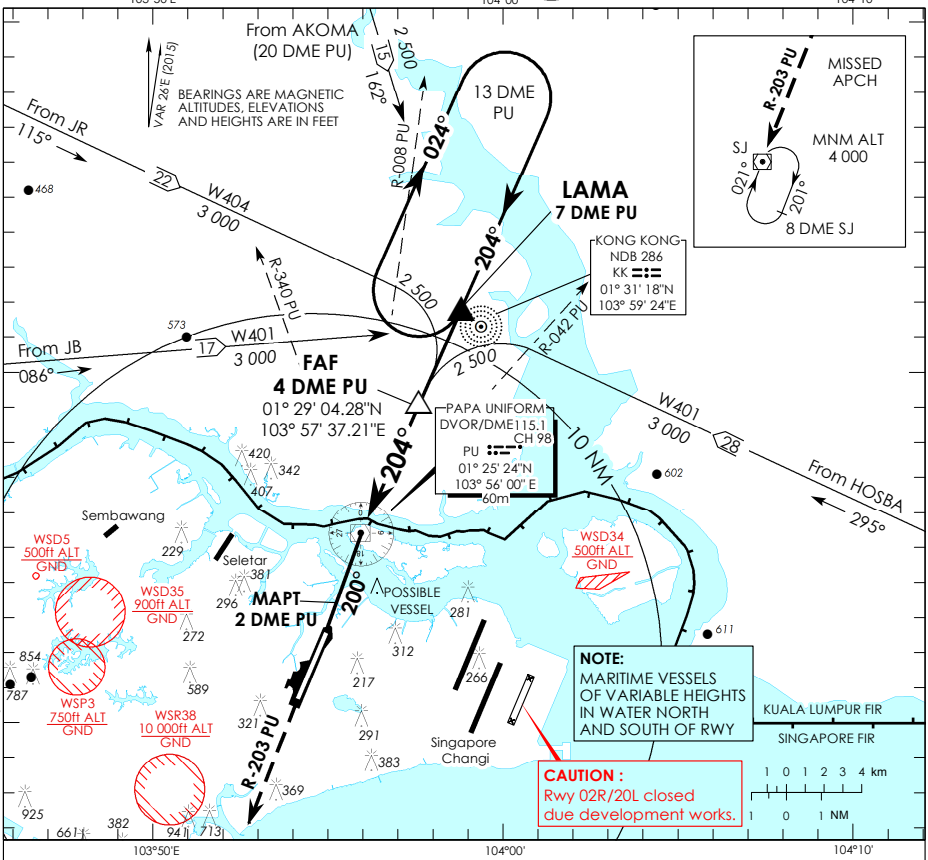
INSTRUMENT APPROACH CHART

AERODROME ELEV 65ft
HEIGHT RELATED TO AD ELEV - 65ft

MSA 25 NM from PAPA UNIFORM DVOR
3400' 2900' 2100' 090° 270° 180°

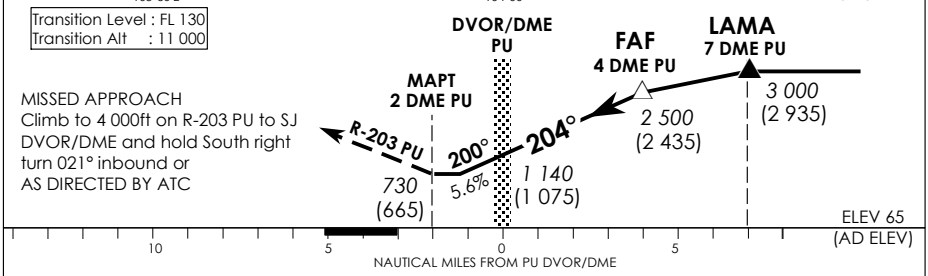
APP 120.3
119.9
TWR 118.05

SINGAPORE/ PAYA LEBAR
PU DVOR/DME RWY 20



Transition Level : FL 130
Transition Alt : 11 000

MISSED APPROACH
Climb to 4 000ft on R-203 PU to SJ DVOR/DME and hold South right turn 021° inbound or AS DIRECTED BY ATC



OCA (OCH)				
Category of Aircraft	A	B	C	D
Straight-in	**730 (665)**			

Distance	3 DME	2 DME	1 DME	PU DVOR/DME	1 DME
Altitude (Height)	**2160 (2095)**	**1820 (1755)**	**1480 (1415)**	**1140 (1075)**	**800 (735)**
Speed	knots	70	120	150	185
FAF - MAPT 6nm	min : s	**5 : 09**	**3 : 00**	**2 : 24**	**1 : 57**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

CHANGES : Obstacle added.

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INSTRUMENT APPROACH CHART

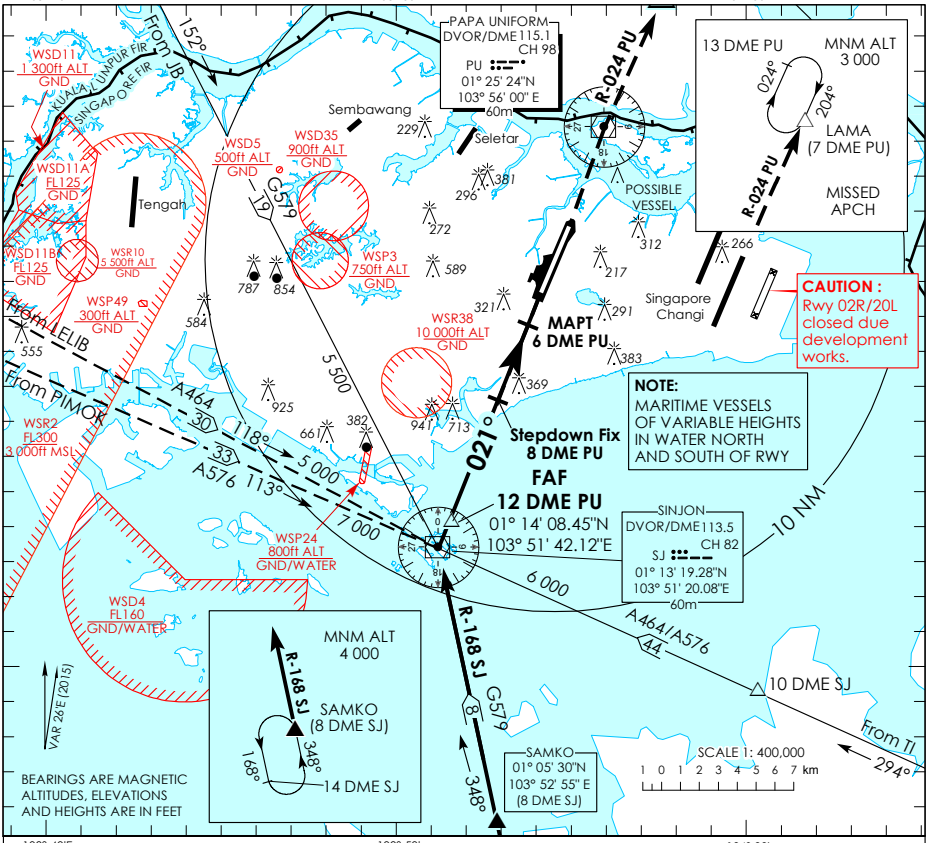
AERODROME ELEV 65ft
HEIGHT RELATED TO
THR RWY 02 - ELEV 43ft

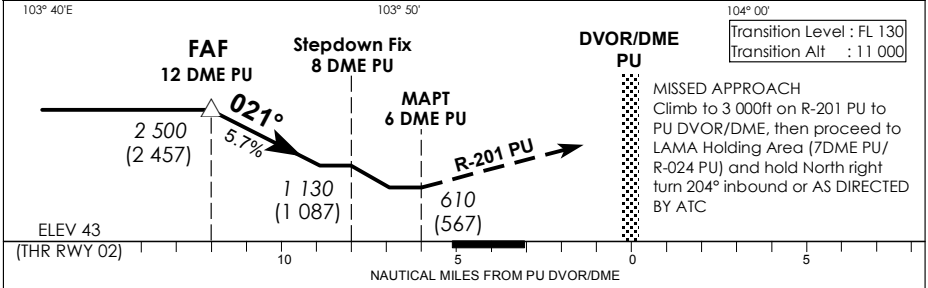
3400' 090° 2100' 2500' 80° 360°
MSA 25 NM from SINJON DVOR

APP	120.3
	119.9
TWR	118.05

SINGAPORE/
PAYA LEBAR

PU DVOR/DME RWY 02





Transition Level : FL 130
Transition Alt : 11 000

MISSED APPROACH
Climb to 3 000ft on R-201 PU to PU DVOR/DME, then proceed to LAMA Holding Area (7DME PU/ R-024 PU) and hold North right turn 204° inbound or AS DIRECTED BY ATC

OCA (OCH)				
Category of Aircraft	A	B	C	D
Straight-in (with stepdown fix)	**610 (567)**			
Straight-in (without stepdown fix)	**1 130 (1 087)**			

Distance	11 DME	10 DME	9 DME	8 DME	7 DME
Altitude (Height)	**2170 (2127)**	**1820 (1777)**	**1470 (1427)**	**1130 (1087)**	**780 (737)**
Speed	knots	70	120	150	185
FAF - MAPT 6nm	min : s	**5 : 09**	**3 : 00**	**2 : 24**	**1 : 57**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

CHANGES : Obstacle added.

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INSTRUMENT APPROACH CHART

AERODROME ELEV 65ft
HEIGHT RELATED TO THR RWY 20 - 65ft

3400' 2900' 080° 270° 2100'

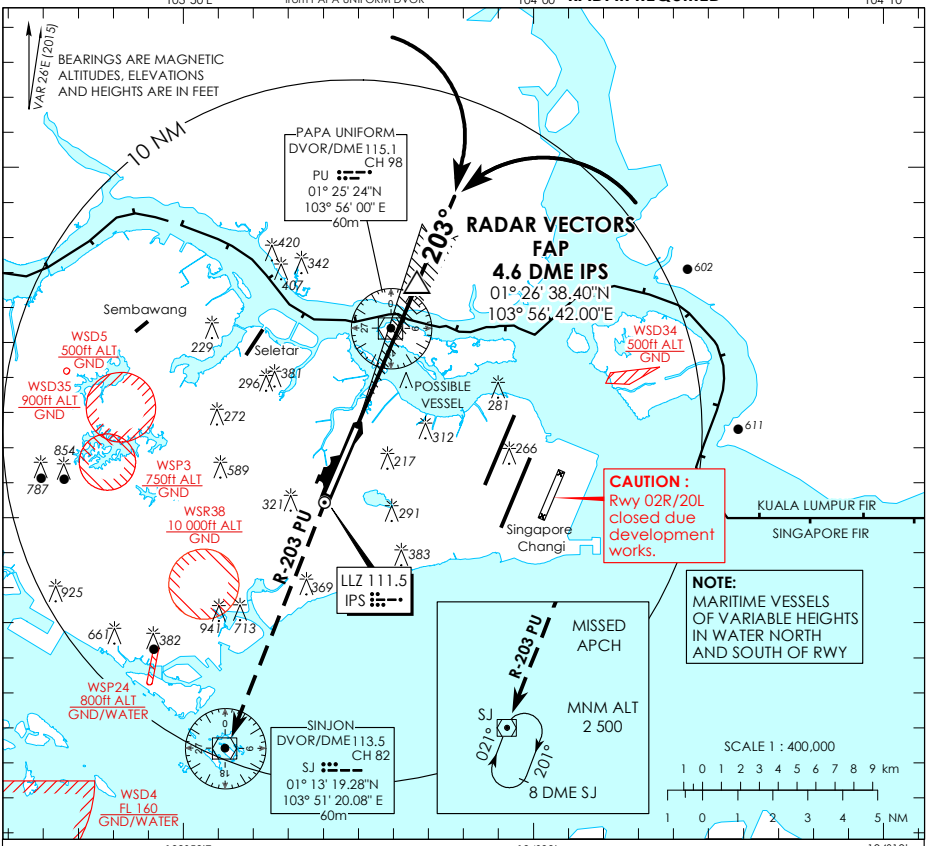
MSA 25 NM from PAPA UNIFORM DVOR

ATIS Paya Lebar	148.9	
Singapore APP	120.3	
Paya Lebar APP	119.9	298.0
Paya Lebar TWR	118.05	263.1
Ground Control	130.8	296.0

RADAR REQUIRED

SINGAPORE/ PAYA LEBAR

IPS ILS/DME RWY 20

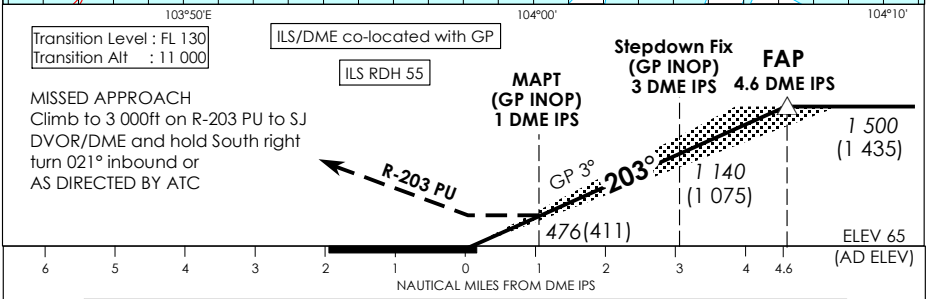


Transition Level : FL 130
Transition Alt : 11 000

ILS/DME co-located with GP

ILS RDH 55

MISSED APPROACH
Climb to 3 000ft on R-203 PU to SJ DVOR/DME and hold South right turn 021° inbound or AS DIRECTED BY ATC



OCA (OCH)					
Category of Aircraft		A	B	C	D
Straight-in	CAT I ILS	**194 (129)**	**204 (139)**	**214 (149)**	**224 (159)**
	GP INOP	**476 (411)**			

Distance	4 DME	3 DME	2 DME
Altitude (Height)	**1300 (1235)**	**1140 (1075)**	**820 (755)**

Speed	knots	70	120	150	185
FAF - MAPT 3.6nm	min : s	**3 : 06**	**1 : 48**	**1 : 27**	**1 : 11**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

CHANGES : Obstacle added.

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INSTRUMENT APPROACH CHART

AERODROME ELEV 65ft
HEIGHT RELATED TO
THR RWY 02 - ELEV 43ft

MSA 25 NM
from PAPA UNIFORM DVOR

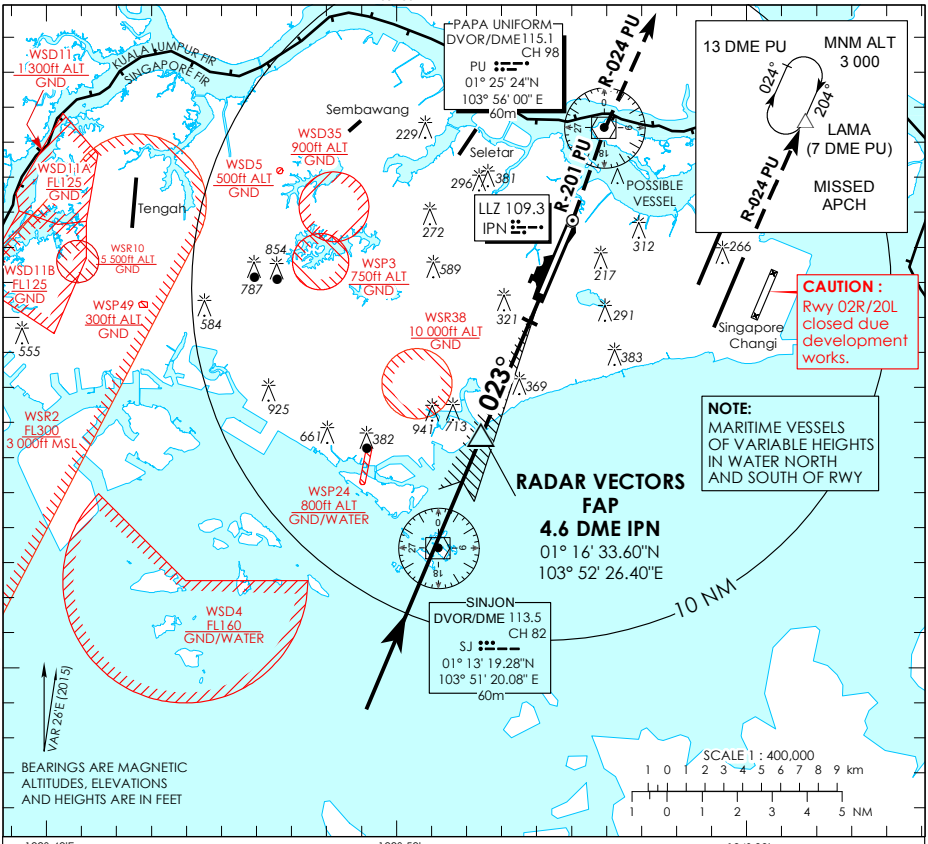
80°
3400 2900
090° 270°
2100'

ATIS Paya Lebar	148.9	
Singapore APP	120.3	
Paya Lebar APP	119.9	298.0
Paya Lebar TWR	118.05	263.1
Ground Control	130.8	296.0

RADAR REQUIRED

SINGAPORE/
PAYA LEBAR

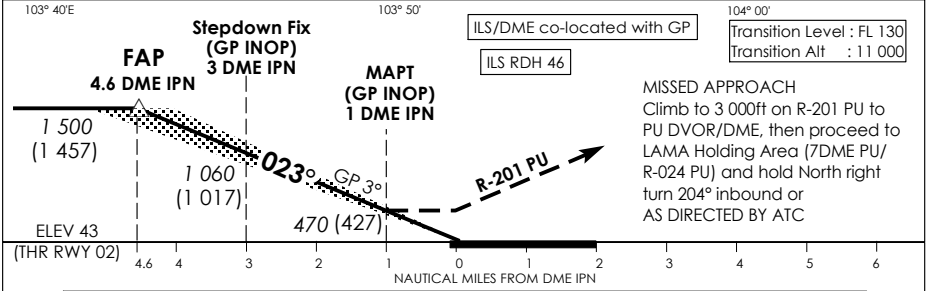
IPN ILS/DME RWY 02



ILS/DME co-located with GP

ILS RDH 46

Transition Level : FL 130
Transition Alt : 11 000



MISSED APPROACH
Climb to 3 000ft on R-201 PU to PU DVOR/DME, then proceed to LAMA Holding Area (7DME PU/ R-024 PU) and hold North right turn 204° inbound or AS DIRECTED BY ATC

OCA (OCH)					
Category of Aircraft		A	B	C	D
Straight-in	CAT I ILS	**178 (135)**	**188 (145)**	**198 (155)**	**208 (165)**
	GP INOP	**470 (427)**			

Distance	4 DME		3 DME	2 DME	
Altitude (Height)	**1300 (1257)**		**1060 (1017)**	**740 (697)**	
Speed	knots	70	120	150	185
FAF - MAPT 3.6nm	min : s	**3 : 06**	**1 : 48**	**1 : 27**	**1 : 11**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

CHANGES : Obstacle added.

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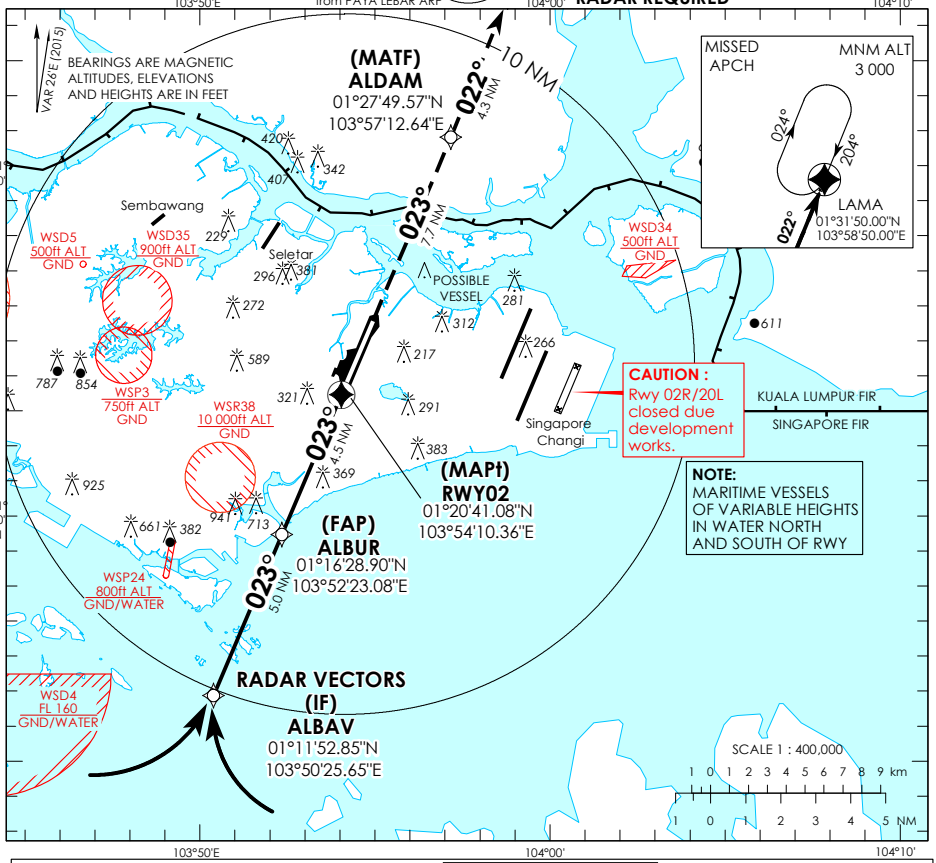
INSTRUMENT APPROACH CHART

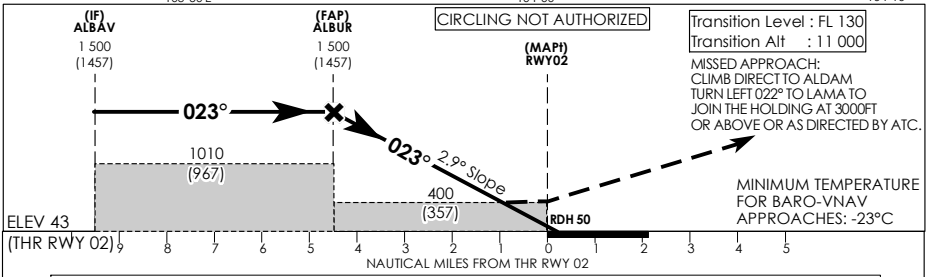
AERODROME ELEV 65ft
HEIGHT RELATED TO THR RWY 02 - 43ft

ATIS Paya Lebar	148.9	
Singapore APP	120.3	
Paya Lebar APP	119.9	298.0
Paya Lebar TWR	118.05	263.1
Ground Control	130.8	296.0

SINGAPORE/ PAYA LEBAR **RNAV (GNSS) RWY 02**

RADAR REQUIRED





		OCA (OCH)			
Category of Aircraft		A	B	C	D
LNAV/VNAV	2.5%	**400 (357)**			
LNAV	2.5%	**400 (357)**			

Fix	ALBAV	ALBUR	RWY02	ALDAM	LAMA
Altitude (Height)	**1500 (1457)**	**1500 (1457)**	**400 (357)**	**1250 (1207)**	**1910 (1867)**

Speed	knots	80	100	120	140	160	180
FAP - MAPt 4.5 nm	min : s	**3 : 23**	**2 : 42**	**2 : 15**	**1 : 56**	**1 : 41**	**1 : 30**
Rate of descent/GS	ft/min	**410**	**513**	**615**	**718**	**821**	**923**

CHANGES : Obstacle added.

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INSTRUMENT APPROACH CHART

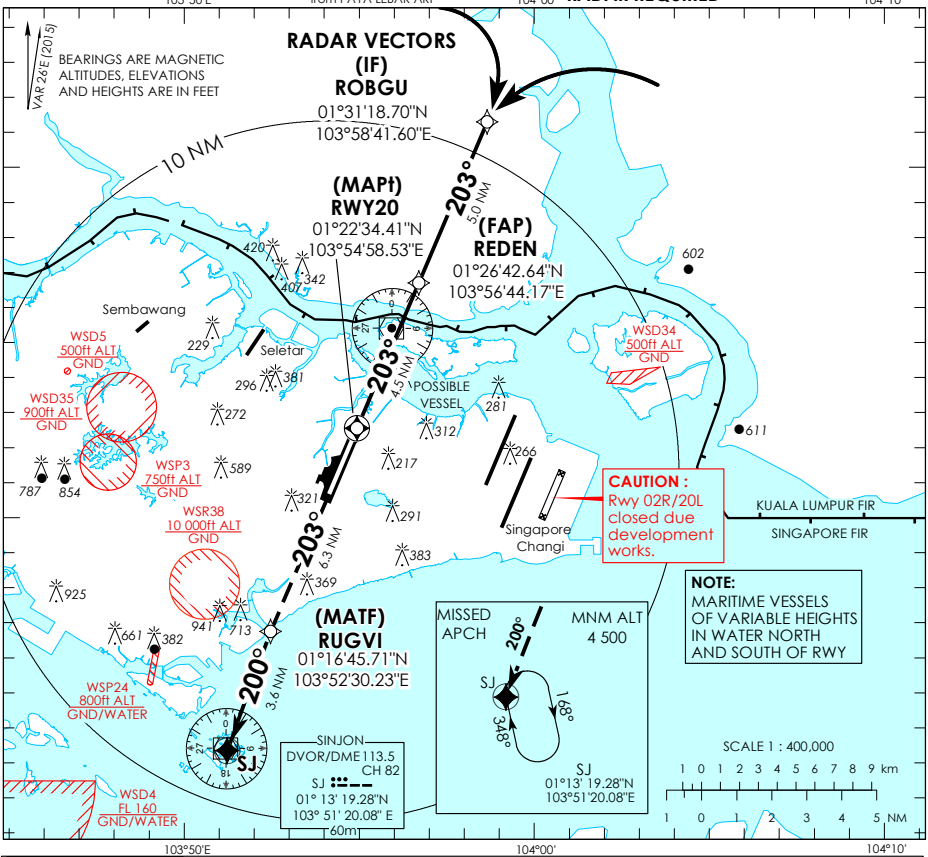
AERODROME ELEV 65ft

HEIGHT RELATED TO THR RWY 20 - 65ft

ATIS Paya Lebar	148.9	
Singapore APP	120.3	
Paya Lebar APP	119.9	298.0
Paya Lebar TWR	118.05	263.1
Ground Control	130.8	296.0

SINGAPORE/ PAYA LEBAR **RNAV (GNSS) RWY 20**

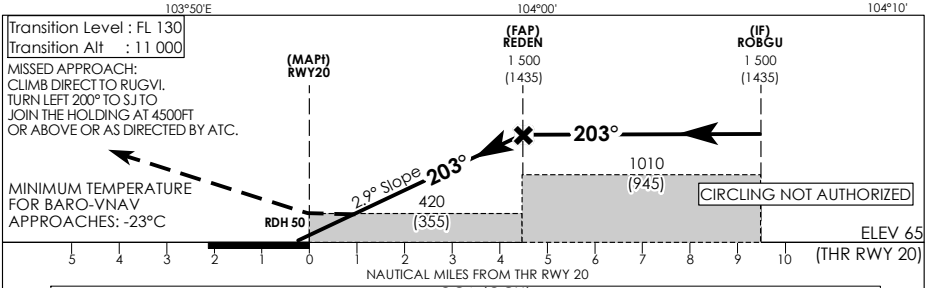
RADAR REQUIRED



Transition Level : FL 130
Transition Alt : 11 000

MISSED APPROACH:
CLIMB DIRECT TO RUGVI.
TURN LEFT 200° TO SJ TO
JOIN THE HOLDING AT 4500FT
OR ABOVE OR AS DIRECTED BY ATC.

MINIMUM TEMPERATURE
FOR BARO-VNAV
APPROACHES: -23°C



OCA (OCH)					
Category of Aircraft		A	B	C	D
LNAV/VNAV	2.5%	**420 (355)**			
LNAV	2.5%	**420 (355)**			

Fix	ROBGU	REDEN	RWY20	RUGVI	SINJON
Altitude (Height)	**1500 (1435)**	**1500 (1435)**	**420 (355)**	**1030 (965)**	**1580 (1515)**

Speed	knots	80	100	120	140	160	180
FAP - MAPt 4.5 nm	min : s	**3 : 23**	**2 : 42**	**2 : 15**	**1 : 56**	**1 : 41**	**1 : 30**
Rate of descent/GS	ft/min	**410**	**513**	**615**	**718**	**821**	**923**

CHANGES : Obstacle added.

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