

**Contact**

Post:

AERONAUTICAL  
INFORMATION SERVICES  
Civil Aviation Authority of  
Singapore,  
Singapore Changi Airport,  
P. O. Box 1  
Singapore 918141

Tel: (65) 65956051

Fax: (65) 64410221

Email: [caas\\_singaporeais@caas.gov.sg](mailto:caas_singaporeais@caas.gov.sg)

**AMDT**  
**04/2019**  
**Effective date**  
**20 JUN 2019**  
**Publication date**  
**20 JUN 2019**

## wp-AMDT-2019-04

### 1. Significant information and changes

#### 1.1 Singapore Changi Airport

- a. New Aircraft stands 471 to 480 and Taxilanes S8 and S9 at South Apron added in AD-2-WSSS-ADC-2.

#### 1.2 Seletar Airport

- a. Removal of RWY 21 ILS LLZ, RWY 21 ILS GP and RWY 21 ILS DME information from WSSL AD 2.19 Radio Navigation and Landing Aids.

### 2. This amendment incorporates information contained in the listed NOTAM and AIP Supplement which are hereby superseded:

**NOTAM:**

A1578/19 dated 25/4/19

**AIP Supplement:**

058/2019 dated 09/05/19

## Amended Pages

GEN 0.2-1/2:	: <i>replace.</i>
GEN 0.3-1/2:	: <i>replace.</i>
GEN 0.3-3/4:	: <i>replace.</i>
GEN 0.3-5:	: <i>replace.</i>
GEN 0.4-1/2:	: <i>replace.</i>
GEN 0.4-3:	: <i>replace.</i>
GEN 0.6-1/2:	: <i>replace.</i>
GEN 1.4-1/2:	: <i>replace.</i>
GEN 1.4-3:	: <i>replace.</i>
GEN 3.2-3/4:	: <i>replace.</i>
ENR-3.6-5:	: <i>replace.</i>
ENR-3.6-7:	: <i>replace.</i>
ENR-3.6-9:	: <i>replace.</i>
AD 0.6-3/4:	: <i>replace.</i>
AD-2-WSSS-ADC-2:	: <i>replace.</i>
AD-2-WSSS-ADC-3:	: <i>replace.</i>
AD 2.WSSL-13/14:	: <i>replace.</i>
AD 2.WSSL-15/16:	: <i>replace.</i>
AD 2.WSSL-17/18:	: <i>replace.</i>
AD 2.WSSL-19/20:	: <i>replace.</i>

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**GEN 0.2 RECORD OF AIP AMENDMENTS****AIP AMENDMENT**

<b>NR/Year</b>	<b>Publication date</b>	<b>Date inserted</b>	<b>Inserted by</b>
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	
02/2018	29 MAR 2018	29 MAR 2018	
03/2018	24 MAY 2018	24 MAY 2018	
04/2018	19 JUL 2018	19 JUL 2018	
05/2018	13 SEP 2018	13 SEP 2018	

**AIP AMENDMENT**

<b>NR/Year</b>	<b>Publication date</b>	<b>Date inserted</b>	<b>Inserted by</b>
06/2018	08 NOV 2018	08 NOV 2018	
01/2019	03 JAN 2019	03 JAN 2019	
02/2019	28 FEB 2019	28 FEB 2019	
03/2019	25 APR 2019	25 APR 2019	
04/2019	20 JUN 2019	20 JUN 2019	

**GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS**

<b>NR/Year</b>	<b>Subject</b>	<b>AIP section(s) affected</b>	<b>Period of validity (from/to)</b>	<b>Cancellation record</b>
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	
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	
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	
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	
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	
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	
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	
108/2017	Paya Lebar Airport - Topless Crane and Luffer Cranes	AD	30 SEP 2017 / 06 JUL 2020	
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	
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	
003/2018	Paya Lebar Airport - Luffer Crane	AD	22 JAN 2018 / 31 DEC 2019	

<b>NR/Year</b>	<b>Subject</b>	<b>AIP section(s) affected</b>	<b>Period of validity (from/to)</b>	<b>Cancellation record</b>
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	
015/2018	Paya Lebar Airport - Luffer Crane	AD	06 APR 2018 / 31 DEC 2019	
016/2018	Paya Lebar Airport - Luffer Crane and Topless Cranes	AD	06 APR 2018 / 01 JAN 2020	
017/2018	Paya Lebar Airport - Luffer Crane	AD	06 APR 2018 / 15 MAR 2020	
018/2018	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	25 APR 2018 / 27 OCT 2020	
019/2018	Paya Lebar Airport - Luffer Crane	AD	06 APR 2018 / 31 DEC 2020	
020/2018	Paya Lebar Airport - Mobile Crane	AD	06 APR 2018 / 03 FEB 2021	
021/2018	Paya Lebar Airport - Luffer Crane and Saddle Cranes	AD	06 APR 2018 / 31 DEC 2022	
026/2018	Paya Lebar Airport - Crawler Cranes	AD	20 JUN 2018 / 30 APR 2020	
027/2018	Paya Lebar Airport - Mobile Crane	AD	20 JUN 2018 / 10 MAY 2020	
028/2018	Paya Lebar Airport - Saddle Cranes	AD	20 JUN 2018 / 31 DEC 2022	
029/2018	Paya Lebar Airport - Luffer Cranes	AD	20 JUN 2018 / 31 DEC 2021	
030/2018	Paya Lebar Airport - Luffer Crane and Topless Cranes	AD	20 JUN 2018 / 31 DEC 2021	
052/2018	Paya Lebar Airport - Topless Cranes	AD	25 SEP 2018 / 31 AUG 2019	
053/2018	Sembawang Aerodrome - Saddle Cranes	AD	25 SEP 2018 / 31 DEC 2021	
054/2018	Paya Lebar Airport - Luffer Cranes	AD	25 SEP 2018 / 31 DEC 2019	
055/2018	Paya Lebar Airport - Topless Cranes	AD	25 SEP 2018 / 31 DEC 2019	
056/2018	Paya Lebar Airport - Obstacles	AD	25 SEP 2018 / 31 DEC 2019	
057/2018	Paya Lebar Airport - Luffer Cranes	AD	25 SEP 2018 / 30 MAR 2020	
058/2018	Paya Lebar Airport - Luffer Crane	AD	25 SEP 2018 / 14 AUG 2020	
059/2018	Paya Lebar Airport - Topless Cranes	AD	25 SEP 2018 / 31 AUG 2020	
060/2018	Paya Lebar Airport - Topless Cranes	AD	25 SEP 2018 / 01 SEP 2020	
061/2018	Paya Lebar Airport - Luffer Cranes	AD	25 SEP 2018 / 10 SEP 2020	
062/2018	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	25 SEP 2018 / 31 DEC 2020	
068/2018	Paya Lebar Airport - Topless Cranes	AD	13 NOV 2018 / 31 OCT 2019	
069/2018	Paya Lebar Airport - Mobile Crane	AD	13 NOV 2018 / 10 MAY 2020	
070/2018	Paya Lebar Airport - Luffer Cranes and Flat Top Cranes	AD	13 NOV 2018 / 31 DEC 2020	
071/2018	Paya Lebar Airport - Saddle Cranes	AD	13 NOV 2018 / 31 DEC 2023	

<b>NR/Year</b>	<b>Subject</b>	<b>AIP section(s) affected</b>	<b>Period of validity (from/to)</b>	<b>Cancellation record</b>
073/2018	Paya Lebar Airport - Obstacles	AD	28 NOV 2018 / 30 JUN 2019	
074/2018	Paya Lebar Airport - Mobile Crane	AD	28 NOV 2018 / 30 JUN 2019	
075/2018	Paya Lebar Airport - Luffer Crane	AD	28 NOV 2018 / 31 MAR 2020	
076/2018	Paya Lebar Airport - Topless Cranes	AD	29 NOV 2018 / 30 NOV 2020	
077/2018	Paya Lebar Airport - Luffer Crane	AD	28 NOV 2018 / 18 NOV 2021	
078/2018	Paya Lebar Airport - Luffer Cranes	AD	28 NOV 2018 / 30 DEC 2022	
080/2018	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	30 DEC 2018 / 30 JUN 2019	
081/2018	Paya Lebar Airport - Topless Cranes	AD	30 DEC 2018 / 31 JUL 2019	
082/2018	Paya Lebar Airport - Crawler Cranes	AD	20 DEC 2018 / 30 AUG 2019	
083/2018	Paya Lebar Airport - Mobile Crane	AD	20 DEC 2018 / 31 AUG 2019	
084/2018	Paya Lebar Airport - Hammerhead Cranes	AD	30 DEC 2018 / 30 SEP 2019	
085/2018	Paya Lebar Airport - Mobile Crane	AD	20 DEC 2018 / 31 JAN 2020	
002/2019	Paya Lebar Airport - Boring Rigs and Crawler Cranes	AD	30 JAN 2019 / 31 AUG 2019	
003/2019	Paya Lebar Airport - Mobile Crane	AD	30 JAN 2019 / 31 AUG 2019	
004/2019	Paya Lebar Airport - Luffer Crane	AD	30 JAN 2019 / 30 NOV 2019	
005/2019	Paya Lebar Airport - Topless Cranes	AD	14 FEB 2019 / 30 JUN 2020	
006/2019	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	30 JAN 2019 / 09 JAN 2021	
007/2019	Tengah Aerodrome - Topless Cranes and Luffer Crane	AD	30 JAN 2019 / 31 JAN 2021	
008/2019	Paya Lebar Airport - Mobile Crane	AD	31 JAN 2019 / 31 JAN 2021	
009/2019	Paya Lebar Airport - Luffer Cranes	AD	01 JUN 2019 / 31 MAY 2021	
011/2019	Paya Lebar Airport - Mobile Crane	AD	01 FEB 2019 / 22 DEC 2020	
012/2019	Sembawang Aerodrome - Mobile Crane	AD	01 FEB 2019 / 22 DEC 2019	
014/2019	Paya Lebar Airport - Topless Cranes	AD	01 FEB 2019 / 31 JAN 2021	
016/2019	Singapore Changi Airport - Updated information and data for Runway 02R/20L	AD	15 FEB 2019 PERM	
019/2019	Paya Lebar Airport - Cranes	AD	27 MAR 2019 / 21 JUL 2019	
020/2019	Paya Lebar Airport - Mobile Crane	AD	27 MAR 2019 / 31 AUG 2019	
021/2019	Paya Lebar Airport - Mobile Crane	AD	27 MAR 2019 / 31 AUG 2019	
022/2019	Paya Lebar Airport - Crawler Cranes	AD	27 MAR 2019 / 30 OCT 2019	
023/2019	Sembawang Aerodrome - Mobile Crane	AD	27 MAR 2019 / 01 NOV 2019	
024/2019	Sembawang Aerodrome - Topless Cranes	AD	27 MAR 2019 / 31 DEC 2019	

<b>NR/Year</b>	<b>Subject</b>	<b>AIP section(s) affected</b>	<b>Period of validity (from/to)</b>	<b>Cancellation record</b>
025/2019	Paya Lebar Airport - Mobile Cranes	AD	31 MAR 2019 / 31 DEC 2019	
026/2019	Paya Lebar Airport - Luffer Crane	AD	27 MAR 2019 / 31 JAN 2020	
027/2019	Paya Lebar Airport - Luffer Crane	AD	27 MAR 2019 / 30 JUN 2020	
028/2019	Paya Lebar Airport - Topless Cranes	AD	27 MAR 2019 / 20 MAR 2021	
029/2019	Paya Lebar Airport - Topless Cranes	AD	27 MAR 2019 / 20 MAR 2021	
030/2019	Paya Lebar Airport - Luffer Crane and Topless Cranes	AD	27 MAR 2019 / 30 JUL 2021	
031/2019	Paya Lebar Airport - Luffer Cranes	AD	27 MAR 2019 / 28 JAN 2022	
032/2019	Paya Lebar Airport - Topless Cranes	AD	27 MAR 2019 / 09 MAR 2022	
033/2019	Paya Lebar Airport - Luffer Crane	AD	27 MAR 2019 / 31 DEC 2022	
034/2019	Paya Lebar Airport - Saddle Cranes	AD	27 MAR 2019 / 31 DEC 2022	
035/2019	Paya Lebar Airport - Luffer Crane	AD	27 MAR 2019 / 31 DEC 2022	
036/2019	RSAF Aerial Flypast prior to and on Singapore's National Day, 09th August 2019	AD/ENR	11 MAY 2019 / 10 AUG 2019	
037/2019	Paya Lebar Airport - Luffer Crane	AD	04 APR 2019 / 19 JUL 2019	
038/2019	Paya Lebar Airport - Mobile Crane	AD	04 APR 2019 / 07 SEP 2019	
039/2019	Paya Lebar Airport - Mobile Crane	AD	04 APR 2019 / 30 SEP 2019	
040/2019	Paya Lebar Airport - Mobile Crane	AD	04 APR 2019 / 30 SEP 2019	
041/2019	Paya Lebar Airport - Crawler Crane	AD	04 APR 2019 / 29 FEB 2020	
042/2019	Paya Lebar Airport - Luffer Cranes	AD	04 APR 2019 / 31 DEC 2020	
043/2019	Paya Lebar Airport - Saddle Cranes	AD	04 APR 2019 / 31 DEC 2020	
044/2019	Paya Lebar Airport - Luffer Crane	AD	04 APR 2019 / 13 MAR 2021	
045/2019	Singapore Changi Airport - Works schedule and movement area restrictions pertaining to Changi East development works	AD	05 APR 2019 / 26 OCT 2019	
046/2019	Singapore Changi Airport - Re-designation of taxiways and taxilanes (Phase 1)	AD	04 JUL 2019 / 18 JUL 2019	
047/2019	Seletar Airport - Changes to pushback/tow forward procedures for aircraft stands D50 to D56 at Northeast Apron	AD	14 MAY 2019 PERM	
048/2019	Paya Lebar Airport - Topless Cranes	AD	07 MAY 2019 / 29 APR 2020	
049/2019	Paya Lebar Airport - Topless Cranes	AD	07 MAY 2019 / 30 DEC 2020	
050/2019	Paya Lebar Airport - Crawler Crane	AD	07 MAY 2019 / 30 NOV 2020	
051/2019	Paya Lebar Airport - Luffer Crane	AD	07 MAY 2019 / 22 APR 2021	
052/2019	Paya Lebar Airport - Cranes and Piling Rig	AD	07 MAY 2019 / 31 AUG 2020	
053/2019	Paya Lebar Airport - Saddle Cranes and Luffer Crane	AD	07 MAY 2019 / 31 DEC 2023	



<b>NR/Year</b>	<b>Subject</b>	<b>AIP section(s) affected</b>	<b>Period of validity (from/to)</b>	<b>Cancellation record</b>
054/2019	Paya Lebar Airport - Topless Cranes	AD	07 MAY 2019 / 30 SEP 2020	
055/2019	Paya Lebar Airport - Topless Cranes	AD	07 MAY 2019 / 25 APR 2021	
056/2019	Paya Lebar Airport - Luffing Crane	AD	07 MAY 2019 / 30 JUN 2020	
057/2019	Paya Lebar Airport - Mobile Crane	AD	07 MAY 2019 / 08 AUG 2019	
059/2019	Singapore Changi Airport - Revision to Lead-in Line Markings for aircraft stands F36 and E7 at Terminal 2	AD	26 JUN 2019 PERM	
060/2019	Paya Lebar Airport - Topless Crane	AD	06 JUN 2019 / 14 NOV 2021	
061/2019	Paya Lebar Airport - Crawler Cranes	AD	06 JUN 2019 / 30 JUN 2020	
062/2019	Seletar Aerodrome joining procedures (IFR flights) from SJ - Runway 03 and Runway 21	AD	18 JUL 2019 PERM	

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## GEN 0.4 CHECKLIST OF AIP PAGES

Part 1 – General (GEN)							
<b>GEN 0</b>		GEN 3.2-1	21 JUL 2016	ENR 1.6-6	29 MAR 2018		
		GEN 3.2-2	31 MAR 2016	ENR 1.6-7	29 MAR 2018		
		GEN 3.2-3	31 MAR 2016	ENR 1.6-8	29 MAR 2018		
		<b>GEN 3.2-4</b>	<b>20 JUN 2019</b>	ENR-1.6-9	21 JUL 2016		
GEN 0.1-1	08 NOV 2018	GEN 3.2-5	25 APR 2019	ENR-1.6-11	21 JUL 2016		
GEN 0.1-2	08 NOV 2018	GEN 3.2-6	31 MAR 2016	ENR 1.7-1	12 NOV 2015		
GEN-0.1-3	08 NOV 2018	GEN 3.3-1	12 NOV 2015	ENR 1.7-2	12 NOV 2015		
GEN 0.2-1	13 SEP 2018	GEN 3.3-2	21 JUL 2016	ENR 1.7-3	12 NOV 2015		
<b>GEN 0.2-2</b>	<b>20 JUN 2019</b>	GEN 3.4-1	12 NOV 2015	ENR 1.7-4	17 AUG 2017		
GEN 0.3-1	20 JUN 2019	GEN 3.4-2	02 MAR 2017	ENR 1.7-5	12 NOV 2015		
GEN 0.3-2	20 JUN 2019	GEN 3.4-3	02 MAR 2017	ENR 1.7-6	07 DEC 2017		
GEN 0.3-3	20 JUN 2019	GEN 3.4-4	02 MAR 2017	ENR 1.7-7	12 NOV 2015		
GEN 0.3-4	20 JUN 2019	GEN 3.4-5	12 NOV 2015	ENR 1.7-8	12 NOV 2015		
GEN 0.3-5	20 JUN 2019	GEN-3.4-7	21 JUL 2016	ENR 1.7-9	12 NOV 2015		
GEN 0.4-1	20 JUN 2019	GEN-3.4-9	21 JUL 2016	ENR 1.8-1	07 DEC 2017		
GEN 0.4-2	20 JUN 2019	GEN 3.5-1	25 APR 2019	ENR 1.8-2	29 MAR 2018		
GEN 0.4-3	20 JUN 2019	GEN 3.5-2	25 APR 2019	ENR 1.8-3	29 MAR 2018		
GEN 0.5-1	05 JAN 2017	GEN 3.5-3	25 APR 2019	ENR 1.8-4	29 MAR 2018		
<b>GEN 0.6-1</b>	<b>20 JUN 2019</b>	GEN 3.5-4	08 NOV 2018	ENR 1.8-5	29 MAR 2018		
GEN 0.6-2	03 JAN 2019	GEN 3.5-5	19 JUL 2018	ENR 1.8-6	29 MAR 2018		
GEN 0.6-3	22 JUN 2017	GEN 3.5-6	12 NOV 2015	ENR 1.8-7	29 MAR 2018		
<b>GEN 1</b>		GEN 3.5-7	25 APR 2019	ENR 1.8-8	29 MAR 2018		
		GEN 3.5-8	25 APR 2019	ENR 1.8-9	29 MAR 2018		
GEN 1.1-1	25 APR 2019	GEN 3.5-9	08 NOV 2018	ENR 1.8-10	29 MAR 2018		
GEN 1.1-2	25 APR 2019	GEN 3.6-1	12 NOV 2015	ENR 1.8-11	29 MAR 2018		
GEN 1.2-1	15 SEP 2016	GEN 3.6-2	12 NOV 2015	ENR 1.8-12	29 MAR 2018		
GEN 1.2-2	19 JUL 2018	GEN 3.6-3	12 NOV 2015	ENR 1.8-13	29 MAR 2018		
GEN 1.2-3	19 JUL 2018	GEN 3.6-4	12 NOV 2015	ENR 1.8-14	29 MAR 2018		
GEN 1.2-4	19 JUL 2018	GEN-3.6-5	21 JUL 2016	ENR 1.8-15	29 MAR 2018		
GEN 1.2-5	24 MAY 2018	<b>GEN 4</b>		ENR 1.8-16	29 MAR 2018		
GEN 1.2-6	24 MAY 2018	GEN 4.1-1	15 SEP 2016	ENR 1.8-17	29 MAR 2018		
GEN 1.3-1	25 APR 2019	GEN 4.2-1	24 MAY 2018	ENR 1.8-18	29 MAR 2018		
GEN 1.3-2	25 APR 2019	GEN 4.2-2	12 NOV 2015	ENR 1.8-19	29 MAR 2018		
GEN 1.3-3	25 APR 2019	GEN 4.2-3	12 NOV 2015	ENR 1.8-20	13 SEP 2018		
GEN 1.3-4	25 APR 2019	GEN 4.2-4	12 NOV 2015	ENR 1.8-21	29 MAR 2018		
GEN 1.3-5	25 APR 2019	GEN 4.2-5	12 NOV 2015	ENR 1.8-22	29 MAR 2018		
GEN-1.3/ARR PAX FLOW	25 APR 2019	GEN 4.2-6	12 NOV 2015	ENR 1.8-23	24 MAY 2018		
GEN-1.3/DEP PAX FLOW 1	25 APR 2019			ENR 1.8-24	29 MAR 2018		
GEN-1.3/DEP PAX FLOW 2	25 APR 2019	<b>Part 2 – EN-ROUTE (ENR)</b>		ENR 1.8-25	29 MAR 2018		
<b>GEN 1.4-1</b>	<b>20 JUN 2019</b>	<b>ENR 0</b>		ENR 1.8-26	29 MAR 2018		
GEN 1.4-2	20 JUN 2019	ENR 0.6-1	08 NOV 2018	ENR 1.8-27	28 FEB 2019		
<b>GEN 1.4-3</b>	<b>20 JUN 2019</b>	ENR 0.6-2	29 MAR 2018	ENR 1.8-28	28 FEB 2019		
GEN 1.5-1	12 NOV 2015	ENR 0.6-3	29 MAR 2018	ENR 1.8-29	28 FEB 2019		
GEN 1.6-1	03 JAN 2019	ENR 0.6-4	28 FEB 2019	ENR 1.8-30	28 FEB 2019		
GEN 1.6-2	03 JAN 2019	ENR 0.6-5	29 MAR 2018	ENR 1.8-31	28 FEB 2019		
GEN 1.6-3	03 JAN 2019	ENR 0.6-6	03 JAN 2019	ENR 1.9-1	07 DEC 2017		
GEN 1.6-4	03 JAN 2019	<b>ENR 1</b>		ENR 1.9-2	01 FEB 2018		
GEN 1.6-5	03 JAN 2019	ENR 1.1-1	25 APR 2019	ENR 1.9-3	27 APR 2017		
GEN 1.7-1	03 JAN 2019	ENR 1.1-2	12 NOV 2015	ENR 1.9-4	27 APR 2017		
GEN 1.7-2	03 JAN 2019	ENR 1.1-3	12 NOV 2015	ENR 1.9-5	27 APR 2017		
GEN 1.7-3	03 JAN 2019	ENR 1.1-4	12 NOV 2015	ENR 1.10-1	01 FEB 2018		
GEN 1.7-4	03 JAN 2019	ENR 1.1-5	12 NOV 2015	ENR 1.10-2	29 MAR 2018		
GEN 1.7-5	03 JAN 2019	ENR 1.1-6	12 NOV 2015	ENR 1.10-3	29 MAR 2018		
<b>GEN 2</b>		ENR 1.1-7	12 NOV 2015	ENR 1.11-1	12 NOV 2015		
GEN 2.1-1	12 NOV 2015	ENR 1.1-8	12 NOV 2015	ENR 1.12-1	12 NOV 2015		
GEN 2.1-2	13 SEP 2018	ENR 1.1-9	12 NOV 2015	ENR 1.12-2	12 NOV 2015		
GEN 2.2-1	02 MAR 2017	ENR 1.1-10	08 NOV 2018	ENR 1.12-3	12 NOV 2015		
GEN 2.2-2	02 MAR 2017	ENR 1.1-11	08 NOV 2018	ENR 1.12-4	12 NOV 2015		
GEN 2.2-3	02 MAR 2017	ENR 1.1-12	08 NOV 2018	ENR 1.13-1	12 NOV 2015		
GEN 2.2-4	05 JAN 2017	ENR 1.1-13	08 NOV 2018	ENR 1.14-1	10 DEC 2015		
GEN 2.2-5	10 NOV 2016	ENR 1.1-14	08 NOV 2018	ENR 1.14-2	15 SEP 2016		
GEN 2.3-1	12 NOV 2015	ENR 1.1-15	08 NOV 2018	ENR-1.14-3 to ENR-1.14-4	15 SEP 2016		
GEN 2.3-2	12 NOV 2015	ENR 1.2-1	21 JUL 2016	ENR-1.14-5 to ENR-1.14-6	15 SEP 2016		
GEN 2.3-3	12 NOV 2015	ENR 1.3-1	12 NOV 2015	ENR-1.14-7 to ENR-1.14-8	15 SEP 2016		
GEN 2.4-1	25 APR 2019	ENR 1.4-1	12 NOV 2015	<b>ENR 2</b>			
GEN 2.5-1	28 FEB 2019	ENR 1.5-1	12 NOV 2015	ENR 2.1-1	03 JAN 2019		
GEN-2.5-3	21 JUL 2016	ENR 1.5-2	17 AUG 2017	ENR 2.1-2	03 JAN 2019		
GEN 2.6-1	12 NOV 2015	ENR 1.5-3	08 NOV 2018	ENR 2.1-3	03 JAN 2019		
GEN 2.6-2	12 NOV 2015	ENR 1.5-4	08 NOV 2018	ENR 2.1-4	25 APR 2019		
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<a href="#">3</a>	TYPES OF SERVICES	GEN 3.3-1
<a href="#">4</a>	CO-ORDINATION BETWEEN THE OPERATOR AND ATS	GEN 3.3-2
<a href="#">5</a>	MINIMUM FLIGHT ALTITUDE	GEN 3.3-2
<a href="#">6</a>	ATS UNITS ADDRESS LIST	GEN 3.3-2
<a href="#">GEN 3.4</a>	COMMUNICATION SERVICES	GEN 3.4-1
<a href="#">1</a>	RESPONSIBLE SERVICE	GEN 3.4-1
<a href="#">2</a>	AREA OF RESPONSIBILITY	GEN 3.4-1
<a href="#">3</a>	TYPES OF SERVICE	GEN 3.4-1



## GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

### 1 CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES

- ← 1.1 The following supporting documents: Airway Bill, Invoice, Packing List together with Customs Permits [for all goods including controlled goods, dutiable goods and goods subject to Goods and Services Tax (GST)] are to be produced if they are required for checks by Immigration and Checkpoints Authority officers at the checkpoint.
- 1.2 The following are applicable to the Free Trade Zone (FTZ):
- a. Transshipment within the same FTZ (In Through Airway Bill cases), no Customs documentation is required if the items are not controlled by the Competent Authorities (CAs);
  - b. Transshipment of controlled goods within the same FTZ (In Through Airway Bill cases), a transshipment (Through transshipment within the same FTZ) permit is required; and
  - c. Import for re-export within the same FTZ (In Non-Through Airway Bill cases), an import permit is required for the importation of goods into the FTZ and an export permit is required for the exportation of goods from the same FTZ.
- 1.3 Under the Strategic Goods (Control) Act (SGCA), goods in transshipment or transit are subject to controls under the full control list. No clearance documents are required for strategic goods in transshipment or transit which are taken into a FTZ immediately after they have been brought into Singapore and stay in the FTZ for not more than 45-days (for sea) / 21-days (for air) except for certain categories of goods. For transshipment and transit of certain sensitive strategic goods (listed under the Fourth and Fifth Schedule of the SGCR) and goods that are intended or likely to be used for nuclear, chemical or biological weapon purposes, or missiles capable of delivering such weapons (i.e. catch-all for WMD purposes), a strategic good permit is still required. Depending on the conditions stated in the permits, these goods may be required to be presented for Customs clearance at the checkpoint
- 1.4 For the exportation of dutiable goods from a Licensed Warehouse, or non-dutiable goods from a Zero-GST Warehouse, Customs outward permits are to be presented for checkpoint inspection and clearance.
- 1.5 For the importation and exportation of controlled goods, depending on the Competent Authorities' (CA) requirements, these goods may be required to be presented for Customs clearance at the checkpoint. For more information on the list of Controlled and Prohibited Goods for the importation and exportation of goods, please visit the respective pages on the Singapore Customs website. You may also refer to the [Strategic Goods](#) and the [United Nations Security Council Sanctions](#) webpages for more information on the relevant topics.

### 2 VETERINARY, ANIMALS, BIRDS, MEAT, FISH AND PLANT QUARANTINE REQUIREMENTS

- 2.1 Prior permission of the Agri-Food and Veterinary Authority (AVA) is required for import, export or transshipment of:
- a. Animals, birds, eggs, meat and meat products (including canned or processed meat), animal products, veterinary biological, fertilizers containing animal products;
  - b. Fish (for human consumption as well as for aquaria), fisheries products (in all forms), aquatic animals (alive or dead).
  - c. Plants and propagatable plant parts including cuttings, seeds and bulbs with or without potting medium, organic fertilisers of plant origin, live insects and microorganisms. Plant produce including cutflowers, fruits and vegetables from the American Tropics (between Lat 23 1 / 2 °N and 23 1 / 2 °S).
- 2.2 In the case of live animals, prior permission is also required for animals in transit. No prior permission required for transshipment of plants and plant products.
- 2.3 Prior permission of the Agri-Food and Veterinary Authority (AVA) is required for the import and export of all species of wild animals and plants and their parts or derivatives protected under the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES).

### **3 REQUIREMENTS RELATING TO ARMS AND EXPLOSIVES**

- 3.1 The import, export and transshipment of all arms, explosives, component parts, munitions and weapons including swords, sword-sticks, kukris, parangs, daggers, spears, spear-heads, toy pistols, airguns, etc. are strictly controlled. Permits must be obtained and applications should be made to the Arms and Explosives Branch, Commissioner of Singapore Police, Block J, Kinloss Complex, No 3 Ladyhill Road, Singapore 258672 (Fax: 65-67340531) at least 2 weeks before the intended date of air carriage. Severe penalties are provided for non-compliance of requirements.

### **4 REQUIREMENTS FOR THE CARRIAGE OF DANGEROUS GOODS AND MUNITIONS OF WAR (INCLUDING ARMS AND EXPLOSIVES) IN AIRCRAFT**

#### **4.1 DANGEROUS GOODS**

- 4.1.1 Paragraph 50D of the Air Navigation Order provides that dangerous goods shall not be carried in civil air transport aircraft except (inter alia) with the written permission of the Minister and in accordance with any conditions which may be imposed. This provision applies to all civil aircraft flying to, from or over the Republic of Singapore, and to Singapore registered aircraft wherever they may be.

- 4.1.2 Written permission, if given, is subject to compliance with Annex 18 to the Convention on International Civil Aviation and the latest edition of the ICAO Technical Instructions relating to the Safe Transport of Dangerous Goods by Air.

- 4.1.3 Operators who wish to carry dangerous goods should submit their applications to the address below, in the prescribed form, giving full details of the consignment:

Airworthiness / Flight Operations Division  
Civil Aviation Authority of Singapore  
Singapore Changi Airport  
P.O.Box 1, Singapore 918141  
FAX: (65) 65456519  
TEL: (65) 65413487

Each application must be supported by a shipper's declaration form, airway bill and commercial invoice. All airline operators planning to carry dangerous goods to, from or through Singapore may request for the application forms from Airworthiness / Flight Operations Division, CAAS (TEL: 65-65413487 or FAX: 65-65456519). These applications should be submitted at least 7 working days before the intended date of carriage.

#### **4.2 MUNITIONS OF WAR**

- 4.2.1 Operators who wish to carry Munitions of War on board aircraft should apply for permit from paragraph 50C of the Air Navigation Order which prohibits the carriage of Munitions of War on board aircraft. Applications for such permit under paragraph 84 of the Air Navigation Order should be submitted to the Director-General of Civil Aviation at least 7 working days before the intended date of carriage to the address indicated in paragraph 4.1.3 above. Application forms can be obtained from Airworthiness / Flight Operations Division, CAAS (Tel: 65-65413487 or Fax: 65-65456519).

- 4.2.2 Each application for permit to carry Munitions of War to, from and/or through Singapore, should be in the prescribed form and supported by an airway bill, commercial invoice, import/export and/or end-user certificate from the final destination. In Singapore, only licensed dealers are allowed to engage in the import, export and transshipment of Munitions of War in Singapore.

### **5 REPORTING OF DANGEROUS GOODS ACCIDENT/INCIDENT**

- 5.1 Operators are required to submit a written report to the CAAS within 24 hours of the occurrence coming to the knowledge of the person making the report in the event of any dangerous goods accident, dangerous goods incident or the finding of undeclared or mis declared munitions of war or dangerous goods in cargo or passenger's baggage on board any aircraft operated by that operator.

- 5.2 When any dangerous goods accident occurs on board any Singapore aircraft, or any aircraft that lands in or departs from Singapore, the operator of that aircraft should notify CAAS immediately through the most expeditious means (i.e. Telephone call or SMS etc.) and submit a written notification within 3 hours from immediate notification. The initial report may be made by any means but a written report utilising Part 4 of CAAS AW139 form, including all relevant documents, should be sent as soon as possible and which shall in any case be within 24 hours, even if all the information is not available. The report should then be updated as soon as more information becomes available.

- 5.3 Where any information referred to in paragraph 5.4 below is not in the possession of the person making a report, that person shall dispatch the information in a form as specified by the Chief Executive, and by the quickest available means within 24 hours of the information coming into his possession.

- 5.4 A report required shall contain such of the following information as is appropriate to the occurrence:
- a. date of the occurrence;
  - b. State of the operator;
  - c. State of origin;
  - d. State of registry;
  - e. location of the occurrence, flight number and flight date;
  - f. description of the goods and the reference number of the airway bill, pouch, baggage tag and ticket;
  - g. proper shipping name (including the technical name, if applicable);
  - h. UN or ID number, whichever is applicable;
  - i. class or division of the goods in accordance with the Technical Instructions and any subsidiary risk;
  - j. type of packaging and the packaging specification marking;
  - k. quantity of the munitions of war or dangerous goods;
  - l. name and address of the shipper or passenger;
  - m. suspected cause of the occurrence;
  - n. action taken upon discovery of the occurrence, including any mitigation measures;
  - o. any serious injury, death or damage of property caused by the occurrence;
  - p. any other reporting action taken;
  - q. name, title, address and contact number of the reporter;
  - r. any other relevant details.
- 5.5 All formal written notifications shall be made by the air operator through the submission of the Part 4 of CAAS AW139 form in an email to CAAS at "caas\_dfirs@caas.gov.sg" or in any other manner acceptable to CAAS. Providing it is safe to do so, all dangerous goods, packaging, documents, etc., relating to the occurrence must be retained by the operator and its agent until CAAS authorises its release.
- 5.6 The prescribed form above is available on the CAAS website from the following link below:  
[http://www.caas.gov.sg/caas/en/eServices\\_Forms/sai\\_reporting.html?\\_locale=en](http://www.caas.gov.sg/caas/en/eServices_Forms/sai_reporting.html?_locale=en)
- 5.7 The existing CAAS FO130 (Dangerous Goods Occurrence Report) form has been discontinued from 1st April 2011.

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**k. Visual Approach Chart - ICAO**

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

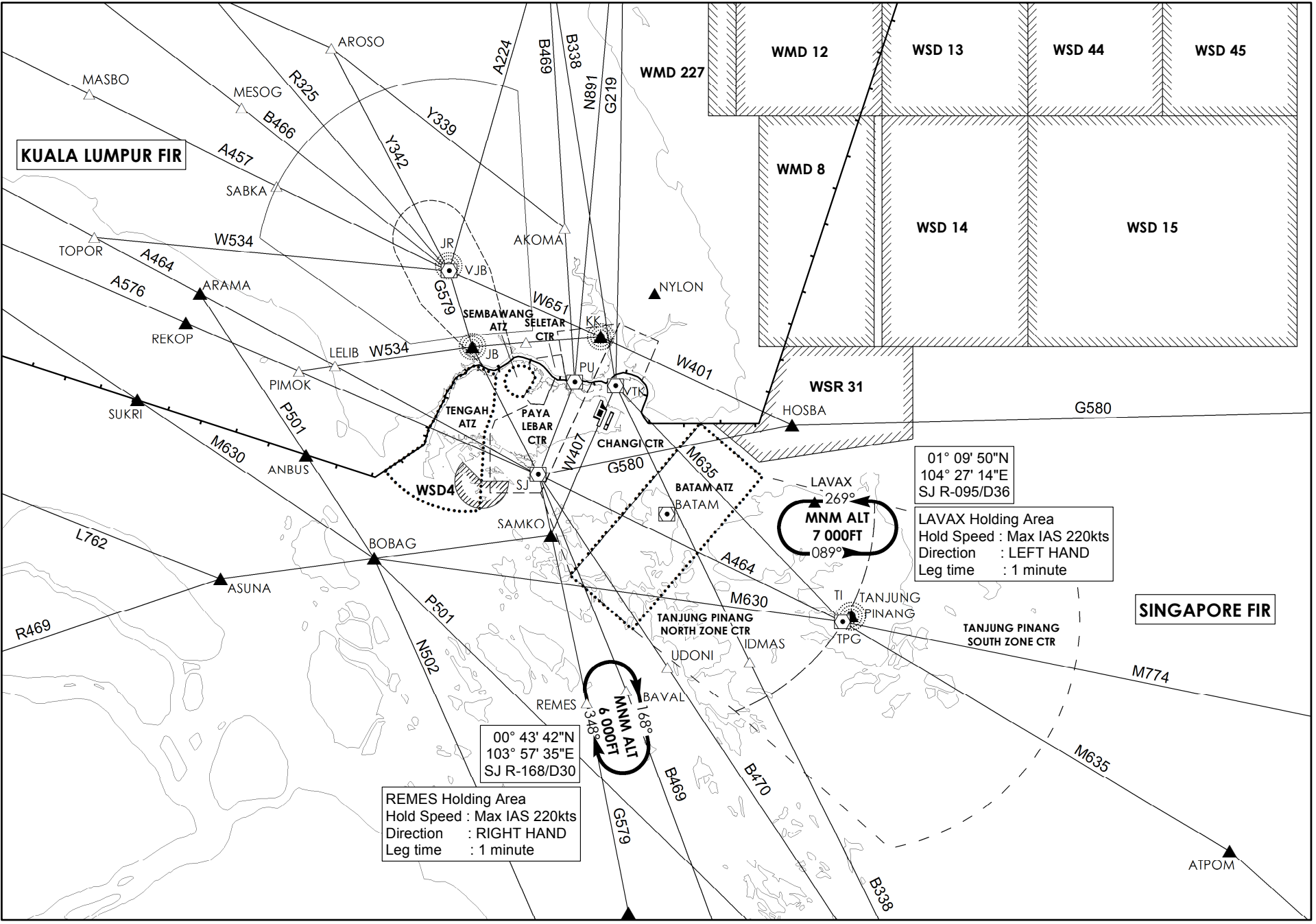
- \* only limited navigation facilities are available; or
- \* radio communication facilities are not available; or
- \* no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- \* visual approach procedures have been established

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**

<b>GEN 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE</b>					
<i>Title of Chart Series</i>	<i>Scale</i>	<i>Name and/or number</i>		<i>Price (\$)</i>	<i>Date</i>
<b>World Aeronautical Chart</b> ICAO (WAC)	1:1 000 000	WAC 2860		In AIP	17 AUG 17
<b>Enroute Chart</b> ICAO (ENRC)		ERC 6-1		In AIP	13 SEP 18
<b>Instrument Approach Chart</b> ICAO (IAC)		<b>Singapore Changi</b>			
	1:400 000	RWY 02L - ICW ILS/DME	AD-2-WSSS-IAC-1	In AIP	13 SEP 18
	1:400 000	RWY 02C - ICE ILS/DME	AD-2-WSSS-IAC-2	In AIP	13 SEP 18
	1:400 000	RWY 20R - ICH ILS/DME	AD-2-WSSS-IAC-5	In AIP	13 SEP 18
	1:400 000	RWY 20C - ICC ILS/DME	AD-2-WSSS-IAC-6	In AIP	13 SEP 18
	1:400 000	RWY 20C - VTK DVOR/DME	AD-2-WSSS-IAC-7	In AIP	13 SEP 18
	1:400 000	RWY 02L - RNAV(GNSS)	AD-2-WSSS-IAC-9	In AIP	13 SEP 18
	1:400 000	RWY 02C - RNAV(GNSS)	AD-2-WSSS-IAC-10	In AIP	13 SEP 18
	1:400 000	RWY 20R - RNAV(GNSS)	AD-2-WSSS-IAC-11	In AIP	03 JAN 19
	1:400 000	RWY 20C - RNAV(GNSS)	AD-2-WSSS-IAC-12	In AIP	13 SEP 18
		<b>Paya Lebar</b>			
	1:400 000	RWY 20 - PU DVOR/DME	AD-2-WSAP IAC-1	In AIP	25 APR 19
	1:400 000	RWY 02 - PU DVOR/DME	AD-2-WSAP IAC-2	In AIP	25 APR 19
	1:400 000	RWY 20 - IPS ILS/DME	AD-2-WSAP IAC-3	In AIP	25 APR 19
	1:400 000	RWY 02 - IPN ILS/DME	AD-2-WSAP IAC-4	In AIP	25 APR 19
	1:400 000	RWY 02 - RNAV(GNSS)	AD-2-WSAP-IAC-5	In AIP	25 APR 19
	1:400 000	RWY 20 - RNAV(GNSS)	AD-2-WSAP-IAC-6	In AIP	25 APR 19
<b>Visual Approach Chart</b> ICAO (VAC)	1:400 000	<b>Singapore Changi</b>		AD-2-WSSS-VAC-1	In AIP 28 FEB 19
		<b>Seletar</b>			
	1:100 000	RWY 03	AD-2-WSSL-VAC-1	In AIP	03 JAN 19
	1:100 000	RWY 21	AD-2-WSSL-VAC-2	In AIP	03 JAN 19
	1:100 000	RWY 03	AD-2-WSSL-VAC-3	In AIP	03 JAN 19
	1:100 000	RWY 21	AD-2-WSSL-VAC-4	In AIP	03 JAN 19
<b>Visual Departure Chart</b>		<b>Seletar</b>			
	1:100 000	RWY 03	AD-2-WSSL-VDC-1	In AIP	03 JAN 19
	1:100 000	RWY 21	AD-2-WSSL-VDC-2	In AIP	03 JAN 19
<b>Aerodrome Chart</b> ICAO (AC)		<b>Singapore Changi</b>		AD-2-WSSS-ADC-2	In AIP 20 JUN 19
		<b>Seletar</b>		AD-2-WSSL-ADC-1	In AIP 28 FEB 19
		<b>Paya Lebar</b>		AD-2-WSAP-ADC-1	In AIP 12 NOV 15
<b>Aerodrome Obstacle Chart</b> ICAO TYPE A (AOC)		<b>Singapore Changi</b>			
	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	29 MAR 18
		<b>Seletar</b>			
	1:10 000	RWY 03/21	AD-2-WSSL-AOC-1	In AIP	17 AUG 17
		<b>Paya Lebar</b>			
	1:20 000	RWY 20/02	AD-2-WSAP-AOC-1	In AIP	10 NOV 16
<b>Aerodrome Obstacle Chart</b> ICAO TYPE B (AOC)		<b>Singapore Changi</b>			
	1:20 000	RWY 02L/20R and 02C/20C	AD-2-WSSS-AOC-3	In AIP	13 SEP 18
		<b>Seletar</b>			
	1:20 000	RWY 03/21	AD-2-WSSL-AOC-2	In AIP	08 NOV 18
<b>Precision Approach Terrain Chart</b> ICAO (PATC)		<b>Singapore Changi</b>			
	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

# REMES AND LAVAX LOW LEVEL HOLDING AREAS

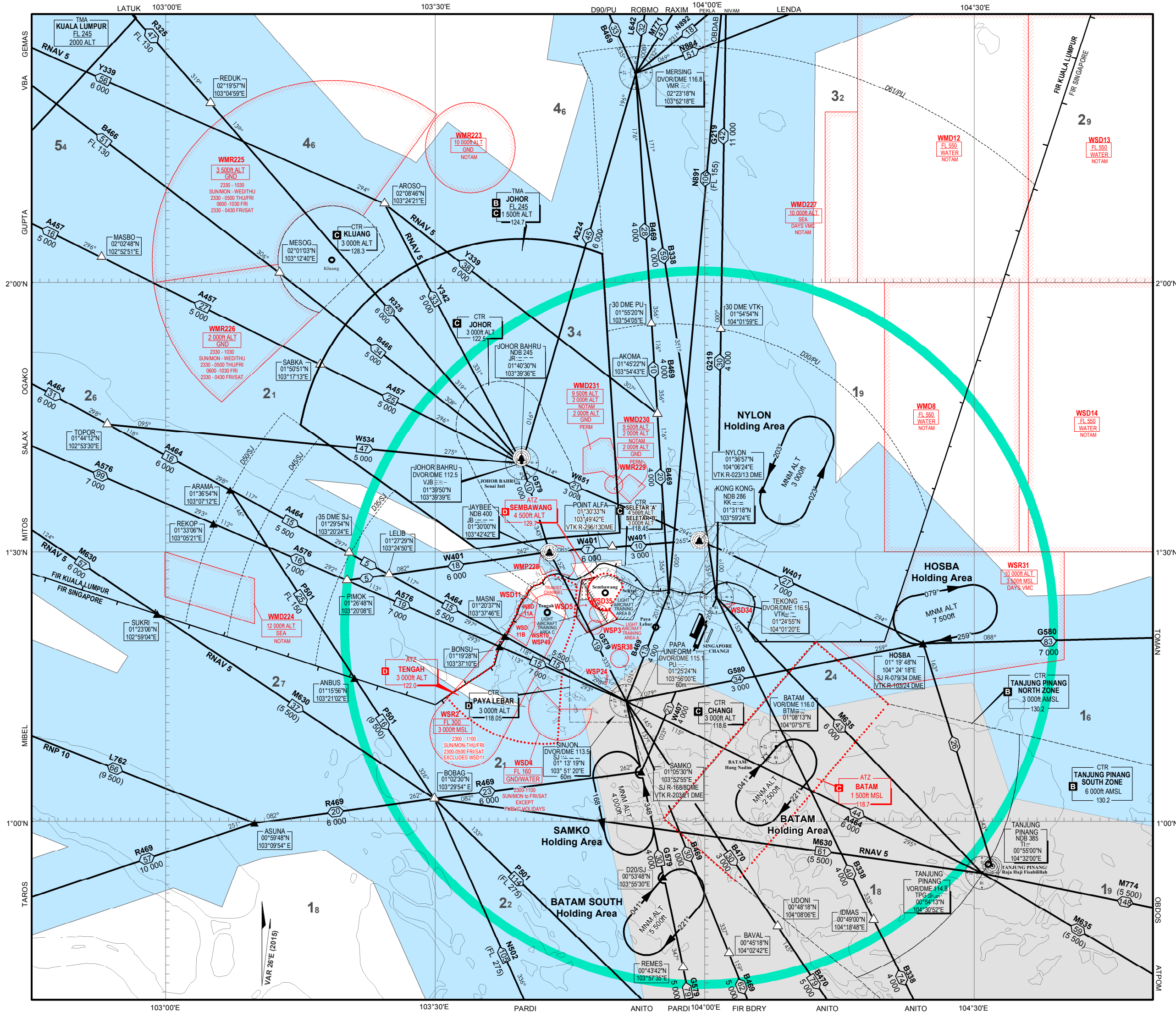


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# AREA CHART - ICAO

SINGAPORE/JOHOR AIRSPACE COMPLEX  
LOW LEVEL HOLDING AREAS



LEGEND											
Terminal Control Area (TMA)	<table border="1"> <tr> <td>Name of TMA</td> <td>TMA JOHOR</td> </tr> <tr> <td>Airspace Classification</td> <td>FL 145</td> </tr> <tr> <td>Upper Limit</td> <td>1 500ft</td> </tr> <tr> <td>Lower Limit</td> <td>124.7</td> </tr> <tr> <td>Radio frequency(ies)</td> <td></td> </tr> </table>	Name of TMA	TMA JOHOR	Airspace Classification	FL 145	Upper Limit	1 500ft	Lower Limit	124.7	Radio frequency(ies)	
Name of TMA	TMA JOHOR										
Airspace Classification	FL 145										
Upper Limit	1 500ft										
Lower Limit	124.7										
Radio frequency(ies)											
Control Zone (CTR)	<table border="1"> <tr> <td>Name of CTR</td> <td>CTR CHANGI</td> </tr> <tr> <td>Airspace Classification</td> <td>3 000ft</td> </tr> <tr> <td>Upper Limit</td> <td>118.6m</td> </tr> <tr> <td>Radio frequency(ies)</td> <td></td> </tr> </table>	Name of CTR	CTR CHANGI	Airspace Classification	3 000ft	Upper Limit	118.6m	Radio frequency(ies)			
Name of CTR	CTR CHANGI										
Airspace Classification	3 000ft										
Upper Limit	118.6m										
Radio frequency(ies)											
Aerodrome Traffic Zone (ATZ)	<table border="1"> <tr> <td>Name of ATZ</td> <td>ATZ TENGAH</td> </tr> <tr> <td>Airspace Classification</td> <td>3 000ft</td> </tr> <tr> <td>Upper Limit</td> <td>122.0</td> </tr> <tr> <td>Radio frequency(ies)</td> <td></td> </tr> </table>	Name of ATZ	ATZ TENGAH	Airspace Classification	3 000ft	Upper Limit	122.0	Radio frequency(ies)			
Name of ATZ	ATZ TENGAH										
Airspace Classification	3 000ft										
Upper Limit	122.0										
Radio frequency(ies)											
ATS Routes	<table border="1"> <tr> <td>Route designator</td> <td>B469</td> </tr> <tr> <td>Distance in nautical miles</td> <td>20</td> </tr> <tr> <td>Minimum flight altitude (ft)/flight level</td> <td>4 000/FL 160</td> </tr> <tr> <td>Lower limit (ft)/flight level</td> <td>(4 000)/FL 160</td> </tr> </table>	Route designator	B469	Distance in nautical miles	20	Minimum flight altitude (ft)/flight level	4 000/FL 160	Lower limit (ft)/flight level	(4 000)/FL 160		
Route designator	B469										
Distance in nautical miles	20										
Minimum flight altitude (ft)/flight level	4 000/FL 160										
Lower limit (ft)/flight level	(4 000)/FL 160										
Oceanic Control Area (OCA)											
Reporting Point	<table border="1"> <tr> <td>Compulsory</td> <td>▲</td> </tr> <tr> <td>On request</td> <td>△</td> </tr> </table>	Compulsory	▲	On request	△						
Compulsory	▲										
On request	△										
DME distance from SJ Navaid	D35/SJ										
Radio Navigation Aid	<table border="1"> <tr> <td>Name</td> <td>SINJON DVOR/DME 113.5</td> </tr> <tr> <td>Identification and frequency</td> <td>SJ 113.5</td> </tr> <tr> <td>Geographical Coordinates</td> <td>01°19'21"N 103°51'19"E</td> </tr> <tr> <td>Elevation of DME site</td> <td>60m</td> </tr> </table>	Name	SINJON DVOR/DME 113.5	Identification and frequency	SJ 113.5	Geographical Coordinates	01°19'21"N 103°51'19"E	Elevation of DME site	60m		
Name	SINJON DVOR/DME 113.5										
Identification and frequency	SJ 113.5										
Geographical Coordinates	01°19'21"N 103°51'19"E										
Elevation of DME site	60m										
Collocated VOR and DME Radio Navigation Aids	<table border="1"> <tr> <td>Compass rose orientated on the chart to Magnetic North</td> <td></td> </tr> </table>	Compass rose orientated on the chart to Magnetic North									
Compass rose orientated on the chart to Magnetic North											
Restricted Airspace (P - Prohibited, R - Restricted, D - Danger)	<table border="1"> <tr> <td>Identification of area</td> <td>WSD13</td> </tr> <tr> <td>Nationality letter</td> <td>FL 550</td> </tr> <tr> <td>Vertical limits</td> <td>WATER</td> </tr> <tr> <td>Activation by</td> <td>NOTAM</td> </tr> </table>	Identification of area	WSD13	Nationality letter	FL 550	Vertical limits	WATER	Activation by	NOTAM		
Identification of area	WSD13										
Nationality letter	FL 550										
Vertical limits	WATER										
Activation by	NOTAM										

**Area Minimum Altitude (AMA)**

Each quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1 000 feet (300m) above all terrain and obstacles in the quadrilateral. It is represented in thousands and hundreds of feet above mean sea level.

Example : 3 400 feet **34**

NOTE :- In computing the area minimum altitude, a margin of 200 feet (60m) for vegetation has been added for spot elevations.

**Speed Control Procedures**

Speed control procedures are in force unless notified otherwise by ATC or ATIS.

All arriving turbo-propeller and turbo-jet aircraft are to fly at not faster than indicated air speed 250 knots when within 40nm from Singapore Changi Airport or when at or below 10,000ft except all arriving aircraft into Singapore Changi Airport shall comply with the speed restrictions depicted on the transitions and RNAV STARS. Further speed reductions will be regulated by ATC as necessary.

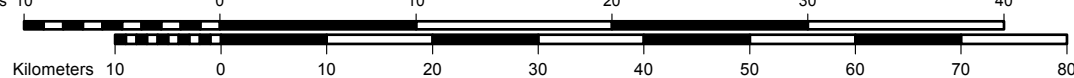
Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

AIRSPACE CLASSIFICATION IN THE SINGAPORE FIR		
Airspace	Levels	Classification
Controlled airspace	FL150 to FL460	A
	Surface to FL150	B
Controlled airspace more than 100 nm seaward from the shoreline	Lower limit to FL460	A
Control Zone (CTRs)	Changi CTR	C
	Paya Lebar CTR	D
	Seletar CTR	C
ATZs	Surface to upper limit	D
Uncontrolled airspace		G*

\* Aircraft operating in the Light Aircraft Training Areas A, B and C (please refer to page ENR 5.2-1) are required to have continuous two-way communications with the appropriate ATS authority.

SINGAPORE	D-ATIS	128.6
	APP	120.3
	TWR	119.3
		118.6
		118.25

Note :  
FOR DEPARTURE AND ARRIVAL ROUTES  
REFER TO WSSS AD 2-51 TO WSSS AD 2-100



**PROHIBITED, RESTRICTED AND DANGER AREAS**

	ACTIVITY	UPPER LIMIT LOWER LIMIT	REMARKS
WSD1	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WSR2	Jet Let-down Sector	FL 300 3 000ft MSL	Permanently Active as in ENR 5
WSP3	-	750ft ALT GND	Permanently Active as in ENR 5
WSD4	A/G and G/G Firing Range	FL 160 GND/WATER	Permanently Active as in ENR 5
WSD5	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WMD8	Naval Air/Air Firing Range	FL 550 WATER	Activation by NOTAM
WSD11	Small Arm Firing	1 300ft ALT GND	Permanently Active as in ENR 5
WSD11A	Artillery Firing	FL 125 GND	Activation by NOTAM
WSD11B	Artillery Firing	FL 125 GND	Activation by NOTAM
WMD12	Naval Anti-aircraft Firing	FL 550 WATER	Activation by NOTAM
WSD13	Naval Anti-aircraft Firing	FL 550 WATER	Activation by NOTAM
WSD14	Naval Anti-aircraft Firing & Live Air/Air Firing	FL 550 WATER	Activation by NOTAM
WSP24	-	800ft ALT GND/WATER	Permanently Active as in ENR 5
WSR31	Training Area	10 000ft ALT 3 500ft MSL	Permanently Active as in ENR 5
WSD33	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WSD34	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WSD35	Rifle Range	900ft ALT GND	Permanently Active as in ENR 5
WSR10	-	5 500ft ALT GND	Permanently Active as in ENR 5
WSR38	-	10 000ft ALT GND	Permanently Active as in ENR 5
WSP49	-	300ft ALT GND	Permanently Active as in ENR 5
	Transit Channel	2 000ft ALT GND	Activated only for Military acft crossing
*	Light Aircraft Training Area A	4 500ft ALT GND/*2 000ft	Training & Local Flts in VMC only
*	Light Aircraft Training Area B	10 500ft ALT 4 500ft ALT	High Flying Training Ops in VMC only
*	Light Aircraft Training Area C	10 500ft ALT 4 500ft ALT	High Flying Training Ops in VMC only
WMR223	Parachute Dropping	10 000ft ALT GND	Permanently Active as in ENR 5
WMD224	Firing Range	12 000ft ALT SEA	Activation by NOTAM
WMR225	RMAF Helicopter Training Area	3 500ft ALT GND	Permanently Active as in ENR 5
WMR226	RMAF Helicopter Training Area	2 000ft ALT GND	Permanently Active as in ENR 5
WMD227	Radar Bombing Range	10 000ft ALT SEA	Activation by NOTAM
WMP228	Sultan's Palace	5 000ft ALT GND	Permanently Active as in ENR 5
WMR229	Helicopter Operations	1 500ft ALT GND	Permanently Active as in ENR 5
WMD230	Artillery Firing Range	2 000ft ALT GND	Permanently Active as in ENR 5
WMD231	Artillery Firing Range	2 000ft ALT GND	Permanently Active as in ENR 5

\* AEROBATICS IS PROHIBITED IN LIGHT AIRCRAFT TRAINING AREAS A, B and C.

**SPECIAL NOTE :-**

**1. WEATHER BALLOONS**

BALLOONS WILL BE RELEASED FOR MET OBSERVATION AT THE CENTRE FOR CLIMATE RESEARCH SINGAPORE, UPPER AIR OBSERVATORY (012025N 1035317E), BEARING 244° MAG AND DISTANCE 1.5NM FROM SOUTHERN END OF PAYA LEBAR RWY 02.

(I) BALLOONS WILL BE RELEASED DAILY AT 2330UTC AND 1040UTC. CUT-OFF TIMINGS FOR THE RELEASE ARE AT 0030UTC AND 1230UTC RESPECTIVLEY. RATE OF ASCENT IS 320M PER MIN. MAX HGT OF BALLOON 115 000FT (35 000M). THE BALLOON, UNCOLOURED AND 162CM IN DIAMETER, IS ATTACHED WITH RADIOSONDE EQUIPMENT. IT WILL BURST 1.5 TO 2HRS AFTER RELEASE AND RADIOSONDE EQUIPMENT WILL DECSEND WITHIN 60NM RADIUS.

(II) A BALLOON WILL BE RELEASED BETWEEN 2330UTC AND 0030UTC ON EITHER THE 3rd OR 4th WEEK OF THE MONTH. RATE OF ASCENT IS 320M PER MIN. MAX HGT OF BALLOONS IS 115 000FT (35 000M). THE BALLOON, UNCOLOURED AND 191CM IN DIAMETER, IS ATTACHED WITH OZONESONDE/RADIOSONDE EQUIPMENT AND PARACHUTE. IT WILL BURST 1.5 TO 2HR AFTER RELEASE.

**2. AEROMODELLING AND KITE FLYING**

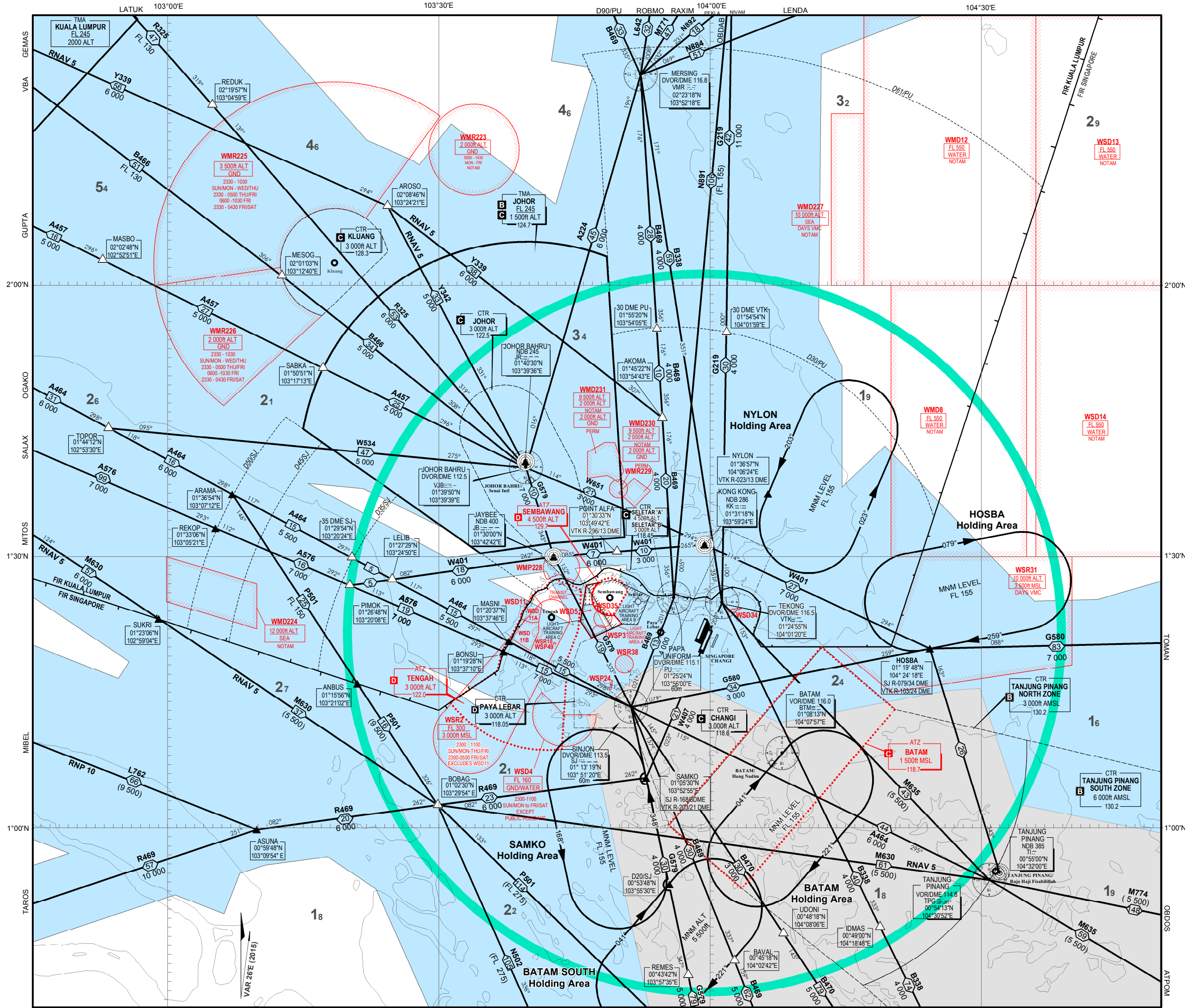
**(A) GENERAL WARNING**

- i) PILOTS FLYING AT LOW ALTITUDES SHOULD WATCH OUT FOR POSSIBLE HAZARDS SUCH AS MODEL AIRCRAFT AND KITES, ESPECIALLY WHEN FLYING NEAR PARKS AND OPEN GROUND.
- ii) THE LOCATION OF SOME OF THE PARKS IN SINGAPORE WHERE KITE AND AERO MODEL FLYING MAY OCCUR ARE SHOWN ON ENR 3.4-5. PILOTS SHOULD NOTE THAT THE CHART AT ENR 3.4-5 DOES NOT SHOW ALL THE PARKS IN SINGAPORE AND THAT HAZARDS SUCH AS KITE FLYING AND AERO MODEL FLYING MAY TAKE PLACE AT PARKS AND OPEN GROUND NOT INDICATED IN ENR 3.4-5.
- iii) ACCORDING TO THE SINGAPORE AIR NAVIGATION ORDER, 1985, KITE FLYING AND AERO MODEL FLYING ARE NOT PERMITTED ABOVE 200ft OR WITHIN 5km OF AN AERODROME. HOWEVER, PILOTS ARE ADVISED TO LOOK OUT FOR SUCH HAZARDS AT ALL TIMES AS MEMBERS OF THE PUBLIC MAY INADVERTENTLY FLY KITES OR AERO MODELS ABOVE THE HGT OF 200ft OR WITHIN 5km OF AN AERODROME.

\* In Transit Channel

# AREA CHART - ICAO

## SINGAPORE/JOHOR AIRSPACE COMPLEX HIGH LEVEL HOLDING AREAS



LEGEND											
<b>Terminal Control Area (TMA)</b>	<table border="1"> <tr> <td>Name of TMA</td> <td>TMA JOHOR</td> </tr> <tr> <td>Airspace Classification</td> <td>FL 145</td> </tr> <tr> <td>Upper Limit</td> <td>1 500ft</td> </tr> <tr> <td>Lower Limit</td> <td>124.7</td> </tr> <tr> <td>Radio frequency(ies)</td> <td></td> </tr> </table>	Name of TMA	TMA JOHOR	Airspace Classification	FL 145	Upper Limit	1 500ft	Lower Limit	124.7	Radio frequency(ies)	
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<b>Control Zone (CTR)</b>	<table border="1"> <tr> <td>Name of CTR</td> <td>CTR CHANGI</td> </tr> <tr> <td>Airspace Classification</td> <td>3 000ft</td> </tr> <tr> <td>Upper Limit</td> <td>118.6m</td> </tr> <tr> <td>Radio frequency(ies)</td> <td></td> </tr> </table>	Name of CTR	CTR CHANGI	Airspace Classification	3 000ft	Upper Limit	118.6m	Radio frequency(ies)			
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<b>Aerodrome Traffic Zone (ATZ)</b>	<table border="1"> <tr> <td>Name of ATZ</td> <td>ATZ TENGAH</td> </tr> <tr> <td>Airspace Classification</td> <td>3 000ft</td> </tr> <tr> <td>Upper Limit</td> <td>122.0</td> </tr> <tr> <td>Radio frequency(ies)</td> <td></td> </tr> </table>	Name of ATZ	ATZ TENGAH	Airspace Classification	3 000ft	Upper Limit	122.0	Radio frequency(ies)			
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<b>ATS Routes</b>	<table border="1"> <tr> <td>Route designator</td> <td>B469</td> </tr> <tr> <td>Distance in nautical miles</td> <td>20</td> </tr> <tr> <td>Minimum flight altitude (ft)/flight level</td> <td>4 000/FL 160</td> </tr> <tr> <td>Lower limit (ft)/flight level</td> <td>(4 000)/FL 160</td> </tr> </table>	Route designator	B469	Distance in nautical miles	20	Minimum flight altitude (ft)/flight level	4 000/FL 160	Lower limit (ft)/flight level	(4 000)/FL 160		
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<b>Reporting Point</b>	<table border="1"> <tr> <td>Compulsory</td> <td>▲</td> </tr> <tr> <td>On request</td> <td>△</td> </tr> </table>	Compulsory	▲	On request	△						
Compulsory	▲										
On request	△										
<b>DME distance from SJ Navaid</b>	D35/SJ										
<b>Radio Navigation Aid</b>	<table border="1"> <tr> <td>Name</td> <td>SINJON DVOR/DME 113.5</td> </tr> <tr> <td>Identification and frequency</td> <td>SJ 113.5</td> </tr> <tr> <td>Geographical Coordinates</td> <td>01°19'21"N 103°51'19"E</td> </tr> <tr> <td>Elevation of DME site</td> <td>60m</td> </tr> </table>	Name	SINJON DVOR/DME 113.5	Identification and frequency	SJ 113.5	Geographical Coordinates	01°19'21"N 103°51'19"E	Elevation of DME site	60m		
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<b>Collocated VOR and DME Radio Navigation Aids</b>	<table border="1"> <tr> <td>Compass rose orientated on the chart to Magnetic North</td> <td></td> </tr> </table>	Compass rose orientated on the chart to Magnetic North									
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<b>Restricted Airspace (P - Prohibited, R - Restricted, D - Danger)</b>	<table border="1"> <tr> <td>Identification of area</td> <td>WSD13</td> </tr> <tr> <td>Nationality letter</td> <td>FL 550</td> </tr> <tr> <td>Vertical limits</td> <td>WATER</td> </tr> <tr> <td>Activation by NOTAM</td> <td>NOTAM</td> </tr> </table>	Identification of area	WSD13	Nationality letter	FL 550	Vertical limits	WATER	Activation by NOTAM	NOTAM		
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**Area Minimum Altitude (AMA)**

Each quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1 000 feet (300m) above all terrain and obstacles in the quadrilateral. It is represented in thousands and hundreds of feet above mean sea level.

Example : 3 400 feet **34**

NOTE :- In computing the area minimum altitude, a margin of 200 feet (60m) for vegetation has been added for spot elevations.

**Speed Control Procedures**

Speed control procedures are in force unless notified otherwise by ATC or ATIS.

All arriving turbo-propeller and turbo-jet aircraft are to fly at not faster than indicated air speed 250 knots when within 40nm from Singapore Changi Airport or when at or below 10,000ft except all arriving aircraft into Singapore Changi Airport shall comply with the speed restrictions depicted on the transitions and RNAV STARs. Further speed reductions will be regulated by ATC as necessary.

Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

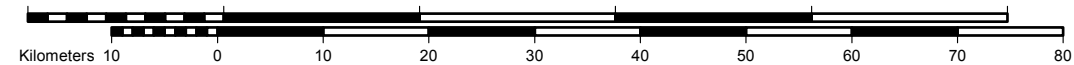
**AIRSPACE CLASSIFICATION IN THE SINGAPORE FIR**

Airspace	Levels	Classification
Controlled airspace	FL150 to FL460	A
	Surface to FL150	B
Controlled airspace more than 100 nm seaward from the shoreline	Lower limit to FL460	A
Control Zone (CTRs)	Changi CTR	C
	Paya Lebar CTR	D
	Seletar CTR	C
ATZs	Surface to upper limit	D
Uncontrolled airspace		G*

\* Aircraft operating in the Light Aircraft Training Areas A, B and C (please refer to page ENR 5.2-1) are required to have continuous two-way communications with the appropriate ATIS authority.

SINGAPORE	D-ATIS	128.6
	APP	120.3
	TWR	119.3
		118.6
		118.25

**Note :**  
FOR DEPARTURE AND ARRIVAL ROUTES  
REFER TO WSSS AD 2-51 TO WSSS AD 2-100



**PROHIBITED, RESTRICTED AND DANGER AREAS**

	ACTIVITY	UPPER LIMIT LOWER LIMIT	REMARKS
WSD1	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WSR2	Jet Let-down Sector	FL 300 3 000ft MSL	Permanently Active as in ENR 5
WSP3	-	750ft ALT GND	Permanently Active as in ENR 5
WSD4	A/G and G/G Firing Range	FL 160 GND/WATER	Permanently Active as in ENR 5
WSD5	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WMD8	Naval Air/Air Firing Range	FL 550 WATER	Activation by NOTAM
WSD11	Small Arm Firing	1 300ft ALT GND	Permanently Active as in ENR 5
WSD11A	Artillery Firing	FL 125 GND	Activation by NOTAM
WSD11B	Artillery Firing	FL 125 GND	Activation by NOTAM
WMD12	Naval Anti-aircraft Firing	FL 550 WATER	Activation by NOTAM
WSD13	Naval Anti-aircraft Firing	FL 550 WATER	Activation by NOTAM
WSD14	Naval Anti-aircraft Firing & Live Air/Air Firing	FL 550 WATER	Activation by NOTAM
WSP24	-	800ft ALT GND/WATER	Permanently Active as in ENR 5
WSR31	Training Area	10 000ft ALT 3 500ft MSL	Permanently Active as in ENR 5
WSD33	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WSD34	Rifle Range	500ft ALT GND	Permanently Active as in ENR 5
WSD35	Rifle Range	900ft ALT GND	Permanently Active as in ENR 5
WSR10	-	5 500ft ALT GND	Permanently Active as in ENR 5
WSR38	-	10 000ft ALT GND	Permanently Active as in ENR 5
WSP49	-	300ft ALT GND	Permanently Active as in ENR 5
	Transit Channel	2 000ft ALT GND	Activated only for Military acft crossing
*	Light Aircraft Training Area A	4 500ft ALT GND/*2 000ft	Training & Local Flts in VMC only
*	Light Aircraft Training Area B	10 500ft ALT 4 500ft ALT	High Flying Training Ops in VMC only
*	Light Aircraft Training Area C	10 500ft ALT 4 500ft ALT	High Flying Training Ops in VMC only
WMR223	Parachute Dropping	10 000ft ALT GND	Permanently Active as in ENR 5
WMD224	Firing Range	12 000ft ALT SEA	Activation by NOTAM
WMR225	RMAF Helicopter Training Area	3 500ft ALT GND	Permanently Active as in ENR 5
WMR226	RMAF Helicopter Training Area	2 000ft ALT GND	Permanently Active as in ENR 5
WMD227	Radar Bombing Range	10 000ft ALT SEA	Activation by NOTAM
WMP228	Sultan's Palace	5 000ft ALT GND	Permanently Active as in ENR 5
WMR229	Helicopter Operations	1 500ft ALT GND	Permanently Active as in ENR 5
WMD230	Artillery Firing Range	2 000ft ALT GND	Permanently Active as in ENR 5
WMD231	Artillery Firing Range	2 000ft ALT GND	Permanently Active as in ENR 5

\* AEROBATICS IS PROHIBITED IN LIGHT AIRCRAFT TRAINING AREAS A, B and C.

**SPECIAL NOTE :-**

**1. WEATHER BALLOONS**

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\* In Transit Channel

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<a href="#">WSSL AD 2.2</a>	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2.WSSL-1
<a href="#">WSSL AD 2.3</a>	OPERATIONAL HOURS	AD 2.WSSL-2
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<a href="#">WSSL AD 2.5</a>	PASSENGER FACILITIES	AD 2.WSSL-2
<a href="#">WSSL AD 2.6</a>	RESCUE AND FIRE FIGHTING SERVICES	AD 2.WSSL-2
<a href="#">WSSL AD 2.7</a>	SEASONAL AVAILABILITY - CLEARING	AD 2.WSSL-2
<a href="#">WSSL AD 2.8</a>	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2.WSSL-3
<a href="#">WSSL AD 2.9</a>	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.WSSL-3
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<a href="#">WSSL AD 2.16</a>	HELICOPTER LANDING AREA	AD 2.WSSL-12
<a href="#">WSSL AD 2.17</a>	ATS AIRSPACE	AD 2.WSSL-12
<a href="#">WSSL AD 2.18</a>	ATS COMMUNICATION FACILITIES	AD 2.WSSL-13
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<a href="#">WSAP AD 2.16</a>	[NIL] HELICOPTER LANDING AREA	NIL
<a href="#">WSAP AD 2.17</a>	ATS AIRSPACE	AD 2.WSAP-7
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<a href="#">WSAP AD 2.22</a>	FLIGHT AND GROUND PROCEDURES	AD 2.WSAP-11
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<a href="#">WSAT AD 2.14</a>	APPROACH AND RUNWAY LIGHTING	AD 2.WSAT-4
<a href="#">WSAT AD 2.15</a>	OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.WSAT-4
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AERODROME CHART - ICAO

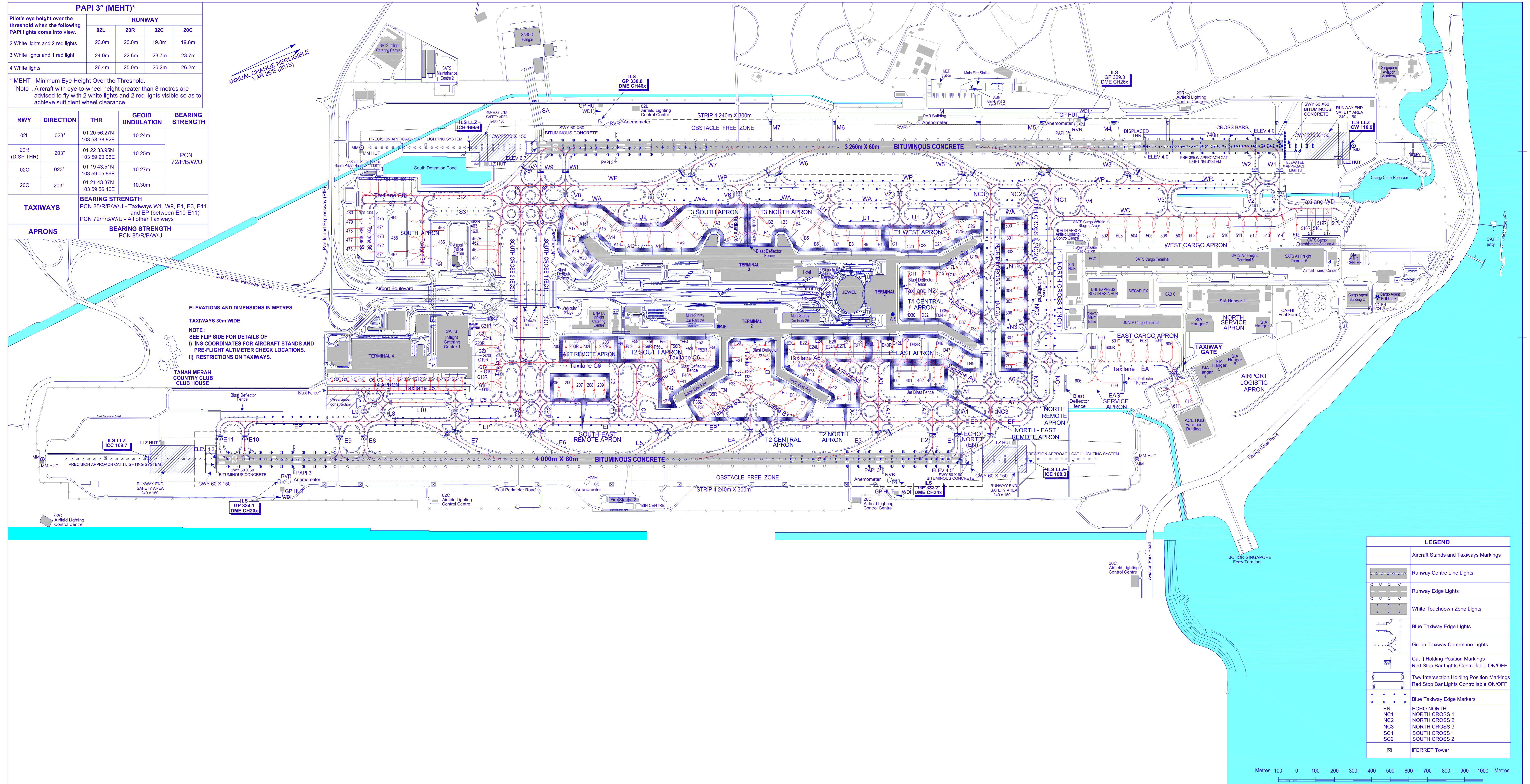
01° 21' 33"N  
103° 59' 22"E

AERODROME ELEVATION 6.66m

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

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

SINGAPORE/SINGAPORE CHANGI



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

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION	
T3 SOUTH 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	4.60m (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 56.83	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 53.47	103 59 26.62	4.86m (15.94ft)	
	C17	01 21 55.50	103 59 26.20	5.01m (16.44ft)	
	C17L	01 21 54.75	103 59 26.22	4.96m (16.27ft)	
	C17R	01 21 56.01	103 59 25.68	5.12m (16.80ft)	
	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

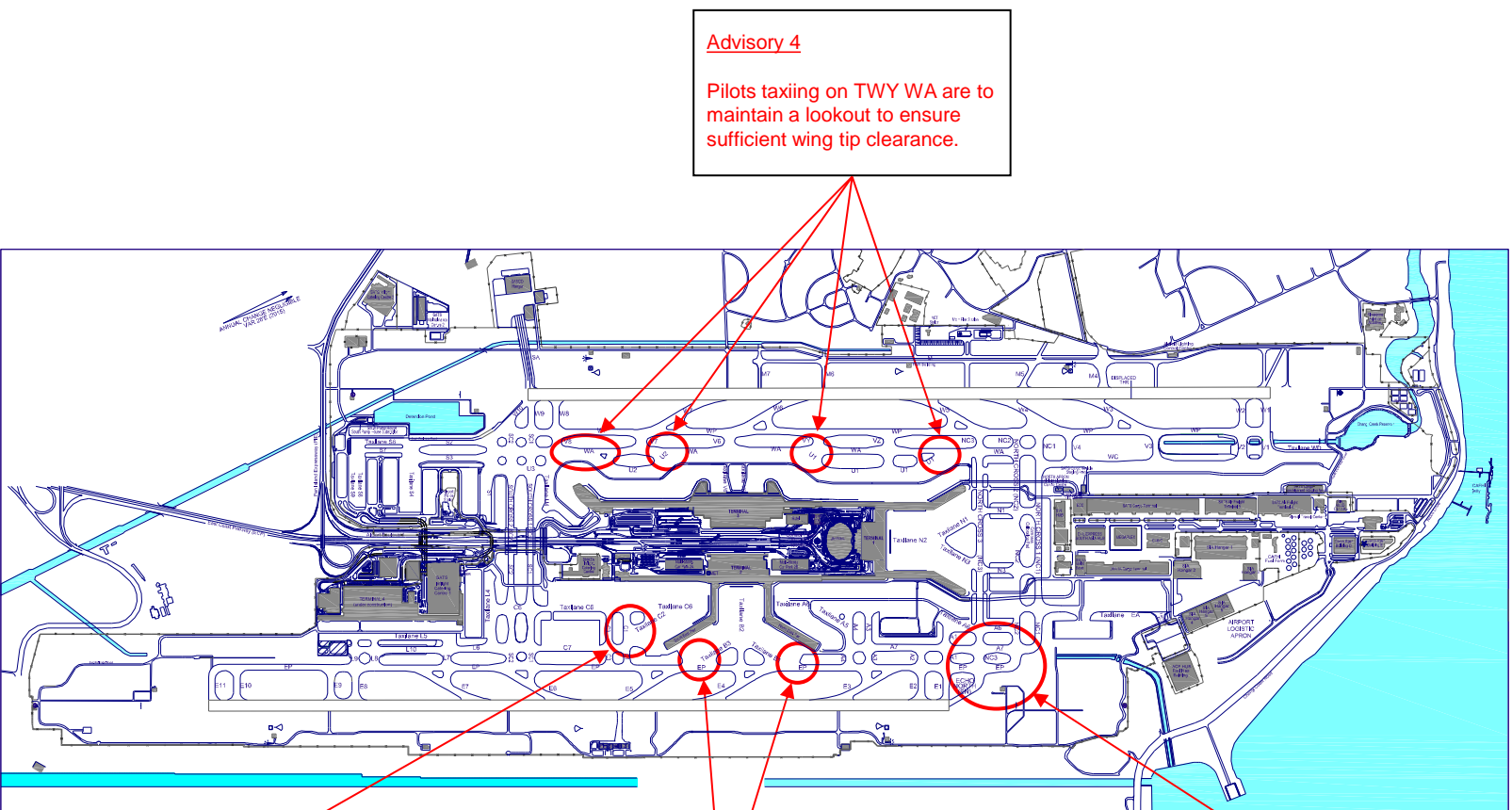
LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION	
T2 CENTRAL APRON	E1	01 21 20.02	103 59 25.58	4.91m (16.11ft)	
	E2	01 21 19.28	103 59 27.30	4.90m (16.08ft)	
	E3	01 21 18.44	103 59 29.27	4.82m (15.81ft)	
	E4	01 21 18.10	103 59 31.70	4.80m (15.75ft)	
	E5	01 21 19.56	103 59 33.72	4.90m (16.08ft)	
	E6	01 21 21.22	103 59 35.93	4.84m (15.88ft)	
	E7	01 21 22.48	103 59 37.46	4.73m (15.52ft)	
T2 SOUTH APRON	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)	
	F37	01 20 59.83	103 59 27.37	4.75m (15.58ft)	
	F40	01 21 05.62	103 59 25.84	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)	
T2 SOUTH APRON	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 49.14	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 06.21	103 59 26.62	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)	
	516R	01 22 56.24	103 59 43.80	3.96m (12.99ft)	
	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 14.59	103 59 48.81	4.15m (13.50ft)	
	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)
610		01 22 15.90	103 59 57.55	3.39m (11.12ft)	
ACEHUB	611	01 22 22.14	1		



# AERODROME ADVISORY CHART



Advisory 4  
Pilots taxiing on TWY WA are to maintain a lookout to ensure sufficient wing tip clearance.

Advisory 1  
Pilots taxiing on TWY C1 are to maintain a lookout to ensure sufficient wing tip clearance.

Advisory 2  
Pilots taxiing on TWY EP are to maintain a lookout to ensure sufficient wing tip clearance.

Advisory 3  
Pilots taxiing on TWY NC1 or NC2 to holding point EN or E1 via TWY EP are to pay extra attention to ground signages and lightings to prevent the mistaken identification of TWY EP as RWY 20C.

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## WSSL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency P-Pri S-Sec	Hours of operation	Remarks
TWR	Seletar Tower	P118.45 MHz S130.2 MHz 270.4 MHz	H24	* for vehicular movements
	Seletar Ground	121.6 MHz * 122.9 MHz		
ACC	Singapore Radar	P123.7 MHz S127.3 MHz	0000-1430	For AWY B469, G334, R208, L625, L629, L635, L642, M751, M753, M758, M761, M763, M771, N884, N891 and N892
		133.8 MHz		
		P133.25 MHz S135.8 MHz		
		P134.2 MHz S133.35 MHz		
	Singapore Radio	P134.4 MHz S128.1 MHz 255.4 MHz	H24	For AWY A457, A464, A576, B466, L762, R325 (all northbound) and R469.
		6556 kHz 11297 kHz		For AWY G580, M646 and M767
		5655 kHz 8942 kHz 11396 kHz		For AWY A464, A576, G579 (all southbound), B470, G220, N875 and in area in the immediate vicinity of Singapore
		6556 kHz		Radar Maintenance Period: Monthly - every third SAT BTN 1601-2359
APP	Singapore Approach	P120.3 MHz S124.6 MHz	0000-1500	SEA 1. SATCOM SER AVBL SSB suppressed carrier
	Seletar Approach	126.025 MHz		SEA 2. SATCOM SER AVBL SSB suppressed carrier
				SEA 3. SATCOM SER AVBL SSB suppressed carrier
				TAR: a) Intermediate APCH to Singapore Changi AP and other airports in Singapore b) DEP from all airports in Singapore
				Maintenance Period: Monthly: every first SAT BTN 1601-2359 (ASR I) and every fourth SAT BTN 1601-2359 (ASR II)
				TAR - Intermediate and final approach to Seletar Airport

**WSSL AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of Aid and Variation	IDENT	Frequency	OPR Hour	Position of Transmitting Antenna Coordinates	DME Transmitting Antenna Elevation / Remarks
1	2	3	4	5	6 & 7
JAYBEE NDB	JB	400 KHz (80w)	H24	012959.77N 1034241.82E	BRG 298° DIST 19.6km from ARP Seletar. Coverage 50NM. Unusable 285°-060° beyond 20NM. Bearing fluctuations greater than +/- 10° may be observed in sector 138° to 148°. EM: A0/A2
KONG KONG NDB	KK	286 KHz (70w)	H24	013117.76N 1035923.69E	BRG 049° DIST 17.7km from ARP Seletar. Coverage 50NM. Unusable 270°-010° beyond 30NM. Bearing fluctuations greater than +/- 10° may be observed in sector 048° to 052°. EM: A0/A2
SELETAR NDB	SEL	220 KHz	H24	012448.50N 1035210.16E	BRG 152° DIST 0.44km from ARP Seletar. Coverage 50NM. EM: A0/A2

**WSSL AD 2.20 LOCAL TRAFFIC REGULATIONS****1 LOCAL FLYING RESTRICTIONS:**

- 1.1 Fixed-wing aircraft operations including circuit flying and training operations are restricted to the west of Seletar runway. Helicopter operations are confined to the west of Seletar runway between sunset and sunrise, subject to the restrictions in paragraph 1.3 below.
- 1.2 Circuit Heights:  
Light aircraft 800ft (west of Seletar runway only);  
Other aircraft 1,000ft - 1,500ft (west of Seletar runway only);  
Helicopter-only area east of runway up to 600ft AGL
- 1.3 Circuit Flying and Training Operations are not permitted between 1400-2300 daily.
- 1.4 Pilots are required to keep clear of PAYA LEBAR CTR and SEMBAWANG ATZ.

**2 TEST/TRAINING FLIGHTS**

- 2.1 Flight notification shall be given prior to departure. Flight notification by means of RTF should be avoided.
- 2.2 For circuits and landings or flights to Light Aircraft Training Areas A, B and C, locally based operators shall submit details of their flight by electronic mail using the Seletar Test / Training Form which can be retrieved from webpage:  
<https://fpl-1.caasaim.gov.sg>
- 2.3 For test/currency maintenance flight in the fixed-wing circuit, the operator shall contact Seletar Tower Manager, giving at least 2 days' advance notice from the date of flight. The Tower Manager will then liaise with the host slot-time operator during which the test/currency maintenance flight is to be conducted. The advance notice will enable the host slot-time operator to adjust its training programme to accommodate the flight.

- 2.4 Flight details should contain the following information:
- a. Aircraft identification;
  - b. Name and contact number of pilot;
  - c. Number of persons on board;
  - d. ETD;
  - e. Flight duration;
  - f. Total endurance;
  - g. Area of flight (Light Aircraft Training Areas A, B or C)
- 2.5 For flights other than those classified in para 2.2 and 2.3 above, a flight plan shall be filed.
- 2.6 Light aircraft engaged in flying training shall maintain VHF communication.
- 2.7 Light aircraft flying on airways shall, in addition to radio communication apparatus, be equipped with a radio compass.
- 2.8 All fixed wing aircraft are to use the runway for take-off and landing. After landing, the pilot-in-command shall vacate the runway as soon as possible via TWY W1, W2 or W3, or in accordance with instructions from Aerodrome Control.
- 2.9 Fixed-wing circuit patterns are left hand for RWY 03 and right hand for RWY 21 (arrival and departure).
- 2.10 All light aircraft training flights shall not descend below 200ft on Seletar QNH when on final approach to land or for a touch-and-go landing unless a landing/touch-and-go clearance has been obtained from ATC. If no such clearance has been obtained from ATC by 200ft the aircraft shall break-off its approach and carry out a go-around procedure.

### **3 WRONG APPROACHES AND LANDINGS OF AIRCRAFT BOUND FOR SELETAR AERODROME AND SEMBAWANG MILITARY AERODROME**

#### **3.1 INTRODUCTION**

- 3.1.1 The attention of all pilots is drawn to the existence of RSAF Sembawang Aerodrome, 3NM to the west of Seletar Aerodrome. The runway at Sembawang is orientated in almost the same direction as the runway at Seletar Aerodrome i.e. 03/21 for Seletar Aerodrome and 05/23 for Sembawang. Due to the close proximity of these two runways, pilots are cautioned against mistaking Sembawang Aerodrome for Seletar Aerodrome and thus making an inadvertent visual landing or approach to land at Sembawang.
- 3.1.2 Erroneous approaches or landings usually occurred in marginal weather conditions. In almost every instance, the prevailing weather at the time of the incident contributed towards a hasty and erroneous identification of the correct aerodrome.
- 3.1.3 There is intensive local flying at both aerodromes during the day and night. As pilot training is the major activity at both aerodromes, the risk of collision is very great if a wrong approach or landing is made at either of the two aerodromes.

#### **3.2 POINTS TO BEAR IN MIND WHEN APPROACHING SELETAR AD OR SEMBAWANG AD**

- 3.2.1 The following points are highlighted to serve as a guide to assist pilots in identifying Seletar AD or Sembawang AD and should be remembered and followed:
- a. The runways at Seletar and Sembawang are almost identically aligned. Extra vigilance, therefore, is required when approaching either aerodrome, or when commencing an approach to land.
  - b. Make full use of available navigational and landing aids, and positively identify each aid used.
  - c. Adhere strictly to the joining instructions issued by ATC.

**3.3 AERODROME CHARACTERISTICS OF SELETAR AND SEMBAWANG AERODROMES**

Aeronautical Service	Seletar AD	Sembawang AD	Significant Differences and Remarks
RWY Designation	03/21	05/23	Exercise caution due to almost similar RWY alignment
Location	Adjacent to the Straits of Johor on the eastern bank of Seletar River. Seletar AD is situated APRX 3NM NW of Paya Lebar AP.	APRX 3NM west of Seletar AD and 3NM inland from the Straits of Johor	Seletar RWY commences almost from the edge of the shore. Also note that Sembawang AD is inland and not next to the sea.
RWY LGT	White/Amber RWY edge LGT	NIL	Sembawang AD has no RWY LGT
Approach LGT	Simple approach LGT available for RWY 03 approach, consisting of 4 rows of barettes and 1 crossbar (5th row). RWY 03 - white, elevated, uni-directional approach LGT and white, omni-directional CGL on top of elevated approach LGT. Approach LGT available for RWY 21 approach, consisting of 1 row of inset approach LGT (1st row) and 4 rows of barettes. RWY 21 - white, inset and elevated, uni-directional approach LGT and white, omni-directional CGL on top of elevated approach LGT. Simple touchdown zone LGT for both RWY 03 and RWY 21 approach consisting of 2 pairs of white, inset, uni-directional LGT	NIL	No visual approach slope indicator at Sembawang AD
IBN	Flashing Green 'SL'	Flashing R 'AG' EV 20 SEC HN and IMC	NIL
ABN	ALTN Flashing W G EV 2.5 SEC	NIL	Sembawang AD has no ABN
Parking Apron	Relatively large aircraft parking apron to the west of RWY, connected to the RWY by three taxiways	Small aircraft parking apron	Differences in size and location of the parking apron

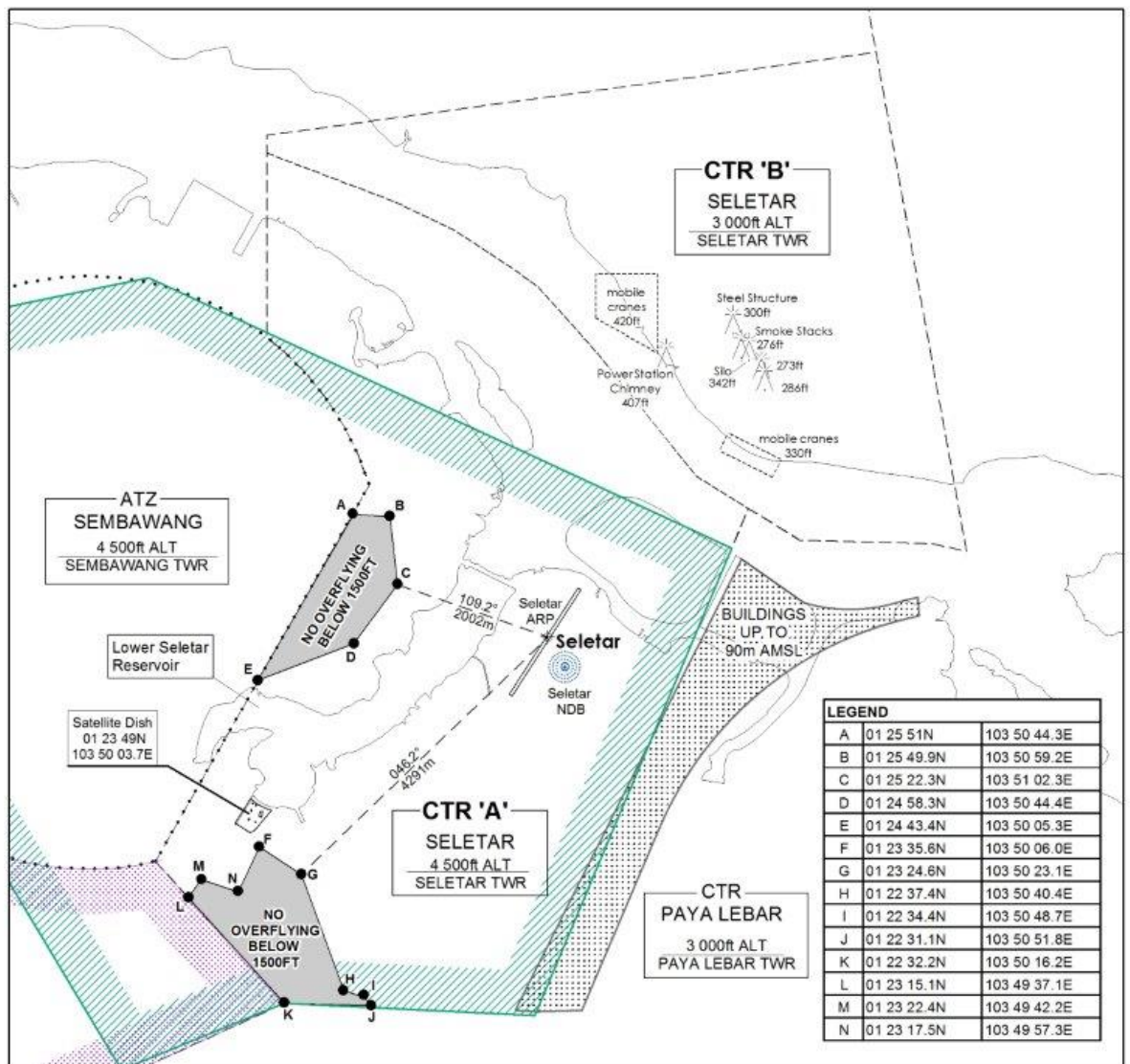
**WSSL AD 2.21 NOISE ABATEMENT PROCEDURES**

- 1.1 To alleviate the problem of noise, no flights are permitted between 1400-2300, other than MEDEVAC and emergency flights.
- 1.2 All aircraft on AWY G579 between SINJON (SJ) and JAYBEE (JB) shall operate at/above 5,000ft.

- 1.3 Aircraft are restricted from overflying the built-up residential areas around Seletar Airport that are bounded by the following points, at any altitude below 1,500ft (see Charts AD-2-WSSL-VAC-1, AD-2-WSSL-VAC-2, AD-2-WSSL-VAC-3 AND AD-2-WSSL-VAC-4):

POINT	COORDINATES
A	012551.0N 1035044.3E
B	012549.9N 1035059.2E
C	012522.3N 1035102.3E
D	012458.3N 1035044.4E
E	012443.4N 1035005.3E
F	012335.6N 1035006.0E
G	012324.6N 1035023.1E
H	012237.4N 1035040.4E
I	012234.4N 1035048.7E
J	012231.1N 1035051.8E
K	012232.2N 1035016.2E
L	012315.1N 1034937.1E
M	012322.4N 1034942.2E
N	012317.5N 1034957.3E

- 1.4 The map below shows the location of the satellite dishes as well as the overflight restriction areas west and south of Seletar Control Zone.



- 1.5 Aircraft types which are unable to safely manoeuvre clear of the built-up residential areas are not allowed to operate at Seletar Airport. As a visual reference, pilots may wish to use the satellite dish located south of 012349.0N 1035003.7E (Lower Seletar Reservoir) as a guide when making approaches for Runway 03.
- 1.6 No engine run up shall be permitted between 1400-2300.

## WSSL AD 2.22 FLIGHT PROCEDURES

### 1 PROCEDURES FOR ARRIVALS INTO SELETAR AERODROME

#### 1.1 *Introduction*

- 1.1.1 Aircraft on VFR flight plan, routing via Tebrau City Mall (013259N1034748E) to Seletar shall follow the joining procedures as described in paragraph 1.2 and illustrated in charts AD-2-WSSL-VAC-1, AD-2-WSSL-VAC-2 and AD-2-WSSL-VFR-1.
- 1.1.2 Aircraft returning from Light Aircraft Training Areas shall follow the joining procedures as described in paragraph 1.3 and illustrated in charts AD-2-WSSL-VAC-1 and AD-2-WSSL-VAC-2.
- 1.1.3 Aircraft on IFR flight plan, routing via JB or KK to Seletar shall be vectored under radar for a visual approach. Seletar Approach shall provide the radar service. When Seletar Approach is closed, Singapore Approach shall provide the service. Unless authorised by ATC, pilots shall follow the joining procedures as described in paragraph 1.4 and 1.5. The joining procedures are illustrated in charts AD-2-WSSL-VAC-3, AD-2-WSSL-VAC-4, AD-2-WSSL-IFR-1 and AD-2-WSSL-IFR-2.
- 1.1.4 When within 5km of the aerodrome reference point, aircraft are to fly; at a manoeuvring speed of not more than 170kt unless otherwise authorised by ATC. All aircraft are required to keep well clear of Sembawang ATZ and Paya Lebar CTR.
- 1.1.5 Circuit traffic already downwind shall have priority. Arriving aircraft shall position and sequence itself accordingly, unless directed otherwise by ATC.
- 1.1.6 Pilots shall not fly east of the runway. This is due to tall buildings up to 90m (296ft) AMSL to the east of Seletar CTR (the location is depicted in charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4).

#### 1.2 *Joining Procedures for VFR flights from Tebrau City Mall (013259N1034748E)*

- 1.2.1 Aircraft on VFR flight plan joining Seletar CTR from East of JB Town are to descend to altitude cleared by ATC. From Tebrau City Mall (013259N1034748E) descend in VMC to altitude cleared by ATC and proceed to POINT 'X' (located 012830N 1034954E or radial 297/7DME from PU DVOR/DME) keeping clear of WMP228 and then direct to overhead the airfield.
- 1.2.2 When overhead the airfield, the joining aircraft shall make a turn overflying the runway and after passing abeam the Control Tower, commence descent as cleared to cross the upwind end of the runway at 1,500ft. Passing over the end of the runway, descend to circuit altitude as cleared by ATC. Pilots shall ensure to keep clear of Sembawang ATZ and Paya Lebar CTR and not to fly east of the runway. This is to keep clear of tall buildings up to 90m AMSL to the east of Seletar CTR. The area where the tall buildings are located is indicated in the Seletar Visual Approach Charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4. Procedures are illustrated in the following charts:
- i. AD-2-WSSL-VAC-1 : Visual Approach Chart - RWY 03
  - ii. AD-2-WSSL-VAC-2 : Visual Approach Chart - RWY 21
- 1.2.3 Traffic permitting and in good visibility, joining aircraft may be cleared to join directly for right base when landing on RWY 21 or turn downwind for RWY 03 from Position 'A'.



### **1.3 Joining Procedures from Light Aircraft Training Areas**

- 1.3.1 Unless otherwise authorised by ATC, aircraft are to join overhead the airfield at 2,000ft keeping clear of Sembawang ATZ and Paya Lebar CTR.
- 1.3.2 When overhead the airfield, the joining aircraft shall make a turn to the eastern side of the runway and after passing abeam the Control Tower, commence descent as cleared to cross the upwind end of the runway at 1,500ft. Passing over the end of the runway, descend to circuit altitude as cleared by ATC. Pilots shall ensure to keep clear of Sembawang ATZ and Paya Lebar CTR and not to fly east of the runway. This is to keep clear of tall buildings up to 90m AMSL to the east of Seletar CTR. The area where the tall buildings are located is indicated in the Seletar Approach Charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4. Procedures are illustrated in the following charts:
- i. AD-2-WSSL-VAC-1: Visual Approach Chart - RWY 03
  - ii. AD-2-WSSL-VAC-2: Visual Approach Chart - RWY 21
- 1.3.3 Traffic permitting and in good visibility, joining aircraft may be cleared to join directly for right base when landing on RWY 21 or turn downwind for RWY 03 from Position 'A'.

### **1.4 Joining Procedures for IFR flights from KK or JB - RWY 03**

- 1.4.1 From KK  
Cross KK at or above 3,000ft. On passing KK descend in VMC to 2,000ft or altitude cleared by ATC and join downwind RWY 03.
- i. Straight-in-Approach  
Join downwind RWY 03 at 2,000ft (keeping clear of Sembawang ATZ). When downwind descend from 2,000ft for visual approach RWY 03, or as cleared by ATC. Pilots should have the runway in sight.
  - ii. Circling Approach  
Join downwind RWY 03 at 2,000ft (keeping clear of Sembawang ATZ). At end of downwind turn left and overfly the runway. When passing over Position A (north end of the runway), descend from 2,000ft to 1,500ft and turn left for downwind RWY 03. At downwind descend for a visual approach RWY 03 or as cleared by ATC. Pilots should have the runway in sight.
- 1.4.2 From JB  
Cross JB at or above 6,000ft enroute to Point ALFA. On passing Point ALFA, descend in VMC to 2,000ft or altitude cleared by ATC. (Point ALFA is located at 013033N 1034942E or Radial 296/7 DME VTK)
- i. Straight-in-approach  
On passing Point ALFA, turn right for downwind RWY 03 (keeping clear of Sembawang ATZ). At downwind descend from 2,000ft for a visual approach RWY 03, or as cleared by ATC. Pilots should have the runway in sight.
  - ii. Circling Approach  
On passing Point ALFA, turn right for downwind RWY 03 (keeping clear of Sembawang ATZ). At end of downwind, turn left and overfly the runway. Passing over Position A (north end of the runway), descend from 2,000ft to 1,500ft and turn left for downwind RWY 03. At downwind descend for a visual approach RWY 03 or as cleared by ATC. Pilots should have the runway in sight. Procedures are illustrated in the following charts:
- \* AD-2-WSSL-VAC-3 : Visual Approach Chart - RWY 03
  - \* AD-2-WSSL-IFR-1 : Seletar Aerodrome joining Procedures (IFR flights) from JB and KK - RWY 03

### **1.5 Joining Procedures for IFR flights from KK or JB - RWY 21**

- 1.5.1 From KK  
Cross KK at or above 3,000ft. On passing KK descend in VMC to 2,000ft or altitude cleared by ATC.
- i. Straight-in-Approach  
Join direct for a straight-in visual approach Rwy 21 descending from 2,000ft, or as cleared by ATC. Pilots should have the runway in sight.
  - ii. Circling Approach  
Overfly the runway at 2,000ft, or as cleared by ATC. Passing over Position A (the south-end of the runway), descend from 2,000ft to 1,500ft and turn right for downwind RWY 21 (keeping clear of Light Aircraft Training Area A and Sembawang ATZ). At downwind descend for a visual approach RWY 21 or as cleared by ATC. Pilots should have the runway in sight.

1.5.2 From JB

Cross JB at or above 6,000ft enroute to Point ALFA. On passing Point ALFA, descend in VMC to 2,000ft or altitude cleared by ATC. (Point ALFA is loc at 013033N 1034942E or Radial 296 VTK)

- i. **Straight-in-approach**  
On passing Point ALFA, join direct for a straight-in visual approach RWY 21 descending from 2,000ft, or as cleared by ATC (keeping clear of Sembawang ATZ).
- ii. **Circling Approach**  
On passing Point ALFA, overfly the runway at 2,000ft. When passing over Position A (the south end of the RWY), descend from 2,000ft to 1,500ft and turn right for downwind RWY 21 (keeping clear of Light Aircraft Training Area A and Sembawang ATZ). At downwind descend for a visual approach RWY 21 or as cleared by ATC. Pilots should have the runway in sight. Procedures are illustrated in the following charts:
  - \* AD-2-WSSL-VAC-4 : Visual Approach Chart - RWY 21
  - \* AD-2-WSSL-IFR-2 : Seletar Aerodrome Joining Procedures (IFR flights) from JB and KK - RWY 21

**1.6 Holding Procedure**

1.6.1 A low level holding procedure is established at SJ DVOR/DME. Suitably equipped aircraft bound for Seletar which may wish to hold for weather improvement may use this procedure (ENR 3.6-3 refers)

**1.7 Approaches to Seletar Aerodrome**

1.7.1 A deep-water shipping channel approximately 1525m from the northern threshold cuts across the extended centreline of Seletar RWY 21.

1.7.2 Information on the mast heights of tall vessels is relayed to ATC by Maritime and Port Authority of Singapore. ATC shall inform pilots of landing and departing aircraft of such information if the reported mast height of the vessel is above 30m.

1.7.3 At night ATC shall not permit landing on RWY 21 when vessels of mast height above 30m are reported.

1.7.4 Aircraft making approaches into Seletar are required to keep clear of Sembawang ATZ.

1.7.5 Aircraft are restricted from overflying built-up residential areas around Seletar Airport (charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4 refer) at an altitude of below 1,500ft. Aircraft types which are unable to safely manoeuvre clear of the built-up residential areas are not allowed to operate at Seletar Airport.

**2 DEPARTURES FROM SELETAR AERODROME**

2.1 Aircraft departing Seletar on RWY 21 are required to keep clear of Sembawang ATZ.

2.2 The pilot-in-command or the operator of IFR flight operating out of Seletar is required to file via KK under Item 15 of the flight plan.