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REPUBLIC OF SINGAPORE

AERONAUTICAL INFORMATION SERVICES
CIVIL AVIATION AUTHORITY OF SINGAPORE
SINGAPORE CHANGI AIRPORT
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AIP

AMENDMENT NR 1/16
4 FEBRUARY 2016

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Singapore FIR

- a) Update on information relating to RVSM operational approval and monitoring ENR 1.8-2

1.2 Singapore Changi Airport (WSSS)

- a) Update on aircraft stands that can park aircraft type A359, B788, B789 and MD83 WSSS AD 2-6.1 to WSSS AD 2-6.8
- b) Amendment to the minimum eye height over threshold (MEHT) for RWY 02C Precision Approach Path Indicator (PAPI) WSSS AD 2-15 WSSS AD 2-31 / Chart
- c) Availability of new Code F Taxiway V2, 170m long, linking existing Taxiways WC and W2, and providing access to Taxiways WP and V1. WSSS AD 2-3 WSSS AD 2-31 / Chart

2. INSERT THE ATTACHED REPLACEMENT PAGES WHICH ARE MARKED WITH ASTERISKS IN THE CHECKLIST OF PAGES - GEN 0.4-1 TO GEN 0.4-4.

3. NEW OR REVISED INFORMATION IS INDICATED EITHER BY A HORIZONTAL ARROW OR A VERTICAL LINE.

4. RECORD ENTRY OF AMENDMENT ON PAGE GEN 0.2-1.

5. THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED:

AIP SUPPLEMENT:
168/15 dated 30/12/15

NOTAMs:
A2842/15 dated 17/12/15
A0047/16 dated 11/1/16
A0048/16 dated 11/1/16
A0183/16 dated 29/1/16

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS				
<i>NR/ Year</i>	<i>Subject</i>	<i>AIP section affected</i>	<i>Period of validity (from / to)</i>	<i>Cancellation record</i>
1/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 16	
2/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 16	
3/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 16	
4/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
5/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
213/14	Paya Lebar AP - Cranes	AD	WIE / 1 MAR 16	
214/14	Paya Lebar AP - Cranes	AD	WIE / 1 MAR 16	
215/14	Paya Lebar AP - Cranes	AD	WIE / 30 MAR 16	
216/14	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 31 MAR 16	
217/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 MAR 16	
218/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 DEC 17	
219/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 17	
220/14	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 31 DEC 17	
221/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 17	
222/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 17	
223/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 1 JUN 16	
224/14	Paya Lebar AP - Mobile Crane	AD	WIE / 1 JUN 16	
225/14	Paya Lebar AP - Crane	AD	WIE / 14 JUN 16	
226/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 16	
227/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 16	
238/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 1 DEC 16	
239/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
240/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
241/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 16	
242/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
380/14	Paya Lebar AP - Hammerhead and Topless Cranes	AD	WIE / 31 DEC 16	
381/14	Paya Lebar AP - Topless Cranes / A Frames	AD	WIE / 31 DEC 16	
382/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
383/14	Paya Lebar AP - Luffer and Hammerhead Canes	AD	WIE / 31 DEC 16	
384/14	Paya Lebar AP - Topless and Hammerhead Cranes	AD	WIE / 31 DEC 16	
21/15	Paya Lebar AP - Saddle Crane	AD	WIE / 4 DEC 17	
22/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 9 DEC 17	
23/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 17	
24/15	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 17	
25/15	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 17	
27/15	Singapore Changi AP - Work activities due to construction of new aircraft stands and modification of engine run-up bays at East Cargo Area	AD	WIE / 31 MAR 17	
29/15	Paya Lebar AP - Mobile Cranes	AD	WIE / 1 JAN 17	
30/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 2 JAN 17	
31/15	Paya Lebar AP - Topless Cranes	AD	WIE / 3 JAN 17	
32/15	Paya Lebar AP - Luffer Crane	AD	WIE / 31 JAN 17	
33/15	Paya Lebar AP - Luffer Crane and Topless Cranes	AD	WIE / 31 JAN 17	
39/15	Paya Lebar AP - Luffer Crane	AD	WIE / 22 JUN 16	
40/15	Paya Lebar AP - Mobile Crane	AD	WIE / 29 JUN 16	
41/15	Paya Lebar AP - Luffer Crane	AD	WIE / 30 JUN 16	
42/15	Paya Lebar AP - Tower Crane	AD	WIE / 30 JUN 16	
54/15	Sembawang AD - Luffer Cranes	AD	WIE / 28 FEB 16	
55/15	Paya Lebar AD - Crawler Cranes	AD	WIE / 23 MAR 16	
56/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 MAR 16	
57/15	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 APR 16	
58/15	Paya Lebar AP - Luffer Crane	AD	WIE / 30 MAY 16	
59/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 10 SEP 16	

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS				
<i>NR/ Year</i>	<i>Subject</i>	<i>AIP section affected</i>	<i>Period of validity (from / to)</i>	<i>Cancellation record</i>
60/15	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 16	
61/15	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 16	
62/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
63/15	Paya Lebar AP - Luffer Crane	AD	WIE / 1 AUG 16	
64/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 AUG 16	
65/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 AUG 16	
66/15	Paya Lebar AP - Saddle Cranes and Luffer Crane	AD	WIE / 31 AUG 16	
67/15	Paya Lebar AP - Saddle Cranes	AD	WIE / 1 SEP 16	
68/15	Paya Lebar AP - Luffer Crane	AD	WIE / 7 JUL 17	
69/15	Paya Lebar AP - Tower Cranes	AD	WIE / 31 JUL 17	
70/15	Paya Lebar AP - Luffer Cranes and Saddle Cranes	AD	WIE / 19 AUG 17	
71/15	Paya Lebar AP - Tower Cranes	AD	WIE / 10 SEP 17	
72/15	Paya Lebar AP - Tower Cranes	AD	WIE / 10 SEP 17	
73/15	Paya Lebar AP - Saddle Cranes	AD	WIE / 9 OCT 17	
74/15	Paya Lebar AP -Topless Cranes and Luffer Crane	AD	WIE / 31 DEC 17	
75/15	Paya Lebar AP - Hydraulic Crawler Cranes	AD	WIE / 7 JAN 18	
76/15	Paya Lebar AP - Tower Cranes	AD	WIE / 31 MAR 18	
77/15	Paya Lebar AP - Saddle Cranes	AD	WIE / 1 MAY 18	
78/15	Paya Lebar AP - Tower Cranes	AD	WIE / 1 MAR 17	
79/15	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 4 MAR 17	
80/15	Paya Lebar AP - Topless Cranes	AD	WIE / 1 APR 17	
81/15	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 29 APR 17	
82/15	Paya Lebar AP - Topless Cranes	AD	WIE / 10 MAY 17	
83/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 1 FEB 17	
84/15	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 28 FEB 17	
85/15	Paya Lebar AP - Crane	AD	WIE / 28 FEB 17	
86/15	Paya Lebar AP - Luffer Crane	AD	WIE / 28 FEB 17	
87/15	Sembawang AD - Hammerhead Cranes	AD	WIE / 1 FEB 17	
108/15	Singapore Changi AP - Revised work activities area due to construction of new aircraft stands and new taxiways at West Cargo Area	AD	WIE / 2 AUG 16	
109/15	Singapore Changi AP - Shortening of Runway 20C approach lighting to 720m to facilitate the construction of the northern end-around-taxiway	AD	2 OCT 15 / 31 OCT 18	
113/15	Paya Lebar AP - Cranes	AD	WIE / 31 MAY 16	
116/15	Paya Lebar AP - Luffer Crane	AD	WIE / 14 NOV 16	
117/15	Paya Lebar AP - Crane	AD	WIE / 30 NOV 16	
118/15	Paya Lebar AP - Tower Cranes	AD	WIE / 31 DEC 16	
119/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 16	
120/15	Paya Lebar AP - Topless Tower Cranes	AD	WIE / 1 APR 17	
121/15	Paya Lebar AP - Luffer Crane	AD	WIE / 1 JUN 17	
122/15	Paya Lebar AP - Topless Cranes	AD	WIE / 30 JUN 17	
123/15	Paya Lebar AP - Topless Cranes	AD	WIE / 30 JUN 17	
124/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 17	
125/15	Paya Lebar AP - Luffer Crane	AD	WIE / 1 JUL 17	
126/15	Paya Lebar AP - Luffer Crane	AD	WIE / 30 DEC 17	
127/15	Tengah AD - Topless Cranes and Luffer Crane	AD	1 SEP 15 / 31 AUG 17	
128/15	Tengah AD - Topless Cranes	AD	1 SEP 15 / 31 AUG 17	
129/15	Tengah AD - Luffer Crane	AD	WIE / 31 DEC 17	
130/15	Sembawang AD - Luffer Cranes	AD	WIE / 31 DEC 17	

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS				
<i>NR/ Year</i>	<i>Subject</i>	<i>AIP section affected</i>	<i>Period of validity (from / to)</i>	<i>Cancellation record</i>
131/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 17	
132/15	Paya Lebar AP - Cranes	AD	WIE / 12 APR 18	
133/15	Paya Lebar AP - Luffer Crane and Topless Crane	AD	WIE / 30 JUN 18	
134/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 18	
135/15	Tengah AD - Luffer Cranes	AD	WIE / 30 JUN 18	
138/15	Paya Lebar AP- Luffer Crane	AD	WIE / 30 JUN 17	
139/15	Paya Lebar AP- Topless Cranes and Luffer Crane	AD	WIE / 30 JUN 17	
140/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 DEC 17	
141/15	Paya Lebar AP - Saddle Crane	AD	WIE / 30 DEC 17	
142/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 AUG 18	
145/15	Paya Lebar AP - Topless Crane	AD	WIE / 31 DEC 16	
146/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 JAN 17	
147/15	Paya Lebar AP - Luffer Crane	AD	WIE / 1 AUG 17	
151/15	Paya Lebar AP - Topless Cranes	AD	WIE / 6 MAY 16	
152/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 MAY 16	
153/15	Paya Lebar AP - Topless Crane	AD	WIE / 30 SEP 16	
154/15	Paya Lebar AP - Crawler Crane and Mobile Crane	AD	WIE / 13 OCT 16	
155/15	Paya Lebar AP - Luffer Crane	AD	WIE / 31 MAY 17	
156/15	Paya Lebar AP - Topless Cranes	AD	WIE / 1 JUN 17	
157/15	Paya Lebar AP- Luffer Crane	AD	WIE / 14 AUG 17	
158/15	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 30 JUN 17	
159/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 JUL 17	
160/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 15 AUG 18	
161/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 1 SEP 18	
162/15	Sembawang AD - Topless Cranes	AD	31 OCT 15 / 31 OCT 18	
163/15	Singapore Changi AP - Works schedule and movement area restrictions pertaining to runway resurfacing works, diversion of airside services and soil improvement works	AD	24 OCT 15 / 26 MAR 16	
166/15	Singapore FIR - Flying Display in conjunction with the Singapore Airshow 2016 Exhibition from Wednesday 10 February to Sunday 21 February 2016	ENR	10 FEB 16 / 21 FEB 16	
167/15	Singapore Changi AP - Introduction of Airport Collaborative Decision Making (A-CDM) Operational Trials	AD	22 FEB 16 / 30 JUN 16	
168/15	Singapore Changi AP - Opening of new Taxiway V2 at West Cargo Area	AD	29 JAN 16 / PERM	
1/16	Singapore FIR - RSAF Aerial Flypast prior to and on Singapore's National Day, 9th August 2016	ENR	7 JUN 16 / 13 AUG 16	

GEN 0.4 CHECKLIST OF AIP PAGES					
PAGE	DATE	PAGE	DATE	PAGE	DATE
<u>PART 1 - GENERAL (GEN)</u>				<u>PART 2 - EN-ROUTE (ENR)</u>	
GEN 0		2.2-6	13 NOV 14	ENR 0	
0.1-1	15 OCT 15	2.2-7	13 NOV 14	* 0.6-1	4 FEB 16
0.1-2	15 OCT 15	2.2-8	13 NOV 14	* 0.6-2	4 FEB 16
0.1-3	13 NOV 14	2.3-1	18 JAN 07	* 0.6-3	4 FEB 16
0.2-1	18 SEP 14	2.3-2	18 JAN 07	* 0.6-4	4 FEB 16
* 0.3-1	4 FEB 16	2.4-1	3 JUN 10		
* 0.3-2	4 FEB 16	2.5-1	20 AUG 15	ENR 1	
* 0.3-3	4 FEB 16	2.5-3/chart	20 AUG 15	1.1-1	1 SEP 05
		2.6-1	28 SEP 06	1.1-2	1 SEP 05
		2.6-2	28 SEP 06	1.1-3	29 MAY 14
* 0.4-1	4 FEB 16	2.7-1	20 AUG 15	1.1-4	29 MAY 14
* 0.4-2	4 FEB 16	GEN 3		1.1-5	8 JUN 06
* 0.4-3	4 FEB 16	3.1-1	13 NOV 14	1.1-6	8 JUN 06
* 0.4-4	4 FEB 16	3.1-2	13 NOV 14	1.1-7	28 SEP 06
0.5-1	18 SEP 14	3.1-3	10 DEC 15	1.1-8	28 SEP 06
0.6-1	5 MAY 11	3.1-4	10 DEC 15	1.1-9	28 SEP 06
0.6-2	5 MAY 11	3.1-5	10 DEC 15	1.1-10	28 SEP 06
0.6-3	20 AUG 15	* 3.2-1	4 FEB 16	1.1-11	27 AUG 09
GEN 1		* 3.2-2	4 FEB 16	1.1-12	27 AUG 09
1.1-1	15 NOV 12	3.2-3	10 MAY 07	1.1-13	15 NOV 12
1.1-2	15 NOV 12	* 3.2-5	4 FEB 16	1.1-14	15 NOV 12
1.2-1	8 JAN 15	* 3.2-6	4 FEB 16	1.1-15	20 AUG 15
1.2-2	8 JAN 15	3.2-7	13 NOV 14	1.1-16	20 AUG 15
1.2-3	25 JUN 15	3.3-1	13 NOV 14	1.2-1	10 MAY 07
1.2-4	25 JUN 15	3.3-2	13 NOV 14	1.3-1	29 JUL 10
1.2-5	25 JUN 15	3.4-1	20 AUG 15	1.4-1	5 MAR 15
1.2-6	25 JUN 15	3.4-2	20 AUG 15	1.5-1	20 NOV 08
1.3-1	3 JUN 10	3.4-3	18 JAN 07	1.5-2	20 NOV 08
1.3-2	3 JUN 10	3.4-4	18 JAN 07	1.5-3	23 NOV 06
1.3-3	20 AUG 15	3.4-5	20 AUG 15	1.5-4	23 NOV 06
1.3-4	20 AUG 15	3.4-6	20 AUG 15	1.5-5	23 NOV 06
1.3-5/chart	18 APR 02	3.4-7/diagram	20 AUG 15	1.6-1	10 MAR 11
1.3-7/chart	18 APR 02	3.4-9/diagram	28 SEP 06	1.6-2	10 MAR 11
1.4-1	5 MAY 11	3.5-1	6 FEB 14	1.6-3	20 AUG 15
1.4-2	5 MAY 11	3.5-2	6 FEB 14	1.6-4	20 AUG 15
1.4-3	5 MAY 11	3.5-3	8 JAN 15	1.6-5	6 FEB 14
1.5-1	22 OCT 09	3.5-4	8 JAN 15	1.6-6	6 FEB 14
1.6-1	29 MAY 14	3.5-5	25 JUN 15	1.6-7	10 MAR 11
1.6-2	29 MAY 14	3.5-6	25 JUN 15	1.6-8	10 MAR 11
1.6-3	3 APR 14	3.5-7	5 MAR 15	1.6-9/chart	18 APR 02
1.6-4	3 APR 14	3.5-8	5 MAR 15	1.6-11/chart	18 APR 02
1.7-1	5 MAR 15	3.5-9	29 MAY 14		
1.7-2	5 MAR 15	3.5-10	29 MAY 14	1.7-1	15 MAR 07
1.7-3	5 MAR 15	3.6-1	3 APR 14	1.7-2	15 MAR 07
1.7-4	5 MAR 15	3.6-2	3 APR 14	1.7-3	15 MAR 07
1.7-5	5 MAR 15	3.6-3	3 APR 14	1.7-4	15 MAR 07
		3.6-4	3 APR 14	1.7-5	29 JUL 10
		3.6-5/chart	18 JAN 07	1.7-6	29 JUL 10
GEN 2		GEN 4		1.7-7	11 FEB 10
2.1-1	15 OCT 15	4.1-1	20 SEP 12	1.7-8	11 FEB 10
2.1-2	15 OCT 15	4.2-1	17 OCT 13	1.7-9	11 FEB 10
2.2-1	13 NOV 14	4.2-2	17 OCT 13	* 1.8-1	4 FEB 16
2.2-2	13 NOV 14	4.2-3	20 OCT 11	* 1.8-2	4 FEB 16
2.2-3	13 NOV 14	4.2-4	20 OCT 11	1.8-3	20 AUG 15
2.2-4	13 NOV 14			1.8-4	20 AUG 15
2.2-5	13 NOV 14				

GEN 0.4 CHECKLIST OF AIP PAGES					
PAGE	DATE	PAGE	DATE	PAGE	DATE
1.8-5	31 JUL 08	3.1-4	20 SEP 12	ENR 6	
1.8-6	31 JUL 08	3.1-5	22 AUG 13	* 6-1/chart	4 FEB 16
1.8-7	31 JUL 08	3.1-6	22 AUG 13	WAC 2860	15 JUL 99
1.8-8	31 JUL 08	3.1-7	20 SEP 12		
1.8-9	1 SEP 05	3.1-8	20 SEP 12		
1.8-10	1 SEP 05	* 3.1-17/chart	4 FEB 16	<u>PART 3 - AERODROME (AD)</u>	
1.8-11	3 JUN 10	3.3-1	29 MAY 14	AD 0	
1.8-12	3 JUN 10	3.3-2	29 MAY 14	0.6-1	15 OCT 15
1.8-13	5 MAR 15	3.3-3	20 AUG 15	0.6-2	15 OCT 15
1.8-14	5 MAR 15	3.3-4	20 AUG 15	0.6-3	17 OCT 13
1.8-15	27 JUN 13	3.3-5	20 SEP 12	0.6-4	17 OCT 13
1.8-16	27 JUN 13	3.3-6	20 SEP 12		
1.8-17	20 AUG 15	3.3-7	29 MAY 14	AD 1	
1.8-18	20 AUG 15	3.3-8	29 MAY 14	1.1-1	27 AUG 09
1.8-19	26 JUL 12	3.3-9	20 AUG 15	1.1-2	27 AUG 09
1.8-20	26 JUL 12	3.3-10	20 AUG 15	1.1-3	8 JAN 15
1.8-21	8 JAN 15	3.3-11	29 MAY 14	1.1-4	8 JAN 15
1.8-22	8 JAN 15	3.3-12	29 MAY 14	1.2-1	18 JAN 07
1.8-23	20 AUG 15	3.3-13	20 SEP 12	1.3-1	10 MAY 07
1.8-24	20 AUG 15	3.3-14	20 SEP 12	1.3-3/chart	15 MAR 07
1.8-25	24 JUL 14	3.4-1	20 AUG 15	1.4-1	18 JAN 07
1.9-1	15 JAN 09	3.4-2	20 AUG 15	1.5-1	18 SEP 14
1.9-2	15 JAN 09	3.4-3	5 MAR 15		
1.9-3	5 JUL 07	3.4-4	5 MAR 15	AD 2	
1.9-4	5 JUL 07	3.4-5/chart	15 OCT 15	WSSS AD 2-1	30 APR 15
1.9-5	5 JUL 07	3.4-7/chart	18 JAN 07	WSSS AD 2-2	30 APR 15
1.10-1	20 AUG 15	3.5-1	27 JUN 13	* WSSS AD 2-3	4 FEB 16
1.10-2	20 AUG 15	3.5-2	27 JUN 13	* WSSS AD 2-4	4 FEB 16
1.10-3	8 JAN 15	3.5-3/chart	20 AUG 15		
1.11-1	10 MAR 11	3.6-1	20 OCT 11	WSSS AD 2-5.1	6 FEB 14
1.12-1	8 APR 10	3.6-2	20 OCT 11	WSSS AD 2-5.2	6 FEB 14
1.12-2	8 APR 10	3.6-3/chart	20 AUG 15	WSSS AD 2-5.3	6 FEB 14
1.12-3	18 JAN 07	3.6-5/chart	20 AUG 15		
1.12-4	18 JAN 07	3.6-7/chart	5 MAR 15	* WSSS AD 2-6.1	4 FEB 16
1.13-1	18 JAN 07	3.6-9/chart	5 MAR 15	* WSSS AD 2-6.2	4 FEB 16
1.14-1	10 DEC 15	ENR 4		* WSSS AD 2-6.3	4 FEB 16
1.14-2	10 DEC 15	4.1-1	20 AUG 15	* WSSS AD 2-6.4	4 FEB 16
1.14-3	3 JUN 10	4.1-2	20 AUG 15	* WSSS AD 2-6.5	4 FEB 16
1.14-4	3 JUN 10	4.2-1	10 MAR 11	* WSSS AD 2-6.6	4 FEB 16
1.14-5	3 JUN 10	4.3-1	10 MAR 11	* WSSS AD 2-6.7	4 FEB 16
1.14-6	3 JUN 10	4.4-1	30 APR 15	* WSSS AD 2-6.8	4 FEB 16
1.15-1	10 JAN 13	4.4-2	30 APR 15	WSSS AD 2-7.1	7 MAY 09
1.15-3	15 OCT 15	4.4-3	30 APR 15	WSSS AD 2-7.2	7 MAY 09
1.15-4	15 OCT 15	4.4-4	30 APR 15	WSSS AD 2-7.3	7 MAY 09
ENR 2		4.4-5	30 APR 15	WSSS AD 2-7.4	7 MAY 09
2.1-1	18 NOV 10	4.5-1	10 MAR 11	WSSS AD 2-7.5	10 DEC 15
2.1-2	18 NOV 10	ENR 5		WSSS AD 2-7.6	10 DEC 15
2.1-3	18 NOV 10	5.1-1	8 APR 10	WSSS AD 2-7.7	10 DEC 15
2.1-4	18 NOV 10	5.1-3	15 OCT 15	WSSS AD 2-7.8	10 DEC 15
2.1-7/chart	5 MAR 15	5.1-4	15 OCT 15	WSSS AD 2-7.9	10 DEC 15
2.1-9/chart	20 AUG 15	5.1-5	10 MAR 11	WSSS AD 2-7.10	10 DEC 15
2.1-11A/diagram	8 APR 10	5.1-6	10 MAR 11	WSSS AD 2-7.11	10 DEC 15
2.1-11B/diagram	8 APR 10	5.1-7/chart	15 OCT 15	WSSS AD 2-7.12	10 DEC 15
2.1-13/diagram	8 OCT 98	5.1-9/chart	15 OCT 15	WSSS AD 2-7.13	10 DEC 15
* 2.1-15/chart	4 FEB 16	5.2-1	18 NOV 10	WSSS AD 2-7.14	10 DEC 15
2.2-1	18 JAN 07	5.2-2	18 NOV 10	WSSS AD 2-7.15	2 MAY 13
ENR 3		5.3-1	11 FEB 10	WSSS AD 2-7.16	2 MAY 13
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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICES

1.1 The Civil Aviation Authority of Singapore publishes a range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Services produces some of these charts which are part of the AIP. The charts published in the AIP are produced in accordance with the provisions contained in the ICAO documents listed in paragraph 1.2. Differences to the provisions contained in ICAO Annex 4 - *Aeronautical Charts* are detailed in subsection GEN 1.7.

1.2 Applicable ICAO Documents

- Annex 4 - Aeronautical Charts, Eleventh Edition 2009.
- Doc 8168-OPS/611 - Aircraft Operations, Volume II - Construction of Visual and Instrument Flight Procedures, Fifth Edition 2006.

2. MAINTENANCE OF CHARTS

2.1 The aeronautical charts included in the AIP are kept up-to-date regularly by means of replacement sheets where necessary. Significant amendments or revisions in aeronautical information for other aeronautical charts are also included in the replacement sheets. Revisions of the aeronautical information on all charts is constantly in progress and amendments are published as regularly as production resources permit.

2.2 Information found to be incorrect after publication will be corrected by an AIC or NOTAM if they are of operational significance.

3. AVAILABILITY OF CHARTS

3.1 The charts as listed under paragraph 4 of this sub-section may be downloaded from the CAAS website: <http://www.caas.gov.sg> or AIM-SG URL: <https://fpl-1@caasaim.gov.sg>

4. AERONAUTICAL CHART SERIES AVAILABLE

- 4.1 The following series of aeronautical charts are produced:
- a) World Aeronautical Chart - ICAO;
 - b) Aerodrome Chart - ICAO;
 - c) Aerodrome Obstacle Chart - ICAO Type A (for each runway);
 - d) Aerodrome Obstacle Chart - ICAO Type B;
 - e) Precision Approach Terrain Chart - ICAO;
 - f) Enroute Chart - ICAO;
 - g) Area Chart - ICAO;
 - h) Standard Departure Chart - Instrument (SID) - ICAO;
 - i) Standard Arrival Chart - Instrument (STAR) - ICAO;
 - j) Instrument Approach Chart - ICAO (for each runway and procedure type);
 - k) Visual Approach Chart - ICAO

4.2 General description of each series

a) *World Aeronautical Chart - ICAO 1: 1 000 000*

This series is constructed on Lambert Conformal Conic Projection with two standard parallels at 0 degree 40 minutes and 3 degree 20 minutes. The spheroid is World Geodetic System 1984 (WGS84). The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation. It includes a selection of aerodromes, significant obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids. The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

b) *Aerodrome Chart - ICAO*

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand;

It also provides essential operational information at Singapore Changi Airport and Seletar Aerodrome.

c) *Aerodrome Obstacle Chart - ICAO Type A (operating limitations)*

This chart contains detailed information on obstacles in the take-off flight path areas of Singapore Changi Airport, Seletar Aerodrome and Paya Lebar Airport. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

d) *Aerodrome Obstacle Chart - ICAO Type B*

This chart is produced to assist in the determination of critical heights for Singapore Changi Airport and Seletar Aerodrome.

e) *Precision Approach Terrain Chart - ICAO*

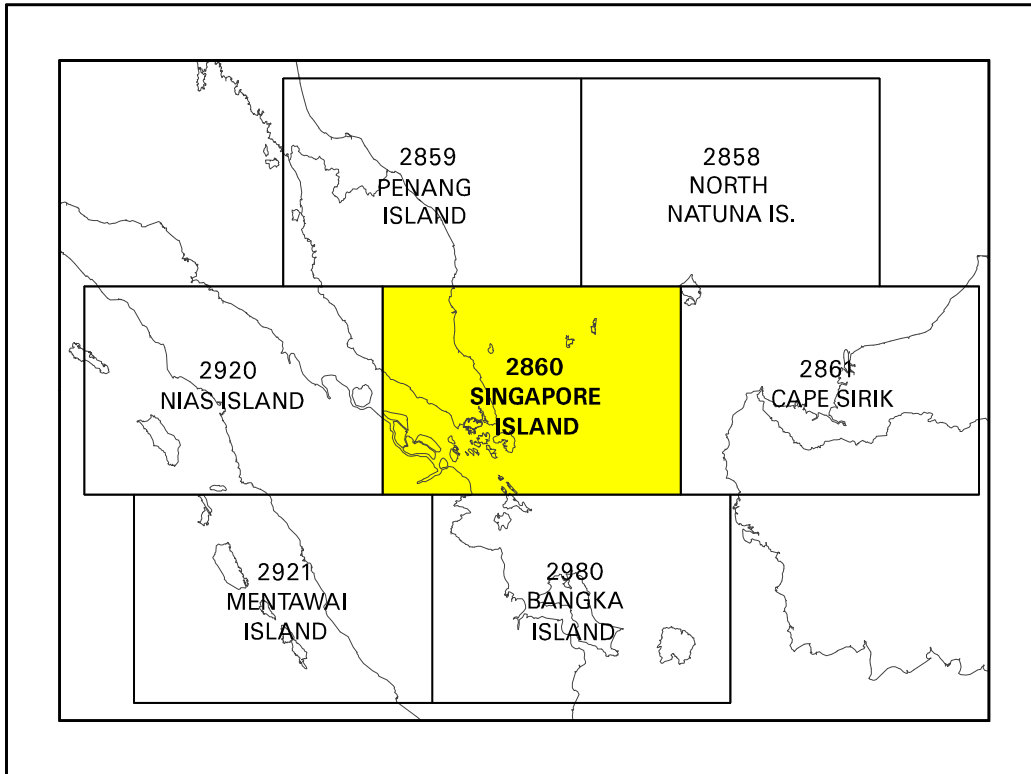
This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effects of the terrain on decision height determination by the use of radio altimeters. This chart is produced for the precision approach Cat II runways at Singapore Changi Airport.

f) *Enroute Chart - ICAO*

This chart is produced for the entire Singapore FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. This chart provides the flight crew with information to facilitate navigation along ATS routes in compliance with air traffic services procedures.

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	15 JUL 99		
Enroute Chart ICAO (ENRC)		ENR 6-1	In AIP	4 FEB 16		
Instrument Approach Chart ICAO (IAC)	1:400 000	Singapore Changi				
		RWY 02L - ICW ILS/DME	WSSS AD 2-101	In AIP	10 DEC 15	
		RWY 02C - ICE ILS/DME	WSSS AD 2-103	In AIP	10 DEC 15	
		RWY 02C - VTK DVOR/DME	WSSS AD 2-105	In AIP	10 DEC 15	
		RWY 02R - ICX ILS/DME	WSSS AD 2-107	In AIP	10 DEC 15	
		RWY 20R - ICH ILS/DME	WSSS AD 2-109	In AIP	10 DEC 15	
		RWY 20C - ICC ILS/DME	WSSS AD 2-111	In AIP	10 DEC 15	
		RWY 20C - VTK DVOR/DME	WSSS AD 2-113	In AIP	10 DEC 15	
		RWY 20L - ICZ ILS/DME	WSSS AD 2-115	In AIP	10 DEC 15	
		RWY 02L - RNAV(GNSS)	WSSS AD 2-117	In AIP	20 AUG 15	
		RWY 02C - RNAV(GNSS)	WSSS AD 2-118	In AIP	20 AUG 15	
		RWY 20R - RNAV(GNSS)	WSSS AD 2-119	In AIP	20 AUG 15	
		RWY 20C - RNAV(GNSS)	WSSS AD 2-120	In AIP	20 AUG 15	
		Paya Lebar				
		RWY 20 - PU DVOR/DME	WSAP AD 2-17	In AIP	5 MAR 15	
RWY 02 - PU DVOR/DME	WSAP AD 2-19	In AIP	5 MAR 15			
RWY 20 - IPS ILS/DME	WSAP AD 2-21	In AIP	5 MAR 15			
RWY 02 - IPN ILS/DME	WSAP AD 2-23	In AIP	5 MAR 15			
Visual Approach Chart ICAO (VAC)	1:400 000	Singapore Changi	WSSS AD 2-121	In AIP	20 AUG 15	
		Seletar				
		RWY 03	WSSL AD 2-21	In AIP	5 MAR 15	
		RWY 21	WSSL AD 2-23	In AIP	5 MAR 15	
		RWY 03	WSSL AD 2-25	In AIP	5 MAR 15	
	1:100 000	RWY 21	WSSL AD 2-27	In AIP	5 MAR 15	
		Seletar				
		RWY 03	WSSL AD 2-29	In AIP	5 MAR 15	
		RWY 21	WSSL AD 2-31	In AIP	5 MAR 15	
Visual Departure Chart	1:100 000	Seletar				
		RWY 21	WSSL AD 2-31	In AIP	5 MAR 15	
Aerodrome Chart ICAO (AC)		Singapore Changi	WSSS AD 2-31	In AIP	4 FEB 16	
		Seletar	WSSL AD 2-13	In AIP	25 JUN 15	
		Paya Lebar	WSAP AD 2-11	In AIP	5 MAR 15	
Aerodrome Obstacle Chart ICAO TYPE A (AOC)	1:10 000	Singapore Changi				
		RWY 20R/02L	WSSS AD 2-37	In AIP	20 AUG 15	
	1:10 000	RWY 20C/02C	WSSS AD 2-39	In AIP	10 DEC 15	
	1:10 000	Seletar				
		RWY 03/21	WSSL AD 2 -17	In AIP	5 MAR 15	
1:20 000	Paya Lebar					
RWY 20/02	WSAP AD 2-15	In AIP	5 MAR 15			
Aerodrome Obstacle Chart ICAO TYPE B (AOC)	1:25 000	Singapore Changi				
		RWY 02L/20R and 02C/20C	WSSS AD 2-41	In AIP	15 OCT 15	
1:12 500	Seletar					
RWY 03/21	WSSL AD 2-19	In AIP	30 APR 15			
Precision Approach Terrain Chart - ICAO (PATC)	1:2 500	Singapore Changi				
		RWY 02L	WSSS AD 2-43	In AIP	25 APR 96	
1:2 500	RWY 02C	WSSS AD 2-45	In AIP	25 APR 96		

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PART 2 - ENROUTE (ENR)**ENR 0**

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ENR 0.2 RECORD OF AIP AMENDMENTS	- Not applicable
ENR 0.3 RECORD OF AIP SUPPLEMENTS	- Not applicable
ENR 0.4 CHECKLIST OF AIP PAGES	- Not applicable
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP	- Not applicable

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|--|--------------|
| 1. Interception Procedures | ENR 1.12-1 |
| Table - Signals for use in the event of Interception | ENR 1.12-1/2 |
| | ENR 1.12-3/4 |

ENR 1.13 UNLAWFUL INTERFERENCE

ENR 1.13-1

ENR 1.14 AIR TRAFFIC INCIDENTS

- | | |
|--|------------|
| 1. Definition of Air Traffic Incidents | ENR 1.14-1 |
| 2. Use of Air Traffic Incident Report Forms | ENR 1.14-1 |
| 3. Air Traffic Incident Reporting Procedures | ENR 1.14-1 |
| 4. Investigation | ENR 1.14-2 |
| 5. Co-ordination/Investigation Authority | ENR 1.14-2 |

ENR 1.15 OTHER REPORTS UNDER ICAO INITIATIVE

ENR 1.15-1

- | | |
|--|------------|
| 1. Wake Vortex Encounter | ENR 1.15-1 |
| 2. Wake Vortex Encounter Reporting Form for Pilots | ENR 1.15-3 |

ENR 2. AIR TRAFFIC SERVICES AIRSPACE**ENR 2.1 FIR, UIR, TMA**

ENR 2.1-1

- | | |
|--|-------------|
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| Chart - Airspace Division-Kuala Lumpur / Singapore ACCs | ENR 2.1-9 |
| Diagram - Longitudinal Cross-Section of Sector 1 (SJ-REKOP/ARAMA) | ENR 2.1-11A |
| Diagram - Longitudinal Cross-Section of G579 from JB to SJ | ENR 2.1-11B |
| Diagram - Longitudinal Cross-Section of Sector 2 (PU-WSJC/MMFC FIR BDRY) | ENR 2.1-13 |
| Chart - ATS Route Structure within Singapore and Adjacent FIRs | ENR 2.1-15 |

ENR 2.2 OTHER REGULATED AIRSPACE

ENR 2.2-1

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	Diagram - Heli-Route Alpha within vicinity of Changi Naval Base	ENR 3.4-2
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2.	Procedures for the Control of Helicopter Operations - Singapore Changi AP	ENR 3.4-4
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ENR 6. ENROUTE CHARTS

ENR 6.	Enroute Chart	ENR 6-1
	World Aeronautical Chart (WAC) - ICAO 1:1 000 000	WAC 2860

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1. RVSM PROCEDURES IN THE SINGAPORE FIR

1.1 IMPLEMENTATION OF REVISED FLOS (FLIGHT LEVEL ORIENTATION SCHEME) AND FLAS (FLIGHT LEVEL ALLOCATION SCHEME) IN THE WESTERN PACIFIC/SOUTH CHINA SEA AREA

1.1.1 In order to minimise flight level transition requirements for flights entering and leaving the Western Pacific / South China Sea area, the following flight level arrangements will be implemented simultaneously and permanently:

- a) a single alternate FLOS (i.e. 'east odd flight levels, west even flight levels') in compliance with the Table "RVSM-FEET" of Appendix 3 of ICAO Annex 2 and in accordance with the FLOS in surrounding areas;
- b) special high capacity arrangements for six unidirectional parallel routes (L642, M771, N892, L625, N884 and M767) that involve managed use of odd and even flight levels in the same direction of flight; and
- c) an associated FLAS agreed between affected ACCs to facilitate ATC 'No-PDC' operations.

1.1.2 To harmonise with RVSM operations within Jakarta FIR, RVSM operations within the Singapore FIR shall be conducted between FL290 and FL410 (inclusive) in the following areas:

ATS Routes	Flight Level Assignment
A464 (S) Southbound	FL290, FL310, FL330, FL350, FL370, FL390, FL410
A576 (S) Southbound	FL290, FL310, FL330, FL350, FL370, FL390, FL410
B470	FL290, FL300, FL310, FL320, FL330, FL340, FL350, FL360, FL370, FL380, FL390, FL400 and FL410 except for flights beyond Jakarta where only odd levels shall be assigned.
B469 (S) Southbound	FL290, FL310, FL330, FL350, FL370, FL390 and FL410
N875/G464 (S) Southbound	FL290, FL330, FL370 and FL410
W36 (S) Southbound	FL290, FL330, FL370 and FL410
L644 (S) Southbound	FL290, FL330, FL370 and FL410
R469 (W) Westbound	FL300, FL320, FL340, FL360, FL380 and FL400
W22 (W) Westbound	FL300, FL320, FL340, FL360, FL380 and FL400

1.1.3 Non RVSM-approved aircraft shall fly below RVSM airspace unless prior approval has been obtained from the ACC concerned for such aircraft to operate in RVSM airspace. In the assignment of cruising level in RVSM airspace, RVSM-approved aircraft shall be given priority over non RVSM-approved aircraft.

1.1.4 When an RVSM-approved aircraft reports that it is no longer RVSM-compliant before the transfer of control point, the transferring ACC shall immediately notify the receiving ACC of this fact and provide conventional vertical separation of 2,000ft between this aircraft and the other aircraft.

1.2 RVSM OPERATIONAL APPROVAL AND MONITORING

- 1.2.1 Operators must obtain airworthiness and operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. The requirement for operators to qualify for RVSM operational approval can be found at:

http://www.caas.gov.sg/caasWeb2010/export/sites/caas/en/Regulations/Safety/Advisory_Circulars//AC-AOC_series-Air_Operators/AC_AOC-15_0.pdf

Each aircraft operating in RVSM airspace shall hold a valid RVSM approval. RVSM approval issued for one region will always be valid for RVSM operations in another region provided specific restrictions have not been imposed on the operator by the State of the Operator or State of Registry. The Monitoring Agency for Asia Region (MAAR) monitors operator compliance with State approvals requirements by performing periodic scrutiny checks using Traffic Sample Data and the RVSM approvals record (<http://www.aerothai.co.th/maar/approvals.php>).

- 1.2.2 Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met. Monitoring accomplished for other regions can be used to fulfil the monitoring requirements for the Asia / Pacific Region. The information on height-keeping performance monitoring options can be found at:

<http://www.aerothai.co.th/maar/monitoringsystems.php>

1.3 ACAS II AND TRANSPONDER EQUIPAGE

- 1.3.1 The ICAO Asia/Pacific RVSM Implementation Task Force recommends that those aircraft equipped with ACAS and operated in RVSM airspace be equipped with ACAS II. (TCAS II systems with Version 7.0 incorporated meet ICAO ACAS II standards).
- 1.3.2 Operators must take action to inform themselves of ACAS II equipage requirements and plan for compliance. ICAO and individual States have established policies requiring ACAS II equipage and schedules for compliance. In addition, the APANPIRG has endorsed early ACAS II equipage in the region.
- 1.3.3 ICAO Annex 6, Part II, states that, starting 1 January 2000, International General Aviation (IGA) airplanes shall be equipped with a pressure altitude reporting transponder certified by the appropriate State authority as meeting the provisions of Annex 10.

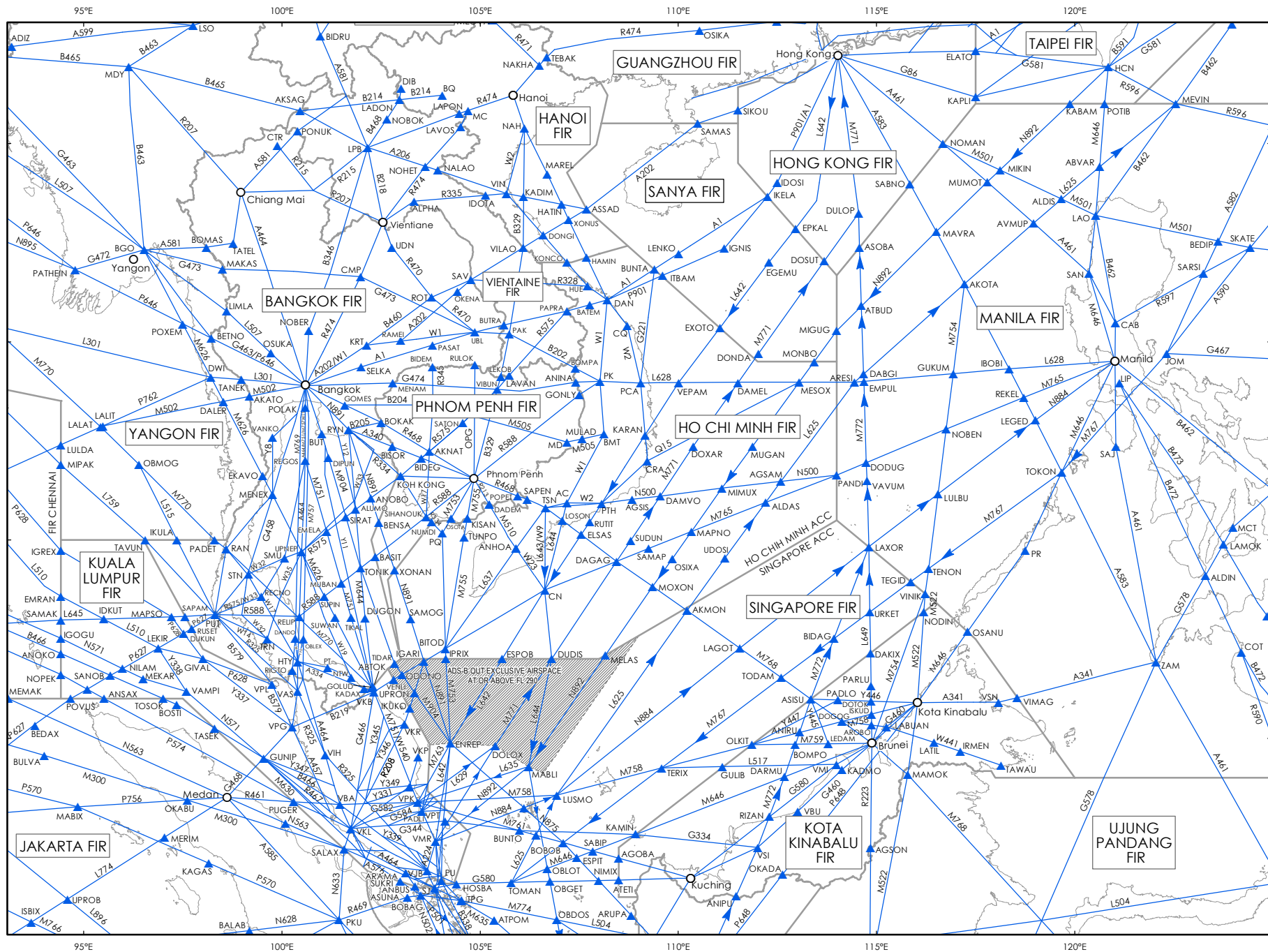
1.4 IN-FLIGHT PROCEDURES WITHIN RVSM AIRSPACE

- 1.4.1 Before entering RVSM airspace, the pilot should review the status of required equipment. The following equipment should be operating normally:
- (a) two primary altimetry systems;
 - (b) one automatic altitude-keeping device; and
 - (c) one altitude-alerting device.
- 1.4.2 The pilot must notify ATC whenever the aircraft:
- (a) is no longer RVSM compliant due to equipment failure; or
 - (b) experiences loss of redundancy of altimetry systems; or
 - (c) encounters turbulence that affects the capability to maintain flight level.

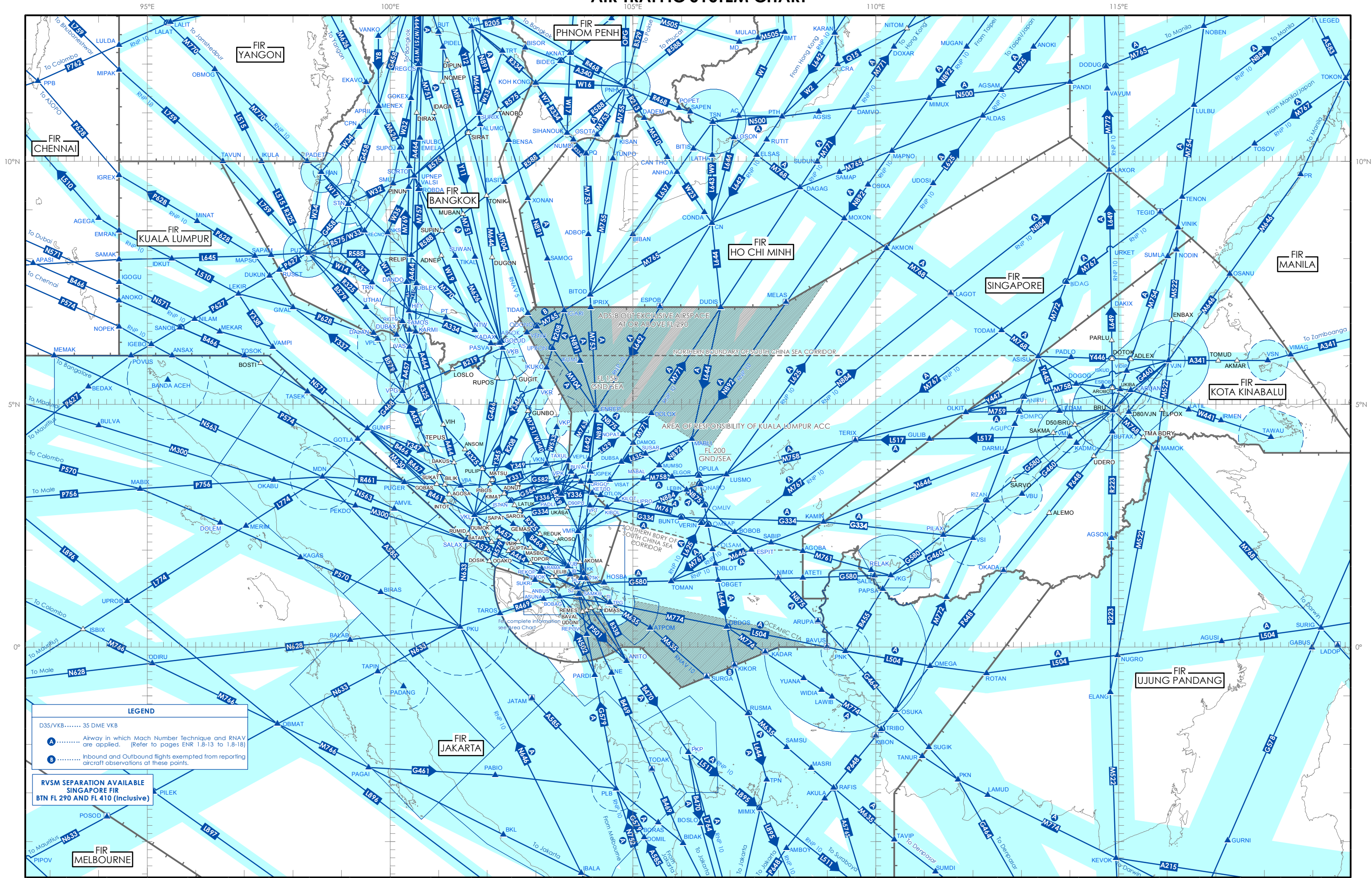
See pages ENR 1.8-8 to ENR 1.8-11 or Appendix 5 of FAA IG 91-RVSM for pilot and controller actions in contingency scenarios.

- 1.4.3 During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150ft (45m).

ATS ROUTE STRUCTURE WITHIN SINGAPORE & ADJACENT FIRS



AIR TRAFFIC SYSTEM CHART



ENROUTE CHART - ICAO

LEGEND

Aerodrome

Flight Information Region (FIR)

Terminal Control Area (TMA)

Control Zone (CTR)

ATS route

ATS route reporting point-by-pass

Reporting Point (REP)

ATS/MET reporting point (MRP)

Restricted Airspace

Collocated VOR and DME navigation aids (VORDME)

Identification for radio navigation aids (NAVAID)

COP at mid-point between VOR are not shown

Area Minimum Altitude (AMA)

Waypoint

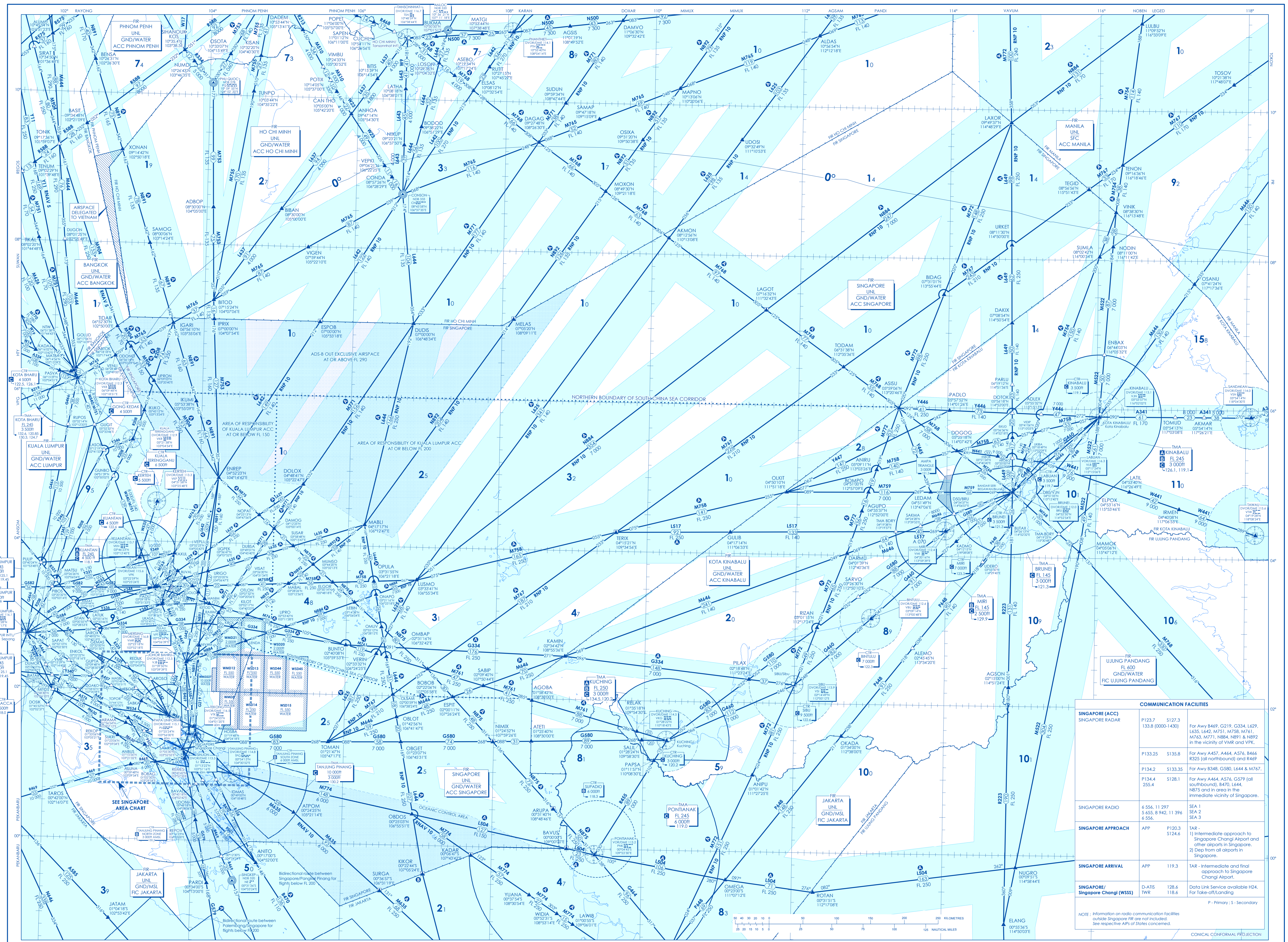
Always in which Mach Number Technique and RNAV are applied

RYSM SEPARATION AVAILABLE

AIRSPACE CLASSIFICATION IN THE SINGAPORE FIR

CAUTION

MAGNETIC INFORMATION FOR THE YEAR 2015



WSSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES		
1	<i>AD category for fire fighting</i>	CAT 10 (No facilities for foaming of runways) CAT 7 (for RWY 02R/20L)
2	<i>Rescue equipment</i>	Adequately provided as recommended by ICAO.
3	<i>Capability for removal of disabled aircraft</i>	Four 25-ton (Type G) and two 40-ton (Type F) pneumatic elevators, two 80-ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment. Capable of handling all wide-bodied aircraft. Provided by SIA at Tel:(65)65416329 or (65)65427116.
4	<i>Remarks</i>	All Airport Emergency Service personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSSS AD 2.7 SEASONAL AVAILABILITY - CLEARING	
There is no requirement for clearing. The aerodrome is available throughout the year.	

WSSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA			
1	<i>Apron surface and strength</i>	<i>RWY 02L/20R</i> <i>RWY 02C/20C</i>	<i>Surface:</i> Concrete <i>Strength:</i> PCN 85/R/B/W/U
		<i>RWY 02R/20L</i>	<i>Surface:</i> 358m x 132m (1175ft x 433ft) of which 280m x 60m (919ft x 197ft) is concrete (parking lots) and the rest is asphalt. <i>Strength:</i> PCN 45/F/B/W/T
2	<i>Taxiway width, surface and strength</i>	<i>RWY 02L/20R</i> <i>RWY 02C/20C</i>	<i>Width:</i> 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 <i>Surface:</i> Cement Concrete - Taxiways W1, W9, E1, E3, E11 and EP (between E10 and E11) Bituminous Concrete - All other Taxiways <i>Strength:</i> 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
		<i>RWY 02R/20L</i>	<i>Width:</i> 23m (75.5ft) 50m (164ft) E1 and E6 23m (75.5ft) E2 to E5 <i>Surface:</i> Asphalt <i>Strength:</i> PCN 45/F/B/W/T
3	<i>ACL location and elevation</i>	See WSSS AD 2-31/Chart (flip side) for coordinates and elevations of aircraft stands.	
4	<i>INS checkpoints</i>		
5	<i>Remarks</i>	NIL	

WSSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	
1	<p><i>Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands.</i></p> <p>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, Aircraft Parking Restrictions, Procedures for Start-up and Pushback of Aircraft, Pushback Procedures for Aircraft (Diagrams), Taxiing Guidance System at Singapore Changi Airport, refer to pages WSSS AD 2-5 to WSSS AD 2-9.</p> <p>Fixed yellow lights (aircraft stand manoeuvring guidance lights: ASMGL) are provided along aircraft stands 4 to 9 lead-in markings with one fixed red light near the aircraft nose gear stopping position at the Budget Terminal apron.</p>
2	<p><i>RWY and TWY markings and LGT</i></p> <p><u>RWY 02L/02C and RWY 20C</u></p> <p>RWY LGT: refer to pages WSSS AD 2-14 and WSSS AD 2-15.</p> <p>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.</p> <p>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 - see pages WSSS AD 2-5.1 and WSSS AD 2-5.2.</p> <p><u>RWY 20R</u></p> <p>RWY LGT: refer to pages WSSS AD 2-14 and WSSS AD 2-15.</p> <p>TWY LGT: same as for RWY 02L/02C and RWY 20C.</p> <p>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.</p> <p><u>RWY 02R/20L</u></p> <p>RWY LGT: refer to page WSSS AD 2-14.</p> <p>TWY LGT: Elevated and inset blue LGT on TWY edge.</p> <p>STOP BAR LGT: Controllable red stop-bar LGT at TWY accesses leading to RWY 02R/20L and are supplemented with elevated RWY guard LGT at the sides.</p> <p>MARKING AIDS: Pre-threshold, RWY designations, THR, touchdown zone, RWY centreline, side stripe, TWY centreline, taxi holding positions and apron lead-in lines. The yellow hookwire markings on the RWY are painted in accordance with STANAG requirements.</p>
3	<p><i>Stop Bars: Stop bars where appropriate.</i></p>
4	<p><i>Remarks: Nil</i></p>

WSSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

AIRCRAFT PARKING RESTRICTIONS

1. TERMINAL 1 AIRCRAFT STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	C1	C11	C13	C15	C16	C17	C18	C19	C20	C22	C23	C24	C25	C26
A300	→		→	→	→	→	→					→	→	→
A310	→		→	→	→	→	→		→	→	→	→	→	→
A319	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A320	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A321	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A332	→		→	→		→	→		→	→	→	→	→	→
A333	→		→	→		→	→		→	→	→	→	→	→
A342	→		→	→		→	→		→	→	→	→	→	→
A343	→		→	→		→	→		→	→	→	→	→	→
A345	→		→	→					→	→	→	→	→	→
A346			→									→		→
→ A359									→					
A380											→		→	→
B707	→		→	→										
B717	→		→	→	→	→	→	→						
B727	→		→						→	→				
B737	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B747	→		→	→					→	→	→	→	→	→
B74S	→		→	→									→	→
B757	→		→	→	→	→	→		→	→	→	→	→	→
B762	→		→	→	→	→	→		→	→	→	→	→	→
B763	→		→	→	→	→	→		→	→	→	→	→	→
B772	→		→	→		→	→		→	→	→	→	→	→
B773	→		→	→					→	→	→	→	→	→
B773ER	→		→	→					→	→	→	→	→	→
B788	→			→		→			→	→	→		→	→
→ B789						→			→					
BA146			→											
DC10	→			→		→	→						→	→
DC9			→	→										
F100	→		→	→	→	→	→	→						
IL62	→		→	→	→	→	→						→	→
IL86	→		→	→	→	→	→						→	→
IL96	→		→	→	→	→	→						→	→
L101	→			→		→	→						→	→
MD11	→			→		→	→		→	→	→	→	→	→
MD80/82	→		→	→	→	→	→	→					→	→
MD83			→	→	→	→	→	→						
MD88	→		→	→	→	→	→	→					→	→

2. TERMINAL 1 AIRCRAFT STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	D30	D32	D34	D35	D36	D37	D38	D40	D41	D42	D44	D46	D47	D48	D49
A300		→	→	→	→	→		→	→	→	→	→	→	→	→
A310		→	→	→	→	→		→	→	→	→	→	→	→	→
A319	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A320	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A321	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A332		→	→		→	→		→	→	→	→	→	→	→	→
A333		→	→		→	→		→	→	→	→	→	→	→	→
A342		→	→		→	→		→	→	→	→	→	→	→	→
A343		→	→		→	→		→	→	→	→	→	→	→	→
A345		→	→					→	→	→	→	→	→	→	→
A346		→	→									→			→
A359									→	→	→	→	→	→	→
A380												→			→
B707		→	→					→	→	→	→				
B717		→	→	→	→	→	→	→	→	→	→	→	→	→	
B727		→	→					→	→	→	→				
B737	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B747		→	→					→	→	→	→	→	→	→	→
B74S		→	→					→	→	→	→	→	→	→	→
B757		→	→	→	→	→		→	→	→	→	→	→	→	→
B762		→	→	→	→	→		→	→	→	→	→	→	→	→
B763		→	→	→	→	→		→	→	→	→	→	→	→	→
B772		→	→		→	→		→	→	→	→	→	→	→	→
B773		→	→						→	→	→				→
B773ER		→	→						→	→	→				→
B788								→	→	→	→	→			→
B789								→	→	→	→	→		→	→
BA146		→	→												
DC10			→		→	→		→	→	→	→	→	→	→	→
DC9		→	→												
F100		→	→	→	→	→	→	→	→	→	→		→	→	
IL62		→	→	→	→	→		→	→	→	→	→	→	→	→
IL86		→	→	→	→	→		→	→	→	→	→	→	→	→
IL96		→	→	→	→	→		→	→	→	→	→	→	→	→
L101			→		→	→		→	→	→	→	→	→	→	→
MD11			→		→	→		→	→	→	→	→	→	→	→
MD80		→	→	→	→	→	→	→	→	→	→	→	→	→	→
MD82		→	→	→	→	→	→	→	→	→	→	→	→	→	→
MD83		→	→	→	→	→	→	→	→	→	→	→	→	→	→
MD88		→	→	→	→	→	→	→	→	→	→	→	→	→	→
YK42									→						

3. TERMINAL 2 AIRCRAFT STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	E1	E2	E3	E4	E5	E6	E7	E8	E10	E11	E12	E20	E22	E24	E26	E27	E28
A300		→	→	→	→	→		→		→	→	→	→	→	→	→	→
A310	→	→	→	→	→	→	→	→		→	→	→	→	→	→	→	→
A319	→	→	→	→	→	→	→	→	→	→	→	→	→		→	→	→
A320	→	→	→	→	→	→	→	→		→	→	→	→		→	→	→
A321			→		→								→		→	→	→
A332			→	→	→			→		→	→	→	→	→	→	→	→
A333			→	→	→			→		→	→	→	→	→	→	→	→
A342			→	→	→			→		→	→		→	→	→	→	→
A343			→	→	→			→		→	→		→	→	→	→	→
A345			→	→	→			→		→	→		→	→	→	→	→
A346				→	→			→									
A359					→			→		→	→	→	→	→	→	→	→
A380					→			→		→							
B707															→	→	→
B727	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B737	→	→	→	→	→	→	→	→		→	→	→	→		→	→	→
B747			→	→	→			→		→	→	→	→	→	→	→	→
B748					→			→		→							
B74S			→	→	→			→		→	→		→	→	→	→	→
B757	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B762	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B763	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B772			→	→	→			→		→	→	→	→	→	→	→	→
B772LR			→														
B773				→	→	→		→		→	→		→	→	→	→	→
B773ER				→	→			→		→			→	→	→	→	→
B788					→			→		→	→			→			
B789					→			→		→	→			→			
DC10				→	→	→		→		→	→				→	→	→
DC9												→					
F70	→	→	→	→	→	→	→	→	→	→	→	→	→	→			
F100															→	→	→
IL62															→	→	→
IL86															→	→	→
IL96															→	→	→
L101				→	→	→		→		→	→				→	→	→
MD11				→	→	→		→		→	→				→	→	→
MD80															→	→	→
MD82															→	→	→
MD83																→	
MD87												→					
MD88															→	→	→

Stands	E24L	E24R
A319, A320, A321, B737, MD83	→	→

4. TERMINAL 2 AIRCRAFT STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	F30	F31	F32	F33	F34	F35	F36	F37	F40	F41	F42	F50	F52	F54	F56	F58	F59	F60
A300		→	→		→	→			→	→	→	→	→	→	→	→	→	→
A310		→	→	→	→	→			→	→	→	→	→	→	→	→	→	→
A319	→	→	→	→	→	→	→	→	→	→	→	→		→		→		→
A320	→	→	→	→	→	→	→	→	→	→	→	→		→		→		→
A332		→			→				→	→	→	→	→	→	→	→	→	→
A333		→			→				→	→	→	→	→	→	→	→	→	→
A342		→			→				→	→	→		→	→	→	→	→	→
A343		→			→				→	→	→		→	→	→	→	→	→
A345		→			→				→	→	→		→	→	→	→	→	→
A346											→							→
A359		→									→	→		→	→	→	→	→
A380		→									→							→
B707												→		→			→	→
B727	→	→	→	→	→	→		→	→	→	→	→		→	→	→	→	→
B737	→	→	→	→	→	→	→	→	→	→	→	→		→		→		→
B747		→			→	→			→	→	→	→	→	→	→	→	→	→
B748		→									→							→
B74S		→			→				→	→	→			→	→	→	→	→
B757		→	→	→	→	→			→	→	→	→	→	→	→	→	→	→
B762		→	→		→	→			→	→	→	→	→	→	→	→	→	→
B763		→	→		→	→			→	→	→	→	→	→	→	→	→	→
B772		→		→	→				→	→	→	→	→	→	→	→	→	→
B772LR														→		→		→
B773									→	→				→	→	→	→	→
B773ER									→	→				→	→	→	→	→
B788		→		→	→						→	→	→	→	→	→	→	→
B789		→		→	→						→	→	→	→	→	→	→	→
DC10					→	→			→	→				→	→	→	→	→
DC9												→		→	→	→		
F70	→	→	→	→	→	→		→	→	→	→	→		→	→	→	→	→
L101					→	→			→	→				→	→	→	→	→
MD11					→	→			→	→				→	→	→	→	→
MD87												→		→				



Stands	F52L	F52R	F56L	F56R	F59L	F59R
A319	→	→	→	→	→	→
A320	→	→	→	→	→	→
A321	→	→	→	→	→	→
B737(100-500)	→	→	→	→	→	→
B737(600-900)	→	→	→	→		→
MD83	→	→	→	→	→	→

5. TERMINAL 3 AIRCRAFT STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	A1	A2	A3	A4	A5	A9	A10	A11	A12	A13	A14	A15	A16	A17	A18	A19	A20	A21
A300		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		
A310		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		
A319		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		
A320		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		
A321		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		
A332	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		→
A333	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A343	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A345	→	→	→	→	→		→	→	→	→	→	→	→	→				
A346		→		→	→		→	→	→	→	→							
→ A359	→	→	→	→	→		→	→	→	→	→	→		→				
A380		→		→	→		→											
B737			→			→		→	→	→	→		→	→	→	→		
B744	→	→	→	→	→		→	→	→	→	→	→	→	→				
B788		→		→	→		→	→	→	→		→		→		→	→	→
B789	→	→		→	→		→	→	→	→	→	→		→				
B757		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		
B767		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→		
B772	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B773		→		→	→		→	→	→	→	→							
B773ER		→		→	→		→	→	→	→	→							

Stands	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10
A300		→	→	→	→	→	→	→	→	→
A310		→	→	→	→	→	→	→	→	→
A319		→	→	→	→	→	→	→	→	→
A320		→	→	→	→	→	→	→	→	→
A321		→	→	→	→	→	→	→	→	→
A332	→	→	→	→	→	→	→	→	→	→
A333	→	→	→	→	→	→	→	→	→	→
A343	→	→	→	→	→	→	→	→	→	→
A345	→	→	→	→	→	→	→	→	→	→
A359	→	→	→	→	→	→	→	→	→	→
A346		→		→	→		→			
A380		→		→	→		→			
B707									→	→
B737			→			→				
B744	→	→	→	→	→	→	→	→	→	→
B788								→	→	→
B789	→	→	→	→	→	→	→	→	→	→
B757		→	→	→	→	→	→	→	→	→
B767		→	→	→	→	→	→	→	→	→
B772	→	→	→	→	→	→	→	→	→	→
B773		→		→	→	→	→	→	→	→
B773ER		→		→	→	→	→	→	→	→

6. REMOTE STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	103	104	200	200L	200R	201	202	202L	202R	203	205	206	207	208	209
A300, A310	→	→	→			→	→			→	→	→	→	→	→
A319, A320	→	→		→	→	→		→	→	→	→	→	→	→	→
A321				→	→			→	→						
A330, A342	→	→	→			→	→			→	→	→			
A343, A345	→	→	→			→	→			→	→	→			
A359	→	→	→			→	→			→	→	→			
A380	→	→													
AT72			→			→	→			→	→	→	→	→	→
B707, B727	→	→	→			→	→			→	→	→	→	→	→
B737	→	→		→	→	→		→	→	→	→	→	→	→	→
B747, B74S, B788	→	→	→			→	→			→	→	→			
B748	→	→													
B757	→	→	→			→	→			→	→	→	→	→	→
B767, B772, B773	→	→	→			→	→			→	→	→			
B773ER	→	→	→			→	→			→	→	→			
B789	→	→	→			→	→			→	→	→			
DC8	→	→													
DC10	→	→	→			→	→			→	→	→			
DHC7													→	→	→
F70	→	→	→			→	→			→	→	→	→	→	→
IL62			→			→	→			→	→	→			
L101	→	→	→			→	→			→	→	→			
MD11	→	→	→			→	→			→	→	→			
MD83						→				→	→	→	→	→	→

Stands	300	301	302	303	304	305	306	307	308	309	310	400	401	402	403	404
A300, A310	→	→	→	→	→	→	→			→	→	→	→	→		
A319, A320	→	→	→	→	→	→	→			→	→	→	→	→	→	
A330, A342	→		→								→	→	→			
A343, A345	→		→								→	→	→			
A359	→		→								→					
AT72				→	→	→	→									
B707	→	→	→	→	→	→	→			→	→	→	→	→		
B727	→	→	→	→	→	→	→			→	→	→	→	→	→	
B737 (100-500)	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B737 (600-900)	→	→	→	→	→	→	→			→	→	→	→	→	→	
B747	→		→								→	→	→			
B74S, B788	→		→								→	→	→			
B757, B767	→	→	→	→	→	→	→			→	→	→	→	→		
B772, B773	→		→								→	→	→			
B773ER	→		→								→	→	→			
B789	→		→								→	→	→			
DC10	→		→				→				→	→	→			
DC8	→	→	→	→	→	→	→			→	→					
F70	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	
L101	→		→				→				→	→	→			
MD11	→		→				→				→	→	→			
MD83												→	→	→	→	

7. CARGO STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	502	503	504	505	506	507	508	509	515	601	602	603	604	611	612
A300	→	→	→	→	→	→	→	→	→	→	→	→	→		
A306														→	→
A310	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A330										→	→	→	→	→	→
A332	→	→	→	→	→	→	→	→	→	→	→	→	→		
A333	→	→	→	→	→	→	→	→	→	→	→	→	→		
A342	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A343	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A345	→							→	→						
A346	→							→	→						
A359	→	→	→	→	→	→	→	→	→	→	→	→	→		
A380	→							→							
B707	→	→	→	→	→	→	→	→		→	→	→	→		
B727	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B737	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B744	→	→	→	→	→	→	→	→		→	→				
B747	→	→	→	→	→	→	→	→	→	→	→	→	→		
B748						→	→	→				→	→		
B74S	→	→	→	→	→	→	→	→		→	→	→	→		
B752														→	→
B753														→	→
B757	→	→	→	→	→	→	→	→	→	→	→	→	→		
B762	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B763	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B764	→	→	→					→	→			→	→		
B772	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B772LR	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B773	→	→	→	→	→	→	→	→	→	→	→	→	→		
B773ER	→	→	→	→	→	→	→	→	→	→	→	→	→		
B777F														→	→
B788	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
B789	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
DC8	→	→	→	→	→	→	→	→		→	→	→	→	→	→
DC10	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
IL62	→	→	→	→	→	→	→	→		→	→	→	→	→	→
IL86	→	→	→	→	→	→	→	→		→	→	→	→	→	→
L101	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
MD11	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→

8. REMOTE STANDS - Aircraft types that can be parked at stands (→) are as follows:

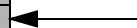
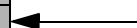
Stands	1	2	3	4	5	6	7	8	9	10	11	12	13	14
AT72	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A319	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A320	→	→	→	→	→	→	→	→	→	→	→	→	→	→
A321											→	→	→	→
B737	→	→	→	→	→	→	→	→	→	→	→	→	→	→
DHC7	→	→	→	→	→	→	→	→	→	→	→	→	→	→

8. REMOTE STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	15	16	17	701	702
A318	→	→	→	→	→
A319	→	→	→	→	→
A320	→	→	→	→	→
A321	→	→	→	→	→
ATR72-500	→	→	→	→	→
B733	→	→	→	→	→
B734	→	→	→	→	→
B735	→	→	→	→	→
B736	→	→	→	→	→
B737	→	→	→	→	→
B738	→	→	→	→	→
B739	→	→	→	→	→
DHC7	→	→	→	→	→

9. MARS STANDS - Aircraft types that can be parked at stands (→) are as follows:

Stands	101	101L	101R	102	102L	102R	516	516L	516R	517	517L	517R
A300	→			→			→			→		
A310	→			→			→			→		
A319		→	→		→	→		→	→		→	→
A320		→	→		→	→		→	→		→	→
A321		→	→		→	→		→	→		→	→
A332	→			→			→			→		
A333	→			→			→			→		
A342	→			→			→			→		
A343	→			→			→			→		
A345	→			→			→			→		
A346							→			→		
A359	→			→			→			→		
A388	→			→			→			→		
AN124							→			→		
B727							→			→		
B737		→	→		→	→		→	→		→	→
B747	→			→			→			→		
B748	→			→			→			→		
B757	→			→			→			→		
B762	→			→			→			→		
B763	→			→			→			→		
B764							→			→		
B772	→			→			→			→		
B772LR							→			→		
B773	→			→			→			→		
B773ER	→			→			→			→		
B788	→			→			→			→		
B789	→			→			→			→		
DC10							→			→		
L101							→			→		
MD11							→			→		



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

SINGAPORE/SINGAPORE CHANGI

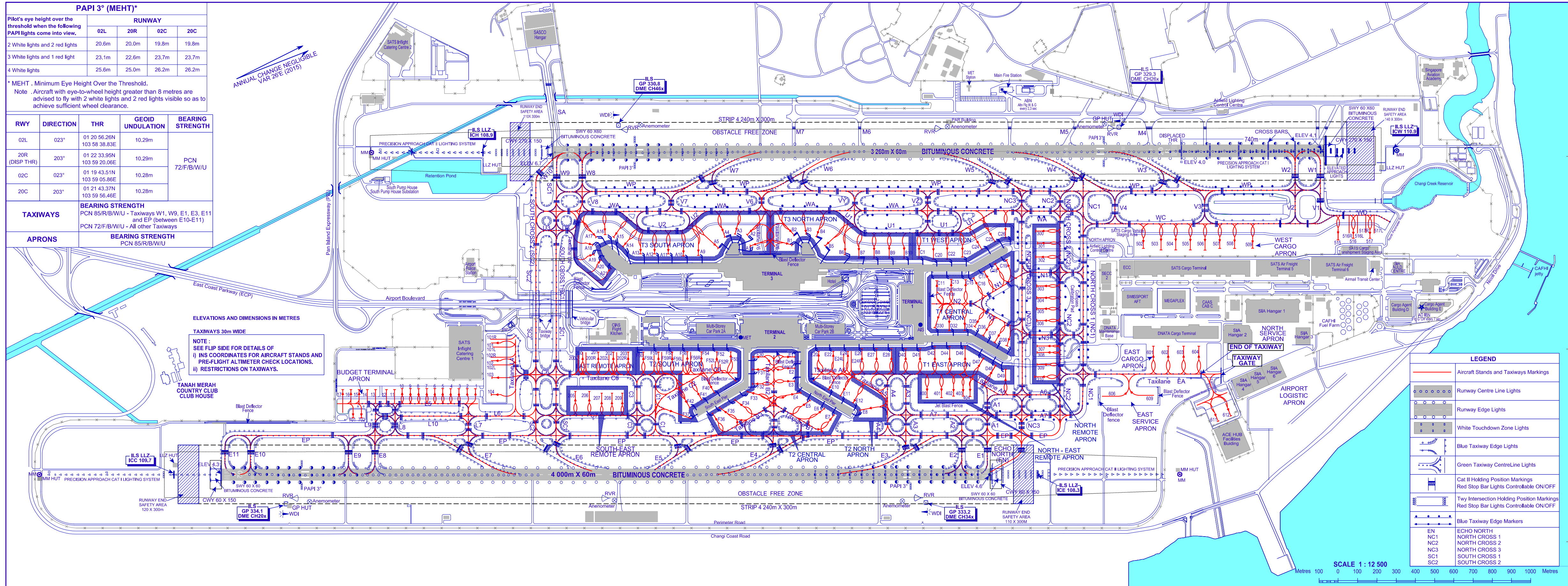
PAPI 3° (MEHT)*

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	20.6m	20.0m	19.8m	19.8m
3 White lights and 1 red light	23.1m	22.6m	23.7m	23.7m
4 White lights	25.6m	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.

ANNUAL CHANGE NEGLIGIBLE
VAR 26°E (2015)

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) and EP (between E10-E11) PCN 72/F/B/W/U - All other Taxiways			
APRONS	BEARING STRENGTH PCN 85/R/B/W/U			



ELEVATIONS AND DIMENSIONS IN METRES

TAXIWAYS 30m WIDE

NOTE:
SEE FLIP SIDE FOR DETAILS OF
i) INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS.
ii) RESTRICTIONS ON TAXIWAYS.

LEGEND

	Aircraft Stands and Taxiways Markings
	Runway Centre Line Lights
	Runway Edge Lights
	White Touchdown Zone Lights
	Blue Taxiway Edge Lights
	Green Taxiway Centre Line Lights
	Cat II Holding Position Markings
	Red Stop Bar Lights Controllable ON/OFF
	Twy Intersection Holding Position Markings
	Red Stop Bar Lights Controllable ON/OFF
	Blue Taxiway Edge Markers
EN	ECHO NORTH
NC1	NORTH CROSS 1
NC2	NORTH CROSS 2
NC3	NORTH CROSS 3
SC1	SOUTH CROSS 1
SC2	SOUTH CROSS 2

SCALE 1 : 12 500
Metres 100 0 100 200 300 400 500 600 700 800 900 1000 Metres

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

Table with columns: LOCATION, STAND NR, NORTH LAT, EAST LONG, ELEVATION. Contains data for T3 SOUTH APRON, T3 NORTH APRON, T1 WEST APRON, T1 CENTRAL APRON, T1 EAST APRON, T2 NORTH APRON, and T2 CENTRAL APRON.

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

Table with columns: LOCATION, STAND NR, NORTH LAT, EAST LONG, ELEVATION. Contains data for T2 SOUTH APRON, EAST REMOTE APRON, SOUTH-EAST REMOTE APRON, NORTH REMOTE APRON, NORTH-EAST REMOTE APRON, WEST CARGO APRON, EAST CARGO APRON, EAST SERVICE APRON, and ACEHUB.

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

Table with columns: LOCATION, STAND NR, NORTH LAT, EAST LONG, ELEVATION. Contains data for BUDGET TERMINAL APRON.

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) Pilots operating aircraft with wheelbase longer than B747 or 26m shall take note that judgemental oversteering may be required when manoeuvring round taxiway turns.
4) TWY NC3 (between TWY WA and TWY A6) is a TWY with reduced minimum separation distances between the TWY centreline and object. Due to the reduced minimum separation distances, pilots are advised to adhere strictly to the TWY centreline and to slow down the taxi speed accordingly. TWY NC3 (between TWY WA and TWY A6) can only be used by aircraft with maximum wingspan 65m.
5) Taxiway centreline along TWY EP between TWY B1 and B3 offset eastward by 2.5m away from aircraft stands E7 and F36.
6) Pilots are advised to apply minimum thrust when turning into taxiway WA from taxilane V6.
7) Taxilane U4 (behind aircraft stands A18 to A21) can only be used by aircraft with maximum wingspan 61m.
8) TWY N1 (behind aircraft stands C16 to C19 and between TWY NC2 and TWY NC3), TWY N2 and TWY N3 (behind aircraft stands D35 to D38 and between TWY NC2 and TWY NC3) can only be used by aircraft with maximum wingspan 65m.
9) 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).
10) TWY L5 can only be used by aircraft with maximum wingspan 36m.
11) TWY L8, L9 and L10 can only be used by aircraft with maximum wingspan 65m.
12) Pilots are advised to exercise caution when taxiing near TWY L5, L8, L9 and L10.
13) Pilots are advised to apply speed limit of 20 knots when taxiing along TWY SOUTH CROSS 1 and SOUTH CROSS 2.
14) 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.
15) TWY M4, M5, M6 and M7 are 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.