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REPUBLIC OF SINGAPORE

AERONAUTICAL INFORMATION SERVICES
CIVIL AVIATION AUTHORITY OF SINGAPORE
SINGAPORE CHANGI AIRPORT
P.O. BOX 1, SINGAPORE 918141

AIP

AMENDMENT NR 4/15
25 JUNE 2015

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Singapore Changi Airport (WSSS)

- a) Update on aircraft stands that can park aircraft types MD83 WSSS AD 2-6.1 / 2-6.2 / 2-6.3
- b) Revision to the pushback procedure for aircraft stand F37 WSSS AD 2-7.11

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED: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 SUPPLEMENTS:
47/15 dated 14/4/15

NOTAMs:
A0933/15 dated 19/5/15
A1008/15 dated 28/5/15
A1069/15 dated 3/6/15
A1070/15 dated 3/6/15

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS				
NR/ Year	Subject	AIP section affected	Period of validity (from / to)	Cancellation record
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	
11/14	Paya Lebar AP - Hammerhead Crane	AD	WIE / 1 DEC 15	
12/14	Paya Lebar AP - Luffer Crane	AD	WIE / 15 DEC 15	
13/14	Paya Lebar AP - Luffer Crane	AD	WIE / 27 DEC 15	
14/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
15/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
51/14	Paya Lebar AP - Cranes	AD	WIE / 31 DEC 15	
52/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
53/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
54/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
55/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
61/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
62/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
63/14	Paya Lebar AP - Cranes	AD	WIE / 31 DEC 15	
64/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
65/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
66/14	Paya Lebar AP - Saddle Cranes	AD	WIE / 30 DEC 15	
67/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
68/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
69/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
70/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 15	
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	
246/14	Paya Lebar AP - Luffer Cranes and Tower Crane	AD	WIE / 28 JUL 15	
247/14	Paya Lebar AP - Saddle and Luffer Cranes	AD	WIE / 31 JUL 15	
296/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 15	
297/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 15	
298/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 15	
299/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 15	
300/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 SEP 15	
330/14	Paya Lebar AP - Crane	AD	WIE / 30 NOV 16	

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS				
NR/ Year	Subject	AIP section affected	Period of validity (from / to)	Cancellation record
333/14	Singapore Changi AP - Work activities due to construction of new aircraft stands and new taxiways at West Cargo Area	AD	WIE / 31 AUG 16	
340/14	Paya Lebar AP - Crawler Cranes	AD	WIE / 31 AUG 15	
360/14	Paya Lebar AP - Topless Cranes and Luffer Cranes	AD	WIE / 1 DEC 15	
361/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 20 DEC 15	
362/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
363/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
364/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
370/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 JAN 16	
371/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 JAN 16	
372/14	Paya Lebar AP - Tower Cranes	AD	WIE / 25 JAN 16	
373/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 JAN 16	
374/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 JAN 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	
11/15	Paya Lebar AP - Tower Cranes	AD	WIE / 30 DEC 15	
12/15	Paya Lebar AP - Luffer Crane	AD	WIE / 30 DEC 15	
13/15	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
14/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
15/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
16/15	Paya Lebar AP - Luffer Crane and Saddle Crane	AD	WIE / 31 DEC 15	
17/15	Paya Lebar AP - Tower Crane	AD	WIE / 31 DEC 15	
18/15	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 31 DEC 15	
19/15	Paya Lebar AP - Topless Cranes and Luffer Cranes	AD	WIE / 31 DEC 15	
20/15	Paya Lebar AP - Crawler Crane and Mobile Crane	AD	WIE / 31 JAN 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	
28/15	Singapore FIR - RSAF aerial flypast prior to and on Singapore's National Day, 9th August 2015	ENR	27 MAY15 / 16 AUG 15	
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	
38/15	Paya Lebar AP - Crawler Cranes	AD	WIE / 31 AUG 15	
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	
43/15	Paya Lebar AP - Luffer Crane	AD	WIE / 1 JUL 16	

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS				
NR/ Year	Subject	AIP section affected	Period of validity (from / to)	Cancellation record
46/15	RSAF aerial display in conjunction with SG50 Celebrations prior to and during the Jubilee Weekend on 7, 8 and 9 August 2015	ENR	3 AUG 15 / 9 AUG 15	
48/15	Paya Lebar AP - Luffer Crane	AD	WIE / 30 NOV 15	
49/15	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 NOV 15	
50/15	Paya Lebar AP - Topless Cranes and Luffer Crane	AD	WIE / 30 NOV 15	
51/15	Paya Lebar AP - Crawler Crane	AD	WIE / 31 DEC 15	
52/15	Paya Lebar AP - Crawler Tower Crane	AD	WIE / 31 DEC 15	
53/15	Paya Lebar AP - Luffer Crane	AD	WIE / 1 FEB 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	
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	
88/15	Paya Lebar AP - Luffer Crane	AD	WIE / 31 OCT 15	
89/15	Paya Lebar AP - Topless Cranes	AD	WIE / 31 OCT 15	
90/15	Paya Lebar AP - Luffer Crane	AD	WIE / 1 NOV 15	
91/15	Paya Lebar AP - Hammerhead Crane	AD	WIE / 1 NOV 15	
92/15	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 NOV 15	
93/15	Singapore Changi Ap - Works schedule and movement area restrictions pertaining to the diversion of airside services and soil improvement works	AD	WIE / 24 OCT 15	

AIP AMDT 4/15 CIVIL AVIATION AUTHORITY
SINGAPORE

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	
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0.1-2	13 NOV 14	2.2-8	13 NOV 14	0.6-2	10 MAR 11
0.1-3	13 NOV 14	2.3-1	18 JAN 07	0.6-3	13 NOV 14
0.2-1	18 SEP 14	2.3-2	18 JAN 07	0.6-4	13 NOV 14
* 0.3-1	25 JUN 15	2.4-1	3 JUN 10		
* 0.3-2	25 JUN 15	2.5-1	13 NOV 14	ENR 1	
* 0.3-3	25 JUN 15	2.5-3/chart	15 MAR 07	1.1-1	1 SEP 05
* 0.3-4	25 JUN 15	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	25 JUN 15	2.7-1	18 NOV 10	1.1-4	29 MAY 14
* 0.4-2	25 JUN 15			1.1-5	8 JUN 06
* 0.4-3	25 JUN 15	GEN 3		1.1-6	8 JUN 06
* 0.4-4	25 JUN 15	3.1-1	13 NOV 14	1.1-7	28 SEP 06
0.5-1	18 SEP 14	3.1-2	13 NOV 14	1.1-8	28 SEP 06
0.6-1	5 MAY 11	3.1-3	8 JAN 15	1.1-9	28 SEP 06
0.6-2	5 MAY 11	3.1-4	8 JAN 15	1.1-10	28 SEP 06
0.6-3	20 SEP 12	3.1-5	13 NOV 14	1.1-11	27 AUG 09
GEN 1		3.2-1	13 NOV 14	1.1-12	27 AUG 09
1.1-1	15 NOV 12	3.2-2	13 NOV 14	1.1-13	15 NOV 12
1.1-2	15 NOV 12	3.2-3	10 MAY 07	1.1-14	15 NOV 12
1.2-1	8 JAN 15	* 3.2-5	25 JUN 15	1.1-15	15 NOV 12
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* 1.2-3	25 JUN 15	3.2-7	13 NOV 14		
* 1.2-4	25 JUN 15	3.3-1	13 NOV 14	1.2-1	10 MAY 07
* 1.2-5	25 JUN 15	3.3-2	13 NOV 14	1.3-1	29 JUL 10
* 1.2-6	25 JUN 15	3.4-1	10 MAR 11	1.4-1	5 MAR 15
1.3-1	3 JUN 10	3.4-2	10 MAR 11	1.5-1	20 NOV 08
1.3-2	3 JUN 10	3.4-3	18 JAN 07	1.5-2	20 NOV 08
1.3-3	22 AUG 13	3.4-4	18 JAN 07	1.5-3	23 NOV 06
1.3-4	22 AUG 13	3.4-5	28 SEP 06	1.5-4	23 NOV 06
1.3-5/chart	18 APR 02	3.4-6	28 SEP 06	1.5-5	23 NOV 06
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1.4-3	5 MAY 11	3.5-2	6 FEB 14	1.6-4	17 OCT 13
1.5-1	22 OCT 09	3.5-3	8 JAN 15	1.6-5	6 FEB 14
1.6-1	29 MAY 14	3.5-4	8 JAN 15	1.6-6	6 FEB 14
1.6-2	29 MAY 14	* 3.5-5	25 JUN 15	1.6-7	10 MAR 11
1.6-3	3 APR 14	* 3.5-6	25 JUN 15	1.6-8	10 MAR 11
1.6-4	3 APR 14	3.5-7	5 MAR 15	1.6-9/chart	18 APR 02
1.7-1	5 MAR 15	3.5-8	5 MAR 15	1.6-11/chart	18 APR 02
1.7-2	5 MAR 15	3.5-9	29 MAY 14		
1.7-3	5 MAR 15	3.5-10	29 MAY 14	1.7-1	15 MAR 07
1.7-4	5 MAR 15	3.6-1	3 APR 14	1.7-2	15 MAR 07
1.7-5	5 MAR 15	3.6-2	3 APR 14	1.7-3	15 MAR 07
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2.1-2	13 NOV 14	GEN 4		1.7-7	11 FEB 10
2.2-1	13 NOV 14	4.1-1	20 SEP 12	1.7-8	11 FEB 10
2.2-2	13 NOV 14	4.2-1	17 OCT 13	1.7-9	11 FEB 10
2.2-3	13 NOV 14	4.2-2	17 OCT 13	1.8-1	31 JUL 08
2.2-4	13 NOV 14	4.2-3	20 OCT 11	1.8-2	31 JUL 08
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				1.8-4	31 JUL 08

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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	30 APR 15	PART 3 - AERODROME (AD)	
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	5 MAR 15
1.8-13	5 MAR 15	3.3-3	6 FEB 14	0.6-2	5 MAR 15
1.8-14	5 MAR 15	3.3-4	6 FEB 14	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	13 NOV 14	3.3-7	29 MAY 14	AD 1	
1.8-18	13 NOV 14	3.3-8	29 MAY 14	1.1-1	27 AUG 09
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1.8-20	26 JUL 12	3.3-10	6 FEB 14	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	5 MAR 15	3.3-13	20 SEP 12	1.3-1	10 MAY 07
1.8-24	5 MAR 15	3.3-14	20 SEP 12	1.3-3/chart	15 MAR 07
1.8-25	24 JUL 14	3.4-1	3 APR 14	1.4-1	18 JAN 07
1.9-1	15 JAN 09	3.4-2	3 APR 14	1.5-1	18 SEP 14
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1.9-3	5 JUL 07	3.4-4	5 MAR 15	AD 2	
1.9-4	5 JUL 07	3.4-5/chart	3 APR 14	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	5 MAR 15	3.5-1	27 JUN 13	WSSS AD 2-3	30 APR 15
1.10-2	5 MAR 15	3.5-2	27 JUN 13	WSSS AD 2-4	30 APR 15
1.10-3	8 JAN 15	3.5-3/chart	13 JAN 11		
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 SEP 12	WSSS AD 2-5.3	6 FEB 14
1.12-3	18 JAN 07	3.6-5/chart	29 MAY 14		
1.12-4	18 JAN 07	3.6-7/chart	5 MAR 15	* WSSS AD 2-6.1	25 JUN 15
1.13-1	18 JAN 07	3.6-9/chart	5 MAR 15	* WSSS AD 2-6.2	25 JUN 15
1.14-1	10 MAR 11	ENR 4		* WSSS AD 2-6.3	25 JUN 15
1.14-2	10 MAR 11	4.1-1	20 SEP 12	* WSSS AD 2-6.4	25 JUN 15
1.14-3	3 JUN 10	4.1-2	20 SEP 12	WSSS AD 2-6.5	30 APR 15
1.14-4	3 JUN 10	4.2-1	10 MAR 11	WSSS AD 2-6.6	30 APR 15
1.14-5	3 JUN 10	4.3-1	10 MAR 11	WSSS AD 2-6.7	30 APR 15
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1.15-4	2 MAY 13	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
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2.1-3	18 NOV 10	5.1-1	8 APR 10	* WSSS AD 2-7.7	25 JUN 15
2.1-4	18 NOV 10	5.1-3	30 APR 15	* WSSS AD 2-7.8	25 JUN 15
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2.1-11A/diagram	8 APR 10	5.1-6	10 MAR 11	* WSSS AD 2-7.11	25 JUN 15
2.1-11B/diagram	8 APR 10	5.1-7/chart	29 MAY 14	* WSSS AD 2-7.12	25 JUN 15
2.1-13/diagram	8 OCT 98	5.1-9/chart	30 APR 15	* WSSS AD 2-7.13	25 JUN 15
2.1-15/chart	30 APR 15	5.2-1	18 NOV 10		
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
3.1-1	29 MAY 14	5.4-1	10 MAR 11	WSSS AD 2-8.1	8 APR 10
3.1-2	29 MAY 14	5.5-1	15 DEC 11	WSSS AD 2-8.2	8 APR 10
3.1-3	20 SEP 12	5.6-1	10 JAN 13		
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WSSS AD 2-11	30 APR 15	WSSS AD 2-73/chart	5 MAR 15	WSSS AD 2-115/chart	5 MAR 15
WSSS AD 2-12	30 APR 15	WSSS AD 2-74	5 MAR 15	WSSS AD 2-117/chart	5 MAR 15
WSSS AD 2-13	30 APR 15	WSSS AD 2-73-1/chart	5 MAR 15	WSSS AD 2-118/chart	5 MAR 15
WSSS AD 2-14	30 APR 15	WSSS AD 2-74-1	5 MAR 15	WSSS AD 2-119/chart	5 MAR 15
WSSS AD 2-15	5 MAR 15	WSSS AD 2-75/chart	5 MAR 15	WSSS AD 2-120/chart	5 MAR 15
WSSS AD 2-16	5 MAR 15	WSSS AD 2-76	5 MAR 15	WSSS AD 2-121/chart	5 MAR 15
WSSS AD 2-17	5 MAR 15	WSSS AD 2-77/chart	5 MAR 15		
WSSS AD 2-18	5 MAR 15	WSSS AD 2-78	5 MAR 15	WSSL AD 2-1	30 APR 15
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WSSS AD 2-20	24 JUL 14	WSSS AD 2-81/chart	5 MAR 15	WSSL AD 2-3-1	30 APR 15
WSSS AD 2-21	29 MAY 14	WSSS AD 2-82	5 MAR 15	WSSL AD 2-3-2	30 APR 15
WSSS AD 2-22	29 MAY 14	WSSS AD 2-81-1/chart	5 MAR 15	WSSL AD 2-4-1	13 NOV 14
WSSS AD 2-23	13 NOV 14	WSSS AD 2-82-1	5 MAR 15	WSSL AD 2-4-2	13 NOV 14
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WSSS AD 2-26	8 JAN 15	WSSS AD 2-83-1/chart	5 MAR 15	WSSL AD 2-5	30 APR 15
WSSS AD 2-27	30 APR 15	WSSS AD 2-84-1	5 MAR 15	WSSL AD 2-6	30 APR 15
WSSS AD 2-28	30 APR 15	WSSS AD 2-85/chart	5 MAR 15	WSSL AD 2-7	5 MAR 15
WSSS AD 2-29	1 SEP 05	WSSS AD 2-86	5 MAR 15	WSSL AD 2-8	5 MAR 15
		WSSS AD 2-85-1/chart	5 MAR 15	WSSL AD 2-9	13 NOV 14
* WSSS AD 2-31/chart	25 JUN 15	WSSS AD 2-86-1	5 MAR 15	WSSL AD 2-10	13 NOV 14
WSSS AD 2-33/chart	15 JAN 09	WSSS AD 2-86-2	5 MAR 15	WSSL AD 2-11	20 OCT 11
WSSS AD 2-37/chart	5 MAR 15	WSSS AD 2-87/chart	5 MAR 15	WSSL AD 2-12	20 OCT 11
WSSS AD 2-39/chart	5 MAR 15	WSSS AD 2-88	5 MAR 15	WSSL AD 2-12-1	12 DEC 13
WSSS AD 2-41/chart	5 MAR 15	WSSS AD 2-87-1/chart	5 MAR 15	WSSL AD 2-12-2	12 DEC 13
WSSS AD 2-43/chart	25 APR 96	WSSS AD 2-88-1	5 MAR 15	* WSSL AD 2-13/chart	25 JUN 15
WSSS AD 2-45/chart	25 APR 96	WSSS AD 2-88-2	5 MAR 15	* WSSL AD 2-15/chart	25 JUN 15
WSSS AD 2-47	5 MAR 15	WSSS AD 2-89/chart	5 MAR 15	WSSL AD 2-17/chart	5 MAR 15
WSSS AD 2-48	5 MAR 15	WSSS AD 2-90	5 MAR 15	WSSL AD 2-19/chart	30 APR 15
WSSS AD 2-49	20 SEP 12	WSSS AD 2-91/chart	5 MAR 15	WSSL AD 2-21/chart	5 MAR 15
WSSS AD 2-50	20 SEP 12	WSSS AD 2-92	5 MAR 15	WSSL AD 2-23/chart	5 MAR 15
WSSS AD 2-50-1	5 MAR 15	WSSS AD 2-91-1/chart	5 MAR 15	WSSL AD 2-25/chart	5 MAR 15
WSSS AD 2-50-2	5 MAR 15	WSSS AD 2-92-1	5 MAR 15	WSSL AD 2-27/chart	5 MAR 15
WSSS AD 2-50-3	5 APR 12	WSSS AD 2-92-2	5 MAR 15	WSSL AD 2-29/chart	5 MAR 15
WSSS AD 2-50-4	5 APR 12	WSSS AD 2-93/chart	5 MAR 15	WSSL AD 2-31/chart	5 MAR 15
		WSSS AD 2-94	5 MAR 15	WSSL AD 2-33/chart	5 MAR 15
WSSS AD 2-51/chart	5 MAR 15	WSSS AD 2-93-1/chart	5 MAR 15	WSSL AD 2-35/chart	5 MAR 15
WSSS AD 2-52	5 MAR 15	WSSS AD 2-94-1	5 MAR 15	WSSL AD 2-37/chart	5 MAR 15
WSSS AD 2-53/chart	5 MAR 15	WSSS AD 2-94-2	5 MAR 15		
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WSSS AD 2-55/chart	5 MAR 15	WSSS AD 2-96	30 APR 15	WSAP AD 2-2	30 APR 15
WSSS AD 2-56	5 MAR 15	WSSS AD 2-95-1/chart	30 APR 15	WSAP AD 2-3	18 NOV 10
WSSS AD 2-57/chart	5 MAR 15	WSSS AD 2-96-1	30 APR 15	WSAP AD 2-4	18 NOV 10
WSSS AD 2-58	5 MAR 15	WSSS AD 2-97/chart	5 MAR 15	WSAP AD 2-5	13 NOV 14
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WSSS AD 2-66	5 MAR 15	WSSS AD 2-100	5 MAR 15	WSAP AD 2-10	18 NOV 10
WSSS AD 2-67/chart	5 MAR 15	WSSS AD 2-99-1/chart	5 MAR 15	WSAP AD 2-11/chart	5 MAR 15
WSSS AD 2-68	5 MAR 15	WSSS AD 2-100-1	5 MAR 15	WSAP AD 2-13/chart	5 MAR 15
WSSS AD 2-69/chart	5 MAR 15			WSAP AD 2-15/chart	5 MAR 15
WSSS AD 2-70	5 MAR 15	WSSS AD 2-101/chart	5 MAR 15	WSAP AD 2-17/chart	5 MAR 15
WSSS AD 2-71/chart	5 MAR 15	WSSS AD 2-103/chart	5 MAR 15	WSAP AD 2-19/chart	5 MAR 15
WSSS AD 2-72	5 MAR 15	WSSS AD 2-105/chart	5 MAR 15	WSAP AD 2-21/chart	5 MAR 15
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WSAT AD 2-6	30 APR 15				
WSAT AD 2-7	29 MAY 14				
WSAT AD 2-8	29 MAY 14				
WSAT AD 2-9	29 MAY 14				
WSAT AD 2-11/chart	5 MAR 15				
WSAG AD 2-1	30 APR 15				
WSAG AD 2-2	30 APR 15				
WSAG AD 2-3	30 APR 15				
WMKJ AD 2-1	7 MAR 13				
* WIDD AD 2-1	25 JUN 15				
WIDD AD 2-3	12 MAY 05				
WIDD AD 2-5/chart	12 MAY 05				
WIDD AD 2-6/chart	12 MAY 05				
WIDD AD 2-7/chart	12 MAY 05				
WIDD AD 2-8/chart	12 MAY 05				
WIDD AD 2-9/chart	12 MAY 05				
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WIDN AD 2-6/chart	15 DEC 11				
WIDN AD 2-7/chart	15 DEC 11				
WIDN AD 2-8/chart	15 DEC 11				
WIDN AD 2-9/chart	15 DEC 11				
WIDN AD 2-10/chart	15 DEC 11				
WIDN AD 2-11/chart	15 DEC 11				
WIDN AD 2-12/chart	15 DEC 11				

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

- 3.1.2.4 All applications in para 3.1.2.3 above must be made in the prescribed form which can be downloaded from the website below. Applications must reach the Airside Operations of the Changi Airport Group via email or posted to the address below with sufficient notice prior to the aircraft's arrival or departure into/from Singapore Changi Airport. The application may not be considered if insufficient notice is given.

Address: Airside Operations
Singapore Changi Airport
P.O. Box 168
Singapore 918146

FAX: (65) 65453845
Email: changi.airside@changiairport.com
Website: www.changiairportgroup.com

- 3.1.2.5 All business aviation aircraft shall park in a nose-in position and be pushed back with the aid of an aircraft tow-bar and tow-tractor. Reverse thrust or variable pitch propellers shall not be used. The aircraft must carry its own tow-bar. The aircraft operator may make arrangements with the ground handling agent to provide the tow-bar. The aircraft shall be required to be towed to another aircraft stand should the need arise.
- 3.1.2.6 All passengers of the business aviation flight will have to clear CIQ via the Commercially-Important-Persons facility located at Terminal 2.
- 3.1.2.7 All business aviation flights must engage a ground handling agent at Singapore Changi Airport.
- 3.1.2.8 In all other cases, prior permission must be sought and obtained through diplomatic means from the Ministry of Foreign Affairs, Republic of Singapore.

3.1.3 Application for Traffic Landings and Uplifts (Non-Scheduled Flights)

- 3.1.3.1 All non-scheduled flights are subject to prior approval.
- 3.1.3.2 Only the operator may apply for permission to operate a non-scheduled flight. The following information should be submitted together with the application:
- a) Name, address and nationality of operator;
 - b) Name, address and business of charterer;
 - c) Type, registration mark and carrying capacity of aircraft;
 - d) Aircraft documents listed in para 2.2.5;
 - e) Nature of flight including details of whether the flight is to carry passengers or cargo or both;
 - i) for passenger flights: points of origin and destination of passengers, purpose of flight e.g. special event charter, inclusive tours and own-use charter; and the names of passengers.
 - ii) for cargo flights: the origin, destination, description, quantities and dimensions of cargo; outbound/inbound or transshipment, as well as whether any item is perishable or classified as dangerous, explosive or munitions of war. (Please see regulations concerning importation, transshipment and exportation of cargo in subsection GEN 1.4).
 - f) Details of route, points of landing and final destination;
 - g) Date and time of arrival at, and departure from Singapore (*Please see para 3.1.3.4 below*);
 - h) Name, address and telephone number of operator's local agent and ground handling agent;
 - i) Name and address of consignees and consignors, where applicable;
 - j) Any other information that may be relevant to the proposed operations.
- 3.1.3.3 All applications must be made in the prescribed application form (CAAS AW/145) available at: http://www.caas.gov.sg/caas/en/eServices_Forms/Application_of_commercial_flights_for_Foreign_Air_Operators.html?_locale=en under the eServices & Forms section of the CAAS website.

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

The complete application and its supporting documents must reach the Civil Aviation Authority of Singapore Air Transport Division at the address below, at least 3 working days prior to the aircraft's arrival or departure into/from Singapore to be considered for a "normal permit". Operators who wish to obtain a permit under 3 working days may submit their applications. Such applications must reach the Air Transport Division at least 24 hours before the proposed flight to be considered for an "express permit". Applicants for express permits should alert the Air Transport Duty Officer at +65 98331775. Applications will not be considered if insufficient notice is given (not applicable for emergency flights e.g. flights on humanitarian grounds).

Air Transport Division
Civil Aviation Authority of Singapore
Singapore Changi Airport
PO Box 1
Singapore 918141
Email: caas_air_transport@caas.gov.sg **and** Judy_Chin@caas.gov.sg
Tel: (65) 65413030 (Normal permits)
Tel: (65) 98331775 (Express permits)
Facsimile: (65) 65456515

- 3.1.3.4 Operators, other than operators of business aviation aircraft as stated in para 3.1.3.5, should schedule their arrivals and departures at Singapore Changi Airport outside the hours 0001 to 0200 UTC (0801-1000 LT) and 0900 to 1559 UTC (1700-2359 LT). Subject to approval (depending on aircraft stand availability), aircraft may be permitted to remain on the ground during the above times on condition that the aircraft vacates the aircraft stand if the need arises. *(Please see GEN 4.1 para 1.5 b) regarding off-peak discount of 40% on landing charges).*
- 3.1.3.5 All business aviation aircraft operating as executive jet charter may be permitted to remain on the ground or layover at Singapore Changi Airport. ←
- 3.1.3.6 All business aviation aircraft shall park in a nose-in position and be pushed back with the aid of an aircraft tow-bar and tow-tractor. Reverse thrust or variable pitch propellers shall not be used when parking or pushing back aircraft. The aircraft operator must ensure that an appropriate tow-bar for the aircraft type is available to facilitate push back operations from the aircraft stand. The aircraft operators may use their own tow-bar or approach ground handling agents in either Seletar or Singapore Changi Airport to secure the appropriate tow-bar.
- 3.1.3.7 All passengers of the business aviation flight will have to clear CIQ via the Commercially-Important-Persons facility located beside Terminal 2. ←
- 3.1.3.8 Requests to handle executive jet charter or charter flights via the main terminals are to be sent via email to ao.checkin@changiairport.com for exceptional consideration at all times. |
- 3.1.3.9 All business aviation flights must engage a ground handling agent at Singapore Changi Airport.
- 3.1.3.10 The appropriate legislation dealing with non-scheduled flights for hire or reward is contained in PART III - *Permits For Journeys Other Than Scheduled Journeys* of the Air Navigation (Licensing of Air Services) Regulations. Any person who uses any aircraft in contravention of the provisions of Regulation 15 of the legislation shall be guilty of an offence and shall be liable on conviction to a fine not exceeding S\$2,500 or to imprisonment for a term not exceeding 3 months or to both and in the case of a second or subsequent offence, to a fine not exceeding S\$20,000 or to imprisonment for a term not exceeding 2 years or to both.
- 3.1.3.11 **Permit Fees**

(a) Normal Permits

The following fees shall be paid to the Authority [in accordance with Regulation 18 of the Air Navigation (Licensing of Air Services) Regulations] to obtain a permit which must be applied at least 3 whole working days before the first flight:

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

- i) S\$84 for a single one-way or return flight;
- ii) S\$162 for 2 or more one-way or return flights but not more than 5 such flights;
- iii) S\$326 for 5 one-way or return flights but not more than 10 such flights; or
- iv) S\$810 for more than 10 one-way or return flights.

(b) Express Permits

Operators who wish to obtain a permit under 3 working days, but at least 24 hours before the flight, should contact the Duty Officer at +65 98331775 and submit a complete application to this email address: caas_air_transport@caas.gov.sg. The following fee shall be paid:

- i) S\$252 for a single one-way or return flight.

Note 1: "Working Day" means:

- (a) a period that begins at 8.30am and ends at 6pm on any Monday to Thursday that CAAS is open for business; and*
- (b) a period that begins at 8.30am and ends at 5.30pm on any Friday that CAAS is open for business.*

Note 2: Any application that is made after the close of business shall be deemed to have been made on the next working day.

Definitions:

Non-scheduled flight - a flight for the carriage of passengers, mail or cargo by air for hire and reward on journeys other than scheduled.

Business aviation flight - a flight that is owned and operated privately by a business corporation or chartered privately by business or corporate executives for non-revenue purposes.

Charterer - a person, company or corporate body who charters the aircraft and whose name and address appear in the Aircraft Charter Agreement.

Operator - in relation to an aircraft, the person for the time being having the business management of that aircraft.

3.2 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

- 3.2.1 Same requirements as for SCHEDULED FLIGHTS.

3.3 PERMIT CONDITIONS

- 3.3.1 The Director-General of Civil Aviation may attach such conditions to a permit as he considers necessary.

3.4 APPLICATION FOR DIPLOMATIC CLEARANCE FOR FOREIGN STATE AIRCRAFT

- 3.4.1 ***Procedures for Applying Diplomatic Clearance for Landing and Overflight for Foreign State Aircraft in Singapore***

- 3.4.1.1 Except where otherwise agreed, all Foreign State aircraft intending to land at or overfly Singapore are to obtain diplomatic clearance for such landing or overflight from the Ministry of Foreign Affairs, giving information as in para 3.4.2.

- 3.4.1.2 The application is to be made giving at least 14 days' notice.

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**3.4.2 Information to be provided when applying for Diplomatic Clearance**

3.4.2.1 All applications for diplomatic clearance should contain the following information:

- a) Name of Mission/Organisation;
- b) Liaison Officer;
- c) Telephone Number;
- d) Number and Type of Aircraft;
- e) Callsign;
- f) Aircraft Registration;
- g) Full flight itinerary;
- h) Route after entering and before leaving Singapore FIR;
- i) Date of Arrival;
- j) Time of Arrival;
- k) Date of Departure;
- l) Time of Departure;
- m) Arrival from;
- n) Departing to;
- o) Airfield requested;
- p) Name of Pilot;
- q) Number of Crew;
- r) Number of Passengers;
- s) If VIP flight, Name of VIP and number of other officials;
- t) Purpose;
- u) Photograph and sensory equipment if any;
- v) Nature of freight or cargoes carried if any;
- w) Dangerous cargoes, if any (e.g. arms, ammunition, explosives, toxic chemicals);
- x) Types of services required (e.g. type of fuel, APU/GPU, ground handling etc.);
- y) Additional/Special request

Note: Aircraft used in military, customs or police services are deemed to be State aircraft.

4. APPLICATION FOR TEST FLIGHTS

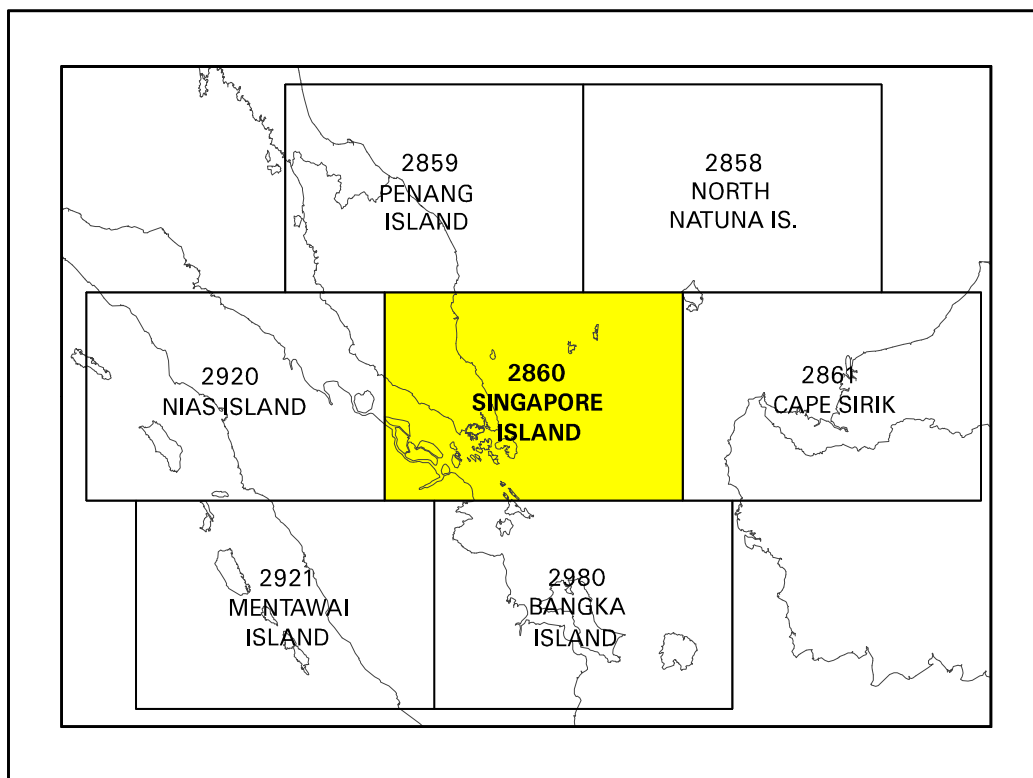
- 4.1 All applications for test flights are subject to prior approval.
- 4.2 All applications are to be made at least 2 working days but not more than 2 weeks in advance. If notice is not complied with, the application may not be considered.
- 4.3 Applicants should provide details as listed in items a) to e) below and ensure that the documents as listed in items f) to h) of the aircraft undergoing test flights remain valid during the period of operation:
 - a) Aircraft Registration;
 - b) Aircraft Callsign;
 - c) Aircraft Type;
 - d) Date / Time / Duration of flight;
 - e) Point of Departure and Arrival;
 - f) Certificate of Registration;
 - g) Certificate of Airworthiness;
 - h) A Permit to Fly, issued by CAAS, in the absence of a valid Certificate of Airworthiness.
- 4.4 All applications should be submitted to:
Duty Manager, Singapore Air Traffic Control Centre
Civil Aviation Authority of Singapore
60 Biggin Hill Road, Singapore 509950
Email: caas_atsops@caas.gov.sg
Fax: 65457526
- 4.5 Details on flight planning for test flights are listed on page ENR 1.10-1.

5. AIRCRAFT BANNED FROM OPERATIONS AT SINGAPORE AERODROMES

- 5.1 The Antonov-12 aircraft is banned from all operations to/from Singapore aerodromes due to concerns over its continuing airworthiness.

GEN 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE					
<i>Title of Chart Series</i>	<i>Scale</i>	<i>Name and/or number</i>		<i>Price (\$)</i>	<i>Date</i>
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	30 APR 15
Instrument Approach Chart ICAO (IAC)	1:400 000	Singapore Changi RWY 02L - ICW ILS/DME WSSS AD 2-101		In AIP	5 MAR 15
	1:400 000	RWY 02C - ICE ILS/DME WSSS AD 2-103		In AIP	5 MAR 15
	1:400 000	RWY 02C - VTK DVOR/DME WSSS AD 2-105		In AIP	5 MAR 15
	1:400 000	RWY 02R - ICX ILS/DME WSSS AD 2-107		In AIP	5 MAR 15
	1:400 000	RWY 20R - ICH ILS/DME WSSS AD 2-109		In AIP	5 MAR 15
	1:400 000	RWY 20C - ICC ILS/DME WSSS AD 2-111		In AIP	5 MAR 15
	1:400 000	RWY 20C - VTK DVOR/DME WSSS AD 2-113		In AIP	5 MAR 15
	1:400 000	RWY 20L - ICZ ILS/DME WSSS AD 2-115		In AIP	5 MAR 15
	1:400 000	RWY 02L - RNAV(GNSS) WSSS AD 2-117		In AIP	5 MAR 15
	1:400 000	RWY 20R - RNAV(GNSS) WSSS AD 2-119		In AIP	5 MAR 15
	1:400 000	RWY 20C - RNAV(GNSS) WSSS AD 2-120		In AIP	5 MAR 15
	1:400 000	Paya Lebar RWY 20 - PU DVOR/DME WSAP AD 2-17		In AIP	5 MAR 15
	1:400 000	RWY 02 - PU DVOR/DME WSAP AD 2-19		In AIP	5 MAR 15
	1:400 000	RWY 20 - IPS ILS/DME WSAP AD 2-21		In AIP	5 MAR 15
1:400 000	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	5 MAR 15
	1:100 000	Seletar RWY 03 WSSL AD 2-21		In AIP	5 MAR 15
	1:100 000	RWY 21 WSSL AD 2-23		In AIP	5 MAR 15
	1:100 000	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	
Visual Departure Chart	1:100 000	Seletar RWY 03 WSSL AD 2-29		In AIP	5 MAR 15
	1:100 000	RWY 21 WSSL AD 2-31		In AIP	5 MAR 15
Aerodrome Chart ICAO (AC)		Singapore Changi WSSS AD 2-31		In AIP	25 JUN 15
		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	5 MAR 15
	1:10 000	RWY 20C/02C WSSS AD 2-39		In AIP	5 MAR 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	5 MAR 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

GEN 3.2.6 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000



- 4.8.1.3.4 The phraseology used by ATC to warn pilots of the presence of wind shear of intensity greater than 30 knots is:

“.....(callsign) WIND SHEAR WARNING
SEVERE LOW LEVEL WIND SHEAR OBSERVED IN THE VICINITY OF
CHANGI AIRPORT AT(time)”

- 4.8.1.3.5 The presence of wind shear will also be broadcast in the ATIS for the next half an hour.

4.8.2 SELETAR AERODROME

- 4.8.2.1 Surface wind is measured by cup anemometers and wind vanes at ends of runway. Surface wind report in METAR and SPECI is taken from measurements of cup anemometer and wind vane at RWY 03.

- 4.8.2.2 Wind Shear Observations (Seletar Aerodrome)

- 4.8.2.2.1 ATC will pass to all aircraft taking off or landing for the next $\frac{1}{2}$ hour from the time of report whenever microburst or wind shear of intensity 15 knots or greater is observed/reported.

- 4.8.2.2.2 The phraseology used by ATC to warn pilots of the presence of wind shear of intensity between 15 and 30 knots is:

“.....(callsign) WIND SHEAR WARNING
STRONG LOW LEVEL WIND SHEAR OBSERVED IN THE VICINITY OF
SELETAR AIRPORT AT(time)”

- 4.8.2.2.3 The phraseology used by ATC to warn pilots of the presence of wind shear of intensity greater than 30 knots is:

“.....(callsign) WIND SHEAR WARNING
SEVERE LOW LEVEL WIND SHEAR OBSERVED IN THE VICINITY OF
SELETAR AIRPORT AT(time)”

5. NOTIFICATION REQUIRED FROM OPERATORS

- 5.1 It is the responsibility of the operator or the pilot-in-command to notify the meteorological office of any flight for which meteorological documentation is required (ref. ICAO Annex 3, paragraph 2.3). As much prior notice as possible should be given, and at least one hour notice at Singapore Changi Airport and two hours at Seletar Aerodrome would be required for non-scheduled flights.

6. AIRCRAFT REPORTS REQUIRED FROM OPERATORS

6.1 AIREP

- 6.1.1 Routine aircraft meteorological observations shall be made and the reports transmitted at ATS/MET reporting points listed on page GEN 3.5-6 and as indicated in subsection ENR 3.1 - ATS ROUTES.

- 6.1.2 Special aircraft observations and aircraft observations during climb-out and approach shall be made and the reports transmitted as necessary.

- 6.1.3 Special aircraft observations of pre-eruption volcanic activity, volcanic eruption or volcanic ash cloud shall be recorded on the special Air-Report of Volcanic Activity form which can be downloaded from URL <https://fpl-1.caasaim.gov.sg/>. A copy of the completed Volcanic Activity Report shall be delivered by the operator or a flight crew member, without delay, either personally or by telephone facsimile (TEL: 65425026 or 65429978) to the Meteorological Office, Singapore Changi Airport.

6.2 REPORTING OF LOW LEVEL WIND SHEAR

6.2.1 Pilots encountering wind shear shall report to ATC as soon as possible.

6.2.2 When reporting wind shear on radiotelephony, the information should be transmitted in this order:

- a) Aircraft callsign;
- b) WIND SHEAR report;
- c) Time (of wind shear occurrence);
- d) Position (of wind shear);
- e) Intensity (moderate, strong or severe);
- f) Average height of wind shear layer.

6.2.3 On receipt of a wind shear report from a pilot, ATC will pass it to other aircraft in the vicinity. The following phraseology will be used:

“WIND SHEAR WARNING
ARRIVING (or DEPARTING) (type of aircraft)
REPORTED (moderate, strong, severe)
WIND SHEAR IN APPROACH (or DEPARTURE)
RUNWAY (number) AT (time)
HEIGHT OF WIND SHEAR LAYER (feet)”

6.2.4 The presence of wind shear as reported by a pilot will also be broadcast in the ATIS for the next half an hour unless subsequent reports indicate that wind shear no longer exists.

6.3 AIRCRAFT ATS/MET REPORTING POINTS IN THE SINGAPORE FIR

6.3.1. Aircraft Meteorological Observations shall be made in relation to and transmitted in flight by all aircraft at the following selected Air Traffic Services position reporting points within the Singapore FIR except when:

- a) The flight duration is less than 2 hours, or
- b) The altitude of the flight path is less than 5 000ft, or
- c) The aircraft is less than 1 hour's flying time from the next intended point of landing.

6.3.2. The aircraft ATS/MET reporting points listed below are indicated in chart page ENR 3.1-17.

6.3.3. The position of the mean wind or spot wind, to the nearest whole degree latitude and longitude, shall be recorded and transmitted in flight.

ATS ROUTE	AIRCRAFT ATS/MET REPORTING POINTS IN THE SINGAPORE FIR
G580	NIMIX
L642	ESPOB
L644	KIKOR
M635	SURGA
M758 / M767	TERIX
M767	TEGID
M768 / N884	LAGOT
M774	KADAR
L504	BAVUS
N875	ARUPA
N892	MELAS

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			→									→		→
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		→	→									→			→
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				→	→			→									
A380					→			→		→							
B707															→	→	→
B727	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B737	→	→	→	→	→	→	→	→		→	→	→	→		→	→	→
B747			→	→	→			→		→	→	→	→	→	→	→	→
B74S			→	→	→			→		→	→		→	→	→	→	→
B757	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B762	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B763	→	→	→	→	→	→		→		→	→	→	→	→	→	→	→
B772			→	→	→			→		→	→	→	→	→	→	→	→
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	→	→

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	→	→	→	→	→	→	→	→	→	→	→	→		→		→		→
A321																		
A332		→			→				→	→	→	→	→	→	→	→	→	→
A333		→			→				→	→	→	→	→	→	→	→	→	→
A342		→			→				→	→	→		→	→	→	→	→	→
A343		→			→				→	→	→		→	→	→	→	→	→
A345		→			→				→	→	→		→	→	→	→	→	→
A346											→							→
A380		→									→							→
B707												→		→			→	→
B727	→	→	→	→	→	→		→	→	→	→	→		→	→	→	→	→
B737	→	→	→	→	→	→	→	→	→	→	→	→		→		→		→
B747		→			→	→			→	→	→	→	→	→	→	→	→	→
B74S		→			→				→	→	→			→	→	→	→	→
B757		→	→	→	→	→			→	→	→	→	→	→	→	→	→	→
B762		→	→		→	→			→	→	→	→	→	→	→	→	→	→
B763		→	→		→	→			→	→	→	→	→	→	→	→	→	→
B772		→		→	→				→	→	→	→	→	→	→	→	→	→
B773										→	→			→	→	→	→	→
B773ER										→	→			→	→	→	→	→
B788		→										→	→	→	→	→	→	→
B789		→										→	→	→	→	→	→	→
DC10					→	→				→	→			→	→	→	→	→
DC8																		
DC9												→		→	→	→		
F70	→	→	→	→	→	→	→	→	→	→	→	→		→	→	→	→	→
L101					→	→				→	→			→	→	→	→	→
MD11					→	→				→	→			→	→	→	→	→
MD87												→		→				

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

APRON / ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
B8	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> • onto TWY U1 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may breakaway from there. <u>OR</u> • onto TWY U1 to face North until its nosewheel is at the intersection of the lead-in line and TWY U1 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of the aircraft stand B9 lead-in line and TWY U1 centreline. The aircraft may breakaway from there. 	Pushback approved, to face South. Pushback approved, to face North.
B9, B10	The aircraft (on idle thrust) shall be pushed back onto TWY U1 until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
<u>MARS REMOTE</u>		
101, 101R	The aircraft (on idle thrust) shall be pushed back to face East until its nosewheel is at the "END OF PUSH" position. The aircraft shall then be towed forward until its nosewheel is at the "END OF TOW (EOT)" position on TWY L4 centreline. The aircraft may breakaway from there.	Standard pushback approved.
101L	The aircraft (on idle thrust) shall be pushed back onto TWY L4 centreline to face East. The aircraft shall then be towed forward along the centreline of TWY L4 until its nosewheel is at the "END OF TOW (EOT)" position. The aircraft may breakaway from there.	Standard pushback approved.
102, 102R, 102L	The aircraft (on idle thrust) shall be pushed back onto TWY L4 centreline to face East. The aircraft shall then be towed forward along the centreline of TWY L4 until the nose of the aircraft is behind the stopbar behind aircraft stand 102. The aircraft may breakaway from there.	Standard pushback approved.
<u>EAST REMOTE</u>		
200, 201 202, 203	The aircraft (on idle thrust) shall be pushed back onto TWY C6 to face North (or South).	Pushback approved, to face North (or South).
200L	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> • onto Taxilane C6 centreline to face North until its nosewheel is on the end of push behind aircraft stand 200L. The aircraft may breakaway from there. <u>OR</u> • onto Taxilane C6 centreline to face South. 	Pushback approved, to face North. Pushback approved, to face South.
200R, 202L 202R	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 centreline to face North (or South).	Pushback approved, to face North (or South).
<u>SOUTH-EAST REMOTE</u>		
103, 104	The aircraft (on idle thrust) shall be pushed back onto Taxilane L4 centreline to face East until the nose of the aircraft is behind the stopbar behind aircraft stand 102. The aircraft may breakaway from there.	Standard pushback approved.
205, 206 207, 208	The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North (or South).	Pushback approved, to face North (or South).
209	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY C7 centreline.	Pushback approved, to face North (or South).

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>NORTH REMOTE</u>		
300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> facing West until its nosewheel is at the intersection of the lead-in line and taxiway NC2 centreline. OR <ul style="list-style-type: none"> facing East until its nosewheel is at the intersection of the lead-in line and taxiway NC2 centreline. 	Pushback approved, to face West. Pushback approved, to face East.
<u>NORTH-EAST REMOTE</u>		
400, 401, 402, 403, 404	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY A6 centreline.	Pushback approved, to face North (or South).
<u>WEST CARGO</u>		
502	The aircraft (on idle thrust) shall be pushed back to face North (or South). The aircraft may breakaway from here. There shall be no simultaneous pushback of aircraft unless with two aircraft stands separation.	Pushback approved, to face North (or South).
503, 504, 505, 506	The aircraft (on idle thrust) shall be pushed back to face North (or South).	Pushback approved, to face North (or South).
507, 508	The aircraft (on idle thrust) shall be pushed back to face South.	Standard pushback approved
509	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the pushback line and TWY WC centreline.	Standard pushback approved
<u>EAST CARGO</u>		
601, 602	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the lead-in line and taxilane EA centreline.	Standard pushback approved
603	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the lead-in line and taxilane EA centreline. The aircraft shall then be towed forward along the centreline of taxilane EA till its nosewheel is on the "END OF TOW" marking behind aircraft stand 602.	Standard pushback approved
604	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the position of "END OF PUSH". The aircraft shall then be towed forward along the centreline of taxilane EA till its nosewheel is on the "END OF TOW" marking behind aircraft stand 602.	Standard pushback approved
611, 612	The aircraft shall be pushed back to face North until its nosewheel is at the "END OF PUSH" position. The aircraft shall then be towed forward along the centreline of taxilane EC and turn left onto the centreline of taxilane EA until its nosewheel is at the "END OF TOW" marking behind aircraft stand 602. The aircraft may breakaway from there. Engine start-up is not permitted during standard pushback. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the "END OF PUSH" position. Engine start-up is permitted only on the port engine. The aircraft shall then be towed forward along the centreline of taxilane EC and turn left onto the centreline of taxilane EA until its nosewheel is at the "END OF TOW" position (marking behind aircraft stand 602). The aircraft may breakaway from there. This alternate pushback procedure can only be exercised if the auxiliary power unit of the aircraft is unserviceable.	Standard pushback approved Alternate pushback approved

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>T1 WEST</u>		
C1, C20, C22 C23, C24, C25	The aircraft (on idle thrust) shall be pushed back onto TWY U1 to face North (or South).	Pushback approved, to face North (or South).
C26	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> onto TWY WA to face North. The aircraft may breakaway from there. OR <ul style="list-style-type: none"> onto TWY WA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft shall then be towed forward until its nosewheel is on the "END OF TOW" position. This is marked as "EOT" on the ground. The aircraft may breakaway from there. 	Pushback approved, to face North. Pushback approved, to face South.
<u>T1 CENTRAL</u>		
C11	The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until the nosewheel of aircraft is at the "EOP 21" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 22A" position.	Standard pushback approved
C13	The aircraft (on idle thrust) shall push back to face North such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at the "EOP 22" position. The aircraft shall be towed forward until its nosewheel is at the "EOT 22A" position. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.	Standard pushback approved Pushback approved, onto TWY N3 to face South. Pushback approved, onto TWY N1 to face South.
C15	The aircraft (on idle thrust) shall push back facing North until its nosewheel is at the intersection of the lead-in line and TWY N2 centreline. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.	Standard pushback approved Pushback approved, onto TWY N3 to face South. Pushback approved, onto TWY N1 to face South.
C16	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY N1 centreline.	Pushback approved, to face North (or South).
C17	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY N1 centreline.	Pushback approved, to face North (or South).

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
C18	The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the intersection of the lead-in line and TWY N1 centreline.	Standard pushback approved
C19	The aircraft (on idle thrust) shall be pushed back to face North along TWY N1 until the "END OF PUSH" position.	Standard pushback approved
D30	The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until the nosewheel of the aircraft is at the "EOP 20" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT" 22A" position.	Standard pushback approved
D32	<p>The aircraft (on idle thrust) shall push back to face North such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at the "EOP 22" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 22A" position.</p> <p><u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p> <p>Pushback approved, onto TWY N3 to face South.</p> <p>Pushback approved, onto TWY N1 to face South.</p>
D34	<p>The aircraft (on idle thrust) shall push back to face North until its nosewheel is at the intersection of the lead-in line and TWY N2 centreline.</p> <p><u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall push back onto TWY N2 to face South followed by TWY N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may breakaway from there.</p>	<p>Standard pushback approved</p> <p>Pushback approved, onto TWY N3 to face South.</p> <p>Pushback approved, onto TWY N1 to face South.</p>
D35, D36	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY N3 centreline.	Pushback approved, to face North (or South).
D37	The aircraft (on idle thrust) shall be pushed back to face North until its nosewheel is at the intersection of the lead-in line and TWY N3 centreline.	Standard pushback approved
D38	The aircraft (on idle thrust) shall be pushed back to face North along TWY N3 until the "END OF PUSH" position.	Standard pushback approved
<u>T1 EAST</u>		
D40 D41 D42 D44 D46 D47 D48 D49	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its nosewheel is at the intersection of the lead-in line and TWY A6 centreline.	Pushback approved, to face North (or South).
<u>T2 CENTRAL</u>		
E1	The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at Stopbar 12. This is marked as "END OF PUSH" on the ground. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
E2	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and TWY B2 centreline. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E3	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E4	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> until its nosewheel is at the "END OF PUSH" 8 position OR <ul style="list-style-type: none"> onto TWY B1 until its nosewheel is at the "END OF PUSH" 13A position OR <ul style="list-style-type: none"> onto TWY B3 until its nosewheel is at the "END OF PUSH" 7A position. 	Standard pushback approved Pushback approved, to pushback onto TWY B1 Pushback approved, to pushback onto TWY B3.
E5, E6	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and TWY B1 centreline. The aircraft shall then be towed forward to Stopbar 13. This is marked as "END OF TOW" on the ground.	Standard pushback approved
E7	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 13. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F30	The aircraft (on idle thrust) shall be pushed back such that the pushback line is always kept midway between the aircraft main gear until its nosewheel is at Stopbar 11. This is marked as "END OF PUSH" on the ground. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F31	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 10. This is marked as "END OF PUSH" on the ground. The aircraft shall then be towed forward to Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F32	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 9. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F33	The aircraft (on idle thrust) shall be pushed back: <ul style="list-style-type: none"> until its nosewheel is at "END OF PUSH" 8 position. OR <ul style="list-style-type: none"> onto TWY B1 until its nosewheel is at the "END OF PUSH" 13A position. OR <ul style="list-style-type: none"> onto TWY B3 until its nosewheel is at the "END OF PUSH" 7A position. 	Standard pushback approved Pushback approved, to pushback onto TWY B1 Pushback approved, to pushback onto TWY B3.
F34, F35	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and TWY B3 centreline. The aircraft shall then be towed forward to Stopbar 7. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F36	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 7. This is marked as "END OF TOW" on the ground.	Standard pushback approved

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
T2 NORTH		
E8	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 14. This is marked as “END OF PUSH” on the ground. The aircraft shall then be towed forward to Stopbar 15. This is marked as “END OF TOW” on the ground.	Standard pushback approved
E10	The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the pushback line until its nosewheel is at position EOP 19.	Standard pushback approved
E11	<p><u>Main pushback procedure (for all aircraft wingspan)</u> The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line onto TWY A6 centreline. The aircraft shall then be towed forward to Stopbar 16 on TWY A5. This is marked as “END OF TOW” on the ground.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of less than 65m)</u> The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its body is aligned with TWY A6 centreline.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of more than 65m)</u> The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its nosewheel is at the ‘EOP 19A’ position behind aircraft stand E24. The aircraft shall then be towed forward to ‘EOT 18B’ behind aircraft stand E26.</p>	<p>Standard pushback approved</p> <p>Pushback approved, to pushback onto TWY A6.</p> <p>Pushback approved, to pushback onto TWY A6.</p>
E12	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> until its nosewheel is at the intersection of the lead-in line and TWY A5 centreline. The aircraft shall then be towed forward to Stopbar 16. This is marked as “END OF TOW” on the ground. <p><u>OR</u></p> <ul style="list-style-type: none"> onto TWY A6 until its nosewheel is at the intersection of TWY A5 and A6 centrelines. 	<p>Standard pushback approved</p> <p>Pushback approved, to pushback onto TWY A6.</p>
E20	The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its nosewheel is at Stopbar 17. The aircraft shall then be towed forward to “END OF TOW” Stopbar 18A. Aircraft may breakaway from there.	Standard pushback approved
E22	The aircraft (on idle thrust) shall be pushed back with the main gear mid-point following the main gear pushback line until its nosewheel is at Stopbar 19. This is marked as “END OF PUSH” on the ground. The aircraft shall then be towed forward to Stopbar 18. This is marked as “END OF TOW” on the ground.	Standard pushback approved
E24	The aircraft (on idle thrust) shall be pushed back facing North until its body is aligned with TWY A6 centreline. Aircraft may breakaway from there.	Standard pushback approved
E24L, E24R	The aircraft (on idle thrust) shall be pushed back facing North until its body is aligned with TWY A6 centreline. Aircraft may breakaway from there.	Standard pushback approved
E26	The aircraft (on idle thrust) shall be pushed back to face North until its body is aligned with TWY A6 centreline.	Standard pushback approved
E27, E28	The aircraft (on idle thrust) shall be pushed back to face North (or South) until its body is aligned with TWY A6 centreline.	Pushback approved, to face North (or South).

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>T2 SOUTH</u>		
F37	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> with the main gear following the main gear pushback line, until its nosewheel is behind aircraft stand F42. The aircraft shall then be towed forward to Stopbar 4. This is marked as "EOT 4" on the ground. <p><u>OR</u></p> <ul style="list-style-type: none"> with the main gear following the main gear pushback line, until its nosewheel is on the "END OF PUSH (EOP)" Stopbar 5 on TWY C1. 	<p>Standard pushback approved</p> <p>Pushback approved, to face East on TWY C1.</p>
F40, F52	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at Stopbar 2. This is marked as "END OF PUSH" on the ground. The aircraft shall then be towed forward to Stopbar 3. This is marked as "END OF TOW" on the ground.	Standard pushback approved
F41	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> until its nosewheel is at the intersection of the lead-in line and the TWY C2 centreline. The aircraft shall then be towed forward to Stopbar 4. This is marked as "EOT 4" on the ground. <p><u>OR</u></p> <ul style="list-style-type: none"> onto TWY C6 until its nosewheel is at the intersection of TWY C2 and TWY C6 centreline. 	<p>Standard pushback approved</p> <p>Pushback approved, to pushback onto TWY C6.</p>
F42	<p><u>Main pushback procedure (for all aircraft wingspan)</u></p> <p>The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the intersection of the lead-in line and the TWY C2 centreline. The aircraft shall then be towed forward to Stopbar 4. This is marked as "EOT 4" on the ground.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of less than 65m)</u></p> <p>The aircraft (on idle thrust) shall be pushed onto TWY C6 until its nosewheel is at the intersection of TWY C2 and TWY C6 centreline.</p> <p><u>Alternate pushback procedure (for aircraft with wingspan of more than 65m)</u></p> <p>The aircraft (on idle thrust) shall be pushed back until its nosewheel is at the 'EOP 4A' position. The aircraft shall then be towed forward with its nosewheel following the towed forward line until its nosewheel is on the 'EOT 4B' position, behind aircraft stand F59.</p>	<p>Standard pushback approved</p> <p>Pushback approved, to pushback onto TWY C6.</p> <p>Pushback approved, to pushback onto TWY C6.</p>
F50	The aircraft (on idle thrust) shall be pushed back with the main gear following the main gear pushback line, facing south until its nosewheel is on the "END OF PUSH" Stopbar 1 marking painted on the ground behind aircraft stand F50. The aircraft shall then be towed forward with the nosewheel following the tow-forward line until its nosewheel is on the "END OF TOW" Stopbar 3 marking painted on the ground behind aircraft stand F52.	Standard pushback approved
F52L	The aircraft (on idle thrust) shall be pushed back to face south until its nosewheel is at the intersection of the aircraft pushback line and taxiway C6.	Standard pushback approved
F52R	The aircraft (on idle thrust) shall be pushed back to face south until its nosewheel is at the intersection of the aircraft pushback line and taxiway C6. The aircraft shall then be towed forward until its nosewheel is on the "END OF TOW" position.	Standard pushback approved
F54	The aircraft (on idle thrust) shall be pushed back until its nosewheel is at a point on TWY C6 in line with the mid-point of aircraft stands F52 and F54. It shall breakaway from this position.	Standard pushback approved

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>T2 SOUTH</u>		
F56	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the aircraft pushback line and taxilane C6. The aircraft shall then be towed forward until its nosewheel is abeam aircraft stand F56.	Standard pushback approved
F56L, 56R	The aircraft (on idle thrust) shall be pushed back to face South until its nosewheel is at the intersection of the aircraft pushback line and taxilane C6. The aircraft shall then be towed forward until its nosewheel is abeam aircraft stand F56.	Standard pushback approved
F58	The aircraft (on idle thrust) shall be pushed back to face North (or South), on TWY C6 centreline.	Pushback approved, to face North (or South).
F59	The aircraft (on idle thrust) shall be pushed back to face North on TWY C6 centreline until its nosewheel is abeam aircraft stand F60.	Pushback approved, to face North.
	<u>OR</u> The aircraft (on idle thrust) shall be pushed back to face South on TWY C6.	Pushback approved, to face South.
F59L, F59R	The aircraft (on idle thrust) shall be pushed back to face North on taxilane C6 centreline until its nosewheel is abeam aircraft stand F60.	Pushback approved, to face North.
	<u>OR</u> The aircraft (on idle thrust) shall be pushed back to face South on taxilane C6 centreline.	Pushback approved, to face South.
F60	The aircraft (on idle thrust) shall be pushed back to face North (or South), on TWY C6 centreline.	Pushback approved, to face North (or South).

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
1, 2	<p>The aircraft (on idle thrust) shall be pushed back:</p> <ul style="list-style-type: none"> to face West onto TWY L7 until its nosewheel is at the stopbar marked "END OF PUSH" behind aircraft stand 2. The aircraft may breakaway from there. Simultaneous pushback is not permitted for aircraft stands 1, 2 and 3. <p><u>OR</u></p> <ul style="list-style-type: none"> onto TWY L5 to face North until its nosewheel is behind the stopbar behind aircraft stand 3. The aircraft may breakaway from there. Simultaneous pushback is not permitted for aircraft stands 1, 2 and 3. <p>Pushback from aircraft stands 1 and 2 to face South is not permitted.</p>	<p>Pushback approved, to face West.</p> <p>Pushback approved, to face North.</p>
3, 4, 5, 6, 7, 8, 9, 10	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L5 to face North or South until its nosewheel is at the intersection of the aircraft stand lead-in line and the centreline of TWY L5. The aircraft may breakaway from there. There shall be no simultaneous pushback of aircraft unless there is at least one aircraft stand separation. Simultaneous pushback is not permitted for aircraft stands 1, 2 and 3.</p>	<p>Pushback approved, to face North or South.</p>
11, 12, 13	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L5 to face North or South until its nosewheel is at the "END OF PUSH (EOP)" position and the centreline of TWY L5. The aircraft may breakaway from there. There shall be no simultaneous pushback of aircraft unless there is at least one aircraft stand separation.</p>	<p>Pushback approved, to face North or South.</p>
14	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L5 to face North until its nosewheel is at the "END OF PUSH (EOP)" position and the centreline of TWY L5. The aircraft may breakaway from there. There shall be no simultaneous pushback of aircraft unless there is at least one aircraft stand separation.</p>	<p>Pushback approved, to face North.</p>
15, 16, 701, 702	<p>The aircraft (on idle thrust) shall be pushed back onto TWY L5 centreline to face North. The aircraft shall then be towed forward until its nosewheel is at the position between aircraft stands 12 and 13. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p>
17	<p>The aircraft (on idle thrust) shall be pushed back to face West until its nosewheel is at the "END OF PUSH (EOP)" position. The aircraft shall then be towed forward onto TWY L5 to face North until its nosewheel is at the position between aircraft stands 12 and 13. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p>

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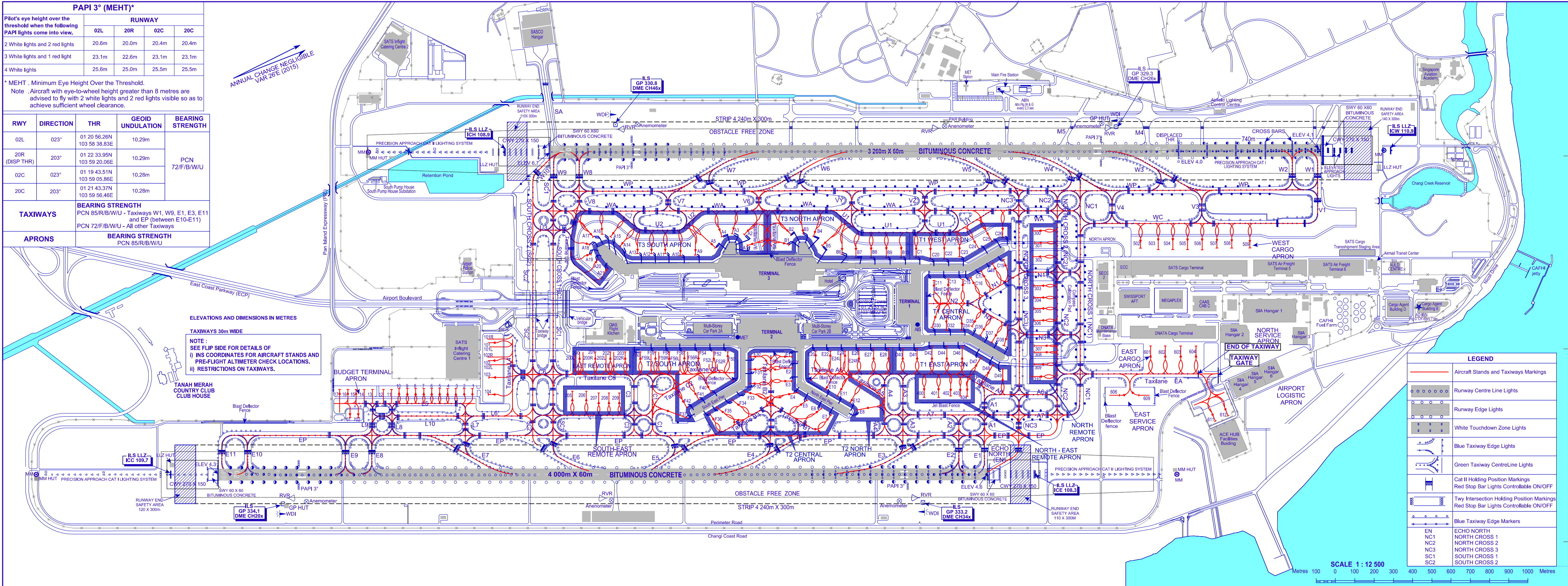
AERODROME CHART - ICAO

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

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	4.66m (15.29ft)
	A4	01 21 17.61	103 59 02.54	4.79m (15.72ft)
	A5	01 21 15.50	103 59 03.62	4.86m (15.94ft)
	A9	01 21 12.56	103 59 03.65	5.02m (16.47ft)
	A10	01 21 10.34	103 59 02.40	5.04m (16.54ft)
	A11	01 21 07.93	103 59 01.41	5.25m (17.22ft)
	A12	01 21 05.76	103 59 00.49	5.38m (17.65ft)
	A13	01 21 03.59	103 58 59.58	5.48m (17.98ft)
	A14	01 21 01.66	103 58 57.59	5.57m (18.27ft)
	A15	01 21 00.77	103 58 55.41	5.46m (17.91ft)
	A16	01 20 59.27	103 58 54.20	5.51m (18.08ft)
	A17	01 20 57.25	103 58 54.06	5.23m (17.16ft)
	A18	01 20 55.87	103 58 55.25	5.37m (17.62ft)
	A19	01 20 55.26	103 58 57.13	5.40m (17.72ft)
	A20	01 20 56.09	103 58 58.83	5.45m (17.88ft)
	A21	01 20 57.10	103 59 00.80	5.49m (18.01ft)
T3 NORTH APRON	B1	01 21 26.86	103 59 08.37	4.82m (15.81ft)
	B2	01 21 28.18	103 59 06.82	4.68m (15.35ft)
	B3	01 21 30.33	103 59 07.30	4.65m (15.26ft)
	B4	01 21 32.03	103 59 08.60	4.75m (15.58ft)
	B5	01 21 32.99	103 59 10.89	4.80m (15.75ft)
	B6	01 21 35.15	103 59 13.16	4.96m (16.27ft)
	B7	01 21 37.65	103 59 13.93	4.97m (16.31ft)
	B8	01 21 39.94	103 59 15.20	5.09m (16.70ft)
	B9	01 21 42.19	103 59 16.16	5.13m (16.83ft)
	B10	01 21 44.47	103 59 17.12	5.10m (16.73ft)
T1 WEST APRON	C1	01 21 46.75	103 59 18.08	5.09m (16.70ft)
	C20	01 21 48.83	103 59 19.23	5.08m (16.67ft)
	C22	01 21 51.00	103 59 20.13	5.15m (16.90ft)
	C23	01 21 53.56	103 59 20.77	5.08m (16.67ft)
	C24	01 21 56.54	103 59 20.97	4.89m (16.04ft)
	C25	01 21 59.12	103 59 20.59	4.99m (16.37ft)
	C26	01 22 01.48	103 59 20.76	5.01m (16.44ft)
T1 CENTRAL APRON	C11	01 21 47.42	103 59 23.82	5.07m (16.63ft)
	C13	01 21 49.64	103 59 24.75	5.05m (16.57ft)
	C15	01 21 51.90	103 59 25.71	5.05m (16.57ft)
	C16	01 21 53.63	103 59 26.42	4.91m (16.11ft)
	C17	01 21 55.63	103 59 26.07	5.03m (16.50ft)
	C18	01 21 57.86	103 59 25.75	4.99m (16.37ft)
	C19	01 21 59.79	103 59 25.63	4.95m (16.24ft)
	D30	01 21 44.54	103 59 30.14	5.09m (16.70ft)
	D32	01 21 46.73	103 59 31.07	5.08m (16.67ft)
	D34	01 21 49.03	103 59 32.04	5.07m (16.63ft)
T1 EAST APRON	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)
	D40	01 21 38.02	103 59 32.85	5.07m (16.63ft)
	D41	01 21 40.30	103 59 33.81	5.07m (16.63ft)
	D42	01 21 42.70	103 59 34.48	5.11m (16.77ft)
	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)
T2 NORTH APRON	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)
	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)
T2 CENTRAL APRON	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 33.46	103 59 30.93	5.03m (16.50ft)
	E28	01 21 35.74	103 59 31.89	5.08m (16.67ft)
	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)

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

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
T2 SOUTH APRON	F37	01 20 59.83	103 59 27.87	4.75m (15.58ft)
	F40	01 21 05.62	103 59 25.34	4.85m (15.91ft)
	F41	01 21 03.19	103 59 25.58	4.82m (15.81ft)
	F42	01 21 00.61	103 59 25.96	4.72m (15.49ft)
	F50	01 21 10.69	103 59 21.32	5.03m (16.50ft)
	F52	01 21 08.51	103 59 20.40	5.11m (16.77ft)
	F52L	01 21 07.82	103 59 20.11	5.16m (16.93ft)
	F52R	01 21 09.04	103 59 20.62	5.08m (16.67ft)
	F54	01 21 06.14	103 59 19.40	5.22m (17.13ft)
	F56	01 21 03.96	103 59 18.48	5.30m (17.39ft)
	F56L	01 21 03.27	103 59 18.18	5.42m (17.78ft)
	F56R	01 21 04.49	103 59 18.70	5.34m (17.52ft)
	F58	01 21 01.58	103 59 17.47	5.49m (18.01ft)
	F59	01 20 59.41	103 59 16.55	5.64m (18.50ft)
	F59L	01 20 58.72	103 59 16.26	5.67m (18.60ft)
	F59R	01 20 59.93	103 59 16.78	5.60m (18.37ft)
	F60	01 20 56.91	103 59 15.50	5.77m (18.93ft)
EAST REMOTE APRON	200	01 20 47.83	103 59 11.67	6.23m (20.44ft)
	200L	01 20 46.91	103 59 11.92	6.29m (20.64ft)
	200R	01 20 48.35	103 59 11.89	6.18m (20.28ft)
	201	01 20 49.99	103 59 12.62	5.96m (19.55ft)
	202	01 20 52.34	103 59 13.57	5.94m (19.49ft)
	202L	01 20 51.65	103 59 13.28	5.76m (18.90ft)
	202R	01 20 52.87	103 59 13.79	5.73m (18.80ft)
	203	01 20 54.52	103 59 14.47	5.92m (19.42ft)
	101	01 20 34.88	103 59 04.05	4.49m (14.73ft)
	101L	01 20 34.60	103 59 04.70	4.60m (15.09ft)
SOUTH-EAST REMOTE APRON	101R	01 20 35.11	103 59 03.50	4.53m (14.86ft)
	102	01 20 33.76	103 59 06.65	4.49m (14.73ft)
	102L	01 20 33.53	103 59 07.33	4.62m (15.16ft)
	102R	01 20 34.00	103 59 06.10	4.60m (15.09ft)
	103	01 20 32.88	103 59 09.35	4.67m (15.32ft)
	104	01 20 31.77	103 59 11.96	4.39m (14.40ft)
	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)
NORTH REMOTE APRON	209	01 20 51.06	103 59 20.21	4.75m (15.58ft)
	300	01 22 06.95	103 59 22.67	4.53m (14.86ft)
	301	01 22 06.41	103 59 24.69	4.93m (16.17ft)
	302	01 22 05.21	103 59 26.75	4.97m (16.31ft)
	303	01 22 03.55	103 59 31.40	5.32m (17.45ft)
	304	01 22 02.84	103 59 33.06	5.35m (17.55ft)
	305	01 22 02.14	103 59 34.71	5.30m (17.39ft)
	306	01 22 01.41	103 59 36.42	5.16m (16.93ft)
	307	01 21 59.39	103 59 40.36	5.16m (16.93ft)
	308	01 21 58.96	103 59 41.35	5.10m (16.73ft)
NORTH-EAST REMOTE APRON	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)
	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 32.76	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)
EAST CARGO APRON	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)
EAST SERVICE APRON	606	01 22 09.09	103 59 53.22	2.70m (8.86ft)
	609	01 22 12.19	103 59 54.57	3.01m (9.88ft)
ACEHUB	611	01 22 22.14	104 00 02.87	4.01m (13.16ft)
	612	01 22 24.50	104 00 02.87	3.91m (12.83ft)
BUDGET TERMINAL APRON	1	01 20 28.69	103 59 10.05	3.97m (13.02ft)
	2	01 20 27.39	103 59 09.51	4.04m (13.25ft)
	3	01 20 26.09	103 59 08.96	3.90m (12.80ft)
	4	01 20 24.80	103 59 08.41	3.86m (12.66ft)
	5	01 20 23.50	103 59 07.86	3.85m (12.63ft)
	6	01 20 22.20	103 59 07.32	3.86m (12.66ft)
	7	01 20 20.90	103 59 06.77	3.83m (12.57ft)
	8	01 20 19.60	103 59 06.22	3.84m (12.60ft)
	9	01 20 18.31	103 59 05.67	3.83m (12.57ft)
	10	01 20 17.03	103 59 05.07	3.85m (12.63ft)
	11	01 20 15.77	103 59 04.43	3.90m (12.80ft)
	12	01 20 14.50	103 59 03.89	3.94m (12.93ft)
	13	01 20 12.78	103 59 03.16	3.99m (13.09ft)
	14	01 20 11.48	103 59 02.62	4.01m (13.16ft)
	15	01 20 10.33	103 59 01.72	4.60m (15.09ft)
	16	01 20 09.03	103 59 01.17	4.60m (15.09ft)
	17	01 20 07.74	103 59 00.62	4.60m (15.09ft)
	701	01 20 08.81	103 59 06.24	5.03m (16.50ft)
	702	01 20 07.51	103 59 05.69	5.03m (16.50ft)

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

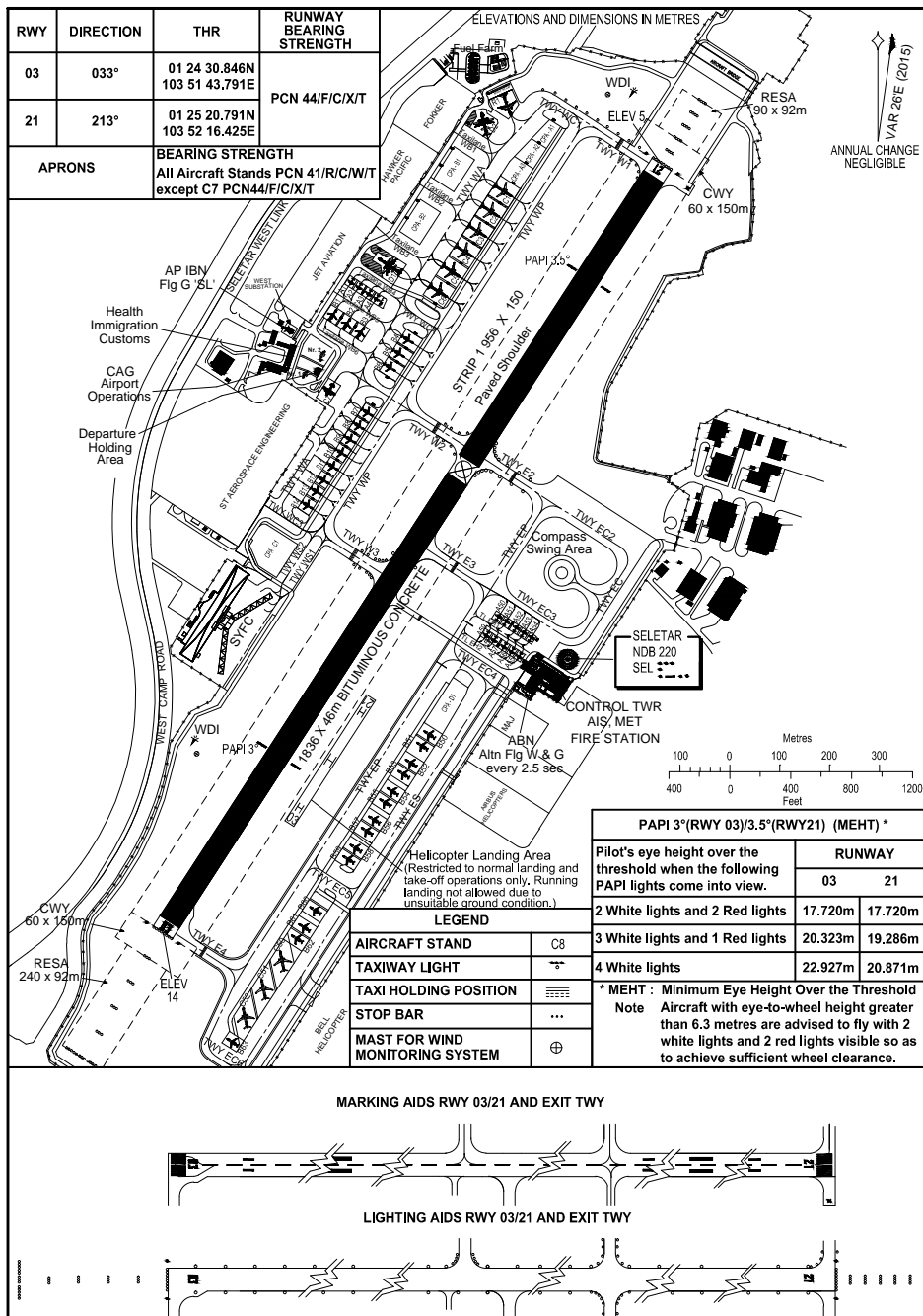
AERODROME CHART - ICAO

01° 25' 01.04"N
103° 52' 03.52"E

ELEV 14m

TWR 118.45
121.6

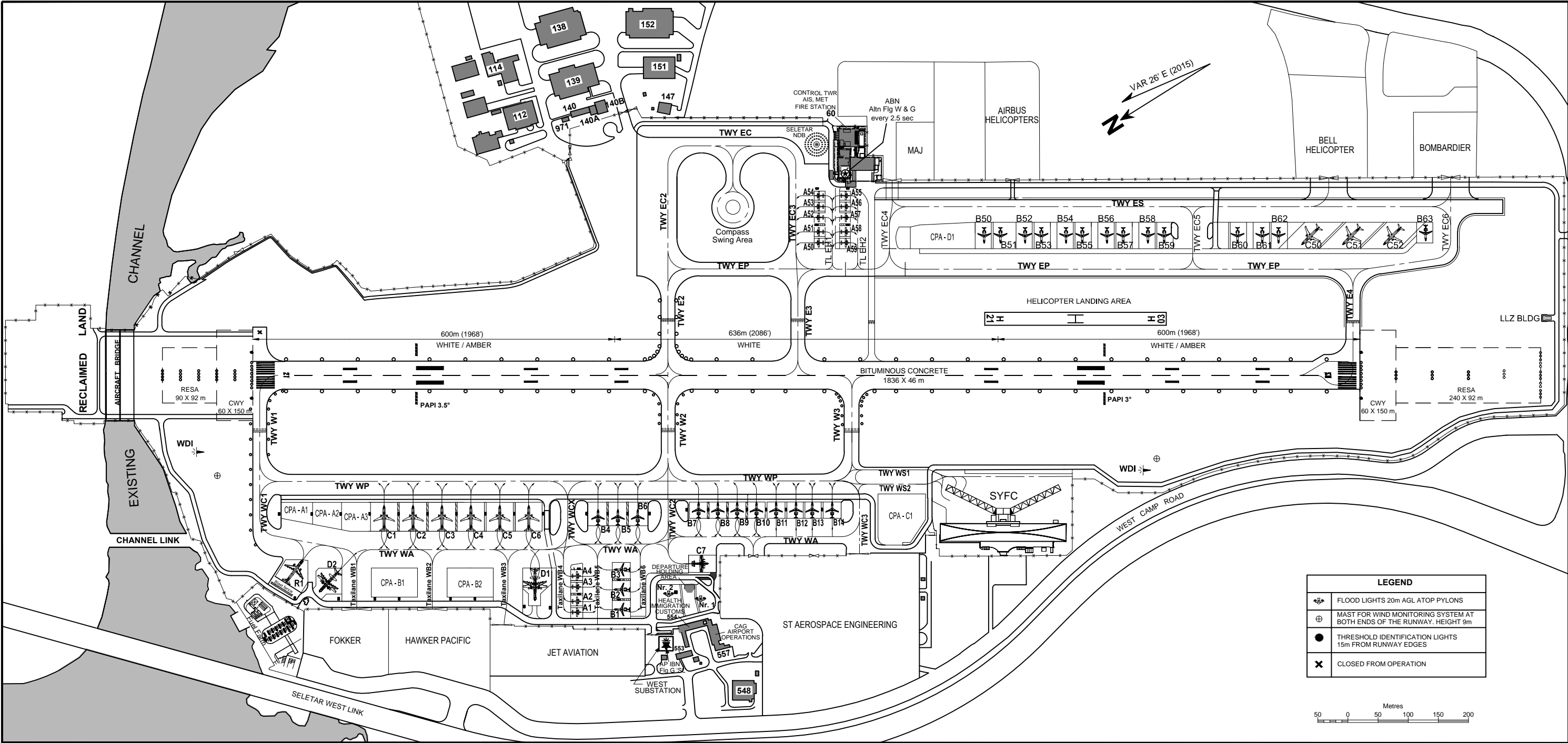
SINGAPORE/SELETAR



INS COORDINATES FOR AIRCRAFT STANDS

STAND NR	NORTH LATITUDE	EAST LONGITUDE	ELEVATION
A1	01 25 13.102	103 51 56.167	6.181m (20.280ft)
A2	01 25 12.779	103 51 56.653	6.338m (20.795ft)
A3	01 25 12.350	103 51 57.301	6.586m (21.609ft)
A4	01 25 12.029	103 51 57.787	6.761m (22.183ft)
A50	01 24 51.431	103 52 05.765	7.807m (25.615ft)
A51	01 24 51.110	103 52 06.251	7.948m (26.077ft)
A52	01 24 50.681	103 52 06.900	8.105m (26.593ft)
A53	01 24 50.358	103 52 07.387	8.211m (26.940ft)
A54	01 24 50.036	103 52 07.874	8.337m (27.354ft)
A55	01 24 48.591	103 52 06.930	8.750m (28.709ft)
A56	01 24 48.913	103 52 06.443	8.587m (28.174ft)
A57	01 24 49.236	103 52 05.957	8.402m (27.567ft)
A58	01 24 49.665	103 52 05.309	8.179m (26.835ft)
A59	01 24 49.987	103 52 04.822	8.014m (26.294ft)
B1	01 25 11.401	103 51 55.231	6.301m (20.674ft)
B2	01 25 10.817	103 51 56.116	6.639m (21.783ft)
B3	01 25 10.221	103 51 57.014	6.967m (22.859ft)
B4	01 25 09.180	103 52 00.361	7.703m (25.274ft)
B5	01 25 08.258	103 51 59.758	7.933m (26.028ft)
B6	01 25 07.348	103 51 59.163	8.163m (26.783ft)
B7	01 25 04.505	103 51 57.519	8.442m (27.698ft)
B8	01 25 03.635	103 51 56.951	8.406m (27.580ft)
B9	01 25 02.765	103 51 56.382	8.396m (27.547ft)
B10	01 25 01.893	103 51 55.814	8.383m (27.505ft)
B11	01 25 01.006	103 51 55.237	8.330m (27.331ft)
B12	01 25 00.109	103 51 54.650	8.449m (27.721ft)
B13	01 24 59.374	103 51 54.170	8.571m (28.121ft)
B14	01 24 58.477	103 51 53.582	8.578m (28.144ft)
B50	01 24 43.887	103 52 00.875	8.753m (28.719ft)
B51	01 24 43.153	103 52 00.394	8.847m (29.027ft)
B52	01 24 42.063	103 51 59.681	8.988m (29.490ft)
B53	01 24 41.328	103 51 59.202	9.183m (30.129ft)
B54	01 24 40.154	103 51 58.435	9.358m (30.704ft)
B55	01 24 39.420	103 51 57.954	9.434m (30.953ft)
B56	01 24 38.347	103 51 57.253	9.592m (31.471ft)
B57	01 24 37.614	103 51 56.774	9.679m (31.757ft)
B58	01 24 36.462	103 51 56.021	9.806m (32.172ft)
B59	01 24 35.728	103 51 55.541	9.930m (32.580ft)
B60	01 24 32.416	103 51 53.376	10.094m (33.117ft)
B61	01 24 31.265	103 51 52.624	10.177m (33.389ft)
B62	01 24 30.529	103 51 52.144	10.246m (33.617ft)
B63	01 24 23.858	103 51 47.937	10.639m (34.907ft)
C1	01 25 18.803	103 52 06.627	5.105m (16.750ft)
C2	01 25 17.498	103 52 05.773	5.423m (17.793ft)
C3	01 25 16.192	103 52 04.921	5.759m (18.895ft)
C4	01 25 14.887	103 52 04.067	6.256m (20.526ft)
C5	01 25 13.581	103 52 03.214	6.824m (22.390ft)
C6	01 25 12.275	103 52 02.360	7.304m (23.964ft)
C7	01 25 05.738	103 51 54.466	7.192m (23.596ft)
C50	01 24 29.476	103 51 51.396	10.381m (34.060ft)
C51	01 24 27.626	103 51 50.188	10.589m (34.743ft)
C52	01 24 25.781	103 51 48.979	10.770m (35.335ft)
D1	01 25 14.663	103 51 58.151	6.408m (21.025ft)
D2	01 25 24.033	103 52 04.804	3.471m (11.388ft)

SELETAR AERODROME
LAYOUT OF SIGNIFICANT AERODROME BUILDINGS AND APRON FACILITIES



AD 2 - AERODROMES

WIDD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WIDD - BATAM / Hang Nadim (Indonesia)

WIDD AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	BATAM ATZ 010018N 1035530E 005315N 1040335E 011305N 1042029E 012000N 1041224E
2	<i>Vertical limits</i>	SFC to 1,500ft MSL
3	<i>Airspace Classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	Hang Nadim Tower English
5	<i>Transition altitude</i>	11,000ft (3,350m)
6	<i>Remarks</i>	<p>Controlling Authorities:</p> <p>1) Hang Nadim Aerodrome Control Tower - Responsible for providing Aerodrome Control Service to aircraft operating within the Batam ATZ except those aircraft which have been released to Singapore Approach. Pilots shall request for start-up clearance from Hang Nadim Tower to avoid unnecessary delay on the ground. Prior permission required outside opr hours.</p> <p>2) Singapore Approach - Responsible for flights through Batam ATZ outside the operating hours of Hang Nadim Tower and when Batam Airport has closed down.</p> <p>Traffic Circuit: RWY 04 - right hand circuit pattern; RWY 22 - normal (left) hand circuit pattern Maximum Circuit: ALT - 3,000ft Batam Holding Areas: see charts ENR 3.6-7 and ENR 3.6-9.</p> <p><u>Missed Approach Procedures:</u></p> <p><u>RWY 04:</u> to climb straight ahead to 1,000ft, then turn right and climb to 3,000ft to join the BTM DVOR/DME Holding Area and await further instructions from Hang Nadim Tower.</p> <p><u>RWY 22:</u> to climb straight ahead to 2,500ft, then turn left to join the BTM DVOR/DME Holding Area and await further instructions from Hang Nadim Tower.</p>

WIDD AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service Designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of Operation</i>	<i>Remarks</i>
APP	Singapore Approach	120.3 MHz	H24	
TWR	Hang Nadim Tower	118.7 MHz 118.3 MHz *	H24	* Secondary frequency. Operating Authority: Directorate-General of Civil Aviation, Indonesia.

INTENTIONALLY

LEFT

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