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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 5/14
18 SEPTEMBER 2014**

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Singapore FIR

- a) Update to name-code designators for significant points ENR 4.4-1 to ENR 4.4-5

1.2 Singapore Changi Airport (WSSS)

- a) Update to status of certification of Singapore Changi Airport AD 1.5-1
b) Revision to RNAV (GNSS) Approach Procedures for Runway 02L/20R and implementation of RNAV (GNSS) Approach Procedures for Runway 02C/20C WSSS AD 2-117 / Chart
WSSS AD 2-118 / Chart
WSSS AD 2-119 / Chart
WSSS AD 2-120 / Chart

1.3 Seletar Airport (WSSL)

- a) Update to status of certification of Seletar Airport AD 1.5-1
b) Availability of information on the physical characteristics of the helicopter landing area WSSL AD 2-6

1.4 Paya Lebar Airport (WSAP)

- a) Update to Paya Lebar Aerodrome Obstacle Chart - ICAO Type A, RWY 02/20 WSAP AD 2-15

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED:

NOTAM:

AIP Supplement:

207/14 dated 3 JUL 14

NOTAM:

A1372/14 dated 16 JUL 14
A1373/14 dated 16 JUL 14
A1774/14 dated 15 SEP 14

GEN 0.2 RECORD OF AIP AMENDMENTS

<i>Nr/Year</i>	<i>Publication Date</i>	<i>Date inserted</i>	<i>Inserted by (Name)</i>
AIP AMDT 1/96 to AMDT 4/14		Incorporated	
5/14	18 SEP 14		
6/14	13 NOV 14		
1/15	8 JAN 15		
2/15	5 MAR 15		
3/15	30 APR 15		
4/15	25 JUN 15		
5/15	20 AUG 15		
6/15	15 OCT 15		
7/15	10 DEC 15		
1/16	4 FEB 16		
2/16	31 MAR 16		
3/16	26 MAY 16		
4/16	21 JUL 16		
5/16	15 SEP 16		
6/16	10 NOV 16		
1/17	5 JAN 17		
2/17	2 MAR 17		
3/17	27 APR 17		
4/17	22 JUN 17		
5/17	17 AUG 17		
6/17	12 OCT 17		
7/17	7 DEC 17		
1/18	1 FEB 18		
2/18	29 MAR 18		
3/18	24 MAY 18		

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>
90/13	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 JAN 16	
91/13	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 JAN 16	
92/13	Paya Lebar AP - Tower Cranes	AD	WIE / 25 JAN 16	
93/13	Paya Lebar AP - Topless Cranes	AD	WIE / 31 JAN 16	
94/13	Paya Lebar AP - Luffer Crane	AD	WIE / 31 JAN 16	
172/13	Paya Lebar AP - Luffer Crane	AD	WIE / 30 DEC 15	
173/13	Paya Lebar AP - Luffer Crane	AD	WIE / 30 DEC 15	
174/13	Paya Lebar AP - Tower Crane	AD	WIE / 31 DEC 15	
175/13	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 31 DEC 15	
176/13	Paya Lebar AP - Topless and Luffer Cranes	AD	WIE / 31 DEC 15	
208/13	Paya Lebar AP - Hammerhead Crane	AD	WIE / 1 NOV 15	
209/13	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 NOV 15	
210/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 NOV 15	
211/13	Paya Lebar AP - Topless and Luffer Cranes	AD	WIE / 30 NOV 15	
212/13	Paya Lebar AP - Topless and Luffer Cranes	AD	WIE / 30 NOV 15	
213/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 AUG 16	
214/13	Paya Lebar AP - Saddle and Luffer Cranes	AD	WIE / 31 AUG 16	
215/13	Paya Lebar AP - Saddle Cranes	AD	WIE / 1 SEP 16	
216/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 10 SEP 16	
217/13	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 16	
218/13	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 JAN 15	
219/13	Paya Lebar AP - Luffer Crane	AD	WIE / 9 JAN 15	
220/13	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 31 JAN 15	
221/13	Paya Lebar AP - Luffer Crane	AD	WIE / 31 JAN 15	
222/13	Paya Lebar AP - Luffer Crane	AD	WIE / 31 JAN 15	
228/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 15 MAR 15	
229/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 15 MAR 15	
230/13	Paya Lebar AP - Luffer and Topless Cranes	AD	WIE / 31 MAR 15	
231/13	Paya Lebar AP - Topless Cranes	AD	WIE / 31 MAR 15	
232/13	Paya Lebar AP - Topless Cranes	AD	WIE / 31 MAR 15	
255/13	Paya Lebar AP - Hammerhead and Topless Cranes	AD	WIE / 31 DEC 16	
256/13	Paya Lebar AP - Topless Cranes / A Frames	AD	WIE / 31 DEC 16	
257/13	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
258/13	Paya Lebar AP - Luffer and Hammerhead Canes	AD	WIE / 31 DEC 16	
259/13	Paya Lebar AP - Topless and Hammerhead Cranes	AD	WIE / 31 DEC 16	
260/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 1 DEC 15	
261/13	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 20 DEC 15	
262/13	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
263/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
264/13	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 15	
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	
16/14	Paya Lebar AP - Tower Cranes	AD	WIE / 25 JUN 15	

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>
17/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 30 JUN 15	
18/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 30 JUN 15	
19/14	Paya Lebar AP - Cranes	AD	WIE / 30 JUN 15	
20/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 15	
31/14	Paya Lebar AP - Cranes	AD	WIE / 31 DEC 14	
32/14	Paya Lebar AP - Tower Crane	AD	WIE / 31 DEC 14	
33/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 14	
34/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
35/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
36/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 30 DEC 14	
37/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 14	
38/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 14	
39/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
40/14	Paya Lebar AP - Cranes	AD	WIE / 31 DEC 14	
41/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
42/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 14	
43/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 14	
44/14	Paya Lebar AP - Saddle Tower Cranes	AD	WIE / 31 DEC 14	
45/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
46/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
47/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 14	
48/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
49/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
50/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
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	
86/14	Singapore Changi AP - Work activities due to construction of new water retention pond at south end reservoir	AD	WIE / 31 DEC 14	
94/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 14	
95/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 14	
96/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 14	
97/14	Paya Lebar AP - Cranes	AD	WIE / 30 SEP 14	
103/14	Paya Lebar AP - Cranes	AD	WIE / 10 OCT 14	
108/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 24 FEB 15	
109/14	Paya Lebar AP - Flat Top Cranes	AD	WIE / 28 FEB 15	
110/14	Paya Lebar AP - Luffer Crane	AD	WIE / 28 FEB 15	
111/14	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 28 FEB 15	
112/14	Paya Lebar AP - Topless Cranes	AD	WIE / 28 FEB 15	

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>
124/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 JAN 17	
125/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 1 FEB 17	
126/14	Sembawang AD - Hammerhead Cranes	AD	WIE / 1 FEB 17	
127/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 28 FEB 17	
128/14	Paya Lebar AP - Tower Cranes	AD	WIE / 1 MAR 17	
134/14	Paya Lebar AP - Mobile Crane	AD	WIE / 11 MAY 15	
135/14	Paya Lebar AP - Tower and Topless Cranes	AD	WIE / 14 MAY 15	
136/14	Paya Lebar AP - Luffer Crane	AD	WIE / 20 MAY 15	
137/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 MAY 15	
138/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 MAY 15	
140/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 SEP 14	
141/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 OCT 14	
150/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 APR 15	
151/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 APR 15	
152/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 APR 15	
153/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 14	
164/14	Sembawang AD - Luffer Cranes	AD	WIE / 28 FEB 16	
165/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 15	
166/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 JUN 16	
167/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 AUG 16	
168/14	Paya Lebar AP - Crane	AD	WIE / 30 NOV 16	
170/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 SEP 14	
171/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 14	
196/14	Singapore Changi AP - Introduction of compact parking area	AD	WEF 15 JUL 14 / 31 DEC 14	
197/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 DEC 14	
198/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
199/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 14	
200/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
201/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
202/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 14	
203/14	Paya Lebar AP - Mobile Cranes	AD	WIE / 19 OCT 14	
205/14	Paya Lebar AP - Mobile Crane	AD	WIE / 29 JUN 16	
208/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
209/14	Paya Lebar AP - Tower Cranes	AD	WIE / 31 DEC 14	
210/14	Paya Lebar AP - Topless Cranes and Luffer Cranes	AD	WIE / 31 DEC 14	
211/14	Paya Lebar AP - Crawler Tower Cranes	AD	WIE / 31 DEC 14	
212/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
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	


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>
227/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 16	
228/14	Paya Lebar AP - Cranes	AD	WIE / 2 DEC 14	
229/14	Paya Lebar AP - Topless Cranes	AD	WIE / 29 DEC 14	
230/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
231/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
232/14	Paya Lebar AP - Tower Crane	AD	WIE / 15 JAN 15	
233/14	Paya Lebar AP - Luffer Crane	AD	WIE / 14 FEB 15	
234/14	Paya Lebar AP - Cranes	AD	WIE / 1 MAR 15	
235/14	Paya Lebar AP - Mobile Crane	AD	WIE / 14 MAR 15	
236/14	Paya Lebar AP - Cranes	AD	WIE / 15 MAR 15	
237/14	Paya Lebar AP - Crawler Crane	AD	WIE / 15 MAR 15	
238/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 1 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	
243/14	Paya Lebar AP - Tower Cranes	AD	WIE / 3 JUL 15	
244/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 4 JUL 15	
245/14	Paya Lebar AP - Cranes	AD	WIE / 9 JUL 15	
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	
248/14	Sembawang AD - Luffer Cranes	AD	WIE / 1 MAY 15	
249/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 MAY 15	
250/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 JUN 15	
251/14	Paya Lebar AP - Mobile Crane	AD	WIE / 6 JUN 15	
252/14	Paya Lebar AP - Mobile Cranes	AD	WIE / 6 JUN 15	
253/14	Paya Lebar AP - Cranes	AD	WIE / 30 JUN 15	
254/14	Paya Lebar AP - Crawler Crane	AD	WIE / 30 JUN 15	
255/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 15	
256/14	Paya Lebar AP - Saddle Cranes	AD	WIE / 1 AUG 15	
257/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 15	
258/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 15	
259/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 15	
260/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 OCT 15	
261/14	Paya Lebar AP - Luffer Crane	AD	WIE / 1 NOV 15	
262/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 NOV 15	
263/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
264/14	Paya Lebar AP - Luffer Crane and Saddle Crane	AD	WIE / 31 DEC 15	
265/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 MAR 16	
266/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 APR 16	
267/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 MAY 16	
268/14	Paya Lebar AP - Luffer Crane	AD	WIE / 22 JUN 16	
269/14	Paya Lebar AP - Tower Crane	AD	WIE / 30 JUN 16	
270/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 16	
271/14	Paya Lebar AP - Crane	AD	WIE / 28 FEB 17	
272/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 4 MAR 17	
273/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 29 APR 17	
274/14	Paya Lebar AP - Topless Cranes	AD	WIE / 10 MAY 17	
275/14	Paya Lebar AP - Topless Cranes	AD	WIE / 1 JUN 17	
276/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 17	

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				ENR 0	
0.1-1	12 DEC 13	2.2-6	23 SEP 10	0.6-1	10 MAR 11
0.1-2	12 DEC 13	2.2-7	20 DEC 07	0.6-2	10 MAR 11
0.1-3	28 SEP 06	2.2-8	20 DEC 07	* 0.6-3	18 SEP 14
* 0.2-1	18 SEP 14	2.3-1	18 JAN 07	* 0.6-4	18 SEP 14
* 0.3-1	18 SEP 14	2.3-2	18 JAN 07		
* 0.3-2	18 SEP 14	2.4-1	3 JUN 10	ENR 1	
* 0.3-3	18 SEP 14	2.5-1	18 JAN 07	1.1-1	1 SEP 05
* 0.3-4	18 SEP 14	2.5-3/chart	15 MAR 07	1.1-2	1 SEP 05
* 0.3-5	18 SEP 14	2.6-1	28 SEP 06	1.1-3	29 MAY 14
* 0.4-1	18 SEP 14	2.6-2	28 SEP 06	1.1-4	29 MAY 14
* 0.4-2	18 SEP 14	2.7-1	18 NOV 10	1.1-5	8 JUN 06
* 0.4-3	18 SEP 14	GEN 3		1.1-6	8 JUN 06
* 0.4-4	18 SEP 14	3.1-1	12 DEC 13	1.1-7	28 SEP 06
* 0.5-1	18 SEP 14	3.1-2	12 DEC 13	1.1-8	28 SEP 06
0.6-1	5 MAY 11	3.1-3	9 FEB 12	1.1-9	28 SEP 06
0.6-2	5 MAY 11	3.1-4	9 FEB 12	1.1-10	28 SEP 06
0.6-3	20 SEP 12	3.1-5	9 FEB 12	1.1-11	27 AUG 09
GEN 1		3.2-1	27 AUG 09	1.1-12	27 AUG 09
1.1-1	15 NOV 12	3.2-2	27 AUG 09	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	5 JUN 08	* 3.2-5	18 SEP 14	1.1-15	15 NOV 12
1.2-2	5 JUN 08	* 3.2-6	18 SEP 14	1.1-16	15 NOV 12
1.2-3	5 APR 12	3.2-7	18 JAN 07		
1.2-4	5 APR 12	3.3-1	27 AUG 09	1.2-1	10 MAY 07
1.2-5	6 FEB 14	3.3-2	27 AUG 09	1.3-1	29 JUL 10
1.2-6	6 FEB 14	3.4-1	10 MAR 11	1.4-1	18 NOV 10
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
1.3-7/chart	18 APR 02	3.4-7/diagram	18 NOV 10	1.6-1	10 MAR 11
1.4-1	5 MAY 11	3.4-9/diagram	28 SEP 06	1.6-2	10 MAR 11
1.4-2	5 MAY 11	3.5-1	6 FEB 14	1.6-3	17 OCT 13
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	29 MAY 14	1.6-5	6 FEB 14
1.6-1	29 MAY 14	3.5-4	29 MAY 14	1.6-6	6 FEB 14
1.6-2	29 MAY 14	3.5-5	29 MAY 14	1.6-7	10 MAR 11
1.6-3	3 APR 14	3.5-6	29 MAY 14	1.6-8	10 MAR 11
1.6-4	3 APR 14	3.5-7	20 NOV 08	1.6-9/chart	18 APR 02
1.7-1	7 MAR 13	3.5-8	20 NOV 08	1.6-11/chart	18 APR 02
1.7-2	7 MAR 13	3.5-9	29 MAY 14		
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WAC 2860/chart	a) Delete SJ NDB. b) Redesignation of Danger Areas WSD8, WSD12, WSD21 to read as WMD8, WMD12, WMD21 respectively. c) Upper limit of WSD13/14/15/44/45 and WMD8/12 to read as FL550.	1/01 5/07 2/10
WSSS AD 2-45 	RWY 02R and 20L to read as RWY 02C and 20C.	1/05

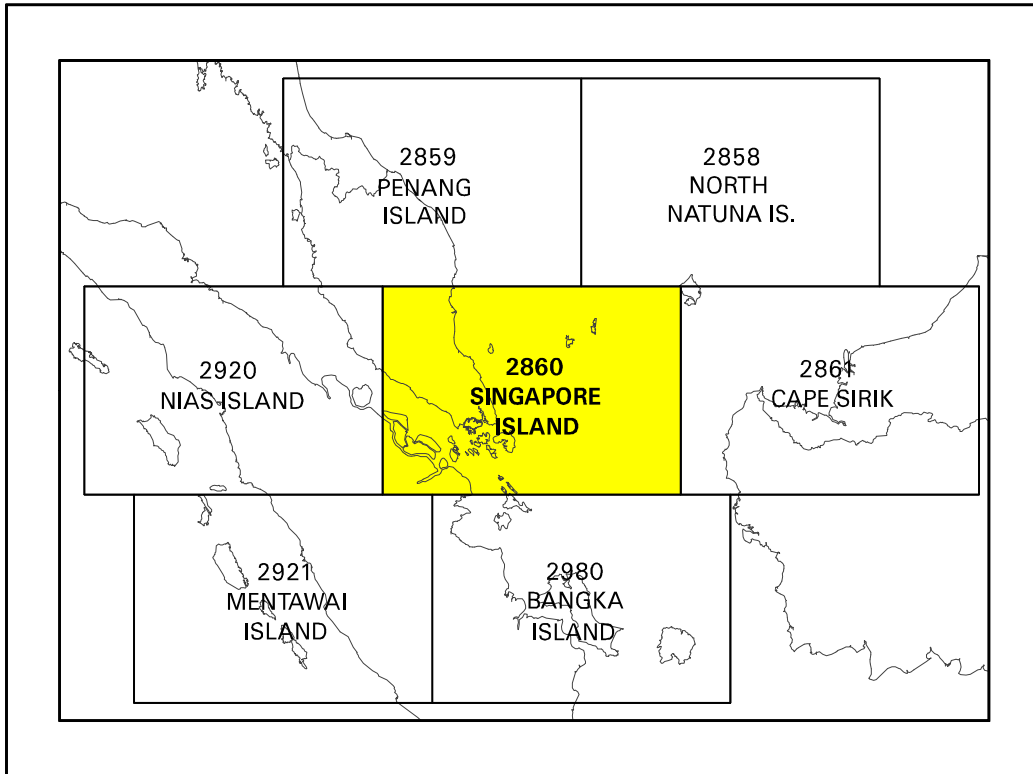
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GEN 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE					
<i>Title of Chart Series</i>	<i>Scale</i>	<i>Name and/or number</i>		<i>Price (\$)</i>	<i>Date</i>
World Aeronautical Chart ICAO (WAC)	1:1 000 000	WAC 2860		In AIP	15 JUL 99
Enroute Chart ICAO (ENRC)		ENR 6-1		In AIP	24 JUL 14
Instrument Approach Chart ICAO (IAC)	1:400 000	Singapore Changi RWY 02L - ICW ILS/DME	WSSS AD 2-101	In AIP	10 MAR 11
	1:400 000	RWY 02C - ICE ILS/DME	WSSS AD 2-103	In AIP	10 MAR 11
	1:400 000	RWY 02C - VTK DVOR/DME	WSSS AD 2-105	In AIP	10 MAR 11
	1:400 000	RWY 02R - ICX ILS/DME	WSSS AD 2-107	In AIP	10 MAR 11
	1:400 000	RWY 20R - ICH ILS/DME	WSSS AD 2-109	In AIP	10 MAR 11
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	1:400 000	Paya Lebar RWY 20 - PU DVOR/DME	WSAP AD 2-17	In AIP	10 MAR 11
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	1:400 000	RWY 20 - IPS ILS/DME	WSAP AD 2-21	In AIP	10 MAR 11
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1:100 000		RWY 21	WSSL AD 2-23	In AIP	9 FEB 12
1:100 000		RWY 03	WSSL AD 2-25	In AIP	9 FEB 12
1:100 000		RWY 21	WSSL AD 2-27	In AIP	9 FEB 12
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	1:20 000	Paya Lebar RWY 20/02	WSAP AD 2-15	In AIP	18 SEP 14
	1:25 000	Singapore Changi RWY 02L/20R and 02C/20C	WSSS AD 2-41	In AIP	3 APR 14
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ENR 5. NAVIGATION WARNINGS

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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

6.4.4 DETAILS OF APPROACH AIRSPACE HOLDING AREAS

Holding Fix / ID / Co-ordinates	Inbound Track °M	Direction of Turn	MAX HLDG Speed (IAS)	Time (MIN)	MNM-MAX HLDG Level	Controlling Unit and Frequency
1	2	3	4	5	6	7
NYLON 013657N 1040624E	203°	Left	220 knots	1	<u>FL140</u> 3,000ft	Singapore Approach 124.05MHz (PRI) 132.15MHz (SRY)
LAVAX 010950N 1042714E	269°	Left	220 knots	1	<u>FL140</u> 7,000ft	Singapore Approach 124.05MHz (PRI) 132.15MHz (SRY)
REMES 004342N 1035735E	348°	Right	220 knots	1	<u>FL140</u> 6,000ft	Singapore Approach 124.6MHz (PRI) 132.15MHz (SRY)
BOBAG 010230N 1032954E	083°	Right	220 knots	1	<u>FL140</u> 6,000ft	Singapore Approach 124.6MHz (PRI) 132.15MHz (SRY)

6.4.5 ALTERNATE HOLDING AREAS

In the event of inclement weather or capacity constraints rendering a specific holding area unusable, arrivals may be cleared to an alternate holding area for re-sequencing. To ensure smooth transition to alternate holding area, all arrivals bound for Changi Airport shall have their FMS programmed with all the four promulgated holding areas (paragraph 6.4.4)

6.5 EXPECTED TIME TO LEAVE HOLDING AREA

6.5.1 If arrival delay is processed by means of holding, pilots will be informed of the expected time to leave the respective holding area.

6.5.2 The expected time to leave is issued to serve as an early notification of the probable holding duration as well as for unforeseen circumstance such as radio failure (see page ENR 1.6-4). Subsequently, a specified time to leave the holding area will be issued to pilots to resume the flight according to the assigned RNAV STARs.

6.6 DEPARTING AIRCRAFT FROM SINGAPORE CHANGI AIRPORT

6.6.1 DEPARTURE SPEED CONTROL

Departing aircraft shall fly at IAS 220 knots or less below 4000 feet or at the waypoints specified in the SID and thereafter IAS 250 knots or less below 10000 feet AMSL. Pilots shall also comply with speed control restrictions according to published SIDs.

7. AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) OUT EXCLUSIVE AIRSPACE WITHIN PARTS OF THE SINGAPORE FIR

7.1 ADS-B BASED SURVEILLANCE AIRSPACE AND AIRCRAFT OPERATOR APPROVAL

7.1.1 Aircraft that operates on ATS routes L642, M771, N891 M753, L644, N892 and M904 within airspace bounded by 073605N 1090045E, 040713N 1063543E, 041717N 1061247E (MABLI), 044841N 1052247E (DOLOX), 045223N 1041442E (ENREP), 045000N 1034400E, thence north along the Singapore FIR boundary to 070000N 1080000E at or above FL290 must comply with the following:

a) aircraft must carry serviceable ADS-B transmitting equipment that has been certified as meeting EASA AMC 20-24, or meets the equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia; and

b) aircraft operator must have the relevant operational approval from the State of Registry.

7.1.2 Aircraft that does not comply with the requirements stipulated in paragraphs 7.1.1 a) and b) will not be accorded priority in the delineated airspace and flight level assignments would be subjected to air traffic conditions.

7.1.3 If an aircraft carries ADS-B transmitting equipment but does not comply with the requirements stipulated in paragraphs 7.1.1 a) and b), the aircraft must not fly in the delineated airspace unless the equipment is deactivated or set to transmit only a value of zero for the Navigation Uncertainty Category (NUCp) or Navigation Integrity Category (NIC).

7.1.4 Flights operating in the delineated airspace are to contact Singapore Radar on 134.35MHz (primary frequency) and 133.6MHz (secondary frequency).

7.2 FLIGHT PLANNING REQUIREMENTS

7.2.1 Aircraft operators complying with the requirements stipulated in paragraphs 7.1.1 a) and b) are to indicate the appropriate ADS-B designator in Item 10 of the ICAO flight plan:

- B1 ADS-B with dedicated 1090 MHz ADS-B “out” capability
- B2 ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability

7.2.2 Aircraft operators are to include the aircraft address (24 Bit Code) in hexadecimal format in Item 18 of the ICAO flight plan as per the following example:

CODE/7C432B

7.2.3 Aircraft Identification (ACID) not exceeding 7 characters must be accurately indicated in Item 7 of the ICAO flight plan and replicated exactly when set in the aircraft avionics (for transmission as Flight ID) as follows:

either

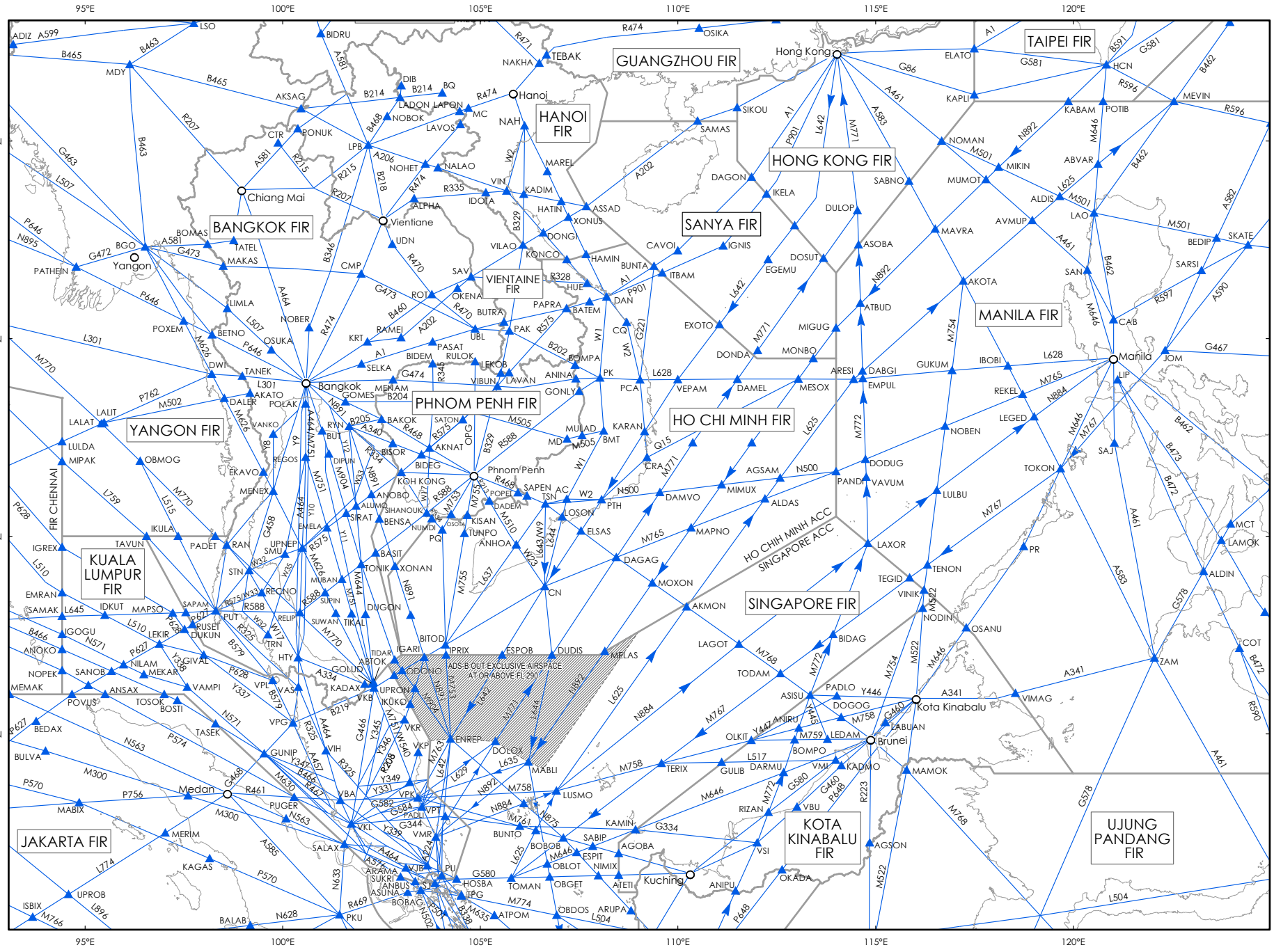
a) The three-letter ICAO designator of the aircraft operator followed by the flight number (e.g. SIA123, MAS123, GIA123), when radiotelephony callsign consists of the associated ICAO telephony designator for the aircraft operator followed by the flight number (e.g. SINGAPORE 123, MALAYSIAN 123, INDONESIA 123).

or

b) The aircraft registration (e.g. N555AB, 9VABC) when the radiotelephony callsign consists of the aircraft registration.

Important: ACID entered should not have any leading zeros unless it is part of the flight number as indicated in Item 7 of the ICAO flight plan. Hyphens, dashes or spaces are NOT to be used.

ATS ROUTE STRUCTURE WITHIN SINGAPORE & ADJACENT FIRS



ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

<i>Name-code Designator</i>	<i>Coordinates</i>	<i>ATS route or Other route</i>
1	2	3
ABVON	012028.18N 1035827.03E	IAC-WSSS
ADNIK	011651.19N 1035655.43E	IAC-WSSS
AGOBA	015840N 1083000E	M761
AKIPO	011356.27N 1035541.59E	IAC-WSSS
AKMON	081256N 1101308E	L625, M768
AKOMA	014522N 1035443E	B469, SID-WSSS, IAC-WSSS
ANBUS	011556N 1032102E	P501, STAR-WSSS
ANITO	001700S 1045200E	B338, B470, P501, SID-WSSS
ANUMA	011053.11N 1035424.35E	IAC-WSSS
APIPA	010618.43N 1035228.35E	IAC-WSSS
ARAMA	013654N 1030712E	A464, P501, STAR-WSSS
AROSO	020846N 1032421E	Y339, Y342, SID-WSSS
ARUPA	003140N 1084846E	N875
ASISU	055906N 1132046E	M768, M772
ASUNA	005948N 1030954E	R469, STAR-WSSS
ATETI	012540N 1083000E	G580
ATKAX	000512N 1065946E	SID-WSSS
ATPOM	002425N 1052114E	M635
BATOT	011930.30N 1040003.55E	IAC-WSSS
BAVAL	004518N 1040242E	B469
BAVUS	000000S 1090000E	L504
BEKTA	011551.58N 1035831.21E	IAC-WSSS
BELAT	011256.77N 1035717.42E	IAC-WSSS
BIDAG	073101N 1135544E	M772
BIDUS	013554.05N 1035754.86E	IAC-WSSS, STAR-WSSS
BIGMO	011129.09N 1035640.41E	IAC-WSSS
BIKTA	024337N 1034308E	STAR-WSSS
BIPOP	013122N 1041018E	IAC-WSSS, STAR-WSSS
BITEP	010519.01N 1035404.21E	IAC-WSSS
BOBAG	010230N 1032954E	M630, N502, P501, R469, HLDG ID, SID-WSSS, STAR-WSSS
BOBOB	022206N 1070558E	N875, M761, M767
BOKIP	010421N 1034353E	SID-WSSS, STAR-WSSS
BONSU	011928N 1033710E	A576
BUNTO	024008N 1055953E	G334, G584
BUVAL	033622N 1034341E	L629, Y333
DAMOG	041225N 1050014E	M771, N875
DOBLU	010347N 1041315E	SID-WSSS
DOKTA	012606N 1041040E	SID-WSSS
DOLOX	044841N 1052247E	L629, M771
DOSNO	004757N 1041409E	SID-WSSS
DOVAN	011938N 1041249E	STAR-WSSS
DOVOL	033047N 1034923E	L635, Y334
DUBSA	034901N 1044540E	L635, M771
DUDIS	070000N 1064834E	L644, M771

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS		
<i>Name-code Designator</i>	<i>Coordinates</i>	<i>ATS route or Other route</i>
1	2	3
DUNAL	010138N 1035808E	SID-WSSS
EGOLO	031934N 1040047E	L642
EGORA	013621.37N 1040607.23E	IAC-WSSS
ELALU	013439.87N 1040524.21E	IAC-WSSS
ELBEB	012844.66N 1040254.38E	IAC-WSSS
ELBEX	013148.96N 1040314.18E	IAC-WSSS
ELGAP	012820.28N 1040146.15E	IAC-WSSS
ELGOR	033014N 1054818E	M758, N875
ELMIN	012549.68N 1040140.51E	IAC-WSSS
EMTAP	011655.88N 1035657.47E	IAC-WSSS
ENLES	010931.51N 1035349.83E	IAC-WSSS
ENREP	045223N 1041442E	L642, M753, M763, N875, N891
ENSUN	012602.56N 1040048.10E	IAC-WSSS
ERVOT	011120.09N 1035435.85E	IAC-WSSS
ESBIT	012212.07N 1040008.64E	IAC-WSSS
ESLUX	011844.31N 1035840.44E	IAC-WSSS
ESPIT	020011N 1072624E	B348, N875
ESPOB	070000N 1053317E	L642
EXOMO	010425.49N 1040933.17E	IAC-WSSS
HOSBA	011948N 1042418E	G580, W401, HLDG ID
IBULA	005036N 1043600E	STAR-WSSS
IDMAS	004900N 1041848E	B338
IDSEL	032432N 1035544E	M758, Y335
IDUNA	012305.80N 1035933.58E	IAC-WSSS
IDURO	012639.84N 1040103.94E	IAC-WSSS
IDVAS	012934.66N 1040217.75E	IAC-WSSS
IGARI	065610N 1033506E	M765, N891, R208
IGNON	010847N 1041257E	STAR-WSSS
IGULA	013232.27N 1040332.66E	IAC-WSSS
IKAGO	003816N 1052931E	STAR-WSSS
IKIMA	004314N 1045500E	HLDG ID, STAR-WSSS
IKUKO	054512N 1031324E	R208
IKUMI	055338N 1035509E	N891
IPNAK	013711.93N 1040530.83E	IAC-WSSS
IPRIX	070000N 1040755E	M753
KADAR	000647S 1074342E	M774
KAKSA	011702.58N 1035757.92E	IAC-WSSS
KAMIN	023442N 1085536E	B348, G334
KARTO	011124N 1053343E	HLDG ID, SID-WSSS, STAR-WSSS
KASPO	011507.15N 1035709.20E	IAC-WSSS
KETOD	031044N 1040943E	M761, Y336
KEXAS	011019N 1044818E	SID-WSSS, STAR-WSSS
KIBOL	025229N 1042805E	G334, N892
KILOT	030217N 1044023E	M761, N892, STAR-WSSS
KIMER	011105.74N 1035527.30E	IAC-WSSS
LAGOT	071632N 1113243E	M768, N884

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

<i>Name-code Designator</i>	<i>Coordinates</i>	<i>ATS route or Other route</i>
1	2	3
LAGUS	011915.29N 1035854.00E	IAC-WSSS
LAPOL	012622N 1034435E	G579
LASIN	011538.25N 1035722.39E	IAC-WSSS
LAVAX	010950N 1042714E	HLDG ID, SID-WSSS, STAR-WSSS
LAXOR	094937N 1144829E	M772, N884
LEBIN	031438N 1060604E	N875, N884
LEGOL	012053N 1034723E	G579
LELIB	012729N 1032450E	A464, W401, SID-WSSS, STAR-WSSS
LELON	011243.51N 1035608.62E	IAC-WSSS
LENDI	024124N 1043932E	N884
LEPNA	010648.29N 1035338.82E	IAC-WSSS
LIDVA	010505.67N 1035255.38E	IAC-WSSS
LIPRO	025342N 1051128E	M761, N884
LUSMO	033341N 1065534E	L625, M758, N884
LUXOL	011802.73N 1035823.38E	IAC-WSSS
MABAL	032826N 1051236E	M758, N892, HLDG ID, STAR-WSSS
MABLI	041717N 1061247E	L635, L644, N892
MAKUM	012148.20N 1040101.76E	IAC-WSSS
MANIM	031431N 1040553E	N891
MASBO	020248N 1025251E	A457, SID-WSSS
MASNI	012037N 1033746E	A464
MELAS	070520N 1080911E	N892
MEMUS	012526.97N 1040234.12E	IAC-WSSS
MESOG	020103N 1031240E	B466
MILIN	012821.75N 1040347.92E	IAC-WSSS
MOLRO	012949.16N 1040424.82E	IAC-WSSS
MOSTU	013559.47N 1040701.19E	IAC-WSSS
MUMSO	034420N 1053213E	N875, N892
NIMIX	012452N 1075926E	G580, N875
NITAD	013257N 1040154E	SID-WSSS
NIVAM	023650N 1040228E	G219
NODIN	081100N 1161142E	M522
NOPAT	042313N 1044756E	L629, N875
NYLON	013656.9N 1040623.8E	HLDG ID, IAC-WSSS, SID-WSSS, STAR-WSSS
OBDBAB	031153N 1040538E	N891
OBDOS	002503N 1065551E	L504, M774
OBGET	012307N 1064531E	G580, L644
OBLLOT	014256N 1064147E	B348, L644
ODONO	063613.82N 1030129.41E	M904
OLKIT	045010N 1115118E	M758, M759
OLSAM	020059N 1063824E	L644
OMBAP	023116N 1063242E	L644
OMLIV	025512N 1062812E	L644
ONAPO	032116N 1062318E	L644
OPULA	033155N 1062118E	L644
OTLON	030752N 1042006E	M761, M771

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

<i>Name-code Designator</i>	<i>Coordinates</i>	<i>ATS route or Other route</i>
1	2	3
PADLI	030918N 1033133E	B469, Y332, Y333, Y334, Y335, Y336
PARDI	003400S 1041300E	G579, N502
PASPU	015915N 1040618E	SID-WSSS, STAR-WSSS
PEKLA	023437N 1040618E	N892
PIBAP	023023N 1040618E	SID-WSSS, STAR-WSSS
PIMOK	012648N 1032008E	A576, W401, SID-WSSS, STAR-WSSS
POSUB	012725N 1040748E	SID-WSSS, STAR-WSSS
RAXIM	030318N 1041713E	M771
REDUK	021957N 1030459E	R325
REKOP	013306N 1030521E	A576, STAR-WSSS
REMES	004342N 1035735E	G579, HLDG ID, STAR-WSSS
REPOV	001623N 1040300E	HLDG ID, STAR-WSSS
ROBMO	025440N 1035700E	L642
RUTOT	011453N 1041948E	SID-WSSS, STAR-WSSS
SABIP	020940N 1075044E	B348, M761
SABUG	011554N 1040312E	SID-WSSS
SAMKO	010529.5N 1035254.9E	R469, W407, HLDG ID, SID-WSSS, STAR-WSSS
SANAT	010749N 1035930E	SID-WSSS, STAR-WSSS
SUDPO	011731N 1035808E	SID-WSSS
SUKRI	012306N 1025904E	M630
SUMLA	080242N 1160054E	M754
SUNVA	011756N 1035722E	SID-WSSS
SURGA	003657S 1063119E	M635
SUSAR	035848N 1051547E	L635, N875
SUSIN	011229N 1035808E	SID-WSSS
TAROS	004200N 1021607E	R469
TAXUL	035035N 1034037E	M763, Y332
TEGID	085656N 1155143E	M767
TERIX	041521N 1093456E	M758, M767
TIDAR	065230.15N 1024959.82E	M904
TODAM	063138N 1123536E	M767, M768
TOKIM	012933N 1040315E	SID-WSSS
TOMAN	012147N 1054717E	B348, G580, L625, M767, SID-WSSS, STAR-WSSS
TOPOM	012955N 1040227E	SID-WSSS
TOPOR	014412N 1025330E	W534
UDONI	004818N 1040806E	B470
UGPEK	033647N 1040752E	L635, N891
UKASA	025245N 1033901E	G334/B469
UPRON	060903N 1032040E	M904
URIGO	032505N 1040647E	M758, N891
VABRI	013114.96N 1040357.78E	IAC-WSSS
VENIX	002156S 1060521E	SID-WSSS
VENLI	062848N 1024900E	M765
VENPA	002141N 1044955E	SID-WSSS
VEPLI	035223N 1040542E	L629, L642, HLDG ID, STAR-WSSS
VERIN	023332N 1062425E	L625

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

<i>Aerodrome Name and Location Indicator</i>	<i>Status of Certification</i>	<i>Date of Certificate</i>	<i>Validity of Certification</i>	<i>Remarks</i>
→ Singapore Changi WSSS	Certified	1 July 2014	5 years from the date of certification	Code 4F
→ Seletar WSSL	Certified	1 July 2014	5 years from the date of certification	Code 3C

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
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 PUSHBACK" 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 PUSHBACK" 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
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 PUSHBACK" 8 position <u>OR</u> ● onto TWY B1 until its nosewheel is at the "END OF PUSHBACK" 13A position <u>OR</u> <ul style="list-style-type: none"> ● onto TWY B3 until its nosewheel is at the "END OF PUSHBACK" 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 PUSHBACK" 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 PUSHBACK" 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
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 PUSHBACK" 8 position. <u>OR</u> <ul style="list-style-type: none"> • onto TWY B1 until its nosewheel is at the "END OF PUSHBACK" 13A position. <u>OR</u> <ul style="list-style-type: none"> • onto TWY B3 until its nosewheel is at the "END OF PUSHBACK" 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
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 PUSHBACK" 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	<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. <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. <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.	Standard pushback approved Pushback approved, to pushback onto TWY A6. Pushback approved, to pushback onto TWY A6.
E12	The aircraft (on idle thrust) shall be pushed back: <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. <u>OR</u> <ul style="list-style-type: none"> • onto TWY A6 until its nosewheel is at the intersection of TWY A5 and A6 centrelines. 	Standard pushback approved Pushback approved, to pushback onto TWY A6.

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
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 PUSHBACK" 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).
<u>T2 SOUTH</u>		
F37	The aircraft (on idle thrust) shall be pushed back: <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 4 behind aircraft stand F42. <u>OR</u> <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. 	Standard pushback approved Pushback approved, to face East on TWY C1.
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	The aircraft (on idle thrust) shall be pushed back: <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. <u>OR</u> <ul style="list-style-type: none"> • onto TWY C6 until its nosewheel is at the intersection of TWY C2 and TWY C6 centreline. 	Standard pushback approved Pushback approved, to pushback onto TWY C6.
F42	<p><u>Main pushback procedure (for all aircraft wingspan)</u> 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> 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> 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>	Standard pushback approved Pushback approved, to pushback onto TWY C6. Pushback approved, to pushback onto TWY C6.

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
F50	The aircraft 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 taxilane 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 taxilane 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
<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. OR The aircraft (on idle thrust) shall be pushed back to face South on TWY C6.	Pushback approved, to face North. 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. OR The aircraft (on idle thrust) shall be pushed back to face South on taxilane C6 centreline.	Pushback approved, to face North. 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).

13. TAKE-OFF AND LANDING

13.1 Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. On obtaining an ATC clearance the aircraft shall enter the runway via designated taxiways:

- RWY 02C - TWY E10 or E11
- RWY 02L - TWY W8, W9 or W10
- RWY 20C - TWY E1, E2
- RWY 20R - TWY W1, W2

13.2 The pilot-in-command shall not take-off or land without a clearance from Aerodrome Control.

13.3 The pilot-in-command shall not run-up on the runway in use unless authorised by Aerodrome Control. Engine run-ups in the holding pan or taxiway holding point clear of the runway in use may be carried out subject to approval by Aerodrome Control.

13.4 After landing, the pilot-in-command shall vacate the runway by the shortest suitable route and to contact Ground Control who will issue specific taxi route instructions to its assigned aircraft stand.

13.5 Aircraft with radio communication failure shall vacate the runway and stop on the taxiway and watch for light signals from Aerodrome Control.

14. ARRIVING AIRCRAFT

14.1 The pilot-in-command of an arriving aircraft shall contact the appropriate Approach Control Unit 10 minutes before entering the CTR or ATZ.

15. LIGHT AIRCRAFT OPERATIONS

15.1 Light aircraft operations into and out of Singapore Changi Airport may be approved subject to the following conditions:

- a) Prior permission has been granted;
- b) Aircraft is suitably equipped;
- c) Pilot is appropriately rated;
- d) Subject to ATC.

15.2 Flight notification shall be given by filing a flight plan.

15.3 All such operations will be regulated in accordance with IFR procedures.

WSSS AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

1.1 A number of varieties of birds are found in Singapore throughout the year. The larger birds commonly found in Singapore Changi Airport include the following:

- cattle egrets (weighing approximately 300g each)
- grey herons (weighing approximately 500g each)
- brahminy kites (weighing approximately 600g each)

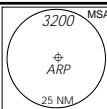
1.2 There could be an increase in bird activities during the migratory months of September to April. During this period, migratory birds may use the airport as their feeding ground.

WSSS AD 2.24 CHARTS RELATED TO SINGAPORE CHANGI AIRPORT	
Location of RWY 02R/20L in relation to RWY 02L/20R and RWY 02C/20C Aerodrome Chart - ICAO Aerodrome Advisory Chart	WSSS AD 2-29 WSSS AD 2-31 WSSS AD 2-33
Aerodrome Obstacle Chart - ICAO - TYPE A - RWY 02L/20R Aerodrome Obstacle Chart - ICAO - TYPE A - RWY 02C/20C Aerodrome Obstacle Chart - ICAO - TYPE B	WSSS AD 2-37 WSSS AD 2-39 WSSS AD 2-41
Precision Approach Terrain Chart - ICAO - RWY 02L Precision Approach Terrain Chart - ICAO - RWY 20C	WSSS AD 2-43 WSSS AD 2-45
RNAV _(GNSS) SIDs and STARs - Introduction Continuous Descent Operation (CDO) for Arrivals into Singapore Changi Airport	WSSS AD 2-47 to 2-50 WSSS AD 2-50-1/4
RNAV _(GNSS) SID - RWY 02L/20R - ANITO 5E / ANITO 4F RNAV _(GNSS) SID - RWY 02C/20C - ANITO 5A / ANITO 4B RNAV _(GNSS) SID - RWY 02L/20R - BOBAG 1E / BOBAG 1F RNAV _(GNSS) SID - RWY 02C/20C - BOBAG 1A / BOBAG 1B RNAV _(GNSS) SID - RWY 02L/20R - TOMAN 1E / TOMAN 1F RNAV _(GNSS) SID - RWY 02C/20C - TOMAN 1A / TOMAN 1B RNAV _(GNSS) SID - RWY 02L/20R - VENPA 1E / VENPA 1F RNAV _(GNSS) SID - RWY 02C/20C - VENPA 1A / VENPA 1B RNAV _(GNSS) SID - RWY 02L/20R - AROSO 1E / AROSO 1F RNAV _(GNSS) SID - RWY 02L/20R - MASBO 1E / MABSO 1F RNAV _(GNSS) SID - RWY 02C/20C - AROSO 1A / AROSO 1B RNAV _(GNSS) SID - RWY 02C/20C - MASBO 1A / MABSO 1B RNAV _(GNSS) SID - RWY 02L/20R - MERSING 4E / MERSING 5F RNAV _(GNSS) SID - RWY 02C/20C - MERSING 4A / MERSING 5B	WSSS AD 2-51 to 2-52 WSSS AD 2-53 to 2-54 WSSS AD 2-55 to 2-56 WSSS AD 2-57 to 2-58 WSSS AD 2-63 to 2-64 WSSS AD 2-65 to 2-66 WSSS AD 2-67 to 2-68 WSSS AD 2-69 to 2-70 WSSS AD 2-71 to 2-72 WSSS AD 2-71-1 to 2-72-1 WSSS AD 2-73 to 2-74 WSSS AD 2-73-1 to 2-74-1 WSSS AD 2-75 to 2-76 WSSS AD 2-77 to 2-78
RNAV _(GNSS) STAR - RWY 02L/02C - BOBAG 1A RNAV _(GNSS) CDO - RWY 02L - BOBAG 1K RNAV _(GNSS) STAR - RWY 20R/20C - BOBAG 1B RNAV _(GNSS) CDO - RWY 20R - BOBAG 1L RNAV _(GNSS) STAR - RWY 02L/02C - LAVAX 1A RNAV _(GNSS) CDO - RWY 02L - LAVAX 1K RNAV _(GNSS) STAR - RWY 20R/20C - LAVAX 1B RNAV _(GNSS) CDO - RWY 20R - LAVAX 1L RNAV _(GNSS) STAR - RWY 20R/20C - LELIB 2B RNAV _(GNSS) STAR - RWY 02L/02C - PASPU 1A RNAV _(GNSS) CDO - RWY 02L - PASPU 1K RNAV _(GNSS) STAR - RWY 20R/20C - PASPU 1B RNAV _(GNSS) CDO - RWY 20R - PASPU 1L RNAV _(GNSS) STAR - RWY 02L/02C - REMES 5A RNAV _(GNSS) CDO - RWY 02L - REMES 1K RNAV _(GNSS) STAR - RWY 20R/20C - REMES 6B RNAV _(GNSS) CDO - RWY 20R - REMES 1L	WSSS AD 2-81 to 2-82 WSSS AD 2-81-1 to 2-82-1 WSSS AD 2-83 to 2-84 WSSS AD 2-83-1 to 2-84-1 WSSS AD 2-85 to 2-86 WSSS AD 2-85-1 to 2-86-1/2 WSSS AD 2-87 to 2-88 WSSS AD 2-87-1 to 2-88-1/2 WSSS AD 2-89 to 2-90 WSSS AD 2-91 to 2-92 WSSS AD 2-91-1 to 2-92-1/2 WSSS AD 2-93 to 2-94 WSSS AD 2-93-1 to 2-94-1/2 WSSS AD 2-97 to 2-98 WSSS AD 2-97-1 to 2-98-1 WSSS AD 2-99 to 2-100 WSSS AD 2-99-1 to 2-100-1
Instrument Approach Chart - ICAO - RWY 02L - ICW ILS/DME Instrument Approach Chart - ICAO - RWY 02C - ICE ILS/DME Instrument Approach Chart - ICAO - RWY 02C - VTK DVOR/DME Instrument Approach Chart - ICAO - RWY 02R - ICX ILS/DME Instrument Approach Chart - ICAO - RWY 20R - ICH ILS/DME Instrument Approach Chart - ICAO - RWY 20C - ICC ILS/DME Instrument Approach Chart - ICAO - RWY 20C - VTK DVOR/DME Instrument Approach Chart - ICAO - RWY 20L - ICZ ILS/DME Instrument Approach Chart - ICAO - RWY 02L - RNAV _(GNSS) Instrument Approach Chart - ICAO - RWY 02C - RNAV _(GNSS) Instrument Approach Chart - ICAO - RWY 20R - RNAV _(GNSS) Instrument Approach Chart - ICAO - RWY 20C - RNAV _(GNSS)	WSSS AD 2-101 WSSS AD 2-103 WSSS AD 2-105 WSSS AD 2-107 WSSS AD 2-109 WSSS AD 2-111 WSSS AD 2-113 WSSS AD 2-115 WSSS AD 2-117 WSSS AD 2-118 WSSS AD 2-119 WSSS AD 2-120
Visual Approach Chart - ICAO	WSSS AD 2-121



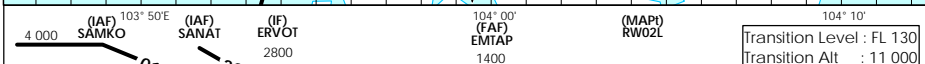
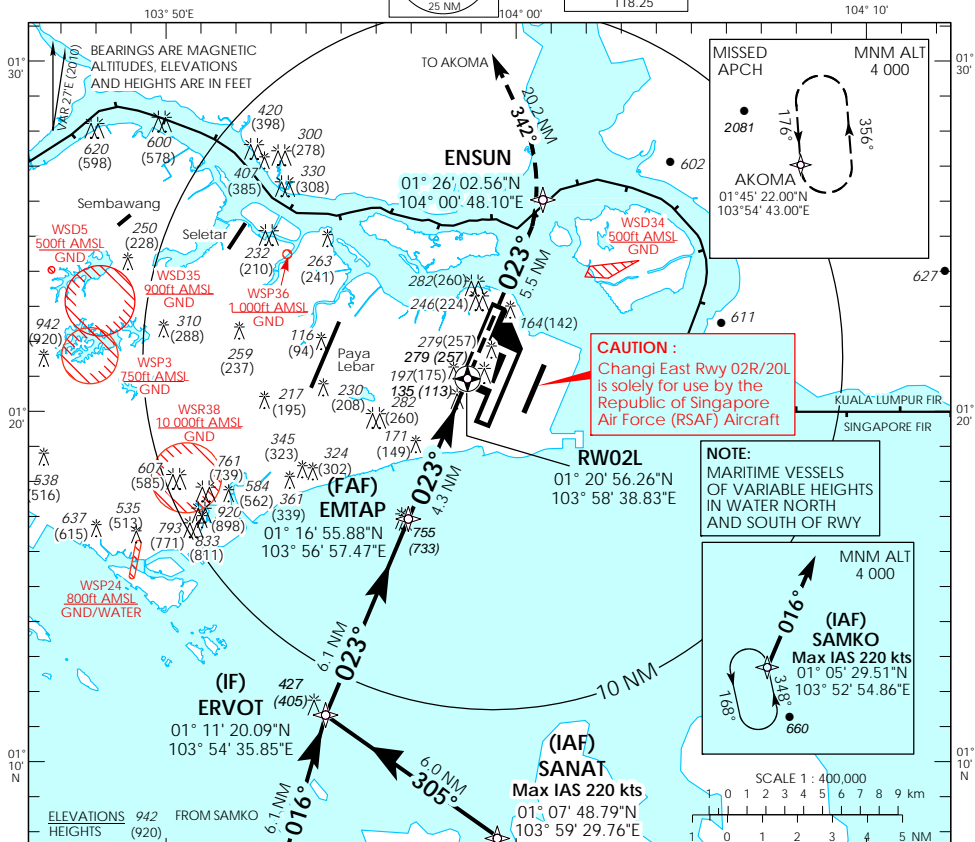
**INSTRUMENT
APPROACH
CHART**

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



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

**SINGAPORE/
SINGAPORE CHANGI
RNAV (GNSS) RWY 02L**



ELEV 22
(THR RWY 02L)

CAUTION :
Changi East Rwy 02R/20L
is solely for use by the
Republic of Singapore
Air Force (RSAF) Aircraft

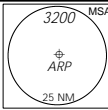
NOTE:
MARITIME VESSELS
OF VARIABLE HEIGHTS
IN WATER NORTH
AND SOUTH OF RWY

**MINIMUM TEMPERATURE
FOR BARO-VNAV
APPROACHES: 5°C**

		NAUTICAL MILES FROM THR RWY 02L					
		OCA (OCH)					
Category of Aircraft		A	B	C	D		
LNAV/VNAV	2.5%					450 (430)	
LNAV	2.5%					540 (520)	
Fix		SAMKO	SANAT	ERVOT	EMTAP	RW02L	ENSUN AKOMA
Altitude (Height)		4000 (3978)	4000 (3978)	2800 (2778)	1400 (1378)	540 (518)	880 (858) 4000 (3978)
Speed		80		100	120	140	160 180
FAF - MAPt 4.3nm	min : s	3 : 14		2 : 35	2 : 09	1 : 51	1 : 37 1 : 26
Rate of descent/GS	ft/min	424		530	637	743	849 955

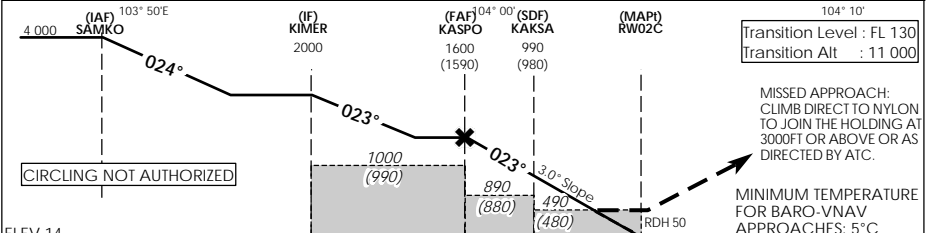
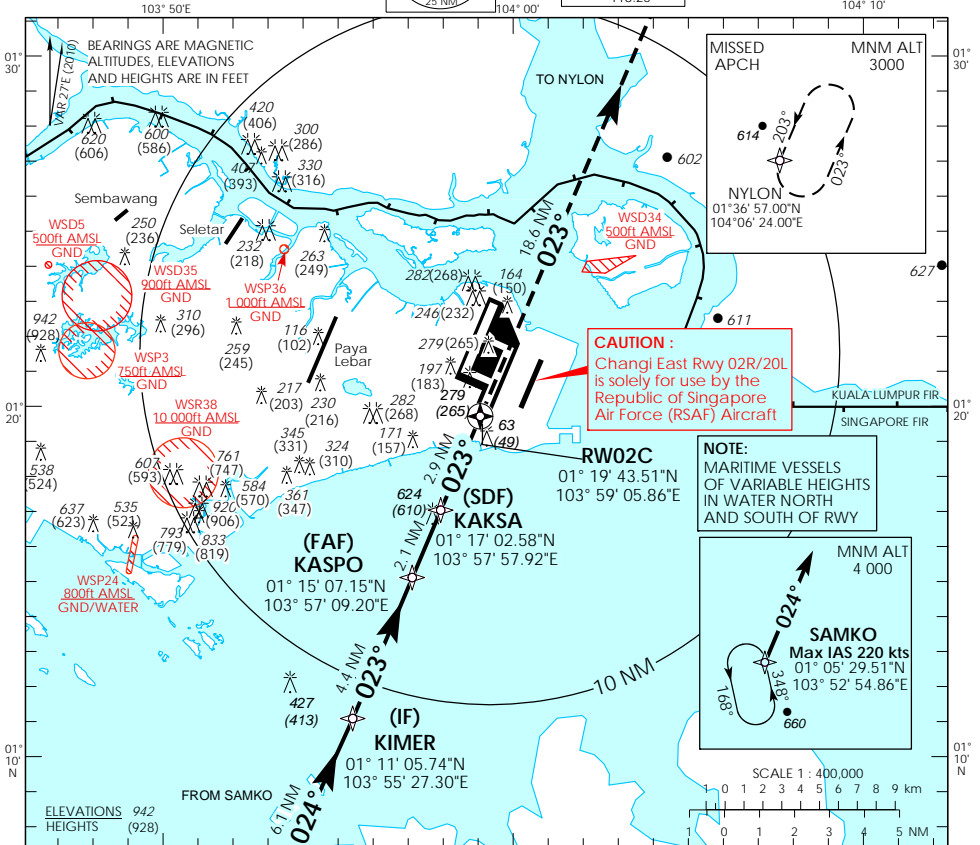
**INSTRUMENT
APPROACH
CHART**

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



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

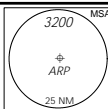
**SINGAPORE/
SINGAPORE CHANGI
RNAV (GNSS) RWY 02C**



ELEV 14 (THR RWY 02C)							
NAUTICAL MILES FROM THR RWY 02C							
Category of Aircraft		A	B	C	D		
LNAV	2.5%		490 (480)	OCA (OCH)			
LNAV without SDF	2.5%		890 (880)	OCA (OCH)			
LNAV/VNAV	2.5%		360 (350)	OCA (OCH)			
Fix		SAMKO	KIMER	KASPO	KAKSA	RW02C	NYLON
Altitude (Height)		4000 (3986)	2000 (1986)	1600 (1586)	990 (976)	490 (476)	3000 (2986)
Speed	knots	80	100	120	140	160	180
FAF - MAPt 5nm	min : s	3 : 45	3 : 00	2 : 30	2 : 09	1 : 53	1 : 40
Rate of descent/GS	ft/min	425	531	637	743	849	955

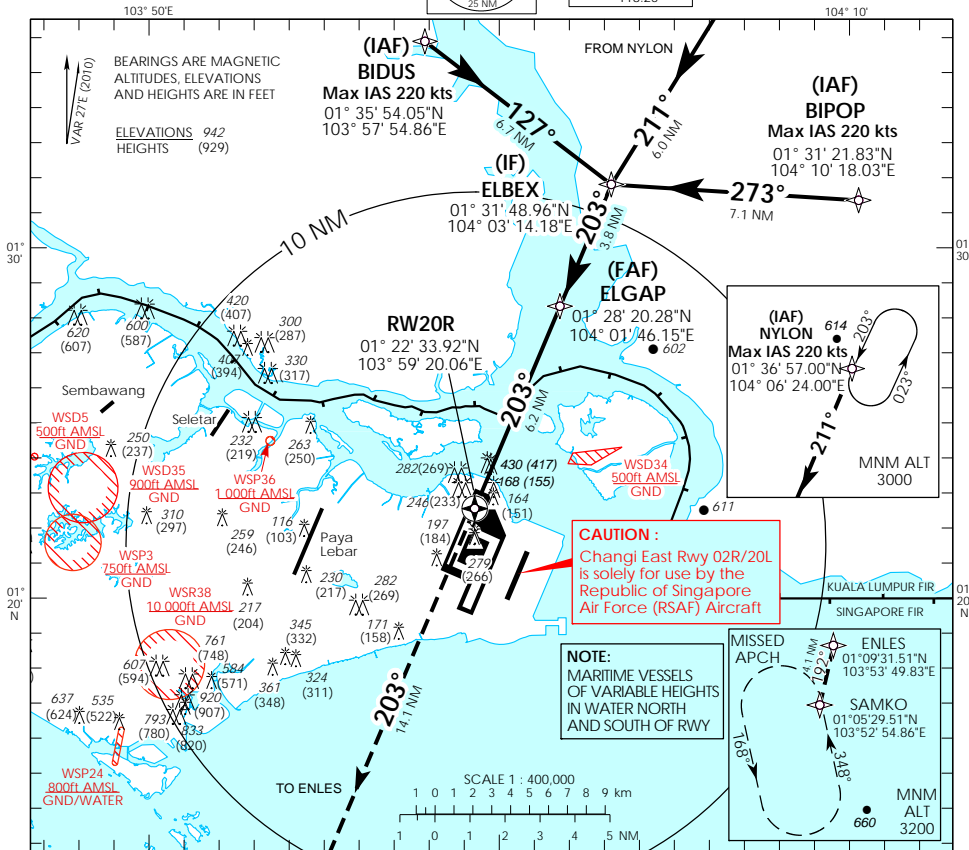
**INSTRUMENT
APPROACH
CHART - ICAO**

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



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

**SINGAPORE/
SINGAPORE CHANGI
RNAV (GNSS) RWY 20R**

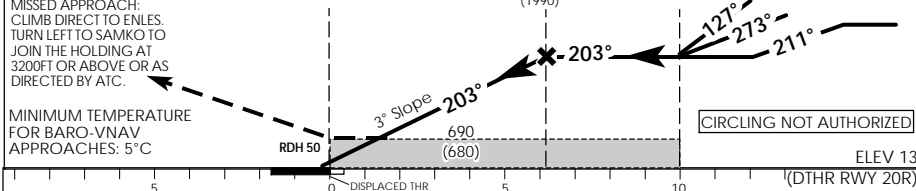


Transition Level : FL 130
Transition Alt : 11 000

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

MINIMUM TEMPERATURE
FOR BARO-VNAV
APPROACHES: 5°C

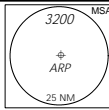
(MAP) RW20R	(FAF) ELGAP	(IF) ELBEX	(IAF) BIDUS	(IAF) BIPOP	(IAF) NYLON
	2 000 (1990)	2000	3400	3000	3000



		OCA (OCH)							
		A	B	C	D				
Category of Aircraft									
LNAV/VNAV	2.5%	690 (680)							
LNAV	2.5%	690 (680)							
Fix		BIDUS	NYLON	BIPOP	ELBEX	ELGAP	RW20R	ENLES	SAMKO
Altitude (Height)		3400 (3387)	3000 (2987)	3000 (2987)	2000 (1987)	2000 (1987)	690 (680)	2180 (2167)	3200 (3187)
Speed	knots	80	100	100	120	140	160	180	
FAF - MAP2 6.2 nm	min : s	4 : 39	3 : 44	3 : 06	2 : 40	2 : 20	2 : 04		
Rate of descent/GS	ft/min	425	531	637	743	849	955		

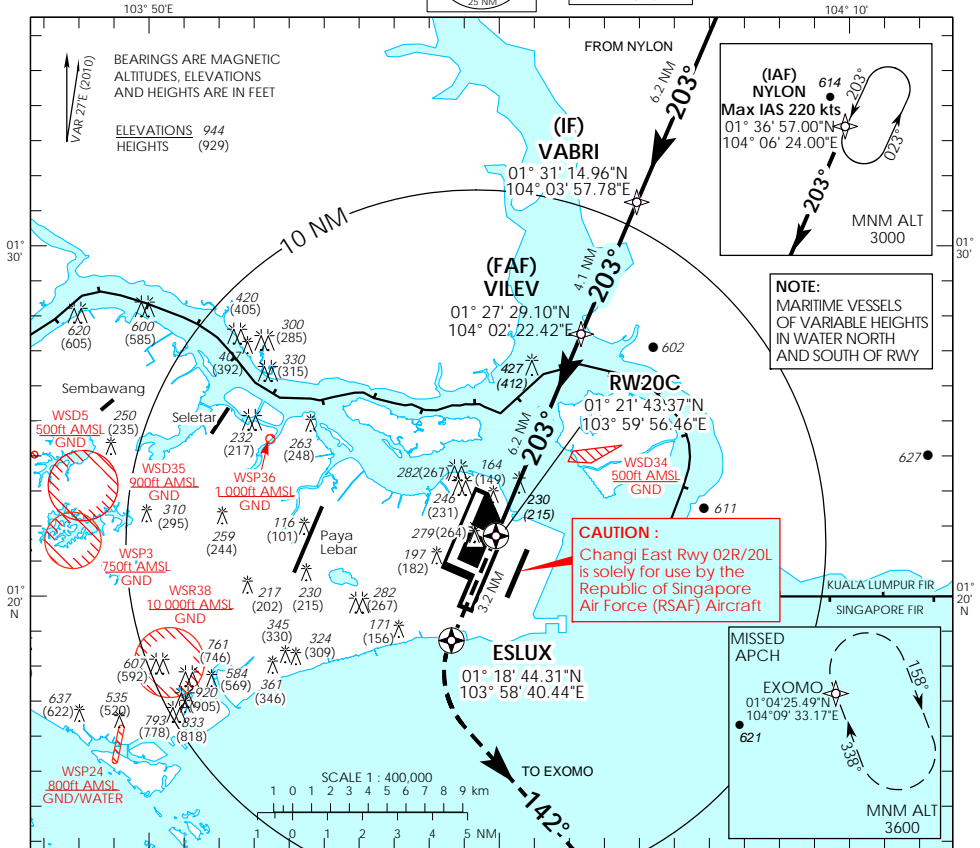
**INSTRUMENT
APPROACH
CHART - ICAO**

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



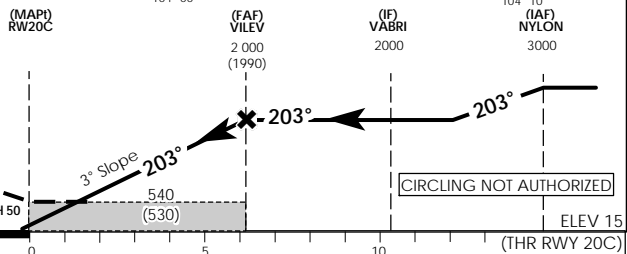
D-ATIS AP ID	WSSS
APP	128.6
APP	120.3
TWR	119.3
TWR	118.6
TWR	118.25

**SINGAPORE/
SINGAPORE CHANGI
RNAV (GNSS) RWY 20C**



Transition Level : FL 130
Transition Alt : 11 000
MISSED APPROACH:
CLIMB DIRECT TO ESLUX.
TURN LEFT TO MAGNETIC
COURSE 142° TO JOIN THE
HOLDING AT 3600FT OR ABOVE
OR AS DIRECTED BY ATIS.

MINIMUM TEMPERATURE
FOR BARO-VNAV
APPROACHES: 5°C



Category of Aircraft	OCA (OCH)						
	A	B	C	D			
LNAV/VNAV	490 (480)						
LNAV	540 (530)						
Fix	NYLON	VABRI	VILEV	RW20C	ESLUX	EXOMO	
Altitude (Height)	3000 (2985)	2000 (1985)	2000 (1985)	540 (525)	540 (525)	3600 (3585)	
Speed	knots	80	100	120	140	160	180
FAF - MAP1 6.2 nm	min : s	4 : 39	3 : 44	3 : 06	2 : 40	2 : 20	2 : 04
Rate of descent/GS	ft/min	425	531	637	743	849	955

AD 2 - AERODROMES

WSSL AD 2.1 AERODROME LOCATION INDICATOR AND NAME	
WSSL - SINGAPORE / Seletar	

WSSL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	ARP Coordinates and Site at AD	012501.03N 1035203.52E
2	Direction and Distance from (city)	006°, 14.6km from city centre (The Fullerton, Singapore)
3	Elevation/Reference Temperature	14m (45ft) / 33.0°C
4	Geoid Undulation	9.78m
5	MAG VAR	27'E (2010)
6	AD Administration, Address, Telephone, Telefax, AFS	<p>Address: Changi AirportGroup (S) Pte Ltd Seletar Airport Building 556, West Camp Singapore 797794</p> <p>TEL: (65)64810017, FAX: (65)64811190 (Airport Manager) TEL: (65)64812909, FAX: (65)64833044 (AIS) TEL: (65)64812893, FAX: (65)64831656 (Control Tower) TEL: (65)64815077, 97533361 FAX: (65)64831754 (Airside Operations Unit)</p> <p>AFS: WSSLYDYX</p>
7	Types of Traffic Permitted	IFR and VFR
8	Remarks	<p>a) Scheduled Closure Periods for RWY 03/21: see AIP page WSSL AD 2-5.</p> <p>b) PPR for aircraft not equipped with RTF.</p> <p>c) A subsonic jet aircraft, unless otherwise exempted, is not permitted to operate in Singapore unless it possesses a noise certificate stating that it meets the noise standards of ICAO Annex 16, Volume 1, Chapter 3, or equivalent. The noise certificate may also take the form of a suitable statement contained in another document approved by the State of Registry of the aircraft.</p> <p>d) Direct transit area. Overnight transit in Singapore city.</p> <p>e) All arriving and departing aircraft are required to appoint a licensed Ground Handling Agent (GHA). List of Seletar GHAs can be downloaded from URL - http://www.seletarairport.com/ground-handling-agents-at-seletar-airport.html</p>

WSSL AD 2.3 OPERATIONAL HOURS					
1	Aerodrome Administration	H24	5	ATS Reporting Office	H24
2	Customs and Immigration	H24	6	MET Briefing Office	H24
3	Health and Sanitation	H24	7	Air Traffic Services	H24
4	AIS Self-Briefing Office	H24	8	Apron Control Office	H24

WSSL AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo Handling Facilities</i>	Provided by handling agent
2	<i>Fuel / Oil Types</i>	AVGAS 100LL and JET A1
3	<i>Fuelling Facilities / Capacity</i>	MON to FRI BTN 0030-1030; SAT, SUN and Public holidays BTN 0030-0930 Contact during operating hours: TEL: (65)64811522 or (65)64846681 FAX: (65)64812159 Contact after operating hours: HP: (65)91294161 or (65)91284143
4	<i>Hangar space for visiting aircraft</i>	By arrangement with handling agent.
5	<i>Repair facilities for visiting aircraft</i>	By arrangement with handling agent.
6	<i>Remarks</i>	Nil

WSSL AD 2.5 PASSENGER FACILITIES

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

WSSL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 7 (No facilities for foaming of runway).
2	<i>Rescue equipment</i>	Adequately provided as recommended by ICAO.
3	<i>Capability for removal of disabled aircraft</i>	Up to B757-200. Contact Seletar Airside Operations at: +65 64815077 or +65 97533361
4	<i>Remarks</i>	All Airport Emergency Service personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSSL AD 2.7 SEASONAL AVAILABILITY - CLEARING

The aerodrome is available throughout the year

WSSL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS							
Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and Surface of RWY and SWY	THR coordinates (THR GEOID Undulation)	THR Elevation	RWY End Elevation	Highest Elevation of Touchdown Zone
1	2	3	4	5	6	7	8
03	033.33°	1836 x 46	47/F/C/X/U Bituminous concrete	012430.846N 1035143.791E (9.78m)	14m	5m	14m
21	213.33°	1836 x 46	47/F/C/X/U Bituminous concrete	012520.791N 1035215.431E (9.78m)	5m	14m	10m
CWY Dimensions		STRIP Dimensions (m)		OFZ	Remarks (continued below)		
9		10		11	12		
60m X 150m		1956m X 150m		Not applicable	RESA RWY 03 - 90m X 92m RESA RWY 21 - 240m X 92m		

12	Remarks:
Scheduled closure periods for RWY 03/21	
a) BTN 1600-2300 first FRI of EV month or second FRI if the first FRI is a public holiday. RWY CLSD to all TFC except medivac and EMERG flights. Advance notice of 30 minutes is required for EMERG opening of RWY.	
b) BTN 0500-0515, 1030-1045, 1600-1615 and 2300-2315 daily for RWY inspection. Aircraft to expect delay.	
c) BTN 1600-1800 EV TUE and FRI of EV month. RWY CLSD to all TFC except medivac and EMERG flights. Advance notice of 30 minutes is required for EMERG opening of RWY.	
Runway turn pad	
a) A lighted turn pad with centreline marking is provided at the threshold of RWY 03 which is able to serve aircraft up to B757-200.	

WSSL AD 2.13 DECLARED DISTANCES					
RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	1 836	1 896	1 836	1 836	
21	1 836	1 896	1 836	1 836	

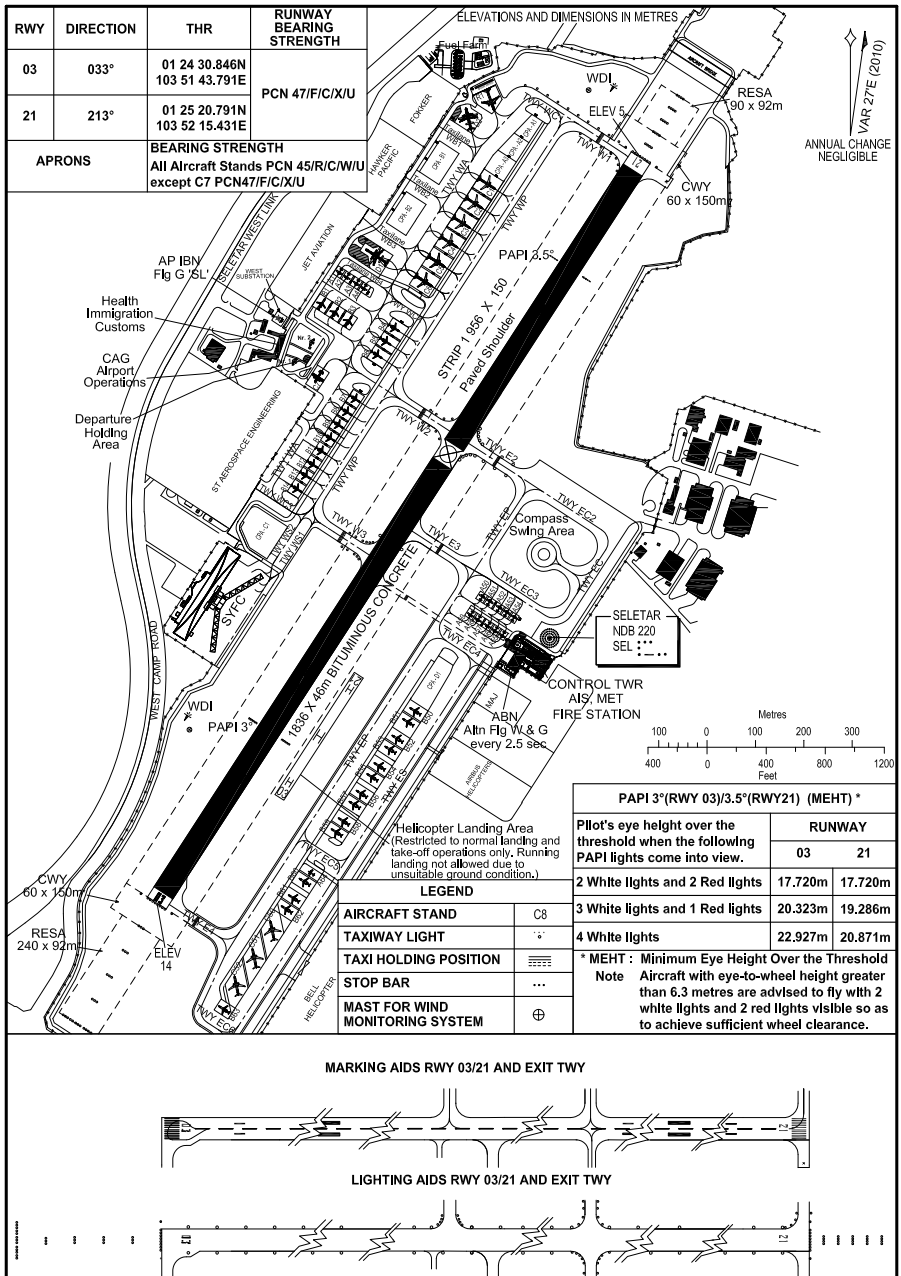
WSSL AD 2.14 APPROACH AND RUNWAY LIGHTING								
RWY Designator	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY CL LGT,LEN spacing, Colour, INTST	RWY Edge LGT LEN, spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN Colour
1	2	3	4	5	6	7	8	9
03	Simple APCH LGT consisting of 4 rows of barettes of 3 LGT each and 1 crossbar of 13 LGT. White, elevated, uni-directional APCH LGT and white, omni-directional CGL on top of elevated APCH LGT.	Green with THR IDENT LGT	PAPI 3°(both sides of RWY) 2 white 2 red LGT (17.720m) 3 white 1 red LGT (20.323m) 4 white LGT (22.927m). ACFT with eye-to-wheel HGT greater than 6.3m are ADZ to fly with 2 white 2 red LGT visible so as to achieve sufficient wheel CLR.	Nil	Nil	White with yellow on last 600m of either end. Elevated, omni-directional and brilliancy controlled.	Red	Nil
21	APCH LGT consisting of 1 row of inset APCH LGT of 4 LGT and 4 rows of barettes of 4 LGT each. White, inset uni-directional APCH LGT and white, omni-directional CGL on top of White, elevated uni-directional APCH LGT.	Green with THR IDENT LGT	PAPI 3.5°(both sides of RWY) 2 white 2 red LGT (17.720m) 3 white 1 red LGT (19.286m) 4 white LGT (20.871m). ACFT with eye-to-wheel HGT greater than 6.3m are ADZ to fly with 2 white 2 red LGT visible so as to achieve sufficient wheel CLR.	Nil	Nil	White with yellow on last 600m of either end. Elevated, omni-directional and brilliancy controlled.	Red	Nil
RWY 21 THR and RWY END LGT symmetrically disposed in 2 groups with a gap between the groups. RWY 21 THR and RWY END LGT reinstated to inset fitting.								

WSSL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	ABN/IBN location, characteristics and hours of operation	<p>ABN: 012448.000N 1035207.956E (on top of Control Tower) ALTN FLG W G EV 2.5 SEC. HN and IMC IBN: 012509.939N 1035152.143E (on top of West Substation) Flashing G 'SL' repeatedly. HN and IMC</p>
2	LD and LGTI location Anemometer location and LGT	Cup anemometers and wind vanes and windsocks at ends of RWY.
3	TWY edge and centre line marking	TWY Edge LGT: Blue, elevated and omni-directional TWY Centreline Marking: Yellow
4	Secondary power supply/switch-over time	Automatic standby generator power supply available for airfield lighting.
5	Remarks	Vehicles painted yellow or displaying checkered red/white or orange/white flag at highest point of vehicle. WDI lighted.

WSSL AD 2.16 HELICOPTER LANDING AREA														
1	Coordinates of THR of FATO Geoid undulation	<table border="0"> <tr> <td>H03</td> <td>H21</td> </tr> <tr> <td>012437.963N 1035152.072E</td> <td>012446.046N 1035157.344E</td> </tr> </table>	H03	H21	012437.963N 1035152.072E	012446.046N 1035157.344E								
H03	H21													
012437.963N 1035152.072E	012446.046N 1035157.344E													
2	FATO elevation M/FT	H03- 10.52m/34.5ft; H21 - 9.36m/30.7ft												
3	FATO area dimensions, surface, strength, marking	Rectangle 297m x 21.5m, compacted turf, helicopter landing area designations, outline by concrete kerbs painted white.												
4	True BRG of FATO	033.33/213.33° Direction of TKOF zones: 034°GEO / 214°GEO												
5	Declared distance available	<table border="0"> <tr> <td></td> <td>TODAH</td> <td>RTODAH</td> <td>LDAH</td> </tr> <tr> <td>H03</td> <td>297m</td> <td>297m</td> <td>297m</td> </tr> <tr> <td>H21</td> <td>297m</td> <td>297m</td> <td>297m</td> </tr> </table>		TODAH	RTODAH	LDAH	H03	297m	297m	297m	H21	297m	297m	297m
	TODAH	RTODAH	LDAH											
H03	297m	297m	297m											
H21	297m	297m	297m											
6	Approach and FATO lighting	Nil												
7	Remarks	Slope of helicopter landing area (transverse/longitudinal) H03 - 1.19%/0.44% ; H21 - 0.96%/0.44%												

WSSL AD 2.17 ATS AIRSPACE		
1	Designation and Lateral Limits	<p>SELETAR CTR 012703N 1035009E 012825N 1035009E 012900N 1035425E 012534N 1035454E thence along international boundary to 012556N 1035326E 012227N 1035158E 012232N 1035016E 012327N 1034922E 012607N 1035053E and thence an arc of 2NM radius (centred at position 012527N 1034856E) joining 012607N 1035053E and 012703N 1035009E.</p> <p>SELETAR CONTROL ZONE 'A' Portion of Seletar CTR within Singapore FIR is known as Seletar CTR 'A'.</p> <p>SELETAR CONTROL ZONE 'B' The part in the Kuala Lumpur FIR is known as Seletar CTR 'B' and is bounded by 012825N 1035009E, 012900N 1035425E, 012534N 1035454E thence along the Peninsular Malaysia/ Singapore international boundary to 012808N 1035010E to 012825N 1035009E from GND/ sea level to 3,000ft. It will be activated only with prior approval of Johor Bahru ATC. (see chart WSSL AD 2-33).</p>
2	Vertical Limits	SFC to 3,000ft ALT
3	Airspace Classification	C
4	ATS Unit Call sign Language(s)	Seletar Tower English
5	Transition Altitude	11,000ft (3,350m)
6	Remarks	Nil

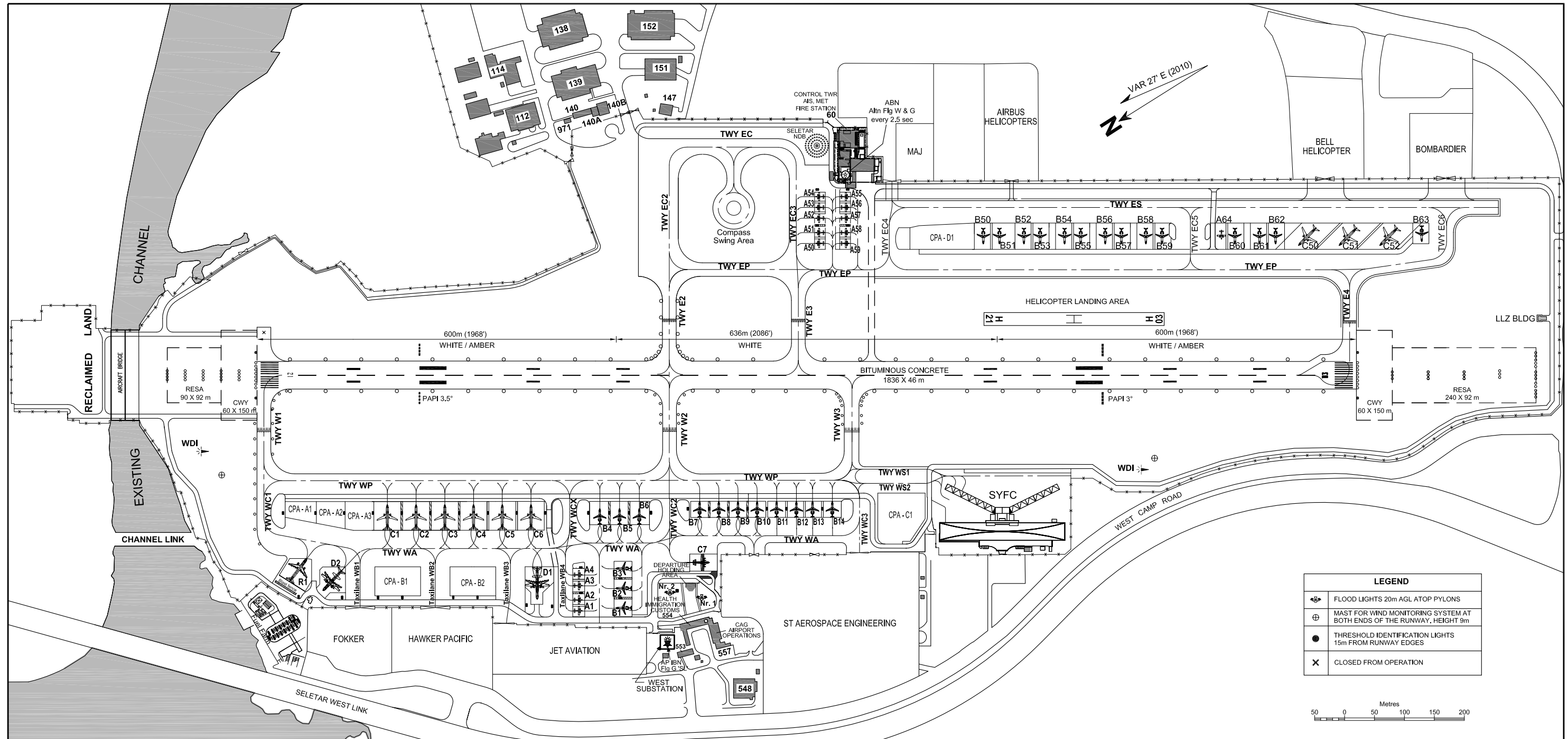
AERODROME CHART - ICAO 01° 25' 01.03"N 103° 52' 03.52"E ELEV 14m TWR 118.45 121.6 SINGAPORE/SELETAR



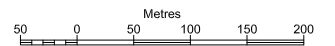
INS COORDINATES FOR AIRCRAFT STANDS

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	10.020m (32.874ft)
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 06.582	103 51 55.017	7.247m (23.777ft)
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

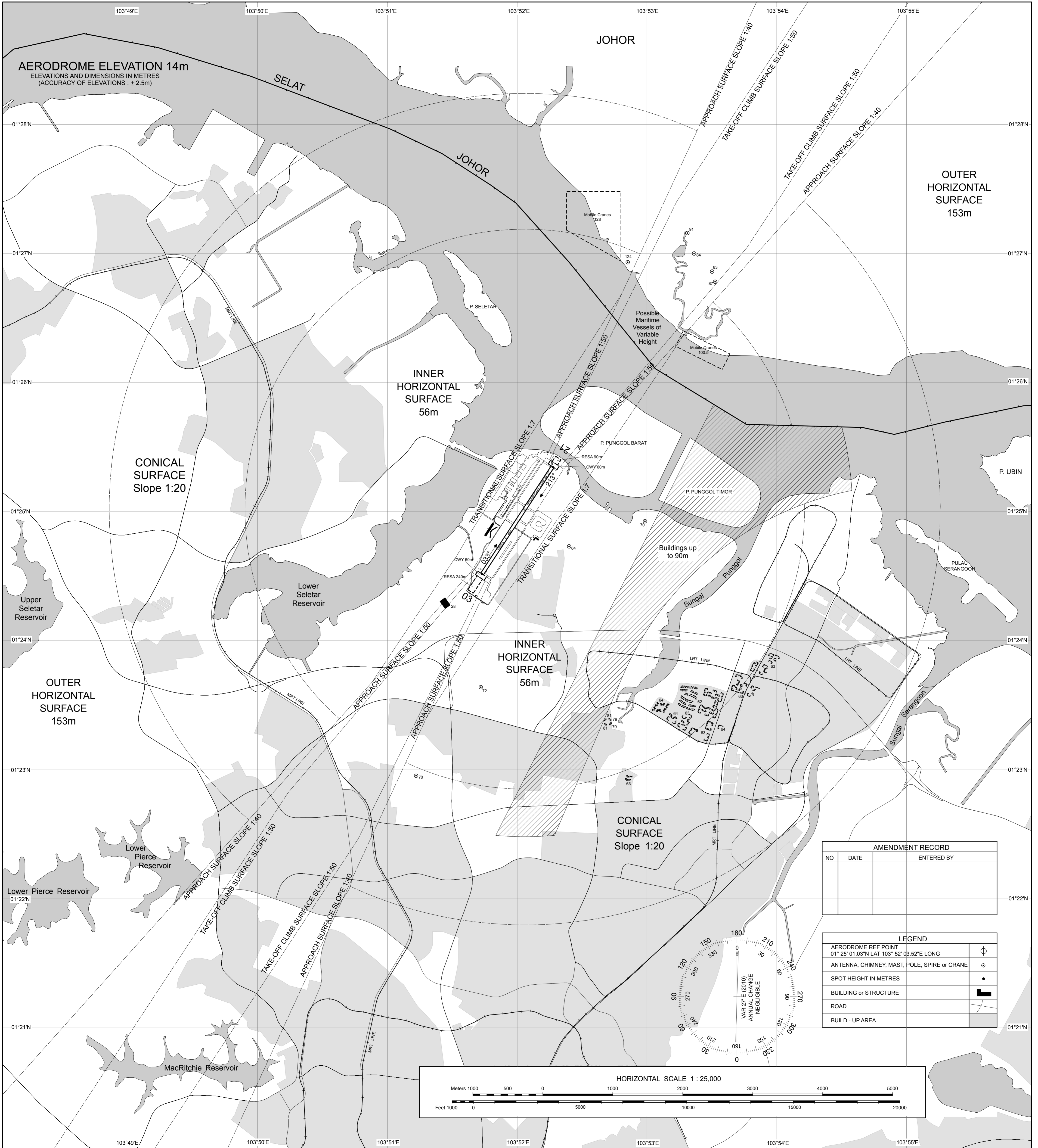


LEGEND	
	FLOOD LIGHTS 20m AGL ATOP PYLONS
	MAST FOR WIND MONITORING SYSTEM AT BOTH ENDS OF THE RUNWAY, HEIGHT 9m
	THRESHOLD IDENTIFICATION LIGHTS 15m FROM RUNWAY EDGES
	CLOSED FROM OPERATION



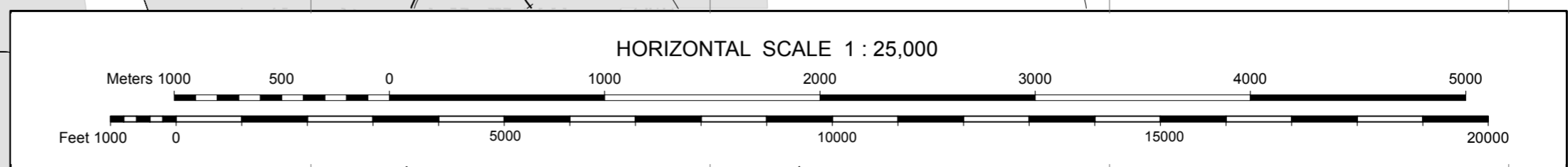
**AERODROME OBSTACLE CHART - ICAO
TYPE B**

SINGAPORE / Seletar



AMENDMENT RECORD		
NO	DATE	ENTERED BY

LEGEND	
AERODROME REF POINT 01° 25' 01.03"N LAT 103° 52' 03.52"E LONG	
ANTENNA, CHIMNEY, MAST, POLE, SPIRE or CRANE	
SPOT HEIGHT IN METRES	
BUILDING or STRUCTURE	
ROAD	
BUILD - UP AREA	



WSAP AD 2.10 AERODROME OBSTACLES		
IN APPROACH / TKOF AREAS		
<i>RWY/Area affected</i>	<i>OBST type, ELEV, Markings/LGT</i>	<i>Location/Coordinates</i>
1	2	3
a) RWY 02 APCH RWY 20 TKOF	Industrial buildings, HGT 83ft AMSL. OBST LGTD	Located on either side of approach funnel 2300ft from RWY 02 THR.
b) RWY 02 APCH RWY 20 TKOF	Structure (water tower), HGT 229ft AMSL, marked and LGTD	012022N 1035436E (east of RWY)
c) RWY 02/20 APCH RWY 02/20 TKOF	LLS LLZ co-located with LLZ antennae, HGT 17ft AGL.	LLZ RWY 02 LOC1324ft from RWY 20 THR. LLZ RWY 20 LOC1525ft from RWY 02 THR.

IN CIRCLING AREA AND AT AERODROME	
<i>OBST type, ELEV, Markings/LGT</i>	<i>Location/Coordinates</i>
1	2
a) ILS GP huts co-located with GP antenna mast (HGT 53ft AGL).	GP RWY 02 located 296ft west of western edge of RWY and 858ft from RWY 02 THR. GP RWY 20 located 296ft west of western edge of RWY and 984ft from RWY 20 THR.
b) PAR hut, HGT 39ft AGL, marked and LGTD.	211ft E of eastern edge of RWY, 7089ft north of RWY 02 THR.
c) 2 x Frangible PAR Moving Target Indicator (MTI) reflectors.	RWY 02 MTI reflectors, HGT 16ft AGL, located 213ft east of eastern edge of RWY, 4389ft from RWY 02 THR. RWY 20 MTI reflectors, HGT 16ft AGL, located 209ft east of eastern edge of RWY, 2911ft from RWY 20 THR.
d) Arrestor hookwire installed 1200ft from RWY 02 THR, 1100ft from RWY 20 THR	Within the RWY strip. Retriever Unit located 52ft from both sides of the RWY edges, 4ft in HGT.
e) Arrestor barrier installed 210ft south of RWY 02 THR, 118ft north of RWY 20 THR	Within the RWY strip.
f) Surface wind direction sleeves (HGT 25ft AGL).	344ft west of western edge of RWY for both sides, 458ft from RWY 02 THR and 307ft from RWY 20 THR.
g) AWOS stanchions (HGT 23ft AGL).	296ft west of western edge of RWY on both sides, 658ft from RWY 02 THR and 654ft from RWY 20 THR.
h) One wheel structure (HGT 178m AMSL).	erected at 011726N 1035150E, BRG 216 DEG, DIST 5NM from WSAP ARP - within WSAP CTR). Structure marked/ LGTD.
i) One Building (HGT 245m AMSL).	erected at 011642N 1035105E, BRG 216 DEG, DIST 6.2NM from WSAP ARP - within WSAP CTR). Building marked/ LGTD.
j) Mobile aircraft arrestor gear, HGT 2m AGL	12m from edge of western taxiway between TWY W1 and W2 at 415m south of TWY W1. Lighted at night.
k) Lightning protection system, HGT 218ft AMSL	erected at 012203.36N 1035509.39E.
l) Portable acft arrestor gear, HGT 2m AGL	300ft south of RWY 20 THR, 33ft fm RWY edge on both sides.

WSAP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED		
1	<i>Associated MET Office</i>	Paya Lebar (WSAP)
2	<i>Hours of service</i>	H24
3	<i>Office responsible for TAF preparation and Periods of validity</i>	Paya Lebar (WSAP), 9, 24
4	<i>Type of landing forecast and Interval of issuance</i>	Nil
5	<i>Briefing/consultation provided</i>	P
6	<i>Flight documentation and Language(s) used</i>	Charts or Tabular forms, English
7	<i>Charts and other information available for briefing or consultation</i>	S, U, P
8	<i>Supplementary equipment available for providing information</i>	APT, WXR
9	<i>ATS units provided with information</i>	-
10	<i>Additional information</i>	TEL: 63813156 (Met Office)

WSAP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE & MAG BRG</i>	<i>Dimensions of RWY (m)</i>	<i>Strength (PCN) and surface of RWY/SWY</i>	<i>THR Coordinates</i>	<i>THR ELEV and highest ELEV of TDZ of precision APP RWY</i>
1	2	3	4	5	6
02	023° GEO 023° MAG	3 780 x 61	72/F/B/W/U Bituminous concrete	012041.08N 1035410.36E	13.2m (43ft)
20	203° GEO 203° MAG	3 780 x 61	72/F/B/W/U Bituminous concrete	012234.41N 1035458.53E	19.3m (63ft)
<i>Designations RWY NR</i>	<i>Slope of (RWY - SWY)</i>	<i>Dimensions of SWY (m)</i>	<i>Dimensions of CWY (m)</i>	<i>Dimensions of Strip</i>	<i>OFZ</i>
1	7	8	9	10	11
02	-	300 x 61	300 x 150	-	-
20	-	300 x 61	300 x 150	-	-

12	Remarks
	<p>a) Intensive fixed wing flying operation west of runway. b) Helizone adjacent west of runway up to 800ft QNH. c) Arrestor Barrier both ends of runway. Pilots are to land at least 500ft up the THR of RWY in use. d) Hookwire cable installed 335m inwards from RWY 20 THR and 360m inwards from RWY 02 THR. e) Intense bird activity after rain, and up to 2 hour after dusk and dawn. f) Pilots making approaches for RWY 20 are to take note of the high ground, 32m AMSL, 1NM north of RWY 20 THR and to exercise caution. g) Threshold markings consist of 16 stripes.</p>

WSAP AD 2.13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA(m)</i>	<i>TODA(m)</i>	<i>ASDA(m)</i>	<i>LDA(m)</i>	<i>Remarks</i>
1	2	3	4	5	6
02	3 780	4 080	4 080	3 780	Nil
20	3 780	4 080	4 080	3 780	Nil

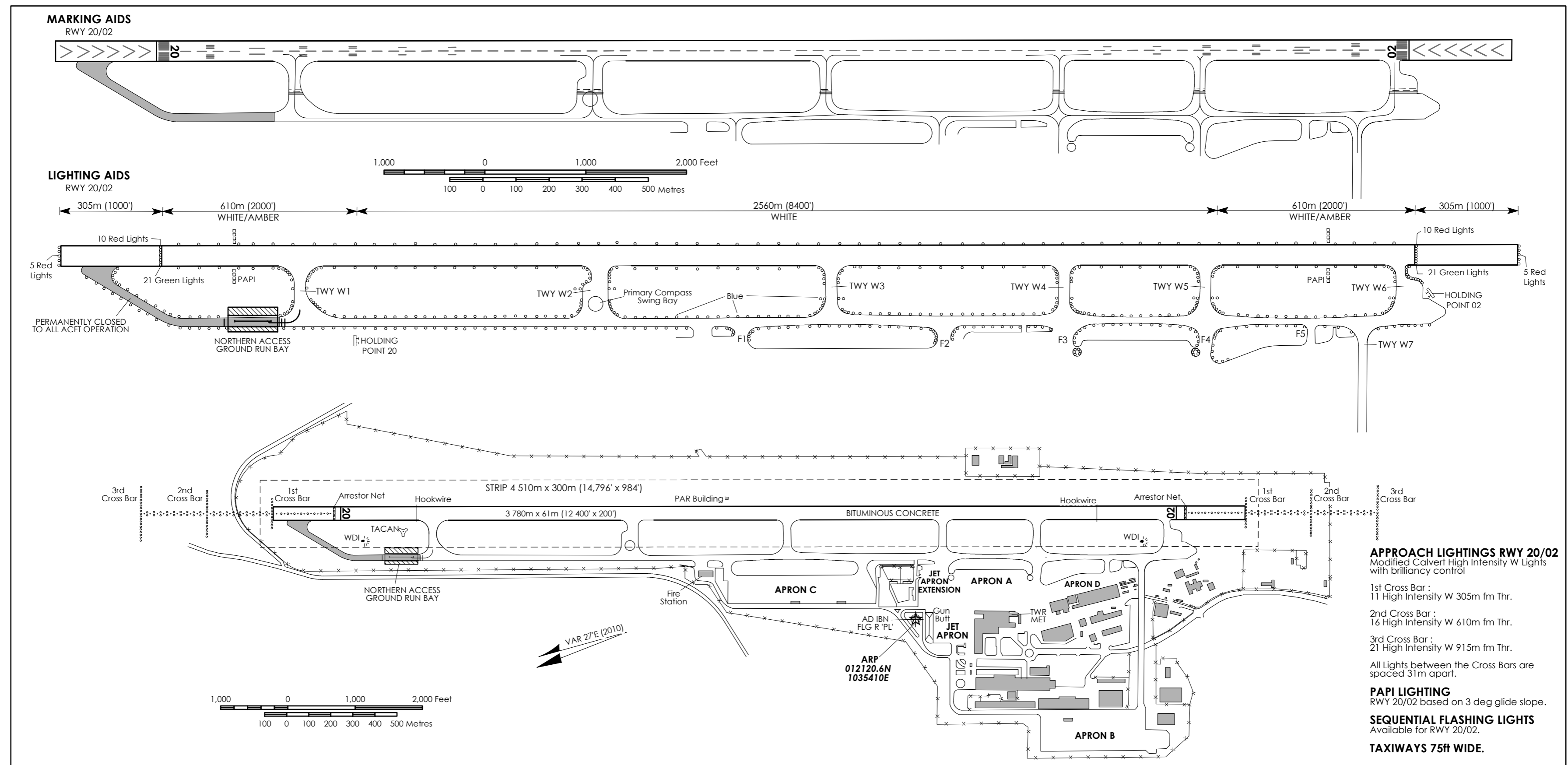
WSAP AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Desig- nator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY Centre Line LGT LEN, spacing, colour, INST</i>	<i>RWY edge LGT LEN, spacing colour, INTST</i>	<i>RWY END LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>
1	2	3	4	5	6	7	8	9
02/20	Sequenced FLG LGT. Modified Calvert High INTST White LGT with brilliance control.	Green	PAPI on 3° glide slope	-	Nil	White with amber	Red	Red

WSAP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

<i>WDI/Taxiway/Stopway</i>	Lighted
IBN	012120.6N 1035410.0E; Flashing Red 'PL'. Operating hours HN and IMC

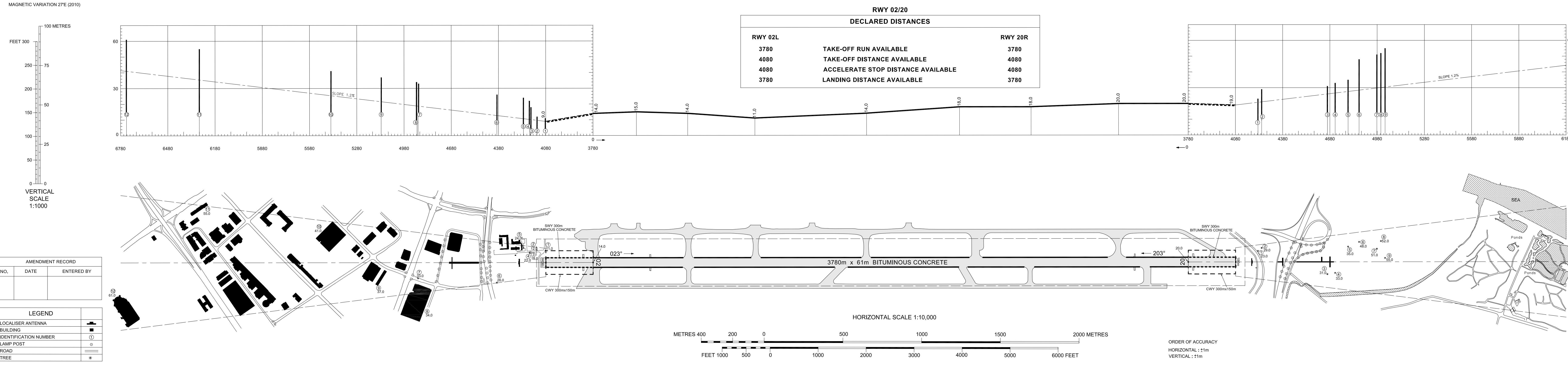
AERODROME CHART - PAYA LEBAR AIRPORT



DIMENSIONS AND ELEVATIONS IN METRES

**AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)**

SINGAPORE/Paya Lebar Airport



AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND	
LOCALISER ANTENNA	—
BUILDING	■
IDENTIFICATION NUMBER	①
LAMP POST	○
ROAD	—
TREE	*

