

REPUBLIC OF SINGAPORE

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

AIP

AMENDMENT NR 4/14
24 JULY 2014

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Singapore FIR

- a) Delineation of Automatic Dependent Surveillance Broadcast (ADS-B) Out exclusive airspace within parts of the Singapore FIR ENR 1.8-24 to ENR 1.8-25
ENR 2.1-15 / Chart
ENR 3.1-17 / Chart
ENR 6-1 / Chart

1.2 Singapore Changi Airport (WSSS)

- a) Update on location of new RWY 02L ILS components WSSS AD 2-19

1.3 Seletar Airport (WSSL)

- a) Revision to procedure for submitting details of flights to be conducted in the Seletar aerodrome circuit or departing Seletar Aerodrome for Light Aircraft Training Areas A, B and C ENR 1.10-1
- b) Introduction of requirement for all aircraft arriving at and departing from Seletar Airport to appoint a licensed Ground Handling Agent WSSL AD 2-1

1.4 Tengah Aerodrome (WSAT)

- a) Update on coordinates for aerodrome reference point WSAT AD 2-1
- b) Update on runway width WSAT AD 2-3

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED: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

A2833/13 dated 11 DEC 13
A0886/14 dated 12 MAY 14
A1379/14 dated 16 JUL 14

AIP Supplement:

254/13 dated 6 NOV 13

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	
183/13	Paya Lebar AP - Luffer Crane	AD	WIE / 28 JUL 14	
184/13	Paya Lebar AP - Tower Cranes	AD	WIE / 31 JUL 14	
185/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 JUL 14	
186/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 JUL 14	
187/13	Paya Lebar AP - Tower Crane	AD	WIE / 31 JUL 14	
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	
238/13	Paya Lebar AP - Cranes	AD	WIE / 9 JUL 15	
239/13	Paya Lebar AP - Saddle and Luffer Cranes	AD	WIE / 31 JUL 15	
240/13	Paya Lebar AP - Saddle Cranes	AD	WIE / 1 AUG 15	
241/13	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 15	
242/13	Paya Lebar AP - Luffer Crane	AD	WIE / 1 NOV 15	
243/13	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 31 MAR 16	
244/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 MAR 16	
245/13	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 APR 16	
246/13	Paya Lebar AP - Luffer Crane	AD	WIE / 30 MAY 16	
247/13	Paya Lebar AP - Luffer Crane	AD	WIE / 22 JUN 16	
248/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 16	
249/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 JUN 16	
250/13	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
251/13	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	
252/13	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 17	
255/13	Paya Lebar AP - Hammerhead and Topless Cranes	AD	WIE / 31 DEC 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>
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	
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	

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS				
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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	
82/14	Paya Lebar AP - Topless Cranes	AD	WIE / 12 JUN 14	
86/14	Singapore Changi AP - Work activities due to construction of new water retention pond at south end reservoir	AD	WIE / 31 DEC 14	
88/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 AUG 14	
89/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 AUG 14	
90/14	Paya Lebar AP - Tower Cranes	AD	WIE / 31 AUG 14	
91/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 AUG 14	
92/14	Paya Lebar AP - Tower Crane	AD	WIE / 31 AUG 14	
93/14	Paya Lebar AP - Luffer Crane	AD	WIE / 1 SEP 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	
100/14	Paya Lebar AP - Hammerhead Crane	AD	WIE / 31 JUL 14	
101/14	Paya Lebar AP - Flat Top Cranes	AD	WIE / 29 AUG 14	
103/14	Paya Lebar AP - Cranes	AD	WIE / 10 OCT 14	
104/14	Paya Lebar AP - Tower Cranes	AD	WIE / 30 NOV 14	
105/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 NOV 14	
106/14	Paya Lebar AP - Cranes	AD	WIE / 2 DEC 14	
107/14	Paya Lebar AP - Topless Cranes	AD	WIE / 29 DEC 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	
113/14	Paya Lebar AP - Cranes	AD	WIE / 1 MAR 15	
114/14	Paya Lebar AP - Cranes	AD	WIE / 15 MAR 15	
115/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 MAY 15	
118/14	Paya Lebar AP - Crane	AD	WIE / 28 FEB 17	
119/14	Paya Lebar AP - Cranes	AD	WIE / 1 MAR 16	
120/14	Paya Lebar AP - Cranes	AD	WIE / 1 MAR 16	
121/14	Paya Lebar AP - Cranes	AD	WIE / 30 MAR 16	
122/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 16	
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	Paya Lebar AP - 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	
129/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 4 MAR 17	
130/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 DEC 17	
131/14	Paya Lebar AP - Hammerhead and Luffer Cranes	AD	WIE / 31 DEC 17	
132/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 DEC 17	
133/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 17	
134/14	Paya Lebar AP - Mobile Crane	AD	WIE / 11 MAY 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>
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	
139/14	Paya Lebar AP - Luffer Crane	AD	WIE / 31 JUL 14	
140/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 SEP 14	
141/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 OCT 14	
142/14	Paya Lebar AP - Luffer Crane	AD	WIE / 1 NOV 14	
143/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
144/14	Paya Lebar AP - Crawler Cranes	AD	WIE / 15 NOV 14	
145/14	Paya Lebar AP - Tower Cranes	AD	WIE / 31 DEC 14	
146/14	Paya Lebar AP - Tower Crane	AD	WIE / 15 JAN 15	
147/14	Paya Lebar AP - Luffer Crane	AD	WIE / 14 FEB 15	
148/14	Paya Lebar AP - Crawler Crane	AD	WIE / 15 MAR 15	
149/14	Paya Lebar AP - Mobile Crane	AD	WIE / 14 MAR 15	
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	
154/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 1 JUN 15	
155/14	Paya Lebar AP - Mobile Crane	AD	WIE / 6 JUN 15	
156/14	Paya Lebar AP - Cranes	AD	WIE / 30 JUN 15	
157/14	Paya Lebar AP - Tower Cranes	AD	WIE / 3 JUL 15	
158/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 4 JUL 15	
159/14	Paya Lebar AP - Luffer Cranes and Tower Crane	AD	WIE / 28 JUL 15	
160/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 15	
161/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 OCT 15	
162/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 NOV 15	
163/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 15	
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	
169/14	Singapore FIR - RSAF Aerial Flypast prior to and on Singapore's National Day, 9th August 2014	ENR	WEF 4 JUN 14 / 16 AUG 14	
170/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 30 SEP 14	
171/14	Paya Lebar AP - Topless Cranes	AD	WIE / 30 SEP 14	
172/14	Paya Lebar AP - Topless Cranes and Luffer Cranes	AD	WIE / 31 DEC 14	
173/14	Paya Lebar AP - Crawler Tower Cranes	AD	WIE / 31 DEC 14	
174/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 14	
175/14	Paya Lebar AP - Hammerhead Cranes	AD	WIE / 31 DEC 14	
176/14	Sembawang AD - Luffer Cranes	AD	WIE / 1 MAY 15	
177/14	Paya Lebar AP - Crawler Crane	AD	WIE / 30 JUN 15	
178/14	Paya Lebar AP - Luffer Crane	AD	WIE / 30 SEP 15	
179/14	Paya Lebar AP - Luffer Crane and Saddle Crane	AD	WIE / 31 DEC 15	
180/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 MAR 16	
181/14	Paya Lebar AP - Luffer Cranes	AD	WIE / 31 DEC 16	
182/14	Paya Lebar AP - Topless Cranes	AD	WIE / 31 DEC 16	

GEN 0.4 CHECKLIST OF AIP PAGES					
PAGE	DATE	PAGE	DATE	PAGE	DATE
<u>PART 1 - GENERAL (GEN)</u>			<u>PART 2 - EN-ROUTE (ENR)</u>		
GEN 0		2.2-6	23 SEP 10	ENR 0	
0.1-1	12 DEC 13	2.2-7	20 DEC 07	0.6-1	10 MAR 11
0.1-2	12 DEC 13	2.2-8	20 DEC 07	0.6-2	10 MAR 11
0.1-3	28 SEP 06	2.3-1	18 JAN 07	* 0.6-3	24 JUL 14
0.2-1	13 JAN 11	2.3-2	18 JAN 07	* 0.6-4	24 JUL 14
* 0.3-1	24 JUL 14	2.4-1	3 JUN 10		
* 0.3-2	24 JUL 14	2.5-1	18 JAN 07	ENR 1	
* 0.3-3	24 JUL 14	2.5-3/chart	15 MAR 07	1.1-1	1 SEP 05
* 0.3-4	24 JUL 14	2.6-1	28 SEP 06	1.1-2	1 SEP 05
* 0.3-5	24 JUL 14	2.6-2	28 SEP 06	1.1-3	29 MAY 14
* 0.4-1	24 JUL 14	2.7-1	18 NOV 10	1.1-4	29 MAY 14
* 0.4-2	24 JUL 14			1.1-5	8 JUN 06
* 0.4-3	24 JUL 14	GEN 3		1.1-6	8 JUN 06
* 0.4-4	24 JUL 14	3.1-1	12 DEC 13	1.1-7	28 SEP 06
0.5-1	29 MAY 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
		3.2-1	27 AUG 09	1.1-12	27 AUG 09
GEN 1		3.2-2	27 AUG 09	1.1-13	15 NOV 12
1.1-1	15 NOV 12	3.2-3	10 MAY 07	1.1-14	15 NOV 12
1.1-2	15 NOV 12	* 3.2-5	24 JUL 14	1.1-15	15 NOV 12
1.2-1	5 JUN 08	* 3.2-6	24 JUL 14	1.1-16	15 NOV 12
1.2-2	5 JUN 08	3.2-7	18 JAN 07		
1.2-3	5 APR 12	3.3-1	27 AUG 09	1.2-1	10 MAY 07
1.2-4	5 APR 12	3.3-2	27 AUG 09	1.3-1	29 JUL 10
1.2-5	6 FEB 14	3.4-1	10 MAR 11	1.4-1	18 NOV 10
1.2-6	6 FEB 14	3.4-2	10 MAR 11	1.5-1	20 NOV 08
1.3-1	3 JUN 10	3.4-3	18 JAN 07	1.5-2	20 NOV 08
1.3-2	3 JUN 10	3.4-4	18 JAN 07	1.5-3	23 NOV 06
1.3-3	22 AUG 13	3.4-5	28 SEP 06	1.5-4	23 NOV 06
1.3-4	22 AUG 13	3.4-6	28 SEP 06	1.5-5	23 NOV 06
1.3-5/chart	18 APR 02	3.4-7/diagram	18 NOV 10	1.6-1	10 MAR 11
1.3-7/chart	18 APR 02	3.4-9/diagram	28 SEP 06	1.6-2	10 MAR 11
1.4-1	5 MAY 11	3.5-1	6 FEB 14	1.6-3	17 OCT 13
1.4-2	5 MAY 11	3.5-2	6 FEB 14	1.6-4	17 OCT 13
1.4-3	5 MAY 11	3.5-3	29 MAY 14	1.6-5	6 FEB 14
1.5-1	22 OCT 09	3.5-4	29 MAY 14	1.6-6	6 FEB 14
1.6-1	29 MAY 14	3.5-5	29 MAY 14	1.6-7	10 MAR 11
1.6-2	29 MAY 14	3.5-6	29 MAY 14	1.6-8	10 MAR 11
1.6-3	3 APR 14	3.5-7	20 NOV 08	1.6-9/chart	18 APR 02
1.6-4	3 APR 14	3.5-8	20 NOV 08	1.6-11/chart	18 APR 02
1.7-1	7 MAR 13	3.5-9	29 MAY 14		
1.7-2	7 MAR 13	3.5-10	29 MAY 14	1.7-1	15 MAR 07
1.7-3	6 FEB 14	3.6-1	3 APR 14	1.7-2	15 MAR 07
1.7-4	6 FEB 14	3.6-2	3 APR 14	1.7-3	15 MAR 07
1.7-5	6 FEB 14	3.6-3	3 APR 14	1.7-4	15 MAR 07
		3.6-4	3 APR 14	1.7-5	29 JUL 10
GEN 2		3.6-5/chart	18 JAN 07	1.7-6	29 JUL 10
2.1-1	27 JUN 13			1.7-7	11 FEB 10
2.1-2	27 JUN 13	GEN 4		1.7-8	11 FEB 10
2.2-1	20 NOV 08	4.1-1	20 SEP 12	1.7-9	11 FEB 10
2.2-2	20 NOV 08	4.2-1	17 OCT 13	1.8-1	31 JUL 08
2.2-3	20 DEC 07	4.2-2	17 OCT 13	1.8-2	31 JUL 08
2.2-4	20 DEC 07	4.2-3	20 OCT 11	1.8-3	31 JUL 08
2.2-5	23 SEP 10	4.2-4	20 OCT 11	1.8-4	31 JUL 08

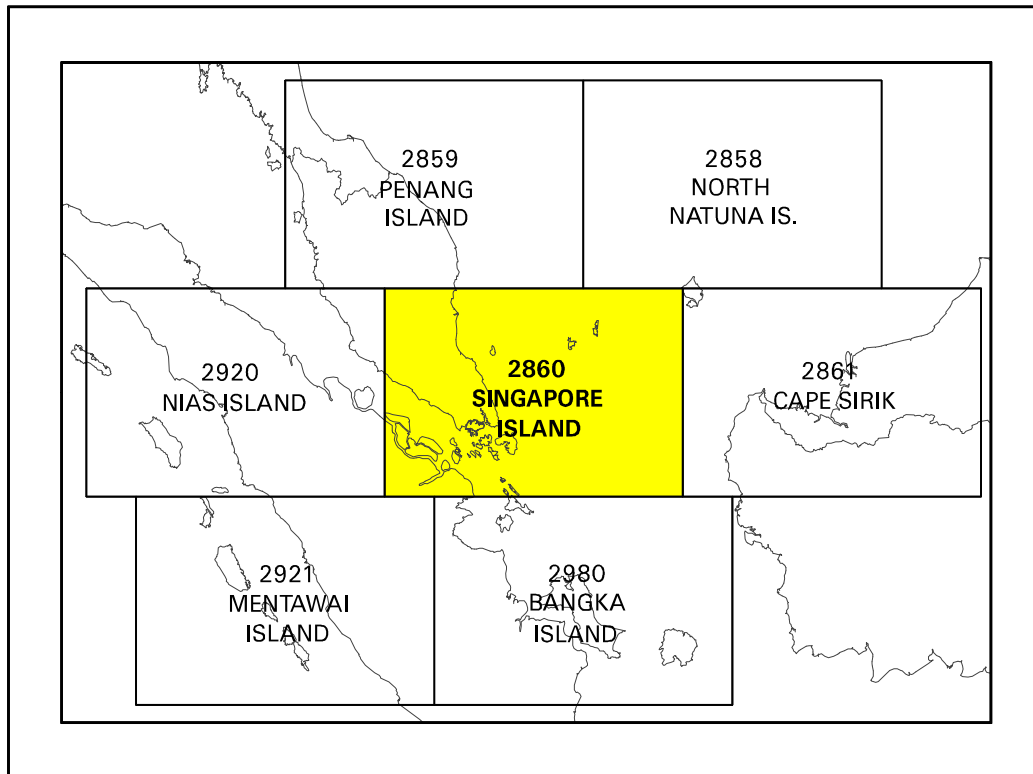
GEN 0.4 CHECKLIST OF AIP PAGES					
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3.	Aircraft Operations Prohibited over the territory of Singapore	ENR 5.5-1
4.	Searchlight Display / Laser shows - Paya Lebar CTR	ENR 5.5-1
ENR 5.6	BIRD MIGRATION	ENR 5.6-1
	Wildlife Strike Reporting Form	ENR 5.6-3

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 013656N 1042714E	203°	Left	220 knots	1	<u>FL140</u> 6000ft	Singapore Approach 124.05MHz (PRI) 132.15MHz (SRY)
LAVAX 010950N 1042714E	269°	Left	220 knots	1	<u>FL140</u> 8000ft	Singapore Approach 124.05MHz (PRI) 132.15MHz (SRY)
REMES 004342N 1035735E	348°	Right	220 knots	1	<u>FL140</u> 6000ft	Singapore Approach 124.6MHz (PRI) 132.15MHz (SRY)
BOBAG 010203N 1032954E	083°	Right	220 knots	1	<u>FL140</u> 6000ft	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 220KIAS or less below 4000 feet or at the waypoints specified in the SID and thereafter 250KIAS 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.

7.3 STATE AIRCRAFT

7.3.1 The conditions stipulated apply to STATE aircraft intending to operate within the delineated airspace.

7.4 INFLIGHT CONTINGENCIES

7.4.1 The pilot-in-command, upon awareness of an onboard ADS-B equipment failure, must inform ATC as soon as possible. ATC would then provide the necessary clearance to ensure separation with other flights operating in the delineated airspace.

7.5 ATC-PILOT PHRASEOLOGIES

7.5.1 Aircraft operators and pilots are to note the following phraseologies when operating in the delineated airspace:

	Circumstances	Phraseologies
1	To request the capability of the ADS-B equipment	a) ADVISE ADS-B CAPABILITY *b) ADS-B TRANSMITTER (data link) *c) ADS-B RECEIVER (data link) *d) NEGATIVE ADS-B * Denotes pilot transmission
2	To request reselection of aircraft identification	RE-ENTER ADS-B AIRCRAFT IDENTIFICATION
3	To request the operation of the IDENT feature	TRANSMIT ADS-B IDENT
4	To request transmission of pressure-altitude	TRANSMIT ADS-B ALTITUDE
5	To request termination of transponder and / or ADS-B transmitter operation	a) STOP SQUAWK [TRANSMIT ADS-B ONLY] b) STOP ADS-B TRANSMISSION [SQUAWK (code) ONLY]
6	To request termination of pressure-altitude transmission because of faulty operation	STOP ADS-B ALTITUDE TRANSMISSION [WRONG INDICATION, or reason]
7	Confirmation of ADS-B operations	ADS-B TRANSMISSION NOT RECEIVED, CONFIRM ADS-B OPERATIONAL
8	To inform an aircraft that its ADS-B transmitter appears to be inoperative or malfunctioning	ADS-B TRANSMITTER APPEARS TO BE INOPERATIVE / MALFUNCTION
9	ATS ADS-B surveillance system ground equipment un-serviceability	ADS-B OUT OF SERVICE (appropriate information as necessary)

INTENTIONALLY

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ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR SUBMISSION OF A FLIGHT PLAN

1.1 Requirement for submission of a Flight Plan

- 1.1.1 The pilot-in-command or the operator shall submit a flight plan to ATC in respect of the following flights via the AFS and / or Internet:
- Flights on airways, associated holding areas and all other controlled airspaces whether IFR or VFR;
 - Any flight or portion thereof to be provided with air traffic control service;
 - Any flight within or into designated areas, or along designated routes to facilitate co-ordination with appropriate military units or with air traffic service units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
 - Any flight across international borders.
- 1.1.2 The pilot-in-command or the operator shall use the ICAO flight plan form except for the following:
- where the flights are in the Repetitive Flight Plan (RPL) system; or
 - where a flight is planned to be conducted in the Seletar aerodrome circuit or departing Seletar Aerodrome for Light Aircraft Training Areas A, B and C. Details of the flight shall be submitted by electronic mail using a standard format and submission procedure can be found in the following webpage: http://www.caas.gov.sg/caasWeb2010/export/sites/caas/en/eServices_Forms/Aeronautical_Information_Services.html?_locale=en
- 1.1.3 For a flight that will be operating within Singapore only (except for flights mentioned in paragraph 1.1.2 b), the pilot-in-command or the operator shall submit the ICAO flight plan using the automated AIM-SG system and to include Military ATC addressee WSARYWYX. If for any reason a flight plan is not approved, the pilot-in-command shall contact RSAF AOC at 67683702 for clarification.
- 1.1.4 The pilot-in-command or the operator of IFR flight operating out of Seletar is required to file via KK.
- 1.1.5 VFR flight operating between Seletar and Johor Bahru shall route via Point X (012830N1034954E), Tebrau City Mall (013259N1034748E), Felda Ulu Tebrau (013751N1034510E) and vice versa.

1.2 Requirement for submission of a Flight Plan for Test Flights

- 1.2.1 Test flights shall be conducted on Airway G580 between HOSBA and NIMIX to minimise disruption to civil scheduled flight movements and to facilitate the test flight operations.
- 1.2.2 A flight plan shall be submitted for a test flight at least one hour before departure. The pilot-in-command or the operator shall include in Item 18 of the flight plan 'RMK/TEST FLT APPROVED BY ATC'.
- 1.2.3 The pilot-in-command shall maintain a 2-way VHF communication with Singapore ATC on the assigned VHF frequency at all times.
- 1.2.4 The pilot-in-command of the test flight shall adhere to ATC instructions at all times. Test flight manoeuvres are subject to ATC clearance, real-time coordination and traffic.
- 1.2.5 Procedures for application to conduct test flights are provided on page GEN 1.2-6 paragraph 4.

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

- 1.3.1 Flight plan shall be filed 120 hours, or five days, at the earliest but no later than 60 minutes prior to departure (estimated off-block time).
- 1.3.2 In the event of a delay of 30 minutes in excess of the estimated off-block time, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable. To indicate a delay to a flight, a DLA or a CHG message may be used depending on the circumstances.
- 1.3.3 The old flight plan shall be cancelled and a new flight plan shall be submitted when changes are made to any one of the following fields:
7/Aircraft Identification, 15/Route and/or 16/Destination Aerodrome

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

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

1.3.6 ATC will acknowledge:

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

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

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

Note 1: The fact that pilot flying in VMC does not by itself constitute cancellation of an IFR flight plan.

Note 2: Within the Singapore/Johor Airspace Complex and Control Zones all flights are regulated in accordance with IFR separation standards.

1.4 Persons on board (POB)

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

1.5 DATA LINK Communication

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

J1 CPDLC ATN VDL Mode 2

J2 CPDLC FANS 1/A HF DL

J3 CPDLC FANS 1/A VDL Mode 4A

J4 CPDLC FANS 1/A VDL Mode 2

J5 CPDLC FANS 1/A SATCOM (INMARSAT)

J6 CPDLC FANS 1/A SATCOM (MTSAT)

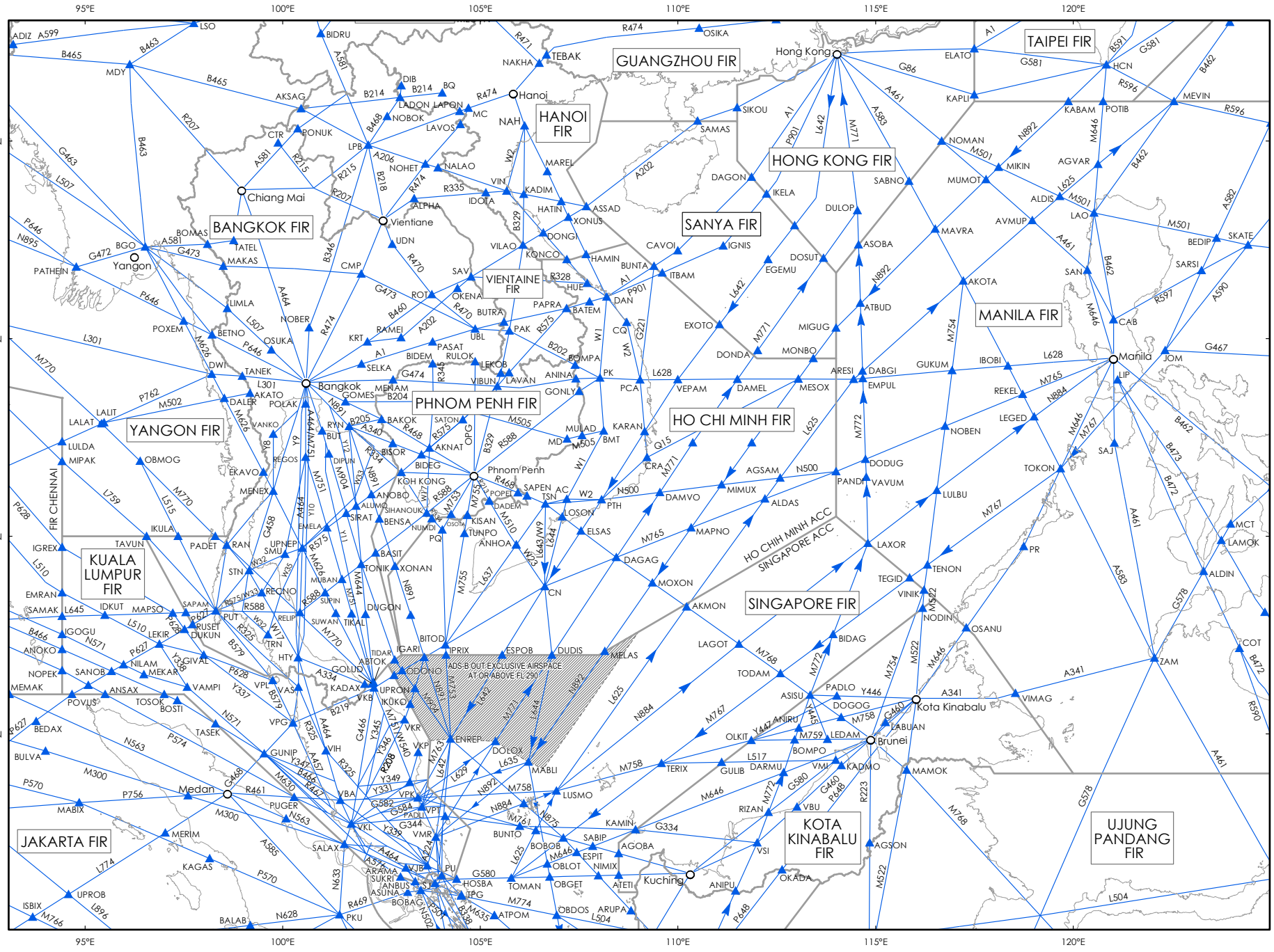
1.6 RNAV Approved Aircraft

1.6.1 Aircraft flying on RNAV routes A464, A576, B348, B470, G334, L625, L642, L644, M751, M753, M758, M761, M767, M768, M771, M772, M774, N875, N884, N891 and N892 (see page ENR 1.8-13) must be RNAV equipped and should annotate their flight plan as follows:

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

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

ATS ROUTE STRUCTURE WITHIN SINGAPORE & ADJACENT FIRS

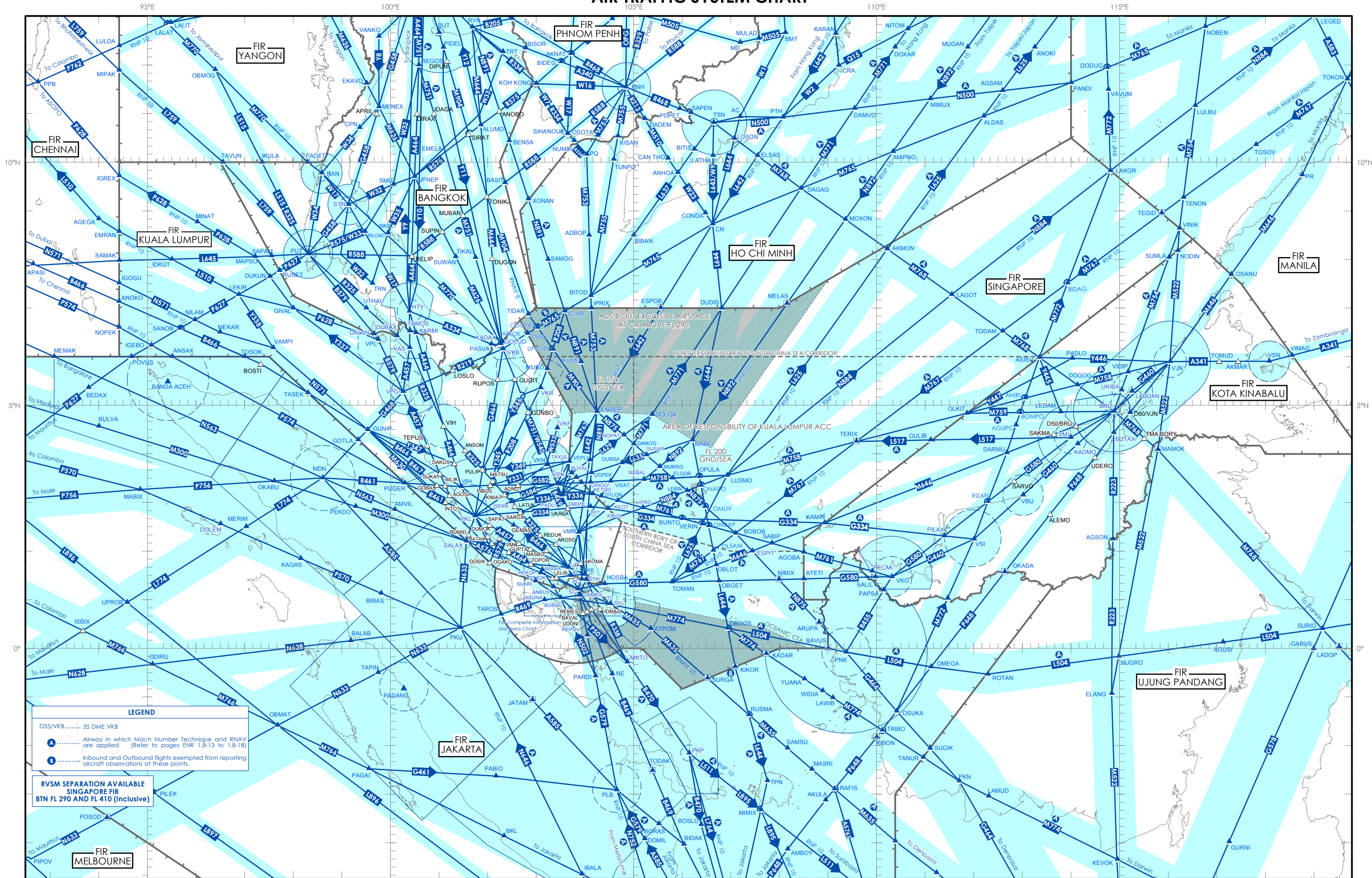


CIVIL AVIATION AUTHORITY SINGAPORE

CHANGES : RNAV routes Y8 to Y12 added.
 ATS routes W32, W33 and W35 added.
 ATS routes G458, M904, N891, R575 and R588 revised.
 ADS-B out exclusive airspace added.

AIP AMDT 4/14

AIR TRAFFIC SYSTEM CHART



ENROUTE CHART - ICAO

LEGEND

Aerodrome
 Name of FIR
 Upper limit
 Lower limit
 GND/WATER
 ACC SINGAPORE

Flight Information Region (FIR)
 Name of FIR
 Upper limit
 Lower limit
 GND/WATER
 ACC SINGAPORE

Terminal Control Area (TMA)
 Name of TMA
 Airspace Classification
 Upper limit
 Lower limit
 Radio frequency (MHz)

Control Zone (CTR)
 Name of CTR
 Airspace Classification
 Upper limit
 Lower limit
 Radio frequency (MHz)

ATS route
 Route designator
 Magnetic track
 Distance in nautical miles
 Minimum flight altitude (MSL) level
 Required navigation performance

ATS route reporting point by-pass
 (No report is required on this route)

Reporting Point (REP)
 Compulsory
 On Request

ATS/MET reporting point (MRP)
 Compulsory
 On Request

Restricted Airspace
 (Prohibited, R, Restricted, D, Danger)
 Identification of area
 Nationality letter
 Vertical limit

Collocated VOR and DME navigation aids (VOR/DME)
 Compass rose oriented on the chart to magnetic north

Identification for radio navigation aids (NAVAID)
 Name
 NAVAID frequency identification or call sign
 Geographical coordinates in WGS 84
 Elevation of DME site (to the nearest 50ft)

COP at mid-point between VOR are not shown

Area Minimum Altitude (AMA)
 Each 2° quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1 000 feet (300m) above all terrain and obstacles in the quadrilateral. It is represented in thousands and hundreds of feet above mean sea level.
 Example : 3 500 feet 35

Waypoint
 A: Airway in which Mach Number Technique and RNAV are applied (Refer to pages ENR 1.8-13 to 1.8-18)
 B: Inbound and Outbound flights exempted from reporting aircraft observations at these points.

WSIC/WMFC RR BDRY REPORTING POINTS

TAKUL	03 35 53N	104 05 53E
MANIM	03 14 31N	104 05 53E
KRFO	03 38 22N	104 09 48E
NIVAL	03 38 22N	104 09 48E
DOVOL	03 39 47N	104 17 38E
ESGO	03 24 52N	104 26 05E
ESGOL	03 19 34N	104 39 32E
ESGOL	03 19 34N	104 39 32E
ESGOL	03 19 34N	104 39 32E
ESGOL	03 19 34N	104 39 32E

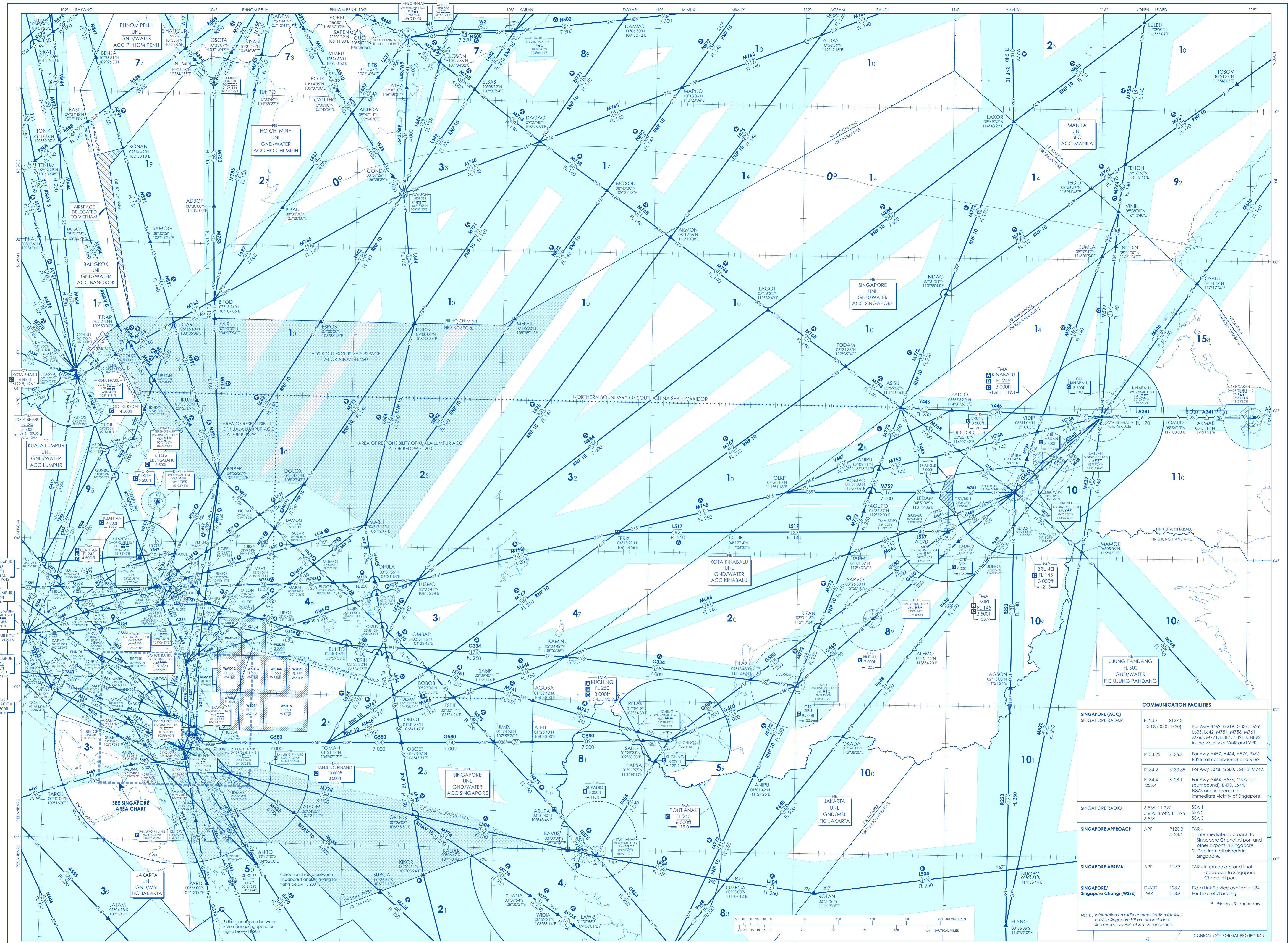
RYSM SEPARATION AVAILABLE SINGAPORE FIR
 BTN FL 290 AND FL 410 (inclusive)

AIRSPACE CLASSIFICATION IN THE SINGAPORE FIR

Airspace	Levels	Classification
Controlled airspace	FL 150 to FL 460	A
	Surface to FL 150	B
Controlled airspace more than 100 nm seawards from the shoreline	Lower limit to FL 460	A
Control Zones (CTR)	Change CTR	C
	Payo lebar CTR	D
	Selektor CTR	D
ATZ	Surface to upper limit	C
Uncontrolled airspace		G*

CAUTION
 Consult respective NOTAMs and AIPs of States concerned for the latest information and the Civil Aviation Authority of Singapore does not accept responsibility for any errors or omissions in the information shown outside of Singapore FIR

MAGNETIC INFORMATION FOR THE YEAR 2010



COMMUNICATION FACILITIES

Facility	Frequency	Remarks
SINGAPORE RADAR	P123.7 S127.3 133.8 (0000-1430)	For Awy B459, G239, G334, L629, L635, L642, M751, M756, M761, M763, M771, N884, N891 & N892 in the vicinity of VFR and VPK.
	P133.25 S135.8	For Awy B348, G580, L644 & M767, R325 (all northbound) and R469
	P134.2 S133.35	For Awy A464, A576, G579 (all southbound), B470, L644, N875 and in area in the immediate vicinity of Singapore.
SINGAPORE RADIO	6 556, 11 297 5 655, 8 942, 11 396 6 556	SEA 1 SEA 2 SEA 3
SINGAPORE APPROACH	APP P120.3 S124.6	TAR - 1) Intermediate approach to Singapore Changi Airport and other airports in Singapore. 2) Dep from all airports in Singapore.
SINGAPORE ARRIVAL	APP P119.3 S124.6	TAR - Intermediate and final approach to Singapore Changi Airport.
SINGAPORE/Singapore Changi (WSSS)	D-ATS 128.6 TWR 118.6	Data Link Service available H24. For Take-off/Landing

NOTE: Information on radio communication facilities outside Singapore FIR are not included. See respective AIPs of States concerned.
 P - Primary ; S - Secondary

WSSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS					
Type of aid and MAG Variation	IDENT	Frequency	OPR HR	Position of transmitting antenna Coordinates	DME transmitting antenna Elevation / Remarks
1	2	3	4	5	6 & 7
RWY 20R ILS LLZ	ICH	108.9MHz	H24	012049.20N 1035835.90E	Located 236m (774ft) from THR RWY 02L, along centreline of the RWY. Course width 3.5°. EM: A0/A2. MAINT Period: MAY-OCT - First SAT of EV month BTN 0200-0900 NOV-APR - First FRI of EV month BTN 0200-0900
RWY 20R ILS GP	-	329.3MHz	H24	012225.66N 1035912.19E	Located 330m (1083ft) from displaced THR RWY 20R on right side of the RWY, 125m (410ft) from RWY centreline. GP angle 3° . HGT of ILS REF datum: 17m (56ft) EM: A0/A2
RWY 20R ILS DME	ICH	CH26X	H24	012225.66N 1035912.19E	DME co-located with GP. EM: P9
RWY 20R ILS MM	-	75MHz	H24	012305.96N 1035933.60E	Located 1061m (3481ft) from displaced THR RWY 20R, along centreline of the RWY.
RWY 02L ILS LLZ	ICW	110.9MHz	H24	012307.03N 1035934.03E	Located 1105m (3625ft) from displaced THR RWY 20R, along centreline of RWY. Course width 2.81° EM:A0/A2 MAINT Period: MAY-OCT - First FRI of EV month BTN 0200-0900 NOV-APR - First SAT of EV month BTN 0200-0900
RWY 02L ILS GP	-	330.8MHz	H24	012108.34N 1035838.94E	Located 343m (1125ft) from THR RWY 02L on left side of RWY, 143m (469ft) from RWY centreline. GP angle 3° HGT of ILS REF datum: 18m (58ft) EM:A0/A2
RWY 02L ILS DME	ICW	CH46X	H24	012108.34N 1035838.94E	DME co-located with GP EM:P9
RWY 02L ILS MM	-	75MHz	H24	012027.53N 1035826.70E	Located 957m (3140ft) from THR RWY 02L along extended centreline of RWY. No back beam.

WSSS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. DESIGNATION OF PAYA LEBAR AIRPORT AS AN ALTERNATE AERODROME FOR SINGAPORE CHANGI AIRPORT

Please refer to pages WSAP AD 2-7 and WSAP AD 2-8 for details.

2. WRONG APPROACHES AND LANDINGS OF AIRCRAFT BOUND FOR SINGAPORE CHANGI AND PAYA LEBAR AIRPORTS

2.1 INTRODUCTION

2.1.1 The attention of all pilots is drawn to the existence of Paya Lebar Airport close to Singapore Changi Airport. The runway at Singapore Changi Airport is orientated in the same true bearing as the runway at Paya Lebar Airport i.e. 023°/203°. Due to the close proximity of these two runways, pilots are cautioned against mistaking Paya Lebar Airport for the runway of Singapore Changi Airport and thus making an inadvertent visual landing or approach to land at Paya Lebar.

2.1.2 Erroneous approaches or landings usually occurred during the hours of darkness. In almost every instance, the weather prevailing at the time of the incident was generally good or fair.

2.1.3 There is intensive local flying at Paya Lebar and Seletar during the day and night. Thus, the risk of collision is very great if a wrong approach is made to any of the above two airports. Likewise, wrong approaches into Singapore Changi Airport can also be disastrous.

2.2 POINTS TO BEAR IN MIND WHEN APPROACHING SINGAPORE CHANGI AIRPORT OR PAYA LEBAR

2.2.1 The following points are highlighted to serve as a guide to assist pilots in making a correct approach into Singapore Changi Airport or Paya Lebar Airport and should be remembered and followed:

- a) The runways at Singapore Changi Airport and Paya Lebar Airport are identically aligned on 02/20. Therefore exercise extreme vigilance when leaving NYLON or SAMKO Holding Areas inbound and maintain correct tracks to the respective runways as listed below.
- b) Adhere strictly to IFR procedures even in VMC which calls for a procedure turn over NYLON Holding Area or SAMKO Holding Area as prescribed.
- c) Make full use of all available navigational and landing aids available and positively identify every aid used.
- d) Switch to the correct ILS localizer frequency at Singapore Changi Airport under all conditions.

AERODROME CHART - ICAO

01° 21' 33"N
103°59' 22"E

AERODROME ELEVATION 6.66m

TWR 118.6 / 118.25
GND 124.3
DELIVERY 121.65

SINGAPORE/SINGAPORE CHANGI

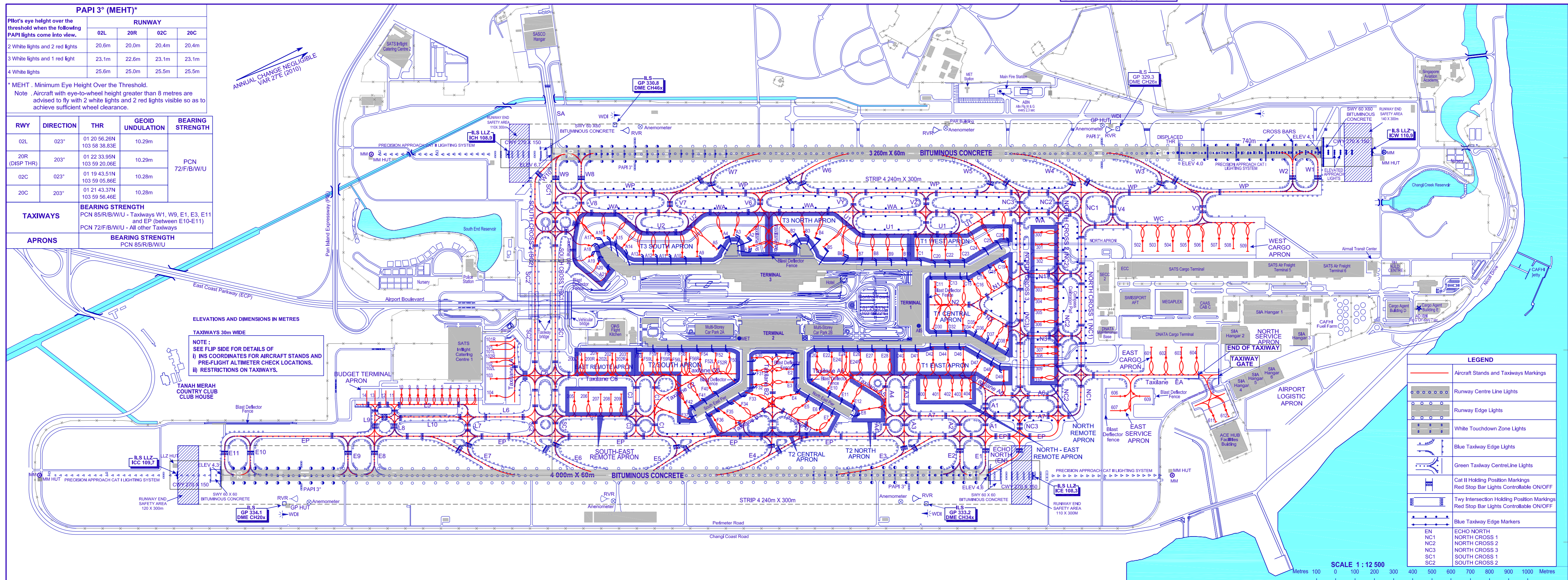
PAPI 3° (MEHT)*				
Pilot's eye height over the threshold when the following PAPI lights come into view.	RUNWAY			
	02L	20R	02C	20C
2 White lights and 2 red lights	20.6m	20.0m	20.4m	20.4m
3 White lights and 1 red light	23.1m	22.6m	23.1m	23.1m
4 White lights	25.6m	25.0m	25.5m	25.5m

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

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

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

ANNUAL CHANGE NEGLIGIBLE
VAR 27E (2010)



ELEVATIONS AND DIMENSIONS IN METRES
TAXIWAYS 30m WIDE
NOTE:
i) INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS.
ii) RESTRICTIONS ON TAXIWAYS.

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

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

Table with columns: LOCATION, STAND NR, NORTH LAT, EAST LONG, ELEVATION. Rows include T3 SOUTH APRON, T3 NORTH APRON, T1 WEST APRON, T1 CENTRAL APRON, T1 EAST APRON, T2 NORTH APRON, T2 CENTRAL APRON.

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

Table with columns: LOCATION, STAND NR, NORTH LAT, EAST LONG, ELEVATION. Rows include T2 SOUTH APRON, EAST REMOTE APRON, SOUTH-EAST REMOTE APRON, NORTH REMOTE APRON, NORTH-EAST REMOTE APRON, WEST CARGO APRON, EAST CARGO APRON, EAST SERVICE APRON, ACEHUB, BUDGET TERMINAL APRON.

■ AIRCRAFT STANDS WITH SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM.

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.
2) TWY A2 is a one-way taxiway for aircraft taxiing from TWY EP to TWY A7 only. No-entry signs have been mounted on either side of TWY A2 along TWY A7.
3) TWY WC centreline behind aircraft stands 506, 507 and 508 diverted 32m westward.
4) Pilots operating aircraft with wheelbase longer than B747 or 26m shall take note that judgemental oversteering may be required when manoeuvring round taxiway turns.
5) TWY NC3 (between TWY WA and TWY A6) is a TWY with reduced minimum separation distances between the TWY centreline and object.
6) Taxiway centreline along TWY EP between TWY B1 and B3 offset eastward by 2.5m away from aircraft stands E7 and F36.
7) Pilots are advised to apply minimum thrust when turning into taxiway WA from taxilane V6.
8) Taxilane U4 (behind aircraft stands A18 to A21) can only be used by aircraft with maximum wingspan 61m.
9) TWY N1 (behind aircraft stands C16 to C19 and between TWY NC2 and TWY NC3), TWY N2 and TWY N3 (behind aircraft stands D35 to D38 and between TWY NC2 and TWY NC3) can only be used by aircraft with maximum wingspan 65m.
10) Taxilane A6 (behind aircraft stands E20 to E24) and Taxilane C6 (behind aircraft stands F50 to F54) can only be used by aircraft with maximum wingspan 65m (towing and pushback exempted).
11) TWY L5 can only be used by aircraft with maximum wingspan 36m.
12) TWY L8, L9 and L10 can only be used by aircraft with maximum wingspan 65m.
13) Pilots are advised to exercise caution when taxiing near TWY L5, L8, L9 and L10.
14) Pilots are advised to apply speed limit of 20 knots when taxiing along TWY SOUTH CROSS 1 and SOUTH CROSS 2.
15) Pilots turning aircraft into aircraft stand A2 or aircraft stand B2 are advised to wait for any aircraft holding at Taxilane V6, at the inner cul-de-sac portion of the terminal building to vacate this portion before turning into aircraft stand A2 or aircraft stand B2.
16) TWY SA is a one-way live TWY which can only be used by aircraft with maximum wingspan 65m to taxi into SASCO hangar via RWY 02L. Only tow-out operation is allowed from the SASCO hangar into TWY SA and RWY 02L.

RADIO ALTIMETER OPERATIONS AREA

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

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	<i>ARP Coordinates and Site at AD</i>	012501.02N 1035203.55E
2	<i>Direction and Distance from (city)</i>	006°, 14.6km from city centre (The Fullerton, Singapore)
3	<i>Elevation/Reference Temperature</i>	14m (45ft) / 33.0°C
4	<i>Geoid Undulation</i>	23.721m
5	<i>MAG VAR</i>	27'E (2010)
6	<i>AD Administration, Address, Telephone, Telefax, AFS</i>	<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	<i>Types of Traffic Permitted</i>	IFR and VFR
8	<i>Remarks</i>	<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	<i>Aerodrome Administration</i>	H24	5	<i>ATS Reporting Office</i>	H24
2	<i>Customs and Immigration</i>	H24	6	<i>MET Briefing Office</i>	H24
3	<i>Health and Sanitation</i>	H24	7	<i>Air Traffic Services</i>	H24
4	<i>AIS Self-Briefing Office</i>	H24	8	<i>Apron Control Office</i>	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		

AD 2 - AERODROMES**WSAT AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

WSAT - TENGAH AIRPORT

WSAT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>ARP coordinates and site at AD</i>	012315.40N 1034229.80E
2	<i>Direction and distance from (city)</i>	-
3	<i>Elevation/Reference temperature</i>	15.24m (50ft) / 31.5°C
4	<i>MAG VAR</i>	27'E (2010)
5	<i>AD Administration, address, telephone, telefax, telex, AFS</i>	RSAF Tengah Airbase Choa Chu Kang Road Singapore 669638 TEL: (65) 67612222 AFS: WSATYWYX
6	<i>Types of traffic permitted</i>	IFR
7	<i>Remarks</i>	Emergency Diversion Aerodrome for Singapore Changi Airport (see page WSAT AD 2-7)

WSAT AD 2.3 OPERATIONAL HOURS

1	<i>Aerodrome Administration</i>	2300-1100 SUN/MON to THU/FRI. Public holidays and outside the above stipulated operating hours, prior permission required from RSAF Headquarters via Tengah Operations. For EMERG diversions AD AVBL at 2 hours notice. Only Aerodrome Control Service provided. No radar service AVBL outside OPR hours during AD non-operating times.
2	<i>Customs and Immigration</i>	by prior arrangement
3	<i>Health and Sanitation</i>	by prior arrangement
4	<i>AIS Briefing Office</i>	-
5	<i>ATS Reporting Office</i>	-
6	<i>MET Briefing Office</i>	-
7	<i>Air Traffic Services</i>	-
8	<i>Remarks</i>	-

WSAT AD 2.4 HANDLING SERVICES AND FACILITIES		
1	<i>Cargo Handling Facilities</i>	-
2	<i>Fuel / Oil Types</i>	JET A1, F3
3	<i>Fuelling Facilities / Capacity</i>	2300-1100 SUN/MON to THU/FRI; Public holidays & outside OPR HR PPR from RSAF HQ via Tengah Operations.
4	<i>Hangar space for visiting aircraft</i>	-
5	<i>Repair facilities for visiting aircraft</i>	-
6	<i>Remarks</i>	Nil

WSAT AD 2.5 PASSENGER FACILITIES		
1	<i>Hotels</i>	-
2	<i>Restaurants</i>	-
3	<i>Transportation</i>	-
4	<i>Medical Facilities</i>	-
5	<i>Banks and Post Offices</i>	-
6	<i>Tourist Office</i>	-
7	<i>Remarks</i>	Nil

WSAT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES		
1	<i>AD category for fire fighting</i>	CAT 7
2	<i>Rescue equipment</i>	Adequately provided as recommended by ICAO
3	<i>Capability for removal of disabled aircraft</i>	Sufficient salvage equipment provided by Airfield Ground Services section at Military bases.
4	<i>Remarks</i>	All Airport Emergency Services personnel are trained in rescue and fire-fighting as well as medical first-aid.

WSAT AD 2.7 SEASONAL AVAILABILITY - CLEARING		
The aerodrome is available throughout the year.		

WSAT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA		
1	Apron surface and strength	-
2	Taxiway width, surface and strength	Strength: LCN 80 (Taxiway E) Surface: Asphalt
3	Remarks	Nil

WSAT AD 2.10 AERODROME OBSTACLES	
In APCH / TKOF Areas	In Circling Area and at Aerodrome
<p><u>RWY 18/36 APCH / TKOF Areas</u></p> <p>ILS LLZ co-located with LLZ antenna, HGT 21m AGL, 004 degrees MAG 260m from THR RWY 18</p> <p>ILS LLZ co-located with LLZ antenna, HGT 15m AGL, 184 degrees MAG 290m from THR RWY 36</p>	<p>2 masts, HGT 6m, located on eastern shoulders of RWY 36, 233m from THR, 100m from RWY centreline and RWY 18, 273m from THR, 100m from RWY centreline. Masts LGTD at NGT.</p> <p>PAR hut co-located with GP antenna mast, HGT 16m AGL, 074 degrees MAG 100m from WSAT ARP.</p> <p>ILS GP huts co-located with GP antenna mast, HGT 19m AGL, at 029 degrees MAG 322m from THR RWY 36 and 123 degrees MAG 303m from THR RWY 18.</p>

WSAT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS					
Designation RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
18	184.5	2 743 x 46	PCN 110 F/A/W/T	-	50ft
36	004.5	2 743 x 46	PCN 110 F/A/W/T	-	50ft

12	Remarks	<p>a) Intensive fixed wing flying operation east of runway.</p> <p>b) Helizone adjacent east of runway up to 800ft QNH.</p> <p>c) Arrestor Barrier both ends of runway.</p> <p>d) Hookwire cable installed 366m inwards from each end of runway.</p> <p>e) Intense bird activity after rain, and up to 2 hour after dusk and dawn.</p>
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WSAT AD 2.13 DECLARED DISTANCES					
RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	2 743	3 115	2 743	2 743	Nil
36	2 743	3 030	2 743	2 743	Nil

WSAT AD 2.14 APPROACH AND RUNWAY LIGHTING									
RWY	APCH LGT Type, LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RCL LGT, LEN, spacing, colour, INTST	RWY edge LGT, LEN, spacing, colour, INTST	RWY End LGT, colour WBAR	SWY LGT, LEN colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	High INTST white centre line and two bars, superimposed omni-directional RED 'T' PAPI Sequenced flashing lights	Green	4 units PAPI on each side of RWY at 3° Glide Slope	Nil	Nil	High INTST omni-directional white variable INTST	Red	Nil	Distance to run markers illuminated
36	High INTST white centre line and five bars, superimposed omni-directional RED 'T' PAPI Sequenced flashing lights	Green	4 units PAPI on each side of RWY at 3° Glide Slope	Nil	Nil	High INTST omni-directional white variable INTST	Red	Nil	Distance to run markers illuminated

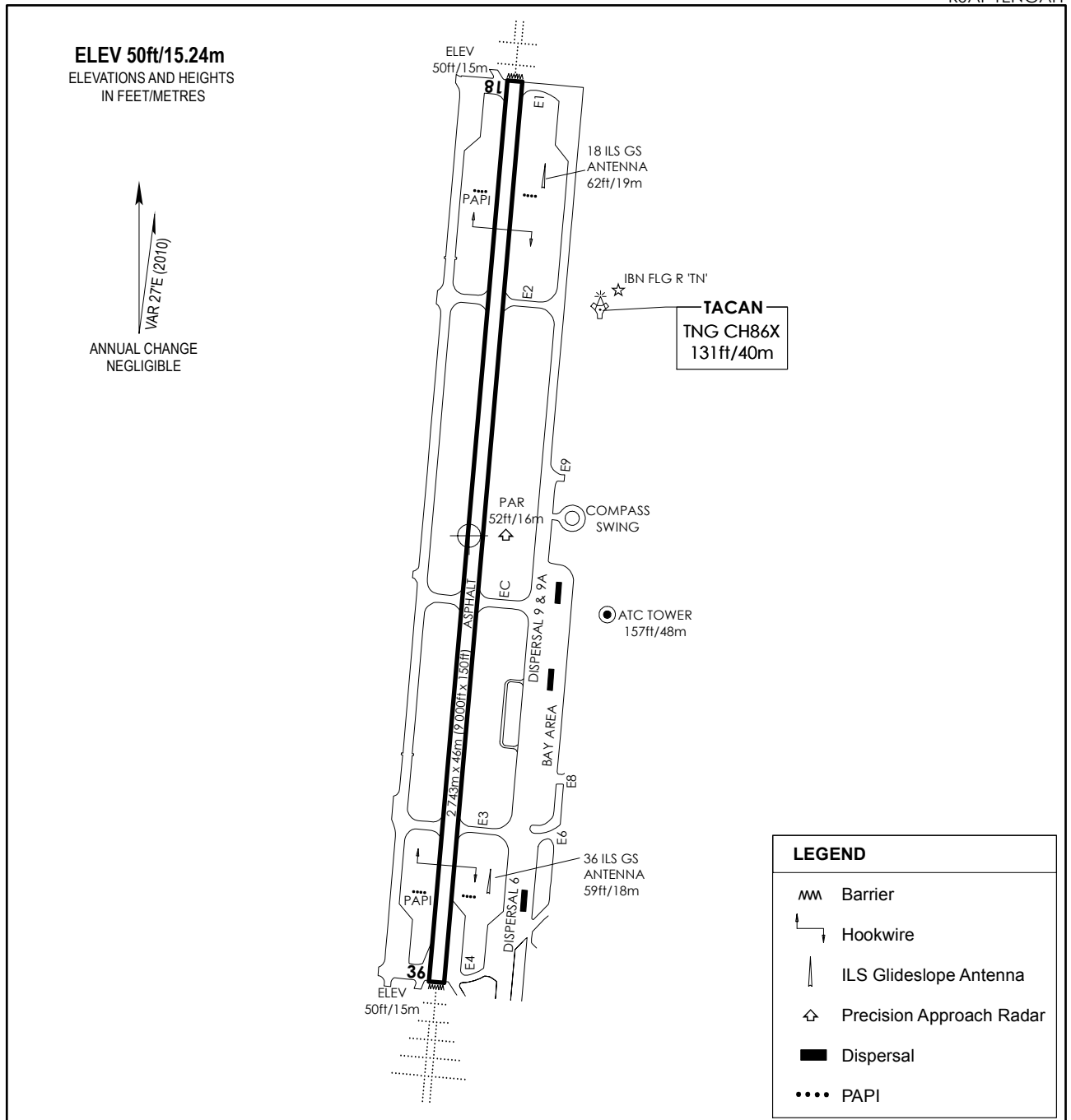
WSAT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	
<i>TWY Lighting</i>	blue edge lights
<i>IBN</i>	012400N 1034254E, FLG R 'TN' , operating hours HN and IMC.
<i>Remarks</i>	WDI lighted. Dispersal area floodlights

WSAT AD 2.17 ATS AIRSPACE		
1	<i>Designation and Lateral Limits</i>	TENGAH ATZ 010842N 1034336E thence clockwise around the arc of radius 14 NM centred on 012242N 1034203E to 011351N 1033117E thence east along the Singapore - Kuala Lumpur FIR boundary to 012728N 1034302E 012620N 1034544E 012150N 1034524E 011845N 1034414E 010842N 1034336E.
2	<i>Vertical Limits</i>	SFC to 3,000ft ALT
3	<i>Airspace Classification</i>	D
4	<i>ATS Unit Callsign Language(s)</i>	Tengah Approach English
5	<i>Transition Altitude</i>	11,000ft (3,350m)
6	<i>Remarks</i>	Controlling Authority: Tengah Approach <u>During Aerodrome operating hours:</u> Contact Tengah APP on 130.0MHz, 263.4MHz or 122.0MHz <u>Outside Aerodrome operating hours:</u> Contact SATCC (RSAF element) on 123.4MHz or 288.2MHz

AERODROME CHART - TENGAH

01°23'15.40"N 103°42'29.80"E

RSAF TENGAH



AERODROME LIGHTING	CAUTION
<p>APPROACH LIGHTING :</p> <p>Approach RWY 18 High intensity white centre line and 2 bars. Superimposed omni-directional RED 'T'.</p> <p>Approach RWY 36 High intensity white centre line and 5 bars. Superimposed omni-directional RED 'T'.</p> <p>RWY 18/36 Sequenced flashing lights.</p> <p>RUNWAY LIGHTING :</p> <p>RWY 18/36 High intensity omni-directional white edge lights. Green THR lights. Red RWY end lights.</p> <p>Ident Beacon TN coding in RED.</p> <p>Taxiway Blue edge lights. Green centreline lights.</p> <p>Dispersal Blue edge lights. Floodlights</p> <p>Illuminated distance to run marker boards.</p>	<ol style="list-style-type: none"> 1) RWY lights 0.3m out from RWY edge. 2) All circuits east of aerodrome within 3NM up to 1 500ft (457m). 3) RWY 36 - Right hand circuit. 4) Two masts, height 6m, located on the eastern shoulders : <ol style="list-style-type: none"> a) Runway 36 - 233m from threshold, 100m from runway centre line. b) Runway 18 - 273m from threshold, 100m from runway centre line. <p>Obstacles lit at night. Helicopters operating in Helizone are to exercise extreme caution.</p>

