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Email: caas_singaporeais@caas.gov.sgURL: www.caas.gov.sgURL: <https://fpl-1.caasaim.gov.sg>**AIP Supplement for
Singapore****AIP SUP****081/2016****Effective from 23 SEP 2016****/ 20 OCT 2016****Published on 15 SEP 2016****SINGAPORE CHANGI AIRPORT - OPERATIONAL TRIALS FOR SIMULTANEOUS
INDEPENDENT PARALLEL APPROACHES****1 Introduction**

1.1 Operational trials for simultaneous independent parallel approaches will be conducted from 23 September to 20 October 2016 between 0830-1130 UTC daily to optimize the runway utilization and enhance the air traffic efficiency at Singapore Changi Airport. The duration of the operational trials for simultaneous independent parallel approaches may be extended to continue beyond 20 October 2016. In such case, a NOTAM will be published to inform the duration of the extension.

2 Procedures for Simultaneous Independent Parallel Approaches

2.1 To ensure safe operations between aircraft on the parallel approaches, Normal Operating Zones (NOZ) is established for each extended runway centreline and a No Transgression Zone (NTZ) is established between the NOZs.

2.2 During the trial operating period, ATC will vector arriving flights into Singapore Changi Airport from the final waypoint of the respective STARs to the respective NOZs.

2.3 Within the NOZ, ATC shall provide a minimum vertical separation of 1000 feet or 3NM surveillance separation shall be provided between pairs of aircraft until both aircraft are established on the ILS localiser course.

2.4 ATC is not required to provide separation between aircraft on adjacent ILS localisers and will monitor aircraft for deviation from the approach path.

2.5 Aircraft can expect to maintain altitude 3500 feet till GPI for Runway 20R / 02L and 2500 feet till GPI for Runway 20C / 02C. This is to ensure the necessary vertical separation prior to establishing on the respective ILS localizer course.

2.6 Aircraft can expect to maintain speed 180kts at base turn or earlier till 8NM from touchdown.

3 Break Out Manoeuvre

3.1 When an aircraft is observed to have not established on the appropriate localizer course or deviated from its course towards the NTZ, ATC will instruct the aircraft to return immediately to the correct localizer course with the following radiotelephony phraseology:

“YOU HAVE CROSSED THE LOCALISER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALISER”
or

“TURN LEFT (or RIGHT) TO RETURN TO LOCALISER COURSE”

3.2 When ATC observed aircraft to be penetrating or will penetrate the NTZ, ATC will instruct the aircraft on the adjacent localizer course to alter course to avoid the deviating aircraft with the following radiotelephony phraseology:

“TRAFFIC ALERT, TURN LEFT (or RIGHT) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude)”

4 Pilot Notification and Conditions for Operations

4.1 Simultaneous approaches to parallel runways operation will be broadcasted on ATIS during the active period.

4.2 The operational trial may be suspended in the event of adverse weather or any other conditions that affect the safe conduct of simultaneous approaches to the parallel runways.

5 Consultations

5.1 Please email Thomas_Yeo@caas.gov.sg if you have any queries or feedback regarding this matter.