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AIP Supplement for Singapore

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SINGAPORE CHANGI AIRPORT - AIR TRAFFIC FLOW MANAGEMENT (ATFM) OPERATIONS DURING AIRPORT CLOSURE FOR EXERCISE BERSAMA LIMA 16 ON 18 AND 19 OCTOBER 2016

1 INTRODUCTION

1.1 ATFM is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that air traffic control capacity is utilized to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the Air Traffic Services (ATS) Authority.

1.2 The Distributed Multi-Nodal ATFM Network concept was developed to introduce ATFM services in the Asia Pacific Region. The concept involves each Air Navigation Service Provider (ANSP) leading and operating an independent ATFM unit supported by interconnected information sharing framework. Air traffic flow into an airport is managed by balancing demand and capacity through the application of Calculated Take-Off Time (CTOT) at the departure airport. The CTOT is derived from the Calculated Landing Time (CLDT) based on the Estimated Elapsed Time (EET) defined in the flight plan. The Collaborative Decision Making (CDM) processes amongst airspace users, airport operators and ANSPs support the implementation of ATFM measures for maximum operational efficiency.

1.3 The Multi-Nodal ATFM Operational (Ops) Trial commenced in June 2015 with the aim to validate the Distributed Multi-Nodal ATFM concept in the operational environment. The trial is currently in the third stage where ATFM services can be used to address demand and capacity imbalance. This stage will involve the application of air traffic flow measures for constraint events or periods, starting with planned events and progressively widening the scope to enable ATFM measures to be implemented on an ad-hoc basis when required.

1.4 The implementation of ATFM measures as part of Multi-Nodal ATFM Ops Trial on the National Day Parade 16 demonstrated the successful shift from airborne delay to ground delay and a better regulated flow of traffic in midst airspace closure. As part of the Ops Trial, ATFM measures will be implemented for the event of Air Defense Exercise, BERSAMA LIMA 16 to regulate the demand and capacity imbalance prior to and after airspace closure.

2 SINGAPORE CHANGI AIRPORT CLOSURE ON 18 AND 19 OCTOBER 2016 DURING EXERCISE BERSAMA LIMA 16

2.1 During the Exercise BERSAMA LIMA 16, Singapore Changi Airport and Changi Control Zone will be closed to non-exercise aircraft during the special activity periods as follows:

Date	Event	Time (UTC)
18 October 2016	Special Activity Period	0315-0345
19 October 2016	Special Activity Period	0315-0345

2.2 For full details on the closures, please refer to AIP Supplement 050/2016 published on 4 August 2016.

3 ATFM MEASURES FOR FLIGHTS ARRIVING INTO SINGAPORE CHANGI AIRPORT

3.1 To complement the demand-capacity adjustment made through rescheduling of airport slots, ATFM measures will be introduced for both 18 and 19 October 2016 to address the demand-capacity imbalance prior to and after the closure.

3.2 ATFM measures would be in place for flights scheduled to arrive at Singapore Changi Airport (WSSS) during the selected periods:

Date	Time (UTC)
18 October 2016	0200 - 0430
19 October 2016	0200 - 0430

3.3 During these periods, flights departing from the following airports will be subjected to ATFM measures:

ANSP	Airport
China	ZGGG, ZGSZ, ZJHK, ZJSY
Hong Kong	VHHH
Thailand	VTBS, VTSP, VTBD, VTCC, VTSG, VTSM, VTSS
Malaysia	WBGG, WBGR, WBKK, WMKC, WMKI, WMKJ, WMKK, WMKL, WMKP, WMSA
Indonesia	WIII, WADD, WARR

3.4 All flights departing from the airports listed above into Singapore Changi Airport on 18 and 19 October 2016 with estimated arrival times between 0200UTC and 0430UTC (expected constraint period) will be subjected to CTOTs. CTOT adherence will be requested for these arrivals into Singapore Changi Airport and compliance will be measured.

4 FLIGHT PLAN SUBMISSION AND ATS MESSAGES REQUIREMENTS

4.1 All airspace users planning to arrive into WSSS during the periods stated in paragraph 3.2 should adhere to the following requirements for submission of flight plans (FPLs) and ATS messages to reflect an accurate demand prediction:

- File and submit FPLs at least 3 hours before Estimated Off Block Time (EOBT).
- Transmit the appropriate ATS messages (CHG/DLA) when the EOBT changes by more than 15 minutes.
- Transmit flight plan cancellation (CNL) message if the flight is cancelled after the submission of FPL.

4.2 FPLs and ATS messages should be addressed to WSJCZQZX.

5 ATFM HELPDESK

5.1 Singapore ATFM Unit will provide ATFM helpdesk on the listed dates to answer operational queries from airspace users. The contact details are as follows:

Singapore ATFM Unit

Email: CAAS_ATFMU@caas.gov.sg

Phone: 6422 7001

Web Conference Helpdesk link: https://wemeet.adobeconnect.com/ATFM_NDP16

6 FURTHER INFORMATION

6.1 The ANSPs involved in the Distributed Multi-Nodal ATFM Network concept have developed the ATFM Common Operating Procedures (COP) document to provide airspace users and airport operators with details on the harmonized processes, procedures and requirements to support the ATFM Operational Trial. The COP document, together with other detailed information on the ATFM Operational Trial is available at https://secure.metronaviation.com/WSSS_atfm-ops-trial

6.2 For any queries, please send them to CAAS ATFM Unit at CAAS_ATFMU@caas.gov.sg