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Singapore****AIP SUP  
092/2016****Effective from 02 FEB 2017****UFN****Published on 22 DEC 2016**

## SINGAPORE CHANGI AIRPORT - AIR TRAFFIC FLOW MANAGEMENT (ATFM) BAY OF BENGAL COOPERATIVE ATFM (BOBCAT) SYSTEM

**1 INTRODUCTION**

1.1 This AIP Supplement is to inform airline operators and pilots of the changes in terminologies used in ATFM operations conducted under the Bay of Bengal Cooperative ATFM (BOBCAT) system with effect from 0000UTC, 02 February 2017.

1.2 The changes aim to align with the provisions of the Asia/Pacific Regional Framework for Collaborative ATFM and the ICAO Manual on Collaborative ATFM (DOC 9971). It also includes additional ATS routes and flight level allocation on the prescribed routing.

**2 CALCULATED TAKE-OFF TIME (CTOT) AND CALCULATED TIME-OVER (CTO)**

2.1 The terms Calculated Take-Off Time (CTOT) and Calculated Time-Over (CTO) shall be used to replace the terms Allocated Wheels-Up Time (AWUT) and Estimated Time-Over (ETO) respectively. Changes to the terminologies shall supersede those published in AIP Singapore section ENR 1.9 paragraphs 2.1, 3.2, 5.1, 5.2, 7.1 to 7.4 and 8.1.

2.2 The following table provides the description of the terms.

Acronym	Description
CTOT	A time calculated and issued by ATFM Unit (ATFMU), as a result of tactical slot allocation, at which a flight is expected to become airborne
CTO	Time calculated and issued by ATFMU, as a result of tactical slot allocation, at which flight is expected to be over a fix, waypoint or particular location typically where air traffic congestion is expected (referred to in Flight Information Exchange Model (FIXM) 2.0 as "Airspace Entry Time - Controlled")

2.3 ATFM slot allocation parameters for aircraft operators planning to operate through Kabul FIR will include:

- a. CTOT
- b. CTO at Kabul FIR entry waypoint
- c. Allocated Flight Level (FL)
- d. Allocated ATS route

**3 ATFM AFFECTED ATS ROUTES AND FLIGHT LEVELS**

3.1 The introduction of Flexible Use of Airspace (FUA) in Afghanistan has resulted in FL300 being available. Additionally, RNP10 50NM longitudinal separation was also introduced on all ATS routes through the airspace to further enhance airspace capacity.

Routing through the Kabul FIR	Metering Waypoint	Flight Level
L509 - M875	LAJAK	FL300, FL320, FL340, FL360, FL380, FL400
M875	SITAX	FL280
N644	PAVLO	FL280, FL300, FL320, FL340, FL360, FL380, FL400

<b>Routing through the Kabul FIR</b>	<b>Metering Waypoint</b>	<b>Flight Level</b>
L750	ROSIE	FL280, FL300, FL320, FL340, FL360, FL380, FL400
P628	ASLUM	FL320, FL340, FL360, FL380, FL400
N638-P628	SERKA	FL280, FL300

3.2 The table above prescribes the flight level that is available in Kabul FIR for individual ATS routes and shall supersede the information published in AIP Singapore section ENR 1.9 paragraph 3.1 a. to c.

#### **4 CANCELLATION**

4.1 This AIP Supplement will be cancelled when the contents are incorporated into AIP Singapore on 02 MARCH 2017.