

**Contact**

## Post:

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

Tel: (65) 6595 6051

AFS: WSSSYNYX

Fax: (65) 64410221

Email: [caas\\_singaporeais@caas.gov.sg](mailto:caas_singaporeais@caas.gov.sg)URL: [www.caas.gov.sg](http://www.caas.gov.sg)URL: <https://fpl-1.caasaim.gov.sg>**AIP Supplement for  
Singapore****AIP SUP****093/2016****Effective from 05 JAN 2017****UFN****Published on 22 DEC 2016****SINGAPORE CHANGI AIRPORT - IMPLEMENTATION OF SIMULTANEOUS  
INDEPENDENT PARALLEL APPROACHES****1 INTRODUCTION**

1.1 The operational trials for simultaneous independent parallel approaches conducted at Singapore Changi Airport since 23 September 2016 between 0830UTC and 1130UTC daily has been successful. With that, the procedure will be implemented daily from 5 January 2017 between 0000UTC and 1500UTC to optimize the runway utilization and enhance air traffic efficiency.

**2 PROCEDURES FOR SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES**

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

2.2 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 1000ft or 3NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS Localizer course.

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

2.5 Aircraft can expect to maintain altitude 3500ft till Glide Path Interception for Runway 20R / 02L and 2500ft till Glide Path Interception 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 the following radiotelephony phraseology when intercepting the ILS:

- a. to intercept the Localizer before clearing for ILS

**“TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude) REPORT ESTABLISHED ON THE LOCALIZER RUNWAY (number) LEFT (CENTRE/RIGHT)”**

followed by ...

or

- b. to intercept ILS

**“TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude), CLEARED FOR ILS APPROACH RUNWAY (number) LEFT (CENTRE/RIGHT)”**

2.7 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 LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER”**

or

**“TURN LEFT (or RIGHT) TO RETURN TO LOCALIZER 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 Simultaneous approaches to the parallel runways will be suspended in the event of adverse weather or any other conditions that may affect the safe conduct of such approaches to the parallel runways.

### **5 CANCELLATION**

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