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AMDT
03/2018
Effective date
24 MAY 2018
Publication date
24 MAY 2018

wp-AMDT-2018-03**1. Significant information and changes****1.1 Singapore FIR**

- a. Addition of European Aviation Safety Agency (EASA) - Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance (CS-ACNS) (Subpart D - Surveillance - SUR) to the list of certified equipment for ADS-B.

Amended Pages

GEN 0.2-1/2: : *replace.*
GEN 0.3-1/2: : *replace.*
GEN 0.3-3/4: : *replace.*
GEN 0.4-1/2: : *replace.*
GEN 0.4-3: : *replace.*
GEN 0.6-1/2: : *replace.*
GEN 1.2-1/2: : *replace.*
GEN 1.2-3/4: : *replace.*
GEN 1.2-5/6: : *replace.*
GEN 3.1-3/4: : *replace.*
GEN 4.2-1/2: : *replace.*
ENR 1.8-23/24: : *replace.*
ENR 5.6-1/2: : *replace.*

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GEN 0.2 RECORD OF AIP AMENDMENTS**AIP AMENDMENT**

NR/Year	Publication date	Date inserted	Inserted by
5/2014	18 SEP 2014	18 SEP 2014	
6/2014	13 NOV 2014	13 NOV 2014	
1/2015	08 JAN 2015	08 JAN 2015	
2/2015	05 MAR 2015	05 MAR 2015	
3/2015	30 APR 2015	30 APR 2015	
4/2015	25 JUN 2015	25 JUN 2015	
5/2015	20 AUG 2015	20 AUG 2015	
6/2015	15 OCT 2015	15 OCT 2015	
07/2015	10 DEC 2015	10 DEC 2015	
01/2016	04 FEB 2016	04 FEB 2016	
02/2016	31 MAR 2016	31 MAR 2016	
03/2016	26 MAY 2016	26 MAY 2016	
04/2016	21 JUL 2016	21 JUL 2016	
05/2016	15 SEP 2016	15 SEP 2016	
06/2016	10 NOV 2016	10 NOV 2016	
01/2017	05 JAN 2017	05 JAN 2017	
02/2017	02 MAR 2017	02 MAR 2017	
03/2017	27 APR 2017	27 APR 2017	
04/2017	22 JUN 2017	22 JUN 2017	
05/2017	17 AUG 2017	17 AUG 2017	
06/2017	12 OCT 2017	12 OCT 2017	
07/2017	07 DEC 2017	07 DEC 2017	
01/2018	01 FEB 2018	01 FEB 2018	
02/2018	29 MAR 2018	29 MAR 2018	
03/2018	24 MAY 2018	24 MAY 2018	

AIP AMENDMENT

NR/Year	Publication date	Date inserted	Inserted by

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
109/2015	Singapore Changi Airport - Shortening of Runway 20C approach lighting to 720m to facilitate the construction of the northern end-around-taxiway	AD	02 OCT 2015 / 31 OCT 2018	
133/2015	Paya Lebar Airport - Luffer Crane and Topless Crane	AD	01 JUL 2015 / 30 JUN 2018	
134/2015	Paya Lebar Airport - Luffer Cranes	AD	01 JUL 2015 / 30 JUN 2018	
135/2015	Tengah Aerodrome - Luffer Cranes	AD	01 JUL 2015 / 30 JUN 2018	
142/2015	Paya Lebar Airport - Topless Cranes	AD	03 AUG 2015 / 31 AUG 2018	
160/2015	Paya Lebar Airport - Luffer Cranes	AD	21 SEP 2015 / 15 AUG 2018	
161/2015	Paya Lebar Airport - Luffer Cranes	AD	21 SEP 2015 / 01 SEP 2018	
162/2015	Sembawang Aerodrome - Topless Cranes	AD	31 OCT 2015 / 31 OCT 2018	
004/2016	Singapore Changi Airport - Shortening of Runway 02C Approach Lighting System to 810M to Facilitate southern End-Round-Taxiway Construction	AD	01 JUN 2016 / 30 APR 2020	
029/2016	Paya Lebar Airport - Luffer Cranes	AD	04 MAR 2016 / 01 JUN 2018	
030/2016	Paya Lebar Airport - Saddle Cranes	AD	04 MAR 2016 / 17 JUN 2018	
031/2016	Paya Lebar Airport - Saddle Cranes	AD	04 MAR 2016 / 31 DEC 2018	
032/2016	Paya Lebar Airport - Luffer Crane	AD	04 MAR 2016 / 31 DEC 2018	
033/2016	Paya Lebar Airport - Luffer Crane	AD	04 MAR 2016 / 31 DEC 2018	
034/2016	Paya Lebar Airport - Saddle Cranes	AD	04 MAR 2016 / 31 DEC 2018	
039/2016	Paya Lebar Airport - Topless Cranes	AD	04 MAR 2016 / 31 JAN 2019	
060/2016	Paya Lebar Airport - Luffer Crane	AD	04 AUG 2016 / 31 MAY 2018	
061/2016	Paya Lebar Airport - Luffer Crane and Topless Crane	AD	04 AUG 2016 / 29 JUN 2018	
062/2016	Paya Lebar Airport - Luffer Cranes	AD	04 AUG 2016 / 31 JUL 2018	
063/2016	Paya Lebar Airport - Topless Cranes	AD	04 AUG 2016 / 31 DEC 2018	
064/2016	Paya Lebar Airport - Topless Cranes	AD	04 AUG 2016 / 31 DEC 2018	
065/2016	Paya Lebar Airport - Luffer Crane	AD	04 AUG 2016 / 31 DEC 2018	
066/2016	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	04 AUG 2016 / 01 AUG 2018	
067/2016	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	04 AUG 2016 / 31 MAR 2019	
068/2016	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	04 AUG 2016 / 01 JUN 2019	
069/2016	Paya Lebar Airport - Saddle Cranes	AD	04 AUG 2016 / 30 JUN 2019	
070/2016	Paya Lebar Airport - Luffer Cranes and Topless Cranes	AD	04 AUG 2016 / 31 DEC 2019	

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
018/2017	Paya Lebar Airport - Piling Machine	AD	10 JAN 2017 / 06 JUN 2018	
019/2017	Paya Lebar Airport - Topless Cranes	AD	10 JAN 2017 / 06 DEC 2018	
022/2017	Paya Lebar Airport - Topless Cranes	AD	10 JAN 2017 / 31 DEC 2018	
023/2017	Paya Lebar Airport - Luffer Crane	AD	10 JAN 2017 / 31 DEC 2018	
024/2017	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	10 JAN 2017 / 31 DEC 2018	
025/2017	Paya Lebar Airport - Topless Cranes	AD	10 JAN 2017 / 21 NOV 2019	
026/2017	Paya Lebar Airport - Luffer Crane	AD	10 JAN 2017 / 08 DEC 2019	
047/2017	Paya Lebar Airport - Luffer Cranes and Topless Cranes	AD	13 APR 2017 / 31 AUG 2018	
048/2017	Paya Lebar Airport - Luffer Crane	AD	13 APR 2017 / 31 DEC 2018	
049/2017	Paya Lebar Airport - Mobile Cranes	AD	13 APR 2017 / 31 DEC 2018	
050/2017	Paya Lebar Airport - Luffer Crane	AD	13 APR 2017 / 31 DEC 2018	
051/2017	Paya Lebar Airport - Mobile Cranes	AD	13 APR 2017 / 05 MAR 2019	
052/2017	Paya Lebar Airport - Topless Cranes	AD	13 APR 2017 / 14 MAR 2019	
053/2017	Paya Lebar Airport - Luffer Crane	AD	13 APR 2017 / 14 MAR 2019	
054/2017	Paya Lebar Airport - Luffer Crane	AD	13 APR 2017 / 23 MAR 2019	
055/2017	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	13 APR 2017 / 31 MAR 2019	
056/2017	Paya Lebar Airport - Topless Cranes	AD	13 APR 2017 / 30 APR 2019	
057/2017	Paya Lebar Airport - Luffer Cranes	AD	13 APR 2017 / 14 JAN 2020	
058/2017	Paya Lebar Airport - Topless Cranes	AD	13 APR 2017 / 26 OCT 2020	
063/2017	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	13 APR 2017 / 15 APR 2019	
067/2017	Sembawang Aerodrome - Topless Crane	AD	27 APR 2017 / 01 FEB 2020	
068/2017	Paya Lebar Airport - Obstacles	AD	27 APR 2017 / 26 OCT 2020	
076/2017	Paya Lebar Airport - Crawler Crane	AD	11 JUL 2017 / 30 JUN 2018	
077/2017	Paya Lebar Airport - Luffer Cranes and Topless Cranes	AD	11 JUL 2017 / 31 AUG 2018	
078/2017	Paya Lebar Airport - Mobile Cranes and Crawler Cranes	AD	11 JUL 2017 / 30 NOV 2018	
079/2017	Paya Lebar Airport - Topless Crane	AD	11 JUL 2017 / 28 APR 2019	
080/2017	Paya Lebar Airport - Topless Cranes	AD	11 JUL 2017 / 29 APR 2019	
081/2017	Paya Lebar Airport - Luffer Crane	AD	11 JUL 2017 / 01 MAY 2019	
082/2017	Paya Lebar Airport - Topless Cranes	AD	11 JUL 2017 / 31 DEC 2019	
083/2017	Paya Lebar Airport - Topless Cranes	AD	11 JUL 2017 / 31 DEC 2019	

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
084/2017	Paya Lebar Airport - Luffer Cranes	AD	11 JUL 2017 / 31 DEC 2019	
085/2017	Paya Lebar Airport - Topless Cranes	AD	11 JUL 2017 / 01 JUN 2020	
095/2017	Paya Lebar Airport - Topless Crane and Luffer Cranes	AD	26 SEP 2017 / 31 DEC 2019	
098/2017	Paya Lebar Airport - Topless Cranes	AD	26 SEP 2017 / 31 DEC 2019	
100/2017	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	26 SEP 2017 / 15 JUL 2018	
101/2017	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	26 SEP 2017 / 15 JUL 2018	
102/2017	Paya Lebar Airport - Crawler Cranes	AD	26 SEP 2017 / 24 JUL 2018	
105/2017	Paya Lebar Airport - Luffer Crane and Saddle Crane	AD	29 SEP 2017 / 31 DEC 2018	
108/2017	Paya Lebar Airport - Topless Crane and Luffer Cranes	AD	30 SEP 2017 / 06 JUL 2020	
110/2017	Paya Lebar Airport - Piling Rig and Crawler Crane	AD	24 OCT 2017 / 16 OCT 2018	
111/2017	Paya Lebar Airport - Crawler Cranes	AD	24 OCT 2017 / 20 OCT 2018	
112/2017	Paya Lebar Airport - Topless Cranes	AD	24 OCT 2017 / 30 OCT 2018	
113/2017	Paya Lebar Airport - Topless Cranes	AD	24 OCT 2017 / 18 OCT 2019	
114/2017	Paya Lebar Airport - Luffer Crane	AD	24 OCT 2017 / 20 OCT 2019	
115/2017	Paya Lebar Airport - Topless Cranes	AD	24 OCT 2017 / 24 OCT 2019	
119/2017	Paya Lebar Airport - Crawler Cranes	AD	10 DEC 2017 / 31 DEC 2018	
120/2017	Paya Lebar Airport - Flat Top Cranes	AD	10 DEC 2017 / 30 JUN 2019	
121/2017	Paya Lebar Airport - Topless Cranes and Luffer Cranes	AD	10 DEC 2017 / 30 SEP 2020	
122/2017	Paya Lebar Airport - Luffer Cranes	AD	10 DEC 2017 / 31 DEC 2020	
123/2017	Paya Lebar Airport - Luffer Cranes	AD	10 DEC 2017 / 31 DEC 2020	
124/2017	Paya Lebar Airport - Luffer Crane	AD	10 DEC 2017 / 31 DEC 2020	
125/2017	Paya Lebar Airport - Topless Cranes	AD	10 DEC 2017 / 18 DEC 2019	
126/2017	Paya Lebar Airport - Luffer Cranes	AD	10 DEC 2017 / 19 DEC 2019	
002/2018	Paya Lebar Airport - Luffer Crane	AD	31 JAN 2018 / 30 JUN 2018	
003/2018	Paya Lebar Airport - Luffer Crane	AD	22 JAN 2018 / 31 DEC 2019	
004/2018	Paya Lebar Airport - Crawler Cranes and Boring Rigs	AD	22 JAN 2018 / 31 DEC 2019	
005/2018	Paya Lebar Airport - Topless Cranes	AD	22 JAN 2018 / 29 FEB 2020	
006/2018	Paya Lebar Airport - Topless Crane and Luffer Crane	AD	22 JAN 2018 / 28 FEB 2021	
008/2018	Seletar Airport - Partial closure of Taxiway EC and Taxiway EC2 due to new aircraft stands and service road construction and associated works	AD	31 MAR 2018 / 02 JUL 2018	

NR/Year	Subject	AIP section(s) affected	Period of validity (from/to)	Cancellation record
009/2018	Singapore Changi Airport - Works schedule and movement area restrictions pertaining to Changi East Development works	AD	24 MAR 2018 / 27 OCT 2018	
011/2018	RSAF aerial flypast prior to and on Singapore's National Day, 09th August 2018	AD/ENR	26 MAY 2018 / 11 AUG 2018	
012/2018	Aerial displays in conjunction with the Republic of Singapore Air Force (RSAF) 50th Anniversary	AD/ENR	02 AUG 2018 / 12 AUG 2018	
013/2018	Singapore Changi Airport - Implementation of Departure Clearance (DCL) via datalink on selected ATS routes	AD	23 APR 2018 PERM	
014/2018	Paya Lebar Airport - Topless Cranes	AD	06 APR 2018 / 30 JUN 2018	
015/2018	Paya Lebar Airport - Luffer Crane	AD	06 APR 2018 / 31 DEC 2019	
016/2018	Paya Lebar Airport - Luffer Crane and Topless Cranes	AD	06 APR 2018 / 01 JAN 2020	
017/2018	Paya Lebar Airport - Luffer Crane	AD	06 APR 2018 / 15 MAR 2020	
018/2018	Paya Lebar Airport - Topless Cranes and Luffer Crane	AD	25 APR 2018 / 27 OCT 2020	
019/2018	Paya Lebar Airport - Luffer Crane	AD	06 APR 2018 / 31 DEC 2020	
020/2018	Paya Lebar Airport - Mobile Crane	AD	06 APR 2018 / 03 FEB 2021	
021/2018	Paya Lebar Airport - Luffer Crane and Saddle Cranes	AD	06 APR 2018 / 31 DEC 2022	

GEN 0.4 CHECKLIST OF AIP PAGES

Part 1 – General (GEN)							
GEN 0		GEN 3.3-1	12 NOV 2015	ENR 1.7-1	12 NOV 2015		
GEN 0.1-1	12 NOV 2015	GEN 3.3-2	21 JUL 2016	ENR 1.7-2	12 NOV 2015		
GEN 0.1-2	12 OCT 2017	GEN 3.4-1	12 NOV 2015	ENR 1.7-3	12 NOV 2015		
GEN 0.1-3	21 JUL 2016	GEN 3.4-2	02 MAR 2017	ENR 1.7-4	17 AUG 2017		
GEN 0.2-1	24 MAY 2018	GEN 3.4-3	02 MAR 2017	ENR 1.7-5	12 NOV 2015		
GEN 0.2-2	01 FEB 2018	GEN 3.4-4	02 MAR 2017	ENR 1.7-6	07 DEC 2017		
GEN 0.3-1	24 MAY 2018	GEN 3.4-5	12 NOV 2015	ENR 1.7-7	12 NOV 2015		
GEN 0.3-2	24 MAY 2018	GEN 3.4-7	21 JUL 2016	ENR 1.7-8	12 NOV 2015		
GEN 0.3-3	24 MAY 2018	GEN 3.4-9	21 JUL 2016	ENR 1.7-9	12 NOV 2015		
GEN 0.3-4	24 MAY 2018	GEN 3.5-1	12 NOV 2015	ENR 1.8-1	07 DEC 2017		
GEN 0.4-1	24 MAY 2018	GEN 3.5-2	12 OCT 2017	ENR 1.8-2	29 MAR 2018		
GEN 0.4-2	24 MAY 2018	GEN 3.5-3	12 NOV 2015	ENR 1.8-3	29 MAR 2018		
GEN 0.4-3	24 MAY 2018	GEN 3.5-4	12 NOV 2015	ENR 1.8-4	29 MAR 2018		
GEN 0.5-1	05 JAN 2017	GEN 3.5-5	15 SEP 2016	ENR 1.8-5	29 MAR 2018		
GEN 0.6-1	24 MAY 2018	GEN 3.5-6	12 NOV 2015	ENR 1.8-6	29 MAR 2018		
GEN 0.6-2	15 SEP 2016	GEN 3.5-7	12 NOV 2015	ENR 1.8-7	29 MAR 2018		
GEN 0.6-3	22 JUN 2017	GEN 3.5-8	22 JUN 2017	ENR 1.8-8	29 MAR 2018		
GEN 1		GEN 3.5-9	22 JUN 2017	ENR 1.8-9	29 MAR 2018		
GEN 1.1-1	10 NOV 2016	GEN 3.6-1	12 NOV 2015	ENR 1.8-10	29 MAR 2018		
GEN 1.1-2	07 DEC 2017	GEN 3.6-2	12 NOV 2015	ENR 1.8-11	29 MAR 2018		
GEN 1.2-1	15 SEP 2016	GEN 3.6-3	12 NOV 2015	ENR 1.8-12	29 MAR 2018		
GEN 1.2-2	24 MAY 2018	GEN 3.6-4	12 NOV 2015	ENR 1.8-13	29 MAR 2018		
GEN 1.2-3	24 MAY 2018	GEN 3.6-5	21 JUL 2016	ENR 1.8-14	29 MAR 2018		
GEN 1.2-4	24 MAY 2018	GEN 4		ENR 1.8-15	29 MAR 2018		
GEN 1.2-5	24 MAY 2018	GEN 4.1-1	15 SEP 2016	ENR 1.8-16	29 MAR 2018		
GEN 1.2-6	24 MAY 2018	GEN 4.2-1	24 MAY 2018	ENR 1.8-17	29 MAR 2018		
GEN 1.3-1	21 JUL 2016	GEN 4.2-2	12 NOV 2015	ENR 1.8-18	29 MAR 2018		
GEN 1.3-2	12 NOV 2015	GEN 4.2-3	12 NOV 2015	ENR 1.8-19	29 MAR 2018		
GEN 1.3-3	29 MAR 2018	GEN 4.2-4	12 NOV 2015	ENR 1.8-20	29 MAR 2018		
GEN-1.3-5	21 JUL 2016	GEN 4.2-5	12 NOV 2015	ENR 1.8-21	29 MAR 2018		
GEN-1.3-7	21 JUL 2016	GEN 4.2-6	12 NOV 2015	ENR 1.8-22	29 MAR 2018		
GEN 1.4-1	12 NOV 2015	Part 2 – EN-ROUTE (ENR)		ENR 1.8-23	24 MAY 2018		
GEN 1.4-2	12 NOV 2015	ENR 0		ENR 1.8-24	29 MAR 2018		
GEN 1.4-3	12 NOV 2015	ENR 0.6-1	05 JAN 2017	ENR 1.8-25	29 MAR 2018		
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GEN 1.6-1	07 DEC 2017	ENR 0.6-3	29 MAR 2018	ENR 1.8-27	29 MAR 2018		
GEN 1.6-2	07 DEC 2017	ENR 0.6-4	29 MAR 2018	ENR 1.8-28	29 MAR 2018		
GEN 1.6-3	07 DEC 2017	ENR 0.6-5	29 MAR 2018	ENR 1.8-29	29 MAR 2018		
GEN 1.7-1	10 NOV 2016	ENR 0.6-6	27 APR 2017	ENR 1.8-30	29 MAR 2018		
GEN 1.7-2	12 NOV 2015	ENR 1		ENR 1.9-1	07 DEC 2017		
GEN 1.7-3	10 NOV 2016	ENR 1.1-1	12 NOV 2015	ENR 1.9-2	01 FEB 2018		
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GEN 2.1-2	12 OCT 2017	ENR 1.1-6	12 NOV 2015	ENR 1.10-2	29 MAR 2018		
GEN 2.2-1	02 MAR 2017	ENR 1.1-7	12 NOV 2015	ENR 1.10-3	29 MAR 2018		
GEN 2.2-2	02 MAR 2017	ENR 1.1-8	12 NOV 2015	ENR 1.11-1	12 NOV 2015		
GEN 2.2-3	02 MAR 2017	ENR 1.1-9	12 NOV 2015	ENR 1.12-1	12 NOV 2015		
GEN 2.2-4	05 JAN 2017	ENR 1.1-10	10 NOV 2016	ENR 1.12-2	12 NOV 2015		
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GEN 2.3-1	12 NOV 2015	ENR 1.1-12	12 NOV 2015	ENR 1.12-4	12 NOV 2015		
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GEN 3		ENR 1.5-2	17 AUG 2017	ENR 2.1-2	02 MAR 2017		
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GEN 3.2-1	21 JUL 2016	ENR 1.6-3	12 NOV 2015	ENR-2.1-11A	21 JUL 2016		
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		ENR-1.6-9	21 JUL 2016	ENR 3.1-2	02 MAR 2017		
		ENR-1.6-11	21 JUL 2016	ENR 3.1-3	10 NOV 2016		
				ENR 3.1-4	10 NOV 2016		
				ENR 3.1-5	12 NOV 2015		

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ENR 3.1-7	02 MAR 2017	ENR 4.4-3	07 DEC 2017	AD 2.WSSS-30	07 DEC 2017
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ENR 3.1-9	12 NOV 2015	ENR 4.4-5	17 AUG 2017	AD 2.WSSS-32	07 DEC 2017
ENR 3.1-10	02 MAR 2017	ENR 4.4-6	17 AUG 2017	AD 2.WSSS-33	01 FEB 2018
ENR 3.1-11	02 MAR 2017	ENR 4.5-1	12 OCT 2017	AD 2.WSSS-34	29 MAR 2018
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ENR 3.3-4	12 NOV 2015	ENR 5.4-1	12 NOV 2015	AD 2.WSSS-48	29 MAR 2018
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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1 INTRODUCTION

- 1.1 International flights into, from or over Singapore territory shall be subject to the current Singapore regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.
- 1.2 Aircraft flying into or departing from Singapore territory shall make their first landing at, or final departure from an international aerodrome (see AIP Singapore page AD 1.3-1 and section AD 2).
- 1.3 Notwithstanding the regulations relating to civil aviation over Singapore territory, aircraft operators should consult the respective AIPs for other documentary and / or permit requirements for flights intending to enter, depart, and / or overfly the sovereign airspaces of States along the planned flight routes.

2 APPLICATION FOR SLOTS AT SINGAPORE CHANGI AIRPORT

- 2.1 Singapore Changi Airport is a slot coordinated airport, with Changi Airport Group (CAG) as the Slot Coordinator. To ensure efficiency of aircraft operations and optimisation of airport resources, all operators of scheduled and non-scheduled (commercial and non-commercial) flights must obtain slots from the Changi Slot Coordinator prior to the operation of such flights.
- 2.2 To apply for slots for access to Singapore Changi Airport, all operators or agents of non-scheduled, commercial and non-commercial flights shall submit applications for slots via either a Slot Clearance Request (SCR) to the Changi Slot Coordinator, or for operators without a 2-letter IATA airline code, a General (Aviation) Clearance Request (GCR) through the Online Coordination System (OCS) (at www.online-coordination.com).
Changi Slot Coordinator
c/o Changi Airport Group (Singapore) Pte Ltd
Singapore Changi Airport
P.O. Box 168
Singapore 918146
[Email: csc@changiairport.com](mailto:csc@changiairport.com)
Tel: +65 6541 2378 or +65 6541 3064
- 2.3 Operators or agents of non-scheduled, commercial and non-commercial flights shall submit their slot requests to the Changi Slot Coordinator no earlier than 7 calendar days and but no later than 24 hours prior to the operation of the flight, for which the slot will be utilized.
- 2.4 To facilitate the optimisation of aircraft parking resources at Singapore Changi Airport, operators or agents of non-scheduled, commercial and non-commercial flights are strongly advised to limit their ground time to no more than 48 hours from the arrival slot timing.
- 2.5 For urgent non-scheduled, commercial and non-commercial flight operations that are less than 24 hours from the proposed date of operation, in addition to submitting the SCR/GCR, operators/agents must also inform the Airside Operations Section of CAG (Airside Management Centre) at +65 6603 4906 / +65 6541 2275 / +65 6541 2273.
- 2.6 **EXEMPT FLIGHTS**
- 2.6.1 Notwithstanding paragraph 2.1, the following types of flights may operate to / from Singapore Changi Airport without obtaining slots from the Changi Slot Coordinator:
- Emergency landings. e.g. diversions or quick returns after takeoff, oil spill response operations
 - Flights operating under diplomatic cover
 - Flights operated by the military, including those carrying supplies but excluding those chartered on a commercial basis by the military
 - Humanitarian flights including those responding to medical emergencies where the safety of human life is concerned or involved in search and rescue operations
 - Technical flights including radar and NAVAID calibration / check flights
- 2.7 **RESTRICTIONS ON OPERATION OF PROPELLER AIRCRAFT AT SINGAPORE CHANGI AIRPORT**
- 2.7.1 Both scheduled and non-scheduled (commercial and non-commercial) propeller aircraft operations will not be allocated new slots at Singapore Changi Airport.

3 CIVIL SCHEDULED FLIGHTS

3.1 GENERAL

3.1.1 Before a scheduled service is permitted to operate into the Republic of Singapore, it must be appropriately covered by either an air services agreement, a licence issued in accordance with the Air Navigation (Licensing of Air Services) Regulations or other aeronautical arrangements. All scheduled flights are subject to prior approval.

3.2 APPLICATION FOR TRAFFIC LANDINGS AND UPLIFTS (SCHEDULED FLIGHTS)

3.2.1 Only the airline operator may apply for permission to operate scheduled flights.

3.2.2 All airline operators are to submit their applications for scheduled flights for each IATA schedule season one month before the start of the season for approval by CAAS.

3.2.3 In addition, airline operators are also required to apply for CAAS' approval for any revisions to their schedule filings for the season, ad-hoc changes to flight schedules and flight cancellations. Such applications should be filed through the CAAS Air Transport Licensing and Administration System (ATLAS) at <http://www.caas.gov.sg/atlas> 5 working days before flight changes take place.

3.2.4 If insufficient notice as specified in paragraphs 3.2.2 and 3.2.3 is given, the application may not be considered.

3.2.5 Airline operators are to ensure that a copy of the following documents, which are to remain valid during the period of operations, are lodged with CAAS:

- a. Certificate(s) of Registration(s) for aircraft used;
- b. Certificate(s) of Airworthiness for aircraft used; and
- c. Air Operator's Certificate

3.2.6 All applications and required documents listed in paragraph 3.2.5 should be submitted via ATLAS.

3.3 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

3.3.1 It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Singapore. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9. They are acceptable in English only and must be completed in legible handwriting. No visas are required in connection with such documents.

3.3.2 *Aircraft Documents Requirements (arrival/departure)*

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Immigration	2	2	-
Customs	1	1	1
Health	1	1	-

- a. *One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.*
- b. *If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.*

4 CIVIL NON-SCHEDULED FLIGHTS

4.1 PROCEDURES

4.1.1 Overflights

4.1.1.1 Prior notification is necessary. Subject to the observance of the terms of the Convention on International Civil Aviation, Singapore facilitates overflights by civil aircraft registered in any ICAO Contracting States with which Singapore has diplomatic relations provided adequate advance notification shall have been given.

4.1.1.2 Notification by flight plan addressed to the Singapore Air Traffic Control Centre (WSJCZQZX) if received at least 2 hours in advance of the aircraft's arrival into the Singapore Flight Information Region will normally be accepted as advance notification in this respect.

4.1.1.3 In all other cases, prior permission must be sought and obtained through diplomatic means from the Ministry of Foreign Affairs, Republic of Singapore.

4.1.2 Non-Traffic or Technical Landings

4.1.2.1 Prior notification is necessary. Subject to the observance of the terms of the Convention on International Civil Aviation, Singapore facilitates such non-traffic or technical landings by civil aircraft registered in any ICAO

Contracting States with which Singapore has diplomatic relations provided adequate advance notification shall have been given.

4.1.2.2 Notification by flight plan addressed to the Singapore Air Traffic Control Centre (WSJCZQZX) if received at least 2 hours in advance of the aircraft's arrival at Singapore Changi Airport or Seletar Aerodrome or 2 hours prior to entering the Singapore Flight Information Region whichever is the earlier will normally be accepted as advance notification in this respect.

4.1.2.3 All business aviation aircraft shall park in a nose-in position and be pushed back with the aid of an aircraft tow-bar and tow-tractor. Reverse thrust or variable pitch propellers shall not be used. The aircraft must carry its own tow-bar. The aircraft operator may make arrangements with the ground handling agent to provide the tow-bar. The aircraft shall be required to be towed to another aircraft stand should the need arise.

4.1.2.4 All passengers of the business aviation flight will have to clear CIQ via the Commercially-Important- Persons facility located at Terminal 2.

4.1.2.5 All business aviation flights must engage a ground handling agent at Singapore Changi Airport.

4.1.2.6 In all other cases, prior permission must be sought and obtained through diplomatic means from the Ministry of Foreign Affairs, Republic of Singapore.

4.1.2.7 All non-traffic aircraft are to submit a copy of the Certificate of Airworthiness to CAAS, after each landing, by facsimile at 6545 6519 or by email to CAAS_AFO_FOS@caas.gov.sg

4.1.3 **Application for Traffic Landings and Uplifts (Non-Scheduled Flights)**

4.1.3.1 All non-scheduled flights are subject to prior approval.

4.1.3.2 Only the operator may apply for permission to operate a non-scheduled flight. The following information should be submitted together with the application:

- a. Name, address and nationality of operator;
- b. Name, address and business of charterer;
- c. Type, registration mark and carrying capacity of aircraft;
- d. Aircraft documents listed in para 3.2.5;
- e. Nature of flight including details of whether the flight is to carry passengers or cargo or both;
 - i. for passenger flights: points of origin and destination of passengers, purpose of flight e.g. special event charter, inclusive tours and own-use charter; and the names of passengers.
 - ii. for cargo flights: the origin, destination, description, quantities and dimensions of cargo; outbound/inbound or transshipment, as well as whether any item is perishable or classified as dangerous, explosive or munitions of war. (Please see regulations concerning importation, transshipment and exportation of cargo in subsection GEN 1.4).
- f. Details of route, points of landing and final destination;
- g. Date and time of arrival at, and departure from Singapore (Please see para 4.1.3.4 below);
- h. Name, address and telephone number of operator's local agent and ground handling agent;
- i. Name and address of consignees and consignors, where applicable;
- j. Any other information that may be relevant to the proposed operations.

4.1.3.3 All applications must be submitted via <http://www.caas.gov.sg/atlas>

The complete application and its supporting documents must reach the Civil Aviation Authority of Singapore Air Transport Division via the weblink provided at least 3 working days prior to the aircraft's arrival or departure into/from Singapore to be considered for a "normal permit". Operators who wish to obtain a permit under 3 working days may submit their applications. Such applications must reach the Air Transport Division at least 24 hours before the proposed flight to be considered for an "express permit". Applicants for express permits should alert the Air Transport Duty Officer at +65 98331775. Applications will not be considered if insufficient notice is given (not applicable for emergency flights e.g. flights on humanitarian grounds).

4.1.3.4 Operators, other than operators of business aviation aircraft as stated in para 4.1.3.5, should schedule their arrivals and departures at Singapore Changi Airport outside the hours 0001 to 0200 UTC (0801-1000 LT) and 0900 to 1559 UTC (1700-2359 LT). Subject to approval (depending on aircraft stand availability), aircraft may be permitted to remain on the ground during the above times on condition that the aircraft vacates the aircraft stand if the need arises. (Please see GEN 4.1 para 1.5 b) regarding off-peak discount of 40% on landing charges).

4.1.3.5 All business aviation aircraft operating as executive jet charter may be permitted to remain on the ground or layover at Singapore Changi Airport.

- 4.1.3.6 All business aviation aircraft shall park in a nose-in position and be pushed back with the aid of an aircraft tow-bar and tow-tractor. Reverse thrust or variable pitch propellers shall not be used when parking or pushing back aircraft. The aircraft operator must ensure that an appropriate tow-bar for the aircraft type is available to facilitate push back operations from the aircraft stand. The aircraft operators may use their own tow-bar or approach ground handling agents in either Seletar or Singapore Changi Airport to secure the appropriate tow-bar.
- 4.1.3.7 All passengers of the business aviation flight will have to clear CIQ via the Commercially-Important-Persons facility located beside Terminal 2.
- 4.1.3.8 Requests to handle executive jet charter or charter flights via the main terminals are to be sent via email to csc@changiairport.com for exceptional consideration at all times.
- 4.1.3.9 All business aviation flights must engage a ground handling agent at Singapore Changi Airport.
- 4.1.3.10 The appropriate legislation dealing with non-scheduled flights for hire or reward is contained in PART III - *Permits For Journeys Other Than Scheduled Journeys* of the Air Navigation (Licensing of Air Services) Regulations. Any person who uses any aircraft in contravention of the provisions of Regulation 15 of the legislation shall be guilty of an offence and shall be liable on conviction to a fine not exceeding S\$2,500 or to imprisonment for a term not exceeding 3 months or to both and in the case of a second or subsequent offence, to a fine not exceeding S\$20,000 or to imprisonment for a term not exceeding 2 years or to both.

4.1.3.11 **Permit Fees**

(a) Normal Permits

The following fees shall be paid to the Authority [in accordance with Regulation 18 of the Air Navigation (Licensing of Air Services) Regulations] to obtain a permit which must be applied at least 3 whole working days before the first flight:

- i. S\$84 for a single one-way or return flight;
- ii. S\$162 for 2 or more one-way or return flights but not more than 5 such flights;
- iii. S\$326 for 5 one-way or return flights but not more than 10 such flights; or
- iv. S\$810 for more than 10 one-way or return flights.

(b) Express Permits

Operators who wish to obtain a permit under 3 working days, but at least 24 hours before the flight, should contact the Duty Officer at +65 98331775 and submit a complete application via this weblink: <http://www.caas.gov.sg/atlas>. The following fee shall be paid:

- i. S\$252 for a single one-way or return flight.

Note 1: "Working Day" means:

- i. a period that begins at 8.30am and ends at 6pm on any Monday to Thursday that CAAS is open for business; and
- ii. a period that begins at 8.30am and ends at 5.30pm on any Friday that CAAS is open for business.

Note 2: Any application that is made after the close of business shall be deemed to have been made on the next working day.

Definitions:

Non-scheduled flight - a flight for the carriage of passengers, mail or cargo by air for hire and reward on journeys other than scheduled.

Business aviation flight - a flight that is owned and operated privately by a business corporation or chartered privately by business or corporate executives for non-revenue purposes.

Charterer - a person, company or corporate body who charters the aircraft and whose name and address appear in the Aircraft Charter Agreement.

Operator - in relation to an aircraft, the person for the time being having the business management of that aircraft.

4.2 DOCUMENTARY REQUIREMENTS FOR CLEARANCE OF AIRCRAFT

- 4.2.1 Same requirements as for SCHEDULED FLIGHTS.

4.3 PERMIT CONDITIONS

- 4.3.1 The Director-General of Civil Aviation may attach such conditions to a permit as he considers necessary.

4.4 APPLICATION FOR DIPLOMATIC CLEARANCE FOR FOREIGN STATE AIRCRAFT

4.4.1 Procedures for Applying Diplomatic Clearance for Landing and Overflight for Foreign State Aircraft in Singapore

4.4.1.1 Except where otherwise agreed, all Foreign State aircraft intending to land at or overfly Singapore are to obtain diplomatic clearance for such landing or overflight from the Ministry of Foreign Affairs, giving information as in para 4.4.2.

4.4.1.2 The application is to be made giving at least 14 days' notice.

4.4.2 Information to be provided when applying for Diplomatic Clearance

4.4.2.1 All applications for diplomatic clearance should contain the following information:

- a. Name of Mission/Organisation;
- b. Liaison Officer;
- c. Telephone Number;
- d. Number and Type of Aircraft;
- e. Callsign;
- f. Aircraft Registration;
- g. Full flight itinerary;
- h. Route after entering and before leaving Singapore FIR;
- i. Date of Arrival;
- j. Time of Arrival;
- k. Date of Departure;
- l. Time of Departure;
- m. Arrival from;
- n. Departing to;
- o. Airfield requested;
- p. Name of Pilot;
- q. Number of Crew;
- r. Number of Passengers;
- s. If VIP flight, Name of VIP and number of other officials;
- t. Purpose;
- u. Photograph and sensory equipment if any;
- v. Nature of freight or cargoes carried if any;
- w. Dangerous cargoes, if any (e.g. arms, ammunition, explosives, toxic chemicals);
- x. Types of services required (e.g. type of fuel, APU/GPU, ground handling etc.);
- y. Additional/Special request

Note: Aircraft used in military, customs or police services are deemed to be State aircraft.

5 APPLICATION FOR TEST FLIGHTS

5.1 All applications for test flights are subject to prior approval.

5.2 All applications are to be made at least 2 working days but not more than 2 weeks in advance. If notice is not complied with, the application may not be considered.

5.3 Applicants should provide details as listed in items a. to e. below and ensure that the documents as listed in items f. to h. of the aircraft undergoing test flights remain valid during the period of operation:

- a. Aircraft Registration;
- b. Aircraft Callsign;
- c. Aircraft Type;
- d. Date / Time / Duration of flight;
- e. Point of Departure and Arrival;
- f. Certificate of Registration;
- g. Certificate of Airworthiness;
- h. A Permit to Fly, issued by CAAS, in the absence of a valid Certificate of Airworthiness.

5.4 All applications should be submitted to:

Post:

Duty Manager, Singapore Air Traffic Control Centre
Civil Aviation Authority of Singapore
60 Biggin Hill Road, Singapore 509950

Email: caas_atsops@caas.gov.sg

Fax: 65457526

5.5 Details on flight planning for test flights are listed at ENR 1.10 FLIGHT PLANNING.

6 AIRCRAFT BANNED FROM OPERATIONS AT SINGAPORE AERODROMES

6.1 The Antonov-12 aircraft is banned from all operations to/from Singapore aerodromes due to concerns over its continuing airworthiness.

NOTAM are exchanged with other International NOTAM Offices (NOF) as follows:

NOF	NOTAM Series		NOF	NOTAM Series		NOF	NOTAM Series	
	Received	Sent		Received	Sent		Received	Sent
Abu Dhabi	A	A	Jakarta	AB	A	Port Moresby	A	A
Addis Ababa	A	A	Jeddah	AW	A	Praha	-	A
Almaty	K	-	Johannesburg	ABC	A	Pyongyang	A	-
Amman	A	-	Kabul	G	A	Riga	A	-
Amsterdam	AM	A	Karachi	A	A	Rio de Janeiro	-	A
Ankara	ABC	A	Kathmandu	A	A	Roma	AW	A
Antananarivo	AB	A	Khartoum	A	-	Sanaa	-	A
Athina	A	A	Kiev	A	-	Seoul	AG	A
			Kobenhavn	AB	-	Shannon	ABD HJNV	A
Baghdad	A	A	Kolkata	A	A	Sofia	A	A
Bahrain	A	A	Kuala Lumpur	AD	A	Stockholm	ABC	A
Baku	A	-	Kuwait	A	A	Taipei	A	A
Bangkok	AGHJ	A	Lisboa	A	-	Tallinn	A	-
Beijing	AEFG LUWY	A	Ljubljana	A	-	Tbilisi	G	-
Beograd	A	A	Lobamba	A	-	Tehran	A	A
Brisbane	DEFG HJKLN	A	London	ABDF GHJMV	A	Tel Aviv	A	A
Brunei	B	A	Luqa	A	-	Tirana	A	-
Bruxelles	A	A	Maseru	A	-	Tokyo	ABCE FJ	A
Bucuresti	ABDM	A	Macao	A	A	Tripoli	A	A
Budapest	AK	A	Madrid	ABDE FG	A	Vientiane	A	A
			Mahé	A	A	Vilnius	AB	-
Cairo	-	A	Male	A	A	Washington	A	A
Chennai	A	A	Manila	B	A	Wien	A	A
Christchurch	B	A	Minsk	O	-	Windhoek	A	-
Colombo	A	A	Moskva	AEGJ KOPV	A	Yangon	AB	A
Congo	B	-	Mumbai	A	A	Yerevan	-	A
			Muscat	A	A	Zurich	A	A
Damascus	A	-	Nadi	AD	A			
Dar es-Salaam	A	-	Nairobi	A	-			
Dhaka	A	A	New Delhi	AG	A			
			Nicosia	A	-			
Frankfurt	A	-	Ottawa	ABYZ	A			
Harare	AB	A	Paris	AFRW	-			
Helsinki	A	A	Phnom-Penh	A	-			
Ho Chi-Minh	AJC	A	Plaisance	A	A			
Hong Kong	A	A						

Pre-flight Information Bulletin (PIB), a recapitulation of valid NOTAM in plain language, can be retrieved from AIM-SG URL: <https://fpl-1.caasaim.gov.sg>

3.6 Aeronautical Information Circular (AIC)

Aeronautical Information Circular (AIC) contains information on the long-term forecast of major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters which is inappropriate to the AIP or NOTAM, and is published as required.

Each AIC is numbered consecutively on a calendar year basis. The year, indicated by 2 digits, is a part of the serial number of the AIC. A checklist of current AIC is issued in the form of an AIC once a year.

3.7 Checklist and NOTAM List

A checklist of current NOTAM is issued monthly via the AFS. A monthly NOTAM List containing the plain language presentation of current NOTAM, information on the latest AIP Amendment, AIP Supplement, AIC issued and a checklist for AIP Supplements is also available online.

4 AIRAC SYSTEM

4.1 In order to control and regulate operationally significant changes requiring amendments to charts, route manuals, etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published in an AIRAC AIP Supplement.

4.2 AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. The table below indicates AIRAC effective dates for Years 2018 to 2022:

AIRAC Effective Dates				
Year 2018	Year 2019	Year 2020	Year 2021	Year 2022
04 January	03 January	02 January	28 January	27 January
01 February	31 January	30 January	25 February	24 February
01 March	28 February	27 February	25 March	24 March
29 March	28 March	26 March	22 April	21 April
26 April	25 April	23 April	20 May	19 May
24 May	23 May	21 May	17 June	16 June
21 June	20 June	18 June	15 July	14 July
19 July	18 July	16 July	12 August	11 August
16 August	15 August	13 August	09 September	08 September
13 September	12 September	10 September	07 October	06 October
11 October	10 October	08 October	04 November	03 November
08 November	07 November	05 November	02 December	01 December
06 December	05 December	03 December	30 December	29 December
		31 December		

4.3 A TRIGGER NOTAM will be issued 10 days before the effective date of the AIRAC AIP Supplement giving a brief description of the contents of the AIP Supplement, the effective date and the reference number of the AIRAC AIP Supplement. This trigger NOTAM will come into force on the same effective date as the AIRAC AIP Supplement and will remain in force until 14 days after the effective date.

← 4.4 A NIL AIRAC NOTAM will be issued one cycle before the AIRAC effective date if no information is submitted for publication of an AIRAC AIP Supplement for an AIRAC effective date. The NIL AIRAC NOTAM will remain current for a duration of 14 days.

5 PRE-FLIGHT INFORMATION SERVICE AT AERODROMES

Aerodrome	Briefing Coverage	Availability of Bulletins
SINGAPORE CHANGI	All route stages emanating from Singapore.	Pre-flight Information Bulletin (PIB) can be retrieved from AIM-SG URL - https://fpl-1.caasaim.gov.sg
SELETAR		

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

ROUTE AIR NAVIGATION SERVICES (RANS) CHARGES IN SECTOR A AIRSPACE

1 GENERAL

- 1.1 All civil aircraft operating in the airspace within 90NM south of SINJON, from ground/sea level to FL370, will be levied a route air navigation services (RANS) charge. This airspace is referred to as Sector A (refer to chart at page GEN 4.2-3).
- 1.2 The air navigation charges collected by the Civil Aviation Authority of Singapore (CAAS) will be remitted to Indonesia as Sector A includes Indonesian territorial airspace.

2 RANS CHARGES

- 2.1 The formula for computing RANS charges in Sector A is as follows:

RANS Charge = Unit Rate X Route Unit

(a) The Unit Rate is : US\$0.65 (with effect from 1 May 2013)

(b) The computation of the Route Unit is as follows:

Route Unit = Distance Factor (DF) X Weight Factor

where

←	1km ≤ Distance < 50km (27NM)	: DF = 0
←	50km (27NM) ≤ Distance < 150km (81NM)	: DF = 1

Thereafter, for every subsequent 100km (54NM) or part thereof, DF shall increase by 1.

Weight Factor is based on the Weight Factor Table (refer to GEN 4.2-4).

3 EXEMPTION FROM RANS CHARGES

- 3.1 No charge will be levied for the following types of flights:
- a. all non-civil flights;
 - b. State aircraft belonging to Republic of Indonesia and Republic of Singapore;
 - c. VVIP flights such as aircraft used by a Head of State/Government and his group;
 - d. aircraft used for search and rescue purposes;
 - e. aircraft which have obtained exemption from the Directorate General of Civil Aviation, Indonesia;
 - f. aircraft which CAAS exempts from landing charges; and
 - g. non-commercial aircraft for training, instructional and test flight.

4 COLLECTION OF RANS CHARGES

- 4.1 CAAS will collect the RANS charges and remit them to Directorate General of Civil Aviation, Indonesia.
- 4.2 Operators with credit arrangement with CAAS will be billed on a monthly basis. Payment must be made within 14 days of the date of issuance of the invoice. Payment is to be made in United States Dollars and shall include all bank charges such as agent banks' charges.
- 4.3 Operators with no credit arrangement with CAAS will need to make payment prior to each flight departure as follows:
- a. Singapore Changi Airport - cash payment at the Changi Apron Office.
 - b. Seletar Airport - payment through USD cheques at the Seletar Apron Office.
- 4.4 Where credit arrangement is desired in the case of regular users, a written application for credit facility has to be submitted.

5 PERSON LIABLE TO PAY RANS CHARGES

- 5.1 The person liable to pay the charges is the operator of the aircraft at the time of the flight concerned. If the operator of the aircraft is not known, the owner of the aircraft shall be liable.

6 QUERIES ON LEVYING/BILLING OF RANS CHARGES

- 6.1 Please direct any questions regarding the levying and billing of RANS charges to:

Civil Aviation Authority of Singapore
Finance Division (Revenue)
Singapore Changi Airport
P. O. Box 1
Singapore 918141

TEL : (65) 65412069 or 65412042
FAX : (65) 65423952

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, L644, M753, M771, M904, N891, N892, Q801, Q802, Q803 and T611 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 carry serviceable ADS-B transmitting equipment that has been certified as meeting:

- a. European Aviation Safety Agency - Certification Considerations for the Enhanced ATS in Non-Radar Areas using ADS-B Surveillance (ADS-B-NRA) Application via 1090MHz Extended Squitter (AMC 20-24), or
- b. European Aviation Safety Agency (EASA) CS-ACNS (Subpart D - Surveillance - SUR), or
- c. Federal Aviation Administration - Advisory Circular No: 20-165A (or later versions) Airworthiness Approval of Automatic Dependent Surveillance - Broadcast (ADS-B) Out Systems, or
- d. The equipment configuration standards in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.

7.1.2 Aircraft that does not comply with the requirements stipulated in paragraph 7.1.1 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 paragraph 7.1.1, 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 paragraph 7.1.1 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)

8 AIR TRAFFIC MANAGEMENT CONTINGENCY PLAN

8.1 INTRODUCTION

8.1.1 The Air Traffic Management (ATM) Contingency Plan for Singapore FIR has been developed to fulfil the requirements of the ICAO Standards and Recommended Practices contained in Annex 11 and the Regional Supplementary Procedures (Doc 7030). In the event of partial or total disruption to the provision of Air Traffic Services (ATS) and / or the related support services in the Singapore Flight Information Region (FIR), the ATM Contingency Plan referred to in this section shall be activated to ensure the continued safety of air navigation of aircraft operating through the Singapore FIR.

8.1.2 However, this contingency plan does not address arrangements for aircraft arriving and departing at Singapore airports. Aircraft departing or landing at Changi operating within 60NM from Singapore will be subjected to contingency procedures stated in ENR 1.8 paragraphs 1.5, 1.6, 1.7 and 1.8.

8.1.3 This ATM Contingency Plan provides:

- a. the contingency routes structure using existing published airways to enable transit through the Singapore FIR; and
- b. the associated Air Traffic Control (ATC) procedures to support the contingency plan.

8.1.4 As and where dictated by circumstances, aircraft planning to operate through Singapore FIR that have not yet departed may be temporarily suspended until a full assessment of the prevailing conditions has been determined and sufficient air traffic services restored.

8.1.5 Long-haul international aircraft and special operations (e.g. Search and Rescue (SAR), State aircraft, humanitarian flights, etc.) shall be afforded priority for levels at FL290 and above. Aircraft operators that operate domestic and regional flights should plan on the basis that FL290 and above may not be available.

ENR 5.6 BIRD MIGRATION

1 BIRD MIGRATION

- 1.1 Bird migrations generally occur between September and March. Migratory birds come from as far away as North and Central Asia. Most birds fly in groups and flocks of migrating shorebirds can be seen along the coast of Singapore at altitudes of 500 feet to 5,000 feet.

2 REPORTING OF WILDLIFE STRIKE

- 2.1 To facilitate efforts to reduce wildlife hazards at and around Singapore airports, pilots and aircraft engineers are requested to report all wildlife strikes to Air Traffic Control.
- 2.2 To facilitate the reporting of wildlife strikes, pilots may report them at the earliest opportunity via RTF to Air Traffic Control.

The RTF phraseology should include the following:

- Aircraft Callsign
- The phrase "WILDLIFE STRIKE REPORT"
- Altitude
- Approximate geographical location
- Time of incident
- Effect on flight (e.g. state damage to fuselage, etc.)
- Number of wildlife (an estimate)
- Size/Type of wildlife (if possible)

- 2.3 To obtain better perspective of the extent of wildlife hazards, the Authority is also collecting data on "near misses" with wildlife. A "near miss" is defined as a situation in which a wildlife or flock of birds is within close proximity of an aircraft to cause alarm to the extent whereby pilots would have to take evasive action had such an action been possible. Pilots should report all "near misses" via RTF to Air Traffic Control.

The RTF phraseology should include the following:

- Aircraft Callsign
- The phrase "WILDLIFE SIGHTING REPORT"
- Altitude
- Approximate geographical location
- Time of incident
- Number of wildlife (an estimate)
- Size/Type of wildlife (if possible)

- 2.4 A copy of the Wildlife Strike Reporting Form is shown on page [ENR 5.6-2](#). Airline operators may send the completed Wildlife Strike Reporting Form to email address: changai.airside@changaiairport.com

WILDLIFE STRIKE REPORTING FORM					
(This information is required for aviation safety)					
OPERATOR or CALL SIGN			AIRCRAFT TYPE		
ENGINE TYPE			AIRCRAFT REGISTRATION		
DATE: Day			TIME OF INCIDENT		(L) (UTC)
Month Year
			Dawn	Day	Dusk Night
AERODROME NAME			RUNWAY USED		
HEIGHT AGL ft		SPEED (IAS) kt		APRX LOC	
PHASE OF FLIGHT			SKY CONDITION		
<input type="checkbox"/> Unknown <input type="checkbox"/> En-route <input type="checkbox"/> Taxi <input type="checkbox"/> Descend <input type="checkbox"/> Take-off run <input type="checkbox"/> Approach <input type="checkbox"/> Climb <input type="checkbox"/> Landing Roll			<input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast		
			PRECIPITATION		
			<input type="checkbox"/> Fog <input type="checkbox"/> Rain		
PART(S) OF AIRCRAFT					
	Struck	Damaged			
Radome	<input type="checkbox"/>	<input type="checkbox"/>	BIRD SPECIES		
Windshield	<input type="checkbox"/>	<input type="checkbox"/>			
Nose (excluding above)	<input type="checkbox"/>	<input type="checkbox"/>	NUMBER OF BIRDS		Seen Struck
		
Engine No. 1	<input type="checkbox"/>	<input type="checkbox"/>	SIZE OF BIRD		
Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large		
Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>			
Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>	PILOT WARNED OF BIRDS		
			Yes No		
Propeller	<input type="checkbox"/>	<input type="checkbox"/>	LIGHTS USED:		
Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	Landing <input type="checkbox"/> Yes <input type="checkbox"/> No		
Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	Strobe Anti-Collision <input type="checkbox"/> Yes <input type="checkbox"/> No		
Landing gear	<input type="checkbox"/>	<input type="checkbox"/>			
Tail	<input type="checkbox"/>	<input type="checkbox"/>			
Lights	<input type="checkbox"/>	<input type="checkbox"/>			
Others (specify)	<input type="checkbox"/>	<input type="checkbox"/>			
EFFECT ON FLIGHT			REMARKS		
<input type="checkbox"/> None <input type="checkbox"/> Precautionary landing <input type="checkbox"/> Aborted take-off <input type="checkbox"/> Engines shut down <input type="checkbox"/> Others (specify)			(Describe damage, injuries and other pertinent information) _____ _____		
NAME OF REPORTING OFFICER:			ORGANISATION:		
<p><i>Please send completed Wildlife Strike Reporting Form to:</i> Airside Management Centre (email: changi.airside@changiairport.com) CHANGI AIRPORT GROUP (SINGAPORE) PTE LTD P.O. Box 168, Singapore Changi Airport Singapore 918146</p>					