

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 Personnel Licensing, 13th Edition

Chapter 2

2.3.3.1.2

Due to local geographical constraints and boundary, it is not possible to complete one cross-country flight totalling not less than 270km (150NM) in the course of which full-stop landings at two different aerodromes are made. In such cases, a Private Pilot Licence with restriction to fly within Singapore only will be issued.

2.8.2.1

Singapore issues two types of ratings for flying instructors: Flying Instructor Rating and Assistant Flying Instructor Rating. Both ratings meet the ICAO standards for flying instructors. Newly qualified instructors are issued with an Assistant Flying Instructor Rating, and may qualify for a Flying Instructor Rating after acquiring additional flying and instructional experience.

An Assistant Flying Instructor Rating does not entitle the holder to:

- a) give flying instructions unless under the supervision of a person holding a Flying Instructor Rating; or
- b) give directions in respect of the student pilot's first solo day/night flight and first solo cross-country day/night flight.

2.9.1.1

The applicant for a Commercial Pilot Licence (Gliders) shall not be less than 18 years of age.

2.10.1.1

The applicant for a Private Pilot Licence (Balloons and Airships) shall not be less than 17 years of age. The applicant for a Commercial Pilot Licence (Balloons and Airships) shall not be less than 18 years of age.

ANNEX 2 Rules of the Air, 10th Edition

Appendix 3

VFR or IFR flights when operating in uncontrolled airspace within certain parts of the Singapore FIR at or above 3,000ft and below FL250 are required to use the cruising levels specified in the quadrantal table of cruising levels (quadrantal rule) as shown in section ENR 1.7 para 4.4.

DOC 4444 Procedures for Air Navigation Services - Air Traffic Management, 15th Edition (PANS-ATM)

- NIL Difference

DOC 7030 Regional Supplementary Procedures, 5th Edition

MID/ASIA REGIONAL SUPPLEMENTARY PROCEDURES

1.2.1

Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:

- a) Above FL200.

ANNEX 3 Meteorological Service for International Air Navigation, 20th Edition

- NIL Difference

ANNEX 4 Aeronautical Charts, 11th Edition

- NIL Difference

ANNEX 5 Units of Measurement to be used in Air and Ground Operations, 5th Edition

- NIL Difference

ANNEX 6 Operation of Aircraft

Part I (International Commercial Air Transport - Aeroplanes) - 11th Edition

Chapter 12

12.4(b) Singapore regulations do not require all cabin crew to be trained on the use of automated external defibrillator (AED). However, the regulations require that at least one senior cabin crew on board every aircraft carrying AED to be trained on the use of AED.

Part II (International General Aviation - Aeroplanes) - 10th Edition

- NIL Difference

Part III (International Operations - Helicopters) - 10th Edition

- NIL Difference

ANNEX 7 Aircraft Nationality and Registration Marks, 6th Edition

- NIL Difference.

ANNEX 8 Airworthiness of Aircraft, 12th Edition

- NIL Difference

ANNEX 9 Facilitation, 16th Edition

Chapter 3

3.26 Singapore adopts an electronic visa system (e-Visa) to retrieve information to verify the identity of the visa holder.

3.27 Singapore requires all travellers, including Singapore Citizens, Permanent Residents, Long-Term Pass holders and foreign visitors, to complete an electronic SG Arrival Card (SGAC) before/upon arrival in Singapore.

3.46 Special Pass may be issued to an inadmissible passenger to enter Singapore to enable him to apply for travel documents from the relevant Diplomatic Mission. In such cases, the airlines shall continue to be responsible for the custody and care of the passenger and eventual repatriation.

3.66 With effect from 27 Aug 2007, air crew who arrive in Singapore on crew duty and seeking temporary entry into Singapore are required to produce their passports for immigration clearance. However, their passports will not be endorsed. Crew who are nationals of countries that require visa to enter Singapore will continue to be exempted from the visa requirements if they arrive in Singapore as part of their crew duty or to join their assigned flights for the purpose of performing their crew duty.

Chapter 5

5.9.1 Under Singapore's regulations, the cost of custody and care of inadmissible persons pending their removal shall be borne by the aircraft operator.

5.18 The obligations, responsibilities, and costs associated with the removal of deportees are a shared responsibility. Singapore works closely with foreign diplomatic missions to facilitate the removal of deportees.

5.23 A valid travel document is required before any special consideration can be given to the admission of such persons. For Permanent Residents, entry permit and valid Travelling documents are required before entry is granted.

5.27 An application for a travel document has to be duly signed by the applicant before a travel document can be issued.

5.29 The required travel document to facilitate the return of the national will be issued upon confirmation of the person's Singapore Citizenship status.

ANNEX 10 Aeronautical Telecommunications

Volume I	(Radio Navigation Aids) - 7th Edition
Volume II	(Communication Procedures including those with PANS status) - 7th Edition
Volume III	(Communication Systems) - 2nd Edition Part I - Digital Data Communication Systems Part II - Voice Communication Systems
Volume IV	(Surveillance and Collision Avoidance Systems) - 5th Edition
Volume V	(Aeronautical Radio Frequency Spectrum Utilization) - 3rd Edition
	- NIL Difference

ANNEX 11 Air Traffic Services, 15th Edition
- NIL Difference

ANNEX 12 Search and Rescue, 8th Edition
- NIL Difference

ANNEX 13 Aircraft Accident and Incident Investigation, 13th Edition
- NIL Difference

ANNEX 14 Aerodromes

Volume I	(Aerodrome Design and Operations) - 8th Edition
<u>Chapter 3</u>	
3.4.3	The words “wherever practicable” in Annex 14 paragraph 3.4.3 have been removed in our national regulations. Without exception, the width of the runway strip shall be 140m where the code number is 3 or 4; and 70m where the code number is 1 or 2.
<u>Chapter 4</u>	
4.2.14	For a precision approach runway category I, the inner approach surface; inner transitional surfaces; and balked landing surface shall be established, in addition to the conical surface; inner horizontal surface; approach surface and transitional surfaces.
<u>Chapter 6</u>	
6.1.1.6	Annex 14 paragraph 6.1.1.6(c) which states that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day has been removed from our national regulations.
<u>Chapter 7</u>	
7.4.1	Relating to the display of unserviceability markers, our national regulations require additionally that “unserviceability markers shall also be displayed at the entrances to a permanently or temporarily closed runway or taxiway, or part thereof”.
<u>Chapter 9</u>	
9.2.3	Relating to the level of rescue and fire fighting protection to be provided, the remission factor has been removed from our national regulations.
Volume II	(Heliports) - 5th Edition
	- Not applicable

ANNEX 15 Aeronautical Information Services, 16th Edition
- NIL Difference

ANNEX 16 Environmental Protection

- Volume I (Aircraft Noise) - 8th Edition
- Volume II (Aircraft Engine Emissions) - 4th Edition
- Volume III (Aeroplane CO₂ Emissions) - 1st Edition
- NIL Difference

ANNEX 17 Aviation Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference, 12th Edition
- NIL Difference

ANNEX 18 The Safe Transport of Dangerous Goods by Air, 4th Edition
- NIL Difference

ANNEX 19 Safety Management, 2nd Edition
- NIL Difference