

ENR 1.10 FLIGHT PLANNING

1 PROCEDURES FOR SUBMISSION OF A FLIGHT PLAN

1.1 REQUIREMENT FOR SUBMISSION OF A FLIGHT PLAN

1.1.1 The pilot-in-command or airline operator shall submit an ICAO flight plan to ATC via the AFS or the AIM-SG system (accessible by registration at <https://aim-sg.caas.gov.sg>) for the following flights:

- a. Flights on airways, associated holding areas and all other controlled airspaces whether IFR or VFR;
- b. Any flight or portion thereof to be provided with air traffic control service;
- c. Any flight within or into designated areas, or along designated routes to facilitate co-ordination with appropriate military units or with air traffic service units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- d. Any flight across international borders.

1.1.2 The pilot-in-command or the airline operator shall submit details of a functional check /training flight, planned to be conducted in the Seletar aerodrome circuit or in Light Aircraft Training Areas A, B and C, by electronic mail using the "Seletar Functional Check /Training Form" retrievable from webpage: <https://aim-sg.caas.gov.sg>

1.1.3 For a flight that will be operating within Singapore only (except for flights mentioned in paragraph 1.1.2, the pilot-in-command or the operator shall submit the ICAO flight plan using the automated AIM-SG system and to include Military ATC addressee WSARYWYX. If for any reason a flight plan is not approved, the pilot-in-command shall contact RSAF Air Operations Control (AOC) at 67683702 for clarification.

1.2 REQUIREMENT FOR SUBMISSION OF A FLIGHT PLAN FOR FUNCTIONAL CHECK FLIGHTS

1.2.1 Functional check flights shall be conducted on ATS route G580 between OBGET and NIMIX to minimise disruption to civil scheduled flight movements and to facilitate the functional check flight operations.

1.2.2 A flight plan shall be submitted for a functional check flight at least one hour before departure. The pilot-in-command or the operator shall include in Item 18 of the flight plan 'RMK/TEST FLT APPROVED BY ATC'.

1.2.3 The pilot-in-command of the functional check flight shall adhere to ATC instructions at all times. Functional check flight manoeuvres are subject to ATC clearance, real-time coordination and traffic .

1.2.4 Procedures for application to conduct functional check flights are provided on GEN 1.2 section 6 .

1.3 LEAD TIME FOR FILING FLIGHT PLANS AND FLIGHT PLAN ASSOCIATED MESSAGES

1.3.1 Flight plan shall be filed 120 hours, or five days, at the earliest but no later than 60 minutes prior to departure (estimated off-block time).

1.3.2 In the event of a delay of 30 minutes in excess of the estimated off-block time, the flight plan should be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable. To indicate a delay to a flight, a DLA or a CHG message may be used depending on the circumstances.

1.3.3 The old flight plan shall be cancelled and a new flight plan shall be submitted when changes are made to any one of the following fields:

7/Aircraft Identification, 15/Route and/or 16/Destination Aerodrome.

1.3.4 A flight plan submitted in flight on HF RTF shall be submitted at least 20 minutes (or if on VHF RTF at least 10 minutes) prior to the intended point of entry into a control zone, control area, advisory area or advisory route.

1.3.5 A pilot-in-command may change from an IFR flight plan to a VFR flight plan by reporting "CANCELLING MY IFR FLIGHT" when weather conditions indicate that the remainder of the flight can be conducted under VFR. [However, within Singapore, all flights whether IFR or VFR shall be regulated in accordance with instrument flight rules.] (see note 2 below).

1.3.6 ATC will acknowledge:

"IFR flight cancelled at.....(time)" or

if information is available which indicates the likelihood of IMC prevailing along the route, will notify these conditions as follows:

“Instrument MET conditions reported (or forecast) in the vicinity of.....”

Note:

- 1) *The fact that pilot flying in VMC does not by itself constitute cancellation of an IFR flight plan.*
- 2) *Within the Singapore/Johor Airspace Complex and Control Zones all flights are regulated in accordance with IFR separation standards.*

1.4 PERSONS ON BOARD (POB)

1.4.1 The pilot-in-command or his representative is required to state the total number of persons on board (POB - i.e. passengers and crew) in the flight plan.

1.5 DATA LINK COMMUNICATION AND SURVEILLANCE

1.5.1 Aircraft using data link communications (see ENR 1.1 section 9) must insert one or more of the following letters in Item 10a of their flight plan to indicate serviceable COM aid equipment and capabilities available:

- J1 CPDLC ATN VDL Mode 2
- J2 CPDLC FANS 1/A HF DL
- J3 CPDLC FANS 1/A VDL Mode A
- J4 CPDLC FANS 1/A VDL Mode 2
- J5 CPDLC FANS 1/A SATCOM (INMARSAT)
- J6 CPDLC FANS 1/A SATCOM (MTSAT)
- J7 CPDLC FANS 1/A SATCOM (Iridium)
- P1 CPDLC RCP 400
- P2 CPDLC RCP 240
- P3 SATVOICE RCP 400
- P4-P9 Reserved for RCP

1.5.2 Aircraft using data link surveillance (see ENR 1.1 section 9) must insert one or more of the following letters in Item 10b of their flight plan to indicate serviceable SUR equipment and capabilities available:

- D1 ADS-C with FANS 1/A capabilities
- G1 ADS-C with ATN capabilities

1.5.3 Additional surveillance equipment or capabilities are to be listed in Item 18 following the indicator SUR/ .

1.6 RNAV APPROVED AIRCRAFT

1.6.1 Aircraft flying on RNAV routes (see ENR 3.2) must be RNAV equipped and should annotate their flight plan as follows:

	Item 10	Item 15	Item 18
RNAV equipment is carried	<p>G (GNSS)</p> <p>I (Inertial Navigation)</p> <p>R (PBN approved) Guidance material in the application of performance based navigation to a specific route segment, route or area is contained in the Performance Based Navigation Manual (Doc 9613).</p>	True Mach NR and FL at entry and exit points	<p>The types of external GNSS augmentation, if any, are specified following the indicator NAV/ and separated by a space.</p> <p>The performance based navigation levels that can be met shall be specified following the indicator PBN/.</p>

1.6.2 Operators of aircraft approved for RNP 10 operations shall include the following information in their flight plan:

Item 10 - "R" where R = PBN approved

Item 18 - PBN/A1 where A1 = RNAV 10 (RNP 10)

1.6.3 Operators of aircraft approved for RNP 4 operations shall include the following information in their flight plan:

Item 10 - "R" where R = PBN approved

Item 18 - PBN/L1 where L1 = RNP 4

1.6.4 Operators of aircraft approved for RNP 1 (P-RNAV) operations shall include the following information in their flight plan:

Item 10 - "R" where R = PBN approved

Item 18 - PBN/O1 where O1 = Basic RNP1 all permitted sensors, or

PBN/O2 where O2 = Basic RNP1 GNSS, or

PBN/O3 where O3 = Basic RNP1 DME/DME, or

PBN/O4 where O4 = Basic RNP1 DME/DME/IRU

1.7 RVSM AND NON-RVSM APPROVED AIRCRAFT

1.7.1 Operators of RVSM approved or non-RVSM approved aircraft operating in RVSM airspace (see ENR 1.8 sub-section 1.9 and 1.10) shall annotate their flight plan as follows:

	Item 10	Item 18
RVSM approved aircraft	W	
Non-RVSM approved aircraft		STS/NONRVSM

1.8 OTHER DOCUMENTARY AND / OR PERMIT REQUIREMENTS

1.8.1 In addition to the flight planning requirements, all pilots-in-command and 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.

1.8.2 In particular, for Indonesian sovereign airspace within portions of airspace in which Singapore provides Air Traffic Services (ATS) (see ENR 2.1), aircraft operators should also consult AIP Indonesia GEN 1.2 Entry, Transit and Departure of Aircraft at <https://iwish.kemenuh.go.id/> Indonesia's requirements for flights intending to enter, depart, and/or overfly its sovereign airspace. Please note that this AIP's reference to these requirements is without prejudice to Singapore's legal position on such requirements.

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