

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1 INTRODUCTION

1.1 The airspace in the Singapore FIR has been classified in accordance with Appendix 4 of ICAO Annex 11.

2 AIRSPACE CLASSIFICATION

2.1 Within the Singapore FIR, the airspace is divided into 5 classes as shown in the table below:

AIRSPACE CLASSIFICATION IN THE SINGAPORE FIR		
Airspace	Flight Levels	Classification
Controlled Airspace	FL150 to FL460	A
	Surface to FL150	B
Controlled Airspace more than 100NM seaward from the shoreline	Lower Limit to FL460	A
Control Zones (CTRs)	CHANGI CTR	C
	PAYA LEBAR CTR	D
	SELETAR CTR	C
ATZs	Surface to Upper Limit	D
Uncontrolled Airspace		G

2.1.1 The services provided and requirements for flights within each class of airspace in Singapore FIR are shown in the table below:

Class	Types of flight	Separation provided	Service provided	Speed limitations	Radio Communication requirement	Subject to ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR	Air traffic control service	Not applicable	Continuous two-way	Yes
		IFR from VFR				
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
G	IFR	Nil	Flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Flight information service	250 kt IAS below 3050 m (10 000 ft) AMSL	Continuous two-way ²	Yes

¹All arriving turbo-propeller and turbo-jet aircraft are to fly at not faster than the indicated air speed of 250 knots when within 40NM from Singapore Changi Airport or when at or below 10,000ft except all arriving aircraft into Singapore Changi Airport shall comply with the speed restrictions depicted on the transitions and RNAV STARs. Further speed reductions will be regulated by ATC as necessary. Pilots who may not be able to comply with the speed limits specified above for reasons of flight safety and/or weather should inform ATC and state the speed(s) acceptable.

²Aircraft operating in Light Aircraft Training Areas A, B and C (refer to page ENR 5.2-1) are required to have continuous two-way communications with the appropriate ATS authority.

2.2 For the airspace within the Jakarta FIR where ATS is provided by Singapore (see ENR 2.1), Class A airspace is established above FL150 and Class B airspace is established for controlled airspace from surface to FL150.

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