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**No. S 938**

AIR NAVIGATION ACT  
(CHAPTER 6)

AIR NAVIGATION  
(121 — COMMERCIAL AIR  
TRANSPORT BY LARGE AEROPLANES)  
(AMENDMENT NO. 2) REGULATIONS 2020

In exercise of the powers conferred by section 3A of the Air Navigation Act, the Civil Aviation Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

**Citation and commencement**

1. These Regulations are the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) (Amendment No. 2) Regulations 2020 and come into operation on 5 November 2020.

**Amendment of regulation 5**

2. Regulation 5(1) of the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 (G.N. No. S 444/2018) (called in these Regulations the principal Regulations) is amended —

- (a) by deleting the words “transfer agreement under Article 83 *bis* of the Chicago Convention” in sub-paragraph (h) and substituting the words “83 *bis* agreement, or the agreement summary of such an 83 *bis* agreement”; and
- (b) by deleting the words “or (f)” in sub-paragraph (k) and substituting the words “, (f) or (h)”.

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**Deletion and substitution of regulation 27**

3. Regulation 27 of the principal Regulations is deleted and the following regulation substituted therefor:

**“Flight planning**

27.—(1) Before the commencement of any flight of a large aeroplane, the AOC holder must ensure that —

- (a) the pilot-in-command is provided with the necessary information —
  - (i) to complete the preparation for the intended flight; and
  - (ii) to ensure the adequacy of facilities at any aerodrome that may be used for the flight;
- (b) the airspace containing the intended route from the aerodrome of departure to the aerodrome of arrival (including any intended take-off alternate aerodrome, destination alternate aerodrome and en-route alternate aerodrome) can be safely used for the type of operation to be conducted; and
- (c) if the flight is intended to operate over or near any conflict zone, a risk assessment is conducted and appropriate risk mitigation measures are taken to ensure the safety of the flight.

(2) For the purposes of paragraph (1)(c), “conflict zone” is any area where armed conflict is occurring or is likely to occur between militarised parties (including any area where militarised parties are in a heightened state of military alert or tension) and the safety of civil aircraft may be endangered.”.

**Amendment of regulation 38**

4. Regulation 38(3) of the principal Regulations is amended by deleting the full-stop at the end of sub-paragraph (h) and substituting a semi-colon, and by inserting immediately thereafter the following sub-paragraphs: