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**No. S 351**

**AIR NAVIGATION ACT  
(CHAPTER 6)**

**AIR NAVIGATION (AMENDMENT NO. 2) ORDER 2015**

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

**Citation and commencement**

1. This Order may be cited as the Air Navigation (Amendment No. 2) Order 2015 and comes into operation on 2 June 2015.

**Amendment of paragraph 2**

2. Paragraph 2(1) of the Air Navigation Order (O 2) (referred to in this Order as the principal Order) is amended —

(a) by inserting, immediately after the definition of “crew”, the following definition:

““danger area” means an airspace of defined dimensions which is declared by the Chief Executive as an area within which activities dangerous to the flight of aircraft may exist at specified times and is notified as such in the Aeronautical Information Publication or Notice to Airmen;”;

(b) by inserting, immediately after the definition of “production”, the following definition:

““prohibited area” means an airspace of defined dimensions which is declared by the Chief Executive as an area above any land or territorial waters of Singapore within which the flight of aircraft is prohibited and is notified as

such in the Aeronautical Information Publication or Notice to Airmen;” and

- (c) by inserting, immediately after the definition of “ “required navigation performance” or “RNP” ”, the following definition:

“ “restricted area” means an airspace of defined dimensions which is declared by the Chief Executive as an area above any land or territorial waters of Singapore within which the flight of aircraft is restricted in accordance with certain specified conditions and is notified as such in the Aeronautical Information Publication or Notice to Airmen;”.

### **Deletion and substitution of paragraph 20A**

3. Paragraph 20A of the principal Order is deleted and the following paragraph substituted therefor:

#### **“Limitation on privileges of pilots of 60 years and above**

**20A.** A holder of a licence granted under paragraph 20(1)(e), (f), (ia), (j) or (k) who is 60 years of age or older may act as a pilot of a public transport aircraft only if the holder is a member of a crew with 2 or more pilots.”.

### **Amendment of paragraph 50B**

4. Paragraph 50B of the principal Order is amended —

- (a) by inserting, immediately after the definition of “ID number”, the following definition:

“ “mail” means any letter, correspondence, postal article or thing, tendered by and intended for delivery to a postal service in accordance with the provisions of the Convention regulating the affairs of the Universal Postal Union;” and

- (b) by inserting, immediately after the definition of “passenger aircraft”, the following definitions:

“ “Postal Authority” has the same meaning as in section 2(1) of the Postal Services Act (Cap. 237A);

“postal service” has the same meaning as in section 2(1) of the Postal Services Act;

“public postal operator” means any provider of postal services designated by the Postal Authority under section 7 of the Postal Services Act to operate postal services and to fulfil the related obligations of the Convention regulating the affairs of the Universal Postal Union on its territory;”.

#### **New paragraph 50DB**

**5.** The principal Order is amended by inserting, immediately after paragraph 50DA, the following paragraph:

##### **“Dangerous goods in air mail**

**50DB.**—(1) Only a public postal operator acting in accordance with this paragraph, and no other person, may accept dangerous goods as or in mail to convey or deliver by post by air.

(2) A public postal operator may accept any dangerous goods as or in mail to convey or deliver by post by air only if the dangerous goods are of the kind permitted under the Technical Instructions to be carried by air as mail.

(3) A public postal operator must not accept any dangerous goods as or in mail to convey or deliver by post by air unless the public postal operator —

- (a) has in place procedures (which are approved by the Chief Executive) for controlling the introduction of such dangerous goods in air transport;
- (b) complies with the provisions of Part IV of the Nineteenth Schedule; and
- (c) if the dangerous goods are lithium ion batteries or lithium metal batteries contained in equipment, does so

in accordance with the prior approval of the Chief Executive for those goods.

(4) An application for any approval referred to in this paragraph must be made to the Chief Executive at the time and in the form and manner specified by the Chief Executive.

(5) Any approval referred to in this paragraph may be granted subject to such terms and conditions but no approval may be granted under sub-paragraph (3)(c) for a period exceeding one year.

(6) To avoid doubt, nothing in this paragraph authorises the conveyance, despatch or delivery by post of any article that is prohibited by the Postal Services Act or any subsidiary legislation made thereunder.”.

#### **Deletion of paragraph 64C**

6. Paragraph 64C of the principal Order is deleted.

#### **Amendment of paragraph 64D**

7. Paragraph 64D of the principal Order is amended by deleting sub-paragraph (1) and substituting the following sub-paragraph:

“(1) Despite paragraphs 64 and 64A, a person must not fly or operate a kite, parasail or captive balloon —

(a) within the boundaries of any danger area, restricted area or prohibited area; or

(b) outside any area in sub-paragraph (a) in a manner likely to endanger the safety of any person, aircraft or property.”.

#### **Amendment of paragraph 64E**

8. Paragraph 64E(1) of the principal Order is amended —

(a) by deleting the words “64A, 64B and 64C” and substituting the words “64A and 64B”; and

(b) by deleting the words “or an unmanned airship”.

**Amendment of paragraph 64F**

9. Paragraph 64F of the principal Order is amended —

- (a) by deleting the words “, captive balloon, model aircraft or unmanned airship” in sub-paragraph (a) and substituting the words “or captive balloon,”; and
- (b) by deleting the words “, model aircraft or unmanned airship” in sub-paragraph (b).

**Amendment of paragraph 64H**

10. Paragraph 64H of the principal Order is amended by deleting the words “paragraphs 64 to 64C” in sub-paragraph (a) and substituting the words “paragraphs 64, 64A and 64B”.

**Amendment of paragraph 64I**

11. Paragraph 64I of the principal Order is amended by deleting the definitions of “danger area”, “model aircraft”, “prohibited area” and “restricted area”.

**New Part XA**

12. The principal Order is amended by inserting, immediately after section 72C, the following Part:

“PART XA

UNMANNED AIRCRAFT OPERATIONS AND ACTIVITIES

**Application of this Part**

**72D.** Nothing in this Part applies to require a person in Singapore who operates —

- (a) an unmanned aircraft which is, or flies wholly, outside of Singapore;
- (b) an unmanned aircraft indoors —
  - (i) at a private residence for any purpose; or
  - (ii) at an experimental site in connection with the construction or testing of that unmanned aircraft;or