

Air Navigation (Amendment No. 3) Order 2003

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No. S 581

AIR NAVIGATION ACT CHAPTER 6

AIR NAVIGATION (AMENDMENT NO. 3) ORDER 2003

In exercise of the powers conferred by section 3 of the Air Navigation Act, the Minister for Transport hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Air Navigation (Amendment No. 3) Order 2003 and shall come into operation on 12th December 2003.

Amendment of paragraph 2

2. Paragraph 2 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 “aeronautical radio station” in sub-paragraph (1), the following definition:

““aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;”;

(b) by inserting, immediately after the definition of “replacement” in sub-paragraph (1), the following definitions:

““required navigation performance” or “RNP” means a statement of the navigation performance necessary for operation within a defined airspace;

“RNP type” means a containment value expressed as a distance in nautical miles from the intended position within which flights would be for at least 95 percent of the total flying time;”;

(c) by inserting, immediately after the words “aircraft radio” in sub-paragraph (6)(c)(ii), the words “and radio navigation”.

Amendment of paragraph 12

3. Paragraph 12 of the principal Order is amended by deleting sub-paragraph (1) and substituting the following sub-paragraph:

“(1) An aircraft shall not fly unless it is so equipped with instruments and

equipment as to comply with the law of the country in which it is registered, and to —

- (a) enable the flight crew to control the flight path of the aircraft, carry out any required procedural manoeuvre, and observe the operating limitations of the aircraft in the expected operating conditions; and
- (b) enable lights and markings to be displayed, and signals to be made, in accordance with this Order and any regulations made and requirements notified thereunder.”.

Amendment of paragraph 13

4. Paragraph 13 of the principal Order is amended —

- (a) by inserting, immediately after the word “radio” in sub-paragraphs (1), (2), (4) and (5), the words “and radio navigation”;
- (b) by inserting, immediately after sub-paragraph (2), the following sub-paragraph:

“(2A) A Singapore aircraft operating under instrument flight rules shall not fly unless it is equipped with radio and radio navigation equipment to ensure that the failure of one item of such equipment at any stage of the flight does not prevent the aircraft from proceeding with the flight plan and in accordance with air traffic service requirements, including any additional requirements required to operate in the airspace specified in the Sixteenth Schedule, in defined portions of airspace or on routes where an RNP type has been notified, as the case may be.”; and

- (a) by inserting, immediately after the word “Radio” in the marginal note, the words “and radio navigation”.

Amendment of paragraph 14

5. Paragraph 14 of the principal Order is amended by inserting, immediately after the word “radio” in sub-paragraphs (1) and (2), the words “and radio navigation”.

Amendment of paragraph 35

6. Paragraph 35(7) of the principal Order is amended by deleting the words “which is engaged on a flight for the purpose of public transport”.

New paragraph 36A

7. The principal Order is amended by inserting, immediately after paragraph 36, the following paragraph:

“Required navigation performance

36A. A Singapore aircraft shall not fly in defined portions of airspace or on routes where an RNP type has been notified unless the aircraft —

- (a) is equipped with navigation equipment which will enable it to operate in accordance with the notified RNP type; and
- (b) is approved by the chief executive officer to operate in such airspace or on such routes.”.

Amendment of paragraph 44

8. Paragraph 44 of the principal Order is amended by inserting, immediately after sub-paragraph (1), the following sub-paragraph:

“(1A) Notwithstanding sub-paragraph (1), if a Singapore aircraft to which this paragraph does not apply is provided with break-in markings, those markings shall be made in accordance with sub-paragraphs (5) and (7).”.

Amendment of Fifth Schedule

9. The Fifth Schedule to the principal Order is amended —

- (a) by deleting item 1 (page 86) in paragraph 4 and substituting the following item:

“

“1. Flying machines flying for purpose
other than public transport —

- | | | |
|-----|--|--------------------|
| (a) | on all flights | A, B(i), E and F |
| (b) | when flying at night | C and G |
| (c) | when flying over water — | |
| | (i) in the case of seaplanes | H, I(iii) and (iv) |
| | (ii) in the case of single-
engine aeroplanes | H |

- (iii) at a distance of more than 50 nautical miles away from land suitable for making an emergency landing H
 - (iv) at a distance of more than 100 nautical miles, in the case of single-engine aeroplanes, or 200 nautical miles, in the case of multi-engine aeroplanes capable of continuing flight with one engine inoperative H, J and S(i)
- (d) when flying at a height of 10,000 feet or more above mean sea level —
 - (i) having a Certificate of Airworthiness first issued (whether in Singapore or elsewhere) before 1st January 1989 K1 or K2
 - (ii) having a Certificate of Airworthiness first issued (whether in Singapore or elsewhere) after 1st January 1989 K2
- (e) when flying at a height of 25,000 feet or more above mean sea level CC
- (f) on all flights by a turbine-jet aeroplane Y
- (g) when carrying out aerobatic manoeuvres M.”;

”;