

Ops Planning for the 2022 Singapore Airshow

Chris Shieff

1 February, 2022



The Singapore Airshow is back, and taking place from Feb 15-18 at WSSS/Changi airport.

As one of the largest aviation events in Asia, things are going to get busy.

If you're flying in, here is a rundown of everything you'll need to know before you get there.

Airport Closures

From Feb 10-18 Changi will close to all arrivals and departures for over an hour in the middle of each day. This is to allow for practice displays and then the main event.

The closures all commence late in the morning and vary slightly each time. You can find the exact timings below - Singapore's time zone is **UTC + 8**.

Closure of Singapore Changi Airport and Airspace during the Singapore Airshow 2022 Exhibition Flying Displays

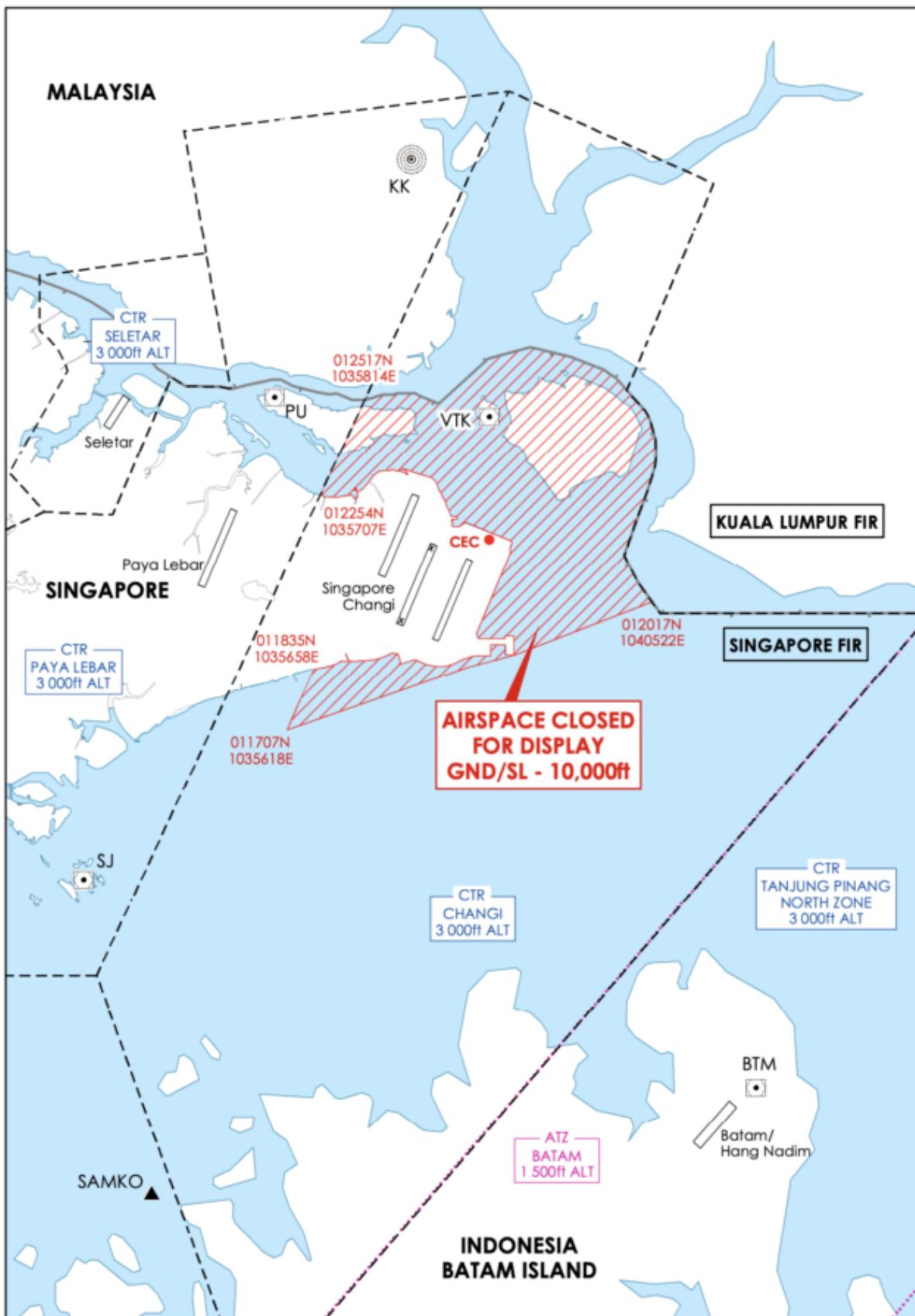
Details of the period of closures of Singapore Changi Airport and Airspace are shown below:

Type of Activity		Day / Date	Timing (UTC)
a)	Practices	Thursday, 10 Feb 22	0230 – 0328
		Friday, 11 Feb 22	0230 – 0338
		Saturday, 12 Feb 22	0230 – 0337
b)	Combined Rehearsals	Sunday, 13 Feb 22	0230 – 0407
		Monday, 14 Feb 22	0230 – 0407
c)	Flying Displays	Tuesday, 15 Feb 22	0430 – 0607
		Wednesday, 16 Feb 22	0330 – 0437
		Thursday, 17 Feb 22	0330 – 0446
		Friday, 18 Feb 22	0330 – 0439

The restricted airspace covers a large portion of Changi's CTR and will apply from surface to 10,000 feet.

Here's a picture:

**SINGAPORE AIRSHOW 2022 EXHIBITION
AIRSPACE CLOSURE FOR FLYING DISPLAYS**



Nearby **WSSL/Seletar** will not be affected by the closures.

Rush Hour

Avoid planning to take-off or land on either side of the closure windows. There will likely be a back log of traffic and extensive delays. Arriving aircraft are advised to plan for at least an extra twenty minutes of holding fuel.

If you're arriving from a major airport in the Asian region, also be aware of Singapore's ground delay program which may be activated. Here's the relevant page from Singapore's AIP, but if you are departing an affected airport for Changi, you may need to stick to a calculated take off time (CTOT). The allowance is -5/+10 min. Outside of this window you'll need to ask for a new CTOT.

Once airborne, if you get held up by more than 15 minutes make sure you let them know. Their AFTN address is WSJCZQZX.

Permits

Both private and commercial operators need a landing permit for Singapore. Commercial ones reportedly take a number of working days to process so apply early. You can speak to the CAA directly on +65 65 42 1122 or caas_atlas_admin@caas.gov.sg. If you'd prefer the help of a local agent, we'd suggest SG World Aviation Services. You can reach them on +65 85 774830 or ops@sgworld.net.

Weather

Singapore is found just one degree north of the equator, and so convective thunderstorms are common all year round, and can be quite severe. The worst times are in the afternoon and evenings. Expect to use additional fuel for deviations or holding.

Covid Entry Rules

The rules for foreigners to enter Singapore are tight. But there are ways they can enter with no quarantine. The most common is via the 'Vaccinated Travel Lane,' which most travellers are eligible for. There's a bunch of boxes to tick here, so we recently put together this article that should help.

Crew have two choices. You can enter under the standard rules which don't require a vaccination or Covid test. But you'll be stuck isolating in the hotel until departure. If you want to get out (and enjoy the show) you can also apply for the VTL above if you follow the same requirements as your passengers.

Seletar

If you're planning on flying into nearby WSSL/Seletar, the biggest issue is likely to be parking. If you haven't already, make sure you get in touch with your agent to make sure you reserve a spot as the airport can quickly fill up.

The airport itself can be operationally challenging - there are no instrument approaches, and it is in close proximity to military airspace. Click [here](#) for a full briefing on what to expect.



WSSL/Seletar – 8nm west of Changi. Parking can be very limited.

The Official Word

You can find the official Singapore AIP Supp (026/2022) for the event here.

Demystifying Singapore's Entry Rules

Chris Shieff
1 February, 2022



Ah, Singapore. The Lion City. Home to chilli mud crab, Clarke Quay, Raffles and some of the most **confusing entry rules we have ever seen.**

If you're feeling particularly motivated, they're all found on the official Safe Travel website. But brace yourself for bewilderment...

Or you could try this summary. It is a super simple break down of how the current entry rules work for passengers and crew alike. So hop aboard the Singapore Flyer and crack open a fresh Tiger Beer. We promise it'll be a smooth ride.

Lanes, Lanes and more Lanes

All foreigners must apply for entry using an approved 'travel lane'. Then they'll get an approval letter before they travel.

For the vast majority of foreigners, the options are limited. There are lanes for those who live in Singapore, have immediate family there, study there or work there.

Surprisingly there is no general lane for business travel. Only ones with special rules for travellers from select Asian countries.

Which means the vast majority of foreigners headed to Singapore right now will only be using one lane – **The Vaccinated Travel Lane**, and it's only for countries who have been good. It made headlines this week because **the US, Canada, and the UK** among others have been added to it.

Travellers from these countries can enter for any reason – as long as they're vaccinated. So, let's take a closer look.

The Vaccinated Travel Lane (VTL)

As the name suggests, all passengers must be fully vaccinated at least two weeks before they arrive. Click [here](#) for those requirements.

Passengers will need to prove it with either:

- From the US and Canada: The SMART Health Card

- From the EU: The EU Digital Covid Certificate
- From the UK: The NHS Covid Pass

All passengers need to apply at least 7 days in advance to use the VTL. Don't leave it until the last minute!

Here's what they'll need:

- Their pre-approval.
- A PCR test less than 48 hours prior to departure.
- A PCR test on arrival (book and pay beforehand).
- Travel insurance which includes at least \$30K cover for Covid.

On arrival they will need to self-isolate in their hotel until the result comes back (about 24 hours). That's it!

Can private aircraft use the VTL?

Great question - yes! Despite causing some confusion among FBOs there, Singapore's CAA have clarified this with a new circular. If you're operating a charter flight there, make sure you follow the rules. This includes getting approval from CAAS - apply at least a week in advance.

Jet Aviation, the handling agent based at WSSL/Singapore Seletar Airport, provided this FAQ on Oct 18, which includes some good info here:

1. How do business jet pax apply for VTL?

- Foreign passengers must hold a valid VTP (Safe Travel). Take note that the trip must be a direct flight from VTL country to Singapore.

Click on this link to apply for VTP - <https://eservices.ica.gov.sg/STO/VTL>

Recommended Internet Browser to be used - Google Chrome

Once approved, an email by Safe Travel will be sent to passengers via the contact details provided (eg. passenger's email address).

Alternatively, operators can "Check VTP status" (as shown above)

- Once VTP is approved, another application to CAAS must be submitted at <https://go.gov.sg/nsvtl1>

CAAS VTL application for entry should be made at least 7 calendar days before the start of the flight, and approvals will be issued at least 2 calendar days before the indicated start date of the flight.

2. In case of fuel stops, does the routing below qualify for VTL?

VTL country > non-VTL country (fuel stop) > Singapore.

(for example, London (origin) > Dubai (fuel stop) > Singapore. Is this a VTL?)

No, this route arrangement does not qualify for VTL. Arriving from a VTL country, you must do a tech stop in another VTL country to qualify for VTL.

3. What happens if there is a diversion of flight?

VTL will not qualify if a flight is diverted from VTL country, to a non-VTL country, prior to arriving in Singapore.

4. Can VTL be applied to Part 135 flights?

Yes. Please ensure FOP and AT permits are in place first before VTP can be applied for the passengers.

5. Do foreign crew qualify for VTL?

CAAS strongly recommends crew to apply for entry into Singapore via existing schemes. The different types of entry approval for crew are as follows:

- CAAS BAGA LAYOVER (for non-scheduled flights)
- CAAS ANNEX A C33 LAYOVER (for maintenance flights only)

However, foreign crew does qualify if they apply via <https://safetravel.ica.gov.sg/vtl/requirements-and-process>.

6. Maintenance-related aircraft?

Crew under VTP can perform post-maintenance Local Test Flights in Singapore.

7. Will Long-Term Pass Holders (eg, EP), need both MOM approval and VTP?

Yes. LTP Holders must obtain the necessary approvals to enter Singapore (applies to both Commercial Airlines and Non-Scheduled).

8. Do passengers still need to have MTI and PBP passes?

Yes. Passengers who have existing MTI and Pre-approved Business Passes approval must also apply for VTP to qualify for VTL. All passengers (if there are more than 01 passenger) must be fully vaccinated.

We must emphasize that the purpose of VTL is to exempt passengers from serving SHN in Singapore.

9. Are Guam and Hawaii considered part of the US territory, for VTL?

Both Hawaii and Guam are considered part of the US continent. As such, tech stops at Guam are allowed for flights carrying VTL passengers.

10. Are Monaco and Vatican City considered part of France or Italy?

As for Monaco and Vatican City, these are city-states, and are not part of France or Italy respectively, so travel history for these locations within the last 14 days would disqualify pax from the VTL scheme currently.

Crew Layovers

So, you've scored yourself a layover in Singapore eh? Nice work! There are two options for crew:

The “I’d like to isolate in my hotel room” option.

Then follow the standard procedures found in CAAS Circular 2021/08. Both operating and positioning crew are allowed.

You'll need CAAS approval - make sure you apply at least two weeks in advance by emailing CAAS_FS_FOS@caas.gov.sg. When you get there, make sure you all have three bits of paper - your approval, a letter from your operator to say you are on layover and your crew passes.

For transport to your hotel you can only use one transport company - Woodlands Transport Service. You must then isolate in one of two hotels - the Crowne Plaza Changi Airport, or the Holiday Inn Orchard City Centre. Both are decent.

This is probably the easiest option if you're staying for less than 24 hours.

The “I’m sick of isolating, I want to enjoy my layover” option.

We don't blame you. In which case your only option is the Vaccinated Travel Lane - you'll need to meet all the same requirements as the passengers including pre-approval, and *24 hours of isolation.

* you have to isolate until you get the SMS with a negative PCR test result. This is likely to arrive within 24 hours, but for scheduled arrivals at Changi airport it is taking 6 hours or less (reportedly as few as 2).

So probably only worth the fuss if you're staying for longer.

The Other Lanes

If you've made it this far, well done! If you're only interested in the VTL the show ends here. But if you're carrying passengers in other lanes, there's one more thing you should know about - travel categories.

For almost all other lanes, testing and self-quarantine is required. The rules depend on where you have been in the last 14 days (including transit). Singapore divides the world up into four categories - 1 is the lowest risk, and 4 is the highest. The length of quarantine and where you have to do it depends on where you have been. You can find those breakdowns here.

We're here to help.

Navigating entry rules in these times can be confusing and frustrating. If you still have questions reach out to us on team@ops.group, and we'll do our best to help you find the answer you're looking for.

Headed to Seletar?

We wrote an article on ops there recently, check it out [here](#).

Seletar launches new terminal

David Mumford
1 February, 2022



As WSSL/Seletar prepares to open its new \$80 million terminal on Nov 19, the authorities have announced that WSSL is now a "schedules facilitated" airport.

Don't panic - at least, not yet. This basically just means that because demand is now getting close to the airport's capacity, all airline and charter flights must confirm their schedules with the airport in advance - BA/GA flights don't need to do this.

It does not mean that the airport has become slot coordinated, although that might happen at some point in the future if congestion continues to be a problem.

As for the new terminal, it looks like it will be a decent improvement on the old one...



The new facility - six times bigger than the old terminal - will be split in two, with one large section for airline flights, and another separate section dedicated for GA/BA.

Here's a video of what the new terminal looks like!

The idea is to free up capacity at WSSS/Singapore by **moving all scheduled turboprop flights to WSSL/Seletar** when the new terminal opens. At the moment, the only airline that falls into this category is Malaysia's Firefly - which currently operates 20 daily flights at WSSS - to and from WMSA/Subang, WMKI/Ipoh and WMKD/Kuantan.

Important to note - **all BA/GA traffic must switch to using the new terminal when it opens on Nov 19 at midnight local time**. Jet Aviation have provided a **handy printout** which tells you all you need to know about using the new terminal. Note that the new terminal is on the other side of the runway from the old terminal!

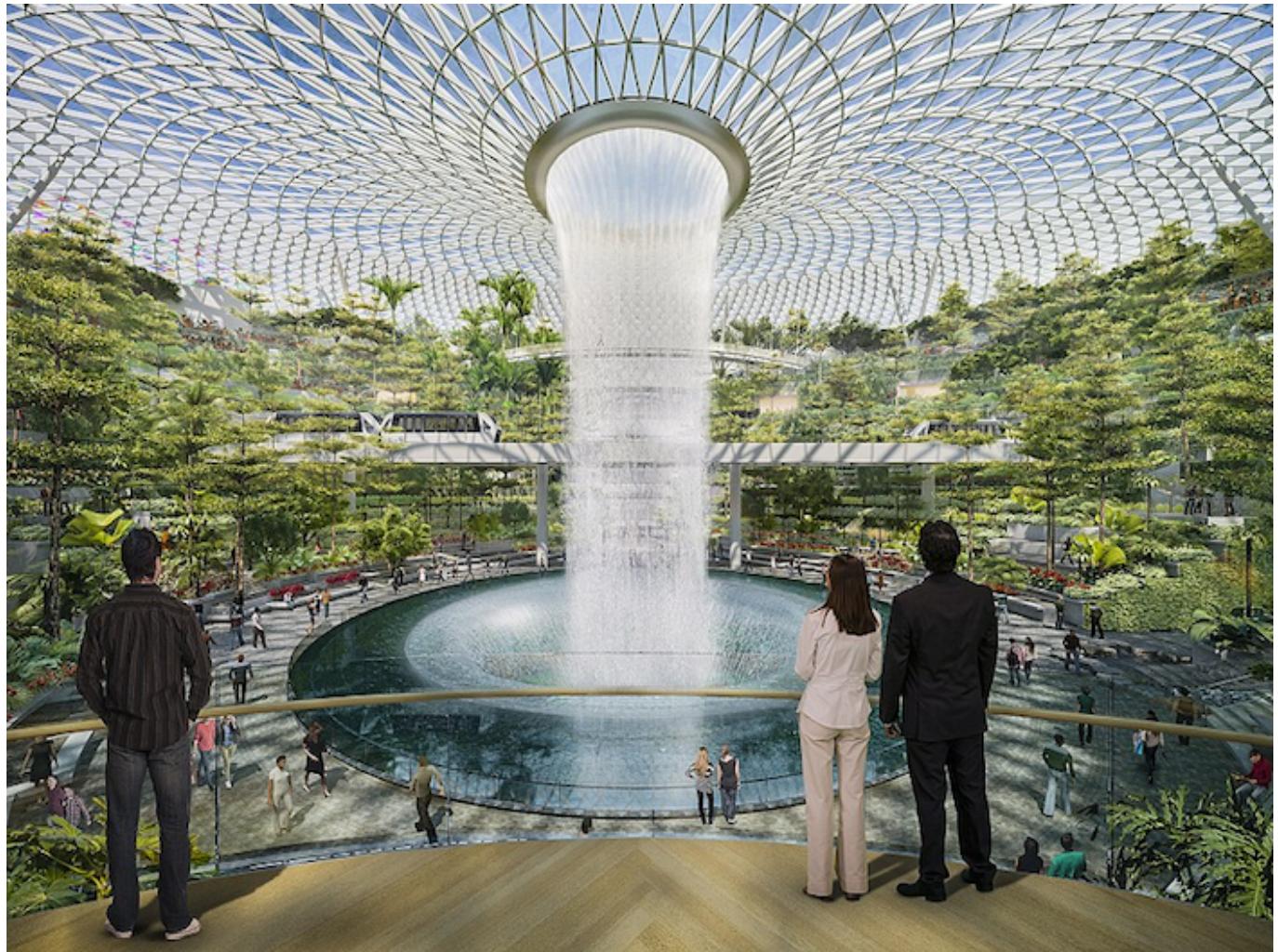


Sorry, you gotta go to Seletar: Ops to Singapore

David Mumford
1 February, 2022

Singapore Changi Airport has been named the best airport in the world by Skytrax for the past four years running.

It already has a butterfly garden, free 24-hour cinema, rooftop swimming pool and spa, but soon it's going to become even more awesome – work is currently underway on the new ten-storey 'Jewel Terminal', scheduled for completion in 2018, with a gigantic 'rain vortex' waterfall cascading from the ceiling, indoor rainforest park, playgrounds, shopping mall and hotel complex. If it ends up looking anything like the pictures in the brochure, it will be pretty spectacular...



Unfortunately, if you're operating a business jet to Singapore, you probably won't be allowed to go there!

The Singapore authorities will not allow overnight parking at Changi for charter flights under any circumstances, and parking for private flights is limited to a maximum of 48 hours. Slots are required, and with the amount of scheduled traffic currently in place, unless you're planning to do a really quick turn at super off-peak times (ie. the middle of the night), your request will probably be denied.

This is where the authorities would like all corporate flights to go instead:



Seletar Airport. Doesn't look quite as fantastic, does it?

The good news is that unlike Changi, at Seletar there is much less congestion, no parking time limits, and much lower handling costs. However, it does only have a 6024 ft runway and is not due to have ILS installed until some time next year. Added to that, fuel is around \$1 per US gallon more expensive than at Changi.

Whether you end up going to Changi or Seletar, if you're operating as a non-scheduled commercial flight you're going to need a landing permit, which means you're going to have to jump through a few hoops. Here's a quick breakdown of how to organise that non-sked flight:

Step 1: Get an 'Operations Permit' (OP)

You will need to open an ATLAS Account with CAAS and then log in to appoint a handling agent. Then either you or the handling agent will be able to liaise with the authorities to obtain the Operations Permit (OP).

This is basically a blanket approval for that operator to conduct revenue flights to Singapore, and you may have up to 20 aircraft on this permit.

Once this permit is approved, CAAS will advise the validity period which may be up to one year, although the OP will only remain valid for as long as the other aircraft documents are valid for. The OP usually takes 3 working days for approval by CAAS if all paperwork submitted is in order.

Step 2: Get an 'Air Transport Permit' (AT)

After securing the OP, it means CAAS have in principle approved you as an operator to carry out charter flights to Singapore.

With the OP in place, you can then apply for an Air Transport Permit (AT) which is required for every individual charter schedule into Singapore (WSSS or WSSL). The AT Permit for WSSS usually takes around 3-5 working days for approval by CAAS, although they will often reject your request and demand that you operate to WSSL instead. The AT Permit for WSSL usually takes around 3 working days for approval.

For the OP and AT permits, you should register an account here:
<https://appserver1.caas.gov.sg/ATLAS/welcome.do>

Step 3: Slots - but only if you're going to Changi!

Remember, slots are only required at Changi, and not at Seletar. You can only obtain slots after you've obtained an OP and an AT. Slots will likely take several hours to obtain, and available slot times may differ from what you've requested, due to other scheduled traffic. You can only submit requests for slots a maximum of 7 days prior to ops, and a minimum of 24 hours prior. And you will nearly always need to change your schedule in order to match available slot options!

For more information than you could ever possibly need about slot requests at Changi, check the Singapore AIC 2/13:
http://www.caas.gov.sg/caasWeb2010/export/sites/caas/en/Regulations/Aeronautical_Information/AIC/AIC_PDFs/2-13.pdf

For requesting Changi airport slots, if you already have an account then you should use the online system:
<https://www.online-coordination.com>

Or if you don't have an account then just send an email with your request in the standard SCR format to:
csc@changiairport.com

Other things to consider...

- If you're operating as a **private flight** to Singapore (instead of non-scheduled commercial), life suddenly gets considerably easier, as permits are not required for private flights! Just make sure you have parking arranged, and file your inbound ATC flight plan 12 hours in advance, being sure to copy in the Singapore ATC AFTN address WSJCZQZX. You'll still need slots if operating to Changi, but at least you don't have the added hassle of having to obtain the OP/AT.
- Permits are not required for Singapore **overflights** either. The only exception to this is for special airworthiness flights, where for both overflights and landings you basically follow same process - apply for a Singapore Permit To Fly. To do that, complete the form at the following link:
http://www.caas.gov.sg/caasWeb2010/export/sites/caas/en/PDF_Documents/Others/aw101.doc
- It's also worth noting that in the Singapore FIR, ADS-B is now mandatory for aircraft wishing to fly at or above FL290.