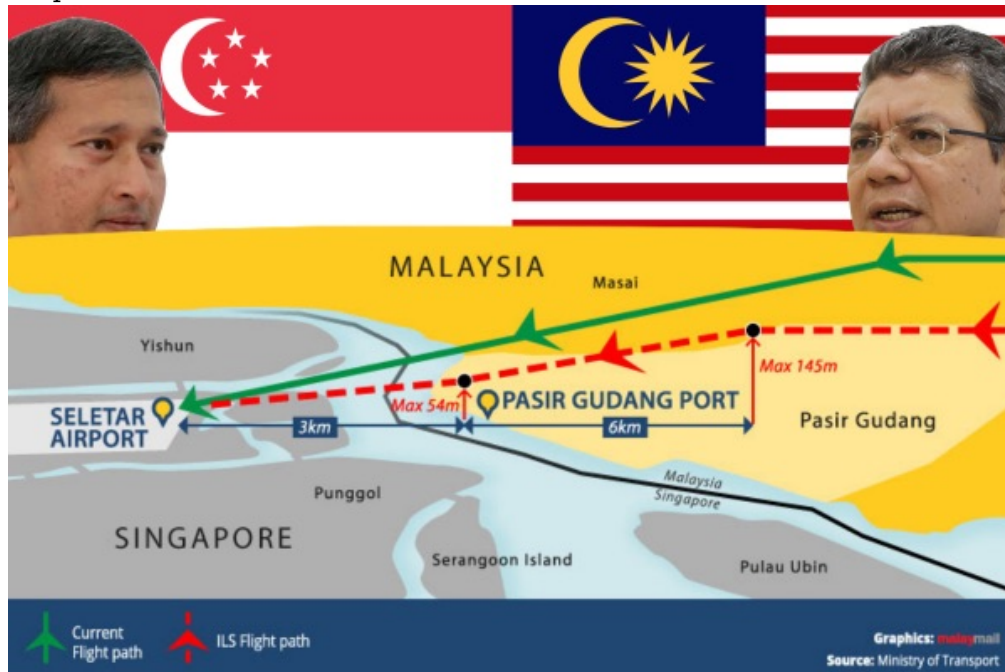


Malaysia and Singapore agree truce over Seletar airspace closure

David Mumford

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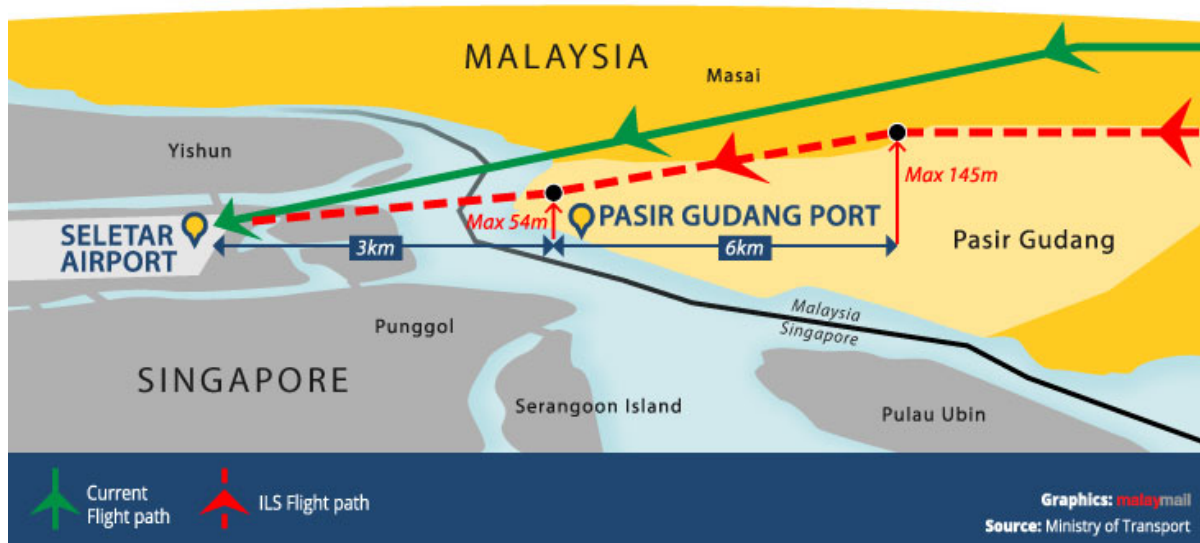


Update Apr 6: The Malaysian authorities have now lifted the airspace closure north of Seletar again, and in return Singapore will abandon plans for ILS at the airport – and will now draw up plans for GPS approaches instead. The new agreement brings an end to days of disruption, with operators having to take off and circle overhead to 6000ft before being cleared enroute; it will also allow Malaysian airline Firefly to commence planned flights to Singapore, which had been postponed since Dec 2018 due to the dispute.

The new ILS approach on RWY 21 at WSSL/Seletar airport was due to take effect on 3rd Jan 2019, but Malaysia effectively killed it.

They claimed that the ILS approach –most of which lies within Malaysia’s airspace to the north of the airport– would impose height restrictions around the Pasir Gudang industrial area, and would stunt growth in the area.

How Seletar Airport's ILS will affect Pasir Gudang



Malaysia decided to create a no-fly-zone across an entire chunk of airspace just across the border from Singapore, up to 6000ft. **This ultimately would have made RWY 21 ILS approaches at WSSL/Seletar impossible.**

