

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.

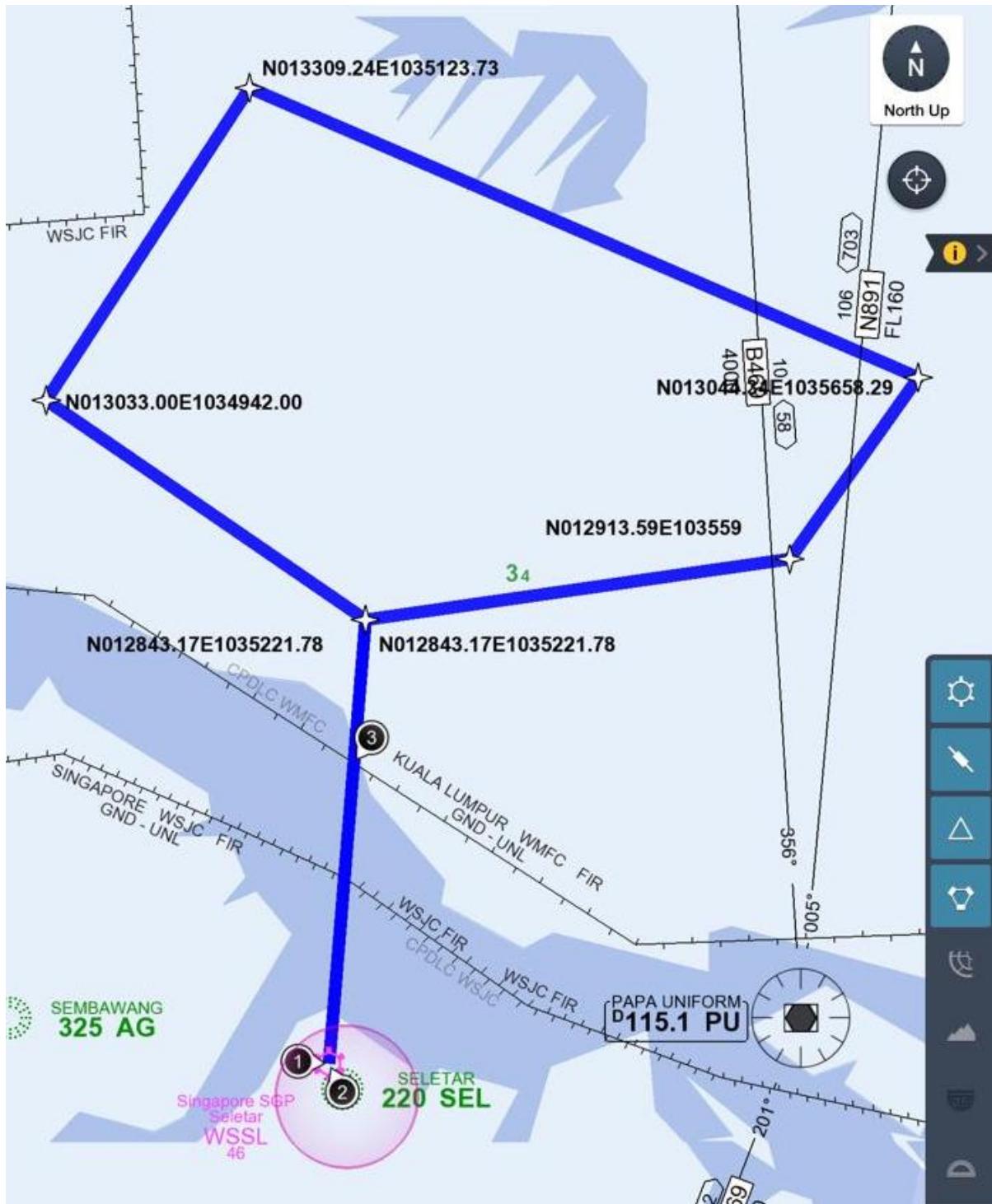
The new ILS approach on RWY 21 at WSSL/Seletar airport was due to take effect on 3rd Jan 2019, but Malaysia effectively killed it.

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.**



Malaysia WMFC/Kuala Lumpur restricted airspace

Singapore and Malaysia's foreign ministers have met multiple times this year to discuss the issue, eventually resulting in Malaysia agreeing to cancel the restricted airspace they imposed, and in return Singapore agreeing to abandon the ILS procedures.

Discussions are set to continue regarding a wider ongoing dispute over airspace sovereignty, with Malaysia saying it wants to take back airspace delegated to Singapore under an agreement in 1974.

In other news: The night curfew at Seletar is now in effect. AIP SUP 86/2018 confirms that with effect from 1st Jan 2019, the airport will be closed to all flights (except medevac and emergency diverts) nightly from 22-07 local time.

PBCS is coming to Singapore

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It's not only the North Atlantic that will be seeing PBCS being implemented on March 29th – on that same date, the weird acronym is coming to Singapore too!

However, the requirements for Singapore airspace are slightly different to that for crossing the NAT.

The short of it – compliant aircraft will be allowed a reduced separation of 50NM (or 10 minutes in trail) on certain airways: L642, M635, M767, M771, M774 and N884. For everyone else, it'll be 80NM (or 20 minutes in trail). For Singapore, 'compliant aircraft' basically means anything with RNP10, CPDLC and ADS-C capable of the RCP240 / RSP180 performance requirement.



You'll still need to obtain some kind of operator approval from your State of Registry. As we mentioned in our article on **PBCS on the NAT** - the best way to do that will probably be to submit an AFM Statement of Compliance for PBCS, showing exactly what data link communication systems your aircraft has, along with the selected performance.

For Singapore, if you want to operate on those airways at the reduced separation, here's what you'll need to remember to include in your ATC FPL:

In 10a:

J1	CPDLC ATN VDL Mode 2
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode A
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	CPDLC FANS 1/A SATCOM (MTSAT)
J7	CPDLC FANS 1/A SATCOM (Iridium)
P1	CPDLC RCP 400
P2	CPDLC RCP 240
P3	SATVOICE RCP 400
P4-P9	Reserved for RCP

In 10b:

D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

In Item 18:

Make sure you include **SUR/RSP180** to show you're capable of the RSP180 performance requirement.

For more info, check out the full AIC published by Singapore [here](#).