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First published in the *Government Gazette*, Electronic Edition, on 29 July 2022 at 5 pm.

## No. S 635

### CIVIL AVIATION AUTHORITY OF SINGAPORE ACT 2009

#### CIVIL AVIATION AUTHORITY OF SINGAPORE (CHANGI AIRPORT) (AMENDMENT) BY-LAWS 2022

In exercise of the powers conferred by section 68 of the Civil Aviation Authority of Singapore Act 2009, the Changi Airport Group (Singapore) Pte Ltd, being the airport licensee for Changi Airport, after consulting the Civil Aviation Authority of Singapore and with the approval of the Minister for Transport, makes the following By-laws:

#### **Citation and commencement**

1. These By-laws are the Civil Aviation Authority of Singapore (Changi Airport) (Amendment) By-laws 2022 and come into operation on 1 August 2022.

#### **Amendment of by-law 2**

2. In by-law 2 of the Civil Aviation Authority of Singapore (Changi Airport) By-laws 2009 (G.N. No. S 313/2009) (called in these By-laws the principal By-laws) —

(a) after the definition of “airside”, insert —

““airside management centre” means a place within the airside and from which the airport licensee has oversight over operations within the airside;”;

(b) after the definition of “Changi Airfreight Centre”, insert —

““Changi Airfreight Operations Centre” means a place within the Changi Airfreight Centre from which the airport licensee has oversight over airfreight operations within the Changi Airfreight Centre;” and

(c) after the definition of “permit”, insert —

““personal mobility device” has the meaning given by the Active Mobility Act 2017;

“road” or “roadway” does not include any road to which the Road Traffic Act 1961 applies;

“Terminal Management Centre” means a place within a passenger terminal building and from which the airport licensee has oversight over operations in the passenger terminal building;”.

#### **Amendment of by-law 4**

3. In by-law 4(2)(c) of the principal By-laws, after “used by”, insert “the Singapore Armed Forces,”.

#### **Amendment of by-law 5**

4. In by-law 5 of the principal By-laws, after paragraph (4), insert —

“(5) The driver of a vehicle within the airside must drive —

(a) with due care and attention; and

(b) with reasonable consideration for other persons within the airside.”.

#### **Amendment of by-law 12**

5. In by-law 12 of the principal By-laws —

(a) replace “a radius of 15 metres from” with “an unsafe area around”;

(b) renumber by-law 12 as by-law 12(1); and

(c) after paragraph (1), insert —

“(2) An unsafe area is such area which the airport licensee determines to be at risk of fire or otherwise dangerous.”.

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## Replacement of by-law 20

6. By-law 20 of the principal By-laws is replaced with —

### “Flashing beacon light for vehicles

**20.**—(1) A driver of a vehicle must ensure that when the vehicle is within the airside, the flashing beacon light on top of the vehicle —

(a) is of a type approved by the airport licensee; and

(b) is switched on and remains illuminated at all times.

(2) However, paragraph (1)(b) does not apply to a vehicle when it is parked with its engine off within a part of the airside that is not the runway or taxiway.”.

## Amendment of by-law 37

7. In by-law 37 of the principal By-laws —

(a) in paragraph (1), replace “material, handling or transporting equipment, refuse or litter” with “handling or transporting equipment”;

(b) after paragraph (1), insert —

“(1A) A person must not —

(a) throw, drop, deposit, place or leave; or

(b) cause or permit to be thrown, dropped, deposited, placed or left,

any refuse, paper, dirt, stone or other article or thing (whether solid or liquid and whether or not of a similar kind) on any roadway, driveway or vehicular ramp or in any other part of the airside that is not a dustbin or other receptacle designated by the airport licensee for the deposit of refuse and rubbish.”; and

(c) in paragraph (2), replace “material, handling or transporting equipment, refuse or litter” with “handling or transporting equipment, refuse, paper, dirt, stone or other article or thing (whether solid or liquid and whether or not of a similar kind)”.

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**Amendment of by-law 42**

8. In by-law 42 of the principal By-laws —

(a) replace paragraph (1) with —

“(1) If in any case owing to the presence of a vehicle in the airside an accident occurs in which a person or an animal is injured or any property is damaged, the driver of the vehicle must —

(a) stop the vehicle; and

(b) report the accident to a person on duty at the airside management centre as soon as is reasonably practicable and, in any case, not later than 24 hours after the occurrence of the accident.”; and

(b) in paragraph (2), replace “Duty Apron Controller is so notified of the accident” with “accident is reported to a person on duty at the airside management centre”.

**Amendment of by-law 43**

9. In by-law 43(1) of the principal By-laws, after “within the”, insert “baggage handling area or the”.

**Amendment of by-law 44**

10. In by-law 44 of the principal By-laws —

(a) in paragraph (1), replace “telephone” with “communication device (other than a walkie-talkie or radio telephone)”;

(b) replace paragraph (3) with —

“(3) In this by-law —

“communication function” means —

(a) sending or receiving audio phone calls, text messages, video calls, video messages, written messages or images;

(b) sending or receiving electronic documents; or

(c) providing access to the Internet;

“mobile communication device” means —

(a) a mobile phone; or

(b) any wireless handheld device (such as a tablet computer) or wearable device (such as a smart watch) designed or capable of being used for a communication function;

“use”, in relation to a mobile communication device, means to hold it in at least one hand while operating any of its functions.”; and

(c) in the by-law heading, replace “telephone” with “communication devices”.

#### **Amendment of by-law 45**

**11.** In by-law 45 of the principal By-laws —

(a) in paragraph (2), after “feed”, insert “or rear”; and

(b) in the by-law heading, after “feeding”, insert “or rearing”.

#### **Amendment of by-law 46**

**12.** In by-law 46 of the principal By-laws —

(a) replace paragraph (2) with —

“(2) A person must not load or unload any fuel tank in the cargo handling area without the prior written permission of the airport licensee.

(3) A person permitted to load or unload any fuel tank in the cargo handling area must comply with all safety requirements as the airport licensee may from time to time specify for the loading or unloading of the fuel tank in the cargo handling area.

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(4) A person must not drive or operate a mobile bowser vehicle in the cargo handling area without the airport licensee’s approval.

(5) A person must not handle or store any dangerous goods in the cargo handling area without the prior written permission of the airport licensee.

(6) A person permitted to handle or store any dangerous goods in the cargo handling area must comply with —

(a) any condition that the airport licensee has imposed when granting the written permission; and

(b) all safety requirements as the airport licensee may from time to time specify for the handling or storing of dangerous goods in the cargo handling area.”; and

(b) in the by-law heading, replace “Vehicle carrying” with “Handling and storage of”.

#### **Amendment of by-law 48**

**13.** In by-law 48 of the principal By-laws, after paragraph (4), insert —

“(5) A driver of a vehicle in the cargo handling area must drive —

(a) with due care and attention; and

(b) with reasonable consideration for other persons in the cargo handling area.”.

#### **Amendment of by-law 54**

**14.** In by-law 54 of the principal By-laws —

(a) replace paragraph (1) with —

“(1) If in any case owing to the presence of a vehicle in the cargo handling area an accident occurs in which damage or injury is caused to any person, vehicle,

structure or animal, the driver of the firstmentioned vehicle must —

- (a) stop the vehicle; and
- (b) report the accident to a person on duty at the Changi Airfreight Operations Centre as soon as is reasonably practicable and, in any case, not later than 24 hours after the occurrence of the accident.”; and

(b) after paragraph (2), insert —

“(3) When an employer is aware that its employee is injured or unconscious in the cargo handling area, the employer must ensure that the accident is reported to a person on duty at the Changi Airfreight Operations Centre.”.

### **Amendment of by-law 55**

**15.** In by-law 55 of the principal By-laws —

- (a) in paragraph (1), after “on a”, insert “footpath,”; and
- (b) replace paragraph (2) with —

“(2) A person must not —

- (a) throw, drop, deposit, place or leave; or
- (b) cause or permit to be thrown, dropped, deposited, placed or left,

any refuse, paper, dirt, stone or other article or thing (whether solid or liquid and whether or not of a similar kind) on any footpath, roadway, driveway, vehicular ramp or parking place or in any other part of the cargo handling area that is not a dustbin or other receptacle designated by the airport licensee for the deposit of refuse and rubbish.”.

### **New by-law 55A**

**16.** In Part III of the principal By-laws, after by-law 55, insert —

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**“Prohibition against feeding or rearing of birds and animals**

**55A.** A person must not feed or rear any bird or animal within the cargo handling area.”.

**Amendment of by-law 59**

**17.** In by-law 59 of the principal By-laws —

(a) replace paragraph (1) with —

“(1) If in any case owing to the presence of a lightweight transport machine in a passenger terminal building an accident occurs in which damage or injury is caused to any person, vehicle, structure or animal, the driver of the lightweight transport machine must —

(a) stop the machine; and

(b) report the accident to a person on duty at the Terminal Management Centre as soon as is reasonably practicable and, in any case, not later than 24 hours after the occurrence of the accident.”; and

(b) in paragraph (2), replace “an authorised person who is for the time being engaged in the regulation of traffic in the passenger terminal building is so notified of the accident” with “the accident is reported to a person on duty at the Terminal Management Centre”.

**Amendment of by-law 60**

**18.** In by-law 60 of the principal By-laws, replace paragraph (5) with —

“(5) A person who does not have a disability must not park a motor vehicle in any parking lot that is designated as an accessible parking lot.”.

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**Amendment of by-law 62**

19. In by-law 62(2)(a) of the principal By-laws, replace “by-law 77” with “by-law 71A”.

**Replacement of by-law 64**

20. By-law 64 of the principal By-laws is replaced with —

**“Issue and renewal of airfield vehicle permit**

64. On the application of the owner of a motor vehicle, the airport licensee may, subject to such conditions as the airport licensee may impose, issue or renew an airfield vehicle permit for that motor vehicle upon being satisfied that the motor vehicle has in force —

- (a) a valid vehicle licence issued under the Road Traffic Act 1961; or
- (b) a valid certificate issued by an inspection agency approved by the airport licensee.”.

**Amendment of by-law 66**

21. In by-law 66 of the principal By-laws, replace paragraph (b) with —

“(b) take and pass such courses and tests as the airport licensee may require.”.

**Amendment of by-law 67**

22. In by-law 67 of the principal By-laws —

- (a) in paragraph (a), delete “and” at the end;
- (b) in paragraph (b), replace the full-stop at the end with “; and”; and
- (c) after paragraph (b), insert —
  - “(c) has taken and passed all courses and tests mentioned in by-law 66(b).”.

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**New by-law 71A**

**23.** In Part V of the principal By-laws, in Division 1, after by-law 71, insert —

**“Temporary entry permit and entry conditions**

**71A.**—(1) The airport licensee may issue a temporary entry permit to the owner of a vehicle to allow the vehicle to enter the airside —

- (a) to set down personnel or deliver heavy equipment; or
- (b) for such other purpose as the airport licensee may approve,

subject to such terms and conditions as the airport licensee sees fit to impose in any particular case.

(2) Despite paragraph (1), a person must not drive a vehicle into or within the airside unless the person —

- (a) is a holder of a valid airfield driving permit;
- (b) is accompanied, in that same vehicle, by a holder of an airfield driving permit acting as a steersman; or
- (c) is accompanied by a holder of an airfield driving permit in an escort vehicle that displays, at its highest point, a chequered flag approved by the airport licensee for this purpose.

(3) A person who drives a vehicle into or within the airside pursuant to a temporary entry permit issued under paragraph (1) —

- (a) must not drive the vehicle into any aircraft hangar;
- (b) must ensure that the vehicle does not enter an unsafe area around —
  - (i) an aircraft refuelling point when the aircraft refuelling point is in use; or
  - (ii) an aircraft fuel tank vent of an aircraft when the aircraft fuel tank vent is in use; and

(c) must comply with such other conditions as may be imposed by the airport licensee.

(4) For the purposes of paragraph (3)(b), an unsafe area is an area of such distance around any aircraft refuelling point or aircraft fuel tank vent which the airport licensee assesses to be at risk of fire or otherwise dangerous when the point or vent is in use.

(5) Any person being the holder of an airfield driving permit and acting as a steersman as described in paragraph (2)(b) must take all reasonable measures to ensure that the driver of the vehicle complies with the requirements of this by-law.”.

### **Deletion of by-law 77**

24. Delete by-law 77 of the principal By-laws.

### **Amendment of by-law 83**

25. In by-law 83 of the principal By-laws —

(a) in paragraph (1), replace “or pipe” with “, pipe or an electric cigarette which is switched on”; and

(b) in paragraph (2), replace sub-paragraphs (a) and (b) with —

“(a) require the person to provide his identification number and address, and the name of his employer, if any;

(b) require the person to immediately —

(i) extinguish the lighted cigarette, cigar or pipe; or

(ii) switch off the electric cigarette; and

(c) where the person fails to extinguish the lighted cigarette, cigar or pipe, or to switch off the electric cigarette, require that person to leave the area.”.

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**Amendment of by-law 88**

26. In by-law 88(1)(b) of the principal By-laws, replace “sight disability” with “a disability to aid the person with the disability”.

**Amendment of by-law 89**

27. In by-law 89 of the principal By-laws, replace “roller-skates, roller-blades, skateboard” with “personal mobility device, inline skates, roller-skates”.

**Amendment of by-law 92**

28. In by-law 92 of the principal By-laws, replace paragraph (2) with —

- “(2) The airport licensee —
- (a) must retain any lost property —
    - (i) that comes into its possession before 1 August 2022 — for a period of 60 days; or
    - (ii) that comes into its possession on or after 1 August 2022 — for a period of 30 days; and
  - (b) may, at the end of the applicable period, dispose of any lost property that remains unclaimed, by sale or otherwise as the airport licensee sees fit.”.

**New by-laws 92A, 92B and 92C**

29. In Part VI of the principal By-laws, after by-law 92, insert —

**“Speed limits in areas managed by airport licensee**

**92A.—**(1) A driver of a vehicle must, when driving within any area managed by the airport licensee, comply with any speed limit specified for that area by the airport licensee.

(2) However, paragraph (1) does not apply in respect of the driving of any of the following vehicles:

- (a) a firefighting vehicle being used to extinguish and prevent the spread of fire, preserve life or property,

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give aid or rescue any person who is in danger or involved in an accident or any other emergency;

- (b) an ambulance being used to aid or rescue any person who is in danger or involved in an accident or any other emergency;
- (c) a Government-owned vehicle being used by the Singapore Armed Forces, the Singapore Police Force or the Singapore Civil Defence Force to execute, facilitate or aid in any emergency response or rescue operation;
- (d) a vehicle that is owned by the Authority or the airport licensee and being used to execute, facilitate or aid in any emergency response or rescue operation.

### **Duty of employers and persons who engage the services of drivers and equipment operators**

**92B.** An employer of or a person who engages the services of —

- (a) a driver of a vehicle for driving the vehicle in the airport; or
- (b) an operator of an equipment for operating the equipment in the airport,

must take or cause to be taken all reasonably practicable steps to ensure that the driver or operator complies with the provisions of these By-laws when driving the vehicle or operating the equipment, as the case may be.

### **Duty when notifying or reporting accidents**

**92C.** If an accident resulting in any injury to or death of a person or an animal or damage to any property occurs within the airport, any person who calls for an ambulance or the police for that accident must also notify the airport licensee of the accident as soon as is reasonably practicable and, in any case, not later than 24 hours after the occurrence of the accident.”.

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**New by-law 94A**

30. After by-law 94 of the principal By-laws, insert —

**“Approval for works to be carried out at roadways, bridges and streets**

**94A.**—(1) Except with the prior written permission of the airport licensee, a person must not carry out any works or roadway activities on any part of the airport’s roadways, bridges or streets.

(2) An application to the airport licensee for a written permission mentioned in paragraph (1) must be in writing and accompanied by a plan showing the location affected by the works or roadway activities.”.

**New by-laws 95A and 95B**

31. After by-law 95 of the principal By-laws, insert —

**“Removal of vehicle, equipment, etc., within airport**

**95A.**—(1) If any vehicle or equipment, or any article or thing, appears to the airport licensee to have been abandoned within the airport for more than 7 days, the airport licensee may —

- (a) move the vehicle or equipment, or the article or thing, to a holding area; or
- (b) direct the owner, an operator or a person who reasonably appears to be in charge, of the vehicle or equipment, or the article or thing, to move the vehicle or equipment, or the article or thing, to a holding area, at that person’s own cost and expense within a time specified by the airport licensee.

(2) Any person who is directed under paragraph (1)(b) by the airport licensee to move the vehicle or equipment, or the article or thing, must comply with the direction.

(3) Despite paragraph (1), if any of the circumstances mentioned in paragraph (4) exists, the airport licensee —

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- (a) may move the vehicle or equipment, or the article or thing, to a holding area; and
  - (b) may recover from the person, or the owner or operator, all the costs and expenses reasonably incurred by the airport licensee in moving or detaining the vehicle or equipment, or the article or thing, as the case may be.

(4) For the purposes of paragraph (3), the circumstances are as follows:

- (a) a person required to comply with the directions of the airport licensee made under paragraph (1)(b) fails to do so;
- (b) the airport licensee is unable to ascertain the identity of the owner or operator of the vehicle or equipment, or the article or thing;
- (c) the vehicle or equipment, or the article or thing —
  - (i) poses a risk to the safety or security of the airport; or
  - (ii) interferes, or is likely to interfere, with the operation of the airport or the provision of airport services and facilities at the airport.

### **Powers in event of fire**

**95B.** An authorised person may, in the event of a fire or a suspected fire within the airport, do anything that is reasonably necessary to protect life or property or, extinguish or prevent the spread of the fire, including (but not limited to) —

- (a) entering, breaking into, taking possession of or demolishing, or causing to be taken possession of or demolished, any premises or structure, within the airport;
- (b) entering, breaking into, taking possession of, removing or destroying, or causing to be taken

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possession of, removed or destroyed, any aircraft, vehicle, vessel or thing within the airport;

- (c) removing any flammable, combustible, explosive or dangerous material from any building, structure, aircraft, vehicle or vessel, within the airport, that is on fire or is in the vicinity of the fire;
- (d) removing, using reasonable force if necessary, any person within the airport who interferes with the fire-fighting operations or who is, in the authorised person's reasonable opinion, endangered by the fire; and
- (e) using any convenient supply of water.”.

### **Deletion of Third Schedule**

**32.** Delete the Third Schedule to the principal By-laws.

Made on 19 July 2022.

TAN GEE PAW  
*Chairperson,*  
*Changi Airport Group*  
*(Singapore) Pte Ltd.*

[CAAS/LE/LGN/C1.09; CAG/LEG/SL/01/2022;  
AG/LEGIS/SL/41/2015/6 Vol. 2]