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**AIR NAVIGATION ACT
(CHAPTER 6)**

**AIR NAVIGATION
(91 — GENERAL OPERATING RULES)
(AMENDMENT) REGULATIONS 2018**

In exercise of the powers conferred by section 3A of the Air Navigation Act, the Civil Aviation Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

Citation and commencement

1. These Regulations are the Air Navigation (91 — General Operating Rules) (Amendment) Regulations 2018 and come into operation on 9 October 2018.

Amendment of regulation 3

2. Regulation 3 of the Air Navigation (91 — General Operating Rules) Regulations 2018 (G.N. No. S 441/2018) (called in these Regulations the principal Regulations) is amended —

(a) by deleting the full-stop at the end of sub-paragraph (b) of paragraph (2) and substituting the word “; or”, and by inserting immediately thereafter the following sub-paragraph:

“(c) who engages in any aerial work operations, must also comply with the requirements in the Air Navigation (137 — Aerial Work) Regulations 2018 (G.N. No. S 502/2018).”;
and

(b) by inserting, immediately after paragraph (2), the following paragraph:

“(3) A person who engages in any complex general aviation operations using a Singapore registered aircraft must also comply with the requirements in the Air Navigation (125 — Complex General Aviation) Regulations 2018 (G.N. No. S 501/2018).”.

Amendment of regulation 53

3. Regulation 53(1) of the principal Regulations is amended by deleting sub-paragraph (b) and substituting the following sub-paragraph:

“(b) the towing of the glider —

- (i) is carried out in accordance with an approval granted under the Air Navigation (137 — Aerial Work) Regulations 2018; or
- (ii) where sub-paragraph (i) does not apply, is carried out for such purpose as the Director-General of Civil Aviation may approve, subject to any condition that may be imposed on the approval.”.

Amendment of regulation 54

4. Regulation 54(2) of the principal Regulations is amended by deleting sub-paragraph (b) and substituting the following sub-paragraph:

“(b) the operation —

- (i) is carried out in accordance with an approval granted under the Air Navigation (137 — Aerial Work) Regulations 2018; or
- (ii) where sub-paragraph (i) does not apply, is carried out for such purpose as the Director-General of Civil Aviation may approve, subject to any condition that may be imposed on the approval.”.

Amendment of regulation 55

5. Regulation 55(1) of the principal Regulations is amended by deleting sub-paragraph (b) and substituting the following sub-paragraph:

“(b) the operation —

- (i) is carried out in accordance with an approval granted under the Air Navigation (137 — Aerial Work) Regulations 2018; or
- (ii) where sub-paragraph (i) does not apply, is carried out for such purpose as the Director-General of Civil Aviation may approve, subject to any condition that may be imposed on the approval.”.

Amendment of regulation 106

6. Regulation 106 of the principal Regulations is amended —

- (a) by deleting the words “a flight simulation training device approved for that purpose” in paragraph (b) and substituting the words “an approved flight simulation training device”; and
- (b) by renumbering the regulation as paragraph (1) of that regulation, and by inserting immediately thereafter the following paragraph:

“(2) In this regulation, “approved flight simulation training device” means a flight simulation training device that —

- (a) is representative of the aircraft type to be used for the flight; and
- (b) is specifically approved, in accordance with paragraph 23A of the Air Navigation Order, to be used for this purpose.”.

Amendment of First Schedule

7. The First Schedule to the principal Regulations is amended —

(a) by inserting, immediately after the definition of “Competent authority”, the following definition:

““Complex general aviation”, in relation to an aircraft operation, means either of the following operations:

(a) a general aviation operation using an aeroplane —

(i) with an MCTOM exceeding 5,700 kg;

(ii) with an MAPSC exceeding 9; or

(iii) which is equipped with at least one turbine engine;

(b) a corporate aviation operation that uses 3 or more aircraft, as long as one of the aircraft is an aeroplane.”;

(b) by inserting, immediately after the definition of “Controlling RVR”, the following definition:

““Corporate aviation”, in relation to an aircraft operation, means the non-commercial operation or use of an aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by one or more professional pilots who are employed by the company to fly the aircraft.”; and

(c) by deleting the definition of “Singapore operator” and substituting the following definition:

““Singapore operator” means the holder of one of the following aviation safety instruments:

(a) an air operator certificate issued under the Air Navigation (119 — Air Operator Certification) Regulations 2018;

(b) an aerial work certificate issued under the Air Navigation (137 — Aerial Work) Regulations 2018;

(c) a complex general aviation certificate issued under the Air Navigation (125 — Complex General Aviation) Regulations 2018.”.

Made on 5 October 2018.

EDMUND CHENG WAI WING
Chairman,
Civil Aviation Authority of
Singapore.

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(To be presented to Parliament under section 3A(8) of the Air Navigation Act).