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AIR NAVIGATION ACT
(CHAPTER 6)

AIR NAVIGATION (AMENDMENT NO. 3)
ORDER 2015

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

Citation and commencement

1. This Order may be cited as the Air Navigation (Amendment No. 3) Order 2015 and comes into operation on 30 December 2015.

Amendment of paragraph 20

2. Paragraph 20 of the Air Navigation Order (O 2) (referred to in this Order as the principal Order) is amended —

(a) by deleting sub-paragraph (2) and substituting the following sub-paragraphs:

“(2) Subject to sub-paragraph (2A), a licence entitles the holder of the licence to perform the functions specified in respect of that licence in Part A of the Eighth Schedule under the heading “Privileges”.

(2A) The licence is subject to the conditions of the licence and the following conditions:

(a) subject to sub-paragraphs (10) and (11) and paragraphs 19(4) and 23(1), the holder of the licence is not entitled to perform any function specified in Part B of the Eighth Schedule in respect of a rating unless the licence includes that rating;

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- (b) the holder of the licence is not entitled to perform any function relating to the licence if the holder knows or has reason to believe that the holder's physical condition renders the holder temporarily or permanently unfit to perform that function;
 - (c) the holder of the licence is not entitled to perform any function relating to an instrument rating (aeroplanes), an instrument rating (helicopters), or an assistant flying instructor's rating unless the licence bears a certificate signed by a person authorised by the Chief Executive, stating that the holder has, within the period of 12 months before the day on which the holder performs that function, passed a test of the holder's ability to perform that function;
 - (d) the holder of the licence is not entitled to perform any function relating to a flying instructor's rating unless the licence bears a certificate signed by a person authorised by the Chief Executive, stating that the holder has, within the period of 24 months before the day on which the holder performs that function, passed a test of the holder's ability to perform that function;
 - (e) the holder of a pilot's licence, a flight navigator's licence or a flight engineer's licence is not entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless the licence bears, in accordance with the requirements contained in the Singapore Air Safety Publication (SASP), a valid certificate of test or experience appropriate to the functions the holder is to perform on that flight;

(f) a test referred to in sub-paragraphs (c) and (d) must be carried out either in flight or on the ground by means of a flight simulation training device.”;

(b) by deleting sub-paragraphs (12) and (12A) and substituting the following sub-paragraphs:

“(12) A person must not offer a flight simulation training device for the conduct of a test or a course of flight training or instruction unless —

(a) in the case where the flight simulation training device is located in a foreign country and there is a mutual recognition agreement or arrangement between the Authority and the competent authority of the foreign country relating to the system of certification or approval for the flight simulation training device —

(i) the flight simulation training device is certified or approved by the competent authority of the foreign country under the laws of the foreign country, for such use; and

(ii) for the purposes of this sub-paragraph, the foreign country is specified in an advisory circular issued under paragraph 88B; or

(b) in any other case, the person has obtained from the Chief Executive a certificate of qualification referred to in sub-paragraph (12B) for the flight simulation training device.

(12A) A person must not use a flight simulation training device for the conduct of a test, examination or a course of flight training or instruction unless —

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- (a) in the case where the flight simulation training device is located in a foreign country and there is a mutual recognition agreement or arrangement between the Authority and the competent authority of the foreign country relating to the system of certification or approval for the flight simulation training device —
- (i) the flight simulation training device is certified or approved by the competent authority of the foreign country under the laws of the foreign country, for such use; and
 - (ii) for the purposes of this sub-paragraph, the foreign country is specified in an advisory circular issued under paragraph 88B; or
- (b) in any other case, the flight simulation training device has been approved by the Chief Executive, by way of a certificate of qualification referred to in sub-paragraph (12B), for such use.”;
- (c) by deleting “(12A)” wherever it appears in sub-paragraph (12C) and substituting in each case “(12)(b)”;
- (d) by inserting, immediately after sub-paragraph (12C), the following sub-paragraph:
- “(12D) A person who offers for use or uses a flight simulation training device under sub-paragraph (12)(a) or (12A)(a) must comply with any other requirement that the Chief Executive may specify.”;
- (e) by deleting sub-paragraph (d) of sub-paragraph (13) and substituting the following sub-paragraph:
- “(d) approve the use of a flight simulation training device by —

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- (i) any person authorised under sub-paragraph (b) to conduct any examination or test; or
 - (ii) any person approved under sub-paragraph (c) to provide any course of flight training or instruction.”; and
- (f) by deleting sub-paragraph (e) of sub-paragraph (14) and substituting the following sub-paragraphs:
- “(e) a person applying to be approved or approved under sub-paragraph (13)(d)(i) to use a flight simulation training device to conduct any examination or test;
 - (f) a person applying to be approved or approved under sub-paragraph (13)(d)(ii) to use a flight simulation training device to provide any course of flight training or instruction.”.

Amendment of paragraph 27

3. Paragraph 27 of the principal Order is amended by deleting sub-paragraph (2A) and substituting the following sub-paragraph:

“(2A) A holder of an air operator certificate granted under paragraph 87 must not provide any training or conduct any test specified in paragraph 1 of Part B of the Ninth Schedule by means of a flight simulation training device unless the holder has obtained the Chief Executive’s approval to do so and —

- (a) in the case where the flight simulation training device is located in a foreign country and there is a mutual recognition agreement or arrangement between the Authority and the competent authority of the foreign country relating to the system of certification or approval for the flight simulation training device —
 - (i) the flight simulation training device is certified or approved by the competent authority of the

foreign country under the laws of the foreign country, for such use; and

- (ii) for the purposes of this sub-paragraph, the foreign country is specified in an advisory circular issued under paragraph 88B; or
- (b) in any other case, the flight simulation training device has been approved by the Chief Executive, by way of a certificate of qualification referred to in sub-paragraph (12B), for such use.”.

Amendment of paragraph 44

4. Paragraph 44 of the principal Order is amended —

- (a) by deleting sub-paragraph (3) and substituting the following sub-paragraph:

“(3) Every exit from the aircraft must be marked with —

- (a) a universal symbolic exit sign approved by the Chief Executive; or
- (b) the words “EXIT” or “EMERGENCY EXIT”.”;

- (b) by inserting, immediately after the word “red” wherever it appears in sub-paragraph (7)(b), the words “or green”; and
- (c) by deleting sub-paragraph (8) and substituting the following sub-paragraphs:

“(8) Subject to the conditions in sub-paragraph (8A), if one, but not more than one, exit from an aircraft becomes inoperative at a place where it is not reasonably practicable for the exit to be repaired or replaced, nothing in this paragraph prevents that aircraft from carrying passengers until the aircraft next lands at a place where the exit can be repaired or replaced.

(8A) The conditions referred to in sub-paragraph (8) are the following:

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- (a) the number of passengers carried and the position of the seats which the passengers occupy are in accordance with the arrangements approved by the Chief Executive either in relation to that particular aircraft or to the class to which that aircraft belongs;
 - (b) in accordance with the arrangements so approved —
 - (i) the exit is fastened by locking or otherwise;
 - (ii) the universal symbolic exit sign or the expression “Exit” or “Emergency Exit”, as the case may be, is covered; and
 - (iii) the exit is marked by a red disc of at least 23 cm in diameter and with a horizontal white bar across it, bearing the words “No exit” in red letters.”.

Amendment of paragraph 88

5. Paragraph 88 of the principal Order is amended —

- (a) by deleting the word “or” at the end of sub-paragraph (1)(e);
- (b) by deleting the comma at the end of sub-paragraph (f) of sub-paragraph (1) and substituting the word “; or”, and by inserting immediately thereafter the following sub-paragraph:
 - “(g) is the holder of an approval granted under paragraph 20(13)(c),”;
- (c) by deleting the full-stop at the end of sub-paragraph (c) of sub-paragraph (2) and substituting a semi-colon, and by inserting immediately thereafter the following sub-paragraph:
 - “(d) any incident, relating to a person undergoing any course of training or instruction provided

by the holder of an approval granted under paragraph 20(13)(c), that occurred during the course.”;

- (d) by deleting the word “and” at the end of sub-paragraph (2A)(e); and
- (e) by deleting the full-stop at the end of sub-paragraph (2A)(f) and substituting a semi-colon, and by inserting immediately thereafter the following sub-paragraph:

“(g) in the case of a holder of an approval granted under paragraph 20(13)(c), the Singapore Air Safety Publication (SASP).”.

Amendment of Part B of Ninth Schedule

6. Paragraph 1 of Part B of the Ninth Schedule to the principal Order is amended —

- (a) by inserting, immediately after the words “an approved” in sub-paragraph (2)(b), (e)(i) and (ii), the words “or recognised”;
- (b) by deleting “20(12A)” in paragraph (a) of the definition of “approved” in sub-paragraph (6) and substituting “20(12A)(b)”;
- (c) by inserting, immediately after the definition of “instrument flight conditions” in sub-paragraph (6), the following definition:

““recognised”, in relation to a flight simulation training device, means a flight simulation training device referred to in paragraph 20(12A)(a) of the Order;”.

Amendment of Thirteenth Schedule

7. The Thirteenth Schedule to the principal Order is amended —

- (a) by deleting the item “Paragraph 20(12).” in Part A and substituting the item “Paragraph 20(12A).”; and

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- (b) by deleting the item “Paragraph 20(2), (3C), (7), (12A) and (14).” in Part B and substituting the item “Paragraph 20(2), (3C), (7), (12) and (14).”.

*[G.N. Nos. S 573/91; S 49/92; S 60/92; S 180/92; S 61/93;
S 199/93; S 8/94; S 67/98; S 325/2000; S 384/2000;
S 166/2002; S 56/2003; S 440/2003; S 581/2003;
S 331/2005; S 781/2005; S 487/2006; S 640/2006;
S 299/2009; S 278/2010; S 423/2010; S 729/2010;
S 162/2011; S 570/2011; S 124/2012; S 617/2012;
S 348/2013; S 21/2015; S 351/2015]*

Made on 28 December 2015.

LEE HSIEN YANG
*Chairman,
Civil Aviation Authority of Singapore.*

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