

## Changi International

IATA/ICAO CODE: SIN/WSSS  
CITY: Singapore  
COUNTRY: Singapore

### AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 22 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
02L	4000	-	3	60
20R	4000	740	3	60
02C	4000	-	3	60
20C	4000	-	3	60

### NOISE ABATEMENT PROCEDURES

- All aircraft on Airway G579 between Sinjon (SJ) and Jaybee (JB) shall operate at/above 5,000ft.

- The Standard Instrument Departure routes for aircraft departing on Runway 20R/20L are for the purpose of noise abatement in addition to being used for air traffic control

- Departures on Runway 20R are not permitted between 1600/2200 UTC. However, this restriction is not applicable when Runway 20L/02R is unavailable because of maintenance works or for other reasons.

### CONTINUOUS DESCENT ARRIVAL (CDA)

CONTINUOUS DESCENT OPERATIONS (CDO) – The next phase of CDO trial will be opened to all operators over a period of 2 to 3 months

## AIRPORT CURFEWS - [NONE](#)

## PREFERENTIAL RUNWAYS

Between 1600 and 2200 UTC, Runway 02R/20L (which has less noise impact on nearby residential areas) is used for departing aircraft as far as possible.

## OPERATING QUOTA - [NONE](#)

## ENGINE RUN-UP RESTRICTIONS

Idle runs at contact gates and remote stands only with prior coordination with ATC if it involves 'Pushback'. Otherwise, it's sufficed to coordinate the idle runs with Changi Airport Group (Aerodrome Operator) Airside Control Centre.

## APU OPERATING RESTRICTIONS - [NONE](#)

## NOISE BUDGET RESTRICTIONS - [NONE](#)

## NOISE SURCHARE - [NONE](#)

## NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

The following information was provided by the Civil Aviation Authority of Singapore.

In Singapore, land use planning around airports is based on the noise exposure forecast (NEF) contours. Land use planning comes under the purview of our Urban Redevelopment Authority, in consultation with the National Environment Agency, who advises on the technical requirements.

The following land use planning guidelines are adopted around civilian airports and military airbases:

- (a) The NEF 35 noise contour is the limit for residential developments.
- (b) Sites in areas between NEF 35 and NEF 40 noise contours that have already been zoned for residential use shall be tendered out for private residential developments. This recognizes the fact that private residential developments are normally designed with air-conditioning systems, which will help to maintain acceptable indoor noise levels.

## NOISE MONITORING SYSTEM

The airport does not have a noise monitoring system and there are plans to install one in the near future.

## FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

## NOISE LEVEL LIMITS - [NONE](#)

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are banned from operating in Singapore. See information under Chapter 2 Phase out.

## CHAPTER 2 PHASEOUT

Chapter 2 aircraft were phased out as of April 1, 2004.

## CHAPTER 3 RESTRICTIONS - [NONE](#)

