

NOTICE OF AMENDMENT

Amendments to the Air Navigation Order (ANO) and Air Operations Air Navigation Regulations (Air Ops ANRs)

Please be informed that the following amendments have come into effect on 3 November 2022:

- a. Air Navigation (Amendment) Order 2022, S820/2022 (“ANO”);
- b. Air Navigation (91 – General Operating Rules) (Amendment) Regulations 2022, S821/2022 (“ANR-91”);
- c. Air Navigation (98 – Special Operations) (Amendment) Regulations 2022, S822/2022 (“ANR-98”);
- d. Air Navigation (121 – Commercial Air Transport by Large Aeroplanes) (Amendment) Regulations 2022, S823/2022 (“ANR-121”);
- e. Air Navigation (125 – Complex General Aviation) (Amendment) Regulations 2022, S824/2022 (“ANR-125”);
- f. Air Navigation (135 – Commercial Air Transport by Helicopters and Small Aeroplanes) (Amendment) Regulations 2022, S825/2022 (“ANR-135”); and
- g. Air Navigation (137 – Aerial Work) (Amendment) Regulations 2022, S826/2022 (“ANR-137”).

The key amendments are in the following areas:

- a. ANR-121 and ANR-135 are amended to require an air operator certificate (“AOC”) holder to carry a Runway Overrun Awareness and Alerting Systems (ROAAS) on board every turbine-engine aeroplane that has a Maximum Certificated Take-off Mass (“MCTOM”) of more than 5,700 kg and for which a certificate of airworthiness is first issued on or after 1 January 2026.
- b. ANR-121 is also amended to require an AOC holder to equip an aeroplane that has a MCTOM of more than 27,000 kg with an autonomous distress tracking

(ADT) system to transmit position information at least once every minute when in distress, by 1 January 2025. This requirement will only apply to such an aeroplane for which the certificate of airworthiness is first issued on or after 1 January 2024.

- c. ANR-125 is amended to require a holder of a complex general aviation certificate who operates a large or turbojet aeroplane, before selecting an aerodrome or landing site, to assess if that aerodrome or landing site is adequate with respect to the available Rescue and Fire Fighting Services.
- d. ANR-135 is also amended to require an AOC holder who is operating a helicopter to obtain a specific approval on the use of offshore destination alternate heliports.
- e. ANR 91, ANR-121, ANR-135 and ANR-137 are also amended to require the respective operators to obtain and assess airworthiness information from the individual or organisation responsible for the design of the modification or repair of an aeroplane.
- f. ANR-98 is amended to update the requirements for operations using automatic landing system, combined vision system, enhance vision system, synthetic visions system, head-up display or hybrid display.
- g. ANR-121 and ANR-135 are amended to clarify requirements relating to the reporting by an AOC holder and a pilot-in-command (“PIC”) of the AOC holder whenever the PIC exercises a discretion to deviate from the approved flight duty or rest periods.
- h. ANO is amended to apply regulatory requirements in paragraphs 62A and 62G to RSAF air traffic controllers (“ATCOs”) who deployed as civilian ATCOs.

The amended ANO and Air Ops ANRs can also be found at our [CAAS website](#).

Should you have any suggestions or comments on the above, please provide your feedback to <https://go.gov.sg/publication-feedback> .

Issued by
SAFETY POLICY AND PLANNING DIVISION
CIVIL AVIATION AUTHORITY OF SINGAPORE