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CIVIL AVIATION AUTHORITY OF SINGAPORE ACT 2009 (ACT 17 OF 2009)

CIVIL AVIATION AUTHORITY OF SINGAPORE (CHANGI AIRPORT) BY-LAWS 2009

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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, hereby makes the following By-laws:

PART I**PRELIMINARY****Citation and commencement**

1. These By-laws may be cited as the Civil Aviation Authority of Singapore (Changi Airport) By-laws 2009 and shall come into operation on 1st July 2009.

Definitions

2. In these By-laws, unless the context otherwise requires —
- “aircraft stand” means an area on an apron for parking an aircraft;
 - “airfield driving permit” means an airfield driving permit issued by the airport licensee under by-law 67;
 - “airfield vehicle permit” means an airfield vehicle permit issued by the airport licensee under by-law 64;
 - “airport” means the Changi Airport;
 - “airport licensee” means the airport licensee for Changi Airport;

“airside” means the movement area of the airport and the adjacent terrain and buildings or parts thereof, access to which is controlled, but does not include the cargo handling area;

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

[S 635/2022 wef 01/08/2022]

“apron” means that part of the airport, other than the manoeuvring area, to be used for accommodating aircraft for the purposes of embarkation or disembarkation of passengers, loading or unloading of mail or cargo, or fuelling, parking or maintenance of aircraft;

“authorised person” means —

- (a) any officer or employee of the airport licensee; or
- (b) any person duly authorised by the airport licensee to act on its behalf;

“cargo handling area” means that part of the airport (other than the apron and the Airport Logistics Park of Singapore) to be used for the handling of cargo, and includes the Changi Airfreight Centre, cargo buildings, warehouses, parking places for vehicles and roads associated therewith and situated within the cargo handling area;

“Changi Airport” means the airport declared under the Civil Aviation Authority of Singapore (Changi Airport) Notification 2009 (G.N. No. S 293/2009);

“Changi Airfreight Centre” means the cargo processing and maintenance area situated within the airport;

“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;

[S 635/2022 wef 01/08/2022]

“driver” —

- (a) in relation to a trailer, includes a driver of a vehicle by which the trailer is drawn;
- (b) where a separate person acts as a steersman of a vehicle, includes that person as well as any other person engaged in the driving of the vehicle;
- (c) includes the rider of a bicycle and any person propelling a tricycle or pushing or pulling a cart; and
- (d) in relation to a passenger loading bridge, includes the operator manning the console by which the bridge is activated,

and “drive” shall be construed accordingly;

“forklift driving permit” means a forklift driving permit issued by the airport licensee under by-law 71;

“lightweight transport machine” means any mechanically propelled or electrically operated lightweight transportation machine intended for short distance commuting and includes a buggy;

“manoeuvring area” means that part of the airport to be used for the taking off, landing and taxiing of aircraft, but does not include areas set aside to accommodate aircraft, for embarkation or disembarkation of passengers, for loading and unloading of mail or cargo, or for fuelling, parking or maintenance of aircraft;

“motor vehicle” means a mechanically propelled vehicle intended or adapted for use on roads;

“movement area” means that part of the airport to be used for the taking off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron;

“owner”, in relation to a vehicle which is the subject of a hiring agreement or hire purchase agreement, means the person in possession of the vehicle under that agreement;

“park” means to bring a vehicle to a stationary position and cause it to wait for any purpose other than that of immediately taking up or setting down passengers, goods or luggage;

“passenger terminal building” means a building at the airport used as a terminal for passengers arriving at or departing from the airport;

“permit” includes any permit issued under the former Civil Aviation Authority of Singapore (Aerodrome) Regulations (Cap. 41, Rg 2) which, by the operation of regulation 3 of the Civil Aviation Authority of Singapore (Savings and Transitional Provisions) Regulations 2009 (G.N. No. S 300/2009), is deemed to have been issued under the corresponding provisions of these By-laws;

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

[S 635/2022 wef 01/08/2022]

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

[S 635/2022 wef 01/08/2022]

“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;

[S 635/2022 wef 01/08/2022]

“traffic sign” includes all signals, warning and other signs, directional and other posts, lines, lamps and any other devices for the guidance or direction of persons using the airport;

“vehicle” means any vehicle whether mechanically propelled or otherwise, and includes a bicycle, tricycle, cart, buggy, lightweight transport machine, trailer, forklift, tractor, passenger loading bridge and any movable equipment, and “vehicular traffic” shall be construed accordingly.

PART II
OPERATIONS WITHIN AIRSIDE

Division 1 — Vehicular traffic

Definitions of this Part

3. In this Part —

“Duty Apron Controller” means an authorised person who is for the time being in charge of the regulation of vehicular traffic within the apron;

“Duty Tower Controller” means an authorised person who is for the time being in charge of the regulation of aircraft traffic on the ground, and the aircraft and vehicular traffic approaching, entering or in the manoeuvring area.

Speed limits

4.—(1) No vehicle shall be driven within the airside at a speed exceeding the following speed limits in the following areas:

- (a) 5 kilometres per hour if within 10 metres from an aircraft parked at an aircraft stand;
- (b) 30 kilometres per hour if on any roadway in the vicinity of an aircraft stand; and
- (c) 50 kilometres per hour if on any roadway situated away from the vicinity of an aircraft stand.

(2) Paragraph (1) shall not apply to the following vehicles:

- (a) any fire-fighting vehicle being used to fight fire, preserve life or property, give aid or rescue persons who are in danger or involved in an accident or any other emergency;
- (b) any ambulance being used to aid or rescue persons who are in danger or involved in an accident or any other emergency;
- (c) any 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;

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- (d) any 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.

Compliance with traffic directions, traffic signs and restrictions on vehicle loads

5.—(1) The driver of a vehicle within the airside shall comply with any direction or verbal instruction given by any authorised person who is for the time being engaged in the regulation of traffic within the airside.

(2) The driver of a vehicle within the airside shall comply with such restrictions on and stipulations for vehicle loads (relating to the height, weight, distribution, packing and adjustment of vehicle loads, and the number of passengers allowed to be carried in vehicles) in the airside as may be imposed by the airport licensee.

(3) The airport licensee may cause or permit traffic signs to be placed or erected in any part of the movement area, on or along any road or in any area within the airside.

(4) The driver of a vehicle —

(a) in the movement area; or

(b) on any road or in any other part within the airside,

shall obey all the traffic signs placed or erected in the movement area, or on or along the road or other part within the airside.

(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.

[S 635/2022 wef 01/08/2022]

Right of way for aircraft

6. The driver of a vehicle in the movement area shall give way to an aircraft at all times and shall give maximum clearance to the aircraft.

Breakdown of vehicle

7.—(1) In the event of a breakdown of a vehicle within the airside, the driver of the vehicle —

- (a) shall not leave the vehicle unattended; and
- (b) shall immediately inform the following persons of the breakdown:
 - (i) if the breakdown occurs in the apron, the Duty Apron Controller;
 - (ii) if the breakdown occurs in the manoeuvring area, the Duty Apron Controller and Duty Tower Controller; and
 - (iii) in all cases of breakdown, the owner of the vehicle.

(2) The driver of the vehicle shall arrange for the immediate removal of the vehicle and ensure that any aircraft or other vehicle is not obstructed by the breakdown.

Permission to proceed

8. The driver of a vehicle who desires to proceed to any part of the manoeuvring area shall obtain prior clearance from the Duty Tower Controller before proceeding to his destination.

Stopping before entry into manoeuvring area

9. The driver of a vehicle shall stop at the point of entry to the manoeuvring area and ascertain that there is no aircraft movement before driving into the manoeuvring area.

Right of way for passengers

10. The driver of a vehicle within the airside shall allow free and uninterrupted passage to every aircraft passenger who is within the

airside and every such passenger shall have precedence over all vehicular traffic.

Stopping under wing, tail or fuselage of aircraft

11. No driver of any vehicle in the movement area shall draw up or stop the vehicle under the wing, tail or fuselage of an aircraft unless the vehicle is being used in the course of refuelling or technical servicing of the aircraft.

Prohibition on starting motor vehicle near refuelling points

12.—(1) No driver of any motor vehicle in the movement area shall start the motor vehicle when it is within an unsafe area around any refuelling point or fuel tank of an aircraft which is being refuelled.

[S 635/2022 wef 01/08/2022]

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

[S 635/2022 wef 01/08/2022]

Vehicle not to be driven over hose or bonding cable during refuelling

13. When an aircraft is being refuelled, no person shall drive any vehicle over any hose or bonding cable laid on the apron used for refuelling that aircraft.

Vehicle not to reverse towards aircraft

14. The driver of a vehicle shall not cause the vehicle to reverse towards an aircraft in the movement area, except where the vehicle is used for servicing that aircraft and such reversing is carried out under the direction of a vehicle marshaller.

Prohibition on approaching aircraft with engines running

15. The driver of a vehicle shall not cause the vehicle to approach any aircraft which has its engines running.

Minimum safe distance from stationary aircraft

16.—(1) The driver of a vehicle in the movement area shall keep the vehicle at least 5 metres away from any wing-tip of a stationary aircraft.

(2) Paragraph (1) shall not apply where the vehicle is directly below the wing-tip of the aircraft.

Minimum safe distance from taxiing aircraft

17.—(1) The driver of a vehicle in the movement area shall, when driving the vehicle parallel to an aircraft taxiing on the taxiway, keep the vehicle within the red apron boundary line that separates the taxiway from the apron and away from the manoeuvring area.

(2) The driver of a vehicle in the movement area shall keep a distance of at least 200 metres in front of or at least 250 metres behind any aircraft taxiing on the taxiway.

Motor vehicle not to be left unattended with engine running

18. The driver of a motor vehicle shall not leave the motor vehicle unattended within the airside with its engine running.

Vehicle on runway or taxiway

19. The driver of a vehicle proceeding along a runway or taxiway shall, in so far as it is practicable, keep the vehicle to the right side of the runway or taxiway.

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.

[S 635/2022 wef 01/08/2022]

Driving on roadway that crosses taxiway

21.—(1) The driver of a vehicle shall observe the red traffic light signals installed at various locations within the airside where vehicular traffic lanes cross the taxiways.

(2) Every person who drives or operates a vehicle on a roadway that crosses a taxiway shall —

- (a) slow the vehicle down when the vehicle approaches the taxiway;
- (b) stop the vehicle before the stop-line at the crossing and keep a lookout for any aircraft that is taxiing towards the crossing, whether or not the red traffic light signals at the crossing are illuminated; and
- (c) proceed across the taxiway only if the red traffic light signals are not illuminated and after ensuring that it is safe to do so.

Vehicle not equipped with 2-way radio communication system

22.—(1) Except as otherwise permitted by the airport licensee, no person shall drive on any runway or taxiway a vehicle which is not equipped with a 2-way radio communication system.

(2) Where permission has been granted for a vehicle which is not equipped with a 2-way radio communication system to be driven on a runway or taxiway, the driver of the vehicle shall comply with the following light signals directed at the vehicle on or approaching the runway or taxiway:

- (a) a continuous green light indicating that the vehicle may proceed on the runway or taxiway;
- (b) a continuous red light indicating that the vehicle is temporarily prohibited from proceeding on the runway or taxiway and the driver shall stop the vehicle immediately;
- (c) an intermittent red light indicating that the vehicle must keep clear of the runway or taxiway immediately;

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- (d) an intermittent green light indicating that the vehicle which has earlier been ordered to keep clear of the runway or taxiway may return to the runway or taxiway; and
 - (e) an intermittent white light indicating that the driver must drive the vehicle out of the runway or taxiway and out of the movement area immediately.

Crossing movement area

23. No vehicle shall cross the movement area in front of the path of a taxiing aircraft or an aircraft on tow.

Vehicle proceeding into baggage handling area

24. No person shall drive any vehicle (other than of a type pre-approved by the airport licensee for use in a baggage handling area) into a baggage handling area within the airside without obtaining prior clearance from the authorised person for the time being in charge of baggage handling activities.

Passenger in vehicle within airside

25. No person other than the driver of the vehicle shall travel in any vehicle within the airside unless he is seated in a passenger seat provided in the vehicle or standing in a section of the vehicle which has been constructed for standing passengers.

Towing of vehicle

26. No vehicle shall be towed by another vehicle within the airside unless a suitable tow bar is used for that purpose.

Maintenance of vehicle

27. The owner of every vehicle used within the airside shall ensure that —

- (a) the vehicle is maintained in good working condition; and
- (b) the condition of the vehicle and all its parts and accessories is such that no danger is caused or likely to be caused to any person in or on the vehicle, or any person on any road within the airside.

Restrictions on load

28.—(1) The driver of a vehicle shall ensure that at all times —

- (a) the number of passengers carried in or on the vehicle and the manner in which any such passenger is carried; and
- (b) the weight, distribution, packing and adjustment of any load on the vehicle,

is such that no danger is caused or is likely to be caused to any person in or on the vehicle, or any person on any road within the airside.

(2) The driver of a vehicle within the airside shall ensure that any load carried by the vehicle is at all times secured or placed in a position such that danger is not likely to be caused to any person, vehicle or aircraft —

- (a) by reason of the load or any part thereof falling from the vehicle; or
- (b) by reason of any other movement of the load or any part thereof in relation to the vehicle.

(3) The airport licensee may limit the height of any load carried on any vehicle within the airside to such height as the airport licensee may consider appropriate for safety reasons.

(4) If the load carried by such a vehicle projects from the rear by more than 2 metres beyond the body of the vehicle, a clean red flag of 300 millimetres square shall be displayed unfurled at a point not more than 0.3 metre from the extreme projecting point at the rear of the load so as to be clearly visible from the rear of the vehicle in the day time.

(5) The driver of a vehicle within the airside shall ensure that no part of a load on the vehicle or any covering of such load causes or is likely to cause danger, obstruction or annoyance to other persons using the road within the airside.

(6) Except as otherwise permitted by the airport licensee, the driver of a vehicle within the airside shall ensure that no part of a load on the vehicle or any covering of such load —

- (a) trails along the road within the airside;

- (b) projects in front of the vehicle; or
- (c) projects laterally beyond the body or wheels of the vehicle or any authorised fitting permanently attached to the vehicle.

Division 2 — Parking

No stopping

29.—(1) No person shall stop any vehicle —

- (a) on any road within the airside between the edge of the roadway and any portion of an unbroken white line or unbroken double white lines drawn on such road;
- (b) on the side of any road within the airside if on that side of the road an unbroken double yellow line is drawn; or
- (c) on the footway of any road within the airside.

(2) No person shall stop any vehicle on the side of any road within the airside if on that side of the road an unbroken single yellow line is drawn.

Parking within airside

30.—(1) No person shall park a vehicle anywhere within the airside except —

- (a) within a parking place set out in Part I of the First Schedule; and
- (b) in a parking lot in that parking place specifically designated by the airport licensee for the category of vehicles to which the vehicle belongs.

(2) Any person who parks a vehicle in a parking place shall pay the parking fee specified in the Second Schedule.

(3) Any person who parks a vehicle in a parking place shall obey all the traffic signs exhibited in the parking place.

(4) No person shall park a vehicle in such a manner as to cause the vehicle to protrude beyond the boundaries of the parking lot, or to

obstruct the entrance or exit of a parking lot or parking place set out in Part I of the First Schedule.

Parking as to cause danger, etc., or abandoning vehicle

31.—(1) No person shall park a vehicle, or cause or permit a vehicle to remain at rest, on any road within the airside in such a position, condition or circumstances as to be likely to cause danger, obstruction or undue inconvenience to other users of the road or to traffic within the airside.

(2) No person shall park a vehicle, or cause or permit a vehicle to remain at rest, in a parking place within the airside in such condition or circumstances as to appear to the airport licensee to have been abandoned without lawful authority.

(3) If any vehicle is parked in contravention of paragraph (1), the airport licensee may remove the vehicle and detain it, or cause the vehicle to be removed to and detained, at a place of safety or any other place.

(4) If it appears to the airport licensee that a vehicle has been abandoned in a parking place within the airside without lawful authority, the airport licensee may —

- (a) remove the vehicle and detain it, or cause the vehicle to be removed to and detained, at a place of safety or any other place; or
- (b) prevent the removal of the vehicle from the parking place by fixing an immobilisation device to the vehicle.

(5) Where the airport licensee has removed any vehicle to a place of safety or any other place, or fixed an immobilisation device to the vehicle, the airport licensee shall give notice in writing to the owner of the vehicle as to the procedure by which the owner may secure the release of the vehicle.

(6) No vehicle to which an immobilisation device has been fixed in accordance with this by-law shall be released to the owner of the vehicle except upon the owner of the vehicle having paid the fee to the airport licensee for removing the immobilisation device specified

in the Second Schedule and such parking fees as the airport licensee may lawfully impose.

(7) In this by-law, “immobilisation device” means any device or appliance designed or adapted to be fixed to any part of a vehicle for the purpose of preventing the vehicle from being driven or otherwise put in motion.

Division 3 — Conduct of persons

Walking within or crossing movement area

32. No person shall walk within or cross the movement area at any time, unless he is permitted by the airport licensee to do so.

Clearance from jet engines

33. Every person, other than a member of the maintenance staff working on an aircraft, shall keep clear of the aircraft’s engines and shall not pass —

- (a) within a radius of 7.5 metres from the air intake of the aircraft; or
- (b) within a radius of 76 metres from the rear of a running jet engine of the aircraft.

Proceeding onto apron

34. Any person who desires to proceed onto the apron shall obtain prior clearance from the Duty Apron Controller.

Proceeding onto runway or taxiway

35. Any person who desires to proceed onto a runway or taxiway shall obtain prior clearance from the Duty Tower Controller.

Removal of equipment or vehicle

36. Where, after the servicing of an aircraft, the aircraft has taxied or been towed away, the person in charge of any equipment or vehicle used in connection with the servicing of the aircraft shall immediately remove the equipment or vehicle from the aircraft stand and any other related parking space.

No littering, etc.

37.—(1) No person shall leave, or cause or permit to be left, any handling or transporting equipment on any roadway, driveway or vehicular ramp, or in any other part of the airside.

[S 635/2022 wef 01/08/2022]

(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.

[S 635/2022 wef 01/08/2022]

(2) Every person on the premises of the airside shall obey the lawful directions given by an authorised person to remove any 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).

[S 635/2022 wef 01/08/2022]

(3) Every person authorised by the airport licensee to carry out work on any roadway, driveway or vehicular ramp, or in any other part of the airside shall ensure that the working area is kept clean and tidy.

No foreign object or material on aircraft stand

38. Every person who is engaged in the work of servicing an aircraft shall inspect the aircraft stand immediately after the aircraft has been serviced to ensure that no foreign object or material that is likely to be hazardous to the operation of any aircraft is left on the aircraft stand.

No foreign matter in movement area

39. No person shall leave or deposit any foreign matter or thing in the movement area that is likely to be hazardous to the operation of any aircraft.

No unescorted airline passengers entering airside

40.—(1) No passenger about to embark onto or disembark from an aircraft shall enter the airside without being escorted by an employee or agent of an airline.

(2) No airline shall permit any of its passengers to enter the airside without being escorted by an employee or agent of the airline.

Compliance with approved standards and operating procedures

41.—(1) No person shall drive, or employ or permit another person to drive, any vehicle within the airside unless the person driving the vehicle has been properly trained and certified to meet the standards approved by the airport licensee for driving within the airside.

(2) Every person driving any vehicle or operating any equipment within the airside must be familiar with and shall comply with the standard operating procedures approved by the airport licensee.

Duty to notify and report accidents

42.—(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.

[S 635/2022 wef 01/08/2022]

(2) The employer of the driver of the vehicle in paragraph (1) shall ensure that the accident is reported to a person on duty at the airside management centre.

[S 635/2022 wef 01/08/2022]

Safety vest and raincoat

43.—(1) Every person entering or performing work within the baggage handling area or the apron, including the aircraft stands and

compass swing area, shall wear a high visibility safety vest at all times.

[S 635/2022 wef 01/08/2022]

(2) No person shall cycle on any roadway within the airside without wearing a high visibility safety vest.

(3) For the purposes of paragraphs (1) and (2), a high visibility safety vest shall be of a type approved by the airport licensee and shall comply with such requirements as the airport licensee may from time to time specify.

(4) During inclement weather, every person entering or performing work in the movement area shall wear a high visibility raincoat or rain suit at all times.

(5) For the purposes of paragraph (4), a high visibility raincoat or rain suit shall be of a type approved by the airport licensee and shall comply with such requirements as the airport licensee may from time to time specify.

Prohibition against use of mobile communication devices

44.—(1) No person shall use a mobile communication device (other than a walkie-talkie or radio telephone) while driving a vehicle or operating equipment within the airside.

[S 635/2022 wef 01/08/2022]

(2) Paragraph (1) shall not apply to the driver of the following vehicles:

- (a) any fire-fighting vehicle being used to fight fire, preserve life or property, give aid or rescue persons who are in danger or involved in an accident or any other emergency;
- (b) any ambulance being used to aid or rescue persons who are in danger or involved in an accident or any other emergency;
- (c) any Government-owned vehicle used by the Singapore Police Force or the Singapore Civil Defence Force to execute, facilitate or aid in any emergency response or rescue operation; and

(d) any 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.

(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.

[S 635/2022 wef 01/08/2022]

[S 635/2022 wef 01/08/2022]

Prohibition against food consumption and feeding or rearing of birds and animals

45.—(1) No person shall consume any food or beverage in the movement area except in the offices located on the apron or on board an aircraft.

(2) No person shall feed or rear any bird or animal within the airside.

[S 635/2022 wef 01/08/2022]

[S 635/2022 wef 01/08/2022]

PART III

OPERATIONS IN CARGO HANDLING AREA

Handling and storage of highly inflammable or dangerous substance

46.—(1) No person shall use, or cause or permit to be used, in the cargo handling area a vehicle in which any highly inflammable or otherwise dangerous substance is carried unless —

- (a) that substance is carried in containers so designed and constructed; or
- (b) that substance is so packed that notwithstanding any accident to the vehicle, it is unlikely that the substance will cause any damage to the vehicle or injury to any passenger conveyed by the vehicle.

(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.

[S 635/2022 wef 01/08/2022]

(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.

[S 635/2022 wef 01/08/2022]

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

[S 635/2022 wef 01/08/2022]

(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.

[S 635/2022 wef 01/08/2022]

(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.

[S 635/2022 wef 01/08/2022]

[S 635/2022 wef 01/08/2022]

Entry and exit

47.—(1) No person or vehicle shall enter or leave the cargo handling area except through an entrance or exit designated by the airport licensee.

(2) The airport licensee may, in its discretion and without assigning any reason, refuse entry to any person or vehicle to the cargo handling area.

Compliance with traffic directions, traffic signs and restrictions on vehicle loads

48.—(1) The driver of a vehicle in the cargo handling area shall comply with any direction or verbal instruction given by any authorised person who is for the time being engaged in the regulation of traffic in the cargo handling area.

(2) The driver of a vehicle in the cargo handling area shall comply with such restrictions on and stipulations for vehicle loads (relating to the height, weight, distribution, packing, adjustment of vehicle loads, and the number of passengers allowed in each vehicle) in the cargo handling area as may be imposed by the airport licensee.

(3) The airport licensee may cause or permit traffic signs to be placed or erected on or along any road or at any place in the cargo handling area.

(4) The driver of a vehicle on any road in the cargo handling area or in any other part of the cargo handling area shall comply with all the traffic signs placed or erected in the cargo handling area.

(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.

[S 635/2022 wef 01/08/2022]

No parking or stopping in loading or unloading bay

49. Except with the prior permission of the airport licensee, no person shall park or stop a vehicle in any loading or unloading bay of any warehouse unit in the cargo handling area.

Parking in cargo handling area

50.—(1) No person shall park a vehicle anywhere in the cargo handling area except —

- (a) within a parking place set out in Part II of the First Schedule; and
- (b) in a parking lot in that parking place specifically designated by the airport licensee for the category of vehicles to which the vehicle belongs.

(2) Any person who parks a vehicle in a parking place shall pay such parking fee as may be set by the airport licensee and displayed on signs affixed or placed in a conspicuous position at the entrance of the parking place.

(3) Any person who parks a vehicle in a parking place shall obey all the traffic signs exhibited in the parking place.

(4) No person shall park a vehicle in such a manner as to cause the vehicle to protrude beyond the boundaries of the parking lot, or to obstruct the entrance or exit of a parking lot or parking place set out in Part II of the First Schedule.

(5) No person shall park a vehicle in a season parking lot unless he —

- (a) is an authorised person; or
- (b) is in possession of, and displays visibly on the vehicle for inspection, a valid season parking label issued by the airport licensee for the use of such parking lot.

(6) No person shall park a vehicle in a reserved parking lot unless he —

- (a) is an authorised person; or
- (b) is in possession of, and displays visibly on the vehicle for inspection, a valid reserved parking label issued by the airport licensee for the use of such parking lot.

(7) No person shall park a vehicle in an hourly parking lot unless he —

- (a) is an authorised person; or
- (b) is in possession of, and displays visibly on the vehicle for inspection, a valid hourly parking ticket issued by the airport licensee for the use of such parking lot within the date and time stipulated on the hourly parking ticket.

Parking in dangerous, etc., manner or abandoning vehicle

51.—(1) No person shall park a vehicle or cause or permit a vehicle to remain at rest on any road in the cargo handling area in such a position, condition or circumstances as to be likely to cause danger, obstruction or undue inconvenience to other users of the road or to traffic in the cargo handling area.

(2) No person shall park a vehicle or cause or permit a vehicle to remain at rest in the cargo handling area in such condition or circumstances as to appear to the airport licensee to have been abandoned without lawful authority.

(3) If any vehicle is parked in contravention of paragraph (1), the airport licensee may remove or cause the vehicle to be removed to and detained at a place of safety or any other place.

(4) If any vehicle appears to the airport licensee to have been abandoned in the cargo handling area without lawful authority, the airport licensee may —

- (a) remove or cause the vehicle to be removed to a place of safety or any other place and detain it thereat; or
- (b) prevent the removal of the vehicle from the cargo handling area by fixing an immobilisation device to the vehicle.

(5) Where the airport licensee has removed any vehicle to a place of safety or any other place or fixed an immobilisation device to the vehicle, the airport licensee shall give notice in writing to the owner of the vehicle as to the procedure by which he may secure the release of the vehicle.

(6) No vehicle to which an immobilisation device has been fixed in accordance with this by-law shall be released to the owner of the vehicle except upon the owner of the vehicle having paid the fee for removal of the immobilisation device specified in the Second Schedule and such parking fees (if applicable) as the airport licensee may lawfully impose.

(7) In this by-law, “immobilisation device” has the same meaning as in by-law 31(7).

Passenger in vehicle in cargo handling area

52. No person other than the driver of a vehicle shall travel in any vehicle in the cargo handling area unless he is seated in a passenger seat provided in the vehicle or standing in a section of the vehicle which has been constructed for standing passengers.

Restrictions on load

53.—(1) The driver of a vehicle shall ensure that at all times —

- (a) the number of passengers carried in or on the vehicle and the manner in which any such passenger is carried; and
- (b) the weight, distribution, packing and adjustment of any load on the vehicle,

is such that no danger is caused or is likely to be caused to any person in or on the vehicle, or any person on any road in the cargo handling area.

(2) The driver of a vehicle shall ensure that any load carried by the vehicle is at all times secured or placed in a position such that danger is not likely to be caused to any person, vehicle or aircraft —

- (a) by reason of the load or any part thereof falling from the vehicle; or

(b) by reason of any other movement of the load or any part thereof in relation to the vehicle.

(3) The airport licensee may limit the height of any load carried on any vehicle to such height as the airport licensee may consider appropriate for safety reasons.

(4) If the load carried by a vehicle projects from the rear by more than 2 metres beyond the body of the vehicle, a clean red flag of 300 millimetres square shall be displayed unfurled at a point not more than 0.3 metre from the extreme projecting point at the rear of the load so as to be clearly visible from the rear of the vehicle in the daytime.

(5) The driver of a vehicle shall ensure that no part of a load on the vehicle or any covering of such load causes or is likely to cause danger, obstruction or annoyance to other persons using the road.

(6) Except as otherwise permitted by the airport licensee, the driver of a vehicle shall ensure that no part of a load on the vehicle or any covering of such load —

(a) trails along the road;

(b) projects in front of the vehicle; or

(c) projects laterally beyond the body or wheels of the vehicle or any authorised fitting permanently attached to the vehicle.

Duty to notify and report accidents

54.—(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.

[S 635/2022 wef 01/08/2022]

(2) The employer of the driver of the vehicle in paragraph (1) shall ensure that an authorised person who is for the time being engaged in the regulation of traffic in the cargo handling area is so notified of the accident.

(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.

[S 635/2022 wef 01/08/2022]

Prohibition against leaving of cargo and equipment and littering

55.—(1) Except with the prior permission of the airport licensee, no person shall leave any cargo or cargo handling and transporting equipment on a footpath, roadway, driveway, vehicular ramp or parking place in the cargo handling area.

[S 635/2022 wef 01/08/2022]

(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.

[S 635/2022 wef 01/08/2022]

(3) In this by-law, “cargo handling and transporting equipment” means non-motorised equipment used in the handling and transporting of cargo.

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.

[S 635/2022 wef 01/08/2022]

PART IV
OPERATIONAL ACTIVITIES IN
PASSENGER TERMINAL

Division 1 — Lightweight transport machines

Parking of lightweight transport machine

56.—(1) No person shall park a lightweight transport machine anywhere in a passenger terminal building except in a parking place set out in Part III of the First Schedule.

(2) A person who parks a lightweight transport machine in a parking place shall obey all the traffic signs exhibited in the parking place.

(3) No person shall park a lightweight transport machine in such a manner as to cause the machine to protrude beyond the boundaries of the parking lot, or to obstruct the entrance or exit of a parking lot or parking place set out in Part III of the First Schedule.

Passenger in lightweight transport machine

57. Every passenger on a lightweight transport machine driven within a passenger terminal building shall at all times be seated in a passenger seat provided in the machine or be standing in a section of the machine which has been constructed for standing passengers.

Compliance with traffic directions and signs

58. Every driver of a lightweight transport machine shall comply with —

- (a) any direction or verbal instruction given by any authorised person who is for the time being engaged in the regulation of traffic in a passenger terminal building; and
- (b) every traffic sign placed or erected at any place in the passenger terminal building for regulating the movement of lightweight transport machines or indicating the route to be followed by lightweight transport machines.

Duty to notify accidents

59.—(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.

[S 635/2022 wef 01/08/2022]

(2) The employer of the driver of the lightweight transport machine involved in the accident shall ensure that the accident is reported to a person on duty at the Terminal Management Centre.

[S 635/2022 wef 01/08/2022]

Division 2 — Motor vehicles

Parking of motor vehicles

60.—(1) No person shall park a motor vehicle on any road leading to, adjacent to or abutting a passenger terminal building except —

- (a) within a parking place set out in Part IV of the First Schedule; and
- (b) in a parking lot within that parking place specifically designated for the category of motor vehicles to which that motor vehicle belongs.

(2) Any person who parks a motor vehicle in a parking place shall pay such parking fee as may be set by the airport licensee and displayed on signs affixed or placed in a conspicuous position at the entrance of the parking place.

(3) Any person who parks a motor vehicle in a parking place shall obey all the traffic signs exhibited in the parking place.

(4) No person shall park a motor vehicle in a reserved parking lot unless he —

- (a) is an authorised person; or
- (b) is in possession of, and displays visibly on the motor vehicle for inspection, a valid reserved parking label issued by the airport licensee for the use of such parking lot.

(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.

[S 635/2022 wef 01/08/2022]

(6) If any motor vehicle appears to the airport licensee to have been parked in contravention of paragraph (2), (4) or (5), the airport licensee may prevent the removal of the vehicle from the parking place by fixing an immobilisation device to the vehicle.

(7) Where the airport licensee has fixed an immobilisation device to the vehicle, the airport licensee shall give notice in writing to the owner of the vehicle as to the procedure by which he may secure the release of the vehicle.

(8) No motor vehicle to which an immobilisation device has been fixed in accordance with this by-law shall be released to the owner of the vehicle except upon the owner of the vehicle having paid the fee for removing the immobilisation device specified in the Second Schedule and such parking fees as the airport licensee may lawfully impose.

(9) In this by-law, “immobilisation device” has the same meaning as in by-law 31(7).

Parking in dangerous, etc., manner or abandoning motor vehicle

61.—(1) No person shall park a motor vehicle or cause or permit a motor vehicle to remain at rest on any road leading to, adjacent to or abutting a passenger terminal building in such a position, condition or circumstances as to be likely to cause danger, obstruction or undue inconvenience to other users of the road or to traffic.

(2) No person shall park a motor vehicle or cause or permit a motor vehicle to remain at rest in a parking place set out in Part IV of the

First Schedule in such condition or circumstances as to appear to the airport licensee to have been abandoned without lawful authority.

(3) If any motor vehicle is parked in contravention of paragraph (1), the airport licensee may remove or cause the motor vehicle to be removed to and detained at a place of safety or any other place.

(4) If any motor vehicle appears to the airport licensee to have been abandoned in a parking place set out in Part IV of the First Schedule without lawful authority, the airport licensee may —

- (a) remove or cause the vehicle to be removed to a place of safety or any other place and detain it thereat; or
- (b) prevent the removal of the vehicle from the parking place by fixing an immobilisation device to the vehicle.

(5) Where the airport licensee has removed any vehicle to a place of safety or any other place or fixed an immobilisation device to the vehicle, the airport licensee shall give notice in writing to the owner of the vehicle as to the procedure by which he may secure the release of the vehicle.

(6) No vehicle to which an immobilisation device has been fixed in accordance with this by-law shall be released to the owner of the vehicle except upon the owner of the vehicle having paid the fee for removal of the immobilisation device specified in the Second Schedule and such parking fees as the airport licensee may lawfully impose.

(7) In this by-law, “immobilisation device” has the same meaning as in by-law 31(7).

PART V

PERMITS

Division 1 — Airside and cargo handling area

Airfield vehicle permit

62.—(1) Except as provided in paragraph (2), no person shall use, or cause or permit to be used, any motor vehicle (other than a vehicle

used for transport by a disabled person) within the airside unless there is in force in respect of the motor vehicle an airfield vehicle permit.

(2) Paragraph (1) shall not apply to —

(a) any motor vehicle in respect of which a temporary entry permit has been issued by the airport licensee under by-law 71A allowing the motor vehicle to enter the movement area; and

[S 635/2022 wef 01/08/2022]

(b) any motor vehicle which enters the movement area to attend to an emergency.

Application for issue and renewal of airfield vehicle permit

63. An application for the issue or renewal of an airfield vehicle permit in respect of any motor vehicle shall be submitted by the owner of the motor vehicle to the airport licensee.

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.

[S 635/2022 wef 01/08/2022]

Driving permits for airside

65.—(1) No person shall —

(a) drive a vehicle of any description (other than a vehicle used for transport by a disabled person) within the airside unless he is the holder of a valid airfield driving permit authorising him to drive a vehicle of that description within the airside; or

- (b) employ or permit another person to drive a vehicle of any description (other than a vehicle used for transport by a disabled person) within the airside unless the person so employed or permitted to drive is the holder of a valid airfield driving permit authorising him to drive a vehicle of that description within the airside.
- (2) Without prejudice to paragraph (1), no person shall —
- (a) drive a forklift within the airside unless he is the holder of a valid forklift driving permit; or
 - (b) employ or permit another person to drive a forklift within the airside unless the person so employed or permitted to drive is the holder of a valid forklift driving permit.

Application for issue and renewal of airfield driving permit

66. A person who desires to obtain or renew an airfield driving permit shall —

- (a) submit an application in such form, and furnish such particulars, as the airport licensee may require; and
- (b) take and pass such courses and tests as the airport licensee may require.

[S 635/2022 wef 01/08/2022]

Issue and renewal of airfield driving permit

67. The airport licensee may, subject to such conditions as it may impose, issue an airfield driving permit to an applicant or renew an airfield driving permit, upon being satisfied that the applicant —

- (a) is competent to drive a vehicle of the description in respect of which the application for the airfield driving permit is made;

[S 635/2022 wef 01/08/2022]

- (b) has good knowledge of the provisions of these By-laws; and

[S 635/2022 wef 01/08/2022]

- (c) has taken and passed all courses and tests mentioned in by-law 66(b).

[S 635/2022 wef 01/08/2022]

Permission to drive vehicles of various descriptions within airside

68.—(1) The holder of an airfield driving permit may, at the discretion of the airport licensee, be permitted to drive vehicles of various descriptions within the airside.

(2) The description of vehicles which the holder of an airfield driving permit may be authorised to drive shall be specified by the airport licensee in the airfield driving permit.

(3) No person shall drive any vehicle of a description which is not specified in the airfield driving permit issued to him.

Permits for driving in cargo handling area

69.—(1) No person shall —

(a) drive a vehicle of any description in the cargo handling area unless he is the holder of a valid driving licence for the appropriate class of vehicles issued under the Road Traffic Act (Cap. 276); or

(b) employ or permit another person to drive a vehicle in the cargo handling area unless the person so employed or permitted to drive is the holder of a valid driving licence for the appropriate class of vehicles issued under the Road Traffic Act.

(2) Without prejudice to paragraph (1), no person shall —

(a) drive a forklift in the cargo handling area unless he is the holder of a valid forklift driving permit; or

(b) employ or permit another person to drive a forklift in the cargo handling area unless the person so employed or permitted to drive is the holder of a valid forklift driving permit.

Application for issue and renewal of forklift driving permit

70. An application for the issue or renewal of a forklift driving permit for a person shall be submitted by the employer of that person

in such form and by furnishing such information as the airport licensee may require.

Issue and renewal of forklift driving permit

71. On the application of the employer of a proposed forklift driver, the airport licensee may, upon being satisfied that the proposed forklift driver is competent to drive a forklift and has good knowledge of the provisions of these By-laws, issue or renew a forklift driving permit authorising the proposed forklift driver to drive a forklift, subject to such conditions as the airport licensee may impose.

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.

[S 635/2022 wef 01/08/2022]

Division 2 — Passenger terminal building

Vehicle permit for lightweight transport machine

72. No person shall use, or cause or permit to be used, any lightweight transport machine within a passenger terminal building unless there is in force in respect of the machine a vehicle permit issued under by-law 73.

Issue of vehicle permit

73. On the application of the owner of a lightweight transport machine, the airport licensee may, subject to such conditions as it may impose, issue a vehicle permit for that machine upon being satisfied that the machine is of good construction.

Driving permit for lightweight transport machine

74. No person shall —

- (a) drive a lightweight transport machine of any description (other than a vehicle used for transport by a disabled person) within a passenger terminal building unless he is the holder of a valid driving permit issued under by-law 76

authorising him to drive a lightweight transport machine of that description; or

- (b) employ or permit or cause another person to drive a lightweight transport machine of any description (other than a vehicle used for transport by a disabled person) within a passenger terminal building unless the person so employed or permitted to drive is the holder of a valid driving permit issued under by-law 76 authorising him to drive a lightweight transport machine of that description.

Application for issue and renewal of driving permit

75. An application for the issue or renewal of a driving permit for a lightweight transport machine for a person shall be submitted by the employer of that person in such form and by furnishing such information as the airport licensee may require.

Issue and renewal of driving permit

76. The airport licensee may, subject to such conditions as it may impose, issue a driving permit to an applicant or renew a driving permit, upon being satisfied that the proposed driver is competent to drive a lightweight transport machine.

Division 3 — General

77. *[Deleted by S 635/2022 wef 01/08/2022]*

Fees, form, conditions and duration of permits

78.—(1) Every application for the issue or renewal of a permit under this Part shall be accompanied by the appropriate fees specified in the Second Schedule.

(2) All permits issued under this Part shall be in such form, with or without conditions attached and for such duration, as the airport licensee may determine.

Cancellation of vehicle permits

79.—(1) The airport licensee may, at any time in its discretion, cancel any airfield vehicle permit or vehicle permit for a lightweight transport machine issued under this Part if it is satisfied that —

- (a) there has been a contravention of any condition of the permit;
- (b) the vehicle is not in good working condition; or
- (c) the condition of the vehicle, its parts or accessories is such that danger is caused or likely to be caused to any person.

(2) The airport licensee shall, before cancelling a vehicle permit of a person under paragraph (1), give the person concerned notice in writing of its intention to do so, specifying a date, not less than 14 days after the date of the notice, upon which such cancellation shall be made and calling upon the person to show cause to the airport licensee why such vehicle permit should not be cancelled.

(3) Upon the person failing to show cause within the period referred to in paragraph (2) and if the airport licensee decides to cancel the vehicle permit of such person under paragraph (1), the airport licensee shall immediately inform the person by notice in writing of the cancellation.

Suspension or cancellation of driving permits

80.—(1) The airport licensee may, at any time in its discretion, suspend for such period as it thinks fit or cancel any airfield driving permit, forklift driving permit or driving permit for a lightweight transport machine issued under this Part if it is satisfied that —

- (a) there has been a contravention of any condition of the permit;
- (b) the person to whom the permit has been issued is not competent to drive the relevant vehicle; or
- (c) it would not be in the interests of public safety for him to hold a driving permit.

(2) The airport licensee shall, before suspending or cancelling a driving permit of a person under paragraph (1), give the person

concerned notice in writing of its intention to do so, specifying a date, not less than 14 days after the date of the notice, upon which such suspension or cancellation shall be made and calling upon the person to show cause to the airport licensee why such driving permit should not be suspended or cancelled.

(3) Upon the person failing to show cause within the period referred to in paragraph (2) and if the airport licensee decides to suspend or cancel the driving permit of such person under paragraph (1), the airport licensee shall immediately inform the person by notice in writing of the suspension or cancellation.

(4) In the case of suspension of a driving permit, the person concerned shall not drive the relevant vehicle as long as the suspension is in force.

(5) In this by-law, “relevant vehicle” means —

- (a) in the case of an airfield driving permit, any vehicle which the person concerned has been authorised to drive under the permit;
- (b) in the case of a forklift driving permit, any forklift which the person concerned has been authorised to drive under the permit; and
- (c) in the case of a driving permit for a lightweight transport machine, any lightweight transport machine which the person concerned has been authorised to drive under the permit.

Surrender of permit

81. Where a permit has been suspended or cancelled, or where a permit has been issued under this Part to a person by virtue of his employment, the holder of the permit shall, and the holder’s employer shall ensure that the holder shall, upon being notified by the airport licensee of the suspension or cancellation of the permit or upon the termination or cessation of his employment, immediately surrender the permit to the airport licensee.

PART VI
CONDUCT AND BEHAVIOUR

Naked flame and flammable substances

82. Except with the prior permission of the airport licensee, no person shall —

- (a) light or bring any naked flame into the airport; or
- (b) bring any article or substance into the airport which is likely to cause an unintended explosion or fire.

Smoking

83.—(1) No person shall smoke or take with him a lighted cigarette, cigar, pipe or an electric cigarette which is switched on in any part of the airside or cargo handling area except in an area designated by the airport licensee as a smoking area.

[S 635/2022 wef 01/08/2022]

(2) An authorised person may, in respect of any person who is reasonably suspected of having committed or attempting to commit a contravention of paragraph (1) —

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

[S 635/2022 wef 01/08/2022]

- (b) require the person to immediately —

- (i) extinguish the lighted cigarette, cigar or pipe; or
- (ii) switch off the electric cigarette; and

[S 635/2022 wef 01/08/2022]

- (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.

[S 635/2022 wef 01/08/2022]

Mischief in fountains, ponds or water features

84. No person shall —

- (a) bathe, wade or wash in; or

(b) cause or permit any animal belonging to him or in his charge to enter, bathe, wade or wash in or remove anything from,
any fountain, pond or water feature which is situated within the airport.

Hawking, touting, etc.

85.—(1) No person shall —

- (a) hawk, sell or peddle any goods; or
- (b) beg, tout or solicit for business,

in any part of the airport.

(2) Except with the prior written permission of the airport licensee, no person shall —

- (a) offer anything for sale or hire;
- (b) make any offer of information or service; or
- (c) conduct any survey,

in any part of the airport.

(3) No person shall, without the permission of the airport licensee, distribute or cause to be distributed any book, leaflet or other written matter or any sample or other thing or article in any part of the airport.

Soliciting for alms, etc.

86. No person shall solicit alms, funds or contributions of any kind in any part of the airport without obtaining the permission of the airport licensee.

Organising activities at airport

87.—(1) Except with the prior written permission of the airport licensee, no person shall hold or organise —

- (a) any public meeting, demonstration or procession;
- (b) any school or group orientation, camp or activity whether of recreational or educational nature; or

- (c) any show, play, concert, musical performance or any other performance akin to public entertainment,

in any part of the airport.

(2) The airport licensee may grant permission in writing under paragraph (1) to any person to carry out any activity referred to in that paragraph if it is satisfied that the activity will not or is unlikely to cause annoyance, inconvenience or other disturbance to any other person using the airport.

Keeping animals under control

88.—(1) Except for —

- (a) dogs in the service of the Singapore Police Force, Singapore Customs or Immigration & Checkpoint Authority of Singapore;

- (b) guide dogs accompanying persons with a disability to aid the person with the disability; or

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- (c) animals which are to travel on, or unloaded from, an aircraft,

no person shall, without the prior written permission of the airport licensee, bring any animal into any part of the airport.

(2) Any person who is permitted by the airport licensee to bring any animal into the airport —

- (a) shall at all times keep the animal on a lead, or carried in a proper cage or container, or under control and effectively restrained by other appropriate means; and

- (b) shall not allow such animal to foul any part of the airport or to cause nuisance or annoyance to any other person.

Not to endanger life or cause annoyance

89. No person shall endanger life or property or cause annoyance or inconvenience or other disturbance within the airport by going, riding or moving on any personal mobility device, inline skates, roller-

skates or other similar device or by pushing any cart or trolley in a threatening manner.

[S 635/2022 wef 01/08/2022]

No driving in state of intoxication

90. No person who is under the influence of drink or of a drug or an intoxicating substance to such an extent as to be incapable of having proper control of a vehicle or equipment shall drive or attempt to drive any vehicle or operate or attempt to operate any equipment in the airside, cargo handling area or passenger terminal building.

Failure to exercise due care and attention

91.—(1) Any person who drives a vehicle or operates any equipment in any part of the airport shall do so with due care and attention and with reasonable consideration for other persons in the airport.

(2) Where a person drives a vehicle or operates any equipment in contravention of paragraph (1), the airport licensee may suspend for such period as it sees fit any driving permit issued to that person under these By-laws on the ground that it would not be in the interests of public safety for him to hold a driving permit.

(3) Paragraph (2) shall not affect the liability of the person concerned to be prosecuted for a contravention of paragraph (1).

Property found in airport

92.—(1) Any person who finds any property in the airport or in any aircraft or vehicle therein shall immediately hand over the property found to an authorised person.

(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

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- (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.

[S 635/2022 wef 01/08/2022]

(3) If within a period of 60 days of any sale by the airport licensee under paragraph (2) the former owner or the person formerly entitled to the beneficial ownership of the property can establish his ownership to the satisfaction of the airport licensee, he shall be paid, subject to his providing the airport licensee with an indemnity in such form as the airport licensee may reasonably require, the proceeds of sale (if any) less all expenses incurred by the airport licensee of and incidental to such sale.

(4) The airport licensee may fix the charges payable to the airport licensee for re-delivery of the lost property to its owner.

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, 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.

[S 635/2022 wef 01/08/2022]

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.

[S 635/2022 wef 01/08/2022]

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.

[S 635/2022 wef 01/08/2022]

PART VII

MISCELLANEOUS

Fees

93. The fees specified in the Second Schedule shall be payable to the airport licensee in respect of the matters specified in that Schedule.

Offence

94. Any person who contravenes a by-law shall be guilty of an offence and shall be liable on conviction to a fine which may extend to \$2,000, and a police officer may use such force as is reasonable and necessary to arrest and detain the person for the purpose of removing the person from or preventing his entry or re-entry to the airport, or to remove the person from the airport.

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.

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Moving or otherwise interfering with aircraft or vehicle involved in accident, etc.

95.—(1) Subject to paragraph (2), when owing to the presence of an aircraft or a vehicle in any part of the airport an accident occurs in consequence of which damage is caused to another aircraft or vehicle (other than the first-mentioned aircraft or vehicle, as the case may be) or any structure in the airport, no person shall, except under the authority of an authorised person, move or otherwise interfere with any aircraft or vehicle involved in the accident or any part of such aircraft or vehicle or do any other act so as to destroy or alter any evidence of the accident except that —

- (a) the aircraft or vehicle or any part thereof may be moved so far as may be necessary to extricate persons or animals involved, remove mail, or prevent fire or damage or obstruction to the public; and
- (b) goods or passengers' baggage may be removed from the aircraft or vehicle under the supervision of an authorised person.

(2) Paragraph (1) shall not apply where the accident results in the death of any person or there is a dangerous occurrence as defined in the Workplace Safety and Health Act (Cap. 354A).

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 —

- (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;

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- (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.

[S 635/2022 wef 01/08/2022]

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 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.

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Saving

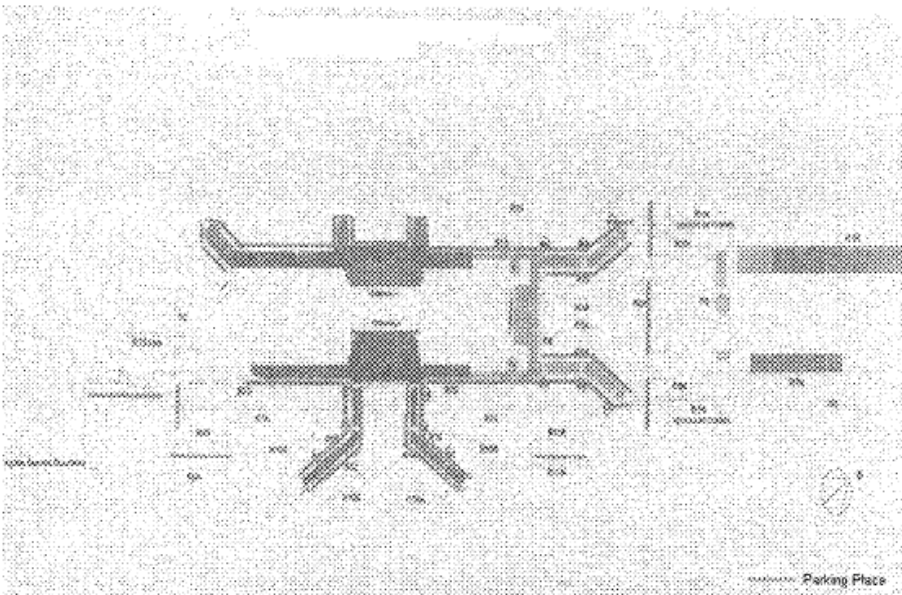
96. Nothing in these By-laws shall be construed to limit or in any way affect the operation of any other written law.

FIRST SCHEDULE

By-laws 30(1) and (4), 50(1) and (4),
56(1) and (3), 60(1) and 61(2) and (4)

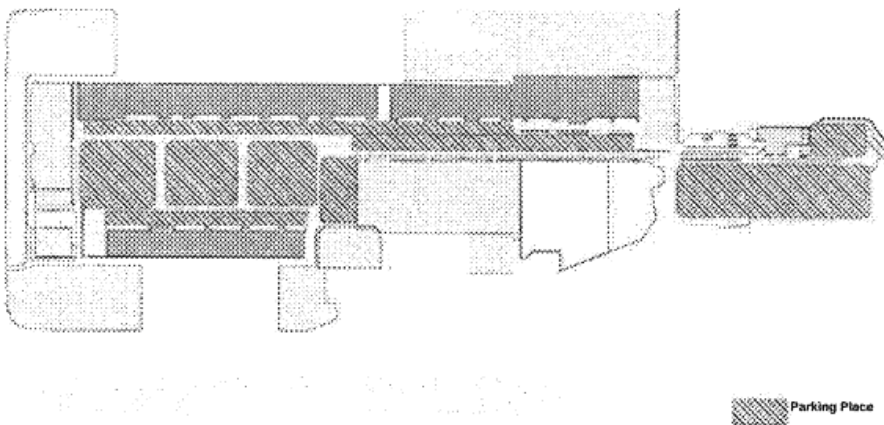
PART I

PARKING PLACES IN AIRSIDE



PART II

PARKING PLACES IN CARGO HANDLING AREA

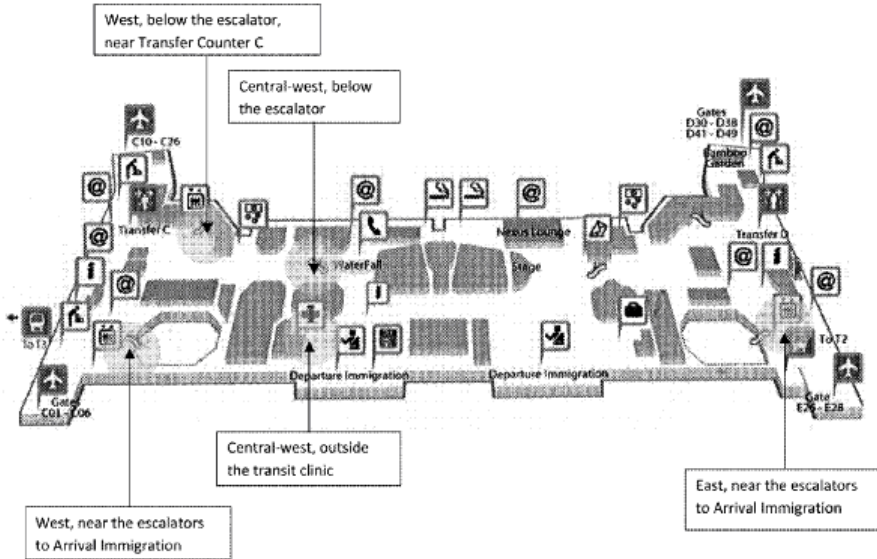


FIRST SCHEDULE — *continued*

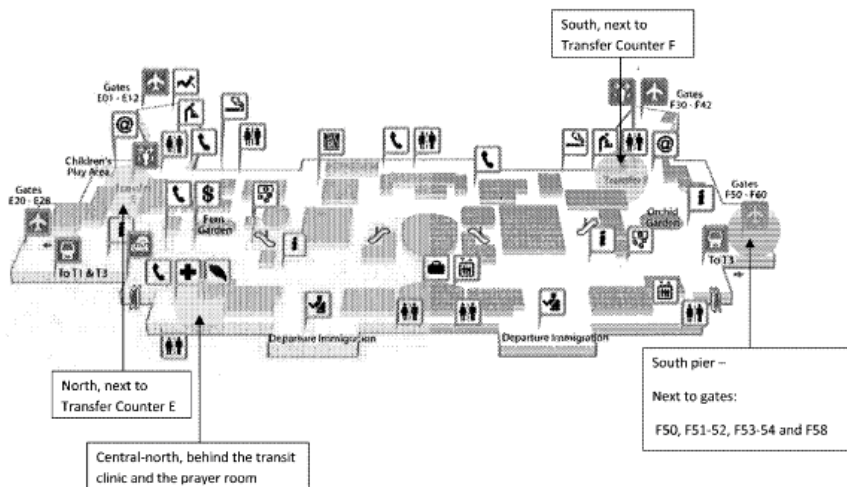
PART III

PARKING PLACES FOR LIGHTWEIGHT TRANSPORT MACHINES
IN PASSENGER TERMINAL BUILDING

Terminal 1 Transit Area Layout

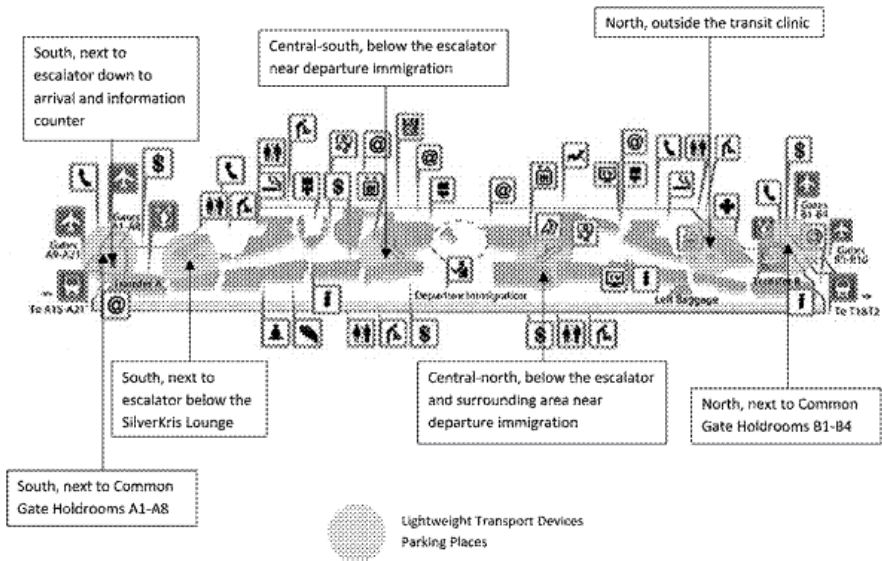


Terminal 2 Transit Area Layout



FIRST SCHEDULE — *continued*

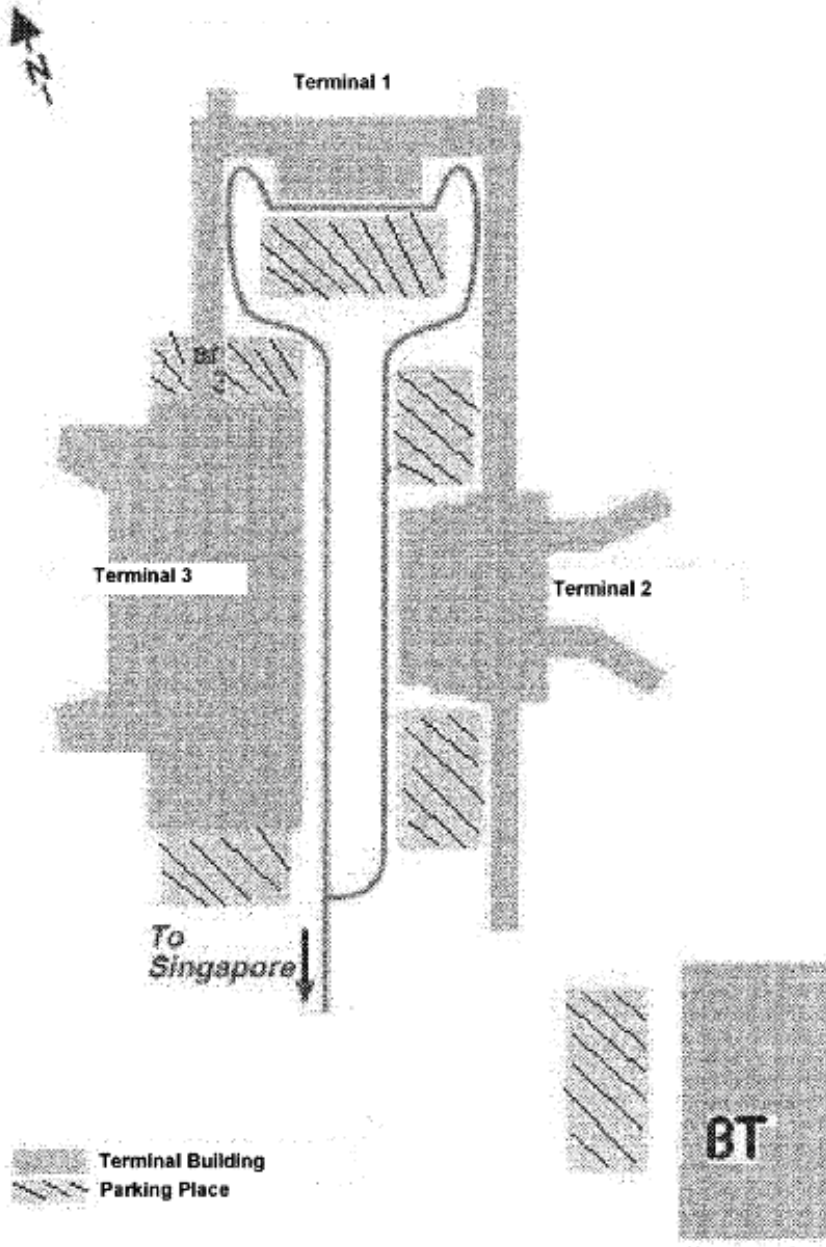
Terminal 3 Level 2 Transit Area Layout



PART IV

PARKING PLACES FOR MOTOR VEHICLES
IN PASSENGER TERMINAL

FIRST SCHEDULE — *continued*



 SECOND SCHEDULE

 By-laws 30(2), 31(6), 51(6), 60(8),
61(6), 78(1) and 93

FEES

<i>First column</i>	<i>Second column</i>
<i>Airfield vehicle permit</i>	
1. Application for issue of airfield vehicle permit for:	
(a) diesel or petrol vehicle	8 cents per cc
(b) battery-operated vehicle	\$110
(c) trailer-mounted equipment	\$25
2. Application for renewal of airfield vehicle permit for:	
(a) diesel or petrol vehicle	8 cents per cc per annum
(b) battery-operated vehicle	\$110 per annum
(c) trailer-mounted equipment	\$25 per annum
3. Request for duplicate copy of airfield vehicle permit	\$5
<i>Airfield driving permit</i>	
4. Application for issue of airfield driving permit	\$10
5. Application for renewal of airfield driving permit	\$10 per annum
6. Request for duplicate copy of airfield driving permit	\$5
<i>Forklift driving permit</i>	
7. Application for issue of forklift driving permit	\$10
8. Application for renewal of forklift driving permit	\$10 per annum
<i>Courses and tests</i>	
9. Undergoing of airfield rules and regulations course	\$20
10. Taking of airfield driving test	\$12

SECOND SCHEDULE — *continued*

11. Taking of passenger loading bridge test \$12

Parking fees

12 For parking within airside in:

(a) open parking area \$6 per square metre per month

(b) covered parking area \$26 per square metre per month

Miscellaneous

13. Fee for removal of immobilisation device \$107.
fixed to any vehicle

THIRD SCHEDULE

[Deleted by S 635/2022 wef 01/08/2022]

Made this 1st day of July 2009.

LIEW MUN LEONG
Chairman,
Changi Airport Group (Singapore)
Pte Ltd.

[CAAS/LE/LGN/C1/09; AG/LEG/SL/41/2009/3 Vol. 3]

