

Advisory Circular

GUIDANCE ON GENERAL REQUIREMENTS IN ANR-91

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GENERAL

Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. -ACs contain information about standards, practices and procedures acceptable to CAAS. An AC may be used, in accordance with section 3C of the Air Navigation Act (Cap. 6) (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

PURPOSE

This AC provides guidance to demonstrate compliance with, and information related to, requirements in Part 1, and Division 1 in Part 2, of the Air Navigation (91 – General Operating Rules) Regulations (ANR-91).

APPLICABILITY

This AC is applicable for a person operating in accordance with ANR-91.

RELATED REGULATIONS

This AC relates specifically to Part 1, and Division 1 in Part 2, of ANR-91.

RELATED ADVISORY CIRCULARS

Nil.

CANCELLATION

This is the first AC issued on the subject.

EFFECTIVE DATE

This AC is effective from 1 October 2018.

OTHER REFERENCES

- ICAO Annex 8 Airworthiness of Aircraft
- ICAO Doc 9760 Airworthiness Manual

- 1 This Information serves to explain the applicability of the following “Air Operations ANRs”:
 - ANR-91: Air Navigation (91 – General Operating Rules) Regulations
 - ANR-119: Air Navigation (119 – Air Operator Certification) Regulations
 - ANR-121: Air Navigation (121 – Commercial Air Transport by Large Aeroplanes) Regulations
 - ANR-135: Air Navigation (135 – Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations
 - ANR-98: Air Navigation (98 – Special Operations) Regulations
 - ANR-125: Air Navigation (125 – Complex General Aviation) Regulations
 - ANR-137: Air Navigation (137 – Aerial Work) Regulations

- 2 ANR-91 – General Operating Rules
 - 2.1 ANR-91 is the basic regulations that a crew member and an operator must comply with, in relation to:
 - A flight of a Singapore registered aircraft, wherever it may be;
 - A flight of an aircraft operated by an operator holding an Air Operator Certificate (AOC) under ANR-119, or a Complex General Aviation Certificate (CGAC) under ANR-125, or an Aerial Work Certificate (AWC) under ANR-137, wherever the aircraft may be; and
 - A flight of a foreign registered aircraft while it is in Singapore.

 - 2.2 Depending on the operations, a person needs to comply with the applicable ANRs in addition to ANR-91.

- 3 ANR-119, ANR-121 and ANR-135 for Commercial Air Transport
 - 3.1 For a Singapore operator who conducts commercial air transport operation, he needs to hold an AOC granted by CAAS in accordance with the requirements in ANR-119.

 - 3.2 Depending on the types of aircraft being used, a commercial air transport operator will also need to operate according to either ANR-121 or ANR-135, in addition to ANR-91.

- 4 ANR-137 for Aerial Works
 - 4.1 For a Singapore operator who conducts aerial work operation, he needs to obtain an AWC in accordance with ANR-137.

 - 4.2 An aerial work operator will have to operate according to ANR-137, in addition to ANR-91.

5 ANR-125 for Complex General Aviation

- 5.1 For a Singapore operator who conducts complex general aviation, he needs to obtain a CGAC in accordance with ANR-125. The following definitions, as extracted from ANR-91, are used to determine the applicability of ANR-125:

Complex general aviation means:

- (a) A general aviation operation using an aeroplane –
 - (i) With a MCTOM of more than 5700 kg;
 - (ii) Which is equipped with one or more turbine engines; or
 - (iii) With a MAPSC of more than 9; or
- (b) A corporate aviation operation by an operator of three or more aircraft, as long as one of the aircraft is an aeroplane.

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

- 5.2 A complex general aviation operator will have to operate according to ANR-125, in addition to ANR-91.
- 5.3 Flying training schools and flying clubs are not considered corporate aviation as they do not fit into the intent of “corporate aviation”. Flying training schools and flying clubs need to comply with ANR-91 only unless they operate one or more aeroplane that is within the definition of complex general aviation, which then they will also need to comply with ANR-125.

6 ANR-98 for special operations

- 6.1 When a Singapore operator intends to conduct operations such as performance-based navigation operations, flights over polar regions, operations using automatic dependent surveillance – broadcast (ADS-B) or reduced vertical separation minima (RVSM), etc. (a.k.a. Special Operations), he will need to comply ANR-98, in addition to ANR-91 and any applicable regulations mentioned above.
- 6.2 The Singapore operator will need to obtain an approval specific to that special operation. This is to ensure that specific equipment, procedures and training etc. needed for that special operation are provided.

GUIDANCE 91REG4**GUIDANCE FOR REGULATION 4 OF ANR-91 – OWNER DEEMED TO BE OPERATOR**

- 1 For the purpose of appointing of an operator by an owner, the owner should notify the CAAS in writing.
- 2 Similarly, the owner should notify the CAAS in writing with at least 30 days prior notice of any change in his appointment of an operator.
- 3 The owner should use CAAS Form CAAS(AW)148 for this notification and include the following particulars in this notification:
 - Registration and details of aircraft
 - Owner’s name and address
 - Current operator’s name and address
 - New operator’s name and address
 - Intended date of appointment
- 4 The form is available on CAAS website at www.caas.gov.sg.

GUIDANCE 91REG5**GUIDANCE FOR REGULATION 5 OF ANR-91 – PERMIT TO FLY**

- 1 Introduction
 - 1.1 This Guidance relates to the issue to a Permit to Fly by the CAAS, pursuant to Regulation 5 of ANR-91. The issue of such a Permit to Fly is, subject to applicable conditions and limitations, to allow the aircraft to fly without fare-paying passengers to a facility at which the aircraft can be repaired and/or otherwise restored to an airworthy condition. The circumstances under which a permit may be issued are set out in paragraph 1.2 below.
 - 1.2 A Permit to Fly may be issued under the following circumstances:
 - (a) structural damage – damage occurring to a primary or principle structures and/or any structures that affects the normal operation of the aircraft;
 - (b) system failures – failures in aircraft systems that affects the normal operation of aircraft;
 - (c) for the purpose of flight tests to demonstrate compliance to airworthiness design standards as part of a modification, or following major repairs, on the aircraft;
 - (d) at any other times determined by the CAAS.provided that the aircraft is capable of safe flight.
 - 1.3 The following persons may request for a Permit to Fly from the CAAS to allow the aircraft to fly when the Certificate of Airworthiness has ceased to be in force:
 - (a) A Singapore operator operating a Singapore-registered aircraft, for the purpose of positioning the aircraft to a place where repairs for returning to service are to be performed.

- (b) An operator of a foreign-registered aircraft, for the purpose to allow the aircraft to fly to Singapore, or out of Singapore to a place, where repairs for returning to service are to be performed.
 - (c) The operator of an aircraft that is undergoing modifications/major repairs in Singapore, for the purpose of demonstrating compliance to airworthiness design standards, required as part of the approval process of the modification on the aircraft.
- 1.4 The Permit to Fly does not constitute an authorisation to operate in the airspace of other States. The operator has to seek the permission and/or clearances from the appropriate authorities of the respective States over which the flight will take place prior undertaking such flights.
- 2 Application for Permit to Fly
- 2.1 The operator use CAAS Form CAAS(AW)101 for his application for a Permit to Fly, which will need at least the following information in order for the CAAS to assess and process:
- (a) the name and address of registered owner and its operator;
 - (b) the make, model, serial number and registration marks of the aircraft;
 - (c) the purpose of the flight;
 - (d) the proposed itinerary;
 - (e) the crew required for the flight;
 - (f) details of the aircraft damage and/or defects
 - (g) details of non-compliance with applicable airworthiness requirements;
 - (h) the reasons for the inability to effect a proper permanent rectification;
 - (i) details of and justification for any purposed temporary repair;
 - (j) in the case of structural damage requiring temporary repair (before the flight is undertaken), details of the appropriate approved manufacturer's recommendation, operator's recommendation and confirmation that the temporary repair has been made;
 - (k) any restriction the applicant considers necessary for safe operation of the aircraft;
 - (l) any other information as required by the CAAS for the purpose of prescribing operating limitations.
- 2.2 The applicable fee as specified in Regulation 111 of ANR-91 is to be made at the time of application for the permit to fly. As provided under the Interpretation Act, CAAS may not consider the application unless the applicable fees has been made.
- 2.3 In evaluating the application for a Permit to Fly, the CAAS may inspect the aircraft to make a determination as to the conditions and limitations to be imposed for the issuance of Permit to Fly.
- 2.4 Issuance of a Permit to Fly is subjected to the CAAS's satisfaction that the aircraft is in an acceptable condition to make the flight and/or that the aircraft is capable of safe flight.
- 2.5 A copy of the Permit to Fly, being a document relevant to the flight (see Regulation 7 of ANR-91), must be carried on board the aircraft at all times when flown under the terms of the permit and be produced upon request.

INFO 91REG17**INFORMATION FOR REGULATION 17 OF ANR-91 –
PORTABLE ELECTRONIC DEVICES**

- 1 Examples of portable electronic devices referred to in Regulation 17 of ANR-91 include mobile phones, satellite phones, wireless enabled devices (such as laptops and tablets), remote control equipment and two-way radios.

GUIDANCE 91REG21**GUIDANCE FOR REGULATION 21 OF ANR-91 – USE AND
PRESERVATION OF FLIGHT RECORDERS AND RECORDS**

- 1 The industry specifications acceptable to the CAAS for documentation concerning flight recorder parameters may be found in the ARINC 647A, Flight Recorder Electronic Documentation.