

AIR NAVIGATION ACT
(CHAPTER 6, SECTION 3 (2) (o))

AIR NAVIGATION
(CHANGI AIRPORT FEES) ORDER

ARRANGEMENT OF PARAGRAPHS

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[1st June 1990]

Citation

1. This Order may be cited as the Air Navigation (Changi Airport Fees) Order.

Definitions

2. In this Order, unless the context otherwise requires —

“aerodrome” means the Changi Airport;

“Authority” means the Civil Aviation Authority of Singapore established under section 3 of the Civil Aviation Authority of Singapore Act (Cap. 41).

“chief executive officer” means the chief executive officer of the Civil Aviation Authority of Singapore and includes any person authorised by him to act on his behalf and any person acting in that capacity;

“landing fee” means the fee prescribed by paragraph 3;

“parking fee” means the fee prescribed by paragraph 6;

“passenger service charge” means the charge prescribed by paragraph 10;

“taxi-weight” means the maximum structural design weight limits of the aircraft as contained in the aircraft model type certificate data sheet or the manufacturer’s approved flight manual.

Landing fee

3.—(1) Subject to paragraphs 4 and 5 and any exemption granted under any other written law, a landing fee at the rate specified in the First Schedule shall be paid to the Authority in respect of each landing of an aircraft at the aerodrome.

(2) Subject to sub-paragraph (3), for the purpose of calculating the landing fee, the weight of the aircraft shall be the taxi-weight of the aircraft.

(3) When a restriction is placed by the chief executive officer on the taxi-weight of an aircraft operating from the aerodrome, the maximum landing fee charged for such aircraft shall be based on the restricted taxi-weight until such time as the restriction is lifted.

Reduction of landing fee

4.—(1) Where the flight is solely for the purpose of training and testing flying personnel, or testing the aircraft or instruments of the aircraft, the landing fee shall be reduced by 75% if the permission of the chief executive officer for such flight has been obtained before the flight is undertaken.

(2) Where any aircraft operates on charter flights on behalf of the Joint Services Movement Control of the United Kingdom, the landing fee shall be reduced by one-third.

Exemption from payment of landing fee

5. The following aircraft are exempted from payment of the landing fee:

- (a) British military aircraft used for military purposes;
- (b) foreign diplomatic aircraft engaged on diplomatic or consular missions to Singapore;
- (c) aircraft used for Government ceremonial purposes;
- (d) such other aircraft or classes of aircraft as the chief executive officer may approve.

Parking fee

6.—(1) A parking fee at the rate specified in Part I of the Second Schedule shall be paid to the Authority for the parking of an aircraft at any place in the aerodrome for each period of 24 hours or part thereof.

(2) The parking time referred to in sub-paragraph (1) shall begin when the aircraft lands at the aerodrome and end when it takes off.

(3) Subject to sub-paragraph (4), no parking fee shall be payable for the parking of an aircraft for the first 3 hours.

(4) In addition to the parking fee payable under sub-paragraph (1), a parking fee at the rate specified in Part I of the Second Schedule shall be payable for the parking of a freighter aircraft for the first 3 hours or part thereof at any place in the aerodrome designated by the chief executive officer as a freighter parking bay.

(5) The area occupied by an aircraft for the purpose of calculating the parking fee shall be the product of the span of the aircraft and its maximum length.

(6) Subject to sub-paragraph (7), where an aircraft is parked at any place in the aerodrome for a continuous period of 30 days or more, the fee payable for the parking of the aircraft shall be at the rate specified in Part II of the Second Schedule.

(7) The chief executive officer may in his discretion permit an aircraft to be parked at any place in the aerodrome on a monthly basis at a fee, payable in advance, which shall be 26 times the parking fee payable for the parking of the aircraft for a period of 24 hours.

(8) Where any fee has been paid in respect of an aircraft for the parking of the aircraft on a monthly basis under sub-paragraph (7) and the aircraft does not use the space provided for it —

- (a) another aircraft with the same taxi-weight may, with the written approval of the chief executive officer, use such space; and
- (b) no rebate of the fee shall be granted under any circumstances.

Reduction of parking fee

7. The chief executive officer may authorise a reduction of one-third of the parking fee in respect of any aircraft performing charter flights on behalf of the Joint Services Movement Control of the United Kingdom.

Exemption from payment of parking fee

8. The chief executive officer may in his discretion exempt any aircraft belonging to any of the classes of aircraft specified in paragraph 5 from payment of the parking fee.

Owner or commander of aircraft to sign required form before using aerodrome

9. No aircraft shall be accepted for parking at the aerodrome unless the owner or commander of the aircraft signs such form as the chief executive officer may require.

Passenger service charge

10. Subject to paragraph 11, a passenger service charge of \$15 shall be paid to the Authority by every passenger embarking on an aircraft at the aerodrome.

Exemption from payment of passenger service charge

11. The following persons are exempted from payment of the passenger service charge:

- (a) operating crew required to perform duties on an aircraft but excluding airline employees travelling on the aircraft who are not part of the flight or cabin crew operating the aircraft;
- (b) any passenger aboard any aircraft specified in paragraph 5;

- (c) any passenger who does not leave the transit area or who leaves the transit area because of interruption to a flight at the aerodrome caused by the unserviceability of an aircraft or the unavailability of an essential facility or caused by delay beyond the control of the passenger or the airline operator concerned;
- (d) any passenger who, as evidenced by his passenger ticket, is scheduled to depart from Singapore by an aircraft within 24 hours of his scheduled time of arrival for a destination in another country other than the country from which he embarked on the aircraft by which he arrived in Singapore;
- (e) infants below the age of 2 years;
- (f) service personnel and their dependants embarking on aircraft operating on charter flights on behalf of the Joint Services Movement Control of the United Kingdom; and
- (g) such other passengers or classes of passengers as the chief executive officer may approve.

Aerobridge fee

12.—(1) An aerobridge fee shall be payable for the docking of an aircraft at an aerobridge at the rate specified in the Third Schedule.

(2) The chief executive officer may in his discretion exempt any aircraft belonging to any of the classes of aircraft specified in paragraph 5 from the payment of the aerobridge fee.

All fees, except passenger service charge, to be paid by commander of aircraft

13.—(1) Except as approved in writing by the chief executive officer, all fees payable under this Order, other than the passenger service charge, shall be paid by the commander of the aircraft in respect of which the fees are payable without any demand being made before the aircraft departs from the aerodrome.

(2) If any fee is not paid by the commander of an aircraft to the Authority in accordance with sub-paragraph (1), it shall be a debt due to the Authority jointly and severally from the owner and the commander of the aircraft in respect of which the fee is payable.

(3) For the purpose of enforcing payment of any fee under this Order, the chief executive officer may refuse to permit an aircraft to take off from the aerodrome until the fee has been paid.

(4) No abatement of any fee shall be allowed in the event of any aerodrome service, assistance or other facility being not available.

(5) Except as provided in this Order, no exemption or remission shall be granted.

FIRST SCHEDULE

Paragraph 3 (1)

LANDING FEE

<i>Taxi-weight of aircraft</i>	<i>Single landing</i>
1. Not exceeding 50,000 kg	\$8.10 per 1,000 kg or part thereof, subject to a minimum charge of \$150
2. Exceeding 50,000 kg but not exceeding 100,000 kg	\$405 plus \$9.40 per 1,000 kg or part thereof in excess of 50,000 kg
3. Exceeding 100,000 kg	\$875 plus \$10.50 per 1,000 kg or part thereof in excess of 100,000 kg.

SECOND SCHEDULE

Paragraph 6 (1) and (4)

PARKING FEE

PART I

<i>Area of space occupied</i>	<i>Parking fee</i>
1. Not exceeding 1,000 m ²	\$49
2. Exceeding 1,000 m ² but not exceeding 1,500 m ²	\$73
3. Exceeding 1,500 m ² but not exceeding 2,000 m ²	\$97
4. Exceeding 2,000 m ²	\$97 plus \$4.80 per 100 m ² or part thereof in excess of 2,000 m ² .

SECOND SCHEDULE — *continued*

PART II

Paragraph 6 (6)

<i>Number of days</i>	<i>Parking fee</i>
1. From 30 to 59 days	2 times the parking fee for each period of 24 hours or part thereof
2. From 60 to 119 days	3 times the parking fee for each period of 24 hours or part thereof
3. 120 days or more	4 times the parking fee for each period of 24 hours or part thereof.

THIRD SCHEDULE

Paragraph 12 (1)

AEROBRIDGE FEE

<i>Aircraft seating capacity</i>	<i>Fee per flight for docking at the aerobridge</i>
1.—(1) Not exceeding 150 seats	(a) \$85 for the first 3 hours or part thereof; and (b) \$85 for every subsequent hour or part thereof.
(2) From 151 to 250 seats	(a) \$165 for the first 3 hours or part thereof; and (b) \$165 for every subsequent hour or part thereof.
(3) From 251 to 350 seats	(a) \$220 for the first 3 hours or part thereof; and (b) \$220 for every subsequent hour or part thereof.
(4) Exceeding 350 seats	(a) \$320 for the first 3 hours or part thereof; and (b) \$320 for every subsequent hour or part thereof.

THIRD SCHEDULE — *continued*

2. For the purpose of this Schedule, the docking time at an aerobridge of an aircraft per flight shall be the period beginning from the time the aircraft lands at the aerodrome and ending when the aircraft takes off, less any period or periods the aircraft is at —

- (a) a remote parking bay;
- (b) a hangar; and
- (c) an aerobridge between 12 midnight and 7 a.m., after the first 3 hours of docking.

[G.N. Nos. S 226/90; S 54/93; S 303/95; S 502/99]
