

3 Aircraft Aprons

3.1 RPT Apron

The current RPT apron can accommodate three independently moving aircraft. A fourth aircraft up to a B737 (300) can also be accommodated, however it requires dependant sequencing of aircraft. There is insufficient space to accommodate future aircraft parking demands (see Table 2-1 above) on the existing apron pavement.

3.2 GA Aprons

There are two GA apron areas, catering to aircraft up to 5,700kg; the apron layout is shown at Figure 3-2 below.

3.2.1 Southern GA Apron

The southern GA apron, is located to the south of the passenger terminal and provides parking for a range of GA operators engaged in pilot training, charter and private flying using both fixed wing aircraft and helicopters. Itinerant light aircraft are also accommodated on this common use apron as required. Tie down positions are provided on the apron and on the grass to the east of the apron

3.2.2 Western GA Apron

The western GA apron is located to the west of the passenger terminal. The apron edge taxilane and apron extends along the front of hangars accommodating a variety of activities including corporate jets, rescue helicopter, aircraft maintenance, private flying and aircraft storage; a separate dedicated apron accommodates Singapore Flying College Learjet 45 aircraft

3.2.3 GA Apron Issues

At present two helicopter operators (Blue Tongue and Becker) operate from facilities at Sites 5 and 7 respectively. Adjacent sites are occupied by fixed wing operators, except Site 8 (adjacent to Becker) which has recently been taken over by Shell for expansion of the fuel depot.

Both the existing fuel depot site and Site 8 may be required to accommodate the coach park associated with the future expansion of the passenger terminal.

Helicopters used for training typically hover taxi from the apron in front of these facilities to the training area to the west of the airport. This operation creates noise and the downwash impacts on other GA operations on the apron. Helicopter facilities and operations may be better relocated to a dedicated helicopter precinct.

3.3 Apron Development

3.3.1 RPT Apron

An apron parking layout with seven bays to accommodate B737-800 (the design aircraft) is shown at Figure 3-1 below. The layout includes angled bays to ensure clearance of the Runway 18/36 transitional surface; all bays can be accessed independently using aircraft power without the need for push back tugs.



FIGURE 3-1 RPT APRON LAYOUT

3.3.2 GA Aprons

Future expansion space for the southern GA apron will be available to the south when the main airport access road (Friendship Avenue) from David Low Way is relocated.

Future expansion of the western GA apron is available to the west. However, such expansion could be limited due to convergence towards the Runway 12 approach dictated by the existing airport boundary and drainage channel.

It is possible that the western end of this apron may be allocated to helicopter operations, with adjacent sites allocated for helicopter operators. Two sites could be reserved to relocate the existing operators at the southern GA apron plus an additional site to accommodate a possible new operator.



FIGURE 3-2 GA APRONS