

# 7 Taxiways

## 7.1 Runway 18/36 Taxiway System

The 18/36 Taxiway System consists of a parallel taxiway and link taxiways.

A “cranked” parallel taxiway, designated Taxiway D (capable of handling aircraft up to 5,700 kg), runs at 117m centres from the southern threshold to Taxiway B2 and extends from Taxiway B2 to Taxiway A at 94.5m centres. Taxi movements may be restricted on this taxiway opposite the terminal apron when B737/A320 aircraft are manoeuvring.

Taxiways between Runway 18/36 and Taxiway D include

- ◆ Taxiway A, suitable for aircraft up to 5,700 kg,
- ◆ Runway 12/30 extension, suitable for aircraft up to 5,700 kg,
- ◆ Taxiways B1 & B2, suitable for 737 & A320, linking Runway 18/36 to the RPT apron & Taxiway D
- ◆ Taxiway C return to the Runway 36 threshold, suitable for aircraft up to 5,700 kg.

## 7.2 Runway 12/30 Taxiway System

Runway 12/30 is served by a full length parallel taxiway, designated Taxiway E, extending from Taxiway D to the Runway 12 threshold.

Link taxiways, M, L and J, are provided from Taxiway E to the aprons in front of the western GA facilities.

The section of Taxiway E from Taxiway D to Taxiway M is suitable for aircraft up to 14,000 kg MTOW, to allow operations by the Singapore Flying College Learjet 45 aircraft and other heavy GA types. The remainder of Taxiway E, L and J are suitable for aircraft up to 5,700 kg MTOW.

## 7.3 Runway 13/31

Runway 13/31 will require a full taxiway system capable of handling all expected operating aircraft, the concept shown at Figure 9-1 includes provision for two rapid exit taxiways as well as link taxiways to each threshold and a direct link from the RPT apron to Runway 18/36 to facilitate operations of aircraft not requiring the full available runway length.