

An MND Statutory Board

In Collaboration With



REPUBLIC OF SINGAPORE AIR FORCE



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Dear Sir/Madam

JOINT IACC-CAAS-RSAF ADVISORY

ADVISORY ON COMPLIANCE WITH CAAS AND RSAF TECHNICAL HEIGHT CONTROLS AT ALL TIMES

This advisory is to clarify and remind the industry on the need to comply with the technical height controls imposed by CAAS¹ and RSAF at all times, including the development's construction phase, when construction equipment such as cranes are typically deployed.

Background

2 CAAS and RSAF's technical height limits are established in accordance with international aviation standards set by the International Civil Aviation Organization for safety reasons. These controls ensure that aircraft can operate safely and do not pose any risk to property and populace below. This is especially so if the development is located beneath the landing and take-off paths of aircraft operating to or from civil or military airports.

3 Today, the maximum allowable technical height control for sites is stipulated in the Technical Conditions of Tender of Government Land Sales (GLS) sites and/or URA's planning permission. For non-GLS sites, the developer / Qualified Person (QP)

¹ CAAS - Civil Aviation Authority of Singapore
RSAF - Republic of Singapore Air Force
IACC - Inter-Agency Coordinating Committee
NEA – National Environment Agency
URA - Urban Redevelopment Authority

can verify the allowable height limit via email to caas_ansp_ols@caas.gov.sg and height_control@defence.gov.sg. The specified height control applies to all structures and fixtures above the rooftop, including but not limited to all construction equipment and temporary structures, the building superstructure, TV antennae, water tanks, lift motor rooms, lightning conductors etc., as well as chimney stacks² for fuel burning equipment.

4 For any erection of temporary structures/construction equipment, the developer/Qualified Person (QP) will need to seek clearance from the relevant aviation authority. This includes any cranes that are deployed during the construction phase.

Observation Of Current Industry Practice

5 IACC, set up to assist industry in resolving inter-agency conflicting requirements, has seen an increase in the number of requests to resolve issues related to construction crane height and lifting operations which would exceed CAAS's and RSAF's stipulated technical height control during construction.

6 In majority of these projects, the permanent building is designed up to or close to the stipulated technical height control. Hence, to construct to this height, it invariably means that lifting operations for the last few upper storeys will need to go beyond the technical height control during construction.

Reminder to Comply with Aviation Height Limits at All Times

7 Agencies would like to remind the industry to comply with the stipulated technical height controls in the planning and design of developments, factoring in the height needed for deploying construction equipment (e.g. cranes) and carrying out of lifting operations. In addition to ensuring the safety of aircraft operators, property and populace, doing so would also help to avoid the need for downstream re-designs and delays to project completion. Please also note that CAAS and RSAF's stipulated technical height controls are the maximum allowable. For safety reasons, CAAS and RSAF will not consider any waiver request to lift the prescribed technical height controls.

Clarification

8 Please bring the contents of this advisory to the attention of your members. Should you need any clarification, please submit your enquiry via email to BCA_IACC_SECRETARIAT@bca.gov.sg.

² The height of the chimney stacks for fuel burning equipment is stated under SS593:2013 and to be minimally 3m above roof level/highest structure of all buildings within 30m/100m (for unscheduled/scheduled equipment) or 15m measured from ground level, whichever is higher.

9 Thank you.

Yours faithfully

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