

1/31/2025

FOR YOUR INFORMATION

2025-18/5-5

2194300, 2197269

To: Airport Manager, Singapore Changi Airport, (WSSS/SIN), Singapore,
FAA (LAX- IFO)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP,
ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Civil Aviation Authority of
Singapore

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: WSSS/SIN Taxiway Signage

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2194300

DATE / TIME

Date of Occurrence 202411
Local Time Of Day 0601 to 1200

PLACE

Locale WSSS.Airport
State FO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2194300

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2194296

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Incursion - Taxiway
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

Taxiing to Runway 20C via Taxiway Tango, ATC advised Aircraft X to hold short of Taxiway R1. Minimal signage during the taxi on Tango made identifying the correct holding line for R1 difficult to see from the right seat. ATC queried as to whether we were stopping for the hold short line of R1, and I advised that we were. We made a stop short of a hold line; which upon further inspection, may have been the hold line for Taxiway Tango itself. No identifying ground signage was evident from the right seat to indicate which line was what. I could see that our nose was just short of a line, and made the reply to Singapore Ground to confirm same.

At no time did I see any red lights or other markings to suggest multiple hold lines, or to specifically identify which hold short line to stop by from the right seat. If any lights were illuminated, it was not well timed, and if turned on, were not illuminated until they were well below the nose to prevent any visibility to see them. At

no time was safety of flight or separation of aircraft jeopardized, and the remainder of the flight was uneventful.

NARRATIVE 2

Taxiing north on Taxiway T for a 20C departure we were given instructions to hold short of Taxiway R1. Being that Taxiway R1 has no markings, hold line or stop bar, the crew had to presume where to hold short. Apparently, we taxied slightly beyond where the Ground Controller wanted us to in order to get Aircraft Y on P4 into a parking spot. There was more than adequate spacing for the Aircraft Y to get into that spot but the Ground Controller had it taxi onto then off of T onto P5. She then instructed us to continue north on T and multiple times telling us we were instructed to hold short of R1, which we did and told her so. I recently taxied on T and purposely observed that Taxiway R1 has no marking sign or hold line on T.

SYNOPSIS

Air carrier flight crew reported Taxiway R1 at WSSS (Singapore) has no marking sign or hold line from Taxiway T which resulted in a possible taxiway incursion.

ACN 2197269

DATE / TIME

Date of Occurrence	202412
Local Time Of Day	1801 to 2400

PLACE

Locale	WSSS.Airport
State	FO
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	WSSS
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2197269

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

We were assigned to taxi southbound on T and hold short of R1 which is where the passenger airplanes will normally exit their Ramp to sequence with the other planes on T. Although I have been operating in and of Singapore for years, the numerous construction projects are constantly altering what taxiways that are open or closed. As we approached R1, I slowed my taxi speed and was searching for either a hold-short line on T or a R1 taxiway sign. I did not observe any of these. Most signs are either blocked by the construction or just yellow boxes, with no designations. R1 is completely closed, and in its place is a concrete plant and construction buildings.

As we were searching, SIN Ground instructed us to hold our current position which we did. We must have just passed the place they intended us to stop, but well short of the well-marked T5 hold point which has signage and a hold-short line across the taxiway. We were then instructed to taxi to the holding point for [Runway] 02C and the flight proceeded as planned. I did not perceive this incident to be anything significant. May I suggest that if they intend to use the R1 hold point on T, that the R1 signage and hold-short line will need to be improved during the construction phase.

Cause: Poor signage for the R1 hold place on T taxiway during their construction phase. It used to be very well marked and an obvious hold position as passenger planes would be exiting the Ramp there.

Suggestions: The airport construction at SIN is a massive project and every time I fly in there different taxiways are either open or closed. Please ensure that the signage is appropriate if they intend to use that hold-short position.

SYNOPSIS

Air carrier Captain reported the constant construction and poor signage at WSSS/SIN Airport led to the flight crew passing the point where ATC wanted the aircraft to stop.