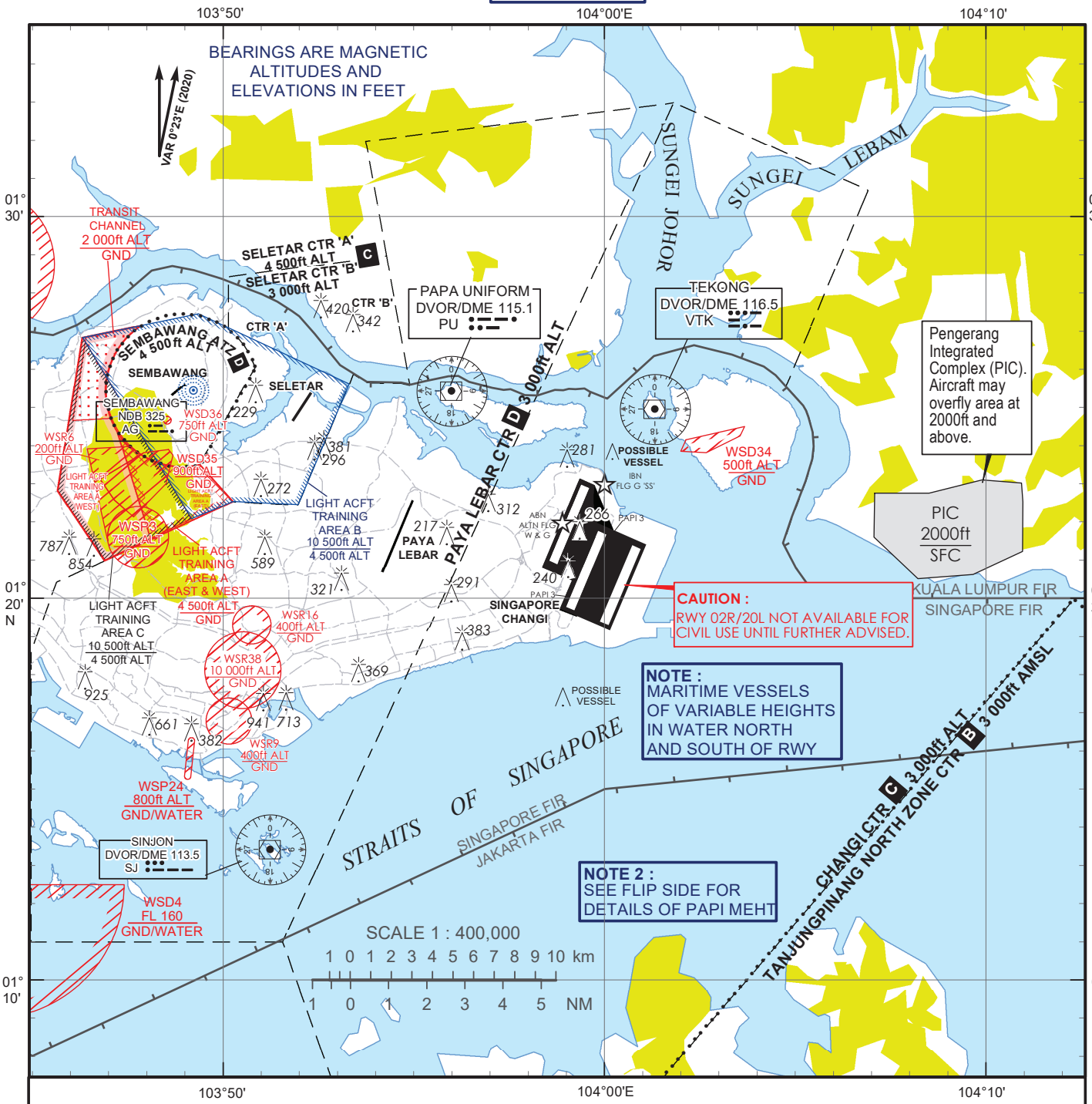
VISUAL APPROACH CHART - ICAO

AERODROME ELEV 22 ft

D-ATIS	AP ID WSSS	
		128.025
APP		124.05
		119.3
TWR		118.6
		118.25

SINGAPORE/SINGAPORE CHANGI



VISUAL APPROACH PROCEDURE

1. **An IFR flight operating into Singapore Changi Airport may be cleared for a visual approach subject to the following conditions :-**
   a) **The pilot has the aerodrome in sight and can conduct his approach with visual reference to terrain;**
   b) **The flight will not cause delay to other traffic;**
   c) **There is no conflicting tall vessel movement;**
   d) **The cloud ceiling at the aerodrome is 4,000ft or more for landing on RWY 20C/R/L and 3,000ft or more for on RWY 02C/L/R ; and**
   e) **The visibility at the aerodrome is 5km or more.**
2. **Notwithstanding para 1d) and 1e), if the pilot reports that he has the aerodrome in sight and can conduct his approach with visual reference to terrain, the flight may be cleared for a visual approach.**
3. **Pilots may expect radar vectoring for separation and sequencing with other traffic prior to being cleared for a visual approach.**

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CHANGES : Revision to Runway 20R MEHT in flip-page.

PAPI 3° (MEHT)*						
Pilot's eye height over the threshold when the following PAPI lights come in view.	**RUNWAY**					
	02L	20R	02C	20C	02R	20L
2 White lights and 2 Red lights	20.0m	19.5m	19.8m	19.8m	19.7m	19.7m
3 White lights and 1 Red light	24.0m	23.3m	23.7m	23.7m	23.6m	23.6m
4 White lights	26.4m	25.7m	26.2m	26.2m	26.0m	26.0m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 8 meters are advised to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

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