VISUAL APPROACH CHART - ICAO

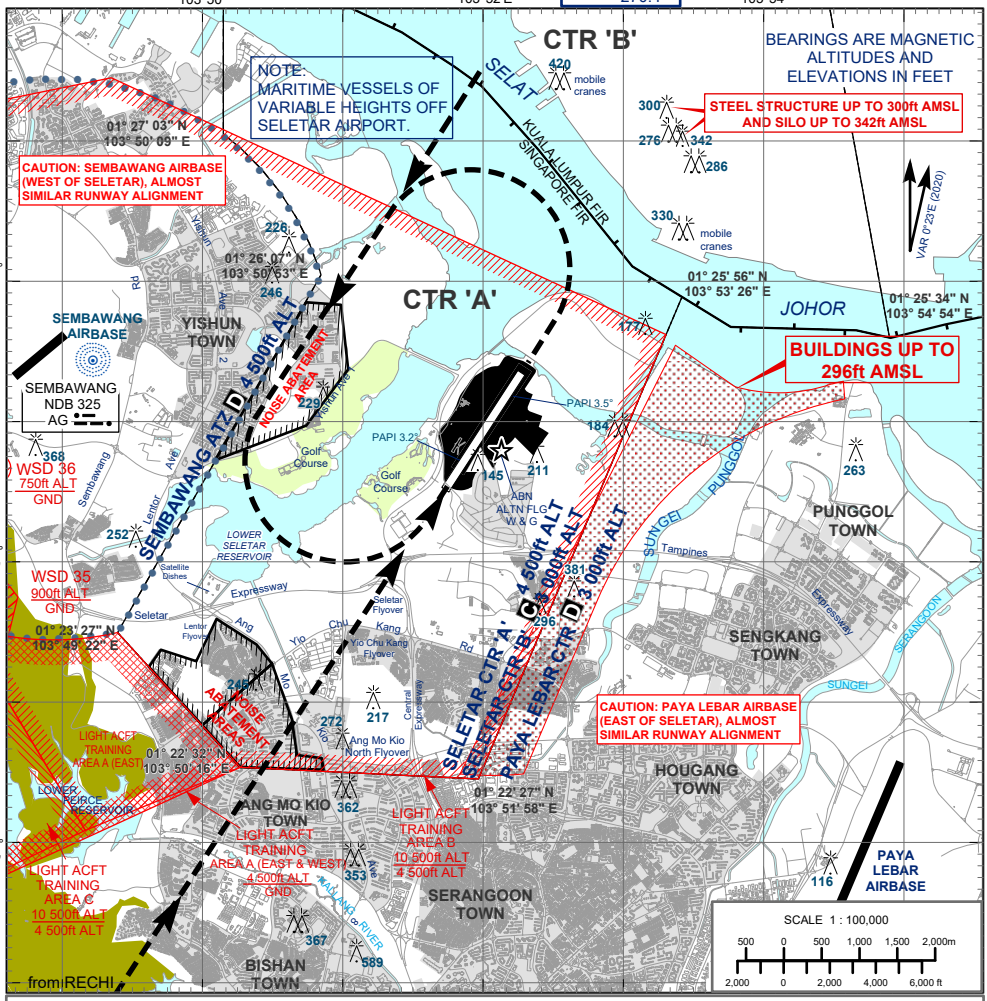
AD ELEV 46 ft

ATIS AP ID-WSSL 128.425

APP 124.05 126.025
TWR 118.45 270.4

SINGAPORE/SELETAR

RWY 03



ADVISORY JOINING PROCEDURES - RWY 03

Straight-in Approach

1) From GUMPU or OMKOM, join left downwind at 2 000ft, or as directed by ATC, at a speed of not more than 170kt. When downwind, descend from 2 000ft for visual approach or as cleared by ATC. Pilots should have runway in sight. Aircraft shall give way to circuit traffic already on downwind.
2) From SJ-PONJO-RECHI, join direct for visual approach, descending from 2 000ft at a speed of not more than 170kt, or as cleared by ATC. Pilots should have runway in sight.

Circling Approach

1) From GUMPU or OMKOM, join left downwind at 2 000ft at a speed of not more than 160kt. Passing abeam south-end of the runway (THR RWY 03), turn left to over fly the runway. Passing over the north-end of the runway (THR RWY 21), descend from 2 000ft to 1 500ft and turn left for downwind RWY 03. At downwind, descend for a visual approach or as cleared by ATC. Pilots should have the runway in sight.
2) From SJ-PONJO-RECHI, overfly the runway at 2 000ft at a speed of not more than160kt. or as cleared by ATC. When passing over the north-end of the runway (THR RWY 21), descend from 2 000ft to 1 500ft and turn left for downwind RWY 03. At downwind, descend for a visual approach or as cleared by ATC. Pilots should have runway in sight.
3) Joining aircraft shall give way to circuit traffic already on downwind.

PAPI 3.2°		
Pilot's eye height over the threshold when the following PAPI lights come into view	RUNWAY	
	03	21
2 white lights and 2 red lights (MEHT)*	21.24m	17.72m
3 white lights and 1 red light	22.27m	19.29m
4 white lights	24.75m	20.87m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 6.3 metres are advised to fly with 2 white and 2 red lights visible so as to achieve sufficient wheel clearance.

CAUTION

a) Pilots to take note of Sembawang and Paya Lebar Airbases, and all Prohibited/Restricted/Danger Areas (e.g WSR38 and WSD4). All arriving and departing aircraft to keep clear of the above mentioned areas. Refer to WSSL AD 2.20 Para 3 for more details.
b) Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296ft AMSL there. Pilots should have all relevant obstructions in sight, including the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.
c) Minimum altitudes apply over noise abatement areas (WSSL AD 2.21)
Aircraft types which are unable to safely manoeuvre clear of the noise abatement areas are not allowed to operate at Seletar Airport.

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