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eAIP

Civil Aviation Authority of Singapore

AIP AMENDMENT
04/2026

Effective date
09 JUL 2026

Publication date
09 JUL 2026

1 Significant information and changes

1.1 Singapore FIR

a) Updated ENR 1.8 Regional Supplementary Procedures provisions on monitoring of aircraft navigation performance and the lateral separation minima where RNP4 is applied.

1.2 Singapore Changi Airport

a) Updated AD-2-WSSS-ADC-2 to include the new STEASC hanger facilities at Changi Creek area and the FOD detection mast positions near Runway 3.

1.3 Seletar Airport

a) Added a new AD-2-WSSL-ADC-2 to replace the existing AD-2-WSSL-ADC-3. The previous AD-2 WSSL-ADC-2 has been removed.

b) Amended WSSL AD 2.20, sub-section 3, to include the ‘Location of Seletar CTR relative to Sembawang ATZ and Paya Lebar CTR’ chart.

2 This amendment incorporates information contained in the listed NOTAM and AIP Supplements which is hereby superseded:

AIP Supplements

Nil

NOTAM

Nil

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AMENDED PAGES

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT

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GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

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059/2020	SINGAPORE CHANGI AIRPORT – LONG TERM CLOSURE OF AIRCRAFT STAND E20 AT TERMINAL 2, SINGAPORE CHANGI AIRPORT		2020/08/25 2026/12/30	
083/2024	SINGAPORE CHANGI AIRPORT-DECOMMISSIONING OF AIRCRAFT STANDS E1 AND F30 AND TEMPORARY CLOSURE OF TAXILANES R1,R2,R3 AND AIRCRAFT STANDS E2,E3,E4,F31,F32,F33 AND F34 DUE TO CONSTRUCTION WORK ACTIVITIES AT TERMINAL 2		2024/05/09 2028/01/03	
174/2024	SINGAPORE CHANGI AIRPORT – CLOSURE OF TAXIWAYS ASSOCIATED WITH RUNWAY 02R/20L		2024/11/28 2027/12/22	
176/2024	SINGAPORE CHNAGI AIRPORT - USE OF CONSTRUCTION LASERS, LOCATIONS OF AUTOMATIC TOTAL STATIONS AND CONCRETE BLOCKS TO SUPPORT CONSTRUCTION ACTIVITIES AT TERMINAL 2		2024/10/28 2026/10/05	
049/2025	PAYA LEBAR AIRPORT – CRANES		2025/03/11 2026/12/31	
065/2025	SINGAPORE CHANGI AIRPORT – TEMPORARY FIXED OBJECTS AT AIRCRAFT STAND 504 AND STRIPS OF RUNWAY 02L/20R, TAXIWAYS N2, W, W3, M4, AND M, USE OF SURVEY LASERS, SOLAR PANELS AND CONCRETE SLABS		2025/05/26 2027/08/31	
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086/2025	PAYA LEBAR AIRPORT – CRANE		2025/06/19 2026/07/31	
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120/2025	SINGAPORE CHANGI AIRPORT – UPDATED CLOSURE SCHEDULES FOR RUNWAY 02L/20R AND RUNWAY 02C/20C		2025/09/04 2027/03/31	
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137/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/31	

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144/2025	PAYA LEBAR AIRPORT – CRANE		2025/09/11 2026/08/01	
146/2025	SINGAPORE CHANGI AIRPORT – CLOSURE OF AIRCRAFT STAND 504 AT WEST CARGO APRON		2025/10/30 2027/01/21	
149/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/30	
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158/2025	PAYA LEBAR AIRPORT – CRANES		2025/10/09 2026/09/01	
165/2025	SELETAR AIRPORT – CLOSURE OF HELICOPTER LANDING AREA		2025/12/24 2026/12/31	
002/2026	SINGAPORE CHANGI AIRPORT – UPDATED INFORMATION AND DATA FOR RUNWAY 02R/20L		2026/02/19 2026/08/05	
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117/2026	SINGAPORE CHANGI AIRPORT - IMPLEMENTATION OF “FOLLOW THE GREENS” OPERATIONS IN CHANGI		2026/08/06 PERM	

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AD 2.WSAP-8	02 OCT 2025
AD 2.WSAP-9	02 OCT 2025
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AD-2-WSAP-IAC-1-1	20 FEB 2025
AD-2-WSAP-IAC-2-1	20 FEB 2025
AD-2-WSAP-IAC-3-1	20 FEB 2025
AD-2-WSAP-IAC-4-1	20 FEB 2025
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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES

1.1 The following supporting documents: Airway Bill, Commercial Invoice, Packing List together with Customs Permits [for all goods including controlled goods, dutiable goods and goods subject to Goods and Services Tax (GST)] are to be produced if they are required for checks by Immigration and Checkpoints Authority officers at the checkpoint.

1.2 The following are applicable to the Free Trade Zone (FTZ):

a) Transshipment within the same FTZ (In Through Airway Bill cases), no Customs documentation is required if the items are not controlled by the Competent Authorities (CAs);

b) Transshipment of controlled goods within the same FTZ (In Through Airway Bill cases), a transshipment (Through transshipment within the same FTZ) permit is required; and

c) Import for re-export within the same FTZ (In Non-Through Airway Bill cases) without storage, an import for re-export permit is required for the importation and exportation of the goods; and

d) For the temporary storage of imported goods (excluding liquors and tobacco) in the Free Trade Zones, pending re-export to another destination or pending local release, an import permit is required. Subsequently for exportation, an export permit is required to be taken up.

1.3 Under the Strategic Goods (Control) Act (SGCA), goods in transshipment or transit are subject to controls under the full control list. No clearance documents are required for strategic goods in transshipment or transit which are taken into a FTZ immediately after they have been brought into Singapore and stay in the FTZ for not more than 45-days (for sea) / 21-days (for air) except for certain categories of goods. For transshipment and transit of certain sensitive strategic goods (listed under the Fourth and Fifth Schedule of the SGCR) and goods that are intended or likely to be used for nuclear, chemical or biological weapon purposes, or missiles capable of delivering such weapons (i.e. catch-all for WMD purposes), a strategic good permit is still required. Depending on the conditions stated in the permits, these goods may be required to be presented for Customs clearance at the checkpoint.

1.4 For the exportation of dutiable goods from a Licensed Warehouse, or non-dutiable goods from a Zero-GST Warehouse, Customs outward permits and goods are to be presented for checkpoint inspection and clearance.

1.5 For the importation and exportation of controlled goods, depending on the Competent Authorities'(CA) requirements, these goods may be required to be presented for Customs clearance at the checkpoint. For more information on the list of Controlled and Prohibited Goods for the importation and exportation of goods, please visit the respective pages on the Singapore Customs website. You may also refer to the Strategic Goods and the United Nations Security Council Sanctions webpages for more information on the relevant topics.

2 REQUIREMENTS FOR FOOD, ANIMALS, PLANTS, CITES-CONTROLLED SPECIES AND RELATED PRODUCTS (INCLUDING VETERINARY BIOLOGICS)

2.1 Prior permission of the Singapore Food Agency (SFA) is required for import, export or transshipment of:

a) Animals, birds for the purpose of rearing and slaughter for human consumption, animal feed for food producing animals, eggs and egg products, meat and meat products (including canned or processed meat).

b) Fish and aquatic animals (for rearing as food and for human consumption, fisheries products (in all forms).

c) Fruits and vegetables.

d) Processed food products and food contact articles.

More information can be obtained from the SFA website: https://www.sfa.gov.sg/food-import-export

2.2 Prior permission of the Animal & Veterinary Service (AVS) is required for import, export or transshipment of:

a) Animals and animal products (including veterinary biologics,pet food and fertilizers containing animal products), birds, plants ornamental fish.

2.3 Prior permission of the Animal & Veterinary Service (AVS) is also required for export of:

a) Animals and birds

b) Ornamental fish

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2.4 Prior permission of the National Parks Board (NParks) is required for the import of:

a) Plants and propagatable plant parts including cuttings, seeds and bulbs with or without potting medium, organic fertilisers of plant origin, live insects and microorganisms.

2.5 In the case of live animals, prior permission is also required for animals in transit. No prior permission required for transshipment of plants and plant products.

2.6 Prior permission of the Animal and Veterinary Service (AVS) is required for the import, export and re-export of all species of animals and plants, including their parts or derivatives protected under the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES).

3 REQUIREMENTS RELATING TO ARMS AND EXPLOSIVES

3.1 Arms, explosives and explosives precursors are items regulated under the Arms & Explosives Act, Chapter 13. Under the said Act, any import or export of any of these items will require a licence from the Police Licensing & Regulatory Department (PLRD). For avoidance of any doubt, any transhipment (i.e. import of goods into Singapore on one conveyance and moved to another conveyance for the sole purpose of export to any place outside of Singapore) would similarly require an import and export licence respectively.

3.2 Application for the necessary licences can be submitted via Singapore Custom's TradeNet website (for traders) or GoBusiness website (https://www.gobusiness.gov.sg). More information can be obtained from PLRD's website at https://www.police.gov.sg/licence or email: spf_licensing_feedback@spf.gov.sg.

4 REQUIREMENTS FOR THE CARRIAGE OF DANGEROUS GOODS IN AIRCRAFT

4.1 DANGEROUS GOODS

4.1.1 Regulation 5(1) of Air Navigation (92-Carriage of Dangerous Goods) Regulations 2022 states that an operator of an aircraft must not load or carry any dangerous goods as cargo on its aircraft unless the operator of the aircraft has been granted a dangerous goods permit by CAAS and in accordance with any conditions which CAAS may impose. This requirement applies to all aircraft operated for the purpose of commercial air transport flying to or from the Republic of Singapore, and without an authorisation granted under regulation 14 of Air Navigation (121-Commercial Air Transport by Large Aeroplanes) Regulations 2018 or regulation 14 of Air Navigation (135-Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018.

4.1.2 Where an operator of an aircraft has diplomatic clearance from the Government of Singapore to land the aircraft in Singapore, the operator is not required, for the period of time that the diplomatic clearance is valid, to obtain a dangerous goods permit.

4.1.3 A dangerous goods permit, if granted, is subject to compliance with Annex 18 to the Convention on International Civil Aviation and the latest edition of the ICAO Technical Instructions relating to the Safe Transport of Dangerous Goods by Air.

4.1.4 Operators of aircraft that wish to carry dangerous goods as cargo should submit their online application for a dangerous goods permit via the Enterprise Safety Oversight Management System (eSOMS) at https://esoms.caas.gov.sg/esoms/landingpage.html. Applications should be submitted at least 7 working days prior to the intended date of carriage of the dangerous goods cargo. New applicants may write to Dangerous Goods Section, Flight Standards Division, CAAS (email: CAAS_dangerous-goods@caas.gov.sg), to request for an eSOMS account.

5 REPORTING OF DANGEROUS GOODS ACCIDENT/INCIDENT

5.1 Regulation 24(1) of Air Navigation (92-Carriage of Dangerous Goods) Regulations 2022 requires the operator of an aircraft to report to the Director-General of Civil Aviation:

a) any dangerous goods accident or incident involving any aircraft that lands in or departs from Singapore; or

b) the finding of undeclared or misdeclared dangerous goods in cargo, mail or passenger's baggage that originate from or destined for Singapore, or are in transit in Singapore.

Operators are required to submit this report to CAAS in the quickest available means within 24 hours of the occurrence coming to the knowledge of the person making the report.

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 **Personnel Licensing**, 14th Edition

Chapter 2

2.3.3.1.2 Due to local geographical constraints and boundary, it is not possible to complete one cross-country flight totalling not less than 270km (150NM) in the course of which full- stop landings at two different aerodromes are made. In such cases, a Private Pilot Licence with restriction to fly within Singapore only will be issued.

2.8.2.1 Singapore issues two types of ratings for flying instructors: Flying Instructor Rating and Assistant Flying Instructor Rating. Both ratings meet the ICAO standards for flying instructors. Newly qualified instructors are issued with an Assistant Flying Instructor Rating, and may qualify for a Flying Instructor Rating after acquiring additional flying and instructional experience.

An Assistant Flying Instructor Rating does not entitle the holder to:

a) give flying instructions unless under the supervision of a person holding a Flying Instructor Rating; or
b) give directions in respect of the student pilot's first solo day/night flight and first solo cross-country day/night flight.

2.9.1.1 The applicant for a Commercial Pilot Licence (Gliders) shall not be less than 18 years of age.

2.10.1.1 The applicant for a Private Pilot Licence (Balloons and Airships) shall not be less than 17 years of age. The applicant for a Commercial Pilot Licence (Balloons and Airships) shall not be less than 18 years of age.

ANNEX 2 **Rules of the Air**, 11th Edition

- NIL Difference

DOC 4444 **Procedures for Air Navigation Services - Air Traffic Management,** 16th Edition (PANS-ATM)

- NIL Difference

DOC 7030 **Regional Supplementary Procedures,** 5th Edition

MID/ASIA REGIONAL SUPPLEMENTARY PROCEDURES

1.2.1 Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:

a) Above FL200.

ANNEX 3 **Meteorological Service for International Air Navigation,** 20th Edition

- NIL Difference

ANNEX 4 **Aeronautical Charts,** 11th Edition

- NIL Difference

ANNEX 5 **Units of Measurement to be used in Air and Ground Operations**, 5th Edition

- NIL Difference

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ANNEX 6 **Operation of Aircraft**

Part I (International Commercial Air Transport - Aeroplanes) - 11th Edition

Chapter 6

6.26.1 Singapore has adopted the ICAO ROAAS requirement under Regulation 122A of ANR 121 and Regulation 120A of the ANR-135. Due to delays in ROAAS certification on certain aircraft models, a time limited operational permission was granted to affected Singapore air operators. This permission is valid from 1 January 2026 to 31 December 2027 and is subject to retrofit of ROAAS or an equivalent system before expiry.

Chapter 12

12.4(b) Singapore regulations do not require all cabin crew to be trained on the use of automated external defibrillator (AED). However, the regulations require that at least one senior cabin crew on board every aircraft carrying AED to be trained on the use of AED.

Part II (International General Aviation - Aeroplanes) - 11th Edition

- NIL Difference

Part III (International Operations - Helicopters) - 11th Edition

- NIL Difference

ANNEX 7 **Aircraft Nationality and Registration Marks,** 6th Edition

- NIL Difference.

ANNEX 8 **Airworthiness of Aircraft,** 13th Edition

- NIL Difference

ANNEX 9 **Facilitation**, 17th Edition

Chapter 3

3.16.1 Singapore adopts an electronic visa system (e-Visa) to retrieve information to verify the identity of the visa holder.

3.29 Singapore requires all travellers, including Singapore Citizens, Permanent Residents, Long-Term Pass holders and foreign visitors, to complete an electronic SG Arrival Card (SGAC) before/upon arrival in Singapore.

3.51 Singapore may allow the entry of an inadmissible person under special circumstances; for instance, to seek emergency medical treatment. In such cases, the airlines shall continue to be responsible for the custody and care of the passenger and eventual repatriation.

3.71 With effect from 27 Aug 2007, air crew who arrive in Singapore on crew duty and seeking temporary entry into Singapore are required to produce their passports for immigration clearance. However, their passports will not be endorsed. Crew who are nationals of countries that require visa to enter Singapore will continue to be exempted from the visa requirements if they arrive in Singapore as part of their crew duty or to join their assigned flights for the purpose of performing their crew duty.

Chapter 5

5.9.1 Under Singapore's regulations, the cost of custody and care of inadmissible persons pending their removal shall be borne by the aircraft operator.

5.18 The obligations, responsibilities, and costs associated with the removal of deportees are a shared responsibility. Singapore works closely with foreign diplomatic missions to facilitate the removal of deportees.

5.23 A valid travel document is required before any special consideration can be given to the admission of such persons. For Permanent Residents, entry permit and valid Travelling documents are required before entry is granted.

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5.29 The required travel document to facilitate the return of the national will be issued upon confirmation of the person's Singapore Citizenship status.

ANNEX 10 **Aeronautical Telecommunications**

Volume I (Radio Navigation Aids) - 7th Edition

Volume II (Communication Procedures including those with PANS status) - 7th Edition

Volume III (Communication Systems) - 2nd Edition
Part I - Digital Data Communication Systems
Part II - Voice Communication Systems

Volume IV (Surveillance and Collision Avoidance Systems) - 5th Edition

Volume V (Aeronautical Radio Frequency Spectrum Utilization) - 3rd Edition

- NIL Difference

ANNEX 11 **Air Traffic Services**,15th Edition
- NIL Difference

ANNEX 12 **Search and Rescue**, 8th Edition
- NIL Difference

ANNEX 13 **Aircraft Accident and Incident Investigation**, 13th Edition
- NIL Difference

ANNEX 14 **Aerodromes**

Volume I (Aerodrome Design and Operations) - 9th Edition

Chapter 3

3.4.3 The words “wherever practicable” in Annex 14 paragraph 3.4.3 have been removed in our national regulations. Without exception, the width of the runway strip shall be 150m where the code number is 3 or 4; and 75m where the code number is 1 or 2 on each side of the centre line of the runway and its extended centre line throughout the length of the strip.

Chapter 6

6.1.1.6 Annex 14 paragraph 6.1.1.6(c) which states that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day has been removed from our national regulations.

Chapter 7

7.4.1 Relating to the display of unserviceability markers, our national regulations require additionally that “unserviceability markers shall also be displayed at the entrances to a permanently or temporarily closed runway or taxiway, or part thereof”.

Chapter 9

9.2.3 Relating to the level of rescue and fire fighting protection to be provided, the remission factor has been removed from our national regulations.

Volume II (Heliports) - 5th Edition
- NIL Difference

ANNEX 15 **Aeronautical Information Services**, 16th Edition
- NIL Difference

ANNEX 16 **Environmental Protection**

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Volume I (Aircraft Noise) - 8th Edition

Volume II (Aircraft Engine Emissions) - 5th Edition

Volume III (Aeroplane CO_2 Emissions) - 1st Edition
- NIL Difference

ANNEX 17 **Aviation Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference**, 12th Edition
- NIL Difference

ANNEX 18 **The Safe Transport of Dangerous Goods by Air,** 4th Edition
- NIL Difference

ANNEX 19 **Safety Management**, 2nd Edition
- NIL Difference

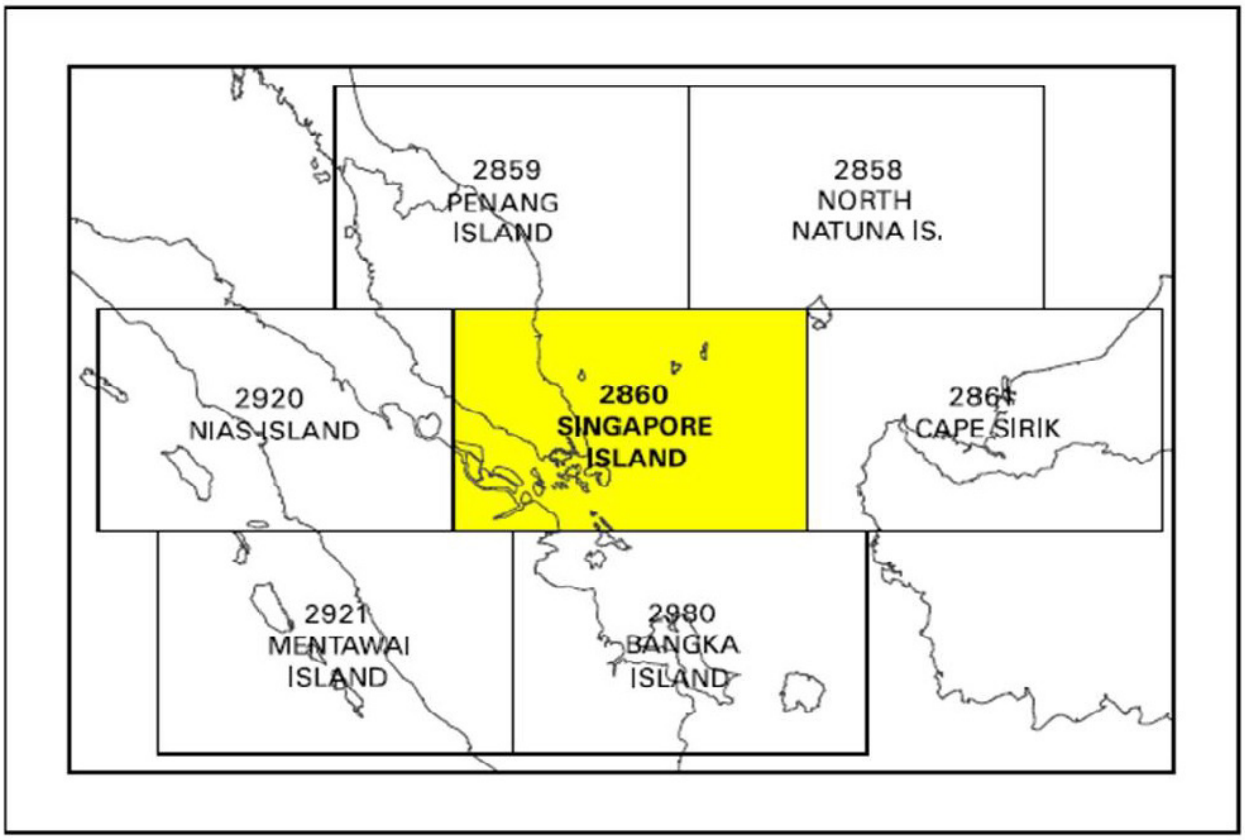
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3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE

Title of Chart Series	Scale	Name and/or number		Price ($)	Date
World Aeronautical Chart ICAO (WAC)	1:1 000 000		WAC 2860	In AIP	21 MAR 24
Enroute Chart ICAO (ENRC)			ERC 6-1	In AIP	09 JUL 26
Instrument Approach Chart ICAO (IAC)		**Singapore Changi**			
	1:400 000	RWY 02L - ICW ILS/DME	AD-2-WSSS-IAC-1	In AIP	20 FEB 25
	1:400 000	RWY 02C - ICE ILS/DME	AD-2-WSSS-IAC-2	In AIP	20 FEB 25
	1:400 000	RWY 02R - ICX ILS/DME	AD-2-WSSS-IAC-3	In AIP	20 FEB 25
	1:400 000	RWY 20R - ICH ILS/DME	AD-2-WSSS-IAC-5	In AIP	20 FEB 25
	1:400 000	RWY 20C - ICC ILS/DME	AD-2-WSSS-IAC-6	In AIP	20 FEB 25
	1:400 000	RWY 20C - VTK DVOR/DME	AD-2-WSSS-IAC-7	In AIP	20 FEB 25
	1:400 000	RWY 02L - RNP	AD-2-WSSS-IAC-9	In AIP	20 FEB 25
	1:400 000	RWY 02C - RNP	AD-2-WSSS-IAC-10	In AIP	20 FEB 25
	1:400 000	RWY 20R - RNP	AD-2-WSSS-IAC-11	In AIP	20 FEB 25
	1:400 000	RWY 20C - RNP	AD-2-WSSS-IAC-12	In AIP	20 FEB 25
	1:400 000	RWY 02R - RNP	AD-2-WSSS-IAC-13	In AIP	20 FEB 25
	1:400 000	RWY 20L - RNP	AD-2-WSSS-IAC-14	In AIP	31 OCT 24
		Paya Lebar			
	1:400 000	RWY 20 - PU DVOR/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 02 - PU DVOR/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 20 - IPS ILS/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 02 - IPN ILS/DME	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 02 - RNP	In AIP	In AIP	20 FEB 25
	1:400 000	RWY 20 - RNP	In AIP	In AIP	20 FEB 25
Visual Approach Chart ICAO (VAC)	1:400 000	**Singapore Changi**	AD-2-WSSS-VAC-1	In AIP	20 FEB 25
		Seletar			
	1:100 000	RWY 03	AD-2-WSSL-VAC-1	In AIP	09 JUL 26
	1:100 000	RWY 21	AD-2-WSSL-VAC-2	In AIP	09 JUL 26
	1:100 000	RWY 03	AD-2-WSSL-VAC-3	In AIP	09 JUL 26
	1:100 000	RWY 21	AD-2-WSSL-VAC-4	In AIP	09 JUL 26
Visual Departure Chart		**Seletar**			
	1:100 000	RWY 03	AD-2-WSSL-VDC-1	In AIP	20 FEB 25
	1:100 000	RWY 21	AD-2-WSSL-VDC-2	In AIP	20 FEB 25
Aerodrome Chart ICAO (AC)		**Singapore Changi**	AD-2-WSSS-ADC-2	In AIP	09 JUL 26
		Seletar	AD-2-WSSL-ADC-1	In AIP	09 JUL 26
		Paya Lebar	AD-2-WSAP-ADC-1	In AIP	16 JUL 20
Aerodrome Obstacle Chart ICAO Type A (AOC)		**Singapore Changi**			
	1:10 000	RWY 20R/02L	AD-2-WSSS-AOC-1	In AIP	12 JUN 25
	1:10 000	RWY 20C/02C	AD-2-WSSS-AOC-2	In AIP	05 SEP 24
	1:10 000	RWY 02R/20L	AD-2-WSSS-AOC-4	In AIP	08 SEP 22
		Seletar			
	1:10 000	RWY 03/21	AD-2-WSSL-AOC-1	In AIP	16 JUL 20
		Paya Lebar			
	1:20 000	RWY 20/02	AD-2-WSAP-AOC-1	In AIP	24 MAR 22
Aerodrome Obstacle Chart ICAO Type B (AOC)		**Singapore Changi**			
	1:20 000	RWY 02L/20R, 02C/20C and RWY 02R/20L	AD-2-WSSS-AOC-3	In AIP	02 OCT 25
		Seletar			
	1:20 000	RWY 03/21	AD-2-WSSL-AOC-2	In AIP	16 JUL 20
Precision Approach Terrain Chart ICAO (PATC)		**Singapore Changi**			
	1:2 500	RWY 02L	AD-2-WSSS-PATC-1	In AIP	10 OCT 19
	1:2 500	RWY 20C	AD-2-WSSS-PATC-2	In AIP	11 JUL 24
	1:2 500	RWY 02R	AD-2-WSSS-PATC-3	In AIP	31 OCT 24
	1:2 500	RWY 20L	AD-2-WSSS-PATC-4	In AIP	31 OCT 24
	1:2 500	RWY 02C	AD-2-WSSS-PATC-5	In AIP	11 JUL 24

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3.2.6 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000



3.2.7 TOPOGRAPHICAL CHARTS

NIL

3.2.8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Identification of charts	Location on the chart where the correction has to be made	Precise details of the corrections to be made
NIL	NIL	NIL

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APPENDIX B

Table

APPLICATION OF MACH NUMBER TECHNIQUE WHEN THE FOLLOWING
AIRCRAFT IS THE FASTER
(BASED ON 10 MINUTES LONGITUDINAL SEPARATION)

DIFFERENCE IN MACH	DISTANCE TO FLY AND SEPARATION (IN MINUTES) REQUIRED AT ENTRY POINT				
	001-600 (NM)	601-1200 (NM)	1201-1800 (NM)	1801-2400 (NM)	2401-3000 (NM)
0.01	11	12	13	14	15
0.02	12	14	16	18	20
0.03	13	16	19	22	25
0.04	14	18	22	26	30
0.05	15	20	25	30	35
0.06	16	22	28	34	40
0.07	17	24	31	38	45
0.08	18	26	34	42	50
0.09	19	28	37	46	55
0.10	20	30	40	50	60

3 PERFORMANCE-BASED NAVIGATION ON RNAV ROUTES WITHIN SINGAPORE FIR AND AIRSPACE WHERE ATS IS PROVIDED BY SINGAPORE (SEE ENR 2.1)

3.1 INTRODUCTION

3.1.1 ATC separation minima based on RNP 10 navigation specification will be applied accordingly for aircraft which are approved for RNP 10 operations on the following segments of RNAV routes which fall within the airspace where ATS is provided by Singapore (see ENR 2.1):

L625 - BTN TOMAN and UXEDA and BTN GUTUP and AKMON
L642 - BTN ESPOB and MERSING
L644 - BTN DUDIS and LIGVU
L649 - BTN DAKIX and LAXOR
M635 - BTN VTK and SURGA
M767 - BTN TEGID and UKLIS and BTN NIXEB and TOMAN
M768 - BTN AKMON and ASISU
M771 - BTN MERSING and DUDIS
M772 - BTN ASISU and LAXOR
M774 - BTN OBDOS and JUNHA
N884 - BTN MERSING and OLMUT and BTN RILRI and LAXOR
N892 - BTN MELAS and MERSING

3.1.2 Additionally, to facilitate reduction of separation between suitably equipped aircraft, ATC separation minima based on RNP 4 navigation specification will be applied accordingly for aircraft which are approved for RNP 4 operations on the following segments of RNAV routes which fall within the Singapore FIR:

M767 – BTN TEGID and UKLIS
N884 – BTN RILRI and LAXOR

Note: Conformance monitoring shall be ensured by establishing an ADS-C event contract specifying a lateral deviation change event with a maximum of 5NM threshold and a waypoint change event.

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3.1.3 RCP240 and RSP180 performance specifications shall be required for the application of the Performance- Based Longitudinal Separation Minima and in accordance with ICAO Doc 4444 PANS-ATM paragraph 5.4.2.9.2.

3.1.4 Pilots shall inform ATC of any deterioration or failure of the navigation systems below the navigation requirements for RNP 10 and RNP 4. ATC shall then provide alternative separation and / or alternative routing.

3.2 OPERATIONS BY AIRCRAFT NOT MEETING RNP 10

3.2.1 An aircraft that is unable to meet the minimum navigational requirements for RNP 10 must file flight plan at below FL280. Operations at or above FL290 for these aircraft will be subjected to ATC approval, in accordance with the provisions of paragraph 3.2.2.

3.2.2 ATC units receiving a request for a non-RNP 10 approved aircraft to operate on ATS routes specified in paragraph 3.1, at or above FL290, will co-ordinate with adjacent ATC units affected by the flight. In deciding whether or not to approve the flight, each ATC unit will take into consideration:

a) traffic density;
b) communications, including the non-availability of normal communication facilities;
c) weather conditions en-route; and
d) any other factors pertinent at the time.

3.3 MONITORING OF AIRCRAFT NAVIGATION PERFORMANCE

3.3.1 Monitoring of aircraft navigation performance is a joint responsibility between operators, States of Registry or States of Operators (as applicable), regulatory authorities and the ATS providers. The detection and reporting of non-conformance with the navigation requirements against the following parameters will rely primarily on radar monitoring by ATC units:

Lateral Deviations

a) 10 NM or greater for lateral separation of 50 NM or more; and
b) 5 NM or greater for lateral separation minima less than 50 NM;

Longitudinal Deviations

a) where time separation is applied by ATC:
    i. when the pilot estimate or expected time between two aircraft based on routine position reports varies by 3 minutes or more; or
    ii. when there is an infringement of longitudinal separation minima.

b) where distance-based separation is applied by ATC:
    i. when the distance varies by 10 NM or more from the expected distance; or
    ii. when there is an infringement of longitudinal separation minima.

3.3.2 ATC will advise the pilot-in-command when such deviations are observed and implement the required investigation procedures.

3.3.3 The ATC authority will investigate the causes of such deviations in conjunction with the aircraft operator and the State of Registry, or the State of the Operator, as applicable.

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3.4 SEPARATION MINIMA

3.4.1 Lateral Separation Minima

a) 60NM lateral separation minima will be applied between aircraft which are approved for RNP 10, operating at or above FL290, on RNAV routes L644 and M772.

b) 50NM lateral separation minima will be applied between aircraft which are approved for RNP 10 operation on RNAV routes L625, L642, L649, M635, M767, M768, M771, M774, N884 and N892.

c) 30NM lateral separation minima will be applied between aircraft which are approved for RNP 4 operations on RNAV routes M767 and N884.

d) When an aircraft not meeting the RNP 10 navigation requirements is approved to operate at or above FL290, on the ATS routes shown in paragraph 3.1, vertical separation shall be applied with aircraft operating on adjacent routes.

3.4.2 Longitudinal Separation

a) 80NM RNAV or 10 minutes (or less) Mach Number Technique (MNT) separation minima may be applied between aircraft in situations where DCPC could not be maintained or when RCP240 / RSP180 performance requirement could not be complied.

Note: The maximum ADS-C periodic reporting interval of 12 minutes shall be used for RNP 4 approved aircraft.

b) 50NM longitudinal separation may be applied between RNP10 approved aircraft on RNAV routes L642, L762, M635, M767, M768, M771, M774 and N884 which either LOGON to CPDLC or are within VHF radio range.

c) 30NM longitudinal separation may be applied between RNP 4 approved aircraft on RNAV routes M767 and N884 which are LOGON to CPDLC.

3.5 CONTINGENCY PROCEDURES (including WEATHER DEVIATION)

3.5.1 Contingency procedures, including weather deviation, shall be in accordance with the provisions contained in ENR 1.8 paragraphs 1 and 6.

4 NO-PRE-DEPARTURE CO-ORDINATION (NO PDC) PROCEDURES

4.1 INTRODUCTION

4.1.1 No Pre-Departure Co-ordination (No PDC) procedures apply to flights departing from airports within Bangkok, Ha Noi, Ho Chi Minh, Hong Kong, Jakarta, Kota Kinabalu , Kuala Lumpur, Manila, Phnom Penh, Sanya, Singapore, Taipei, Ujung Pandang and Vientiane FIRs operating on RNAV and ATS routes over the South China Sea.

4.1.2 No Pre-Departure Co-ordination (No PDC) levels and FPL route shall be omitted in content of ATC clearance for departures from Singapore Changi Airport on ATS routes A457, B466 and B469/M751 to destinations in Peninsular Malaysia and Thailand, as well as to Medan Polonia.

4.2 NO PDC FLIGHT LEVEL ALLOCATION

4.2.1 Flight Level Allocation Scheme (FLAS) for Western Pacific / South China Sea Area:

ATS Route	No-PDC Flight Levels (Other levels available with prior approval)	Remarks
G334	Eastbound - FL250, FL270 Westbound - FL260, FL280	
G580	Eastbound - FL270, FL290, FL330 Westbound - FL280, FL300, FL340	
L517	FL280, FL300, FL340	
L625	FL310, FL320, FL350, FL360, FL390, FL400	
L642	FL310, FL320, FL350, FL360, FL390, FL400	
L644	Southbound - FL330, FL410	
B469 / M751	FL280, FL300, FL320, FL340, FL360, FL380, FL400	For flights to/from airports within Bangkok FIR
M753	Northbound - FL260, FL300, FL380 Southbound - FL270, FL330	
M754	Northbound - FL300, FL340, FL380 Southbound - FL290, FL330, FL370, FL410	

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ATS Route	No-PDC Flight Levels (Other levels available with prior approval)	Remarks
M758	Eastbound - FL270, FL290, FL330 Westbound - FL280, FL300, FL340	
M761	Eastbound - FL270, FL290, FL330 Westbound - FL280, FL300, FL340	
M767	FL310, FL320, FL350, FL360, FL390, FL400	
M768	Eastbound - FL270, FL330, FL410 Westbound - FL300, FL380	
M771	FL310, FL320, FL350, FL360, FL390, FL400	
M772	Northbound - FL300, FL380	
N875	Eastbound - FL290, FL330, FL370 Westbound - FL300, FL340, FL380	
N884	FL310, FL320, FL350, FL360, FL390, FL400	
N891	Northbound - FL260, FL300, FL380 Southbound - FL330	
N892	FL310, FL320, FL350, FL360, FL390, FL400	

4.2.2 FLAS for Large Scale Weather Deviations (LSWD) in Western Pacific / South China Sea Area as applicable by Singapore ACC:

Flight Level Allocation (LSWD)	ATS Route and Direction of Flight					
	L642	**M771**	**N892**	**L625**	**N884**	**M767**
	SW	NE	SW	NE	NE	SW
410						
400	400		400			400
390		390		390	390	
380						
370						
360	360		360			360
350		350		350	350	
340						
330						
320	320		320			320
310		310		310	310	
300						
290						

4.2.3 Aircraft requesting FL280, FL300 and FL320 on ATS routes L510, L759, L515/M770, N571, N571/N877, P628 and P574 will be assigned No-PDC FL280. Succeeding aircraft on the same route will be assigned FL280 with10 minutes longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route.

4.2.4 For aircraft operating on ATS routes L510, N571, P574 and P628, which are equipped with Automatic Dependent Surveillance – Contract (ADS-C) and Controller-Pilot Data Link Communication (CPDLC), 7 minutes longitudinal separation will be applied between pair(s) of suitably equipped aircraft on the same route provided there is no closing speed with the preceding aircraft.

4.2.5 For aircraft on N571 or N571/ N877, the first aircraft from Singapore or Kuala Lumpur to be over GUNIP can expect its requested flight level.

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4.2.6 For aircraft on M770, the first aircraft from Singapore or Kuala Lumpur to be over the Kuala Lumpur / Bangkok FIR boundary can expect its requested flight level.

4.2.7 For aircraft on L759, the first aircraft from Singapore or Kuala Lumpur to be over the Kuala Lumpur / Bangkok FIR boundary can expect its requested flight level.

4.2.8 For aircraft on P628, the first aircraft from Singapore or Kuala Lumpur to be over VPL can expect its requested flight level.

4.2.9 For aircraft going beyond Medan on ATS route L762, FL280 and FL300 may be assigned. Succeeding aircraft on the same route will be cleared to FL280 or FL300 with 10 minutes longitudinal separation provided there is no closing speed with the preceding aircraft. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route.

5 STRATEGIC LATERAL OFFSET PROCEDURES

5.1 INTRODUCTION

5.1.1 Studies and safety analyses conducted by the ICAO Separation and Airspace Safety Panel (SASP) have shown that the application of a strategic lateral offset by aircraft from route centre line would result in an overall increase in safety of operations in remote and oceanic airspace.

5.2 STRATEGIC LATERAL OFFSETS IN EN-ROUTE AIRSPACE

5.2.1 Offsets may only be applied outside surveillance cover in en-route airspace within the Singapore FIR.

5.2.2 Offsets may only be applied by aircraft with automatic offset tracking capability.

5.2.3 The following requirements may apply to the use of the offset:

a. The decision to apply a strategic lateral offset is the responsibility of the flight crew;
b. The offset shall be established at a distance of one or two nautical miles to the right of the centre line relative to the direction of flight. Offsets are not to exceed two nautical miles right of centre line;
c. The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, offsets to the right of the centreline relative to the direction of flight in tenths of a nautical mile up to a maximum of 3.7km (2nm) shall be used.

Pilots may contact other aircraft on the air to air frequency, 123.45MHz, as necessary, to coordinate the best wake turbulence offset option. As noted below, it is not necessary to notify air traffic control of approved offsets;

d. In airspace where the use of lateral offsets has been authorized, ATC clearance is not required for this procedure and pilots are not required to inform ATC that an offset is being applied;
e. Position reports are based on the current ATC clearance and not the exact coordinates of the offset position.

An example of a position report made by a pilot when passing reporting point TODAM while being offset from track is:

“Singapore Radio, Singapore 871, position TODAM 0930 Flight Level 380, estimate.....etc”.

6 WEATHER DEVIATION PROCEDURES IN THE SINGAPORE FIR AND AIRSPACE WHERE ATS IS PROVIDED BY SINGAPORE (SEE ENR 2.1)

6.1 GENERAL

Note.- The following procedures are intended for deviations around adverse meteorological conditions.

6.1.1 Modern ATC radar equipment are normally designed to suppress weather clutter and ATC may not always be aware of its presence.

6.1.2 ATC may pass observed weather information that appears likely to affect the pilot’s flight and advise if a detour will result in the aircraft leaving controlled airspace. The pilot will be responsible for deciding whether to accept a detour into uncontrolled airspace.

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6.1.3 If the pilot intends to detour a storm centre observed on his radar display, the pilot shall, obtain clearance from ATC for his proposed action. This is to ensure that separation which ATC may be providing to other aircraft is not prejudiced.

6.1.4 The following procedures are intended to enhance ICAO Regional Supplementary Procedures (DOC 7030). However, it must be recognised that all possible circumstances cannot be covered. The pilot's judgement shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

6.2 OBTAINING ATC PRIORITY WHEN WEATHER DEVIATION IS REQUIRED

6.2.1 When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

a. stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response; or
b. requesting a weather deviation using a CPDLC lateral downlink message.

6.2.2 When necessary, the pilot should initiate the communications using the urgency call "PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message to alert all listening parties of a special handling condition which requires ATC priority for issuance of a clearance or assistance.

6.3 ACTIONS TO BE TAKEN WHEN CONTROLLER-PILOT COMMUNICATIONS ARE ESTABLISHED

6.3.1 When two-way pilot-controller communications are in effect, the pilot should notify ATC and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.

Note.- Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide adequate time for the request to be assessed and acted upon.

6.3.2 After communicating with ATC, ATC will take one of the following actions:

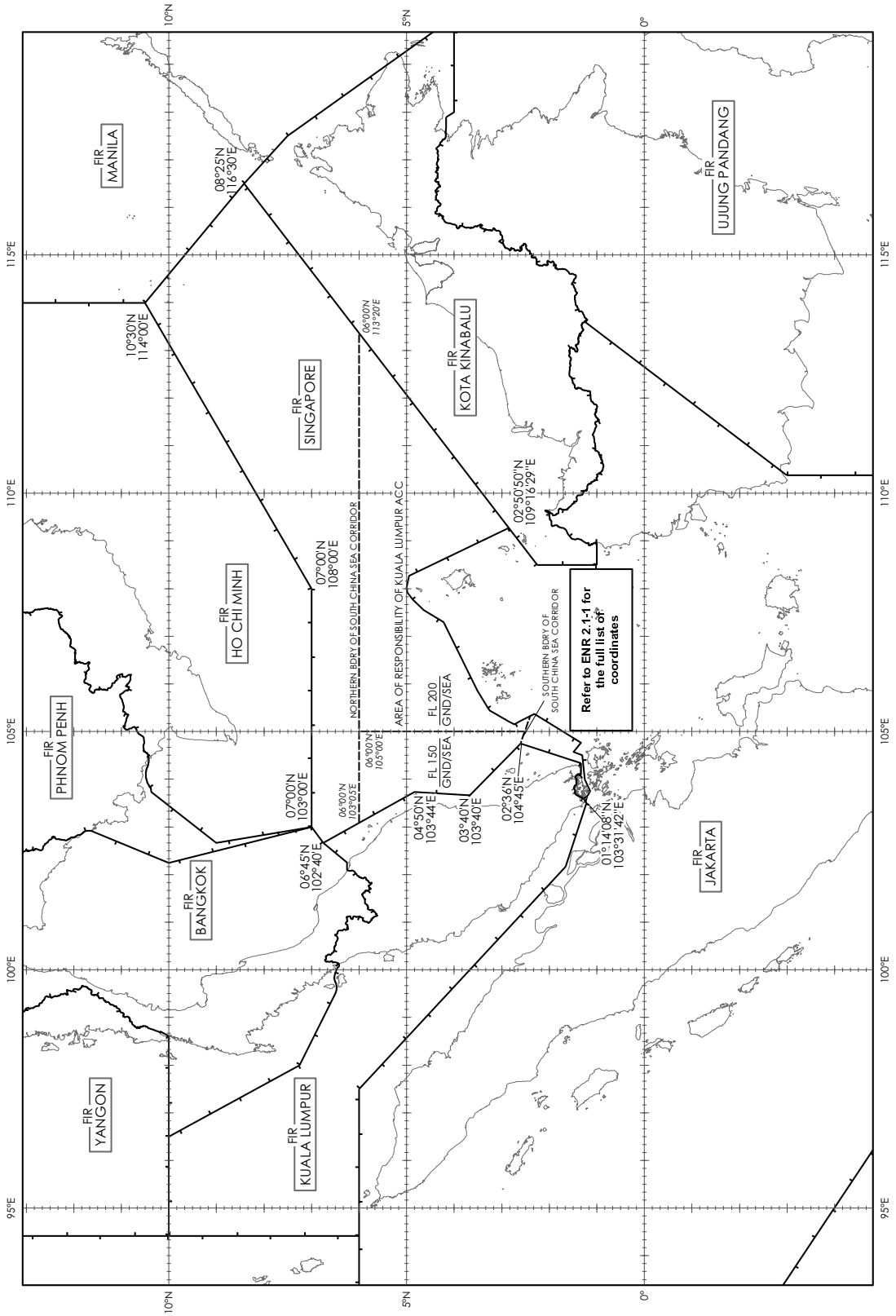
a. if there is no conflicting traffic in the lateral dimension, ATC shall issue clearance to deviate from track;
b. if there is conflicting traffic in the lateral dimension, ATC shall separate aircraft by establishing vertical separation and issue a clearance to deviate from track;
c. if there is conflicting traffic in the lateral dimension, and ATC is unable to establish vertical separation, ATC shall advise the pilot and provide information on all other aircraft with which the aircraft could potentially conflict.

6.3.3 The pilot shall either:

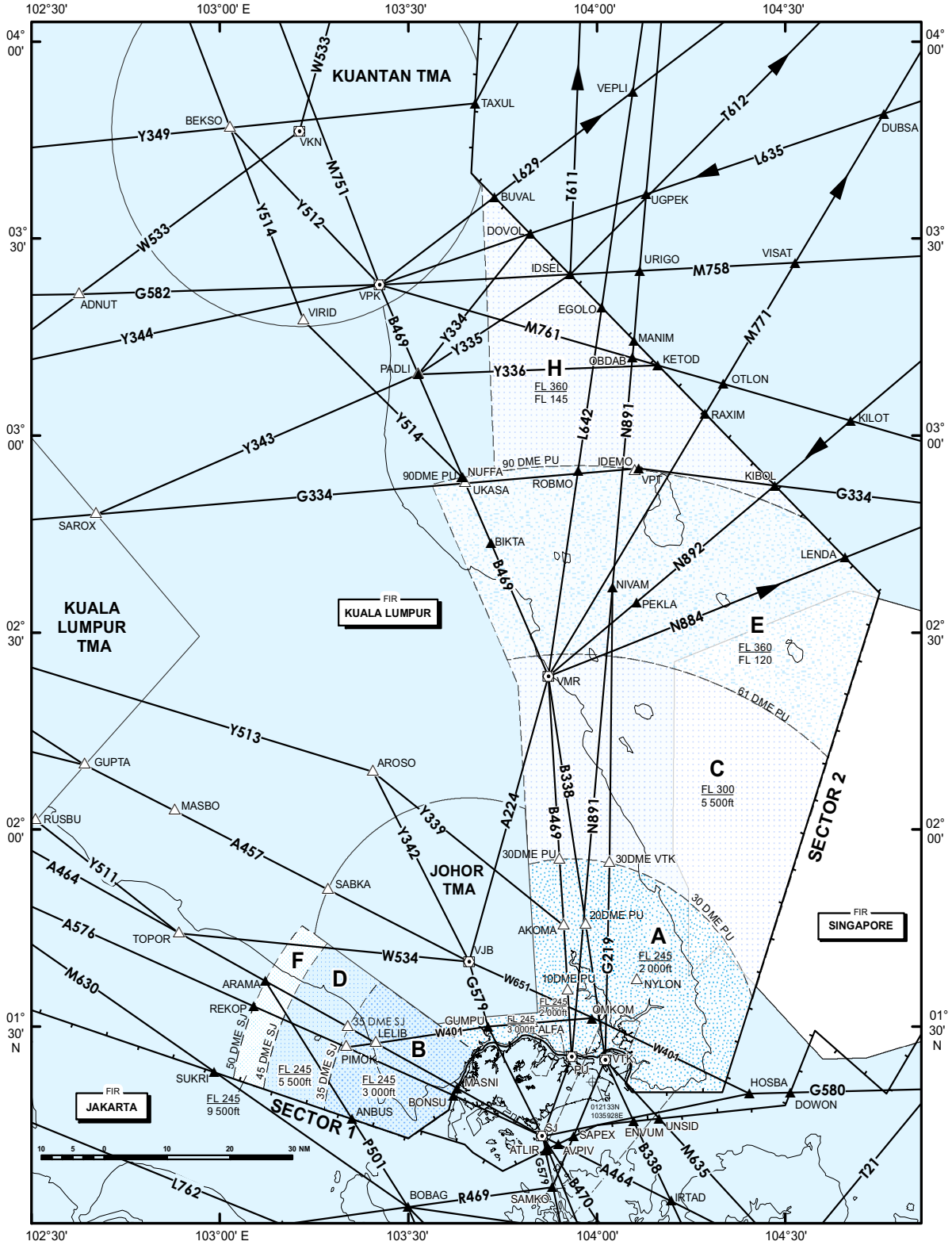
a. comply with the ATC clearance issued; or
b. if ATC is unable to issue a revised clearance, the pilot shall evaluate the circumstances of the situation and advise ATC of intentions before executing the procedures detailed in paragraph 6.4. ATC will issue essential traffic information to all affected aircraft.

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SINGAPORE AND ADJACENT FLIGHT INFORMATION REGIONS



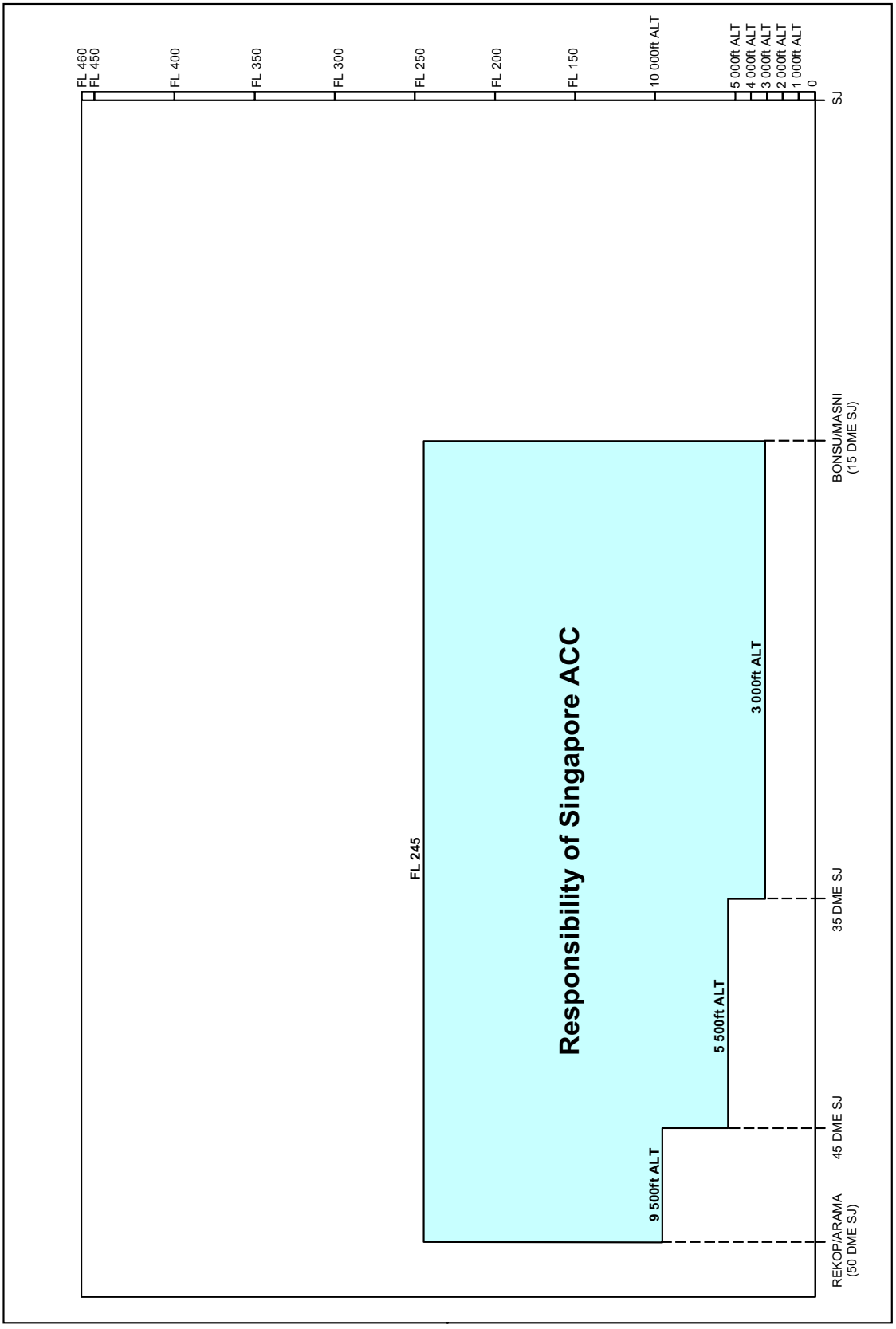
AIRSPACE DIVISION KUALA LUMPUR/SINGAPORE AREAS CONTROL CENTRES



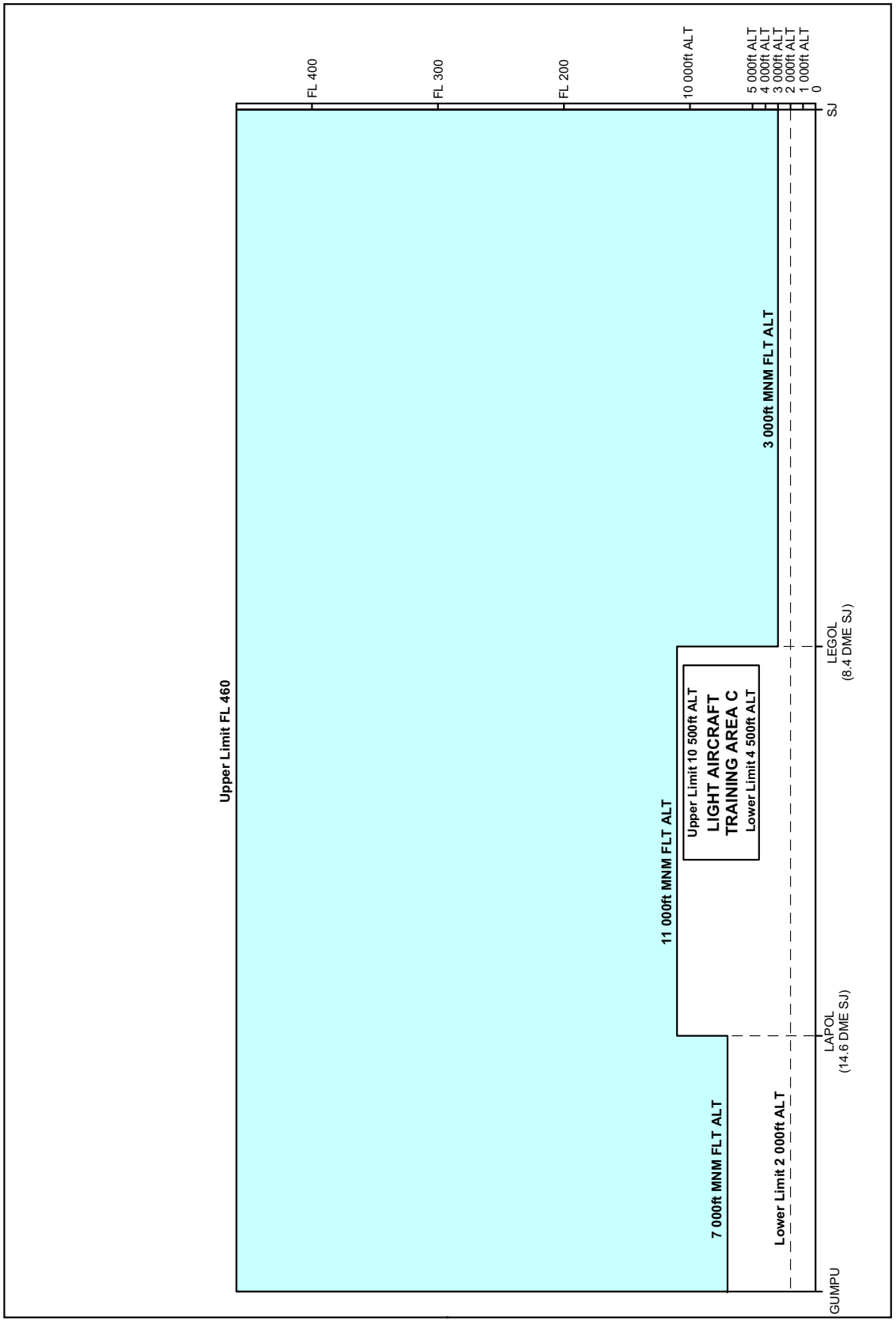
CHANGES : Amendment of ATS Routes M763 and Y332 where TAXUL and PADLI are located.

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LONGITUDINAL CROSS-SECTION OF SECTOR 1
SJ-REKOP/ARAMA (50 DME SJ)

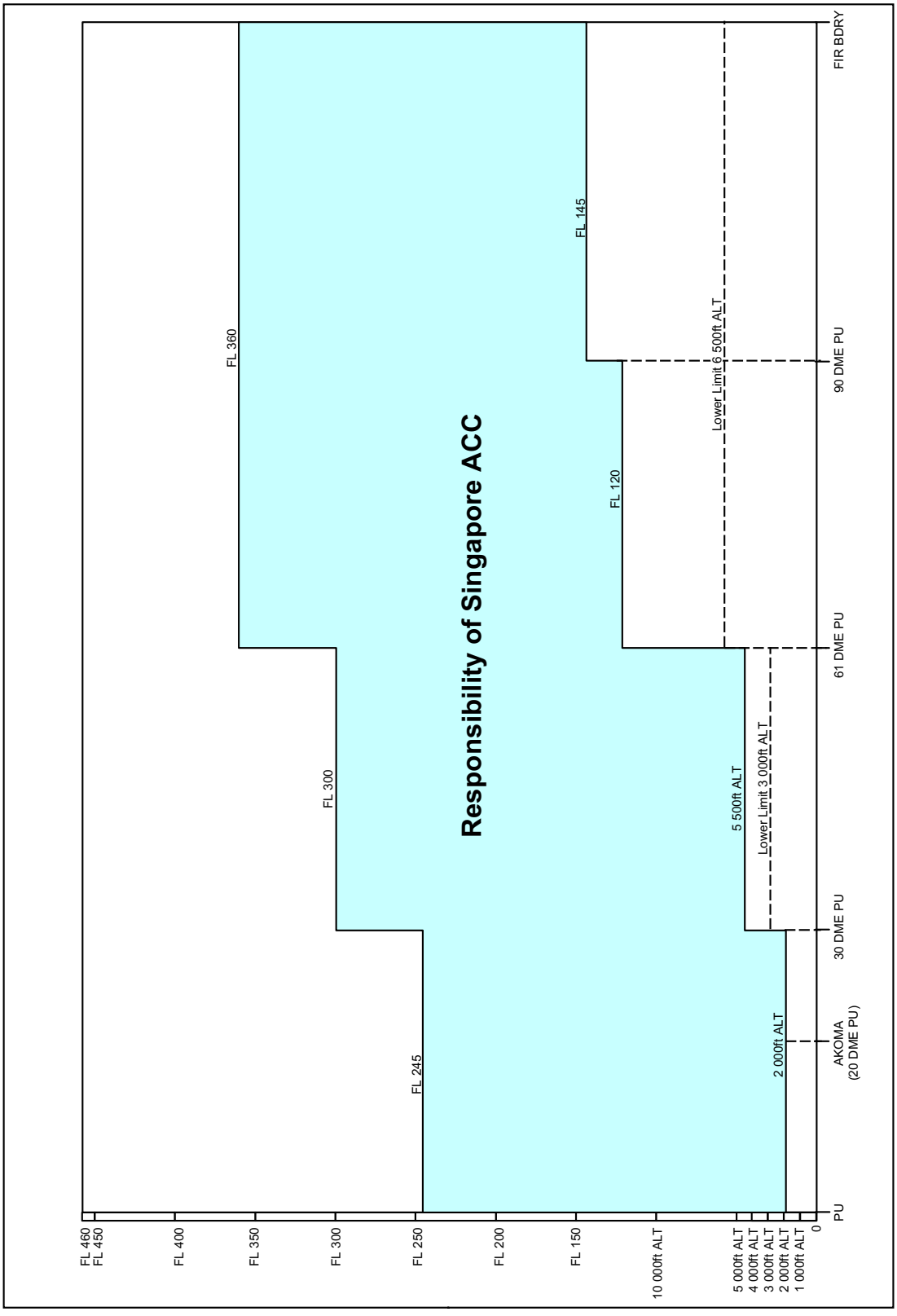


LONGITUDINAL CROSS-SECTION OF G579 FROM GUMPU TO SJ

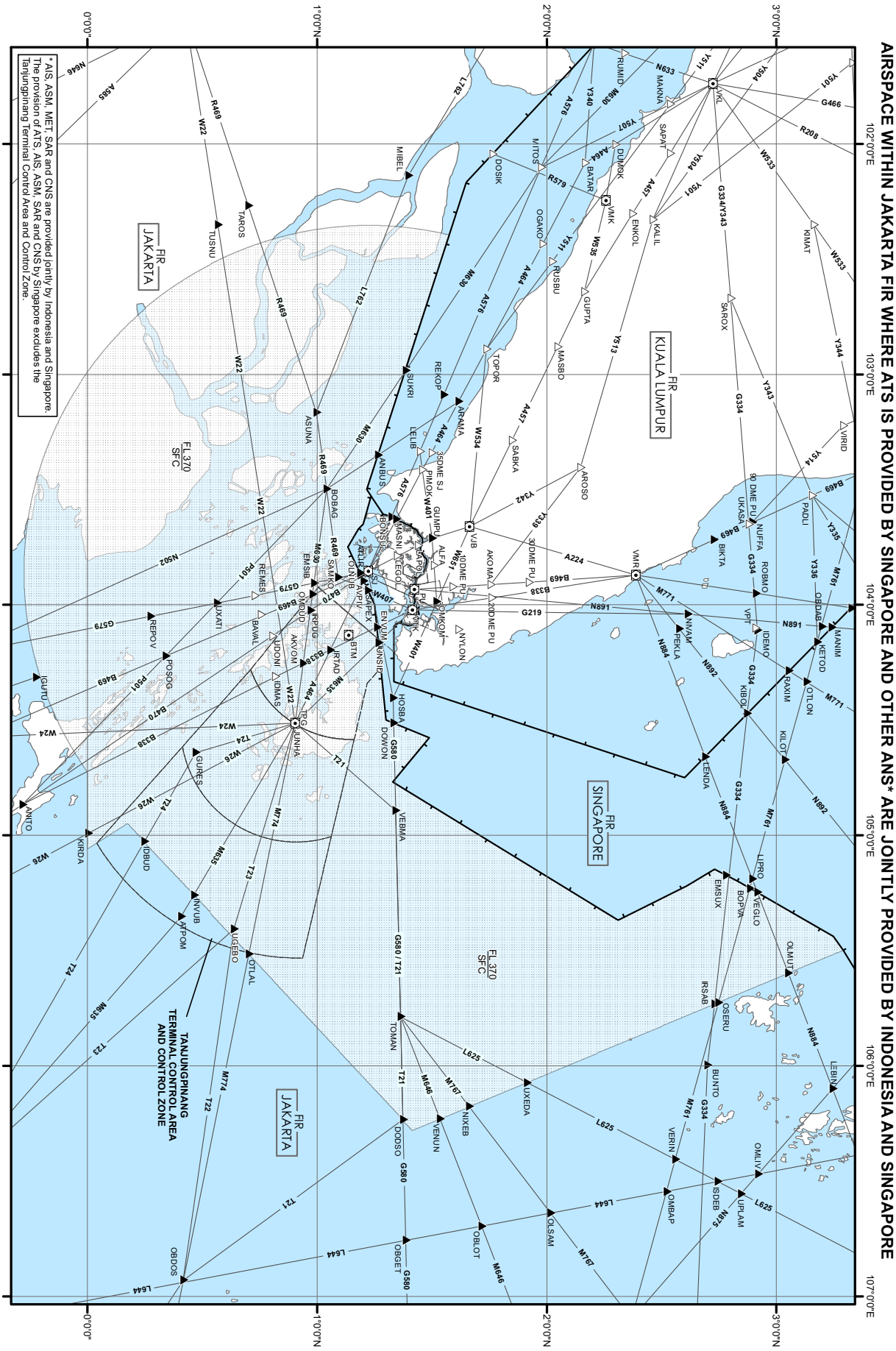


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LONGITUDINAL CROSS-SECTION OF SECTOR 2
PU-SINGAPORE/LUMPUR FIR BOUNDARY



AIRSPACE WITHIN JAKARTA FIR WHERE ATS IS PROVIDED BY SINGAPORE AND OTHER ANS* ARE JOINTLY PROVIDED BY INDONESIA AND SINGAPORE



Changes: Amendment of ATS Route Y332 where TAXUL and PADLI are located and addition of 90 DME PU

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ENR 3.6 EN-ROUTE HOLDING

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG Level	TIME (MIN)	Controlling Unit and Frequency
ASODU 003007N 1032704E	091	Right	220*	FL 130-FL 160	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ (SRY)
BOBAG 38.6 DME VTK R-234.7 24.0 DME SJ R-243.2 010230N 1032954E	082	Right	220*	Low Level 6000 FT - FL 140	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ (SRY)
			250*	High Level FL 150 - FL 180	1	Singapore ACC 133.25 MHZ (PRI) 135.8 MHZ (SRY)
ELALO 041240N 1043329E	174	Left	300*	FL 280 - FL 350	1.5	Singapore ACC 123.7 MHZ (PRI) 127.3 MHZ (SRY)
HOSBA 34 DME SJ R-079 24 DME VTK R-103 011948N 1042418E	259	Right	230*	Low Level 7000 FT ALT - FL 140	1	Singapore APP 120.3 MHZ (PRI) 133.0 MHz (SRY) 132.15 MHz (SRY)
			265*	High Level FL 150 - FL 250	1.5	Singapore ACC 134.4 MHZ (PRI) 128.1 MHZ (SRY) 255.4 MHZ
KARTO 93.5 DME VTK R-098.3 102.6 DME SJ R-091.1 011124N 1053343E	268	Left	250*	FL 170 - FL 310	1.5	Singapore ACC 134.2 MHZ (PRI) 133.35 MHZ (SRY)
KEXAS 49.2 DME VTK R-107.2 011019N 1044818E	268	Left	220*	11000 FT ALT - FL 160	1	Singapore APP 124.05 MHZ (PRI) 132.15 MHZ (SRY)
KILOT 030217N 1044023E	227	Left	250*	FL 220 - FL 270	1.5	Singapore ACC 134.7 MHZ (PRI) 134.15 MHZ (SRY)
LAMA 7 DME PU R-024 013150N 1035850E	204	Right	230*	2500 FT ALT - FL140	1	Singapore APP 126.025 MHZ (PRI) 132.15 MHZ (SRY)
MABAL 142.1 DME VTK R-030.1 157.2 DME SJ R-031.2 032826N 1051236E	231	Left	300*	FL 280- FL 350	1.5	Singapore ACC 123.7 MHZ (PRI) 127.3 MHZ (SRY)
NYLON 13 DME VTK R-023 013657N 1040624E	203	Left	220*	Low Level 3000 FT ALT - FL 140	1	Singapore APP 124.05 MHZ (PRI) 132.15 MHZ (SRY)
			265*	High Level FL 150 - FL 250	1.5	Singapore ACC 124.6 MHZ (PRI) 132.15 MHZ (SRY)
REMES 30 DME SJ R-168 004342N 1035735E	348	Left	220*	6000 FT ALT - FL140	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ *SRY)
REPOV 68.2 DME VTK R-178.6 77.9 DME SJ R-168.3 001623N 1040300E	348	Left	250*	FL 150 - FL 250	1.5	Singapore ACC 134.4 MHZ (PRI) 128.1 MHZ (SRY)
SAMKO 8 DME SJ R-168 21 DME VTKR-203.5 010530N 1035255E	348	Left	220*	Low Level 4000 FT ALT - FL 140	1	Singapore APP 120.3 MHZ (PRI) 124.6 MHZ (SRY)
			265*	High Level FL 150 - FL 250	1.5	Singapore ACC 133.25 MHZ (PRI) 135.8 MHZ (SRY)

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HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG Level	TIME (MIN)	Controlling Unit and Frequency
SINJON SJ DVOR/DME 011321N 1035115E	348	Right	230*	4500 FT ALT - FL 140	1	Singapore APP 120.3 MHZ (PRI) 124.6 MHZ (SRY)
TUSPI 003301N 1040959E	350	Right	220*	4000 FT ALT - 10000 FT ALT	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ (SRY)
UGEBO 003813N 1052432E	310	Left	250*	FL 170 - FL 310	1.5	Singapore ACC 134.2 MHZ (PRI) 133.35 MHZ (SRY)
UPSAN 004536N 1045439E	238	Left	220*	150 FL - 11000 FT	1	Singapore APP 124.05 MHZ (PRI) 132.15 MHZ (SRY)
VAMPO 44.5 DME VTK R233.9 005833N 1032525E	149	Right	220*	6000 FT ALT - FL 180	1	Singapore APP 124.6 MHZ (PRI) 132.15 MHZ SRY)

*Maximum speed of 280kt in conditions of turbulence subject to ATC clearance.

ENR 3.6 - Area Chart ICAO - Low level holding areas
ENR 3.6 - Area Chart ICAO - High level holding areas

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ENROUTE CHART - ICAO

LEGEND

Aerodrome

Flight Information Region (FIR)
Name of FIR — Upper Limit — Lower Limit — Unit providing service
SINGAPORE / UNL / GND/WATER / ACC SINGAPORE

Terminal Control Area (TMA)
Name of TMA — Airspace Classification — Upper Limit — Lower Limit — Radio Frequency (es)
TMA KUCHING / C / FL 250 / 3 000ft / 134.5,120.2

Control Zone (CTR)
Name of CTR — Airspace Classification — Upper Limit — Radio frequency (ies)
CTR KUCHING / C / 3 000ft / 130.2

ATS route
Route designator — Magnetic track — Distance in nautical miles — Minimum flight altitude (ft)/flight level — Lowest (ft)/flight level — Required navigation performance
L642 / 032° / 122 / 7 000/FL 140 / (7 000)/(FL 140) / RNP 10

ATS route reporting point by-pass
(No report is required on this route)

Reporting Point (REP)
Compulsory
On Request

ATS/MET reporting point (MRP)
Compulsory
On Request

Restricted Airspace
(P-Prohibited, R-Restricted, D-Danger)
Identification of area — Nationality letter — Vertical limits
W5D8 / FL 400 / WATER

Note : Restricted airspace outside Singapore FIR are not shown.

Collocated VOR and DME navigation aids (VOR/DME)
Compass rose, orientated on the chart to Magnetic North

Identification for radio navigation aids (NAVAID)
Name — NAVAID, frequency, identification or call sign — Geographical coordinates in WGS-84 — Elevation of DME site (to the nearest 30m)
SINJON — DVOR/DME 113.3 — 01°12'25"N 103°51'12"E — 60m

COP at mid-point between VOR are not shown

Area Minimum Altitude (AMA)

Each 2° quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1 000 feet (300m) above all terrains and obstacles in the quadrilateral. It is represented in thousands and hundreds of feet above mean sea level.

Example : 3 500 feet **35**

(A) Airway in which Mach Number Technique and RNAV are applied (Refer to pages ENR 1.8-13 to 1.8-18)

(B) Inbound and Outbound flights exempted from reporting aircraft observations at these points.

WSJC/WMFC FIR BDRY REPORTING POINTS

TAXUL 03 50.35N 103 40.37E	**MANIM** 03 14.30N 104 05.54E
BUVAL 03 36.22N 103 43.41E	**KETOD** 03 10.42N 104 09.42E
DOVOL 03 30.47N 103 49.23E	**RAXIM** 03 03.18N 104 17.13E
IDSEL 03 24.32N 103 55.44E	**KIBOL** 02.52.24N 104 28.18E
EGOLO 03 19' 34N 104 00 47E	**LENDA** 02 41 24N 104.39.32E

RVSM SEPARATION AVAILABLE SINGAPORE FIR BTN FL 290 AND FL 410 (Inclusive)

AIRSPACE CLASSIFICATION IN THE SINGAPORE FIR

Airspace		Levels	Classification
Controlled airspace		FL 150 to FL 460	A
		Surface to FL 150	B
Controlled airspace more than 100 nm seaward from the shoreline		Lower limit to FL 460	A
Control Zones (CTRs)	Changi CTR	Surface to upper limit	C
	Paya Lebar CTR		D
	Seletar CTR		C
ATZs		Surface to upper limit	D
Uncontrolled airspace			G*

* Aircraft operating in Light Aircraft Training Areas A, B and C (please refer to AIP Singapore page ENR 5.2-1) are required to have continuous two-way communications with the appropriate ATS authority.

CAUTION

Consult respective NOTAMs and AIPs of States concerned for the latest information and the Civil Aviation Authority of Singapore does not accept responsibility for any errors or omissions in the information shown outside of Singapore FIR

MAGNETIC INFORMATION FOR THE YEAR 2020

VAR 0°25' (2020)

COMMUNICATION FACILITIES

SINGAPORE (ACC) SINGAPORE RADAR	P123.7	S127.3	For Any B469, G219, G334, L629, L635, L642, L644, M751, M758, M761, M763, M771, N875, N884, N891 & N892 in the vicinity of VMR and VPK.
	P133.25	S135.8	For Any A457, A464, A576 (all northbound), L762, M630, R469 & W22
	P134.2	S133.35	For Any G580, L625, M635, M646, M767, M774, T21, T22 & T23
	P134.4 255.4	S128.1	For Any A464, A576, B338, B469, G579, B470, M635, M774, N502, P501, W24, W26 & T24 and in area in the immediate vicinity of Singapore.
SINGAPORE RADIO	6 556, 11 297, 5 655, 8 942, 11 396 6 556		SEA 1 SEA 2 SEA 3
SINGAPORE APPROACH	APP	P124.05 S124.6	TAR - 1) Intermediate approach to Singapore Changi Airport and other airports in Singapore. 2) Dep from all airports in Singapore.
SINGAPORE ARRIVAL	APP	119.3	TAR - Intermediate and final approach to Singapore Changi Airport.
SINGAPORE/ Singapore Changi (WSSS)	D-ATIS TWR	128.6 118.6	Data Link Service available H24. For Take-off/Landing

P - Primary ; S - Secondary

NOTE : *Information on radio communication facilities outside Singapore FIR are not included. See respective AIPs of States concerned.*

CONCAL CONFORMAL PROJECTION

CHANGES: Editorial changes within South China Sea Danger Areas.

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WIDD AD 2.11	[NIL] METEOROLOGICAL INFORMATION PROVIDED	AD 2.WIDD-1
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WIDD AD 2.14	[NIL] APPROACH AND RUNWAY LIGHTING	AD 2.WIDD-1
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WIDN AD 2.9	[NIL] SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.WIDN-1
WIDN AD 2.10	[NIL] AERODROME OBSTACLES	AD 2.WIDN-1
WIDN AD 2.11	[NIL] METEOROLOGICAL INFORMATION PROVIDED	AD 2.WIDN-1
WIDN AD 2.12	[NIL] RUNWAY PHYSICAL CHARACTERISTICS	AD 2.WIDN-1
WIDN AD 2.13	[NIL] DECLARED DISTANCES	AD 2.WIDN-1
WIDN AD 2.14	[NIL] APPROACH AND RUNWAY LIGHTING	AD 2.WIDN-1
WIDN AD 2.15	[NIL] OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.WIDN-1
WIDN AD 2.16	[NIL] HELICOPTER LANDING AREA	AD 2.WIDN-1
WIDN AD 2.17	ATS AIRSPACE	AD 2.WIDN-1
WIDN AD 2.18	ATS COMMUNICATION FACILITIES	AD 2.WIDN-1
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WIDN AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2.WIDN-1
WIDN AD 2.25	[NIL] VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2.WIDN-1
WIDT TANJUNG BALAI KARIMUN/ RAJA HAJI ABDULLAH (INDONESIA)	**TANJUNG BALAI KARIMUN / RAJA HAJI ABDULLAH (INDONESIA)**	AD 2.WIDT-1
WIDT AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2.WIDT-1
WIDT AD 2.2	[NIL] AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2.WIDT-1
WIDT AD 2.3	[NIL] OPERATIONAL HOURS	AD 2.WIDT-1
WIDT AD 2.4	[NIL] HANDLING SERVICES AND FACILITIES	AD 2.WIDT-1
WIDT AD 2.5	[NIL] PASSENGER FACILITIES	AD 2.WIDT-1
WIDT AD 2.6	[NIL] RESCUE AND FIRE FIGHTING SERVICES	AD 2.WIDT-1
WIDT AD 2.7	[NIL] SEASONAL AVAILABILITY - CLEARING	AD 2.WIDT-1
WIDT AD 2.8	[NIL] APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2.WIDT-1
WIDT AD 2.9	[NIL] SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.WIDT-1
WIDT AD 2.10	[NIL] AERODROME OBSTACLES	AD 2.WIDT-1
WIDT AD 2.11	[NIL] METEOROLOGICAL INFORMATION PROVIDED	AD 2.WIDT-1
WIDT AD 2.12	[NIL] RUNWAY PHYSICAL CHARACTERISTICS	AD 2.WIDT-1
WIDT AD 2.13	[NIL] DECLARED DISTANCES	AD 2.WIDT-1
WIDT AD 2.14	[NIL] APPROACH AND RUNWAY LIGHTING	AD 2.WIDT-1
WIDT AD 2.15	[NIL] OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.WIDT-1
WIDT AD 2.16	[NIL] HELICOPTER LANDING AREA	AD 2.WIDT-1
WIDT AD 2.17	ATS AIRSPACE	AD 2.WIDT-1
WIDT AD 2.18	ATS COMMUNICATION FACILITIES	AD 2.WIDT-1
WIDT AD 2.19	[NIL] RADIO NAVIGATION AND LANDING AIDS	AD 2.WIDT-1
WIDT AD 2.20	[NIL] LOCAL AERODROME REGULATIONS	AD 2.WIDT-1
WIDT AD 2.21	[NIL] NOISE ABATEMENT PROCEDURES	AD 2.WIDT-1

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WIDT AD 2.22	[NIL] FLIGHT PROCEDURES	AD 2.WIDT-1
WIDT AD 2.23	[NIL] ADDITIONAL INFORMATION	AD 2.WIDT-1
WIDT AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2.WIDT-1
WIDT AD 2.25	[NIL] VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2.WIDT-1

Note: The following sections in the chapter are intentionally left blank:
AD 0.1, AD 0.2, AD 0.3, AD 0.4 and AD 0.5

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AERODROME CHART - ICAO

01 21' 33"N
103 59' 22"E

AERODROME ELEVATION 6.66m

TWR	118.6 / 118.25 / 131.4
GND	124.3 / 121.85 / 121.725 / 127.275
DELIVERY	121.65 / 119.6

RAMP TWR	
GND	122.55 (GMC 4 EAST)
	125.65 (GMC 4 WEST)

SINGAPORE/SINGAPORE CHANGI

PAPI 3° (MEHT) *

Pilot's eye height over the threshold when the following PAPI lights come into view.	RUNWAY					
	02L	20R	02C	20C	02R	20L
2 White lights and 2 red lights	20,0m	19,5m	19,6m	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 metres are advisable to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

RWY	DIRECTION	THR	GEOID UNDULATION	BEARING STRENGTH
02L	023°	01 20 56.27N 103 58 38.82E	10.23m	PCR 710/F/B/X/U
20R (DISP THR)	203°	01 22 34.02N 103 59 20.09E	10.26m	
02C	023°	01 19 43.51N 103 59 05.86E	10.27m	
20C	203°	01 21 43.37N 103 59 56.46E	10.30m	
02R	023°	01 19 20.59N 103 59 59.45E	10.32m	
20L	203°	01 21 20.45N 104 00 50.05E	10.36m	

TAXIWAYS

BEARING STRENGTH

PCR 1006/R/B/W/U - TWY A1, A2, A11, A12, A (between A1 and A2, and between A11 and A12), B1, B2, B13, B14, B (between B1 and B2, and between B13 and B14), C1, C2, C13, C14, C (between C1 and C2) and L (between C13 and C14), D1, D2, D13, D14, D (between D1 and D2, and between D13 and D14), T1, T2, T4, T12, T13, T (between T11 and T13), U12, U13, U (between U12 and U13), W1, W9

PCR 930/F/B/X/U - TXL U2, TWY U7 (between TWY U and TXL U2), TWY U8 (between TWY U and TXL U2), TWY U9 (between TWY U and TXL U2), TXL S6, S8, S9, TWY S7

PCR 710/F/B/X/U - All other taxiways,

APRONS

BEARING STRENGTH

PCR 680/R/B/W/U - Aircraft stands C11, C16, C19, D30, D35, D38, E2, E6, E7, E10, F32, F36, F37, 301, 303, 304, 305, 307, 308, 309, 402, 403, 404, 605, 952, G1 to G17 and 471 to 487

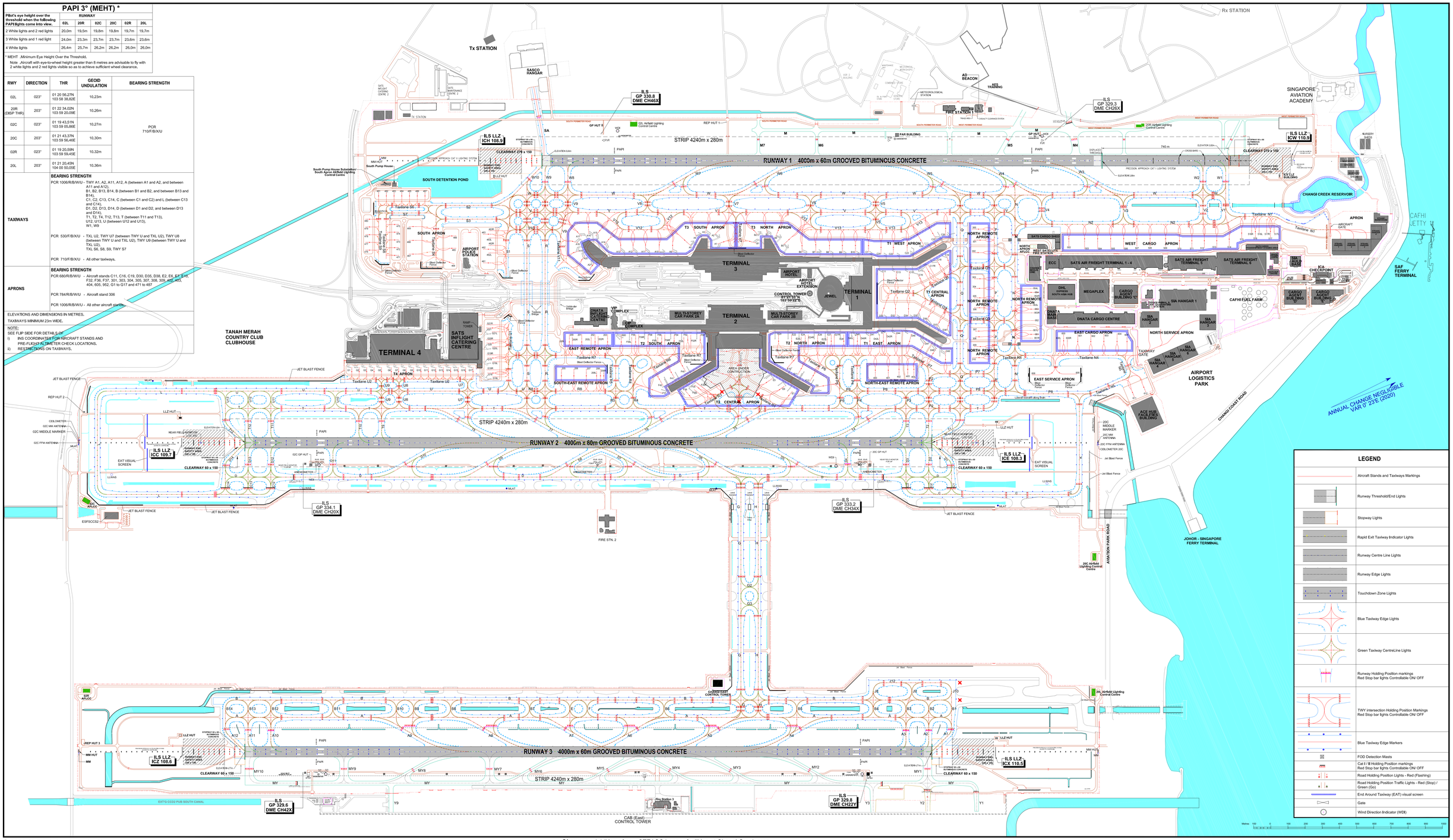
PCR 784/R/B/W/U - Aircraft stand 306

PCR 1006/R/B/W/U - All other aircraft stands

ELEVATIONS AND DIMENSIONS IN METRES.

TAXIWAYS MINIMUM 23m WIDE.

NOTE:
SEE FLIP SIDE FOR DETAILS OF
i) INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS.
ii) RESTRICTIONS ON TAXIWAYS.



LEGEND

- Aircraft Stands and Taxiways Markings
- Runway Threshold/End Lights
- Stopway Lights
- Rapid Exit Taxiway Indicator Lights
- Runway Centre Line Lights
- Runway Edge Lights
- Touchdown Zone Lights
- Blue Taxiway Edge Lights
- Green Taxiway CentreLine Lights
- Runway Holding Position markings Red Stop bar lights Controllable ON/ OFF
- TWY Intersection Holding Position Markings Red Stop bar lights Controllable ON/ OFF
- Blue Taxiway Edge Markers
- FOD Detection Masts
- Cat I / II Holding Position markings Red Stop bar lights Controllable ON/ OFF
- Road Holding Position Lights - Red (Flashing)
- Road Holding Position Traffic Lights - Red (Stop) / Green (Go)
- End Around Taxiway (EAT) visual screen
- Gate
- Wind Direction Indicator (WDI)

Metres 100 0 100 200 300 400 500 600 700 800 900 1000

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Changes : Addition of new STEASC hangar facilities at Changi Creek area.
Addition of FOD Detection Mast positions near Runway 3.

INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
T3 SOUTH APRON	A1	01 21 21.52	103 59 06.25	4.75m (15.58ft)
	A2	01 21 21.75	103 59 04.00	4.65m (15.26ft)
	A3	01 21 19.86	103 59 02.79	4.66m (15.29ft)
	A4	01 21 17.61	103 59 02.54	4.79m (15.72ft)
	A5	01 21 15.50	103 59 03.62	4.86m (15.94ft)
	A9	01 21 12.56	103 59 03.65	5.02m (16.47ft)
	A10	01 21 10.34	103 59 02.40	5.04m (16.54ft)
	A11	01 21 07.93	103 59 01.41	5.25m (17.22ft)
	A12	01 21 05.76	103 59 00.49	5.38m (17.65ft)
	A13	01 21 03.59	103 58 59.58	5.48m (17.98ft)
	A14	01 21 01.66	103 58 57.59	5.57m (18.27ft)
	A15	01 21 00.77	103 58 55.41	5.46m (17.91ft)
	A16	01 20 59.27	103 58 54.20	5.51m (18.08ft)
	A17	01 20 57.25	103 58 54.06	5.23m (17.16ft)
	A18	01 20 55.67	103 58 55.25	5.37m (17.62ft)
	A19	01 20 55.26	103 58 57.13	5.40m (17.72ft)
	A20	01 20 56.09	103 58 58.83	5.45m (17.88ft)
	A21	01 20 57.10	103 59 00.80	5.49m (18.01ft)
T3 NORTH APRON	B1	01 21 26.86	103 59 08.37	4.82m (15.81ft)
	B2	01 21 28.18	103 59 06.82	4.68m (15.35ft)
	B3	01 21 30.33	103 59 07.30	4.65m (15.26ft)
	B4	01 21 32.03	103 59 08.60	4.75m (15.58ft)
	B5	01 21 32.98	103 59 10.89	4.80m (15.75ft)
	B6	01 21 35.15	103 59 13.16	4.96m (16.27ft)
	B7	01 21 37.65	103 59 13.93	4.97m (16.31ft)
	B8	01 21 39.94	103 59 15.20	5.13m (16.83ft)
	B9	01 21 42.19	103 59 16.16	5.13m (16.83ft)
	B10	01 21 44.47	103 59 17.12	5.15m (16.90ft)
T1 WEST APRON	C1	01 21 46.75	103 59 18.08	5.09m (16.70ft)
	C20	01 21 48.83	103 59 19.23	5.08m (16.67ft)
	C22	01 21 51.00	103 59 20.13	5.15m (16.90ft)
	C23	01 21 53.56	103 59 20.77	5.08m (16.67ft)
	C24	01 21 56.54	103 59 20.97	4.89m (16.04ft)
	C25	01 21 59.12	103 59 20.59	4.99m (16.37ft)
	C26	01 22 01.48	103 59 20.76	5.01m (16.44ft)
T1 CENTRAL APRON	C11	01 21 47.42	103 59 23.82	5.09m (16.70ft)
	C13	01 21 49.63	103 59 24.75	5.03m (16.50ft)
	C15	01 21 51.89	103 59 25.70	5.06m (16.60ft)
	C16	01 21 53.47	103 59 26.62	4.86m (15.94ft)
	C17	01 21 55.50	103 59 26.20	5.01m (16.44ft)
	C17L	01 21 54.75	103 59 26.22	4.96m (16.27ft)
	C17R	01 21 56.01	103 59 25.68	5.12m (16.80ft)
	C18	01 21 57.86	103 59 25.75	4.99m (16.37ft)
	C19	01 21 59.79	103 59 25.63	4.95m (16.24ft)
	D30	01 21 44.54	103 59 30.14	5.08m (16.67ft)
	D32	01 21 46.75	103 59 31.08	5.08m (16.67ft)
	D34	01 21 49.03	103 59 32.04	5.07m (16.63ft)
	D35	01 21 50.87	103 59 32.82	5.02m (16.47ft)
	D36	01 21 51.98	103 59 34.52	5.06m (16.60ft)
	D37	01 21 53.37	103 59 36.28	4.97m (16.31ft)
	D38	01 21 54.58	103 59 37.77	4.99m (16.37ft)
T1 EAST APRON	D40	01 21 38.13	103 59 32.89	5.11m (16.77ft)
	D40L	01 21 37.38	103 59 32.83	5.09m (16.70ft)
	D40R	01 21 38.77	103 59 32.84	5.13m (16.83ft)
	D41	01 21 40.30	103 59 33.81	5.07m (16.63ft)
	D42	01 21 42.77	103 59 34.58	5.15m (16.89ft)
	D42L	01 21 42.00	103 59 34.47	5.12m (16.79ft)
	D42R	01 21 43.45	103 59 34.44	5.21m (17.09ft)
	D44	01 21 44.97	103 59 35.44	5.14m (16.86ft)
	D46	01 21 47.40	103 59 36.72	5.08m (16.67ft)
	D47	01 21 49.19	103 59 38.89	4.93m (16.17ft)
	D48	01 21 50.60	103 59 40.77	4.97m (16.31ft)
	D49	01 21 52.23	103 59 42.35	4.98m (16.34ft)
T2 NORTH APRON	E8	01 21 27.99	103 59 38.45	4.68m (15.35ft)
	E10	01 21 24.12	103 59 32.64	4.75m (15.58ft)
	E11	01 21 25.57	103 59 34.37	4.78m (15.68ft)
	E12	01 21 27.20	103 59 36.42	4.75m (15.58ft)
	E20	01 21 24.36	103 59 27.08	5.04m (16.54ft)
	E22	01 21 26.64	103 59 28.04	5.07m (16.63ft)
	E24	01 21 29.01	103 59 29.06	5.09m (16.70ft)
	E24L	01 21 28.32	103 59 28.77	5.10m (16.73ft)
	E24R	01 21 29.53	103 59 29.28	5.08m (16.67ft)
	E26	01 21 31.19	103 59 29.96	5.08m (16.67ft)
	E27	01 21 33.56	103 59 30.96	5.07m (16.62ft)
	E27L	01 21 32.79	103 59 30.86	5.03m (16.48ft)
	E27R	01 21 34.20	103 59 30.91	5.12m (16.80ft)
	E28	01 21 35.74	103 59 31.89	5.08m (16.67ft)

INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
T2 CENTRAL APRON	E2	01 21 19.28	103 59 27.30	4.90m (16.08ft)
	E3	01 21 18.44	103 59 29.27	4.82m (15.81ft)
	E4	01 21 18.10	103 59 31.70	4.80m (15.75ft)
	E5	01 21 19.56	103 59 33.72	4.90m (16.08ft)
	E6	01 21 21.22	103 59 35.93	4.84m (15.88ft)
	E7	01 21 22.48	103 59 37.46	4.73m (15.52ft)
	F31	01 21 13.87	103 59 25.30	4.91m(16.11ft)
	F32	01 21 13.03	103 59 27.26	4.85m (15.91ft)
	F33	01 21 11.30	103 59 28.54	4.91m (16.11ft)
	F34	01 21 08.98	103 59 28.96	4.92m (16.14ft)
	F35	01 21 06.60	103 59 29.55	4.91m (16.11ft)
	F35L	01 21 06.06	103 59 30.13	4.74m (15.55ft)
	F35R	01 21 06.96	103 59 29.05	5.04m (16.54ft)
	F36	01 21 04.34	103 59 29.67	4.82m (15.81ft)
T2 SOUTH APRON	F37	01 20 59.83	103 59 27.87	4.75m (15.58ft)
	F40	01 21 05.62	103 59 25.34	4.85m (15.91ft)
	F41	01 21 03.19	103 59 25.58	4.82m (15.81ft)
	F42	01 21 00.61	103 59 25.96	4.72m (15.49ft)
	F50	01 21 10.69	103 59 21.32	5.03m (16.50ft)
	F52	01 21 08.51	103 59 20.40	5.11m (16.77ft)
	F52L	01 21 07.82	103 59 20.11	5.16m (16.93ft)
	F52R	01 21 09.04	103 59 20.62	5.08m (16.67ft)
	F54	01 21 06.14	103 59 19.40	5.22m (17.13ft)
	F56	01 21 03.96	103 59 18.48	5.30m (17.39ft)
	F56L	01 21 03.27	103 59 18.18	5.42m (17.78ft)
	F56R	01 21 04.49	103 59 18.70	5.34m (17.52ft)
	F58	01 21 01.58	103 59 17.47	5.49m (18.01ft)
	F59	01 20 59.41	103 59 16.55	5.64m (18.50ft)
	F59L	01 20 58.72	103 59 16.26	5.67m (18.60ft)
	F59R	01 20 59.93	103 59 16.78	5.60m (18.37ft)
	F60	01 20 56.91	103 59 15.50	5.77m (18.93ft)
EAST REMOTE APRON	200	01 20 47.83	103 59 11.67	6.23m (20.44ft)
	200L	01 20 46.91	103 59 11.92	6.29m (20.64ft)
	200R	01 20 48.35	103 59 11.89	6.18m (20.28ft)
	201	01 20 49.99	103 59 12.62	5.96m (19.55ft)
	202	01 20 52.34	103 59 13.57	5.94m (19.49ft)
	202L	01 20 51.65	103 59 13.28	5.76m (18.90ft)
	202R	01 20 52.87	103 59 13.79	5.73m (18.80ft)
	203	01 20 54.52	103 59 14.47	5.92m (19.42ft)
SOUTH-EAST REMOTE APRON	205	01 20 43.91	103 59 17.06	4.77m (15.65ft)
	206	01 20 46.08	103 59 17.98	4.76m (15.62ft)
	207	01 20 48.21	103 59 19.01	4.74m (15.55ft)
	208	01 20 50.68	103 59 20.05	4.75m (15.58ft)
	208L	01 20 50.01	103 59 19.76	4.74m (15.55ft)
	208R	01 20 51.25	103 59 20.29	4.73m (15.42ft)
NORTH REMOTE APRON	300	01 22 06.95	103 59 22.67	4.53m (14.86ft)
	301	01 22 06.41	103 59 24.69	4.93m (16.17ft)
	302	01 22 05.21	103 59 26.75	4.97m (16.31ft)
	303	01 22 03.55	103 59 31.40	5.32m (17.45ft)
	304	01 22 02.84	103 59 33.06	5.35m (17.55ft)
	305	01 22 02.14	103 59 34.71	5.30m (17.39ft)
	306	01 22 01.41	103 59 36.42	5.16m (16.93ft)
	307	01 21 59.39	103 59 40.36	5.16m (16.93ft)
	308	01 21 58.96	103 59 41.35	5.10m (16.73ft)
	309	01 21 58.52	103 59 43.17	5.06m (16.60ft)
	310	01 21 57.42	103 59 44.96	4.74m (15.55ft)
	951	01 22 09.35	103 59 45.23	5.15m (16.90ft)
	951L	01 22 08.91	103 59 44.27	5.00m (16.40ft)
	951R	01 22 08.35	103 59 45.58	5.00m (16.40ft)
	952	01 22 09.94	103 59 42.65	4.89m (16.04ft)
	953	01 22 11.22	103 59 40.85	4.98m (16.34ft)
	953L	01 22 10.78	103 59 39.89	4.83m (15.85ft)
	953R	01 22 10.41	103 59 41.28	4.87m (15.98ft)
	954	01 22 12.46	103 59 37.95	4.84m (15.88ft)
	954L	01 22 12.02	103 59 36.99	4.70m (15.42ft)
	954R	01 22 11.65	103 59 38.38	4.74m (15.55ft)
NORTH-EAST REMOTE APRON	400	01 21 38.71	103 59 40.14	4.31m (14.14ft)
	401	01 21 40.98	103 59 41.10	4.31m (14.14ft)
	402	01 21 42.85	103 59 41.89	4.30m (14.11ft)
	403	01 21 44.37	103 59 42.53	4.29m (14.07ft)
	404	01 21 45.45	103 59 42.98	4.20m (13.78ft)

INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

LOCATION	STAND NR	NORTH LAT	EAST LONG	ELEVATION
WEST CARGO APRON	502	01 22 22.23	103 59 31.62	4.35m (14.27ft)
	503	01 22 24.98	103 59 32.78	4.29m (14.07ft)
	504	01 22 27.26	103 59 33.74	4.29m (14.07ft)
	505	01 22 29.54	103 59 34.70	4.32m (14.17ft)
	506	01 22 31.81	103 59 35.66	4.38m (14.37ft)
	507	01 22 34.11	103 59 36.64	4.36m (14.30ft)
	508	01 22 36.41	103 59 37.61	4.29m (14.07ft)
	509	01 22 39.12	103 59 38.76	4.09m (13.42ft)
	510	01 22 41.37	103 59 40.16	4.19m (13.75ft)
	511	01 22 43.54	103 59 41.09	4.22m (13.85ft)
	512	01 22 45.71	103 59 42.01	4.24m (13.91ft)
	513	01 22 47.89	103 59 42.92	4.26m (13.98ft)
	514	01 22 50.19	103 59 43.54	4.36m (14.30ft)
	515	01 22 52.90	103 59 43.20	4.09m (13.43ft)
	516	01 22 55.39	103 59 43.97	4.04m (13.26ft)
	516L	01 22 56.24	103 59 43.80	3.96m (12.98ft)
	516R	01 22 54.93	103 59 43.25	3.95m (12.97ft)
	517	01 22 58.02	103 59 45.08	4.05m (13.27ft)
	517L	01 22 58.83	103 59 44.99	3.98m (13.05ft)
	517R	01 22 57.55	103 59 44.35	3.96m (12.98ft)
EAST CARGO APRON	600	01 22 14.12	103 59 48.10	4.25m (13.94ft)
	600L	01 22 13.28	103 59 48.27	4.22m (13.83ft)
	600R	01 22 14.58	103 59 48.81	4.15m (13.60ft)
	601	01 22 16.52	103 59 49.27	4.27m (14.01ft)
	602	01 22 18.80	103 59 50.23	4.30m (14.11ft)
	603	01 22 21.15	103 59 51.02	4.29m (14.07ft)
	604	01 22 23.46	103 59 51.99	4.31m (14.14ft)
	605	01 22 25.19	103 59 52.75	4.27m (14.01ft)
EAST SERVICE APRON	606	01 22 07.00	103 59 52.53	2.41m (7.91ft)
	609	01 22 12.95	103 59 55.04	2.85m (9.35ft)
ACEHUB	611	01 22 22.14	104 00 02.87	4.01m (13.16ft)
	612	01 22 24.50	104 00 02.87	3.91m (12.83ft)
SOUTH APRON	461	01 20 39.67	103 58 52.75	5.28m (17.32ft)
	462	01 20 40.69	103 58 50.37	5.75m (18.86ft)
	462L	01 20 40.41	103 58 51.02	5.48m (17.98ft)
	462R	01 20 40.97	103 58 49.71	5.71m (18.73ft)
	463	01 20 41.80	103 58 47.76	5.97m (19.59ft)
	463L	01 20 41.52	103 58 48.42	5.82m (19.10ft)
	463R	01 20 42.06	103 58 47.17	5.82m (19.10ft)
	464	01 20 32.33	103 58 49.39	4.98m (16.34ft)
	465	01 20 33.61	103 58 47.20	5.01m (16.44ft)
	466	01 20 34.53	103 58 45.05	5.01m (16.44ft)
	467	01 20 27.32	103 58 45.73	5.01m (16.44ft)
	468	01 20 28.34	103 58 43.34	5.00m (16.41ft)
	469	01 20 29.36	103 58 40.96	5.02m (16.47ft)
	471	01 20 23.76	103 58 44.49	5.16m (16.93ft)
	472	01 20 24.55	103 58 43.24	5.16m (16.93ft)
	473	01 20 25.12	103 58 41.90	5.16m (16.93ft)
	474	01 20 25.70	103 58 40.56	5.16m (16.93ft)
	475	01 20 26.27	103 58 39.22	5.16m (16.93ft)
	476	01 20 19.16	103 58 41.47	5.16m (16.93ft)
	477	01 20 19.74	103 58 40.13	5.16m (16.93ft)
	478	01 20 20.31	103 58 38.79	5.16m (16.93ft)
	479	01 20 20.88	103 58 37.45	5.16m (16.93ft)
	480	01 20 21.45	103 58 36.11	5.16m (16.93ft)
	481	01 20 25.27	103 58 32.56	5.22m (17.13ft)
	482	01 20 26.62	103 58 33.13	5.22m (17.13ft)
	483	01 20 27.96	103 58 33.70	5.22m (17.13ft)
	484	01 20 29.31	103 58 34.27	5.22m (17.13ft)
	485	01 20 30.66	103 58 34.84	5.22m (17.13ft)
	486	01 20 32.01	103 58 35.41	5.22m (17.13ft)
	487	01 20 33.36	103 58 35.98	5.22m (17.13ft)
T4 APRON	G1	01 20 07.58	103 59 00.97	3.95m (12.96ft)
	G2	01 20 08.88	103 59 01.52	3.95m (12.96ft)
	G3	01 20 10.18	103 59 02.07	3.95m (12.96ft)
	G4	01 20 11.48	103 59 02.62	3.94m (12.93ft)
	G5	01 20 12.77	103 59 03.17	3.94m (12.93ft)
	G6	01 20 14.49	103 59 03.89	3.93m (12.89ft)
	G7	01 20 15.70	103 59 04.57	3.89m (12.76ft)
	G8	01 20 17.01	103 59 05.12	3.85m (12.63ft)
	G9	01 20 18.31	103 59 05.67	3.85m (12.63ft)
	G10	01 20 19.60	103 59 06.22	3.86m (12.66ft)
	G11	01 20 20.90	103 59 06.77	3.84m (12.60ft)
	G12	01 20 22.20	103 59 07.31	3.83m (12.57ft)
	G13	01 20 23.50	103 59 07.86	3.82m (12.53ft)
	G14	01 20 24.79	103 59 08.41	3.83m (12.57ft)
	G15	01 20 26.09	103 59 08.96	3.88m (12.73ft)
	G16	01 20 27.39	103 59 09.50	4.05m (13.29ft)
	G17	01 20 28.69	103 59 10.05	4.00m (13.12ft)
	G18	01 20 31.53	103 59 11.86	4.36m (14.30ft)
	G18L	01 20 32.05	103 59 12.85	4.34m (14.24ft)
	G18R	01 20 31.65	103 59 11.26	4.43m (14.53ft)
	G19	01 20 32.64	103 59 09.25	4.56m (14.96ft)
	G19L	01 20 33.17	103 59 10.25	4.47m (14.67ft)
	G19R	01 20 32.77	103 59 08.66	4.56m (14.96ft)
	G20	01 20 33.75	103 59 06.65	4.52m (14.83ft)
	G20L	01 20 34.13	103 59 07.58	4.44m (14.57ft)
	G20R	01 20 33.99	103 59 06.10	4.52m (14.83ft)
	G21	01 20 34.87	103 59 04.04	4.51m (14.80ft)
	G21L	01 20 35.24	103 59 04.98	4.52m (14.83ft)
	G21R	01 20 35.10	103 59 03.49	4.55m (14.93ft)

RESTRICTIONS ON TAXIWAYS

1) Pilots are advised to apply minimum thrust when
   i) turning into TWY P2, P4, P5 and Taxilane P6 while taxiing either northwards or southwards on Taxilane P7, and
   ii) thereafter when taxiing along TWY P2 up to and including the TWY P8/P2 junction.
   This is in view of apron activities at aircraft stands D40, D41, D47, D48, D49, E22, E24, E27 and E28.

2) TWY SA can only be used by aircraft with maximum wingspan 65m. TWY SA is a one-way live TWY for aircraft taxiing into SASCO hangar via RWY 02L. Only tow-out operation is allowed from SASCO hangar into TWY SA and RWY 02L.

3) Taxiway Q (between TWY V and TWY P7) can only be used by aircraft with maximum wingspan 65m.

4) Taxiway centreline along TWY T between TWY R1 and R3 offset eastward by 2.5m away from aircraft stands E7 and F36

5) Pilots are advised to apply minimum thrust when turning into Taxiway V from Taxilane V7.

6) Taxilane V11 (behind aircraft stands A18 to A21) can only be used by aircraft with maximum wingspan 61m.

7) Taxilane Q1 (behind aircraft stands C16 to C19 and between TWY P and TWY Q),
   Taxilane Q2 and Taxilane Q3 (behind aircraft stands D35 to D38 and between TWY P and TWY Q)
   can only be used by aircraft with maximum wingspan 65m.

8) Taxilane P7 (behind aircraft stands E20 to E22) and Taxilane R7 (behind aircraft stands F50 to F54) can only be used by aircraft with maximum wingspan 65m (towing and pushback exempted).

9) Taxilane U2 can only be used by aircraft with maximum wingspan 36m.

10) Taxiway U7 (between Taxilane U2 and Taxiway U), Taxiway U8 (between Taxilane U2 and Taxiway U) and Taxiway U9 (between Taxilane U2 and Taxiway U) can only be used by aircraft with maximum wingspan 36m.

11) Pilots are advised to exercise caution when taxiing near Taxilane U2, Taxiway U, U7, U8 and U9.

12) Pilots are advised to apply speed limit of 20 knots when taxiing along TWY R and TWY S.

13) Pilots turning aircraft into aircraft stand A2 or aircraft stand B2 are advised to wait for any aircraft holding at Taxilane V7, at the inner cul-de-sac portion of the terminal building to vacate this portion before turning into aircraft stand A2 or aircraft stand B2.

14) TWY M, M4, M5, M6 and M7, located western side of RWY 02L/20R, are solely for use by Republic of Singapore Air Force (RSAF) aircraft.

15) TWY MY, MY1, MY2, MY3, MY4, MY5, MY6, MY7, MY8, MY9 and MY10, located eastern side of RWY 02R/20L, are solely for use by Republic of Singapore Air Force (RSAF) aircraft.

16) Taxiway S2, S3 and Taxilane S4 can only be used by aircraft with maximum wingspan 65m.

17) Taxilane S6, S8, S9 and Taxiway S7 can only be used by aircraft with maximum wingspan 36m.

18) Pilots are advised to apply minimum thrust when taxiing on Taxilane N4 turning into Taxilane N5 (and vice versa), due to potential jet blast issues affecting Bays 603, 604, 611 and 612. Aircraft shall not stop on TXL N5 between aircraft stands 604 and 611.

19) Taxilane N1 (north of aircraft stand 517) can only be used by aircraft with maximum wingspan 65m.

20) Pilots are advised to apply minimum thrust when taxiing on Taxilane U2 turning into TWY U7, U8 and U9, due to potential jet blast issues affecting Bays G3, G4, G5, G6, G7, G8, G9, G15 and G16.

NOTE:
Pilots to follow stand lead-in line and taxi through white hatched apron markings of the following aircraft stands:
A5, A9, B5, B6, C17, D40, D42, E24, E27, F35, F52, F56, F59, G18, G19, G20, G21, 200, 202, 208, 462, 463, 600, 516, 517, 951, 953, 954.

RADIO ALTIMETER OPERATIONS AREA

A radio altimeter operating area is established in the pre-threshold area of Runway 02L/20R, Runway 02C/20C and Runway 02R/20L.
The size of the radio altimeter operating area is 300m length and 120m width.

AIRCRAFT STANDS WITH SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM.

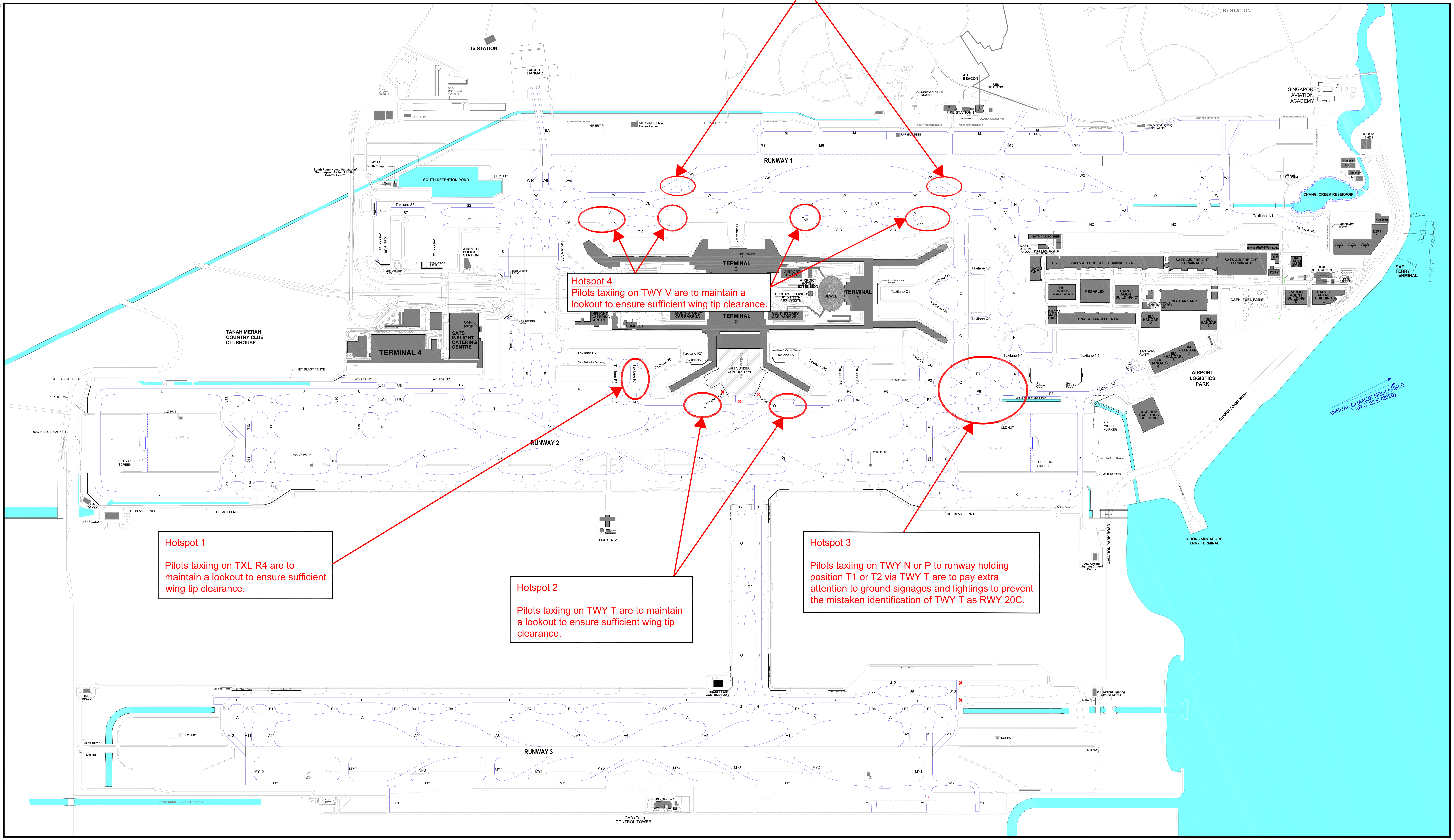
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Changes : NIL.

AERODROME HOTSPOTS

Hotspot 5

Rapid exit TWY W5 and W7 diverge into multiple taxiway routes after runway vacating. Pilots are to exercise caution and strictly adhere to ATC instructions.



Hotspot 4

Pilots taxiing on TWY V are to maintain a lookout to ensure sufficient wing tip clearance.

Hotspot 1

Pilots taxiing on TXL R4 are to maintain a lookout to ensure sufficient wing tip clearance.

Hotspot 2

Pilots taxiing on TWY T are to maintain a lookout to ensure sufficient wing tip clearance.

Hotspot 3

Pilots taxiing on TWY N or P to runway holding position T1 or T2 via TWY T are to pay extra attention to ground signages and lightings to prevent the mistaken identification of TWY T as RWY 20C.

Changes : Addition of new STEASC hangar facilities at Changi Creek area.

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Service designation	Call sign	Frequency P-Pri S-Sec	Hours of operation	Remarks
ATIS	Seletar Airport Information	128.425 Mhz	H24	Combined ARR and DEP report (broadcasting with hourly updated MET INFO) Data Link Service available. AP IDENT WSSL Messages comply with ARINC 623 Standards. Updating of data: H+00 to H+10 and H+30 to H+40

WSSL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid and Variation	IDENT	Frequency	OPR Hour	Position of Transmitting Antenna Coordinates	DME Transmitting Antenna Elevation / Remarks
1	2	3	4	5	6 & 7
NIL	NIL	NIL	NIL	NIL	NIL

WSSL AD 2.20 LOCAL AERODROME REGULATIONS

1 LOCAL FLYING RESTRICTIONS:

1.1 Fixed-wing aircraft operations including circuit flying and training operations are restricted to the west of Seletar runway. Helicopter operations are confined to the west of Seletar runway between sunset and sunrise, subject to the restrictions in paragraph 1.3 below.

1.2 Circuit Heights:

Light aircraft 1000ft (west of Seletar runway only);
Other aircraft 1,500ft (west of Seletar runway only);
Helicopter-only area east of runway up to 600ft AGL

1.3 Circuit Flying and Training Operations are not permitted between 1400-2300 daily.

1.4 Pilots are required to keep clear of PAYA LEBAR CTR and SEMBAWANG ATZ.

1.5 During the designated hours for training flights, non-training flights will not be permitted to operate at Seletar Airport. Refer to GEN 1.2 paragraph 3.8 and WSSL AD 2.22 paragraph 2 for details.

1.6 All non-training flights, including functional check flights, are advised to plan to depart or arrive outside the designated hours for training flights.

2 FILING OF FUNCTIONAL CHECK/TRAINING FLIGHTS

2.1 Flight notification shall be given prior to departure. Flight notification by means of RTF should be avoided.

2.2 For training flights planned to be conducted in Seletar circuits or in Light Aircraft Training Areas A, B and C, locally based operators shall submit details of their flight by electronic mail using the Seletar Functional Check / Training Form which can be retrieved from webpage:

https://aim-sg.caas.gov.sg

2.3 Operators of functional check flights conducting circuits within Seletar shall contact Seletar Tower Manager to provide advance notice, at least 2 days before the date of flight. These flights shall not operate within the designated hours for training flights. Refer to GEN 1.2 paragraph 3.8 and WSSL AD 2.20 paragraph 1.5 for details.

Note: Functional Check flight shall not be operated in Light Aircraft Training Areas A, B and C.

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2.4 Flight details should contain the following information:

a) Aircraft identification;
b) Name and contact number of pilot;
c) Number of persons on board;
d) ETD;
e) Flight duration;
f) Total endurance; and
g) Area of flight.

2.5 For flights other than those classified in paragraphs 2.2 and 2.3 above, a flight plan shall be filed.

2.6 Light aircraft engaged in flying training shall maintain VHF communication.

2.7 Light aircraft flying on airways shall, in addition to radio communication apparatus, be equipped with a radio compass.

2.8 All fixed wing aircraft are to use the runway for take-off and landing. After landing, pilots are to vacate the runway via the first available exit taxiway to the left or right or as instructed by ATC.

2.9 Fixed-wing circuit patterns are left hand for RWY 03 and right hand for RWY 21 (arrival and departure).

2.10 All light aircraft training flights shall not descend below 200ft on Seletar QNH when on final approach to land or for a touch-and-go landing unless a landing/touch-and-go clearance has been obtained from ATC. If no such clearance has been obtained from ATC by 200ft the aircraft shall break-off its approach and carry out a go-around procedure.

3 WRONG APPROACHES AND LANDINGS OF AIRCRAFT BOUND FOR SELETAR AERODROME

3.1 INTRODUCTION

3.1.1 The attention of all pilots is drawn to the existence of RSAF Sembawang Airbase, 3NM to the west of Seletar Aerodrome. The runway at Sembawang Airbase is orientated in almost the same direction as the runway at Seletar Aerodrome i.e. 03/21 for Seletar Aerodrome and 05/23 for Sembawang Airbase. Due to the close proximity of these two runways, pilots are cautioned against mistaking Sembawang Airbase for Seletar Aerodrome and thus making an inadvertent visual landing or approach to land at Sembawang Airbase.

3.1.2 Erroneous approaches or landings usually occurred in marginal weather conditions. In almost every instance, factors such as poor visibility and degraded situational awareness at the time of the incident contributed towards a hasty and erroneous identification of the correct aerodrome.

3.1.3 There is intensive local flying at Seletar Aerodrome and Sembawang Airbase during the day and night. As pilot training is the major activity at Seletar Aerodrome and Sembawang Airbase, the risk of collision is very great if a wrong approach or landing is made at either Seletar Aerodrome or Sembawang Airbase.

3.2 POINTS TO BEAR IN MIND WHEN APPROACHING SELETAR AERODROME

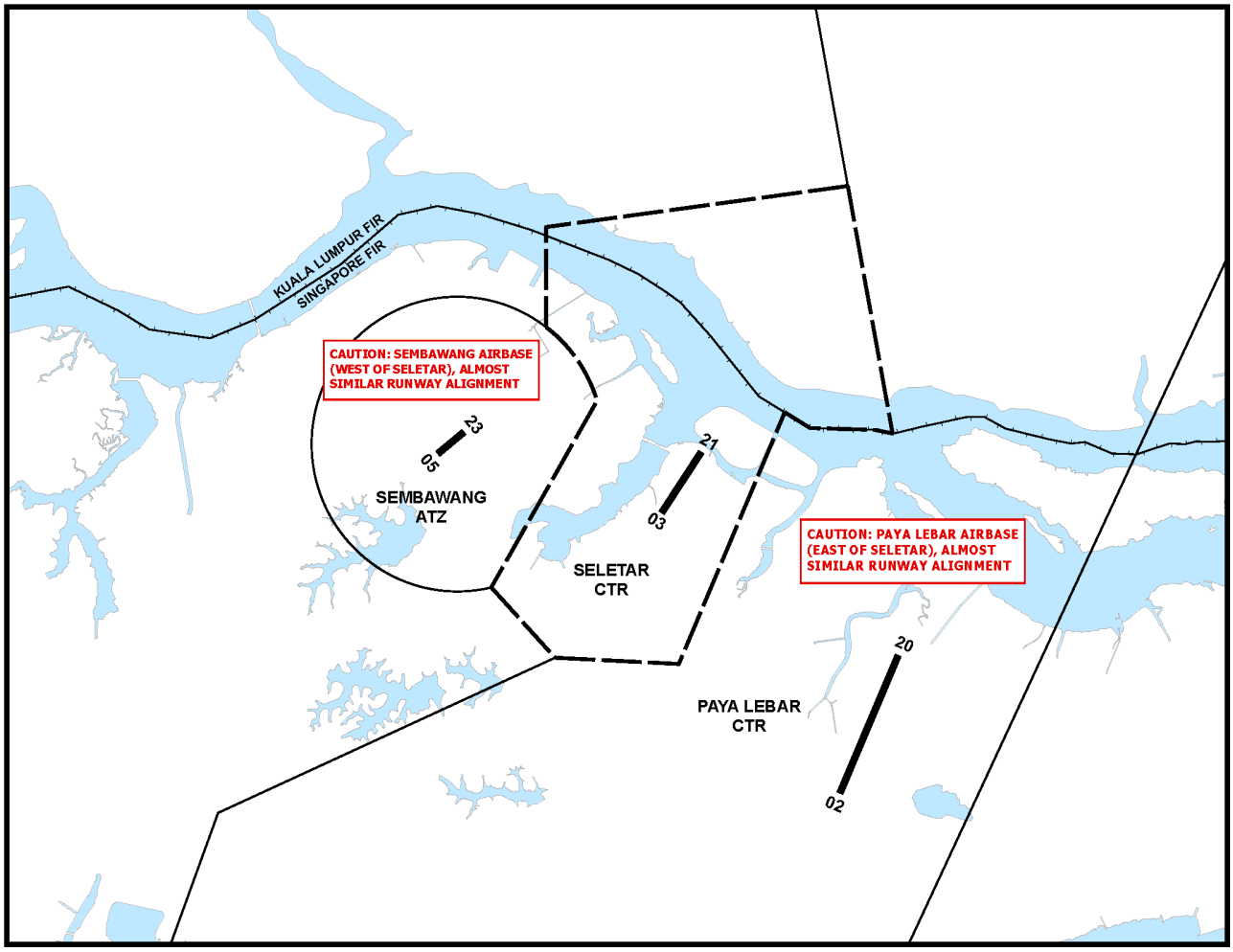
3.2.1 The following points are highlighted to serve as a guide to assist pilots in identifying Seletar Aerodrome and should be remembered and followed:

a) The runways at Seletar Aerodrome and Sembawang Airbase are almost identically aligned. Extra vigilance, therefore, is required when approaching Seletar Aerodrome, or when commencing an approach to land.
b) Make full use of available navigational and landing aids, and positively identify each aid used.
c) Adhere strictly to the joining instructions issued by ATC.
d) To keep clear of Sembawang ATZ while approaching Seletar Aerodrome for landing and vice versa.

3.2.2 Pilots are required to take note of the proximity of Sembawang and Paya Lebar Airbases, and all Prohibited/ Restricted/ Danger Areas (e.g. WSR38 and WSD4). All arriving and departing aircraft will have to keep clear of the above mentioned areas.

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3.3 LOCATION OF SELETAR CTR RELATIVE TO SEMBAWANG ATZ AND PAYA LEBAR CTR



3.4 AERODROME CHARACTERISTICS OF SELETAR AERODROME AND SEMBAWANG AIRBASE

Aeronautical Service	Seletar Aerodrome	Sembawang Airbase	Significant Differences and Remarks
RWY Designation	03/21	05/23	Exercise caution due to almost similar RWY alignment
Location	Adjacent to the Straits of Johor on the eastern bank of Seletar River. Seletar Aerodrome is situated APRX 3NM NW of Paya Lebar AP.	APRX 3NM west of Seletar Aerodrome and 3NM inland from the Straits of Johor	Seletar RWY commences almost from the edge of the shore. Also note that Sembawang Airbase is inland and not next to the sea. Pilots operating in either Seletar Aerodrome or Sembawang Airbase are to keep clear of the other ATZ/ CTR at all times.
RWY LGT	White/Amber RWY edge LGT	NIL	Sembawang Airbase has no RWY LGT

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Aeronautical Service	Seletar Aerodrome	Sembawang Airbase	Significant Differences and Remarks
Approach LGT	Simple approach LGT available for RWY 03 approach, consisting of 4 rows of barettes and 1 crossbar (5th row). RWY 03 - white, elevated, uni-directional approach LGT and white, omni-directional CGL on top of elevated approach LGT. Approach LGT available for RWY 21 approach, consisting of 1 row of inset approach LGT (1st row) and 4 rows of barettes. RWY 21 - white, inset and elevated, uni-directional approach LGT and white, omni-directional CGL on top of elevated approach LGT. Simple touchdown zone LGT for both RWY 03 and RWY 21 approach consisting of 2 pairs of white, inset, uni-directional LGT	NIL	No visual approach slope indicator at Sembawang Airbase
IBN	FLG G ‘SL’ EV 7 SEC	FLG R ‘AG’ EV 20 SEC HN and IMC	Differences in colour, identification code, and interval.
ABN	ALTN FLG W G EV 2.5 SEC	NIL	Sembawang Airbase has no ABN
Parking Apron	Relatively large aircraft parking apron to the west of RWY, connected to the RWY by three taxiways	Small aircraft parking apron	Differences in size and location of the parking apron

WSSL AD 2.21 NOISE ABATEMENT PROCEDURES

1.1 To alleviate the problem of noise, no flights are permitted between 1400-2300, other than MEDEVAC and emergency flights.

1.2 All aircraft on AWY G579 between SINJON (SJ) and GUMPU shall operate at/above 5,000ft.

1.3 When overflying residential areas around Seletar Airport, aircraft are to adhere to the minimum altitudes specified within the Noise Abatement Areas.

1.4 Noise Abatement Area 1 is bounded by the following points, and aircraft are to maintain a minimum altitude of 1,500ft when overflying the area.

Lateral Limits of Noise Abatement Area 1	
POINT	**COORDINATES**
A	012551.0N 1035044.3E
B	012549.9N 1035059.2E
C	012522.3N 1035102.3E
D	012458.3N 1035044.4E
E	012443.4N 1035005.3E
A	012551.0N 1035044.3E

1.5 Noise Abatement Area 2 is bounded by the following points, and aircraft are to maintain a minimum altitude of 1,500ft when overflying the area.

Lateral Limits of Noise Abatement Area 2	
Point	**Coordinates**
F	012335.6N 1035006.0E
G	012324.6N 1035023.1E
H	012316.4N 1035029.7E

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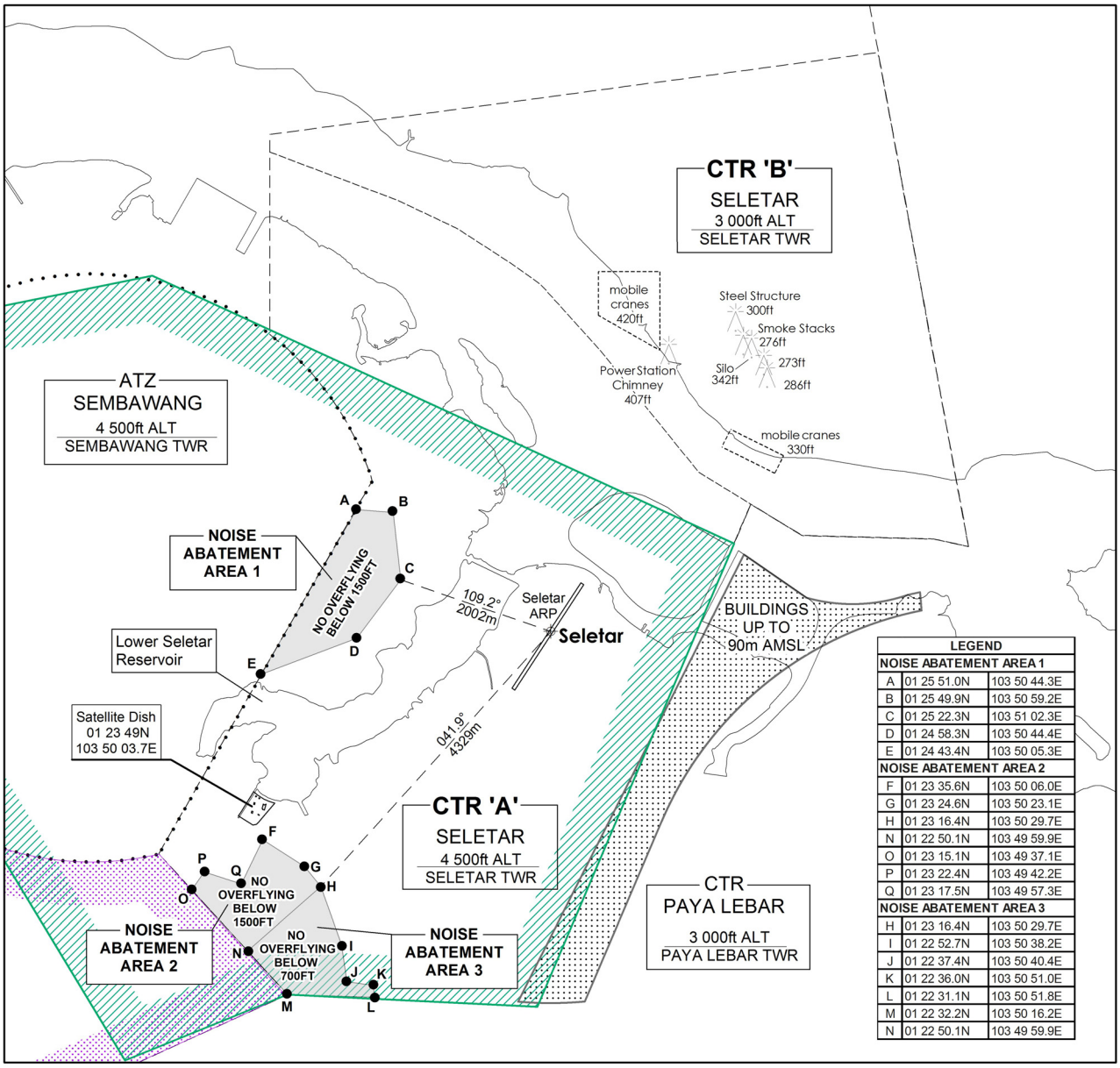
Lateral Limits of Noise Abatement Area 2	
Point	**Coordinates**
N	012250.1N 1034959.9E
O	012315.1N 1034937.1E
P	012322.4N 1034942.2E
Q	012317.5N 1034957.3E
F	012335.6N 1035006.0E

1.6 Noise Abatement Area 3 is bounded by the following points, and aircraft are to maintain a minimum altitude of 700ft when overflying the area.

Lateral Limits of Noise Abatement Area 3	
Point	**Coordinates**
H	012316.4N 1035029.7E
I	012252.7N 1035038.2E
J	012237.4N 1035040.4E
K	012236.0N 1035051.0E
L	012231.1N 1035051.8E
M	012232.2N 1035016.2E
N	012250.1N 1034959.9E
H	012316.4N 1035029.7E

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1.7 The map below shows the locations of Noise Abatement Areas 1, 2 and 3 within Seletar Control Zone.



LEGEND		
NOISE ABATEMENT AREA 1		
A	01 25 51.0N	103 50 44.3E
B	01 25 49.9N	103 50 59.2E
C	01 25 22.3N	103 51 02.3E
D	01 24 58.3N	103 50 44.4E
E	01 24 43.4N	103 50 05.3E
NOISE ABATEMENT AREA 2		
F	01 23 35.6N	103 50 06.0E
G	01 23 24.6N	103 50 23.1E
H	01 23 16.4N	103 50 29.7E
N	01 22 50.1N	103 49 59.9E
O	01 23 15.1N	103 49 37.1E
P	01 23 22.4N	103 49 42.2E
Q	01 23 17.5N	103 49 57.3E
NOISE ABATEMENT AREA 3		
H	01 23 16.4N	103 50 29.7E
I	01 22 52.7N	103 50 38.2E
J	01 22 37.4N	103 50 40.4E
K	01 22 36.0N	103 50 51.0E
L	01 22 31.1N	103 50 51.8E
M	01 22 32.2N	103 50 16.2E
N	01 22 50.1N	103 49 59.9E

1.8 Aircraft which are unable to adhere to the minimum altitudes specified over the noise abatement areas are not allowed to operate at Seletar Airport.

1.9 No engine run up shall be permitted between 1400-2300.

WSSL AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR ARRIVALS INTO SELETAR AERODROME

1.1 Introduction

1.1.1 Aircraft on VFR flight plan, routing via Tebrau City Mall (013259N1034748E) to Seletar shall follow the joining procedures as described in paragraph 1.2 and illustrated in charts AD-2-WSSL-VAC-1, AD-2-WSSL-VAC-2 and AD-2-WSSL-VFR-1.

1.1.2 Aircraft returning from Light Aircraft Training Areas shall follow the joining procedures as described in paragraph 1.3 and illustrated in charts AD-2-WSSL-VAC-1 and AD-2-WSSL-VAC-2.

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1.1.3 Aircraft on IFR flight plan, routing via GUMPU , OMKOM or SJ - PONJO - RECHI to Seletar shall be vectored under radar for a visual approach. Seletar Approach shall provide the radar service for aircraft routing via GUMPU and OMKOM , and Paya Lebar Approach shall provide the radar service for aircraft routing via SJ - PONJO - RECHI. When Seletar Approach and Paya Lebar Approach is closed, Singapore Approach shall provide the service. Unless authorised by ATC, pilots shall follow the joining procedures as described in paragraph 1.4 and 1.5. The joining procedures are illustrated in charts AD-2-WSSL-VAC-3 , AD-2-WSSL-VAC-4, AD-2-WSSL-IFR-1 and AD-2-WSSL-IFR-2. All arrival clearances subject to ATC coordination.

1.1.4 When within 5km of the aerodrome reference point, aircraft are to fly at a manoeuvring speed of not more than 170kt unless otherwise authorised by ATC. All aircraft are required to keep well clear of Sembawang ATZ, Paya Lebar CTR and any Prohibited/ Restricted/Danger Areas (e.g. WSR38 and WSD4) within the vicinity.

1.1.5 Circuit traffic already downwind shall have priority. Arriving aircraft shall position and sequence itself accordingly, unless directed otherwise by ATC.

1.1.6 Pilots shall not fly east of the runway. This is due to tall buildings up to 90m (296ft) AMSL to the east of Seletar CTR (the location is depicted in charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4.

1.2 Joining Procedures for VFR flights from Tebrau City Mall (013259N1034748E)

1.2.1 Aircraft on VFR flight plan joining Seletar CTR from East of JB Town are to descend to altitude cleared by ATC. From Tebrau City Mall (013259N1034748E) descend in VMC to altitude cleared by ATC and proceed to POINT ‘X’ (located 012830N 1034954E or radial 297/7DME from PU DVOR/DME) keeping clear of WMP228 and then direct to overhead the airfield.

1.2.2 When overhead the airfield, the joining aircraft shall make a turn overflying the runway and after passing abeam the Control Tower, commence descent as cleared to cross the upwind end of the runway at 1,500ft. Passing over the end of the runway, descend to circuit altitude as cleared by ATC. Pilots shall ensure to keep clear of Sembawang ATZ and Paya Lebar CTR and not to fly east of the runway. This is to keep clear of tall buildings up to 90m AMSL to the east of Seletar CTR. The area where the tall buildings are located is indicated in the Seletar Visual Approach Charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4. Procedures are illustrated in the following charts:

i. AD-2-WSSL-VAC-1 : Visual Approach Chart - RWY 03
ii. AD-2-WSSL-VAC-2 : Visual Approach Chart - RWY 21

1.2.3 Traffic permitting and in good visibility, joining aircraft may be cleared to join directly for right base when landing on RWY 21 or turn downwind for RWY 03 from north-end of the runway (THR RWY 21).

1.3 Joining Procedures from Light Aircraft Training Areas

1.3.1 Unless otherwise authorised by ATC, aircraft are to join overhead the airfield at 2,000ft keeping clear of Sembawang ATZ and Paya Lebar CTR.

1.3.2 When overhead the airfield, the joining aircraft shall make a turn to the eastern side of the runway and after passing abeam the Control Tower, commence descent as cleared to cross the upwind end of the runway at 1,500ft. Passing over the end of the runway, descend to circuit altitude as cleared by ATC. Pilots shall ensure to keep clear of Sembawang ATZ and Paya Lebar CTR and not to fly east of the runway. This is to keep clear of tall buildings up to 90m AMSL to the east of Seletar CTR. The area where the tall buildings are located is indicated in the Seletar Approach Charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4. Procedures are illustrated in the following charts:

i. AD-2-WSSL-VAC-1: Visual Approach Chart - RWY 03
ii. AD-2-WSSL-VAC-2: Visual Approach Chart - RWY 21

1.3.3 Traffic permitting and in good visibility, joining aircraft may be cleared to join directly for right base when landing on RWY 21 or turn downwind for RWY 03 from north-end of the runway (THR RWY 21).

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1.4 Joining Procedures for IFR flights from GUMPU , OMKOM or SJ - RWY 03

1.4.1 From OMKOM

Cross OMKOM at or above 3,000ft. On passing OMKOM descend in VMC to 2,000ft or altitude cleared by ATC and join left downwind RWY 03.

i) Straight-in-Approach
Join downwind RWY 03 at 2,000ft (keeping clear of Sembawang ATZ). When downwind descend from 2,000ft for visual approach RWY 03, or as cleared by ATC. Pilots should have the runway in sight. Aircraft shall be vectored under radar to position for downwind RWY 03.

ii) Circling Approach
Join downwind RWY 03 at 2,000ft (keeping clear of Sembawang ATZ). At end of downwind turn left and overfly the runway. When passing over 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 RWY 03 or as cleared by ATC. Pilots should have the runway in sight.

1.4.2 From GUMPU

Cross GUMPU at or above 6,000ft enroute to Point ALFA. On passing Point ALFA, descend in VMC to 2,000ft or altitude cleared by ATC. (Point ALFA is located at 013033N 1034942E or Radial 296/7 DME VTK)

i) Straight-in-Approach
On passing Point ALFA, turn right for downwind RWY 03 (keeping clear of Sembawang ATZ). At downwind descend from 2,000ft for a visual approach RWY 03, or as cleared by ATC. Pilots should have the runway in sight. Aircraft shall be vectored under radar to position for downwind RWY 03.

ii) Circling Approach
On passing Point ALFA, turn right for downwind RWY 03 (keeping clear of Sembawang ATZ). At end of downwind, turn left and overfly the runway. Passing over 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 RWY 03 or as cleared by ATC. Pilots should have the runway in sight.

1.4.3 From SJ

Cross SJ at 4,000ft or as cleared by ATC. On passing SJ, descend to 3,000ft for PONJO. On passing PONJO, descend in VMC to 2,000ft or altitude cleared by ATC. (PONJO is located at 011629N 1034629E or Radial 303 SJ)

i) Straight-in-Approach
Join direct for a straight-in visual approach RWY 03 descending from 2,000ft at a speed of not more than 170kt, or as cleared by ATC. Pilots should have the runway in sight.

ii) Circling Approach
Overfly the runway at 2,000ft at a speed of not more than 160kt, or as cleared by ATC. When passing over the north-end of runway (THR RWY 21), descend from 2,000ft to 1,500ft and turn left for downwind RWY 03 (keeping clear of Sembawang ATZ and Light Aircraft Training Area A). At downwind, descend for visual approach or as cleared by ATC. Pilots should have the runway in sight.

Procedures are illustrated in the following charts:

- AD-2-WSSL-VAC-3: Visual Approach Chart - RWY 03
- AD-2-WSSL-IFR-1: Seletar Aerodrome Joining Procedures (IFR flights) from GUMPU, OMKOM and SJ - RWY 03

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1.5 Joining Procedures for IFR flights from GUMPU, OMKOM or SJ - RWY 21

1.5.1 From OMKOM
Cross OMKOM at or above 3,000ft. On passing OMKOM descend in VMC to 2,000ft or altitude cleared by ATC.

i) Straight-in-Approach
Join direct for a straight-in visual approach RWY 21 descending from 2,000ft, or as cleared by ATC. Pilots should have the runway in sight. Aircraft shall be vectored under radar to position for Straight-in-Approach RWY 21.

ii) Circling Approach
Overfly the runway at 2,000ft, or as cleared by ATC. Passing over the south-end of the runway (THR RWY 03), descend from 2,000ft to 1,500ft and turn right for downwind RWY 21 (keeping clear of Light Aircraft Training Area A and Sembawang ATZ). At downwind descend for a visual approach RWY 21 or as cleared by ATC. Pilots should have the runway in sight.

1.5.2 From GUMPU
Cross GUMPU at or above 6,000ft enroute to Point ALFA. On passing Point ALFA, descend in VMC to 2,000ft or altitude cleared by ATC. (Point ALFA is located at 013033N 1034942E or Radial 296 VTK)

i) Straight-in-Approach
On passing Point ALFA, join direct for a straight-in visual approach RWY 21 descending from 2,000ft, or as cleared by ATC (keeping clear of Sembawang ATZ). Aircraft shall be vectored under radar to position for Straight-in-Approach RWY 21.

ii) Circling Approach
On passing Point ALFA, overfly the runway at 2,000ft. When passing over the south end of the runway (THR RWY 03), descend from 2,000ft to 1,500ft and turn right for downwind RWY 21 (keeping clear of Light Aircraft Training Area A and Sembawang ATZ). At downwind descend for a visual approach RWY 21 or as cleared by ATC. Pilots should have the runway in sight.

1.5.3 From SJ
Cross SJ at 4,000ft or as cleared by ATC. On passing SJ, descend to 3,000ft for PONJO. On passing PONJO, descend in VMC to 2,000ft or altitude cleared by ATC and join downwind RWY 21 via RECHI-SETHI. (RECHI is located at 012033N 1034908E or Radial 235 PU and SETHI is located at 012439N 1035006E or Radial 263 PU)

i) Straight-in-Approach
Join downwind RWY 21 via SETHI at 2,000ft (keeping clear of Sembawang ATZ) 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 the runway in sight.

ii) Circling Approach
Join downwind RWY 21 via SETHI at 2,000ft (keeping clear of Sembawang ATZ) at a speed of not more than 160kt. At end of downwind, turn right and overfly the runway. When passing over south-end of the runway (THR RWY 03), descend from 2,000ft to 1,500ft and turn right for downwind RWY 21. At downwind, descend for visual approach or as cleared by ATC. Pilots should have the runway in sight.

1.5.4 Procedures are illustrated in the following charts:
- AD-2-WSSL-VAC-4: Visual Approach Chart - RWY 21
- AD-2-WSSL-IFR-2: Seletar Aerodrome Joining Procedures (IFR flights) from GUMPU, OMKOM and SJ - RWY 21

1.6 Holding Procedure

1.6.1 A low level holding procedure is established at SJ DVOR/DME. Suitably equipped aircraft bound for Seletar which may wish to hold for weather improvement may use this procedure (ENR 3.6-3 refers)

1.7 Approaches to Seletar Aerodrome

1.7.1 A deep-water shipping channel approximately 1525m from the northern threshold cuts across the extended centreline of Seletar RWY 21.

1.7.2 Information on the mast heights of tall vessels is relayed to ATC by Maritime and Port Authority of Singapore. ATC shall inform pilots of landing and departing aircraft of such information if the reported mast height of the vessel is above 30m.

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1.7.3 At night ATC shall not permit landing on RWY 21 when vessels of mast height above 30m are reported.

1.7.4 Aircraft making approaches into Seletar are required to keep clear of Sembawang ATZ and any Prohibited/Restricted/ Danger Areas (e.g. WSR38 and WSD4) within the vicinity.

1.7.5 Aircraft are restricted from overflying built-up residential areas around Seletar Airport (charts AD-2-WSSL-VAC-1 to AD-2-WSSL-VAC-4 refer) at an altitude of below 1,500ft. Aircraft types which are unable to safely manoeuvre clear of the built-up residential areas are not allowed to operate at Seletar Airport.

2 GROUND PROCEDURES FOR NON-TRAINING FLIGHTS

2.1 Pilots shall contact ATC (Seletar Ground on 121.6MHz) with the following details when the aircraft is ready to start up for departure within 5 minutes.

a) Callsign;
b) Destination;
c) Proposed flight level and alternate level, if any; and
d) Parking position.

2.1.1 Pilots shall request ATC clearance no later than 15 minutes prior to the start of noise abatement procedures or designated training hours and to expect delay if unable to comply. Refer to GEN 1.2 paragraph 3.8 and WSSL AD 2.21 for details.

2.2 ATC will advise the pilot whether the proposed flight level or other alternate flight level is available, and an ATC clearance will be issued accordingly.

2.3 Once flight level is accepted by the pilot and an ATC clearance issued, the aircraft must start up within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled on expiry of the 5 minutes grace period. This also applies to situations when aircraft develop technical issues and is unable to continue taxi for departure.

2.4 Pilots who are ready to depart following the cancellation of an ATC clearance shall adopt the procedures as if it is the first time they are ready to depart.

3 DEPARTURES FROM SELETAR AERODROME

3.1 Aircraft departing Seletar are required to keep clear of Sembawang ATZ and any Prohibited/Restricted/Danger Areas (e.g. WSR38 and WSD4) within the vicinity.

3.2 The pilot-in-command or the operator of IFR flight operating out of Seletar is required to file via OMKOM or RECHI - PONJO - SJ under item 15 of the flight plan. All departure clearances subject to ATC coordination.

3.3 Aircraft departing Seletar are required to adhere to the speed restrictions (charts AD-2-WSSL-VDC-1 and AD-2-WSSL-VDC-2 refer).

4 HELICOPTER CROSSING SELETAR NORTHERN EXTENDED CENTRELINE

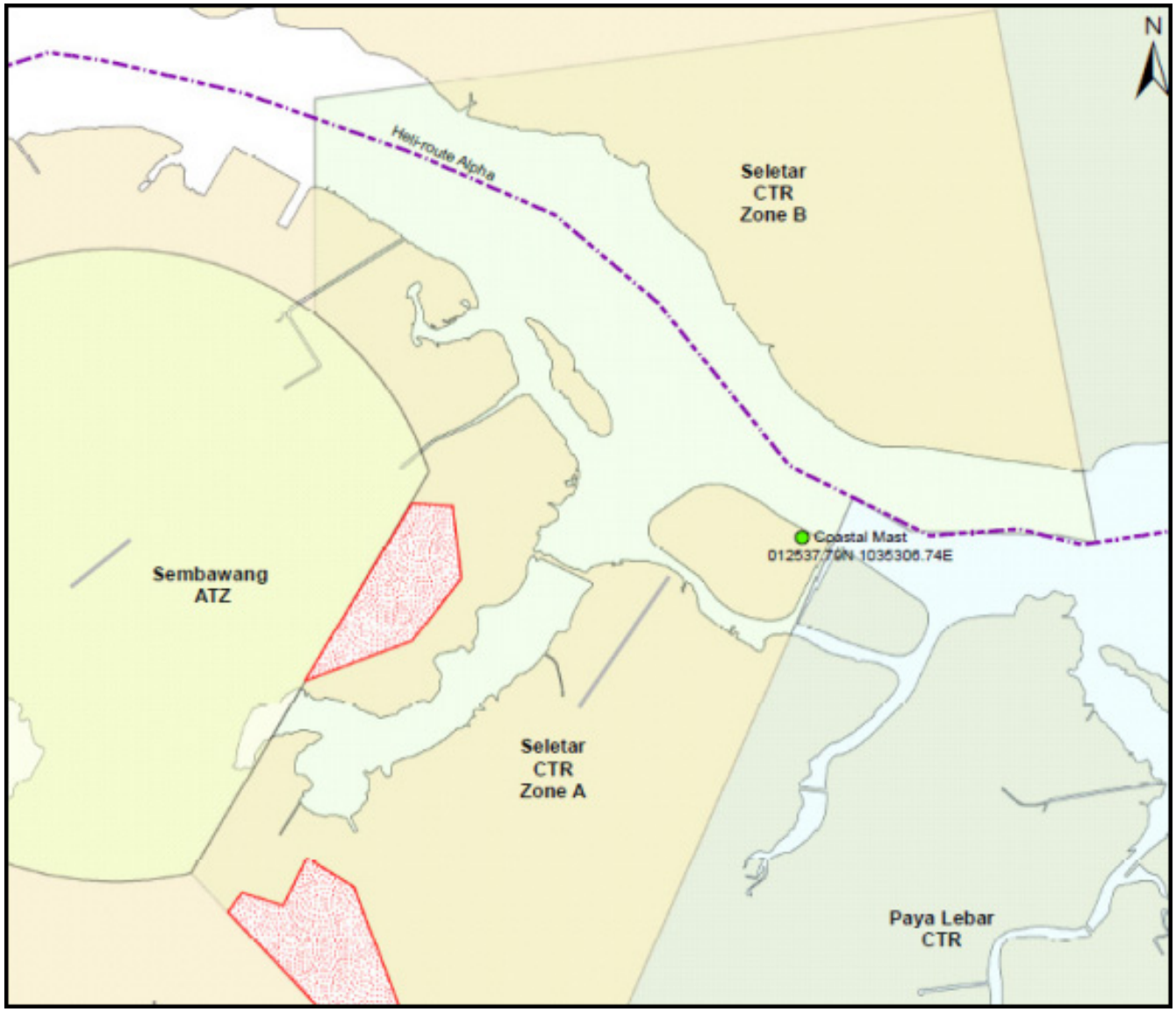
4.1 Due to flying activities in Seletar Control Zone, all helicopters flying on Heli-route Alpha and intending to cross the northern extended centreline of Seletar Aerodrome shall obtain a positive clearance from Seletar Tower on 118.45MHz prior to crossing (see chart below).

4.2 For eastbound crossing, all helicopters are to hold over the western tip of Seletar Island until a clearance has been issued by Seletar Tower.

4.3 For westbound crossing, all helicopters are to hold on Heli-route Alpha abeam the coastal mast until a clearance has been issued by Seletar Tower.

4.4 The holding altitude is 200 feet or otherwise instructed by ATC.

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WSSL AD 2.23 ADDITIONAL INFORMATION

1 BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

1.1 A number of varieties of birds are found in Singapore throughout the year. The larger birds commonly found in Seletar Airport includes the following:

- Cattle egrets (weighing approximately 300g each)
- Brahminy kites (weighing approximately 600g each)

1.2 There could be an increase in bird activities during the usual migratory months of September to April. During this period, migratory birds may use the airport as their feeding ground.

1.3 Handheld laser device, long range acoustic device and alternating amplified bird cries of distress are used for bird dispersal within Seletar Airport.

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WSSL AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD-2-WSSL-ADC-1
Aerodrome Hotspots	AD-2-WSSL-ADC-2
Aerodrome Obstacle Chart (AOC) - ICAO - TYPE A - RWY 03/21	AD-2-WSSL-AOC-1
Aerodrome Obstacle Chart (AOC) - ICAO - TYPE B - RWY 03/21	AD-2-WSSL-AOC-2
Visual Approach Chart (VAC) - ICAO - RWY 03	AD-2-WSSL-VAC-1
Visual Approach Chart (VAC) - ICAO - RWY 21	AD-2-WSSL-VAC-2
Visual Approach Chart (VAC)- ICAO - Advisory Joining Procedures - RWY 03	AD-2-WSSL-VAC-3
Visual Approach Chart (VAC) - ICAO - Advisory Joining Procedures - RWY 21	AD-2-WSSL-VAC-4
Visual Departure Chart - RWY 03	AD-2-WSSL-VDC-1
AD-2-WSSL-VDC-2 to 2.1	AD-2-WSSL-VDC-2
AD-2-WSSL-VFR-1	AD-2-WSSL-VFR-1
AD-2-WSSL-IFR-1	AD-2-WSSL-IFR-1
AD-2-WSSL-IFR-2	AD-2-WSSL-IFR-2

WSSL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL (not applicable).

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AERODROME CHART - ICAO

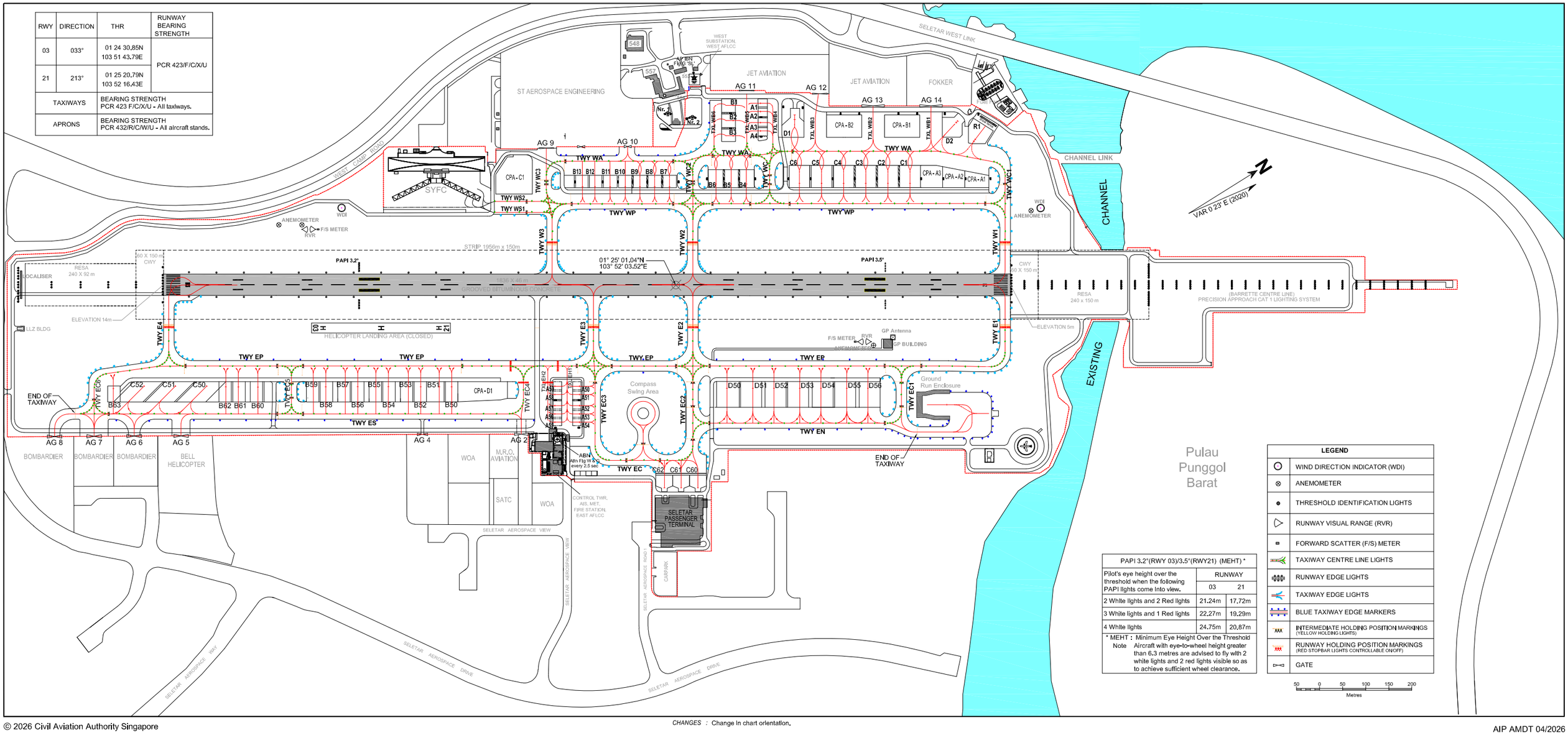
01° 25' 01.04"N
103° 52' 03.52"E

AERODROME ELEVATION 14.0m

TWR	118.45
GND	121.6
VEH MVMT	122.9

SINGAPORE/SELETAR

RWY	DIRECTION	THR	RUNWAY BEARING STRENGTH
03	033°	01 24 30.85N 103 51 43.79E	PCR 423/F/C/X/U
21	213°	01 25 20.79N 103 52 16.43E	
TAXIWAYS		BEARING STRENGTH PCR 423 F/C/X/U - All taxiways.	
APRONS		BEARING STRENGTH PCR 432/R/C/W/U - All aircraft stands.	



PAPI 3.2°(RWY 03)/3.5°(RWY21) (MEHT) *		
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	21.24m	17.72m
3 White lights and 1 Red lights	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 lights and 2 red lights visible so as to achieve sufficient wheel clearance.

LEGEND	
	WIND DIRECTION INDICATOR (WDI)
	ANEMOMETER
	THRESHOLD IDENTIFICATION LIGHTS
	RUNWAY VISUAL RANGE (RVR)
	FORWARD SCATTER (F/S) METER
	TAXIWAY CENTRE LINE LIGHTS
	RUNWAY EDGE LIGHTS
	TAXIWAY EDGE LIGHTS
	BLUE TAXIWAY EDGE MARKERS
	INTERMEDIATE HOLDING POSITION MARKINGS (YELLOW HOLDING LIGHTS)
	RUNWAY HOLDING POSITION MARKINGS (RED STOPBAR LIGHTS CONTROLLABLE ON/OFF)
	GATE

50 0 50 100 150 200
Metres

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CHANGES : Change in chart orientation.

INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

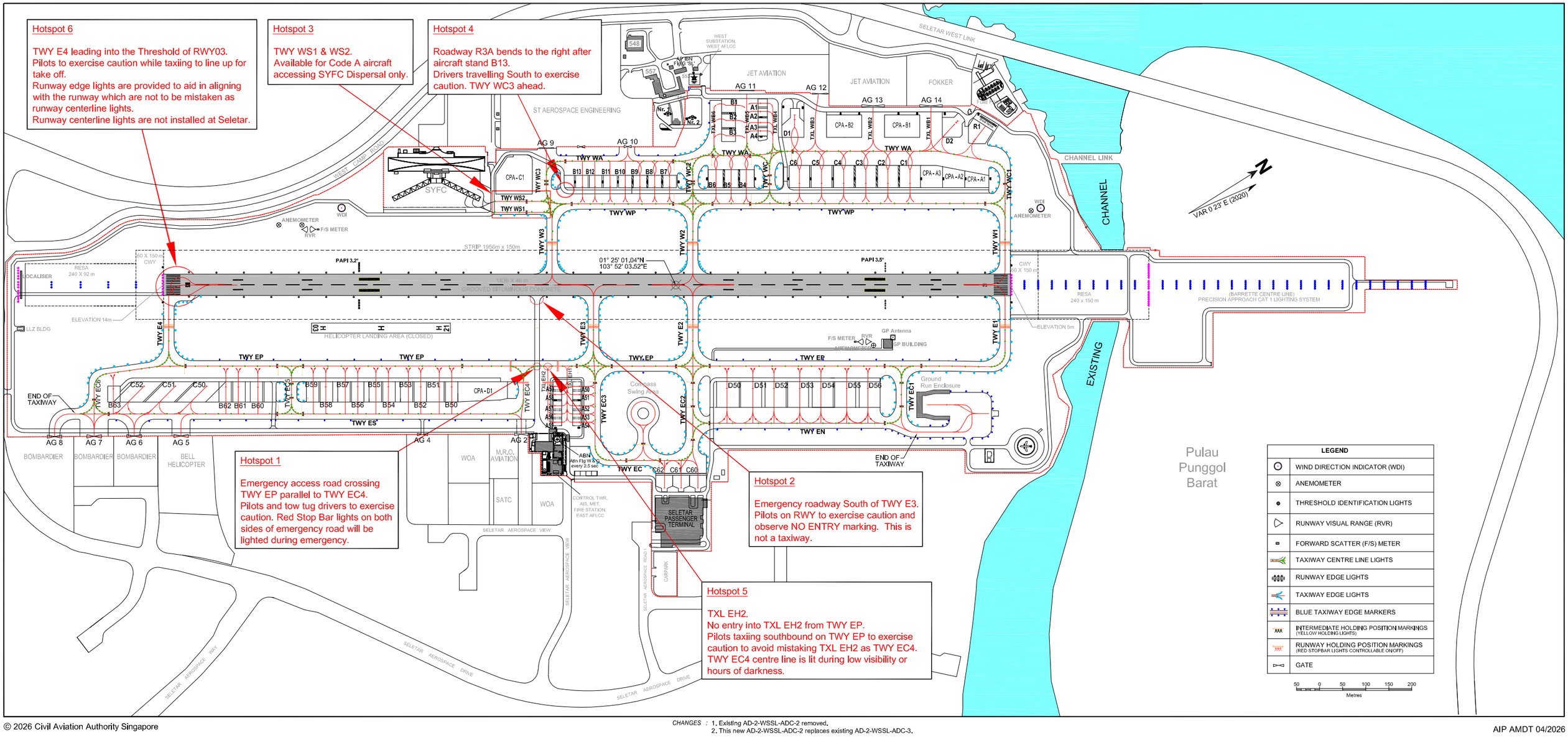
STAND NR	NORTH LATITUDE	EAST LONGITUDE	ELEVATION
A1	01 25 13.10	103 51 56.17	6.18m (20.28ft)
A2	01 25 12.78	103 51 56.65	6.34m (20.80ft)
A3	01 25 12.35	103 51 57.30	6.59m (21.61ft)
A4	01 25 12.03	103 51 57.79	6.76m (22.18ft)
A50	01 24 51.43	103 52 05.77	7.81m (25.62ft)
A51	01 24 51.11	103 52 06.25	7.95m (26.08ft)
A52	01 24 50.68	103 52 06.90	8.11m (26.59ft)
A53	01 24 50.36	103 52 07.39	8.21m (26.94ft)
A54	01 24 50.04	103 52 07.87	8.34m (27.35ft)
A55	01 24 48.59	103 52 06.93	8.75m (28.71ft)
A56	01 24 48.91	103 52 06.44	8.59m (28.17ft)
A57	01 24 49.24	103 52 05.96	8.40m (27.57ft)
A58	01 24 49.67	103 52 05.31	8.18m (26.84ft)
A59	01 24 49.99	103 52 04.82	8.01m (26.29ft)
B1	01 25 11.40	103 51 55.23	6.30m (20.67ft)
B2	01 25 10.82	103 51 56.12	6.64m (21.78ft)
B3	01 25 10.22	103 51 57.01	6.97m (22.86ft)
B4	01 25 09.18	103 52 00.36	7.70m (25.27ft)
B5	01 25 08.26	103 51 59.76	7.93m (26.03ft)
B6	01 25 07.35	103 51 59.16	8.16m (26.78ft)
B7	01 25 04.51	103 51 57.52	8.44m (27.70ft)
B8	01 25 03.64	103 51 56.95	8.41m (27.58ft)
B9	01 25 02.77	103 51 56.38	8.40m (27.55ft)
B10	01 25 01.89	103 51 55.81	8.38m (27.51ft)
B11	01 25 01.01	103 51 55.24	8.33m (27.33ft)
B12	01 25 00.11	103 51 54.65	8.45m (27.72ft)
B13	01 24 59.37	103 51 54.17	8.57m (28.12ft)
B50	01 24 43.89	103 52 00.88	8.75m (28.72ft)
B51	01 24 43.15	103 52 00.39	8.85m (29.03ft)
B52	01 24 42.06	103 51 59.68	8.99m (29.49ft)
B53	01 24 41.33	103 51 59.20	9.18m (30.13ft)
B54	01 24 40.15	103 51 58.44	9.36m (30.70ft)
B55	01 24 39.42	103 51 57.95	9.43m (30.95ft)
B56	01 24 38.35	103 51 57.25	9.59m (31.47ft)
B57	01 24 37.61	103 51 56.77	9.68m (31.76ft)
B58	01 24 36.46	103 51 56.02	9.81m (32.17ft)
B59	01 24 35.73	103 51 55.54	9.93m (32.58ft)
B60	01 24 32.42	103 51 53.38	10.09m (33.12ft)
B61	01 24 31.27	103 51 52.62	10.18m (33.39ft)
B62	01 24 30.53	103 51 52.14	10.25m (33.62ft)
B63	01 24 23.86	103 51 47.94	10.64m (34.91ft)
C1	01 25 18.80	103 52 06.63	5.11m (16.75ft)
C2	01 25 17.50	103 52 05.77	5.42m (17.79ft)
C3	01 25 16.19	103 52 04.92	5.76m (18.90ft)
C4	01 25 14.89	103 52 04.07	6.26m (20.53ft)
C5	01 25 13.58	103 52 03.21	6.82m (22.39ft)
C6	01 25 12.28	103 52 02.36	7.30m (23.96ft)

STAND NR	NORTH LATITUDE	EAST LONGITUDE	ELEVATION
C50	01 24 29.48	103 51 51.40	10.38m (34.06ft)
C51	01 24 27.63	103 51 50.19	10.59m (34.74ft)
C52	01 24 25.78	103 51 48.98	10.77m (35.34ft)
C60	01 24 54.47	103 52 16.30	6.28m (20.60ft)
C61	01 24 53.48	103 52 15.65	6.30m (20.67ft)
C62	01 24 52.50	103 52 15.01	6.31m (20.71ft)
D1	01 25 14.66	103 51 58.15	6.41m (21.03ft)
D2	01 25 24.03	103 52 04.80	3.47m (11.39ft)
D50	01 25 00.06	103 52 11.56	6.68m (21.92ft)
D51	01 25 01.59	103 52 12.56	6.44m (21.13ft)
D52	01 25 02.83	103 52 13.37	6.28m (20.60ft)
D53	01 25 04.36	103 52 14.37	6.04m (19.82ft)
D54	01 25 05.60	103 52 15.18	5.82m (19.09ft)
D55	01 25 07.13	103 52 16.18	5.55m (18.21ft)
D56	01 25 08.37	103 52 17.00	5.32m (17.45ft)

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Changes: Amendment of chart title.

AERODROME HOTSPOTS



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CHANGES : 1. Existing AD-2-WSSL-ADC-2 removed.
2. This new AD-2-WSSL-ADC-2 replaces existing AD-2-WSSL-ADC-3.

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VISUAL APPROACH CHART - ICAO

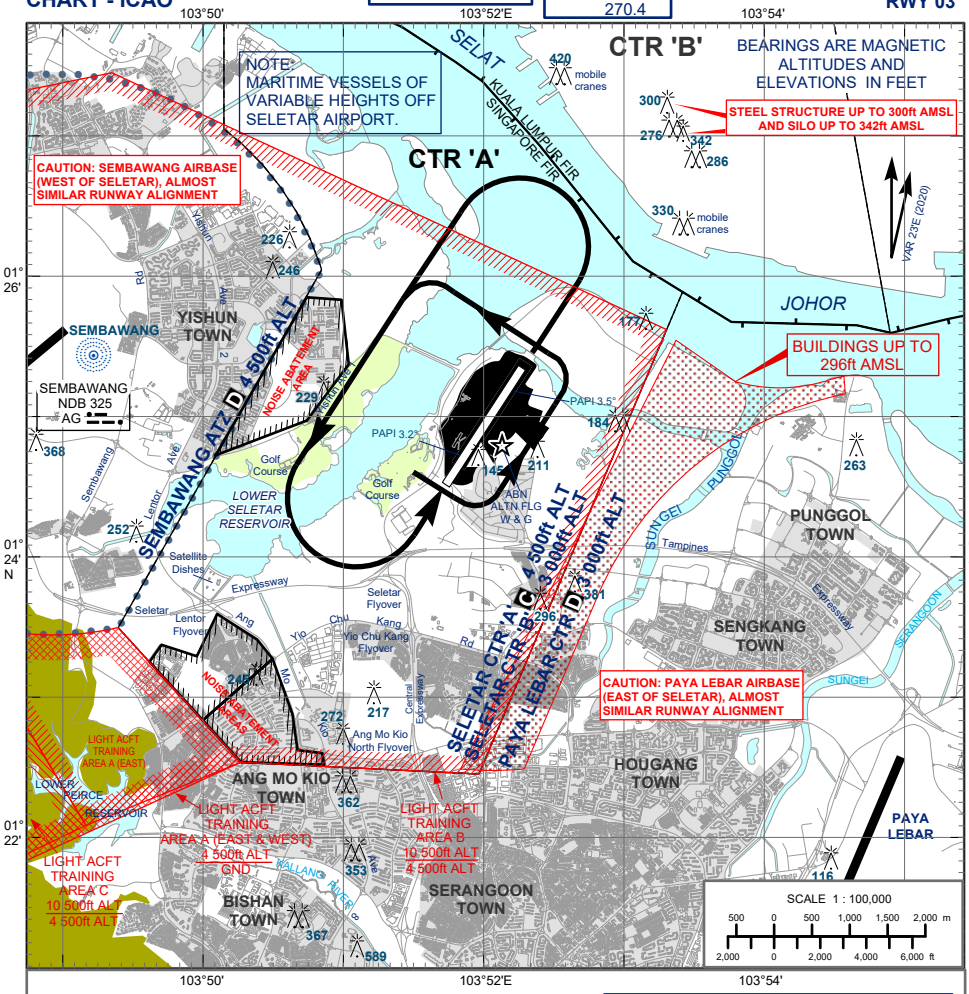
AD ELEV 46 ft

ATIS AP ID-WSSL 128.425

APP	124.05
	126.025
TWR	118.45
	270.4

SINGAPORE/SELETAR

RWY 03



JOINING PROCEDURE - RWY 03

1) Join overhead at 2 000ft ALT or as cleared by ATC and at a speed of not more than 170kt.

2) When over the south-end of the runway (THR RWY 03), join the circuit crossing the upwind north-end of the runway (THR RWY 21) at 1 500ft ALT or above or at the altitude cleared by ATC.

3) Joining aircraft shall give way to circuit traffic already on downwind.

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 to the east of Seletar CTR.
(See area shaded in red).

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.

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.

Note:
1) Pilots are to be advised of the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.
2) Pilots are required to keep their turns within Seletar Control Zone.
3) Pilots are required to keep clear of Sembawang ATZ and Paya Lebar CTR.

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CHANGES : 1) Inclusion of CAUTION Text boxes in chart
2) Amend Caution note
3) Amend Runway 21 PAPI MEHT values

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VISUAL APPROACH CHART - ICAO

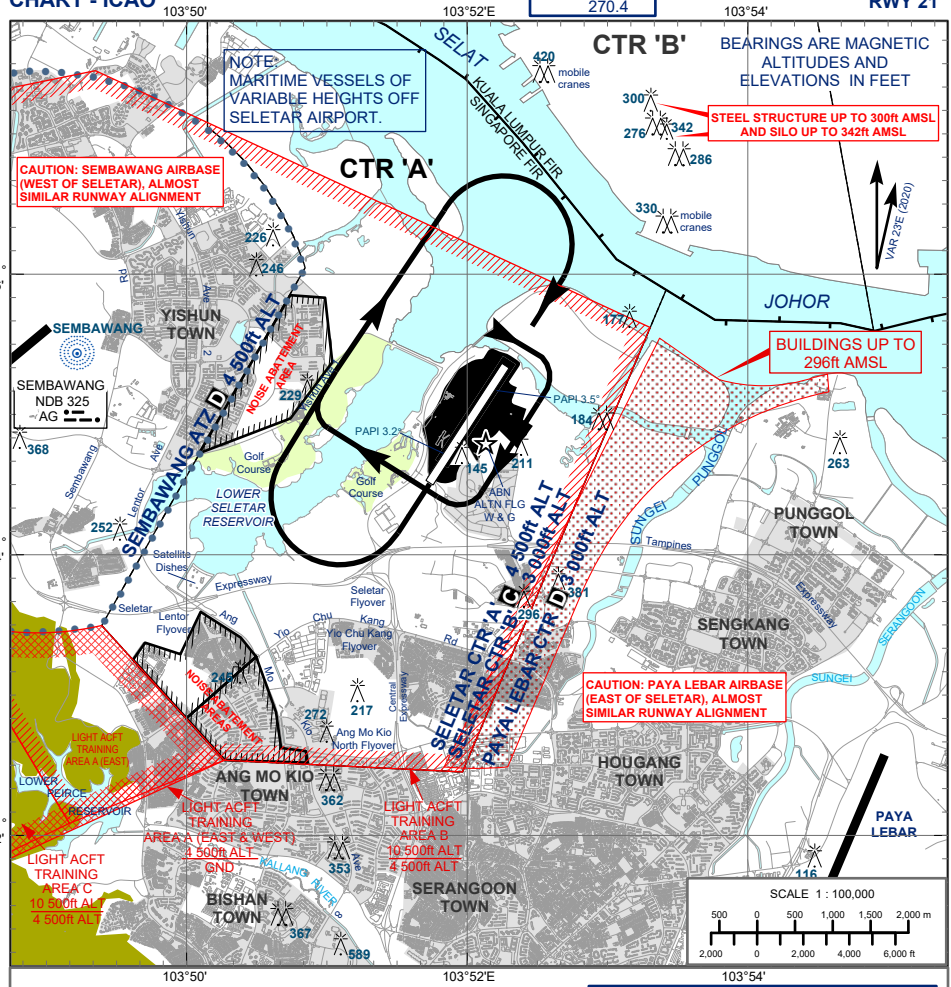
AD ELEV 46 ft

ATIS AP ID-WSSL 128.425

APP 124.05, 126.025
TWR 118.45, 270.4

SINGAPORE/SELETAR

RWY 21



JOINING PROCEDURE - RWY 21

1) Join overhead at 2 000ft ALT or as cleared by ATC and at a speed of not more than 170kt.

2) When over the north-end of the runway (THR RWY 21), join the circuit crossing the upwind south-end of the runway (THR RWY 03) at 1 500ft ALT or above or at the altitude cleared by ATC.

3) Joining aircraft shall give way to circuit traffic already on downwind.

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 to the east of Seletar CTR.
(See area shaded in red).

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.

PAPI 3.5°		
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.

Note:
1) Pilots are to be advised of the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.
2) Pilots are required to keep their turns within Seletar Control Zone.
3) Pilots are required to keep clear of Sembawang ATZ and Paya Lebar CTR.

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CHANGES : 1) Inclusion of CAUTION Text boxes in chart
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VISUAL APPROACH CHART - ICAO

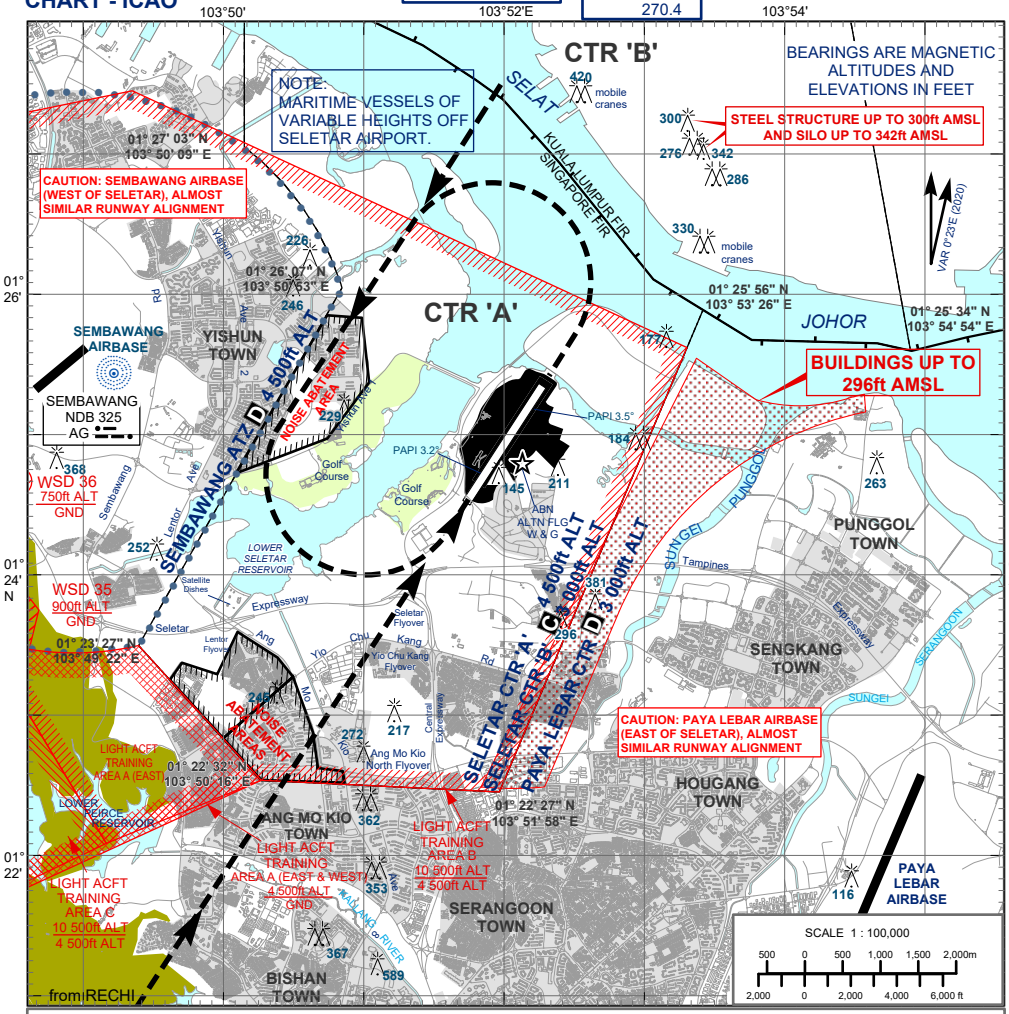
AD ELEV 46 ft

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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VISUAL APPROACH CHART - ICAO

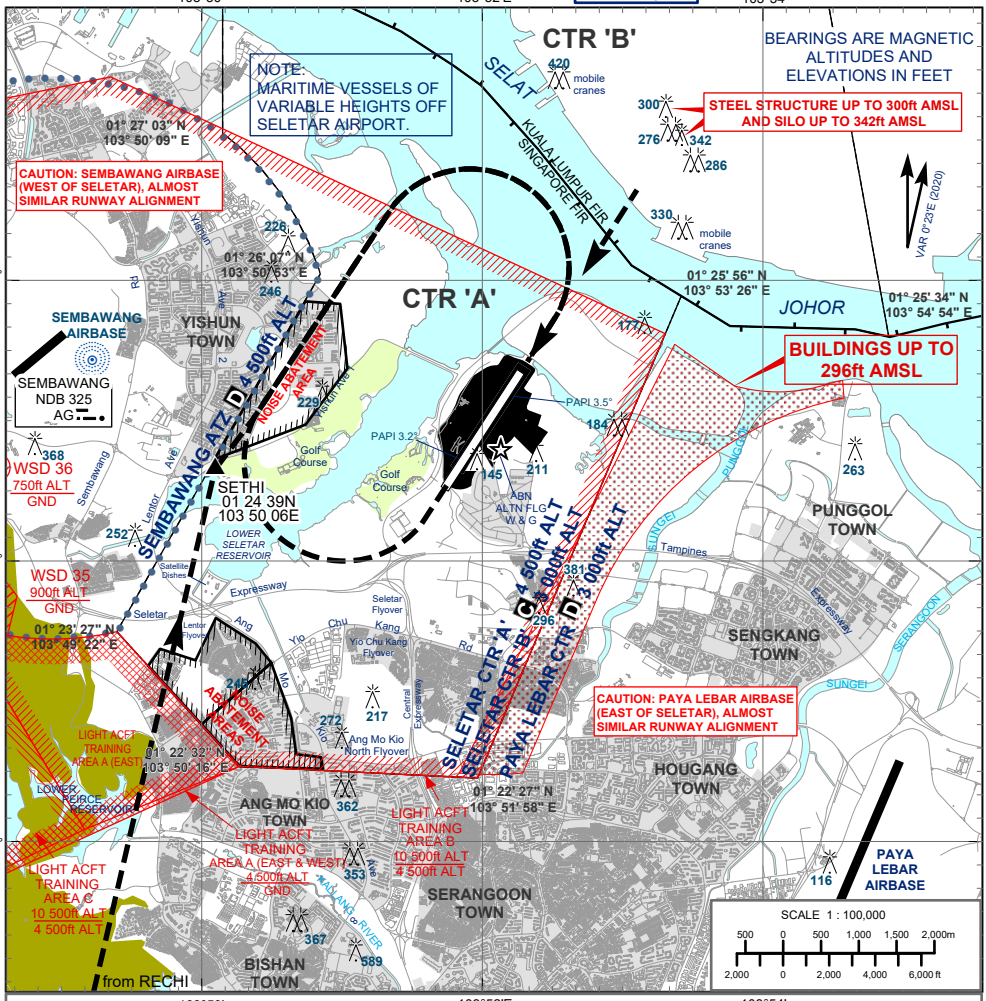
AD ELEV 46 ft

ATIS AP ID-WSSL 128.425

APP 124.05, 126.025
TWR 118.45, 270.4

SINGAPORE/SELETAR

RWY 21



ADVISORY JOINING PROCEDURES - RWY 21

Straight-in Approach

1) From GUMPU or OMKOM, join direct for a visual approach RWY 21, descending from 2 000ft at a speed of not more than 170kt, or as cleared by ATC. Pilots should have runway in sight..
2) From SJ-PONJO-RECHI-SETHI, join right downwind RWY 21 via SETHI at 2 000ft at a speed of not more than 170kt, When downwind, descend from 2 000ft for a visual approach or as cleared by ATC. Pilots should have runway in sight. Aircraft shall give way to circuit traffic already on downwind.

Circling Approach

1) From GUMPU or OMKOM, overfly the runway at 2 000ft at a speed of not more than 160kt. When passing over south-end of the runway (THR RWY 03), descend from 2 000ft to 1 500ft and turn right for right downwind RWY 21. At downwind, descend for a visual approach or as cleared by ATC. Pilots should have the runway in sight.
2) From SJ-PONJO-RECHI-SETHI, join right downwind RWY 21 via SETHI at 2 000ft at a speed of not more than160kt. At end of downwind, turn right and overfly the runway. When passing over south-end of the runway (THR RWY 03), descend from 2 000ft to 1 500ft and turn right for right downwind RWY 21. 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.

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.

PAPI 3.5°		
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.

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CHANGES : 1) Inclusion of CAUTION Text boxes in chart 2) Amend Caution note 3) Amend Runway 21 PAPI MEHT values

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