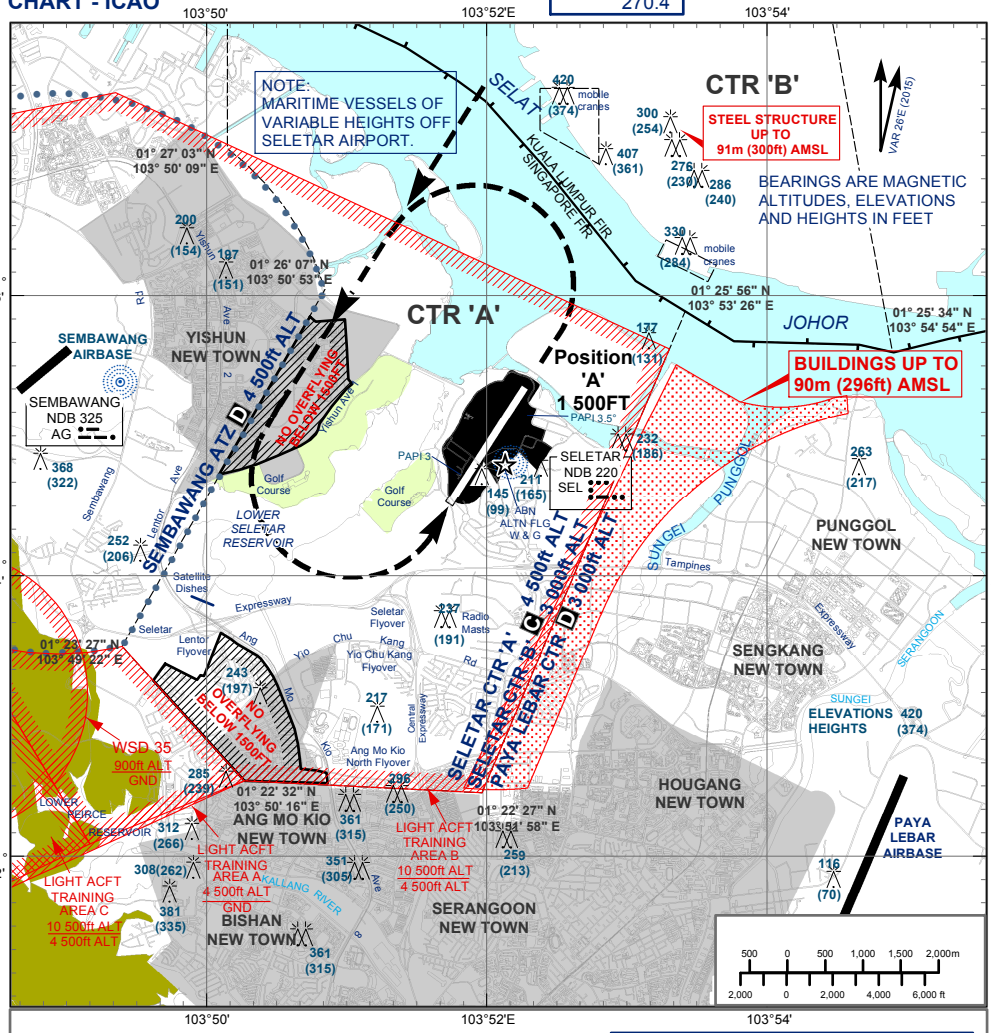
VISUAL APPROACH CHART - ICAO

AD ELEV 46 ft
HEIGHTS RELATED TO AD ELEV

APP 120.3
TWR 118.45
270.4

SINGAPORE/SELETAR

RWY 03



ADVISORY JOINING PROCEDURES FROM JB AND KK - RWY 03

Straight-in Approach

1) Join downwind at 2 000ft at a speed of not more than 170kt.
2) When downwind, descend from 2 000ft 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.

Circling Approach

1) Join downwind at 2 000ft at a speed of not more than 160kt.
2) When passing over position 'A', descend from 2 000ft to 1 500ft and turn left for downwind Runway 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°		
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)*	15.2m	15.3m
3 white lights and 1 red light	17.1m	16.6m
4 white lights	18.8m	18.0m

*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 are required to keep clear of Sembawang ATZ and Paya Lebar CTR. Turns should therefore be kept within Seletar CTR.

b) Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 90m (296ft) AMSL there. Pilots should have all relevant obstructions in sight, including steel structure 91m (300ft) AMSL 2nm north of the airfield.

c) Built-up residential areas - No overflying below 1 500ft (458m).
Aircraft types which are unable to safely manoeuvre clear of the restricted areas are not allowed to operate at Seletar Airport.

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