

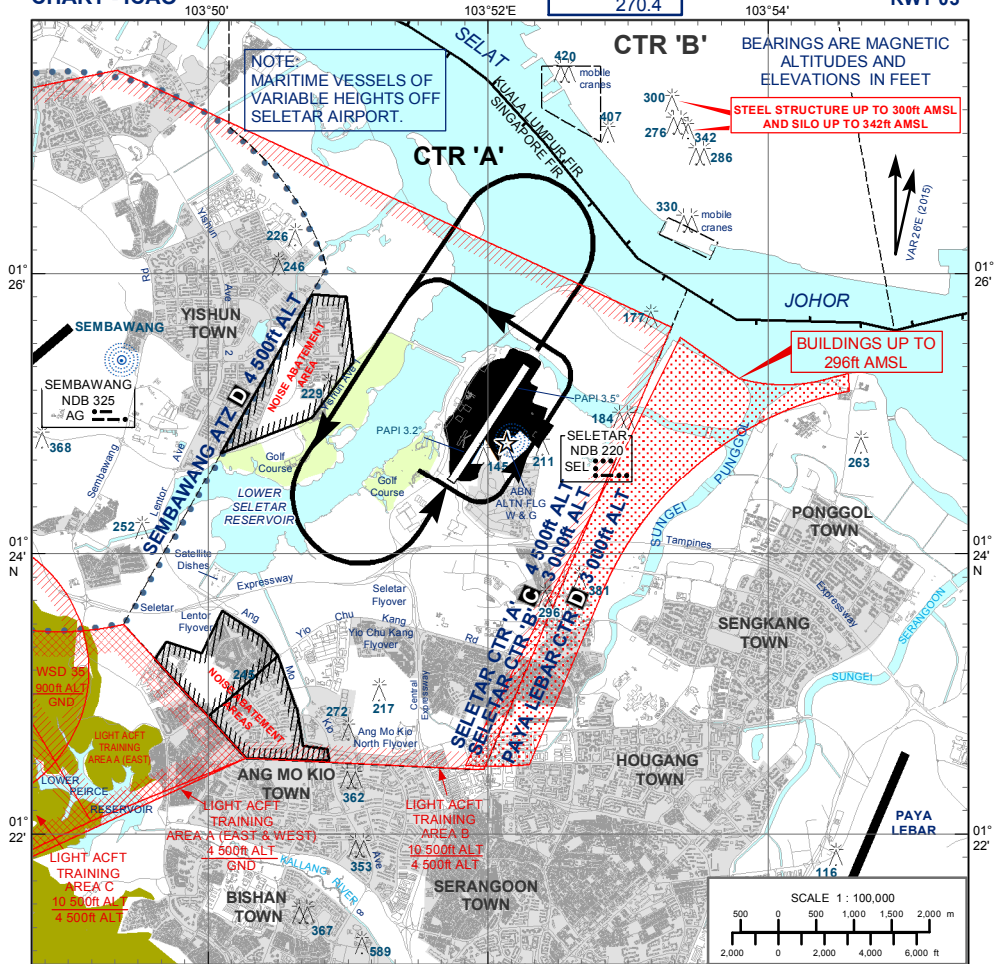
VISUAL APPROACH CHART - ICAO

AD ELEV 46 ft

| | |
|-----|---------|
| APP | 120.3 |
| TWR | 126.025 |
| | 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 are required to keep clear of Sembawang ATZ.
- 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° | RUNWAY | |
|---|--------|---------|
| | 03 | 21 |
| Pilot's eye height over the threshold when the following PAPI lights come into view | | |
| 2 white lights and 2 red lights (MEHT)* | 21.24m | 17.720m |
| 3 white lights and 1 red light | 22.27m | 19.286m |
| 4 white lights | 24.75m | 20.871m |

*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 CTR and Paya Lebar CTR.