

**VISUAL APPROACH CHART - ICAO**

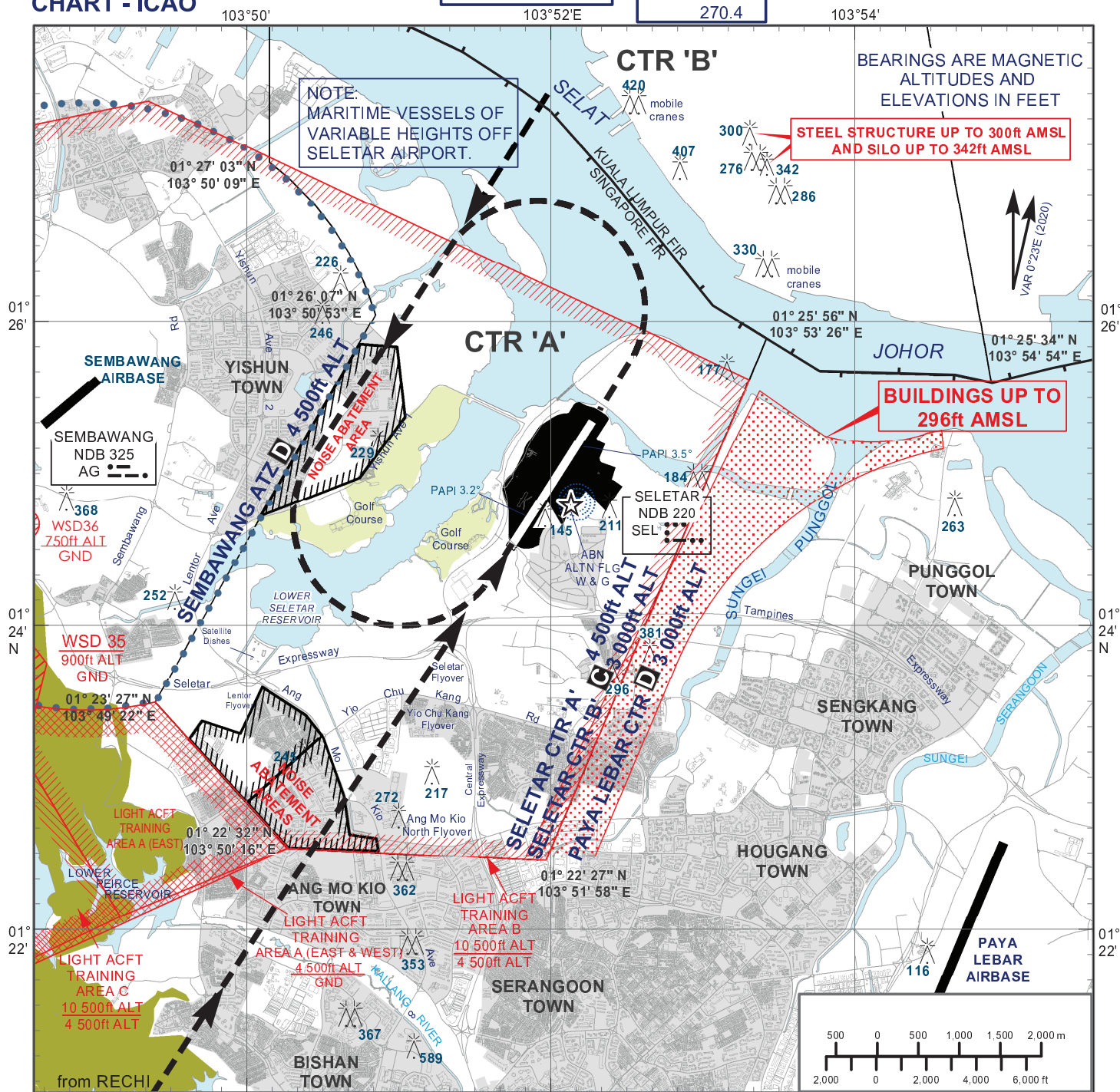
AD ELEV 46 ft

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**

- From JB or KK, join downwind at 2 000ft 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.
- 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.
- Joining aircraft shall give way to circuit traffic already on downwind.

**Circling Approach**

- From JB or KK, join downwind at 2 000ft at a speed of not more than 160kt. 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 or as cleared by ATC. Pilots should have the runway in sight.
- From SJ-PONJO-RECHI, 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 the runway (THR 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.
- Joining aircraft shall give way to circuit traffic already on downwind.

**CAUTION**

- Pilots are required to keep clear of Sembawang ATZ. Turns should therefore be kept within Seletar CTR.
- 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.
-  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.