INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 65ft
HEIGHT RELATED TO THR RWY 20 - 65ft

MSA 25 NM from PAPA UNIFORM DVOR
3400' 2900' 2100' 090° 180° 270°

ATIS Paya Lebar	148.9	
Singapore APP	124.05	
Paya Lebar APP	119.9	298.0
Seletar APP	126.025	
Paya Lebar TWR	118.05	263.1
Ground Control	130.8	296.0

RADAR REQUIRED

SINGAPORE/ PAYA LEBAR
IPS ILS/DME RWY 20

103°50'E 104°00' 104°10'
01° 30' 01° 20' N

VAR 0°23'E (2020)
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET

10 NM

PAPA UNIFORM DVOR/DME 115.1 CH 98
PU
01° 25' 24"N
103° 56' 00" E
60m

203°
RADAR VECTORS
FAP
4.6 DME IPS
01° 26' 38.40"N
103° 56' 42.00"E

Sembawang
Seletar
Singapore Changi
POSSIBLE VESSEL

WSD36 750ft ALT GND
WSR6 200ft ALT GND
WSD35 900ft ALT GND
WSP3 750ft ALT GND
WSR16 200ft ALT GND
WSR38 10 000ft ALT GND
WSR9 200ft ALT GND
WSP24 800ft ALT GND/WATER
WSD4 FL 160 GND/WATER
WSD34 500ft ALT GND

R-203 PU

LLZ 111.5
IPS

SINJON DVOR/DME 113.5 CH 82
SJ
01° 13' 21.34"N
103° 51' 15.22" E
60m

MISSED APCH
MNM ALT 2 500
SJ
021°
201°
8 DME SJ

Pengerang Integrated Complex (PIC). Aircraft may overfly area at 2000ft and above.
PIC 2000ft SFC

KUALA LUMPUR FIR
SINGAPORE FIR
SINGAPORE FIR
JAKARTA FIR

NOTE:
MARITIME VESSELS OF VARIABLE HEIGHTS IN WATER NORTH AND SOUTH OF RWY

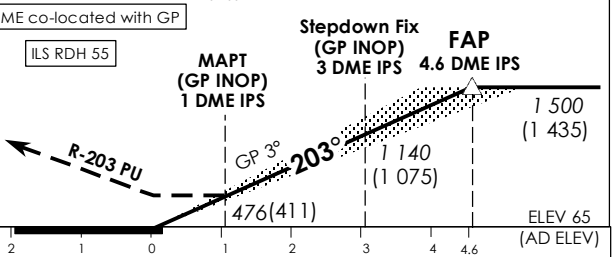
SCALE 1 : 400,000
1 0 1 2 3 4 5 6 7 8 9 km
1 0 1 2 3 4 5 NM

Transition Level : FL 130
Transition Alt : 11 000

ILS/DME co-located with GP

ILS RDH 55

MISSED APPROACH
Climb to 3 000ft on R-203 PU to SJ DVOR/DME and hold South right turn 021° inbound or AS DIRECTED BY ATC



OCA (OCH)					
Category of Aircraft		A	B	C	D
Straight-in	CAT I ILS	**194 (129)**	**204 (139)**	**214 (149)**	**224 (159)**
	GP INOP	**476 (411)**			

Distance		4 DME	3 DME	2 DME
Altitude (Height)		**1300 (1235)**	**1140 (1075)**	**820 (755)**
Speed	knots	70	120	150	185
FAF - MAPT 3.6nm	min : s	**3 : 06**	**1 : 48**	**1 : 27**	**1 : 11**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

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CHANGES : Realignment of FIR