VISUAL APPROACH CHART - ICAO

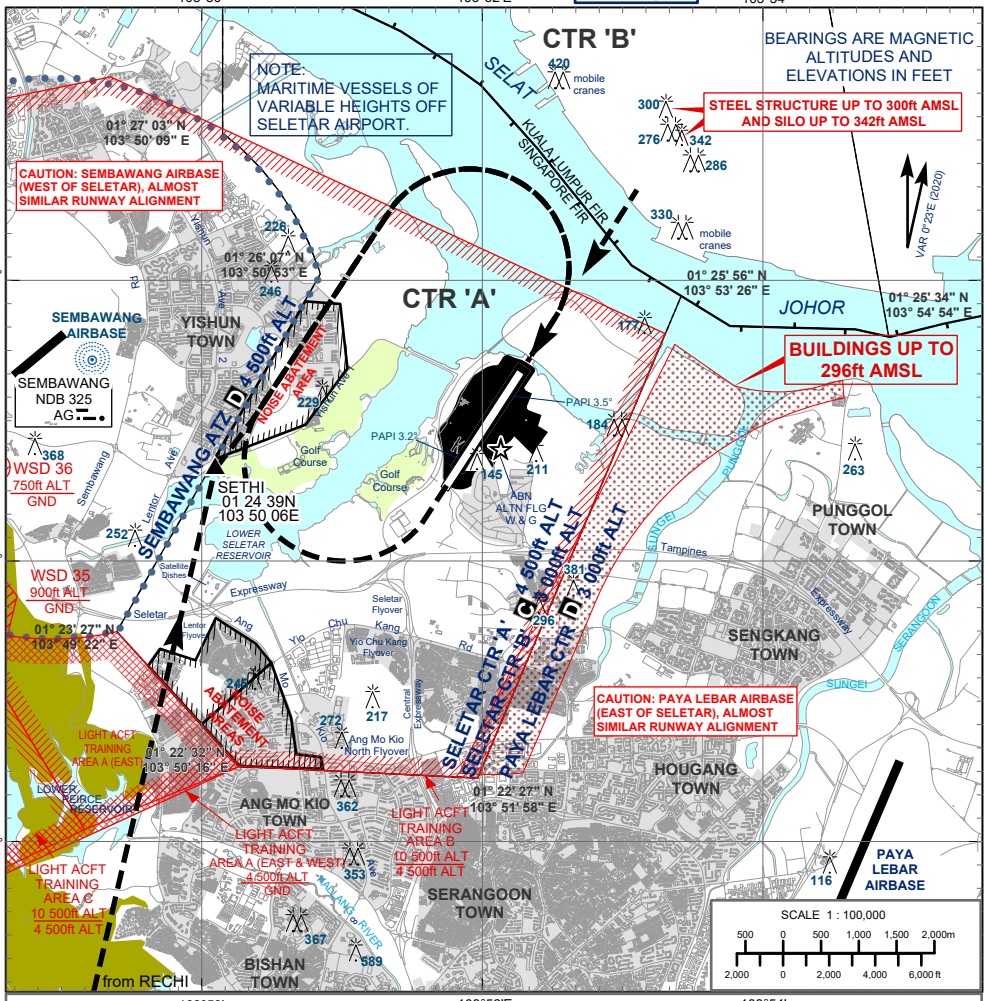
AD ELEV 46 ft

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