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AIP Supplement for Singapore

AIRAC *AIP SUP*
081/2022
Effective from 08 SEP 2022
PERM
Published on 30 JUN 2022

DECOMMISSIONING OF NAVIGATIONAL AIDS KONG KONG (NDB), JAYBEE (NDB) AND VPT (VOR/DME)

1 INTRODUCTION

1.1 This AIP Supplement informs airline operators and pilots of the decommissioning of three navigational aids, KONG KONG (NDB), JAYBEE (NDB) and VPT (VOR/DME) and replacement with new 5-letter name codes (5LNC) waypoints.

1.2 The decommissioning of the navigational aids will take effect on **08 September 2022, 0000UTC.**

2 CHANGES TO NAVIGATIONAL AIDS (NAVAID)

2.1 The details of changes are as follows:

No	NAVAID Identification	Equipment	Affected Routes	New 5LNC Waypoints	Coordinates
1	VPT	VOR/DME	G334	IDEMO	025431.40N 1040603.20E
2	JAYBEE (JB)	NDB	G579/W401	GUMPU	012959.50N 1034243.20E
3	KONG KONG (KK)	NDB	W401/W651	OMKOM	013112.40N 1035909.90E

3 DESCRIPTION OF CHANGES TO EXISTING ATS ROUTES AND FLIGHT PROCEDURES

3.1 Existing ATS routes W401, W651, G579 and G334 referencing the three navigational aids will be updated with the new 5LNC waypoints, please refer to **Annex A-1 to Annex A-4.**

3.2 Existing Flight Procedures referencing the three navigational aids (see table below) will be updated with the new 5LNC waypoints, please refer to **Annex B-1 to Annex B-11.**

No	Chart	AIP Chart Reference	Refer to
1	Standard Arrival Chart RNAV (GNSS) – Instrument (STAR) – RWY 20R/C/L LELIB THREE BRAVO ARRIVAL - LELIB 3B	AD-2-WSSS-STAR-9	Annex B-1/B-1.1
2	Visual Approach Chart - ICAO	AD-2-WSSS-VAC-1	Annex B-2/B-2.1
3	Visual Approach Chart – ICAO	AD-2-WSSL-VAC-3	Annex B-3
4	Visual Approach Chart - ICAO	AD-2-WSSL-VAC-4	Annex B-4
5	Visual Departure Chart	AD-2-WSSL-VDC-1	Annex B-5/B-5.1
6	Visual Departure Chart	AD-2-WSSL-VDC-2	Annex B-6/B-6.1
7	Seletar Aerodrome Joining Procedure (VFR flights) from Johor Bahru	AD-2-WSSL-VFR-1	Annex B-7
8	Seletar Aerodrome Joining Procedure (IFR flights) from GUMPU, OMKOM and SJ - Runway 03	AD-2-WSSL-IFR-1	Annex B-8

No	Chart	AIP Chart Reference	Refer to
9	Seletar Aerodrome Joining Procedure (IFR flights) from GUMPU, OMKOM and SJ - Runway 21	AD-2-WSSL-IFR-2	Annex B-9
10	Instrument Approach Chart - ICAO	AD-2-WSAP-IAC-1	Annex B-10
11	Instrument Approach Chart - ICAO	AD-2-WSAP-IAC-2	Annex B-11

3.3 Other affected textual and aeronautical charts referencing the three navigational aids in the AIP sections will be updated via AIP Amendment 05/2022, to be published on **08 September 2022.**

4 CANCELLATION

4.1 This AIP Supplement will remain effective until the information is incorporated into AIP Singapore.

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist NM	(COP)	Upper limit / Lower limit	MNM FLT ALT	Lateral limits NM	FL series ↓	FL series ↑	Controlling unit Frequency {Airspace class} Remarks
1	2	3	4	5	6	7	8	9	10
W401	*Route availability:* (1) H24								
▲ HOSBA (R079/34 DME SJ) (R103/24 DME VTK)	011948.00N 1042418.00E								
	294° 114°	27.6NM		FL 245 2000 FT ALT	7000 FT	5	Even(1)	Odd(1)	[Class A – ABV FL150 Class B – BLW FL150]
▲ OMKOM	013112.40N 1035909.90E								
	266° 086°	9.5NM		FL 245 2000 FT ALT	3000 FT	3	Even(1)	Odd(1)	[Class A – ABV FL150 Class B – BLW FL150]
∆ ALFA	013033.00N 1034942.00E								
	265° 085°	7.0NM		FL 245 3000 FT ALT	6000 FT	3	Even(1)	Odd(1)	[Class A – ABV FL150 Class B – BLW FL150]
▲ GUMPU	012959.50N 1034243.20E								
	262° 082°	18.1NM		FL 245 3000 FT ALT	6000 FT	3	Even(1)	Odd(1)	[Class A – ABV FL150 Class B – BLW FL150]
∆ LELIB	012729.00N 1032450.00E								
	262° 082°	4.8NM		FL 245 3000 FT ALT	6000 FT	3	Even(1)	Odd(1)	[Class A – ABV FL150 Class B – BLW FL150]
∆ PIMOK	012648.00N 1032008.00E								

Route Remarks:

Controlling Authority: Singapore ACC

Airspace below airway controlled by Johor Approach.

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Route Designator {RNP Type}	***[Route Usage Notes]***								
Significant Point Name	***Significant Point Coordinates***								***Remarks***
{RNP Type}	***Track MAG*** ↓ ↑	***Dist NM***	***(COP)***	***Upper limit / Lower limit***	***MNM FLT ALT***	***Lateral limits NM***	***FL series*** ↓	***FL series*** ↑	***Controlling unit Frequency {Airspace class} Remarks***
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
W651	*Route availability:* (1) H24								
▲ JOHOR BAHRU DVOR/DME (VJB)	013950.00N 1033939.00E								
	114° 294°	21.3NM		FL 200 2500 FT ALT	3000 FT	3	Odd*(1)*	Even*(1)*	[Class A – ABV FL150 Class B – BLW FL150]
▲ OMKOM	013112.40N 1035909.90E								

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Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist NM	(COP)	Upper limit / Lower limit	MNM FLT ALT	Lateral limits NM	FL series ↓	FL series ↑	Controlling unit Frequency {Airspace class} Remarks
1	2	3	4	5	6	7	8	9	10
G579	*Route availability:* (1) H24								
▲ JOHOR BAHRU DVOR/DME (VJB)	013950.00N 1033939.00E								
	162° / 342°	10.3NM		FL 460 / 6500 FT ALT	7000 FT	3	Odd(1)	Even(1)	[Class A –ABV FL150 Class B –BLW FL150]
▲ GUMPU	012959.50N 1034243.20E								(4)
	152° / 332°	4.1NM		FL 460 / 2000 FT ALT	7000 FT	3	Odd(1)	Even(1)	[Class A –ABV FL150 Class B –BLW FL150]
LAPOL	012622.00N 1034435.00E								(5)
	153° / 333°	6.1NM		FL 460 / 2000 FT ALT	11000 FT	3	Odd(1)	Even(1)	[Class A –ABV FL150 Class B –BLW FL150]
LEGOL	012053.00N 1034723.00E								(5)
	152° / 332°	8.4NM		FL 460 / 2000 FT ALT	3000 FT	3	Odd(1)	Even(1)	[Class A –ABV FL150 Class B –BLW FL150]
▲ SINJON DVOR/DME (SJ)	011321.34N 1035115.22E								(3)
	347° / -	30.2NM		FL 460 / 2000 FT ALT	4000 FT			Even(1)	[Class A –ABV FL150 Class B –BLW FL150] (2)
∆ REMES	004342.00N 1035735.00E								
	348° / -	27.7NM		FL 460 / 2000 FT ALT	5000 FT			Even(1)	[Class A –ABV FL150 Class B –BLW FL150] (2)
▲ REPOV	001623.00N 1040300.00E								
	348° / -	32.8NM		FL 460 / 2000 FT ALT	5000 FT			Even(1)	[Class A –ABV FL150 Class B –BLW FL150] (2)
FIRJ3 (WSJC/WIIZ FIR BDRY)	001606.00S 1040918.00E								(5)
	346° / -	18.4NM		FL 460 / 2000 FT ALT	5000 FT			Even(1)	[Class A –ABV FL150 Class B –BLW FL150] (2)
▲ PARDI (ABM NE)	003400.00S 1041300.00E								

Route Remarks:

Unidirectional route (Northbound) for flights from Jakarta FIR to Singapore FIR to and beyond.
Bi-directional route between Palembang and Singapore below FL200.

Point/Segment Remarks:

(2) Lateral Limits
(PLB VOR/SJ DVOR/DME):
The lateral limits commence from 5NM either side of line joining PLB VOR to SJ DVOR/DME funneling out from PLB VOR on a 7.5° tolerance to intersect the boundary of an AWY similarly projected from SJ DVOR/DME on a 7.5° tolerance.

(3) All FLT between SJ and GUMPU are to avoid at all times WSR38 which overlaps the eastern edge of the airway.

(4) Kuala Lumpur/Singapore FIR boundary is approximately 2NM south of JB.

(5) Not a REP

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Route Designator {RNP Type}		***[Route Usage Notes]***								
	Significant Point Name	***Significant Point Coordinates***								***Remarks***
{RNP Type}		***Track MAG*** ↓ ↑	***Dist NM***	***(COP)***	***Upper limit Lower limit***	***MNM FLT ALT***	***Lateral limits NM***	***FL series*** ↓	***FL series*** ↑	***Controlling unit Frequency {Airspace class} Remarks***
1		**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
G334		*Route availability:* (1) H24								
Δ	IDEMO	025431.40N 104063.20E								
		095° 275°	22.4NM		FL 285 FL 240	FL 250	20 NM	Odd*(1)*	Even*(1)*	[Class A]
▲	KIBOL (WMFC/WSJC FIR BDRY)	025224.00N 1042818.00E								
		096° 276°	92.3NM		FL 285 FL 240	FL 250	20 NM	Odd*(1)*	Even*(1)*	[Class A]
▲	BUNTO	024200.00N 1060000.00E								
		092° 272°	175.9NM		FL 285 FL 240	FL 250	20 NM	Odd*(1)*	Even*(1)*	[Class A]
▲	KAMIN (WSJC/WBFC FIR BDRY)	023442.00N 1085536.00E								

Route Remarks:

Tolerances of airway infringe WMD222 ASAHAN (activated by NOTAM – Military activities)

10 min longitudinal separation between RNAV-equipped aircraft applying Mach Number Technique.

15 min longitudinal separation between other aircraft.

Singapore ACC FREQ:
P123.7 MHz, S127.3 MHz

ADS-C and CPDLC services are available to suitably equipped aircraft operating outside radar cover within the Singapore FIR.

Flight Planning
Non-PBN and Non-RVSM equipped aircraft on ATS route G334:

1. To destinations other than WMKK to flight plan via G334-KIBOL-VPK.
   Alternative route to G334 for non-PBN equipped aircraft to destinations within WMFC may flight plan via G580-HOSBA-VJB-A457.

2. For departure from WMFC to flight plan via VPK-KIBOL-G334.
   Alternative route to G334 for non-PBN equipped aircraft for departure from WMFC may flight plan via A464-TOPOR-W534-VJB-HOSBA-G580.

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STANDARD ARRIVAL CHART RNAV (GNSS) - INSTRUMENT (STAR)

ACC 133.25
APP 124.05
119.3
TWR 118.6 / 118.25

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.025

SINGAPORE/Singapore Changi RWY 20R/C/L

LELIB THREE BRAVO ARRIVAL LELIB 3B

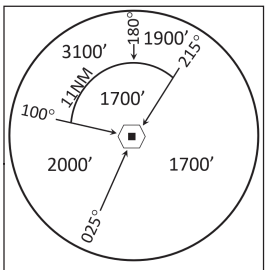
ELEV, ALT IN FEET
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2020)

DISTANCES IN NM

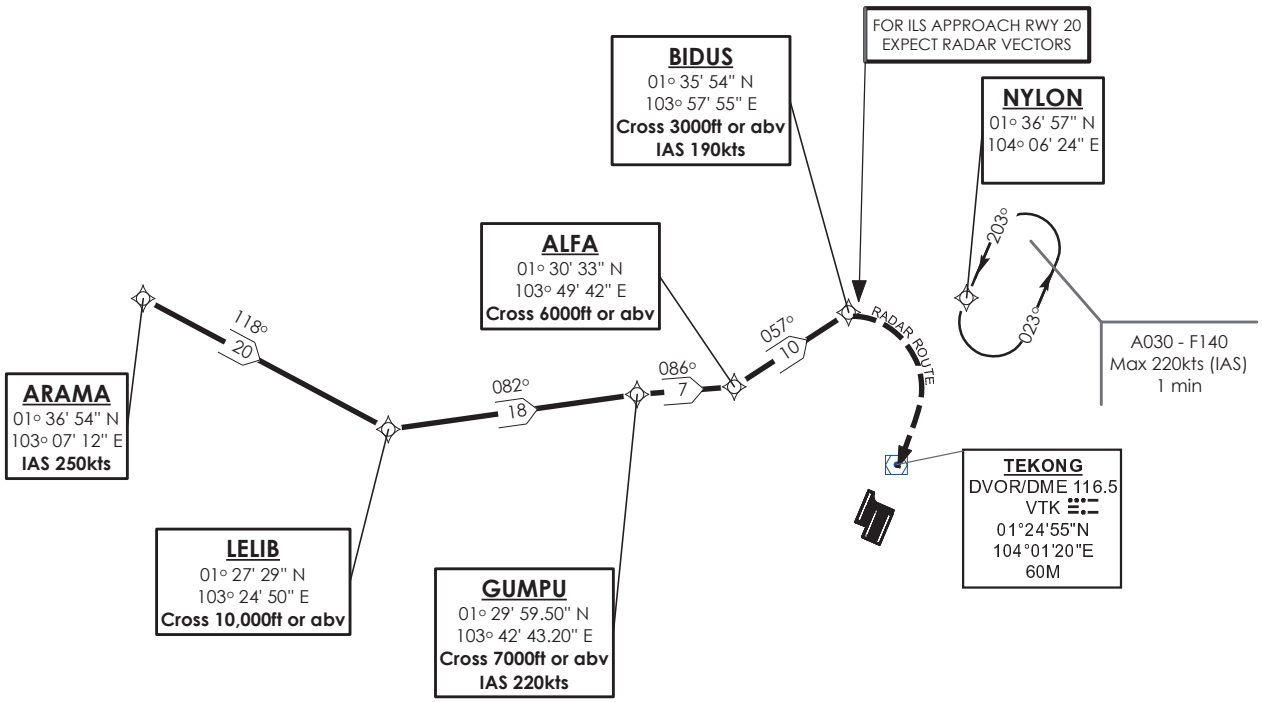
NOTE: RADAR REQUIRED

NOTE: RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

NOTE: REFER TO BACK PAGE FOR
- FORMAL AND TABULAR DESCRIPTIONS
- RADIO COM FAILURE PROCEDURES



MSA 25 NM from TEKONG DVOR



ARAMA 1B shall be the default STAR for WSSS RWY 20.
ATC will offer LELIB 3B when traffic permits.

NOT TO SCALE

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LELIB 3B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

Formal & Abbreviated Descriptions

Formal Description	Abbreviated Description	Path Terminator	Fly-Over required
From ARAMA, speed 250kts. To LELIB at or above 10000ft, turn left. To GUMPU at or above 7000ft, speed 220kts, turn right. To ALFA at or above 6000ft, turn left. To BIDUS at or above 3000ft, speed 190kts.	ARAMA [K250] - LELIB [A100+; L] - GUMPU [A070+; K220; R] - ALFA [A060+; L] - BIDUS [A030+; K190]	IF TF TF TF TF	N N N N N

Tabular Descriptions

Path Term	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec
IF	ARAMA	-	-	-	-	-	K250	RNAV1
TF	LELIB	-	118(118.4)	-0.4	L	A100+	-	RNAV1
TF	GUMPU	-	082(082.4)	-0.4	R	A070+	K220	RNAV1
TF	ALFA	-	086(086.4)	-0.4	L	A060+	-	RNAV1
TF	BIDUS	-	057(057.4)	-0.4	-	A030+	K190	RNAV1

RADIO COMMUNICATIONS FAILURE PROCEDURE

1	**SET TRANSPONDER TO MODE A/C CODE 7600**
2	**When cleared via LELIB 3B by Singapore ATC** **(a)** Maintain last assigned flight level or altitude and proceed on LELIB 3B to BIDUS, then direct to NYLON **(b)** From NYLON commence descent and carry out appropriate landing procedure for RWY 20 as close as possible to EAT or ETA **(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure
3	**No clearance or instruction received from Singapore ATC** - Refer to Singapore AIP for radio communications failure procedure

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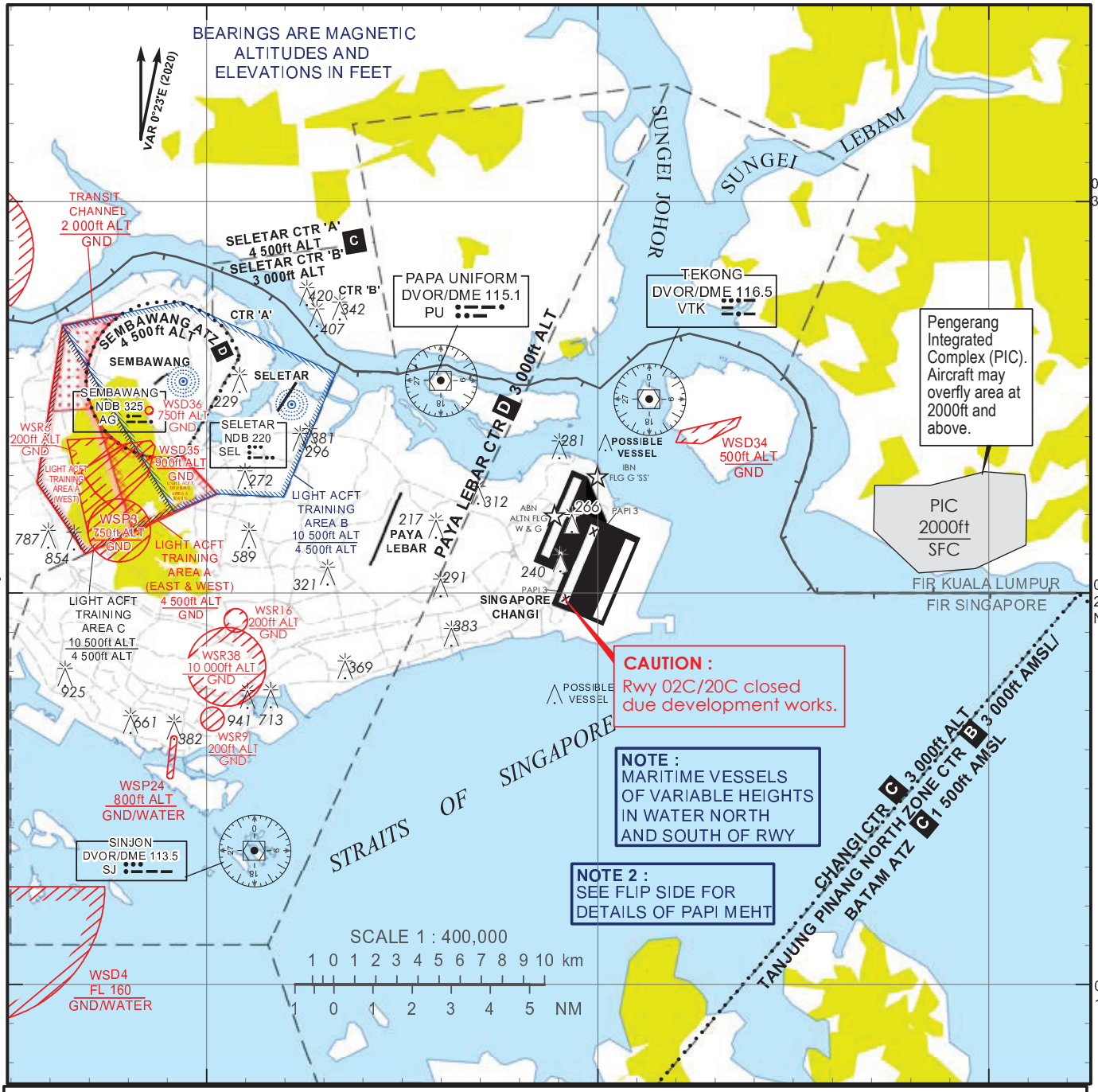
VISUAL APPROACH CHART - ICAO

AERODROME ELEV 22 ft

D-ATIS	AP ID WSSS	
		128.025
APP		124.05
		119.3
TWR		118.6
		118.25

SINGAPORE/SINGAPORE CHANGI



VISUAL APPROACH PROCEDURE

1. **An IFR flight operating into Singapore Changi Airport may be cleared for a visual approach subject to the following conditions :-**
   a) **The pilot has the aerodrome in sight and can conduct his approach with visual reference to terrain;**
   b) **The flight will not cause delay to other traffic;**
   c) **There is no conflicting tall vessel movement;**
   d) **The cloud ceiling at the aerodrome is 4,000ft or more for landing on RWY 20C/R/L and 3,000ft or more for on RWY 02C/L/R ; and**
   e) **The visibility at the aerodrome is 5km or more.**
2. **Notwithstanding para 1d) and 1e), if the pilot reports that he has the aerodrome in sight and can conduct his approach with visual reference to terrain, the flight may be cleared for a visual approach.**
3. **Pilots may expect radar vectoring for separation and sequencing with other traffic prior to being cleared for a visual approach.**

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PAPI 3° (MEHT)*						
Pilot's eye height over the threshold when the following PAPI lights come in view.	**RUNWAY**					
	02L	20R	02C	20C	20L	02R
2 White lights and 2 Red lights	20.0m	20.0m	19.8m	19.8m	19.7m	19.7m
3 White lights and 1 Red light	24.0m	22.6m	23.7m	23.7m	23.6m	23.6m
4 White lights	26.4m	25.0m	26.2m	26.2m	26.0m	26.0m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 8 metres are advised to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

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VISUAL APPROACH CHART - ICAO

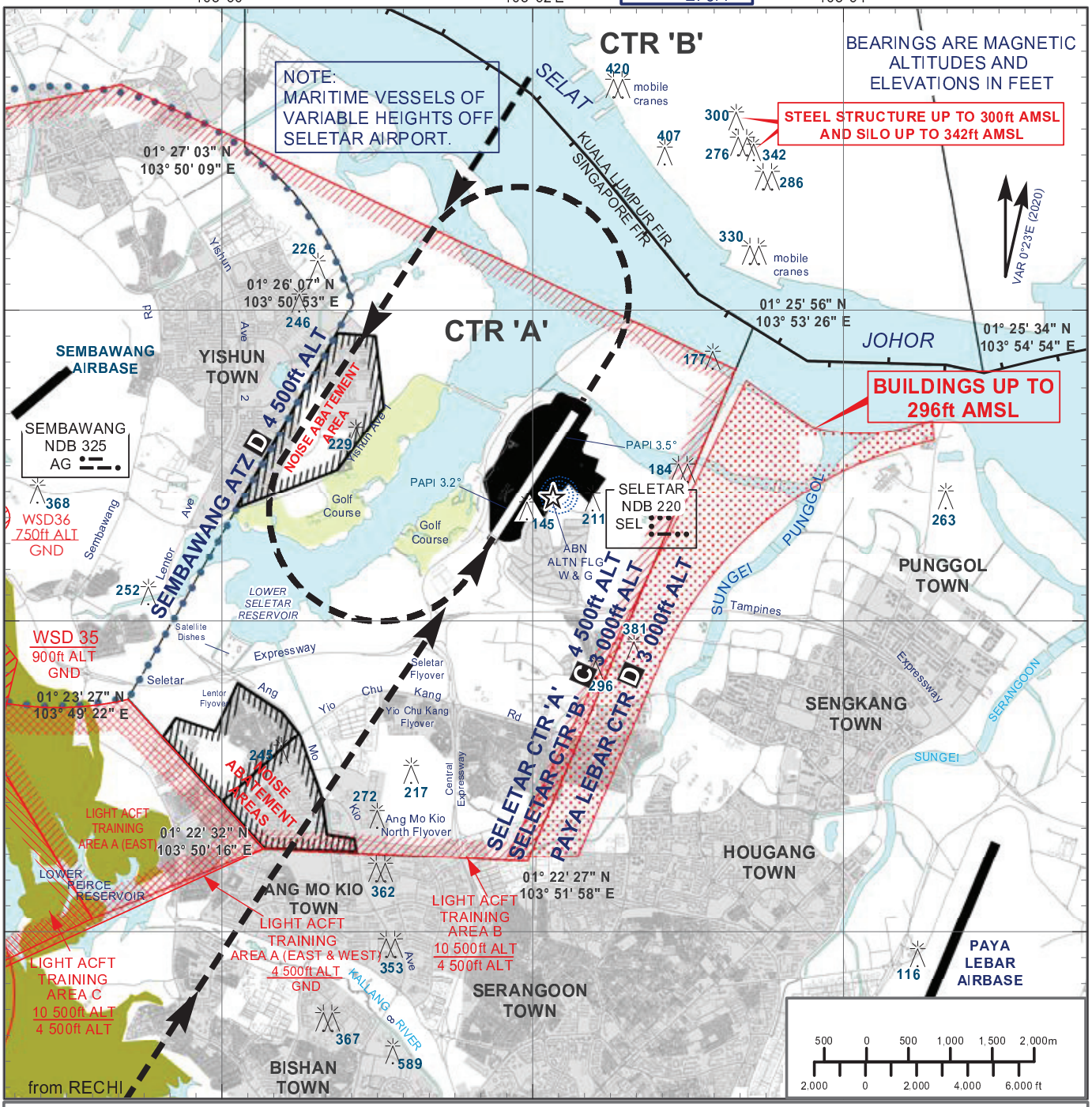
AD ELEV 46 ft

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

1) From GUMPU or OMKOM, 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.
2) 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.
3) Joining aircraft shall give way to circuit traffic already on downwind.

Circling Approach

1) From GUMPU or OMKOM, 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.
2) From SJ-PONJO-RECHI, overfly the runway at 2 000ft at a speed of not more than160kt. 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.
3) Joining aircraft shall give way to circuit traffic already on downwind.

PAPI 3.2°		
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	17.720m
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.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ. 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 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.

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VISUAL APPROACH CHART - ICAO

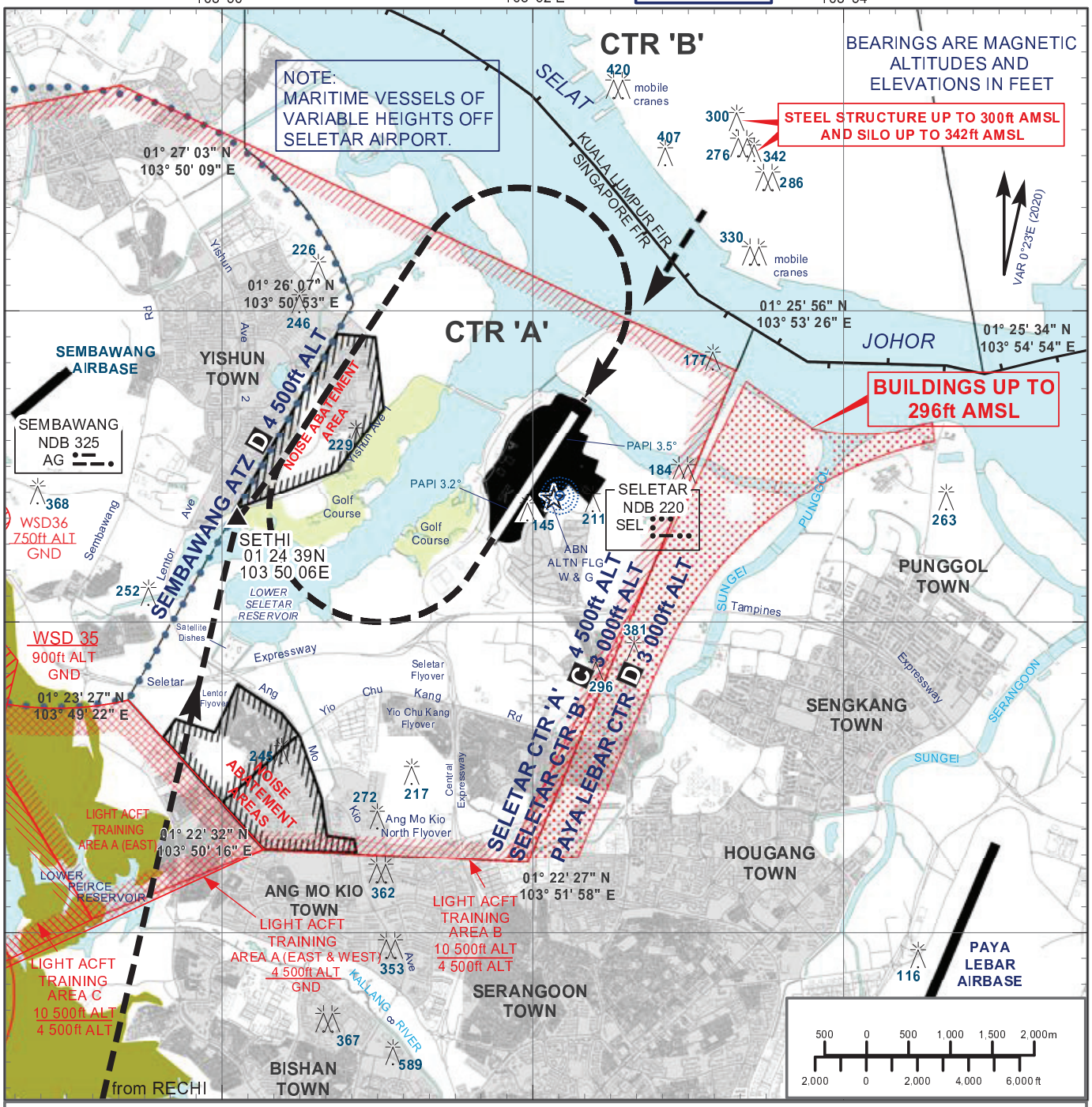
AD ELEV 46 ft

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 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.
3) Joining 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 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 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 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.

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	17.720m
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.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ. 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 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.

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VISUAL DEPARTURE CHART

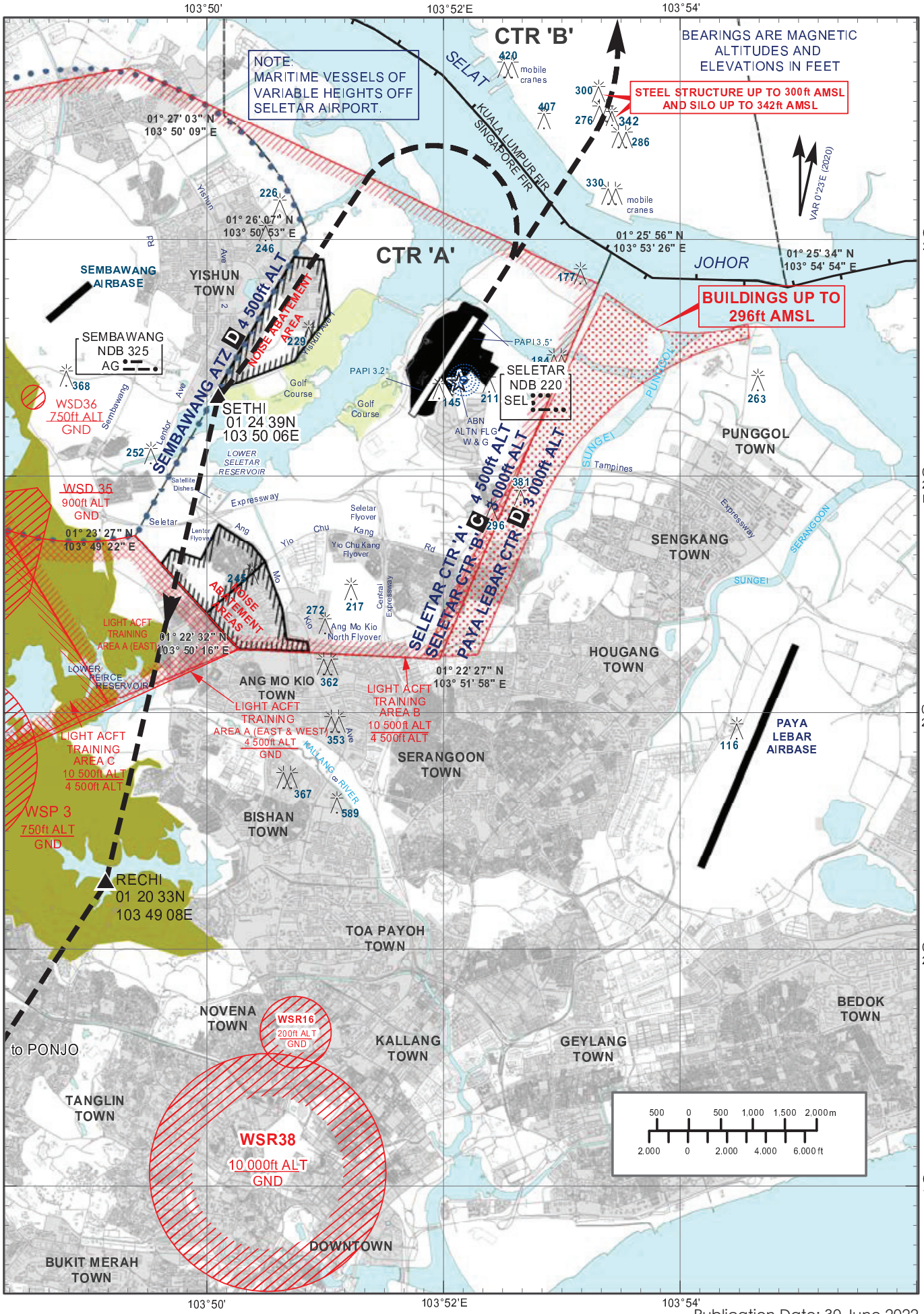
AD ELEV 46 ft

ATIS AP ID-WSSL 128.425

APP	124.05
TWR	118.45
	270.4

SINGAPORE/SELETAR

RWY 03



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ADVISORY DEPARTURE PROCEDURES FOR RUNWAY 03

On departure, pilots of both fixed-wing and rotary-wing aircraft should climb ahead to an altitude cleared by ATC. Pilots can expect a radar heading to leave Seletar CTR. Where a radar heading is not given, pilots shall navigate to SETHI-RECHI-PONJO-SJ, or navigate to OMKOM, in accordance with their ATC clearance.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ. 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 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) When cleared via SETHI-RECHI-PONJO-SJ, pilots shall not deviate from the clearance unless approved by ATC. This is due to the proximity of WSR38 which is Permanently active from Ground to 10,000ft.

d) Pilots shall maintain a speed of not more than 185KTS until passing PONJO to mitigate risk of encroaching into WSD4.

e) 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.

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VISUAL DEPARTURE CHART

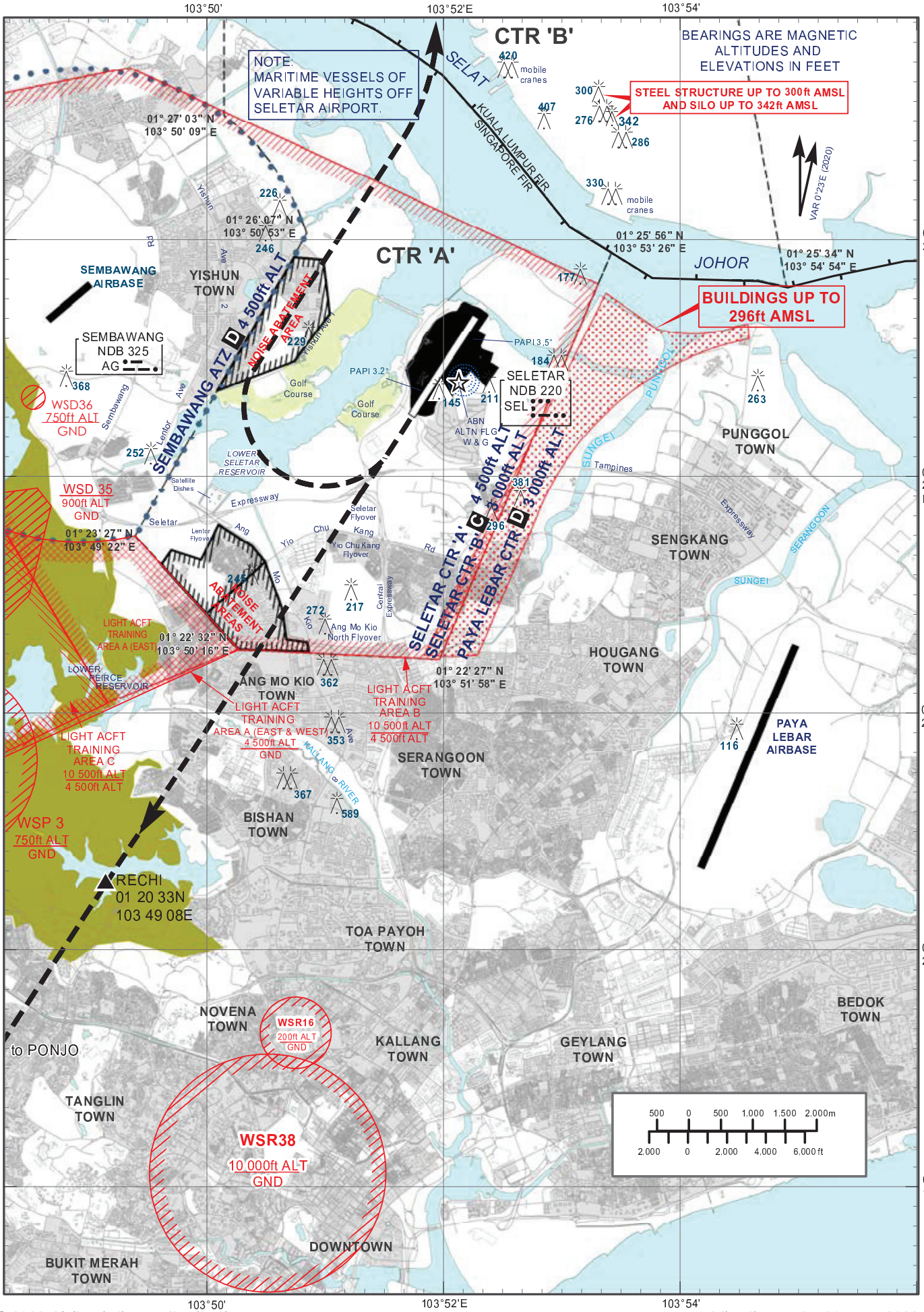
AD ELEV 46 ft

ATIS AP ID-WSSL 128.425

APP 124.05
TWR 118.45
270.4

SINGAPORE/SELETAR

RWY 21



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ADVISORY DEPARTURE PROCEDURES FOR RUNWAY 21

On departure, pilots can expect climb to an initial altitude cleared by ATC. Pilots of fixed-wing aircraft navigating to OMKOM can expect to turn right to join the circuit till end of downwind and then expect a radar heading to leave Seletar CTR. Where a radar heading is not given, pilots shall navigate to RECHI-PONJO-SJ, or navigate to OMKOM in accordance with their ATC clearance.

Pilots of rotary-wing aircraft can expect to turn left after departure to join the helicopter circuit pattern till end of downwind. Thereafter, they can expect further en-route clearance.

CAUTION

a) Pilots are required to keep clear of Sembawang ATZ. 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 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) When cleared via RECHI-PONJO-SJ, pilots shall not deviate from the clearance unless approved by ATC. This is due to the proximity of WSR38 which is Permanently active from Ground to 10,000ft.

d) Pilots shall maintain a speed of not more than 185KTS until passing PONJO to mitigate risk of encroaching into WSD4.

e) 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.

f) When cleared via OMKOM, Pilots shall maintain a speed of not more than 185KTS until established on the downwind leg to mitigate risk of encroaching into Sembawang ATZ.

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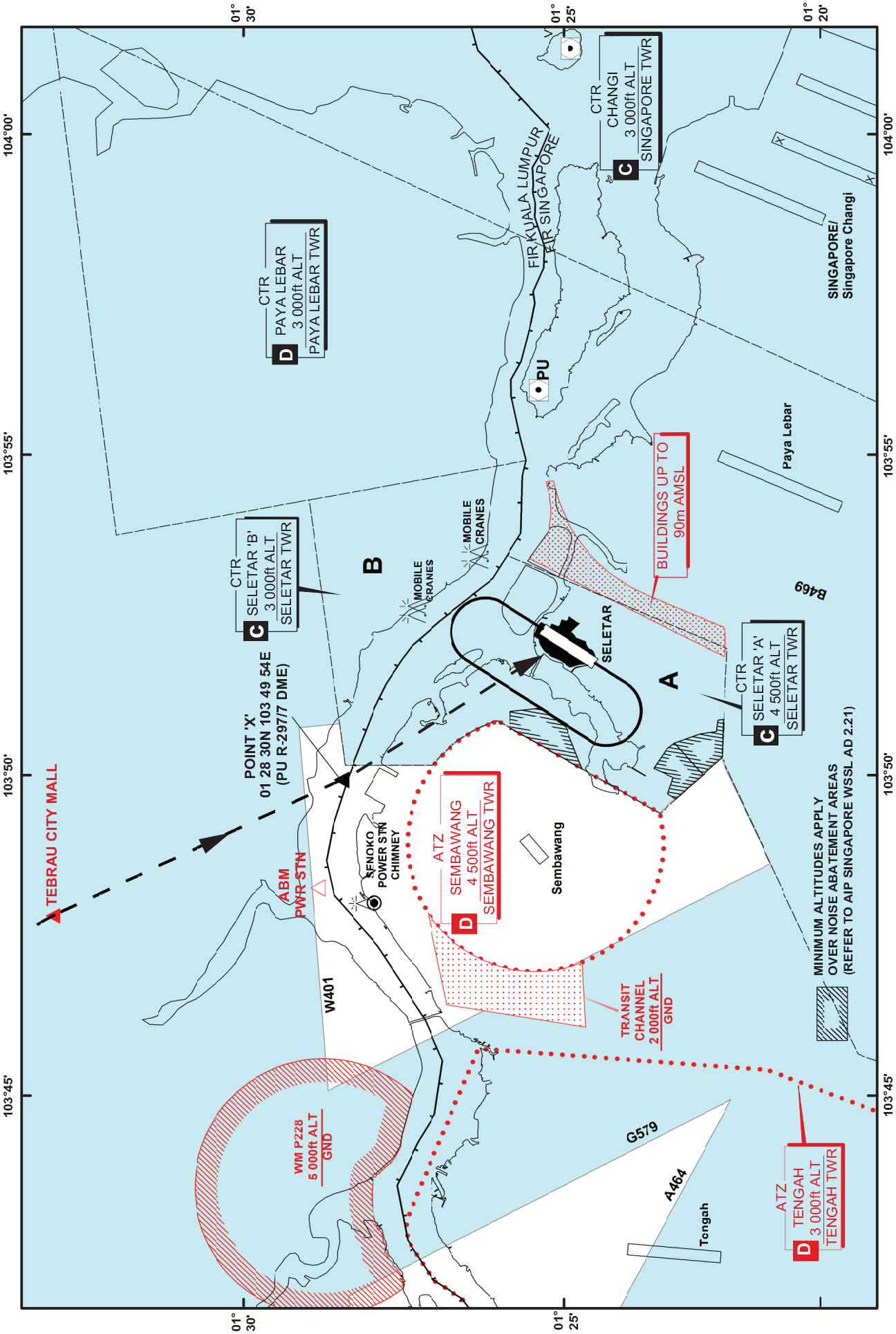
SELETAR AERODROME
JOINING PROCEDURE (VFR FLIGHTS) FROM JOHOR BAHRU



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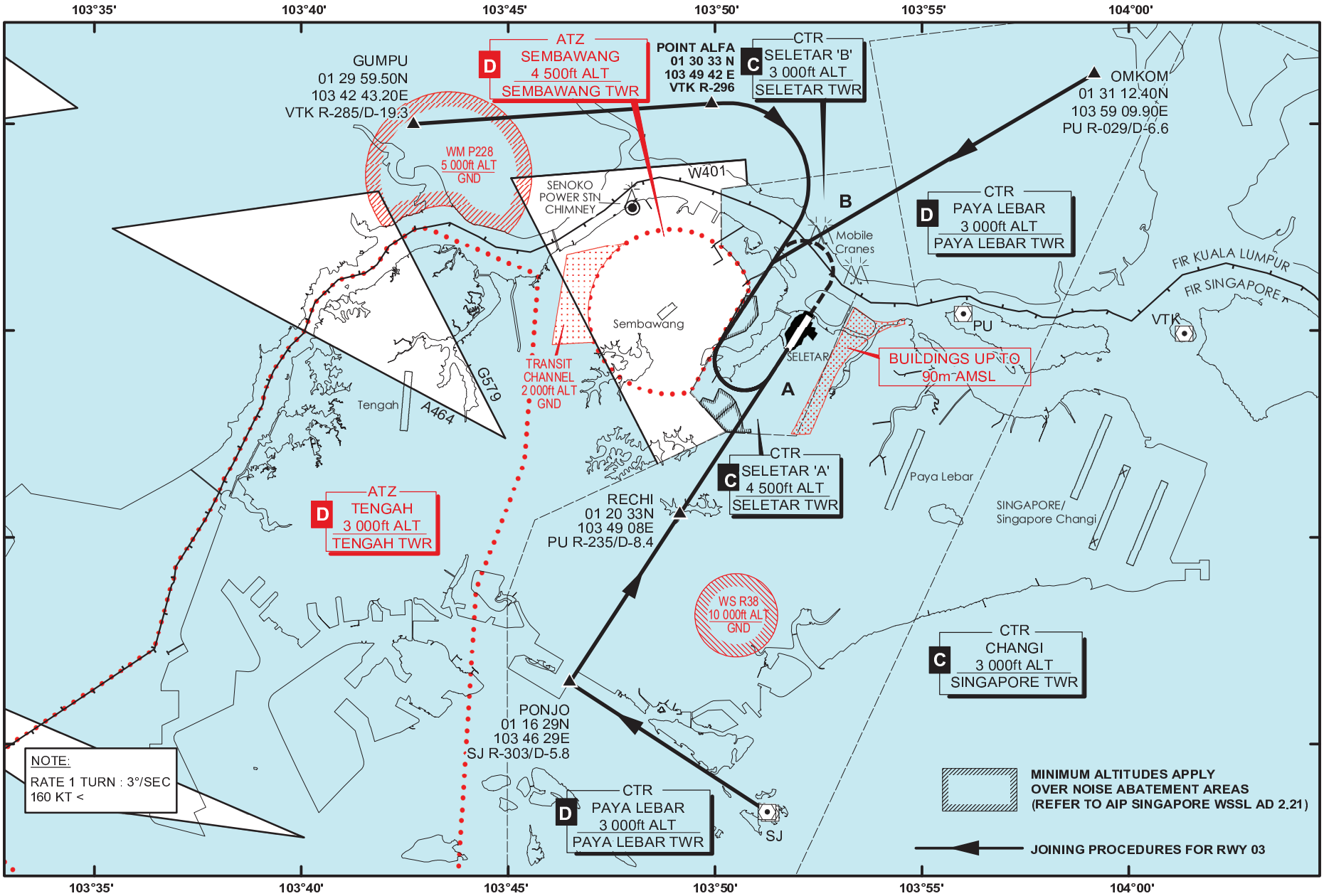
SELETAR AERODROME JOINING PROCEDURE (IFR FLIGHTS) FROM GUMPU, OMKOM AND SJ - RUNWAY 03



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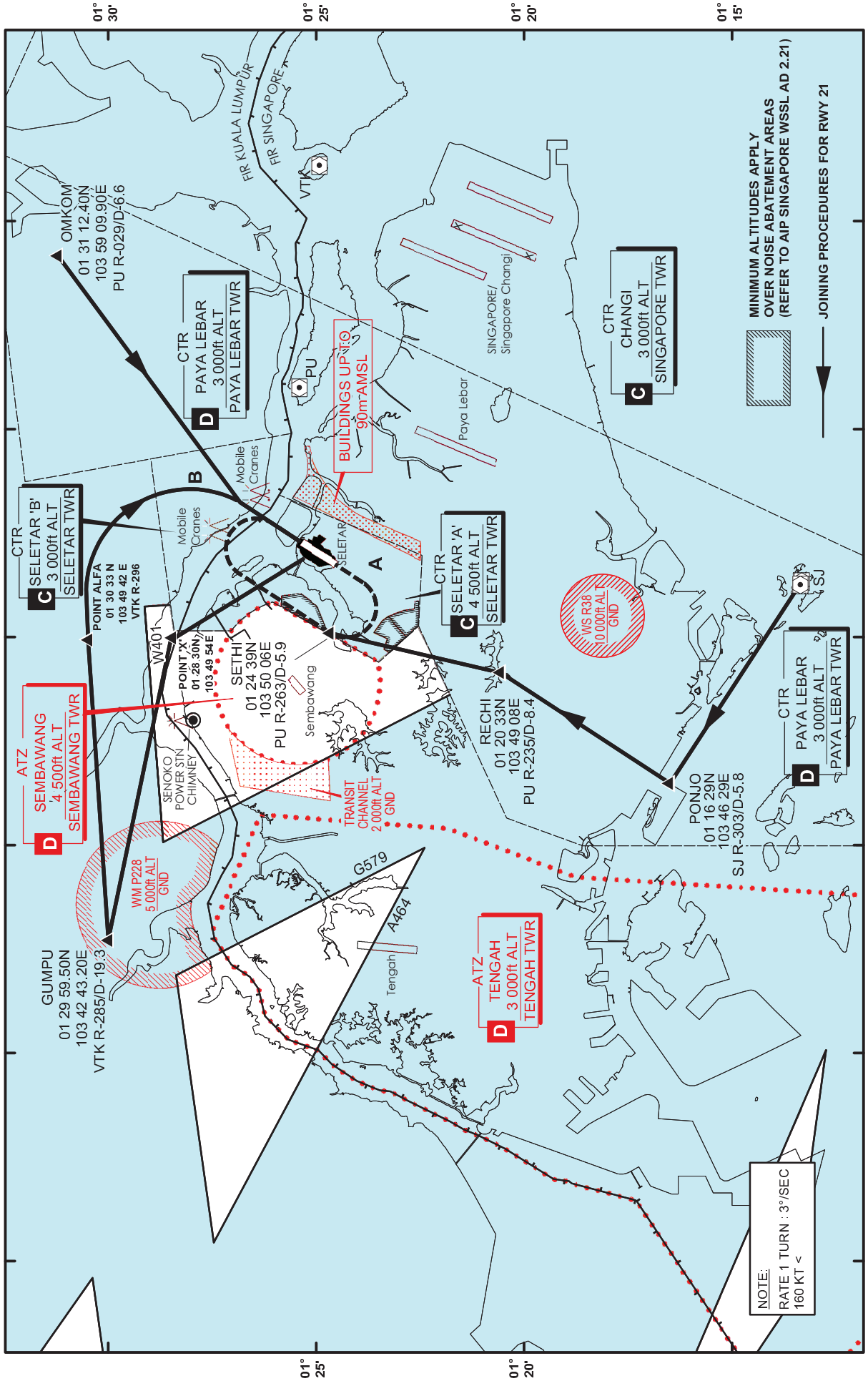
SELETAR AERODROME JOINING PROCEDURE (IFR FLIGHTS) FROM GUMPU, OMKOM AND SJ - RUNWAY 21



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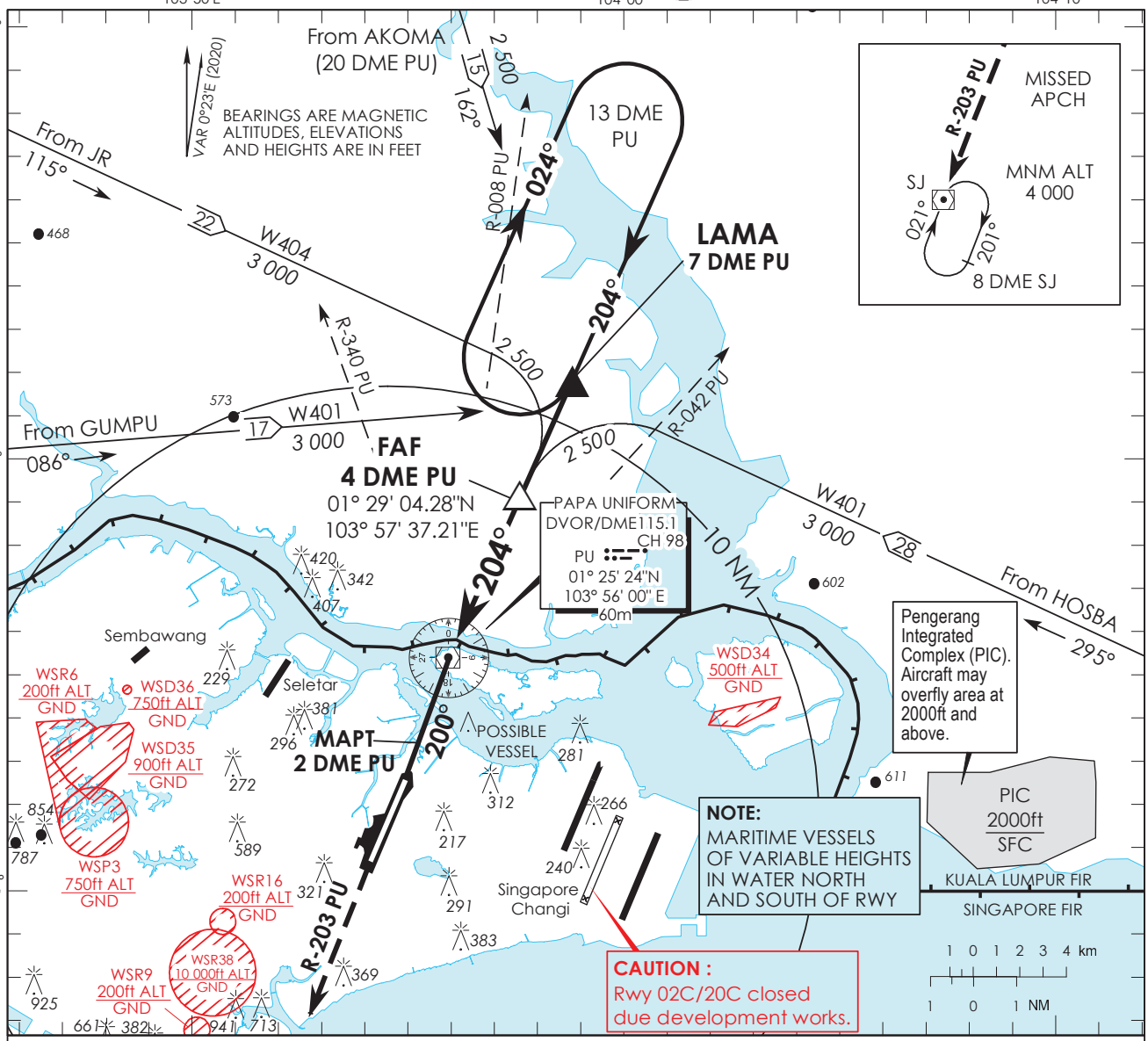
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 65ft
HEIGHT RELATED TO AD ELEV - 65ft

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

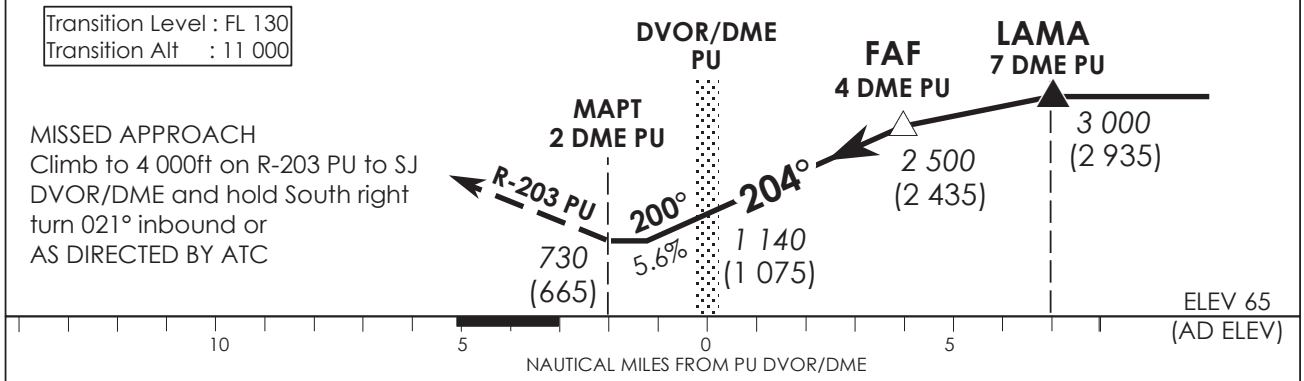
APP 124.05 / 119.9 / 126.025
TWR 118.05

SINGAPORE/ PAYA LEBAR
PU DVOR/DME RWY 20



Transition Level : FL 130
Transition Alt : 11 000

MISSED APPROACH
Climb to 4 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	**730 (665)**			

Distance	3 DME	2 DME	1 DME	PU DVOR/DME	1 DME
Altitude (Height)	**2160 (2095)**	**1820 (1755)**	**1480 (1415)**	**1140 (1075)**	**800 (735)**
Speed	knots	70	120	150	185
FAF - MAPT 6nm	min : s	**5 : 09**	**3 : 00**	**2 : 24**	**1 : 57**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

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INSTRUMENT APPROACH CHART - ICAO

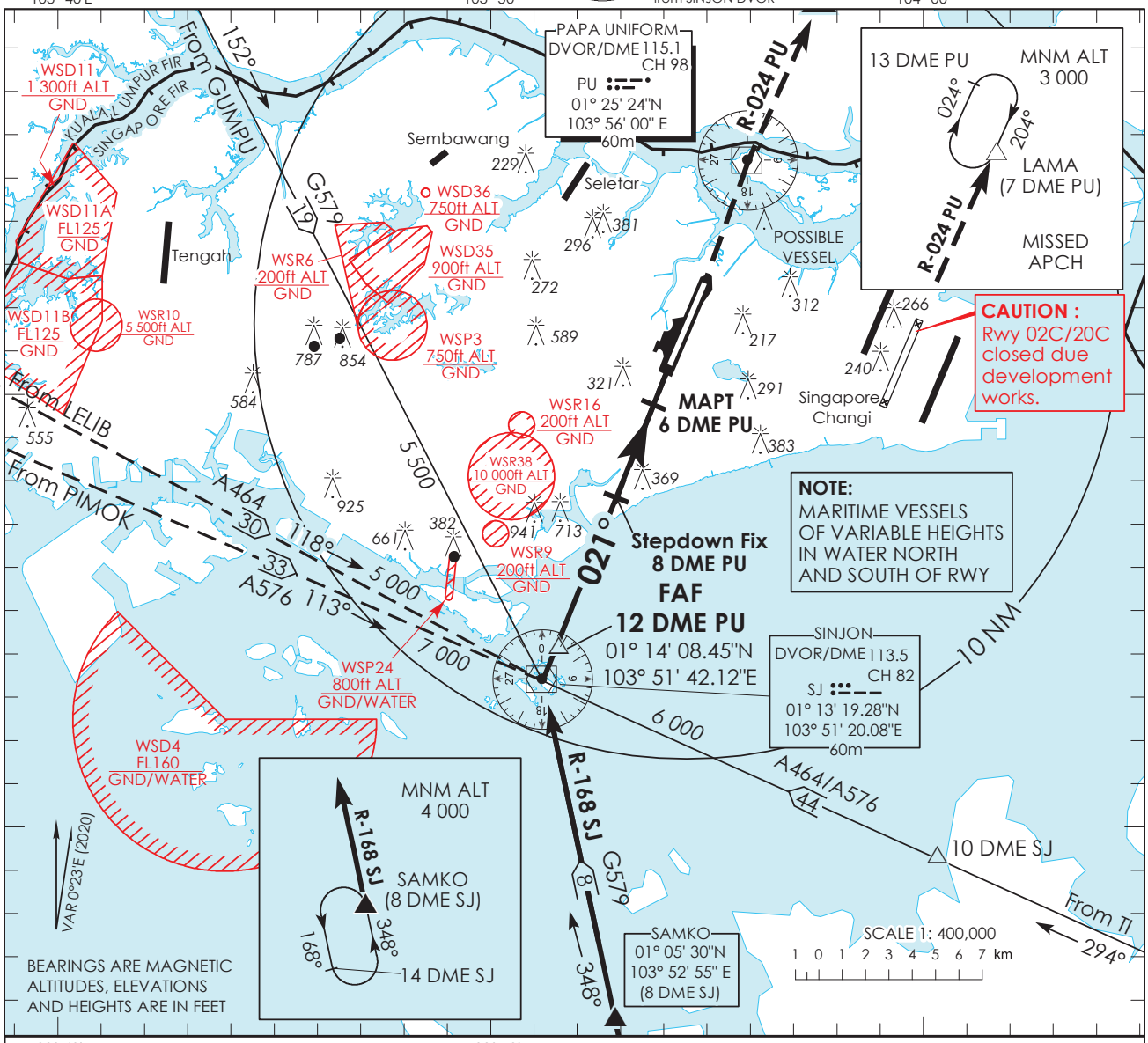
AERODROME ELEV 65ft
HEIGHT RELATED TO THR RWY 02 - ELEV 43ft

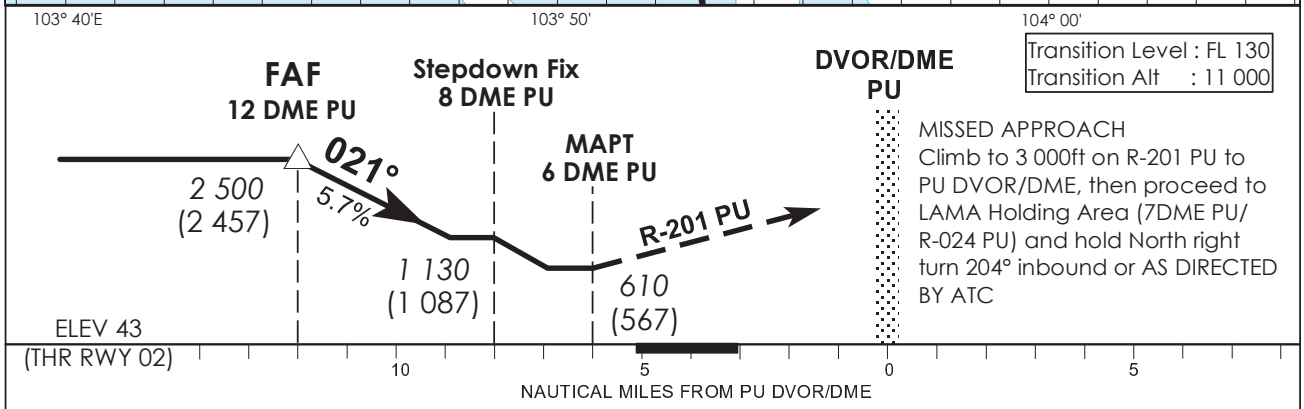
3400' 090° 2100' 2500' 360° 180°

MSA 25 NM from SINJON DVOR

APP 124.05 / 119.9 / 126.025
TWR 118.05

SINGAPORE/ PAYA LEBAR
PU DVOR/DME RWY 02





Transition Level : FL 130
Transition Alt : 11 000

MISSED APPROACH
Climb to 3 000ft on R-201 PU to PU DVOR/DME, then proceed to LAMA Holding Area (7DME PU/ R-024 PU) and hold North right turn 204° inbound or AS DIRECTED BY ATC

OCA (OCH)				
Category of Aircraft	A	B	C	D
Straight-in (with stepdown fix)	**610 (567)**			
Straight-in (without stepdown fix)	**1 130 (1 087)**			

Distance	11 DME	10 DME	9 DME	8 DME	7 DME
Altitude (Height)	**2170 (2127)**	**1820 (1777)**	**1470 (1427)**	**1130 (1087)**	**780 (737)**
Speed	knots	70	120	150	185
FAF - MAPT 6nm	min : s	**5 : 09**	**3 : 00**	**2 : 24**	**1 : 57**
Rate of descent/GS	ft/min	**370**	**635**	**795**	**980**

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