SELETAR AERODROME JOINING PROCEDURES (IFR FLIGHTS) FROM SJ – RWY 03 AND RWY 21

1 INTRODUCTION

1.1 This AIP Supplement informs aircraft operators on the implementation of joining procedure for IFR flights from SINJON (SJ) in addition to the existing joining procedures for IFR flights from JB and KK into Seletar Aerodrome for RWY 03 and RWY 21 with effect from 18 July 2019 0000UTC.

2 JOINING PROCEDURES FOR IFR FLIGHTS FROM SJ – RWY 03

2.1 From SJ
Cross SJ at 4,000ft or as cleared by ATC. On passing SJ, descend to 3,000ft for PONJO. On passing PONJO, descend in VMC to 2,000ft or altitude cleared by ATC.

i. Straight-in-Approach
Join direct for a straight-in visual approach RWY 03 descending from 2,000ft at a speed of not more than 170kt, or as cleared by ATC. Pilots should have the runway in sight.

ii. Circling Approach
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 runway (THR RWY 21), descend from 2,000ft to 1,500ft and turn left for downwind RWY 03 (keeping clear of Sembawang ATZ and Light Aircraft Training Area A). At downwind, descend for visual approach or as cleared by ATC. Pilots should have the runway in sight.

2.2 Please refer to Chart 1 for the joining procedures for IFR flights from SJ – RWY 03.

3 JOINING PROCEDURES FOR IFR FLIGHTS FROM SJ – RWY 21

3.1 From SJ
Cross SJ at 4,000ft or as cleared by ATC. On passing SJ, descend to 3,000ft for PONJO. On passing PONJO, descend in VMC to 2,000ft or altitude cleared by ATC and join downwind RWY 21 via SETHI.

i. Straight-in-Approach
Join downwind RWY 21 via SETHI at 2,000ft (keeping clear of Sembawang ATZ) 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 the runway in sight.

ii. Circling Approach
Join downwind RWY 21 via SETHI at 2,000ft (keeping clear of Sembawang ATZ) at a speed of not more than 160kt. 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 visual approach or as cleared by ATC. Pilots should have the runway in sight.

3.2 Please refer to Chart 2 for the joining procedures for IFR flights from SJ – RWY 21.
4 DEPARTURES FROM SELETAR AERODROME

4.1 The pilot-in-command or the operator of IFR flight operating out of Seletar Aerodrome is required to file via KK or PONJO - SJ under Item 15 of the flight plan. All departure clearances subject to ATC coordination.

5 VISUAL APPROACH AND VISUAL DEPARTURE CHARTS

5.1 With the implementation of the joining procedures for IFR flight from SJ and departures via SJ, the following Visual Approach Charts - ICAO and Visual Departure Charts for Seletar Aerodrome currently published in AIP Singapore have been revised accordingly.

<table>
<thead>
<tr>
<th>Chart</th>
<th>Name</th>
<th>Refer to</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visual Approach Chart (VAC) – ICAO RWY 03</td>
<td>AD-2-WSSL-VAC-1</td>
<td>Chart 3</td>
</tr>
<tr>
<td>Visual Approach Chart (VAC) – ICAO RWY 21</td>
<td>AD-2-WSSL-VAC-2</td>
<td>Chart 4</td>
</tr>
<tr>
<td>Visual Approach Chart (VAC) – ICAO – Advisory Joining Procedures – RWY 03</td>
<td>AD-2-WSSL-VAC-3</td>
<td>Chart 5</td>
</tr>
<tr>
<td>Visual Departure Chart – RWY 03</td>
<td>AD-2-WSSL-VDC-1</td>
<td>Chart 7</td>
</tr>
<tr>
<td>Visual Departure Chart – RWY 21</td>
<td>AD-2-WSSL-VDC-2</td>
<td>Chart 8</td>
</tr>
</tbody>
</table>

6 Waypoints

6.1 The following waypoints have been added to facilitate the Seletar joining procedures.

<table>
<thead>
<tr>
<th>Waypoints</th>
<th>Coordinates</th>
</tr>
</thead>
<tbody>
<tr>
<td>PONJO</td>
<td>01° 16’ 29.00” N 103° 46’ 29.00” E</td>
</tr>
<tr>
<td>RECHI</td>
<td>01° 20’ 33.00” N 103° 49’ 08.00” E</td>
</tr>
<tr>
<td>SETHI</td>
<td>01° 24’ 39.00” N 103° 50’ 06.00” E</td>
</tr>
</tbody>
</table>

7 CANCELLATION

7.1 This AIP Supplement will be cancelled when the contents are incorporated into AIP Singapore.
SELETAR AERODROME JOINING PROCEDURE (IFR FLIGHTS) FROM JB, KK AND SJ - RUNWAY 03

NOTE:
RATE 1 TURN : 3°/SEC
160 KT <

103°35' 103°40' 103°45' 103°50' 103°55' 104°00'

01° 01° 01° 01° 01°
15' 20' 25' 30' 30'

W5 R38

CTR
SELETAR 'B'
3 000ft ALT
SELETAR TWR

CTR
SELETAR 'A'
4 500ft ALT
SELETAR TWR

WM P229
5 000ft ALT
GND

SENOKO
POWER STN
CHIMNEY

SELETAR AERODROME JOINING PROCEDURE (IFR FLIGHTS) FROM JB, KK AND SJ - RUNWAY 03

NOTE:
RATE 1 TURN : 3°/SEC
160 KT <
CHART 2

SELETAR AERODROME JOINING PROCEDURE (IFR FLIGHTS) FROM JB, KK AND SJ - RUNWAY 21

NOTE:
RATE 1 TURN : 3°/SEC
160 KT <
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°

<table>
<thead>
<tr>
<th>RUNWAY</th>
<th>03</th>
<th>21</th>
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<tbody>
<tr>
<td>Pilot's eye height over the threshold when the following PAPI lights come into view</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 white lights and 2 red lights (MEHT)</td>
<td>17.720m</td>
<td>17.720m</td>
</tr>
<tr>
<td>3 white lights and 1 red light</td>
<td>20.323m</td>
<td>19.286m</td>
</tr>
<tr>
<td>4 white lights</td>
<td>22.927m</td>
<td>20.871m</td>
</tr>
</tbody>
</table>

*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.
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 north-end of the runway (THR RWY 21), join the circuit crossing the upwind south-end of the runway (THR RWY 03) 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. Aircraft types which are unable to safely manoeuvre clear of the noise abatement areas are not allowed to operate at Seletar Airport.

### CHART 4

**CHART - ICAO**

**AIP Singapore AD-2-WSSL-VAC-2**

**NOTE:**

Maritime vessels of variable heights off Seletar Airport.

**CHART 4**

**SEMINAWANG**

**LIGHT ACFT TRAINING AREA C 10 500ft ALT**

**PAPI 3.5°**

**CAUTION**

Pilots are to be advised of the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.

**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 Sembawang Control Zone.

3) Pilots are required to keep clear of Sembawang CTR and Paya Lebar CTR.
ADVISORY JOINING PROCEDURES - RWY 03

Straight-in Approach
1) From JB or KK, join downwind at 2 000 ft at a speed of not more than 170kts. When downwind, descend from 2,000 ft 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 2,000 ft at a speed of not more than 170kts, 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 JB or KK, join downwind at 2,000 ft at a speed of not more than 160kts. When downwind, descend from 2,000 ft 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 2,000 ft to 1,500 ft 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°

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*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) Aircraft types which are unable to safely manoeuvre clear of the noise abatement areas are not allowed to operate at Seletar Airport.
**Advisory Joining Procedures - RWY 21**

**Straight-in Approach**

1. From JB or KK, 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 JB or KK, 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 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 160kt. When 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.

**Note:**
- Maritime vessels of variable heights off Seletar Airport.
- Buildings up to 296ft AMSL
- Steel structure up to 300ft AMSL and Silo up to 342ft AMSL

**PAPI 3.5°**

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*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:**
- 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. Pilots should have all relevant obstructions in sight, including the steel structure 300ft AMSL and the Silo 342ft AMSL 2nm north of the airfield.
- Aircraft types which are unable to safely manoeuvre clear of the noise abatement areas are not allowed to operate at Seletar Airport.
ADVISORY DEPARTURE PROCEDURE 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 the next waypoint in accordance with their 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.
On departure, pilots can expect climb to an initial altitude cleared by ATC. Pilots of fixed-wing aircraft can expect to turn right to join the circuit pattern till end of downwind and then expect a radar heading to leave Seletar CTR. If a radar heading is not given, pilots shall navigate to the next waypoint in accordance with their ATC clearance.

- 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.
- 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.