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Airport Information For WSAP

Terminal Charts For WSAP

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: SINGAPORE SGP
ICAO/IATA: WSAP / QPG
Lat/Long: N01° 21.34', E103° 54.17'
Elevation: 65 ft

Airport Use: Joint-Use
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2247 Z
Sunset: 1051 Z

Runway Information

Runway: 02
Length x Width: 12402 ft x 200 ft
Surface Type: bitu
TDZ-Elev: 43 ft
Lighting: Edge, ALS
Stopway: 984 ft

Runway: 20
Length x Width: 12402 ft x 200 ft
Surface Type: bitu
TDZ-Elev: 65 ft
Lighting: Edge, ALS
Stopway: 984 ft

Communication Information

ATIS: 148.900
Paya Lebar Tower: 26.310 Military
Paya Lebar Tower: 118.050
Paya Lebar Ground: 130.800
Paya Lebar Ground: 29.600 Military
Paya Lebar Approach: 127.700

Singapore Approach: 126.300
Seletar Approach: 126.025
Singapore Approach: 124.600
Singapore Approach: 124.050
Paya Lebar Approach: 119.900
Paya Lebar Approach: 29.800 Military
Paya Lebar Approach: 25.580 Military
Paya Lebar Talkdown Radar: 24.050 Military
Singapore Radio: 1139.600 Remote Communications Air-Ground
Singapore Radio: 1129.700 Remote Communications Air-Ground
Paya Lebar Talkdown Radar: 26.900 Military
Singapore Radar: 119.100 Remote Communications Air-Ground
Paya Lebar Talkdown Radar: 119.900
Singapore Radar: 123.700 Remote Communications Air-Ground
Singapore Radio: 894.200 Remote Communications Air-Ground
Singapore Radar: 134.700 Remote Communications Air-Ground
Singapore Radio: 655.600 Remote Communications Air-Ground
Singapore Radio: 565.500 Remote Communications Air-Ground
Paya Lebar Direct (Approach Control Radar): 28.300 Military
Singapore Radar: 135.800 Secondary Remote Communications Air-Ground
Singapore Radar: 127.300 Secondary Remote Communications Air-Ground
Singapore Radar: 128.100 Secondary Remote Communications Air-Ground
Singapore Radar: 133.250 Remote Communications Air-Ground
Singapore Radar: 133.350 Secondary Remote Communications Air-Ground
Singapore Radar: 133.600 Secondary Remote Communications Air-Ground
Singapore Radar: 133.800 Remote Communications Air-Ground
Singapore Radar: 134.150 Secondary Remote Communications Air-Ground
Singapore Radar: 134.200 Remote Communications Air-Ground
Singapore Radar: 134.350 Remote Communications Air-Ground
Singapore Radar: 134.400 Remote Communications Air-Ground

WSAP/QPG
PAYA LEBAR

 **JEPPESEN**
5 AUG 22 (20-1P)

SINGAPORE, SINGAPORE
AIRPORT BRIEFING

FLIGHT AND GROUND PROCEDURES

1. DEPARTURE AND ARRIVAL PROCEDURES

- 1.1 The designated runway for departures is Rwy 02 and for arrivals is Rwy 20.
- 1.2 The airport will hold off all departures and arrivals when the aerodrome visibility falls below 3 km, or when the aerodrome prevailing cloud base is lower than 500'. This is a safety consideration to avoid aircraft from carrying out a missed approach and overflying the populace under an adverse weather condition.

2. STANDARD INSTRUMENT DEPARTURES

November 1 Departure - Climb to maintain 3000' on runway heading for PU VOR DME. At PU VOR DME, turn LEFT heading 010°. Contact SELETAR Approach on 126.025 MHz or as instructed by ATC.

November 2 Departure - Climb to maintain 3000' on runway heading for PU VOR DME. At PU VOR DME, maintain heading 020°. Contact SELETAR Approach on 126.025 MHz or as instructed by ATC.

November 3 Departure - Climb to maintain 3000' on runway heading for PU VOR DME. At PU VOR DME, turn LEFT heading 360°. Contact SELETAR Approach on 126.025 MHz or as instructed by ATC.

3. STANDARD ARRIVALS

When Paya Lebar is VMC - Expect radar vector to Rwy 20 for visual straight-in approach.

When Paya Lebar is IMC - Expect radar vector to Rwy 20 for ILS or PU VOR DME approach.

WSAP/QPG

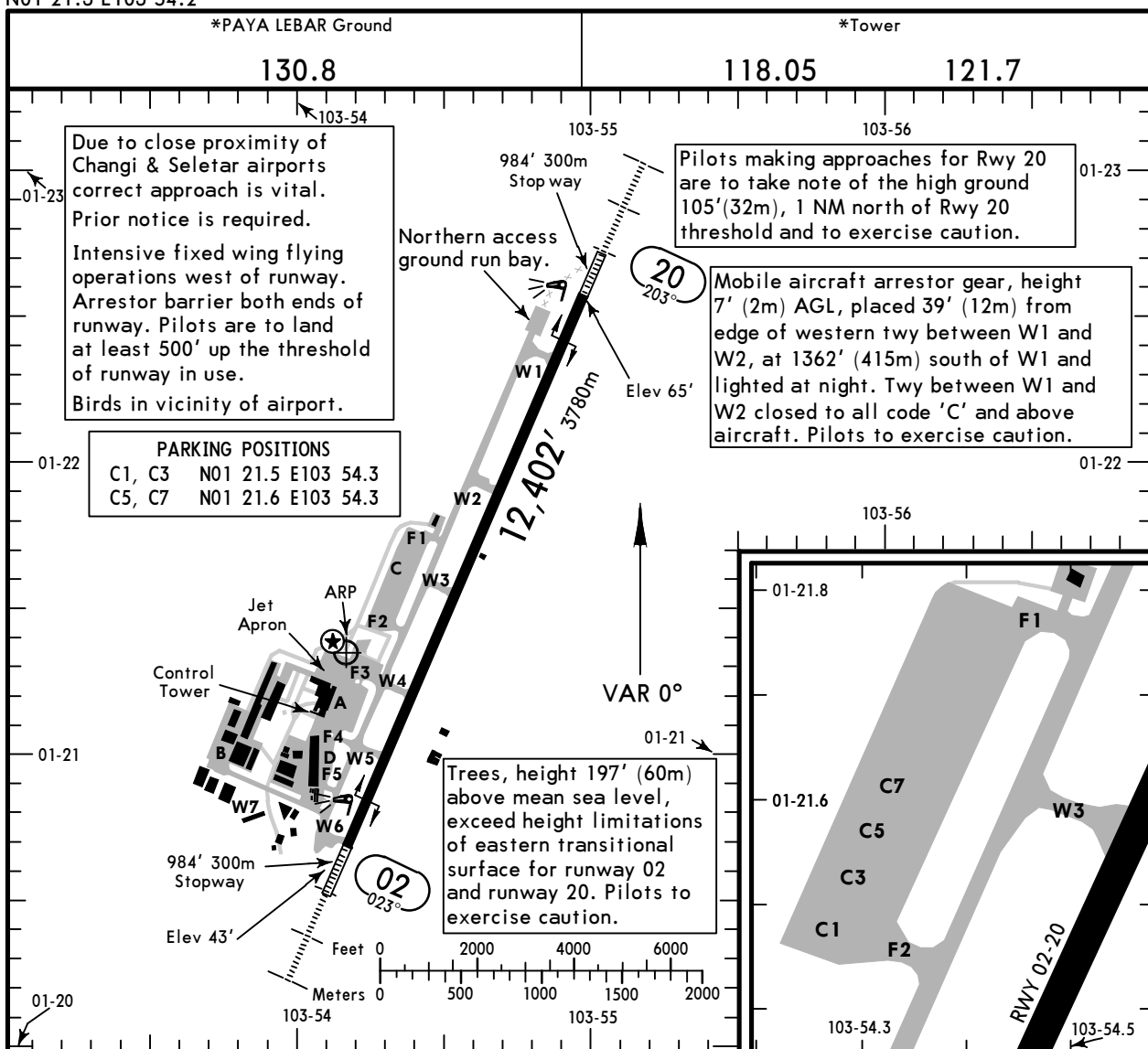
Apt Elev **65'**
N01 21.3 E103 54.2



28 JUN 19 **(20-9)**

SINGAPORE, SINGAPORE

PAYA LEBAR



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
02 20	HIRL HIALS SFL PAPI (angle 3.0°)	11546' 3519m 11453' 3491m		200' 61m

TAKE-OFF

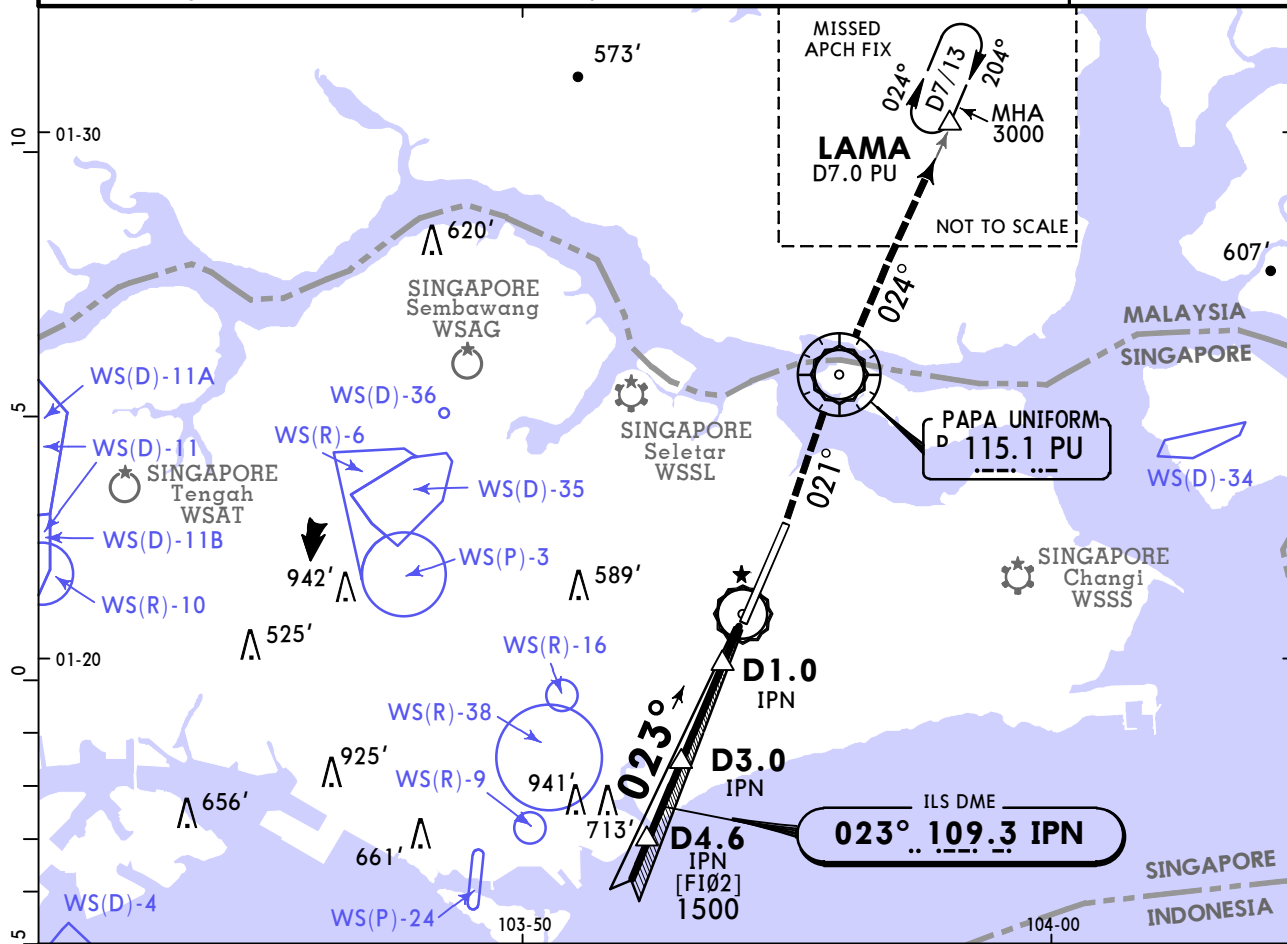
	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	LVP must be in Force All Rwys RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL	All Rwys Adequate Vis Ref	
A	250m	400m	2	400m
B			Eng	
C			3&4	
D			Eng	

WSAP/QPG PAYA LEBAR

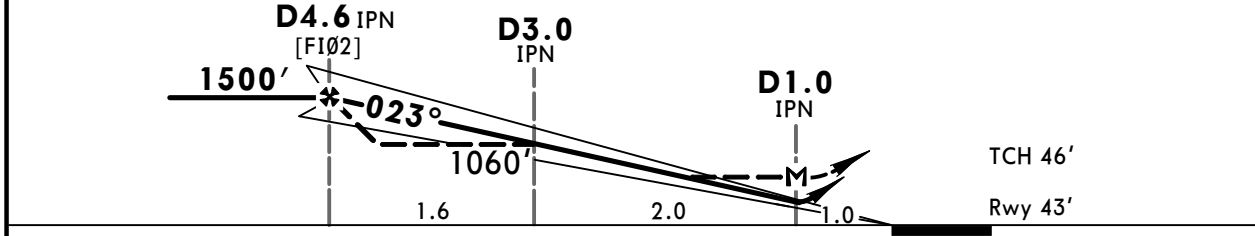
JEPPesen
5 AUG 22 (21-1)

SINGAPORE, SINGAPORE IPN ILS DME Rwy 02

SINGAPORE Approach (R) 124.05		*PAYA LEBAR Approach (R) 119.9		*SELETAR Approach 126.025		*PAYA LEBAR Tower 118.05 121.7		*Ground 130.8	
LOC IPN 109.3	Final Apch Crs 023°	D4.6 IPN 1500' (1457')		ILS DA(H) 243' (200')		Apt Elev 65' Rwy 43'		<p>MSA PU VOR</p>	
MISSED APCH: Climb to 3000' inbound on PU VOR R-201 to PU VOR, then proceed to LAMA holding area (7 DME PU/R-024 PU) and hold or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL130		Trans alt: 11000'			
1. Radar required. 2. ILS/DME co-located with glide slope. 3. Maritime vessels of variable heights in water North and South of Rwy.									



LOC (GS out)	IPN DME	4.0	3.0	2.0
	ALTITUDE	1300'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI -PAPI 3000'	PU on 115.1 R-201	PU 115.1	
Gs	3.00°	377	484	538	646	753				861
MAP at D1.0 IPN										
FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33				1:21

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND			
ILS DA(H) 243' (200')		LOC (GS out) MDA(H) 470' (427')					
FULL		ALS out		ALS out			
A						NA	
B			1200m		1900m		
C	800m	1200m			2000m		
D			1600m		2400m		

WSAP/QPG
PAYA LEBAR

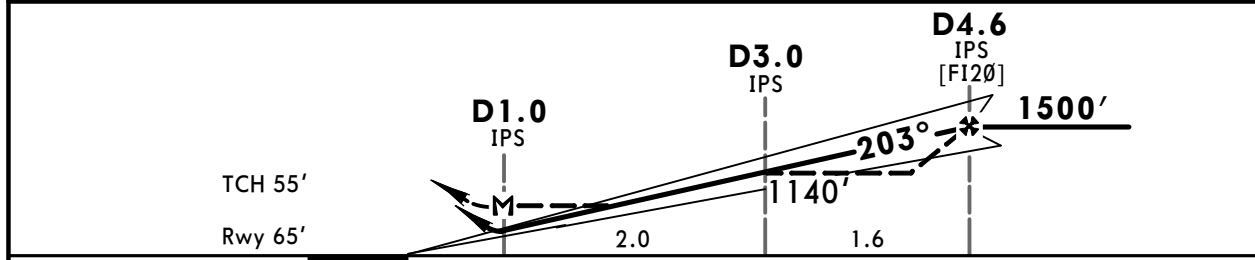
JEPPESSEN
5 AUG 22 (21-2)

SINGAPORE, SINGAPORE
IPS ILS DME Rwy 20

SINGAPORE Approach (R)		*PAYA LEBAR Approach (R)		*SELETAR Approach		*PAYA LEBAR Tower		*Ground	
124.05		119.9		126.025		118.05 121.7		130.8	
LOC IPS	Final Apch Crs	D4.6 IPS		ILS DA(H)		Apt Elev 65'			
111.5	203°	1500' (1435')		265' (200')		Rwy 65'			
MISSED APCH: Climb to 3000' on PU VOR R-203 to SJ VOR and hold or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL130		Trans alt: 11000'			
1. Radar required. 2. ILS/DME co-located with glide slope. 3. Maritime vessels of variable heights in water North and South of Rwy.								MSA PU VOR	



LOC (GS out)	IPS DME	2.0	3.0	4.0
	ALTITUDE	820'	1140'	1300'



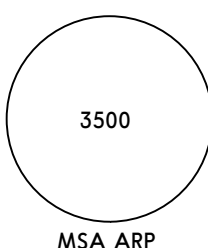
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI — PAPI 3000' on 115.1 R-203 PU SJ 113.5
GS	3.00°	377	484	538	646	861	
MAP at D1.0 IPS							
FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33 1:21	

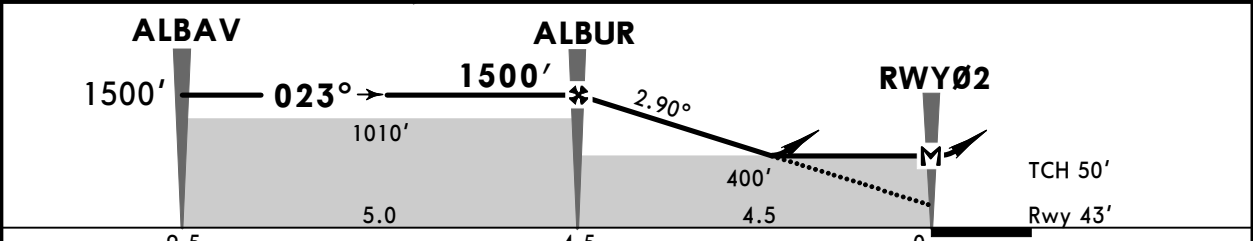
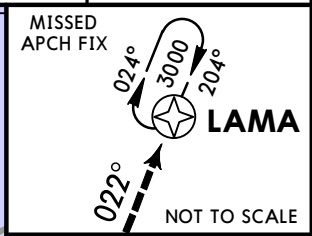
STRAIGHT-IN LANDING RWY20				CIRCLE-TO-LAND	
ILS DA(H) 265' (200')		LOC (GS out) MDA(H) 480' (415')		NA	
FULL	ALS out	ALS out			
A		1900m			
B		1200m			
C	800m	1200m		NA	
D		1600m			



WSAP/QPG PAYA LEBAR

JEPPESSEN
5 AUG 22 **(22-1)**

SINGAPORE, SINGAPORE RNP RWY 02

SINGAPORE Approach (R)		*PAYA LEBAR Approach (R)		*SELETAR Approach		*PAYA LEBAR Tower		*Ground			
124.05		119.9		126.025		118.05 121.7		130.8			
RNAV	Final Apch Crs 023°	ALBUR 1500' (1457')		LNAV/VNAV DA(H) 400' (357')		Apt Elev 65' Rwy 43'					
MISSED APCH: Climb direct to ALDAM. Turn LEFT to 022° to LAMA to join the holding at 3000' or above or as directed by ATC.											
RNP Apch Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL130 Trans alt: 11000' 1. Radar required. 2. Minimum temperature for which Baro-VNAV operations are authorized: -23°C. 3. Maritime vessels of variable heights in water North and South of Rwy.											



Gnd speed-Kts	70	90	100	120	140	160			ALDAM	
Glide Path Angle	2.90°	359	462	513	616	718				821
MAP at RWY02	ALBUR to MAP	4.5	3:51	3:00	2:42	2:15				1:56

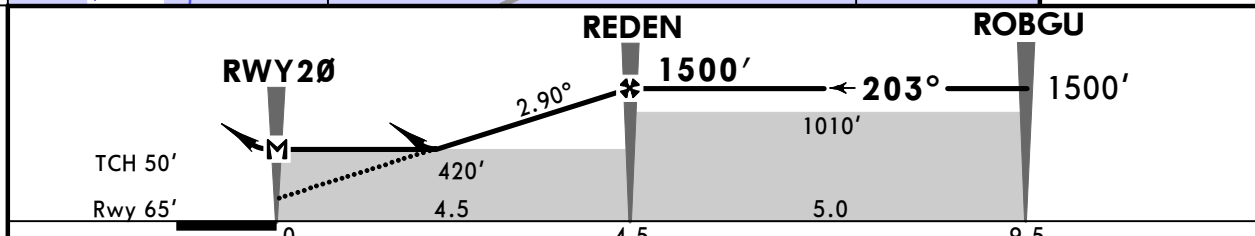
STRAIGHT-IN LANDING RWY 02					CIRCLE-TO-LAND				
LNAV/VNAV DA(H) 400' (357')					LNAV MDA(H) 400' (357')				
		ALS out				ALS out		Max Kts	
A								A	NA
B	800m		1600m		800m		1600m	B	
C								C	
D	1600m		2000m		1600m		2000m	D	

WSAP/QPG PAYA LEBAR

JEPPESSEN
5 AUG 22 (22-2)

SINGAPORE, SINGAPORE RNP RWY 20

SINGAPORE Approach (R) 124.05		*PAYA LEBAR Approach (R) 119.9		*SELETAR Approach 126.025		*PAYA LEBAR Tower 118.05 121.7		*Ground 130.8	
RNAV		Final Apch Crs 203°		REDEN 1500' (1435')		LNAV/VNAV DA(H) 420' (355')		Apt Elev 65' Rwy 65'	
MISSED APCH: Climb direct to RUGVI. Turn LEFT to 200° to SJ to join the holding at 4500' or above or as directed by ATC.									
RNP Apch Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL130 Trans alt: 11000'									
1. Radar required. 2. Minimum temperature for which Baro-VNAV operations are authorized: -23°C. 3. Maritime vessels of variable heights in water North and South of Rwy.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	RUGVI	
Glide Path Angle	2.90°	359	462	513	616	718			821
MAP at RWY20									
REDEN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41		

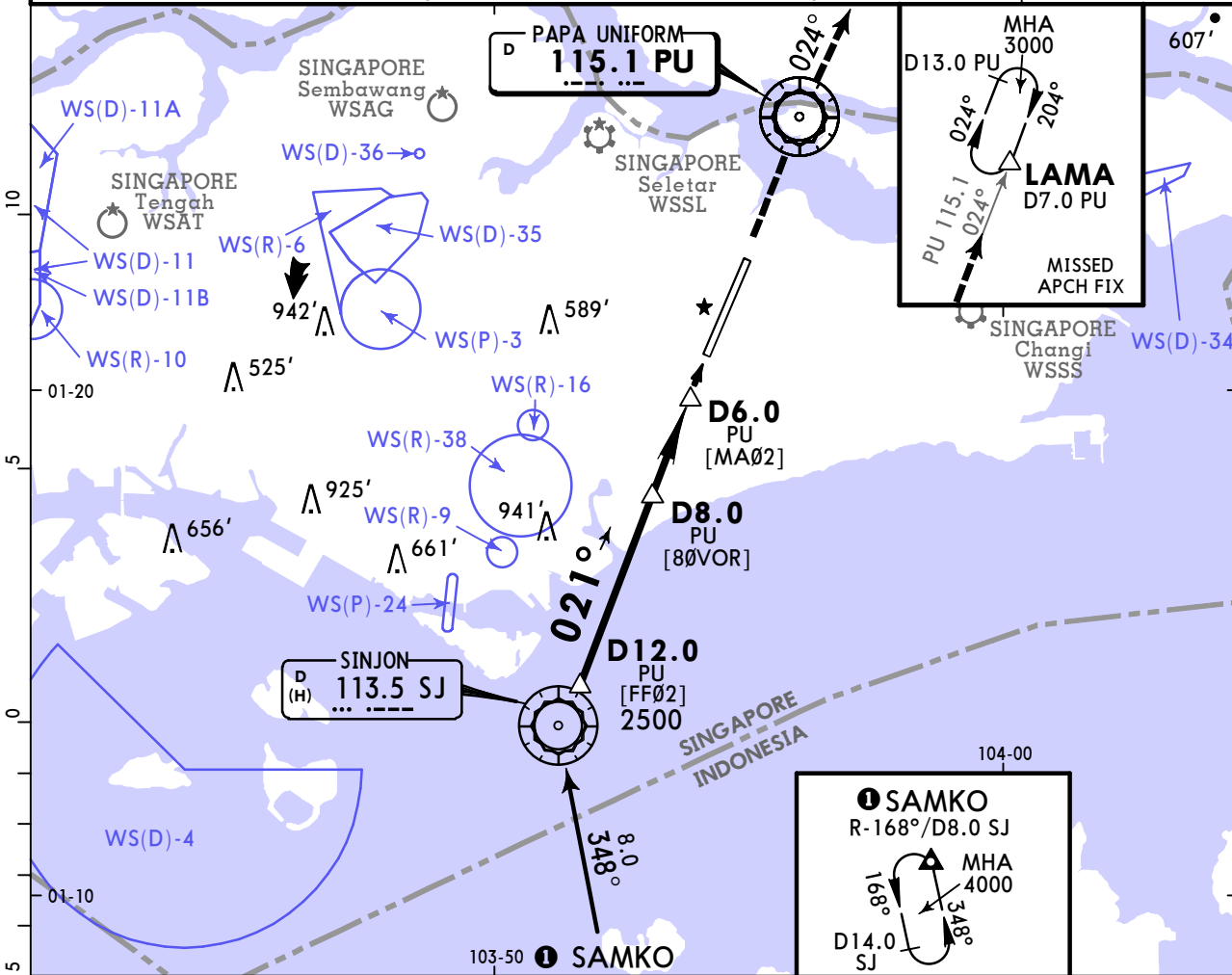
STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 420' (355')		LNAV MDA(H) 420' (355')		Max Kts	NA
ALS out		ALS out			
A	800m	1600m	800m	A	
B	1600m	2000m	1600m	B	
C				C	
D	1600m	2000m	1600m	D	

WSAP/QPG
PAYA LEBAR

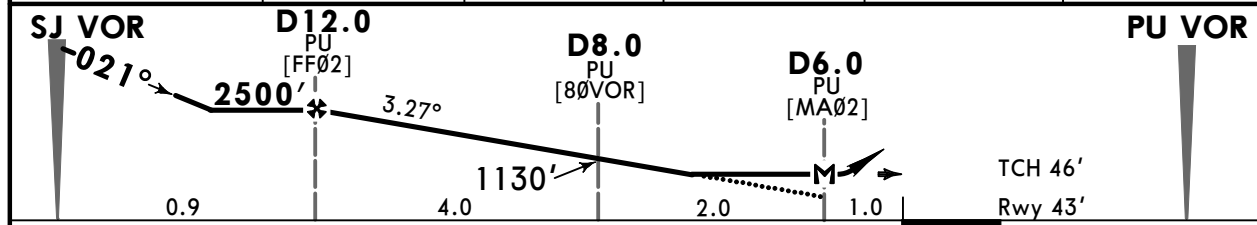
JEPPESEN
2 SEP 22 **(23-1)** Eff 8 Sep

SINGAPORE, SINGAPORE
PU VOR DME Rwy 02

SINGAPORE Approach (R) 124.05		*PAYA LEBAR Approach (R) 119.9		*SELETAR Approach 126.025		*PAYA LEBAR Tower 118.05 121.7		*Ground 130.8	
VOR PU 115.1	Final Apch Crs 021°	D12.0 PU 2500' (2457')		MDA(H) (CONDITIONAL) 610' (567')		Apt Elev 65' Rwy 43'			
MISSED APCH: Climb to 3000' inbound on PU VOR R-201 to PU VOR, then proceed to LAMA holding area (7 DME PU/R-024 PU) and hold, or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL130		Trans alt: 11000'			
1. For aircraft speed restrictions refer to ATC Singapore-1 or Singapore area 10-1. 2. Maritime vessels of variable heights in water North and South of Rwy.									



PU DME	11.0	10.0	9.0	8.0	7.0
ALTITUDE	2170'	1820'	1470'	1130'	780'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	3000' ↑ on R-201 115.1 PU	PU 115.1	
Descent Angle	3.27°	405	521	579	694	810				926
MAP at D6.0 PU										
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34				2:15

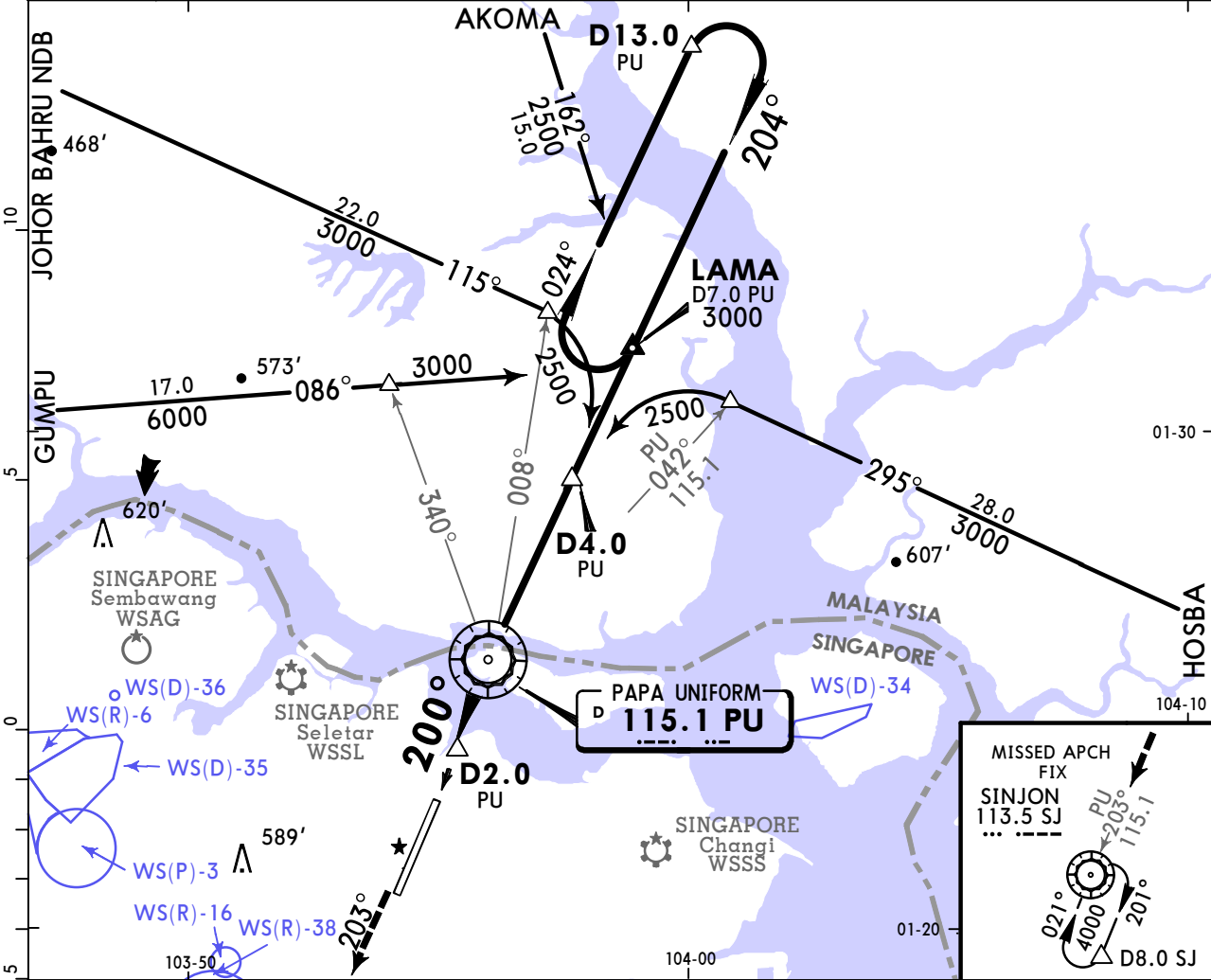
STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND			
MDA(H) 610' (567')		MDA(H) 1130' (1087')					
With D8.0 PU		Without D8.0 PU					
ALS out		ALS out					
A	800m	1600m	1200m	2000m	A	NA	
B	1600m	2400m	1600m	2400m	B		
C	1600m	2400m	4000m	4800m	C		
D	2000m	2800m			D		

PANS OPS

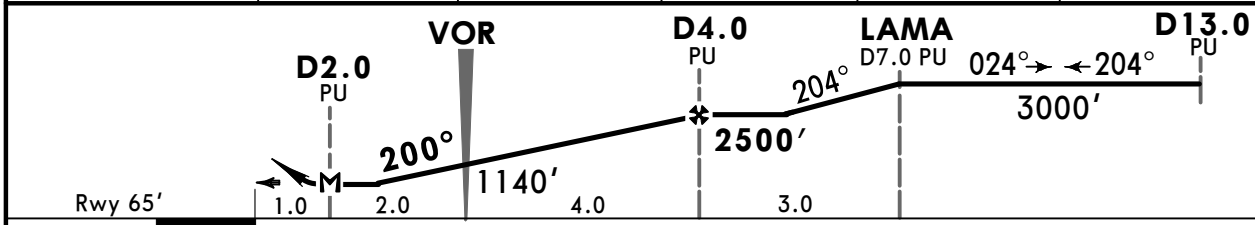
WSAP/QPG PAYA LEBAR

JEPPESEN SINGAPORE, SINGAPORE 2 SEP 22 (23-2) Eff 8 Sep PU VOR DME Rwy 20

SINGAPORE Approach (R) 124.05		*PAYA LEBAR Approach (R) 119.9		*SELETAR Approach 126.025		*PAYA LEBAR Tower 118.05 121.7		*Ground 130.8		
VOR PU 115.1	Final Apch Crs 200°	D4.0 PU 2500' (2435')		MDA(H) 730' (665')		Apt Elev 65' Rwy 65'				
MISSED APCH: Climb to 4000' outbound on PU VOR R-203 to SJ VOR and hold, or as directed by ATC.										
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL130 Trans alt: 11000' 1. For aircraft speed restrictions refer to ATC Singapore-1 or Singapore area 10-1. 2. Maritime vessels of variable heights in water North and South of Rwy.										



PU DME	D1.0 AFTER PU	OVER PU	D1.0 BEFORE PU	D2.0 BEFORE PU	D3.0 BEFORE PU
ALTITUDE	800'	1140'	1480'	1820'	2160'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 4000' on PU R-203 SJ 113.5
Descent Gradient	5.6%	397	511	567	681	794	
MAP at D2.0 PU							
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	

STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
MDA(H) 730' (665')				ALS out			
A	800m		1600m		A	NA	
B					B		
C	2000m		2800m		C		
D	2400m		3200m		D		

PANS OPS

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SINGAPORE, (PAYA LEBAR - WSAP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport WSAP