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Airport Information For WSSL

Terminal Charts For WSSL

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: SINGAPORE SGP
ICAO/IATA: WSSL / XSP
Lat/Long: N01° 25.02', E103° 52.06'
Elevation: 46 ft

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

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2248 Z
Sunset: 1051 Z

Runway Information

Runway: 03
Length x Width: 6024 ft x 151 ft
Surface Type: bitu
TDZ-Elev: 46 ft
Lighting: Edge, ALS, REIL

Runway: 21
Length x Width: 6024 ft x 151 ft
Surface Type: bitu
TDZ-Elev: 33 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS: 128.425
Seletar Tower: 118.450
Seletar Tower: 130.200 Secondary
Seletar Ground: 121.600
Singapore Approach: 126.300 Secondary
Seletar Approach: 126.025
Singapore Approach: 124.600 Secondary
Singapore Approach: 124.050
Singapore Radio: 565.500 Remote Communications Air-Ground

Singapore Radio: 655.600 Remote Communications Air-Ground
Singapore Radio: 894.200 Remote Communications Air-Ground
Singapore Radio: 1129.700 Remote Communications Air-Ground
Singapore Radio: 1139.600 Remote Communications Air-Ground
Singapore Radar: 123.700 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: 134.400 Remote Communications Air-Ground
Singapore Radar: 134.200 Remote Communications Air-Ground
Singapore Radar: 134.350 Remote Communications Air-Ground
Singapore Radar: 135.800 Secondary Remote Communications Air-Ground
Singapore Radar: 134.700 Remote Communications Air-Ground

ATC SURVEILLANCE SERVICES AND PROCEDURES

1. PRIMARY RADAR

- 1.1 TOTAL RADIO FAILURE- SPECIAL PROCEDURES- SELETAR AP- ARRIVALS
- 1.1.1 If total radio communication failure occurs in VMC during daylight hours to an aircraft bound for Seletar Airport, the pilot shall continue to fly in VMC and land at the most suitable airport.
- 1.1.2 If in IMC or when weather conditions are such that the total radio communication failure aircraft cannot complete its flight in accordance with 1.13.1, the pilot will EITHER:
- a) Proceed in accordance with the last acknowledged clearance from ATC; OR
 - b) If no specific instructions or clearances have been received and acknowledged:
 - i. Maintain the last assigned level and proceed via flight planned route to **OMKOM**;
 - ii. Commence descent from **OMKOM** at or as close as possible to the ETA Seletar Airport as indicated on the flight plan or last EAT passed by ATC and acknowledged by aircraft;
 - iii. Leave **OMKOM** at 2,500' and proceed to overhead Seletar;
 - iv. If Seletar Airport is visual, initiate the standard arrival procedures for Rwy 21;
 - v. If unable to effect a landing on Rwy 21, carry out a missed approach at or below 1,500' and land on Rwy 03.
- 1.1.3 ATC will assist the pilot in identifying Rwy-in-use by switching on the Rwy lights and appropriate PAPI.
- 1.1.4 The pilot shall keep a look-out for light signals from Seletar Tower. On receipt of a green light from Seletar Tower, a landing may be made.
- 1.1.5 If unable to land within 30 minutes of ETA Seletar as indicated in the flight plan or last acknowledged EAT, aircraft will proceed to its flight planned alternate.
- 1.1.6 It is the pilot's responsibility to ensure that he is clear of other traffic while carrying out the standard arrival procedure.

1.2 TOTAL RADIO FAILURE- SPECIAL PROCEDURES- SELETAR AP- DEPARTURES

- 1.2.1 If total radio communication failure occurs to a departing aircraft within the Seletar Control Zone, the pilot shall maintain 2,500' and if Seletar Airport is visual, initiate the standard arrival procedures for Rwy 21. If unable to effect a landing on Rwy 21, carry out a missed approach at or below 1,500' and land on Rwy 03. When in the circuit, the pilot shall keep a look-out for light signals from Seletar Tower.
- 1.2.2 If departing aircraft experiences total radio communications failure outside the Seletar Control Zone, the pilot shall follow procedures as set out in paragraph 1.13.
- 1.2.3 At night, aircraft experiencing total radio communication failure will proceed to its flight planned alternate.

1.3 RADIO FAILURE- SPECIAL PROCEDURES- SELETAR AP- FIXED WING AIRCRAFT

- 1.3.1 Aircraft experiencing radio failure are to descend on the western side of the runway to 600' and rock the aircraft when passing abeam the Control Tower.
- 1.3.2 Unless the pilot unmistakably sees a green light from the Tower, he is not to assume that he is cleared to land but is to carry out the same procedure again.
- 1.3.3 When carrying out radio failure procedure, the pilot-in-command shall not infringe the helicopter circuit whenever it is active and shall keep a sharp look-out for helicopters and other aircraft operating in the airport circuit.

WSSL/XSP
SELETAR

JEPPESEN
9 DEC 22 (30-1P1)
SINGAPORE, SINGAPORE
AIRPORT BRIEFING**NOISE ABATEMENT PROCEDURES**

- 2.1 To alleviate the problem of noise, no flights are permitted between 1400-2300, other than MEDEVAC and emergency flights.
- 2.2 All aircraft on airway G579 between SINJON (SJ) and GUMPU shall operate at/above 5,000'.
- 2.3 When overflying residential areas around Seletar Airport, aircraft are to adhere to the minimum altitudes specified within the Noise Abatement Areas.
- 2.4 Noise Abatement Area 1 is bounded by the following points, and aircraft are to maintain a minimum altitude of 1,500' when overflying the area.

Lateral Limits of Noise Abatement Area 1		
POINT	COORDINATES	
A	N01 25.9	E103 50.7
B	N01 25.8	E103 51.0
C	N01 25.4	E103 51.0
D	N01 25.0	E103 50.7
E	N01 24.7	E103 50.1

- 2.5 Noise Abatement Area 2 is bounded by the following points, and aircraft are to maintain a minimum altitude of 1,500' when overflying the area.

Lateral Limits of Noise Abatement Area 2		
POINT	COORDINATES	
F	N01 23.6	E103 50.1
G	N01 23.4	E103 50.4
H	N01 23.3	E103 50.5
N	N01 22.8	E103 50.0
O	N01 23.3	E103 49.6
P	N01 23.4	E103 49.7
Q	N01 23.3	E103 50.0

- 2.6 Noise Abatement Area 3 is bounded by the following points, and aircraft are to maintain a minimum altitude of 700' when overflying the area

Lateral Limits of Noise Abatement Area 3		
POINT	COORDINATES	
H	N01 23.3	E103 50.5
I	N01 22.9	E103 50.6
J	N01 22.6	E103 50.7
K	N01 22.6	E103 50.9
L	N01 22.5	E103 50.9
M	N01 22.5	E103 50.3
N	N01 22.8	E103 50.0

- 2.7 No engine run up shall be permitted between 1400-2300.

GROUND PROCEDURES

3. GROUND PROCEDURES FOR NON-TRAINING FLIGHTS AT SELETAR AIRPORT

- 3.1 Pilots shall contact Air Traffic Control (SELETAR Ground on 121.6 MHz) with the following details when the aircraft is ready to start up for departure within 5 minutes.
- a. Callsign;
 - b. Destination;
 - c. Proposed flight level and alternate level, if any;
 - d. Parking position.
- 3.1.1 Pilots shall request Air Traffic Control clearance no later than 15 minutes prior to the start of noise abatement procedures or designated training hours and to expect delay if unable to comply.
- 3.2 Air Traffic Control will advise the pilot whether the proposed flight level or other alternate flight level is available, and an Air Traffic Control clearance will be issued accordingly.
- 3.3 Once flight level is accepted by the pilot and an Air Traffic Control clearance issued, the aircraft must start up within 5 minutes from the time the Air Traffic Control clearance is accepted unless other Air Traffic Control restrictions are imposed. The Air Traffic Control clearance will be cancelled on expiry of the 5 minutes grace period. This also applies to situations when aircraft develop technical issues and is unable to continue taxi for departure.
- 3.4 Pilots who are ready to depart following the cancellation of an Air Traffic Control clearance shall adopt the procedures as if it is the first time they are ready to depart.

LOCAL TRAFFIC REGULATIONS

4. WRONG APPROACHES AND LANDINGS OF AIRCRAFT BOUND FOR SELETAR AERODROME AND SEMBAWANG MILITARY AERODROME

4.1 INTRODUCTION

4.1.1 The attention of all pilots is drawn to the existence of Republic of Singapore Air Force (RSAF) Sembawang Aerodrome, 3 NM to the west of Seletar Aerodrome. The runway at Sembawang is orientated in almost the same direction as the runway at Seletar Aerodrome i.e. 03/21 for Seletar Aerodrome and 05/23 for Sembawang. Due to the close proximity of these two runways, pilots are cautioned against mistaking Sembawang Aerodrome for Seletar Aerodrome and thus making an inadvertent visual landing or approach to land at Sembawang.

4.1.2 Erroneous approaches or landings usually occurred in marginal weather conditions. In almost every instance, the prevailing weather at the time of the incident contributed towards a hasty and erroneous identification of the correct aerodrome.

4.1.3 There is intensive local flying at both aerodromes during the day and night. As pilot training is the major activity at both aerodromes, the risk of collision is very great if a wrong approach or landing is made at either of the two aerodromes.

FLIGHT PROCEDURES

5. DEPARTURES FROM SELETAR AERODROME

- 5.1 Aircraft departing Seletar are required to keep clear of Sembawang ATZ and any prohibited/ restricted/danger areas (e.g. WS(R)-38 and WS(D)-4) within the vicinity.
- 5.2 The pilot-in-command or the operator of IFR flight operating out of Seletar is required to file via OMKOM or RECHI - PONJO - SJ under item 15 of the flight plan. All departure clearances subject to ATC coordination.
- 5.3 Aircraft departing Seletar are required to adhere to the speed restrictions depicted in (39-5) Visual Departure Rwy 03 and (39-6) Visual Departure Rwy 21.

WSSL/XSP
SELETAR

 **JEPPESEN**
9 DEC 22 (30-1P3)

SINGAPORE, SINGAPORE
AIRPORT BRIEFING

ADDITIONAL INFORMATION

6. BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

6.1 A number of varieties of birds are found in Singapore throughout the year.
The larger birds commonly found in Seletar Airport includes the following:

- Cattle egrets (weighing approximately 300g each)
- Brahminy kites (weighing approximately 600g each)

6.2 There could be an increase in bird activities during the usual migratory months of September to April. During this period, migratory birds may use the airport as their feeding ground.

6.3 Handheld laser device, long range acoustic device and alternating amplified bird cries of distress are used for bird dispersal within Seletar Airport.

WSSL/XSP

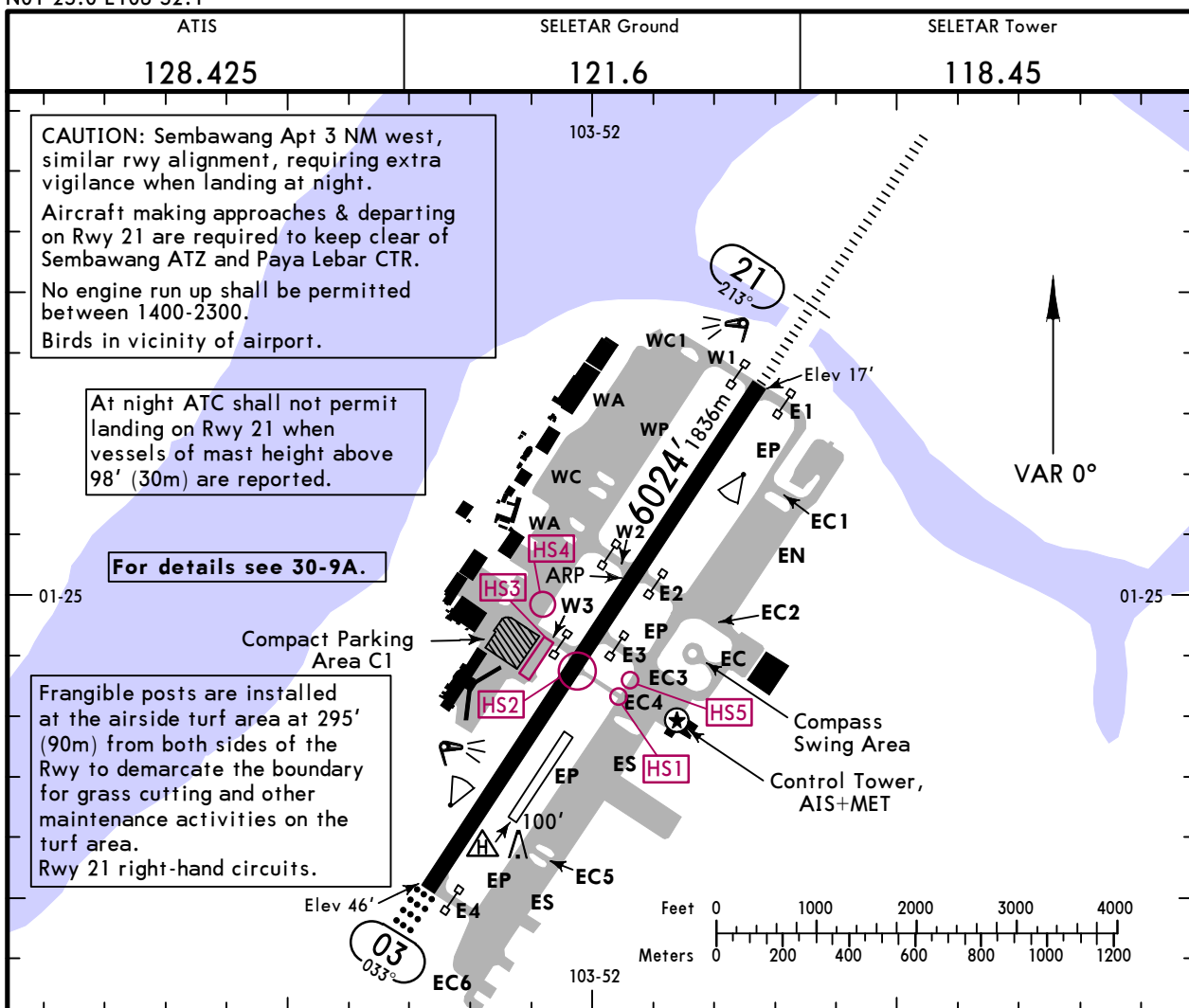
Apt Elev 46'
N01 25.0 E103 52.1

JEPPesen

SINGAPORE, SINGAPORE

30 SEP 22 (30-9)

SELETAR



CAUTION: Sembawang Apt 3 NM west, similar rwy alignment, requiring extra vigilance when landing at night.
Aircraft making approaches & departing on Rwy 21 are required to keep clear of Sembawang ATZ and Paya Lebar CTR.
No engine run up shall be permitted between 1400-2300.
Birds in vicinity of airport.

At night ATC shall not permit landing on Rwy 21 when vessels of mast height above 98' (30m) are reported.

For details see 30-9A.

Frangible posts are installed at the airside turf area at 295' (90m) from both sides of the Rwy to demarcate the boundary for grass cutting and other maintenance activities on the turf area.
Rwy 21 right-hand circuits.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				WIDTH
	Threshold	Landing Beyond	Glide Slope	TAKE-OFF	
03	RL REIL SALS (non-std) PAPI (angle 3.2°) RVR				151'
21	RL REIL HIALS PAPI (angle 3.5°) RVR				46m

① Grooved.

Scheduled closure period for Rwy 03/21

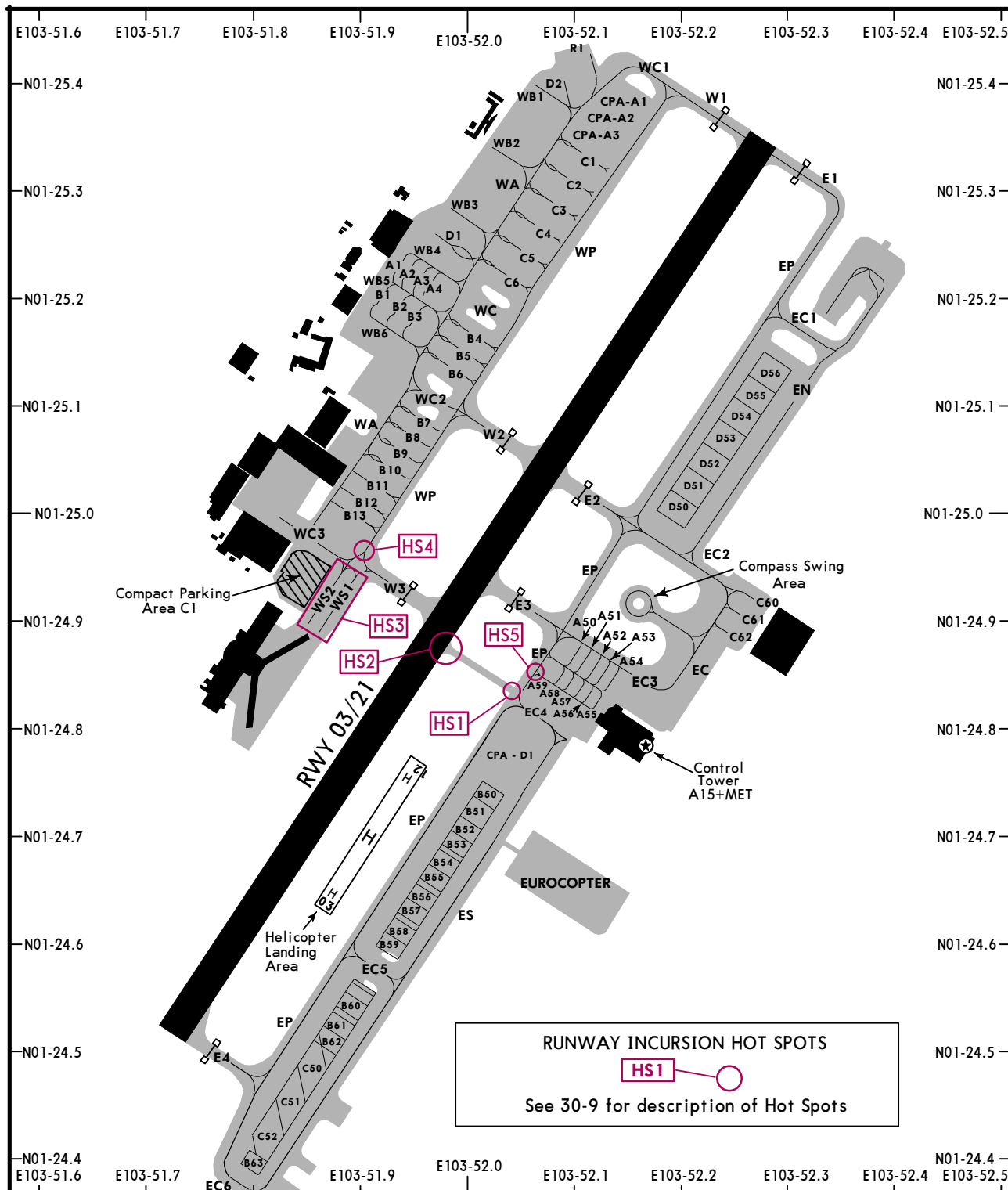
Between 1600-2300 on first and third Friday of every month or the following Friday if the first or third Friday is a public holiday. Rwy closed to all traffic except medevac and emergency flights. Advance notice of 30 minutes is required for emergency reopening of Rwy.
Between 0500-0515, 1030-1045, 1600-1615 and 2300-2315 daily for Rwy inspection. Aircraft to expect delay.

RUNWAY INCURSION HOT SPOTS

- HS1** Emergency access road crossing Twy EP parallel to Twy EC4.
Pilots and tow tug drivers to exercise caution. Stop Bar on both sides of emergency road will be lighted during emergency.
- HS2** Emergency roadway South of Twy E3.
Pilots on Rwy to exercise caution and observe NO ENTRY marking. This is not a taxiway.
- HS3** Twy WS1 & WS2.
Available for Code A aircraft accessing SYFC Dispersal only.
- HS4** Roadway R3A bends to the right after aircraft stand B13.
Drivers travelling south to exercise caution. Twy WC3 ahead.
- HS5** Taxilane EH2.
No entry into Taxilane EH2 from Twy EP.
Pilots taxiing southbound on Twy EP to exercise caution to avoid mistaking Taxilane EH2 as Twy EC4. Twy EC4 centerline is lit during low visibility or hours of darkness.

TAKE-OFF

	All Rwys
A	RVR 1500m
B	
C	
D	



RUNWAY INCURSION HOT SPOTS
 HS1
 See 30-9 for description of Hot Spots

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
A1, A2	N01 25.2 E103 51.9	C1 thru C3	N01 25.3 E103 52.1
A3, A4	N01 25.2 E103 52.0	C4, C5	N01 25.2 E103 52.1
A50, A51	N01 24.9 E103 52.1	C6	N01 25.2 E103 52.0
A52 thru A59	N01 24.8 E103 52.1	C50	N01 24.5 E103 51.9
B1, B2	N01 25.2 E103 51.9	C51	N01 24.5 E103 51.8
B3, B4	N01 25.2 E103 52.0	C52	N01 24.4 E103 51.8
B5 thru B8	N01 25.1 E103 52.0	C60 thru C62	N01 24.9 E103 52.3
B9 thru B13	N01 25.0 E103 51.9	D1	N01 25.2 E103 52.0
B50 thru B55	N01 24.7 E103 52.0	D2	N01 25.4 E103 52.1
B56	N01 24.6 E103 52.0	D50 thru D52	N01 25.0 E103 52.2
B57 thru B59	N01 24.6 E103 51.9	D53	N01 25.1 E103 52.2
B60 thru B62	N01 24.5 E103 51.9	D54 thru D56	N01 25.1 E103 52.3
B63	N01 24.4 E103 51.8	R1	N01 25.4 E103 52.1

SURFACE MOVEMENT/PROCEDURES FOR PUSHBACK AND TOW FORWARD OF AIRCRAFT

AIRCRAFT STANDS	PUSHBACK/ TOW FORWARD PROCEDURES	PHRASEOLOGY USED BY SELETAR GROUND
C1 thru C6	<p>PUSHBACK The aircraft (on idle thrust) shall be pushed back onto Twy WA to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and the centerline of Twy WA. The aircraft may breakaway from there.</p> <p>TOW FORWARD The aircraft (on idle thrust) shall be towed forward onto the centerline of Twy WP to face North (or South) until its nosewheel is at the intersection of the aircraft tow-out line and Twy WP centerline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p> <p>Tow-forward approved, to face (North or South).</p>
C7	<p>PUSHBACK The aircraft (on idle thrust) shall be pushed back onto Twy WA to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and the centerline of Twy WA. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>
C50 thru C52	<p>PUSHBACK The aircraft (on idle thrust) shall be pushed back onto Twy ES to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line (or pushback line) and the centerline of Twy ES. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North (or South).</p>
C60 and C61	<p>PUSHBACK TO FACE NORTH The aircraft (on idle thrust) shall be pushed back onto Twy EC to face North until its nose wheel is abeam the centerline of aircraft stand C62. The aircraft may break away from there.</p> <p>PUSHBACK TO FACE EAST The aircraft (on idle thrust) shall be pushed back onto Twy EC2 to face East until its nose wheel is at the "EOP C60/61" position. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face East.</p>
C62	<p>PUSHBACK TO FACE NORTH The aircraft (on idle thrust) shall be pushed back onto Twy EC to face North until its nose wheel is at the "EOP C62" position. The aircraft may break away from there.</p> <p>PUSHBACK TO FACE SOUTH The aircraft (on idle thrust) shall be pushed back onto Twy EC to face South until its nose wheel is abeam the centerline of aircraft stand C61. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
D1 thru D2 (for B757-200/C-130)	<p>PUSHBACK AND TOW FORWARD TO TWY WP, W1 & W3 The tow-crew shall request from Seletar Ground (vehicular) on 122.9 MHz for departure push-back approval. Upon receiving the approval, the aircraft shall be pushed back onto Twy WA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and the centerline of Twy WA. The aircraft shall then be towed forward to Twy WP until the tow tug towing the aircraft is at the intermediate holding position short of Twy W1 or Twy W3. Once the tow tug is disengaged, the aircraft will request start-up approval from Seletar Ground (aircraft) on 121.6 MHz. The aircraft shall breakaway from there.</p> <p>FOR LANDED B757-200/C130 AIRCRAFT EXITING VIA TWY W1 After landing, B757-200/C130 aircraft exiting TWY W1 shall stop when its nose is at the information marking "B757/C130 HOLD FOR TOW" on TWY W1. The aircraft shall be on tow starting from this point onwards until they park inside the aircraft stands.</p>	<p>Tow approved to intermediate holding position on Twy WP short of Twy W1 to face North or tow approved to intermediate holding position on Twy WP short of Twy W3 to face South.</p> <p>Not applicable.</p>

**SURFACE MOVEMENT/PROCEDURES FOR PUSHBACK
AND TOW FORWARD OF AIRCRAFT**

AIRCRAFT STANDS	PUSHBACK/ TOW FORWARD PROCEDURES	PHRASEOLOGY USED BY SELETAR GROUND
D1 thru D2 (for B757-200/C-130) (contd.)	FOR LANDED B757-200/C130 AIRCRAFT EXITING VIA TWY W2 After landing, B757-200/C130 aircraft exiting TWY W2 shall stop when its nose is at the information marking "B757/C130 HOLD FOR TOW" on TWY W2. The aircraft shall be on tow starting from this point onwards until they park inside the aircraft stands.	Not applicable.
	FOR LANDED B757-200/C130 AIRCRAFT EXITING VIA TWY W3 After landing, B757-200/C130 aircraft exiting TWY W3 shall stop when its nose is at the information marking "B757/C130 HOLD FOR TOW" on TWY W3. The aircraft shall be on tow starting from this point onwards until they park inside the aircraft stands.	Not applicable.
D50	Pushback to face North The aircraft (on idle thrust) shall be pushed back onto TWY EN to face North until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centerline. The aircraft shall then be towed forward until its nose wheel is abeam the centerline of aircraft stand D51. The aircraft may break away from there.	Pushback approved, to face North.
	Pushback to face South The aircraft (on idle thrust) shall be pushed back onto TWY EN to face South until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centerline. The aircraft may break away from there.	Pushback approved, to face South.
	Tow Forward The aircraft (on idle thrust) shall be towed forward onto TWY EP to face North (or South) until its nose wheel is at the intersection of the aircraft lead-out line and TWY EP centerline. The aircraft may break away from there.	Tow forward approved, to face North (or South).
D51, D52, D53, D54, D55	Pushback The aircraft (on idle thrust) shall be pushed back onto TWY EN to face North (or South) until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centerline. The aircraft may break away from there.	Pushback approved, to face North (or South).
	Tow Forward The aircraft (on idle thrust) shall be towed forward onto TWY EP to face North (or South) until its nose wheel is at the intersection of the aircraft lead-out line and TWY EP centerline. The aircraft may break away from there.	Tow forward approved, to face North (or South).
D56	Pushback to face North The aircraft (on idle thrust) shall be pushed back onto TWY EN to face North until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centerline. The aircraft may break away from there.	Pushback approved, to face North.
	Pushback to face South The aircraft (on idle thrust) shall be pushed back onto TWY EN to face South until its nose wheel is at the intersection of the aircraft stand pushback line and TWY EN centerline. The aircraft shall then be towed forward until its nose wheel is abeam the centerline of aircraft stand D55. The aircraft may break away from there.	Pushback approved, to face South.
	Tow Forward The aircraft (on idle thrust) shall be towed forward onto TWY EP to face North (or South) until its nose wheel is at the intersection of the aircraft lead-out line and TWY EP centerline. The aircraft may break away from there.	Tow forward approved, to face North (or South).

SURFACE MOVEMENT / PROCEDURES FOR PUSHBACK AND TOW FORWARD OF AIRCRAFT

- a) Aircraft operators/ground handlers shall be responsible for the safe and smooth operations of aircraft at the aircraft stands.
- b) A ground handler shall be at the aircraft stand when the aircraft is ready to depart and ensure that the area around the aircraft is clear of vehicles, equipment and personnel before aircraft engines are started. When the pilot signals that he is ready to taxi, the ground handler shall marshal the aircraft out of the aircraft stand. All personnel, tow tugs and equipment shall be cleared from the aircraft stand and red chevron markings on the adjacent aircraft stands before self-power out can commence.
- c) All arriving aircraft will be assigned an aircraft stand. Aircraft with wingspan larger than 49'(15m) shall be marshalled into the aircraft stand by a ground handler.
- d) Code A, Code B and Code C aircraft can taxi into aircraft stands C1, C2, C3, C4, C5 and C6 from the North or the South via Twy WA.
- e) Only Code A aircraft, Code B aircraft, aircraft type Global Express (GLEX), Global 5000 (GL5T), Global 6000 (GL6T), Global Express XRS (GLEX), Global 7500 (GL7T), Fokker 50 (F50), Fokker 70 (F70), Fokker 100 (F100), Gulfstream 500 (GLF5), Gulfstream 550 (GLF5), Gulfstream 650 (GLF6), ATR 42 (AT45 & AT46), ATR 72 (AT75 & AT76), DASH 7 (DNC7), Falcon 7X (FA7X) and Falcon 8X (FA8X) are allowed to taxi out from aircraft stands C1, C2, C3, C4, C5 and C6 subjected to (g), (h) or (i).
- f) All other aircraft not listed in (e) departing from C1, C2, C3, C4, C5 and C6 are required to push back onto Twy WA or tow forward onto Twy WP.
- g) Aircraft departing stand C1 shall taxi out towards the North only.
- h) Aircraft departing stand C6 shall taxi out towards the South only.
- i) Aircraft departing stands C2, C3, C4 and C5 are allowed to taxi out towards the South or the North.
- j) Aircraft parking stand C7 is unable to accommodate aircraft with wingspan larger than 93'(28.35m).
- k) No Refuelling is permitted for aircraft parked at aircraft stand C7.
- l) Aircraft types up to B757-200 (no winglets) can taxi into aircraft stands D50, D51, D52, D53, D54, D55 and D56.
- m) Only Code A aircraft, Code B aircraft and Code C aircraft, Airbus A320 family (A318, A319, A320, A321), ATR 42 (AT45 & AT46), ATR 72 (AT75 & AT76), DASH 7 (DNC 7), Embraer 190STD (E190), Embraer ERJ 135 (E135), Falcon 7X (FA7X), Falcon 8X (FA8X), Fokker 50 (F50), Fokker 70 - all, Fokker 100 - all, Global Express (GLEX), Global 5000 (GL5T), Global 6000 (GL6T), Global Express XRS (GLEX), Global 7500 (GL7T), Gulfstream 500 (GLF5), Gulfstream 550 (GLF5), Gulfstream 650 (GLF6) and Q400 (DH8) are allowed to taxi out from aircraft stands D50, D51, D52, D53, D54, D55 and D56.
- n) Aircraft type C130 is restricted to tow in operations at aircraft stand D1, D2 and D50. Aircraft is required to shut down at designated shut down area and be towed to aircraft stand D1, D2 and D50.
- o) Only aircraft type ATR72 (AT75 & AT76) and aircraft with wingspan less than 89'(27.2m) can be parked at aircraft stands C60, C61 and C62.

WSSL/XSP

SELETAR

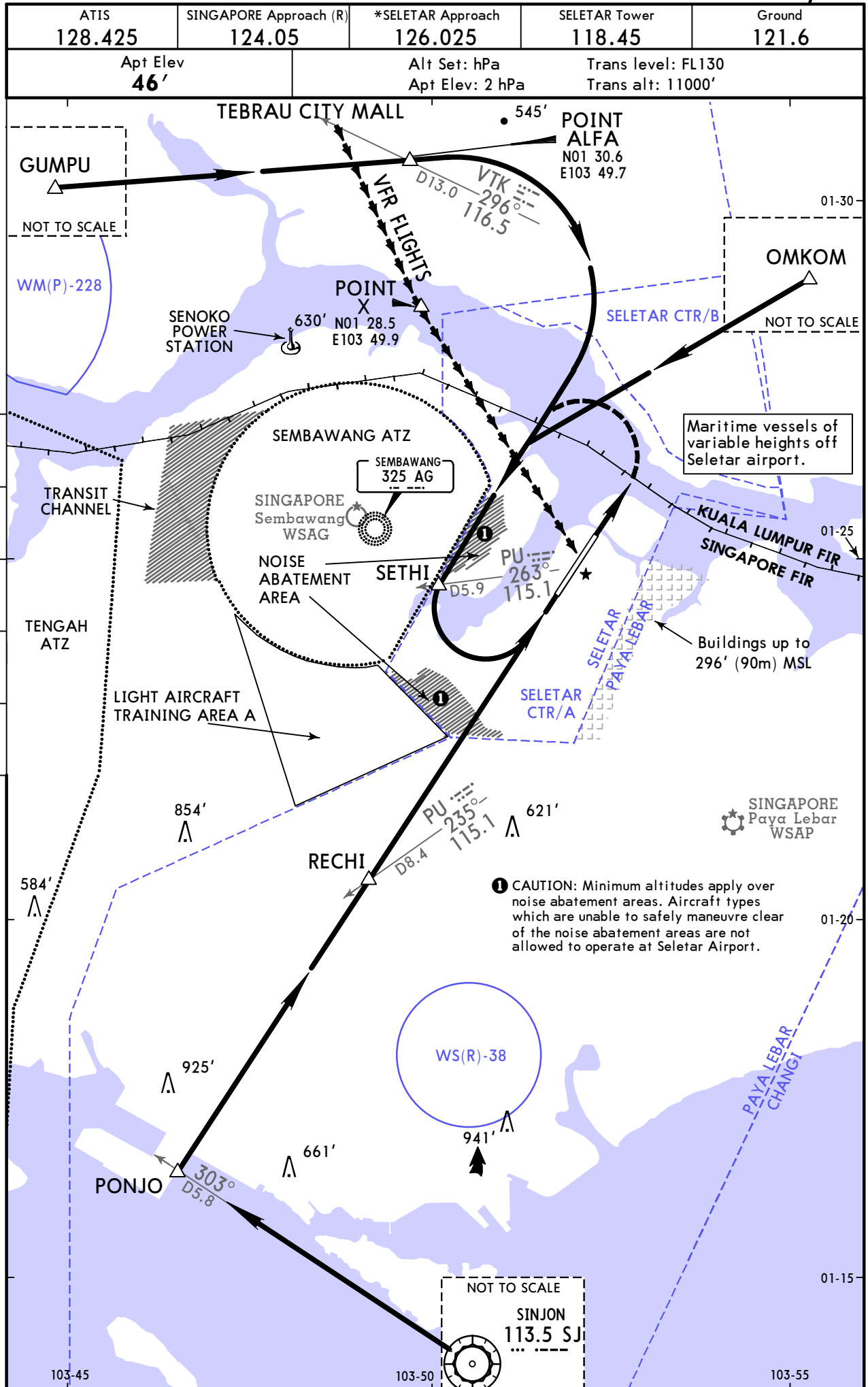
26 MAY 23

(39-1)

JEPPESEN

SINGAPORE, SINGAPORE

JOINING PROCEDURE FROM GUMPU AND OMKOM AND SJ NDB Rwy 03



CHANGES: Lateral limits of ATS routes removed.

WSSL/XSP

SELETAR

26 MAY 23

39-1A



JEPPESEN

SINGAPORE, SINGAPORE

JOINING PROCEDURE FROM GUMPU
AND OMKOM AND SJ NDB Rwy 03

JOINING PROCEDURES FROM GUMPU AND OMKOM AND SJ NDB - Rwy 03

From OMKOM

Cross OMKOM at or above 3000'. On passing OMKOM descend in VMC to 2000' or altitude cleared by ATC and join downwind Rwy 03.

1. Straight-in Approach

Join downwind Rwy 03 at 2000' at a speed of not more than 170 KT (keeping clear of Sembawang ATZ). When downwind descend from 2000' for visual approach Rwy 03, or as cleared by ATC. Pilots should have the runway in sight.

2. Circling Approach

Join downwind Rwy 03 at 2000' at a speed of not more than 160 KT (keeping clear of Sembawang ATZ). At end of downwind turn left and overfly the runway. When passing over north-end of the runway (THR Rwy 21), descend from 2000' to 1500' and turn left for downwind Rwy 03. At downwind descend for a visual approach Rwy 03 or as cleared by ATC. Pilots should have the runway in sight.

From GUMPU

Cross GUMPU at or above 6000' enroute to Point ALFA. On passing Point ALFA, descend in VMC to 2000' or altitude cleared by ATC.

1. Straight-in Approach

On passing Point ALFA, turn right for downwind Rwy 03 at a speed of not more than 170 KT (keeping clear of Sembawang ATZ). At downwind descend from 2000' for a visual approach Rwy 03, or as cleared by ATC. Pilots should have the runway in sight.

2. Circling Approach

On passing Point ALFA, turn right for downwind Rwy 03 at a speed of not more than 160 KT (keeping clear of Sembawang ATZ). At end of downwind, turn left and overfly the runway. Passing over north-end of the runway (THR Rwy 21), descend from 2000' to 1500' and turn left for downwind Rwy 03. At downwind descend for a visual approach Rwy 03 or as cleared by ATC. Pilots should have the runway in sight.

From SJ NDB

Cross SJ at 4000' or as cleared by ATC. On passing SJ, descend to 3000' for PONJO. On passing PONJO, descend in VMC to 2000' or altitude cleared by ATC.

1. Straight-in Approach

Join direct for a straight-in visual approach Rwy 03 descending from 2000' at a speed of not more than 170 KT, or as cleared by ATC. Pilots should have the runway in sight.

2. Circling Approach

Overfly the runway at 2000' at a speed of not more than 160 KT, or as cleared by ATC. When passing over the north-end of runway (THR Rwy 21), descend from 2000' to 1500' 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.

VFR Flights From Tebrau City Mall

- Aircraft on VFR flight plan joining Seletar CTR from East of GUMPU are to descend to altitude cleared by ATC. From Tebrau City Mall descend in VMC to altitude cleared by ATC and proceed to POINT X, keeping clear of WM(P)-228 and then direct to overhead the airfield.
- When overhead the airfield, the joining aircraft shall make a turn overflying the runway and after passing abeam the control tower, commence descent as cleared to cross the upwind end of the runway at 1500'. Passing over the end of the runway, descent to circuit altitude as cleared by ATC. Pilots shall ensure to keep clear of Sembawang ATZ and Paya Lebar CTR and not to fly east of the runway. This is to keep clear of tall buildings up to 90m AMSL to the east of Seletar CTR.

CAUTION Notes

- Pilots are required to keep clear of Sembawang ATZ.
- Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296' (90m) MSL to the east of Seletar CTR.
- Pilots are to be advised of the steel structure 300' (91m) MSL and the Silo 342' (104m) MSL 2NM north of the airfield.
- Pilots are required to keep their turns within Seletar Control Zone.
- Pilots are required to keep clear of Sembawang CTR and Paya Lebar CTR.

WSSL/XSP



JEPPESSEN

SINGAPORE, SINGAPORE

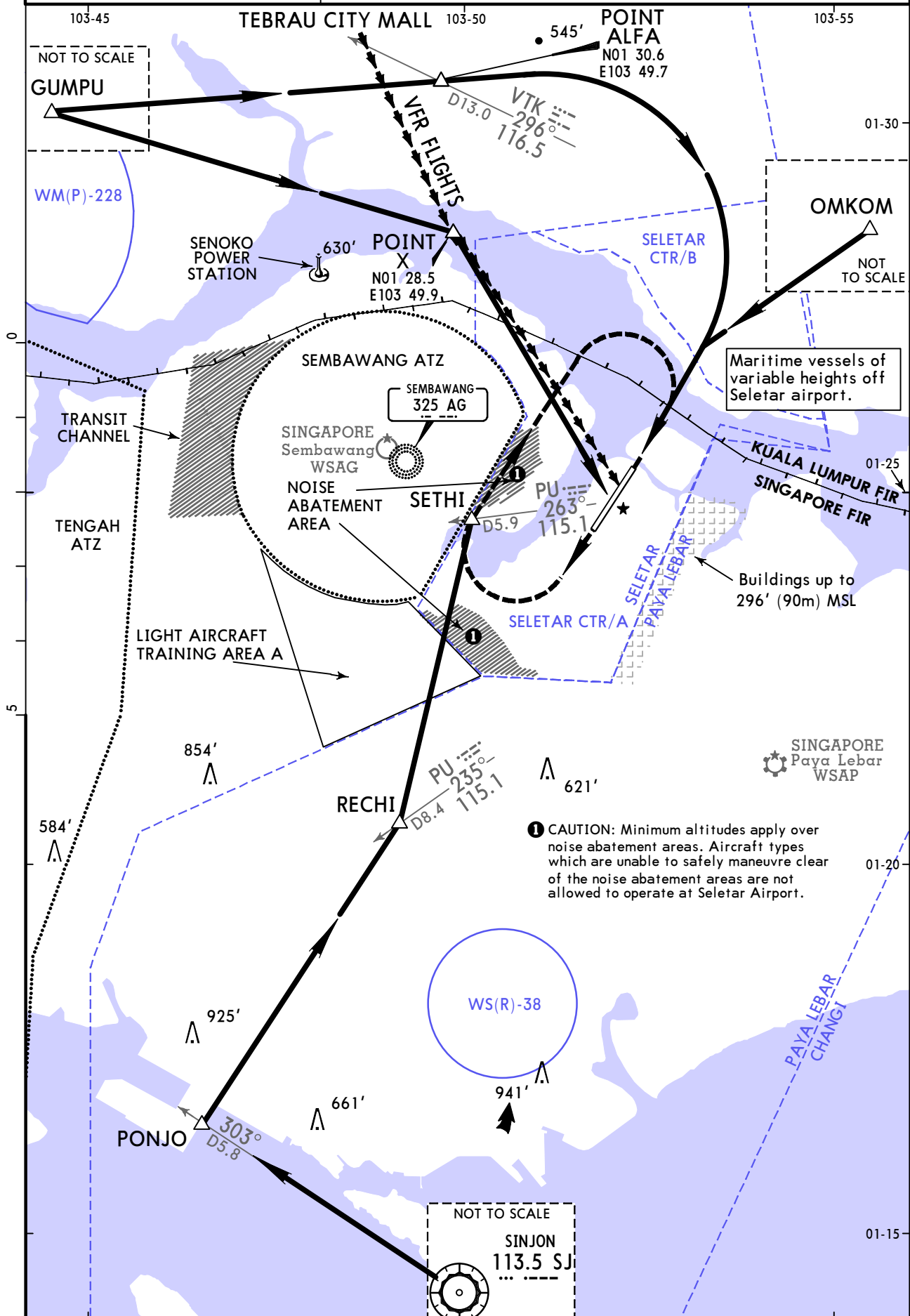
SELETAR

26 MAY 23

(39-2)

JOINING PROCEDURE FROM GUMPU AND OMKOM AND SJ NDB Rwy 21

ATIS 128.425	SINGAPORE Approach (R) 124.05	*SELETAR Approach 126.025	SELETAR Tower 118.45	Ground 121.6
Apt Elev 46'		Alt Set: hPa Apt Elev: 2 hPa	Trans level: FL130 Trans alt: 11000'	



CAUTION: 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.

WSSL/XSP

SELETAR

26 MAY 23



JEPPESSEN

SINGAPORE, SINGAPORE

39-2A

JOINING PROCEDURE FROM GUMPU
AND OMKOM AND SJ NDB Rwy 21

JOINING PROCEDURES FROM GUMPU AND OMKOM AND SJ NDB - Rwy 21

From OMKOM

Cross OMKOM at or above 3000'. On passing OMKOM descend in VMC to 2000' or altitude cleared by ATC.

1. Straight-in Approach
Join direct for a straight-in visual approach Rwy 21 descending from 2000' at a speed of not more than 170 KT, or as cleared by ATC. Pilots should have the runway in sight.
2. Circling Approach
Overfly the runway at 2000' at a speed of not more than 160 KT, or as cleared by ATC. Passing over the south-end of the runway (THR Rwy 03), descend from 2000' to 1500' and turn right for downwind Rwy 21 (keeping clear of Light Aircraft Training Area A and Sembawang ATZ). At downwind descend for a visual approach Rwy 21 or as cleared by ATC. Pilots should have the runway in sight.

From GUMPU

Cross GUMPU at or above 6000' enroute to Point ALFA. On passing Point ALFA, descend in VMC to 2000' or altitude cleared by ATC.

1. Straight-in Approach
On passing Point ALFA, join direct for a straight-in visual approach Rwy 21 descending from 2000' at a speed of not more than 170 KT, or as cleared by ATC (keeping clear of Sembawang ATZ).
2. Circling Approach
On passing Point ALFA, overfly the runway at 2000' at a speed of not more than 160 KT. When passing over the south-end of the runway (THR Rwy 03), descend from 2000' to 1500' and turn right for downwind Rwy 21 (keeping clear of Light Aircraft Training Area A and Sembawang ATZ). At downwind descend for a visual approach Rwy 21 or as cleared by ATC. Pilots should have the runway in sight.

From SJ NDB

Cross SJ at 4000' or as cleared by ATC. On passing SJ, descend to 3000' for PONJO. On passing PONJO, descend in VMC to 2000' or altitude cleared by ATC and join downwind Rwy 21 via RECHI-SETHI.

1. Straight-in Approach
Join downwind Rwy 21 via SETHI at 2000' (keeping clear of Sembawang ATZ) at a speed of not more than 170 KT. When downwind, descend from 2000' for visual approach, or as cleared by ATC. Pilots should have the runway in sight.
2. Circling Approach
Join downwind Rwy 21 via SETHI at 2000' (keeping clear of Sembawang ATZ) at a speed of not more than 160 KT. At end of downwind, turn right and overfly the runway. When passing over south-end of the runway (THR Rwy 03), descend from 2000' to 1500' 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.

VFR Flights From Tebrau City Mall

1. Aircraft on VFR flight plan joining Seletar CTR from East of GUMPU are to descend to altitude cleared by ATC. From Tebrau City Mall descend in VMC to altitude cleared by ATC and proceed to POINT X, keeping clear of WM(P)-228 and then direct to overhead the airfield.
2. When overhead the airfield, the joining aircraft shall make a turn overflying the runway and after passing abeam the control tower, commence descent as cleared to cross the upwind end of the runway at 1500'. Passing over the end of the runway, descent to circuit altitude as cleared by ATC. Pilots shall ensure to keep clear of Sembawang ATZ and Paya Lebar CTR and not to fly east of the runway. This is to keep clear of tall buildings up to 90m AMSL to the east of Seletar CTR.

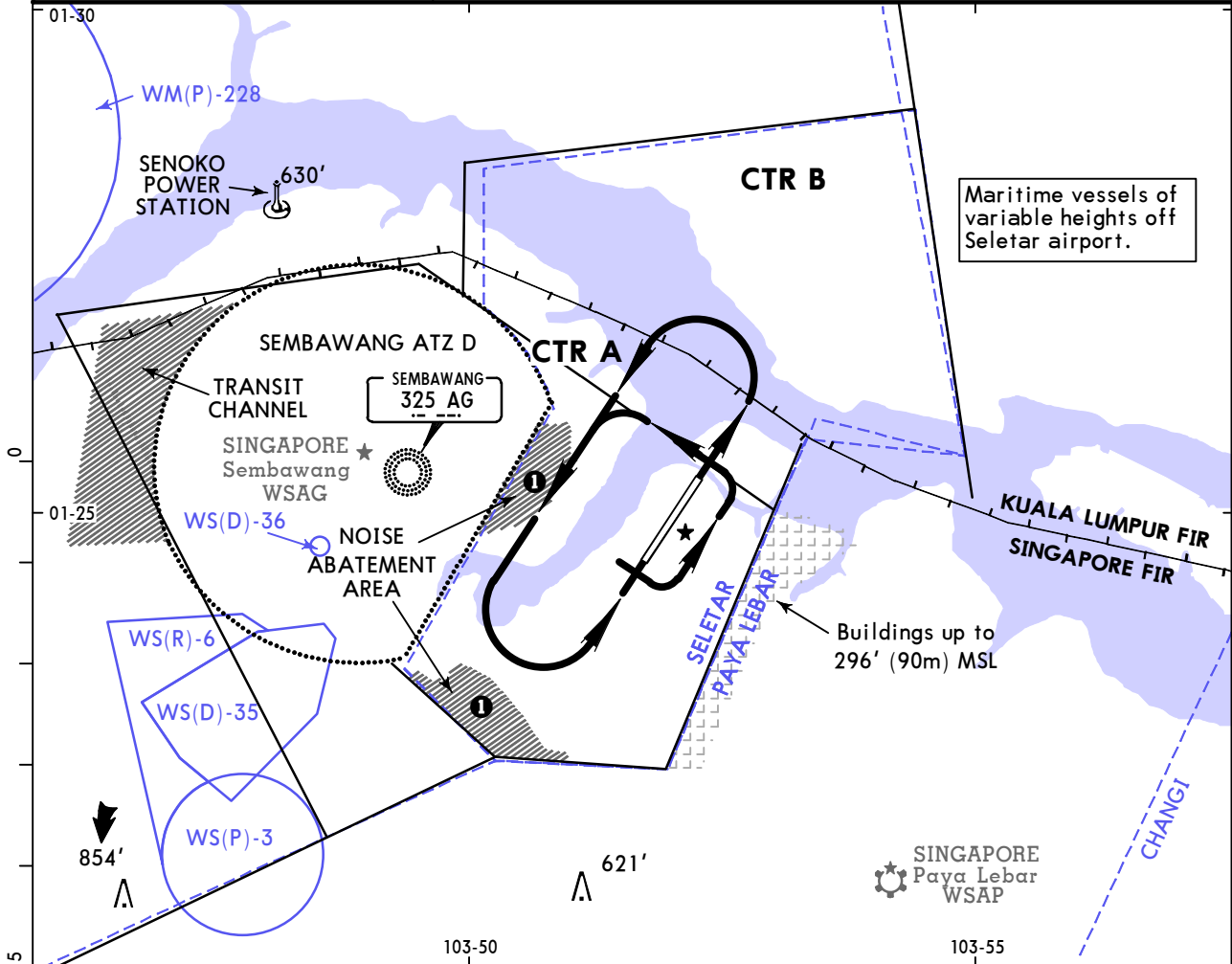
CAUTION Notes

1. Pilots are required to keep clear of Sembawang ATZ.
2. Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296' (90m) MSL to the east of Seletar CTR.
3. Pilots are to be advised of the steel structure 300' (91m) MSL and the Silo 342' (104m) MSL 2NM north of the airfield.
4. Pilots are required to keep their turns within Seletar Control Zone.
5. Pilots are required to keep clear of Sembawang CTR and Paya Lebar CTR.

WSSL/XSP SELETAR

JEPPESEN SINGAPORE, SINGAPORE 5 AUG 22 (39-3) JOINING PROCEDURE Rwy 03

ATIS 128.425	SINGAPORE Approach (R) 124.05	*SELETAR Approach 126.025	SELETAR Tower 118.45	Ground 121.6
Apt Elev 46'		Alt Set: hPa Apt Elev: 2 hPa	Trans level: FL130 Trans alt: 11000'	



JOINING PROCEDURE - Rwy 03

1. Join overhead at 2000' or as cleared by ATC and at a speed of not more than 170 KT.
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 1500' or above or at the altitude cleared by ATC.
3. Joining aircraft shall give way to circuit traffic already on downwind.

CAUTION Notes

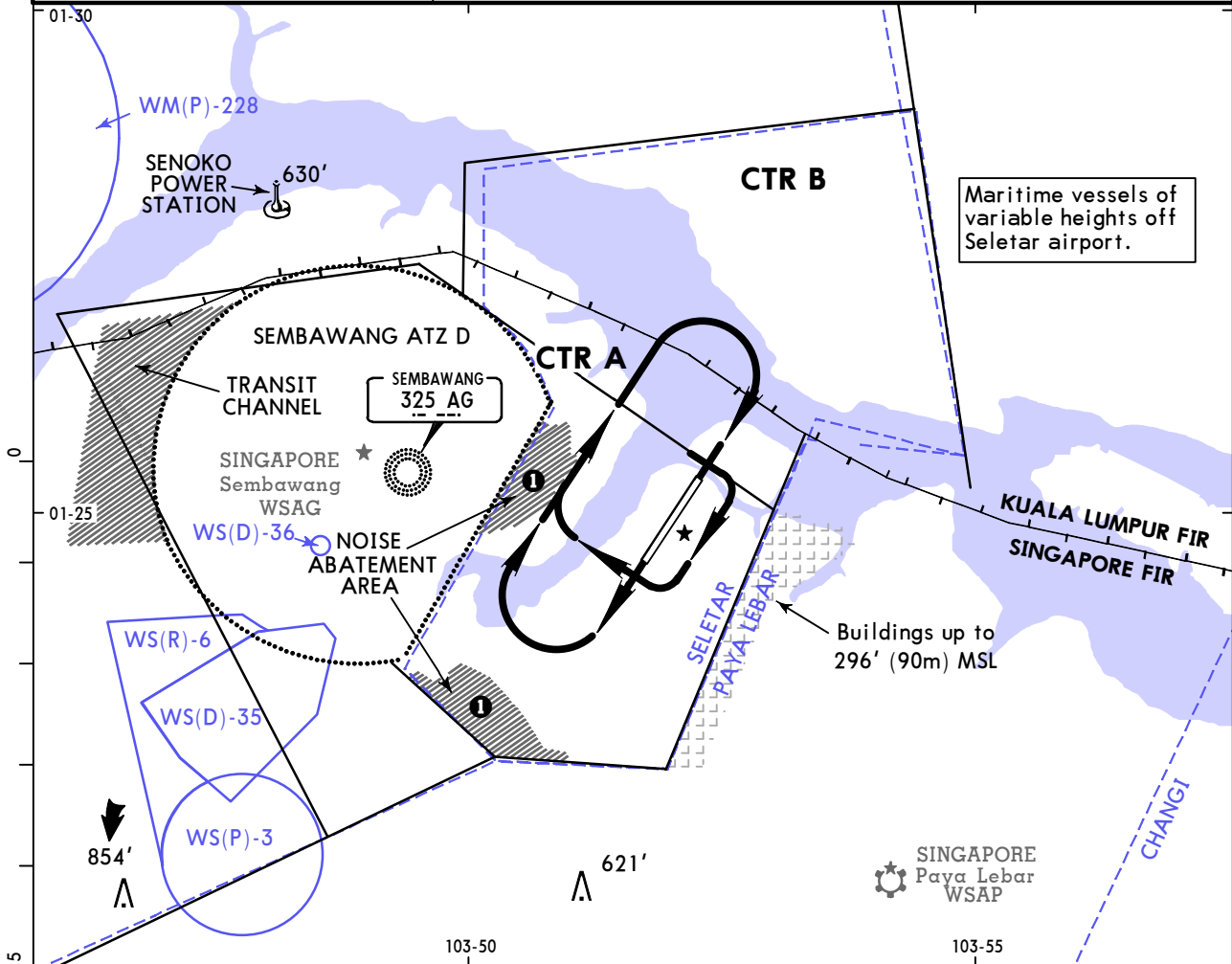
- ① Minimum altitudes apply over noise abatement areas. Aircraft types which are unable to safely manoeuvre clear of the noise abatement areas are not allowed to operate at Seletar Airport.
- 1. Pilots are required to keep clear of Sembawang ATZ.
- 2. Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296' (90m) MSL to the east of Seletar CTR.
- 3. Pilots are to be advised of the steel structure 300' (91m) MSL and the Silo 342' (104m) MSL 2NM north of the airfield.
- 4. Pilots are required to keep their turns within Seletar Control Zone.
- 5. Pilots are required to keep clear of Sembawang CTR and Paya Lebar CTR.

WSSL/XSP SELETAR

JEPPESEN
5 AUG 22 (39-4)

SINGAPORE, SINGAPORE JOINING PROCEDURE Rwy 21

ATIS 128.425	SINGAPORE Approach (R) 124.05	*SELETAR Approach 126.025	SELETAR Tower 118.45	Ground 121.6
Apt Elev 46'		Alt Set: hPa Apt Elev: 2 hPa	Trans level: FL130 Trans alt: 11000'	



JOINING PROCEDURE - Rwy 21

1. Join overhead at 2000' or as cleared by ATC and at a speed of not more than 170 KT.
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 1500' or above or at the altitude cleared by ATC.
3. Joining aircraft shall give way to circuit traffic already on downwind.

CAUTION Notes

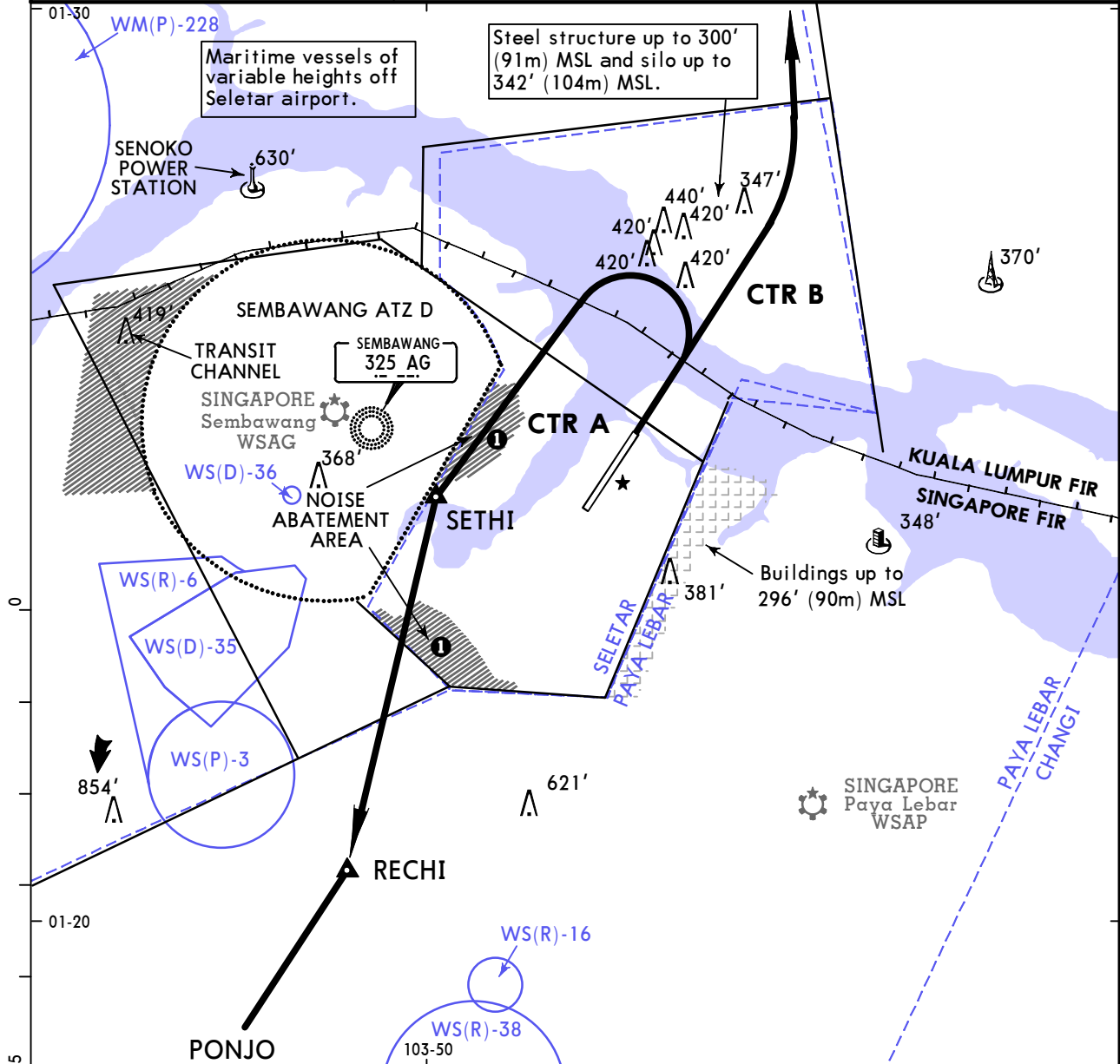
- ① Minimum altitudes apply over noise abatement areas. Aircraft types which are unable to safely manoeuvre clear of the noise abatement areas are not allowed to operate at Seletar Airport.
 1. Pilots are required to keep clear of Sembawang ATZ.
 2. Pilots should not fly to the east of the runway. This is to keep clear of tall buildings up to 296' (90m) MSL to the east of Seletar CTR.
 3. Pilots are to be advised of the steel structure 300' (91m) MSL and the Silo 342' (104m) MSL 2 NM north of the airfield.
 4. Pilots are required to keep their turns within Seletar Control Zone.
 5. Pilots are required to keep clear of Sembawang CTR and Paya Lebar CTR.

WSSL/XSP SELETAR

2 SEP 22
Eff 8 Sep (39-5)

JEPPESEN SINGAPORE, SINGAPORE VISUAL DEPARTURE Rwy 03

ATIS 128.425	SINGAPORE Approach (R) 124.05	*SELETAR Approach 126.025	SELETAR Tower 118.45	Ground 121.6
Apt Elev 46'		Alt Set: hPa Apt Elev: 2 hPa	Trans level: FL130 Trans alt: 11000'	



ADVISORY DEPARTURE PROCEDURES FOR Rwy 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 Notes

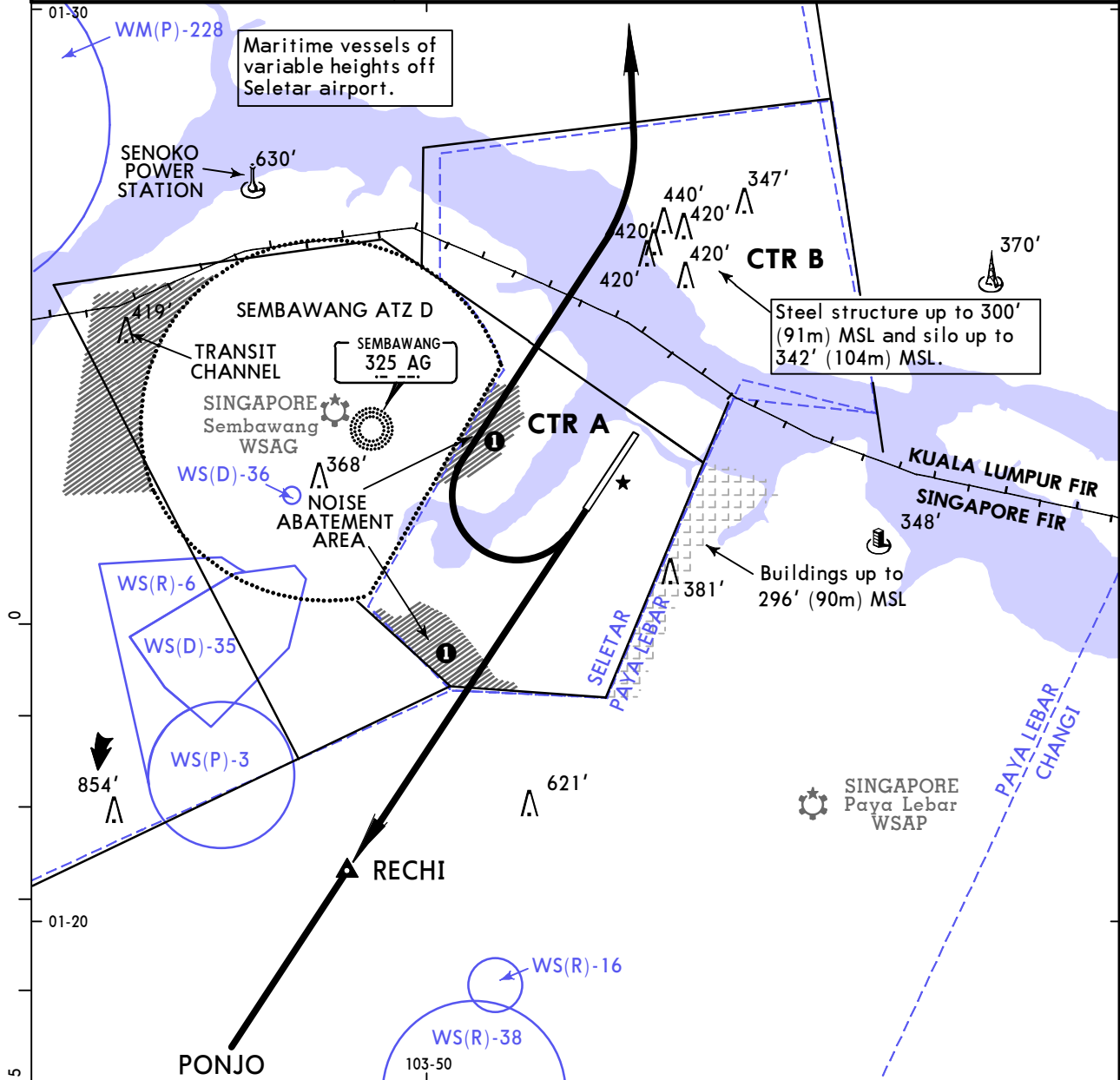
- ① Minimum altitudes apply over noise abatement areas. Aircraft types which are unable to safely manoeuvre clear of the noise abatement areas are not allowed to operate at Seletar Airport.
- a) Pilots are required to keep clear of Sembawang ATZ. Turns should therefore be kept within Seletar CTR.
- b) Pilots should not fly to the East of the runway. This is to keep clear of tall buildings up to 296' (90m) MSL there. Pilots should have all relevant obstructions in sight, including the steel structure 300' (91m) MSL and the Silo 342' (104m) MSL 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 WS(R)38 which is Permanently active from Ground to 10,000'.
- d) Pilots shall maintain a speed of not more than 185 KT until passing PONJO to mitigate risk of encroaching into WS(D)-4.

WSSL/XSP SELETAR

JEPPESEN
2 SEP 22
Eff 8 Sep

SINGAPORE, SINGAPORE VISUAL DEPARTURE Rwy 21

ATIS 128.425	SINGAPORE Approach (R) 124.05	*SELETAR Approach 126.025	SELETAR Tower 118.45	Ground 121.6
Apt Elev 46'		Alt Set: hPa Apt Elev: 2 hPa	Trans level: FL130 Trans alt: 11000'	



ADVISORY DEPARTURE PROCEDURES FOR Rwy 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 Notes

- ① 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.
- 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 296' (90m) MSL there. Pilots should have all relevant obstructions in sight, including the steel structure 300' (91m) MSL and the Silo 342' (104m) MSL 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 WS(R)38 which is Permanently active from Ground to 10,000'.
- d) Pilots shall maintain a speed of not more than 185 KT until passing PONJO to mitigate risk of encroaching into WS(D)-4.
- e) When cleared via OMKOM, pilots shall maintain a speed of not more than 185 KT until established on the downwind leg to mitigate risk of encroaching into Sembawang ATZ.

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, (SELETAR - WSSL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport WSSL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20230930

(30-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS(30-9A) PARKING, PARKING COORDS. Helicopter Landing Area in Seletar Airport closed due to construction works.