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**AIP Supplement for
Singapore****AIRAC AIP SUP
175/2026**

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29 OCT 2026

to
07 JUL 2027

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SELETAR AERODROME TRANSIT CORRIDOR (TC) TRIAL**1 INTRODUCTION**

1.1 This AIRAC AIP Supplement informs aircraft operators on the trial of the Transit Corridor (TC) concept for Seletar (WSSL) operations, with effect from **29 OCT 2026, 0000UTC** to **7 JUL 2027, 2359UTC**. It sets out the procedures and the requirements for operating within the TCs applicable during the trial.

2 BACKGROUND

2.1 WSSL Control Zone (CTR) 'A' is situated in close proximity to Sembawang Aerodrome Traffic Zone (ATZ), where there are military aircraft operations. IFR flights operating at WSSL, using the existing visual downwind profile, may not be able to keep their manoeuvre within the WSSL CTR 'A'.

2.2 To enhance safety for such flights operating at WSSL, two TCs, TC-1 and TC-2, are established over Light Aircraft Training Area (LATA) A and Sembawang ATZ respectively to provide additional manoeuvring area for IFR flights on downwind profiles operating at WSSL.

2.3 Transit Corridors

2.3.1 The lateral and vertical limits of the TCs are defined by the coordinates below and depicted in the chart in Annex A. Pilot may use Flight Management System (FMS) functions to define these areas to improve situational awareness and ensure that their flight operations are confined within the TCs due to the proximity to military aircraft operations in Sembawang ATZ. Pilots are to note that, for the purpose of this trial, in addition to the degrees, minutes and seconds (DMS) format for coordinates provided below, the same coordinates are also provided in degrees and decimal minutes (DDM) format to facilitate pilots' input into their FMS.

2.3.2 IFR flights operating at WSSL must not enter the TCs unless cleared by ATC to proceed via the waypoints described in paragraph 2.4.

2.3.3 When instructed, all aircraft operating in LATA A are to vacate TC-1, or operate in the other LATA B or C, to facilitate the use of TC-1 by IFR flights.

Area and Lateral Limits	<u>Upper Limit</u> Lower Limit	Remarks
TC-1		
Degrees, Minutes, and Seconds (DMS) 01°23'28"N 103°48'37"E 01°22'49"N 103°48'40"E 01°21'56"N 103°48'57"E 01°22'32"N 103°50'16"E 01°23'27"N 103°49'22"E and thence along Sembawang ATZ boundary to 01°23'28"N 103°48'37"E	<u>4,500ft ALT</u> 1,000ft Maximum Usable ALT: 4,000ft	Whenever there is an aircraft utilising TC-1 for visual approach and departure into and out of WSSL, TC-1 will temporarily be designated as Class D airspace to facilitate the nominal path of the aircraft. When instructed, all aircraft operating in LATAA are to vacate TC-1, or operate in the other LATAB or C.
Degrees and Decimal Minutes (DDM) 01°23.47'N 103°48.62'E 01°22.82'N 103°48.67'E 01°21.93'N 103°48.94'E 01°22.54'N 103°50.27'E 01°23.45'N 103°49.37'E and thence along Sembawang ATZ boundary to 01°23.47'N 103°48.62'E		
TC-2		
Degrees, Minutes, and Seconds (DMS) 01°23'27"N 103°49'22"E 01°26'07"N 103°50'53"E and thence along Sembawang ATZ boundary to 01°26'53"N 103°50'21"E 01°24'55"N 103°48'28"E 01°23'28"N 103°48'37"E and thence along Sembawang ATZ boundary to 01°23'27"N 103°49'22"E	<u>4,500ft ALT</u> 2,000ft Maximum Usable ALT: 4,000ft	TC-2 is designated as a Class D airspace. Pilots are to note of military VFR traffic operating below the lower limit of TC-2 and west of TC-2.
Degrees and Decimal Minutes (DDM) 01°23.45'N 103°49.37'E 01°26.12'N 103°50.88'E and thence along Sembawang ATZ boundary to 01°26.88'N 103°50.35'E 01°24.92'N 103°48.47'E 01°23.47'N 103°48.62'E and thence along Sembawang ATZ boundary to 01°23.45'N 103°49.37'E		

2.4 Waypoints

2.4.1 The following waypoints have been established to provide navigational reference within the TCs. These waypoints may be recalled from navigation databases or entered manually by the pilot. Where manual entry is used, the pilot must confirm the entry carefully before commencing the procedure. These VFR waypoints permit visual manoeuvring along a prescribed track through the TCs. They must only be flown while in visual contact with the runway and terrain. Pilots are to note that, for the purpose of this trial, in addition to the degrees, minutes and seconds (DMS) format for coordinates provided below, the same coordinates are also provided in degrees and decimal minutes (DDM) format to facilitate pilots' input into their FMS.

Waypoint	Latitude / Longitude (DMS)	Degrees and Decimal Minutes (DDM)	Altitude Restriction / Remarks
RUSSO	01°26'31"N 103°50'38"E	01°26.52'N 103°50.64'E	At or Above 2000ft
SUMEG	01°24'52"N 103°49'41"E	01°24.87'N 103°49.69'E	
TAPUM	01°23'27"N 103°48'53"E	01°23.44'N 103°48.88'E	
UPLUS	01°22'36"N 103°49'23"E	01°22.60'N 103°49.38'E	At or Above 1000ft
VIDER	01°22'39"N 103°50'31"E	01°22.64'N 103°50.52'E	NIL

3 FLIGHT PLANNING

3.1 The pilot or the operator of an IFR flight operating at WSSL is required to file via OMKOM/GUMPU or SJ under Item 15 of the flight plan.

3.2 The pilot or operator should note that IFR flights operating at WSSL may be routed via OMKOM/GUMPU or SJ, for a straight in/out or downwind profile, depending on prevailing traffic conditions, weather and operational requirements. The pilot should take this into account for pre-flight preparations and operators are to ensure pilots are adequately briefed.

3.3 The pilot or the operator is reminded that non-training flights operating at Seletar Airport will be segregated from training flights during the designated hours for training flights. Please refer to GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT paragraph 3.8 for further details.

3.4 IFR flights operating at WSSL can expect estimated delays of about 15 minutes during these periods:

- a) MON: BTN 0100-0300 UTC (0900-1100 LT) and 0830-1000 UTC (1630-1800 LT); and
- b) TUE-FRI: BTN 0100-0130 UTC (0900-0930 LT), 0230-0300 UTC (1030-1100 LT) and 0930-1030 UTC (1730-1830 LT).

4 FLIGHT PROCEDURES

4.1 For aircraft departing WSSL, routing via GUMPU, OMKOM or RECHI – PONJO – SJ, when ATC issues clearance for the aircraft to fly a downwind profile, the pilot shall follow the departure procedures as described in paragraphs 4.3.1.1 and 4.3.2.1 and illustrated in Annex B and C. All departure clearances are subject to ATC coordination.

4.2 For aircraft arriving into WSSL, routing via GUMPU, OMKOM or SJ – PONJO – RECHI, they shall be vectored by ATC for a visual approach. When ATC issues clearance for the aircraft to fly a downwind profile, the pilot shall follow the joining procedures as described in paragraph 4.4. The visual approach procedures are described in paragraphs 4.5.1.1 and 4.5.2.1 and illustrated in Annex D and E. All arrival clearances are subject to ATC coordination.

4.3 Visual Departure Procedures

4.3.1 Visual Departure Procedures for Runway 03 via RECHI – PONJO – SJ

4.3.1.1 On departure, pilots can expect to climb to an altitude cleared by ATC. Pilots shall turn left at a speed of not more than 160kt, and climb to 2,000ft or above for RUSSO – SUMEG – RECHI – PONJO – SJ. Pilots shall keep within TC-1 and TC-2. Please see Annex B for the visual departure chart via RECHI – PONJO – SJ for Runway 03.

4.3.2 Visual Departure Procedures for Runway 21 via OMKOM / GUMPU

4.3.2.1 On departure, pilots can expect to climb to an altitude cleared by ATC. Pilots shall turn right at a speed of not more than 160kt, and climb to 2,000ft or above for SUMEG – RUSSO, while keeping within TC-2. Pilots can expect a radar heading after RUSSO for OMKOM / GUMPU. TC-1 will not be coordinated for use. Please see Annex C for the visual departure chart via OMKOM / GUMPU for Runway 21.

Note: Use of the TCs require prior operator familiarisation with the procedure and its limitations. Departure procedures using the TCs should be conducted such that the aircraft remains within the lateral and vertical limits of the TCs at all times. Pilots are to ensure that appropriate aircraft configuration and flight technique are applied to achieve the required track guidance and climb performance for compliance within the lateral and vertical limits of the TCs.

The departure turn should be initiated at the departure end of runway. Thrust reduction and acceleration are to be delayed as necessary to achieve the track guidance and climb performance required for compliance.

Pilots and operators are responsible for ensuring that aircraft performance is sufficient to remain within the lateral and vertical limits of the TCs.

4.4 Procedures for Arrivals

4.4.1 Joining Procedures for IFR flights from OMKOM / GUMPU – Runway 03

From OMKOM

4.4.1.1 Refer to introductory text in WSSL AD 2.22 paragraph 1.4.1. Pilots shall have the runway in sight. IFR flights can expect ATC clearance to proceed to RUSSO to join the visual approach procedure for Runway 03 in paragraph 4.5.1.1.

From GUMPU

4.4.1.2 Refer to introductory text in WSSL AD 2.22 paragraph 1.4.2. Pilots shall have the runway in sight. IFR flights can expect ATC clearance to proceed to RUSSO to join the visual approach procedure for Runway 03 in paragraph 4.5.1.1.

4.4.2 Joining Procedures for IFR flights from SJ – Runway 21

4.4.2.1 Refer to introductory text in WSSL AD 2.22 paragraph 1.5.3. Pilots shall have the runway in sight. On passing RECHI, IFR flights can expect ATC clearance to proceed to SUMEG to join the visual approach procedure for Runway 21 in paragraph 4.5.2.1.

4.5 Visual Approach Procedures

4.5.1 Visual Approach Procedures for IFR flights from OMKOM / GUMPU – Runway 03

4.5.1.1 Join left downwind Runway 03 at a speed of not more than 160kt, via RUSSO – SUMEG – TAPUM – UPLUS – VIDER. On passing TAPUM, descend from 2,000ft to 1,000ft for visual approach Runway 03, or as cleared by ATC. Pilots shall keep within TC-1 and TC-2. Please see Annex D for the visual approach chart for IFR flights from OMKOM / GUMPU – Runway 03.

4.5.2 Visual Approach Procedures for IFR flights from SJ – Runway 21

4.5.2.1 Join right downwind Runway 21 at a speed of not more than 160kt, via SUMEG – RUSSO at 2,000ft. On passing RUSSO, descend from 2,000ft for visual approach Runway 21, or as cleared by ATC. Pilots shall keep within TC-1 and TC-2. Please see Annex E for the visual approach chart for IFR flights from SJ – Runway 21.

Note: Arrival procedures within the TCs are to be flown in the landing configuration and at the minimum approach speed.

4.6 Go-around Procedure

4.6.1 In the event of a go-around, the aircraft can expect radar vectors for another approach. Pilots should maintain a speed of not more than 160kt.

4.6.2 For straight-in approaches, the TCs will not be coordinated for use. In the event of a go-around for Runway 21, the aircraft can expect instructions to commence a climbing turn to the west to the ATC-assigned altitude, before radar vectored for another approach. When conducting such turns, acceleration should be delayed until the turn is complete and the aircraft is level at the go-around altitude. The aircraft must remain within the WSSL CTR 'A' and keep clear of Sembawang ATZ at all times.

4.7 Noise Abatement Areas

4.7.1 The location of Noise Abatement Areas 1-3 can be found in WSSL AD 2.21 NOISE ABATEMENT PROCEDURES. All aircraft must adhere to the minimum altitude specified with the Noise Abatement Areas.

5 OPERATIONAL COMPLIANCE AND REPORTING REQUIREMENTS

5.1 When cleared to enter the TCs, aircraft must always remain within the lateral boundaries and at or above the minimum height restrictions.

5.2 Failure to operate within the lateral boundaries of the TCs, and at or above the minimum height restrictions may result in action being taken against the pilot and/or operator. Deliberate or negligent acts may result in operational bans.

5.3 If the aircraft is unable to keep within the TCs, the pilot must inform ATC immediately. Following the flight, pilot must submit a form as soon as practicable via the following link: <https://www.go.gov.sg/wsslfeedback>. Pilot may also use the same form to provide general feedback on TC procedures.

5.4 Prior to conducting operations at WSSL using the TCs, all pilots must complete the self-certification form at <https://www.go.gov.sg/wsslform>.

6 CONCLUSION

6.1 Any change to the contents of this AIRAC AIP Supplement will be notified through NOTAM.

Seletar Transit Corridor (TC-1 and TC-2) - Annex A

Visual Departure Chart via RECHI - PONJO - SJ - Runway 03 - Annex B

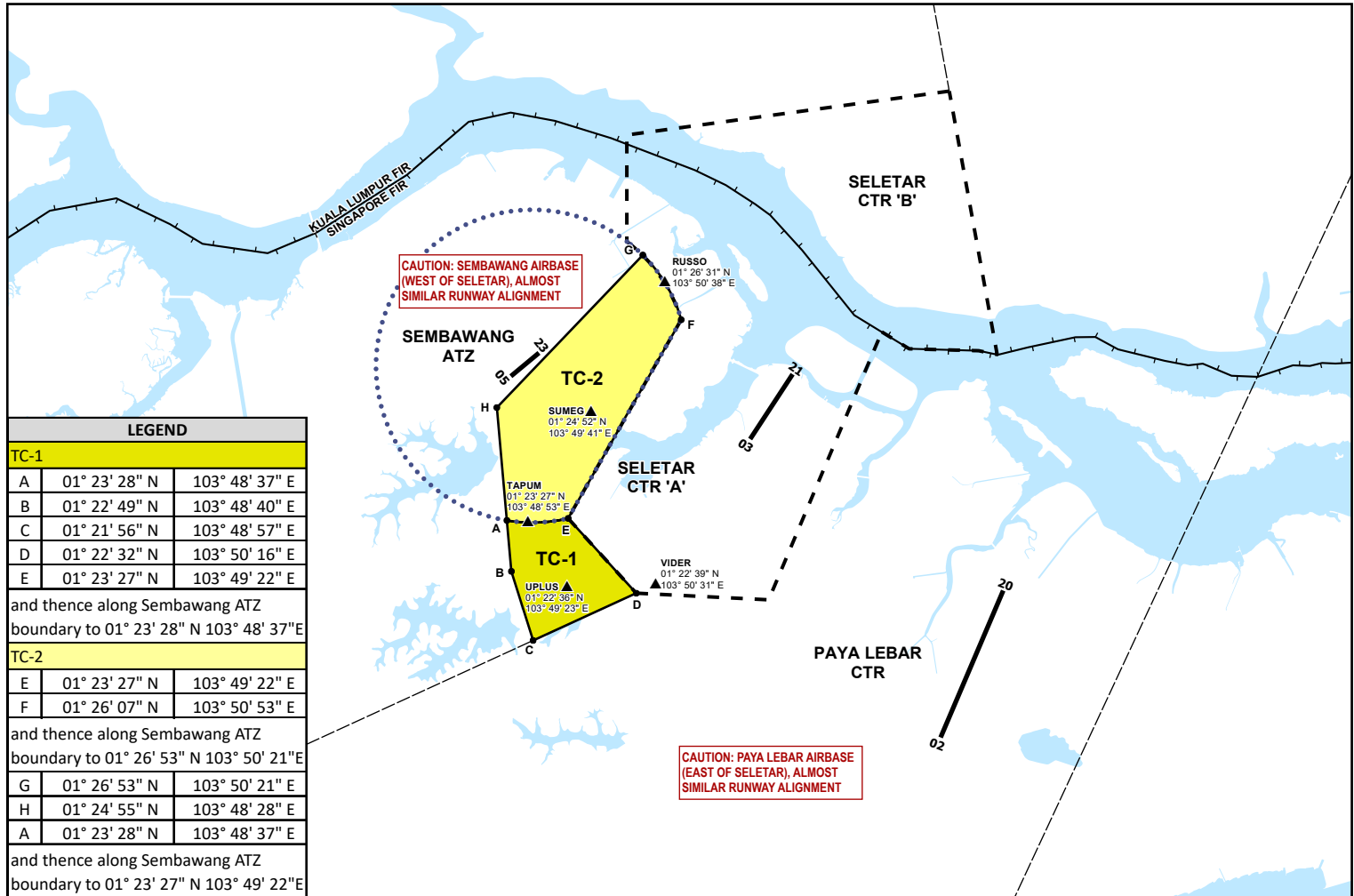
Visual Departure Chart via OMKOM / GUMPU - Runway 21 - Annex C

Visual Approach Chart for IFR flights from OMKOM / GUMPU - Runway 03 - Annex D

Visual Approach Chart for IFR flights from SJ - Runway 21 - Annex E

SELETAR TRANSIT CORRIDOR (TC-1 and TC-2)

ANNEX A



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VIA RECHI - PONJO - SJ
RWY 03



Publication Date: 17 September 2026
Effective Date: 29 October 2026

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VISUAL DEPARTURE CHART

AD ELEV 46 ft

ATIS AP ID-WSSL

128.425

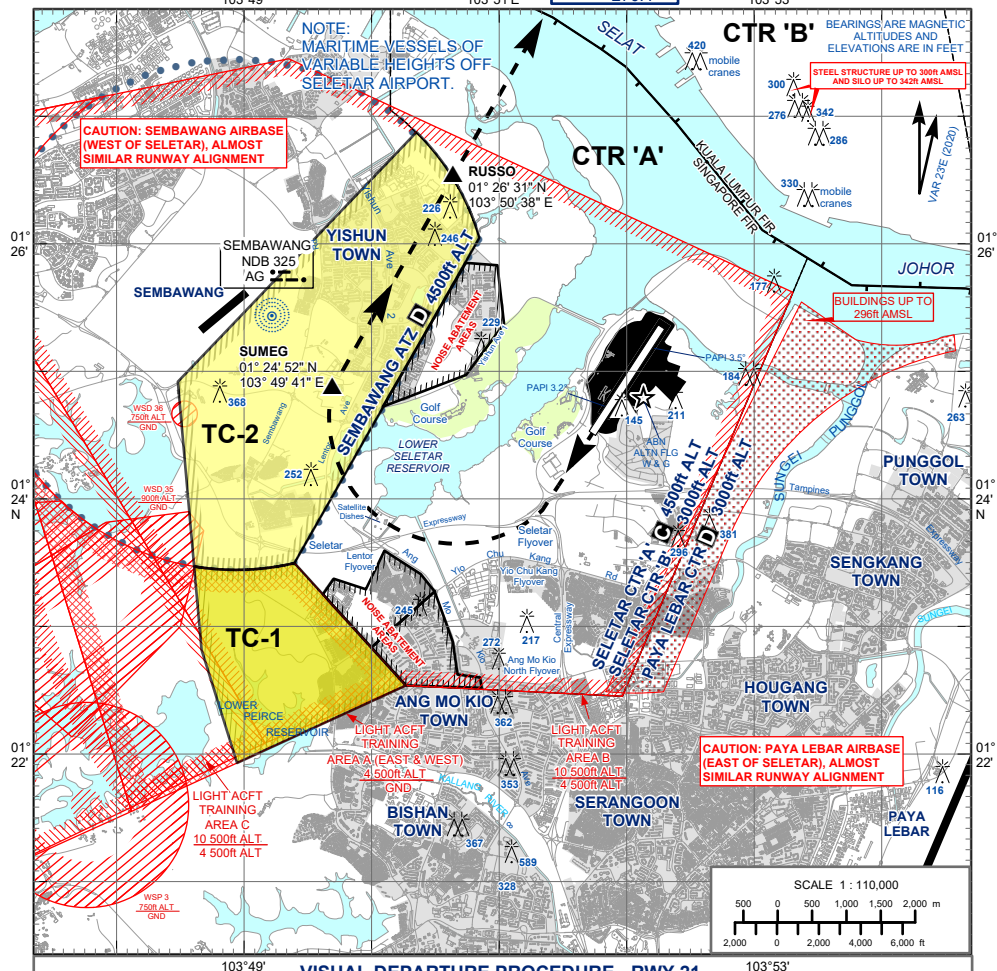
APP 124.05

TWR 126.025

118.45

270.4

SINGAPORE/SELETAR

VIA OMKOM / GUMPU
RWY 21

On departure, pilots can expect to climb to an altitude cleared by ATC. Pilots shall turn right at a speed of not more than 160kt, and climb to 2,000ft or above for SUMEG - RUSSO, while keeping within TC-2. Pilots can expect a radar heading after RUSSO for OMKOM / GUMPU. TC-1 will not be coordinated for use.

Note: Use of the TCs require prior operator familiarisation with the procedure and its limitations. Departure procedures using the TCs should be conducted such that the aircraft remains within the lateral and vertical limits of the TCs at all times. Pilots are to ensure that appropriate aircraft configuration and flight technique are applied to achieve the required track guidance and climb performance for compliance within the lateral and vertical limits of the TCs.

The departure turn should be initiated at the departure end of runway. Thrust reduction and acceleration are to be delayed as necessary to achieve the track guidance and climb performance required for compliance.

Pilots and operators are responsible for ensuring that aircraft performance is sufficient to remain within the lateral and vertical limits of the TCs.

CAUTION

- Pilots to take note of Sembawang and Paya Lebar Airbases, and all Prohibited/Restricted/Danger Areas (e.g WSR38 and WSD4). All arriving and departing aircraft to keep clear of the above mentioned areas. Refer to WSSL AD 2.20 Para 3 for more details.
- 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. Pilots should have all relevant obstacles in sight, including the steel structure 300ft AMSL and SILO 342ft AMSL 2NM north of the airfield.
-  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.
-  Minimum altitudes apply over TC-1 and TC-2 (see AIRAC AIP SUP Para 2.3).

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IFR FLIGHTS
FROM OMKOM / GUMPU
RWY 03



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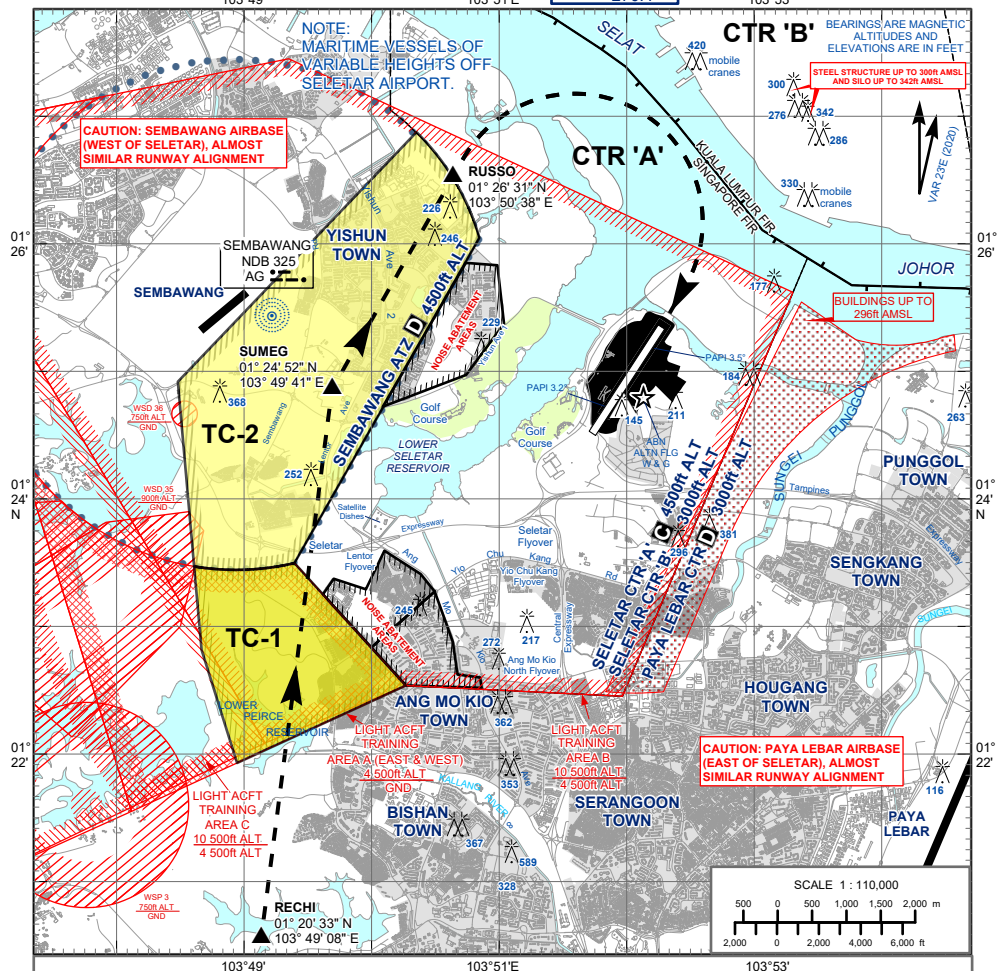
VISUAL APPROACH CHART - ICAO

AD ELEV 46 ft

 ATIS AP ID-WSSL
128.425

 APP 124.05
TWR 126.025
118.45
270.4

SINGAPORE/SELETAR

 IFR FLIGHTS
FROM SJ
RWY 21


JOINING PROCEDURE - RWY 21

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 for RECHI. Pilots shall have the runway in sight. On passing RECHI, IFR flights can expect ATC clearance to proceed to SUMEG to join the visual approach procedure for Runway 21 (see below).

Visual Approach Procedure

Join right downwind Runway 21 at a speed of not more than 160kt, via SUMEG - RUSSCO at 2,000ft. On passing RUSSCO, descend from 2,000ft for visual approach Runway 21, or as cleared by ATC. Pilots shall keep within TC-1 and TC-2.

CAUTION

- Pilots to take note of Sembawang and Paya Lebar Airbases, and all Prohibited/Restricted/Danger Areas (e.g. WSR38 and WSD4). All arriving and departing aircraft to keep clear of the above mentioned areas. Refer to WSSL AD 2.20 Para 3 for more details.
- 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.
- 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.
- Minimum altitudes apply over TC-1 and TC-2 (see AIRAC AIP SGP Para 2.3).

Note: Arrival procedures within the TCs are to be flown in the landing configuration and at the minimum approach speed.

PAPI 3.5°		
Pilot's eye height over the threshold when the following PAPI lights come into view	RUNWAY	
	03	21
2 white lights and 2 red lights (MEHT)*	21.24m	17.72m
3 white lights and 1 red light	22.27m	19.29m
4 white lights	24.75m	20.87m

*MEHT : Minimum Eye Height Over the Threshold.

Note : Aircraft with eye-to-wheel height greater than 6.3 metres are advised to fly with 2 white and 2 red lights visible so as to achieve sufficient wheel clearance.

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