# AD 2 AERODROMES

## WSSS - SINGAPORE / SINGAPORE CHANGI INTL

## WSSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

### WSSS - SINGAPORE / SINGAPORE CHANGI INTL

## WSSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *ARP coordinates and site at AD* | 012133.16N 1035921.57E (Control Tower) |
| 2 | *Direction and distance from (city)* | 17.2km North-East from City Centre (The Fullerton Hotel, Singapore) |
| 3 | *Elevation/Reference temperature* | 6.66m / 32.6 $^{o}$C |
| 4 | *Geoid Undulation (AD elevation position)* | 10.24 M |
| 5 | *MAG VAR /Annual change* | 0°23' E (2020) / Negligible |
| 6 | *AD Administration, address, telephone, telefax, AFS* | |
| CHANGI AIRPORT GROUP (SINGAPORE) PTE LTD<br>Singapore Changi Airport<br>P.O.Box 168, SINGAPORE 918146<br>Tel: (65)65956868 | | |
| 7 | *Types of traffic permitted* | IFR and VFR |
| 8 | *Remarks* | |
| a. Not available to all non-scheduled civil aircraft types of 40-seater or below except in special circumstances. Aircraft larger than the above category shall not plan their arrival between 0900-1559UTC.<br>b. Aircraft shall leave nose-in position (90 degrees) with the aid of aircraft tow tractors. Reverse thrust or variable pitch propellers shall not be used. Aircraft operators shall make suitable arrangements.<br>c. Prior permission required for aircraft not equipped with radiotelephony.<br>d. A subsonic jet aircraft, unless otherwise exempted, is not permitted to operate in Singapore unless it possesses a noise certificate stating that it meets the noise standards of ICAO Annex 16, Volume 1, Chapter 3, or equivalent. The noise certificate may also take the form of a suitable statement contained in another document approved by the State of Registry of the aircraft.<br>e. RVR minima for CATII ILS operations is limited to 350m due to runway and taxiway light spacing requirements on the airfield.<br>f. Frangible poles are installed for the purpose of identifying 90m away from the centreline of RWY 02L/20R and RWY 02C/20C | | |

## WSSS AD 2.3 OPERATIONAL HOURS

| | | | |
|---|---|---|---|
| **Operational Hours** | | | |
| 1 | Aerodrome Administration: | RWY 02L/20R<br>RWY 02C/20C<br>RWY 02R/20L | H24 |
| 2 | Customs and Immigration | H24 | |
| 3 | Health and Sanitation | H24 | |
| 4 | AIS Briefing Office | H24 | |
| 5 | ATS Reporting Office | H24 | |
| 6 | MET Briefing Office | H24 | |
| 7 | Air Traffic Services | H24 | |

## WSSS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Cargo Handling Facilities* | Cargo terminals equipped with advanced storage stacker, material and pallet container handling systems, computerised cargo information, data and documentation systems. By arrangement with airlines. |
| 2 | *Fuel / Oil Types* | JET A1(for aircraft).<br>Oils: Various by arrangement with fuel companies. |
| 3 | *Fuelling Facilities / Capacity* | Hydrant refueling |
| 4 | *Hangar space for visiting aircraft* | By arrangement with SIA Engineering Company (SIAEC) or ST Aerospace Services Co. |

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| | | |
|---|---|---|
| 5 | *Repair facilities for visiting aircraft* | Maintenance and repairs for commercial aircraft up to and including A380 is by arrangement. |
| 6 | *Remarks* | a) Marshalling Service: No pilot shall taxi an aircraft on its own into a gate/stand without the aid of a docking system or a marshaller.<br>b) Oxygen and related servicing: Oxygen for all cabin and aircraft system. No CO? recharging facilities. |

## WSSS AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotels* | Transit area and adjacent to airport terminal. |
| 2 | *Restaurants* | Transit and public areas of terminal building. |
| 3 | *Transportation* | Buses, taxis, MRT train and car rental service. |
| 4 | *Medical Facilities* | Available at airport. |
| 5 | *Bank and Post Office* | Available at airport. |
| 6 | *Tourist Office* | Available at airport. |
| 7 | *Remarks* | Internet address: http://www.changiairport.com.sg<br>for airport and flight information, shops and restaurants, facilities and services, flight connections and tourist information. |

## WSSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting* | RWY 02L/20R, RWY 02C/20C and RWY 02R/20L<br>CAT10 (No facilities for foaming of runways) |
| 2 | *Rescue equipment* | Adequately provided as recommended by ICAO. |
| 3 | *Capability for removal of disabled aircraft* | Specialised aircraft recovery equipment available for up to and including A380 size aircraft operation. |
| 4 | *Remarks* | All Airport Emergency Service personnel are trained in rescue and fire-fighting as well as medical first-aid. |

## WSSS AD 2.7 SEASONAL AVAILABILITY - CLEARING

There is no requirement for clearing. The aerodrome is available throughout the year.

## WSSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | *Apron surface and strength* | Aircraft stands C11, C16, C19, D30, D35, D38, E2, E6, E7, E10, F32, F36, F37, 301, 303, 304, 305, 307, 308, 309, 402, 403, 404, 605, 952, G1 to G17 and 471 to 487 – Concrete surface; strength PCR 680/R/B/W/U<br><br>Aircraft stand 306 – Concrete surface; strength PCR 784/R/B/W/U<br><br>All other aircraft stands – Concrete surface; strength PCR 1006/R/B/W/U |


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| | | |
|---|---|---|
| 2 | *Taxiway width, surface and strength* | Minimum width 23m for all taxiways<br><br>TWY A1, A2, A11, A12, A (between A1 and A2, and between A11 and A12), B1, B2, B13, B14, B (between B1 and B2, and between B13 and B14), C1, C2, C13, C14, C (between C1 and C2) and L (between C13 and C14), D1, D2, D13, D14, D (between D1 and D2, and between D13 and D14), T1, T2, T4, T12, T13, T (between T11 and T13), U12, U13, U (between U12 and U13), W1, W9 – Concrete surface; strength PCR 1006/R/B/W/U<br><br>TXL U2, TWY U7 (between TWY U and TXL U2 ), TWY U8 (between TWY U and TXL U2), TWY U9 (between TWY U and TXL U2), TXL S6, S8, S9, TWY S7 – Asphalt surface; strength PCR 530/F/B/X/U<br><br>All other taxiways – Asphalt surface; strength PCR 710/F/B/X/U<br><br>Note: Open-air drains, demarcated by frangible poles, are installed within non-graded TWY strips at least 30m from the TWY centrelines. 0.5m-high lateral restraint at 30m east of TWY P8 and TXL N5 centreline before the open drain. 0.8m-high lateral restraints, located at 43m from the centreline of TWY G and TWY H, on the taxiway bridges. |
| 3 | *Altimeter checkpoints location and elevation* | See AD-2-WSSS-ADC-2/ Chart (flip side) for coordinates and elevations of aircraft stands. |
| 4 | VOR checkpoint location | NIL |
| 5 | *INS checkpoints position* | See AD-2-WSSS-ADC-2/ Chart (flip side) for coordinates and elevations of aircraft stands. |
| 6 | *Remarks* | NIL |

## WSSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | |
|---|---|
| 1 | Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands. |
| | Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Apron markings at aircraft stands. Nose-in guidance at aircraft stands. For information on Safegate Aircraft Docking Guidance System, Taxiing Guidance System at Singapore Changi Airport, refer to WSSS AD 2.9. |
| 2 | RWY and TWY markings and LGT. |
| | RWY 02L<br>RWY LGT: refer to WSSS AD 2.14 and WSSS AD 2.15.<br>TWY LGT: BLUE lights on TWY curved edges. BLUE TWY edge markers along selected straight TWY edge sections. Red stop bar at TWY INT controllable on/off. Red stop bar lights at Pattern "A" RWY HLDG PSN entrances to RWY are controllable on/off and are supplemented with elevated RWY guard lights and RWY designation sign at the sides. Red stop bar lights at Pattern “B” RWY HLDG PSN before entry into the RWY ILS sensitive area on the west of RWY 02L/20R are controllable on/off with Category I RWY HLDG PSN sign.<br>Internally lighted mandatory or information TWY signboards.<br>"MIL" destination signs on the west of RWY 02L/20R indicate the direction to aircraft movement area for military use only.<br>Alternate green and yellow taxiway centreline lights along taxiways within ILS sensitive zone in the vicinity of the runway and green taxiway centreline lights with selective controls along taxi-routes to/from main RWY and aprons. On the west of RWY 02L/20R, no taxiway centreline lights.<br>MARKING AIDS: THR, touchdown zone, RWY centreline, RWY side stripe, RWY designations, aiming point markings, TWY centreline, taxi holding positions – all taxiways, apron markings. |
| | RWY 20R<br>RWY LGT: refer to WSSS AD 2.14 and WSSS AD 2.15.<br>TWY LGT: same as for RWY 02L and RWY 02C/20C.<br>MARKING AIDS: Pre-threshold centreline, transverse stripe for displaced THR, THR, touchdown zone, RWY centreline, RWY side stripe, RWY designations, aiming point markings, TWY centreline, taxi holding positions – all taxiways, apron markings. |

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| | |
|---|---|
| | RWY 02C/20C<br>RWY LGT: refer to WSSS AD 2.14 and WSSS AD 2.15.<br>TWY LGT: BLUE lights on TWY curved edges. BLUE TWY edge markers along selected straight TWY edge sections. Red stop bar lights at TWY INT are controllable on/off. Red stop bar lights at Pattern "A" RWY HLDG PSN entrances to RWY are controllable on/off and are supplemented with elevated RWY guard lights and RWY designation sign at the sides. Red stop bar lights at Pattern "B" RWY HLDG PSN before entry into the RWY ILS sensitive area are controllable on/off with Category I/II RWY HLDG PSN sign.<br>Internally lighted mandatory or information TWY signboards.<br>On the east and west of RWY 02C/20C, alternate green and yellow taxiway centreline lights along taxiways within ILS sensitive zone in the vicinity of the runway and green taxiway centreline lights with selective controls along taxi-routes to/from main RWY and aprons.<br>On the east of RWY 02C/20C between Pattern "A" RWY HLDG PSN and Pattern "B" RWY HLDG PSN TWY, alternate green and yellow taxiway centreline lights along taxiways within ILS sensitive zone.<br>Rapid Exit Taxiway Indicator LGT comprises a set of yellow unidirectional LGT positioned in a 3-2-1 sequence at 100m intervals prior to the point of tangency of the rapid exit taxiway centreline.<br>MARKING AIDS: THR, touchdown zone, RWY centreline, RWY side stripe, RWY designations, aiming point markings, TWY centreline, taxi holding positions – all taxiways, apron markings. |
| | RWY 02R/20L<br>RWY LGT: refer to WSSS AD 2.14 and WSSS AD 2.15.<br>TWY LGT: Blue lights on TWY curved edges. Blue TWY edge markers along selected straight TWY edge sections. Red stop bar lights at TWY INT are controllable on/off. Red stop bar lights at Pattern “A” RWY HLDG PSN entrances to RWY are controllable on/off and are supplemented with elevated RWY guard lights and RWY designation sign at the sides. Red stop bar lights at Pattern “B” RWY HLDG PSN before entry into the RWY ILS sensitive area are controllable on/off with Category I/II RWY HLDG PSN sign.<br>Internally lighted mandatory or information TWY signboards.<br>“MIL” destination signs on the east of RWY 02R/20L indicate the direction to aircraft movement area for military use only.<br>On the west of RWY 02R/20L, alternate green and yellow taxiway centreline lights along taxiways within ILS sensitive zone in the vicinity of the runway and green taxiway centreline lights with selective controls along taxi-routes to/from main RWY and aprons. On the east of RWY 02R/20L, no taxiway centreline lights.<br>MARKING AIDS: THR, touchdown zone, RWY centreline, RWY side stripe, RWY designations, aiming point markings, TWY centreline, taxi holding positions – all taxiways, apron markings. |
| 3 | *Stop bars:* Stop bars where appropriate. |
| 4 | *Remarks:* Where Red stop bar is not present at the TWY INT, Yellow INTERMEDIATE HLDG PSN LGT will be used at TWY INT and switched on between sunset and sunrise or during periods of poor visibility. |

## 1 ADB SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM - SAFEDOCK

### 1.1 INTRODUCTION

1.1.1 The ADB Safegate Aircraft Docking Guidance System (ADGS) - SAFEDOCK is a fully automatic aircraft docking guidance system installed at the contact aircraft stands at Terminals 1, 2, 3 and 4, and at the remote aircraft stands at South Apron and North Remote Apron (951 to 954) of Singapore Changi Airport.

### 1.2 DESCRIPTION OF SYSTEM

1.2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to identify the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.

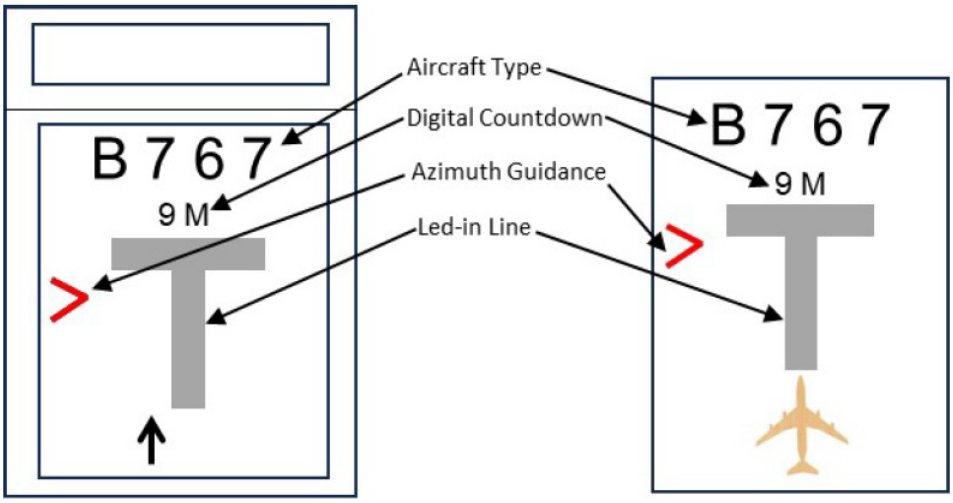
1.2.2 The system is operated only in the Automatic Mode. When the system fails, the aircraft is to be marshalled into the stand manually.


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1.2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure A and Figure B shows the Display and Laser Scanning Unit mounted on the terminal in front of the aircraft stand.

LED DISPLAY AND LASER SCANNING UNIT

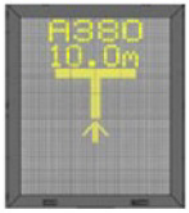
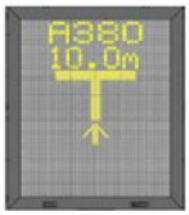
LED DISPLAY AND LASER SCANNING UNIT



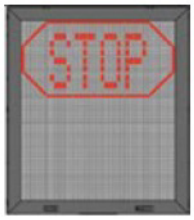
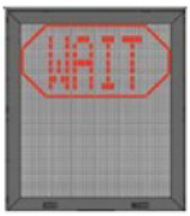

Safedock Type 1
Figure A

Safedock FleX
Figure B

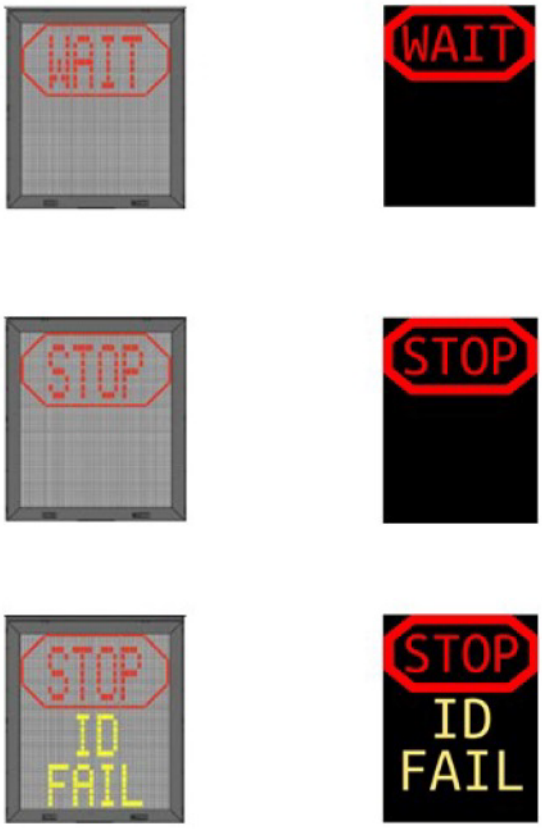
## 1.3 DOCKING PROCEDURES

| Description | Display on ADGS |
|---|---|
| **Checking of Aircraft Type**<br><br>– Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.<br>– Follow the lead-in line. | Safedock Type 1<br>  <br><br>Safedock FleX<br>  <br> |
| **Capture of Correct Aircraft Type**<br><br>– When the aircraft has been caught by the scanning unit, the scanning unit checks that the aircraft is the correct type and the display provides azimuth guidance information. When the solid yellow closing rate bar appears, the aircraft is being tracked by the system. | Safedock Type 1<br>  <br><br>Safedock FleX<br>  <br> |
| **Steering and Alignment of Aircraft**<br><br>– Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centreline. | Safedock Type 1<br>  <br><br>Safedock FleX<br>  <br> |
| **Distance of Aircraft from STOP Position**<br><br>– When the aircraft is 15m from the stop position, closing rate information is given. “Distance to go” is indicated by turning off one row of LEDs (Laser Electronic Displays) for every half metre that the aircraft advances towards the stop position. From 15m to the stop position, the display will indicate the distance from the stop position for every 1m. At 3m from the stop position, the display will indicate the distance from the stop position for every 0.2m. | Safedock Type 1<br>  <br><br>Safedock FleX<br>  <br> |


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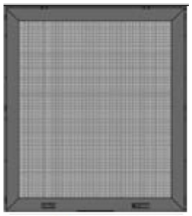
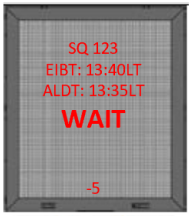
| Description | Display on ADGS |
|---|---|
| **STOP Position**<br><br>– When the correct stop position is reached, all of the LEDs for the closing rate bar will be off, the word “STOP” in red with red border will appear in the display. | Safedock Type 1<br>  <br>Safedock FleX<br>  |
| **Checking of STOP Position**<br><br>– If the aircraft stops at the correct position, “OK” will be displayed after a few seconds. | Safedock Type 1<br>  <br>Safedock FleX<br>  |
| **Overshooting of STOP Position**<br><br>– If the aircraft has gone past the correct stop position, the display will show “TOO FAR” after the aircraft comes to a complete stop. | Safedock Type 1<br>  <br>Safedock FleX<br>  |
| **Object Blocking the View**<br><br>– If some object is blocking the view towards the approaching aircraft or the detected aircraft is lost before 12m to the correct stop position, the system will show “WAIT”. | Safedock Type 1<br>  <br>Safedock FleX<br>  |

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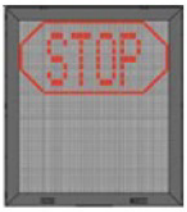
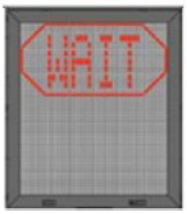
| Description | Display on ADGS |
|---|---|
| **Identification of Aircraft**<br><br>– The aircraft must be identified at least 12m before the correct stop position. Otherwise, the display will show “WAIT”, “STOP” and “ID FAIL”. | **Safedock Type 1** / **Safedock FleX**<br>  |


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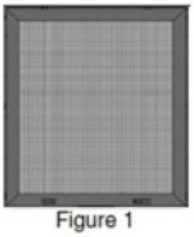
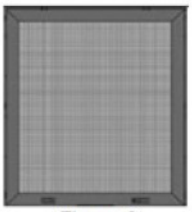
## 1.4 SAFETY MEASURES

| Description | Display on ADGS |
|---|---|
| ADGS Blank / With Pre-arrival Information / Wrong Aircraft Type<br><br>– Pilot should not turn an aircraft into the aircraft stand if the docking system is not activated (Figure 1) or displaying with pre-arrival information (Figure 2) or on seeing a wrong aircraft type displayed on the system | **Safedock Type 1**<br>  <br>Figure 1<br><br>**Safedock FleX**<br>  <br>Figure 1<br><br>**Safedock Type 1**<br>  <br>Figure 2<br><br>**Safedock FleX**<br>  <br>Figure 2 |
| **Proceeding beyond Passenger Loading Bridges**<br><br>– Pilot should not proceed beyond the passenger loading bridges unless the scrolling arrows (see figure 1) have been superseded by the solid yellow closing rate bar (see figure 2). | **Safedock Type 1**<br>  <br>Figure 1<br><br>  <br>Figure 2<br><br>**Safedock FleX**<br>  <br>Figure 1<br><br>  <br>Figure 2 |

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| Description | Display on ADGS |
|---|---|
| **Minimum Speed**<br><br>– When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display “SLOW” to inform the pilot if the aircraft’s taxiing speed exceeded 1.2m/s. | **Safedock Type 1**<br>  <br>**Safedock FleX**<br>  |
| **Slow Down (In Abnormal Situations)**<br><br>– In bad weather conditions, the docking system may go into downgrade mode. The display will show the aircraft type and “SLOW” and the scrolling arrows are disabled (See Figure 1). When the system has detected the aircraft, the solid yellow closing rate bar appears. Docking process is allowed to continue but pilot should exercise caution. | **Safedock Type 1**<br>  <br>Figure 1<br>**Safedock FleX**<br>  <br>Figure 1 |
| **Overshooting**<br><br>– To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the “STOP” or “WAIT” display or when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process. | **Safedock Type 1**<br>  <br>  <br>**Safedock FleX**<br>  <br>  |


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| Description | Display on ADGS |
|---|---|
| **No Display**<br><br>– Pilot should stop the aircraft immediately if the display goes black, for power failure (see figure 1) or system failure (see figure 2), during the docking process. The aircraft is to be manually marshalled into the aircraft stand. | **Safedock Type 1**<br>  <br>Figure 1<br><br>**Safedock FleX**<br>  <br>Figure 1<br><br>  <br>Figure 2<br><br>  <br>Figure 2 |
| **Safety Backup (SBU) Stop**<br><br>- When a non-recoverable error has occurred during the docking due to either<br><br>1. Hardware failure;<br>2. Aircraft more than +/- 0.5 meters off the centerline when two (2) meters or less to stop-position; or<br>3. System Failure<br><br>- Pilot are to stop the aircraft immediately when seeing the “SBU STOP” display or when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process. | **Safedock Type 1**<br>  <br><br><br>**Safedock FleX**<br>  <br> |
| **View Blocked**<br><br>- When the view towards the aircraft is hindered, the display will show “WAIT VIEW BLOCK” Pilot are to stop the aircraft immediately or when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process. | **Safedock Type 1**<br>  <br><br><br>**Safedock FleX**<br>  <br> |

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| Description | Display on ADGS |
|---|---|
| **Gate Block**<br><br>- When an object is found to be blocking the view from the ADGS toward the aircraft, the display will show "WAIT GATE BLOCK". Pilot are to stop the aircraft immediately or when the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process. | Safedock Type 1<br>  <br>Safedock FleX<br>  |

## 2 PROCEDURES FOR START-UP AND PUSHBACK OF AIRCRAFT

2.1 Ground crew shall ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences.

2.2 When it becomes necessary to vary a procedure to expedite aircraft movements, Ground Movement Controller (“Singapore Ground”) shall issue specific instructions to the pilot.

2.3 When the pilot is ready for start-up and pushback, he shall seek confirmation from the ground crew that there is no hazard to his aircraft starting up. He shall then notify Singapore Ground that he is ready for pushback. On being told by Singapore Ground that pushback is approved, he shall co-ordinate with the ground crew for the start-up and pushback of the aircraft.

2.4 The lead-in lines are for aircraft nose-in guidance. For aircraft stands without dedicated pushback lines, ground crew may use the lead-in lines for pushback guidance.

2.5 For more information, refer to Airport Operations Centre System (AOCS) at http://aocs.changiairport.com/cpos/home for detailed pushback procedures.

## 3 ADVANCED MULTILATERATION SYSTEM

### 3.1 INTRODUCTION

3.1.1 The Multilateration System is a new surveillance system which is able to detect and identify all Mode S equipped aircraft and vehicles moving on the airport surface even during bad weather conditions such as heavy rain. It will integrate with the current radar-based ground surveillance system as part of the Advanced-Surface Movement Guidance and Control System (A-SMGCS) at Singapore Changi Airport. This will enhance the efficiency and safety at the airport.

### 3.2 CARRIAGE OF MODE-S SSR TRANSPONDER

3.2.1 Carriage and operation of Mode-S transponder is required for all civil aircraft operating at Singapore Changi Airport. The Mode-S transponder shall comply, at least, to the requirements of Level 2 as prescribed in ICAO Annex 10 Volume IV (Amendment 77 or later) Standards and Recommended Practices.

### 3.3 MULTILATERATION SYSTEM OUTLINE

3.3.1 The Multilateration System uses multiple receivers to pick up “squitters” transmitted by aircraft or vehicle Mode S transponders. It calculates the position of an aircraft or a vehicle by comparing the time its “squitter” arrives at each receiver.

3.3.2 The System will derive the identity of an aircraft by selectively interrogating its transponder to receive its assigned Mode A code or extracting its aircraft identification [that is, the ICAO callsign used in flight and inserted in the Flight Management System (FMS) or the Transponder Control Panel], if available, from its squitter. For transponder equipped vehicles, the system will derive their respective identities from the unique Mode S addresses contained in their squitters.

### 3.4 AIRCRAFT REQUIREMENTS

3.4.1 The Multilateration System is essentially passive. It relies on aircraft transponders squittering at all times when moving on the airfield. At present, some aircraft checklist procedures instruct pilots to turn off the transponder shortly after leaving the runway on arrival and, not to switch it on until reaching the runway holding point for departure. This is in line with the requirement that Mode A/C transponders should not transmit on the ground, which does not apply to Mode S transmissions.


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3.4.2 For the Multilateration System to work effectively, all aircraft Mode S transponders need to transmit Mode S squitters at all times when moving on the airfield, starting immediately prior to the request for pushback, and for arrival aircraft until they are stationary at the aircraft stands. The Mode S transponders should not respond to All-Call interrogations, but should respond to addressed interrogations.

### 3.5 PROCEDURES/ACTIONS REQUIRED BY PILOTS

3.5.1 The Multilateration System needs to receive squitters and to acquire the Mode A code of a Mode S equipped aircraft at all times when it is on the ground. This is to enable detection and identification of the aircraft (from its Mode A code or ICAO callsign) as soon as pilot initiates the request for pushback. Hence, the following actions from pilots are required.

3.5.2 Pre-Pushback / Taxi

a) Pilots will be required to enter an assigned Mode A code at start-up. This code will be either a discrete or non-discrete code (a conspicuity code, e.g. 1000).
b) Pilots shall ensure that the aircraft transponder is operating (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) and the assigned Mode A code is selected prior to the request for pushback or taxi, whichever is earlier.
c) Whenever the aircraft is capable of reporting aircraft identification, the aircraft identification must also be entered prior to the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel. Flight crew must use the 3-letter ICAO designator of the operator, followed by flight identification number (for example, BAW123, SIA002).

3.5.3 After Landing

a) Pilots shall ensure that the aircraft transponder is operating (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) after landing, and continuously until the aircraft is stationary at the aircraft stand.
b) Pilots shall ensure that the assigned Mode A code is not changed until the aircraft is stationary at the aircraft stand. (The system requires it for identification of the aircraft).

## 4 AIRFIELD LIGHTING CONTROL SYSTEM (ALCS) AND MARKINGS

### 4.1 INTRODUCTION

4.1.1 The Advanced Surface Movement Guidance and Control System (A-SMGCS) at Singapore Changi Airport is able to control and monitor the runway and taxiway airfield lights such as the stop bars and green taxiway centreline lights, through the Airfield Lighting Control System. The system is designed to provide pilots with visual guidance while taking off, landing and taxiing during day/night operations and during periods of low visibility. It is controlled by air traffic controllers at Singapore Changi Airport using the A-SMGCS display.

### 4.2 TAXI INSTRUCTIONS

4.2.1 When the green centreline lights are switched on, ATC will issue verbal instructions to pilots/ airline operators for taxi / tow clearance. The green taxiway centreline lights are provided for guidance. Pilots/ airline operators shall stop at all red stop bar lights.

4.2.2 All green centreline lights on taxiways leading to the runways terminate at the runway holding positions where, by default, red stop bar lights remain on unless deselected by the Runway Controller. When deselected, these stop bar lights will re-activate automatically. Pilots and drivers shall not cross any lighted red stop bar lights.

4.2.3 Pilots and drivers shall enter / cross the runway or taxiway only when both the following conditions are met:
The crew have

a) Received positive ATC clearance to enter / cross the runway or taxiway, and
b) Observed that the red stop-bar lights are turned off.

### 4.3 INFORMATION AND MANDATORY SIGNS/MARKINGS

4.3.1 When following ATC verbal taxi instructions, pilots are advised to also navigate their taxi route with reference to information and mandatory signs/markings provided at the airport so as to maintain situational awareness of their whereabouts at all times.

# WSSS AD 2.10 AERODROME OBSTACLES

1. Obstacles in Approach / TKOF areas

| IN APPROACH / TKOF AREAS | | |
|---|---|---|
| **RWY/Area affected** | ***Obstacles type, ELEV,Markings/LGT*** | **Location of Obstacles** |
| 1 | 2 | 3 |

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| IN APPROACH / TKOF AREAS | | | |
|---|---|---|---|
| **RWY/Area affected** | | ***Obstacles type, ELEV,Markings/LGT*** | **Location of Obstacles** |
| 1) | RWY 20R APCH | Mast HGT ranging from 98ft AMSL and above. | Shipping channel APRX 2120m from DTHR RWY 20R. |
| | RWY 02L TKOF | Mast HGT ranging from 98ft AMSL and above. | Shipping channel APRX 1110m from DER RWY 02L. |
| 2) | RWY 02L/20R APCH<br>RWY 02L/20R TKOF | ILS LLZ co-located with LLZ antennae. | Within the RWY strip. |
| 3) | RWY 20R APCH | Two antennae, HGT 72ft AMSL, marked and LGTD | 012311N 1035928E |
| 4) | RWY 20R APCH | Antenna, HGT 88ft AMSL, marked and LGTD | 012315N 1035931E |
| 5) | RWY 02L APCH | Antenna, HGT 82ft AMSL, marked and LGTD | 012051N 1035827E |
| 6) | RWY 02L APCH | Pole, HGT 128ft AMSL, marked and LGTD | 011859N 1035748E |
| 7) | RWY 02L APCH | Pole, HGT 160ft AMSL, marked and LGTD | 012058N 1035814E |
| 8) | RWY 02L APCH | Pole, HGT 131ft AMSL, marked and LGTD | 012038N 1035848E |
| 9) | RWY 20C APCH | Mast HGT ranging from 98ft AMSL and above. | Shipping channel APRX 2650m from THR RWY 20C. |
| | RWY 02C TKOF | Mast HGT ranging from 98ft AMSL and above. | Shipping channel APRX 2590m from DER RWY 02C. |
| 10) | RWY 02C APCH<br>RWY 20C TKOF | Trees HGT ranging up to 75ft AMSL | 011909.0N 1035849.0E |
| 11) | RWY 02C APCH<br>RWY 20C TKOF | Approach lighting masts HGT ranging up to 35ft AMSL | Within APCH/TKOF |
| 12) | RWY 02C APCH<br>RWY 20C TKOF | ILS LLZ (South), 27ft AMSL, marked | 011932.4N 1035901.3E |
| 13) | RWY 02C APCH<br>RWY 20C TKOF | LLZ Hut (South), 31ft AMSL, marked and LGTD | 011934.1N 1035856.8E |
| 14) | RWY 02C APCH<br>RWY 20C TKOF | Mast, 62ft AMSL, marked and LGTD | 011917.8N 1035901.5E |
| 15) | RWY 20C APCH<br>RWY 02C TKOF | Trees HGT ranging up to 92ft AMSL | 012221.0N 1040022.2E |
| 16) | RWY 20C APCH<br>RWY 02C TKOF | Approach lighting masts HGT ranging up to 35ft AMSL | Within APCH/TKOF |
| 17) | RWY 20C APCH<br>RWY 02C TKOF | ILS LLZ (North), 27ft AMSL, marked | 012154.8N 1040001.2E |
| 18) | RWY 20C APCH<br>RWY 02C TKOF | LLZ Hut (North), 31ft AMSL, marked and LGTD | 012156.3N 1035957.6E |
| 19) | RWY 20C APCH<br>RWY 02C TKOF | Mast, 55ft AMSL, marked and LGTD | 012200.4N 1040012.0E |
| 20) | RWY 20L APCH | Mast HGT ranging from 98ft AMSL and above. | Shipping channel APRX 2190m from THR RWY 20L. |
| | RWY 02R TKOF | Mast HGT ranging from 98ft AMSL and above. | Shipping channel APRX 2130m from DER RWY 02R. |
| 21) | RWY 02R APCH<br>RWY 20L TKOF | ILS LLZ (South), 26ft AMSL | 011909.5N 1035954.7E |
| 22) | RWY 02R APCH<br>RWY 20L TKOF | LLZ Building (South), 27ft AMSL | Within Approach |
| 23) | RWY 02R APCH<br>RWY 20L TKOF | MM Building (South), 27ft AMSL | Within Approach / Takeoff |
| 24) | RWY 20L APCH<br>RWY 02R TKOF | ILS LLZ (North), 26ft AMSL | 012131.5N 1040054.7E |
| 25) | RWY 20L APCH<br>RWY 02R TKOF | LLZ Building (North), 28ft AMSL | Within Approach |


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| IN APPROACH / TKOF AREAS | | | |
|---|---|---|---|
| **RWY/Area affected** | | ***Obstacles type, ELEV,Markings/LGT*** | **Location of Obstacles** |
| 26) | RWY 20L APCH<br>RWY 02R TKOF | MM Building (North), 27ft AMSL | Within Approach / Takeoff |
| Remarks: Obstacles are shown on the AOC, IAC and VAC. | | | |

2. Obstacles in Circling area and at Aerodrome

| IN CIRCLING AREA AND AT AERODROME | | |
|---|---|---|
| **Obstacles type, ELEV, Markings/LGT** | | Location of Obstacles |
| 1 | | 2 |
| 1) | RWY 02L/20R and RWY 02R/20L Wind direction indicators, marked and LGTD | Located at each end of RWY adjacent to GP Hut |
| 2) | RWY 02C Wind direction indicator, 38ft AMSL, marked and LGTD | 011954.7N 1035915.2E |
| 3) | RWY 20C Wind direction indicator, 38ft AMSL, marked and LGTD | 012124.9N 1035953.4E |
| 4) | RWY 02L Anemometer, 48ft AMSL, marked and LGTD | 012110.5N 1035840.2E |
| 5) | RWY 20R Anemometer, 44ft AMSL, marked and LGTD | 012222.7N 1035910.9E |
| 6) | RWY 02C Anemometer, 49ft AMSL, marked and LGTD | 011954.3N 1035914.9E |
| 7) | RWY 20C Anemometer, 49ft AMSL, marked and LGTD | 012043.4N 1035935.7E |
| 8) | RWY 20C Anemometer, 49ft AMSL, marked and LGTD | 012129.4N 1035955.1E |
| 9) | RWY 02R Anemometer, 47ft AMSL, marked and LGTD | 012105.7N 1040048.5E |
| 10) | RWY 20L Anemometer, 48ft AMSL, marked and LGTD | 011931.7N 1040008.8E |
| 11) | RWY 02L GP Antenna, 67ft AMSL, marked and LGTD | 012108.5N 1035839.1E |
| 12) | RWY 20R GP Antenna, 67ft AMSL, marked and LGTD | 012225.5N 1035912.2E |
| 13) | RWY 02C GP Antenna, 67ft AMSL, marked and LGTD | 011952.2N 1035913.7E |
| 14) | RWY 20C GP Antenna, 67ft AMSL, marked and LGTD | 012131.7N 1035955.7E |
| 15) | RWY 02R GP Antenna, 67ft AMSL, marked and LGTD | 012108.9N 1040049.4E |
| 16) | RWY 20L GP Antenna, 67ft AMSL, marked and LGTD | 011929.1N 1040007.3E |
| 17) | Antenna, HGT 82ft AMSL, marked and LGTD | 012036N 1035819E |
| 18) | Antenna, HGT 85ft AMSL, marked and LGTD | 012039N 1035821E |
| 19) | Antenna, HGT 78ft AMSL, marked and LGTD | 012042N 1035823E |
| 20) | Antenna, HGT 82ft AMSL, marked and LGTD | 012053N 1035827E |
| 21) | Antenna, HGT 78ft AMSL, marked and LGTD | 012049N 1035826E |
| 22) | FOD detection mast, HGT 46ft AMSL, marked and LGTD | 011952.5N 1035913.9E |
| 23) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 011959.1N 1035917.2E |
| 24) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012005.0N 1035919.6E |
| 25) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012016.9N 1035924.7E |
| 26) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012028.7N 1035929.7E |
| 27) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012033.8N 1035931.8E |
| 28) | FOD detection mast, HGT 38ft AMSL, marked and LGTD | 012045.5N 1035936.8E |
| 29) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012056.5N 1035941.5E |
| 30) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012108.7N 1035946.6E |
| 31) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012114.0N 1035948.8E |
| 32) | FOD detection mast, HGT 37ft AMSL, marked and LGTD | 012124.0N 1035953.1E |
| 33) | FOD detection mast, HGT 38ft AMSL, marked and LGTD | 012129.0N 1035954.9E |
| 34) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 011929.5N 1040007.5E |
| 35) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 011934.4N 1040009.8E |
| 36) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 011943.2N 1040013.6E |
| 37) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 011954.2N 1040018.2E |

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| IN CIRCLING AREA AND AT AERODROME | | |
|---|---|---|
| **Obstacles type, ELEV, Markings/LGT** | | Location of Obstacles |
| 38) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012003.3N 1040022.0E |
| 39) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012004.5N 1040022.5E |
| 40) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012027.2N 1040031.8E |
| 41) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012027.8N 1040032.0E |
| 42) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012052.8N 1040042.9E |
| 43) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012054.9N 1040043.8E |
| 44) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012103.4N 1040047.4E |
| 45) | FOD detection mast, HGT 45ft AMSL, marked and LGTD | 012108.4N 1040049.3E |
| 46) | Liquefied Natural Gas storage tanks, plants, gas stacks and flares within Malaysia's Pengerang Integrated Complex (PIC) extending up to HGT 1,500ft AMSL.<br><br>Refer to AIP Malaysia for information on "Pengerang Integrated Complex Safety Area". Aircraft may overfly the area at 2,000ft and above. | Within area bounded by<br>012245N 1040705E<br>012245N 1040831E<br>012306N 1040954E<br>012301N 1041056E<br>012232N 1041058E<br>012114N 1041057E<br>012038N 1040939E<br>012031N 1040813E<br>012136N 1040704E<br>012245N 1040705E |
| Remarks: Obstacles are shown on the AOC, IAC and VAC. | | |

# WSSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | *Associated MET Office* | Singapore Changi (WSSS) |
| 2 | *Hours of service* | H24 |
| 3 | *Office responsible for TAF preparation*<br>*Periods of validity* | Singapore Changi (WSSS)<br>12, 30 |
| 4 | *Type of landing forecast, Interval of issuance* | TREND |
| 5 | *Briefing/consultation provided* | P |
| 6 | *Flight documentation, Language used* | Charts or Tabular forms, English |
| 7 | *Charts and other information available for briefing or consultation* | S, U, P |
| 8 | *Supplementary equipment available for providing information* | HRPT: High Resolution Picture Transmission<br>APT: Automatic Picture Transmission<br>MDWR: MET Doppler Weather Radar<br>MAINT: Second WED of every month BTN 0200-0900 ALTN period: THU following the second WED. |
| 9 | *ATS units provided with information* | Singapore ACC, Singapore RCC |
| 10 | *Additional information* | Tel: 65422837 (MET Office) |


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# WSSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY | Strength (PCR) and surface of RWY and SWY | THR coordinates and RWY end coordinates (THR Geoid Undulation) | THR Elevation and highest elevation of TDZ of precision APCHRWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02L | 023.02° | 4000m X 60m | 710/F/B/X/U<br>Grooved Bituminous Concrete | THR coordinates:<br>012056.27N<br>1035838.82E<br>RWY end coordinates:<br>012256.13N<br>1035929.42E<br>(10.23m) | 6.64m<br>6.64m |
| 20R<br>(Threshold displaced by 740m southwards) | 203.02° | 4000m X 60m | 710/F/B/X/U<br>Grooved Bituminous Concrete | THR coordinates:<br>012234.02N<br>1035920.09E<br>RWY end coordinates:<br>012056.27N<br>1035838.82E<br>(10.26m) | 3.98m<br>4.67m |
| 02C | 023.01° | 4000m X 60m | 710/F/B/X/U<br>Grooved Bituminous Concrete | THR coordinates:<br>011943.51N<br>1035905.86E<br>RWY end coordinates:<br>012143.37N<br>1035956.46E<br>(10.27m) | 4.80m<br>4.80m |
| 20C | 203.01° | 4000m X 60m | 710/F/B/X/U<br>Grooved Bituminous Concrete | THR coordinates:<br>012143.37N<br>1035956.46E<br>RWY end coordinates:<br>011943.51N<br>1035905.86E<br>(10.30m) | 4.80m<br>4.80m |
| 02R | 023.01° | 4000m X 60m | 710/F/B/X/U<br>Grooved Bituminous Concrete | THR coordinates:<br>011920.59N<br>1035959.45E<br>RWY end coordinates:<br>012120.45N<br>1040050.05E<br>(10.32m) | 4.77m<br>4.77m |
| 20L | 203.01° | 4000m X 60m | 710/F/B/X/U<br>Grooved Bituminous Concrete | THR coordinates:<br>012120.45N<br>1040050.05E<br>RWY end coordinates:<br>011920.59N<br>1035959.45E<br>(10.36m) | 4.71m<br>4.75m |

| Slope of RWY-SWY Transverse/ Longitudinal | SWY Dimensions (m) | CWY Dimensions (m) | STRIP dimensions (m) | Dimensions of RESA (m) | Locations and description of ARST system | OFZ |
|---|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| RWY 02L<br>1.15% / 0.07%<br>SWY<br>1.44% / 0.23% | 60 X 60 | 270 X 150 | 4250 X 280 | 240 X 150 | Not Applicable | Yes |

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| Slope of RWY-SWY Transverse/ Longitudinal | SWY Dimensions (m) | CWY Dimensions (m) | STRIP dimensions (m) | Dimensions of RESA (m) | Locations and description of ARST system | OFZ |
|---|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| RWY 20R<br>1.15% / 0.07%<br>SWY<br>0.74% / 0.28% | 60 X 60 | 270 X 150 | 4240 X 280 | 240 X 150 | Not Applicable | Yes |
| RWY 02C<br>1.25% / 0.00%<br>SWY<br>1.25% / 0.00% | 60 X 60 | 60 X 150 | 4240 X 280 | 240 X 150 | Not Applicable | Yes |
| RWY 20C<br>1.25% / 0.00%<br>SWY<br>1.25% / 0.00% | 60 X 60 | 60 X 150 | 4240 X 280 | 240 X 150 | Not Applicable | Yes |
| RWY 02R<br>1.25% / 0%<br>SWY<br>1.21% / 0% | 60 X 60 | 60 X 150 | 4240 X 280 | 240 X 150 | Not Applicable | Yes |
| RWY 20L<br>1.25% / 0%<br>SWY<br>1.22% / 0% | 60 X 60 | 60 X 150 | 4240 X 280 | 240 X 150 | Not Applicable | Yes |


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| Remarks |
|---|
| 14 |
| 1) Open-air drains, demarcated by frangible poles, within the runway strip of RWY 02R/20L.<br>2) Not in use military hookwire system embedded in runway pavement at 490m from RWY 02R and RWY 20L thresholds.<br>3) Frangible End Around Taxiway (EAT) visual screens located at the approach/take-off end of RWY 02C and RWY 20C do not penetrate the obstacle limitation surfaces of RWY 02C/20C. The EAT visual screens are marked in diagonal red-white stripes and installed with additional red obstacle lights. The EAT visual screens are intended to help pilots operating on RWY 02C/20C to differentiate between an aircraft crossing the runway or taxiing on end-around taxiways TWY K and TWY L.<br>4) **Scheduled Closure of RWY 02L/20R**<br>a) BTN 1700-2100UTC on every SUN and WED of the month (preventive maintenance work). In the event of emergency, RWY will be re-opened within 30 minutes.<br>b) A 5-minute inspection conducted within the periods BTN 0100-0359UTC 0500-0759UTC 0800-1059UTC daily.<br>5) **Scheduled Closure of RWY 02C/20C**<br>a) BTN 1700-2100UTC on every MON of the month (preventive maintenance work). In the event of emergency, RWY will be re-opened within 30 minutes.<br>b) A 5-minute inspection conducted within the periods BTN 0100-0359UTC 0500-0759UTC 0800-1059UTC daily.<br>6) **Scheduled Closure of RWY 02R/20L**<br>a) BTN 1700-2100UTC on every TUES and FRI of the month (preventive maintenance work). In the event of emergency, RWY will be re-opened within 30 minutes.<br>b) A 5-minute inspection conducted within the periods BTN 0100-0359UTC 0500-0759UTC 0800-1059UTC daily.<br>7) **Additional Inspection and Maintenance Closures**<br>a) On days when there is a scheduled 4-hour runway closure BTN 1700-2100UTC<br>I. 10-minute inspection conducted within the period BTN 1500-1610UTC on the operational runway(s);<br>II. 15-minute inspection conducted within the period BTN 2300-2359UTC on the operational runway(s);<br>III. 5-minute inspection conducted within the period BTN 2300-2359UTC on the re-opened runway.<br>b) On days when there is no scheduled 4-hour runway closure BTN 1700-2100UTC<br>I. RWY 02L/20R<br>i. 5-minute inspection conducted BTN 2300-2305UTC<br>ii. 30-minute maintenance will be conducted BTN 1830-1900UTC<br>II. RWY 02C/20C<br>i. 5-minute inspection conducted BTN 2315-2320UTC<br>ii. 60-minute maintenance will be conducted BTN 2000-2100UTC<br>III. RWY 02R/20L<br>i. 5-minute inspection conducted BTN 2330-2335UTC<br>ii. 60-minute maintenance will be conducted BTN 2100-2130UTC |

# WSSS AD 2.13 DECLARED DISTANCES

| RWY Designator | Intersection Departures | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 20R | Not applicable | 4000 | 4270 | 4060 | 3260 | THR displaced by 740m southwards |
| | W2 | 3842 | 4112 | 3902 | Not applicable | |
| | W3 | 3026 | 3296 | 3086 | Not applicable | |
| 02L | Not applicable | 4000 | 4270 | 4060 | 4000 | NIL |
| | W8 | 3842 | 4112 | 3902 | Not applicable | |
| | W7 | 3026 | 3296 | 3086 | Not applicable | |

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| RWY Designator | Intersection Departures | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 20C | Not applicable | 4000 | 4060 | 4060 | 4000 | NIL |
| | T3 | 3808 | 3868 | 3868 | Not applicable | |
| | T4 | 3421 | 3481 | 3481 | Not applicable | |
| | T5 | 2721 | 2781 | 2781 | Not applicable | |
| | D3 | 3842 | 3902 | 3902 | Not applicable | |
| | D4 | 3502 | 3562 | 3562 | Not applicable | |
| | D5 | 3027 | 3087 | 3087 | Not applicable | |
| | D6 | 2552 | 2612 | 2612 | Not applicable | |
| 02C | Not applicable | 4000 | 4060 | 4060 | 4000 | NIL |
| | T11 | 3842 | 3902 | 3902 | Not applicable | |
| | T10 | 3329 | 3389 | 3389 | Not applicable | |
| | T9 | 3197 | 3257 | 3257 | Not applicable | |
| | T8 | 2551 | 2611 | 2611 | Not applicable | |
| | D12 | 3842 | 3902 | 3902 | Not applicable | |
| | D11 | 3480 | 3540 | 3540 | Not applicable | |
| | D10 | 2877 | 2937 | 2937 | Not applicable | |
| | D9 | 2402 | 2462 | 2462 | Not applicable | |
| 20L | Not applicable | 4000 | 4060 | 4060 | 4000 | NIL |
| | A3 | 3842 | 3902 | 3902 | Not applicable | |
| | A4 | 3027 | 3087 | 3087 | Not applicable | |
| | A5 | 2552 | 2612 | 2612 | Not applicable | |
| 02R | Not applicable | 4000 | 4060 | 4060 | 4000 | NIL |
| | A10 | 3842 | 3902 | 3902 | Not applicable | |
| | A9 | 2877 | 2937 | 2937 | Not applicable | |
| | A8 | 2402 | 2462 | 2462 | Not applicable | |

Note: Intersection departures are allowed subject to the following:

a) initiated by pilot and approved by ATC, traffic permitting.
b) ATC is able to keep aircraft visual at all times


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# WSSS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY | APCH LGT Type, LEN, Intensity | THR LGT colour WBAR | PAPI (MEHT) | TDZ LGT LEN | RWY Centreline LGT, LEN, spacing, colour, INTST | RWY Edge LGT, LEN, spacing, colour, INTST | RWY End LGT colour | SWY LGT colour |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| **02L** | CAT II<br>High Intensity approach lighting (900m) consisting of extended centreline and RED row barrettes,<br>2 crossbars,<br>2 approach beacons and sequenced flashing lights. | GREEN supplemented by Green wing-bar and 2 THR ident lights. | PAPI 003° located either side of RWY, 422m behind RWY THR.<br>2 WHITE LGT and<br>2 RED LGT (20.0m),<br>3 WHITE LGT and<br>1 RED LGT (24.0m),<br>4 WHITE LGT (26.4m).<br>ACFT with eye-to-wheel height greater than 8m are advised to fly with 2 WHITE and 2 RED LGT visible so as to achieve sufficient wheel clearance. | WHITE | Inset High Intensity centreline lights (longitudinal spacing at 30m apart) as follows:<br>From THR to 900m from RWY end: WHITE,<br>300m to 900m from RWY end: ALTN RED/ WHITE,<br>300m to RWY end: RED. | Bi-directional White/Amber edge lights (longitudinal spacing at 60m apart) as follows:<br>From THR to 600m from RWY end: White,<br>600m to RWY end: Amber. | RED | RED |
| **20R** | CAT1<br>High Intensity approach lighting (900m) distance coded centreline lights showing variable WHITE and crossbars at 150m, 300m, 450m, 600m and 750m. | GREEN supplemented by Green wing-bar and 2 THR ident lights. | PAPI 003° located either side of RWY, 410m from THR.<br>2 WHITE LGT and<br>2 RED LGT (19.5m),<br>3 White LGT and<br>1 RED LGT (23.3m),<br>4 WHITE LGT (25.7m).<br>ACFT with eye-to-wheel height greater than 8m are advised to fly with 2 WHITE and 2 RED LGT visible so as to achieve sufficient wheel clearance. | NIL | Inset High Intensity centreline lights (longitudinal spacing at 30m apart) as follows:<br>From THR to 900m from RWY end: WHITE,<br>300m to 900m from RWY end: ALTN RED/ WHITE,<br>300m to RWY end: RED. | RED RWY edge lights (longitudinal spacing at 60m apart) in the direction of RWY 20R before the displaced THR. Bi-directional raised WHITE/ AMBER edge lights (longitudinal spacing at 60m apart) after the displaced THR. | RED | Elevated RED |

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| RWY | APCH LGT Type, LEN, Intensity | THR LGT colour WBAR | PAPI (MEHT) | TDZ LGT LEN | RWY Centreline LGT, LEN, spacing, colour, INTST | RWY Edge LGT, LEN, spacing, colour, INTST | RWY End LGT colour | SWY LGT colour |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| **02C** | CAT II<br>High Intensity approach lighting (900m) consisting of extended centreline and RED row barrettes ,<br>2 crossbars,<br>2 approach beacons and sequenced flashing lights. | Green supplemented by green wing-bar and 2 THR ident lights. | PAPI 003° located either side of RWY, 418m from THR.<br>2 WHITE LGT and<br>2 RED LGT (19.8m),<br>3 WHITE LGT and<br>1 RED LGT (23.7m),<br>4 WHITE LGT (26.2m).<br>ACFT with eye-to-wheel height greater than 8m are advised to fly with 2 WHITE and 2 RED LGT visible so as to achieve sufficient wheel clearance. | WHITE.<br>900m (From THR) TDZ.<br>Every 60m from THR. | Inset High Intensity centreline lights as follows:<br>From THR to 900m from RWY end: WHITE,<br>300m to 900m from RWY end: ALTN RED/ WHITE,<br>300m to RWY end: RED. | Bi-directional WHITE/ AMBER edge lights as follows:<br>From THR to 600m from RWY end: White,<br>600m to RWY end: Amber. | RED | RED |
| **20C** | CAT II<br>High Intensity approach lighting (900m) consisting of extended centreline and RED row barrettes,<br>2 crossbars,<br>2 approach beacons and sequenced flashing lights. | Green supplemented by green wing-bar and 2 THR ident lights. | PAPI 003° located on left side of RWY, 418m from THR.<br>2 WHITE LGT and<br>2 RED LGT (19.8m),<br>3 WHITE LGT and<br>1 RED LGT (23.7m),<br>4 WHITE LGT (26.2m).<br>ACFT with eye-to-wheel height greater than 8m are advised to fly with 2 WHITE and 2 RED LGT visible so as to achieve sufficient wheel clearance. | WHITE<br>900m (From THR) TDZ.<br>Every 60m from THR. | Inset High Intensity centreline lights as follows:<br>From THR to 900m from RWY end: WHITE,<br>300m to 900m from RWY end: ALTN RED/WHITE,<br>300m to RWY end: RED. | Bi-directional WHITE/ AMBER edge lights as follows:<br>From THR to 600m from RWY end: White,<br>600m to RWY end: Amber. | RED | RED |


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| RWY | APCH LGT Type, LEN, Intensity | THR LGT colour WBAR | PAPI (MEHT) | TDZ LGT LEN | RWY Centreline LGT, LEN, spacing, colour, INTST | RWY Edge LGT, LEN, spacing, colour, INTST | RWY End LGT colour | SWY LGT colour |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| **02R** | CAT II High Intensity Approach Lights (900m) consisting of extended centreline and Red row barrettes, 2 crossbars, 2 approach beacons and sequenced flashing lights. | Green supplemented by green wing-bar and 2 THR ident lights. | PAPI 003° located either side of RWY, 415m from THR. 2 White lights and 2 Red lights (19.7m), 3 White lights and 1 Red light (23.6m), 4 White lights (26.0m). ACFT with eye-to- wheel height greater than 8m are advised to fly with 2 White and 2 Red lights visible so as to achieve sufficient wheel clearance. | White. 900m (From THR) TDZ. Every 60m from THR. | Inset High Intensity centreline lights (longitudinal spacing at 30m apart) as follows: From THR to 900m from RWY end: White, 300m to 900m from RWY end: ALTN Red/ White, 300m to RWY end: Red. | Bi-directional White/Amber edge lights (longitudinal spacing at 60m apart) as follows: From THR to 600m from RWY end: White, 600m to RWY end: Amber. | Red | Red |
| **20L** | CAT II High Intensity Approach Lights (900m) consisting of extended centreline and Red row barrettes, 2 crossbars, 2 approach beacons and sequenced flashing lights. | Green supplemented by green wing-bar and 2 THR ident lights. | PAPI 003° located either side of RWY, 415m from THR. 2 White lights and 2 Red lights (19.7m), 3 White lights and 1 Red light (23.6m), 4 White lights (26.0m). ACFT with eye-to- wheel height greater than 8m are advised to fly with 2 White and 2 Red lights visible so as to achieve sufficient wheel clearance. | White. 900m (From THR) TDZ. Every 60m from THR. | Inset High Intensity centreline lights (longitudinal spacing at 30m apart) as follows: From THR to 900m from RWY end: White, 300m to 900m from RWY end: ALTN Red/ White, 300m to RWY end: Red. | Bi-directional White/Amber edge lights (longitudinal spacing at 60m apart) as follows: From THR to 600m from RWY end: White, 600m to RWY end: Amber. | Red | Red |

## WSSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN/IBN location, characteristics and hours of operation* | ABN: 012209.20N 1035858.43E (western side of RWY 02L/20R)<br>ALTN FLG W G EV 2.3 SEC, Operating hours HN + IMC<br>IBN: 012301.27N 1035959.49E (top of Cargo Agents Building E) FLG G 'SS' EV 7 SEC, Operating hours HN + IMC |

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| | | |
|---|---|---|
| 2 | *Anemometer location and LGT* | RWY 02L/20R: Pressure tube anemometer and wind vane situated 345m west of middle of the runway. Cup anemometers and wind vanes at ends and middle of the runway. Windsocks at ends of the runway. Transmissometers at both ends and in the middle of the runway.<br>RWY 02C/20C: Three ultrasonic wind sensors at the ends and middle of the runway. Windsocks at the ends of the runway. Transmissometers at both ends and in the middle of the runway.<br>RWY 02R/20L: Three ultrasonic wind sensors at the ends and middle of the runway. Windsocks at the ends of the runway. Transmissometers at both ends and in the middle of the runway. |
| 3 | *TWY Edge and Centreline Lighting* | RWY 02L/20R and RWY 02C/20C: BLUE lights on TWY curved edges and apron TWY edges and GREEN centreline lights on all TWY.<br>RWY 02R/20L: Blue lights on TWY curved edges and Green centreline lights on all TWY. |
| 4 | *Secondary power supply/switch-over time* | Automatic standby generator power supply AVBL for airfield lighting with switchover time of 1 second during Category II low visibility operations. |
| 5 | *Remarks* | Vehicles painted yellow or displaying chequered red/white or orange/white flag at highest point of vehicle |

## WSSS AD 2.16 HELICOPTER LANDING AREA

Refer to ENR 3.4

## WSSS AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | *Designation and Lateral Limits* | **CHANGI CTR**<br>013300N 1040149E 013042N 1040654E 012542N 1040448E thence along Kuala Lumpur/ Singapore FIR BDRY to 012000N 1041218E 010018N 1035524E 011100N 1035134E 013300N 1040149E |
| 2 | *Vertical Limits* | SFC to 3,000ft ALT |
| 3 | *Airspace Classification* | C |
| 4 | *ATS Unit Callsign*<br>*Language(s)* | Singapore Tower<br>English |
| 5 | *Transition Altitude* | 11000 FT (3,350m) |
| 6 | *Remarks* | A helicopter shall not be operated within the Changi CTR unless prior permission has been obtained from the Director-General of Civil Aviation, CAAS. Email to caas_ats_ansp@caas.gov.sg |

## WSSS AD 2.18 ATS COMMUNICATION FACILITIES

| Service Designation | Call sign | *Frequency (P-Pri, S-Sec)* | Hours of operation | Remarks |
|---|---|---|---|---|
| **APP** | Singapore Departure | P120.3 MHz<br>S133.0 MHz<br>S132.15 MHz | H24 | DEP from all airports in Singapore. |
| | Singapore Arrival | P119.3 MHz<br>S119.4 MHz<br>S119.55 MHz | | TAR - Intermediate and final approach to Singapore Changi AP. |
| | Singapore Approach | P124.05 MHz<br>S124.6 MHz<br>S126.3 MHz | 2100-1700 | TAR - flow control service provided for ARR/DEP ACFT.<br>Intermediate approach to Singapore Changi AP and other airports in Singapore. |


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| Service Designation | Call sign | *Frequency (P-Pri, S-Sec)* | Hours of operation | Remarks |
|---|---|---|---|---|
| **TWR** | Singapore Tower | 118.6 MHz | H24 | for TKOF/LDG.<br>for ACFT operating on RWY 02L/20R<br>for vehicular movements on RWY 02L/20R |
| | | 118.25 MHz | | for ACFT operating on RWY 02C/20C<br>for vehicular movements on RWY 02C/20C<br>for ground movement of ACFT (including ACFT on tow) north and south of RWY 02C/20C |
| | | 131.4 MHz | | for ACFT operating on RWY 02R/20L<br>for vehicular movements on RWY 02R/20L |
| | Singapore Ground | 124.3 MHz | 0000-1800<br>2100- 0000 | for push-back / taxiing of all ACFT,<br>including ACFT on tow, west of Terminal 3 |
| | | 121.725 MHz | 0000-1700<br>2100-0000 | for push-back / taxiing of all ACFT<br>(including ACFT on tow) east of Terminal 2 and west of TWY B (excluding TWY J8, J9, J10 and J12) |
| | | 121.85 MHz | 0000-1600 | for push-back / taxiing of all ACFT<br>including ACFT on tow, north of Terminal 1 |
| | | | 1600- 0000 | for push-back/ taxiing of all ACFT |
| | | 121.00 MHz | H24 | for ground emergency |
| | | 122.55 MHz | | for push-back / taxiing of all ACFT<br>(including ACFT on tow) east of Terminal 4 |
| | | 125.65 MHz | | for push-back / taxiing of all ACFT<br>(including ACFT on tow) west of Terminal 4 |
| | | 127.275 MHz | | for taxiing of all ACFT<br>(including ACFT on tow) west of RWY 02R/20L |
| | Singapore Delivery | 121.65 MHz | H24 | for Pre-flight check/ATC clearance |
| | | 119.6 MHz | 0030-0230<br>1200-1300 | for issuance of ATC clearance |

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| Service Designation | Call sign | *Frequency (P-Pri, S-Sec)* | Hours of operation | Remarks |
|---|---|---|---|---|
| **TWR** | Changi Tower / Changi Apron | 121.9MHz | H24 | Requests for engine runs on aprons and taxiways, excluding runways, would be regulated by Changi Apron. All towing request to contact Changi Apron followed by instruction to contact respective Singapore Ground frequency for towing clearance.<br>Request for vehicular movements on taxiways, excluding runways, would be regulated by Changi Tower.<br><br>For ACFT on tow and vehicular movements on the runway when the runway is closed for maintenance.<br><br>All personnel operating the radio station on board an ACFT that is on the ground in Changi Airport should possess the Aircraft Radio Operator Approval (AROA) or other equivalent certification. |
| | Changi East Tower | 119.675MHz | H24 | Request for vehicular movements on taxiways, excluding runway, west of RWY 02R/20L and east of TWY C will be regulated by Changi East Tower.<br><br>For ACFT on tow and vehicular movements on RWY 02R/20L when the runway is closed for maintenance.<br><br>All personnel operating the radio station on board an ACFT that is on the ground in Changi Airport should possess the Aircraft Radio Operator Approval (AROA) or other equivalent certification. |
| | Changi East Ground | 120.95MHz | Not for use, unless with prior coordination | For start-up / taxiing of all aircraft |
| **D-ATIS** | Changi Airport Departure Information | 128.6MHz | H24 | (broadcasting with half hourly updated MET INFO) |
| | Changi Airport Arrival Information | 128.025MHz | H24 | Data Link Service available.<br>AP IDENT WSSS<br>Messages comply with ARINC 623 Standards.<br>Updating of data:<br>H+00 to H+10 and H+30 to H+40 |
| **ATIS** | Changi East Information (02R/ 20L) | 139.95MHz | Not for use, unless with prior coordination | NIL |

## WSSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid and Variation | IDENT | Frequency | OPR Hour | Position of Transmitting Antenna Coordinates | DME Transmitting Antenna Elevation / Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 & 7 |
| SINJON DVOR/DME | SJ | 113.5MHz CH82X | H24 | 011321.34N 1035115.22E | 201° MAG 14.5km from THR RWY 02 (Paya Lebar).<br>Antenna HGT: 190ft AMSL.<br>Coverage 200NM.<br>EM: F1.<br>Maintenance period:<br>Third Thursday of every month between 0200-0600 |


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| Type of aid and Variation | IDENT | Frequency | OPR Hour | Position of Transmitting Antenna Coordinates | DME Transmitting Antenna Elevation / Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 & 7 |
| TEKONG DVOR/DME | VTK | 116.5MHz CH112X | H24 | 012455.36N 1040120.17E | 023° MAG 6.4km from THR RWY 20C (Singapore Changi).<br>Antenna HGT: 150ft AMSL.<br>Coverage 200NM. EM: F1<br>Maintenance Period:<br>Third Friday of every month between 0200-0600 |
| RWY 20C ILS LLZ | ICC | 109.7MHz | H24 | 011932.40N 1035901.32E | Located 368m (1207ft) from THR RWY 02C, along RWY centreline.<br>Course width 2.80°.<br>EM: A0/A2. |
| RWY 20C ILS GP | - | 333.2MHz | H24 | 012131.73 1035955.71E | Located 338m (1109ft) from THR RWY 20C on left side of RWY, 120m (394ft) from RWY centreline.<br>GP angle 3°.<br>HGT of ILS<br>Reference Datum: 16.2m (53ft).<br>EM: A0/A2. |
| RWY 20C ILS_DME | ICC | CH34X | H24 | 012131.73N 1035955.71E | DME co-located with GP.<br>EM: P9. |
| RWY 20C ILS MM | - | 75MHz | H24 | 012212.24N 1040008.87E | Located 964m (3162ft) from THR RWY 20C along extended centreline of RWY. No back beam. |
| RWY 02C ILS LLZ | ICE | 108.3MHz | H24 | 012154.47N 1040001.18E | Located 368m (1207ft) from THR RWY 20C, along RWY centreline.<br>Course width 2.80°.<br>EM: A0/A2. |
| RWY 02C ILS GP | - | 334.1MHz | H24 | 011952.18N 1035913.68E | Located 338m (1109ft) from THR RWY 02C on right side of RWY, 120m (394ft) from RWY centreline.<br>GP angle 3°.<br>HGT of ILS<br>Reference Datum: 16.5m (54ft).<br>EM: A0/A2. |
| RWY 02C ILS_DME | ICE | CH20X | H24 | 011952.18N 1035913.68E | DME co-located with GP.<br>EM: P9. |
| RWY 02C ILS MM | - | 75MHz | H24 | 011914.72N 1035853.19E | Located 966m (3169ft) from THR RWY 02C along extended centreline of RWY. No back beam. |
| RWY 20R ILS LLZ | ICH | 108.9MHz | H24 | 012045.23N 1035834.17E | Located 368m (1207ft) from THR RWY 02L, along centreline of the RWY.<br>Course width 3.38°.<br>EM: A0/A2. |
| RWY 20R ILS GP | - | 329.3MHz | H24 | 012225.59N 1035912.29E | Located 330m (1083ft) from displaced THR RWY 20R on right side of the RWY, 120m (394ft) from RWY centreline.<br>GP angle 3°.<br>HGT of ILS Reference Datum: 17m (56ft).<br>EM: A0/A2. |
| RWY 20R ILS_DME | ICH | CH26X | H24 | 012225.59N 1035912.29E | DME co-located with GP. RWY 20R ILS DME not available beyond 15 degrees west of RWY 20R centreline below 2500ft.<br>EM: P9. |
| RWY 20R ILS MM | - | 75MHz | H24 | 012307.51N 1035934.24E | Located 1122m (3681ft) from displaced THR RWY 20R, along centreline of the RWY. |
| RWY 02L ILS LLZ | ICW | 110.9MHz | H24 | 012307.03N 1035934.03E | Located 1105m (3625ft) from displaced THR RWY 20R, along centreline of RWY.<br>Course width 2.81°.<br>EM:A0/A2. |

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| Type of aid and Variation | IDENT | Frequency | OPR Hour | Position of Transmitting Antenna Coordinates | DME Transmitting Antenna Elevation / Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 & 7 |
| RWY 02L<br>ILS GP | - | 330.8 MHz | H24 | 012108.35N<br>1035838.86E | Located 343m (1125ft) from THR RWY 02L on left side of RWY, 143m (469ft) from RWY centreline.<br>GP angle 3°.<br>HGT of ILS Reference Datum: 17m (56ft).<br>EM:A0/A2. |
| RWY 02L<br>ILS_DME | ICW | CH46X | H24 | 012108.35N<br>1035838.86E | DME co-located with GP.<br>EM:P9. |
| RWY 02L<br>ILS MM | - | 75MHz | H24 | 012027.54N<br>1035826.68E | Located 957m (3140ft) from THR RWY 02L along extended centreline of RWY. No back beam. |
| RWY 20L<br>ILS LLZ | ICZ | 108.55MHz | H24 | 011909.54N<br>1035954.79E | Located 367m (1204ft) from THR RWY 02R, along RWY centreline.<br>Course width 2.80°.<br>EM: A0/A2. |
| RWY 20L<br>ILS GP | - | 329.75MHz | H24 | 012108.89N<br>1040049.38E | Located 335m (1099ft) from THR RWY 20L on left side of the RWY, 120m (394ft) from RWY centreline.<br>GP angle 3°.<br>HGT of ILS REF datum: 16.8m (55ft).<br>EM: A0/A2. |
| RWY 20L<br>ILS DME | ICZ | CH22Y | H24 | 012108.89N<br>1040049.38E | DME co-located with GP.<br>EM: P9. |
| RWY 20L<br>ILS MM | - | 75MHz | H24 | 012149.37N<br>1040102.55E | Located 968m (3176ft) from THR RWY 20L, along extended centreline of the RWY. |
| RWY 02R<br>ILS LLZ | ICX | 110.5MHz | H24 | 012131.46N<br>1040054.70E | Located 367m (1204ft) from THR RWY 20L, along RWY centreline.<br>Course width 2.80°.<br>EM: A0/A2. |
| RWY 02R<br>ILS GP | - | 329.6MHz | H24 | 011929.11N<br>1040007.26E | Located 335m (1099ft) from THR RWY 02R on right side of the RWY, 120m (394ft) from RWY centreline.<br>GP angle 3°.<br>HGT of ILS REF datum: 16.2m (53ft).<br>EM: A0/A2. |
| RWY 02R<br>ILS DME | ICX | CH42X | H24 | 011929.11N<br>1040007.26E | DME co-located with GP<br>EM: P9 |
| RWY 02R<br>ILS MM | - | 75MHz | H24 | 011851.60N<br>1035947.22E | Located 974m (3196ft) from THR RWY 02R, along extended centreline of the RWY. |

# WSSS AD 2.20 LOCAL AERODROME REGULATIONS

### 1 DESIGNATION OF PAYA LEBAR AIRPORT AS AN ALTERNATE AERODROME FOR SINGAPORE CHANGI AIRPORT

Please refer to section WSAP AD 2.20 for details.

### 2 WRONG APPROACHES AND LANDINGS OF AIRCRAFT BOUND FOR SINGAPORE CHANGI AND PAYA LEBAR AIRPORTS

#### 2.1 INTRODUCTION

2.1.1 The attention of all pilots is drawn to the existence of Paya Lebar Airport close to Singapore Changi Airport. The runway at Singapore Changi Airport is orientated in the same true bearing as the runway at Paya Lebar Airport i.e. 023°/203°. Due to the close proximity of these two runways, pilots are cautioned against mistaking Paya Lebar Airport for the runway of Singapore Changi Airport and thus making an inadvertent visual landing or approach to land at Paya Lebar.

2.1.2 Erroneous approaches or landings usually occurred during the hours of darkness. In almost every instance, the weather prevailing at the time of the incident was generally good or fair.

2.1.3 There is intensive local flying at Paya Lebar and Seletar during the day and night. Thus, the risk of collision is very great if a wrong approach is made to any of the above two airports. Likewise, wrong approaches into Singapore Changi Airport can also be disastrous.


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### 2.2 POINTS TO BEAR IN MIND WHEN APPROACHING SINGAPORE CHANGI AIRPORT OR PAYA LEBAR

2.2.1 The following points are highlighted to serve as a guide to assist pilots in making a correct approach into Singapore Changi Airport or Paya Lebar Airport and should be remembered and followed:

a) The runways at Singapore Changi Airport and Paya Lebar Airport are identically aligned on 02/ 20. Therefore exercise extreme vigilance when leaving NYLON or SAMKO Holding Areas inbound and maintain correct tracks to the respective runways as listed below.

b) Adhere strictly to IFR procedures even in VMC which calls for a procedure turn over NYLON Holding Area or SAMKO Holding Area as prescribed.

c) Make full use of all available navigational and landing aids available and positively identify every aid used.

d) Switch to the correct ILS localizer frequency at Singapore Changi Airport under all conditions.

### 2.3 AERODROME CHARACTERISTICS OF SINGAPORE CHANGI AND PAYA LEBAR AIRPORTS

2.3.1 Tabulated below are details of aerodrome characteristics of Singapore Changi Airport and Paya Lebar Airport which indicate the similarities and significant differences for ease of identification by pilots operating into these two airports.

| Aeronautical Service | PAYA LEBAR Airport | SINGAPORE CHANGI Airport | Significant Remarks and Differences |
|---|---|---|---|
| Magnetic heading of RWY | 02/20 | 02L/20R<br>02C/20C<br>02R/20L | Exercise caution due to similar RWY alignment |
| Approach Lights | RWY 02<br>Modified Calvert High INTST with centreline and 3 crossbars. High INTST white LGT with brilliancy control and sequenced flashing lights. | RWY 02L<br>Precision APCH LGT CAT II. Extended centreline with red side row barettes, 2 crossbars, 2 APCH beacons and sequenced flashing lights. | |
| | RWY 20<br>Modified Calvert High INTST with centreline and 3 crossbars. High INTST white LGT with brilliancy control and sequenced flashing lights. | RWY 20R<br>Precision APCH LGT CAT I. Centreline barettes flashing white, 2 APCH beacons and sequenced flashing lights. (refer to chart AD-2-WSSS-ADC-2) | |
| ILS | RWY 20 - NIL | RWY 20R<br>IDENT ICH<br>No back beam<br>LLZ 108.9 MHz<br>GP 329.3 MHz | |
| | RWY 02 - NIL | RWY 02L<br>IDENT ICW<br>No back beam<br>LLZ 110.9 MHz<br>GP 330.8 MHz | |
| IBN | Flashing R ‘PL’<br>HN and IMC | Flashing G ‘SS’<br>HN and IMC | |
| ABN | NIL | ALTN Flashing W G every 2.3 SEC | |

## WSSS AD 2.21 NOISE ABATEMENT PROCEDURES

1.1 To alleviate the problem of noise, all aircraft on AWY G579 between SINJON (SJ) and GUMPU shall operate at/above 5,000ft.

1.2 The Standard Instrument Departure routes for aircraft departing on RWY 20R/20C/20L are for the purpose of noise abatement in addition to being used for air traffic control.

1.3 Departures on RWY 20R are restricted between 1600-2200UTC. This restriction is not applicable when RWY 20C/02C and RWY 20L/02R are unavailable because of maintenance works or for other reasons.

1.4 Unless it is necessary for operational or safety reasons, when using engine reverse, arrivals on RWY 02L/20R between 1600-2200UTC may not exceed idle reverse thrust.

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# WSSS AD 2.22 FLIGHT PROCEDURES

## 1 LOW VISIBILITY PROCEDURES (LVP) FOR CATEGORY II ILS OPERATIONS

### 1.1 Introduction

1.1.1 Category II ILS approaches will be made available at Singapore Changi Airport to authorised flights during prolonged periods of low visibility, except during thunderstorms. RVR minima for CAT II ILS operations is limited to 350m due to runway and taxiway light spacing requirements on the airfield.

### 1.2 Authorisation for Category II ILS Approaches

1.2.1 Operators who wish to conduct Category II ILS operations at Singapore Changi Airport must have obtained operational approval from the relevant State of Operator and be authorised by the Civil Aviation Authority of Singapore.

### 1.3 Category II ILS Runways

1.3.1 At Singapore Changi Airport, Category II ILS approaches are available only on RWY 02L and RWY 20C, which are also equipped with precision approach Category II lighting system. When required, pilots making Category II ILS approaches to Singapore Changi Airport should refer to the procedures in the Instrument Approach Charts AD-2-WSSS-IAC-1 to AD-2-WSSS-IAC-11 and the Precision Approach Terrain Charts for RWY 02L and RWY 20C at AD-2-WSSS-PATC-1 and AD-2-WSSS-PATC-2 respectively.

### 1.4 Initiation of Category II ILS Operations

1.4.1 Preparations will be made to implement LVP for Category II ILS operations at Singapore Changi Airport during prolonged period of low visibility, except during thunderstorms, when the RVR drops below 800 metres.

1.4.2 Availability of the Category II ILS approaches will be made known through NOTAM and ATIS broadcasts as well as air traffic control radio communications.

1.4.3 During LVP operations, aircraft will not be cleared for Category II ILS approach if any of the ILS or approach/runway lights fall below Category II requirements. Aircraft will not be cleared for landing if the Touchdown Zone RVR is unserviceable.

### 1.5 ILS Sensitive Areas

1.5.1 Upon landing, pilots shall report to Changi Tower once the aircraft has cleared the runway and has passed the ILS sensitive areas demarcated by alternate yellow and green lights along the centrelines of Rapid Exit Taxiways and Cross Taxiways.

### 1.6 Termination of LVP for Category II ILS Operations

1.6.1 LVP for Category II ILS operations will be terminated when RVR has improved above 800 metres. Termination of LVP for Category II ILS operations will be made known through NOTAM and ATIS broadcasts as well as air traffic control radio communications.

### 1.7 Operations of flights Not Authorised for Category II ILS Operations

1.7.1 During Category II ILS operations, if the RVR is 550 metres or above, flights not authorised for Category II ILS operations may continue to make approaches and land. Airlines planning to operate flights not authorised for Category II ILS operations into Changi shall monitor the METAR to ascertain the RVR values when launching their flights and be prepared to divert if the RVR is below 550 metres.

## 2 RUNWAY UTILISATION

### 2.1 Runway-in-use

2.1.1 The runway-in-use (Departure/Arrival) is selected by Aerodrome Control as the optimum for general purposes and to maximise runway utilisation. If the assigned runway is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another runway but should anticipate delay.

### 2.2 Departures

2.2.1 Pilots should arrange their taxi such that they are ready to depart without delay on reaching the runway holding point. As standard ICAO wake turbulence separation is being applied, pilots are to advise ATC early if more time is needed for the aircraft to be ready for departure. When informed, ATC will be able to make changes in the departure sequence, if necessary, to minimise delays to other succeeding departures.

2.2.2 Pilots should complete cockpit checks prior to line-up for departure and keep any checks on the runway to a minimum.


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2.2.3 Conditional line-up clearance may be used by ATC to facilitate an expeditious flow of traffic. On receipt of line-up clearance, pilots should taxi into position promptly without delay. Unless given instructions to line-up and wait, pilots should be ready and prepared to depart without stopping. On receipt of take-off clearance, pilots to commence take-off roll without delay.

### 2.3 Clearance for Immediate Take-Off

2.3.1 A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

a) if waiting clear of the runway, taxi immediately on to it and begin take-off run immediately without stopping the aircraft;

b) if already lined-up on the runway, take-off without delay;

c) if unable to comply with the instruction, inform ATC immediately.

### 2.4 Arrivals - Minimum Runway Occupancy Time (ROT)

2.4.1 Arriving aircraft upon landing are reminded that it is imperative to vacate the runway as quickly as practicable to enable ATC to apply minimum spacing on final approach and minimise the occurrence of "go-arounds".

2.4.2 To achieve minimum ROT and reduce missed approaches due to occupied runway, pilots should vacate the runway via the first available exit taxiway corresponding to operational requirements, or as instructed by ATC. If an exit taxiway other than the first available exit taxiway is required, pilots shall advise the Tower Controller on first contact.

2.4.3 To enhance planning, pilots can make reference to the Landing Exit Distance (LED), information below which is measured from threshold to tangent point where the exit taxiway centreline starts to curve away from the runway centreline:

| RWY | Exit Taxiway (LED in metres) | Remarks |
|---|---|---|
| 20R | **W6*(1655)**, **W7*(2123)** and W8(3061) | Note 1: Recommended exit taxiways are bold and underlined.<br>Note 2: * Indicates Rapid Exit Taxiway (RET) and maximum design ground speed for the exit taxiway is 50kts. |
| 20C | **T7*(1924)**,**T8*(2375)**, **D8*(1750)**, **D9*(2225)** and D10*(2700) | |
| 20L | **A7*(1750)**, **A8*(2225)**, and A9*(2700) | |
| 02L | **W5*(1996)**, **W4*(2491)** and W3*(2876) | |
| 02C | **T6*(2040)**, **T5*(2545)**, T4*(3245) **D7*(1900)**, **D6*(2375)** and D5*(2850) | |
| 02R | **A6*(1900)**, **A5*(2375)** and A4*(2850) | |

2.4.4 Pilots can expect initial taxi instructions from the Runway Controller before clearing the exit taxiway. Aircraft vacating the runway-in-use should not stop on the exit taxiway until the entire aircraft has passed the runway holding point.

2.4.5 BTN 0830-1030 daily estimated delays of about 15 minutes can be expected for arrivals into Singapore Changi Airport.

### 2.5 Reduced Runway Separation Minima

2.5.1 Reduced Runway Separation Minima may be applied between a departing aircraft and a succeeding landing aircraft or between two successive landing aircraft on the same runway provided the following conditions exist:

a) During the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset;

b) Visibility of at least 5km;

c) Cloud ceiling shall not be lower than 1,000ft;

d) Tailwind component shall not exceed 5 knots;

e) The second aircraft will be able to see the first aircraft clearly and continuously until the first aircraft is clear of the runway;

f) Traffic information shall be provided to the flight crew of the succeeding aircraft concerned;

g) The braking action shall not be adversely affected by runway contaminants such as water;

h) Wake turbulence separation minima shall be applied; and

i) Responsibility for ensuring adequate separation between the two aircraft rests with the pilot of the second aircraft.

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2.5.2 When reduced Runway Separation Minima is applied, the successive landing aircraft may be given a clearance to land before the first aircraft has cleared the runway-in-use after landing or crossed the runway end on departure provided there is reasonable assurance that the following separation distances will exist when the landing aircraft crosses the runway threshold:

| | Landing following Landing | Landing following Departure |
|---|---|---|
| **RWY 02L/20R** | The preceding aircraft has landed and has passed a point at least 2500m from the threshold of runway (abeam TWY W4 for RWY 02L or TWY V8 for RWY 20R), is in motion and will vacate the runway without backtracking. | The departing aircraft is/will be airborne and has passed a point at least 2500m from the threshold of the runway (abeam TWY W4 for RWY 02L or TWY V8 for RWY 20R). |
| **RWY 02C/20C** | The preceding aircraft has landed and has passed a point at least 2500m from the threshold of the runway (abeam TWY T5 for RWY 02C or TWY T8 for RWY 20C), is in motion and will vacate the runway without backtracking. | The departing aircraft is/will be airborne and has passed a point at least 2500m from the threshold of the runway (abeam TWY T5 for RWY 02C or TWY T8 for RWY 20C). |
| **RWY 02R/20L** | The preceding aircraft has landed and has passed a point at least 2500m from the threshold of the runway, (abeam TWY A5 for RWY 02R or TWY A8 for RWY 20L) is in motion and will vacate the runway without backtracking. | The departing aircraft is/will be airborne and has passed a point at least 2500m from the threshold of the runway (abeam TWY A5 for RWY 02R or TWY A8 for RWY 20L). |

### 2.6 Phraseology

2.6.1 When issuing a landing clearance following the application of these procedures, ATC will issue the second aircraft with the following instructions:

**".... (call sign) .... after the landing / departing .... (Aircraft Type) Runway .....(Designator) cleared to land".**

## 3 AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) MODE OF OPERATIONS

3.1 A-CDM aims to optimise airport operations by having an efficient turnaround process and improving the predictability of operational events. It also helps to improve gate management, flight punctuality, reduce apron taxiway and holding point congestion which is beneficial to all airport partners. A-CDM involves sharing of accurate and timely operational information amongst airport partners through different airport systems and improving work processes by implementing a set of operational procedures.

3.2 The A-CDM procedures apply to all scheduled flights departing Singapore Changi Airport except for VVIP, CASEVAC, SAR and aircraft on special tasks. ATC shall have full discretion in conduct of such operations.

3.3 Definition of commonly used terms in A-CDM

a) Target Off Block Time (TOBT) – The time an aircraft operator (AO) or ground handling agent (GHA) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up / pushback immediately upon receipt of clearance from ATC.
b) Target Start Up Approval Time (TSAT) – The time provided by ATC that an aircraft can expect start-up / push back approval.
c) Calculated Take Off Time (CTOT) – A time calculated as a result of tactical slot allocation, at which a flight is expected to become airborne.

## 4 A-CDM PRE-DEPARTURE PROCEDURES

4.1 Singapore Changi Airport's A-CDM portal will automatically calculate a system TOBT for each departure flight taking into account the estimated or actual in-block time (EIBT / AIBT), minimum turnaround time (MTT) and scheduled time of departure (STD)

4.2 If the calculated TOBT (EIBT / AIBT + MTT) is earlier than STD, the system will take the STD as TOBT.

4.3 If the calculated TOBT (EIBT / AIBT + MTT) is later than STD, the amount of turnaround delay that system predicts is equal to TOBT – STD.

4.4 AO are required to assess the system generated TOBT at 40 minutes prior to departure and update it if the prediction of departure readiness is different. Thereafter, TOBT needs to be monitored and updated constantly if it is expected to differ by 5 minutes or more until the flight commences pushback. AO can consider delegating the responsibility of TOBT submission to their ground handling agent (GHA) subject to prior internal arrangements between AO and GHA.

4.5 TOBT shall be updated through the following systems:

a) Airport Operations Centre System (AOCS) A-CDM web based portal; or
b) Gate Message Input Display (GMID) at boarding rooms;

4.6 AO/GHA is encouraged to update TOBT through ONLY one of the above systems in order to avoid any chance of a miscommunication.


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4.7 TOBT information is available through the following channels:

a) AOCS A-CDM portal;
b) GMID;
c) Aircraft Docking Guidance System (ADGS) at contact stands;
d) Radio communication with GHA or AO.

4.8 The Pre-Departure Sequencer (PDS) will calculate the TSAT automatically by taking into account factors such as TOBT, calculated take-off time (CTOT), variable taxi times (VTT), wake turbulence category, departure separation, etc. A pre-departure sequence is determined from the calculated TSATs, thus the accuracy of TOBT is vital to an optimal TSAT.

4.9 Flights with an invalid or expired TOBT will be instructed by ATC to update TOBT when requesting for clearance. For non-compliant flights, delays can be expected. AO or GHA are strongly encouraged to update TOBT as soon as any expected delay to the aircraft readiness for pushback is made available to avoid unnecessary hold-ups.

4.10 TSAT information is available through the following channels:

a) AOCS A-CDM portal;
b) GMID;
c) ADGS at contact stands;
d) Radio communication with GHA or AO;
e) ATC - Upon issuance of ATC clearance (for flights parked at aircraft stands without ADGS).

**5 A-CDM START-UP PROCEDURES**

5.1 Pilot shall ensure aircraft is ready for pushback at TOBT.

5.2 Pilot to maintain communication with the AO / GHA as they are responsible for updating the TOBT. Notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.

5.3 Pilot utilising the DCL service on selected routes shall request for ATC clearance through ‘Request for Departure Clearance Downlink’ (RCD) message no earlier than 20 minutes before TOBT. Refer to WSSS AD 2.22 paragraph 8.4 on the applicable routes for DCL service and procedures.

5.4 Pilot using voice request to contact Ground Movement Planner (Clearance Delivery) and request for ATC clearance within 5 minutes of TOBT using the following phraseology:

– Callsign
– Destination
– Proposed flight level and alternate level, if any
– Parking position

a) Pilot shall only request for ATC clearance provided aircraft is ready to pushback at TOBT.

5.5 Regardless of clearance through voice or datalink, all departing aircraft must report to Clearance Delivery when ready for push within 5 minutes of TOBT.

5.6 ATC will advise the pilot whether the proposed flight level or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required, the pilot will be instructed to standby.

5.7 ATC will update TSAT changes if any, during issuance of ATC clearances. Note that TSAT displayed on ADGS may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow measures.

5.8 Pilot shall request for pushback from Ground Movement Control within 5 minutes of TSAT after obtaining ATC clearance, or as directed by ATC.

a) ATC may swap pushback sequence based on real-time readiness of aircrafts to maximise apron and runway capacity and reduce the overall delay to traffic as and when required.
b) At the end of pushback, the departing aircraft must be ready to taxi immediately, unless otherwise instructed by ATC.

Note: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure runway vary.

5.9 If a flight is unable to pushback by TSAT + 5 minutes due to the aircraft being unready, ATC clearance and TSAT will be cancelled. Pilot must notify the AO / GHA to update the TOBT for a new TSAT before requesting for a new ATC clearance. This also applies to aircraft returning back to blocks after pushback.

a) ATC will inform the aircraft when a clearance is cancelled using the phraseology; “(Callsign of aircraft) your ATC clearance and TSAT is cancelled (reason). Update TOBT before requesting for new clearance”.
b) Flight may also have its ATC clearance cancelled if it develops a technical problem after pushback and is unable to taxi for prolonged duration.

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5.10 Non-compliance of initial TSAT may result in an aircraft losing its existing position in the pre- departure sequence. Delay can be expected as a result of re-sequencing based on new TOBT input.

5.11 If delay in pushback is due to ground traffic movement or ATC clearance restrictions, the ATC clearance and TSAT will remain valid even if it exceeds TSAT + 5 minutes. TOBT need not be updated for such situations.

5.12 In the event that A-CDM mode of operations need to be cancelled due to any reason, the termination will be communicated to relevant parties through email by the airport operator and a NOTAM will be issued by ATC. Pilot shall follow the non-CDM procedures detailed in para 13.

5.13 Quick overview of WSSS start-up for pilots

Definitions of commonly used terms

- **Target Off-Block Time (TOBT)** - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up / pushback immediately upon receipt of ATC clearance.
- **Target Start-up Approval Time (TSAT)** - The time provided by ATC that an aircraft can expect start-up / pushback approval.

TOBT and TSAT requirements

- Irrespective of the TSAT, the aircraft must be ready for departure at the TOBT +/- 5 minutes as the TSAT may be revised forward at short notice.
- Any time the TOBT or TSAT cannot be met, or an earlier departure is required, the TOBT must be updated expeditiously by the aircraft operator or ground handler.

ATC Clearance

- ATC Clearance on selected ATS routes can be requested via Data Link Departure Clearance (DCL) at TOBT- 20 minutes.
- If DCL is not available, ATC Clearance should be requested via Clearance Delivery at TOBT +/-5 minutes.

Start-up / Pushback Clearance

- Pilots must be ready for start-up / pushback at TOBT +/- 5 minutes.
- Pilots should request start-up / pushback clearance at TSAT +/- 5 minutes.


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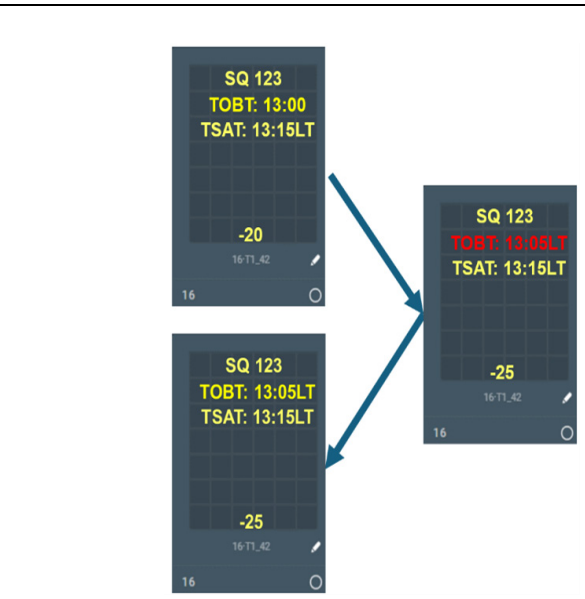
## 6 A-CDM INFORMATION VIA AIRCRAFT DOCKING GUIDANCE SYSTEM (ADGS)

6.1 All contact stands in Singapore Changi Airport will have ADGS. The fundamental operation and usage of ADGS still remain the same for flight crew. Additional information which includes TOBT, TSAT and TOBT count-down timer will be displayed in local times as part of the improvements to support A-CDM operations.

| Aircraft Docking Guidance System (ADGS) | |
|---|---|
| Description | Display on ADGS |
| **20 minutes prior to EIBT**<br><br>– ADGS will display EIBT and ALDT (if any) captured from FCS. A countdown timer (+/- 2 digits) to EIBT is shown in minutes.<br><br>– "WAIT" is shown in large text as a signpost to pilots to standby in the taxilane.<br><br>– As ADGS can only display up to 7 characters per line. The displayed message will be scrolling.<br><br>– Timings displayed will be in Local Time (LT).<br><br>– EIBT and ALDT timing will change instantly if there is an update from FCS. |  |
| **Aircraft arrival to stand**<br><br>– Upon activation of the ADGS, aircraft type and scrolling arrow will be shown on the PDU to indicate that the ADGS is active (i.e. scanning for aircraft).<br><br>**Critical Instruction:**<br>Aircraft must only enter the stand upon sighting the following screen:<br><br>– A large yellow font displaying the aircraft type.<br><br>– Scrolling arrows confirming ADGS activation.<br><br>This visual confirmation is mandatory before aircraft entry. | Safedock Type 1:<br>  <br>Safedock FleX:<br>  |

| Aircraft Docking Guidance System (ADGS) | |
|---|---|
| Description | Display on ADGS |
| **40 minutes prior to TOBT**<br><br>– ADGS will display TOBT submitted by AO/GHA and a countdown timer (+/- 2 digits) to TOBT in minutes.<br><br>– ADGS will also display TSAT submitted by CAAS.<br><br>– As ADGS can only display up to 7 characters per line. The displayed message will be scrolling.<br><br>– Timings displayed will be in Local Time (LT).<br><br>– TOBT timings will change instantly if there is an update done by AO/GHA.<br><br>– TSAT timings will remain blank if no input from CAAS, or will change if there is an update done by CAAS. |  <br>  |
| **After aircraft departs from stand**<br><br>– ADGS will display the flight no. and actual off block time (AOBT).<br><br>– As ADGS can only display up to 7 characters per line. The displayed message will be scrolling.<br><br>– Timings displayed will be in Local Time (LT).<br><br>– TOBT, TSAT and TOBT countdown timer will be removed.<br><br>– AOBT display will be removed 10 minutes after AOBT.<br><br>**Note: In the event of an imminent arrival (<10min of AOBT), the post departure information will supersede the pre-arrival information.** |  |


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| Aircraft Docking Guidance System (ADGS) | |
|---|---|
| Description | Display on ADGS |
| **For information updates:**<br>**TOBT and TSAT will blink red once**<br><br>– Updated timings will blink red once shortly (Approx. one second) to provide pilots and ramp staff with more awareness of changes in timings. |  |

## 7 CONTACT AND INFORMATION

7.1 Please contact the airport operator, Changi Airport Group (CAG), at a-cdm@changiairport.com for application of AOCS A-CDM and GMID account or if you have any queries.

7.2 Aircraft operators may also contact their ground handling agent directly on queries regarding TOBT submission.

## 8 DEPARTURE CLEARANCE (DCL) VIA DATALINK PROCEDURES

8.1 Aircraft need to be equipped with Aircraft Communications Addressing and Reporting System (ACARS) to support DCL application and be compliant with the European Organisation for Civil Aviation Equipment (EUROCAE) ED-85A (Data Link Application System Document (DLASD) for the DCL datalink service) and ARINC Specification 623-3.

8.2 Singapore application of DCL is in accordance with ED-85A.

8.3 The logon ID of the ground system for the provision of DCL service is WSSS.

8.4 DCL service is only applicable for flights departing from WSSS to the following routes / destinations:

a) Destinations in Peninsular Malaysia via ATS Routes A457 and B466
b) Destinations in Thailand via ATS Routes B466 and B469 / M751
c) Destinations in Indonesia via ATS Route A457, R469 and B470
d) Destinations in Australia and New Zealand via ATS Route B470
e) Flights with allocated Calculated Take-Off Time (CTOT) under Bay of Bengal Cooperative Air Traffic Flow Management (BOBCAT)

8.5 Pilot utilising the DCL service on selected routes shall request for ATC clearance through RCD message no earlier than 20 minutes before TOBT.

a) For flights with allocated CTOT under BOBCAT, to input "CTOT HHMMz'' under the free text field in RCD message.
b) For flights routed via ANITO B470, to input "ANITO FLxxx"(ANITO crossing level) under the free text field in RCD message.
c) Pilot shall contact Clearance Delivery or the next assigned frequency in 'Departure Clearance Uplink' (CLD) message within 5 minutes of TOBT using the following phraseology:
   – <"Callsign"...With P-D-C, fully ready>
   – Provide requested flight level if it differs from PFL filed in flight plan
   – Provide CTOT or ANITO crossing if not previously given in RCD message

8.6 DCL message format does not include the requested cruising level and final cruising level.

a) The planned flight level (PFL) filed in flight plan field 15b will be used as requested level unless otherwise specified by pilot.
b) Final cruising level will be assigned by Singapore ATC after airborne and it is subjected to traffic disposition. No on-ground level negotiations or reservations are allowed.

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8.7 DCL service does not provide clearance revision. Any revision to the clearance issued via datalink will be made by ATC through voice communications.

8.8 Clearance request through VHF using the existing voice procedures is still available for applicable flights under the DCL service.

8.9 ATC will reject the DCL request and send a "revert to voice procedures" message to the pilot if one of the following occurs:

a) Flight's routes / destinations not stated in paragraph 8.4
b) RCD message does not comply with ED-85A or have inaccurate flight data, e.g. different Callsign / ADES from flight plan
c) Invalid TOBT
d) When required by ATC due to flow restriction

8.10 Upon receipt of any “revert to voice procedures” message, pilot shall cancel any clearance received previously (if any) and follow the existing voice procedures for clearance request, i.e. contact Clearance Delivery within 5 minutes of TOBT.

8.11 Pilot shall monitor the clearance delivery frequency once the DCL process is initiated. In the event of any issues encountered, ATC will revert to voice procedures.

8.12 ATC will revert with CLD message within 5 minutes of receipt of the RCD message. If no CLD message is received, pilot is to call on delivery frequency to verify request.

8.13 Pilot shall respond with ‘Departure Clearance Readback Downlink’ (CDA) message within 5 minutes of receipt of CLD message. Failure to comply may result in a "revert to voice procedures" message being sent.

Note: The DCL process is only complete and clearance confirmed when CDA message is received and processed successfully. A “CDA received – clearance confirmed” message will be sent to the pilot.

8.14 Aircraft operator / ground handling agent shall continue to update TOBT to reflect any changes in readiness time in accordance to A-CDM startup procedures stated in AIP Singapore section WSSS AD 2.22 paragraph 5.

8.15 ATC will check for TOBT compliance and update pilot of any revisions in departure clearance and flow restrictions before handing the flight over to Ground frequency for start-up and pushback.

8.16 ATC will cancel the clearance issued and send a "revert to voice procedures" message if pilot does not report ready for push within 5 minutes of TSAT.

## 9 ASSIGNMENT OF FLIGHT LEVELS TO AIRCRAFT DEPARTING FROM SINGAPORE CHANGI AIRPORT

9.1 Assignment of flight levels to departing aircraft is made on a best-planned-best-served basis (with reference to TOBT for ATC clearance request detailed in para 5.4). Aircraft will normally be assigned the level requested unless an alternate level is offered after coordination with the adjacent ATC centres.

9.2 Aircraft departing Singapore requesting FL280, FL300 or FL320 on ATS routes L510, L759, L515/M770, N571, N571/N877, P628 or P574:

a) Aircraft will be assigned No-PDC FL280.
b) Succeeding aircraft on the same ATS route will be assigned No-PDC FL280 with 10-minute longitudinal separation behind provided there is no closing speed with the preceding aircraft.
c) If the succeeding aircraft is faster than the preceding aircraft, additional longitudinal separation as appropriate shall be imposed by ATC.

9.2.1 For aircraft on ATS routes L510, N571, P574 or P628 that are equipped with Automatic Dependent Surveillance – Contract (ADS-C) and Controller-Pilot Data Link Communication (CPDLC):

a) Succeeding aircraft on the same ATS route will be assigned No-PDC FL280 with 7-minute longitudinal separation behind and provided there is no closing speed with the preceding aircraft.
b) If the succeeding aircraft is faster than the preceding aircraft, additional longitudinal separation as appropriate shall be imposed by ATC.

## 10 DELAY IN PUSHBACK AND/OR TAXIING DUE TO OTHER AIRCRAFT

10.1 Delays may be expected for the second aircraft to pushback and to taxi when two or more aircraft are parked either adjacent to one another or close together. However, it will retain its ATC clearance even if the 5 minutes grace period allowed for under para 5.9 is exceeded.

Note: The TSAT may not be able to predict delays arising from apron congestion as traffic movement on ground is dynamic and situations may change on a real time basis depending on aircraft readiness. ATC will facilitate pushback as soon as possible when traffic permits.

## 11 DELAY IN TAKE-OFF DUE TO RESTRICTIONS IN THE ATC CLEARANCE

11.1 The ATC clearance may require an aircraft to arrive at a reporting point at a specified time and level or to depart a number of minutes behind a preceding traffic to establish the appropriate longitudinal separation. Such delay will not deprive a departing aircraft of its ATC clearance even though the 5 minutes grace period allowed for under para 5.9 is exceeded.


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## 12 DELAY DUE TO OVERFLIGHTS

12.1 Overflights are flights that traverse Singapore FIR and/or airspace within the Jakarta FIR where ATS is provided by Singapore (see ENR 2.1) without landing at Singapore Changi Airport. Depending on the positions of overflights, a departing aircraft requesting the same flight level may have to accept an alternate flight level or delay its departure in order to establish the prescribed separation.

## 13 NON-CDM MODE OF OPERATIONS

13.1 The non-CDM procedures is applicable for non-scheduled flights departing Changi Airport or when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

13.2 If TOBT cannot be submitted or it is unavailable through different channels stated in para 4.5,

a) Pilots shall notify ATC when the aircraft is ready to pushback within 5 minutes.
b) ATC will advise the pilot whether the proposed flight level or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required, the pilot will be instructed to standby.
c) Once flight level is accepted by the pilot and an ATC clearance issued, the aircraft must be pushed back within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled on expiry of the 5 minutes grace period. This also applies to situations when aircraft return to blocks after pushback or develop technical issues and is unable to continue taxi.
d) Pilots who are ready to depart following the cancellation of an ATC clearance will adopt the procedures as if it is the first time they are ready to depart.

13.3 If TSAT is unavailable through different means stated in para 4.10,

a) AO and GHA shall continue to submit TOBT and pilots shall request for ATC clearance 5 minutes within TOBT stated in para 5.4
b) ATC will revert to the gate hold procedures stated in para 14 and issue estimated pushback times accordingly.

## 14 GATE HOLD PROCEDURES FOR DEPARTING AIRCRAFT (DURING NON-CDM MODE OF OPERATIONS)

14.1 Whenever there are about five to seven departing aircraft at the runway holding point, subsequent pushback of departures will be regulated such that the Ground Movement Planner (GMP) on VHF frequency 121.65MHz will start to issue pilots with Expected Pushback Time (EPT) as TSAT used in A-CDM operations is not available. The determination of EPT will take into account an aircraft's parking stand as well as taxi time to the runway-in-use holding point.

14.2 When an EPT is issued, pilots will be instructed to either remain on GMP frequency or to monitor Singapore Ground Control (frequencies 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz). It should be noted that when instructed to monitor the Singapore Ground frequencies, pilots shall not establish contact with the Singapore Ground Control, rather, pilots shall maintain listening watch on the assigned Singapore Ground Control frequency and wait for pushback instruction. This is to prevent unnecessary frequency congestion.

14.3 A flight issued with an EPT but chooses to commence pushback before the assigned time will be allowed to do so subject to traffic. However, the flight should not expect an earlier departure time as the planned pre-departure sequence will be maintained.

14.4 In a situation when a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft will be instructed by GMP to contact Singapore Ground Movement Control for pushback for the purpose of better gate utilisation.

14.5 To maximise runway utilisation, departure sequence will be planned on the basis of increasing runway throughput so as to enhance overall efficiency.

## 15 GROUND MOVEMENT PLANNER ON VHF 121.65MHz

15.1 The frequency shall be used for aircraft pre-flight checks and ATC clearances. Pilot-in-command to make his initial call from the parked position on this frequency.

## 16 GROUND MOVEMENT CONTROL ON VHF 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz, 125.65MHz AND 127.275MHz

16.1 This frequency shall be used for aircraft start-up/push-back clearance.

16.2 Unless otherwise instructed by ATC, the pilot-in-command shall prior to starting engines listen out on the Ground Movement Control frequency on 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz or 125.65MHz.

16.3 The pilot-in-command shall:

a) Request and obtain taxi instructions prior to taxiing;

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*Note: ATC clearance, including the assigned SSR code will normally be issued prior to push back. Pilot shall squawk the SSR code immediately when airborne.*

b) Change from Ground Movement Control frequency to the Runway Control frequency when instructed (118.6MHz, 118.25MHz or 131.4MHz). It should be noted that when instructed to monitor Singapore Tower frequencies, pilots shall not establish contact with Singapore Tower; rather, pilots shall maintain a listening watch on the assigned Singapore Tower frequency and wait for instruction. This is to prevent unnecessary frequency congestion.

16.4 Departing aircraft will be instructed when to change from 118.6MHz, 118.25MHz or 131.4MHz to Singapore Departure frequency 120.3MHz.

16.5 In the case of the aircraft having landed, the pilot-in-command shall change from 118.6MHz, 118.25MHz or 131.4MHz to 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz, 125.65MHz or 127.275MHz immediately upon instructed by ATC after clearing the runway. He shall maintain watch on 121.725MHz, 121.85MHz, 122.55MHz, 124.3MHz, 125.65MHz or 127.275MHz for taxiing and parking instructions until he arrives at his aircraft stand.

## 17 TAXIING

17.1 Taxi clearance given by Singapore Ground Movement Control will relate to movement on the manoeuvring area, but excluding the marshalling area.

17.2 Aircraft taxiing on the manoeuvring area will be regulated by ATC to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxiing clearance limits whenever necessary.

17.3 The taxiway routes to be used by aircraft after landing or when taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the manoeuvring area or to comply with ATC directions intended to regulate aircraft on the manoeuvring area. **Pilots are also advised of the possibility of misjudging the clearance between the aircraft wing tips and other obstacles, especially in areas of hot-spots or during low-light / poor visibility conditions.**

17.4 Pilots are reminded to always use minimum power when starting engines, when manoeuvring within the apron area or when manoeuvring from apron taxiways to other parts of the aerodrome. It is especially critical when commencing to taxi that break-away thrusts are kept to an absolute minimum and then be reduced to idle thrusts as soon as possible.

17.5 TWY K (north of RWY 02C/20C) and TWY L (south of RWY 02C/20C) are End-Around Taxiways to facilitate aircraft movement between the east and west of RWY 02C/20C. Aircraft taxiing on these taxiways will be regulated by ATC to avoid conflict with aircraft operating on RWY 02C/20C.

## 18 TAKE-OFF AND LANDING

18.1 Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. On obtaining an ATC clearance the aircraft shall enter the runway via designated taxiways:

RWY 02R – TWY A10, A11 or A12

RWY 02C - TWY T12, T13, D13, D14

RWY 02L - TWY W8, W9 or W10

RWY 20L – TWY A1, A2 or A3

RWY 20C - TWY T1, T2, D1, D2

RWY 20R - TWY W1, W2

18.2 The pilot-in-command shall not take-off or land without a clearance from Aerodrome Control.

18.3 The pilot-in-command shall not run-up on the runway in use unless authorised by Aerodrome Control. Engine run-ups in the holding pan or taxiway holding point clear of the runway in use may be carried out subject to approval by Aerodrome Control.

18.4 After landing, the pilot-in-command shall vacate the runway by the shortest suitable route and to contact Singapore Ground Movement Control who will issue specific taxi route instructions to its assigned aircraft stand.

18.5 Aircraft with radio communication failure shall vacate the runway and stop on the taxiway and watch for light signals from Aerodrome Control.

## 19 STANDARD INSTRUMENT DEPARTURE (SID) AND STANDARD INSTRUMENT ARRIVAL (STAR)

### 19.1 INTRODUCTION

19.1.1 The SIDs and STARs for Singapore Changi Airport require aircraft to be GNSS-equipped and approved with navigation systems that meet the ICAO RNAV-1 navigation specification in accordance to the ICAO Performance Based Navigation Manual (Doc 9613).

19.1.2 To avoid proliferation of SIDs and STARs, the basic RNAV SIDs and STARs follow similar tracks as the RNAV-1 (GNSS) SIDs and STARs using the same set of SIDs and STARs identification.


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19.1.3 Operators / pilots who are not approved to operate on the RNAV-1 (GNSS) SIDs and STARs shall notify ATC and operate on the alternate basic RNAV SIDs and STARs or expect radar vectors from ATC.

### 19.2 ARRIVALS

19.2.1 Arriving aircraft from the various ATS routes shall plan for the respective RNAV-1 STARs with the associated flight planning requirement as shown below:

| ATS Route | RNAV-1 STAR | Remarks and Flight Planning Requirement |
|---|---|---|
| A464 (southbound to Singapore) | TEBUN | Arrivals into Changi to flight plan via A464 - ARAMA – TEBUN. After TEBUN, to join the TEBUN STAR. When traffic permits and WSSS Runway 20 is in use, ATC will offer LELIB STAR. |
| A576 (southbound to Singapore) | Not applicable | Southbound flight landing at WSSS are not permitted to flight plan via A576. |
| G579 | REPOV | NIL |
| G580 | KARTO | NIL |
| L504 / T22 | UGEBO | Arrivals into Changi on L504 to flight plan via OBDOS – T22 – UGEBO. After UGEBO, to join the UGEBO STAR. |
| L642[1] | ELALO | ESPOB Q801 Q802 ELALO / ESPOB DCT ELALO |
| L762 | ASUNA | NIL |
| M635 / T23 | UGEBO | Arrivals into Changi on M635 to flight plan via SURGA – T23 – UGEBO. After UGEBO, to join the UGEBO STAR. |
| M646 | KARTO | NIL |
| Y514 | Not applicable | Y514 NUFFA PIBAP PASPU. After PASPU, expect radar vectors. |
| M753 | ELALO | IPRIX Q802 ELALO |
| M767 | KARTO | NIL |
| M774 / T22 | | Arrivals into Changi on M774 to flight plan via OBDOS – T22 – UGEBO. After UGEBO, to join the UGEBO STAR. |
| M904 | ELALO | UPRON Q803 ELALO |
| N891 | ELALO | N891 ENREP DCT ELALO |
| N892[1] | MABAL | MELAS DCT MABAL |
| R469 | ASUNA | NIL |
| Note: The LEBAR STAR serves as a transition option to the STARs listed above. This is to facilitate arrivals joining downwind to the west of Singapore Changi Airport. ATC may clear arrivals to join the LEBAR STAR when air traffic permits.<br><br>[1]Refer to ENR 1.3 and ENR 3.2 for Direct Routing Operations (DRO) flight planning procedures. | | |

19.2.2 All RNAV-1 (GNSS) STARs terminate at the initial approach fix (IAF). Arrivals can expect radar vectors for approach to the respective runways.

### 19.3 DEPARTURES

19.3.1 All departing aircraft will be cleared on the appropriate RNAV-1 (GNSS) SIDs or radar departure to join the planned ATS route and shall climb initially to 3,000ft.

19.3.2 RNAV-1 (GNSS) SIDs will be assigned to departures from Singapore Changi Airport that flight plan on the following ATS routes:

| ATS Route | RNAV-1 SID | Remarks and Flight Planning Requirements |
|---|---|---|
| A457 | MASBO | NIL |
| B470 | ANITO | NIL |
| G580 / M646 | TOMAN | NIL |
| L625 / N884 | TOMAN | NIL |
| L762 | MIBEL | NIL |
| M751 | MERSING | NIL |

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| ATS Route | RNAV-1 SID | Remarks and Flight Planning Requirements |
|---|---|---|
| M753 | MERSING | VMR L642 EGOLO DCT IPRIX[2]<br>Expect radar vectors or further ATC clearance on approaching VMR. |
| M771 | MERSING | VMR DOLOX M771<br>Expect radar vectors or further ATC clearance on approaching VMR. |
| N884 | Not applicable | Not available for flight planning between VMR and LUSMO. Flight plan via TOMAN L625 LUSMO N884. |
| N891 | MERSING | VMR ENREP N891<br>Expect radar vectors or further ATC clearance on approaching VMR. |
| R469 | TAROS | NIL |
| T21 / L504 | DODSO | Departures joining ATS route L504 to flight plan via DODSO T21 OBDOS. |
| T21 / M774 | DODSO | Departures joining ATS route M774 to flight plan via DODSO T21 OBDOS. |
| T24 / M635 | IDBUD | Departures joining ATS route M635 to flight plan via IDBUD T24 SURGA M635. |
| W26 | KIRDA | NIL |
| Y513 | AROSO | Flight planning permitted for flights departing from or overflying Singapore to destinations north of Kuala Lumpur and Subang Airports. For flights operating at FL220 and below, to flight plan on A457. |
| [2]Refer to ENR 1.3 and ENR 3.2 for Direct Routing Operations (DRO) flight planning procedures. | | |

### 19.4 VERTICAL AND SPEED RESTRICTIONS

19.4.1 Pilots shall comply with an ATC assigned level. Pilots shall also adhere to the vertical and speed restrictions depicted on the SIDs and STARs. ATC clearance will take precedence when the ATC clearance does not allow the pilots to adhere to the vertical and speed restrictions depicted on the SIDs and STARs.

### 19.5 OPERATORS' PROCEDURES

19.5.1 The operator shall ensure that in-flight procedures, crew manuals and training programmes are established in accordance with RNAV-1 (GNSS) navigation requirements.

19.5.2 Pilots shall inform ATC when on-board equipment does not meet the RNAV-1 (GNSS) navigation requirements. Pilots can then expect radar vector from ATC.


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## 20 COORDINATES OF SID/STAR WAYPOINTS (WGS84 DATUM)

| Name | Coordinates | Radius/Distance from VTK | Radius/Distance from SJ |
|---|---|---|---|
| ABVIP | 010008.00N 1035032.00E | VTK R-203.5 / D27.0 | SJ R-183.5 / D13.2 |
| ADPON | 011203.00N 1040514.00E | VTK R-163.1 / D13.4 | SJ R-95.3 / D14.1 |
| AGROT | 010108.00N 1035808.00E | VTK R-187.7 / D24 | SJ R-150.8 / D14.0 |
| AGVAR | 014719.00N 1034145.00E | VTK R-318.8 / D29.8 | SJ R-344.3 / D35.3 |
| AKMET | 015355.00N 1034339.00E | VTK R-328.6 / D34.0 | SJ R-349.3 / D41.3 |
| AKOMA | 014522.00N 1035443.00E | VTK R-342.0 / D21.4 | SJ R-6.2 / D32.0 |
| ALFA | 013033.00N 1034942.00E | VTK R-295.7 / D12.9 | SJ R-354.8 / D17.2 |
| ANITO | 001700.00S 1045200.00E | VTK R-153.4 / D113.4 | SJ R-146.0 / D108.6 |
| ARAMA | 013654.00N 1030712.00E | VTK R-282.4 / D55.5 | SJ R-298.0 / D50.0 |
| AROSO | 020846.00N 1032421.00E | VTK R-319.9 / D57.4 | SJ R-334.0/ D61.7 |
| ASITI | 004906.00N 1035042.00E | VTK R-196.6 / D37.2 | SJ R-181.3 / D24.1 |
| ASOMI | 010142.00N 1040207.00E | VTK R-178.1 / D23.1 | SJ R-136.9 / D15.9 |
| ASUNA | 005948.00N 1030954.00E | VTK R-244.1 / D57.3 | SJ R-252.0 / D43.6 |
| ATLEX | 010302.00N 1033331.00E | VTK R-232 / D-35.4 | SJ R-240 / D20.5 |
| ATRUM | 013256.00N 1040057.00E | VTK R-357.3 / D8.0 | SJ R-26.1 / D21.8 |
| BETBA | 013302.00N 1035331.00E | VTK R-316.1/ D11.3 | SJ R-6.3 / D19.8 |
| BIDUS | 013554.05N 1035754.86E | VTK R-326.0 / D13.2 | SJ R-6.9 / D22.6 |
| BIPOP | 013121.83N 1041018.03E | VTK R-54.5 / D11.0 | SJ R-46.8 / D26.2 |
| BISOV | 004229.00N 1025214.00E | VTK R-238.6 / D81.1 | SJ R-242.6 / D66.6 |
| BITAM | 010813.00N 1040757.00E | VTK R-158.3 / D17.9 | SJ R-107 / D17.5 |
| BOBAG | 010230.00N 1032954.00E | VTK R-234.7 / D38.6 | SJ R-243.2 / D24 |
| BOKIP | 010421.00N 1034353.00E | VTK R-220.5 / D27.0 | SJ R-219.5 / D11.6 |
| DODSO | 012225.00N 1061402.00E | VTK R-91 / D154.3 | SJ R-86.4 / D143.3 |
| DOVAN | 011938.00N 1041249.00E | VTK R-114.6 / D12.7 | SJ R-73.9 / D22.5 |
| DUBOT | 010846.00N 1040103.00E | VTK R-181 / D16.1 | SJ R-115 / D10.8 |
| DUMUP | 005430.00N 1035516.00E | VTK R-191.4 / D30.9 | SJ R-167.9 / D19.2 |
| ELALO | 041240.00N 1043329.00E | VTK R-10.6 / D169.9 | SJ R-13.4 / D183.3 |
| EMRIX | 012606.00N 1041040.00E | VTK R-83.0 / D9.4 | SJ R-57.0 / D23.2 |
| ERVIV | 010445.00N 1041013.00E | VTK R-156.1 / D22 | SJ R-114.3 / D20.8 |
| GIXEM | 004920.00N 1042539.00E | VTK R-145.5 / D43 | SJ R-124.8 / D41.9 |
| GOTGA | 012013.00N 1044200.00E | VTK R-96.6 / D41 | SJ R-82.3 / D51.3 |
| GUMPU | 013000.00N 1034243.20E | VTK R-285.1 / D19.3 | SJ R-332.6 / D18.6 |
| GUNUD | 011042.00N 1050618.00E | VTK R-102.3 / D66.6 | SJ R-92 / D75.2 |
| GURES | 002814.00N 1043835.00E | VTK R-146.4 / D67.5 | SJ R-133.3 / D65.2 |
| HOSBA | 011947.80N 1042417.50E | VTK R-102.5 / D23.6 | SJ R-79 / D33.7 |
| IBASU | 005751.00N 1033410.00E | VTK R-225.3 / D38.3 | SJ R-228 / D23.1 |
| IBIVA | 011351.00N 1035637.00E | VTK R-203.1/ D12.0 | SJ R-84.3 / D5.3 |
| IBIXU | 011621.00N 1035740.00E | VTK R-203.2 / D9.3 | SJ R-64.4 / D7.0 |
| IDBUD | 001454.00N 1050139.00E | VTK R-139.1 / D92.2 | SJ R-129.5 / D91.4 |
| IDKIV | 005652.00N 1041333.00E | VTK R-156.3 / D30.5 | SJ R-126.3 / D27.7 |
| IGNON | 010847.00N 1041257.00E | VTK R-144.1 / D19.8 | SJ R-101.8 / D22.2 |
| IGOSI | 005645.00N 1040644.00E | VTK R-169.1 / D28.6 | SJ R-136.8 / D22.7 |
| IKIRO | 000849.00N 1044420.00E | VTK R-150.4 / D87.1 | SJ R-140.4 / D83.4 |
| ISGIL | 004246.00N 1031257.00E | VTK R-229.1 / D64.1 | SJ R-231.6 / D49 |
| ISNOM | 010629.00N 1035826.00E | VTK R-189 / D18.6 | SJ R-133.6 / D9.9 |

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| Name | Coordinates | Radius/Distance from VTK | Radius/Distance from SJ |
|---|---|---|---|
| KANLA | 034556.00N 1043606.00E | VTK R-13.8 / D144.5 | SJ R-16.5 / D158.3 |
| KARTO | 011124.00N 1053343.00E | VTK R-98.3 / D93.5 | SJ R-91.1 / D102.6 |
| KEXAS | 011019.00N 1044818.00E | VTK R-107.2 / D49.2 | SJ R-93.0 / D57.2 |
| KILOT | 030217.00N 1044023.00E | VTK R-22.0 / D104.5 | SJ R-24.4 / D119.0 |
| KIRDA | 000009.00N 1045934.00E | VTK R-145.4 / D102.7 | SJ R-136.8 / D100.1 |
| LAVAX | 010950.00N 1042714.00E | VTK R-120.1 / D30.0 | SJ R-95.5 / D36.2 |
| LEDOX | 011642.00N 1035651.00E | VTK R-208.6 / D9.4 | SJ R-58.5 / D6.5 |
| LELIB | 012729.00N 1032450.00E | VTK R-274.0 / D36.6 | SJ R-298.0 / D30.0 |
| LETGO | 011411.00N 1035548.00E | VTK R-207.3 / D12.1 | SJ R-79.1 / D4.6 |
| MABAL | 032826.00N 1051236.00E | VTK R-30.1 / D142.1 | SJ R-31.2 / D157.2 |
| MASBO | 020248.00N 1025251.00E | VTK R-299.0 / D78.3 | SJ R-310.2 / D76.6 |
| MIBEL | 012351.00N 1020816.00E | VTK R-269.5 / D113.2 | SJ R-275.8 / D103.7 |
| MOLVO | 012955.00N 1040227.00E | VTK R-12.8 / D5.1 | SJ R-34.2 / D20 |
| MOXIB | 012933.00N 1040315.00E | VTK R-22.7 / D5 | SJ R-36.7 / D20.1 |
| MUMDU | 010521.00N 1042714.00E | VTK R-126.9 / D32.4 | SJ R-102.5 / D36.9 |
| NYLON | 013656.90N 1040623.80E | VTK R-23 / D13 | SJ R-32.9 / D30.0 |
| PALGA | 011059.00N 1034759.00E | VTK R-223.8 / D19.3 | SJ R-235.1 / D4.1 |
| PAMSI | 010459.00N 1034845.00E | VTK R-212.3 / D23.6 | SJ R-197.2 / D8.7 |
| PASPU | 015915.00N 1040618.00E | VTK R-8.3 / D34.5 | SJ R-18.3 / D48.1 |
| PIBAP | 023023.00N 1040618.00E | VTK R-4.4 / D65.3 | SJ R-11.1 / D78.1 |
| POSUB | 012725.00N 1040748.00E | VTK R-69.0 / D6.9 | SJ R-49.8 / D21.7 |
| POVEB | 011344.00N 1040130.00E | VTK R-179.2 / D11.1 | SJ R-87.9 / D10.3 |
| PU | 012524.00N 1035600.00E | VTK R-275.2 / D5.4 | SJ R-21.1 / D13.0 |
| REMES | 004342.00N 1035735.00E | VTK R-185.2 / D41.2 | SJ R-167.9 / D30.2 |
| REPOV | 001623.00N 1040300.00E | VTK R-178.6 / D68.2 | SJ R-168.3 / D57.9 |
| RWY 02R DER | 012122.00N 1040051.00E | VTK R-187.8 / D3.6 | SJ R-50.3 / D12.5 |
| RWY 02C DER | 012145.00N 1035957.00E | VTK R-203.3 / D3.4 | SJ R-45.8 / D12.1 |
| RWY 02L DER | 012305.00N 1035933.00E | VTK R-224.1 / D2.5 | SJ R-40.6 / D12.8 |
| RWY 20C DER | 011942.00N 1035905.00E | VTK R-203 / D5.7 | SJ R-50.8 / D10.1 |
| RWY 20R DER | 012047.00N 1035835.00E | VTK R-213.7 / D4.9 | SJ R-44.8 / D10.4 |
| RWY 20L DER | 011919.00N 1035959.00E | VTK R-193.7 / D5.7 | SJ R-55.8 / D10.6 |
| SABKA | 015051.00N 1031713.00E | VTK R-300.4/ D51.2 | SJ R-317.7 / D50.7 |
| SALRU | 011701.00N 1040802.00E | VTK R-139.5 / D10.3 | SJ R-77.8 / D17.2 |
| SAMKO | 010529.51N 1035254.86E | VTK R-203.5 / D21.1 | SJ R-168 / D8 |
| SANAT | 010748.79N 1035929.76E | VTK R-186.1 / D17.1 | SJ R-123.7 / D9.9 |
| SEBVO | 011258.00N 1043448.00E | VTK R-109.5 / D35.6 | SJ R-90.5 / D43.6 |
| SJ (SINJON) | 011321.34N 1035115.22E | - | - |
| SURGA | 003657.00S 1063119.00E | VTK R-129.1 / D193.3 | SJ R-124.6 / D194.3 |
| TAROS | 004200.00N 1021612.00E | VTK R-247.9 / D139.4 | SJ R-251.9 / D100.2 |
| TEBUN | 011455.00N 1031557.00E | VTK R-257.7 / D46.5 | SJ R-272.5 / D35.4 |
| TOMAN | 012147.00N 1054717.00E | VTK R-91.7 / D106.2 | SJ R-85.9 / D116.5 |
| UGEBO | 003813.00N 1052432.00E | VTK R-119.1 / D95.4 | SJR-110.5 / D99.8 |
| UKIBO | 011758.00N 1035924.00E | VTK R-195.7 / D7.2 | SJ R-60.6 / D9.4 |
| UPTEL | 005925.00N 1040730.00E | VTK R-166.3 / D26.1 | SJ R-130.5 / D21.4 |
| VAMPO | 005833.00N 1032525.00E | VTK R-233.9 / D44.5 | SJ R-240.4 / D29.8 |
| VANBU | 010643.00N 1042740.00E | VTK R-124.5 / D32 | SJ R-100.3 / D37.1 |


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| Name | Coordinates | Radius/Distance from VTK | Radius/Distance from SJ |
|---|---|---|---|
| VASTI | 004320.00N 1043406.00E | VTK R-141.6 / D52.8 | SJ R-124.8 / D52.3 |
| VEBMA | 012030.00N 1045332.00E | VTK R-94.8 / D52.5 | SJ R-83.5 / D57.8 |
| VEXEL | 005904.00N 1034254.00E | VTK R-215.7 / D31.7 | SJ R-210.5 / D16.5 |
| VIBOG | 004310.00N 1034302.00E | VTK R-203.8 / D45.4 | SJ R-195.3 / D31.2 |
| VIGUD | 011328.00N 1035730.00E | VTK R-198.6 / D69.7 | SJ R-89 / D6.2 |
| VIMAL | 010942.00N 1042353.00E | VTK R-123.8 / D27.2 | SJ R-96.4 / D22.9 |
| VIRET | 003940.00N 1043511.00E | VTK R-143 / D56.4 | SJ R-127.3 / D55.3 |
| VMR | 022318.00N 1035218.00E | VTK R-351.2 / D58.8 | SJ R-0.9 / D69.6 |
| VOVOS | 011123.00N 1032651.00E | VTK R-248.7 / D37.1 | SJ R-265.4 / D24.5 |
| VTK (TEKONG) | 012455.36N 1040120.17E | - | - |

## 21 SID / STAR PHRASEOLOGIES

21.1 SID / STAR phraseologies allow ATC and pilot to communicate and understand detailed clearance information that would otherwise require long and potentially complex transmissions. To eliminate safety risk due to a mismatch between ATC and pilot expectations when SID / STAR phraseologies are used, and what certain terms may mean, ICAO has published Amendment 7-A to Doc 4444, PANS- ATM to harmonise the core phraseologies that positively reinforce the lateral, vertical and speed requirements embedded in a SID or STAR that will continue to apply, unless explicitly cancelled or amended by the controller.

21.2 The core phraseologies are:

i. CLIMB VIA SID TO (level)
ii. DESCEND VIA STAR TO (level)

21.3 These require the aircraft to:

i. Climb / descend to the cleared level in accordance with published level restrictions;
ii. Follow the lateral profile of the procedure; and
iii. Comply with published speed restrictions or ATC-issued speed control instructions as applicable.

21.4 Phraseologies for removal of speed or level restrictions are:

i. CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S)
ii. DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s))

21.5 These phraseologies mean that:

i. The lateral profile of the procedure continue to apply and
ii. Speed or level restrictions which have not been referred to will continue to apply.

21.6 Phraseologies for variations to the lateral profile of the SID / STAR are:

i. PROCEED DIRECT (waypoint), or
ii. VECTORING

21.7 These phraseologies mean that speed and level restrictions associated with the bypassed waypoints are cancelled.

21.8 Phraseology to clear aircraft to return to SID / STAR is: REJOIN SID / STAR

21.9 This phraseology means that speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.

21.10 The term ‘VIA’ will no longer be used when issuing lateral routing clearances.

## 22 LIGHT AIRCRAFT OPERATIONS

22.1 Light aircraft operations into and out of Singapore Changi Airport may be approved subject to the following conditions:

a) Prior permission has been granted;
b) Aircraft is suitably equipped;
c) Pilot is appropriately rated;
d) Subject to ATC.

22.2 Flight notification shall be given by filing a flight plan.

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22.3 All such operations will be regulated in accordance with IFR procedures.

## 23 CHANGI FLOW MANAGEMENT PROCEDURES

### 23.1 INTRODUCTION

23.1.1 The objectives of the procedures are to improve the efficiency of Singapore's air traffic service by minimising radar vectoring as well as improving airspace capacity.

23.1.2 The procedures require the holding of Changi arrivals over established holding areas.

### 23.2 ENTRY AND EXIT GATES

23.2.1 'Entry gates' and 'Exit gates' are established to ensure segregation between arriving and departing aircraft operating at Singapore Changi Airport. These gates (waypoints) are incorporated in the RNAV SIDs/STARs which have been implemented to support the flow management procedures. The 'entry' and 'exit' gates are shown below:

| Entry Gate | Coordinates |
|---|---|
| KEXAS | 011019.00N 1044818.00E |
| PASPU | 015915.00N 1040618.00E |
| REMES | 004342.00N 1035735.00E |
| VAMPO | 005833.00N 1032525.00E |

### 23.3 ARRIVING AIRCRAFT TO SINGAPORE CHANGI AIRPORT

23.3.1 STANDARD INSTRUMENT ARRIVAL (STAR)
IFR flight should expect a Standard Instrument Arrival (STAR).

23.3.2 ENTRY GATE TIME
To regulate the flow of traffic into the Approach airspace, ATC will issue, when necessary, a time restriction at an entry gate associated with the inbound route of the flight into Singapore Changi Airport.

23.3.3 DESCENT PROFILE
Pilots shall plan their descent profile in accordance with the published STAR procedures.

23.3.4 SPEED CONTROL
Speed control restrictions are incorporated into the STARs to enhance predictability and planning of air traffic in the Approach airspace. Pilots shall adhere to the speed control restrictions published in the STAR procedures unless otherwise advised. ATC may issue further speed adjustment during the different phases of the flight if traffic situation warrants.

### 23.4 APPROACH AIRSPACE HOLDING PROCEDURES

23.4.1 ENTRY PROCEDURE
The entry into the holding patterns shall be in accordance with the three-sector entry procedure as prescribed in ICAO Doc 8168 - OPS/611 Edition 1993.

23.4.2 RATE OF TURN
All turns are to be made at a bank angle of 25° or at a rate of 3° per second, whichever requires the lesser bank.

23.4.3 DESCENT PROCEDURE
When instructed to join a holding pattern, pilots shall reach their assigned altitudes prior to arriving at the holding point. This will allow appropriate traffic sequencing and the reduction of step-descents in the holding pattern.

23.4.4 DETAILS OF APPROACH AIRSPACE HOLDING AREAS

| Holding Fix / ID / Co-ordinates | Inbound Track °M | Direction of Turn | MAX HLDG Speed (IAS) | Time (MIN) | MNM-MAX HLDG Level | Controlling Unit and Frequency |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **NYLON**<br>013657N<br>1040624E | 203° | Left | 220 knots | 1 | FL140<br>3,000ft | Singapore Approach<br>124.05MHz (PRI)<br>132.15MHz (SRY) |
| **KEXAS**<br>011019N<br>1044818E | 268° | Left | 220 knots | 1 | FL160<br>11,000ft | Singapore Approach<br>124.05MHz (PRI)<br>132.15MHz (SRY) |


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| Holding Fix / ID / Co-ordinates | Inbound Track °M | Direction of Turn | MAX HLDG Speed (IAS) | Time (MIN) | MNM-MAX HLDG Level | Controlling Unit and Frequency |
|---|---|---|---|---|---|---|
| **REMES**<br>004342N<br>1035735E | 348° | Left | 220 knots | 1 | FL140<br>6,000ft | Singapore Approach<br>124.6MHz (PRI)<br>132.15MHz (SRY) |
| **BOBAG**<br>010230N<br>1032954E | 082° | Right | 220 knots | 1 | FL140<br>6,000ft | Singapore Approach<br>124.6MHz (PRI)<br>132.15MHz (SRY) |
| **VAMPO**<br>005833N<br>1032525E | 149° | Right | 220 knots | 1 | FL180<br>6,000ft | Singapore Approach<br>124.6MHz (PRI)<br>132.15MHz (SRY) |

23.4.5 ALTERNATE HOLDING AREAS
In the event of inclement weather or capacity constraints rendering a specific holding area unusable, arrivals may be cleared to an alternate holding area for re-sequencing. To ensure smooth transition to alternate holding area, all arrivals bound for Singapore Changi Airport shall have their FMS programmed with all the four promulgated holding areas (paragraph 23.4.4).

### 23.5 EXPECTED TIME TO LEAVE HOLDING AREA

23.5.1 If arrival delay is processed by means of holding, pilots will be informed of the expected time to leave the respective holding area.

23.5.2 The expected time to leave is issued to serve as an early notification of the probable holding duration as well as for unforeseen circumstance such as radio failure (see ENR 1.6). Subsequently, a specified time to leave the holding area will be issued to pilots to resume the flight according to the assigned RNAV STARs.

### 23.6 DEPARTING AIRCRAFT FROM SINGAPORE CHANGI AIRPORT

23.6.1 DEPARTURE SPEED CONTROL
Departing aircraft shall not exceed IAS 230 knots below 4,000 feet AMSL or at the waypoints specified in the SID and not exceed IAS 250 knots below 10,000 feet AMSL. Pilots shall also comply with speed control restrictions according to published SIDs.

## 24 SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES

### 24.1 INTRODUCTION

24.1.1 Simultaneous independent parallel approaches will be implemented daily between 0000UTC and 1500UTC to optimize runway utilization and enhance air traffic efficiency.

### 24.2 PROCEDURES FOR SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES

24.2.1 To ensure safe operations between aircraft on parallel approaches, Normal Operating Zones (NOZs) are established for each extended runway centreline and a No Transgression Zone (NTZ) is established between the NOZs.

24.2.2 ATC will vector arriving flights into Singapore Changi Airport from the final waypoint of the respective STARs to the respective NOZs.

24.2.3 Within the NOZ, ATC shall provide a minimum vertical separation of 1,000ft or 3NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS Localizer course.

24.2.4 ATC is not required to provide separation between aircraft on adjacent ILS Localizers and will monitor aircraft for deviation from the approach path.

24.2.5 Aircraft can expect to maintain altitude 2,500ft till Glide Path Interception for Runway 20R / 02L and 3,500ft till Glide Path Interception for Runway 20C / 02C. This is to ensure the necessary vertical separation prior to establishing on the respective ILS Localizer course.

24.2.6 Aircraft can expect the following radiotelephony phraseology to intercept the Localizer before clearing for ILS:

**“TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude) REPORT ESTABLISHED ON THE LOCALIZER RUNWAY (number) LEFT (CENTRE / RIGHT)”**

followed by ...

**"MAINTAIN (altitude), CLEARED FOR ILS APPROACH RUNWAY (number) LEFT (CENTRE/RIGHT)"**

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24.2.7 Aircraft can expect to maintain speed 180 knots at base turn or earlier till 8NM from touchdown.

### 24.3 BREAK-OUT MANOEUVRE

24.3.1 When an aircraft is observed to have not established on the appropriate Localizer course or deviated from its course towards the NTZ, ATC will instruct the aircraft to return immediately to the correct Localizer course with the following radiotelephony phraseology:

**"YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER"**

or

**"TURN LEFT (or RIGHT) TO RETURN TO LOCALIZER COURSE"**

24.3.2 When ATC observed aircraft to be penetrating or will penetrate the NTZ, ATC will instruct the aircraft on the adjacent Localizer course to alter course to avoid the deviating aircraft with the following radiotelephony phraseology:

**"TRAFFIC ALERT, TURN LEFT (or RIGHT) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude)"**

### 24.4 PILOT NOTIFICATION AND CONDITIONS FOR OPERATIONS

24.4.1 Simultaneous approaches to parallel runways operation will be broadcasted on ATIS during the active period.

24.4.2 Simultaneous approaches to the parallel runways will be suspended in the event of adverse weather or any other conditions that may affect the safe conduct of such approaches to the parallel runways.

## WSSS AD 2.23 ADDITIONAL INFORMATION

### 1 BIRD CONCENTRATION IN THE VICINITY OF THE AIRPORT

1.1 A number of varieties of birds are found in Singapore throughout the year. The larger birds commonly found in Singapore Changi Airport include the following:

- cattle egrets (weighing approximately 400g each)
- intermediate egrets (weighing approximately 500g each)
- brahminy kites (weighing approximately 600g each)
- grey herons (weighing approximately 1500g each)
- white-bellied sea eagle (weighing approximately 2900g each)

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

1.3 Various active dispersal devices generating light, sound or cracking effects are used for bird dispersal to mitigate wildlife hazards where necessary within Singapore Changi Airport (such as handheld laser device, long range acoustic device, scarecrow, stock-whip, pyrotechnic, etc.).

## WSSS AD 2.24 CHARTS RELATED TO AN AERODROME

| | |
|---|---|
| LOCATIONS OF RUNWAY 02L/20R, RUNWAY 02C/20C AND RUNWAY 02R/20L AT WSSS | AD-2-WSSS-ADC-1 |
| AERODROME CHART - ICAO | AD-2-WSSS-ADC-2 |
| AERODROME HOTSPOTS - ICAO | AD-2-WSSS-ADC-3 |
| AERODROME OBSTACLE CHART ICAO - TYPE A - RWY 02L/20R | AD-2-WSSS-AOC-1 |
| AERODROME OBSTACLE CHART - ICAO - TYPE A - RWY 02C/20C | AD-2-WSSS-AOC-2 |
| AERODROME OBSTACLE CHART - ICAO - TYPE B | AD-2-WSSS-AOC-3 |
| AERODROME OBSTACLE CHART ICAO - TYPE A - RWY 02R/20L | AD-2-WSSS-AOC-4 |
| PRECISION APPROACH TERRAIN CHART - ICAO - RWY 02L | AD-2-WSSS-PATC-1 |
| PRECISION APPROACH TERRAIN CHART - ICAO - RWY 20C | AD-2-WSSS-PATC-2 |
| PRECISION APPROACH TERRAIN CHART - ICAO - RWY 02R | AD-2-WSSS-PATC-3 |
| Precision Approach Terrain Chart - ICAO - RWY 20L | AD-2-WSSS-PATC-4 |
| PRECISION APPROACH TERRAIN CHART - ICAO - RWY 02C | AD-2-WSSS-PATC-5 |
| RNAV (GNSS) SID - RWY 02C - ANITO 7A | AD-2-WSSS-SID-1 |
| RNAV(GNSS) SID - RWY 20C - ANITO 8B | AD-2-WSSS-SID-2 |
| RNAV(GNSS) SID - RWY 02R - ANITO 1C | AD-2-WSSS-SID-3 |


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RNAV (GNSS) SID - RWY 20L - ANITO 1D AD-2-WSSS-SID-4
RNAV (GNSS) SID - RWY 02L - ANITO 7E AD-2-WSSS-SID-5
RNAV (GNSS) SID - RWY 20R - ANITO 8F AD-2-WSSS-SID-6
RNAV (GNSS) SID - RWY 02C - AROSO 3A AD-2-WSSS-SID-7
RNAV (GNSS) SID - RWY 20C - AROSO 5B AD-2-WSSS-SID-8
RNAV (GNSS) SID - RWY 02R - AROSO 1C AD-2-WSSS-SID-9
RNAV (GNSS) SID - RWY 20L - AROSO 1D AD-2-WSSS-SID-10
RNAV (GNSS) SID - RWY 02L - AROSO 3E AD-2-WSSS-SID-11
RNAV (GNSS) SID - RWY 20R - AROSO 5F AD-2-WSSS-SID-12
RNAV (GNSS) SID - RWY 02C - DODSO 1A AD-2-WSSS-SID-13
RNAV(GNSS) SID - RWY 20C - DODSO 1B AD-2-WSSS-SID-14
RNAV (GNSS) SID - RWY 02R - DODSO 1C AD-2-WSSS-SID-15
RNAV (GNSS) SID - RWY 20L - DODSO 1D AD-2-WSSS-SID-16
RNAV (GNSS) SID - RWY 02L - DODSO 1E AD-2-WSSS-SID-17
RNAV (GNSS) SID - RWY 20R - DODSO 1F AD-2-WSSS-SID-18
RNAV (GNSS) SID - RWY 02C - IDBUD 1A AD-2-WSSS-SID-19
RNAV (GNSS) SID - RWY 20C - IDBUD 1B AD-2-WSSS-SID-20
RNAV (GNSS) SID - RWY 02R - IDBUD 1C AD-2-WSSS-SID-21
RNAV (GNSS) SID - RWY 20L - IDBUD 1D AD-2-WSSS-SID-22
RNAV (GNSS) SID - RWY 02L - IDBUD 1E AD-2-WSSS-SID-23
RNAV (GNSS) SID - RWY 20R - IDBUD 1F AD-2-WSSS-SID-24
RNAV (GNSS) SID - RWY 02C - KIRDA 1A AD-2-WSSS-SID-25
RNAV (GNSS) SID - RWY 20C - KIRDA 1B AD-2-WSSS-SID-26
RNAV (GNSS) SID - RWY 02R - KIRDA 1C AD-2-WSSS-SID-27
RNAV (GNSS) SID - RWY 20L - KIRDA 1D AD-2-WSSS-SID-28
RNAV (GNSS) SID - RWY 02L - KIRDA 1E AD-2-WSSS-SID-29
RNAV (GNSS) SID - RWY 20R - KIRDA 1F AD-2-WSSS-SID-30
RNAV (GNSS) SID - RWY 02C - MASBO 3A AD-2-WSSS-SID-31
RNAV (GNSS) SID - RWY 20C - MASBO 5B AD-2-WSSS-SID-32
RNAV (GNSS) SID - RWY 02R - MASBO 1C AD-2-WSSS-SID-33
RNAV (GNSS) SID - RWY 20L - MASBO 1D AD-2-WSSS-SID-34
RNAV (GNSS) SID - RWY 02L - MASBO 3E AD-2-WSSS-SID-35
RNAV (GNSS) SID - RWY 20R - MASBO 5F AD-2-WSSS-SID-36
RNAV (GNSS) SID - RWY 02C - VMR 6A AD-2-WSSS-SID-37
RNAV (GNSS) SID - RWY 20C - VMR 9B AD-2-WSSS-SID-38
RNAV (GNSS) SID - RWY 02R - VMR 1C AD-2-WSSS-SID-39
RNAV (GNSS) SID - RWY 20L - VMR 1D AD-2-WSSS-SID-40
RNAV (GNSS) SID - RWY 02L - VMR 6E AD-2-WSSS-SID-41
RNAV (GNSS) SID - RWY 02R - VMR 9F AD-2-WSSS-SID-42
RNAV (GNSS) SID - RWY 02C - MIBEL 1A AD-2-WSSS-SID-43
RNAV (GNSS) SID - RWY 20C - MIBEL 1B AD-2-WSSS-SID-44
RNAV (GNSS) SID - RWY 02R - MIBEL 1C AD-2-WSSS-SID-45
RNAV (GNSS) SID - RWY 20L - MIBEL 1D AD-2-WSSS-SID-46
RNAV (GNSS) SID - RWY 02L - MIBEL 1E AD-2-WSSS-SID-47
RNAV (GNSS) SID - RWY 20R - MIBEL 1F AD-2-WSSS-SID-48
RNAV (GNSS) SID - RWY 02C - TAROS 1A AD-2-WSSS-SID-49
RNAV (GNSS) SID - RWY 20C - TAROS 1B AD-2-WSSS-SID-50
RNAV (GNSS) SID - RWY 02R - TAROS 1C AD-2-WSSS-SID-51
RNAV (GNSS) SID - RWY 20L - TAROS 1D AD-2-WSSS-SID-52
RNAV (GNSS) SID - RWY 02L - TAROS 1E AD-2-WSSS-SID-53
RNAV (GNSS) SID - RWY 20R - TAROS 1F AD-2-WSSS-SID-54
RNAV (GNSS) SID - RWY 02C - TOMAN 3A AD-2-WSSS-SID-55
RNAV (GNSS) SID - RWY 20C - TOMAN 5B AD-2-WSSS-SID-56
RNAV (GNSS) SID - RWY 02R - TOMAN 1C AD-2-WSSS-SID-57
RNAV (GNSS) SID - RWY 20L - TOMAN 1D AD-2-WSSS-SID-58
RNAV (GNSS) SID - RWY 02L - TOMAN 3E AD-2-WSSS-SID-59
RNAV (GNSS) SID - RWY 20R - TOMAN 5F AD-2-WSSS-SID-60
RNAV (GNSS) SID - RWY 20C - VOVOS 1B AD-2-WSSS-SID-61
RNAV (GNSS) SID - RWY 20L - VOVOS 1D AD-2-WSSS-SID-62
RNAV (GNSS) SID - RWY 20R - VOVOS 1F AD-2-WSSS-SID-63
RNAV (GNSS) SID - RWY 02R/20L - CHA 1C / CHA 1D AD-2-WSSS-SID-64
RNAV(GNSS) STAR - RWY 02L/02C/02R - ARAMA 1A AD-2-WSSS-STAR-1
RNAV(GNSS) STAR - RWY 20R/20C/20L - ARAMA 1B AD-2-WSSS-STAR-2
RNAV(GNSS) STAR - RWY 02L/02C/02R - ASUNA 2A AD-2-WSSS-STAR-3

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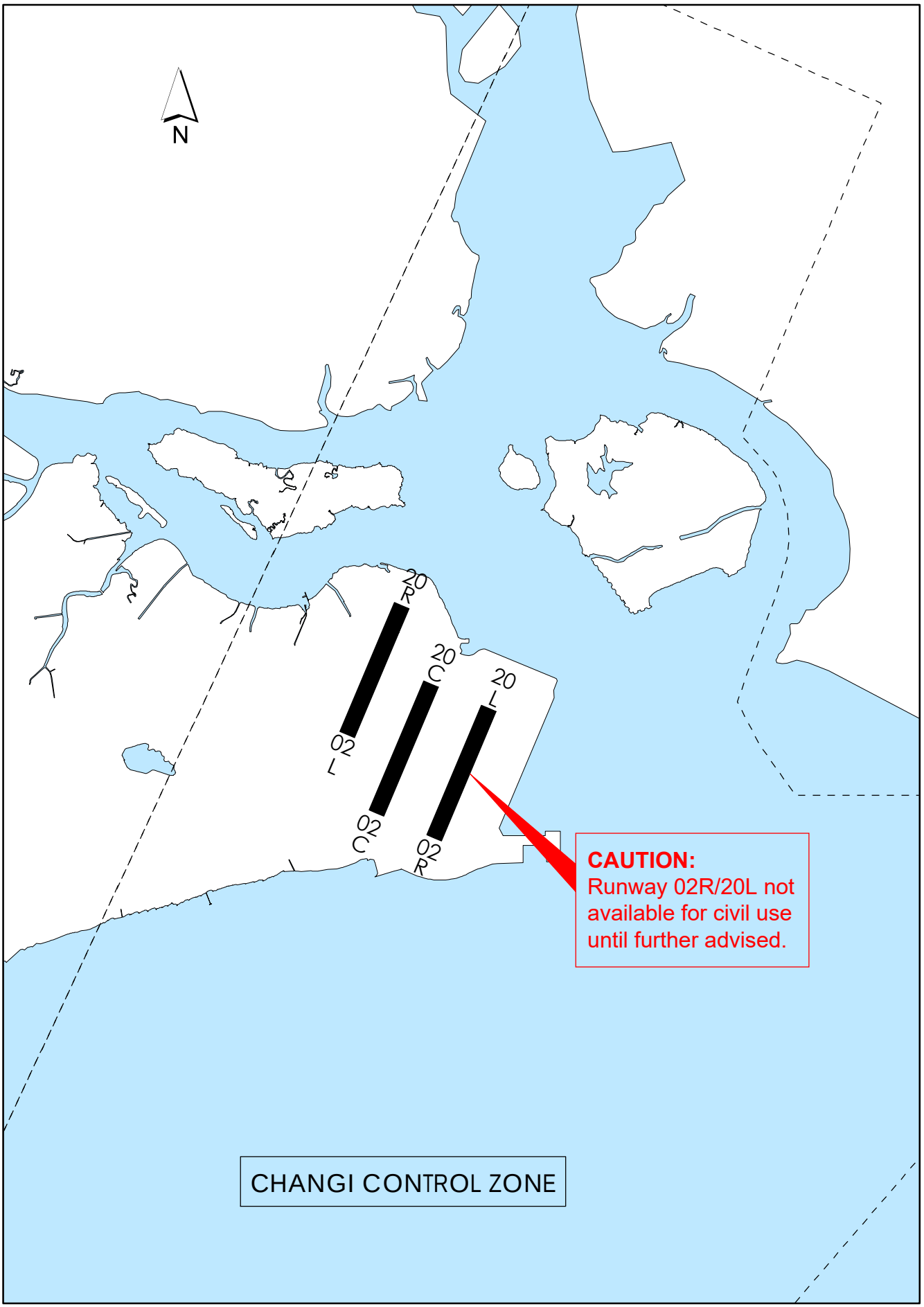
| | |
|---|---|
| RNAV(GNSS) STAR - RWY 20R/20C/20L - ASUNA 2B | AD-2-WSSS-STAR-4 |
| RNAV(GNSS) STAR - RWY 02L/02C/02R - ELALO 1A | AD-2-WSSS-STAR-5 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - ELALO 1B | AD-2-WSSS-STAR-6 |
| RNAV(GNSS) STAR - RWY 02L/02C/02R- KARTO 2A | AD-2-WSSS-STAR-7 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - KARTO 2B | AD-2-WSSS-STAR-8 |
| RNAV(GNSS) STAR - RWY 02L/02C/02R - LEBAR 2A | AD-2-WSSS-STAR-9 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - LEBAR 3B | AD-2-WSSS-STAR-10 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - LELIB 3B | AD-2-WSSS-STAR-11 |
| RNAV(GNSS) STAR - RWY 02L/02C/02R - MABAL 2A | AD-2-WSSS-STAR-12 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - MABAL 2B | AD-2-WSSS-STAR-13 |
| RNAV(GNSS) STAR - RWY 02L/02C/02R - REPOV 2A | AD-2-WSSS-STAR-14 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - REPOV 2B | AD-2-WSSS-STAR-15 |
| RNAV(GNSS) STAR - RWY 02L/02C/02R - TEBUN 1A | AD-2-WSSS-STAR-16 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - TEBUN 1B | AD-2-WSSS-STAR-17 |
| RNAV(GNSS) STAR - RWY 02L/02C/02R - UGEBO 1A | AD-2-WSSS-STAR-18 |
| RNAV(GNSS) STAR - RWY 20R/20C/20L - UGEBO 1B | AD-2-WSSS-STAR-19 |
| Instrument Approach Chart - ICAO - RWY 02L - ICW ILS/DME | AD-2-WSSS-IAC-1 |
| Instrument Approach Chart - ICAO - RWY 02C - ICE ILS/DME | AD-2-WSSS-IAC-2 |
| Instrument Approach Chart - ICAO - RWY 02R - ICX ILS/DME | AD-2-WSSS-IAC-3 |
| Instrument Approach Chart - ICAO - RWY 20R - ICH ILS/DME | AD-2-WSSS-IAC-5 |
| Instrument Approach Chart - ICAO - RWY 20C - ICC ILS/DME | AD-2-WSSS-IAC-6 |
| Instrument Approach Chart - ICAO - RWY 20C - VTK DVOR/DME | AD-2-WSSS-IAC-7 |
| Instrument Approach Chart - ICAO - RWY 02L - RNP | AD-2-WSSS-IAC-9 |
| Instrument Approach Chart - ICAO - RWY 02C - RNP | AD-2-WSSS-IAC-10 |
| Instrument Approach Chart - ICAO - RWY 20R - RNP | AD-2-WSSS-IAC-11 |
| Instrument Approach Chart - ICAO - RWY 20C - RNP | AD-2-WSSS-IAC-12 |
| Instrument Approach Chart - ICAO - RWY 02R - RNP | AD-2-WSSS-IAC-13 |
| Instrument Approach Chart - ICAO - RWY 20L - RNP | AD-2-WSSS-IAC-14 |
| Visual Approach Chart - ICAO | AD-2-WSSS-VAC-1 |

## WSSS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

*NIL (not applicable).*


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# LOCATIONS OF RUNWAY 02L/20R, RUNWAY 02C/20C AND RUNWAY 02R/20L AT WSSS




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*CHANGES*: Updated caution text

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# AERODROME CHART - ICAO

01 21' 33"N
103 59' 22"E

AERODROME ELEVATION 6.66m

| | |
|---|---|
| TWR | 118.6 / 118.25 / 131.4 |
| GND | 124.3 / 121.85 / 121.725 / 127.275 |
| DELIVERY | 121.65 / 119.6 |

| | |
|---|---|
| RAMP TWR | |
| GND | 122.55 (GMC 4 EAST) |
| | 125.65 (GMC 4 WEST) |

# SINGAPORE/SINGAPORE CHANGI

**PAPI 3° (MEHT) ***

| Pilot's eye height over the threshold when the following PAPI lights come into view. | RUNWAY | | | | | |
|---|---|---|---|---|---|---|
| | 02L | 20R | 02C | 20C | 02R | 20L |
| 2 White lights and 2 red lights | 20,0m | 19,5m | 19,6m | 19,8m | 19,7m | 19,7m |
| 3 White lights and 1 red light | 24,0m | 23,3m | 23,7m | 23,7m | 23,6m | 23,6m |
| 4 White lights | 26,4m | 25,7m | 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 advisable to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.

| RWY | DIRECTION | THR | GEOID UNDULATION | BEARING STRENGTH |
|---|---|---|---|---|
| 02L | 023° | 01 20 56.27N 103 58 38.82E | 10.23m | PCR 710/F/B/X/U |
| 20R (DISP THR) | 203° | 01 22 34.02N 103 59 20.09E | 10.26m | |
| 02C | 023° | 01 19 43.51N 103 59 05.86E | 10.27m | |
| 20C | 203° | 01 21 43.37N 103 59 56.46E | 10.30m | |
| 02R | 023° | 01 19 20.59N 103 59 59.45E | 10.32m | |
| 20L | 203° | 01 21 20.45N 104 00 50.05E | 10.36m | |

**TAXIWAYS**

BEARING STRENGTH

PCR 1006/R/B/W/U - TWY A1, A2, A11, A12, A (between A1 and A2, and between A11 and A12), B1, B2, B13, B14, B (between B1 and B2, and between B13 and B14), C1, C2, C13, C14, C (between C1 and C2) and L (between C13 and C14), D1, D2, D13, D14, D (between D1 and D2, and between D13 and D14), T1, T2, T4, T12, T13, T (between T11 and T13), U12, U13, U (between U12 and U13), W1, W9

PCR 830/F/B/X/U - TXL U2, TWY U7 (between TWY U and TXL U2). TWY U8 (between TWY U and TXL U2), TWY U9 (between TWY U and TXL U2), TXL S6, S8, S9, TWY S7

PCR 710/F/B/X/U - All other taxiways,

**APRONS**

BEARING STRENGTH

PCR 680/R/B/W/U - Aircraft stands C11, C16, C19, D30, D35, D38, E2, E6, E7, E10, F32, F36, F37, 301, 303, 304, 305, 307, 308, 309, 402, 403, 404, 605, 952, G1 to G17 and 471 to 487

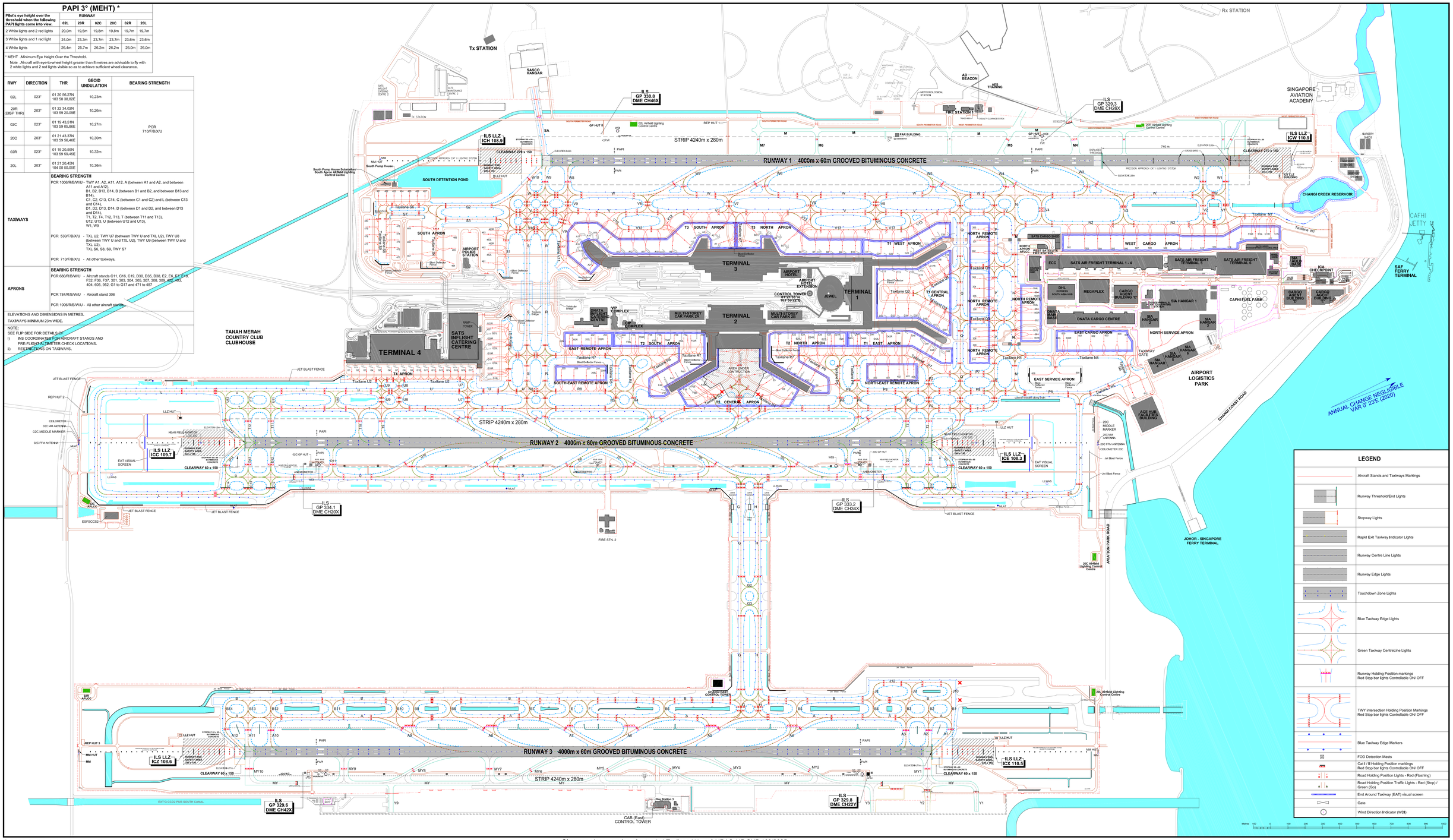
PCR 784/R/B/W/U - Aircraft stand 306

PCR 1006/R/B/W/U - All other aircraft stands

ELEVATIONS AND DIMENSIONS IN METRES.

TAXIWAYS MINIMUM 23m WIDE.

NOTE:
SEE FLIP SIDE FOR DETAILS OF
i) INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS.
ii) RESTRICTIONS ON TAXIWAYS.




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***Changes :*** Incorporation of extended Taxilane N1 - ref AIRAC AIP SUP 163/2025.

### INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

| LOCATION | STAND NR | NORTH LAT | EAST LONG | ELEVATION |
|---|---|---|---|---|
| T3 SOUTH APRON | A1 | 01 21 21.52 | 103 59 06.25 | 4.75m (15.58ft) |
| | A2 | 01 21 21.75 | 103 59 04.00 | 4.65m (15.26ft) |
| | A3 | 01 21 19.86 | 103 59 02.79 | 4.66m (15.29ft) |
| | A4 | 01 21 17.61 | 103 59 02.54 | 4.79m (15.72ft) |
| | A5 | 01 21 15.50 | 103 59 03.62 | 4.86m (15.94ft) |
| | A9 | 01 21 12.56 | 103 59 03.65 | 5.02m (16.47ft) |
| | A10 | 01 21 10.34 | 103 59 02.40 | 5.04m (16.54ft) |
| | A11 | 01 21 07.93 | 103 59 01.41 | 5.25m (17.22ft) |
| | A12 | 01 21 05.76 | 103 59 00.49 | 5.38m (17.65ft) |
| | A13 | 01 21 03.59 | 103 58 59.58 | 5.48m (17.98ft) |
| | A14 | 01 21 01.66 | 103 58 57.59 | 5.57m (18.27ft) |
| | A15 | 01 21 00.77 | 103 58 55.41 | 5.46m (17.91ft) |
| | A16 | 01 20 59.27 | 103 58 54.20 | 5.51m (18.08ft) |
| | A17 | 01 20 57.25 | 103 58 54.06 | 5.23m (17.16ft) |
| | A18 | 01 20 55.67 | 103 58 55.25 | 5.37m (17.62ft) |
| | A19 | 01 20 55.26 | 103 58 57.13 | 5.40m (17.72ft) |
| | A20 | 01 20 56.09 | 103 58 58.83 | 5.45m (17.88ft) |
| | A21 | 01 20 57.10 | 103 59 00.80 | 5.49m (18.01ft) |
| T3 NORTH APRON | B1 | 01 21 26.86 | 103 59 08.37 | 4.82m (15.81ft) |
| | B2 | 01 21 28.18 | 103 59 06.82 | 4.68m (15.35ft) |
| | B3 | 01 21 30.33 | 103 59 07.30 | 4.65m (15.26ft) |
| | B4 | 01 21 32.03 | 103 59 08.60 | 4.75m (15.58ft) |
| | B5 | 01 21 32.98 | 103 59 10.89 | 4.80m (15.75ft) |
| | B6 | 01 21 35.15 | 103 59 13.16 | 4.96m (16.27ft) |
| | B7 | 01 21 37.65 | 103 59 13.93 | 4.97m (16.31ft) |
| | B8 | 01 21 39.94 | 103 59 15.20 | 5.13m (16.83ft) |
| | B9 | 01 21 42.19 | 103 59 16.16 | 5.13m (16.83ft) |
| | B10 | 01 21 44.47 | 103 59 17.12 | 5.15m (16.90ft) |
| T1 WEST APRON | C1 | 01 21 46.75 | 103 59 18.08 | 5.09m (16.70ft) |
| | C20 | 01 21 48.83 | 103 59 19.23 | 5.08m (16.67ft) |
| | C22 | 01 21 51.00 | 103 59 20.13 | 5.15m (16.90ft) |
| | C23 | 01 21 53.56 | 103 59 20.77 | 5.08m (16.67ft) |
| | C24 | 01 21 56.54 | 103 59 20.97 | 4.89m (16.04ft) |
| | C25 | 01 21 59.12 | 103 59 20.59 | 4.99m (16.37ft) |
| | C26 | 01 22 01.48 | 103 59 20.76 | 5.01m (16.44ft) |
| T1 CENTRAL APRON | C11 | 01 21 47.42 | 103 59 23.82 | 5.09m (16.70ft) |
| | C13 | 01 21 49.63 | 103 59 24.75 | 5.03m (16.50ft) |
| | C15 | 01 21 51.89 | 103 59 25.70 | 5.06m (16.60ft) |
| | C16 | 01 21 53.47 | 103 59 26.62 | 4.86m (15.94ft) |
| | C17 | 01 21 55.50 | 103 59 26.20 | 5.01m (16.44ft) |
| | C17L | 01 21 54.75 | 103 59 26.22 | 4.96m (16.27ft) |
| | C17R | 01 21 56.01 | 103 59 25.68 | 5.12m (16.80ft) |
| | C18 | 01 21 57.86 | 103 59 25.75 | 4.99m (16.37ft) |
| | C19 | 01 21 59.79 | 103 59 25.63 | 4.95m (16.24ft) |
| | D30 | 01 21 44.54 | 103 59 30.14 | 5.08m (16.67ft) |
| | D32 | 01 21 46.75 | 103 59 31.08 | 5.08m (16.67ft) |
| | D34 | 01 21 49.03 | 103 59 32.04 | 5.07m (16.63ft) |
| | D35 | 01 21 50.87 | 103 59 32.82 | 5.02m (16.47ft) |
| | D36 | 01 21 51.98 | 103 59 34.52 | 5.06m (16.60ft) |
| | D37 | 01 21 53.37 | 103 59 36.28 | 4.97m (16.31ft) |
| | D38 | 01 21 54.58 | 103 59 37.77 | 4.99m (16.37ft) |
| T1 EAST APRON | D40 | 01 21 38.13 | 103 59 32.89 | 5.11m (16.77ft) |
| | D40L | 01 21 37.38 | 103 59 32.83 | 5.09m (16.70ft) |
| | D40R | 01 21 38.77 | 103 59 32.84 | 5.13m (16.83ft) |
| | D41 | 01 21 40.30 | 103 59 33.81 | 5.07m (16.63ft) |
| | D42 | 01 21 42.77 | 103 59 34.58 | 5.15m (16.89ft) |
| | D42L | 01 21 42.00 | 103 59 34.47 | 5.12m (16.79ft) |
| | D42R | 01 21 43.45 | 103 59 34.44 | 5.21m (17.09ft) |
| | D44 | 01 21 44.97 | 103 59 35.44 | 5.14m (16.86ft) |
| | D46 | 01 21 47.40 | 103 59 36.72 | 5.08m (16.67ft) |
| | D47 | 01 21 49.19 | 103 59 38.89 | 4.93m (16.17ft) |
| | D48 | 01 21 50.60 | 103 59 40.77 | 4.97m (16.31ft) |
| | D49 | 01 21 52.23 | 103 59 42.35 | 4.98m (16.34ft) |
| T2 NORTH APRON | E8 | 01 21 27.99 | 103 59 38.45 | 4.68m (15.35ft) |
| | E10 | 01 21 24.12 | 103 59 32.64 | 4.75m (15.58ft) |
| | E11 | 01 21 25.57 | 103 59 34.37 | 4.78m (15.68ft) |
| | E12 | 01 21 27.20 | 103 59 36.42 | 4.75m (15.58ft) |
| | E20 | 01 21 24.36 | 103 59 27.08 | 5.04m (16.54ft) |
| | E22 | 01 21 26.64 | 103 59 28.04 | 5.07m (16.63ft) |
| | E24 | 01 21 29.01 | 103 59 29.06 | 5.09m (16.70ft) |
| | E24L | 01 21 28.32 | 103 59 28.77 | 5.10m (16.73ft) |
| | E24R | 01 21 29.53 | 103 59 29.28 | 5.08m (16.67ft) |
| | E26 | 01 21 31.19 | 103 59 29.96 | 5.08m (16.67ft) |
| | E27 | 01 21 33.56 | 103 59 30.96 | 5.07m (16.62ft) |
| | E27L | 01 21 32.79 | 103 59 30.86 | 5.03m (16.48ft) |
| | E27R | 01 21 34.20 | 103 59 30.91 | 5.12m (16.80ft) |
| | E28 | 01 21 35.74 | 103 59 31.89 | 5.08m (16.67ft) |

### INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

| LOCATION | STAND NR | NORTH LAT | EAST LONG | ELEVATION |
|---|---|---|---|---|
| T2 CENTRAL APRON | E2 | 01 21 19.28 | 103 59 27.30 | 4.90m (16.08ft) |
| | E3 | 01 21 18.44 | 103 59 29.27 | 4.82m (15.81ft) |
| | E4 | 01 21 18.10 | 103 59 31.70 | 4.80m (15.75ft) |
| | E5 | 01 21 19.56 | 103 59 33.72 | 4.90m (16.08ft) |
| | E6 | 01 21 21.22 | 103 59 35.93 | 4.84m (15.88ft) |
| | E7 | 01 21 22.48 | 103 59 37.46 | 4.73m (15.52ft) |
| | F31 | 01 21 13.87 | 103 59 25.30 | 4.91m(16.11ft) |
| | F32 | 01 21 13.03 | 103 59 27.26 | 4.85m (15.91ft) |
| | F33 | 01 21 11.30 | 103 59 28.54 | 4.91m (16.11ft) |
| | F34 | 01 21 08.98 | 103 59 28.96 | 4.92m (16.14ft) |
| | F35 | 01 21 06.60 | 103 59 29.55 | 4.91m (16.11ft) |
| | F35L | 01 21 06.06 | 103 59 30.13 | 4.74m (15.55ft) |
| | F35R | 01 21 06.96 | 103 59 29.05 | 5.04m (16.54ft) |
| | F36 | 01 21 04.34 | 103 59 29.67 | 4.82m (15.81ft) |
| T2 SOUTH APRON | F37 | 01 20 59.83 | 103 59 27.87 | 4.75m (15.58ft) |
| | F40 | 01 21 05.62 | 103 59 25.34 | 4.85m (15.91ft) |
| | F41 | 01 21 03.19 | 103 59 25.58 | 4.82m (15.81ft) |
| | F42 | 01 21 00.61 | 103 59 25.96 | 4.72m (15.49ft) |
| | F50 | 01 21 10.69 | 103 59 21.32 | 5.03m (16.50ft) |
| | F52 | 01 21 08.51 | 103 59 20.40 | 5.11m (16.77ft) |
| | F52L | 01 21 07.82 | 103 59 20.11 | 5.16m (16.93ft) |
| | F52R | 01 21 09.04 | 103 59 20.62 | 5.08m (16.67ft) |
| | F54 | 01 21 06.14 | 103 59 19.40 | 5.22m (17.13ft) |
| | F56 | 01 21 03.96 | 103 59 18.48 | 5.30m (17.39ft) |
| | F56L | 01 21 03.27 | 103 59 18.18 | 5.42m (17.78ft) |
| | F56R | 01 21 04.49 | 103 59 18.70 | 5.34m (17.52ft) |
| | F58 | 01 21 01.58 | 103 59 17.47 | 5.49m (18.01ft) |
| | F59 | 01 20 59.41 | 103 59 16.55 | 5.64m (18.50ft) |
| | F59L | 01 20 58.72 | 103 59 16.26 | 5.67m (18.60ft) |
| | F59R | 01 20 59.93 | 103 59 16.78 | 5.60m (18.37ft) |
| | F60 | 01 20 56.91 | 103 59 15.50 | 5.77m (18.93ft) |
| EAST REMOTE APRON | 200 | 01 20 47.83 | 103 59 11.67 | 6.23m (20.44ft) |
| | 200L | 01 20 46.91 | 103 59 11.92 | 6.29m (20.64ft) |
| | 200R | 01 20 48.35 | 103 59 11.89 | 6.18m (20.28ft) |
| | 201 | 01 20 49.99 | 103 59 12.62 | 5.96m (19.55ft) |
| | 202 | 01 20 52.34 | 103 59 13.57 | 5.94m (19.49ft) |
| | 202L | 01 20 51.65 | 103 59 13.28 | 5.76m (18.90ft) |
| | 202R | 01 20 52.87 | 103 59 13.79 | 5.73m (18.80ft) |
| | 203 | 01 20 54.52 | 103 59 14.47 | 5.92m (19.42ft) |
| SOUTH-EAST REMOTE APRON | 205 | 01 20 43.91 | 103 59 17.06 | 4.77m (15.65ft) |
| | 206 | 01 20 46.08 | 103 59 17.98 | 4.76m (15.62ft) |
| | 207 | 01 20 48.21 | 103 59 19.01 | 4.74m (15.55ft) |
| | 208 | 01 20 50.68 | 103 59 20.05 | 4.75m (15.58ft) |
| | 208L | 01 20 50.01 | 103 59 19.76 | 4.74m (15.55ft) |
| | 208R | 01 20 51.25 | 103 59 20.29 | 4.73m (15.42ft) |
| NORTH REMOTE APRON | 300 | 01 22 06.95 | 103 59 22.67 | 4.53m (14.86ft) |
| | 301 | 01 22 06.41 | 103 59 24.69 | 4.93m (16.17ft) |
| | 302 | 01 22 05.21 | 103 59 26.75 | 4.97m (16.31ft) |
| | 303 | 01 22 03.55 | 103 59 31.40 | 5.32m (17.45ft) |
| | 304 | 01 22 02.84 | 103 59 33.06 | 5.35m (17.55ft) |
| | 305 | 01 22 02.14 | 103 59 34.71 | 5.30m (17.39ft) |
| | 306 | 01 22 01.41 | 103 59 36.42 | 5.16m (16.93ft) |
| | 307 | 01 21 59.39 | 103 59 40.36 | 5.16m (16.93ft) |
| | 308 | 01 21 58.96 | 103 59 41.35 | 5.10m (16.73ft) |
| | 309 | 01 21 58.52 | 103 59 43.17 | 5.06m (16.60ft) |
| | 310 | 01 21 57.42 | 103 59 44.96 | 4.74m (15.55ft) |
| | 951 | 01 22 09.35 | 103 59 45.23 | 5.15m (16.90ft) |
| | 951L | 01 22 08.91 | 103 59 44.27 | 5.00m (16.40ft) |
| | 951R | 01 22 08.35 | 103 59 45.58 | 5.00m (16.40ft) |
| | 952 | 01 22 09.94 | 103 59 42.65 | 4.89m (16.04ft) |
| | 953 | 01 22 11.22 | 103 59 40.85 | 4.98m (16.34ft) |
| | 953L | 01 22 10.78 | 103 59 39.89 | 4.83m (15.85ft) |
| | 953R | 01 22 10.41 | 103 59 41.28 | 4.87m (15.98ft) |
| | 954 | 01 22 12.46 | 103 59 37.95 | 4.84m (15.88ft) |
| | 954L | 01 22 12.02 | 103 59 36.99 | 4.70m (15.42ft) |
| | 954R | 01 22 11.65 | 103 59 38.38 | 4.74m (15.55ft) |
| NORTH-EAST REMOTE APRON | 400 | 01 21 38.71 | 103 59 40.14 | 4.31m (14.14ft) |
| | 401 | 01 21 40.98 | 103 59 41.10 | 4.31m (14.14ft) |
| | 402 | 01 21 42.85 | 103 59 41.89 | 4.30m (14.11ft) |
| | 403 | 01 21 44.37 | 103 59 42.53 | 4.29m (14.07ft) |
| | 404 | 01 21 45.45 | 103 59 42.98 | 4.20m (13.78ft) |

### INS COORDINATES FOR AIRCRAFT STANDS AND PRE-FLIGHT ALTIMETER CHECK LOCATIONS

| LOCATION | STAND NR | NORTH LAT | EAST LONG | ELEVATION |
|---|---|---|---|---|
| WEST CARGO APRON | 502 | 01 22 22.23 | 103 59 31.62 | 4.35m (14.27ft) |
| | 503 | 01 22 24.98 | 103 59 32.78 | 4.29m (14.07ft) |
| | 504 | 01 22 27.26 | 103 59 33.74 | 4.29m (14.07ft) |
| | 505 | 01 22 29.54 | 103 59 34.70 | 4.32m (14.17ft) |
| | 506 | 01 22 31.81 | 103 59 35.66 | 4.38m (14.37ft) |
| | 507 | 01 22 34.11 | 103 59 36.64 | 4.36m (14.30ft) |
| | 508 | 01 22 36.41 | 103 59 37.61 | 4.29m (14.07ft) |
| | 509 | 01 22 39.12 | 103 59 38.76 | 4.09m (13.42ft) |
| | 510 | 01 22 41.37 | 103 59 40.16 | 4.19m (13.75ft) |
| | 511 | 01 22 43.54 | 103 59 41.09 | 4.22m (13.85ft) |
| | 512 | 01 22 45.71 | 103 59 42.01 | 4.24m (13.91ft) |
| | 513 | 01 22 47.89 | 103 59 42.92 | 4.26m (13.98ft) |
| | 514 | 01 22 50.19 | 103 59 43.54 | 4.36m (14.30ft) |
| | 515 | 01 22 52.90 | 103 59 43.20 | 4.09m (13.43ft) |
| | 516 | 01 22 55.39 | 103 59 43.97 | 4.04m (13.26ft) |
| | 516L | 01 22 56.24 | 103 59 43.80 | 3.96m (12.98ft) |
| | 516R | 01 22 54.93 | 103 59 43.25 | 3.95m (12.97ft) |
| | 517 | 01 22 58.02 | 103 59 45.08 | 4.05m (13.27ft) |
| | 517L | 01 22 58.83 | 103 59 44.99 | 3.98m (13.05ft) |
| | 517R | 01 22 57.55 | 103 59 44.35 | 3.96m (12.98ft) |
| EAST CARGO APRON | 600 | 01 22 14.12 | 103 59 48.10 | 4.25m (13.94ft) |
| | 600L | 01 22 13.28 | 103 59 48.27 | 4.22m (13.83ft) |
| | 600R | 01 22 14.58 | 103 59 48.81 | 4.15m (13.60ft) |
| | 601 | 01 22 16.52 | 103 59 49.27 | 4.27m (14.01ft) |
| | 602 | 01 22 18.80 | 103 59 50.23 | 4.30m (14.11ft) |
| | 603 | 01 22 21.15 | 103 59 51.02 | 4.29m (14.07ft) |
| | 604 | 01 22 23.46 | 103 59 51.99 | 4.31m (14.14ft) |
| | 605 | 01 22 25.19 | 103 59 52.75 | 4.27m (14.01ft) |
| EAST SERVICE APRON | 606 | 01 22 07.00 | 103 59 52.53 | 2.41m (7.91ft) |
| | 609 | 01 22 12.95 | 103 59 55.04 | 2.85m (9.35ft) |
| ACEHUB | 611 | 01 22 22.14 | 104 00 02.87 | 4.01m (13.16ft) |
| | 612 | 01 22 24.50 | 104 00 02.87 | 3.91m (12.83ft) |
| SOUTH APRON | 461 | 01 20 39.67 | 103 58 52.75 | 5.28m (17.32ft) |
| | 462 | 01 20 40.69 | 103 58 50.37 | 5.75m (18.86ft) |
| | 462L | 01 20 40.41 | 103 58 51.02 | 5.48m (17.98ft) |
| | 462R | 01 20 40.97 | 103 58 49.71 | 5.71m (18.73ft) |
| | 463 | 01 20 41.80 | 103 58 47.76 | 5.97m (19.59ft) |
| | 463L | 01 20 41.52 | 103 58 48.42 | 5.82m (19.10ft) |
| | 463R | 01 20 42.06 | 103 58 47.17 | 5.82m (19.10ft) |
| | 464 | 01 20 32.33 | 103 58 49.39 | 4.98m (16.34ft) |
| | 465 | 01 20 33.61 | 103 58 47.20 | 5.01m (16.44ft) |
| | 466 | 01 20 34.53 | 103 58 45.05 | 5.01m (16.44ft) |
| | 467 | 01 20 27.32 | 103 58 45.73 | 5.01m (16.44ft) |
| | 468 | 01 20 28.34 | 103 58 43.34 | 5.00m (16.41ft) |
| | 469 | 01 20 29.36 | 103 58 40.96 | 5.02m (16.47ft) |
| | 471 | 01 20 23.76 | 103 58 44.49 | 5.16m (16.93ft) |
| | 472 | 01 20 24.55 | 103 58 43.24 | 5.16m (16.93ft) |
| | 473 | 01 20 25.12 | 103 58 41.90 | 5.16m (16.93ft) |
| | 474 | 01 20 25.70 | 103 58 40.56 | 5.16m (16.93ft) |
| | 475 | 01 20 26.27 | 103 58 39.22 | 5.16m (16.93ft) |
| | 476 | 01 20 19.16 | 103 58 41.47 | 5.16m (16.93ft) |
| | 477 | 01 20 19.74 | 103 58 40.13 | 5.16m (16.93ft) |
| | 478 | 01 20 20.31 | 103 58 38.79 | 5.16m (16.93ft) |
| | 479 | 01 20 20.88 | 103 58 37.45 | 5.16m (16.93ft) |
| | 480 | 01 20 21.45 | 103 58 36.11 | 5.16m (16.93ft) |
| | 481 | 01 20 25.27 | 103 58 32.56 | 5.22m (17.13ft) |
| | 482 | 01 20 26.62 | 103 58 33.13 | 5.22m (17.13ft) |
| | 483 | 01 20 27.96 | 103 58 33.70 | 5.22m (17.13ft) |
| | 484 | 01 20 29.31 | 103 58 34.27 | 5.22m (17.13ft) |
| | 485 | 01 20 30.66 | 103 58 34.84 | 5.22m (17.13ft) |
| | 486 | 01 20 32.01 | 103 58 35.41 | 5.22m (17.13ft) |
| | 487 | 01 20 33.36 | 103 58 35.98 | 5.22m (17.13ft) |
| T4 APRON | G1 | 01 20 07.58 | 103 59 00.97 | 3.95m (12.96ft) |
| | G2 | 01 20 08.88 | 103 59 01.52 | 3.95m (12.96ft) |
| | G3 | 01 20 10.18 | 103 59 02.07 | 3.95m (12.96ft) |
| | G4 | 01 20 11.48 | 103 59 02.62 | 3.94m (12.93ft) |
| | G5 | 01 20 12.77 | 103 59 03.17 | 3.94m (12.93ft) |
| | G6 | 01 20 14.49 | 103 59 03.89 | 3.93m (12.89ft) |
| | G7 | 01 20 15.70 | 103 59 04.57 | 3.89m (12.76ft) |
| | G8 | 01 20 17.01 | 103 59 05.12 | 3.85m (12.63ft) |
| | G9 | 01 20 18.31 | 103 59 05.67 | 3.85m (12.63ft) |
| | G10 | 01 20 19.60 | 103 59 06.22 | 3.86m (12.66ft) |
| | G11 | 01 20 20.90 | 103 59 06.77 | 3.84m (12.60ft) |
| | G12 | 01 20 22.20 | 103 59 07.31 | 3.83m (12.57ft) |
| | G13 | 01 20 23.50 | 103 59 07.86 | 3.82m (12.53ft) |
| | G14 | 01 20 24.79 | 103 59 08.41 | 3.83m (12.57ft) |
| | G15 | 01 20 26.09 | 103 59 08.96 | 3.88m (12.73ft) |
| | G16 | 01 20 27.39 | 103 59 09.50 | 4.05m (13.29ft) |
| | G17 | 01 20 28.69 | 103 59 10.05 | 4.00m (13.12ft) |
| | G18 | 01 20 31.53 | 103 59 11.86 | 4.36m (14.30ft) |
| | G18L | 01 20 32.05 | 103 59 12.85 | 4.34m (14.24ft) |
| | G18R | 01 20 31.65 | 103 59 11.26 | 4.43m (14.53ft) |
| | G19 | 01 20 32.64 | 103 59 09.25 | 4.56m (14.96ft) |
| | G19L | 01 20 33.17 | 103 59 10.25 | 4.47m (14.67ft) |
| | G19R | 01 20 32.77 | 103 59 08.66 | 4.56m (14.96ft) |
| | G20 | 01 20 33.75 | 103 59 06.65 | 4.52m (14.83ft) |
| | G20L | 01 20 34.13 | 103 59 07.58 | 4.44m (14.57ft) |
| | G20R | 01 20 33.99 | 103 59 06.10 | 4.52m (14.83ft) |
| | G21 | 01 20 34.87 | 103 59 04.04 | 4.51m (14.80ft) |
| | G21L | 01 20 35.24 | 103 59 04.98 | 4.52m (14.83ft) |
| | G21R | 01 20 35.10 | 103 59 03.49 | 4.55m (14.93ft) |

### RESTRICTIONS ON TAXIWAYS

1) Pilots are advised to apply minimum thrust when
   i) turning into TWY P2, P4, P5 and Taxilane P6 while taxiing either northwards or southwards on Taxilane P7, and
   ii) thereafter when taxiing along TWY P2 up to and including the TWY P8/P2 junction.
   This is in view of apron activities at aircraft stands D40, D41, D47, D48, D49, E22, E24, E27 and E28.

2) TWY SA can only be used by aircraft with maximum wingspan 65m. TWY SA is a one-way live TWY for aircraft taxiing into SASCO hangar via RWY 02L. Only tow-out operation is allowed from SASCO hangar into TWY SA and RWY 02L.

3) Taxiway Q (between TWY V and TWY P7) can only be used by aircraft with maximum wingspan 65m.

4) Taxiway centreline along TWY T between TWY R1 and R3 offset eastward by 2.5m away from aircraft stands E7 and F36

5) Pilots are advised to apply minimum thrust when turning into Taxiway V from Taxilane V7.

6) Taxilane V11 (behind aircraft stands A18 to A21) can only be used by aircraft with maximum wingspan 61m.

7) Taxilane Q1 (behind aircraft stands C16 to C19 and between TWY P and TWY Q),
   Taxilane Q2 and Taxilane Q3 (behind aircraft stands D35 to D38 and between TWY P and TWY Q)
   can only be used by aircraft with maximum wingspan 65m.

8) Taxilane P7 (behind aircraft stands E20 to E22) and Taxilane R7 (behind aircraft stands F50 to F54) can only be used by aircraft with maximum wingspan 65m (towing and pushback exempted).

9) Taxilane U2 can only be used by aircraft with maximum wingspan 36m.

10) Taxiway U7 (between Taxilane U2 and Taxiway U), Taxiway U8 (between Taxilane U2 and Taxiway U) and Taxiway U9 (between Taxilane U2 and Taxiway U) can only be used by aircraft with maximum wingspan 36m.

11) Pilots are advised to exercise caution when taxiing near Taxilane U2, Taxiway U, U7, U8 and U9.

12) Pilots are advised to apply speed limit of 20 knots when taxiing along TWY R and TWY S.

13) Pilots turning aircraft into aircraft stand A2 or aircraft stand B2 are advised to wait for any aircraft holding at Taxilane V7, at the inner cul-de-sac portion of the terminal building to vacate this portion before turning into aircraft stand A2 or aircraft stand B2.

14) TWY M, M4, M5, M6 and M7, located western side of RWY 02L/20R, are solely for use by Republic of Singapore Air Force (RSAF) aircraft.

15) TWY MY, MY1, MY2, MY3, MY4, MY5, MY6, MY7, MY8, MY9 and MY10, located eastern side of RWY 02R/20L, are solely for use by Republic of Singapore Air Force (RSAF) aircraft.

16) Taxiway S2, S3 and Taxilane S4 can only be used by aircraft with maximum wingspan 65m.

17) Taxilane S6, S8, S9 and Taxiway S7 can only be used by aircraft with maximum wingspan 36m.

18) Pilots are advised to apply minimum thrust when taxiing on Taxilane N4 turning into Taxilane N5 (and vice versa), due to potential jet blast issues affecting Bays 603, 604, 611 and 612. Aircraft shall not stop on TXL N5 between aircraft stands 604 and 611.

19) Taxilane N1 (north of aircraft stand 517) can only be used by aircraft with maximum wingspan 65m.

20) Pilots are advised to apply minimum thrust when taxiing on Taxilane U2 turning into TWY U7, U8 and U9, due to potential jet blast issues affecting Bays G3, G4, G5, G6, G7, G8, G9, G15 and G16.

NOTE:
Pilots to follow stand lead-in line and taxi through white hatched apron markings of the following aircraft stands:
A5, A9, B5, B6, C17, D40, D42, E24, E27, F35, F52, F56, F59, G18, G19, G20, G21, 200, 202, 208, 462, 463, 600, 516, 517, 951, 953, 954.

### RADIO ALTIMETER OPERATIONS AREA

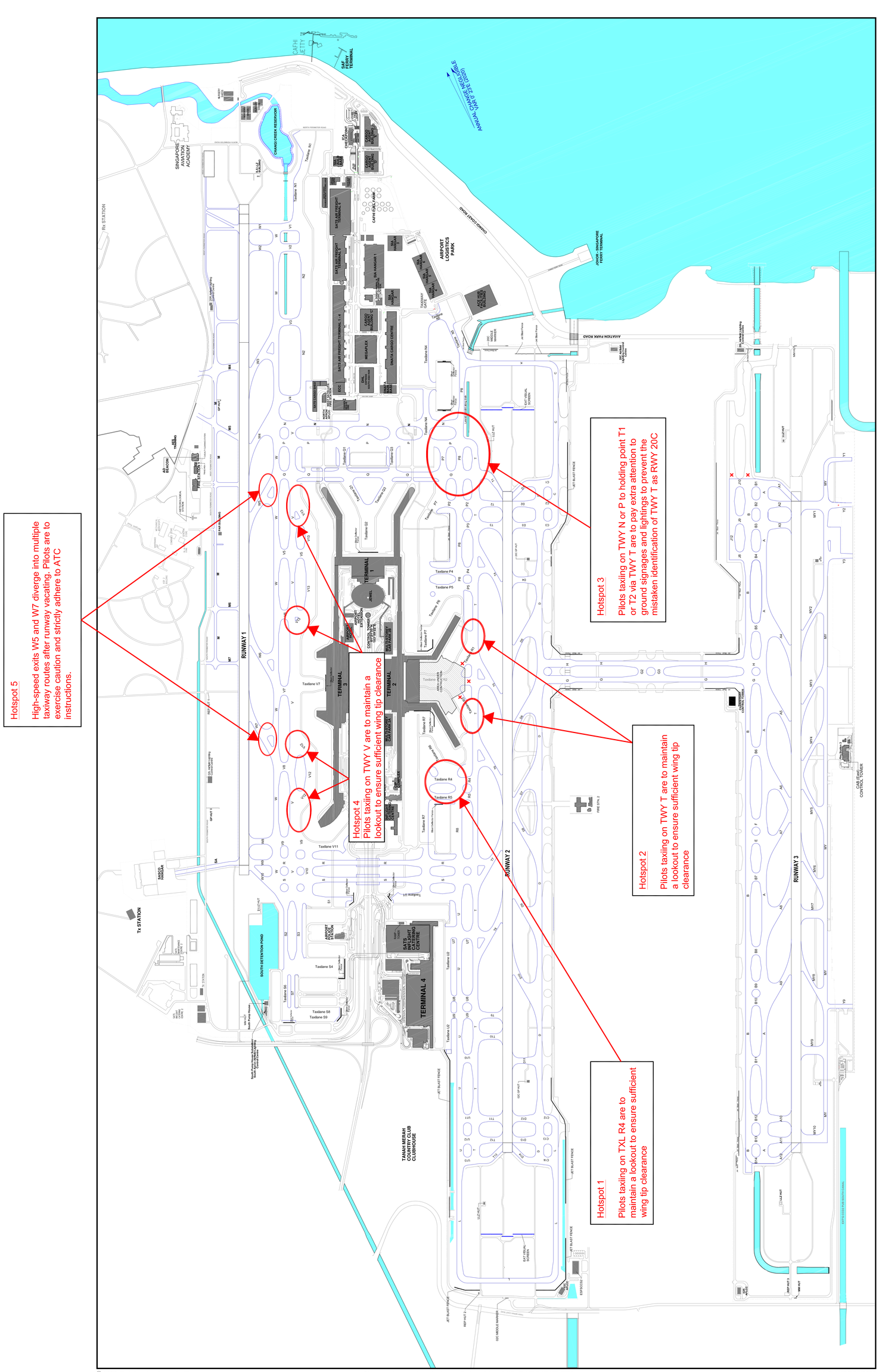
A radio altimeter operating area is established in the pre-threshold area of Runway 02L/20R, Runway 02C/20C and Runway 02R/20L.
The size of the radio altimeter operating area is 300m length and 120m width.

AIRCRAFT STANDS WITH SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM.

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***Changes :*** Addition of maximum wingspan restriction for extended Taxilane N1 - ref AIRAC AIP SUP 163/2025.
Addition of advisory for pilots taxiing on Taxilane U2 turning into TWY U7, U8 and U9.

# AERODROME HOTSPOTS




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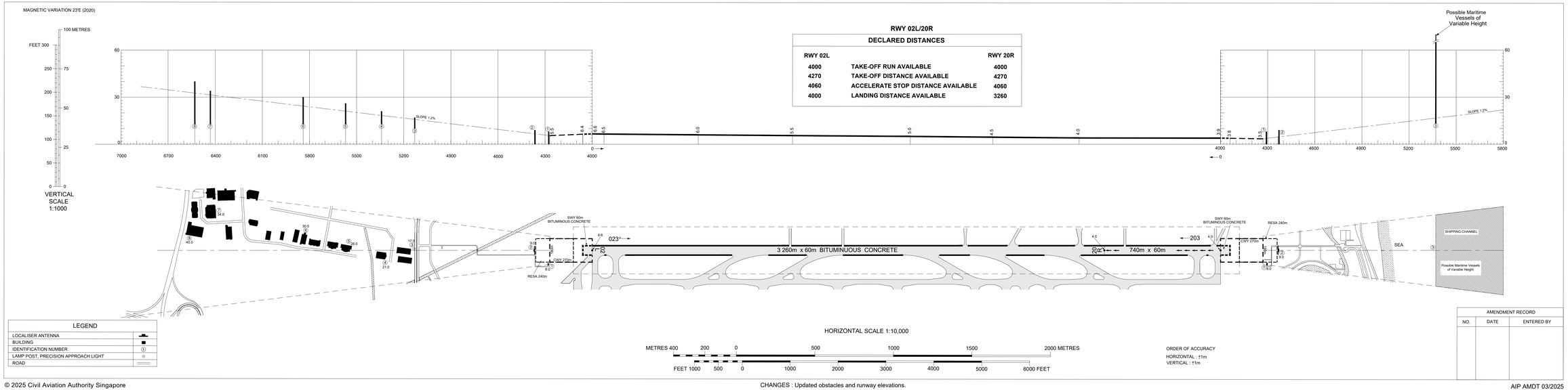
***Changes :*** Incorporation of extended Taxilane N1 - ref AIRAC AIP SUP 163/2025.
Addition of Hotspot 5 for Taxiways W5 and W7.

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DIMENSIONS AND ELEVATIONS IN METRES

# AERODROME OBSTACLE CHART - ICAO
# TYPE A (OPERATING LIMITATIONS)

SINGAPORE/Singapore Changi




LEGEND

| | |
|---|---|
| LOCALISER ANTENNA | |
| BUILDING | |
| IDENTIFICATION NUMBER | ① |
| LAMP POST, PRECISION APPROACH LIGHT | ○ |
| ROAD | |

ORDER OF ACCURACY
HORIZONTAL : ±1m
VERTICAL : ±1m

AMENDMENT RECORD

| NO. | DATE | ENTERED BY |
|---|---|---|
| | | |

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CHANGES : Updated obstacles and runway elevations.

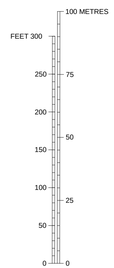
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DIMENSIONS AND ELEVATIONS IN METRES

# AERODROME OBSTACLE CHART - ICAO
# TYPE A (OPERATING LIMITATIONS)

SINGAPORE/Singapore Changi

MAGNETIC VARIATION 23°E (2020)

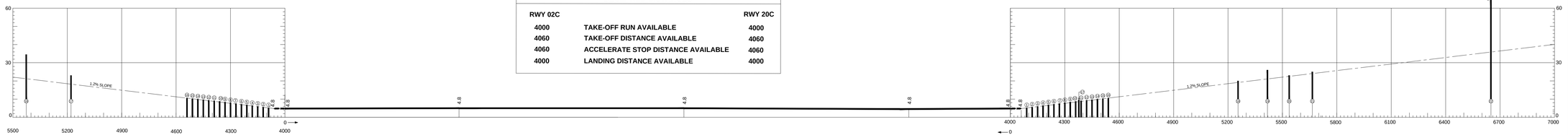


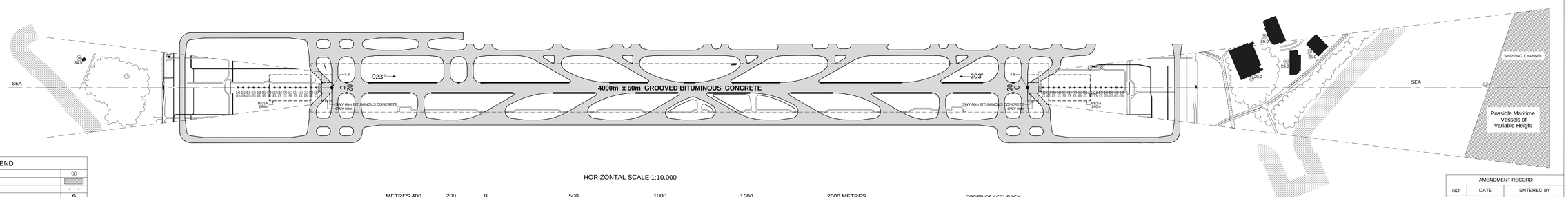

VERTICAL SCALE 1:1000

**RWY 02C/20C**

**DECLARED DISTANCES**

| RWY 02C | | RWY 20C |
|---|---|---|
| 4000 | TAKE-OFF RUN AVAILABLE | 4000 |
| 4060 | TAKE-OFF DISTANCE AVAILABLE | 4060 |
| 4060 | ACCELERATE STOP DISTANCE AVAILABLE | 4060 |
| 4000 | LANDING DISTANCE AVAILABLE | 4000 |




HORIZONTAL SCALE 1:10,000

METRES 400 200 0 500 1000 1500 2000 METRES

FEET 1000 500 0 1000 2000 3000 4000 5000 6000 FEET

| LEGEND | |
|---|---|
| IDENTIFICATION NUMBER | ① |
| DRAIN | |
| FENCE | |
| PRECISION APPROACH LIGHT | |
| ROAD | |
| BUILDING | |
| EAT VISUAL SCREEN | |

ORDER OF ACCURACY

HORIZONTAL : ±1m
VERTICAL : ±1m

| AMENDMENT RECORD | | |
|---|---|---|
| NO. | DATE | ENTERED BY |
| | | |

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CHANGES: Revised aerodrome layout

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# AERODROME OBSTACLE CHART - ICAO
# TYPE B

SINGAPORE / Singapore Changi

AERODROME ELEVATION 7m

ELEVATIONS AND DIMENSIONS IN METRES
(ACCURACY OF ELEVATIONS : ± 2.5m)

103°56'E 103°57'E 103°58'E 103°59'E 104°0'E 104°1'E 104°2'E 104°3'E 104°4'E

1°27'N 1°26'N 1°25'N 1°24'N 1°23'N 1°22'N 1°21'N 1°20'N 1°19'N 1°18'N 1°17'N

JOHOR STRAIT

FIR KUALA LUMPUR
FIR SINGAPORE

APPROACH SURFACE SLOPE 1:40

TAKE-OFF CLIMB SURFACE SLOPE 1:50

Pulau Ubin

Pulau Tekong Kechil

Pulau Tekong Reservoir

Pulau Tekong

WSD34
GND - 500 ft ALT

Possible Maritime Vessels of Variable Height

CENTRE-LINE OF SHIPPING CHANNEL

CAFHI Jetty

Jetty

Displaced Threshold

Changi Ferry Terminal

TRANSITIONAL SURFACE SLOPE 1:7

RESA 240m

CWY 270m

CWY 60m

SWY 60m BITUMINOUS CONCRETE

SWY 60m GROOVED BITUMINOUS CONCRETE

TWR 81m

MRT

CONICAL SURFACE Slope 1:20

Bedok Reservoir

Bedok Jetty

Tanah Merah Ferry Terminal

INNER HORIZONTAL SURFACE 49m

Restricted Waters
(Prior permission required
for vessels over 15m AMSL)

Restricted Waters
(Prior permission required
for vessels over 30m AMSL)

Restricted Waters
(Prior permission required
for vessels over 49m AMSL)

Obstacles which penetrate the surfaces specified in Annex 14, Chapter 4 are shown with elevations.
Other obstacles which may penetrate these surfaces are possible ships and oil rigs. These maritime vessels may not have obstruction lightings.

VAR 0°23' E (2020)
ANNUAL CHANGE
NEGLIGIBLE

| LEGEND | |
|---|---|
| AERODROME REF POINT<br>01° 21' 33.16"N LAT 103° 59' 21.60"E LONG | |
| ANTENNA, CHIMNEY, MAST, POLE, SPIRE or CRANE | |
| SPOT HEIGHT IN METRES | |
| BUILDING or STRUCTURE | |
| TREE | |
| ROAD | |
| BUILD - UP AREA | |

| AMENDMENT RECORD | | |
|---|---|---|
| NO | DATE | ENTERED BY |
| | | |

HORIZONTAL SCALE 1 : 20,000

Meters 1000 500 0 1000 2000 3000 4000 5000

Feet 1000 0 5000 10000 15000 19000

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CHANGES : Hatched area markings near end of RWY 20C removed.

GRID : Grid lines and co-ordinates shown are based on WGS-84 datum.

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DIMENSIONS AND ELEVATIONS IN METRES

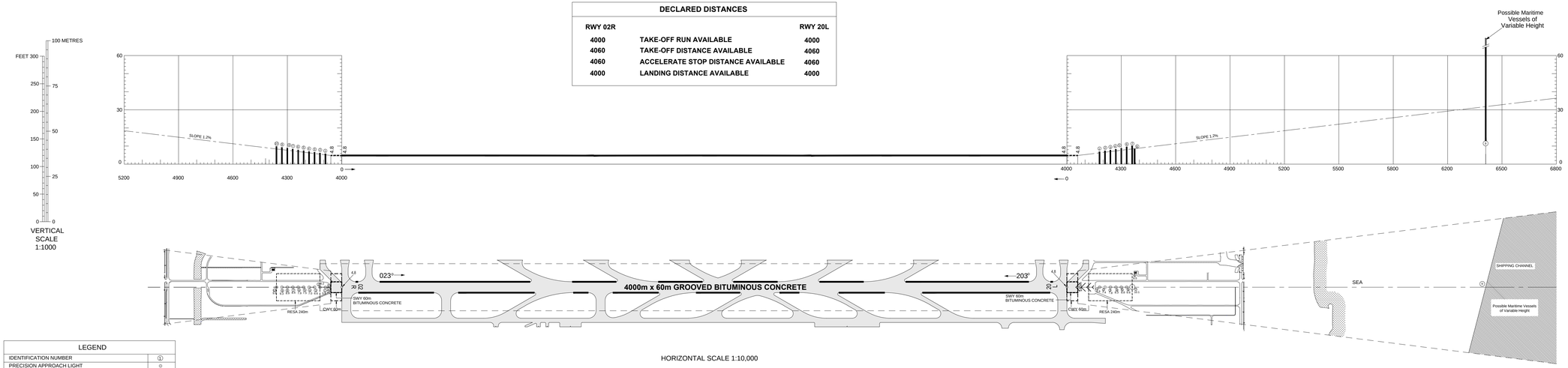
# AERODROME OBSTACLE CHART - ICAO
# TYPE A (OPERATING LIMITATIONS)

SINGAPORE/Singapore Changi

MAGNETIC VARIATION 0°23'E (2020)

**RWY 02R/20L**

| DECLARED DISTANCES | | |
|---|---|---|
| **RWY 02R** | | **RWY 20L** |
| **4000** | **TAKE-OFF RUN AVAILABLE** | **4000** |
| **4060** | **TAKE-OFF DISTANCE AVAILABLE** | **4060** |
| **4060** | **ACCELERATE STOP DISTANCE AVAILABLE** | **4060** |
| **4000** | **LANDING DISTANCE AVAILABLE** | **4000** |




HORIZONTAL SCALE 1:10,000

METRES 400 200 0 500 1000 1500 2000 METRES

FEET 1000 500 0 1000 2000 3000 4000 5000 6000 FEET

| LEGEND | |
|---|---|
| IDENTIFICATION NUMBER | ① |
| PRECISION APPROACH LIGHT | ○ |
| ANTENNA | ⊙ |
| ROAD | |
| FENCE | |
| DRAIN | |
| BUILDING | |

ORDER OF ACCURACY
HORIZONTAL : ±1m
VERTICAL : ±1m

| AMENDMENT RECORD | | |
|---|---|---|
| NO. | DATE | ENTERED BY |
| | | |

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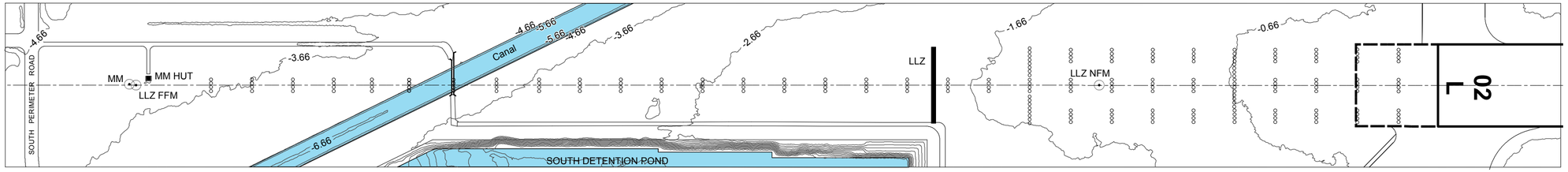
CHANGES : Reprint.

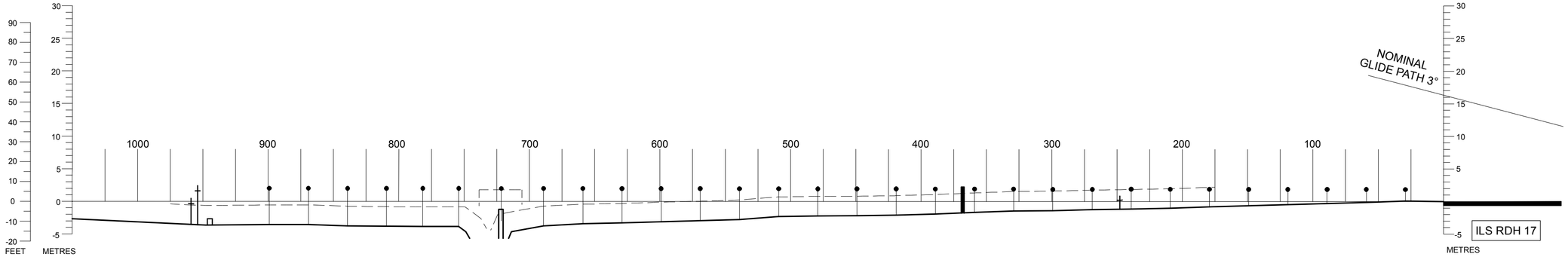
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# PRECISION APPROACH TERRAIN CHART - ICAO

SINGAPORE/Singapore Changi
RWY 02L

DISTANCES AND HEIGHTS IN METRES




SCALE 1 : 2,500

0 50 100 200 300 Meters

0 50 100 200 300 400 500 600 700 800 900 1,000 Feet

HORIZONTAL SCALE 1 : 2,500

VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

| LEGEND | |
|---|---|
| BUILDING | |
| ROAD | |
| CONTOUR | |
| BRIDGE | |
| ANTENNA | |
| LOCALISER | LLZ |
| APPROACH LIGHTS | |
| CENTRE-LINE PROFILE | |
| DEVIATION AT LEAST +/- 3m FROM CENTERLINE PROFILE | |

AMENDMENT RECORD

| NO. | DATE | ENTERED BY |
|---|---|---|
| | | |

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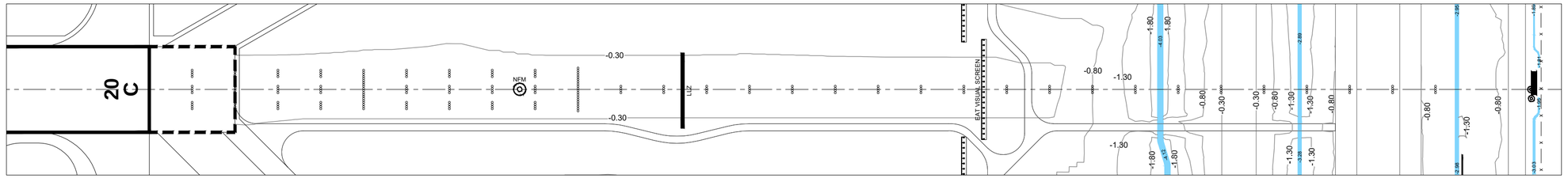
***CHANGES :*** ILS RDH amended.

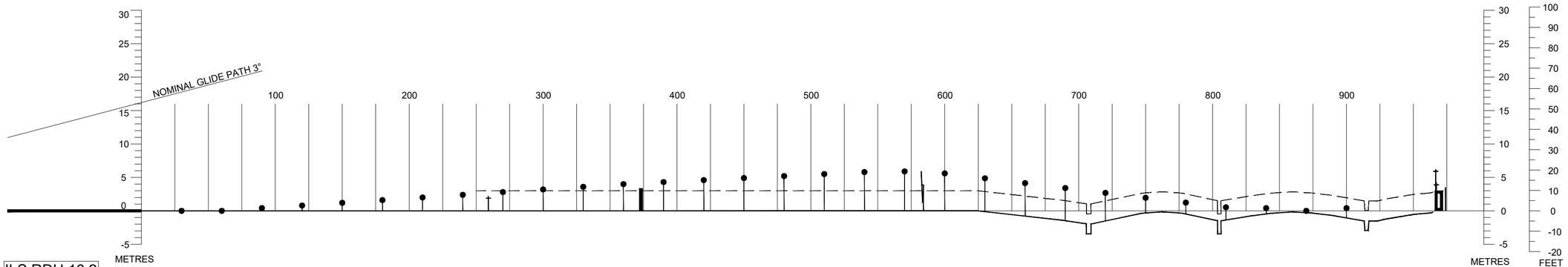
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DISTANCES AND HEIGHTS IN METRES

# PRECISION APPROACH TERRAIN CHART - ICAO

SINGAPORE/Singapore Changi
RWY 20C




ILS RDH 16.2

SCALE 1: 2500

0 50 100 200 300 METRES

0 50 100 200 300 400 500 600 700 800 900 1000 FEET

HORIZONTAL SCALE 1 : 2500

VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

| LEGEND | |
|---|---|
| LOCALISER | LLZ |
| ANTENNA | |
| DRAIN | |
| FENCE | |
| CONTOUR | -1.30 |
| PRECISION APPROACH LIGHT | |
| ROAD | |
| EAT VISUAL SCREEN | |
| BUILDING | |
| CENTRE-LINE PROFILE | |
| DEVIATION AT LEAST +/- 3M FROM CENTRE-LINE PROFILE | |
| JET BLAST FENCE | |

| AMENDMENT RECORD | | |
|---|---|---|
| NO. | DATE | ENTERED BY |
| | | |

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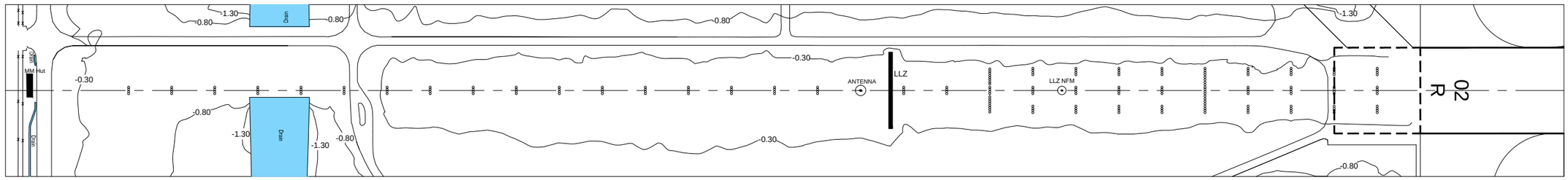
CHANGES: Revised plan, profile and legend

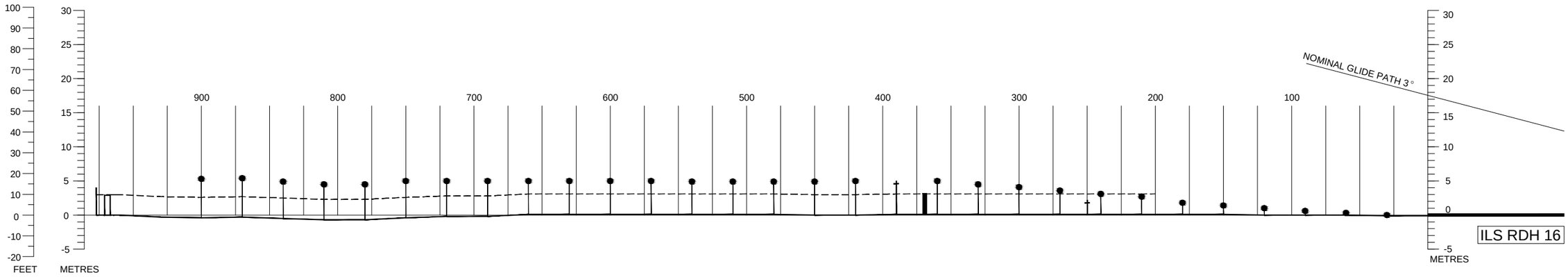
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DISTANCES AND HEIGHTS IN METRES

# PRECISION APPROACH TERRAIN CHART - ICAO

SINGAPORE/Singapore Changi
RWY 02R




SCALE 1: 2500

0 50 100 200 300 METRES

0 50 100 200 300 400 500 600 700 800 900 1000 FEET

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

HORIZONTAL SCALE 1 : 2500

VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

| LEGEND | |
|---|---|
| ANTENNA | |
| LOCALISER | LLZ |
| DRAIN | |
| FENCE | |
| CONTOUR | 1.30 |
| PRECISION APPROACH LIGHT | |
| ROAD | |
| BUILDING | |
| CENTRE-LINE PROFILE | |
| DEVIATION AT LEAST +/- 3M FROM CENTRE-LINE PROFILE | |

| AMENDMENT RECORD | | |
|---|---|---|
| NO. | DATE | ENTERED BY |
| | | |

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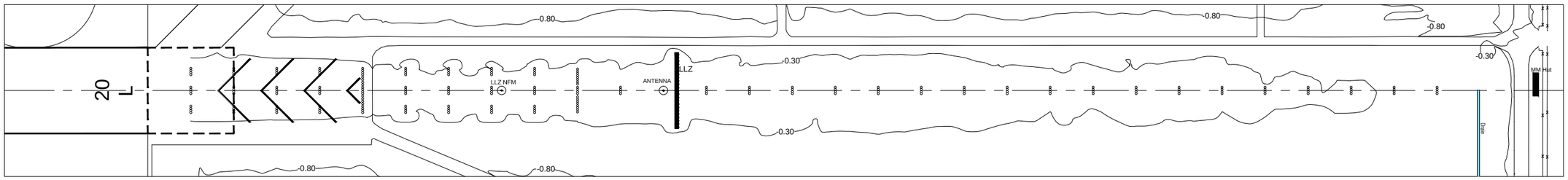
**CHANGES**: Updated caution text.

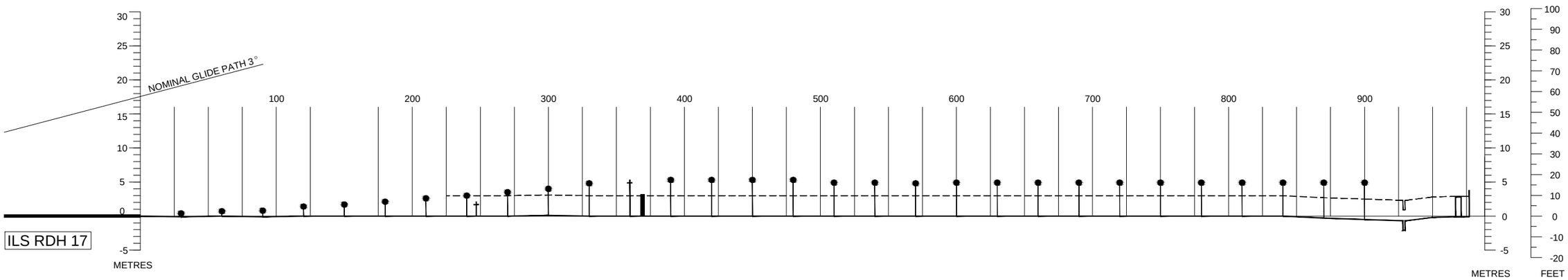
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DISTANCES AND HEIGHTS IN METRES

# PRECISION APPROACH TERRAIN CHART - ICAO

SINGAPORE/Singapore Changi
RWY 20L



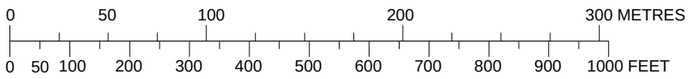

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

HORIZONTAL SCALE 1 : 2500

VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

SCALE 1: 2500




| LEGEND | |
|---|---|
| ANTENNA | |
| LOCALISER | LLZ |
| BUILDING | |
| DRAIN | |
| FENCE | |
| CONTOUR | 0.80 |
| APPROACH LIGHT | |
| ROAD | |
| CENTRE-LINE PROFILE | |
| DEVIATION AT LEAST +/- 3M FROM CENTRE-LINE PROFILE | |

AMENDMENT RECORD

| NO. | DATE | ENTERED BY |
|---|---|---|
| | | |

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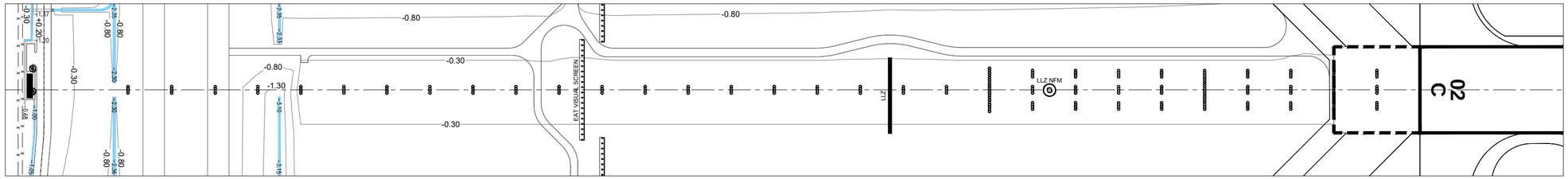
**CHANGES**: Updated caution text.

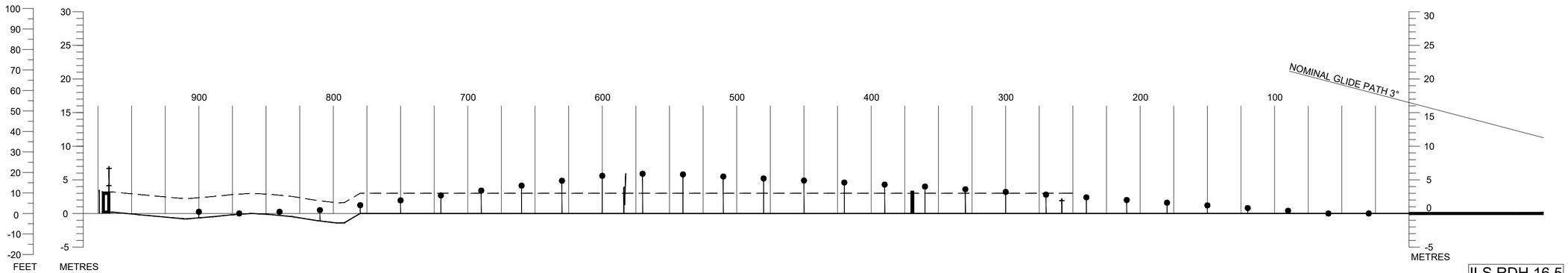
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DISTANCES AND HEIGHTS IN METRES

# PRECISION APPROACH TERRAIN CHART - ICAO

SINGAPORE/Singapore Changi
RWY 02C




ILS RDH 16.5

SCALE 1: 2500

0 50 100 200 300 METRES

0 50 100 200 300 400 500 600 700 800 900 1000 FEET

HORIZONTAL SCALE 1 : 2500

VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

| LEGEND | |
|---|---|
| LOCALISER | LLZ |
| ANTENNA | |
| DRAIN | |
| FENCE | |
| CONTOUR | 1.30 |
| PRECISION APPROACH LIGHT | |
| ROAD | |
| EAT VISUAL SCREEN | |
| BUILDING | |
| CENTRE-LINE PROFILE | |
| DEVIATION AT LEAST +/- 3M FROM CENTRE-LINE PROFILE | |

| AMENDMENT RECORD | | |
|---|---|---|
| NO. | DATE | ENTERED BY |
| | | |

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CHANGES: Revised legend

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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

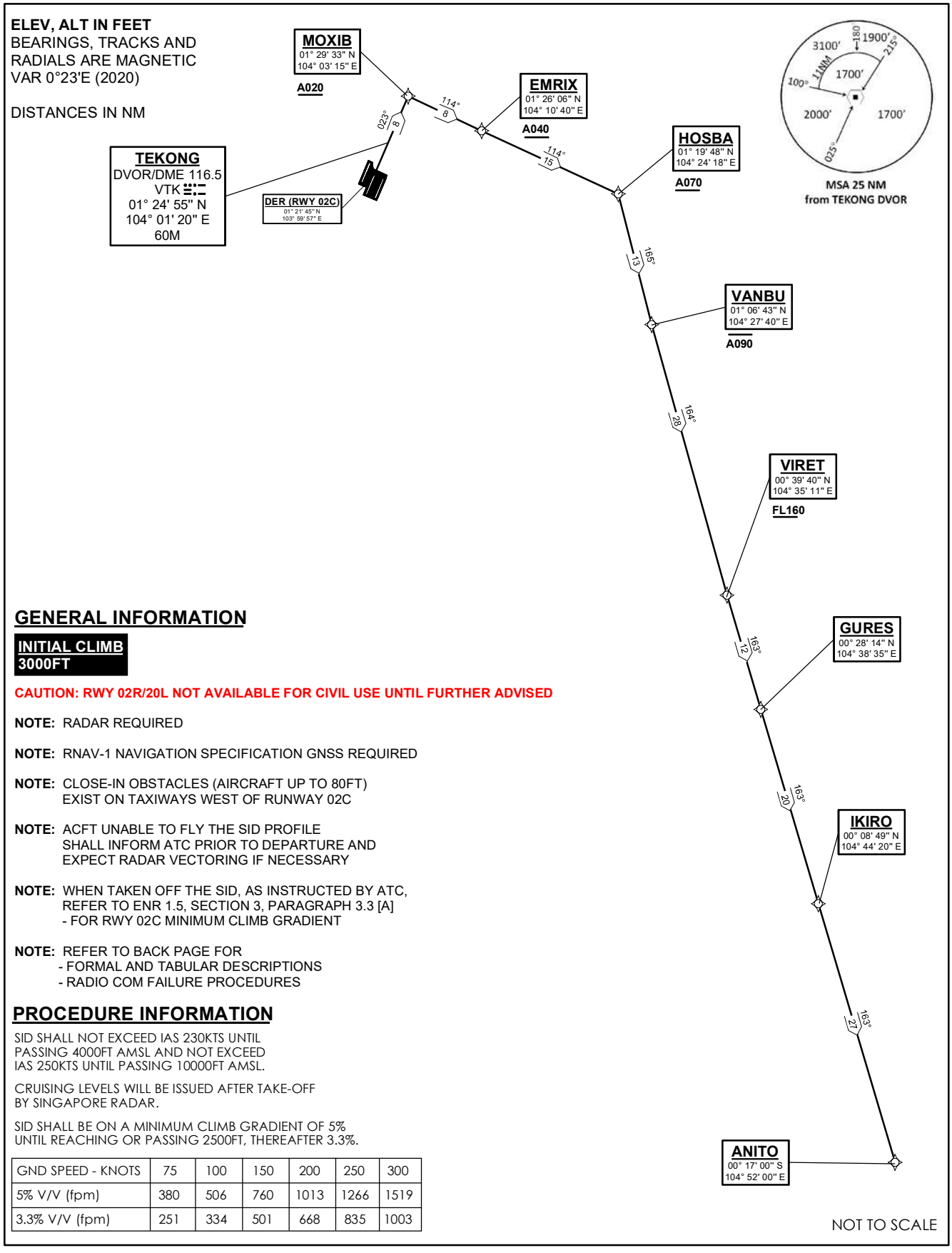
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## ANITO DEPARTURES
## ANITO 7A

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT) EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Amended last waypoint KIRDA to ANITO in tabular description on flip-page

# ANITO 7A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn right. | MOXIB [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO. | IKIRO - | TF | N |
| To ANITO. | ANITO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 8.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | - | - | - | RNAV1 |
| TF | ANITO | - | 163(163.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

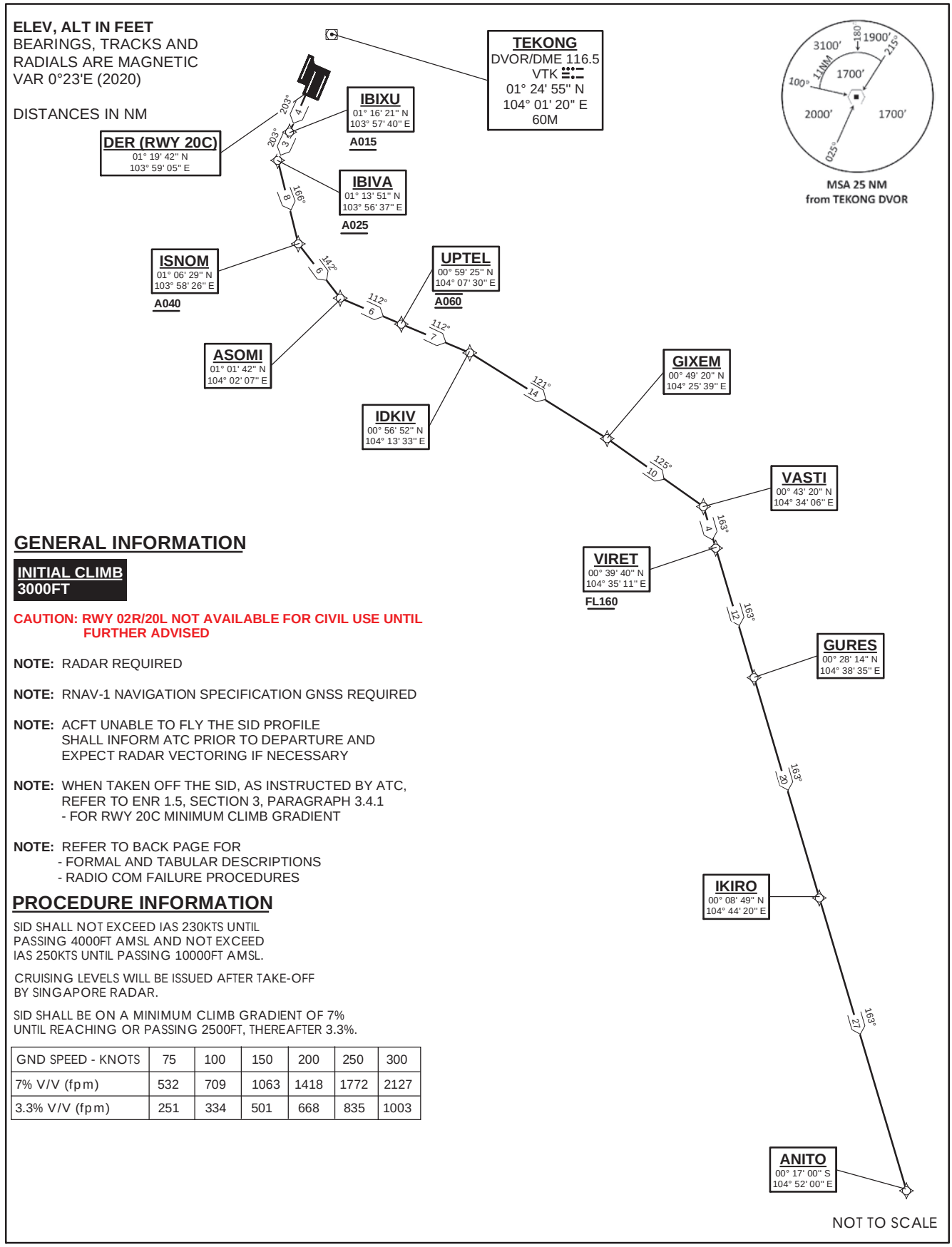
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## ANITO DEPARTURES
## ANITO 8B

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ANITO 8B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO. | IKIRO - | TF | N |
| To ANITO. | ANITO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | ISNOM | - | 166(166.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | - | - | - | RNAV1 |
| TF | ANITO | - | 163(163.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

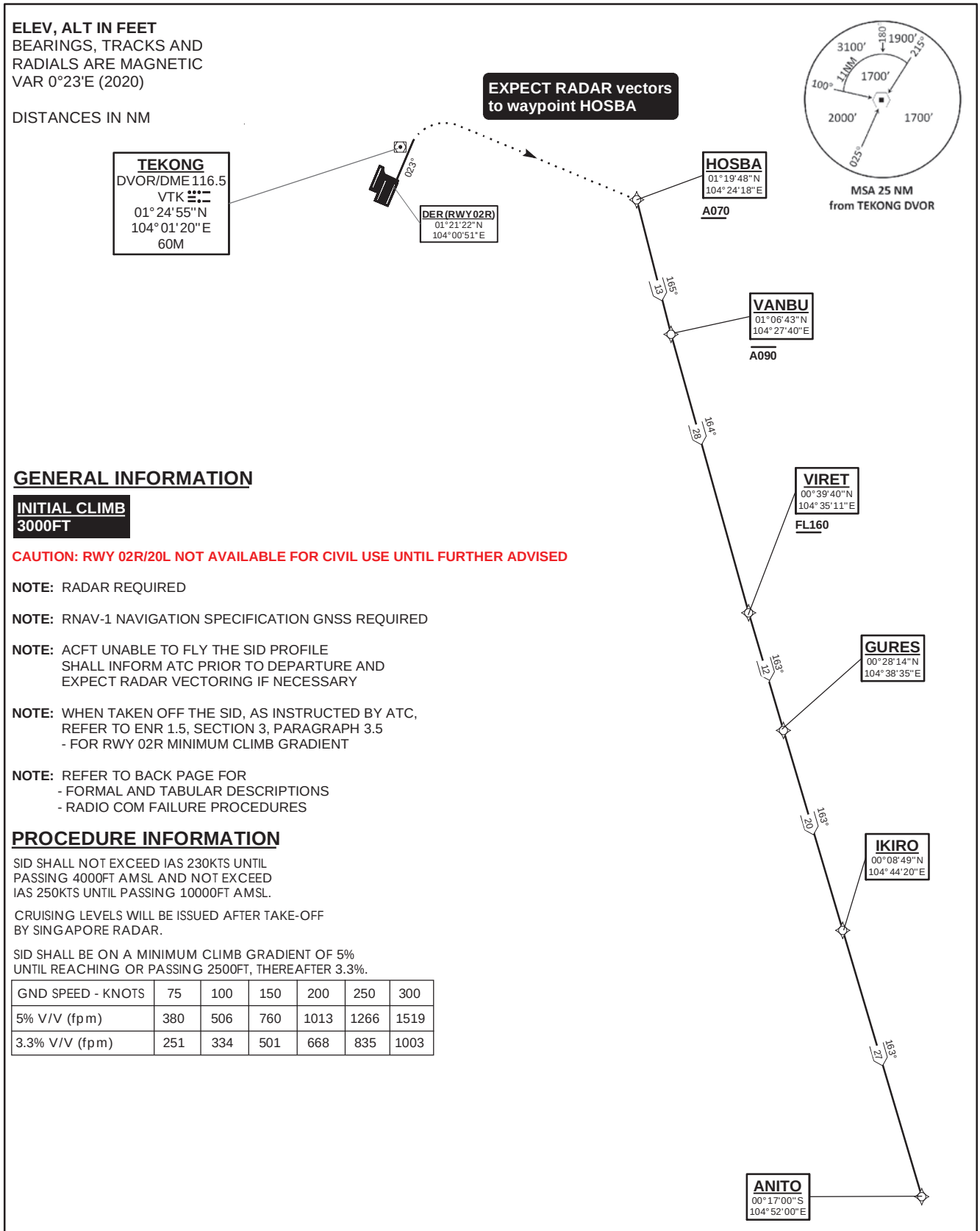
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## ANITO DEPARTURES (RADAR)
## ANITO 1C

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ANITO 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint HOSBA. | - | VA | N |
| To HOSBA at or above 7000ft. | HOSBA [A070+] - | DF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO. | IKIRO - | TF | N |
| To ANITO. | ANITO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | - |
| DF | HOSBA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.3) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.3) | 20.0 | - | - | - | RNAV1 |
| TF | ANITO | - | 163(163.3) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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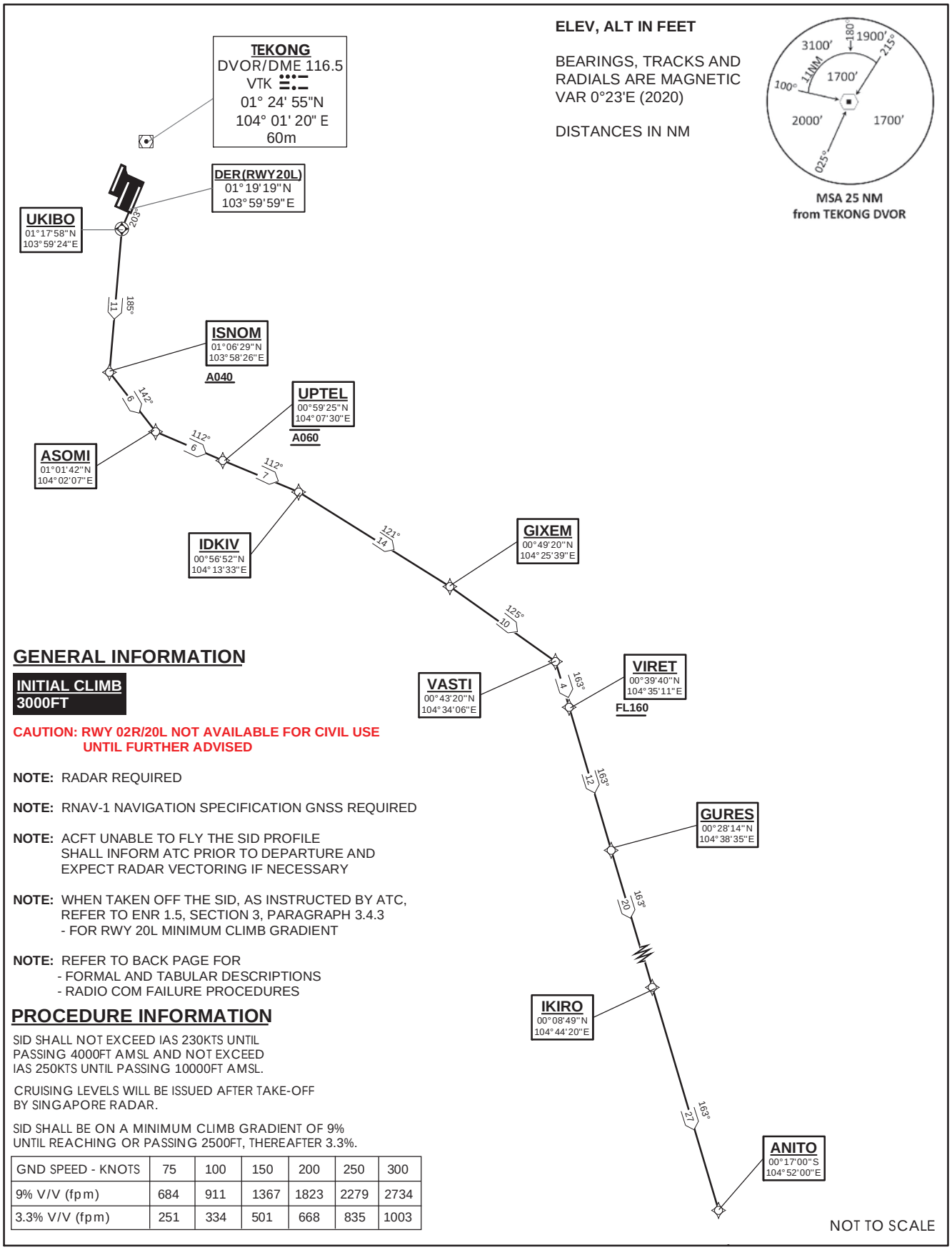
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## ANITO DEPARTURES
## ANITO 1D




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ANITO 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO. | IKIRO - | TF | N |
| To ANITO. | ANITO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | ISNOM | - | 185(185.4) | 11.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | - | - | - | RNAV1 |
| TF | ANITO | - | 163(163.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

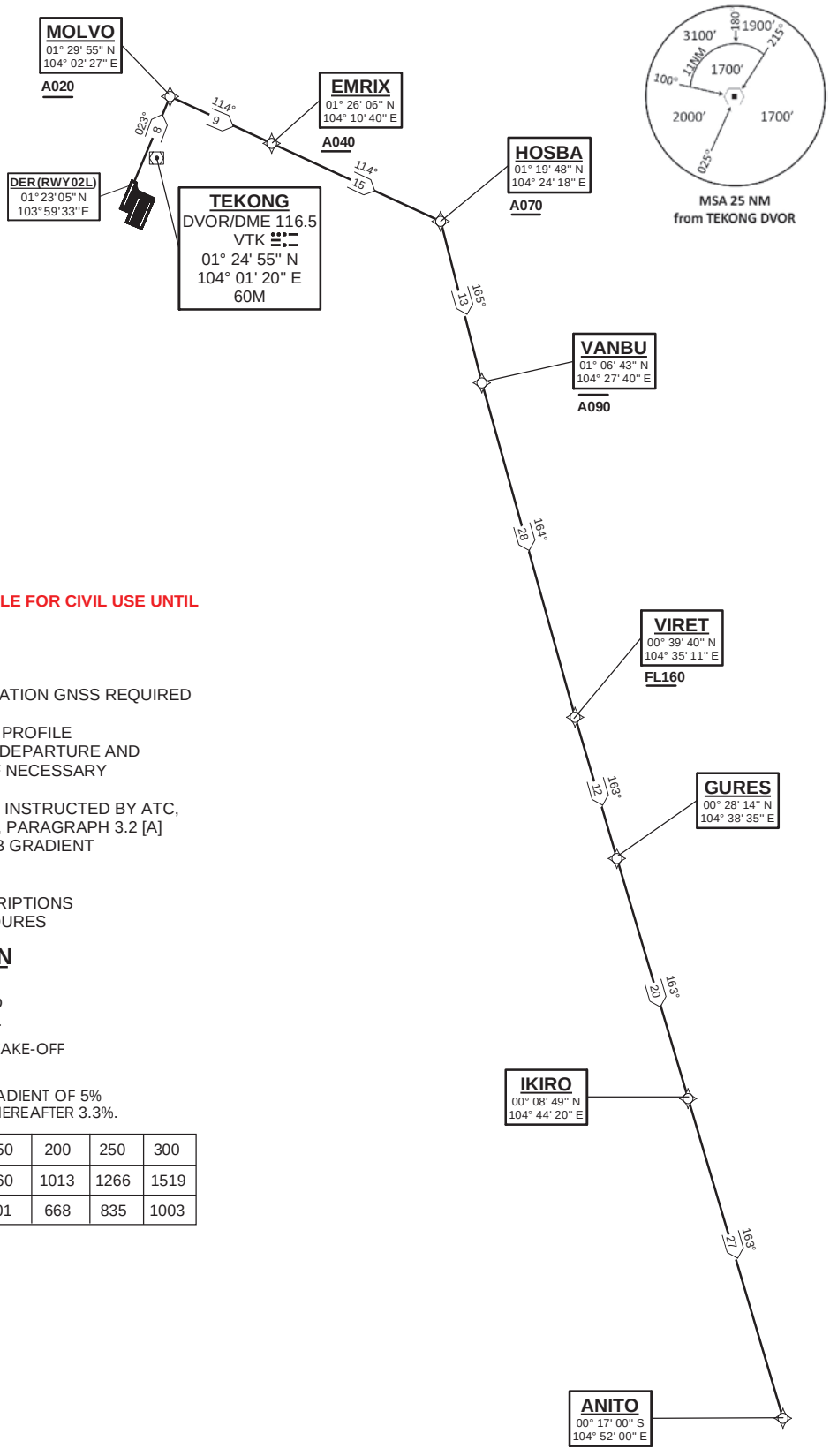
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02L
## ANITO DEPARTURES
## ANITO 7E

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ANITO 7E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn right. | MOLVO [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO. | IKIRO - | TF | N |
| To ANITO. | ANITO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.3) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.3) | 20.0 | - | - | - | RNAV1 |
| TF | ANITO | - | 163(163.3) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

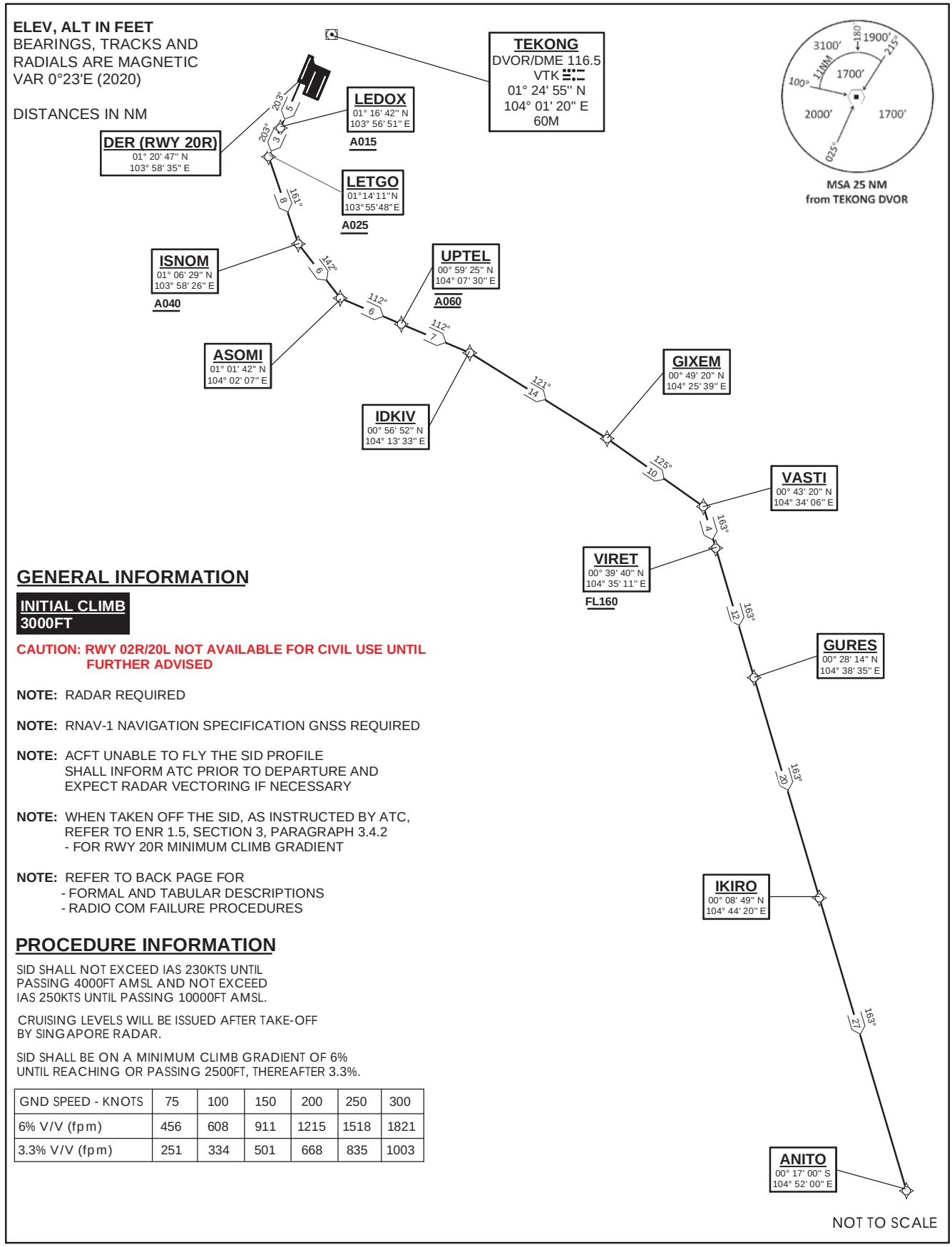
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## ANITO DEPARTURES
## ANITO 8F

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ANITO 8F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO. | IKIRO - | TF | N |
| To ANITO. | ANITO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | ISNOM | - | 161(161.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | - | - | - | RNAV1 |
| TF | ANITO | - | 163(163.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

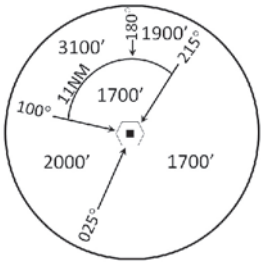
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

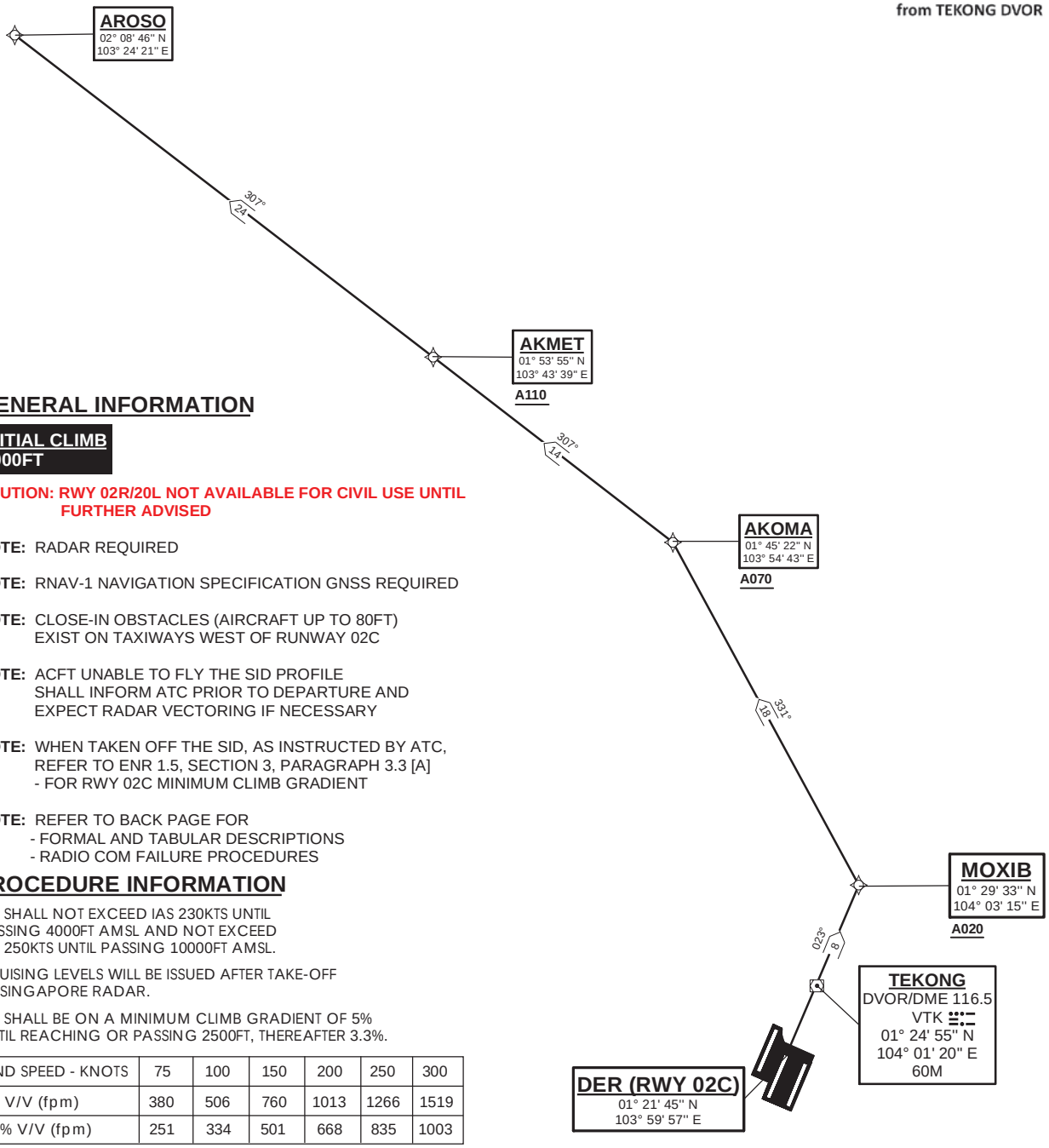
## SINGAPORE/Singapore Changi
## RWY 02C
## AROSO DEPARTURES
## AROSO 3A

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT) EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# AROSO 3A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn left. | MOXIB [M023; A020+; L] - | CF | N |
| To AKOMA at or above 7000ft, turn left. | AKOMA [A070+; L] - | TF | N |
| To AKMET at or above 11000ft. | AKMET [A110+] - | TF | N |
| To AROSO. | AROSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | L | A020+ | - | RNAV1 |
| TF | AKOMA | - | 331(331.4) | 18.0 | L | A070+ | - | RNAV1 |
| TF | AKMET | - | 307(307.4) | 14.0 | - | A110+ | - | RNAV1 |
| TF | AROSO | - | 307(307.4) | 24.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

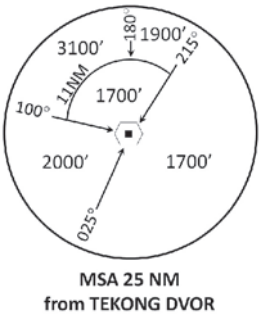
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## AROSO DEPARTURES
## AROSO 5B

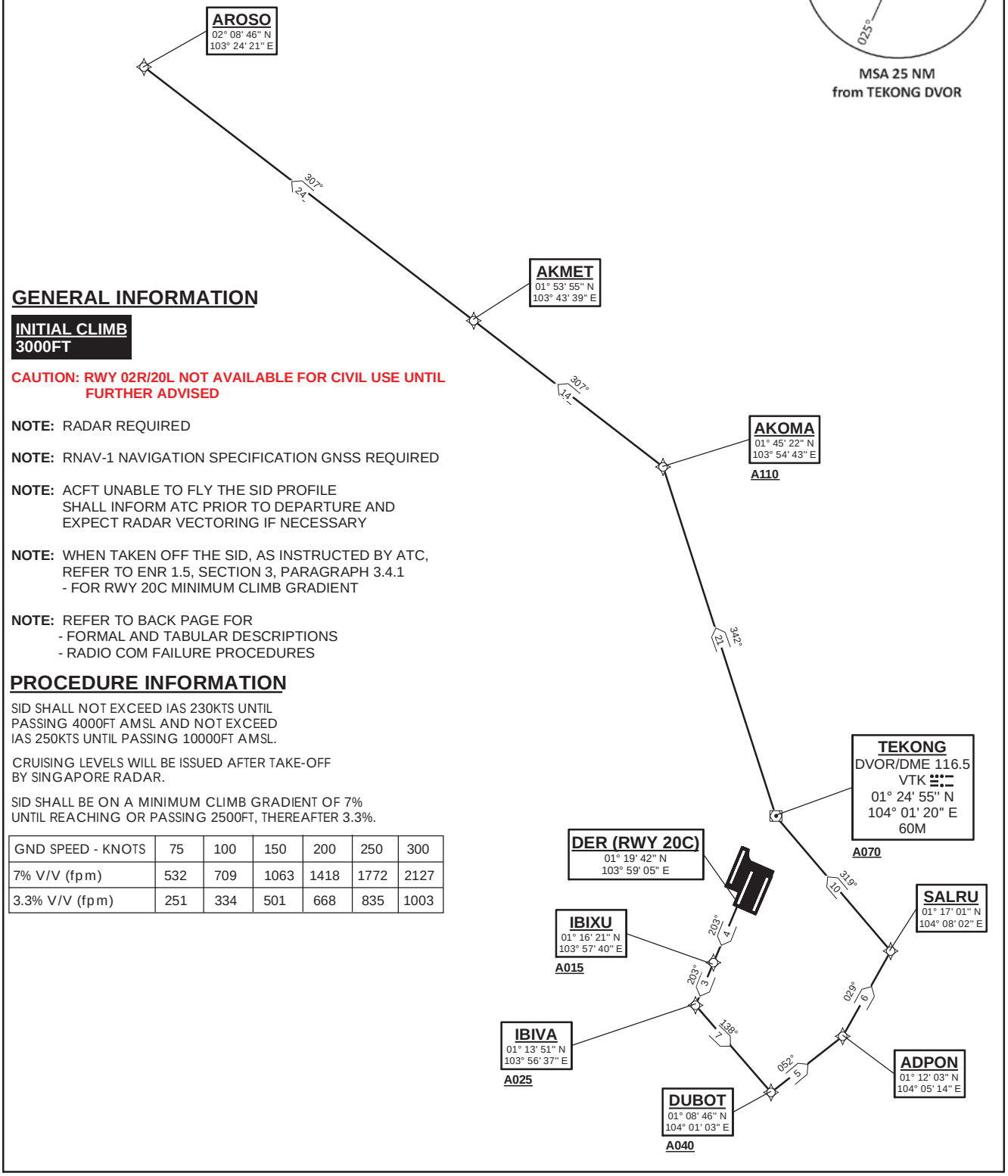
**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

NOT TO SCALE




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# AROSO 5B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ADPON, turn left. | ADPON [L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn left. | AKOMA [A110+; L] - | TF | N |
| To AKMET. | AKMET - | TF | N |
| To AROSO. | AROSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 138(138.4) | 7.0 | L | A040+ | - | RNAV1 |
| TF | ADPON | - | 052(052.4) | 5.0 | L | - | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | L | A110+ | - | RNAV1 |
| TF | AKMET | - | 307(307.4) | 14.0 | - | - | - | RNAV1 |
| TF | AROSO | - | 307(307.4) | 24.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

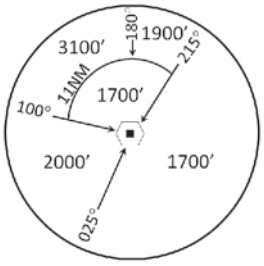
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

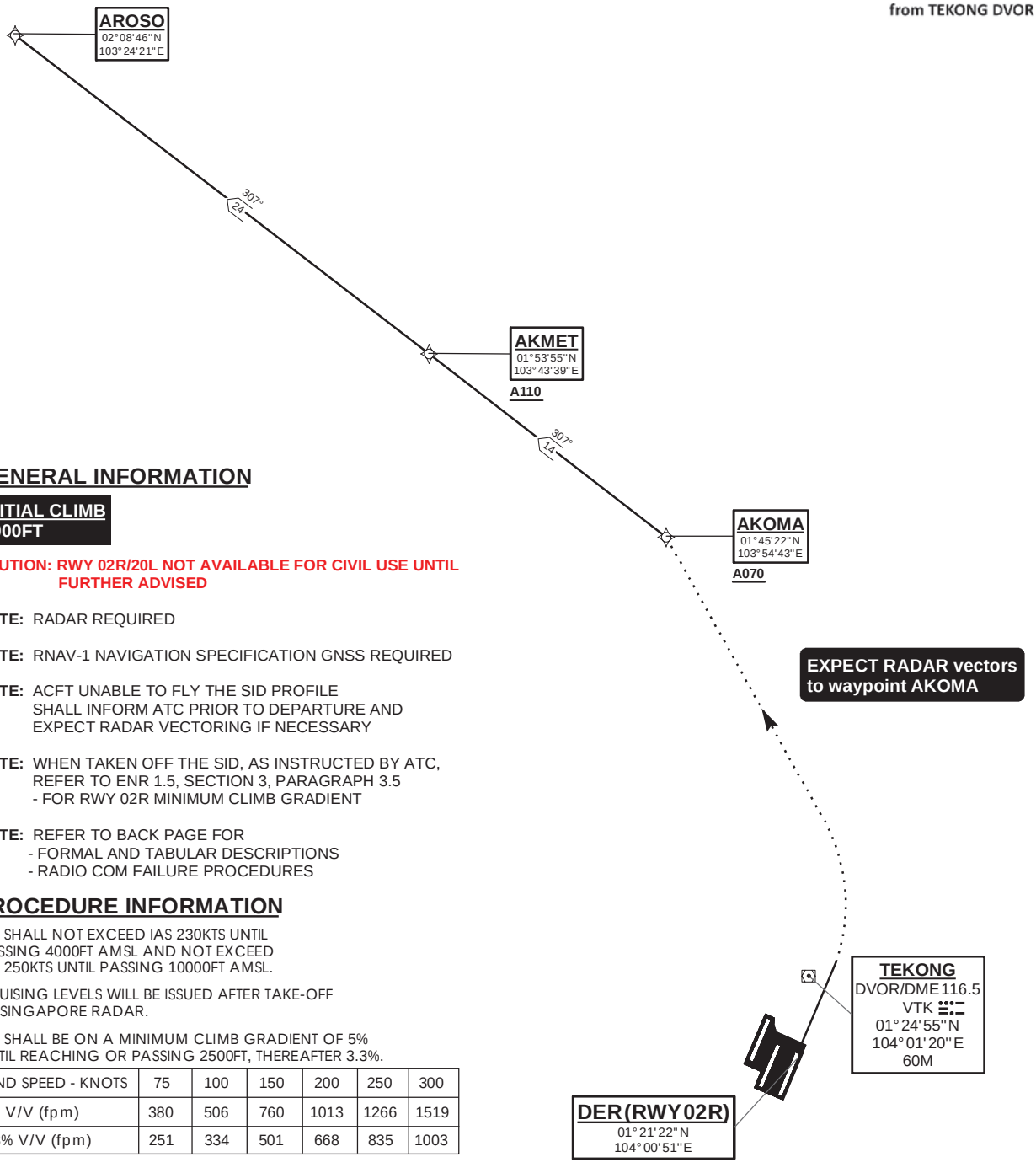
## SINGAPORE/Singapore Changi
## RWY 02R
## AROSO DEPARTURES (RADAR)
## AROSO 1C

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# AROSO 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint AKOMA. | - | VA | N |
| To AKOMA at or above 7000ft. | AKOMA [A070+] - | DF | N |
| To AKMET at or above 11000ft. | AKMET [A110+] - | TF | N |
| To AROSO. | AROSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | - |
| DF | AKOMA | - | - | - | - | A070+ | - | RNAV1 |
| TF | AKMET | - | 307(307.4) | 14.0 | - | A110+ | - | RNAV1 |
| TF | AROSO | - | 307(307.4) | 24.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

TRANSITION ALTITUDE
11 000ft

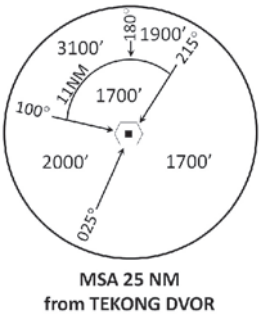
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## AROSO DEPARTURES
## AROSO 1D

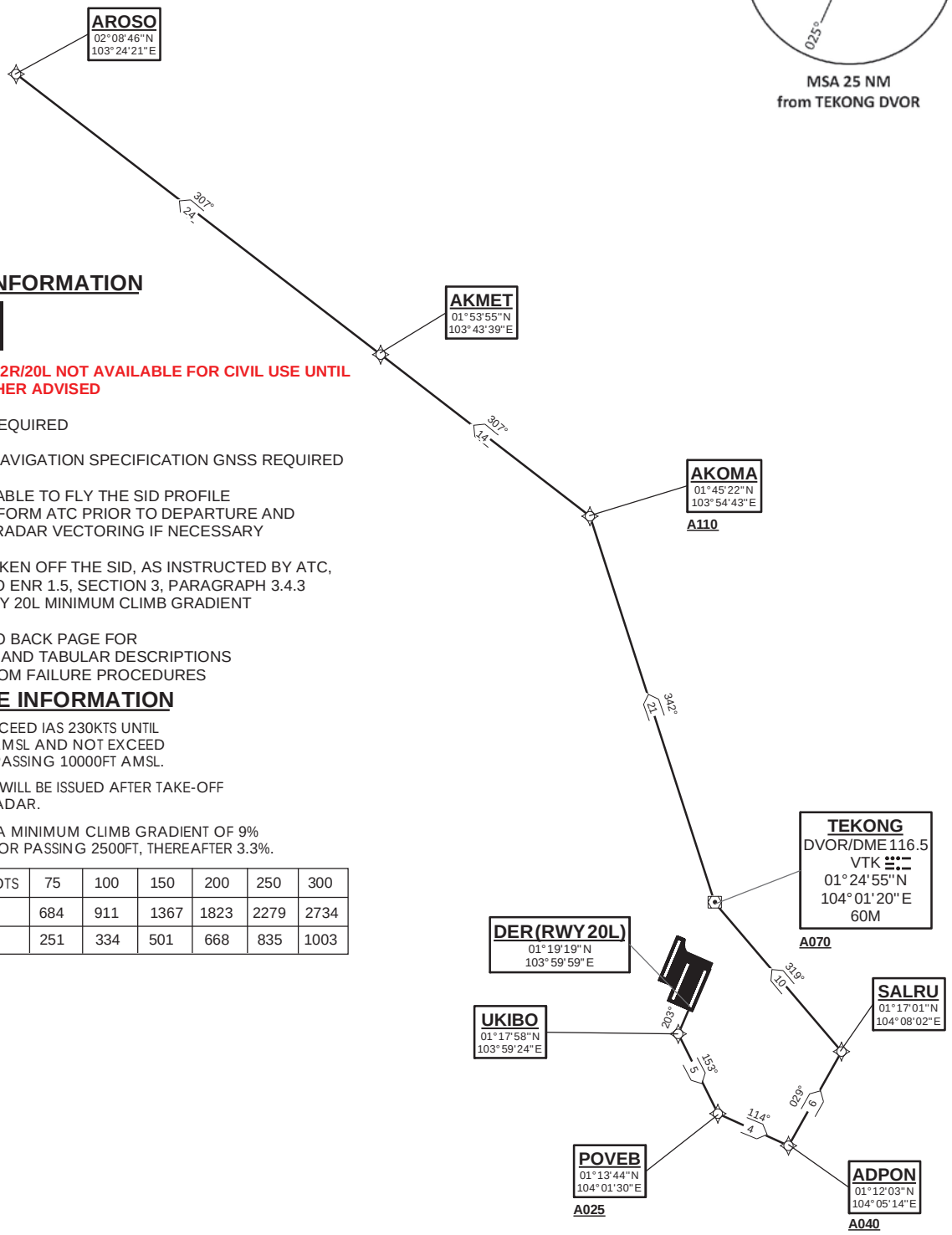
**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

NOT TO SCALE




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# AROSO 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To POVEB at or above 2500ft, turn left. | POVEB [A025+; L] - | TF | N |
| To ADPON at or above 4000ft, turn left. | ADPON [A040+; L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn left. | AKOMA [A110+; L] - | TF | N |
| To AKMET. | AKMET - | TF | N |
| To AROSO. | AROSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | - | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | POVEB | - | 153(153.4) | 5.0 | L | A025+ | - | RNAV1 |
| TF | ADPON | - | 114(114.4) | 4.0 | L | A040+ | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | L | A110+ | - | RNAV1 |
| TF | AKMET | - | 307(307.4) | 14.0 | - | - | - | RNAV1 |
| TF | AROSO | - | 307(307.4) | 24.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| 1 | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| 2 | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

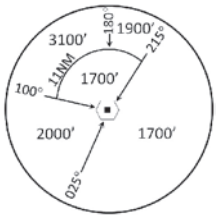
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

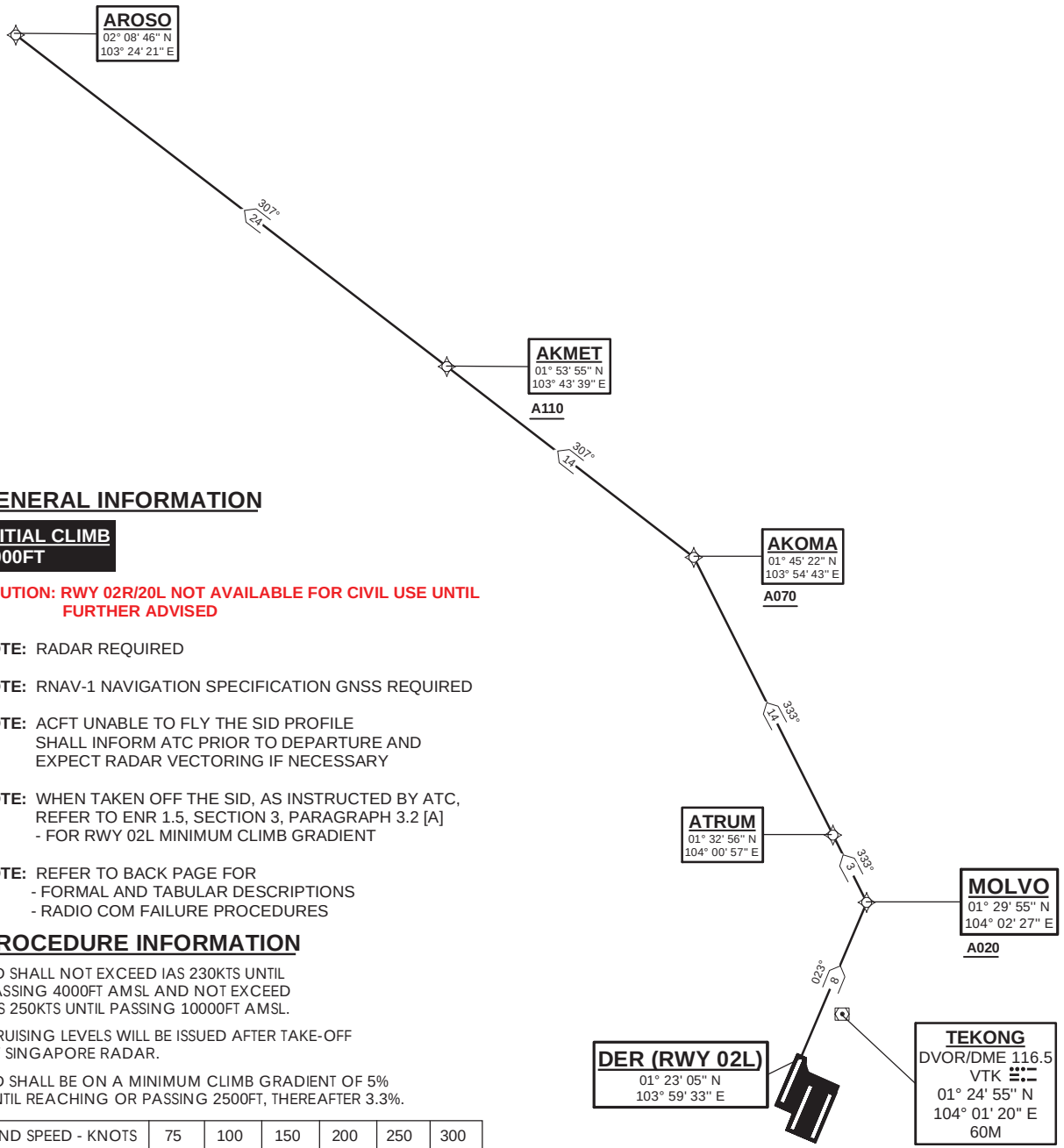
## SINGAPORE/Singapore Changi
## RWY 02L
## AROSO DEPARTURES
## AROSO 3E

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# AROSO 3E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn left. | MOLVO [M023; A020+; L] - | CF | N |
| To ATRUM. | ATRUM - | TF | N |
| To AKOMA at or above 7000ft, turn left. | AKOMA [A070+; L] - | TF | N |
| To AKMET at or above 11000ft. | AKMET [A110+] - | TF | N |
| To AROSO. | AROSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | L | A020+ | - | RNAV1 |
| TF | ATRUM | - | 333(333.4) | 3.0 | - | - | - | RNAV1 |
| TF | AKOMA | - | 333(333.4) | 14.0 | L | A070+ | - | RNAV1 |
| TF | AKMET | - | 307(307.4) | 14.0 | - | A110+ | - | RNAV1 |
| TF | AROSO | - | 307(307.4) | 24.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

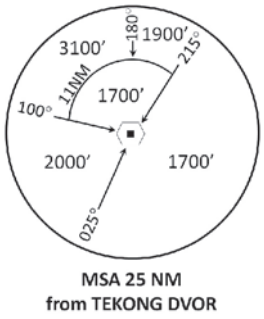
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## AROSO DEPARTURES
## AROSO 5F

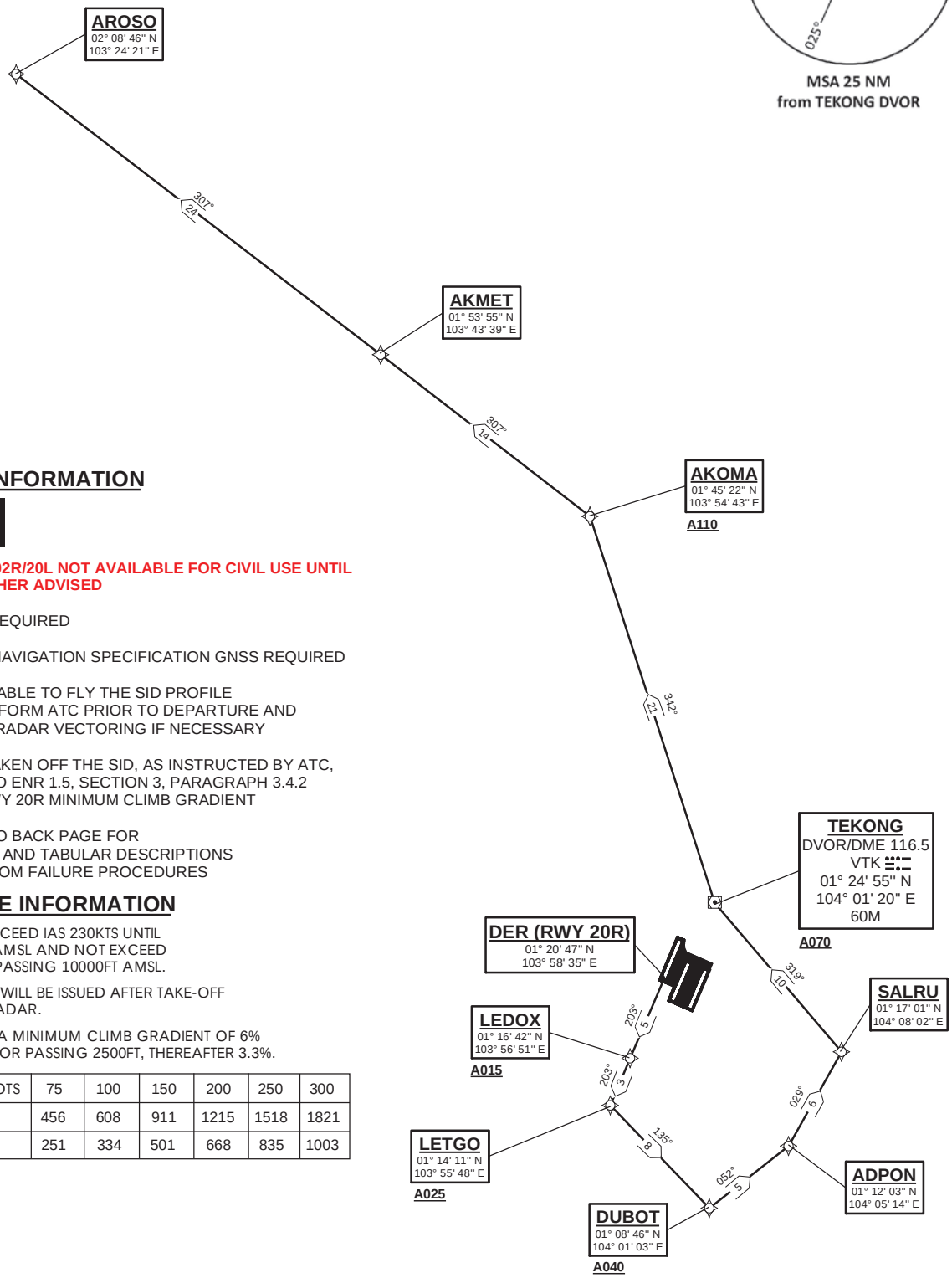
**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

NOT TO SCALE




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# AROSO 5F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ADPON, turn left. | ADPON [L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn left. | AKOMA [A110+; L] - | TF | N |
| To AKMET. | AKMET - | TF | N |
| To AROSO. | AROSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 135(135.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ADPON | - | 052(052.4) | 5.0 | L | - | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | L | A110+ | - | RNAV1 |
| TF | AKMET | - | 307(307.4) | 14.0 | - | - | - | RNAV1 |
| TF | AROSO | - | 307(307.4) | 24.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART
# RNAV (GNSS) -
# INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.2

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## DODSO DEPARTURES
## DODSO 1A

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION
GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT) EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND TO EXPECT RADAR VECTORING, IF NECESSARY

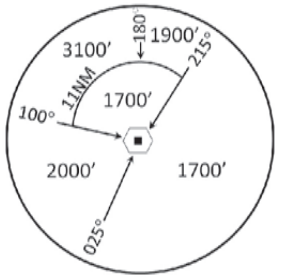
**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

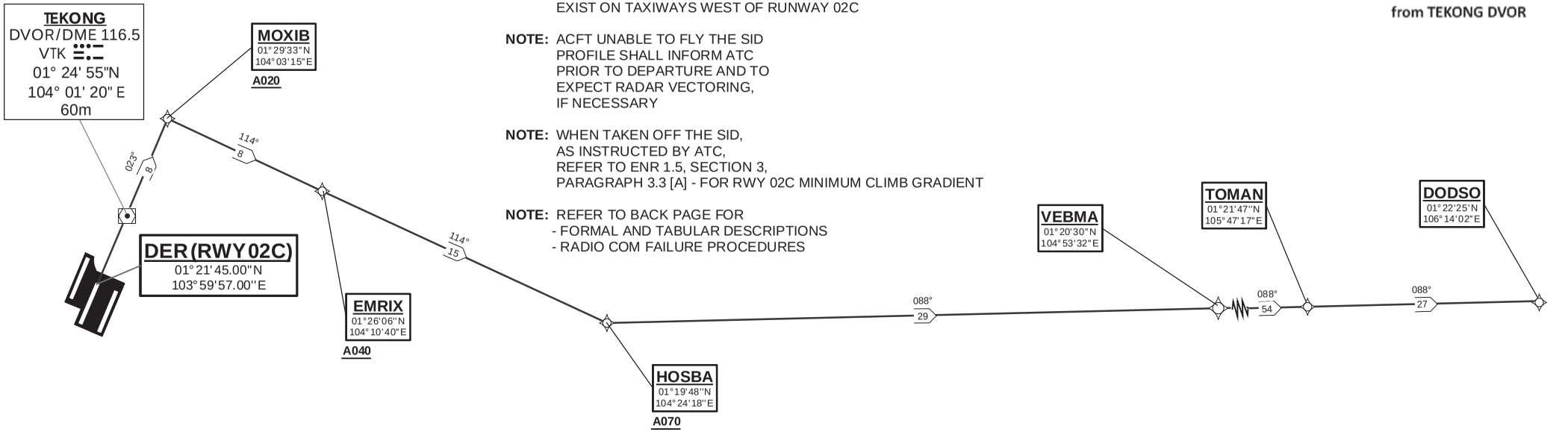
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




**MSA 25 NM from TEKONG DVOR**




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# DODSO 1A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 203° at or above 2000ft, turn right. | MOXIB [M203; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn left. | HOSBA [A070+; L] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN - | TF | N |
| To DODSO. | DODSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 8.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | L | A070+ | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 29.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |
| TF | DODSO | - | 088(088.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3<br>124.05 |
| ACC | 134.2 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

**SINGAPORE/Singapore Changi**
**RWY 20C**
**DODSO DEPARTURES**
**DODSO 1B**

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

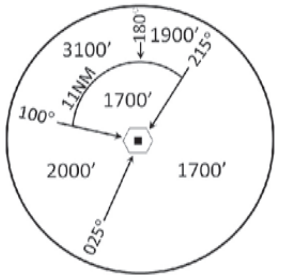
SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

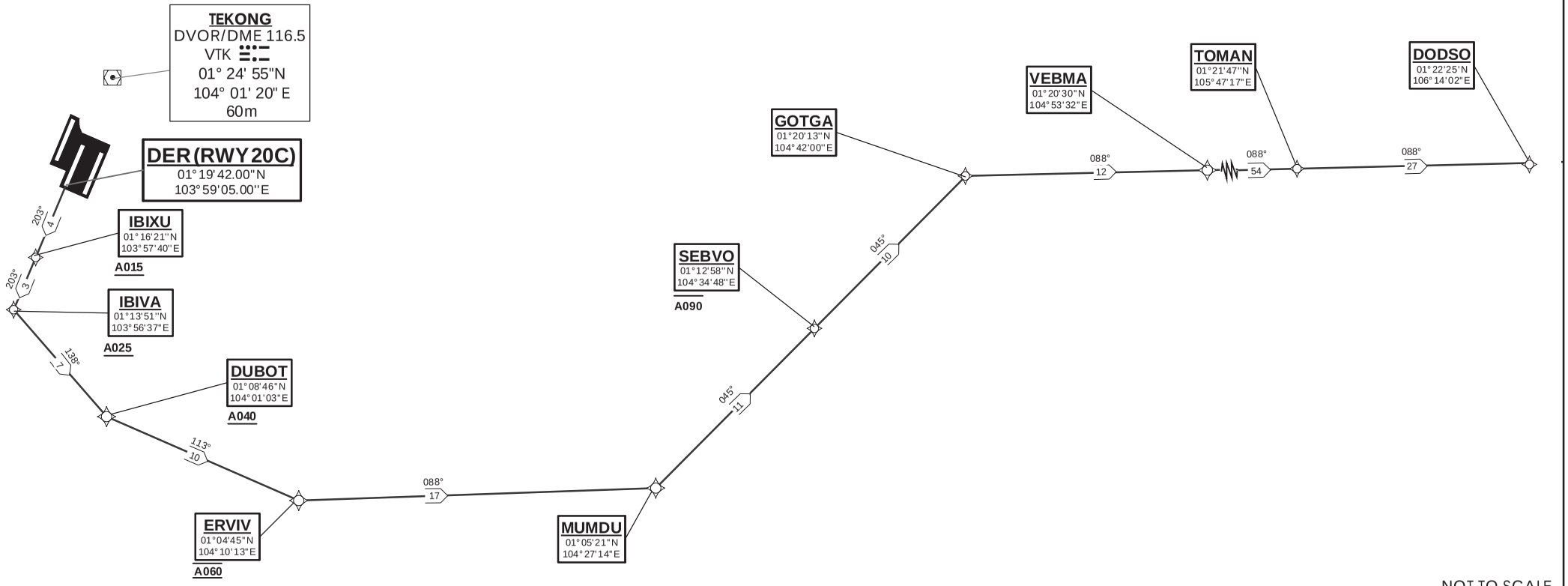
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




**MSA 25 NM from TEKONG DVOR**




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# DODSO 1B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ERVIV at 6000ft, turn left. | ERVIV [@A060; L] - | TF | N |
| To MUMDU, turn left. | MUMDU [L] - | TF | N |
| To SEBVO at or below 9000ft. | SEBVO [A090-] - | TF | N |
| To GOTGA, turn right. | GOTGA [R] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN - | TF | N |
| To DODSO. | DODSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 138(138.4) | 7.0 | L | A040+ | - | RNAV1 |
| TF | ERVIV | - | 113(113.4) | 10.0 | L | @A060 | - | RNAV1 |
| TF | MUMDU | - | 088(088.4) | 17.0 | L | - | - | RNAV1 |
| TF | SEBVO | - | 045(045.4) | 11.0 | - | A090- | - | RNAV1 |
| TF | GOTGA | - | 045(045.4) | 10.0 | R | - | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 12.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |
| TF | DODSO | - | 088(088.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART
# RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 134.2 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## DODSO DEPARTURES (RADAR)
## DODSO 1C

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

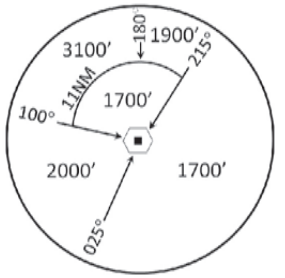
**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

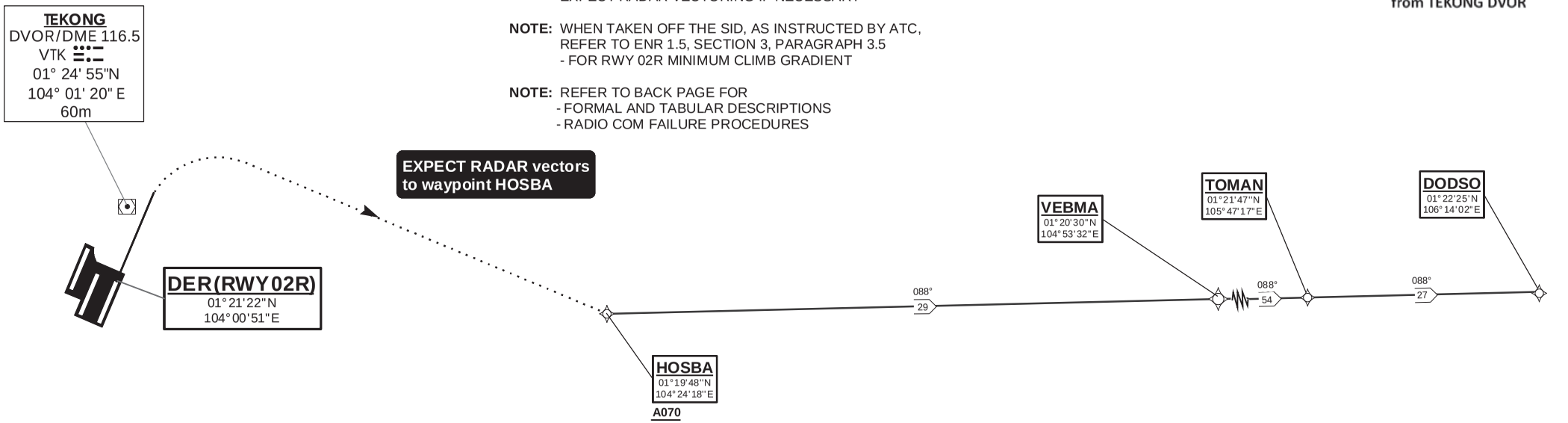
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# DODSO 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint HOSBA. | - | VA | N |
| To HOSBA at or above 7000ft. | HOSBA [A070+] - | DF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN - | TF | N |
| To DODSO. | DODSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | RNAV1 |
| DF | HOSBA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 29.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |
| TF | DODSO | - | 088(088.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 134.2 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## DODSO DEPARTURES
## DODSO 1D

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

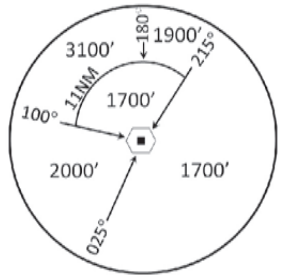
SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

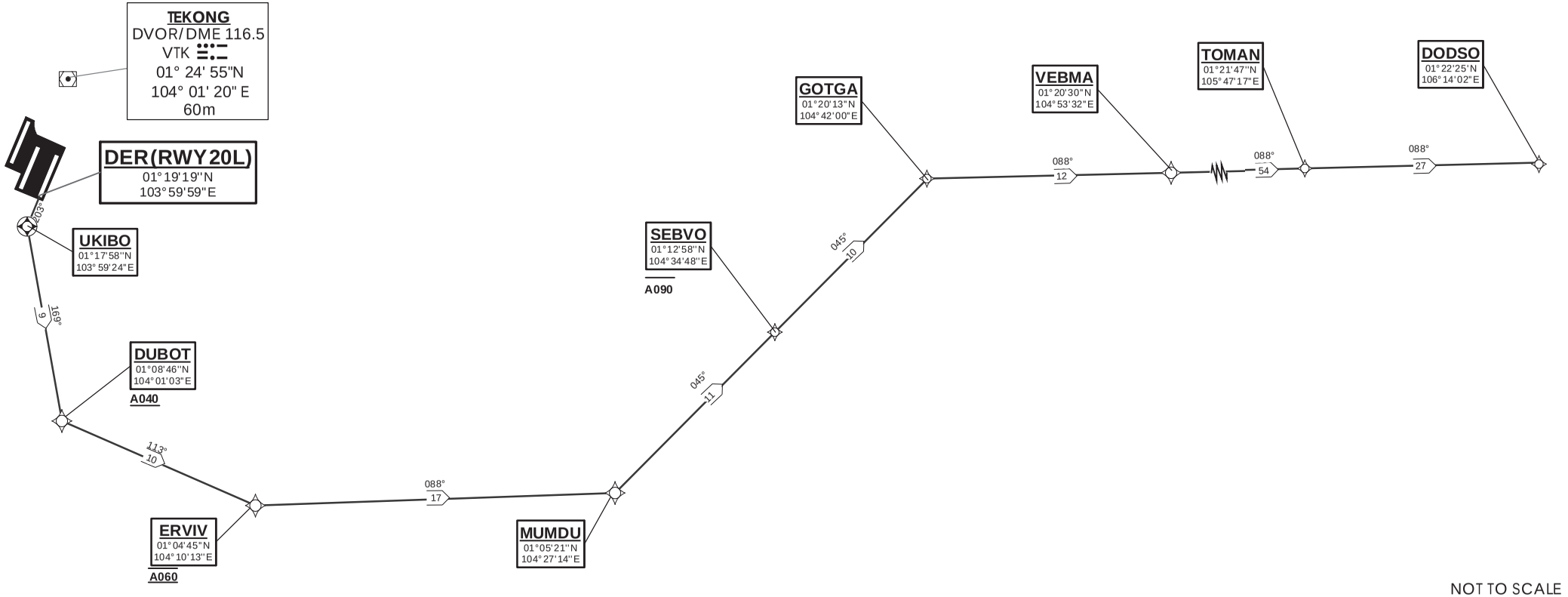
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




**MSA 25 NM from TEKONG DVOR**




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# DODSO 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ERVIV at 6000ft, turn left. | ERVIV [@A060; L] - | TF | N |
| To MUMDU, turn left. | MUMDU [L] - | TF | N |
| To SEBVO at or below 9000ft. | SEBVO [A090-] - | TF | N |
| To GOTGA, turn right. | GOTGA [R] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN - | TF | N |
| To DODSO. | DODSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | DUBOT | - | 169(169.4) | 9.0 | L | A040+ | - | RNAV1 |
| TF | ERVIV | - | 113(113.4) | 10.0 | L | @A060 | - | RNAV1 |
| TF | MUMDU | - | 088(088.4) | 17.0 | L | - | - | RNAV1 |
| TF | SEBVO | - | 045(045.4) | 11.0 | - | A090- | - | RNAV1 |
| TF | GOTGA | - | 045(045.4) | 10.0 | R | - | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 12.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |
| TF | DODSO | - | 088(088.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3<br>124.05 |
| ACC | 134.2 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

**SINGAPORE/Singapore Changi**
**RWY 02L**
**DODSO DEPARTURES**
**DODSO 1E**

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

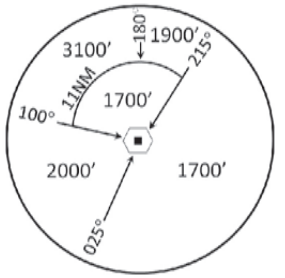
**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

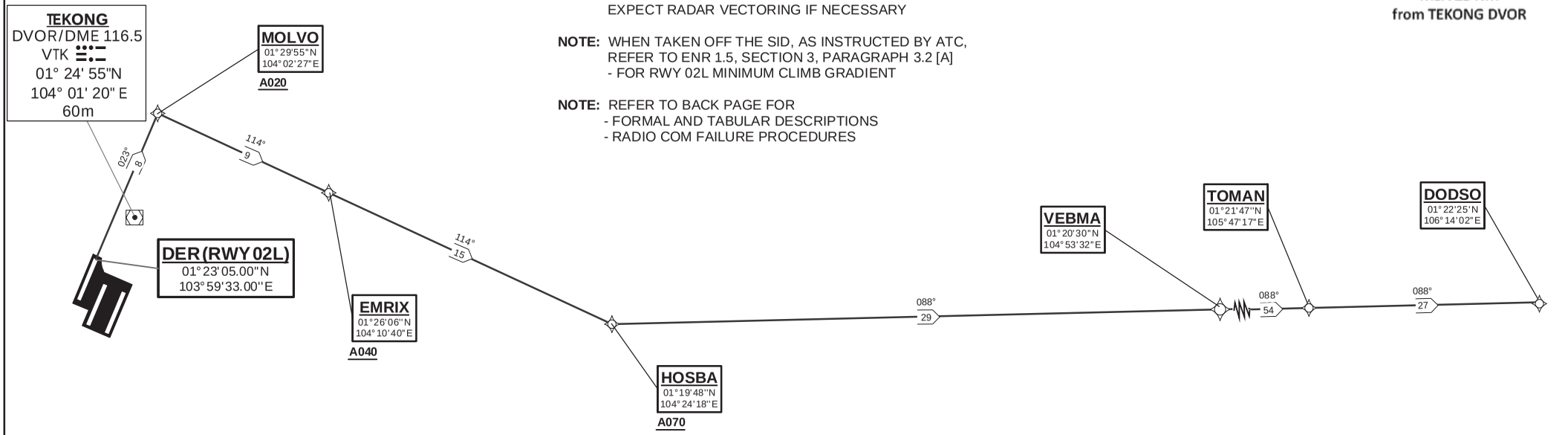
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




**MSA 25 NM from TEKONG DVOR**




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# DODSO 1E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn right. | MOLVO [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn left. | HOSBA [A070+; L] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN - | TF | N |
| To DODSO. | DODSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | L | A070+ | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 29.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |
| TF | DODSO | - | 088(088.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3<br>124.05 |
| ACC | 134.2 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

**SINGAPORE/Singapore Changi**
**RWY 20R**
**DODSO DEPARTURES**
**DODSO 1F**

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

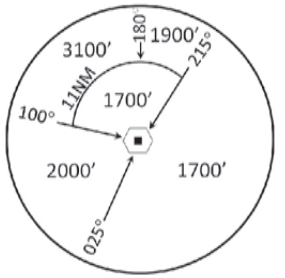
SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

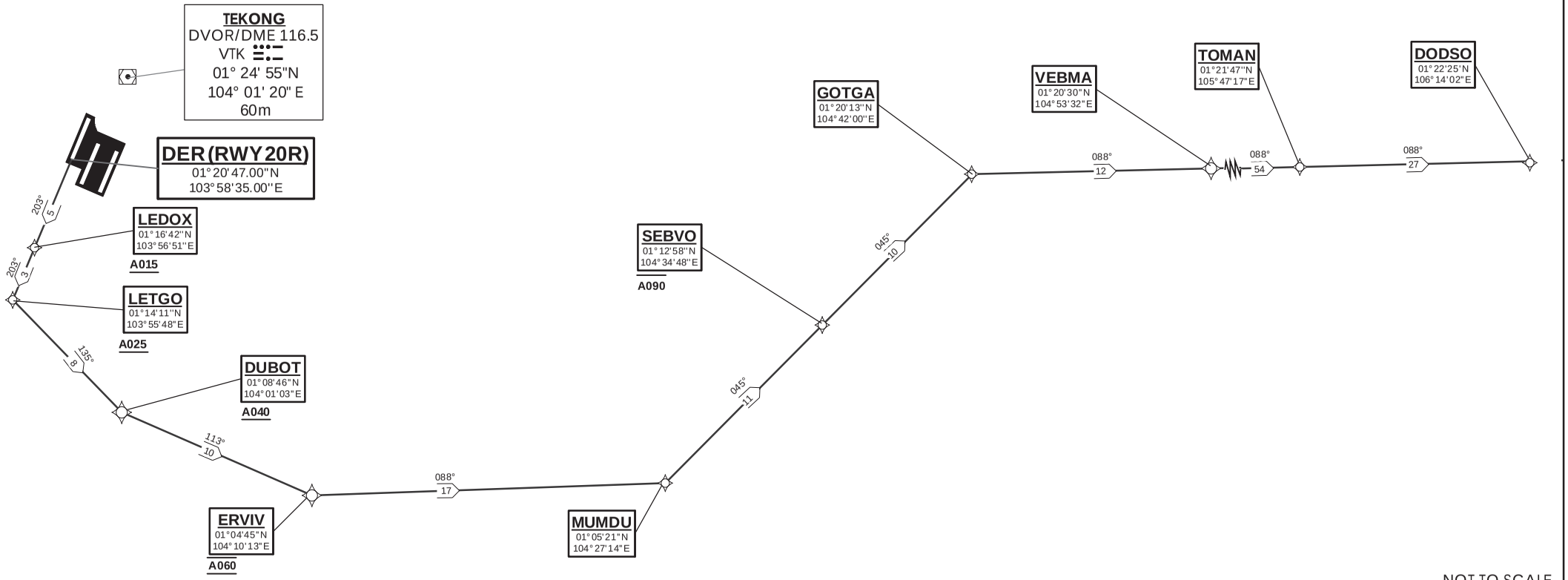
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




**MSA 25 NM from TEKONG DVOR**




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# DODSO 1F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ERVIV at 6000ft, turn left. | ERVIV [@A060; L] - | TF | N |
| To MUMDU, turn left. | MUMDU [L] - | TF | N |
| To SEBVO at or below 9000ft. | SEBVO [A090-] - | TF | N |
| To GOTGA, turn right. | GOTGA [R] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN - | TF | N |
| To DODSO. | DODSO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 135(135.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ERVIV | - | 113(113.4) | 10.0 | L | @A060 | - | RNAV1 |
| TF | MUMDU | - | 088(088.4) | 17.0 | L | - | - | RNAV1 |
| TF | SEBVO | - | 045(045.4) | 11.0 | - | A090- | - | RNAV1 |
| TF | GOTGA | - | 045(045.4) | 10.0 | R | - | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 12.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |
| TF | DODSO | - | 088(088.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

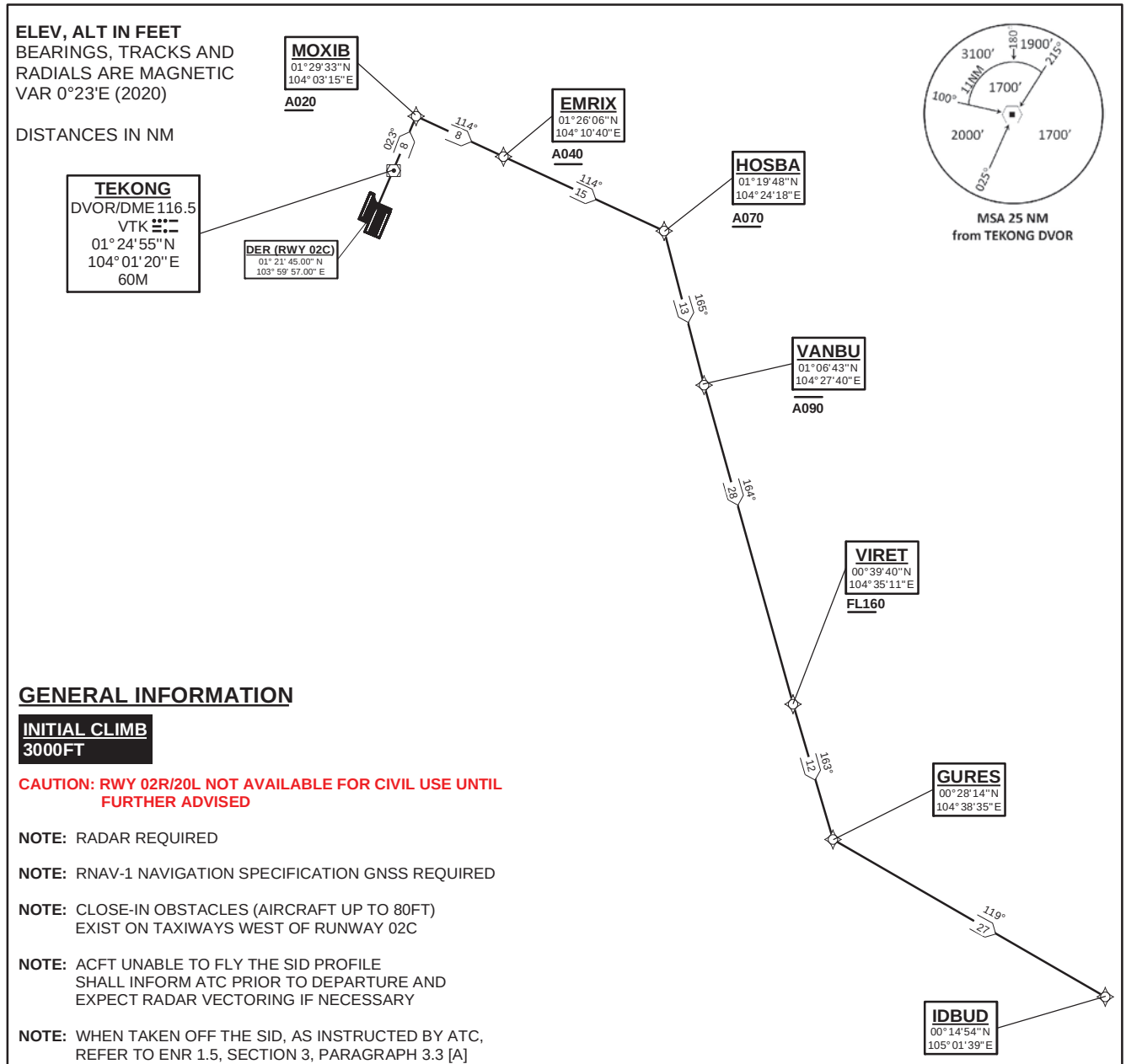
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## IDBUD DEPARTURES
## IDBUD 1A

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT) EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# IDBUD 1A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn right. | MOXIB [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES, turn left | GURES [L] - | TF | N |
| To IDBUD. | IDBUD | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 8.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | L | - | - | RNAV1 |
| TF | IDBUD | - | 119(119.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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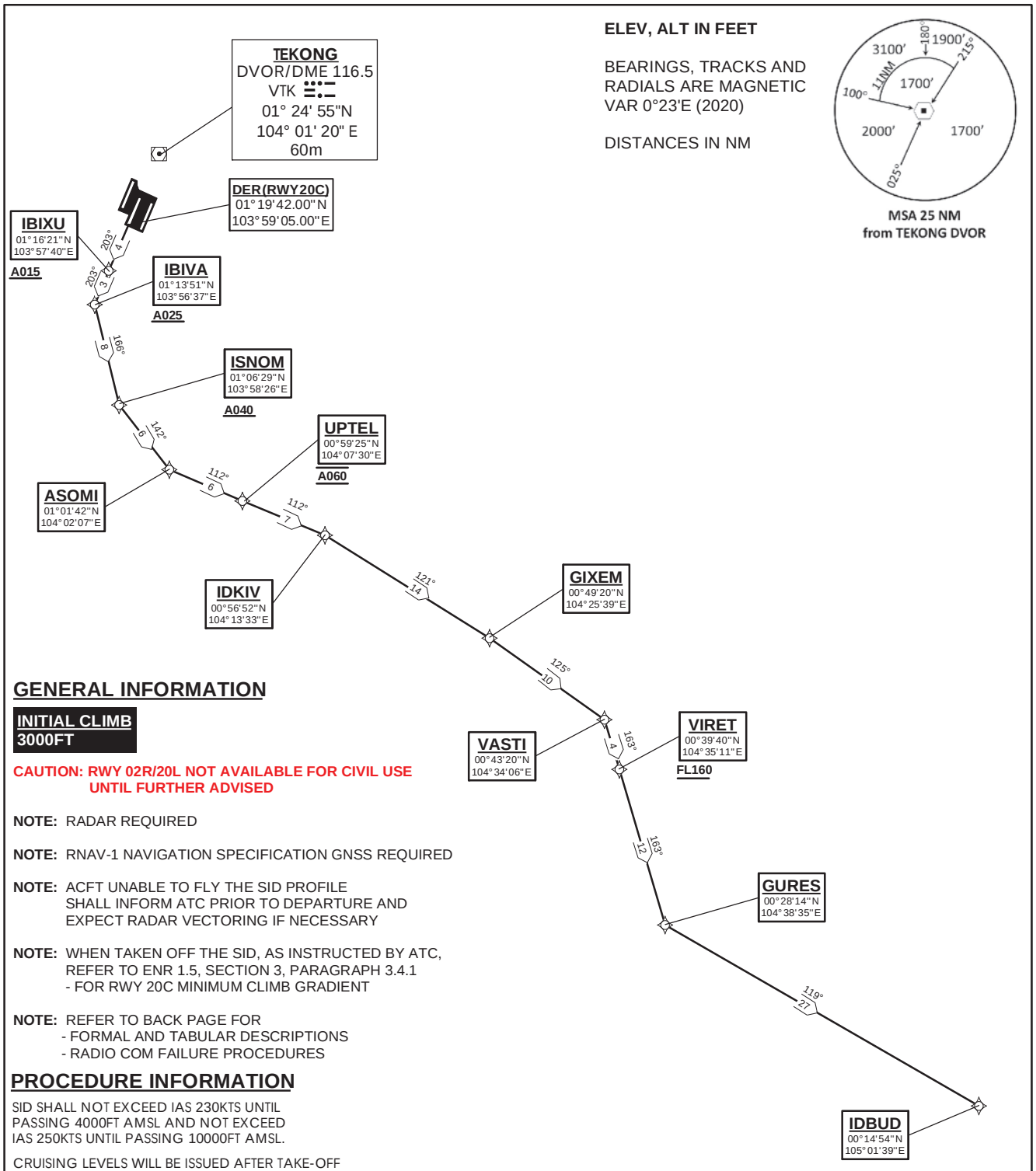
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 134.4 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## IDBUD DEPARTURES
## IDBUD 1B




**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# IDBUD 1B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES, turn left. | GURES [L] - | TF | N |
| To IDBUD. | IDBUD | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | ISNOM | - | 166(166.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | L | - | - | RNAV1 |
| TF | IDBUD | - | 119(119.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 134.4 |

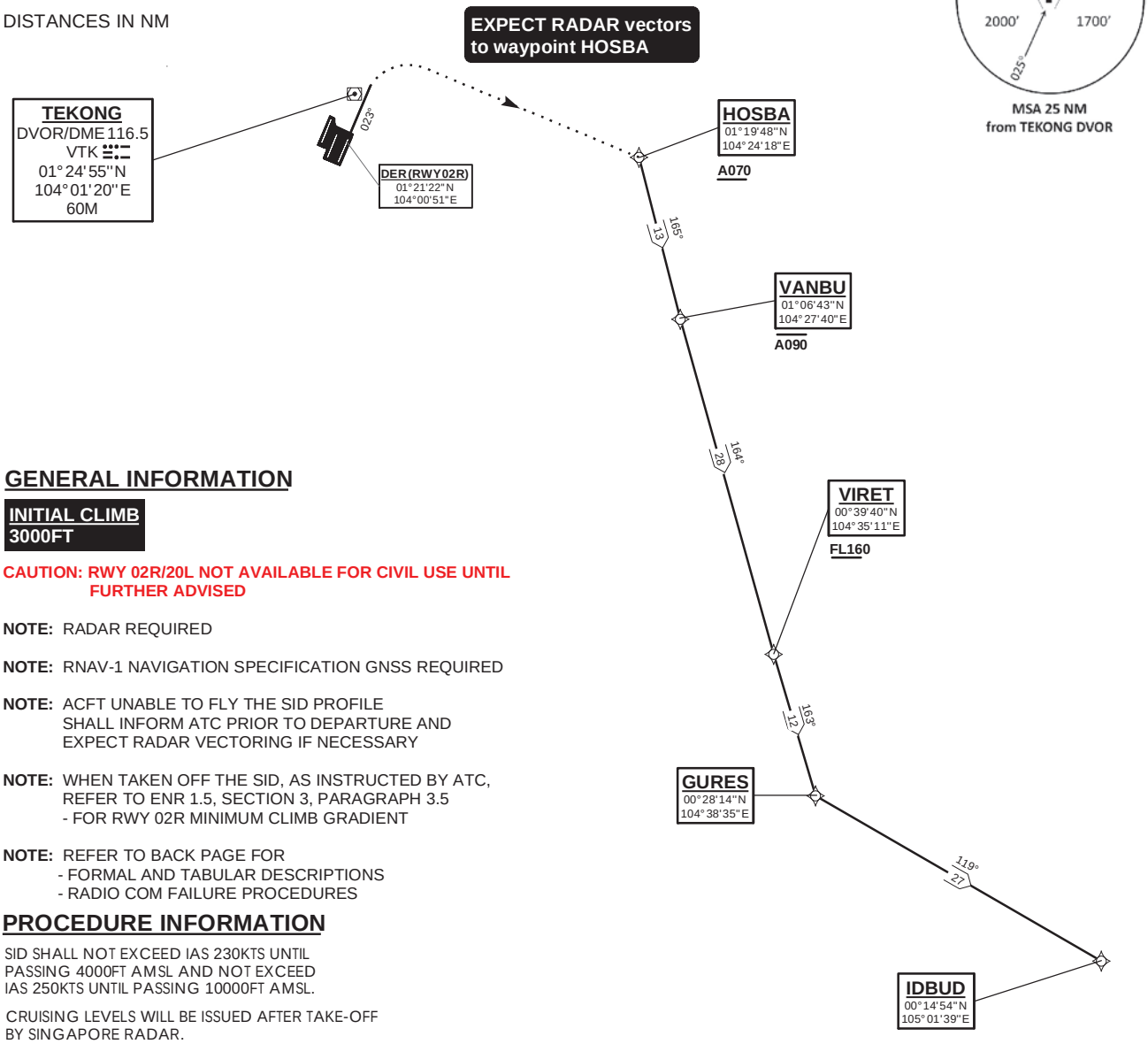
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## IDBUD DEPARTURES (RADAR)
## IDBUD 1C

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# IDBUD 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint HOSBA. | - | VA | N |
| To HOSBA at or above 7000ft. | HOSBA [A070+] - | DF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES, turn left. | GURES [L] - | TF | N |
| To IDBUD. | IDBUD | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | - |
| DF | HOSBA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.3) | 12.0 | L | - | - | RNAV1 |
| TF | IDBUD | - | 119(119.3) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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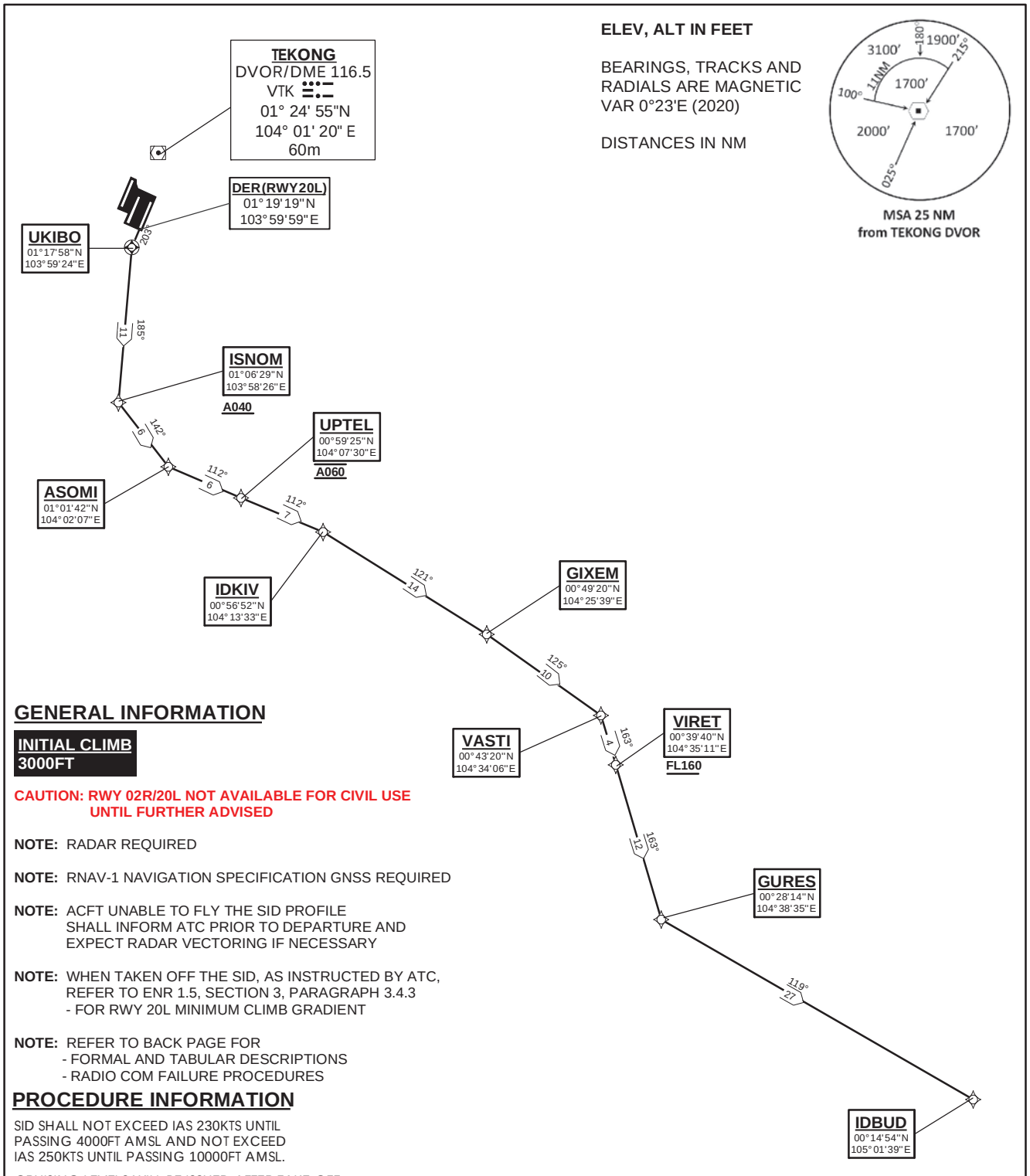
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## IDBUD DEPARTURES
## IDBUD 1D




**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# IDBUD 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES, turn left. | GURES [L] - | TF | N |
| To IDBUD. | IDBUD | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | ISNOM | - | 185(185.4) | 11.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | L | - | - | RNAV1 |
| TF | IDBUD | - | 119(119.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

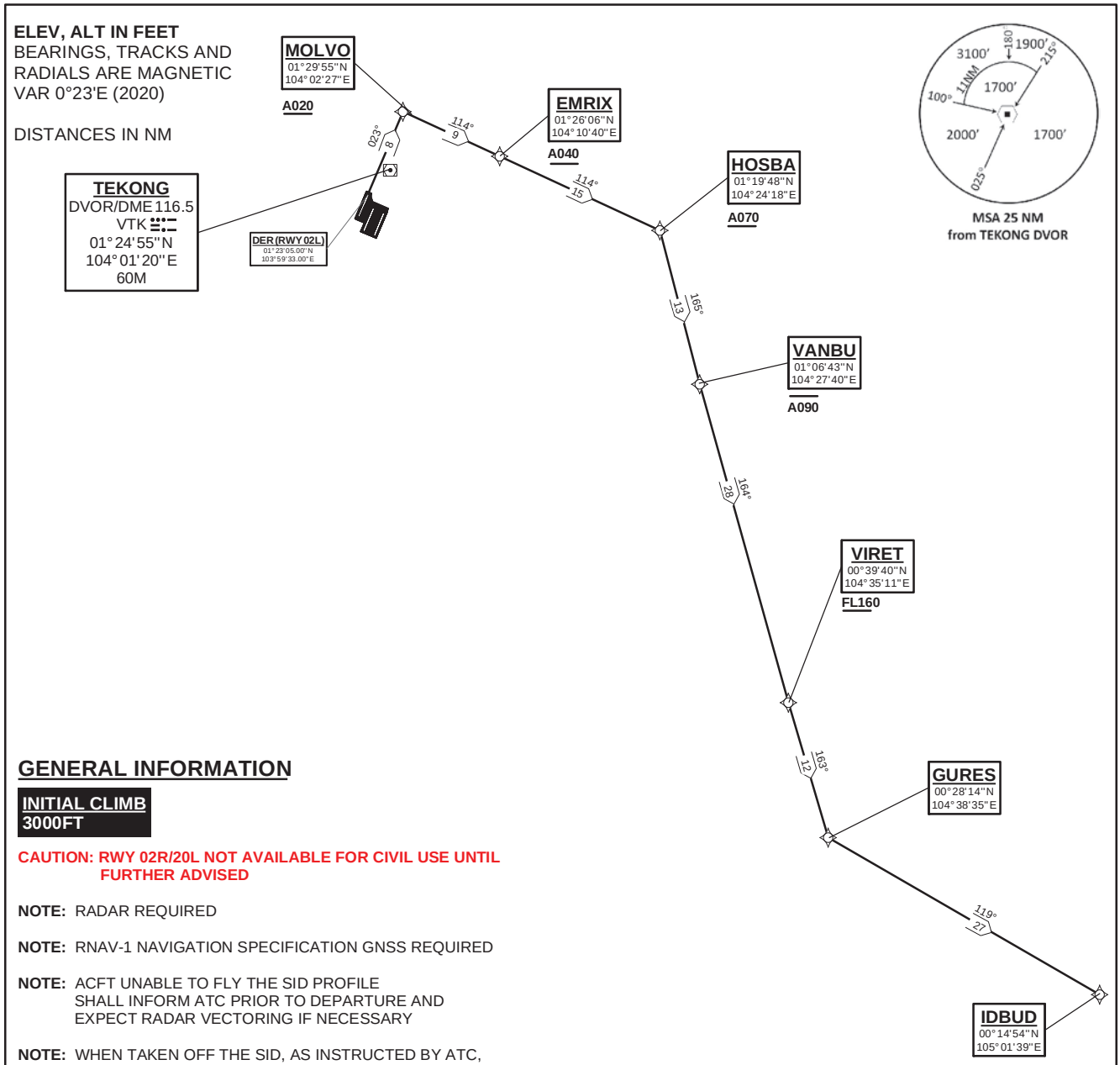
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02L
## IDBUD DEPARTURES
## IDBUD 1E

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# IDBUD 1E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn right. | MOLVO [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES, turn left | GURES [L] - | TF | N |
| To IDBUD. | IDBUD | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | L | - | - | RNAV1 |
| TF | IDBUD | - | 119(119.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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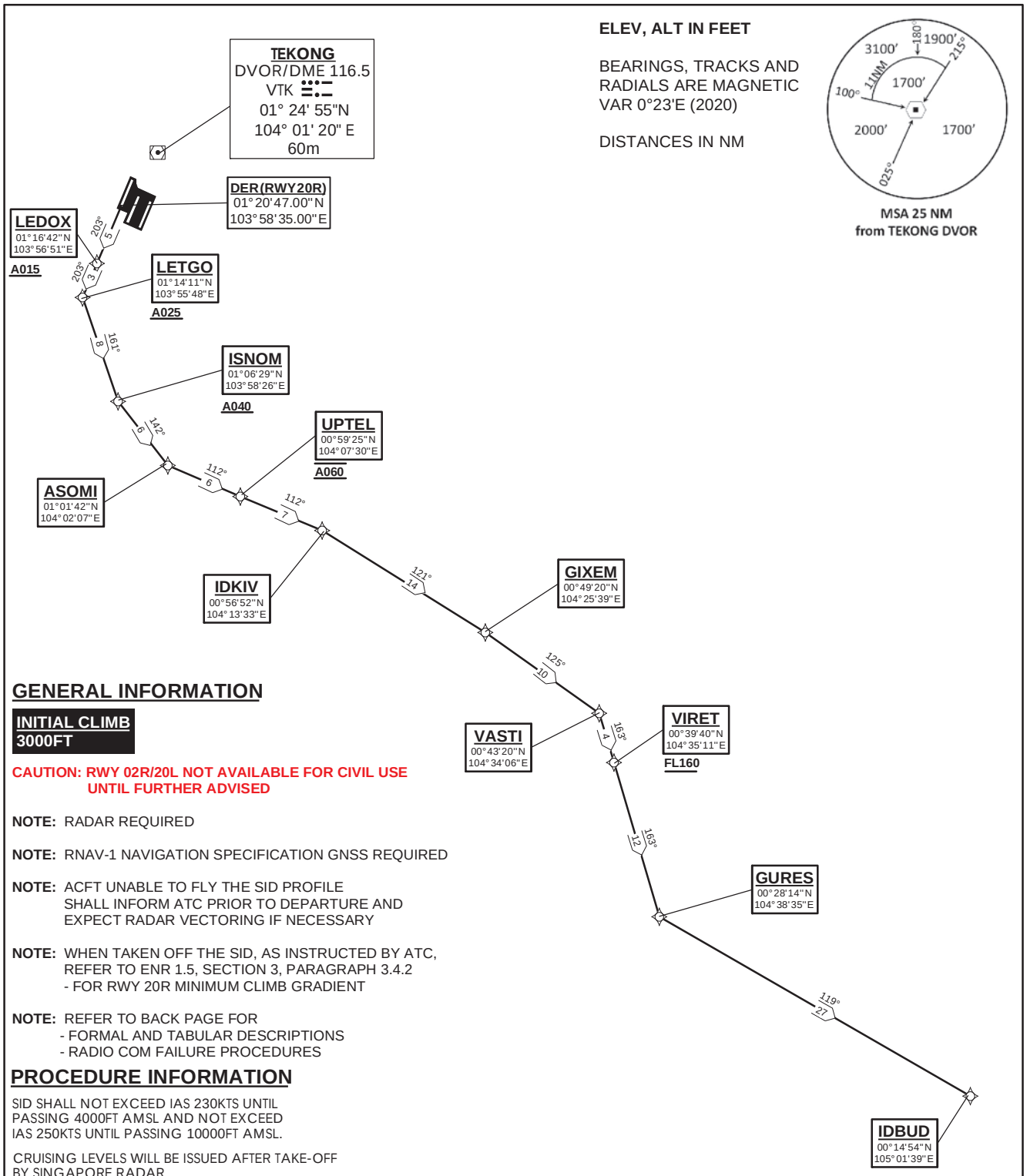
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## IDBUD DEPARTURES
## IDBUD 1F




**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# IDBUD 1F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES, turn left. | GURES [L] - | TF | N |
| To IDBUD. | IDBUD | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | ISNOM | - | 161(161.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | L | - | - | RNAV1 |
| TF | IDBUD | - | 119(119.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

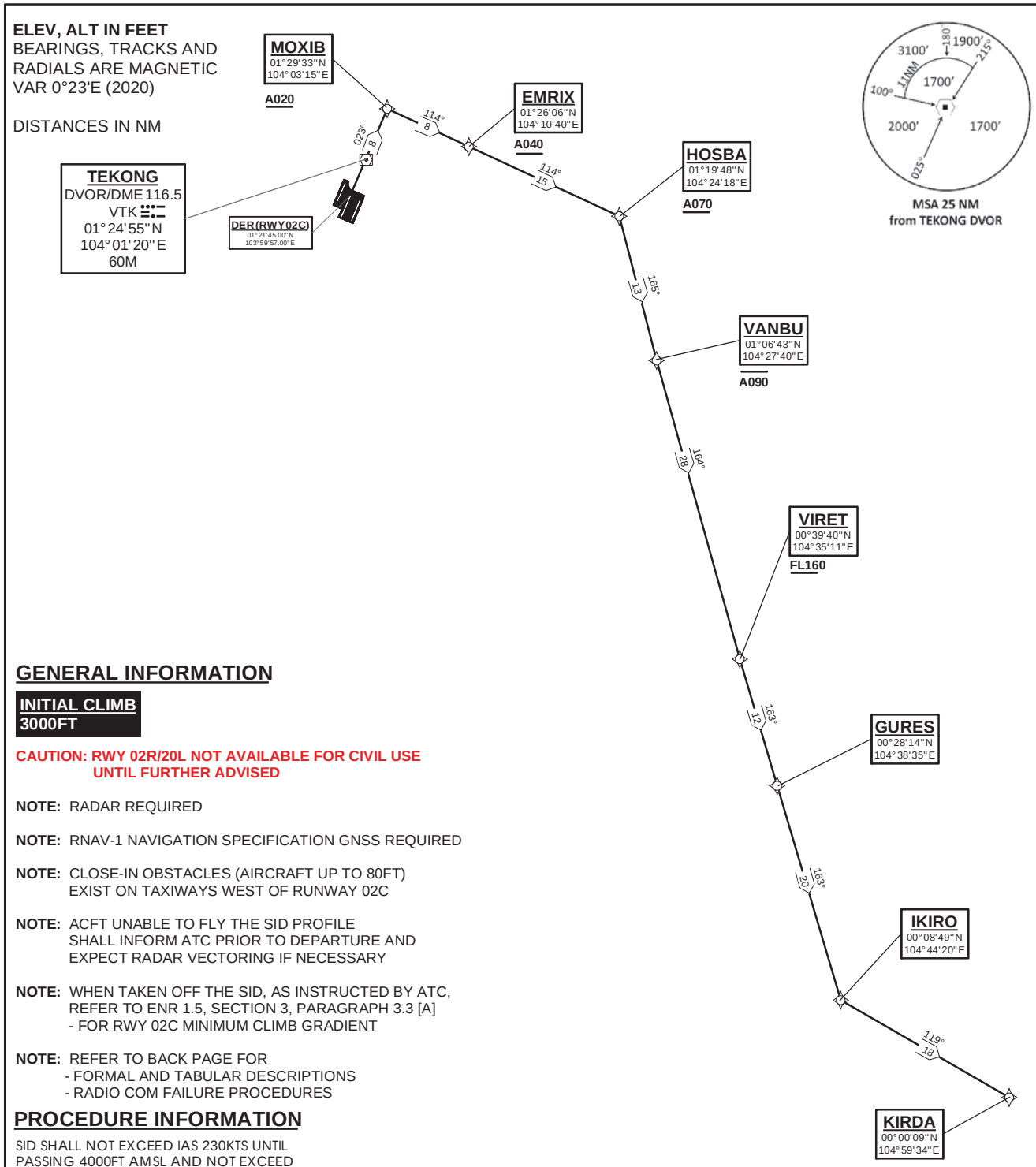
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## KIRDA DEPARTURES
## KIRDA 1A

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT) EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KIRDA 1A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn right. | MOXIB [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO, turn left. | IKIRO [L] - | TF | N |
| To KIRDA. | KIRDA | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 8.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | L | - | - | RNAV1 |
| TF | KIRDA | - | 119(119.4) | 18.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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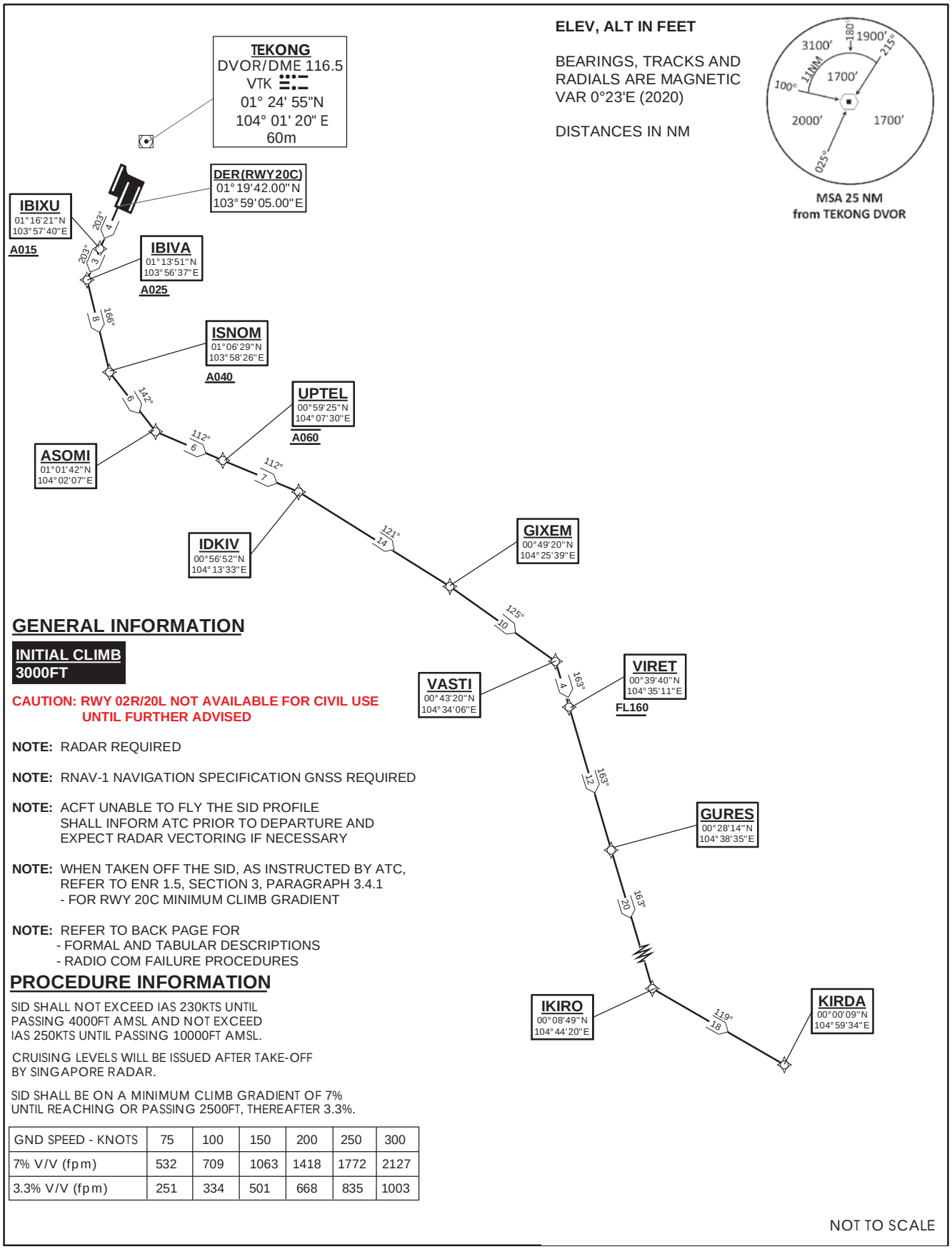
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## KIRDA DEPARTURES
## KIRDA 1B




**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KIRDA 1B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO, turn left. | IKIRO [L] - | TF | N |
| To KIRDA. | KIRDA | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | ISNOM | - | 166(166.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | L | - | - | RNAV1 |
| TF | KIRDA | - | 119(119.4) | 18.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 134.4 |

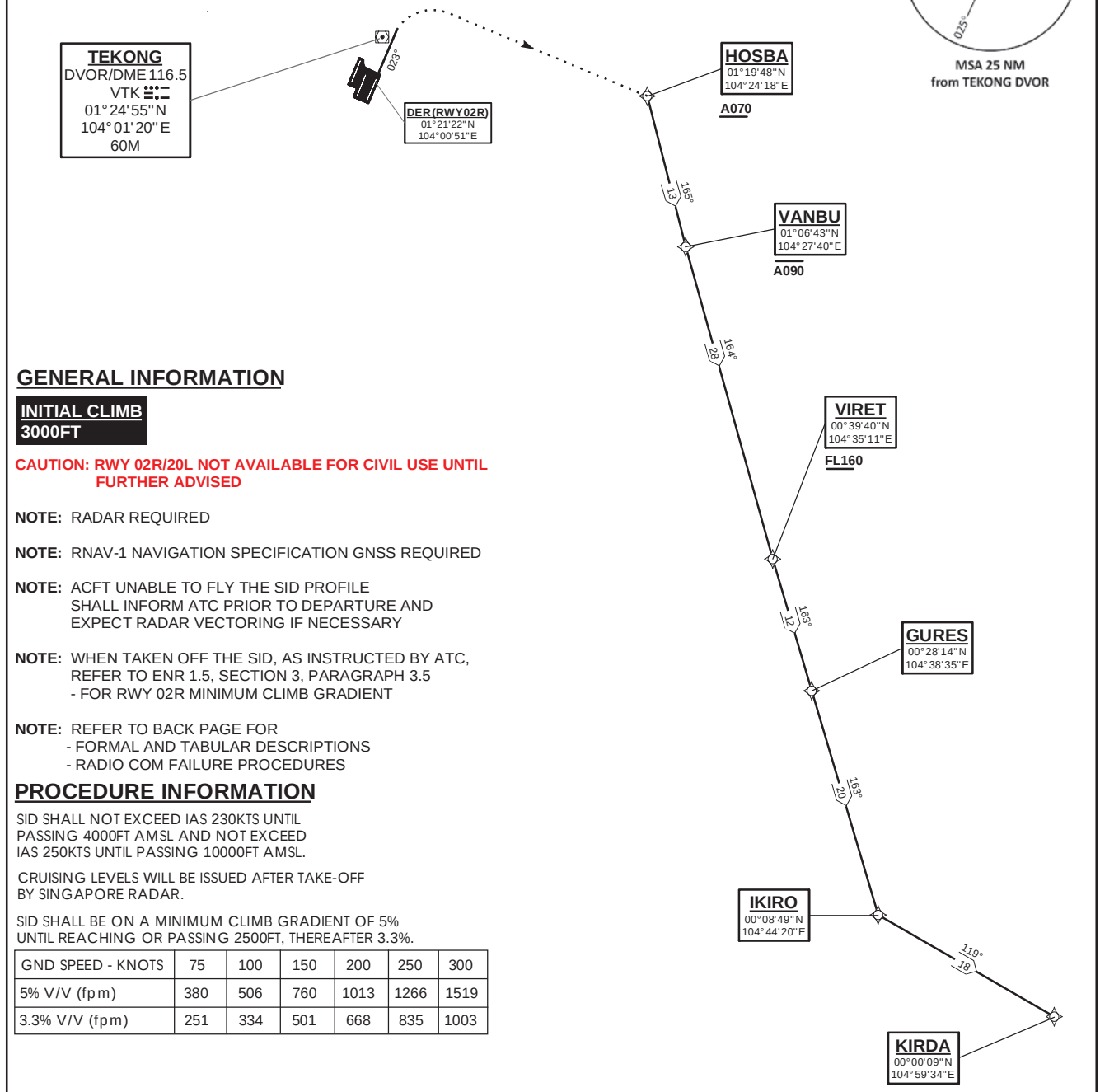
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## KIRDA DEPARTURES (RADAR)
## KIRDA 1C

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KIRDA 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint HOSBA. | - | VA | N |
| To HOSBA at or above 7000ft. | HOSBA [A070+] - | DF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO, turn left. | IKIRO [L] - | TF | N |
| To KIRDA. | KIRDA | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | - |
| DF | HOSBA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.3) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.3) | 20.0 | L | - | - | RNAV1 |
| TF | KIRDA | - | 119(119.3) | 18.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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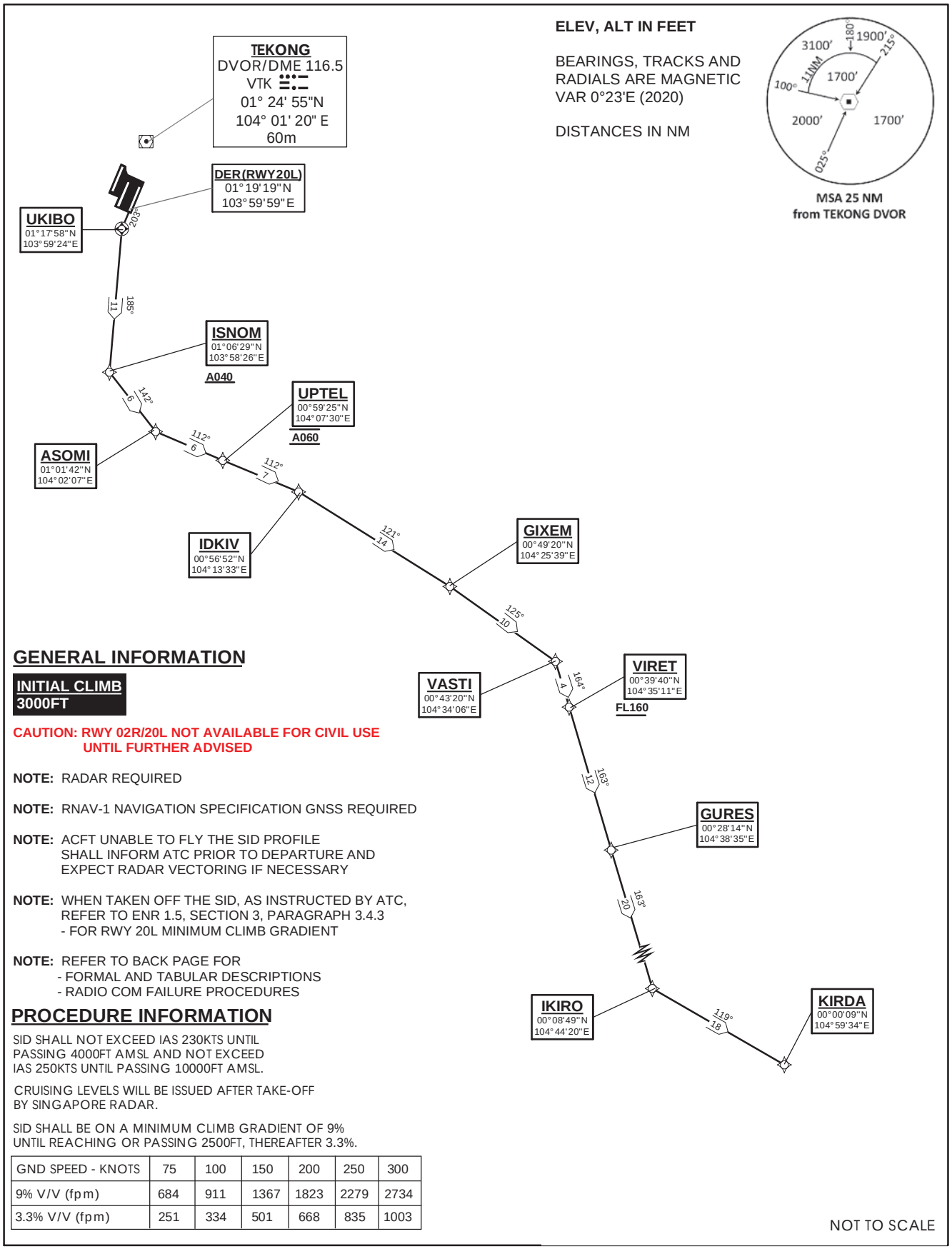
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## KIRDA DEPARTURES
## KIRDA 1D




**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KIRDA 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO, turn left. | IKIRO [L] - | TF | N |
| To KIRDA. | KIRDA | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | ISNOM | - | 185(185.4) | 11.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 4.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | L | - | - | RNAV1 |
| TF | KIRDA | - | 119(119.4) | 18.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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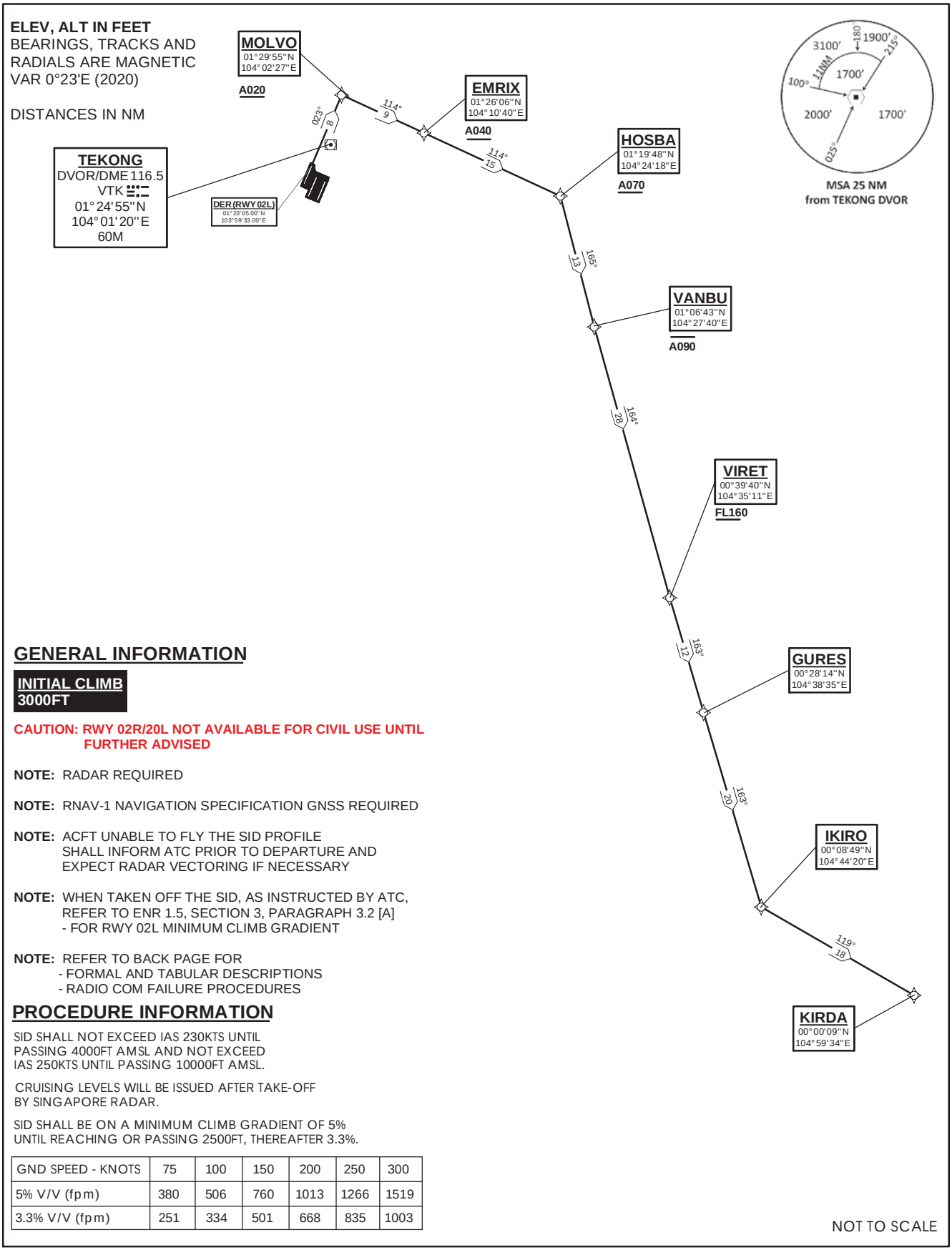
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02L
## KIRDA DEPARTURES
## KIRDA 1E




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KIRDA 1E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn right. | MOLVO [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn left. | VANBU [A090-; L] - | TF | N |
| To VIRET at or above FL160, turn left. | VIRET [FL160+; L] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO, turn left. | IKIRO [L] - | TF | N |
| To KIRDA. | KIRDA | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | L | A090- | - | RNAV1 |
| TF | VIRET | - | 164(164.4) | 28.0 | L | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | L | - | - | RNAV1 |
| TF | KIRDA | - | 119(119.4) | 18.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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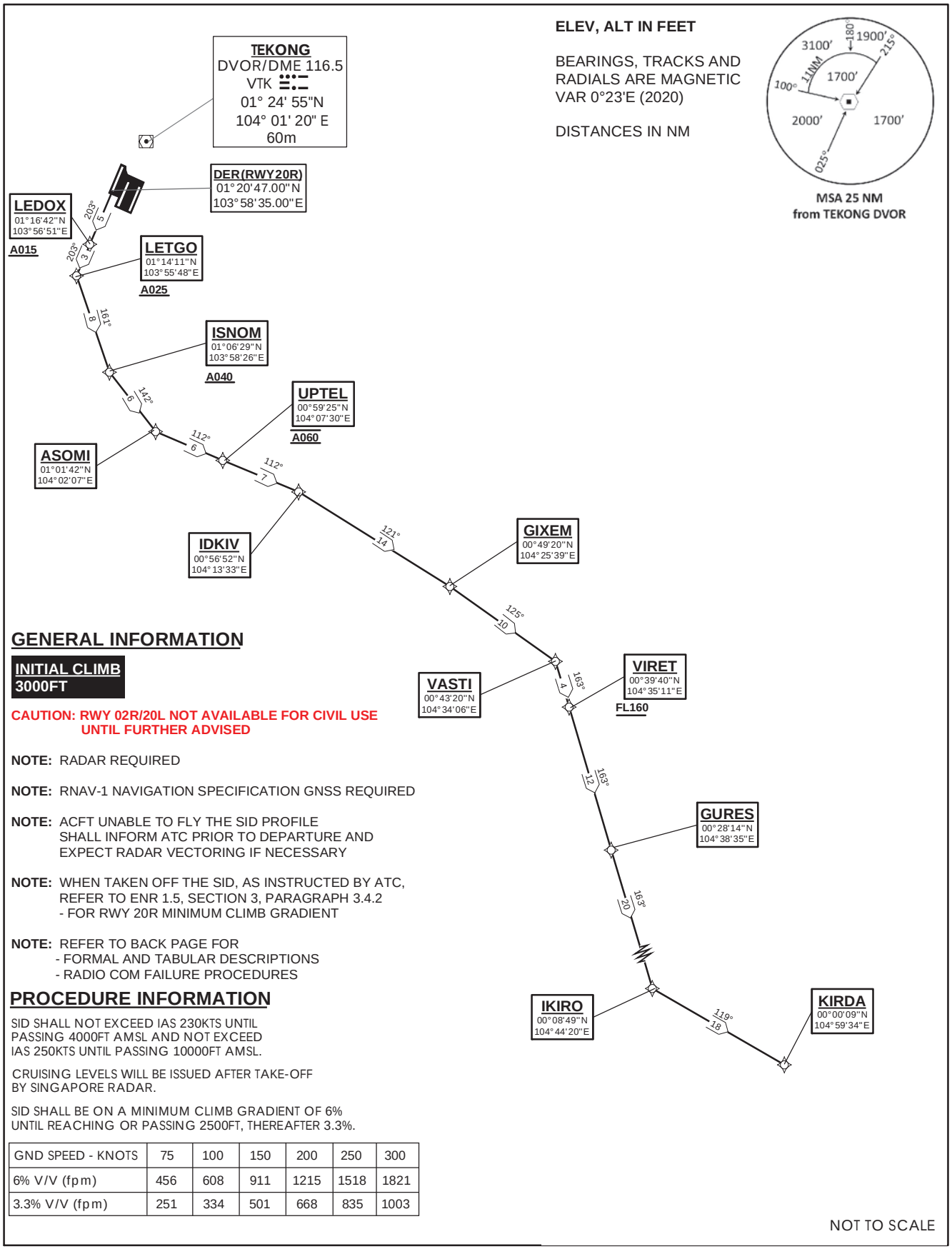
# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.4

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## KIRDA DEPARTURES
## KIRDA 1F




ELEV, ALT IN FEET

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KIRDA 1F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To ISNOM at or above 4000ft, turn left. | ISNOM [A040+; L] - | TF | N |
| To ASOMI, turn left. | ASOMI [L] - | TF | N |
| To UPTEL at 6000ft. | UPTEL [@A060] - | TF | N |
| To IDKIV, turn right. | IDKIV [R] - | TF | N |
| To GIXEM, turn right. | GIXEM [R] - | TF | N |
| To VASTI, turn right. | VASTI [R] - | TF | N |
| To VIRET at or above FL160. | VIRET [FL160+] - | TF | N |
| To GURES. | GURES - | TF | N |
| To IKIRO, turn left. | IKIRO [L] - | TF | N |
| To KIRDA. | KIRDA | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | ISNOM | - | 161(161.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ASOMI | - | 142(142.4) | 6.0 | L | - | - | RNAV1 |
| TF | UPTEL | - | 112(112.4) | 6.0 | - | @A060 | - | RNAV1 |
| TF | IDKIV | - | 112(112.4) | 7.0 | R | - | - | RNAV1 |
| TF | GIXEM | - | 121(121.4) | 14.0 | R | - | - | RNAV1 |
| TF | VASTI | - | 125(125.4) | 10.0 | R | - | - | RNAV1 |
| TF | VIRET | - | 163(163.4) | 4.0 | - | FL160+ | - | RNAV1 |
| TF | GURES | - | 163(163.4) | 12.0 | - | - | - | RNAV1 |
| TF | IKIRO | - | 163(163.4) | 20.0 | L | - | - | RNAV1 |
| TF | KIRDA | - | 119(119.4) | 18.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

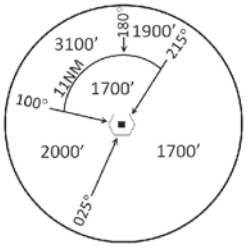
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

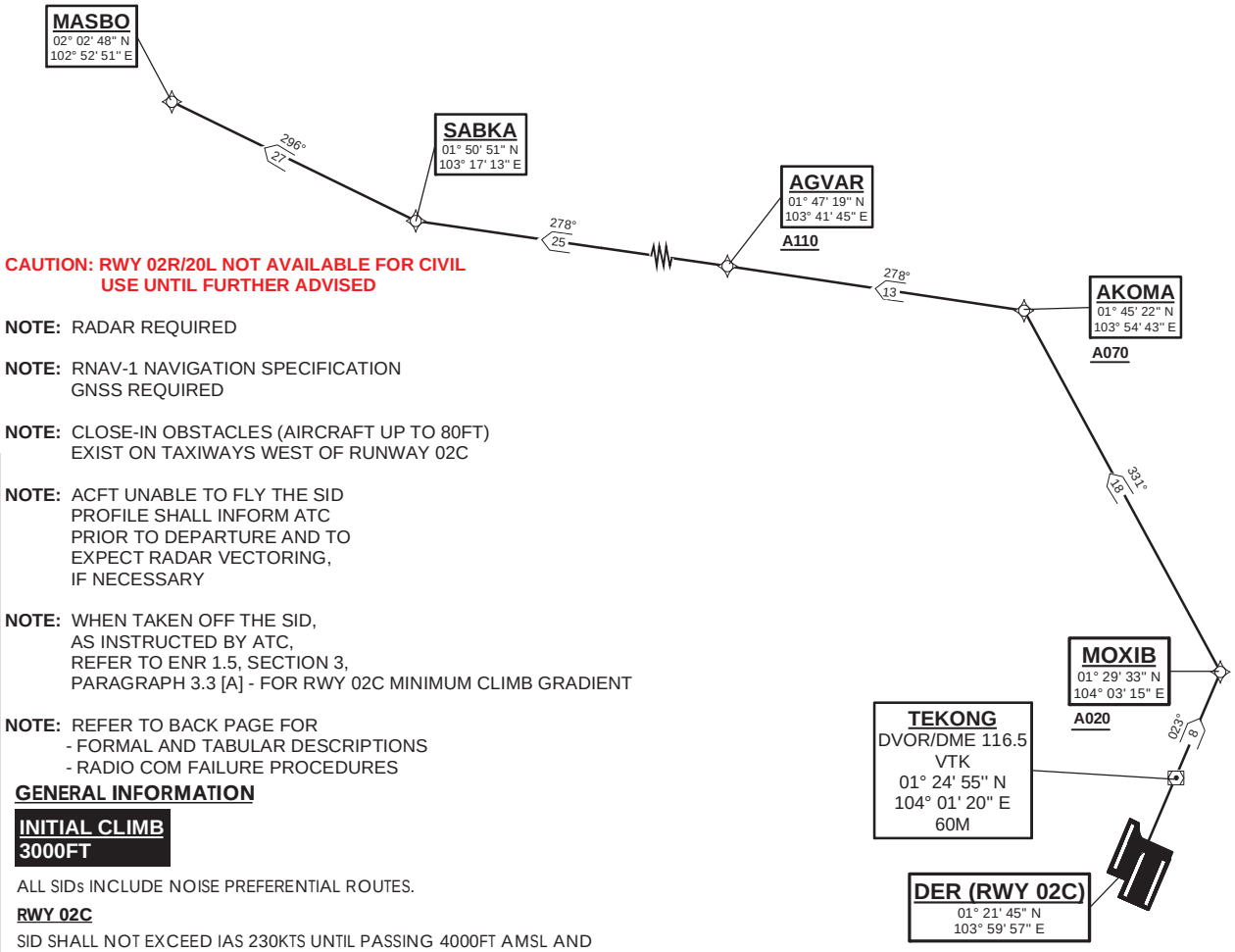
## SINGAPORE/Singapore Changi
## RWY 02C
## MASBO DEPARTURES
## MASBO 3A

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION
GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT)
EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID
PROFILE SHALL INFORM ATC
PRIOR TO DEPARTURE AND TO
EXPECT RADAR VECTORING,
IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID,
AS INSTRUCTED BY ATC,
REFER TO ENR 1.5, SECTION 3,
PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

ALL SIDs INCLUDE NOISE PREFERENTIAL ROUTES.

**RWY 02C**

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MASBO 3A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn left. | MOXIB [M023; A020+; L] - | CF | N |
| To AKOMA at or above 7000ft, turn left. | AKOMA [A070+; L] - | TF | N |
| To AGVAR at or above 11000ft. | AGVAR [A110+] - | TF | N |
| To SABKA, turn right. | SABKA [R] - | TF | N |
| To MASBO. | MASBO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | L | A020+ | - | RNAV1 |
| TF | AKOMA | - | 331(331.4) | 18.0 | L | A070+ | - | RNAV1 |
| TF | AGVAR | - | 278(278.4) | 13.0 | - | A110+ | - | RNAV1 |
| TF | SABKA | - | 278(278.4) | 25.0 | R | - | - | RNAV1 |
| TF | MASBO | - | 296(296.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

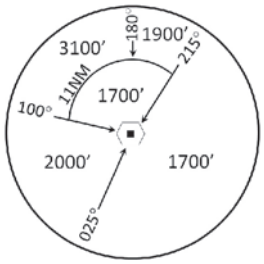
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## MASBO DEPARTURES
## MASBO 5B

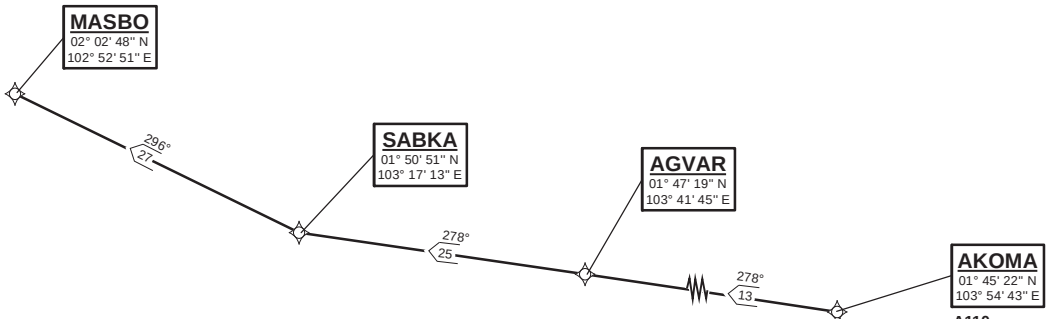
**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

NOT TO SCALE




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

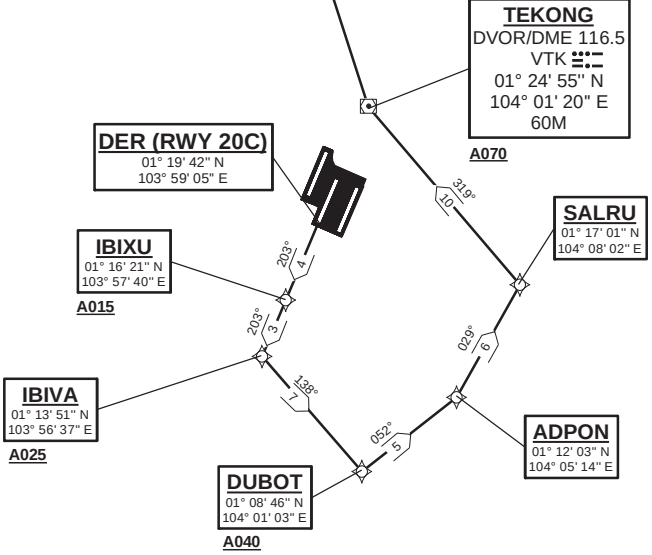
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MASBO 5B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ADPON, turn left. | ADPON [L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn left. | AKOMA [A110+; L] - | TF | N |
| To AGVAR. | AGVAR - | TF | N |
| To SABKA, turn right. | SABKA [R] - | TF | N |
| To MASBO. | MASBO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 138(138.4) | 7.0 | L | A040+ | - | RNAV1 |
| TF | ADPON | - | 052(052.4) | 5.0 | L | - | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | L | A110+ | - | RNAV1 |
| TF | AGVAR | - | 278(278.4) | 13.0 | - | - | - | RNAV1 |
| TF | SABKA | - | 278(278.4) | 25.0 | R | - | - | RNAV1 |
| TF | MASBO | - | 296(296.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

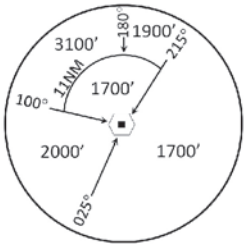
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

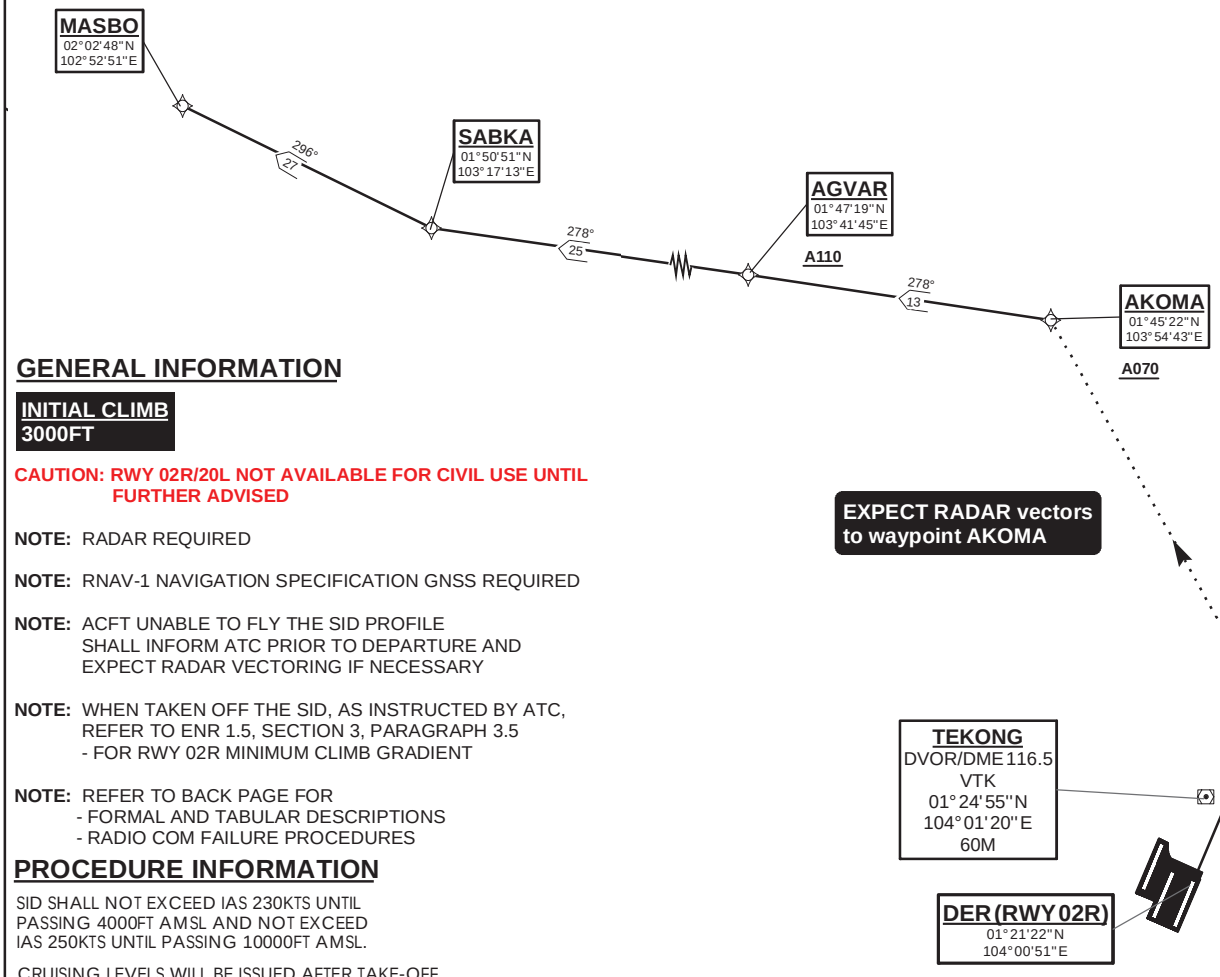
## SINGAPORE/Singapore Changi
## RWY 02R
## MASBO DEPARTURES (RADAR)
## MASBO 1C

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5
- FOR RWY 02R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MASBO 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint AKOMA. | - | VA | N |
| To AKOMA at or above 7000ft. | AKOMA [A070+] - | DF | N |
| To AGVAR at or above 11000ft. | AGVAR [A110+] - | TF | N |
| To SABKA, turn right. | SABKA [R] - | TF | N |
| To MASBO. | MASBO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | - |
| DF | AKOMA | - | - | - | - | A070+ | - | RNAV1 |
| TF | AGVAR | - | 278(278.4) | 13.0 | - | A110+ | - | RNAV1 |
| TF | SABKA | - | 278(278.4) | 25.0 | R | - | - | RNAV1 |
| TF | MASBO | - | 296(296.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

TRANSITION ALTITUDE
11 000ft

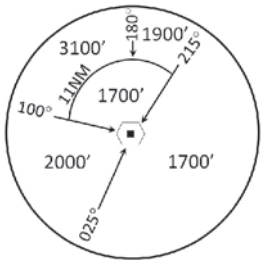
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## MASBO DEPARTURES
## MASBO 1D

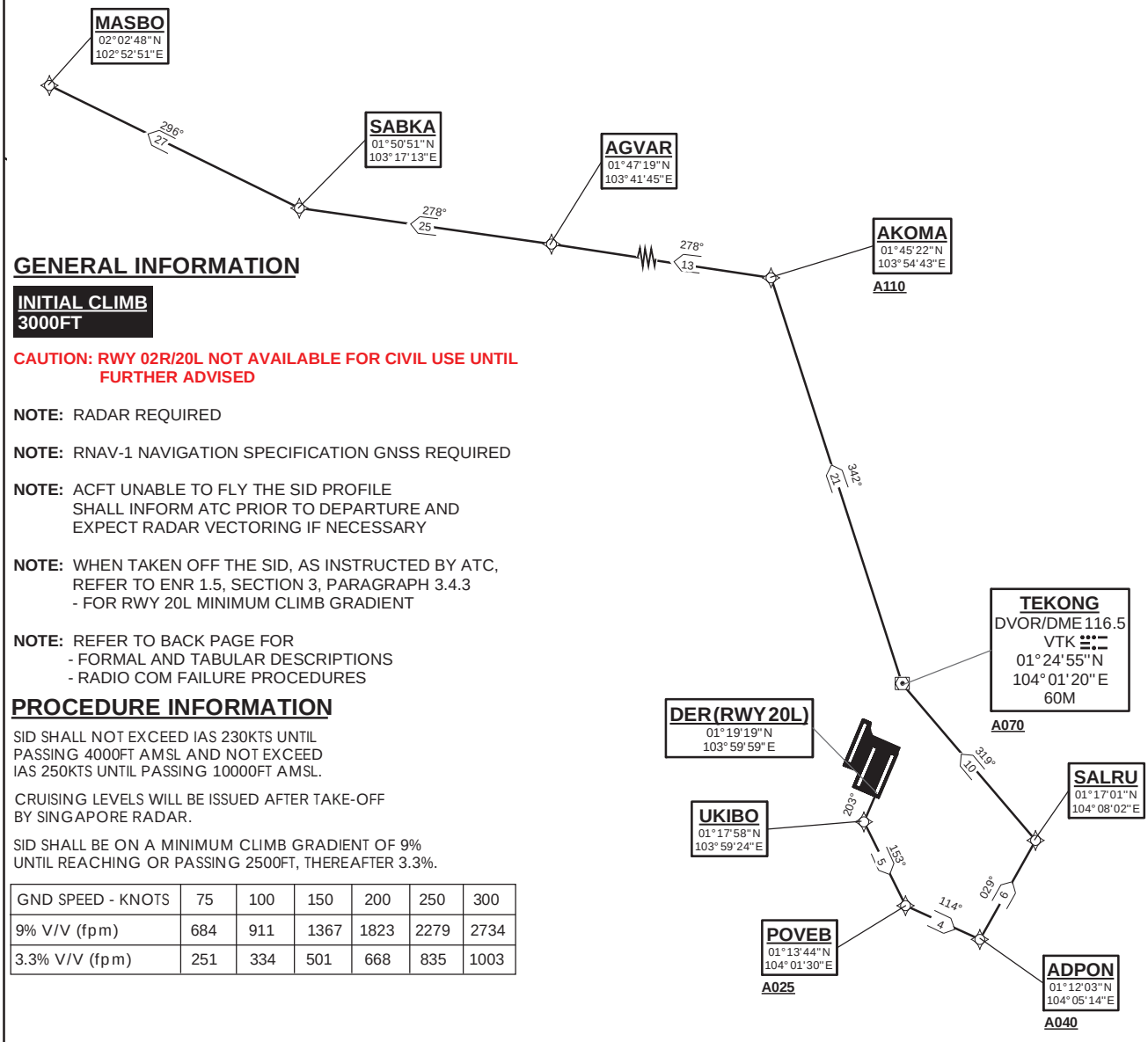
**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

NOT TO SCALE




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MASBO 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To POVEB at or above 2500ft, turn left. | POVEB [A025+; L] - | TF | N |
| To ADPON at or above 4000ft, turn left. | ADPON [A040+; L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn left. | AKOMA [A110+; L] - | TF | N |
| To AGVAR. | AGVAR - | TF | N |
| To SABKA, turn right. | SABKA [R] - | TF | N |
| To MASBO. | MASBO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | - | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | POVEB | - | 153(153.4) | 5.0 | L | A025+ | - | RNAV1 |
| TF | ADPON | - | 114(114.4) | 4.0 | L | A040+ | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | L | A110+ | - | RNAV1 |
| TF | AGVAR | - | 278(278.4) | 13.0 | - | - | - | RNAV1 |
| TF | SABKA | - | 278(278.4) | 25.0 | R | - | - | RNAV1 |
| TF | MASBO | - | 296(296.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

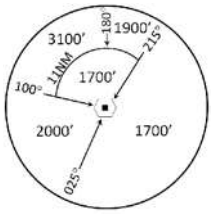
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

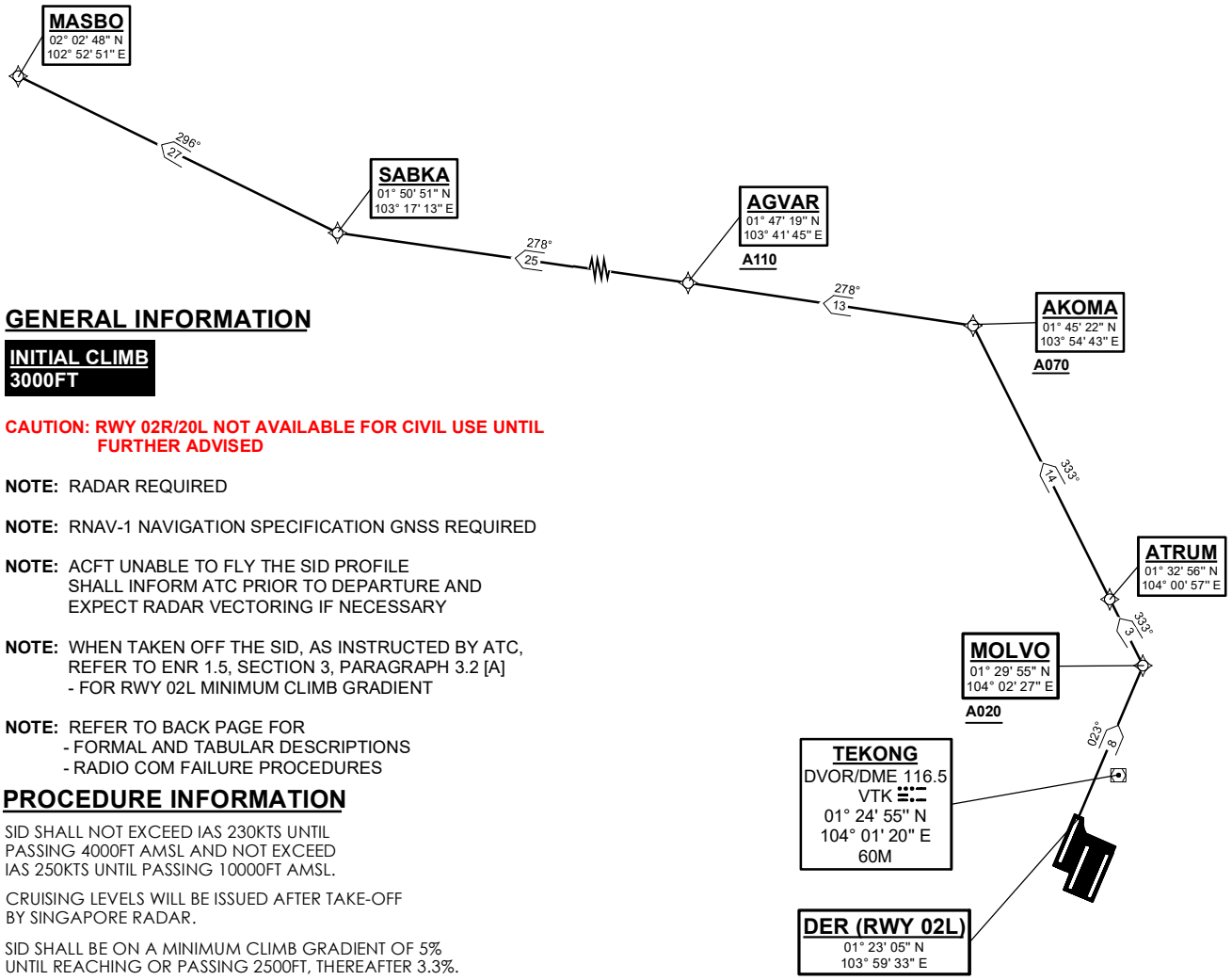
## SINGAPORE/Singapore Changi
## RWY 02L
## MASBO DEPARTURES
## MASBO 3E

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Amended last waypoint AROSO to MASBO in Formal and Abbreviated Description on flip-page

# MASBO 3E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn left. | MOLVO [M023; A020+; L] - | CF | N |
| To ATRUM. | ATRUM - | TF | N |
| To AKOMA at or above 7000ft, turn left. | AKOMA [A070+; L] - | TF | N |
| To AGVAR at or above 11000ft. | AGVAR [A110+] - | TF | N |
| To SABKA, turn right. | SABKA [R] - | TF | N |
| To MASBO. | MASBO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | L | A020+ | - | RNAV1 |
| TF | ATRUM | - | 333(333.4) | 3.0 | - | - | - | RNAV1 |
| TF | AKOMA | - | 333(333.4) | 14.0 | L | A070+ | - | RNAV1 |
| TF | AGVAR | - | 278(278.4) | 13.0 | - | A110+ | - | RNAV1 |
| TF | SABKA | - | 278(278.4) | 25.0 | R | - | - | RNAV1 |
| TF | MASBO | - | 296(296.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

TRANSITION ALTITUDE
11 000ft

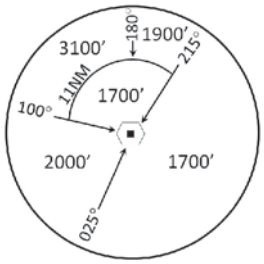
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## MASBO DEPARTURES
## MASBO 5F

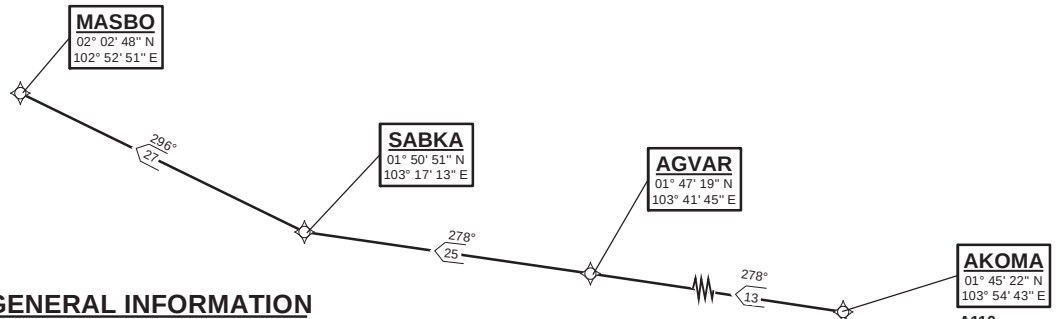
**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

NOT TO SCALE




MSA 25 NM
from TEKONG DVOR




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

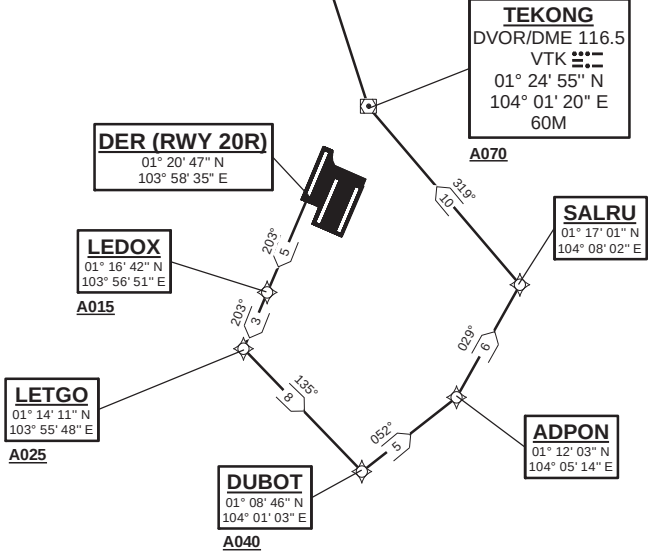
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MASBO 5F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ADPON, turn left. | ADPON [L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn left. | AKOMA [A110+; L] - | TF | N |
| To AGVAR. | AGVAR - | TF | N |
| To SABKA, turn right. | SABKA [R] - | TF | N |
| To MASBO. | MASBO | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 135(135.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ADPON | - | 052(052.4) | 5.0 | L | - | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | L | A110+ | - | RNAV1 |
| TF | AGVAR | - | 278(278.4) | 13.0 | - | - | - | RNAV1 |
| TF | SABKA | - | 278(278.4) | 25.0 | R | - | - | RNAV1 |
| TF | MASBO | - | 296(296.4) | 27.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.8 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## MERSING DEPARTURES
## VMR 6A

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

DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION
GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT) EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND TO EXPECT RADAR VECTORING, IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

### GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

ALL SIDs INCLUDE NOISE PREFERENTIAL ROUTES.

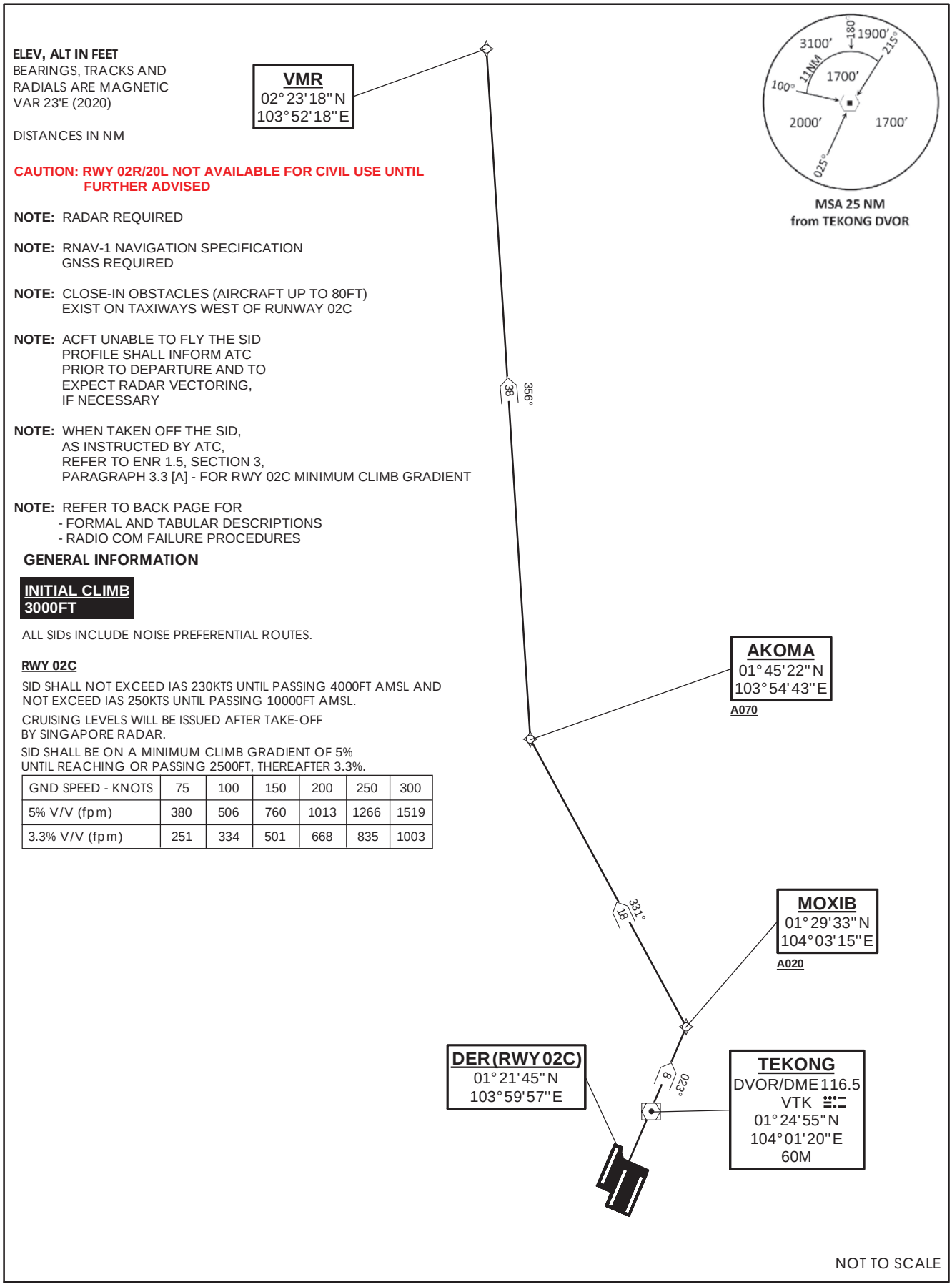
**RWY 02C**

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VMR 6A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn left. | MOXIB [M023; A020+; L] - | CF | N |
| To AKOMA at or above 7000ft, turn right. | AKOMA [A070+; R] - | TF | N |
| To VMR. | VMR | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | L | A020+ | - | RNAV1 |
| TF | AKOMA | - | 331(331.4) | 18.0 | R | A070+ | - | RNAV1 |
| TF | VMR | - | 356(356.4) | 38.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.8

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## MERSING DEPARTURES
## VMR 9B

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

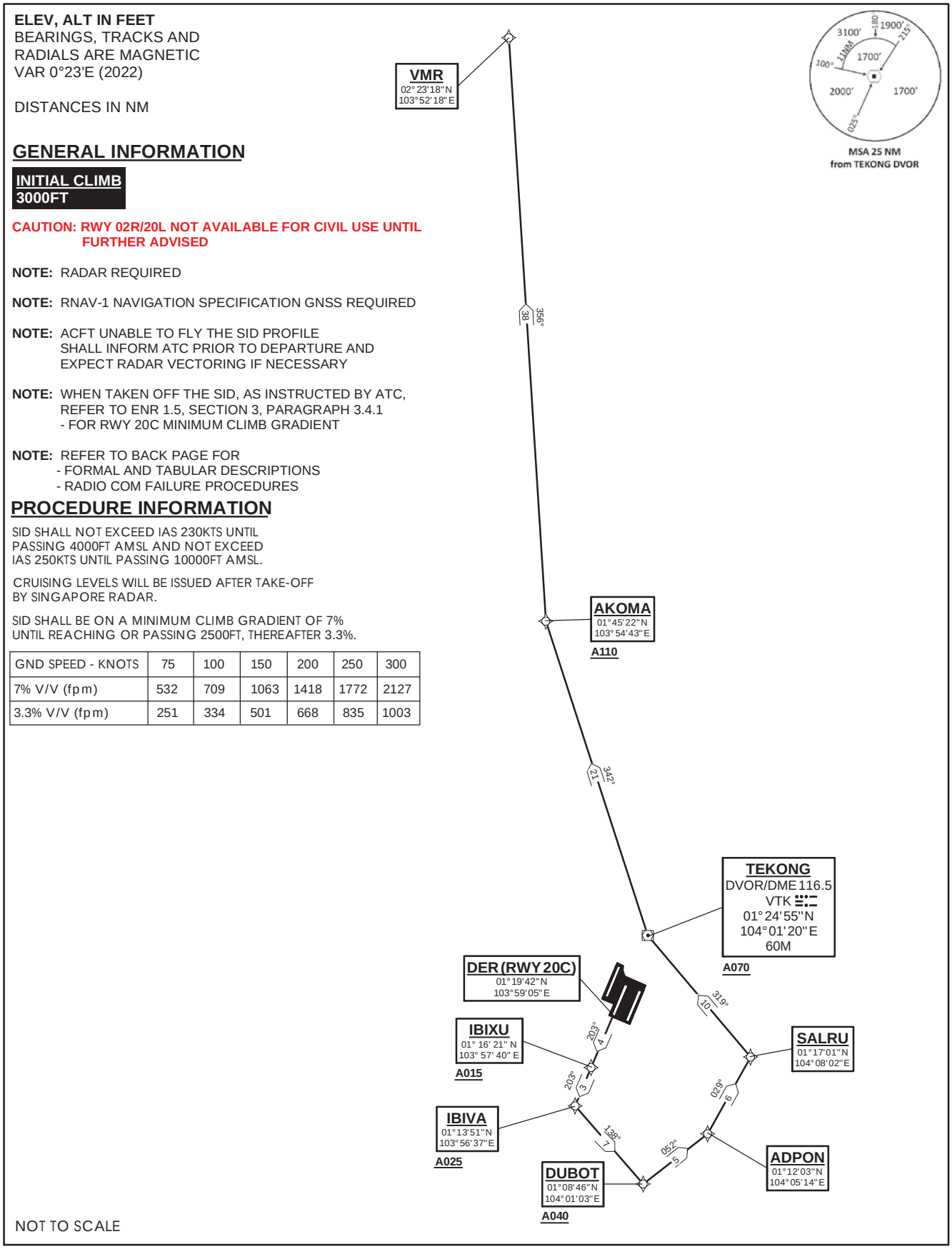
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VMR 9B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ADPON, turn left. | ADPON [L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn right. | AKOMA [A110+; R] - | TF | N |
| To VMR. | VMR | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 138(138.4) | 7.0 | L | A040+ | - | RNAV1 |
| TF | ADPON | - | 052(052.4) | 5.0 | L | - | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | R | A110+ | - | RNAV1 |
| TF | VMR | - | 356(356.4) | 38.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.8 |

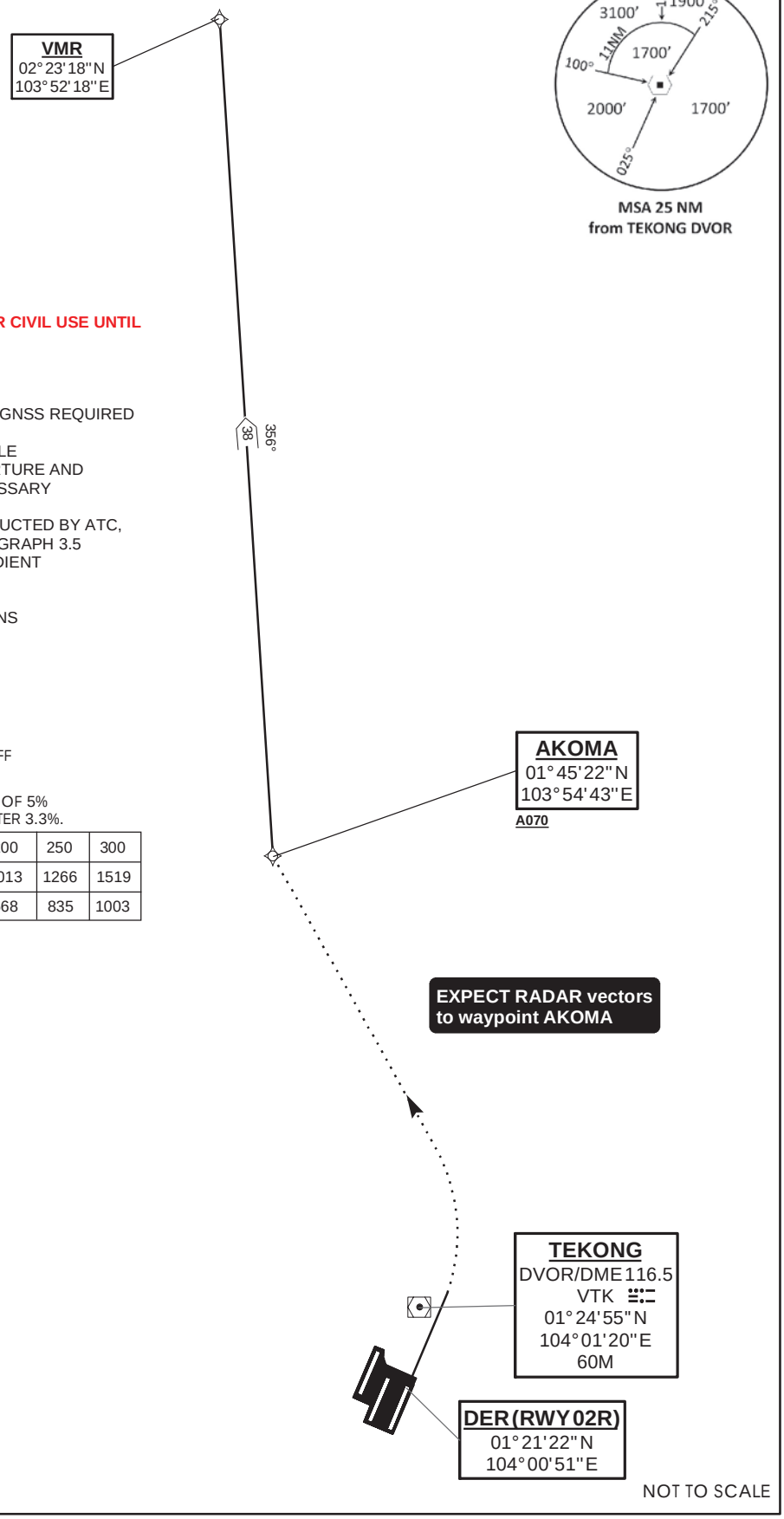
TRANSITION ALTITUDE
11 000ft

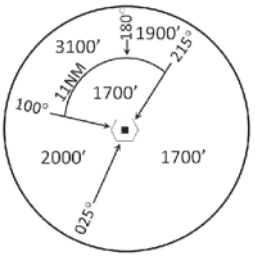
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## MERSING DEPARTURES (RADAR)
## VMR 1C

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VMR 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint AKOMA. | - | VA | N |
| To AKOMA at or above 7000ft. | AKOMA [A070+] - | DF | N |
| To VMR. | VMR | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | - |
| DF | AKOMA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VMR | - | 356(356.4) | 38.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.8 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## MERSING DEPARTURES
## VMR 1D

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

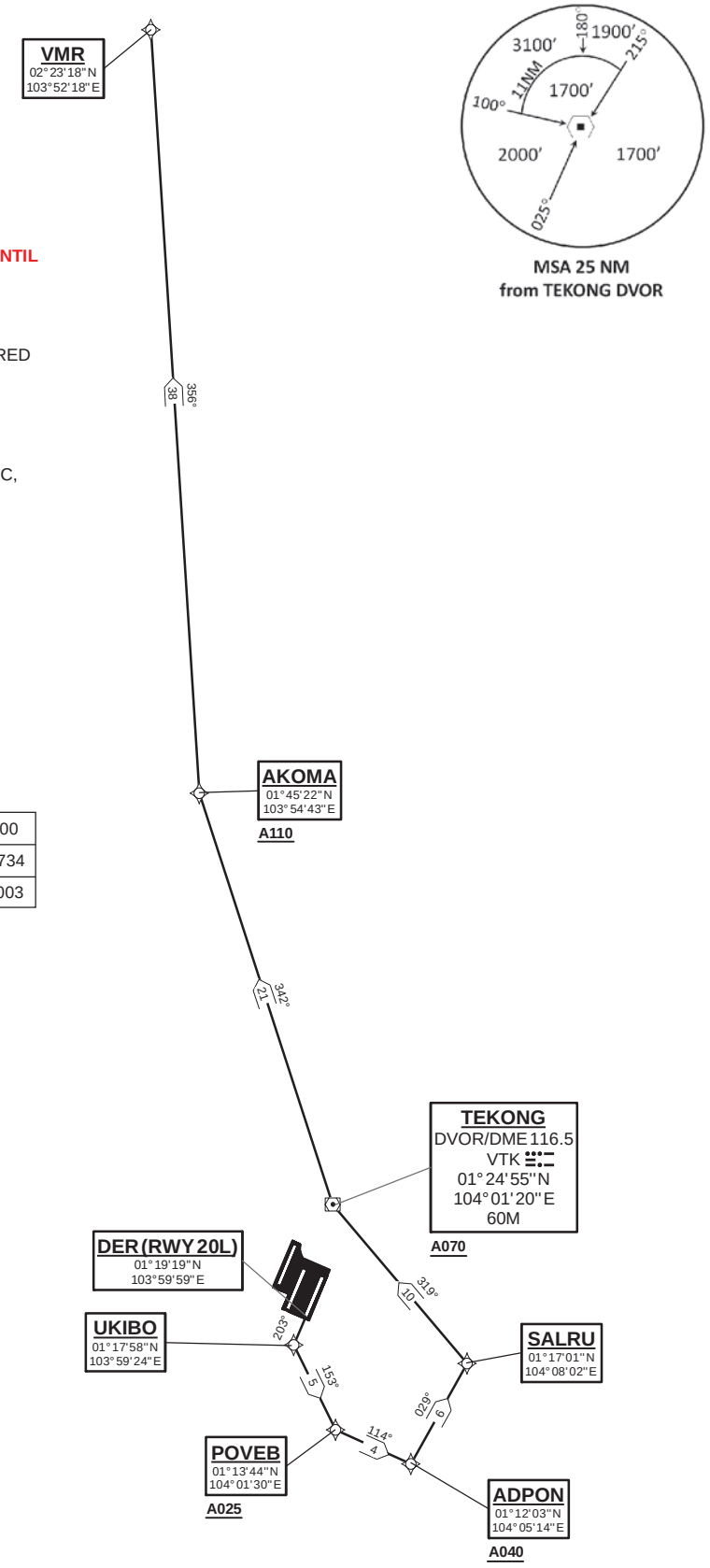
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VMR 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To POVEB at or above 2500ft, turn left. | POVEB [A025+; L] - | TF | N |
| To ADPON at or above 4000ft, turn left. | ADPON [A040+; L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn right. | AKOMA [A110+; R] - | TF | N |
| To VMR. | VMR | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | - | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | POVEB | - | 153(153.4) | 5.0 | L | A025+ | - | RNAV1 |
| TF | ADPON | - | 114(114.4) | 4.0 | L | A040+ | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | R | A110+ | - | RNAV1 |
| TF | VMR | - | 356(356.4) | 38.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.8 |

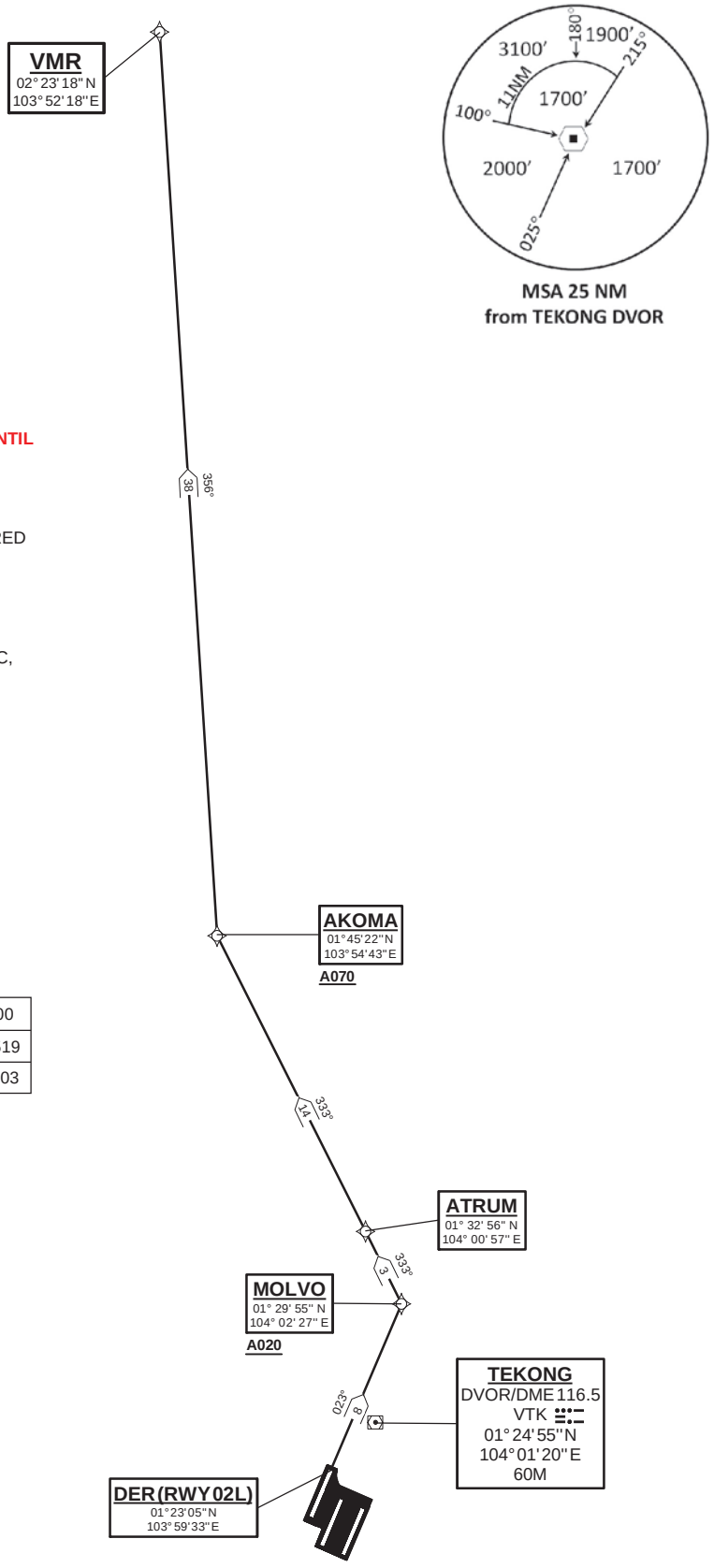
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02L
## MERSING DEPARTURES
## VMR 6E

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

DISTANCES IN NM




## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VMR 6E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn left. | MOLVO [M023; A020+; L] - | CF | N |
| To ATRUM. | ATRUM - | TF | N |
| To AKOMA at or above 7000ft, turn right. | AKOMA [A070+; R] - | TF | N |
| To VMR. | VMR | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | L | A020+ | - | RNAV1 |
| TF | ATRUM | - | 333(333.4) | 3.0 | - | - | - | RNAV1 |
| TF | AKOMA | - | 333(333.4) | 14.0 | R | A070+ | - | RNAV1 |
| TF | VMR | - | 356(356.4) | 38.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.8

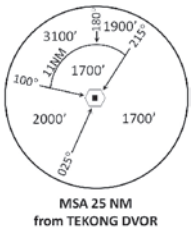
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## MERSING DEPARTURES
## VMR 9F

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

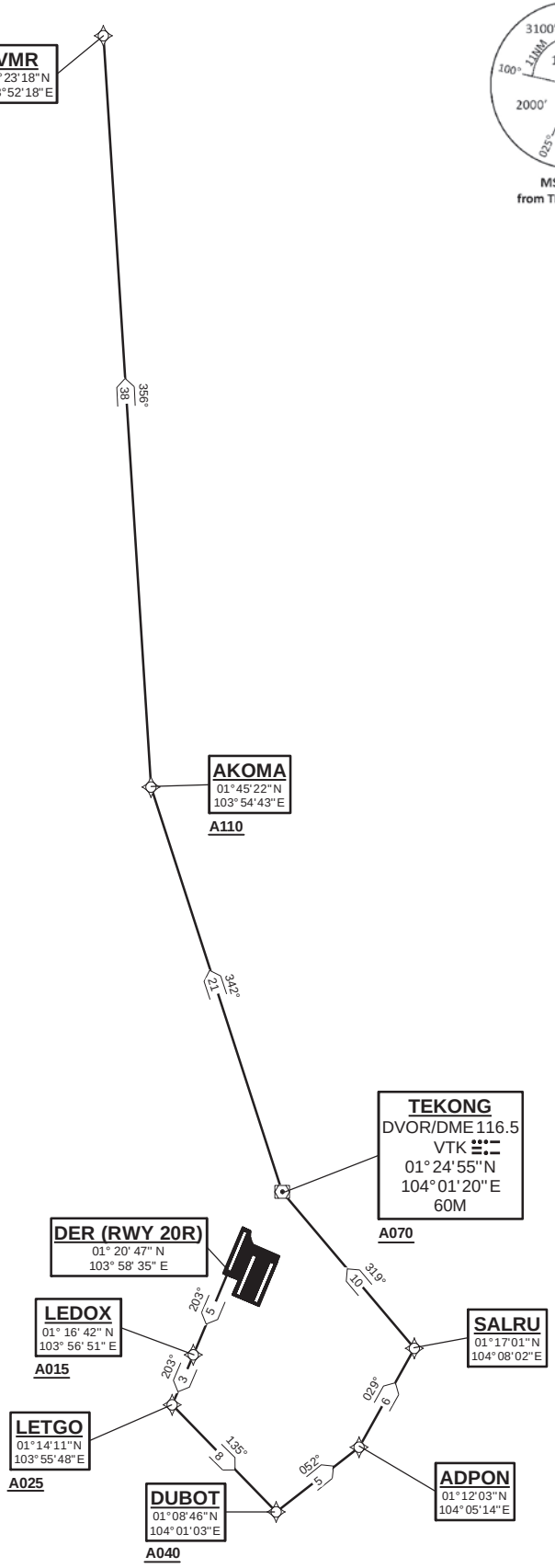
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VMR 9F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ADPON, turn left. | ADPON [L] - | TF | N |
| To SALRU, turn left. | SALRU [L] - | TF | N |
| To VTK at or above 7000ft, turn right. | VTK [A070+; R] - | TF | N |
| To AKOMA at or above 11000ft, turn right. | AKOMA [A110+; R] - | TF | N |
| To VMR. | VMR | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 135(135.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ADPON | - | 052(052.4) | 5.0 | L | - | - | RNAV1 |
| TF | SALRU | - | 029(029.4) | 6.0 | L | - | - | RNAV1 |
| TF | VTK | - | 319(319.4) | 10.0 | R | A070+ | - | RNAV1 |
| TF | AKOMA | - | 342(342.4) | 21.0 | R | A110+ | - | RNAV1 |
| TF | VMR | - | 356(356.4) | 38.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

TRANSITION ALTITUDE
11 000ft

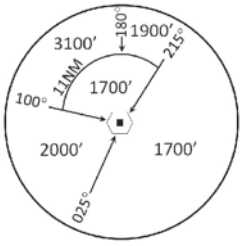
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## MIBEL DEPARTURES
## MIBEL 1A

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION
GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT)
EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID
PROFILE SHALL INFORM ATC
PRIOR TO DEPARTURE AND TO
EXPECT RADAR VECTORING,
IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID,
AS INSTRUCTED BY ATC,
REFER TO ENR 1.5, SECTION 3,
PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

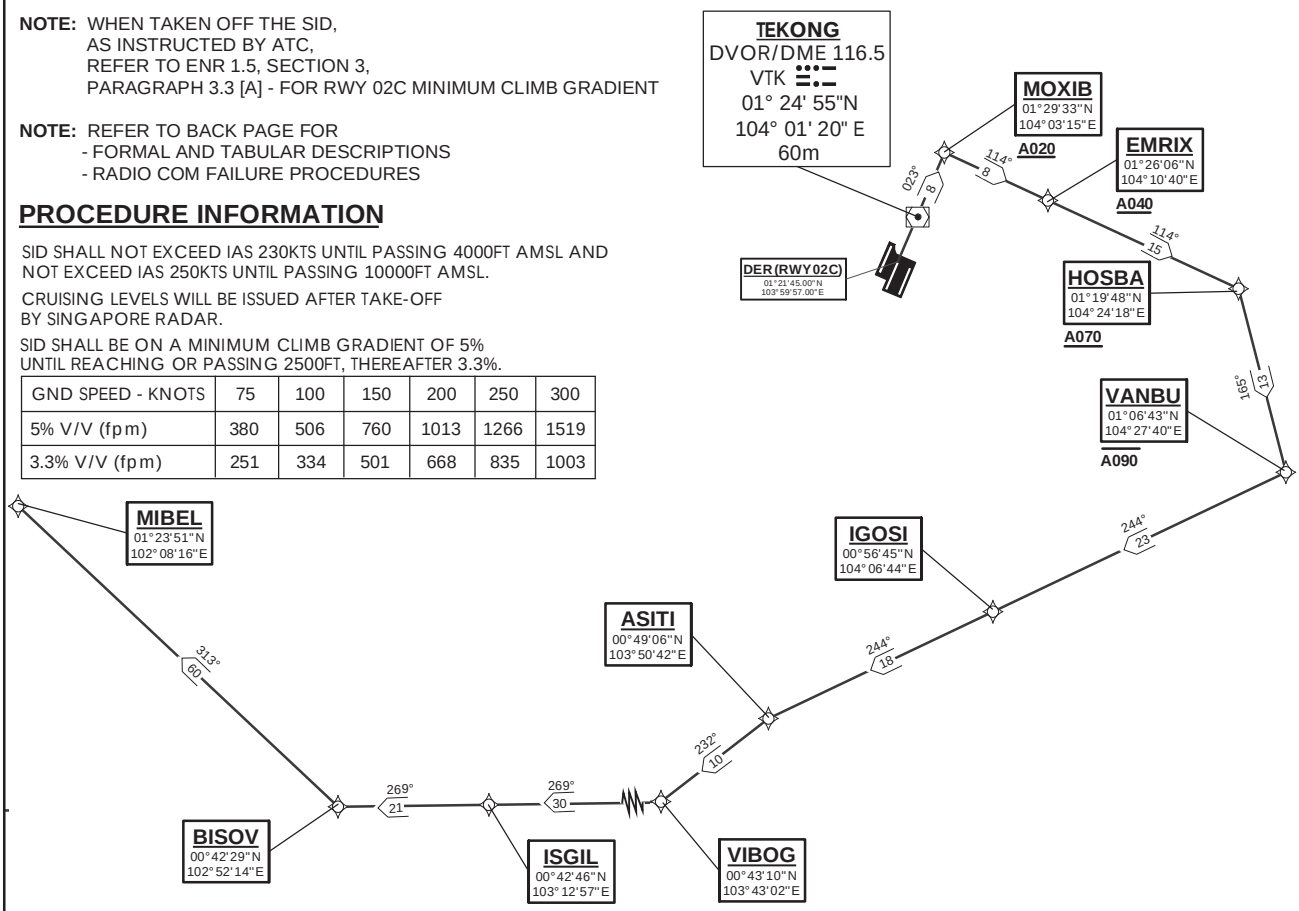
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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*CHANGES :* 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MIBEL 1A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn right. | MOXIB [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn right. | VANBU [A090-; R] - | TF | N |
| To IGOSI. | IGOSI - | TF | N |
| To ASITI, turn left. | ASITI [L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL. | ISGIL - | TF | N |
| To BISOV, turn right. | BISOV [R] - | TF | N |
| To MIBEL. | MIBEL | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 8.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | R | A090- | - | RNAV1 |
| TF | IGOSI | - | 244(244.4) | 23.0 | - | - | - | RNAV1 |
| TF | ASITI | - | 244(244.4) | 18.0 | L | - | - | RNAV1 |
| TF | VIBOG | - | 232(232.4) | 10.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | - | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | R | - | - | RNAV1 |
| TF | MIBEL | - | 313(313.4) | 60.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## MIBEL DEPARTURES
## MIBEL 1B

**ELEV, ALT IN FEET**

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

DISTANCES IN NM

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

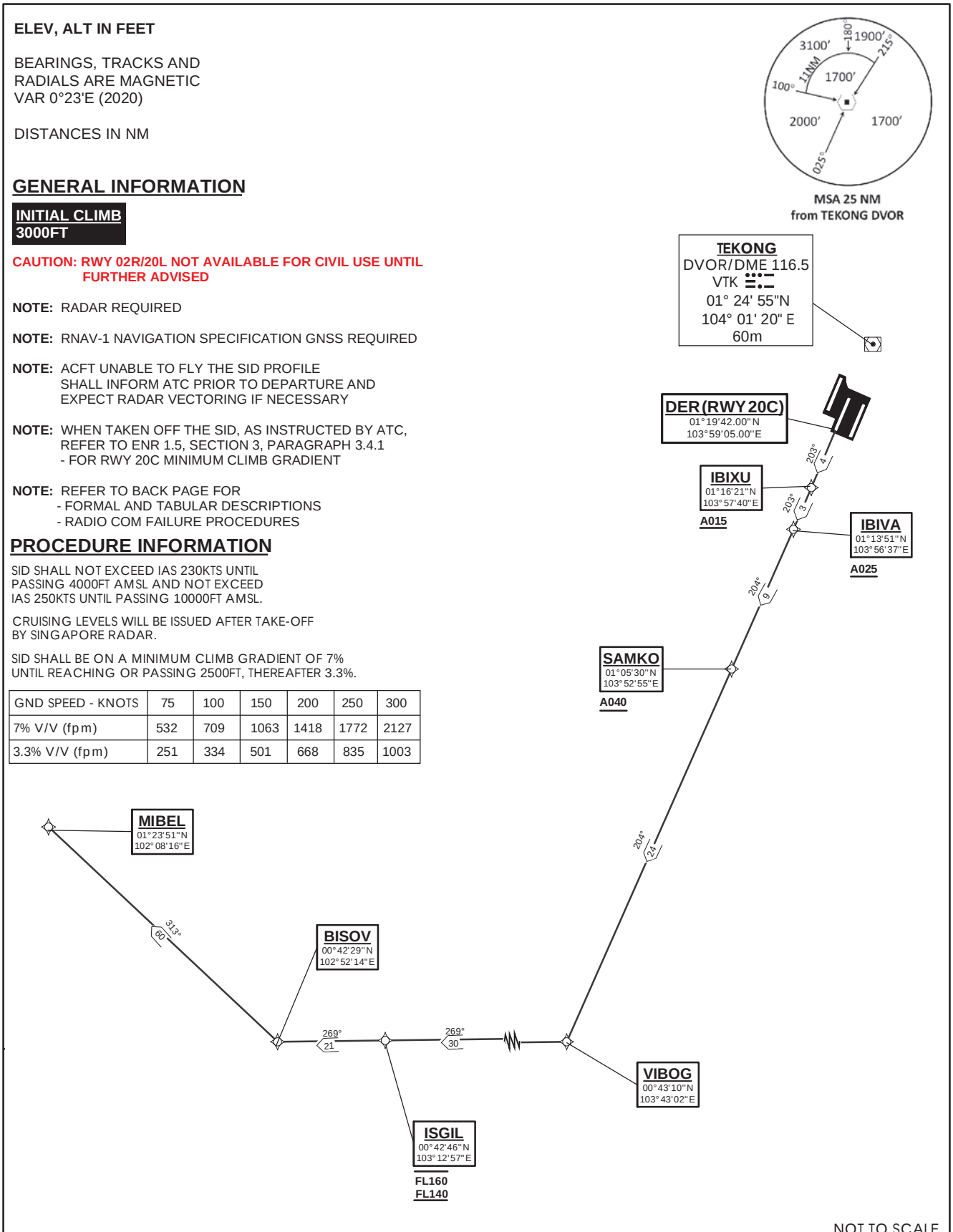
CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




MSA 25 NM
from TEKONG DVOR




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MIBEL 1B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn right. | IBIVA [A025+; R] - | TF | N |
| To SAMKO at or above 4000ft. | SAMKO [A040+] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL, between FL140 to FL160. | ISGIL [FL140+; FL160-] - | TF | N |
| To BISOV, turn right. | BISOV [R] - | TF | N |
| To MIBEL. | MIBEL | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | R | A025+ | - | RNAV1 |
| TF | SAMKO | - | 204(204.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | VIBOG | - | 204(204.4) | 24.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | FL140+ FL160- | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | R | - | - | RNAV1 |
| TF | MIBEL | - | 313(313.4) | 60.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

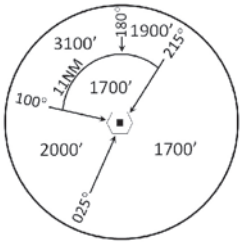
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## MIBEL DEPARTURES (RADAR)
## MIBEL 1C

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

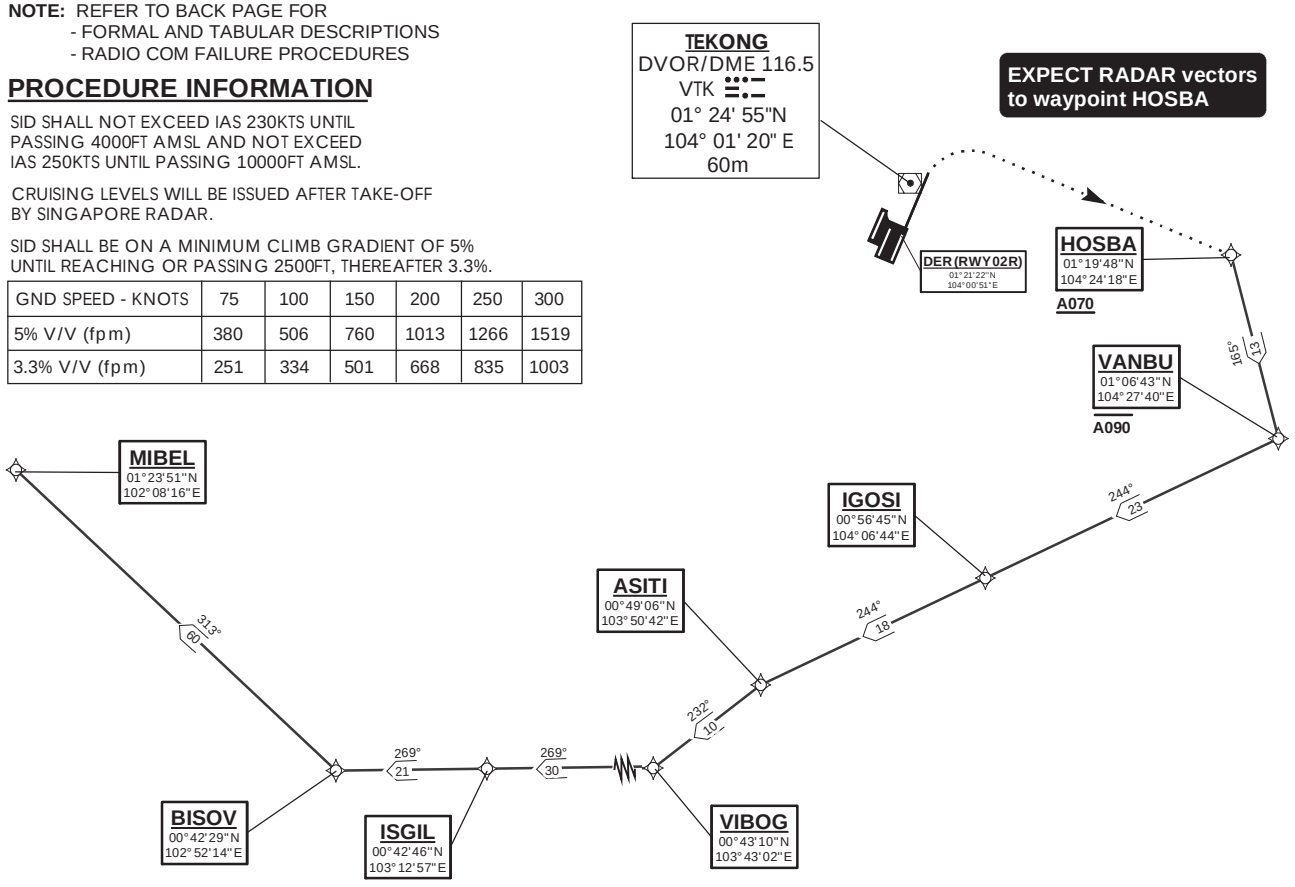
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MIBEL 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint HOSBA. | - | VA | N |
| To HOSBA at or above 7000ft. | HOSBA [A070+] - | DF | N |
| To VANBU at or below 9000ft, turn right. | VANBU [A090-; R] - | TF | N |
| To IGOSI. | IGOSI - | TF | N |
| To ASITI, turn left. | ASITI [L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL. | ISGIL - | TF | N |
| To BISOV, turn right. | BISOV [R] - | TF | N |
| To MIBEL. | MIBEL | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | RNAV1 |
| DF | HOSBA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | R | A090- | - | RNAV1 |
| TF | IGOSI | - | 244(244.4) | 23.0 | - | - | - | RNAV1 |
| TF | ASITI | - | 244(244.4) | 18.0 | L | - | - | RNAV1 |
| TF | VIBOG | - | 232(232.3) | 10.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | - | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | R | - | - | RNAV1 |
| TF | MIBEL | - | 313(313.4) | 60.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

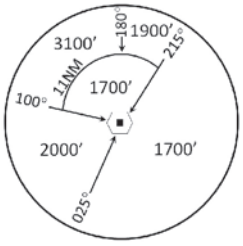
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## MIBEL DEPARTURES
## MIBEL 1D

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

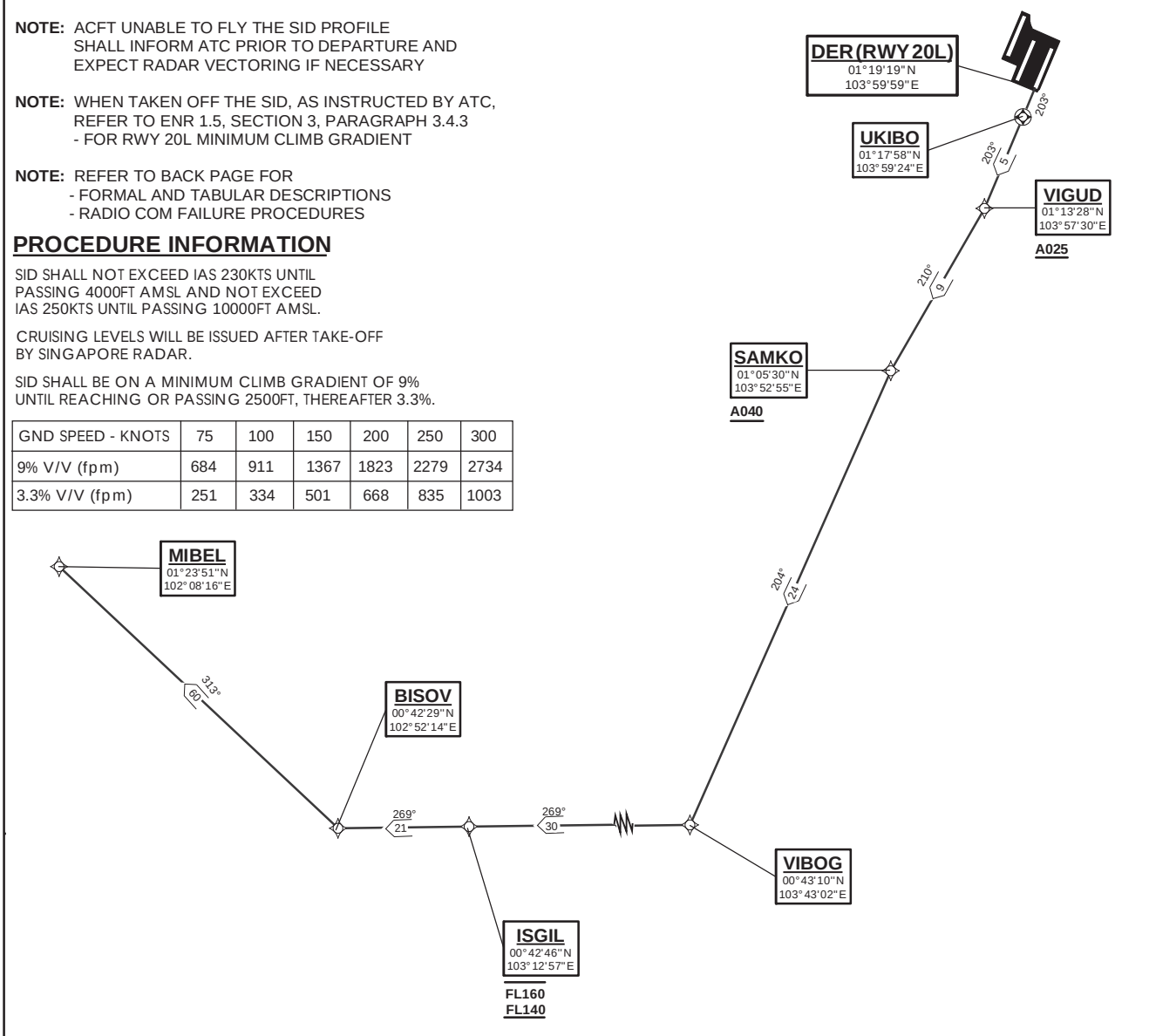
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MIBEL 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°. | UKIBO [M203] - | CF | N |
| To VIGUD at or above 2500ft, turn right. | VIGUD [A025+; R] - | TF | N |
| To SAMKO at or above 4000ft, turn left. | SAMKO [A040+; L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL, between FL140 to FL160. | ISGIL [FL140+; FL160-] - | TF | N |
| To BISOV, turn right. | BISOV [R] - | TF | N |
| To MIBEL. | MIBEL | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | - | - | - | RNAV1 |
| TF | VIGUD | - | 203(203.4) | 5.0 | R | A025+ | - | RNAV1 |
| TF | SAMKO | - | 210(210.4) | 9.0 | L | A040+ | - | RNAV1 |
| TF | VIBOG | - | 204(204.4) | 24.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | FL140+ FL160- | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | R | - | - | RNAV1 |
| TF | MIBEL | - | 313(313.4) | 60.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

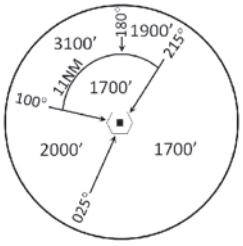
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02L
## MIBEL DEPARTURES
## MIBEL 1E

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

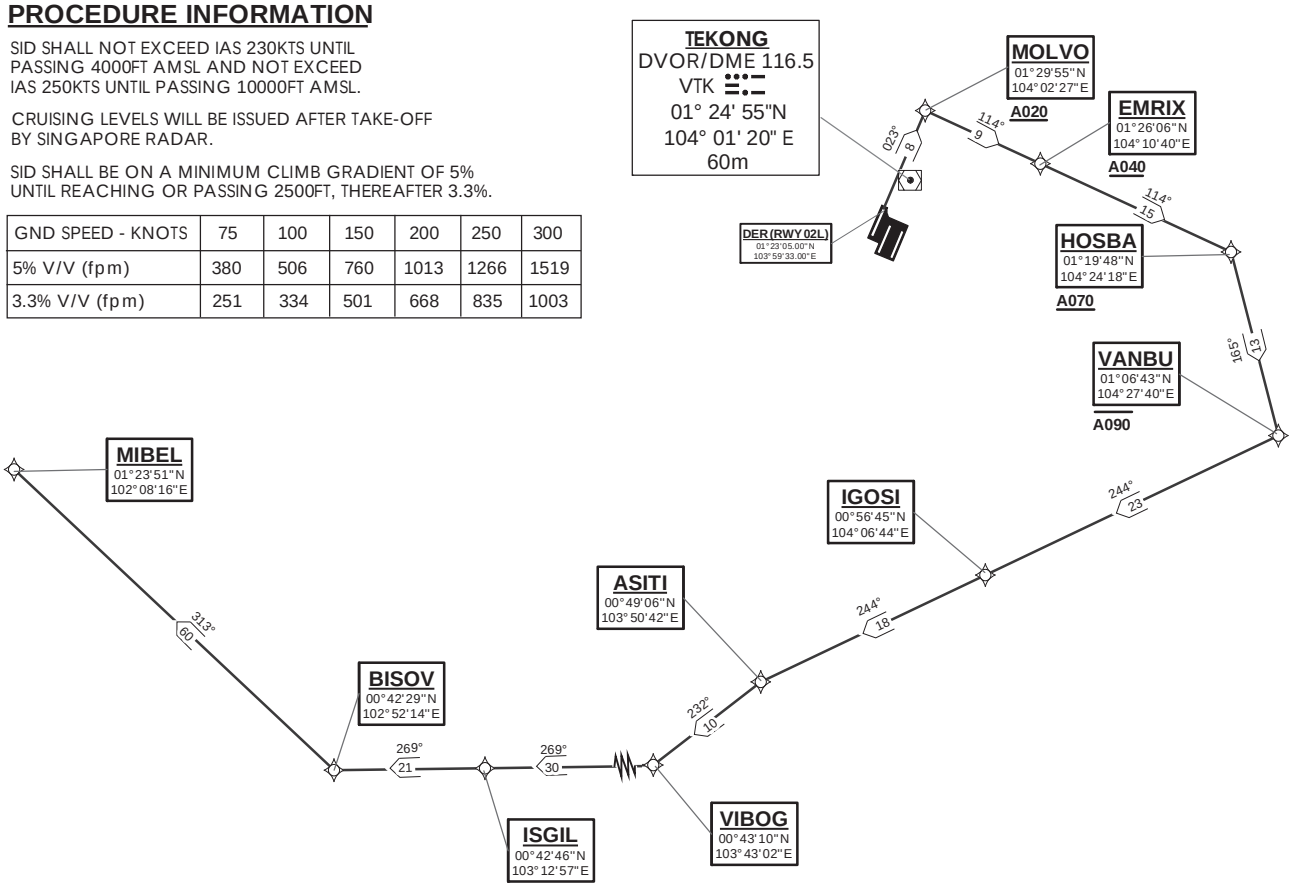
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MIBEL 1E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn right. | MOLVO [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn right. | VANBU [A090-; R] - | TF | N |
| To IGOSI. | IGOSI - | TF | N |
| To ASITI, turn left. | ASITI [L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL. | ISGIL - | TF | N |
| To BISOV, turn right. | BISOV [R] - | TF | N |
| To MIBEL. | MIBEL | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | R | A090- | - | RNAV1 |
| TF | IGOSI | - | 244(244.4) | 23.0 | - | - | - | RNAV1 |
| TF | ASITI | - | 244(244.4) | 18.0 | L | - | - | RNAV1 |
| TF | VIBOG | - | 232(232.3) | 10.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | - | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | R | - | - | RNAV1 |
| TF | MIBEL | - | 313(313.4) | 60.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

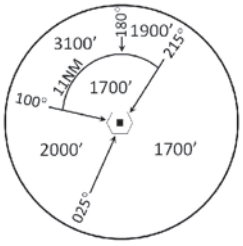
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## MIBEL DEPARTURES
## MIBEL 1F

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

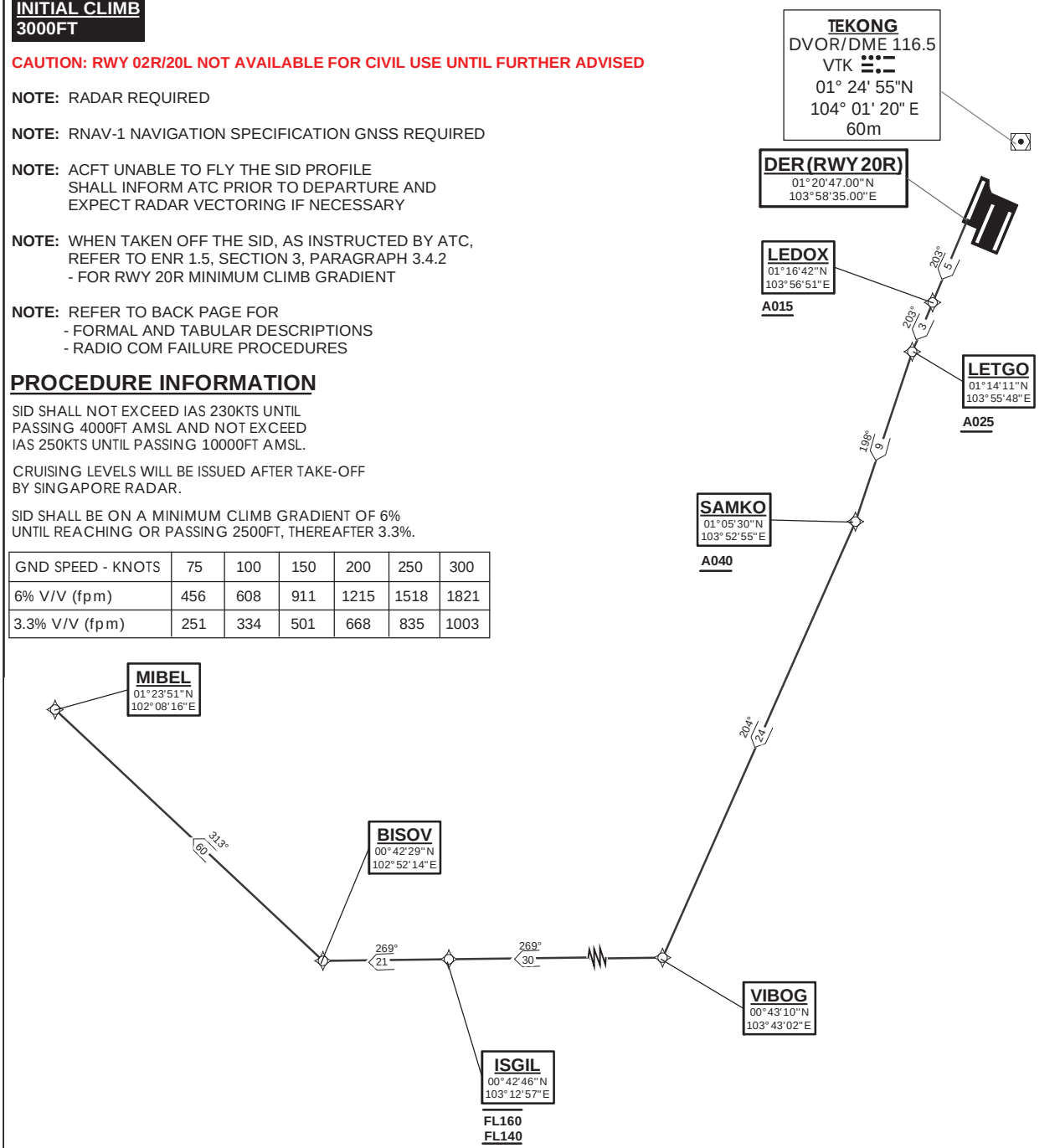
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# MIBEL 1F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To SAMKO at or above 4000ft, turn right. | SAMKO [A040+; R] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL, between FL140 to FL160. | ISGIL [FL140+; FL160-] - | TF | N |
| To BISOV, turn right. | BISOV [R] - | TF | N |
| To MIBEL. | MIBEL | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | SAMKO | - | 198(198.4) | 9.0 | R | A040+ | - | RNAV1 |
| TF | VIBOG | - | 204(204.4) | 24.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | FL140+ FL160- | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | R | - | - | RNAV1 |
| TF | MIBEL | - | 313(313.4) | 60.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

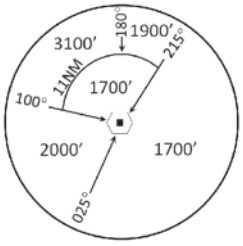
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## TAROS DEPARTURES
## TAROS 1A

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION
GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT)
EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID
PROFILE SHALL INFORM ATC
PRIOR TO DEPARTURE AND TO
EXPECT RADAR VECTORING,
IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID,
AS INSTRUCTED BY ATC,
REFER TO ENR 1.5, SECTION 3,
PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

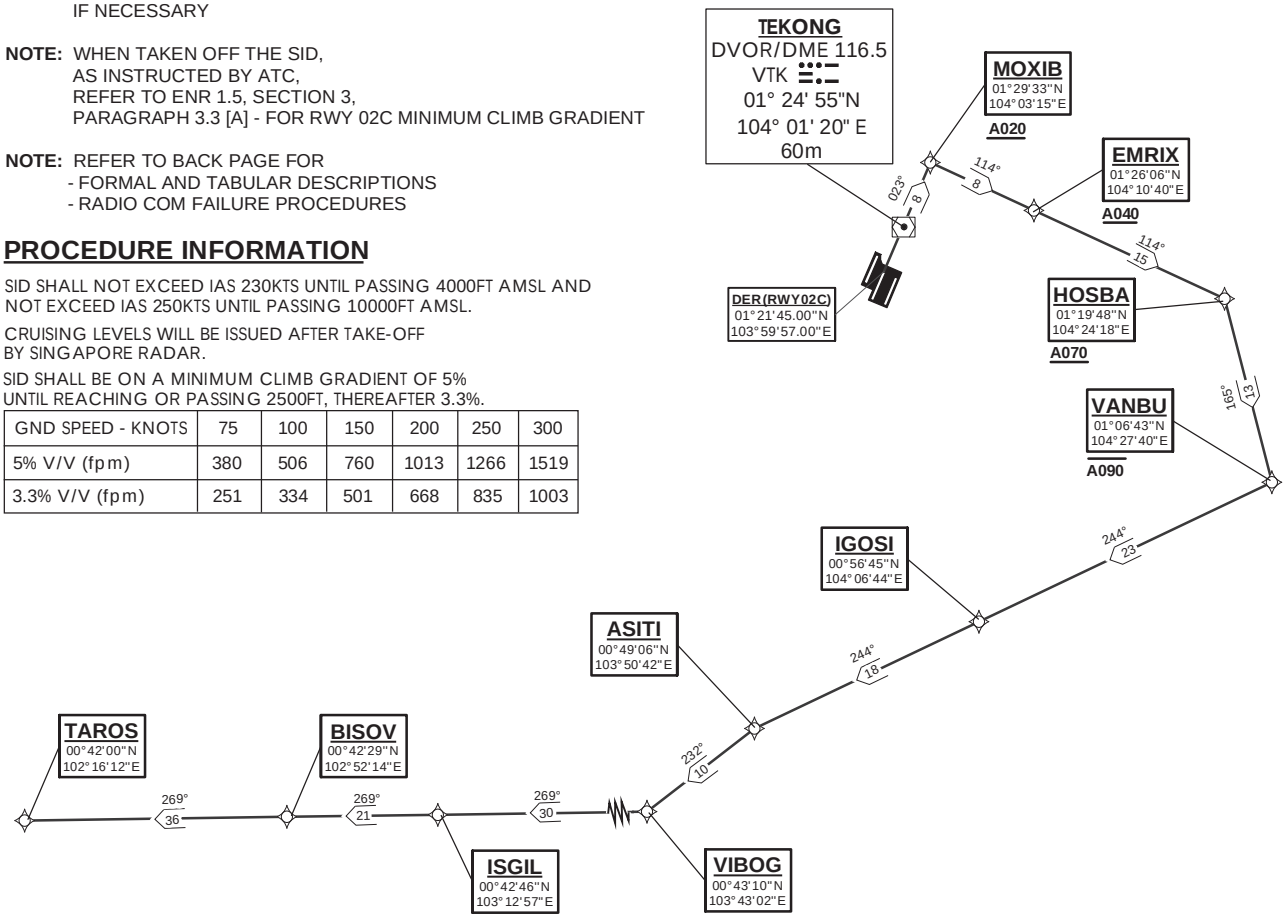
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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*CHANGES :* 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TAROS 1A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn right. | MOXIB [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn right. | VANBU [A090-; R] - | TF | N |
| To IGOSI. | IGOSI - | TF | N |
| To ASITI, turn left. | ASITI [L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL. | ISGIL - | TF | N |
| To BISOV. | BISOV - | TF | N |
| To TAROS. | TAROS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 8.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | R | A090- | - | RNAV1 |
| TF | IGOSI | - | 244(244.4) | 23.0 | - | - | - | RNAV1 |
| TF | ASITI | - | 244(244.4) | 18.0 | L | - | - | RNAV1 |
| TF | VIBOG | - | 232(232.4) | 10.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | - | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | - | - | - | RNAV1 |
| TF | TAROS | - | 269(269.4) | 36.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

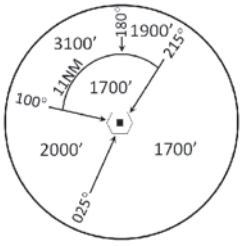
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## TAROS DEPARTURES
## TAROS 1B

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

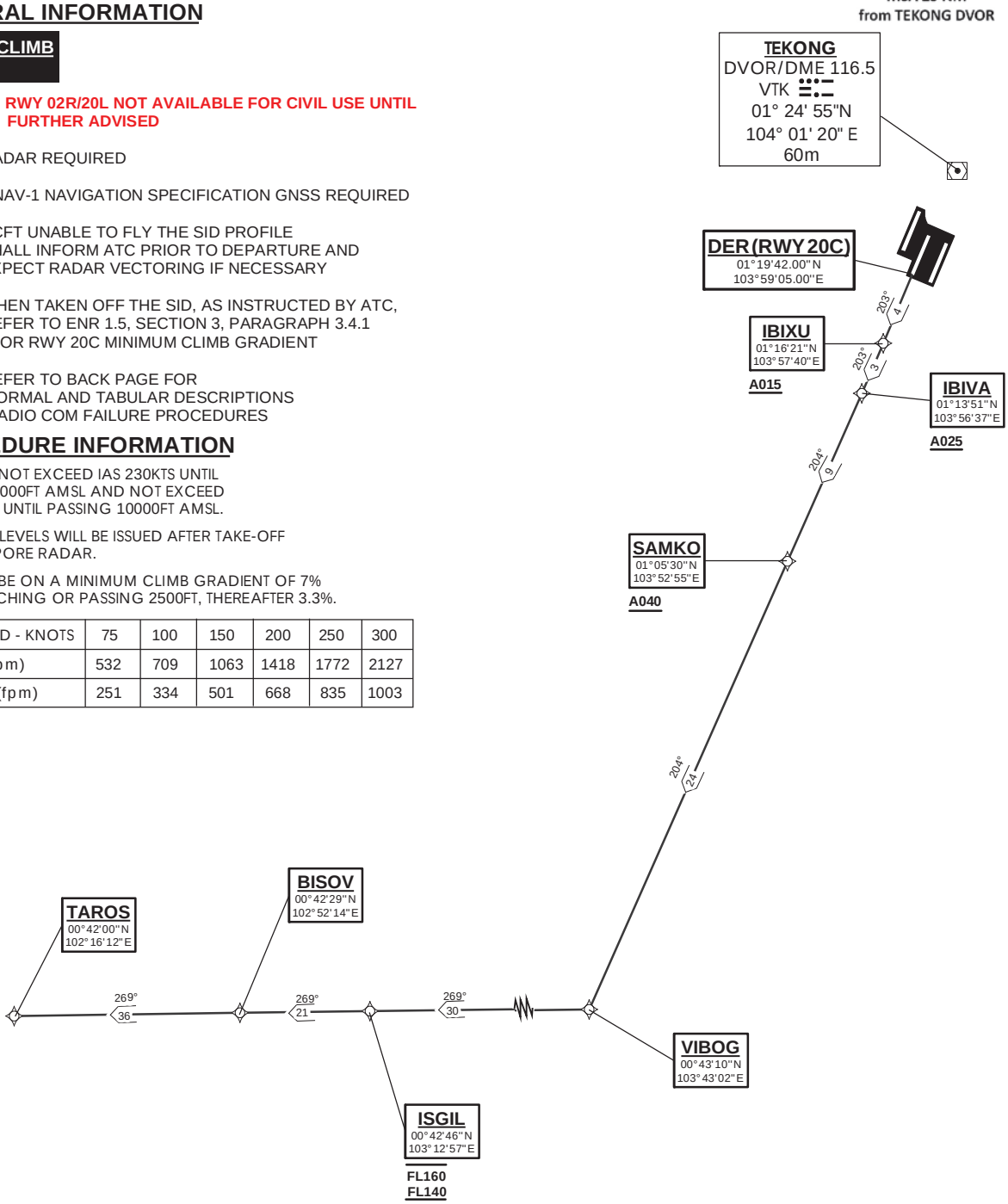
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TAROS 1B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn right. | IBIVA [A025+; R] - | TF | N |
| To SAMKO at or above 4000ft. | SAMKO [A040+] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL, between FL140 to FL160. | ISGIL [FL140+; FL160-] - | TF | N |
| To BISOV. | BISOV - | TF | N |
| To TAROS. | TAROS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | R | A025+ | - | RNAV1 |
| TF | SAMKO | - | 204(204.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | VIBOG | - | 204(204.4) | 24.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | FL140+ FL160- | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | - | - | - | RNAV1 |
| TF | TAROS | - | 269(269.4) | 36.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

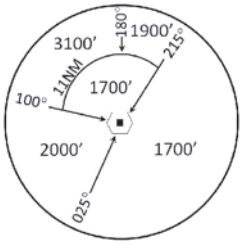
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## TAROS DEPARTURES (RADAR)
## TAROS 1C

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5
- FOR RWY 02R MINIMUM CLIMB GRADIENT

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

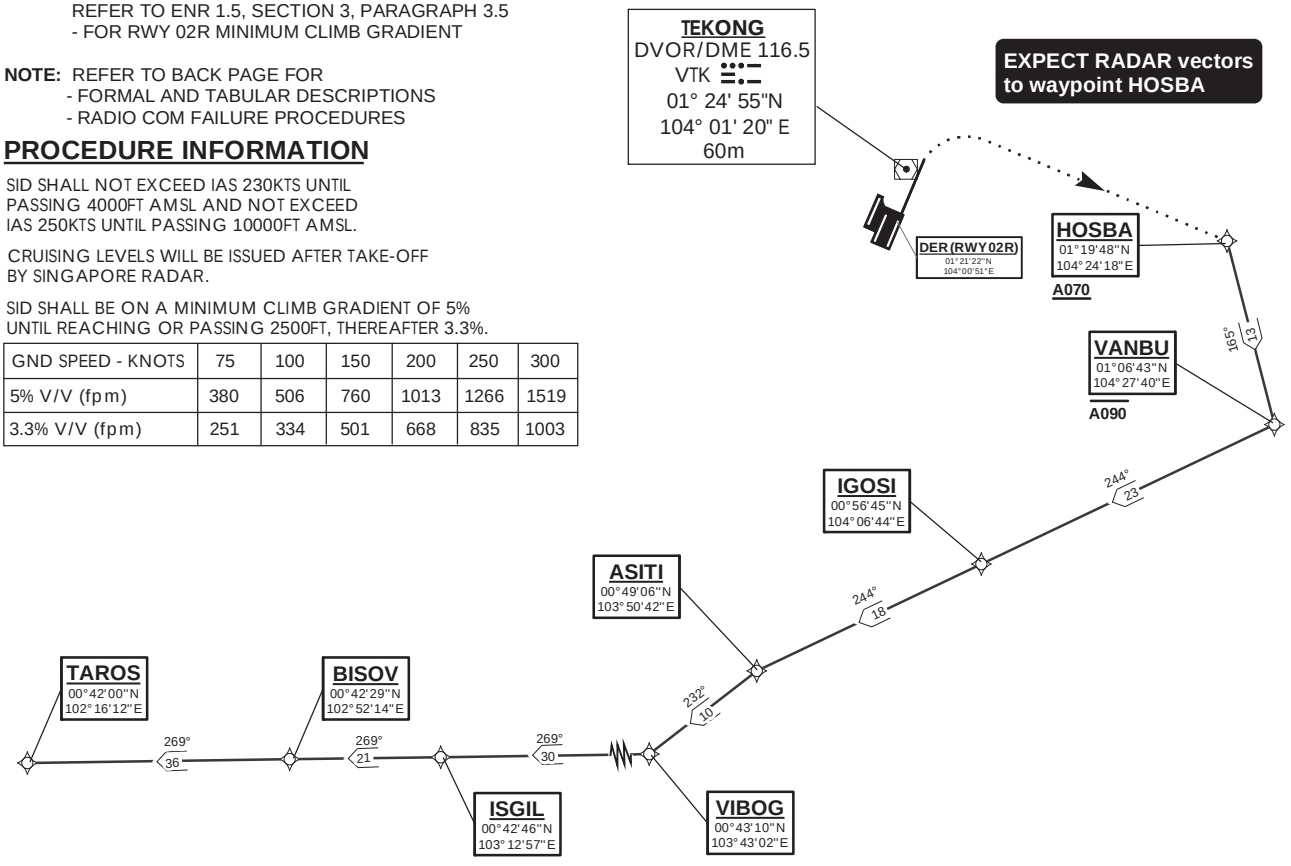
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TAROS 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint HOSBA. | - | VA | N |
| To HOSBA at or above 7000ft. | HOSBA [A070+] - | DF | N |
| To VANBU at or below 9000ft, turn right. | VANBU [A090-; R] - | TF | N |
| To IGOSI. | IGOSI - | TF | N |
| To ASITI, turn left. | ASITI [L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL. | ISGIL - | TF | N |
| To BISOV. | BISOV - | TF | N |
| To TAROS. | TAROS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | RNAV1 |
| DF | HOSBA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | R | A090- | - | RNAV1 |
| TF | IGOSI | - | 244(244.4) | 23.0 | - | - | - | RNAV1 |
| TF | ASITI | - | 244(244.4) | 18.0 | L | - | - | RNAV1 |
| TF | VIBOG | - | 232(232.3) | 10.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | - | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | - | - | - | RNAV1 |
| TF | TAROS | - | 269(269.4) | 36.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

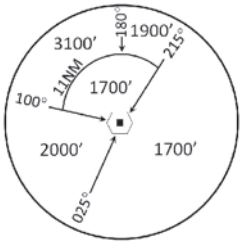
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## TAROS DEPARTURES
## TAROS 1D

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

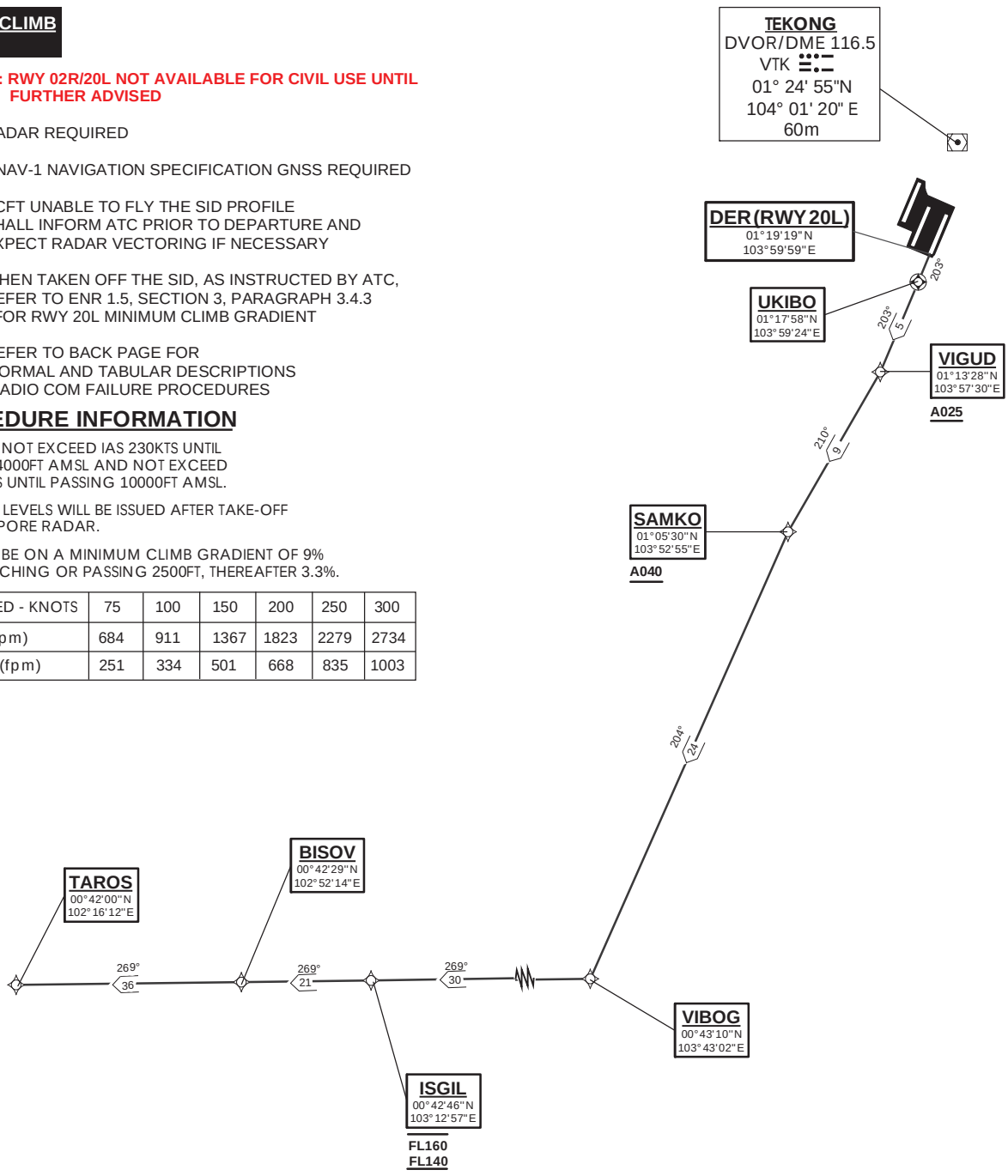
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TAROS 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°. | UKIBO [M203] - | CF | N |
| To VIGUD at or above 2500ft, turn right. | VIGUD [A025+; R] - | TF | N |
| To SAMKO at or above 4000ft, turn left. | SAMKO [A040+; L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL, between FL140 to FL160. | ISGIL [FL140+; FL160-] - | TF | N |
| To BISOV. | BISOV - | TF | N |
| To TAROS. | TAROS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | - | - | - | RNAV1 |
| TF | VIGUD | - | 203(203.4) | 5.0 | R | A025+ | - | RNAV1 |
| TF | SAMKO | - | 210(210.4) | 9.0 | L | A040+ | - | RNAV1 |
| TF | VIBOG | - | 204(204.4) | 24.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | FL140+ FL160- | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | - | - | - | RNAV1 |
| TF | TAROS | - | 269(269.4) | 36.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

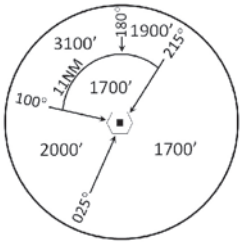
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02L
## TAROS DEPARTURES
## TAROS 1E

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB**
**3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE
SHALL INFORM ATC PRIOR TO DEPARTURE AND
EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC,
REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A]
- FOR RWY 02L MINIMUM CLIMB GRADIENT

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

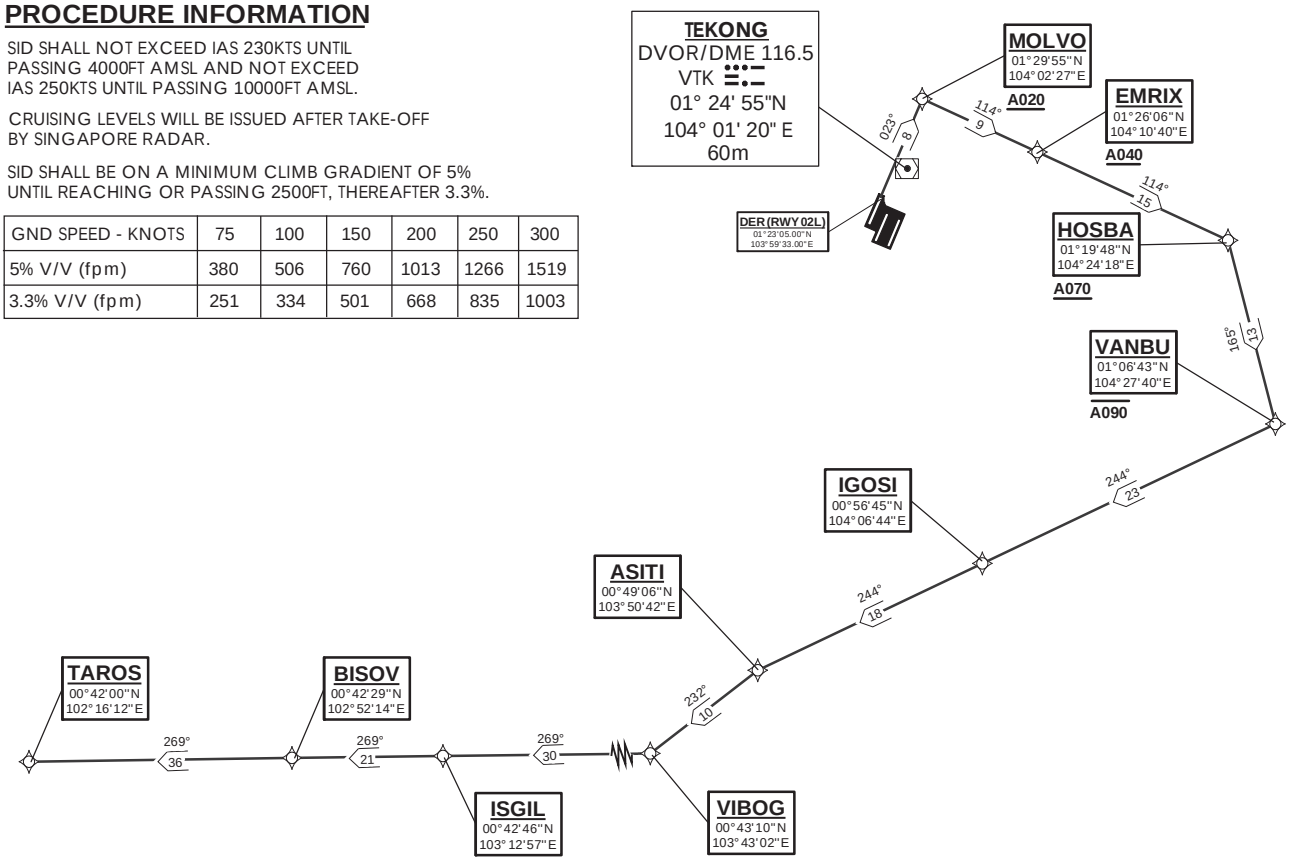
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL
PASSING 4000FT AMSL AND NOT EXCEED
IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF
BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5%
UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TAROS 1E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn right. | MOLVO [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn right. | HOSBA [A070+; R] - | TF | N |
| To VANBU at or below 9000ft, turn right. | VANBU [A090-; R] - | TF | N |
| To IGOSI. | IGOSI - | TF | N |
| To ASITI, turn left. | ASITI [L] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL. | ISGIL - | TF | N |
| To BISOV. | BISOV - | TF | N |
| To TAROS. | TAROS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | R | A070+ | - | RNAV1 |
| TF | VANBU | - | 165(165.4) | 13.0 | R | A090- | - | RNAV1 |
| TF | IGOSI | - | 244(244.4) | 23.0 | - | - | - | RNAV1 |
| TF | ASITI | - | 244(244.4) | 18.0 | L | - | - | RNAV1 |
| TF | VIBOG | - | 232(232.3) | 10.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | - | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | - | - | - | RNAV1 |
| TF | TAROS | - | 269(269.4) | 36.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 133.25

TRANSITION ALTITUDE
11 000ft

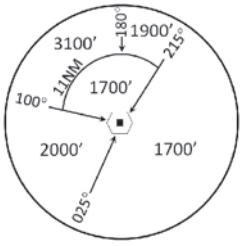
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## TAROS DEPARTURES
## TAROS 1F

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

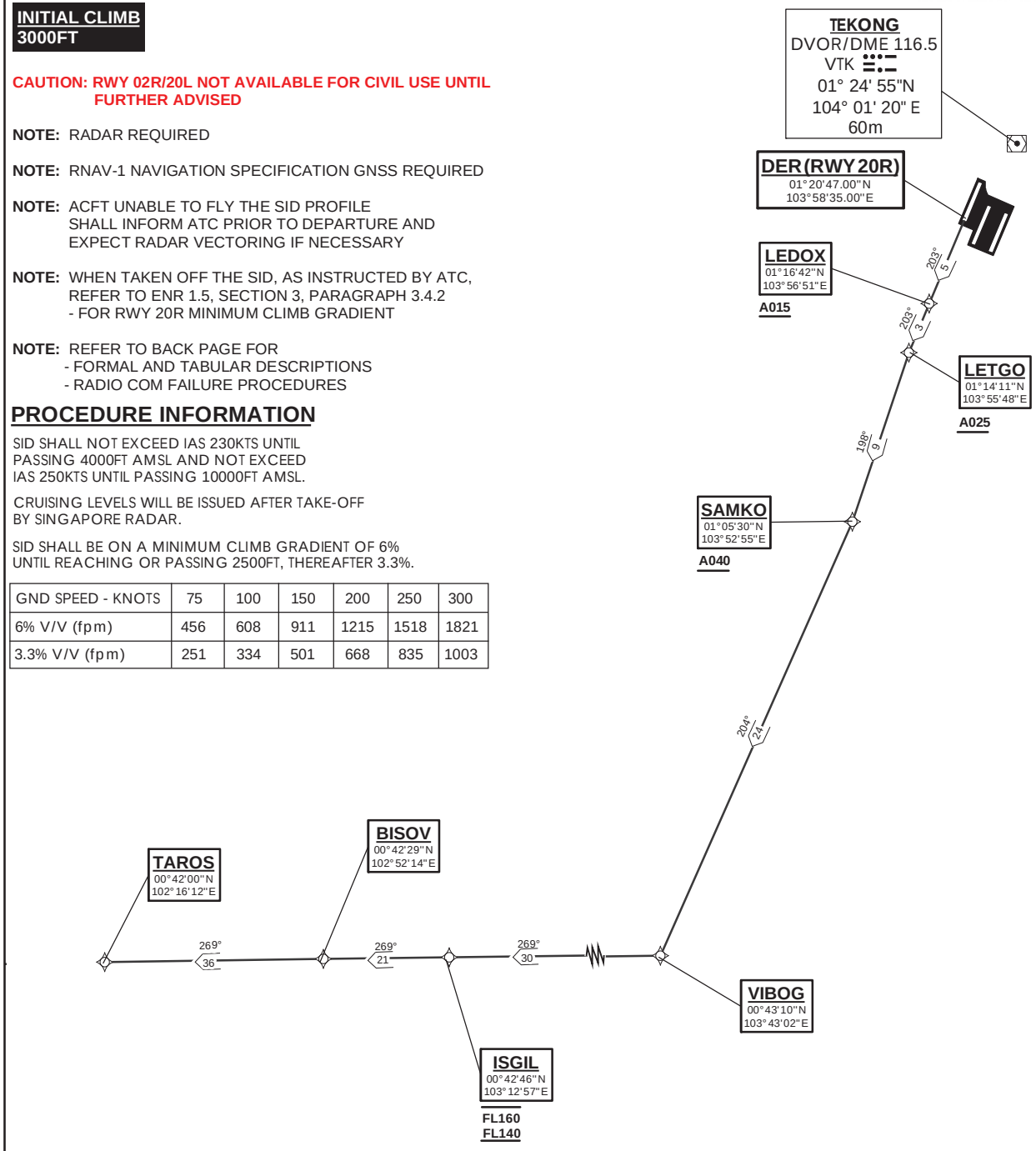
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TAROS 1F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To SAMKO at or above 4000ft, turn right. | SAMKO [A040+; R] - | TF | N |
| To VIBOG, turn right. | VIBOG [R] - | TF | N |
| To ISGIL, between FL140 to FL160. | ISGIL [FL140+; FL160-] - | TF | N |
| To BISOV. | BISOV - | TF | N |
| To TAROS. | TAROS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | SAMKO | - | 198(198.4) | 9.0 | R | A040+ | - | RNAV1 |
| TF | VIBOG | - | 204(204.4) | 24.0 | R | - | - | RNAV1 |
| TF | ISGIL | - | 269(269.4) | 30.0 | - | FL140+ FL160- | - | RNAV1 |
| TF | BISOV | - | 269(269.4) | 21.0 | - | - | - | RNAV1 |
| TF | TAROS | - | 269(269.4) | 36.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 134.2 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02C
## TOMAN DEPARTURES
## TOMAN 3A

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

DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION
GNSS REQUIRED

**NOTE:** CLOSE-IN OBSTACLES (AIRCRAFT UP TO 80FT)
EXIST ON TAXIWAYS WEST OF RUNWAY 02C

**NOTE:** ACFT UNABLE TO FLY THE SID
PROFILE SHALL INFORM ATC
PRIOR TO DEPARTURE AND TO
EXPECT RADAR VECTORING,
IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID,
AS INSTRUCTED BY ATC,
REFER TO ENR 1.5, SECTION 3,
PARAGRAPH 3.3 [A] - FOR RWY 02C MINIMUM CLIMB GRADIENT

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

## GENERAL INFORMATION

**INITIAL CLIMB**
**3000FT**

ALL SIDs INCLUDE NOISE PREFERENTIAL ROUTES.

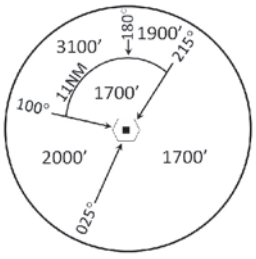
**RWY 02C**

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

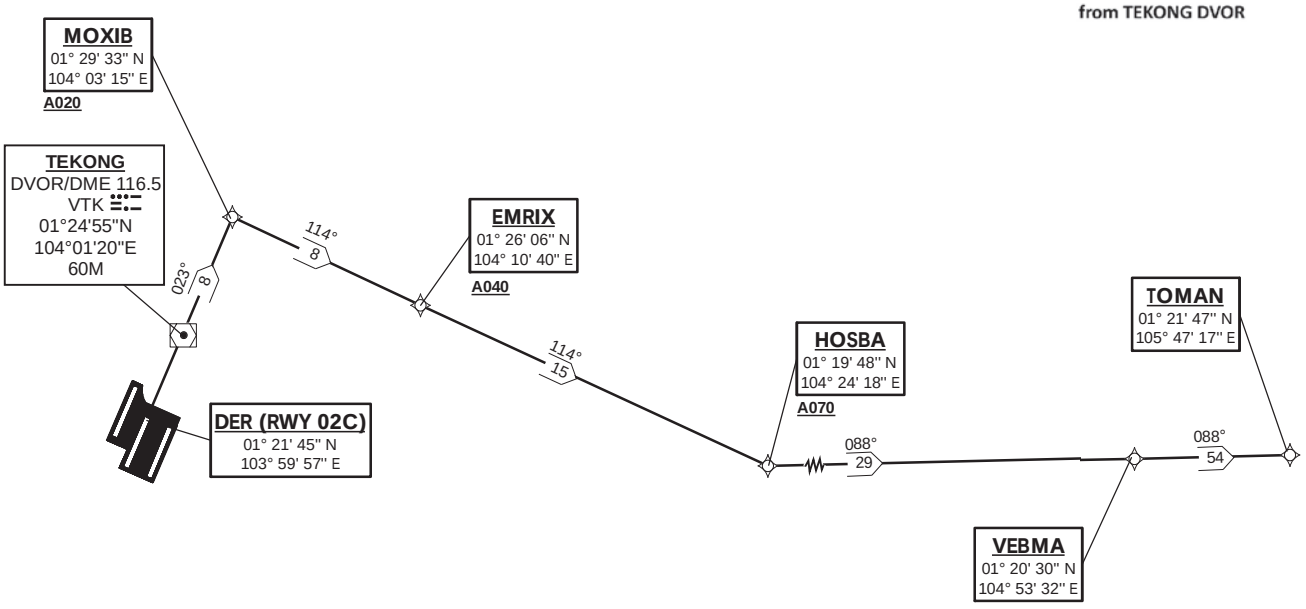
CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




MSA 25 NM
from TEKONG DVOR




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TOMAN 3A (SID) RNAV GNSS RWY 02C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOXIB on course 023° at or above 2000ft, turn right. | MOXIB [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn left. | HOSBA [A070+; L] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOXIB | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 8.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | L | A070+ | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 29.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3<br>124.05 |
| ACC | 134.2 |

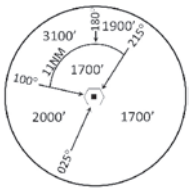
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## TOMAN DEPARTURES
## TOMAN 5B

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM



MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1 - FOR RWY 20C MINIMUM CLIMB GRADIENT

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

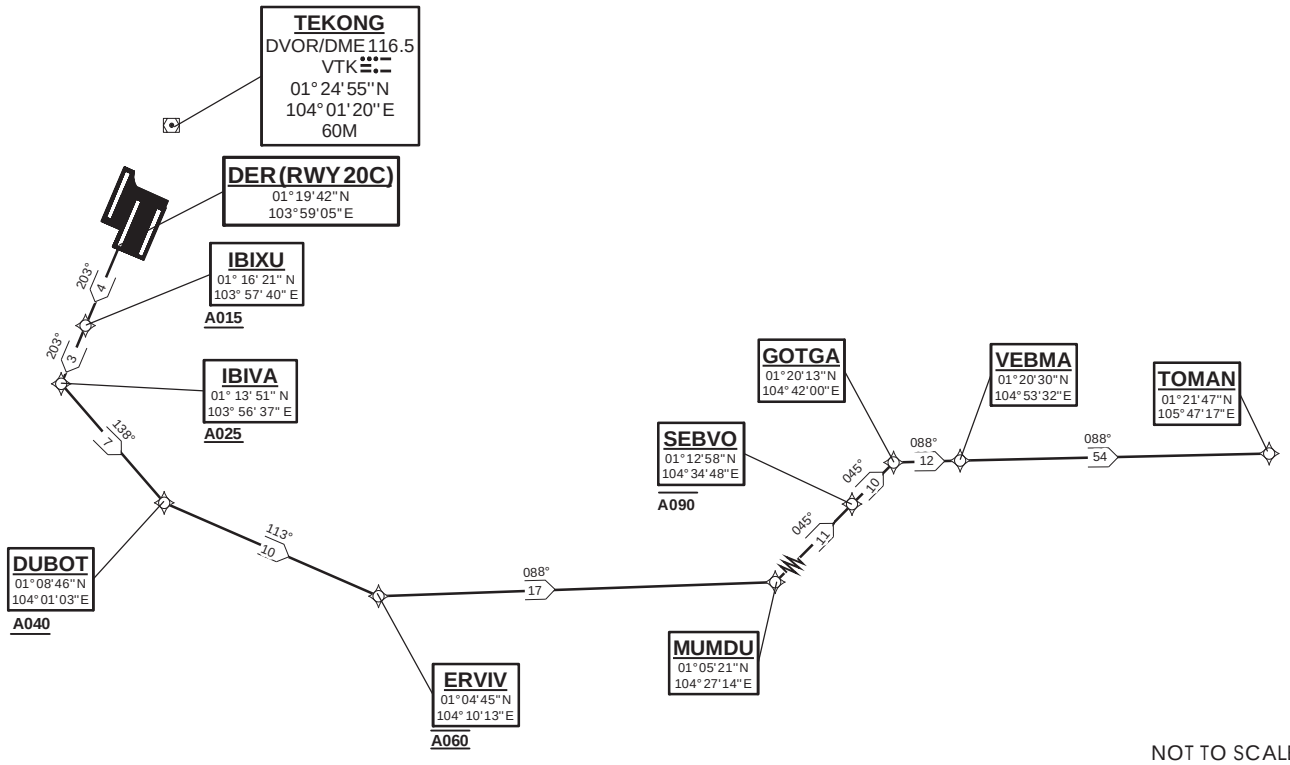
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TOMAN 5B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn left. | IBIVA [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ERVIV at 6000ft, turn left. | ERVIV [@A060; L] - | TF | N |
| To MUMDU, turn left. | MUMDU [L] - | TF | N |
| To SEBVO at or below 9000ft. | SEBVO [A090-] - | TF | N |
| To GOTGA, turn right. | GOTGA [R] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 138(138.4) | 7.0 | L | A040+ | - | RNAV1 |
| TF | ERVIV | - | 113(113.4) | 10.0 | L | @A060 | - | RNAV1 |
| TF | MUMDU | - | 088(088.4) | 17.0 | L | - | - | RNAV1 |
| TF | SEBVO | - | 045(045.4) | 11.0 | - | A090- | - | RNAV1 |
| TF | GOTGA | - | 045(045.4) | 10.0 | R | - | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 12.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART
# RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3<br>124.05 |
| ACC | 134.2 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R
## TOMAN DEPARTURES (RADAR)
## TOMAN 1C

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

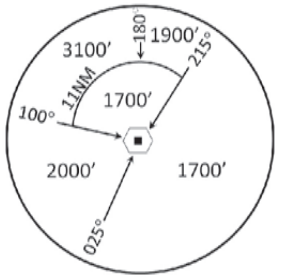
**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.5 - FOR RWY 02R MINIMUM CLIMB GRADIENT

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

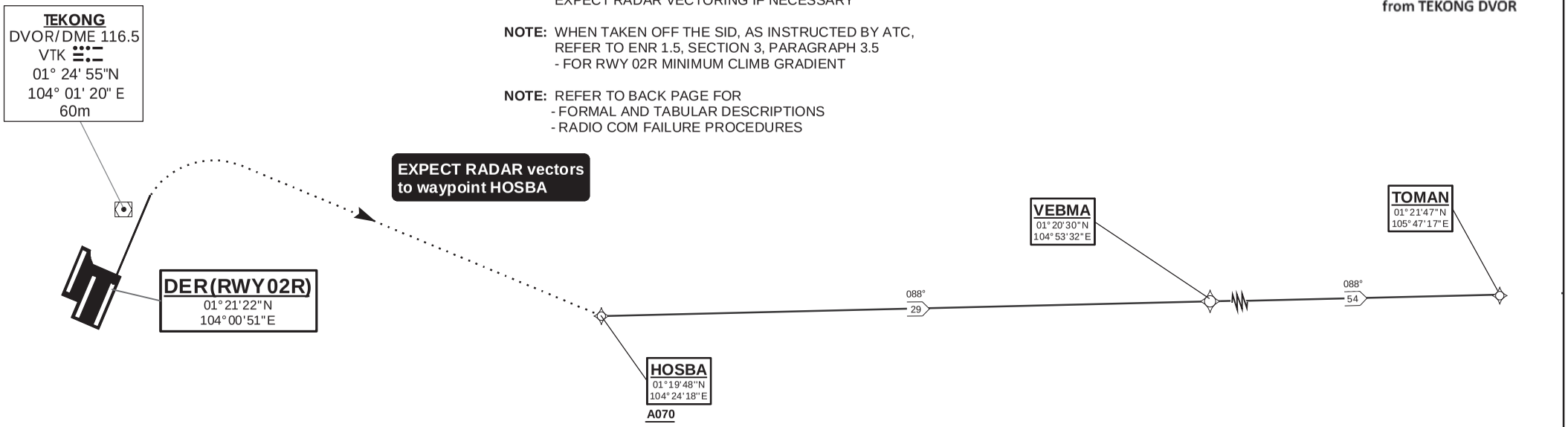
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




**MSA 25 NM from TEKONG DVOR**




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TOMAN 1C (SID) RNAV GNSS RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to waypoint HOSBA. | - | VA | N |
| To HOSBA at or above 7000ft. | HOSBA [A070+] - | DF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| VA | - | - | 023(023.4) | - | - | A030 | - | RNAV1 |
| DF | HOSBA | - | - | - | - | A070+ | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 29.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

TWR 118.6 / 118.25
APP 120.3
124.05
ACC 134.2

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

**SINGAPORE/Singapore Changi**
**RWY 20L**
**TOMAN DEPARTURES**
**TOMAN 1D**

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

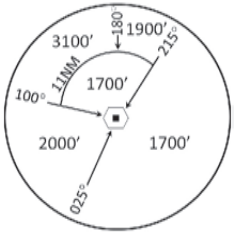
SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

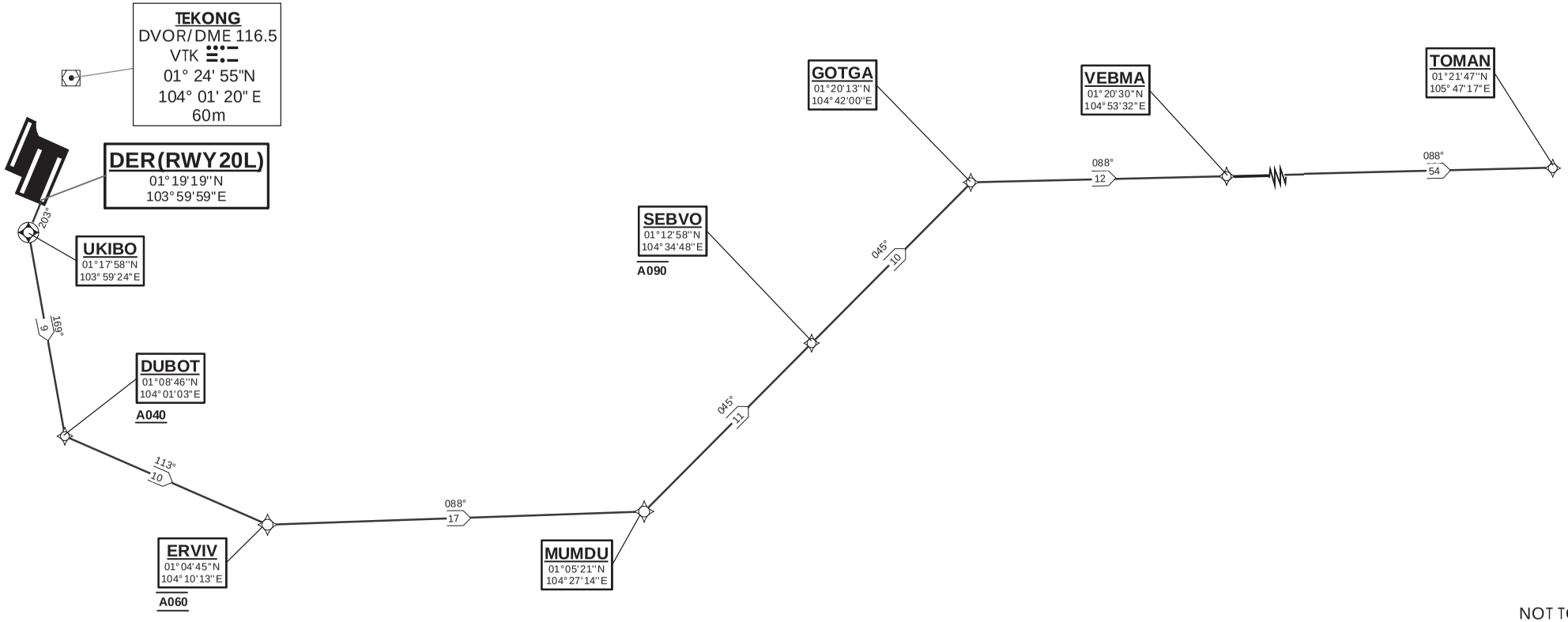
**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TOMAN 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°, turn left. | UKIBO [M203; L] - | CF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ERVIV at 6000ft, turn left. | ERVIV [@A060; L] - | TF | N |
| To MUMDU, turn left. | MUMDU [L] - | TF | N |
| To SEBVO at or below 9000ft. | SEBVO [A090-] - | TF | N |
| To GOTGA, turn right. | GOTGA [R] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | L | - | - | RNAV1 |
| TF | DUBOT | - | 169(169.4) | 9.0 | L | A040+ | - | RNAV1 |
| TF | ERVIV | - | 113(113.4) | 10.0 | L | @A060 | - | RNAV1 |
| TF | MUMDU | - | 088(088.4) | 17.0 | L | - | - | RNAV1 |
| TF | SEBVO | - | 045(045.4) | 11.0 | - | A090- | - | RNAV1 |
| TF | GOTGA | - | 045(045.4) | 10.0 | R | - | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 12.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3<br>124.05 |
| ACC | 134.2 |

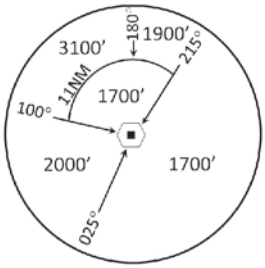
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02L
## TOMAN DEPARTURES
## TOMAN 3E

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.2 [A] - FOR RWY 02L MINIMUM CLIMB GRADIENT

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

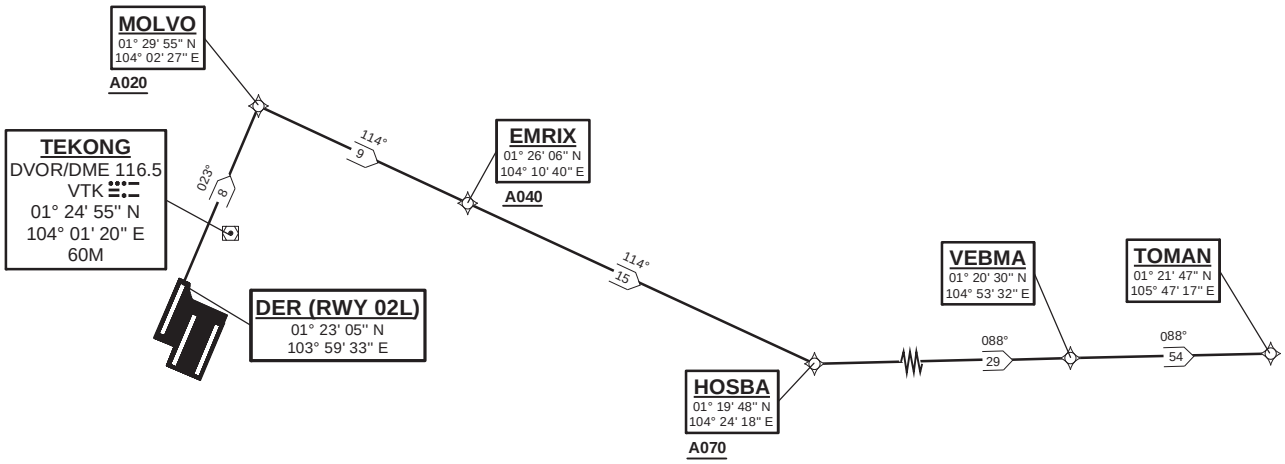
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TOMAN 3E (SID) RNAV GNSS RWY 02L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To MOLVO on course 023° at or above 2000ft, turn right. | MOLVO [M023; A020+; R] - | CF | N |
| To EMRIX at or above 4000ft. | EMRIX [A040+] - | TF | N |
| To HOSBA at or above 7000ft, turn left. | HOSBA [A070+; L] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | MOLVO | - | 023(023.4) | 8.0 | R | A020+ | - | RNAV1 |
| TF | EMRIX | - | 114(114.4) | 9.0 | - | A040+ | - | RNAV1 |
| TF | HOSBA | - | 114(114.4) | 15.0 | L | A070+ | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 29.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3<br>124.05 |
| ACC | 134.2 |

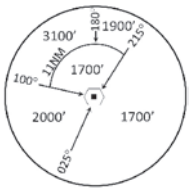
TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## TOMAN DEPARTURES
## TOMAN 5F

**ELEV, ALT IN FEET**
BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
VAR 0°23'E (2022)

DISTANCES IN NM



MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

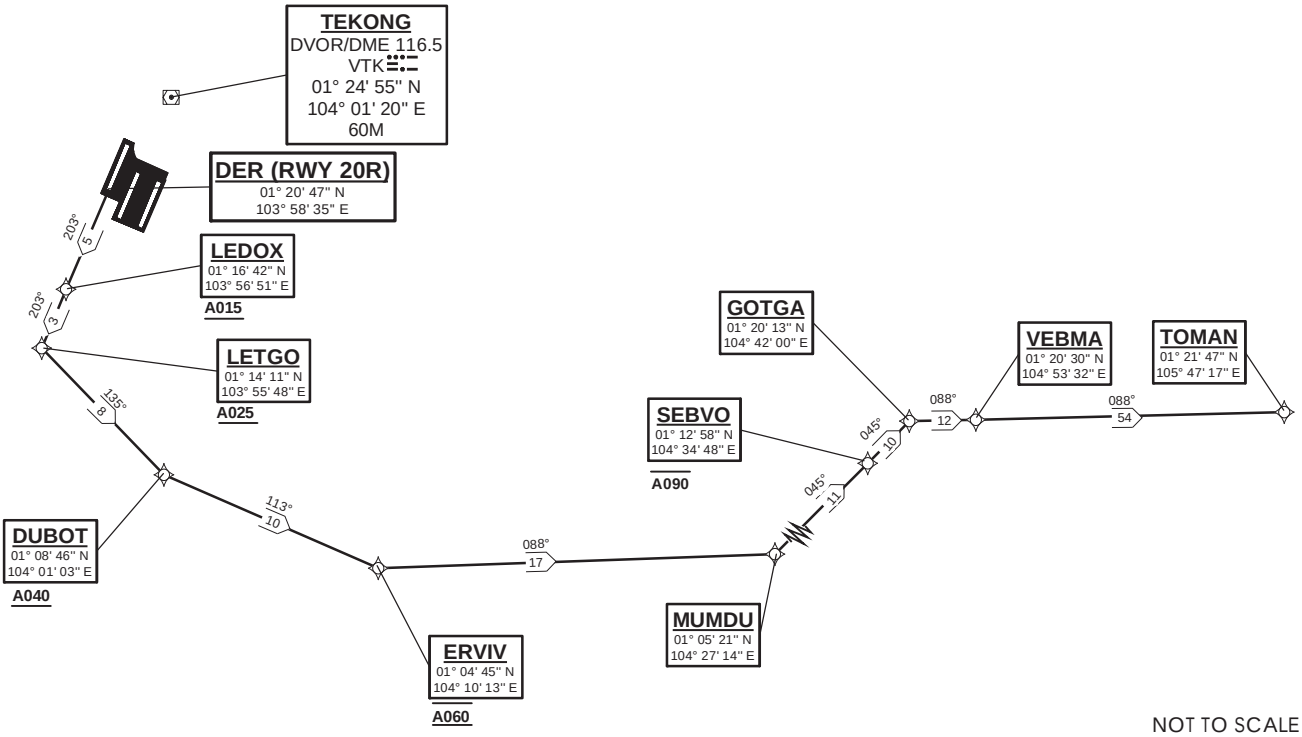
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TOMAN 5F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To DUBOT at or above 4000ft, turn left. | DUBOT [A040+; L] - | TF | N |
| To ERVIV at 6000ft, turn left. | ERVIV [@A060; L] - | TF | N |
| To MUMDU, turn left. | MUMDU [L] - | TF | N |
| To SEBVO at or below 9000ft. | SEBVO [A090-] - | TF | N |
| To GOTGA, turn right. | GOTGA [R] - | TF | N |
| To VEBMA. | VEBMA - | TF | N |
| To TOMAN. | TOMAN | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | DUBOT | - | 135(135.4) | 8.0 | L | A040+ | - | RNAV1 |
| TF | ERVIV | - | 113(113.4) | 10.0 | L | @A060 | - | RNAV1 |
| TF | MUMDU | - | 088(088.4) | 17.0 | L | - | - | RNAV1 |
| TF | SEBVO | - | 045(045.4) | 11.0 | - | A090- | - | RNAV1 |
| TF | GOTGA | - | 045(045.4) | 10.0 | R | - | - | RNAV1 |
| TF | VEBMA | - | 088(088.4) | 12.0 | - | - | - | RNAV1 |
| TF | TOMAN | - | 088(088.4) | 54.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

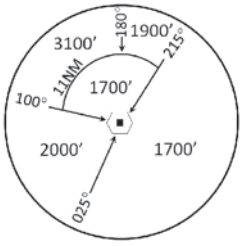
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20C
## VOVOS DEPARTURES
## VOVOS 1B

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB**
**3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE
SHALL INFORM ATC PRIOR TO DEPARTURE AND
EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC,
REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.1
- FOR RWY 20C MINIMUM CLIMB GRADIENT

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

**NOTE:** VOVOS SID WILL NOT BE AVAILABLE FOR
FLIGHT PLANNING UNTIL FURTHER ADVISED

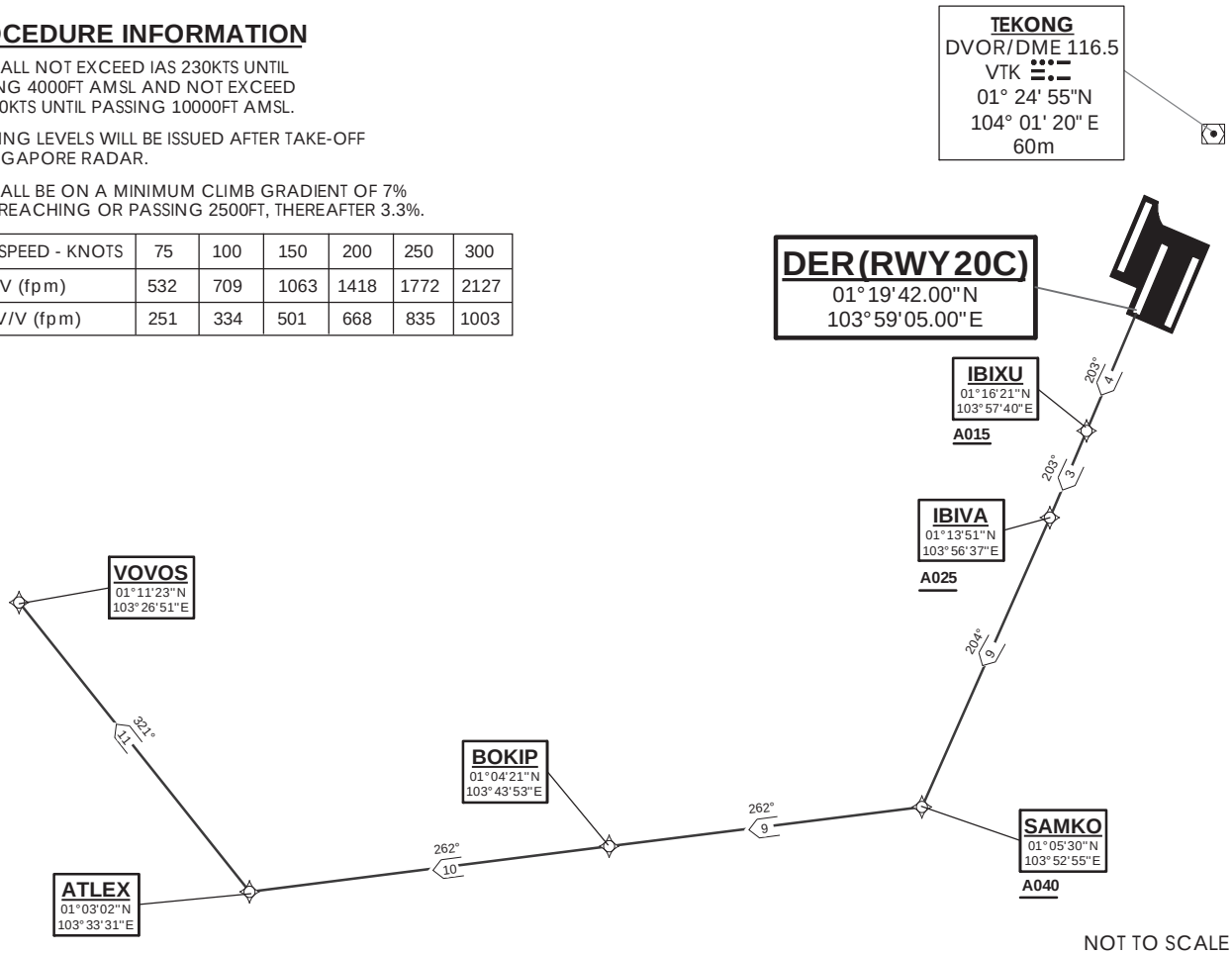
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL
PASSING 4000FT AMSL AND NOT EXCEED
IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF
BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 7%
UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VOVOS 1B (SID) RNAV GNSS RWY 20C - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To IBIXU on course 203° at or above 1500ft. | IBIXU [M203; A015+] - | CF | N |
| To IBIVA at or above 2500ft, turn right. | IBIVA [A025+; R] - | TF | N |
| To SAMKO at or above 4000ft, turn right. | SAMKO [A040+; R] - | TF | N |
| To BOKIP. | BOKIP - | TF | N |
| To ATLEX, turn right. | ATLEX [R] - | TF | N |
| To VOVOS. | VOVOS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | IBIXU | - | 203(203.4) | 4.0 | - | A015+ | - | RNAV1 |
| TF | IBIVA | - | 203(203.4) | 3.0 | R | A025+ | - | RNAV1 |
| TF | SAMKO | - | 204(204.4) | 9.0 | R | A040+ | - | RNAV1 |
| TF | BOKIP | - | 262(262.4) | 9.0 | - | - | - | RNAV1 |
| TF | ATLEX | - | 262(262.4) | 10.0 | R | - | - | RNAV1 |
| TF | VOVOS | - | 321(321.4) | 11.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

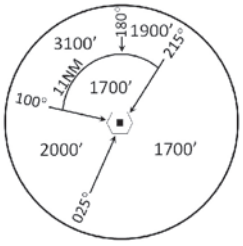
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20L
## VOVOS DEPARTURES
## VOVOS 1D

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB**
**3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.3 - FOR RWY 20L MINIMUM CLIMB GRADIENT

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

**NOTE:** VOVOS SID WILL NOT BE AVAILABLE FOR FLIGHT PLANNING UNTIL FURTHER ADVISED

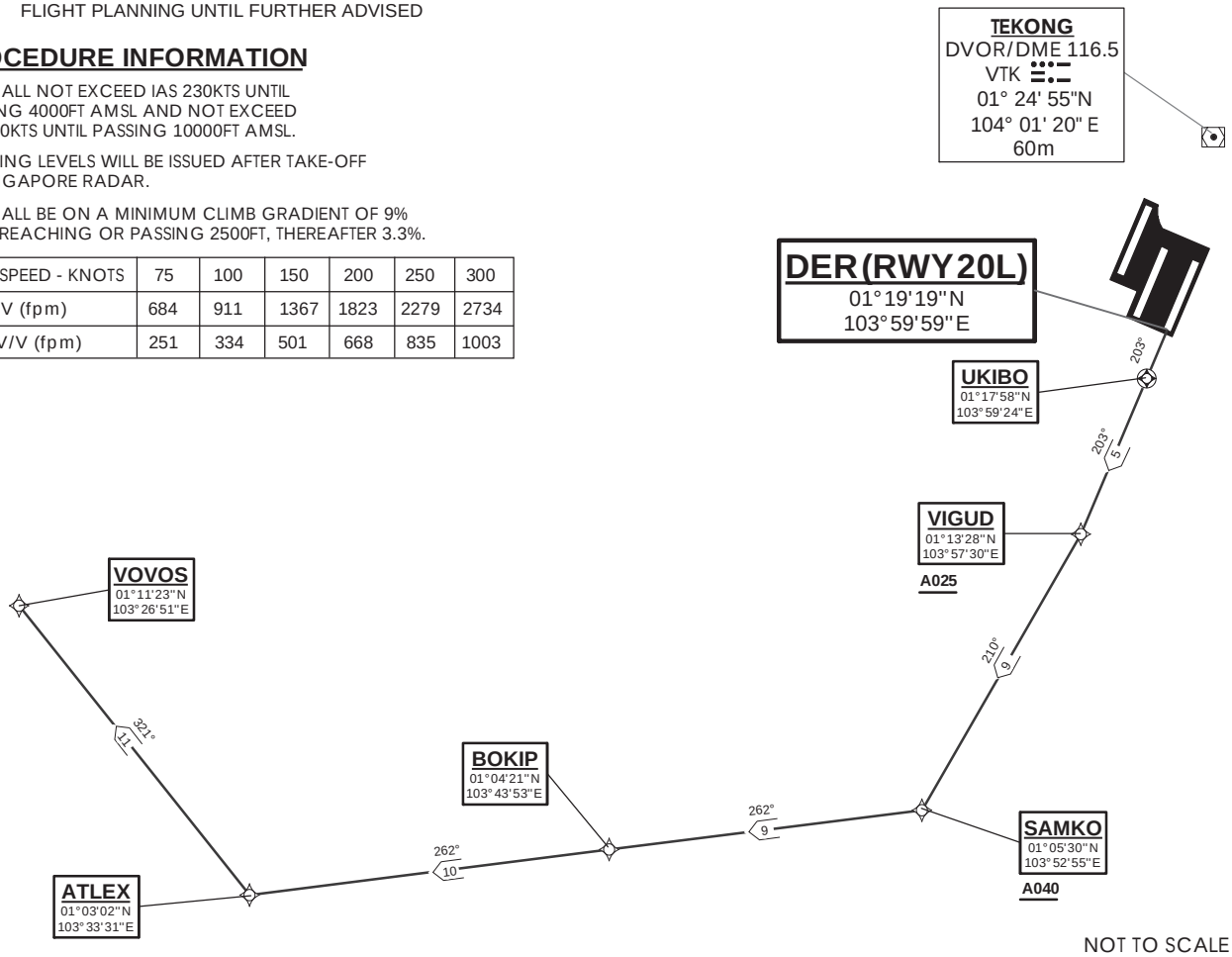
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VOVOS 1D (SID) RNAV GNSS RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To UKIBO on course 203°. | UKIBO [M203] - | CF | N |
| To VIGUD at or above 2500ft, turn right. | VIGUD [A025+; R] - | TF | N |
| To SAMKO at or above 4000ft, turn right. | SAMKO [A040+; R] - | TF | N |
| To BOKIP. | BOKIP - | TF | N |
| To ATLEX, turn right. | ATLEX [R] - | TF | N |
| To VOVOS. | VOVOS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | UKIBO | Y | 203(203.4) | 1.5 | - | - | - | RNAV1 |
| TF | VIGUD | - | 203(203.4) | 5.0 | R | A025+ | - | RNAV1 |
| TF | SAMKO | - | 210(210.4) | 9.0 | R | A040+ | - | RNAV1 |
| TF | BOKIP | - | 262(262.4) | 9.0 | - | - | - | RNAV1 |
| TF | ATLEX | - | 262(262.4) | 10.0 | R | - | - | RNAV1 |
| TF | VOVOS | - | 321(321.4) | 11.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD DEPARTURE CHART RNAV (GNSS) - INSTRUMENT (SID)

| | |
|---|---|
| TWR | 118.6 / 118.25 |
| APP | 120.3 |
| | 124.05 |
| ACC | 133.25 |

TRANSITION ALTITUDE
11 000ft

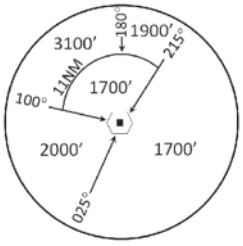
D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 20R
## VOVOS DEPARTURES
## VOVOS 1F

**ELEV, ALT IN FEET**

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

DISTANCES IN NM




MSA 25 NM
from TEKONG DVOR

## GENERAL INFORMATION

**INITIAL CLIMB 3000FT**

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

**NOTE:** ACFT UNABLE TO FLY THE SID PROFILE SHALL INFORM ATC PRIOR TO DEPARTURE AND EXPECT RADAR VECTORING IF NECESSARY

**NOTE:** WHEN TAKEN OFF THE SID, AS INSTRUCTED BY ATC, REFER TO ENR 1.5, SECTION 3, PARAGRAPH 3.4.2 - FOR RWY 20R MINIMUM CLIMB GRADIENT

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

**NOTE:** VOVOS SID WILL NOT BE AVAILABLE FOR FLIGHT PLANNING UNTIL FURTHER ADVISED

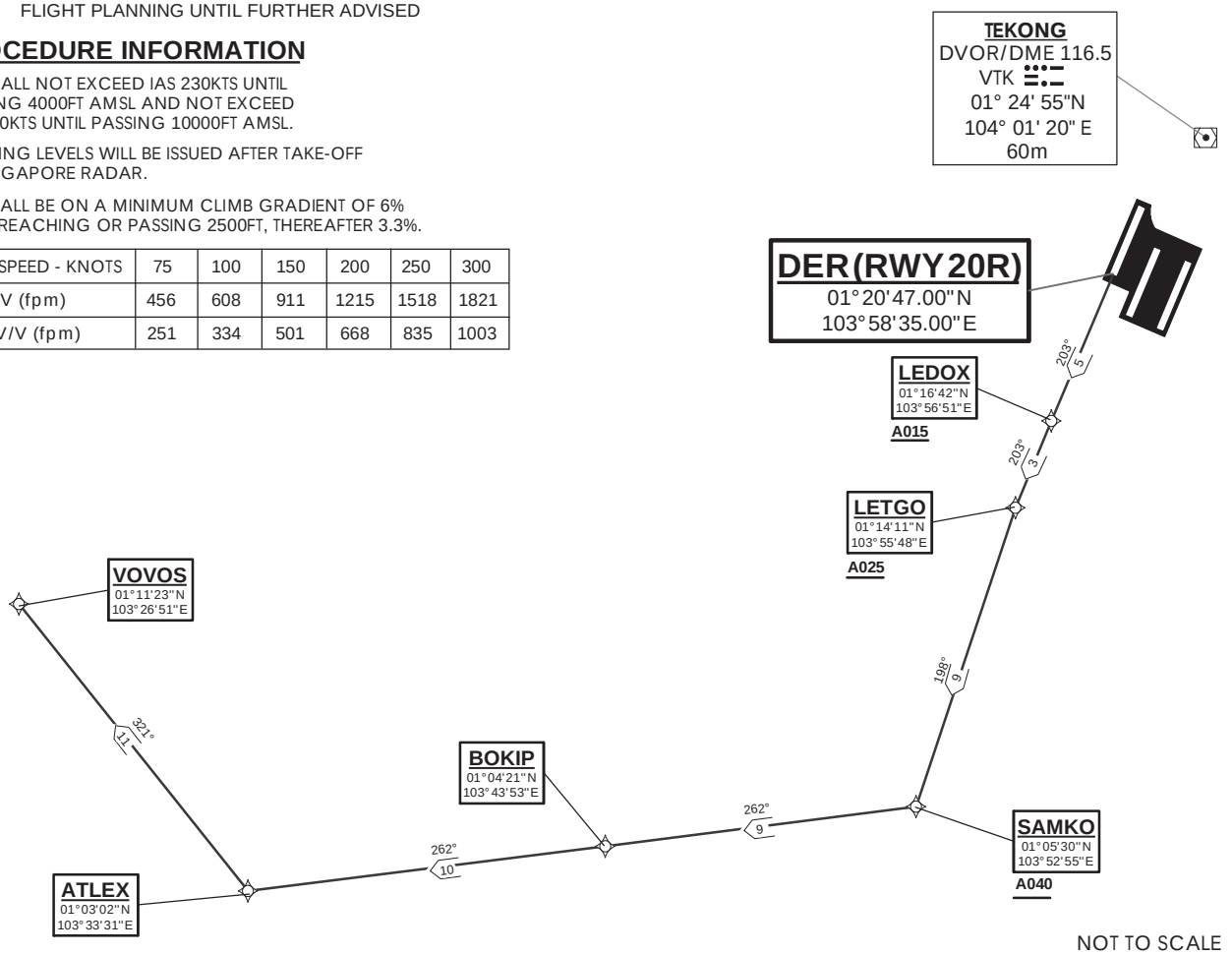
## PROCEDURE INFORMATION

SID SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

SID SHALL BE ON A MINIMUM CLIMB GRADIENT OF 6% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1518 | 1821 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# VOVOS 1F (SID) RNAV GNSS RWY 20R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| To LEDOX on course 203° at or above 1500ft. | LEDOX [M203; A015+] - | CF | N |
| To LETGO at or above 2500ft, turn left. | LETGO [A025+; L] - | TF | N |
| To SAMKO at or above 4000ft, turn right. | SAMKO [A040+; R] - | TF | N |
| To BOKIP. | BOKIP - | TF | N |
| To ATLEX, turn right. | ATLEX [R] - | TF | N |
| To VOVOS. | VOVOS | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| CF | LEDOX | - | 203(203.4) | 5.0 | - | A015+ | - | RNAV1 |
| TF | LETGO | - | 203(203.4) | 3.0 | L | A025+ | - | RNAV1 |
| TF | SAMKO | - | 198(198.4) | 9.0 | R | A040+ | - | RNAV1 |
| TF | BOKIP | - | 262(262.4) | 9.0 | - | - | - | RNAV1 |
| TF | ATLEX | - | 262(262.4) | 10.0 | R | - | - | RNAV1 |
| TF | VOVOS | - | 321(321.4) | 11.0 | - | - | - | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE:**<br>PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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# STANDARD INSTRUMENT DEPARTURES (SID) CHART

TRANSITION ALTITUDE
11 000ft

TWR 131.4
APP 120.3
ACC 133.8/134.4/133.25/
134.2

D-ATIS AP ID-WSSS
128.6

## SINGAPORE/Singapore Changi
## RWY 02R/20L
## CHANGI DEPARTURE (RADAR)
## CHA 1C (R02R)
## CHA 1D (R20L)

**ELEV, ALT IN FEET**

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

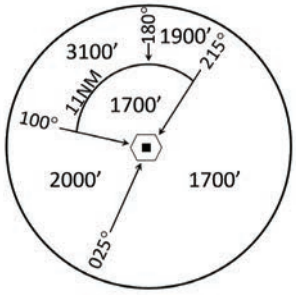
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** ACFT UNABLE TO COMPLY WITH CLIMB GRADIENT RESTRICTION SHALL INFORM ATC DURING THE TIME ACFT COMMENCES TAXIING TO HOLDING POINT FOR DEPARTURE

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




**MSA 25 NM**
**from TEKONG DVOR**

## GENERAL INFORMATION

**INITIAL CLIMB**
**3000FT**

ACFT ON DEPARTURE SHALL NOT EXCEED IAS 230KTS UNTIL PASSING 4000FT AMSL AND NOT EXCEED IAS 250KTS UNTIL PASSING 10000FT AMSL.

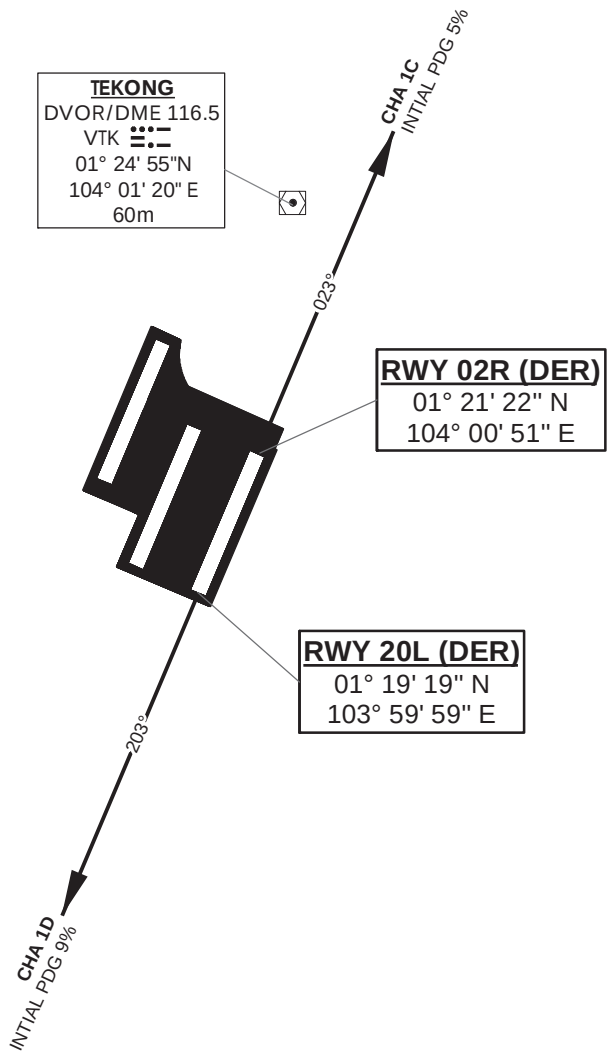
CRUISING LEVELS WILL BE ISSUED AFTER TAKE-OFF BY SINGAPORE RADAR.

ACFT ON DEPARTURE **02R** SHALL BE ON A MINIMUM CLIMB GRADIENT OF 5% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |

ACFT ON DEPARTURE **20L** SHALL BE ON A MINIMUM CLIMB GRADIENT OF 9% UNTIL REACHING OR PASSING 2500FT, THEREAFTER 3.3%.

| GND SPEED - KNOTS | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9% V/V (fpm) | 684 | 911 | 1367 | 1823 | 2279 | 2734 |
| 3.3% V/V (fpm) | 251 | 334 | 501 | 668 | 835 | 1003 |




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

## CHA 1C SID (RADAR) RWY 02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator |
|---|---|---|
| Climb heading 023°, Gradient 5% to 2500ft, thence 3.3%. Expect radar vectors to the planned ATS route or waypoints listed in table A. | - | VA |

**Tabular Descriptions**

| Path Terminator | Turn Direction | Course °M (°T) | Altitude | Speed Limit |
|---|---|---|---|---|
| VA | - | 023 (023.4) | A030 | - |

## CHA 1D SID (RADAR) RWY 20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator |
|---|---|---|
| Climb heading 203°, Gradient 9% to 2500ft, thence 3.3%. Expect radar vectors to the planned ATS route or waypoints listed in table A. | - | VA |

**Tabular Descriptions**

| Path Terminator | Turn Direction | Course °M (°T) | Altitude | Speed Limit |
|---|---|---|---|---|
| VA | - | 203 (203.4) | A030 | - |

## Table A

| Planned ATS Routes | Expect Radar Vectors to the waypoints listed below and thereafter to join the respective planned ATS Route |
|---|---|
| A457 | AKOMA DCT SABKA DCT MASBO |
| B470 | VIRET DCT ANITO |
| G580 / M646 / L625 / T21 - L504 / T21 - M774 | VEBMA DCT TOMAN |
| L762 | VIBOG DCT BISOV DCT MIBEL |
| B469 / M751 / M771 / L642 / M753 | AKOMA DCT VMR |
| T24 - M635 | VIRET DCT GURES DCT IDBUD |
| W26 | VIRET DCT GURES DCT IKIRO DCT KIRDA |
| R469 | VIBOG DCT TAROS |
| Y513 | AKOMA DCT AKMET DCT AROSO |

## RADIO COMMUNICATIONS FAILURE PROCEDURE

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **COMMUNICATIONS FAILURE OCCURS IMMEDIATELY AFTER DEPARTURE ON:**<br>**RWY 02R -** PROCEED DIRECT TO NYLON HOLDING AREA (NHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE.<br>**RWY 20L -** PROCEED DIRECT TO SAMKO HOLDING AREA (SHA) CLIMBING TO THE LAST ASSIGNED ALTITUDE, THEREAFTER REFER TO SINGAPORE AIP ON RADIO COMMUNICATIONS FAILURE PROCEDURE. |


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

ACC 133.25
APP 124.6
119.3
TWR 118.6 / 118.25

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
ARR 128.025

## SINGAPORE/Singapore Changi
## RWY 02L/C/R
## ARAMA ONE ALPHA ARRIVAL
## ARAMA 1A

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

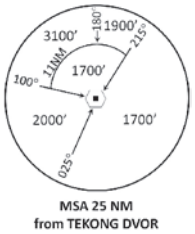
DISTANCES IN NM

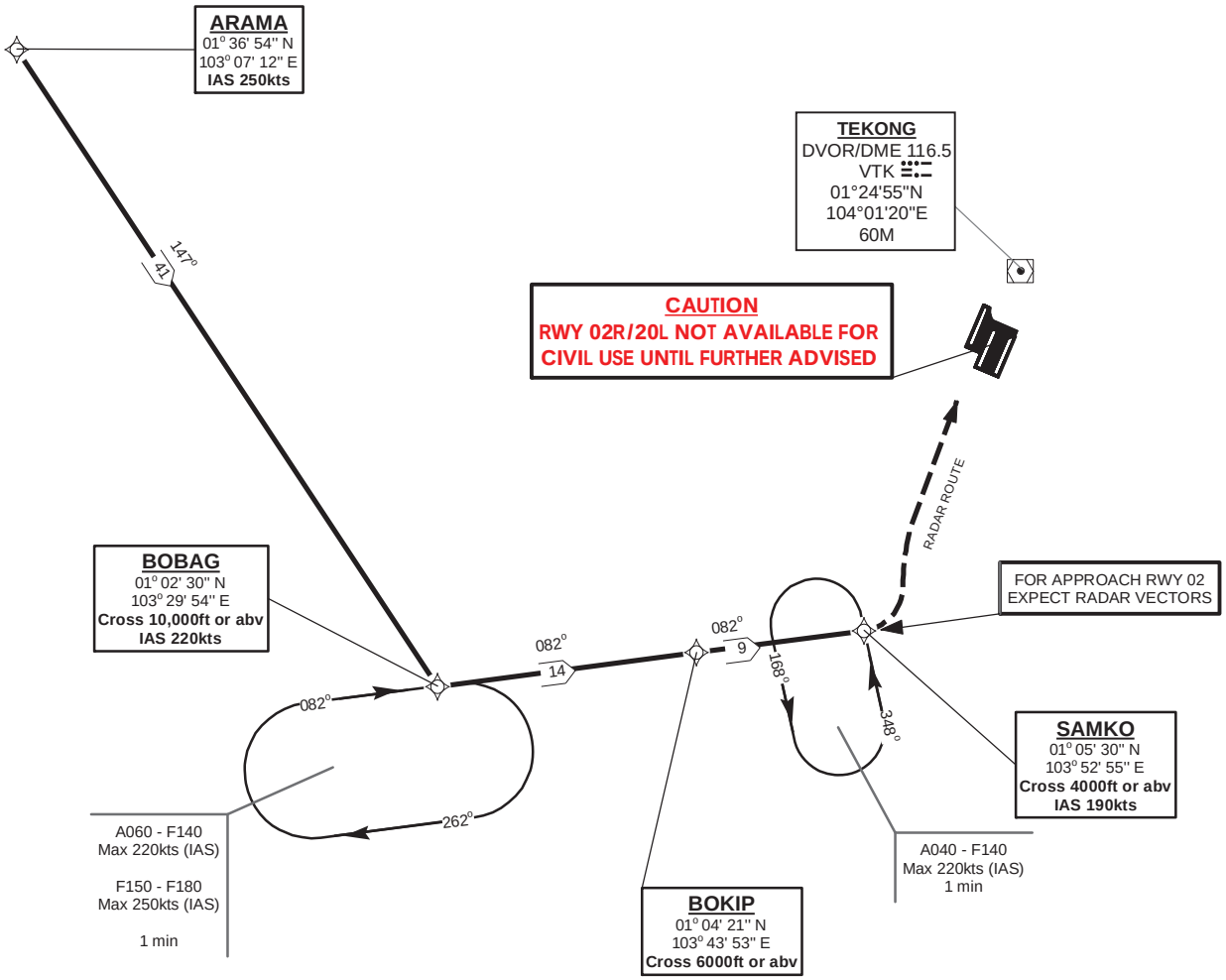
**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ARAMA 1A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From ARAMA, speed 250kts. | ARAMA [K250] - | IF | N |
| To BOBAG at or above 10000ft, speed 220kts, turn left. | BOBAG [A100+; K220; L] - | TF | N |
| To BOKIP at or above 6000ft. | BOKIP [A060+] - | TF | N |
| To SAMKO at or above 4000ft, speed 190kts. | SAMKO [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | ARAMA | - | - | - | - | - | K250 | RNAV1 |
| TF | BOBAG | - | 147(147.4) | 41.0 | L | A100+ | K220 | RNAV1 |
| TF | BOKIP | - | 082(082.4) | 14.0 | - | A060+ | - | RNAV1 |
| TF | SAMKO | - | 082(082.4) | 9.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via ARAMA 1A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on ARAMA 1A to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>- Refer to Singapore AIP for radio communications failure procedure |


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

ACC 133.25
APP 124.6
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
## ARAMA ONE BRAVO ARRIVAL
## ARAMA 1B

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

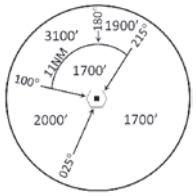
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**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

A030 - F140
Max 220kts (IAS)
1 min

**ARAMA**
01° 36' 54" N
103° 07' 12" E
**IAS 250kts**

**NYLON**
01° 36' 57" N
104° 06' 24" E

FOR APPROACH RWY 20
EXPECT RADAR VECTORS

**TEKONG**
DVOR/DME 116.5
VTK
01°24'55"N
104°01'20"E
60M

RADAR ROUTE

**BIPOP**
01° 31' 22" N
104° 10' 18" E
**Cross 3000ft or abv**
**IAS 190kts**

**CAUTION**
**RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**DOVAN**
01° 19' 38" N
104° 12' 49" E
**Cross 4000ft or abv**

**BOBAG**
01° 02' 30" N
103° 29' 54" E
**Cross 10,000ft or abv**
**IAS 220kts**

**BITAM**
01° 08' 13" N
104° 07' 57" E
**Cross 7000ft or abv**
**IAS 220kts**

**SAMKO**
01° 05' 30" N
103° 52' 55" E

A060 - F140
Max 220kts (IAS)

F150 - F180
Max 250kts (IAS)

1 min

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ARAMA 1B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From ARAMA, speed 250kts. | ARAMA [K250] - | IF | N |
| To BOBAG at or above 10000ft, speed 220kts, turn left. | BOBAG [A100+; K220; L] - | TF | N |
| To SAMKO, turn left. | SAMKO [L] - | TF | N |
| To BITAM at or above 7000ft, speed 220kts, turn left. | BITAM [A070+; K220; L] - | TF | N |
| To DOVAN at or above 4000ft, turn left. | DOVAN [A040+; L] - | TF | N |
| To BIPOP at or above 3000ft, speed 190kts. | BIPOP [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | ARAMA | - | - | - | - | - | K250 | RNAV1 |
| TF | BOBAG | - | 147(147.4) | 41.0 | L | A100+ | K220 | RNAV1 |
| TF | SAMKO | - | 082(082.4) | 23.0 | L | - | - | RNAV1 |
| TF | BITAM | - | 080(080.4) | 15.0 | L | A070+ | K220 | RNAV1 |
| TF | DOVAN | - | 023(023.4) | 12.0 | L | A040+ | - | RNAV1 |
| TF | BIPOP | - | 348(348.4) | 12.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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

| | |
|---|---|
| ACC | 133.25 |
| APP | 124.6 |
| | 119.3 |
| TWR | 118.6 / 118.25 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
ARR 128.025

## SINGAPORE/Singapore Changi
## RWY 02L/C/R
## ASUNA TWO ALPHA ARRIVAL
## ASUNA 2A

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

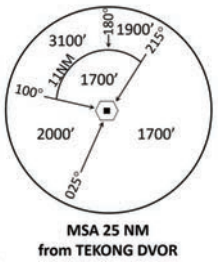
DISTANCES IN NM

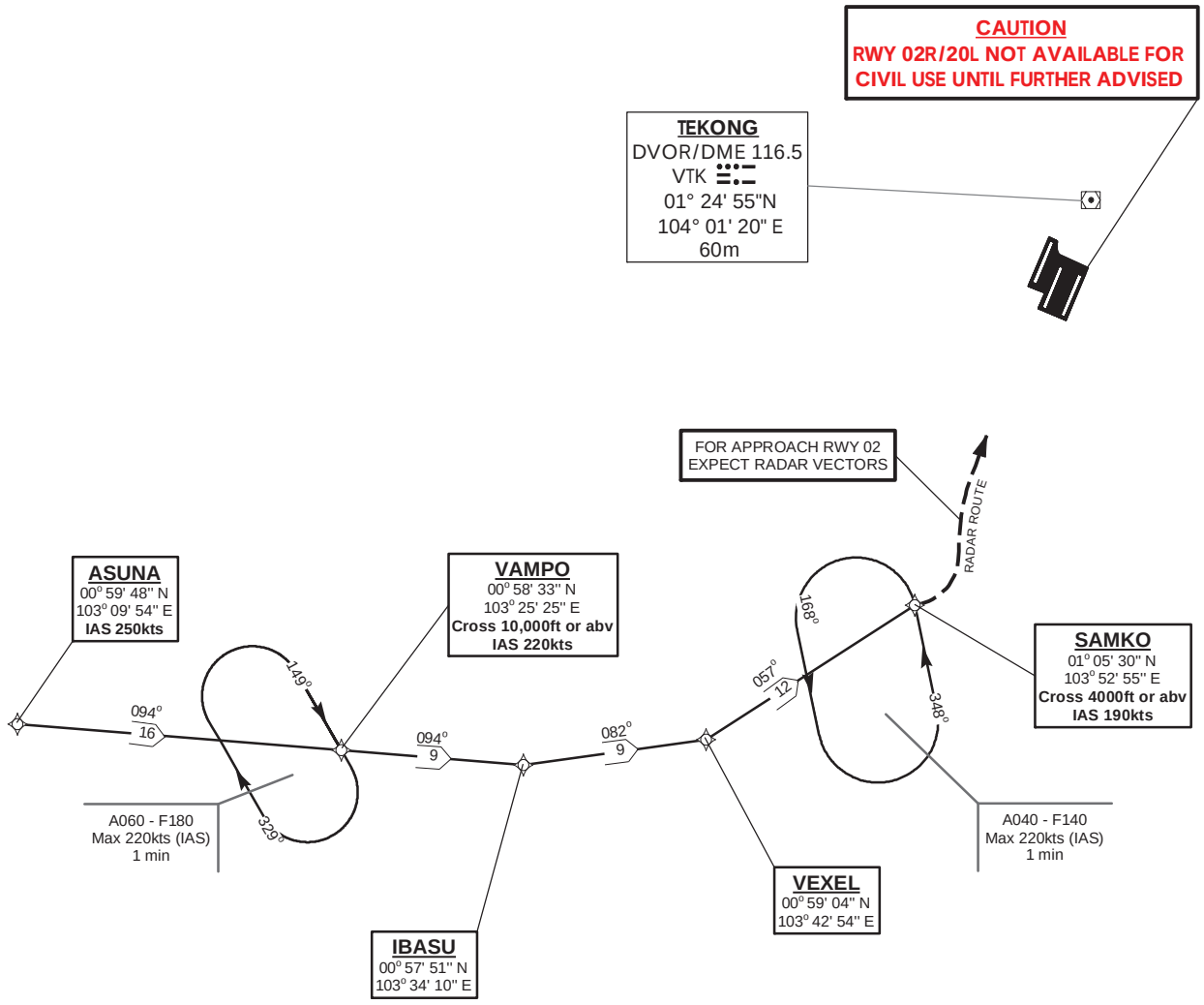
**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ASUNA 2A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From ASUNA, speed 250kts. | ASUNA [K250] - | IF | N |
| To VAMPO at or above 10000ft, speed 220kts. | VAMPO [A100+; K220] - | TF | N |
| To IBASU, turn left. | IBASU [L] - | TF | N |
| To VEXEL, turn left. | VEXEL [L] - | TF | N |
| To SAMKO at or above 4000ft, speed 190kts. | SAMKO [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | ASUNA | - | - | - | - | - | K250 | RNAV1 |
| TF | VAMPO | - | 094(094.4) | 16.0 | - | A100+ | K220 | RNAV1 |
| TF | IBASU | - | 094(094.4) | 9.0 | L | - | - | RNAV1 |
| TF | VEXEL | - | 082(082.4) | 9.0 | L | - | - | RNAV1 |
| TF | SAMKO | - | 057(057.4) | 12.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via ASUNA 2A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on ASUNA 2A to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>**-** Refer to Singapore AIP for radio communications failure procedure |


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

ACC 133.25
APP 124.6
119.3
TWR 118.6 / 118.25

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
ARR 128.025

## SINGAPORE/Singapore Changi
## RWY 20R/C/L
## ASUNA TWO BRAVO ARRIVAL
## ASUNA 2B

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

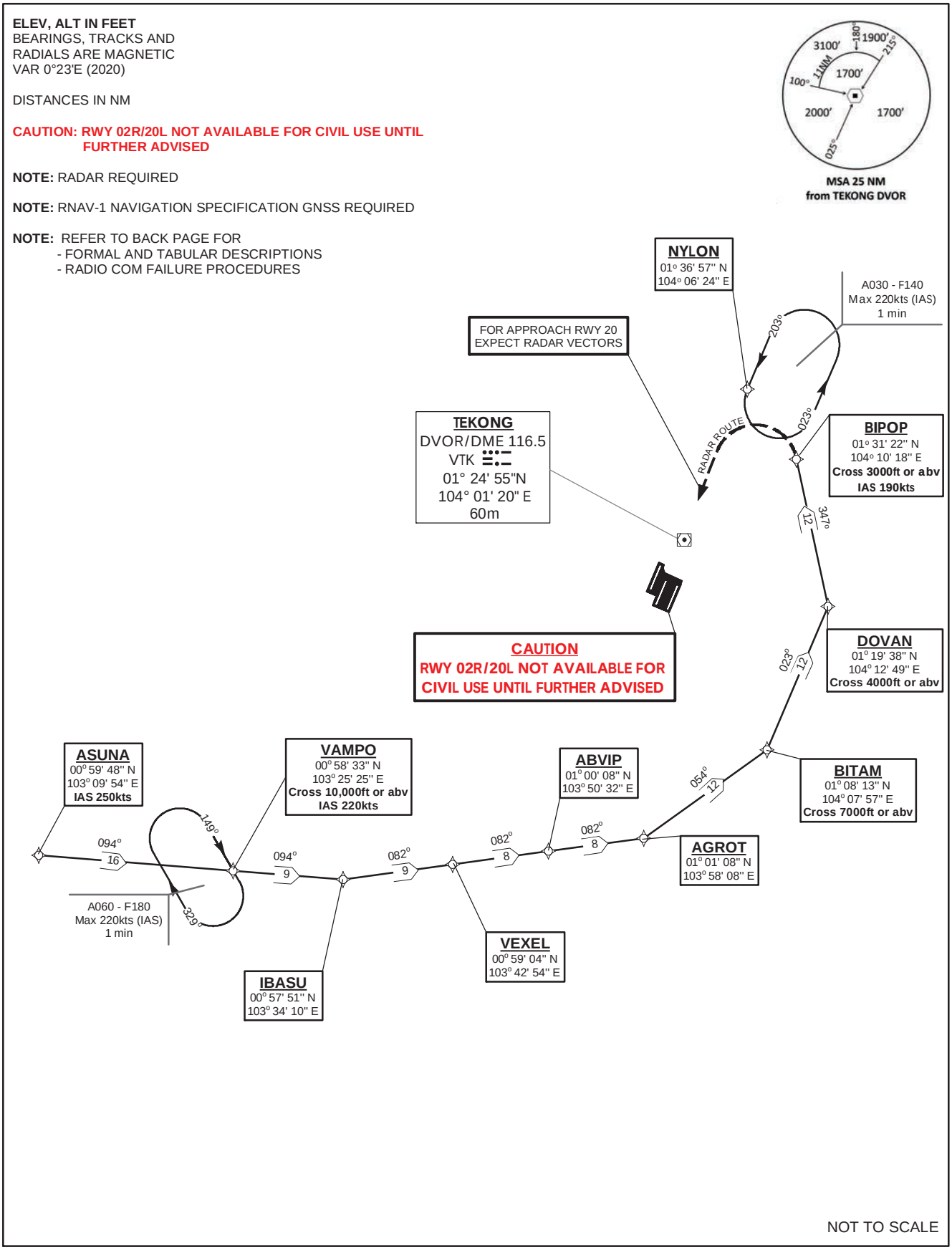
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ASUNA 2B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From ASUNA, speed 250kts. | ASUNA [K250] - | IF | N |
| To VAMPO at or above 10000ft, speed 220kts. | VAMPO [A100+; K220] - | TF | N |
| To IBASU, turn left. | IBASU [L] - | TF | N |
| To VEXEL. | VEXEL - | TF | N |
| To ABVIP. | ABVIP - | TF | N |
| To AGROT, turn left. | AGROT [L] - | TF | N |
| To BITAM at or above 7000ft, turn left. | BITAM [A070+; L] - | TF | N |
| To DOVAN at or above 4000ft, turn left. | DOVAN [A040+; L] - | TF | N |
| To BIPOP at or above 3000ft, speed 190kts. | BIPOP [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | ASUNA | - | - | - | - | - | K250 | RNAV1 |
| TF | VAMPO | - | 094(094.4) | 16.0 | - | A100+ | K220 | RNAV1 |
| TF | IBASU | - | 094(094.4) | 9.0 | L | - | - | RNAV1 |
| TF | VEXEL | - | 082(082.4) | 9.0 | - | - | - | RNAV1 |
| TF | ABVIP | - | 082(082.4) | 8.0 | - | - | - | RNAV1 |
| TF | AGROT | - | 082(082.4) | 8.0 | L | - | - | RNAV1 |
| TF | BITAM | - | 054(054.4) | 12.0 | L | A070+ | - | RNAV1 |
| TF | DOVAN | - | 023(023.4) | 12.0 | L | A040+ | - | RNAV1 |
| TF | BIPOP | - | 347(347.4) | 12.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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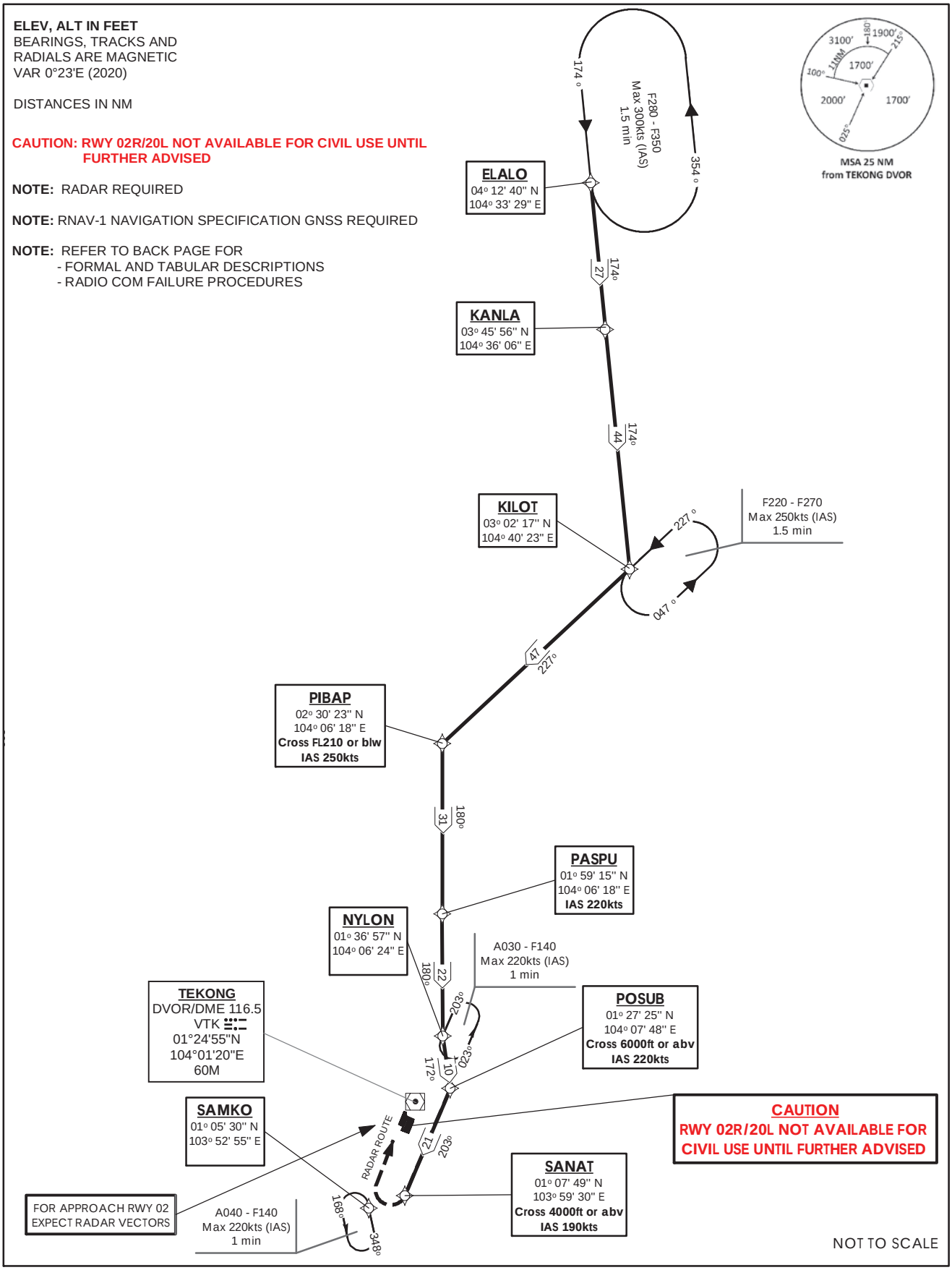
# STANDARD ARRIVAL CHART RNAV (GNSS) - INSTRUMENT (STAR)

ACC 133.8
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 02L/C/R
## ELALO ONE ALPHA ARRIVAL
## ELALO 1A




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# ELALO 1A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From ELALO. | ELALO - | IF | N |
| To KANLA. | KANLA - | TF | N |
| To KILOT, turn right. | KILOT [R] - | TF | N |
| To PIBAP at or below FL210, speed 250kts, turn left. | PIBAP [FL210-; K250; L] - | TF | N |
| To PASPU, speed 220kts. | PASPU [K220] - | TF | N |
| To NYLON, turn left. | NYLON [L] - | TF | N |
| To POSUB at or above 6000ft, speed 220kts, turn right. | POSUB [A060+; K220; R] - | TF | N |
| To SANAT at or above 4000ft, speed 190kts. | SANAT [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | ELALO | - | - | - | - | - | - | RNAV1 |
| TF | KANLA | - | 174(174.4) | 27.0 | - | - | - | RNAV1 |
| TF | KILOT | - | 174(174.4) | 44.0 | R | - | - | RNAV1 |
| TF | PIBAP | - | 227(227.4) | 47.0 | L | FL210- | K250 | RNAV1 |
| TF | PASPU | - | 180(180.4) | 31.0 | - | - | K220 | RNAV1 |
| TF | NYLON | - | 180(180.4) | 22.0 | L | - | - | RNAV1 |
| TF | POSUB | - | 172(172.4) | 10.0 | R | A060+ | K220 | RNAV1 |
| TF | SANAT | - | 203(203.4) | 21.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via ELALO 1A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on ELALO 1A to SANAT, then direct to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>- Refer to Singapore AIP for radio communications failure procedure |


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

ACC 133.8
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
## ELALO ONE BRAVO ARRIVAL
## ELALO 1B

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

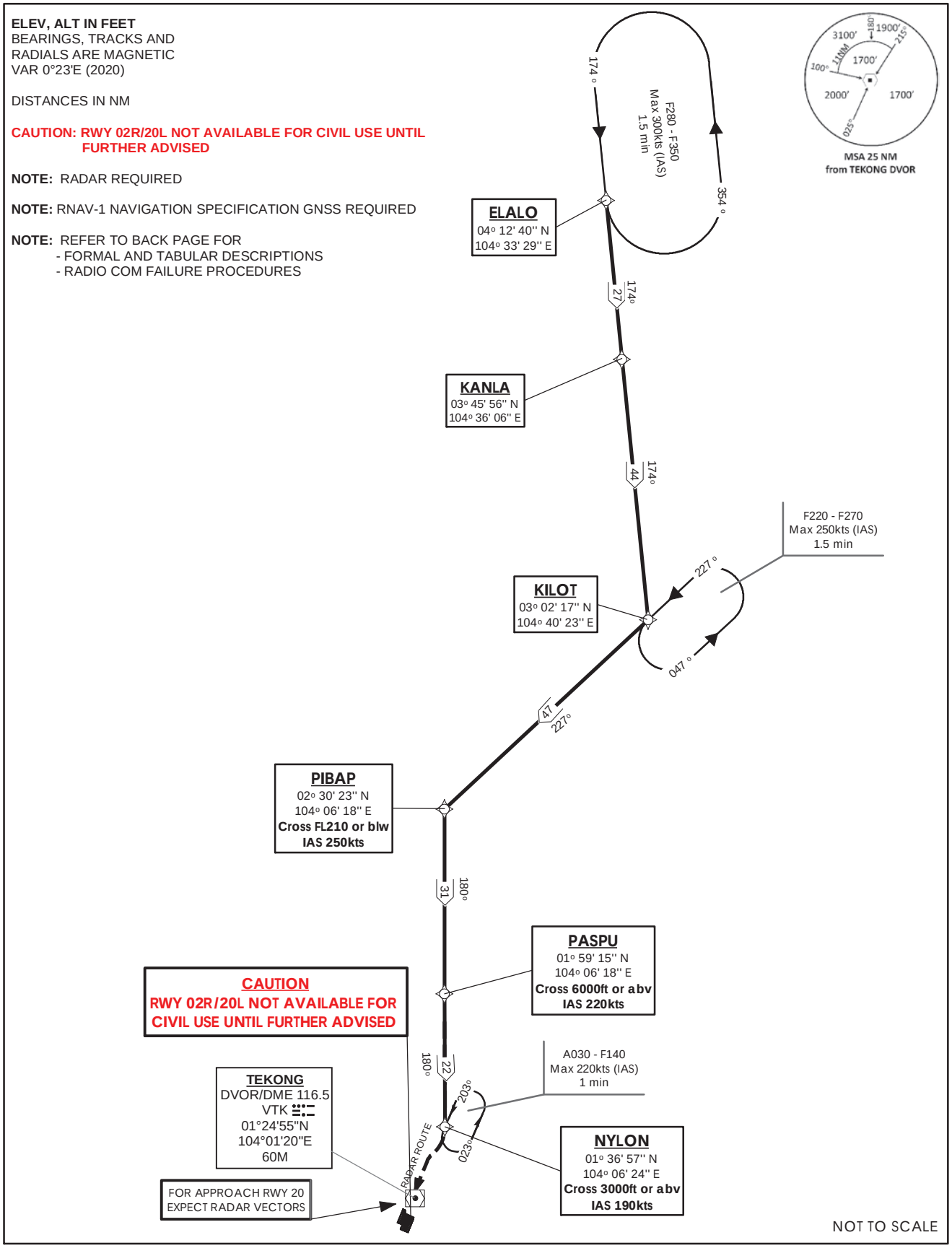
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

## ELALO 1B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From ELALO. | ELALO - | IF | N |
| To KANLA. | KANLA - | TF | N |
| To KILOT, turn right. | KILOT [R] - | TF | N |
| To PIBAP at or below FL210, speed 250kts turn left. | PIBAP [FL210-; K250; L] - | TF | N |
| To PASPU, at or above 6000ft, speed 220kts. | PASPU [A060+; K220] - | TF | N |
| To NYLON at or above 3000ft, speed 190kts. | NYLON [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | ELALO | - | - | - | - | - | - | RNAV1 |
| TF | KANLA | - | 174(174.4) | 27.0 | - | - | - | RNAV1 |
| TF | KILOT | | 174(174.4) | 44.0 | R | - | - | RNAV1 |
| TF | PIBAP | - | 227(227.4) | 47.0 | L | FL210- | K250 | RNAV1 |
| TF | PASPU | - | 180(180.4) | 31.0 | - | A060+ | K220 | RNAV1 |
| TF | NYLON | - | 180(180.4) | 22.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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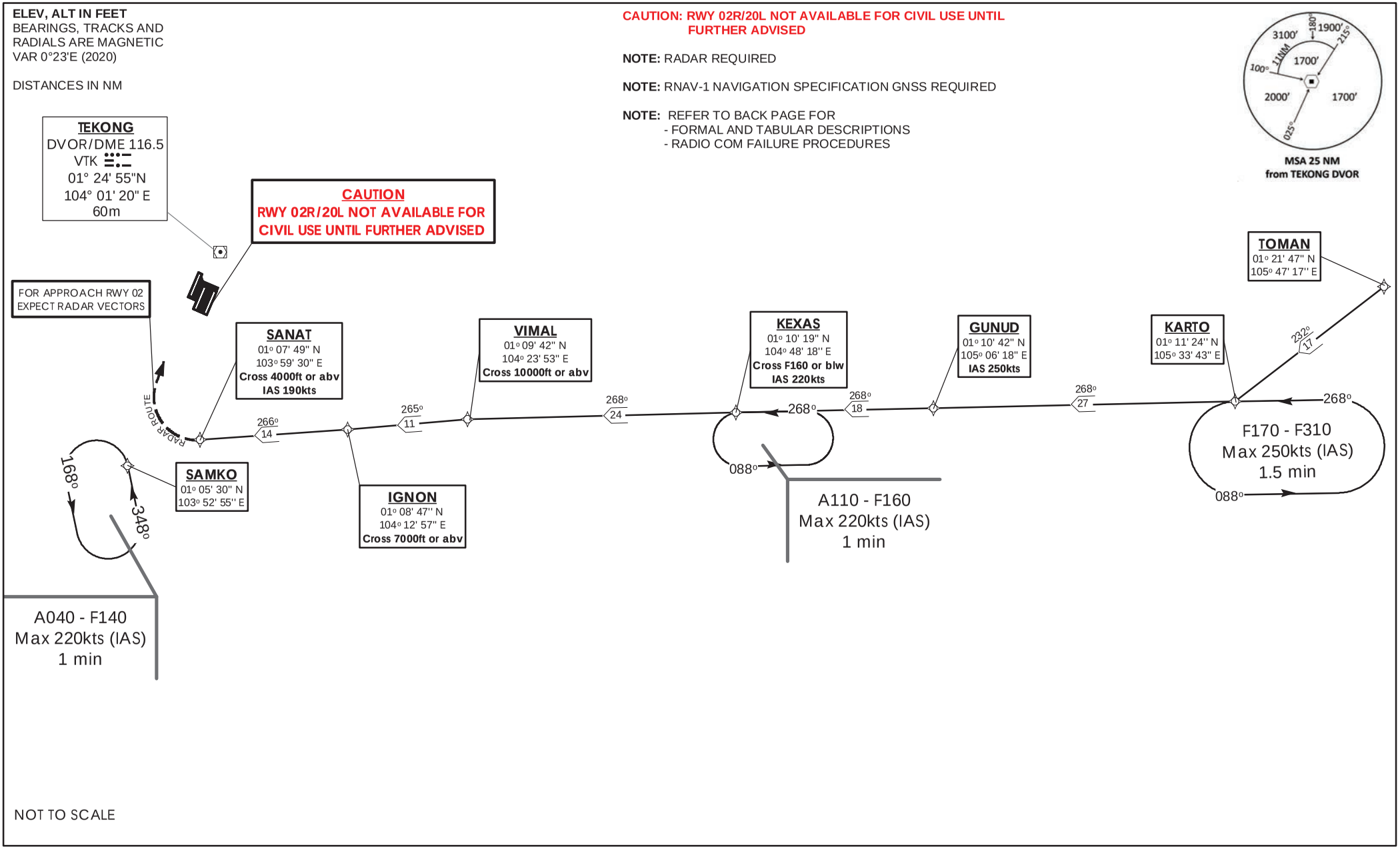
# STANDARD ARRIVAL CHART RNAV (GNSS) - INSTRUMENT (STAR)

ACC 134.2
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 02L/C/R
## KARTO TWO ALPHA ARRIVAL
## KARTO 2A




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KARTO 2A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From TOMAN. | TOMAN - | IF | N |
| To KARTO, turn right. | KARTO [R] - | TF | N |
| To GUNUD, speed 250kts | GUNUD [K250] - | TF | N |
| To KEXAS at or below FL160, speed 220kts. | KEXAS [FL160-; K220] - | TF | N |
| To VIMAL at or above 10000ft, turn left. | VIMAL [A100+; L] - | TF | N |
| To IGNON at or above 7000ft, turn right. | IGNON [A070+; R] - | TF | N |
| To SANAT at or above 4000ft, speed 190kts. | SANAT [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | TOMAN | - | - | - | - | - | - | RNAV1 |
| TF | KARTO | - | 232(232.4) | 17.0 | R | - | - | RNAV1 |
| TF | GUNUD | - | 268(268.4) | 27.0 | - | - | K250 | RNAV1 |
| TF | KEXAS | - | 268(268.4) | 18.0 | - | FL160- | K220 | RNAV1 |
| TF | VIMAL | - | 268(268.4) | 24.0 | L | A100+ | - | RNAV1 |
| TF | IGNON | - | 265(265.4) | 11.0 | R | A070+ | - | RNAV1 |
| TF | SANAT | - | 266(266.4) | 14.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via KARTO 2A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on KARTO 2A to SANAT, then direct to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>**-** Refer to Singapore AIP for radio communications failure procedure |


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

ACC 134.2
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
## KARTO TWO BRAVO ARRIVAL
## KARTO 2B

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

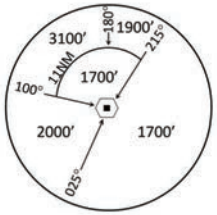
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

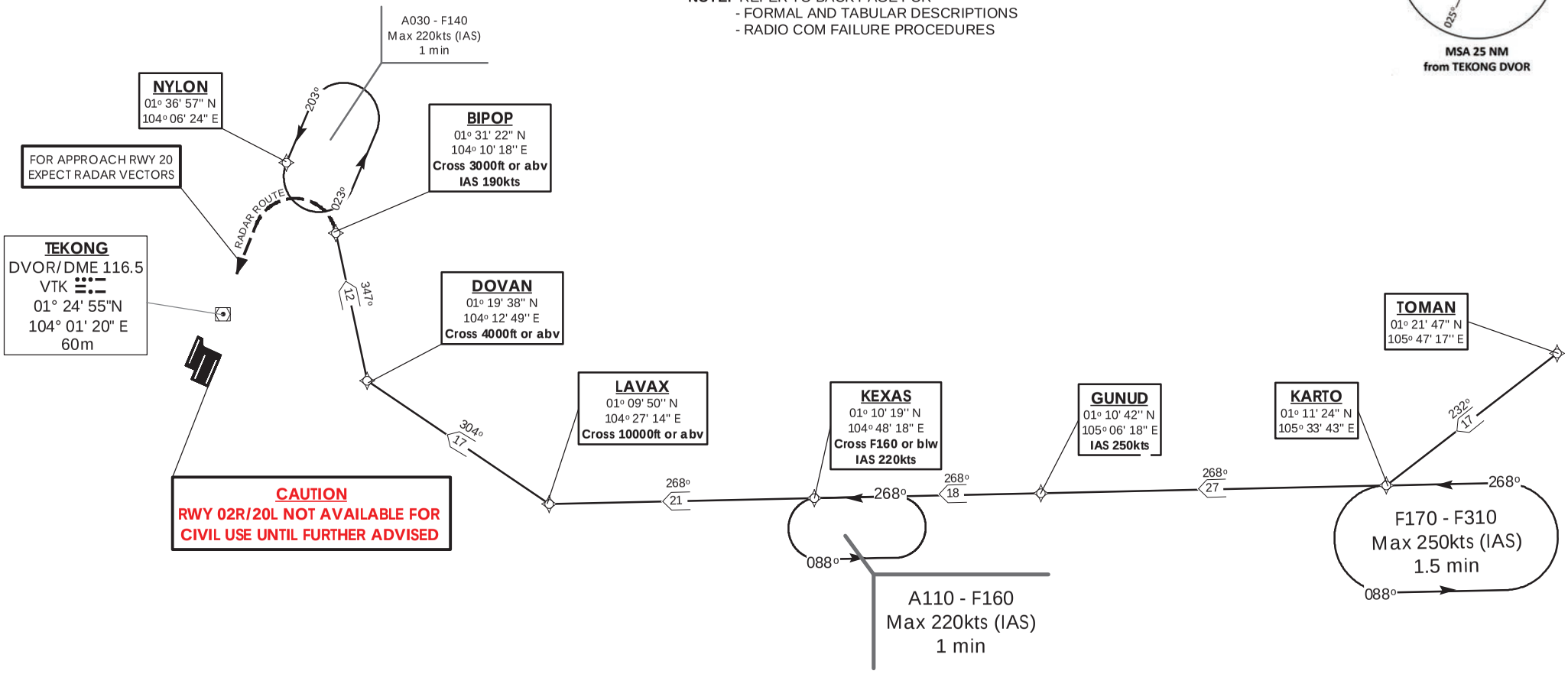
**NOTE:** RADAR REQUIRED

**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




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# KARTO 2B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From TOMAN. | TOMAN - | IF | N |
| To KARTO, turn right. | KARTO [R] - | TF | N |
| To GUNUD, speed 250kts. | GUNUD [K250] - | TF | N |
| To KEXAS at or below FL160, speed 220kts. | KEXAS [FL160-; K220] - | TF | N |
| To LAVAX at or above 10000ft, turn right. | LAVAX [A100+; R] - | TF | N |
| To DOVAN at or above 4000ft, turn right. | DOVAN [A040+; R] - | TF | N |
| To BIPOP at or above 3000ft, speed 190kts. | BIPOP [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | TOMAN | - | - | - | - | - | - | RNAV1 |
| TF | KARTO | - | 232(232.4) | 17.0 | R | - | - | RNAV1 |
| TF | GUNUD | - | 268(268.4) | 27.0 | - | - | K250 | RNAV1 |
| TF | KEXAS | - | 268(268.4) | 18.0 | - | FL160- | K220 | RNAV1 |
| TF | LAVAX | - | 268(268.4) | 21.0 | R | A100+ | - | RNAV1 |
| TF | DOVAN | - | 304(304.4) | 17.0 | R | A040+ | - | RNAV1 |
| TF | BIPOP | - | 347(347.4) | 12.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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

ACC 133.8
APP 124.05
119.3
TWR 118.6

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.025

## SINGAPORE/Singapore Changi
## RWY 02L/C/R
## LEBAR TWO ALPHA ARRIVAL
## LEBAR 2A

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

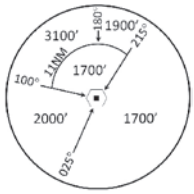
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**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

**PASPU**
01° 59' 15" N
104° 06' 18" E
**IAS 220kts**

197° 35

**PAPA UNIFORM**
DVOR/DME 115.1
PU
01° 25' 24" N
103° 56' 00" E
60M
**Cross 7,000ft or abv**

**TEKONG**
DVOR/DME 116.5
VTK
01°24'55"N
104°01'20"E
60M

DEVIATION IS NOT PERMITTED BETWEEN SJ AND PU

202° 13

**CAUTION**
**RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**WSR38**
10,000ft ALT
GND

**SINJON**
DVOR/DME 113.5
SJ
01° 13' 21.34" N
103° 51' 15.22" E
58M
**Cross 7,000ft or abv**

234° 4

RADAR ROUTE

**PALGA**
01° 10' 59" N
103° 47' 59" E
**IAS 220kts**

173° 6

**PAMSI**
01° 04' 59" N
103° 48' 45" E

082° 4

**SAMKO**
01° 05' 30" N
103° 52' 55" E
**Cross 4,000ft or abv**
**IAS 190kts**

FOR APPROACH RWY 02
EXPECT RADAR VECTORS

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

## LEBAR 2A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From PASPU, speed 220kts. | PASPU [K220] - | IF | N |
| To PU at or above 7000ft, turn right. | PU [A070+; R] - | TF | N |
| To SJ at or above 7000ft, turn right. | SJ [A070+; R] - | TF | N |
| To PALGA, speed 220kts, turn left. | PALGA [K220; L] - | TF | N |
| To PAMSI, turn left. | PAMSI [L] - | TF | N |
| To SAMKO at or above 4000ft, speed 190kts. | SAMKO [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | PASPU | - | - | - | - | - | K220 | RNAV1 |
| TF | PU | - | 197(197.4) | 35.0 | R | A070+ | - | RNAV1 |
| TF | SJ | - | 202(202.4) | 13.0 | R | A070+ | - | RNAV1 |
| TF | PALGA | - | 234(234.4) | 4.0 | L | - | K220 | RNAV1 |
| TF | PAMSI | - | 173(173.4) | 6.0 | L | - | - | RNAV1 |
| TF | SAMKO | - | 082(082.4) | 4.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via LEBAR 2A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on LEBAR 2A to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02L as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>- Refer to Singapore AIP for radio communications failure procedure |


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

ACC 134.4
APP 124.6
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
## LEBAR THREE BRAVO ARRIVAL
## LEBAR 3B

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

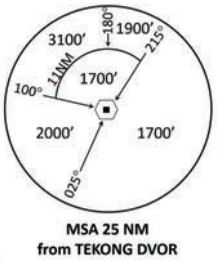
DISTANCES IN NM

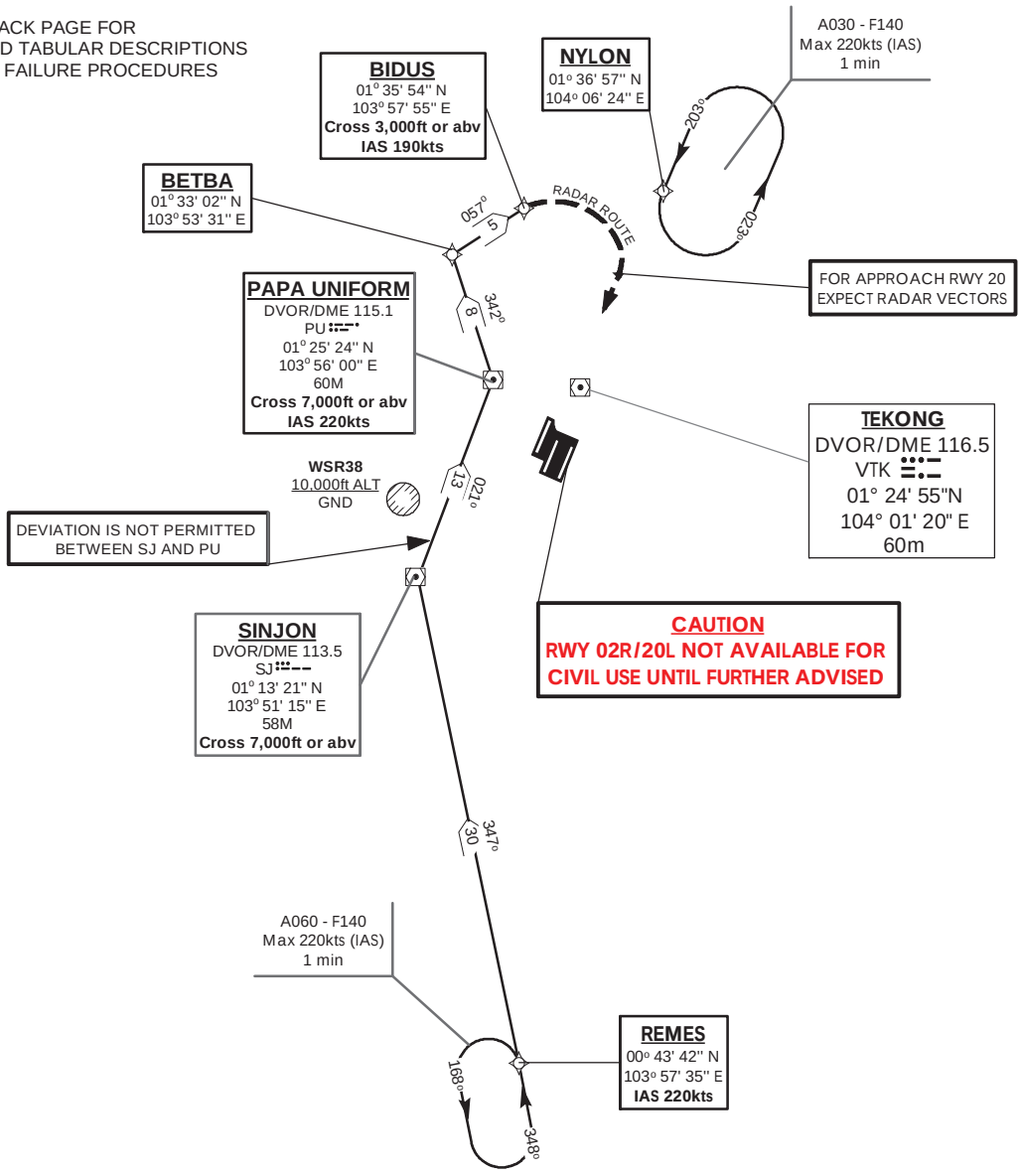
**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

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

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From REMES, speed 220kts. | REMES [K220] - | IF | N |
| To SJ at or above 7000ft, turn right. | SJ [A070+; R] - | TF | N |
| To PU at or above 7000ft, speed 220kts, turn left. | PU [A070+; K220; L] - | TF | N |
| To BETBA, turn right. | BETBA [R] - | TF | N |
| To BIDUS at or above 3000ft, speed 190kts. | BIDUS [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | REMES | - | - | - | - | - | K220 | RNAV1 |
| TF | SJ | - | 347(347.4) | 30.0 | R | A070+ | - | RNAV1 |
| TF | PU | - | 021(021.4) | 13.0 | L | A070+ | K220 | RNAV1 |
| TF | BETBA | - | 342(342.4) | 8.0 | R | - | - | RNAV1 |
| TF | BIDUS | - | 057(057.4) | 5.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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

ACC 133.25
APP 124.6
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)

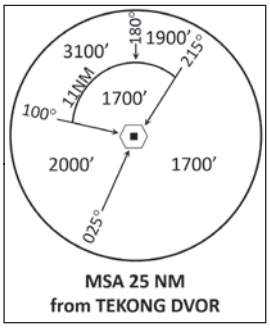
DISTANCES IN NM

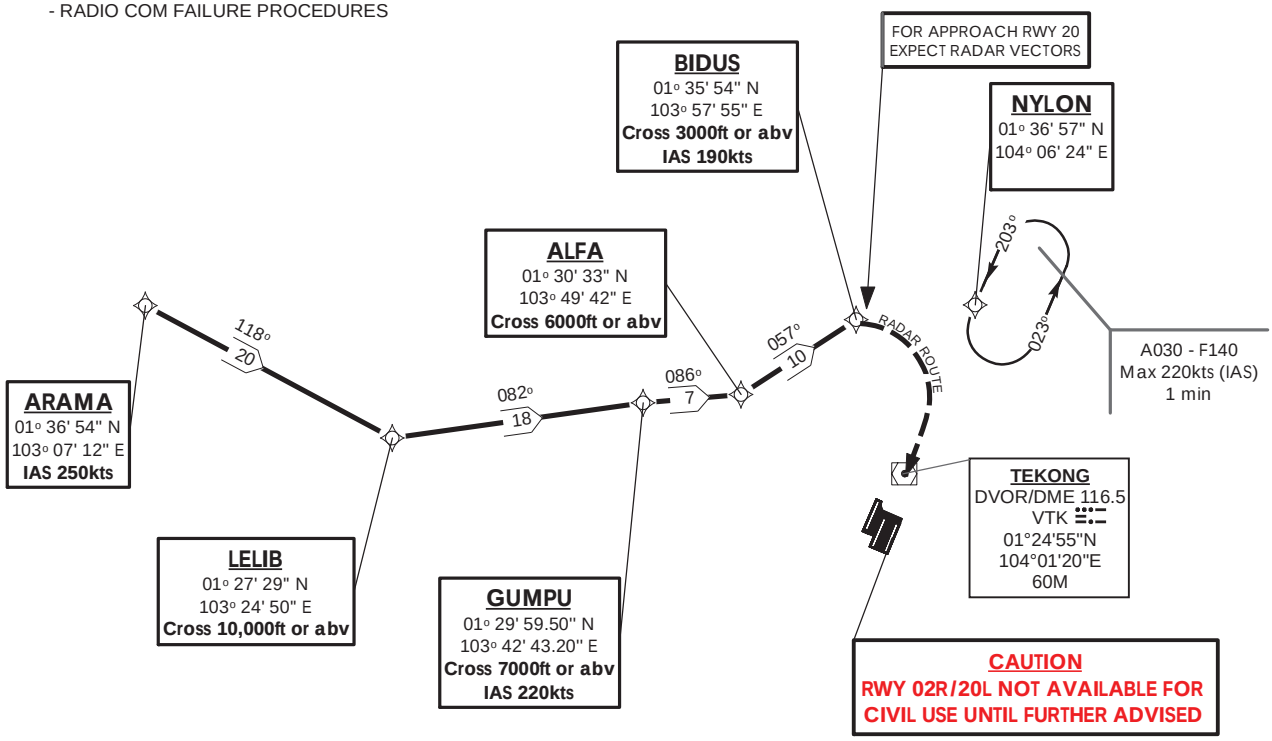
**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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




TEBUN 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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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

## 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. | ARAMA [K250] - | IF | N |
| To LELIB at or above 10000ft, turn left. | LELIB [A100+; L] - | TF | N |
| To GUMPU at or above 7000ft, speed 220kts, turn right. | GUMPU [A070+; K220; R] - | TF | N |
| To ALFA at or above 6000ft, turn left. | ALFA [A060+; L] - | TF | N |
| To BIDUS at or above 3000ft, speed 190kts. | BIDUS [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | ARAMA | - | - | - | - | - | K250 | RNAV1 |
| TF | LELIB | - | 118(118.4) | 20.0 | L | A100+ | - | RNAV1 |
| TF | GUMPU | - | 082(082.4) | 18.0 | R | A070+ | K220 | RNAV1 |
| TF | ALFA | - | 086(086.4) | 7.0 | L | A060+ | - | RNAV1 |
| TF | BIDUS | - | 057(057.4) | 10.0 | - | 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**<br>**(a)** Maintain last assigned flight level or altitude and proceed on LELIB 3B to BIDUS, then direct to NYLON<br>**(b)** From NYLON commence descent and carry out appropriate landing procedure for RWY 20 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>- Refer to Singapore AIP for radio communications failure procedure |


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

ACC 133.8
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 02L/C/R
## MABAL TWO ALPHA ARRIVAL
## MABAL 2A

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

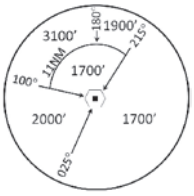
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**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

**MABAL**
03° 28' 26" N
105° 12' 36" E

231°
F280 - F350
Max 300kts (IAS)
1.5 min
051°
231°
42

**KILOT**
03° 02' 17" N
104° 40' 23" E

227°
047°
F220 - F270
Max 250kts (IAS)
1.5 min

227°
47

**PIBAP**
02° 30' 23" N
104° 06' 18" E
**Cross FL210 or blw**
**IAS 250kts**

180°
31

**PASPU**
01° 59' 15" N
104° 06' 18" E
**IAS 220kts**

**NYLON**
01° 36' 57" N
104° 06' 24" E

180°
22

A030 - F140
Max 220kts (IAS)
1 min

**TEKONG**
DVOR/DME 116.5
VTK
01°24'55"N
104°01'20"E
60M

203°
023°

**POSUB**
01° 27' 25" N
104° 07' 48" E
**Cross 6000ft or abv**
**IAS 220kts**

172°
10

**CAUTION**
**RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**SAMKO**
01° 05' 30" N
103° 52' 55" E

RADAR ROUTE
21
203°

FOR APPROACH RWY 02
EXPECT RADAR VECTORS

168°
348°

A040 - F140
Max 220kts (IAS)
1 min

**SANAT**
01° 07' 49" N
103° 59' 30" E
**Cross 4000ft or abv**
**IAS 190kts**

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

## MABAL 2A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From MABAL. | MABAL - | IF | N |
| To KILOT, turn left. | KILOT [L] - | TF | N |
| To PIBAP at or below FL210, speed 250kts, turn left. | MABAL - | TF | N |
| To PASPU, speed 220kts. | PASPU [K220] - | TF | N |
| To NYLON, turn left. | NYLON [L] - | TF | N |
| To POSUB at or above 6000ft, speed 220kts, turn right. | POSUB [A060+; K220; R] - | TF | N |
| To SANAT at or above 4000ft, speed 190kts. | SANAT [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | MABAL | - | - | - | - | - | - | RNAV1 |
| TF | KILOT | - | 231(231.4) | 42.0 | L | - | - | RNAV1 |
| TF | PIBAP | - | 227(227.4) | 47.0 | L | FL210- | K250 | RNAV1 |
| TF | PASPU | - | 180(180.4) | 31.0 | - | - | K220 | RNAV1 |
| TF | NYLON | - | 180(180.4) | 22.0 | L | - | - | RNAV1 |
| TF | POSUB | - | 172(172.4) | 10.0 | R | A060+ | K220 | RNAV1 |
| TF | SANAT | - | 203(203.4) | 21.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via MABAL 2A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on MABAL 2A to SANAT, then direct to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>- Refer to Singapore AIP for radio communications failure procedure |


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

ACC 133.8
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
## MABAL TWO BRAVO ARRIVAL
## MABAL 2B

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

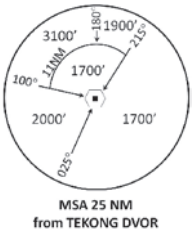
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**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

**MABAL**
03° 28' 26" N
105° 12' 36" E

231°
F280 - F350
Max 300kts (IAS)
1.5 min
051°

231°
42

**KILOT**
03° 02' 17" N
104° 40' 23" E

227°
047°
F220 - F270
Max 250kts (IAS)
1.5 min

227°
47

**PIBAP**
02° 30' 23" N
104° 06' 18" E
**Cross FL210 or blw**
**IAS 250kts**

31
180°

**PASPU**
01° 59' 15" N
104° 06' 18" E
**Cross 6000ft or abv**
**IAS 220kts**

FOR APPROACH RWY 20
EXPECT RADAR VECTORS

180°
22

A030 - F140
Max 220kts (IAS)
1 min

203°
023°

**TEKONG**
DVOR/DME 116.5
VTK
01°24'55"N
104°01'20"E
60M

RADAR ROUTE

**NYLON**
01° 36' 57" N
104° 06' 24" E
**Cross 3000ft or abv**
**IAS 190kts**

**CAUTION**
**RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

## MABAL 2B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From MABAL. | MABAL - | IF | N |
| To KILOT, turn left. | KILOT [L] - | TF | N |
| To PIBAP at or below FL210, speed 250kts, turn left. | PIBAP [FL210-; K250; L] - | TF | N |
| To PASPU, at or above 6000ft, speed 220kts. | PASPU [A060+; K220] - | TF | N |
| To NYLON at or above 3000ft, speed 190kts. | NYLON [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | MABAL | - | - | - | - | - | - | RNAV1 |
| TF | KILOT | - | 231(231.4) | 42.0 | L | - | - | RNAV1 |
| TF | PIBAP | - | 227(227.4) | 47.0 | L | FL210- | K250 | RNAV1 |
| TF | PASPU | - | 180(180.4) | 31.0 | - | A060+ | K220 | RNAV1 |
| TF | NYLON | - | 180(180.4) | 22.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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

ACC 134.4
APP 124.6
119.3
TWR 118.6 / 118.25

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
128.025

## SINGAPORE/Singapore Changi
## RWY 02L/C/R
## REPOV TWO ALPHA ARRIVAL
## REPOV 2A

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

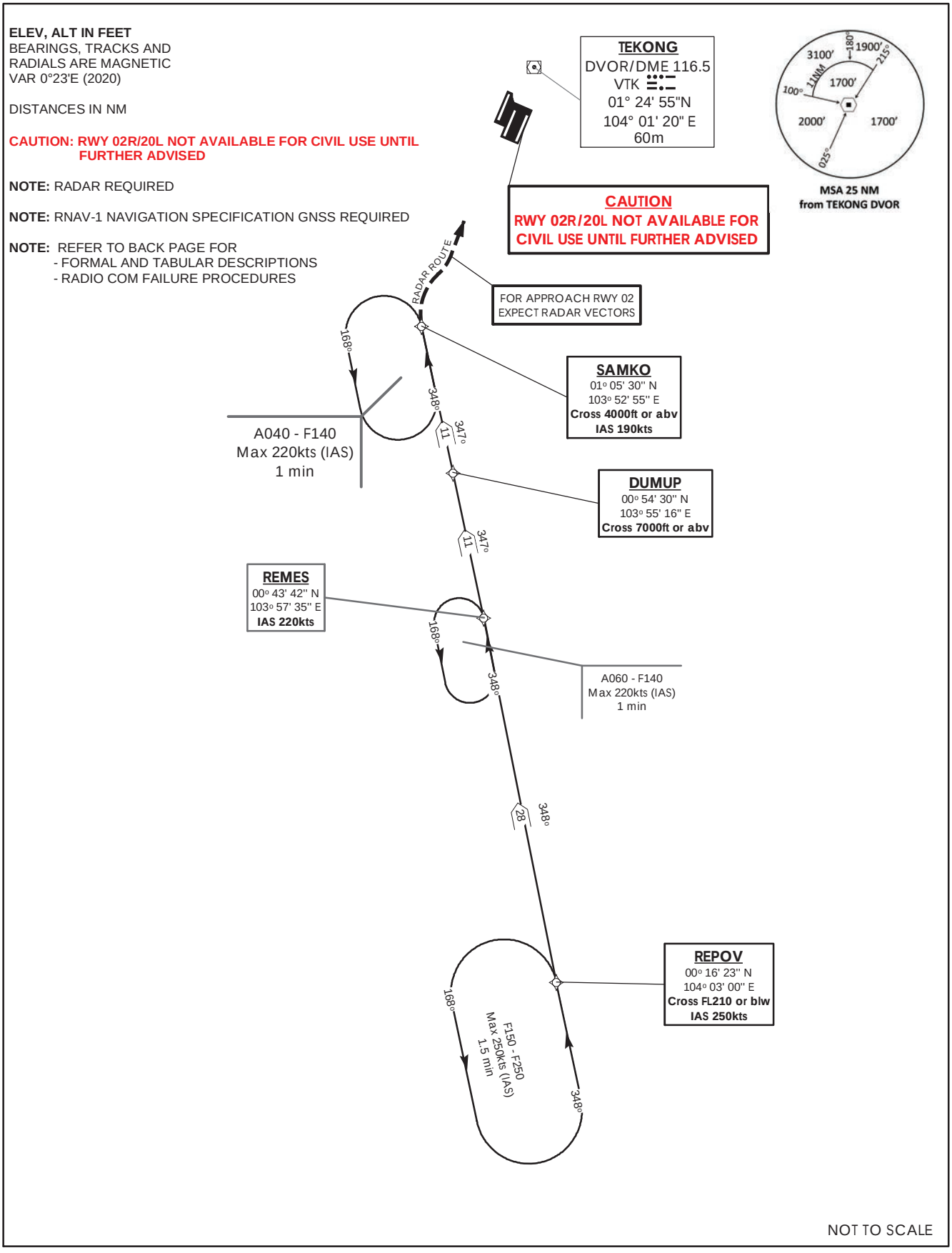
DISTANCES IN NM

**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# REPOV 2A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From REPOV at or below FL210, speed 250kts. | REPOV [FL210-; K250] - | IF | N |
| To REMES, speed 220kts, turn left. | REMES [K220; L] - | TF | N |
| To DUMUP at or above 7000ft. | DUMUP [A070+] - | TF | N |
| To SAMKO at or above 4000ft, speed 190kts. | SAMKO [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | REPOV | - | - | - | - | FL210- | K250 | RNAV1 |
| TF | REMES | - | 348(348.4) | 28.0 | L | - | K220 | RNAV1 |
| TF | DUMUP | - | 347(347.4) | 11.0 | - | A070+ | - | RNAV1 |
| TF | SAMKO | - | 347(347.4) | 11.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via REPOV 2A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on REPOV 2A to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>**-** Refer to Singapore AIP for radio communications failure procedure |


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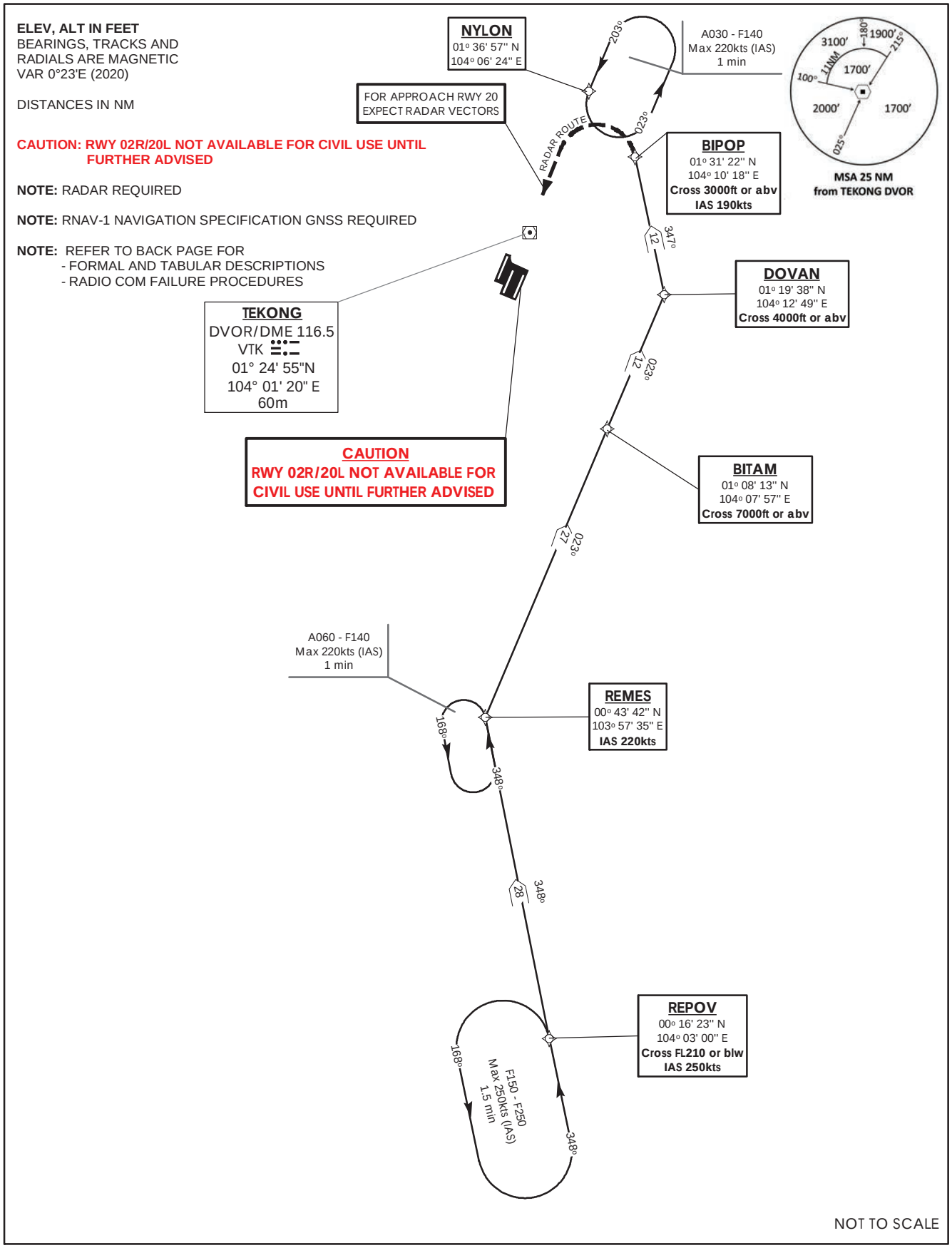
# STANDARD ARRIVAL CHART RNAV (GNSS) - INSTRUMENT (STAR)

ACC 134.4
APP 124.6
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
## REPOV TWO BRAVO ARRIVAL
## REPOV 2B




© 2024 Civil Aviation Authority Singapore

***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# REPOV 2B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From REPOV at or below FL210, speed 250kts. | REPOV [FL210-; K250] - | IF | N |
| To REMES, speed 220kts, turn right. | REMES [K220; R] - | TF | N |
| To BITAM at or above 7000ft. | BITAM [A070+] - | TF | N |
| To DOVAN at or above 4000ft, turn left. | DOVAN [A040+; L] - | TF | N |
| To BIPOP at or above 3000ft, speed 190kts. | BIPOP [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | REPOV | - | - | - | - | FL210- | K250 | RNAV1 |
| TF | REMES | - | 348(348.4) | 28.0 | R | - | K220 | RNAV1 |
| TF | BITAM | - | 023(023.4) | 27.0 | - | A070+ | - | RNAV1 |
| TF | DOVAN | - | 023(023.4) | 12.0 | L | A040+ | - | RNAV1 |
| TF | BIPOP | - | 347(347.4) | 12.0 | | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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

| | |
|---|---|
| ACC | 133.25 |
| APP | 124.6 |
| | 119.3 |
| TWR | 118.6 / 118.25 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
ARR 128.025

## SINGAPORE/Singapore Changi
## RWY 02L/C/R
## TEBUN ONE ALPHA ARRIVAL
## TEBUN 1A

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

DISTANCES IN NM

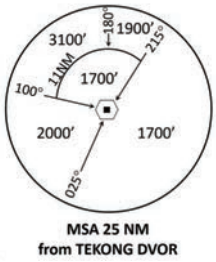
**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

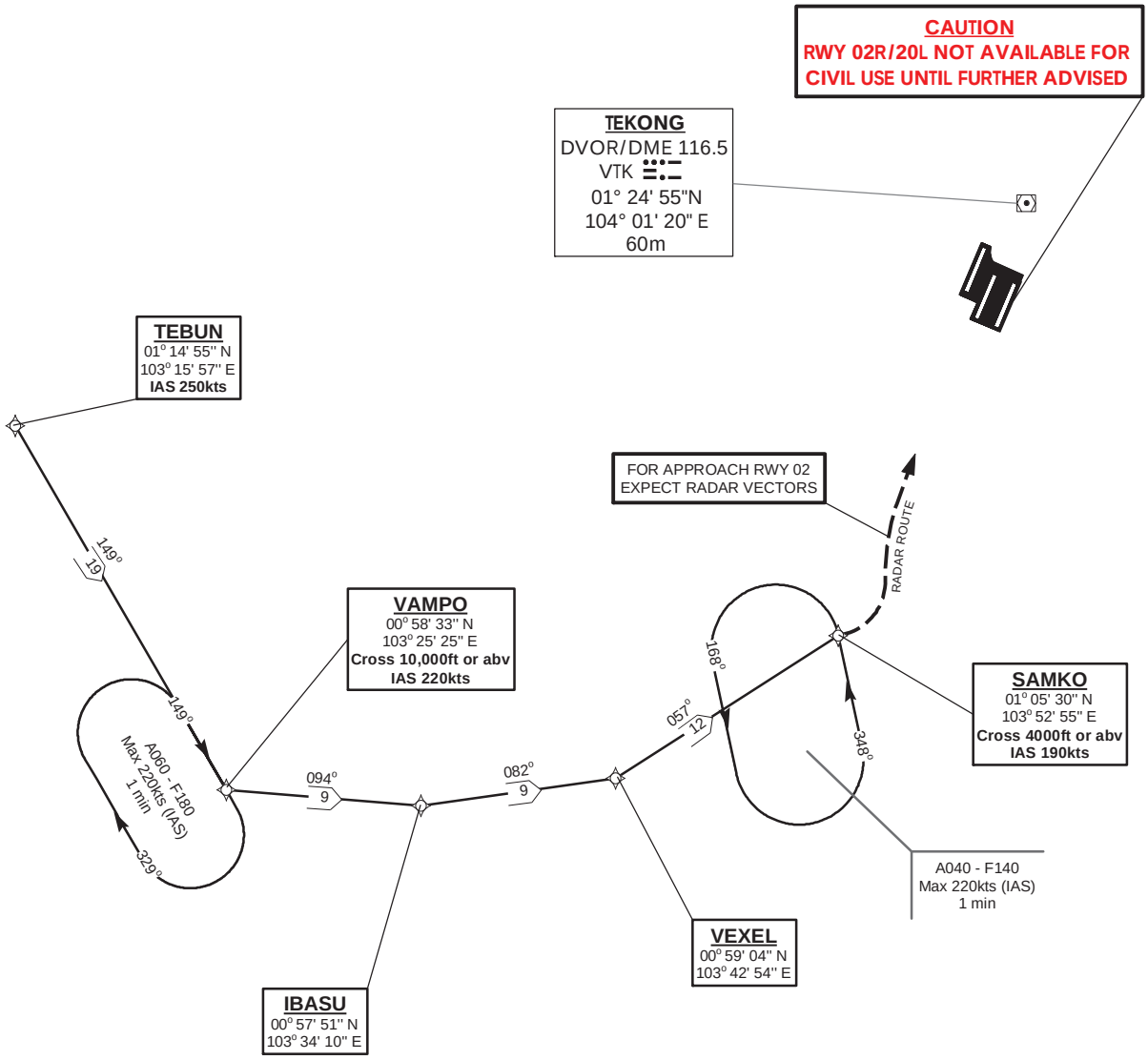
**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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

**NOTE:** FLIGHT PLANNING INSTRUCTIONS:
- AIRCRAFT TO FLY ARAMA DIRECT TO TEBUN TO JOIN TEBUN 1A STAR




NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TEBUN 1A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From TEBUN, Speed 250kts. | TEBUN [K250] - | IF | N |
| To VAMPO at or above 10000ft, speed 220kts, turn left. | VAMPO [A100+; K220; L] - | TF | N |
| To IBASU, turn left. | IBASU [L] - | TF | N |
| To VEXEL, turn left. | VEXEL [L] - | TF | N |
| To SAMKO at or above 4000ft, speed 190kts. | SAMKO [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | TEBUN | - | - | - | - | - | K250 | RNAV1 |
| TF | VAMPO | - | 149(149.4) | 19.0 | L | A100+ | K220 | RNAV1 |
| TF | IBASU | - | 094(094.4) | 9.0 | L | - | - | RNAV1 |
| TF | VEXEL | - | 082(082.4) | 9.0 | L | - | - | RNAV1 |
| TF | SAMKO | - | 057(057.4) | 12.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via TEBUN 1A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on TEBUN 1A to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>**-** Refer to Singapore AIP for radio communications failure procedure |


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

| | |
|---|---|
| ACC | 133.25 |
| APP | 124.6 |
| | 119.3 |
| TWR | 118.6 / 118.25 |

TRANSITION ALTITUDE
11 000ft

D-ATIS AP ID-WSSS
ARR 128.025

## SINGAPORE/Singapore Changi
## RWY 20R/C/L
## TEBUN ONE BRAVO ARRIVAL
## TEBUN 1B

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

DISTANCES IN NM

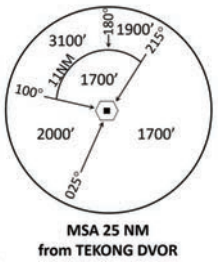
**CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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

**NOTE:** FLIGHT PLANNING INSTRUCTIONS:
- AIRCRAFT TO FLY ARAMA DIRECT TO TEBUN TO JOIN TEBUN 1B STAR




MSA 25 NM
from TEKONG DVOR

**NYLON**
01° 36' 57" N
104° 06' 24" E

A030 - F140
Max 220kts (IAS)
1 min

FOR APPROACH RWY 20
EXPECT RADAR VECTORS

203°

**TEKONG**
DVOR/DME 116.5
VTK
01° 24' 55"N
104° 01' 20" E
60m

RADAR ROUTE

023°

**BIPOP**
01° 31' 22" N
104° 10' 18" E
**Cross 3000ft or abv**
**IAS 190kts**

12
347°

**DOVAN**
01° 19' 38" N
104° 12' 49" E
**Cross 4000ft or abv**

023°
12

**CAUTION**
**RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED**

**TEBUN**
01° 14' 55" N
103° 15' 57" E
**IAS 250kts**

19
149°

**VAMPO**
00° 58' 33" N
103° 25' 25" E
**Cross 10,000ft or abv**
**IAS 220kts**

**ABVIP**
01° 00' 08" N
103° 50' 32" E

054°
12

**BITAM**
01° 08' 13" N
104° 07' 57" E
**Cross 7000ft or abv**

149°

082°
8

**AGROT**
01° 01' 08" N
103° 58' 08" E

094°
9

082°
9

082°
8

A060 - F180
Max 220kts (IAS)
1 min

329°

**VEXEL**
00° 59' 04" N
103° 42' 54" E

**IBASU**
00° 57' 51" N
103° 34' 10" E

NOT TO SCALE

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# TEBUN 1B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From TEBUN, speed 250kts. | TEBUN [K250] - | IF | N |
| To VAMPO at or above 10000ft, speed 220kts, turn left, | VAMPO [A100+; K220; L] - | TF | N |
| To IBASU, turn left. | IBASU [L] - | TF | N |
| To VEXEL. | VEXEL - | TF | N |
| To ABVIP. | ABVIP - | TF | N |
| To AGROT, turn left. | AGROT [L] - | TF | N |
| To BITAM at or above 7000ft, turn left. | BITAM [A070+; L] - | TF | N |
| To DOVAN at or above 4000ft, turn left. | DOVAN [A040+; L] - | TF | N |
| To BIPOP at or above 3000ft, speed 190kts. | BIPOP [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | TEBUN | - | - | - | - | - | K250 | RNAV1 |
| TF | VAMPO | - | 149(149.4) | 19.0 | L | A100+ | K220 | RNAV1 |
| TF | IBASU | - | 094(094.4) | 9.0 | L | - | - | RNAV1 |
| TF | VEXEL | - | 082(082.4) | 9.0 | - | - | - | RNAV1 |
| TF | ABVIP | - | 082(082.4) | 8.0 | - | - | - | RNAV1 |
| TF | AGROT | - | 082(082.4) | 8.0 | L | - | - | RNAV1 |
| TF | BITAM | - | 054(054.4) | 12.0 | L | A070+ | - | RNAV1 |
| TF | DOVAN | - | 023(023.4) | 12.0 | L | A040+ | - | RNAV1 |
| TF | BIPOP | - | 347(347.4) | 12.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via TEBUN 1B by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on TEBUN 1B to BIPOP, then direct to NYLON<br>**(b)** From NYLON commence descent and carry out appropriate landing procedure for RWY 20 as close as possible to EAT or ETA<br>**(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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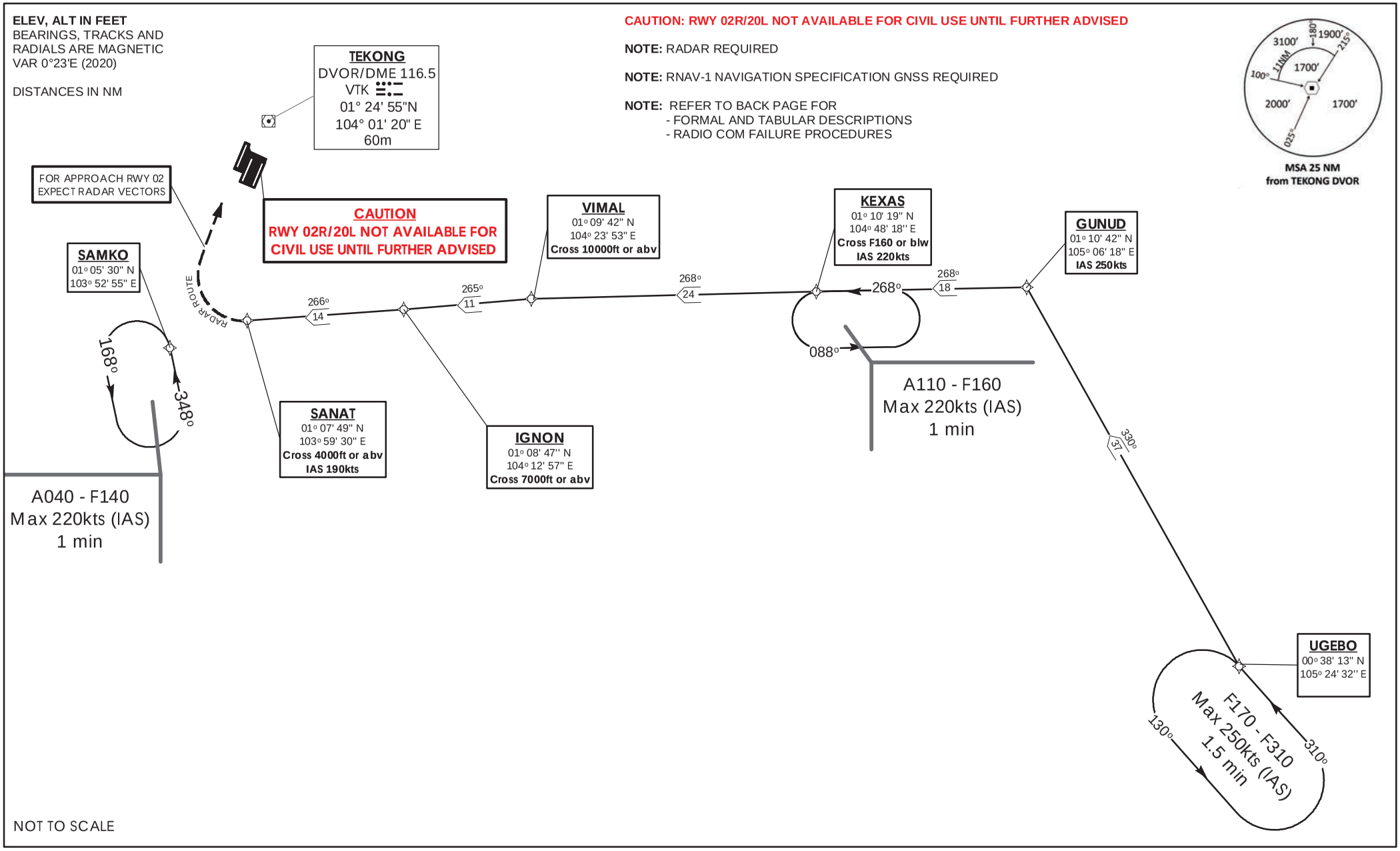
# STANDARD ARRIVAL CHART RNAV (GNSS) - INSTRUMENT (STAR)

ACC 134.2
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 02L/C/R
## UGEBO ONE ALPHA ARRIVAL
## UGEBO 1A




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# UGEBO 1A (STAR) RNAV GNSS RWY 02L/02C/02R - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From UGEBO. | UGEBO - | IF | N |
| To GUNUD, speed 250kts, turn left. | GUNUD [K250; L] - | TF | N |
| To KEXAS at or below FL160, speed 220kts. | KEXAS [FL160-; K220] - | TF | N |
| To VIMAL at or above 10000ft, turn left. | VIMAL [A100+; L] - | TF | N |
| To IGNON at or above 7000ft, turn right. | IGNON [A070+; R] - | TF | N |
| To SANAT at or above 4000ft, speed 190kts. | SANAT [A040+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | UGEBO | - | - | - | - | - | - | RNAV1 |
| TF | GUNUD | - | 330(330.4) | 37.0 | L | - | K250 | RNAV1 |
| TF | KEXAS | - | 268(268.4) | 18.0 | - | FL160- | K220 | RNAV1 |
| TF | VIMAL | - | 268(268.4) | 24.0 | L | A100+ | - | RNAV1 |
| TF | IGNON | - | 265(265.4) | 11.0 | R | A070+ | - | RNAV1 |
| TF | SANAT | - | 266(266.4) | 14.0 | - | A040+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

| | |
|---|---|
| **1** | **SET TRANSPONDER TO MODE A/C CODE 7600** |
| **2** | **When cleared via UGEBO 1A by Singapore ATC**<br>**(a)** Maintain last assigned flight level or altitude and proceed on UGEBO 1A to SANAT, then direct to SAMKO<br>**(b)** From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 as close as possible to EAT or ETA<br>**(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure |
| **3** | **No clearance or instruction received from Singapore ATC**<br>**-** Refer to Singapore AIP for radio communications failure procedure |


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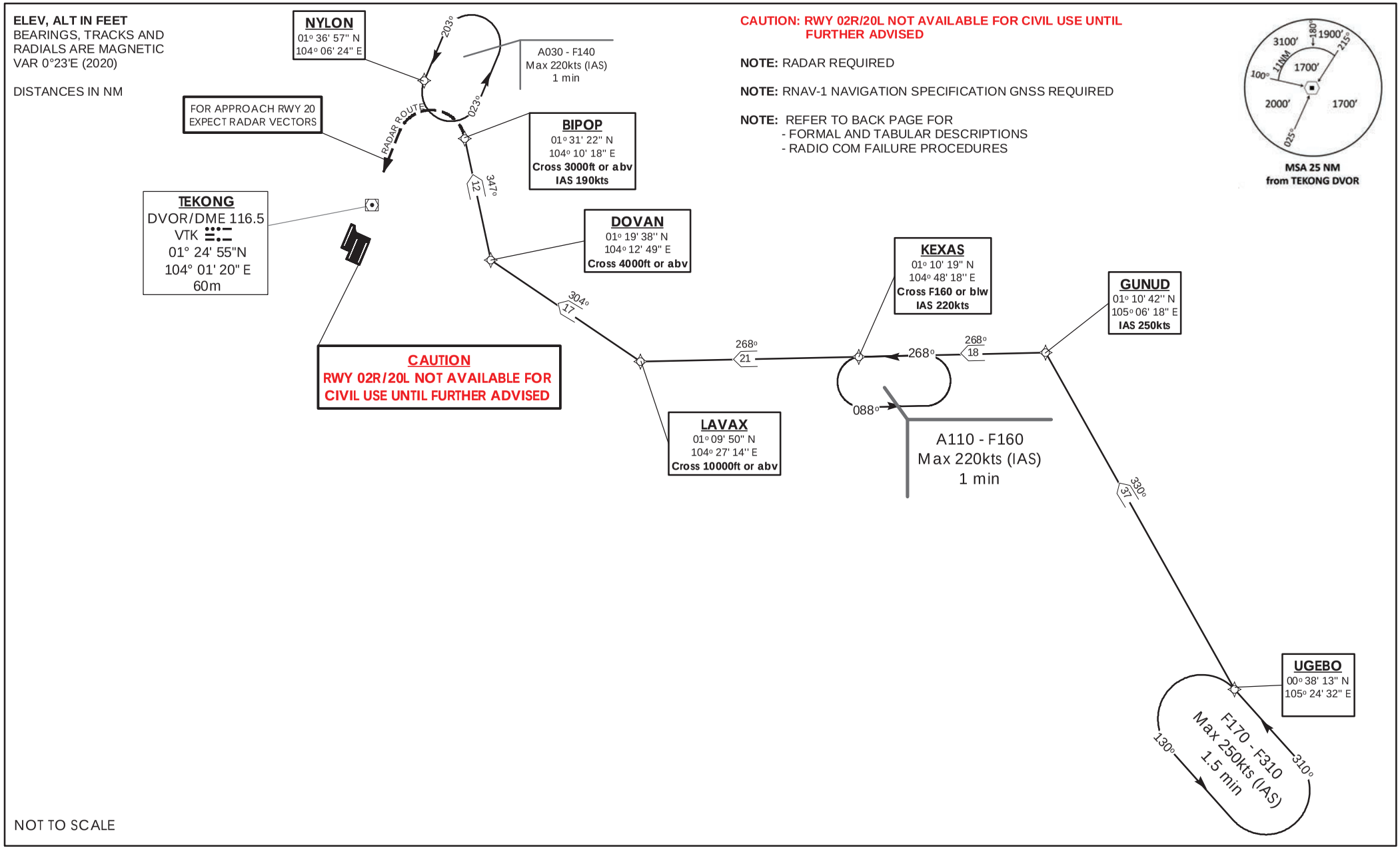
# STANDARD ARRIVAL CHART
# RNAV (GNSS) - INSTRUMENT (STAR)

ACC 134.2
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
## UGEBO ONE BRAVO ARRIVAL
## UGEBO 1B




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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

# UGEBO 1B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

**Formal & Abbreviated Descriptions**

| Formal Description | Abbreviated Description | Path Terminator | Fly-Over required |
|---|---|---|---|
| From UGEBO. | UGEBO - | IF | N |
| To GUNUD, speed 250kts, turn left. | GUNUD [K250; L] - | TF | N |
| To KEXAS at or below FL160, speed 220kts. | KEXAS [FL160-; K220] - | TF | N |
| To LAVAX at or above 10000ft, turn right. | LAVAX [A100+; R] - | TF | N |
| To DOVAN at or above 4000ft, turn right. | DOVAN [A040+; R] - | TF | N |
| To BIPOP at or above 3000ft, speed 190kts. | BIPOP [A030+; K190] | TF | N |

**Tabular Descriptions**

| Path Term | Waypoint Name | Fly-Over | Course °M(°T) | Distance (NM) | Turn Direction | Altitude | Speed Limit | Navigation Spec |
|---|---|---|---|---|---|---|---|---|
| IF | UGEBO | - | - | - | - | - | - | RNAV1 |
| TF | GUNUD | - | 330(330.4) | 37.0 | L | - | K250 | RNAV1 |
| TF | KEXAS | - | 268(268.4) | 18.0 | - | FL160- | K220 | RNAV1 |
| TF | LAVAX | - | 268(268.4) | 21.0 | R | A100+ | - | RNAV1 |
| TF | DOVAN | - | 304(304.4) | 17.0 | R | A040+ | - | RNAV1 |
| TF | BIPOP | - | 347(347.4) | 12.0 | - | A030+ | K190 | RNAV1 |

**Radio Communications Failure Procedure**

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


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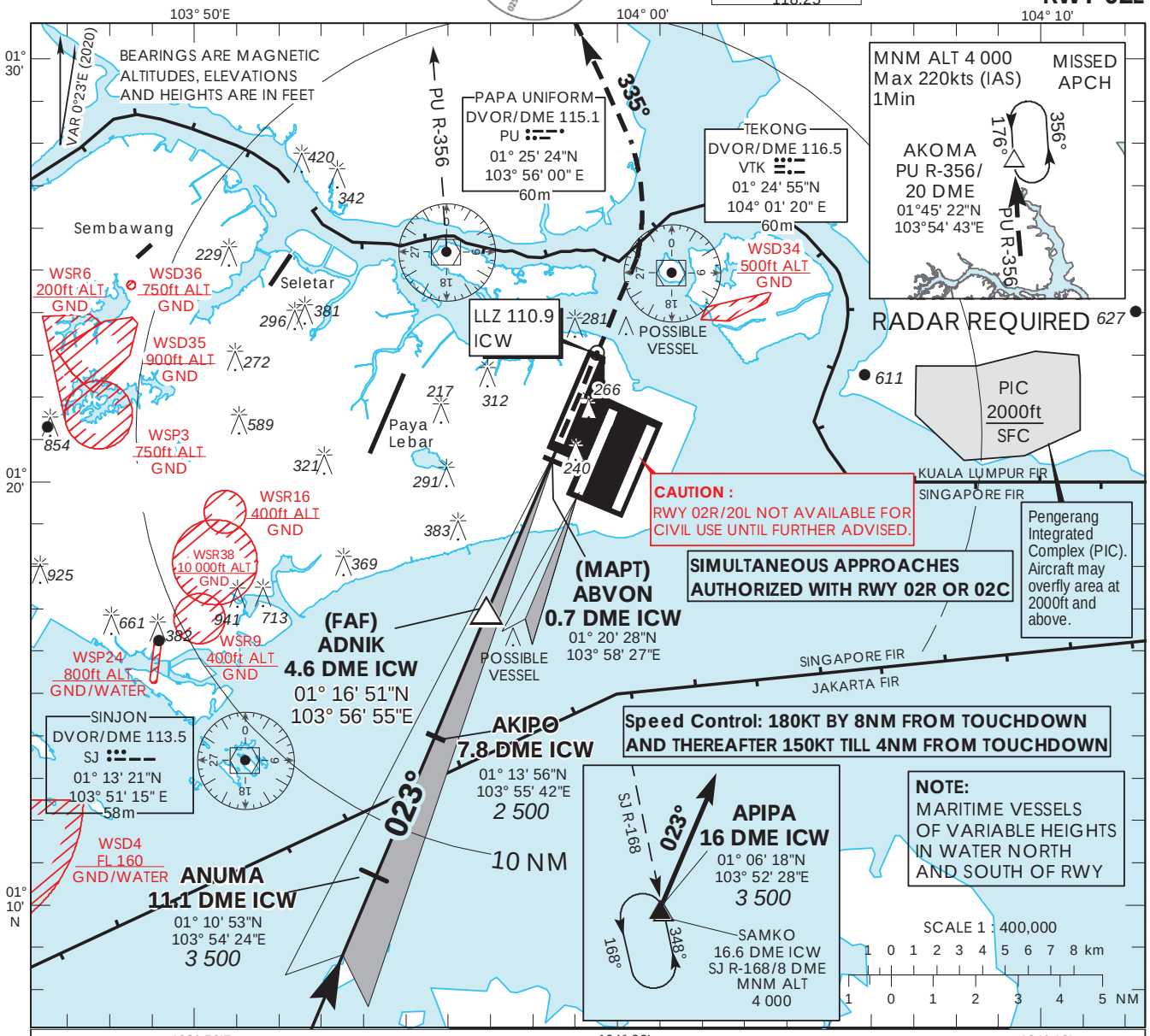
**INSTRUMENT APPROACH CHART - ICAO**

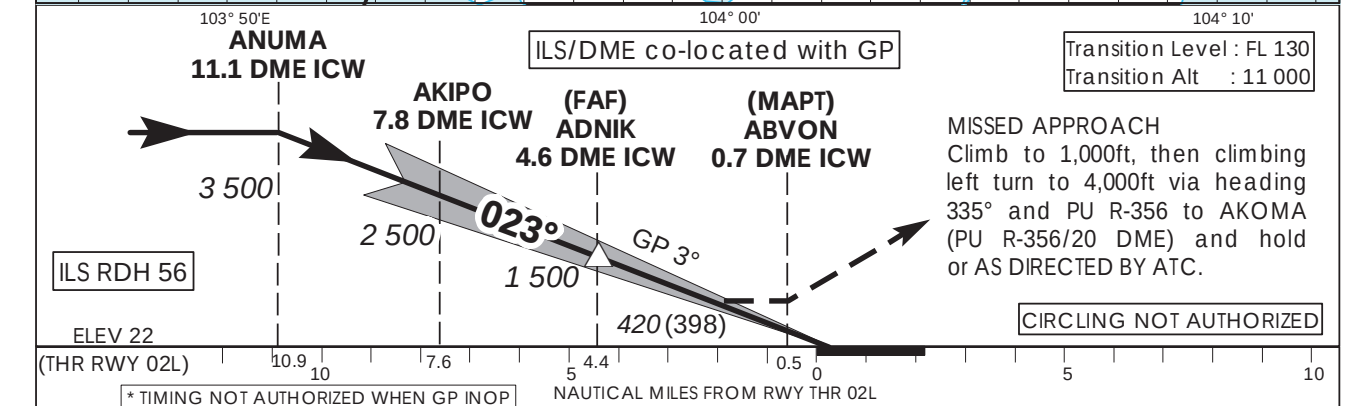
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 02L - ELEV 22ft

MSA 25 NM from TEKONG DVOR

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

# SINGAPORE/ SINGAPORE CHANGI
## ICW ILS/DME
## RWY 02L




* TIMING NOT AUTHORIZED WHEN GP INOP

| OCA (OCH) | | | | | | |
|---|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D | $D_L$ |
| Straight-in | CAT I ILS | **173 (151)** | **187 (165)** | **203 (181)** | **216 (194)** | **219 (197)** |
| | CAT II ILS | **88 (66)** | **98 (76)** | **108 (86)** | **127 (105)** | **127 (105)** |
| | GP INOP | **420 (398)** | | | | |

| Distance | | 4 DME | 3 DME | 2 DME |
|---|---|---|---|---|
| Altitude (Height) | | **1290 (1268)** | **970 (948)** | **660 (638)** |
| Speed | knots | 70 | 120 | 150 | 185 |
| FAF - MAPT 3.9nm | min : s * | **3 : 21** | **1 : 57** | **1 : 34** | **1 : 16** |
| Rate of descent/GS | ft/min | **370** | **635** | **795** | **980** |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

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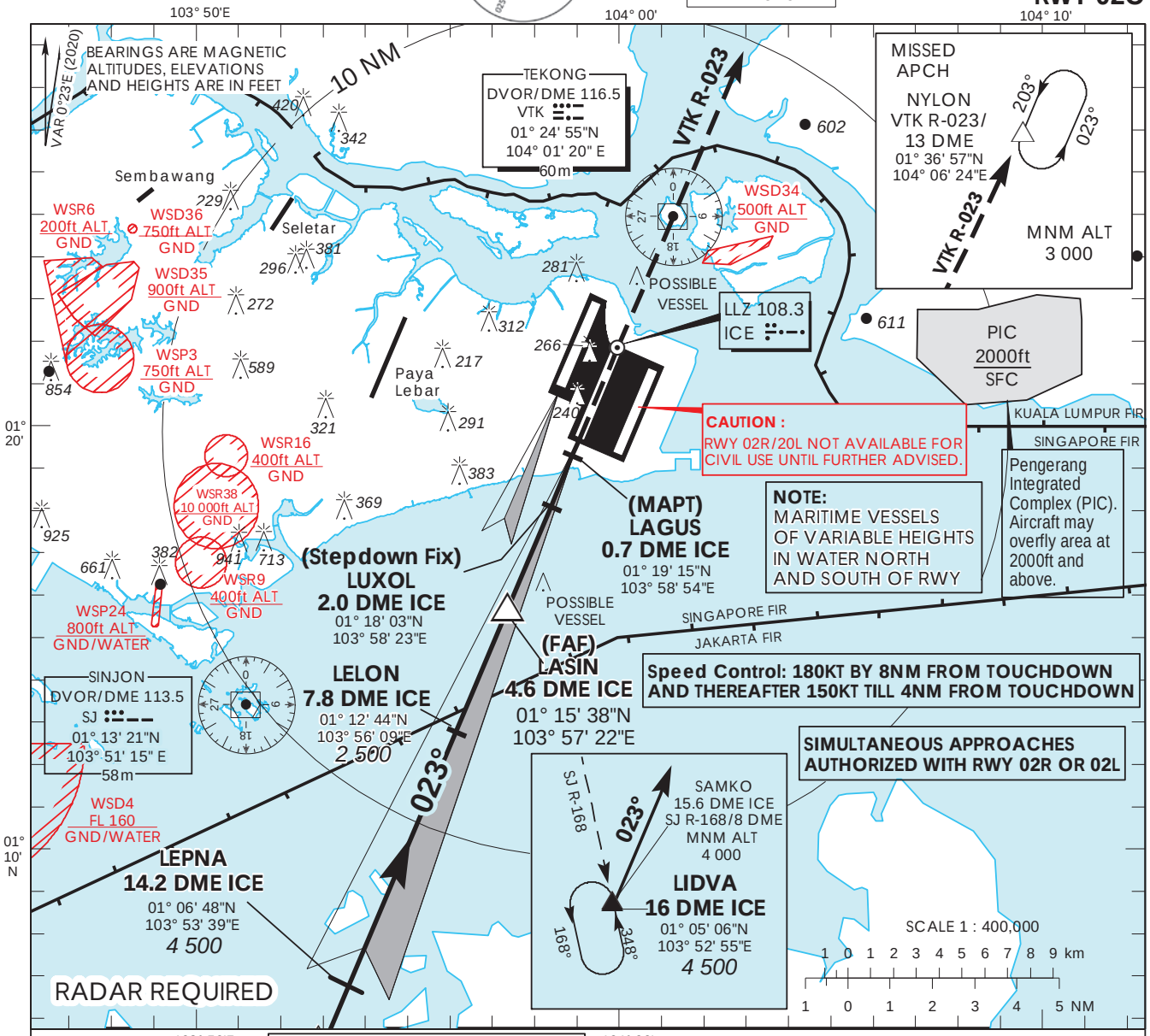
**INSTRUMENT APPROACH CHART - ICAO**

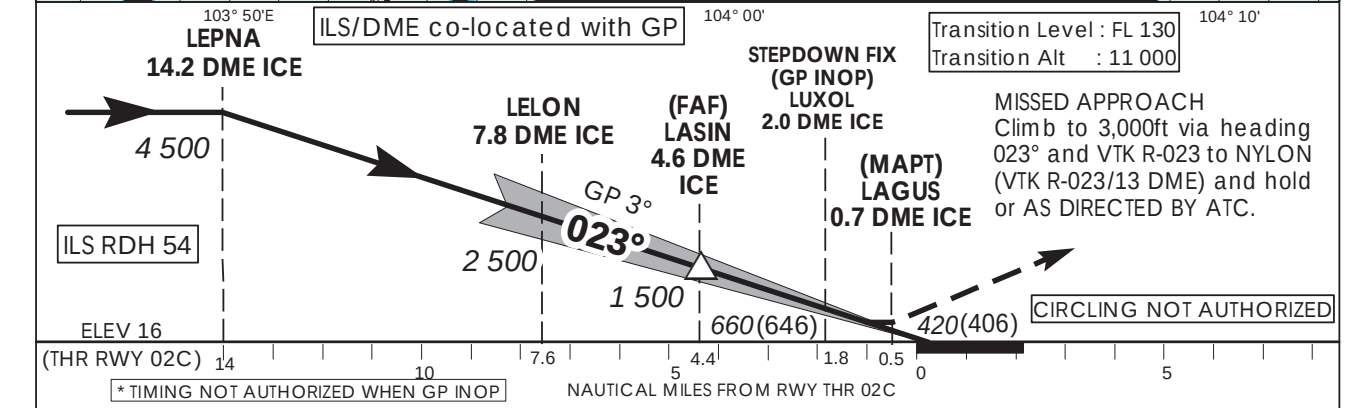
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 02C - ELEV 16ft

MSA 25 NM from TEKONG DVOR

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

# SINGAPORE/ SINGAPORE CHANGI
## ICE ILS/DME RWY 02C




| OCA (OCH) | | | | | | |
|---|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D | $D_L$ |
| Straight-in | CAT I ILS | **170 (156)** | **180 (166)** | **196 (182)** | **209 (195)** | **212 (198)** |
| | GP INOP (with stepdown fix) | **420 (406)** | | | | |
| | GP INOP (without stepdown fix) | **660 (646)** | | | | |

| Distance | | 4 DME | | 3 DME | |
|---|---|---|---|---|---|
| Altitude (Height) | | **1290 (1276)** | | **970 (956)** | |
| Speed | knots | 70 | 120 | 150 | 185 |
| FAF - MAPT 3.9nm | min : s* | **3 : 21** | **1 : 57** | **1 : 34** | **1 : 16** |
| Rate of descent/GS | ft/min | **370** | **635** | **795** | **980** |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

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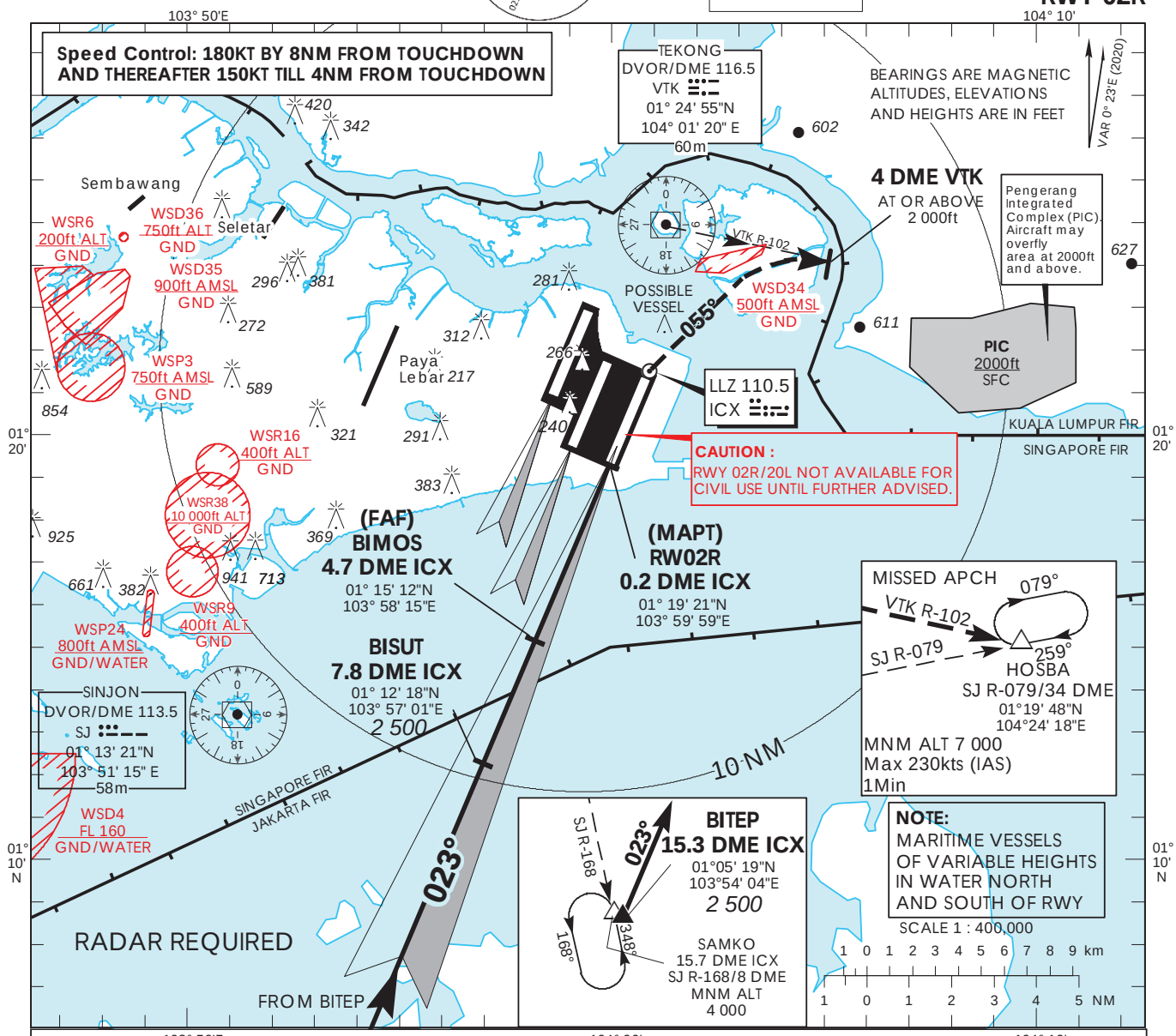
**INSTRUMENT APPROACH CHART**

AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 02R - ELEV 16ft

MSA 25 NM from TEKONG DVOR

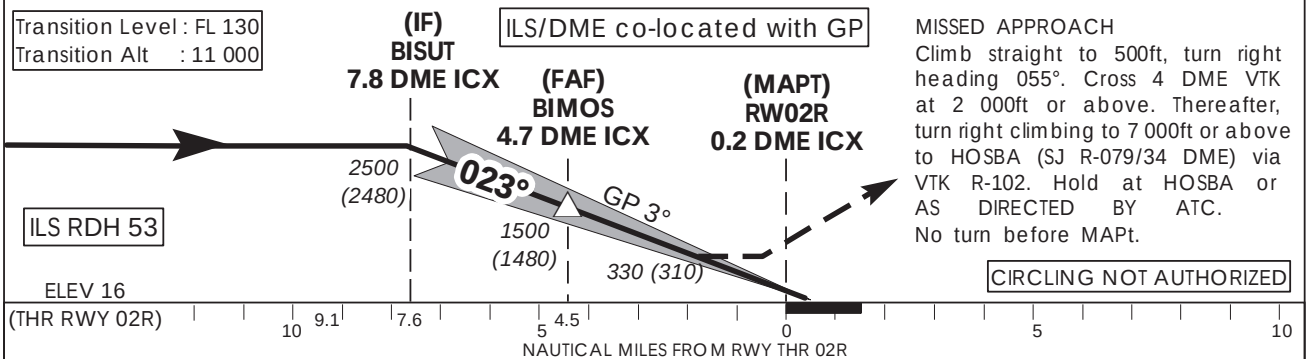
| | |
|---|---|
| D-ATIS | AP ID WSSS |
| | 128.025 |
| APP | 124.05 |
| | 119.3 |
| TWR | 131.4 |

# SINGAPORE/ SINGAPORE CHANGI
# ICX ILS/DME RWY 02R




1. This procedure requires a missed approach climb gradient of 5% (304 ft/NM) until passing 2,000ft. MAX IAS 185kts during turning missed approach.
2. For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the OCA (OCH) is 820ft (800ft) and aircraft shall climb straight to 1200ft before commencing right turn climbing to 7000ft or above to HOSBA.

Transition Level : FL 130
Transition Alt : 11 000




MISSED APPROACH
Climb straight to 500ft, turn right heading 055°. Cross 4 DME VTK at 2 000ft or above. Thereafter, turn right climbing to 7 000ft or above to HOSBA (SJ R-079/34 DME) via VTK R-102. Hold at HOSBA or AS DIRECTED BY ATC.
No turn before MAPt.

CIRCLING NOT AUTHORIZED

* TIMING NOT AUTHORIZED WHEN GP INOP

| | | OCA (OCH) | | | |
|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D |
| Straight-in | CAT I ILS | **220 (200)** | | | |
| | CAT II ILS | **120 (100)** | | | |
| | GP INOP | **330 (310)** | | | |

| Distance | | 4 DME | 3 DME | 2 DME | |
|---|---|---|---|---|---|
| Altitude (Height) | | **1300 (1280)** | **980 (960)** | **660 (640)** | |
| Speed | knots | 70 | 120 | 150 | 185 |
| FAF - MAPT 4.5nm | min : s * | **3 : 52** | **2 : 15** | **1 : 48** | **1 : 28** |
| Rate of descent/GS | ft/min | **630** | **1080** | **1350** | **1665** |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

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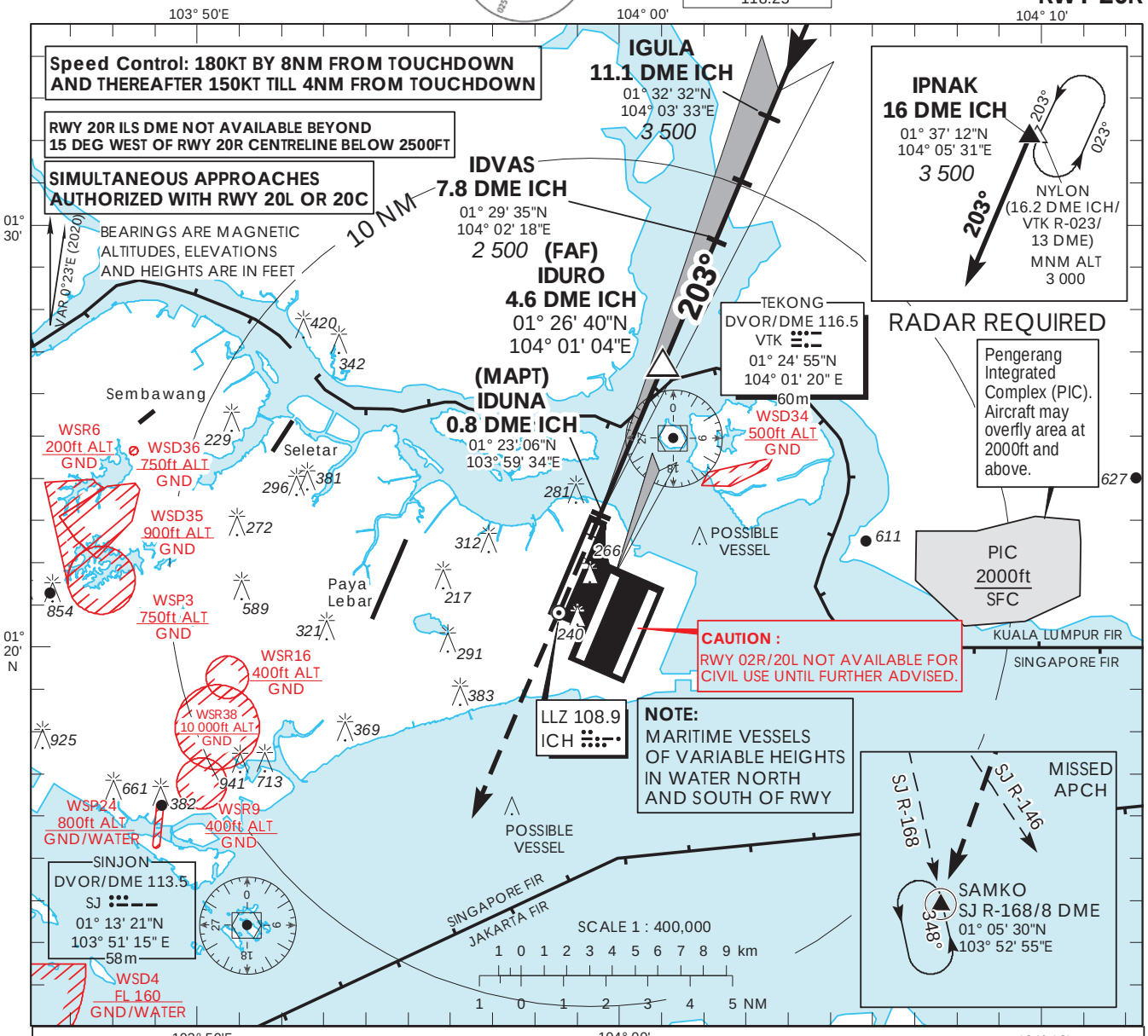
# INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22ft
HEIGHT RELATED TO
DTHR RWY 20R - ELEV 13ft

MSA 25 NM from TEKONG DVOR

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

# SINGAPORE/ SINGAPORE CHANGI
## ICH ILS/DME RWY 20R



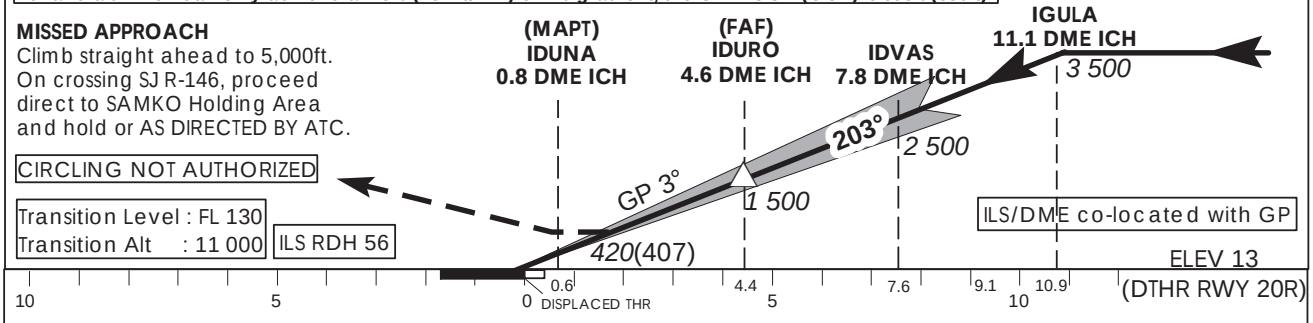

**This procedure requires a missed approach climb gradient of 3.7% (225 ft/NM) until passing 2,500ft.**
**For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 693ft (680ft).**

**MISSED APPROACH**
Climb straight ahead to 5,000ft.
On crossing SJ R-146, proceed direct to SAMKO Holding Area and hold or AS DIRECTED BY ATC.

CIRCLING NOT AUTHORIZED

Transition Level : FL 130
Transition Alt : 11 000

ILS RDH 56




* TIMING NOT AUTHORIZED WHEN GP INOP

| OCA (OCH) | | | | | | |
|---|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D | $D_L$ |
| Straight-in | CAT I ILS | **152 (139)** | **159 (146)** | **179 (166)** | **192 (179)** | **195 (182)** |
| | GP INOP | **420 (407)** | | | | |

| Distance | 4 DME | 3 DME | 2 DME |
|---|---|---|---|
| Altitude (Height) | **1290 (1277)** | **970 (957)** | **650 (637)** |

| Speed | knots | 70 | 120 | 150 | 185 |
|---|---|---|---|---|---|
| FAF - MAPT 3.9nm | min : s * | **3 : 21** | **1 : 57** | **1 : 34** | **1 : 16** |
| Rate of descent/GS | ft/min | **370** | **635** | **795** | **980** |

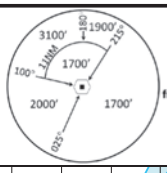
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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

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**INSTRUMENT APPROACH CHART - ICAO**

AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 20C - ELEV 16ft




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

# SINGAPORE/ SINGAPORE CHANGI
# ICC ILS/DME RWY 20C

**Speed Control: 180KT BY 8NM FROM TOUCHDOWN AND THEREAFTER 150KT TILL 4NM FROM TOUCHDOWN**

RADAR REQUIRED

**SIMULTANEOUS APPROACHES AUTHORIZED WITH RWY 20L OR 20R**

VAR 0°23'E (2020)

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET

10 NM

**ELALU**
**14.2 DME ICC**
01° 34' 40"N
104° 05' 24"E
4 500

**EGORA**
**16 DME ICC**
01° 36' 21"N
104° 06' 07"E
4 500

NYLON
16.7 DME ICC
VTK R-023/
13 DME
MNM ALT
3 000

**ELBEB**
**7.8 DME ICC**
01° 28' 45"N
104° 02' 54"E
2 500

**(FAF)**
**ELMIN**
**4.6 DME ICC**
01° 25' 50"N
104° 01' 41"E

203°
023°

TEKONG
DVOR/DME 116.5
VTK
01° 24' 55"N
104° 01' 20" E
60m

Pengerang Integrated Complex (PIC) Aircraft may overfly area at 2000ft and above.

PIC
2000ft
SFC

WSR6
200ft ALT
GND

WSD36
750ft ALT
GND

WSD35
900ft ALT
GND

WSP3
750ft ALT
GND

WSR16
400ft ALT
GND

WSR38
10 000ft ALT
GND

WSR9
400ft ALT
GND

WSP24
800ft ALT
GND/WATER

WSD34
500ft ALT
GND

WSD4
FL 160
GND/WATER

Sembawang
Seletar
Paya Lebar

POSSIBLE VESSEL

**(MAPT)**
**ESBIT**
**0.7 DME ICC**
01° 22' 12"N
104° 00' 09"E

KUALA LUMPUR FIR
SINGAPORE FIR

**CAUTION :**
RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED.

LLZ 109.7
ICC

130°

**ESLUX**
**6.7 DME VTK**
01° 18' 44"N
103° 58' 40"E

SINGAPORE FIR
JAKARTA FIR

**NOTE:**
MARITIME VESSELS OF VARIABLE HEIGHTS IN WATER NORTH AND SOUTH OF RWY

EXOMO
VTK R-158/
22 DME
01° 04' 25"N
104° 09' 33"E

VTK R-158°
158°
338°

MISSED APCH
MNM ALT 4 000
Max 220kts (IAS)
1 Min

SINJON
DVOR/DME 113.5
SJ
01° 13' 21"N
103° 51' 15" E
58m

SCALE 1 : 400,000
1 0 1 2 3 4 5 6 7 8 9 km
1 0 1 2 3 4 5 NM

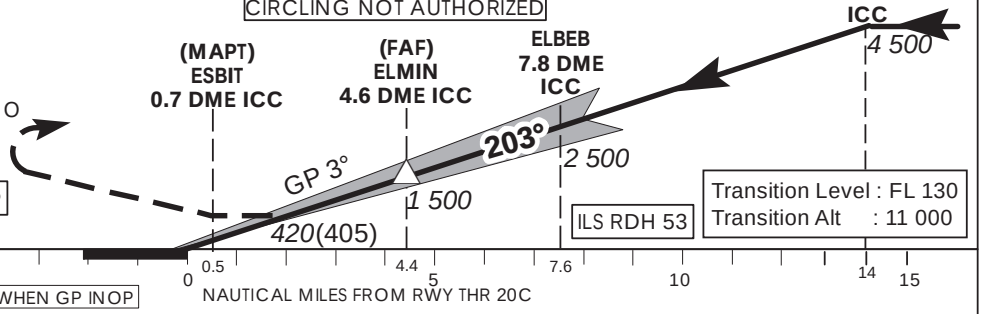
103° 50'E
104° 00'
104° 10'
01° 30'
01° 20' N

**This procedure requires a missed approach climb gradient of 2.8% (171 ft/NM) until passing 2,000ft.**
**For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 315ft (300ft).**

**MISSED APPROACH**
Climb to 4,000ft via VTK R-203 to ESLUX (6.7 DME VTK). At ESLUX turn left heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/22 DME) and hold or AS DIRECTED BY ATC.

ILS/DME co-located with GP

CIRCLING NOT AUTHORIZED




Transition Level : FL 130
Transition Alt : 11 000

* TIMING NOT AUTHORIZED WHEN GP INOP

| OCA (OCH) | | | | | | |
|---|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D | $D_L$ |
| Straight-in | CAT I ILS | **166 (151)** | **180 (165)** | **196 (181)** | **209 (194)** | **212 (197)** |
| | CAT II ILS | **71 (56)** | **78 (63)** | **91 (76)** | **101 (86)** | **107 (92)** |
| | GP INOP | **420 (405)** | | | | |

| Distance | 4 DME | | 3 DME | | 2 DME | |
|---|---|---|---|---|---|---|
| Altitude (Height) | **1290 (1275)** | | **980 (965)** | | **660 (645)** | |
| Speed | knots | 70 | 120 | 150 | 185 | |
| FAF - MAPT 3.9nm | min : s * | **3 : 21** | **1 : 57** | **1 : 34** | **1 : 16** | |
| Rate of descent/GS | ft/min | **370** | **635** | **795** | **980** | |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

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**INSTRUMENT APPROACH CHART - ICAO**

AERODROME ELEV 22ft
HEIGHT RELATED TO AD ELEV

MSA 25 NM from TEKONG DVOR

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

# SINGAPORE/ SINGAPORE CHANGI
## VTK DVOR/DME RWY 20C

103° 50'E 104° 00' 104° 10'

**Speed Control: 180KT BY 8NM FROM TOUCHDOWN AND THEREAFTER 150KT TILL 4NM FROM TOUCHDOWN**

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS ARE IN FEET

VAR 0°23'E (2020)

10 NM

**IF**
**9.1 DME VTK**
2 000

203°

NYLON
(13 DME VTK-R-023 VTK)
203°
203°
MNM ALT 3 000

**FAF**
**2.6 DME VTK**
01° 27' 19"N
104° 02' 18"E

TEKONG
DVOR/DME 116.5
VTK
01° 24' 55"N
104° 01' 20" E
60m

Pengerang Integrated Complex (PIC). Aircraft may overfly area at 2000ft and above.

PIC
2000ft
SFC

**MAPT**
**3 DME VTK**

POSSIBLE VESSEL

WSD34
500ft ALT
GND

WSR6
200ft ALT
GND

WSD36
750ft ALT
GND

WSD35
900ft ALT
GND

WSP3
750ft ALT
GND

WSR16
400ft ALT
GND

WSR38
10 000ft ALT
GND

WSP24
800ft ALT
GND/WATER

WSR9
400ft ALT
GND

WSD4
FL 160
GND/WATER

Sembawang
Seletar
Paya Lebar

420 342 229 381 296 272 589 854 321 291 312 217 266 281 240 602 630 611 383 369 925 661 382 941 713

**CAUTION :**
RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED.

KUALA LUMPUR FIR
SINGAPORE FIR

**ESLUX**
**6.7 DME VTK**
01° 18' 44"N
103° 58' 40"E

POSSIBLE VESSEL

130°

SINGAPORE FIR
JAKARTA FIR

**NOTE:**
MARITIME VESSELS OF VARIABLE HEIGHTS IN WATER NORTH AND SOUTH OF RWY

EXOMO
VTK R-158/
22 DME
01° 04' 25"N
104° 09' 33"E

VTK R-158°
158°
338°

MISSED APCH
MNM ALT 4 000
Max 220kts (IAS)
1 Min

SINJON
DVOR/DME 113.5
SJ
01° 13' 21"N
103° 51' 15" E
58m

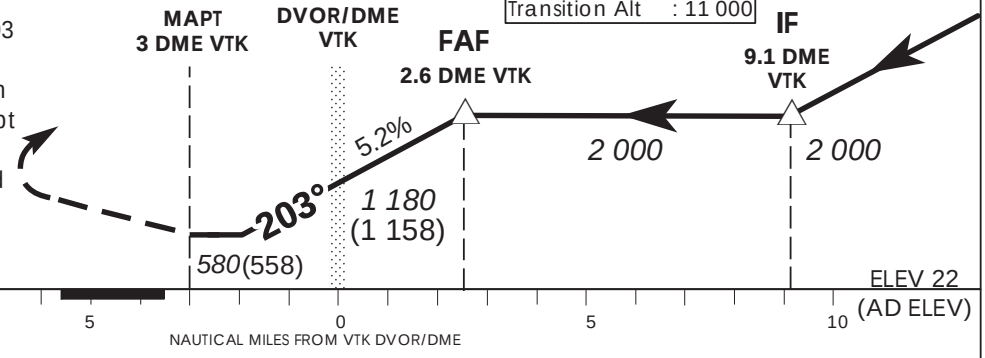
SCALE 1 : 400,000
1 0 1 2 3 4 5 6 7 8 9 km
1 0 1 2 3 4 5 NM

01° 30'
01° 20' N

103° 50'E 104° 00' 104° 10'

Transition Level : FL 130
Transition Alt : 11 000

MISSED APPROACH
Climb to 4,000ft via VTK R-203 to ESLUX (6.7 DME VTK). At ESLUX (1,000ft or above) turn left heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/22 DME)and hold or AS DIRECTED BY ATC.




| OCA (OCH) | | | | |
|---|---|---|---|---|
| Category of Aircraft | A | B | C | D |
| Straight-in | **580 (558)** | | | |

| Distance | 2 DME | 1 DME | VTK | 1 DME |
|---|---|---|---|---|
| Altitude (Height) | **1820 (1798)** | **1500 (1478)** | **1180 (1158)** | **860 (838)** |

| Speed | knots | 70 | 120 | 150 | 185 |
|---|---|---|---|---|---|
| FAF - MAPT 5.6nm | min : s | **4 : 48** | **2 : 48** | **2 : 15** | **1 : 49** |
| Rate of descent/GS | ft/min | **370** | **635** | **795** | **980** |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

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**INSTRUMENT APPROACH CHART - ICAO**

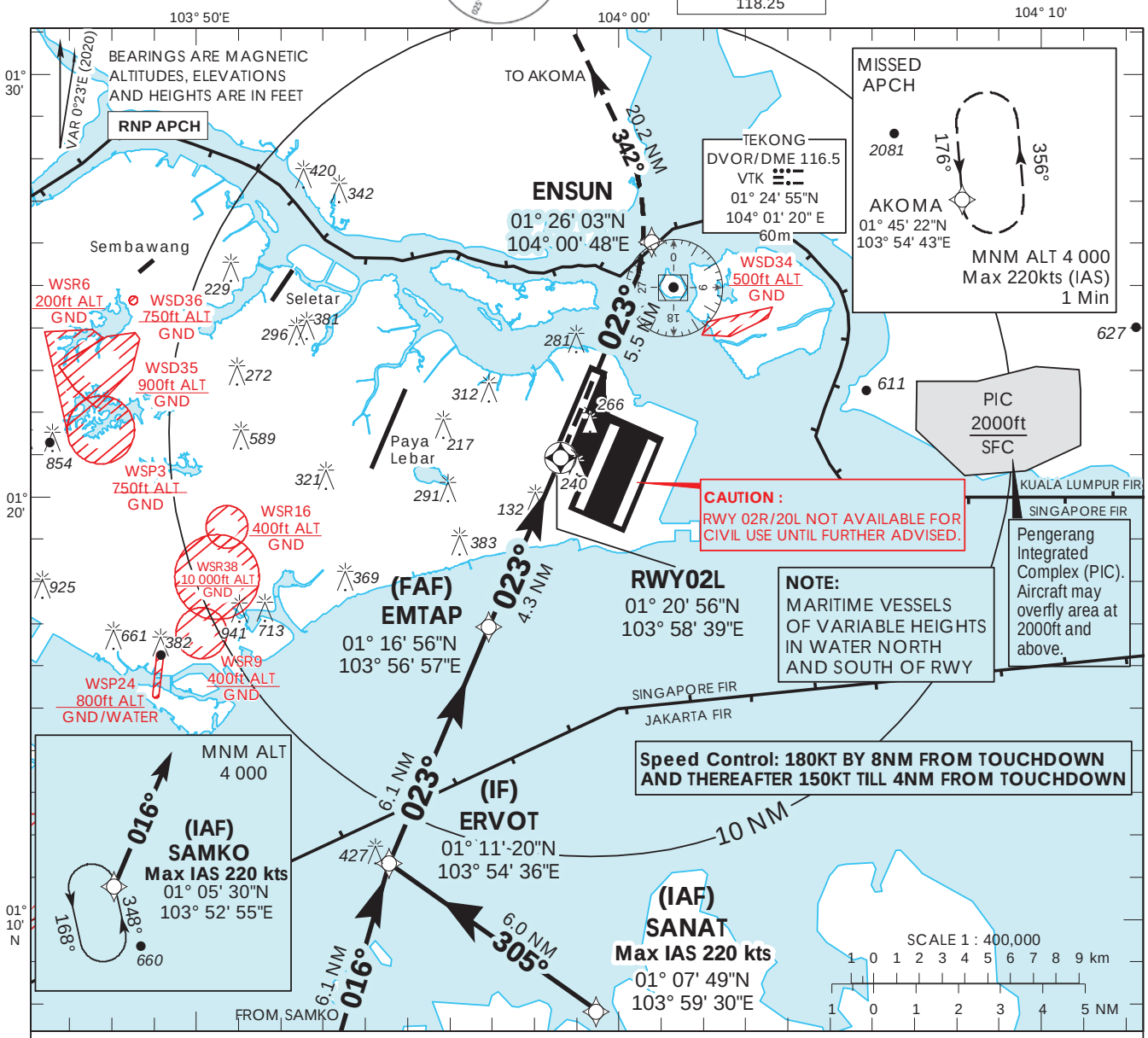
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 02L - ELEV 22ft

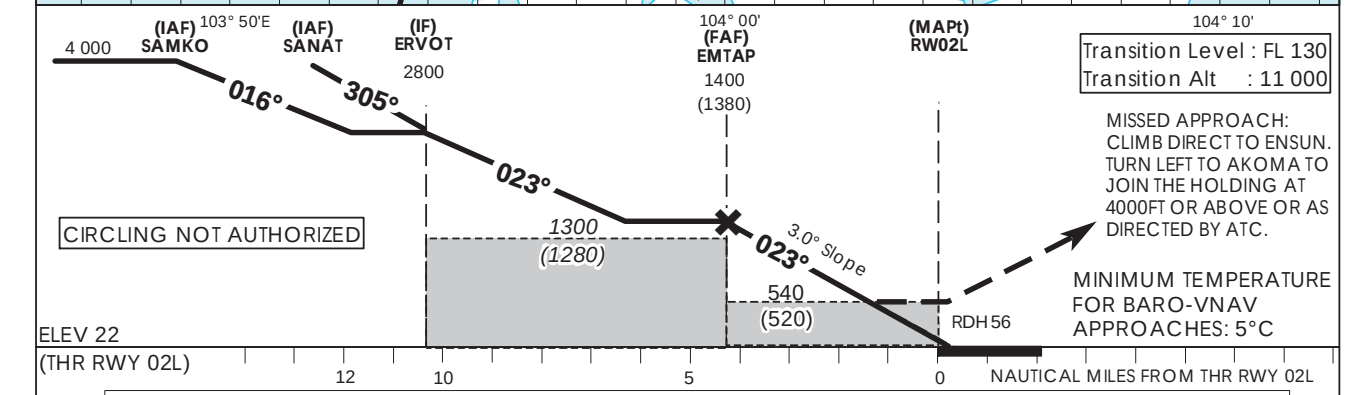
MSA 25 NM from TEKONG DVOR

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

# SINGAPORE/ SINGAPORE CHANGI

## RNP RWY 02L




| | | OCA (OCH) | | | |
|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D |
| LNAV/VNAV | 2.5% | **450 (430)** | | | |
| LNAV | 2.5% | **540 (520)** | | | |

| Fix | SAMKO | SANAT | ERVOT | EMTAP | RW02L | ENSUN | AKOMA |
|---|---|---|---|---|---|---|---|
| Altitude (Height) | **4000 (3978)** | **4000 (3978)** | **2800 (2778)** | **1400 (1378)** | **540 (518)** | **880 (858)** | **4000 (3978)** |
| Speed | knots | 80 | 100 | 120 | 140 | 160 | 180 |
| FAF - MAPt 4.3nm | min : s | **3 : 14** | **2 : 35** | **2 : 09** | **1 : 51** | **1 : 37** | **1 : 26** |
| Rate of descent/GS | ft/min | **424** | **530** | **637** | **743** | **849** | **955** |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

**SINGAPORE CHANGI RNP-APCH RWY 02L – Approach from SAMKO**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | SAMKO | - | - | -0.4 | - | - | A040+ | 220 | - | RNP APCH |
| TF | ERVOT | - | 016 (016.4) | -0.4 | 6.1 | R | A028+ | - | - | RNP APCH |
| TF | EMTAP | - | 023 (023.4) | -0.4 | 6.1 | - | A014+ | - | - | RNP APCH |
| TF | RW02L | Y | 023 (023.4) | -0.4 | 4.3 | - | - | - | -3.0° / 50 | RNP APCH |
| DF | ENSUN | - | - | -0.4 | - | L | - | - | - | RNP APCH |
| TF | AKOMA | - | 342 (342.4) | -0.4 | 20.2 | - | A040+ | - | - | RNP APCH |

**SINGAPORE CHANGI RNP-APCH RWY 02L – Approach from SANAT**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | SANAT | - | - | -0.4 | - | - | A040+ | 220 | - | RNP APCH |
| TF | ERVOT | - | 305 (305.4) | -0.4 | 6.0 | R | A028+ | - | - | RNP APCH |
| TF | EMTAP | - | 023 (023.4) | -0.4 | 6.1 | - | A014+ | - | - | RNP APCH |
| TF | RW02L | Y | 023 (023.4) | -0.4 | 4.3 | - | - | - | -3.0° / 50 | RNP APCH |
| DF | ENSUN | - | - | -0.4 | - | L | - | - | - | RNP APCH |
| TF | AKOMA | - | 342 (342.4) | -0.4 | 20.2 | - | A040+ | - | - | RNP APCH |

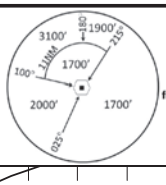
**Waypoint Coordinates**

| Name | Latitude | Longitude |
|---|---|---|
| SAMKO (IAF) | 01° 05’ 30” N | 103° 52’ 55” E |
| SANAT (IAF) | 01° 07’ 49” N | 103° 59’ 30” E |
| ERVOT (IF) | 01° 11’ 20” N | 103° 54’ 36” E |
| EMTAP (FAF) | 01° 16’ 56” N | 103° 56’ 57” E |
| RW02L | 01° 20’ 56” N | 103° 58’ 39” E |
| ENSUN | 01° 26’ 03” N | 104° 00’ 48” E |
| AKOMA | 01° 45’ 22” N | 103° 54’ 43” E |


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**INSTRUMENT APPROACH CHART - ICAO**

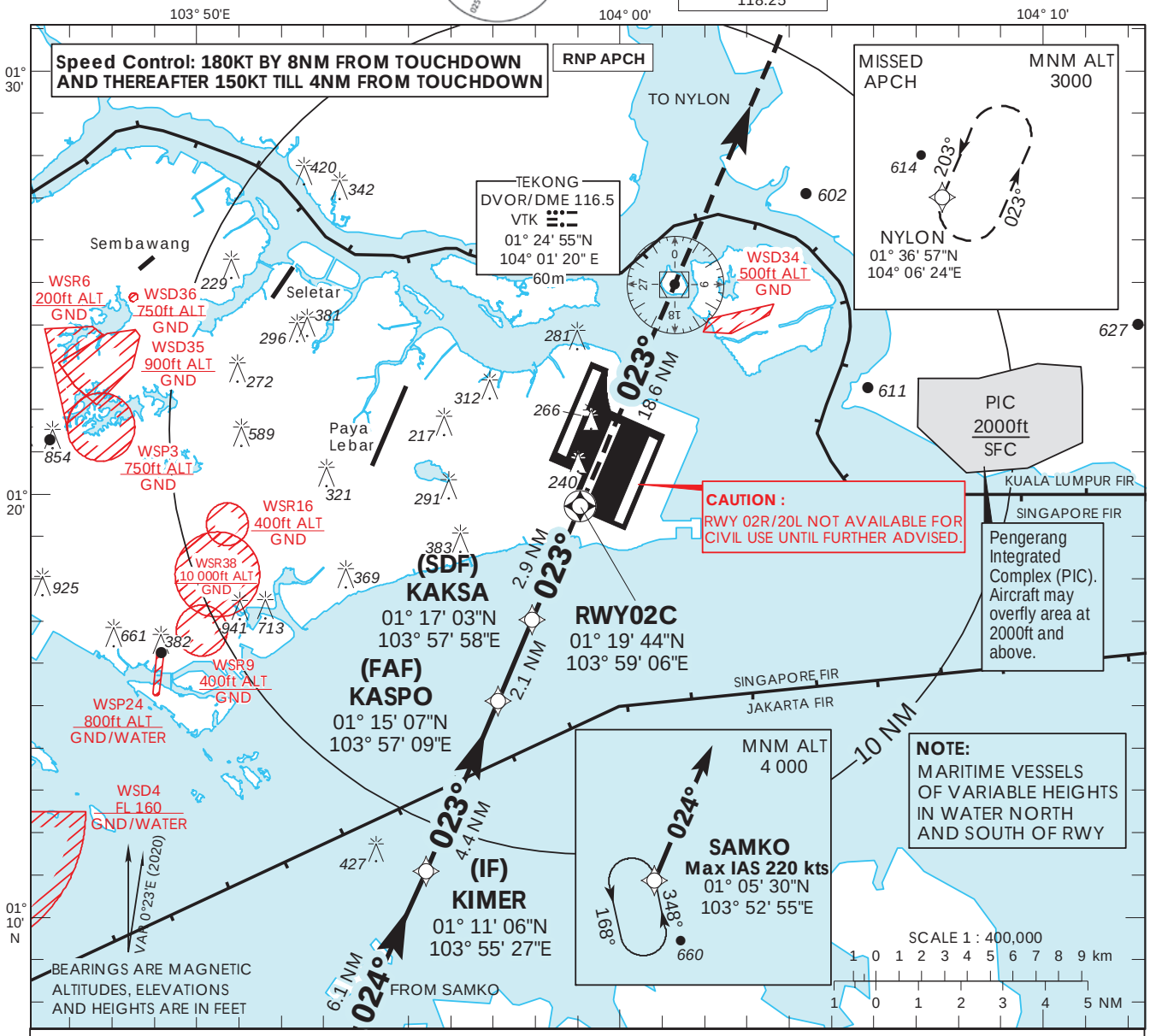
AERODROME ELEV 22ft
HEIGHT RELATED TO THR RWY 02C - ELEV 16ft

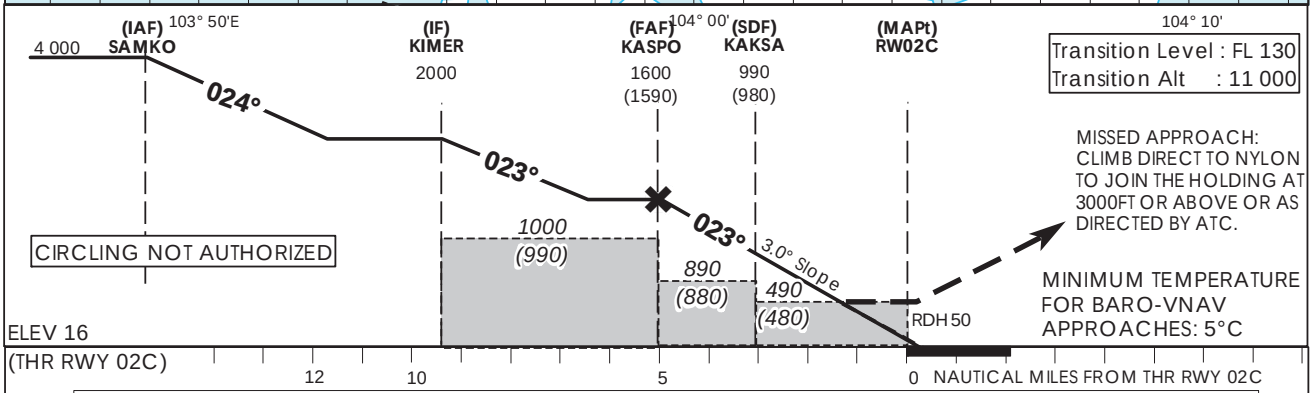



| D-ATIS | AP ID WSSS |
|---|---|
| | 128.025 |
| APP | 124.05 |
| | 119.3 |
| TWR | 118.6 |
| | 118.25 |

# SINGAPORE/ SINGAPORE CHANGI

## RNP RWY 02C




| Category of Aircraft | | OCA (OCH) A | B | C | D |
|---|---|---|---|---|---|
| LNAV | 2.5% | **490 (480)** | | | |
| LNAV without SDF | 2.5% | **890 (880)** | | | |
| LNAV/VNAV | 2.5% | **360 (350)** | | | |

| Fix | | SAMKO | KIMER | KASPO | KAKSA | RW02C | NYLON |
|---|---|---|---|---|---|---|---|
| Altitude (Height) | | **4000 (3986)** | **2000 (1986)** | **1600 (1586)** | **990 (976)** | **490 (476)** | **3000 (2986)** |
| Speed | knots | 80 | 100 | 120 | 140 | 160 | 180 |
| FAF - MAPt 5nm | min : s | **3 : 45** | **3 : 00** | **2 : 30** | **2 : 09** | **1 : 53** | **1 : 40** |
| Rate of descent/GS | ft/min | **425** | **531** | **637** | **743** | **849** | **955** |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

**SINGAPORE CHANGI RNP-APCH RWY 02C – Approach from SAMKO**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | SAMKO | - | - | -0.4 | - | - | A040+ | 220 | - | RNP APCH |
| TF | KIMER | - | 024 (024.4) | -0.4 | 6.1 | - | A020+ | - | - | RNP APCH |
| TF | KASPO | - | 023 (023.4) | -0.4 | 4.4 | - | A016+ | - | - | RNP APCH |
| TF | KAKSA | - | 023 (023.4) | -0.4 | 2.1 | - | 990ft+ | - | - | RNP APCH |
| TF | RW02C | Y | 023 (023.4) | -0.4 | 2.9 | - | - | - | -3.0° / 50 | RNP APCH |
| DF | NYLON | - | - | -0.4 | - | - | A030+ | - | - | RNP APCH |

**Waypoint Coordinates**

| Name | Latitude | Longitude |
|---|---|---|
| SAMKO (IAF) | 01° 05’ 30” N | 103° 52’ 55” E |
| KIMER (IF) | 01° 11’ 06” N | 103° 55’ 27” E |
| KASPO (FAF) | 01° 15’ 07” N | 103° 57’ 09” E |
| KAKSA (SDF) | 01° 17’ 03” N | 103° 57’ 58” E |
| RW02C | 01° 19’ 44” N | 103° 59’ 06” E |
| NYLON | 01° 36’ 57” N | 104° 06’ 24” E |


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**INSTRUMENT APPROACH CHART - ICAO**

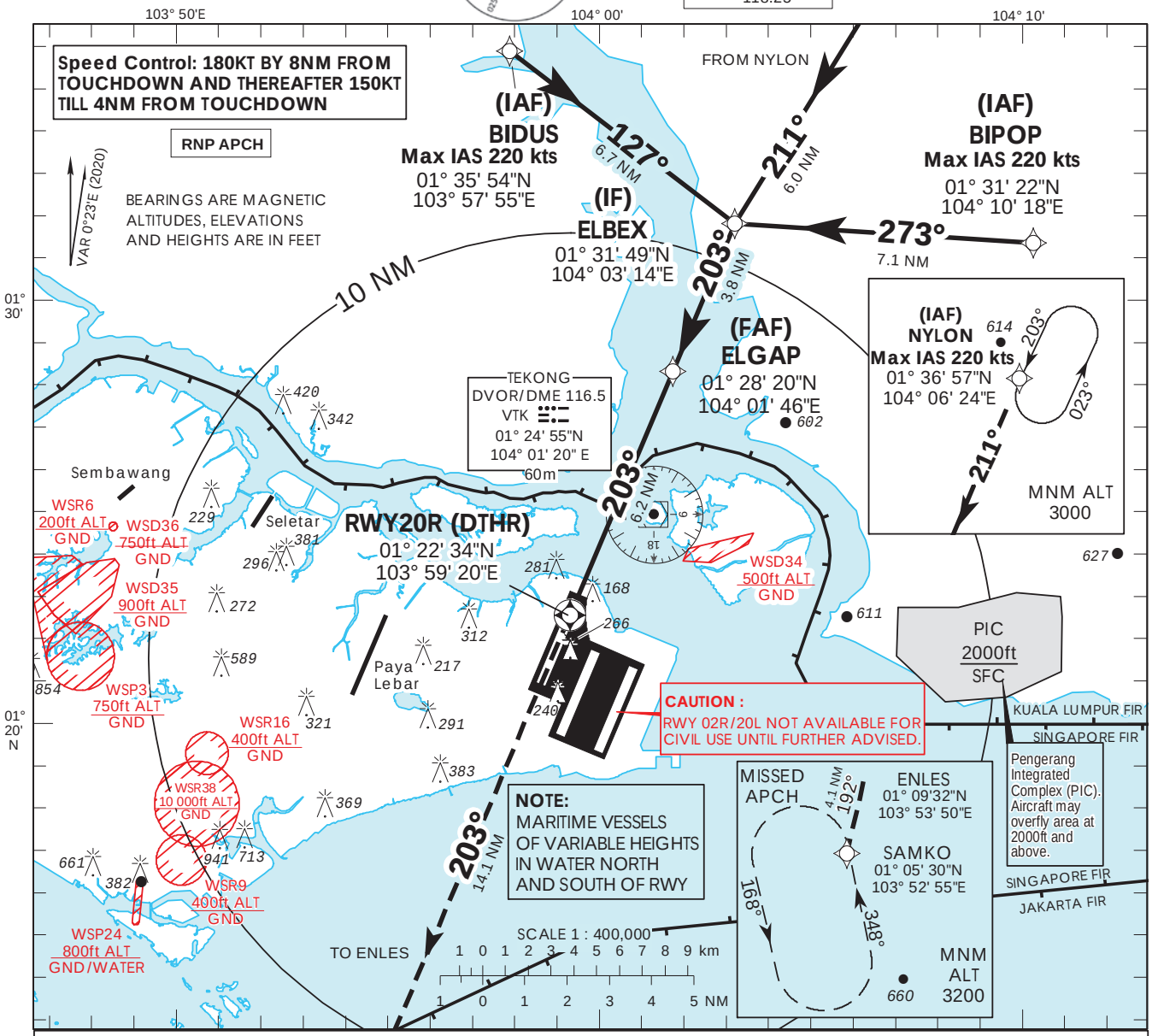
AERODROME ELEV 22ft
HEIGHT RELATED TO
DTHR RWY 20R - ELEV 13ft

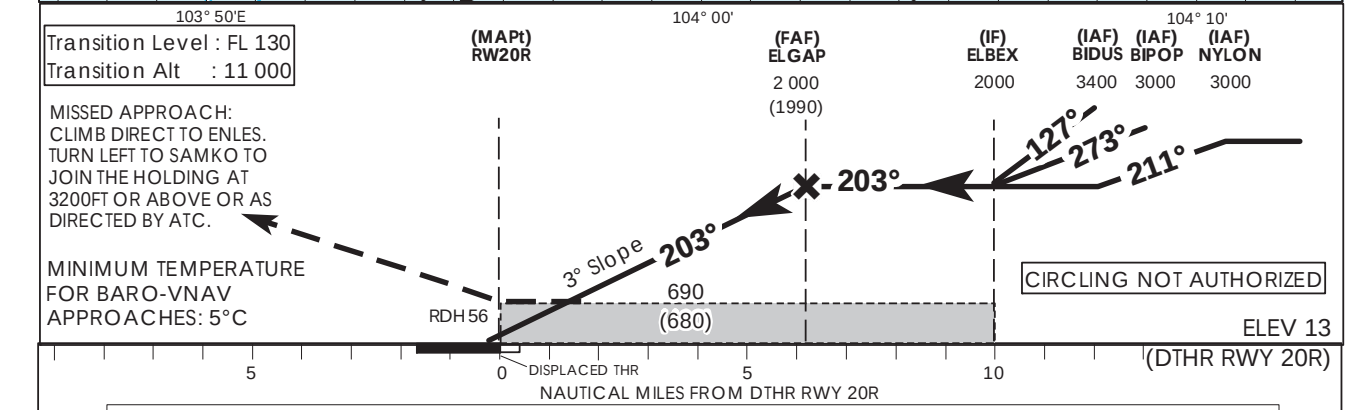
MSA 25 NM from TEKONG DVOR

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

# SINGAPORE/ SINGAPORE CHANGI

## RNP RWY 20R




| OCA (OCH) | | | | | |
|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D |
| LNAV/VNAV | 2.5% | **690 (680)** | | | |
| LNAV | 2.5% | **690 (680)** | | | |

| Fix | | BIDUS | NYLON | BIPOP | ELBEX | ELGAP | RW20R | ENLES | SAMKO |
|---|---|---|---|---|---|---|---|---|---|
| Altitude (Height) | | **3400 (3387)** | **3000 (2987)** | **3000 (2987)** | **2000 (1987)** | **2000 (1987)** | **690 (680)** | **2180 (2167)** | **3200 (3187)** |
| Speed | knots | 80 | 100 | 120 | 140 | 160 | 180 | | |
| FAF - MAPt 6.2 nm | min : s | **4 : 39** | **3 : 44** | **3: 06** | **2 : 40** | **2 : 20** | **2 : 04** | | |
| Rate of descent/GS | ft/min | **425** | **531** | **637** | **743** | **849** | **955** | | |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

**SINGAPORE CHANGI RNP-APCH RWY 20R – Approach from BIDUS**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | BIDUS | - | - | -0.4 | - | - | A034+ | 220 | - | RNP APCH |
| TF | ELBEX | - | 127 (127.4) | -0.4 | 6.7 | R | A020+ | - | - | RNP APCH |
| TF | ELGAP | - | 203 (203.4) | -0.4 | 3.8 | - | A020+ | - | - | RNP APCH |
| TF | RW20R | Y | 203 (203.4) | -0.4 | 6.2 | - | - | - | -3.0° / 50 | RNP APCH |
| DF | ENLES | - | - | -0.4 | - | L | - | - | - | RNP APCH |
| TF | SAMKO | - | 192 (192.4) | -0.4 | 4.1 | - | A032+ | - | - | RNP APCH |

**SINGAPORE CHANGI RNP-APCH RWY 20R – Approach from NYLON**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | NYLON | - | - | -0.4 | - | - | A030+ | 220 | - | RNP APCH |
| TF | ELBEX | - | 211 (211.4) | -0.4 | 6.0 | L | A020+ | - | - | RNP APCH |
| TF | ELGAP | - | 203 (203.4) | -0.4 | 3.8 | - | A020+ | - | - | RNP APCH |
| TF | RW20R | Y | 203 (203.4) | -0.4 | 6.2 | - | - | - | -3.0° / 50 | RNP APCH |
| DF | ENLES | - | - | -0.4 | - | L | - | - | - | RNP APCH |
| TF | SAMKO | - | 192 (192.4) | -0.4 | 4.1 | - | A032+ | - | - | RNP APCH |

**SINGAPORE CHANGI RNP-APCH RWY 20R – Approach from BIPOP**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | BIPOP | - | - | -0.4 | - | - | A030+ | 220 | - | RNP APCH |
| TF | ELBEX | - | 273 (273.4) | -0.4 | 7.1 | L | A020+ | - | - | RNP APCH |
| TF | ELGAP | - | 203 (203.4) | -0.4 | 3.8 | - | A020+ | - | - | RNP APCH |
| TF | RW20R | Y | 203 (203.4) | -0.4 | 6.2 | - | - | - | -3.0° / 50 | RNP APCH |
| DF | ENLES | - | - | -0.4 | - | L | - | - | - | RNP APCH |
| TF | SAMKO | - | 192 (192.4) | -0.4 | 4.1 | - | A032+ | - | - | RNP APCH |

**Waypoint Coordinates**

| Name | Latitude | Longitude |
|---|---|---|
| BIDUS (IAF) | 01° 35’ 54” N | 103° 57’ 55” E |
| NYLON (IAF) | 01° 36’ 57” N | 104° 06’ 24” E |
| BIPOP (IAF) | 01° 31’ 22” N | 104° 10’ 18” E |
| ELBEX (IF) | 01° 31’ 49” N | 104° 03’ 14” E |
| ELGAP (FAF) | 01° 28’ 20” N | 104° 01’ 46” E |
| RW20R | 01° 22’ 34” N | 103° 59’ 20” E |
| ENLES | 01° 09’ 32” N | 103° 53’ 50” E |
| SAMKO | 01° 05’ 30” N | 103° 52’ 55” E |


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**INSTRUMENT APPROACH CHART - ICAO**

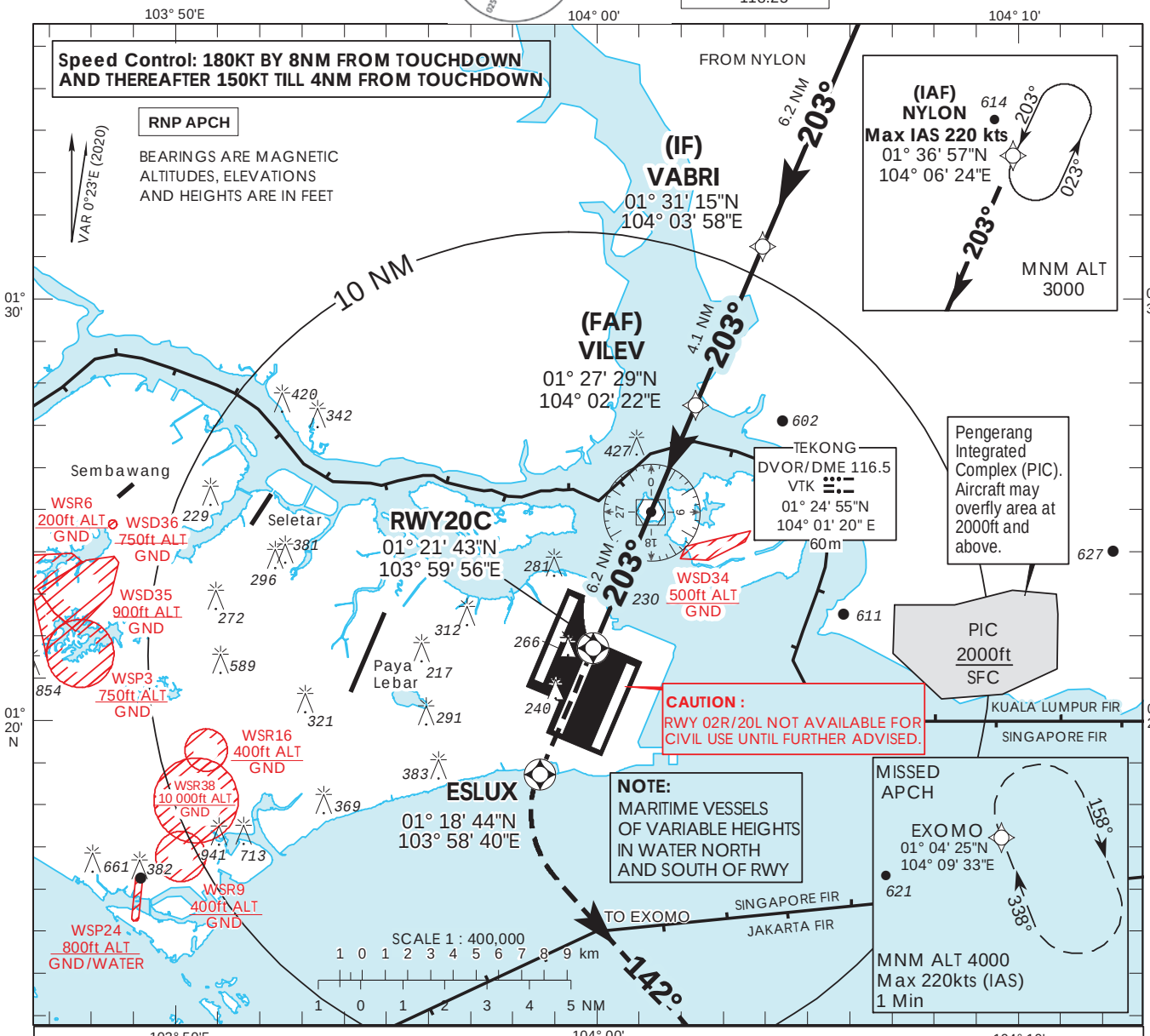
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 20C - ELEV 16ft

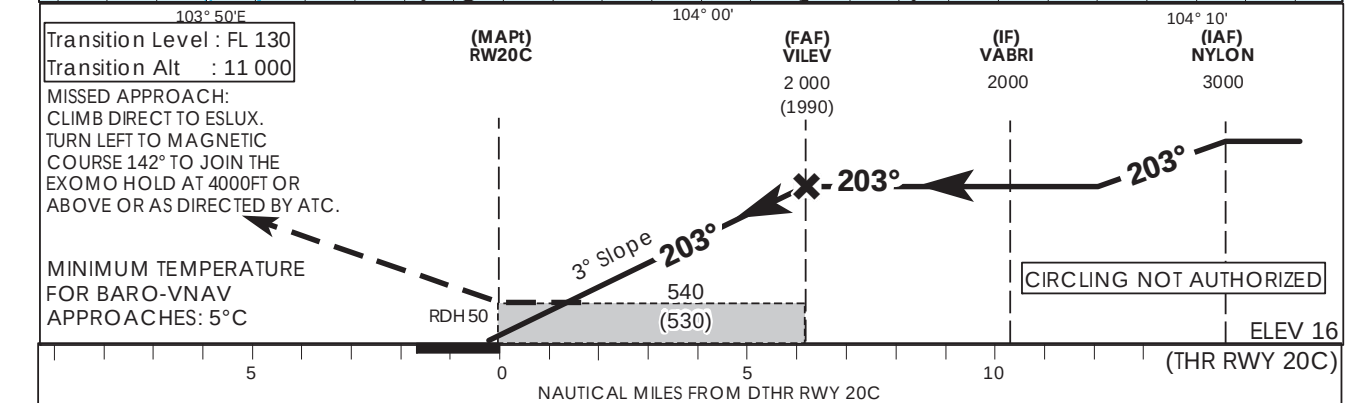
MSA 25 NM from TEKONG DVOR

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

# SINGAPORE/ SINGAPORE CHANGI

## RNP RWY 20C




| OCA (OCH) | | | | | |
|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D |
| LNAV/VNAV | 2.5% | **490 (480)** | | | |
| LNAV | 2.5% | **540 (530)** | | | |

| Fix | NYLON | VABRI | VILEV | RW20C | ESLUX | EXOMO |
|---|---|---|---|---|---|---|
| Altitude (Height) | **3000 (2985)** | **2000 (1985)** | **2000 (1985)** | **540 (525)** | **540 (525)** | **4000 (3985)** |

| Speed | knots | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF - MAPt 6.2 nm | min : s | **4 : 39** | **3 : 44** | **3: 06** | **2 : 40** | **2 : 20** | **2 : 04** |
| Rate of descent/GS | ft/min | **425** | **531** | **637** | **743** | **849** | **955** |

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***CHANGES :*** Revision to Restricted Areas WSR9 and WSR16

**SINGAPORE CHANGI RNP-APCH RWY 20C – Approach from NYLON**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | NYLON | - | - | -0.4 | - | - | A030+ | 220 | - | RNP APCH |
| TF | VABRI | - | 203 (203.4) | -0.4 | 6.2 | - | A020+ | - | - | RNP APCH |
| TF | VILEV | - | 203 (203.4) | -0.4 | 4.1 | - | A020+ | - | - | RNP APCH |
| TF | RW20C | Y | 203 (203.4) | -0.4 | 6.2 | - | - | - | -3.0° / 50 | RNP APCH |
| DF | ESLUX | Y | - | -0.4 | - | L | - | - | - | RNP APCH |
| TF | EXOMO | - | 142 (142.4) | -0.4 | - | - | A040+ | - | - | RNP APCH |

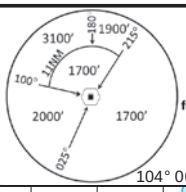
**Waypoint Coordinates**

| Name | Latitude | Longitude |
|---|---|---|
| NYLON (IAF) | 01° 36’ 57” N | 104° 06’ 24” E |
| VABRI (IF) | 01° 31’ 15” N | 104° 03’ 58” E |
| VILEV (FAF) | 01° 27’ 29” N | 104° 02’ 22” E |
| RW20C | 01° 21’ 43” N | 103° 59’ 56” E |
| ESLUX | 01° 18’ 44” N | 103° 58’ 40” E |
| EXOMO | 01° 04’ 25” N | 104° 09’ 33” E |


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**INSTRUMENT APPROACH CHART**

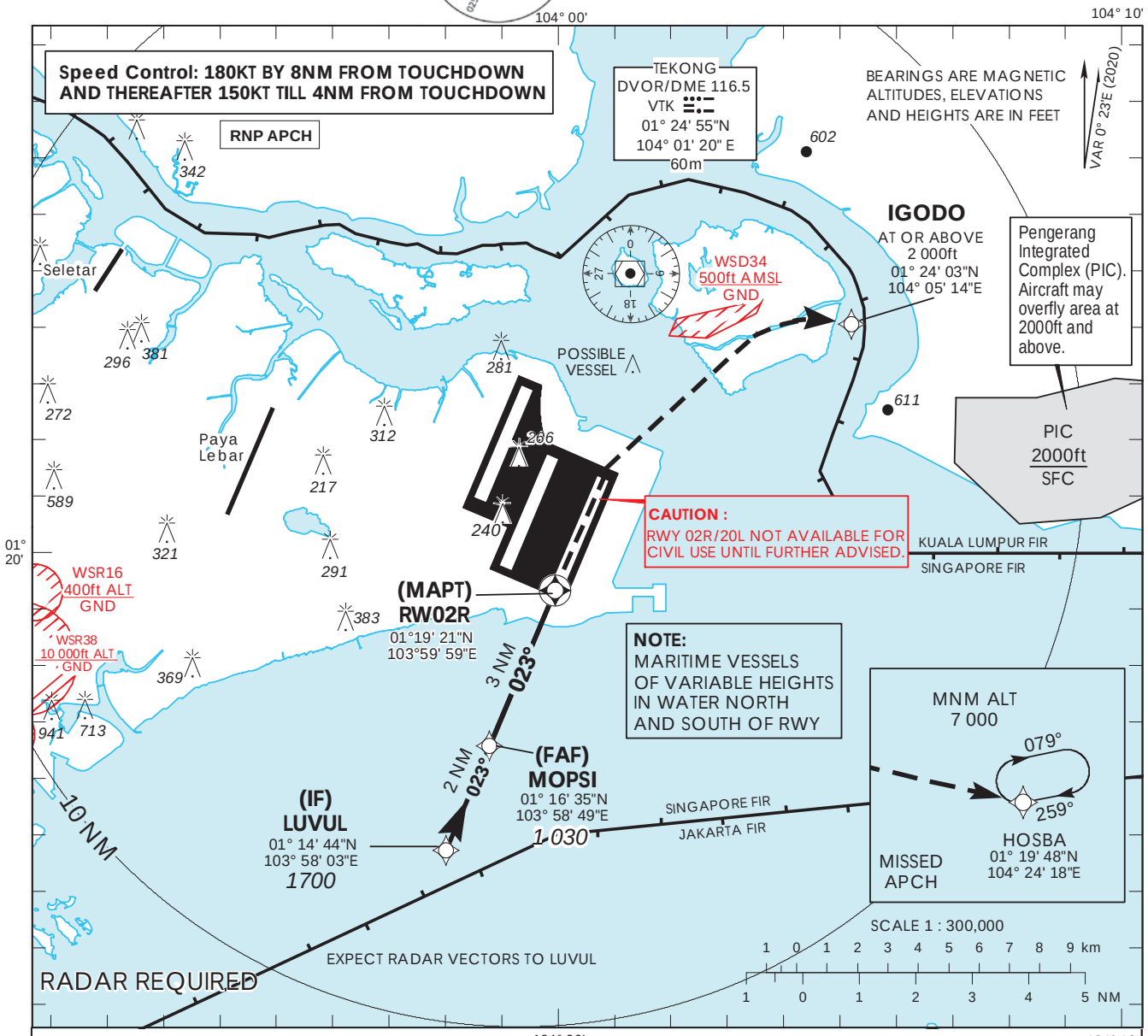
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 02R - ELEV 16ft




| | |
|---|---|
| D-ATIS | AP ID WSSS |
| APP | 128.025<br>124.05<br>119.3 |
| TWR | 131.4 |

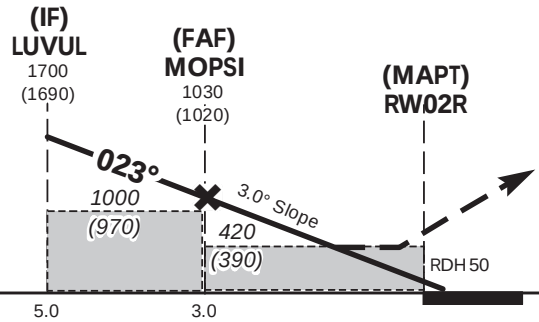
# SINGAPORE/ SINGAPORE CHANGI

## RNP RWY 02R




1. This procedure requires a missed approach climb gradient of 5% (304 ft/NM) until passing 2,000ft. MAX IAS 185kts during turning missed approach.
2. For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the OCA (OCH) is 820ft (800ft) and aircraft shall climb straight to 1200ft before commencing right turn climbing to 7000ft or above to HOSBA.

Transition Level : FL 130
Transition Alt : 11 000




MISSED APPROACH
Climb direct to IGODO at 2 000ft or above. Thereafter, turn right climbing to 7 000ft or above to HOSBA.
Hold at HOSBA or AS DIRECTED BY ATC.
No turn before MAPt.

CIRCLING NOT AUTHORIZED

MINIMUM TEMPERATURE FOR BARO-VNAV APPROACHES: 5°C

ELEV 16
(THR RWY 02R)

| | | OCA (OCH) | | | |
|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D |
| LNAV/VNAV | 5% | **330 (310)** | | | |
| LNAV | 5% | **420 (390)** | | | |

| Distance | | | LUVUL | | MOPSI | |
|---|---|---|---|---|---|---|
| Altitude (Height) | | | **1700 (1690)** | | **1030 (1020)** | |
| Speed | knots | 70 | 120 | 150 | 185 | |
| FAF - MAPT 3.0nm | min : s * | **2 : 34** | **1 : 30** | **1 : 12** | **0 : 58** | |
| Rate of descent/GS | ft/min | **370** | **635** | **795** | **980** | |

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***CHANGES :*** Revision to Restricted Area WSR16

**SINGAPORE CHANGI RNP-APCH RWY 02R – Approach from LUVUL**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | LUVUL | - | 023 (023.4) | -0.4 | - | - | 1700+ | 180 | - | RNP APCH |
| TF | MOPSI | - | 023 (023.4) | -0.4 | 2.0 | - | 1030+ | 150 | - | RNP APCH |
| TF | RW02R | Y | 023 (023.4) | -0.4 | 3.0 | R | - | - | -3.0° / 50 | RNP APCH |
| DF | IGODO | - | - | -0.4 | - | R | 2000+ | 185 | - | RNP APCH |
| TF | HOSBA | - | 103 (103.4) | -0.4 | - | - | 7000+ | - | - | RNP APCH |

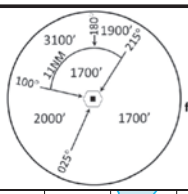
**Waypoint Coordinates**

| Name | Latitude | Longitude |
|---|---|---|
| LUVUL (IF) | 01° 14’ 44” N | 103° 58’ 03” E |
| MOPSI (FAF) | 01° 16’ 35” N | 103° 58’ 49” E |
| RW02R | 01° 19’ 21” N | 103° 59’ 59” E |
| IGODO | 01° 24’ 03” N | 104° 05’ 14” E |
| HOSBA | 01° 19’ 48” N | 104° 24’ 18” E |


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# INSTRUMENT APPROACH CHART

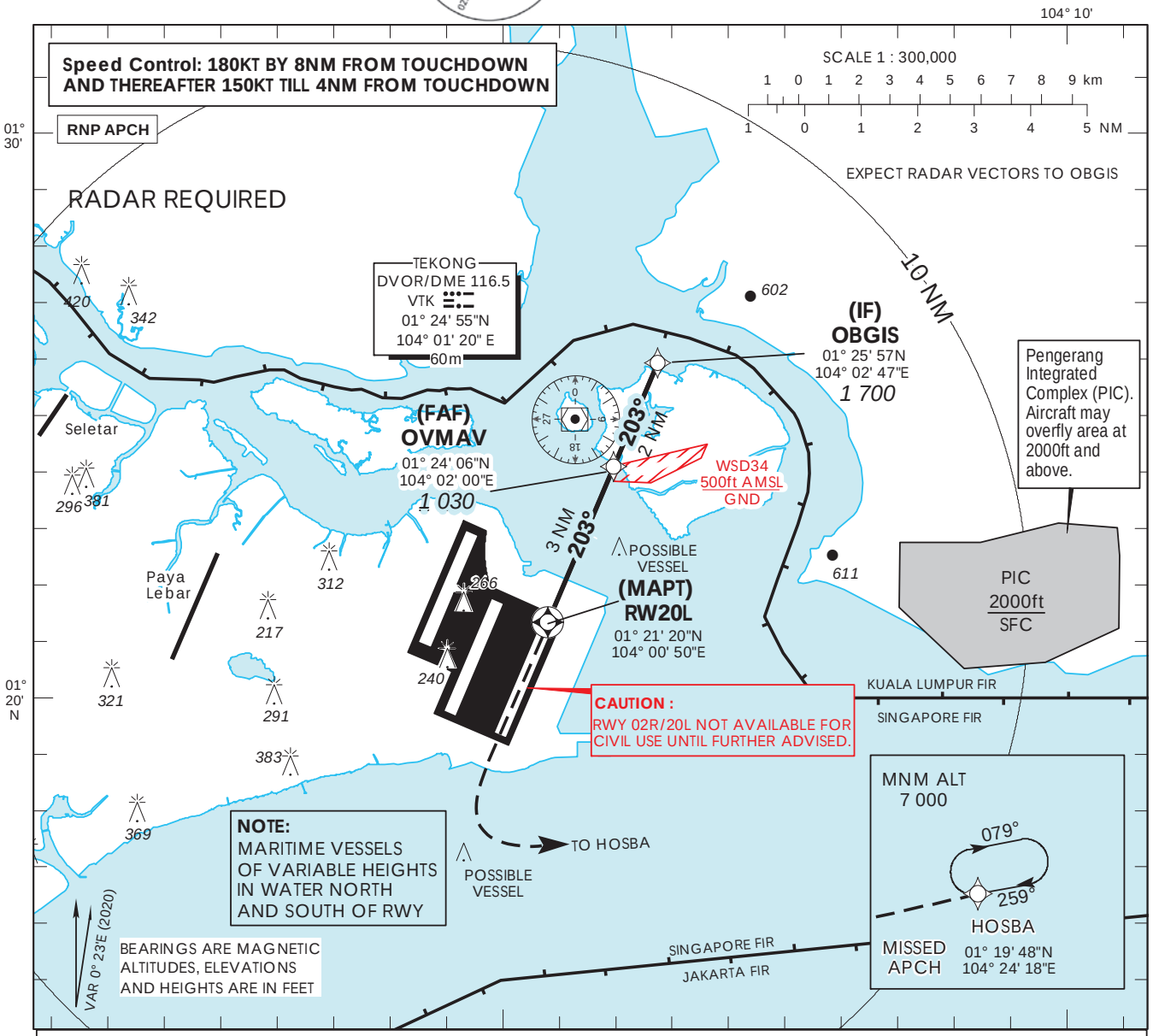
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 20L - ELEV 16ft




| D-ATIS | AP ID WSSS |
|---|---|
| | 128.6 |
| APP | 124.05 |
| | 119.3 |
| TWR | 131.4 |

# SINGAPORE/ SINGAPORE CHANGI

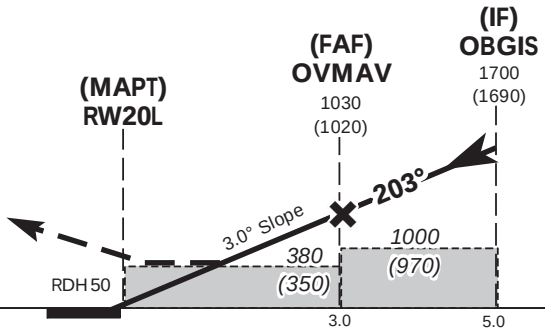
## RNP RWY 20L




**This procedure requires a missed approach climb gradient of 5% (304 ft/NM) until passing 3,000ft.**
**For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the OCA (OCH) is 1080ft (1050ft).**

| Transition Level | : FL 130 |
|---|---|
| Transition Alt | : 11 000 |

MISSED APPROACH
Climb straight to 1 500ft, turn left climbing to 7 000ft or above to HOSBA.
Hold at HOSBA or AS DIRECTED BY ATC.
No turn before MAPt.




MINIMUM TEMPERATURE FOR BARO-VNAV APPROACHES: 5°C

CIRCLING NOT AUTHORIZED

ELEV 16
(THR RWY 20L)

| | | OCA (OCH) | | | |
|---|---|---|---|---|---|
| Category of Aircraft | | A | B | C | D |
| LNAV/VNAV | 5% | **280 (260)** | | | |
| LNAV | 5% | **380 (350)** | | | |

| Distance | | | OBGIS | | OVMAV |
|---|---|---|---|---|---|
| Altitude (Height) | | | **1700 (1690)** | | **1030 (1020)** |
| Speed | knots | 70 | 120 | 150 | 185 |
| FAF - MAPT 3.0nm | min : s * | **2 : 34** | **1 : 30** | **1 : 12** | **0 : 58** |
| Rate of descent/GS | ft/min | **370** | **635** | **795** | **980** |

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***CHANGES :*** 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

**SINGAPORE CHANGI RNP-APCH RWY 20L – Approach from OBGIS**

| Path Terminator | Waypoint | Fly-Over | Course °M (°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed Limit (KT) | VPA/ TCH(FT) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|
| IF | OBGIS | - | 203 (203.4) | -0.4 | - | - | 1700+ | 180 | - | RNP APCH |
| TF | OVMAV | - | 203 (203.4) | -0.4 | 2.0 | - | 1030+ | 150 | - | RNP APCH |
| TF | RW20L | Y | 203 (203.4) | -0.4 | 3.0 | - | - | - | -3.0° / 50 | RNP APCH |
| CA | - | - | 203 (203.4) | -0.4 | - | L | 1500+ | - | - | RNP APCH |
| DF | HOSBA | - | - | - | - | - | 7000+ | - | - | RNP APCH |

**Waypoint Coordinates**

| Name | Latitude | Longitude |
|---|---|---|
| OBGIS (IF) | 01° 25’ 57” N | 104° 02’ 47” E |
| OVMAV (FAF) | 01° 24’ 06” N | 104° 02’ 00” E |
| RW20L | 01° 21’ 20” N | 104° 00’ 50” E |
| HOSBA | 01° 19’ 48” N | 104° 24’ 18” E |

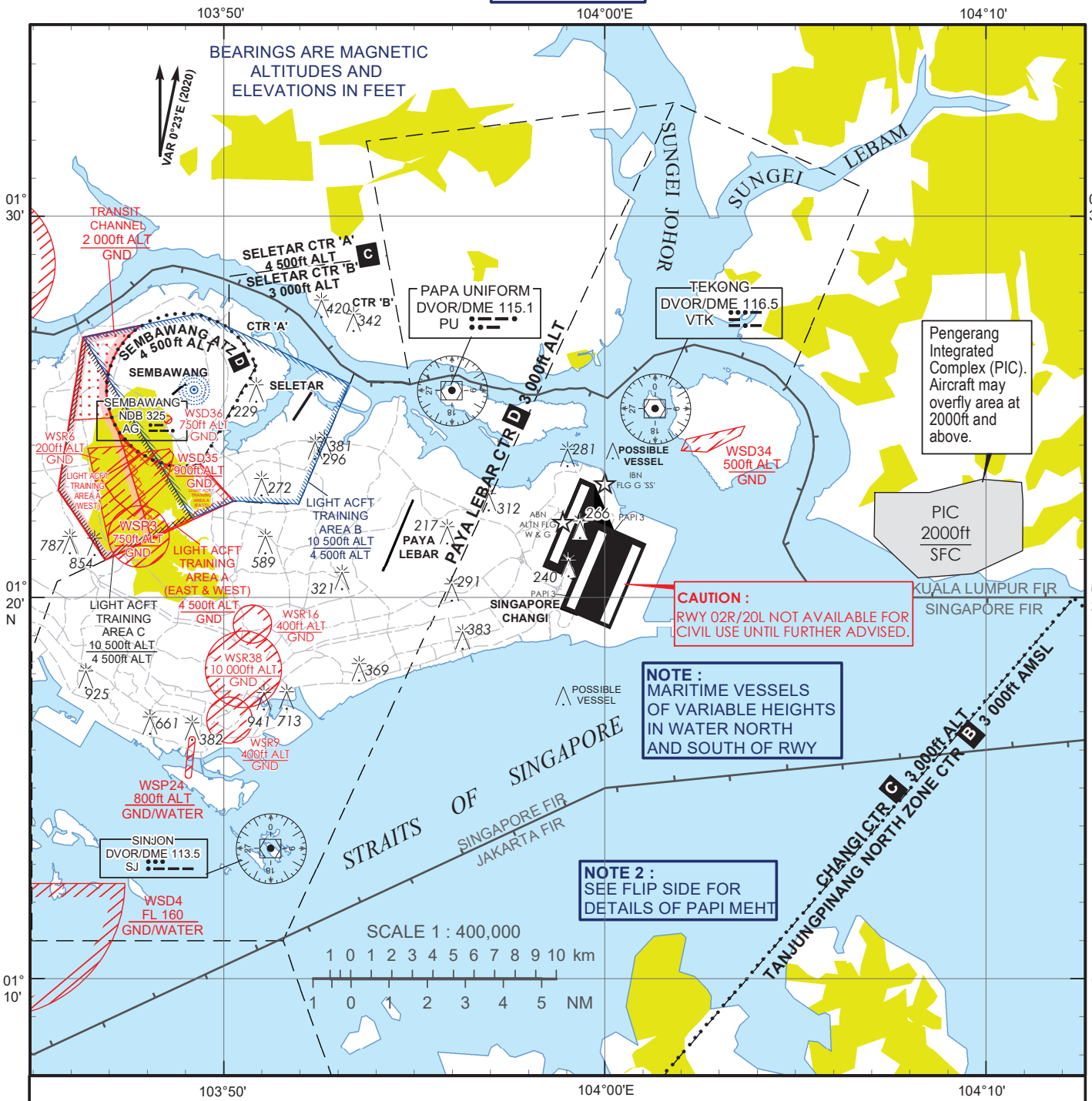

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# VISUAL APPROACH CHART - ICAO

**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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***CHANGES :*** Revision to Runway 20R MEHT in flip-page.

| PAPI 3° (MEHT)* | | | | | | |
|---|---|---|---|---|---|---|
| **Pilot's eye height over the threshold when the following PAPI lights come in view.** | **RUNWAY** | | | | | |
| | 02L | 20R | 02C | 20C | 02R | 20L |
| 2 White lights and 2 Red lights | 20.0m | 19.5m | 19.8m | 19.8m | 19.7m | 19.7m |
| 3 White lights and 1 Red light | 24.0m | 23.3m | 23.7m | 23.7m | 23.6m | 23.6m |
| 4 White lights | 26.4m | 25.7m | 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 meters are advised to fly with 2 white lights and 2 red lights visible so as to achieve sufficient wheel clearance.


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