

**STANDARD ARRIVAL CHART  
RNAV (GNSS) -  
INSTRUMENT (STAR)**

ACC 133.25  
APP 124.6 / 120.3  
ARR 119.3  
TWR 118.6 / 118.25

TRANSITION ALTITUDE  
11 000ft

D-ATIS AP ID-WSSS  
128.6

**SINGAPORE/Singapore Changi  
RWY 20R/C  
LELIB THREE BRAVO ARRIVAL  
LELIB 3B**

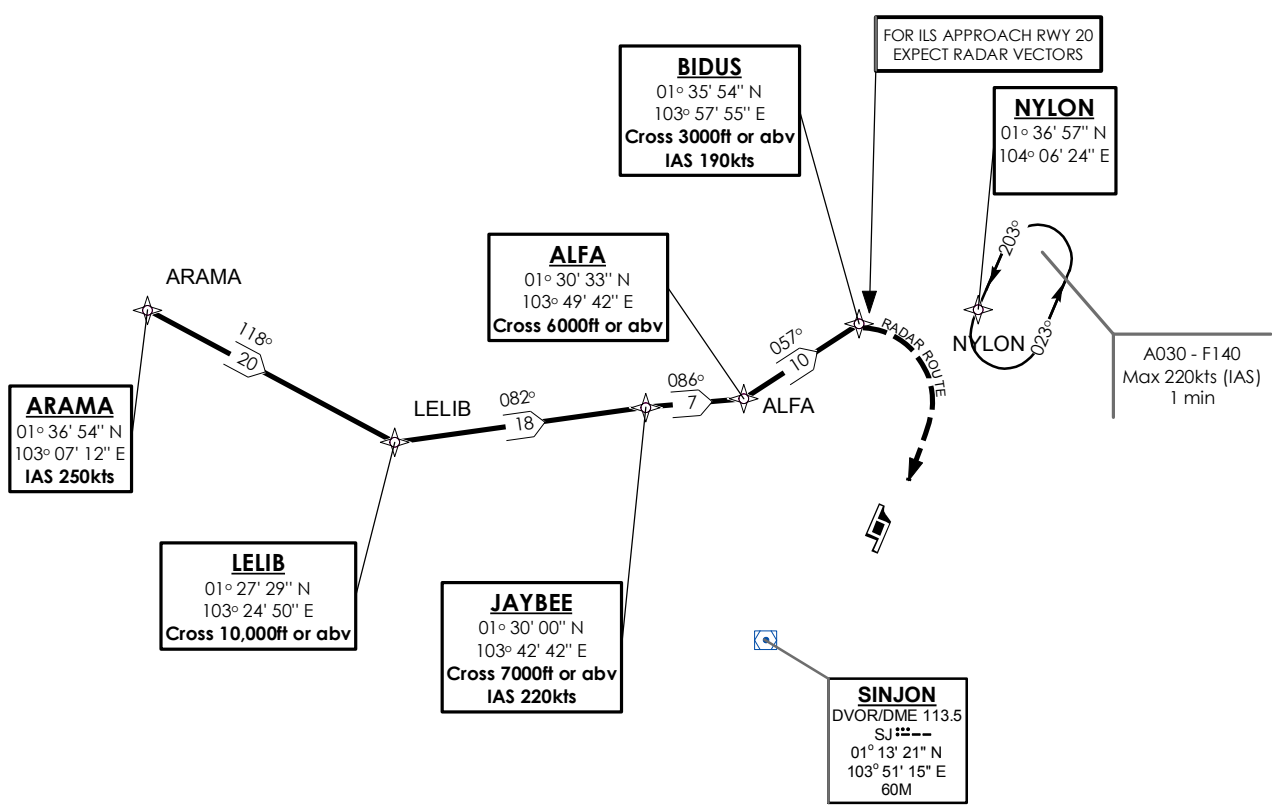
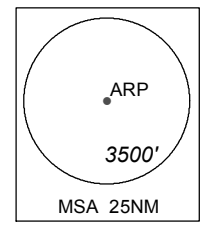
ELEV, ALT IN FEET  
BEARINGS, TRACKS AND  
RADIALS ARE MAGNETIC  
VAR 26°E (2015)

DISTANCES IN NM

NOTE: RADAR REQUIRED

NOTE: RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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



For flight landing at Singapore Changi Airport, pilots are to request for the STAR from Singapore ATC when the flight is within 120 DME SJ and RWY 20 is in use. Flight shall still remain under the control of WMKK ATC.

NOT TO SCALE

**LELIB 3B (STAR) RNAV GNSS RWY 20R/20C - DESCRIPTIONS**

**Formal & Abbreviated Descriptions**

Formal Description	Abbreviated Description	Path Terminator	Fly-Over required
From ARAMA, speed 250kts. To LELIB at or above 10000ft, turn left. To JAYBEE at or above 7000ft, speed 220kts, turn right. To ALFA at or above 6000ft, turn left. To BIDUS at or above 3000ft, speed 190kts.	ARAMA [K250] -	IF	N
	LELIB [A100+; L] -	TF	N
	JAYBEE [A070+; K220; R] -	TF	N
	ALFA [A060+; L] -	TF	N
	BIDUS [A030+; K190]	TF	N

**Tabular Descriptions**

Path Term	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec
IF	ARAMA	-	-	-0.5	-	-	K250	RNAV1
TF	LELIB	-	118(118.5)	-0.5	L	A100+	-	RNAV1
TF	JAYBEE	-	082(082.0)	-0.5	R	A070+	K220	RNAV1
TF	ALFA	-	086(086.5)	-0.5	L	A060+	-	RNAV1
TF	BIDUS	-	057(057.1)	-0.5	-	A030+	K190	RNAV1

**RADIO COMMUNICATIONS FAILURE PROCEDURE**

<b>1</b>	<b>SET TRANSPONDER TO MODE A/C CODE 7600</b>
<b>2</b>	<p><b>When cleared via LELIB 3B by Singapore ATC</b></p> <p>(a) Maintain last assigned flight level or altitude and proceed on LELIB 3B to BIDUS, then direct to NYLON</p> <p>(b) From NYLON commence descent and carry out appropriate landing procedure for RWY 20 as close as possible to EAT or ETA</p> <p>(c) If unable to effect a landing, refer to Singapore AIP for missed approach procedure</p>
<b>3</b>	<p><b>No clearance or instruction received from Singapore ATC</b></p> <p>- Refer to Singapore AIP for radio communications failure procedure</p>