

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

ACC 133.8  
APP 124.05 / 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 02L/C  
MABAL ONE ALPHA ARRIVAL  
MABAL 1A**

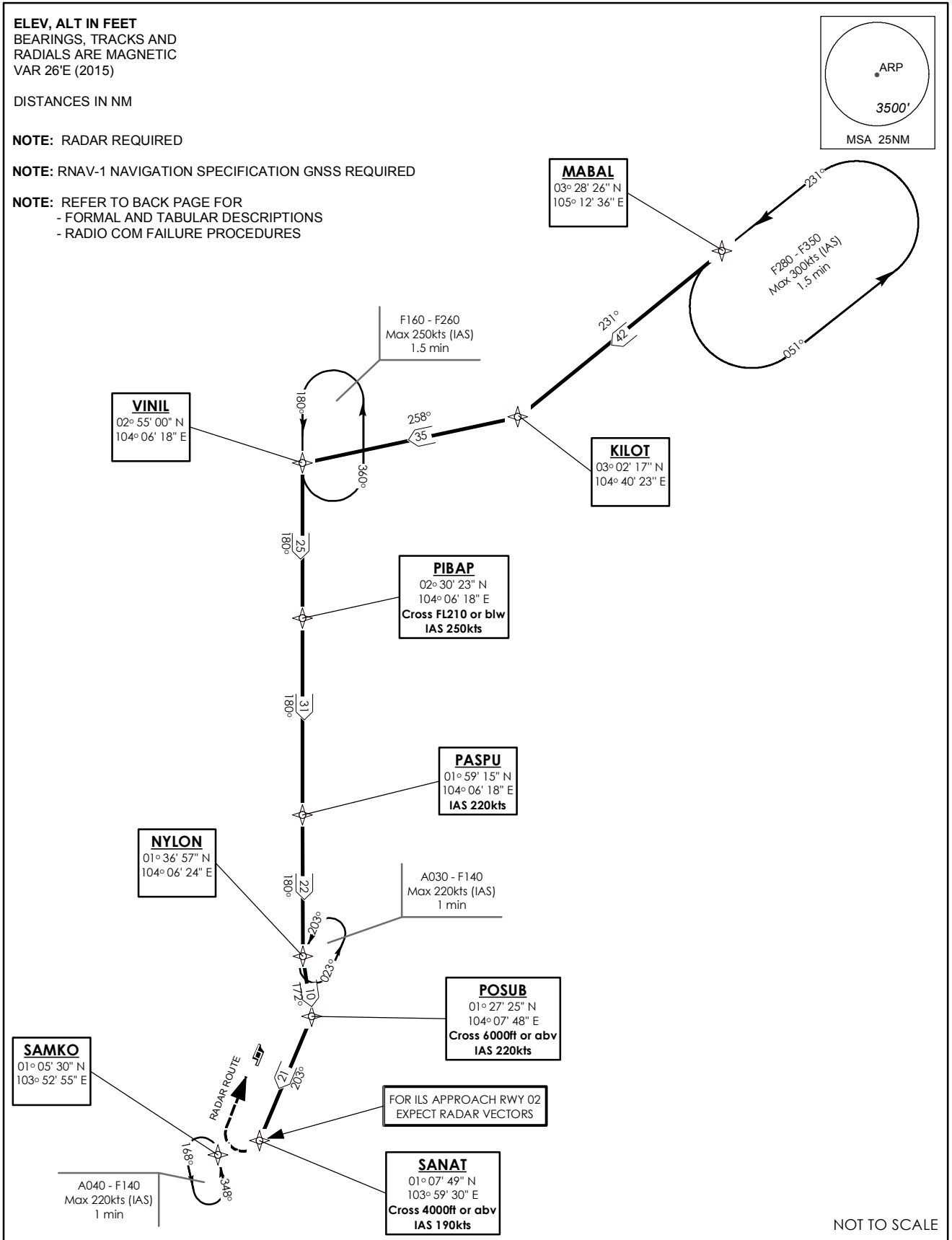
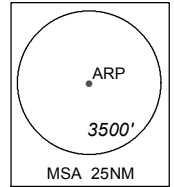
ELEV, ALT IN FEET  
BEARINGS, TRACKS AND  
RADIALS ARE MAGNETIC  
VAR 26°E (2015)

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



NOT TO SCALE

**MABAL 1A (STAR) RNAV GNSS RWY 02L/02C - DESCRIPTIONS**

**Formal & Abbreviated Descriptions**

Formal Description	Abbreviated Description	Path Terminator	Fly-Over required
From MABAL. To KILOT, turn right. To VINIL, turn left. To PIBAP at or below FL210, speed 250kts. To PASPU, speed 220kts. To NYLON, turn left. To POSUB at or above 6000ft, speed 220kts, turn right. To SANAT at or above 4000ft, speed 190kts.	MABAL -	IF	N
	KILOT [R] -	TF	N
	VINIL [L] -	TF	N
	PIBAP [FL210-; K250] -	TF	N
	PASPU [K220] -	TF	N
	NYLON [L] -	TF	N
	POSUB [A060+; K220; R] - SANAT [A040+; K190]	TF TF	N N

**Tabular Descriptions**

Path Term	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec
IF	MABAL	-	-	-0.5	-	-	-	RNAV1
TF	KILOT	-	231(231.1)	-0.5	R	-	-	RNAV1
TF	VINIL	-	258(258.0)	-0.5	L	-	-	RNAV1
TF	PIBAP	-	180(180.0)	-0.5	-	FL210-	K250	RNAV1
TF	PASPU	-	180(180.0)	-0.5	-	-	K220	RNAV1
TF	NYLON	-	180(180.5)	-0.5	L	-	-	RNAV1
TF	POSUB	-	172(172.5)	-0.5	R	A060+	K220	RNAV1
TF	SANAT	-	203(203.1)	-0.5	-	A040+	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 MABAL 1A by Singapore ATC</b></p> <p>(a) Maintain last assigned flight level or altitude and proceed on MABAL 1A to SANAT, then direct to SAMKO</p> <p>(b) From SAMKO commence descent and carry out appropriate landing procedure for RWY 02 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>