

**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 20R/C
VEPLI ONE BRAVO ARRIVAL
VEPLI 1B**

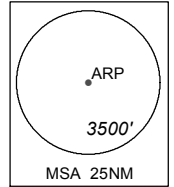
ELEV, ALT IN FEET
BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
VAR 26°E (2015)

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



VEPLI
03° 52' 23" N
104° 05' 42" E

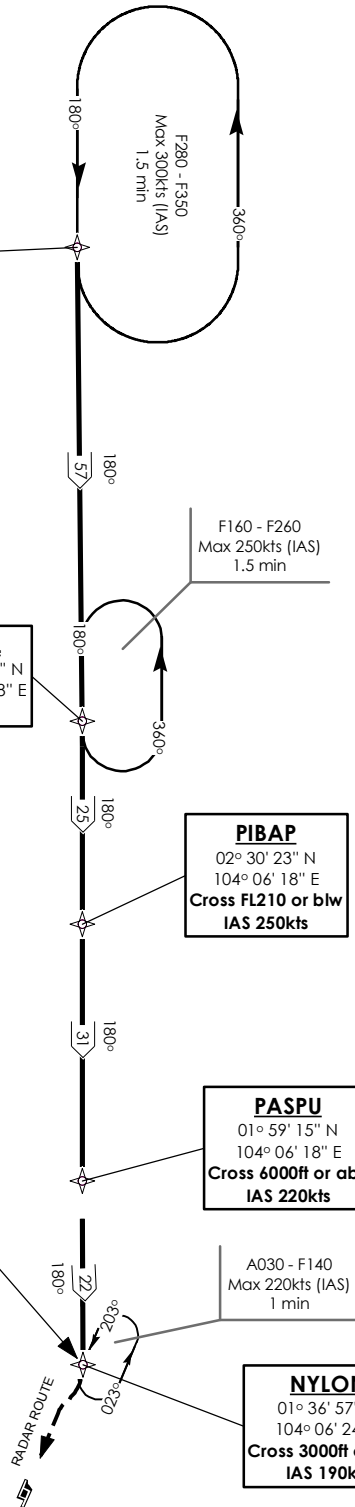
VINIL
02° 55' 00" N
104° 06' 18" E

PIBAP
02° 30' 23" N
104° 06' 18" E
Cross FL210 or blw
IAS 250kts

PASPU
01° 59' 15" N
104° 06' 18" E
Cross 6000ft or abv
IAS 220kts

NYLON
01° 36' 57" N
104° 06' 24" E
Cross 3000ft or abv
IAS 190kts

FOR ILS APPROACH RWY 20
EXPECT RADAR VECTORS



NOT TO SCALE

VEPLI 1B (STAR) RNAV GNSS RWY 20R/20C - DESCRIPTIONS

Formal & Abbreviated Descriptions

Formal Description	Abbreviated Description	Path Terminator	Fly-Over required
From VEPLI. To VINIL. To PIBAP at or below FL210, speed 250kts. To PASPU, at or above 6000ft, speed 220kts. To NYLON at or above 3000ft, speed 190kts.	VEPLI -	IF	N
	VINIL -	TF	N
	PIBAP [FL210-; K250] -	TF	N
	PASPU [A060+; K220] -	TF	N
	NYLON [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	VEPLI	-	-	-0.5	-	-	-	RNAV1
TF	VINIL	-	180(180.5)	-0.5	-	-	-	RNAV1
TF	PIBAP	-	180(180.0)	-0.5	-	FL210-	K250	RNAV1
TF	PASPU	-	180(180.0)	-0.5	-	A060+	K220	RNAV1
TF	NYLON	-	180(180.5)	-0.5	-	A030+	K190	RNAV1

RADIO COMMUNICATIONS FAILURE PROCEDURE

1	SET TRANSPONDER TO MODE A/C CODE 7600
2	<p>When cleared via VEPLI 1B by Singapore ATC</p> <p>(a) Maintain last assigned flight level or altitude and proceed on VEPLI 1B 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>
3	<p>No clearance or instruction received from Singapore ATC</p> <p>- Refer to Singapore AIP for radio communications failure procedure</p>