

**INSTRUMENT APPROACH CHART**  
**AERODROME ELEV 22ft**  
 HEIGHT RELATED TO  
**THR RWY 02R - ELEV 16ft**

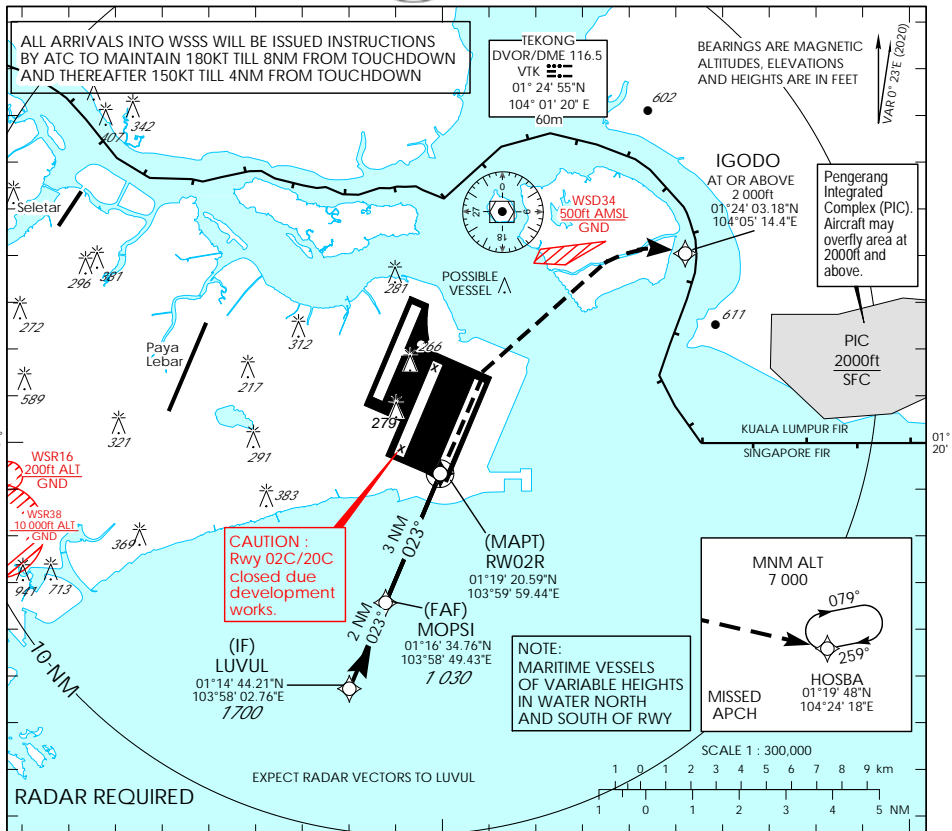


MSA 25 NM  
 from TEKONG DVOR:

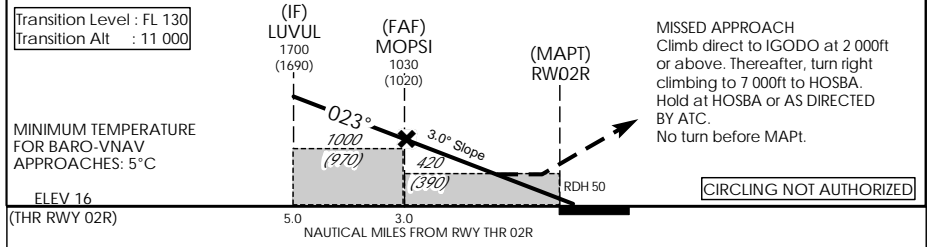
D-ATIS AP ID WSSS	128.025
APP	124.05
TWR	124.6
	131.4

**SINGAPORE/ SINGAPORE CHANGI**  
**RNP RWY 02R**

104° 10'



- This procedure requires a missed approach climb gradient of 5% (304 ft/NM) until passing 2,000ft. MAX IAS 185kts during turning missed approach.
- For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 820ft (800ft) and aircraft shall climb straight to 1200ft before commencing right turn climbing to 7000ft to HOSBA.



Category of Aircraft	OCA (OCH)			
	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

**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	-	1030+	150	-	RNP APCH
TF	RW02R	Y	023 (023.4)	-0.4	3	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' 44.21" N	103° 58' 02.76" E
MOPSI (FAF)	01° 16' 34.76" N	103° 58' 49.43" E
RW02R	01° 19' 20.59" N	103° 59' 59.44" E
IGODO	01° 24' 03.18" N	104° 05' 14.40" E
HOSBA	01° 19' 48.00" N	104° 24' 18.00" E