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
ICC ILS/DME RWY 20C

103° 50'E 104° 00' 104° 10'

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' 39.87"N
104°05' 24.21"E
4 500

EGORA
16 DME ICC
01°36' 21.37"N
104°06' 07.23"E
4 500

NYLON
16.7 DME ICC
VTK R-023/
13 DME
MNM ALT
3 000

ELBEB
7.8 DME ICC
01°28' 44.66"N
104°02' 54.38"E
2 500

(FAF)
ELMIN
4.6 DME ICC
01° 25' 49.68"N
104° 01' 40.51"E

203°

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)
ESBIT
0.7 DME ICC
01°22' 12.07"N
104°00' 08.64"E

POSSIBLE VESSEL

WSD34
500ft ALT
GND

KUALA LUMPUR FIR
SINGAPORE FIR

Sembawang
Seletar
Paya Lebar

WSR6
200ft ALT
GND

WSD36
750ft ALT
GND

WSD35
900ft ALT
GND

WSP3
750ft ALT
GND

WSR16
200ft ALT
GND

WSR38
10 000ft ALT
GND

WSR9
200ft ALT
GND

WSP24
800ft ALT
GND/WATER

LLZ 109.7
ICC

130°

ESLUX
6.7 DME VTK
01° 18' 44.31"N
103° 58' 40.44"E

POSSIBLE VESSEL

NOTE:
MARITIME VESSELS OF VARIABLE HEIGHTS IN WATER NORTH AND SOUTH OF RWY

EXOMO
VTK R-158/
22 DME
01° 04' 25.49"N
104° 09' 33.17"E

VTK R-158°
158°
338°
MISSED APCH
MNM ALT
4 000

SINJON
DVOR/DME 113.5
SJ
01° 13' 21.34"N
103° 51' 15.22" E
60m

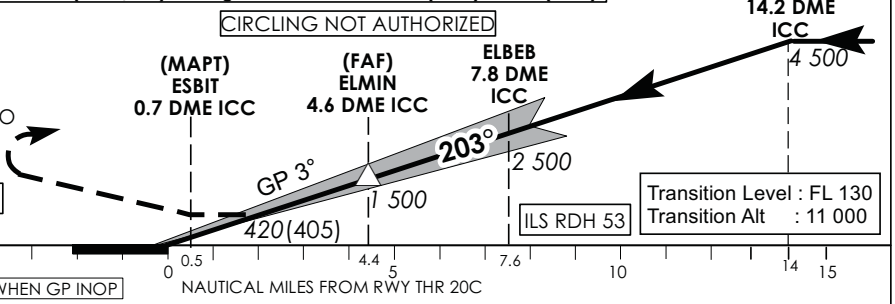
SCALE 1 : 400,000
1 0 1 2 3 4 5 6 7 8 9 km
1 0 1 2 3 4 5 NM

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**

© 2023 Civil Aviation Authority Singapore

CHANGES : Removal of Runway 2 closure annotation and crosses "X" THR Elevation and RDH revised