

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

ACC 134.4  
APP 124.05  
119.3  
TWR 118.6 / 118.25

TRANSITION ALTITUDE  
11 000ft

D-ATIS AP ID-WSSS  
128.025

**SINGAPORE/Singapore Changi  
RWY 02L/C/R  
REPOV ONE ALPHA ARRIVAL  
REPOV 1A**


**ELEV. ALT IN FEET**  
BEARINGS, TRACKS AND  
RADIALS ARE MAGNETIC  
VAR 0°23'E (2020)

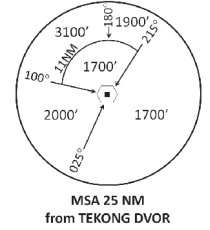
DISTANCES IN NM

**NOTE:** RADAR REQUIRED

**NOTE:** RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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

**TEKONG**  
DVOR/DME 116.5  
VTK   
01°24'55"N  
104°01'20"E  
60M



FOR ILS APPROACH RWY 02  
EXPECT RADAR VECTORS

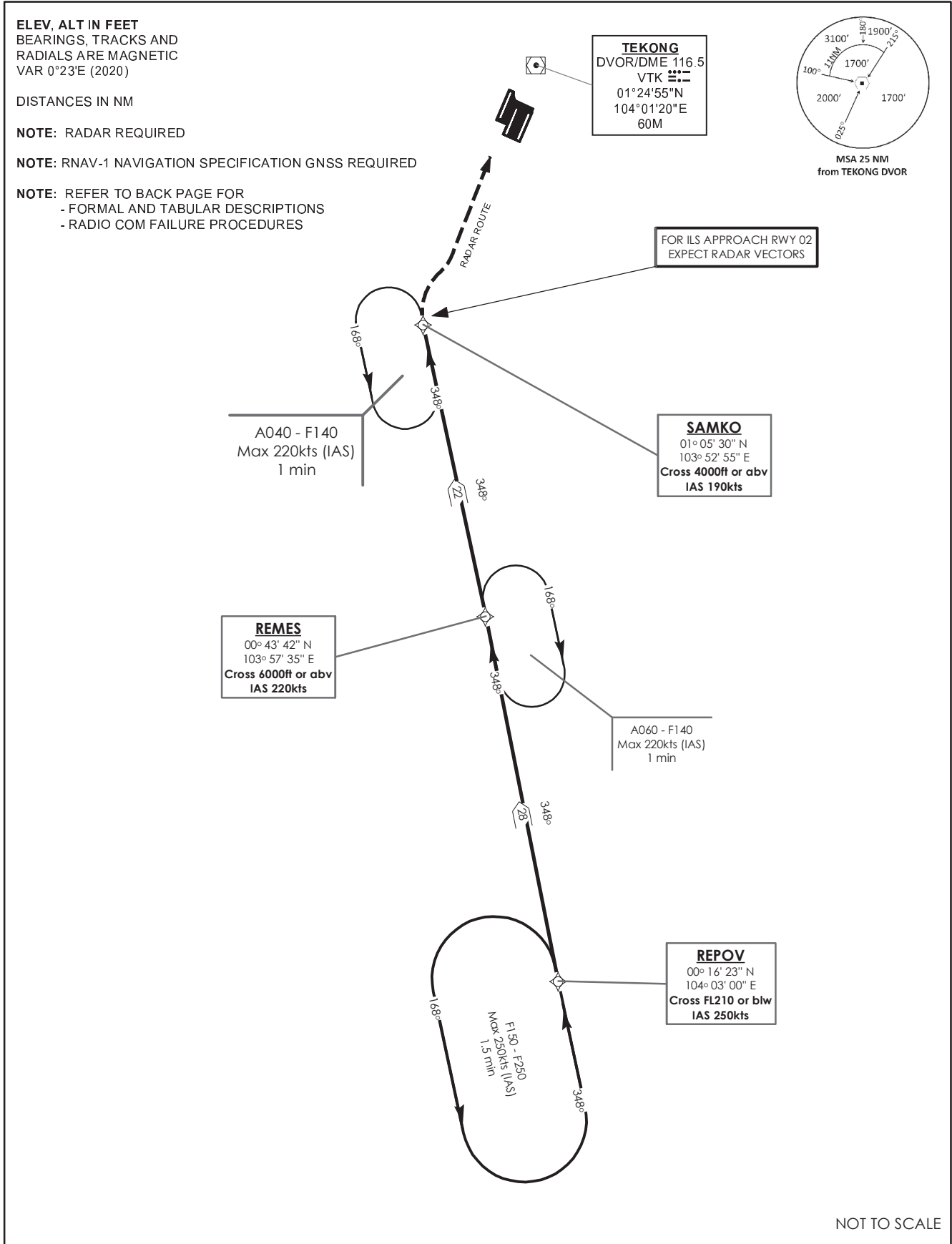
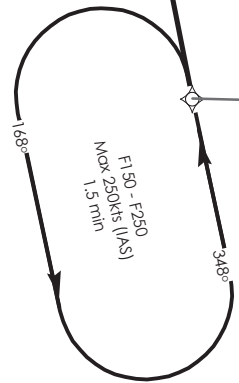
**SAMKO**  
01°05'30"N  
103°52'55"E  
Cross 4000ft or abv  
IAS 190kts

**REMES**  
00°43'42"N  
103°57'35"E  
Cross 6000ft or abv  
IAS 220kts

A060 - F140  
Max 220kts (IAS)  
1 min

**REPOV**  
00°16'23"N  
104°03'00"E  
Cross FL210 or blw  
IAS 250kts

A040 - F140  
Max 220kts (IAS)  
1 min



NOT TO SCALE

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

**Formal & Abbreviated Descriptions**

Formal Description	Abbreviated Description	Path Terminator	Fly-Over required
From REPOV at or below FL210, speed 250kts. To REMES at or above 6000ft, speed 220kts. To SAMKO at or above 4000ft, speed 190kts.	REPOV [FL210-; K250] - REMES [A060+; K220] - SAMKO [A040+; K190]	IF TF TF	N N N

**Tabular Descriptions**

Path Term	Waypoint Name	Fly-Over	Course °M(°T)	Magnetic Variation	Turn Direction	Altitude	Speed Limit	Navigation Spec
IF	REPOV	-	-	-	-	FL210-	K250	RNAV1
TF	REMES	-	348(348.4)	-0.4	-	A060+	K220	RNAV1
TF	SAMKO	-	348(348.4)	-0.4	-	A040+	K190	RNAV1

**RADIO COMMUNICATIONS FAILURE PROCEDURE**

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