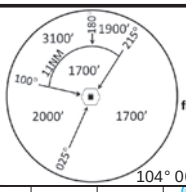
INSTRUMENT APPROACH CHART

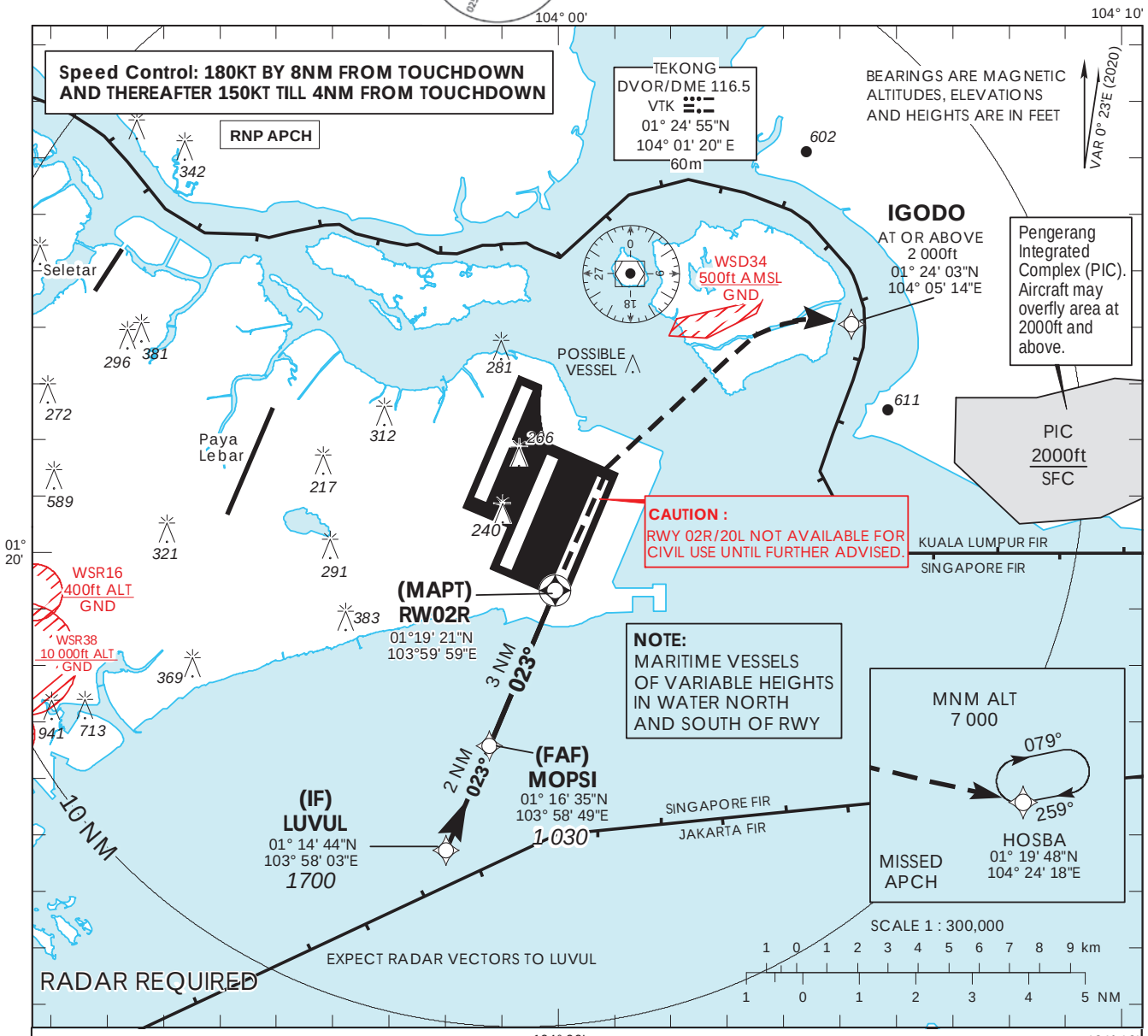
AERODROME ELEV 22ft
HEIGHT RELATED TO
THR RWY 02R - ELEV 16ft



D-ATIS	AP ID WSSS
APP	128.025 124.05 119.3
TWR	131.4

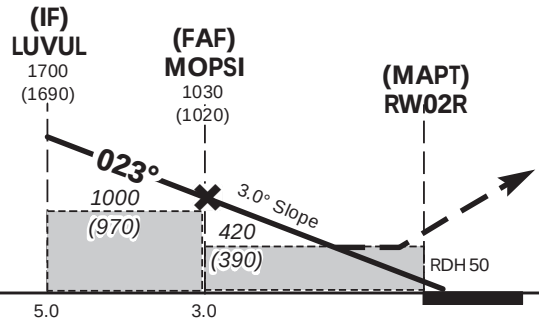
SINGAPORE/ SINGAPORE CHANGI

RNP RWY 02R



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

Transition Level : FL 130
Transition Alt : 11 000



MISSED APPROACH
Climb direct to IGODO at 2 000ft or above. Thereafter, turn right climbing to 7 000ft or above to HOSBA.
Hold at HOSBA or AS DIRECTED BY ATC.
No turn before MAPt.

CIRCLING NOT AUTHORIZED

MINIMUM TEMPERATURE FOR BARO-VNAV APPROACHES: 5°C

ELEV 16
(THR RWY 02R)

		OCA (OCH)			
Category of Aircraft		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**	

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CHANGES : Revision to Restricted Area WSR16

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	2.0	-	1030+	150	-	RNP APCH
TF	RW02R	Y	023 (023.4)	-0.4	3.0	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” N	103° 58’ 03” E
MOPSI (FAF)	01° 16’ 35” N	103° 58’ 49” E
RW02R	01° 19’ 21” N	103° 59’ 59” E
IGODO	01° 24’ 03” N	104° 05’ 14” E
HOSBA	01° 19’ 48” N	104° 24’ 18” E

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