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

ACC 134.2
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 20R/C/L
KARTO TWO BRAVO ARRIVAL
KARTO 2B

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

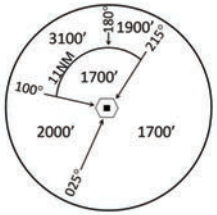
DISTANCES IN NM

CAUTION: RWY 02R/20L NOT AVAILABLE FOR CIVIL USE UNTIL FURTHER ADVISED

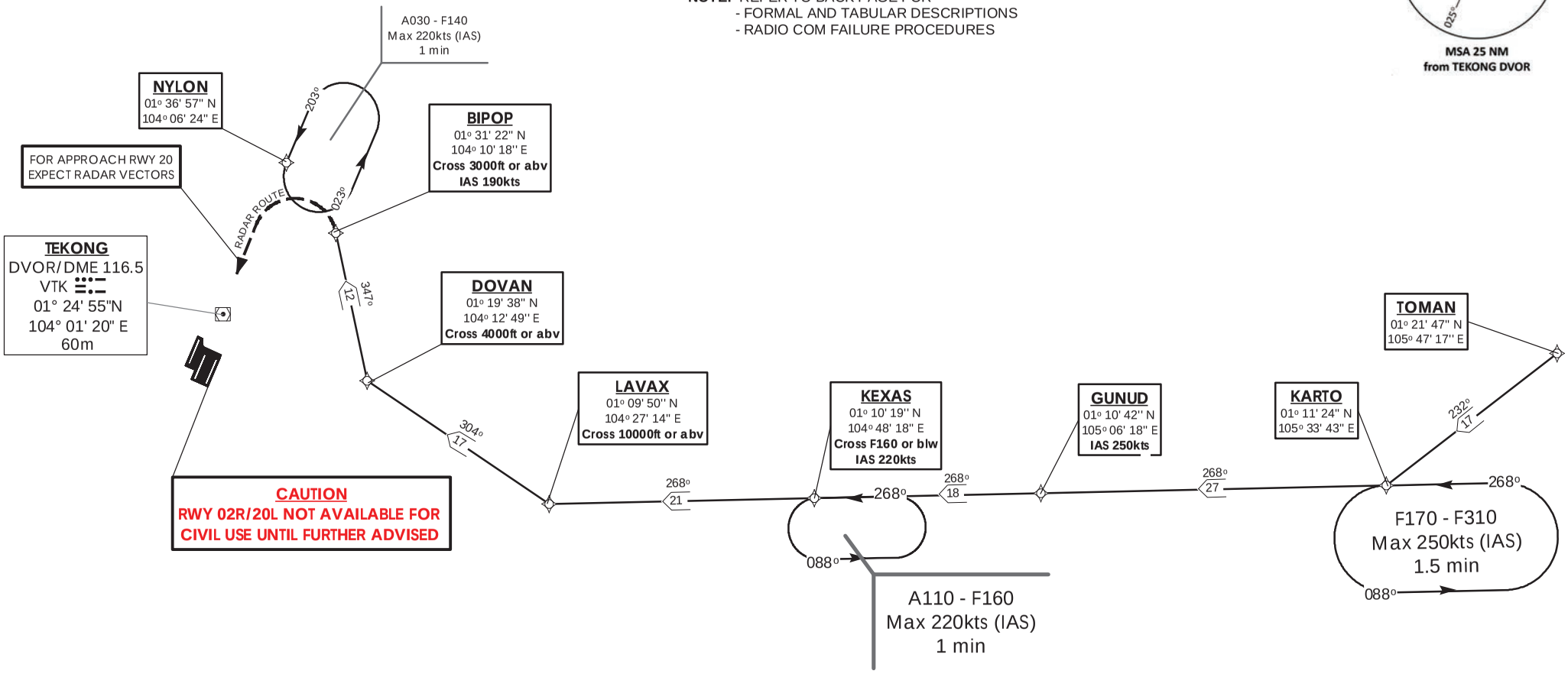
NOTE: RADAR REQUIRED

NOTE: RNAV-1 NAVIGATION SPECIFICATION GNSS REQUIRED

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



MSA 25 NM
from TEKONG DVOR



NOT TO SCALE

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CHANGES : 1. Updated caution text
2. Removal of Runway 3 closure crosses "X"

KARTO 2B (STAR) RNAV GNSS RWY 20R/20C/20L - DESCRIPTIONS

Formal & Abbreviated Descriptions

Formal Description	Abbreviated Description	Path Terminator	Fly-Over required
From TOMAN.	TOMAN -	IF	N
To KARTO, turn right.	KARTO [R] -	TF	N
To GUNUD, speed 250kts.	GUNUD [K250] -	TF	N
To KEXAS at or below FL160, speed 220kts.	KEXAS [FL160-; K220] -	TF	N
To LAVAX at or above 10000ft, turn right.	LAVAX [A100+; R] -	TF	N
To DOVAN at or above 4000ft, turn right.	DOVAN [A040+; R] -	TF	N
To BIPOP at or above 3000ft, speed 190kts.	BIPOP [A030+; K190]	TF	N

Tabular Descriptions

Path Term	Waypoint Name	Fly-Over	Course °M(°T)	Distance (NM)	Turn Direction	Altitude	Speed Limit	Navigation Spec
IF	TOMAN	-	-	-	-	-	-	RNAV1
TF	KARTO	-	232(232.4)	17.0	R	-	-	RNAV1
TF	GUNUD	-	268(268.4)	27.0	-	-	K250	RNAV1
TF	KEXAS	-	268(268.4)	18.0	-	FL160-	K220	RNAV1
TF	LAVAX	-	268(268.4)	21.0	R	A100+	-	RNAV1
TF	DOVAN	-	304(304.4)	17.0	R	A040+	-	RNAV1
TF	BIPOP	-	347(347.4)	12.0	-	A030+	K190	RNAV1

Radio Communications Failure Procedure

1	**SET TRANSPONDER TO MODE A/C CODE 7600**
2	**When cleared via KARTO 2B by Singapore ATC** **(a)** Maintain last assigned flight level or altitude and proceed on KARTO 2B to BIPOP, then direct to NYLON **(b)** From NYLON commence descent and carry out appropriate landing procedure for RWY 20 as close as possible to EAT or ETA **(c)** If unable to effect a landing, refer to Singapore AIP for missed approach procedure
3	**No clearance or instruction received from Singapore ATC** **-** Refer to Singapore AIP for radio communications failure procedure

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