Direct distance from SAMKO to:
Direct distance from NYLON to:

At or above 10000', R 469
At or above 6000', ASU 1A
Descend to 4000', ASU 1A
Expect RADAR vector to final approach.

At or above 10000', R 469
At or above 6000', ASU 1B
Descend to 4000', ASU 1B
Expect RADAR vector to final approach.

Alt Set: hPa
Trans level: FL 130
Trans alt: 11000'

D-ATIS
For aircraft speed restrictions refer to ATC Singapore-1 or Singapore Area 10-1.

Changi EAST Rwy 02R/20L is solely for use by the Republic of Singapore Air Force (RSAF) Aircraft.

NOT TO SCALE

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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
After VJR intercept VJR R-158 to JB. Intercept and proceed on SJ R-332 to SJ. Turn RIGHT to intercept SJ R-168 for SAMKO. EXPECT RADAR vector to final approach.

After VJR intercept and proceed on VJR R-103 to intercept VTK R-023 to NYLON. EXPECT RADAR vector to final approach.

At or above 11000’, JAYBEE 4000 JB

At or above 7000’, EXPECT RADAR vector to final approach

Cross at or above 4500’, then MAINTAIN 4000’

SINJON 113.5 SJ

N01 13.4 E103 51.3

DEP/ARR

TEKONG 116.5 VTK

N01 24.9 E104 01.3

Direct distance from SAMKO to:

Direct distance from NYLON to:

Alt Set: hPa
Trans level: FL 130    Trans alt: 11000’

NOT TO SCALE
At PIMOK, turn LEFT, track 082° bearing to JB. Intercept and proceed on SJ R-332 to SJ. Turn RIGHT intercept SJ R-168 for SAMKO. EXPECT RADAR vector to final approach.

At or above 4500', then MAINTAIN 4000'.

At or above 4000'.

For aircraft speed restrictions refer to ATC Singapore-1 or Singapore Area 10-1.

Direct distance from SAMKO to:

Direct distance from NYLON to:

Expect Radar vector to final approach.
CHANGES:
MSA VTK VOR
Apt Elev 22'

ROUTING
JEPPESEN
WSSS/SIN
CHANGI
SINGAPORE, SINGAPORE
20 MAY 05
STAR.
128.6
STAR (RWY 02L/C)
(RWY 20C/R)
SINJON
113.5 SJ
SJ N01 13.4 E103 51.3 D
TEKONG
116.5 VTK
VTK N01 24.9 E104 01.3 D

Alt Set: hPa
Trans level: FL 130
Trans alt: 11000'

10-2K

23 7

EXPECT RADAR vector to final approach
At or above 7000'

TANGO INDIA ARRIVALS
*385 TI
TI N00 55.2 E104 31.6 TANJUNGPINANG

After passing TI turn RIGHT track 344° bearing from TI to HOSBA. Then intercept and proceed on VJR R-117 to intercept VTK R-023. Proceed on VTK R-023 to NYLON. EXPECT RADAR vector to final approach.

For aircraft speed restrictions refer to ATC Singapore-1 or Singapore Area 10-1.

TANGO INDIA FOUR ALFA (TAN 4A), TANGO INDIA FOUR BRAVO (TAN 4B) Changi EAST Rwy 02R/20Lis solely for use by the Republic of Singapore Air Force (RSAF) Aircraft

Direct distance from NYLON to:
Changi Apt

Direct distance from SAMKO to:
Changi Apt

4000'

Descend to

EXPECT RADAR vector to final approach

After passing TI track 280° bearing to intercept SJ R-168. Proceed on SJ R-168 to SAMKO. EXPECT RADAR vector to final approach.

For aircraft speed restrictions refer to ATC Singapore-1 or Singapore Area 10-1.

TANGO INDIA FOUR ALFA (TAN 4A), TANGO INDIA FOUR BRAVO (TAN 4B) Changi EAST Rwy 02R/20Lis solely for use by the Republic of Singapore Air Force (RSAF) Aircraft

Direct distance from NYLON to:
Changi Apt

Direct distance from SAMKO to:
Changi Apt

4000'

Descend to

EXPECT RADAR vector to final approach

After passing TI turn RIGHT track 344° bearing from TI to HOSBA. Then intercept and proceed on VJR R-117 to intercept VTK R-023. Proceed on VTK R-023 to NYLON. EXPECT RADAR vector to final approach.

For aircraft speed restrictions refer to ATC Singapore-1 or Singapore Area 10-1.

TANGO INDIA FOUR ALFA (TAN 4A), TANGO INDIA FOUR BRAVO (TAN 4B) Changi EAST Rwy 02R/20Lis solely for use by the Republic of Singapore Air Force (RSAF) Aircraft
ANITO DEPARTURES

1. ANITO FOUR ALFA (ANI 4A), ANITO THREE BRAVO (ANI 3B) departures shall be on a minimum net climb gradient of 5.0% until reaching or passing 6000'.

2. Initial departure climb altitude is 3000' or as directed by ATC.

3. On initial contact when requesting ATC, inform ATC of the flight level aircraft can cross ANITO.

4. The restriction to cross 8 DME VTK at or above 2000' is applicable between 2301-1100 UTC. If the height restriction applicable between 2301-1100 UTC, the pilot-in-command of an aircraft departing on Runway 20C/R shall inform ATC during the time when the aircraft commences taxiing to the holding point for departure.

5. All SIDs include noise preferential routes.

6. Climbing straight ahead until passing 1500', then 3.3%.

Trans level: FL 130    Trans alt: 11000'

7. For minimum climb gradient criteria:
   - Rwys 20C/R - Departures shall be on a minimum net climb gradient of 5.0% until reaching or passing 6000'.
   - Rwys 02L/C - See 10-3 and 10-3A.

8. Republic of Singapore Air Force (RSAF) Aircraft Changi EAST Rwy 02R/20L is solely for use by the RSAF Aircraft.

9. The minimum and climb gradient specified above do not apply to operations with the Republic of Singapore Air Force (RSAF) Aircraft.

DETERMINATION OF CLIMB GRADIENT OR CLIMB LIMIT

Refer to standard instrument departures for Runways 02 and 20.

The minimum and climb gradient shall be 3%. If the aircraft is not able to comply with the minimum and climb gradient, the pilot-in-command will notify the controller. The controller may then authorize a lower climb gradient.
HOSBA DEPARTURES

1. The restriction to cross 8 DME VTK at or above 2000' is applicable between 2301-1100 UTC. If the height restriction cannot be complied with, the pilot-in-command of an aircraft departing on Runway 20C/R shall inform ATC during the time when the aircraft commences taxiing to the holding point for departure.

2. All SIDs include noise preferential routes.

3. Cruising levels will be issued after take-off by Singapore Air Force (RSAF) Aircraft is solely for use by the Republic of Singapore Air Force (RSAF) Aircraft.

4. Initial departure climb altitude is 3000' or as directed by ATC.

For minimum climb gradient criteria:

- Gnd speed-KT
  - 180^: 3.3% V/V(fpm)
  - 360^: 5.0% V/V(fpm)

Direct distance from Changi Apt to: SJ R-079/D14

- N00 59.8 E103 09.9
- (ASU 1A)
- BoBAG
- (ASU 1B)
- ASUNA ONE ALFA
- ASUNA ONE BRAVO
- ASUNA ONE BRAVO
- SINJON
- (ASU 1A)
- (ASU 1B)
- 2300'
- 1500'
- 75 100 150 200 250 300

Changi EAST Rwy 02R/20L

Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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Initial departure climb note.

CHANGES:

VJR and join airways A-457/B-466/R-325.

For minimum climb gradient criteria:

Direct distance from Changi Apt to:

VJR 7C
VJR 3A
Rwy 02L/C - See 10-3 and 10-3A.

Climb straight ahead until 8 DME VTK, then turn LEFT to a 180° heading.

Proceed on SJ R-332 to JB. Turn RIGHT to intercept and proceed on VJR R-117 to join airways A-457/B-466/R-325 at VJR.

After passing 4000', then 3.3%.

Passing

400', then 8 DME VTK.

At or above 11000', turn LEFT. Intersect and proceed on VJR R-117/D15 VJR.

1519 1266 1013760 506 380 5.0% V/V (fpm)

At or above 8 DME VTK.

At or above 3000', climb straight ahead until passing

_Chris Haider Press_
Initial departure climb note.

1. Initial departure climb altitude is 3000' or as directed by ATC.
2. All SIDs include noise preferential routes.
3. Cruising levels will be issued after take-off by Singapore Air Force (RSAF) Aircraft. For minimum climb gradient criteria: minimum net climb gradient of 5.0% until reaching or passing 8 DME VTK. When the aircraft commences taxiing to the holding point for departure.
4. Cruising levels will be issued after take-off by Singapore Air Force (RSAF) Aircraft.

Rwys 20C/R- Departures shall be on a direct distance from Changi Apt to: MERSING TWO ALFA (VMR 2A), MERSING THREE BRAVO (VMR 3B).

MERSING ONE DELTA (VMR 1D), MERSING ONE CHARLIE (VMR 1C), MERSING DEPARTURES.

Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
**INITIAL CLIMB**

1. Initial departure climb altitude is 3000' or as directed by ATC.
2. These SIDs will be assigned during air defense exercises.
3. All SIDs include noise preferential routes.
4. Cruising levels will be issued after take-off by Singapore Air Force (RSAF) Aircraft.
5. Initial departure climb altitude is 3000' or as directed by ATC.

**ROUTING**

1. After passing PMK 1A (Rwy 02L/C) - See 10-3 and 10-3A.
2. Climb straight ahead until 8 DME VTK. Turn LEFT heading 180° and continue reaching or passing 400', then 3.3%.
3. The restriction to cross 8 DME VTK at or above 2000' is applicable between 2301-1100 UTC. If the height restriction cannot be complied with, the pilot-in-command of an aircraft departing on Runway 20C/R shall inform ATC during the time when the aircraft commences taxiing to the holding point for departure.
4. Cruising levels will be issued after take-off by Singapore Air Force (RSAF) Aircraft.

**CHANGES:**

At NYLON, turn RIGHT and proceed direct to KK. Track 266° bearing from KK to JB, then track 262° bearing from JB to PIMOK, and join airway A-576.

At PMK 1C, passing and either 14 DME VTK or SJ R-110, turn RIGHT to SJ. At or above FL 140 (PMK 1C) (PMK 1D) reaching or passing 400', turn LEFT and proceed direct to KK.

At or above FL 140 (PMK 1C), PIMOK One Bravo (PMK 1B), PIMOK One Delta (PMK 1D), PMK 1A 3000', turn LEFT and proceed direct to KK.

Climb straight ahead until 8 DME VTK. Turn LEFT heading 180° and continue reaching or passing 400', then 3.3%.

**NOT TO SCALE**

*Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.*
**DIAGRAM 2**

**LAYOUT OF WORK AREAS AND CLOSURE OF TAXIWAYS**

27 JAN 06 0900 UTC TO 6 FEB 06 0859 UTC

- **TAXIWAYS CLOSED:**
  - U2 and SC1 (between Taxiways WA and C6)
  - W1, W2, V3 and WP (between Taxiways W1 and W3)

- **WORK AREAS LOCATED OUTSIDE AIRCRAFT MOVEMENT AREA:**
  - U2 and SC1 (between Taxiways WA and C6)
  - W1, W2, V3 and WP (between Taxiways W1 and W3)

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**DIAGRAM 3**

**LAYOUT OF WORK AREAS AND CLOSURE OF TAXIWAYS**

6 FEB 06 0900 UTC TO 13 MAR 06 0859 UTC

- **TAXIWAYS CLOSED:**
  - U2 and SC1 (between Taxiways WA and C6)
  - A1
  - NC1 (between Taxiways EA and WA), N1 (between Taxiways NC1 and NC2) and N3 (between Taxiways NC1 and NC2)
  - W1, W2, V3 and WP (between Taxiways W1 and W3)

- **WORK AREAS LOCATED OUTSIDE AIRCRAFT MOVEMENT AREA:**
  - U2 and SC1 (between Taxiways WA and C6)
  - W1, W2, V3 and WP (between Taxiways W1 and W3)

- **TAXIWAYS CLOSED DAILY FROM 0200 UTC TO 0900 UTC:**
  - A7 (between Taxiways A2 and NC3)
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Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
**Malaysia, Singapore, Indonesia**

Seletar
- WS(D)-34
- WS(R)-38
- WS(P)-36

158° VTK
- 116.5° VTK

Paya Lebar
- 203° VTK
- 627' IF

Minimum Alt
- 2000' (1985')
- MDA(H) 580' (565')

Apt Elev
- 22'
- RWY 20C 15'

MSA VTK VOR
- 090° 180° 360° 1900'
- 2100' 3400'
- 1900'

STRaight-in landing RWY
- MDA(H) 580' (565')
- ALS out 1500m
- RVR VIS 1600m 2400m 2800m

RAV 116.5 VTK
- 118° 119° 124.3°

Final Apch Crs
- 203°

Descent Gradient
- 5.2% 3.6% 4.7% 5.2% 6.2% 7.3%
- 5.6% 4:48 3:44 3:22 2:48 2:24 2:06

Gnd speed-Kts
- 70 90 100 120 140 160

PAPI REIL
- 860' 1820'

D2.0 BEFORE VTK
- 573'

D116.5 VTK
- 158° 104°

D2.6 VTK
- 338°

D9.1 VTK
- 380°

D3.0 VTK
- 090° 180° 360°

116.5° VTK
- 119° 120° 124.3°

**Maps and Diagrams**

**Procedure.**

29 JUL 05

Eff. 4 Aug.

Climb to 4000' via VTK R-203 to ESLUX (D6.7 VTK).

directed by ATC.

At ESLUX (1000' or above) turn LEFT heading 130° to intercept

**NOT TO SCALE**

**CHANGES:**

- Maritime vessels of variable heights in water north and south of RWY.
- For aircraft the Republic of Singapore Air Force (RSAF) Aircraft 02R/20L is solely for use by

CAUTION: Changi East RWY

**Operating Instructions**

- Rate of climb: 2000' per min. below 18000' MSL.
- Rate of descent: 1500' per min. above 18000' MSL.
- Keep VTK with 2000' or more separation from all airport operations.
- 1000’ or more separation from all airport operations.
- 1500’ or more separation from all airport operations.
- 2000’ or more separation from all airport operations.
- 2500’ or more separation from all airport operations.
- 3000’ or more separation from all airport operations.

**NOTICE**

- After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.