SINGAPORE CHANGI AIRPORT - REVISIONS TO THE INSTRUMENT LANDING SYSTEM (ILS) INSTRUMENT APPROACH PROCEDURES (IAPs) FOR RUNWAY 20C AND RUNWAY 20R

1 INTRODUCTION
1.1 The purpose of this AIP Supplement is to provide details on the revisions to the instrument approach procedures (IAPs) for WSSS ICC ILS/DME RWY 20C and WSSS ICH ILS/DME RWY 20R due to changes in the missed approach climb gradient for the two IAPs.

1.2 The revised WSSS ICC ILS/DME RWY 20C and WSSS ICH ILS/DME RWY 20R IAPs shall be effective from 0000UTC, 10 November 2016.

2 DETAILS ON THE REVISED IAPs
2.1 The revisions to the missed approach climb gradients for the two IAPs are to allow better air traffic management at and around Singapore Changi Airport and carried out in accordance to ICAO’s Procedure for Air Navigation – Aircraft Operations (PANS-OPS Doc 8168).

2.2 The Missed Approach Climb Gradient for WSSS ICC ILS/DME RWY 20C has been revised from “2.5%” to “2.8%”.

2.3 The Missed Approach Climb Gradient for WSSS ICH ILS/DME RWY 20R has been revised from “2.5%” to “3.7%”.

2.4 The pilot-in-command shall fly in strict accordance to the restrictions imposed in the IAPs. In the event that the aircraft is not able to meet the revised missed approach climb gradient, the pilot-in-command shall observe the higher Obstacle Clearance Altitude/Height (OCA/H) for missed approaches executed at 2.5% climb gradient.

2.5 The IAP charts for WSSS ICH ILS/DME RWY 20R and WSSS ICC ILS/DME RWY 20C will be updated to denote the revised Missed Approach Climb Gradient required (see charts in Appendix A).

3 CANCELLATION
3.1 This AIP Supplement 076/2016 will remain current until the information is incorporated into AIP Singapore.
For aircraft which can only achieve a 2.5% (152 ft/NM) climb gradient, the CAT I OCA (OCH) is 315ft (300ft).

This procedure requires a missed approach climb gradient of 2.8% (171 ft/NM) until passing 2,000ft.