

GENERAL**Operational Hours****ATS Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** 2100-1500**PCN:** RWY 01L/19R: 97/F/G/X/T

RWY 01R/19L: 88/F/B/X/T

Customs: 2330-0800, other times O/R**Operation****Traffic Note**

Low Level Windshear Alert System (LLWAS) in operation.

Preferential RWY

LDG: RWY 01R/19L.

TKOF: RWY 01L/19R.

Runway Status Lights (RWSL): RWSL system installed. See AGC for details.**TWY Restrictions**

While taxiing in the apron area, follow yellow guidelines strictly.

ACFT with wingspan above 55m / 181ft strictly follow TWY CL and reduce taxi speed if taxiing behind stands 63-68, 90 and 91.

CAT 2/3 OPS: TWY A2/A3 for DEP; TWY A6-A10 for ARR ACFT.

Wing-tip CLR at TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows:

When B763 HLDG at the INNER HOLDLINE on TWY A1.

Wingspan (WS) of ACFT taxiing on TWY D3-D4	WS ≤38m	38m <WS ≤47m	WS >47m
Wing-tip CLR	Wing-tip CLR ≥15m	10.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <10.5m

When B763 HLDG at stop marking on TWY A2.

Wingspan (WS) of ACFT taxiing on TWY D4-D5	WS ≤19m	19m <WS ≤36m	WS >36m
Wing-tip CLR	Wing-tip CLR ≥15m	6.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <6.5m

When B738 HLDG at stop marking on TWY A2 or A3.

Wingspan (WS) of ACFT taxiing on TWY D4-D6	WS ≤52m	52m <WS ≤69m	WS >69m
Wing-tip CLR	Wing-tip CLR ≥15m	6.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <6.5m

GENERAL

When B738 HLDG at stop marking on TWY A8S.

Wingspan (WS) of ACFT taxiing on TWY D9-D10	WS ≤54m	54m <WS ≤71m	WS >71m
Wing-tip CLR	Wing-tip CLR ≥15m	6.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <6.5m

When B763 HLDG at stop marking on TWY A9.

Wingspan (WS) of ACFT taxiing on TWY D10-D11	WS ≤12m	12m <WS ≤29m	WS >29m
Wing-tip CLR	Wing-tip CLR ≥15m	6.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <6.5m

Taxi/Parking

Stands 55-62: In order to avoid jet blast damage, power-out PROC, only AVBL for ACFT with a turn radius of less than 26m / 85ft and capable of maneuvering within 34m / 112ft of lead-in line.

While taxiing with nosewheel on TWY CL clearance of edge of TWY and outer wing gear is less than 4.5m / 15ft:

B777-300 on following TWYs (judgmental steering necessary): E2-E9, L1, K1

APU: The APU should be operated following time periods when the ACFT is on STD with fixed power facilities.

- Use of APU restricted to 30 min prior ETD.
- Fixed ground PWR available at STD 2, 3, 5 to 12 and STD 14 to 19. Minimum time required for switching over to the power facilities.

Warnings

Do not mistake RWY 01L/R, 19L/R of New Chitose AD with parallel RWY 18L/R, 36L/R to Chitose AD. Use caution while taxiing on TWY D1 or TWY J1 due to crossing vehicles crossing TWY D1 or J1.

ARRIVAL**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Communication

COM Failure: If radio COM with Chitose RADAR lost for 1min:

- Contact Chitose RADAR/TWR;
- If unable proceed VFR;
- If unable proceed to Chitose VOR/DME at last assigned ALT, or 7000ft whichever is higher, and execute APCH.

NOTE: Procedures other than above will be issued when situation requires.

ARRIVAL

Arrival Procedure

Critical DME and DME Gap for DME/DME/IRU Navigation on RNAV STARS**BAMBI SOUTH**

- Critical DME
 CHE, MKE: 19NM to BAMBI - BAMBI
- DME GAP
 NAVER - 19NM to BAMBI

BAMBI NORTH

- Critical DME
 SPE: KURIS - 10NM to GUFFI
 CHE: 13NM to YOSHA - 3NM to YOSHA
 HOKKI - BAMBI
 MKE: HOKKI - BAMBI
- DME GAP
 3NM to YOSHA - HOKKI

YOTEI SOUTH

- Critical DME
 CHE, MKE: 19NM to YOTEI - YOTEI
- DME GAP
 NAVER - 19NM to YOTEI

YOTEI NORTH

- Critical DME
 SPE: KURIS - 10NM to GUFFI
 CHE: 13NM to YOSHA - 3NM to YOSHA
 HOKKI - YOTEI
 MKE: HOKKI - YOTEI
- DME GAP
 3NM to YOSHA - HOKKI

YUNAY SOUTH

- Critical DME
 CHE: 18.5NM to URESY - 15.5NM to URESY
 10NM to GUFFI - GUFFI
 MKE: 18.5NM to URESY - 3NM to YOSHA
 1NM to YOSHA - YOSHA
- DME GAP
 NAVER - 18.5NM to URESY
 3NM to YOSHA - 1NM to YOSHA
 YOSHA - 10NM to GUFFI

KAORY NORTH

- Critical DME
 SPE: KURIS - KAORY

ARRIVAL

KAORY ALFA

- Critical DME

SPE: C9R55 - KAORY

MKE: 10NM to MKE - 3NM to MKE
10NM to C9R52 - 8NM to C9R52

- DME GAP

3NM to MKE - 10NM to C9R52

KAORY BRAVO

- Critical DME

SPE: C9R55 - KAORY

- DME GAP

CHE - 11NM to C9R53

NAVER

- Critical DME

CHE: 18.5NM to URESY - 15.5NM to URESY
10NM to GUFFI - GUFFI

MKE: 18.5NM to URESY - 3NM to YOSHA
1NM to YOSHA - YOSHA

SPE: YOHCK - KAORY

- DME GAP

NAVER - 18.5NM to URESY
3NM to YOSHA - 1NM to YOSHA
YOSHA - 10NM to GUFFI

NAGANUMA SOUTH

- Critical DME

CHE: 18.5NM to URESY - 15.5NM to URESY
10NM to GUFFI - GUFFI

1NM to NACKS - NACKS
MKE: 18.5NM to URESY - 3NM to YOSHA
1NM to YOSHA - YOSHA

SPE: YOHCK - NACKS

- DME GAP

NAVER - 18.5NM to URESY
3NM to YOSHA - 1NM to YOSHA
YOSHA - 10NM to GUFFI

NAGANUMA NORTH

- Critical DME

CHE: 1NM to NACKS - NACKS

SPE: KURIS - NACKS

NACKS ALFA

- Critical DME

SPE: C9R55 - NACKS

MKE: 10NM to MKE - 3NM to MKE
10NM to C9R52 - 8NM to C9R52

- DME GAP

3NM to MKE - 10NM to C9R52

ARRIVAL

NACKS BRAVO

- Critical DME

SPE: C9R55 - NACKS

- DME GAP

CHE - 11NM to C9R53

ILS Z or LOC Z RWY 19L

- Critical DME

ASIRI - PUNCH: 1.2NM to PUNCH - PUNCH**BANSU - PUNCH:** BANSU - 2NM to PUNCH**KAORY - PUNCH:** KAORY - 1NM to PUNCH**YUNEY - PUNCH:** 4.8NM to PUNCH - PUNCH

- DME GAP

ASIRI - PUNCH: ASIRI - 1.2NM to PUNCH**BANSU - PUNCH:** 2NM to PUNCH - PUNCH**KAORY - PUNCH:** 1NM to PUNCH - PUNCH**Noise Abatement Procedure:** See CRAR and in addition;

Use following STARs between 1300-2200:

RWY 01R/01L: Leading to YUKII WEST or YUKII EAST.

RWY 19R/19L: Leading to KAORY A/B, NACKS A/B, NAGANUMA NORTH, CHITOSE, YUBARI or KURIS.

Except ACFT in EMERG or an unavoidable situation.

NOTE: "Emergency or unavoidable situations" shall be limited to the following cases:

- Encountered with an abnormal situation.
- An abnormal situation which arose among crew or passengers.
- Operating for the purpose of search-and-rescue activities, etc.
- For typhoon evacuation or other unavoidable reasons.

Visual APCH not permitted between 1300-2200..

Use MNM reverse thrust.

RWY Restriction

In order to avoid misunderstanding, PALS for RWY 01R/19L will be turned on even if in VMC.

In case of specified LDG on RWY 01R/19L, PALS and PAPI for RWY 01L/19R will be normally turned off.

Non-standard GP intercept position on**RWY 01L/01R**GP intercepts RWY 01L/01R at *320m / 1049ft* after landing threshold.Remaining LDG DIST beyond GP is *2680m / 8794ft*.**RWY 19L/19R**GP intercepts RWY 19L/19R at *314m / 1030ft* after landing threshold.Remaining LDG DIST beyond GP is *2686m / 8813ft*.

DEPARTURE**Take-off Minima**

RWY		01L/19R			
		All RNAV departures			
A, B, C	ft - m/km	0 - 150R	-		
D		0 - 200R	-		
		0 - 250R/250v	wo multiple RVR		
		All other departures			
All ACFT + TKOF ALTN		0 - 200R	3 RVR	REDL + RCLL	
		0 - 300R	2 RVR		
		0 - 500R	1 RVR		
		0 - 400v	-		
		0 - 600R/600v	REDL or RCLL		
		0 - 800v	wo LGT, HJ only		
other	Applicable LDG MIN	-			
RWY		01R/19L			
		All RNAV departures			
All ACFT + TKOF ALTN	ft - m/km	0 - 400R/400v	-		
		All other departures			
		0 - 300R	2 RVR	REDL + RCLL	
		0 - 500R	1 RVR		
		0 - 400v	-		
			0 - 600R/600v	REDL or RCLL	
			0 - 800v	wo LGT, HJ only	
other	Applicable LDG MIN	-			

Speed

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

DEPARTURE

Departure Procedure

Critical DME and DME Gap for DME/DME/IRU Navigation on RNAV SIDs

SOSHU

- Critical DME
RWY 01L/01R: **CHE:** 2NM from DER - 2NM to CC01T
- DME GAP
RWY 01L/01R: DER - 2NM from DER
3NM to CHE - CHE
RWY 19L/19R: DER - CHE

REZOT

- Critical DME
RWY 01L/01R: **CHE:** 2NM from DER - 2NM to CC01T
MKE: CHE - 18NM to REZOT
ZYT: CHE - 18NM to REZOT
RWY 19L/19R: **MKE:** 3NM to CC06T - 16NM to REZOT
7NM to REZOT - REZOT
ZYT: 3NM to CC06T - 1NM to CC06T
7NM to REZOT - REZOT
RWY 01L/10R, 19L/19R: **SPE:** 4NM to TEKKO - TEKKO
- DME GAP
RWY 01L/01R: DER - 2NM from DER,
3NM to CHE - CHE
RWY 19L/19R: DER - 3NM to CC06T

JUGGLAR

- Critical DME
RWY 01L/01R: **CHE:** 2NM from DER - 2NM to CC01T
3NM to CC04T - CC04T
MKE: 4NM to CC05T - 23NM to TOBBY
12NM to TOBBY - 4NM to TOBBY
SPE: 18NM to TOBBY - 4NM to TOBBY
RWY 19L/19R: **MKE:** 3NM to CC06T - 3NM to TOBBY
ZYT: 3NM to CC06T - 1NM to CC06T
SPE: 17NM to TOBBY - 3NM to TOBBY
- DME GAP
RWY 01L/01R: DER - 2NM from DER
CC04T - 4NM to CC05T
4NM to TOBBY - TOBBY
RWY 19L/19R: DER - 3NM to CC06T
3NM to TOBBY - TOBBY

DEPARTURE

GEFFY

- Critical DME

RWY 01L/01R: **CHE:** 2NM from DER - 2NM to CC01T**MKE:** 67NM to HWE - 56NM to HWE

47NM to HWE - 36NM to HWE

35NM to HWE - 19NM to HWE

ZYT: 67NM to HWE - 64NM to HWE

41NM to HWE - 36NM to HWE

MRE: 35NM to HWE - HWERWY 19L/19R: **MKE:** 3NM to CC06T - 6NM to YASKN

3NM to YASKN - 1NM to YASKN

YASKN - 46NM to HWE

42NM to HWE - 37NM to HWE

33NM to HWE - 31NM to HWE

ZYT: 3NM to CC06T - 1NM to CC06T

YASKN - 37NM to HWE

HWE: 38NM to HWE - 37NM to HWE

- DME GAP

RWY 01L/01R: DER - 2NM from DER

70NM to HWE - 67NM to HWE

36NM to HWE - 35NM to HWE

RWY 19L/19R: DER - 3NM to CC06T

37NM to HWE - 34NM to HWE

PATRUSH

- Critical DME

RWY 01L/01R: **SPE:** 7NM to KURIS - KURISRWY 19L/19R: **SPE:** 1NM to CC02H - CC02H

7NM to KURIS - KURIS

CHE: 1NM to CC02H - 4NM to CC03H

- DME GAP

RWY 01L/01R: DER - 2NM from DER

RWY 19L/19R: DER - 1NM to CC02H

YOSAN

- Critical DME

RWY 19L/19R: **MKE:** 3NM to CC06T - 6NM to YASKN

3NM to YASKN - 1NM to YASKN

YASKN - 3NM to YOSAN

5NM to TOBBY - 3NM to TOBBY

ZYT: 3NM to CC06T - 1NM to CC06T

YASKN - 5NM to MISTA

SPE: 5NM to TOBBY - 3NM to TOBBY**HWE:** 19NM to TOBBY - 17NM to TOBBY

4NM to TOBBY - TOBBY

- DME GAP

RWY 19L/19R: DER - 3NM to CC06T

01-MAR-2018

CTS-RJCC

1-90

A0I**A0I****DEPARTURE**

Noise Abatement Procedure: See CRAR and in addition;

Use following SIDs between 1300-2200:

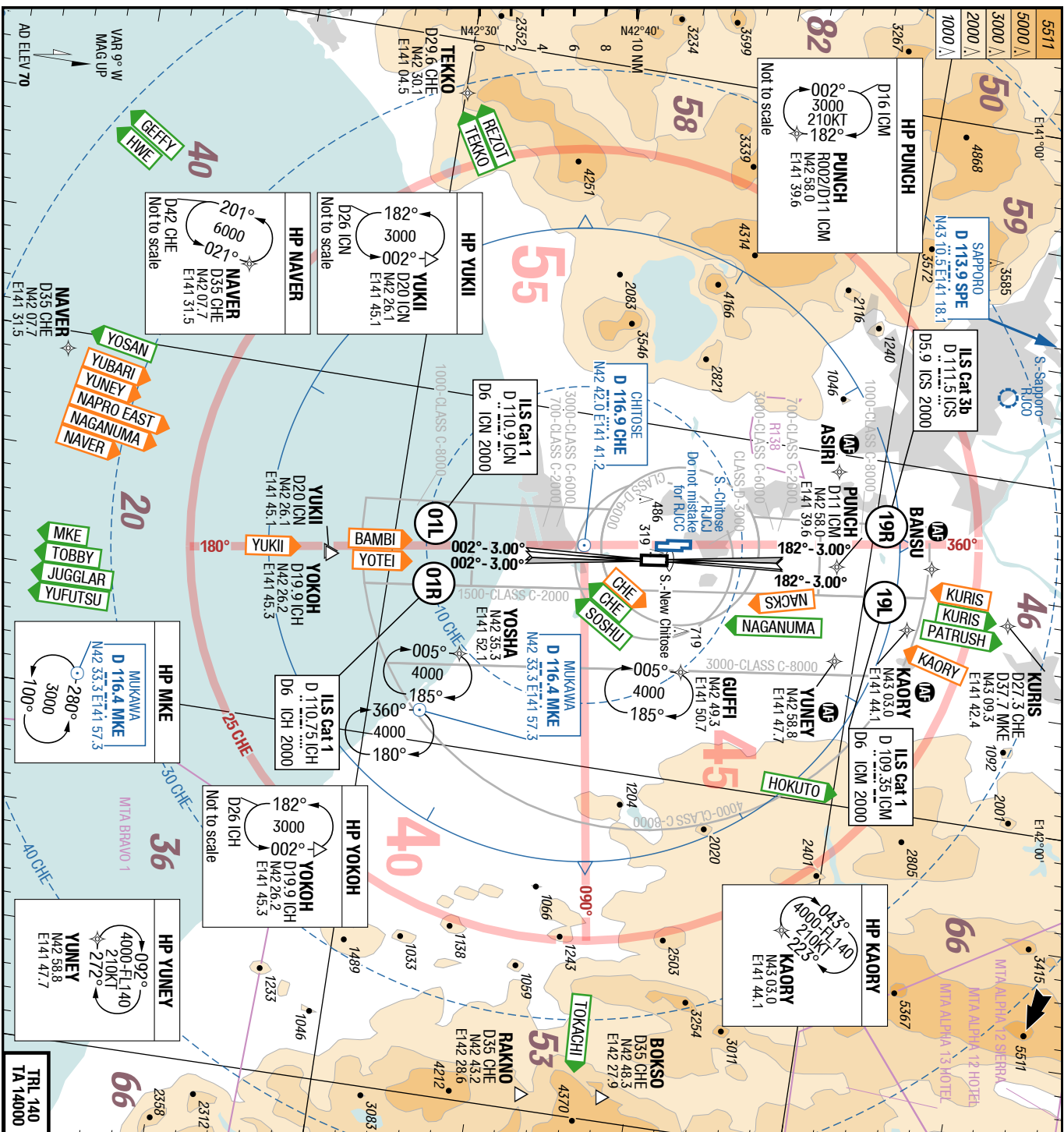
RWY 01R/01L: NAGANUMA, HOKUTO.

RWY 19R/19L: YUFUTSU, HOKUTO.

Except ACFT in EMERG or an unavoidable situation.

De-Icing

AVBL.



D-ATIS	128.600	2200-1400
Chitose CTL	127.700	2300-1100
Chitose RAD	120.100	
	119.100	
	119.500	
	124.000	
	125.300	
	134.100	
Chitose APP	120.100	
	124.700	
Chitose DEP	124.700	
	118.800	
	126.200	
Chitose TWR	125.300	
Chitose GND	121.600	
Chitose DLV	121.900	

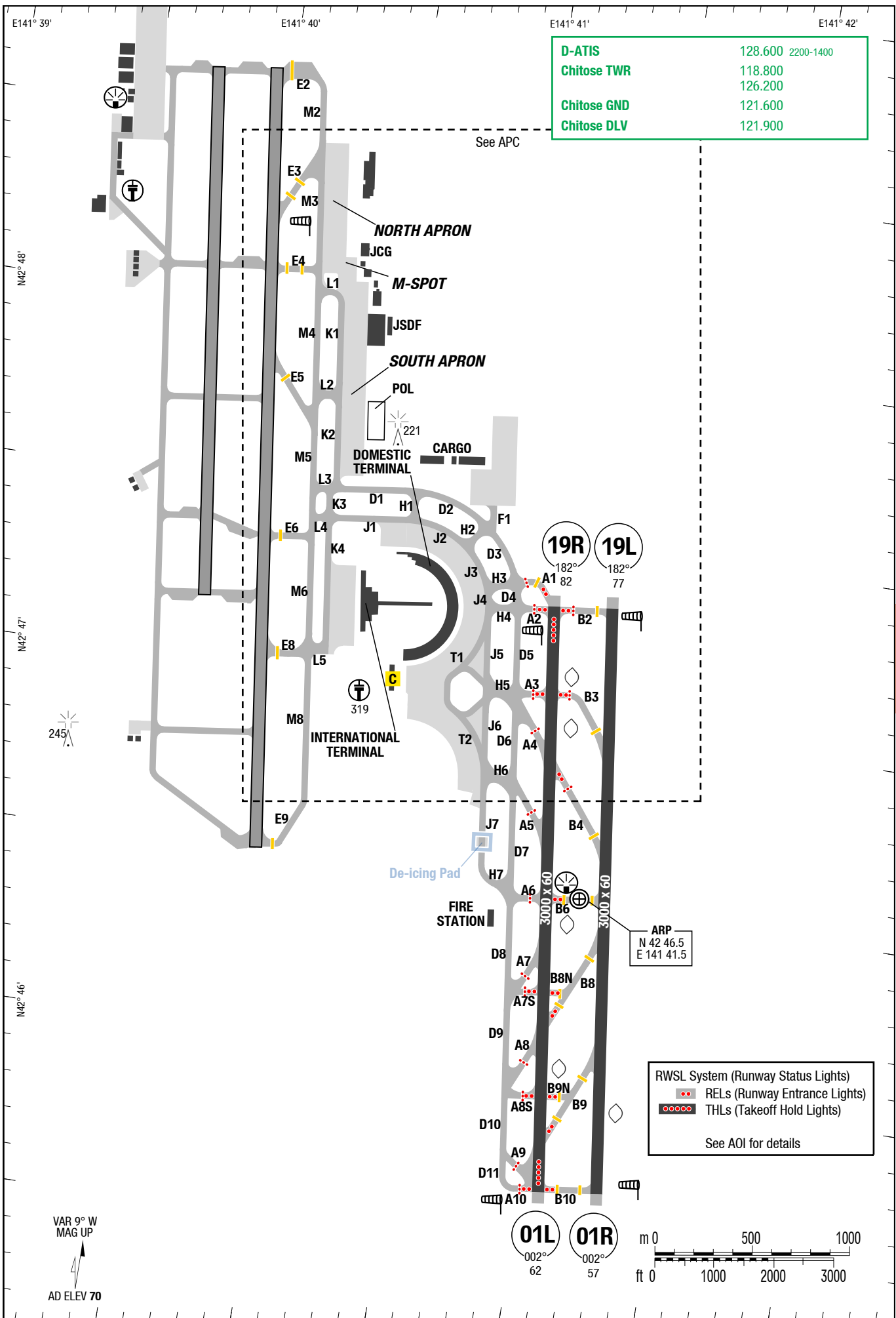
Landing RWY system:

01L	3000 x 60	3.0°	60 HL
HL-P1F	62 / 2hPa	TDZ ---%	+0.2%

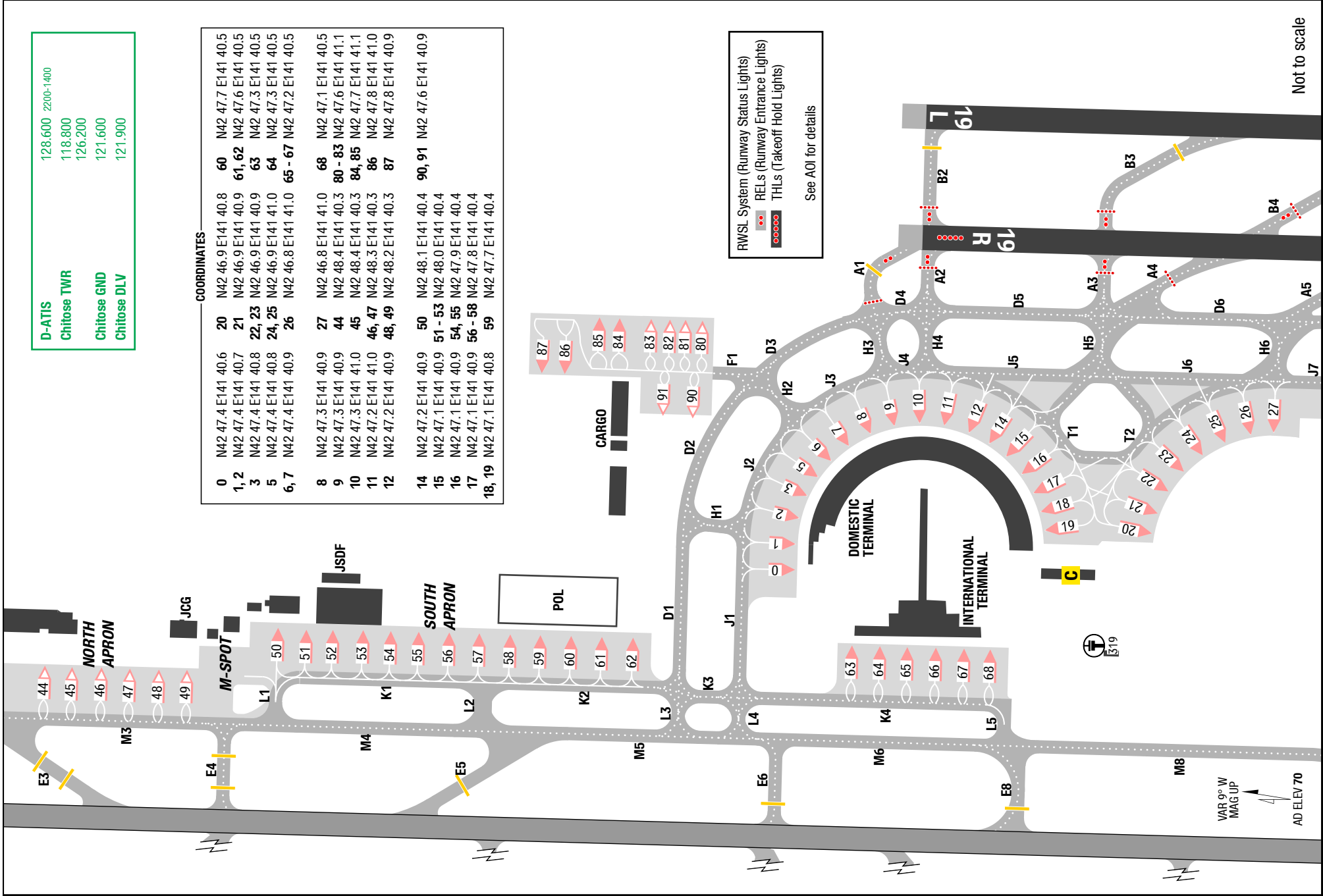
01R	3000 x 60	3.0°	60 HL
HL-P1F	82 / 3hPa	TDZ ---%	HL-P2F

01R	3000 x 60	3.0°	60 HL
HL-P1F	57 / 2hPa	TDZ ---%	+0.2%

19L	60 x 3000	3.0°	60 HL
HL-S	77 / 3hPa	TDZ ---%	570



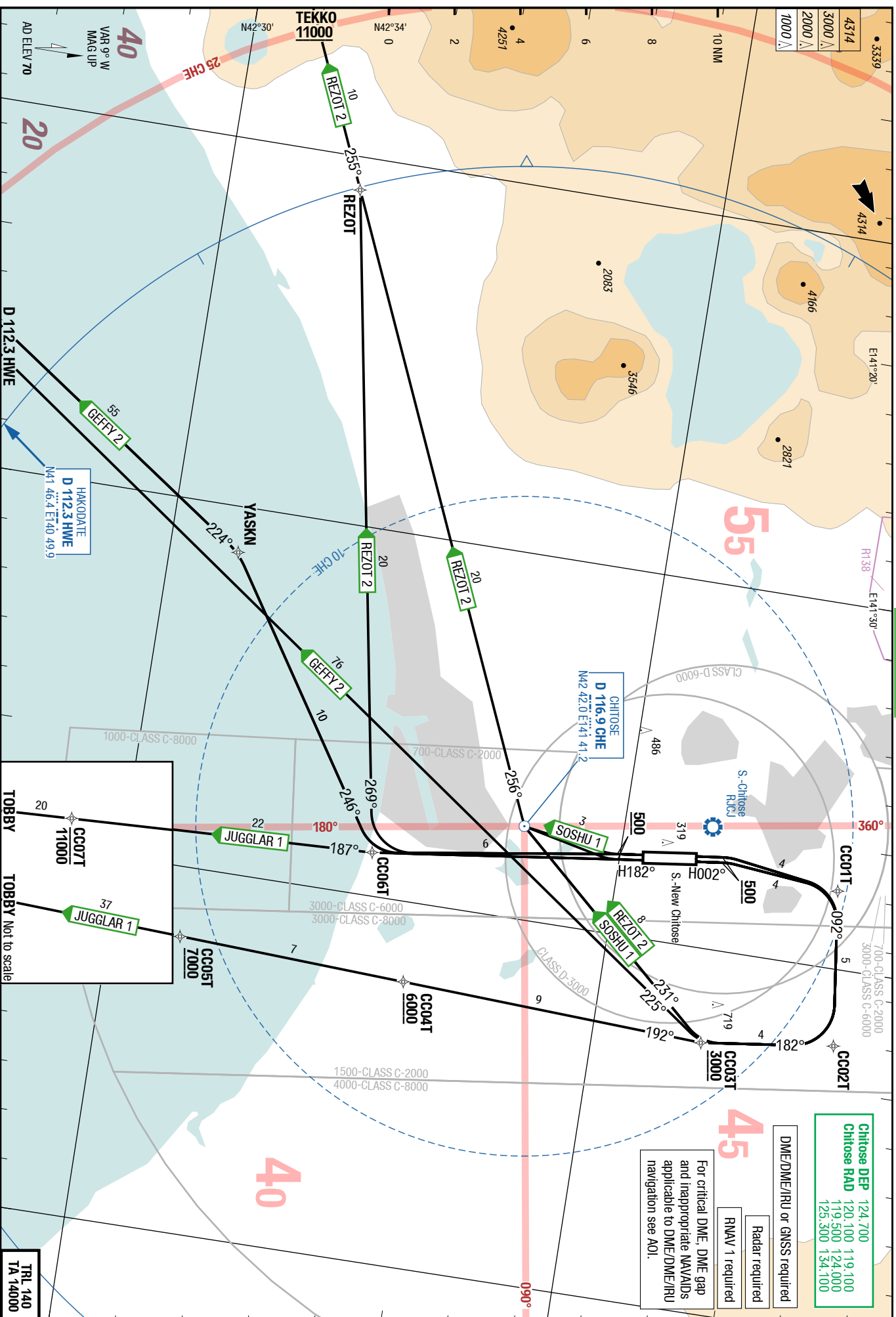
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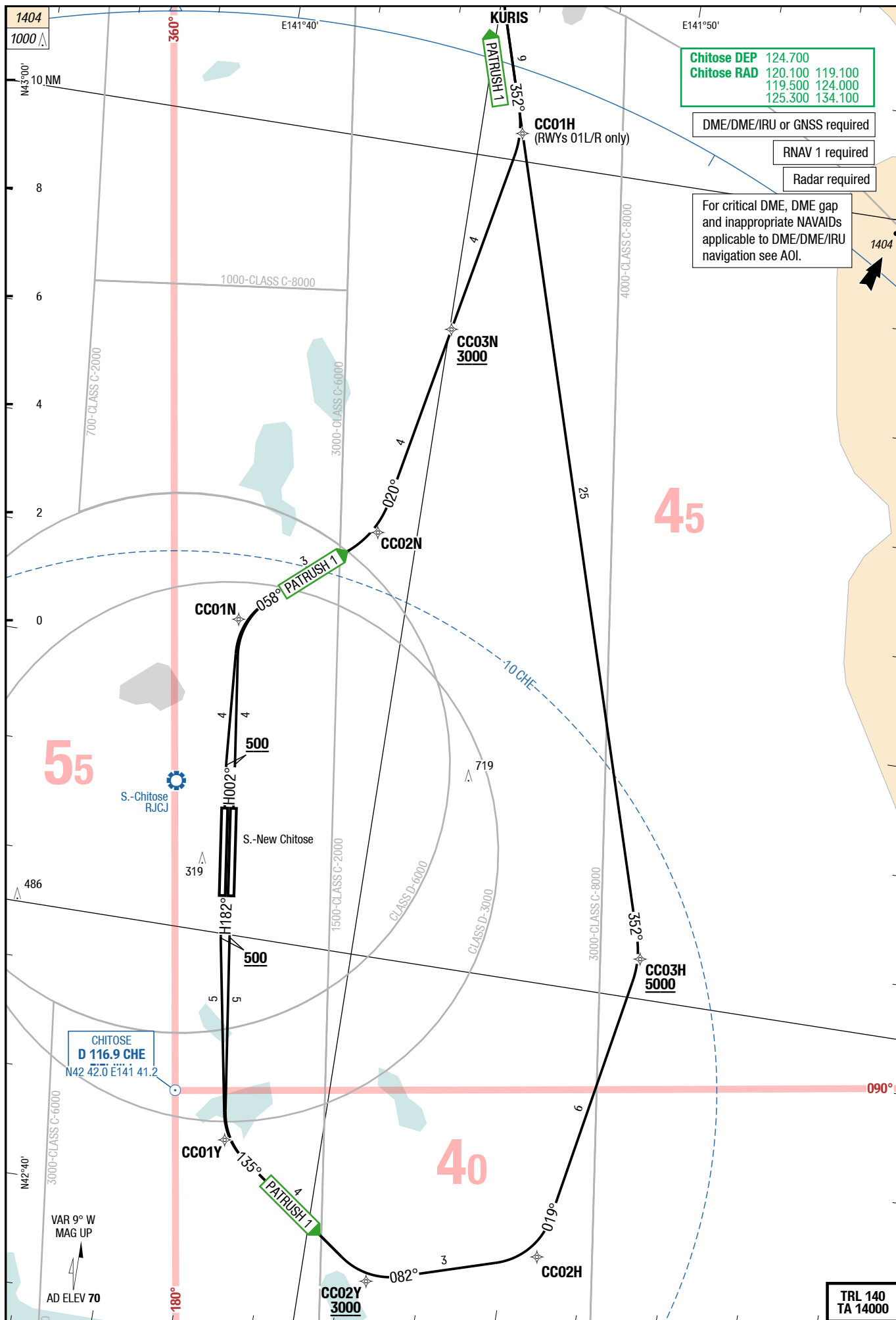
New Chitose **Sapporo** Japan

PATRUSH 1 RNAV

GEFFY2/REZOT2/SOSHU1/JUGGLAR1 RNAV



TRL 140
TA 14000



Effective 02-MAR-2017

23-FEB-2017

CTS-RJCC

Japan Sapporo New Chitose

SIDs RWYs 01L/R

YOSAN 1 RNAV

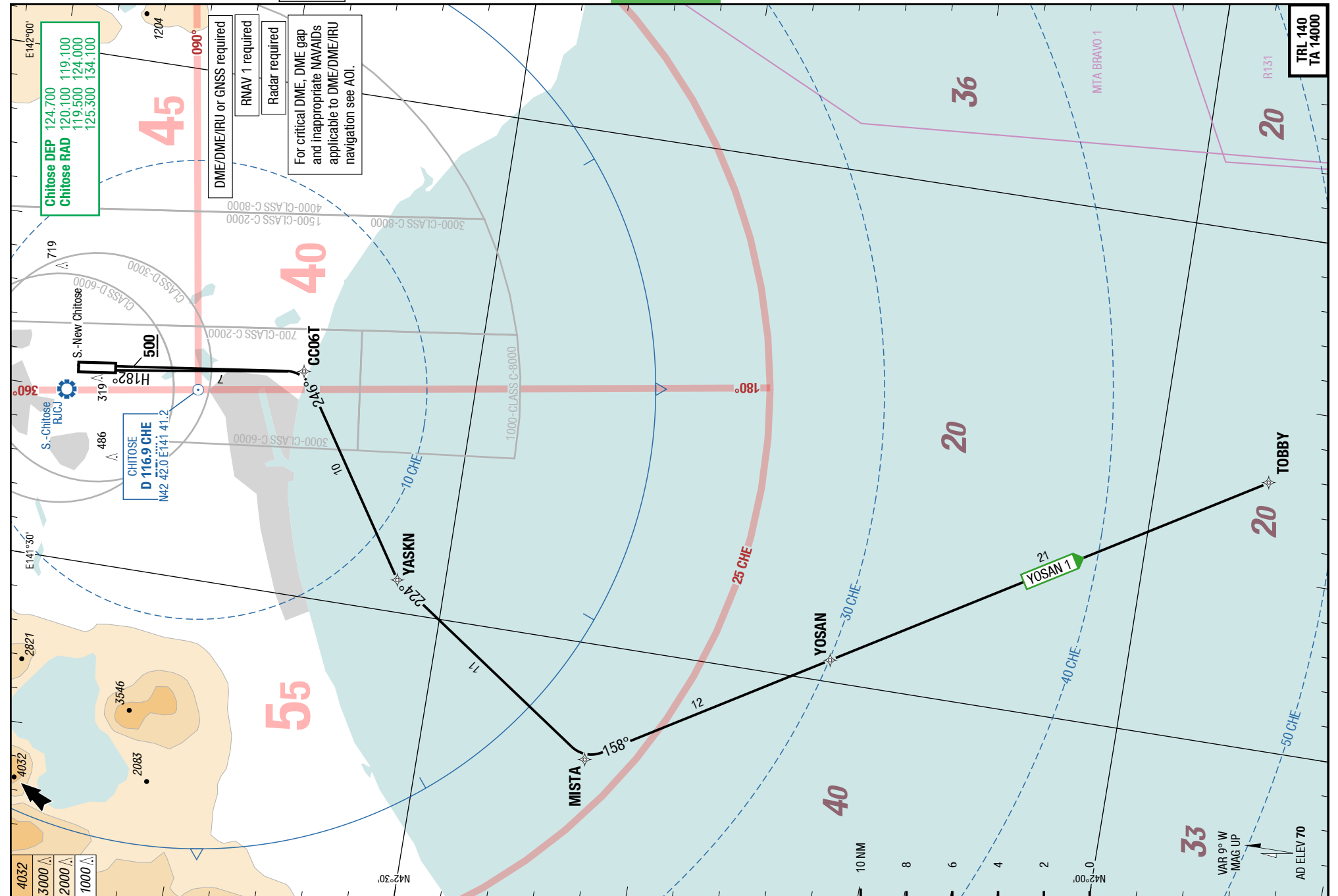
SID

SID

New Chitose Sapporo Japan

SIDs RWYs 01L/R

YOSAN 1 RNAV



Changes: New

Effective 02-MAR-2017

23-FEB-2017

CTS-RJCC

Japan Sapporo New Chitose

New Chitose Sapporo Japan

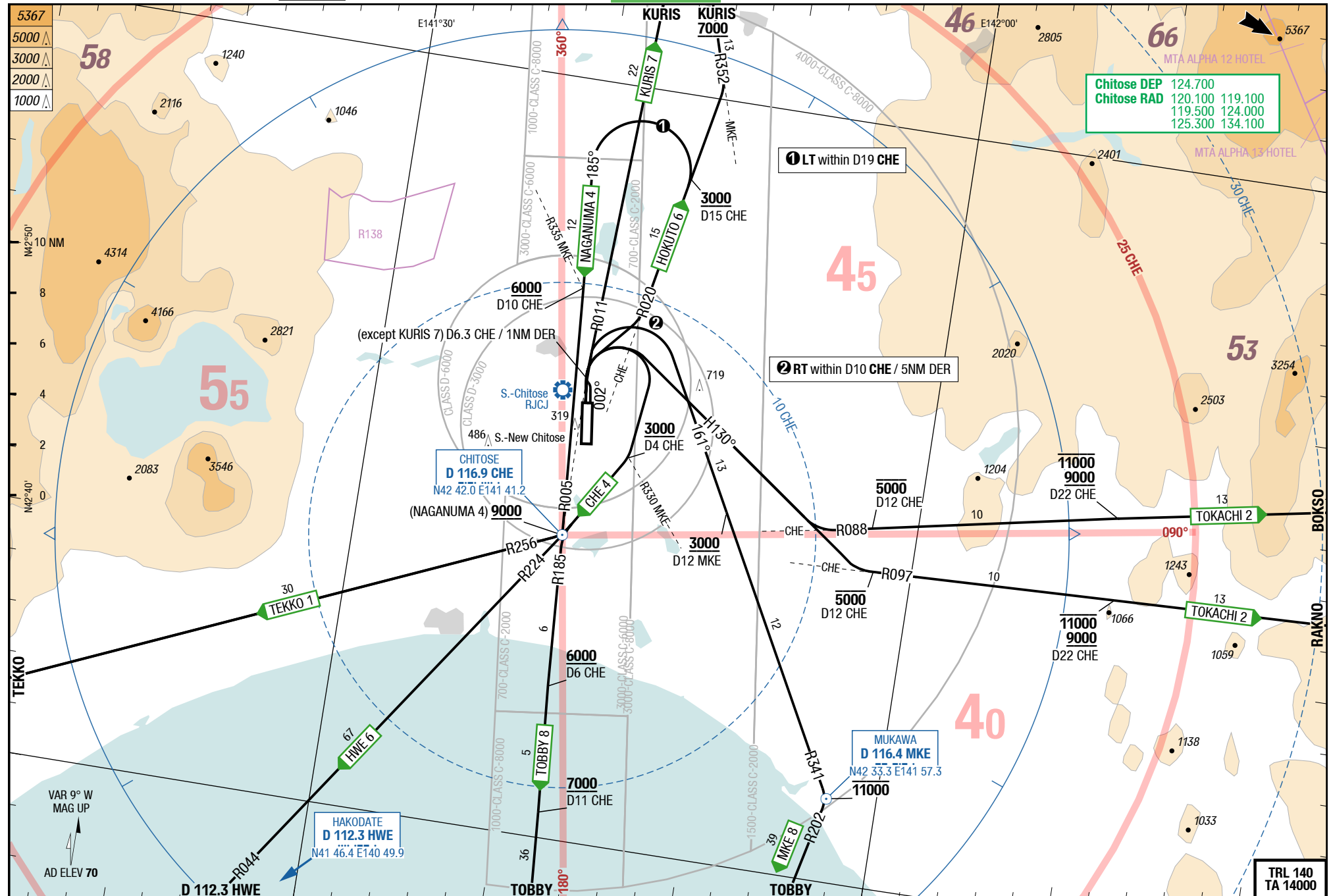
4-40

SIDs RWYs 01L/R

SID

SID

SIDs RWYs 01L/R



Changes: PROC, PROC renamed, PROC renumbered, Editorial

CTS-RJCC

NIL

4-50

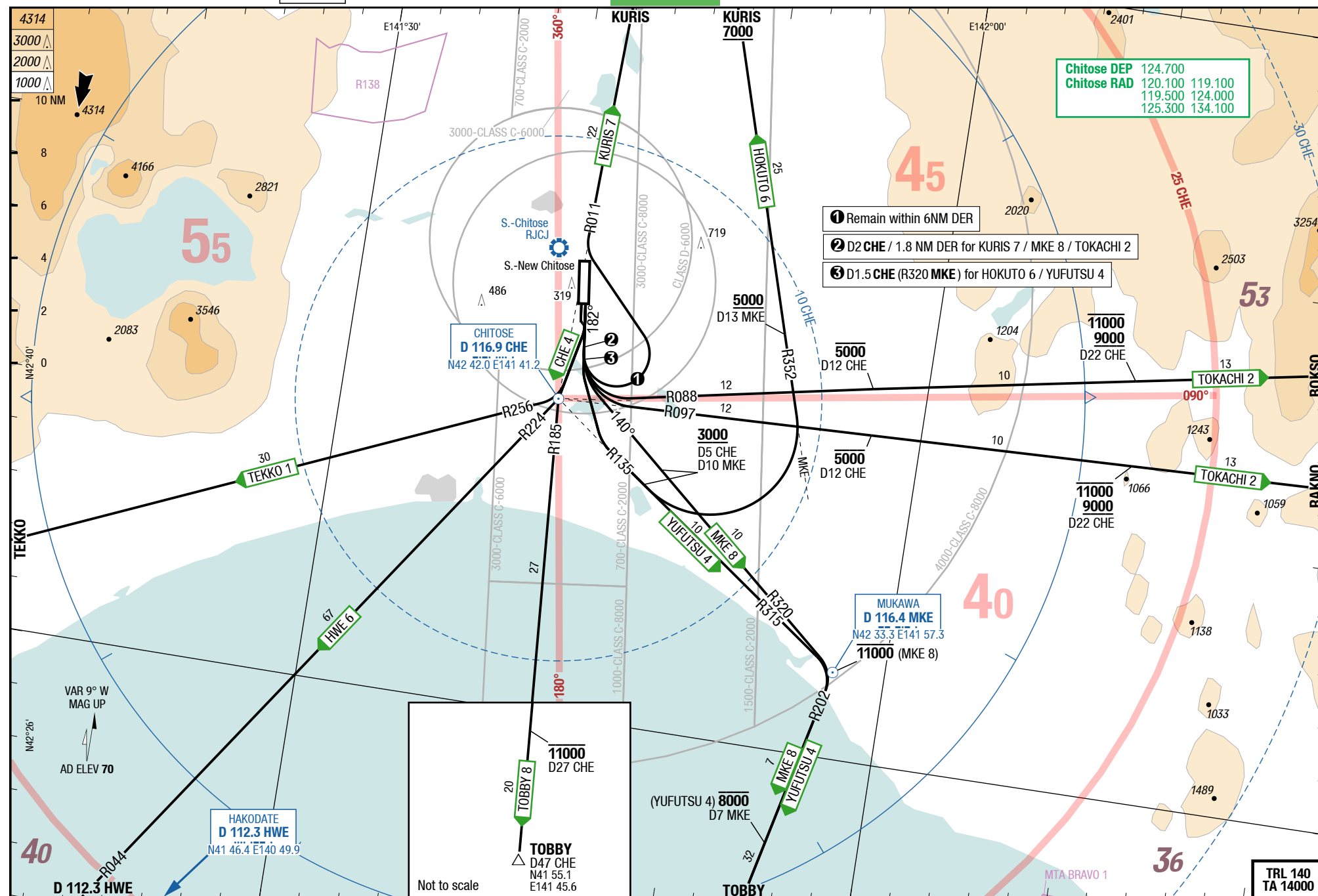
SIDs RWYs 19L/R

SID

SID

NIL

SIDs RWYs 19L/R



Changes: PROC, OBST, PROC renumbered, TOPO, Editorial

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GEFFY 2 / JUGGLAR 1 / REZOT 2 / SOSHU 1

RWYs 01L/R (002°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01L	
GEFFY 2 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - HWE FMS [A500+] - CC01T - CC02T - CC03T - HWE	CC03T MNM 3000 CC03T MNM 3000
JUGGLAR 1 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - CC04T - CC05T - TOBBY FMS [A500+] - CC01T - CC02T - CC03T - CC04T - CC05T - TOBBY	CC03T MNM 3000 CC04T MNM 6000 CC05T MNM 7000 CC03T MNM 3000 CC04T MNM 6000 CC05T MNM 7000
REZOT 2 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - CHE - REZOT - TEKKO FMS [A500+] - CC01T - CC02T - CC03T - CHE - REZOT - TEKKO	CC03T MNM 3000 TEKKO MNM 11000 CC03T MNM 3000 TEKKO MNM 11000
SOSHU 1 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - CHE FMS [A500+] - CC01T - CC02T - CC03T - CHE	CC03T MNM 3000 CC03T MNM 3000
	Runway 01R	
GEFFY 2 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - HWE FMS [A500+] - CC01T - CC02T - CC03T - HWE	CC03T MNM 3000 CC03T MNM 3000
JUGGLAR 1 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - CC04T - CC05T - TOBBY FMS [A500+] - CC01T - CC02T - CC03T - CC04T - CC05T - TOBBY	CC03T MNM 3000 CC04T MNM 6000 CC05T MNM 7000 CC03T MNM 3000 CC04T MNM 6000 CC05T MNM 7000

CTS-RJCC

5-20

GEFFY2/REZOT2/SOSHU1/JUGGLAR1 RNAV

REZOT 2 / SOSHU 1 / GEFFY 2 / JUGGLAR 1

RWYs 01R (002°) / 19L/R (182°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01R	
REZOT 2 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - CHE - REZOT - TEKKO FMS [A500+] - CC01T - CC02T - CC03T - CHE - REZOT - TEKKO	CC03T MNM 3000 TEKKO MNM 11000 CC03T MNM 3000 TEKKO MNM 11000
SOSHU 1 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01T - CC02T - CC03T - CHE FMS [A500+] - CC01T - CC02T - CC03T - CHE	CC03T MNM 3000 CC03T MNM 3000
	Runway 19L	
GEFFY 2 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC06T - YASKN - HWE FMS [A500+] - CC06T - YASKN - HWE	
JUGGLAR 1 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC06T - CC07T - TOBBY FMS [A500+] - CC06T - CC07T - TOBBY	CC07T MAX 11000 CC07T MAX 11000
REZOT 2 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC06T - REZOT - TEKKO FMS [A500+] - CC06T - REZOT - TEKKO	TEKKO MNM 11000 TEKKO MNM 11000
SOSHU 1 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CHE FMS [A500+] - CHE	
	Runway 19R	
GEFFY 2 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC06T - YASKN - HWE FMS [A500+] - CC06T - YASKN - HWE	
JUGGLAR 1 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC06T - CC07T - TOBBY FMS [A500+] - CC06T - CC07T - TOBBY	CC07T MAX 11000 CC07T MAX 11000

Changes: PROC, PROC renumbered

CTS-RJCC

5-30

GEFFY2/REZOT2/SOSHU1/JUGGLAR1 RNAV

REZOT 2 / SOSHU 1

RWY 19R (182°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19R	
REZOT 2 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC06T - REZOT - TEKKO FMS [A500+] - CC06T - REZOT - TEKKO	TEKKO MNM 11000 TEKKO MNM 11000
SOSHU 1 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CHE FMS [A500+] - CHE	

CTS-RJCC

5-40

PATRUSH 1 RNAV

SIDPT

PATRUSH 1

RWYs 01L/R (002°) / 19L/R (182°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01L	
PATRUSH 1 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01N - CC02N - CC03N - CC01H - KURIS	CC03N MNM 3000
	Runway 01R	
PATRUSH 1 5.0% to 500 124.700	HDG 002° - at MNM 500 direct CC01N - CC02N - CC03N - CC01H - KURIS	CC03N MNM 3000
	Runway 19L	
PATRUSH 1 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC01Y - CC02Y - CC02H - CC03H - KURIS	CC02Y MNM 3000 CC03H MNM 5000
	Runway 19R	
PATRUSH 1 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC01Y - CC02Y - CC02H - CC03H - KURIS	CC02Y MNM 3000 CC03H MNM 5000

YOSAN 1

RWYs 19L/R (182°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19L/19R	
YOSAN 1 5.0% to 500 124.700	HDG 182° - at MNM 500 direct CC06T - YASKN - MISTA - YOSAN - TOBBY FMS [A500+] - CC06T - YASKN - MISTA - YOSAN - TOBBY	

CTS-RJCC

5-60

SIDs RWYs 01L/R

CHITOSE 4 / HAKODATE 6 / HOKUTO 6 / KURIS 7 / MUKAWA 8 / NAGANUMA 4 / TEKKO 1 / TOBBY 8 / TOKACHI 2

RWYs 01L/R (002°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01L/01R	
CHITOSE 4 CHE 4 124.700 ①	at D6.3 CHE / 1NM DER RT (within D10 CHE / 5NM DER) direct CHE	D4 CHE (R330 MKE) MNM 3000
HAKODATE 6 HWE 6 124.700	at D6.3 CHE / 1NM DER RT (within D10 CHE / 5NM DER) direct CHE - R224 CHE to HWE	D4 CHE (R330 MKE) MNM 3000
HOKUTO 6 124.700	at D6.3 CHE / 1NM DER RT intercept R020 CHE - LT intercept R352 MKE to KURIS	R020/D15 CHE MNM 3000 KURIS MNM 7000
KURIS 7 124.700	R011 CHE to KURIS	
MUKAWA 8 MKE 8 124.700	at D6.3 CHE / 1NM DER RT (within D10 CHE / 5NM DER) intercept R341 MKE to MKE - R202 MKE to TOBBY	R341/D12 MKE MNM 3000 MKE MAX 11000
NAGANUMA 4 124.700	at D6.3 CHE / 1NM DER RT intercept R020 CHE - at R020/D15 CHE LT (within D19 CHE) intercept R005 CHE to CHE	R020/D15 CHE MNM 3000 R005/D10 CHE (R335 MKE) MNM 6000 CHE MNM 9000
TEKKO 1 124.700	at D6.3 CHE / 1NM DER RT (within D10 CHE / 5NM DER) direct CHE - R256 CHE to TEKKO	D4 CHE (R330 MKE) MNM 3000
TOBBY 8 124.700 ①	at D6.3 CHE / 1NM DER RT (within D10 CHE / 5NM DER) direct CHE - R185 CHE to TOBBY	D4 CHE (R330 MKE) MNM 3000 R185/D6 CHE MNM 6000 R185/D11 CHE MNM 7000
TOKACHI 2 124.700	at D6.3 CHE / 1NM DER RT HDG 130° intercept R088 CHE to BOKSO or at D6.3 CHE / 1NM DER RT HDG 130° intercept R097 CHE to RAKNO	R088/D12 CHE MAX 5000 R088/D22 CHE between 9000 and 11000 R097/D12 CHE MAX 5000 R097/D22 CHE between 9000 and 11000

① Aircraft unable to comply with the flight restriction, inform ATC for alternate procedure before departure.

CTS-RJCC

5-70

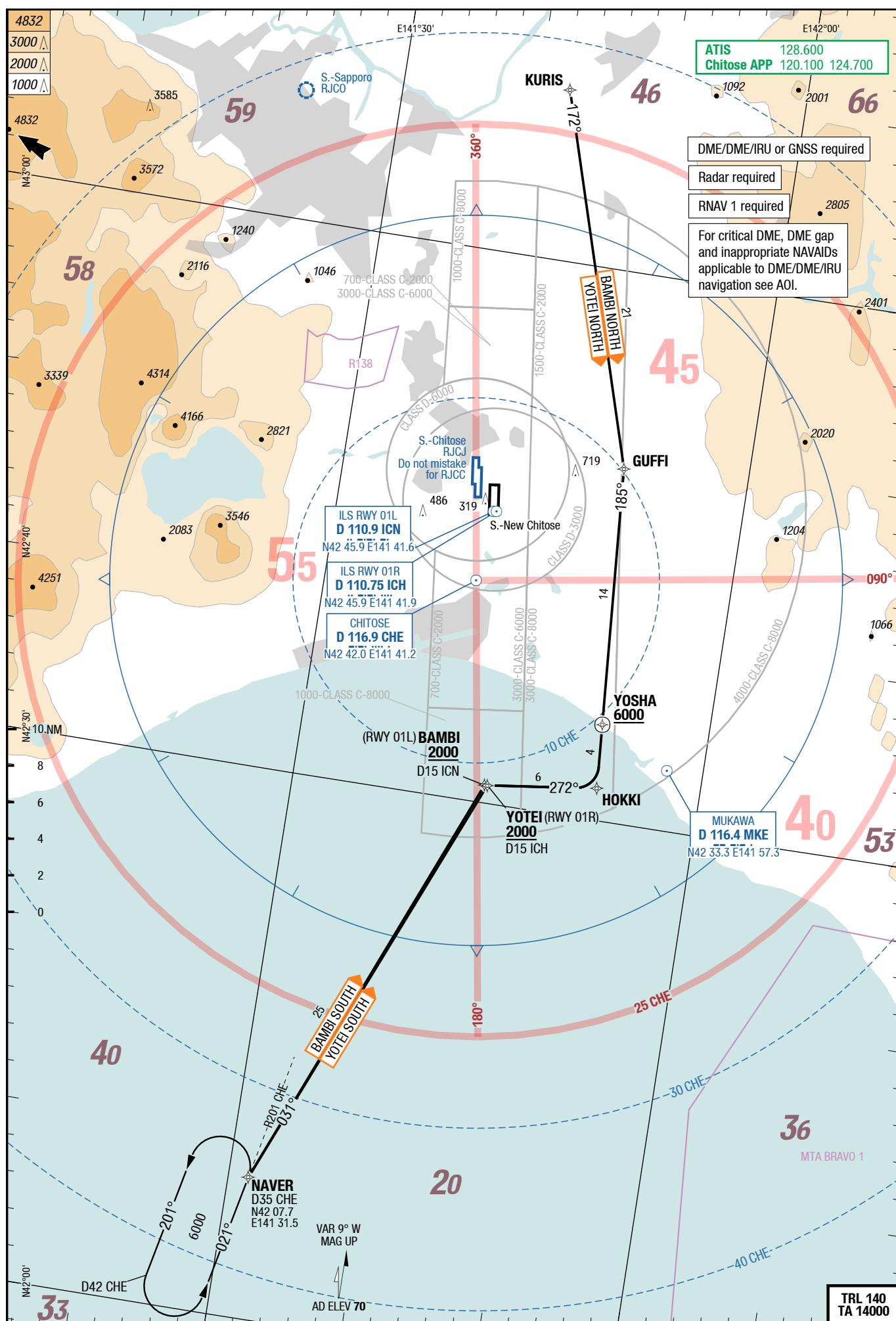
SIDs RWYs 19L/R

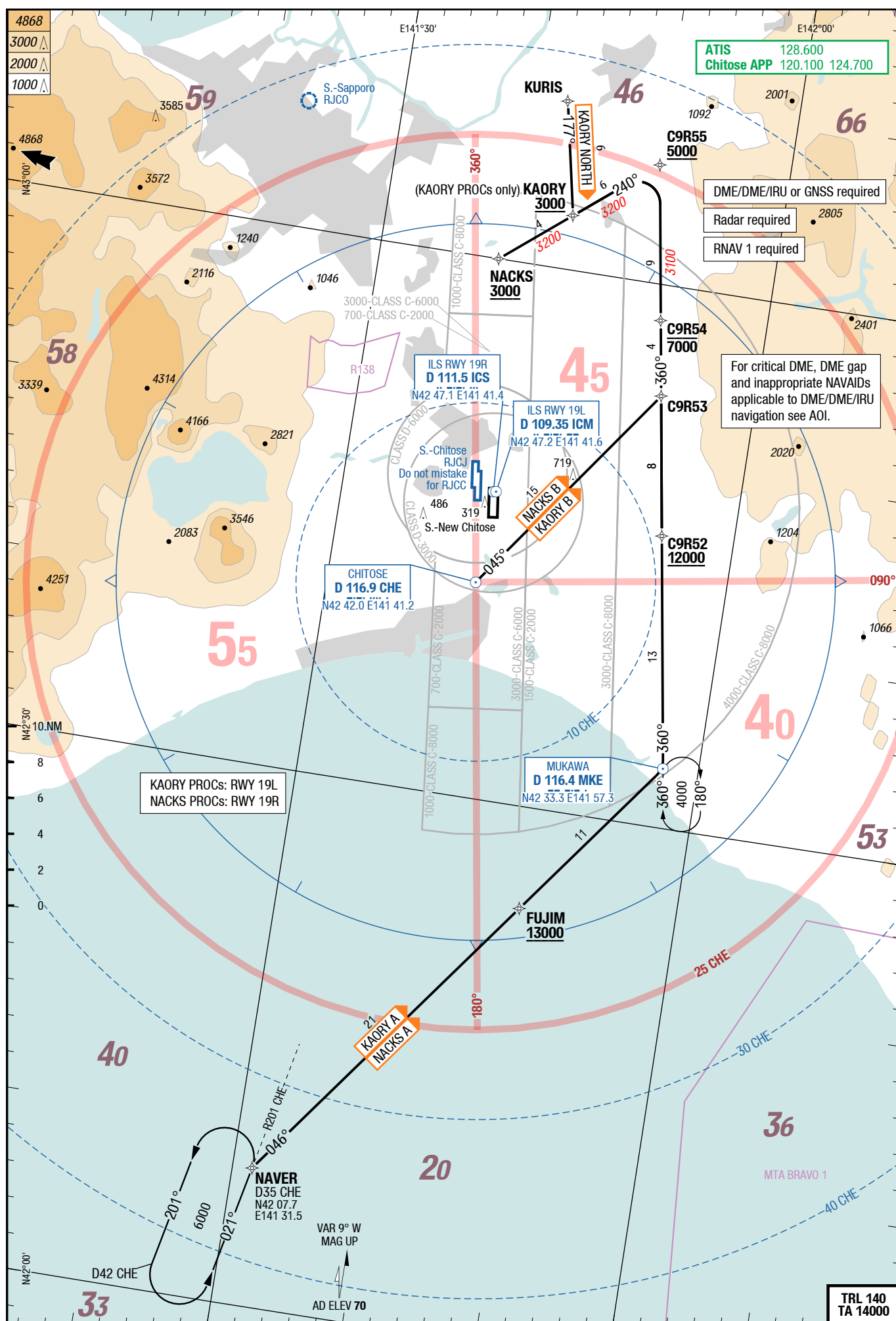
CHITOSE 4 / HAKODATE 6 / HOKUTO 6 / KURIS 7 / MUKAWA 8 / TEKKO 1 / TOBBY 8 / TOKACHI 2 / YUFUTSU 4

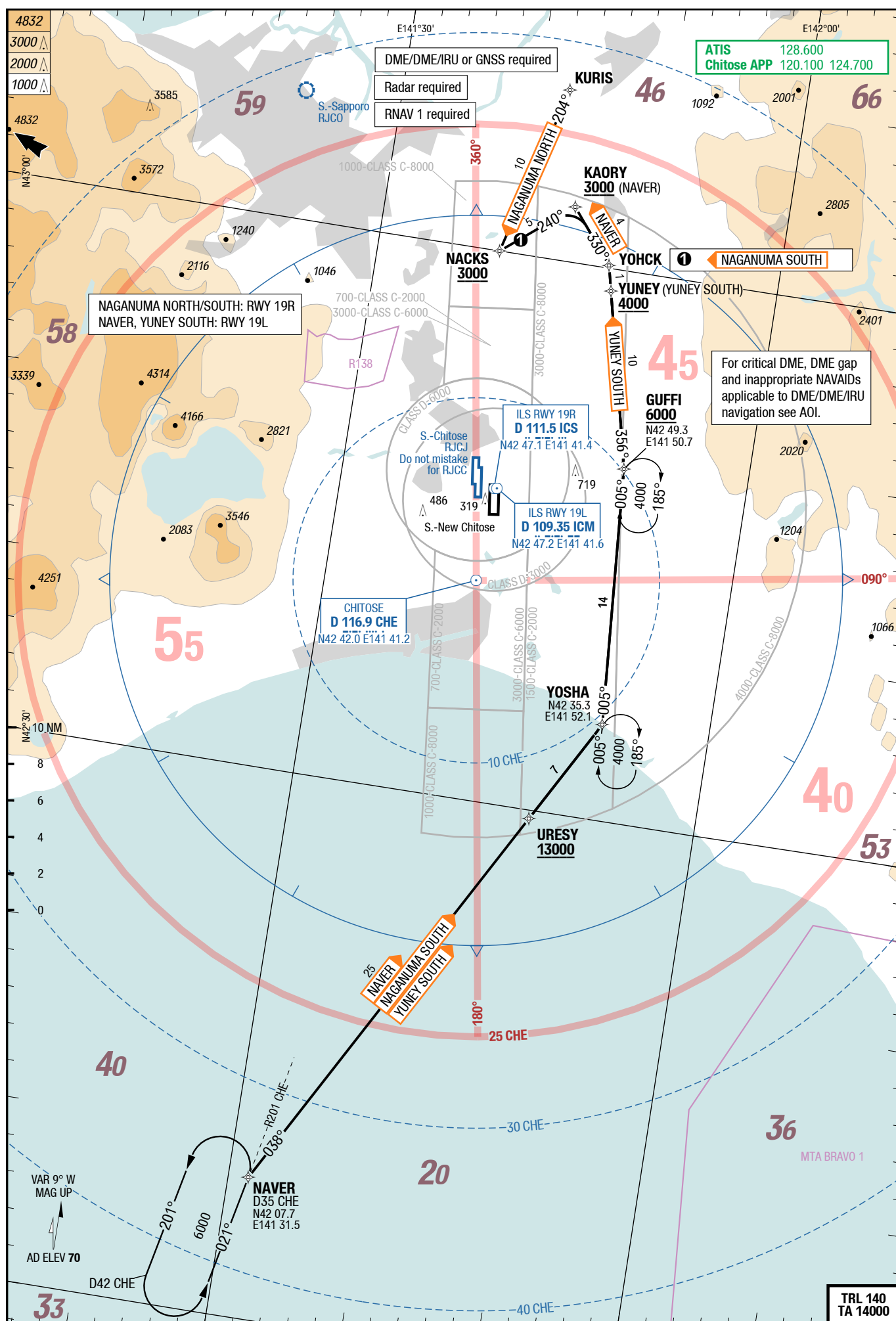
RWYs 19L/R (182°)

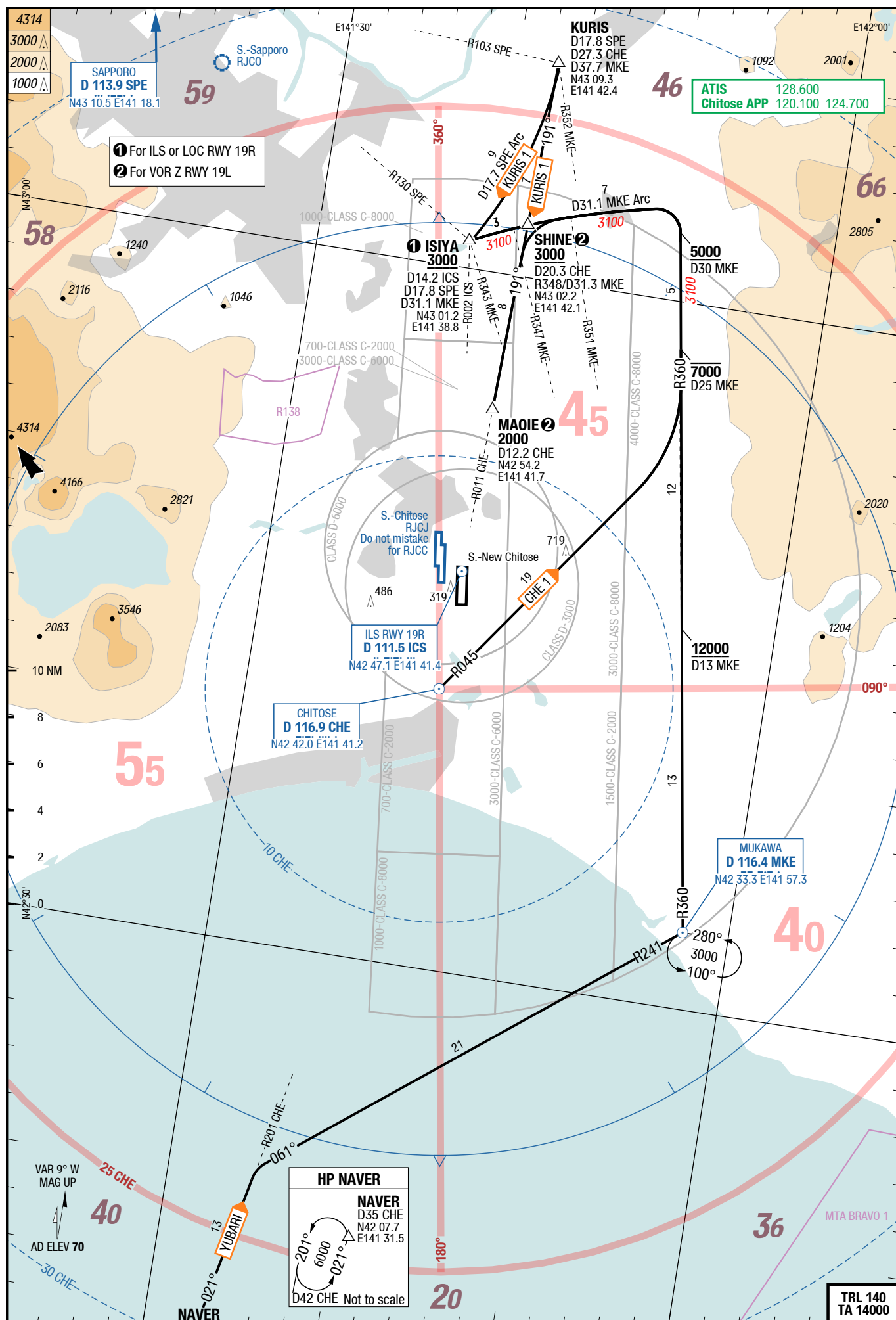
DESIGNATOR	ROUTING	ALTITUDES
	Runway 19L/19R	
CHITOSE 4 CHE 4 124.700	direct CHE	
HAKODATE 6 HWE 6 124.700	direct CHE - R224 CHE to HWE	
HOKUTO 6 124.700	at D1.5 CHE (R320 MKE) LT intercept R135 CHE (R315 MKE inbound) - at D5 CHE (D10 MKE) LT intercept R352 MKE to KURIS	R135/D5 CHE MNM 3000 R352/D13 MKE MNM 5000 KURIS MNM 7000
KURIS 7 124.700	at D2 CHE / 1.8NM DER LT (within 6NM DER) intercept R011 CHE to KURIS	
MUKAWA 8 MKE 8 124.700	at D2 CHE / 1.8NM DER LT intercept R320 MKE to MKE - R202 MKE to TOBBY	R320/D10 MKE MNM 3000 MKE MAX 11000
TEKKO 1 124.700	direct CHE - R256 CHE to TEKKO	
TOBBY 8 124.700 ①	direct CHE - R185 CHE to TOBBY	R185/D27 CHE MAX 11000
TOKACHI 2 124.700	at D2 CHE / 1.8NM DER LT intercept R088 CHE to BOKSO or at D2 CHE / 1.8NM DER LT intercept R097 CHE to RAKNO	R088/D12 CHE MAX 5000 R088/D22 CHE between 9000 and 11000 R097/D12 CHE MAX 5000 R097/D22 CHE between 9000 and 11000
YUFUTSU 4 124.700	at D1.5 CHE (R320 MKE) LT intercept R135 CHE (R315 MKE) to MKE - R202 MKE to TOBBY	R135/D5 CHE MNM 3000 R202/D7 MKE MAX 8000

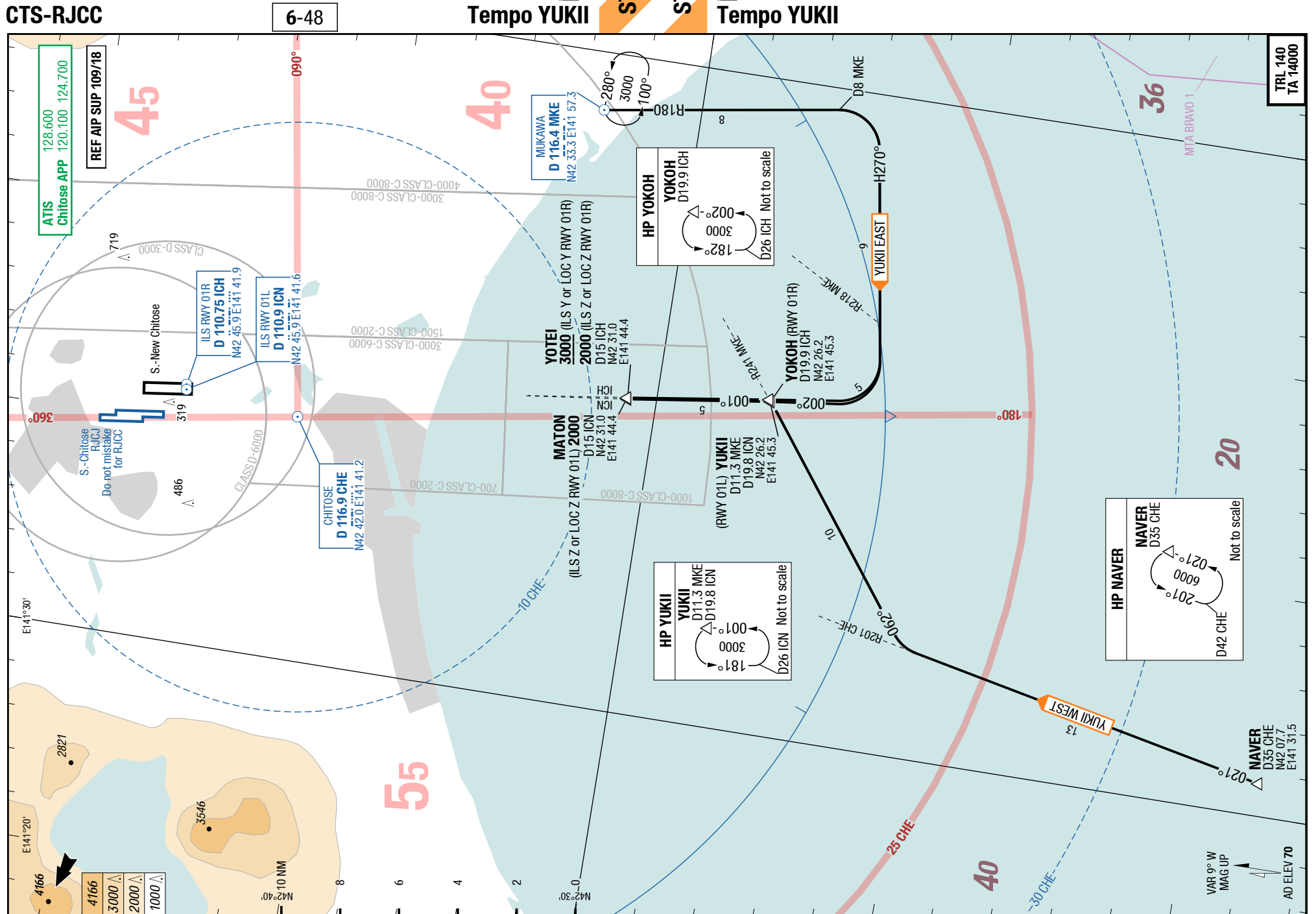
① Aircraft unable to comply with the flight restriction, inform ATC for alternate procedure before departure.

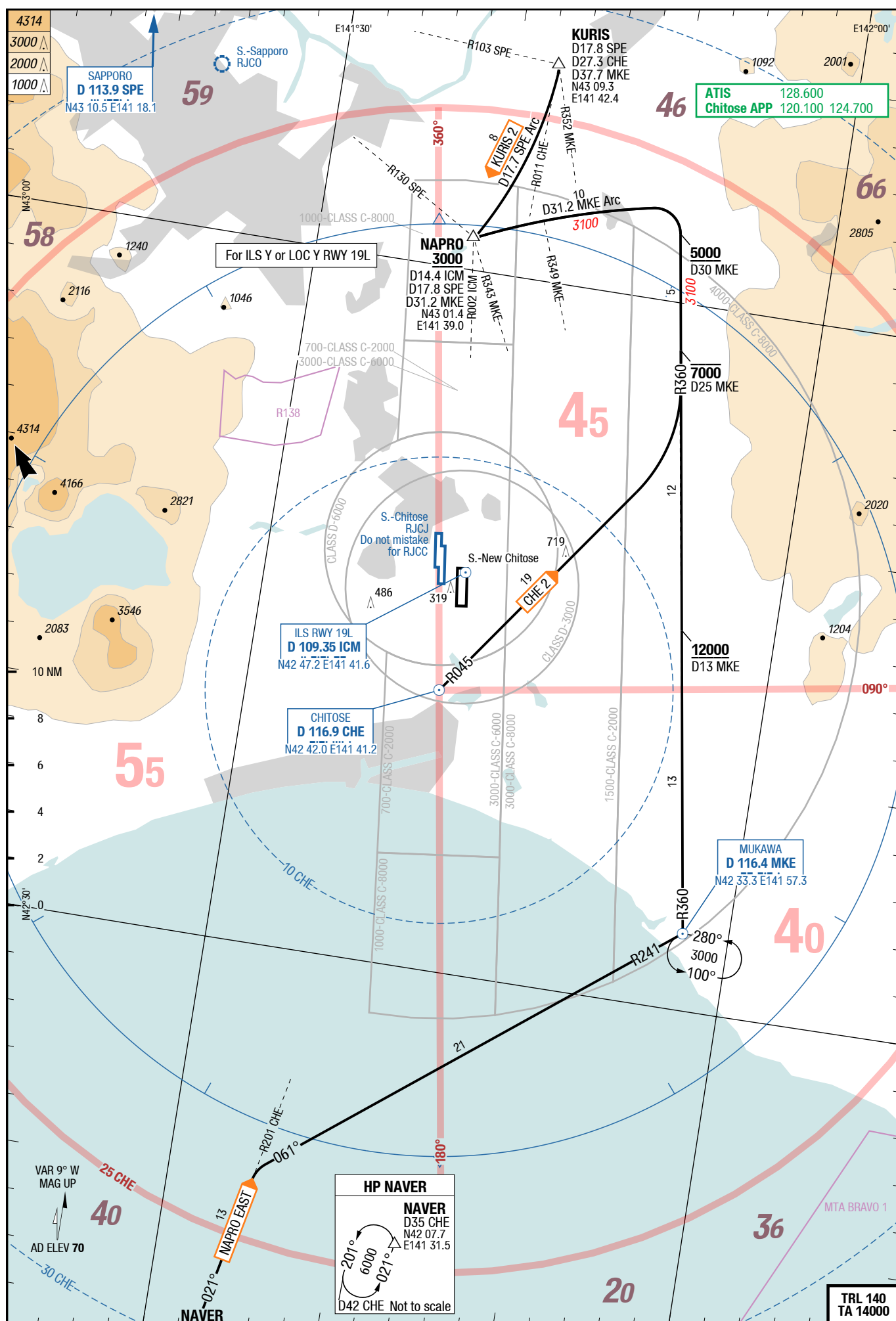


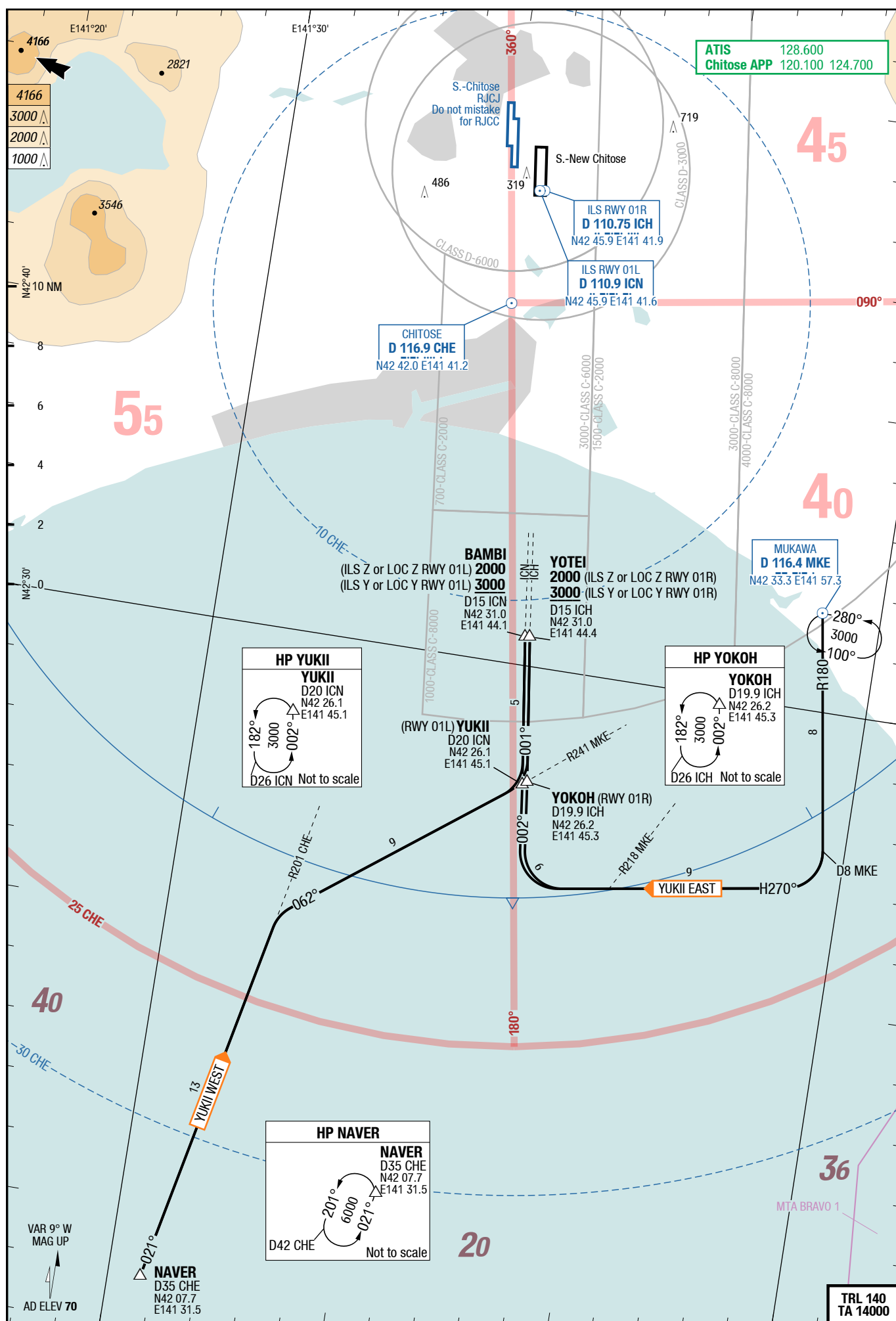




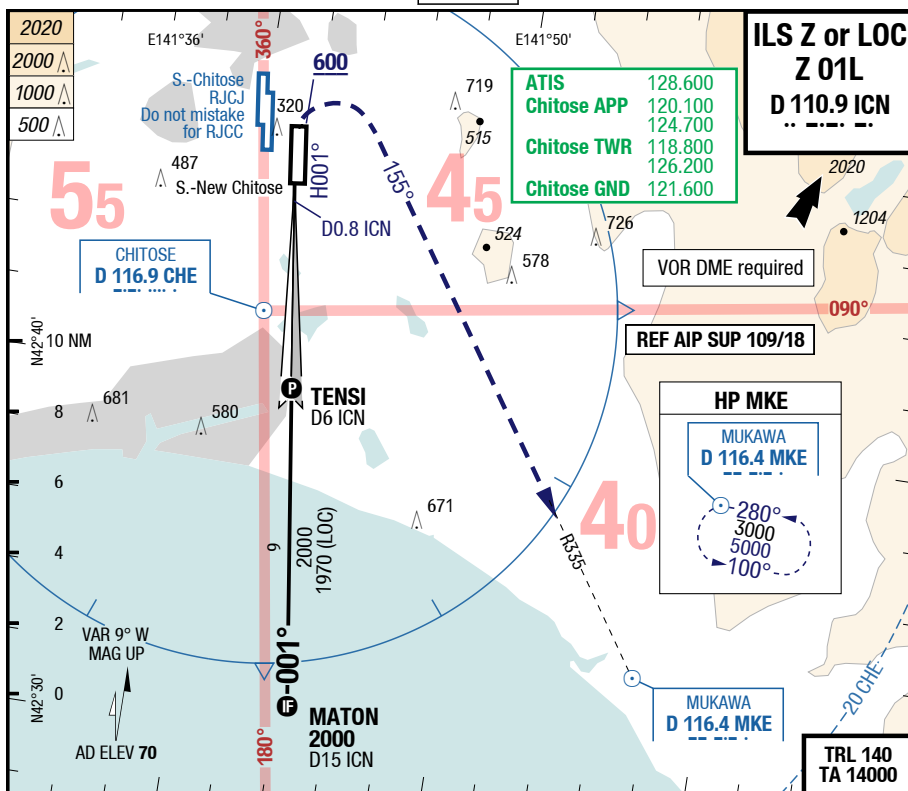




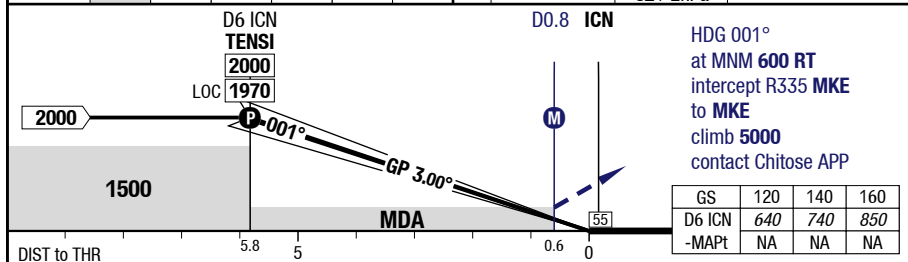




7-08

Tempo ILS Z or LOC Z 01L

LOC 3.00°									
D ICN	6	5	4	3	2				
001°									
RWY 002°	2000	1670	1350	1030	700				



01L		Cat 1 DME	Cat 1 DME TDZL+/RCLL U/S 1)	LOC DME			Circling 2) TERPS
C	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.1 450			600 - 2.4V 670
D	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.4 450			700 - 3.6V 770

1) With EVS 550m, wo EVS use STD

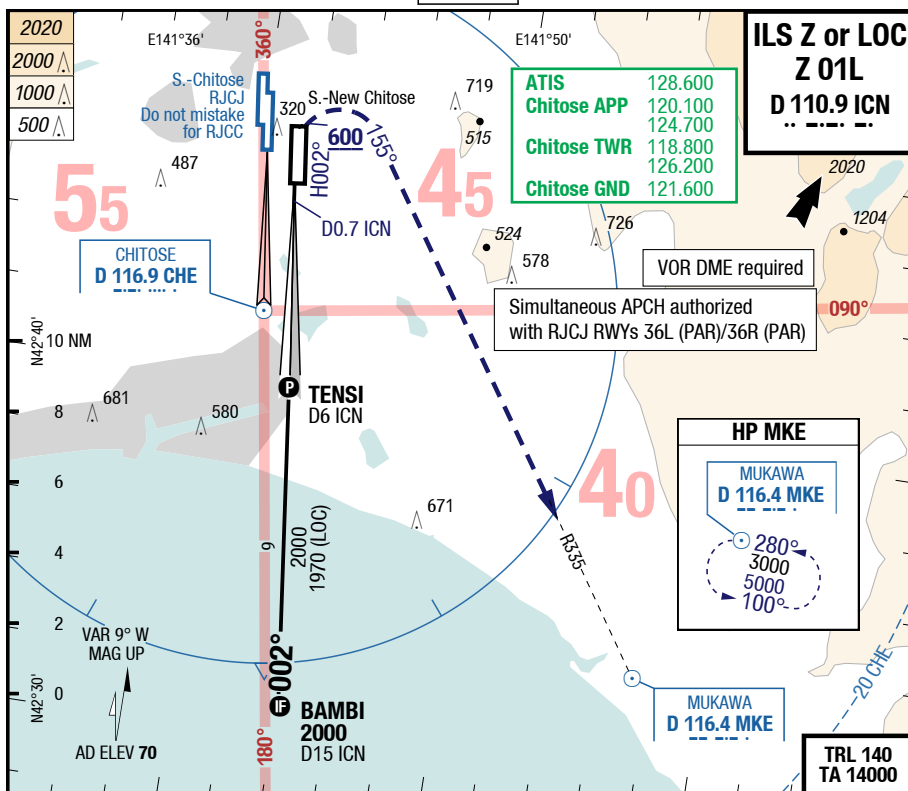
2) E of RWY only

Changes: MISAP, Note, FAF, MISAP text

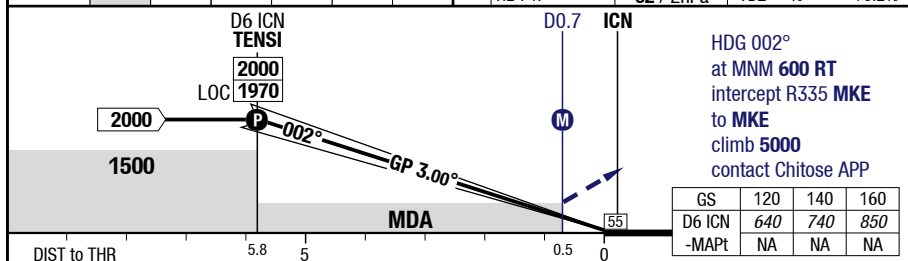
CTS-RJCC

7-10

ILS Z or LOC Z 01L



LOC 3.00° D ICN	6	5	4	3	2	01L	3.0°	60 HL	15 HL
	2000	1670	1350	1030	700				



01L		Cat 1 DME	Cat 1 DME TDZL+/RCLL U/S 1)	LOC DME		Circling 2)
						TERPS
C	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.1 450		600 - 2.4V 670
D	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.4 450		700 - 3.6V 770

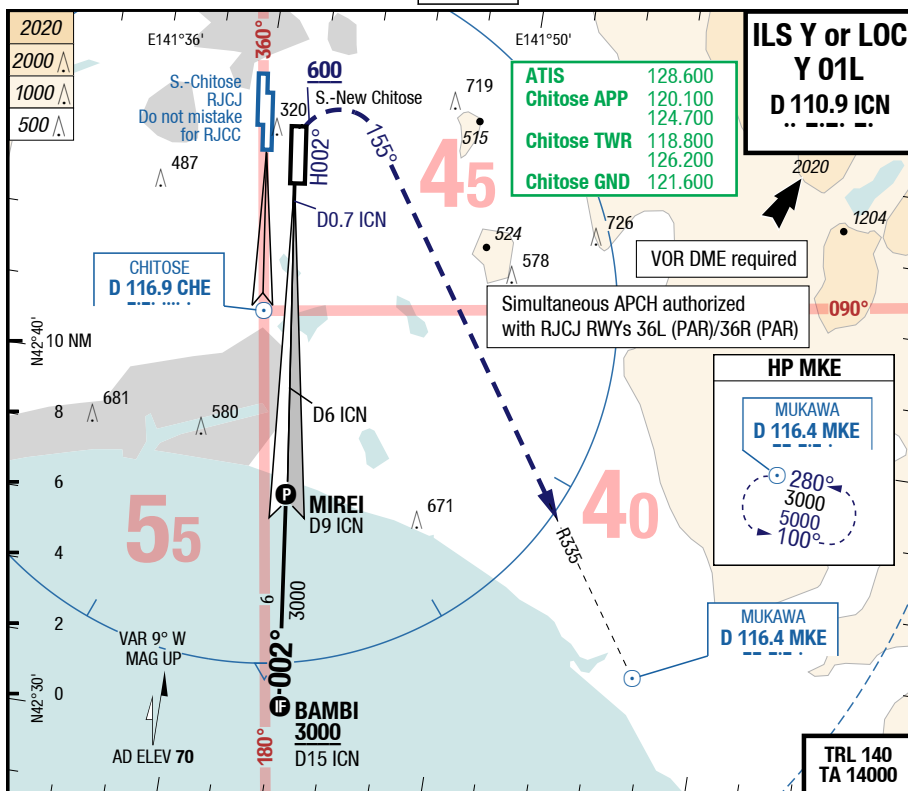
1) With EVS 550m, wo EVS use STD





2) E of RWY only

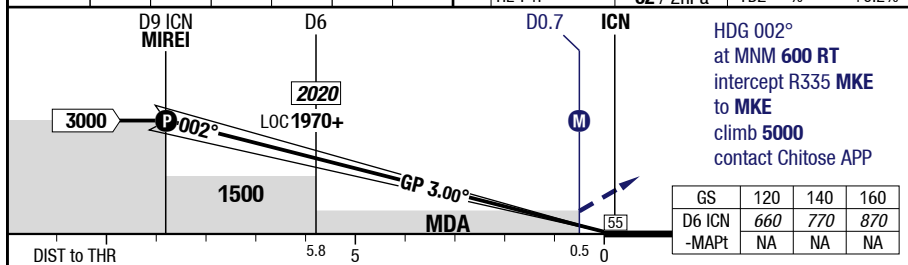
Changes: MM

7-20

ILS Y or LOC Y 01L



LOC 3.09° D ICN	9	7	5	4	3	2	   
	3000	2360	1700	1370	1050	720	



01L		Cat 1 DME	Cat 1 DME TDZL+/RCLL U/S 1)	LOC DME			Circling 2) TERPS
C	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.1 450			600 - 2.4V 670
D	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.4 450			700 - 3.6V 770

1) With EVS 550m, wo EVS use STD		
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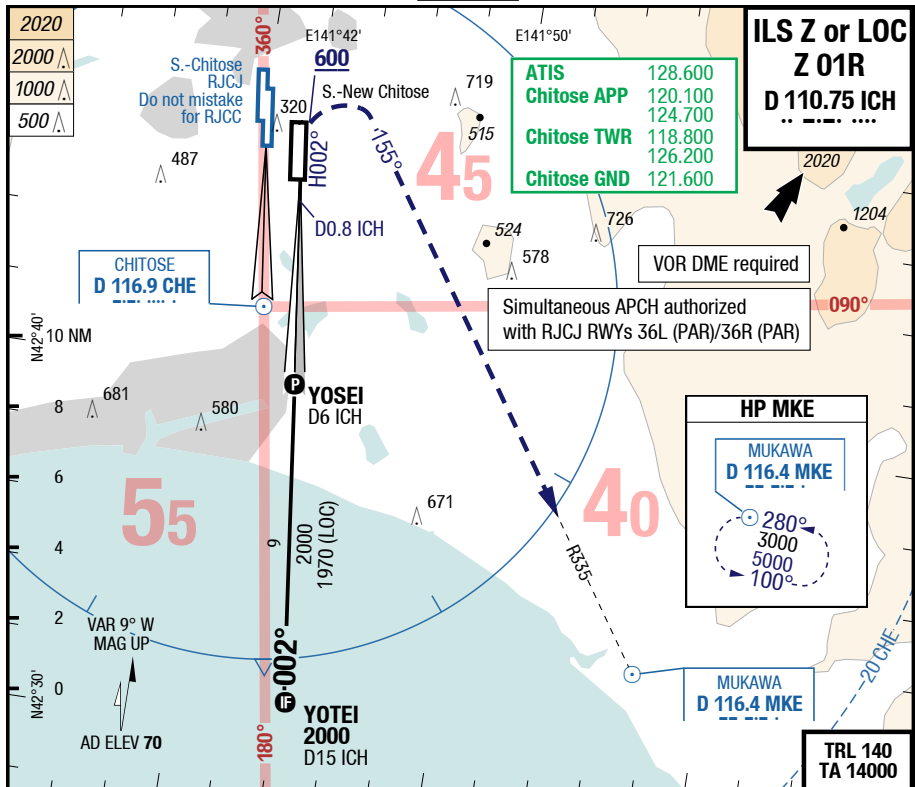
2) E of RWY only

Changes: MM

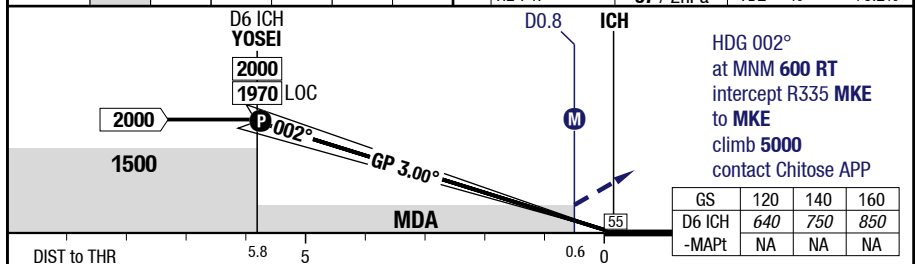
CTS-RJCC

7-30

ILS Z or LOC Z 01R



LOC 3.01° D ICH	6	5	4	3	2	01R	3.0°	60 HL	30 HL
	2000	1650	1340	1020	700	HL-P1F	57 / 2hPa	TDZ ---%	+0.2%



01R		Cat 1 DME	Cat 1 DME TDZL+RCLL U/S 1)	LOC DME		Circling 2)
						TERPS
C	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.1 450		600 - 2.4V 670
D	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.4 450		700 - 3.6V 770

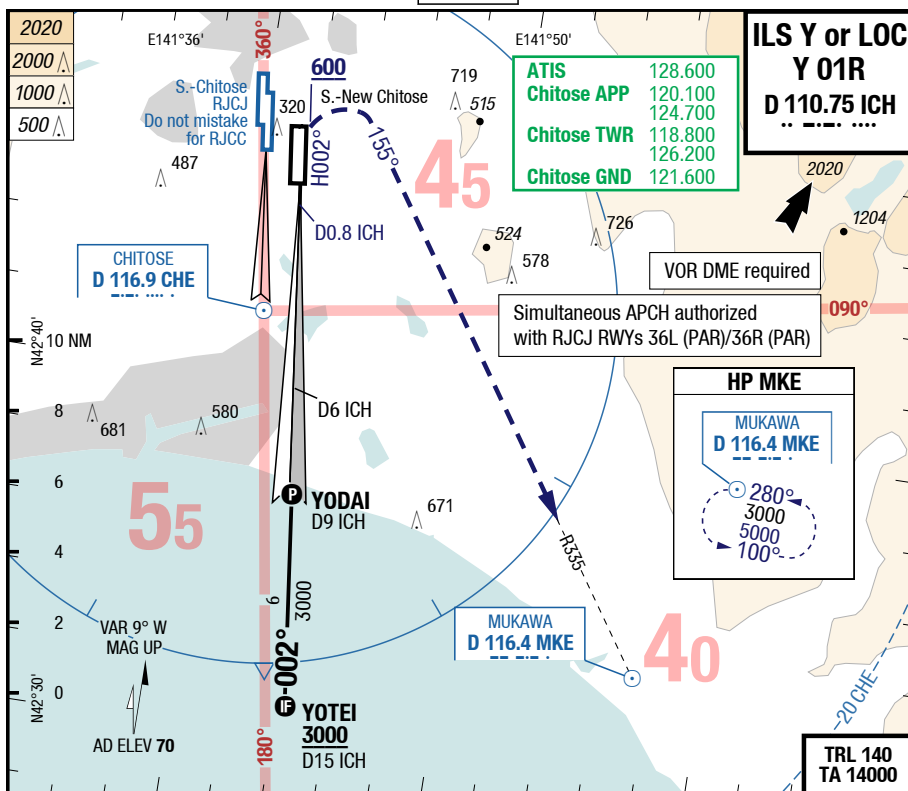
1) With EVS 550m, wo EVS use STD





2) E of RWY only

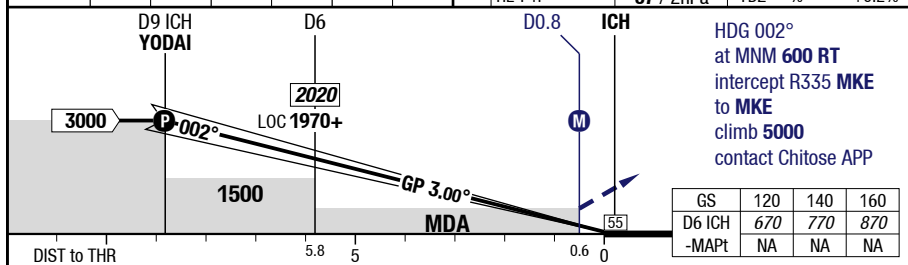
Changes: ALT, MISAP, Note, OBST

CTS-RJCC

7-40

ILS Y or LOC Y 01R

LOC 3.09° D ICH	9	7	5	4	3	2	   
	3000	2350	1700	1370	1040	710	

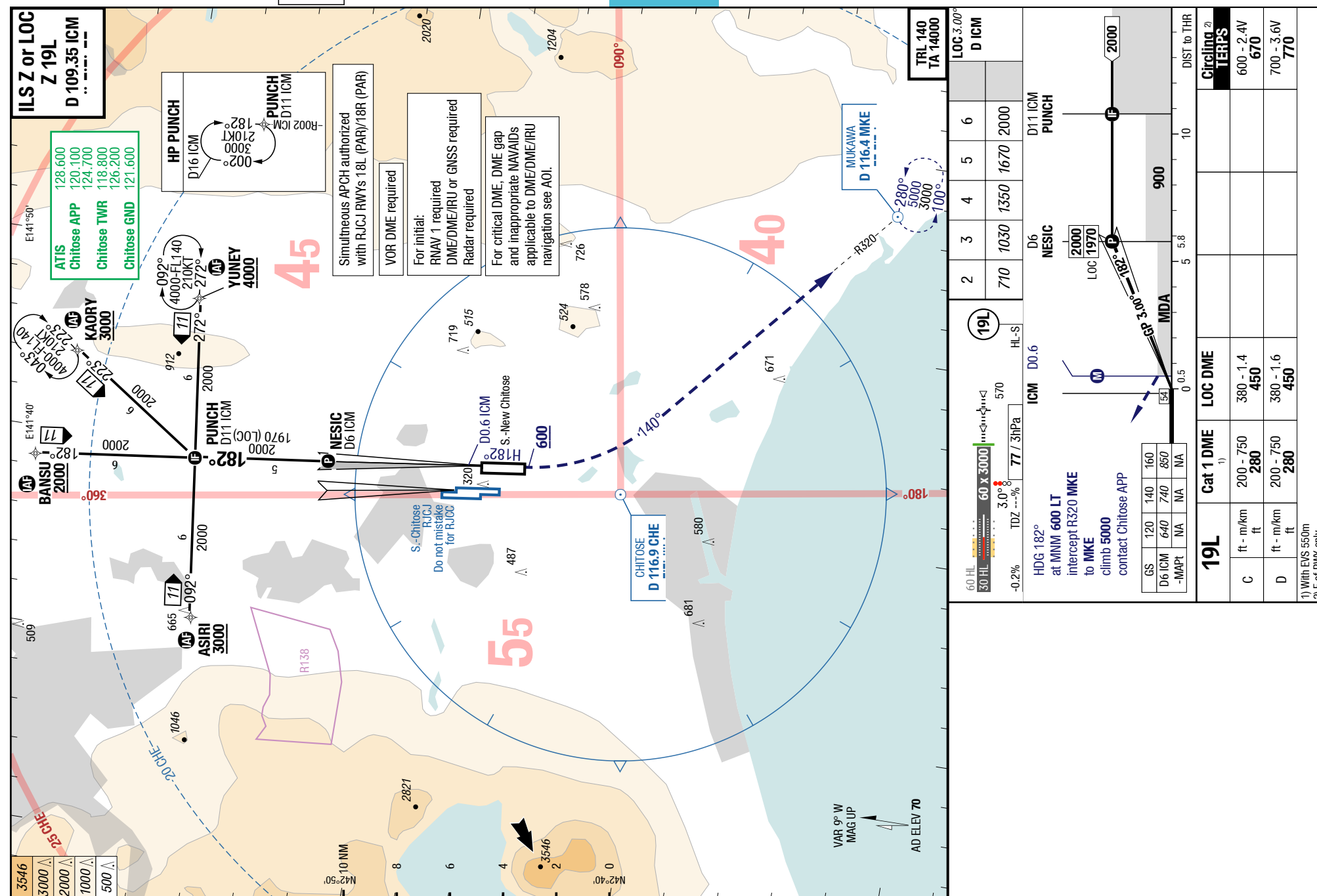


01R		Cat 1 DME	Cat 1 DME TDZL+/RCLL U/S 1)	LOC DME			Circling 2)
							TERPS
C	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.1 450			600 - 2.4V 670
D	ft - m/km ft	200 - 550 270	200 - 750 270	390 - 1.4 450			700 - 3.6V 770

1) With EVS 550m, wo EVS use STD

2) E of RWY only

Changes: ALT, MISAP, Note, OBST



CTS-RJCC

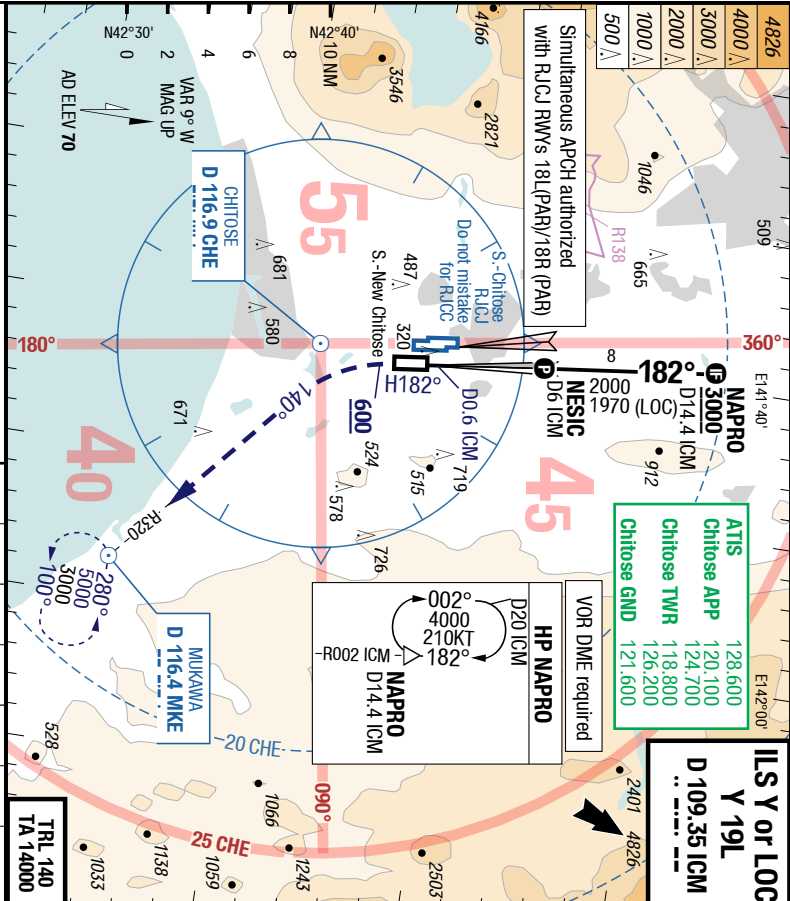
7-60

ILS Y or LOC Y 19L

IAC

IAC

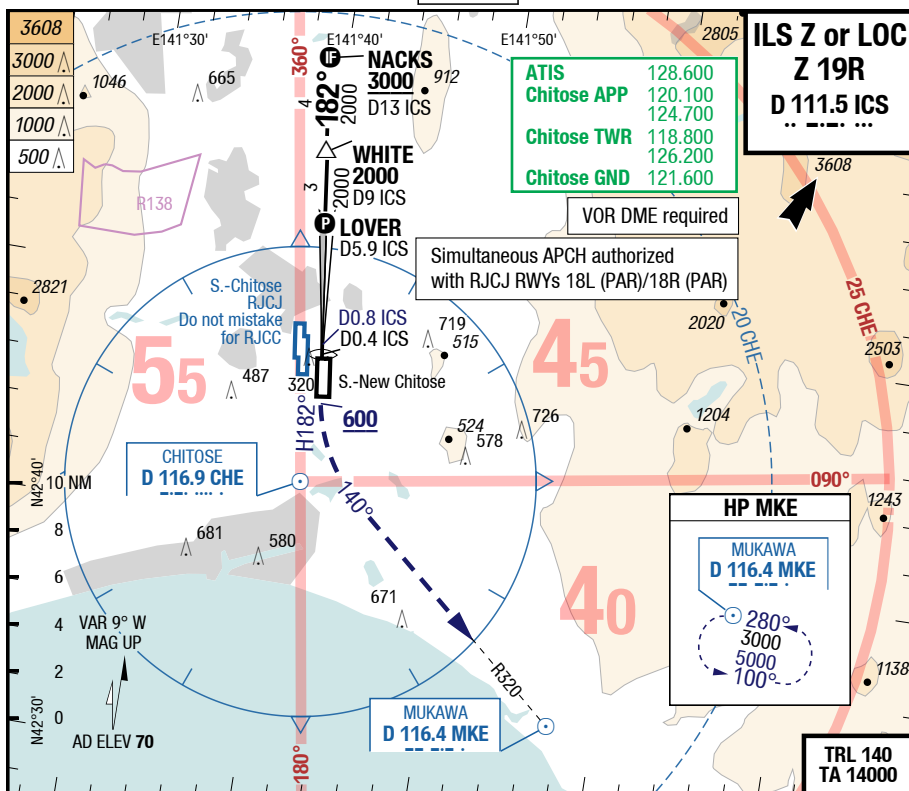
ILS Y or LOC Y 19L



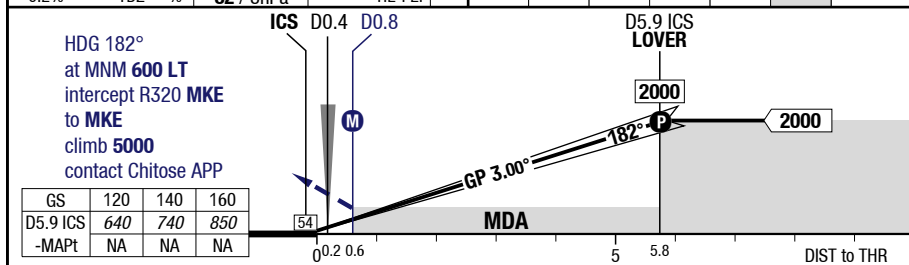
60 HL 30 HL 60 X 3000 3.0° TDZ ---% 77 / 3hPa -0.2%		ICM D0.6 D6 NESIC D9.2 D14.4 ICM NAPRO		LOC 3.00° D ICM	
HDG 182° at MNM 600 LT intercept R230 MKE to MKE climb 5000 contact Chitose APP		GS D6 ICM -MAPt		2 3 4 7 8 9.2	
120 640 NA		140 740 NA		160 850 NA	
19L		Cat 1 DME		LOC DME	
C		ft - m/km 200 - 750 280		380 - 1.4 450	
D		ft - m/km 200 - 750 280		380 - 1.6 450	
1) With EVS 550m 2) E of RWY only		Circled 2 TERPS		600 - 2.4V 670 700 - 3.6V 770	

CTS-RJCC

7-70

ILS Z or LOC Z 19R

	2	3	4	5	5.9	LOG 3.00° D ICS
	730	1050	1380	1700	2000	



19R		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME	Circling 3) TERPS
C	ft - m/km ft	0 - 100R Company	100 - 300R 103 RA	200 - 550 290	200 - 750 290	380 - 1.0 460	600 - 2.4V 670
D	ft - m/km ft	0 - 100R Company	100 - 300R 103 RA 4)	200 - 550 290	200 - 750 290	380 - 1.4 460	700 - 3.6V 770

1) With EVS 350m, wo EVS use STD

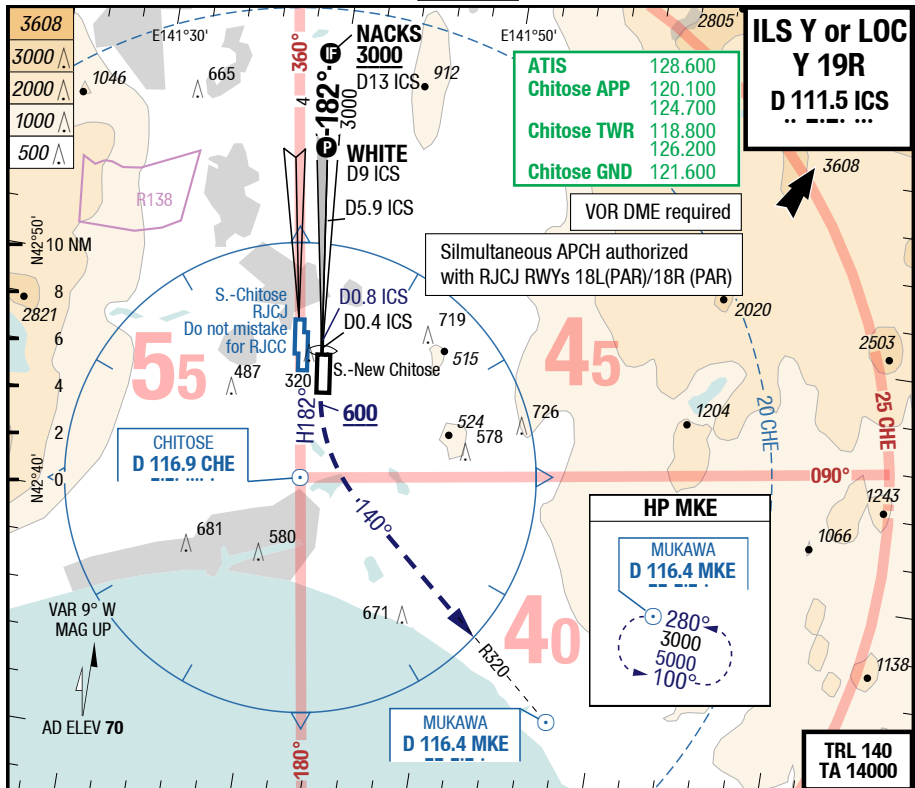
3) E of RWY only

4) If not conducting autoland RVR 350m required

CTS-RJCC

7-80

ILS Y or LOC Y 19R



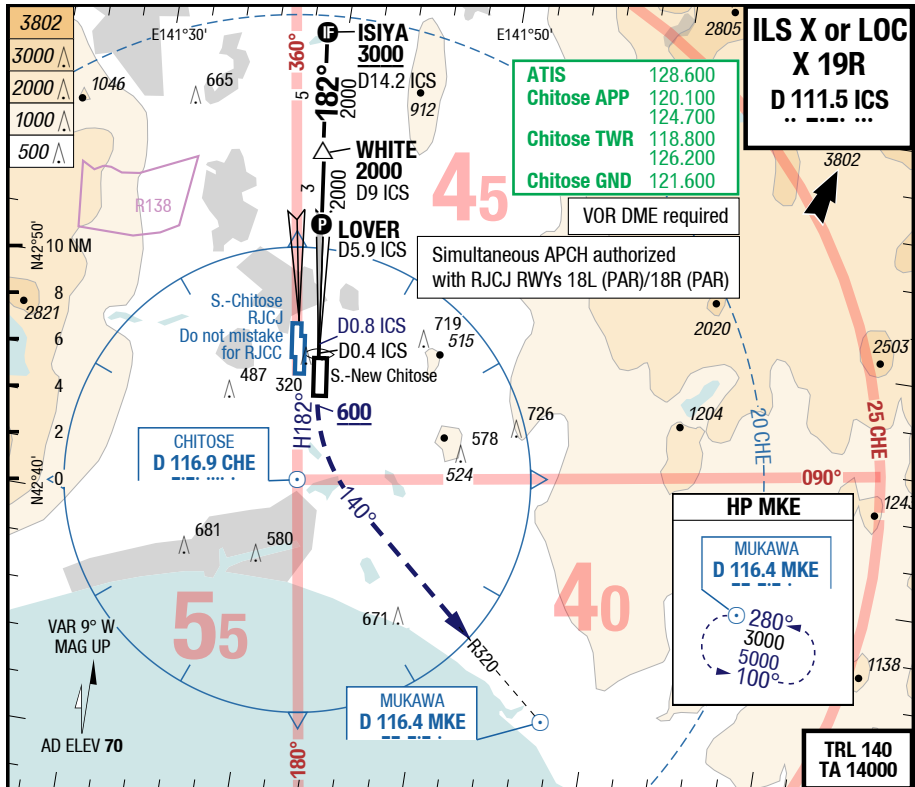
10-AUG-2017

CTS-RJCC

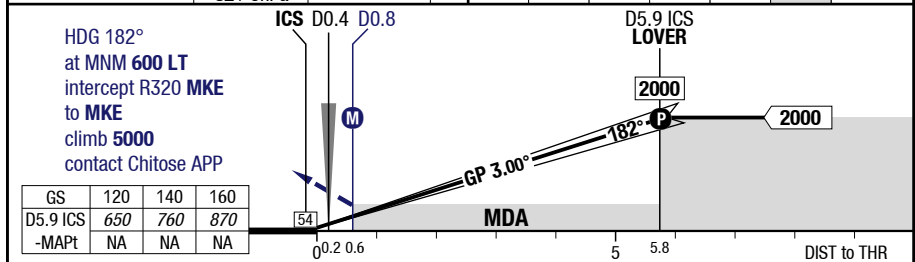
7-90

ILS X or LOC X 19R

IAC



60 HL	15 HL	60 x 3000	19R	2	3	4	5	5.9	LOC 3.07°
-0.2%	TDZ	3.0°	82 / 3hPa	730	1050	1380	1710	2000	D ICS



19R	Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling ³⁾ TERPS
C	ft - m/km ft	0 - 100R Company	100 - 300R 103 RA	200 - 550 290	200 - 750 290	600 - 2.4V 670
D	ft - m/km ft	0 - 100R Company	100 - 300R 103 RA ⁴⁾	200 - 550 290	200 - 750 290	700 - 3.6V 770

1) With EVS 350m, wo EVS use STD

2) With EVS 500m, wo EVS use STD

3) E of RWY only

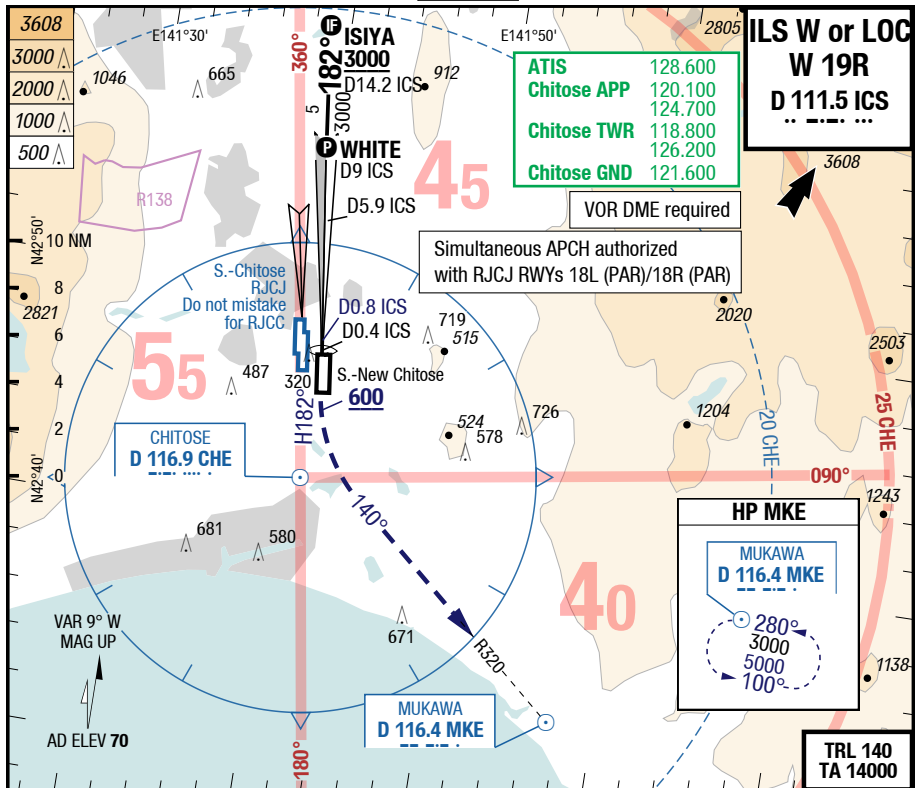
4) If not conducting autoland RVR 350m required

Changes: MISAP, ALT, OBST, Note

CTS-RJCC

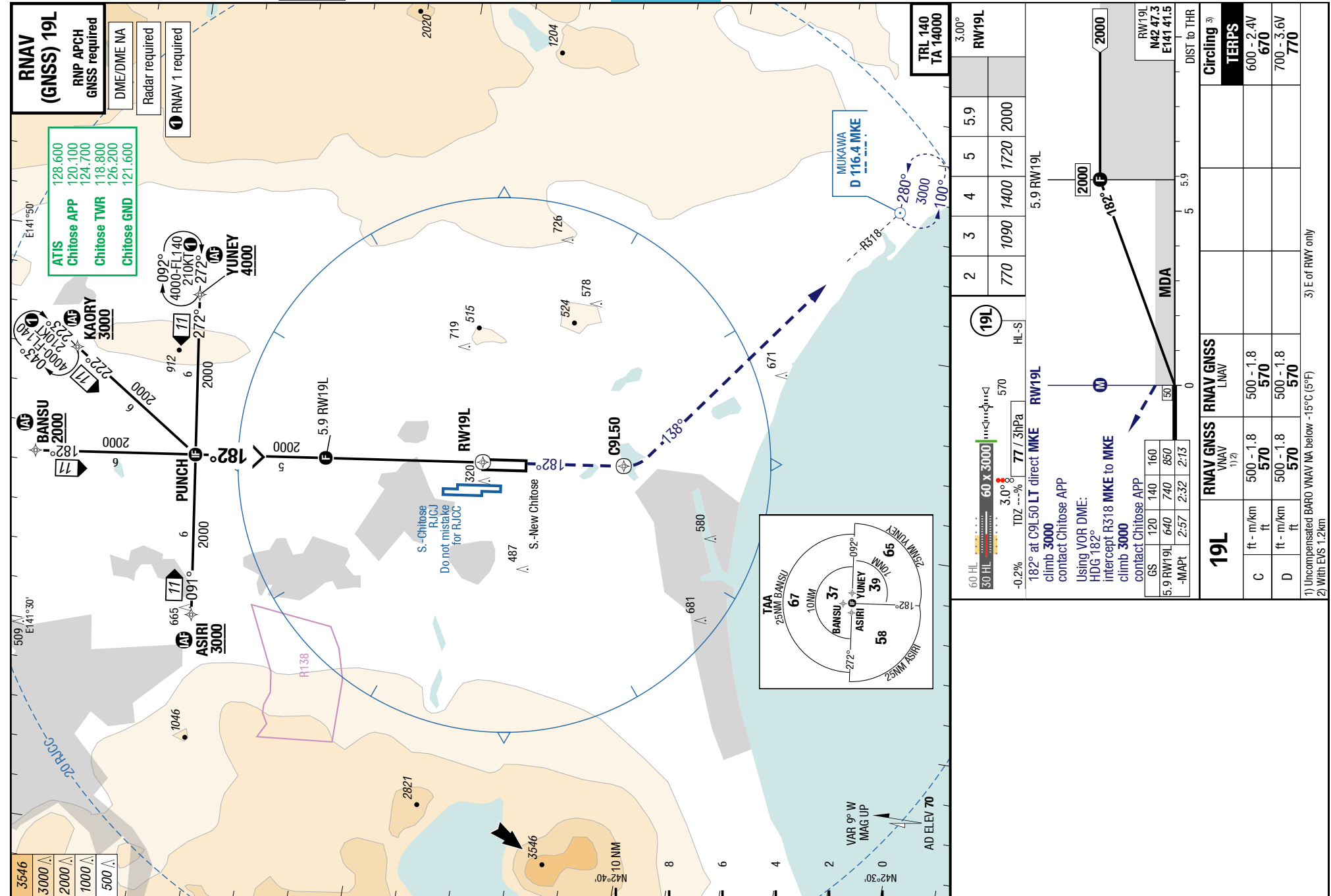
7-100

ILS W or LOC W 19R



19R		Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling ³⁾
					TDZL+RCLL U/S ²⁾		TERPS
C	ft - m/km ft	0 - 100R Company	100 - 300R 103 RA	200 - 550 290	200 - 750 290	380 - 1.0 460	600 - 2.4V 670
D	ft - m/km ft	0 - 100R Company	100 - 300R 103 RA ⁴⁾	200 - 550 290	200 - 750 290	380 - 1.4 460	700 - 3.6V 770

1) With EVS 350m, wo EVS use STD
2) With EVS 500m, wo EVS use STD
3) E of RWY only
4) If not conducting autoland RVR 350m required

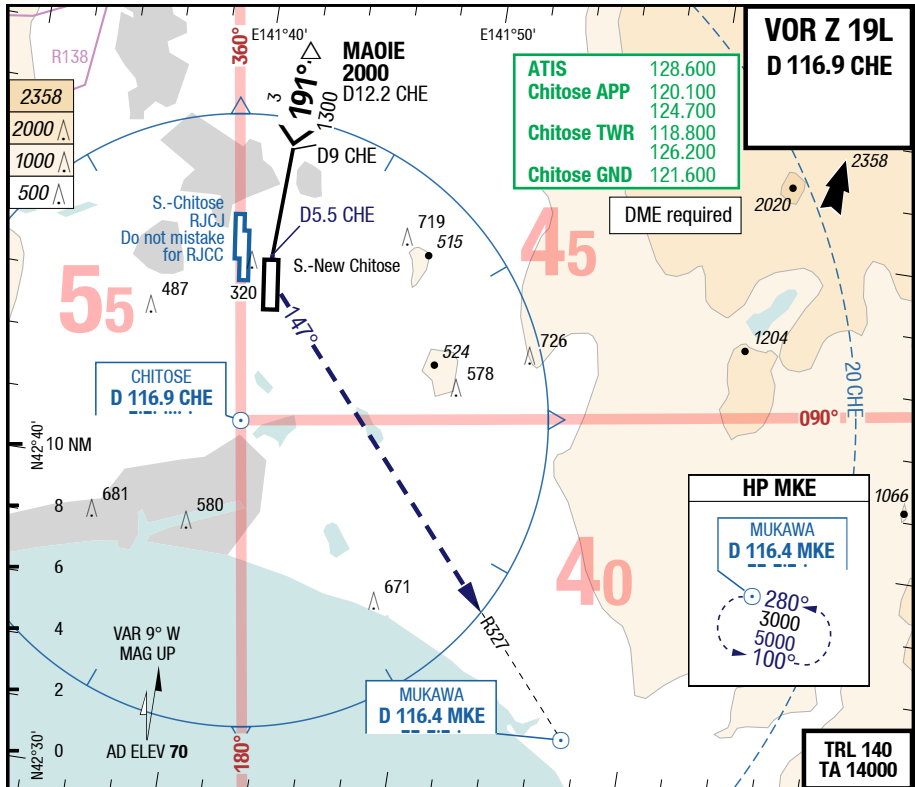


10-AUG-2017

CTS-RJCC

7-130

VOR Z 19L



60 HL
30 HL
60 x 3000
-0.2%
TDZ ---%
77 / 3hPa

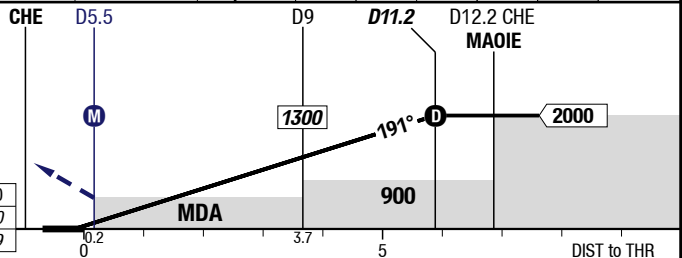
19L

HL-S

7	8	10	11	11.2		3.00°
660	980	1620	1940	2000		D CHE
						191°
						RWY 182°

LT intercept R327 MKE
to MKE
climb 5000
contact Chitose APP

GS	120	140	160
D9 CHE	640	740	850
-MAPt	1:45	1:30	1:19



19L	VOR DME					Circling 1)
C	ft - m/km ft	550 - 2.1 620				600 - 2.4V 670
D	ft - m/km ft	550 - 2.1 620				700 - 3.6V 770

1) E of RWY only

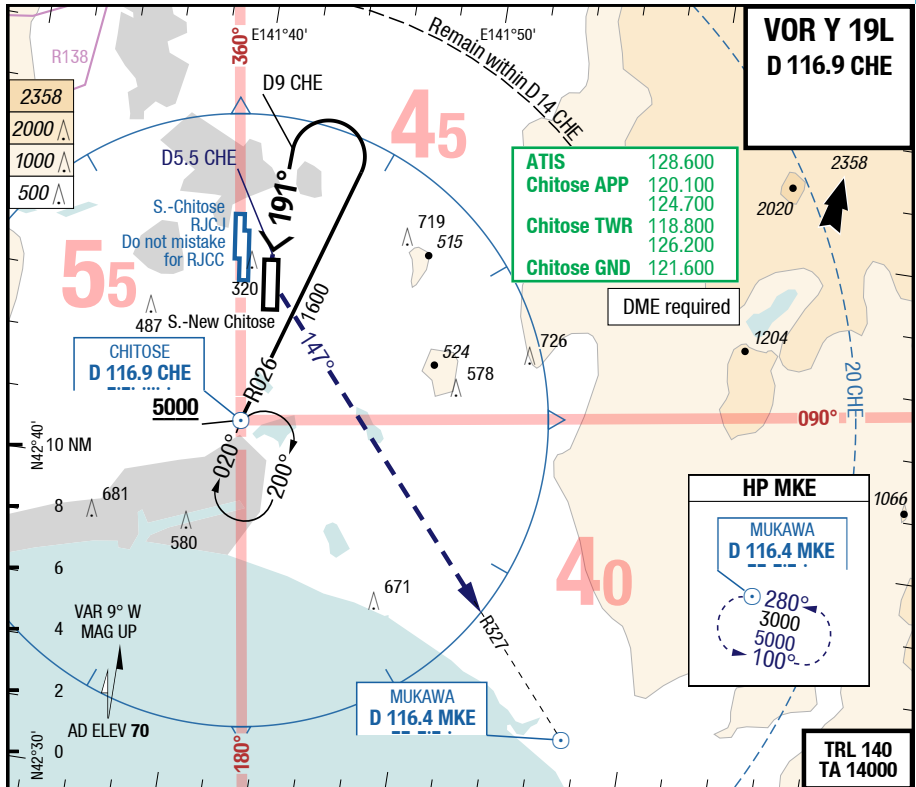
Changes: OBST

10-AUG-2017

CTS-RJCC

7-140

VOR Y 19L



60 HL 30 HL		60 x 3000	570	19L	7	8	10				3.00°
-0.2%		TDZ ---%	77 / 3hPa	HL-S	660	980	1600				D CHE 191° RWY 182°
CHE		D5.5	D9	D10 CHE	Remain within D14 CHE						
5000		R026									
LT intercept R327 MKE to MKE											
climb 5000											
contact Chitose APP											
GS	120	140	160								
D9 CHE	640	740	850								
-MAPt	1:45	1:30	1:19								
	0.2	3.7	5								DIST to THR
19L		VOR DME									Circling 1)
C	ft - m/km	550 - 2.1									TERPS
	ft	620									600 - 2.4V
D	ft - m/km	550 - 2.1									670
	ft	620									700 - 3.6V
											770

1) E of RWY only

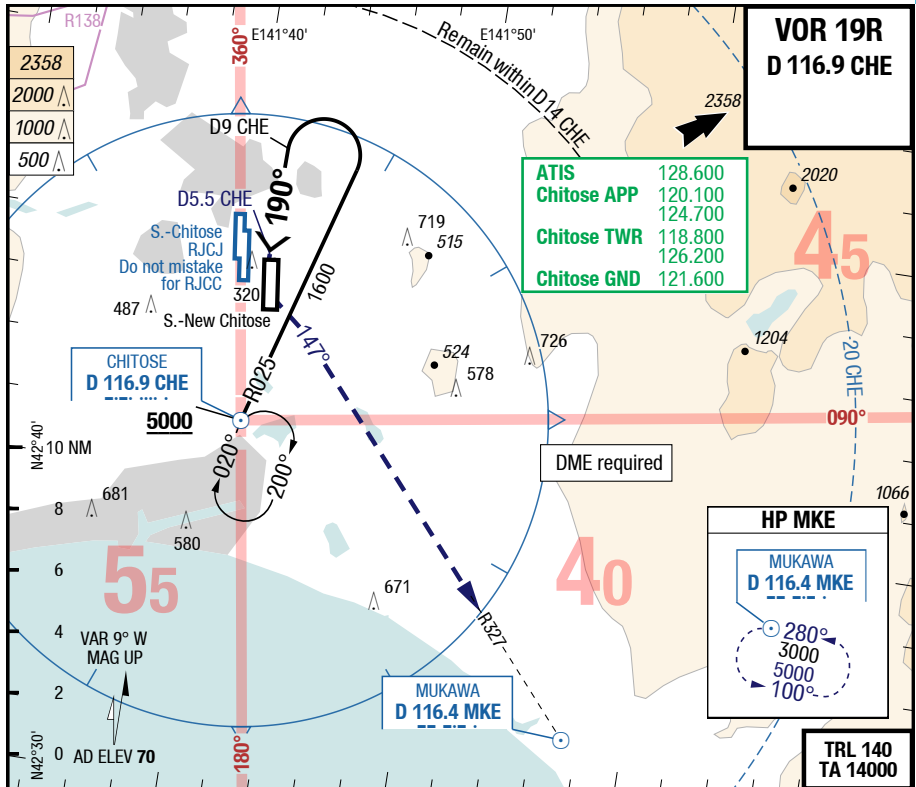
Changes: OBST

10-AUG-2017

CTS-RJCC

7-150

VOR 19R



LT intercept R327 MKE to MKE climb 5000 contact Chitose APP				MDA 0.2 3.7 5				DIST to THR			
GS	120	140	160								
D9 CHE	640	740	850								
-MAPt	1:45	1:30	1:19								
19R	VOR DME								Circling 1)		
C	ft - m/km	ft	540 - 1.7						TERPS		
			620						600 - 2.4V		
D	ft - m/km	ft	540 - 1.7						700 - 3.6V		
			620						770		

1) E of RWY only

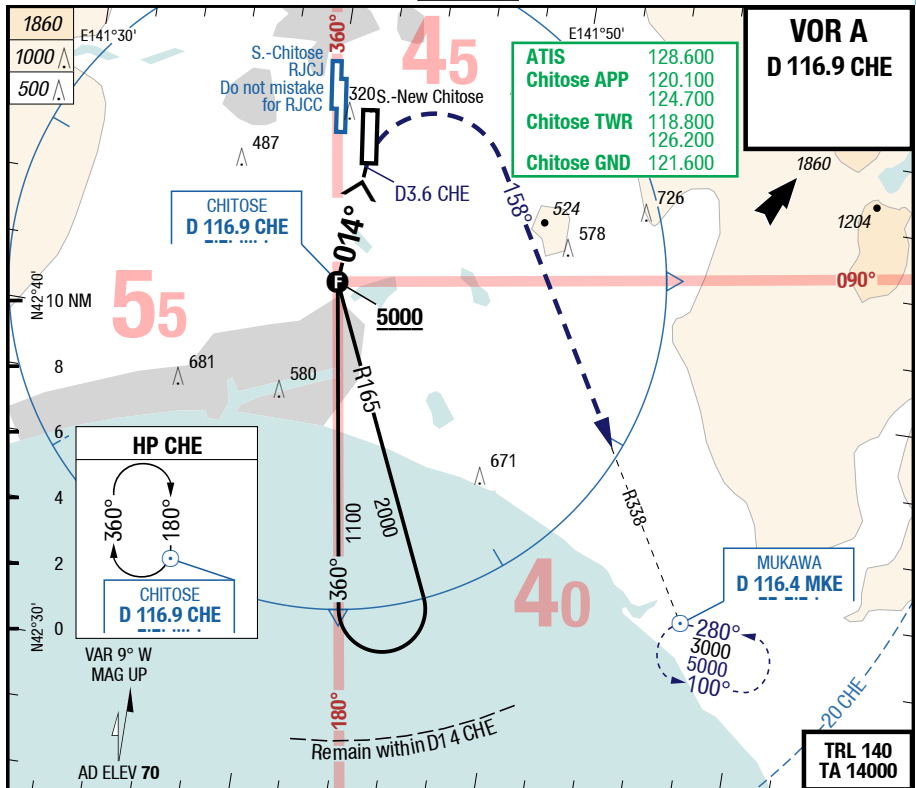
10-AUG-2017

CTS-RJCC

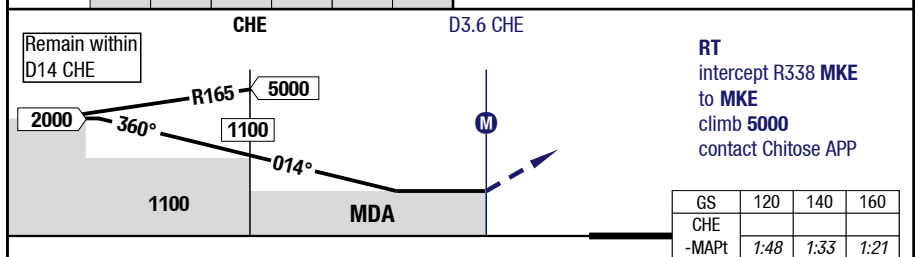
7-160

VOR A

IAC



See AFC for RWY information
and approach light system.



All RWYs						Circling ¹⁾ TERPS	
C	ft - m/km ft					600 - 2.4V 670	
D	ft - m/km ft					700 - 3.6V 770	

1) E of RWY only

Changes: MIN, OBST

Effective 31-MAR-2016

24-MAR-2016

CTS-RJCC

8-10

Japan Sapporo New Chitose

NIL

MRC

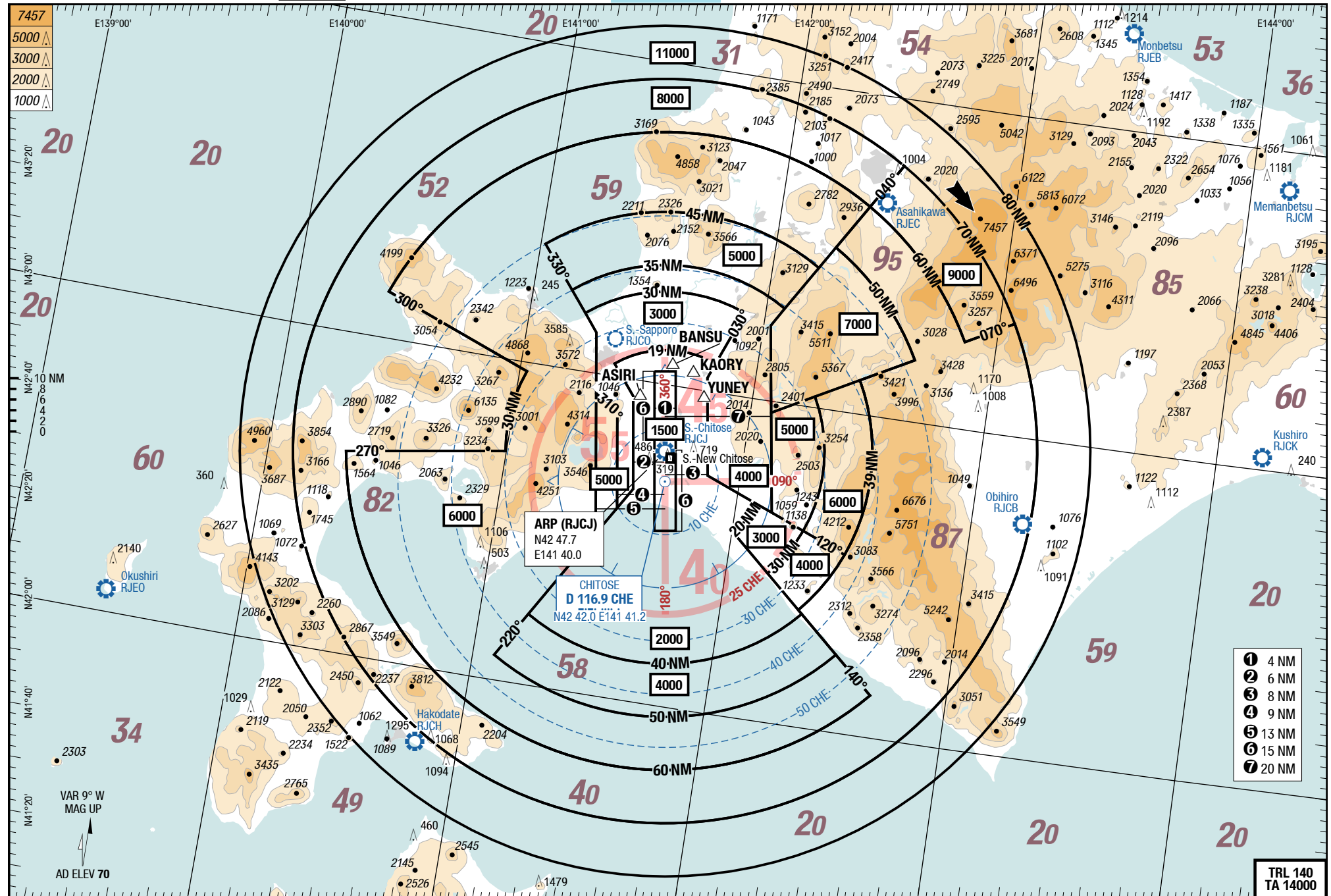
MRC

MRC

New Chitose Sapporo Japan

NIL

MRC



Changes: WPT, OBST