

**GENERAL****Operational Hours**

AD OPS Hours / AD ADMIN Hours: 2300-1200

**Airport Information**

RFF: CAT 9

PCN: RWY 16/34: 89/F/C/X/T

**Operation****Traffic Note**

Transient ACFT PPR.

**Warnings**

ILS/LOC RWY 16 unusable: Beyond 15NM from antenna.

**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).

**DEPARTURE****Take-off Minima**

RWY		34	
All ACFT	ft - m/km	0 - 500R/400V	REDL+RCLL
		0 - 600R/600V	REDL or RCLL
		0 - 800V	wo LGT, HJ only
RWY		16	
All ACFT	ft - m/km	c700 - 2400v	-

**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).

16-AUG-2018/UFN

09-AUG-2018

AKJ-RJEC

2-08

Japan Asahikawa

NIL

Tempo AFC

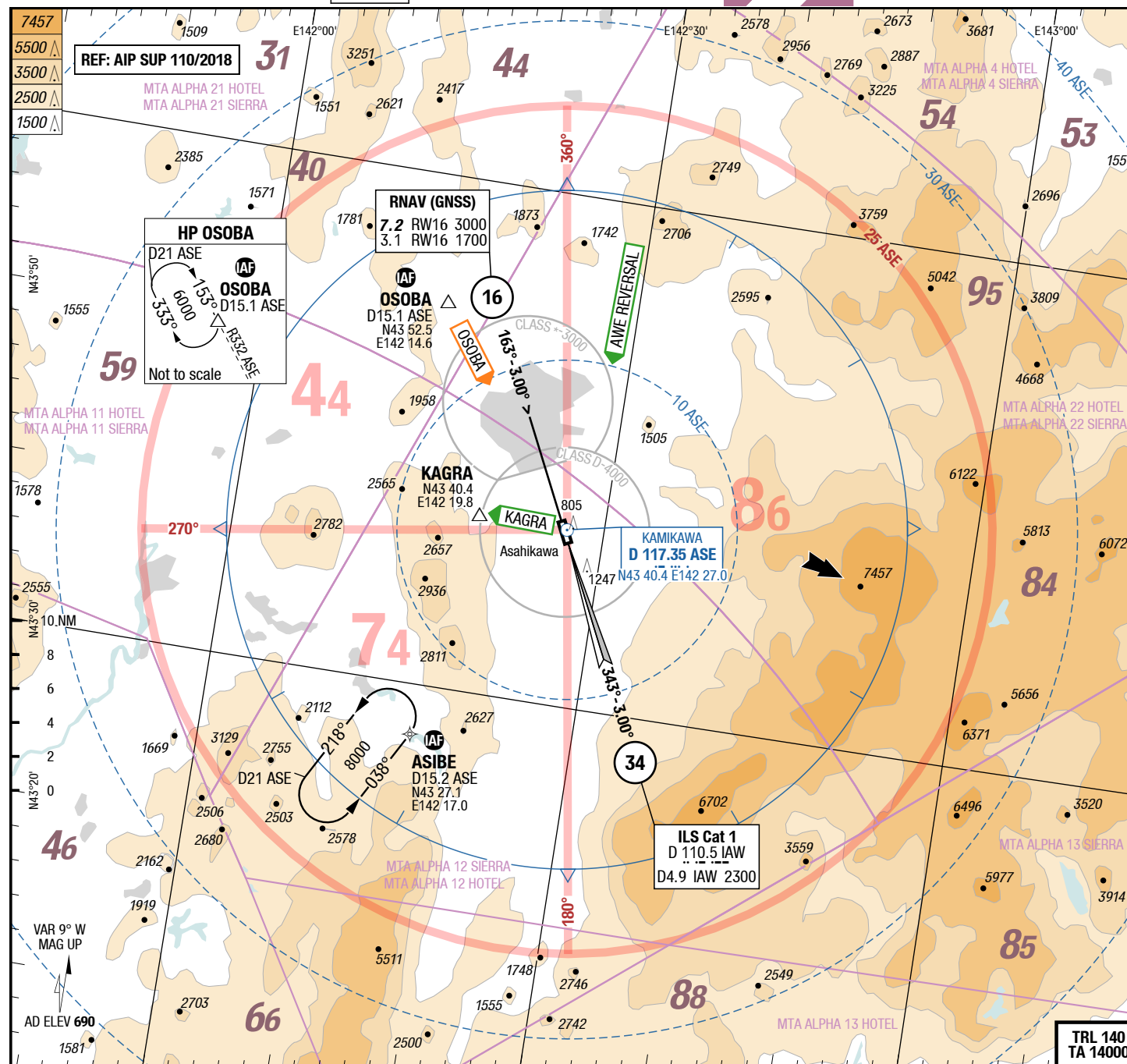
AFC

AFC

Asahikawa Japan

NIL

Tempo AFC



Sapporo CTL	132.600
	134.250
Daisetsu TWR	118.550 2300-1200
	126.200 2300-1200

**Landing RWY system:**

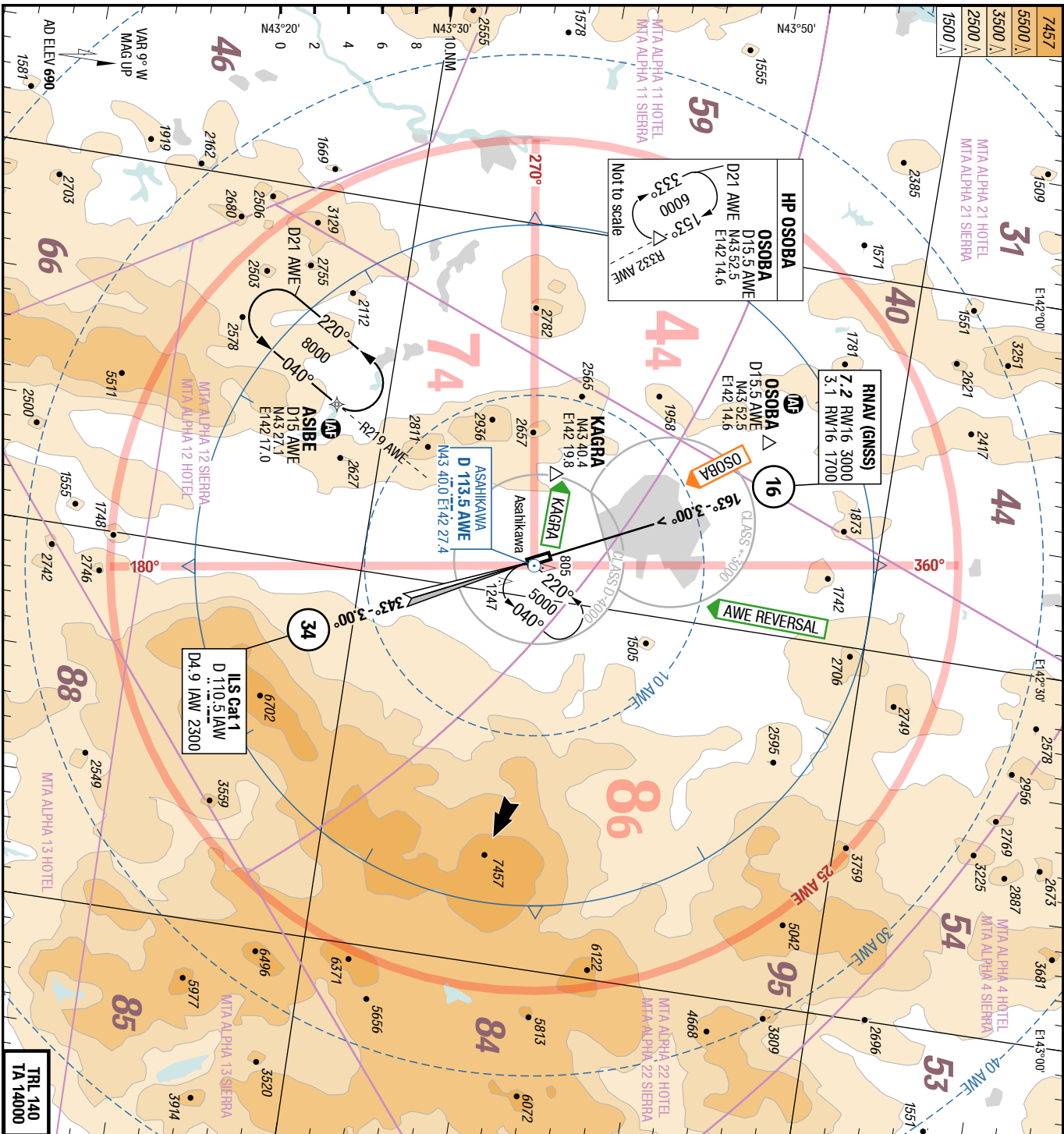
**16** 83.0° 420

HL-S **THR 660 (24hPa) / TDZ --- (---%) +0.7%**

**34** 3.0° 420

-0.7% **TDZ 717 (---%) / THR 721 (26hPa) HL-P1F**

Changes: new



Sapporo CTL 132.600  
Daisetsu TWR 134.250  
118.550 2300-1200  
126.200 2300-1200

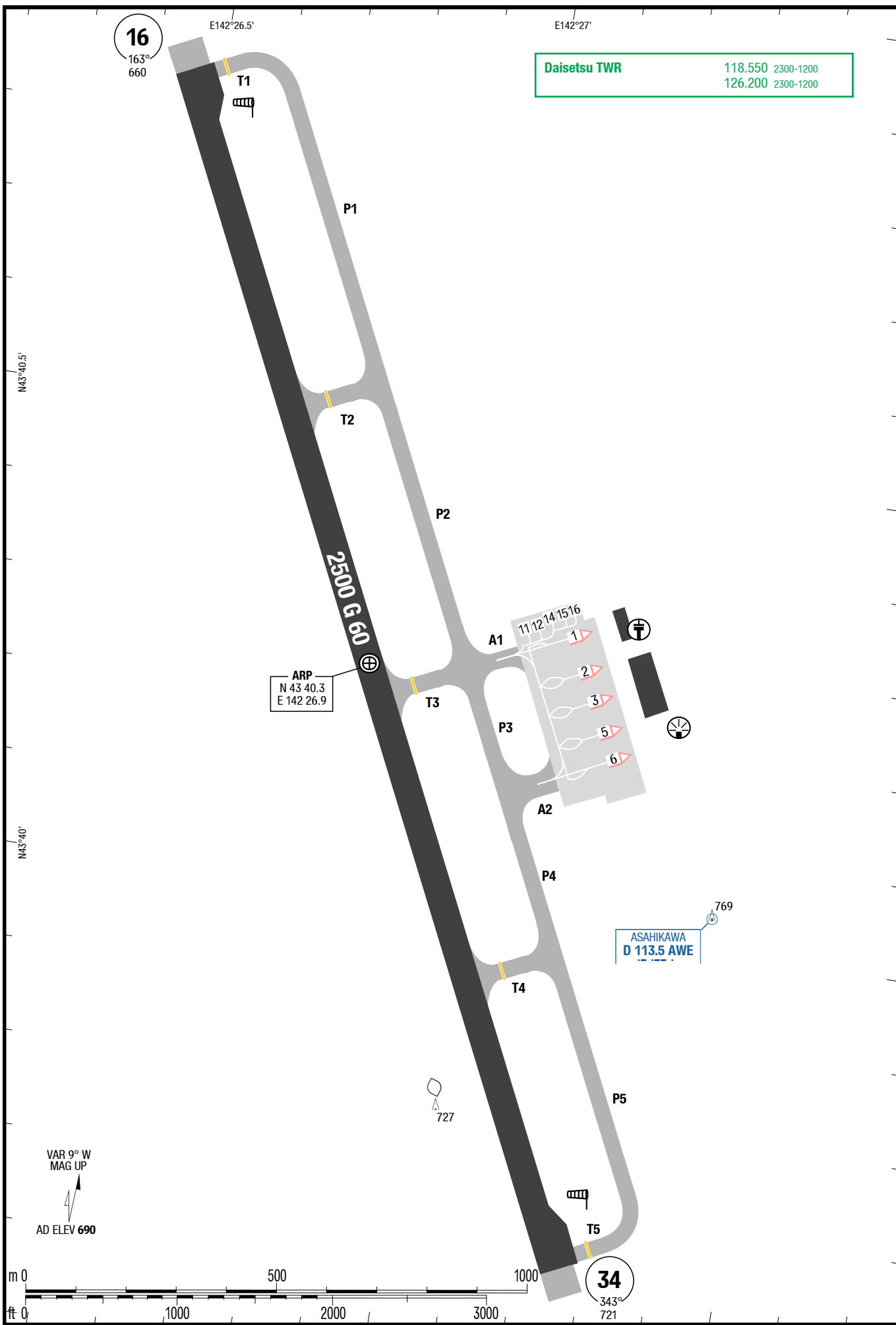
Landing RWY system:

16 420 2500 G 60 83.0° 30 HL

HL-S THR 660 (24hPa) / TDZ --- (-%) +0.7%

60 HL 30 HL 3.0° 60 G 2500 34

-0.7% TDZ 717 (-%) / THR 721 (26hPa) HL-P1F



**AKJ-RJEC**

Tempo SID AWE REVERSAL 5

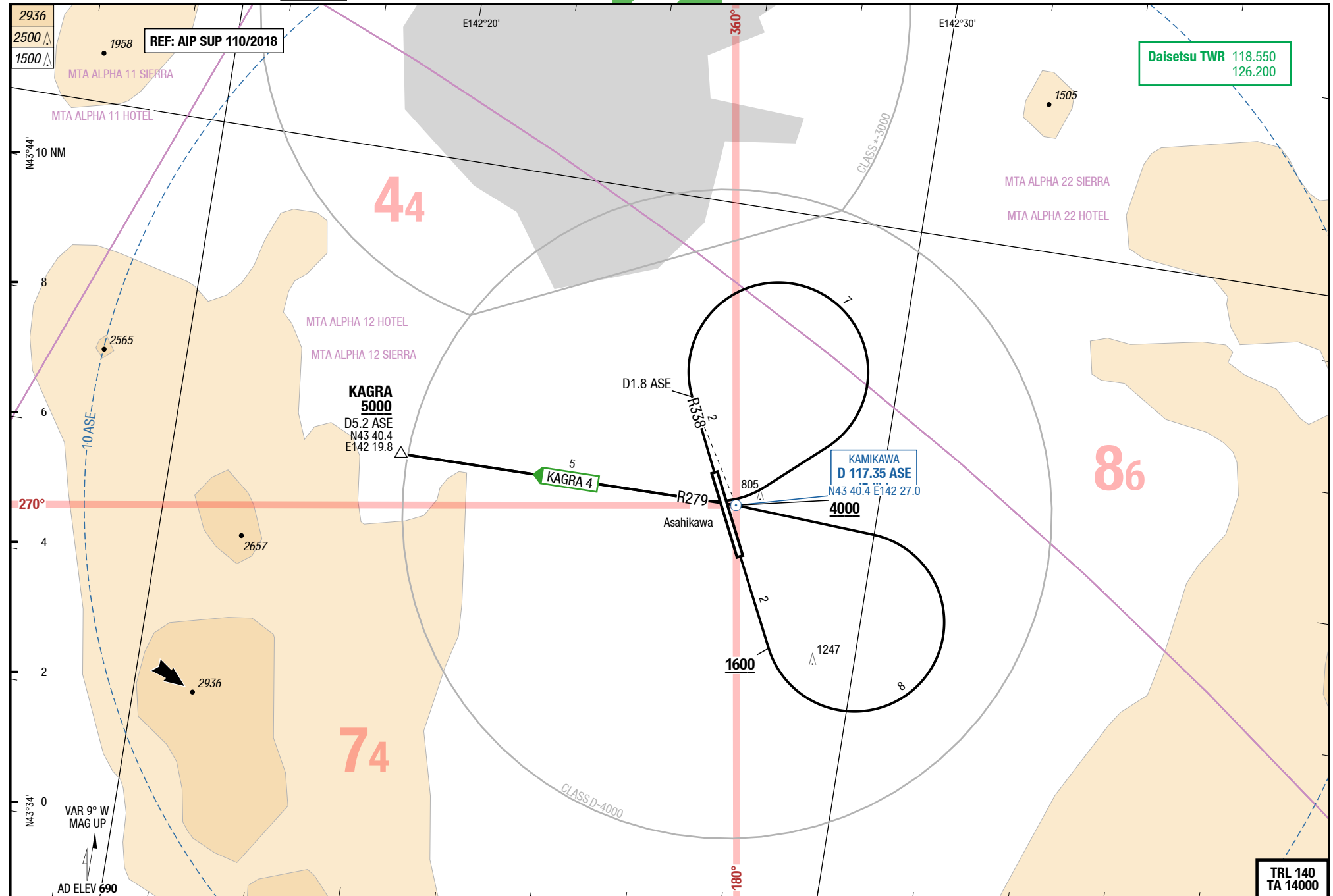
## Tempo SID KAGRA 4



SID

Tempo SID AWE REVERSAL 5

## Tempo SID KAGRA 4



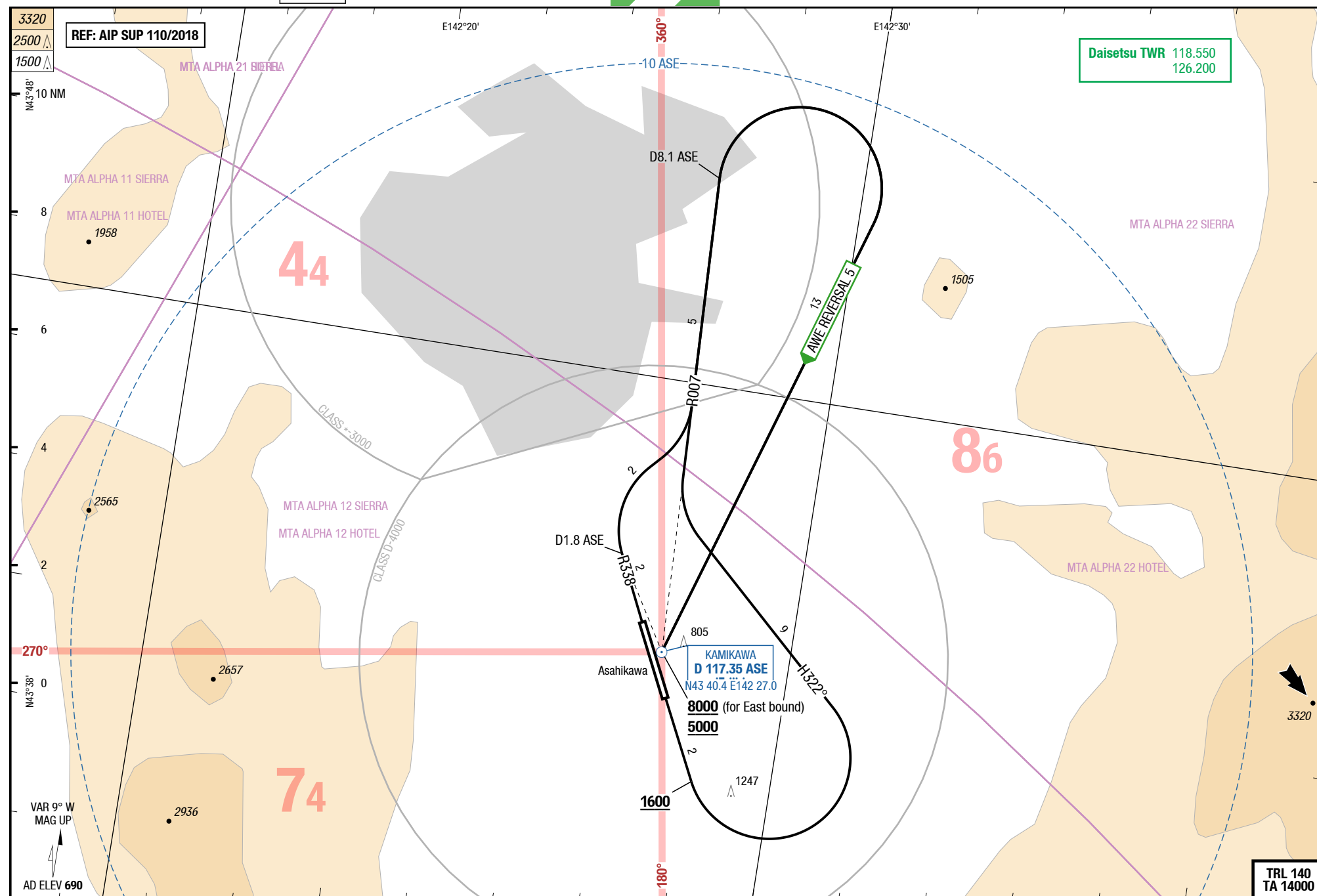
Changes: new

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**AKJ-RJEC**

#### 4-09 **Tempo SID AWE REVERSAL 5**

## Tempo SID AWE REVERSAL 5



Changes: new

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19-APR-2018  
AKJ-RJEC

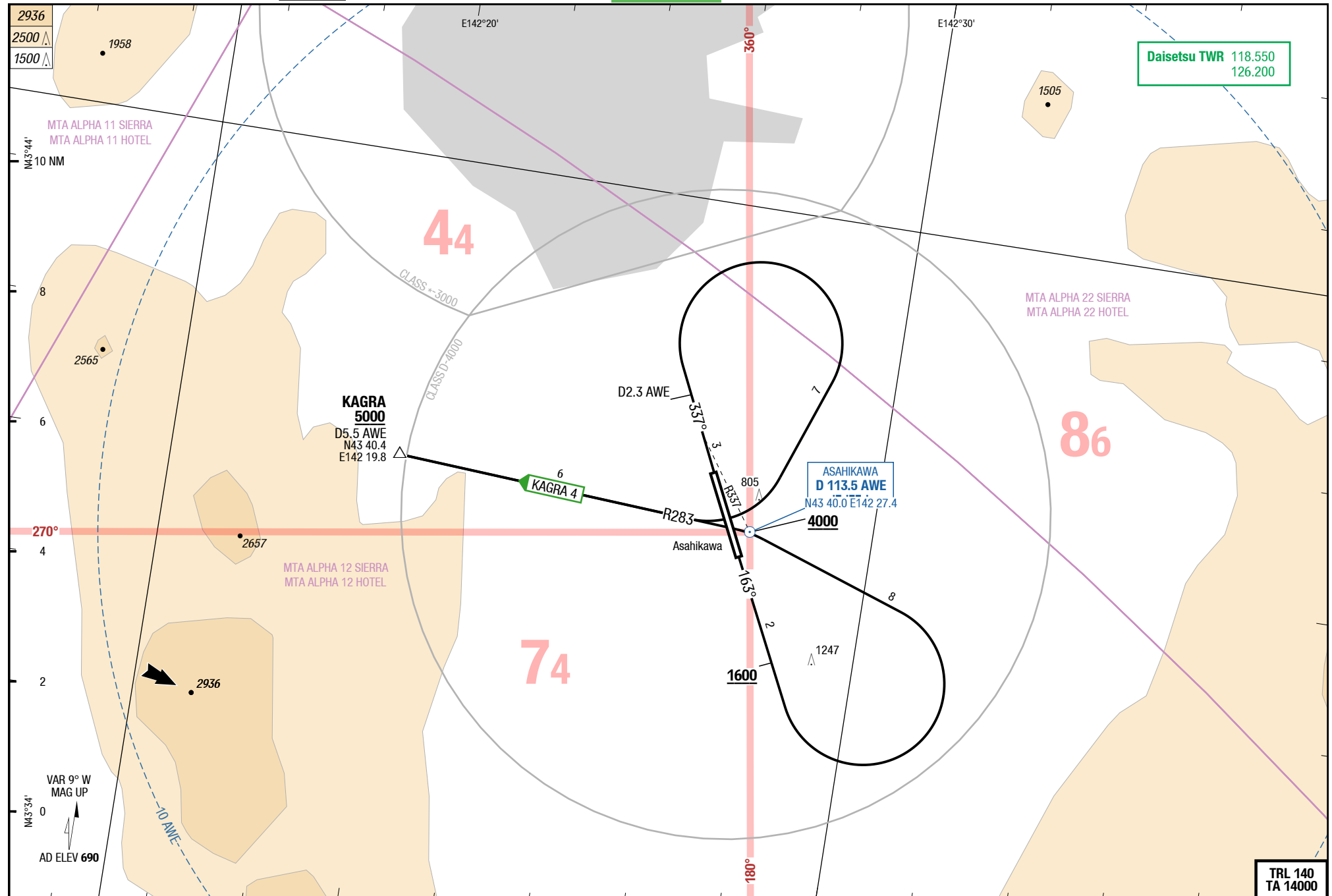
Japan Asahikawa  
SID AWE REVERSAL 5  
SID KAGRA 4

SID

SID

Asahikawa Japan  
SID AWE REVERSAL 5  
SID KAGRA 4

4-10



TRL 140  
TA 14000

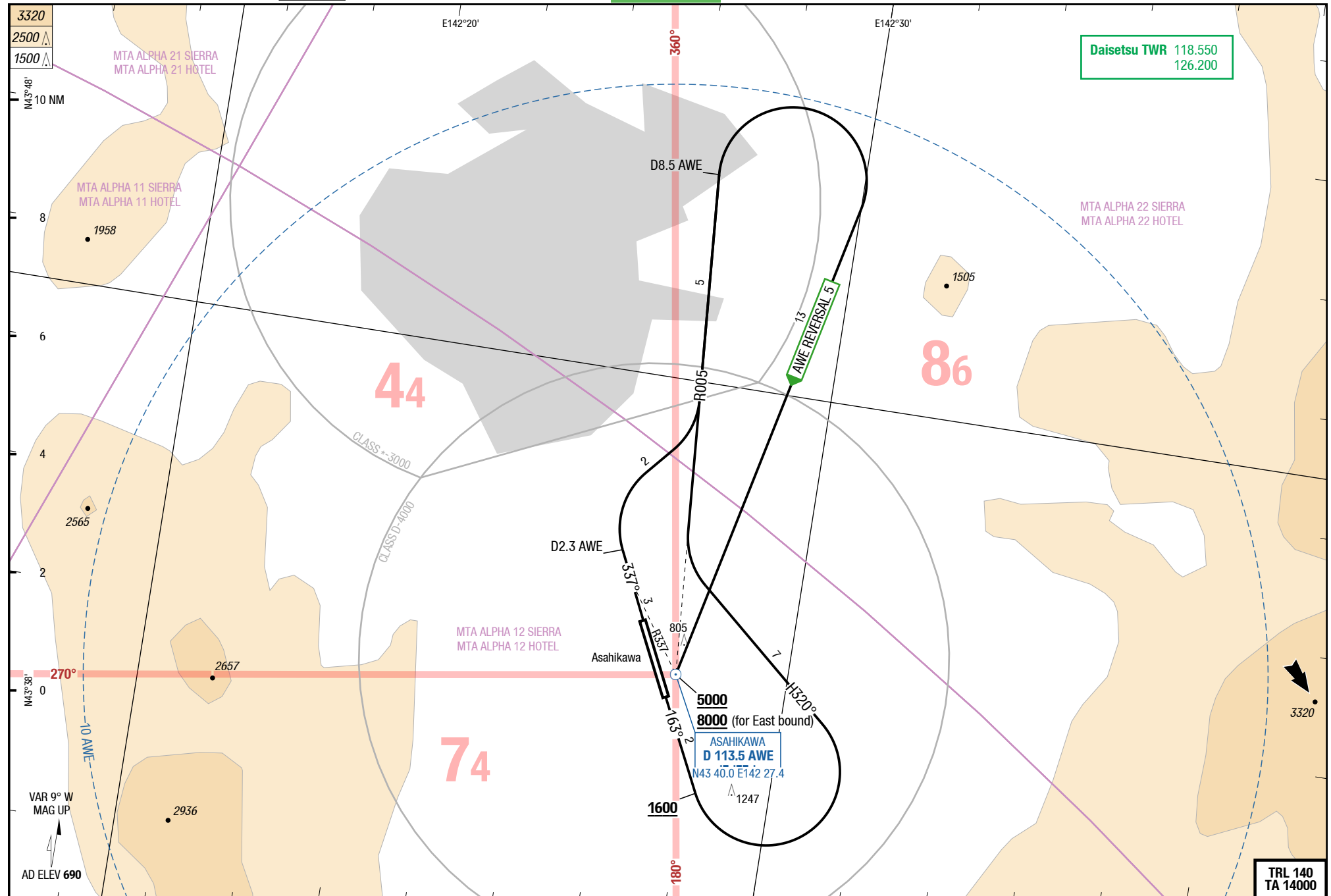
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19-APR-2018  
AKJ-RJEC

Japan Asahikawa  
SID  
4-20  
SID AWE REVERSAL 5

Asahikawa Japan  
SID  
SID AWE REVERSAL 5



Changes: OBST



**KAGRA 4**

RWYs 16 (163°) / 34 (343°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>KAGRA 4</b> 5.3% to 1600 <b>118.550</b> ①	at MNM 1600 LT direct ASE - R279 ASE to KAGRA	<b>ASE MNM 4000</b> <b>KAGRA MNM 5000</b>
	<b>Runway 34</b>	
<b>KAGRA 4</b> 5.0% to 1000 <b>118.550</b> ②	intercept R338 ASE - at D1.8 ASE RT direct ASE - R279 ASE to KAGRA	<b>ASE MNM 4000</b> <b>KAGRA MNM 5000</b>

① OBST ALT 1247FT located at 2NM 146° from end of RWY 16.

② OBST ALT 696FT located at 1.4NM 021° from end of RWY 34.

**AWE REVERSAL 5**

RWYs 16 (163°) / 34 (343°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>AWE REVERSAL 5</b> 5.3% to 1600 <b>118.550</b> ①	at MNM 1600 - LT HDG 322 - intercept R007 <b>ASE</b> - at D8.1 <b>ASE RT direct ASE</b>	<b>ASE MNM 5000</b> <b>ASE MNM 8000</b> (for East bound)
	<b>Runway 34</b>	
<b>AWE REVERSAL 5</b> <b>118.550</b>	intercept R338 <b>ASE</b> - at D1.8 <b>ASE RT</b> intercept R007 <b>ASE</b> - at D8.1 <b>ASE RT direct ASE</b>	<b>ASE MNM 5000</b> <b>ASE MNM 8000</b> (for East bound)

① OBST ALT 1247FT located 2NM 146° from end of RWY 16.

**KAGRA 4**

RWYs 16 (163°) / 34 (343°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>KAGRA 4</b> 5.3% to <b>1600</b> <b>118.550</b> ①	at MNM <b>1600 LT</b> direct <b>AWE</b> - R283 <b>AWE</b> to KAGRA	<b>AWE MNM 4000</b> <b>KAGRA MNM 5000</b>
	<b>Runway 34</b>	
<b>KAGRA 4</b> 5.0% to <b>1000</b> <b>118.550</b> ②	intercept R337 <b>AWE</b> - at D2.3 <b>AWE RT</b> direct <b>AWE</b> - R283 <b>AWE</b> to KAGRA	<b>AWE MNM 4000</b> <b>KAGRA MNM 5000</b>

① OBST ALT 1247FT located at 2.0NM 146° from end of RWY 16.

② OBST ALT 696FT located at 1.4NM 021° from end of RWY 34.

**AWE REVERSAL 5**

RWYs 16 (163°) / 34 (343°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>AWE REVERSAL 5</b> 5.3% to <b>1600</b> <b>118.550</b> ①	at MNM <b>1600</b> LT HDG 320 - intercept R005 <b>AWE</b> - at D8.5 <b>AWE RT direct AWE</b>	<b>AWE MNM 5000</b> <b>AWE MNM 8000 (for East bound)</b>
	<b>Runway 34</b>	
<b>AWE REVERSAL 5</b> <b>118.550</b>	intercept R337 <b>AWE</b> - at D2.3 <b>AWE RT</b> intercept R005 <b>AWE</b> - at D8.5 <b>AWE RT direct AWE</b>	<b>AWE MNM 5000</b> <b>AWE MNM 8000 (for East bound)</b>

① OBST ALT 1247FT located 2.0NM 146° from end of RWY 16.

**AKJ-RJEC**

NIL

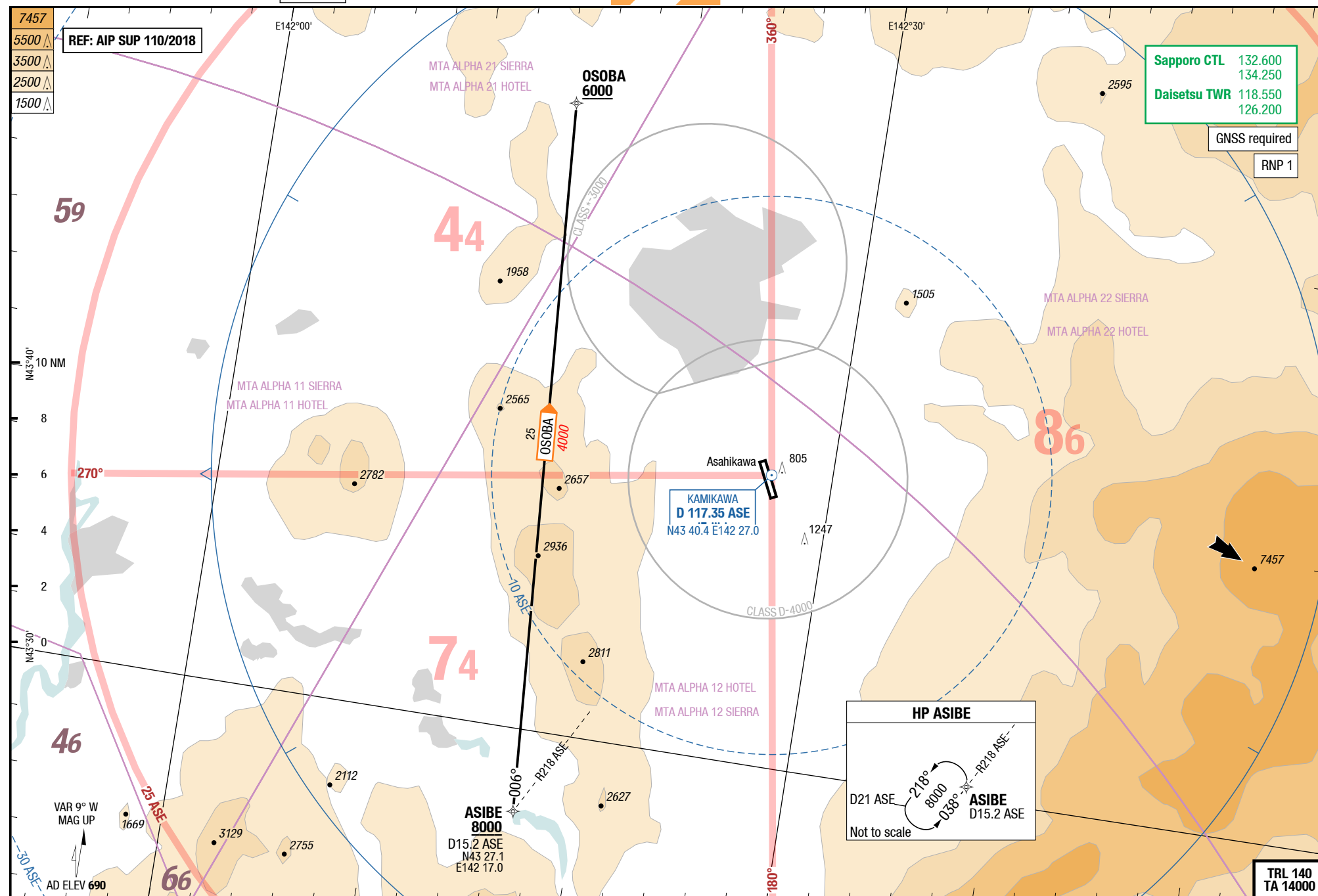
## Tempo RNAV STAR

**STAR**

**STAR**

NIL

## Tempo RNAV STAR



Changes: new

© Lido 2018

Effective 26-APR-2018

19-APR-2018

AKJ-RJEC

Japan Asahikawa

NIL

RNAV STAR

STAR

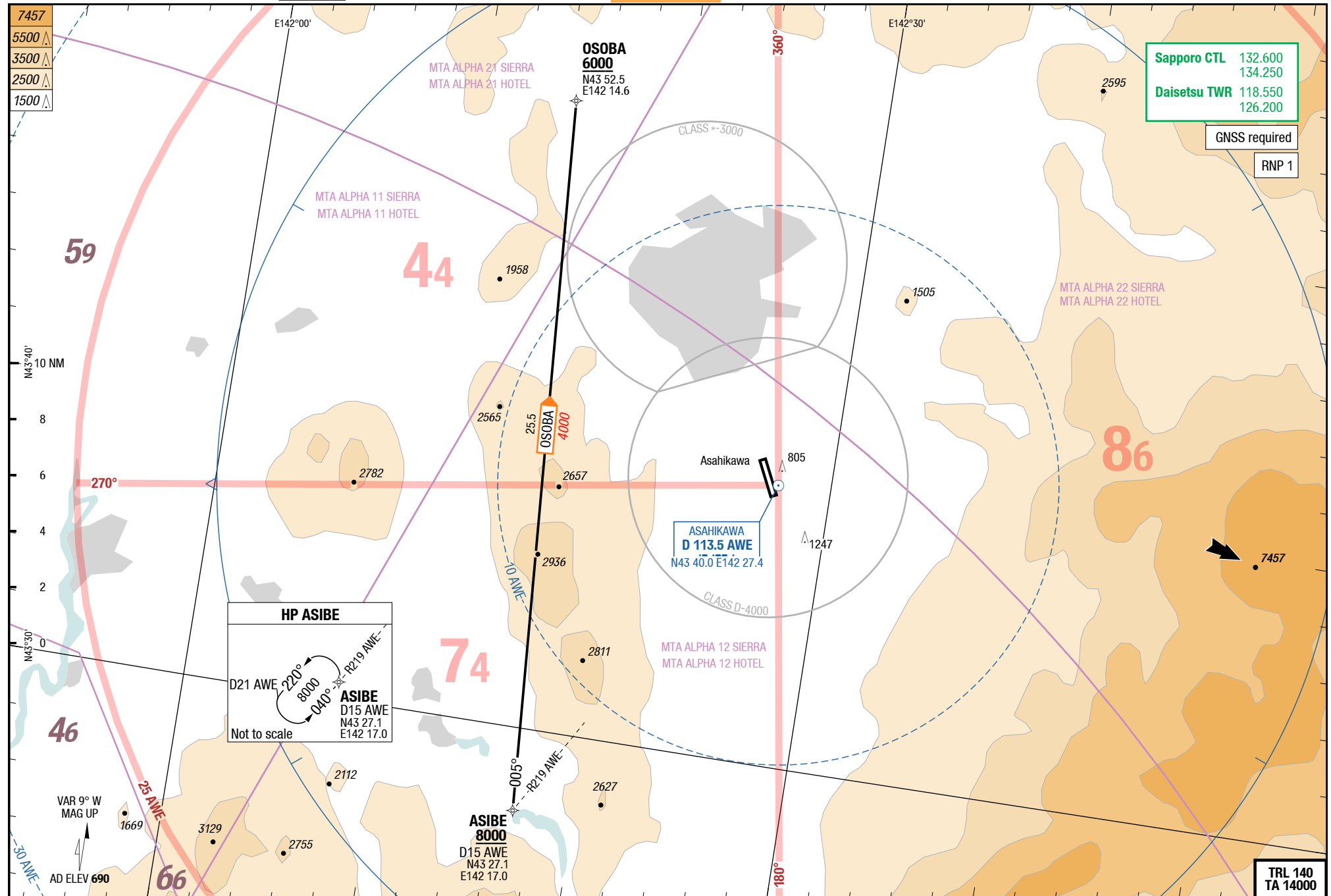
STAR

Asahikawa Japan

NIL

RNAV STAR

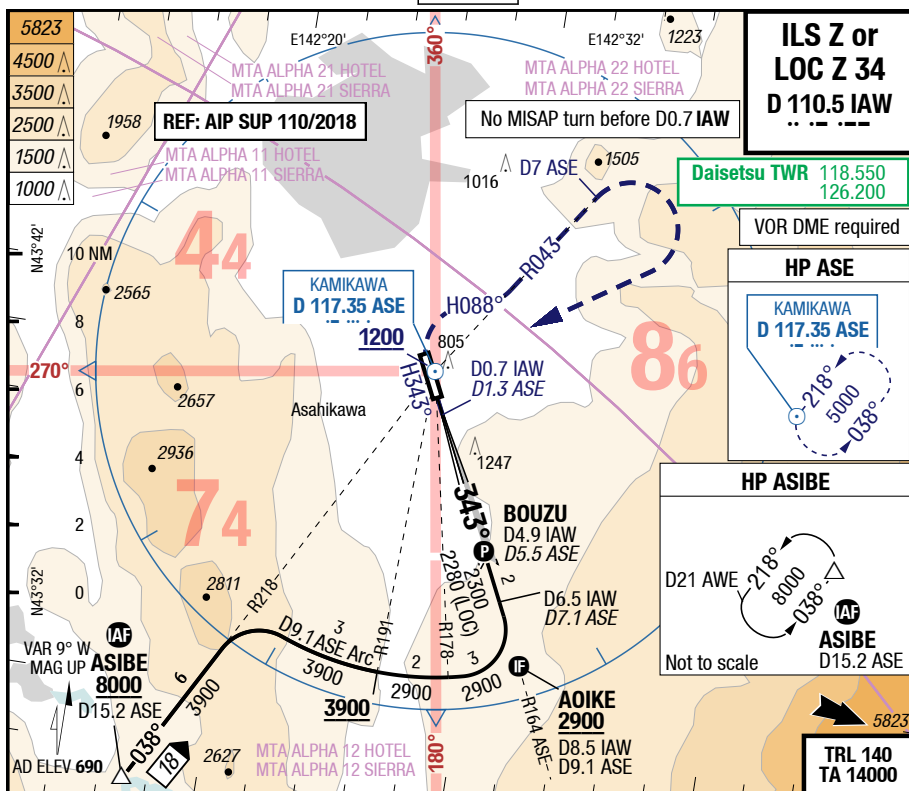
6-10



Changes: HLDG, Note, MEA, OBST

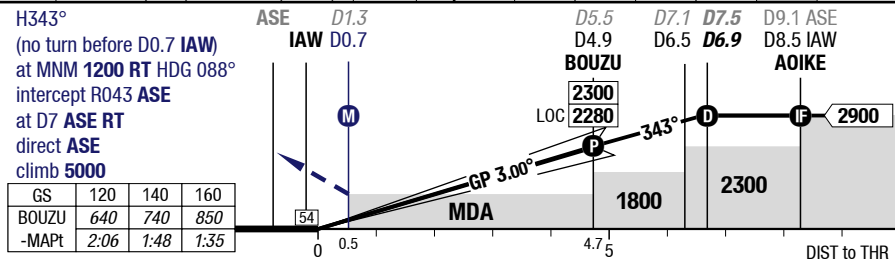
**7-08**

## Tempo ILS Z or LOC Z 34



60 HL 30 HL 60 G 2500 3.0° -0.7% TDZ 717 (---%) / THR 721 (26hPa) HL-P1E		3	4	5	6	6.9		LOC 3.00° D IAW
		1660	1980	2300	2620	2900		

H343°  
(no turn before D0.7 IAW)  
at MNM 1200 RT HDG 088°  
intercept R043 ASE  
at D7 ASE RT  
direct ASE  
climb 5000



34		Cat 1 DME GA 5.0%	Cat 1 DME GA 5.0% TDZL+/RCLL U/S 1)	LOC DME GA 5.0%		Circling TERPS
		C	ft - m/km ft	200 - 550 930	200 - 750 930	650 - 2.3 1370
D	ft - m/km ft	200 - 550 930	200 - 750 930	650 - 2.3 1370		870 - 3.6V 1560

1) With EVS 550m

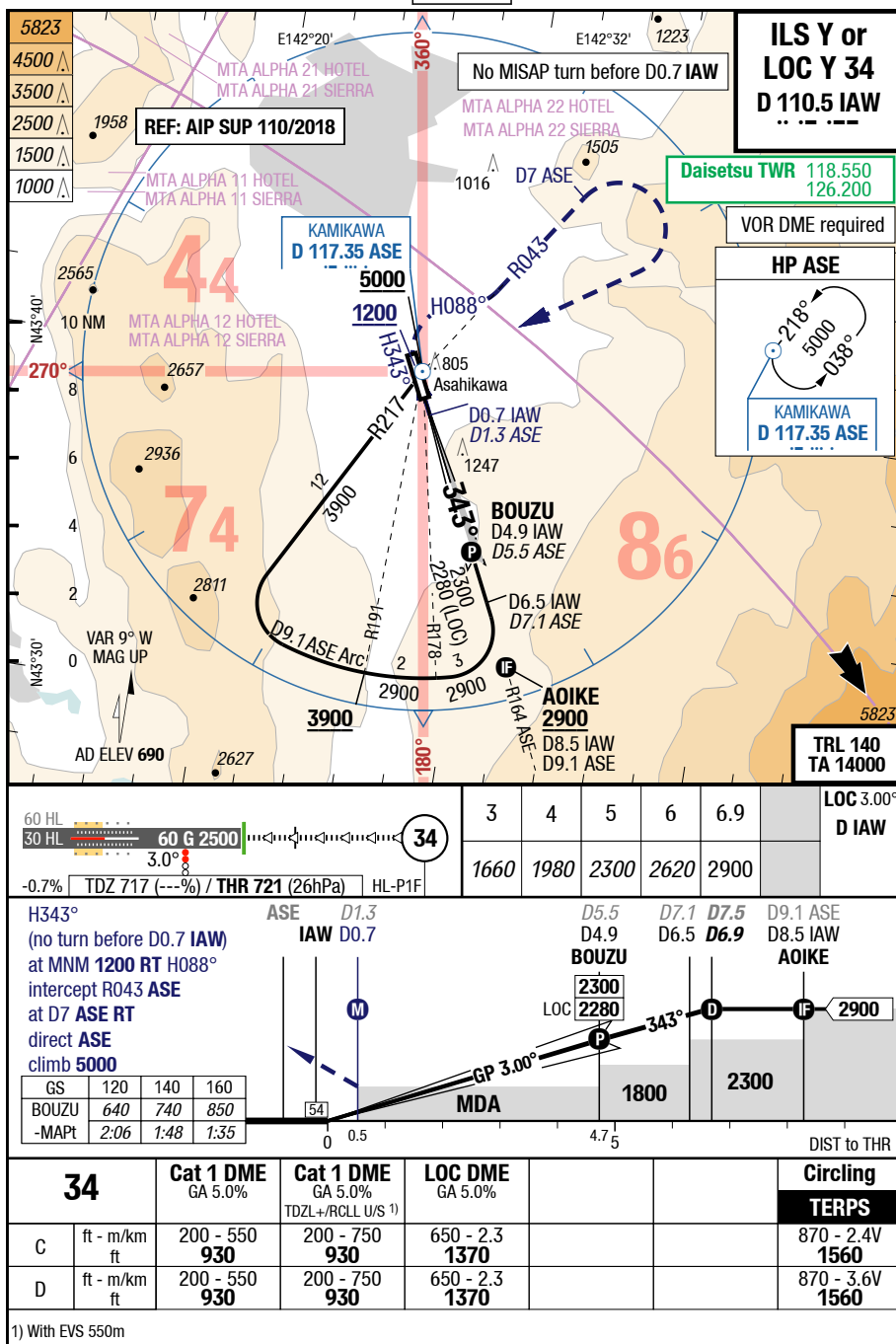
Changes: new



## AKJ-RJEC

7-09

Tempo ILS Y or LOC Y 34

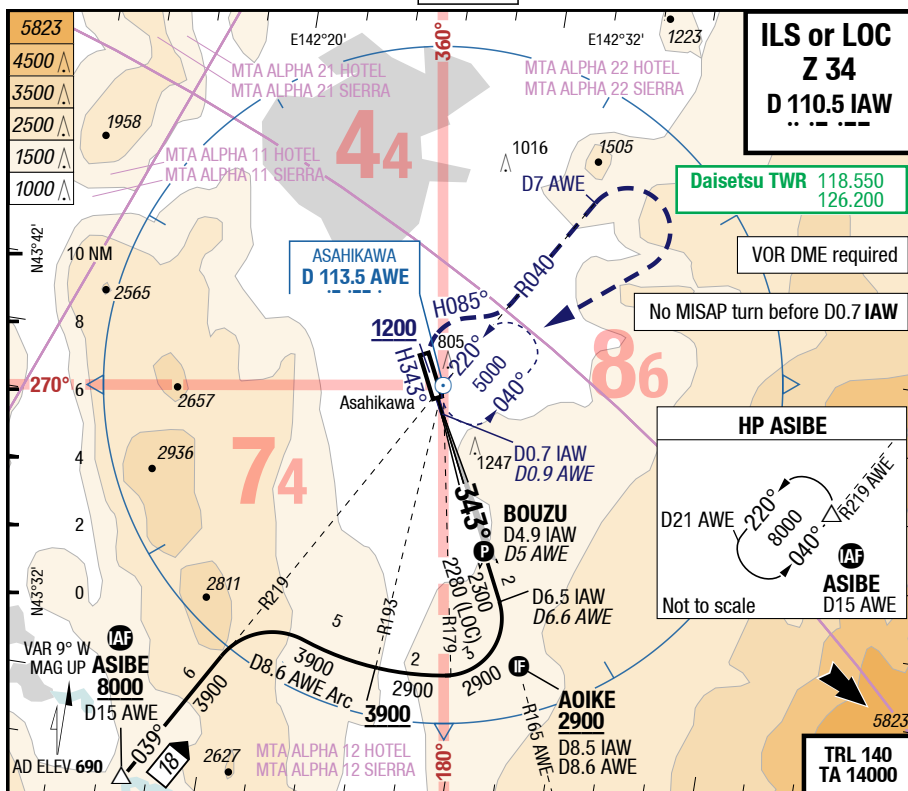


Changes: new

AKJ-RJEC

7-10

ILS or LOC Z 34

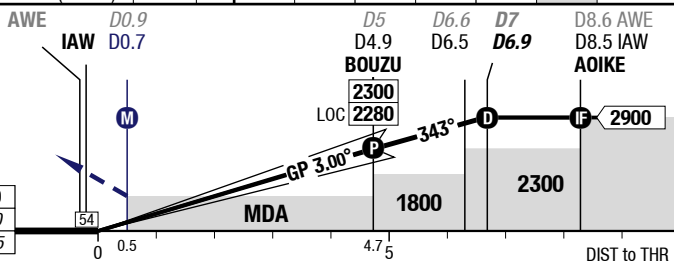


60 HL  
30 HL  
60 G 2500  
3.0°  
-0.7% TDZ 717 (---%) / THR 721 (26hPa) HL-P1F

3	4	5	6	6.9	LOC 3.00° D IAW
1660	1980	2300	2620	2900	

H343°  
(no turn before D0.7 IAW)  
at MNM 1200 RT H085°  
intercept R040 AWE  
at D7 AWE RT  
direct AWE  
climb 5000

GS	120	140	160
D4.9 IAW	640	740	850
-MAPt	2:07	1:49	1:35



34		Cat 1 DME GA 5.0%	Cat 1 DME GA 5.0% TDZL+RCLL U/S 1)	LOC DME GA 5.0%	Circling TERPS
C	ft - m/km ft	200 - 550 930	200 - 750 930	650 - 2.3 1370	870 - 2.4V 1560
D	ft - m/km ft	200 - 550 930	200 - 750 930	650 - 2.3 1370	870 - 3.6V 1560

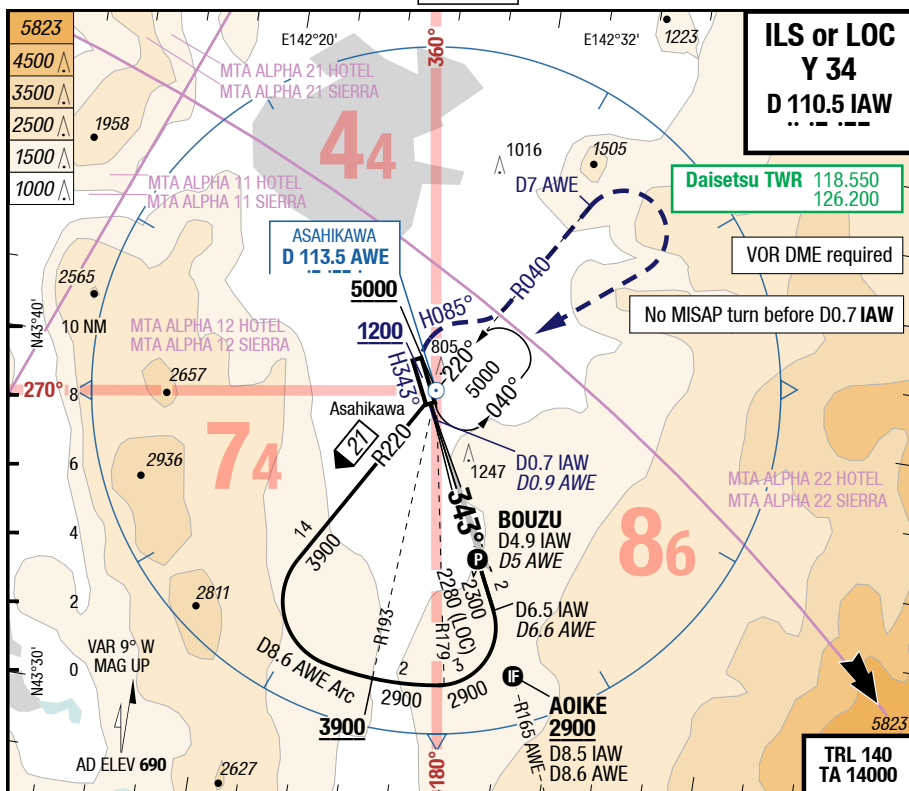
1) With EVS 550m

Changes: OBST

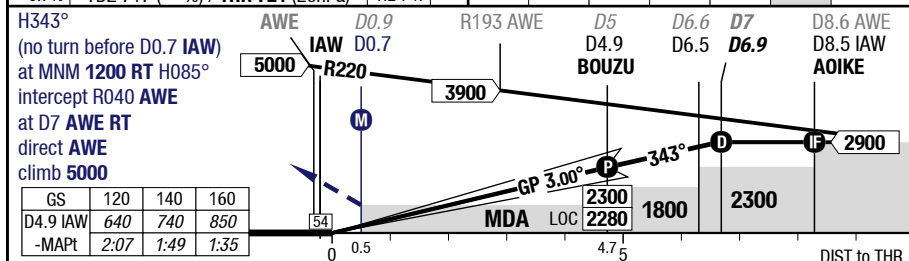
## AKJ-RJEC

7-20

ILS or LOC Y 34



60 HL	60 G 2500	34	3	4	5	6	6.9	LOC 3.00°
-0.7%	TDZ 717 (---%)	THR 721 (26hPa)	1660	1980	2300	2620	2900	D IAW
HL-P1F								



34		Cat 1 DME GA 5.0%	Cat 1 DME GA 5.0% TDZL+RCLL U/S 1)	LOC DME GA 5.0%	Circling TERPS	
C	ft - m/km ft	200 - 550 930	200 - 750 930	650 - 2.3 1370	870 - 2.4V 1560	
D	ft - m/km ft	200 - 550 930	200 - 750 930	650 - 2.3 1370	870 - 3.6V 1560	

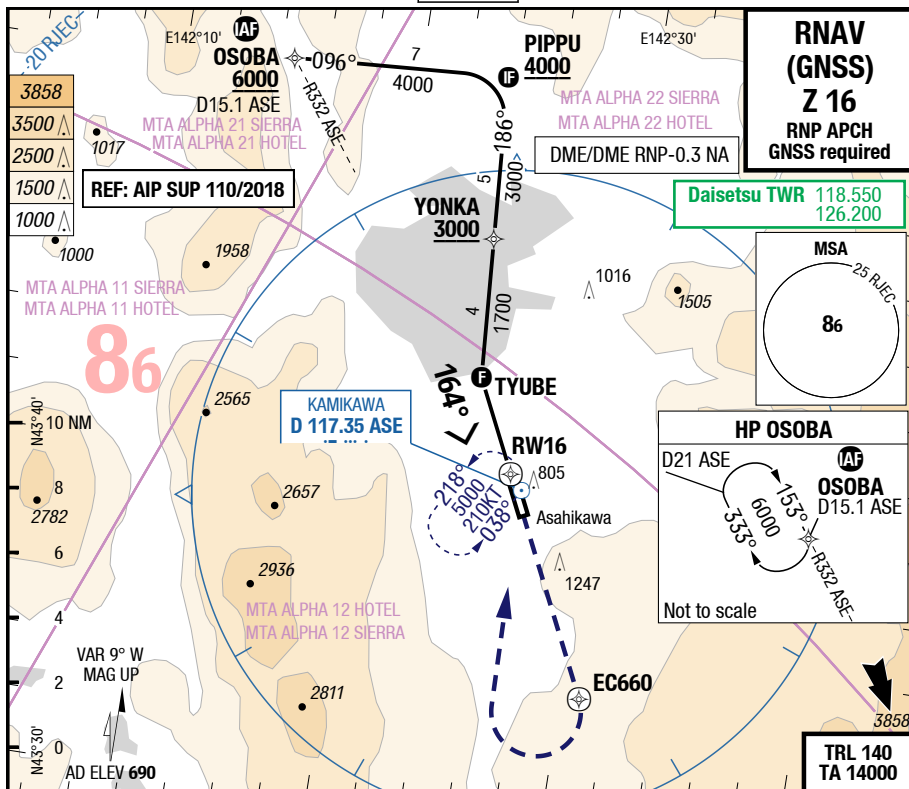
1) With EVS 550m

Changes: OBST

## AKJ-RJEC

7-28

## Tempo RNAV (GNSS) Z 16

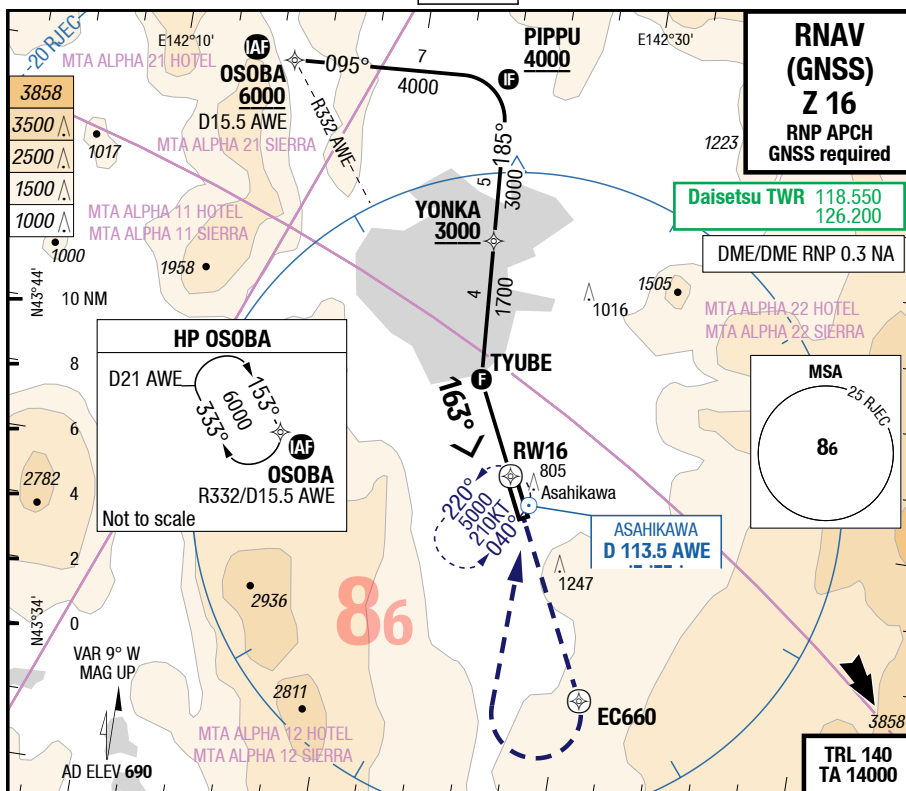


16		RNAV GNSS				Circling	
		LNAV				TERPS	
		GA 3.1%					
C	ft - m/km	340 - 1.4				870 - 2.4V	
	ft	1000				1560	
D	ft - m/km	340 - 1.6				870 - 3.6V	
	ft	1000				1560	

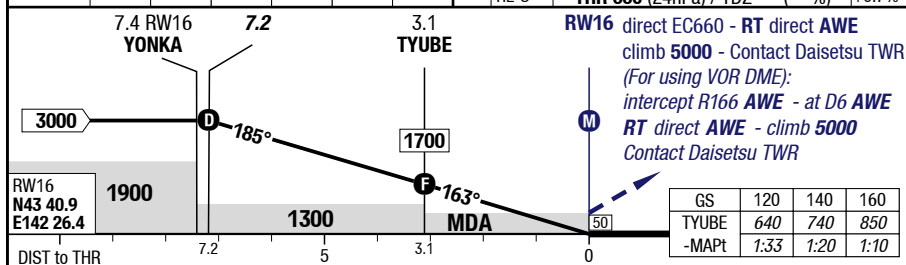
# AKJ-RJEC

7-30

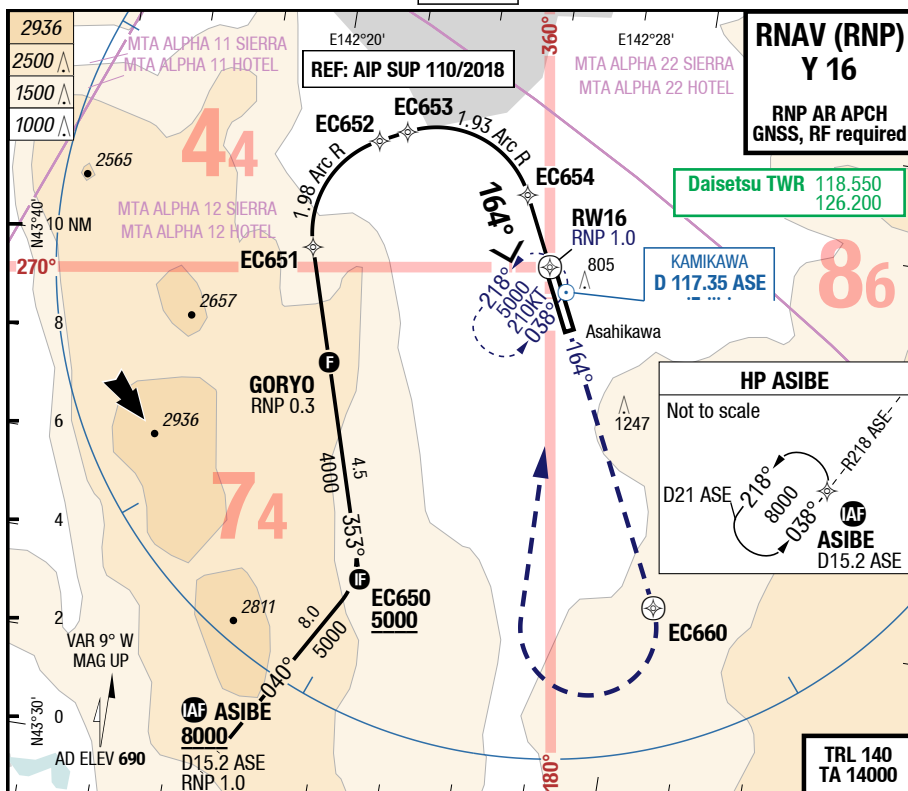
## RNAV (GNSS) Z 16



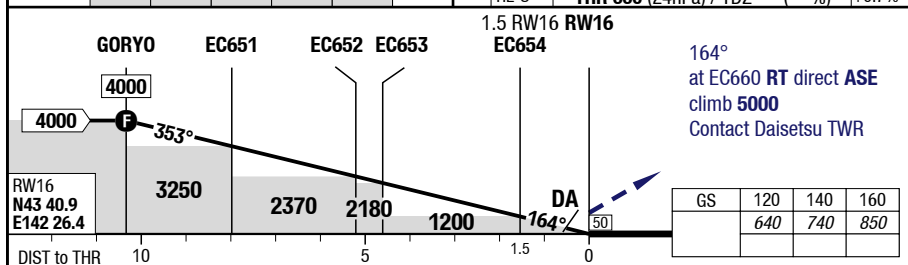
3.00° <b>RW16</b>	7.2	6	5	4	3	2	
	3000	2660	2330	2000	1670	1350	



16		RNAV GNSS LNAV GA 3.1%					Circling TERPS
C	ft - m/km ft	340 - 1.4 1000					870 - 2.4V 1560
D	ft - m/km ft	340 - 1.6 1000					870 - 3.6V 1560



3.00°						1	<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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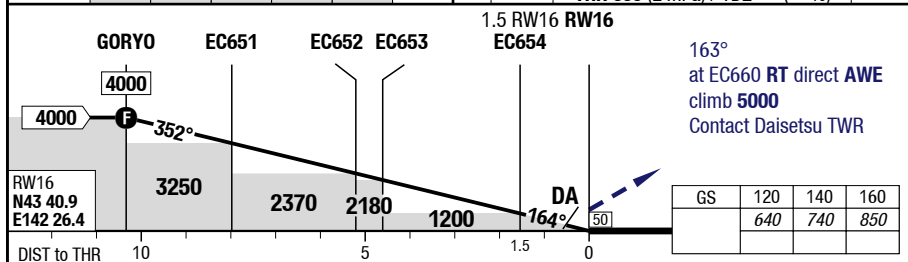
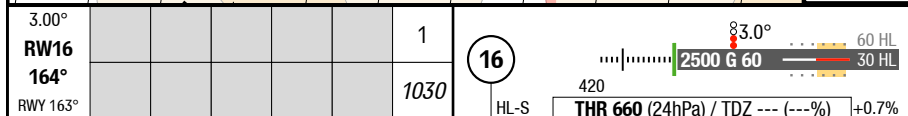
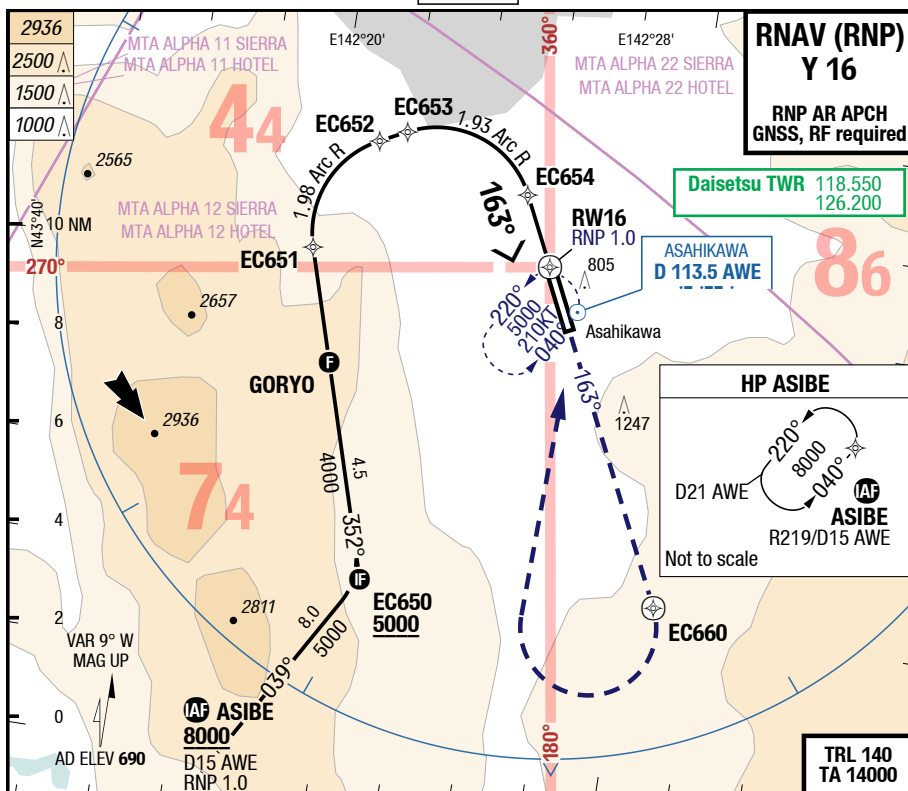


16		RNAV RNP 0.30 VNAV GA 3.0% <sup>1)</sup>					Circling TERPS
C	ft - m/km ft	300 - 1.4 960 <sup>2)</sup>					Not published
D	ft - m/km ft	Not published					Not published

1) Uncompensated BARO VNAV NA below -30°C (-22°F) or above 45°C (113°F)

2) With EVS 900m

Changes: new



16		RNAV RNP 0.30 VNAV GA 3.0% 1)	Circling TERPS	
C	ft - m/km ft	300 - 1.4 960 2)	Not published	
D	ft - m/km ft	Not published	Not published	

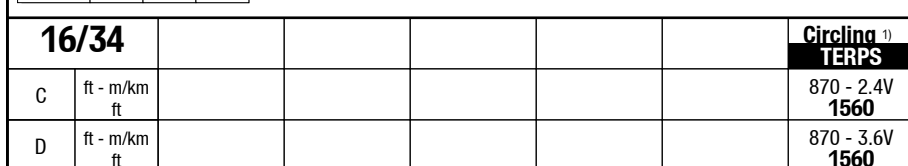
1) Uncompensated BARO VNAV NA below -30°C (-22°F) or above 45°C (113°F)

2) With EVS 900m

Changes: New

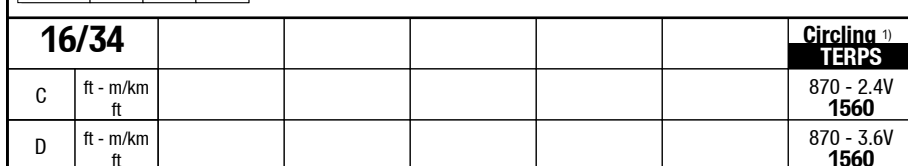


**VOR A**



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**VOR B**

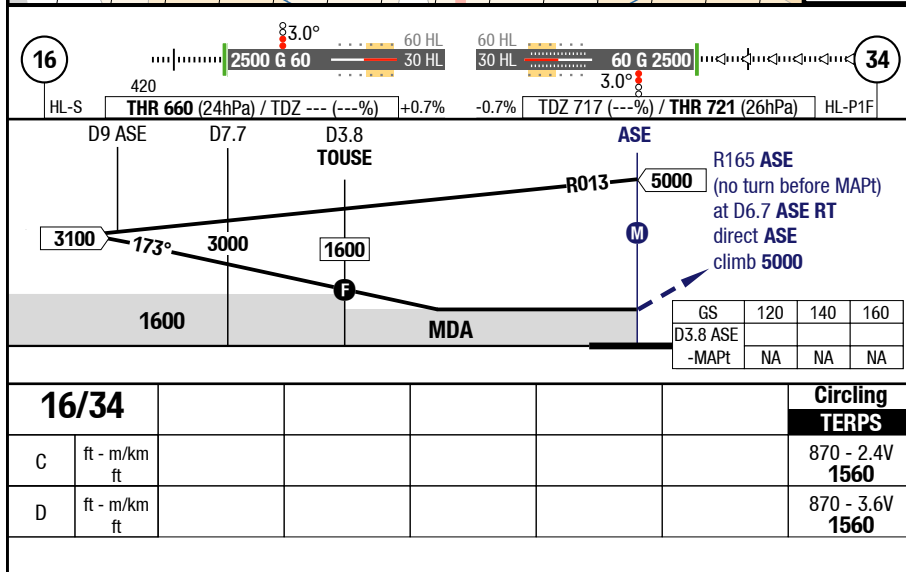
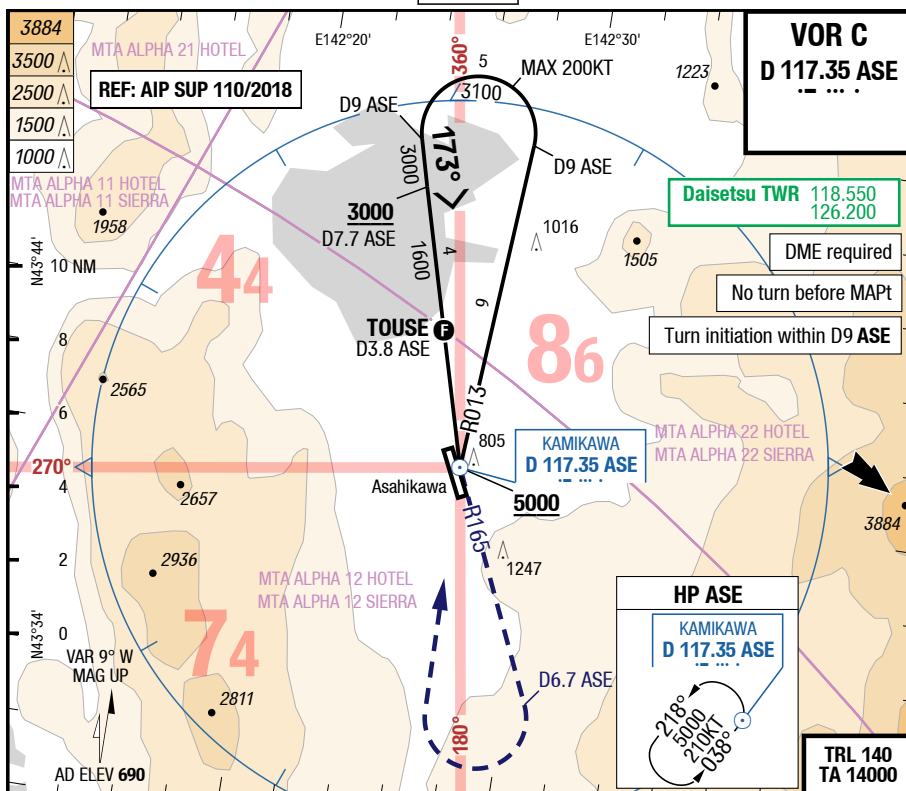


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# AKJ-RJEC

**7-88**

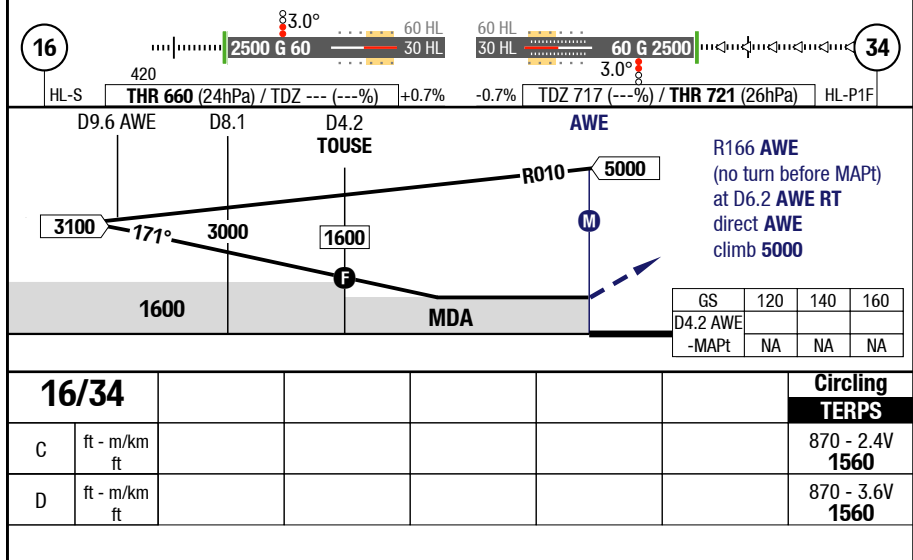
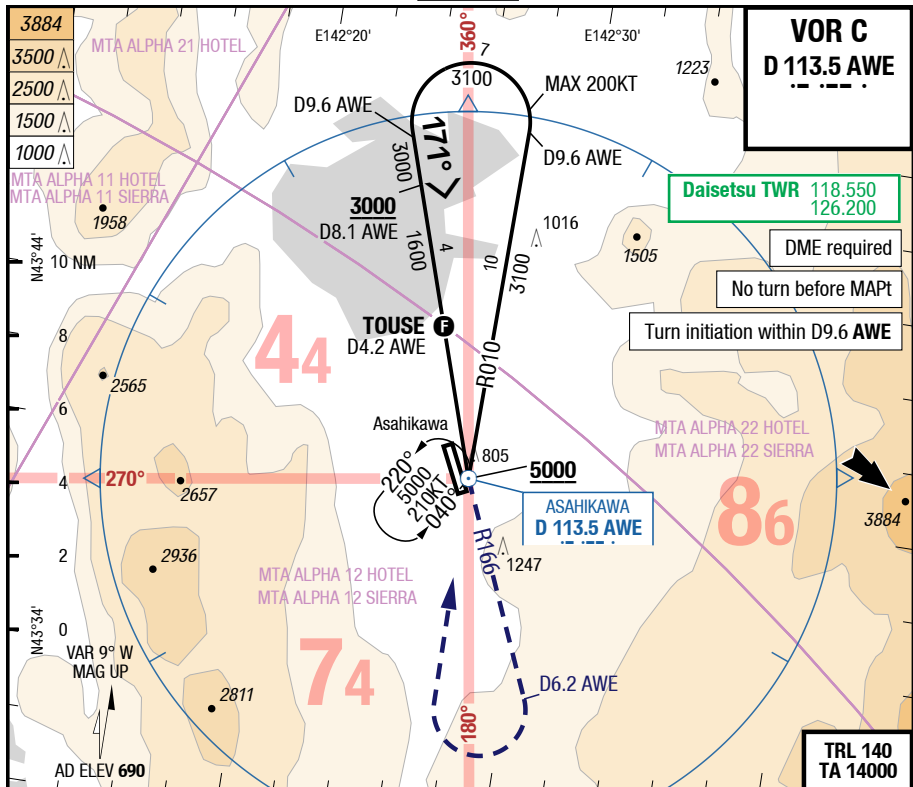
## Tempo VOR C



## AKJ-RJEC

7-90

VOR C



19-APR-2018

AKJ-RJEC

8-10

Japan Asahikawa

NIL

MRC

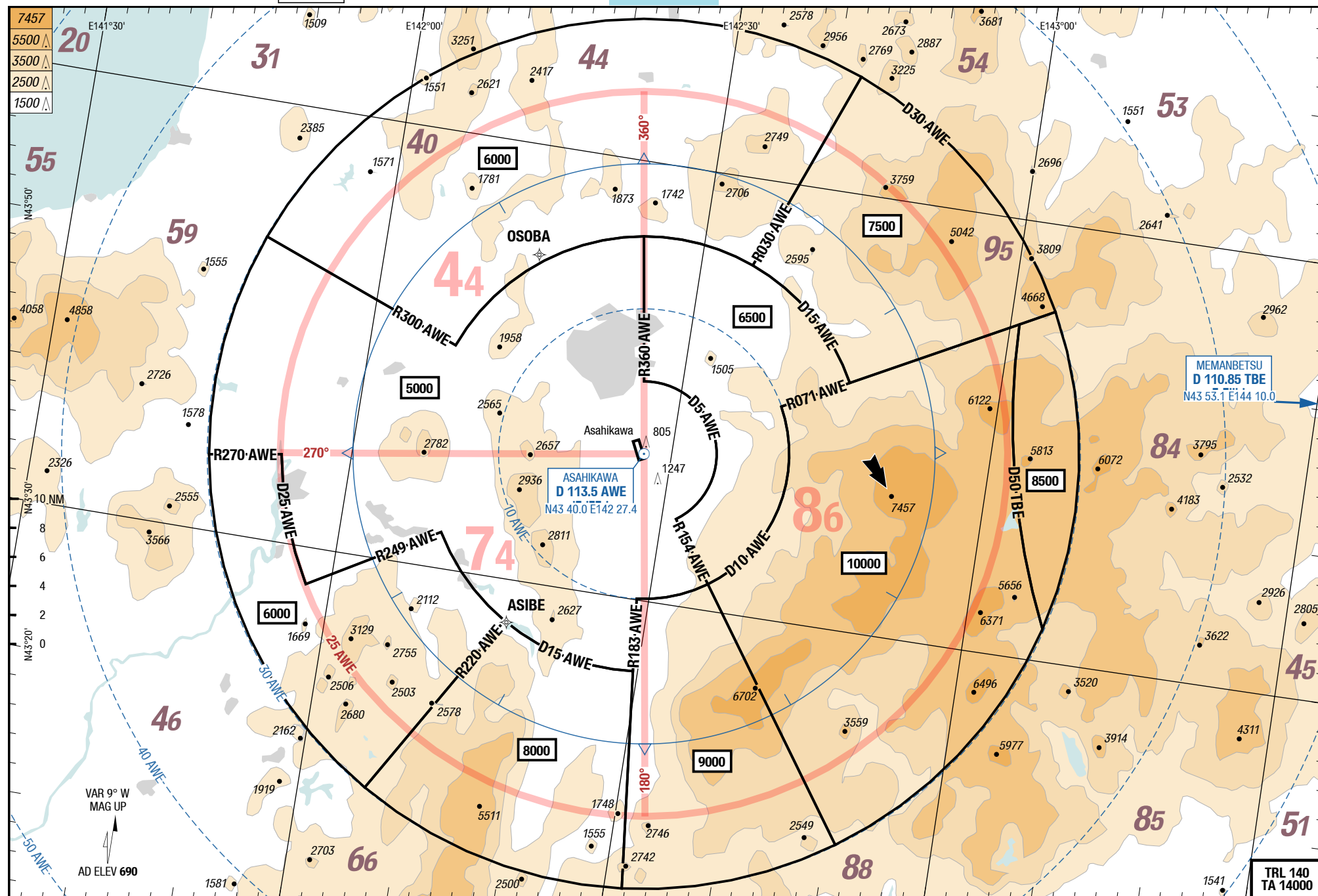
MRC

MRC

Asahikawa Japan

NIL

MRC



Changes: OBST