

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** 2300-1200**Airport Information**

RFF: CAT 8
Fuel: 2300-1100
PCN: RWY 17/35: 106/F/C/X/T
Customs: O/R

Operation**Special Safeguards and Procedures (SSP)**

CAT IIIA/IIIB OPS are AVBL when SSP are applied. SSP will be applied when following COND are met.

- Ceiling is at or less than 400ft and/or RVR is at or less than 1000m.
- ILS critical area is protected.
- Report out of ILS critical area.

TWY T1, T5-T7 and the parallel TWY are AVBL for CAT IIIA/IIIB OPS.

TWY Restriction

When B763 HLDG at stop marking on TWY T5 or T6

Wingspan (WS) of ACFT taxiing on TWY P4-P6	WS \leq 23m	23m < WS \leq 40m	WS > 40m
Wing-tip CLR	Wing-tip CLR \geq 15m	6.5m \leq Wing-tip CLR < 15m	Wing-tip CLR < 6.5m

When MD90 HLDG at stop marking on TWY T2

Wingspan (WS) of ACFT taxiing on TWY P1-P2	WS \leq 47m	47m < WS \leq 64m	WS > 64m
Wing-tip CLR	Wing-tip CLR \geq 15m	6.5m \leq Wing-tip CLR < 15m	Wing-tip CLR < 6.5m

Taxi/Parking

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): B2-B4, P2

ARRIVAL**Speed**

MAX IAS 250KT or MNM safe speed if greater, above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater, at or below 3000ft.

Arrival Procedure**Non-standard GP intercept position on RWY 17**

GP intercepts RWY 17 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2180m / 7153ft.

DEPARTURE

Take-off Minima

RWY		17/35	
Multi ENG A, B, C	ft - m/km	0 - 150R	-
Multi ENG D		0 - 200R	-

Speed

MAX IAS 250KT or MNM safe speed if greater, above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater, at or below 3000ft.

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KUH-RJCK

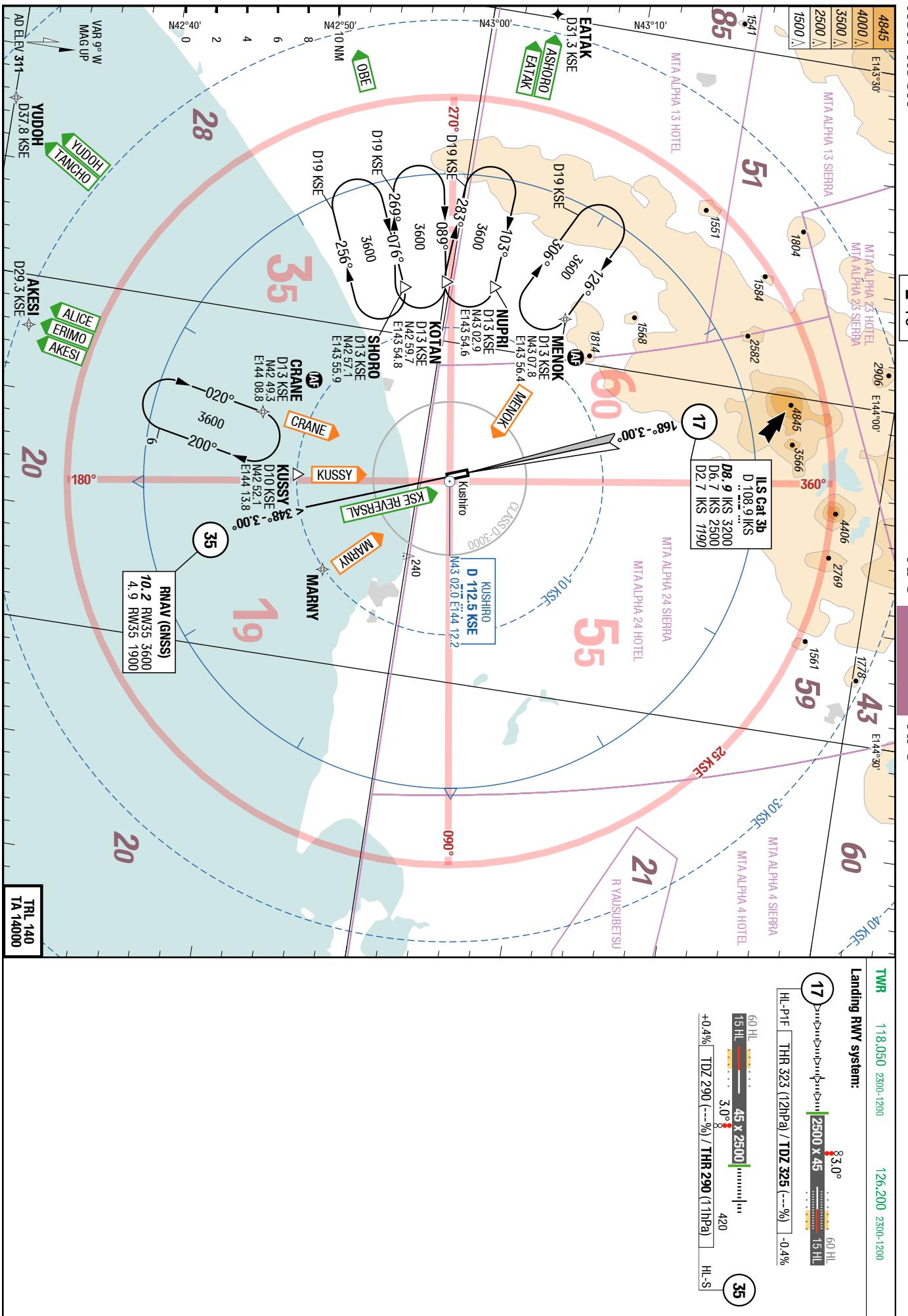
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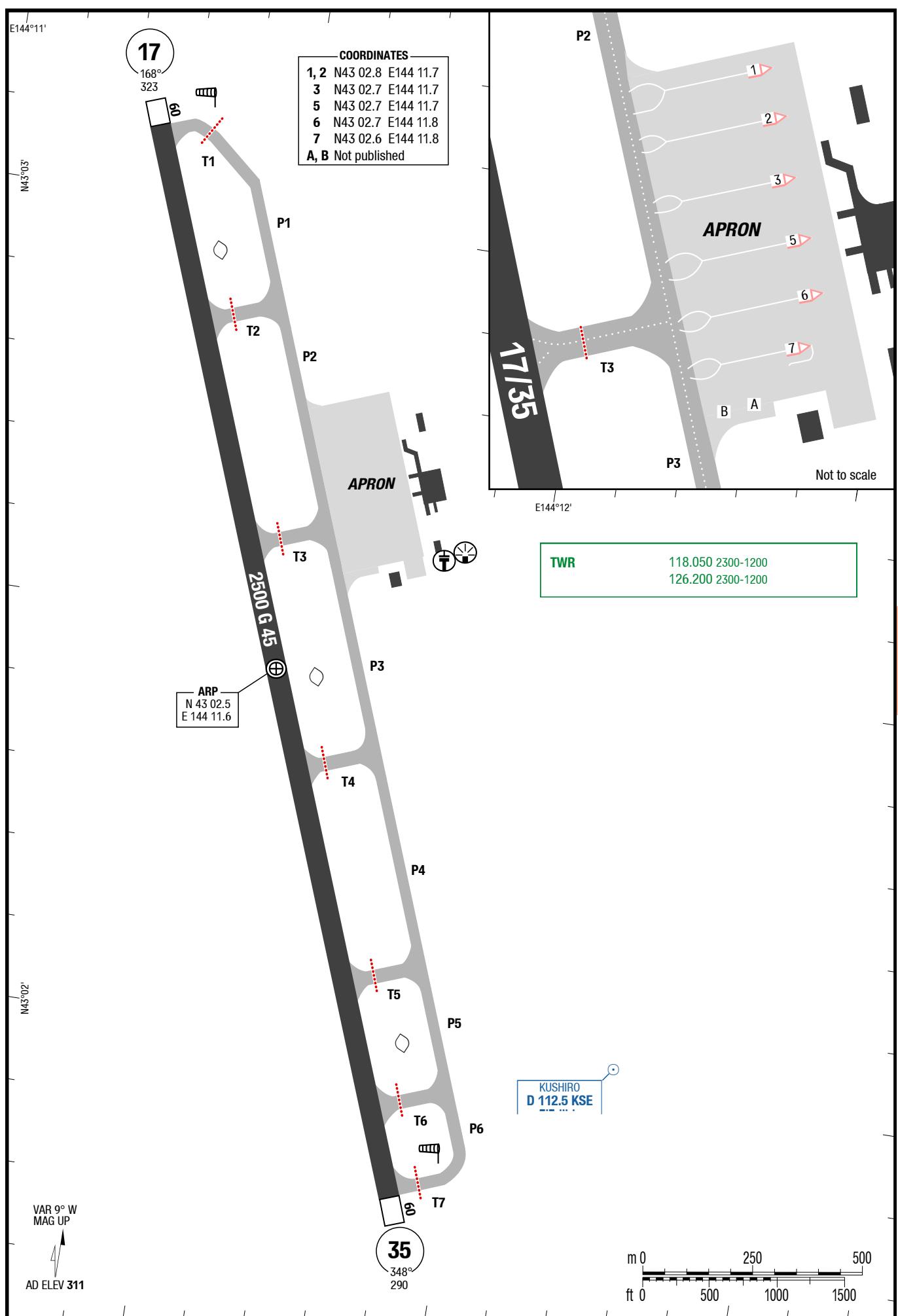
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RNAV SIDs

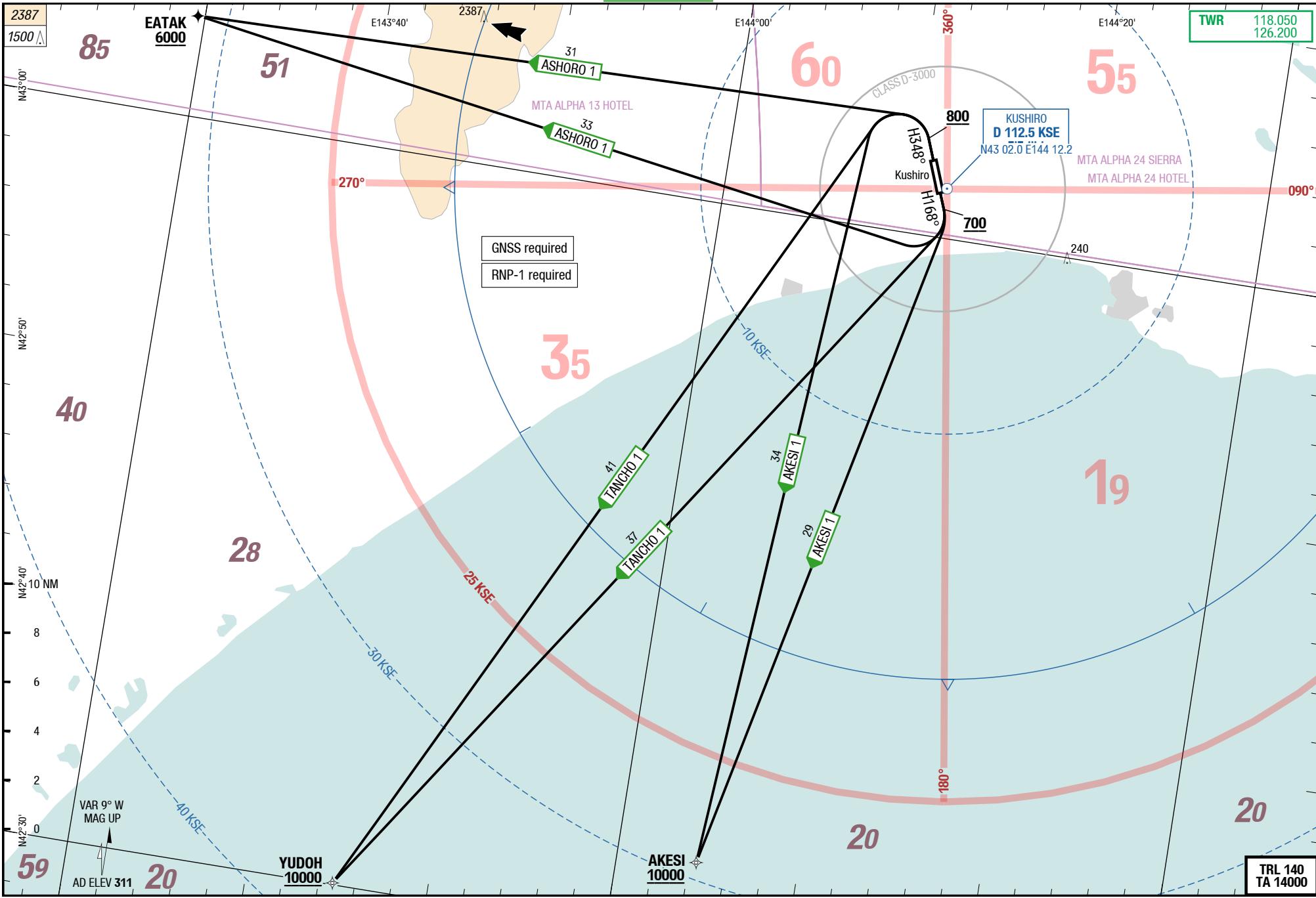


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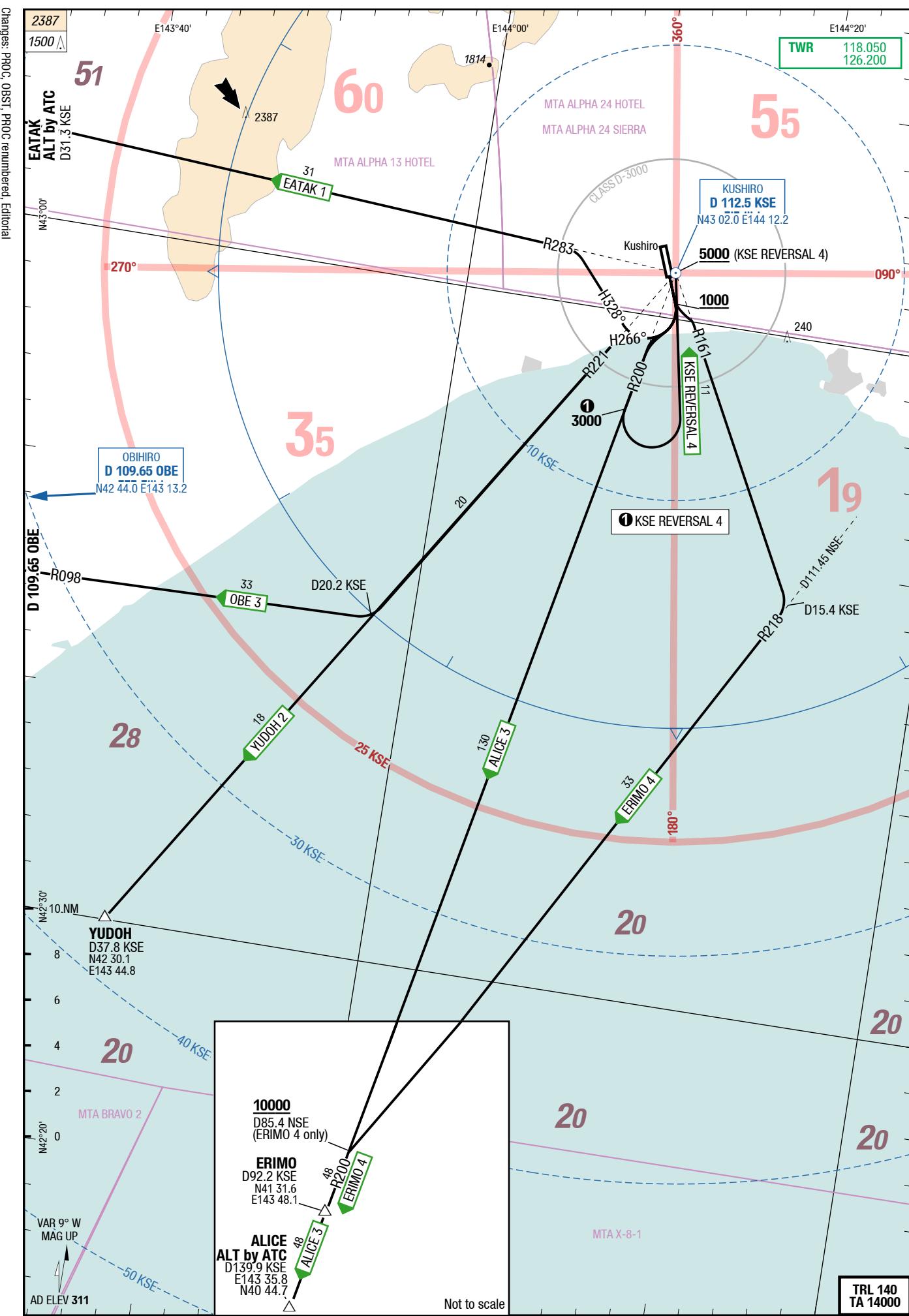


RNAV SIDs

4-10



Changes: new



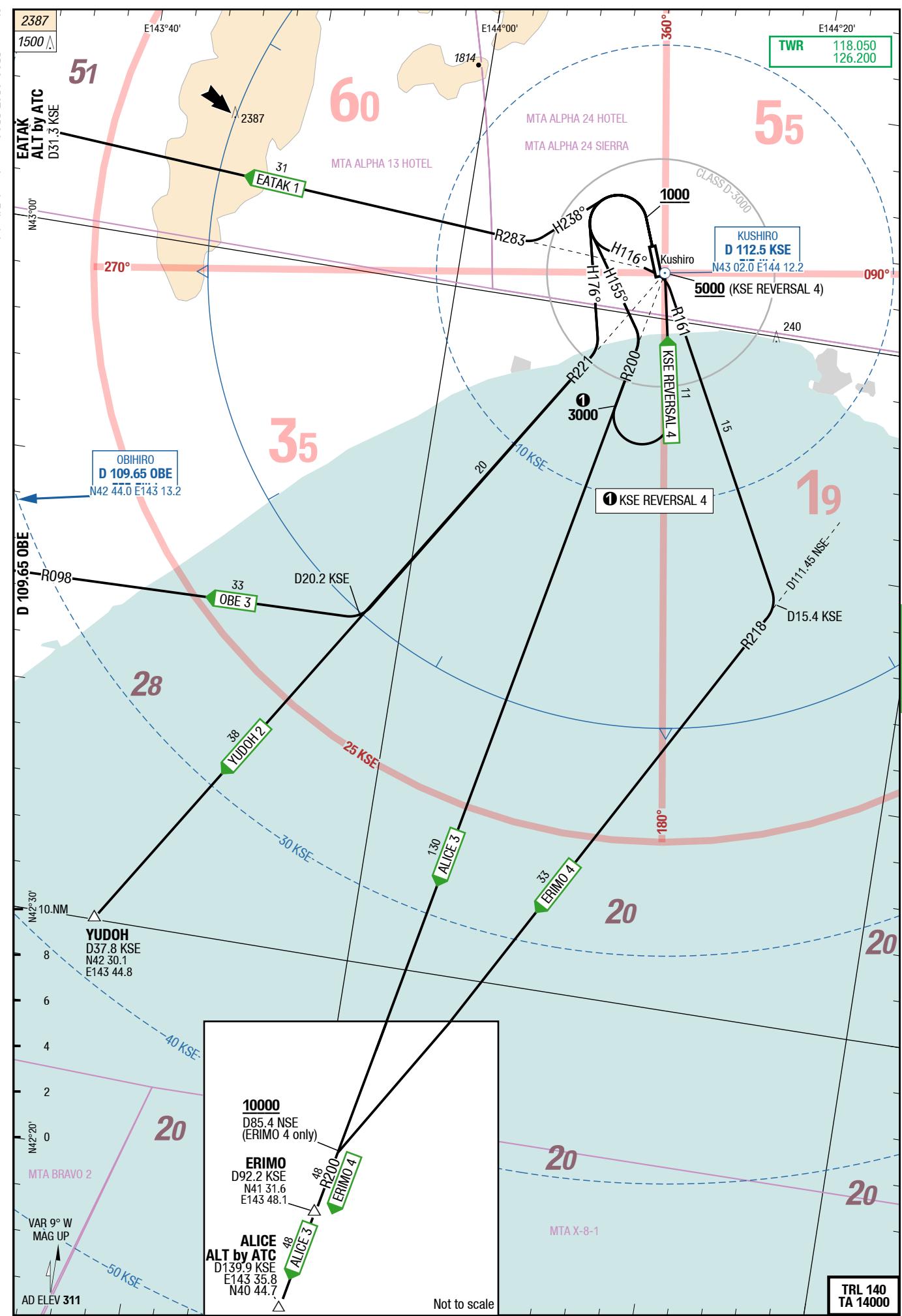
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**Japan
Kushiro**

SID

Kushiro Japan



AKESI 1 / ASHORO 1 / TANCHO 1

RWYs 17 (168°) / 35 (348°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 17		
AKESI 1 118.050	HDG 168° - at MNM 700 RT to AKESI FMS [A700+ ;R] - AKESI	AKESI MNM 10000 AKESI MNM 10000
ASHORO 1 118.050 ①	HDG 168° - at MNM 700 RT to EATAK FMS [A700+ ;R] - EATAK	EATAK MNM 6000 EATAK MNM 6000
TANCHO 1 118.050	HDG 168° - at MNM 700 RT to YUDOH FMS [A700+ ;R] - YUDOH	YUDOH MNM 10000 YUDOH MNM 10000
Runway 35		
AKESI 1 118.050	HDG 348° - at MNM 800 LT to AKESI FMS [A800+ ;L] - AKESI	AKESI MNM 10000 AKESI MNM 10000
ASHORO 1 118.050 ①	HDG 348° - at MNM 800 LT to EATAK FMS [A800+ ;L] - EATAK	EATAK MNM 6000 EATAK MNM 6000
TANCHO 1 118.050	HDG 348° - at MNM 800 LT to YUDOH FMS [A800+ ;L] - YUDOH	YUDOH MNM 10000 YUDOH MNM 10000

① No turn before DER.

ALICE 3 / EATAK 1 / ERIMO 4 / KUSHIRO REVERSAL 4 / OBIHIRO 3 / YUDOH 2

RWY 17 (168°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 17		
ALICE 3 118.050 ①	at MNM 1000 RT intercept R200 KSE to ALICE	ALICE ALT by ATC
EATAK 1 118.050 ①	at MNM 1000 RT HDG 328° intercept R283 KSE to EATAK	EATAK ALT by ATC
ERIMO 4 118.050 ①	at MNM 1000 LT intercept R161 KSE - at R161/D15.4 KSE intercept R218 NSE - at R218/D85.4 NSE intercept R200 KSE to ERIMO	R218/D85.4 NSE MNM 10000
KUSHIRO REVERSAL 4 KSE REVERSAL 4 118.050 ①	at MNM 1000 RT intercept R200 KSE - at 3000 LT direct KSE	KSE MNM 5000
OBIHIRO 3 OBE 3 118.050 ①	at MNM 1000 RT HDG 266° intercept R221 KSE - at R221/D20.2 KSE intercept R098 OBE inbound to OBE	
YUDOH 2 118.050 ①	at MNM 1000 RT HDG 266° intercept R221 KSE to YUDOH	

① No turn before DER.

ALICE 3 / EATAK 1 / ERIMO 4 / KUSHIRO REVERSAL 4 / OBIHIRO 3 / YUDOH 2

RWY 35 (348°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 35		
ALICE 3 118.050 ①	at MNM 1000 LT HDG 155° intercept R200 KSE to ALICE	ALICE ALT by ATC
EATAK 1 118.050 ①	at MNM 1000 LT HDG 238° intercept R283 KSE to EATAK	EATAK ALT by ATC
ERIMO 4 118.050 ①	at MNM 1000 LT HDG 116° intercept R161 KSE - at R161/D15.4 KSE intercept R218 NSE - at R218/D85.4 NSE intercept R200 KSE to ERIMO	R218/D85.4 NSE MNM 10000
KUSHIRO REVERSAL 4 KSE REVERSAL 4 118.050 ①	at MNM 1000 LT HDG 155° intercept R200 KSE - at 3000 LT direct KSE	KSE MNM 5000
OBIHIRO 3 OBE 3 118.050 ①	at MNM 1000 LT HDG 176° intercept R221 KSE - at R221/D20.2 KSE intercept R098 OBE inbound to OBE	
YUDOH 2 118.050 ①	at MNM 1000 LT HDG 176° intercept R221 KSE to YUDOH	

① No turn before DER.

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Japan Kushiro

STARS

Kushiro Japan

STARs

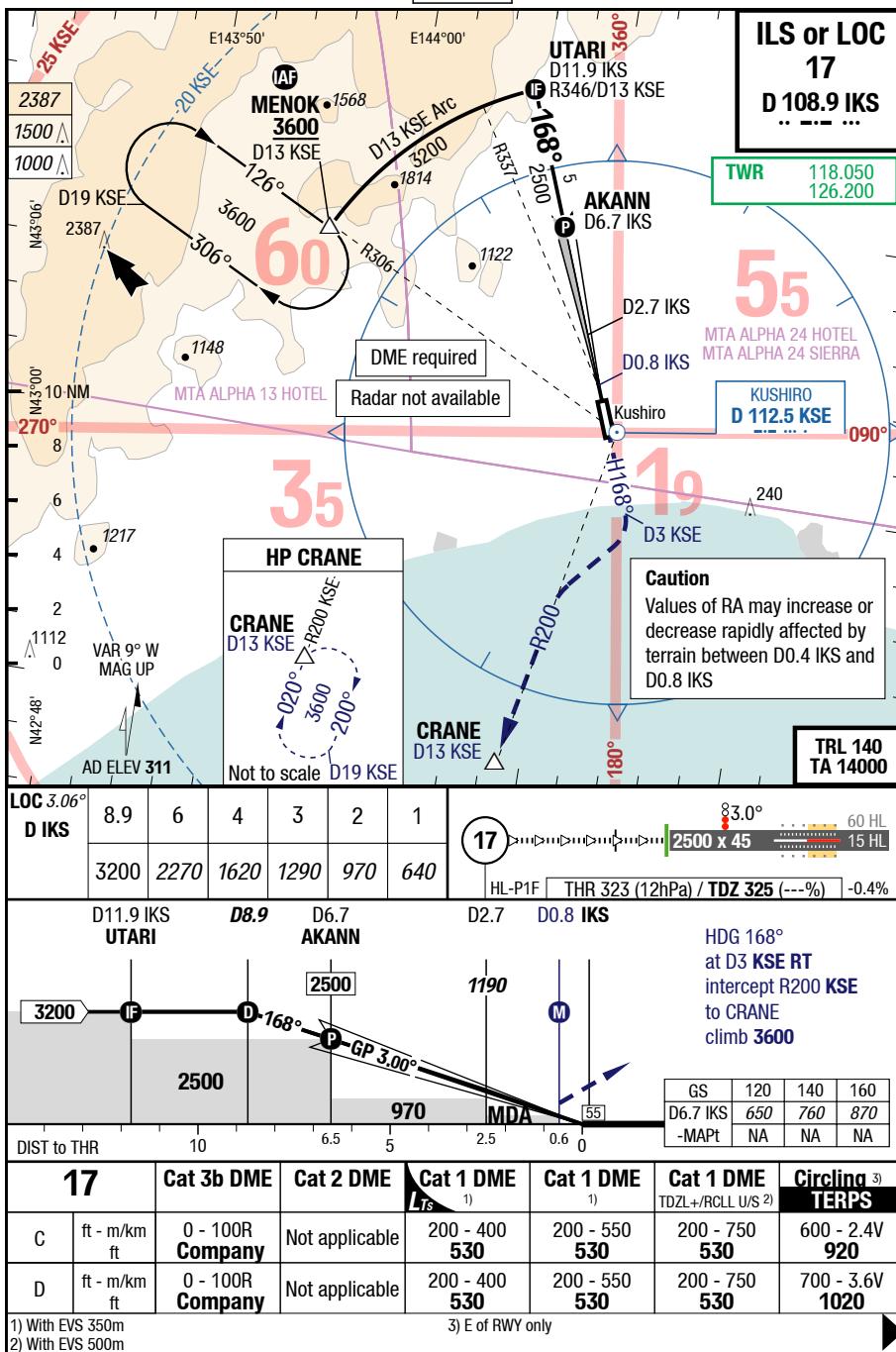
6-10

Changes: Completely revised

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7-10

ILS or LOC 17

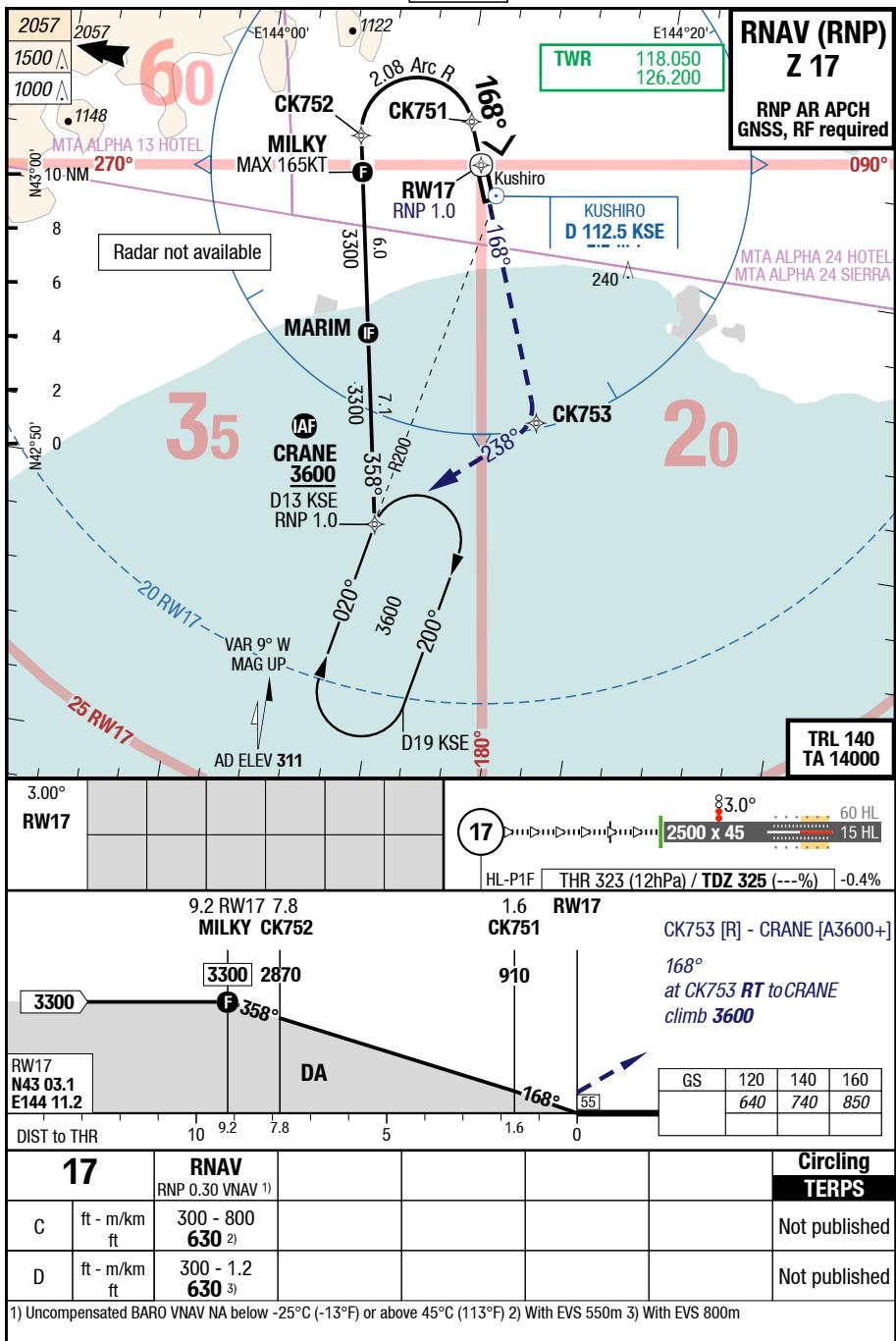


Changes: Completely revised

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7-30

RNAV (RNP) Z 17

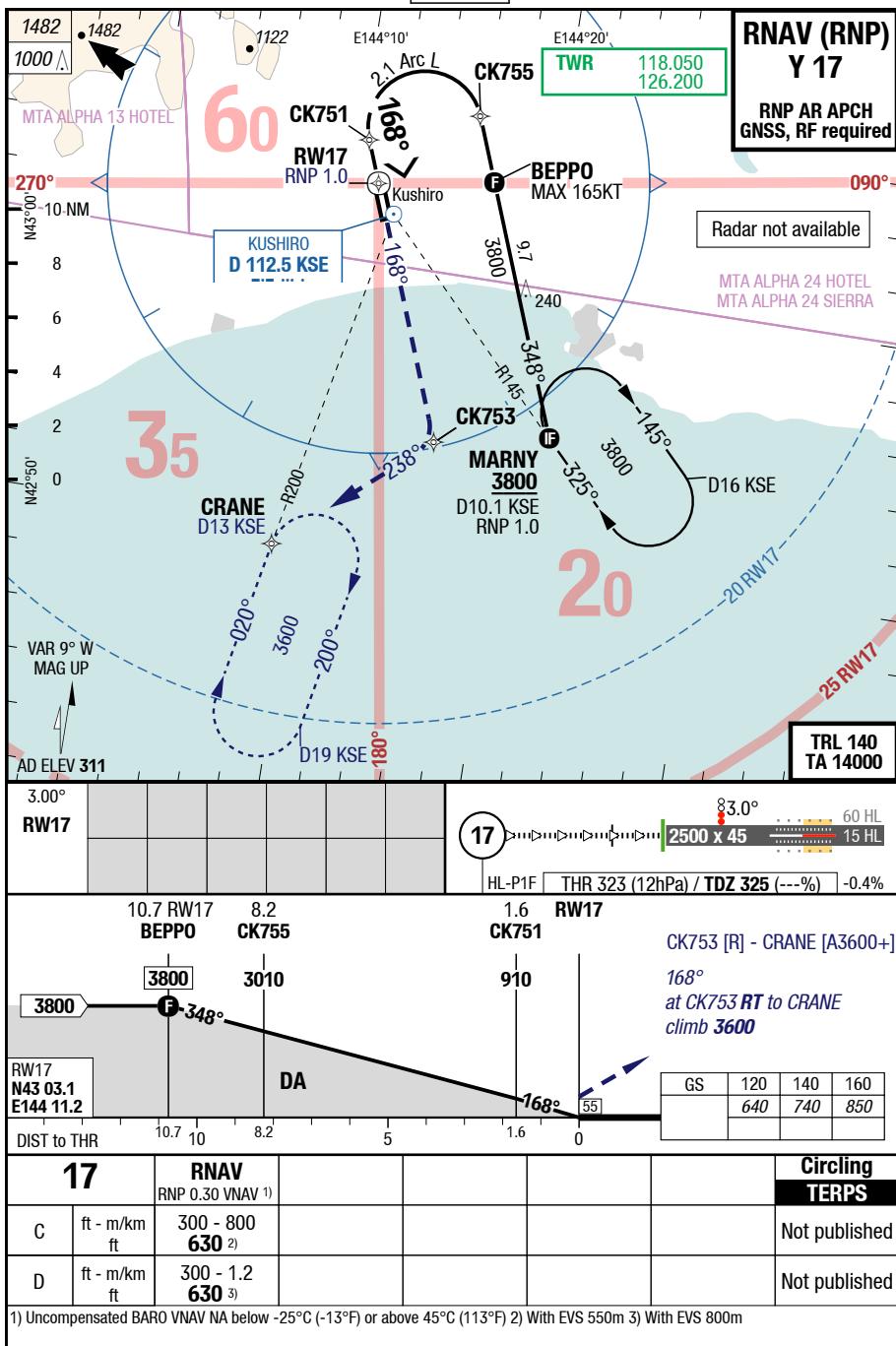


Changes: new

KUH-RJCK

7-40

RNAV (RNP) Y 17

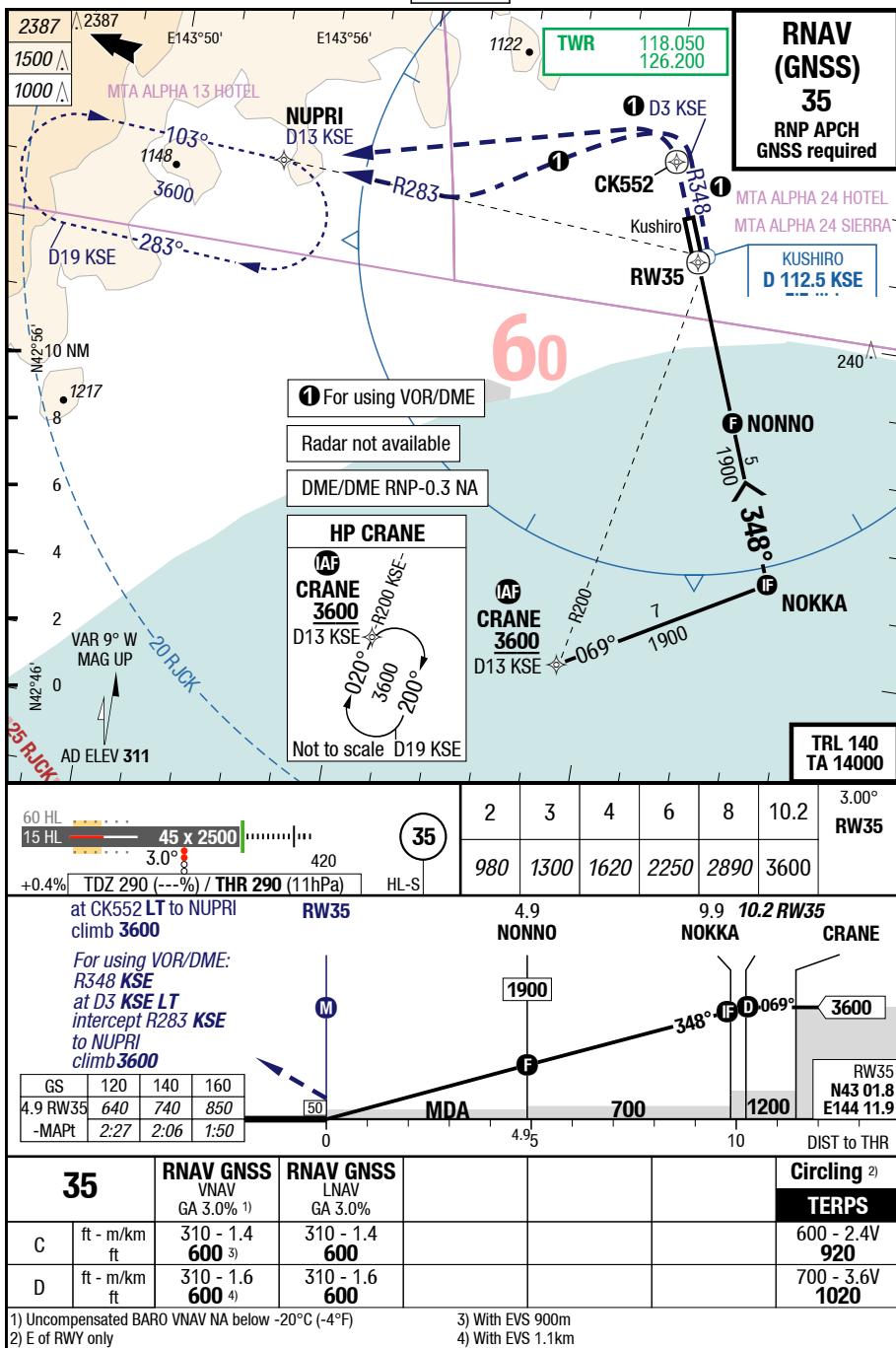


Changes: new

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7-50

RNAV (GNSS) 35



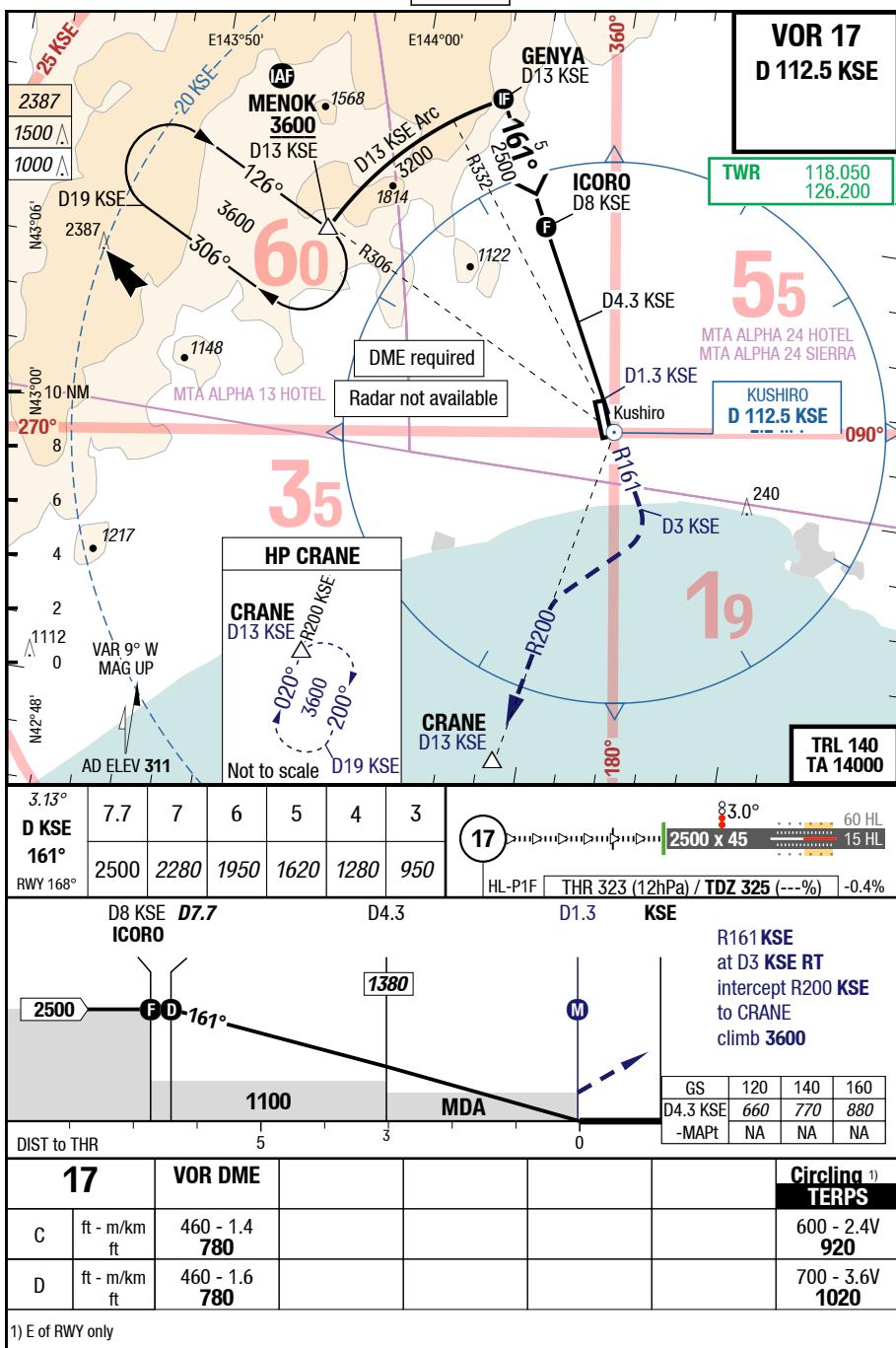
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7-70

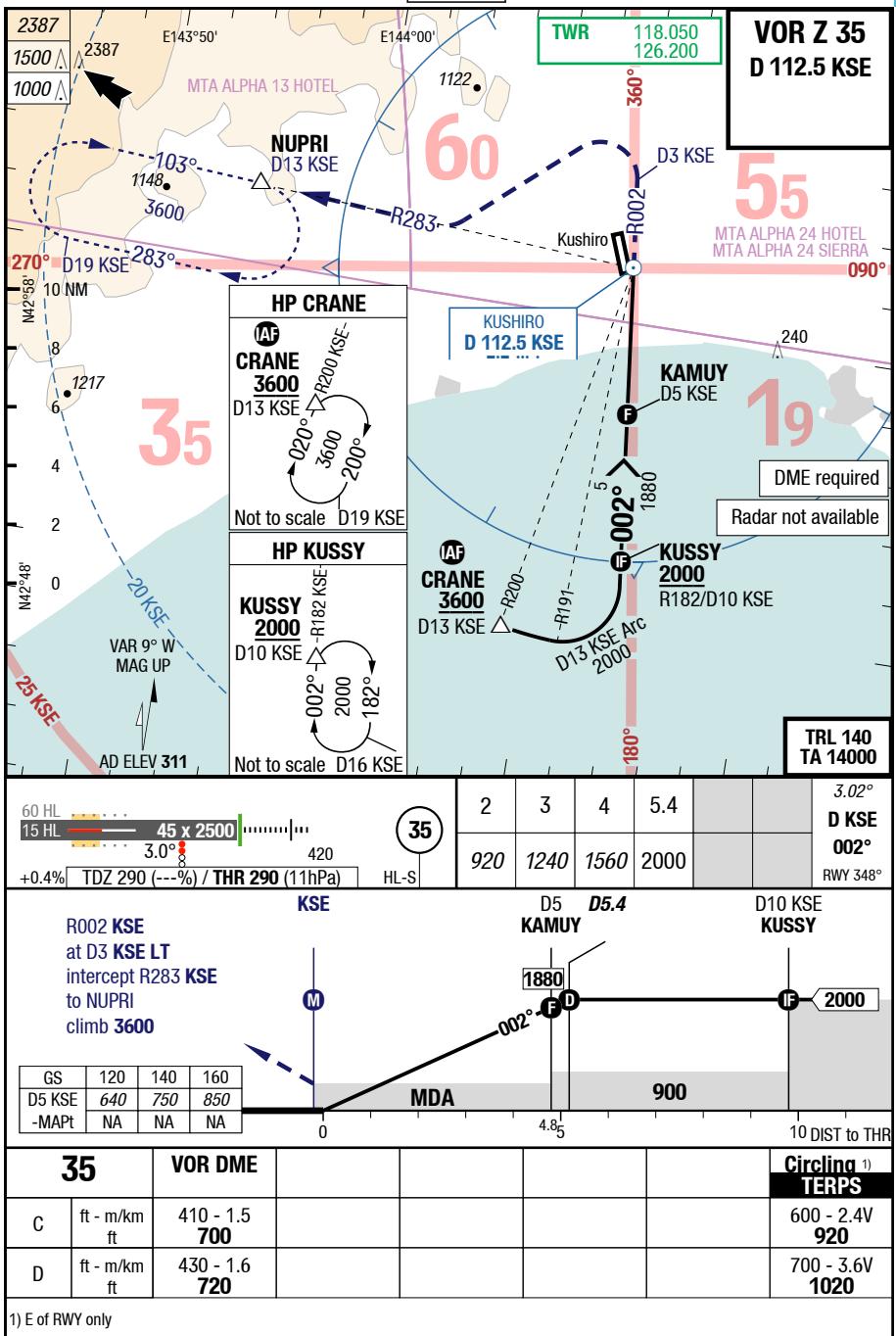
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VOR 17



7-80

VOR Z 35

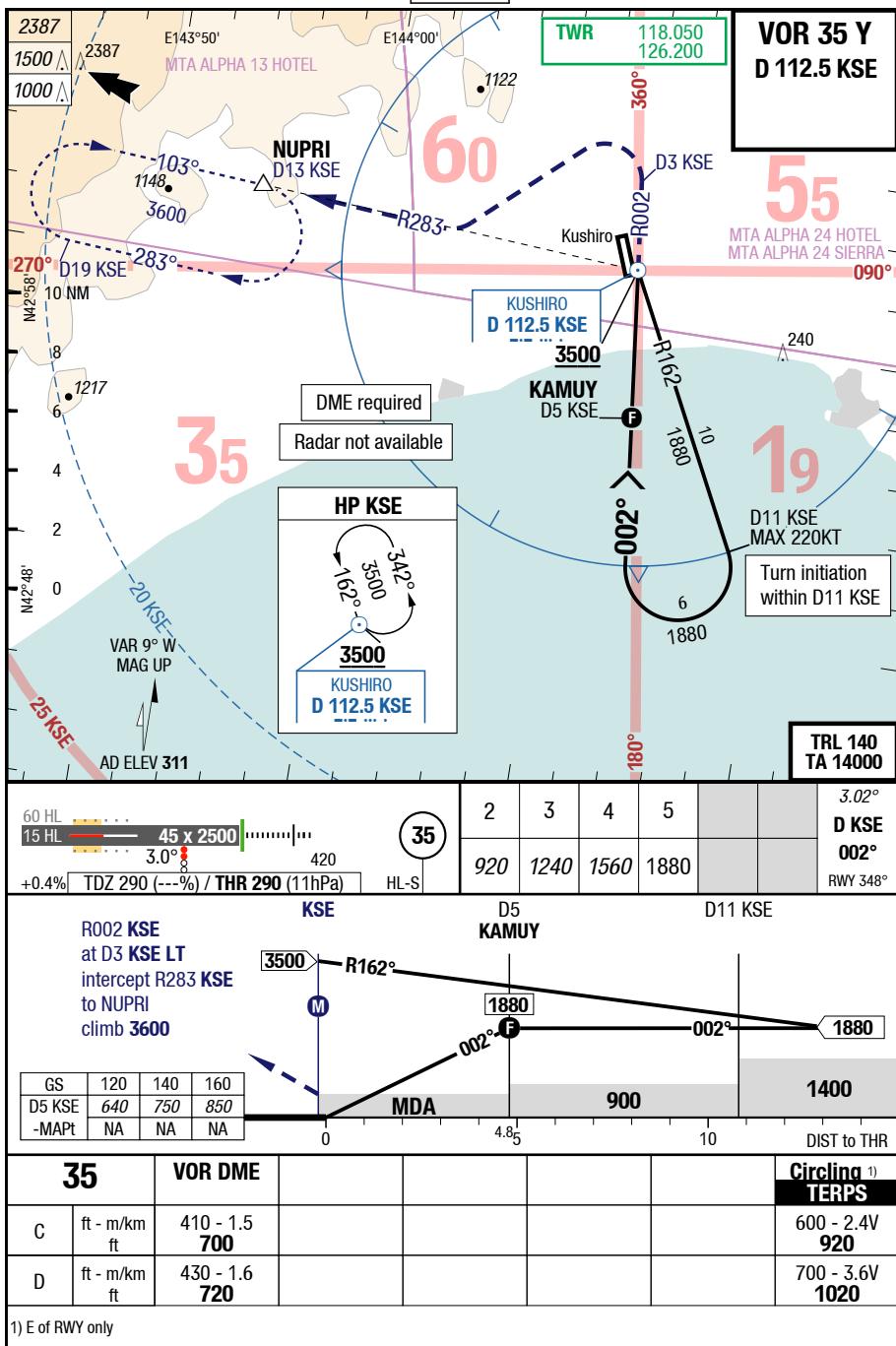


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7-90

VOR Y 35



Changes: Completely revised

KUH-RJCK**7-110****WxMinima Overflow**

17		LOC DME					
C	ft - m/km ft	270 - 800 590					
D	ft - m/km ft	270 - 1.2 590					

06-OCT-2016

KUH-RJCK

Japan Kushiro

MRC
MRC

Kushiro Japan

MRC
MRC

8-10

