GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: Not AVBL
Fuel: JP-4 (MIL)
PCN: RWY 18L/36R: 62/R/B/X/T, RWY 18R/36L 65/F/A/W/T
Customs: Not AVBL

Operation

Traffic Note
Low Level Windshear Alert System (LLWAS) in operation.

ARRIVAL

Speed

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.
MAX IAS 200KT or MM safe speed if greater at or below 3000ft.

Communication

COM Failure
If COM with Chitose RAD are lost for 1min or 5sec (PAR), 15sec (ASR) on final APCH:
Contact Chitose TWR
If unable, proceed in accordance with VFR.
If unable:

- proceed to ABIRA IAF at last assigned ALT or 6000ft wichever is higher, and execute DME Nr.4/Nr.5 APCH, as appropriate.
- proceed to CHE VOR/DME at last assigned ALT or 7000ft wichever is higher, and execute VOR or VOR/DME APCH, as appropriate.

PROCs other than above will be issued when situation required.

Arrival Procedure

Noise Abatement Procedure: See CRAR Japan.

Critical DME and DME Gap for DME/DME/IRU navigation on RNAV STAR
WAKSA A

- RNAV Critical DME
  RWY 18L: **SPE:** C9R55 - WAKSA
  MKE: 10NM to MKE - 3NM to MKE,
  10NM to C9R52 - 8NM to C9R52
- RNAV DME GAP
  RWY 18L: 3NM to MKE - 10NM to C9R52

ARRIVAL

WAKSA B
- RNAV Critical DME
  RWY 18L: **SPE:** C9R55 - WAKSA
- RNAV DME GAP
  RWY 18L: 11NM to C9R53

WAKSA 3
- RNAV Critical DME
  RWY 18L: **SPE:** C9R55 - WAKSA
- RNAV DME GAP
  RWY 18L: CHE - 11NM to C9R53

DEPARTURE

Take-off Minima

RWY		18L/36R	
All ACFT	ft - m/km	0 - 600R/600V	HJ only
		0 - 800R/800V	-

RWY		18R/36L	
All ACFT	ft - m/km	0 - 600V	HJ only
		0 - 800V	-

Speed

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.
MAX IAS 200KT or MM safe speed if greater at or below 3000ft.

Departure Procedure

Noise Abatement: See CRAR Japan.

13-JUL-2017

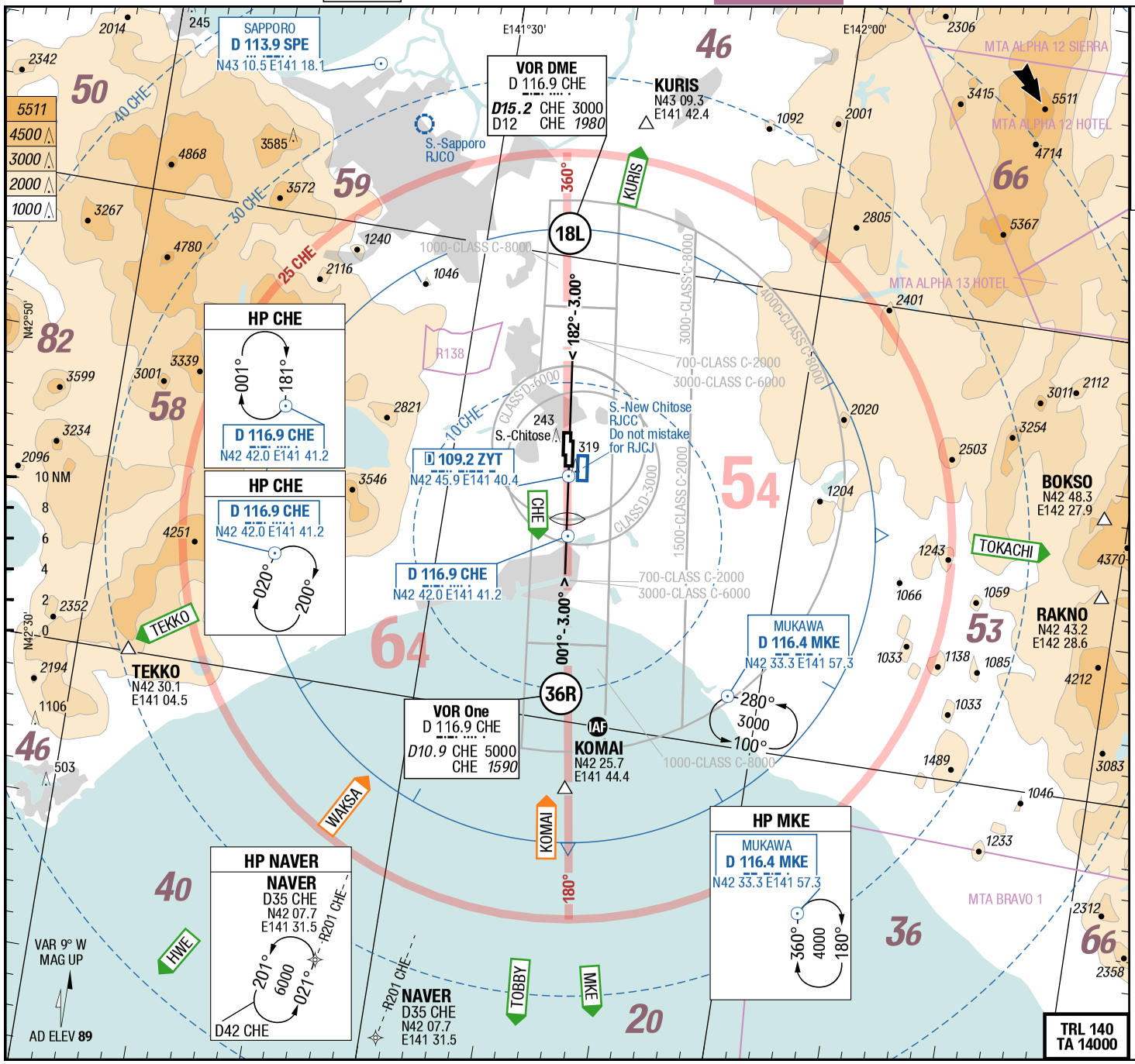
XXG-RJCJ

2-10

Japan **Sapporo** Chitose
AGC
AFC

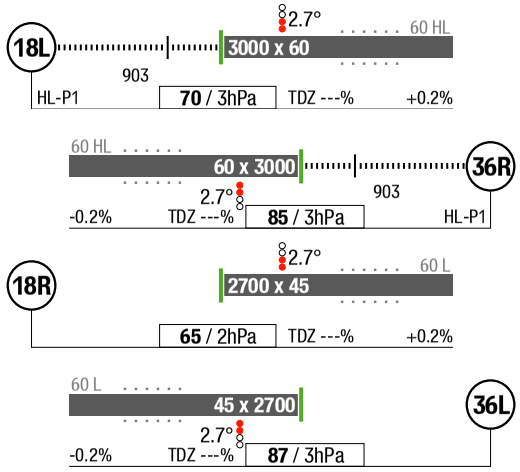
AFC AFC

Chitose **Sapporo** Japan
AGC
AFC



RAD	119.100 124.000 131.400	119.500 125.300
APP	120.100	124.700
DEP	124.700	
TWR	118.200 138.050	126.200 123.100 Rescue O/R
GND	121.700	
DLV	121.900	

Landing RWY system:



Changes: Navaid


E141° 39'
E141° 41'
E141° 42'
N42° 48'
N42° 47'
N42° 46'
18R
182°
65
18L
182°
70
36L
002°
87
36R
002°
85
2700 x 45
3000 x 60
TWR 118.200 126.200
138.050 123.100 Rescue O/R
GND 121.700
DLV 121.900
NORTH APRON
SOUTH APRON
M-SPOT
JCG
JSDF
POL
CARGO
DOMESTIC TERMINAL
INTERNATIONAL TERMINAL
ARP
N 42 47.7
E 141 40.0
221
319
245
De-icing Pad
FIRE STATION
T1
T2
WEST
m 0 500 1000
ft 0 1000 2000 3000
VAR 9° W
MAG UP
AD ELEV 89

Effective 02-MAR-2017
23-FEB-2017

XXG-RJCJ

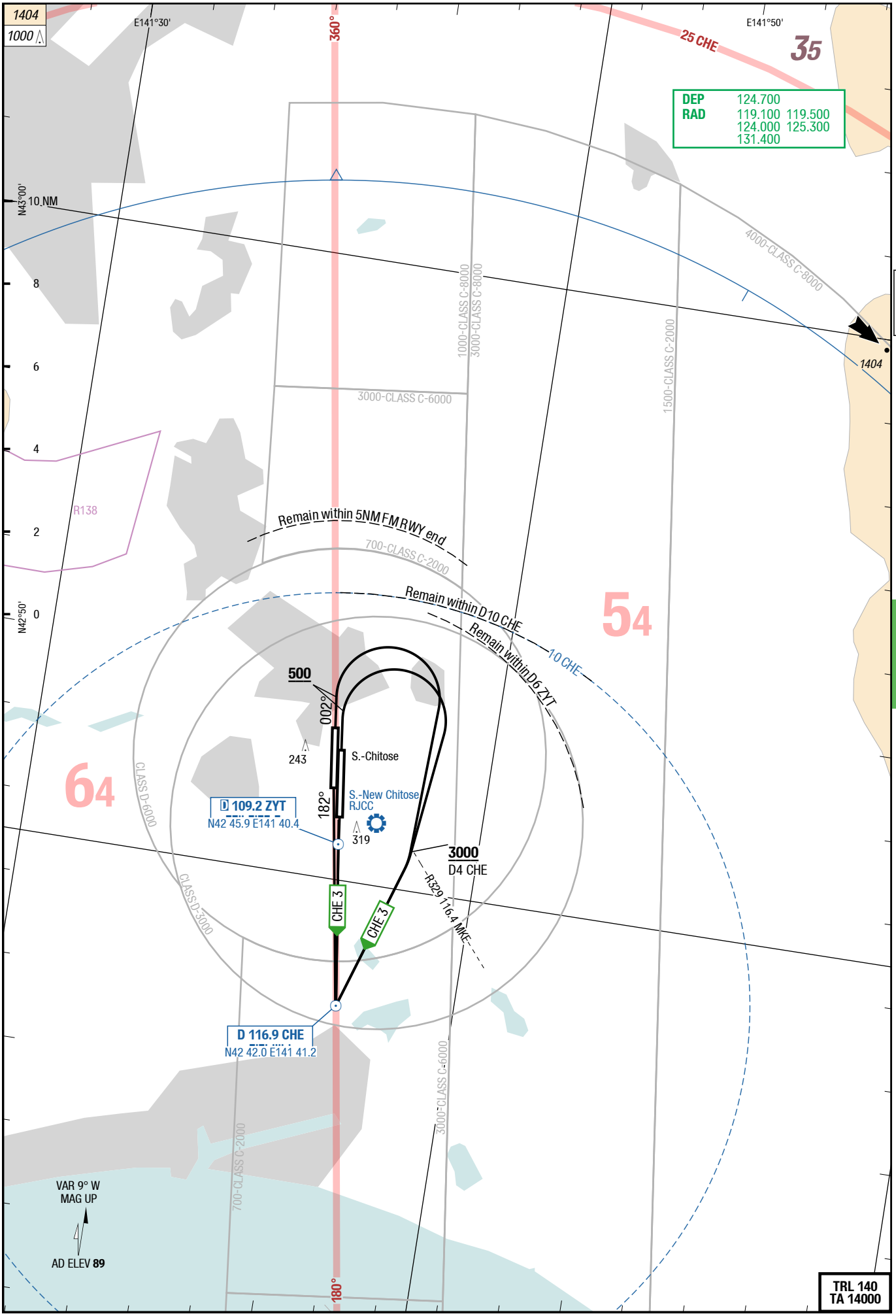
4-10

Japan **Sapporo** Chitose
HAKODATE 4 / TEKKO 9
CHITOSE 3

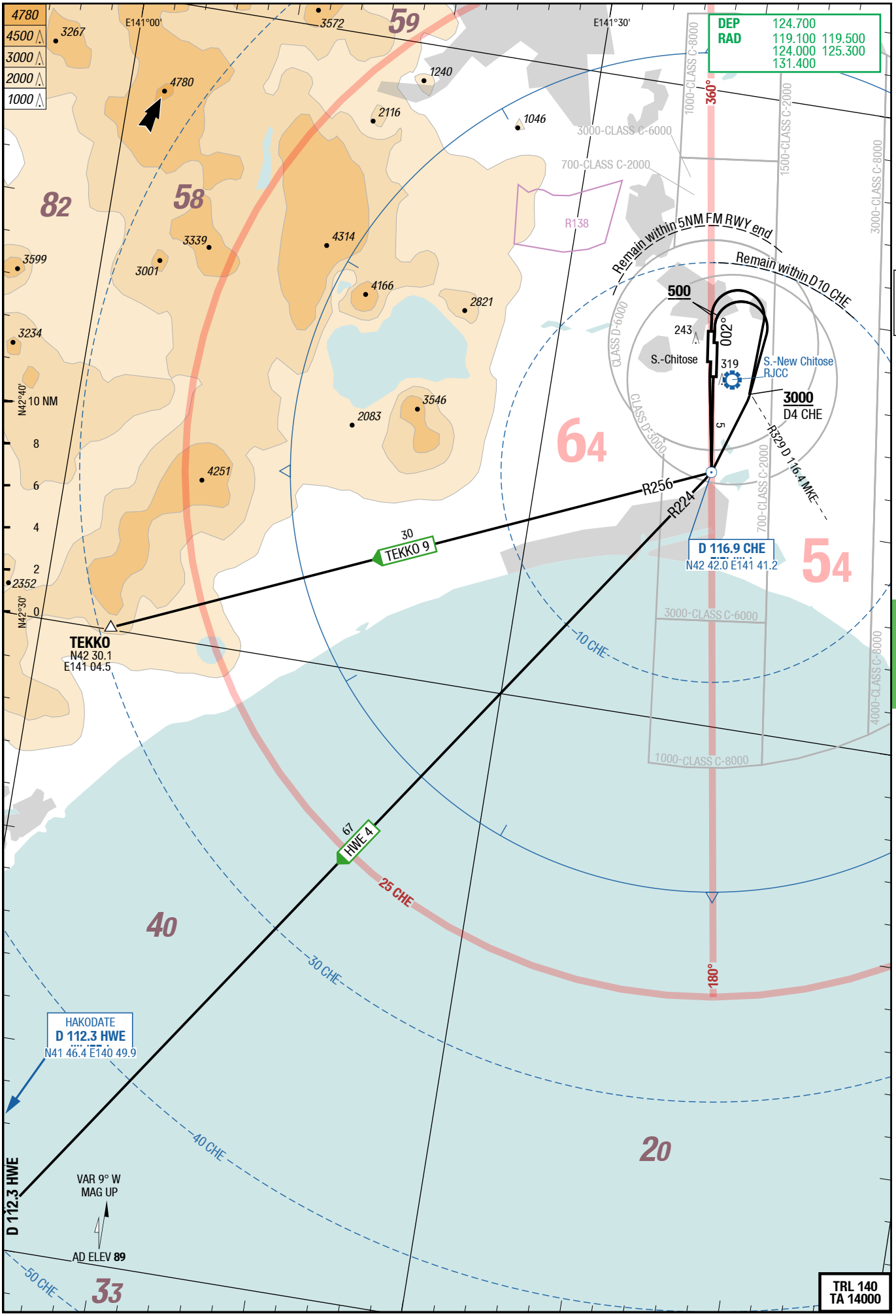
SID

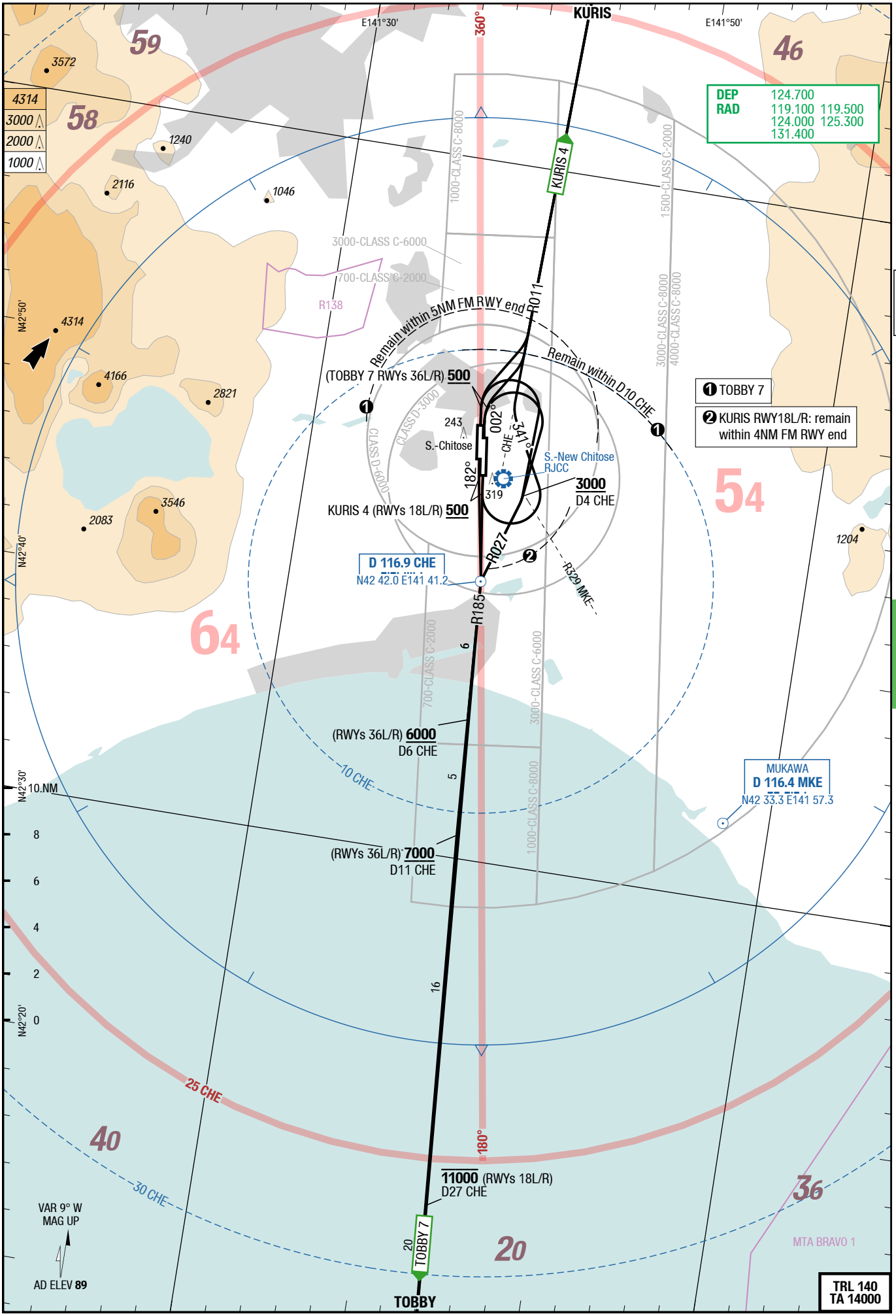
SID

Chitose **Sapporo** Japan
HAKODATE 4 / TEKKO 9
CHITOSE 3

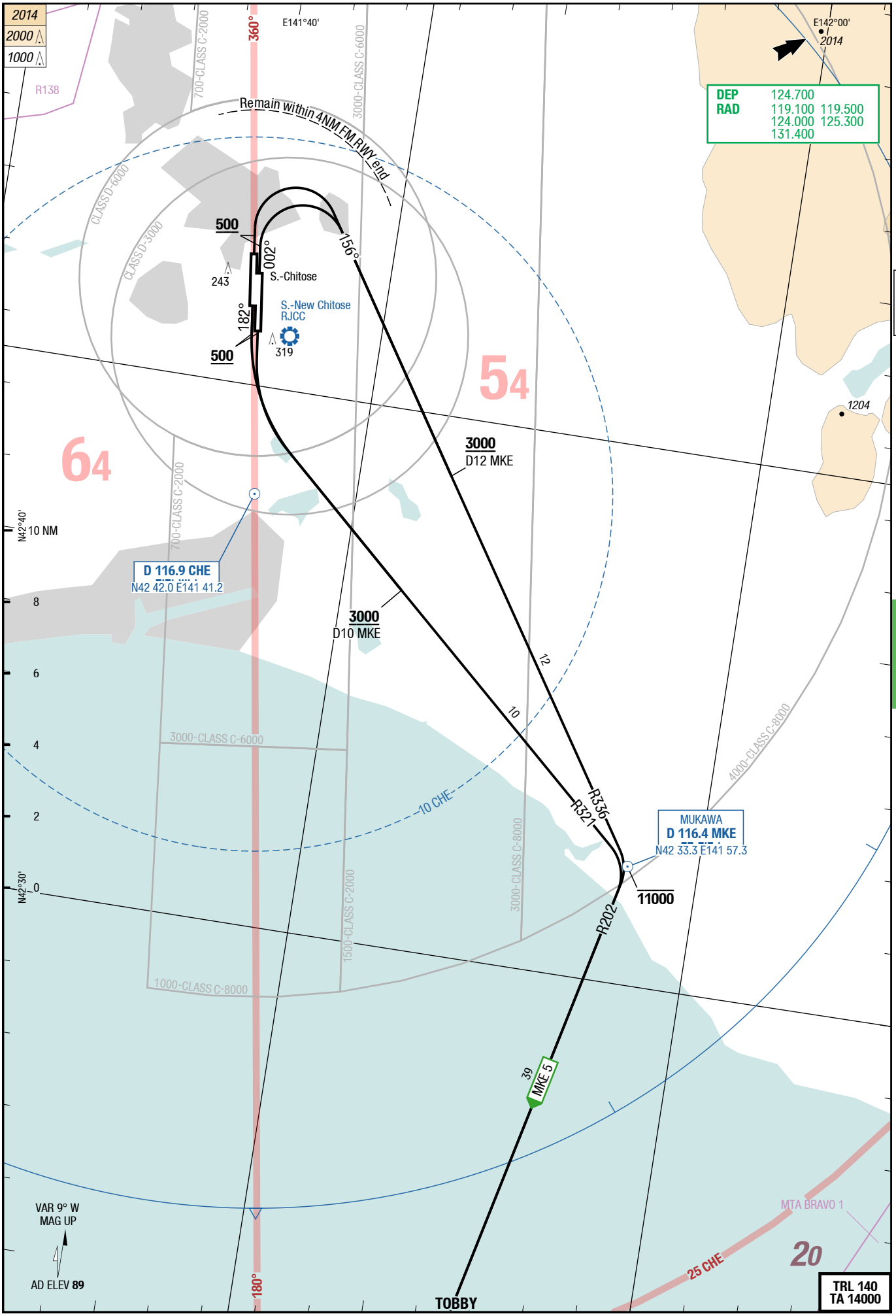


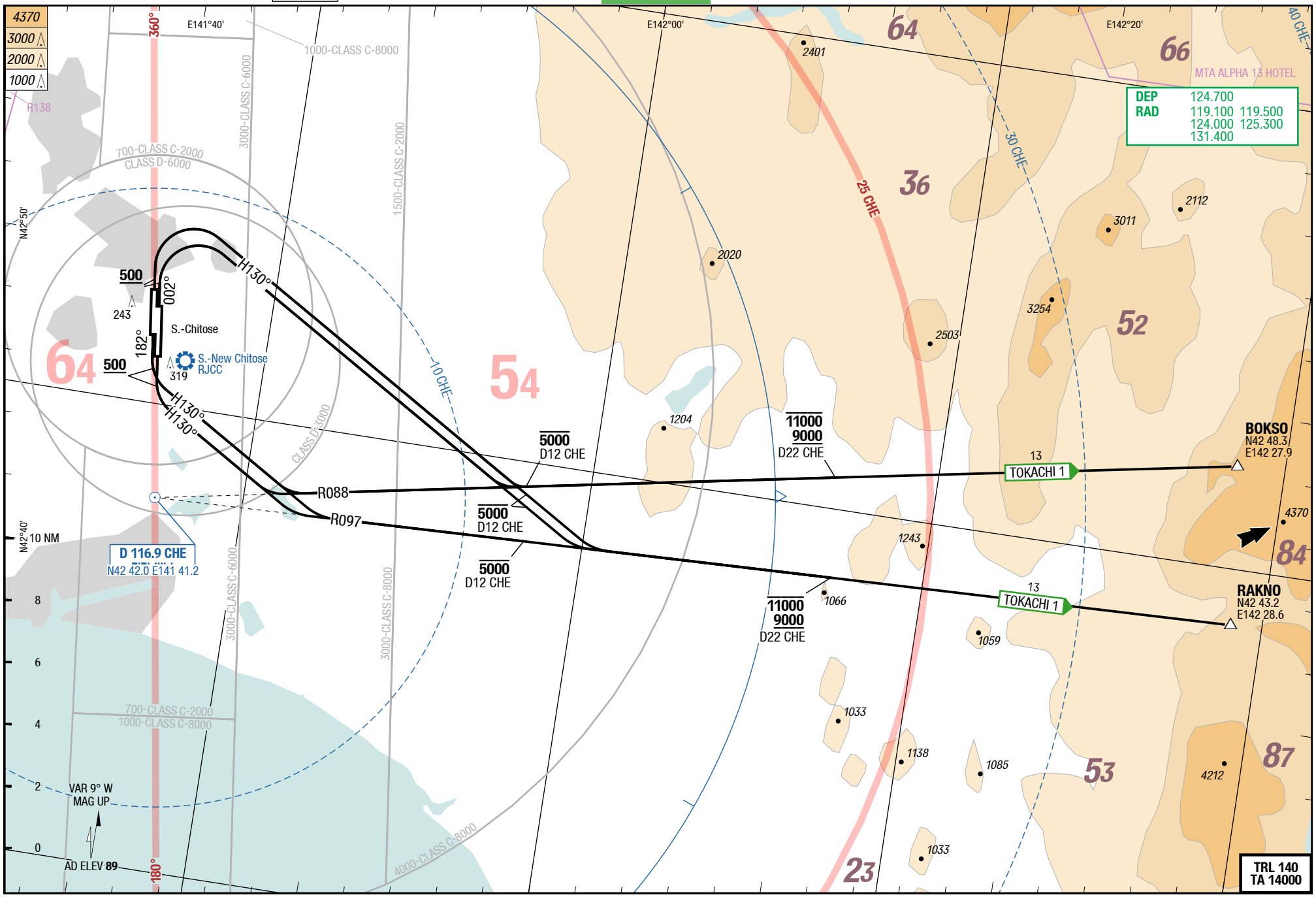
Changes: PROC




KURIS
E141°30'
E141°50'
360°
DEP 124.700
RAD 119.100 119.500 124.000 125.300 131.400
KURIS 4
R011
Remain within 5NM FM RWY end
Remain within D10 CHE
(TOBBY 7 RWYs 36L/R) 500
1 TOBBY 7
2 KURIS RWY18L/R: remain within 4NM FM RWY end
1000-CLASS C-8000
1500-CLASS C-2000
3000-CLASS C-8000
4000-CLASS C-8000
3000-CLASS C-6000
700-CLASS C-2000
R138
CLASS D-3000
CLASS D-6000
243
S.-Chitose
002°
CHE
S.-New Chitose RJCC
182°
319
3000
D4 CHE
KURIS 4 (RWYs 18L/R) 500
D 116.9 CHE
N42 42.0 E141 41.2
R027
R329 MKE
R185
(RWYs 36L/R) 6000
D6 CHE
10 CHE
(RWYs 36L/R) 7000
D11 CHE
MUKAWA
D 116.4 MKE
N42 33.3 E141 57.3
25 CHE
30 CHE
11000 (RWYs 18L/R)
D27 CHE
TOBBY 7
TOBBY
MTA BRAVO 1
VAR 9° W
MAG UP
AD ELEV 89
TRL 140
TA 14000
10 NM
N42°50'
N42°40'
N42°30'
N42°20'
3572
4314
3000
2000
1000
1240
2116
1046
4166
2821
3546
2083
1204
59
58
46
54
64
40
20
36

Changes: Track, PROC renumbered





Changes: PROC

CHITOSE 3

RWYs 18L/R (182°) / 36L/R (002°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L/18R	
CHITOSE 3 **CHE 3** **124.700**	direct **CHE**	
	Runway 36L/36R	
CHITOSE 3 **CHE 3** **124.700**	at MNM **500 RT** (remain within D10 **CHE**, D6 **ZYT**, 5NM FM RWY end) to **CHE**	D4 **CHE** (R329 **MKE**) MNM **3000**

HAKODATE 4 / TEKKO 9

RWYs 18L/R (182°) / 36L/R (002°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L/18R	
HAKODATE 4 **HWE 4** **124.700**	direct **CHE** - R224 **CHE** to **HWE**	
TEKKO 9 **124.700**	direct **CHE** - R256 **CHE** to TEKKO	
	Runway 36L/36R	
HAKODATE 4 **HWE 4** **124.700**	at MNM **500 RT** (remain within D10 **CHE** and 5NM FM RWY end) to **CHE** - R224 **CHE** to **HWE**	D4 **CHE** (R329 **MKE**) MNM **3000**
TEKKO 9 **124.700**	at MNM **500 RT** (remain within D10 **CHE** and 5NM FM RWY end) to **CHE** - **RT** R256 **CHE** to TEKKO	D4 **CHE** (R329 **MKE**) MNM **3000**

KURIS 4 / TOBBY 7

RWYs 18L/R (182°) / 36L/R (002°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L/18R	
KURIS 4 **124.700**	at MNM **500 LT** (remain within 4NM FM RWY end) intercept R011 **CHE** to KURIS	
TOBBY 7 **124.700** ①	direct **CHE** - R185 **CHE** to TOBBY	R185/D27 **CHE** MAX **11000**
	Runway 36L/36R	
KURIS 4 **124.700**	intercept R011 **CHE** to KURIS	
TOBBY 7 **124.700** ①	at MNM **500 RT** (remain within 5NM FM RWY end and D10 **CHE**) to **CHE** - R185 **CHE** to TOBBY	D4 CHE (R329 **MKE**) MNM **3000** R185/D6 **CHE** MNM **6000** R185/D11 **CHE** MNM **7000**

① ACFT unable to comply with flight restriction, contact ATC for alternate PROC before departure

MUKAWA 5

RWYs 18L/R (182°) / 36L/R (002°)

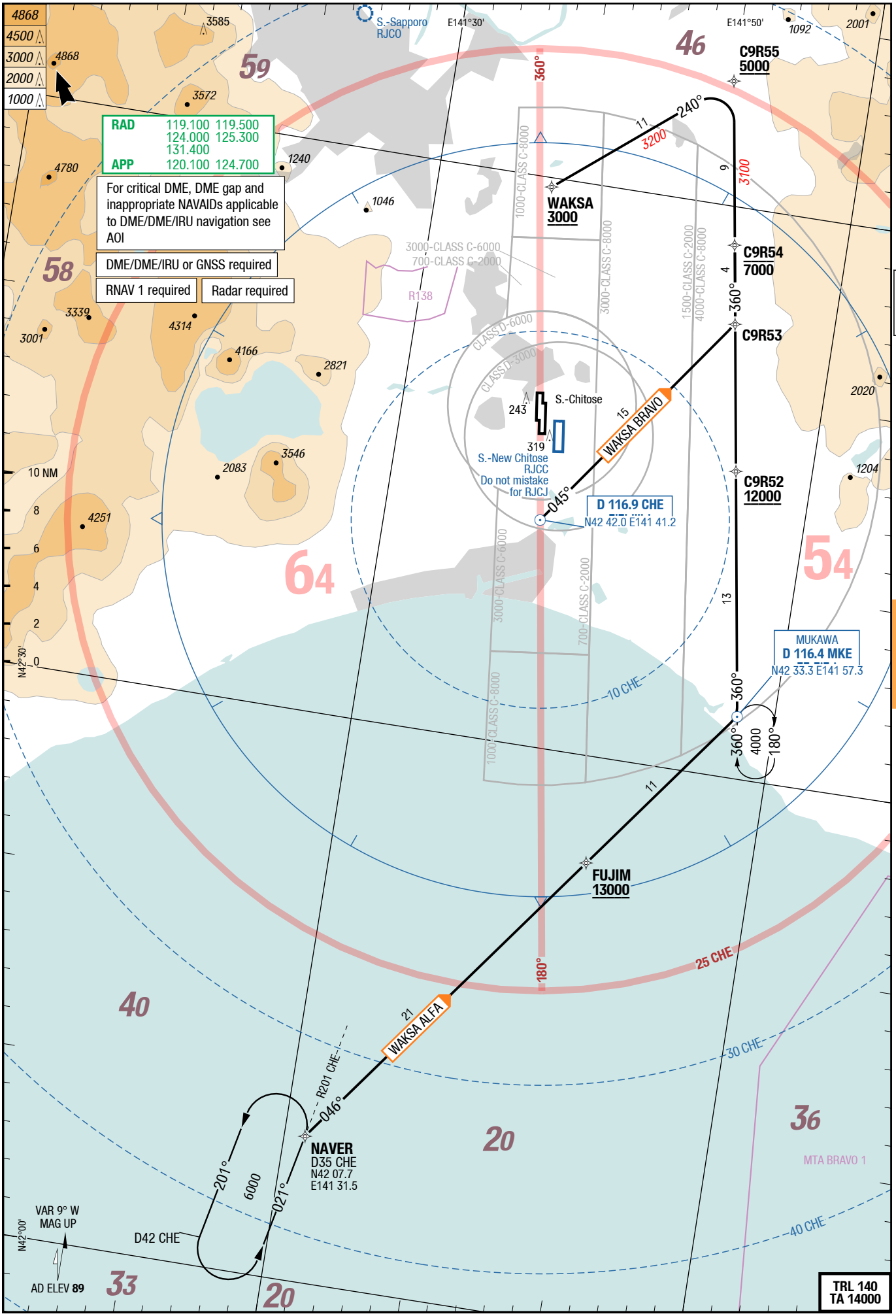
DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L/18R	
MUKAWA 5 **MKE 5** **124.700**	at MNM **500 LT** intercept R321 **MKE** to **MKE** - R202 **MKE** to TOBBY	R321/D10 **MKE** MNM **3000** **MKE** MAX **10000**
	Runway 36L/36R	
MUKAWA 5 **MKE 5** **124.700**	at MNM **500 RT** (remain within 4NM FM RWY end) intercept R336 **MKE** to **MKE** - R202 **MKE** to TOBBY	R336/D12 **MKE** MNM **3000** **MKE** MAX **11000**

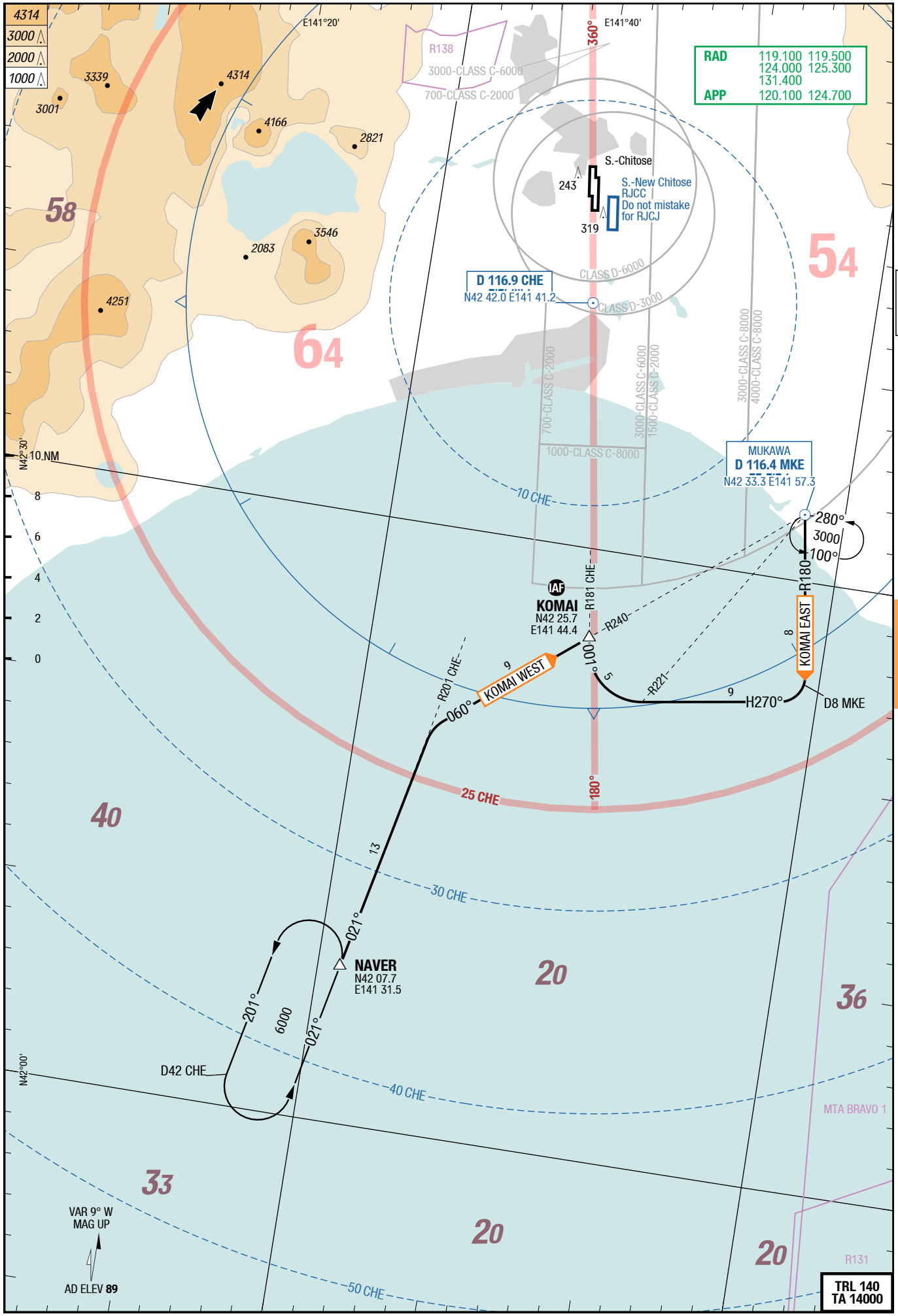
Changes: Track, PROC renumbered

TOKACHI 1

RWYs 18L/R (182°) / 36L/R (002°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L/18R	
TOKACHI 1 **124.700**	at MNM **500 LT** HDG 130° to intercept: R088 **CHE** to BOKSO, or 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**
	Runway 36L/36R	
TOKACHI 1 **124.700**	at MNM **500 RT** HDG 130°to intercept: R088 **CHE** to BOKSO, or 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**


4868
4500
3000
2000
1000
RAD 119.100 119.500 124.000 125.300 131.400
APP 120.100 124.700
For critical DME, DME gap and inappropriate NAVAIDs applicable to DME/DME/IRU navigation see AOI
DME/DME/IRU or GNSS required
RNAV 1 required
Radar required
S.-Sapporo RJCO
E141°30'
E141°50'
C9R55 5000
C9R54 7000
C9R53
C9R52 12000
WAKSA 3000
WAKSA BRAVO
D 116.9 CHE
N42 42.0 E141 41.2
S.-Chitose
S.-New Chitose RJCC Do not mistake for RJCJ
MUKAWA
D 116.4 MKE
N42 33.3 E141 57.3
FUJIM 13000
WAKSA ALFA
NAVER
D35 CHE
N42 07.7
E141 31.5
R138
3000-CLASS C-6000
700-CLASS C-2000
1000-CLASS C-8000
3000-CLASS C-8000
1500-CLASS C-2000
4000-CLASS C-8000
CLASS D-6000
CLASS D-3000
700-CLASS C-2000
MTA BRAVO 1
10 CHE
25 CHE
30 CHE
40 CHE
R201 CHE
D42 CHE
VAR 9° W
MAG UP
AD ELEV 89
TRL 140
TA 14000
10 NM
N42°30'
N42°00'

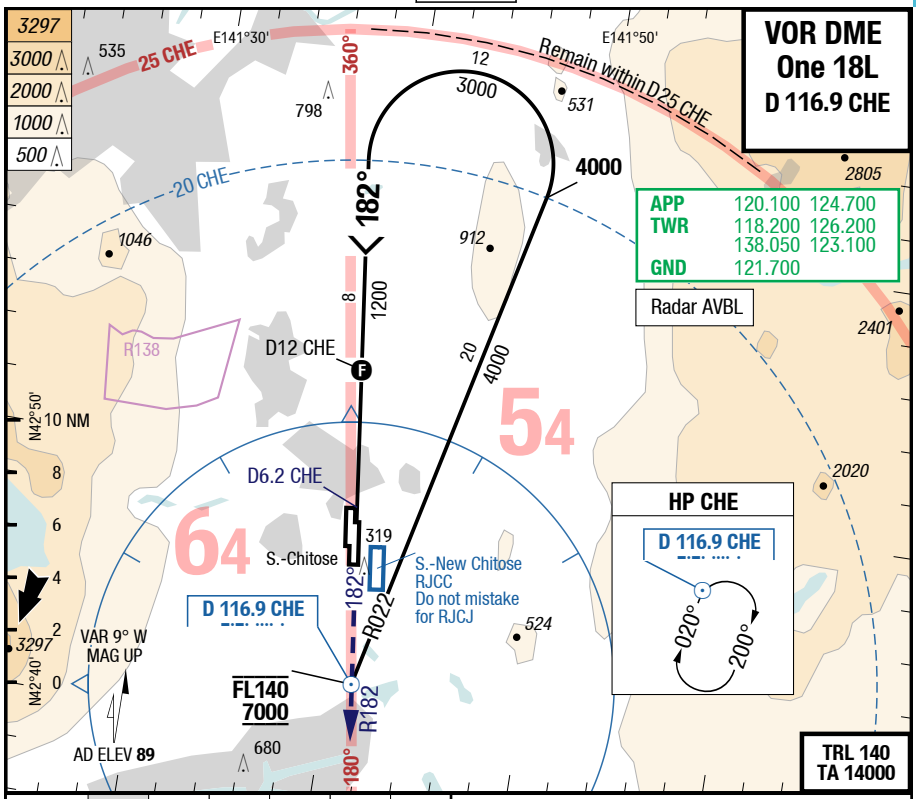

4314
3000
2000
1000
E141°20'
E141°40'
360°
R138
3000-CLASS C-6000
700-CLASS C-2000
RAD 119.100 119.500 124.000 125.300 131.400
APP 120.100 124.700
S.-Chitose
243
319
S.-New Chitose RJCC Do not mistake for RJCJ
3339
3001
4314
4166
2821
3546
2083
4251
58
64
54
D 116.9 CHE
N42 42.0 E141 41.2
CLASS D-6000
CLASS D-3000
700-CLASS C-2000
3000-CLASS C-6000
1500-CLASS C-2000
3000-CLASS C-8000
4000-CLASS C-8000
1000-CLASS C-8000
MUKAWA
D 116.4 MKE
N42 33.3 E141 57.3
N42°30'
10 NM
8
6
4
2
0
10 CHE
280°
3000
100°
R180
IAF
KOMAI
N42 25.7
E141 44.4
R181 CHE
R240
001°
KOMAI EAST
8
KOMAI WEST
9
R201 CHE
060°
5
R221
9
H270°
D8 MKE
25 CHE
180°
40
13
021°
30 CHE
NAVER
N42 07.7
E141 31.5
20
36
201°
6000
021°
D42 CHE
N42°00'
40 CHE
MTA BRAVO 1
33
VAR 9° W
MAG UP
AD ELEV 89
20
20
R131
50 CHE
TRL 140
TA 14000

30-JUL-2015

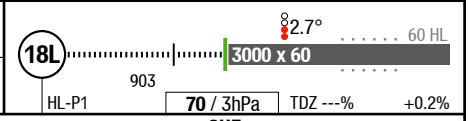
XXG-RJCJ

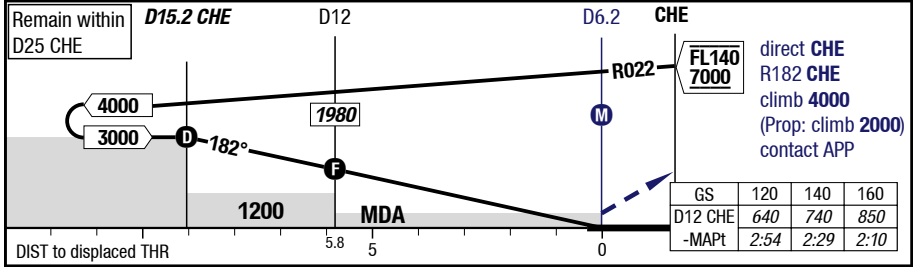
7-10

VOR DME One 18L



3.00° D CHE		15.2	14	10	9	8
		3000	2610	1340	1020	700





GS	120	140	160
D12 CHE -MAPt	640 2:54	740 2:29	850 2:10

18L		VOR DME	PAR 1)	SRA	Circling TERPS	Circling 2) TERPS	Circling 3) TERPS
C	ft - m/km ft	490 - 1.5 **560**	230 - 750 **300**	630 - 2.2 **700**	600 - 2.4V **690**	620 - 2.4V **700**	630 - 2.4V **720**
D	ft - m/km ft	490 - 1.6 **560**	230 - 750 **300**	630 - 2.2 **700**	700 - 3.6V **790**	700 - 3.6V **790**	700 - 3.6V **790**

1) With EVS 550m
2) PAR
3) SRA

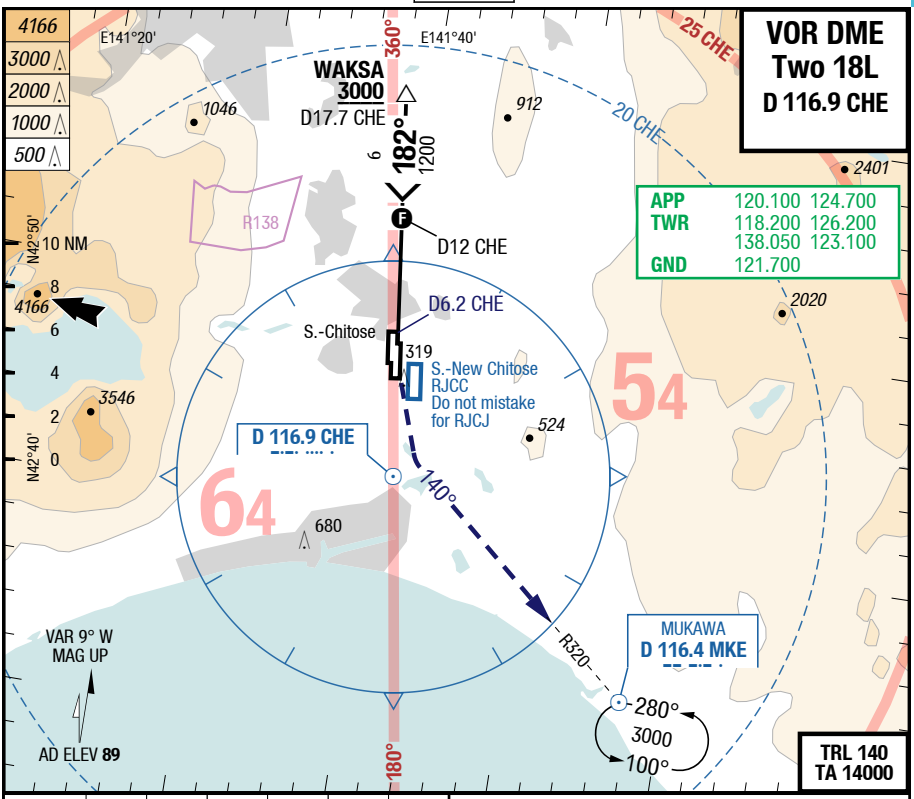
Changes: new

30-JUL-2015

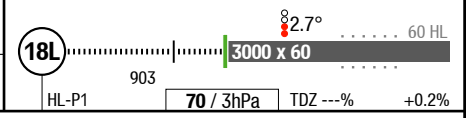
XXG-RJCJ

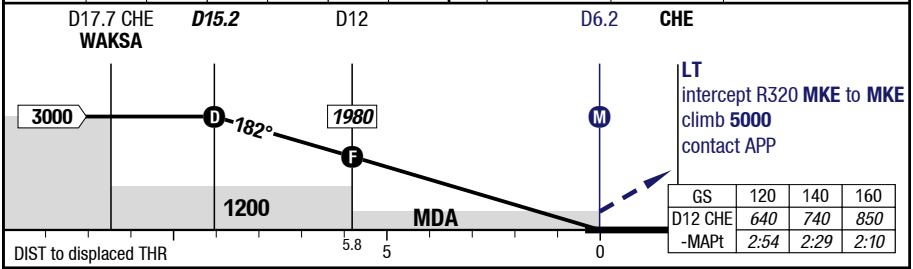
7-20

VOR DME Two 18L



3.00° D CHE	15.2	14	13	11	9	8
	3000	2610	2290	1660	1020	700





GS	120	140	160
D12 CHE	640	740	850
-MAPt	2:54	2:29	2:10

18L		VOR DME	PAR 1)	SRA	Circling TERPS	Circling 2) TERPS	Circling 3) TERPS
C	ft - m/km	490 - 1.5	230 - 750	630 - 2.2	600 - 2.4V	620 - 2.4V	630 - 2.4V
	ft	**560**	**300**	**700**	**690**	**700**	**720**
D	ft - m/km	490 - 1.6	230 - 750	630 - 2.2	700 - 3.6V	700 - 3.6V	700 - 3.6V
	ft	**560**	**300**	**700**	**790**	**790**	**790**

1) With EVS 550m
2) PAR
3) SRA

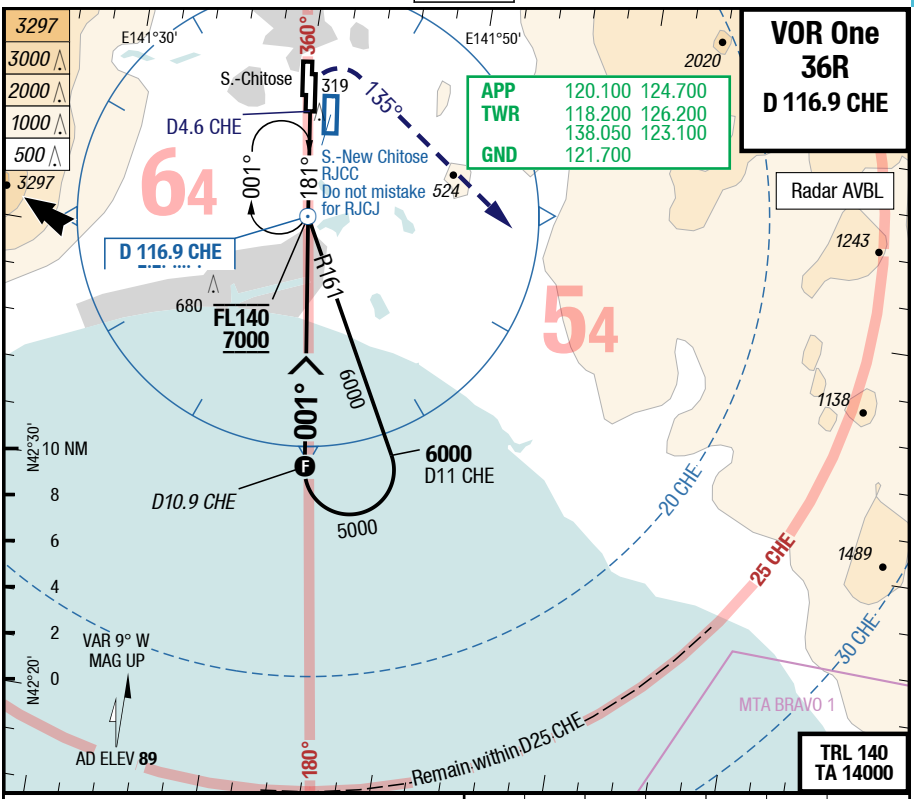
Changes: new

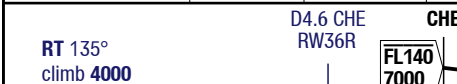
30-JUL-2015

XXG-RJCJ

7-30

VOR One 36R





2	CHE	1	4	7	10.9	3.00°
960	1590	1910	2870	3820	5000	D CHE 001° RWY 002°

36R		VOR	PAR 1)	SRA		Circling TERPS	Circling 2) TERPS
C	ft - m/km ft	540 - 1.7 **620**	210 - 750 **290**	620 - 2.1 **700**		600 - 2.4V **690**	620 - 2.4V **700**
D	ft - m/km ft	540 - 1.7 **620**	210 - 750 **290**	620 - 2.1 **700**		700 - 3.6V **790**	700 - 3.6V **790**

1) With EVS 550m
2) RADAR

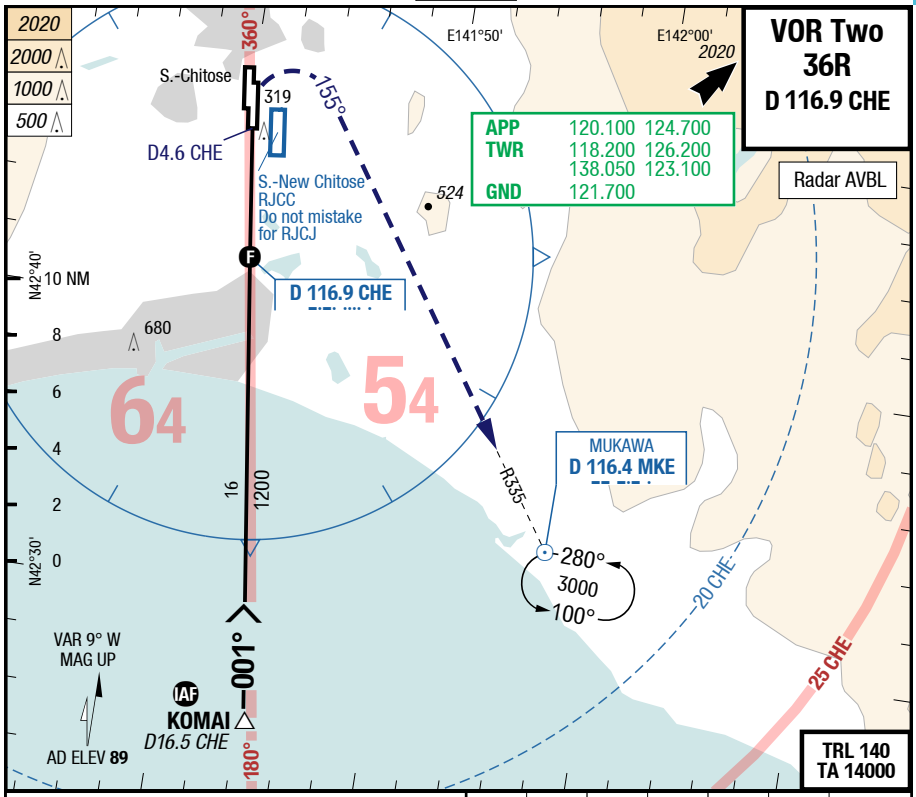
Changes: new

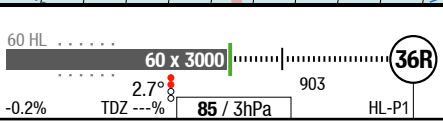
30-JUL-2015

XXG-RJCJ

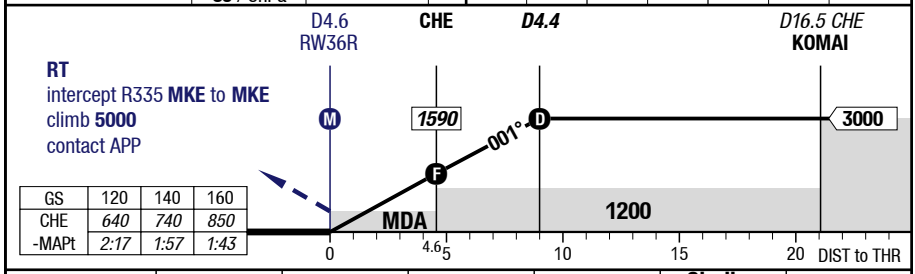
7-40

VOR Two 36R





3	2	1	CHE	1	4.4	3.00°
640	960	1270	1590	1910	3000	D CHE 001° RWY 002°



GS	120	140	160
CHE	640	740	850
-MAPt	2:17	1:57	1:43

36R		VOR	PAR 1)	SRA		Circling TERPS	Circling 2) TERPS
C	ft - m/km	540 - 1.7	210 - 750	620 - 2.1		600 - 2.4V	620 - 2.4V
	ft	**620**	**290**	**700**		**690**	**700**
D	ft - m/km	540 - 1.7	210 - 750	620 - 2.1		700 - 3.6V	700 - 3.6V
	ft	**620**	**290**	**700**		**790**	**790**

1) With EVS 550m
2) RADAR

Changes: new