GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: 2230-1230

Airport Information

RFF: CAT 9
Customs: 2330-0800
PCN: RWY 09/27: 80/F/B/X/T
RWY 12/30: 34/F/C/Y/T

Operation

Preferential RWY
TKOF: RWY 09
LDG: RWY 27
When preferential RWY PROC is not applied:
ACFT departing from RWY 27 are urged to avoid flying over the residential area located about 4NM WSW of the AD.
ACFT landing on RWY 09 are urged to avoid flying over the residential area located about 2.5NM WNW of the AD.

Experimental radio facilities
These radio facilities are not to be used as NAVAIDs:
LOC EKD 109.9
GP 333.8
Marker 75.0
VOR/TACAN EIW 112.4/1158
ASR/SSR 2720/1030
DME EKD 997.0
VOR ECV 117.9.

TWY Restriction
TWY A1-A3, D1 width 18m / 59ft.

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 B773 HLDG at the stop marking on TWY B2, B3, B4 or B5

Wingspan (WS) of ACFT taxiing on TWY C1-C6	WS ≤30.2m	WS >30.2m
Wing-tip CLR	6.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <6.5m

Warnings

TWY B1 and C1 not visible from TWR.

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.

COMMUNICATION

COM Failure

If radio COM with Sendai APCH/RAD is lost for 1min.
Contact Sendai TWR.

- If unable, proceed in accordance with VFR.
- If unable, proceed to Sendai VOR/DME at last assigned ALT or 3000ft whichever is higher and execute instrument APCH.

Procedure other than above will be issued when situation required.

Arrival Procedure

VFR Traffic Pattern

JET at 1500ft, PROP at 1000ft. Notify ATC if unable to comply, e.g. due to WX. Keep clear of KASUMINOME CTR north of AD.

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

LANCE WEST RNAV

- RNAV Critical DME
  - **SDE:** 5NM to QUAIL - 4NM to QUAIL
    2NM to QUAIL - QUAIL
  - **HPE:** 1NM to QUAIL - QUAIL
- RNAV DME GAP: QUAIL - SHIPS

LANCE EAST RNAV

- RNAV Critical DME
  - **MXT:** 3NM to SNOOK - 8NM to TOPAZ
  - **SDE:** 11NM to TOPAZ - PERID
  - **IXE:** 3NM to SNOOK - 12NM to TOPAZ
- RNAV DME GAP: LANCE - 3NM to SNOOK

OWLET EAST RNAV

- RNAV Critical DME
  - **MXT:** 2NM to SNOOK - 8NM to TOPAZ
  - **SDE:** 11NM to TOPAZ - PERID
  - **IXE:** 2NM to SNOOK - SNOOK
- RNAV DME GAP: 2NM to SNOOK

Noise Abatement Procedures

RWY 09: Delayed Flap APCH PROC and reduced Flap setting PROC.

DEPARTURE

Take-off Minima

RWY		27	
A, B, C, D Multi ENG	ft - m/km	0 - 400R/400V	-
other		Applicable LDG MIN	-
RWY		09	
A, B, C, D Multi ENG	ft - m/km	0 - 400V	-
other		Applicable LDG MIN	-
RWY		30	
A, B, C Multi ENG	ft - m/km	0 - 400V	-
other		Applicable LDG MIN	-
RWY		12	
A, B, C, D Multi ENG	ft - m/km	c200 - 1.6V	wo LGT, HJ only
other		Applicable LDG MIN	-

Speed

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 1000ft.
MAX IAS 200KT or MNM safe speed of greater at or below 3000ft.

Departure Procedure

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

DERBY 3 RNAV

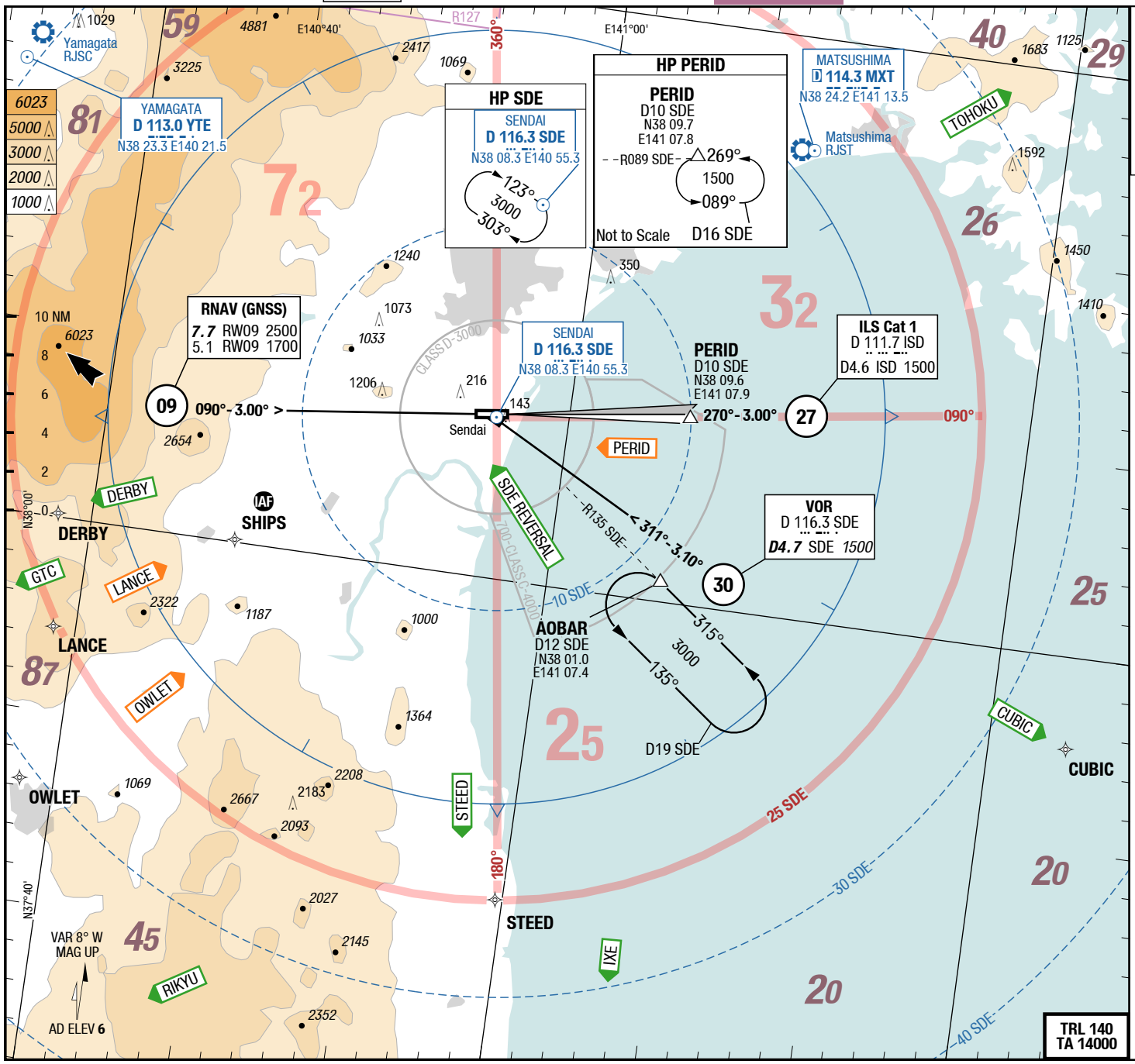
- RNAV Critical DME
  - RWY 09: **SDE:** 8NM to ANEMO - 3NM to ANEMO
    5NM to EBOSI - EBOSI
    IXE: 8NM to ANEMO - 3NM to ANEMO
    HPE: 5NM to EBOSI - 2NM to EBOSI
  - RWY 27: **SDE:** 5NM to EBOSI - EBOSI
    HPE: 5NM to EBOSI - EBOSI
  - NIIGATA TRANSITION:
    SDE: DERBY - 58NM to GTC
    YTE: DERBY - 18NM to GTC
    YSE: 18NM to GTC - 4NM to GTC
    GTC: 40NM to GTC - 18NM to GTC
    14NM to GTC - 4NM o GTC
- RNAV DME GAP
  - RWY 09: DER - 8NM to ANEMO
    3NM to ANEMO - 5NM to EBOSI
  - RWY 27: DER - 5NM to EBOSI
  - NIGATA TRANSITION: 4NM to GTC - GTC

DEPARTURE

STEED 3 RNAV
- RNAV Critical DME
  RWY 09: **SDE:** 23NM to STEED - 18NM to STEED
  4NM to STEED - STEED
  IXE: 23NM to STEED - 18NM to STEED
  GOT: 4NM to STEED - STEED
  RWY 27: **SDE:** 2NM to BUBLE - 18NM to STEED
  4NM to STEED - STEED
  IXE: 2NM to BUBLE - 18NM to STEED
  GOT: 4NM to STEED - STEED
  RIKYU TRANSITION:
  YTE: 25NM to RIKYU - 35NM to RIKYU
- RNAV DME GAP
  RWY 09: DER - 23NM to STEED
  18NM to STEED - 4NM to STEED
  RWY 27: DER - 2NM to BUBLE
  18NM to STEED - 4NM to STEED

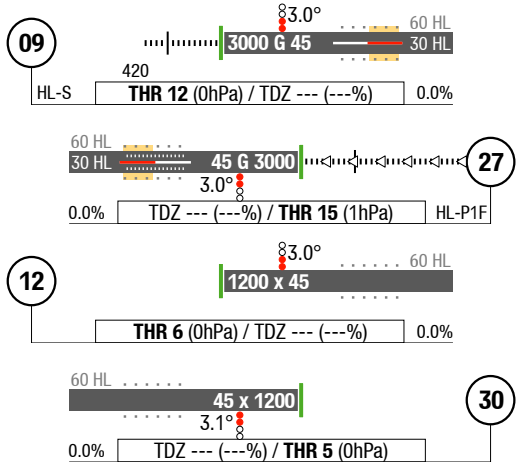
CUBIC 3 RNAV
- RNAV Critical DME
  RWY 09: **SDE, IXE :** 29NM to CUBIC - CUBIC
  RWY 27: **SDE:** 2NM to BUBLE - 12NM to CUBIC
  IXE: 2NM to BUBLE - 22NM to CUBIC
  TOHOKU TRANSITION:
  HPE: 133NM to JYONA - 110NM to JYONA
  MQE: 45NM to JYONA - 32NM to JYONA
- RNAV DME GAP
  RWY 09: DER - 29NM to CUBIC
  RWY 27: DER - 2NM to BUBLE

Noise Abatement Procedure: See CRAR Japan.

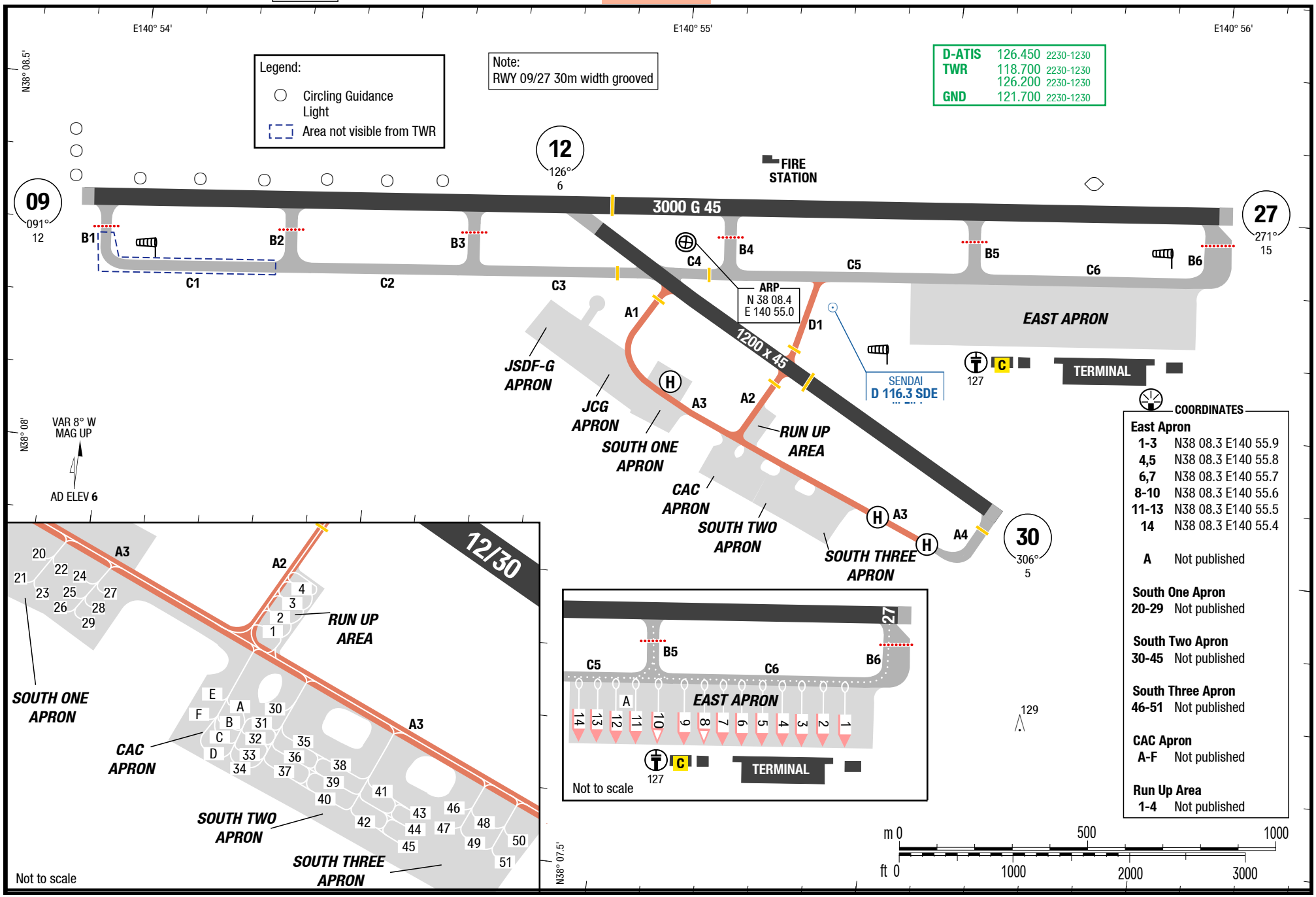


D-ATIS	126.450	2230-1230
RAD	121.200	2230-1230
APP	120.400	2230-1230
DEP	120.000	2230-1230
TWR	118.700	2230-1230
	126.200	2230-1230
GND	121.700	2230-1230

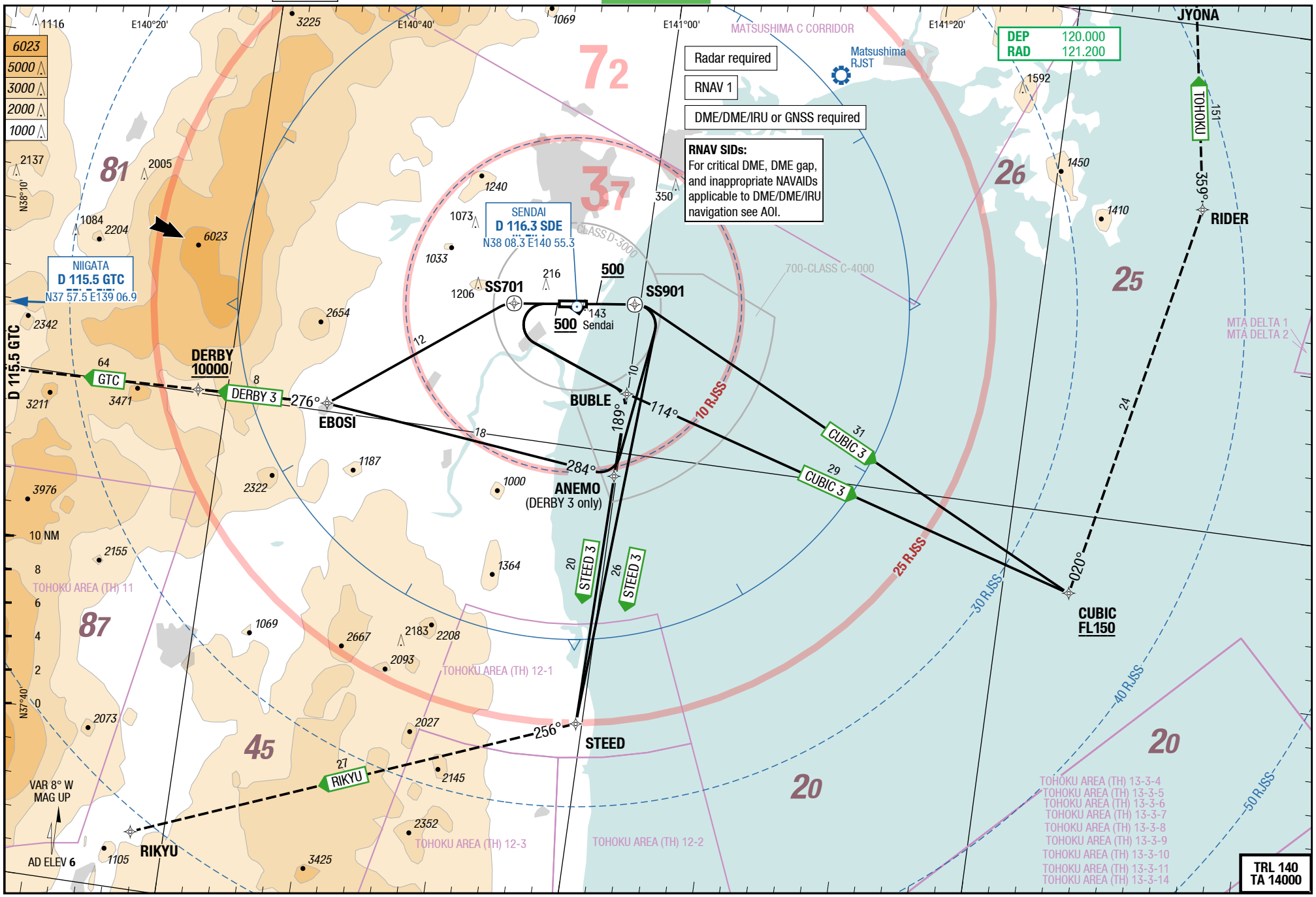
Landing RWY system:



Changes: HLDG, APCH boxes



Changes: Nil



Changes: Track, SUAs

SDJ-RJSS

4-28

Japan **Sendai**

Tempo IWAKI 7

SID

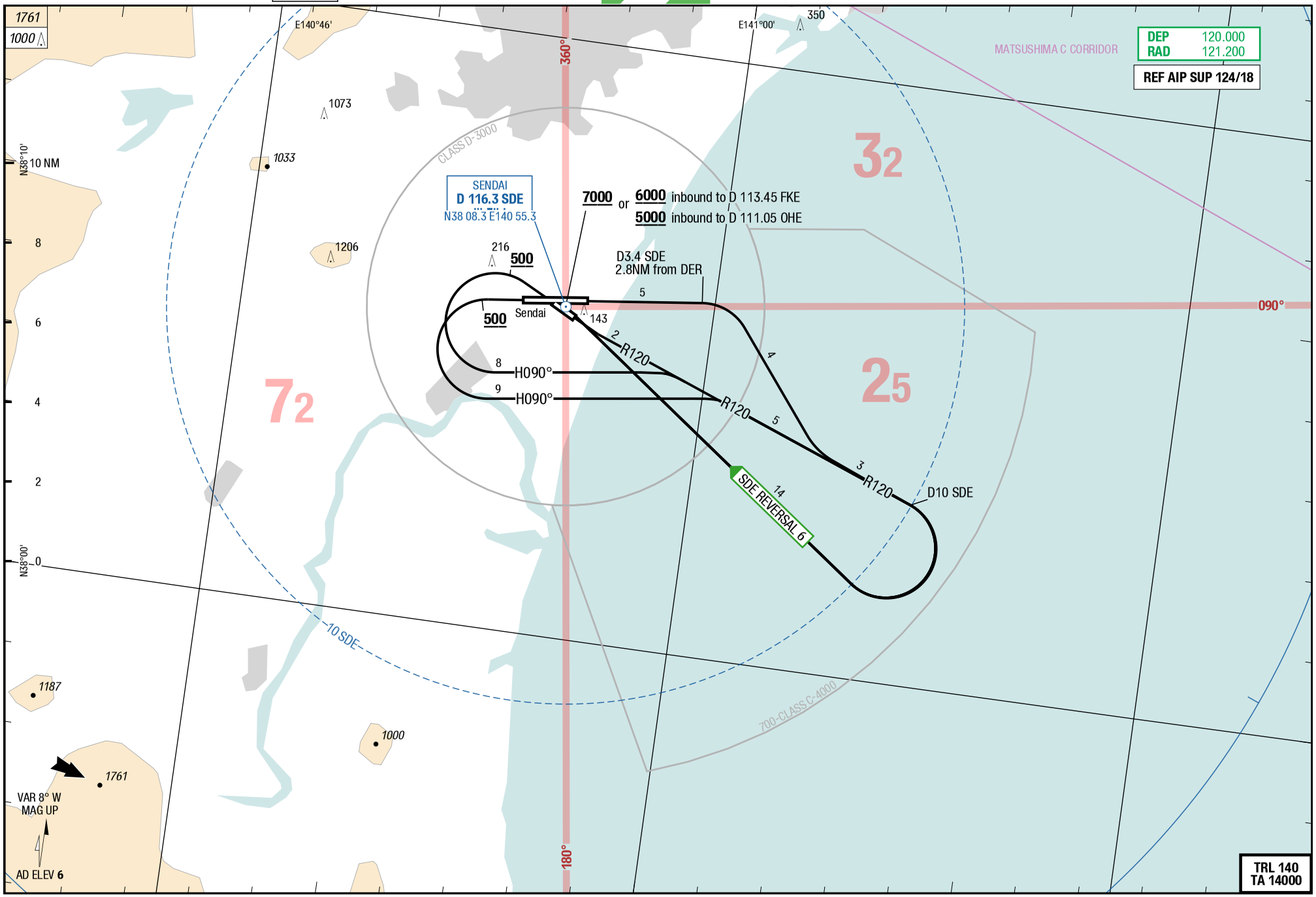
Tempo SENDAI REVERSAL 6

SID

Sendai Japan

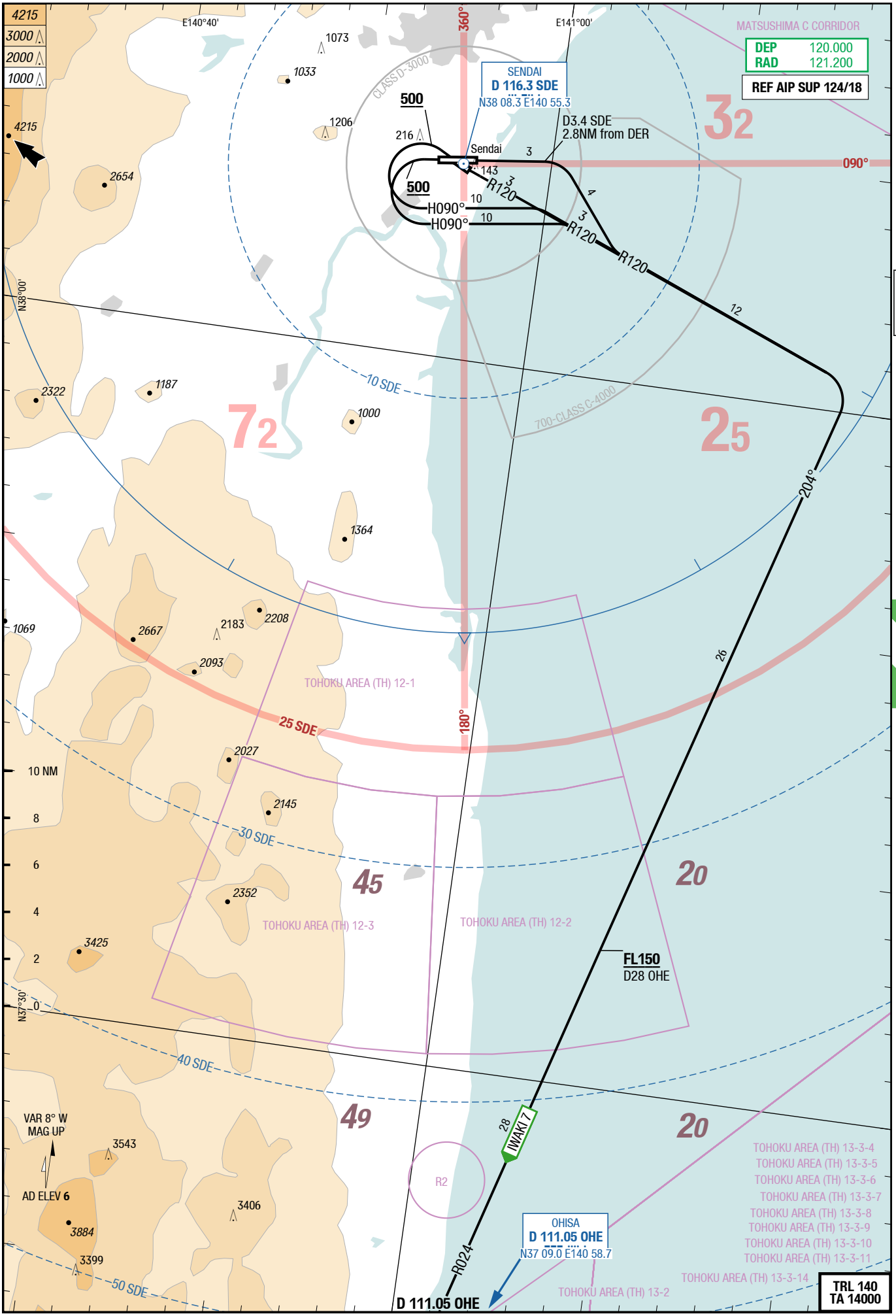
Tempo IWAKI 7

Tempo SENDAI REVERSAL 6



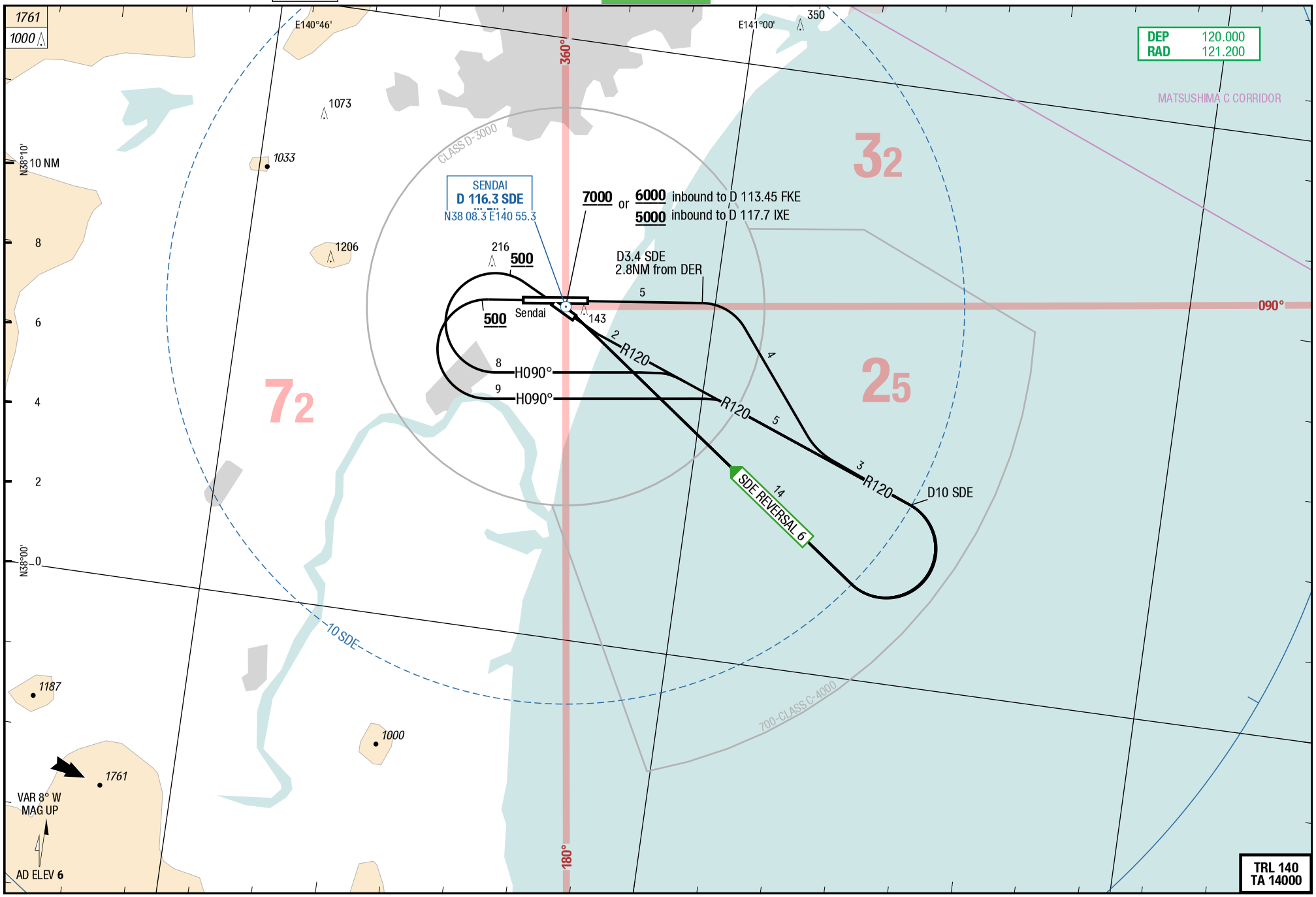
Changes: new

Changes: new



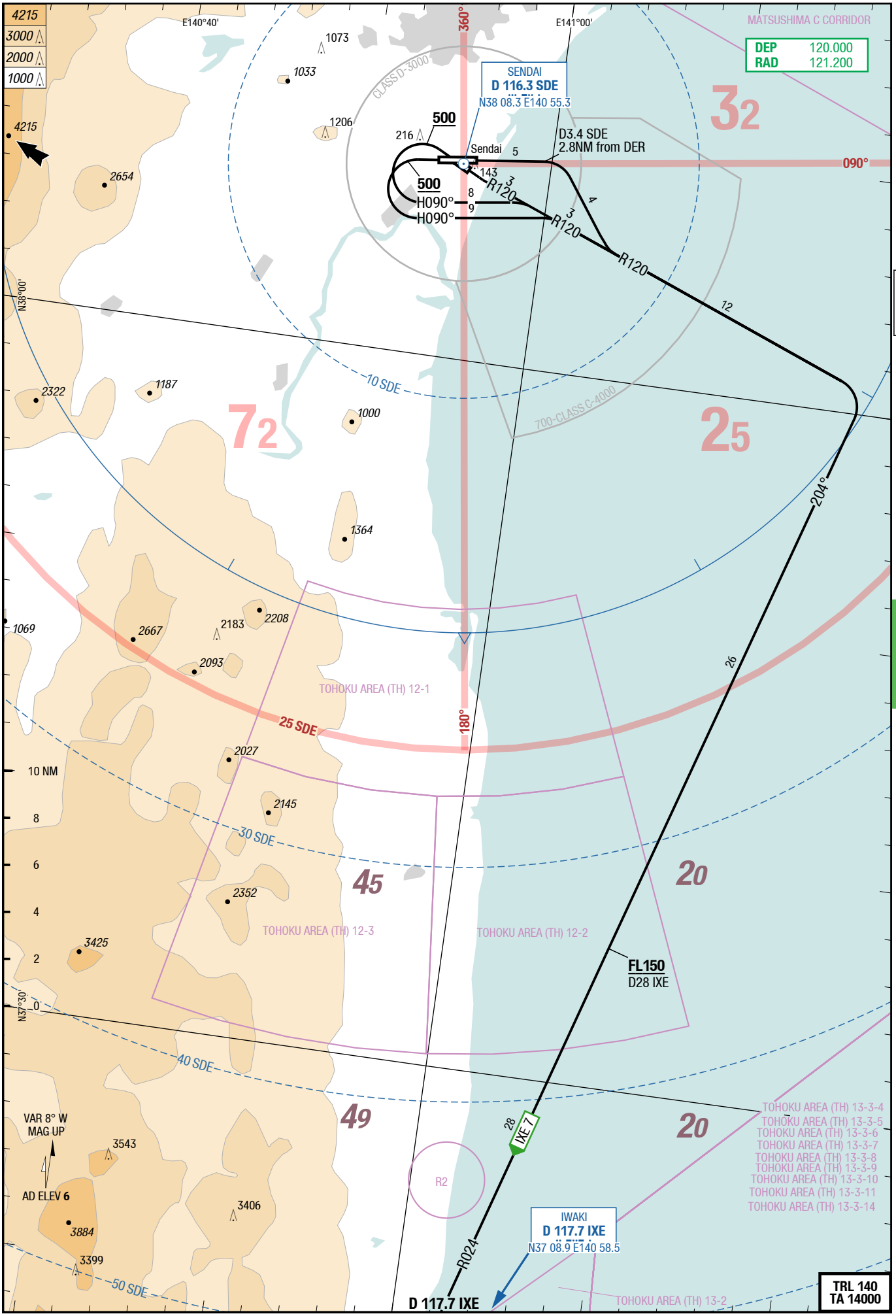
Japan **Sendai**
SID
Tempo IWAKI 7

SID **Sendai** Japan
Tempo IWAKI 7



Changes: Track, ALT, SUAs

Changes: Track, ALT, SUAs



CUBIC 3 / DERBY 3 / STEED 3

RWYs 09 (091°) / 27 (271°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
CUBIC 3 5.0% to 500 **120.000**	H090° [A500+] - DCT SS901 [R] - DCT CUBIC	CUBIC MNM **FL150**
	TRANSITION	
	TOHOKU CUBIC - RIDER - JYONA	CUBIC MNM **FL150**
DERBY 3 5.0% to 500 **120.000**	H090° [A500+] - DCT SS901 [R] - DCT ANEMO - EBOSI - DERBY	DERBY MNM **10000**
	TRANSITION	
	NIIGATA (GTC) DERBY - GTC	DERBY MNM **10000**
STEED 3 5.0% to 500 **120.000**	H090° [A500+] - DCT SS901 [R] - DCT STEED	
	TRANSITION	
	RIKYU STEED - RIKYU	
	Runway 27	
CUBIC 3 5.0% to 500 **120.000**	H270° [A500+ ;L] - DCT BUBLE - CUBIC	CUBIC MNM **FL150**
	TRANSITION	
	TOHKOU CUBIC - RIDER - JYONA	CUBIC MNM **FL150**
DERBY 3 5.0% to 500 **120.000**	H270° [A500+] - DCT SS701 [L] - DCT EBOSI - DERBY	DERBY MNM **10000**
	TRANSITION	
	NIIGATA (GTC) DERBY - GTC	DERBY MNM **10000**
STEED 3 5.0% to 500 **120.000**	H270° [A500+ ;L] - DCT BUBLE - STEED	
	TRANSITION	
	RIKYU STEED - RIKYU	

SENDAI REVERSAL 6

RWYs 09 (091°) / 12 (126°) / 27 (271°) / 30 (306°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
SENDAI REVERSAL 6 **SDE REVERSAL 6** 5.0% to 500 **120.000**	at D3.4 **SDE** (2.8 NM DER) **RT** intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **OHE** **SDE** MNM **6000** inbound to **FKE**
	Runway 12	
SENDAI REVERSAL 6 **SDE REVERSAL 6** **120.000**	intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **OHE** **SDE** MNM **6000** inbound to **FKE**
	Runway 27	
SENDAI REVERSAL 6 **SDE REVERSAL 6** 5.0% to 1000 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **OHE** **SDE** MNM **6000** inbound to **FKE**
	Runway 30	
SENDAI REVERSAL 6 **SDE REVERSAL 6** 5.0% to 1200 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **OHE** **SDE** MNM **6000** inbound to **FKE**

Changes: New

IWAKI 7

RWYs 09 (091°) / 12 (126°) / 27 (271°) / 30 (306°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
IWAKI 7 5.0% to 500 **120.000**	at D3.4 **SDE** (2.8 NM DER) **RT** intercept R120 **SDE** - intercept R024 **OHE** to **OHE**	D28 **OHE** MNM **FL150** **OHE** at assigned **ALT**
	Runway 12	
IWAKI 7 **120.000**	intercept R120 **SDE** - intercept R024 **OHE** to **OHE**	D28 **OHE** MNM **FL150** **OHE** at assigned **ALT**
	Runway 27	
IWAKI 7 5.0% to 1000 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - intercept R024 **OHE** to **OHE**	D28 **OHE** MNM **FL150** **OHE** at assigned **ALT**
	Runway 30	
IWAKI 7 5.0% to 1200 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - intercept R024 **OHE** to **OHE**	D28 **OHE** MNM **FL150** **OHE** at assigned **ALT**

Changes: New

SENDAI REVERSAL 6

RWYs 09 (091°) / 12 (126°) / 27 (271°) / 30 (306°)

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

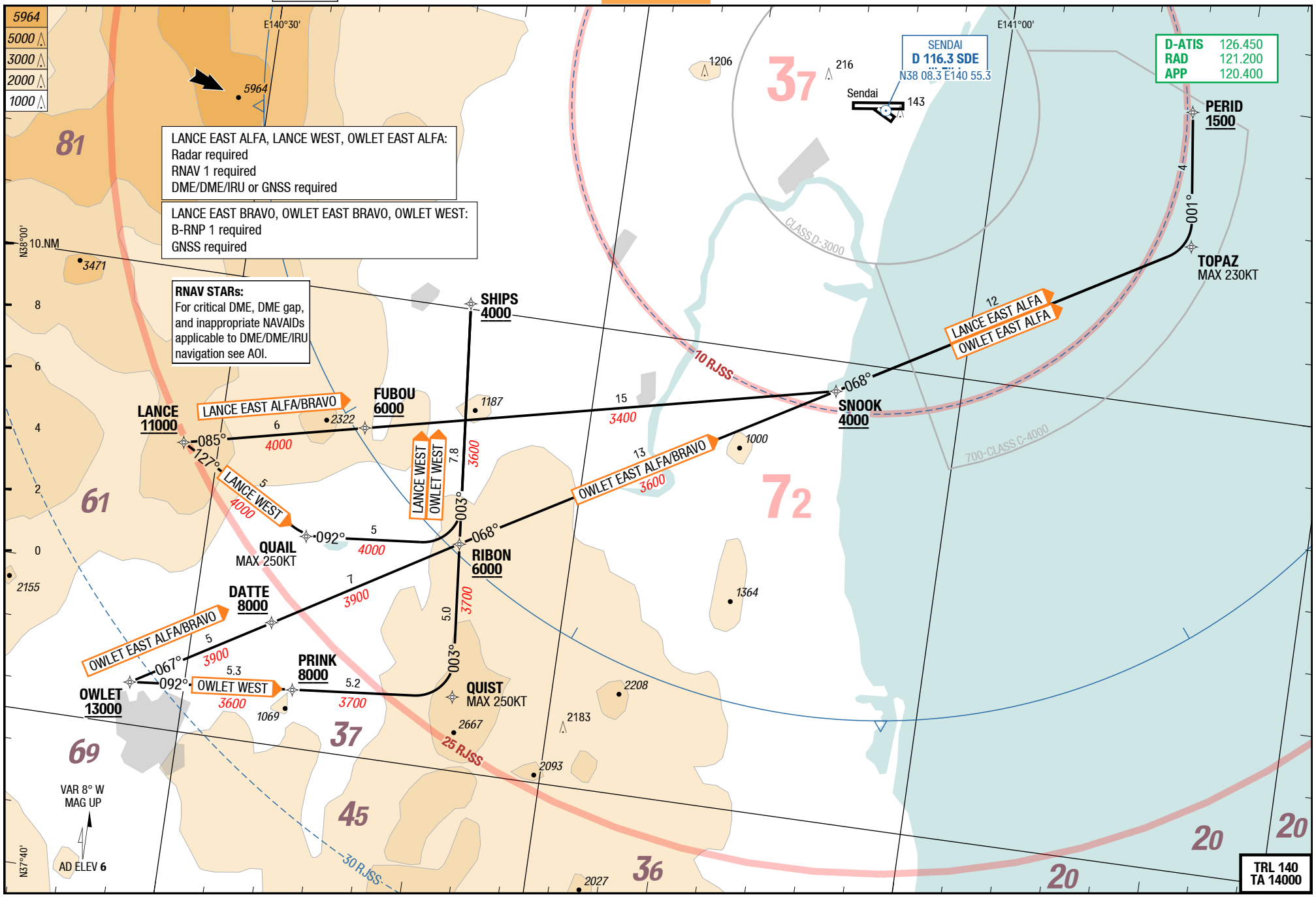
DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
SENDAI REVERSAL 6 **SDE REVERSAL 6** 5.0% to 500 **120.000**	at D3.4 **SDE** (2.8 NM DER) **RT** intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **IXE** **SDE** MNM **6000** inbound to **FKE**
	Runway 12	
SENDAI REVERSAL 6 **SDE REVERSAL 6** **120.000**	intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **IXE** **SDE** MNM **6000** inbound to **FKE**
	Runway 27	
SENDAI REVERSAL 6 **SDE REVERSAL 6** 5.0% to 1000 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **IXE** **SDE** MNM **6000** inbound to **FKE**
	Runway 30	
SENDAI REVERSAL 6 **SDE REVERSAL 6** 5.0% to 1200 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - at D10 **SDE RT** direct **SDE**	**SDE** MNM **7000** **SDE** MNM **5000** inbound to **IXE** **SDE** MNM **6000** inbound to **FKE**

IWAKI 7

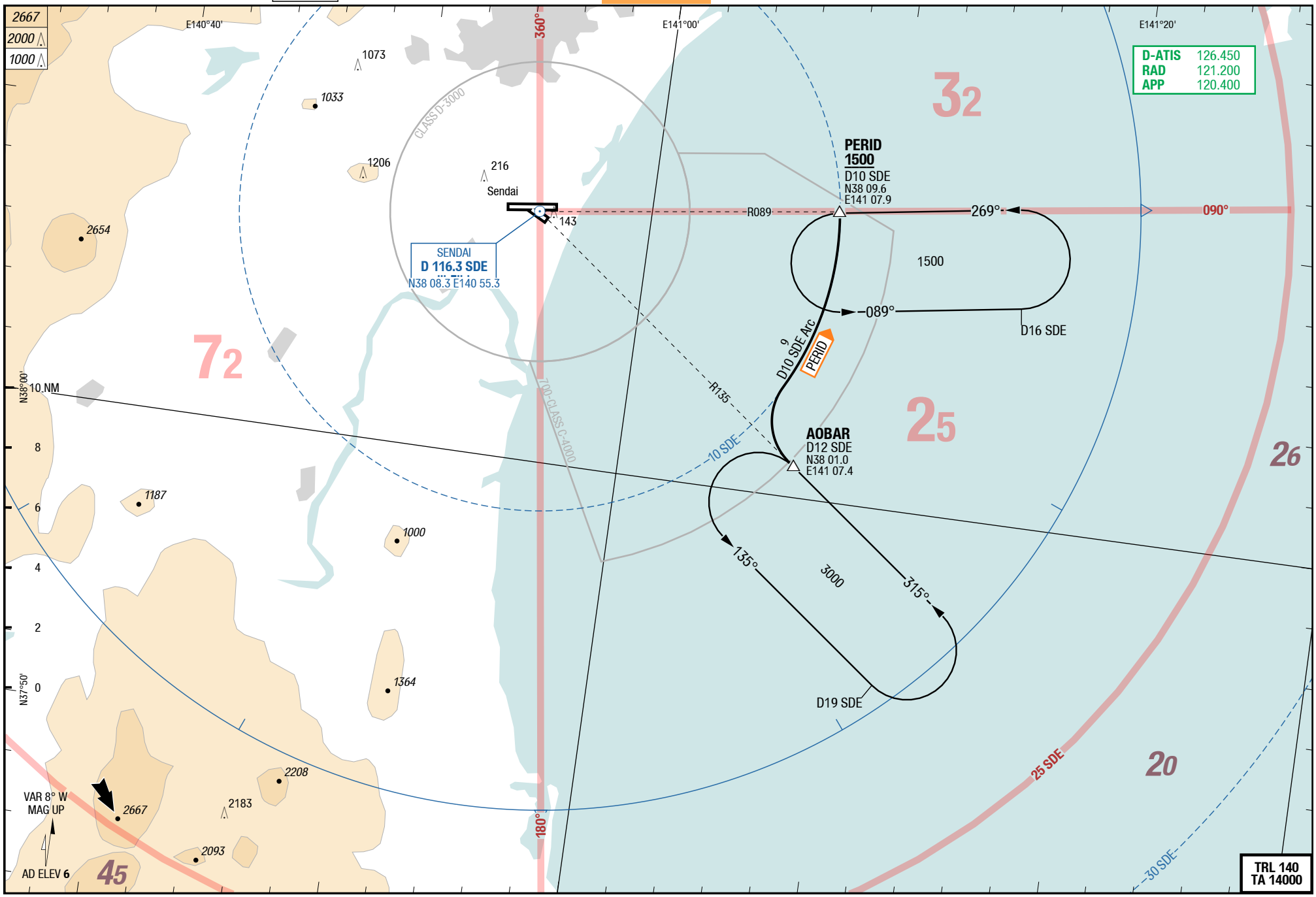
RWYs 09 (091°) / 12 (126°) / 27 (271°) / 30 (306°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
IWAKI 7 5.0% to 500 **120.000**	at D3.4 **SDE** (2.8 NM DER) **RT** intercept R120 **SDE** - intercept R024 **IXE** to **IXE**	D28 **IXE** MNM **FL150** **IXE** at assigned ALT
	Runway 12	
IWAKI 7 **120.000**	intercept R120 **SDE** - intercept R024 **IXE** to **IXE**	D28 **IXE** MNM **FL150** **IXE** at assigned ALT
	Runway 27	
IWAKI 7 5.0% to 1000 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - intercept R024 **IXE** to **IXE**	D28 **IXE** MNM **FL150** **IXE** at assigned ALT
	Runway 30	
IWAKI 7 5.0% to 1200 **120.000**	at MNM **500 LT** HDG 090° - intercept R120 **SDE** - intercept R024 **IXE** to **IXE**	D28 **IXE** MNM **FL150** **IXE** at assigned ALT



Changes: FREQ, OBST



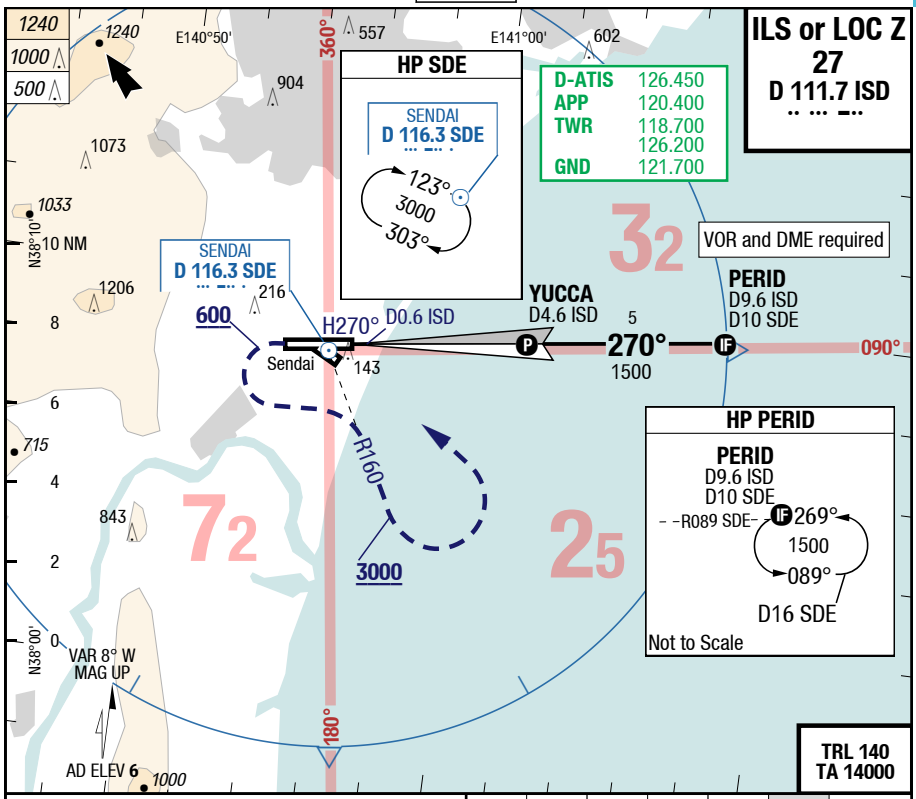
Changes: FREQ, OBST, SUAs

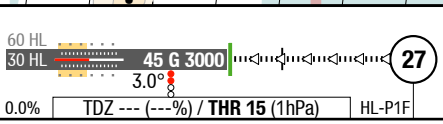
22-FEB-2018

SDJ-RJSS

7-10

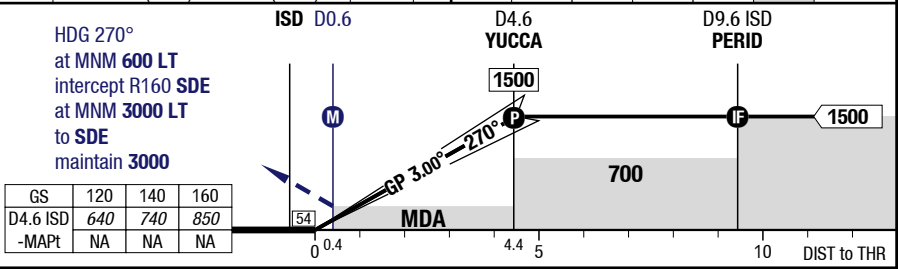
ILS or LOC Z 27





1	2	3	4	4.6	
340	*660*	*980*	*1310*	1500	

LOC *3.00°*
D ISD
270°
RWY 271°



GS	120	140	160
D4.6 ISD	*640*	*740*	*850*
-MAPt	NA	NA	NA

27		Cat 1 DME GA 4.0%	Cat 1 DME GA 4.0% TDZL+/RCLL U/S 1)	LOC DME GA 4.0%			Circling TERPS
C	ft - m/km ft	200 - 550 **220**	200 - 750 **220**	310 - 1.0 **320**			600 - 2.4V **610**
D	ft - m/km ft	200 - 550 **220**	200 - 750 **220**	310 - 1.4 **320**			700 - 3.6V **710**

1) With EVS 550m, wo EVS use STD

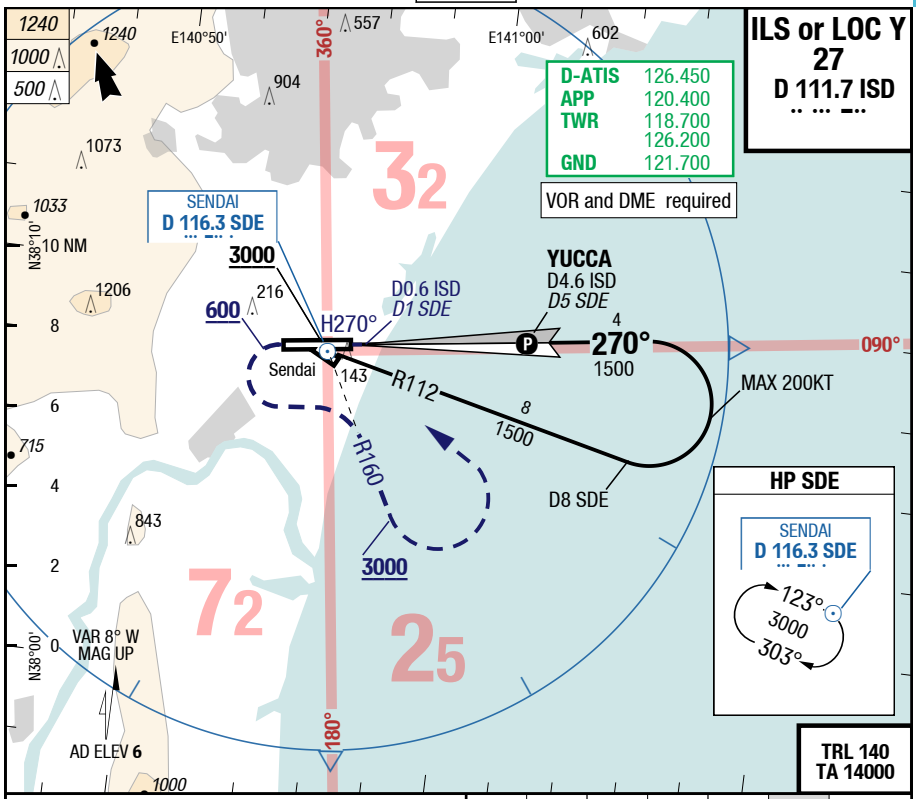
Changes: ALT, APL, FREQ, OBST

22-FEB-2018

SDJ-RJSS

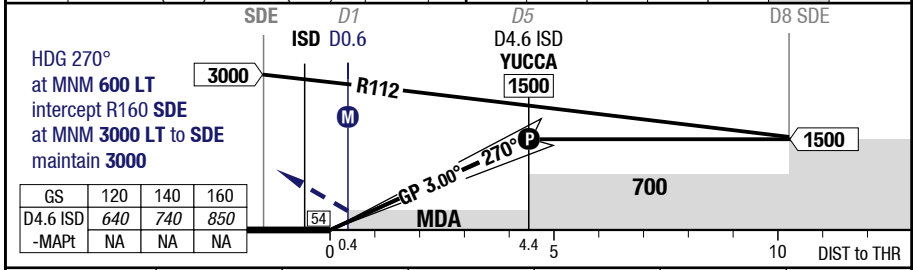
7-20

ILS or LOC Y 27



1	2	3	4	4.6
340	660	980	1310	1500

LOC 3.00°
D ISD
270°
RWY 271°



GS	120	140	160
D4.6 ISD	640	740	850
-MAPt	NA	NA	NA

27		Cat 1 DME GA 4.0%	Cat 1 DME GA 4.0% TDZL+/RCLL U/S 1)	LOC DME GA 4.0%			Circling TERPS
C	ft - m/km ft	200 - 550 **220**	200 - 750 **220**	310 - 1.0 **320**			600 - 2.4V **610**
D	ft - m/km ft	200 - 550 **220**	200 - 750 **220**	310 - 1.4 **320**			700 - 3.6V **710**

1) With EVS 550m, wo EVS use STD

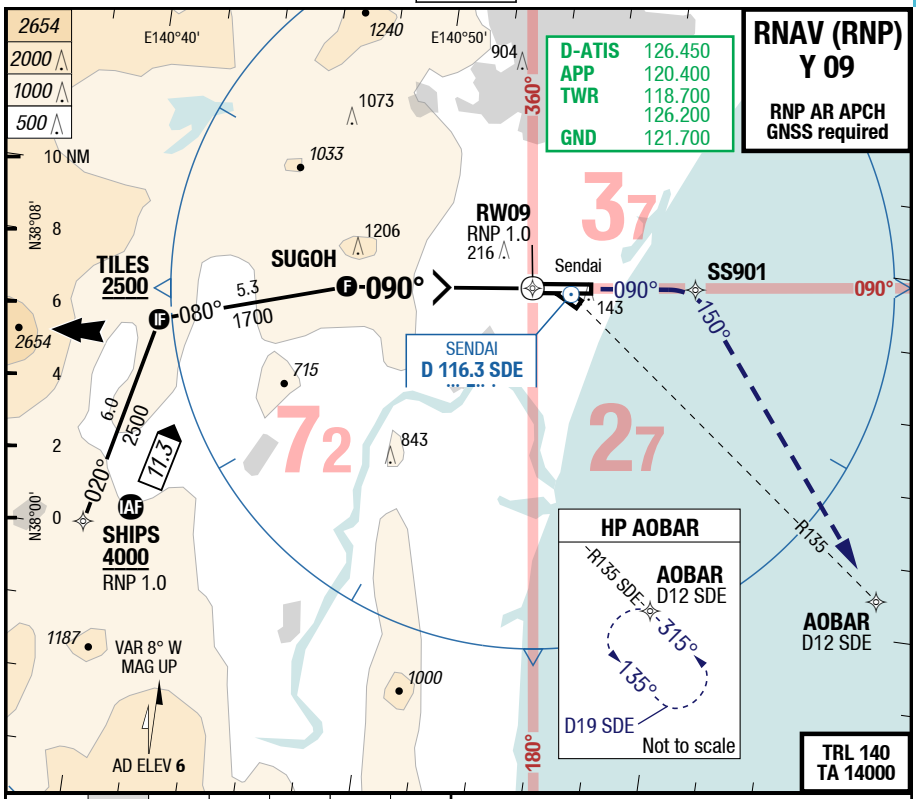
Changes: FREQ, ALT, APL, OBST

22-FEB-2018

SDJ-RJSS

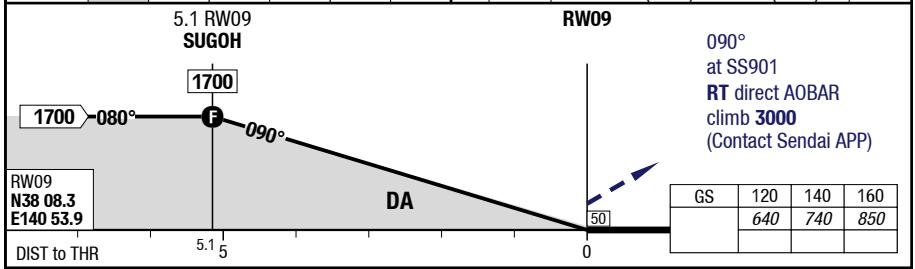
7-30

RNAV (RNP) Y 09



3.00° RW09 090° RWY 091°		5.1	5	4	3	2
		1700	1660	1340	1020	700

09 — HL-S — 3.0° — 3000 G 45 — 60 HL — 30 HL — 420 — THR 12 (0hPa) / TDZ --- (---%) — 0.0%



09		RNAV RNP 0.30 VNAV 1)					Circling TERPS
C	ft - m/km ft	300 - 1.4 **320** 2)					Not published
D	ft - m/km ft	300 - 1.6 **320** 3)					Not published

1) Uncompensated BARO VNAV NA below -10°C (14°F)/above 45°C (113°F) 2) With EVS 900m, wo EVS use STD 3) With EVS 1.1km, wo EVS use STD

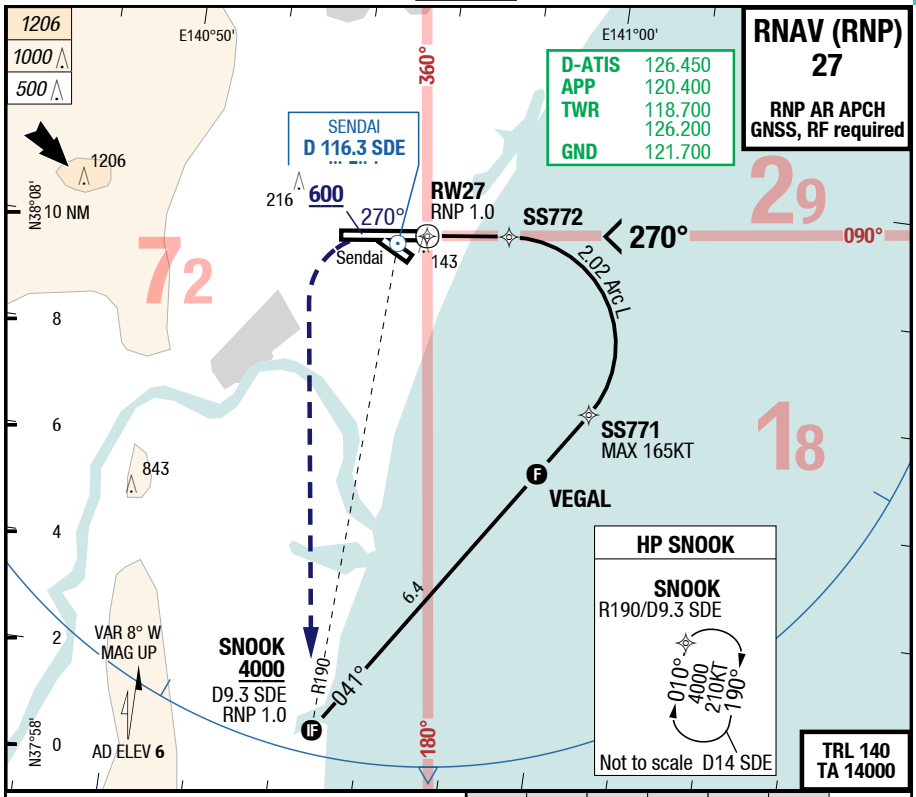
Changes: FREQ, APL, OBST

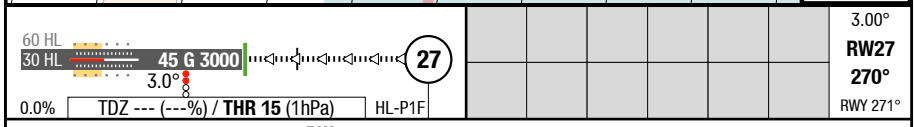
22-FEB-2018

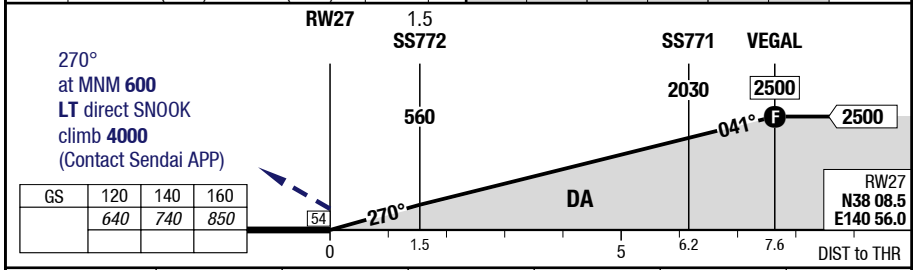
SDJ-RJSS

7-40

RNAV (RNP) 27







27		RNAV RNP 0.30 VNAV GA 4.0% 1)					Circling TERPS
C	ft - m/km ft	300 - 1.0 **320** 2)					Not published
D	ft - m/km ft	300 - 1.4 **320** 3)					Not published

1) Uncompensated BARO VNAV NA below -10°C (14°F)/above 45°C (113°F) 2) With EVS 650m, wo EVS use STD 3) With EVS 900m, wo EVS use STD

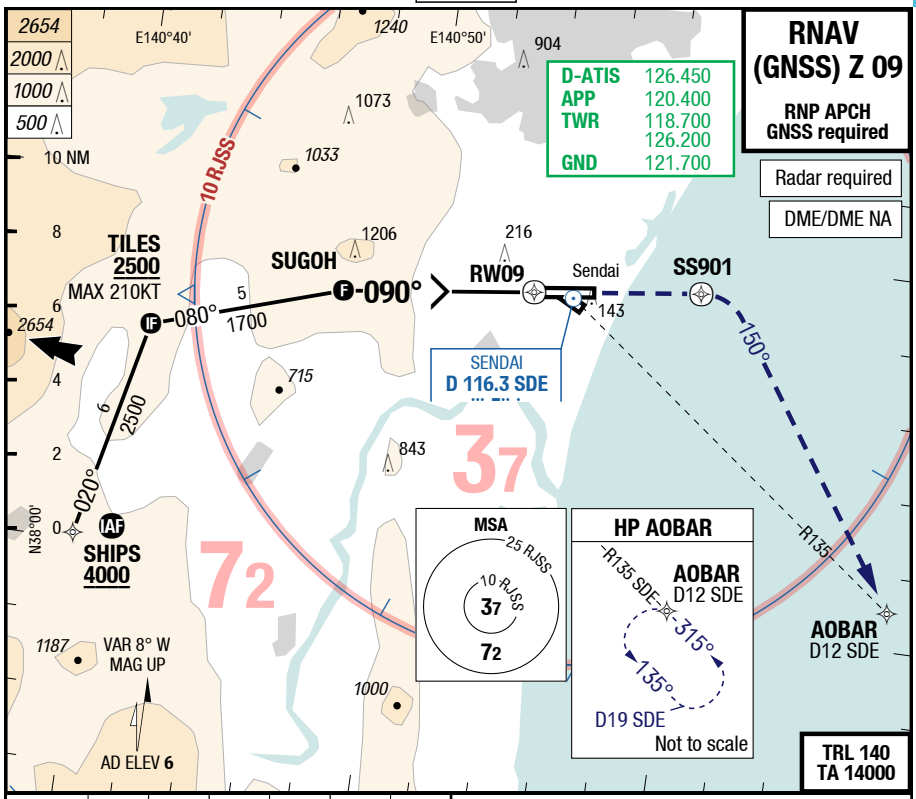
Changes: FREQ, APL

22-FEB-2018

SDJ-RJSS

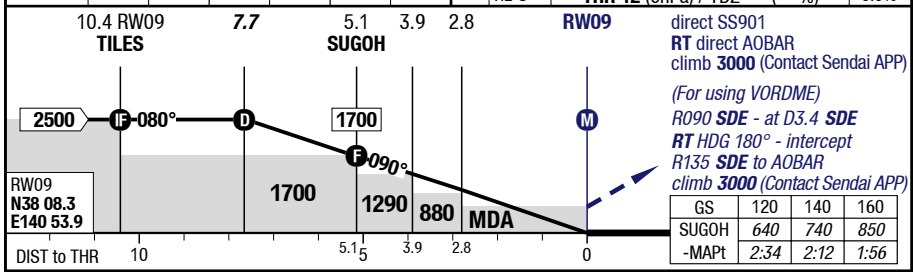
7-50

RNAV (GNSS) Z 09



3.00° RW09 090° RWY 091°	7.7	6	5	4	3	2
	2500	*1980*	*1660*	*1340*	*1020*	*700*

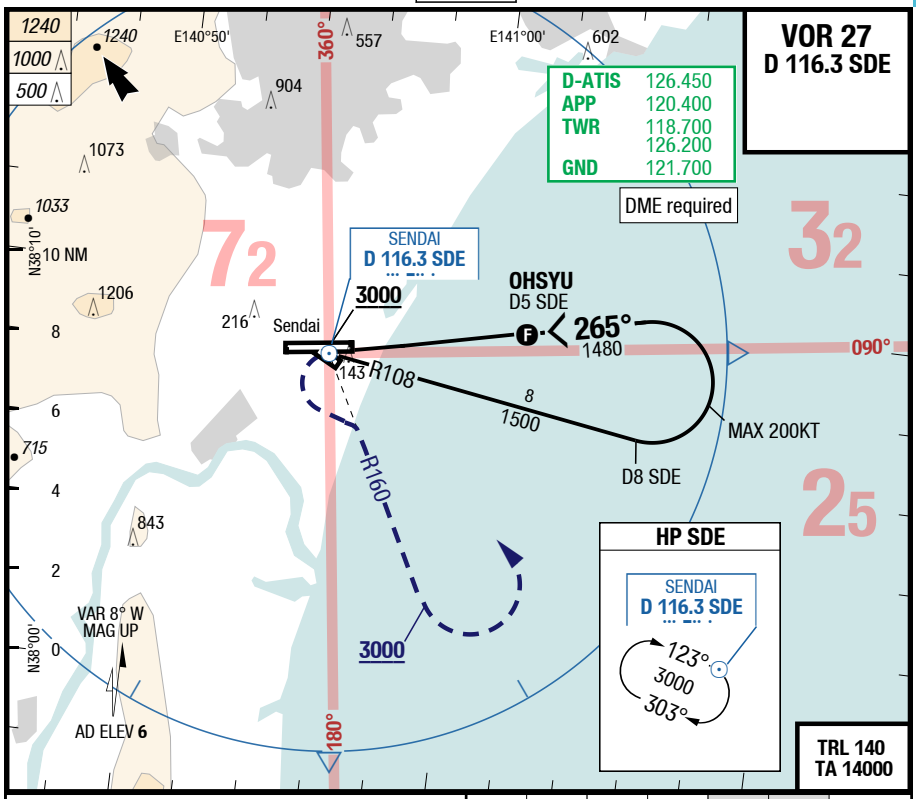
09 — 3.0° — 3000 G 45 — 60 HL — 30 HL — 420 — HL-S — THR 12 (0hPa) / TDZ --- (---%) — 0.0%

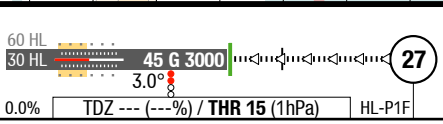


GS	120	140	160
SUGOH	*640*	*740*	*850*
-MAPt	*2:34*	*2:12*	*1:56*

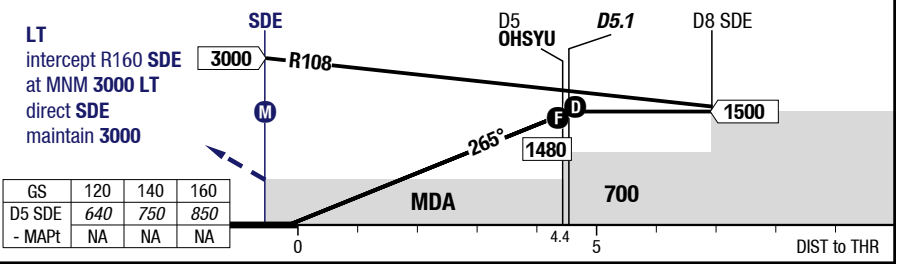
09		RNAV GNSS LNAV					Circling TERPS
C	ft - m/km ft	510 - 1.9 **520**					600 - 2.4V **610**
D	ft - m/km ft	510 - 1.9 **520**					700 - 3.6V **710**

Changes: FREQ, APL, OBST





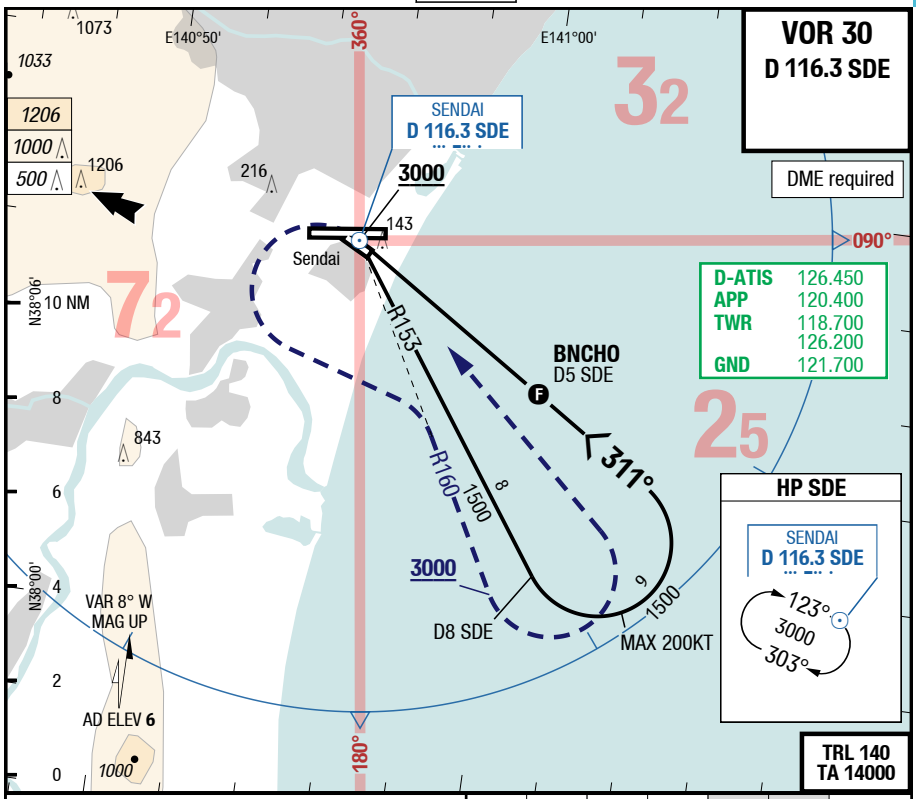
2	3	4	5.1			3.00°
530	840	1160	1500			D SDE 265° RWY 271°

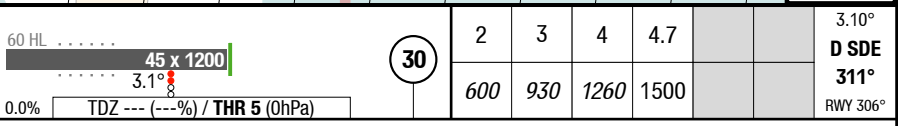


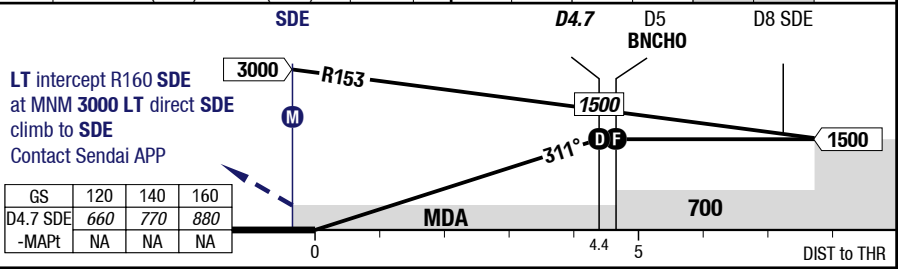
GS	120	140	160
D5 SDE	640	750	850
- MAPt	NA	NA	NA

27		VOR DME					Circling TERPS
C	ft - m/km ft	380 - 1.0 **390**					600 - 2.4V **610**
D	ft - m/km ft	380 - 1.4 **390**					700 - 3.6V **710**

Changes: Nil







30		VOR DME					Circling TERPS
C	ft - m/km ft	410 - 1.9 **410**					600 - 2.4V **610**
D	ft - m/km ft	Not published					Not published

Changes: ALT, chart layout, Profile, Editorial

22-FEB-2018

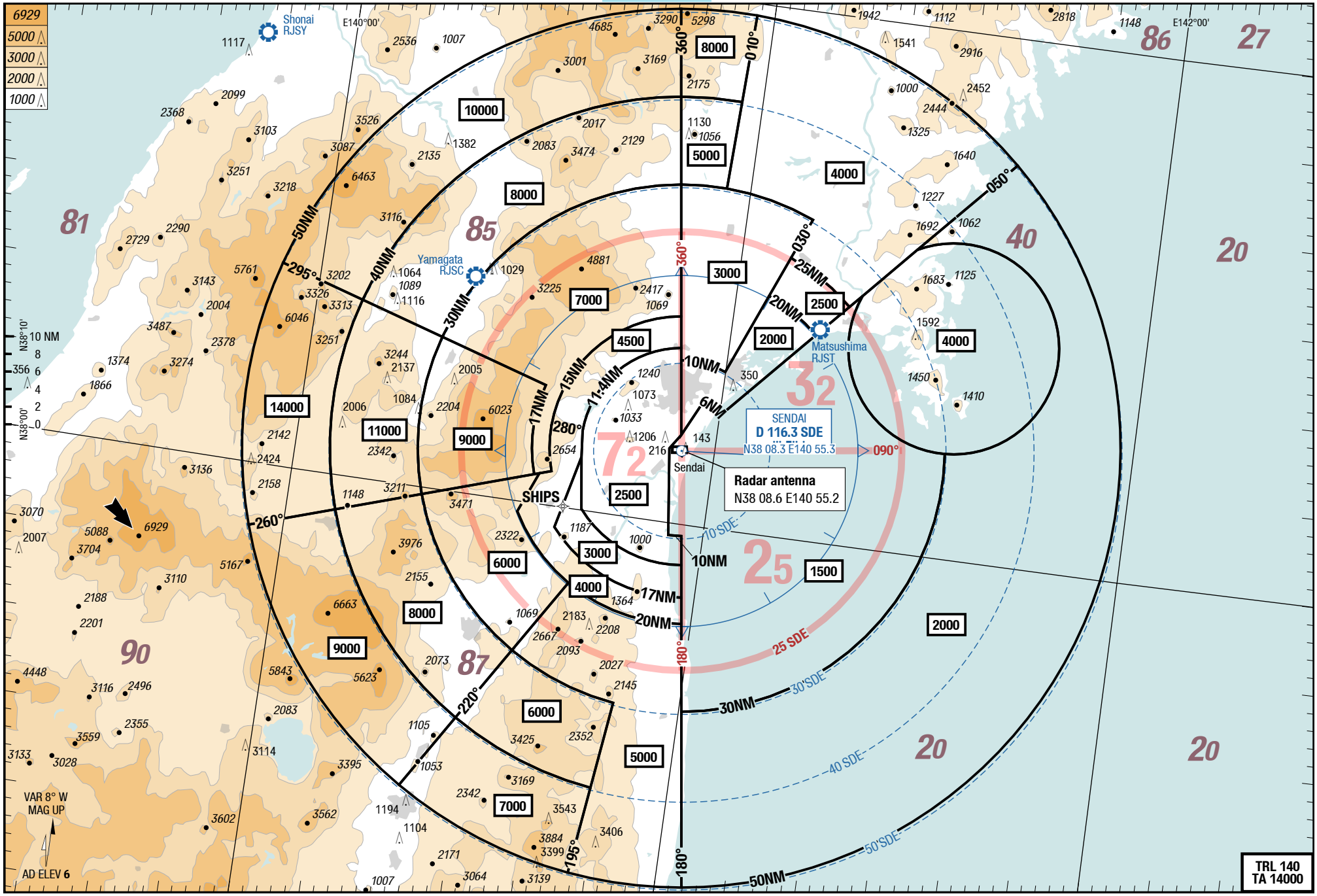
SDJ-RJSS

8-10

Japan **Sendai**
NIL
MRC

MRC MRC

Sendai Japan
NIL
MRC



Changes: Reprint