

## 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 ≤23m	23m <WS ≤40m	WS >40m
Wing-tip CLR	Wing-tip CLR ≥15m	6.5m ≤ 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 ≤47m	47m <WS ≤64m	WS >64m
Wing-tip CLR	Wing-tip CLR ≥15m	6.5m ≤ 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.

**06-OCT-2016**

2-10

**AGC**  
**AFC**

**AFC**

**AGC**  
**AFC**



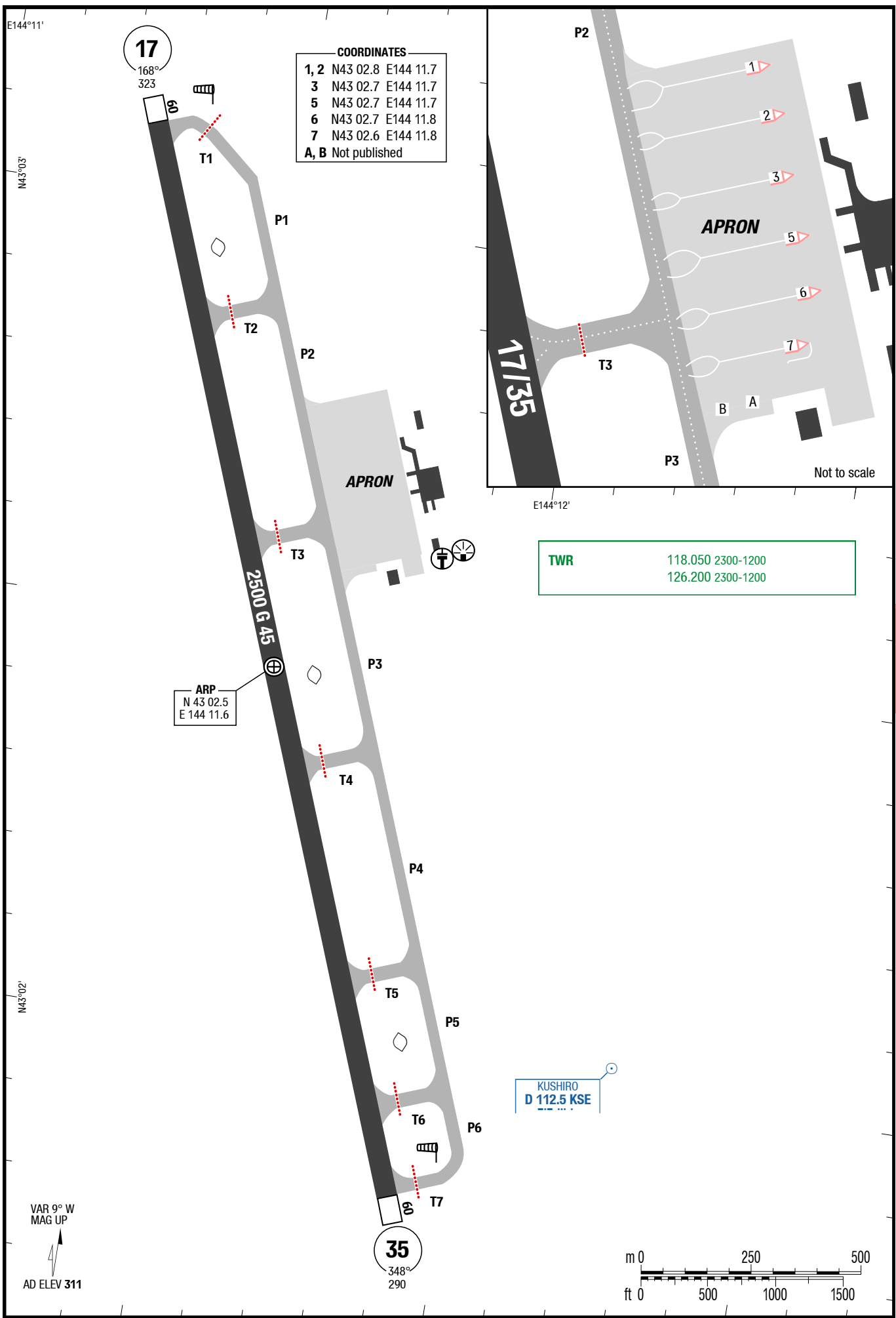
TWR	118.050	2300-1200	126.200	2300-1200
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**Landing RWY system:**

17 2500 X 45 15 HIL 60 HIL

HL-P1F	THR 323 (12hPa) / TDZ 325 (---%)	-0.4%
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$$+0.4\% \frac{\text{TDZ 290 (---\%)}}{\text{THR 290 (11hPa)}}$$



Changes: Nil

Effective 13-OCT-2016

06-OCT-2016

KUH-RJCK

Japan Kushiro

NIL

RNAV SIDs

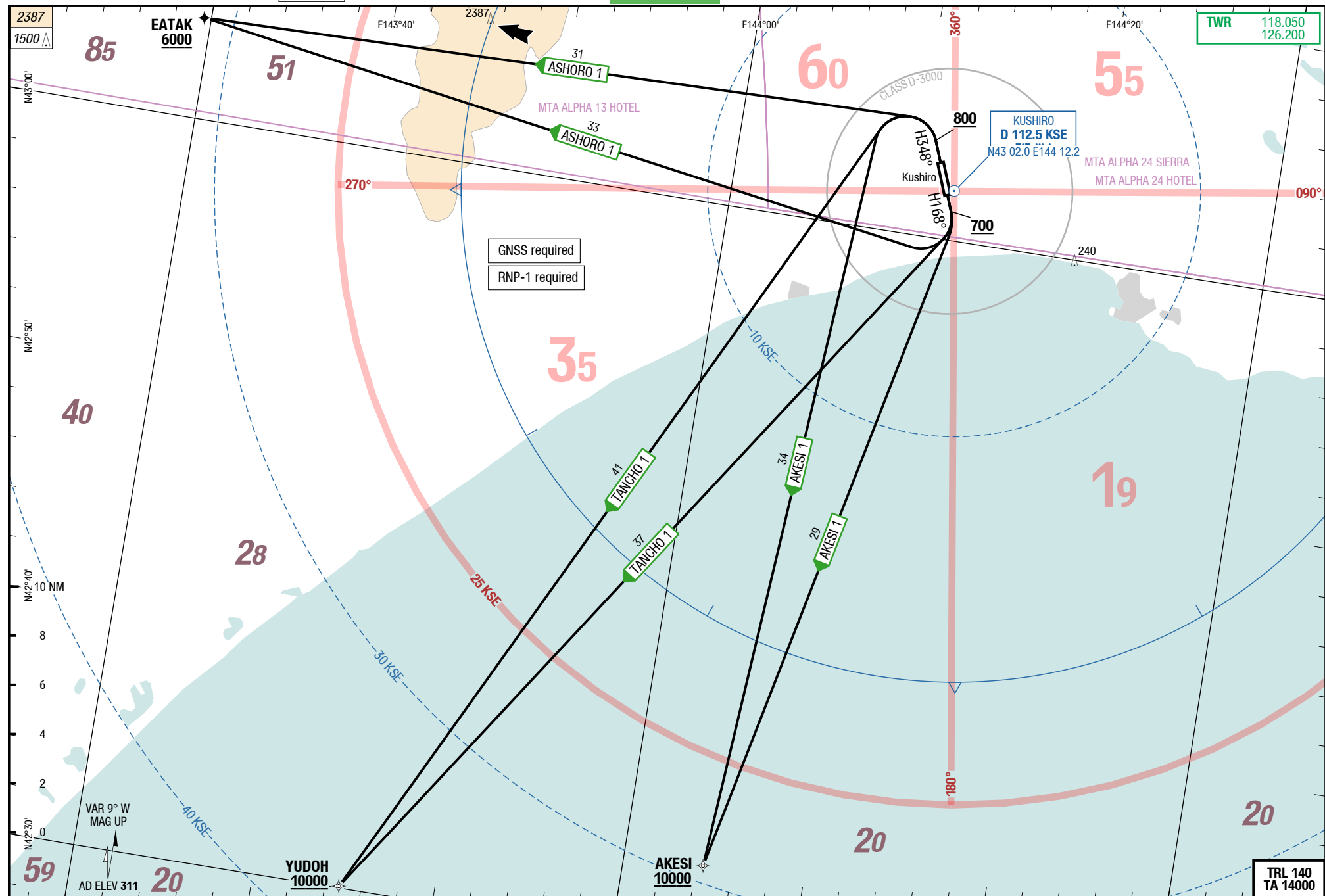
SID

SID

Kushiro Japan

NIL

RNAV SIDs



Changes: new

06-OCT-2016

# KUH-RJCK

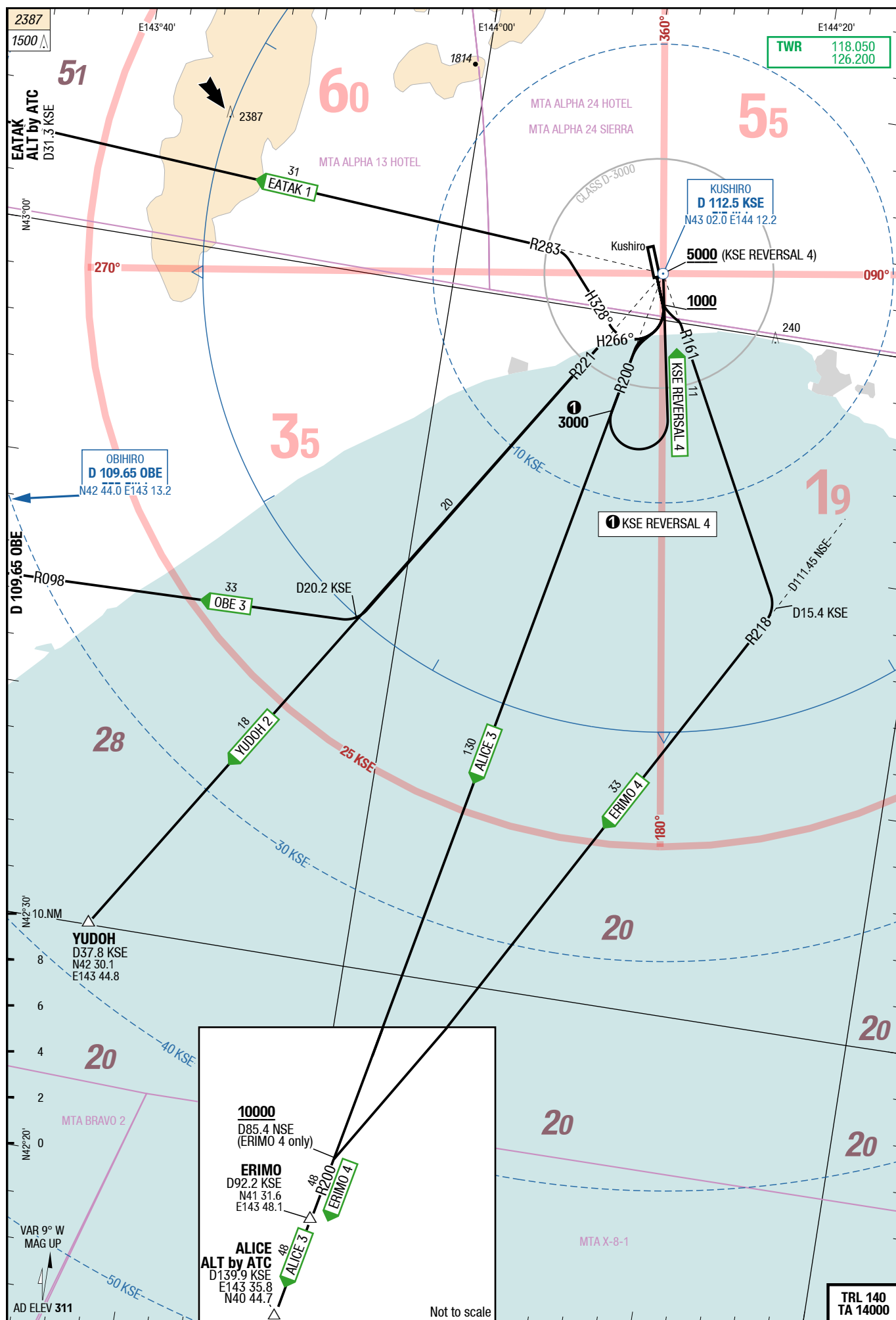
4-30

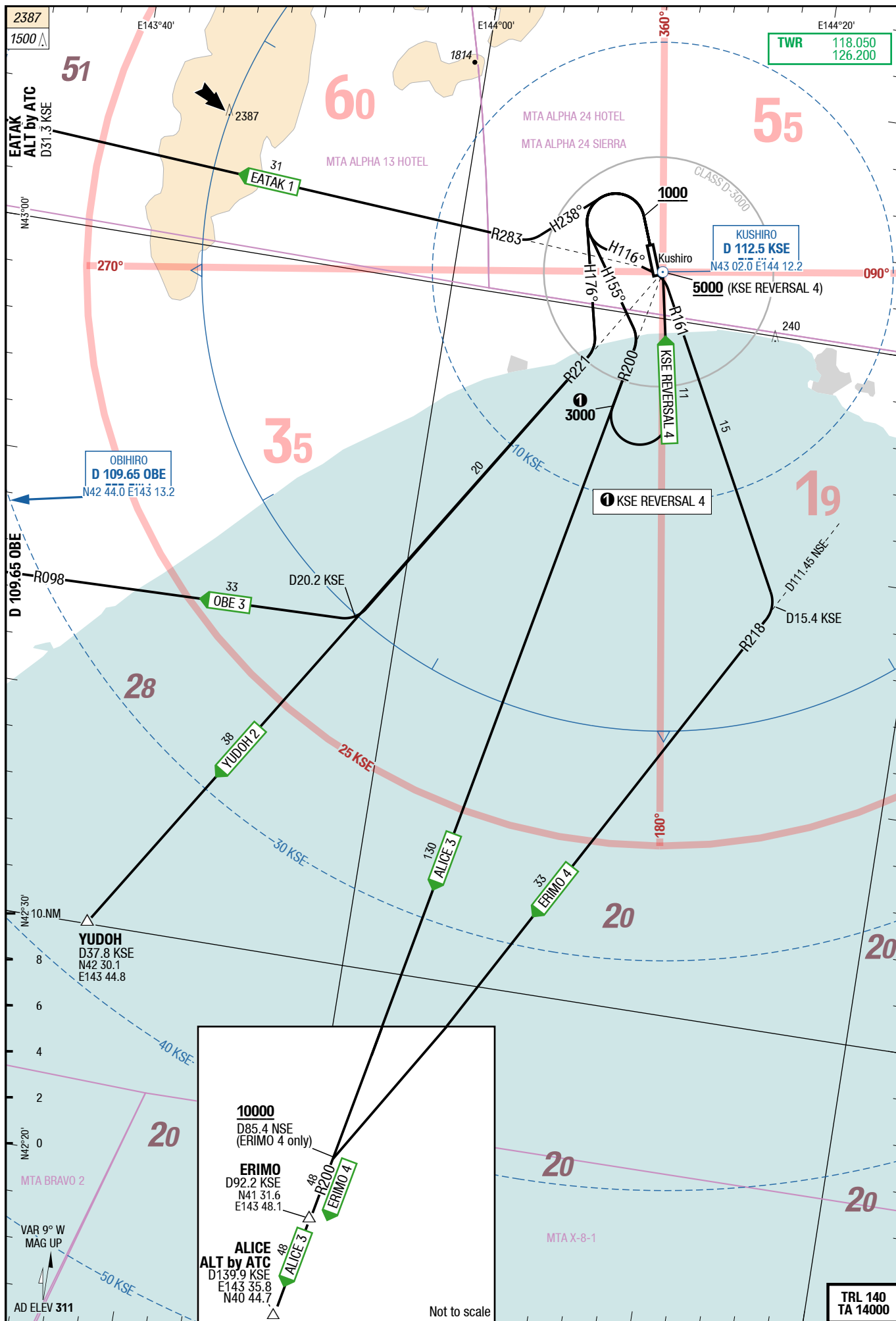
Japan **Kushiro**  
SIDS Rwy 35  
**SIDS Rwy 17**

**SID**

# SID

**Kushiro Japan**  
**SIDS Rwy 35**  
**SIDS Rwy 17**





**AKESI 1 / ASHORO 1 / TANCHO 1**

RWYs 17 (168°) / 35 (348°)

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

① No turn before DER.



**ALICE 3 / EATAK 1 / ERIMO 4 / KUSHIRO REVERSAL 4 / OBIHIRO 3 / YUDOH 2**  
**RWY 17 (168°)**

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

Effective 13-OCT-2016

06-OCT-2016

KUH-RJCK

6-10

Japan Kushiro

NIL

STARs

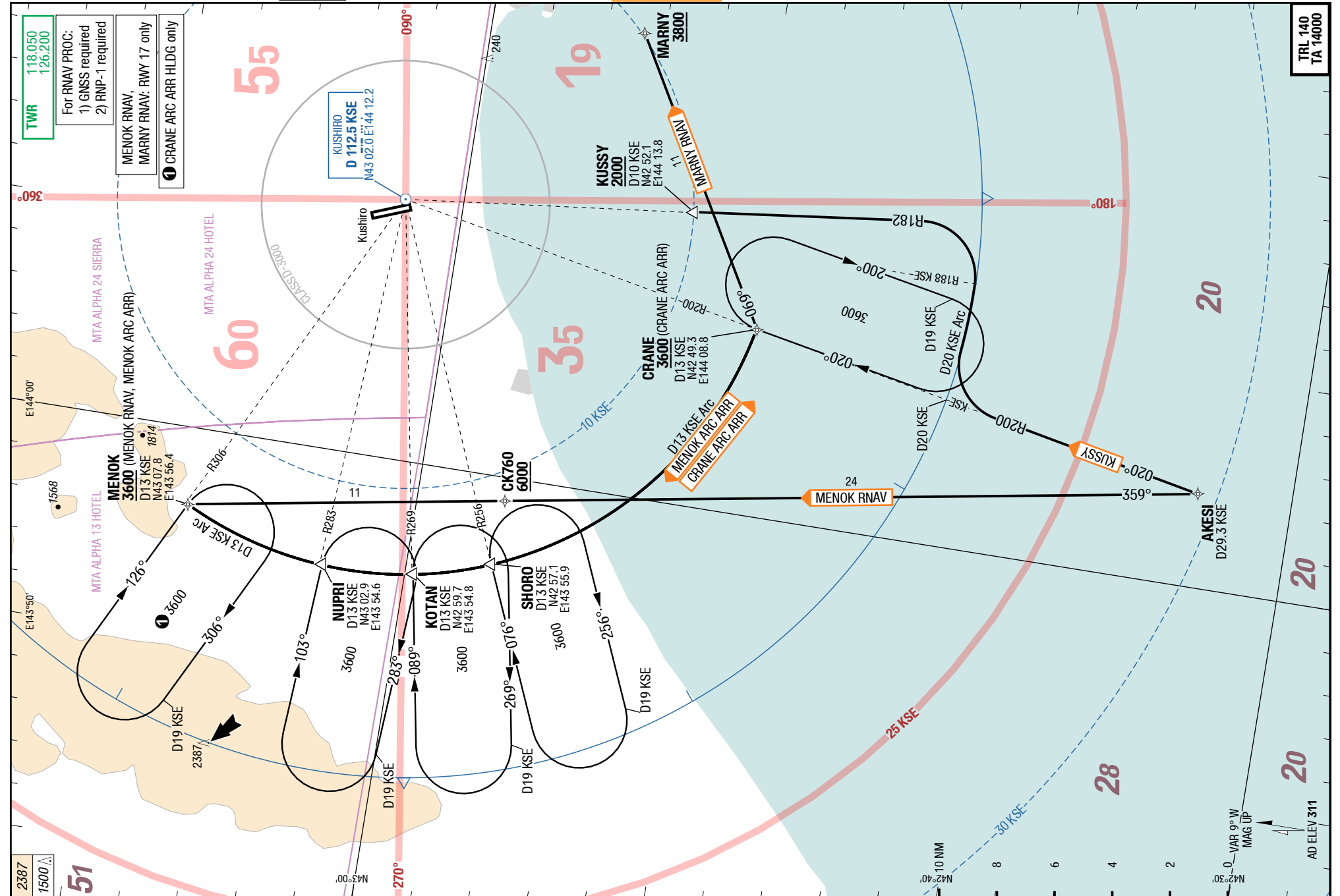
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STAR

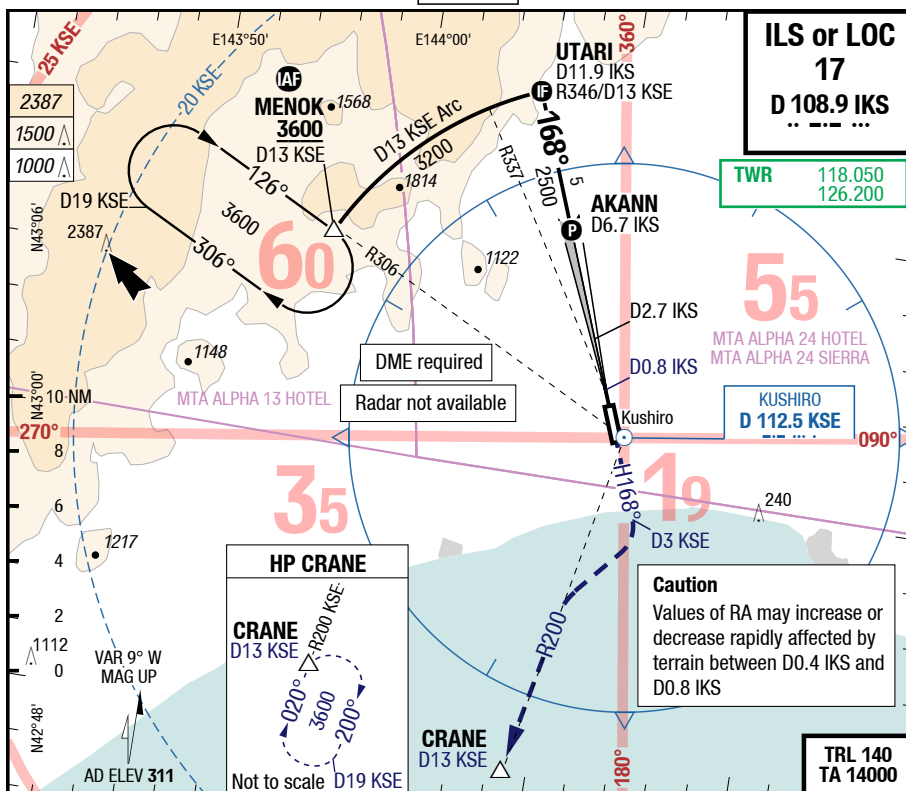
Kushiro Japan

NIL

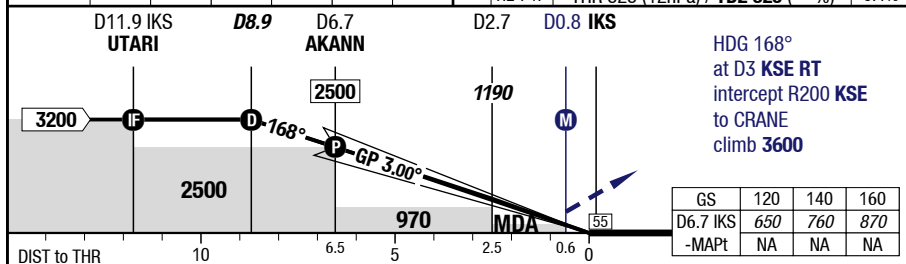
STARs



Changes: Completely revised



LOC 3.06°	8.9	6	4	3	2	1	17	83.0°	2500 x 45	60 HL	15 HL
D IKS	3200	2270	1620	1290	970	640	HL-P1F	THR 323 (12hPa) / TDZ 325 (---%)	-0.4%		



17	Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	Cat 1 DME	Cat 1 DME	Circling <sup>3)</sup>
			1)	1)	1)	1)	TERPS
C	ft - m/km ft	0 - 100R Company	Not applicable	200 - 400 530	200 - 550 530	200 - 750 530	600 - 2.4V 920
D	ft - m/km ft	0 - 100R Company	Not applicable	200 - 400 530	200 - 550 530	200 - 750 530	700 - 3.6V 1020

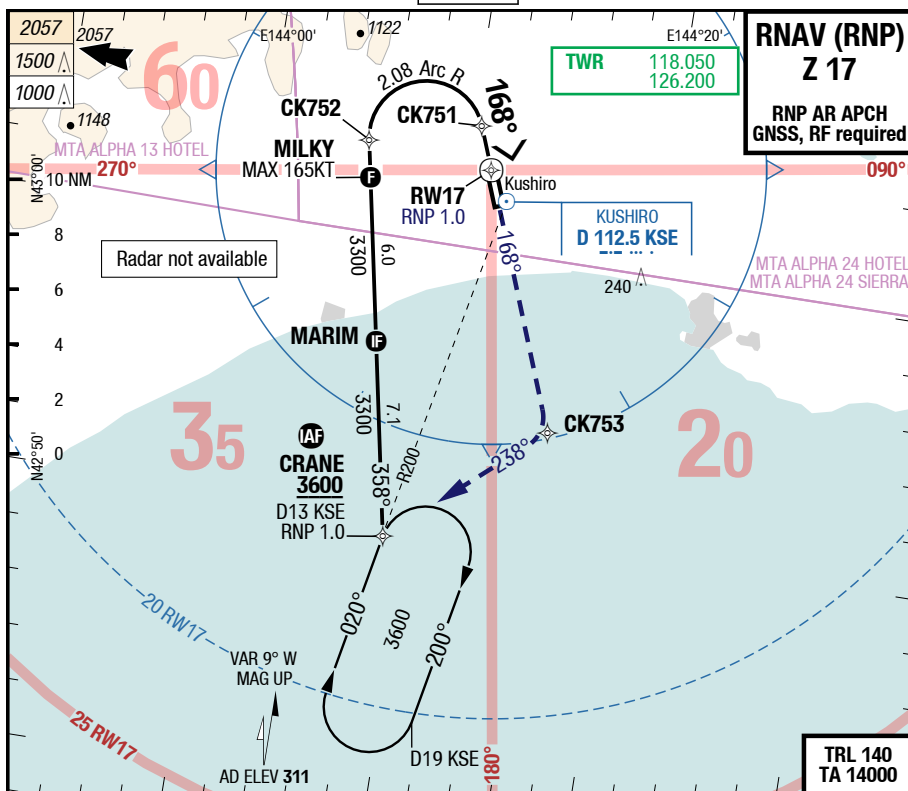
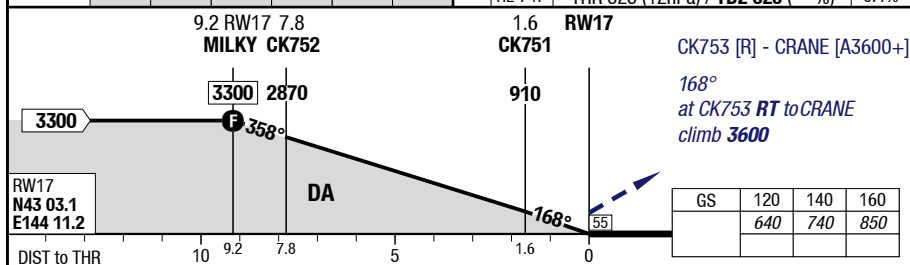
1) With EVS 350m

2) With EVS 500m

3) E of RWY only

7-30

## RNAV (RNP) Z 17

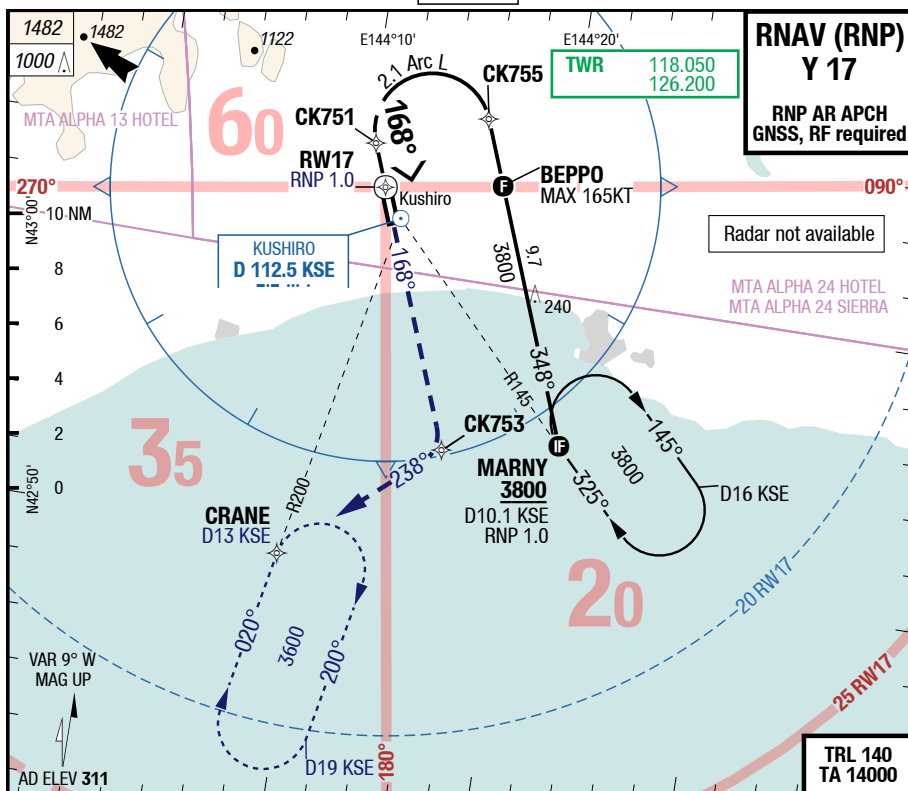
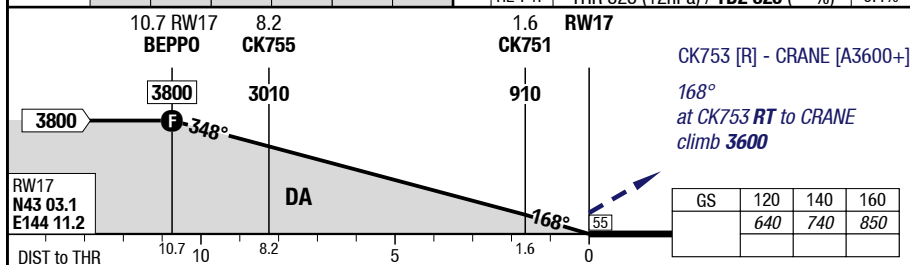
[illegible]

17		RNAV RNP 0.30 VNAV <sup>1)</sup>					Circling TERPS
C	ft - m/km ft	300 - 800 <b>630</b> <sup>2)</sup>					Not published
D	ft - m/km ft	300 - 1.2 <b>630</b> <sup>3)</sup>					Not published

1) Uncompensated BARO VNAV NA below -25°C (-13°F) or above 45°C (113°F) 2) With EVS 550m 3) With EVS 800m

**7-40**

## RNAV (RNP) Y 17

[illegible]

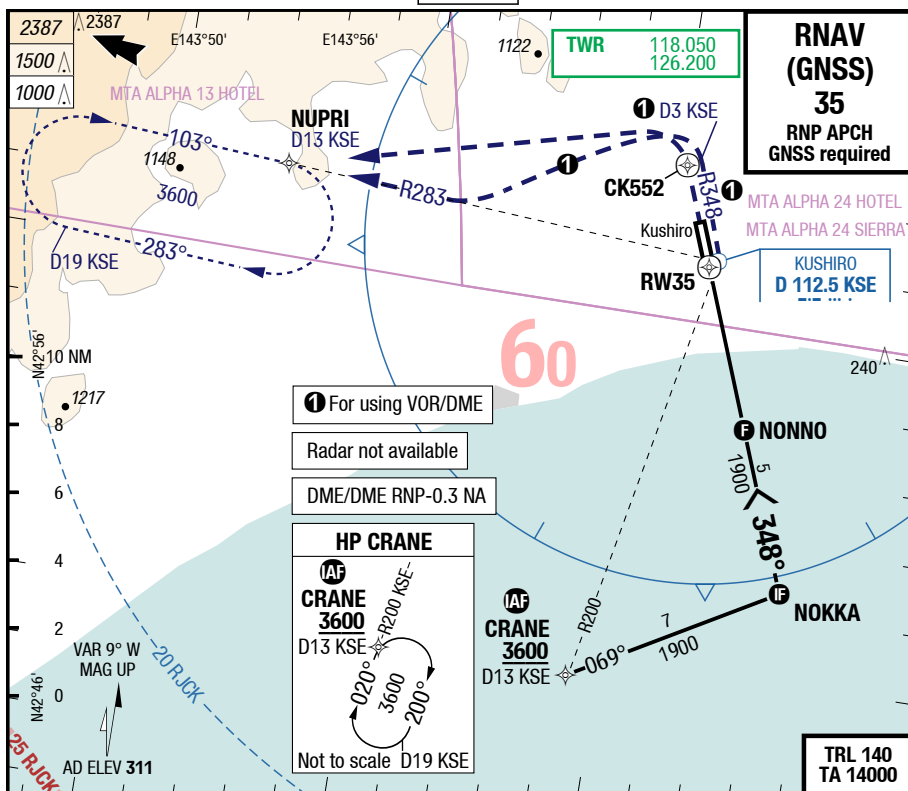
17		RNAV RNP 0.30 VNAV <sup>1)</sup>					Circling TERPS
C	ft - m/km ft	300 - 800 <b>630</b> <sup>2)</sup>					Not published
D	ft - m/km ft	300 - 1.2 <b>630</b> <sup>3)</sup>					Not published

1) Uncompensated BARO VNAV NA below -25°C (-13°F) or above 45°C (113°F) 2) With EVS 550m 3) With EVS 800m

## KUH-RJCK

7-50

## RNAV (GNSS) 35

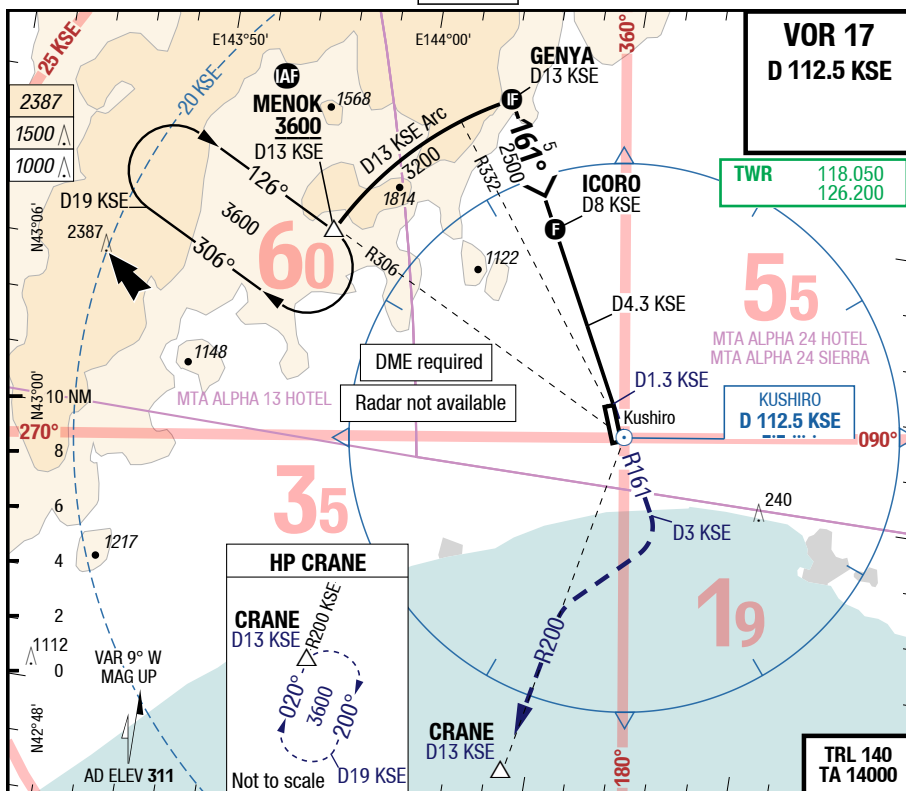


1) Uncompensated BARO VNAV NA below -20°C (-4°F)

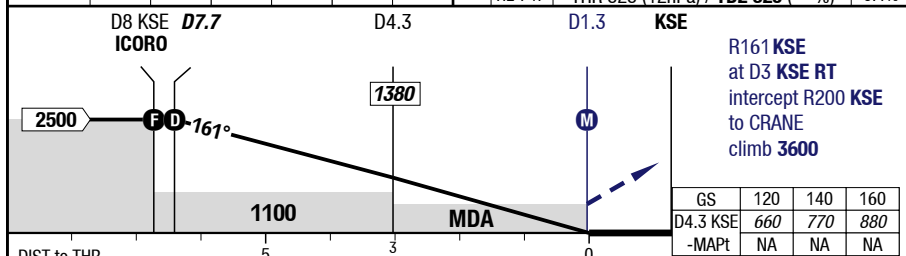
2) E of RWY only

3) With EVS 900m

4) With EVS 1.1km



<b>3.13°</b>	<b>D KSE</b>	7.7	7	6	5	4	3	<p>8.3.0° 60 HL 2500 x 45 15 HL</p> <p>HL-P1F THB 323 (12hPa) / TDZ 325 (---%) -0.4%</p>
<b>161°</b>	RWY 168°	2500	2280	1950	1620	1280	950	



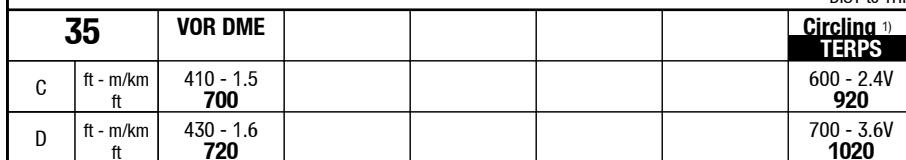
<b>17</b>		<b>VOR DME</b>				<b>Circling <sup>(1)</sup> TERPS</b>
C	ft - m/km ft	460 - 1.4 <b>780</b>				600 - 2.4V <b>920</b>
D	ft - m/km ft	460 - 1.6 <b>780</b>				700 - 3.6V <b>1020</b>

1) E of RWY only

Changes: Completely revised



7-80

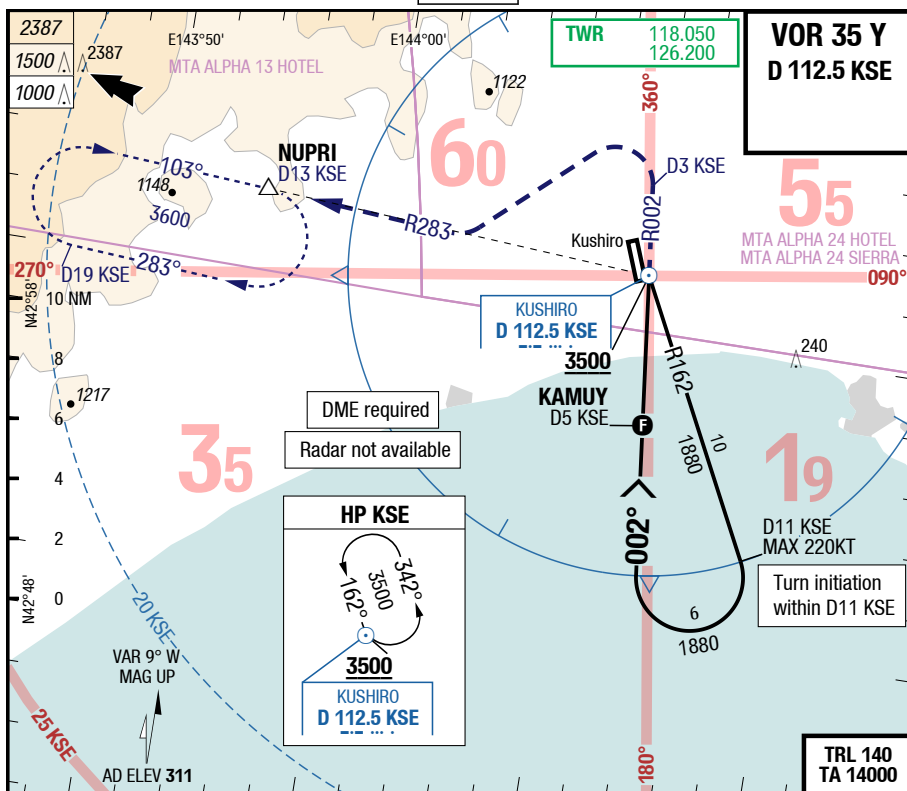


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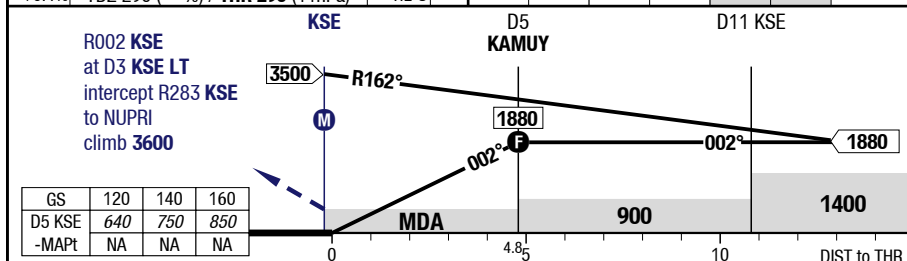
KUH-RJCK

7-90

VOR Y 35



60 HL	2	3	4	5			3.02°
15 HL	920	1240	1560	1880			D KSE
+0.4% TDZ 290 (---%) / THR 290 (11hPa)							002°
HL-S							RWY 348°



35	VOR DME						Circling 1) TERPS
C	ft - m/km ft	410 - 1.5 700					600 - 2.4V 920
D	ft - m/km ft	430 - 1.6 720					700 - 3.6V 1020

1) E of RWY only

Changes: Completely revised

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

**KUH-RJCK**

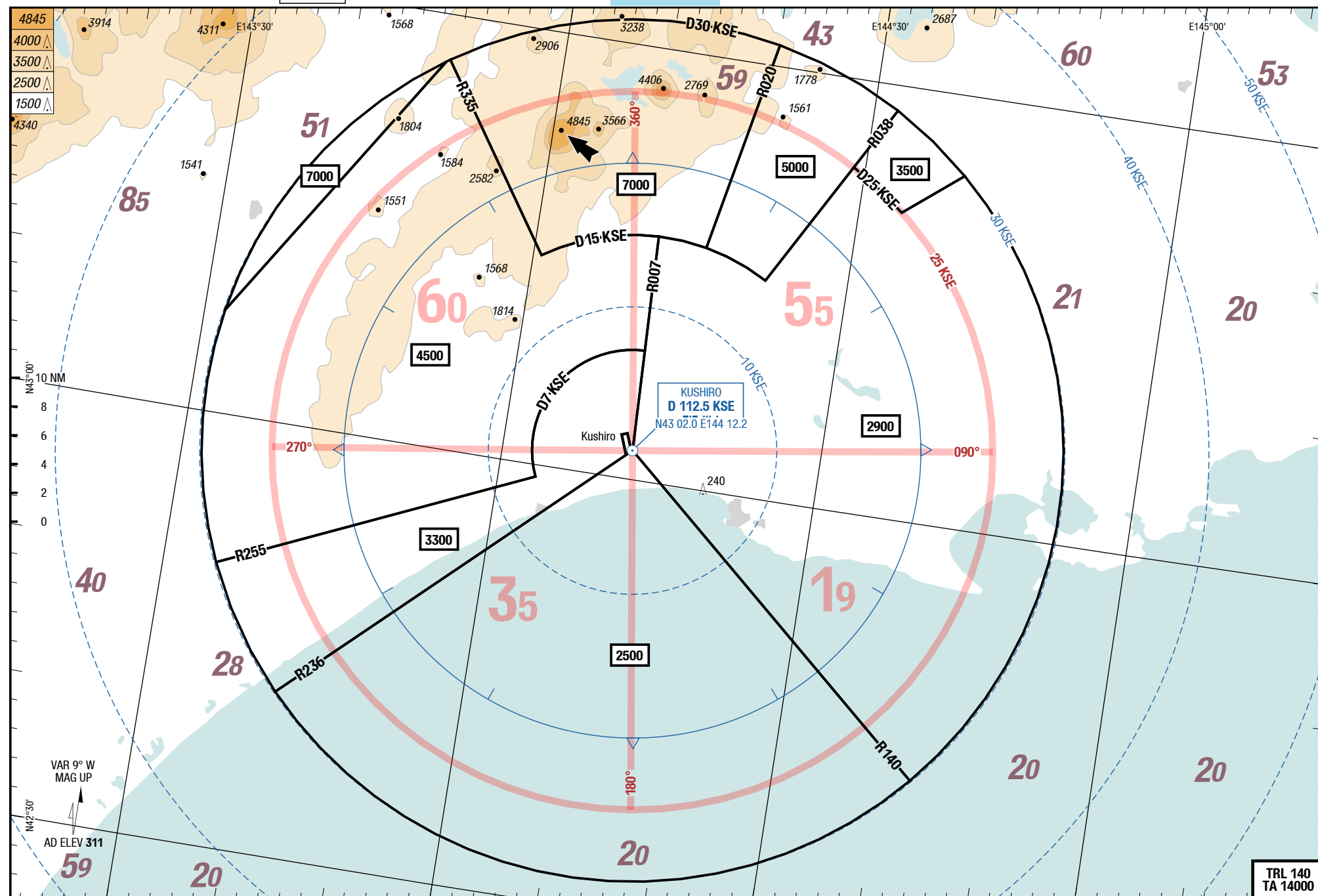
8-10

**NIL**  
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**



Changes: OBST

TRL 140  
TA 14000

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