

## GENERAL

## Operational Hours

ATS Hours / AD ADMIN Hours: 2230-1300

## Airport Information

RFF: CAT 9  
 Fuel: 2200-1230  
 PCN: RWY 06/24: 86/F/C/X/T  
 Customs: O/R

## Operation

## Traffic Note

Use of AD with PPR, except SKED flights or EMERG.

## Low Visibility Procedures

LVP in use, when CEIL 200ft or below and/or RVR 600m or below.

Report "Out of ILS critical area" when TWY CLL change to steady green.

## TWY Restriction

TWY N MAX weight 5.7t / 12565lbs.

Wing tip CLR at TWY intersection between the ACFT HLDG at the stop marking on TWY and the other ACFT taxiing behind it are as follows:

When A306 HLDG at the stop marking on TWY T2, T3 or T4

Wingspan (WS) of ACFT taxiing on TWY P1-P4	$WS \leq 22.2m$	$22.2m < WS \leq 39.2m$	$WS > 39.2m$
Wing-tip CLR	Wing-tip CLR $\geq 15m$	$6.5m \leq \text{Wing-tip CLR} < 15m$	Wing-tip CLR $< 6.5m$

When A306 HLDG at the stop marking on TWY T1

Wingspan (WS) of ACFT taxiing on TWY T0-P1	$WS \leq 5.4m$	$5.4m < WS \leq 14.4m$	$WS > 14.4m$
Wing-tip CLR	Wing-tip CLR $\geq 15m$	$10.5m \leq \text{Wing-tip CLR} < 15m$	Wing-tip CLR $< 10.5m$

## Warnings

MRE VOR/DME unusable:

VOR

R105-R120 beyond 20NM below 6000ft.

R120-R140 beyond 15NM below 8000ft.

R140-R160 beyond 20NM below 8000ft.

DME

R115-R130 beyond 15NM below 8000ft.

R130-R160 beyond 20NM below 8000ft.

**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)

**Arrival Procedure****Noise Abatement Procedure:** See CRAR Japan.**DEPARTURE****Take-off Minima**

RWY		06/24	
Multi ENG A, B, C	ft - m/km	0 - 150R	REDL, RCLL, multiple RVR, LVP
Multi ENG D		0 - 200R	

**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 Procedure****Noise Abatement Procedure:** See CRAR Japan.

**AOJ-RJSA**

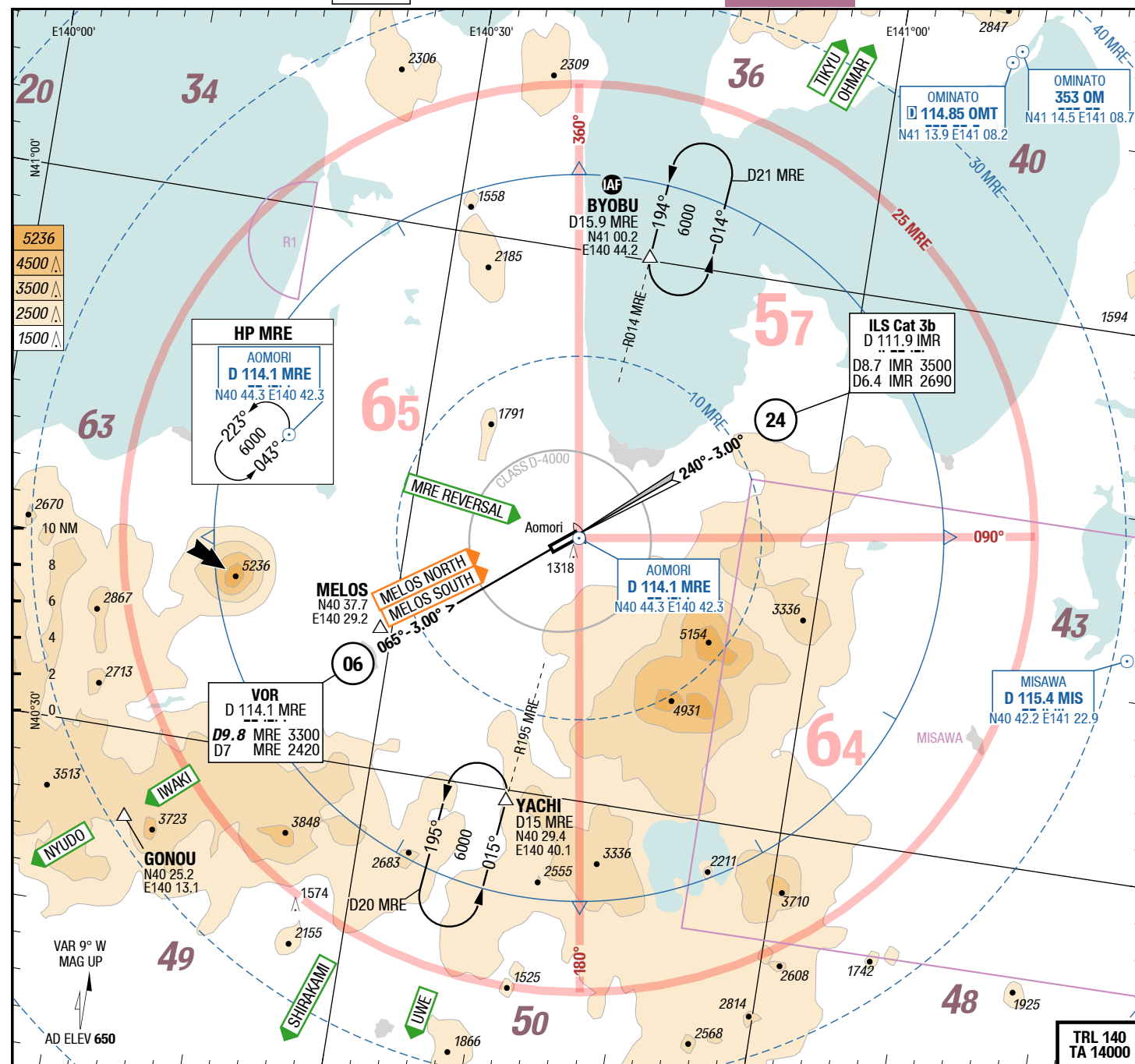
**AFC**

# AFC

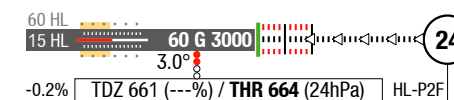
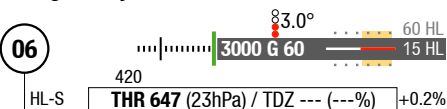
# AFC

**AFC**

2-10



06



**TRL 140**  
**TA 14000**

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Effective 20-JUL-2017

13-JUL-2017

A0J-RJSA

3-20

Japan Aomori

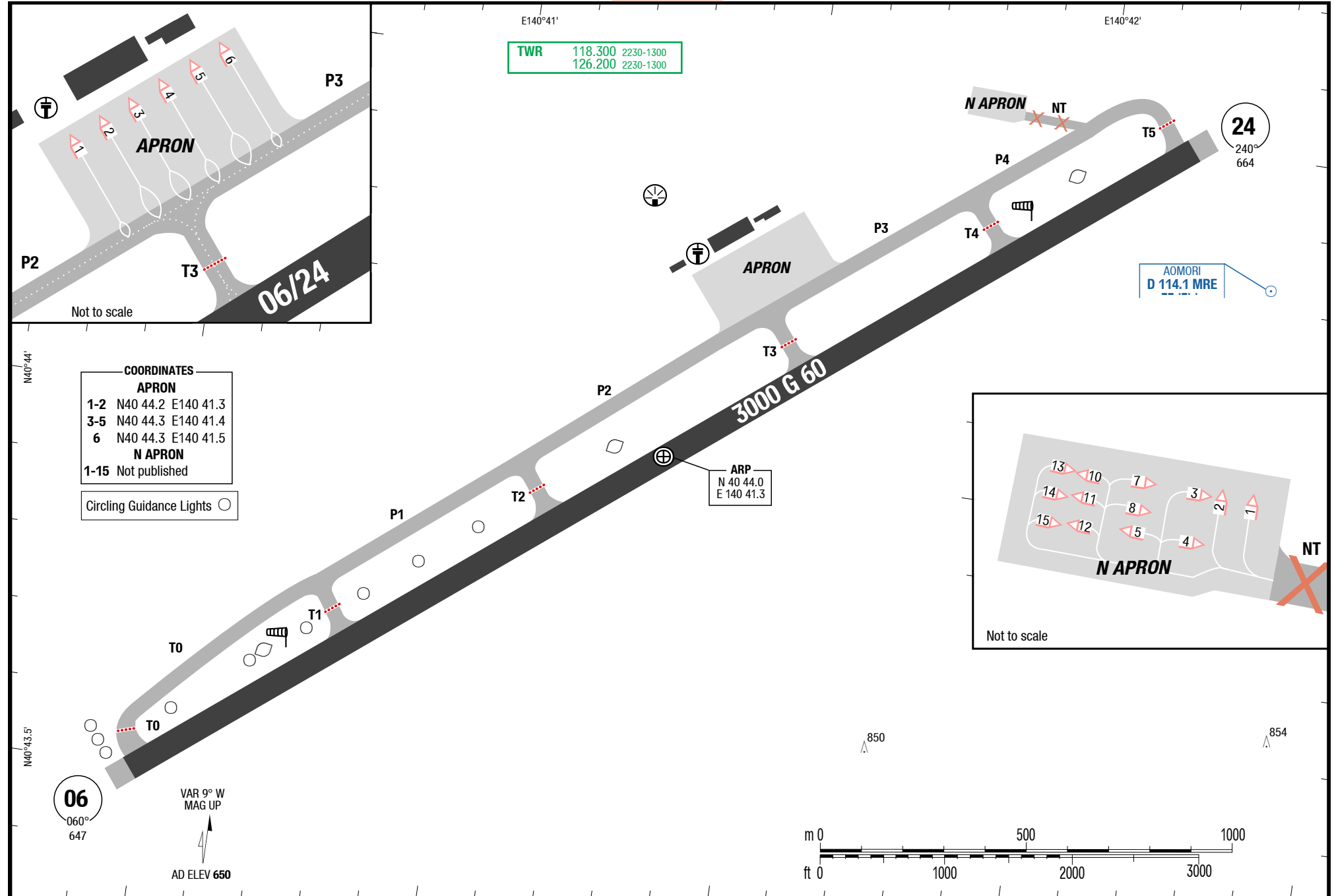
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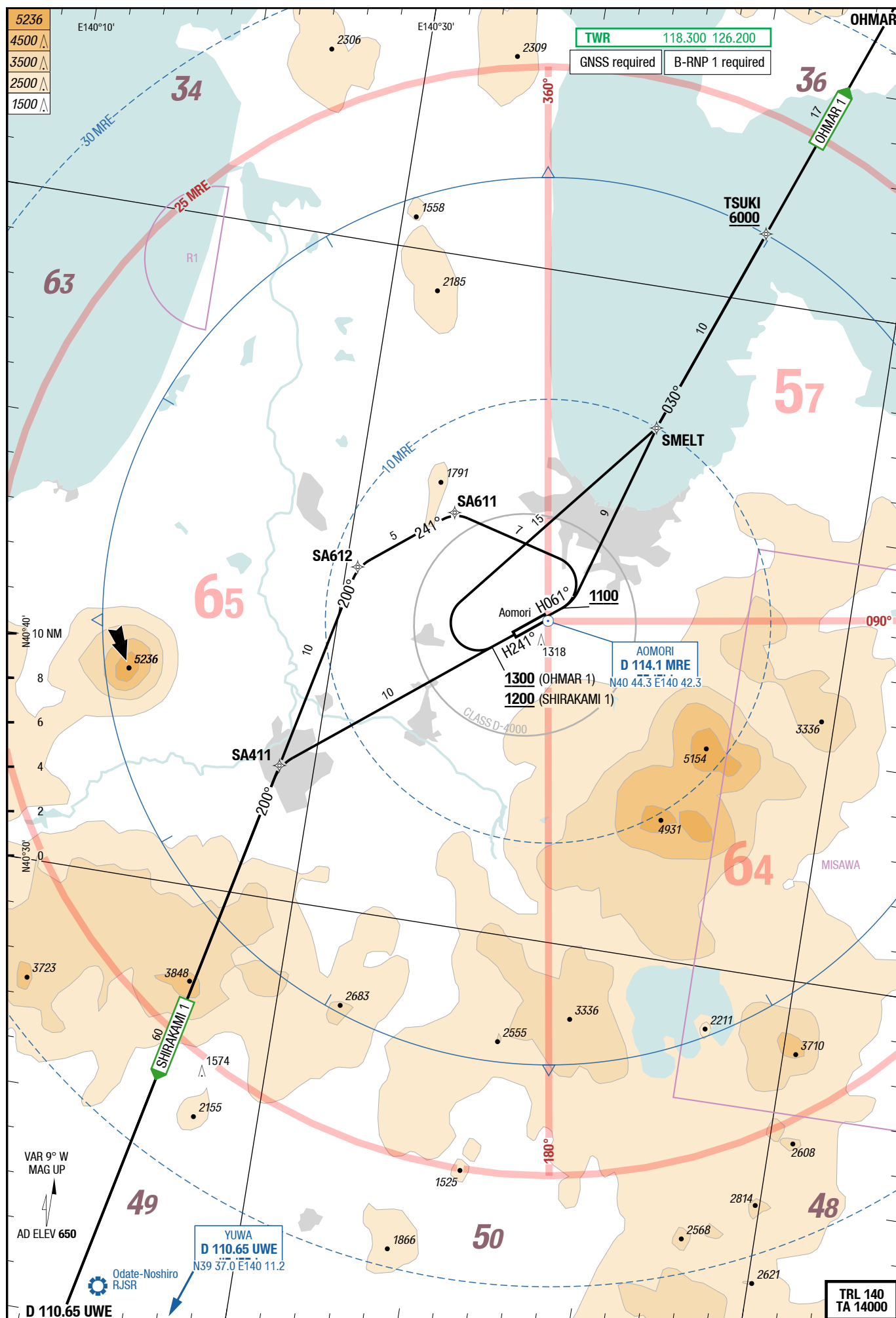
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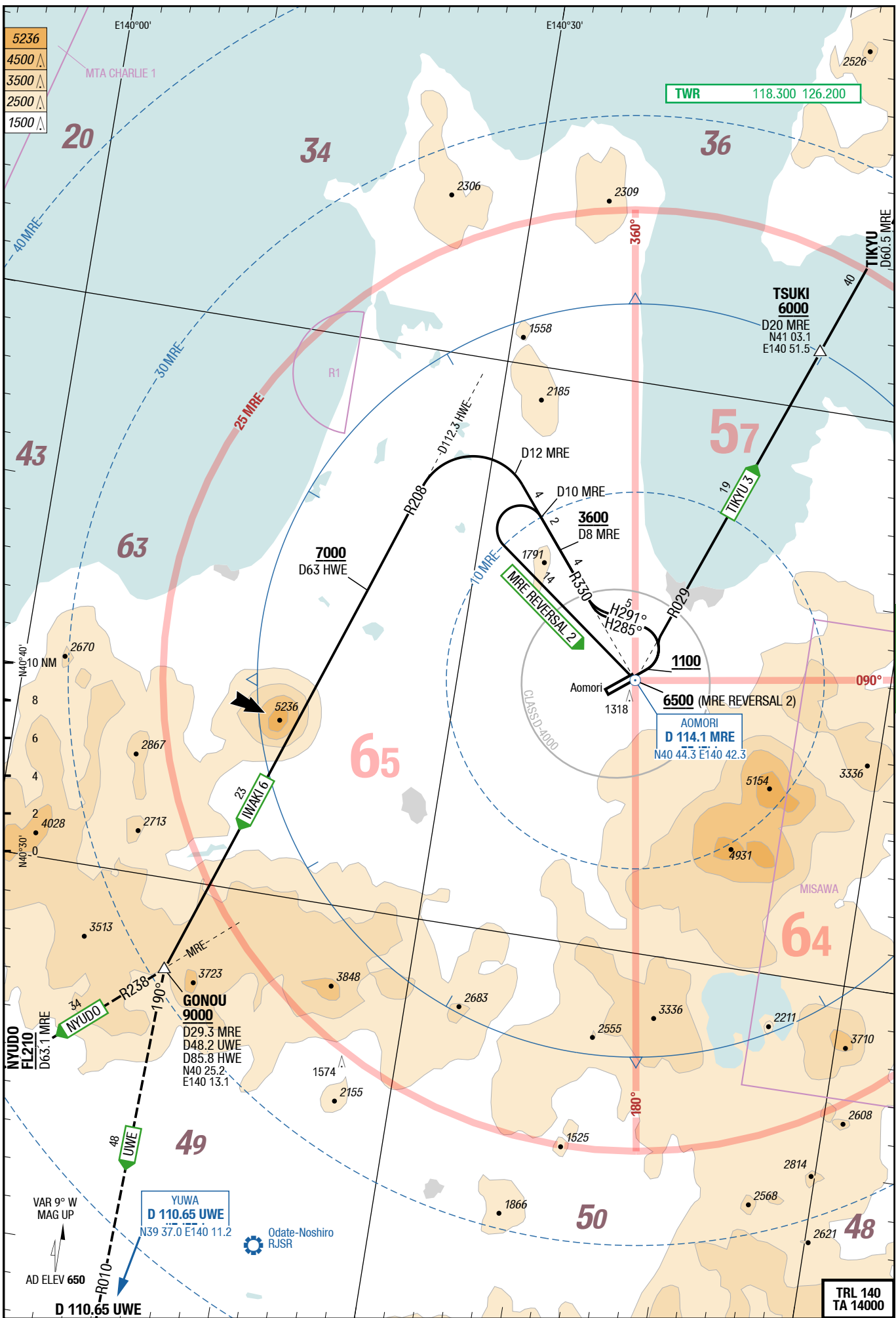
Aomori Japan

AGC



Changes: Nil





Changes: Completely revised

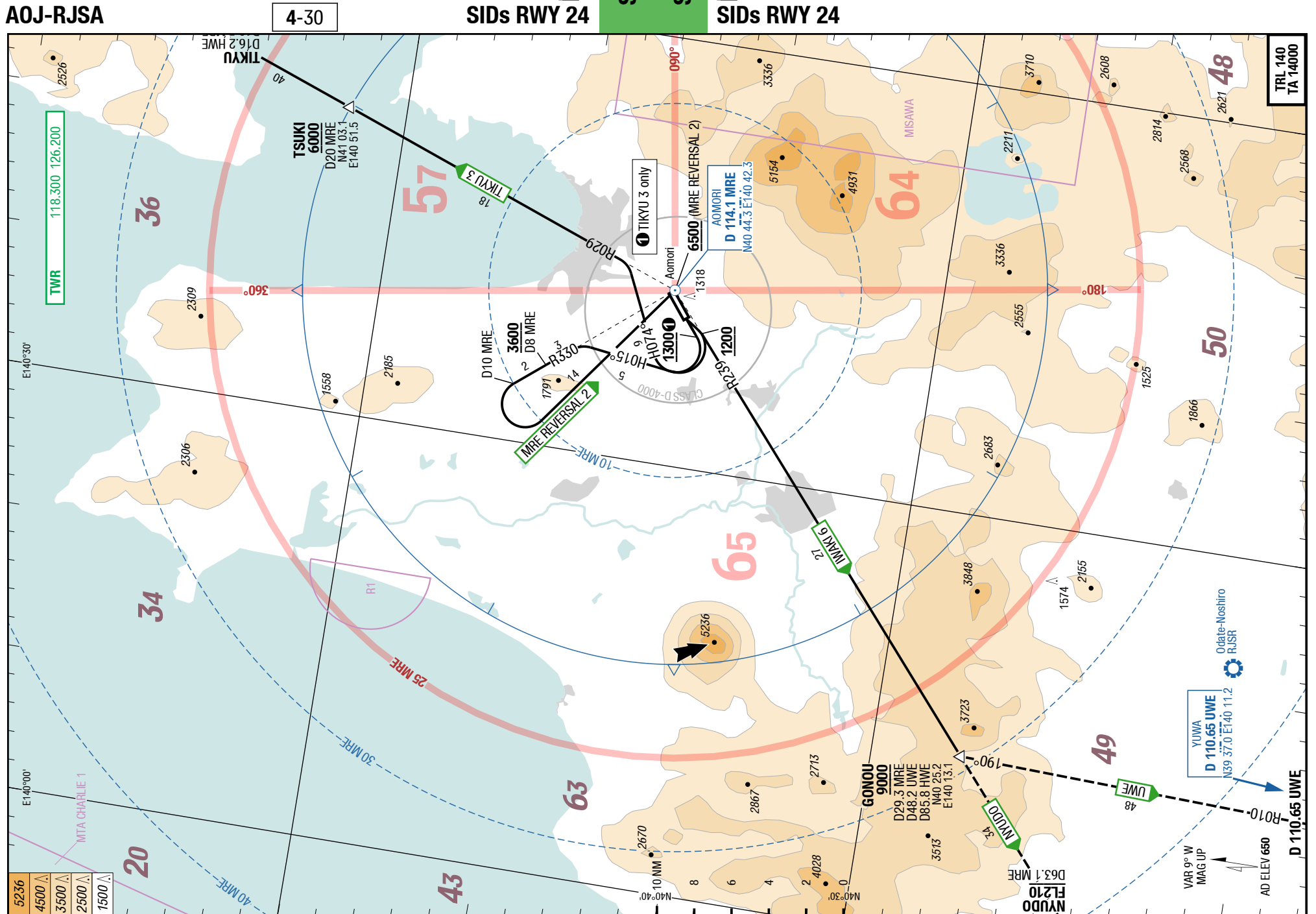
**A0J-RJSA**

## SIDs RWY 24

SID

SID

## SIDs RWY 24



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**OHMAR 1 / SHIRAKAMI 1**

RWYs 06 (060°) / 24 (240°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>OHMAR 1</b> <b>118.300</b>	HDG 061° - at MNM <b>1100 LT</b> direct SMELT - TSUKI - OHMAR  <b>FMS</b> [A1100+ ;L] - SMELT - TSUKI - OHMAR	TSUKI MNM <b>6000</b>   TSUKI MNM <b>6000</b>
<b>SHIRAKAMI 1</b> <b>118.300</b>	HDG 061° - at MNM <b>1100 LT</b> direct SA611 - SA612 - <b>UWE</b>  <b>FMS</b> [A1100+ ;L] - SA611 - SA612 - UWE	
	<b>Runway 24</b>	
<b>OHMAR 1</b> 5.0% to 1300 <b>118.300</b> ①	HDG 241° - at MNM <b>1300 RT</b> direct SMELT - TSUKI - OHMAR  <b>FMS</b> [A1300+ ;R] - SMELT - TSUKI - OHMAR	TSUKI MNM <b>6000</b>   TSUKI MNM <b>6000</b>
<b>SHIRAKAMI 1</b> 5.0% to 1200 <b>118.300</b> ①	HDG 241° - at MNM <b>1200</b> direct SA411 - <b>UWE</b>  <b>FMS</b> [A1200+] - SA411 - UWE	

① OBST ALT 782ft located at 0.8NM / 223° from end of RWY 24.



**AMORI REVERSAL 2 / IWAKI 6 / TIKYU 3**

RWY 06 (060°)

DESIGNATOR	ROUTING	ALTITUDES
<b>AMORI REVERSAL 2</b> <b>MRE REVERSAL 2</b> <b>118.300</b>	at MNM <b>1100 LT</b> HDG 285° - intercept R330 <b>MRE</b> to D10 <b>MRE</b> - <b>LT</b> direct <b>MRE</b>	R330/D8 <b>MRE</b> MNM <b>3600</b> <b>MRE</b> MNM <b>6500</b>
<b>IWAKI 6</b> <b>118.300</b>	at MNM <b>1100 LT</b> HDG 291° - intercept R330 <b>MRE</b> to D12 <b>MRE</b> - <b>LT</b> intercept R208 <b>HWE</b> to GONOU	R330/D8 <b>MRE</b> MNM <b>3600</b> R208/D63 <b>HWE</b> MNM <b>7000</b> GONOU MNM <b>9000</b>
	<b>TRANSITION</b>	
	<b>NYUDO</b> GONOU - intercept R238 <b>MRE</b> to NYUDO	GONOU MNM <b>9000</b> NYUDO MNM <b>FL210</b>
	<b>YUWA (UWE)</b> GONOU - intercept R010 <b>UWE</b> to <b>UWE</b>	GONOU MNM <b>9000</b>
<b>TIKYU 3</b> <b>118.300</b>	at <b>1100 LT</b> intercept R029 <b>MRE</b> to TSUKI - TIKYU	TSUKI MNM <b>6000</b>

**AMORI REVERSAL 2 / IWAKI 6 / TIKYU 3**

RWY 24 (240°)

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

DESIGNATOR	ROUTING	ALTITUDES
<b>AMORI REVERSAL 2</b> <b>MRE REVERSAL 2</b> 5.0% to 1200 <b>118.300</b> ②	at MNM <b>1200 RT</b> HDG 015° intercept R330 <b>MRE</b> -at D10 <b>MRE</b> <b>LT direct MRE</b>	R330/D8 <b>MRE MNM 3600</b> <b>MRE MNM 6500</b>
<b>IWAKI 6</b> 5.0% to 1200 <b>118.300</b> ①②	at MNM <b>1200</b> intercept R239 <b>MRE</b> to GONOU	GONOU MNM <b>9000</b>
	<b>TRANSITION</b>	
	<b>NYUDO</b> GONOU - NYUDO	GONOU MNM <b>9000</b> NYUDO MNM <b>FL210</b>
	<b>YUWA (UWE)</b> GONOU - intercept R010 <b>UWE</b> to <b>UWE</b>	GONOU MNM <b>9000</b>
<b>TIKYU 3</b> 5.0% to 1300 <b>118.300</b> ②	at MNM <b>1300 RT</b> HDG 074° - intercept R029 <b>MRE</b> to TSUKI - TIKYU	TSUKI MNM <b>6000</b>

① No turn before DER

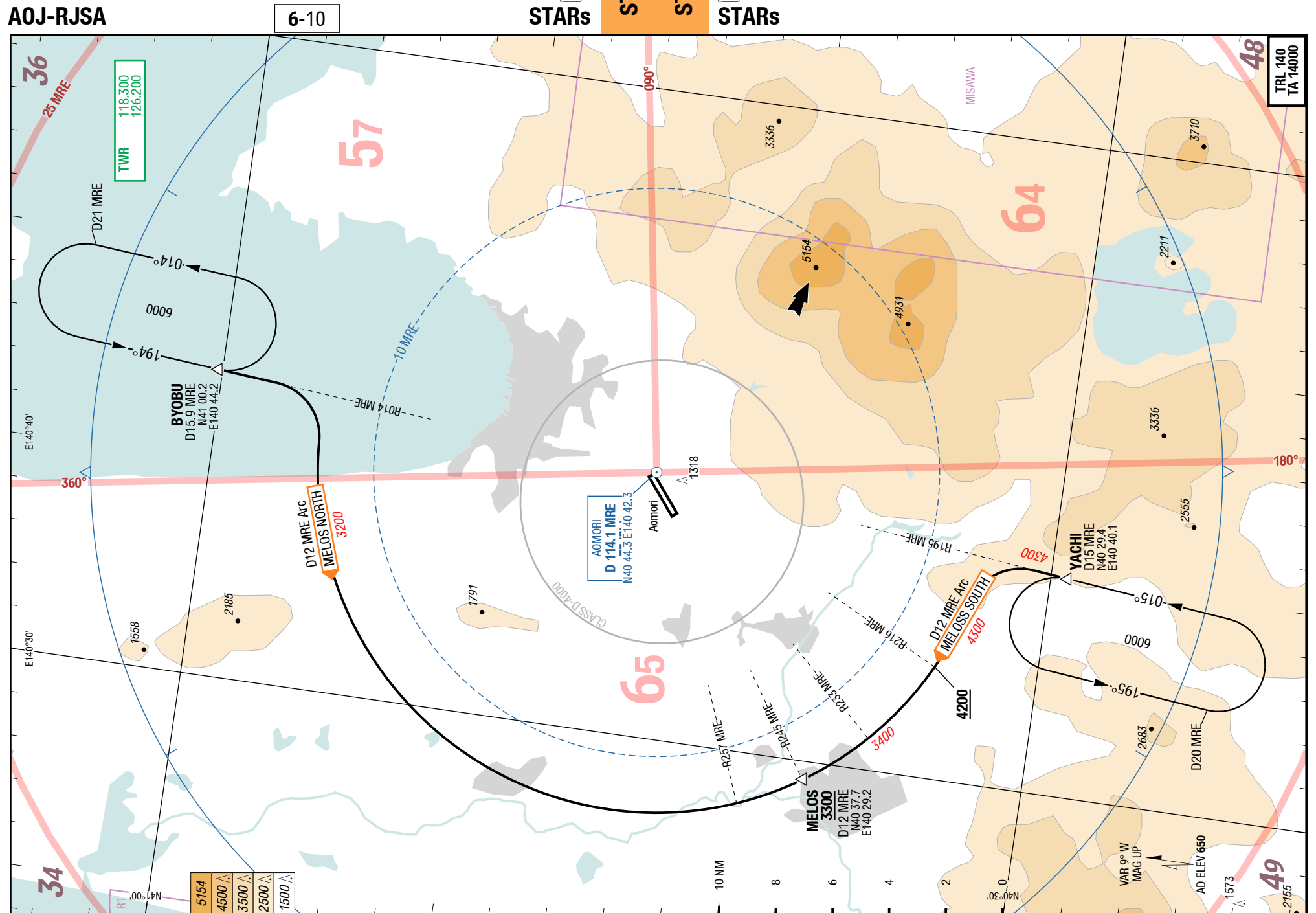
② Obst ALT 782ft located at 0.8NM 223° from end of RWY24

11-FEB-2016  
A0J-RJSA

Japan Aomori  
[NIL]  
STARs

STAR  
STAR

Aomori Japan  
[NIL]  
STARs

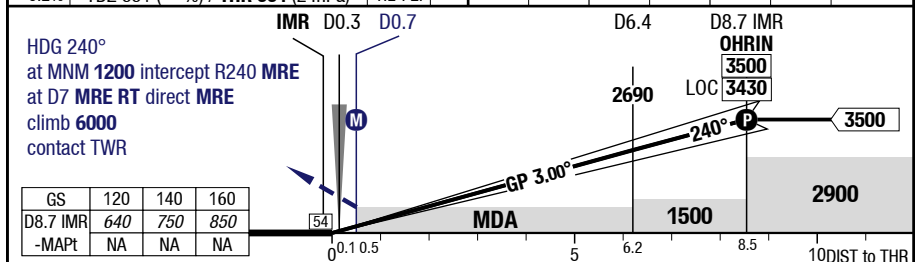
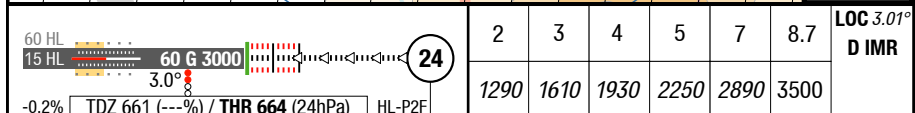
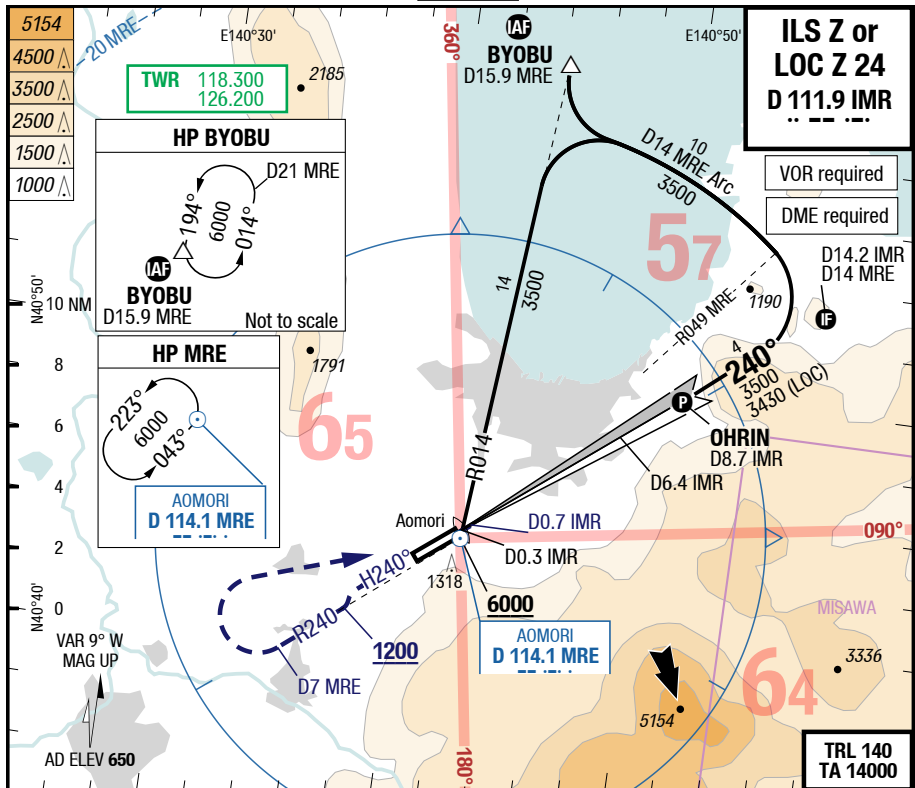


Changes: Completely revised

## AOJ-RJSA

7-10

ILS Z or LOC Z 24



24	Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling <sup>3)</sup>
	GA 4.0%	GA 4.0%	GA 4.0% <sup>1)</sup>	TDZL + RCLL U/S GA 4.0% <sup>2)</sup>	GA 4.0%	TERPS
C	ft - m/km ft	0 - 100R Company	100 - 300R 92 RA	200 - 550 870	370 - 1.0 1030	600 - 2.4V 1250
D	ft - m/km ft	0 - 100R Company	100 - 300R 92 RA <sup>4)</sup>	200 - 550 870	390 - 1.4 1050	700 - 3.6V 1350

1) With EVS 350m

2) With EVS 500m

3) N of RWY only

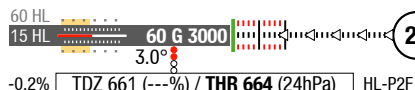
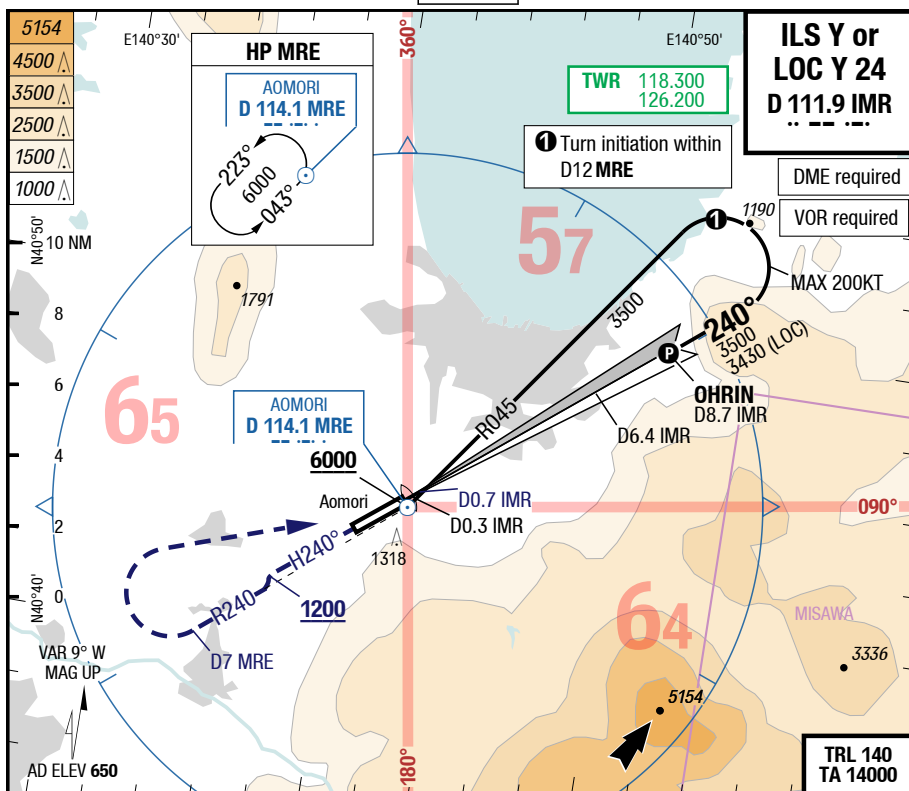
4) If not conducting autoland RVR 350m required

Changes: MISAP, ALT, chart title, APL, MIN

AOJ-RJSA

7-20

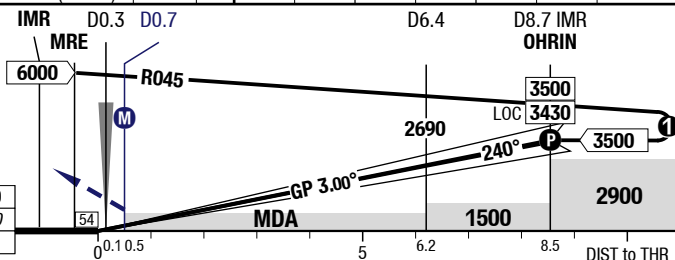
ILS Y or LOC Y 24



2	3	4	5	7	8.7	LOC 3.01° D IMR
1290	1610	1930	2250	2890	3500	

HDG 240°  
at MNM 1200 intercept  
R240 MRE  
at D7 MRE RT direct MRE  
climb 6000  
contact TWR

GS	120	140	160
D8.7 IMR	640	750	850
-MAPt	NA	NA	NA



24		Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME TDZL+RCLL U/S GA 4.0% 2)	LOC DME	Circling 3)
		GA 4.0%	GA 4.0%	GA 4.0% 1)		GA 4.0%	TERPS
C	ft - m/km ft	0 - 100R Company	100 - 300R 92 RA	200 - 550 870	200 - 750 870	370 - 1.0 1030	600 - 2.4V 1250
D	ft - m/km ft	0 - 100R Company	100 - 300R 92 RA 4)	200 - 550 870	200 - 750 870	390 - 1.4 1050	700 - 3.6V 1350

1) With EVS 350m

2) With EVS 500m

3) N of RWY only

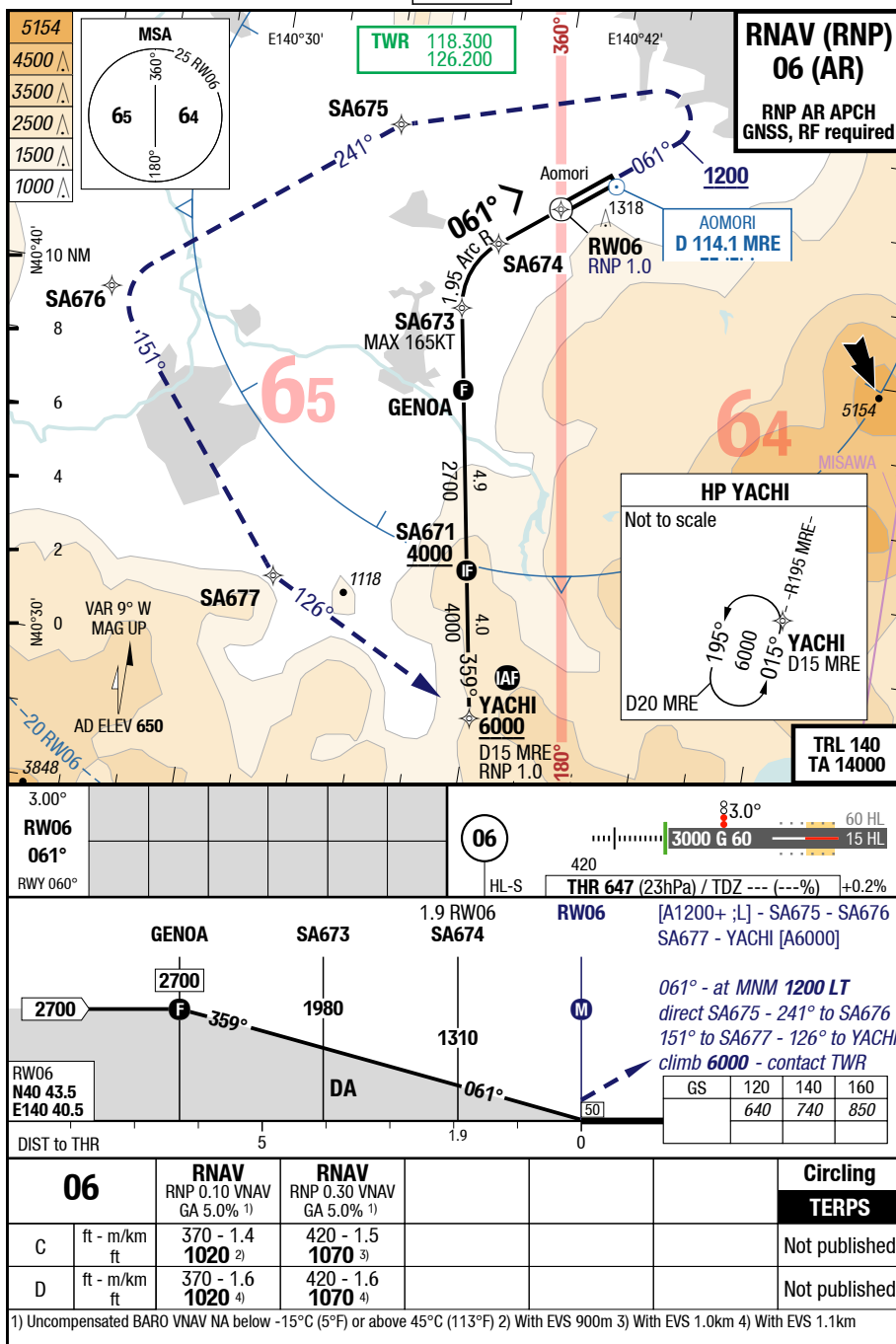
4) If not conducting autoland RVR 350m required

Changes: new

AOJ-RJSA

7-30

RNAV (RNP) 06

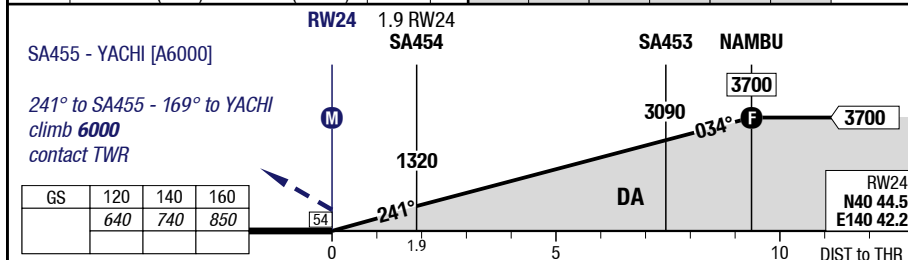
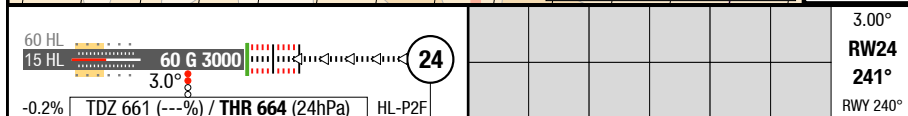
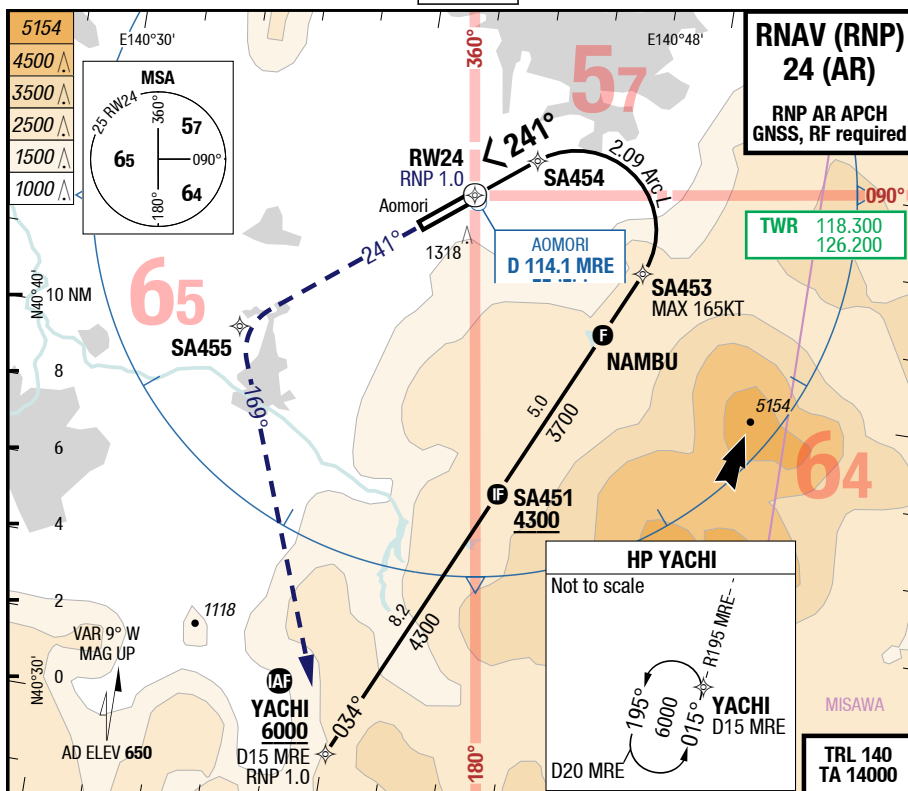


Changes: new

## AOJ-RJSA

7-40

## RNAV (RNP) 24



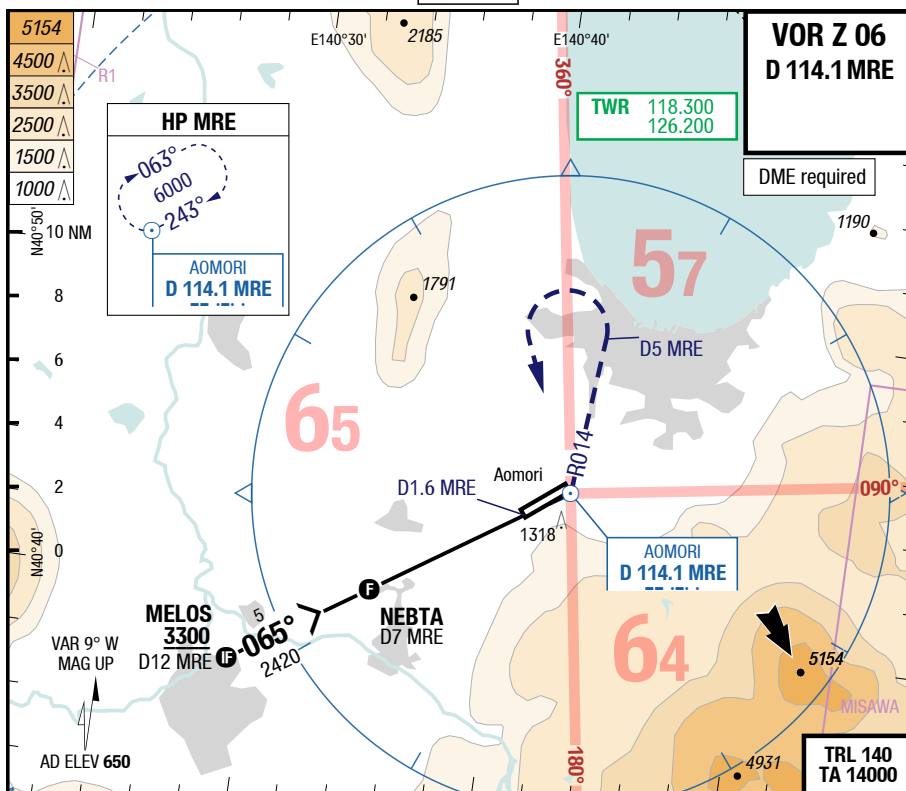
24		RNAV RNP 0.10 VNAV GA 5.0% <sup>1)</sup>	RNAV RNP 0.30 VNAV GA 5.0% <sup>1)</sup>	Circling TERPS	
C	ft - m/km ft	330 - 1.0 <b>1000</b> <sup>2)</sup>	410 - 1.2 <b>1080</b> <sup>3)</sup>	Not published	
D	ft - m/km ft	330 - 1.4 <b>1000</b> <sup>4)</sup>	410 - 1.4 <b>1080</b> <sup>4)</sup>	Not published	

<sup>1)</sup> Uncompensated BARO VNAV NA below -15°C (5°F) or above 45°C (113°F) <sup>2)</sup> With EVS 650m <sup>3)</sup> With EVS 800m <sup>4)</sup> With EVS 900m

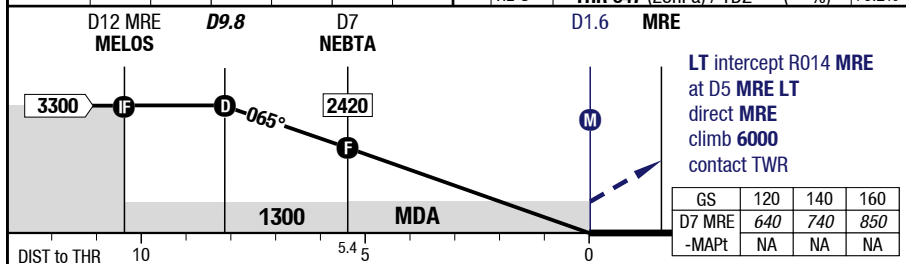
AOJ-RJSA

7-50

VOR Z 06



3.00°	9.8	9	8	6	5	4		83.0°	60 HL	15 HL
<b>D MRE</b>										
<b>065°</b>	3300	3050	2730	2100	1780	1460				
<b>RWY 060°</b>										
								420		
								<b>THR 647 (23hPa) / TDZ --- (---%)</b>		+0.2%

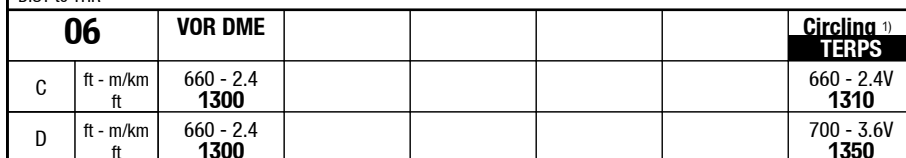


06	VOR DME						Circling 1) TERPS
C	ft - m/km ft	660 - 2.4 1300					660 - 2.4V 1310
D	ft - m/km ft	660 - 2.4 1300					700 - 3.6V 1350

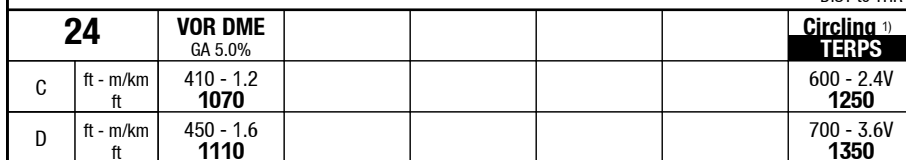
1) N of RWY only



**VOR Y 06**



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**AOJ-RJSA**

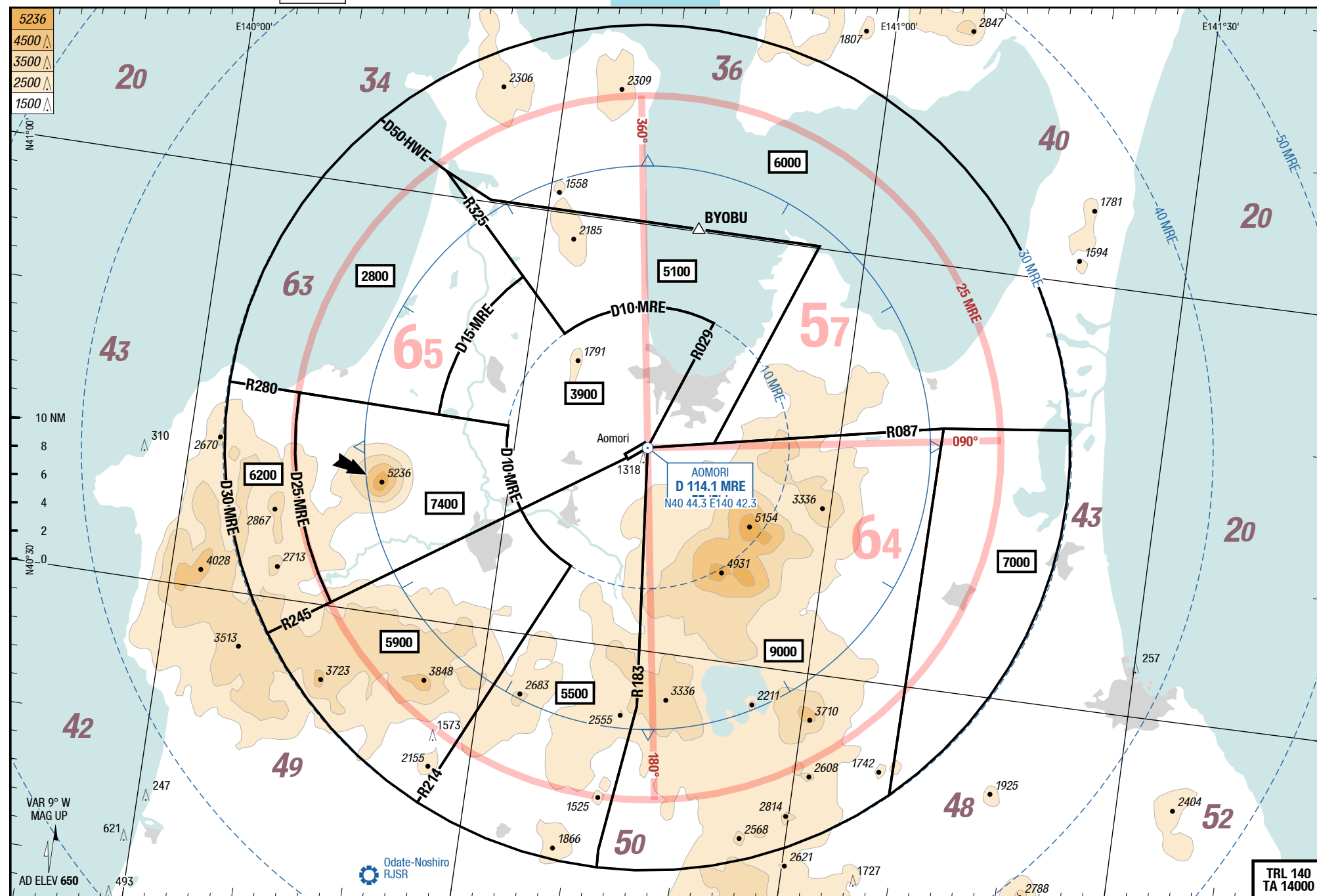
8-10

**NIL**  
**MRC**

MRC

**MRC**

**NIL**  
**MRC**



Changes: Editorial

TRL 140  
TA 14000

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