

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 ≤ 22.2m	22.2m < WS ≤ 39.2m	WS > 39.2m
Wing-tip CLR	Wing-tip CLR ≥ 15m	6.5m ≤ 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 ≤ 5.4m	5.4m < WS ≤ 14.4m	WS > 14.4m
Wing-tip CLR	Wing-tip CLR ≥ 15m	10.5m ≤ 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.

Effective 20-JUL-2017

13-JUL-2017

AOJ-RJSA

Japan Aomori

AGC

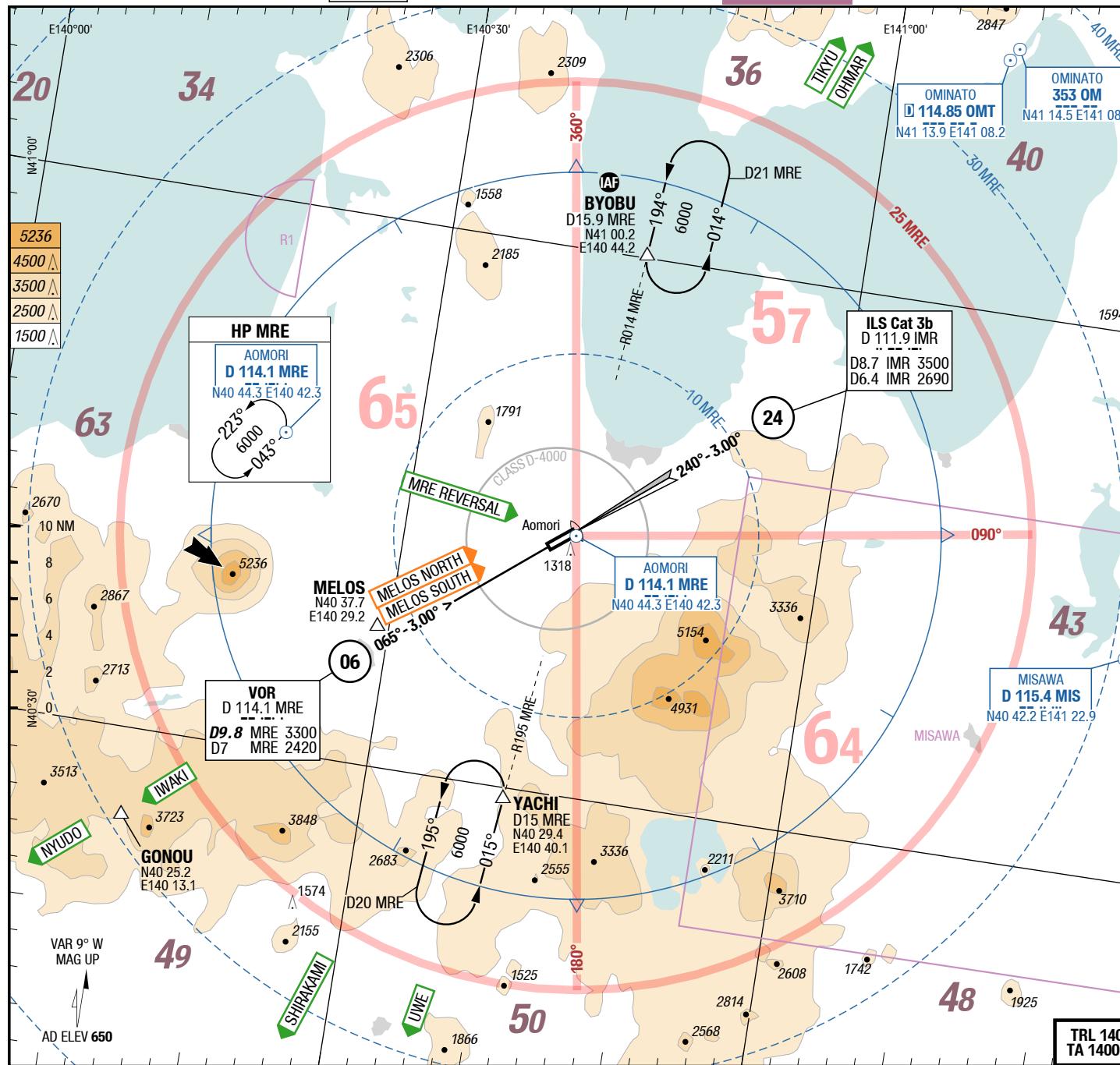
AFC

Aomori Japan

AGC

AFC

2-10



Changes: PROC, APL, ALT, Navaid , HLdg

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13-JUL-2017

AOJ-RJSA

Japan Aomori

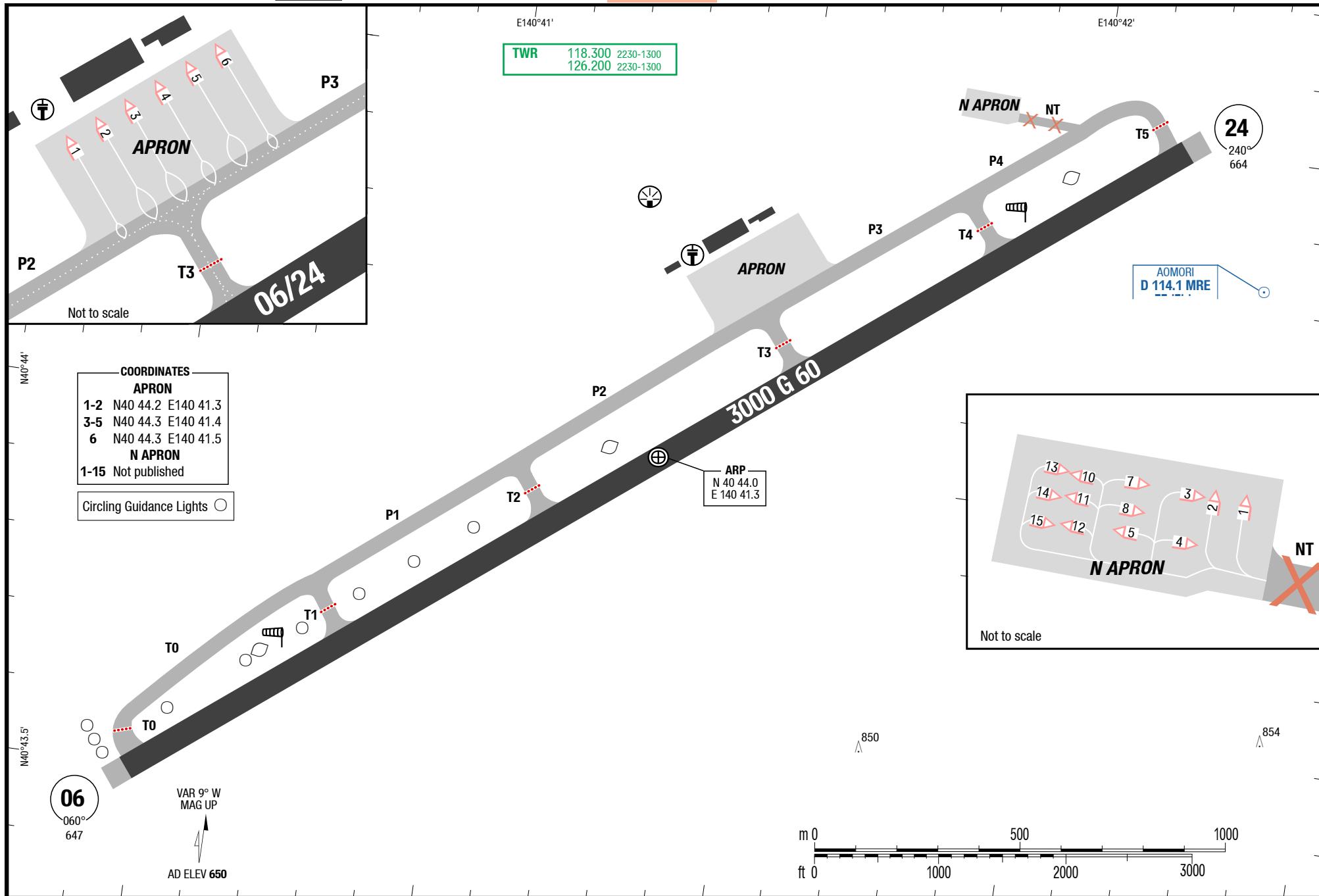
AGC

AGC

Aomori Japan

AGC

3-20



Changes: Nil

Effective 12-Oct-2017

A0J-RJSA

05-OCT-2017

12-Oct-2017

Japan Aomori

SIDs RWY 06

RNAV SIDs

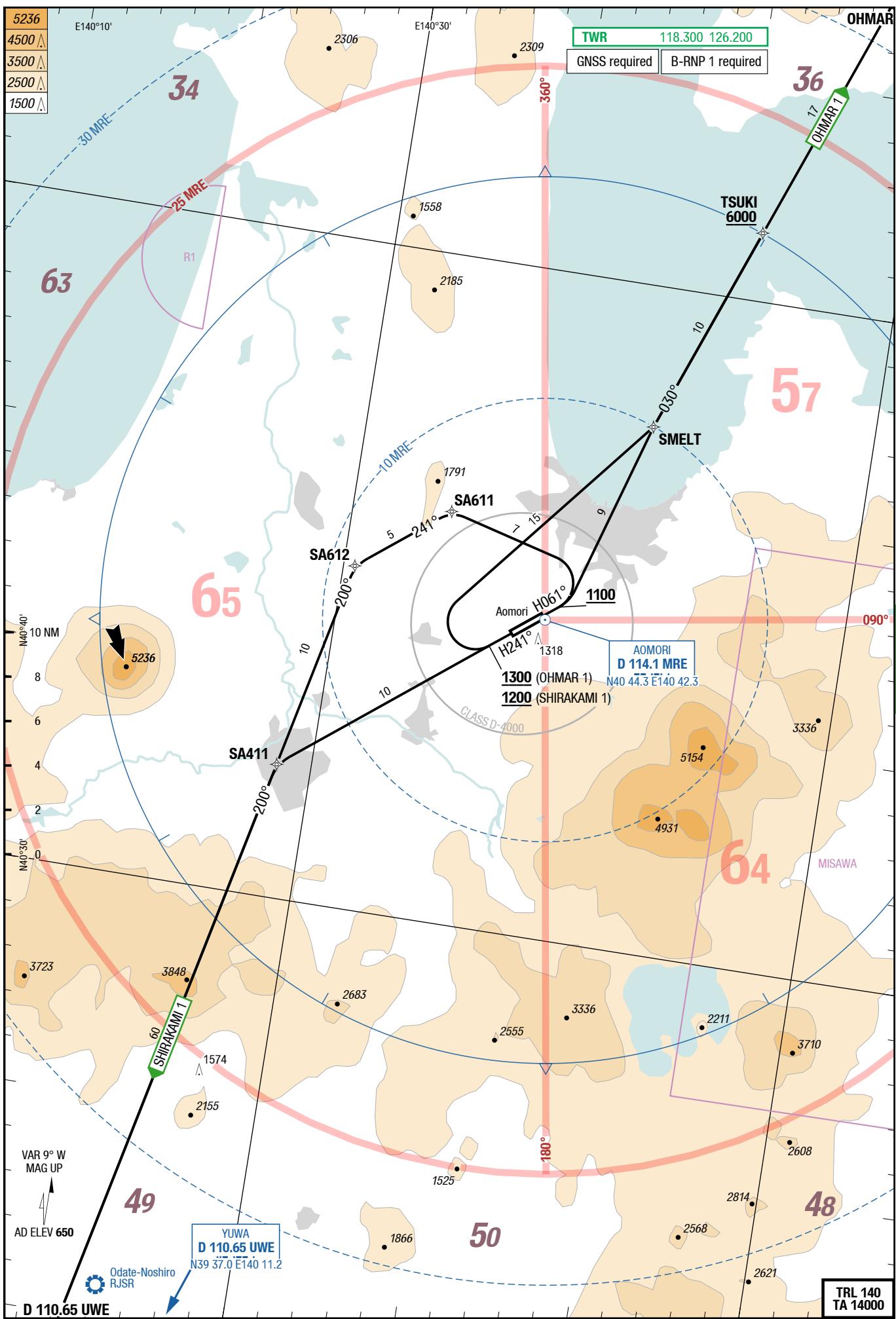
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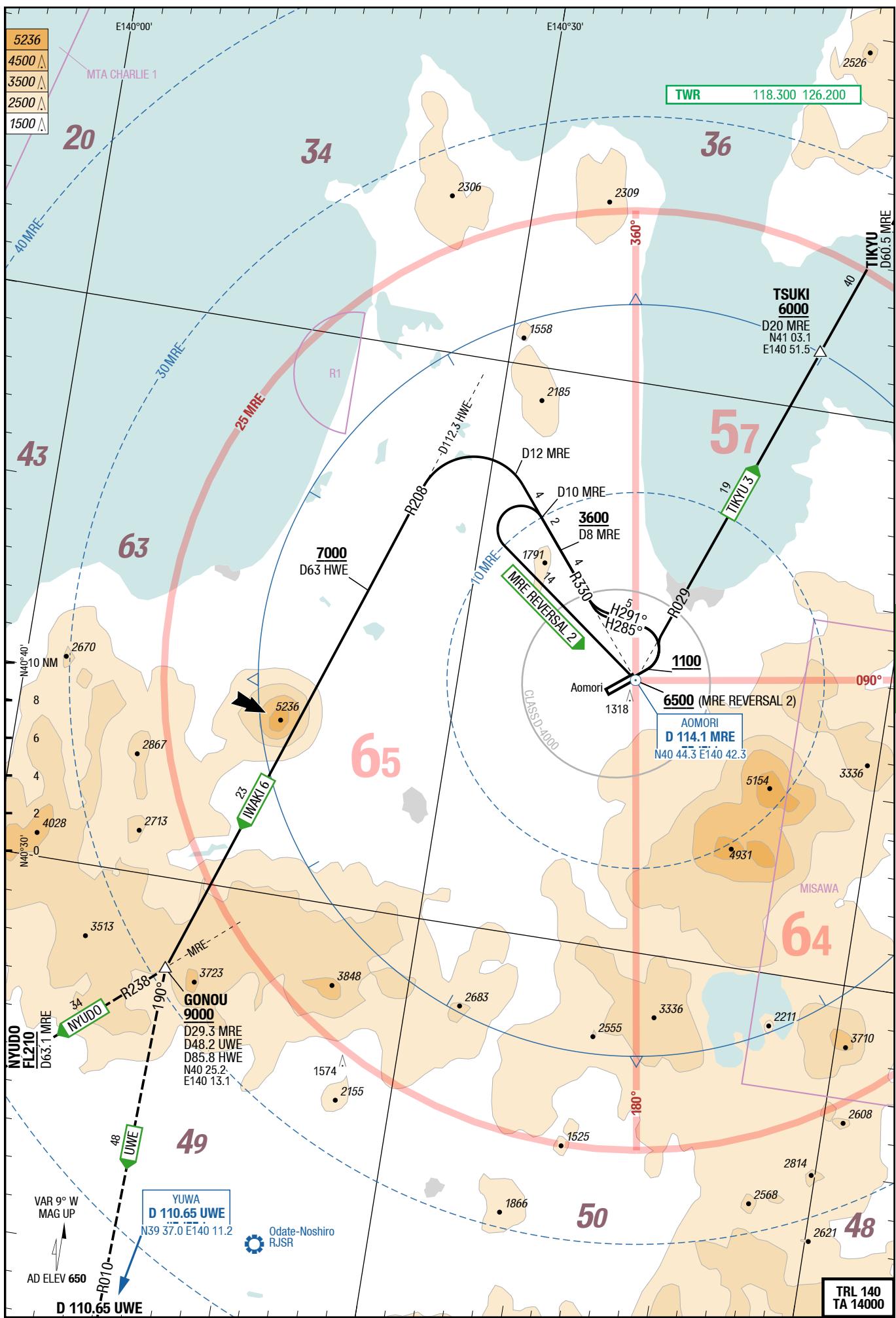
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Aomori Japan

SIDs RWY 06

RNAV SIDs





Effective 12-OCT-2017

05-OCT-2017

AOJ-RJSA

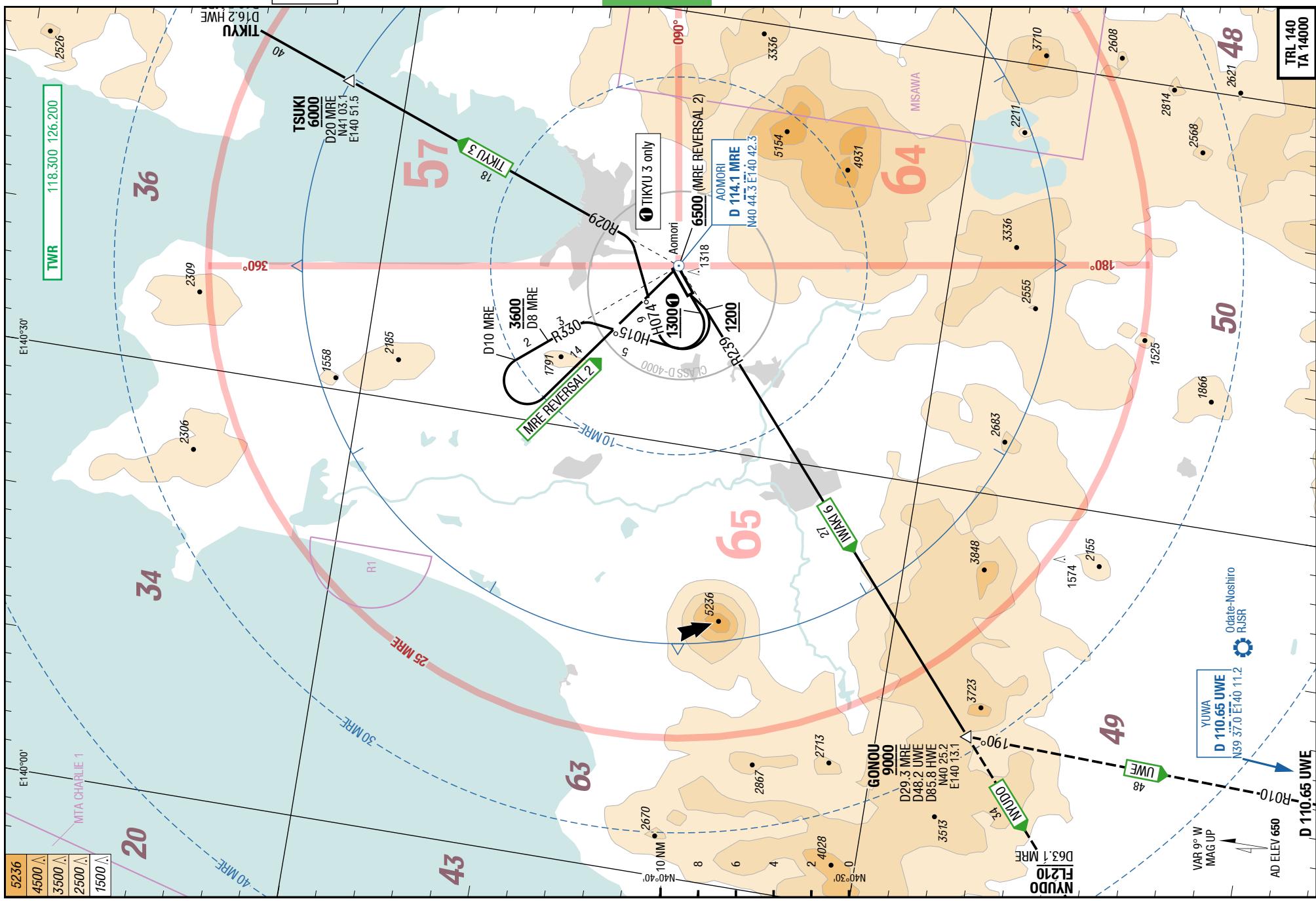
Japan Aomori

SIDs RWY 24

Aomori Japan

SIDs RWY 24

4-30



Changes: Completely revised

AOJ-RJSA

5-10

RNAV SIDs

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
OHMAR 1 118.300	HDG 061° - at MNM 1100 LT direct SMELT - TSUKI - OHMAR FMS [A1100+ ;L] - SMELT - TSUKI - OHMAR	TSUKI MNM 6000 TSUKI MNM 6000
SHIRAKAMI 1 118.300	HDG 061° - at MNM 1100 LT direct SA611 - SA612 - UWE FMS [A1100+ ;L] - SA611 - SA612 - UWE	
	Runway 24	
OHMAR 1 5.0% to 1300 118.300 ①	HDG 241° - at MNM 1300 RT direct SMELT - TSUKI - OHMAR FMS [A1300+ ;R] - SMELT - TSUKI - OHMAR	TSUKI MNM 6000 TSUKI MNM 6000
SHIRAKAMI 1 5.0% to 1200 118.300 ①	HDG 241° - at MNM 1200 direct SA411 - UWE FMS [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
AMORI REVERSAL 2	at MNM 1100 LT HDG 285° - intercept R330 MRE to D10 MRE	R330/D8 MRE MNM
MRE REVERSAL 2	- LT direct MRE	3600
118.300		MRE MNM 6500
IWAKI 6	118.300	
	at MNM 1100 LT HDG 291° - intercept R330 MRE to D12 MRE	R330/D8 MRE MNM
	- LT intercept R208 HWE to GONOU	3600
		R208/D63 HWE MNM
		7000
		GONOU MNM 9000
TRANSITION		
NYUDO	GONOU - intercept R238 MRE to NYUDO	GONOU MNM 9000
		NYUDO MNM FL210
YUWA (UWE)	GONOU - intercept R010 UWE to UWE	GONOU MNM 9000
TIKYU 3	at 1100 LT intercept R029 MRE to TSUKI - TIKYU	TSUKI MNM 6000
118.300		

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

DESIGNATOR	ROUTING	ALTITUDES
AMORI REVERSAL 2 MRE REVERSAL 2 5.0% to 1200 118,300 ②	at MNM 1200 RT HDG 015° intercept R330 MRE -at D10 MRE LT direct MRE	R330/D8 MRE MNM 3600 MRE MNM 6500
IWAKI 6 5.0% to 1200 118,300 ①②	at MNM 1200 intercept R239 MRE to GONOU	GONOU MNM 9000
	TRANSITION	
	NYUDO GONOU - NYUDO	GONOU MNM 9000 NYUDO MNM FL210
	YUWA (UWE) GONOU - intercept R010 UWE to UWE	GONOU MNM 9000
TIKYU 3 5.0% to 1300 118,300 ②	at MNM 1300 RT HDG 074° - intercept R029 MRE to TSUKI - TIKYU	TSUKI MNM 6000

① No turn before DER

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

11-FEB-2016

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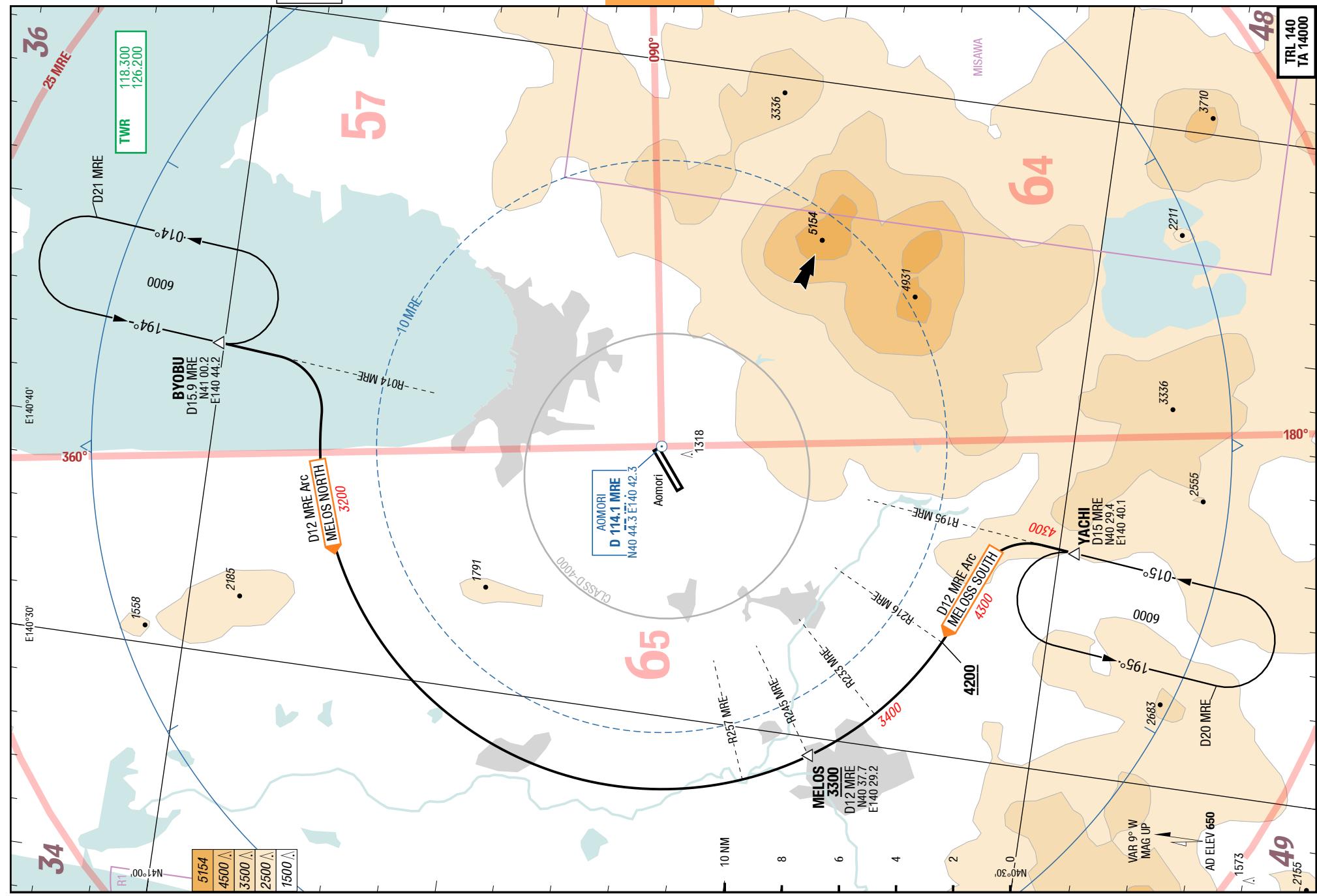
Japan Aomori

NIL
STARS

Aomori Japan

STARS

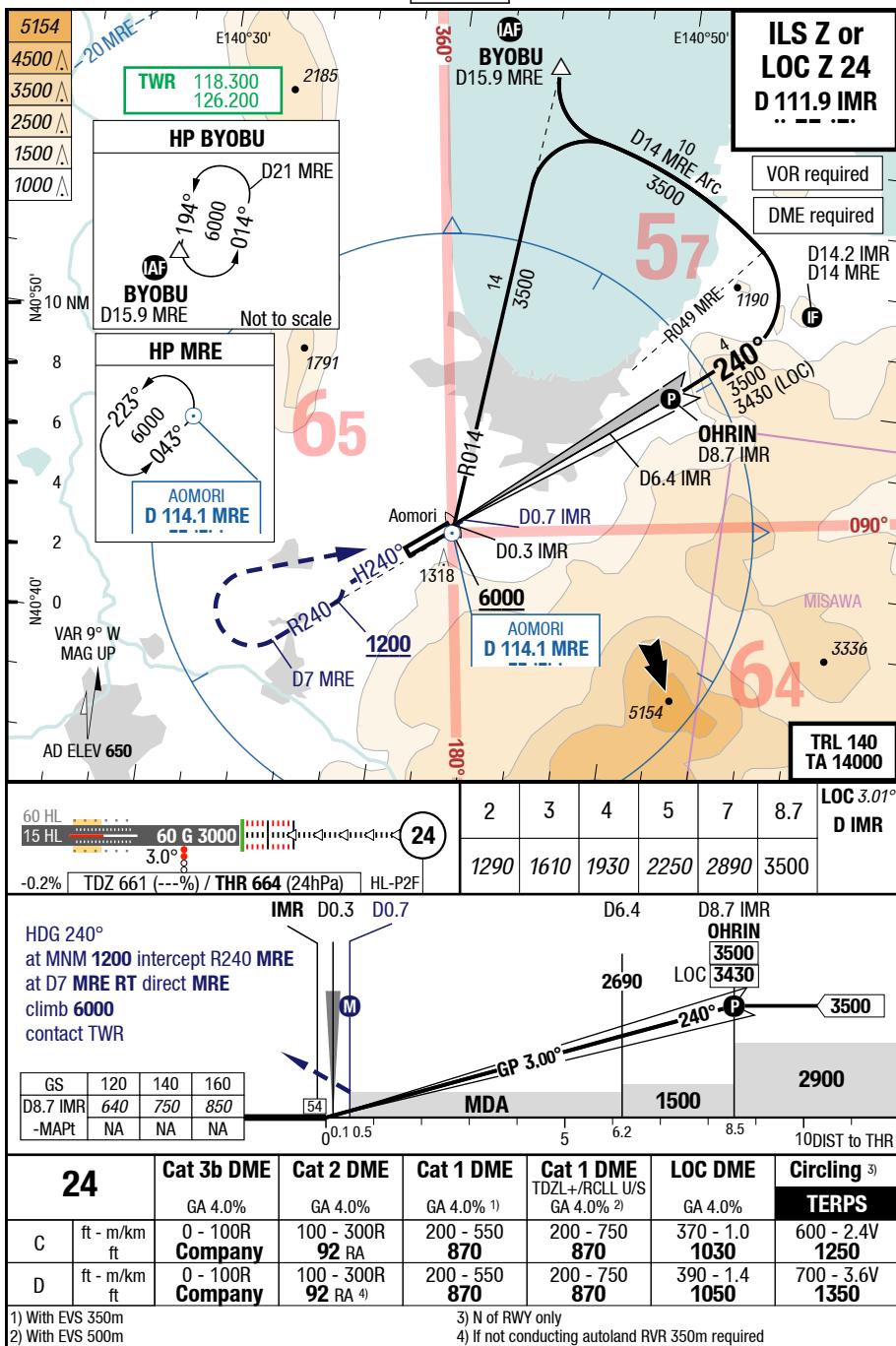
6-10



AOJ-RJSA

7-10

ILS Z or LOC Z 24

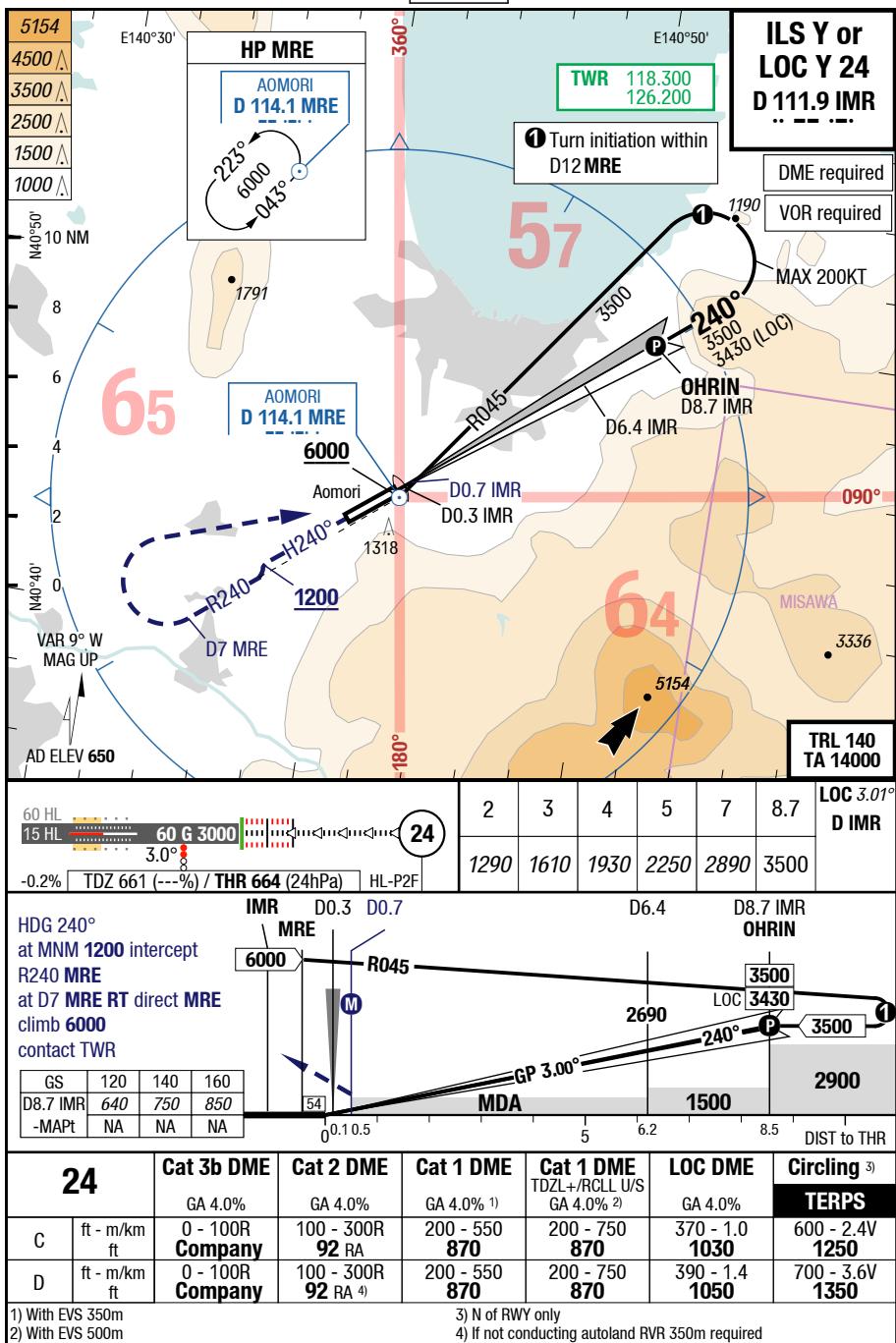


Changes: MISAP, ALT, chart title, APL, MIN

AOJ-RJSA

7-20

ILS Y or LOC Y 24



Changes: new

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13-JUL-2017

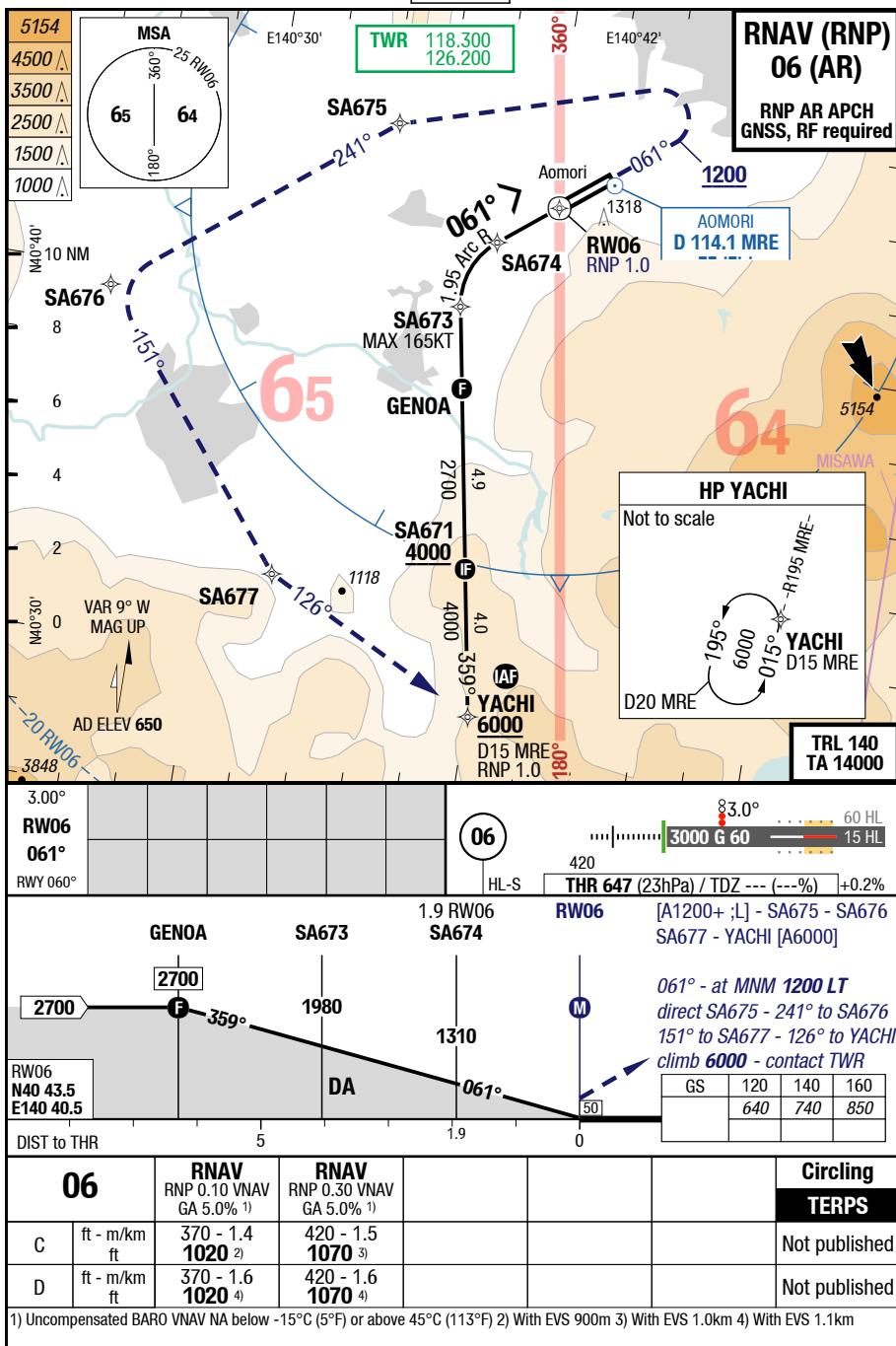
Japan Aomori

AOJ-RJSA

7-30

RNAV (RNP) 06

IAC

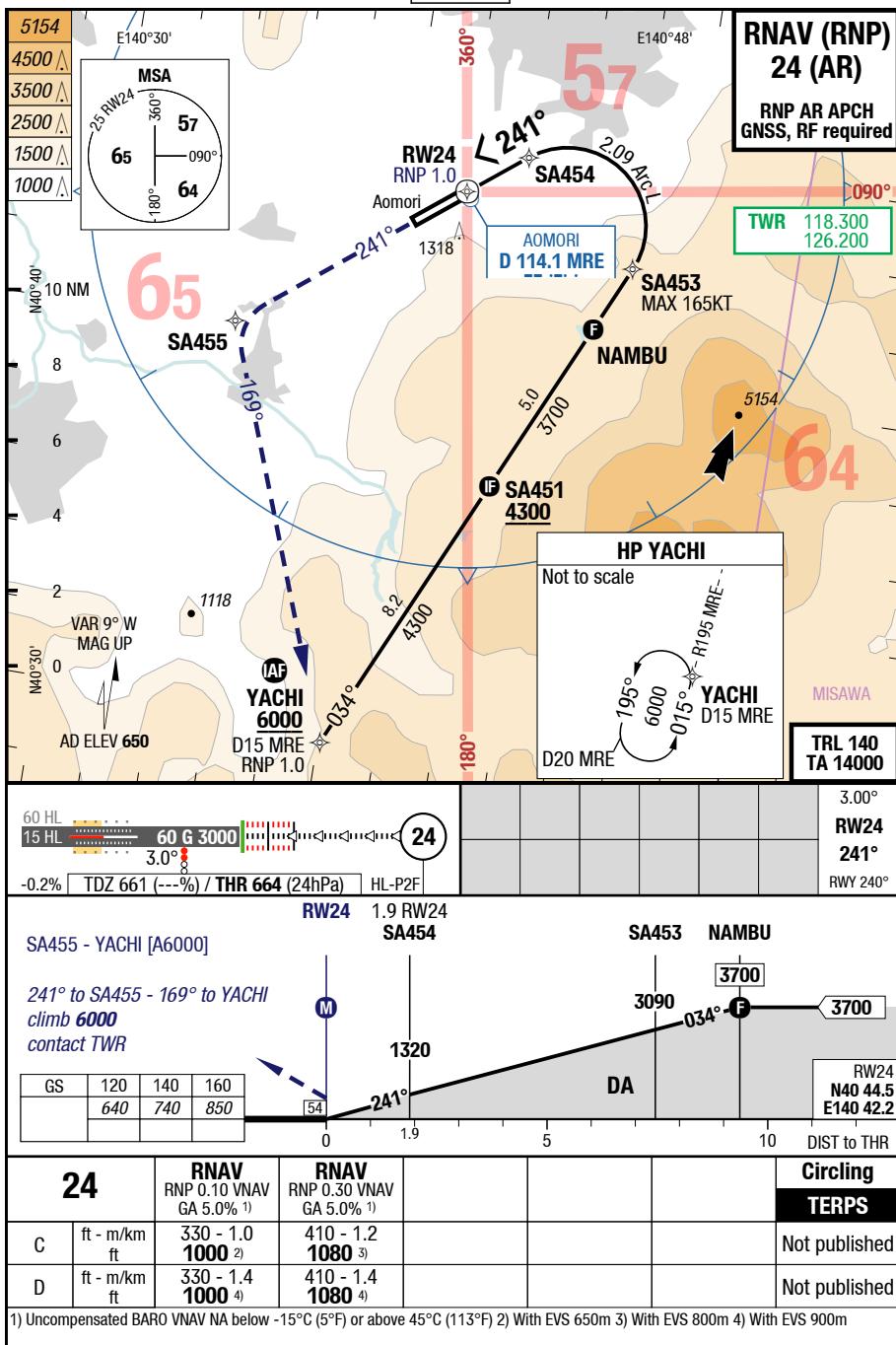


Changes: new

AOJ-RJSA

7-40

RNAV (RNP) 24

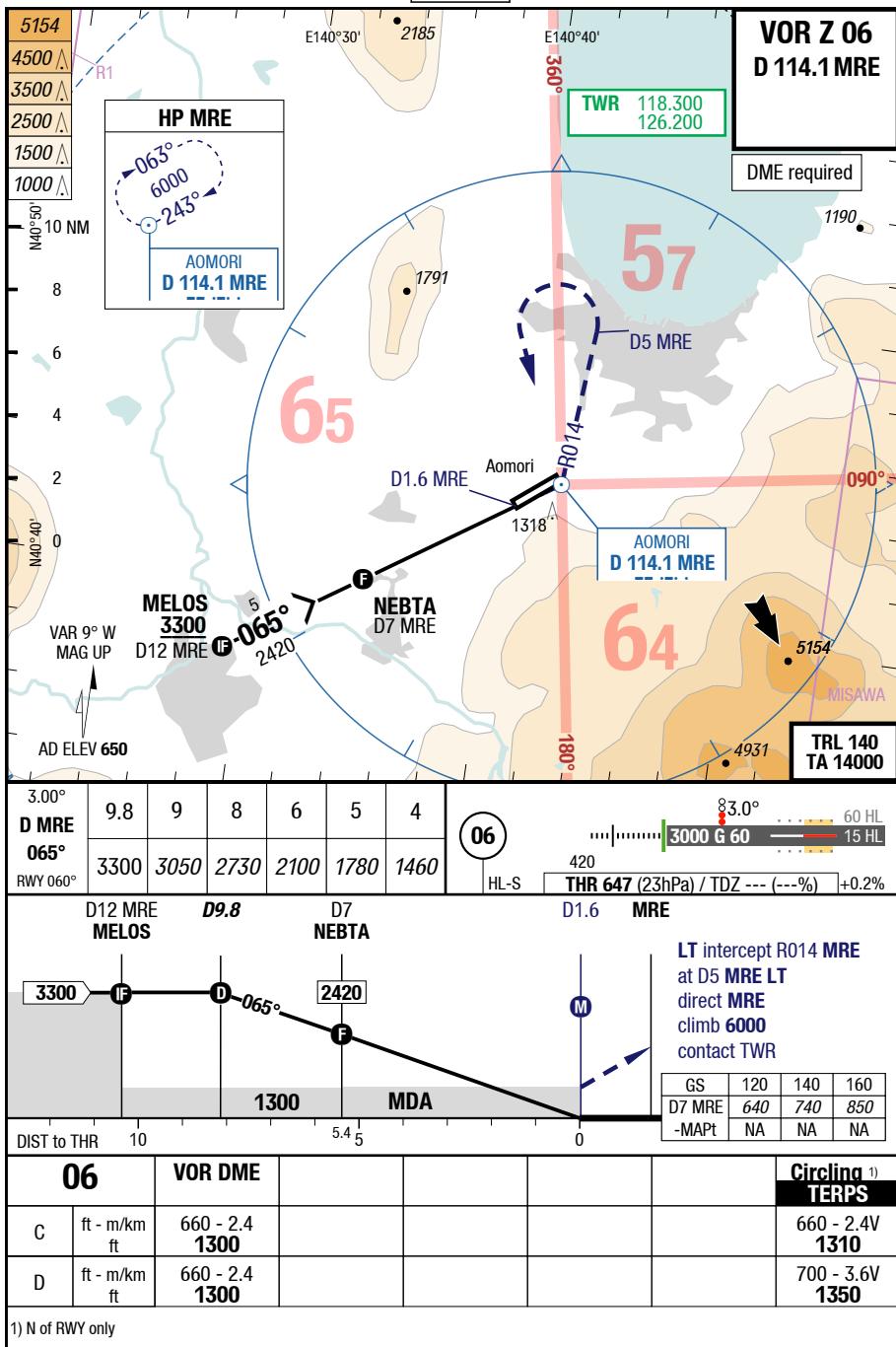


Changes: new

AOJ-RJSA

7-50

VOR Z 06



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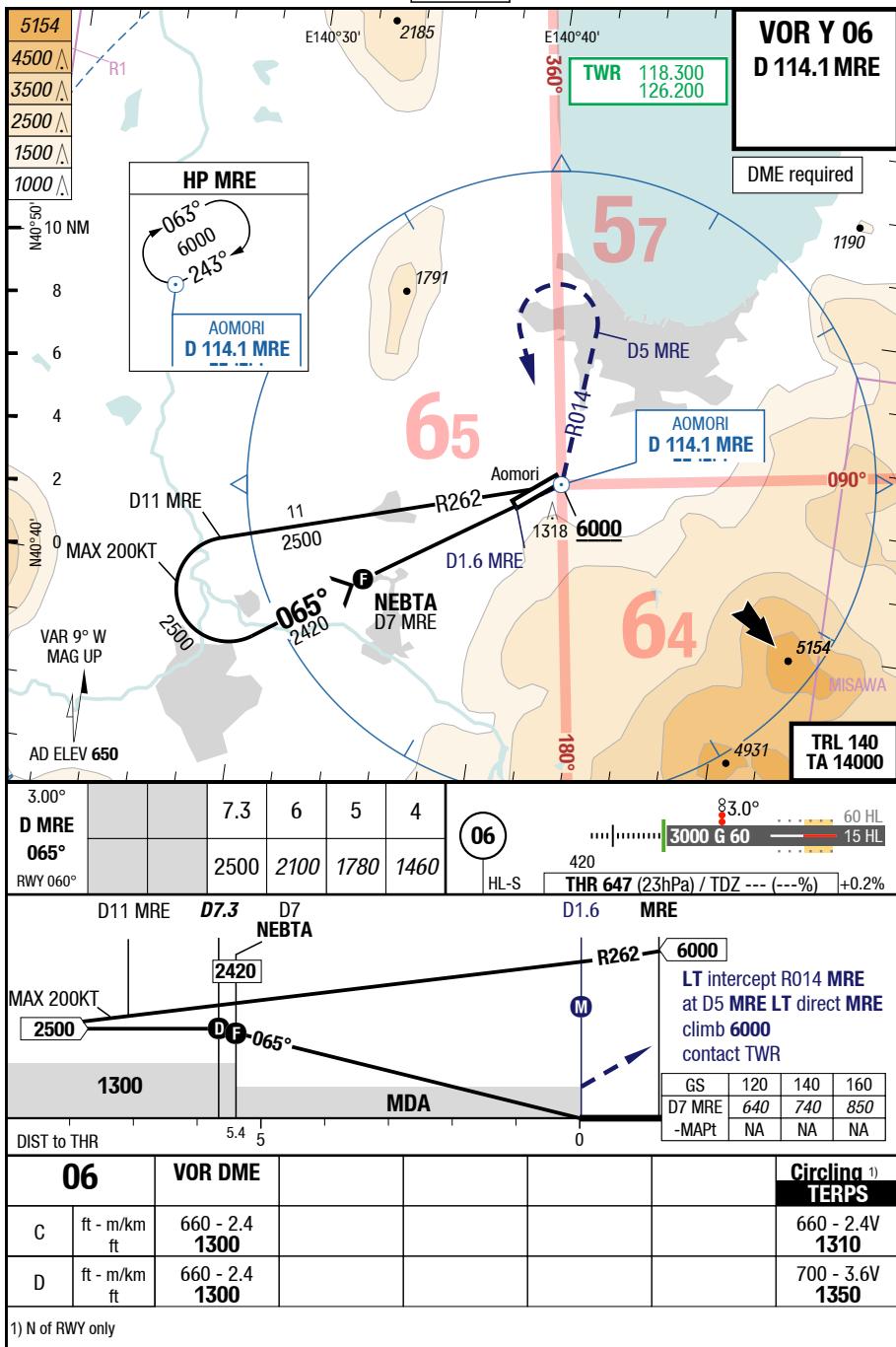
Japan Aomori

AOJ-RJSA

7-60

IAC

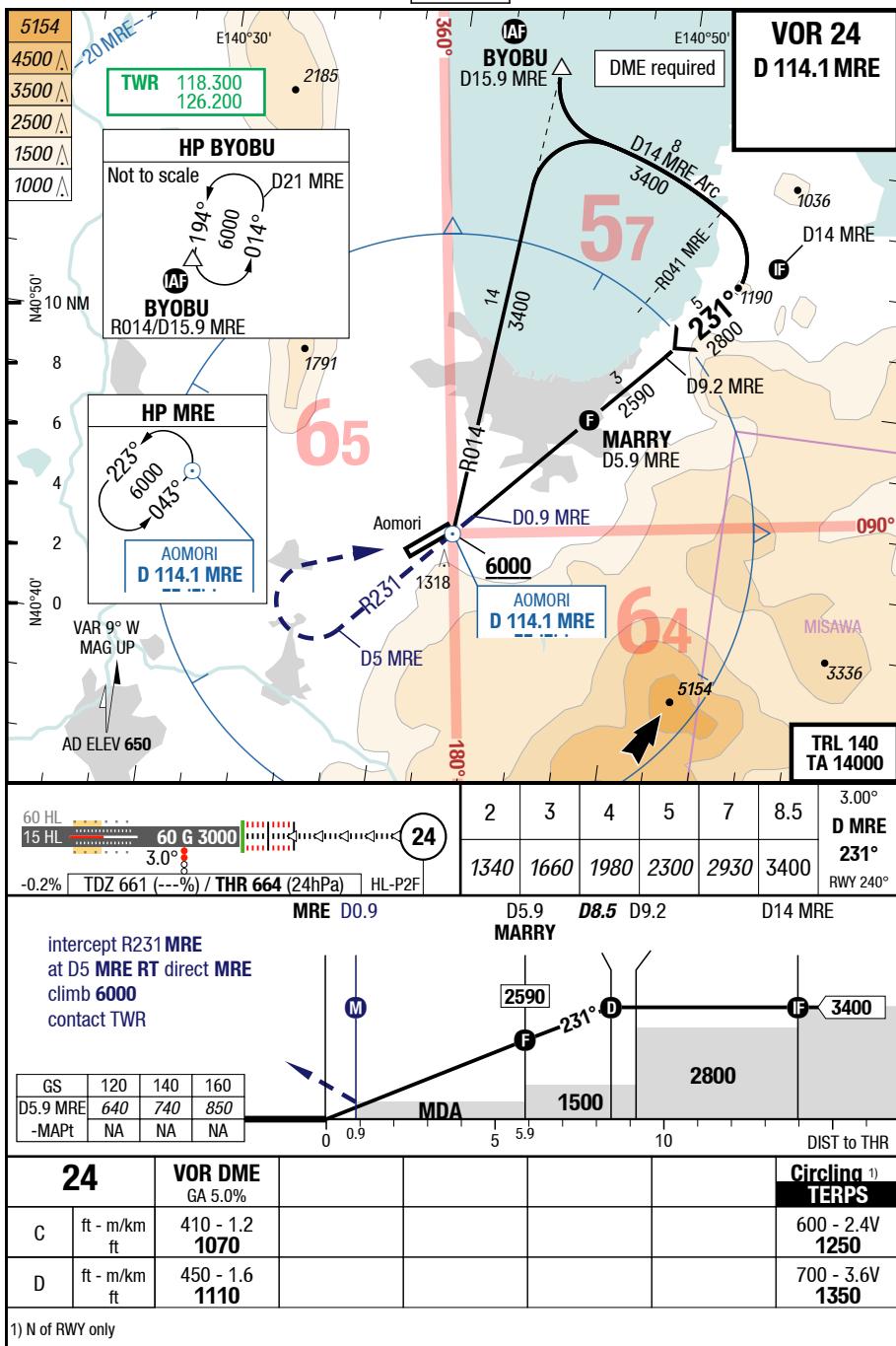
VOR Y 06



AOJ-RJSA

7-70

VOR 24



11-FEB-2016

AOJ-RJSA

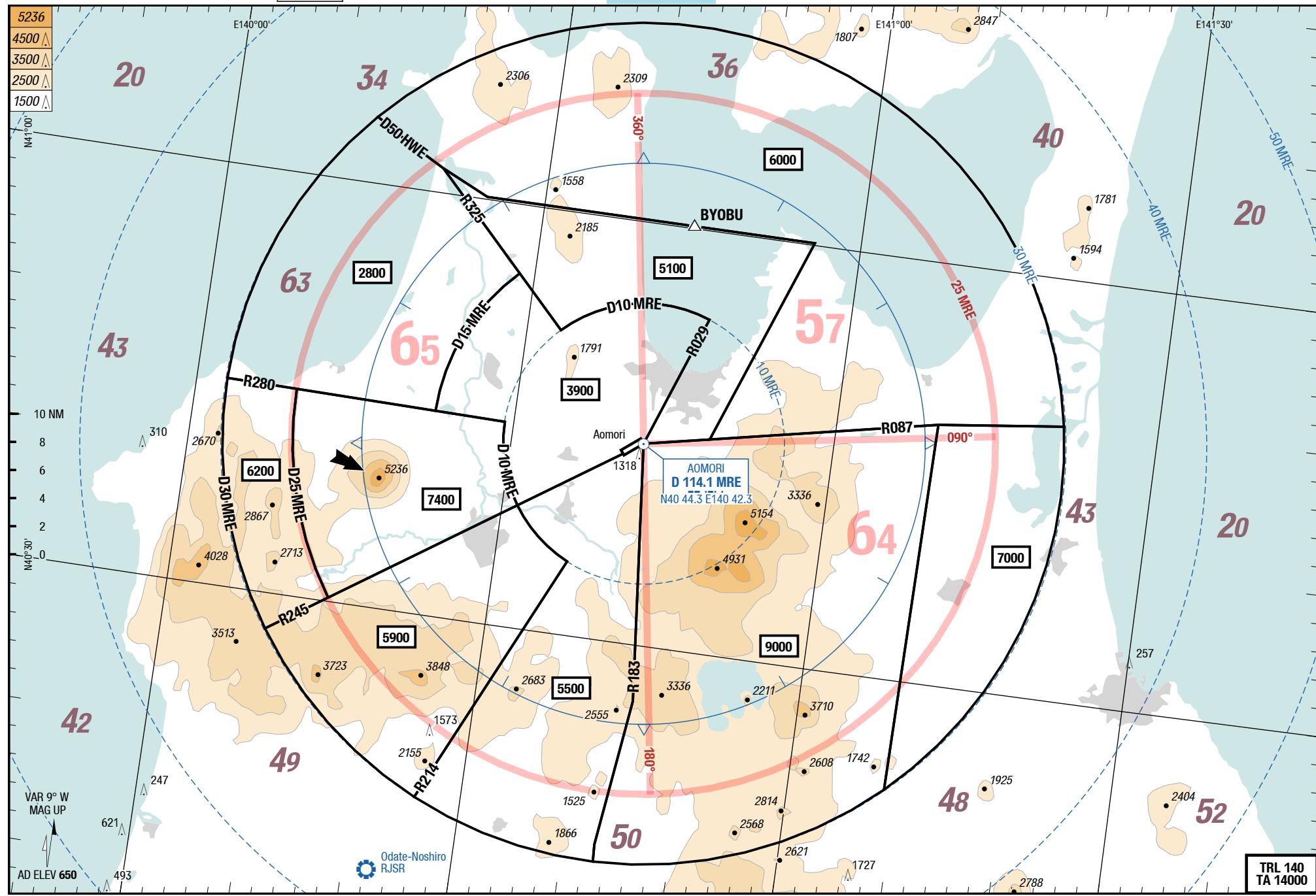
Japan Aomori

MRC

Aomori Japan

MRC

8-10



Changes: Editorial