AD 2 AERODROMES

RJCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJCC - NEW CHITOSE

RJCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*424631N/1414133E* 0.8nm(1.5km) SE of TWR
2	Direction and distance from (city)	2.7nm (5km) SSE of Chitose City; 25nm (45km) SE of Sapporo City.
3	Elevation/ Reference temperature	69.8ft / 25°C (2003-2007)
4	Geoid undulation at AD ELEV PSN	98ft
5	MAG VAR/ Annual change	9°W (2005) / 0.7'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Hokkaido Airports Co., Ltd New Chitose Airport Office ANNEX bldg 987-22, Bibi, Chitose-city, Hokkaido TEL : 0123(46)2980, 0123(46)2970
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport And Tourism New Chitose Airport Office New Chitose Airport, Bibi, Chitose-city, Hokkaido AFS : RJCCYFYX TEL : 0123(23)4101, 0123(23)4102

RJCC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Customs: 1900-1415 Immigration: 1930-1330
3	Health and sanitation	Quarantine(human): 2200-1000 Quarantine(animal): 2215-1100 Quarantine(plant): 1930-1330
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2100-1500
9	Handling	Ask AD Administration
10	Security	2200-1400
11	De-icing	H24
12	Remarks	Nil

RJCC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All the modern institutions that deal with the weight thing to a Boeing B747 type freighter
2	Fuel/ oil types	Fuel Grades : JET A and JET A-1 Oil grades : Turbine grades only available
3	Fuelling facilities/ capacity	Hydrant refueling and tank truck refueling / No limitation
4	De-icing facilities	Available. Coordinate with ground handling company.
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJCC AD 2.5 PASSENGER FACILITIES

1	Hotels	At Airport, Hotels in Chitose, Sapporo and Tomakomai
2	Restaurants	Available, Not continuous, during scheduled flight hours only
3	Transportation	Busses and Taxis to Chitose, Sapporo and Muroran, Chitose airport railway station
4	Medical facilities	Hospital in Chitose city 7km
5	Bank and Post Office	At airport
6	Tourist Office	Nil
7	Remarks	Nil

RJCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck x 3 Water-supply truck Lighting power supply truck Emergency medical equipmemts conveyance truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJCC AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow removal equipment : • Snow plows 21 • Snow blowers 9 • Snow sweepers 20 • Loaders 14 • Motor graders 6 • Dump trucks 19 • Salt spreader 4 • Swamp bulldozer 2
2	Clearance priorities	1-1) RWY01L/19R, TWY A2, A10 and D5-D11 1-2) RWY01R/19L, TWY A2, A10, B2 B10 and D5-D11 1-3) TWY A2, A10, D5-D11, B2, B10, (a part of A3, A4 or A7S, A8, A8S), (a part of B3, B4 or B8N, B8, B9N) 2) TWY D1-D4, H1-H7, T1, T2, J1-J7, K3, K4, K6, L3, L4, L6, L7, G, M5, M6 and APRON
3	Remarks	Seasonal availability : All seasons Snow removal will be commenced, in case of the snow depth is greater than or equal to the prohibited depth for scheduled flight to take off or to land.

RJCC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

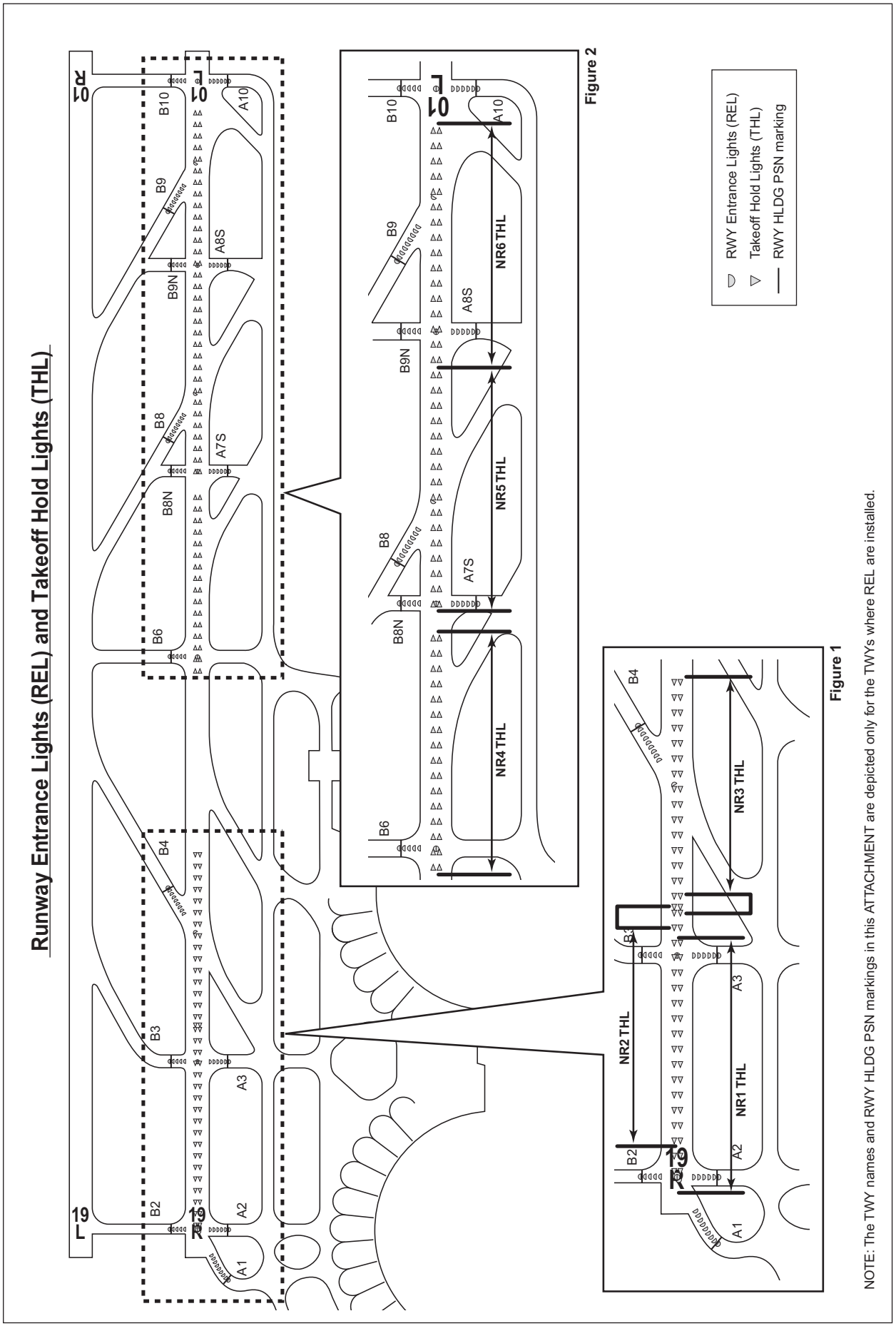
1	Apron surface and strength	Surface: Concrete Strength: • SPOT 0, 69 - 71, 86, 87, 90, 91, DA1 PCN 74/R/B/X/T • SPOT 1 - 27, 63 - 68 PCN 62/R/B/X/T • SPOT 44 , 45 PCN 111/R/B/X/T • SPOT 46 - 49 PCN 59/R/B/X/T • SPOT 50 - 52, 59 - 62 PCN 52/R/B/X/T • SPOT 53 - 55 PCN 55/R/B/X/T • SPOT 56 - 58 PCN 45/R/B/X/T • SPOT 80 - 83 PCN 39/R/B/X/T • SPOT 84 , 85 PCN 62/R/B/X/T
2	Taxiway width, surface and strength	• A1, B2 - B8, B9, B9N, B10.....30m, Asphalt, PCN 88/F/B/X/T • A3.....32m, Asphalt, PCN 88/F/B/X/T • A2, A6, H1, H2, H4.....34m, Asphalt, PCN 97/F/C/X/T • A4, A5, A7, A7S, A8, A8S, D2, D3, D4, K1, K2 .....30m, Asphalt, PCN 97/F/C/X/T • A9.....31.5m, Asphalt, PCN 88/F/B/X/T • A10.....32m, Asphalt, PCN 97/F/C/X/T • B8N.....30m, Asphalt, PCN 69/F/B/X/T • D1, J1, L1.....30m, Asphalt, PCN 91/F/C/X/T • D5 - D11.....30m, Asphalt, PCN 102/F/C/X/T • E2, E5.....23m, Asphalt, PCN 56/F/C/X/T • E3.....26.5m, Asphalt, PCN 56/F/C/X/T • E4.....26.5m, Asphalt, PCN 98/F/C/X/T • E6, E8, M2, M3, M6.....23m, Asphalt, PCN 98/F/C/X/T • E9.....26.5m, Concrete, PCN 70/R/B/X/T • G.....30m, Asphalt, PCN 82/F/B/X/T • L7.....43m, Asphalt, PCN 82/F/B/X/T • H3.....34m, Asphalt, PCN 88/F/B/X/T • H5.....54m, Asphalt, PCN 97/F/C/X/T • H6.....48m, Asphalt, PCN 97/F/C/X/T • H7.....30m, Asphalt, PCN 77/F/C/X/T • J2 - J6, T1, T2.....30m, Concrete, PCN 62/R/B/X/T • J7, K4, K6.....30m, Concrete, PCN 74/R/B/X/T • K3, L2, F1.....34m, Asphalt, PCN 91/F/C/X/T • L3.....45m, Asphalt, PCN 91/F/C/X/T • L4.....55m, Asphalt, PCN 91/F/C/X/T • L6.....52m, Asphalt, PCN 91/F/C/X/T • M4, M5.....23m, Asphalt, PCN 101/F/C/X/T • M8.....23m, Concrete, PCN 70/R/B/X/T

3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	*(Spot NR)* *0: 424724.28N,1414038.96E* *1: 424724.66N,1414041.83E* *2: 424724.70N,1414044.72E* *3: 424724.25N,1414047.25E* *5: 424723.63N,1414049.45E* *6: 424722.74N,1414051.47E* *7: 424721.61N,1414053.45E* *8: 424720.00N,1414055.15E* *9: 424718.19N,1414056.38E* *10: 424716.23N,1414057.09E* *11: 424714.20N,1414057.26E* *12: 424712.19N,1414056.87E* *14: 424710.47N,1414055.92E* *15: 424708.96N,1414054.77E* *16: 424707.45N,1414053.31E* *17: 424706.22N,1414051.48E* *18: 424705.37N,1414049.51E* *19: 424704.78N,1414047.41E* *20: 424656.46N,1414049.08E* *21: 424656.25N,1414051.29E* *22: 424655.65N,1414053.92E* *23: 424654.66N,1414056.33E* *24: 424653.34N,1414058.44E* *25: 424651.70N,1414100.17E* *26: 424649.78N,1414101.44E* *27: 424647.78N,1414102.04E* *44: 424823.60N,1414015.59E* *45: 424821.27N,1414016.00E* *46: 424818.94N,1414016.41E* *47: 424816.13N,1414016.90E* *48: 424813.80N,1414017.31E* *49: 424811.47N,1414017.72E* *50: 424804.63N,1414023.17E* *51: 424802.37N,1414023.57E* *52: 424800.12N,1414023.96E* *53: 424757.87N,1414024.36E* *54: 424755.62N,1414024.76E* *55: 424753.37N,1414025.15E* *56: 424750.93N,1414025.58E* *57: 424748.49N,1414026.01E* *58: 424746.04N,1414026.44E* *59: 424743.60N,1414026.87E* *60: 424741.16N,1414027.30E* *61: 424738.72N,1414027.73E* *62: 424736.23N,1414028.17E* *63: 424719.08N,1414029.65E* *64: 424717.25N,1414029.85E* *65: 424714.92N,1414030.26E* *66: 424712.59N,1414030.67E* *67: 424710.26N,1414031.08E* *68: 424707.93N,1414031.49E* *69: 424705.61N,1414032.02E* *70: 424703.28N,1414032.44E* *71: 424700.95N,1414032.85E* *80: 424735.06N,1414104.35E* *81: 424736.36N,1414104.12E* *82: 424737.67N,1414103.89E* *83: 424738.97N,1414103.66E* *84: 424741.08N,1414103.22E* *85: 424742.74N,1414103.00E* *86: 424745.75N,1414057.22E* *87: 424747.40N,1414056.86E* *90: 424734.61N,1414055.46E* *91: 424736.94N,1414055.05E*
6	Remarks	Nil

RJCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking/parking guidance system of aircraft stands	ACFT stand ID signs: spot NR0 - NR27, NR50 - NR68, NR80 - NR87, NR90, NR91
2	RWY and TWY markings and LGT	RWY: RWY01L/19R, RWY01R/19L (Marking): RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT): REDL, RENL, RTHL, WBAR, RCLL, RTZL, Takeoff Hold Lights (RWY status LGT)(RWY01L/19R, see attached chart) TWY: ALL TWY (EXC E2, E3, E5 AND M2) (Marking): TWY side stripe, TWY CL, RWY HLDG PSN (LGT): TWY edge LGT TWY: ALL TWY(EXC E2, E3, E5, L1, L2, M2, K1 and K2) (LGT): TWY CL LGT TWY: at entrances of each TWY (LGT)Taxiing guidance sign TWY: A1 - A10, B2 - B10 (LGT): RWY guard LGT TWY: A1 - A10, B2 - B4 (LGT): Stop bar LGT TWY: A1 - A3, A7S, A8S, A10, B2 - B4, B6, B8N, B8, B9N, B9, B10 (LGT): Runway Entrance Lights(RWY status LGT) (see attached chart)
3	Stop bars	Stop Bar Lights Operations 1) Stop bar lights are installed at each taxi holding position associated with Runway 01L/19R. 2) Stop bar lights will be operated when the visibility or the lowest RVR of runway 01L/19R is at or less than 600m. 3) Stop bar lights on taxiways A2,A3,A8S,A10,B2,B3 and B4 are controlled individually by ATC. 4) Stop bar lights on taxiways A1,A4 through A8, A9 are not controlled individually by ATC. 5) During the period Stop Bar Lights operated,taxiways A1,A4 through A8, A9 are not available for departure aircraft.
4	Remarks	(Marking) Overrun area, ACFT PRKG PSN (LGT) Apron flood LGT Runway Guard Lights Operations: During the period of winter(Between DEC. and MAR.), all Runway Guard Lights turn on in the daytime regardless of visibility condition.

Runway Entrance Lights (REL) and Takeoff Hold Lights (THL)



NOTE: The TWY names and RWY HLDG PSN markings in this ATTACHMENT are depicted only for the TWYs where REL are installed.

RJCC AD 2.10 AERODROME OBSTACLES

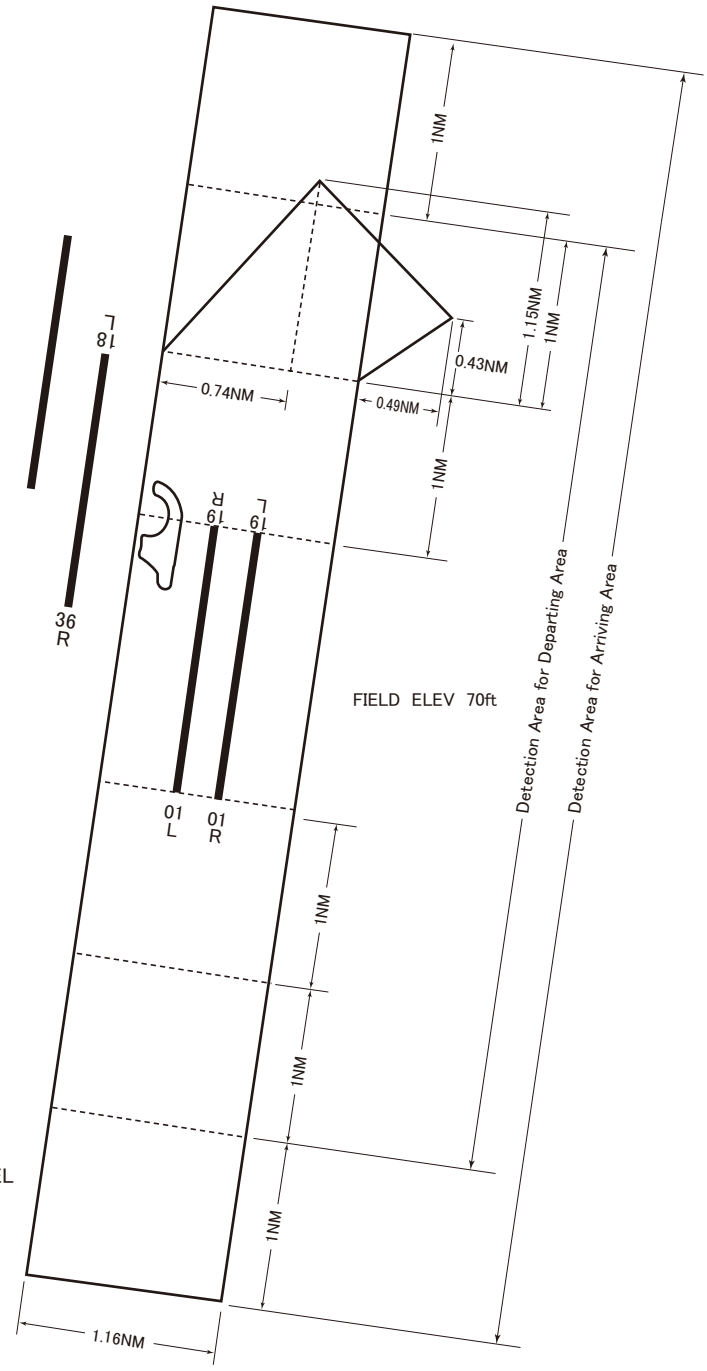
In Area2 See Obstacle data

In Area3 To be developed

RJCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NEW CHITOSE
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NEW CHITOSE 30 Hours
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	P,Ja,En
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S_6, U_{85}, U_7, U_5, U_3, U_{25}, U_2/T_r, P_s, P_5, P_3, P_{25}, P_{SWE}, P_{SWF}, P_{SWG}, P_{SWI}, P_{SWM}, P_{SW}(domestic), E, C, W_E, W_F, W_G, W_I, W, N
8	Supplementary equipment available for providing information	Doppler Radar for Airport weather (See attached chart)
9	ATS units provided with information	TWR, APP, ATIS
10	Additional information (limitation of service, etc.)	Nil

Airspace for the advisory service concerning low level wind shear

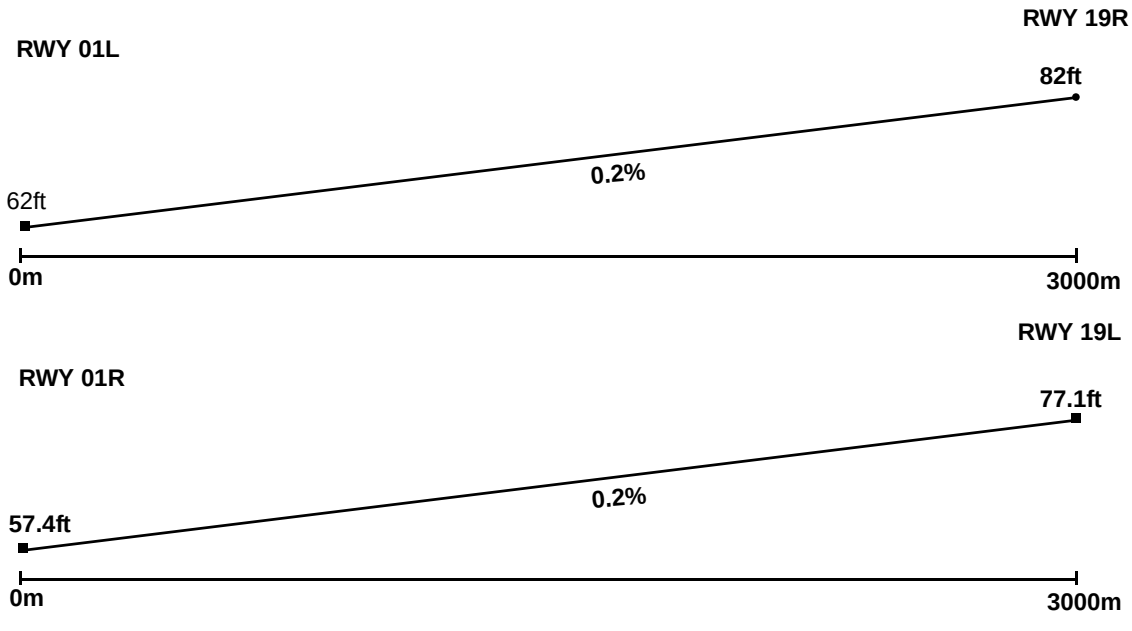


UPPER LIMIT : 1600ft above FIELD ELEV LEVEL
LOWER LIMIT : FIELD ELEV LEVEL

RJCC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01L	352.62°	3000×60	PCN 97/F/C/X/T Asphalt Concrete	*424541.90N* *1414134.17E* 97.7ft	THR ELEV 62FT TDZ ELEV 66FT
19R	172.62°	3000×60	PCN 97/F/C/X/T Asphalt Concrete	*424718.36N* *1414117.18E* 98.2ft	THR ELEV 82FT TDZ ELEV 65FT
01R	352.62°	3000×60	PCN 88/F/B/X/T Asphalt Concrete	*424543.15N* *1414147.25E* 97.7ft	THR ELEV 57.4FT TDZ ELEV 66FT
19L	172.62°	3000×60	PCN 88/F/B/X/T Asphalt Concrete	*424719.56N* *1414130.28E* 98.1ft	THR ELEV 77.1FT TDZ ELEV 74FT

Slope of RWY	Strip Dimensions (M)	RESA (Overrun) Dimensions (M)	Remarks
7	10	11	14
SEE ATTACHED CHART	3120×300 3120×300 3120×300 3120×300	192×300 190×(MNM:120 MAX:300)* 183×(MNM:210 MAX:300)* 240×300 *For detail, ask airport administrator	RWY grooving: Runway 01L/19R 3000×60m Runway 01R/19L 3000×60m



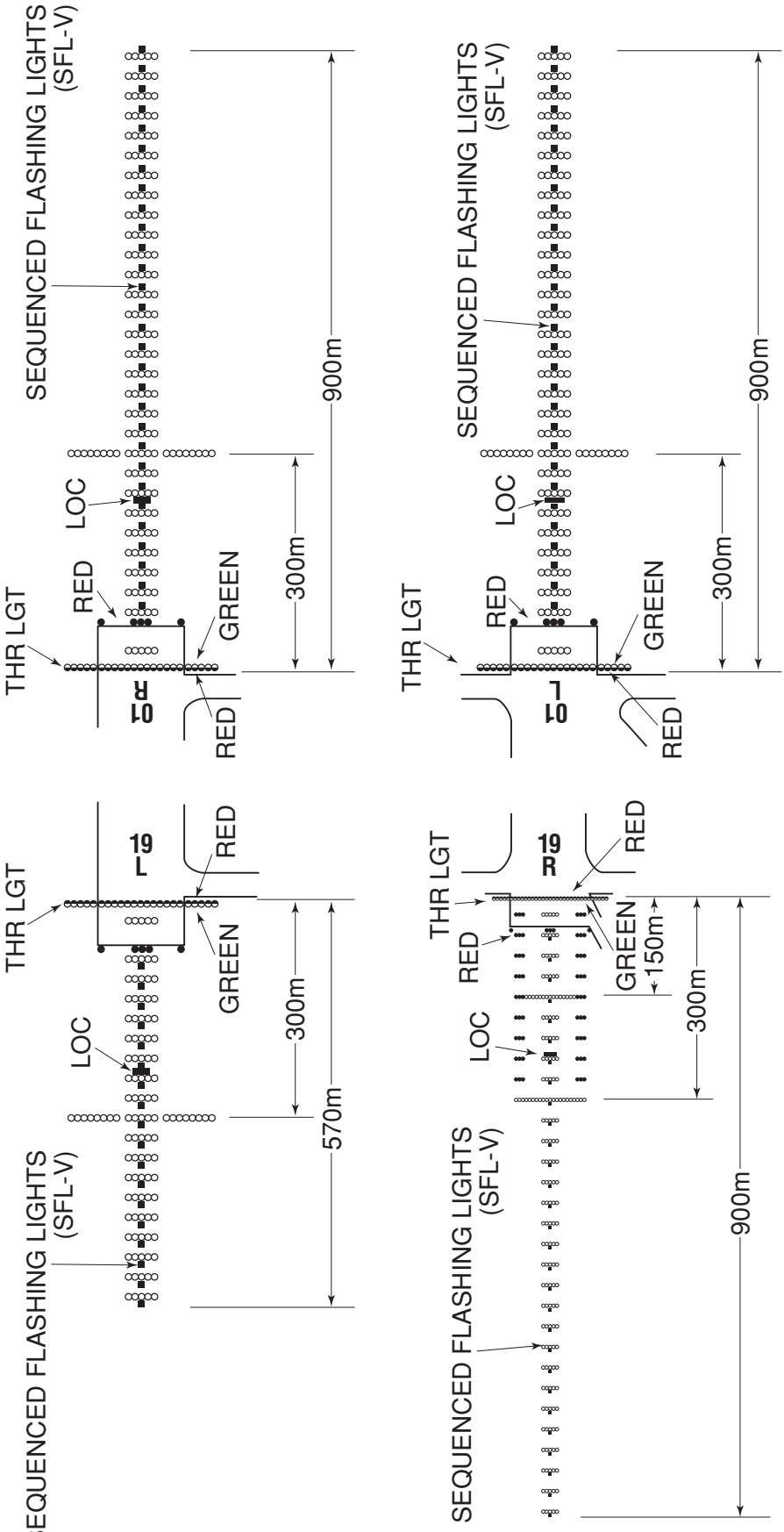
RJCC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01L	3000	3000	3000	3000	Nil
19R	3000	3000	3000	3000	Nil
01R	3000	3000	3000	3000	Nil
19L	3000	3000	3000	3000	Nil

RJCC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
01L	PALS (CAT-I) 900m LIH	Green Green	PAPI 3.0°/Left 402m 66ft	900m	3000m 15m Coded Color (White/Red) LIH	3000m 60m Coded Color (White/Yellow) LIH	Red	Nil(*1)
19R	PALS (CAT-III) 900m LIH	Green Green	PAPI 3.0°/Left 422m 65ft	900m	3000m 15m Coded Color (White/Red) LIH	3000m 60m Coded Color (White/Yellow) LIH	Red	Nil(*1)
01R	PALS (CAT-I) 900m LIH	Green Green	PAPI 3.0°/Left 401m 66ft	900m	3000m 30m Coded Color (White/Red) LIH	3000m 60m Coded Color (White/Yellow) LIH	Red	Nil(*1)
19L	PALS (CAT-I) 570m LIH	Green Green	PAPI 3.0°/Left 441m 67ft	900m	3000m 30m Coded Color (White/Red) LIH	3000m 60m Coded Color (White/Yellow) LIH	Red	Nil(*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red)(*1)								

APPROACH LIGHTING SYSTEM



RJCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: *424632N/1414131E*, FLG G "CH" EV 8.6SEC, HO
2	LDI location and LGT Anemometer location and LGT	LDI:Nil Anemometer: RWY01L: 588m from RWY 01L THR, LGTD RWY01R: 365m from RWY 01R THR, LGTD RWY19L: 350m from RWY 19L THR, LGTD RWY19R: 350m from RWY 19R THR, LGTD
3	TWY edge and center line lighting	TWY edge LGT :Blue TWY CL LGT: ALTN Green/Yellow from RWY leaving Report point, other Green
4	Secondary power supply/ switch-over time	Within 1 sec: REDL, RENL, RTHL, WBAR, RCLL, RTZL(RWY01L/19R), Overrun area edge LGT, PALS(RWY01L/19R), Stop bar LGT, Runway Entrance Lights, Takeoff Hold Lights Within 15 sec: Other lights
5	Remarks	WDI LGT

RJCC AD 2.16 HELICOPTER LANDING AREA

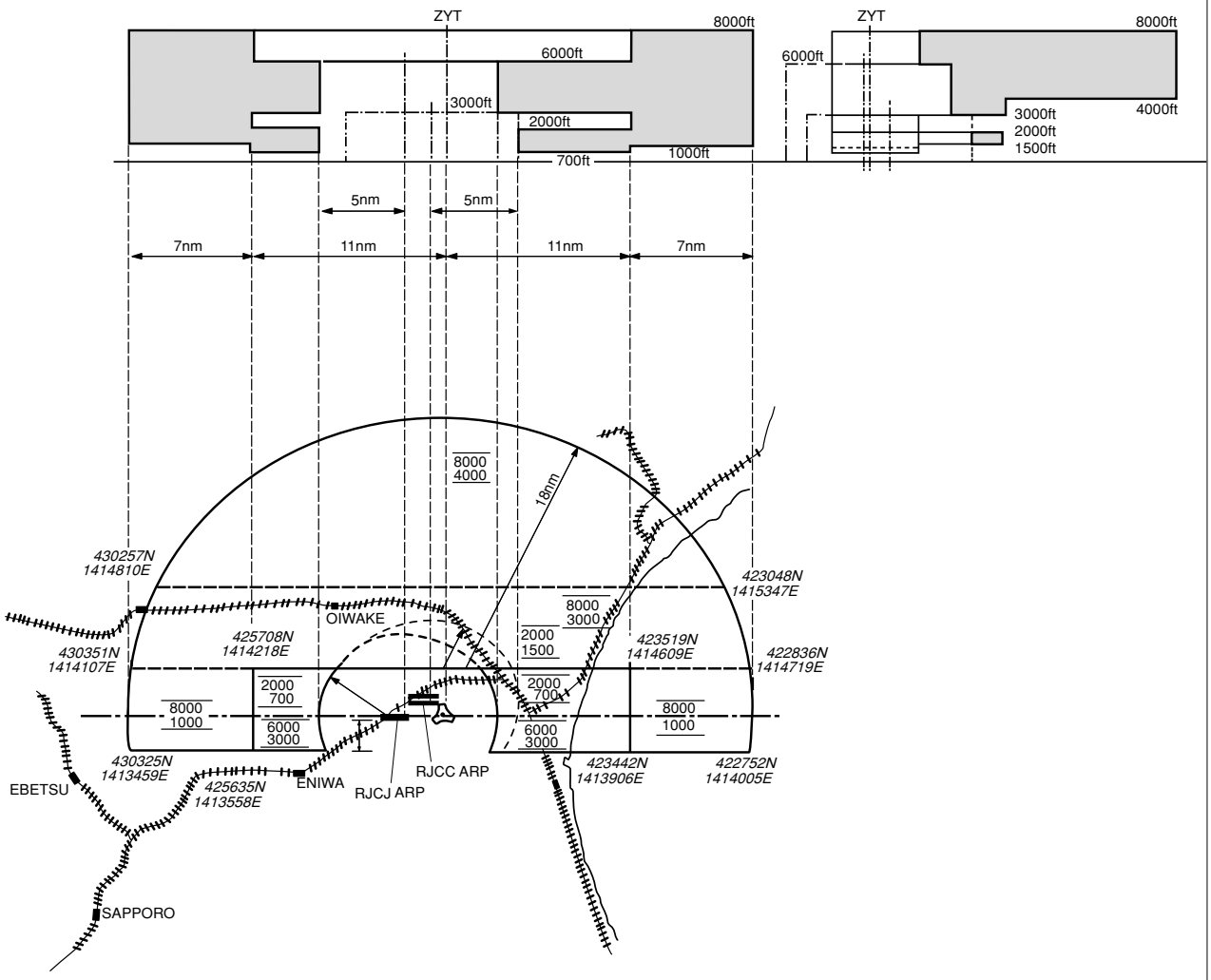
Nil

RJCC AD 2.17 ATS AIRSPACE

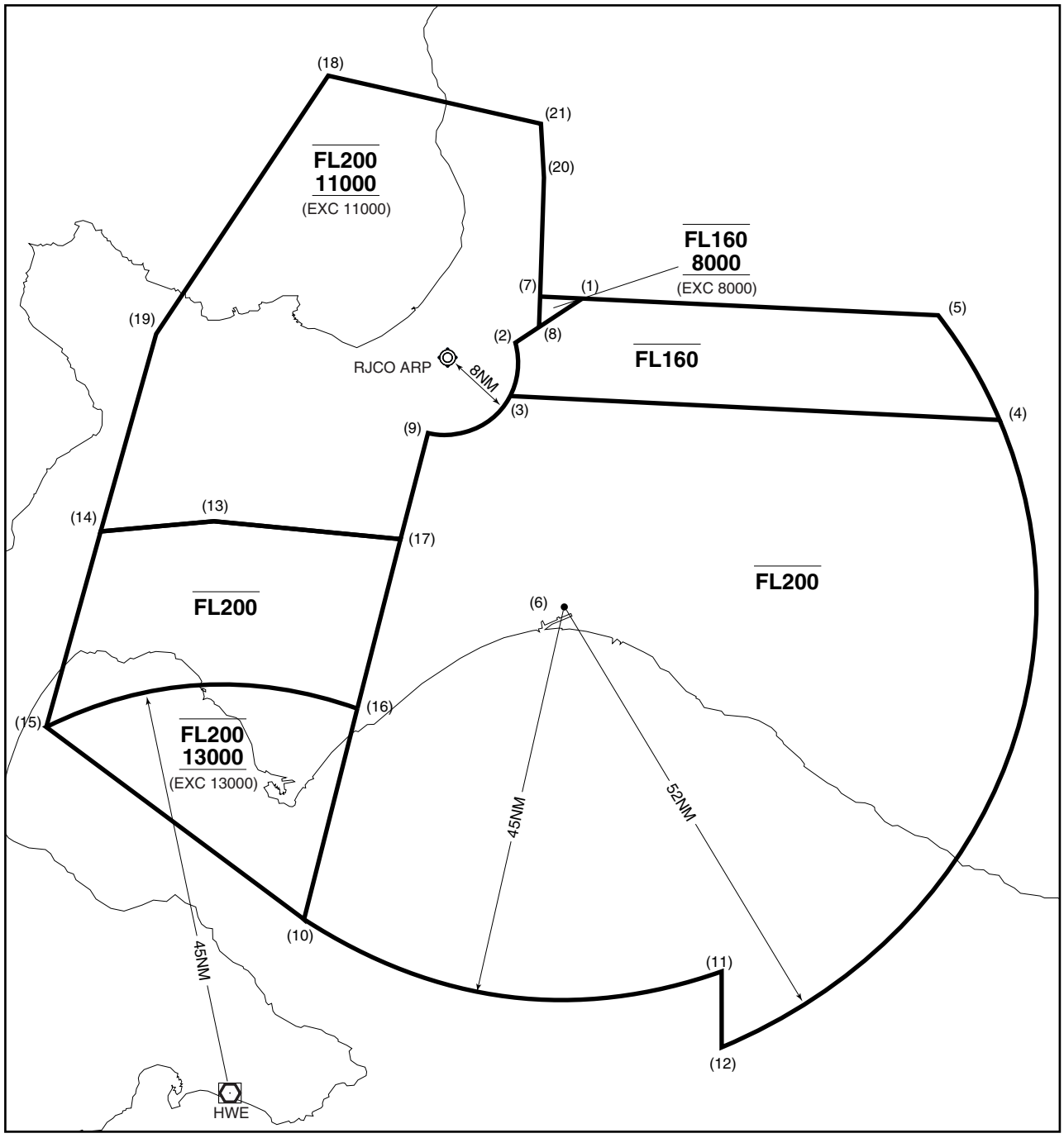
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHITOSE CTR	(1)Area within a radius of 5 nm of CHITOSE ARP (*42°48'N141°40'E*). (2)Area within a radius of 5 nm of New CHITOSE ARP (*42°47'N141°42'E*).	6000 or below 3000 or below	D	CHITOSE TOWER En	exclude area(1)
CHITOSE PCA	SEE RJCC ATTACHED CHART		C	CHITOSE APP(1) CHITOSE TWR(2) En	(1)Primary (2)Secondary
CHITOSE ACA	SEE RJCC ATTACHED CHART		E	CHITOSE APP CHITOSE RADAR CHITOSE DEP En	
CHITOSE TCA	SEE RJCC ATTACHED CHART		E	CHITOSE TCA En	

千歳特別管制区
Chitose Positive Control Area

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
千歳 Chitose	下記に示される区域 The area shown below	2450 (8000) ——— 200 (700)	Primary Chitose APP 120.1MHz 362.3MHz Secondary Chitose TWR 118.8MHz 126.2MHz 236.8MHz	当該空域を飛行しようとする航空機は、千歳アプローチ又は千歳タワーに連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。 Pilot of aircraft operating in this area shall contact Chitose Approach or Chitose Tower for ATC instructions giving informations on aircraft identification, positions, altitude and pilot's intentions.



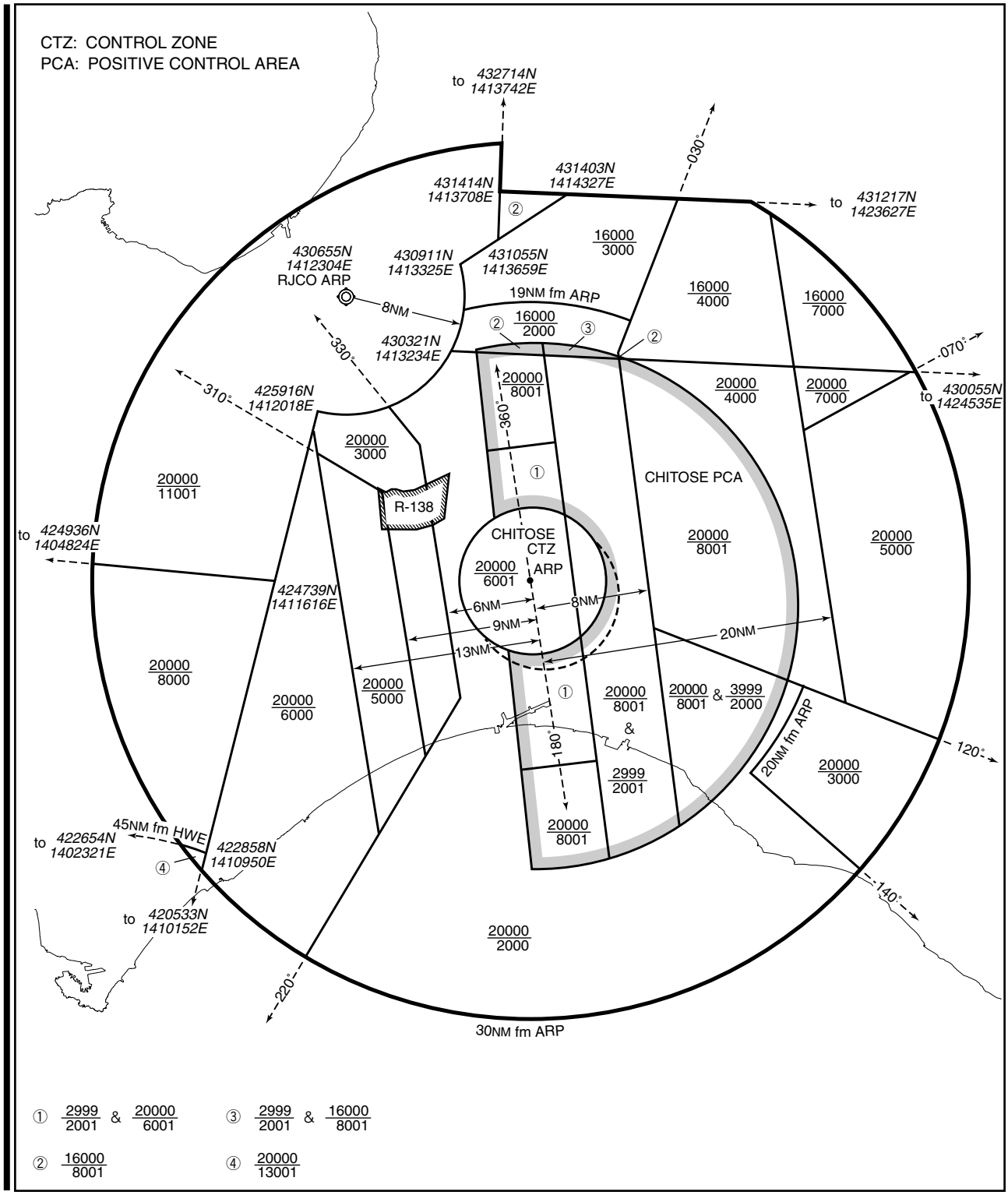
千歳進入管制区
Chitose Approach Control Area



Point list

(1) *431403N 1414327E*
(2) *430911N 1413325E*
(3) *430321N 1413234E*
(4) *430055N 1424535E*
(5) *431217N 1423627E*
(6) *424008N 1414046E*
(7) *431414N 1413708E*
(8) *431055N 1413659E*
(9) *425916N 1412018E*
(10) *420533N 1410152E*
(11) *415823N 1420331E*
(12) *415105N 1420410E*
(13) *424936N 1404824E*
(14) *424829N 1403130E*
(15) *422654N 1402321E*
(16) *422858N 1410950E*
(17) *424739N 1411616E*
(18) *433818N 1410529E*
(19) *431009N 1403947E*
(20) *432714N 1413742E*
(21) *433305N 1413715E*

千歳ターミナルコントロールエリア
Chitose Terminal Control Area



RJCC AD 2.18 ATS COMMUNICATION FACILITIES

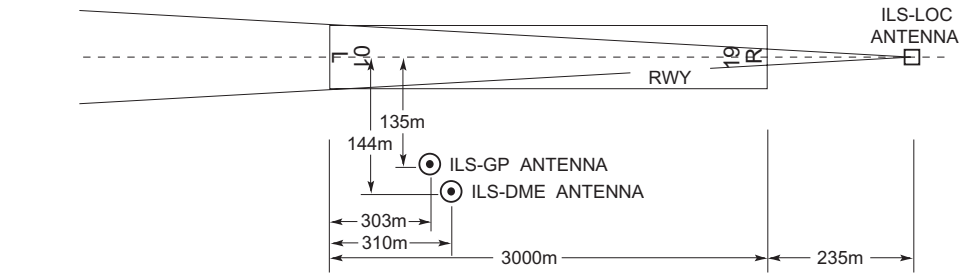
Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chitose Approach	120.1MHz(1) 124.7MHz 121.5MHz(E)	H24	(1)Primary
ASR	Chitose Radar	120.1MHz(1) 119.1MHz 119.5MHz 124.0MHz 125.3MHz 134.1MHz 121.5MHz(E)	H24	
DEP	Chitose Departure	124.7MHz	H24	
TCA	Chitose TCA	127.7MHz 256.1MHz	2300 - 1100 MON-FRI	
TWR	Chitose Tower	118.8MHz(1) 126.2MHz 121.5MHz(E)	H24	
GND	Chitose Ground	121.6MHz 121.7MHz 121.95MHz	H24	
DLVRY	Chitose Delivery	121.9MHz	H24	
ATIS	New Chitose Airport	128.6MHz	2200 - 1400	

RJCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (9°W/2016)	MKE	116.4MHz	H24	*423318.02N/ 1415720.27E*		139° (MAG)/17.6NM FM ARP New Chitose AP.
DME	MKE	1198MHz (CH-111X)	H24	*423318.02N/ 1415720.27E*	95ft	
ILS-LOC 19R	ICS	111.5MHz	H24	*424534.34N/ 1414135.53E*		LOC: 230m(755ft) away FM RWY 01L THR, Beam BRG (MAG) 182 °
ILS-GP 19R	-	332.9MHz	H24	*424708.31N/ 1414124.50E*		GP: 327m(1073ft) inside FM RWY 19R THR, 126m(413ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.4m(54ft)
ILS-DME 19R	ICS	1013MHz (CH-52X)	H24	*424708.23N/ 1414124.76E*	95.6ft	DME: 330m(1083ft) inside FM RWY 19R THR, 132m(433ft) E of RCL.
IM 19R	-	75MHz	H24	*424728.42N/ 1414115.37E*		IM: 315m(1034ft) away FM RWY19R THR.
ILS-LOC 01L	ICN	110.9MHz	H24	*424725.86N/ 1414115.83E*		LOC: 235m(771ft) away FM RWY 19R THR. Beam BRG(MAG)002 ° .
ILS-GP 01L	-	330.8MHz	H24	*424552.19N/ 1414138.31E*		GP: 303m(994ft) inside FM RWY 01L THR, 135m(443ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.7m(55ft).
ILS-DME 01L	ICN	1007MHz (CH-46X)	H24	*424552.46N/ 1414138.65E*	80ft	DME: 310m(1017ft) inside FM RWY 01L THR.144m(472ft) E of RCL.
ILS-LOC 19L	ICM	109.35MHz	H24	*424535.60N/ 1414148.58E*		LOC: 235m(771ft) away FM RWY 01R THR. Beam BRG(MAG)182 °
ILS-GP 19L	-	331.85MHz	H24	*424709.55N/ 1414137.37E*		GP: 327m(1073ft) inside FM RWY 19L THR, 120m(394ft) E of RCL. GP angle 3.0°, HGT of ILS REF datum 16.4m(54ft).
ILS-DME 19L	ICM	1117MHz (CH-30Y)	H24	*424709.31N/ 1414137.54E*	88.6ft	DME: 335m(1099ft) inside FM RWY 19L THR.123m(404ft) E of RCL
ILS-LOC 01R	ICH	110.75MHz	H24	*424727.12N/ 1414128.95E*		LOC: 235m(771ft) away FM RWY 19L THR. Beam BRG(MAG)002 °.
ILS-GP 01R	-	330.05MHz	H24	*424553.36N/ 1414150.77E*		GP: 303m(994ft) inside FM RWY 01R THR.120m(394ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.5m(54ft).
ILS-DME 01R	ICH	1131MHz (CH-44Y)	H24	*424553.70N/ 1414151.20E*	75ft	DME: 312m(1024ft) inside FM RWY 01R THR, 132m(433ft) E of RCL.
VOR (9°W/2013)	CHE	116.9MHz	H24	*424159.65N/ 1414110.20E*		VOR Unusable: (1) 089 Degrees BTN 36-38nm, 43-45nm BLW 9000ft. (2) 097 ° BTN 43-45nm BLW 9000ft.
DME	CHE	1203MHz (CH-116X)	H24	*424159.65N/ 1414110.20E*	88ft	
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.

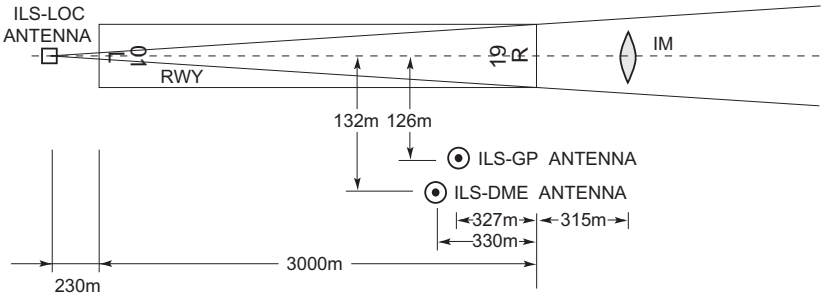
NEW CHITOSE AIRPORT

ILS for RWY01L



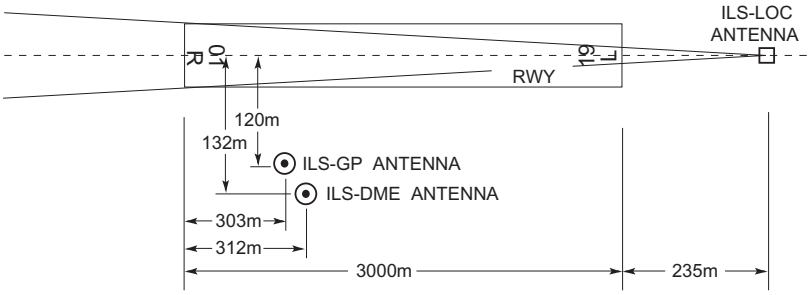
REMARKS : 1. LOC beam BRG (MAG) 002°
2. HGT of ILS REF datum 16.7m (55 ft)
3. GP Angle 3.0°
4. ELEV of ILS - DME 24.2m (80 ft)

ILS for RWY19R



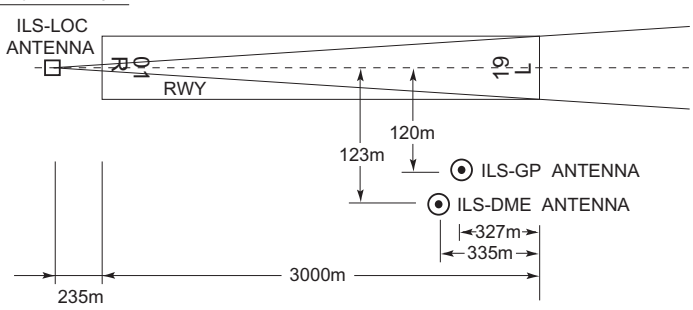
REMARKS : 1. LOC beam BRG (MAG) 182°
2. HGT of ILS REF datum 16.4m (54 ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 29.15m (95.6ft)

ILS for RWY01R



REMARKS : 1. LOC beam BRG (MAG) 002°
2. HGT of ILS REF datum 16.5m (54 ft)
3. GP Angle 3.0°
4. ELEV of ILS - DME 22.9m (75 ft)

ILS for RWY19L



REMARKS : 1. LOC beam BRG (MAG) 182°
2. HGT of ILS REF datum 16.4m (54 ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 27m (88.6ft)

RJCC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1. PPR

Aircraft operations other than scheduled flights or in an emergency
Prior permission required for transient aircraft.
Call 0123-46-2970 (New Chitose AP OPS)

2. Noise Abatement

Landing and take-off are restricted as follows between 1300UTC and 2200UTC.

(1) Technical landing for non-traffic purposes and training flight shall not be permitted.
(2) The number of landing and take-off shall be limited up to 30 except aircraft in an emergency or in an unavoidable situation. Furthermore, the number of landing and take-off shall be limited up to 6 between 1500UTC and 2100UTC.

Note: Aircraft in an emergency or in an unavoidable situation shall be limited to following ones:

a) Aircraft encountered with an abnormal situation.
b) Aircraft whose crew or passengers are in an abnormal situation.
c) Aircraft for the purpose of search-and-rescue mission, etc.
d) Aircraft for typhoon evacuation or other unavoidable reasons.

3. Use of Runway

Landing Runway

1) Runway 01R or 19L will be generally specified for landing unless otherwise required by ATC.
2) In order to avoid misunderstanding of Chitose aerodrome, PALS for runway 01R or 19L will be turned on even if in VMC.
3) In case of specified landing runway 01R or 19L, PALS and PAPI for runway 01L or 19R will be normally turned off.

Departure Runway

Runway 01L or 19R will be generally specified for departure unless otherwise required by ATC.

4. A380-800 及び B747-8 に係る運用等について

1) 滑走路

(a)A380-800 及び B747-8 は、滑走路 01L/19R に限り離着陸が許可される。

(b) 滑走路 01L/19R に着陸する A380-800 及び B747-8 は、進入において正確な進路を維持するため、デジタル・アビオニクスを備え且つ作動させること。

2) 誘導路

(a)A380-800 及び B747-8 の地上移動については、別図 "A380-800 及び B747-8 移動区域 " に示される範囲内に限り許可される。

(b)A380-800 及び B747-8 が誘導路 L1 及び K1 の曲部を走行する場合、前輪が誘導路中心線標識に沿って走行すると、車輪軸と誘導路縁とのクリアランスは 4.5m 未満となる。このため主車輪が誘導路縁から出ないよう、オーバーステアリングにより走行することが要求される。

3) 駐機場

A380-800 及び B747-8 が駐機可能なスポットは、NR27、NR47、NR48、NR49、NR57 及び NR58 である。

4. Special notice to A380-800 and B747-8 operators

1) Runway

(a) The only available runway for A380-800 and B747-8 is 01L/19R.

(b) A380-800 and B747-8 which land on RWY01L/19R should equip and activate Digital Avionics to maintain the precise path during approach.

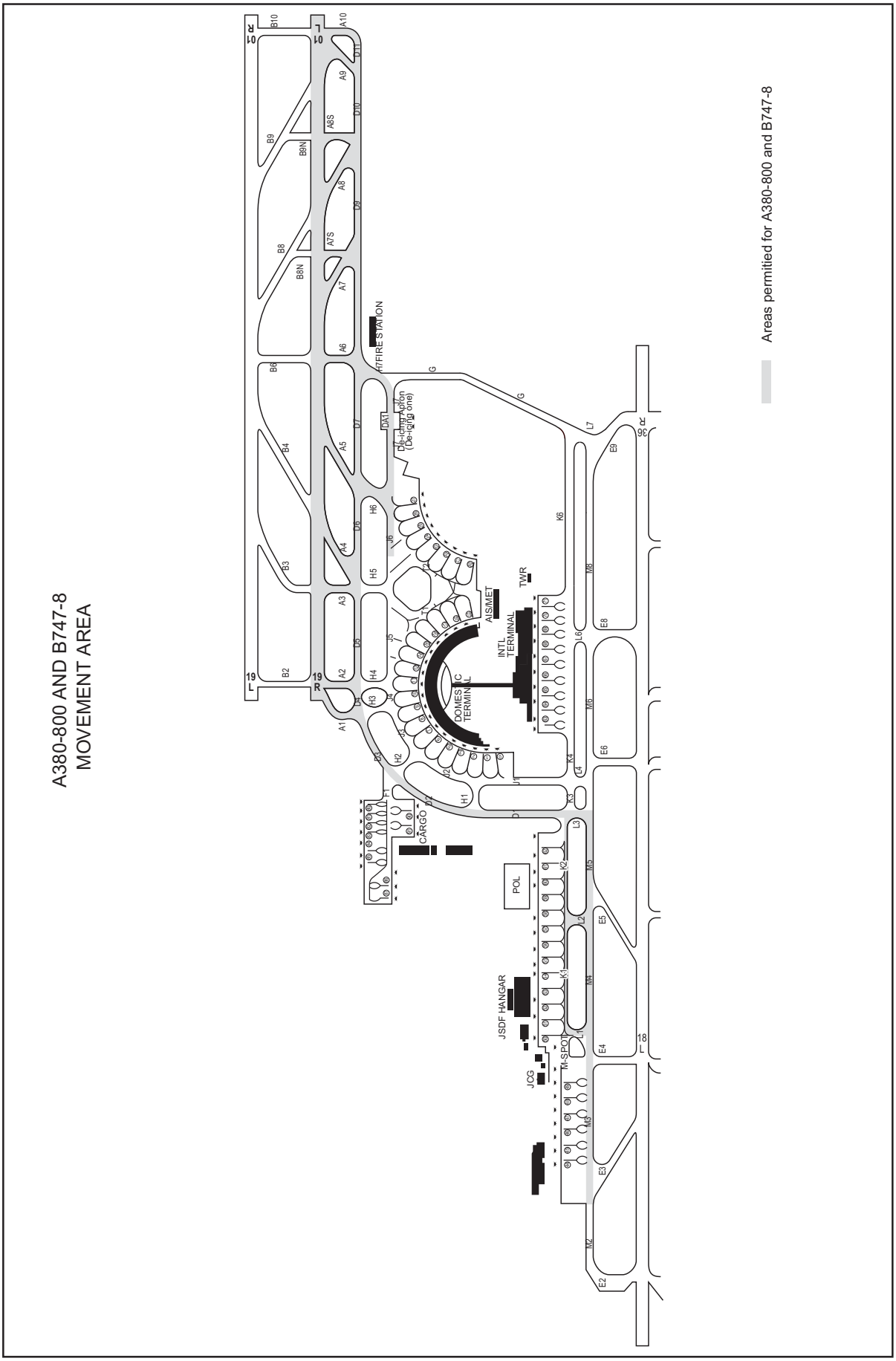
2) Taxiway

(a) A380-800 and B747-8 ground movement is only permitted within the areas shown on the attached chart "A380-800 AND B747-8 MOVEMENT AREA".

(b) At the corner of TWY L1 and K1, the clearance between the main gears of A380-800, B747-8 and the edge of TWY becomes less than 4.5 meters, when the nose gears of those aircraft follow taxiway center line. Pilots are requested to oversteer when truning into/out of taxiway, not to run off the edge of taxiway.

3) Parking stand

Available parking stands for A380-800 and B747-8 are NR27, NR47, NR48, NR49, NR57 and NR58.


A380-800 AND B747-8
MOVEMENT AREA
Areas permitted for A380-800 and B747-8
FIRE STATION
De-icing Apron
(De-icing one)
DOMESTIC TERMINAL
INTL TERMINAL
AIS/MET
TWR
CARGO
POL
JSDF HANGAR
JCG
M-SPOT
01 R
01 L
19 L
19 R
36
18 L

5. PDA (parts departing aircraft) reporting to Airport Administration

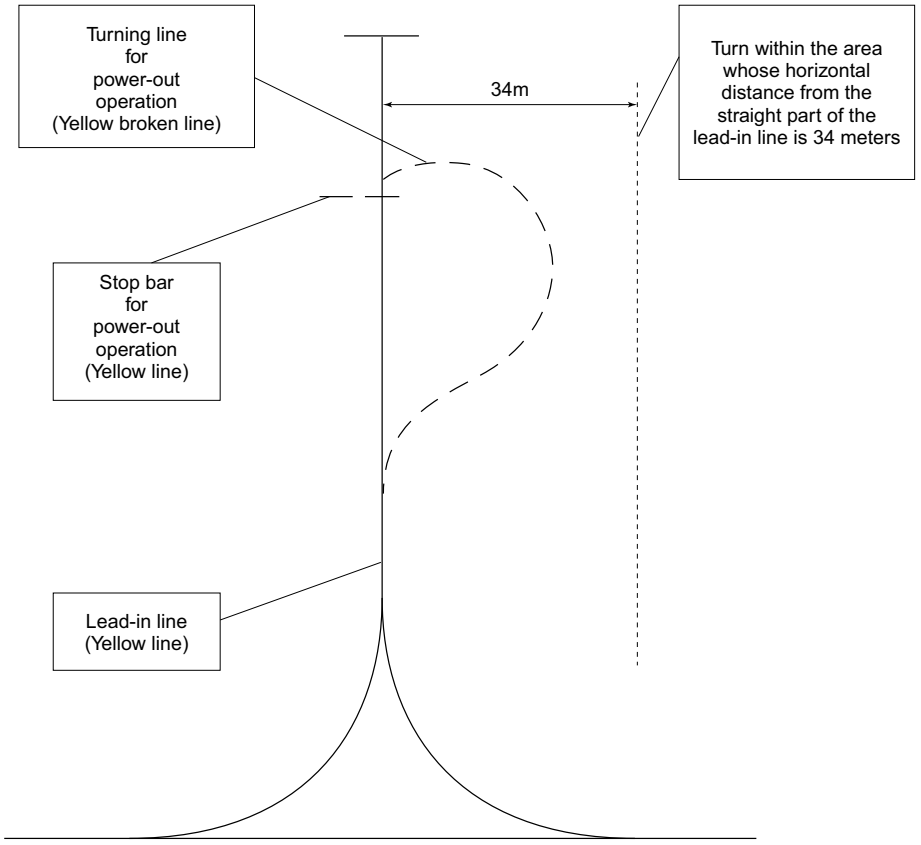
In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of New Chitose Airport, aircraft operators are required to notify Airport Administration (Tel 0123-46-2970) of any “Parts Departing Aircraft” from flights operating to/from New Chitose Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

6. 補助動力装置の使用制限	**6. Restrictions about the use of auxiliary power units (APU)**
航空機が固定動力設備付きのスポットを使用する場合は、管理者が特に必要と認める場合を除き、次に掲げる時間を越えて補助動力装置を使用してはならない。	The APU should be operated only within the following time periods the aircraft is on an aircraft parking stand with fixed power facilities. Exceptions apply when airport authority deems it necessary.
(1) 出発予定時刻前の 30 分間	(1) Within 30 minutes prior to the estimated time of departure (ETD).
(2) 到着後、固定動力設備が使用可能となるまでに必要とする最小限度の時間	(2) For the minimum time required for switching over to the fixed power facilities.
(3) 航空機が点検整備のため補助動力装置を必要とする場合は、それに要する最小限度の時間	(3) For the minimum time required for aircraft maintenance purposes, if needed.
備考： スポット 2, 3, 5−12, 14−19 及び 69−71 は、固定動力設備が設置されている。	NOTE: Aircraft parking stands 2, 3, 5-12, 14-19 and 69-71 are equipped with fixed power facilities.

2. Taxiing to and from stands

他の航空機又は障害物とのクリアランスの確保、及びジェットブラストによる影響の回避のため、スポット 55 から 62 における自走アウトは、次の方式に従うこと。ただし、別途空港管理者の承認を受けた場合を除く。 a) 自走アウトは、旋回半径が２６ｍ以下であり、かつ、導入線直線部からの水平距離が３４ｍの区域内での旋回が可能な航空機に限ること。 b) スポットにおける地上移動は、ブラストの影響が出ないことを確認の上行うこと。 c) 自走アウトの旋回は、旋回線の起点までに開始すること。 d) 旋回完了後は導入線に会合し、導入線を導出線として利用すること。	In order to keep the clearance with other aircraft or obstacles and avoid jet blast damage, operators shall comply with the following power-out procedure on spot NR55 through NR62. Although the case that approved by AD administration is excluded. a) Only the aircraft whose turning radius is within 26 meters and which is available to turn within the area whose horizontal distance from the straight part of the lead-in line is 34 meters is permitted to use this power-out procedure. b) Operators must confirm jet blast cause no damage when maneuvering on aircraft stands. c) Commence turning of the power-out procedure at or before the starting point of the turning line. d) After completing the turn, intercept the lead-in line and use the line as the lead-out line.

ATTACHMENT



3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

1. Use of De-icing Apron (on J7 TWY) When an aircraft intends to use De-icing Apron, prior coordination is required for the aircraft operator with ground handling company.

6. Taxiing - limitations

1. Wing tip clearance at the TWY intersection (REF AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

(1) When B763 holding at the INNER HOLDLINE on TWY A1

Wing Span (WS) of aircraft taxiing on TWY D3-D4	WS =<38m	38m<WS =<47m	WS>47m
Wing tip clearance	*A	**B	**C

(2) When B763 holding at the stop marking on TWY A2

Wing Span (WS) of aircraft taxiing on TWY D4 -D5	WS =<19m	19m<WS =<36m	WS>36m
Wing tip clearance	*A	*B	*C

(3) When B738 holding at the stop marking on TWY A2 or A3

Wing Span (WS) of aircraft taxiing on TWY D4-D6	WS =<52m	52m<WS =<69m	WS>69m
Wing tip clearance	*A	*B	*C

(4) When B738 holding at the stop marking on TWY A8S

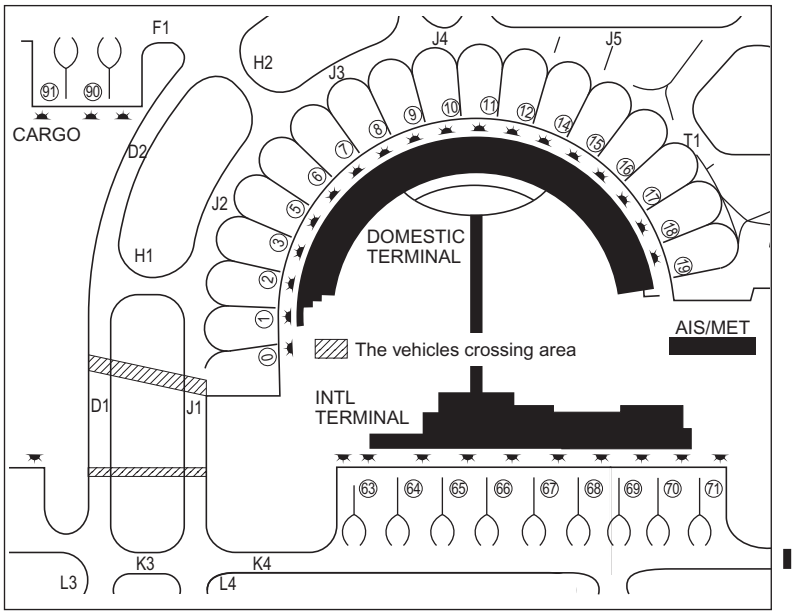
Wing Span (WS) of aircraft taxiing on TWY D9-D10	WS =<54m	54m<WS =<71m	WS>71m
Wing tip clearance	*A	*B	*C

(5) When B763 holding at the stop marking on TWY A9

Wing Span (WS) of aircraft taxiing on TWY D10-D11	WS =<12m	12m<WS =<29m	WS>29m
Wing tip clearance	*A	*B	*C

Legend:
*A : wing tip clearance >= 15m
*B : 6.5m =< wing tip clearance <15m
**B : 10.5m =< wing tip clearance < 15m
*C : wing tip clearance < 6.5m
**C : wing tip clearance < 10.5m

2. On TWY D1 and J1 (See attached chart)
All aircraft taxiing on D1 or J1 TWY should pay special attention to the vehicles which frequently cross D1 or J1 TWY.
D1、J1 を走行する全ての航空機は、当該誘導路を頻繁に横断する車両に十分注意すること。



3. Restricted taxiways
While taxiing in the apron area, follow yellow guideline strictly.
In addition, taxiing behind the spot from 63 to 68, 90 and 91, in order to keep clearance between other aircraft or obstacle, the aircraft with wingspan of 63m or longer and less than 65m shall reduce taxiing speed and follow the taxiway center line strictly.

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Ask AD administration

RJCC AD 2.21 NOISE ABATEMENT PROCEDURES

1. 標準計器出発方式及び標準到着経路の使用

空港周辺地域における航空機騒音を減少させるため、22 時以降翌朝 7 時までの間において、すべてのジェット機は、緊急またはやむを得ない状況にある航空機を除き、以下の標準計器出発方式及び標準到着経路に従うこと。

1) 滑走路 01R/01L から離陸する場合
NAGANUMA DEPARTURE または HOKUTO DEPARTURE

2) 滑走路 19R/19L から離陸する場合
YUFUTSU DEPARTURE または HOKUTO DEPARTURE

3) 滑走路 01R/01L へ着陸する場合
YUKII WEST ARRIVAL または YUKII EAST ARRIVAL

4) 滑走路 19R/19L へ着陸する場合
KAORY ALFA ARRIVAL, KAORY BRAVO ARRIVAL,
NACKS ALFA ARRIVAL, NACKS BRAVO ARRIVAL,
NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL,
YUBARI ARRIVAL または KURIS ARRIVAL

注）
I) 22 時以降翌朝 7 時までの間においては、視認進入は許可されない。
II)「緊急またはやむを得ない状況にある航空機は」以下に限られる。

1) 異常事態に遭遇した航空機
2) 乗務員または乗客に異常事態が発生した航空機
3) 捜索救難業務等に従事する航空機
4) 管制上の必要性またはその他の理由により、上記以外の経路を飛行することが必要な航空機

1. Use of SIDs and STARs for Noise Abatement

In order to reduce aircraft noise around the airport, all jet aircraft are requested to fly via the following SIDs and STARs during the hours from 1300 UTC (2200JST) to 2200 UTC (0700 JST) excepting aircraft in an emergency or in an unavoidable situation.

1) Take off from runway 01R/01L :
NAGANUMA DEPARTURE or HOKUTO DEPARTURE

2) Take off from runway 19R/19L :
YUFUTSU DEPARTURE or HOKUTO DEPARTURE

3) Landing on runway 01R/01L :
YUKII WEST ARRIVAL or YUKII EAST ARRIVAL

4) Landing on runway 19R/19L :
KAORY ALFA ARRIVAL, KAORY BRAVO ARRIVAL,
NACKS ALFA ARRIVAL, NACKS BRAVO ARRIVAL,
NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL,
YUBARI ARRIVAL or KURIS ARRIVAL

Note :
I) Visual approach shall not be permitted during the hours from 1300 UTC (2200 JST) to 2200 UTC (0700 JST).
II) "Aircraft in an emergency or in an unavoidable situation" as described above shall be limited to the followings :

1) Aircraft encountered with an abnormal situation
2) Aircraft in which abnormal situation arose among crew or passengers
3) Aircraft operating for the purpose of search-and-rescue activities etc...
4) Aircraft which need to follow the routes other than the above mentioned SIDs and STARs due to request by ATC or other reasons

RJCC AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	REDL & RCLL AVBL		REDL or RCLL AVBL		REDL & RCLL OUT	
		CEIL-RVR	CEIL-VIS	CEIL-RVR	CEIL-VIS	CEIL-RVR	CEIL-VIS
TKOF ALTN AP FILED	01L	0´-500m *0´-300m **0´-200m	0´-400m	0´-600m	0´-600m	-	0´-800m
	19R	0´-500m *0´-300m **0´-200m	0´-400m	0´-600m	0´-600m	-	0´-800m
	01R	0´-500m *0´-300m	0´-400m	0´-600m	0´-600m	-	0´-800m
	19L	0´-500m *0´-300m	0´-400m	0´-600m	0´-600m	-	0´-800m
OTHER	01L	AVBL LDG MINIMA					
	19R						
	01R						
	19L						

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.
*Applicable when two RVRs available.
**Applicable when three RVRs available.

2. TAKE OFF MINIMA for RNAV DEPARTURE

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	01L/ 19R	A,B,C	400m *200m **150m	400m *200m	400m	400m	-	500m
		D	400m *250m **200m	400m *250m	400m	400m	-	500m
	01R	A,B,C,D	400m	400m	400m	400m	-	500m
	19L	A,B,C,D	400m	400m	400m	400m	-	500m
OTHER	01L	A,B,C,D	AVBL LDG MINIMA					
	19R							
	01R							
	19L							

*Applicable when SSP IN FORCE.
**Applicable when SSP IN FORCE and MULTIPLE RVRs AVAILABLE.

3. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with CHITOSE Radar are lost for 1 minute,squawk Mode A/3 Code 7600 and ;

(I) 1. Contact CHITOSE Radar/Tower.
2. If unable, proceed in accordance with visual flight rules.
3. If unable, proceed to CHITOSE VOR/DME at last assigned altitude or 7,000 feet whichever is higher, and execute instrument approach.

(II) Procedures other than above will be issued when situation required.

4. Category II/III A/III B Operations at New Chitose Airport

4.1 Facilities
The following Categories are available:

Runway 19R
(1) ILS Runway 19R-CAT III (2) Lighting system Runway 19R-CAT III (3) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

4.2 Conditions

A. The following systems must be operative:

For ILS RWY19R approach (CAT II)	For ILS RWY19R approach (CAT III A/III B)
(1) ILS comprising; • ILS-LOC 19R with standby transmitter • ILS-GP 19R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM19R(When IM unserviceable, RA could be used as an alternate method) • ILS-DME 19R	(1) ILS comprising; • ILS-LOC 19R with standby transmitter(including far field monitor) • ILS-GP 19R with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 19R
(2) Lighting systems comprising; • PALS 19R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL	(2) Lighting systems comprising; • PALS 19R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
(3) Secondary power supply	(3) Secondary power supply
(4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	(4) RVR by forward-scatter meters at the touchdown zone, mid-point and stop-end of the runway.

B. The following information must be currently available:

1) Surface wind speed and direction
2) RVR

C.ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

4.3 Precision Approach Terran Chart

See RJCC AD2.24.

4.4 Operating Minimum

Approach minima stated in RJCC AD2.24 (Instrument Approach Chart) are observed.

4.5 Special Safeguards and Procedures (SSP)

CAT II/III A/III B Operations are available when SSP are applied. SSP will be applied when the following conditions are met;
1) Ceiling is at or less than 200ft and/or RVR is at or less than 550m.
2) Facilities listed 4.1. above are operational.
3) ILS Critical Area is protected.

In order to protect ILS Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given the following instruction by ATC:

" REPORT OUT OF ILS CRITICAL AREA "

The exit taxiway center line lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, she is expected to advise the ATC when the taxiway center line lights change from alternate green and yellow to steady green.

4.6 Approval for CAT II/III A/III B Operations

Operators must obtain operational approval from the State of Registry or the State of Operator, as appropriate, to conduct CAT II/III A/III B Operations. (See GEN1.5)

4.7 Taxiway available for CAT II/III A/III B Operations

1) A2 and A3 for departure aircraft.
NOTE:Stop bar lights on A2 and A3 are controlled individually by ATC.
Stop bar lights on A1, A4 through A8 and A9 are not controlled by ATC.
2) A6 - A10 for arrival aircraft.

RJCC AD 2.23 ADDITIONAL INFORMATION

Nil

RJCC AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart -1
Aerodrome Chart -2
Aerodrome Obstacle Chart -ICAO type A (RWY01L/19R)
Aerodrome Obstacle Chart -ICAO type A (RWY01R/19L)
Aerodrome Obstacle Chart -ICAO type B
Precison Approach Terrain Chart(precision approach CAT II and III runways)
Standard Departure Chart- Instrument (CHITOSE)*
Standard Departure Chart- Instrument (KURIS)*
Standard Departure Chart- Instrument (TOKACHI)*
Standard Departure Chart- Instrument (TEKKO)*
Standard Departure Chart- Instrument (MUKAWA)*
Standard Departure Chart- Instrument (TOBBY)*
Standard Departure Chart- Instrument (HAKODATE)*
Standard Departure Chart- Instrument (NAGANUMA)*
Standard Departure Chart- Instrument (YUFUTSU)*
Standard Departure Chart- Instrument (HOKUTO)*
Standard Departure Chart- Instrument (SAVIT)*
Standard Departure Chart- Instrument (RNAV)
Standard Arrival Chart- Instrument (YUKII)
Standard Arrival Chart- Instrument (CHITOSE, YUBARI, NAPRO, KURIS)
Standard Arrival Chart- Instrument (RNAV RWY01L)
Standard Arrival Chart- Instrument (RNAV RWY01R)
Standard Arrival Chart- Instrument (RNAV RWY19L)
Standard Arrival Chart- Instrument (RNAV RWY19R)
Instrument Approach Chart (ILS Z or LOC Z RWY01L)
Instrument Approach Chart (ILS Y or LOC Y RWY01L)
Instrument Approach Chart (ILS Z or LOC Z RWY01R)
Instrument Approach Chart (ILS Y or LOC Y RWY01R)
Instrument Approach Chart (ILS Z or LOC Z RWY19L)
Instrument Approach Chart (ILS Y or LOC Y RWY19L)
Instrument Approach Chart (RNAV(GNSS) RWY19L)
Instrument Approach Chart (VOR Z RWY19L)*
Instrument Approach Chart (VOR Y RWY19L)*
Instrument Approach Chart (ILS Z or LOC Z RWY19R (CAT II & III))
Instrument Approach Chart (ILS Y or LOC Y RWY19R (CAT II & III))
Instrument Approach Chart (ILS X or LOC X RWY19R (CAT II & III))
Instrument Approach Chart (ILS W or LOC W RWY19R (CAT II & III))
Instrument Approach Chart (VOR RWY19R)*
Instrument Approach Chart (VOR A)*
Other Chart (LDG CHART)
Other Chart (MVA CHART)

*: Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

INTENTIONALLY LEFT BLANK