

## AD 2 AERODROMES

## RJSA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJSA -AOMORI

## RJSA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	404400N/1404119E 052° / 1.5km from RWY 06 THR
2	Direction and distance from (city)	11.2Km(6NM) SSW from Aomori Railway station
3	Elevation/ Reference temperature	650ft / 26°C (2000-2005)
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/ Annual change	9° W(2005) / -
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Aomori Airport Administration Office 1-5, Kotani, Ootani, Aomori City, Aomori, 030-0155, Japan Tel: 017-739-2121, Fax: 017-739-2780 E-mail: airport@pref.aomori.lg.jp
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Aomori Airport Branch (Civil Aviation Bureau) 1-303, Kotani, Ootani, Aomori-City, Aomori, 030-0155, Japan Tel: 017-739-2240, Fax: 017-739-2273

## RJSA AD 2.3 OPERATIONAL HOURS

1	AD Administration	2230-1300
2	Customs and immigration	INTL SKED FLT hours only
3	Health and sanitation	INTL SKED FLT hours only
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (TOKYO)
7	ATS	2230-1300
8	Fuelling	Airline : 2200-1230 (Tel: 017-739-6280) General Aviation: 2300-SS and On request(Tel : 017-739-3741)
9	Handling	Nil
10	Security	2230-1300
11	De-icing	Nil
12	Remarks	Nil

**RJSA AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Nil
2	Fuel/ oil types	Airline : JET A1 General Aviation : JET A1, AVGAS 100/ Aviation oil
3	Fuelling facilities/ capacity	Airline : Fuel truck refueling/ JET A1 200kl × 2tank The prior permission of Oil company is required for refueling. (Except schedule Flight) General Aviation : Fuel truck refueling / JET A1 28kl, AVGAS 5.6kl
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

**RJSA AD 2.5 PASSENGER FACILITIES**

1	Hotels	Hotels in Aomori city
2	Restaurants	At Airport
3	Transportation	Buses and Taxi
4	Medical facilities	First aid treatment, Hospital in Aomori city 10km
5	Bank and Post Office	Bank and Post Office in Aomori city
6	Tourist Office	Tourist Office in Aomori city
7	Remarks	Nil

**RJSA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck × 3 Emergency medical equipment conveyance truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

## RJSA AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow remove equipments: Snow sweeper × 4 Snow plow × 10 Rotary plow × 4 Anti-freezing sprayer × 3 Continuous friction measuring equipment × 2 Dump trucks, dozers, supervisory vehicles, etc.
2	Clearance priorities	RWY06/24, all TWY, and Apron
3	Remarks	Snow removal will be commenced, if the RWY are covered with a depth of 3cm snow or more.

## RJSA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Spot NR 1 - 6 Surface : cement-concrete, Strength: PCR 1194/R/B/W/T N-Apron Spot NR N1 - N2 Surface : asphalt-concrete, Strength: PCR 131/F/C/X/T Spot NR N3 - N11 Surface : asphalt-concrete, Strength: AUW 5.7t / 0.68MPa
2	Taxiway width, surface and strength	TWY T0 - T5, P1 - P4 Width : 30m, Surface: asphalt-concrete, Strength: PCR 1281/F/D/X/T TWY N Width : 10.5m, Surface: asphalt-concrete, Strength: PCR 131/F/C/X/T
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	Spot Nr 1 404413.68N1404118.37E 2 404414.96N1404120.20E 3 404416.50N1404122.54E 4 404417.75N1404124.77E 5 404419.15N1404126.98E 6 404420.45N1404128.90E
6	Remarks	Nil

## RJSA 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	Nil
2	RWY and TWY markings and LGT	<p>RWY : RWY06/24 (Marking) : RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT) : RCLL, REDL, RTHL, RENL, RTZL(RWY 24), WBAR(RWY 24), RWY DIST marker LGT</p> <p>TWY: TWY T0 THRU T5 (Marking) : TWY CL, TWY side stripe, RWY HLDG PSN (LGT) : TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign</p> <p>TWY: TWY P1 THRU P4 (Marking) : TWY CL, TWY side stripe (LGT) : TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> <p>TWY: TWY N (Marking) : TWY CL, TWY side stripe (LGT) : TWY edge LGT</p>
3	Stop bars	<p>Stop bar lights: TWY T0 THRU T5 Stop bar lights operations are as follows;</p> <ol style="list-style-type: none"> <li>1) Stop bar lights installed at each taxi-holding position with RWY06/24</li> <li>2) Stop bar lights will be operated when the visibility or the lowest RVR of RWY06/24 is at or less than 600m</li> <li>3) Stop bar lights on TWY T0 and T5 are controlled individually by ATC</li> <li>4) Stop bar lights on TWY T1 through T4 are not controlled individually by ATC</li> <li>5) During the period stop bar lights are operated, TWY T1 through T4 are not available for the departing aircraft</li> </ol>
4	Remarks	<p>(Marking) : Overrun area, ACFT PRKG PSN, Apron TWY CL (LGT) : Apron flood LGT</p>

## RJSA AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

OBST ID/ designation	Obstacle type	Coordinates	Elevation	Markings/LGT	Remarks
RJSA1	MT	404256.9N/1403948.5E	730ft	- / LIM	Under approach SFC
RJSA2	BLDG	404440.2N/1404219.8E	678ft	- / LIM	Under approach SFC
RJSA3	Snow fence	404433.5N/1404224.7E	677ft	- / LIM	Under approach SFC
RJSA4	Snow fence	404432.3N/1404227.0E	679ft	- / LIM	Under approach SFC
RJSA5	Hill	404326.4N/1404039.7E	691ft	- / LIM	Under transitional SFC
RJSA6	Hill	404356.8N/1404130.7E	692ft	- / LIM	Under transitional SFC
RJSA7	MT	404239.0N/1404001.1E	795ft	- / LIM	Under horizontal SFC
RJSA8	Tower	404435.7N/1404132.2E	717ft	- / LIM	Under horizontal SFC

In Area3 To be developed

## RJSA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	TOKYO
2	Hours of service MET Office outside hours	H24 (TOKYO)
3	Office responsible for TAF preparation Periods of validity	TOKYO 30 Hours
4	Trend forecast Interval of issuance	Nil.
5	Briefing/ consultation provided	Briefing is available upon inquiry at TOKYO
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2</sub> /T <sub>r</sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> , (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	TWR
10	Additional information(limitation of service, etc.)	Nil

RJSA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCR) 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
06	051.91°	3000 × 60	PCR 1432/F/D/X/T Asphalt Concrete	404329.77N 1404028.61E 122.6ft	THR ELEV : 647ft
24	231.91°	3000 × 60	PCR 1432/F/D/X/T Asphalt Concrete	404429.79N 1404209.27E 122.6ft	THR ELEV : 664ft TDZ ELEV : 661ft

Slope of RWY	Strip dimensions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See below figure	3120× 300	40 × 300	RWY grooving : 3000m×60m
	3120× 300	190 × (MNM:160 MAX:300)* *For detail, ask airport administrator	

RWY 06

RWY 24

647ft 653ft 653ft 650ft 664ft

0. 5% 0. 1% 0. 3%

0m 380m 500m 1520m 3000m

RJSA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	3000	3000	3000	3000	Nil
24	3000	3000	3000	3000	Nil

## RJSA 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
06	SALS 420m LIH	Green -	PAPI 3.0°/Left 423m 74ft	-	3000m 15m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
24	PALS (CATIII) 900m LIH	Green Green	PAPI 3.0°/Left 440m 66ft	900m	3000m 15m 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) CGL for RWY 06								

## RJSA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : 404420N/1404111E, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer : RWY06 : 377m from RWY06 THR, LGTD RWY24 : 306m from RWY24 THR, LGTD
3	TWY edge and center line lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply/ switch-over time	Within 1sec : PALS, SALS, REDL, RTHL, WBAR, RENL, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT and TWY CL LGT at TWY T0, T5, P1-P4  Within 15sec : Other lights
5	Remarks	WDI LGT

## RJSA AD 2.16 HELICOPTER LANDING AREA

To Be Developed
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RJSA 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
AOMORI CTR	Area within a radius of 5NM of Aomori ARP(4044N/14041E )	----- 4000	D	Aomori TWR En	
Shirakami ACA	See RJSK attached chart		E	Shirakami APP En	

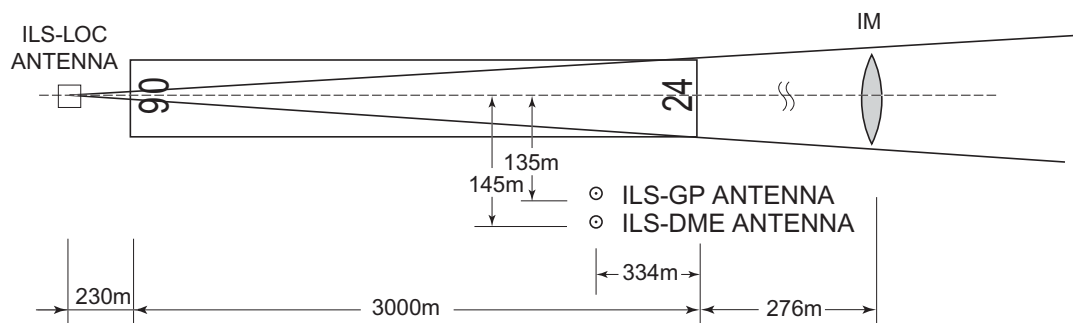
RJSA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Shirakami Approach	119.25MHz 315.3MHz 120.65MHz 243.0MHz(E)	2200-1300	
TWR	Aomori Tower	118.3MHz(1) 126.2MHz 243.0MHz(E)	2230-1300	(1)Primary



## RJSA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR decli- nation)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Eleva- tion of DME transmit- ting antenna	Remarks
1	2	3	4	5	6	7
VOR (9°W/2022)	MRE	114.1MHz	H24	404419.65N 1404219.20E		VOR unusable: 120°-150° beyond 15nm BLW 8000ft. 150°-160° beyond 15nm BLW 7000ft. 160°-190° beyond 25nm BLW 7000ft. 190°-200° beyond 25nm BLW 6000ft.
DME	MRE	1175MHz (CH-88X)	H24	404420.20N 1404217.77E	756ft	DME unusable: 100°-110° beyond 35nm BLW 8000ft. 110°-120° beyond 30nm BLW 8000ft. 120°-130° beyond 15nm BLW 8000ft. 130°-150° beyond 20nm BLW 8000ft. 150°-190° beyond 20nm BLW 7000ft. 190°-200° beyond 20nm BLW 6000ft. 200°-220° beyond 35nm BLW 6000ft.
ILS-LOC 24	IMR	111.9MHz	2230-1300	404325.19N 1404020.96E		LOC : 230m(755ft) away FM RWY 06 THR, BRG(MAG) 240.93°
ILS-GP 24	-	331.1MHz	2230-1300	404419.64N 1404201.60E		GP : 334m(1096ft) inside FM RWY24 THR, 135m(443ft) S of RCL. HGT of ILS REF datum 16.5m(54ft). GP angle 3.0°
ILS-DME 24	IMR	1017MHz (CH-56X)	2230-1300	404419.38N 1404201.87E	672ft	DME : 334m(1096ft) inside FM RWY 24 THR, 145m(476ft) S of RCL
IM 24	-	75MHz	2230-1300	404435.33N 1404218.46E		IM : 276m(0.15nm) away FM RWY 24 THR
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.



REMARKS : 1.LOC Beam BRG(MAG) 240.93°  
 2.HGT of ILS REF datum 54ft  
 3.GP Angle 3.0°  
 4.ELEV of ILS-DME 204.6m(672ft)

## RJSA AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1. Airport regulations

定期便または緊急事態以外の航空機の取扱い  青森空港の使用について、航空機の運航者はあらかじめ空港管理事務所の許可を得ること。	<b>Aircraft operations other than scheduled flights or in an emergency</b> On use of AOMORI airport, aircraft operator is required to obtain the permission of the airport authority.
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## 2. Taxiing to and from stands

Nil
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## 3. Parking area for small aircraft(General aviation)

Nil
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## 4. Parking area for helicopters

Nil
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## 5. Apron - taxiing during winter conditions

Nil
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## 6. Taxiing - limitations

**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 A306 holding at the stop marking on TWY T2, T3 or T4

Wing Span (WS) of aircraft taxiing on TWY P1-P4	WS ≤ 22.2m	22.2m < WS ≤ 39.2m	WS > 39.2m
Wing tip clearance	*A	*B	*E

(2)When A306 holding at the stop marking on TWY T1

Wing Span (WS) of aircraft taxiing on TWY T0-P1	WS ≤ 5.4m	5.4m < WS ≤ 14.4m	WS > 14.4m
Wing tip clearance	*A	*C	*D

Legend:

\*A : wing tip clearance ≥ 15m

\*B : 6.5m ≤ wing tip clearance < 15m

\*C : 10.5m ≤ wing tip clearance < 15m

\*D : wing tip clearance < 10.5m

\*E : wing tip clearance < 6.5m

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

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJSA AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJSA AD 2.22 FLIGHT PROCEDURES

1.TAKE OFF MINIMA

	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	06 24	A,B,C	400m *200m **150m	400m *200m	400m *250m	400m *250m	-	500m
		D	400m *250m **200m	400m *250m	400m *300m	400m *300m	-	500m
OTHER	06 24	A,B,C,D	AVBL LDG MINIMA					

\*APPLICABLE WHEN LVP/LVPD IN FORCE.  
\*\*APPLICABLE WHEN LVP/LVPD IN FORCE and MULTIPLE RVRs AVAILABLE.

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

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

- (I)
1. Contact Aomori Tower.

2. If unable, proceed in accordance with visual flight rules.

3. If unable, proceed to AOMORI VOR/DME at last assigned altitude or 6,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation requires.

### 3. Category II / III Operations at Aomori Airport

#### 3.1. Facilities

The following facilities are available:

Runway 24
<ul style="list-style-type: none"> <li>• ILS Runway 24-CAT III</li> <li>• Lighting system Runway 24-CAT III</li> <li>• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)</li> </ul>

#### 3.2. Conditions

A. The following systems must be operative:

For ILS RWY 24 approach (CAT II )	For ILS RWY 24 approach (CAT III)
(1) ILS comprising; <ul style="list-style-type: none"> <li>• ILS-LOC 24 with standby transmitter</li> <li>• ILS-GP 24 with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.)</li> <li>• IM24 (When IM unserviceable, RA could be used as an alternate method)</li> <li>• ILS-DME 24</li> </ul>	(1) ILS comprising; <ul style="list-style-type: none"> <li>• ILS-LOC 24 with standby transmitter(including far field monitor)</li> <li>• ILS-GP 24 with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.)</li> <li>• ILS-DME 24</li> </ul>
(2) Lighting systems comprising; <ul style="list-style-type: none"> <li>• PALS 24 (including side row barrettes)</li> <li>• High INTST REDL</li> <li>• High INTST RTHL</li> <li>• RCLL and RTZL</li> </ul>	(2) Lighting system comprising; <ul style="list-style-type: none"> <li>• PALS 24 (including side row barrettes)</li> <li>• High INTST REDL</li> <li>• High INTST RTHL</li> <li>• RCLL and RTZL</li> </ul>
(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.

#### 3.3. Precision Approach Terrain Chart

See RJSA AD2.24

#### 3.4. Operating Minimum

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

#### 3.5. LVP

LVP will be available when the following conditions are met:

- a) Ceiling is at or less than 200ft and/or RVR is at or less than 600m.
- b) Facilities listed 1. above are operational.
- c) ILS Critical Area is protected.

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

**"REPORT OUT OF ILS CRITICAL AREA"**

The exit taxiway centerline 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 centerline lights change from alternate green and yellow to steady green.

#### 3.6. Approval for CAT II / III Operations

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

#### 3.7. Taxiway available for CAT II / III operations

Exit taxiway: T0 , T5 and the parallel taxiway.

**4. LVTO at Aomori Airport****4.1. Facilities**

The following facilities are available:

RWY 06	RWY 24
<ul style="list-style-type: none"><li>• Lighting system RWY 06 for LVTO</li><li>• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)</li></ul>	<ul style="list-style-type: none"><li>• Lighting system RWY 24 for LVTO</li><li>• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)</li></ul>

**4.2. Conditions**

A. The following systems must be operative:

For LVTO
(1) Lighting system comprising; <ul style="list-style-type: none"><li>• High INTST REDL</li><li>• High INTST RENL</li><li>• RCLL</li></ul>
(2) Secondary power supply

B. The following information must be currently available:

- a) Surface wind speed and direction
- b) RVR or VIS

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

**4.3. Operating Minima**

Take-off minima stated in AD2.22(TAKE-OFF MINIMA) are observed.

**4.4. LVP/LVPD**

(1)LVP/LVPD will be available when the following conditions are met:

- a)RVR is at or less than 600m.
- b)Facilities listed 4.1 above are operational.

(2)Taxiway available for LVTO

Entering taxiway: T0 and T5

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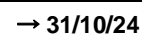
**RJSA AD 2.23 ADDITIONAL INFORMATION**

Nil
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**RJSA AD 2.24 CHARTS RELATED TO AN AERODROME**

<p>Aerodrome/Heliport Chart Precision Approach Terrain Chart Standard Departure Chart - Instrument (IWAKI, AOMORI REVERSAL) Standard Departure Chart - Instrument (OHMAR-RNAV) Standard Departure Chart - Instrument (SHIRAKAMI-RNAV) Standard Arrival Chart - Instrument (MELOS) Instrument Approach Chart (ILS Z or LOC Z RWY24 (CAT II and III)) Instrument Approach Chart (ILS Y or LOC Y RWY24 (CAT II and III)) Instrument Approach Chart (VOR RWY24) Instrument Approach Chart (VOR Z RWY06) Instrument Approach Chart (VOR Y RWY06) Instrument Approach Chart (RNP Z RWY24 (AR)) Instrument Approach Chart (RNP Y RWY24 (AR)) Instrument Approach Chart (RNP Z RWY06 (AR)) Instrument Approach Chart (RNP Y RWY06 (AR)) Other Chart (Visual REP) Other Chart (LDG CHART) Other Chart (MVA CHART)</p>
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## AD CHART



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PRECISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

SID and TRANSITION

IWAKI SEVEN DEPARTURE

- RWY06 : Climb RWY HDG to 1100FT, turn left HDG 292° to intercept and proceed via MRE R331 to 12.0DME, turn left, via HWE R208 to GONOU.  
Cross MRE R331/8.0DME at or above 3600FT, cross HWE R208/63.0DME at or above 7000FT, cross GONOU at or above 9000FT.
- RWY24 : Climb RWY HDG to 1200FT, via MRE R239 to GONOU.  
Cross GONOU at or above 9000FT.

Note RWY24 : No turn before DER.

5.0% climb gradient required up to 1200FT.

OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.

YUWA TRANSITION

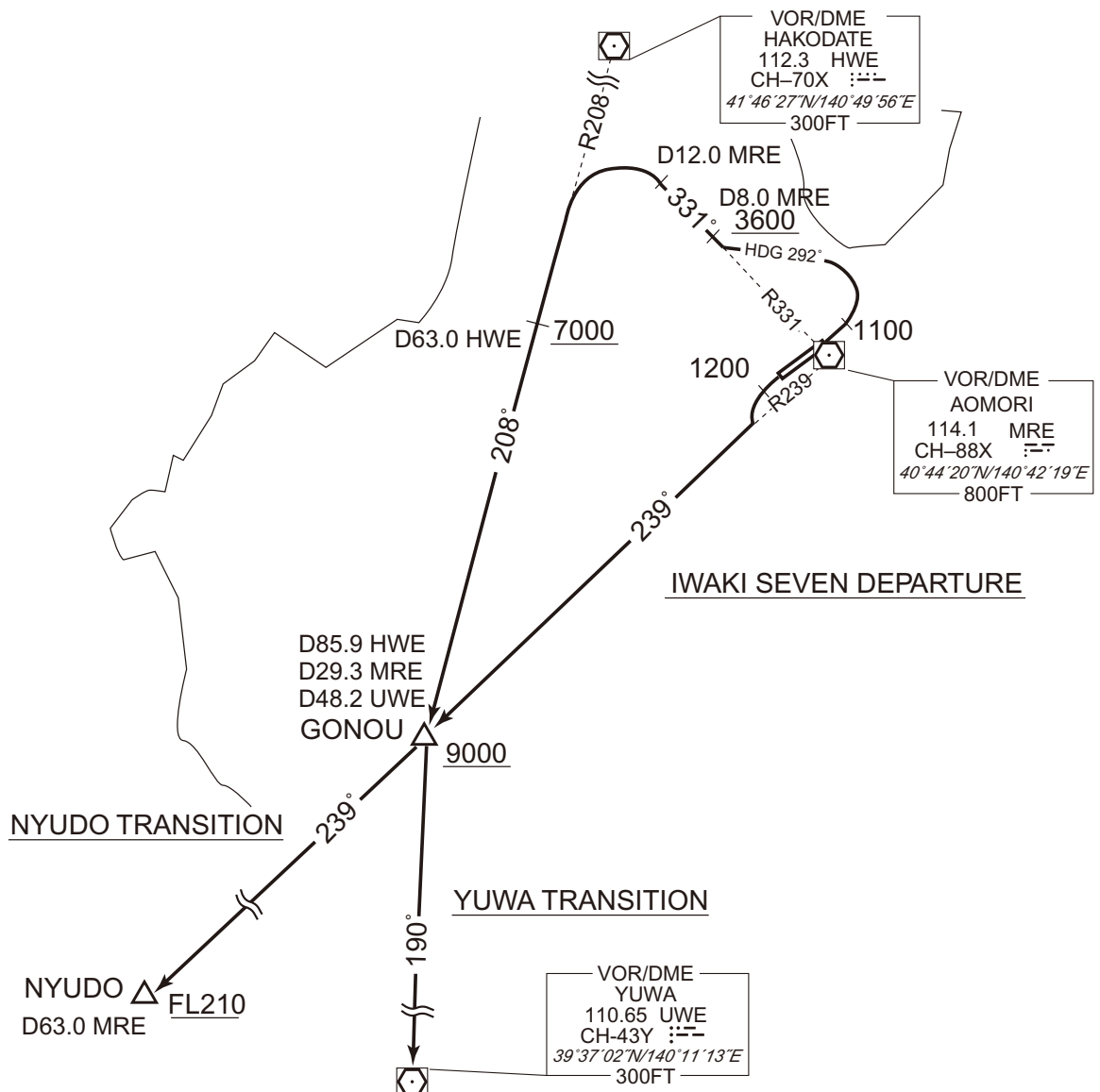
From over GONOU, via UWE R010 to UWE VOR/DME.

NYUDO TRANSITION

From over GONOU, via MRE R239 to NYUDO.

Cross NYUDO at or above FL210.

CHANGE : PROC renamed(IWAKI SEVEN DEPARTURE). PROC course.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

SID

AOMORI REVERSAL THREE DEPARTURE

RWY06 : Climb RWY HDG to 1100FT, turn left HDG 286°...

RWY24 : Climb RWY HDG to 1200FT, turn right HDG 016°...

...to intercept and proceed via MRE R331 to 10.0DME, turn left,  
direct to MRE VOR/DME.Cross MRE R331/8.0DME at or above 3600FT, cross MRE VOR/DME  
at or above 6500FT.

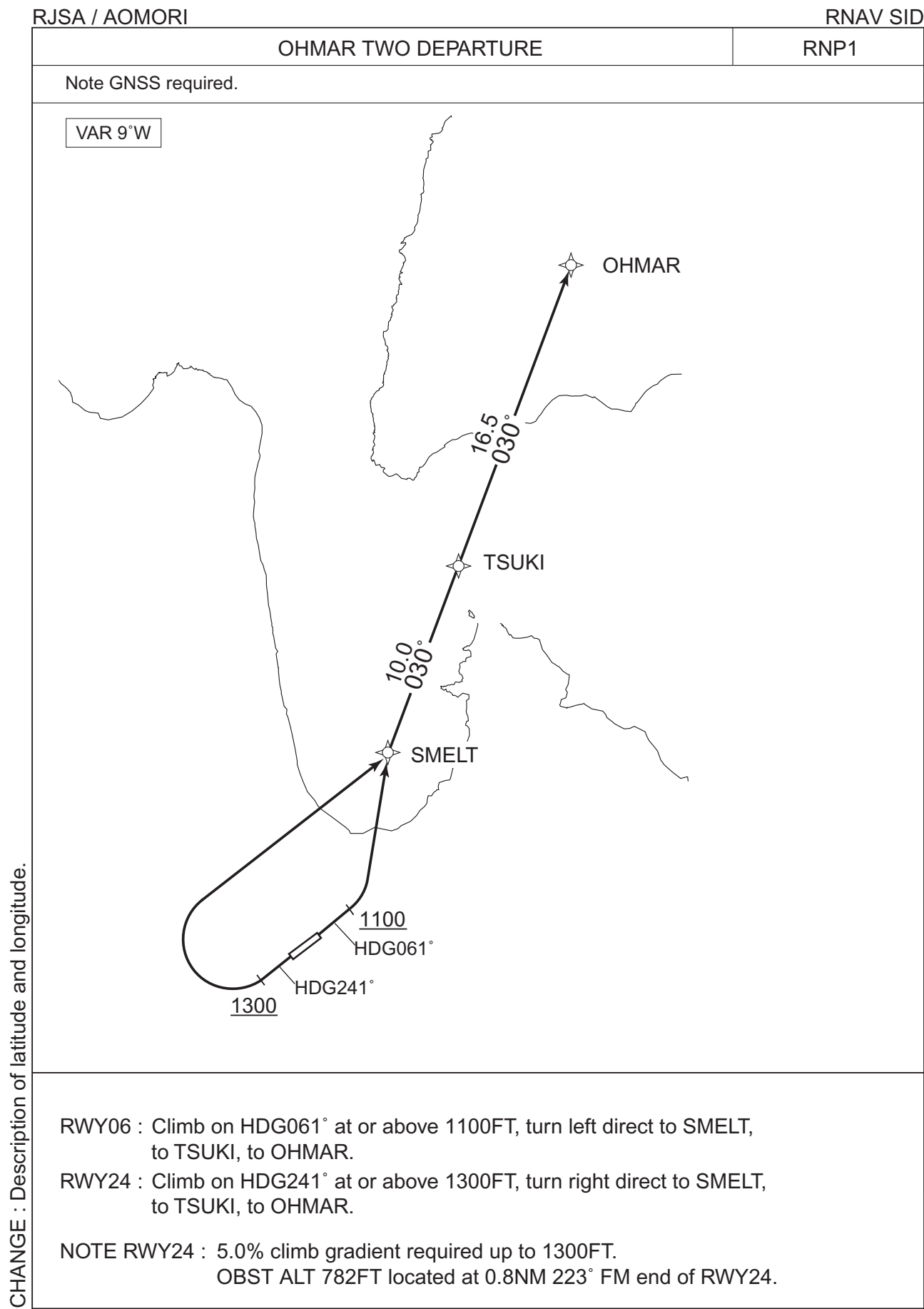
Note RWY24 : 5.0% climb gradient required up to 1200FT.

OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.



CHANGE : PROC renamed. PROC course.

STANDARD DEPARTURE CHART-INSTRUMENT



STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

RNAV SID

OHMAR TWO DEPARTURE

RWY06

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	061 (051.8)	-9.3	-	-	+1100	-	-	RNP1
002	DF	SMELT	-	-	-9.3	-	L	-	-	-	RNP1
003	TF	TSUKI	-	030 (020.5)	-9.3	10.0	-	-	-	-	RNP1
004	TF	OHMAR	-	030 (020.5)	-9.3	16.5	-	-	-	-	RNP1

RWY24

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	241 (231.8)	-9.3	-	-	+1300	-	-	RNP1
002	DF	SMELT	-	-	-9.3	-	R	-	-	-	RNP1
003	TF	TSUKI	-	030 (020.5)	-9.3	10.0	-	-	-	-	RNP1
004	TF	OHMAR	-	030 (020.5)	-9.3	16.5	-	-	-	-	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates
SMELT	405342.0N / 1404654.0E
TSUKI	410305.1N / 1405132.7E
OHMAR	411834.0N / 1405915.6E

CHANGE : Waypoint Coordinates added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

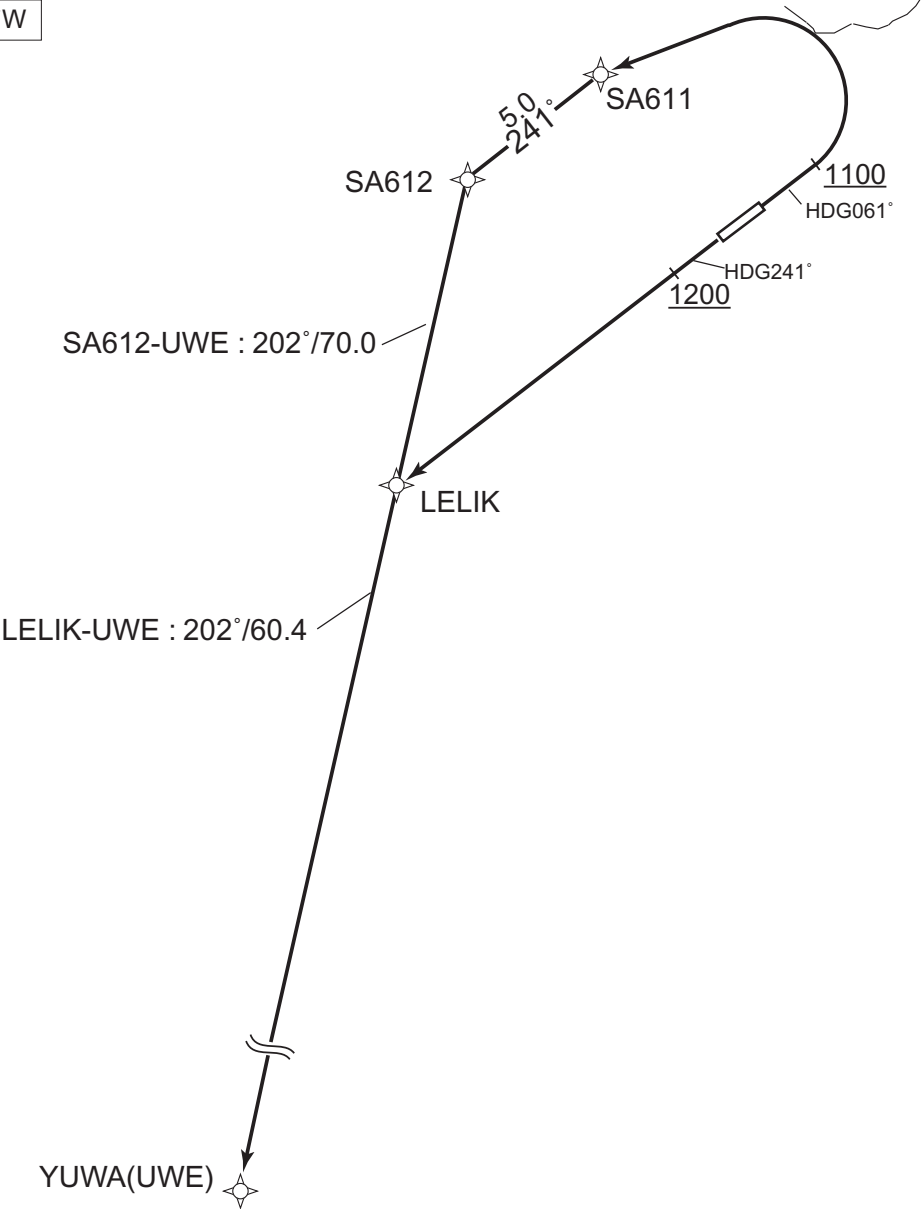
RNAV SID

SHIRAKAMI THREE DEPARTURE

RNP1

Note GNSS required.

VAR 9°W



CHANGE : PROC renamed. LELIK established. SA411 abolished.

- RWY06 : Climb on HDG061° at or above 1100FT, turn left direct to SA611, to SA612, to UWE.
- RWY24 : Climb on HDG241° at or above 1200FT, direct to LELIK, to UWE.
- NOTE RWY24 : 5.0% climb gradient required up to 1200FT.  
OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.

STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

RNAV SID

SHIRAKAMI THREE DEPARTURE

RWY06

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	061 (051.8)	-9.3	-	-	+1100	-	-	RNP1
002	DF	SA611	-	-	-9.3	-	L	-	-	-	RNP1
003	TF	SA612	-	241 (231.7)	-9.3	5.0	-	-	-	-	RNP1
004	TF	UWE	-	202 (192.4)	-9.3	70.0	-	-	-	-	RNP1

RWY24

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	241 (231.8)	-9.3	-	-	+1200	-	-	RNP1
002	DF	LELIK	-	-	-9.3	-	-	-	-	-	RNP1
003	TF	UWE	-	202 (192.3)	-9.3	60.4	-	-	-	-	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates
SA611	404829.9N / 1403551.2E
SA612	404524.2N / 1403040.7E
LELIK	403600.4N / 1402757.9E
UWE	393701.7N / 1401113.0E

CHANGE : PROC renamed. LELIK established. SA411 abolished. Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

RJSA / AOMORI

STAR

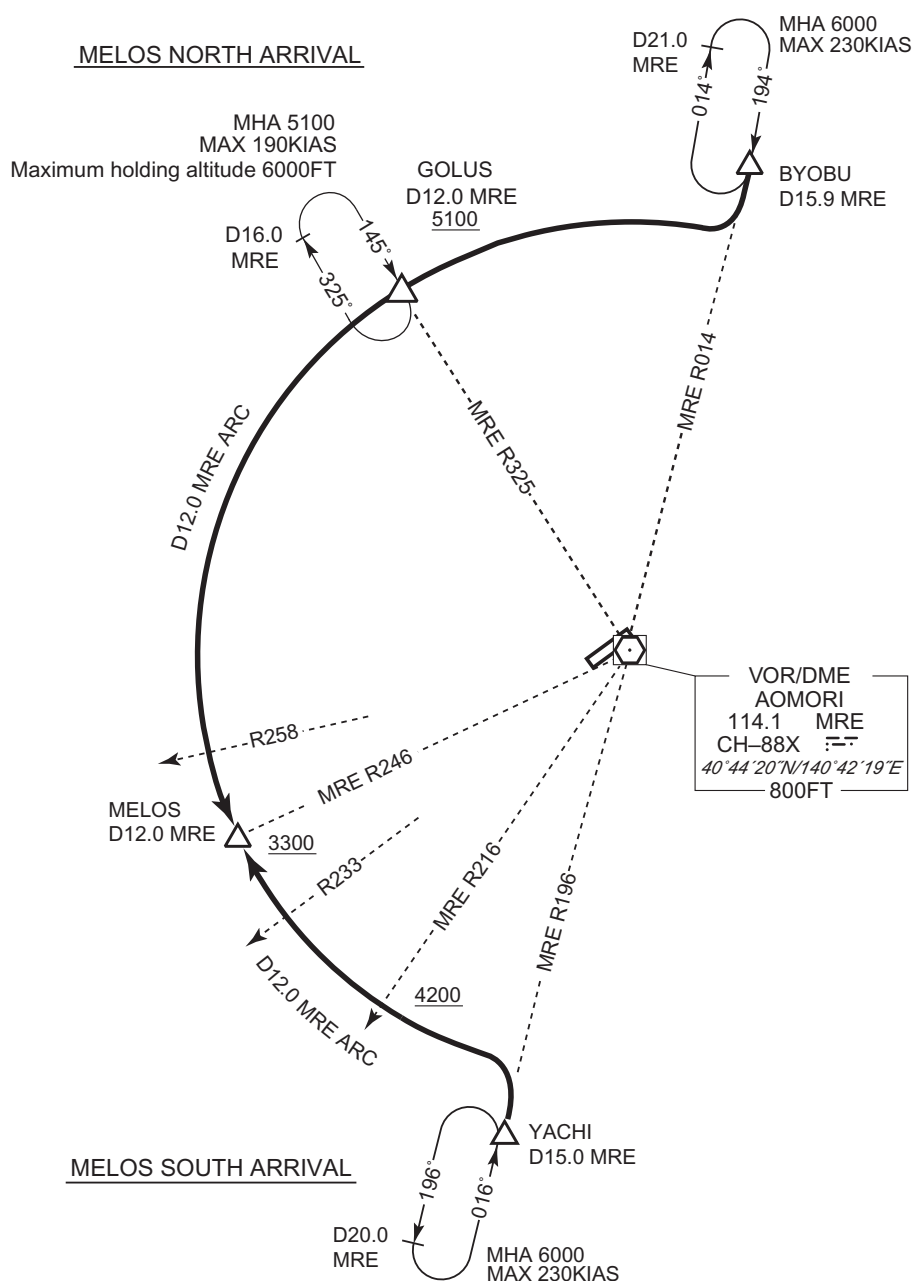
MELOS NORTH ARRIVAL

From over BYOBU, proceed via MRE 12.0DME counterclockwise ARC to MELOS via GOLUS.  
Cross GOLUS at or above 5100FT, cross MELOS at or above 3300FT.

MELOS SOUTH ARRIVAL

From over YACHI, proceed via MRE 12.0DME clockwise ARC to MELOS.  
Cross MRE R216 at or above 4200FT.  
Cross MELOS at or above 3300FT.

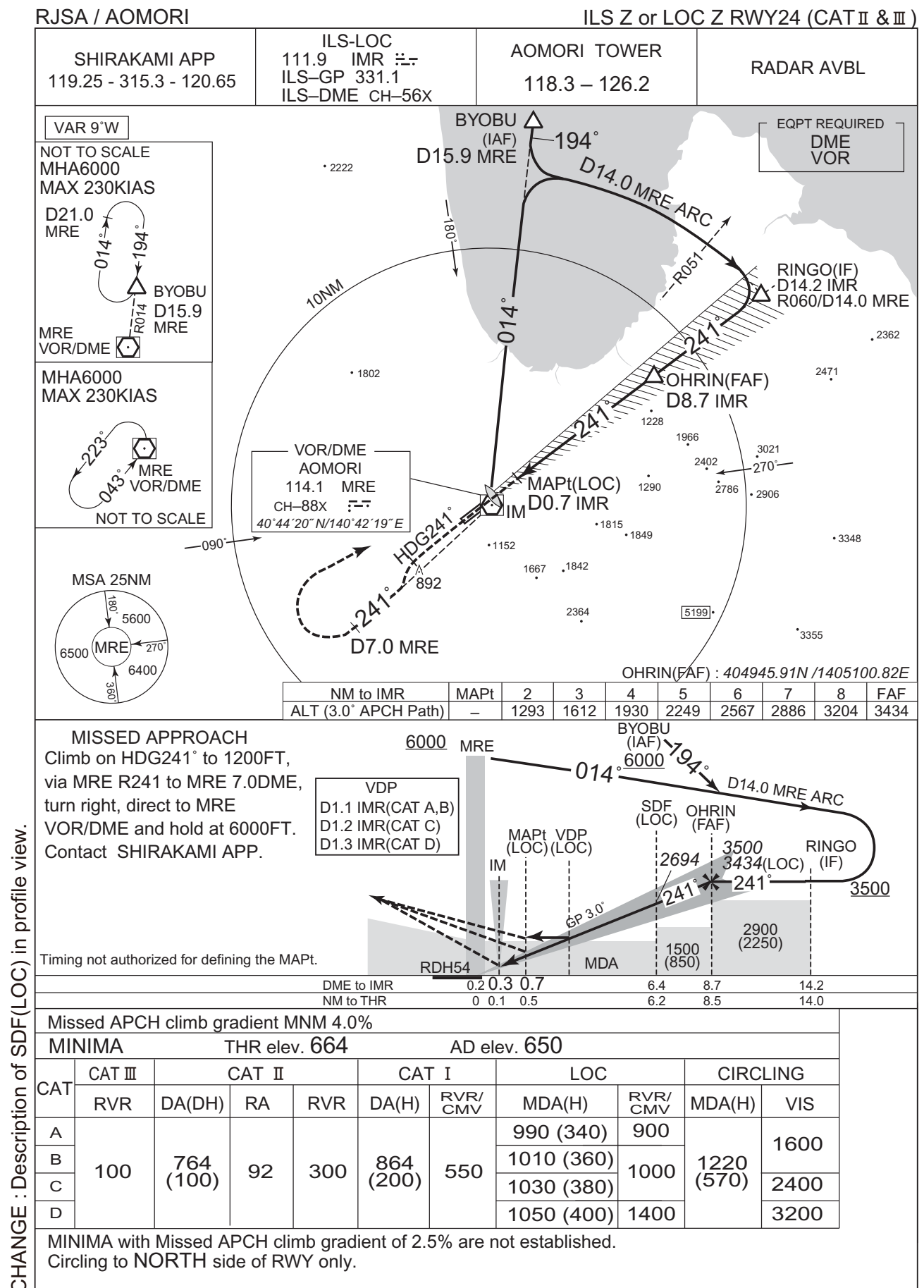
CHANGE : PROC course(MELOS NORTH ARRIVAL). GOLUS established.





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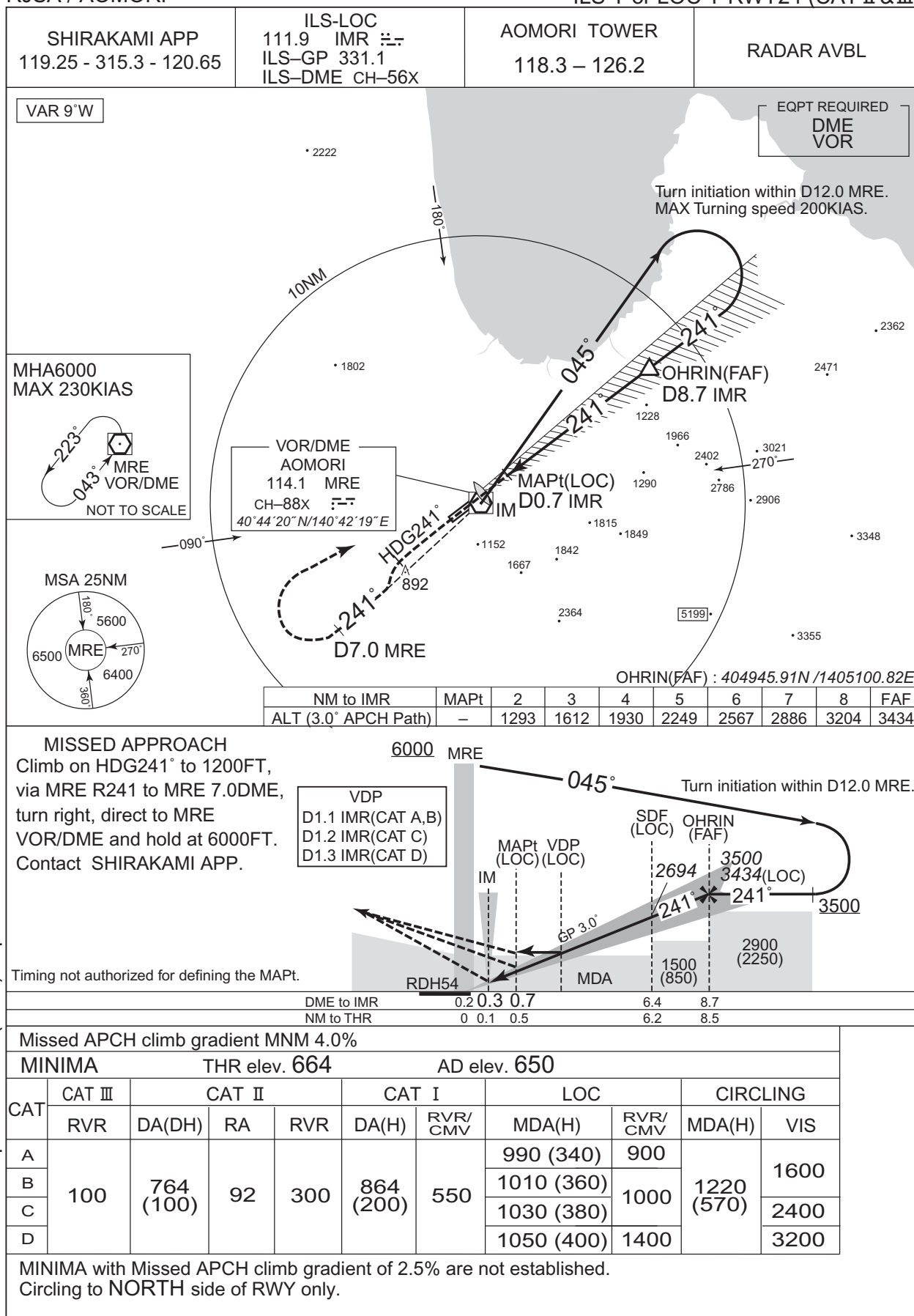
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

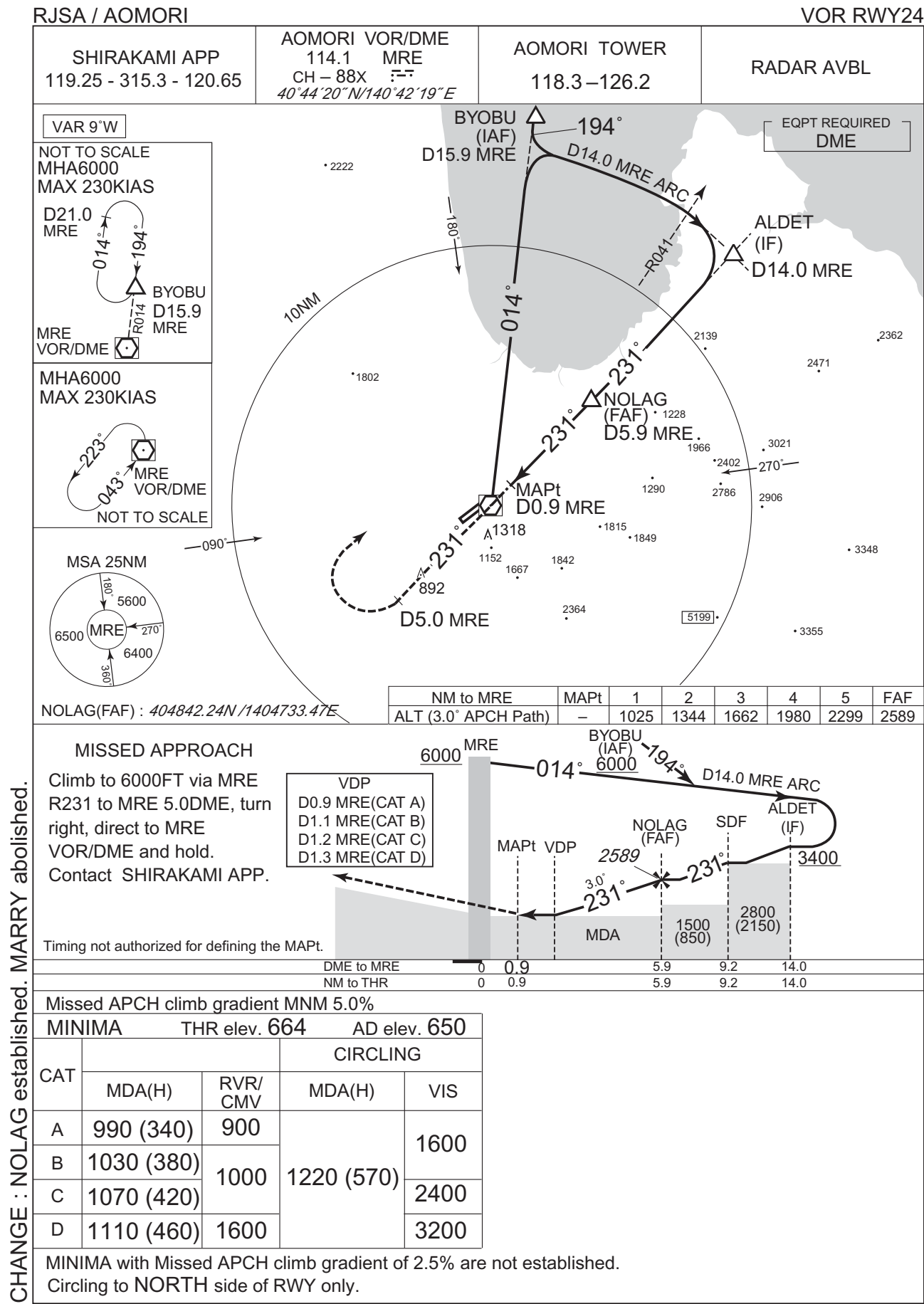
RJSA / AOMORI

ILS Y or LOC Y RWY24 (CAT II &amp; III)

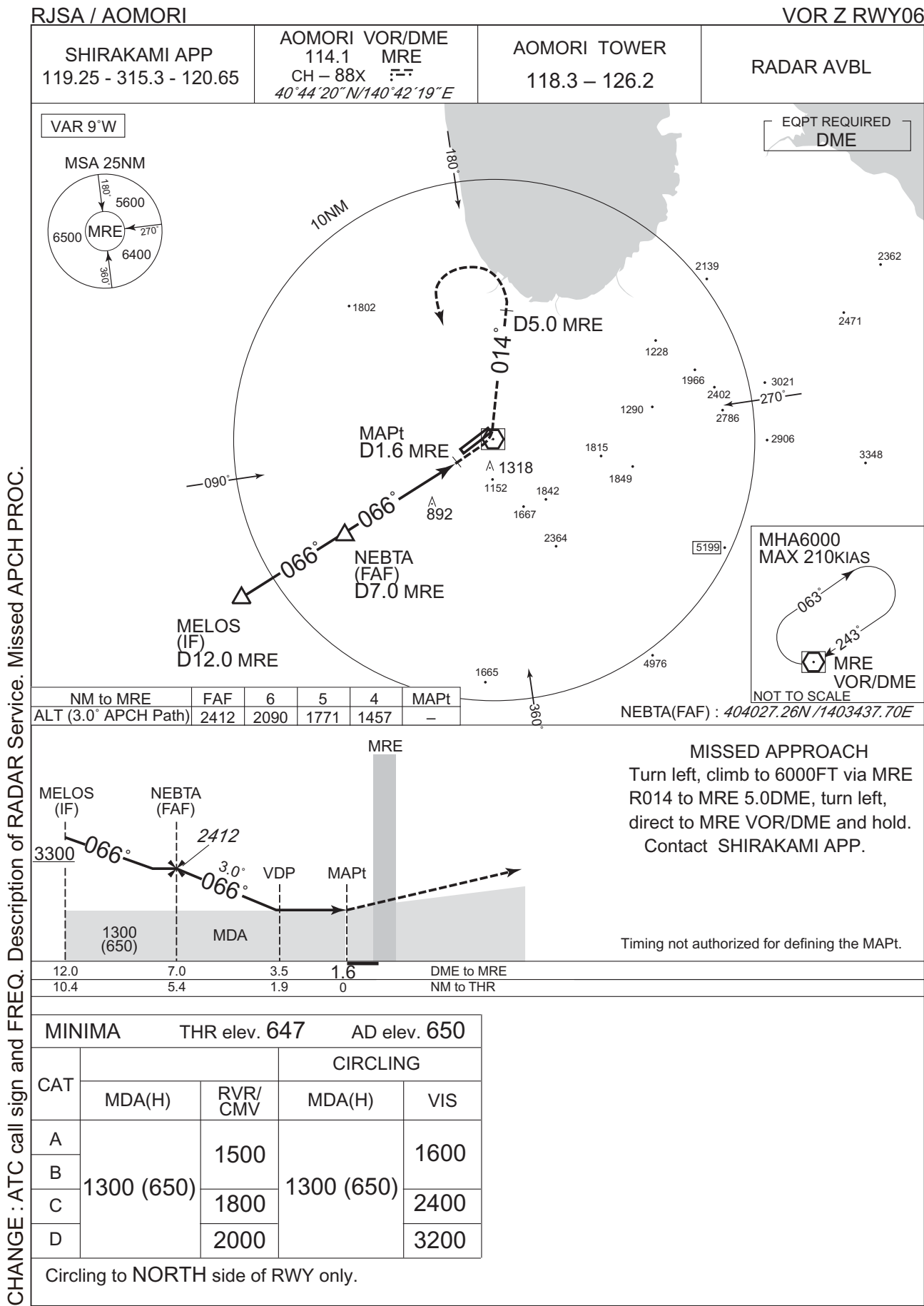


CHANGE : Description of SDF(LOC) in profile view.

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

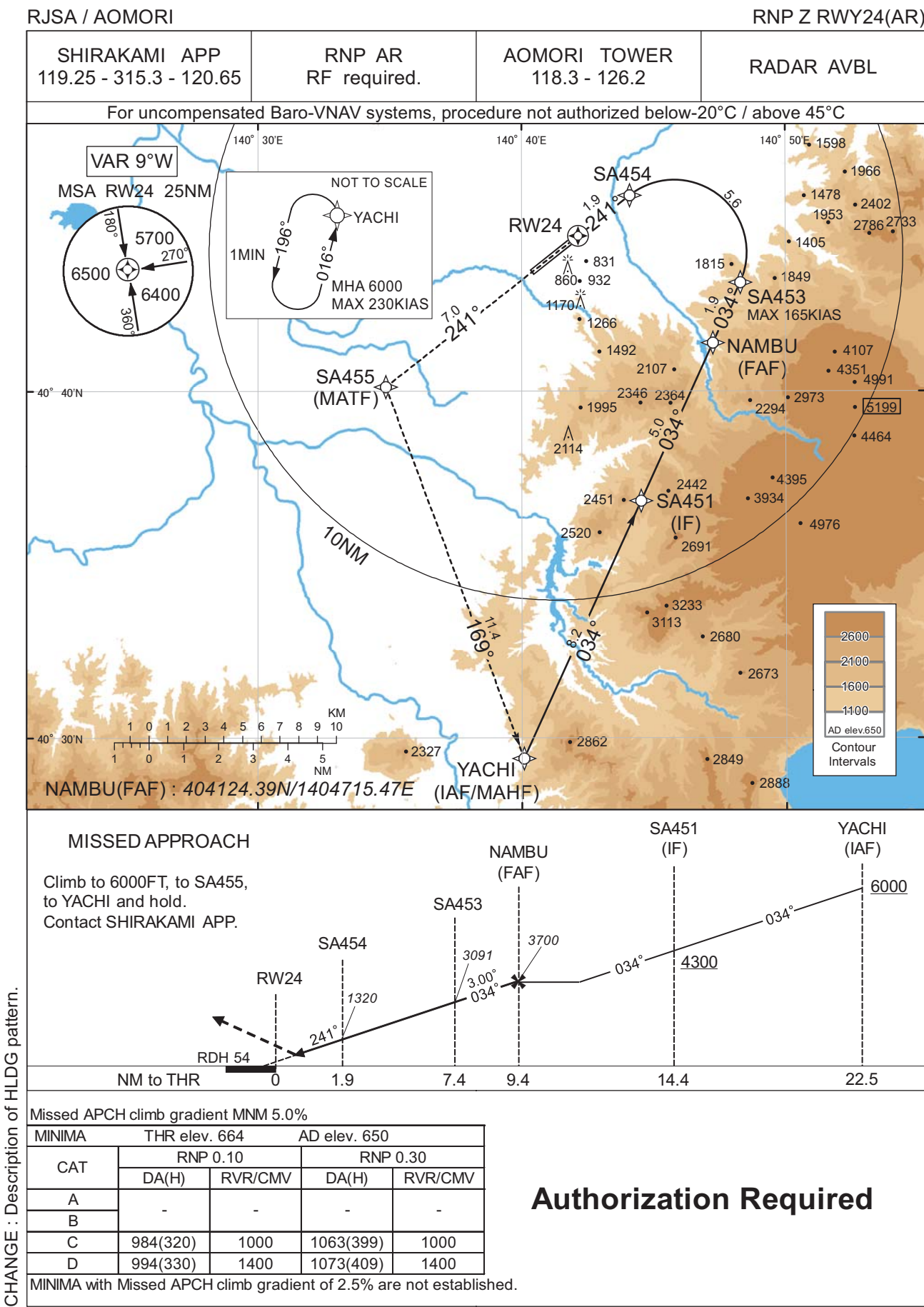


CHANGE : ATC call sign and FREQ. Description of RADAR Service. Missed APCH PROC.

## CHANGE : ATC call sign and FREQ. Description of RADAR Service. Missed APCH PROC.



INSTRUMENT APPROACH CHART



CHANGE : Description of HLDG pattern.



## INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNP Z RWY24(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	YACHI	-	-	-9.3	-	-	+6000	-	-	-
002	TF	SA451	-	034 (024.4)	-9.3	8.2	-	+4300	-	-	1.0
003	TF	NAMBU	-	034 (024.5)	-9.3	5.0	-	3700	-	-	1.0
004	TF	SA453	-	034 (024.5)	-9.3	1.9	-	3091	-165	-3.00	0.10 0.30
005	RF Center: SARF1 r=2.09NM	SA454	-	-	-9.3	5.6	L	1320	-	-3.00	0.10 0.30
006	TF	RW24	Y	241 (231.8)	-9.3	1.9	-	718	-	-3.00/54	0.10 0.30
007	TF	SA455	-	241 (231.8)	-9.3	7.0	-	-	-	-	1.0
008	TF	YACHI	-	169 (159.7)	-9.3	11.4	-	6000	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	YACHI	016 (006.5)	-9.3	1.0 (-14000)	L	6000	FL140	-230 (-14000)	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
YACHI	402925.44N / 1404004.97E	SARF1	404400.99N / 1404548.34E
SA451	403651.24N / 1404431.58E		
NAMBU	404124.39N / 1404715.47E		
SA453	404308.85N / 1404818.25E		
SA454	404539.74N / 1404406.71E		
RW24	404429.79N / 1404209.27E		
SA455	404008.45N / 1403451.64E		

CHANGE : PROC course. VAR. RNAV HLDG established(YACHI).

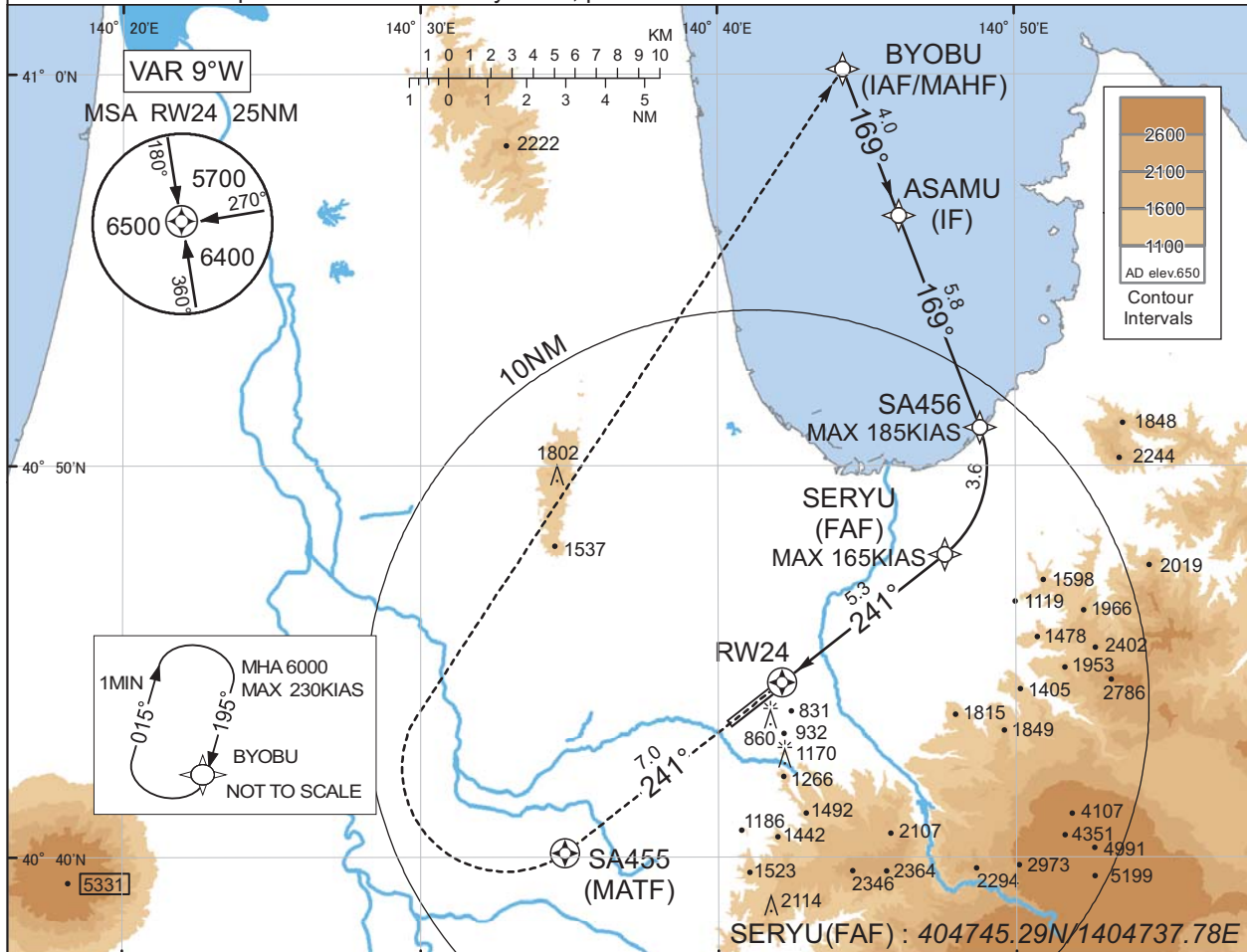


## RJSA / AOMORI

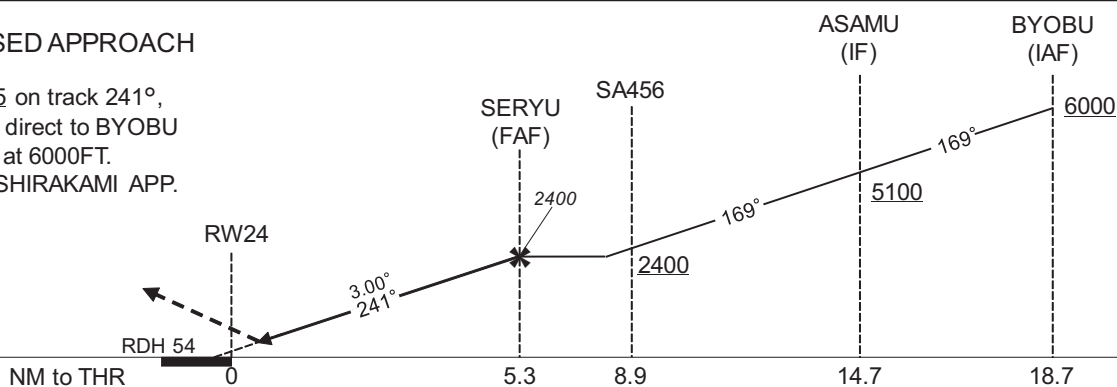
RNP Y RWY24(AR)

SHIRAKAMI APP 119.25 - 315.3 - 120.65	RNP AR RF required.	AOMORI TOWER 118.3 - 126.2	RADAR AVBL
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For uncompensated Baro-VNAV systems, procedure not authorized below -20°C / above 45°C



To SA455 on track 241°,  
turn right direct to BYOBU  
and hold at 6000FT.  
Contact SHIRAKAMI APP.



Missed APCH climb gradient MNM 5.0%

MINIMA		THR elev. 664		AD elev. 650	
CAT	RNP 0.10		RNP 0.30		
	DA(H)	RVR/CMV	DA(H)	RVR/CMV	
A	-	-	-	-	
B					
C	984(320)	1000	1063(399)	1000	
D	994(330)	1400	1073(409)	1400	

MINIMA with Missed APCH climb gradient of 2.5% are not established.

## Authorization Required

CHANGE : Description of HLDG pattern.

## INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNP Y RWY24(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	BYOBU	-	-	-9.3	-	-	+6000	-	-	-
002	TF	ASAMU	-	169 (159.3)	-9.3	4.0	-	+5100	-	-	1.0
003	TF	SA456	-	169 (159.3)	-9.3	5.8	-	+2400	-185	-	0.3
004	RF Center: SARF3 r=2.83NM	SERYU	-	-	-9.3	3.6	R	2400	-165	-	0.3
005	TF	RW24	Y	241 (231.9)	-9.3	5.3	-	718	-	-3.00/54	0.10 0.30
006	CF	SA455	Y	241 (231.8)	-9.3	7.0	-	-	-	-	1.0
007	DF	BYOBU	-	-	-9.3	-	R	6000	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	BYOBU	195 (185.2)	-9.3	1.0 (-14000)	R	6000	FL140	-230 (-14000)	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
BYOBU	410009.54N / 1404414.25E	SARF3	404959.39N / 1404519.70E
ASAMU	405624.95N / 1404606.79E		
SA456	405059.78N / 1404849.32E		
SERYU	404745.29N / 1404737.78E		
RW24	404429.79N / 1404209.27E		
SA455	404008.45N / 1403451.64E		

CHANGE : PROC course. VAR. RNAV HLDG established(BYOBU).

## RJSA / AOMORI

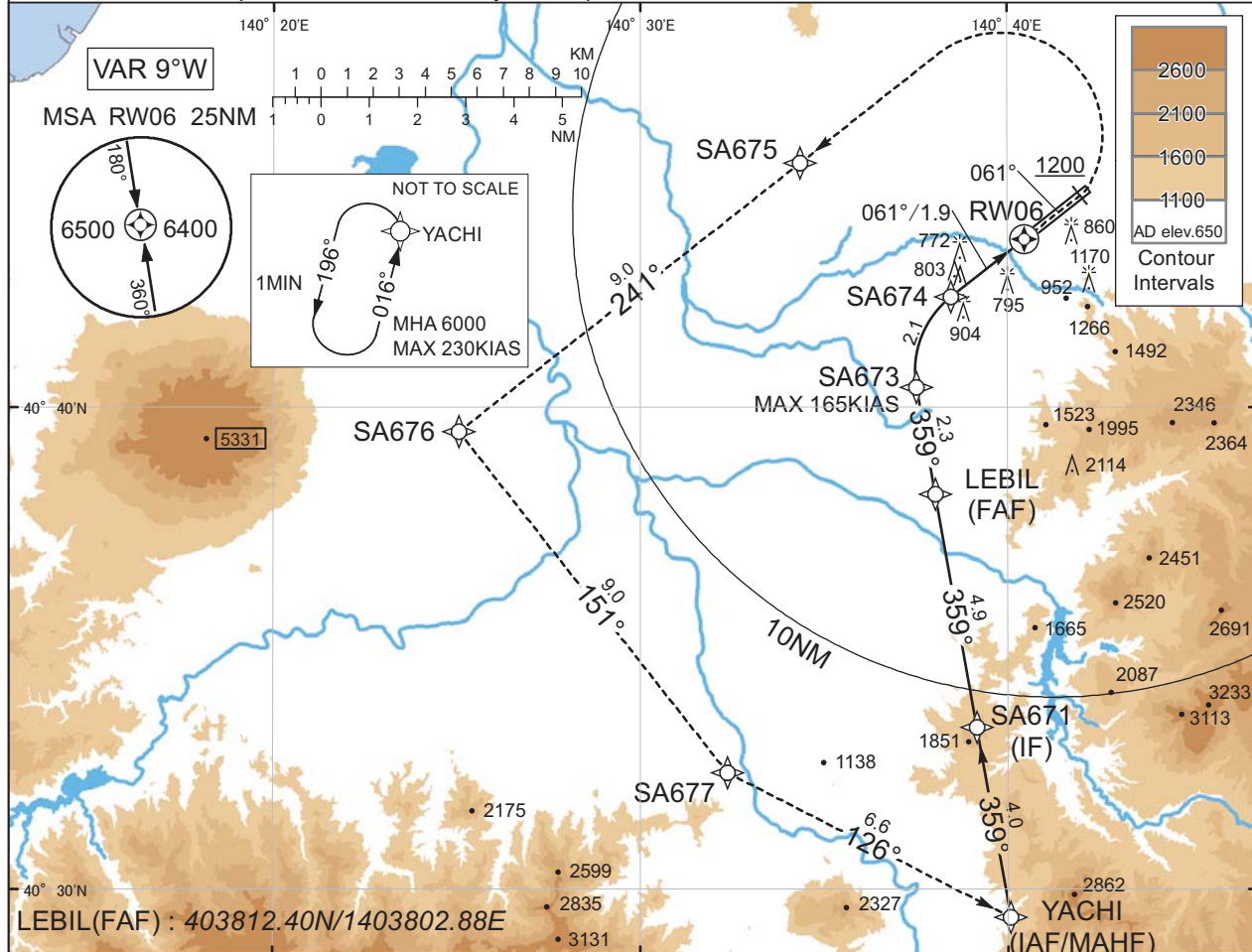
SHIRAKAMI APP  
119.25 - 315.3 - 120.65

RNP AR  
RF required.

AOMORI TOWER  
118.3 - 126.2

RADAR AVBL

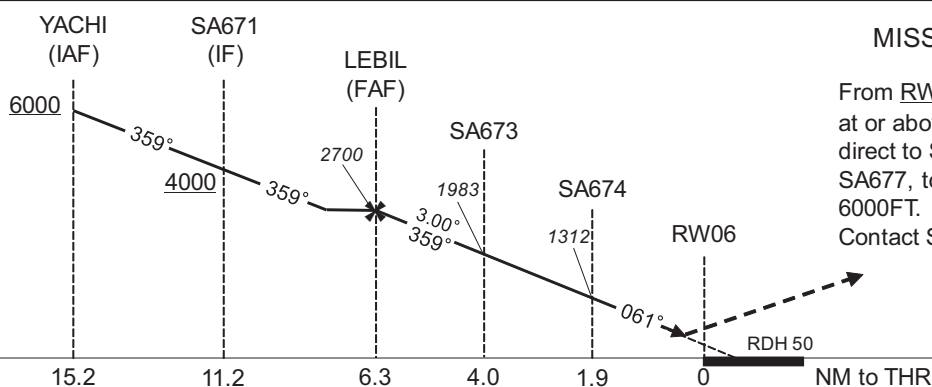
For uncompensated Baro-VNAV systems, procedure not authorized below -20°C / above 45°C



CHANGE : LEBIL established. GENOA abolished.

### MISSED APPROACH

From RW06 on track 061°,  
at or above 1200FT turn left,  
direct to SA675, to SA676, to  
SA677, to YACHI and hold at  
6000FT.  
Contact SHIRAKAMI APP.



Missed APCH climb gradient MNM 5.0%

MINIMA                      THR elev. 647                      AD elev. 650				
CAT	RNP 0.10		RNP 0.30	
	DA(H)	RVR/CMV	DA(H)	RVR/CMV
A	-	-	-	-
B				
C	1004(357)	1400	1039(392)	1400
D	1014(367)	1600	1049(402)	1600

MINIMA with Missed APCH climb gradient of 2.5% are not established.

## Authorization Required

## INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNP Z RWY06(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	YACHI	-	-	-9.3	-	-	+6000	-	-	-
002	TF	SA671	-	359 (350.0)	-9.3	4.0	-	+4000	-	-	1.0
003	TF	LEBIL	-	359 (350.0)	-9.3	4.9	-	2700	-	-	1.0
004	TF	SA673	-	359 (350.0)	-9.3	2.3	-	1983	-165	-3.00	0.10 0.30
005	RF Center: SARF2 r=1.95NM	SA674	-	-	-9.3	2.1	R	1312	-	-3.00	0.10 0.30
006	TF	RW06	Y	061 (051.8)	-9.3	1.9	-	697	-	-3.00/50	0.10 0.30
007	FA	-	-	061 (051.8)	-9.3	-	-	+1200	-	-	1.0
008	DF	SA675	-	-	-9.3	-	L	-	-	-	1.0
009	TF	SA676	-	241 (231.7)	-9.3	9.0	-	-	-	-	1.0
010	TF	SA677	-	151 (141.8)	-9.3	9.0	-	-	-	-	1.0
011	TF	YACHI	-	126 (117.1)	-9.3	6.6	-	6000	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	YACHI	016 (006.5)	-9.3	1.0 (-14000)	L	6000	FL140	-230 (-14000)	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
YACHI	402925.44N / 1404004.97E	SARF2	404045.88N / 1404003.56E
SA671	403322.04N / 1403910.22E		
LEBIL	403812.40N / 1403802.88E		
SA673	404025.48N / 1403731.96E		
SA674	404218.09N / 1403828.52E		
RW06	404329.77N / 1404028.61E		
SA675	404504.89N / 1403421.94E		
SA676	403930.44N / 1402503.91E		
SA677	403225.82N / 1403222.79E		

CHANGE : LEBIL established. GENOA abolished.

## RJSA / AOMORI

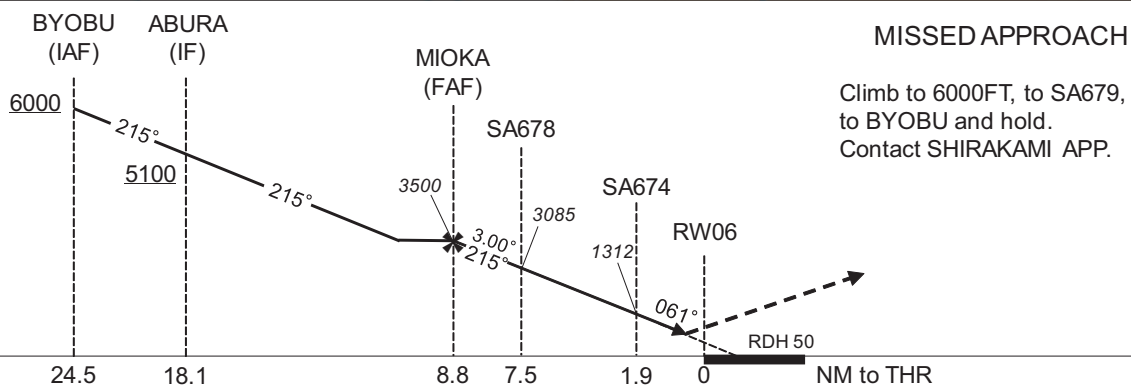
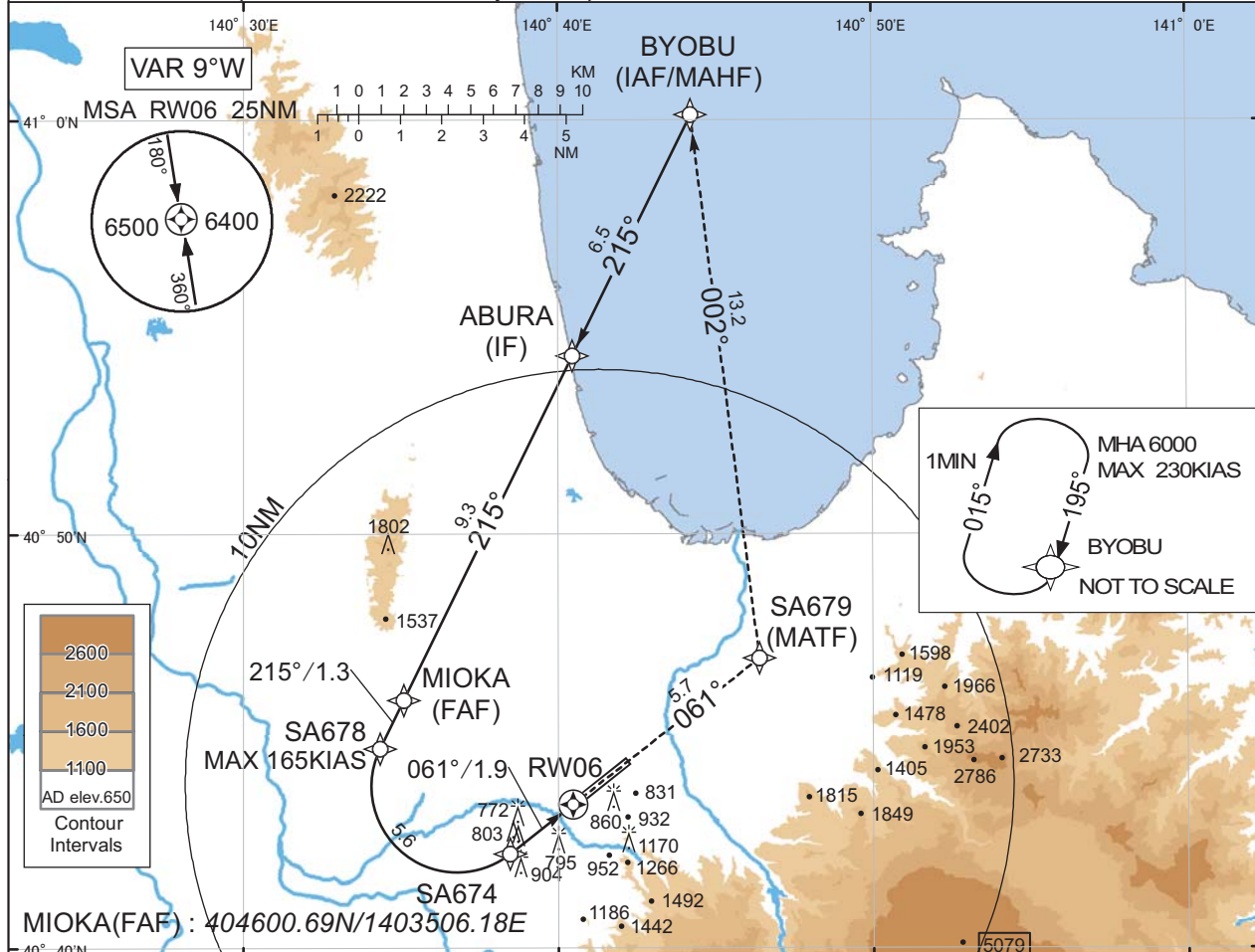
SHIRAKAMI APP  
119.25 - 315.3 - 120.65

RNP AR  
RF required.

AOMORI TOWER  
118.3 - 126.2

RADAR AVBL

For uncompensated Baro-VNAV systems, procedure not authorized below -20°C / above 45°C



Climb to 6000FT, to SA679,  
to BYOBU and hold.  
Contact SHIRAKAMI APP.

CHANGE : Description of HLDG pattern.

Missed APCH climb gradient MNM 5.0%

MINIMA		THR elev. 647		AD elev. 650	
CAT	RNP 0.10		RNP 0.30		
	DA(H)	RVR/CMV	DA(H)	RVR/CMV	
A	-	-	-	-	
B					
C	1004(357)	1400	1039(392)	1400	
D	1014(367)	1600	1049(402)	1600	

MINIMA with Missed APCH climb gradient of 2.5% are not established.

## Authorization Required

INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNP Y RWY06(AR)

Coding Table											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	BYOBU	-	-	-9.3	-	-	+6000	-	-	-
002	TF	ABURA	-	215 (206.1)	-9.3	6.5	-	+5100	-	-	1.0
003	TF	MIOKA	-	215 (206.0)	-9.3	9.3	-	3500	-	-	1.0
004	TF	SA678	-	215 (206.0)	-9.3	1.3	-	3085	-165	-3.00	0.10 0.30
005	RF Center: SARF4 r=2.07NM	SA674	-	-	-9.3	5.6	L	1312	-	-3.00	0.10 0.30
006	TF	RW06	Y	061 (051.8)	-9.3	1.9	-	697	-	-3.00/50	0.10 0.30
007	TF	SA679	-	061 (051.8)	-9.3	5.7	-	-	-	-	1.0
008	TF	BYOBU	-	002 (352.9)	-9.3	13.2	-	6000	-	-	1.0

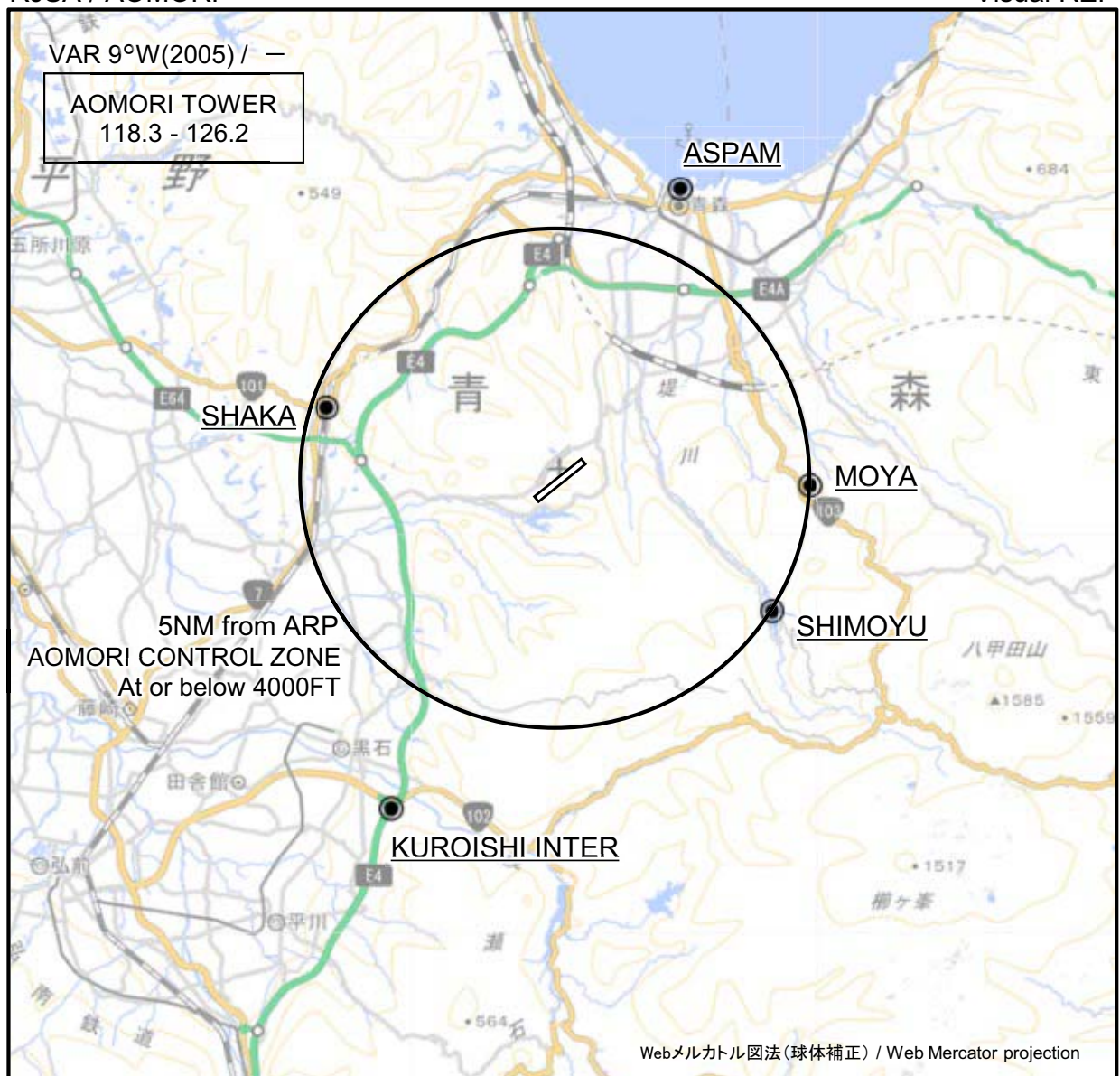
Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	BYOBU	195 (185.2)	-9.3	1.0 (-14000)	R	6000	FL140	-230 (-14000)	1.0

CHANGE : VAR. RNAV HLDG established(BYOBU).



RJSA / AOMORI

Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : Map updated. BRG/DIST from ARP.

Call sign	BRG / DIST from ARP	Remarks
アスパム Aspam	022°T / 6.3NM	アスパム, 三角形のビル ASPAM, Triangular
釈迦 Shaka	287°T / 4.8NM	JR大釈迦駅 JR Station
雲谷 Moya	092°T / 5.0NM	雲谷スキー場 Moya Slope
下湯 Shimoyu	123°T / 5.0NM	下湯平成湖 Lake
黒石インター Kuroishi Inter	206°T / 7.4NM	東北自動車道黒石インター Intersection





RJSA / AOMORI

Minimum Vectoring Altitude CHART

CHANGE : Update.

