

AD 2 AERODROMES

RJCJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJCJ - CHITOSE

RJCJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---------------------|
| 1 | ARP coordinates and site at AD | 424740N 1413959E |
| 2 | Direction and distance from (city) | 21nm SE Sapporo |
| 3 | Elevation/ Reference temperature | 89ft / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | 9°W(2006) / - |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JSDF-A Public AD |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJCJ AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|-----|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | H24 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJCJ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|-----------------------|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JET A-1, JET A-1 PLUS |
| 3 | Fuelling facilities/ capacity | To be issued later |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJCJ AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJCJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Nil |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJCJ AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJCJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--------------------|
| 1 | Apron surface and strength | To be issued later |
| 2 | Taxiway width, surface and strength | To be issued later |
| 3 | ACL and elevation | Nil |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Nil |
| 6 | Remarks | Nil |

RJCJ 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 | RWY: (LGT): REDL,RTHL, RWY DIST marker LGT, TKOF aiming LGT TWY: (LGT): TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

RJCJ AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil | | | | | |

RJCJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | CHITOSE |
| 2 | Hours of service MET Office outside hours | Nil |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight documentation Language(s) used | Nil |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Doppler Radar for Airport Weather (See below figure) |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information (limitation of service, etc.) | Observation is made by the Japan Defence Agency. |

Airspace for the advisory service concerning low level wind shear (RWY18L/36R)



UPPER LIMIT : 1600ft above FIELD ELEV LEVEL

LOWER LIMIT : FIELD ELEV LEVEL

※Only for Departing Aircraft

**Airspace for the advisory service
concerning low level wind shear (RWY18R/36L)**



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

RJCJ 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 |
| 18L | 172.60° | 3000x60 | PCR 975/R/B/W/T SW61000kg (134500lbs) | 424807.32N/1414001.96E | THR ELEV : 70.0ft |
| 36R | 352.60° | 3000x60 | DW87000kg (191800lbs) DTW202000kg (445400lbs) Concrete | 424630.79N/1414018.97E | THR ELEV : 84.6ft |
| 18R | 172.60° | 2700x45 | PCR 1038/F/B/X/T SW20000kg (44100lbs) | 424838.10N/1413943.22E | THR ELEV : 65.2ft |
| 36L | 352.60° | 2700x45 | DW25000kg (55100lbs) Asphalt Concrete | 424711.32N/1413958.52E | THR ELEV : 86.7ft |
| Slope of RWY | | Strip Dimensions(M) | | Remarks | |
| 7 | | 10 | | 12 | |
| See AD 2.24 AD Chart | | 3600x300 3600x300 3300x450 3300x450 | | Nil | |

RJCJ AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| | | | | | |

RJCJ 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 |
| 18L | AVBL | | PAPI 2.7°/Left 382.6m 52ft | | | | | |
| 36R | AVBL | | PAPI 2.7°/Left 376.5m 52ft | | | | | |
| 18R | | | PAPI 2.7°/Left 379.8m 58ft | | | | | |
| 36L | | | PAPI 2.7°/Left 379.5m 50ft | | | | | |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| | | | | | | | | |

RJCJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 424833N/1413915E, White/Green EV10sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: LGTD |
| 3 | TWY edge and center line lighting | To be developed |
| 4 | Secondary power supply/ switch-over time | Nil |
| 5 | Remarks | WDI LGT, OBST LGT |

RJCJ AD 2.16 HELICOPTER LANDING AREA

| |
|--------------------|
| To be issued later |
|--------------------|

RJCJ 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 5nm of CHITOSE ARP (42°48'N/141°40'E) (2)Area within a radius of 5nm of New CHITOSE ARP (42°47'N/141°42'E) | 6000 or below 3000 or below | D | CHITOSE TOWER En | |
| CHITOSE PCA | See RJCJ attached chart | | E | | |
| CHITOSE ACA | See RJCJ attached chart | | E | | |
| CHITOSE TCA | See RJCJ Attached Chart | | E | | |

千歳特別管制区
Chitose Positive Control Area

| NAME | LATERAL LIMITS | UPPER LIMIT (AMSL) | UNIT PROVIDING SERVICE | REMARKS |
|---------------|-----------------------------------|------------------------------------|--|---|
| | | LOWER LIMIT (AMSL) M(ft) | | |
| 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 | (11) 415823N 1420331E | (21) 433305N 1413715E |
| (2) 430911N 1413325E | (12) 415105N 1420410E | |
| (3) 430321N 1413234E | (13) 424936N 1404824E | |
| (4) 430055N 1424535E | (14) 424829N 1403130E | |
| (5) 431217N 1423627E | (15) 422654N 1402321E | |
| (6) 424008N 1414046E | (16) 422858N 1410950E | |
| (7) 431414N 1413708E | (17) 424739N 1411616E | |
| (8) 431055N 1413659E | (18) 433818N 1410529E | |
| (9) 425916N 1412018E | (19) 431009N 1403947E | |
| (10) 420533N 1410152E | (20) 432714N 1413742E | |

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



| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---|--|------------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Chitose Approach/ Chitose Radar | 362.3MHz(1) 120.1MHz(1) 305.7MHz(2) 124.7MHz(2) 243.0MHz(E) 121.5MHz(E) | H24 | (1) Primary (2) Secondary |
| DEP | Chitose Depature | 305.7MHz 124.7MHz | H24 | |
| TCA | Chitose TCA | 127.7MHz 256.1MHz | 2300 - 1100 SUN-THU | |
| TWR | Chitose Tower | 236.8MHz(1) 118.2MHz(1) 304.5MHz(2) 126.2MHz(2) 138.05MHz 247.0MHz(3)(4) 123.1MHz(3)(4) 243.0MHz(E) 121.5MHz(E) | H24 | (1) Primary (2) Secondary (3) For rescue only. (4) AVBL on request. |
| GND | Chitose Ground | 275.8MHz 121.7MHz | H24 | |
| DLVRY | Chitose Delivery | 322.2MHz 121.9MHz | H24 | |
| MET | Chitose Metro | 344.6MHz | H24 | Pilot Forecaster service |
| GCA-ASR -PAR | Chitose Radar/ Chitose GCA | 261.2MHz 119.1MHz 270.8MHz 119.5MHz 298.8MHz 124.0MHz 299.7MHz 125.3MHz 304.5MHz 131.4MHz 306.2MHz 310.8MHz 321.2MHz 335.6MHz 243.0MHz(E) 121.5MHz(E) | H24 | ASR: RWY 18, 36 PAR: RWY 18, 36 Glide path: 2.7° |

RJCJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|--------------------|-----|----------------------|--------------------|--|---------------------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (10°W/2020) | CHE | 116.9MHz | H24 | 424159.65N/ 1414110.20E | | |
| DME | CHE | 1203MHz (CH-116X) | H24 | 424159.65N/ 1414110.20E | 87ft | DME unusable: 210°-220° beyond 35nm BLW 3000ft. 220°-240° beyond 30nm BLW 3000ft. 240°-250° beyond 30nm BLW 7000ft. 260°-270° beyond 35nm BLW 7000ft. 270°-300° beyond 35nm BLW 9000ft. 300°-310° beyond 35nm BLW 7000ft. |
| TACAN | ZYT | 990MHz (CH-29X) | H24 | 424552N/1414025E | 128ft | Unusable: 160°-180° beyond 20nm BLW 2000ft. 180°-190° beyond 25nm BLW 2000ft. 190°-200° beyond 20nm BLW 2000ft. 200°-220° beyond 25nm BLW 2000ft. 250°-260° beyond 25nm BLW 7000ft. 260°-270° beyond 35nm BLW 9000ft. 280°-300° beyond 35nm BLW 9000ft. |
| ILS-LOC 36R | ICB | 110.3MHz | H24 | 424850N/1413955E | | |
| ILS-GP 36R | - | 335.0MHz | H24 | 424641N/1414012E | | |
| ILS-MM 36R | - | 75.0MHz | H24 | 424558N/1414026E | | |



REMARKS: 1.LOC Beam BRG(MAG) 002°
2.HGT of ILS REF datum 14.7m(48ft)
3.GP angle 2.7°

RJCJ AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Nil

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

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

RJCJ AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJCJ AD 2.22 FLIGHT PROCEDURES

| 1. TAKE OFF MINIMA | | | | | |
|-----------------------|-----|-----------------|----------|----------|----------|
| | RWY | REDL AVBL | | REDL OUT | |
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 18R | - | 0'-600m | - | 0'-800m |
| | 36L | - | 0'-600m | - | 0'-800m |
| | 18L | 0'-600m | 0'-600m | - | 0'-800m |
| | 36R | 0'-600m | 0'-600m | - | 0'-800m |
| OTHER | 18R | AVBL LDG MINIMA | | | |
| | 36L | | | | |
| | 18L | | | | |
| | 36R | | | | |

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

TAKE OFF MINIMA for CHITOSE REVERSAL DEPARTURE only

| | 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 | 18R | A,B, C,D | - | - | - | 400m | - | 500m |
| | 36L | | - | - | - | 400m | - | 500m |
| | 18L | | - | - | 400m | 400m | - | 500m |
| | 36R | | - | - | 400m | 400m | - | 500m |
| OTHER | 18R | A,B, C,D | AVBL LDG MINIMA | | | | | |
| | 36L | | | | | | | |
| | 18L | | | | | | | |
| | 36R | | | | | | | |

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

If radio communications with CHITOSE Radar are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, 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,
 - a. proceed to ABIRA IAF at last assigned altitude or 6,000 feet whichever is higher, and execute TACAN Y RWY18L/TACAN Y RWY36R approach, as appropriate.
 - b. proceed to CHITOSE VOR/DME at last assigned altitude or 7,000 feet whichever is higher, and execute VOR or VOR/DME approach, as appropriate.
- (II) Procedures other than above will be issued when situation required.

3. Automated Radar Terminal System (ARTS)

When instructed by ATC, aircraft flying in and out of Chitose approach control area in principle will reply on 4096 Code (Mode A/3) with automatic altitude reporting capability (Mode C); Aircraft not equipped with the said transponder shall report ATC to that effect.

4. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE FOR CIVIL ACFT

PAR RWY18L

| MINIMA | | THR elev. 70 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 299(229) | 750 | 620(531) | 1600 |
| B | | | | 2400 |
| C | | | 660(571) | |
| D | | | 3200 | |

Simultaneous approach authorized with RJCC RWY19L(ILS)
or RWY19R(ILS)

Circling to RWY36R ONLY

PAR RWY18R

| MINIMA | | THR elev. 65 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | VIS |
| A | 276(211) | 1000 | 700(611) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | | 3200 |

Simultaneous approach authorized with RJCC RWY19L(ILS)
or RWY19R(ILS)

PAR RWY36L

| MINIMA | | THR elev. 87 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | VIS |
| A | 287(200) | 1000 | 700(611) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | | 3200 |

Simultaneous approach authorized with RJCC RWY01L(ILS)
or RWY01R(ILS)

PAR RWY36R

| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 287(202) | 750 | 620(531) | 1600 |
| B | | | | 2400 |
| C | | | 660(571) | |
| D | | | 3200 | |

Simultaneous approach authorized with RJCC RWY01L(ILS)
or RWY01R(ILS)

Circling to RWY18L ONLY

ASR RWY18L

| MINIMA | | THR elev. 70 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 700(630) | 1000 | 700(611) | 1600 |
| B | | 1200 | | |
| C | | | | 1600 |
| D | | 3200 | | |

Circling to RWY36R ONLY

ASR RWY18R

| MINIMA | | THR elev. 65 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 700(635) | 1500 | 700(611) | 1600 |
| B | | | | 2000 |
| C | | 3200 | | |
| D | | | | |

ASR RWY36L

| MINIMA | | THR elev. 87 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 700(611) | 1500 | 700(611) | 1600 |
| B | | | | 2400 |
| C | | 2000 | | |
| D | | | | 3200 |

ASR RWY36R

| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 700(611) | 1000 | 700(611) | 1600 |
| B | | 1200 | | |
| C | | | | 1600 |
| D | | 3200 | | |

Circling to RWY18L ONLY

5. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE FOR JSDF ACFT

PAR RWY18L

| MINIMA | | THR elev. 70 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 200(130) | 750 | 620(531) | 1600 |
| B | | | | 2400 |
| C | | | 660(571) | |
| D | | | 3200 | |

Simultaneous approach authorized with RJCC RWY19L(ILS)
or RWY19R(ILS)

Circling to RWY36R ONLY

PAR RWY18R

| MINIMA | | THR elev. 65 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | VIS |
| A | 200(135) | 1000 | 700(611) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | | 3200 |

Simultaneous approach authorized with RJCC RWY19L(ILS)
or RWY19R(ILS)

PAR RWY36L

| MINIMA | | THR elev. 87 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | VIS |
| A | 200(113) | 1000 | 700(611) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | | 3200 |

Simultaneous approach authorized with RJCC RWY01L(ILS)
or RWY01R(ILS)

PAR RWY36R

| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 212(127) | 750 | 620(531) | 1600 |
| B | | | | 2400 |
| C | | | 660(571) | |
| D | | | 3200 | |

Simultaneous approach authorized with RJCC RWY01L(ILS)
or RWY01R(ILS)

Circling to RWY18L ONLY

ASR RWY18L

| MINIMA | | THR elev. 70 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 700(630) | 1000 | 700(611) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | | 3200 |

Circling to RWY36R ONLY

ASR RWY18R

| MINIMA | | THR elev. 65 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 700(635) | 1500 | 700(611) | 1600 |
| B | | | | 2400 |
| C | | 2000 | | |
| D | | | | 3200 |

ASR RWY36L

| MINIMA | | THR elev. 87 | AD elev. 89 | | |
|--------|----------|--------------|-------------|------|------|
| CAT | | | CIRCLING | | |
| | MDA(H) | CMV | MDA(H) | VIS | |
| A | 700(611) | 1500 | 700(611) | 1600 | |
| B | | 2000 | | | 2400 |
| C | | | | | |
| D | | | | | |

ASR RWY36R

| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 700(611) | 1000 | 700(611) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | | 3200 |

Circling to RWY18L ONLY

RJCJ AD 2.23 ADDITIONAL INFORMATION

Nil

RJCJ AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (TOKACHI)*
Standard Departure Chart - Instrument (TOBBY)*
Standard Departure Chart - Instrument (TEKKO)*
Standard Departure Chart - Instrument (HAKODATE)*
Standard Departure Chart - Instrument (CHITOSE-REVERSAL)
Standard Departure Chart - Instrument (CHITOSE)*
Standard Departure Chart - Instrument (MUKAWA)*
Standard Departure Chart - Instrument (KURIS)*
Standard Departure Chart - Instrument (SAVIT)*
Standard Departure Chart - Instrument (TRANSITION)
Standard Arrival Chart - Instrument (KOMAI)*
Standard Arrival Chart - Instrument (WAKSA-RNAV)
Instrument Approach Chart (VOR/DME NR1 RWY18L)*
Instrument Approach Chart (VOR/DME NR2 RWY18L)*
Instrument Approach Chart (VOR NR1 RWY36R)*
Instrument Approach Chart (VOR NR2 RWY36R)*
Instrument Approach Chart (ILS Z RWY36R)
Instrument Approach Chart (LOC RWY36R)
Instrument Approach Chart (ILS Y RWY36R)
Instrument Approach Chart (ILS X RWY36R)
Instrument Approach Chart (TACAN Z RWY36R)
Instrument Approach Chart (TACAN Y RWY36R)
Instrument Approach Chart (TACAN Z RWY18L)
Instrument Approach Chart (TACAN Y RWY18L)

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

AD CHART

CHITOSE AD



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STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

TOKACHI ONE DEPARTURE

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right climb via HDG 130 DEG to intercept and proceed via....

RWY 18R/18L : Climb via RWY HDG to 500ft or above, turn left climb via HDG 130 DEG to intercept and proceed via....

...CHE R-088 to BOKSO or CHE R-097 to RAKNO.

Cross CHE R-088/12DME or CHE R-097/12DME at or below 5,000ft.

Cross CHE R-088/22DME or CHE R-097/22DME between 9,000ft and 11,000ft.



STANDARD DEPARTURE CHART-INSTRUMENT

RJ CJ / CHITOSE

SID

TOBBY SEVEN DEPARTURE

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end), then via CHE R-185 to TOBBY.

Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft.

Cross CHE R-185/6DME at or above 6,000ft.

Cross CHE R-185/11DME at or above 7,000ft.

RWY 18R/18L : Climb direct to CHE VOR/DME, then via CHE R-185 to TOBBY.

Cross CHE R-185/27DME at or below 11,000ft.

Note : Aircraft unable to comply with the flight restriction, inform ATC for alternate procedure before departure.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

TEKKO NINE DEPARTURE

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end).

Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft....

RWY 18R/18L : Climb direct to CHE VOR/DME....

....Turn right via CHE R-256 to TEKKO.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

HAKODATE FIVE DEPARTURE

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end).

Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft....

RWY 18R/18L : Climb direct to CHE VOR/DME....

....then via CHE R-224 to HWE VOR/DME.

Cross CHE R-224/8.0DME at or above 3,600ft.

HAKODATE FIVE DEPARTURE

CHANGE : PROC renamed. ALT restriction added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

CHITOSE REVERSAL THREE DEPARTURE

RWY 18L/18R : Climb RWY HDG to 600FT, turn left HDG 046° to intercept and proceed via ZYT R091 to 20.0DME, turn left, direct to ZYT TACAN.

Cross ZYT R091/15.0DME at or below 11000FT.

RWY 36R/36L : Climb via ZYT R360 to 15.0DME, turn right, direct to ZYT TACAN.

Note RWY18L : 5.0% climb gradient required up to 600FT.

OBST ALT 172FT located at 0.3NM 155° FM end of RWY18L.

RWY18R : 5.0% climb gradient required up to 600FT.

OBST ALT 197FT located at 0.6NM 205° FM end of RWY18R.

CHANGE : PROC renamed. PROC course. Note(OBST). ALT restriction. Specified ALT deleted.



STANDARD DEPARTURE CHART-INSTRUMENT

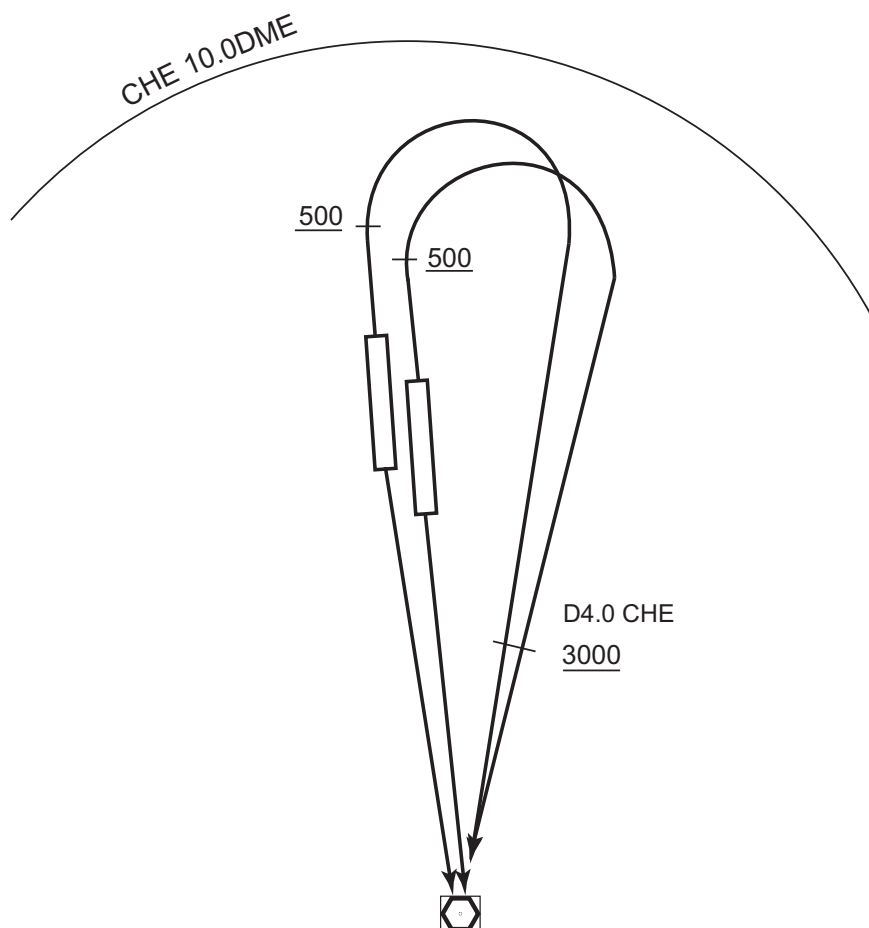
RJCJ / CHITOSE

SID

CHITOSE FOUR DEPARTURE

RWY 18L/18R : Climb direct to CHE VOR/DME.

RWY 36R/36L : Climb via RWY HDG to 500FT or above, turn right to CHE
 VOR/DME within CHE 10.0DME.
 Cross 4.0DME prior to CHE VOR/DME at or above 3000FT.



VOR/DME
 CHITOSE
 116.9 CHE
 CH-116X
 42°42'00"N/141°41'10"E
 100FT

CHANGE : PROC renamed. PROC course. CHITOSE TACAN deleted. Note deleted.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

MUKAWA FIVE DEPARTURE

RWY 36R/36L: Climb via RWY HDG to 500ft or above, turn right within 4NM, climb via MKE R-336 to MKE VOR/DME, then via MKE R-202 to TOBBY.

Cross MKE R-336/12DME at or above 3,000ft.

Cross MKE VOR/DME at or below 11,000ft.

RWY 18R/18L: Climb via RWY HDG to 500ft or above, turn left, climb via MKE R-321 to MKE VOR/DME, then via MKE R-202 to TOBBY.

Cross MKE R-321/10DME at or above 3,000ft.

Corss MKE VOR/DME at or below 11,000ft.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

KURIS FOUR DEPARTURE

RWY 36R/36L:

RWY 18R/18L: Climb via RWY HDG to 500ft or above, turn left within
4NM,...

....climb via CHE R-011 to KURIS.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

SAVIT TWO DEPARTURE

- RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end).
Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft....
- RWY 18R/18L : Climb direct to CHE VOR/DME....
....then via CHE R-224 to SAVIT.
Cross CHE R-224/8.0DME at or above 3,600ft.

SAVIT TWO DEPARTURE



CHANGE : PROC renamed. ALT restriction added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV TRANSITION

**PANSY TRANSITION**

From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY.

| 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 | IF | TOBBY | — | — | -9.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NOHEY | — | 228 (218.1) | -9.5 | 23.5 | — | +FL250 | — | — | RNAV1 |
| 003 | TF | APIOS | — | 202 (192.0) | -9.5 | 33.7 | — | — | — | — | RNAV1 |
| 004 | TF | PANSY | — | 188 (178.4) | -9.5 | 63.5 | — | — | — | — | RNAV1 |

BUTOS TRANSITION

From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS.

| 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 | IF | TOBBY | — | — | -9.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NOHEY | — | 228 (218.1) | -9.5 | 23.5 | — | +FL250 | — | — | RNAV1 |
| 003 | TF | APIOS | — | 202 (192.0) | -9.5 | 33.7 | — | — | — | — | RNAV1 |
| 004 | TF | PANSY | — | 188 (178.4) | -9.5 | 63.5 | — | — | — | — | RNAV1 |
| 005 | TF | BUTOS | — | 182 (172.2) | -9.5 | 34.6 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV TRANSITION



STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

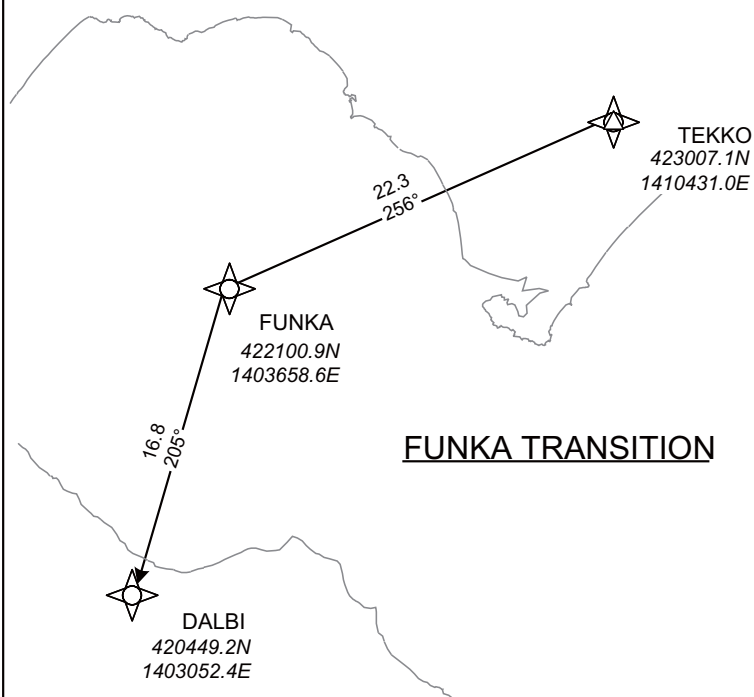
RNAV TRANSITION

| FUNKA TRANSITION | | | RNAV1 |
|---|------------------------|---|-------|
| Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required. | Critical DME | MRE : 12.0NM to FUNKA - FUNKA | |
| | DME GAP | - | |
| | Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |

VAR 10° W(2019)

TACAN
CHITOSE
990 ZYT
CH-29X
42°45'52"N/141°40'25"E

VOR/DME
CHITOSE
116.9 CHE
CH-116X
42°42'00"N/141°41'10"E
100FT

**FUNKA TRANSITION**

From TEKKO, to FUNKA, to DALBI.

| 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 | IF | TEKKO | - | - | -9.5 | - | - | - | - | - | RNAV1 |
| 002 | TF | FUNKA | - | 256 (246.0) | -9.5 | 22.3 | - | - | - | - | RNAV1 |
| 003 | TF | DALBI | - | 205 (195.6) | -9.5 | 16.8 | - | - | - | - | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

STAR

STARs for RWY36

KOMAI WEST ARRIVAL

From over NAVER, via CHE R-201 to intercept and proceed via MKE R-241 to KOMAI.

KOMAI EAST ARRIVAL

From over MKE VOR/DME, via MKE R-180 to MKE R-180/8DME, turn right, proceed via HDG 270 DEG to intercept MKE R-221, then turn right to intercept CHE R-181 to KOMAI.



STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV STAR RWY18L

WAKSA ALFA ARRIVAL
WAKSA BRAVO ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 9° W(2016)



STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV STAR RWY18L

WAKSA ALFA ARRIVAL

From NAVER, to FUJIM at or above 13000FT, to MKE, to C9R52 at or above 12000FT, to C9R53, to C9R54 at or below 7000FT, to C9R55 at or above 5000FT, to WAKSA at or above 3000FT.

| | |
|------------------------|---|
| Critical DME | SPE: C9R55 - WAKSA MKE: 10.0NM to MKE - 3.0NM to MKE 10.0NM to C9R52 - 8.0NM to C9R52 |
| DME GAP | 3.0NM to MKE - 10.0NM to C9R52 |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 |

| 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 | IF | NAVER | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | FUJIM | — | 046 (036.6) | -9.3 | 20.8 | — | +13000 | — | — | RNAV1 |
| 003 | TF | MKE | — | 046 (036.8) | -9.3 | 11.2 | — | — | — | — | RNAV1 |
| 004 | TF | C9R52 | — | 360 (350.9) | -9.3 | 13.0 | — | +12000 | — | — | RNAV1 |
| 005 | TF | C9R53 | — | 360 (350.9) | -9.3 | 7.8 | — | — | — | — | RNAV1 |
| 006 | TF | C9R54 | — | 360 (350.9) | -9.3 | 4.2 | — | -7000 | — | — | RNAV1 |
| 007 | TF | C9R55 | — | 360 (350.9) | -9.3 | 8.7 | — | +5000 | — | — | RNAV1 |
| 008 | TF | WAKSA | — | 240 (230.8) | -9.3 | 11.2 | — | +3000 | — | — | RNAV1 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|----------------|-----------------------|-----------------------|------------------------------|--------------------------|
| Hold | MUKAWA (MKE) | 360 (350.9) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV STAR RWY18L

WAKSA BRAVO ARRIVAL

From CHE, to C9R53, to C9R54 at or below 7000FT, to C9R55 at or above 5000FT, to WAKSA at or above 3000FT.

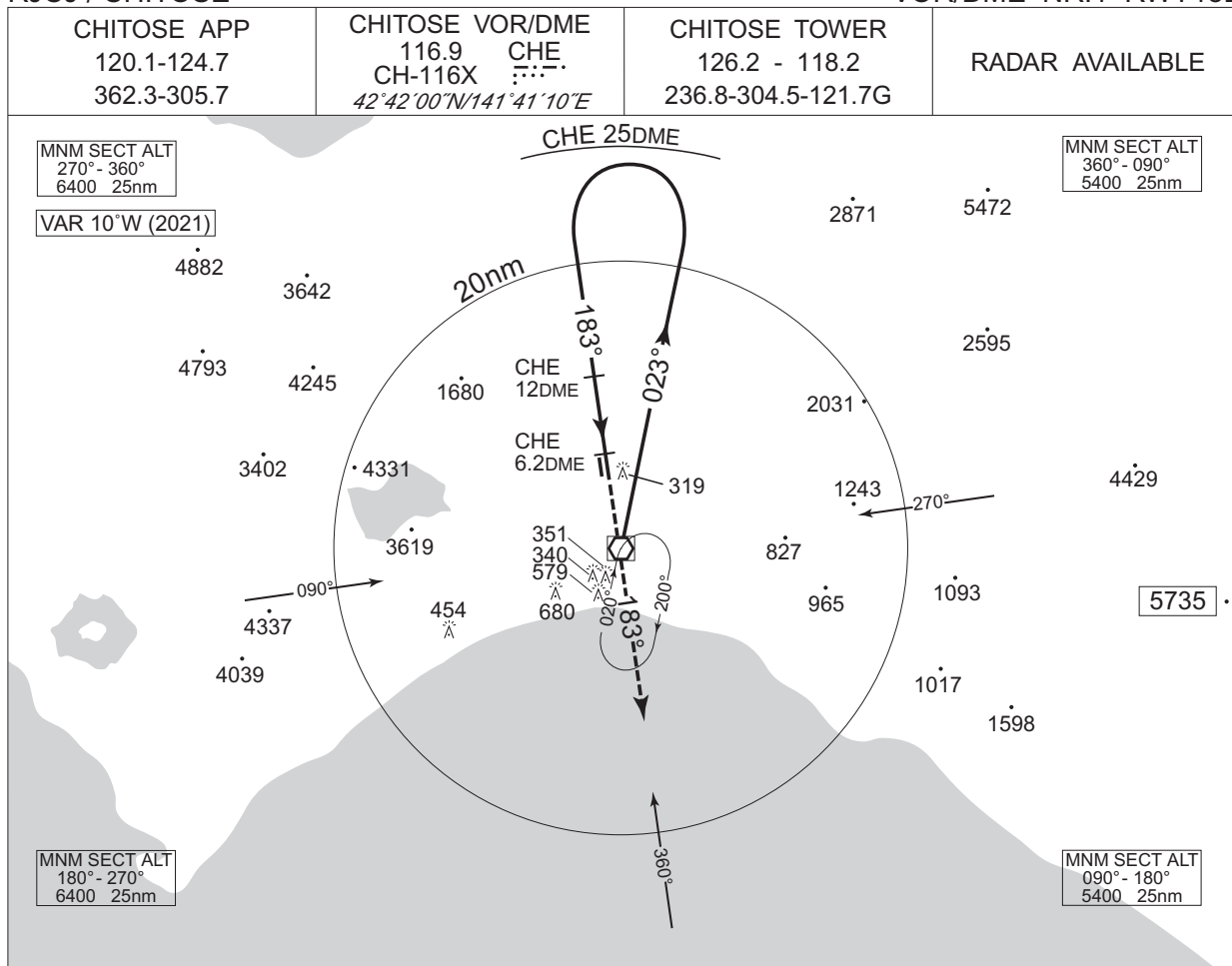
| | |
|------------------------|---|
| Critical DME | SPE: C9R55 - WAKSA |
| DME GAP | CHE - 11.0NM to C9R53 |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | IF | CHE | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | C9R53 | — | 045 (035.8) | -9.3 | 14.6 | — | — | — | — | RNAV1 |
| 003 | TF | C9R54 | — | 360 (350.9) | -9.3 | 4.2 | — | -7000 | — | — | RNAV1 |
| 004 | TF | C9R55 | — | 360 (350.9) | -9.3 | 8.7 | — | +5000 | — | — | RNAV1 |
| 005 | TF | WAKSA | — | 240 (230.8) | -9.3 | 11.2 | — | +3000 | — | — | RNAV1 |

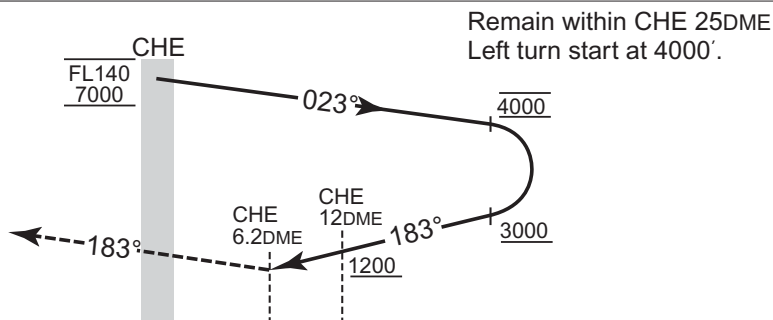
INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR/DME NR.1 RWY18L



MISSED APPROACH
 At 6.2DME prior to CHE VOR/DME,
 climb to 4000' (2000' for PROP)
 on CHE R-183.
 Contact CHITOSE APP.



CHANGE : VAR. PROC course.

| MINIMA | | THR elev. 70 | AD elev. 89 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 560 (490) | 1000 | 620 (531) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | 640 (551) | 3200 |

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR/DME NR.2 RWY18L



CHANGE : VAR. Course FM WAKSA to CHE 6.2DME.

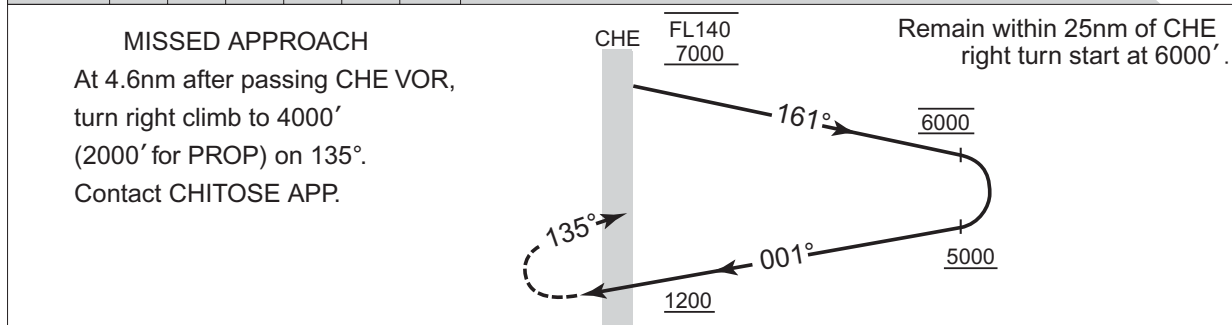
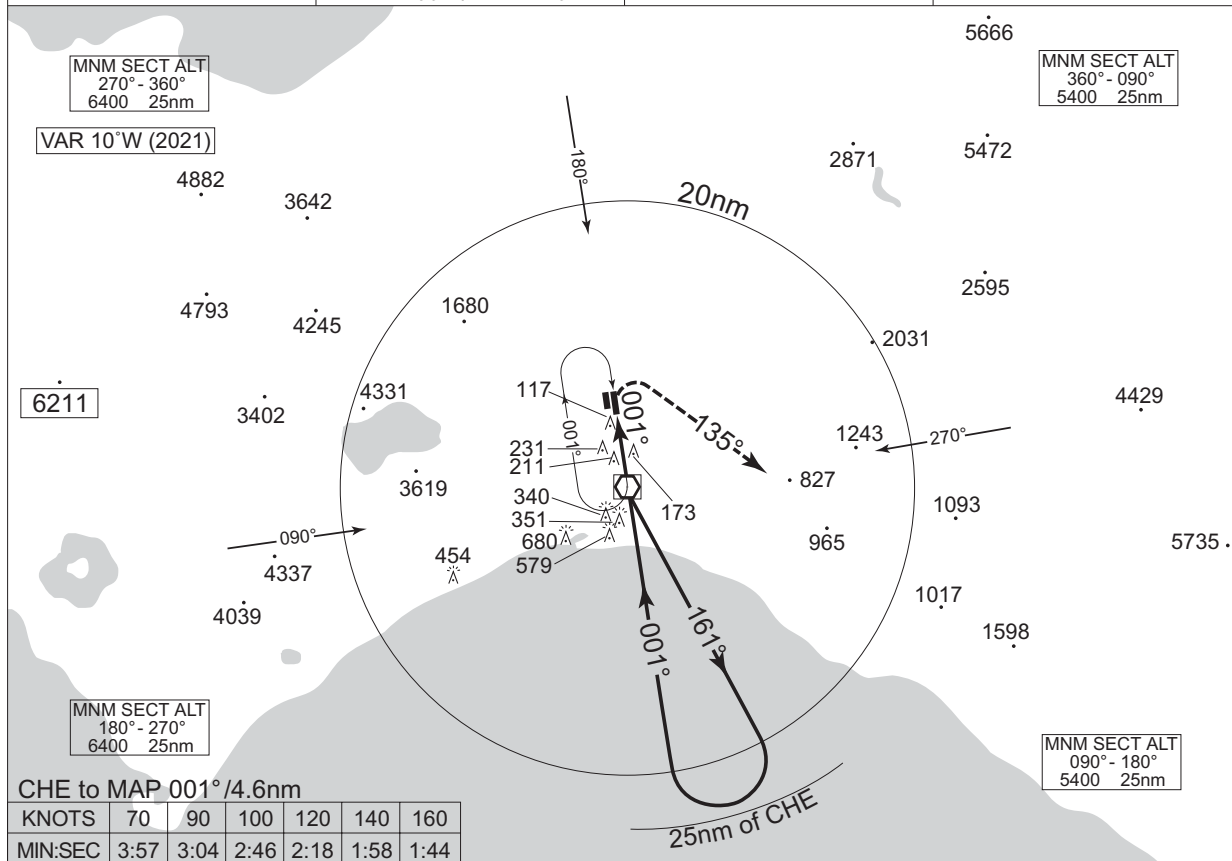
| MINIMA | | THR elev. 70 | AD elev. 89 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 560 (490) | 1000 | 620 (531) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | 640 (551) | 3200 |

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR NR.1 RWY36R

| | | | |
|---|---|--|-----------------|
| CHITOSE APP 120.1 - 124.7 362.3 - 305.7 | CHITOSE VOR/DME 116.9 CHE CH-116X 42°42'00"N/141°41'10"E | CHITOSE TOWER 126.2 - 118.2 236.8 - 304.5 - 121.7G | RADAR AVAILABLE |
|---|---|--|-----------------|



CHANGE : VAR.

| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 620 (531) | 1000 | 620 (531) | 1600 |
| B | | 1200 | | 2400 |
| C | | | 1600 | |
| D | | 640 (551) | | |

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR NR.2 RWY36R



MISSED APPROACH

At 4.6nm after passing CHE VOR,
turn right climb via MKE
R-335 to 5000', proceed to
MKE VOR/DME and hold.
Contact CHITOSE APP.

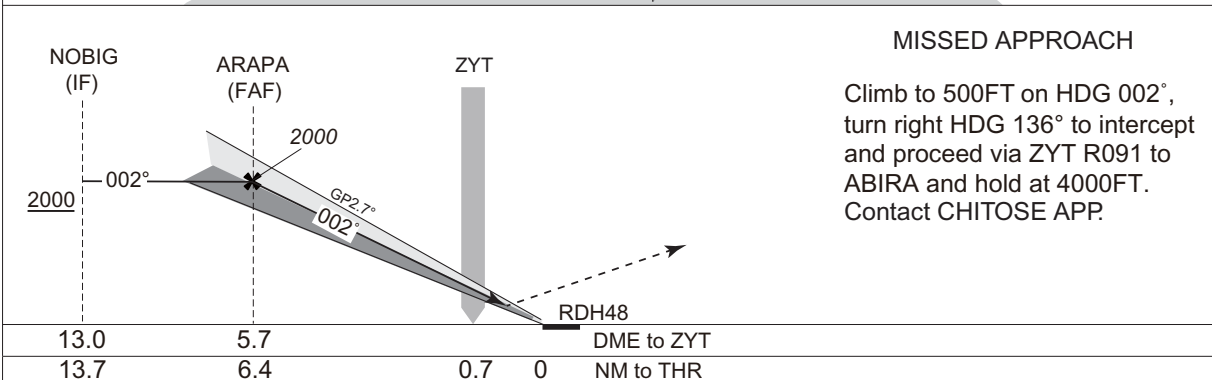


| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 620 (531) | 1000 | 620 (531) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | 640 (551) | 3200 |

CHANGE : VAR.

RJCJ / CHITOSE

ILS Z RWY 36R



| Missed APCH climb gradient MNM 4.0% | | | | |
|-------------------------------------|--------------|--------------|-------------|------|
| MINIMA | | THR elev. 85 | AD elev. 89 | |
| CAT | CAT I | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 285 (200) | 750 | 620(531) | 1600 |
| B | | | | |
| C | | | 2400 | |
| D | | | 660(571) | 3200 |

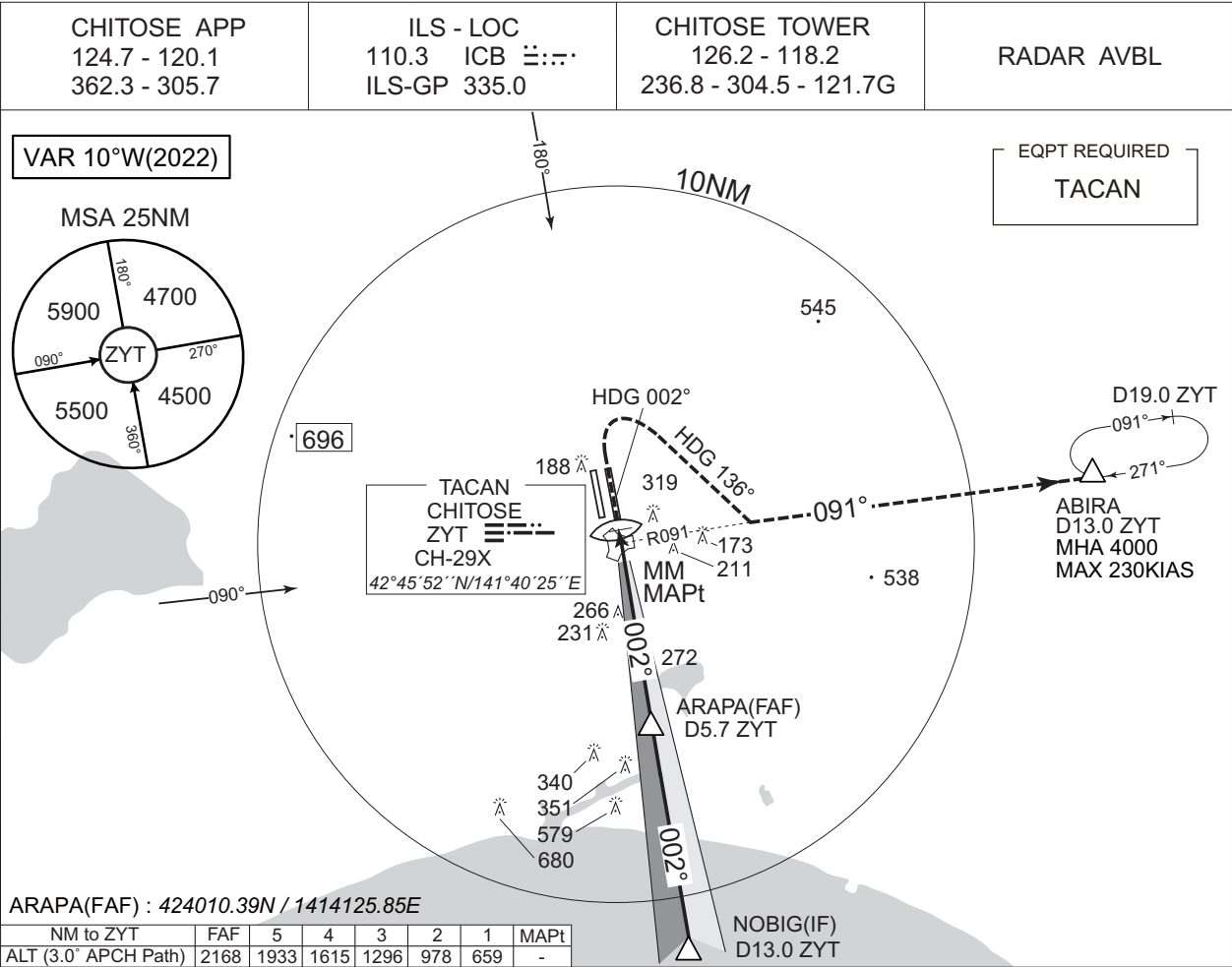
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to RWY18L ONLY.

CHANGE : Circling restriction.

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

LOC RWY36R



INSTRUMENT APPROACH CHART

RJ CJ / CHITOSE

ILS Y RWY 36R



INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

ILS X RWY 36R



Missed APCH climb gradient MNM 4.0%

| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|--------------|--------------|-------------|------|
| CAT | CAT I | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 285 (200) | 750 | 620(531) | 1600 |
| B | | | | 2400 |
| C | | | 660(571) | 3200 |
| D | | | | |

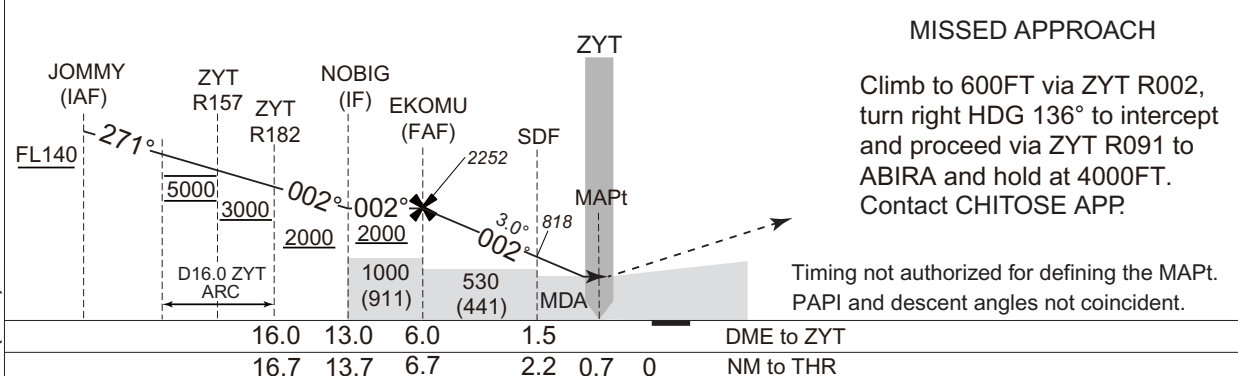
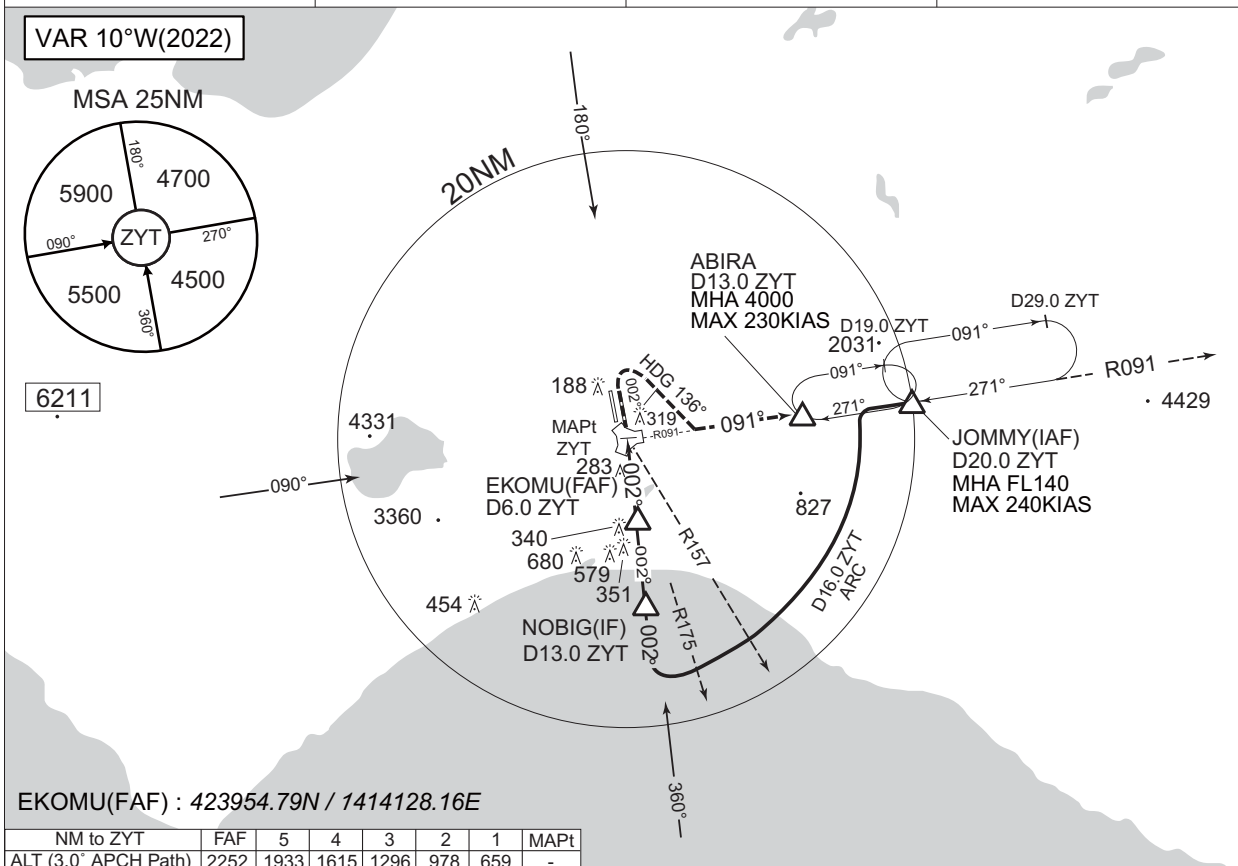
MINIMA with Missed APCH climb gradient of 2.5% are not established.

Circling to RWY18L ONLY.

CHANGE : Circling restriction.

RJCJ / CHITOSE

| | | | |
|---|---|--|-----------------|
| CHITOSE APP 124.7 - 120.1 362.3 - 305.7 | CHITOSE TACAN CH-29 ZYT CH-29 42°45'52"N/141°40'25"E | CHITOSE TOWER 126.2 - 118.2 236.8 - 304.5 - 121.7G | RADAR AVAILABLE |
|---|---|--|-----------------|



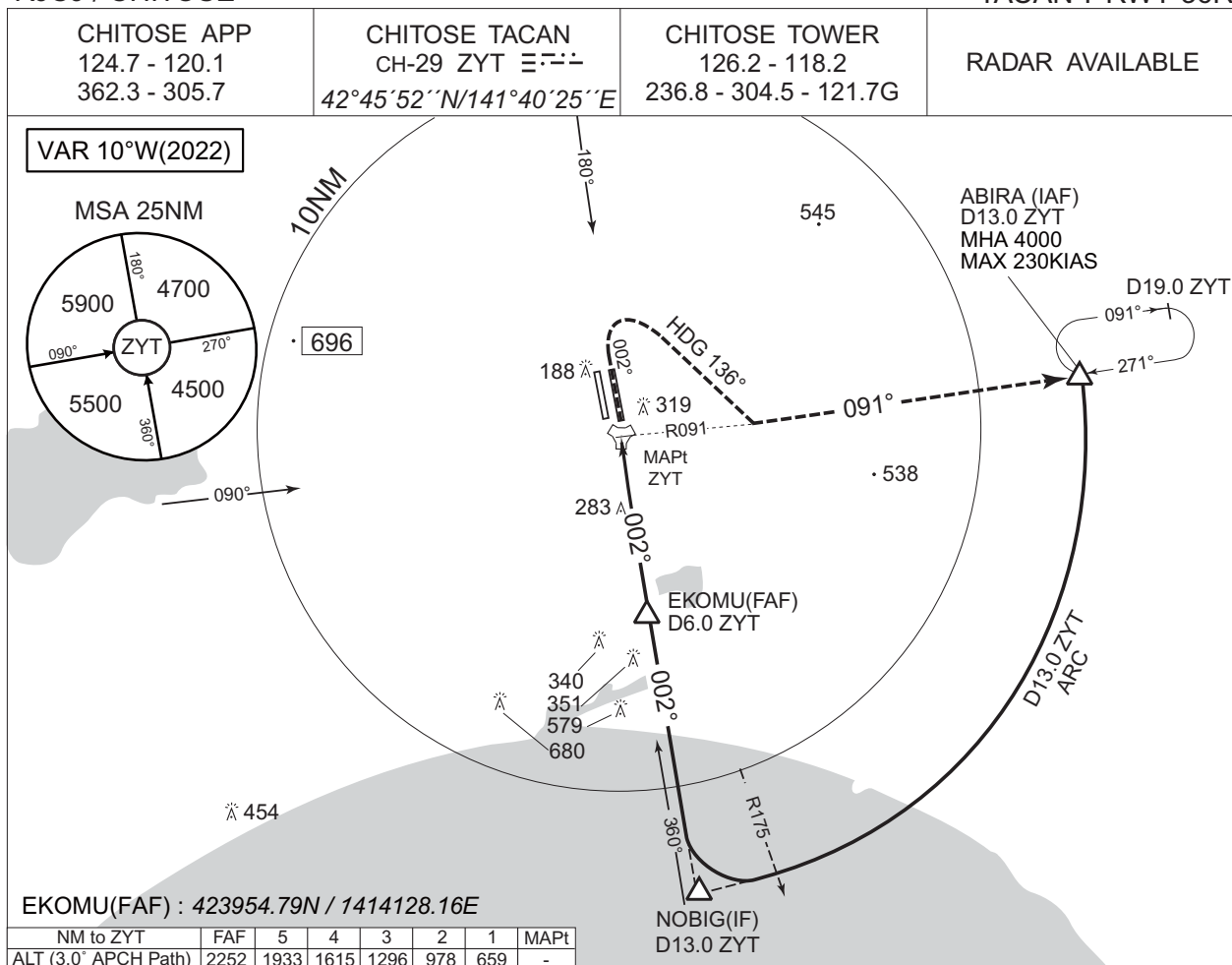
| MINIMA | | THR elev. 85 | AD elev. 89 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 450(361) | 900 | 620(531) | 1600 |
| B | | 1000 | | |
| C | | | 2400 | |
| D | | | | 1400 |

CHANGE : SDF added. OBST added(283).

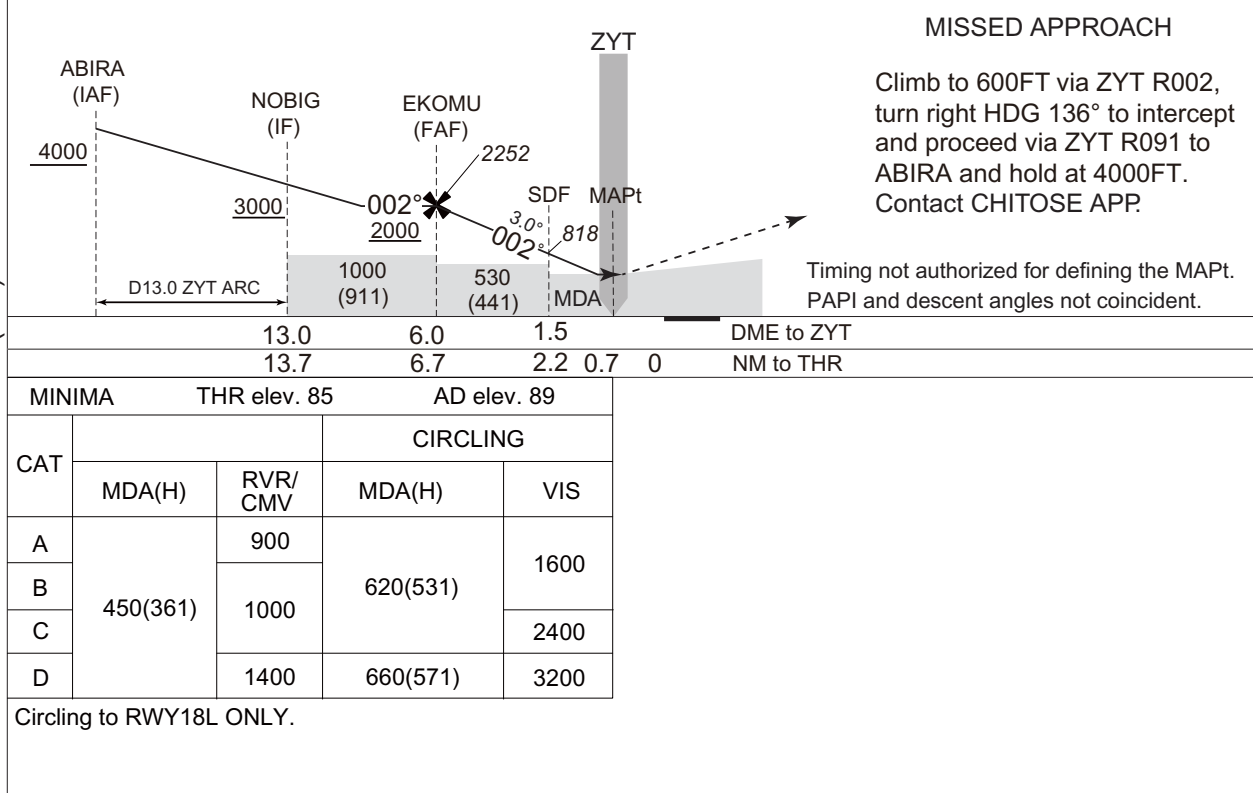
INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

TACAN Y RWY 36R



CHANGE : SDF added. OBST added(283).



RJCJ / CHITOSE

TACAN Z RWY 18L

VAR 10°W(2022)

MSA 25NM

5900 4700 5500 4500

ZYT

180° 090° 270° 360°

180°

20NM

OPANO (IF) D13.0 ZYT

OLPOL (FAF) D8.0 ZYT

MAPt D2.3 ZYT

182° 188° 182°

091°

ABIRA D13.0 ZYT MHA 4000 MAX 230KIAS

JOMMY (IAF) D20.0 ZYT MHA FL140 MAX 240KIAS

D16.0 ZYT ARC

D19.0 ZYT

D29.0 ZYT

091° 271° 091° 271°

4331 3360 4429 5666

090° 360°

340 680 351 579 454

OLPOL (FAF) : 425348.26N / 1413900.48E

| NM to ZYT | MAPt | 4 | 5 | 6 | 7 | FAF |
|----------------------|------|-----|-----|------|------|------|
| ALT (3.0° APCH Path) | - | 670 | 988 | 1306 | 1625 | 1943 |

Climb to 600FT via ZYT R182,
turn left to intercept and proceed
via ZYT R091 to ABIRA and hold
at 4000FT.
Contact CHITOSE APP.

| MINIMA | | THR elev. 70 | AD elev. 89 | |
|--------|----------|--------------|-------------|----------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 500(430) | 900 | 620(531) | 1600 |
| B | | 1000 | | |
| C | | | | 2400 |
| D | | | 1400 | 660(571) |

CHANGE : Circling restriction.

INSTRUMENT APPROACH CHART

