

## 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<br>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<br>1-5, Kotani, Ootani, Aomori City, Aomori, 030-0155, Japan<br>Tel: 017-739-2121, Fax: 017-739-2780<br>E-mail: airport@pref.aomori.lg.jp |
| 7 | Types of traffic permitted(IFR/VFR)  | IFR/VFR  |
| 8 | Remarks  | Aomori Airport Branch (Civil Aviation Bureau)<br>1-303, Kotani, Ootani, Aomori-City, Aomori, 030-0155, Japan<br>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)<br>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<br>General Aviation : JET A1, AVGAS 100/ Aviation oil   |
| 3 | Fuelling facilities/ capacity           | Airline :<br>Fuel truck refueling/ JET A1 200kl × 2tank<br>The prior permission of Oil company is required for refueling.<br>(Except schedule Flight)<br>General Aviation :<br>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<br>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:<br>Snow sweeper × 4<br>Snow plow × 10<br>Rotary plow × 4<br>Anti-freezing sprayer × 3<br>Continuous friction measuring equipment × 2<br>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<br>Surface : cement-concrete, Strength: PCR 1194/R/B/W/T<br>N-Apron<br>Spot NR N1 - N2<br>Surface : asphalt-concrete, Strength: PCR 131/F/C/X/T<br>Spot NR N3 - N11<br>Surface : asphalt-concrete, Strength: AUW 5.7t / 0.68MPa |
| 2 | Taxiway width, surface and strength | TWY T0 - T5, P1 - P4<br>Width : 30m, Surface: asphalt-concrete, Strength: PCR 1281/F/D/X/T<br>TWY N<br>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<br>1 404413.68N1404118.37E<br>2 404414.96N1404120.20E<br>3 404416.50N1404122.54E<br>4 404417.75N1404124.77E<br>5 404419.15N1404126.98E<br>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<br/>(Marking) : RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe<br/>(LGT) : RCLL, REDL, RTHL, RENL, RTZL(RWY 24), WBAR(RWY 24), RWY DIST marker LGT</p> <p>TWY: TWY T0 THRU T5<br/>(Marking) : TWY CL, TWY side stripe, RWY HLDG PSN<br/>(LGT) : TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign</p> <p>TWY: TWY P1 THRU P4<br/>(Marking) : TWY CL, TWY side stripe<br/>(LGT) : TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> <p>TWY: TWY N<br/>(Marking) : TWY CL, TWY side stripe<br/>(LGT) : TWY edge LGT</p>   |
| 3 | Stop bars   | <p>Stop bar lights: TWY T0 THRU T5<br/>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<br/>(LGT) : Apron flood LGT</p>   |

## RJSA AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

| OBST ID/<br>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<br>MET Office outside hours                           | H24 (TOKYO)  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | TOKYO<br>30 Hours  |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil.   |
| 5  | Briefing/ consultation provided  | Briefing is available upon inquiry at TOKYO  |
| 6  | Flight documentation<br>Language(s) used                               | C<br>En  |
| 7  | Charts and other information available for<br>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> ,<br>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<br>available for providing information         | Nil  |
| 9  | ATS units provided with information                                    | TWR  |
| 10 | Additional information(limitation of service,<br>etc.)                 | Nil  |

RJSA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY(M) | Strength(PCR) and<br>surface of RWY  | THR coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|------------------------|----------|-------------------------|--------------------------------------|---|---|
| 1                      | 2        | 3                       | 4                                    | 5                                       | 6   |
| 06                     | 051.91°  | 3000 × 60               | PCR 1432/F/D/X/T<br>Asphalt Concrete | 404329.77N<br>1404028.61E<br>122.6ft    | THR ELEV : 647ft  |
| 24                     | 231.91°  | 3000 × 60               | PCR 1432/F/D/X/T<br>Asphalt Concrete | 404429.79N<br>1404209.27E<br>122.6ft    | THR ELEV : 664ft<br>TDZ ELEV : 661ft                                  |

| Slope of RWY     | Strip<br>dimensions(M) | RESA (Overrun)<br>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)*<br>*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<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(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)<br>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<br>Anemometer location and LGT      | LDI : Nil<br>Anemometer :<br>RWY06 : 377m from RWY06 THR, LGTD<br>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/<br>switch-over time              | Within 1sec : PALS, SALS, REDL, RTHL, WBAR, RENL, RCLL, RTZL,<br>Overrun area edge LGT, Stop bar LGT, RWY guard LGT and TWY CL LGT<br>at TWY T0, T5, P1-P4<br><br>Within 15sec : Other lights |
| 5 | Remarks  | WDI LGT   |

## RJSA AD 2.16 HELICOPTER LANDING AREA

|                 |
|-----------------|
| To Be Developed |
|-----------------|

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 ) | -----<br>4000        | D                       | Aomori TWR<br>En            |         |
| Shirakami ACA                  | See RJSK attached chart                                  |                      | E                       | Shirakami APP<br>En         |         |

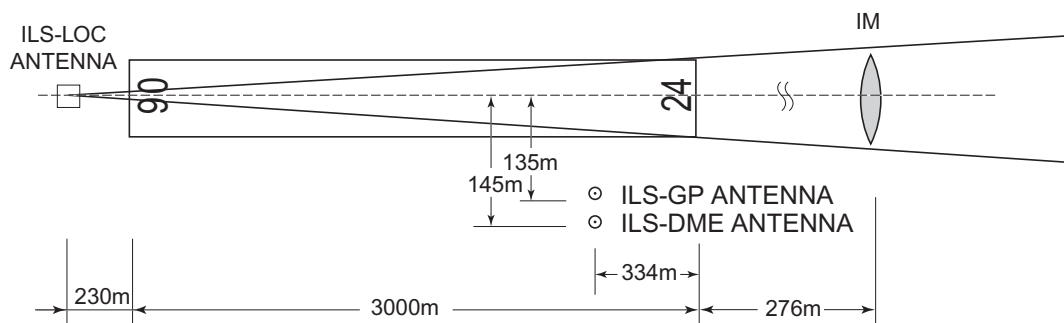
RJSA AD 2.18 ATS COMMUNICATION FACILITIES

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



## RJSA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

## 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

**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<br>CAT | REDL & RCLL             |               | REDL or RCLL<br>or RCL Marking |               | NIL<br>(DAYTIME ONLY) |      |
|--|----------|-------------|-------------------------|---------------|--------------------------------|---------------|-----------------------|------|
|  |          |             | RVR                     | VIS           | RVR                            | VIS           | RVR                   | VIS  |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP FILED | 06<br>24 | A,B,C       | 400m<br>*200m<br>**150m | 400m<br>*200m | 400m<br>*250m                  | 400m<br>*250m | -                     | 500m |
|  |          | D           | 400m<br>*250m<br>**200m | 400m<br>*250m | 400m<br>*300m                  | 400m<br>*300m | -                     | 500m |
| OTHER  | 06<br>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<br/>(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<br/>(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:

- Surface wind speed and direction
- 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:

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

(2)Taxiway available for LVTO

Entering taxiway: T0 and T5

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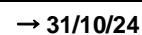
**RJSA AD 2.23 ADDITIONAL INFORMATION**

|     |
|-----|
| Nil |
|-----|

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

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

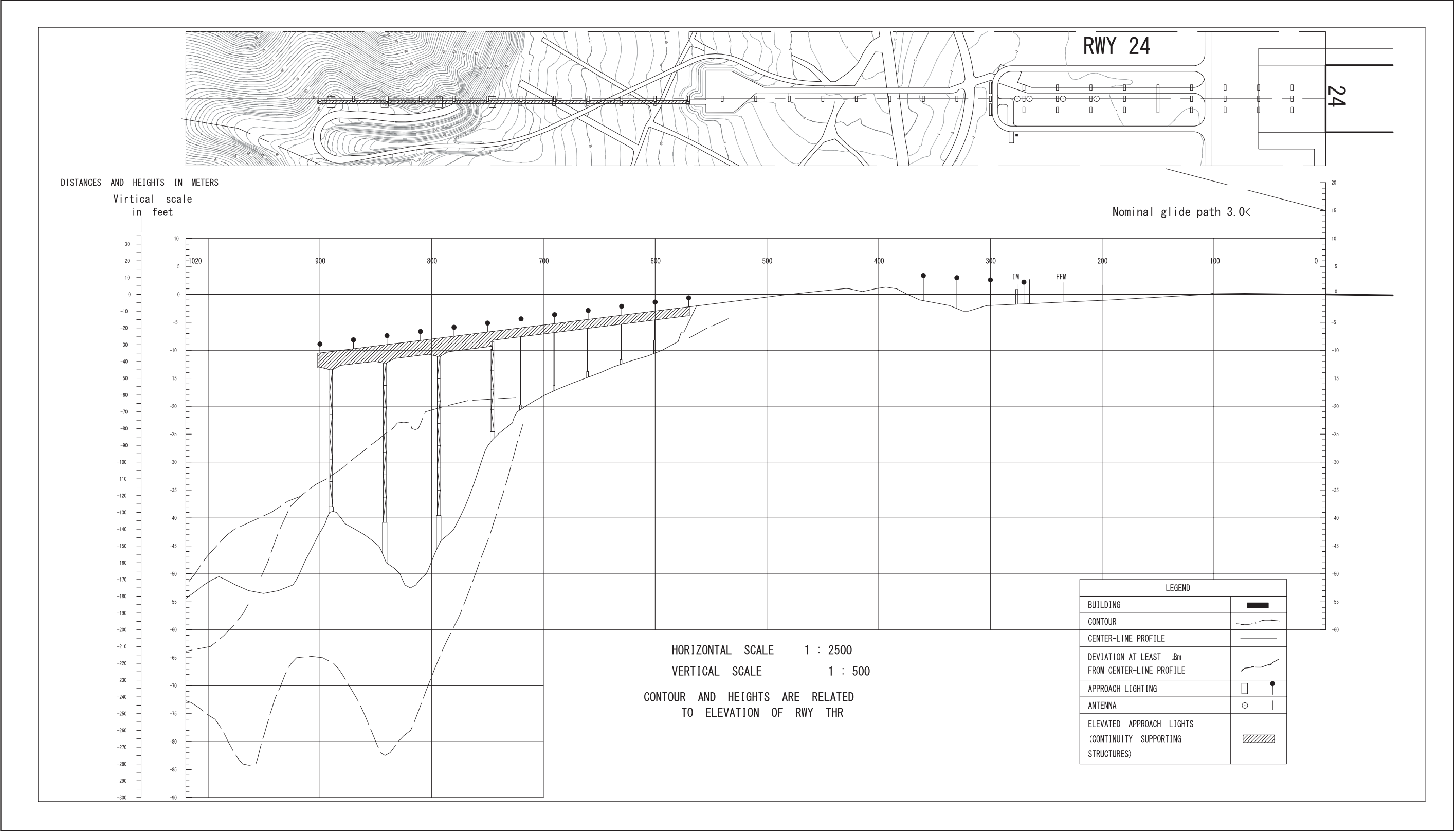
## AD CHART



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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

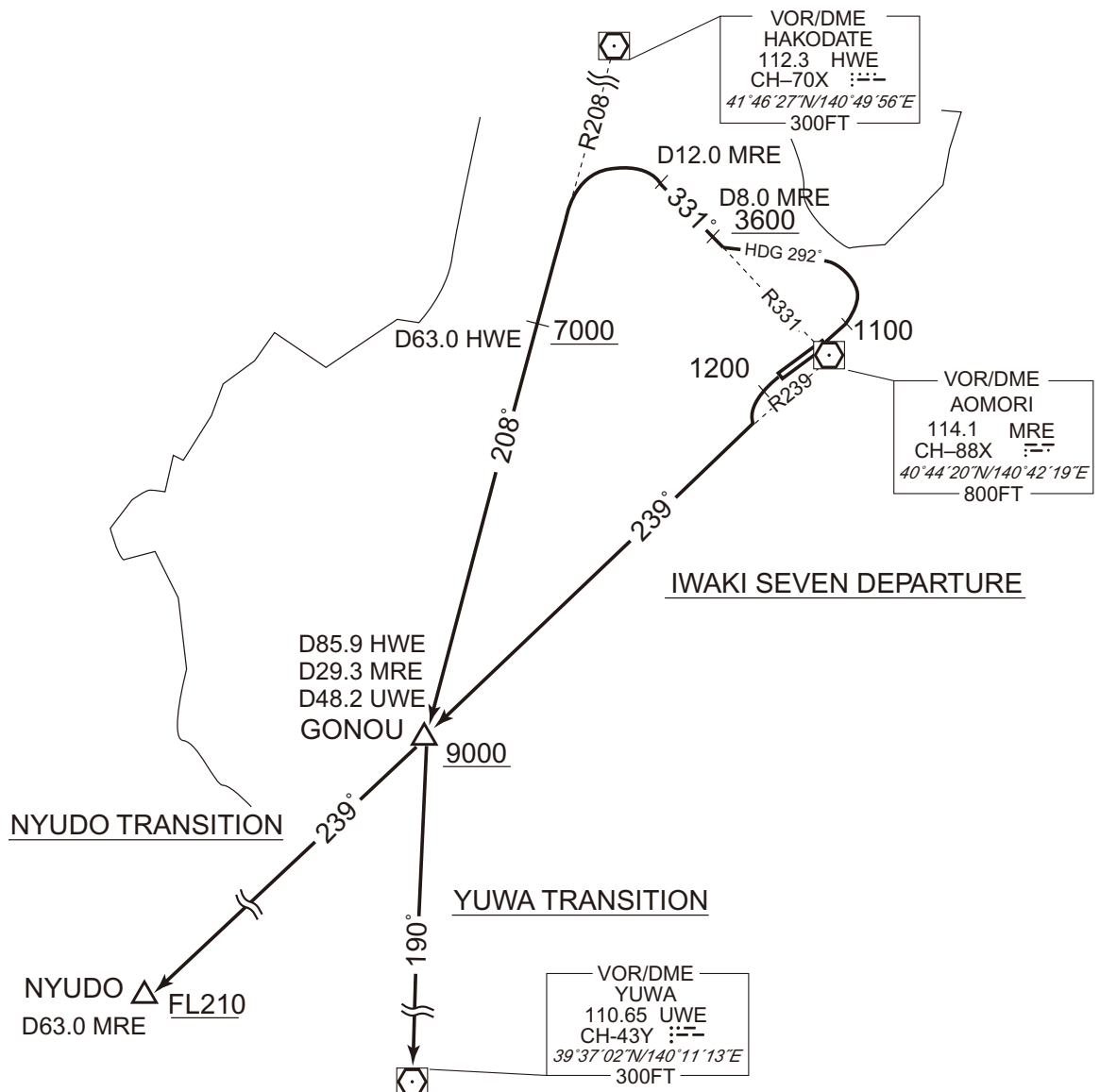
From over GONOU, via UWE R010 to UWE VOR/DME.

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

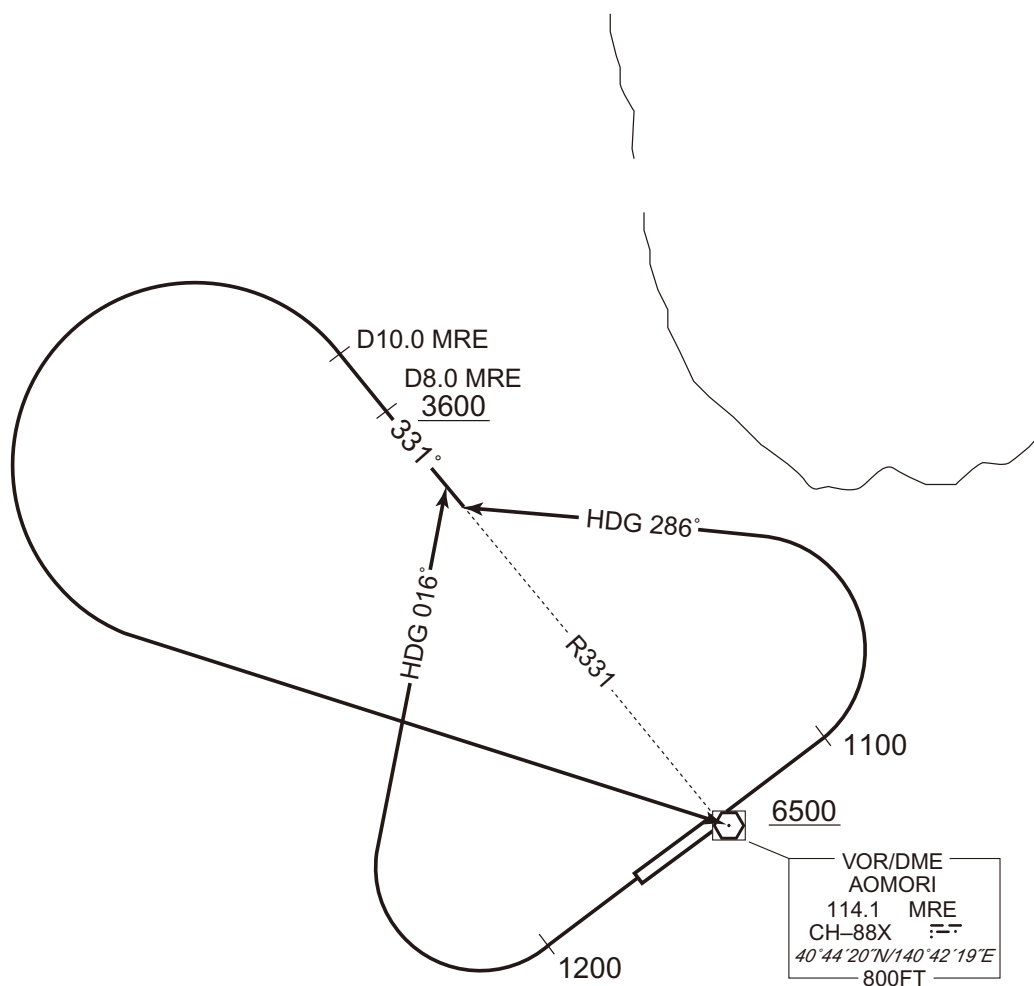
RWY06 : Climb RWY HDG to 1100FT, turn left HDG 286°...

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

RJSA / AOMORI

RNAV SID

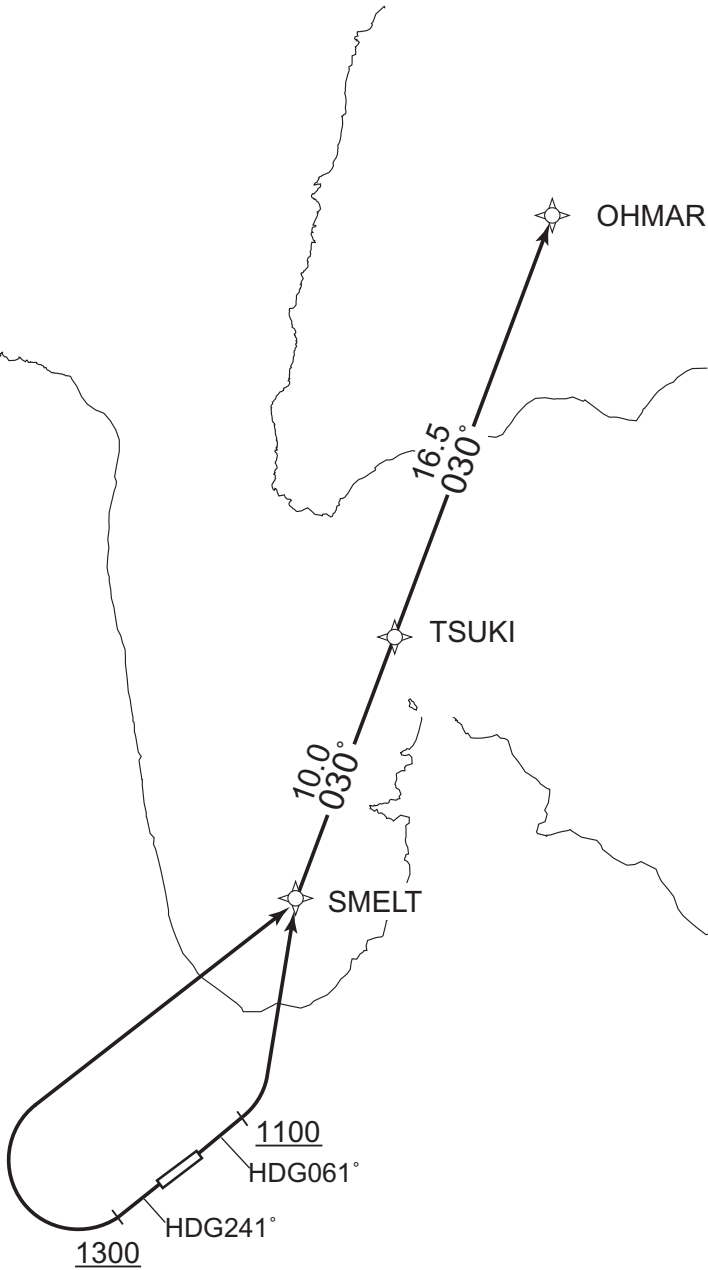
OHMAR TWO DEPARTURE

RNP1

Note GNSS required.

VAR 9°W

CHANGE : Description of latitude and longitude.



RWY06 : Climb on HDG061° at or above 1100FT, turn left direct to SMELT, to TSUKI, to OHMAR.  
RWY24 : Climb on HDG241° at or above 1300FT, turn right direct to SMELT, to TSUKI, to OHMAR.  
NOTE RWY24 : 5.0% climb gradient required up to 1300FT.  
OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.

## RJSA / AOMORI

## OHMAR TWO DEPARTURE

| 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<br>(051.8) | -9.3               | -             | -              | +1100         | -            | -              | RNP1                     |
| 002           | DF              | SMELT               | -        | -              | -9.3               | -             | L              | -             | -            | -              | RNP1                     |
| 003           | TF              | TSUKI               | -        | 030<br>(020.5) | -9.3               | 10.0          | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | OHMAR               | -        | 030<br>(020.5) | -9.3               | 16.5          | -              | -             | -            | -              | RNP1                     |

| 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<br>(231.8) | -9.3               | -             | -              | +1300         | -            | -              | RNP1                     |
| 002           | DF              | SMELT               | -        | -              | -9.3               | -             | R              | -             | -            | -              | RNP1                     |
| 003           | TF              | TSUKI               | -        | 030<br>(020.5) | -9.3               | 10.0          | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | OHMAR               | -        | 030<br>(020.5) | -9.3               | 16.5          | -              | -             | -            | -              | RNP1                     |

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

Civil Aviation Bureau, Japan (EFF:17 APR 2025)

STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

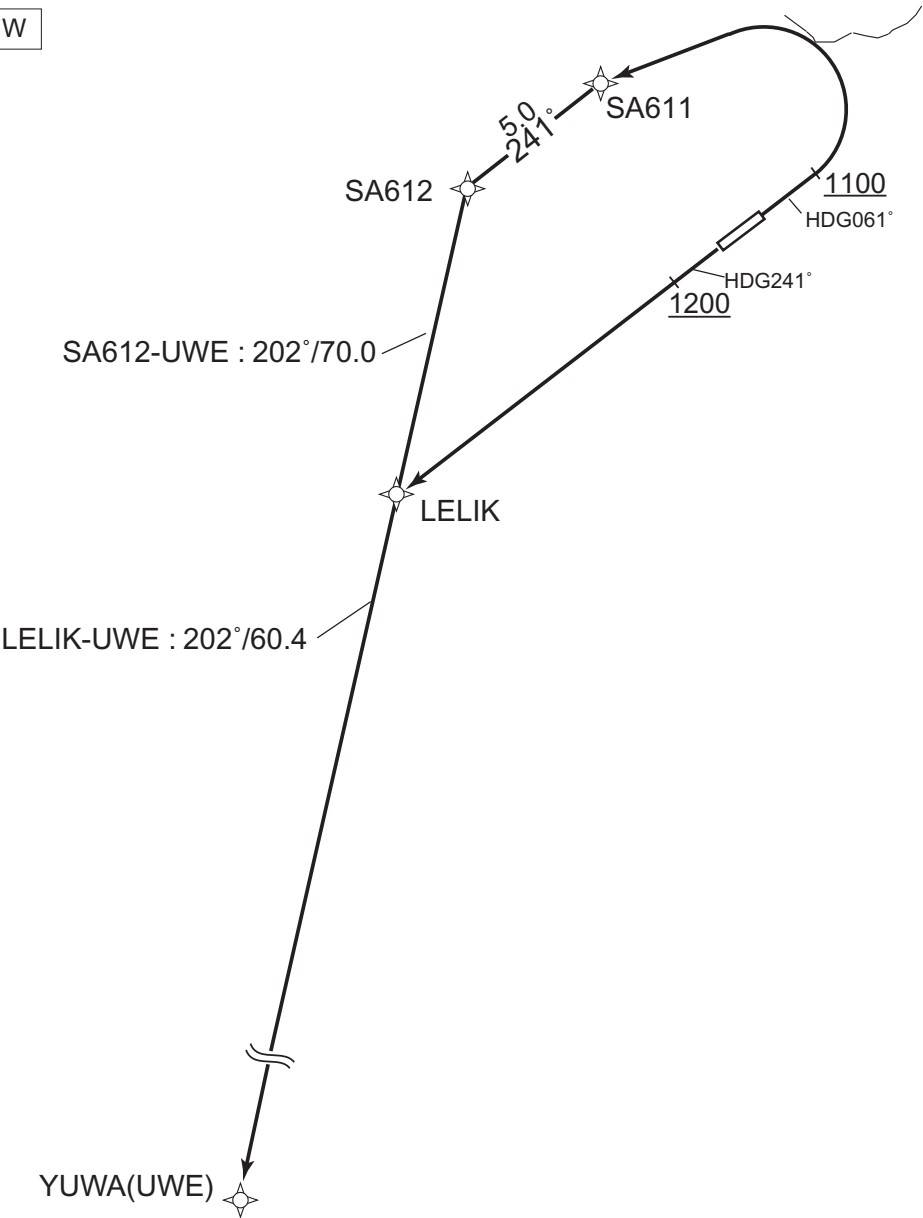
RNAV SID

SHIRAKAMI THREE DEPARTURE

RNP1

Note GNSS required.

VAR 9°W



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.

CHANGE : PROC renamed. LELIK established. SA411 abolished.

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<br>(051.8) | -9.3               | -             | -              | +1100         | -            | -              | RNP1                     |
| 002           | DF              | SA611               | -        | -              | -9.3               | -             | L              | -             | -            | -              | RNP1                     |
| 003           | TF              | SA612               | -        | 241<br>(231.7) | -9.3               | 5.0           | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | UWE                 | -        | 202<br>(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<br>(231.8) | -9.3               | -             | -              | +1200         | -            | -              | RNP1                     |
| 002           | DF              | LELIK               | -        | -              | -9.3               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | UWE                 | -        | 202<br>(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

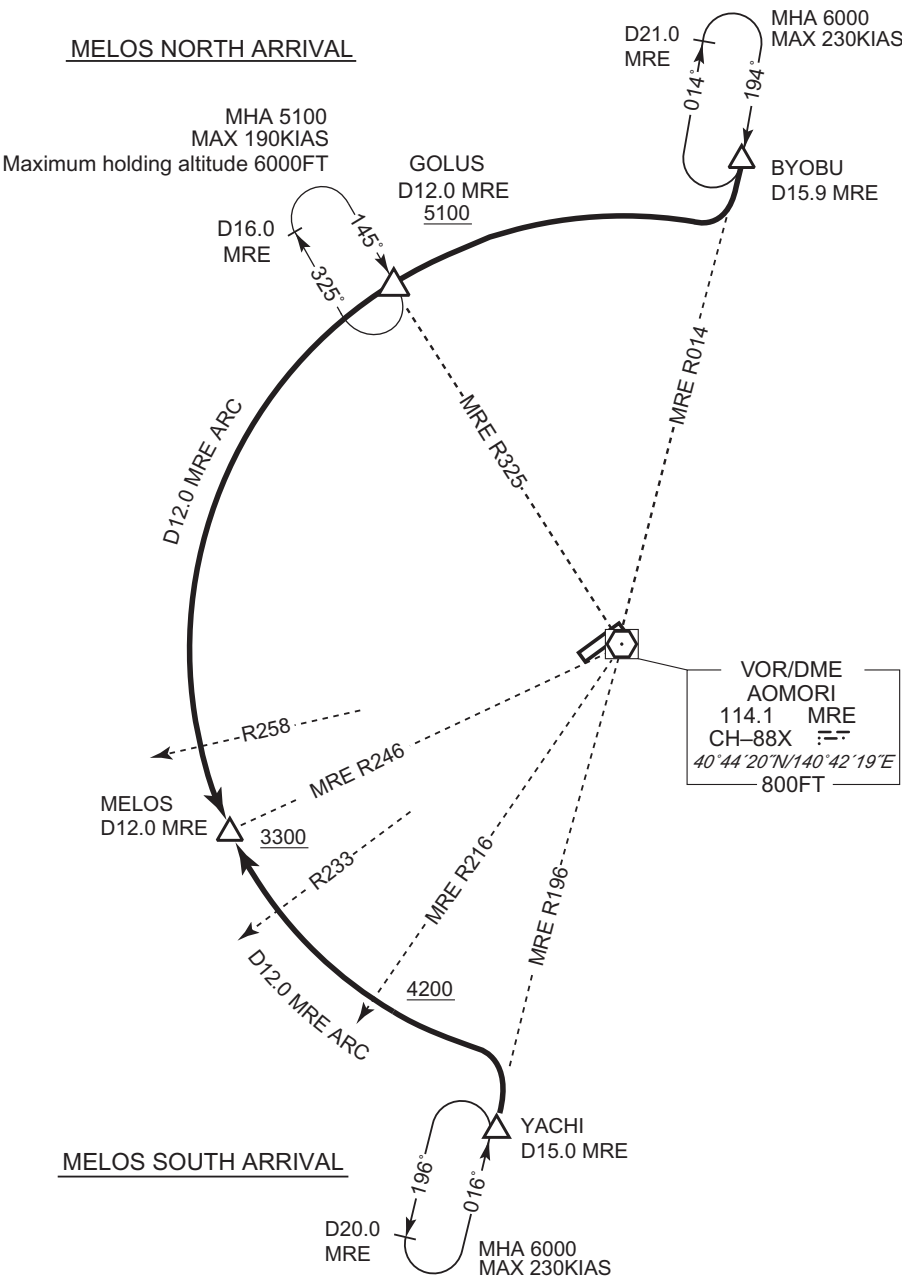
RJSA / AOMORI

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.

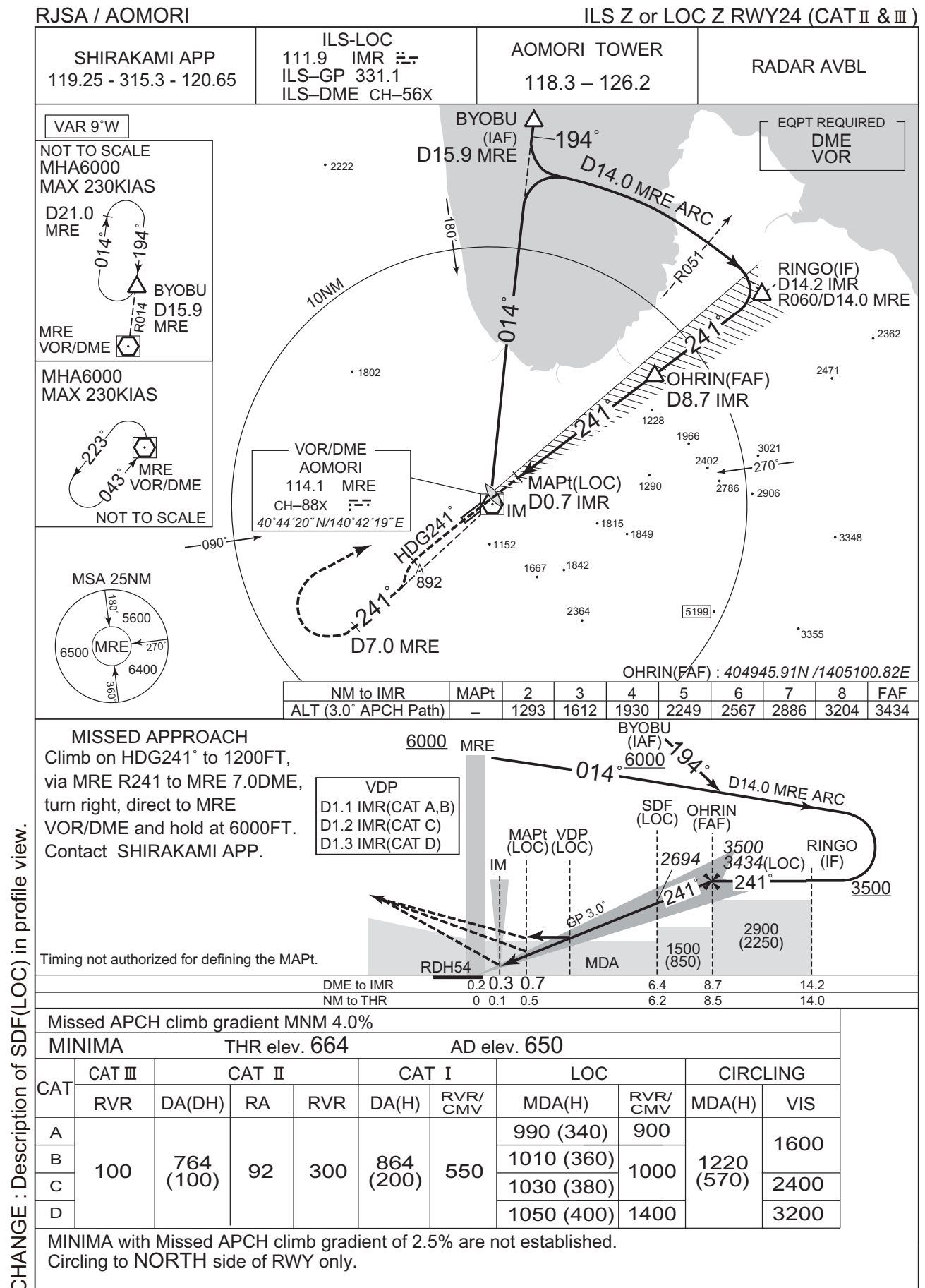
CHANGE : PROC course(MELOS NORTH ARRIVAL). GOLUS established.





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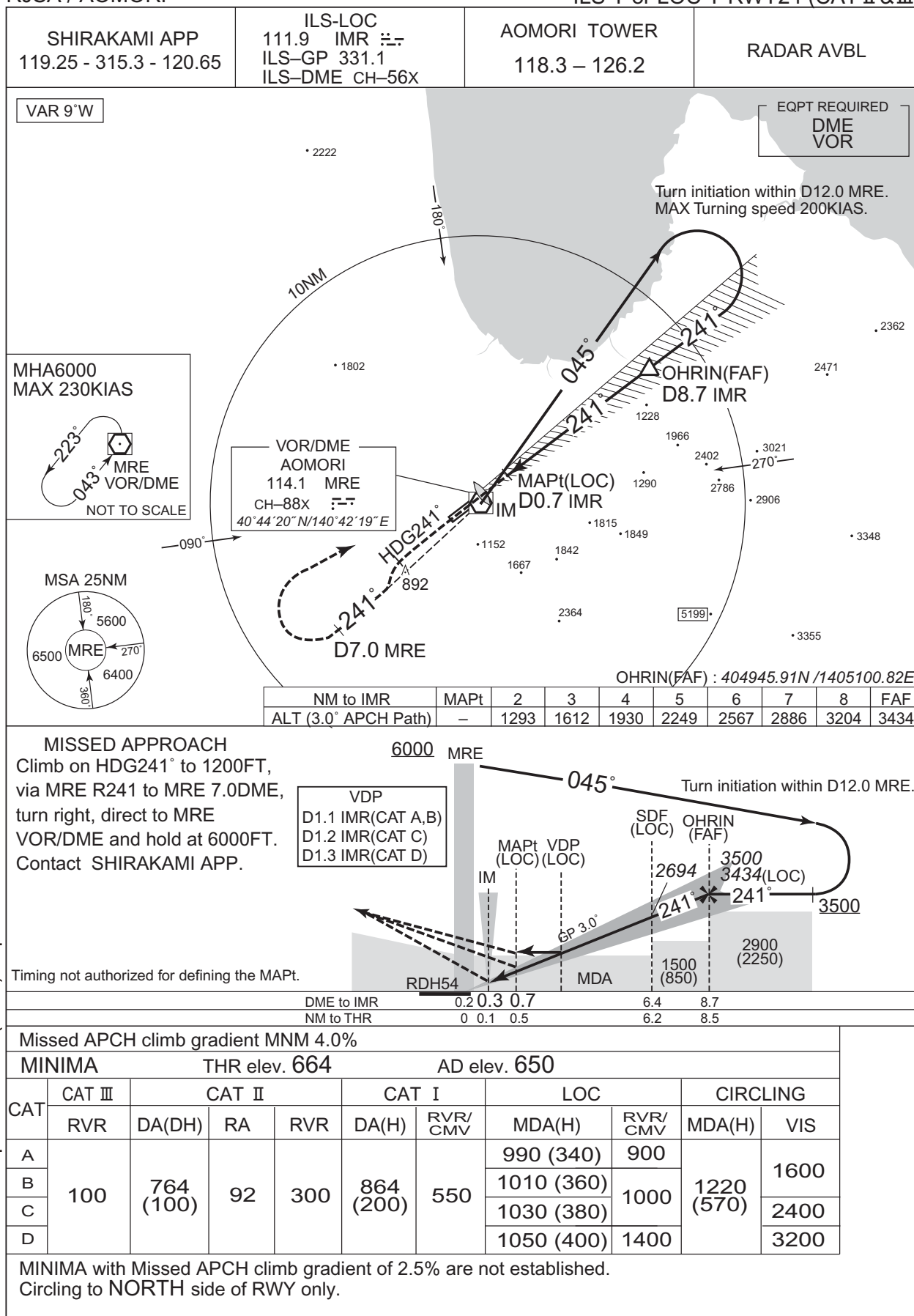
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJSA / AOMORI

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

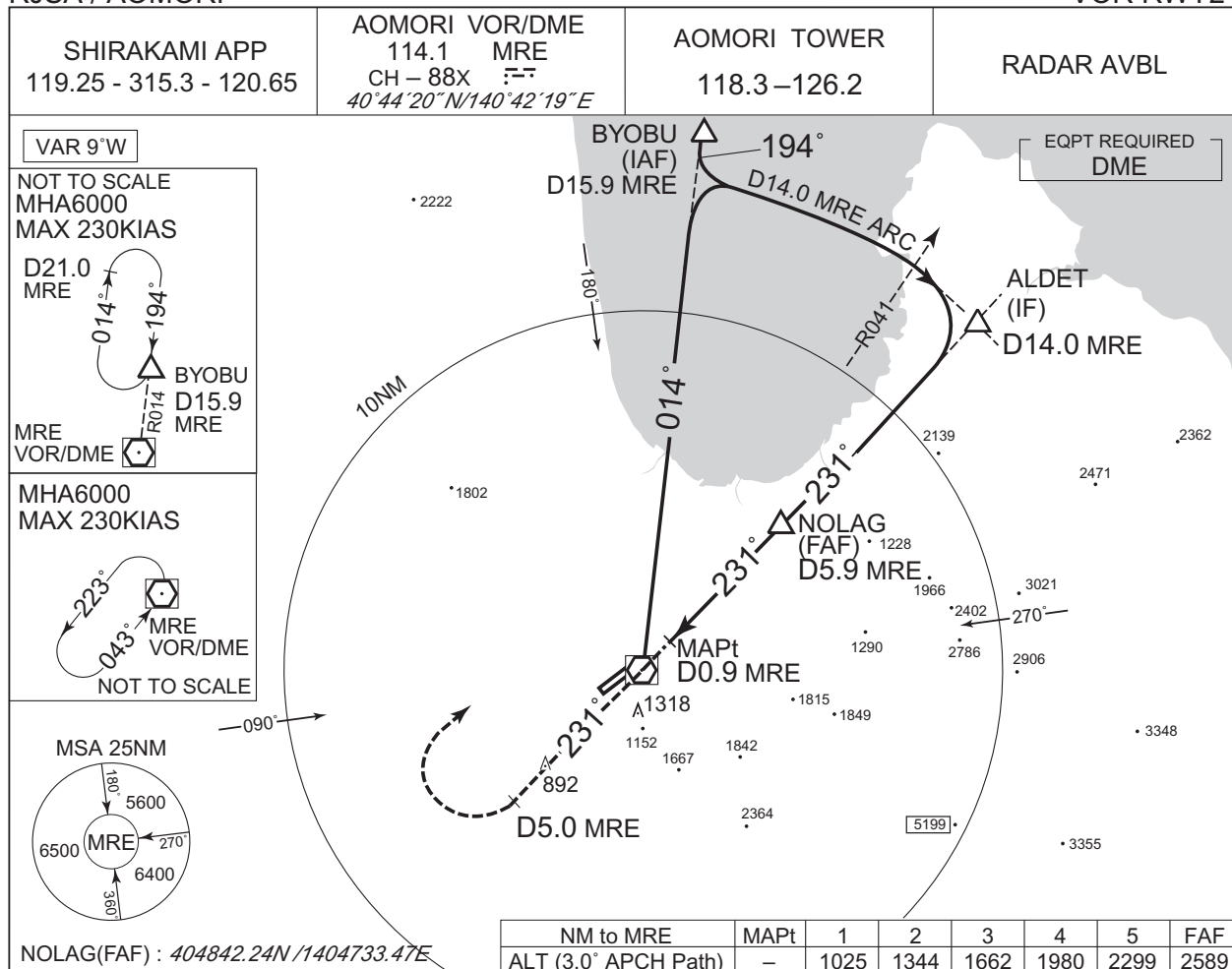


CHANGE : Description of SDF(LOC) in profile view.

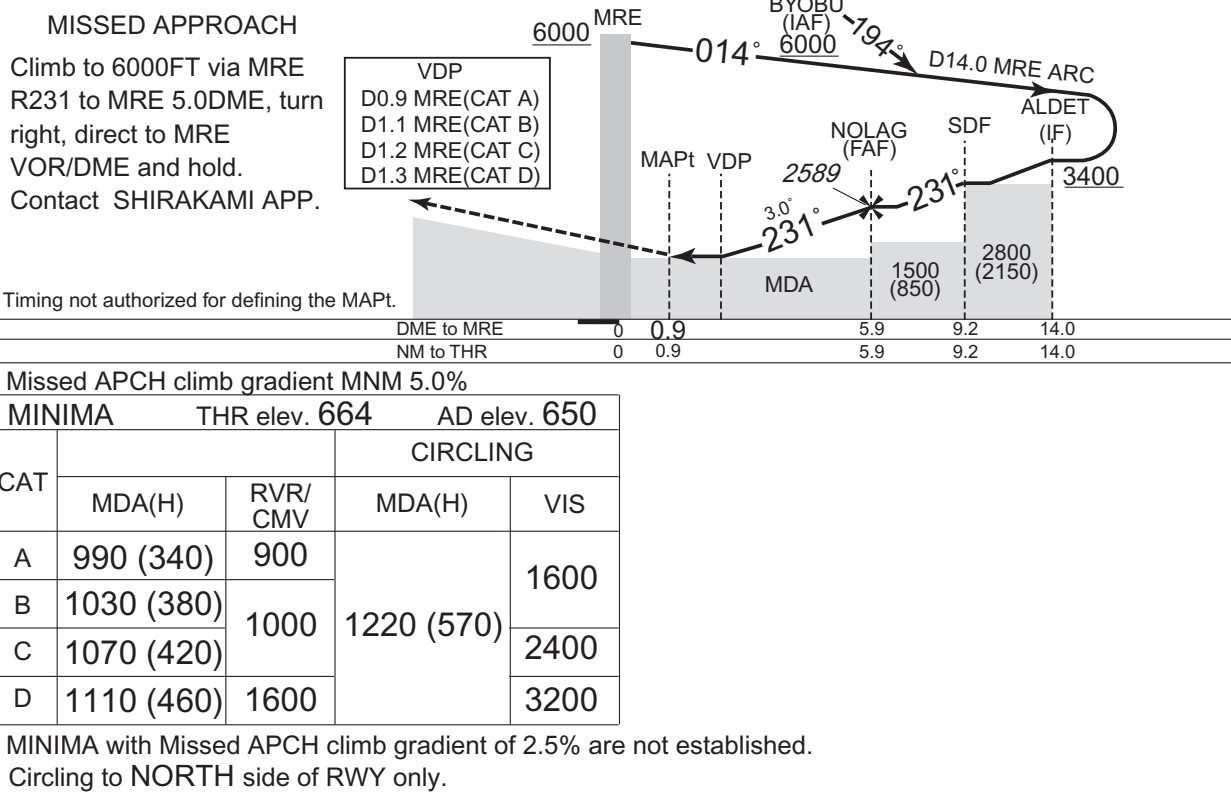
INSTRUMENT APPROACH CHART

RJSA / AOMORI

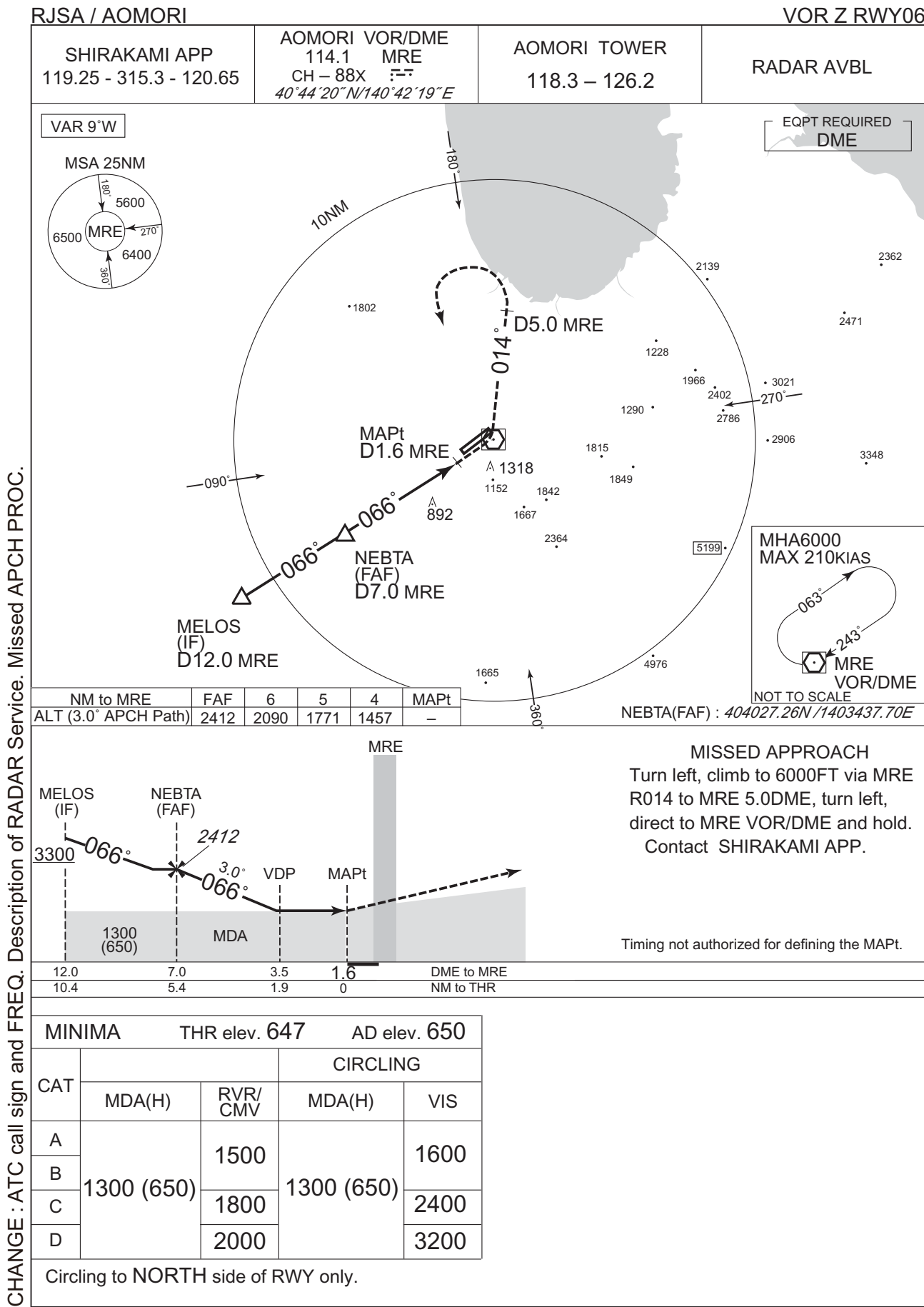
VOR RWY24



CHANGE : NOLAG established. MARRY abolished.

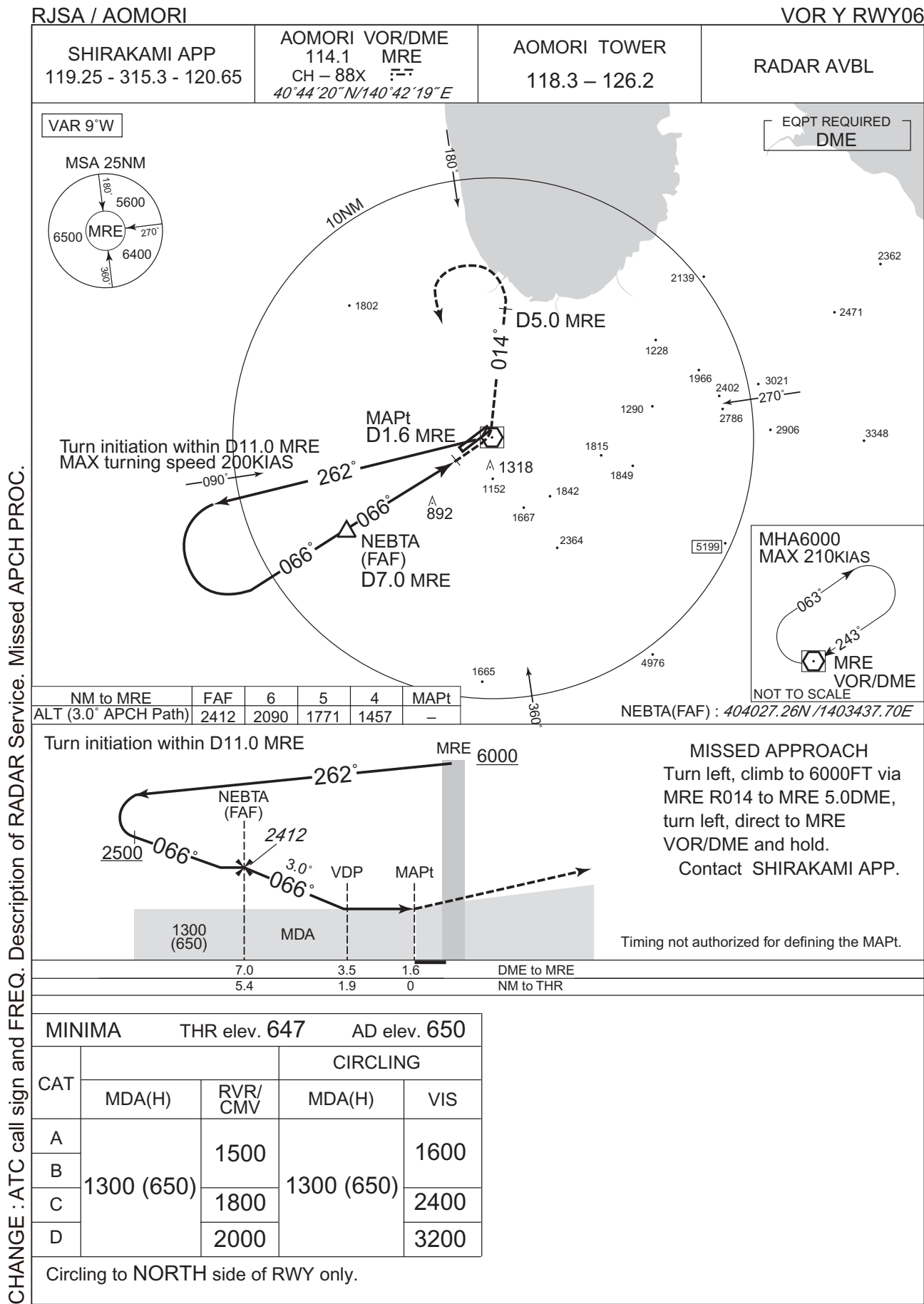


INSTRUMENT APPROACH CHART

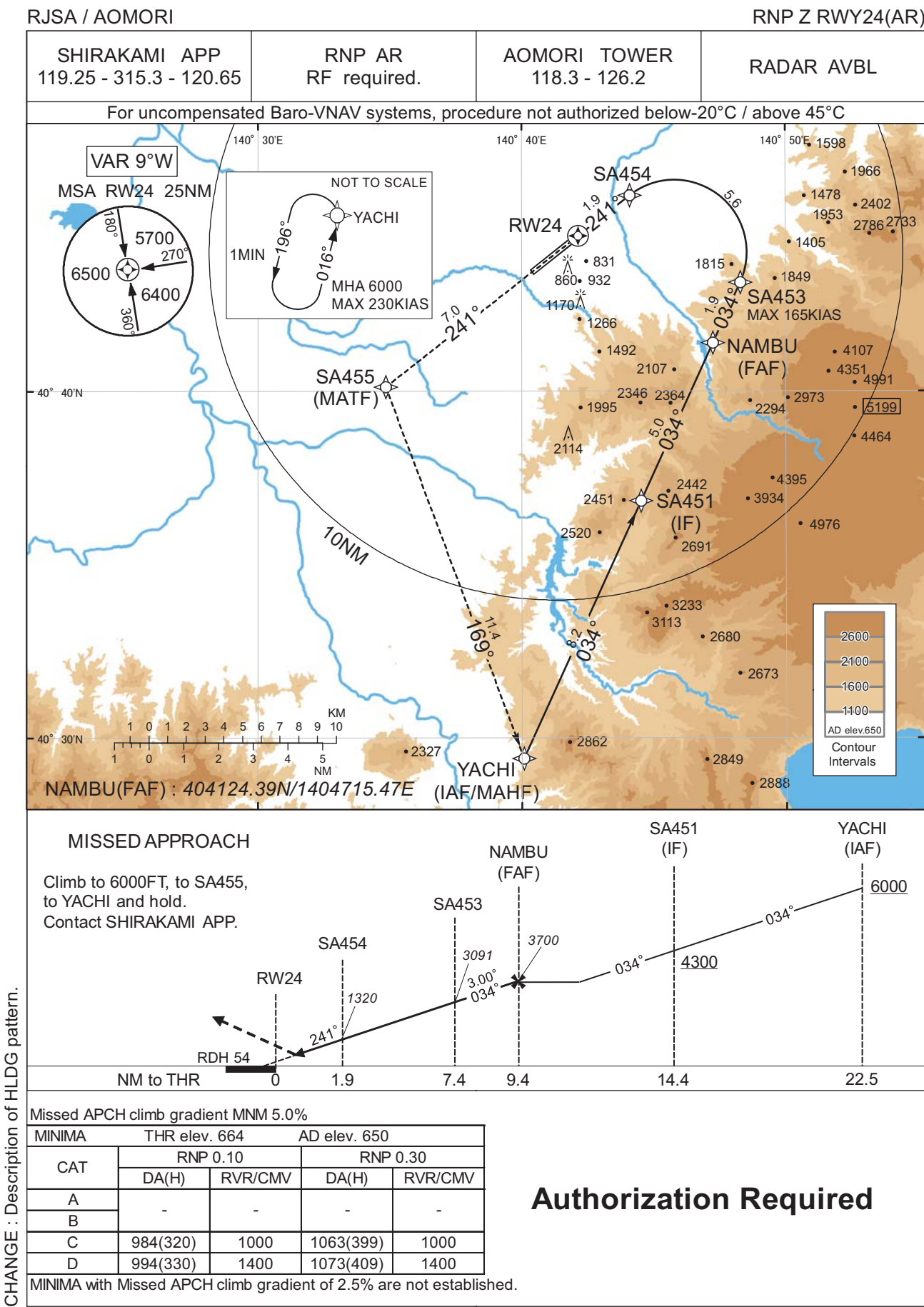


CHANGE : ATC call sign and FREQ. Description of RADAR Service. Missed APCH PROC.

INSTRUMENT APPROACH CHART



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<br>0.30 |
| 005           | RF<br>Center:<br>SARF1<br>r=2.09NM | SA454               | -        | -             | -9.3               | 5.6           | L              | 1320          | -            | -3.00           | 0.10<br>0.30 |
| 006           | TF                                 | RW24                | Y        | 241 (231.8)   | -9.3               | 1.9           | -              | 718           | -            | -3.00/54        | 0.10<br>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       |

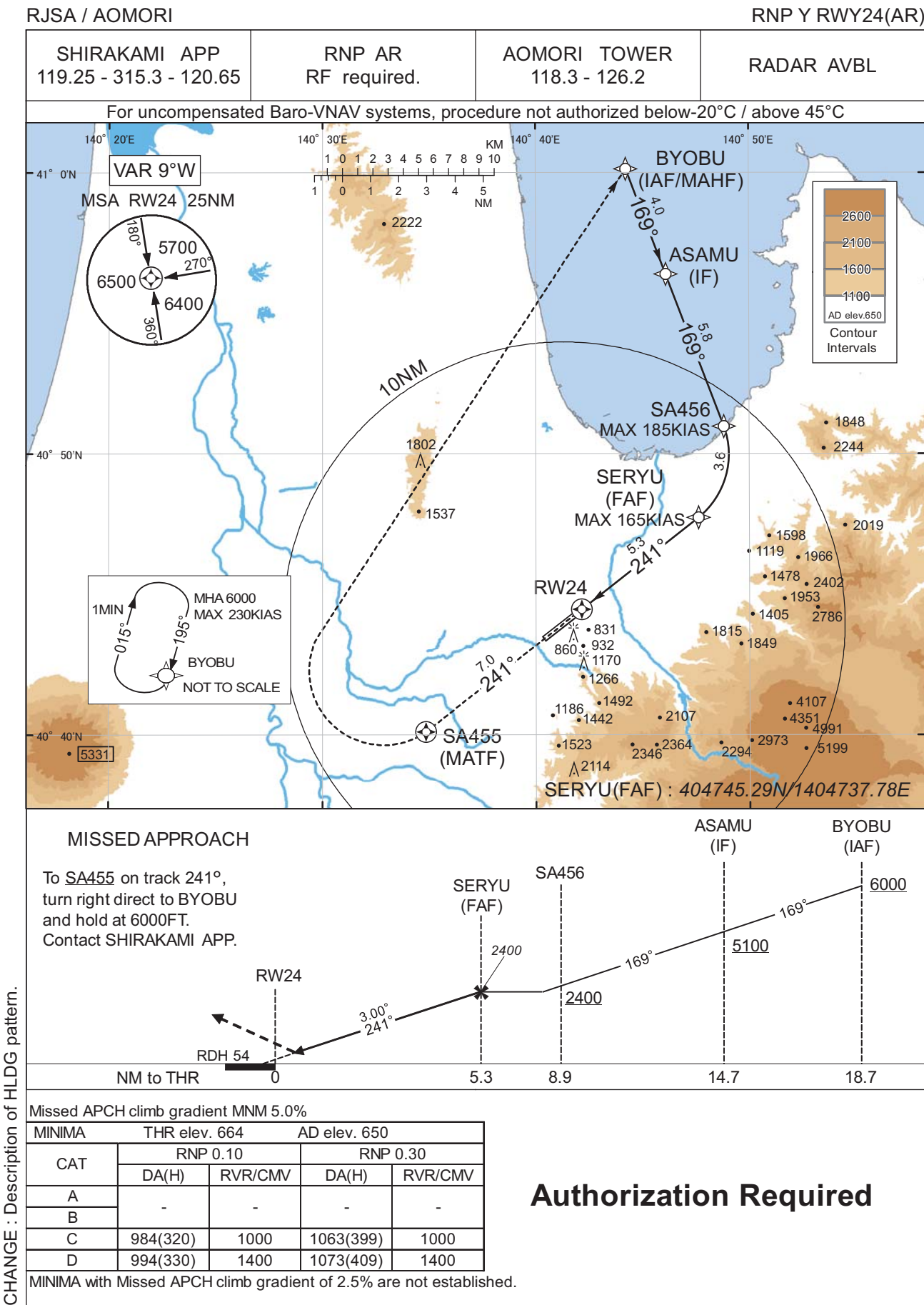
Waypoint Coordinates

| 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).



INSTRUMENT APPROACH CHART



## 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<br>(159.3) | -9.3               | 4.0           | -              | +5100         | -            | -               | 1.0          |
| 003           | TF                                 | SA456               | -        | 169<br>(159.3) | -9.3               | 5.8           | -              | +2400         | -185         | -               | 0.3          |
| 004           | RF<br>Center:<br>SARF3<br>r=2.83NM | SERYU               | -        | -              | -9.3               | 3.6           | R              | 2400          | -165         | -               | 0.3          |
| 005           | TF                                 | RW24                | Y        | 241<br>(231.9) | -9.3               | 5.3           | -              | 718           | -            | -3.00/54        | 0.10<br>0.30 |
| 006           | CF                                 | SA455               | Y        | 241<br>(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<br>(185.2)        | -9.3               | 1.0 (-14000)        | R              | 6000                  | FL140                 | -230<br>(-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).

## INSTRUMENT APPROACH CHART

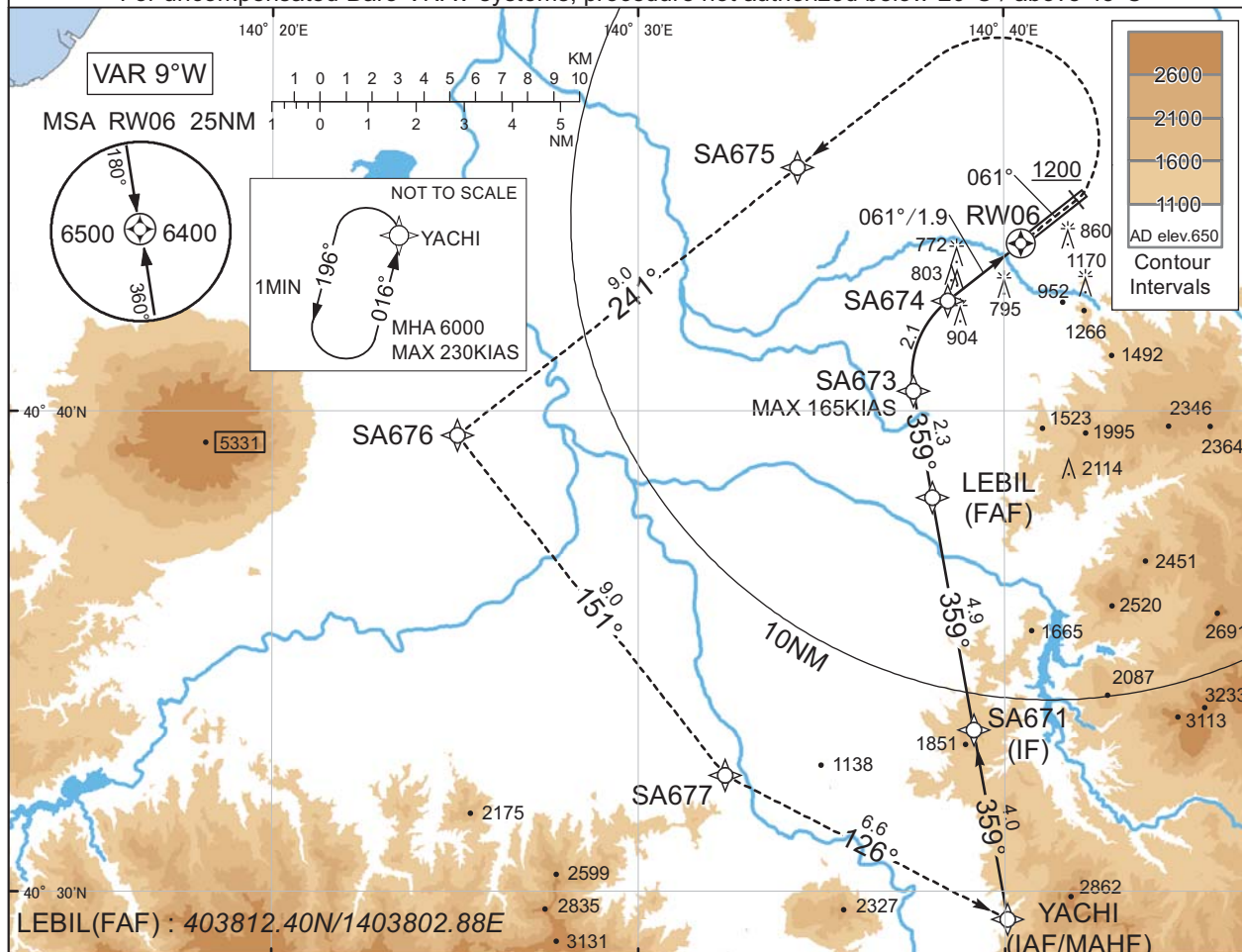
RJSA / AOMORI

RNP Z RWY06(AR)

SHIRAKAMI APP  
119.25 - 315.3 - 120.65RNP 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

YACHI  
(IAF)SA671  
(IF)LEBIL  
(FAF)

SA673

SA674

RW06

## 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.

6000

359°

4000

359°

2700

1983

359°

359°

1312

061°

RDH 50

15.2

11.2

6.3

4.0

1.9

0

NM to THR

Missed APCH climb gradient MNM 5.0%

| 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**

CHANGE : LEBIL established. GENOA abolished.

## 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<br>(350.0) | -9.3               | 4.0           | -              | +4000         | -            | -               | 1.0          |
| 003           | TF                                 | LEBIL               | -        | 359<br>(350.0) | -9.3               | 4.9           | -              | 2700          | -            | -               | 1.0          |
| 004           | TF                                 | SA673               | -        | 359<br>(350.0) | -9.3               | 2.3           | -              | 1983          | -165         | -3.00           | 0.10<br>0.30 |
| 005           | RF<br>Center:<br>SARF2<br>r=1.95NM | SA674               | -        | -              | -9.3               | 2.1           | R              | 1312          | -            | -3.00           | 0.10<br>0.30 |
| 006           | TF                                 | RW06                | Y        | 061<br>(051.8) | -9.3               | 1.9           | -              | 697           | -            | -3.00/50        | 0.10<br>0.30 |
| 007           | FA                                 | -                   | -        | 061<br>(051.8) | -9.3               | -             | -              | +1200         | -            | -               | 1.0          |
| 008           | DF                                 | SA675               | -        | -              | -9.3               | -             | L              | -             | -            | -               | 1.0          |
| 009           | TF                                 | SA676               | -        | 241<br>(231.7) | -9.3               | 9.0           | -              | -             | -            | -               | 1.0          |
| 010           | TF                                 | SA677               | -        | 151<br>(141.8) | -9.3               | 9.0           | -              | -             | -            | -               | 1.0          |
| 011           | TF                                 | YACHI               | -        | 126<br>(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<br>(006.5)        | -9.3               | 1.0 (-14000)        | L              | 6000                  | FL140                 | -230<br>(-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.

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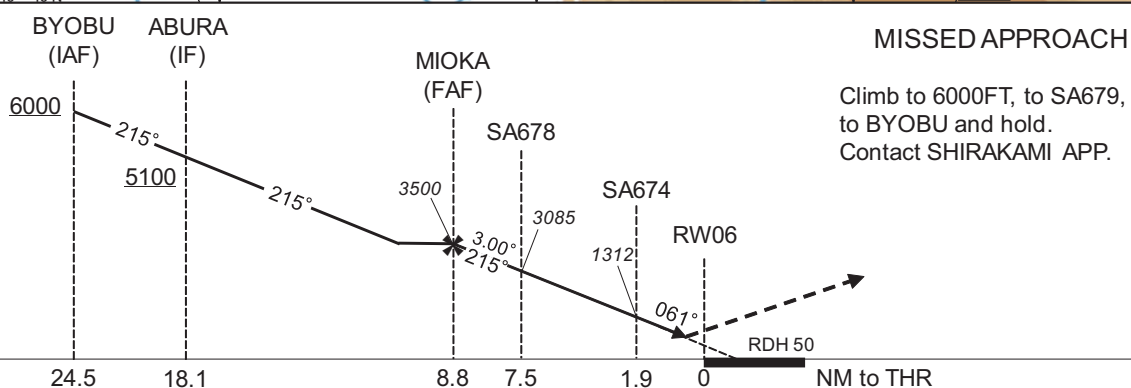
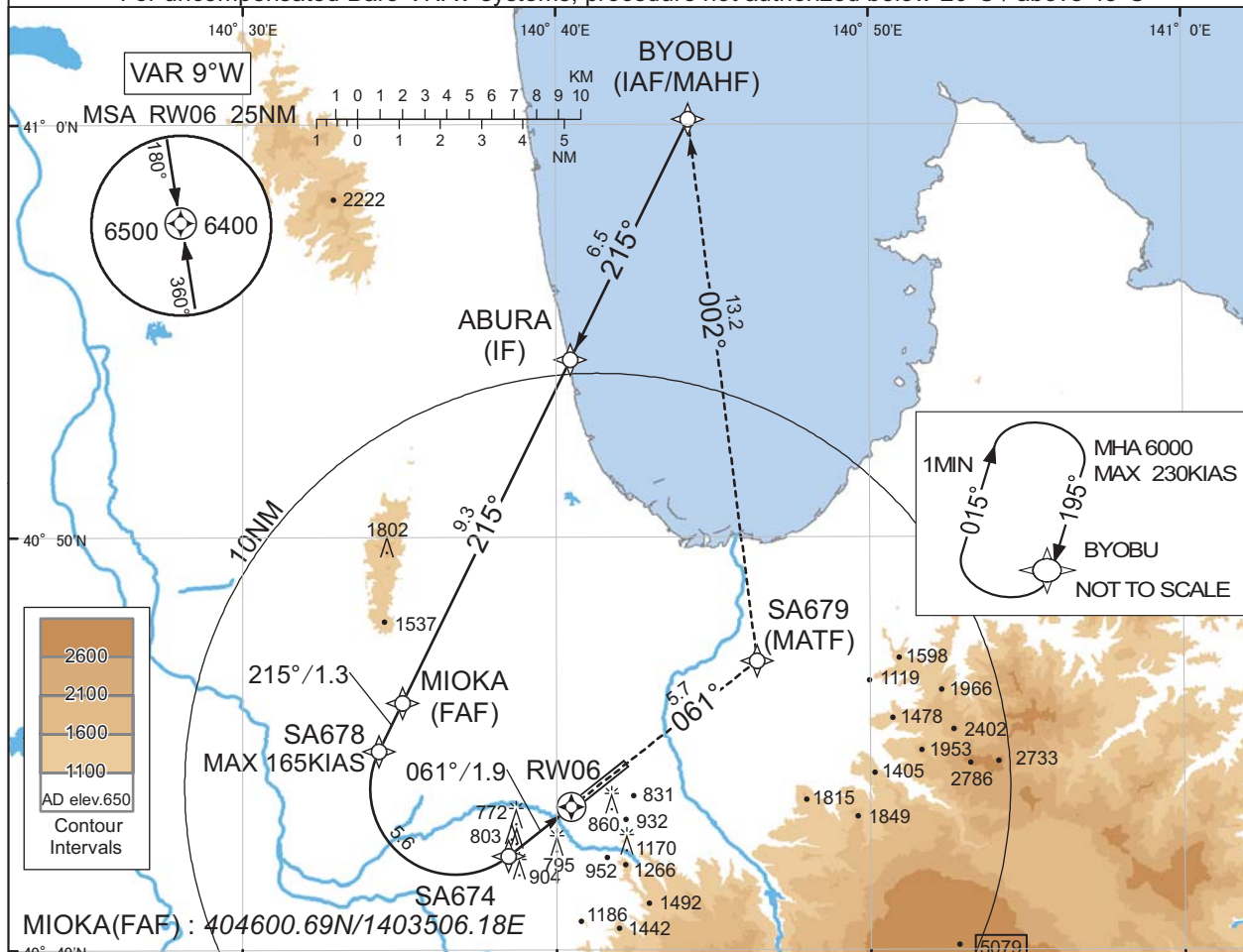
SHIRAKAMI APP  
119.25 - 315.3 - 120.65

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 : 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

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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<br>(206.1) | -9.3               | 6.5           | -              | +5100         | -            | -               | 1.0          |
| 003           | TF                                 | MIOKA               | -        | 215<br>(206.0) | -9.3               | 9.3           | -              | 3500          | -            | -               | 1.0          |
| 004           | TF                                 | SA678               | -        | 215<br>(206.0) | -9.3               | 1.3           | -              | 3085          | -165         | -3.00           | 0.10<br>0.30 |
| 005           | RF<br>Center:<br>SARF4<br>r=2.07NM | SA674               | -        | -              | -9.3               | 5.6           | L              | 1312          | -            | -3.00           | 0.10<br>0.30 |
| 006           | TF                                 | RW06                | Y        | 061<br>(051.8) | -9.3               | 1.9           | -              | 697           | -            | -3.00/50        | 0.10<br>0.30 |
| 007           | TF                                 | SA679               | -        | 061<br>(051.8) | -9.3               | 5.7           | -              | -             | -            | -               | 1.0          |
| 008           | TF                                 | BYOBU               | -        | 002<br>(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<br>(185.2)        | -9.3               | 1.0 (-14000)        | R              | 6000                  | FL140                 | -230<br>(-14000) | 1.0       |

Waypoint Coordinates

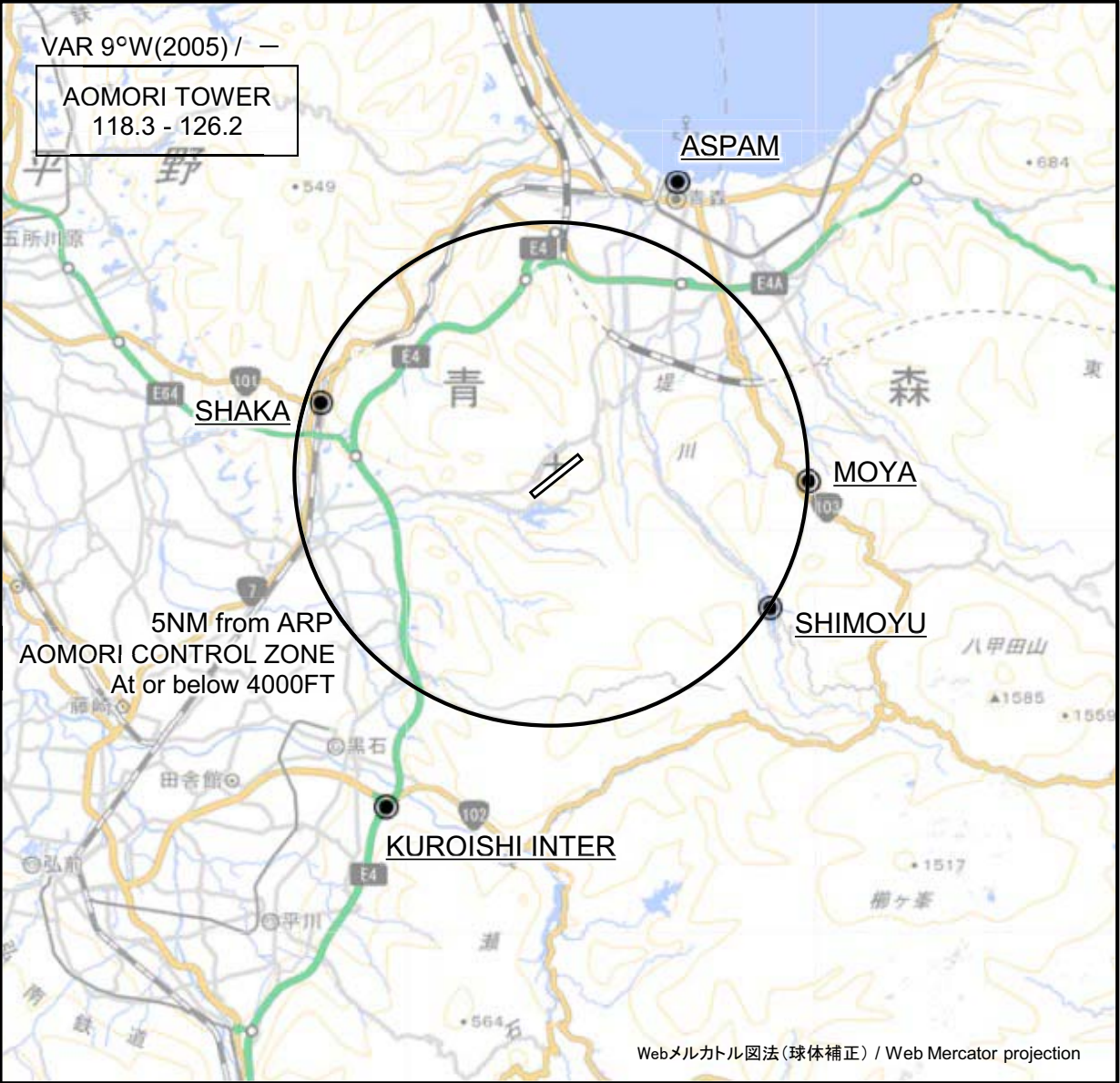
| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| BYOBU               | 410009.54N / 1404414.25E | SARF4                    | 404355.81N / 1403647.71E |
| ABURA               | 405419.99N / 1404028.03E |                          |                          |
| MIOKA               | 404600.69N / 1403506.18E |                          |                          |
| SA678               | 404450.39N / 1403420.99E |                          |                          |
| SA674               | 404218.09N / 1403828.52E |                          |                          |
| RW06                | 404329.77N / 1404028.61E |                          |                          |
| SA679               | 404701.68N / 1404624.34E |                          |                          |

CHANGE : VAR. RNAV HLDG established(BYOBU).



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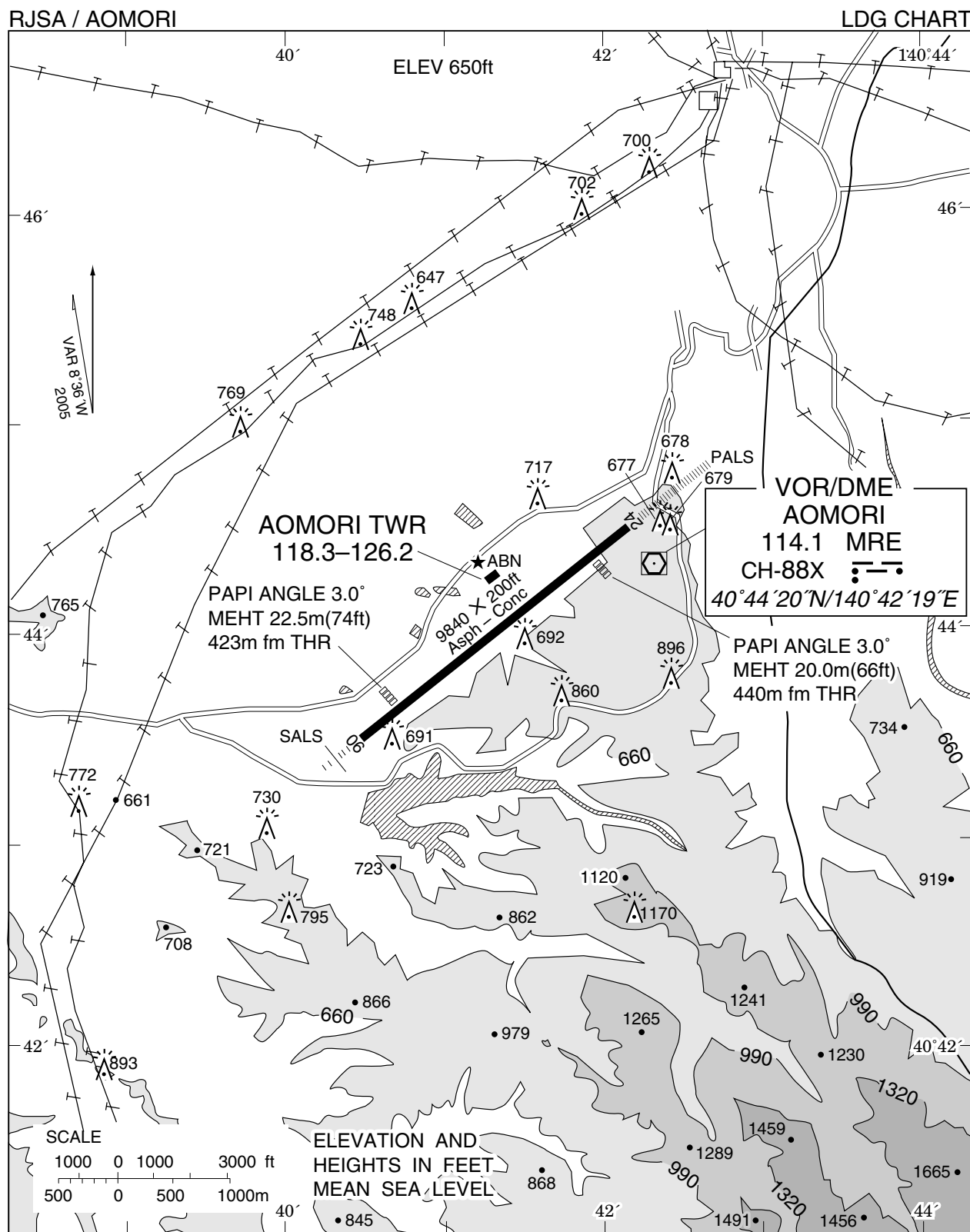
Visual REP



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





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Minimum Vectoring Altitude CHART

