

AD 2 AERODROMES

RJEC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJEC - ASAHIKAWA

RJEC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 434015N/1422651E 154° / 1.25km from RWY16 THR |
| 2 | Direction and distance from (city) | 7nm SSE from Asahikawa city |
| 3 | Elevation/ Reference temperature | 690ft / 27°C(2004-2008) |
| 4 | Geoid undulation at AD ELEV PSN | 105ft |
| 5 | MAG VAR/ Annual change | 9°(2008) / - |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Hokkaido Airports Co.,Ltd. Asahikawa Airport Office 15-96 Higashi-2-sen, Higashi-Kagura-cho, Kamikawa-gun, Hokkaido TEL:0166-83-2200 FAX:0166-83-3643 e-MAIL:hap-akj@hokkaido-airports.co.jp |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJEC AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2300 - 1200 |
| 2 | Customs and immigration | Customs: 2330-0815 Immigration: INTL SKED FLT hours only |
| 3 | Health and sanitation | Quarantine(human): 2330-0815 Quarantine(animal, plant): INTL SKED FLT hours only |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (NEW CHITOSE) |
| 7 | ATS | 2300 - 1200 |
| 8 | Fuelling | 2300 - 1200 |
| 9 | Handling | 2300 - 1200 |
| 10 | Security | 2300 - 1200 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJEC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | A full range of cargo handling equipment is available up to B747-400 aircraft. |
| 2 | Fuel/ oil types | Fuel grades : JET A-1 |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling / Ask AD administration |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJEC AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|----------------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | At airport |
| 3 | Transportation | Buses, taxi |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | At airport(ATM only) |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJEC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT9 |
| 2 | Rescue equipment | Chemical fire fighting truck x 3, Water-supply truck, Rescue and foam solution transport truck, Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Ask AD administration |
| 4 | Remarks | Nil |

RJEC AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow removal equipments: Sweeper x 7, Snowplow x 4, Rotary x 3, Grader x 2, Tractor-shovel x 3 |
| 2 | Clearance priorities | (1) RWY 16/34, TWY T1, T5 (2) TWY T2 - T4, Apron |
| 3 | Remarks | Seasonal availability : All seasons |

RJEC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Spot NR1, 2, 3, 4, 5 : Surface : cement concrete, Strength : PCN 74/R/B/X/T Spot NR11, 12, 13, 14, 15 : Surface : cement concrete, Strength : PCN 11/R/B/Y/T |
| 2 | Taxiway width, surface and strength | T1 - T3, T5 ,A1 ,P1 ,P2 ,P5 : Width : 30m, Surface : asphalt-concrete, Strength : PCN 89/F/C/X/T T4, A2, P3, P4 : Width : 30m, Surface : asphalt-concrete, Strength : PCN 79/F/B/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1: 434018.01N/1422709.88E 2: 434016.16N/1422710.69E 3: 434014.59N/1422712.16E 4: 434012.59N/1422713.10E 5: 434010.62N/1422714.70E |
| 6 | Remarks | Nil |

RJEC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | ACFT stand identification signs installed as appropriate. ACFT stand taxi lane :Spot NR 1, 2, 3, 4, 5, 11, 12, 13, 14, 15 |
| 2 | RWY and TWY markings and LGT | RWY: RWY16/34 (Marking) RWY designation, RWY CL, RWY THR, TDZ, RWY side stripe, Aiming point (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY34), WBAR, RWY DIST marker LGT TWY: (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT (Other than A1,A2), RWY guard LGT(T1-T5), Taxiing guidance sign (as appropriate) |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area (LGT) Apron flood LGT |

RJEC AD 2.10 AERODROME OBSTACLES

■ In Area2 See Obstacle data

■ In Area3 To be developed

RJEC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | NEW CHITOSE |
| 2 | Hours of service MET Office outside hours | H24 (NEW CHITOSE) |
| 3 | Office responsible for TAF preparation Periods of validity | NEW CHITOSE 30 HoursNEW CHITOSE |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at NEW CHITOSE |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U ₂ /T _r , P _s , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW} (domestic), E, C, W _E , W _F , W _G , W _I , W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | TWR |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJEC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|--|----------|-------------------------|-------------------------------------|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 154.17° | 2500×60 | PCN 89/F/C/X/T Asphalt Concrete | 434051.04N/1422626.96E 105.2ft | THR ELEV: 660ft |
| 34 | 334.17° | 2500×60 | PCN 89/F/C/X/T Asphalt Concrete | 433938.12N/1422715.59E 105.3ft | THR ELEV: 721ft TDZ ELEV: 717.7ft |
| Slope of RWY | | Strip Dimensions(M) | RESA (Overrun) Dimensions(M) | | Remarks |
| 7 | | 10 | 11 | | 14 |
| See AD2.24 AD CHART | | 2620×300 | 135 × (MNM:226 MAX:300)* | | RWY Grooving:2500×60m |
| | | 2620×300 | 190 × (MNM:220 MAX:300)* | | |
| *For detail, ask airport administrator | | | | | |

RJEC AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 2500 | 2500 | 2500 | 2500 | Nil |
| 34 | 2500 | 2500 | 2500 | 2500 | Nil |

RJEC 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 |
| 16 | SALS (*1) 420m LIH | Green Green | PAPI 3.0°/LEFT 400.2m 74ft | Nil | 2,500m 30m Coded color (White/Red) LIH | 2,500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| 34 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/LEFT 499.2m 66ft | 900m | 2,500m 30m Coded color (White/Red) LIH | 2,500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(906m and 596m FM RWY THR)(*1) Over run area edge LGT(LEN:60m,Color:Red)(*2) | | | | | | | | |

RJEC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 434013N/1422718E, White/Green EV4.3sec,HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer: RWY16:300m from RWY16 THR, LGTD RWY34: 430m from RWY34 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1sec : REDL, RTHL, RENL, WBAR, RCLL, Overrun area edge LGT Within 15sec: Other LGT |
| 5 | Remarks | WDI LGT |

RJEC AD 2.16 HELICOPTER LANDING AREA

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

RJEC 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 |
| Daisetsu CTR | Area within a radius of 5nm(9km) of Asahikawa / RJEC ARP (43°40'N 142°27'E) | 4,000 or below (Exclude the area of Asahikawa Control Zone) | D | Daisetsu Tower En | |

RJEC AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|------------------------|----------------|--|-----------------------|------------|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Daisetsu Tower | 118.55MHz(1) 126.2MHz 121.5MHz(E) 243.0MHz(E) | 2300 - 1200 | (1)Primary |

RJEC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|----------------------------------|-----|---------------------|-----------------------|---|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (9°W/2018) | AWE | 113.5MHz | H24 | 434002.15N/ 1422724.65E | | VOR/DME Unusable: 080°-090° beyond 35nm BLW 9000ft. VOR Unusable: 090°-110° beyond 35nm BLW 10000ft. 110°-130° beyond 30nm BLW 10000ft. 130°-170° beyond 35nm BLW 10000ft. |
| DME | AWE | 1169MHz (CH-82X) | H24 | 434002.15N/ 1422724.65E | 769ft | DME Unusable: 090°-110° beyond 25nm BLW 10000ft. 110°-170° beyond 30nm BLW 10000ft. 220°-230° beyond 30nm BLW 6000ft. 230°-240° beyond 35nm BLW 6000ft. 240°-260° beyond 20nm BLW 6000ft. 260°-290° beyond 35nm BLW 7000ft. |
| ILS-LOC 34 | IAW | 110.5MHz | 2300 - 1200 | 434057.88N/ 1422622.40E | | LOC: 235m(771ft) away FM RWY16 THR, BRG (MAG) 343°. |
| ILS-GP 34 | - | 329.6MHz | 2300 - 1200 | 433947.05N/ 1422703.34E | | GP: 368m(1207ft) inside FM RWY 34 THR, 126m(413ft) W of RCL. HGT of ILS Ref datum 16.5m. Angle 3.0° |
| ILS-DME 34 | IAW | 1003MHz (CH-42X) | 2300 - 1200 | 433947.34N/ 1422702.97E | 727ft | DME: 379m(1243ft) inside FM RWY 34 THR, 130m(427ft) W of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |



RJEC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

PPR

Prior permission is required for transient aircraft due to parking congestion except scheduled and/or emergency flight.
 Tel : Hokkaido Airports Co., Ltd. Asahikawa Airport Office 0166-83-2200

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

1.Wing tip clearance at the TWY intersection (REF. AD1.1 item 6.8)

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

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

| Wing span(WS) of ACFT taxiing on TWY P1-P5 | WS<=59.8m | 59.8m<WS<=76.8m | WS>76.8m |
|--|-----------|-----------------|----------|
| Wing tip clearance | A* | B* | C* |

Legend :

A*:Wing tip clearance >=15m
 B*:6.5m<=Wing tip clearance <15m
 C*: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

RJEC AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJEC AD 2.22 FLIGHT PROCEDURES**1.TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL marking | | NIL (DAYTIME ONLY) | |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 16 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 34 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| Other | 16 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 34 | A,B,C,D | | | | | | |

RJEC AD 2.23 ADDITIONAL INFORMATION

Nil

RJEC AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart - Instrument (KAGRA, ASAHIKAWA REVERSAL)
 Standard Arrival Chart - Instrument (OSOBA-RNAV)
 Instrument Approach Chart (ILS Z or LOC Z RWY34)
 Instrument Approach Chart (ILS Y or LOC Y RWY34)
 Instrument Approach Chart (VOR A)
 Instrument Approach Chart (VOR B)
 Instrument Approach Chart (VOR C)
 Instrument Approach Chart (RNP Z RWY16)
 Instrument Approach Chart (RNP Y RWY16(AR))
 Other Chart (Visual REP)
 Other Chart (MVA CHART)

RJEC / ASAHIKAWA

AD CHART

CHANGE : ACFT Stand Lead-in Lines for spot 1 and 2



STANDARD DEPARTURE CHART-INSTRUMENT

RJEC / ASAHIKAWA

SID

KAGRA FOUR DEPARTURE

RWY16 : Climb RWY HDG to 1600FT, turn left,...

RWY34 : Climb via AWE R337 to 2.3DME, turn right,...

...direct to AWE VOR/DME, via AWE R283 to KAGRA.

Cross AWE VOR/DME at or above 4000FT, cross KAGRA at or above 5000FT.

Note RWY16 : 5.3% climb gradient required up to 1600FT.

OBST ALT 1247FT located at 2.0NM 146° FM end of RWY16.

RWY34 : 5.0% climb gradient required up to 1000FT.

OBST ALT 696FT located at 1.4NM 021° FM end of RWY34.



STANDARD DEPARTURE CHART-INSTRUMENT

RJEC / ASAHIKAWA

SID

ASAHIKAWA REVERSAL FIVE DEPARTURE

RWY16 : Climb RWY HDG to 1600FT, turn left HDG320° to intercept and proceed ...

RWY34 : Climb via AWE R337 to 2.3DME, turn right,...

... via AWE R005 to 8.5DME, turn right, direct to AWE VOR/DME.

Cross AWE VOR/DME at or above 5000FT (8000FT for East bound).

Note RWY16 : 5.3% climb gradient required up to 1600FT.

OBST ALT 1247FT located at 2.0NM 146° FM end of RWY16.

ASAHIKAWA REVERSAL FIVE DEPARTURE

STANDARD ARRIVAL CHART-INSTRUMENT

RJEC / ASAHIKAWA

RNAV STAR RWY16

OSOBA ARRIVAL

Basic RNP1

Note GNSS required.

VAR 10° W(2017)



OSOBA ARRIVAL

From ASIBE at or above 8000FT, to OSOBA at or above 6000FT.

| 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 | ASIBE | — | — | -9.5 | — | — | +8000 | — | — | Basic RNP1 |
| 002 | TF | OSOBA | — | 006 (356.1) | -9.5 | 25.5 | — | +6000 | — | — | Basic RNP1 |

INSTRUMENT APPROACH CHART

RJEC / ASAHIKAWA

ILS Z or LOC Z RWY34



CHANGE: GP angle added.

RJEC / ASAHIKAWA

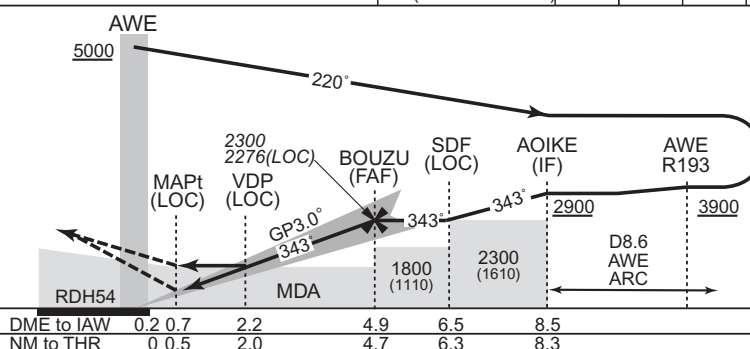
ILS Y or LOC Y RWY34

| | | | |
|--|--|----------------------------------|----------|
| SAPPORO CONTROL 132.6 – 255.2 134.25 – 260.4 | ILS-LOC 110.5 IAW ILS-GP 329.6 ILS-DME CH 42X | DAISETSU TOWER 118.55 – 126.2 | NO RADAR |
|--|--|----------------------------------|----------|



Climb on HDG343° to 1200FT, turn right HDG085° to intercept and proceed via AWE R040 to 7.0DME, turn right, direct to AWE VOR/DME and hold at 5000FT. Contact DAISETSU TOWER.

No turn before IAW 0.7DME.



Missed APCH climb gradient MNM 5.0%

| MINIMA | | THR elev. 721 | | AD elev. 690 | | |
|--------|----------|---------------|-----------|--------------|-----------|------|
| CAT | CAT I | | LOC | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 921(200) | 550 | 1370(680) | 1200 | 1370(680) | 1600 |
| B | | | | 1400 | | |
| C | | | | | 1560(870) | 2400 |
| D | | | | | | 1800 |

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

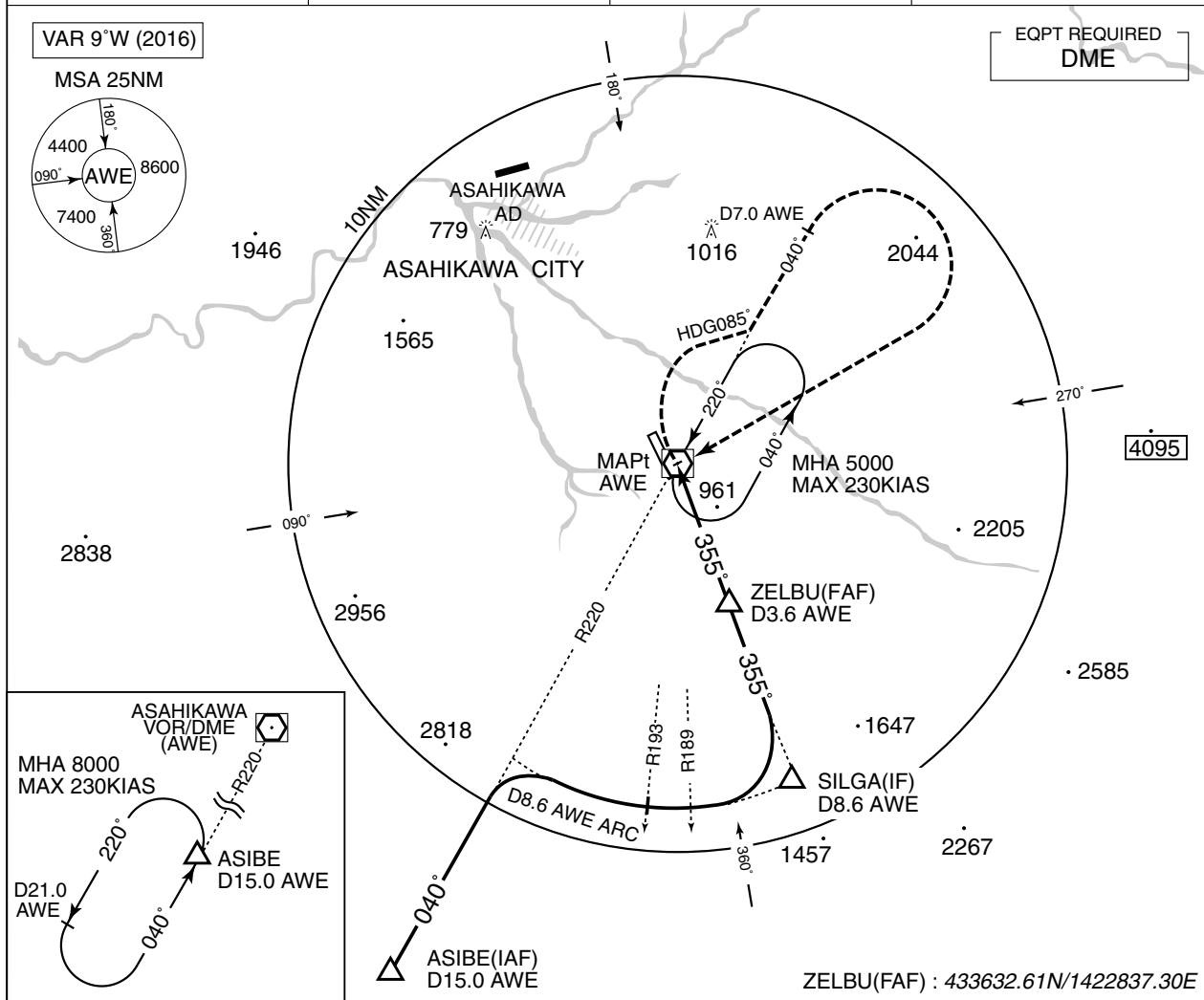
CHANGE: GP angle added.

INSTRUMENT APPROACH CHART

RJEC / ASAHIKAWA

VOR A

| | | | |
|--|---|----------------------------------|----------|
| SAPPORO CONTROL 132.6 – 255.2 134.25 – 260.4 | ASAHIKAWA VOR/DME 113.5 AWE CH-82X :- 43°40'02"N / 142°27'25"E | DAISETSU TOWER 118.55 – 126.2 | NO RADAR |
|--|---|----------------------------------|----------|



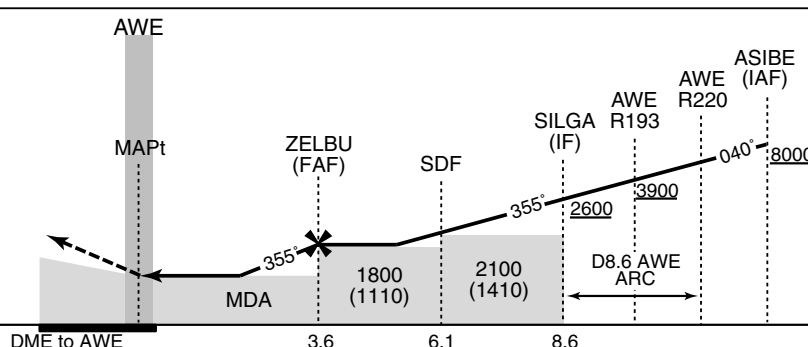
MISSED APPROACH

Turn right HDG085° to intercept and proceed via AWE R040 to 7.0DME, turn right, direct to AWE VOR/DME and hold at 5000FT.

Contact DAISETSU TOWER.

No turn before MAPt.

Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 5.0%

| MINIMA | | AD elev. 690 |
|--------|-----------|--------------|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 1460(770) | 1600 |
| B | | 1600 |
| C | 1560(870) | 2400 |
| D | | 3200 |

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

VOR B

| | | | |
|--|---|----------------------------------|----------|
| SAPPORO CONTROL 132.6 – 255.2 134.25 – 260.4 | ASAHIKAWA VOR/DME 113.5 AWE CH-82X :- 43°40'02"N / 142°27'25"E | DAISETSU TOWER 118.55 – 126.2 | NO RADAR |
|--|---|----------------------------------|----------|

VAR 10°W (2018)

EQPT REQUIRED
DME

ZELBU(FAF) : 433632.61N/1422837.30E

| | | |
|--------|-----------|--------------|
| MINIMA | | AD elev. 690 |
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 1460(770) | 1600 |
| B | | |
| C | 1560(870) | 2400 |
| D | | 3200 |

CHANGE : VAR

INSTRUMENT APPROACH CHART

RJEC / ASAHIKAWA

VOR C



INSTRUMENT APPROACH CHART

RJEC / ASAHIKAWA

RNP Z RWY16



CHANGE:PROC renamed. Requirement for RNP.

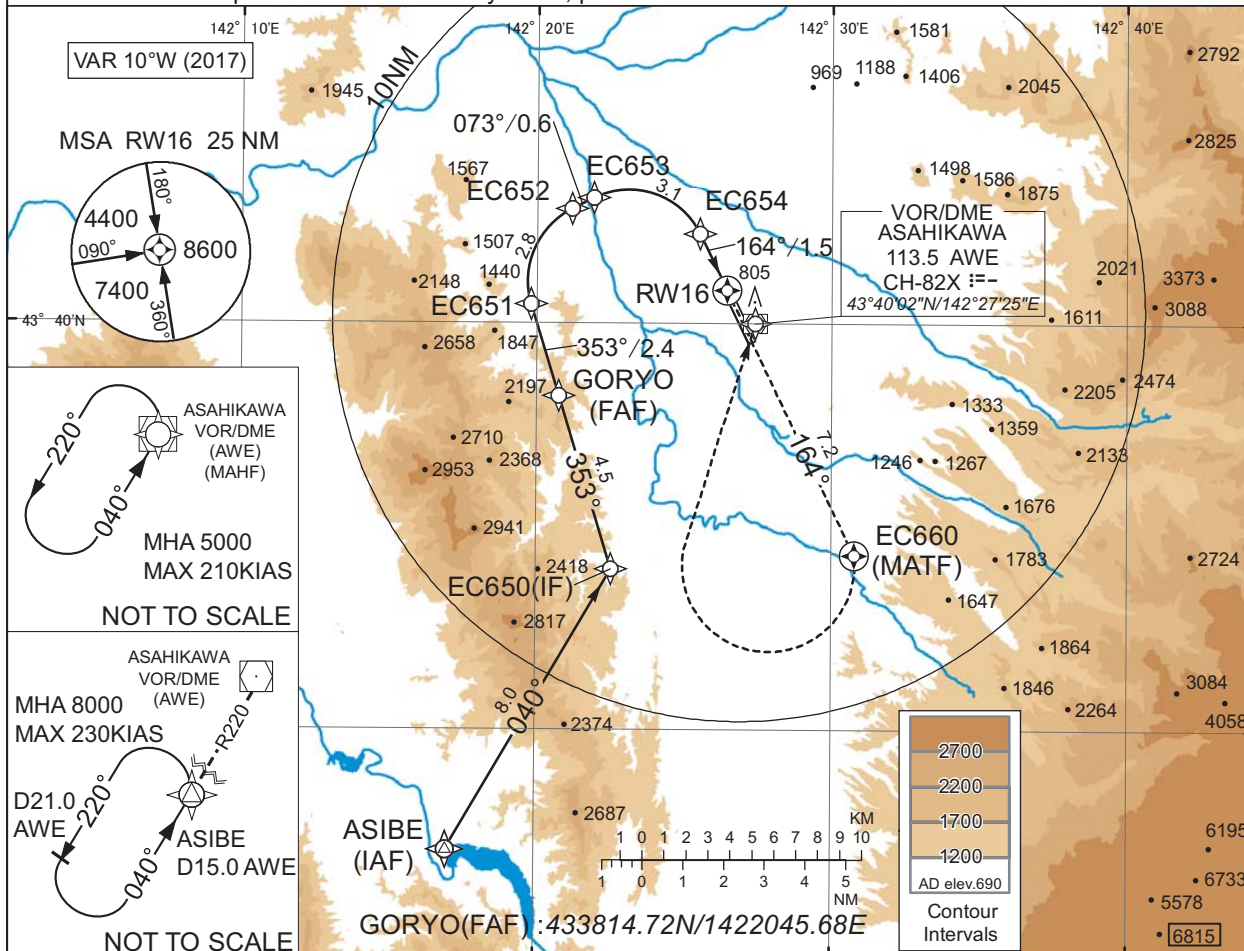
INSTRUMENT APPROACH CHART

RJEC / ASAHIKAWA

RNP Y RWY16(AR)

| | | | |
|--|------------------------|----------------------------------|----------|
| SAPPORO CONTROL 132.6 - 255.2 134.25 - 260.4 | RNP AR RF required. | DAISETSU TOWER 118.55 - 126.2 | NO RADAR |
|--|------------------------|----------------------------------|----------|

For uncompensated Baro-VNAV systems, procedure not authorized below -30°C / above 45°C



MISSED APPROACH

To EC660 on track 164°, turn right direct to AWE and hold at 5000FT. Contact DAISETSU TOWER.



Missed APCH climb gradient MNM 3.0%

| MINIMA | THR elev. 660 | AD elev. 690 |
|--------|---------------|--------------|
| CAT | RNP 0.30 | |
| | DA(H) | CMV |
| A | - | - |
| B | - | - |
| C | 960(300) | 1400 |
| D | - | - |

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

Authorization Required

INSTRUMENT APPROACH CHART

RJEC / ASAHIKAWA

RNP Y RWY16(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 | ASIBE | - | - | -9.5 | - | - | +8000 | - | - | - |
| 002 | TF | EC650 | - | 040 (030.1) | -9.5 | 8.0 | - | +5000 | - | - | 1.0 |
| 003 | TF | GORYO | - | 353 (343.1) | -9.5 | 4.5 | - | 4000 | - | - | 1.0 |
| 004 | TF | EC651 | - | 353 (343.0) | -9.5 | 2.4 | - | 3249 | - | -3.00 | 0.30 |
| 005 | RF Center: ECRF1 r=1.98NM | EC652 | - | - | -9.5 | 2.8 | R | 2368 | - | -3.00 | 0.30 |
| 006 | TF | EC653 | - | 073 (063.0) | -9.5 | 0.6 | - | 2176 | - | -3.00 | 0.30 |
| 007 | RF Center: ECRF2 r=1.93NM | EC654 | - | - | -9.5 | 3.1 | R | 1200 | - | -3.00 | 0.30 |
| 008 | TF | RW16 | Y | 164 (154.2) | -9.5 | 1.5 | - | 710 | - | -3.00/50 | 0.30 |
| 009 | CF | EC660 | Y | 164 (154.2) | -9.5 | 7.2 | - | - | - | - | 1.0 |
| 010 | DF | AWE | - | - | -9.5 | - | R | 5000 | - | - | 1.0 |

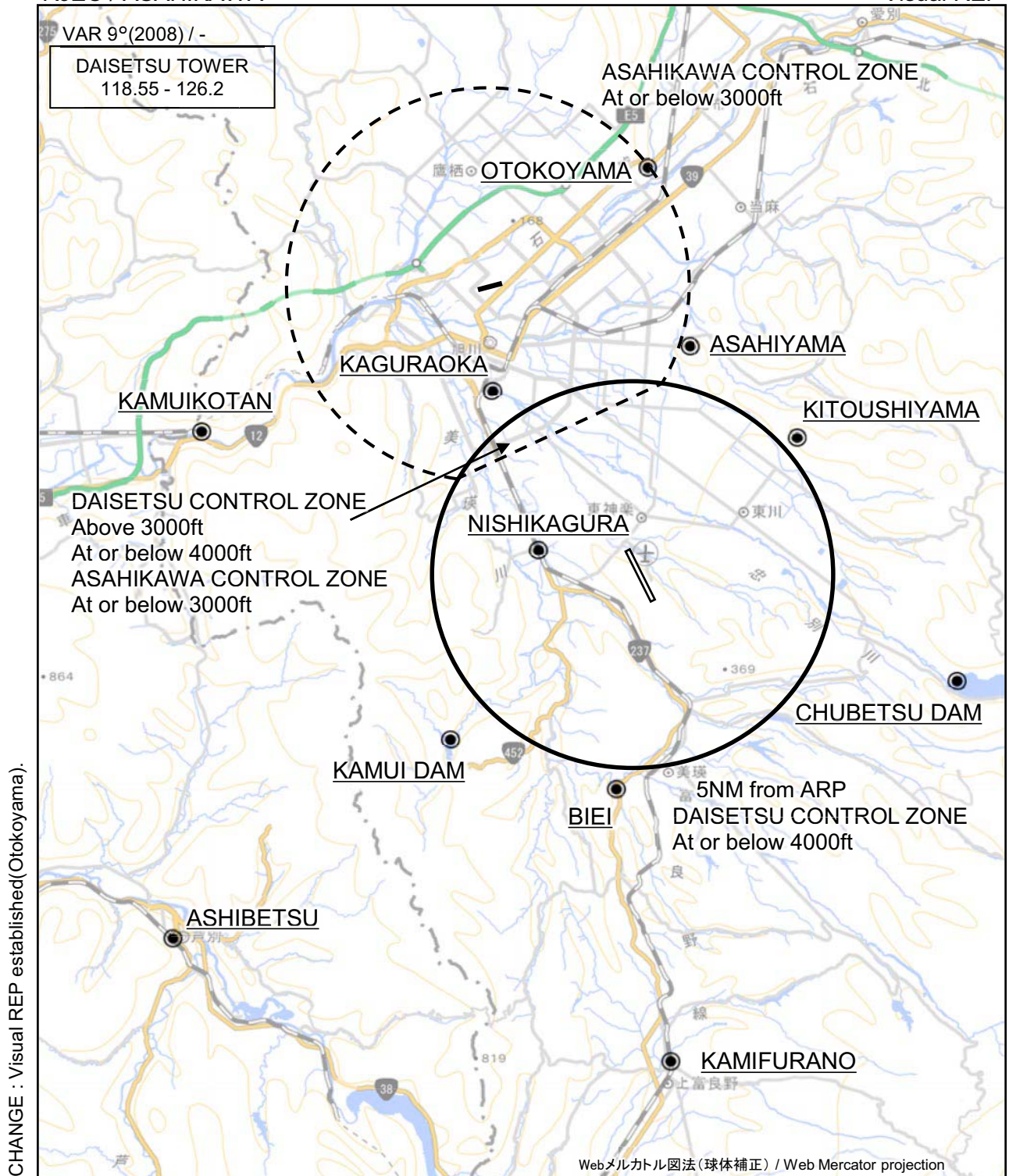
Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| ASIBE | 432703.98N / 1421700.93E | ECRF1 | 434104.78N / 1422225.25E |
| EC650 | 433359.28N / 1422233.14E | ECRF2 | 434123.69N / 1422307.68E |
| GORYO | 433814.72N / 1422045.68E | | |
| EC651 | 434030.03N / 1421948.65E | | |
| EC652 | 434250.78N / 1422111.17E | | |
| EC653 | 434307.07N / 1422155.45E | | |
| EC654 | 434214.29N / 1422531.40E | | |
| RW16 | 434051.04N / 1422626.96E | | |
| EC660 | 433419.98N / 1423047.35E | | |
| AWE | 434002.15N / 1422724.65E | | |

CHANGE : PROC renamed.

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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).

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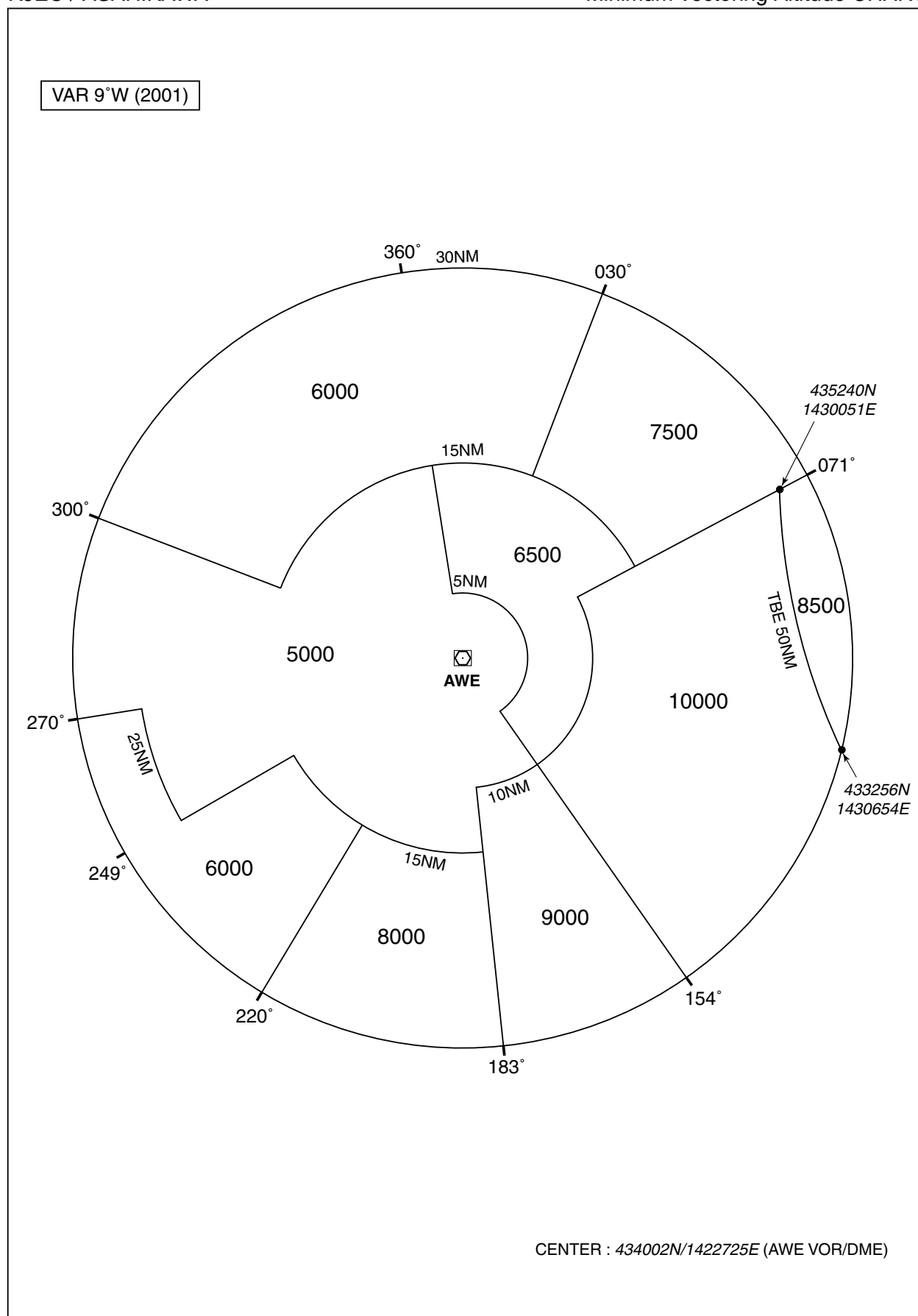
Visual REP

| Call sign | BRG / DIST from ARP | Remarks |
|----------------------|---------------------|--------------------|
| 男山 Otokoyama | 002°T / 10.4NM | 男山自然公園 Park |
| 旭山 Asahiyama | 014°T / 6.0NM | 旭山動物園 Zoo |
| 神楽岡 Kaguraoka | 324°T / 5.9NM | 神楽岡公園 Park |
| 神居古潭 Kamuikotan | 289°T / 11.3NM | 橋 Bridge |
| 岐登牛山 Kitoushiyama | 049°T / 5.4NM | スキー場 Ski ground |
| 西神楽 Nishikagura | 286°T / 2.4NM | JR駅 Station |
| 忠別ダム Chubetsu dam | 108°T / 8.5NM | ダム Dam |
| 神居ダム Kamui dam | 227°T / 6.2NM | ダム Dam |
| 美瑛 Biei | 184°T / 5.5NM | 道路(大曲) Road |
| 芦別 Ashibetsu | 231°T / 14.7NM | JR駅 Station |
| 上富良野 Kamifurano | 176°T / 12.4NM | JR駅 Station |

CHANGE : Visual REP established(Otokoyama).

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Minimum Vectoring Altitude CHART



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