

AD 2 AERODROMES

RJCN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJCN - NAKASHIBETSU

RJCN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 433439N/1445736E 071°/1km from RWY 08 THR |
| 2 | Direction and distance from (city) | 2nm N NAKASHIBETSU |
| 3 | Elevation/ Reference temperature | 214ft / 24°C(2004-2008) |
| 4 | Geoid undulation at AD ELEV PSN | 100ft |
| 5 | MAG VAR/ Annual change | 9° W(2009) / 2.2'E |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | HOKKAIDO. Public AP. Nakashibetsu Airport Administration Office 16-9, Kitanaka, Nakashibetsu-cho, Shibetsu-gun, Hokkaido TEL: 0153-72-2043 FAX: 0153-72-0096 E-mail: kushirodoboku.nakaku1@pref.hokkaido.lg.jp |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJCN AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2330 - 0930 |
| 2 | Customs and immigration | On request Customs: 0153-25-8257 Immigration: 0154-22-2430 |
| 3 | Health and sanitation | Quarantine(human): On request(0154-23-3340) Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (NEW CHITOSE) |
| 7 | ATS | 2330 - 0930 Remarks : AFIS provided by New Chitose Airport Office. |
| 8 | Fuelling | 2330 - 0930 |
| 9 | Handling | 2330 - 0930 |
| 10 | Security | 2330 - 0930 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJCN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to a Boeing B767 type freighter |
| 2 | Fuel/ oil types | Fuel Grades : JET A-1 |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling, 19L/sec |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJCN AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | Nil |
| 2 | Restaurants | At airport |
| 3 | Transportation | Busses and Taxis |
| 4 | Medical facilities | Hospital in Nakashibetsu-town, 6km from AP |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | At airport |
| 7 | Remarks | Nil |

RJCN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 8 |
| 2 | Rescue equipment | Chemical fire fighting truck x 3, Emergency medical equipments conveyance truck x1 |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJCN AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----------------------------|
| 1 | Types of clearing equipment | Snow removal equipments: 19 |
| 2 | Clearance priorities | (1) RWY 08/26, TWY, APRON |
| 3 | Remarks | Nil |

RJCN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Surface : Concrete Strength : PCR 740/R/B/W/T |
| 2 | Taxiway width, surface and strength | Width : 30m Surface : Asphalt-concrete Strength : PCR 656/F/D/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1: 433423.88N, 1445719.30E 2: 433424.51N, 1445721.83E 3: 433425.06N, 1445724.04E |
| 6 | Remarks | Nil |

RJCN 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 | Aircraft stand ID signs: Nil ACFT stand taxi lane marking: See AD2.24 AD Chart Visual docking guidance system: Nil |
| 2 | RWY and TWY markings and LGT | RWY: RWY 08/26 (Marking): RWY designation, RWY CL, RWY side stripe, RWY THR, TDZ, Aiming point, RWY turn pad CL, RWY turn pad edge. (LGT): RCLL, REDL, RTHL, RENL, RTZL(RWY08), WBAR(RWY08), Turning point indicator LGT, RWY DIST marker LGT TWY: (Marking):TWY CL, TWY side stripe, RWY HLDG PSN (LGT): TWY edge LGT, TWY CL LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking)Overrun area, Apron TWY CL (LGT)Apron flood LGT |

180° turn on RWY

B-767型機用の滑走路180° 転回実施要項

1. 滑走路中心線からターニングパッド中心線標識に従って進行する。
2. 転回灯1が一直線に見えるように進行し、転回灯2が一直線に見えた時転回を開始する。

Procedure of 180° turn on RWY for B-767 aircraft

1. Proceed along the RWY Center Line Marking to the starting point of the RWY Turn Pad Center Line Marking ; then
2. Proceed along the RWY Turn Pad Center Line Marking to see the Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see the Turning Point Indicator Light 2 on a straight line at an angle of 9 o'clock.



RJCN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|----------------------|-----------|---------------|---------|
| RWY08 | Building | 433426.9N/1445614.6E | 282ft | -/LIL | Nil |
| RWY26 | Tower | 433449.9N/1445839.7E | 233ft | -/LIL | Nil |

In circling area and at AD

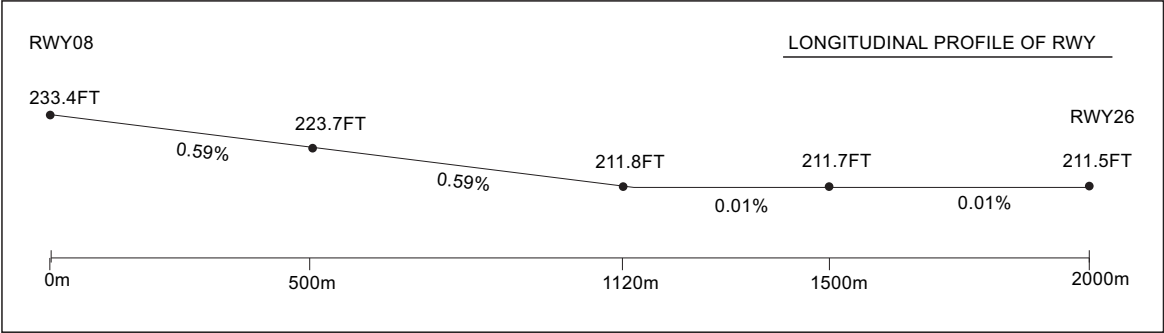
| Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|---------------|-------------|-----------|---------------|---------|
| Nil | | | | |

RJCN 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 | Nil |
| 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 | RADIO |
| 10 | Additional information (limitation of service, etc.) | Nil |

RJCN 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 |
| 08 | 071.02° | 2000x45 | PCR 656/F/D/X/T Asphalt-concrete | 433428.20N 1445653.10E 100.4ft | THR ELEV: 233.4FT TDZ ELEV: 230.5FT |
| 26 | 251.02° | 2000x45 | PCR 656/F/D/X/T Asphalt-concrete | 433449.27N 1445817.40E 100ft | THR ELEV: 212FT |
| Slope of RWY | | Strip Dimensions(M) | RESA(Overrun) Dimensions(M) | | Remarks |
| 7 | | 10 | 11 | | 14 |
| See below figure | | 2120x300 2120x300 | 190x(MNM:136 MAX:300)* 40x300 *For detail, ask airport administrator | | RWY Grooving:2000x45m |



RJCN AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 2000 | 2000 | 2000 | 2000 | Nil |
| 26 | 2000 | 2000 | 2000 | 2000 | Nil |

RJCN 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 |
| 08 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/Left 444m 60.4ft | 900m | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil(*1) |
| 26 | SALS (*2) 420m LIH | Green - | PAPI 3.0°/Left 378m 61ft | - | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil(*1) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| Overrun area edge LGT(LEN:60m Color:Red)(*1) SALS with APCH LGT beacon(585m and 900m FM RWY THR)(*2) | | | | | | | | |

RJCN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 433423N /1445745E, ALTN FLG(2)WG EV 4.3SEC, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer: RWY08:331m from RWY 08 THR, LGTD RWY26:513m from RWY 26 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD 2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1sec : REDL, RENL, RTHL, WBAR, RCLL, Turning point indicator LGT, Overrun area edge LGT Within 15sec : Other LGT |
| 5 | Remarks | WDI LGT |

RJCN AD 2.16 HELICOPTER LANDING AREA

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

RJCN AD 2.17 ATS AIRSPACE

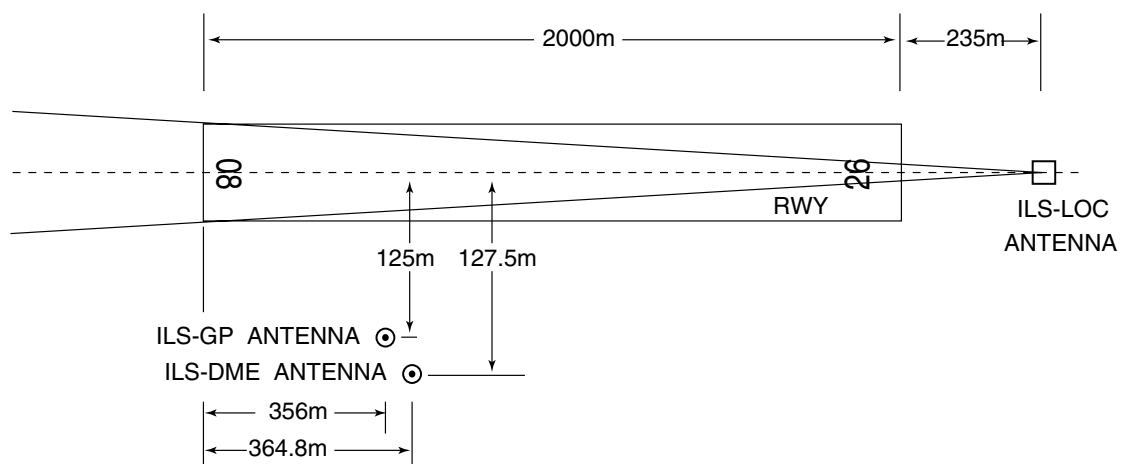
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|-----------------------------|---------|
| 1 | | 2 | 3 | 4 | 6 |
| Nakashibetsu Information Zone | Area within a radius of 5NM(9km) of Nakashibetsu ARP | 3000 | E | Nakashibetsu Radio En | |
| Hidaka ACA | See RJEC attached chart | | E | Hidaka APP En | |

RJCN AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--------------------|---|--------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Hidaka Approach | 128.325MHz 246.1MHz 134.55MHz 121.5MHz (E) 243.0MHz (E) | 2230 - 1200 | |
| AFIS | Nakashibetsu Radio | 122.7MHz | 2330 - 0930 | Operated by New Chitose Airport Office. |

RJCN 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/2019) | NSE | 111.45MHz | 2330 - 0930 | 433438.50N/ 1445701.81E | | VOR Unusable: 290°-300° beyond 30nm BLW 6000ft. 300°-310° beyond 25nm BLW 6000ft. 310°-320° beyond 30nm BLW 8000ft. 320°-340° beyond 25nm BLW 8000ft. 340°-350° beyond 20nm BLW 8000ft. 350°-010° beyond 30nm BLW 8000ft. |
| DME | NSE | 1138MHz (CH-51Y) | 2330 - 0930 | 433438.50N/ 1445701.81E | 264ft | DME Unusable: 280°-300° beyond 30nm BLW 6000ft. 300°-310° beyond 25nm BLW 6000ft. 310°-320° beyond 30nm BLW 8000ft. 320°-340° beyond 25nm BLW 8000ft. 340°-350° beyond 15nm BLW 8000ft. 350°-010° beyond 30nm BLW 8000ft. |
| ILS-LOC 08 | INS | 109.35MHz | 2330 - 0930 | 433451.74N/ 1445827.27E | | LOC : 235m(771ft) away FM RWY 26 THR, BRG(MAG)080°. |
| ILS-GP 08 | - | 331.85MHz | 2330 - 0930 | 433428.13N/ 1445709.91E | | GP : 356m (1168ft) inside FM RWY 08 THR, 125m(410ft)S of RCL. Angle 3.0°, HGT of ILS Ref datum 16.5m (54ft). |
| ILS-DME | INS | 1117MHz (CH-30Y) | 2330 - 0930 | 433428.14N/ 1445710.30E | 242ft | DME : 364.8m(1197ft) inside FM RWY 08 THR, 127.5m(418ft) S of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

ILS for RWY08

REMARKS : 1. LOC beam BRG (MAG) 080°
2. GP Angle 3.0°
3. HGT of ILS REF datum 16.5m(54 ft)
4. ELEV of ILS-DME 73.6m(242ft)

RJCN 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 |
|-----|

RJCN AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJCN 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 | 08 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| | 26 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| OTHER | 08 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 26 | A,B,C,D | | | | | | |

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

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

- (I)
1. Contact Nakashibetsu Radio.
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable, proceed to NAKASHIBETSU VOR/DME at last assigned altitude or 5,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation requires.

RJCN AD 2.23 ADDITIONAL INFORMATION

Nil

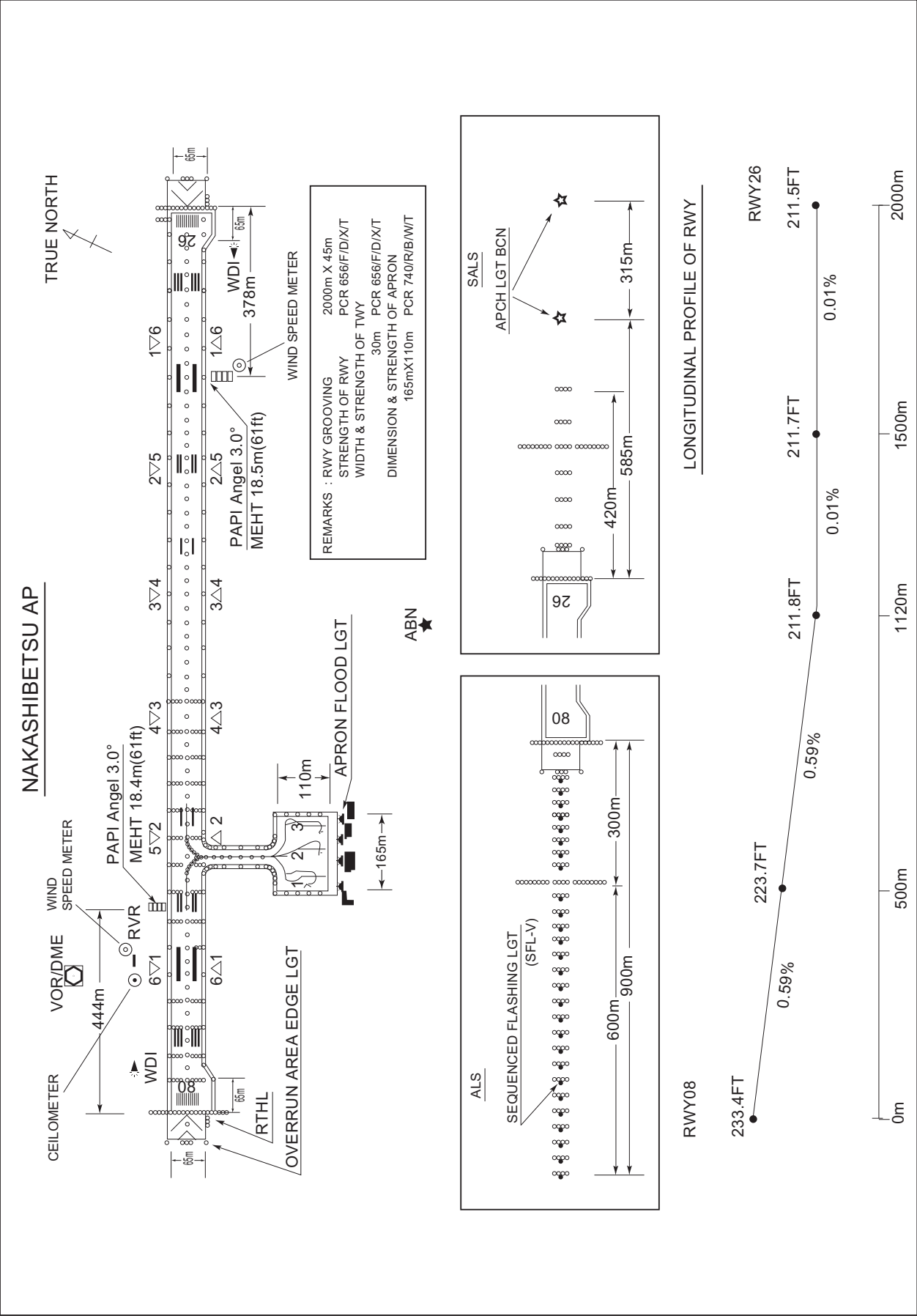
RJCN AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (MASHU, NAKASHIBETSU REVERSAL)
Standard Departure Chart - Instrument (NOKIK-RNAV)
Standard Arrival Chart - Instrument (KUSHIRO-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY08)
Instrument Approach Chart (ILS Y or LOC Y RWY08)
Instrument Approach Chart (VOR RWY08)
Instrument Approach Chart (VOR RWY26)
Instrument Approach Chart (RNP RWY08)
Instrument Approach Chart (RNP Z RWY26(AR))
Instrument Approach Chart (RNP Y RWY26)
Instrument Approach Chart (RNP X RWY26(AR))
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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RJCN / NAKASHIBETSU

AD CHART



STANDARD DEPARTURE CHART-INSTRUMENT

RJCN / NAKASHIBETSU

SID

MASHU FIVE DEPARTURE

RWY08: Climb RWY HDG to 700FT, turn right HDG305° to intercept and proceed...

RWY26: Climb...

... via NSE R260 to MASHU.

Cross MASHU at or above 5000FT.

CHANGE : Description of PROC name.



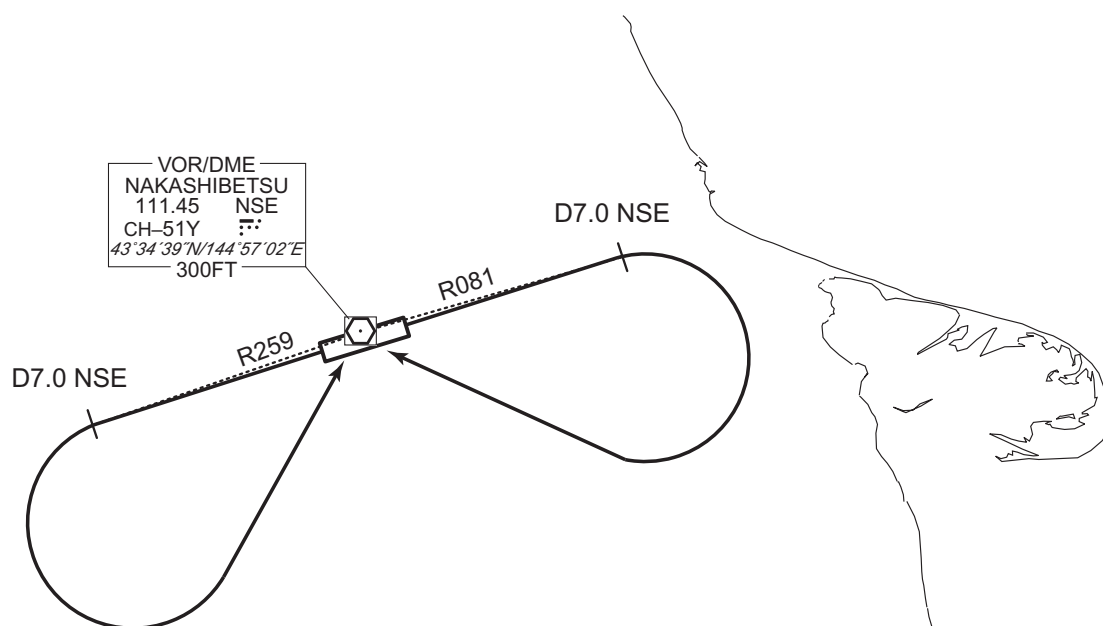
STANDARD DEPARTURE CHART-INSTRUMENT

RJCN / NAKASHIBETSU

SID

NAKASHIBETSU REVERSAL FOUR DEPARTURE

RWY08: Climb via NSE R081 to NSE 7.0DME, turn right,...

RWY26: Climb via NSE R259 to NSE 7.0DME, turn left,...
... direct to NSE VOR/DME.

CHANGE : Description of PROC name.

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RNAV SID and TRANSITION

CHANGE : New PROC.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCN / NAKASHIBETSU

RNAV SID and TRANSITION

NOKIK ONE DEPARTURE

RWY08

| 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 | - | - | 080 (071.0) | -9.3 | - | - | +700 | - | - | RNP1 |
| 002 | DF | CN743 | - | - | -9.3 | - | R | - | - | - | RNP1 |
| 003 | TF | NOKIK | - | 260 (250.8) | -9.3 | 8.8 | - | +5000 | - | - | RNP1 |

RWY26

| 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 | - | - | 260 (251.0) | -9.3 | - | - | +700 | - | - | RNP1 |
| 002 | DF | CN743 | - | - | -9.3 | - | L | - | - | - | RNP1 |
| 003 | TF | NOKIK | - | 260 (250.8) | -9.3 | 8.8 | - | +5000 | - | - | RNP1 |

ENKAT TRANSITION

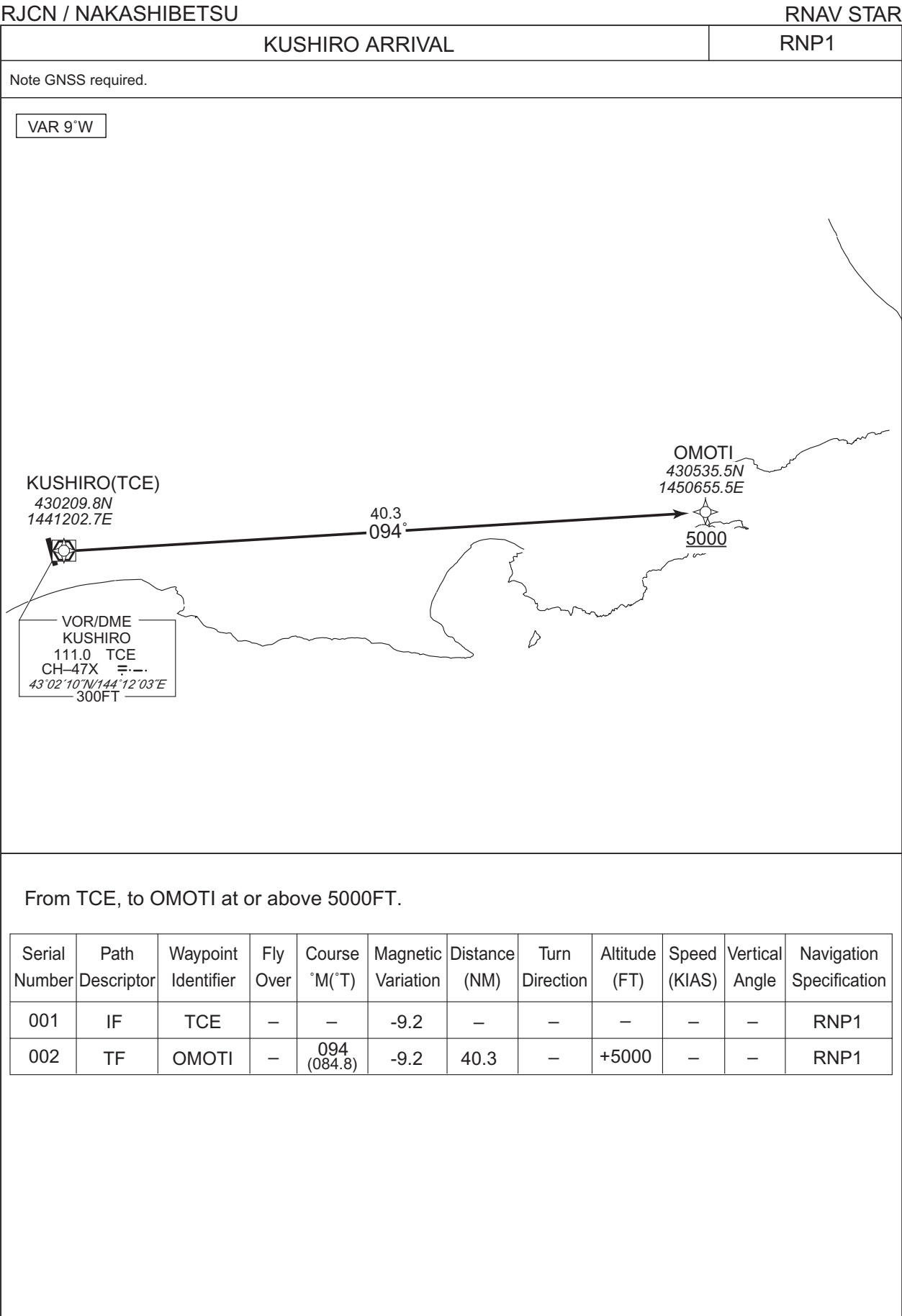
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | NOKIK | - | - | -9.3 | - | - | +5000 | - | - | RNP1 |
| 002 | TF | ENKAT | - | 263 (254.1) | -9.3 | 11.5 | - | +7000 | - | - | RNP1 |

NOMOX TRANSITION

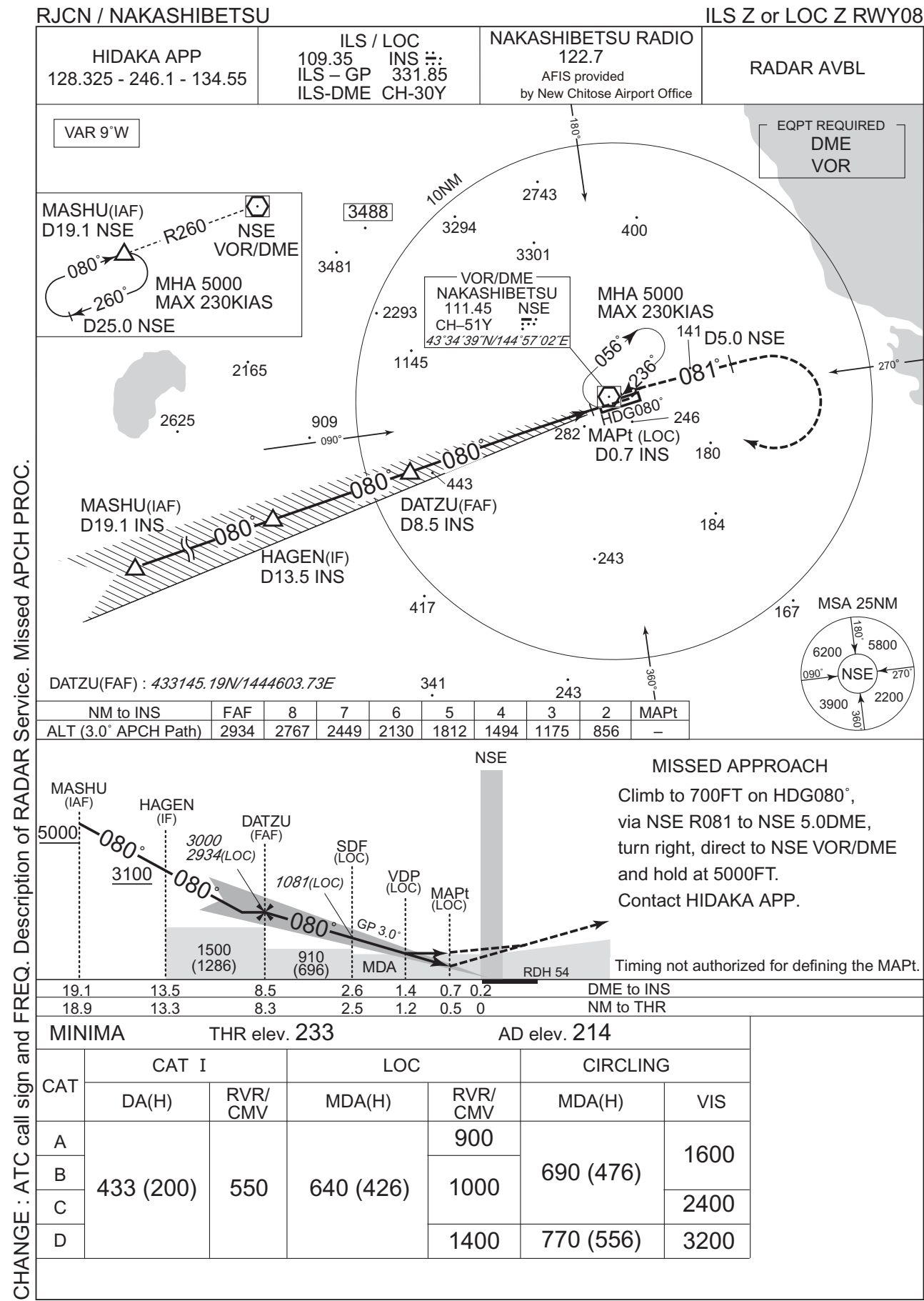
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | NOKIK | - | - | -9.3 | - | - | +5000 | - | - | RNP1 |
| 002 | TF | NOMOX | - | 224 (215.2) | -9.3 | 9.2 | - | +6000 | - | - | RNP1 |

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT



INSTRUMENT APPROACH CHART



RJCN / NAKASHIBETSU

ILS Y or LOC Y RWY08

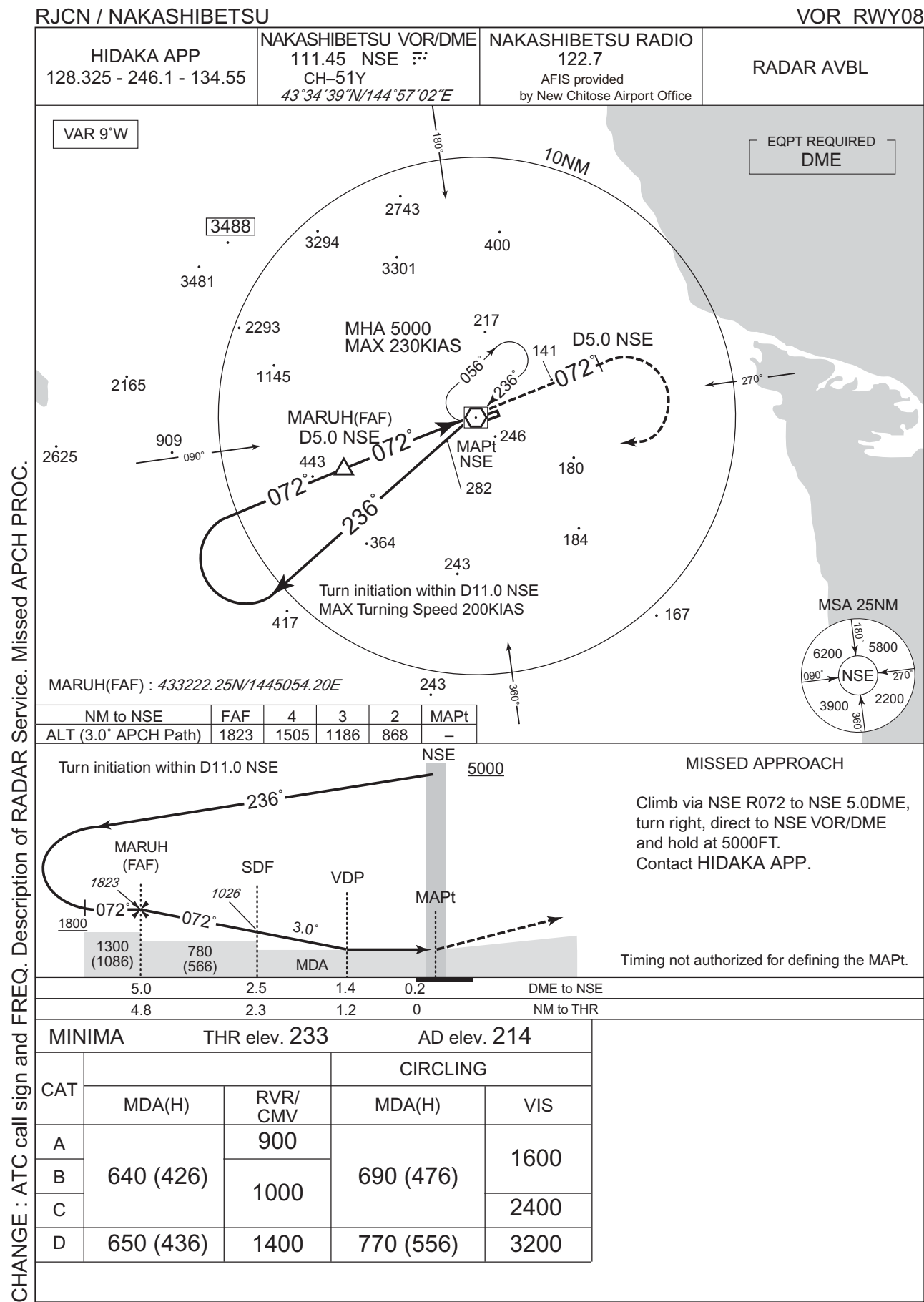


Climb to 700FT on HDG080°,
via NSE R081 to NSE 5.0DME,
turn right, direct to NSE VOR/DME
and hold at 5000FT.
Contact HIDAKA APP.

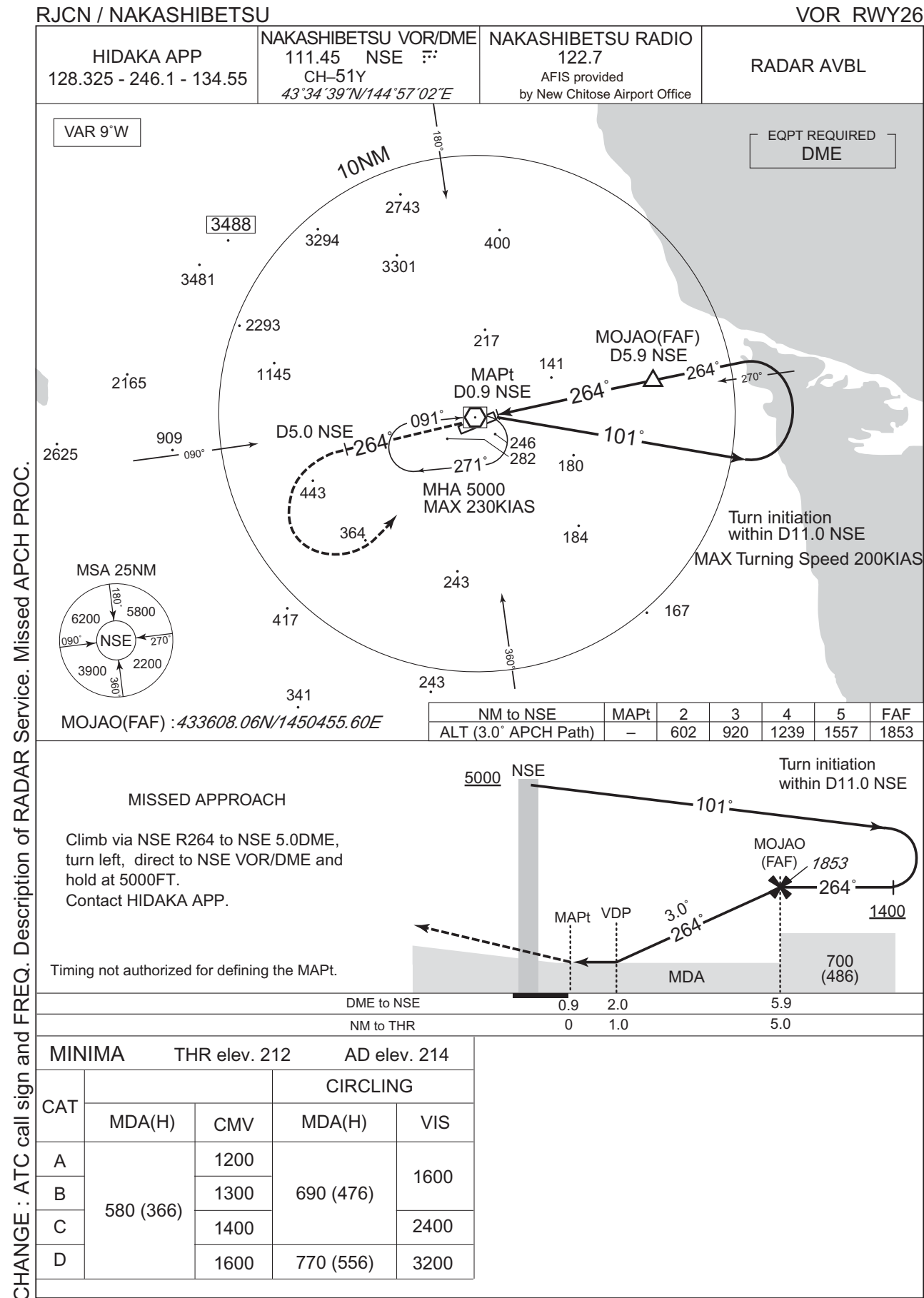
Timing not authorized for defining the MAPt.

| | | | | | | | |
|--------|-----------|---------------|-----------|-------------|--------------|------|------------|
| | | 8.5 | 2.6 | 1.4 | 0.7 | 0.2 | DME to INS |
| | | 8.3 | 2.5 | 1.2 | 0.5 | 0 | NM to THR |
| MINIMA | | THR elev. 233 | | | AD elev. 214 | | |
| CAT | CAT I | | LOC | | CIRCLING | | |
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS | |
| A | 433 (200) | 550 | 640 (426) | 900 | 690 (476) | 1600 | |
| B | | | | 1000 | | | |
| C | | | | | | | |
| D | | | | 1400 | 770 (556) | 3200 | |

INSTRUMENT APPROACH CHART



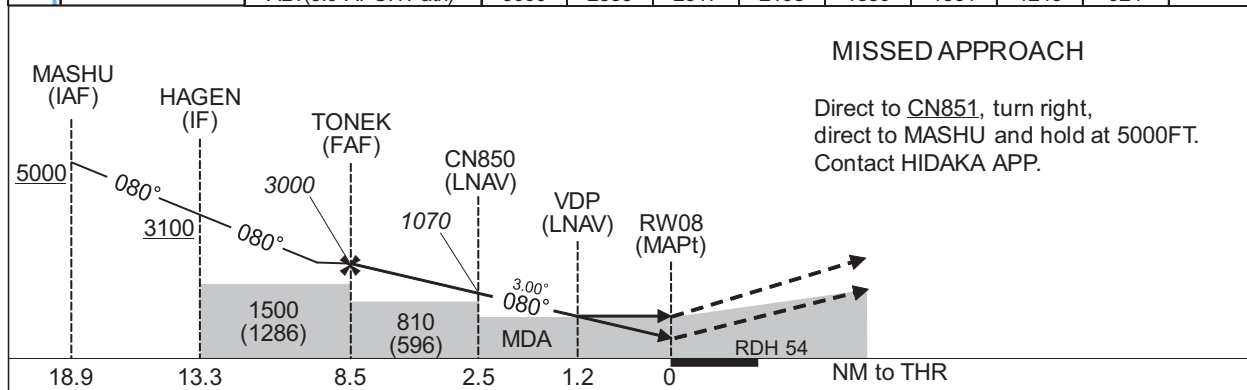
INSTRUMENT APPROACH CHART



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

RJCN / NAKASHIBETSU

RNP RWY08



| MINIMA | | THR elev. 233 | AD elev. 214 | | | | | |
|--------|----------|---------------|--------------|-------------|----------|-------------|----------|----------|
| CAT | LPV | | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | RVR/ CMV | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 483(250) | 800 | 640(407) | 900 | 640(426) | 900 | 690(476) | 1600 |
| B | 493(260) | | | 1000 | | 1000 | | |
| C | 503(270) | | | 1400 | | 1400 | | |
| D | 513(280) | 1200 | | | | | | 770(556) |

CHANGE : New PROC.

INSTRUMENT APPROACH CHART

RJCN / NAKASHIBETSU

RNP RWY08

FAS DATA BLOCK

| | | | |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type | 0 | LTP/FTP ellipsoidal height | +01021 |
| SBAS service provider identifier | 2 | FPAP latitude | 433449.2600N |
| Airport identifier | RJCN | FPAP longitude | 1445817.3505E |
| Runway | 08 | Threshold crossing height | 00016.5 |
| Approach performance designator | 0 | TCH units selector | 1 |
| Route indicator | | Glide path angle | 03.00 |
| Reference path data selector | 0 | Course width at threshold | 105.00 |
| Reference path ID | M08A | ∠ length offset | 0000 |
| LTP/FTP latitude | 433428.1900N | HAL | 40.0 |
| LTP/FTP longitude | 1445653.0495E | VAL | 50.0 |
| CRC remainder | 71C61926 | | |

Required additional data

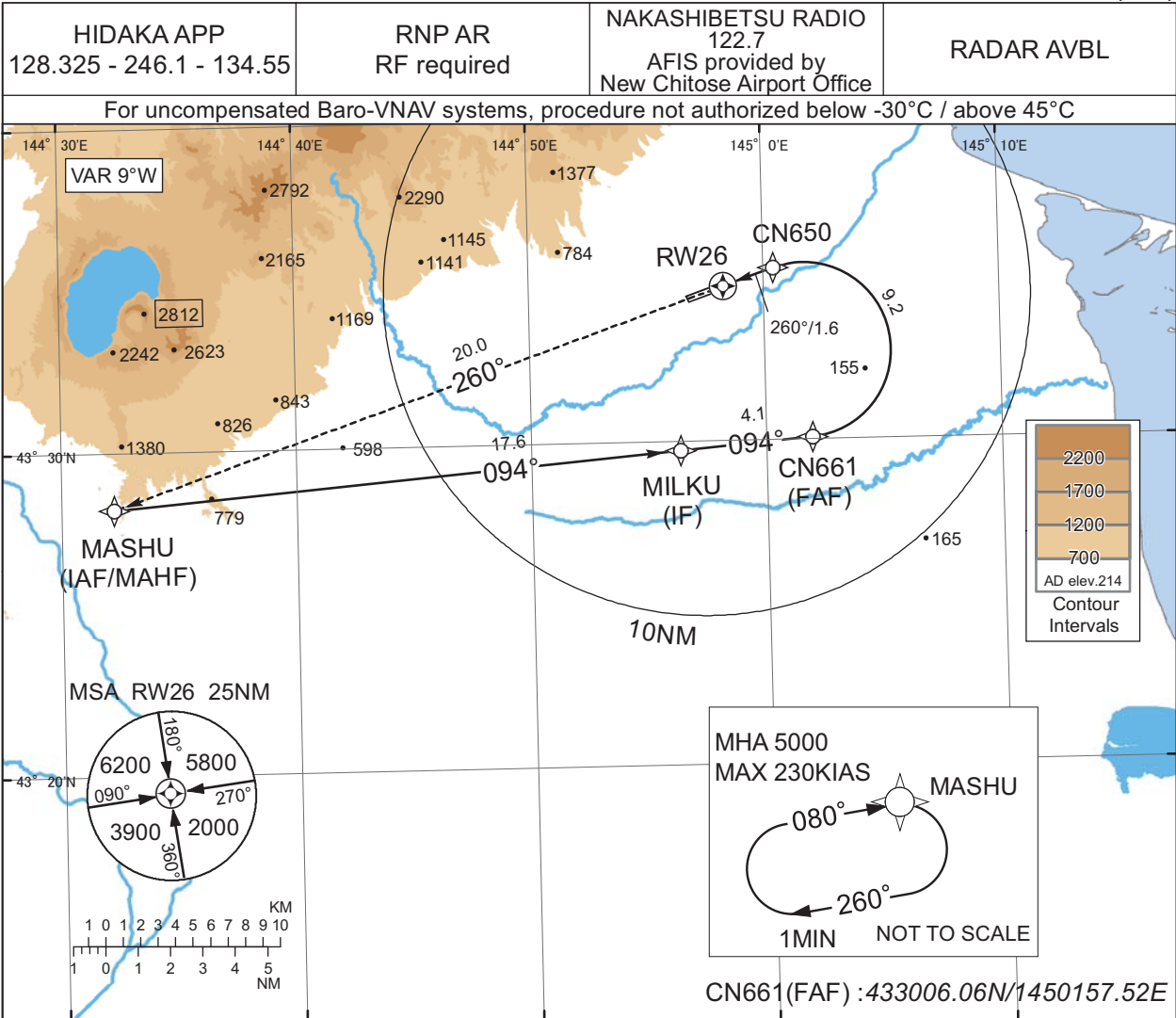
| | |
|----------------------------|------|
| LTP/FTP orthometric height | 70.6 |
|----------------------------|------|

CHANGE : New PROC.

INSTRUMENT APPROACH CHART

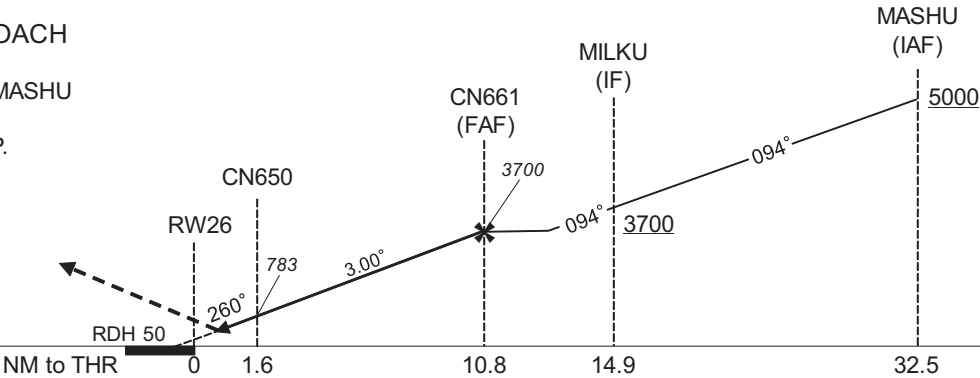
RJCN / NAKASHIBETSU

RNP Z RWY26(AR)



MISSED APPROACH

Climb to 5000FT, to MASHU
and hold.
Contact HIDAKA APP.



| MINIMA | THR elev. 212 | AD elev. 214 |
|--------|---------------|--------------|
| CAT | RNP 0.30 | |
| | DA(H) | CMV |
| A | - | - |
| B | - | - |
| C | 512(300) | 1400 |
| D | 512(300) | 1600 |

Authorization Required

INSTRUMENT APPROACH CHART

RJCN / NAKASHIBETSU RNP Z RWY26(AR)

Coding Table

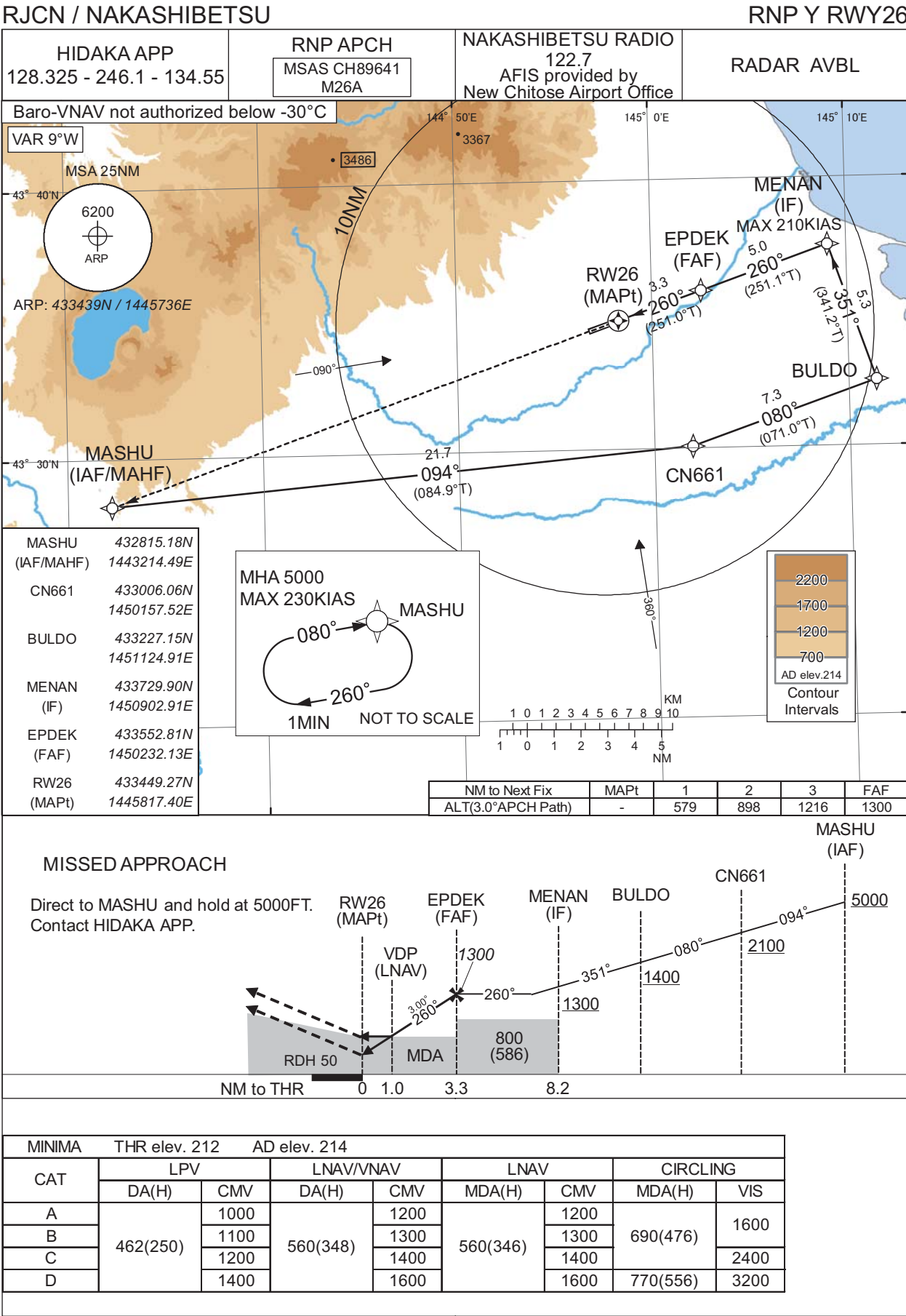
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|---------------------------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 001 | IF | MASHU | - | - | -9.2 | - | - | +5000 | - | - | - |
| 002 | TF | MILKU | - | 094 (084.9) | -9.2 | 17.6 | - | +3700 | - | - | 1.0 |
| 003 | TF | CN661 | - | 094 (085.2) | -9.2 | 4.1 | - | 3700 | - | - | 1.0 |
| 004 | RF Center: CNRF2 r=2.70NM | CN650 | - | - | -9.2 | 9.2 | L | 783 | - | -3.00 | 0.3 |
| 005 | TF | RW26 | Y | 260 (251.0) | -9.2 | 1.6 | - | 262 | - | -3.00/50 | 0.3 |
| 006 | TF | MASHU | - | 260 (251.0) | -9.2 | 20.0 | - | 5000 | - | - | 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 | MASHU | 080 (070.4) | -9.2 | 1.0 (-14000) | R | 5000 | FL140 | -230 (-14000) | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| MASHU | 432815.18N / 1443214.49E | CNRF2 | 433247.93N / 1450139.17E |
| MILKU | 432945.72N / 1445620.67E | | |
| CN661 | 433006.06N / 1450157.52E | | |
| CN650 | 433521.30N / 1450025.71E | | |
| RW26 | 433449.27N / 1445817.40E | | |

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJCN / NAKASHIBETSU

RNP Y RWY26

FAS DATA BLOCK

| | | | |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type | 0 | LTP/FTP ellipsoidal height | +00954 |
| SBAS service provider identifier | 2 | FPAP latitude | 433428.1900N |
| Airport identifier | RJCN | FPAP longitude | 1445653.0495E |
| Runway | 26 | Threshold crossing height | 00015.0 |
| Approach performance designator | 0 | TCH units selector | 1 |
| Route indicator | Y | Glide path angle | 03.00 |
| Reference path data selector | 0 | Course width at threshold | 105.00 |
| Reference path ID | M26A | ∠ length offset | 0000 |
| LTP/FTP latitude | 433449.2600N | HAL | 40.0 |
| LTP/FTP longitude | 1445817.3505E | VAL | 50.0 |
| CRC remainder | 12630585 | | |

Required additional data

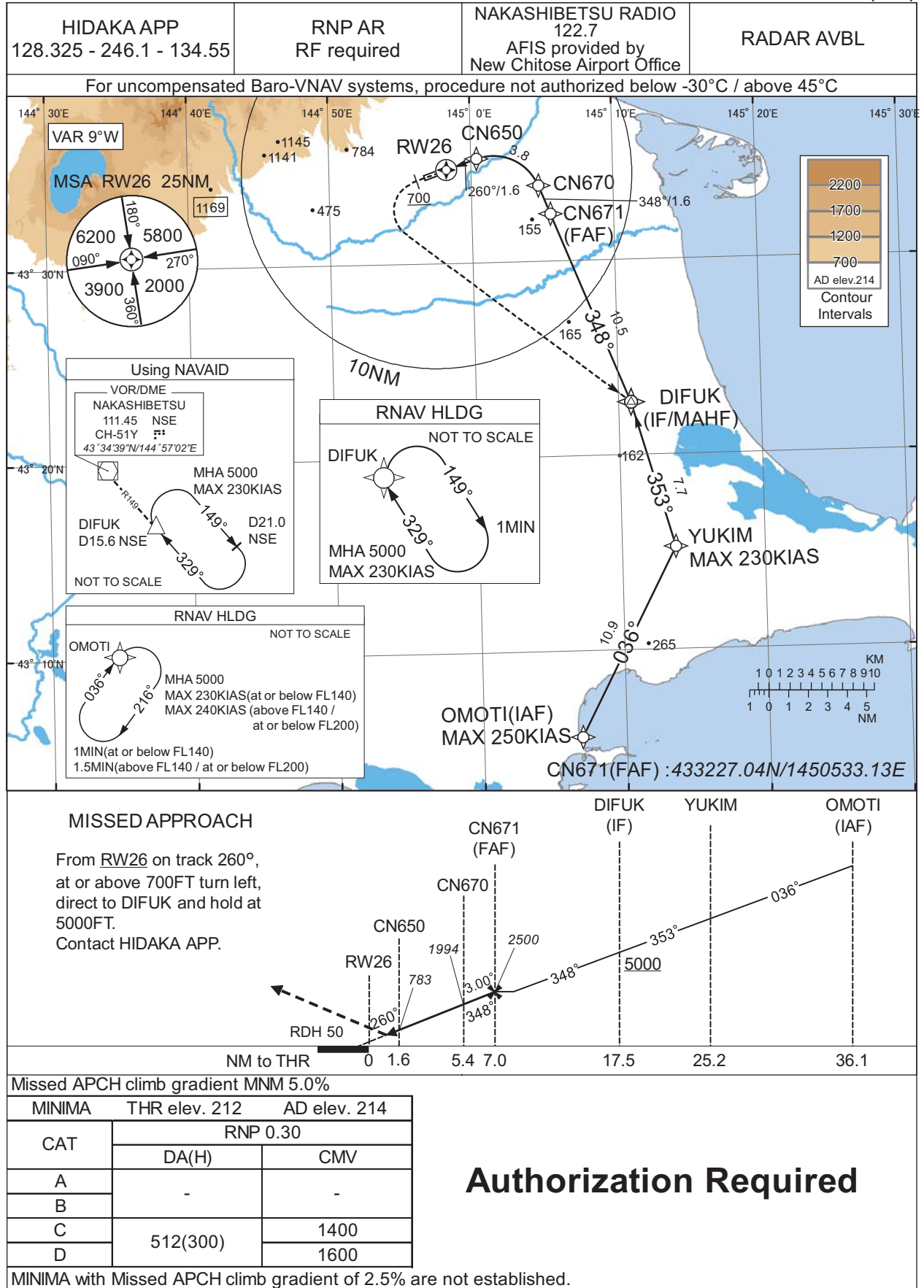
| | |
|----------------------------|------|
| LTP/FTP orthometric height | 63.9 |
|----------------------------|------|

CHANGE : New PROC.

INSTRUMENT APPROACH CHART

RJCN / NAKASHIBETSU

RNP X RWY26(AR)



CHANGE : PROC renamed.

Authorization Required

INSTRUMENT APPROACH CHART

RJCN / NAKASHIBETSU

RNP X RWY26(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 | OMOTI | - | - | -9.2 | - | - | +5000 | -250 | - | - |
| 002 | TF | YUKIM | - | 036 (027.2) | -9.2 | 10.9 | - | +5000 | -230 | - | 1.0 |
| 003 | TF | DIFUK | - | 353 (344.3) | -9.2 | 7.7 | - | +5000 | - | - | 1.0 |
| 004 | TF | CN671 | - | 348 (338.4) | -9.2 | 10.5 | - | 2500 | - | - | 1.0 |
| 005 | TF | CN670 | - | 348 (338.3) | -9.2 | 1.6 | - | 1994 | - | -3.00 | 0.3 |
| 006 | RF Center: CNRF1 r=2.50NM | CN650 | - | - | -9.2 | 3.8 | L | 783 | - | -3.00 | 0.3 |
| 007 | TF | RW26 | Y | 260 (251.0) | -9.2 | 1.6 | - | 262 | - | -3.00/50 | 0.3 |
| 008 | FA | - | - | 260 (251.0) | -9.2 | - | - | +700 | - | - | 1.0 |
| 009 | DF | DIFUK | - | - | -9.2 | - | L | 5000 | - | - | 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 | DIFUK | 329 (320.0) | -9.2 | 1.0 (-14000) | R | 5000 | FL140 | -230(-14000) | 1.0 |
| Hold | OMOTI | 036 (027.1) | -9.2 | 1.0 (-14000) 1.5 (-20000) | R | 5000 | FL200 | -230(-14000) -240(-20000) | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| OMOTI | 430535.54N / 1450655.47E | CNRF1 | 433259.00N / 1450132.84E |
| YUKIM | 431516.17N / 1451345.84E | | |
| DIFUK | 432242.79N / 1451052.79E | | |
| CN671 | 433227.04N / 1450533.13E | | |
| CN670 | 433354.84N / 1450444.93E | | |
| CN650 | 433521.30N / 1450025.71E | | |
| RW26 | 433449.27N / 1445817.40E | | |

CHANGE : PROC renamed.

RJCN / NAKASHIBETSU

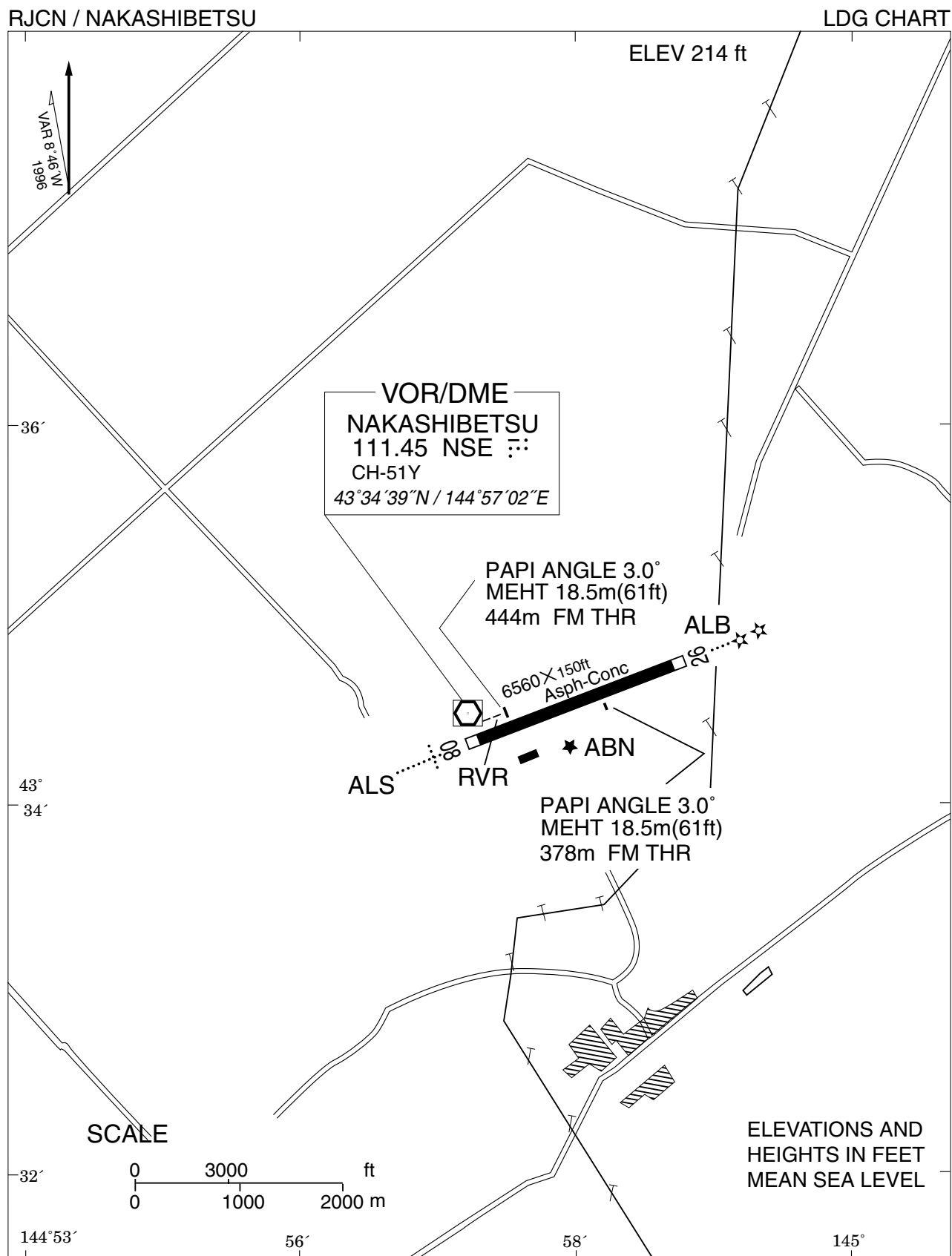
Visual REP



※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).

| Call sign | BRG / DIST from ARP | Remarks |
|----------------------|---------------------|----------------|
| 標津 Shibetsu | 055°T / 9.1NM | 標津港 Harbor |
| 川北 Kawakita | 030°T / 5.6NM | 市街地 Town |
| 尾岱沼 Odaitou | 093°T / 11.5NM | 尾岱沼港 Harbor |
| 計根別 Kenebetsu | 231°T / 8.5NM | 市街地 Town |
| 中春別 Nakashunbetsu | 145°T / 7.5NM | 市街地 Town |
| 虹別 Nijibetsu | 242°T / 13.9NM | 市街地 Town |
| 別海 Bekkai | 147°T / 13.1NM | 市街地 Town |

CHANGE : Call sign(REMOTE→RADIO).



RJCN / NAKASHIBETSU

Minimum Vectoring Altitude CHART

