

AD 2 AERODROMES**RJCK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJCK - KUSHIRO****RJCK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	430227N/1441135E 158°/1.25km from RWY 17 THR
2	Direction and distance from (city)	9nm WNW from Kushiro city
3	Elevation/ Reference temperature	311ft / 23°C(2004-2008)
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/ Annual change	9° W(2009) / 2'E
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	CIVIL AVIATION BUREAU, MLIT. PUBLIC AP. Post:Tsuruoka2-260, Kushiro, Hokkaido Tel:0154-57-6284 Fax:0154-57-7820 AFS:RJCKFYX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Nil

RJCK AD 2.3 OPERATIONAL HOURS

1	AD Administration	2300 - 1200
2	Customs and immigration	On request Customs: 0154-22-3730 Immigration: 0154-22-2430
3	Health and sanitation	On request Quarantine(human): 0154-23-3340 Quarantine(animal): 0123-24-6080 Quarantine(plant): 0154-22-4291
4	AIS Briefing Office	2300 - 1200
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (NEW CHITOSE)
7	ATS	2300 - 1200
8	Fuelling	2300 - 1100
9	Handling	2245 - 1000
10	Security	2300 - 1130
11	De-icing	Nil
12	Remarks	Nil

RJCK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All the modern institutions that deal with the weight thing to B767 type.
2	Fuel/ oil types	JET A-1
3	Fuelling facilities/ capacity	Fuel Truck Refuelling
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJCK AD 2.5 PASSENGER FACILITIES

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

RJCK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
2	Rescue equipment	3 Chemical fire fighting trucks, 1 Water-supply truck, 1 Lighting power supply truck, 1 Emergency medical equipments conveyance truck.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJCK AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow remove equipments: 4 Snow plows, 2 Rotaries, 4 Snow sweeper, 1 Urea sprinkler equipment
2	Clearance priorities	(1) RWY 17/35, TWY T1 and T7, P1-P6, APRON (2)TWY T2-T6 APRON
3	Remarks	Seasonal availability: All seasons

RJCK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Spot NR1, 2, 3, 5, 6 and 7 Surface : Concrete Strength: PCN 74/R/B/X/T
2	Taxiway width, surface and strength	WIDTH & STRENGTH T1,T7,P6 : 26.5m PCN 106/F/C/X/T T2,T3,T4,T5,T6 : 30m PCN 106/F/C/X/T P1,P2,P3,P4,P5 : 23m PCN 106/F/C/X/T
3	ACL and elevation	Not Available
4	VOR checkpoints	Not Available
5	INS checkpoints	(Spot NR) 1: 430247.60N1441141.22E 2: 430246.01N1441142.06E 3: 430244.19N1441143.01E 5: 430242.23N1441144.04E 6: 430240.11N1441145.15E 7: 430237.35N1441145.22E
6	Remarks	Nil

RJCK 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 sign:Spot NR1, 2, 3, 5, 6, 7, A, B
2	RWY and TWY markings and LGT	RWY:17/35 (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY17), WBAR(RWY17), RWY DIST marker LGT TWY:T1-T7 (Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction marking (LGT) TWY edge LGT, TWY CL LGT, Stop bar LGT, RWY guard LGT, Taxiing guidance sign TWY:P1-P6 (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign
3	Stop bars	Stop bar LGT: TWY T1 - T7 Stop bar LGT operations; 1) Stop bar LGT are installed at each taxi-holding position associated with RWY 17/35. 2) Stop bar LGT will be operated when the visibility or the lowest RVR of RWY 17/35 is at or less than 600m. 3) Stop bar LGT on TWY T1 and T7 are controlled individually by ATC. 4) Stop bar LGT on TWY T2 through T6 are not controlled individually by ATC. 5) During the period stop bar LGT are operated, TWY T2 through T6 are not available for the departing aircraft.
4	Remarks	(Marking) Overrun area (LGT) Apron flood LGT

RJCK AD 2.10 AERODROME OBSTACLES

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

RJCK 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 Hours
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

RJCK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

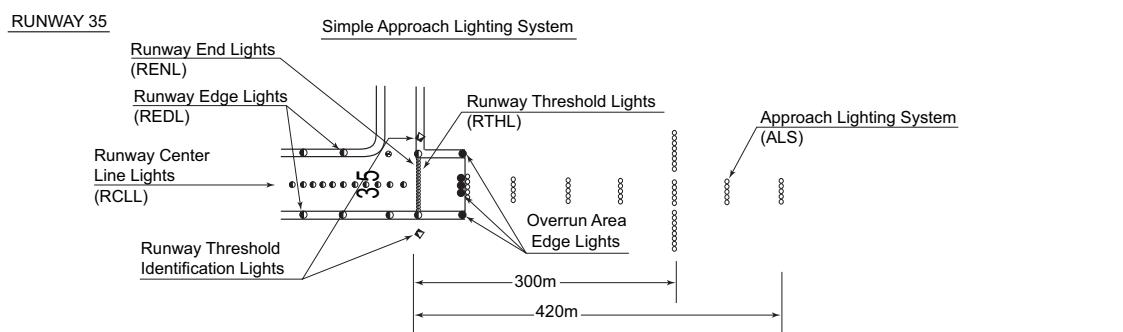
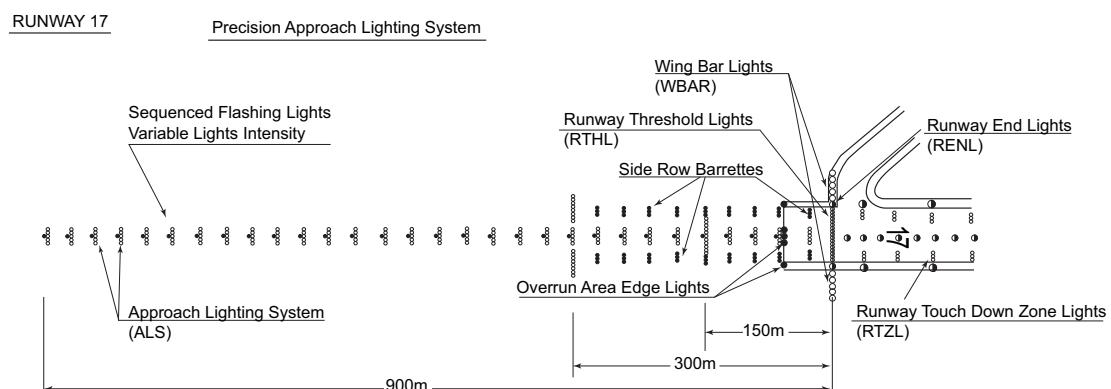
Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	158.96°	2500×45	PCN 106/F/C/X/T Asphalt Concrete	430305.30N1441114.92E	THR ELEV:322.5ft TDZ ELEV:325.1ft
35	338.96°	2500×45		430149.68N1441154.58E	THR ELEV:290ft
Slope of RWY		Strip Dimensions(M)	RESA(Overrun) Dimensions(M)		Remarks
7		10	11		14
See AD 2.24 AD Chart		2620×300	192×(MNM:95 MAX:283)		RWY Grooving 2500×45m
		2620×300	42×(MNM:250 MAX:300)* *For detail, ask airport administrator		

RJCK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	2500	2500	2500	2500	Nil
35	2500	2500	2500	2500	Nil

RJCK 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	
17	PALS (CAT III) 900m LIH	Green Green	RTHL Color WBAR	PAPI 3.0°/LEFT 400m 66ft	900m	2500m 15m Coded color (White/Red) LIH	2500m 60m Coded color (White/Yellow) LIH	Red	Nil(*1)
35	SALS 420m LIH	Green -	RTHL Color WBAR	PAPI 3.0°/LEFT 425m 74ft	Nil	2500m 15m Coded color (White/Red) LIH	2500m 60m Coded color (White/Yellow) LIH	Red	Nil(*1)
Remarks									
10									
Overrun area edge LGT(LEN:60m Color:Red) (*1) RWY THR ID LGT for RWY 35 THR (Color: White)									



RJCK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 430237N/1441152E, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer : RWY 17 : 295.5m from RWY 17 THR, LGTD RWY 35 : 341.1m from RWY 35 THR, LGTD
3	TWY edge and centerline lighting	TWY edge LGT: Blue TWY centerline LGT: ALTN Green/Yellow FM RWY leaving report point, other Green
4	Secondary power supply/ switch-over time	Within 1sec: PALS, REDL, RENL, RTHL, WBAR, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT, TWY centerline LGT Within 15sec: other LGT
5	Remarks	WDI LGT

RJCK AD 2.16 HELICOPTER LANDING AREA

Nil

RJCK AD 2.17 ATS AIRSPACE

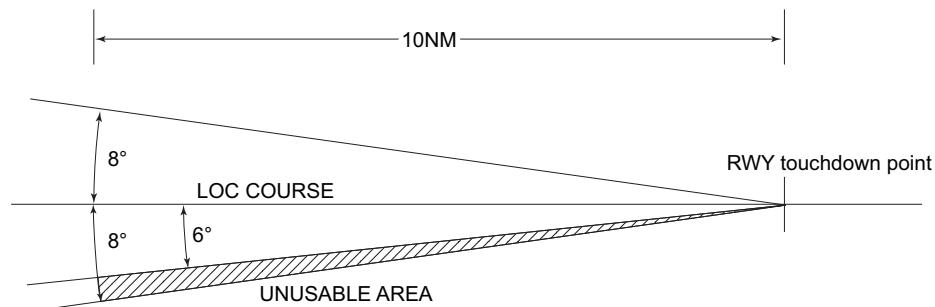
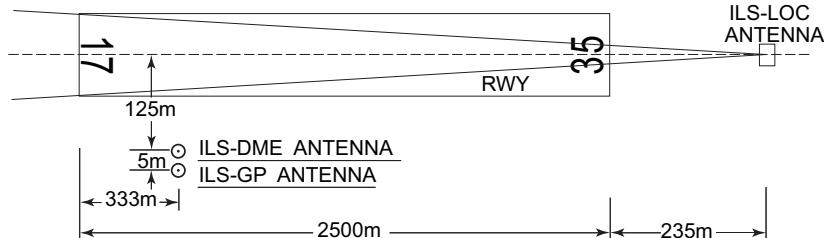
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
Kushiro CTR	Area within a radius of 9km(5NM) of ARP (430227N/1441135E)	3,000 or below	D	Kushiro Tower En	

RJCK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Kushiro Tower	118.05MHz(1) 126.2MHz	2300 - 1200 (1)Primary	

RJCK 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/2007)	KSE	112.5MHz	H24	430201.69N/1441214.81E		Unusable: BTN 340 degrees - 350 degrees beyond 35nm BLW 7,000ft.
DME	KSE	1159MHz (CH-72X)	H24	430201.69N/1441214.81E	334ft	
ILS-LOC 17	IKS	108.9MHz	2300 - 1200	430142.57N/1441158.31E		LOC: 235m (771ft) away FM RWY 35 THR, BRG (MAG) 168 degrees.
ILS-GP 17	-	329.3MHz (CH-26X)	2300 - 1200	430253.70N/1441114.80E		GP:333m(1093ft) inside from RWY17 THR, 130m(427ft) W of RCL. HGT of ILS reference datum 16.7m (55ft). GP angle 3.0° GP Unusable in the following area: beyond 6° west side of LOC course.
ILS-DME 17	-	987MHz (CH-26X)	2300 - 1200	430253.75N/1441115.01E	319ft	DME: 333m(1039ft) inside from RWY17 THR, 125m(410ft) W of RCL
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.

ILSKUSHIRO AP

GP unusable in the following area beyond 6° west side of LOC course.

RJCK 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

1. 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 B763 holding at the stop marking on TWY T5 or T6

wing span (WS) of ACFT taxiing on TWY P4-P6	WS =<23m	23m < WS =<40m	WS >40m
wing tip clearance	*A	*B	*C

(2)When MD90 holding at the stop marking on TWY T2

wing span (WS) of ACFT taxiing on TWY P1-P2	WS =<47m	47m < WS =<64m	WS >64m
wing tip clearance	*A	*B	*C

Legend:

*A : wing tip clearance \geq 15m

*B : 6.5m \leq 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

RJCK AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJCK 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	17/35	A,B,C	400 *200 **150	400 *200	400 *250	400 *250	-	500
		D	400 *250 **200	400 *250	400 *300	400 *300	-	500
OTHER	17/35	A,B,C,D	AVBL LDG MINIMA					

* APPLICABLE WHEN SSP IN FORCE.

** APPLICABLE WHEN SSP IN FORCE and MULTIPLE RVRs AVAILABLE.

2. ILS Category III A / III B Operations at Kushiro Airport

1) Facilities

The following Categories are available:

RWY 17
(1) ILS RWY 17 - CAT III
(2) Lighting system RWY 17 - CAT III
(3) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the RWY)

2) Conditions

A. The following systems must be operative:

For ILS RWY17 approach (CAT III A / III B)
(1) ILS comprising;
• ILS-LOC17 with standby transmitter (including far field monitor)
• ILS-GP17 with standby transmitter
(When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.)
• ILS-DME17
(2)Lighting systems comprising;
• PALS 17 (including side row barrettes)
• High INTST REDL
• High INTST RTHL
• RCLL and RTZL
(3) Secondary power supply
(4)RVR by forward-scatter meters at the touchdown zone, the mid-point and stop-end of the RWY.

B. The following information must be currently available:

- (a) Surface wind speed and direction
- (b) RVR

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

3) Operating Minimum

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

4) Special Safeguards and Procedures (SSP)

CAT III A / III B operations are available when SSP are applied. SSP will be applied when the following conditions are met;

- (1) Ceiling is at or less than 400ft and/or RVR is at or less than 1,000m.
- (2) Facilities listed 1) above are operational.
- (3) ILS Critical Area is protected.

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

"REPORT OUT OF ILS CRITICAL AREA"

The exit TWY centerline LGT 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 TWY centerline LGT change from alternate green and yellow to steady green.

5) Approval for CAT III A / III B Operations

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

6) TWY available for CAT III A / III B Operations

TWY available for CAT III A / III B Operations are T1, T5, T6, T7 and the parallel TWY.

RJCK AD 2.23 ADDITIONAL INFORMATION

Nil

RJCK AD 2.24 CHARTS RELATED TO AN AERODROME

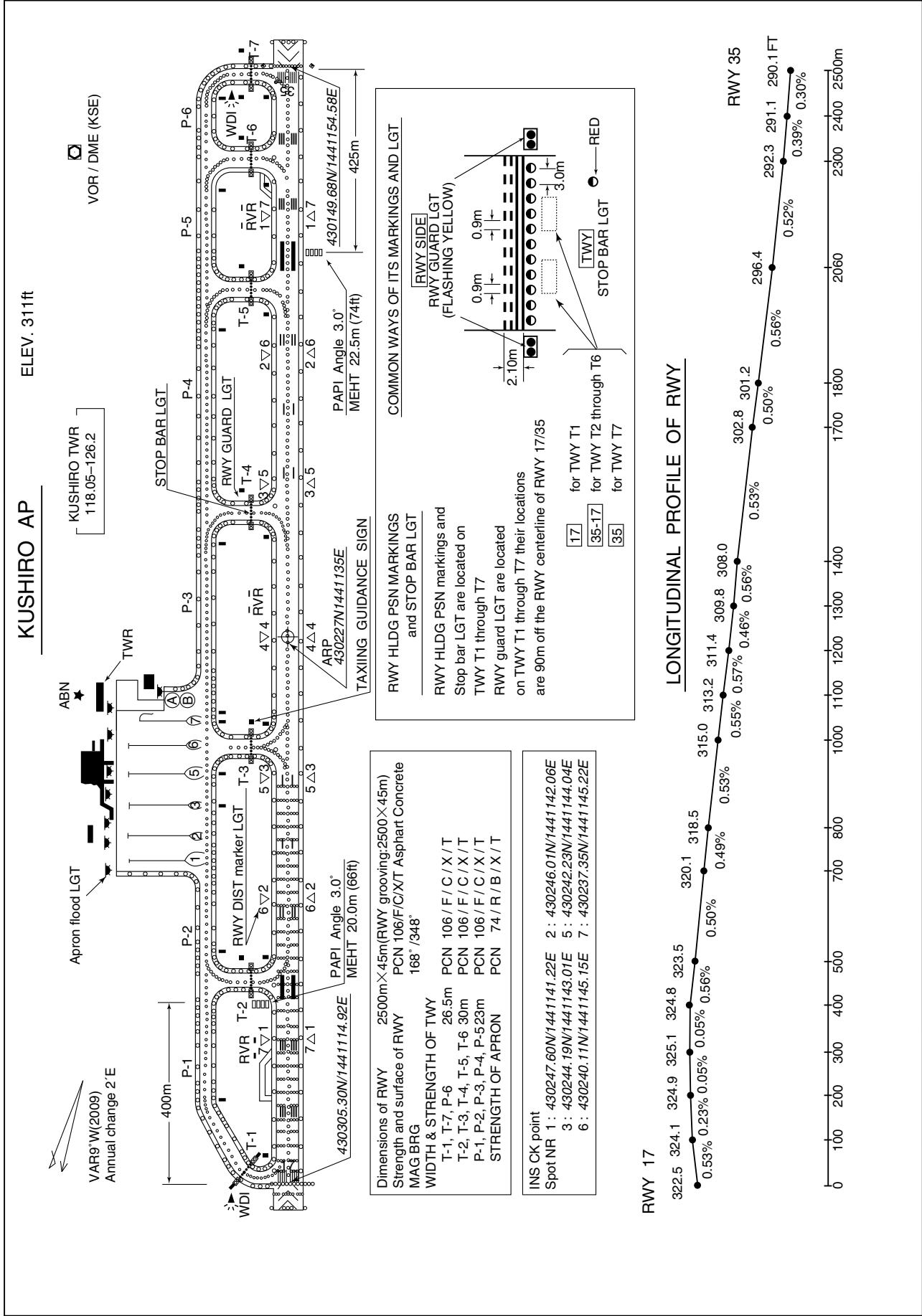
Aerodrome/Heliport Chart

- Precision Approach Terrain Chart (precision approach CAT II and III runways)
- Standard Departure Chart - Instrument (ALICE, ERIMO, OBIHIRO, KUSHIRO REVERSAL, YUDOH, EATAK)
- Standard Departure Chart - Instrument (AKESI, TANCHO, ASHORO - RNAV)
- Standard Arrival Chart - Instrument (MENOK ARC)
- Standard Arrival Chart - Instrument (KUSSY)
- Standard Arrival Chart - Instrument (CRANE ARC)
- Standard Arrival Chart - Instrument (MENOK, MARNY - RNAV)
- Instrument Approach Chart (ILS or LOC RWY17 (CAT III))
- Instrument Approach Chart (VOR RWY17)
- Instrument Approach Chart (VOR Z RWY35)
- Instrument Approach Chart (VOR Y RWY35)
- Instrument Approach Chart (RNAV(RNP) Z RWY17)
- Instrument Approach Chart (RNAV(RNP) Y RWY17)
- Instrument Approach Chart (RNAV(GNSS) RWY35)
- Other Chart (VISUAL REP)
- Other Chart (MVA CHART)

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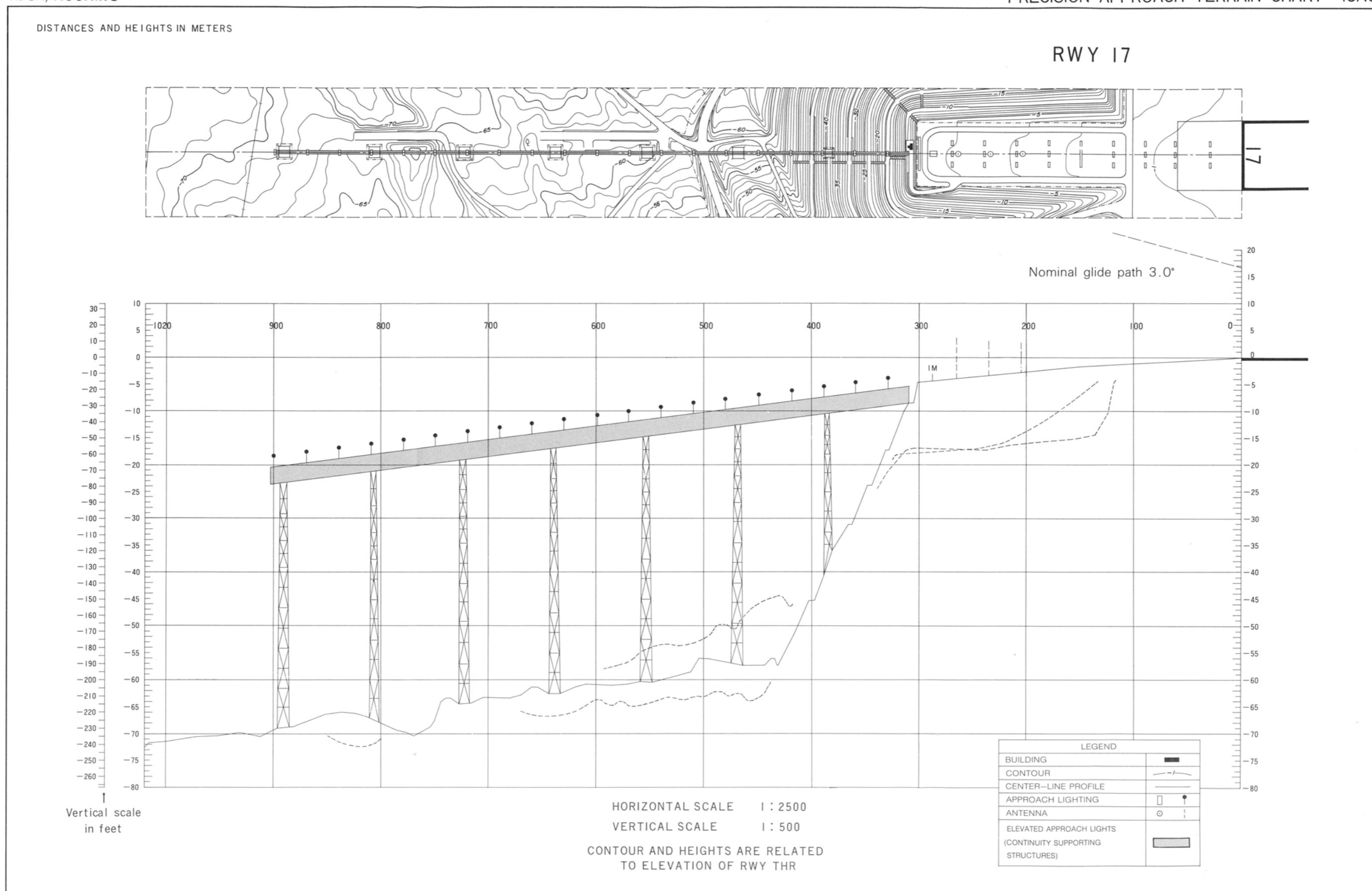
AD CHART



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RJCK/KUSHIRO

PRECISION APPROACH TERRAIN CHART—ICAO



STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO

SID

ALICE THREE DEPARTURE

RWY17 : Climb RWY HDG to 1000FT, turn right...
RWY35 : Climb RWY HDG to 1000FT, turn left HDG155°...
...to intercept and proceed via KSE R200 to ALICE.
Cross ALICE at assigned altitude.

Note : No turn before DER.

ERIMO FOUR DEPARTURE

RWY17 : Climb RWY HDG to 1000FT, turn left...
RWY35 : Climb RWY HDG to 1000FT, turn left HDG116°...
...to intercept and proceed via KSE R161, via NSE R218, via KSE R200 to ERIMO.
Cross NSE R218/85.4DME at or above 10000FT.

Note : No turn before DER.

OBIHIRO THREE DEPARTURE

RWY17 : Climb RWY HDG to 1000FT, turn right HDG266°...
RWY35 : Climb RWY HDG to 1000FT, turn left HDG176°...
...to intercept and proceed via KSE R221, via OBE R097 to OBE VOR/DME.

Note : No turn before DER.

KUSHIRO REVERSAL FOUR DEPARTURE

RWY17 : Climb RWY HDG to 1000FT, turn right...
RWY35 : Climb RWY HDG to 1000FT, turn left HDG155°...
...to intercept and proceed via KSE R200 to 3000FT, turn left, direct to KSE VOR/DME.
Cross KSE VOR/DME at or above 5000FT.

Note : No turn before DER.

YUDOH TWO DEPARTURE

RWY17 : Climb RWY HDG to 1000FT, turn right HDG266°...
RWY35 : Climb RWY HDG to 1000FT, turn left HDG176°...
...to intercept and proceed via KSE R221 to YUDOH.

Note : No turn before DER.

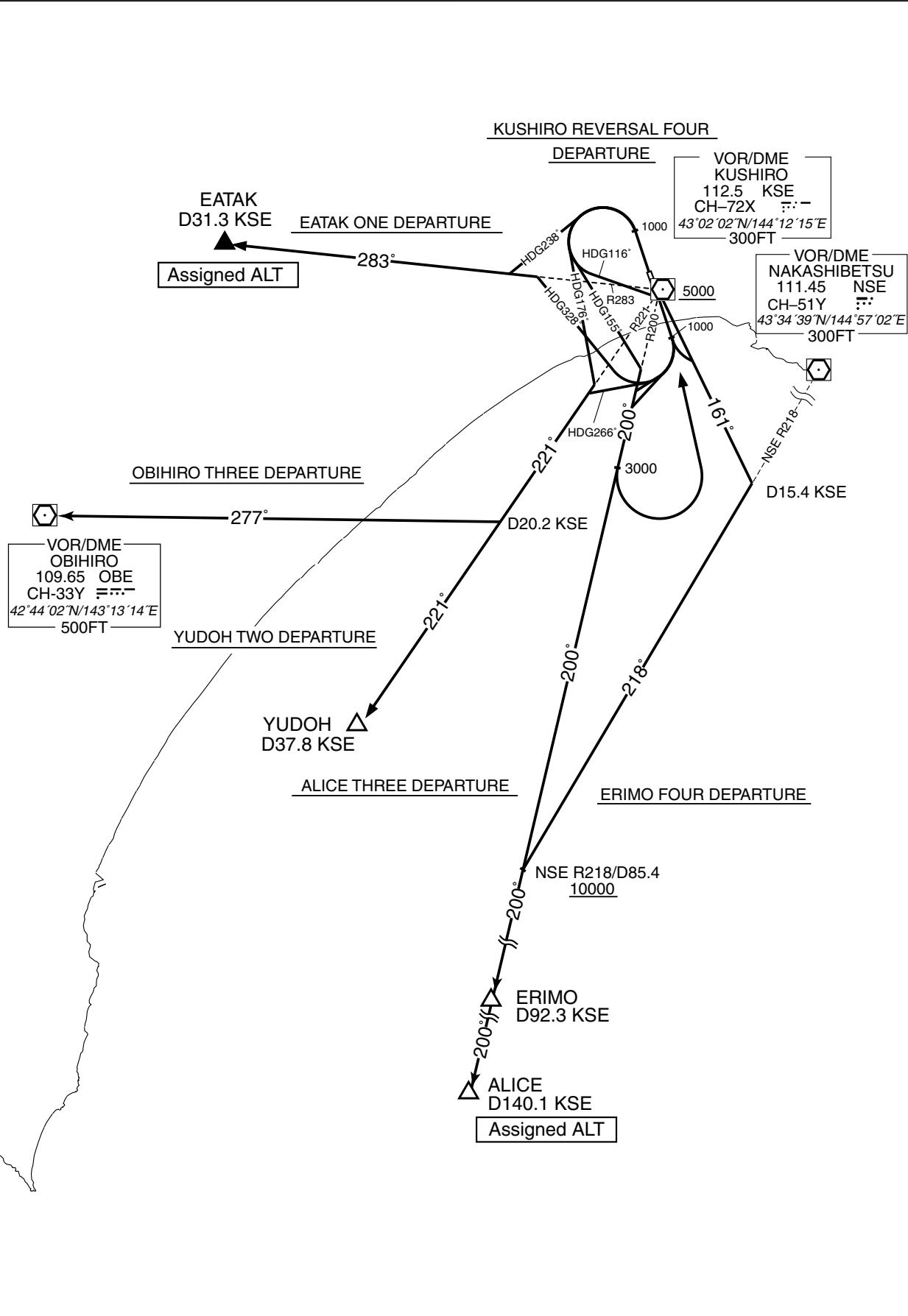
EATAK ONE DEPARTURE

RWY17 : Climb RWY HDG to 1000FT, turn right HDG328°...
RWY35 : Climb RWY HDG to 1000FT, turn left HDG238°...
...to intercept and proceed via KSE R283 to EATAK.
Cross EATAK at assigned altitude.

Note : No turn before DER.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO SID



STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO

RNAV SID

AKESI ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

AKESI ONE DEPARTURE

VOR/DME
KUSHIRO
112.5 KSE
CH-72X
43°02'02"N/144°12'15"E
300FT

AKESI
423316.4N
1440423.6E
10000

AKESI ONE DEPARTURE

RWY17 : Climb on HDG168° at or above 700FT, turn right direct to AKESI at or above 10000FT.

RWY35 : Climb on HDG348° at or above 800FT, turn left direct to AKESI at or above 10000FT.

RWY17

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	—	—	168 (159.0)	-8.9	—	—	+700	—	—	Basic RNP1
002	DF	AKESI	—	—	-8.9	—	R	+10000	—	—	Basic RNP1

RWY35

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	—	—	348 (339.0)	-8.9	—	—	+800	—	—	Basic RNP1
002	DF	AKESI	—	—	-8.9	—	L	+10000	—	—	Basic RNP1

STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO

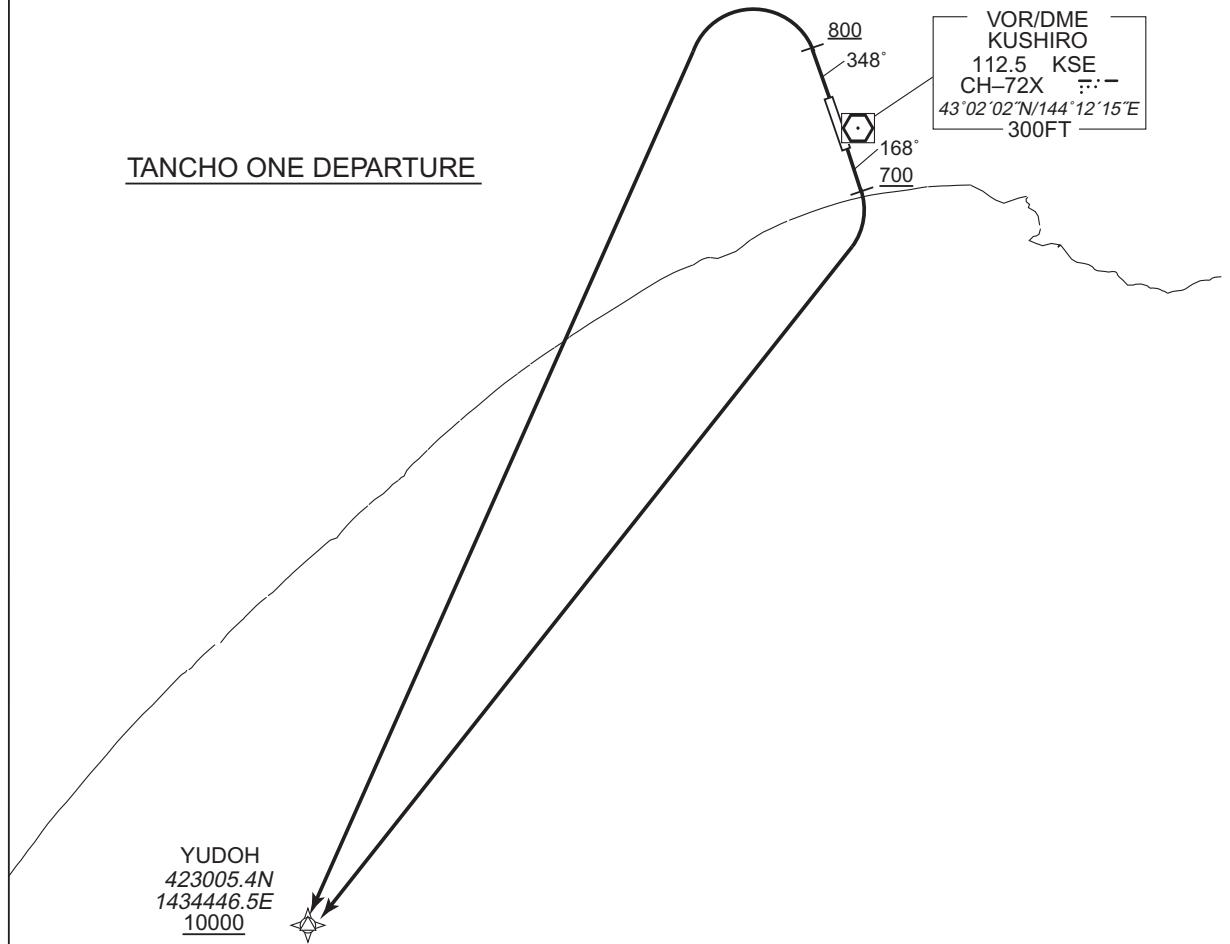
RNAV SID

TANCHO ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

TANCHO ONE DEPARTURETANCHO ONE DEPARTURE

RWY17 : Climb on HDG168° at or above 700FT, turn right direct to YUDOH at or above 10000FT.

RWY35 : Climb on HDG348° at or above 800FT, turn left direct to YUDOH at or above 10000FT.

RWY17

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	—	—	168 (159.0)	-8.9	—	—	+700	—	—	Basic RNP1
002	DF	YUDOH	—	—	-8.9	—	R	+10000	—	—	Basic RNP1

RWY35

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	—	—	348 (339.0)	-8.9	—	—	+800	—	—	Basic RNP1
002	DF	YUDOH	—	—	-8.9	—	L	+10000	—	—	Basic RNP1

STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO

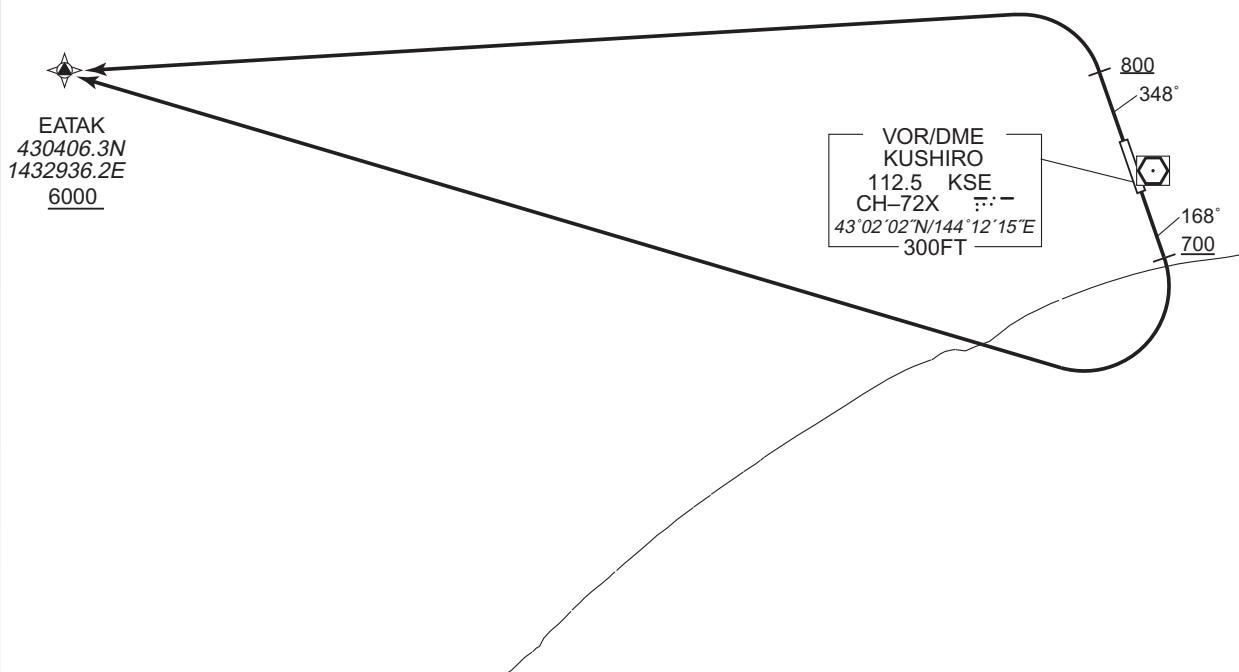
RNAV SID

ASHORO ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

ASHORO ONE DEPARTUREASHORO ONE DEPARTURE

RWY17 : Climb on HDG168° at or above 700FT, turn right direct to EATAK at or above 6000FT.

RWY35 : Climb on HDG348° at or above 800FT, turn left direct to EATAK at or above 6000FT.

Note RWY17: No turn before DER.

RWY17

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	–	–	168 (159.0)	-8.9	–	–	+700	–	–	Basic RNP1
002	DF	EATAK	–	–	-8.9	–	R	+6000	–	–	Basic RNP1

RWY35

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	–	–	348 (339.0)	-8.9	–	–	+800	–	–	Basic RNP1
002	DF	EATAK	–	–	-8.9	–	L	+6000	–	–	Basic RNP1

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STANDARD ARRIVAL CHART -INSTRUMENT

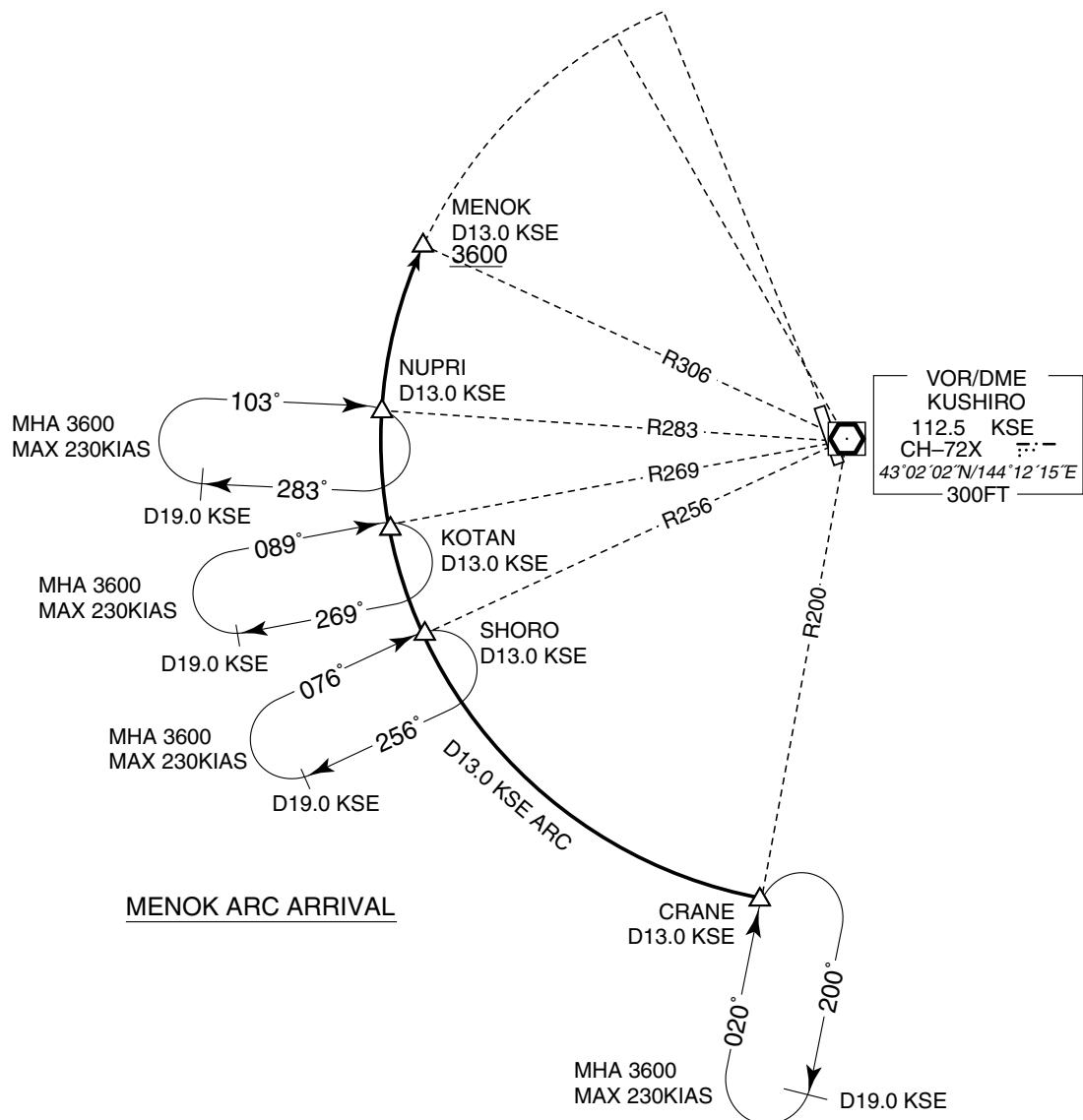
RJCK / KUSHIRO

STAR

MENOK ARC ARRIVAL

From over CRANE, SHORO, KOTAN, NUPRI, via KSE 13.0DME clockwise ARC to MENOK.

Cross MENOK at or above 3600FT.



STANDARD ARRIVAL CHART -INSTRUMENT

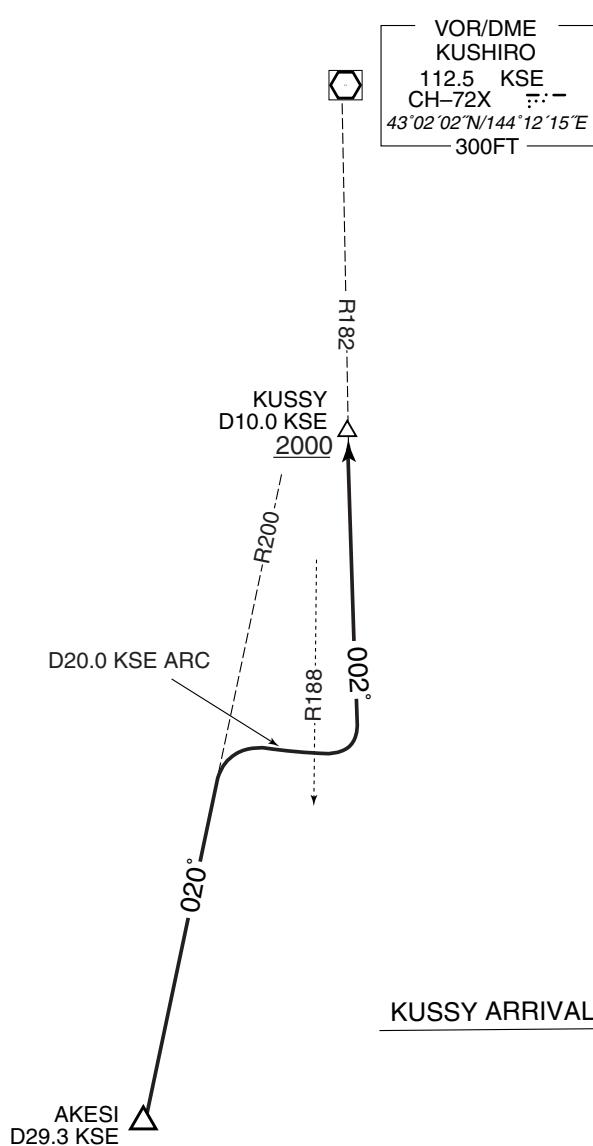
RJCK / KUSHIRO

STAR

KUSSY ARRIVAL

From over AKESI, via KSE R200 to intercept and proceed via KSE 20.0DME counterclockwise ARC, via KSE R182 to KUSSY.

Cross KUSSY at or above 2000FT.

KUSSY ARRIVAL

STANDARD ARRIVAL CHART -INSTRUMENT

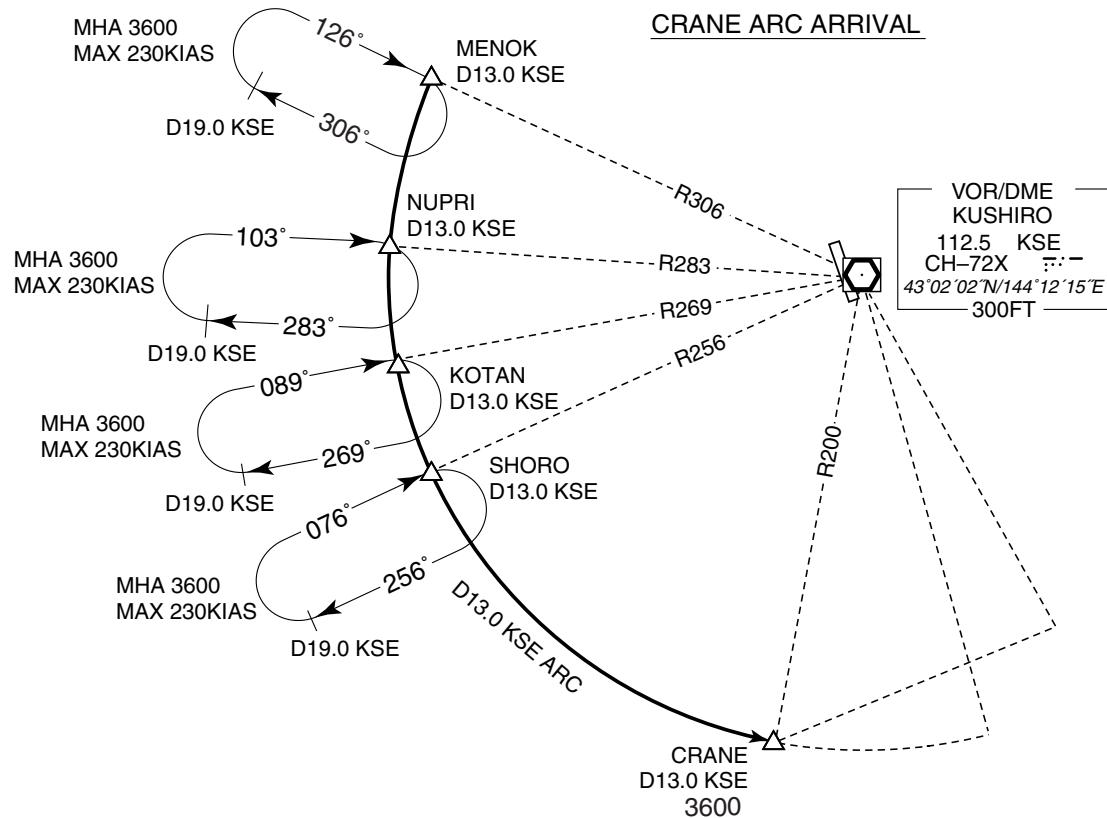
RJCK / KUSHIRO

STAR

CRANE ARC ARRIVAL

From over MENOK, NUPRI, KOTAN, SHORO, via KSE 13.0DME counterclockwise ARC to CRANE.

Cross CRANE at or above 3600FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJCK / KUSHIRO

RNAV STAR RWY17

MENOK ARRIVAL

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

MENOK
43°07'48.9N
143°56'22.0E
3600

359°

11.0

VOR/DME
KUSHIRO
112.5 KSE
CH-72X $\frac{1}{2} \text{--}$
43°02'02"N/144°12'15"E
300FT

CK760
42°56'58.5N
143°58'54.2E
6000

359°

24.1

MENOK ARRIVAL

AKESI
42°33'16.4N
144°04'23.6E

MENOK ARRIVAL

From AKESI, to CK760 at or above 6000FT, to MENOK at or above 3600FT.

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	AKESI	—	—	-8.9	—	—	—	—	—	Basic RNP1
002	TF	CK760	—	359 (350.4)	-8.9	24.1	—	+6000	—	—	Basic RNP1
003	TF	MENOK	—	359 (350.3)	-8.9	11.0	—	+3600	—	—	Basic RNP1

STANDARD ARRIVAL CHART -INSTRUMENT

RJCK / KUSHIRO

RNAV STAR RWY17

MARNY ARRIVAL

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

VOR/DME
KUSHIRO
112.5 KSE
CH-72X
43°02'02"N/144°12'15"E
300FT

MARNY ARRIVAL

MARNY
425443.3N
1442145.2E
3800

CRANE
424916.8N
1440846.6E

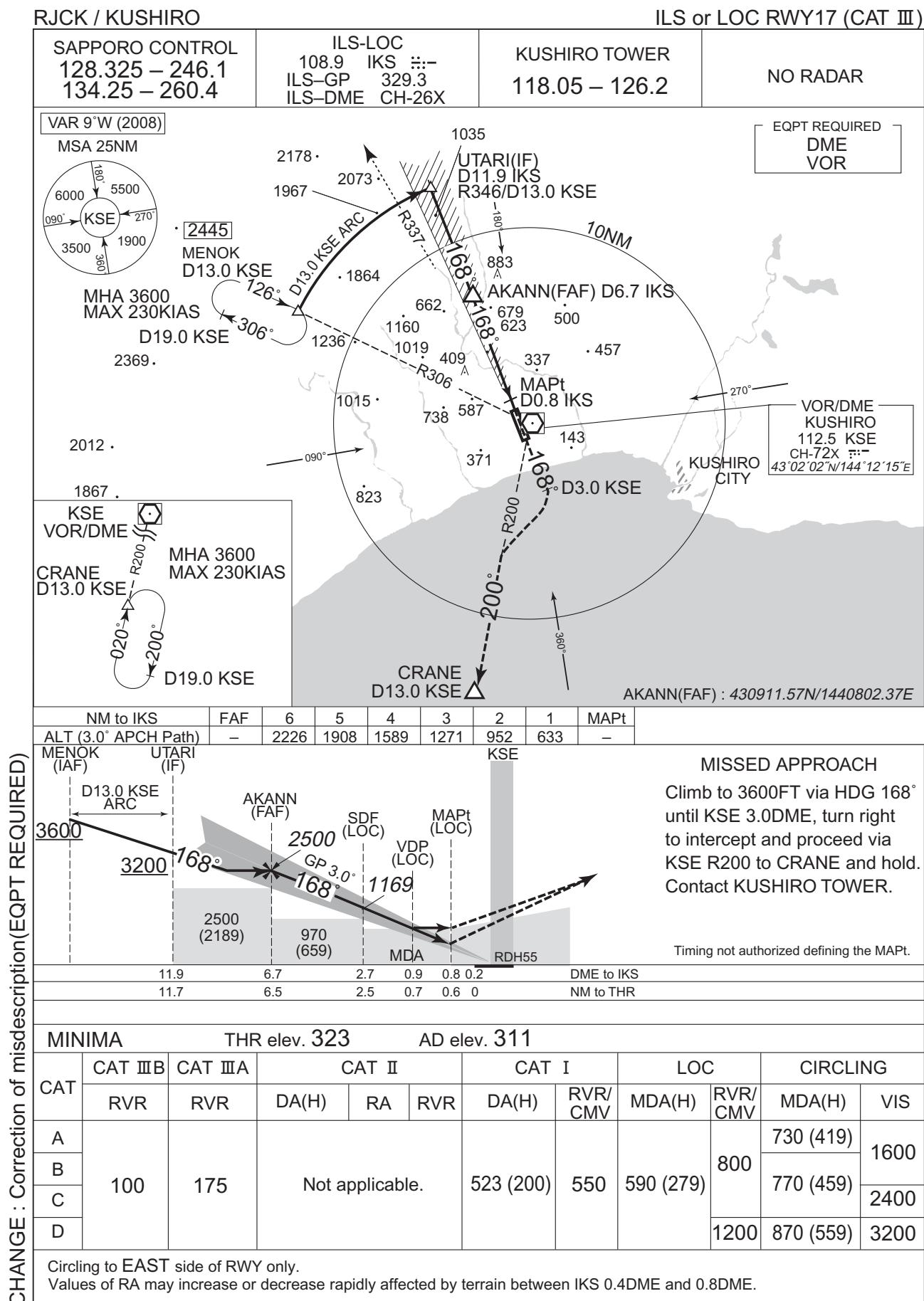
11.0
069°

MARNY ARRIVAL

From CRANE, to MARNY at or above 3800FT.

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	CRANE	—	—	-8.9	—	—	—	—	—	Basic RNP1
002	TF	MARNY	—	069 (060.2)	-8.9	11.0	—	+3800	—	—	Basic RNP1

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

VOR RWY17

SAPPORO CONTROL
128.325 – 246.1
134.25 – 260.4

KUSHIRO VOR/DME
112.5 KSE
CH-72X
43°02'02"N/144°12'15"E

KUSHIRO TOWER
118.05 – 126.2

NO RADAR

VAR 9°W (2008)
MSA 25NM

EQPT REQUIRED
DME

Approach and Departure Routes:

- Approach:** CRANE → D13.0 KSE ARC → MENOK D13.0 KSE → 2445 → GENYA(IF) D13.0 KSE → ICORO(FAF) D8.0 KSE → MAPt D1.3 KSE → D3.0 KSE.
- Departure:** KSE → 2073 → 1967 → 1864 → 1236 → 1160 → 1019 → 409 → 337 → 143 → 371 → 587 → 738 → 1015 → 823 → 1236 → 1864 → 2073 → 2178.

ICORO(FAF) : 430907.97N/1440713.77E

CRANE Approach Path:

NM to KSE	FAF	7	6	5	4	3	MAPt
ALT (3.0° APCH Path)	-	2198	1880	1561	1243	924	-

MISSED APPROACH:

Climb to 3600FT via KSE R161 to KSE 3.0DME, turn right to intercept and proceed via KSE R200 to CRANE and hold. Contact KUSHIRO TOWER.

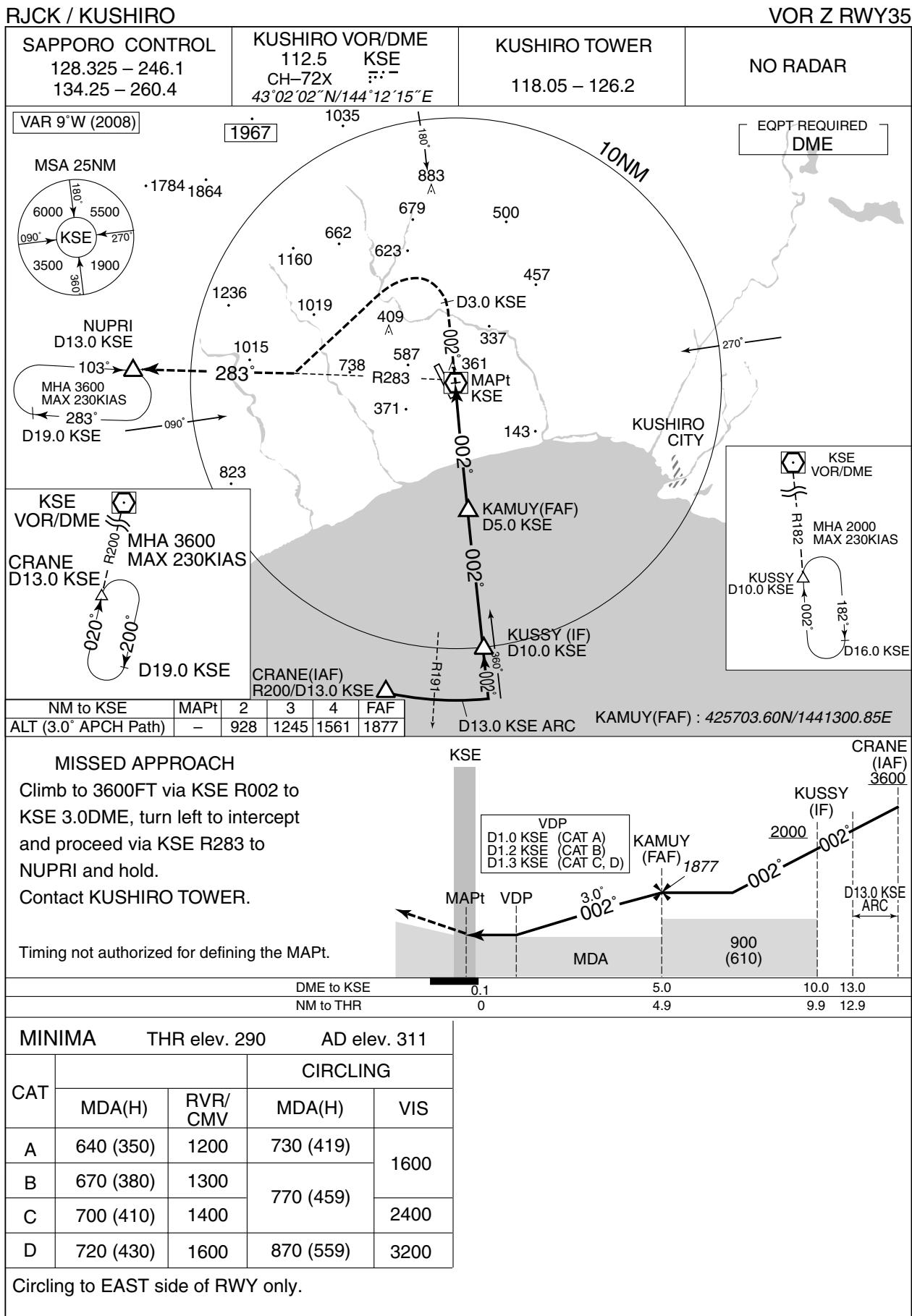
Timing not authorized for defining the MAPt.

MINIMA THR elev. 323 AD elev. 311

CAT	CIRCLING			
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	1000		1600	
B	780 (469)	1200	780 (469)	2400
C				
D	1600	870 (559)	3200	

Circling to EAST side of RWY only.

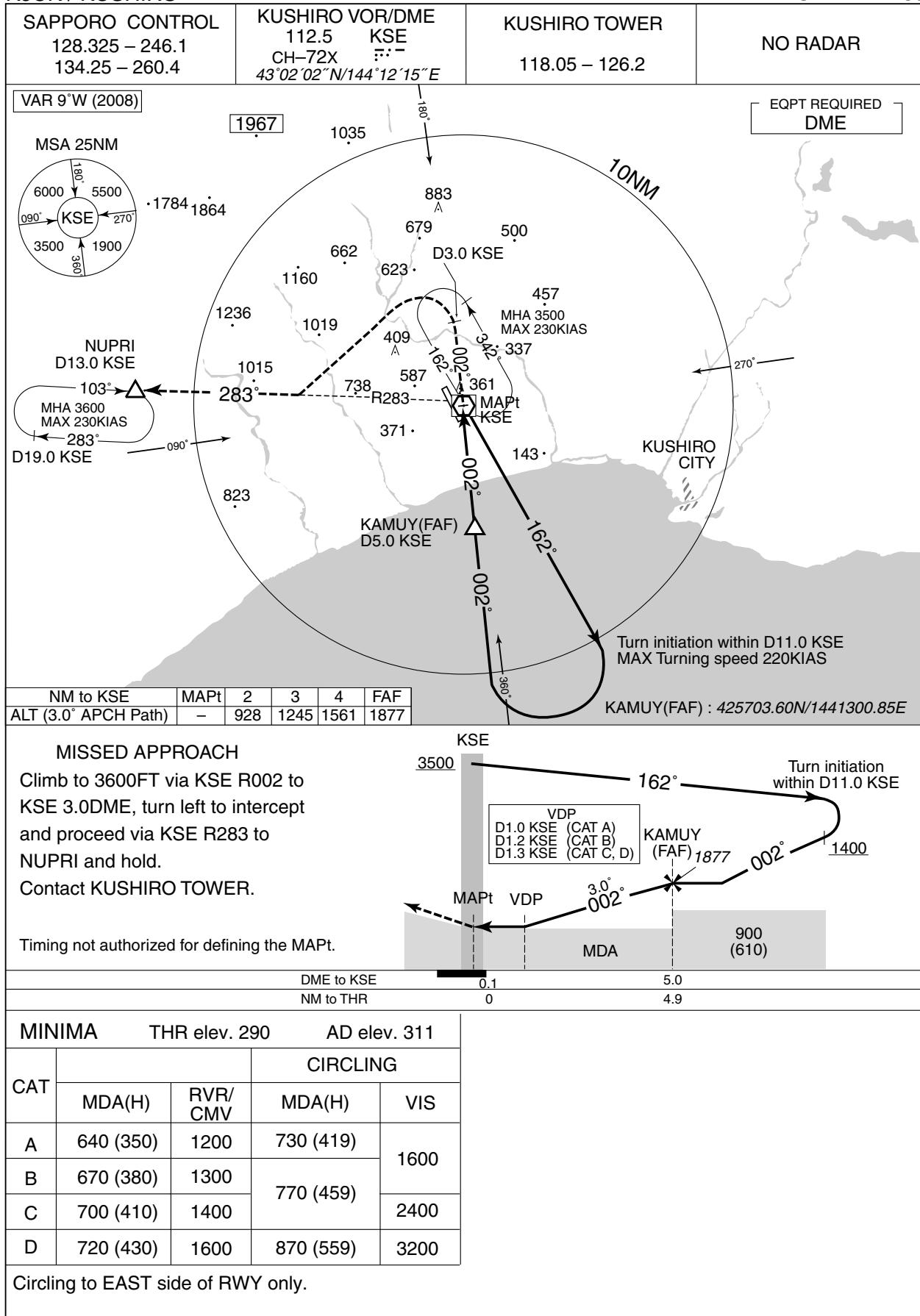
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

VOR Y RWY35



INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

RNAV(RNP) Z RWY17

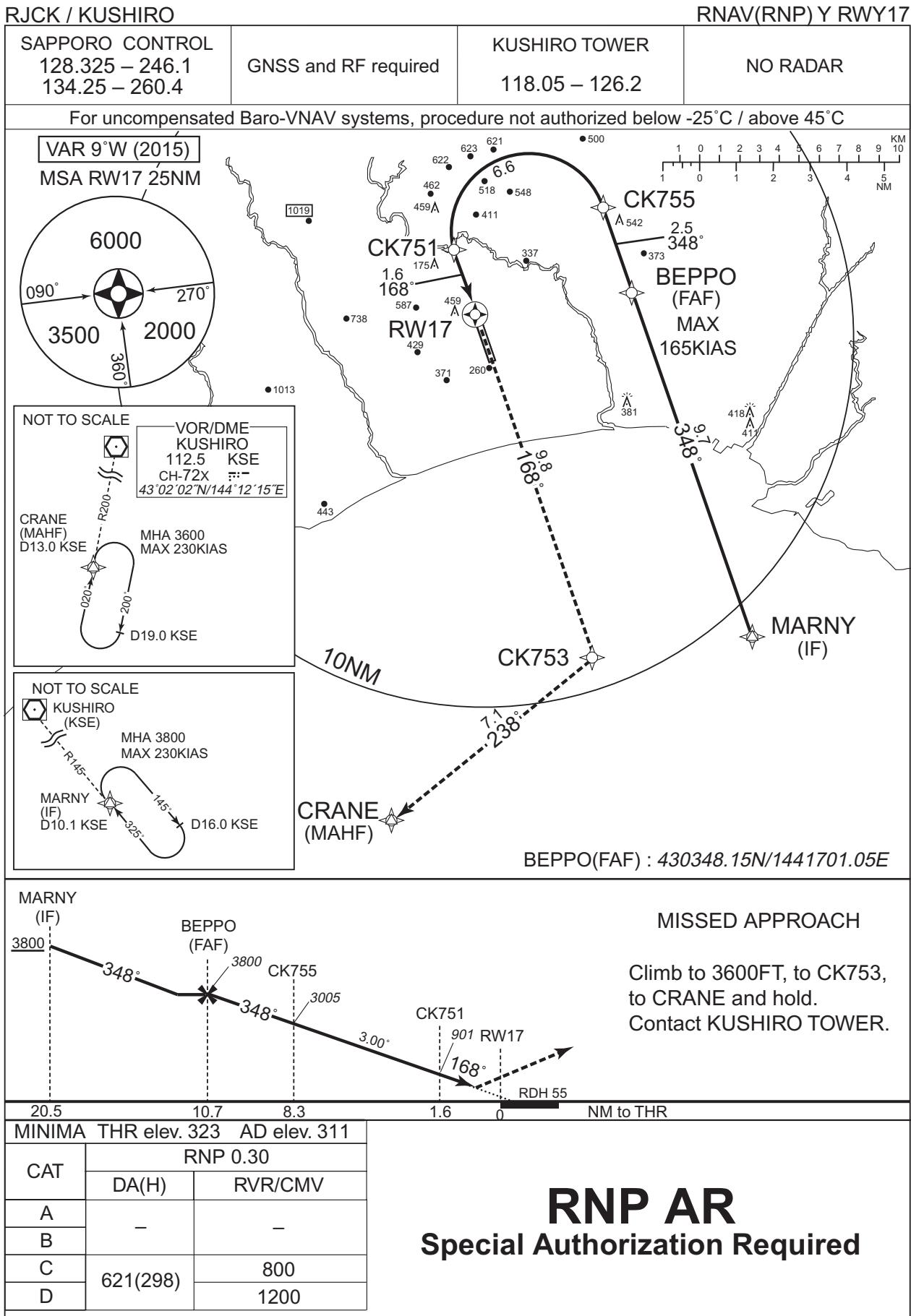
RNAV(RNP) Z RWY17Coding Table

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	CRANE	—	—	-8.9	—	—	+3600	—	—	—
002	TF	MARIM	—	358 (349.1)	-8.9	7.1	—	+3300	—	—	1.0
003	TF	MILKY	—	358 (349.0)	-8.9	6.0	—	3300	-165	—	1.0
004	TF	CK752	—	358 (349.0)	-8.9	1.4	—	2864	—	-3.00	0.3
005	RF Center: CKRF1 r=2.08NM	CK751	—	—	-8.9	6.2	R	901	—	-3.00	0.3
006	TF	RW17	Y	168 (159.0)	-8.9	1.6	—	378	—	-3.00/55	0.3
007	TF	CK753	—	168 (159.0)	-8.9	9.8	—	—	—	—	1.0
008	TF	CRANE	—	238 (229.0)	-8.9	7.1	—	3600	—	—	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
CRANE	424916.84N / 1440846.59E	CKRF1	430352.65N / 1440747.87E
MARIM	425614.81N / 1440656.16E		
MILKY	430208.16N / 1440522.44E		
CK752	430328.83N / 1440501.00E		
CK751	430437.47N / 1441026.54E		
RW17	430305.30N / 1441114.92E		
CK753	425355.48N / 1441602.58E		

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

RNAV(RNP) Y RWY17

RNAV(RNP) Y RWY17Coding 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	MARNY	—	—	-8.9	—	—	+3800	—	—	—
002	TF	BEPOPO	—	348 (339.1)	-8.9	9.7	—	3800	-165	—	1.0
003	TF	CK755	—	348 (339.1)	-8.9	2.5	—	3005	—	-3.00	0.3
004	RF Center: CKRF2 r=2.10NM	CK751	—	—	-8.9	6.6	L	901	—	-3.00	0.3
005	TF	RW17	Y	168 (159.0)	-8.9	1.6	—	378	—	-3.00/55	0.3
006	TF	CK753	—	168 (159.0)	-8.9	9.8	—	—	—	—	1.0
007	TF	CRANE	—	238 (229.0)	-8.9	7.1	—	3600	—	—	1.0

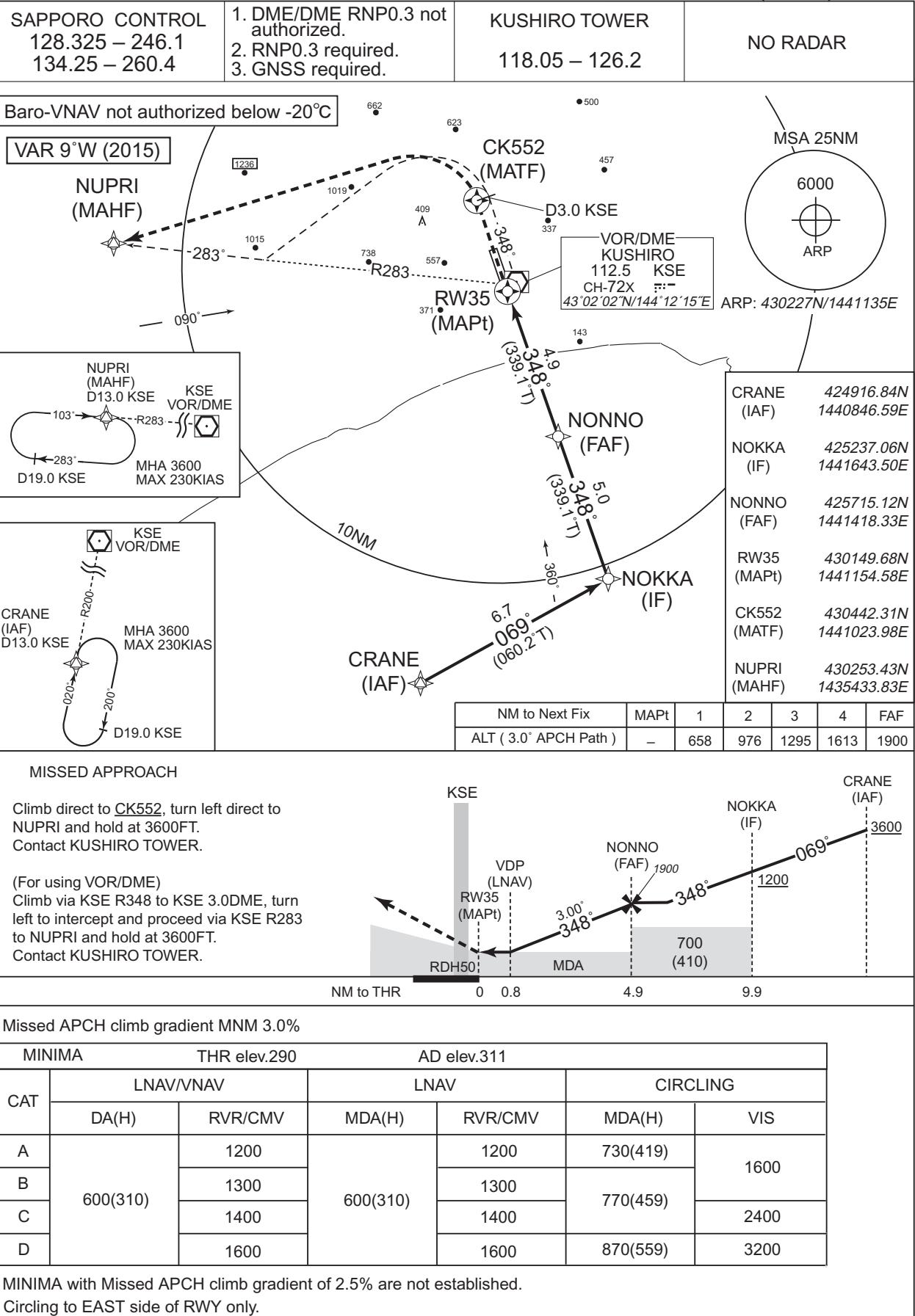
Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
MARNY	425443.27N / 1442145.22E	CKRF2	430522.76N / 1441307.17E
BEPOPO	430348.15N / 1441701.05E		
CK755	430607.99N / 1441547.87E		
CK751	430437.47N / 1441026.54E		
RW17	430305.30N / 1441114.92E		
CK753	425355.48N / 1441602.58E		
CRANE	424916.84N / 1440846.59E		

INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

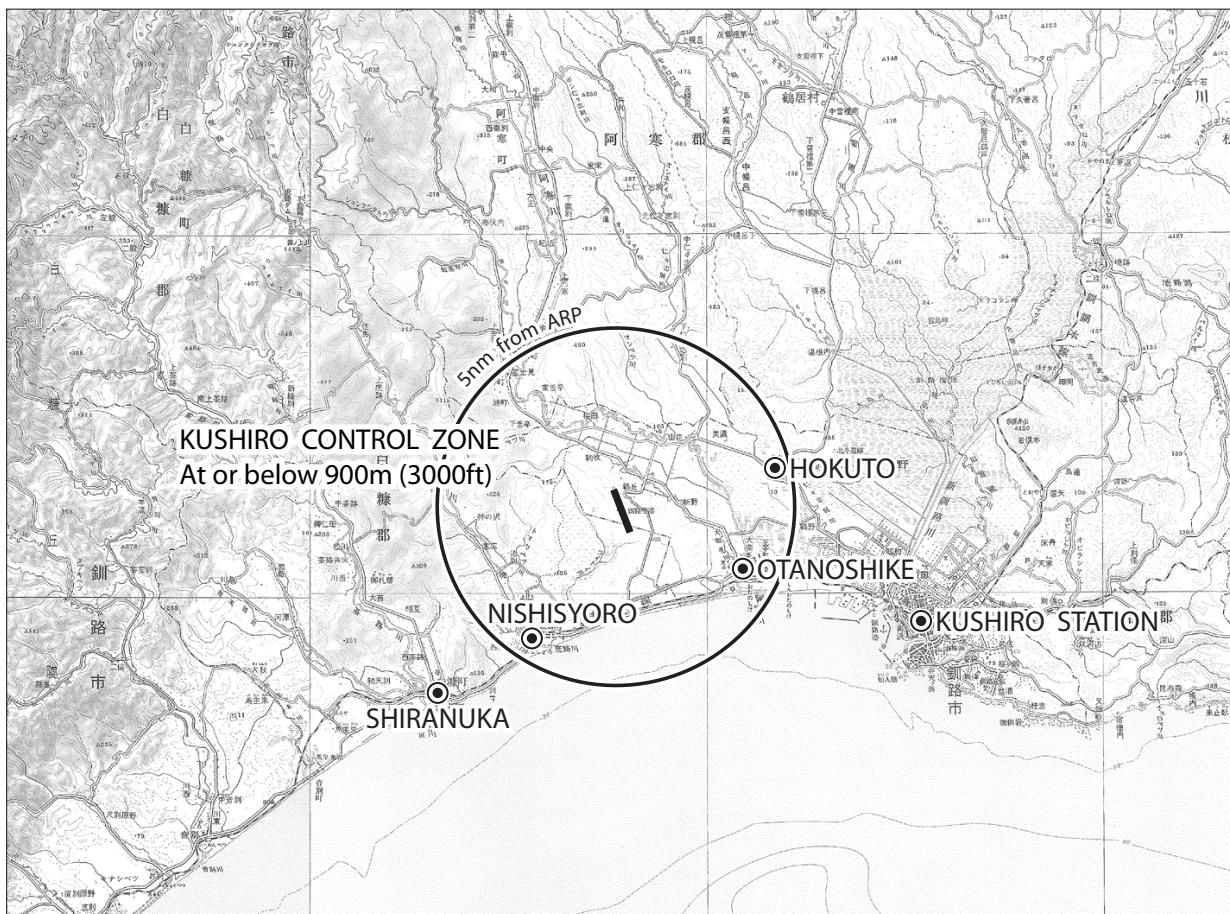
RNAV(GNSS) RWY35



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RJCK / KUSHIRO

Visual REP

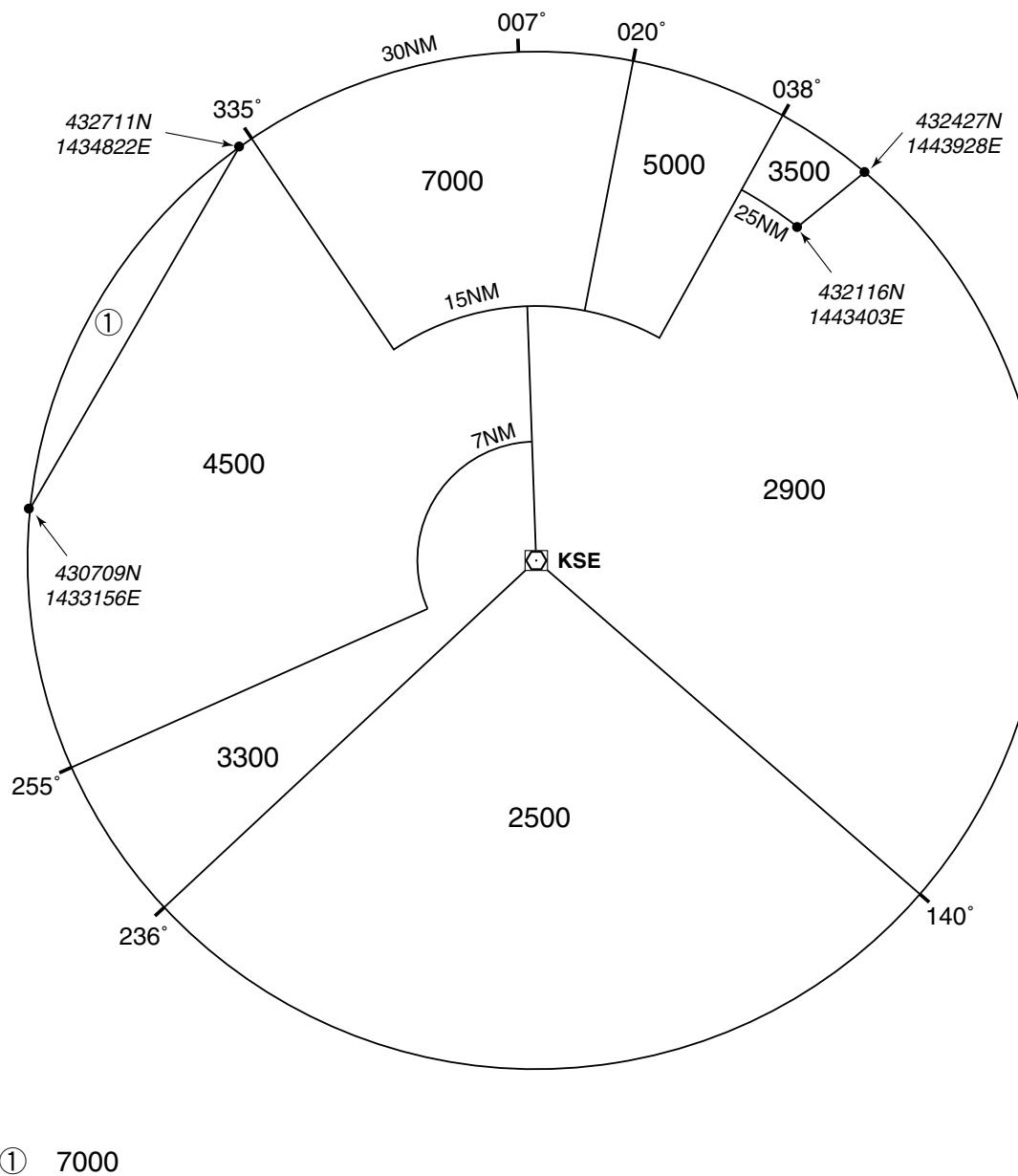


Call sign	BRG / DIST from ARP	Remarks
白糠 Shiranuka	235°/ 7.3NM	JR駅 Station
西庶路 Nishisyoro	224°/ 4.8NM	JR駅 Station
北斗 Hokuto	089°/ 4.5NM	T字路交差点 Intersection
大楽毛 Otanoshike	121°/ 4.3NM	製紙工場煙突群 Chimneys
釧路ステーション Kushiro Station	119°/ 8.9NM	JR駅 Station

RJCK / KUSHIRO

Minimum Vectoring Altitude CHART

VAR 9°W (2007)



CENTER : 430202N/144121E (KSE VOR/DME)