AD 2 AERODROMES

RJCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJCC - NEW CHITOSE

RJCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*424631N/1414133E* 0.8nm(1.5km) SE of TWR
2	Direction and distance from (city)	2.7nm (5km) SSE of Chitose City; 25nm (45km) SE of Sapporo City.
3	Elevation/ Reference temperature	69.8ft / 25°C (2003-2007)
4	Geoid undulation at AD ELEV PSN	98ft
5	MAG VAR/ Annual change	9°W (2005) / 0.7'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Hokkaido Airports Co., Ltd New Chitose Airport Office ANNEX bldg 987-22, Bibi, Chitose-city, Hokkaido TEL : 0123(46)2980, 0123(46)2970
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport And Tourism New Chitose Airport Office New Chitose Airport, Bibi, Chitose-city, Hokkaido TEL : 0123(23)4101 (2330-0815UTC MON THRU FRI)

RJCC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Customs: 1900-1415 Immigration: 2100-1500
3	Health and sanitation	Quarantine(human): 1915-1315 Quarantine(animal): 2330-0800 Quarantine(plant): 2330-0900
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2100-1500
9	Handling	Ask AD Administration
10	Security	2200-1400
11	De-icing	H24
12	Remarks	Nil

RJCC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All the modern institutions that deal with the weight thing to a Boeing B747 type freighter
2	Fuel/ oil types	Fuel Grades : JET A and JET A-1 Oil grades : Turbine grades only available
3	Fuelling facilities/ capacity	Hydrant refueling and tank truck refueling / No limitation
4	De-icing facilities	Available. Coordinate with ground handling company.
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJCC AD 2.5 PASSENGER FACILITIES

1	Hotels	At Airport, Hotels in Chitose, Sapporo and Tomakomai
2	Restaurants	Available, Not continuous, during scheduled flight hours only
3	Transportation	Busses and Taxis to Chitose, Sapporo and Muroran, Chitose airport railway station
4	Medical facilities	Hospital in Chitose city 7km
5	Bank and Post Office	At airport
6	Tourist Office	Nil
7	Remarks	Nil

RJCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck x 3 Water-supply truck Lighting power supply truck Emergency medical equipmemts conveyance truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJCC AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow removal equipment : • Snow plows 21 • Snow blowers 9 • Snow sweepers 20 • Loaders 14 • Motor graders 6 • Dump trucks 19 • Salt spreader 4 • Swamp bulldozer 2
2	Clearance priorities	1-1) RWY01L/19R, TWY A2, A12 and D5-D12 1-2) RWY01R/19L, TWY A2, A12, B2, B12 and D5-D12 1-3) TWY A2, A12, D5-D12, B2, B12, (a part of A4, A5 or A9, A9S, A10), (a part of B4, B5 or B9, B9S, B10) 2) TWY D1-D4, Q1, Q2, H1, H4, H6, H7, T1-T4, J1-J8, K3, K4-K6, L3-L7, G, M5-M7 and APRON
3	Remarks	Seasonal availability : All seasons Snow removal will be commenced, in case of the snow depth is greater than or equal to the prohibited depth for scheduled flight to take off or to land.

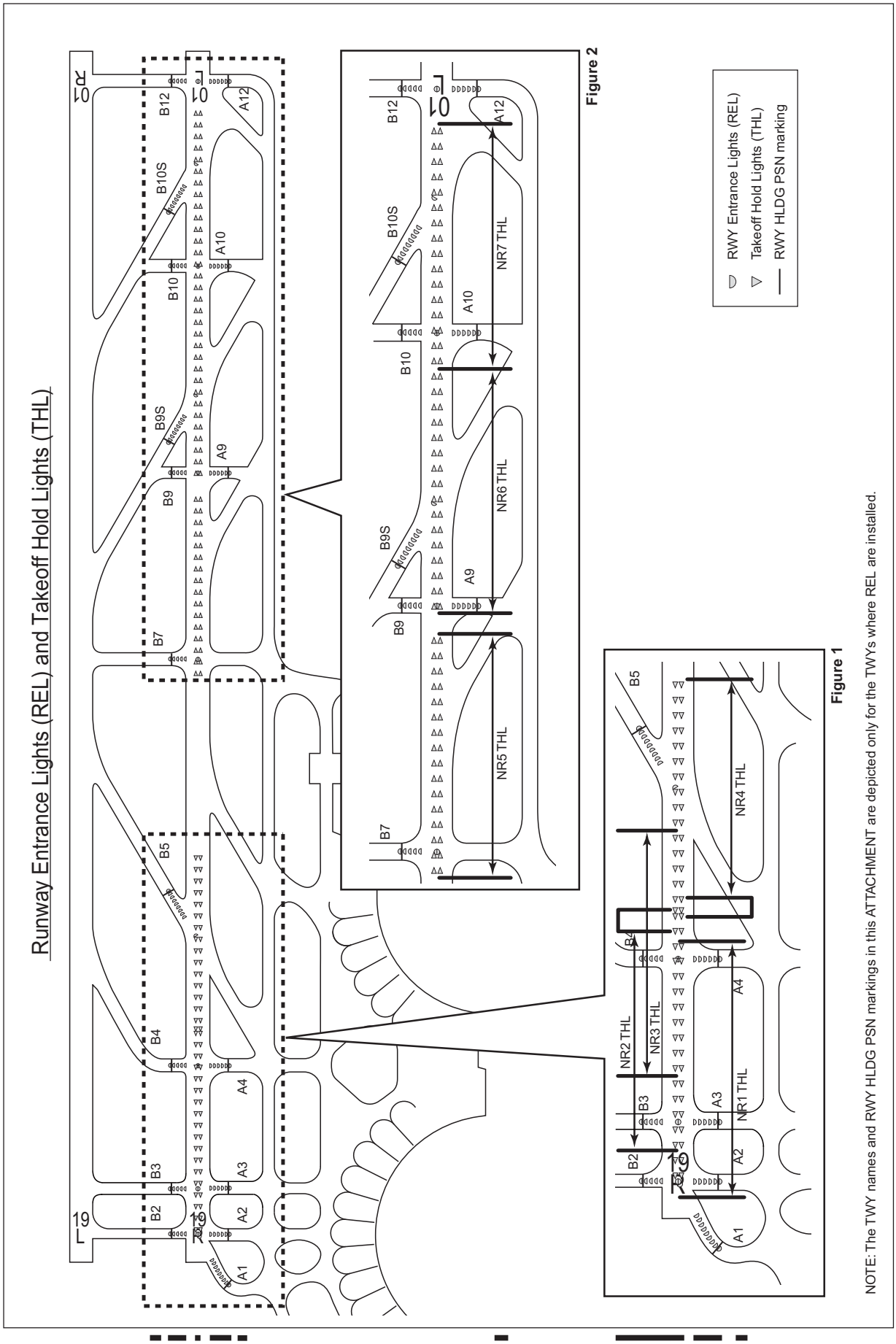
RJCC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: • SPOT 0, 69 - 71, 86, 87, 90, 91, DA1 PCN 74/R/B/X/T • SPOT 1 - 27, 63 - 68 PCN 62/R/B/X/T • SPOT 44 , 45 PCN 111/R/B/X/T • SPOT 46 - 49 PCN 59/R/B/X/T • SPOT 50 - 52, 59 - 62 PCN 52/R/B/X/T • SPOT 53 - 55 PCN 55/R/B/X/T • SPOT 56 - 58 PCN 45/R/B/X/T • SPOT 80 - 83 PCN 39/R/B/X/T • SPOT 84 , 85 PCN 62/R/B/X/T
2	Taxiway width, surface and strength	• A1, B2, B4 - B7, B9(between RWY01L/19R and B9S), B9S - B12 .....30m, Asphalt, PCN 88/F/B/X/T • A2, A7, Q1, Q2, H2.....34m, Asphalt, PCN 97/F/C/X/T • A4.....32m, Asphalt, PCN 88/F/B/X/T • A5, A6, A8 - A10, D2, D3, D4, K1, K2 .....30m, Asphalt, PCN 97/F/C/X/T • A11.....31.5m, Asphalt, PCN 88/F/B/X/T • A12.....32m, Asphalt, PCN 97/F/C/X/T • B9(between RWY01R/19L and B9S) .....30m, Asphalt, PCN 69/F/B/X/T • D1, J1, L1.....30m, Asphalt, PCN 91/F/C/X/T • D5 - D12.....30m, Asphalt, PCN 102/F/C/X/T • E2, E5.....23m, Asphalt, PCN 56/F/C/X/T • E3.....26.5m, Asphalt, PCN 56/F/C/X/T • E4.....26.5m, Asphalt, PCN 98/F/C/X/T • E6, E8, M2, M3, M6, M7.....23m, Asphalt, PCN 98/F/C/X/T • E9.....26.5m, Concrete, PCN 70/R/B/X/T • B3, G.....30m, Asphalt, PCN 82/F/B/X/T • H1.....34m, Asphalt, PCN 88/F/B/X/T • A3, H3.....34m, Asphalt, PCN 82/F/B/X/T • H4.....54m, Asphalt, PCN 97/F/C/X/T • H6.....48m, Asphalt, PCN 97/F/C/X/T • H7.....30m, Asphalt, PCN 77/F/C/X/T • J2 - J7, T1 - T4.....30m, Concrete, PCN 62/R/B/X/T • J8, K4 - K6.....30m, Concrete, PCN 74/R/B/X/T • K3, L2, F.....34m, Asphalt, PCN 91/F/C/X/T • L3.....45m, Asphalt, PCN 91/F/C/X/T • L4.....55m, Asphalt, PCN 91/F/C/X/T • L5.....52m, Asphalt, PCN 82/F/B/X/T • L6.....52m, Asphalt, PCN 91/F/C/X/T • L7.....43m, Asphalt, PCN 82/F/B/X/T • M4, M5.....23m, Asphalt, PCN 101/F/C/X/T • M8.....23m, Concrete, PCN 70/R/B/X/T

3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	*(Spot NR)* *0: 424724.28N,1414038.96E* *1: 424724.66N,1414041.83E* *2: 424724.70N,1414044.72E* *3: 424724.25N,1414047.25E* *5: 424723.63N,1414049.45E* *6: 424722.74N,1414051.47E* *7: 424721.61N,1414053.45E* *8: 424720.00N,1414055.15E* *9: 424718.19N,1414056.38E* *10: 424716.18N,1414057.09E* *11: 424714.13N,1414057.34E* *12: 424712.11N,1414056.82E* *14: 424710.47N,1414055.92E* *15: 424708.96N,1414054.77E* *16: 424707.45N,1414053.31E* *17: 424706.22N,1414051.48E* *18: 424705.37N,1414049.51E* *19: 424704.78N,1414047.41E* *20: 424656.46N,1414049.08E* *21: 424656.25N,1414051.29E* *22: 424655.65N,1414053.92E* *23: 424654.66N,1414056.33E* *24: 424653.34N,1414058.44E* *25: 424651.70N,1414100.17E* *26: 424649.78N,1414101.44E* *27: 424647.78N,1414102.04E* *44: 424823.60N,1414015.59E* *45: 424821.27N,1414016.00E* *46: 424818.94N,1414016.41E* *47: 424816.13N,1414016.90E* *48: 424813.80N,1414017.31E* *49: 424811.47N,1414017.72E* *50: 424804.63N,1414023.17E* *51: 424802.37N,1414023.57E* *52: 424800.12N,1414023.96E* *53: 424757.87N,1414024.36E* *54: 424755.62N,1414024.76E* *55: 424753.37N,1414025.15E* *56: 424750.93N,1414025.58E* *57: 424748.49N,1414026.01E* *58: 424746.04N,1414026.44E* *59: 424743.60N,1414026.87E* *60: 424741.16N,1414027.30E* *61: 424738.72N,1414027.73E* *62: 424736.23N,1414028.17E* *63: 424719.08N,1414029.65E* *64: 424717.25N,1414029.85E* *65: 424714.92N,1414030.26E* *66: 424712.59N,1414030.67E* *67: 424710.26N,1414031.08E* *68: 424707.93N,1414031.49E* *69: 424705.61N,1414032.02E* *70: 424703.28N,1414032.44E* *71: 424700.95N,1414032.85E* *80: 424735.06N,1414104.35E* *81: 424736.36N,1414104.12E* *82: 424737.67N,1414103.89E* *83: 424738.97N,1414103.66E* *84: 424741.08N,1414103.22E* *85: 424742.74N,1414103.00E* *86: 424745.75N,1414057.22E* *87: 424747.40N,1414056.86E* *90: 424734.61N,1414055.46E* *91: 424736.94N,1414055.05E*
6	Remarks	Nil

RJCC 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 ID signs: spot NR0 - NR27, NR50 - NR71, NR80 - NR87, NR90, NR91 Visual docking guidance system: spot NR0 - NR19, NR63 - NR71 (See attachment)
2	RWY and TWY markings and LGT	RWY: RWY01L/19R, RWY01R/19L (Marking): RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT): REDL, RENL, RTHL, WBAR, RCLL, RTZL, Takeoff Hold Lights (RWY status LGT)(RWY01L/19R, see attached chart) TWY: ALL TWY (EXC E2, E3, E5 AND M2) (Marking): TWY side stripe, TWY CL, RWY HLDG PSN (LGT): TWY edge LGT TWY: ALL TWY(EXC E2, E3, E5, L1, L2, M2, K1 and K2) (LGT): TWY CL LGT TWY: at entrances of each TWY (LGT)Taxiing guidance sign TWY: A1 - A12, B2 - B12 (LGT): RWY guard LGT TWY: A1 - A12, B2 - B5 (LGT): Stop bar LGT TWY: A1, A2, A3, A4, A9, A10, A12, B2, B3, B4, B5, B7, B9, B9S, B10, B10S, B12 (LGT): Runway Entrance Lights(RWY status LGT) (see attached chart)
3	Stop bars	Stop Bar Lights Operations 1) Stop bar lights are installed at each taxi holding position associated with Runway 01L/19R. 2) Stop bar lights will be operated when the visibility or the lowest RVR of runway 01L/19R is at or less than 600m. 3) Stop bar lights on taxiways A2,A4,A10,A12,B2,B4 and B5 are controlled individually by ATC. 4) Stop bar lights on taxiways A1,A3,A5 through A9S, A11 and B3 are not controlled individually by ATC. 5) During the period Stop Bar Lights operated,taxiways A1,A3,A5 through A9S, A11 and B3 are not available for departure aircraft.
4	Remarks	(Marking) Overrun area, ACFT PRKG PSN (LGT) Apron flood LGT Runway Guard Lights Operations: During the period of winter(Between DEC. and MAR.), all Runway Guard Lights turn on in the daytime regardless of visibility condition.


Runway Entrance Lights (REL) and Takeoff Hold Lights (THL)
RWY Entrance Lights (REL)
Takeoff Hold Lights (THL)
RWY HLDG PSN marking
01
19
B2
B3
B4
B5
B7
B9
B9S
B10
B10S
B12
A1
A2
A3
A4
A9
A10
A12
NR1 THL
NR2 THL
NR3 THL
NR4 THL
NR5 THL
NR6 THL
NR7 THL
Figure 1
Figure 2
NOTE: The TWY names and RWY HLDG PSN markings in this ATTACHMENT are depicted only for the TWYs where REL are installed.

VISUAL DOCKING GUIDANCE SYSTEM

1. General

(1) Aircraft parking stands NR0 - NR19, NR63 - NR71, are equipped with a visual docking guidance system.
The pilots of an arriving aircraft assigned to park at one of these parking stands can use this system to be guided and stop the aircraft at the correct parking position.

(2) This system is operational only in the automatic mode and in an event of a system failure, the aircraft shall be manually guided by a marshaller to the stopping position.

(3) The visual docking guidance system consists of a display screen for pilots and a laser scanner. The system detects and analyses the aircraft type of an approaching aircraft, tracks it through the laser scanner, and displays these results on the display screen.

(4) The display screen indicates the following information:
a) type of the approaching aircraft
b) deviation from the lead-in center line
c) distance to the stopping position
The above information is provided equally to the pilots on both left seat and right seat.

2. Aircraft Type Indication

(1) An operator on ground shall input the aircraft type into the system before the aircraft approaches the parking stand.
Upon accepting the input, the system carries out internal calibration, starts the laser scanner simultaneously, and indicates the aircraft type according to the input. The system then will begin to indicate yellow lead-in arrows scrolling upwards prompting the aircraft to proceed. (Fig.1, Fig.2)

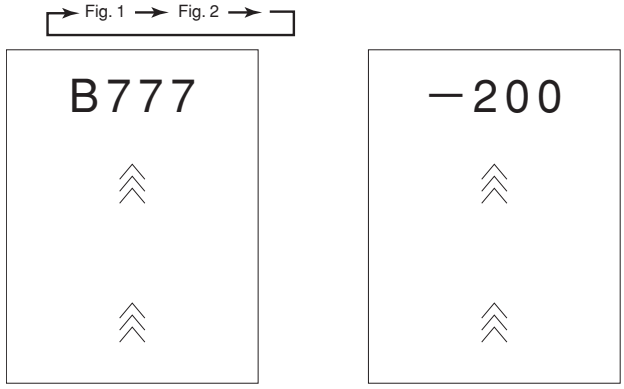


Fig. 1 Fig. 2

(2) When the laser scanner detects the approaching aircraft, the display screen will indicate the aircraft type, a "T" bar, and a lead-in upward arrow in yellow.

(3) At least until the approaching aircraft arrives at a point 15 meters before the stopping position, the system will identify the aircraft type and will compare with the previously input aircraft type. If these data match, the system will continue its operation. If they do not match, the display screen will indicate "STOP" with a red border, and "ID FAIL" simultaneously. (Fig.3)

NOTE: At this moment, the pilots must stop the aircraft immediately.
When the operator re-input the correct aircraft type into the system and the system finds it correct, it resumes normal operations indicating the correct aircraft type on its display screen.

Fig. 3

3. Taxiing and Lateral Center line Guidance

(1) While taxiing the aircraft using the system, the pilots should maneuver the aircraft at a low speed to the stopping position. In an event when "SLOW" is indicated on the display screen, the pilots should further decelerate the taxiing speed to avoid overshooting. (Fig.4)

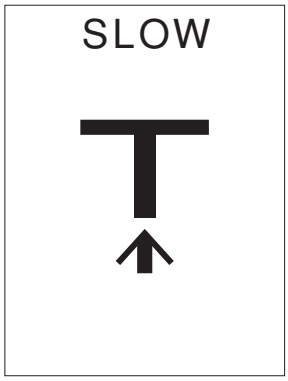


Fig. 4

(2) Deviation of an upward yellow arrow from the center line of "T" indicates the deviation of the approaching aircraft relative to the center line of the parking stand either to right or left. Further, an additional flashing red arrow on the either side indicates the required direction for the aircraft to turn(Fig.5, Fig.6) and indicate numerical value of remaining distance. (Fig.7, Fig.8)

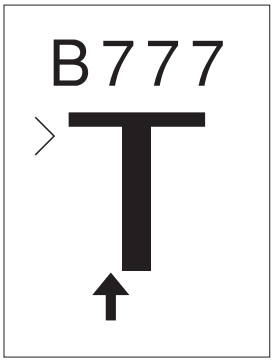


Fig. 5

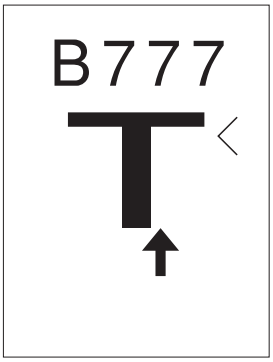


Fig. 6

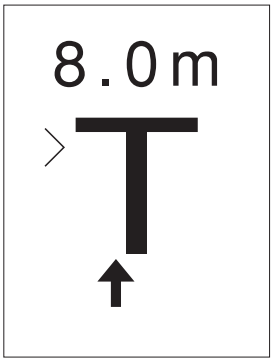


Fig. 7

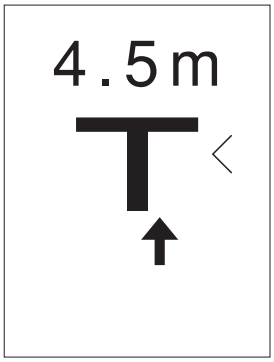


Fig. 8

4. Stop Guidance

(1) When the approaching aircraft is within 20 meters from the stopping position, the shaft of the illuminated "T" will start to reduce in its length from the bottom to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively. (Fig.9, Fig.10, Fig.11, Fig12) As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.3m.
At aircraft parking stands when the approaching aircraft is within 30 meters from the stopping position, display of digital countdown will start.
As the aircraft approaches the stopping position, a digital countdown shows the distance to stop position numerically, for every 1.0 meters (from 30 to 5 meters to the stop position), for every 0.5 meters (from 5 to 2 meters to the stop position) or for every 0.1 meters (from 2 to 0 meters to the stop position).

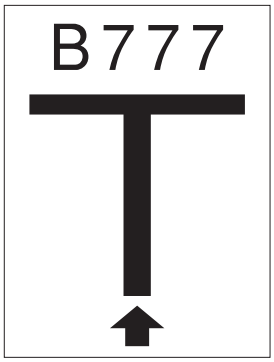


Fig. 9

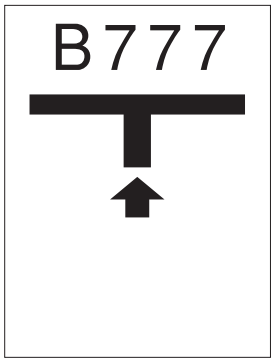


Fig. 10

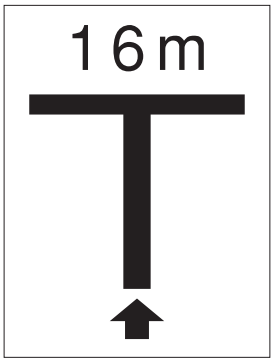


Fig. 11

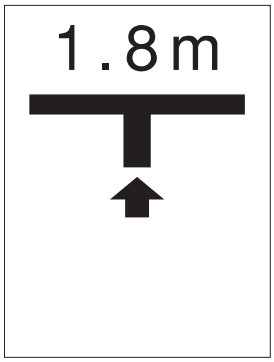


Fig. 12

(2) When the aircraft reaches the stopping position, a message "STOP" will be displayed on the screen with a red border. (Fig.13)

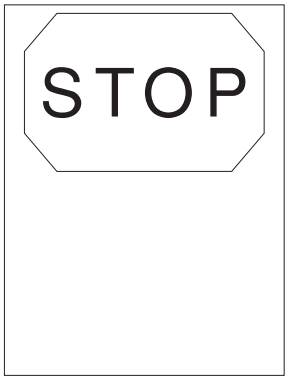


Fig. 13

(3) When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen in several seconds. (Fig.14)

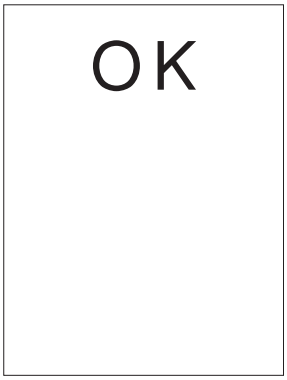


Fig. 14

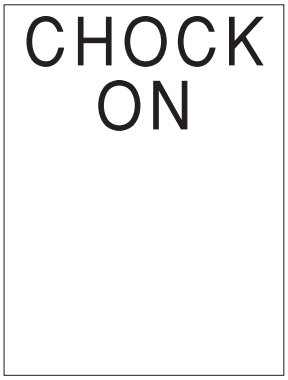


Fig. 15

(4) When the operator applies chocks, and switches on "CHOCK ON" switch, the display screen will display "CHOCK ON." (Fig.15)

(5) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen. (Fig.16)

Fig. 16

5. Cautions and Safety

(1) When the system displays an incorrect aircraft type, or when such a message as "STOP", "ID FAIL", or "WAIT" appears on the display screen, the pilots should stop the aircraft immediately. (Fig.3, Fig.13, Fig.17)

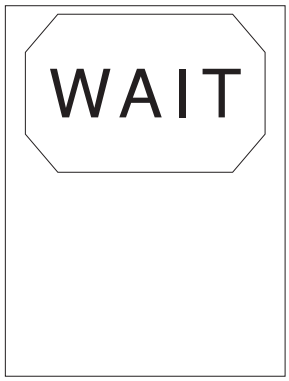


Fig. 17

(2) During heavy fog, rain or snow the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show "SLOW" (Fig.18). The message will be superseded by the closing rate bar as soon as the system detects the approaching aircraft. The pilot must not proceed beyond the bridge, unless the "SLOW" text has been superseded by the closing rate bar.

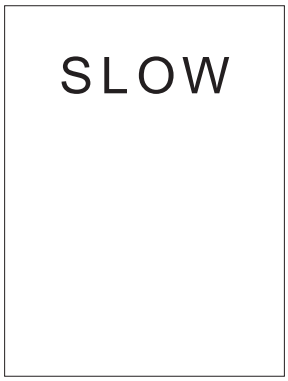


Fig. 18

RJCC AD 2.10 AERODROME OBSTACLES

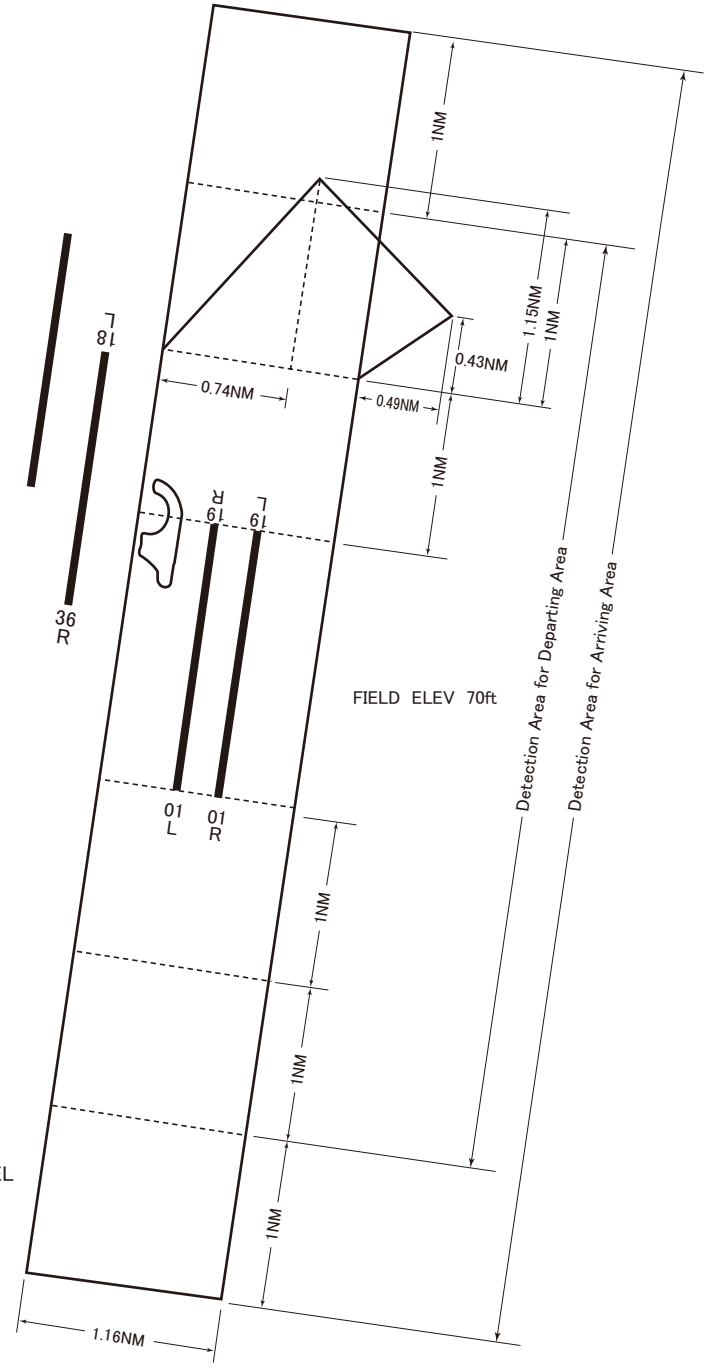
In Area2 See Obstacle data

In Area3 To be developed

RJCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NEW CHITOSE
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NEW CHITOSE 30 Hours
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	P,Ja,En
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	Doppler Radar for Airport weather (See attached chart)
9	ATS units provided with information	TWR, APP, ATIS
10	Additional information (limitation of service, etc.)	Nil

Airspace for the advisory service concerning low level wind shear

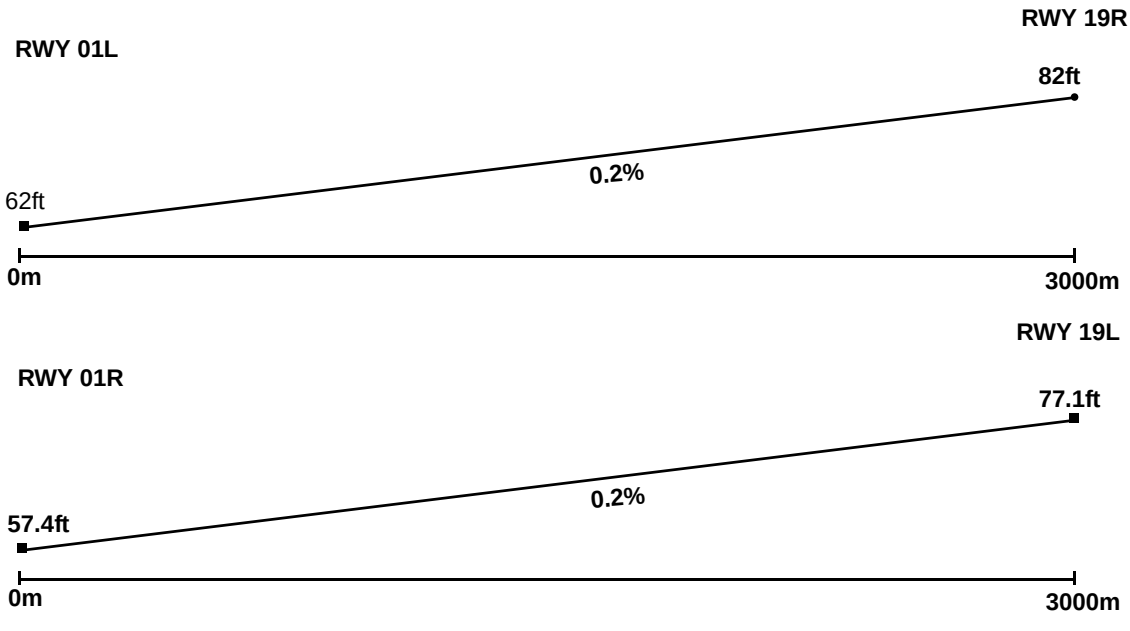


UPPER LIMIT : 1600ft above FIELD ELEV LEVEL
LOWER LIMIT : FIELD ELEV LEVEL

RJCC 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
01L	352.62°	3000×60	PCN 97/F/C/X/T Asphalt Concrete	*424541.90N* *1414134.17E* 97.7ft	THR ELEV 62FT TDZ ELEV 66FT
19R	172.62°	3000×60	PCN 97/F/C/X/T Asphalt Concrete	*424718.36N* *1414117.18E* 98.2ft	THR ELEV 82FT TDZ ELEV 65FT
01R	352.62°	3000×60	PCN 88/F/B/X/T Asphalt Concrete	*424543.15N* *1414147.25E* 97.7ft	THR ELEV 57.4FT TDZ ELEV 66FT
19L	172.62°	3000×60	PCN 88/F/B/X/T Asphalt Concrete	*424719.56N* *1414130.28E* 98.1ft	THR ELEV 77.1FT TDZ ELEV 74FT

Slope of RWY	Strip Dimensions (M)	RESA (Overrun) Dimensions (M)	Remarks
7	10	11	14
SEE ATTACHED CHART	3120×300 3120×300 3120×300 3120×300	192×300 190×(MNM:120 MAX:300)* 183×(MNM:210 MAX:300)* 240×300 *For detail, ask airport administrator	RWY grooving: Runway 01L/19R 3000×60m Runway 01R/19L 3000×60m



RJCC AD 2.13 DECLARED DISTANCES

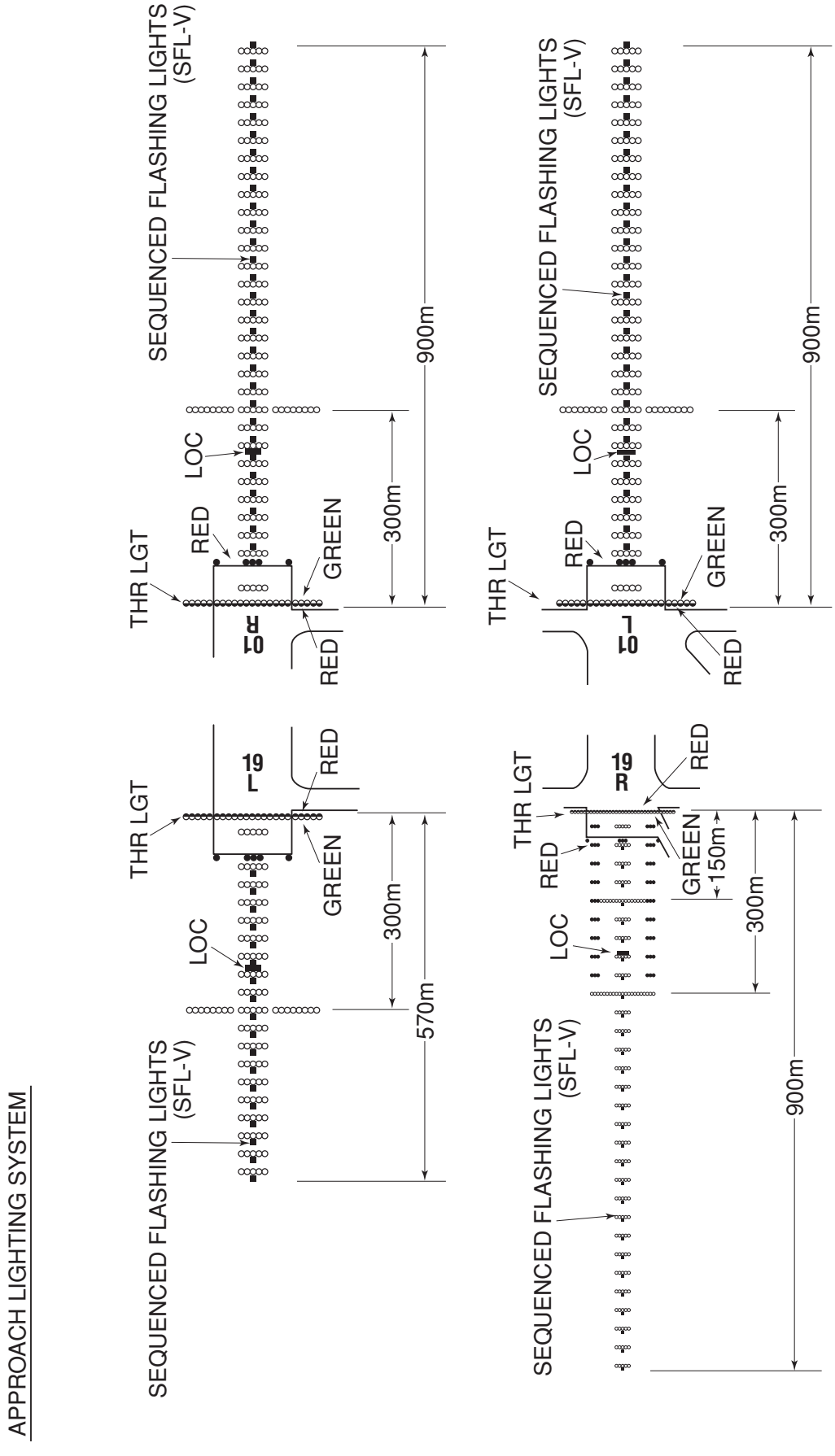
RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01L	3000	3000	3000	3000	Nil
TWY:A11	2787	2787	2787		
TWY:A10	2452	2452	2452		
TWY:A9S	2050	2050	2050		
TWY:A9	1929	1929	1929		
TWY:A8	1600	1600	1600		
TWY:A7	1440	1440	1440		
19R	3000	3000	3000	3000	Nil
TWY:A3	2725	2725	2725		
TWY:A4	2485	2485	2485		
TWY:A5	2079	2079	2079		
TWY:A6	1648	1648	1648		
TWY:A7	1440	1440	1440		
01R	3000	3000	3000	3000	Nil
TWY:B10	2120	2120	2120		
TWY:B9	1530	1530	1530		
TWY:B7	1440	1440	1440		
19L	3000	3000	3000	3000	Nil
TWY:B3	2688	2688	2688		
TWY:B4	2100	2100	2100		
TWY:B5	1599	1599	1599		
TWY:B7	1440	1440	1440		

TORA, TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.

RJCC 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
01L	PALS (CAT-I) 900m LIH	Green Green	PAPI 3.0°/Left 402m 66ft	900m	3000m 15m Coded Color (White/Red) LIH	3000m 60m Coded Color (White/Yellow) LIH	Red	Nil(*1)
19R	PALS (CAT-III) 900m LIH	Green Green	PAPI 3.0°/Left 422m 65ft	900m	3000m 15m Coded Color (White/Red) LIH	3000m 60m Coded Color (White/Yellow) LIH	Red	Nil(*1)
01R	PALS (CAT-I) 900m LIH	Green Green	PAPI 3.0°/Left 401m 66ft	900m	3000m 30m Coded Color (White/Red) LIH	3000m 60m Coded Color (White/Yellow) LIH	Red	Nil(*1)
19L	PALS (CAT-I) 570m LIH	Green Green	PAPI 3.0°/Left 441m 67ft	900m	3000m 30m 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)								

APPROACH LIGHTING SYSTEM



RJCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: *424632N/1414131E*, FLG G "CH" EV 8.6SEC, HO
2	LDI location and LGT Anemometer location and LGT	LDI:Nil Anemometer: RWY01L: 570m from RWY 01L THR, LGTD RWY01R: 395m from RWY 01R THR, LGTD RWY19L: 387m from RWY 19L THR, LGTD RWY19R: 363m from RWY 19R 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 1 sec: REDL, RENL, RTHL, WBAR, RCLL, RTZL(RWY01L/19R), Overrun area edge LGT, PALS(RWY01L/19R), Stop bar LGT, Runway Entrance Lights, Takeoff Hold Lights Within 15 sec: Other lights
5	Remarks	WDI LGT

RJCC AD 2.16 HELICOPTER LANDING AREA

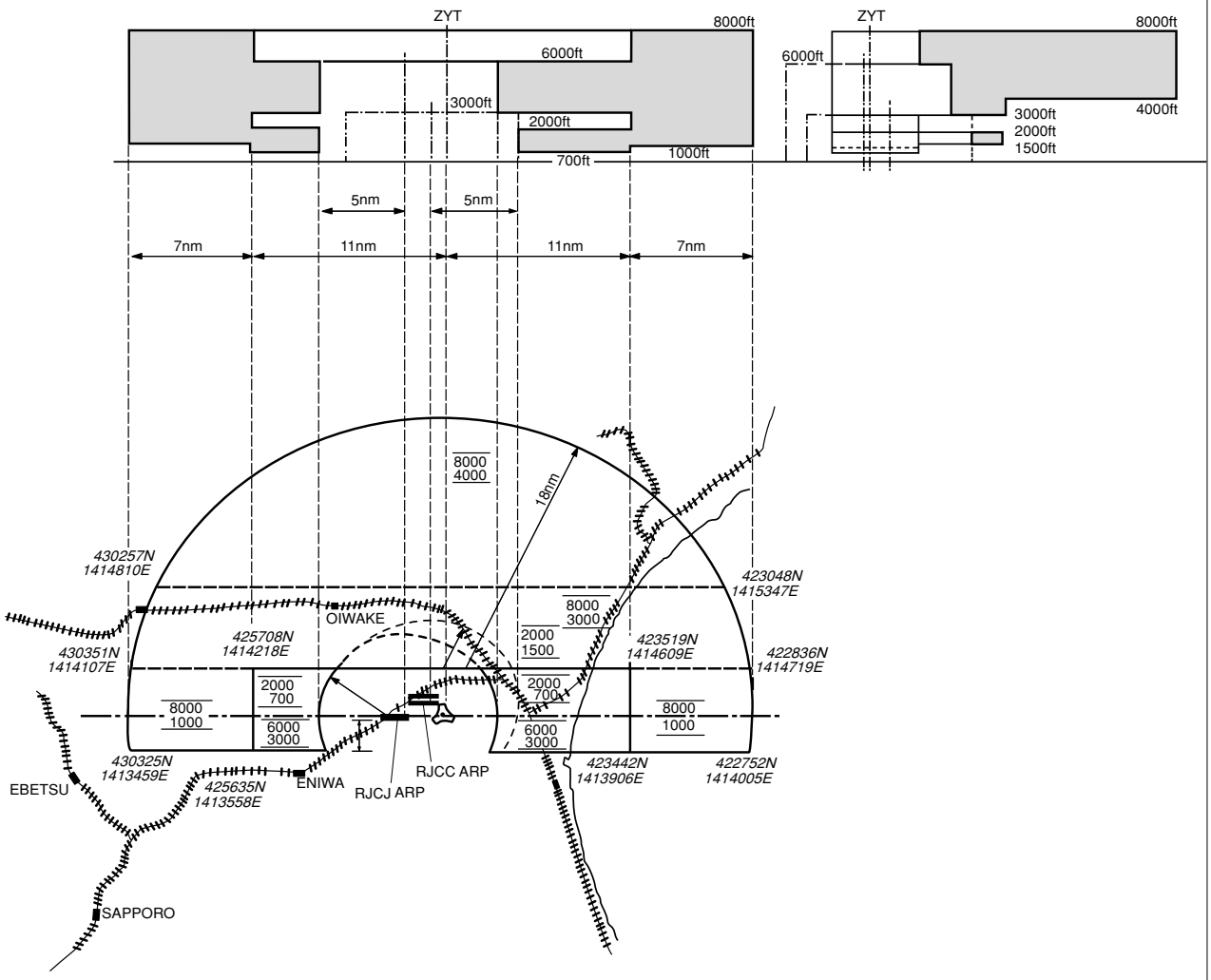
Nil

RJCC AD 2.17 ATS AIRSPACE

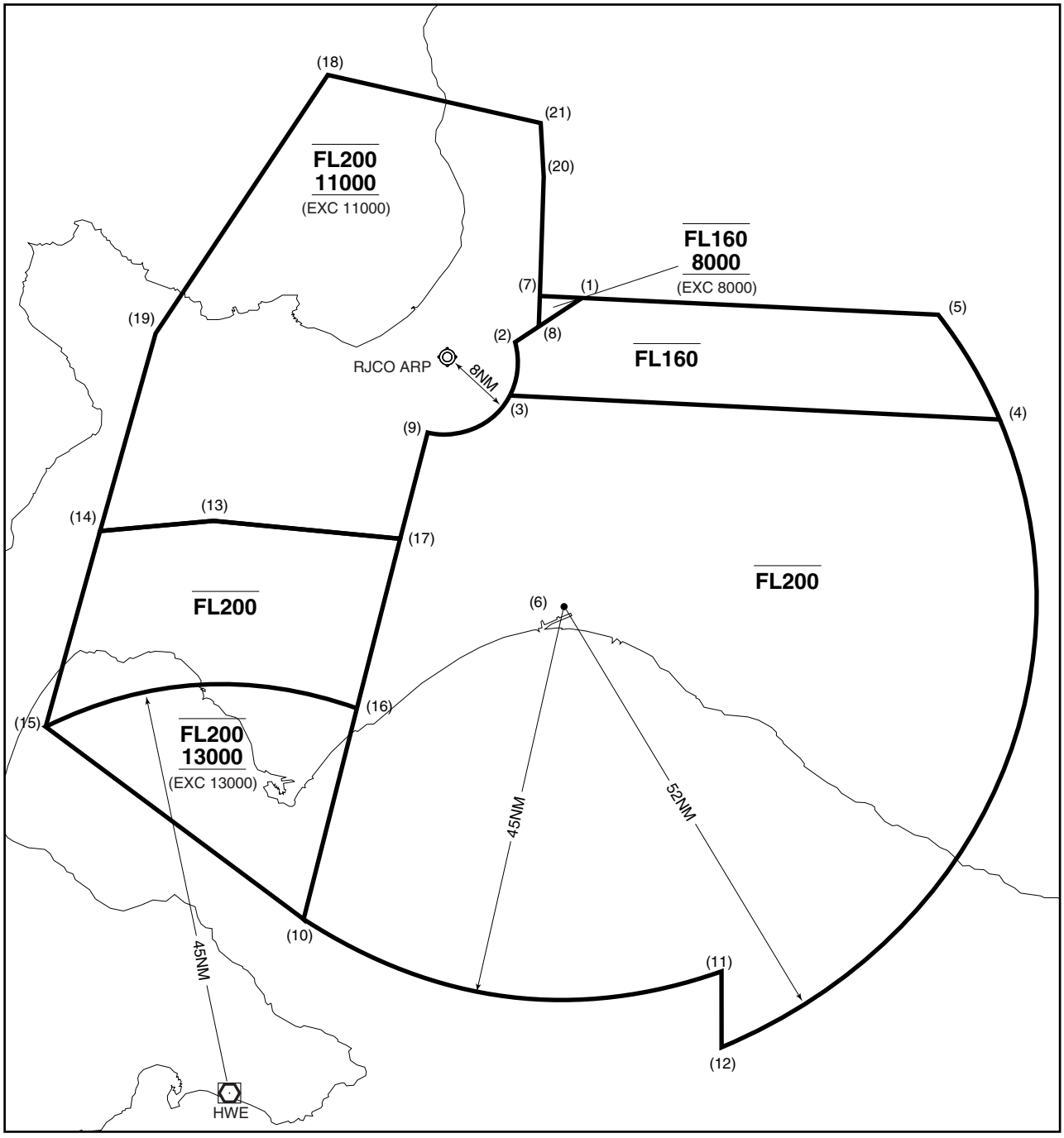
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHITOSE CTR	(1)Area within a radius of 5 nm of CHITOSE ARP (*42°48'N141°40'E*). (2)Area within a radius of 5 nm of New CHITOSE ARP (*42°47'N141°42'E*).	6000 or below 3000 or below	D	CHITOSE TOWER En	exclude area(1)
CHITOSE PCA	SEE RJCC ATTACHED CHART		C	CHITOSE APP(1) CHITOSE TWR(2) En	(1)Primary (2)Secondary
CHITOSE ACA	SEE RJCC ATTACHED CHART		E	CHITOSE APP CHITOSE RADAR CHITOSE DEP En	
CHITOSE TCA	SEE RJCC ATTACHED CHART		E	CHITOSE TCA En	

千歳特別管制区
Chitose Positive Control Area

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
千歳 Chitose	下記に示される区域 The area shown below	2450 (8000) ——— 200 (700)	Primary Chitose APP 120.1MHz 362.3MHz Secondary Chitose TWR 118.8MHz 126.2MHz 236.8MHz	当該空域を飛行しようとする航空機は、千歳アプローチ又は千歳タワーに連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。 Pilot of aircraft operating in this area shall contact Chitose Approach or Chitose Tower for ATC instructions giving informations on aircraft identification, positions, altitude and pilot's intentions.



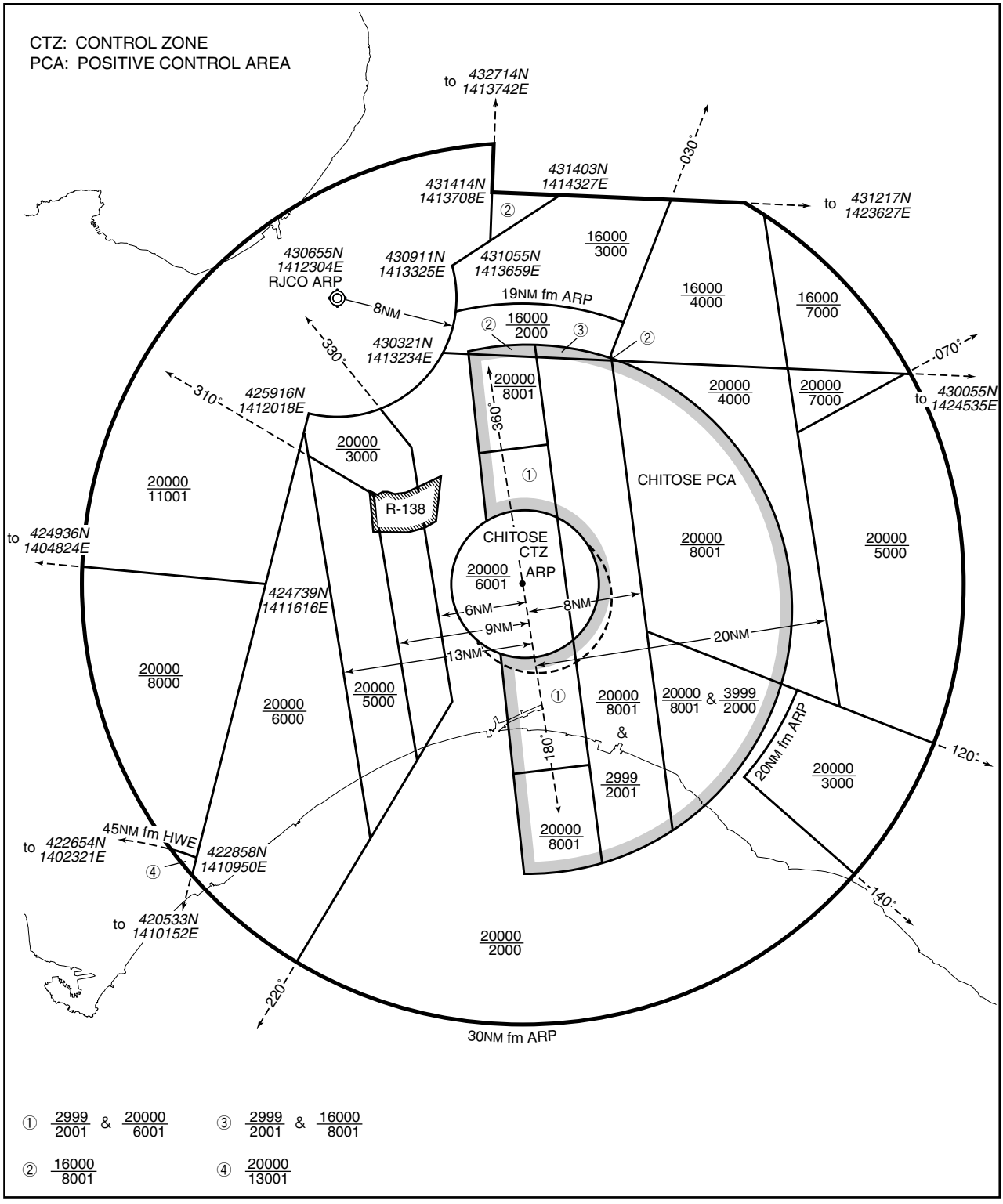
千歳進入管制区
Chitose Approach Control Area



Point list

(1) *431403N 1414327E*
(2) *430911N 1413325E*
(3) *430321N 1413234E*
(4) *430055N 1424535E*
(5) *431217N 1423627E*
(6) *424008N 1414046E*
(7) *431414N 1413708E*
(8) *431055N 1413659E*
(9) *425916N 1412018E*
(10) *420533N 1410152E*
(11) *415823N 1420331E*
(12) *415105N 1420410E*
(13) *424936N 1404824E*
(14) *424829N 1403130E*
(15) *422654N 1402321E*
(16) *422858N 1410950E*
(17) *424739N 1411616E*
(18) *433818N 1410529E*
(19) *431009N 1403947E*
(20) *432714N 1413742E*
(21) *433305N 1413715E*

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



RJCC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chitose Approach	120.1MHz(1) 124.7MHz 121.5MHz(E)	H24	(1)Primary
ASR	Chitose Radar	120.1MHz(1) 119.1MHz 119.5MHz 124.0MHz 125.3MHz 134.1MHz 121.5MHz(E)	H24	
DEP	Chitose Departure	124.7MHz	H24	
TCA	Chitose TCA	127.7MHz 256.1MHz	2300 - 1100 SUN - THU	
TWR	Chitose Tower	118.8MHz(1) 126.2MHz 121.5MHz(E)	H24	
GND	Chitose Ground	121.6MHz 121.7MHz 121.95MHz	H24	
DLVRY	Chitose Delivery	121.9MHz	H24	
ATIS	New Chitose Airport	128.6MHz	2200 - 1400	

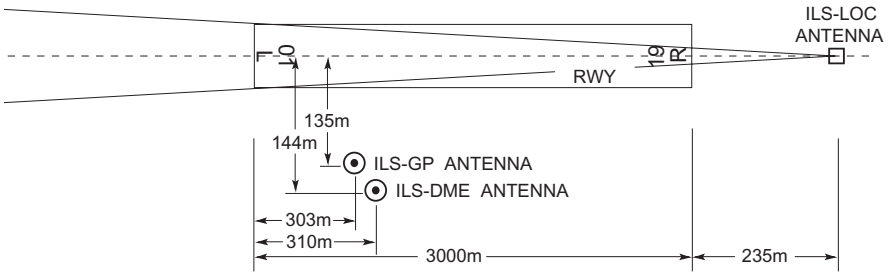
RJCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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/2016)	MKE	116.4MHz	H24	*423318.02N/ 1415720.27E*		139° (MAG)/17.6NM FM ARP New Chitose AP.
DME	MKE	1198MHz (CH-111X)	H24	*423318.02N/ 1415720.27E*	95ft	
ILS-LOC 19R	ICS	111.5MHz	H24	*424534.34N/ 1414135.53E*		LOC: 230m(755ft) away FM RWY 01L THR, Beam BRG (MAG) 182 °
ILS-GP 19R	-	332.9MHz	H24	*424708.31N/ 1414124.50E*		GP: 327m(1073ft) inside FM RWY 19R THR, 126m(413ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.4m(54ft)
ILS-DME 19R	ICS	1013MHz (CH-52X)	H24	*424708.23N/ 1414124.76E*	95.6ft	DME: 330m(1083ft) inside FM RWY 19R THR, 132m(433ft) E of RCL.
IM 19R	-	75MHz	H24	*424728.42N/ 1414115.37E*		IM: 315m(1034ft) away FM RWY19R THR.
ILS-LOC 01L	ICN	110.9MHz	H24	*424725.86N/ 1414115.83E*		LOC: 235m(771ft) away FM RWY 19R THR. Beam BRG(MAG)002 ° .
ILS-GP 01L	-	330.8MHz	H24	*424552.19N/ 1414138.31E*		GP: 303m(994ft) inside FM RWY 01L THR, 135m(443ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.7m(55ft).
ILS-DME 01L	ICN	1007MHz (CH-46X)	H24	*424552.46N/ 1414138.65E*	80ft	DME: 310m(1017ft) inside FM RWY 01L THR.144m(472ft) E of RCL.
ILS-LOC 19L	ICM	109.35MHz	H24	*424535.60N/ 1414148.58E*		LOC: 235m(771ft) away FM RWY 01R THR. Beam BRG(MAG)182 °
ILS-GP 19L	-	331.85MHz	H24	*424709.55N/ 1414137.37E*		GP: 327m(1073ft) inside FM RWY 19L THR, 120m(394ft) E of RCL. GP angle 3.0°, HGT of ILS REF datum 16.4m(54ft).
ILS-DME 19L	ICM	1117MHz (CH-30Y)	H24	*424709.31N/ 1414137.54E*	88.6ft	DME: 335m(1099ft) inside FM RWY 19L THR.123m(404ft) E of RCL
ILS-LOC 01R	ICH	110.75MHz	H24	*424727.12N/ 1414128.95E*		LOC: 235m(771ft) away FM RWY 19L THR. Beam BRG(MAG)002 °.
ILS-GP 01R	-	330.05MHz	H24	*424553.36N/ 1414150.77E*		GP: 303m(994ft) inside FM RWY 01R THR.120m(394ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.5m(54ft).
ILS-DME 01R	ICH	1131MHz (CH-44Y)	H24	*424553.70N/ 1414151.20E*	75ft	DME: 312m(1024ft) inside FM RWY 01R THR, 132m(433ft) E of RCL.

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 (10°W/2020)	CHE	116.9MHz	H24	*424159.65N/ 1414110.20E*		
DME	CHE	1203MHz (CH-116X)	H24	*424159.65N/ 1414110.20E*	87ft	DME unusable: 210°-220° beyond 35nm BLW 3000ft. 220°-240° beyond 30nm BLW 3000ft. 240°-250° beyond 30nm BLW 7000ft. 260°-270° beyond 35nm BLW 7000ft. 270°-300° beyond 35nm BLW 9000ft. 300°-310° beyond 35nm BLW 7000ft.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.

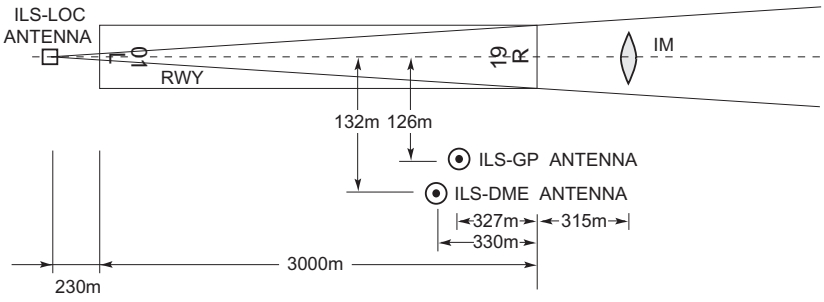
NEW CHITOSE AIRPORT

ILS for RWY01L



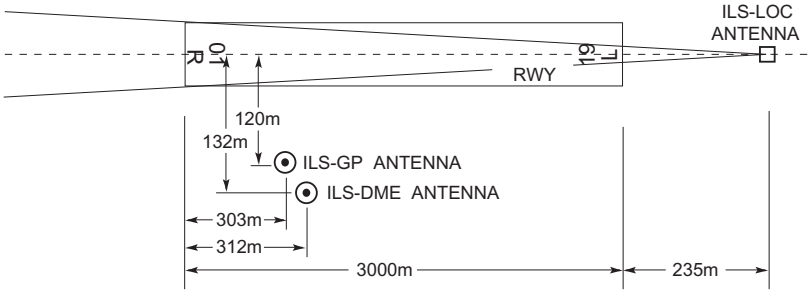
REMARKS : 1. LOC beam BRG (MAG) 002°
2. HGT of ILS REF datum 16.7m (55 ft)
3. GP Angle 3.0°
4. ELEV of ILS - DME 24.2m (80 ft)

ILS for RWY19R



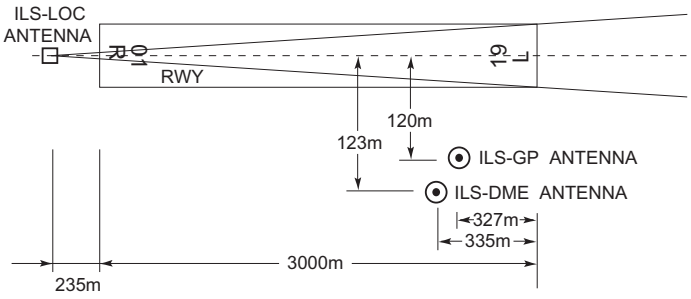
REMARKS : 1. LOC beam BRG (MAG) 182°
2. HGT of ILS REF datum 16.4m (54 ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 29.15m (95.6ft)

ILS for RWY01R



REMARKS : 1. LOC beam BRG (MAG) 002°
2. HGT of ILS REF datum 16.5m (54 ft)
3. GP Angle 3.0°
4. ELEV of ILS - DME 22.9m (75 ft)

ILS for RWY19L



REMARKS : 1. LOC beam BRG (MAG) 182°
2. HGT of ILS REF datum 16.4m (54 ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 27m (88.6ft)

RJCC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1. PPR

Aircraft operations other than scheduled flights or in an emergency
Prior permission required for transient aircraft.
Call 0123-46-2970 (New Chitose AP OPS)

2. Noise Abatement

Landing and take-off are restricted as follows between 1300UTC and 2200UTC.

(1) Technical landing for non-traffic purposes and training flight shall not be permitted.
(2) The number of landing and take-off shall be limited up to 30 except aircraft in an emergency or in an unavoidable situation. Furthermore, the number of landing and take-off shall be limited up to 6 between 1500UTC and 2100UTC.

Note: Aircraft in an emergency or in an unavoidable situation shall be limited to following ones:

a) Aircraft encountered with an abnormal situation.
b) Aircraft whose crew or passengers are in an abnormal situation.
c) Aircraft for the purpose of search-and-rescue mission, etc.
d) Aircraft for typhoon evacuation or other unavoidable reasons.

3. Use of Runway

Landing Runway

1) Runway 01R or 19L will be generally specified for landing unless otherwise required by ATC.
2) In order to avoid misunderstanding of Chitose aerodrome, PALS for runway 01R or 19L will be turned on even if in VMC.
3) In case of specified landing runway 01R or 19L, PALS and PAPI for runway 01L or 19R will be normally turned off.

Departure Runway

Runway 01L or 19R will be generally specified for departure unless otherwise required by ATC.

4. A380-800 及び B747-8 に係る運用等について

1) 滑走路

(a)A380-800 及び B747-8 は、滑走路 01L/19R に限り離着陸が許可される。

(b) 滑走路 01L/19R に着陸する A380-800 及び B747-8 は、進入において正確な進路を維持するため、デジタル・アビオニクスを備え且つ作動させること。

2) 誘導路

(a)A380-800 及び B747-8 の地上移動については、別図 "A380-800 及び B747-8 移動区域 " に示される範囲内に限り許可される。

(b)A380-800 及び B747-8 が誘導路 L1 及び K1 の曲部を走行する場合、前輪が誘導路中心線標識に沿って走行すると、車輪軸と誘導路縁とのクリアランスは 4.5m 未満となる。このため主車輪が誘導路縁から出ないよう、オーバーステアリングにより走行することが要求される。

3) 駐機場

A380-800 及び B747-8 が駐機可能なスポットは、NR27、NR47、NR48、NR49、NR57 及び NR58 である。

4. Special notice to A380-800 and B747-8 operators

1) Runway

(a) The only available runway for A380-800 and B747-8 is 01L/19R.

(b) A380-800 and B747-8 which land on RWY01L/19R should equip and activate Digital Avionics to maintain the precise path during approach.

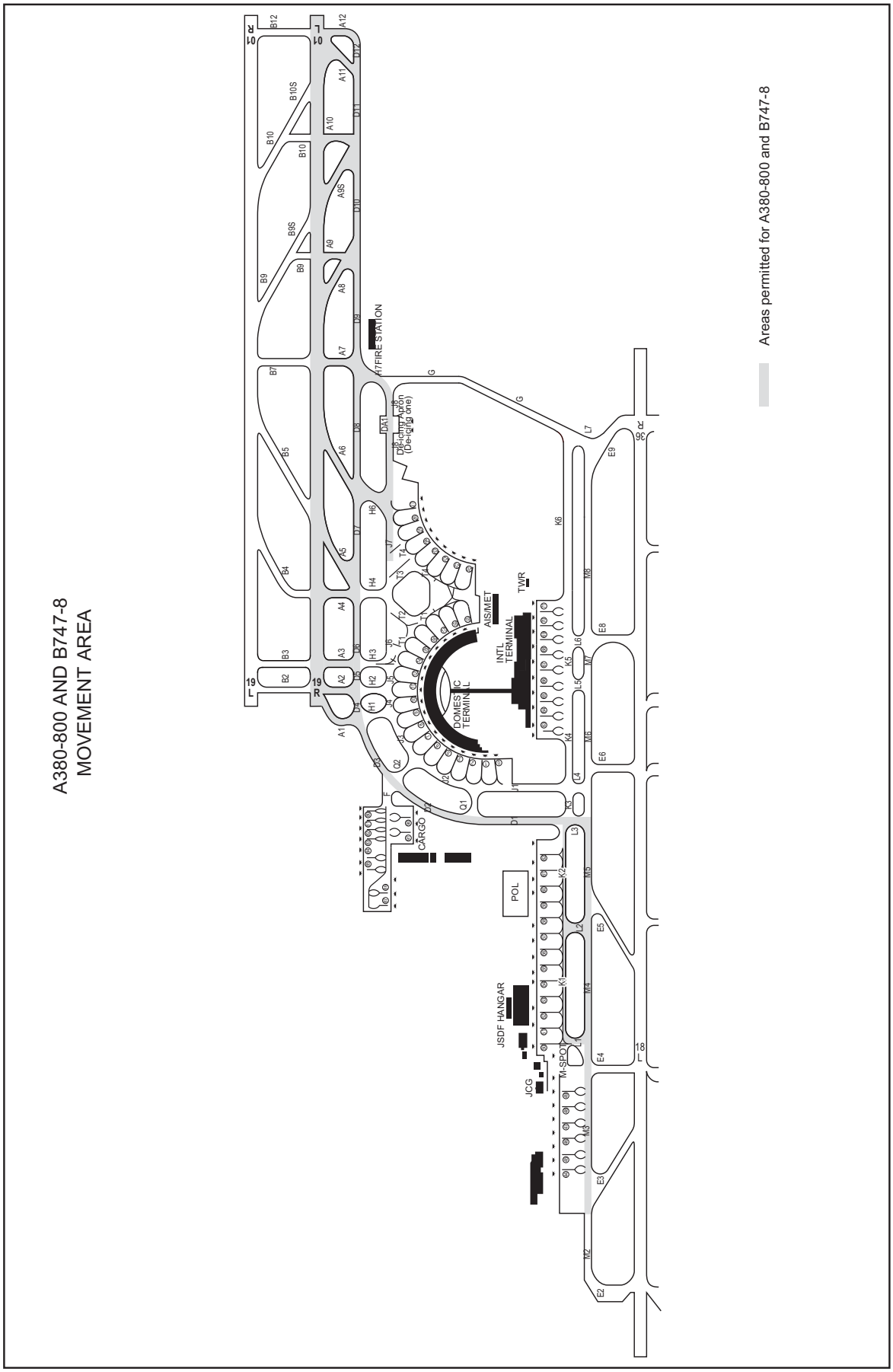
2) Taxiway

(a) A380-800 and B747-8 ground movement is only permitted within the areas shown on the attached chart "A380-800 AND B747-8 MOVEMENT AREA".

(b) At the corner of TWY L1 and K1, the clearance between the main gears of A380-800, B747-8 and the edge of TWY becomes less than 4.5 meters, when the nose gears of those aircraft follow taxiway center line. Pilots are requested to oversteer when truning into/out of taxiway, not to run off the edge of taxiway.

3) Parking stand

Available parking stands for A380-800 and B747-8 are NR27, NR47, NR48, NR49, NR57 and NR58.


A380-800 AND B747-8
MOVEMENT AREA
Areas permitted for A380-800 and B747-8
DOMESTIC TERMINAL
INTL TERMINAL
ATC/MET
TWR
FIRE STATION
CARGO
POL
JSDF HANGAR
JCG
M-SPOT
De-icing Apron
(De-icing one)
01 R
01 L
19 L
19 R
18
09 C

5. PDA (parts departing aircraft) reporting to Airport Administration

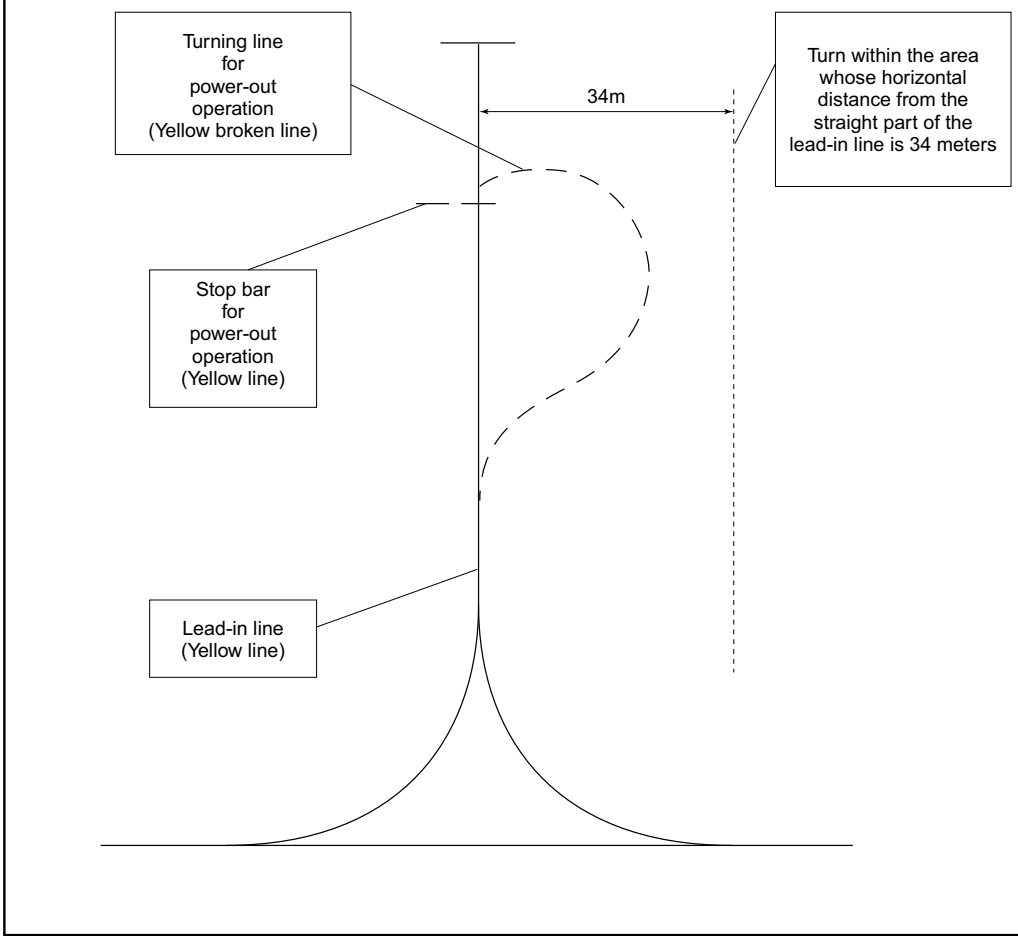
In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of New Chitose Airport, aircraft operators are required to notify Airport Administration (Tel 0123-46-2970) of any “Parts Departing Aircraft” from flights operating to/from New Chitose Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

6. 補助動力装置の使用制限	**6. Restrictions about the use of auxiliary power units (APU)**
航空機が固定動力設備付きのスポットを使用する場合は、管理者が特に必要と認める場合を除き、次に掲げる時間を越えて補助動力装置を使用してはならない。	The APU should be operated only within the following time periods the aircraft is on an aircraft parking stand with fixed power facilities. Exceptions apply when airport authority deems it necessary.
⑴ 出発予定時刻前の 30 分間	(1) Within 30 minutes prior to the estimated time of departure (ETD).
⑵ 到着後、固定動力設備が使用可能となるまでに必要とする最小限度の時間	(2) For the minimum time required for switching over to the fixed power facilities.
⑶ 航空機が点検整備のため補助動力装置を必要とする場合は、それに要する最小限度の時間	(3) For the minimum time required for aircraft maintenance purposes, if needed.
備考： スポット 2, 3, 5−12, 14−19 及び 69−71 は、固定動力設備が設置されている。	NOTE: Aircraft parking stands 2, 3, 5-12, 14-19 and 69-71 are equipped with fixed power facilities.

2. Taxiing to and from stands

他の航空機又は障害物とのクリアランスの確保、及びジェットブラストによる影響の回避のため、スポット 55 から 62 における自走アウトは、次の方式に従うこと。ただし、別途空港管理者の承認を受けた場合を除く。 a) 自走アウトは、旋回半径が２６ｍ以下であり、かつ、導入線直線部からの水平距離が３４ｍの区域内での旋回が可能な航空機に限ること。 b) スポットにおける地上移動は、ブラストの影響が出ないことを確認の上行うこと。 c) 自走アウトの旋回は、旋回線の起点までに開始すること。 d) 旋回完了後は導入線に会合し、導入線を導出線として利用すること。	In order to keep the clearance with other aircraft or obstacles and avoid jet blast damage, operators shall comply with the following power-out procedure on spot NR55 through NR62. Although the case that approved by AD administration is excluded. a) Only the aircraft whose turning radius is within 26 meters and which is available to turn within the area whose horizontal distance from the straight part of the lead-in line is 34 meters is permitted to use this power-out procedure. b) Operators must confirm jet blast cause no damage when maneuvering on aircraft stands. c) Commence turning of the power-out procedure at or before the starting point of the turning line. d) After completing the turn, intercept the lead-in line and use the line as the lead-out line.

ATTACHMENT



3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

1. Use of De-icing Apron (on J8 TWY) When an aircraft intends to use De-icing Apron, prior coordination is required for the aircraft operator with ground handling company.

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 INNER HOLDLINE on TWY A1

Wing Span (WS) of aircraft taxiing on TWY D3-D4	WS =<38m	38m<WS =<47m	WS>47m
Wing tip clearance	*A	**B	**C

(2) When B763 holding at the stop marking on TWY A2

Wing Span (WS) of aircraft taxiing on TWY D4 -D5	WS =<19m	19m<WS =<36m	WS>36m
Wing tip clearance	*A	*B	*C

(3) When B738 holding at the stop marking on TWY A2 - A4

Wing Span (WS) of aircraft taxiing on TWY D4-D7	WS =<52m	52m<WS =<69m	WS>69m
Wing tip clearance	*A	*B	*C

(4) When B738 holding at the stop marking on TWY A10

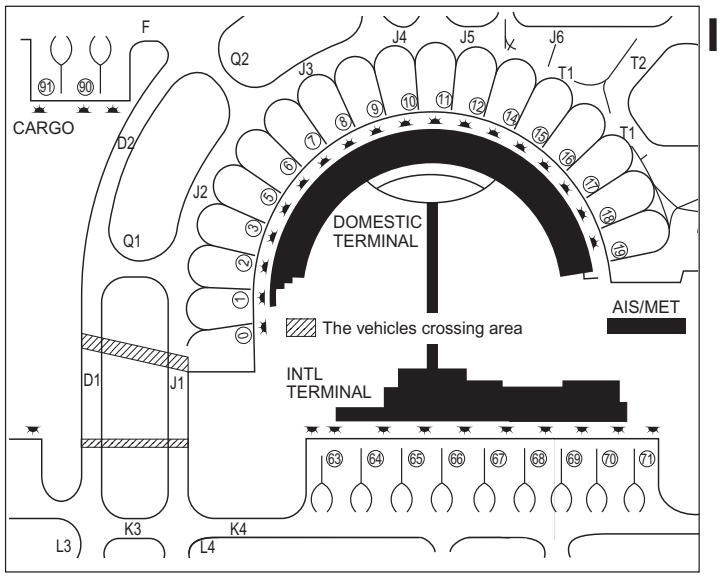
Wing Span (WS) of aircraft taxiing on TWY D10-D11	WS =<54m	54m<WS =<71m	WS>71m
Wing tip clearance	*A	*B	*C

(5) When B763 holding at the stop marking on TWY A11

Wing Span (WS) of aircraft taxiing on TWY D11-D12	WS =<12m	12m<WS =<29m	WS>29m
Wing tip clearance	*A	*B	*C

Legend:
*A : wing tip clearance >= 15m
*B : 6.5m =< wing tip clearance <15m
**B : 10.5m =< wing tip clearance < 15m
*C : wing tip clearance < 6.5m
**C : wing tip clearance < 10.5m

2. On TWY D1 and J1 (See attached chart)
All aircraft taxiing on D1 or J1 TWY should pay special attention to the vehicles which frequently cross D1 or J1 TWY.
D1、J1 を走行する全ての航空機は、当該誘導路を頻繁に横断する車両に十分注意すること。



3. Restricted taxiways
While taxiing in the apron area, follow yellow guideline strictly.
In addition, taxiing behind the spot from 63 to 68, 90 and 91, in order to keep clearance between other aircraft or obstacle, the aircraft with wingspan of 63m or longer and less than 65m shall reduce taxiing speed and follow the taxiway center line strictly.

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Ask AD administration

RJCC AD 2.21 NOISE ABATEMENT PROCEDURES

1. 標準計器出発方式及び標準到着経路の使用

空港周辺地域における航空機騒音を減少させるため、22 時以降翌朝 7 時までの間において、すべてのジェット機は、緊急またはやむを得ない状況にある航空機を除き、以下の標準計器出発方式及び標準到着経路に従うこと。

1) 滑走路 01R/01L から離陸する場合
NAGANUMA DEPARTURE または HOKUTO DEPARTURE

2) 滑走路 19R/19L から離陸する場合
YUFUTSU DEPARTURE または HOKUTO DEPARTURE

3) 滑走路 01R/01L へ着陸する場合
YUKII WEST ARRIVAL または YUKII EAST ARRIVAL

4) 滑走路 19R/19L へ着陸する場合
KAORY ALFA ARRIVAL, KAORY BRAVO ARRIVAL,
NACKS ALFA ARRIVAL, NACKS BRAVO ARRIVAL,
NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL,
YUBARI ARRIVAL または KURIS ARRIVAL

注）
I) 22 時以降翌朝 7 時までの間においては、視認進入は許可されない。
II)「緊急またはやむを得ない状況にある航空機は」以下に限られる。

1) 異常事態に遭遇した航空機
2) 乗務員または乗客に異常事態が発生した航空機
3) 捜索救難業務等に従事する航空機
4) 管制上の必要性またはその他の理由により、上記以外の経路を飛行することが必要な航空機

1. Use of SIDs and STARs for Noise Abatement

In order to reduce aircraft noise around the airport, all jet aircraft are requested to fly via the following SIDs and STARs during the hours from 1300 UTC (2200JST) to 2200 UTC (0700 JST) excepting aircraft in an emergency or in an unavoidable situation.

1) Take off from runway 01R/01L :
NAGANUMA DEPARTURE or HOKUTO DEPARTURE

2) Take off from runway 19R/19L :
YUFUTSU DEPARTURE or HOKUTO DEPARTURE

3) Landing on runway 01R/01L :
YUKII WEST ARRIVAL or YUKII EAST ARRIVAL

4) Landing on runway 19R/19L :
KAORY ALFA ARRIVAL, KAORY BRAVO ARRIVAL,
NACKS ALFA ARRIVAL, NACKS BRAVO ARRIVAL,
NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL,
YUBARI ARRIVAL or KURIS ARRIVAL

Note :
I) Visual approach shall not be permitted during the hours from 1300 UTC (2200 JST) to 2200 UTC (0700 JST).
II) "Aircraft in an emergency or in an unavoidable situation" as described above shall be limited to the followings :

1) Aircraft encountered with an abnormal situation
2) Aircraft in which abnormal situation arose among crew or passengers
3) Aircraft operating for the purpose of search-and-rescue activities etc...
4) Aircraft which need to follow the routes other than the above mentioned SIDs and STARs due to request by ATC or other reasons

RJCC AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	REDL & RCLL AVBL		REDL or RCLL AVBL		REDL & RCLL OUT	
		CEIL-RVR	CEIL-VIS	CEIL-RVR	CEIL-VIS	CEIL-RVR	CEIL-VIS
TKOF ALTN AP FILED	01L	0´-500m *0´-300m **0´-200m	0´-400m	0´-600m	0´-600m	-	0´-800m
	19R	0´-500m *0´-300m **0´-200m	0´-400m	0´-600m	0´-600m	-	0´-800m
	01R	0´-500m *0´-300m	0´-400m	0´-600m	0´-600m	-	0´-800m
	19L	0´-500m *0´-300m	0´-400m	0´-600m	0´-600m	-	0´-800m
OTHER	01L	AVBL LDG MINIMA					
	19R						
	01R						
	19L						

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.
*Applicable when two RVRs available.
**Applicable when three RVRs available.

2. TAKE OFF MINIMA for RNAV DEPARTURE

	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	01L/ 19R	A,B,C	400m *200m **150m	400m *200m	400m *250m	400m *250m	-	500m
		D	400m *250m **200m	400m *250m	400m *300m	400m *300m	-	500m
	01R	A,B,C,D	400m	400m	400m	400m	-	500m
	19L	A,B,C,D	400m	400m	400m	400m	-	500m
OTHER	01L	A,B,C,D	AVBL LDG MINIMA					
	19R							
	01R							
	19L							

*Applicable when LVP/LVPD IN FORCE.
**Applicable when LVP/LVPD IN FORCE and MULTIPLE RVRs AVAILABLE.

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

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

(I) 1. Contact CHITOSE Radar/Tower.
2. If unable, proceed in accordance with visual flight rules.
3. If unable, proceed to CHITOSE VOR/DME at last assigned altitude or 7,000 feet whichever is higher, and execute instrument approach.

(II) Procedures other than above will be issued when situation required.

4. Category II/III Operations at New Chitose Airport

4.1 Facilities
The following facilities are available:

Runway 19R
(1) ILS Runway 19R-CAT III (2) Lighting system Runway 19R-CAT III (3) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

4.2 Conditions

A. The following systems must be operative:

For ILS RWY19R approach (CAT II)	For ILS RWY19R approach (CAT III)
(1) ILS comprising; • ILS-LOC 19R with standby transmitter • ILS-GP 19R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM19R(When IM unserviceable, RA could be used as an alternate method) • ILS-DME 19R	(1) ILS comprising; • ILS-LOC 19R with standby transmitter(including far field monitor) • ILS-GP 19R with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 19R
(2) Lighting systems comprising; • PALS 19R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL	(2) Lighting systems comprising; • PALS 19R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
(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.

4.3 Precision Approach Terran Chart

See RJCC AD2.24.

4.4 Operating Minimum

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

4.5 LVP

LVP will be available when the following conditions are met;
1) Ceiling is at or less than 200ft and/or RVR is at or less than 550m.
2) Facilities listed 4.1. 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 taxiway center line 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 center line lights change from alternate green and yellow to steady green.

4.6 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)

4.7 Taxiway available for CAT II/III Operations

Exit taxiway: A7 - A12

5. LVTO at New Chitose Airport

5.1. Facilities

The following facilities are available:

RWY 01L	RWY 19R
• Lighting system RWY 01L for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	• Lighting system RWY 19R for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

5.2. Conditions

A. The following systems must be operative:

For LVTO
(1) Lighting system comprising; • High INTST REDL • High INTST RENL • RCLL
(2) Secondary power supply

B. The following information must be currently available:
a) Surface wind speed and direction
b) 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.

5.3. Operating Minima

Take-off minima stated in AD2.22(TAKE-OFF MINIMA) are observed.

5.4. LVP/LVPD

LVP/LVPD will be available when the following conditions are met:
a)RVR is at or less than 550m.
b)Facilities listed 5.1 above are operational.

RJCC AD 2.23 ADDITIONAL INFORMATION

Nil

RJCC AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart -1
Aerodrome Chart -2
Aerodrome Obstacle Chart -ICAO type A (RWY01L/19R)
Aerodrome Obstacle Chart -ICAO type A (RWY01R/19L)
Aerodrome Obstacle Chart -ICAO type B
Precision Approach Terrain Chart(precision approach CAT II and III runways)
Standard Departure Chart- Instrument (CHITOSE)*
Standard Departure Chart- Instrument (KURIS)*
Standard Departure Chart- Instrument (TOKACHI)*
Standard Departure Chart- Instrument (TEKKO)*
Standard Departure Chart- Instrument (MUKAWA)*
Standard Departure Chart- Instrument (TOBBY)*
Standard Departure Chart- Instrument (HAKODATE)*
Standard Departure Chart- Instrument (NAGANUMA)*
Standard Departure Chart- Instrument (YUFUTSU)*
Standard Departure Chart- Instrument (HOKUTO)*
Standard Departure Chart- Instrument (SAVIT)*
Standard Departure Chart- Instrument (RNAV)
Standard Arrival Chart- Instrument (YUKII)
Standard Arrival Chart- Instrument (CHITOSE, YUBARI, NAPRO, KURIS)
Standard Arrival Chart- Instrument (RNAV RWY01L)
Standard Arrival Chart- Instrument (RNAV RWY01R)
Standard Arrival Chart- Instrument (RNAV RWY19L)
Standard Arrival Chart- Instrument (RNAV RWY19R)
Instrument Approach Chart (ILS Z or LOC Z RWY01L)
Instrument Approach Chart (ILS Y or LOC Y RWY01L)
Instrument Approach Chart (ILS Z or LOC Z RWY01R)
Instrument Approach Chart (ILS Y or LOC Y RWY01R)
Instrument Approach Chart (ILS Z or LOC Z RWY19L)
Instrument Approach Chart (ILS Y or LOC Y RWY19L)
Instrument Approach Chart (RNP RWY19L)
Instrument Approach Chart (VOR Z RWY19L)*
Instrument Approach Chart (VOR Y RWY19L)*
Instrument Approach Chart (ILS Z or LOC Z RWY19R (CAT II & III))
Instrument Approach Chart (ILS Y or LOC Y RWY19R (CAT II & III))
Instrument Approach Chart (ILS X or LOC X RWY19R (CAT II & III))
Instrument Approach Chart (ILS W or LOC W RWY19R (CAT II & III))
Instrument Approach Chart (VOR RWY19R)*
Instrument Approach Chart (VOR A)*
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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

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AERODROME CHART

CHANGE : Description of WIND SPEED METER, RVR, CEILOMETER. WX RADAR SITE added.

NEW CHITOSE AIRPORT
ELEV21.3m (69.8ft)

VAR9°W (2005)

TAXIING GUIDANCE SIGN

WIND SPEED METER
RVR
PAPI ANGLE 3.0°
MEHT 20.3m(67ft)
441m inside fm THR
PAPI ANGLE 3.0°
MEHT 19.7m(65ft)
422m inside fm THR
WDI
GP
CEILOMETER
RUNWAY GUARD LIGHTS (B2~B12)
STOP BAR LIGHTS (B2~B5)
WIND SPEED METER
ARP 424631N 1414133E
IBN
PAPI ANGLE 3.0°
MEHT 20.2m(67ft)
401m inside fm THR
STOP BAR LIGHTS (A1~A12)
RUNWAY GUARD LIGHTS (A1~A12)
PAPI ANGLE 3.0°
MEHT 20.0m(66ft)
402m inside fm THR
FIRE STATION
CARGO
DOMESTIC TERMINAL
INTL TERMINAL
AIS/MET
TWR
WX RADAR SITE
JSDF HANGAR
POL
JCG
M-SPOT
De-icing Apron (De-icing one)
OVERRUN AREA EDGE LIGHTS
CEILO METER
APPROACH LIGHTS 903m WITH SEQUENCED FLASHING LIGHTS
300m
AGR
JBAR
PAR
PAPI ANGLE 2.7°
MEHT 15.8m (52ft)
382.6m inside fm THR
PAPI ANGLE 2.7°
MEHT 15.7m (52ft)
376.5m inside fm THR
01R
19L
36R

RUNWAY-HOLDING POSITION MARKINGS and RUNWAY GUARD LIGHTS

Runway-holding position markings and Runway guard lights are located on taxiway B2 and B12; their locations are 75m off the runway centerline of 01R/19L.

01R (for taxiway B12)
19L (for taxiway B2)

COMMON WAYS OF IT'S MARKINGS AND LIGHTS

RUNWAY SIDE RUNWAY GUARD LIGHTS (FLASHING YELLOW)
0.9m 0.9m
2.10m
TAXIWAY

RUNWAY-HOLDING POSITION MARKINGS and RUNWAY GUARD LIGHTS

Runway-holding position markings and Runway guard lights are located on taxiway B7 through B12; their locations are 75m off the runway centerline of 01L/19R.

01L (for taxiway B12)
01L -19R (for taxiway B7, B9)

COMMON WAYS OF IT'S MARKINGS AND LIGHTS

TAXIWAY RUNWAY GUARD LIGHTS (FLASHING YELLOW)
2.10m
0.9m 0.9m
RUNWAY SIDE

RUNWAY-HOLDING POSITION MARKINGS and STOP BAR LIGHTS

Runway-holding position markings and Stop bar lights are located on taxiway B2 through B5
Runway guard lights are located on taxiway B2 through B5; their locations are 75m off the runway centerline of 01L/19R.

19R (for taxiway B2)
01L -19R (for taxiway B3, B4, B5)

COMMON WAYS OF IT'S MARKING AND LIGHTS

TAXIWAY RUNWAY GUARD LIGHTS (FLASHING YELLOW)
3.0m
2.10m
0.9m 0.9m
RUNWAY SIDE STOP BAR LIGHTS RED

RUNWAY-HOLDING POSITION MARKINGS and STOP BAR LIGHTS

Runway-holding position markings and Stop bar lights are located on taxiway A2 through A12
Runway guard lights are located on taxiway A2 through A12; their locations are 90m off the runway centerline of 01L/19R.

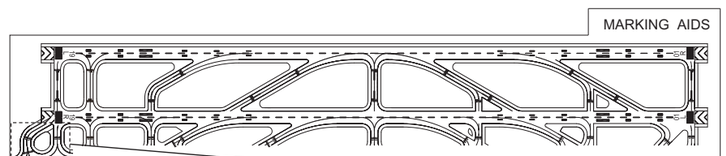
Runway-holding position markings OUTER HOLD LINE and Stop bar lights are located on taxiway A1
Runway guard lights are located on taxiway A1; their locations are 158m off the runway centerline of 01L/19R.

19R (for taxiway A2)
19R-01L (for taxiway A3 through A10)
01L (for taxiway A11, A12)

COMMON WAYS OF IT'S MARKINGS AND LIGHTS

RUNWAY SIDE RUNWAY GUARD LIGHTS (FLASHING YELLOW)
0.9m 0.9m
2.10m
1.5m
3.0m
TAXIWAY STOP BAR LIGHTS RED

MARKING AIDS



INNER HOLDLINE
OUTER HOLDLINE

Use of hold line on TWY A1

Departure aircraft instructed to short of RWY 19R on TWY A1 should hold at inner hold line unless specified by ATC.

RUNWAY-HOLDING POSITION MARKINGS and RUNWAY GUARD LIGHTS

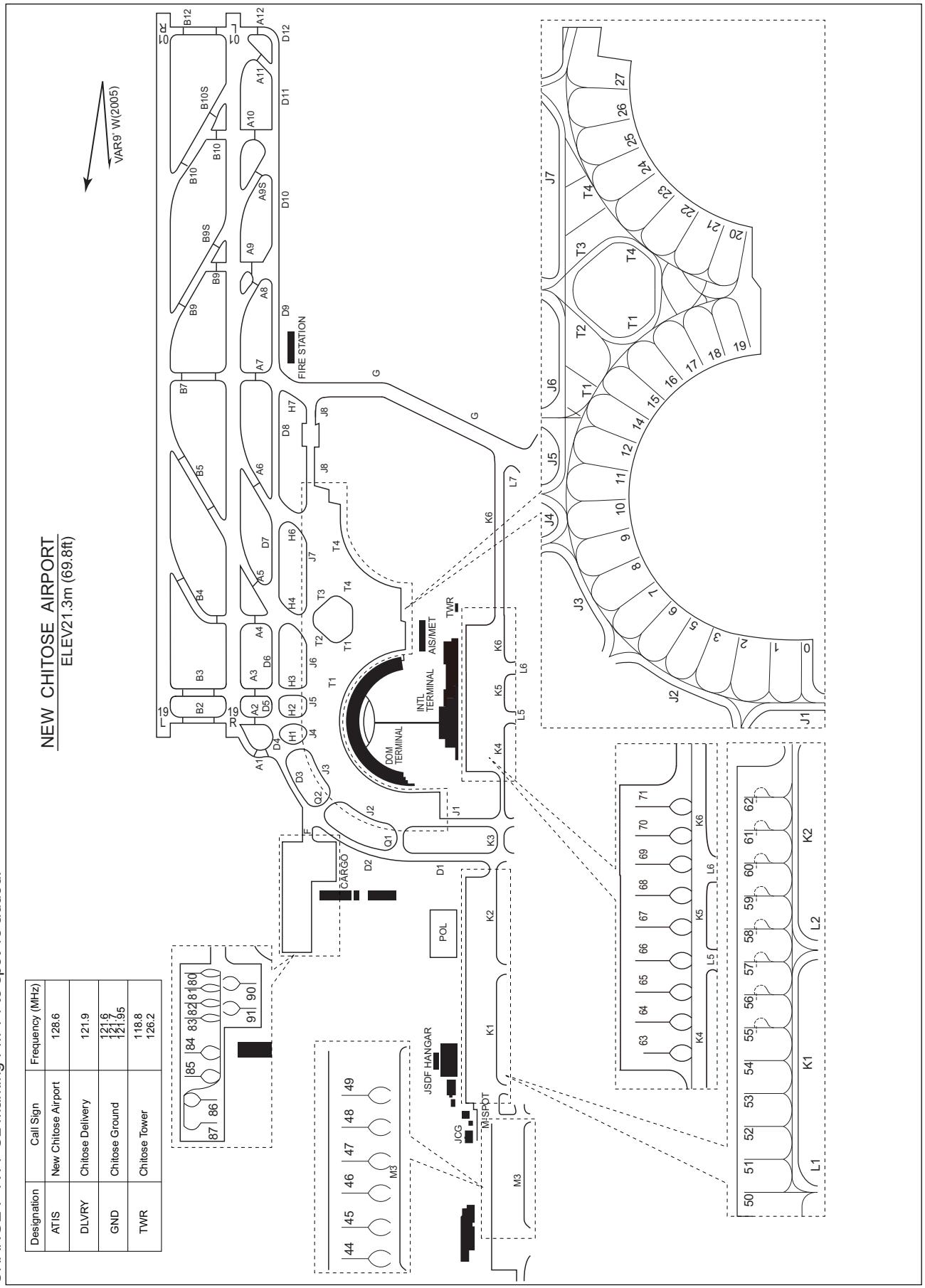
Runway-holding position markings INNER HOLD LINE and Runway guard lights are located on taxiway A1; their locations are 90m off the runway centreline of 01L/19R.

COMMON WAYS OF IT'S MARKINGS AND LIGHTS

RUNWAY SIDE RUNWAY GUARD LIGHTS (FLASHING YELLOW)
0.9m 0.9m
2.10m
19R 19R
TAXIWAY

RJCC / NEW CHITOSE

AD CHART



Designation	Call Sign	Frequency (MHz)
ATIS	New Chitose Airport	128.6
DLVRY	Chitose Delivery	121.9
GND	Chitose Ground	121.6 121.95
TWR	Chitose Tower	118.8 126.2

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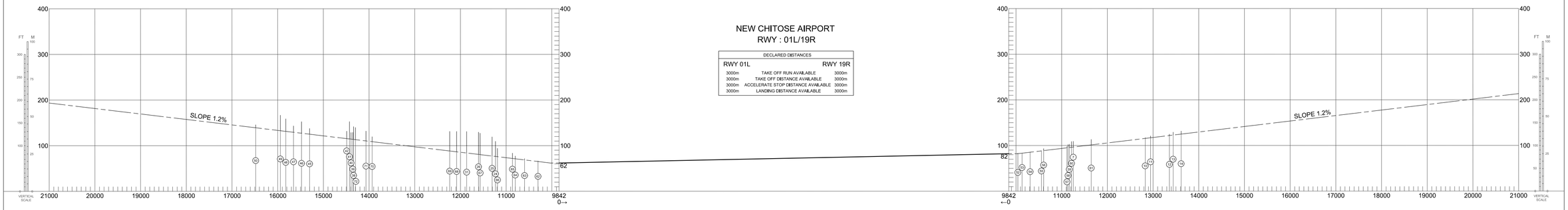
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

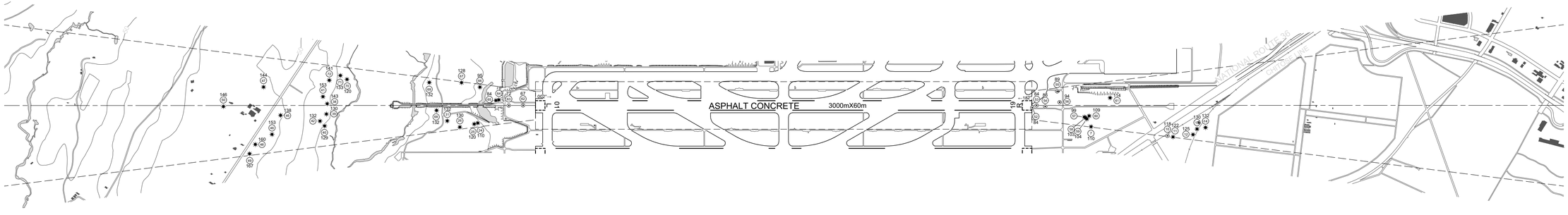
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 9°33' W-APR 2020



NEW CHITOSE AIRPORT
RWY : 01L/19R

DECLARED DISTANCES		
RWY 01L		RWY 19R
3000m	TAKE OFF RUN AVAILABLE	3000m
3000m	TAKE OFF DISTANCE AVAILABLE	3000m
3000m	ACCELERATE STOP DISTANCE AVAILABLE	3000m
3000m	LANDING DISTANCE AVAILABLE	3000m



HORIZONTAL SCALE
FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000ft
300 0 500 1000 1500 2000 2500m
METERS

LEGEND
- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- LAKE
- RIVER
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

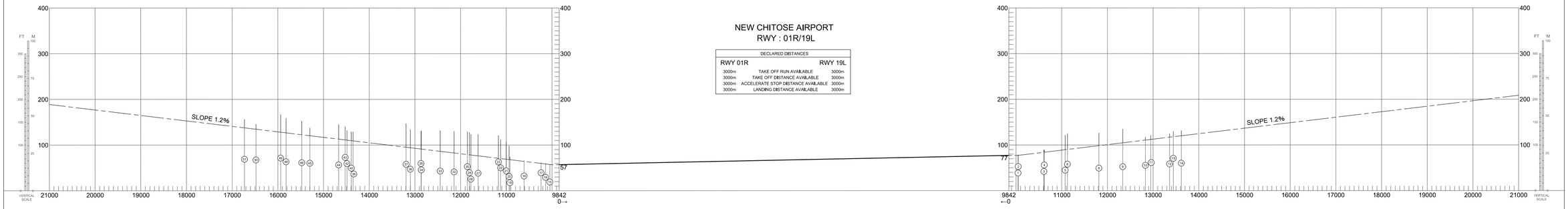
CHANGE:Update

AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)

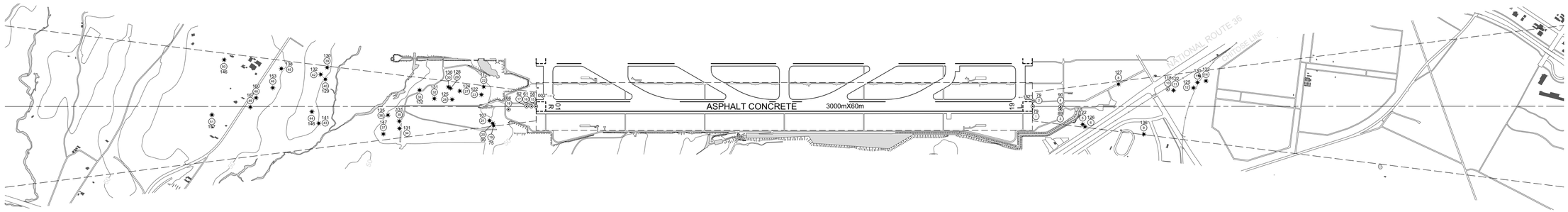
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 9°33' W-APR 2020



NEW CHITOSE AIRPORT
RWY : 01R/19L

DECLARED DISTANCES		
RWY 01R		RWY 19L
3000m	TAKE OFF RUN AVAILABLE	3000m
3000m	TAKE OFF DISTANCE AVAILABLE	3000m
3000m	ACCELERATE STOP DISTANCE AVAILABLE	3000m
3000m	LANDING DISTANCE AVAILABLE	3000m



HORIZONTAL SCALE

FEET

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000ft

METER

300 0 500 1000 1500 2000 2500m

LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

CHANGE:Update

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME ELEVATION 69.8ft ARP

VAR 9°33'W APR 2020
ANNUAL CHANGE 3W

141°37'E 141°38'E 141°39'E 141°40'E 141°41'E 141°42'E 141°43'E 141°44'E 141°45'E 141°46'E

42°51'N 42°50'N 42°49'N 42°48'N 42°47'N 42°46'N 42°45'N 42°44'N 42°43'N 42°42'N

CHITOSE CITY
ABIRA TOWN
TOMAKOMAI CITY

TAKE-OFF FLIGHT PATH SLOPE 1.2%
TAKE-OFF FLIGHT PATH SLOPE 1.2%
APPROACH SURFACE SLOPE 1 : 50
APPROACH SURFACE SLOPE 1 : 50
APPROACH SURFACE SLOPE 1 : 50
APPROACH SURFACE SLOPE 1 : 50
TRANSITIONAL SURFACE SLOPE 1 : 7
TRANSITIONAL SURFACE SLOPE 1 : 7
TRANSITIONAL SURFACE SLOPE 1 : 7
TRANSITIONAL SURFACE SLOPE 1 : 7
HORIZONTAL SURFACE

ASPHALT CONCRETE
ASPHALT CONCRETE

CHANGE:Update

LEGEND

- AERODROME REFERENCE POINT 42°46'31"N 141°41'33"E
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TERRAIN PENETRATING OBSTACLE PLANE
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS(ft)

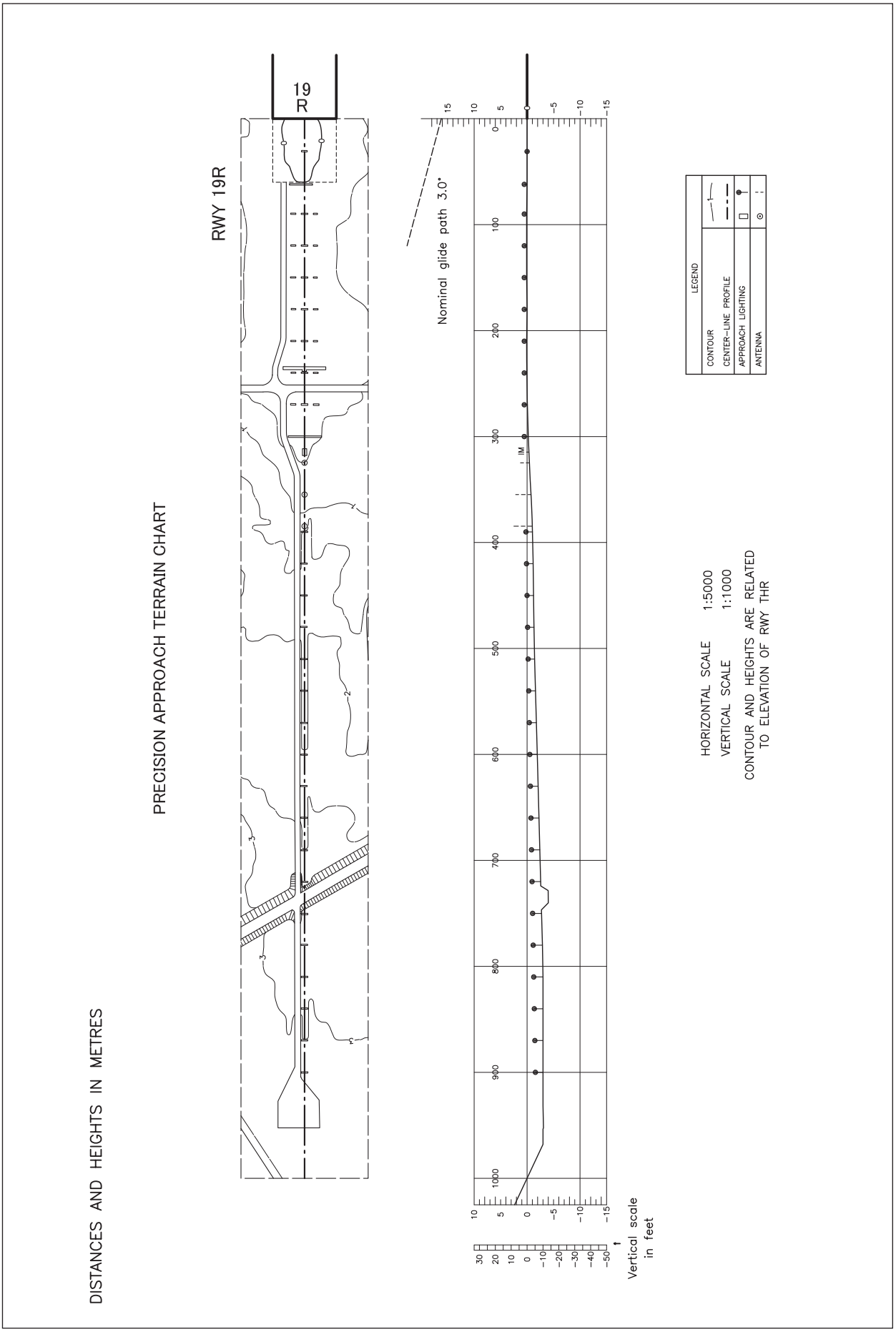
AMENDMENT RECORD		
Nr	DATE	ENTERED BY

HORIZONTAL SCALE

FEET: 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000ft

METERS: 300 0 500 1000 1500 2000 2500 3000m

PRECISION APPROACH TERRAIN CHART



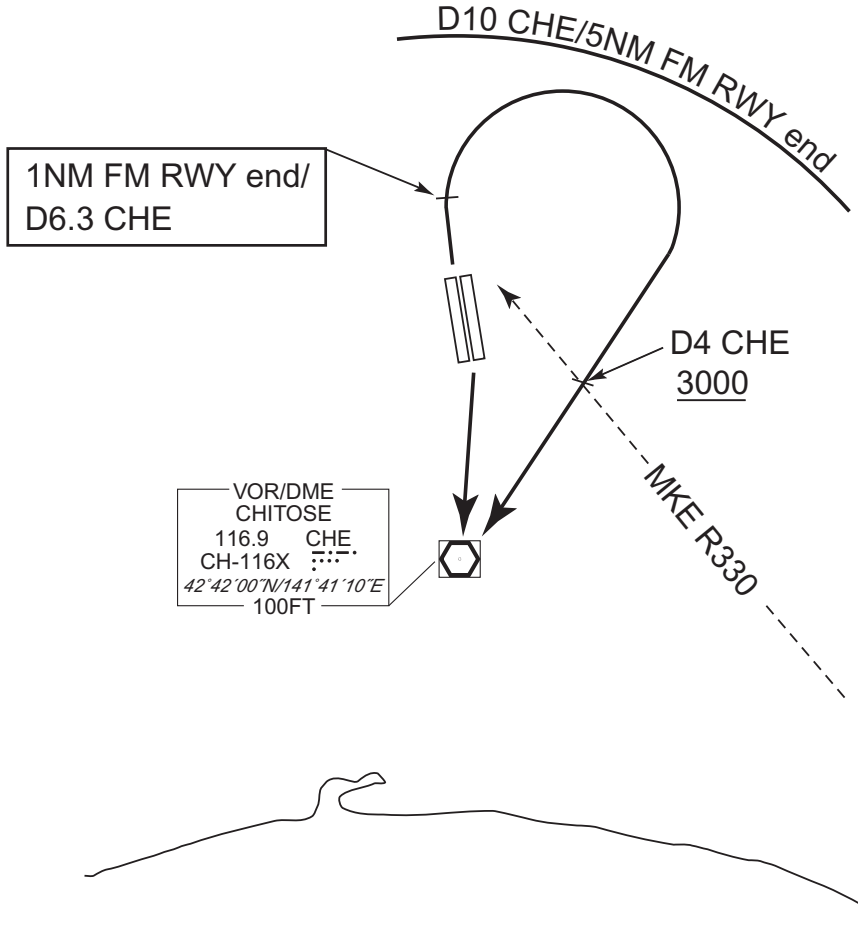
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

CHITOSE FOUR DEPARTURE

RWY01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end).
Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT.

RWY19R/19L: Climb direct to CHE VOR/DME.



CHANGE : Description of PROC name.

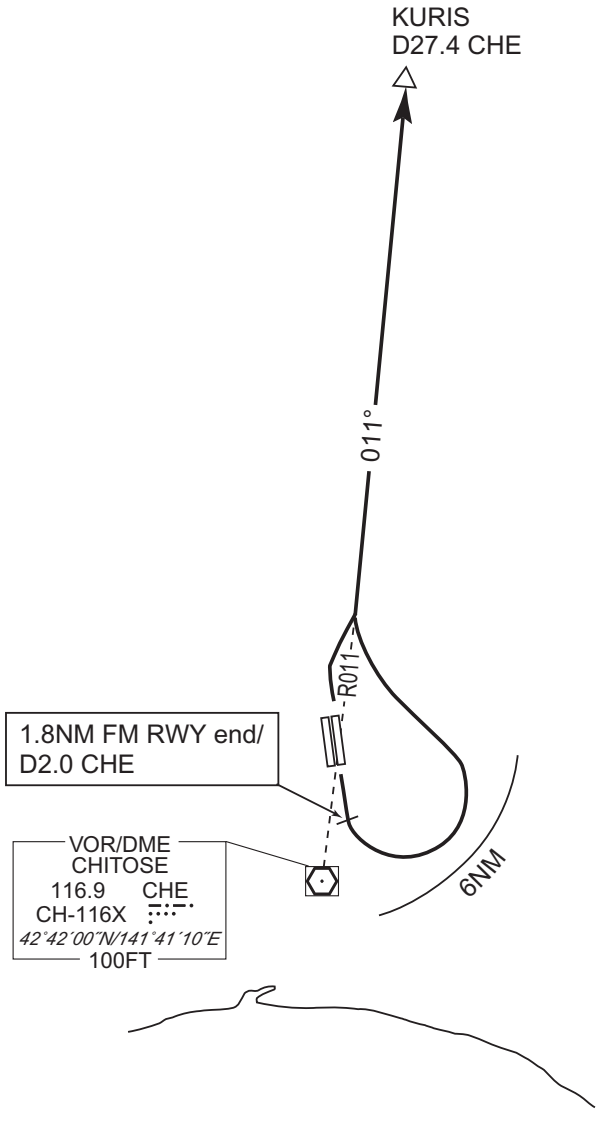
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

KURIS SEVEN DEPARTURE

RWY 01L/01R: Climb....

RWY 19R/19L: Climb RWY HDG until 1.8NM FM RWY end/CHE 2.0DME, turn left within 6NM,...
...via CHE R011 to KURIS.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

TOKACHI TWO DEPARTURE

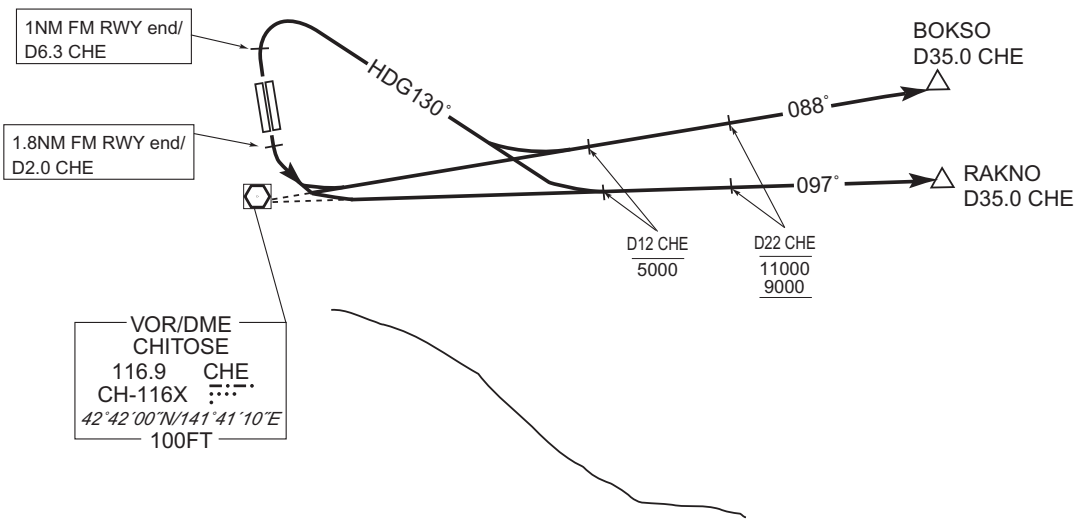
RWY 01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right HDG 130˚ to intercept and proceed via...

RWY 19R/19L: Climb RWY HDG until 1.8NM FM RWY end/CHE 2.0DME, turn left, via...

...CHE R088 to BOKSO or CHE R097 to RAKNO.

Cross CHE R088/12DME or CHE R097/12DME at or below 5000FT.

Cross CHE R088/22DME or CHE R097/22DME between 9000FT and 11000FT.



CHANGE : Description of PROC name.

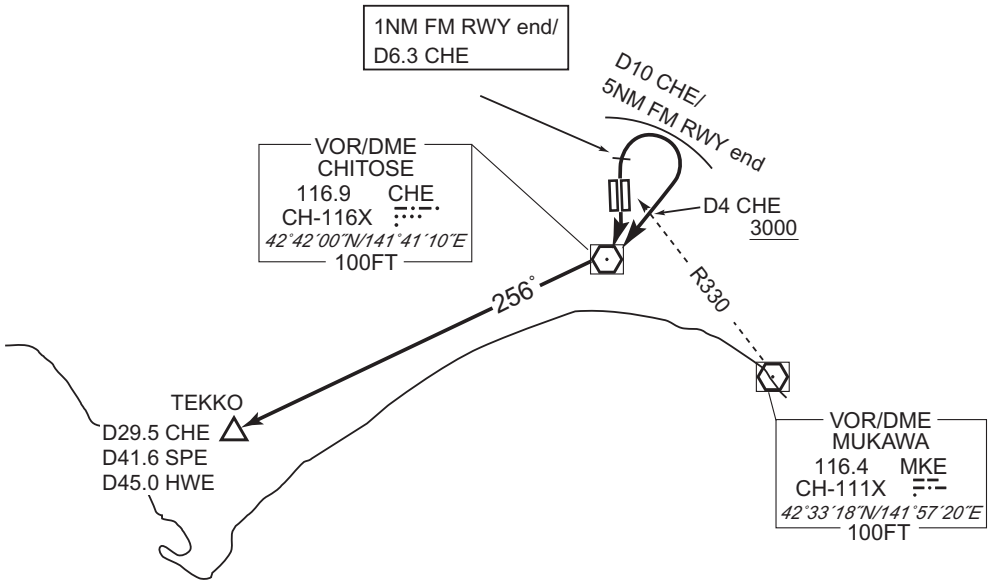
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

TEKKO ONE DEPARTURE

RWY01L/01R : Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME,
turn right, direct to CHE VOR/DME
within CHE 10DME (5NM FM RWY end), cross 4DME prior to
CHE VOR/DME (MKE R330) at or above 3000FT,...

RWY19R/19L : Climb direct to CHE VOR/DME,...
...via CHE R256 to TEKKO.



CHANGE : Description of PROC name.

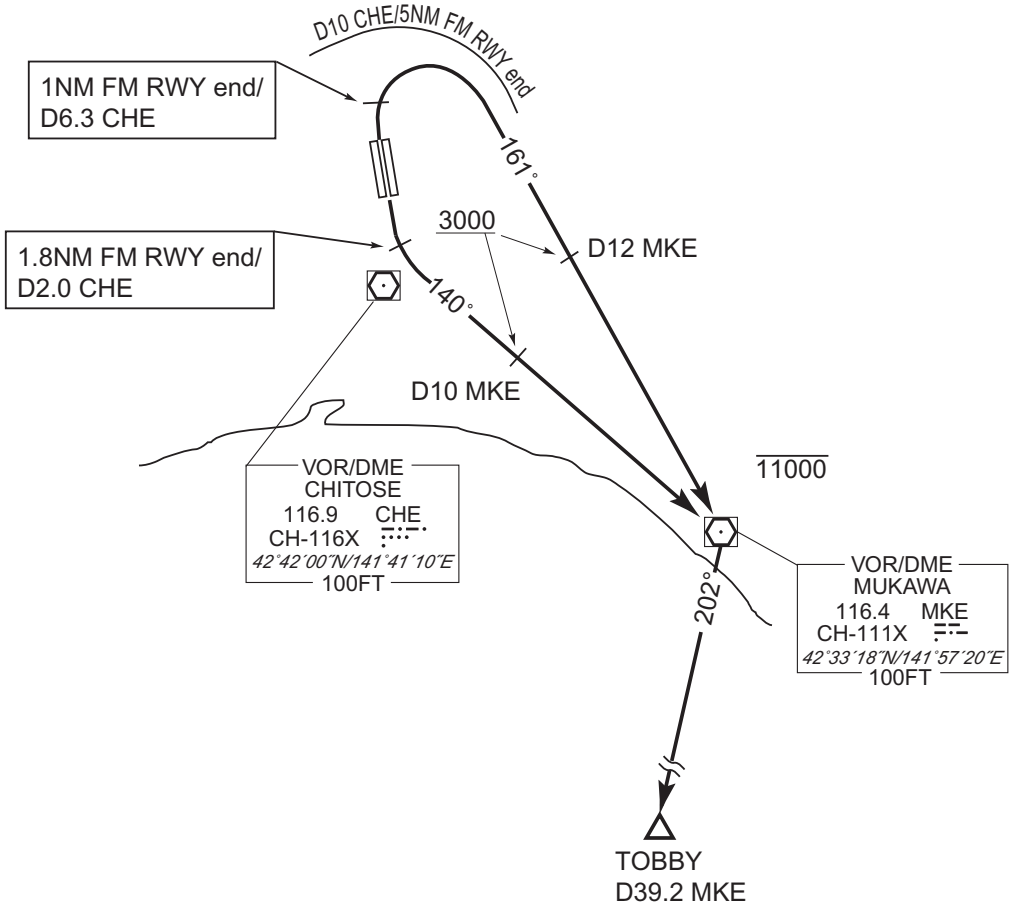
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

MUKAWA EIGHT DEPARTURE

RWY01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right within CHE 10DME(5NM from RWY end), via MKE R341 to MKE VOR/DME, via MKE R202 to TOBBY.
Cross MKE R341/12DME at or above 3000FT, cross MKE VOR/DME at or below 11000FT.

RWY19R/19L: Climb RWY HDG until 1.8NM FM RWY end/CHE 2.0DME, turn left, via MKE R320 to MKE VOR/DME, via MKE R202 to TOBBY.
Cross MKE R320/10DME at or above 3000FT, cross MKE VOR/DME at or below 11000FT.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

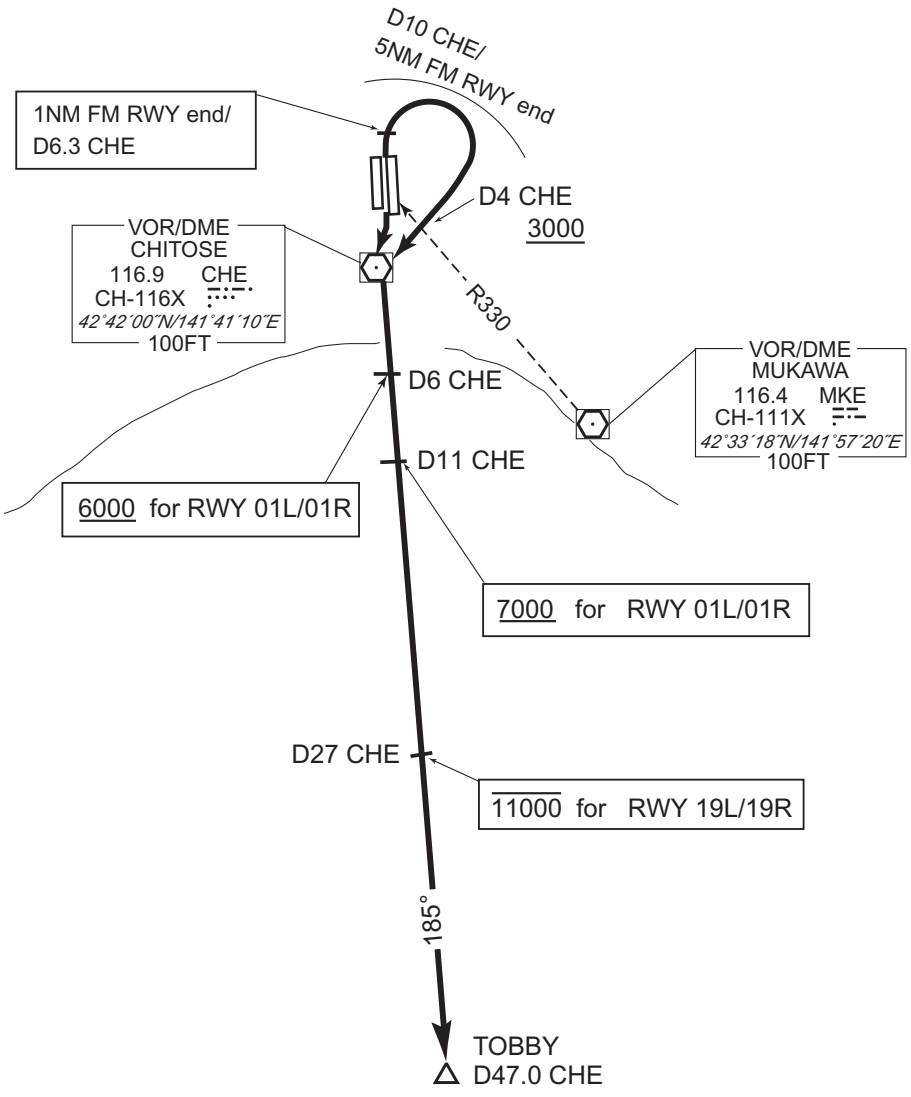
RJCC / NEW CHITOSE SID

TOBBY EIGHT DEPARTURE

RWY01L/01R : Climb RWY HDG until 1NM FM RWY end / CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end), via CHE R185 to TOBBY.
Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT, cross CHE R185/6DME at or above 6000FT, cross CHE R185/11DME at or above 7000FT.

RWY19R/19L : Climb direct to CHE VOR/DME, via CHE R185 to TOBBY.
Cross CHE R185/27DME at or below 11000FT.

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



CHANGE : Description of PROC name.

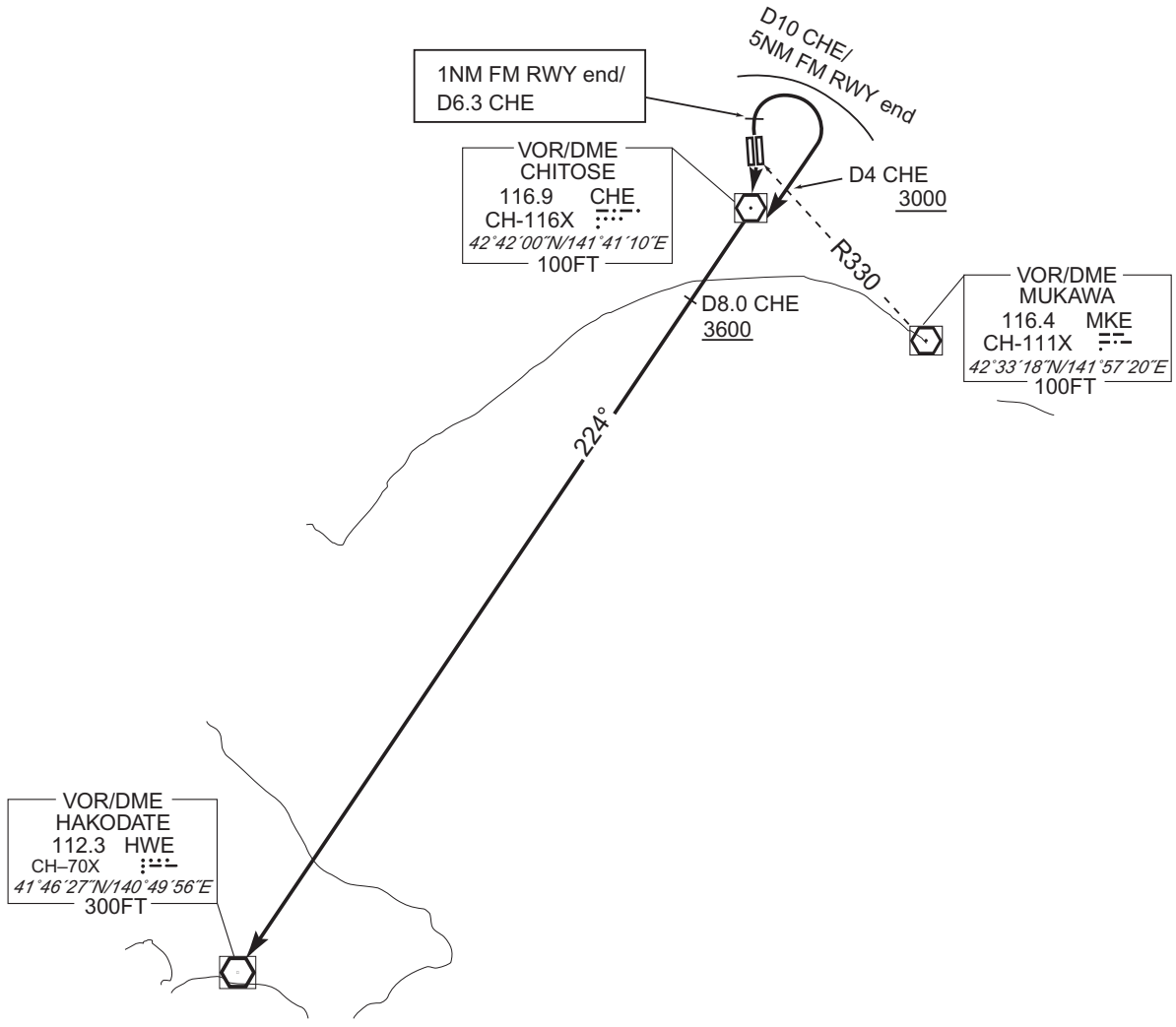
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

HAKODATE SEVEN DEPARTURE

RWY01L/01R: Climb via RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end), via CHE R224 to HWE VOR/DME.
Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT, cross CHE R224/8.0DME at or above 3600FT.

RWY19R/19L: Climb direct to CHE VOR/DME, via CHE R224 to HWE VOR/DME.
Cross CHE R224/8.0DME at or above 3600FT.



CHANGE : Description of PROC name.

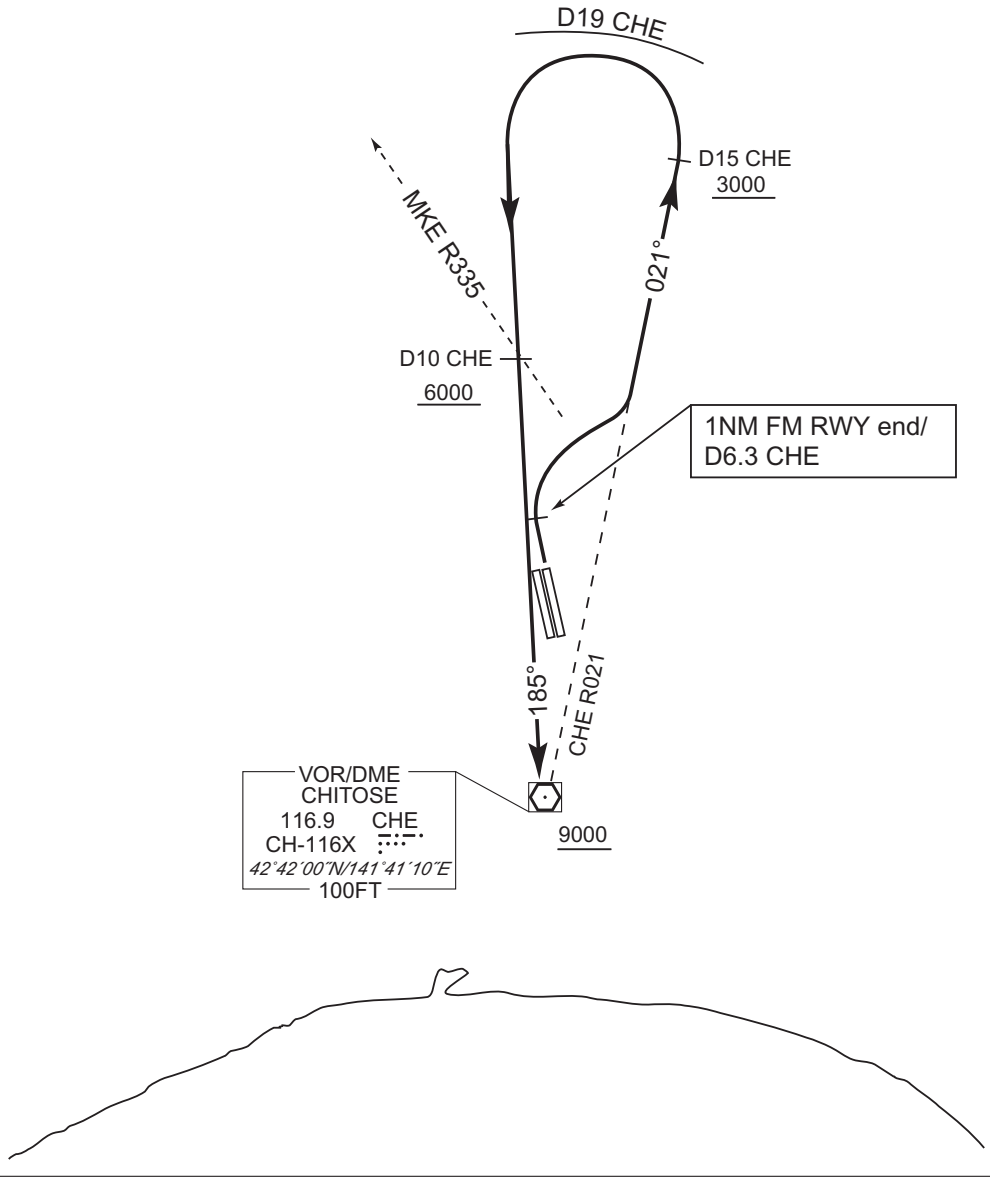
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

NAGANUMA FIVE DEPARTURE

RWY 01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right to intercept and proceed via CHE R021 to CHE 15DME, turn left, via CHE R005 to CHE VOR/DME within CHE 19DME.
Cross CHE R021/15DME at or above 3000FT, cross CHE R005/10DME (MKE R335) at or above 6000FT, cross CHE VOR/DME at or above 9000FT.

RWY 19R/19L: Not established.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

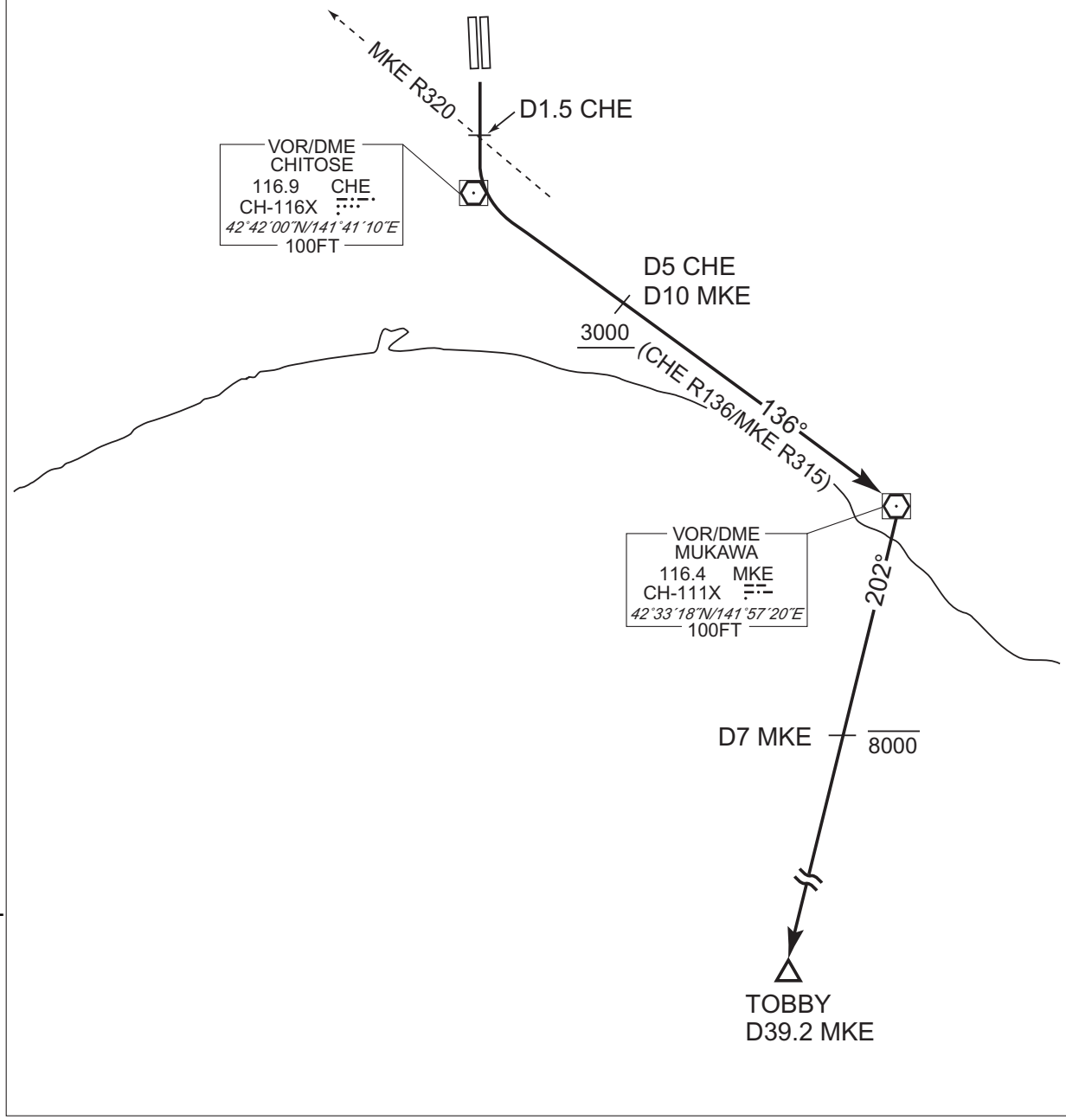
RJCC / NEW CHITOSE SID

YUFUTSU FIVE DEPARTURE

RWY 01L/01R: Not established.

RWY 19R/19L: Climb direct to CHE VOR/DME until 1.5DME prior to CHE VOR/DME (until crossing MKE R320), turn left, via CHE R136 (MKE R315) to MKE VOR/DME or after MKE VOR/DME, via MKE R202 to TOBBY.

Cross CHE R136/5DME (MKE R315/10DME) at or above 3000FT, cross MKE R202/7DME at or below 8000FT.



CHANGE : Description of PROC name.

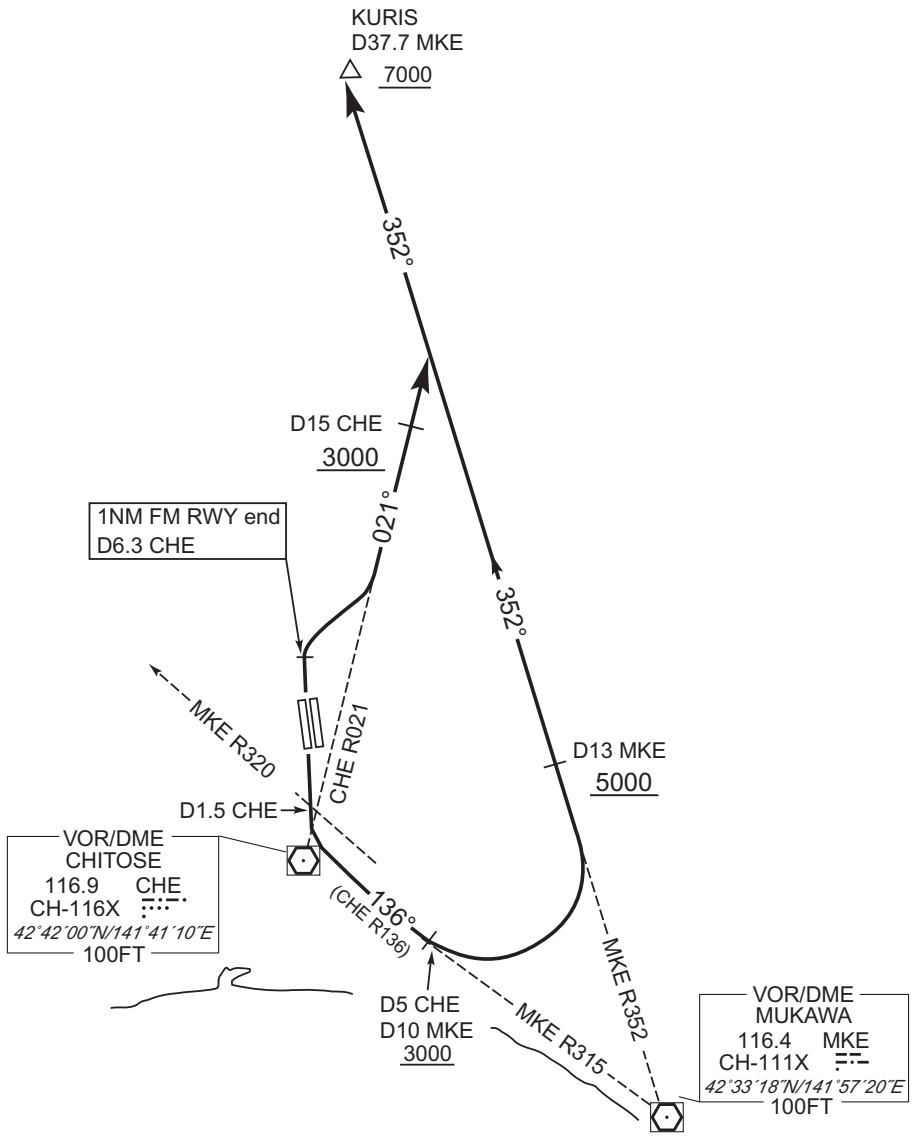
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

HOKUTO SEVEN DEPARTURE

RWY 01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, via CHE R021, via MKE R352 to KURIS.
Cross CHE R021/15DME at or above 3000FT, cross KURIS at or above 7000FT.

RWY 19R/19L: Climb direct to CHE VOR/DME until 1.5DME prior to CHE VOR/DME (until crossing MKE R320), turn left, via CHE R136 (MKE R315) to CHE 5DME (MKE 10DME), turn left, via MKE R352 to KURIS.
Cross CHE R136/5DME (MKE R315/10DME) at or above 3000FT, cross MKE R352/13DME at or above 5000FT, cross KURIS at or above 7000FT.



CHANGE : Description of PROC name.

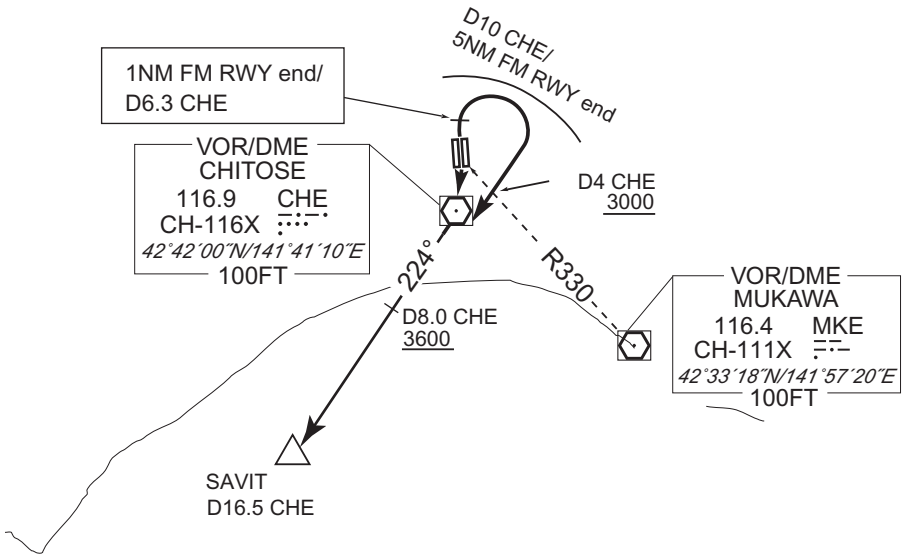
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE SID

SAVIT TWO DEPARTURE

RWY01L/01R: Climb via RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end), via CHE R224 to SAVIT.
Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT, cross CHE R224/8.0DME at or above 3600FT.

RWY19R/19L: Climb direct to CHE VOR/DME, via CHE R224 to SAVIT.
Cross CHE R224/8.0DME at or above 3600FT.

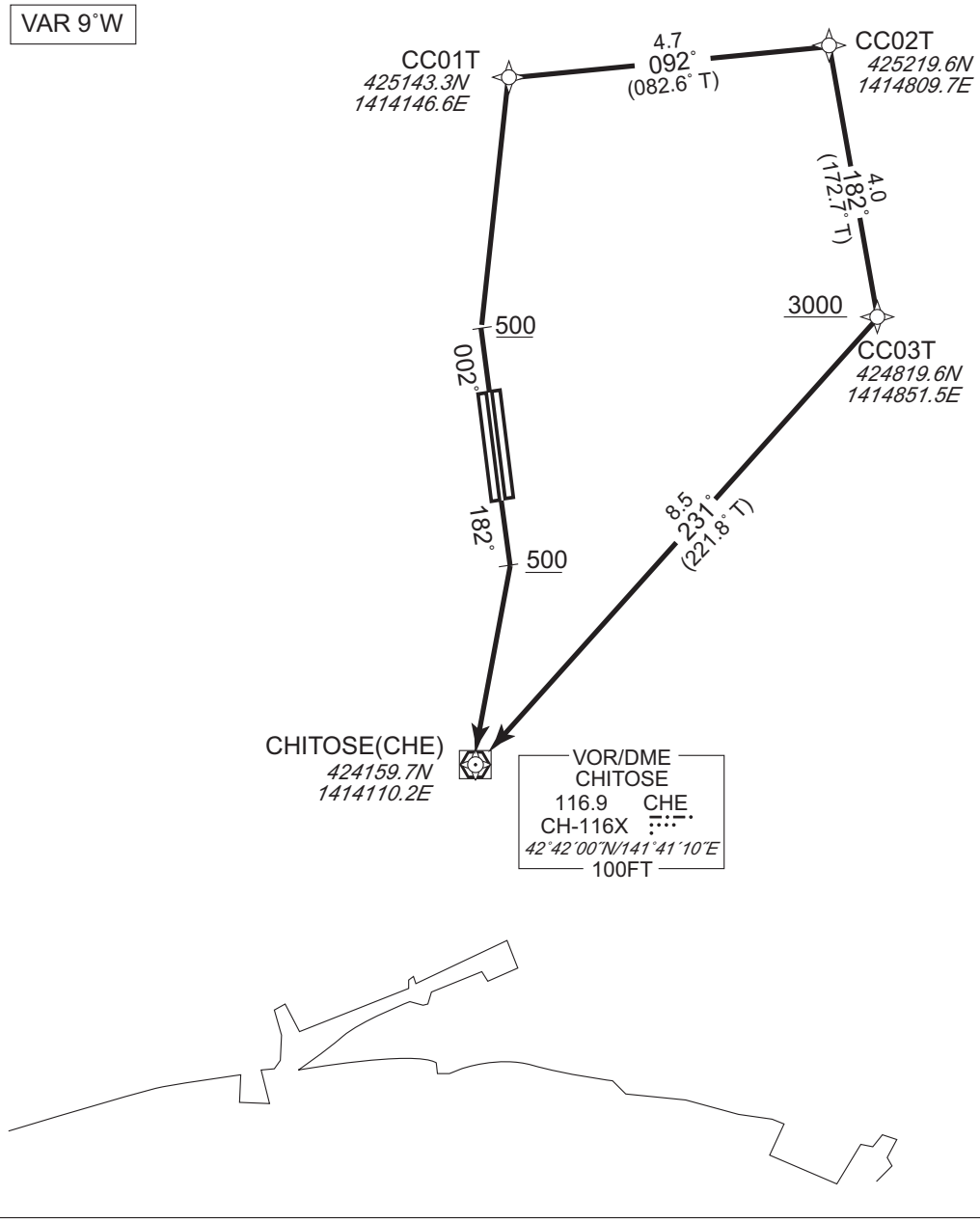


CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE — RNAV SID

SOSHU ONE DEPARTURE		RNAV1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.	Critical DME	RWY01L/01R CHE : 2.0NM FM DER – 2.0NM to CC01T
	DME GAP	RWY01L/01R : DER – 2.0NM FM DER 3.0NM to CHE – CHE RWY19L/19R : DER – CHE
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



RWY01L/01R : Climb on HDG002˚ at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to CHE.

RWY19R/19L : Climb on HDG182˚ at or above 500FT, direct to CHE.

Note : 5.0% climb gradient required up to 500FT.

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE RNAV SID

SOSHU ONE DEPARTURE

RWY01L/01R

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	—	—	002 (352.6)	-9.1	—	—	+500	—	—	RNAV1
002	DF	CC01T	—	—	-9.1	—	—	—	—	—	RNAV1
003	TF	CC02T	—	092 (082.6)	-9.1	4.7	—	—	—	—	RNAV1
004	TF	CC03T	—	182 (172.7)	-9.1	4.0	—	+3000	—	—	RNAV1
005	TF	CHE	—	231 (221.8)	-9.1	8.5	—	—	—	—	RNAV1

RWY19R/19L

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	—	—	182 (172.6)	-9.1	—	—	+500	—	—	RNAV1
002	DF	CHE	—	—	-9.1	—	—	—	—	—	RNAV1

CHANGE : Waypoint identifier(CHE).

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE — RNAV SID

REZOT TWO DEPARTURE — RNAV1

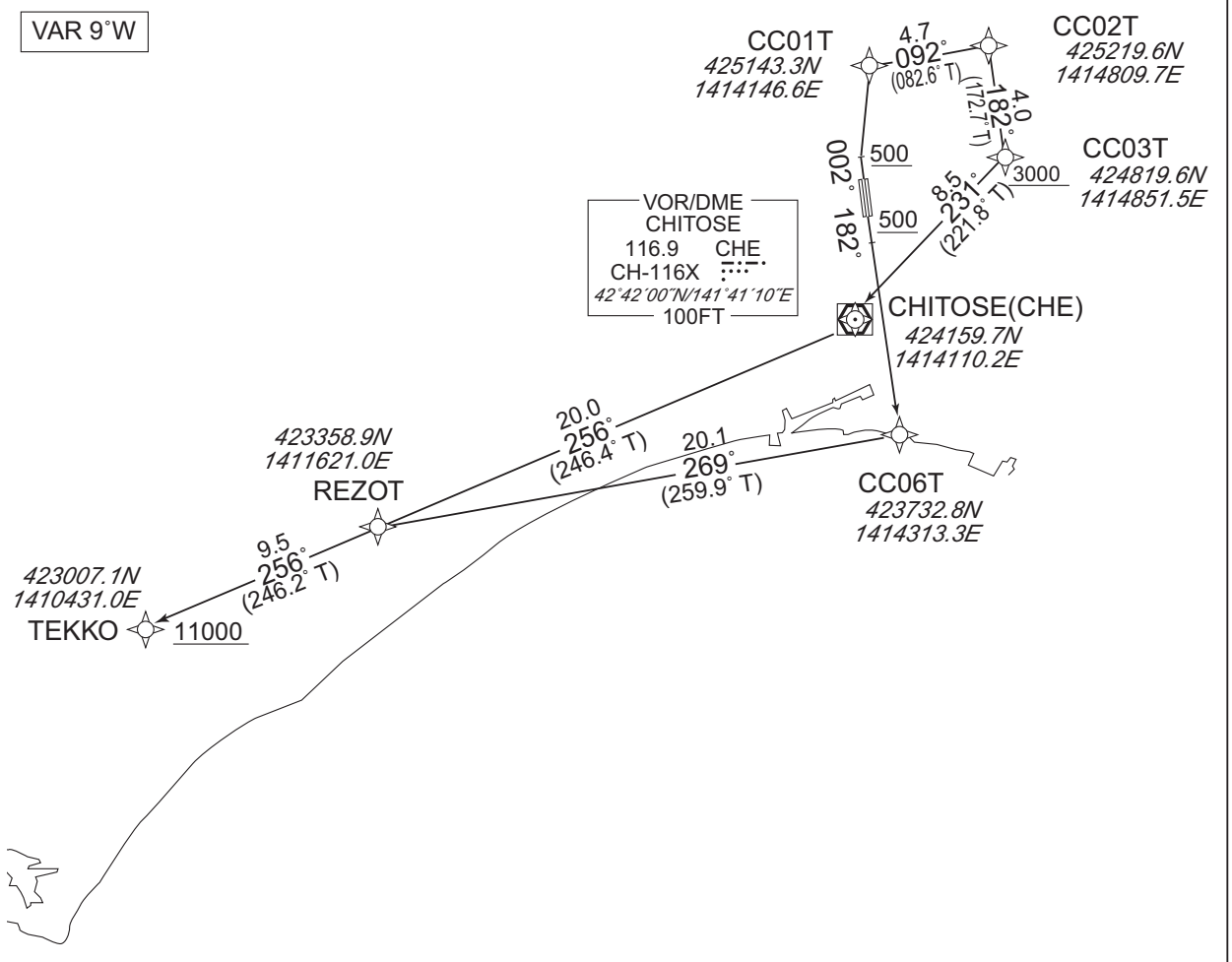
Note 1) DME/DME/IRU or GNSS required.
※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
2) RADAR service required.

DME GAP
RWY01L/01R :
DER – 2.0NM FM DER, 3.0NM to CHE – CHE
RWY19L/19R :
DER – 3.0NM to CC06T

Critical DME

RWY01L/01R
CHE : 2.0NM FM DER – 2.0NM to CC01T
MKE : CHE – 18.0NM to REZOT
ZYT : CHE – 18.0NM to REZOT
RWY19L/19R
MKE : 3.0NM to CC06T – 16.0NM to REZOT
7.0NM to REZOT – REZOT
ZYT : 3.0NM to CC06T – 1.0NM to CC06T
7.0NM to REZOT – REZOT
RWY01L/01R, RWY19L/19R
SPE : 4.0NM to TEKKO – TEKKO

Inappropriate Navaids: See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



RWY01L/01R : Climb on HDG002˚ at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to CHE, to REZOT, to TEKKO at or above 11000FT.

RWY19R/19L : Climb on HDG182˚ at or above 500FT, direct to CC06T, to REZOT, to TEKKO at or above 11000FT.

Note : 5.0% climb gradient required up to 500FT.

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE RNAV SID

REZOT TWO DEPARTURE

RWY01L/01R

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	–	–	002 (352.6)	-9.3	–	–	+500	–	–	RNAV1
002	DF	CC01T	–	–	-9.3	–	–	–	–	–	RNAV1
003	TF	CC02T	–	092 (082.6)	-9.3	4.7	–	–	–	–	RNAV1
004	TF	CC03T	–	182 (172.7)	-9.3	4.0	–	+3000	–	–	RNAV1
005	TF	CHE	–	231 (221.8)	-9.3	8.5	–	–	–	–	RNAV1
006	TF	REZOT	–	256 (246.4)	-9.3	20.0	–	–	–	–	RNAV1
007	TF	TEKKO	–	256 (246.2)	-9.3	9.5	–	+11000	–	–	RNAV1

RWY19R/19L

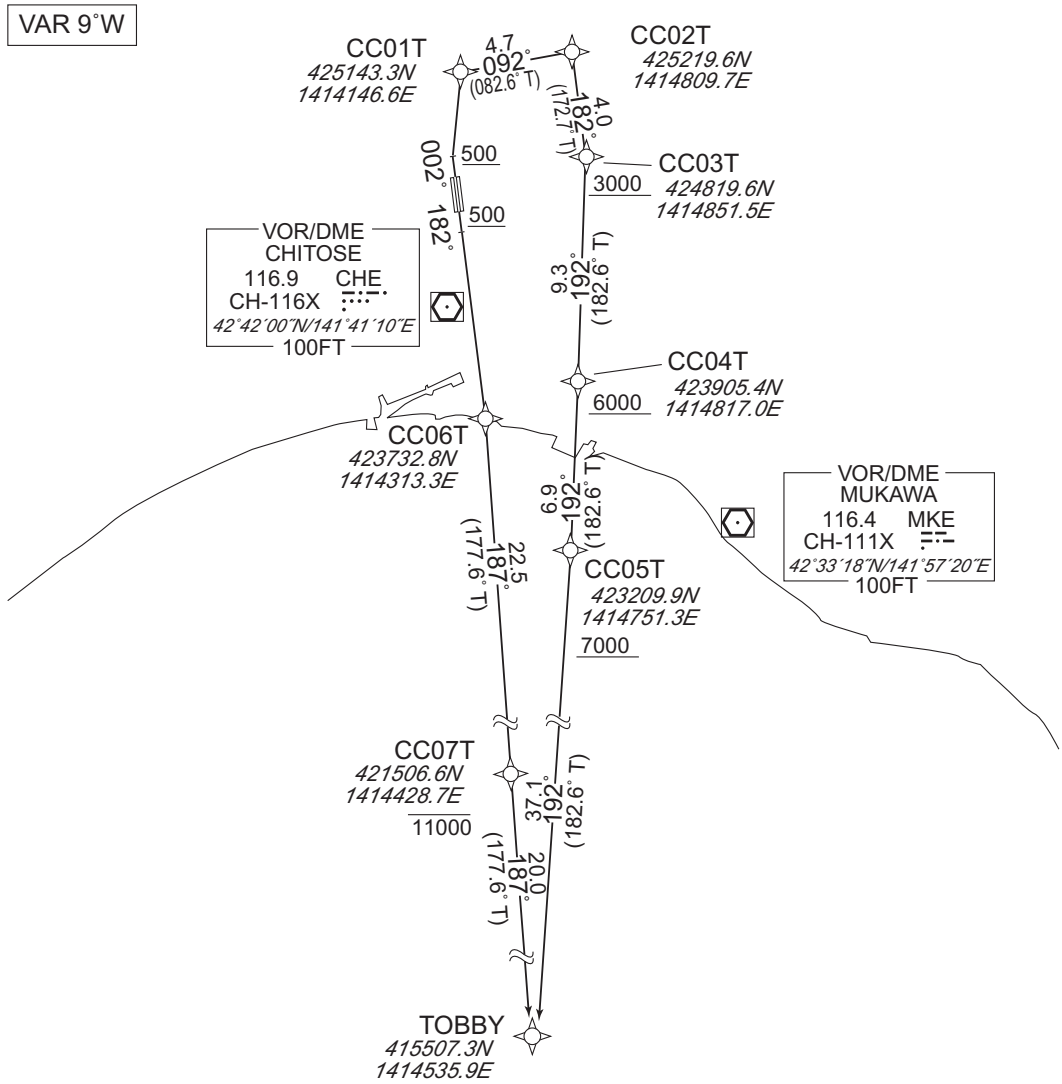
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course [M˚(T˚)]	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	–	–	182 (172.6)	-9.3	–	–	+500	–	–	RNAV1
002	DF	CC06T	–	–	-9.3	–	–	–	–	–	RNAV1
003	TF	REZOT	–	269 (259.9)	-9.3	20.1	–	–	–	–	RNAV1
004	TF	TEKKO	–	256 (246.2)	-9.3	9.5	–	+11000	–	–	RNAV1

CHANGE : Waypoint identifier(CHE).

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE — RNAV SID

JUGGLAR ONE DEPARTURE			RNAV1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.		Critical DME	RWY01L/01R CHE : 2.0NM FM DER – 2.0NM to CC01T 3.0NM to CC04T – CC04T MKE : 4.0NM to CC05T – 23.0NM to TOBBY 12.0NM to TOBBY – 4.0NM to TOBBY SPE : 18.0NM to TOBBY – 4.0NM to TOBBY RWY19L/19R MKE : 3.0NM to CC06T – 3.0NM to TOBBY ZYT : 3.0NM to CC06T – 1.0NM to CC06T SPE : 17.0NM to TOBBY – 3.0NM to TOBBY
DME GAP	RWY01L/01R : DER – 2.0NM FM DER CC04T – 4.0NM to CC05T 4.0NM to TOBBY – TOBBY RWY19L/19R : DER – 3.0NM to CC06T 3.0NM to TOBBY – TOBBY		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1		



RWY01L/01R : Climb on HDG002˚ at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to CC04T at or above 6000FT, to CC05T at or above 7000FT, to TOBBY.

RWY19R/19L : Climb on HDG182˚ at or above 500FT, direct to CC06T, to CC07T at or below 11000FT, to TOBBY.

Note : 5.0% climb gradient required up to 500FT.

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE RNAV SID

JUGGLAR ONE DEPARTURE

RWY01L/01R

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	—	—	002 (352.6)	-9.1	—	—	+500	—	—	RNAV1
002	DF	CC01T	—	—	-9.1	—	—	—	—	—	RNAV1
003	TF	CC02T	—	092 (082.6)	-9.1	4.7	—	—	—	—	RNAV1
004	TF	CC03T	—	182 (172.7)	-9.1	4.0	—	+3000	—	—	RNAV1
005	TF	CC04T	—	192 (182.6)	-9.1	9.3	—	+6000	—	—	RNAV1
006	TF	CC05T	—	192 (182.6)	-9.1	6.9	—	+7000	—	—	RNAV1
007	TF	TOBBY	—	192 (182.6)	-9.1	37.1	—	—	—	—	RNAV1

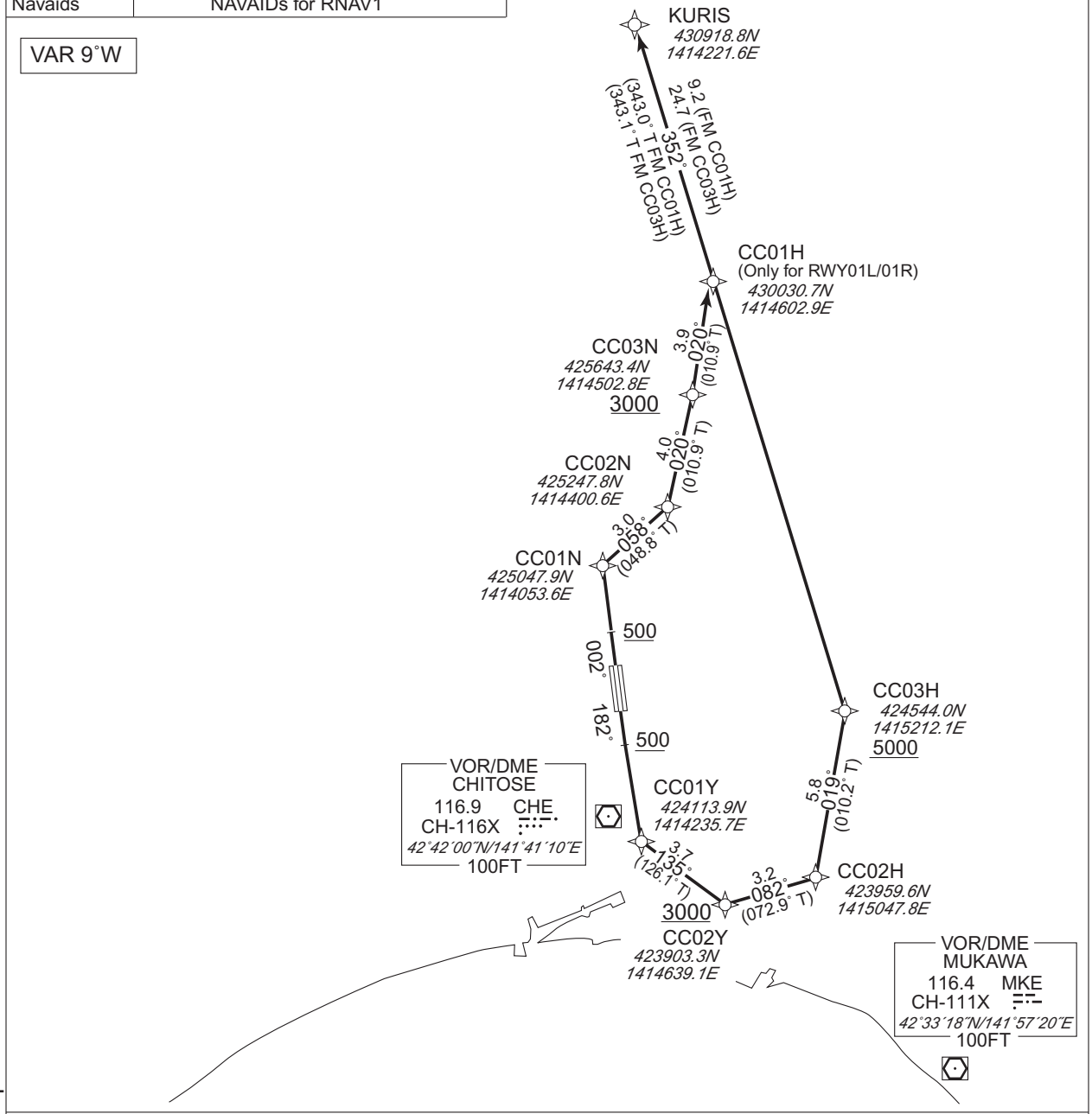
RWY19R/19L

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	—	—	182 (172.6)	-9.1	—	—	+500	—	—	RNAV1
002	DF	CC06T	—	—	-9.1	—	—	—	—	—	RNAV1
003	TF	CC07T	—	187 (177.6)	-9.1	22.5	—	–11000	—	—	RNAV1
004	TF	TOBBY	—	187 (177.6)	-9.1	20.0	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE — RNAV SID

PATRUSH ONE DEPARTURE			RNAV 1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.		Critical DME	RWY01L/01R SPE : 7.0NM to KURIS – KURIS RWY19L/19R SPE : 1.0NM to CC02H – CC02H 7.0NM to KURIS – KURIS CHE : 1.0NM to CC02H – 4.0NM to CC03H
DME GAP	RWY01L/01R : DER – 2.0NM FM DER RWY19L/19R : DER – 1.0NM to CC02H		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1		



CHANGE : Description of VAR and PROC name.

RWY01L/01R : Climb on HDG 002˚ at or above 500FT, direct to CC01N, to CC02N, to CC03N at or above 3000FT, to CC01H, to KURIS.
RWY19R/19L : Climb on HDG 182˚ at or above 500FT, direct to CC01Y, to CC02Y at or above 3000FT, to CC02H, to CC03H at or above 5000FT, to KURIS.

Note : 5.0% climb gradient required up to 500FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE RNAV SID

PATRUSH ONE DEPARTURE

RWY01L/01R

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	—	—	002 (352.6)	-9.1	—	—	+500	—	—	RNAV1
002	DF	CC01N	—	—	-9.1	—	—	—	—	—	RNAV1
003	TF	CC02N	—	058 (048.8)	-9.1	3.0	—	—	—	—	RNAV1
004	TF	CC03N	—	020 (010.9)	-9.1	4.0	—	+3000	—	—	RNAV1
005	TF	CC01H	—	020 (010.9)	-9.1	3.9	—	—	—	—	RNAV1
006	TF	KURIS	—	352 (343.0)	-9.1	9.2	—	—	—	—	RNAV1

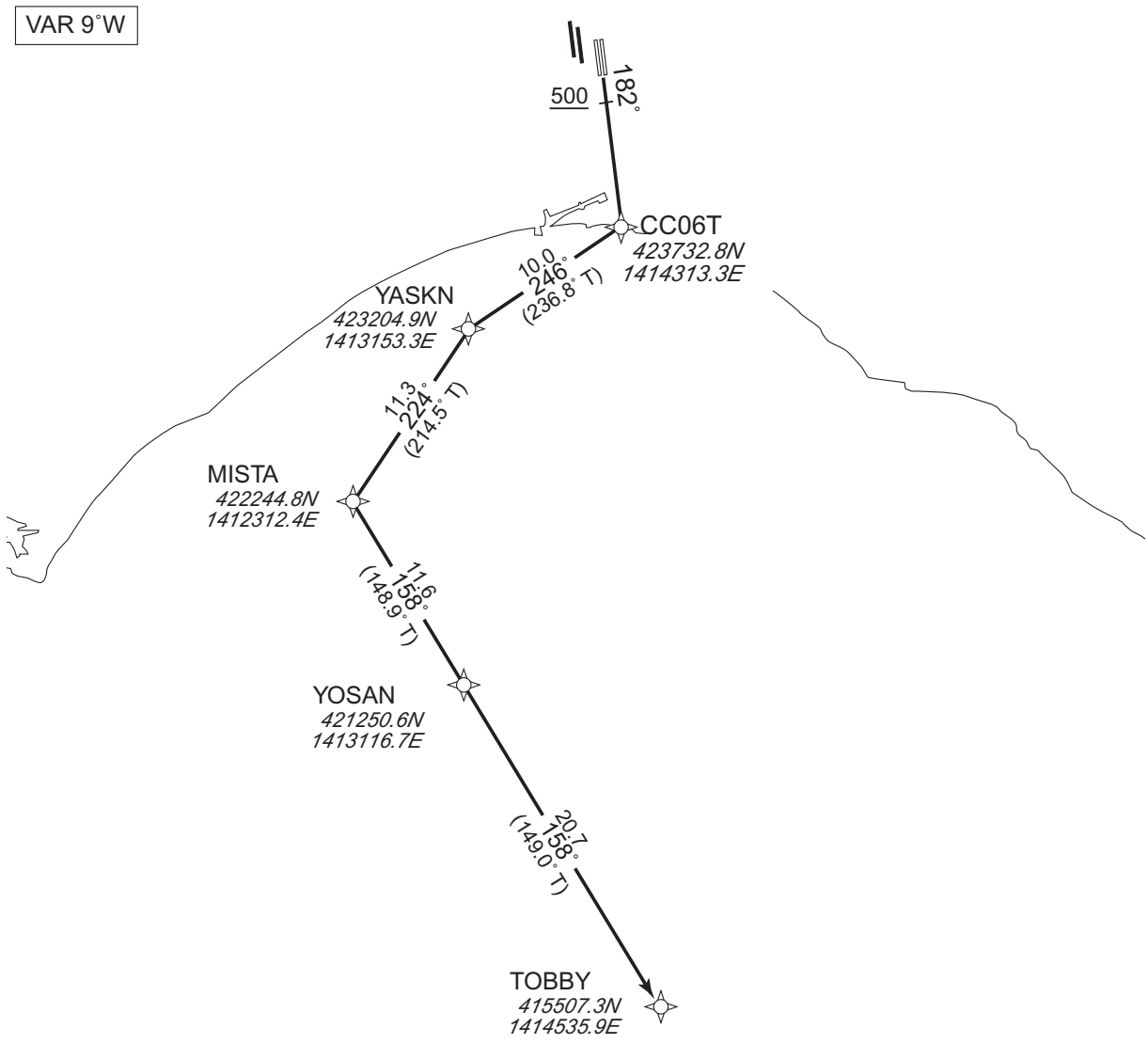
RWY19R/19L

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	—	—	182 (172.6)	-9.1	—	—	+500	—	—	RNAV1
002	DF	CC01Y	—	—	-9.1	—	—	—	—	—	RNAV1
003	TF	CC02Y	—	135 (126.1)	-9.1	3.7	—	+3000	—	—	RNAV1
004	TF	CC02H	—	082 (072.9)	-9.1	3.2	—	—	—	—	RNAV1
005	TF	CC03H	—	019 (010.2)	-9.1	5.8	—	+5000	—	—	RNAV1
006	TF	KURIS	—	352 (343.1)	-9.1	24.7	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE — RNAV SID

YOSAN ONE DEPARTURE			RNAV1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.		Critical DME	RWY19L/19R MKE : 3.0NM to CC06T – 6.0NM to YASKN 3.0NM to YASKN – 1.0NM to YASKN YASKN – 3.0NM to YOSAN 5.0NM to TOBBY – 3.0NM to TOBBY ZYT : 3.0NM to CC06T – 1.0NM to CC06T YASKN – 5.0NM to MISTA SPE : 5.0NM to TOBBY – 3.0NM to TOBBY HWE : 19.0NM to TOBBY – 17.0NM to TOBBY 4.0NM to TOBBY – TOBBY
DME GAP	RWY19L/19R : DER – 3.0NM to CC06T		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1		



RWY19R/19L : Climb on HDG182˚ at or above 500FT, direct to CC06T, to YASKN, to MISTA, to YOSAN, to TOBBY.

Note : 5.0% climb gradient required up to 500FT.

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE RNAV SID

YOSAN ONE DEPARTURE

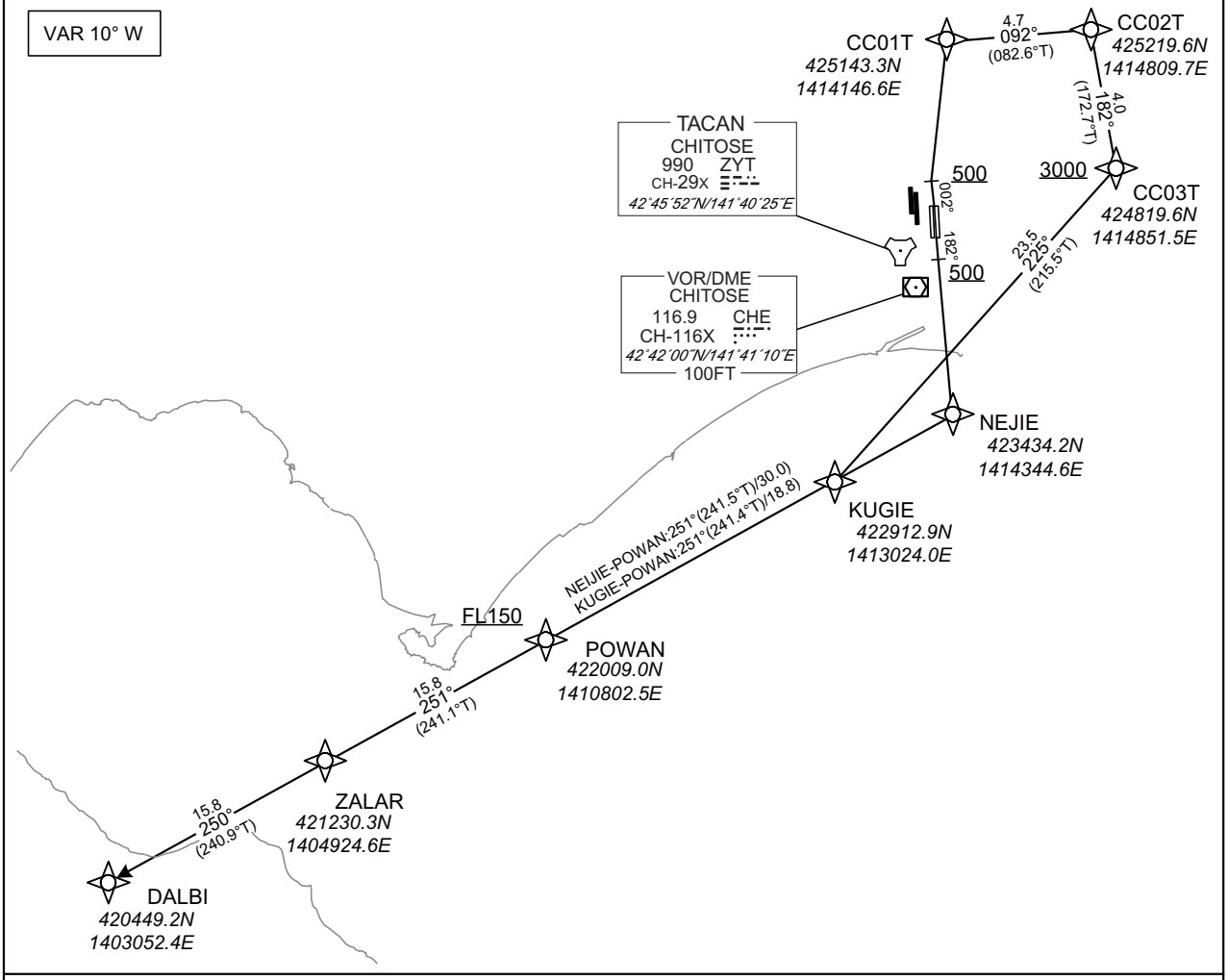
RWY19R/19L

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	–	–	182 (172.6)	-9.3	–	–	+500	–	–	RNAV1
002	DF	CC06T	–	–	-9.3	–	–	–	–	–	RNAV1
003	TF	YASKN	–	246 (236.8)	-9.3	10.0	–	–	–	–	RNAV1
004	TF	MISTA	–	224 (214.5)	-9.3	11.3	–	–	–	–	RNAV1
005	TF	YOSAN	–	158 (148.9)	-9.3	11.6	–	–	–	–	RNAV1
006	TF	TOBBY	–	158 (149.0)	-9.3	20.7	–	–	–	–	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE — RNAV SID

DALBI ONE DEPARTURE			RNAV1
Note 1) DME/DME/IRU or GNSS required. ※ The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.		Critical DME	RWY01L/01R CHE : 2.0NM FM DER – 2.0NM to CC01T 19.0NM to KUGIE - 18.0NM to KUGIE ZYT : 16.0NM to KUGIE - 13.0NM to KUGIE MKE : 16.0NM to KUGIE - 12.0NM to KUGIE RWY19L/19R MKE : 6.0NM to NEJIE - 2.0NM to NEJIE NEJIE - 26.8NM to POWAN
DME GAP	RWY01L/01R : DER – 2.0NM FM DER 18.0NM to KUGIE - 15.0NM to KUGIE RWY19L/19R : DER – 6.0NM to NEJIE		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1		



RWY01L/01R : Climb on HDG002° at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to KUGIE, to POWAN at or above FL150, to ZALAR, to DALBI.
RWY19R/19L : Climb on HDG182° at or above 500FT, direct to NEJIE, to POWAN at or above FL150, to ZALAR, to DALBI.

Note : 5.0% climb gradient required up to 500FT.

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE RNAV SID

DALBI ONE DEPARTURE

RWY01L/01R

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	—	-	002 (352.6)	-9.5	-	-	+500	-	-	RNAV1
002	DF	CC01T	-	—	-9.5	-	-	-	-	-	RNAV1
003	TF	CC02T	-	092 (082.6)	-9.5	4.7	-	-	-	-	RNAV1
004	TF	CC03T	-	182 (172.7)	-9.5	4.0	-	+3000	-	-	RNAV1
005	TF	KUGIE	-	225 (215.5)	-9.5	23.5	-	-	-	-	RNAV1
006	TF	POWAN	-	251 (241.4)	-9.5	18.8	-	+FL150	-	-	RNAV1
007	TF	ZALAR	-	251 (241.1)	-9.5	15.8	-	-	-	-	RNAV1
008	TF	DALBI	-	250 (240.9)	-9.5	15.8	-	-	-	-	RNAV1

RWY19R/19L

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	—	-	182 (172.6)	-9.5	-	-	+500	-	-	RNAV1
002	DF	NEJIE	-	—	-9.5	-	-	-	-	-	RNAV1
003	TF	POWAN	-	251 (241.5)	-9.5	30.0	-	+FL150	-	-	RNAV1
004	TF	ZALAR	-	251 (241.1)	-9.5	15.8	-	-	-	-	RNAV1
005	TF	DALBI	-	250 (240.9)	-9.5	15.8	-	-	-	-	RNAV1

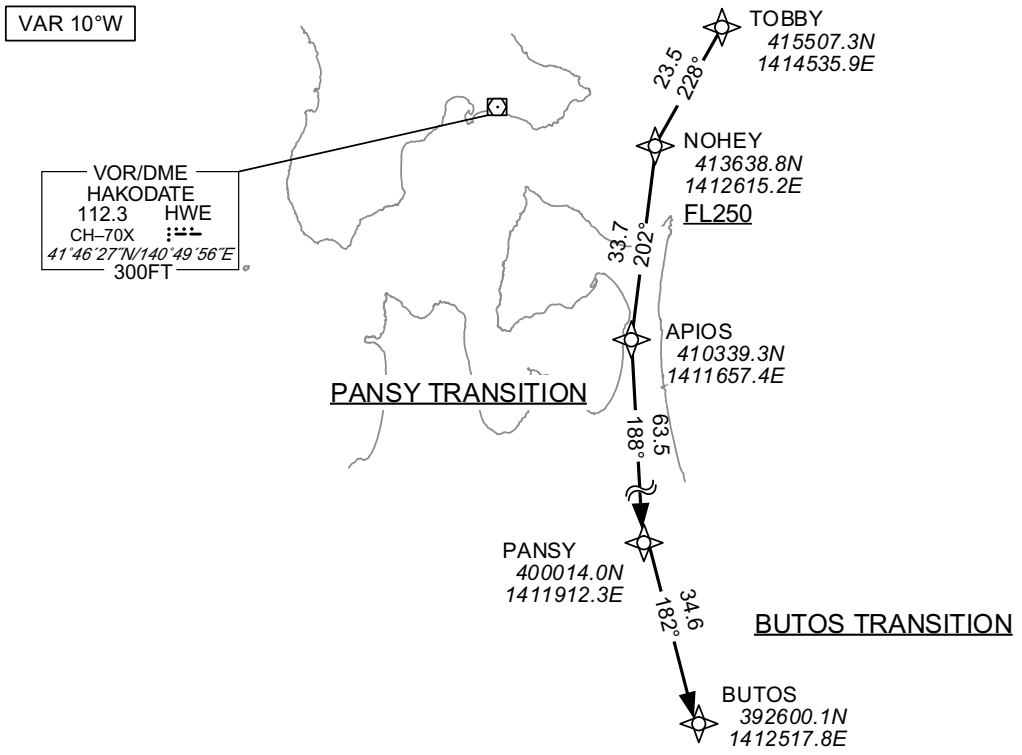
CHANGE : New PROC

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE — RNAV TRANSITION

PANSY TRANSITION/BUTOS TRANSITION	RNAV 1

Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	-
	DME GAP	-
	Inappropriate Navaids	See AD1.1.6.10.3 Inappropriate NAVAIDs for RNAV1



PANSY TRANSITION

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

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	TOBBY	—	—	-9.5	—	—	—	—	—	RNAV1
002	TF	NOHEY	—	228 (218.1)	-9.5	23.5	—	+FL250	—	—	RNAV1
003	TF	APIOS	—	202 (192.0)	-9.5	33.7	—	—	—	—	RNAV1
004	TF	PANSY	—	188 (178.4)	-9.5	63.5	—	—	—	—	RNAV1

BUTOS TRANSITION

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

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	TOBBY	—	—	-9.5	—	—	—	—	—	RNAV1
002	TF	NOHEY	—	228 (218.1)	-9.5	23.5	—	+FL250	—	—	RNAV1
003	TF	APIOS	—	202 (192.0)	-9.5	33.7	—	—	—	—	RNAV1
004	TF	PANSY	—	188 (178.4)	-9.5	63.5	—	—	—	—	RNAV1
005	TF	BUTOS	—	182 (172.2)	-9.5	34.6	—	—	—	—	RNAV1

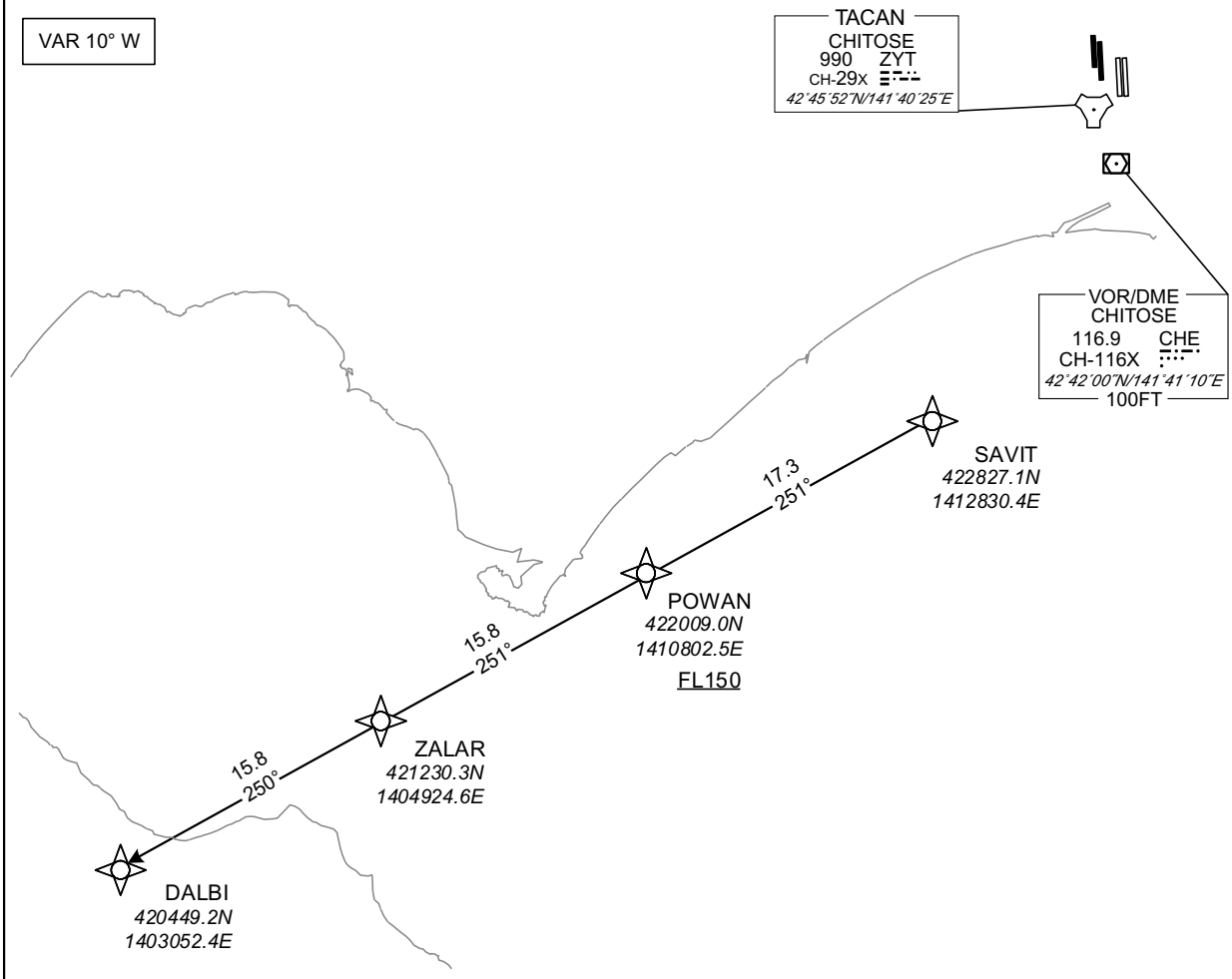
CHANGE : Description of VAR.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV TRANSITION

SHUYU TRANSITION		RNAV1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	-
	DME GAP	-
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



From SAVIT, to POWAN at or above FL150, to ZALAR, to DALBI.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	SAVIT	-	-	-9.5	-	-	-	-	-	RNAV1
002	TF	POWAN	-	251 (241.3)	-9.5	17.3	-	+FL150	-	-	RNAV1
003	TF	ZALAR	-	251 (241.1)	-9.5	15.8	-	-	-	-	RNAV1
004	TF	DALBI	-	250 (240.9)	-9.5	15.8	-	-	-	-	RNAV1

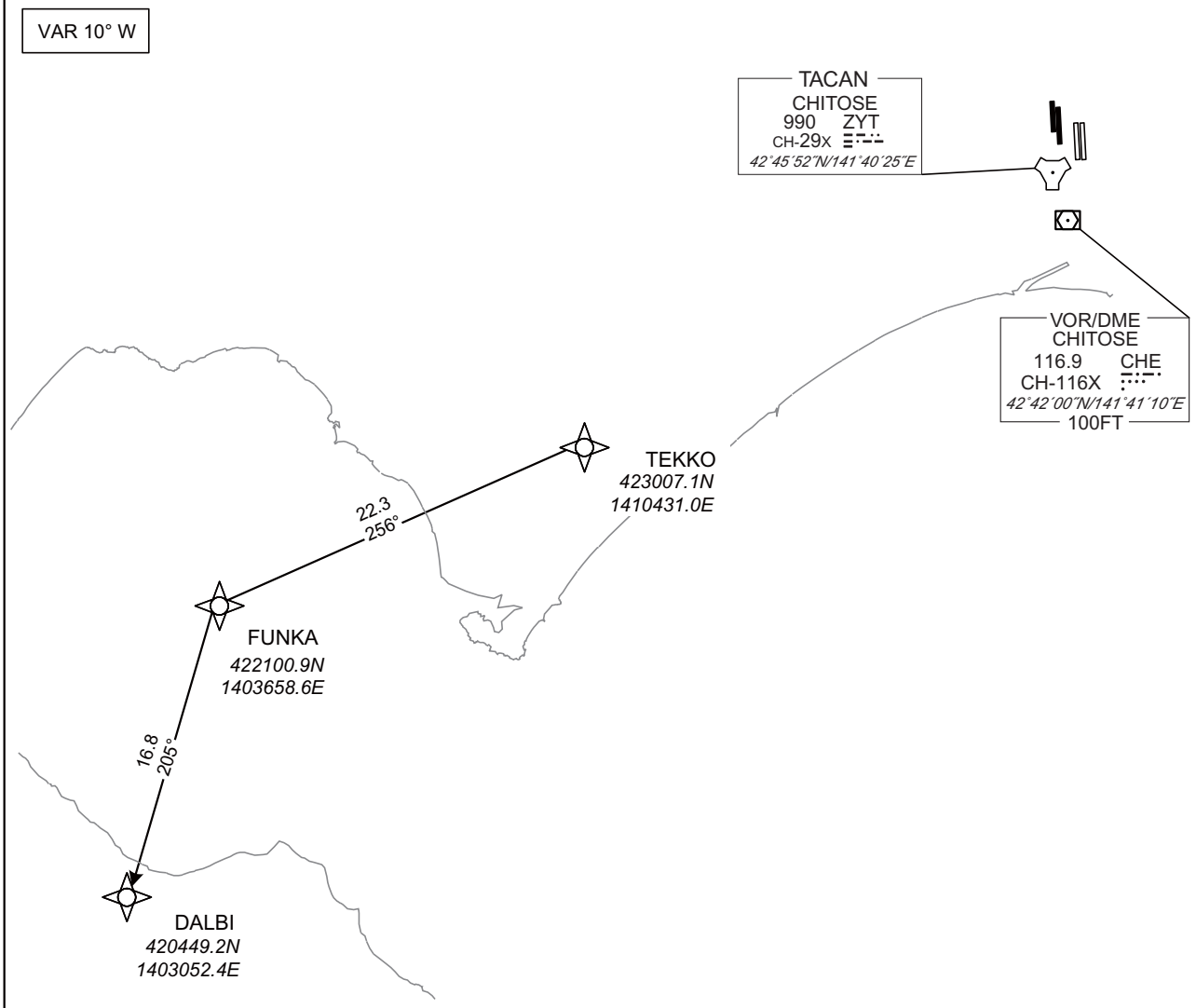
CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV TRANSITION

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



From TEKKO, to FUNKA, to DALBI.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	TEKKO	-	-	-9.5	-	-	-	-	-	RNAV1
002	TF	FUNKA	-	256 (246.0)	-9.5	22.3	-	-	-	-	RNAV1
003	TF	DALBI	-	205 (195.6)	-9.5	16.8	-	-	-	-	RNAV1

CHANGE : Description of VAR and PROC name.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE STAR

YUKII WEST ARRIVAL

From over NAVER, via CHE R201 to intercept and proceed via MKE R241...

for ILS Z or LOC Z RWY01L : ...to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at 2000FT.

for ILS Y or LOC Y RWY01L : ...to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at or above 3000FT.

for ILS Z or LOC Z RWY01R : ...to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at 2000FT.

for ILS Y or LOC Y RWY01R : ...to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at or above 3000FT.

YUKII EAST ARRIVAL

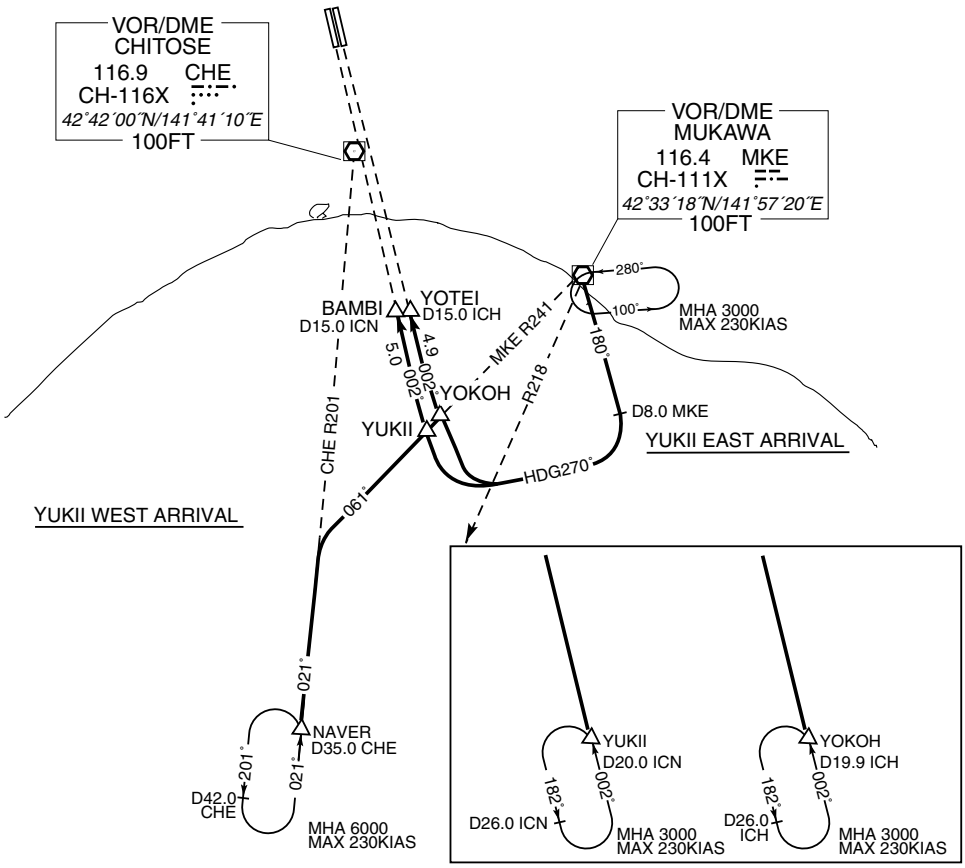
From over MKE VOR/DME, via MKE R180 to 8.0DME, turn right, via HDG 270˚ to intercept and proceed via ...

for ILS Z or LOC Z RWY01L : ...ICN-LOC to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at 2000FT.

for ILS Y or LOC Y RWY01L : ...ICN-LOC to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at or above 3000FT.

for ILS Z or LOC Z RWY01R : ...ICH-LOC to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at 2000FT.

for ILS Y or LOC Y RWY01R : ...ICH-LOC to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at or above 3000FT.



STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE STAR

CHITOSE NR.1 ARRIVAL

From over CHE VOR/DME, via CHE R045 to intercept and proceed via MKE R360, via MKE 31.1DME counterclockwise ARC...

for ILS or LOC RWY19R : ...to ISIYA.
Cross MKE R360/25.0DME at or below 7000FT,
cross MKE R360/30.0DME at or above 5000FT,
cross ISIYA at or above 3000FT.

for VOR Z RWY19L : ...to SHINE, via CHE R011 to MAOIE.
Cross MKE R360/25.0DME at or below 7000FT,
cross MKE R360/30.0DME at or above 5000FT,
cross SHINE at or above 3000FT.
cross MAOIE at 2000FT.

YUBARI ARRIVAL

From over NAVER, via CHE R201 to intercept and proceed via MKE R241 to MKE VOR/DME, via MKE R360, via MKE 31.1DME counterclockwise ARC...

for ILS or LOC RWY19R : ...to ISIYA.
Cross MKE R360/13.0DME at or above 12000FT,
cross MKE R360/25.0DME at or below 7000FT,
cross MKE R360/30.0DME at or above 5000FT,
cross ISIYA at or above 3000FT.

for VOR Z RWY19L : ...to SHINE, via CHE R011 to MAOIE.
Cross MKE R360/13.0DME at or above 12000FT,
cross MKE R360/25.0DME at or below 7000FT,
cross MKE R360/30.0DME at or above 5000FT,
cross SHINE at or above 3000FT.
cross MAOIE at 2000FT.

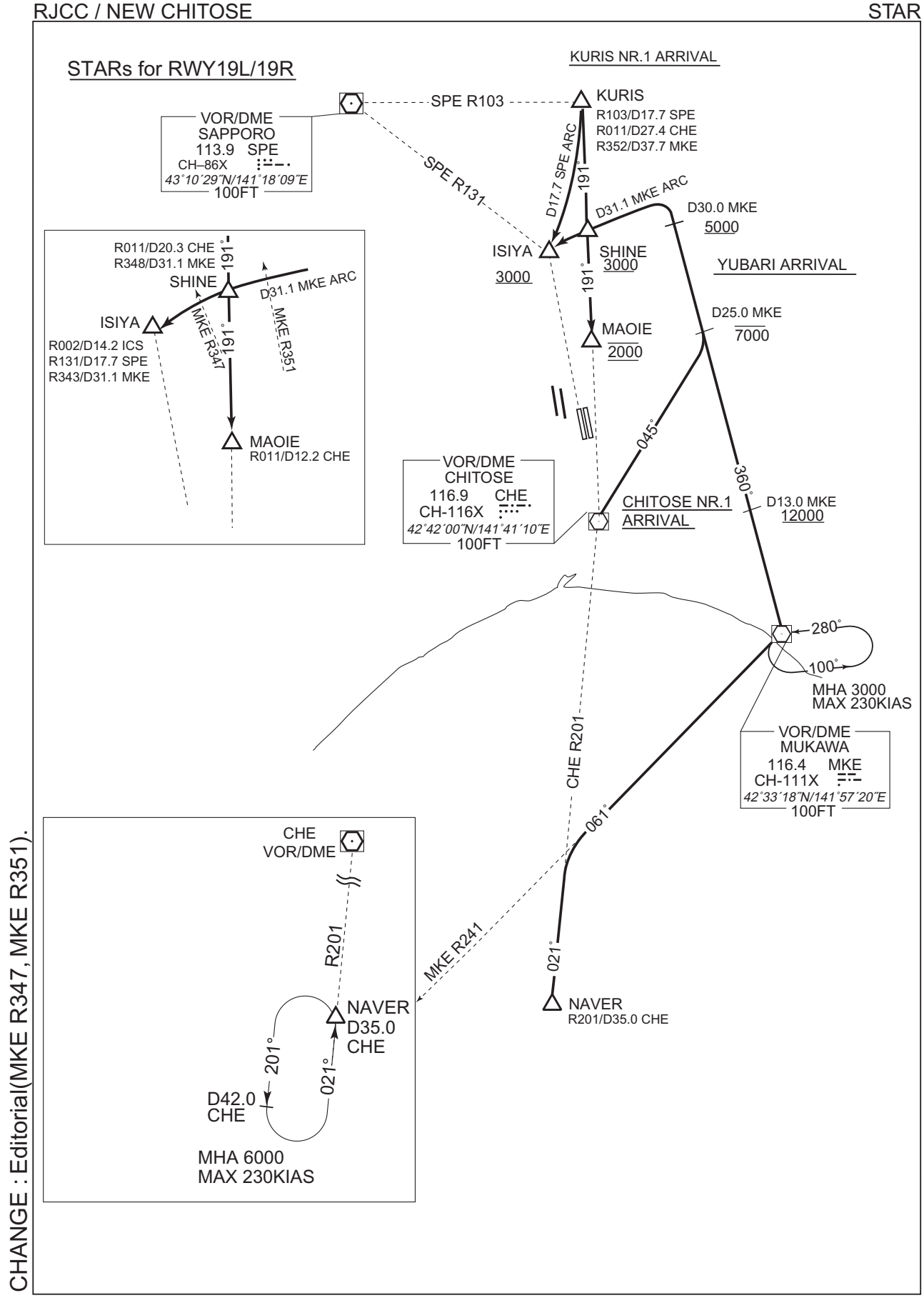
KURIS NR.1 ARRIVAL

for ILS or LOC RWY19R : From over KURIS, via SPE 17.7DME clockwise ARC to ISIYA.
Cross ISIYA at or above 3000FT.

for VOR Z RWY19L : From over KURIS, via CHE R011 to MAOIE via SHINE.
Cross SHINE at or above 3000FT, cross MAOIE at 2000FT.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE STAR



CHANGE : Editorial(MKE R347, MKE R351).

RJCC / NEW CHITOSE STAR

CHITOSE NR.2 ARRIVAL

From over CHE VOR/DME, via CHE R045 to intercept and proceed via MKE R360, via MKE 31.2DME counterclockwise ARC to NAPRO.

Cross MKE R360/25.0DME at or below 7000FT,
cross MKE R360/30.0DME at or above 5000FT,
cross NAPRO at or above 3000FT.

NAPRO EAST ARRIVAL

From over NAVER, via CHE R201 to intercept and proceed via MKE R241 to MKE VOR/DME, via MKE R360, via MKE 31.2DME counterclockwise ARC to NAPRO.

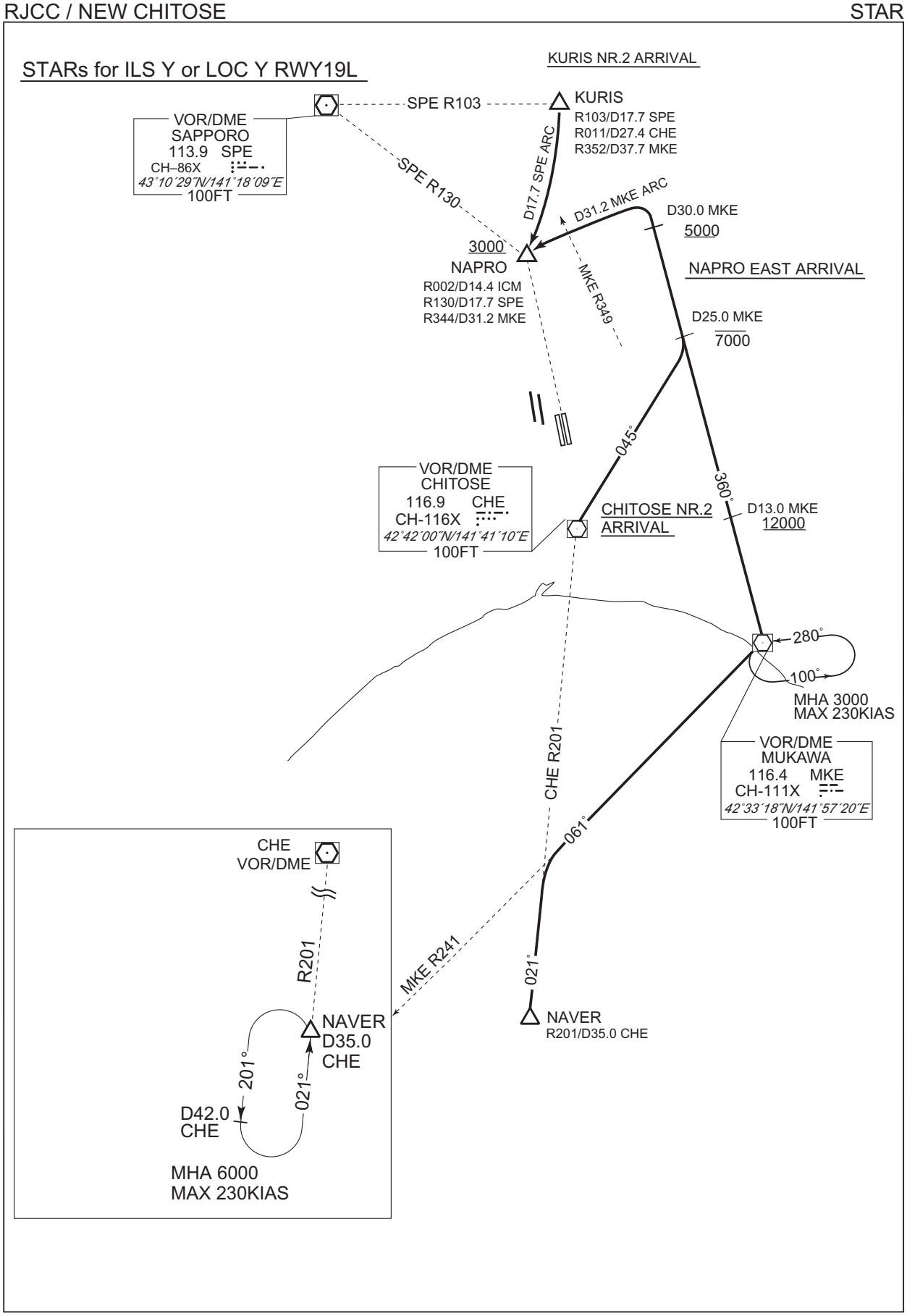
Cross MKE R360/13.0DME at or above 12000FT,
cross MKE R360/25.0DME at or below 7000FT,
cross MKE R360/30.0DME at or above 5000FT,
cross NAPRO at or above 3000FT.

KURIS NR.2 ARRIVAL

From over KURIS, via SPE 17.7DME clockwise ARC to NAPRO.
Cross NAPRO at or above 3000FT.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE STAR



CHANGE : Editorial(MKE R349).

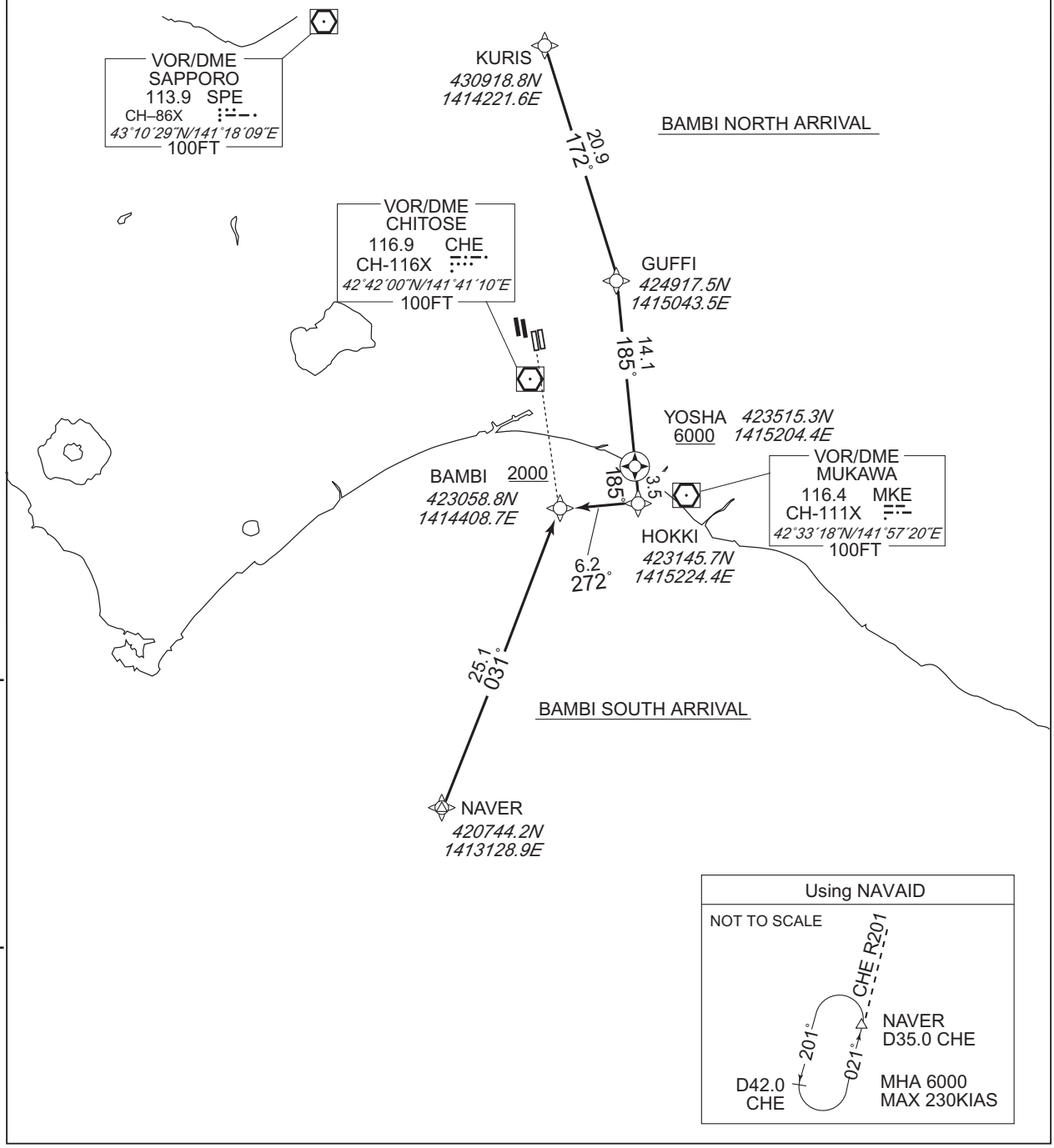
STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE — RNAV STAR RWY01L

BAMBI SOUTH ARRIVAL BAMBI NORTH ARRIVAL	RNAV 1

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

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY01L

BAMBI SOUTH ARRIVAL

From NAVER, to BAMBI at or above 2000FT.

Critical DME	CHE, MKE : 19.0NM to BAMBI - BAMBI
DME GAP	NAVER - 19.0NM to BAMBI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	BAMBI	–	031 (022.0)	-9.3	25.1	–	+2000	–	–	RNAV1

BAMBI NORTH ARRIVAL

From KURIS, to GUFFI, to YOSHA at or above 6000FT, to HOKKI, to BAMBI at or above 2000FT.

Critical DME	SPE : KURIS - 10.0NM to GUFFI CHE : 13.0NM to YOSHA - 3.0NM to YOSHA HOKKI - BAMBI MKE : HOKKI - BAMBI
DME GAP	3.0NM to YOSHA - HOKKI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KURIS	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	GUFFI	–	172 (162.9)	-9.3	20.9	–	–	–	–	RNAV1
003	TF	YOSHA	Y	185 (175.9)	-9.3	14.1	–	+6000	–	–	RNAV1
004	TF	HOKKI	–	185 (175.9)	-9.3	3.5	–	–	–	–	RNAV1
005	TF	BAMBI	–	272 (262.8)	-9.3	6.2	–	+2000	–	–	RNAV1

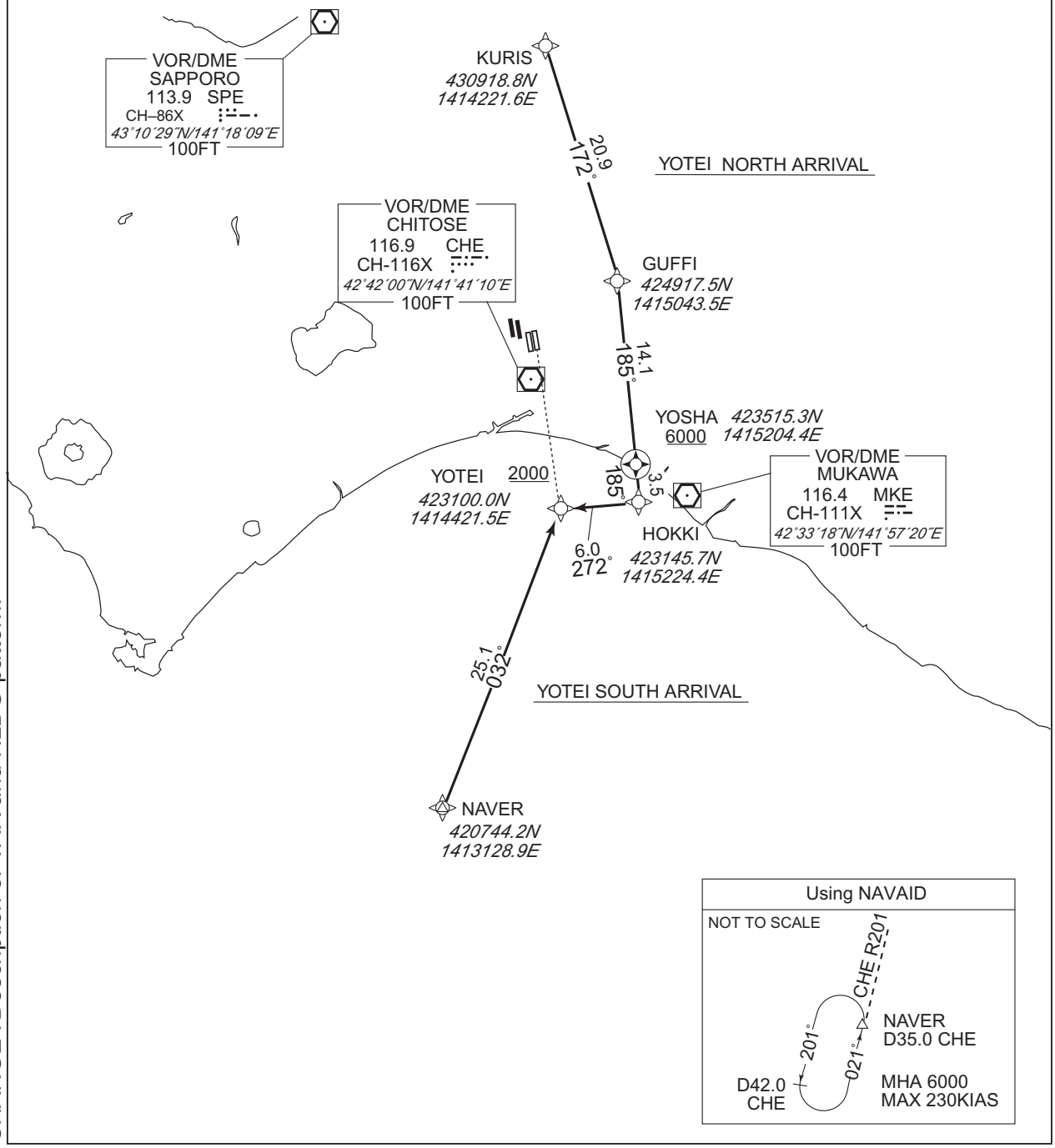
STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE — RNAV STAR RWY01R

YOTEI SOUTH ARRIVAL YOTEI NORTH ARRIVAL	RNAV 1

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

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY01R

YOTEI SOUTH ARRIVAL

From NAVER, to YOTEI at or above 2000FT.

Critical DME	CHE, MKE : 19.0NM to YOTEI - YOTEI
DME GAP	NAVER - 19.0NM to YOTEI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	YOTEI	–	032 (022.3)	-9.3	25.1	–	+2000	–	–	RNAV1

YOTEI NORTH ARRIVAL

From KURIS, to GUFFI, to YOSHA at or above 6000FT, to HOKKI, to YOTEI at or above 2000FT.

Critical DME	SPE : KURIS - 10.0NM to GUFFI CHE : 13.0NM to YOSHA - 3.0NM to YOSHA HOKKI - YOTEI MKE : HOKKI - YOTEI
DME GAP	3.0NM to YOSHA - HOKKI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KURIS	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	GUFFI	–	172 (162.9)	-9.3	20.9	–	–	–	–	RNAV1
003	TF	YOSHA	Y	185 (175.9)	-9.3	14.1	–	+6000	–	–	RNAV1
004	TF	HOKKI	–	185 (175.9)	-9.3	3.5	–	–	–	–	RNAV1
005	TF	YOTEI	–	272 (262.8)	-9.3	6.0	–	+2000	–	–	RNAV1

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

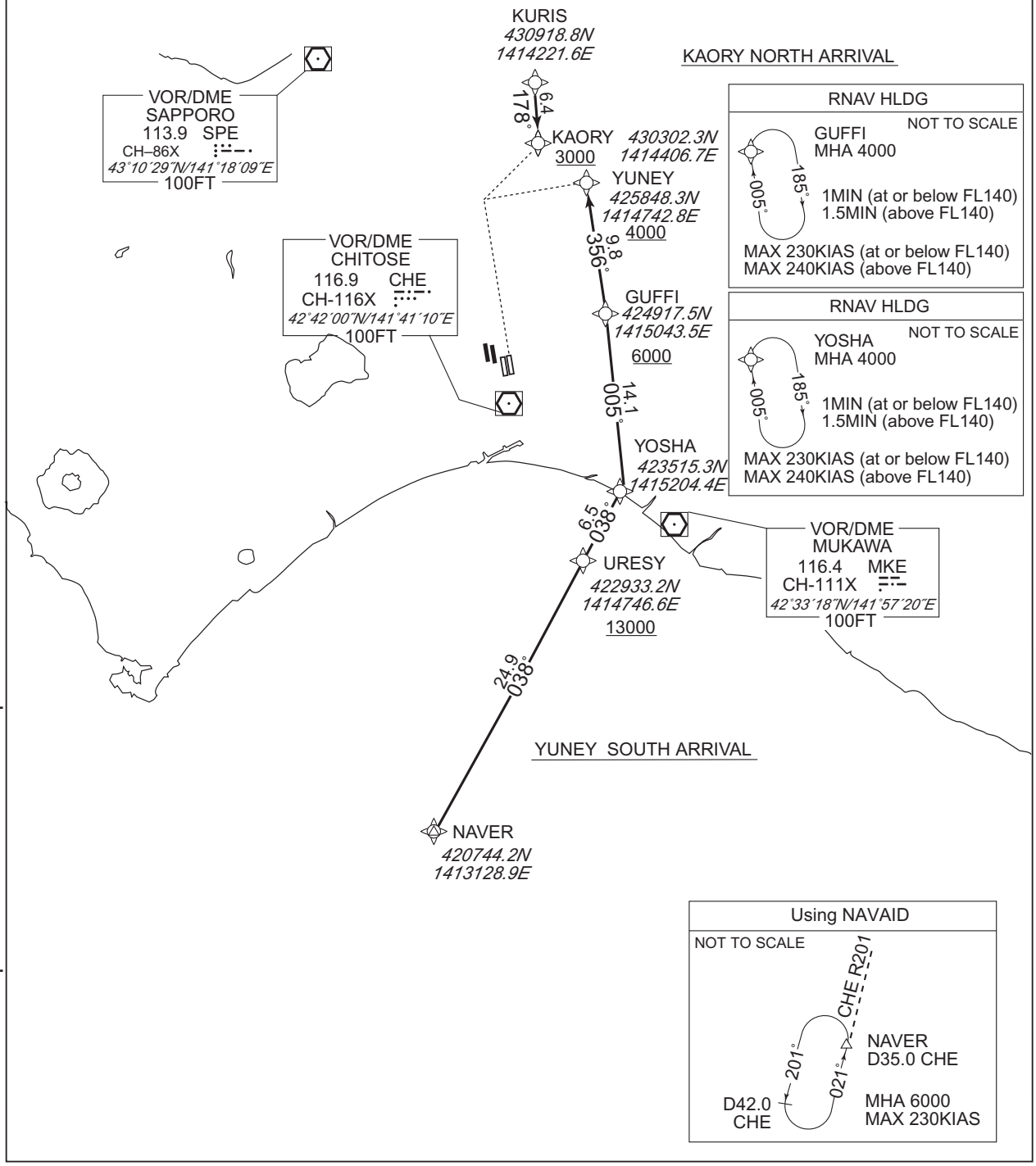
RNAV STAR RWY19L

YUNEY SOUTH ARRIVAL
KAORY NORTH ARRIVAL

RNAV 1

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

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19L

YUNEY SOUTH ARRIVAL

From NAVER, to URESY at or above 13000FT, to YOSHA, to GUFFI at or above 6000FT, to YUNEY at or above 4000FT.

Critical DME	CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA
DME GAP	NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	URESY	–	038 (028.8)	-9.3	24.9	–	+13000	–	–	RNAV1
003	TF	YOSHA	–	038 (029.0)	-9.3	6.5	–	–	–	–	RNAV1
004	TF	GUFFI	–	005 (356.0)	-9.3	14.1	–	+6000	–	–	RNAV1
005	TF	YUNEY	–	356 (346.9)	-9.3	9.8	–	+4000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	GUFFI	005 (356.0)	-9.3	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1
Hold	YOSHA	005 (356.0)	-9.3	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19L

KAORY NORTH ARRIVAL

From KURIS, to KAORY at or above 3000FT.

Critical DME	SPE : KURIS - KAORY
DME GAP	–
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KURIS	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	KAORY	–	178 (168.4)	-9.3	6.4	–	+3000	–	–	RNAV1

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

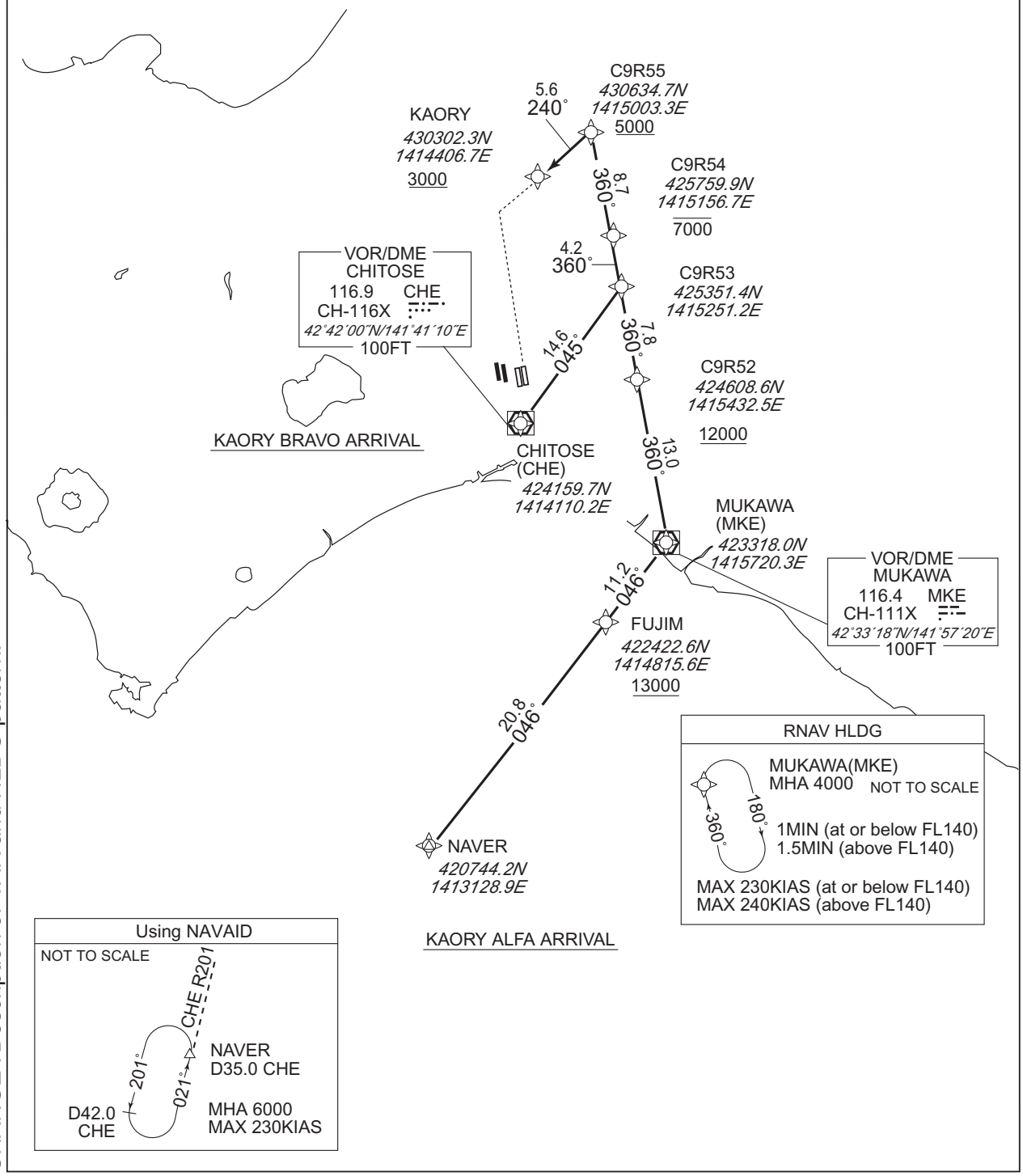
RNAV STAR RWY19L

KAORY ALFA ARRIVAL
KAORY BRAVO ARRIVAL

RNAV 1

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

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19L

KAORY ALFA ARRIVAL

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

Critical DME	SPE: C9R55 - KAORY MKE: 10.0NM to MKE - 3.0NM to MKE 10.0NM to C9R52 - 8.0NM to C9R52
DME GAP	3.0NM to MKE - 10.0NM to C9R52
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	FUJIM	–	046 (036.6)	-9.3	20.8	–	+13000	–	–	RNAV1
003	TF	MKE	–	046 (036.8)	-9.3	11.2	–	–	–	–	RNAV1
004	TF	C9R52	–	360 (350.9)	-9.3	13.0	–	+12000	–	–	RNAV1
005	TF	C9R53	–	360 (350.9)	-9.3	7.8	–	–	–	–	RNAV1
006	TF	C9R54	–	360 (350.9)	-9.3	4.2	–	-7000	–	–	RNAV1
007	TF	C9R55	–	360 (350.9)	-9.3	8.7	–	+5000	–	–	RNAV1
008	TF	KAORY	–	240 (230.8)	-9.3	5.6	–	+3000	–	–	RNAV1

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

CHANGE : Waypoint identifier(MKE).

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19L

KAORY BRAVO ARRIVAL

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

Critical DME	SPE: C9R55 - KAORY
DME GAP	CHE - 11.0NM to C9R53
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CHE	—	—	-9.3	—	—	—	—	—	RNAV1
002	TF	C9R53	—	045 (035.8)	-9.3	14.6	—	—	—	—	RNAV1
003	TF	C9R54	—	360 (350.9)	-9.3	4.2	—	-7000	—	—	RNAV1
004	TF	C9R55	—	360 (350.9)	-9.3	8.7	—	+5000	—	—	RNAV1
005	TF	KAORY	—	240 (230.8)	-9.3	5.6	—	+3000	—	—	RNAV1

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

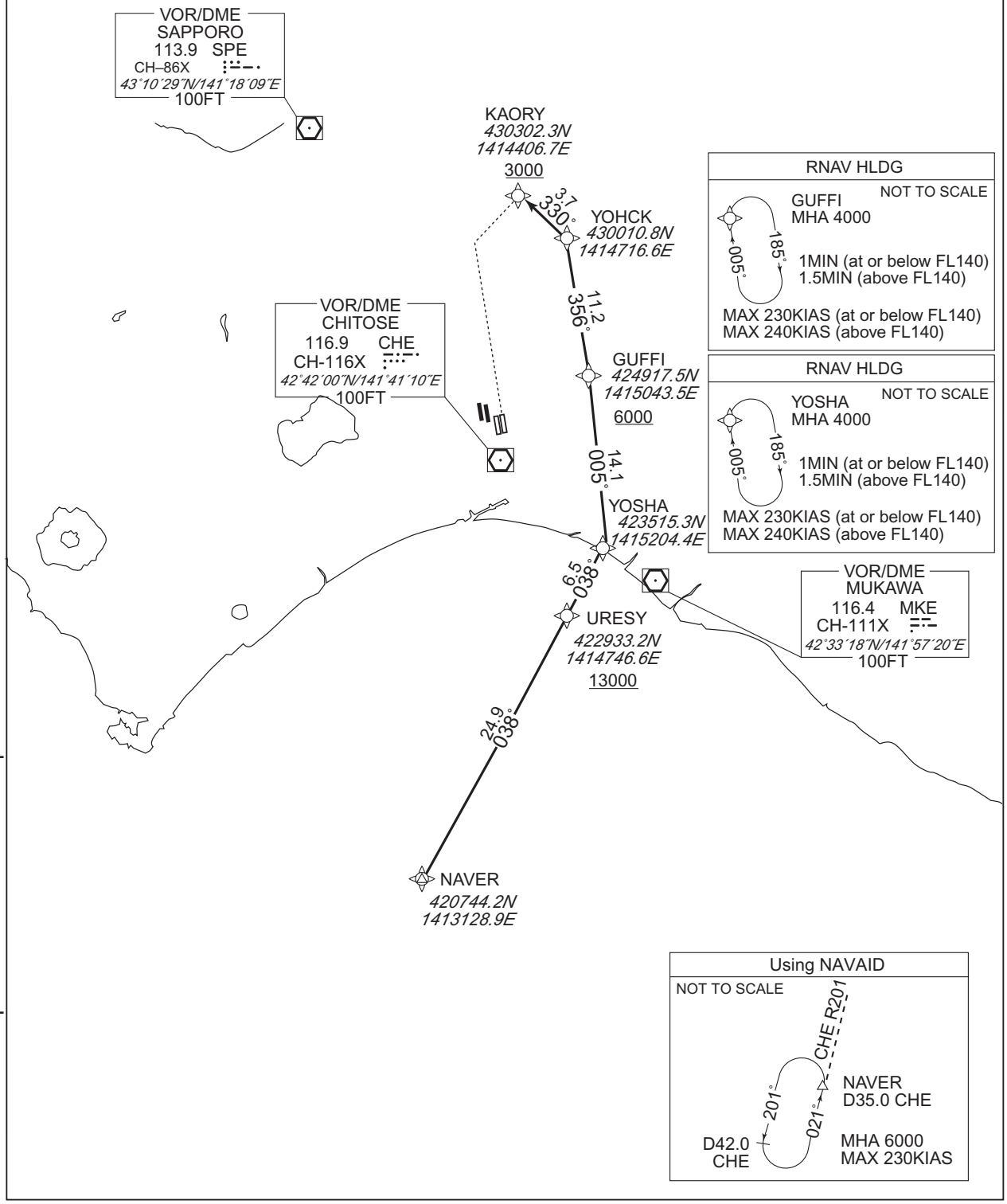
RNAV STAR RWY19L

NAVER ARRIVAL

RNAV 1

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

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19L

NAVER ARRIVAL

From NAVER, to URESY at or above 13000FT, to YOSHA, to GUFFI at or above 6000FT, to YOHCK, to KAORY at or above 3000FT.

Critical DME	CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA SPE : YOHCK - KAORY
DME GAP	NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	URESY	–	038 (028.8)	-9.3	24.9	–	+13000	–	–	RNAV1
003	TF	YOSHA	–	038 (029.0)	-9.3	6.5	–	–	–	–	RNAV1
004	TF	GUFFI	–	005 (356.0)	-9.3	14.1	–	+6000	–	–	RNAV1
005	TF	YOHCK	–	356 (346.9)	-9.3	11.2	–	–	–	–	RNAV1
006	TF	KAORY	–	330 (320.9)	-9.3	3.7	–	+3000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course ˚M(˚T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	GUFFI	005 (356.0)	-9.3	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1
Hold	YOSHA	005 (356.0)	-9.3	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1

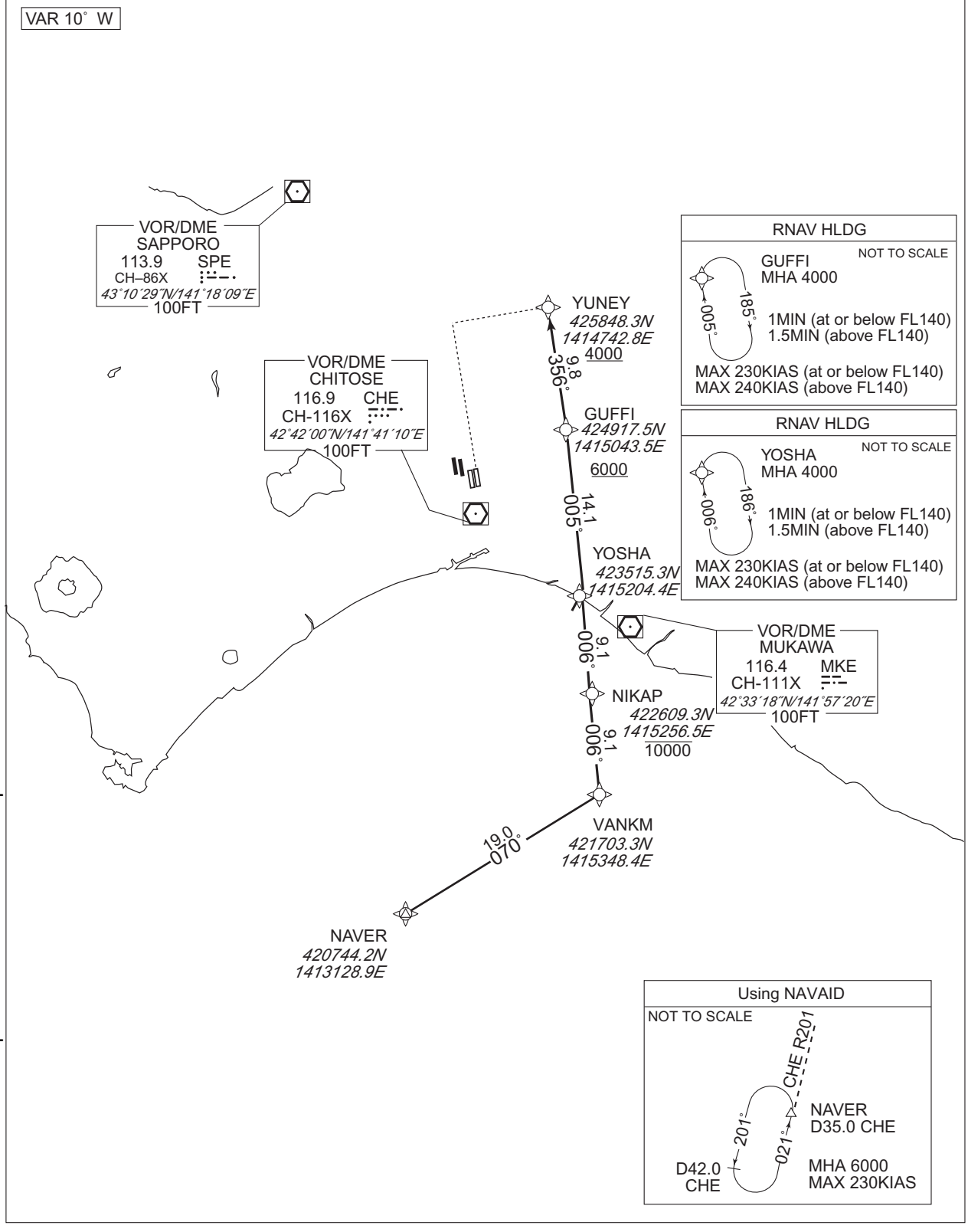
STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

YUNEY EAST ARRIVAL	RNAV 1

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



CHANGE : Description of VAR and HLDG pattern.

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19L

YUNEY EAST ARRIVAL

From NAVER, to VANKM, to NIKAP at or below 10000FT, to YOSHA, to GUFFI at or above 6000FT, to YUNEY at or above 4000FT.

Critical DME	CHE : 10.0NM to GUFFI - GUFFI MKE : 7.0NM to VANKM - YOSHA
DME GAP	YOSHA - 10.0NM to GUFFI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.5	–	–	–	–	–	RNAV1
002	TF	VANKM	–	070 (060.5)	-9.5	19.0	–	–	–	–	RNAV1
003	TF	NIKAP	–	006 (356.0)	-9.5	9.1	–	-10000	–	–	RNAV1
004	TF	YOSHA	–	006 (356.0)	-9.5	9.1	–	–	–	–	RNAV1
005	TF	GUFFI	–	005 (356.0)	-9.5	14.1	–	+6000	–	–	RNAV1
006	TF	YUNEY	–	356 (347.0)	-9.5	9.8	–	+4000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	GUFFI	005 (356.0)	-9.5	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1
Hold	YOSHA	006 (356.0)	-9.5	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1

CHANGE : Critical DME

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

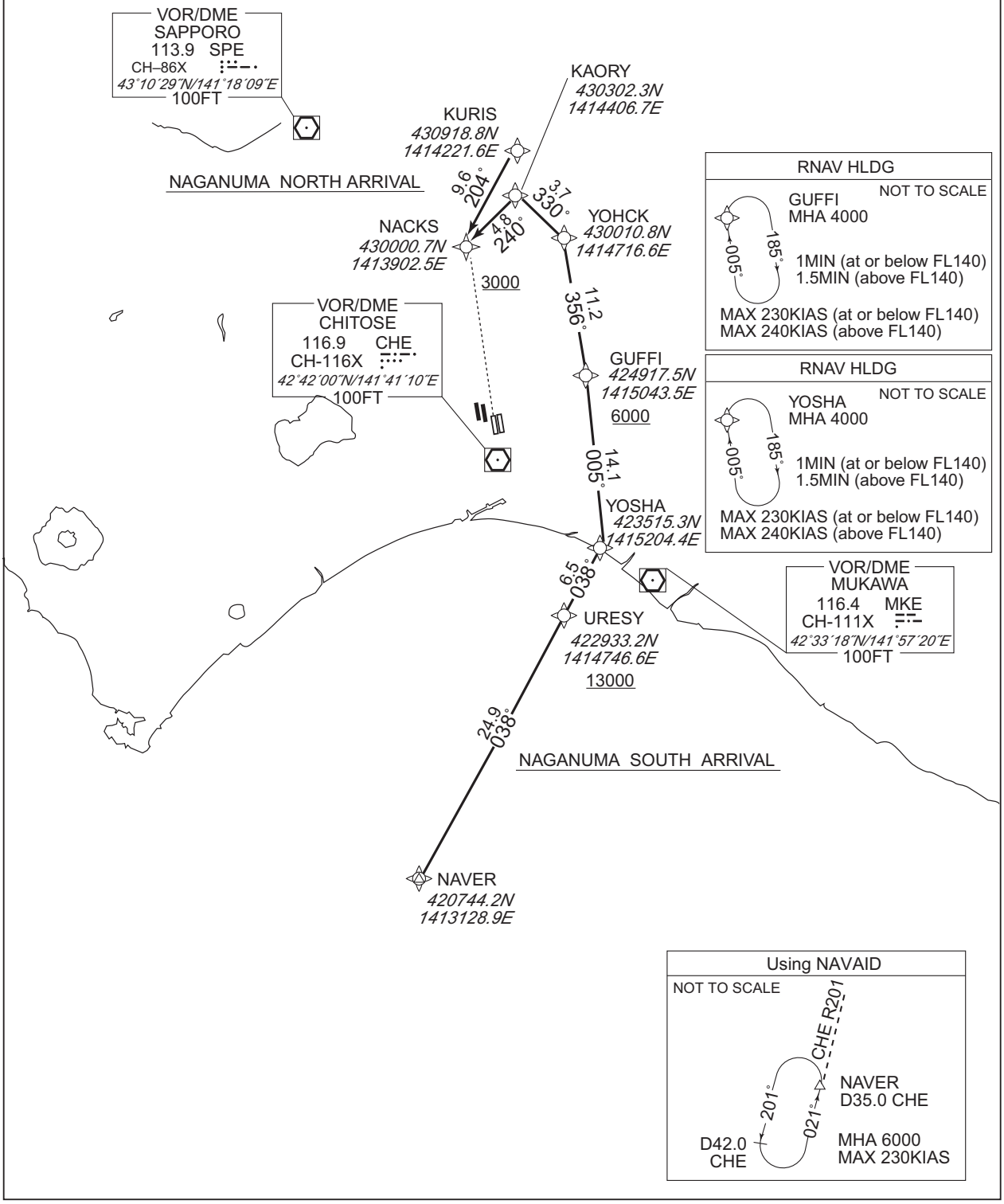
RNAV STAR RWY19R

NAGANUMA SOUTH ARRIVAL
NAGANUMA NORTH ARRIVAL

RNAV 1

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

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19R

NAGANUMA SOUTH ARRIVAL

From NAVER, to URESY at or above 13000FT, to YOSHA, to GUFFI at or above 6000FT, to YOHCK, to KAORY, to NACKS at or above 3000FT.

Critical DME	CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI 1.0NM to NACKS - NACKS MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA SPE : YOHCK - NACKS
DME GAP	NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	URESY	–	038 (028.8)	-9.3	24.9	–	+13000	–	–	RNAV1
003	TF	YOSHA	–	038 (029.0)	-9.3	6.5	–	–	–	–	RNAV1
004	TF	GUFFI	–	005 (356.0)	-9.3	14.1	–	+6000	–	–	RNAV1
005	TF	YOHCK	–	356 (346.9)	-9.3	11.2	–	–	–	–	RNAV1
006	TF	KAORY	–	330 (320.9)	-9.3	3.7	–	–	–	–	RNAV1
007	TF	NACKS	–	240 (230.9)	-9.3	4.8	–	+3000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	GUFFI	005 (356.0)	-9.3	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1
Hold	YOSHA	005 (356.0)	-9.3	1.0(-14000) 1.5(+14001)	R	4000	–	-230(-14000) -240(+14001)	RNAV1

NAGANUMA NORTH ARRIVAL

From KURIS, to NACKS at or above 3000FT.

Critical DME	CHE : 1.0NM to NACKS - NACKS SPE : KURIS - NACKS
DME GAP	–
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KURIS	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	NACKS	–	204 (194.7)	-9.3	9.6	–	+3000	–	–	RNAV1

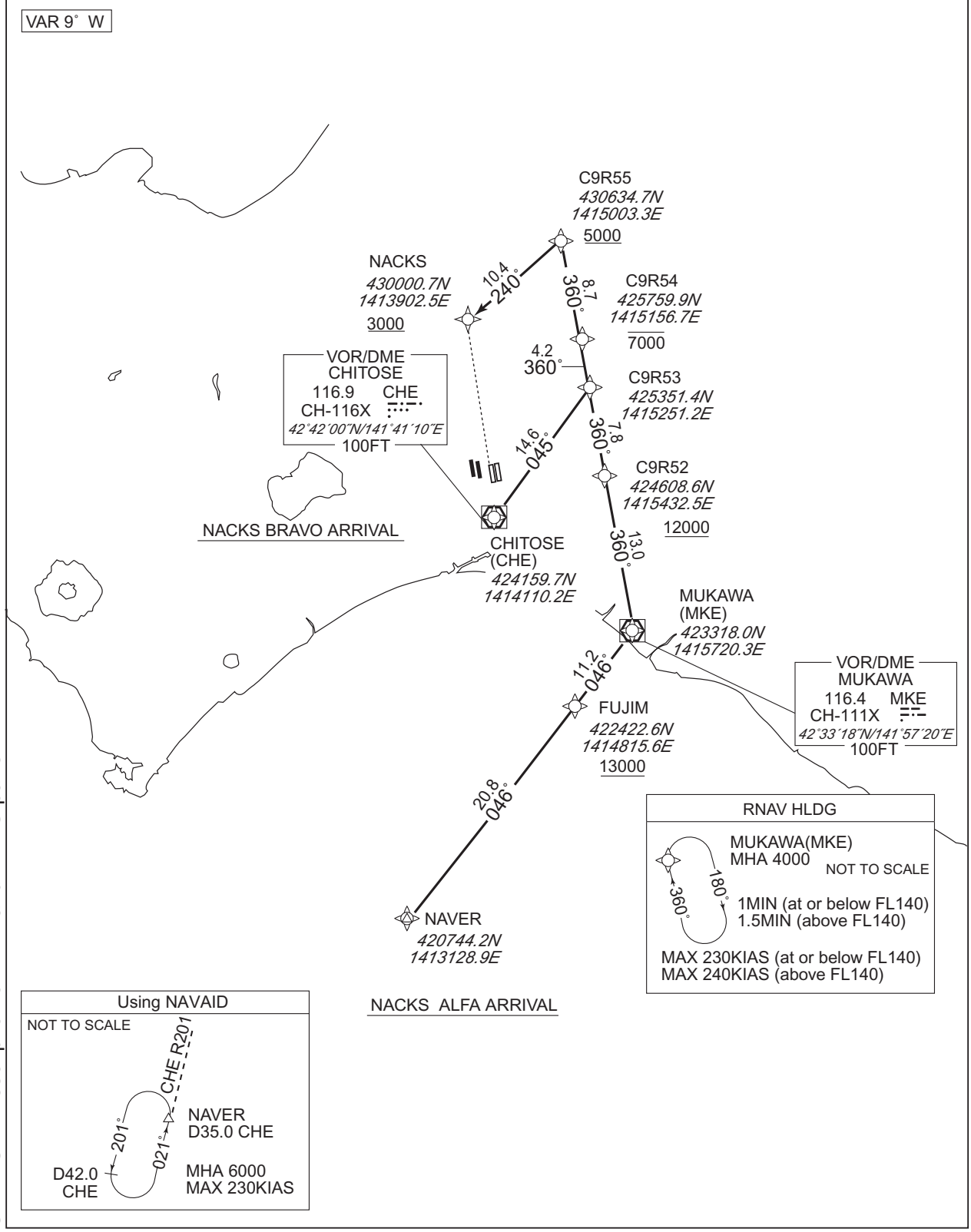
STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19R

NACKS ALFA ARRIVAL NACKS BRAVO ARRIVAL	RNAV 1

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



CHANGE : Description of VAR and HLDG pattern.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19R

NACKS ALFA ARRIVAL

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

Critical DME	SPE : C9R55 - NACKS MKE : 10.0NM to MKE - 3.0NM to MKE 10.0NM to C9R52 - 8.0NM to C9R52
DME GAP	3.0NM to MKE - 10.0NM to C9R52
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	NAVER	–	–	-9.3	–	–	–	–	–	RNAV1
002	TF	FUJIM	–	046 (036.6)	-9.3	20.8	–	+13000	–	–	RNAV1
003	TF	MKE	–	046 (036.8)	-9.3	11.2	–	–	–	–	RNAV1
004	TF	C9R52	–	360 (350.9)	-9.3	13.0	–	+12000	–	–	RNAV1
005	TF	C9R53	–	360 (350.9)	-9.3	7.8	–	–	–	–	RNAV1
006	TF	C9R54	–	360 (350.9)	-9.3	4.2	–	-7000	–	–	RNAV1
007	TF	C9R55	–	360 (350.9)	-9.3	8.7	–	+5000	–	–	RNAV1
008	TF	NACKS	–	240 (230.8)	-9.3	10.4	–	+3000	–	–	RNAV1

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

CHANGE : Waypoint identifier(MKE).

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE RNAV STAR RWY19R

NACKS BRAVO ARRIVAL

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

Critical DME	SPE : C9R55 - NACKS
DME GAP	CHE - 11.0NM to C9R53
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

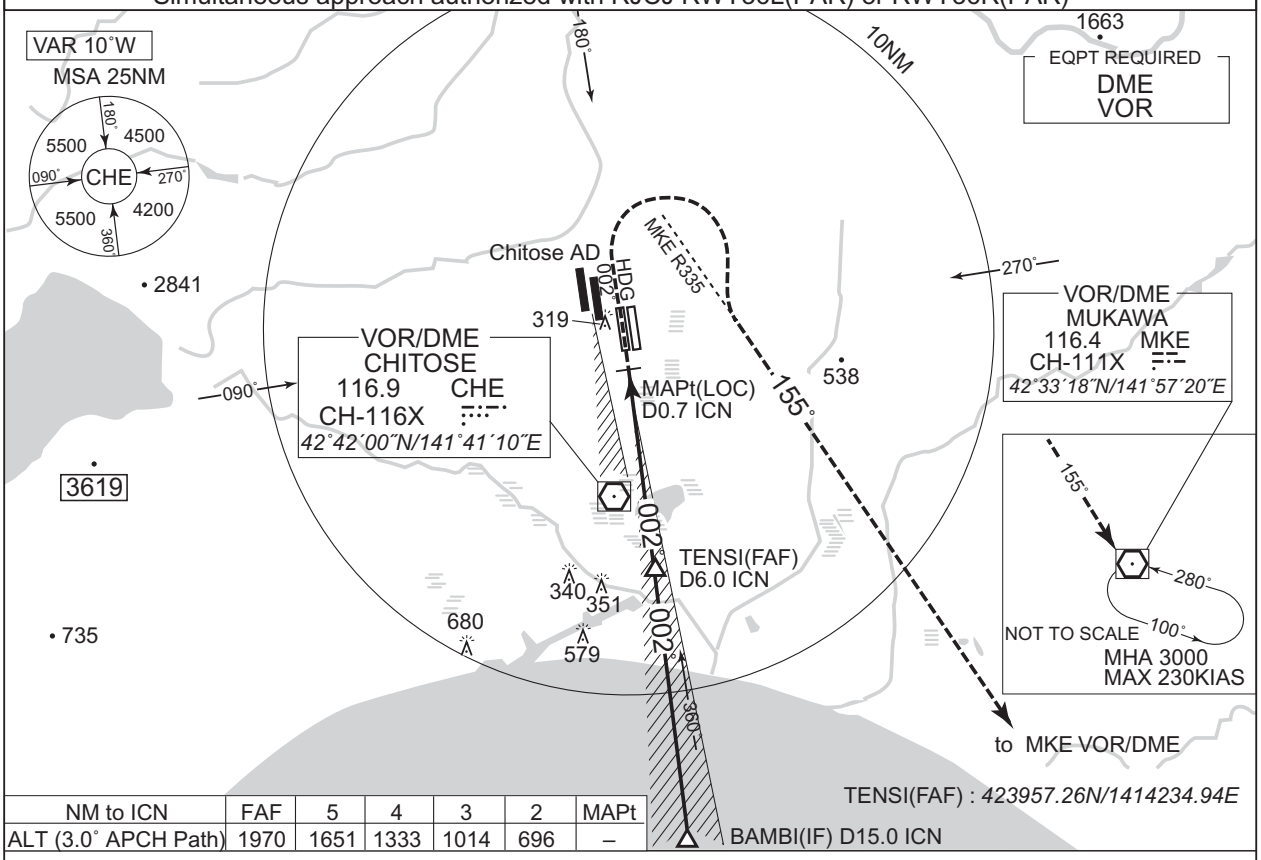
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CHE	—	—	-9.3	—	—	—	—	—	RNAV1
002	TF	C9R53	—	045 (035.8)	-9.3	14.6	—	—	—	—	RNAV1
003	TF	C9R54	—	360 (350.9)	-9.3	4.2	—	-7000	—	—	RNAV1
004	TF	C9R55	—	360 (350.9)	-9.3	8.7	—	+5000	—	—	RNAV1
005	TF	NACKS	—	240 (230.8)	-9.3	10.4	—	+3000	—	—	RNAV1

INSTRUMENT APPROACH CHART

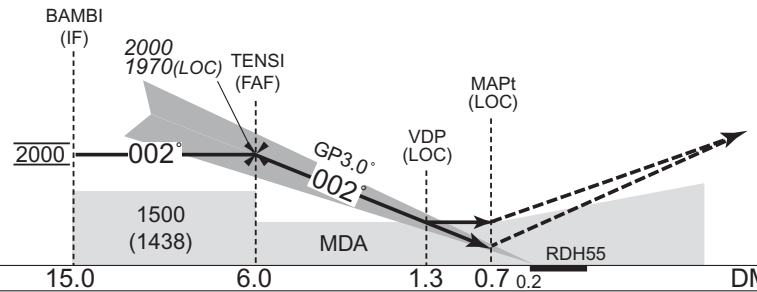
RJCC / NEW CHITOSE — ILS Z or LOC Z RWY01L

CHITOSE APP	ILS-LOC	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7	110.9 ICN ⠶⠒⠤ ILS–GP 330.8 ILS–DME CH–46X	118.8 – 126.2 – 121.6G	ATIS 128.6

Simultaneous approach authorized with RJCJ RWY36L(PAR) or RWY36R(PAR)



NM to ICN	FAF	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	1970	1651	1333	1014	696	–



MISSED APPROACH
Climb to 600FT on HDG002˚, turn right, via MKE R335 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.

MINIMA THR elev. 62 AD elev. 70

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	262 (200)	550	470 (408)	900	510 (440)	1600
B				1000	520 (450)	
C						2400
D				1400	620 (550)	3200

Circling to EAST side of RWY only.

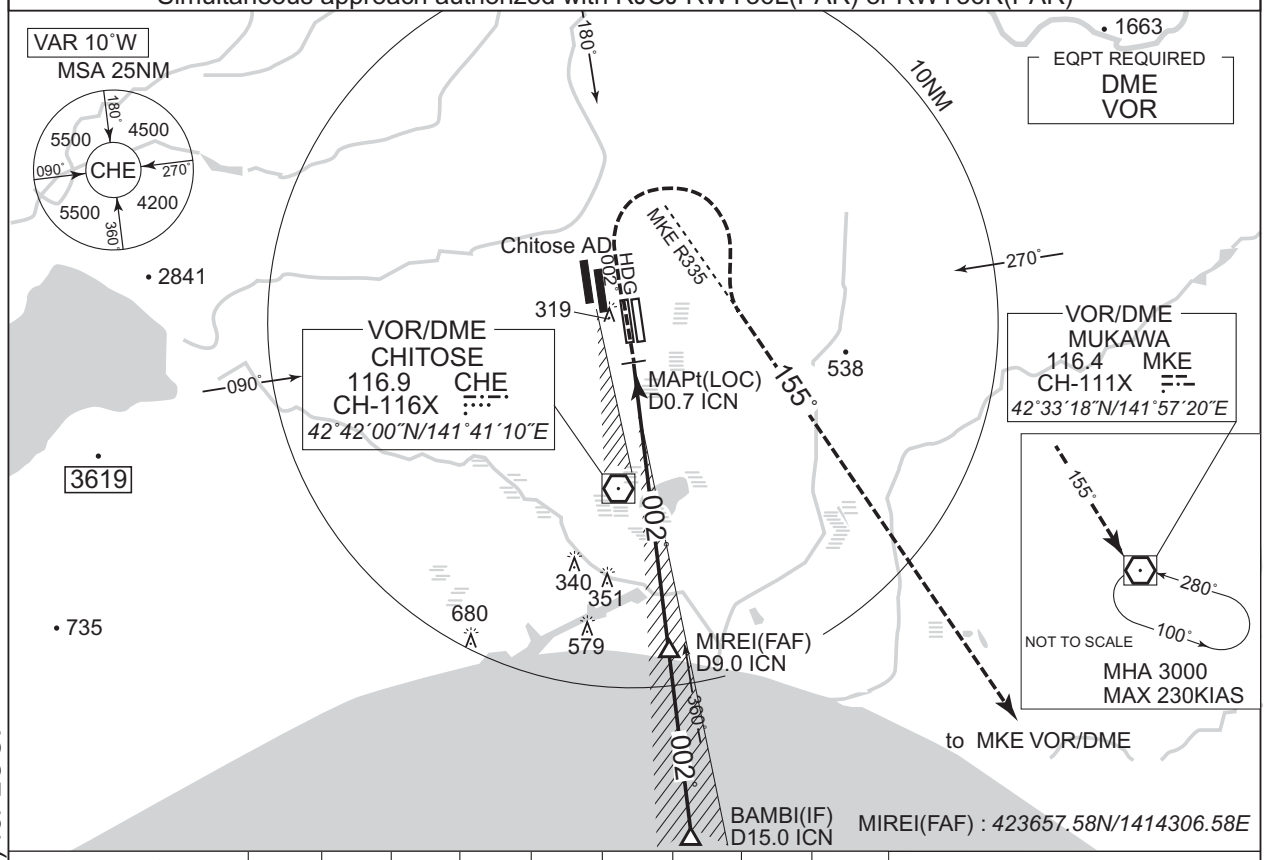
CHANGE : DME to ICN for VDP. NM to THR for VDP. MDA(H) for LOC.

INSTRUMENT APPROACH CHART

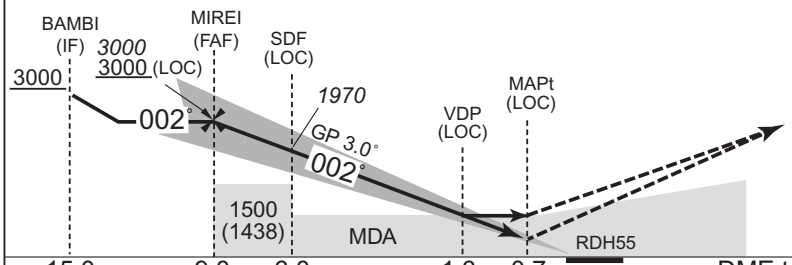
RJCC / NEW CHITOSE — ILS Y or LOC Y RWY01L

CHITOSE APP	ILS-LOC	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7	110.9 ICN ⠭⠒⠤ ILS–GP 330.8 ILS–DME CH–46X	118.8 – 126.2 – 121.6G	ATIS 128.6

Simultaneous approach authorized with RJCJ RWY36L(PAR) or RWY36R(PAR)



NM to ICN	FAF	8	7	6	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	–	2606	2288	1970	1651	1333	1014	696	–



MISSED APPROACH
Climb to 600FT on HDG002˚, turn right, via MKE R335 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.

MINIMA THR elev. 62 AD elev. 70

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	262 (200)	550	470 (408)	900	510 (440)	1600
B				1000	520 (450)	
C						2400
D				1400	620 (550)	3200

Circling to EAST side of RWY only.

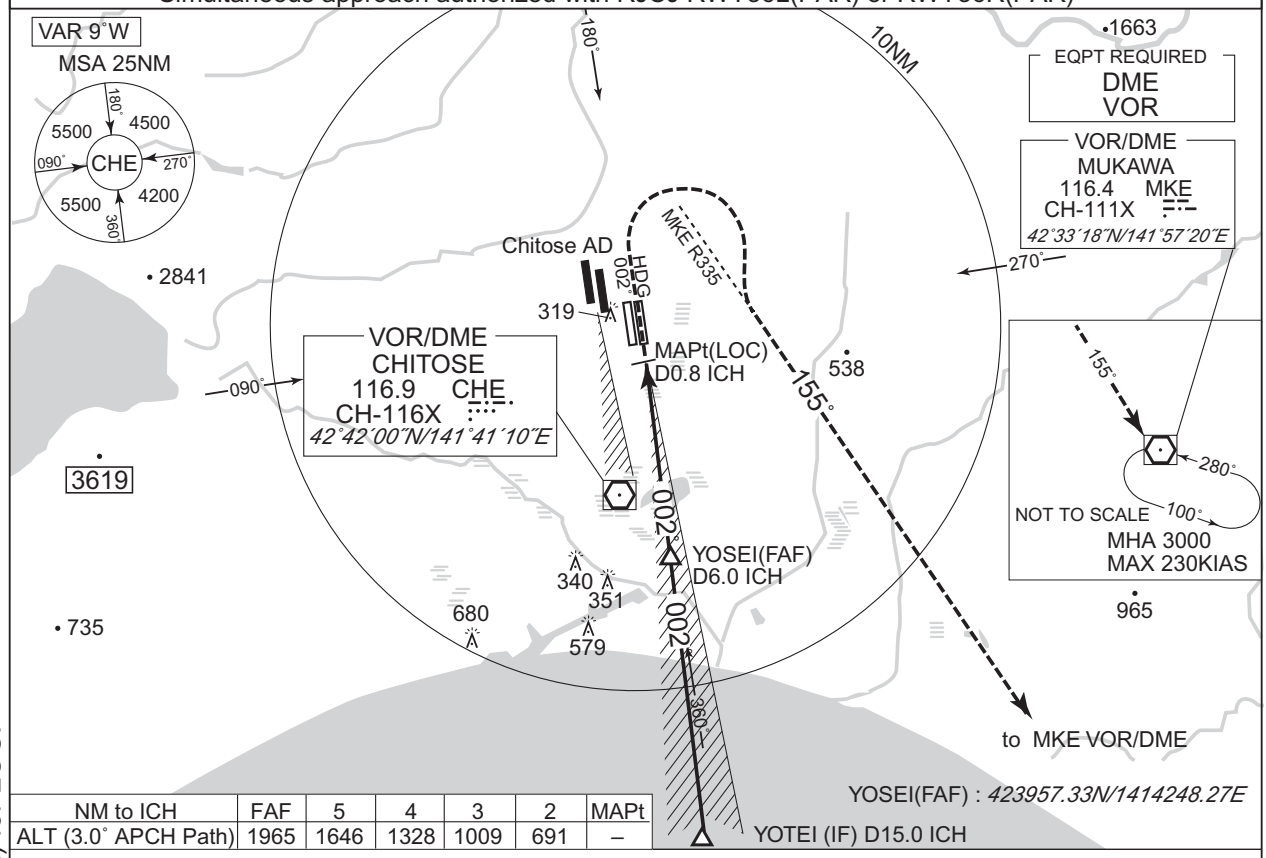
CHANGE : DME to ICN for VDP. NM to THR for VDP. MDA(H) for LOC.

INSTRUMENT APPROACH CHART

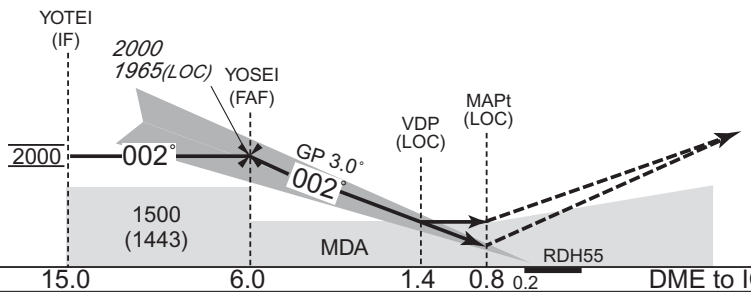
RJCC / NEW CHITOSE — ILS Z or LOC Z RWY01R

CHITOSE APP	ILS-LOC 110.75 ICH ILS–GP 330.05 ILS–DME CH–44Y	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6

Simultaneous approach authorized with RJCJ RWY36L(PAR) or RWY36R(PAR)



NM to ICH	FAF	5	4	3	2	MAPt
ALT (3.0° APCH Path)	1965	1646	1328	1009	691	–



MISSED APPROACH
Climb to 600FT on HDG002°, turn right, via MKE R335 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.

MINIMA THR elev. 57 AD elev. 70

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	257 (200)	550	470 (413)	900	510 (440)	1600
B				1000	520 (450)	
C						2400
D				1400	620 (550)	3200

Circling to EAST side of RWY only.

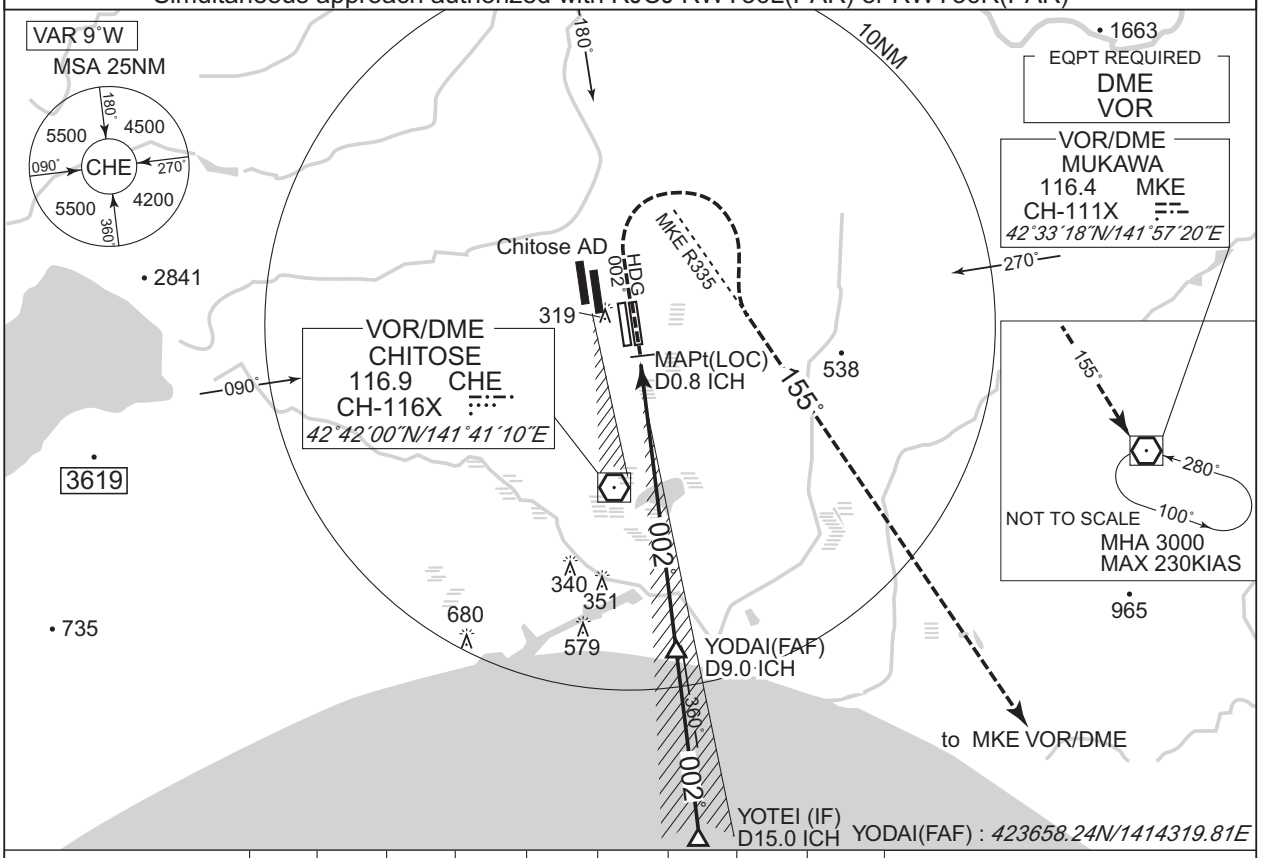
CHANGE : DME to ICH for VDP. NM to THR for VDP. MDA(H) for LOC.

INSTRUMENT APPROACH CHART

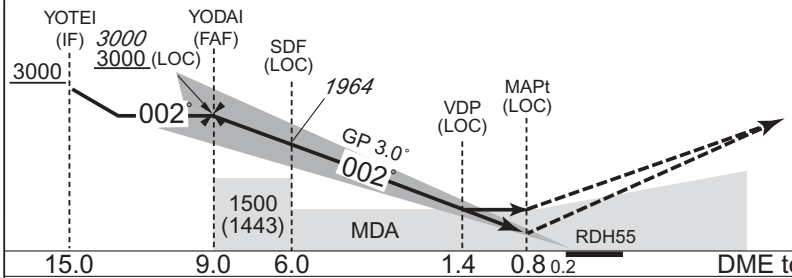
RJCC / NEW CHITOSE — ILS Y or LOC Y RWY01R

CHITOSE APP	ILS-LOC 110.75 ICH ILS–GP 330.05 ILS–DME CH–44Y	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6

Simultaneous approach authorized with RJCJ RWY36L(PAR) or RWY36R(PAR)



NM to ICH	FAF	8	7	6	5	4	3	2	MAPt
ALT (3.0° APCH Path)	–	2601	2283	1964	1646	1328	1009	691	–



MISSED APPROACH
Climb to 600FT on HDG002°, turn right, via MKE R335 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.

MINIMA THR elev. 57 AD elev. 70

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	257 (200)	550	470 (413)	900	510 (440)	1600
B				1000	520 (450)	
C						2400
D				1400	620 (550)	3200

Circling to EAST side of RWY only.

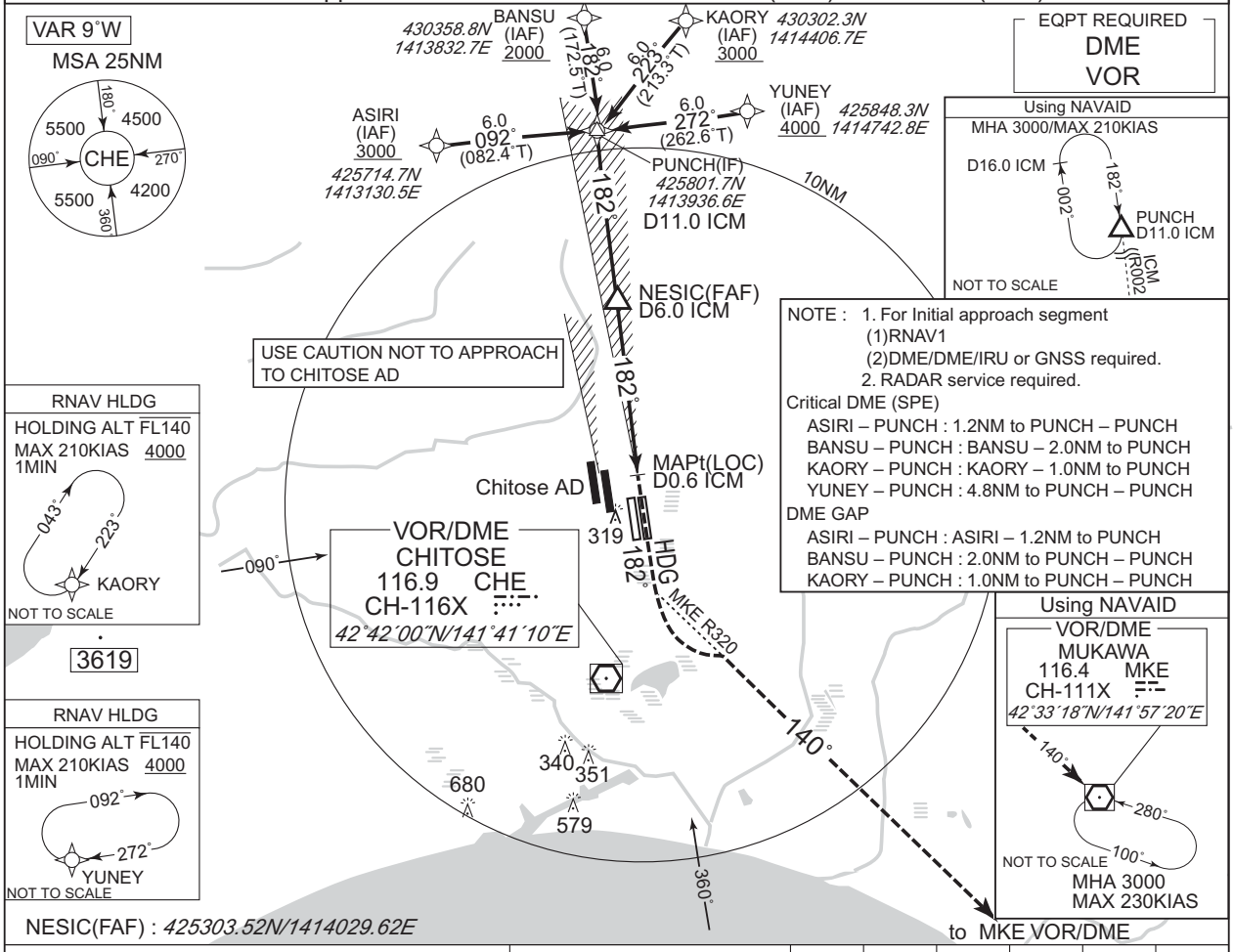
CHANGE : DME to ICH for VDP. NM to THR for VDP. MDA(H) for LOC.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE — ILS Z or LOC Z RWY19L

CHITOSE APP	ILS - LOC	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7	109.35 ICM ILS–GP 331.85 ILS–DME CH-30Y	118.8 – 126.2 – 121.6G	ATIS 128.6

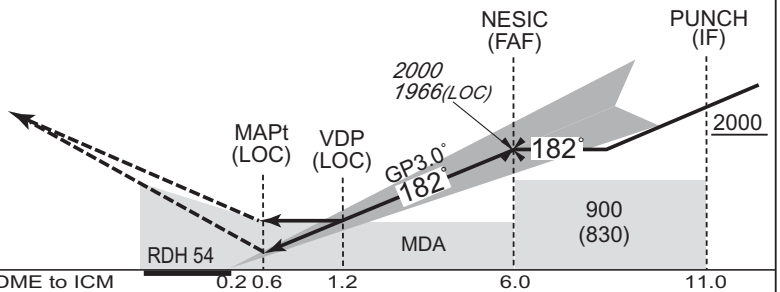
Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)



	NM to ICM	MAPt	2	3	4	5	FAF
	ALT (3.0˚ APCH Path)	–	705	1024	1342	1661	1966

MISSED APPROACH
Climb to 600FT on HDG182˚, turn left, via MKE R320 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.



DME to ICM	0.2	0.6	1.2	6.0		11.0
NM to THR	0	0.5	1.0	5.8		10.8

MINIMA THR elev. 77 AD elev. 70

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	277 (200)	700	450 (380)	1200	580 (510)	1600
B				1300		
C				1400		2400
D				1600	640 (570)	3200

Circling to EAST side of RWY only.

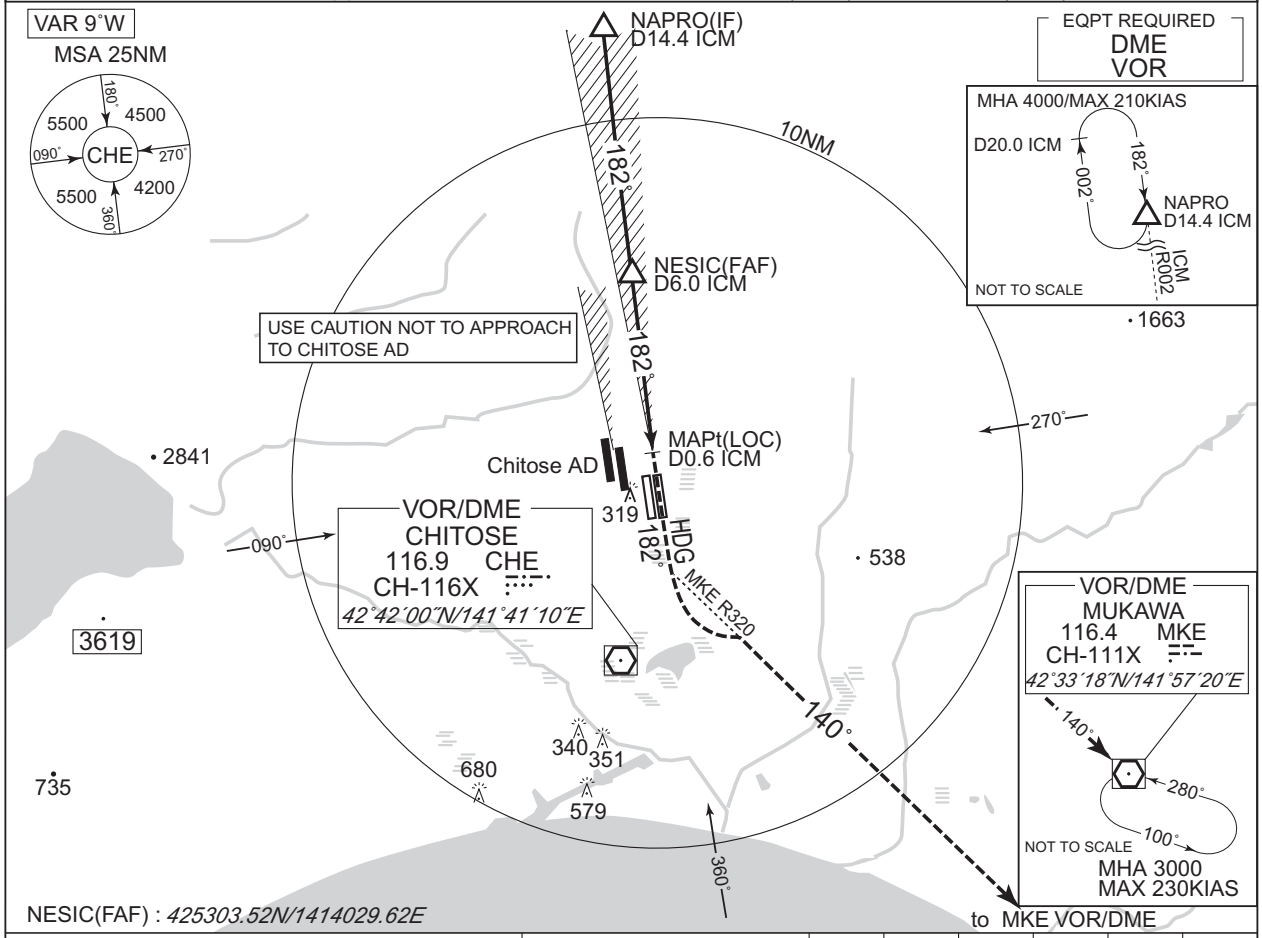
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE — ILS Y or LOC Y RWY19L

CHITOSE APP	ILS - LOC 109.35 ICM ILS–GP 331.85 ILS–DME CH-30Y	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6

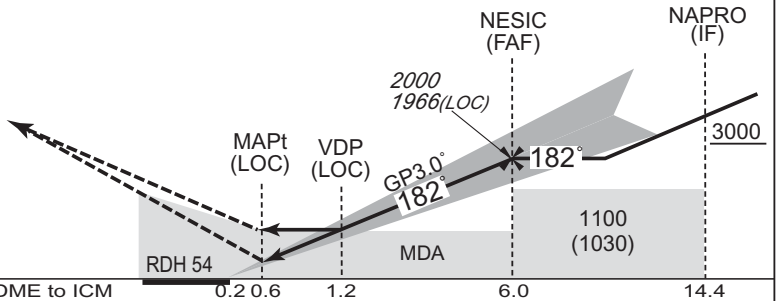
Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)



	NM to ICM	MAPt	2	3	4	5	FAF
	ALT (3.0˚ APCH Path)	–	705	1024	1342	1661	1966

MISSED APPROACH
Climb to 600FT on HDG182˚, turn left, via MKE R320 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.



DME to ICM	0.2	0.6	1.2	6.0		14.4
NM to THR	0	0.5	1.0	5.8		14.2

MINIMA THR elev. 77 AD elev. 70

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	277 (200)	700	450 (380)	1200	580 (510)	1600
B				1300		
C				1400		2400
D				1600	640 (570)	3200

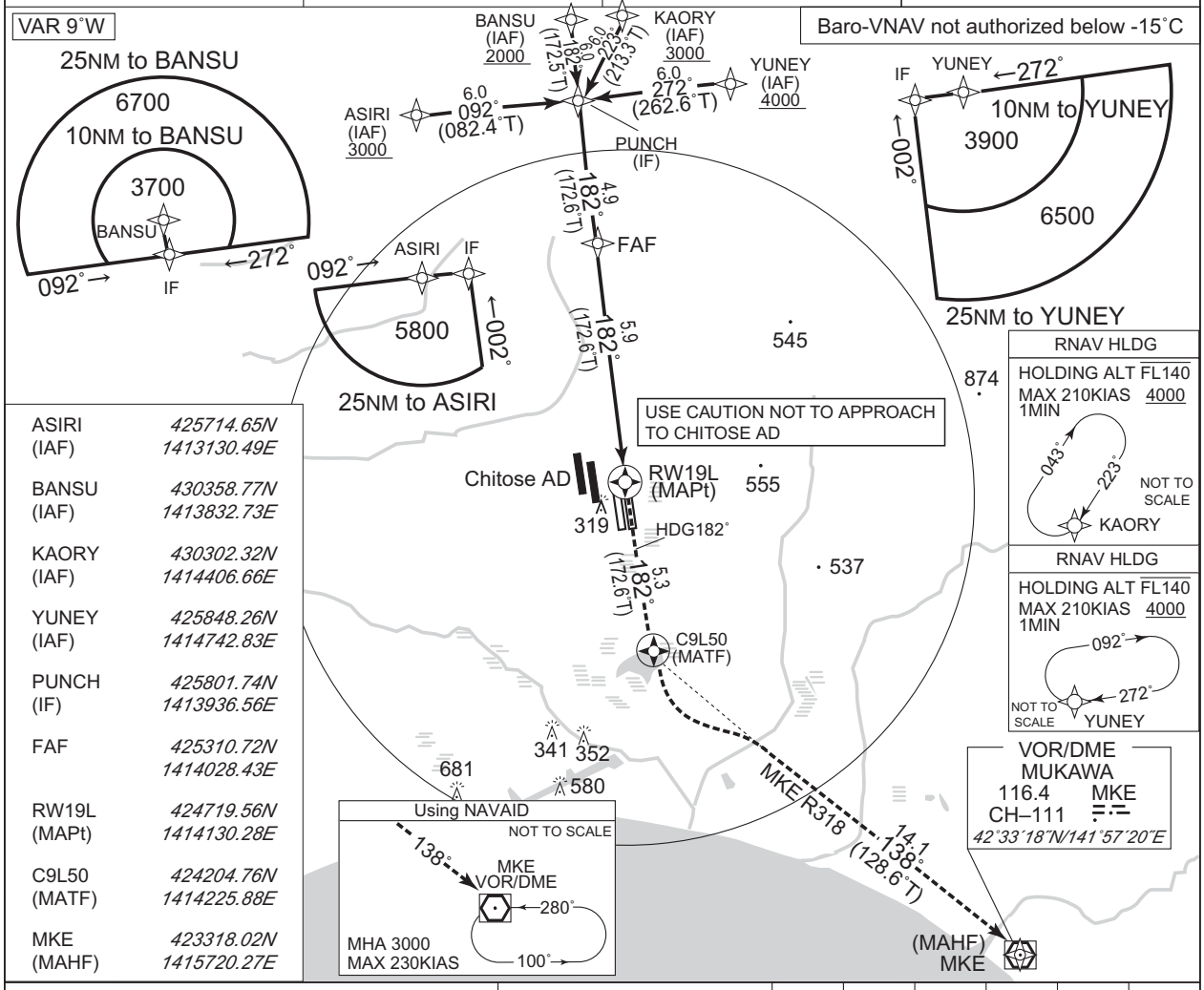
Circling to EAST side of RWY only.

CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE — RNP RWY19L

CHITOSE APP	RNP APCH	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6

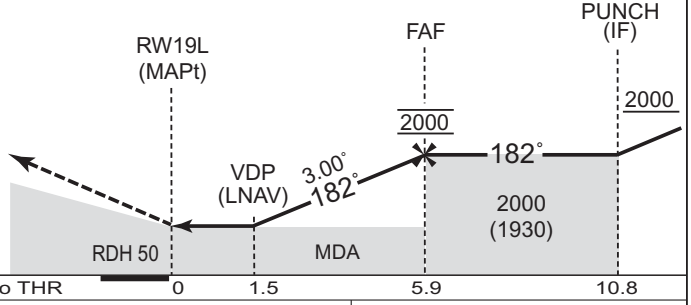


	ASIRI	BANSU	KAORY	YUNEY	PUNCH	FAF	RW19L	C9L50	MKE
	(IAF)	(IAF)	(IAF)	(IAF)	(IF)		(MAPt)	(MATF)	(MAHF)
	425714.65N	*430358.77N*	*430302.32N*	*425848.26N*	*425801.74N*	*425310.72N*	*424719.56N*	*424204.76N*	*423318.02N*
	1413130.49E	*1413832.73E*	*1414406.66E*	*1414742.83E*	*1413936.56E*	*1414028.43E*	*1414130.28E*	*1414225.88E*	*1415720.27E*

NM to Next Fix	MAPt	2	3	4	5	FAF
ALT (3.0˚ APCH Path)	–	763	1082	1400	1719	2000

MISSED APPROACH
Climb to 3000FT to C9L50 on track 182˚, turn left to MKE and hold.
Contact CHITOSE APP.

(for using VOR/DME)
Climb to 3000FT on HDG182˚ to intercept and proceed via MKE R318 to MKE VOR/DME and hold.
Contact CHITOSE APP.



MINIMA THR elev. 77 AD elev. 70

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	570 (493)	1400	570 (500)	1400	580 (510)	1600
B		1500		1500		
C		1600		1600		2400
D		1800		1800	640 (570)	3200

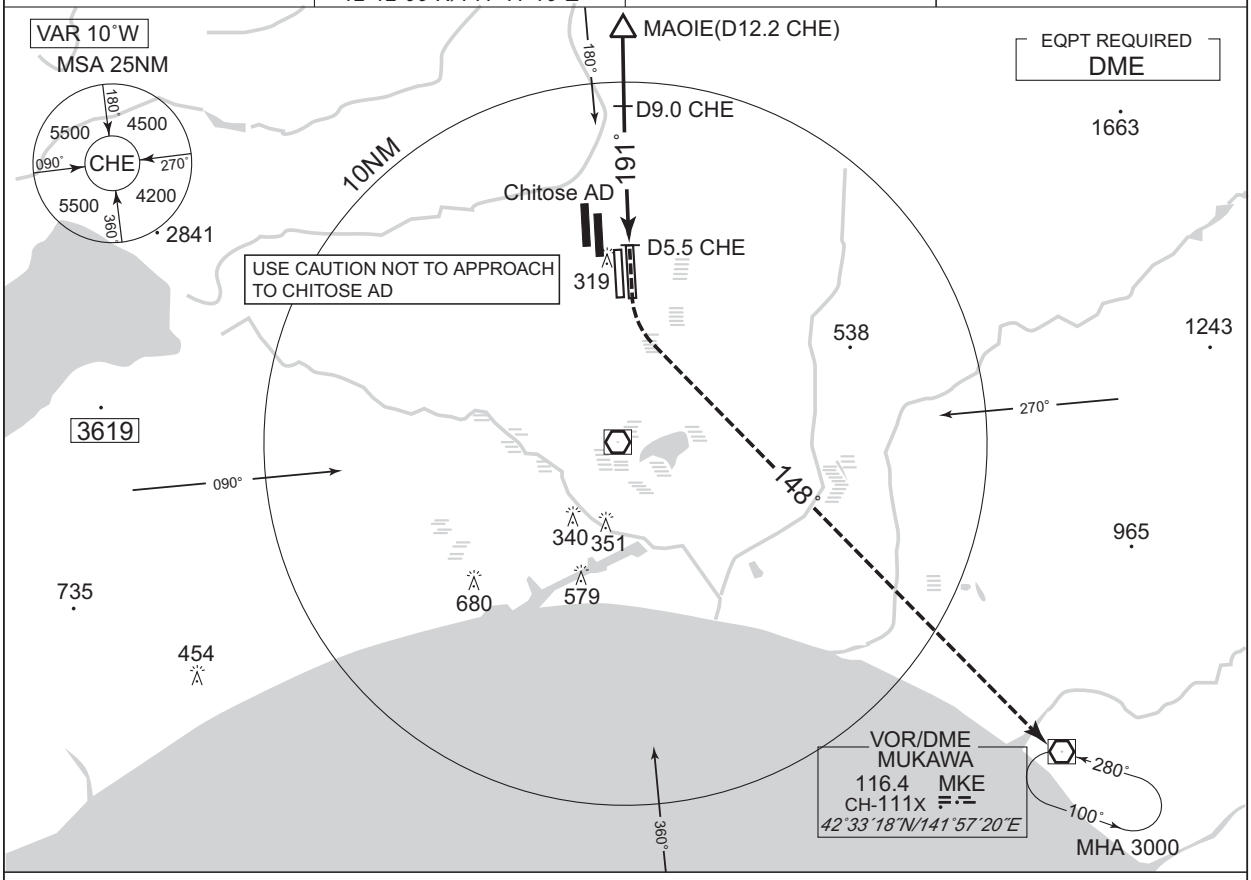
Circling to EAST side of RWY only.

CHANGE : Description of VAR.

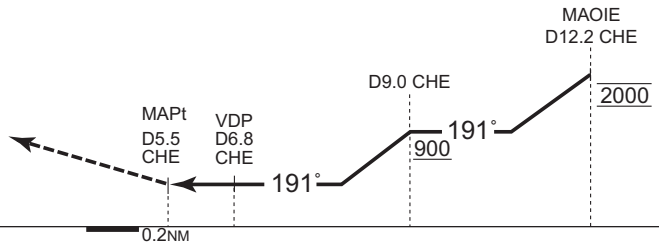
INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE VOR Z RWY19L

CHITOSE APP	CHITOSE VOR/DME 116.9 CHE CH–116X 42°42′00″N/141°41′10″E	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6



MISSED APPROACH
Turn left, climb via MKE
R328 to 5000FT, proceed to
MKE VOR/DME and hold.
Contact CHITOSE APP.



MINIMA THR elev. 77 AD elev. 70

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	620 (550)	1400	620 (550)	1600
B		1500		
C		1600		2400
D		1800	640 (570)	3200

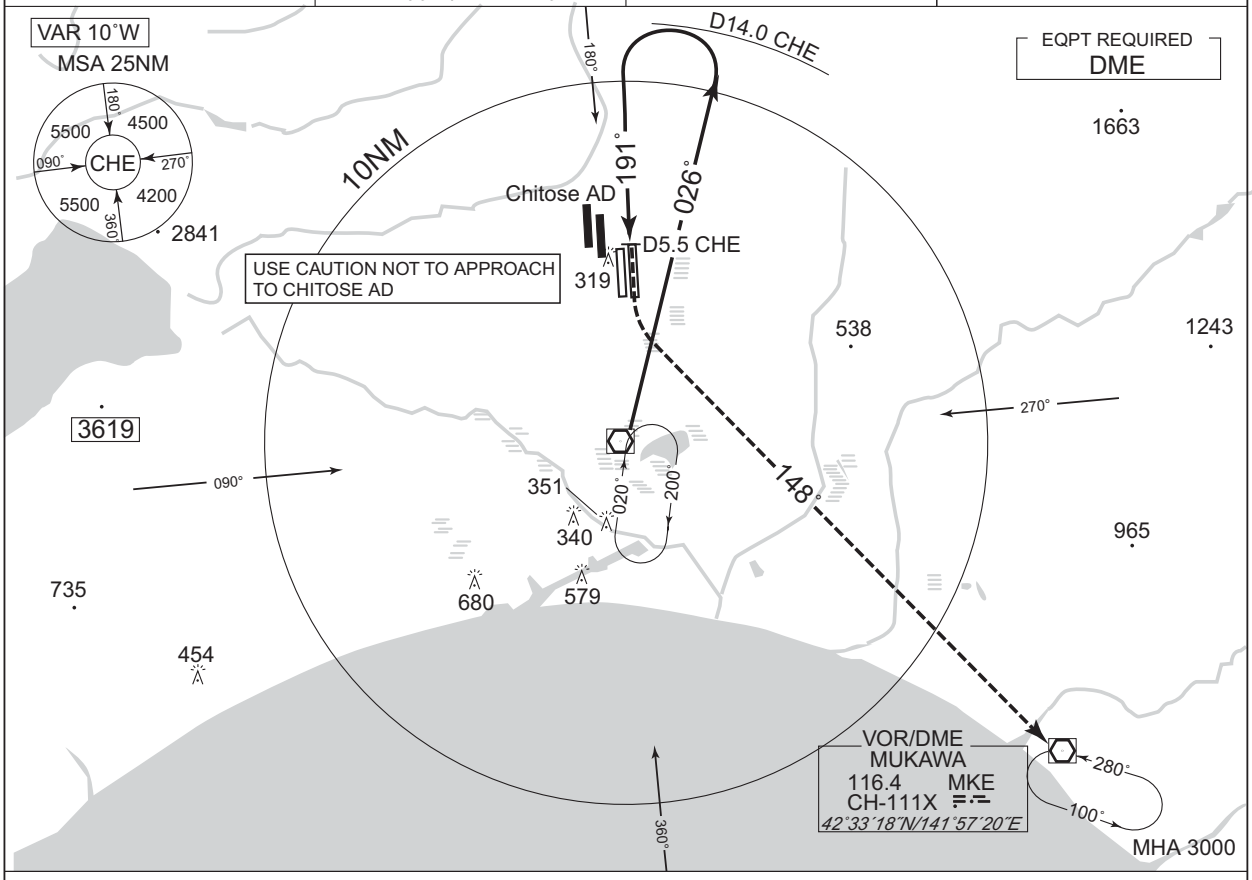
Circling to EAST side of RWY only.

CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

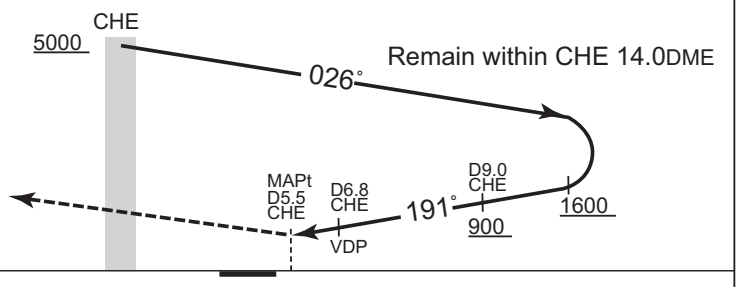
RJCC / NEW CHITOSE VOR Y RWY19L

CHITOSE APP	CHITOSE VOR/DME 116.9 CHE CH–116X *42°42′00″N/141°41′10″E*	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6



MISSED APPROACH

Turn left, climb via MKE R328 to 5000FT, proceed to MKE VOR/DME and hold. Contact CHITOSE APP.



MINIMA THR elev. 77 AD elev. 70

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	620 (550)	1400	620 (550)	1600
B		1500		
C		1600		2400
D		1800	640 (570)	3200

Circling to EAST side of RWY only.

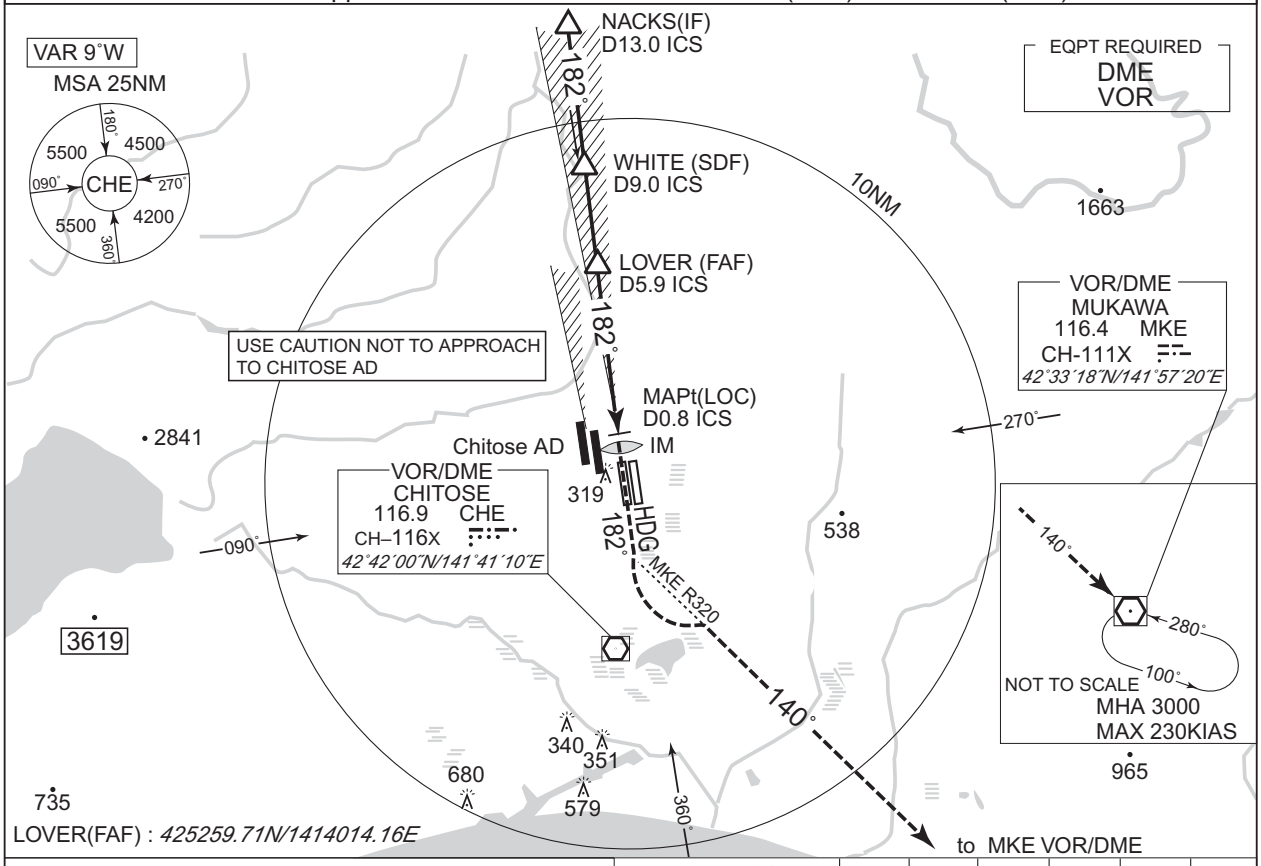
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE — ILS Z or LOC Z RWY19R (CAT Ⅱ & Ⅲ)

CHITOSE APP	ILS-LOC 111.5 ICS ⠶⠄⠤⠄ ILS–GP 332.9 ILS–DME CH-52X	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6

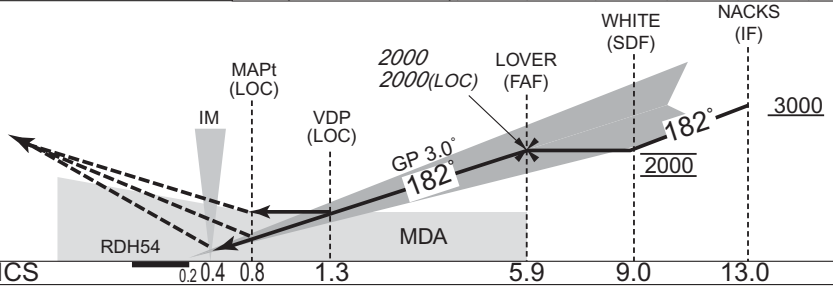
Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)



NM to ICS	MAPt	2	3	4	5	FAF
ALT (3.0˚ APCH Path)	–	711	1030	1348	1667	–

MISSED APPROACH
Climb to 600FT on HDG182˚,
turn left, via MKE R320 to
MKE VOR/DME and hold at
5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.



DME to ICS	0.2	0.4	0.8	1.3	5.9	9.0	13.0
NM to THR	0	0.2	0.6	1.1	5.8	8.8	12.8

MINIMA THR elev. 82 AD elev. 70

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	182 (100)	103	300	282 (200)	550	460 (390)	900	510 (440)	1600
B								1000	520 (450)	
C										2400
D								1400	620 (550)	3200

Circling to EAST side of RWY only.

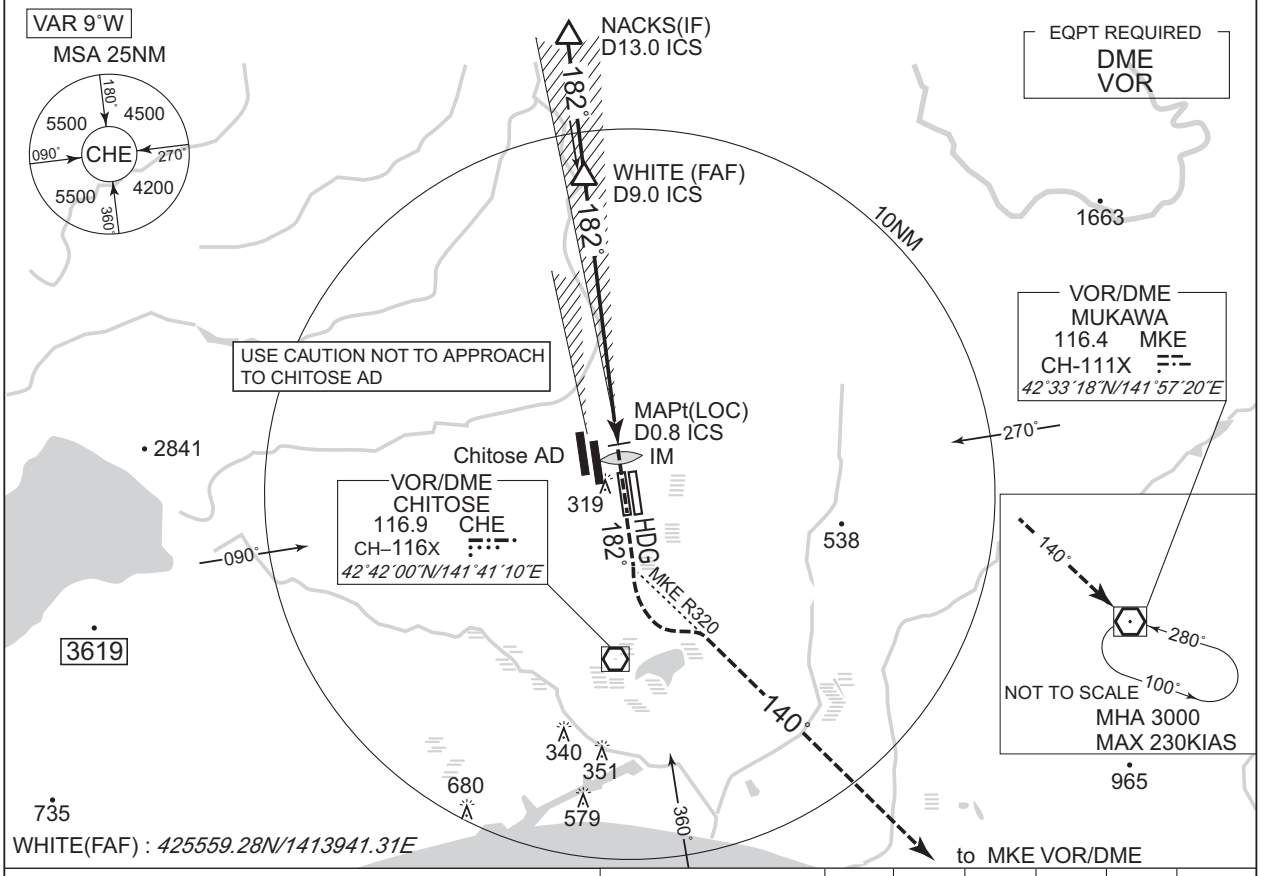
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE — ILS Y or LOC Y RWY19R (CAT Ⅱ & Ⅲ)

CHITOSE APP	ILS-LOC	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7	111.5 ICS ⠶⠒⠤ ILS–GP 332.9 ILS–DME CH-52X	118.8 – 126.2 – 121.6G	ATIS 128.6

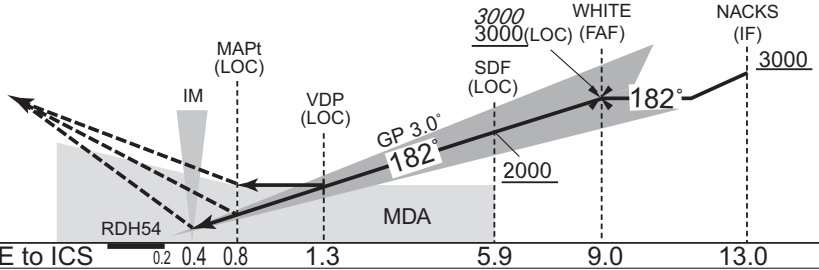
Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)



	NM to ICS	MAPt	2	3	4	5	FAF
	ALT (3.0° APCH Path)	–	711	1030	1348	1667	–

MISSED APPROACH
Climb to 600FT on HDG182°, turn left, via MKE R320 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.



DME to ICS	0.2	0.4	0.8	1.3	5.9	9.0	13.0
NM to THR	0	0.2	0.6	1.1	5.8	8.8	12.8

MINIMA THR elev. 82 AD elev. 70

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	182 (100)	103	300	282 (200)	550	460 (390)	900	510 (440)	1600
B								1000	520 (450)	
C										2400
D								1400	620 (550)	3200

Circling to EAST side of RWY only.

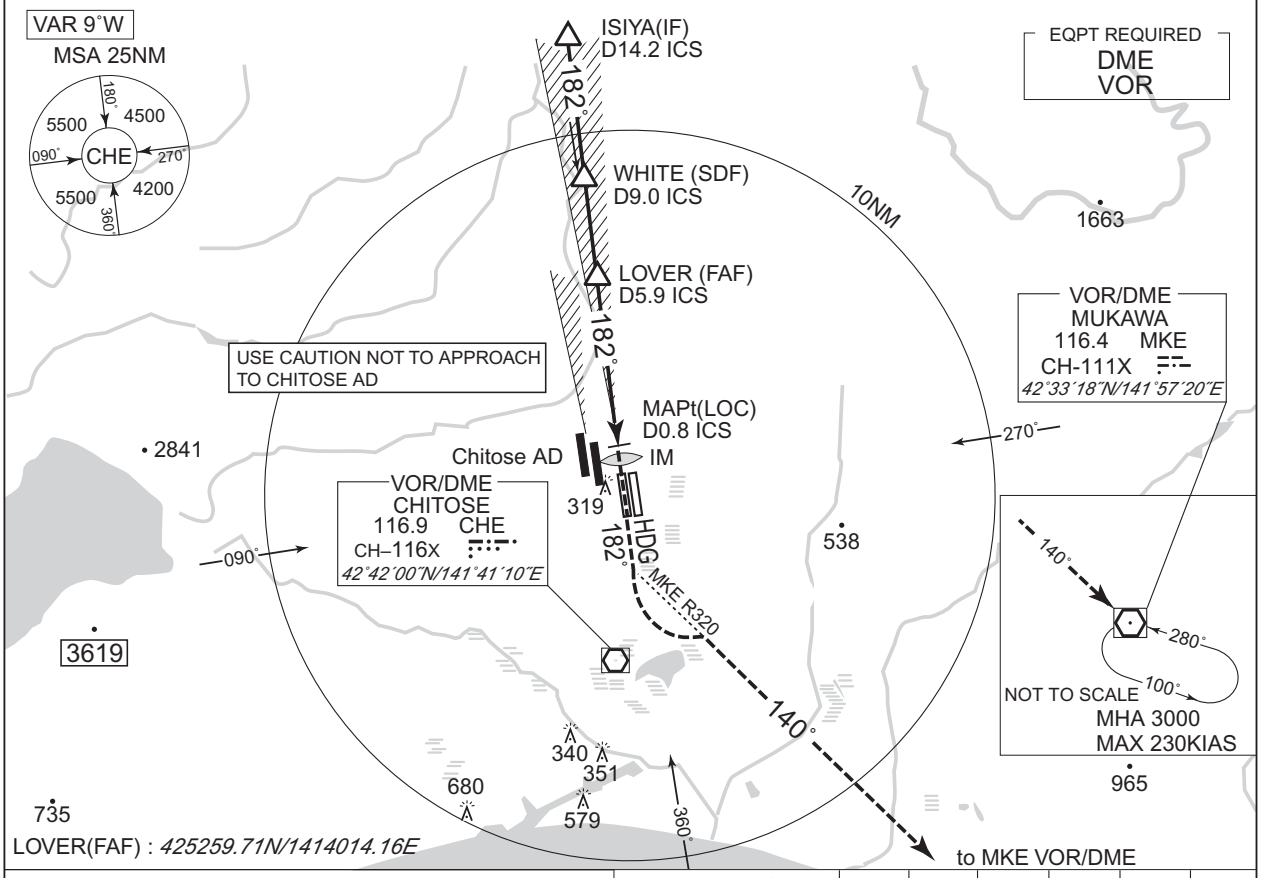
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE — ILS X or LOC X RWY19R (CAT Ⅱ&Ⅲ)

CHITOSE APP	ILS-LOC	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7	111.5 ICS ⠶⠤⠄ ILS–GP 332.9 ILS–DME CH-52X	118.8 – 126.2 – 121.6G	ATIS 128.6

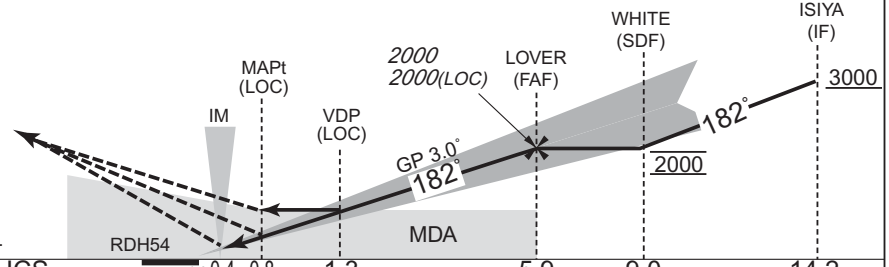
Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)



	NM to ICS	MAPt	2	3	4	5	FAF
	ALT (3.0° APCH Path)	–	711	1030	1348	1667	–

MISSED APPROACH
Climb to 600FT on HDG182°, turn left, via MKE R320 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.



DME to ICS	0.2	0.4	0.8	1.3	5.9	9.0	14.2
NM to THR	0	0.2	0.6	1.1	5.8	8.8	14.0

MINIMA THR elev. 82 AD elev. 70

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	182 (100)	103	300	282 (200)	550	460 (390)	900	510 (440)	1600
B								1000	520 (450)	
C										2400
D								1400	620 (550)	3200

Circling to EAST side of RWY only.

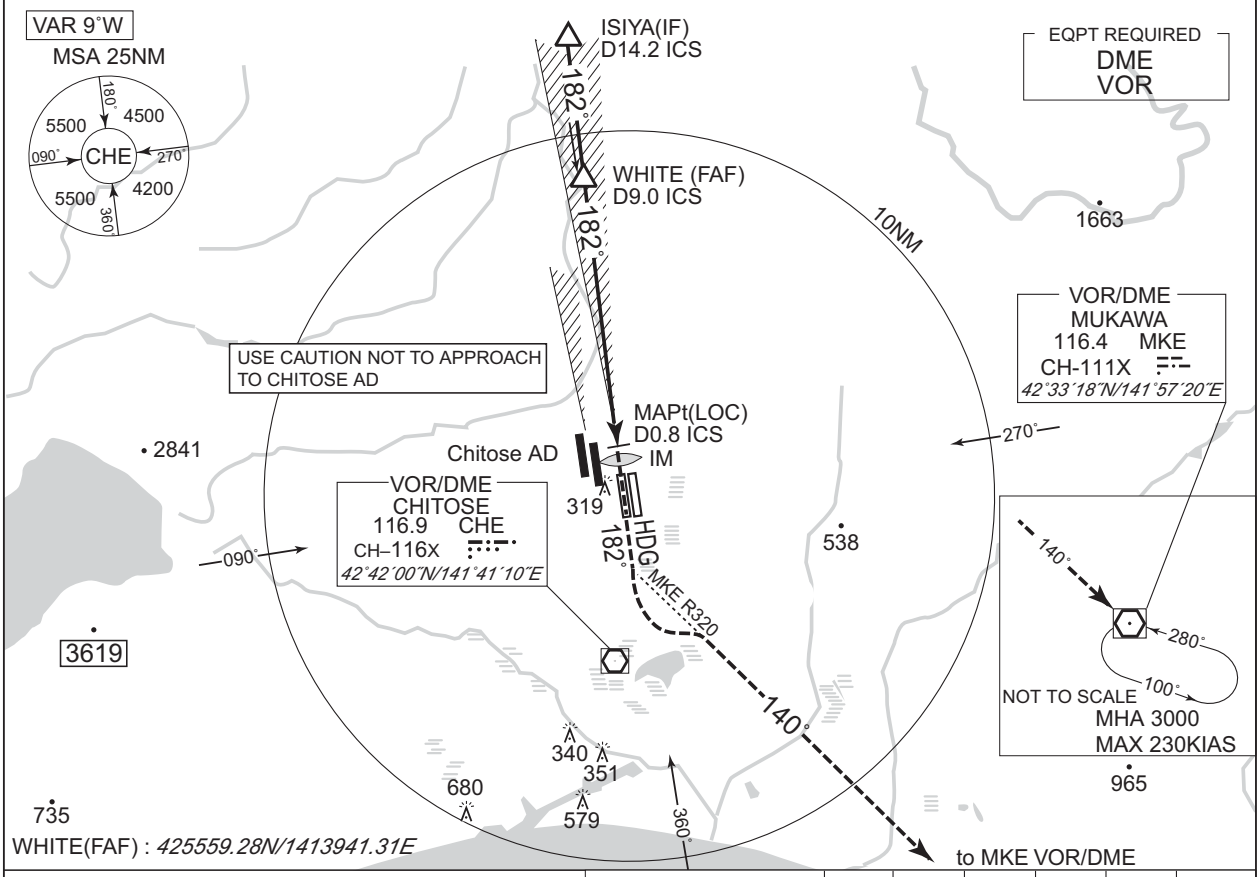
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE — ILS W or LOC W RWY19R (CAT Ⅱ & Ⅲ)

CHITOSE APP	ILS-LOC 111.5 ICS ⠶⠒⠤⠄ ILS–GP 332.9 ILS–DME CH-52X	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6

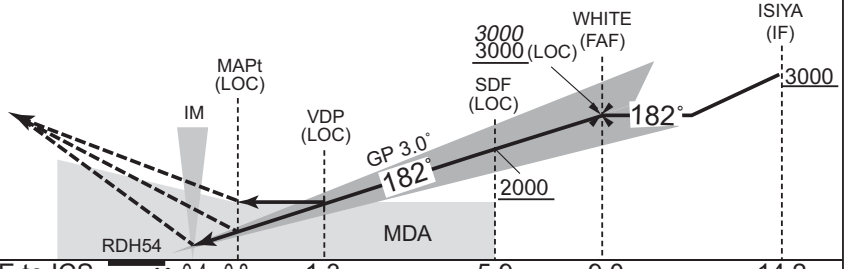
Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)



	NM to ICS	MAPt	2	3	4	5	FAF
	ALT (3.0° APCH Path)	–	711	1030	1348	1667	–

MISSED APPROACH
Climb to 600FT on HDG182°, turn left, via MKE R320 to MKE VOR/DME and hold at 5000FT.
Contact CHITOSE APP.

Timing not authorized for defining the MAPt.



DME to ICS	0.2	0.4	0.8	1.3	5.9	9.0	14.2
NM to THR	0	0.2	0.6	1.1	5.8	8.8	14.0

MINIMA THR elev. 82 AD elev. 70

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	182 (100)	103	300	282 (200)	550	460 (390)	900	510 (440)	1600
B								1000	520 (450)	
C										2400
D								1400	620 (550)	3200

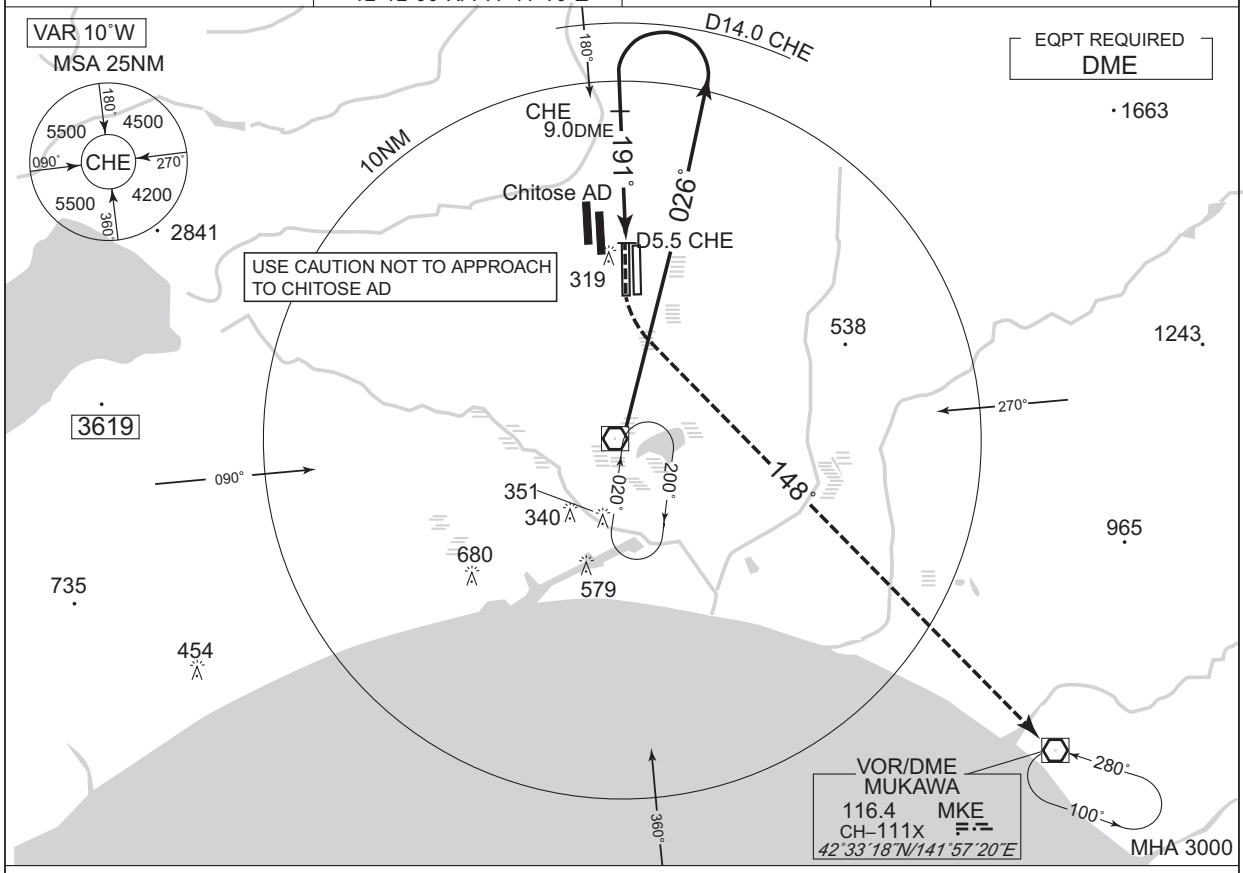
Circling to EAST side of RWY only.

CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

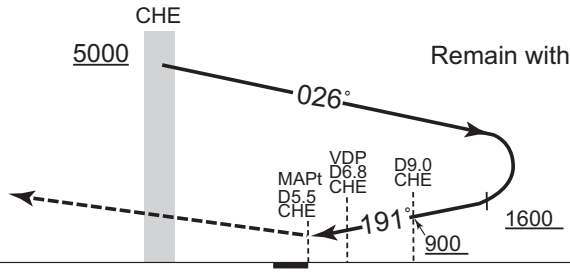
RJCC / NEW CHITOSE VOR RWY19R

CHITOSE APP	CHITOSE VOR/DME	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7	116.9 CHE CH–116X *42˚42´00˝N/141˚41´10˝E*	118.8 – 126.2 – 121.6G	ATIS 128.6



MISSED APPROACH

Turn left, climb via MKE R328
to 5000FT, proceed to MKE
VOR/DME and hold.
Contact CHITOSE APP.



Remain within CHE 14.0DME

MINIMA THR elev. 82 AD elev. 70

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	620 (550)	1000	620 (550)	1600
B		1200		
C				2400
D		1600	640 (570)	3200

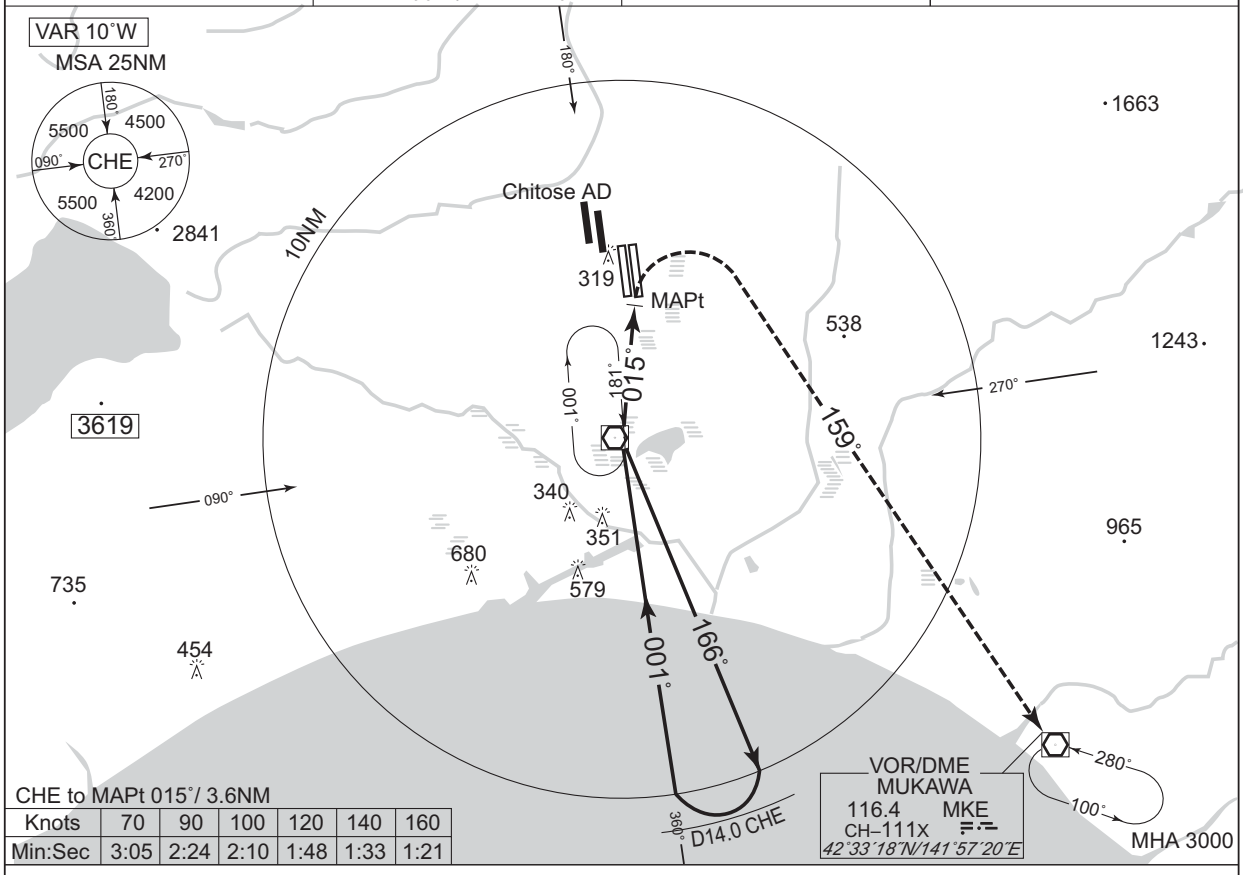
Circling to EAST side of RWY only.

CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE VOR A

CHITOSE APP	CHITOSE VOR/DME 116.9 CHE CH–116X 42°42′00″N/ 141°41′10″E	CHITOSE TOWER	RADAR AVBL
120.1 – 124.7		118.8 – 126.2 – 121.6G	ATIS 128.6



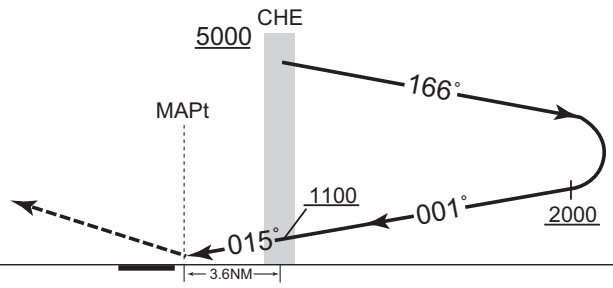
CHE to MAPt 015°/ 3.6NM

Knots	70	90	100	120	140	160
Min:Sec	3:05	2:24	2:10	1:48	1:33	1:21

Remain within 14.0NM of CHE

MISSED APPROACH

Turn right climb via MKE
R339 to 5000FT. Proceed
to MKE VOR/DME and hold.
Contact CHITOSE APP.

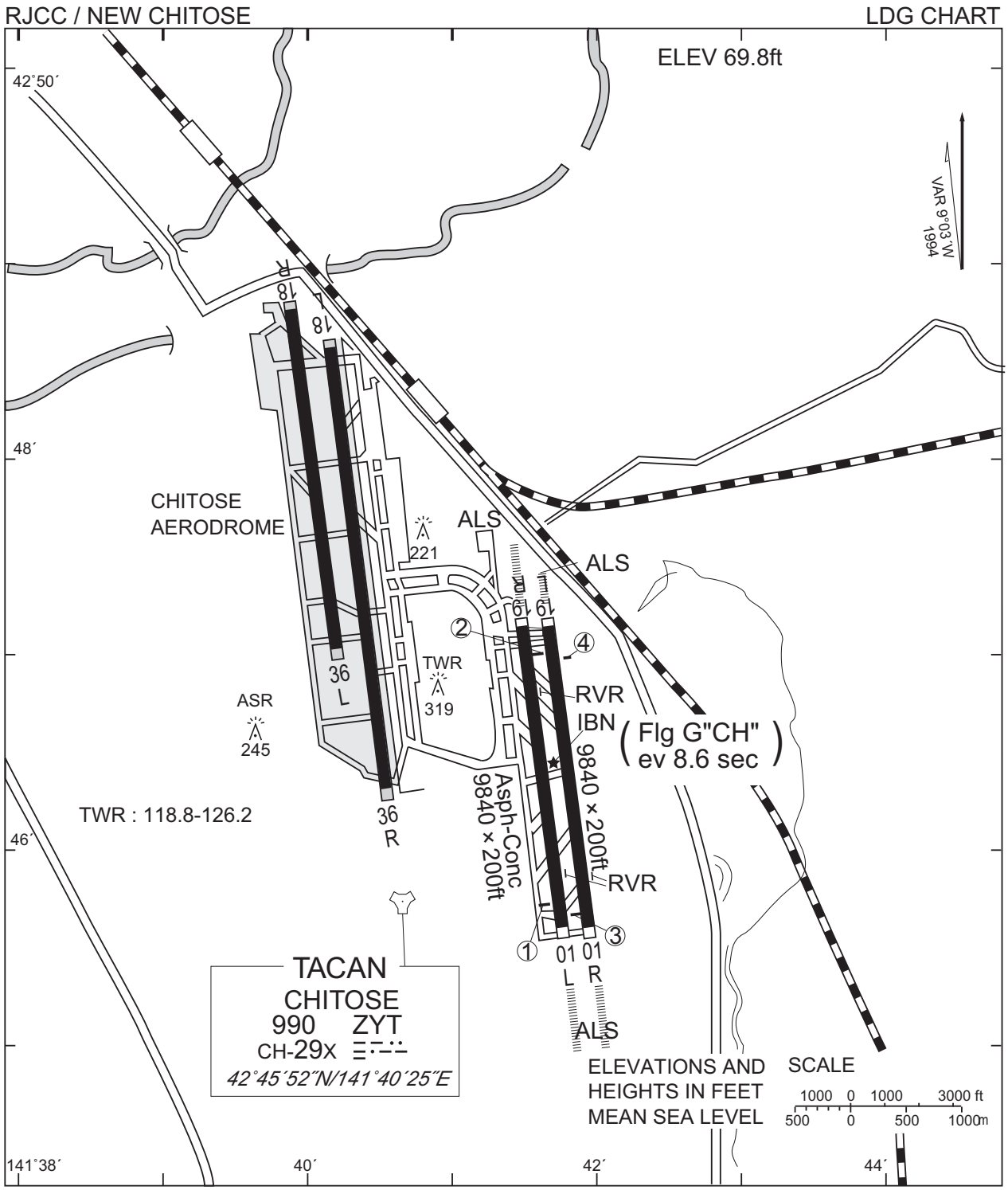


MINIMA AD elev. 70

CAT	CIRCLING	
	MDA(H)	VIS
A	580 (510)	1600
B		
C		2400
D	640 (570)	3200

Circling to EAST side of RWY only.

CHANGE : Description of VAR.



CHANGE: Shape of TWY.

① RWY01L:
Angle 3.0°
MEHT 20.0m(66ft)
402m inside fm THR

② RWY19R:
Angle 3.0°
MEHT 19.7m(65ft)
422m inside fm THR

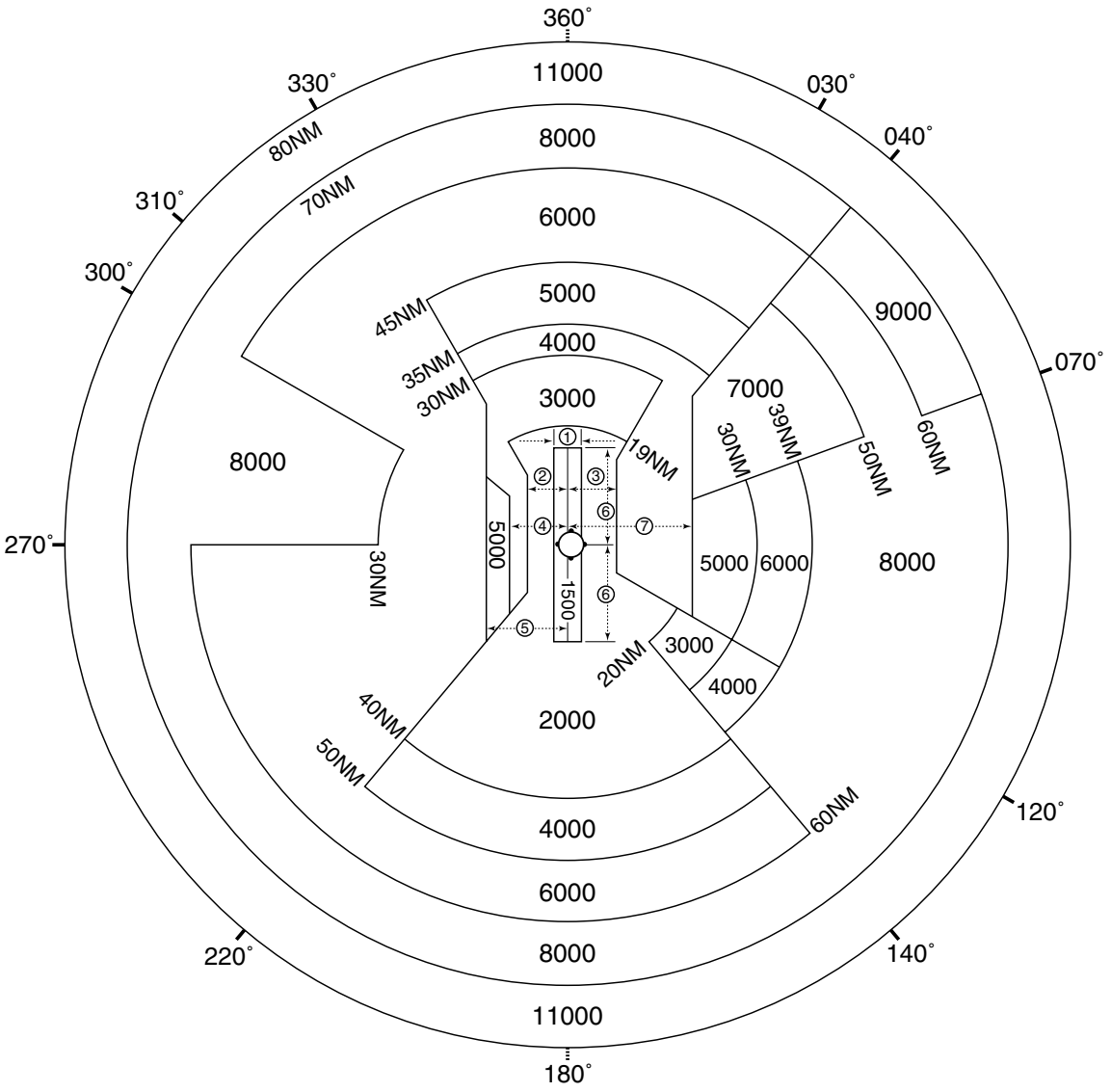
③ RWY01R:
Angle 3.0°
MEHT 20.2m(66ft)
401m inside fm THR

④ RWY19L:
Angle 3.0°
MEHT 20.3m(67ft)
441m inside fm THR

RWY Grooving
RWY 01L / 19R 3000m × 60m
RWY 01R / 19L 3000m × 60m

RJCC / NEW CHITOSE Minimum Vectoring Altitude CHART

VAR 9˚W (2006)



Each distances as follows,

① 4NM
② 6NM
③ 8NM
④ 9NM
⑤ 13NM
⑥ 15NM
⑦ 20NM

CENTER ： *424740N/1413959E* (RJCJ ARP)