

## AD 2 AERODROMES

## RJCK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJCK - KUSHIRO

## RJCK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD   | 430227N/1441135E<br>158°/1.25km from RWY 17 THR  |
| 2 | Direction and distance from (city)   | 9nm WNW from Kushiro city  |
| 3 | Elevation/ Reference temperature   | 311ft / 23°C(2004-2008)  |
| 4 | Geoid undulation at AD ELEV PSN  | Nil  |
| 5 | MAG VAR/ Annual change   | 9° W(2009) / 2'E   |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Hokkaido Airports Co.,Ltd. Kushiro Airport Office<br>Post:2-260 Tsuruoka, Kushiro-city, Hokkaido<br>Tel:0154-57-8880<br>Fax:0154-57-8881 |
| 7 | Types of traffic permitted(IFR/VFR)  | IFR/VFR  |
| 8 | Remarks  | Nil  |

## RJCK AD 2.3 OPERATIONAL HOURS

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

**RJCK AD 2.4 HANDLING SERVICES AND FACILITIES**

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

**RJCK AD 2.5 PASSENGER FACILITIES**

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

**RJCK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

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

**RJCK AD 2.7 SEASONAL AVAILABILITY-CLEARING**

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

## RJCK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

## RJCK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

## RJCK AD 2.10 AERODROME OBSTACLES

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

## RJCK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

## RJCK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

## RJCK AD 2.13 DECLARED DISTANCES

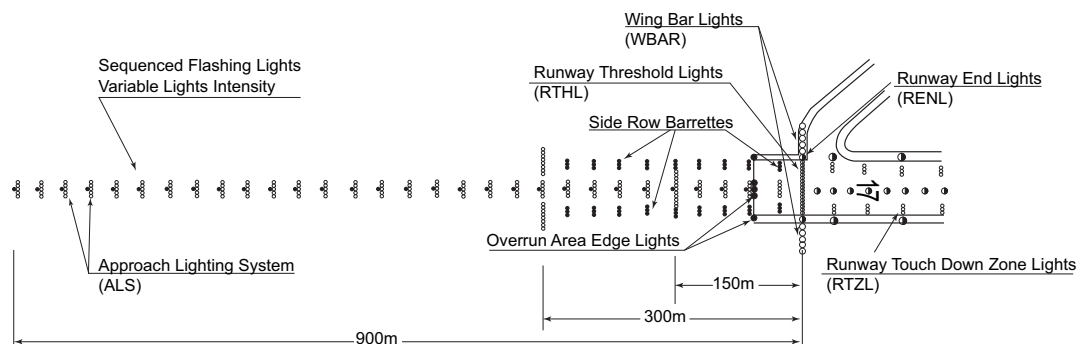
| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
| 17             | 2500        | 2500        | 2500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

## RJCK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator  | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST          | REDL LEN Spacing Color INTST             | RENL Color WBAR | STWL LEN Color |
|---|-------------------------|-----------------|-------------------------------------|----------|---------------------------------------|--|-----------------|----------------|
| 1   | 2                       | 3               | 4                                   | 5        | 6                                     | 7  | 8               | 9              |
| 17  | PALS (CAT III) 900m LIH | Green Green     | PAPI 3.0°/LEFT 400m 66ft            | 900m     | 2500m 15m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red             | Nil(*1)        |
| 35  | SALS 420m LIH           | Green -         | PAPI 3.0°/LEFT 425m 74ft            | Nil      | 2500m 15m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red             | Nil(*1)        |
| Remarks   |                         |                 |                                     |          |                                       |  |                 |                |
| 10  |                         |                 |                                     |          |                                       |  |                 |                |
| Overrun area edge LGT(LEN:60m Color:Red) (*1)<br>RWY THR ID LGT for RWY 35 THR (Color: White) |                         |                 |                                     |          |                                       |  |                 |                |

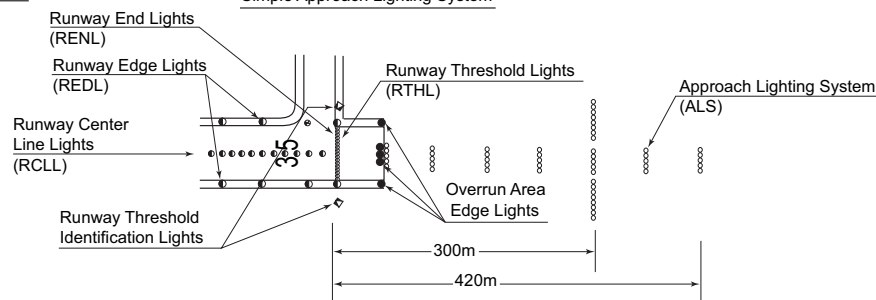
RUNWAY 17

Precision Approach Lighting System



RUNWAY 35

Simple Approach Lighting System



**RJCK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 430237N/1441152E, White/Green EV4.3sec, HO  |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI : Nil<br>Anemometer : RWY 17 : 295.5m from RWY 17 THR, LGTD<br>RWY 35 : 341.1m from RWY 35 THR, LGTD   |
| 3 | TWY edge and centerline lighting                         | TWY edge and center line lights installed, see AD2.9   |
| 4 | Secondary power supply/ switch-over time                 | Within 1sec: PALS, REDL, RENL, RTHL, WBAR, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT, TWY centerline LGT<br><br>Within 15sec: other LGT |
| 5 | Remarks  | WDI LGT  |

**RJCK AD 2.16 HELICOPTER LANDING AREA**

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

**RJCK AD 2.17 ATS AIRSPACE**

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

**RJCK AD 2.18 ATS COMMUNICATION FACILITIES**

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

## RJCK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>(VOR<br>declination) | ID  | Frequency            | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks  |
|-------------------------------------|-----|----------------------|-----------------------|---|--|--|
| 1                                   | 2   | 3                    | 4                     | 5   | 6  | 7  |
| VOR<br>(9°W/2007)                   | KSE | 112.5MHz             | H24                   | 430201.69N/1441214.81E                                |  | Unusable:<br>BTN 340 degrees - 350 degrees beyond<br>35nm BLW 7,000ft.   |
| DME                                 | KSE | 1159MHz<br>(CH-72X)  | H24                   | 430201.69N/1441214.81E                                | 334ft  |  |
| ILS-LOC 17                          | IKS | 108.9MHz             | 2300 - 1200           | 430142.57N/1441158.31E                                |  | LOC: 235m (771ft) away FM RWY 35 THR,<br>BRG (MAG) 168 degrees.  |
| ILS-GP 17                           | -   | 329.3MHz<br>(CH-26X) | 2300 - 1200           | 430253.70N/1441114.80E                                |  | GP:333m(1093ft) inside from RWY17<br>THR, 130m(427ft) W of RCL.<br>HGT of ILS reference datum 16.7m<br>(55ft). GP angle 3.0°<br>GP Unusable in the following area:<br>beyond 6° west side of LOC course. |
| ILS-DME 17                          | -   | 987MHz<br>(CH-26X)   | 2300 - 1200           | 430253.75N/1441115.01E                                | 319ft  | DME: 333m(1039ft) inside from RWY17<br>THR, 125m(410ft) W of RCL   |
| MSAS                                |     | 1575.42MHz           | H24                   |   |  | Transmitting antennas are satellite based.   |

## ILS

## KUSHIRO AP



REMARKS : 1 . LOC beam BRG(MAG) 168°  
 2 . HGT of ILS REF datum 16.7m(55ft)  
 3 . GP Angle 3.0°  
 4 . ELEV of ILS-DME 97.3m(319ft)



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

## RJCK AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1. Airport regulations

## PPR

Prior permission is required for transient aircraft except scheduled and/or emergency flight.  
Tel : Hokkaido Airports Co.,Ltd. Kushiro Airport Office 0154-57-8880

## 2. Taxiing to and from stands

Nil

## 3. Parking area for small aircraft(General aviation)

Nil

## 4. Parking area for helicopters

Nil

## 5. Apron - taxiing during winter conditions

Nil

## 6. Taxiing - limitations

## 1. Wing tip clearance at the TWY intersection (REF AD1.1.6.8)

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

(1)When B763 holding at the stop marking on TWY T5 or T6

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

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

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

## Legend:

\*A : wing tip clearance ≥ 15m

\*B : 6.5m ≤ wing tip clearance < 15m

\*C : wing tip clearance < 6.5m

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

Nil

## 8. Helicopter traffic - limitation

Nil

## 9. Removal of disabled aircraft from runways

Nil



## RJCK AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## RJCK AD 2.22 FLIGHT PROCEDURES

| 1. TAKE OFF MINIMA                                 |       |             |                      |             |                                |             |                       |     |
|--|-------|-------------|----------------------|-------------|--------------------------------|-------------|-----------------------|-----|
|  | RWY   | ACFT<br>CAT | REDL & RCLL          |             | REDL or RCLL or RCL<br>Marking |             | NIL<br>(DAYTIME ONLY) |     |
|  |       |             | RVR                  | VIS         | RVR                            | VIS         | RVR                   | VIS |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP FILED | 17/35 | A,B,C       | 400<br>*200<br>**150 | 400<br>*200 | 400<br>*250                    | 400<br>*250 | -                     | 500 |
|  |       | D           | 400<br>*250<br>**200 | 400<br>*250 | 400<br>*300                    | 400<br>*300 | -                     | 500 |
| OTHER  | 17/35 | A,B,C,D     | AVBL LDG MINIMA      |             |                                |             |                       |     |

\* APPLICABLE WHEN SSP IN FORCE.

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

## 2. ILS Category III Operations at Kushiro Airport

### 1) Facilities

The following Categories are available:

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

### 2) Conditions

A. The following systems must be operative:

|   |
|---|
| For ILS RWY17 approach (CAT III)  |
| (1) ILS comprising; <ul style="list-style-type: none"> <li>• ILS-LOC17 with standby transmitter (including far field monitor)</li> <li>• ILS-GP17 with standby transmitter<br/>(When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.)</li> <li>• ILS-DME17</li> </ul> |
| (2) Lighting systems comprising; <ul style="list-style-type: none"> <li>• PALS 17 (including side row barrettes)</li> <li>• High INTST REDL</li> <li>• High INTST RTHL</li> <li>• RCLL and RTZL</li> </ul>  |
| (3) Secondary power supply  |
| (4) RVR by forward-scatter meters at the touchdown zone, the mid-point and stop-end of the RWY.   |

B. The following information must be currently available:

- Surface wind speed and direction
- RVR

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

### 3) Operating Minimum

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

### 4) Special Safeguards and Procedures (SSP)

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

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

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

**"REPORT OUT OF ILS CRITICAL AREA"**

The exit TWY centerline LGT are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, she is expected to advise the ATC when the TWY centerline LGT change from alternate green and yellow to steady green.

### 5) Approval for CAT III Operations

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

### 6) TWY available for CAT III Operations

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

## RJCK AD 2.23 ADDITIONAL INFORMATION

Nil

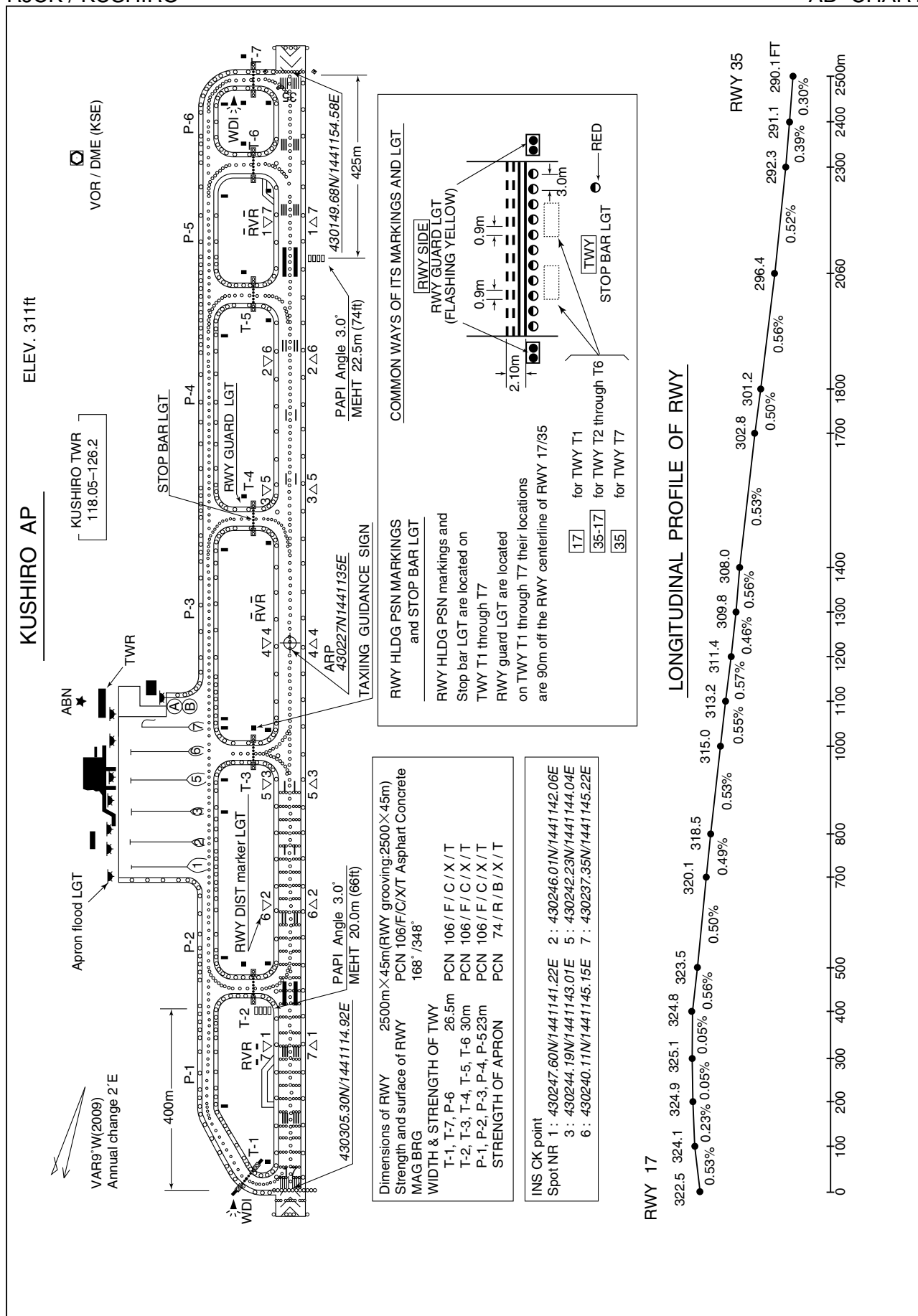
## RJCK AD 2.24 CHARTS RELATED TO AN AERODROME

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

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## RJCK / KUSHIRO

## AD CHART



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RJCK/KUSHIRO

PRECISION APPROACH TERRAIN CHART – ICAO



STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO

SID

ALICE THREE DEPARTURE

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

Note : No turn before DER.

ERIMO FOUR DEPARTURE

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

Note : No turn before DER.

OBIHIRO THREE DEPARTURE

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

Note : No turn before DER.

KUSHIRO REVERSAL FOUR DEPARTURE

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

Note : No turn before DER.

YUDOH TWO DEPARTURE

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

Note : No turn before DER.

EATAK ONE DEPARTURE

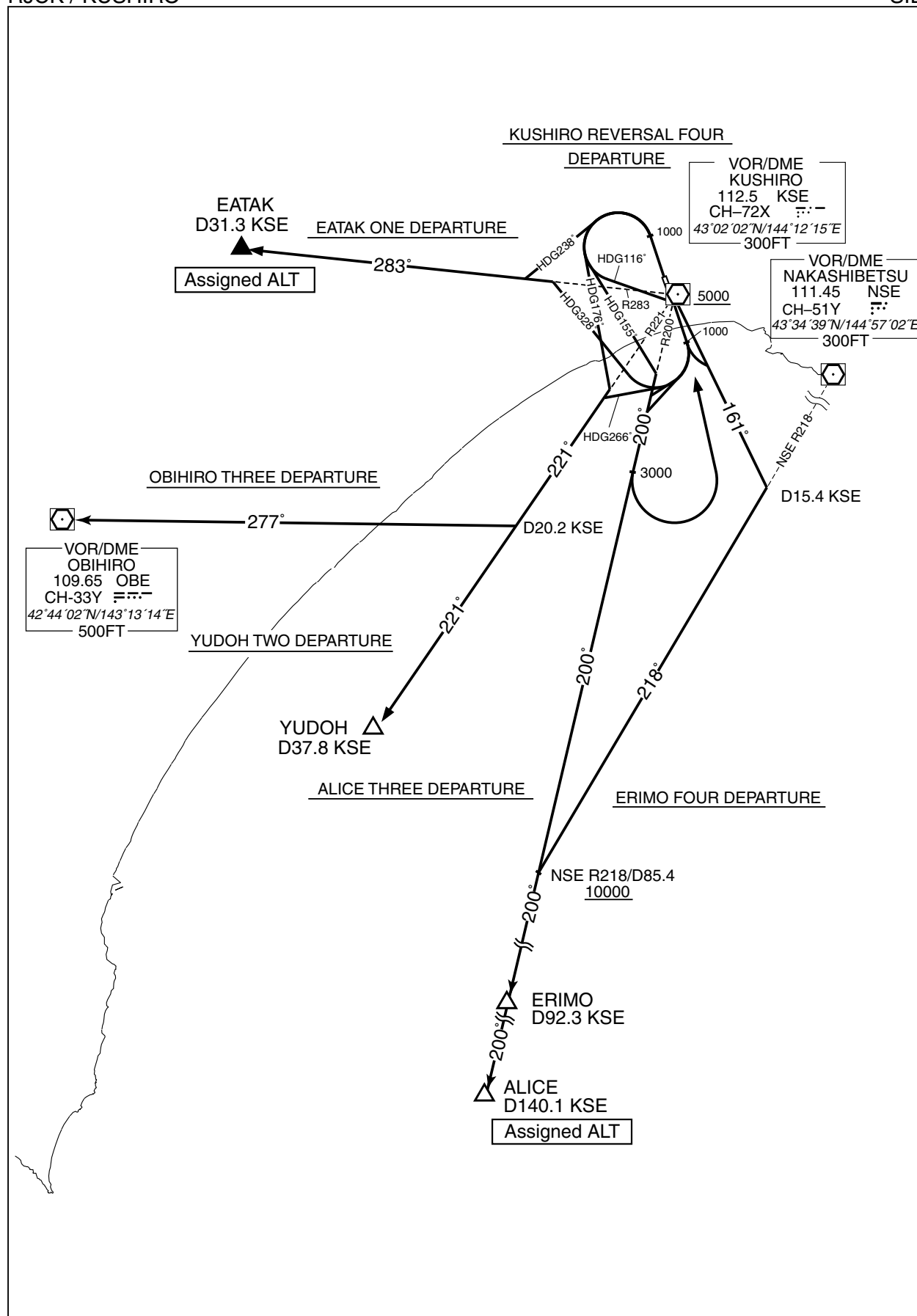
RWY17 : Climb RWY HDG to 1000FT, turn right HDG328°...  
RWY35 : Climb RWY HDG to 1000FT, turn left HDG238°...  
...to intercept and proceed via KSE R283 to EATAK.  
Cross EATAK at assigned altitude.

Note : No turn before DER.



### STANDARD DEPARTURE CHART -INSTRUMENT

SID



## STANDARD DEPARTURE CHART -INSTRUMENT

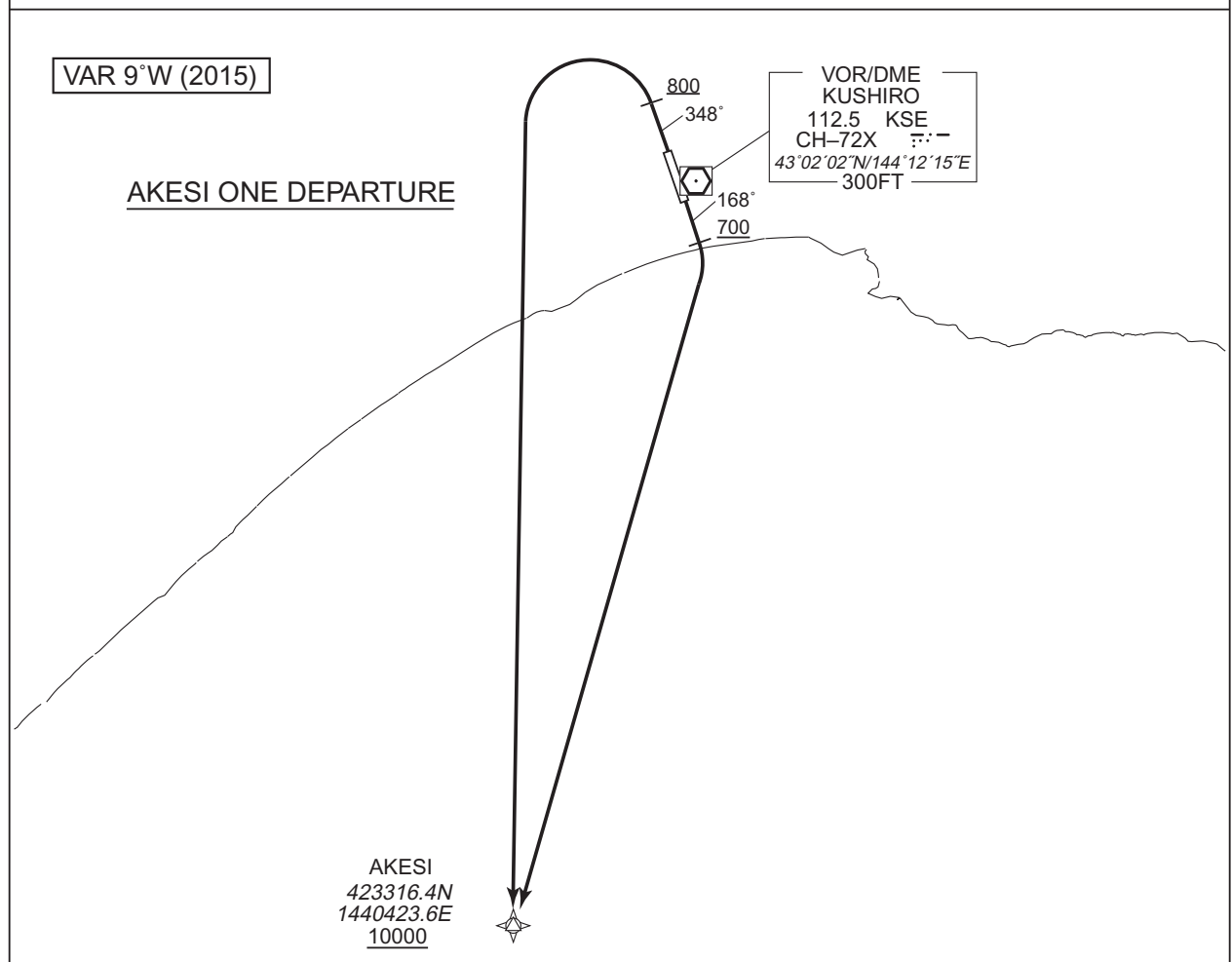
RJCK / KUSHIRO

RNAV SID

## AKESI ONE DEPARTURE

Basic RNP1

Note GNSS required.



## AKESI ONE DEPARTURE

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

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

## RWY17

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 168 (159.0)   | -8.9               | —             | —              | +700          | —            | —              | Basic RNP1               |
| 002           | DF              | AKESI               | —        | —             | -8.9               | —             | R              | +10000        | —            | —              | Basic RNP1               |

## RWY35

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 348 (339.0)   | -8.9               | —             | —              | +800          | —            | —              | Basic RNP1               |
| 002           | DF              | AKESI               | —        | —             | -8.9               | —             | L              | +10000        | —            | —              | Basic RNP1               |

## STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO

RNAV SID

## TANCHO ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

## TANCHO ONE DEPARTURE

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

YUDOH  
423005.4N  
1434446.5E  
10000

## TANCHO ONE DEPARTURE

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

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

## RWY17

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 168<br>(159.0) | -8.9               | —             | —              | +700          | —            | —              | Basic RNP1               |
| 002           | DF              | YUDOH               | —        | —              | -8.9               | —             | R              | +10000        | —            | —              | Basic RNP1               |

## RWY35

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 348<br>(339.0) | -8.9               | —             | —              | +800          | —            | —              | Basic RNP1               |
| 002           | DF              | YUDOH               | —        | —              | -8.9               | —             | L              | +10000        | —            | —              | Basic RNP1               |

## STANDARD DEPARTURE CHART -INSTRUMENT

RJCK / KUSHIRO

RNAV SID

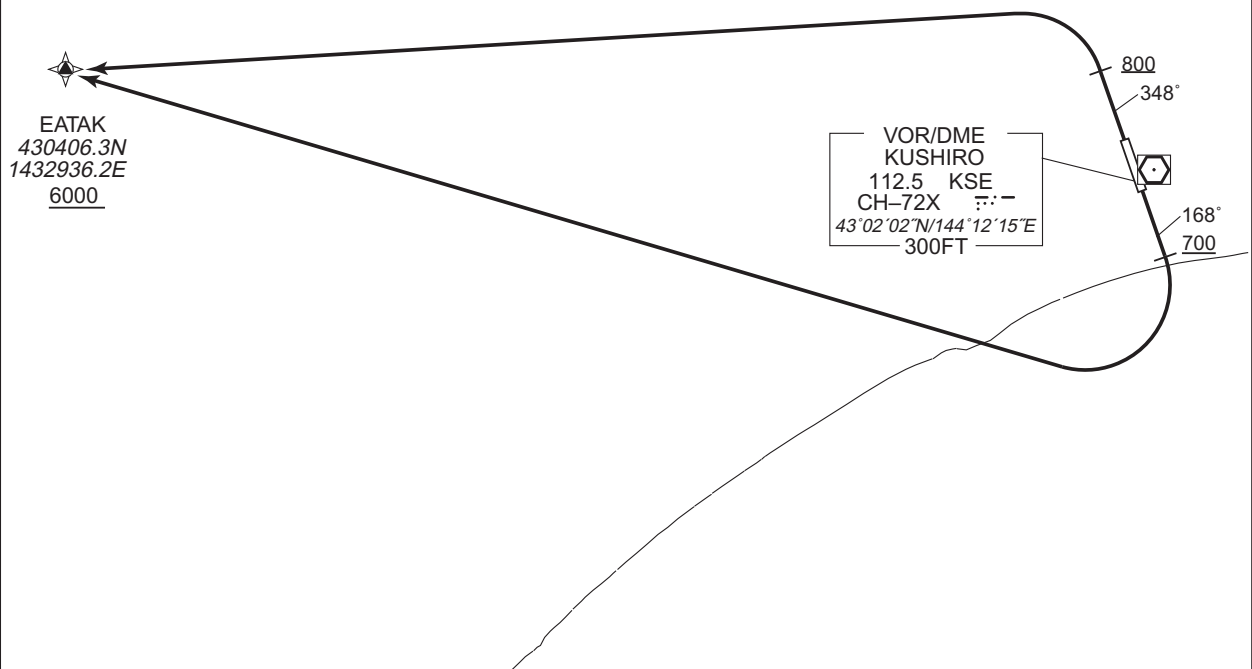
## ASHORO ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

## ASHORO ONE DEPARTURE



## ASHORO ONE DEPARTURE

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

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

Note RWY17: No turn before DER.

## RWY17

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 168 (159.0)   | -8.9               | —             | —              | +700          | —            | —              | Basic RNP1               |
| 002           | DF              | EATAK               | —        | —             | -8.9               | —             | R              | +6000         | —            | —              | Basic RNP1               |

## RWY35

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 348 (339.0)   | -8.9               | —             | —              | +800          | —            | —              | Basic RNP1               |
| 002           | DF              | EATAK               | —        | —             | -8.9               | —             | L              | +6000         | —            | —              | Basic RNP1               |

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STANDARD ARRIVAL CHART -INSTRUMENT

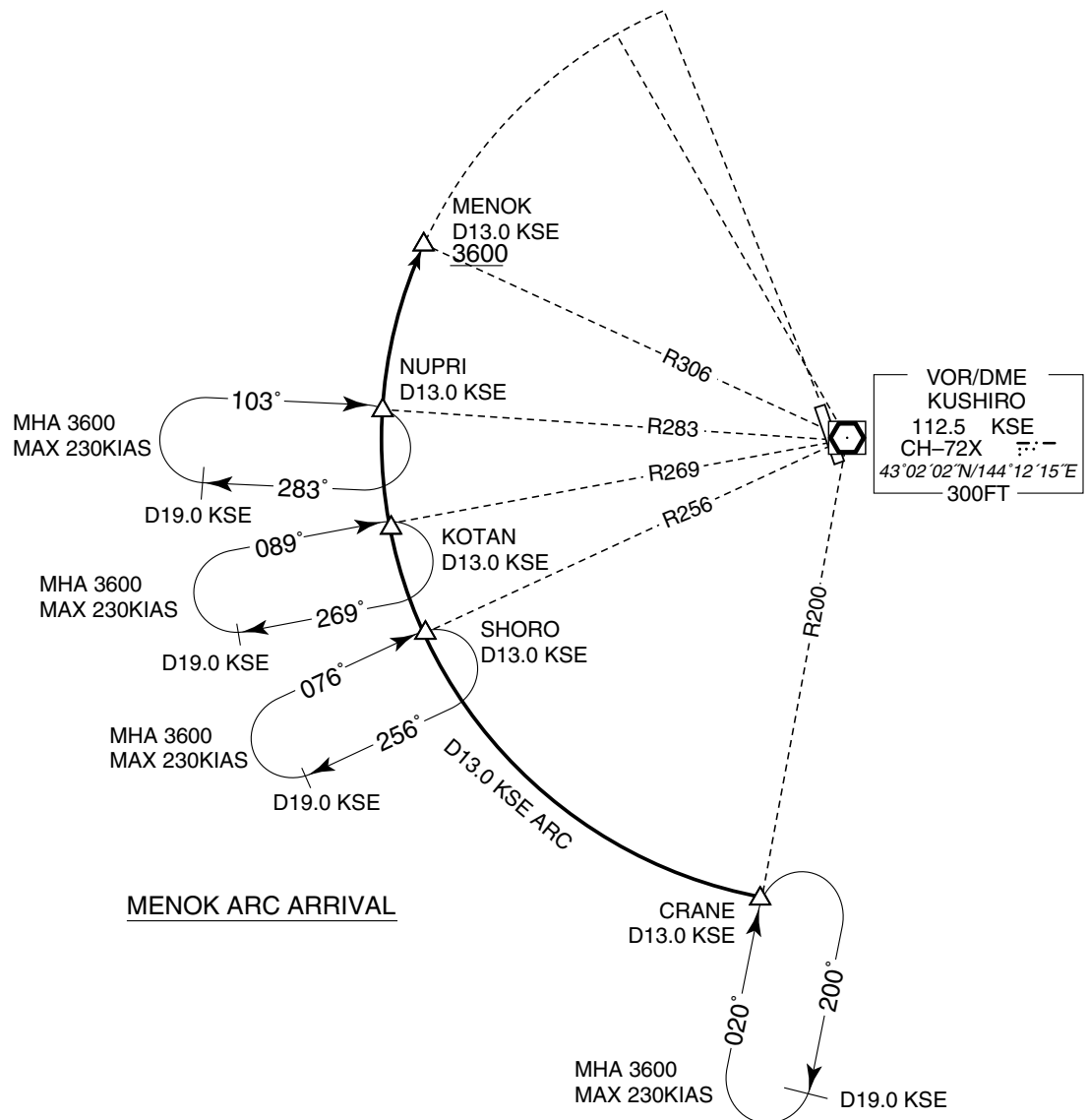
RJCK / KUSHIRO

STAR

MENOK ARC ARRIVAL

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

Cross MENOK at or above 3600FT.



## STANDARD ARRIVAL CHART -INSTRUMENT

RJCK / KUSHIRO

STAR

KUSSY ARRIVAL

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

Cross KUSSY at or above 2000FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJCK / KUSHIRO

STAR

CRANE ARC ARRIVAL

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

Cross CRANE at or above 3600FT.





## STANDARD ARRIVAL CHART -INSTRUMENT

RJCK / KUSHIRO

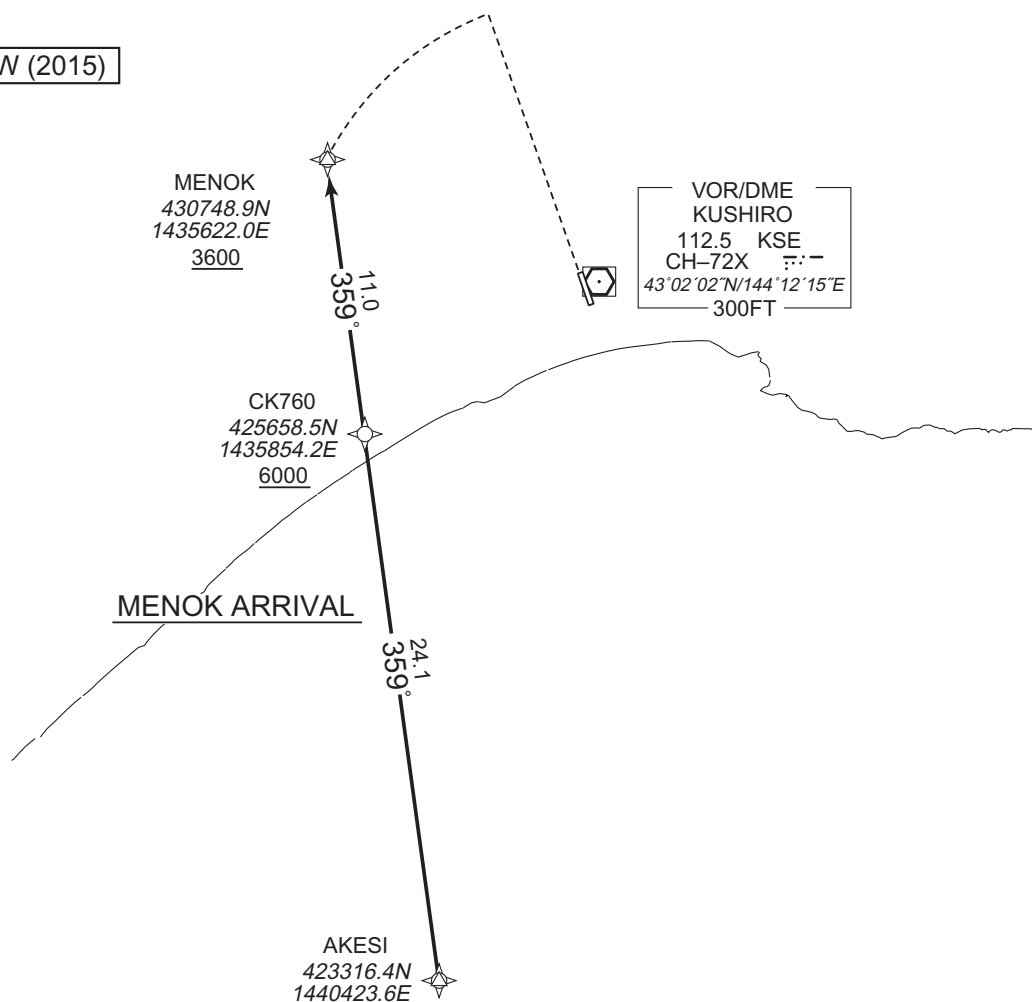
RNAV STAR RWY17

## MENOK ARRIVAL

Basic RNP1

Note GNSS required.

VAR 9°W (2015)

MENOK ARRIVAL

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | AKESI               | —        | —              | -8.9               | —             | —              | —             | —            | —              | Basic RNP1               |
| 002           | TF              | CK760               | —        | 359<br>(350.4) | -8.9               | 24.1          | —              | +6000         | —            | —              | Basic RNP1               |
| 003           | TF              | MENOK               | —        | 359<br>(350.3) | -8.9               | 11.0          | —              | +3600         | —            | —              | Basic RNP1               |

STANDARD ARRIVAL CHART -INSTRUMENT

RJCK / KUSHIRO

RNAV STAR RWY17

MARNY ARRIVAL

Basic RNP1

Note GNSS required.

VAR 9°W (2015)



MARNY ARRIVAL

From CRANE, to MARNY at or above 3800FT.

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | CRANE               | —        | —              | -8.9               | —             | —              | —             | —            | —              | Basic RNP1               |
| 002           | TF              | MARNY               | —        | 069<br>(060.2) | -8.9               | 11.0          | —              | +3800         | —            | —              | Basic RNP1               |

CHANGE: MINIMA(CAT IIIA, IIIB → CAT III).

RJCK / KUSHIRO

ILS or LOC RWY17 (CAT III)

SAPPORO CONTROL  
128.325 – 246.1  
134.25 – 260.4

ILS-LOC  
108.9 IKS ::-  
ILS-GP 329.3  
ILS-DME CH-26X

KUSHIRO TOWER  
118.05 – 126.2

NO RADAR

VAR 9°W (2008)  
MSA 25NM

EQPT REQUIRED  
DME  
VOR

UTARI(IF)  
D11.9 IKS  
R346/D13.0 KSE

AKANN(FAF) D6.7 IKS

MAPt  
D0.8 IKS

KUSHIRO CITY

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

MENOK  
D13.0 KSE

MHA 3600  
MAX 230KIAS  
D19.0 KSE  
2369.

CRANE  
D13.0 KSE

D19.0 KSE

AKANN(FAF) : 430911.57N/1440802.37E

| NM to IKS            | FAF | 6    | 5    | 4    | 3    | 2   | 1   | MAPt |
|----------------------|-----|------|------|------|------|-----|-----|------|
| ALT (3.0° APCH Path) | -   | 2226 | 1908 | 1589 | 1271 | 952 | 633 | -    |

MISSED APPROACH  
Climb to 3600FT via HDG 168° until KSE 3.0DME, turn right to intercept and proceed via KSE R200 to CRANE and hold.  
Contact KUSHIRO TOWER.

Timing not authorized defining the MAPt.

| MINIMA |         | THR elev. 323   |    |       | AD elev. 311 |             |           |             |            |      |
|--------|---------|-----------------|----|-------|--------------|-------------|-----------|-------------|------------|------|
| CAT    | CAT III | CAT II          |    | CAT I |              | LOC         |           | CIRCLING    |            |      |
|        | RVR     | DA(H)           | RA | RVR   | DA(H)        | RVR/<br>CMV | MDA(H)    | RVR/<br>CMV | MDA(H) VIS |      |
| A      | 100     | Not applicable. |    |       | 523 (200)    | 550         | 590 (279) | 800         | 730 (419)  | 1600 |
| B      |         |                 |    |       |              |             |           |             | 770 (459)  |      |
| C      |         |                 |    |       |              |             |           |             |            |      |
| D      |         |                 |    |       |              |             |           |             | 870 (559)  | 3200 |

Circling to EAST side of RWY only.  
Values of RA may increase or decrease rapidly affected by terrain between IKS 0.4DME and 0.8DME.

## INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

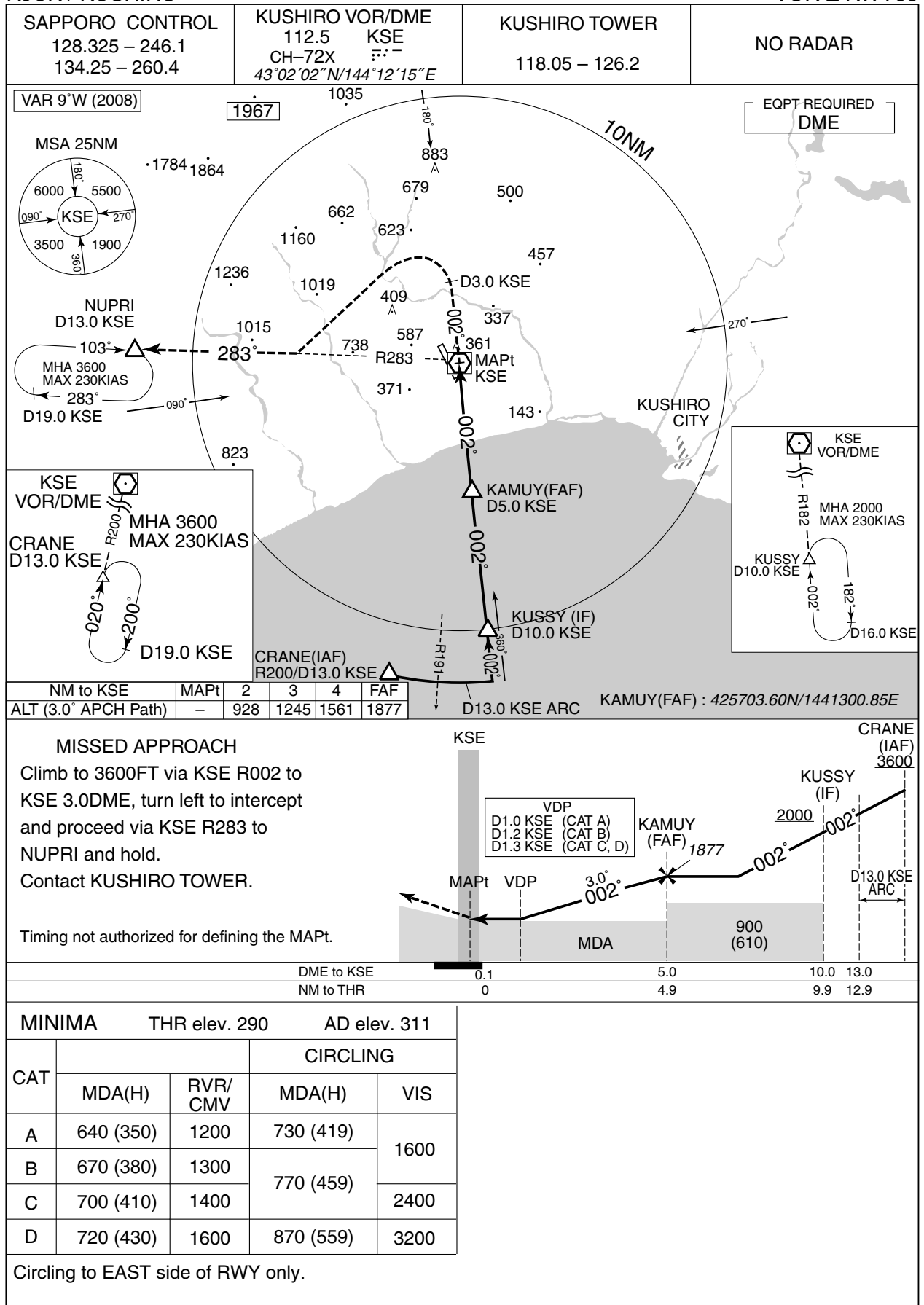
VOR RWY17



## INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

VOR Z RWY35



## INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

VOR Y RWY35



## INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

RNAV(RNP) Z RWY17



## INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

RNAV(RNP) Z RWY17

RNAV(RNP) Z RWY17Coding Table

| Serial Number | Path Descriptor                    | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|-----------|
| 001           | IF                                 | CRANE               | —        | —              | -8.9               | —             | —              | +3600         | —            | —              | —         |
| 002           | TF                                 | MARIM               | —        | 358<br>(349.1) | -8.9               | 7.1           | —              | +3300         | —            | —              | 1.0       |
| 003           | TF                                 | MILKY               | —        | 358<br>(349.0) | -8.9               | 6.0           | —              | 3300          | -165         | —              | 1.0       |
| 004           | TF                                 | CK752               | —        | 358<br>(349.0) | -8.9               | 1.4           | —              | 2864          | —            | -3.00          | 0.3       |
| 005           | RF<br>Center:<br>CKRF1<br>r=2.08NM | CK751               | —        | —              | -8.9               | 6.2           | R              | 901           | —            | -3.00          | 0.3       |
| 006           | TF                                 | RW17                | Y        | 168<br>(159.0) | -8.9               | 1.6           | —              | 378           | —            | -3.00/55       | 0.3       |
| 007           | TF                                 | CK753               | —        | 168<br>(159.0) | -8.9               | 9.8           | —              | —             | —            | —              | 1.0       |
| 008           | TF                                 | CRANE               | —        | 238<br>(229.0) | -8.9               | 7.1           | —              | 3600          | —            | —              | 1.0       |

Waypoint Coordinates

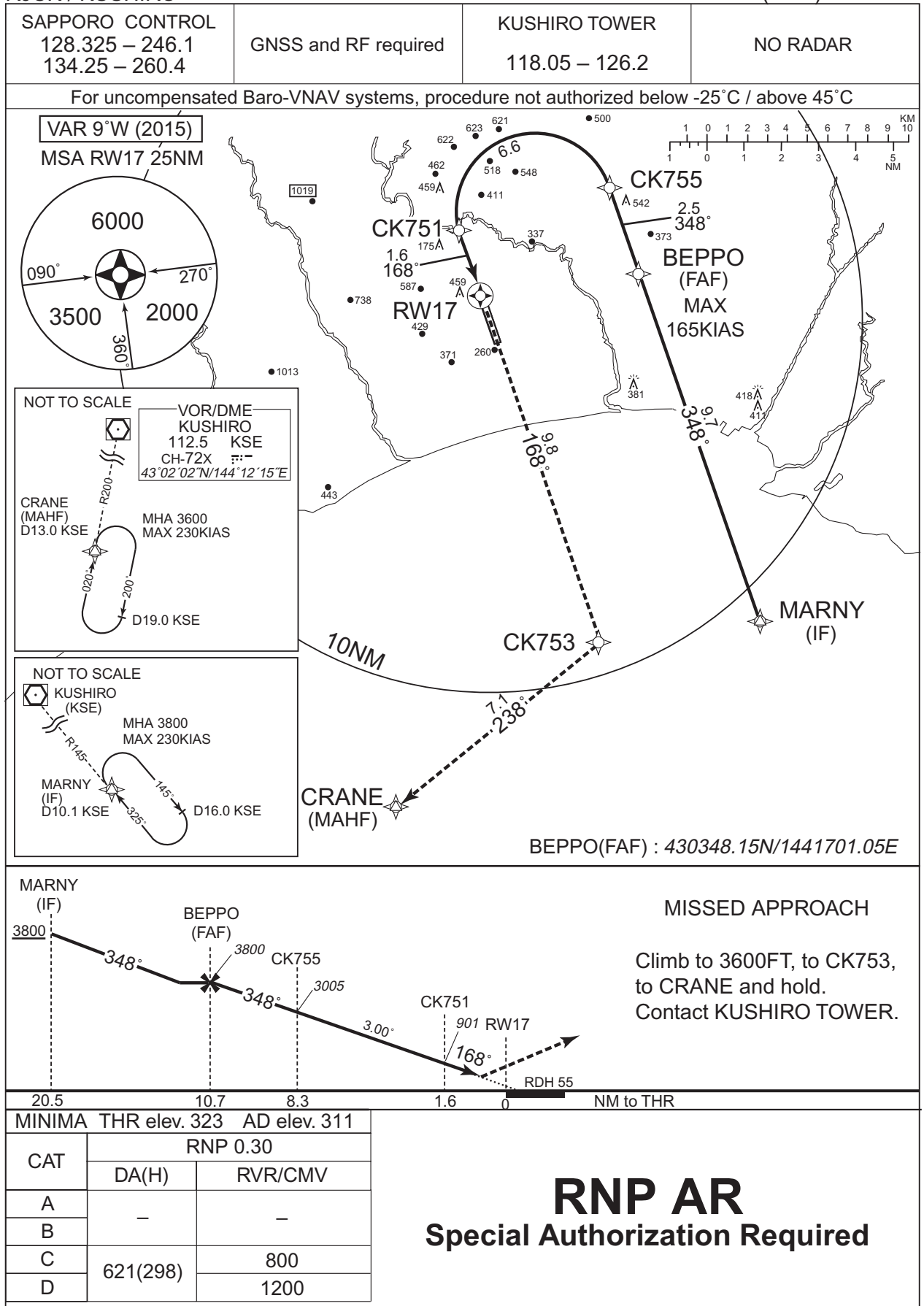
| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| CRANE               | 424916.84N / 1440846.59E | CKRF1                    | 430352.65N /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



## INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

RNAV(RNP) Y RWY17



## INSTRUMENT APPROACH CHART

RJCK / KUSHIRO

RNAV(RNP) Y RWY17

RNAV(RNP) Y RWY17Coding Table

| Serial Number | Path Descriptor                    | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|-----------|
| 001           | IF                                 | MARNY               | —        | —              | -8.9               | —             | —              | +3800         | —            | —              | —         |
| 002           | TF                                 | BEPP0               | —        | 348<br>(339.1) | -8.9               | 9.7           | —              | 3800          | -165         | —              | 1.0       |
| 003           | TF                                 | CK755               | —        | 348<br>(339.1) | -8.9               | 2.5           | —              | 3005          | —            | -3.00          | 0.3       |
| 004           | RF<br>Center:<br>CKRF2<br>r=2.10NM | CK751               | —        | —              | -8.9               | 6.6           | L              | 901           | —            | -3.00          | 0.3       |
| 005           | TF                                 | RW17                | Y        | 168<br>(159.0) | -8.9               | 1.6           | —              | 378           | —            | -3.00/55       | 0.3       |
| 006           | TF                                 | CK753               | —        | 168<br>(159.0) | -8.9               | 9.8           | —              | —             | —            | —              | 1.0       |
| 007           | TF                                 | CRANE               | —        | 238<br>(229.0) | -8.9               | 7.1           | —              | 3600          | —            | —              | 1.0       |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| MARNY               | 425443.27N / 1442145.22E | CKRF2                    | 430522.76N / 1441307.17E |
| BEPP0               | 430348.15N / 1441701.05E |                          |                          |
| CK755               | 430607.99N / 1441547.87E |                          |                          |
| CK751               | 430437.47N / 1441026.54E |                          |                          |
| RW17                | 430305.30N / 1441114.92E |                          |                          |
| CK753               | 425355.48N / 1441602.58E |                          |                          |
| CRANE               | 424916.84N / 1440846.59E |                          |                          |

## RJCK / KUSHIRO

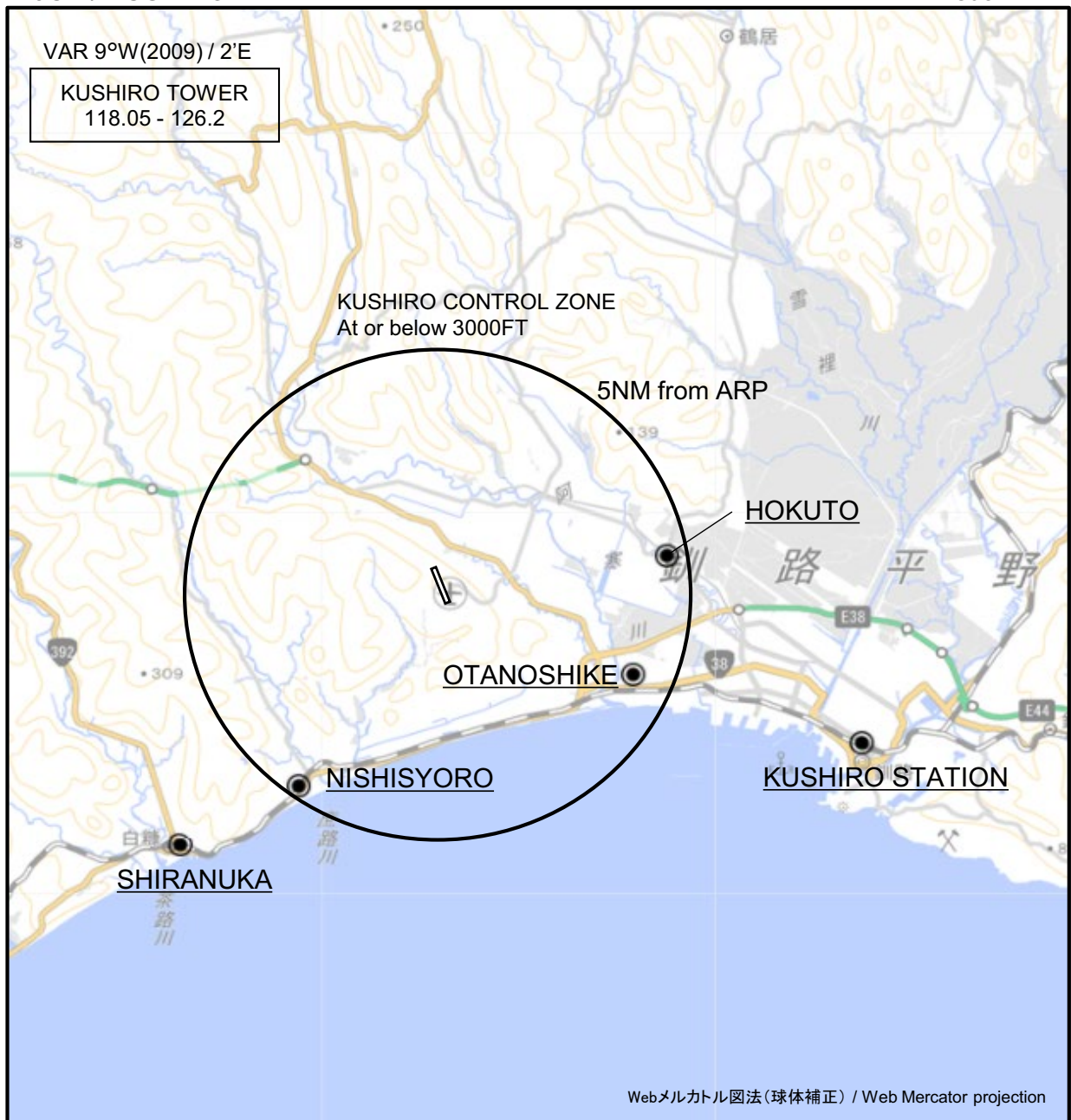
RNAV(GNSS) RWY35

7/11/19

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RJCK / KUSHIRO

Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

| Call sign                   | BRG / DIST from ARP | Remarks                |
|-----------------------------|---------------------|------------------------|
| 北斗<br>Hokuto                | 080°T / 4.6NM       | T字路交差点<br>Intersection |
| 大楽毛<br>Otanoshike           | 113°T / 4.2NM       | 製紙工場煙突群<br>Chimneys    |
| 釧路ステーション<br>Kushiro Station | 110°T / 8.8NM       | JR駅<br>Station         |
| 西庶路<br>Nishisyoro           | 215°T / 4.7NM       | JR駅<br>Station         |
| 白糖<br>Shiranuka             | 225°T / 7.2NM       | JR駅<br>Station         |

CHANGE : Map updated. BRG/DIST from ARP.

RJCK / KUSHIRO

Minimum Vectoring Altitude CHART

VAR 9°W (2007)

