

## AD 2 AERODROMES

## RJEB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJEB - MONBETSU

## RJEB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD   | 441815N 1432415E<br>132°/1km FM RWY 32 THR   |
| 2 | Direction and distance from (city)   | 3.8NM NW of MONBETSU city  |
| 3 | Elevation/ Reference temperature   | 58ft / 24°C(2004-2008)   |
| 4 | Geoid undulation at AD ELEV<br>PSN   | 99.25ft  |
| 5 | MAG VAR/ Annual change   | 9°W(2000) / 2.1'E  |
| 6 | AD Administration, address,<br>telephone, telefax, telex, AFS,<br>e-mail and/or Web-site addresses | HOKKAIDO. PUBLIC.AP<br>Okhotsk-Monbetsu Airport Administration Office<br>(Hokkaido prefectural government)<br>19-3 Komukai Monbetsu-city Hokkaido<br>Tel 0158-24-1336 , 1337<br>Fax 0158-24-1338<br>URL: <a href="http://www.abashiri.pref.hokkaido.lg.jp/ds/adg/rjeb1.htm">http://www.abashiri.pref.hokkaido.lg.jp/ds/adg/rjeb1.htm</a> |
| 7 | Types of traffic permitted(IFR/<br>VFR)  | IFR/VFR  |
| 8 | Remarks  | Nil  |

## RJEB AD 2.3 OPERATIONAL HOURS

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | 0000 - 0800   |
| 2  | Customs and immigration   | On Request<br>Customs: 0158-23-3500<br>Immigration: 0166-38-6755              |
| 3  | Health and sanitation     | Quarantine(human): On request(0166-83-5180)<br>Quarantine(animal, plant): Nil |
| 4  | AIS Briefing Office       | Nil   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24(NEW CHITOSE)  |
| 7  | ATS                       | 0000 - 0800<br>Remarks: AFIS provided by New Chitose Airport Office.          |
| 8  | Fuelling                  | Nil   |
| 9  | Handling                  | 0000 - 0800   |
| 10 | Security                  | 0000 - 0800   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | Nil   |

**RJEB AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |     |
|---|---|-----|
| 1 | Cargo-handling facilities               | Nil |
| 2 | Fuel/ oil types                         | Nil |
| 3 | Fuelling facilities/ capacity           | Nil |
| 4 | De-icing facilities                     | Nil |
| 5 | Hangar space for visiting aircraft      | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks                                 | Nil |

**RJEB AD 2.5 PASSENGER FACILITIES**

|   |                      |                               |
|---|----------------------|-------------------------------|
| 1 | Hotels               | Nil                           |
| 2 | Restaurants          | Coffee Shop 0200-0500         |
| 3 | Transportation       | Buses and Taxi                |
| 4 | Medical facilities   | Hospital in Monbetsu city 7km |
| 5 | Bank and Post Office | Nil                           |
| 6 | Tourist Office       | Nil                           |
| 7 | Remarks              | Nil                           |

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

|   |   |   |
|---|---|---|
| 1 | AD category for fire fighting               | CAT 7   |
| 2 | Rescue equipment                            | Chemical fire fighting truck x 2 ,<br>Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Nil   |
| 4 | Remarks                                     | Nil   |

**RJEB AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |  |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow Removal Equipments :<br>truck x 5 , motor grader x 1, rotary x 3 , dozer x 3, snow sweeper x 3, anti-freezing-agent spreader x 1<br><br>Available period: from NOV to MAY |
| 2 | Clearance priorities        | 1.RWY<br>2.TWY<br>3.APRON  |
| 3 | Remarks                     | Nil  |

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

|   |                                     |   |
|---|-------------------------------------|---|
| 1 | Apron surface and strength          | Surface:cement-concrete<br>Strength:PCN 48/R/B/X/T  |
| 2 | Taxiway width, surface and strength | Width:23m, Surface:asphalt-concrete<br>Strength:PCN 52/F/B/X/T                              |
| 3 | ACL and elevation                   | Not available   |
| 4 | VOR checkpoints                     | Not available   |
| 5 | INS checkpoints                     | Spot NR<br>1 441820.93N 1432425.33E<br>2 441821.90N 1432423.82E<br>3 441822.88N 1432422.31E |
| 6 | Remarks                             | Nil   |

## RJEB 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 | Nil  |
| 2 | RWY and TWY markings and LGT   | RWY:14/32<br>(Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe, RWY turn pad CL, RWY turn pad edge<br>(LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY32), WBAR(RWY32), Turning point indicator LGT, RWY DIST marker LGT<br><br>TWY:<br>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe<br>(LGT) TWY edge LGT, TWY CL LGT |
| 3 | Stop bars  | Nil  |
| 4 | Remarks  | (Marking) Overrun area<br>(LGT) Apron flood LGT  |

## 滑走路180° 転回実施要領

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

## Procedure of 180° turn on RWY

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



## RJEB AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

| OBST ID/designation | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks                   |
|---------------------|---------------|-------------|-----------|--------------|---------------------------|
| RJEB1               | MT            | –           | 1,094.8ft | Nil          | See<br>RJEB AD2.14 Figure |

In Area3 To be developed

## RJEB 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          | Nil  |
| 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                                    | RADIO  |
| 10 | Additional information(limitation of<br>service, etc.)                 | Nil  |

## RJEB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE<br>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   |
| 14                     | 131.93°                  | 2000x45  | PCN<br>58/F/D/X/T<br>52/F/B/X/T(1)<br>Asphalt Concrete   | 441835.73N<br>1432340.93E<br>97.4ft     | THR ELEV : 80ft   |
| 32                     | 311.93°                  | 2000x45  | PCN<br>58/F/D/X/T<br>52/F/B/X/T(1)<br>Asphalt Concrete   | 441752.44N<br>1432448.06E<br>97.4ft     | THR ELEV : 71.85ft<br>TDZ ELEV : 71.85ft                              |
| Slope of RWY           | Strip<br>Dimensions(M)   | RESA (Overrun)<br>Dimensions (M)   | Remarks  |   |   |
| 7                      | 10                       | 11   | 14   |   |   |
| see AD 2.24 AD Chart   | 2120x300<br><br>2120x300 | 40x300<br><br>190x(MNM:137 MAX:300)*<br>*For detail, ask airport administrator | RWY Grooving:2000x45m<br>(1)BTN 70m and 470m FM RWY 32 THR.<br>BTN 820m and 1270m FM RWY 32 THR.<br>BTN 130m and 590m FM RWY 14 THR. |   |   |

## RJEB 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       |
| 14             | 2000        | 2000        | 2000        | 2000       | Nil     |
| 32             | 2000        | 2000        | 2000        | 2000       | Nil     |

## RJEB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator  | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR | PAPI<br>(VASIS)<br>Angle<br>DIST FM THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST          | REDL<br>LEN<br>Spacing<br>Color<br>INTST             | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|--|-------------------------------------|-----------------------|---|-------------|---|--|-----------------------|----------------------|
| 1  | 2                                   | 3                     | 4   | 5           | 6   | 7  | 8                     | 9                    |
| 14   | SALS (*1)<br>420m<br>LIH            | Green<br>Nil          | PAPI<br>3.0°/Left<br>445.5m<br>61ft             | Nil         | 2000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*2)              |
| 32   | PALS<br>(CAT I)<br>900m<br>LIH      | Green<br>Green        | PAPI<br>3.0°/Left<br>391.6m<br>61ft             | 900m        | 2000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*2)              |
| Remarks  |                                     |                       |   |             |   |  |                       |                      |
| 10   |                                     |                       |   |             |   |  |                       |                      |
| SALS with APCH LGT beacon (600m and 900m FM RWY THR ) (*1)<br>Overrun area edge LGT(LEN60m color:Red) (*2)<br>CGL for RWY 14<br>Usable area of PAPI of RWY14 is within 3.5 NM FM RWY 14 THR (See Below Figure) |                                     |                       |   |             |   |  |                       |                      |

Usable area of PAPI

滑走路14末端側進入角指示灯の使用範囲は、障害物（山）のため滑走路14側末端から3.5NM以内とする。

Usable area of PAPI for runway 14 is within 3.5NM from runway 14 threshold due to obstructions (mountain).



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

|   |  |   |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 441823N/1432434E, White/Green EV4.3sec, HO   |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI:Nil<br>Anemometer:<br>RWY14:300m from RWY14 THR, LGTD<br>RWY32:295m from RWY32 THR, LGTD                                  |
| 3 | TWY edge and centerline lighting                         | TWY edge and center line lights installed, see AD 2.9   |
| 4 | Secondary power supply/switch-over time                  | Within 1sec : REDL, RCLL, RTHL, RENL, WBAR,<br>Turning point indicator LGT, Overrun area edge LGT<br>Within 15sec : Other LGT |
| 5 | Remarks  | WDI LGT   |

**RJEB AD 2.16 HELICOPTER LANDING AREA**

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

**RJEB AD 2.17 ATS AIRSPACE**

| Designation and lateral limits |  | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Transition altitude | Remarks |
|--------------------------------|--|----------------------|-------------------------|-----------------------------|---------------------|---------|
| 1                              |  | 2                    | 3                       | 4                           | 5                   | 6       |
| Monbetsu Information Zone      | Area within a radius of 5NM(9km) of Monbetsu ARP | 3,000 or below       | E                       | Monbetsu Radio En           | Nil                 |         |

**RJEB AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign      | Frequency | Hours of operation | Remarks                                |
|---------------------|----------------|-----------|--------------------|--|
| 1                   | 2              | 3         | 4                  | 5                                      |
| AFIS                | Monbetsu Radio | 118.15MHz | 0000 - 0800        | Operated by New Chitose Airport Office |



## RJEB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>(VOR 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/2016)                | MVE | 112.9MHz            | H24                   | 441818.96N<br>1432342.33E                             |  |  |
| DME                              | MVE | 1163MHz<br>(CH-76X) | H24                   | 441818.96N<br>1432342.33E                             | 159ft  | DME Unusable:<br>150°-170° beyond 30nm BLW 4000ft.<br>170°-200° beyond 30nm BLW 6000ft.<br>260°-280° beyond 30nm BLW 6000ft. |
| ILS-LOC 32                       | IMV | 111.55MHz           | 0000 - 0800           | 441840.82N<br>1432333.00E                             |  | LOC: 235m(771ft)away FM<br>RWY14 THR, BRG(MAG)321°.  |
| ILS-GP 32                        | -   | 332.75MHz           | 0000 - 0800           | 441756.35N<br>1432433.82E                             |  | GP: 315m(1033ft) inside FM RWY32<br>THR, 120m(394ft) SW of RCL.<br>HGT of ILS Ref datum 16.5m (54ft).<br>GP angle 3.0°       |
| ILS-DME 32                       | IMV | 1139MHz<br>(CH-52Y) | 0000 - 0800           | 441756.18N<br>1432433.23E                             | 87ft   | DME: 321m(1053ft) inside FM<br>RWY32 THR, 133m(436ft) SW of<br>RCL.  |

ILS

REMARKS : 1. LOC beam BRG(MAG) 321°  
2. HGT of ILS REF datum 16.5m(54ft)  
3. GP Angle 3.0°  
4. ELEV of ILS-DME 26.6m(87ft)

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**RJEB AD 2.20 LOCAL TRAFFIC REGULATIONS**

## 1. Airport regulations

Aircraft operations other than scheduled flights or in an emergency  
On use of this airport, aircraft operator is required to obtain the prior permission of the Airport Administrator.

## 2. Taxiing to and from stands

Nil

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

Nil

## 4. Parking area for helicopters

Nil

## 5. Apron - taxiing during winter conditions

Nil

## 6. Taxiing - limitations

Nil

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

Nil

## 8. Helicopter traffic - limitation

Nil

## 9. Removal of disabled aircraft from runways

Nil

**RJEB AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

**RJEB AD 2.22 FLIGHT PROCEDURES****TAKE OFF MINIMA**

|  | RWY | ACFT<br>CAT | REDL & RCLL     |      | REDL or RCLL<br>or RCL Marking |      | NIL<br>(DAYTIME ONLY) |      |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
|  |     |             | RVR             | VIS  | RVR                            | VIS  | RVR                   | VIS  |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP FILED | 14  | A,B,C,D     | -               | 400m | -                              | 400m | -                     | 500m |
|  | 32  | A,B,C,D     | 400m            | 400m | 400m                           | 400m | -                     | 500m |
| OTHER  | 14  | A,B,C,D     | AVBL LDG MINIMA |      |                                |      |                       |      |
|  | 32  | A,B,C,D     |                 |      |                                |      |                       |      |

**RJEB AD 2.23 ADDITIONAL INFORMATION**

Nil

**RJEB AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome/Heliport Chart  
Standard Departure Chart - Instrument (MONBETSU REVERSAL)  
Standard Departure Chart - Instrument (LUBEK-RNAV)  
Instrument Approach Chart (ILS or LOC RWY32)  
Instrument Approach Chart (RNAV(RNP) RWY14)  
Instrument Approach Chart (RNAV(RNP) RWY32)  
Instrument Approach Chart (VOR A)  
Other Chart (Visual REP)  
Other Chart (MVA CHART)

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## RJEB / MONBETSU

## AD CHART



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## RJEB / MONBETSU

## SID and TRANSITION

RWY14 : Climb RWY HDG to 600FT, turn left HDG050°, to 2500FT turn left,...

RWY32 : Climb RWY HDG to 500FT, turn right HDG050°, to 2500FT turn right,...

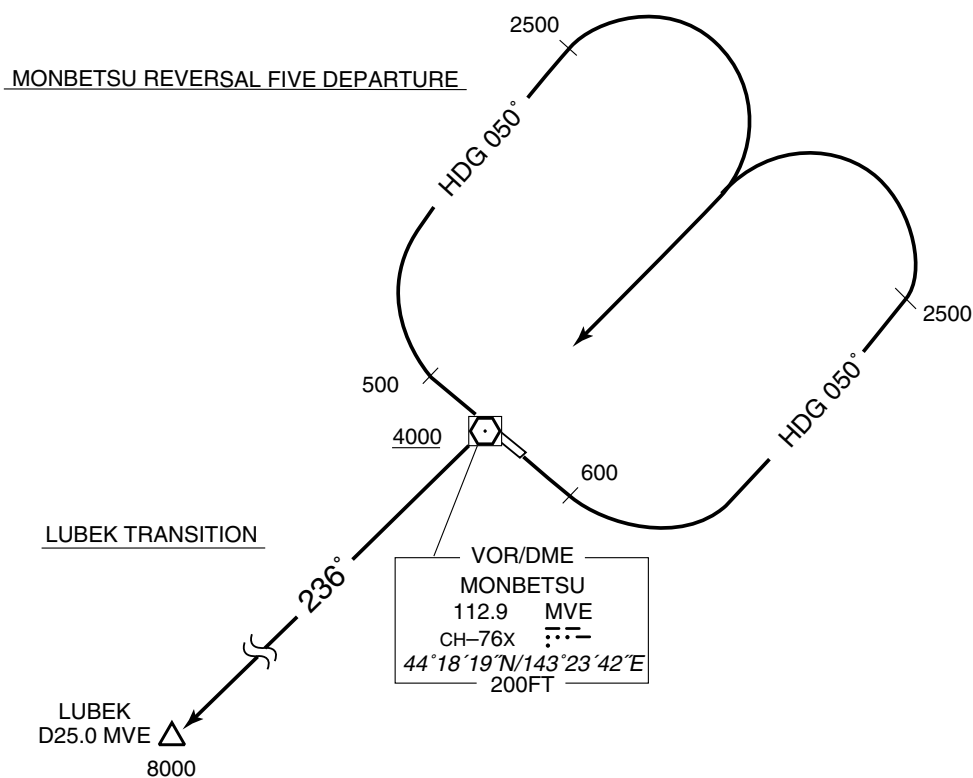
...direct to MVE VOR/DME.

Cross MVE VOR/DME at or above 4000FT.

Note RWY14 : 5.0% climb gradient required up to 900FT.  
OBST ALT 591FT located at 2.7NM 156° FM end of RWY14.

RWY32: 4.3% climb gradient required up to 800FT.  
OBST ALT 657FT located at 3.5NM 316° FM end of RWY32.

From over MVE VOR/DME, proceed via MVE R236 to LUBEK.  
Cross LUBEK at or above 8000FT.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJEB / MONBETSU

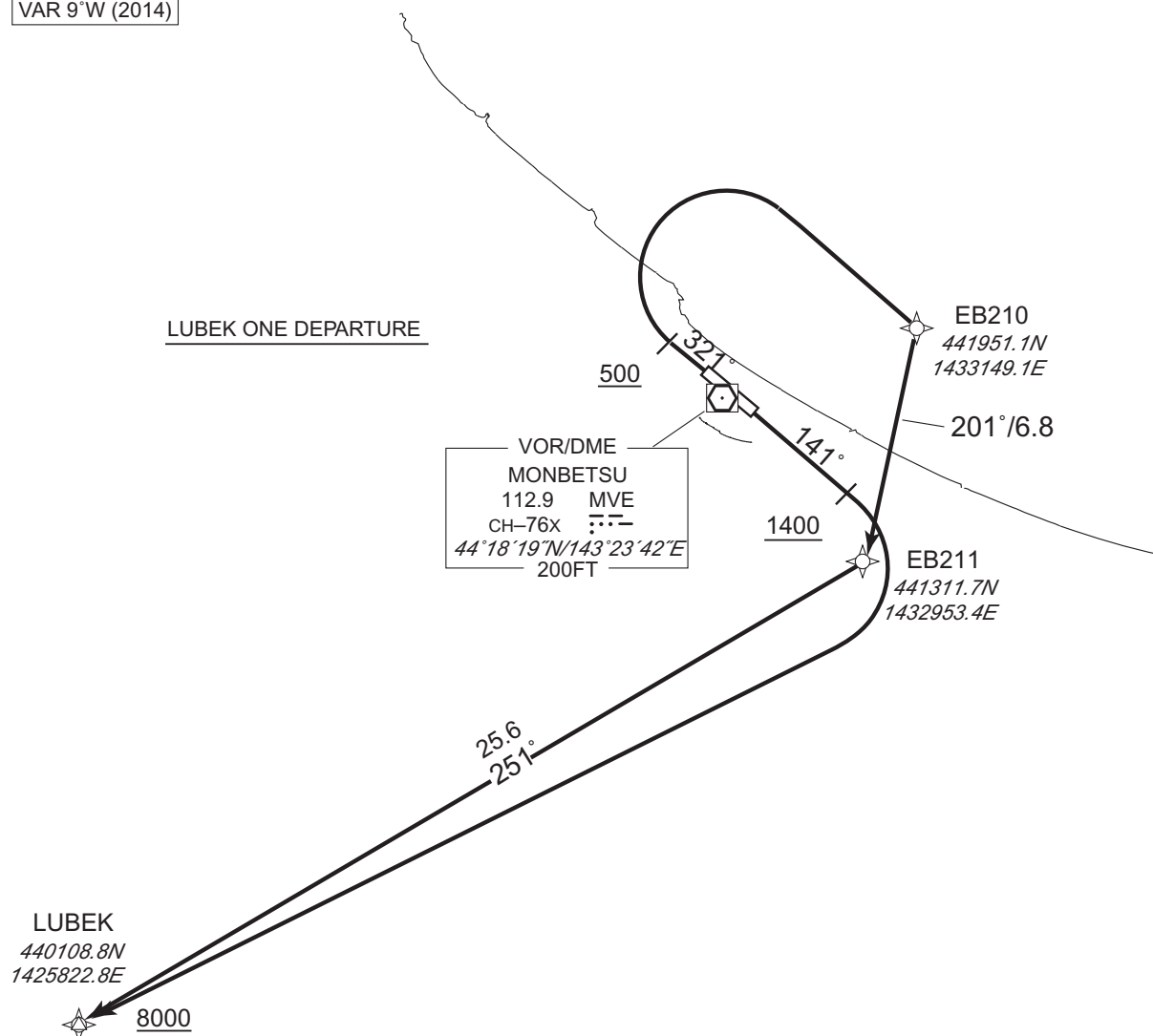
RNAV SID

## LUBEK ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W (2014)

LUBEK ONE DEPARTURELUBEK ONE DEPARTURE

RWY14 : Climb on HDG141° at or above 1400FT, turn right direct to LUBEK at or above 8000FT.

RWY32 : Climb on HDG321° at or above 500FT, turn right direct to EB210, to EB211,  
to LUBEK at or above 8000FT.Note RWY14 : 5.0% climb gradient required up to 1400FT.  
OBST ALT 1182FT located at 2.9NM 172° FM end of RWY14.RWY32 : 5.0% climb gradient required up to 700FT.  
OBST ALT 657FT located at 3.4NM 318° FM end of RWY32.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJEB / MONBETSU

RNAV SID

LUBEK ONE DEPARTURE

## RWY14

| 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              | —                   | —        | 141<br>(132.0)  | -9.2               | —             | —              | +1400         | —            | —              | Basic RNP1               |
| 002           | DF              | LUBEK               | —        | —               | -9.2               | —             | R              | +8000         | —            | —              | Basic RNP1               |

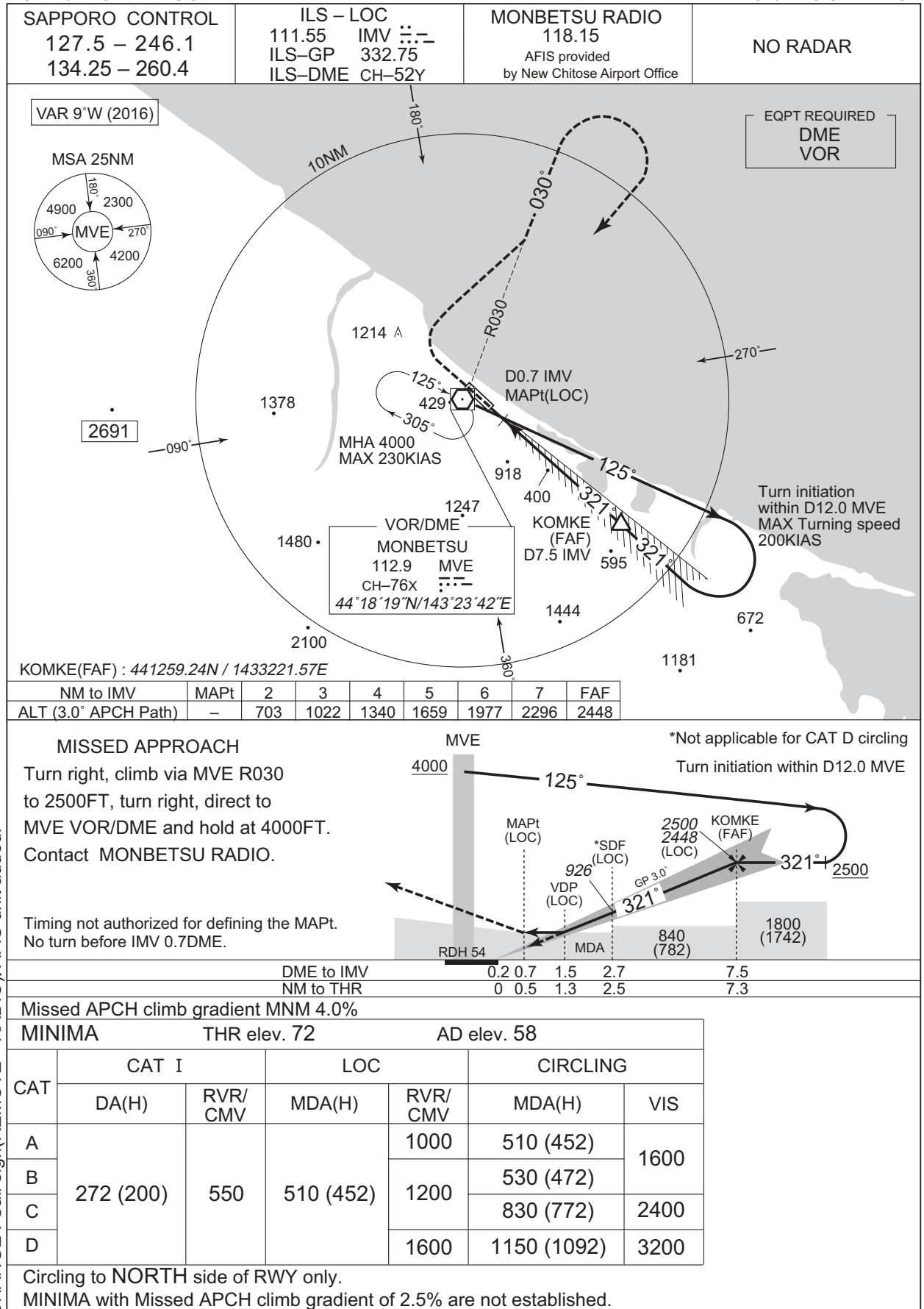
## RWY32

| 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              | —                   | —        | 321<br>(312.0)  | -9.2               | —             | —              | +500          | —            | —              | Basic RNP1               |
| 002           | DF              | EB210               | —        | —               | -9.2               | —             | R              | —             | —            | —              | Basic RNP1               |
| 003           | TF              | EB211               | —        | 201<br>(191.7)  | -9.2               | 6.8           | —              | —             | —            | —              | Basic RNP1               |
| 004           | TF              | LUBEK               | —        | 251<br>(242.1)  | -9.2               | 25.6          | —              | +8000         | —            | —              | Basic RNP1               |

INSTRUMENT APPROACH CHART

RJEB / MONBETSU

ILS or LOC RWY32



CHANGE : Call sign(REMOTE→RADIO), AFIS unit added.

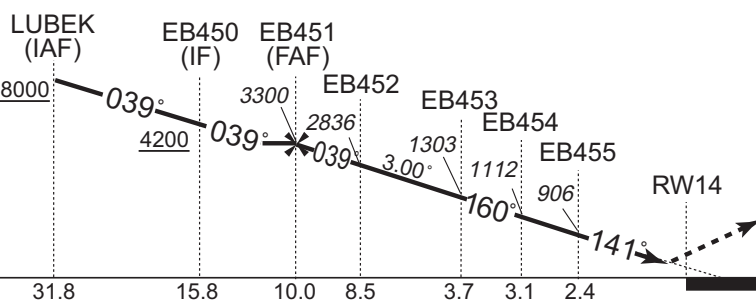
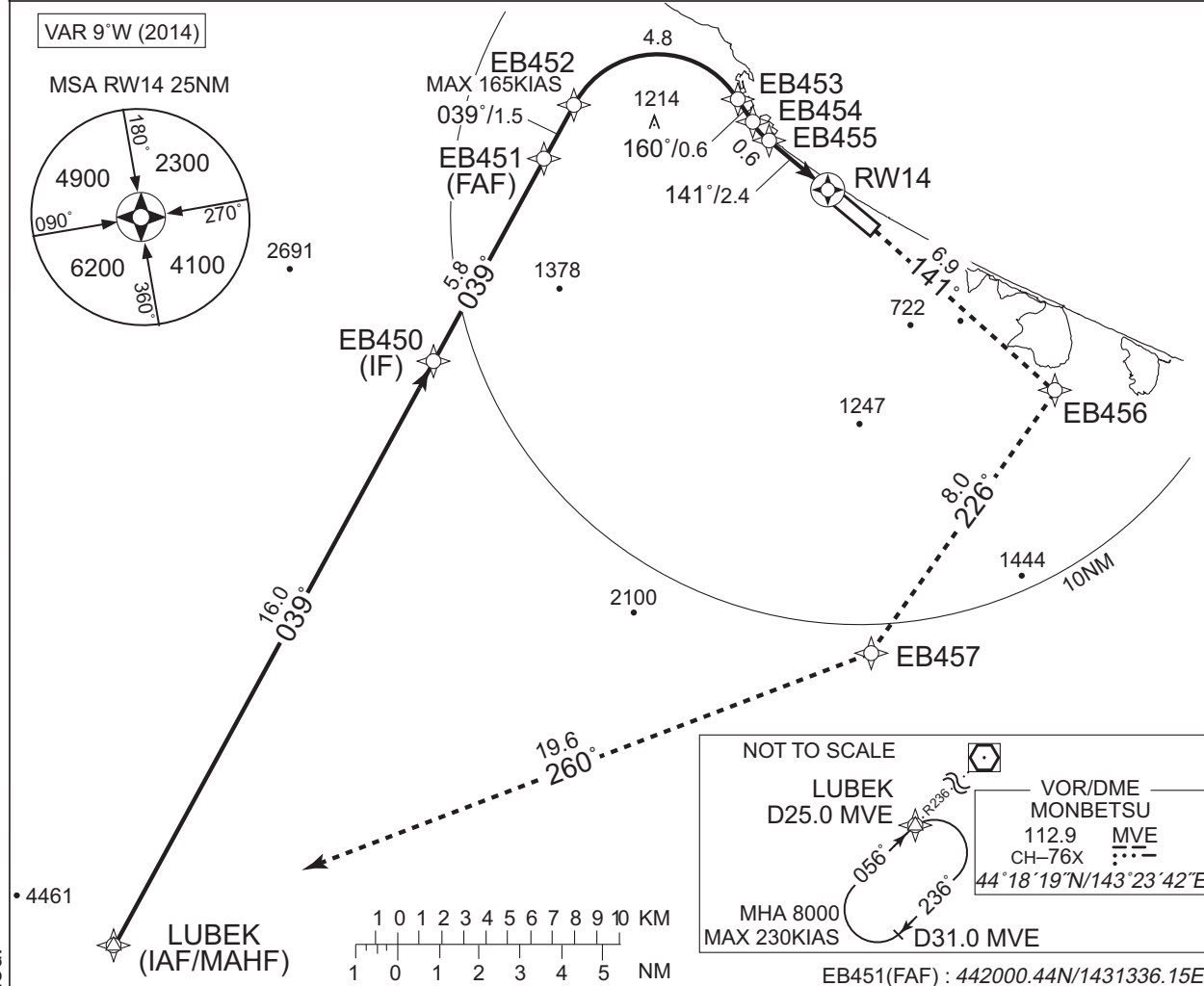
## INSTRUMENT APPROACH CHART

RJEB / MONBETSU

RNAV(RNP) RWY14

|  |                       |  |          |
|--|-----------------------|--|----------|
| SAPPORO CONTROL<br>127.5 – 246.1<br>134.25 – 260.4 | GNSS and RF required. | MONBETSU RADIO<br>118.15<br>AFIS provided<br>by New Chitose Airport Office | NO RADAR |
|--|-----------------------|--|----------|

For uncompensated Baro-VNAV systems, procedure not authorized below -20°C / above 45°C



Missed APCH climb gradient MNM 5.0%

| CAT | THR elev. 80 |      | AD elev. 58 |      |
|-----|--------------|------|-------------|------|
|     | RNP 0.10     |      | RNP 0.30    |      |
|     | DA(H)        | CMV  | DA(H)       | CMV  |
| A   | —            | —    | —           | —    |
| B   | —            | —    | —           | —    |
| C   | 384 (304)    | 1400 | 653 (573)   | 1600 |
| D   |              | 1600 |             | 1800 |

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

# RNP AR

Special Authorization Required

CHANGE : Call sign(REMOTE→RADIO). AFIS unit added.

## INSTRUMENT APPROACH CHART

RJEB / MONBETSU

RNAV(RNP) RWY14

RNAV(RNP) RWY14Coding 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                                 | LUBEK               | —        | —              | -9.2               | —             | —              | +8000         | —            | —               | —            |
| 002           | TF                                 | EB450               | —        | 039<br>(030.0) | -9.2               | 16.0          | —              | +4200         | —            | —               | 1.0          |
| 003           | TF                                 | EB451               | —        | 039<br>(030.1) | -9.2               | 5.8           | —              | 3300          | —            | —               | 1.0          |
| 004           | TF                                 | EB452               | —        | 039<br>(030.2) | -9.2               | 1.5           | —              | 2836          | -165         | -3.00           | 0.10<br>0.30 |
| 005           | RF<br>Center:<br>EBRF1<br>r=2.30NM | EB453               | —        | —              | -9.2               | 4.8           | R              | 1303          | —            | -3.00           | 0.10<br>0.30 |
| 006           | TF                                 | EB454               | —        | 160<br>(150.4) | -9.2               | 0.6           | —              | 1112          | —            | -3.00           | 0.10<br>0.30 |
| 007           | RF<br>Center:<br>EBRF2<br>r=2.01NM | EB455               | —        | —              | -9.2               | 0.6           | L              | 906           | —            | -3.00           | 0.10<br>0.30 |
| 008           | TF                                 | RW14                | Y        | 141<br>(132.0) | -9.2               | 2.4           | —              | 130           | —            | -3.00/50        | 0.10<br>0.30 |
| 009           | TF                                 | EB456               | —        | 141<br>(132.0) | -9.2               | 6.9           | —              | —             | —            | —               | 1.0          |
| 010           | TF                                 | EB457               | —        | 226<br>(216.9) | -9.2               | 8.0           | —              | —             | —            | —               | 1.0          |
| 011           | TF                                 | LUBEK               | —        | 260<br>(251.0) | -9.2               | 19.6          | —              | 8000          | —            | —               | 1.0          |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            | RF Arc Center Identifier | Coordinates            |
|---------------------|------------------------|--------------------------|------------------------|
| LUBEK               | 440108.77N/1425822.82E | EBRF1                    | 442006.33N/1431723.55E |
| EB450               | 441459.20N/1430931.88E | EBRF2                    | 442143.27N/1432301.39E |
| EB451               | 442000.44N/1431336.15E |                          |                        |
| EB452               | 442115.89N/1431437.46E |                          |                        |
| EB453               | 442114.78N/1432010.52E |                          |                        |
| EB454               | 442043.51N/1432035.39E |                          |                        |
| EB455               | 442013.50N/1432109.15E |                          |                        |
| RW14                | 441835.73N/1432340.93E |                          |                        |
| EB456               | 441358.25N/1433050.46E |                          |                        |
| EB457               | 440734.71N/1432409.46E |                          |                        |

## INSTRUMENT APPROACH CHART

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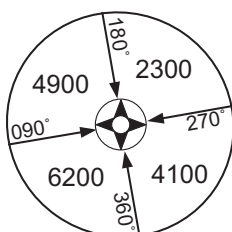
RNAV(RNP) RWY32

|  |                       |  |          |
|--|-----------------------|--|----------|
| SAPPORO CONTROL<br>127.5 – 246.1<br>134.25 – 260.4 | GNSS and RF required. | MONBETSU RADIO<br>118.15<br>AFIS provided<br>by New Chitose Airport Office | NO RADAR |
|--|-----------------------|--|----------|

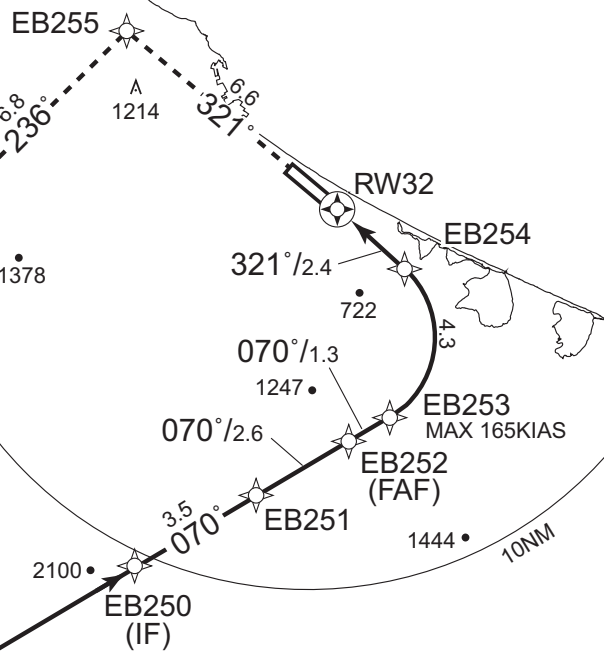
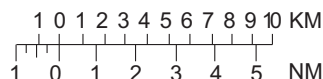
For uncompensated Baro-VNAV systems, procedure not authorized below -20°C / above 45°C

VAR 9°W (2014)

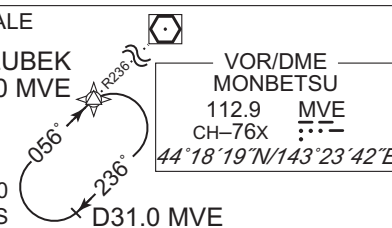
MSA RW32 25NM

LUBEK  
(IAF/MAHF)

4461

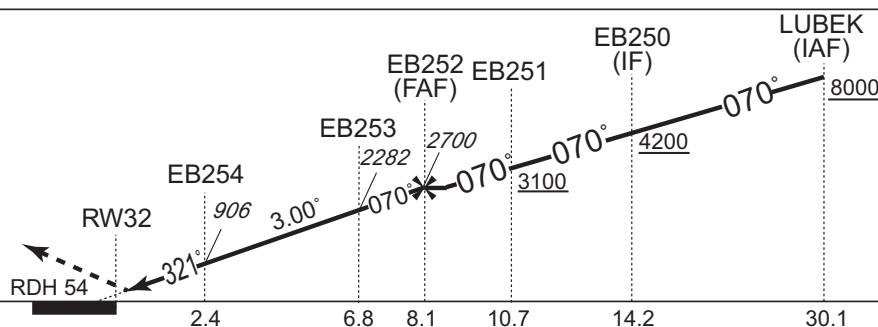


NOT TO SCALE

LUBEK  
D25.0 MVEMHA 8000  
MAX 230KIAS

EB252(FAF) : 441155.58N/1432509.72E

## MISSED APPROACH

Climb to 8000FT, to EB255,  
to EB256, to LUBEK and hold.  
Contact MONBETSU RADIO.

Missed APCH climb gradient MNM 4.0%

| CAT | RNP 0.14  |         | RNP 0.30  |         |
|-----|-----------|---------|-----------|---------|
|     | DA(H)     | RVR/CMV | DA(H)     | RVR/CMV |
| A   | —         | —       | —         | —       |
| B   | —         | —       | —         | —       |
| C   | 372 (300) | 1000    | 606 (534) | 1200    |
| D   | —         | 1400    | —         | 1600    |

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

**RNP AR**

Special Authorization Required

CHANGE : Call sign(REMOTE→RADIO). AFIS unit added.

## INSTRUMENT APPROACH CHART

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RNAV(RNP) RWY32

RNAV(RNP) RWY32Coding 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                                 | LUBEK               | —        | —              | -9.2               | —             | —              | +8000         | —            | —              | —            |
| 002           | TF                                 | EB250               | —        | 070<br>(060.6) | -9.2               | 16.0          | —              | +4200         | —            | —              | 1.0          |
| 003           | TF                                 | EB251               | —        | 070<br>(060.8) | -9.2               | 3.5           | —              | +3100         | —            | —              | 1.0          |
| 004           | TF                                 | EB252               | —        | 070<br>(060.8) | -9.2               | 2.6           | —              | 2700          | —            | —              | 1.0          |
| 005           | TF                                 | EB253               | —        | 070<br>(060.9) | -9.2               | 1.3           | —              | 2282          | -165         | -3.00          | 0.14<br>0.30 |
| 006           | RF<br>Center:<br>EBRF3<br>r=2.27NM | EB254               | —        | —              | -9.2               | 4.3           | L              | 906           | —            | -3.00          | 0.14<br>0.30 |
| 007           | TF                                 | RW32                | Y        | 321<br>(312.1) | -9.2               | 2.4           | —              | 126           | —            | -3.00/54       | 0.14<br>0.30 |
| 008           | TF                                 | EB255               | —        | 321<br>(312.0) | -9.2               | 6.6           | —              | —             | —            | —              | 1.0          |
| 009           | TF                                 | EB256               | —        | 236<br>(226.8) | -9.2               | 6.8           | —              | —             | —            | —              | 1.0          |
| 010           | TF                                 | LUBEK               | —        | 218<br>(208.8) | -9.2               | 18.8          | —              | 8000          | —            | —              | 1.0          |

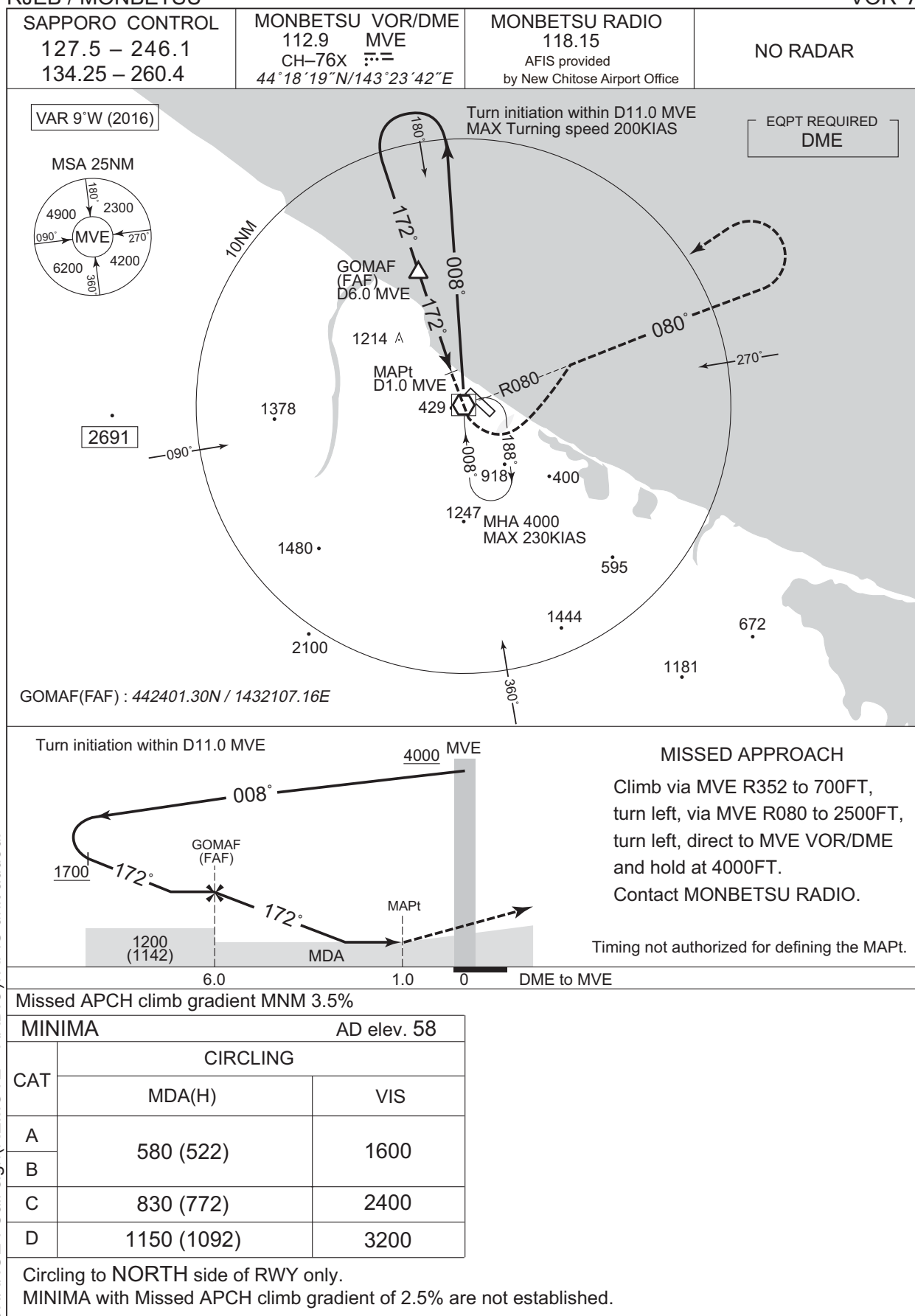
Waypoint Coordinates

| Waypoint Identifier | Coordinates            | RF Arc Center Identifier | Coordinates            |
|---------------------|------------------------|--------------------------|------------------------|
| LUBEK               | 440108.77N/1425822.82E | EBRF3                    | 441432.89N/1432513.59E |
| EB250               | 440857.66N/1431745.13E |                          |                        |
| EB251               | 441039.77N/1432200.05E |                          |                        |
| EB252               | 441155.58N/1432509.72E |                          |                        |
| EB253               | 441233.80N/1432645.48E |                          |                        |
| EB254               | 441614.19N/1432720.26E |                          |                        |
| RW32                | 441752.44N/1432448.06E |                          |                        |
| EB255               | 442218.71N/1431754.45E |                          |                        |
| EB256               | 441739.47N/1431100.00E |                          |                        |

## INSTRUMENT APPROACH CHART

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VOR A



CHANGE : Call sign(REMOTE→RADIO). AFIS unit added.



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Visual REP



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

CHANGE : Call sign(REMOTE→RADIO).

| Call sign           | BRG / DIST from ARP | Remarks                          |
|---------------------|---------------------|----------------------------------|
| 沙留<br>Saru          | 317°T / 11.3NM      | 岬<br>Cape                        |
| 渚滑<br>Shokotsu      | 323°T / 5.8NM       | 渚滑川河口<br>Mouth of Shokotsu river |
| コムケ湖<br>Komukeko    | 123°T / 5.5NM       | 湖<br>Lake                        |
| 上渚滑<br>Kamishokotsu | 242°T / 7.3NM       | 橋<br>Bridge                      |
| 竜宮台<br>Ryugudai     | 114°T / 18.0NM      | 灯台<br>Lighthouse                 |
| 鴻之舞<br>Kounomai     | 193°T / 10.6NM      | 発電所<br>Power Station             |
| 遠軽<br>Engaru        | 161°T / 15.5NM      | 駅<br>JR Station                  |



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Minimum Vectoring Altitude CHART

