

AD 2 AERODROMES**RJSA AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJSA -AOMORI****RJSA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 404400N/1404119E 052° / 1.5km from RWY 06 THR |
| 2 | Direction and distance from (city) | 11.2Km(6NM) SSW from Aomori Railway station |
| 3 | Elevation/ Reference temperature | 650ft / 26°C (2000-2005) |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | 9° W(2005) / - |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Aomori Airport Administration Office 1-5, Kotani, Ootani, Aomori City, Aomori, 030-0155, Japan Tel: 017-739-2121, Fax: 017-739-2780 E-mail: airport@pref.aomori.lg.jp |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Aomori Airport Branch (Civil Aviation Bureau) 1-303, Kotani, Ootani, Aomori-City, Aomori, 030-0155, Japan Tel: 017-739-2240, Fax: 017-739-2273 |

RJSA AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2230-1300 |
| 2 | Customs and immigration | INTL SKED FLT hours only |
| 3 | Health and sanitation | INTL SKED FLT hours only |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (SENDAI) |
| 7 | ATS | 2230-1300 |
| 8 | Fuelling | Airline : 2200-1230 (Tel: 017-739-6280) General Aviation: 2300-SS and On request(Tel : 017-739-3741) |
| 9 | Handling | Nil |
| 10 | Security | 2230-1300 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJSA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | Airline : JET A1 General Aviation : JET A1, AVGAS 100/ Aviation oil |
| 3 | Fuelling facilities/ capacity | Airline : Fuel truck refueling/ JET A1 200kl × 2tank The prior permission of Oil company is required for refueling. (Except schedule Flight) General Aviation : Fuel truck refueling / JET A1 28kl, AVGAS 5.6kl |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJSA AD 2.5 PASSENGER FACILITIES

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

RJSA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | CAT 9 |
| 2 | Rescue equipment | Chemical fire fighting truck × 3 Emergency medical equipment conveyance truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJSA AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow remove equipments: Snow sweeper x 5 Snow plow x 11 Rotary plow x 5 Anti-freezing sprayer x 3 Continuous friction measuring equipment x 2 Dump trucks, dozers, supervisory vehicles, etc. |
| 2 | Clearance priorities | RWY06/24, all TWY, and Apron |
| 3 | Remarks | Snow removal will be commenced, if the RWY are covered with a depth of 3cm snow or more. |

RJSA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Spot NR 1 - 6 Surface : cement-concrete, Strength: PCN 62/R/B/X/T N-Apron Surface : asphalt-concrete, Strength: AUW 5700kg(12565lbs) |
| 2 | Taxiway width, surface and strength | TWY T0 - T5, P1 - P4 Width : 30m, Surface: asphalt-concrete, Strength: PCN 86/F/C/X/T TWY N Surface : asphalt-concrete, Strength: AUW 5700kg(12565lbs) |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot Nr 1 404413.95N1404117.99E 2 404414.96N1404120.20E 3 404416.50N1404122.54E 4 404417.75N1404124.77E 5 404419.15N1404126.98E 6 404420.45N1404128.90E |
| 6 | Remarks | Nil |

RJSA 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 | <p>RWY : RWY06/24 (Marking) : RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT) : RCLL, REDL, RTHL, RENL, RTZL(RWY 24), WBAR(RWY 24), RWY DIST markar LGT</p> <p>TWY: TWY T0 THRU T5 (Marking) : TWY CL, TWY side stripe, RWY HLDG PSN (LGT) : TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign</p> <p>TWY: TWY P1 THRU P4 (Marking) : TWY CL, TWY side stripe (LGT) : TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> <p>TWY: TWY N (Marking) : TWY CL, TWY side stripe (LGT) : TWY edge LGT</p> |
| 3 | Stop bars | <p>Stop bar lights: TWY T0 THRU T5 Stop bar lights operations are as follows;</p> <ol style="list-style-type: none"> 1) Stop bar lights installed at each taxi-holding position with RWY06/24 2) Stop bar lights will be operated when the visibility or the lowest RVR of RWY06/24 is at or less than 600m 3) Stop bar lights on TWY T0 and T5 are controlled individually by ATC 4) Stop bar lights on TWY T1 through T4 are not controlled individually by ATC 5) During the period stop bar lights are operated, TWY T1 through T4 are not available for the departing aircraft |
| 4 | Remarks | (Marking) : Overrun area, ACFT PRKG PSN, Apron TWY CL (LGT) : Apron flood LGT |

RJSA AD 2.10 AERODROME OBSTACLES

See RJSA/AOMORI LDG CHART

In approach/TKOF areas

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|-------------------|---------------|----------------------|-----------|--------------|---------|
| RWY06 | MT | 404256.9N/1403948.5E | 730ft | - / LIL | |
| RWY24 | BLDG | 404440.2N/1404219.8E | 678ft | - / LIL | |
| RWY24 | Snow fence | 404433.5N/1404224.7E | 677ft | - / LIL | |
| RWY24 | Snow fence | 404432.3N/1404227.0E | 679ft | - / LIL | |

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---------------|----------------------|-----------|--------------|------------------------------|
| Hill | 404326.4N/1404039.7E | 691ft | - / LIL | |
| Hill | 404356.8N/1404130.7E | 692ft | - / LIL | |
| MT | 404340.3N/1404145.9E | 860ft | - / LIM | above the horizontal surface |
| MT | 404345.0N/1404225.9E | 896ft | - / LIM | above the horizontal surface |
| MT | 404240.5N/1404214.6E | 1170ft | - / LIM | above the horizontal surface |
| MT | 404239.0N/1404001.1E | 795ft | - / LIM | |
| Tower | 404435.7N/1404132.2E | 717ft | - / LIL | |

RJSA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RJSA 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 | | |
| 06 | 051.91° | 3000 × 60 | PCN 86/F/C/X/T Asphalt Concrete | 404329.77N 1404028.61E 122.6ft | THR ELEV : 647ft | | |
| 24 | 231.91° | 3000 × 60 | PCN 86/F/C/X/T Asphalt Concrete | 404429.79N 1404209.27E 122.6ft | THR ELEV : 664ft TDZ ELEV : 661ft | | |
| Slope of RWY | | | RESA (Overrun) Dimensions(M) | | Remarks | | |
| 7 | 10 | | 11 | | 14 | | |
| See below figure | | 3120× 300 | 40 × 300 | RWY grooving : 3000m×60m | | | |
| | | | *For detail, ask airport administrator | | | | |
| RWY 06 | | | RWY 24 | | | | |
| | | | | | | | |

RJSA AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 3000 | 3000 | 3000 | 3000 | Nil |
| 24 | 3000 | 3000 | 3000 | 3000 | Nil |

RJSA 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 |
| 06 | SALS 420m LIH | Green - 423m 74ft | PAPI 3.0°/Left 423m 74ft | - | 3000m 15m Coded color (White/Red) LIH | 3000m 60m Coded color (White/Yellow) LIH | Red | Nil (*1) |
| 24 | PALS (CATIII) 900m LIH | Green Green | PAPI 3.0°/Left 440m 66ft | 900m | 3000m 15m 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) CGL for RWY 06 | | | | | | | | |

RJSA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN : 404420N/1404111E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : Nil RWY06, RWY24, LGTD |
| 3 | TWY edge and center line lighting | TWY edge LGT : Blue TWY CL LGT : ALTN Green/Yellow fm RWY leaving report point,other Green |
| 4 | Secondary power supply/ switch-over time | Within 1sec : PALS, SALS, REDL, RTHL, WBAR, RENL, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT and TWY CL LGT at TWY T0, T5, P1-P4 Within 15sec : Other lights |
| 5 | Remarks | WDI LGT |

RJSA AD 2.16 HELICOPTER LANDING AREA

To Be Developed

RJSA AD 2.17 ATS AIRSPACE

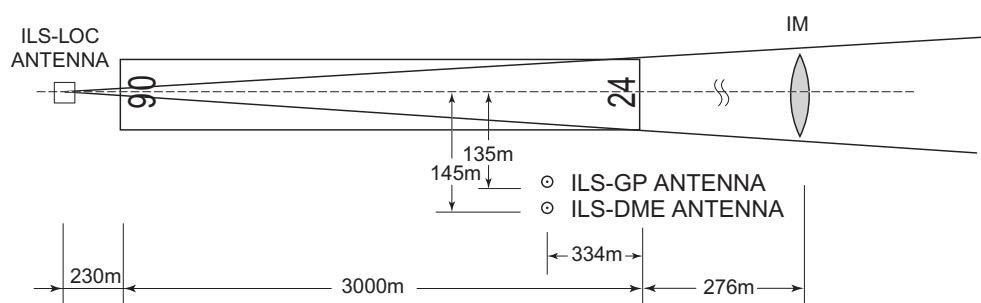
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|-----------------------------|---------|
| 1 | | 2 | 3 | 4 | 6 |
| AOMORI CTR | Area within a radius of 5NM of Aomori ARP(4044N/14041E) | ----- 4000 | D | Aomori TWR En | |

RJSA AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--------------|--|--------------------|------------|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Aomori Tower | 118.3MHz(1) 126.2MHz 243.0MHz(E) | 2230-1300 | (1)Primary |

RJSA 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/2015) | MRE | 114.1MHz | H24 | 404419.65N 1404219.20E | | VOR unusable: 090°-105° beyond 30nm BLW 6000ft. 105°-120° beyond 20nm BLW 6000ft. 120°-140° beyond 15nm BLW 8000ft. 140°-160° beyond 20nm BLW 8000ft. 160°-190° beyond 30nm BLW 8000ft. 190°-200° beyond 35nm BLW 8000ft. 260°-270° beyond 35nm BLW 8000ft. |
| DME | MRE | 1175MHz (CH-88X) | H24 | 404420.20N 1404217.77E | 756ft | DME unusable: 115°-130° beyond 15nm BLW 8000ft. 130°-160° beyond 20nm BLW 8000ft. 160°-180° beyond 30nm BLW 8000ft. 180°-200° beyond 35nm BLW 8000ft. |
| ILS-LOC 24 | IMR | 111.9MHz | 2230-1300 | 404325.19N 1404020.96E | | LOC : 230m(755ft) away FM RWY 06 THR, BRG(MAG) 240.93° |
| ILS-GP 24 | - | 331.1MHz | 2230-1300 | 404419.64N 1404201.60E | | GP : 334m(1096ft) inside FM RWY24 THR, 135m(443ft) S of RCL. HGT of ILS REF datum 16.5m(54ft). GP angle 3.0° |
| ILS-DME 24 | IMR | 1017MHz (CH-56X) | 2230-1300 | 404419.38N 1404201.87E | 672ft | DME : 334m(1096ft) inside FM RWY 24 THR, 145m(476ft) S of RCL |
| IM 24 | - | 75MHz | 2230-1300 | 404435.33N 1404218.46E | | IM : 276m(0.15nm) away FM RWY 24 THR |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |



REMARKS : 1.LOC Beam BRG(MAG) 240.93°
2.HGT of ILS REF datum 54ft
3.GP Angle 3.0°
4.ELEV of ILS-DME 204.6m(672ft)

RJSA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

| | |
|---|--|
| 定期便または緊急事態以外の航空機の取扱い 青森空港の使用について、航空機の運航者はあらかじめ空港管理事務所の許可を得ること。 | Aircraft operations other than scheduled flights or in an emergency On use of AOMORI airport, aircraft operator is required to obtain the permission of the airport authority. |
|---|--|

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

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 A306 holding at the stop marking on TWY T2, T3 or T4

| Wing Span (WS) of aircraft taxiing on TWY P1-P4 | WS <= 22.2m | 22.2m < WS < 39.2m | WS > 39.2m |
|---|-------------|--------------------|------------|
| Wing tip clearance | *A | *B | *E |

(2)When A306 holding at the stop marking on TWY T1

| Wing Span (WS) of aircraft taxiing on TWY T0-P1 | WS <= 5.4m | 5.4m < WS < 14.4m | WS > 14.4m |
|---|------------|-------------------|------------|
| Wing tip clearance | *A | *C | *D |

Legend:

- *A : wing tip clearance $\geq 15m$
- *B : $6.5m \leq$ wing tip clearance $< 15m$
- *C : $10.5m \leq$ wing tip clearance $< 15m$
- *D : wing tip clearance $< 10.5m$
- *E : 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

RJSA AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJSA AD 2.22 FLIGHT PROCEDURES**1.TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|---|----------|----------|-------------------------|---------------|-----------------------------|---------------|--------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 06 24 | A,B,C | 400m *200m **150m | 400m *200m | 400m *250m | 400m *250m | - | 500m |
| | | D | 400m *250m **200m | 400m *250m | 400m *300m | 400m *300m | - | 500m |
| OTHER | 06 24 | A,B,C,D | AVBL LDG MINIMA | | | | | |

*APPLICABLE WHEN SSP IN FORCE.

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

2. Category II / III A / III B Operations at Aomori Airport

2.1. Facilities

The following Categories are available:

| Runway 24 |
|--|
| <ul style="list-style-type: none"> • ILS Runway 24-CAT III • Lighting system Runway 24-CAT III • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) |

2.2. Conditions

A. The following systems must be operative:

| For ILS RWY 24 approach (CAT II) | For ILS RWY 24 approach (CAT III A / III B) |
|---|---|
| (1) ILS comprising; <ul style="list-style-type: none"> • ILS-LOC 24 with standby transmitter • ILS-GP 24 with standby transmitter (When any standby transmitters unserviceable, down-grade ILS-CAT I.) • IM24 (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 24 | (1) ILS comprising; <ul style="list-style-type: none"> • ILS-LOC 24 with standby transmitter(including far field monitor) • ILS-GP 24 with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 24 |
| (2) Lighting systems comprising; <ul style="list-style-type: none"> • PALS 24 (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL | (2) Lighting system comprising; <ul style="list-style-type: none"> • PALS 24 (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.

2.3. Precision Approach Terrain Chart

See RJSA AD2.24

2.4. Operating Minimum

Approach minima stated in AD2.24 are observed.

2.5. Special Safeguards and Procedures (SSP)

CAT II / III A / III B Operations are available when SSP are applied. SSP will be applied when the following conditions are met:

- a)Ceiling is at or less than 200ft and/or RVR is at or less than 600m.
- b)Facilities listed 1.above are operational.
- c)ILS Critical Area is protected.

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

"REPORT OUT OF ILS CRITICAL AREA"

The exit taxiway centerline 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 centerline lights change from alternate green and yellow to steady green.

2.6. Approval for CAT II / III A / III B Operations

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

2.7. Taxiway available for CAT II / III A / III B operations

Taxiway available for CAT II / III A / III B operations are T0 , T5 and the parallel taxiway.

RJSA AD 2.23 ADDITIONAL INFORMATION

Nil

RJSA AD 2.24 CHARTS RELATED TO AN AERODROME

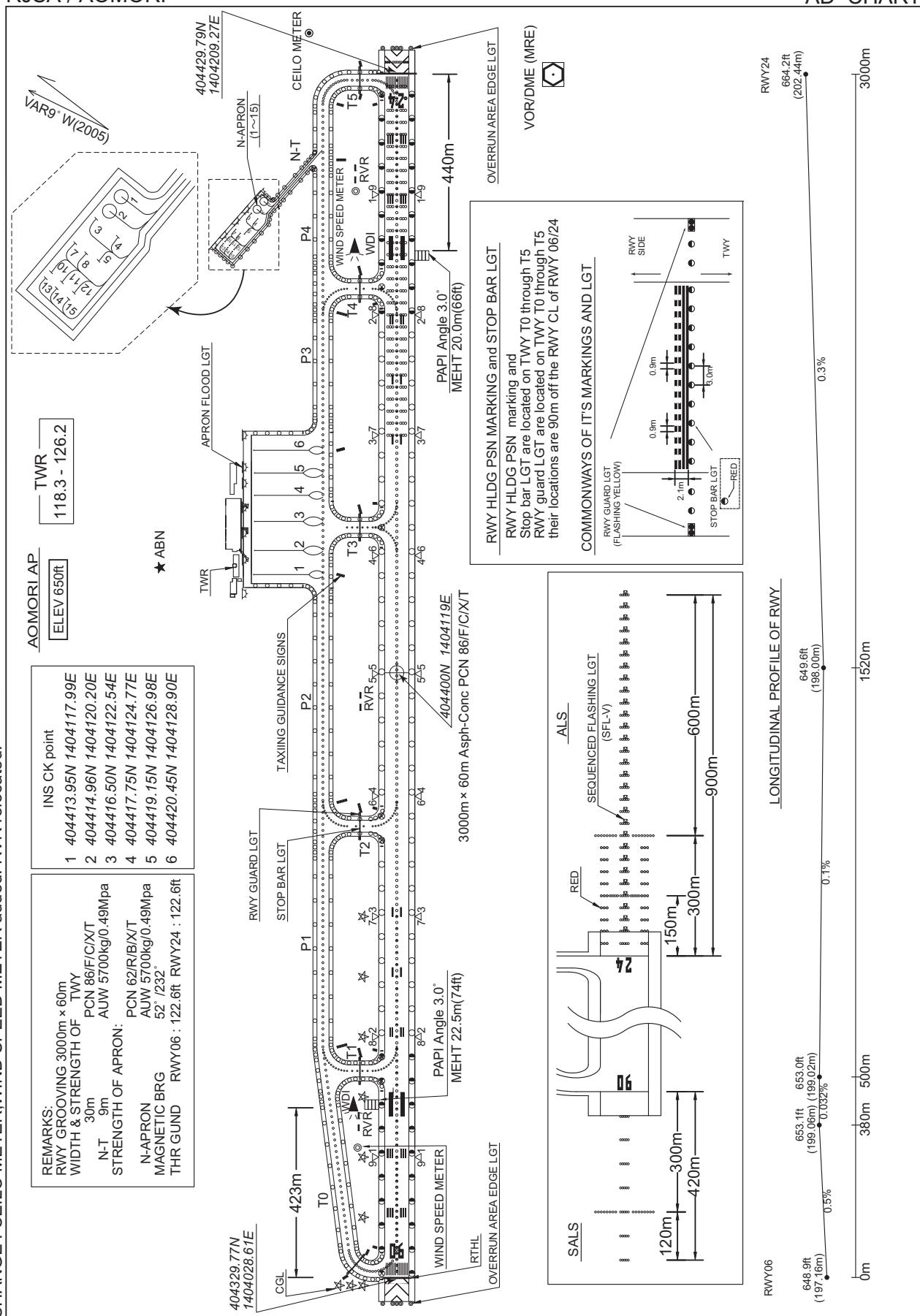
Aerodrome/Heliport Chart
Precision Approach Terrain Chart
Standard Departure Chart - Instrument (IWAKI, AOMORI REVERSAL, TIKYU)
Standard Departure Chart - Instrument (OHMAR-RNAV)
Standard Departure Chart - Instrument (SHIRAKAMI-RNAV)
Standard Arrival Chart - Instrument (MELOS)
Instrument Approach Chart (ILS Z or LOC Z RWY24 (CAT II and III))
Instrument Approach Chart (ILS Y or LOC Y RWY24 (CAT II and III))
Instrument Approach Chart (VOR RWY24)
Instrument Approach Chart (VOR Z RWY06)
Instrument Approach Chart (VOR Y RWY06)
Instrument Approach Chart (RNAV(RNP) Z RWY24)
Instrument Approach Chart (RNAV(RNP) Y RWY24)
Instrument Approach Chart (RNAV(RNP) Z RWY06)
Instrument Approach Chart (RNAV(RNP) Y RWY06)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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RJSA / AOMORI

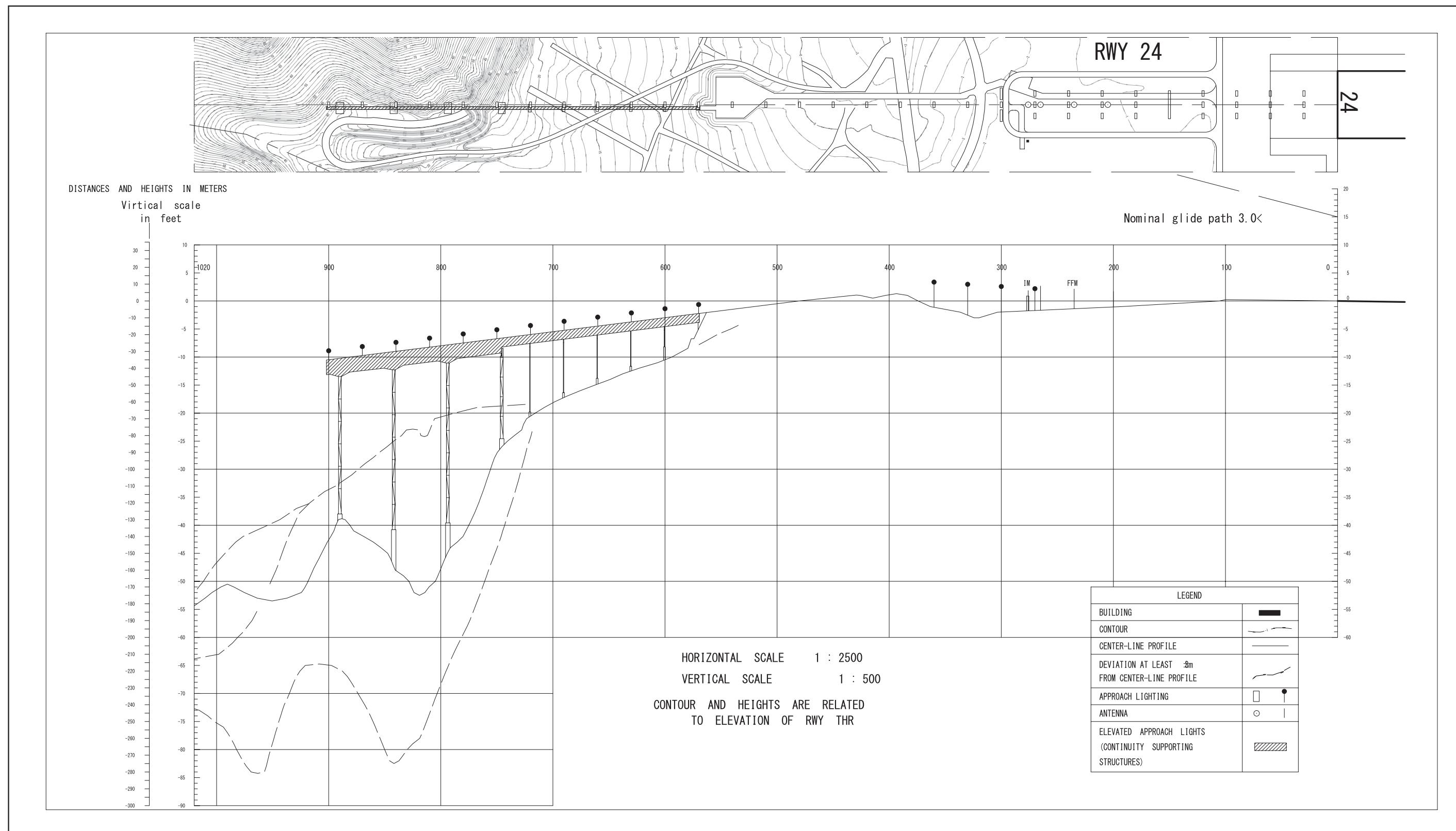
AD CHART

CHANGE : CEILO METER,WIND SPEED METER added. RVR relocated.



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PRECISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

SID and TRANSITION

IWAKI SIX DEPARTURE

RWY06 : Climb RWY HDG to 1100FT, turn left HDG 291° to intercept and proceed via MRE R330 to 12.0DME, turn left, via HWE R208 to GONOU.

Cross MRE R330/8.0DME at or above 3600FT, cross HWE R208/63.0DME at or above 7000FT, cross GONOU at or above 9000FT.

RWY24 : Climb RWY HDG to 1200FT, via MRE R238 to GONOU.
Cross GONOU at or above 9000FT.

Note RWY24 : No turn before DER.

5.0% climb gradient required up to 1200FT.

OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.

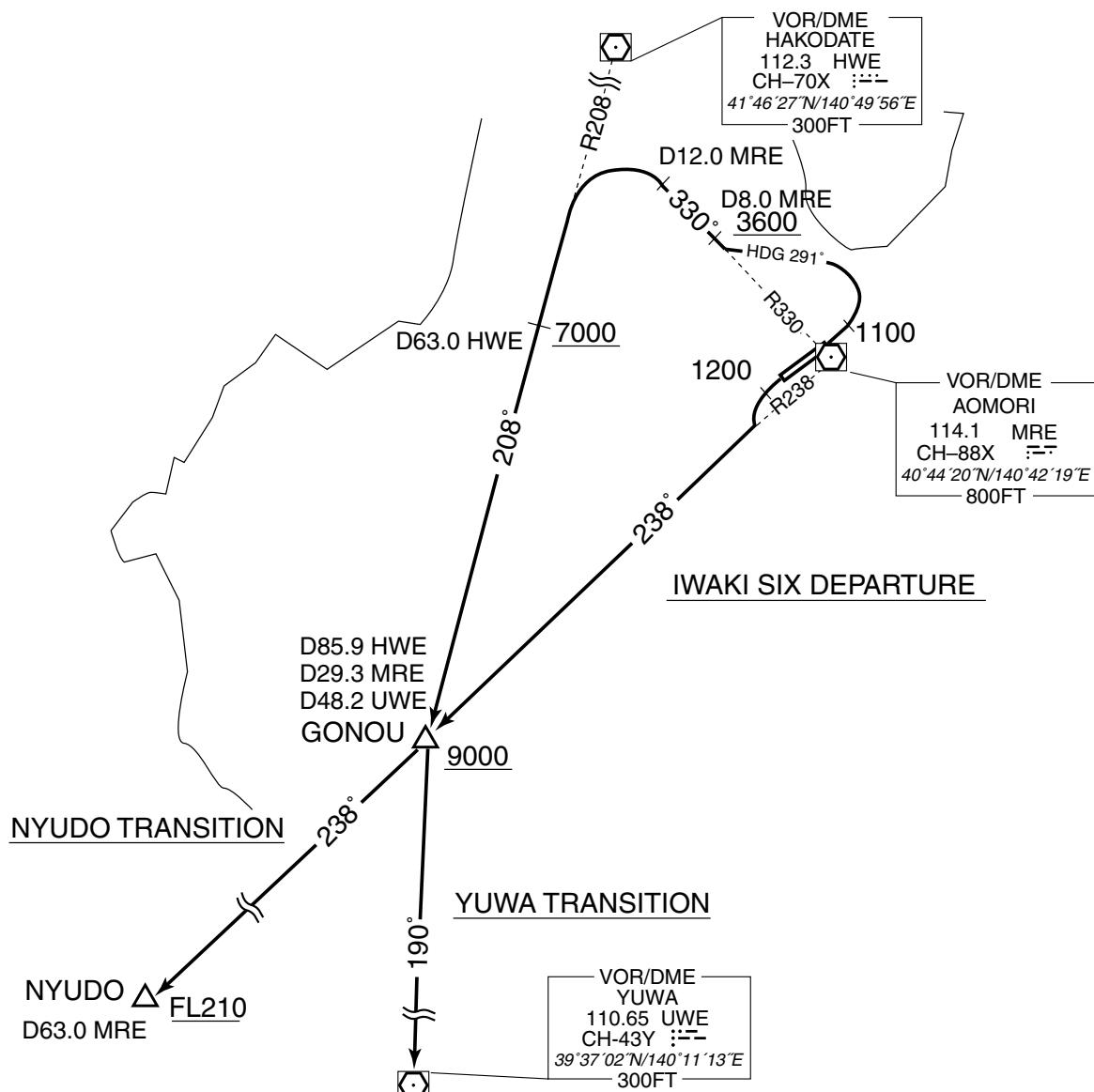
YUWA TRANSITION

From over GONOU, via UWE R010 to UWE VOR/DME.

NYUDO TRANSITION

From over GONOU, via MRE R238 to NYUDO.

Cross NYUDO at or above FL210.



STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

SID

AOMORI REVERSAL TWO DEPARTURE

RWY06 : Climb RWY HDG to 1100FT, turn left HDG 285°...

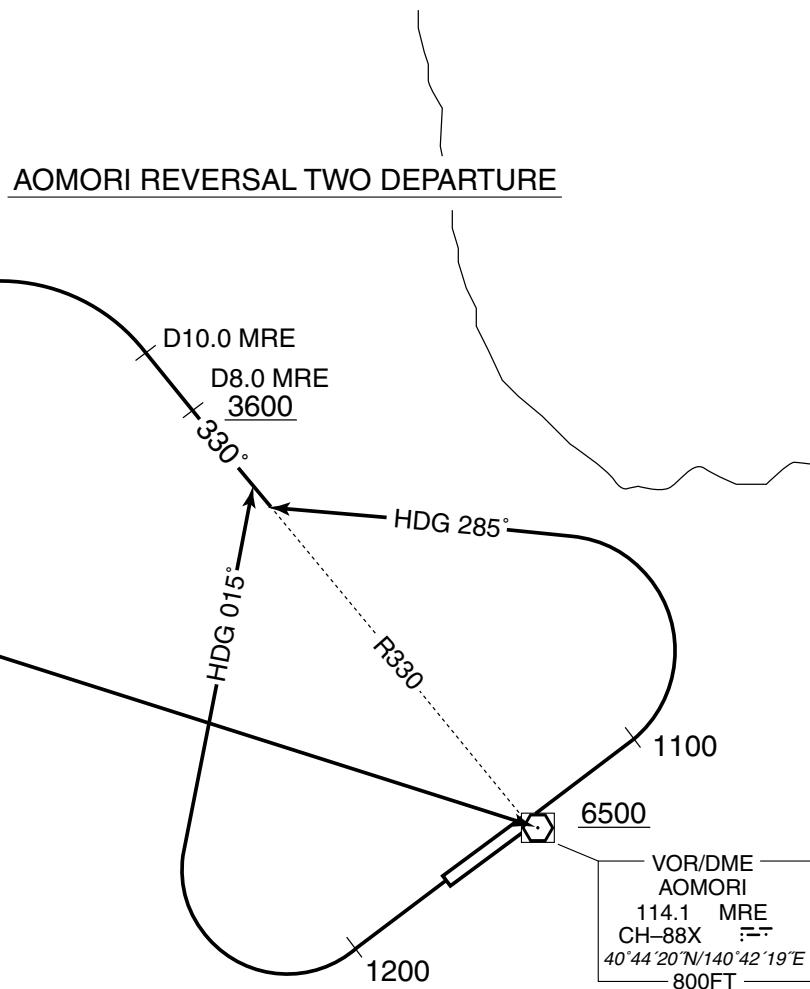
RWY24 : Climb RWY HDG to 1200FT, turn right HDG 015°...

...to intercept and proceed via MRE R330 to 10.0DME, turn left, direct to MRE VOR/DME.

Cross MRE R330/8.0DME at or above 3600FT, cross MRE VOR/DME at or above 6500FT.

Note RWY24 : 5.0% climb gradient required up to 1200FT.

OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.



STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

SID

TIKYU THREE DEPARTURE

RWY06 : Climb RWY HDG to 1100FT, turn left,...

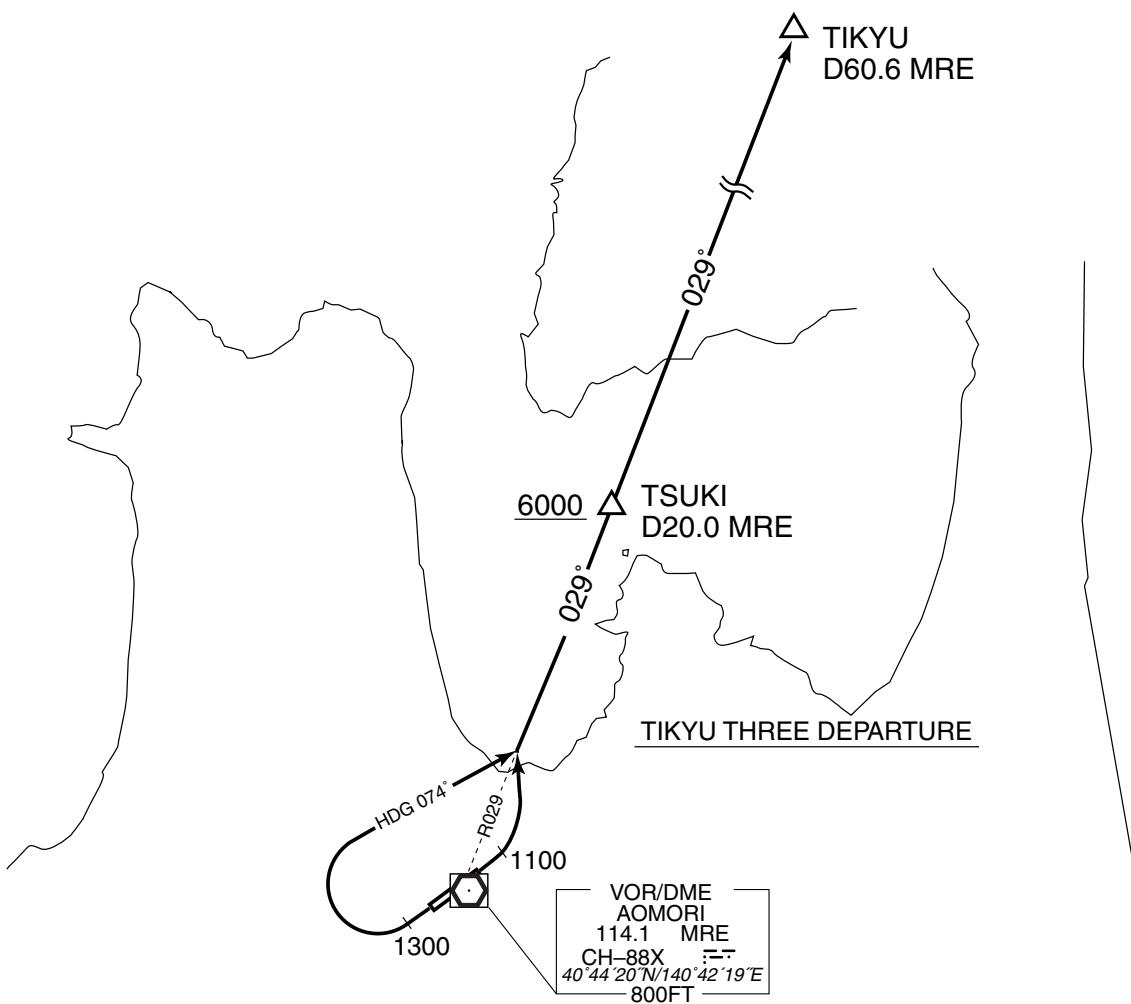
RWY24 : Climb RWY HDG to 1300FT, turn right HDG 074° to intercept and proceed...

...via MRE R029 to TIKYU via TSUKI.

Cross TSUKI at or above 6000FT.

Note RWY24 : 5.0% climb gradient required up to 1300FT.

OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.



STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

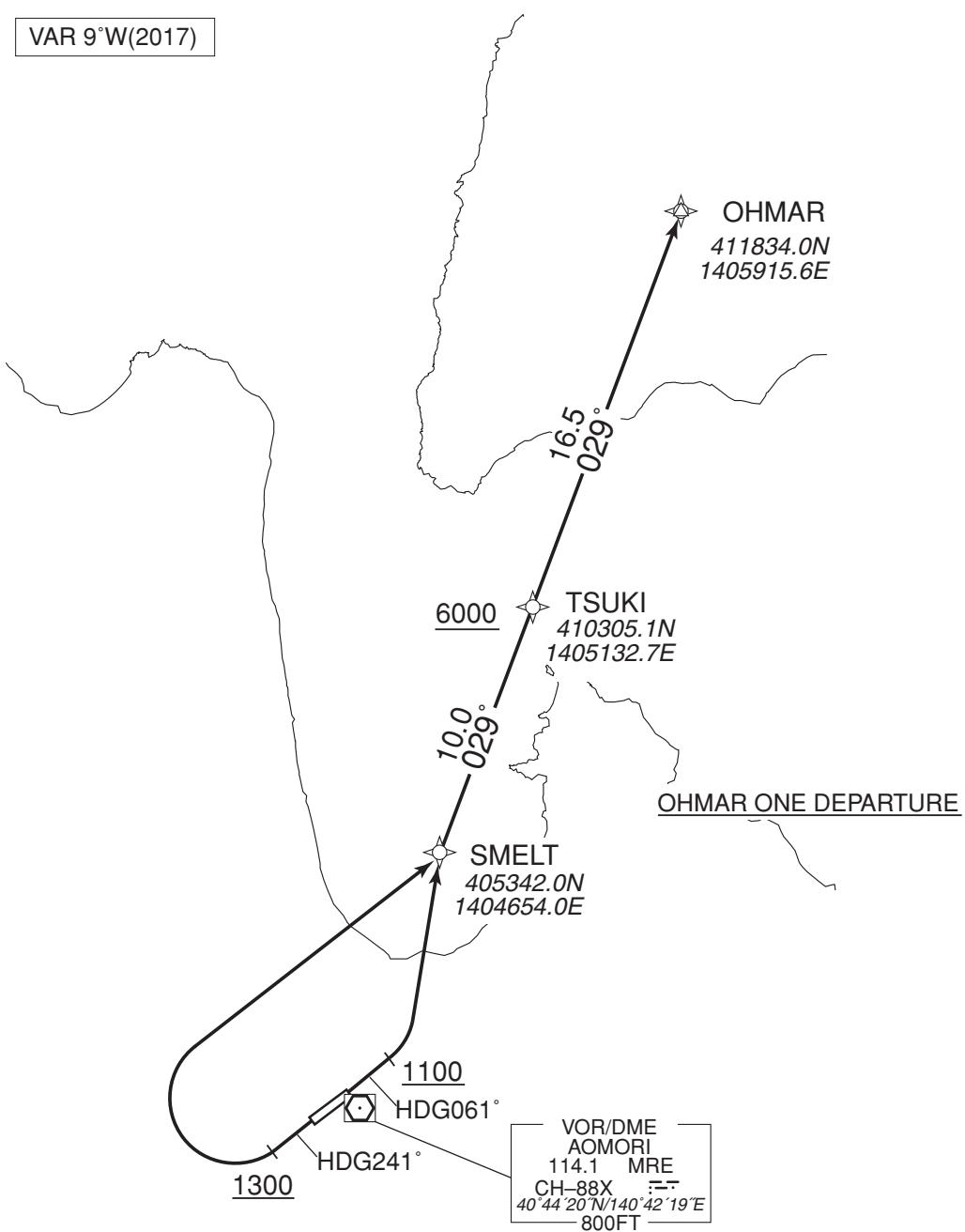
RNAV SID

OHMAR ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W(2017)

OHMAR ONE DEPARTURE

RWY06 : Climb on HDG061° at or above 1100FT, turn left direct to SMELT, to TSUKI at or above 6000FT, to OHMAR.

RWY24 : Climb on HDG241° at or above 1300FT, turn right direct to SMELT, to TSUKI at or above 6000FT, to OHMAR.

NOTE RWY24 : 5.0% climb gradient required up to 1300FT.

OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.

STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

RNAV SID

OHMAR ONE DEPARTURE

RWY06

| 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 | — | — | 061 (051.8) | -8.9 | — | — | +1100 | — | — | Basic RNP1 |
| 002 | DF | SMELT | — | — | -8.9 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | TSUKI | — | 029 (020.5) | -8.9 | 10.0 | — | +6000 | — | — | Basic RNP1 |
| 004 | TF | OHMAR | — | 029 (020.5) | -8.9 | 16.5 | — | — | — | — | Basic RNP1 |

RWY24

| 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 | — | — | 241 (231.8) | -8.9 | — | — | +1300 | — | — | Basic RNP1 |
| 002 | DF | SMELT | — | — | -8.9 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | TSUKI | — | 029 (020.5) | -8.9 | 10.0 | — | +6000 | — | — | Basic RNP1 |
| 004 | TF | OHMAR | — | 029 (020.5) | -8.9 | 16.5 | — | — | — | — | Basic RNP1 |

STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

RNAV SID

SHIRAKAMI ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 9°W(2017)

SHIRAKAMI ONE DEPARTURE

RWY06 : Climb on HDG061° at or above 1100FT, turn left direct to SA611, to SA612, to UWE.

RWY24 : Climb on HDG241° at or above 1200FT, direct to SA411, to UWE.

NOTE RWY24 : 5.0% climb gradient required up to 1200FT.

OBST ALT 782FT located at 0.8NM 223° FM end of RWY24.

STANDARD DEPARTURE CHART-INSTRUMENT

RJSA / AOMORI

RNAV SID

SHIRAKAMI ONE DEPARTURE

RWY06

| 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 | — | — | 061 (051.8) | -8.9 | — | — | +1100 | — | — | Basic RNP1 |
| 002 | DF | SA611 | — | — | -8.9 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | SA612 | — | 241 (231.7) | -8.9 | 5.0 | — | — | — | — | Basic RNP1 |
| 004 | TF | UWE | — | 201 (192.4) | -8.9 | 70.0 | — | — | — | — | Basic RNP1 |

RWY24

| 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 | — | — | 241 (231.8) | -8.9 | — | — | +1200 | — | — | Basic RNP1 |
| 002 | DF | SA411 | — | — | -8.9 | — | — | — | — | — | Basic RNP1 |
| 003 | TF | UWE | — | 201 (192.3) | -8.9 | 60.4 | — | — | — | — | Basic RNP1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJSA / AOMORI

STAR

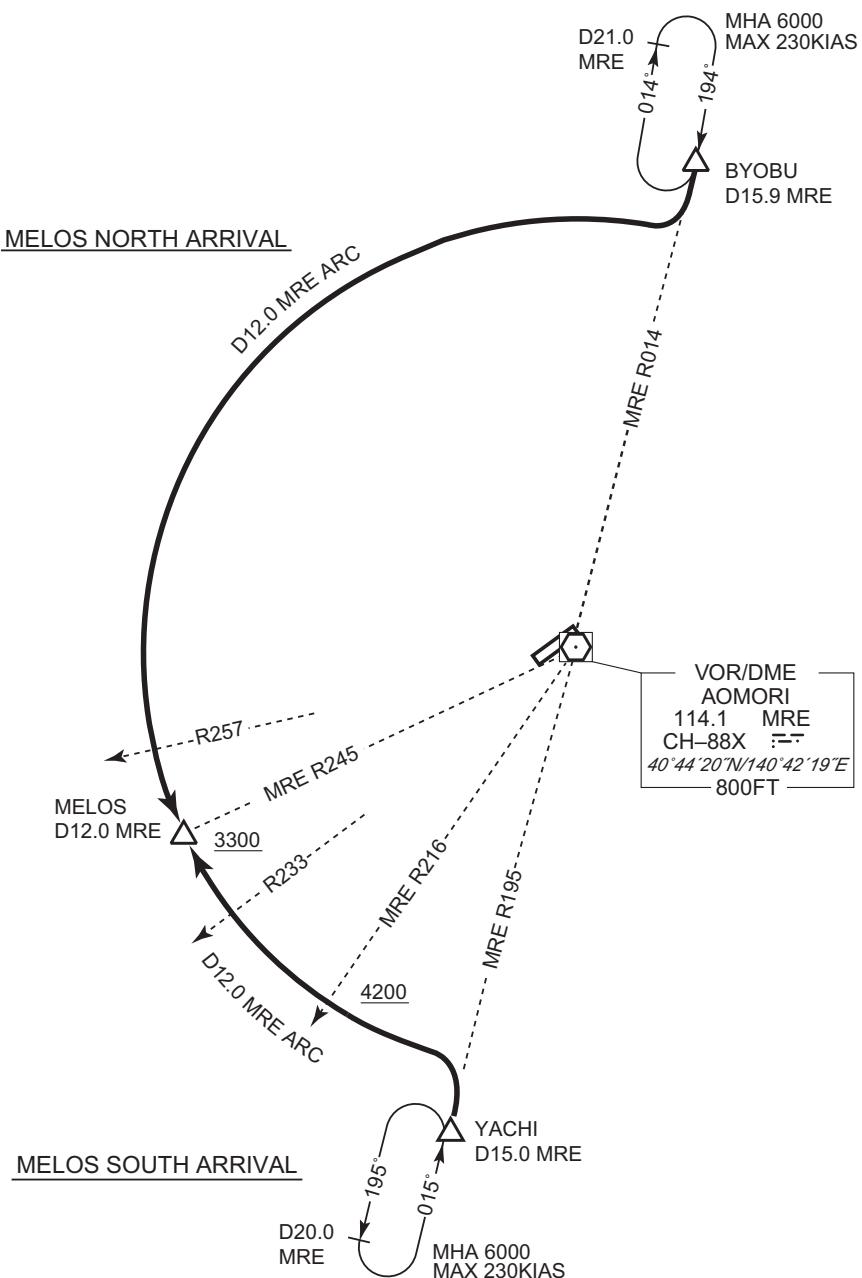
MELOS NORTH ARRIVAL

From over BYOBU, proceed via MRE 12.0DME counterclockwise ARC to MELOS.
Cross MELOS at or above 3300FT.

MELOS SOUTH ARRIVAL

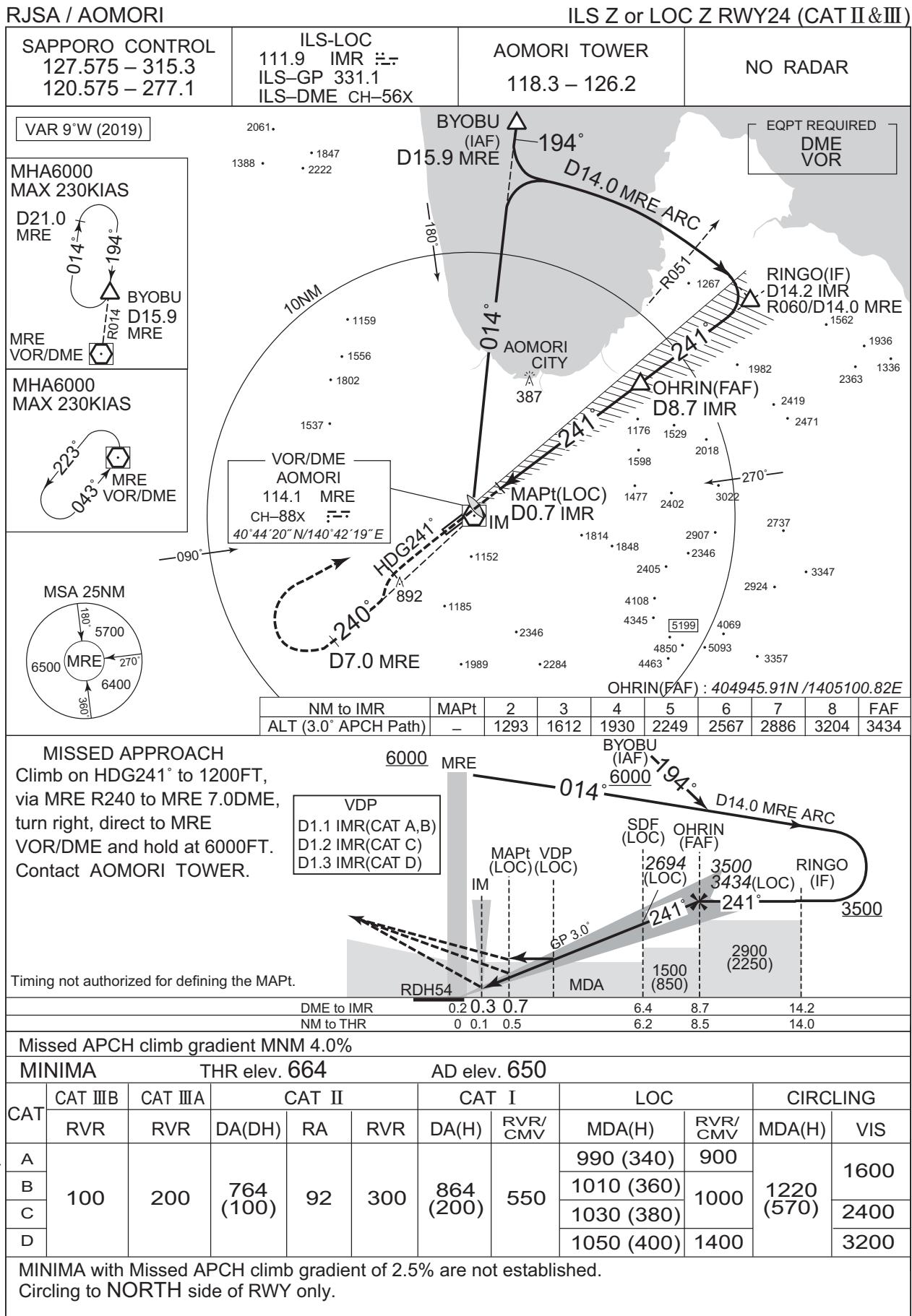
From over YACHI, proceed via MRE 12.0DME clockwise ARC to MELOS.
Cross MRE R216 at or above 4200FT.
Cross MELOS at or above 3300FT.

CHANGE : HLDG pattern for BYOBU



INTENTIONALLY LEFT BLANK

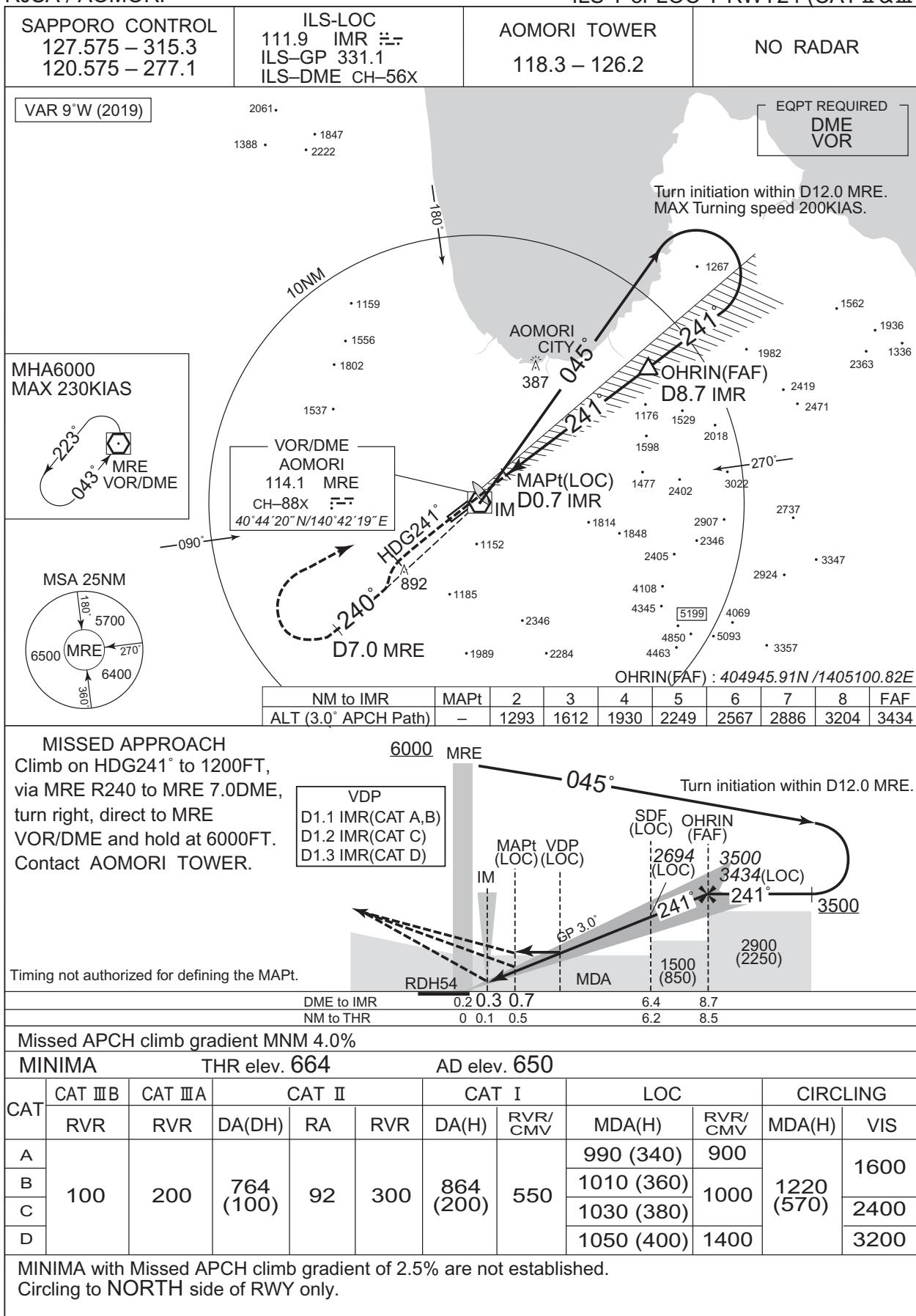
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJSA / AOMORI

ILS Y or LOC Y RWY24 (CAT II & III)

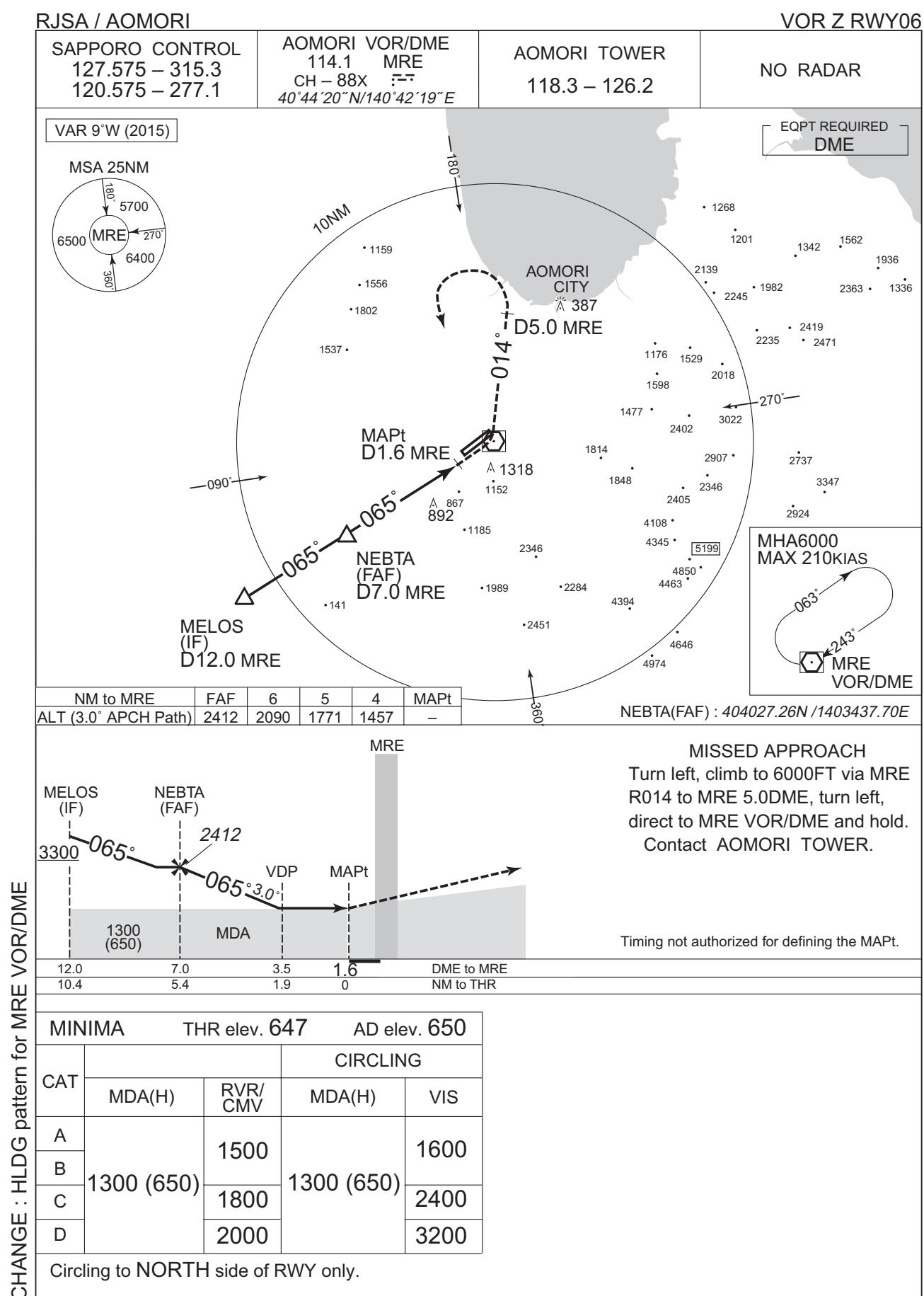


CHANGE : VAR

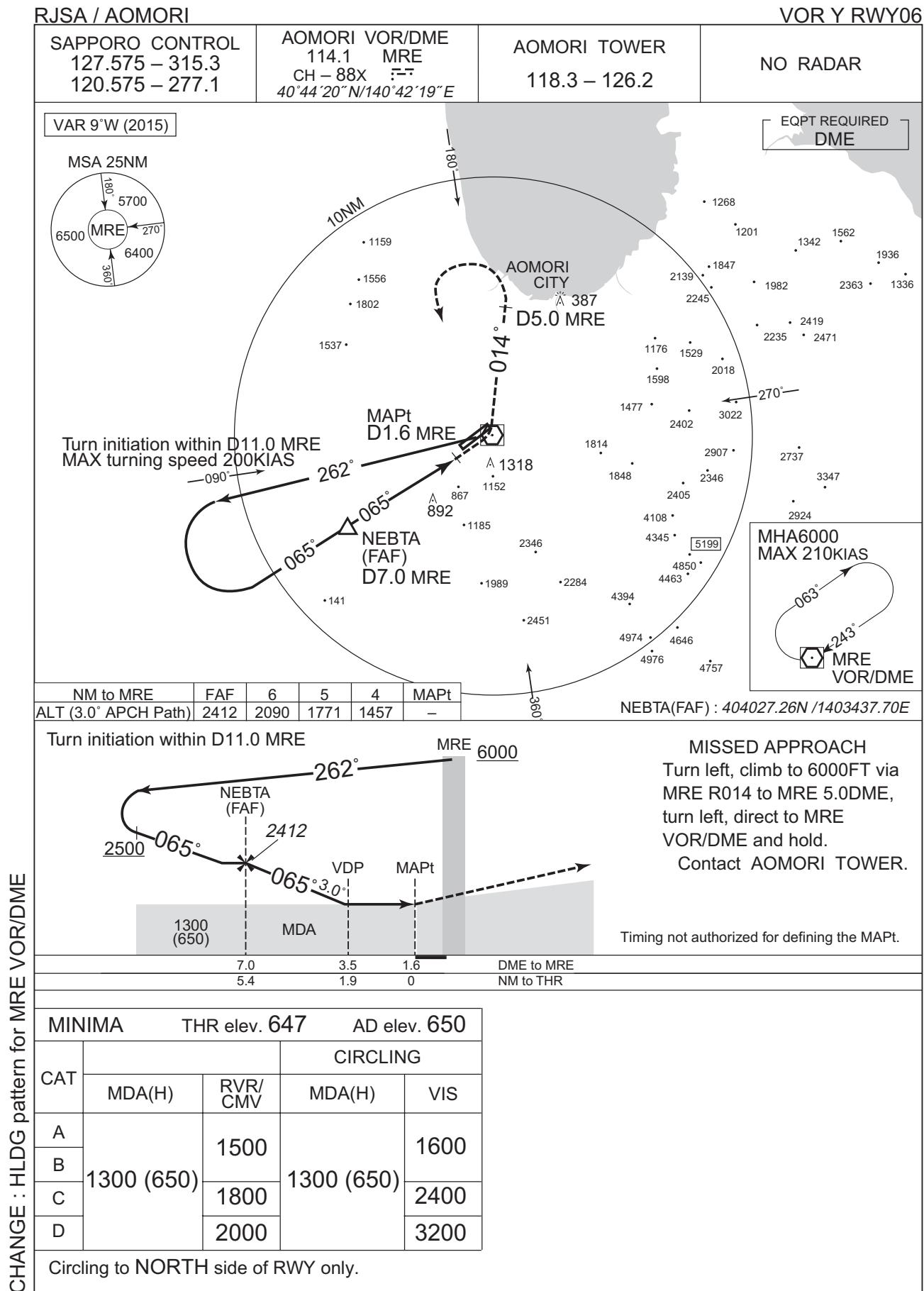
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



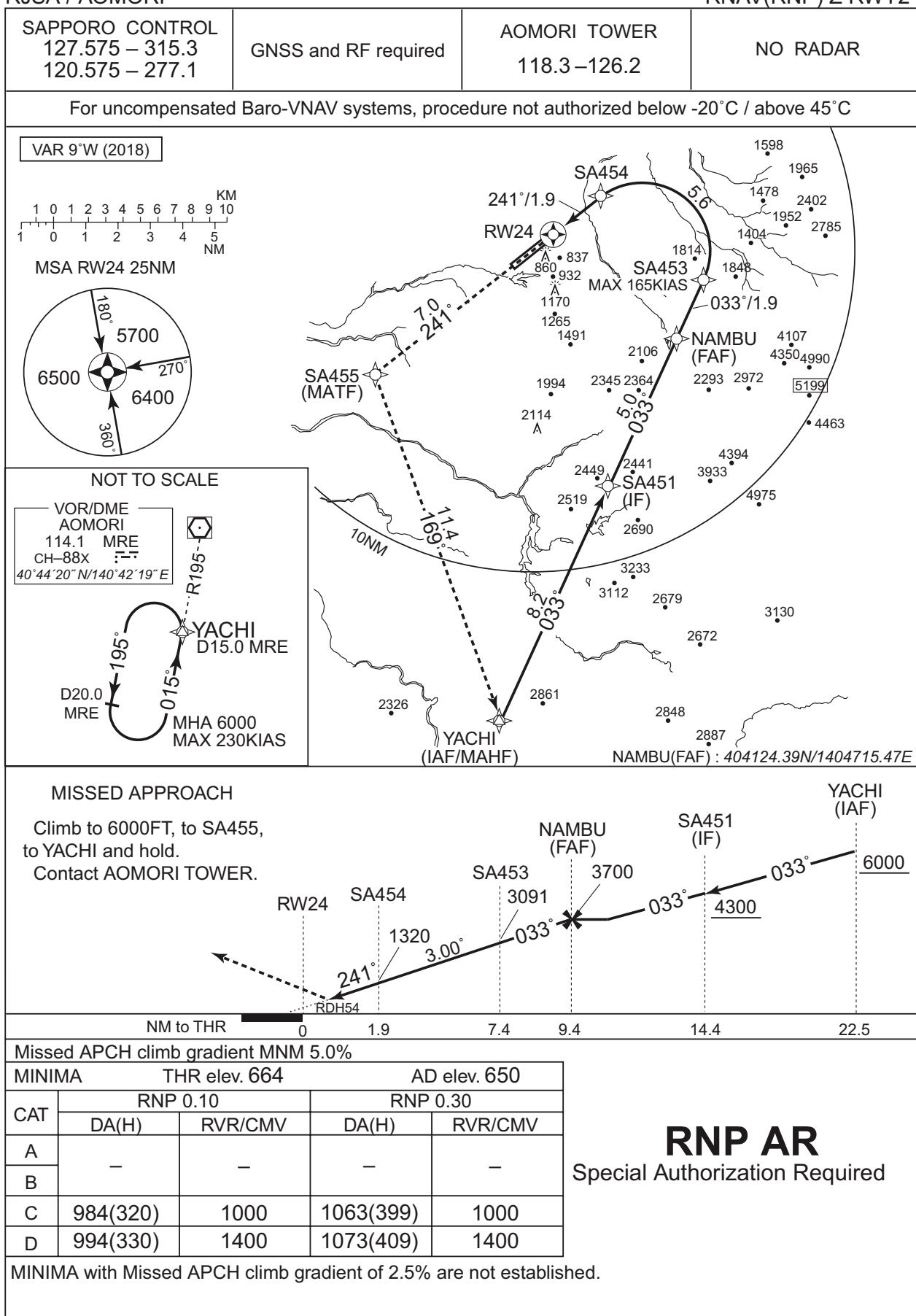
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNAV(RNP) Z RWY24



INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNAV(RNP) Z RWY24

RNAV (RNP) Z RWY24

Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|---------------------------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|-----------------|--------------|
| 001 | IF | YACHI | - | - | -9.0 | - | - | +6000 | - | - | - |
| 002 | TF | SA451 | - | 033 (024.4) | -9.0 | 8.2 | - | +4300 | - | - | 1.0 |
| 003 | TF | NAMBU | - | 033 (024.5) | -9.0 | 5.0 | - | 3700 | - | - | 1.0 |
| 004 | TF | SA453 | - | 033 (024.5) | -9.0 | 1.9 | - | 3091 | -165 | -3.00 | 0.10 0.30 |
| 005 | RF Center: SARF1 r=2.09NM | SA454 | - | - | -9.0 | 5.6 | L | 1320 | - | -3.00 | 0.10 0.30 |
| 006 | TF | RW24 | Y | 241 (231.8) | -9.0 | 1.9 | - | 718 | - | -3.00/54 | 0.10 0.30 |
| 007 | TF | SA455 | - | 241 (231.8) | -9.0 | 7.0 | - | - | - | - | 1.0 |
| 008 | TF | YACHI | - | 169 (159.7) | -9.0 | 11.4 | - | 6000 | - | - | 1.0 |

Waypoint Coordinates

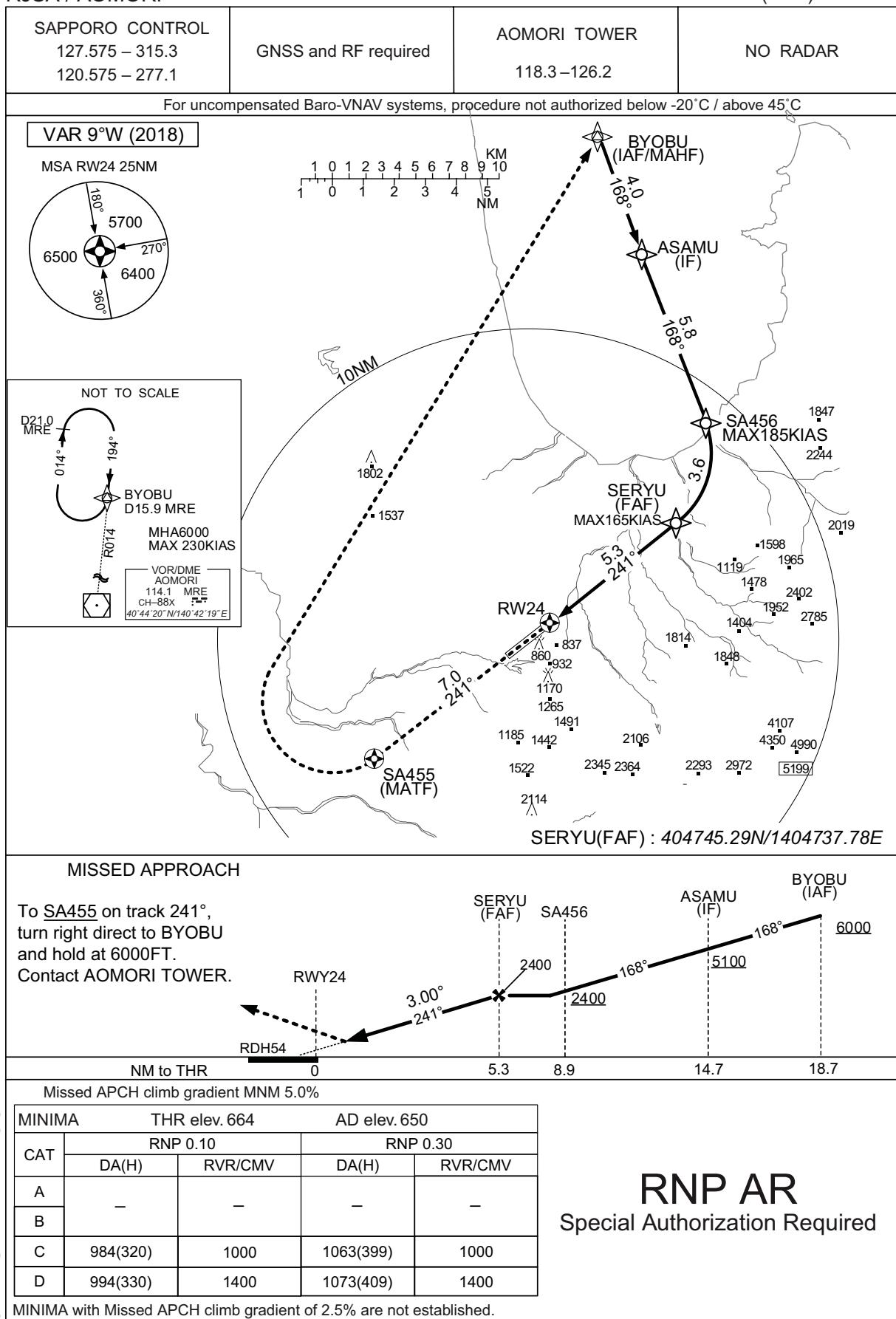
| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| YACHI | 402925.44N/1404004.97E | SARF1 | 404400.99N/1404548.34E |
| SA451 | 403651.24N/1404431.58E | | |
| NAMBU | 404124.39N/1404715.47E | | |
| SA453 | 404308.85N/1404818.25E | | |
| SA454 | 404539.74N/1404406.71E | | |
| RW24 | 404429.79N/1404209.27E | | |
| SA455 | 404008.45N/1403451.64E | | |

CHANGE : VAR, PROC renamed

INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNAV(RNP) Y RWY24



INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNAV(RNP) Y RWY24

RNAV (RNP) Y RWY24

Coding Table

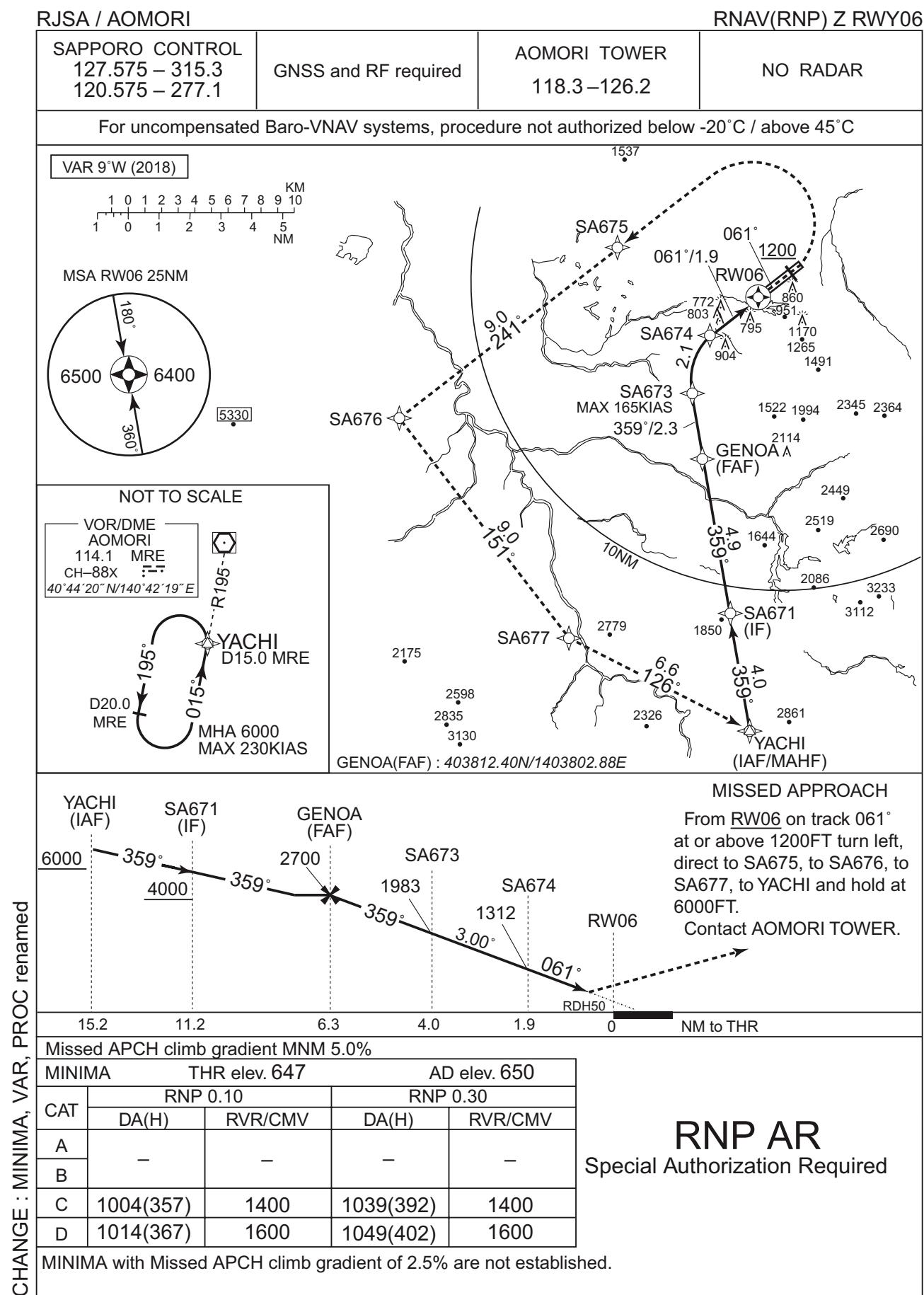
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/RDH (°/FT) | RNP Value |
|---------------|---------------------------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------|
| 001 | IF | BYOBU | — | — | -9.0 | — | — | +6000 | — | — | — |
| 002 | TF | ASAMU | — | 168 (159.3) | -9.0 | 4.0 | — | +5100 | — | — | 1.0 |
| 003 | TF | SA456 | — | 168 (159.3) | -9.0 | 5.8 | — | +2400 | -185 | — | 0.3 |
| 004 | RF Center: SARF3 r=2.83NM | SERYU | — | — | -9.0 | 3.6 | R | 2400 | -165 | — | 0.3 |
| 005 | TF | RW24 | Y | 241 (231.9) | -9.0 | 5.3 | — | 718 | — | -3.00/54 | 0.10 0.30 |
| 006 | CF | SA455 | Y | 241 (231.8) | -9.0 | 7.0 | — | — | — | — | 1.0 |
| 007 | DF | BYOBU | — | — | -9.0 | — | R | 6000 | — | — | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| BYOBU | 410009.54N/1404414.25E | SARF3 | 404959.39N/1404519.70E |
| ASAMU | 405624.95N/1404606.79E | | |
| SA456 | 405059.78N/1404849.32E | | |
| SERYU | 404745.29N/1404737.78E | | |
| RW24 | 404429.79N/1404209.27E | | |
| SA455 | 404008.45N/1403451.64E | | |

CHANGE : New PROC

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNAV(RNP) Z RWY06

RNAV (RNP) Z RWY06Coding Table

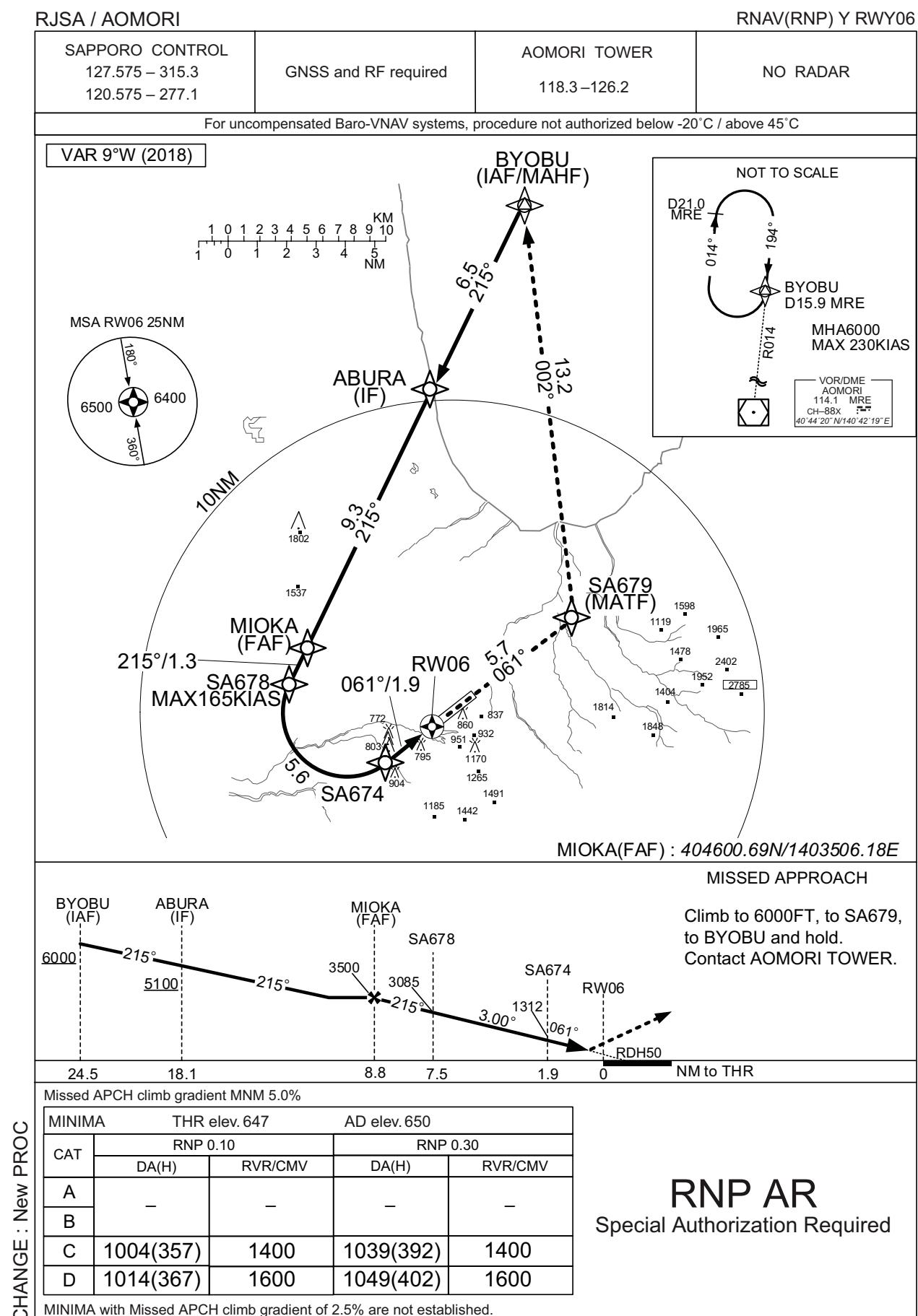
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/RDH (/FT) | RNP Value |
|---------------|---------------------------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|---------------|--------------|
| 001 | IF | YACHI | – | – | -9.0 | – | – | +6000 | – | – | – |
| 002 | TF | SA671 | – | 359 (350.0) | -9.0 | 4.0 | – | +4000 | – | – | 1.0 |
| 003 | TF | GENOA | – | 359 (350.0) | -9.0 | 4.9 | – | 2700 | – | – | 1.0 |
| 004 | TF | SA673 | – | 359 (350.0) | -9.0 | 2.3 | – | 1983 | -165 | -3.00 | 0.10 0.30 |
| 005 | RF Center: SARF2 r=1.95NM | SA674 | – | – | -9.0 | 2.1 | R | 1312 | – | -3.00 | 0.10 0.30 |
| 006 | TF | RW06 | Y | 061 (051.8) | -9.0 | 1.9 | – | 697 | – | -3.00/50 | 0.10 0.30 |
| 007 | FA | – | – | 061 (051.8) | -9.0 | – | – | +1200 | – | – | 1.0 |
| 008 | DF | SA675 | – | – | -9.0 | – | L | – | – | – | 1.0 |
| 009 | TF | SA676 | – | 241 (231.7) | -9.0 | 9.0 | – | – | – | – | 1.0 |
| 010 | TF | SA677 | – | 151 (141.8) | -9.0 | 9.0 | – | – | – | – | 1.0 |
| 011 | TF | YACHI | – | 126 (117.1) | -9.0 | 6.6 | – | 6000 | – | – | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| YACHI | 402925.44N/1404004.97E | SARF2 | 404045.88N/1404003.56E |
| SA671 | 403322.04N/1403910.22E | | |
| GENOA | 403812.40N/1403802.88E | | |
| SA673 | 404025.48N/1403731.96E | | |
| SA674 | 404218.09N/1403828.52E | | |
| RW06 | 404329.77N/1404028.61E | | |
| SA675 | 404504.89N/1403421.94E | | |
| SA676 | 403930.44N/1402503.91E | | |
| SA677 | 403225.82N/1403222.79E | | |

CHANGE : VAR, PROC renamed

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJSA / AOMORI

RNAV(RNP) Y RWY06

RNAV (RNP) Y RWY06Coding 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 | BYOBU | — | — | -9.0 | — | — | +6000 | — | — | — |
| 002 | TF | ABURA | — | 215 (206.1) | -9.0 | 6.5 | — | +5100 | — | — | 1.0 |
| 003 | TF | MIOKA | — | 215 (206.0) | -9.0 | 9.3 | — | 3500 | — | — | 1.0 |
| 004 | TF | SA678 | — | 215 (206.0) | -9.0 | 1.3 | — | 3085 | -165 | -3.00 | 0.10 0.30 |
| 005 | RF Center: SARF4 r=2.07NM | SA674 | — | — | -9.0 | 5.6 | L | 1312 | — | -3.00 | 0.10 0.30 |
| 006 | TF | RW06 | Y | 061 (051.8) | -9.0 | 1.9 | — | 697 | — | -3.00/50 | 0.10 0.30 |
| 007 | TF | SA679 | — | 061 (051.8) | -9.0 | 5.7 | — | — | — | — | 1.0 |
| 008 | TF | BYOBU | — | 002 (352.9) | -9.0 | 13.2 | — | 6000 | — | — | 1.0 |

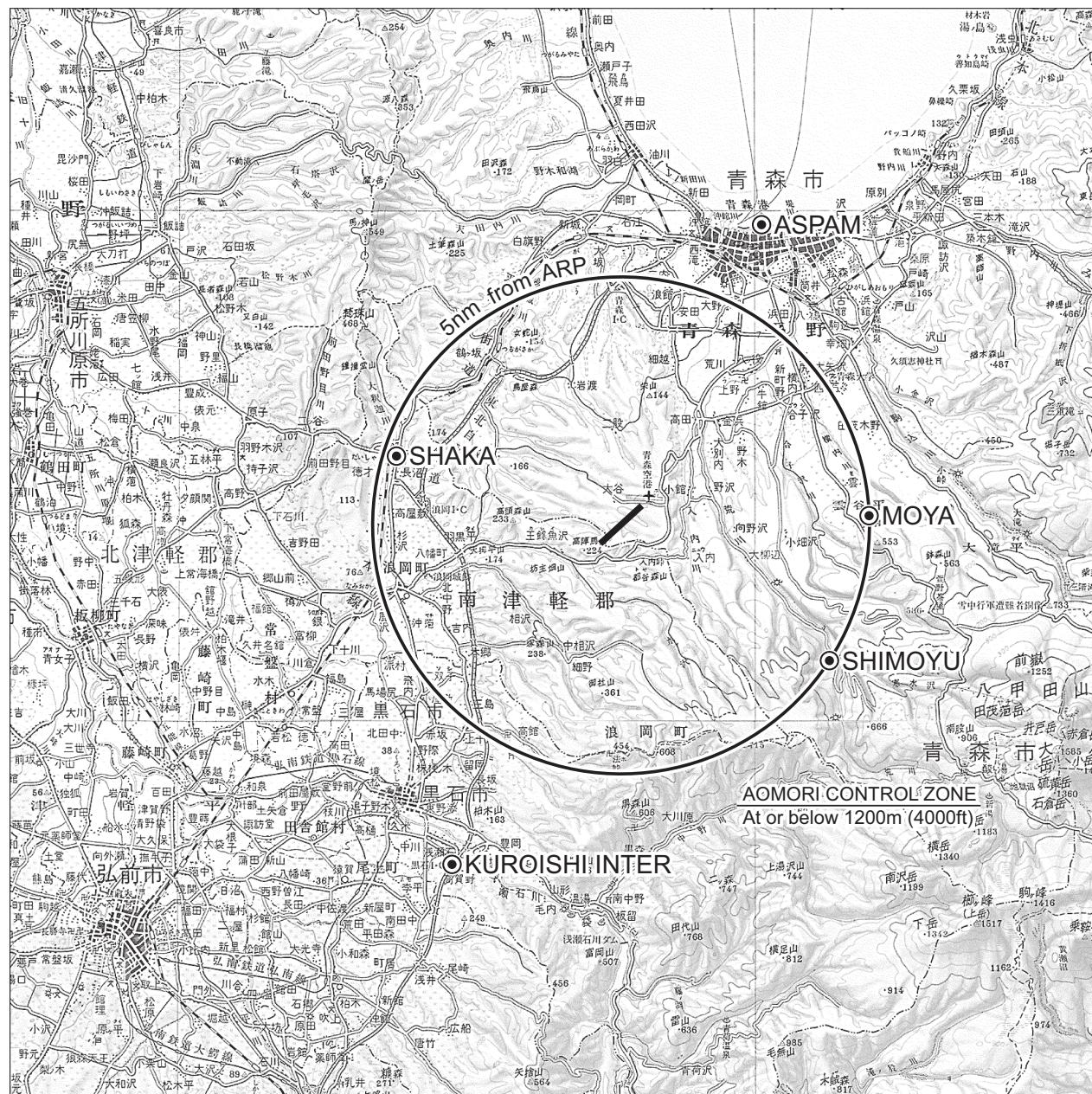
Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| BYOBU | 410009.54N/1404414.25E | SARF4 | 404355.81N/1403647.71E |
| ABURA | 405419.99N/1404028.03E | | |
| MIOKA | 404600.69N/1403506.18E | | |
| SA678 | 404450.39N/1403420.99E | | |
| SA674 | 404218.09N/1403828.52E | | |
| RW06 | 404329.77N/1404028.61E | | |
| SA679 | 404701.68N/1404624.34E | | |

CHANGE : New PROC

RJSA / AOMORI

Visual REP



AOMORI CONTROL ZONE
At or below 1200m (4000ft)

| Call sign | BRG / DIST from ARP | Remarks |
|--------------------------|---------------------|-----------------------------------|
| アスパム Aspam | 031°/ 6.3NM | アスパム, 三角形のビル ASPAM, Triangular |
| 雲谷 Moya | 096°/ 4.9NM | 雲谷スキーコース Moya Slope |
| 下湯 Shimoyu | 131°/ 5.0NM | 下湯平成湖 Lake |
| 黒石インター Kuroishi Inter | 215°/ 7.4NM | 東北自動車道黒石インター Intersection |
| 釧迦 Shaka | 295°/ 4.8NM | JR大釧駅 JR Station |



RJSA / AOMORI

Minimum Vectoring Altitude CHART

VAR 9°W (1999)

