

**AD 2 AERODROMES****RJCJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJCJ - CHITOSE****RJCJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	424740N 1413959E
2	Direction and distance from (city)	21nm SE Sapporo
3	Elevation/ Reference temperature	89ft / -
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/ Annual change	9°W(2006 ) / -
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	JSDF-A Public AD
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**RJCJ AD 2.3 OPERATIONAL HOURS**

1	AD Administration	H24
2	Customs and immigration	Nil
3	Health and sanitation	Nil
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	H24
8	Fuelling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

**RJCJ AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Nil
2	Fuel/ oil types	JET A-1, JET A-1 PLUS
3	Fuelling facilities/ capacity	To be issued later
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

**RJCJ AD 2.5 PASSENGER FACILITIES**

1	Hotels	Nil
2	Restaurants	Nil
3	Transportation	Nil
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

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

1	AD category for fire fighting	Nil
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

**RJCJ AD 2.7 SEASONAL AVAILABILITY-CLEARING**

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

**RJCJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

1	Apron surface and strength	To be issued later
2	Taxiway width, surface and strength	To be issued later
3	ACL and elevation	Nil
4	VOR checkpoints	Nil
5	INS checkpoints	Nil
6	Remarks	Nil

**RJCJ 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: (LGT): REDL,RTHL, RWY DIST marker LGT, TKOF aiming LGT TWY: (LGT): TWY edge LGT
3	Stop bars	Nil
4	Remarks	Nil

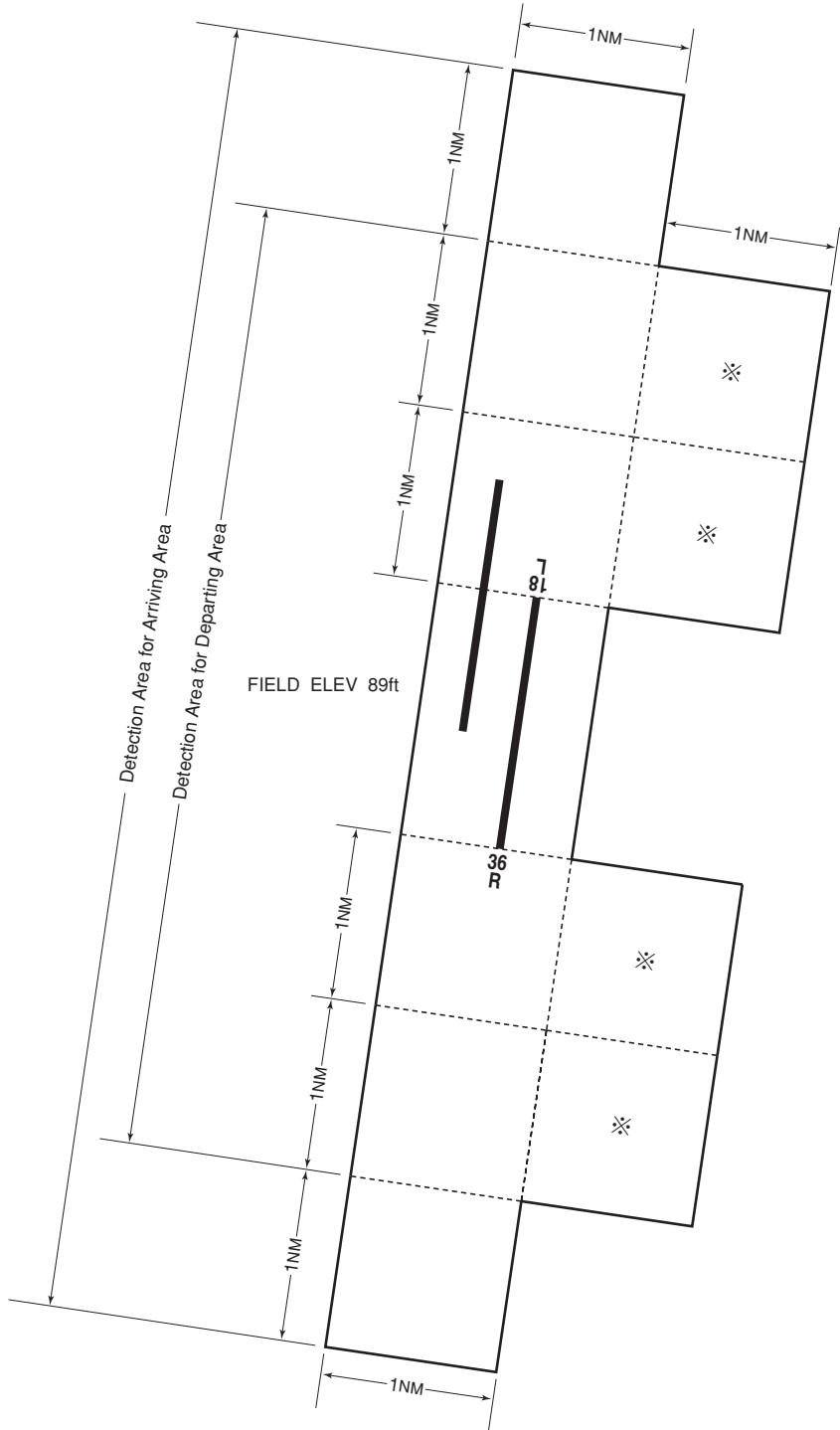
**RJCJ AD 2.10 AERODROME OBSTACLES**

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

**RJCJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	CHITOSE
2	Hours of service MET Office outside hours	Nil
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Nil
6	Flight documentation Language(s) used	Nil
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Doppler Radar for Airport Weather (See below figure)
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Observation is made by the Japan Defence Agency.

## Airspace for the advisory service concerning low level wind shear (RWY18L/36R)

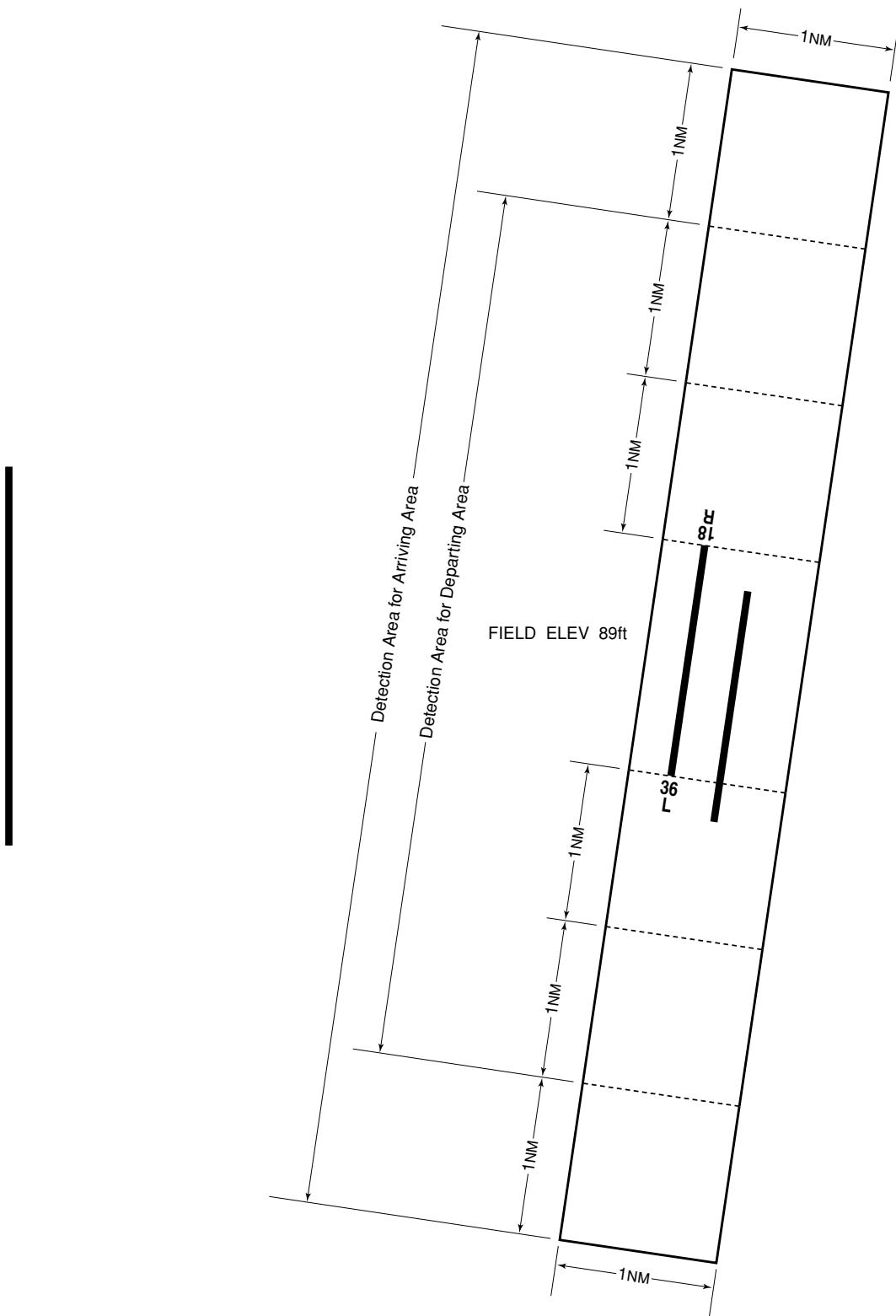


UPPER LIMIT : 1600ft above FIELD ELEV LEVEL

LOWER LIMIT : FIELD ELEV LEVEL

※Only for Departing Aircraft

## **Airspace for the advisory service** **concerning low level wind shear (RWY18R/36L)**



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

## RJCJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCR) 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
18L	172.60°	3000x60	PCR 975/R/B/W/T SW61000kg (134500lbs)	424807.32N/1414001.96E	THR ELEV : 70.0ft
36R	352.60°	3000x60	DW87000kg (191800lbs) DTW202000kg (445400lbs) Concrete	424630.79N/1414018.97E	THR ELEV : 84.6ft
18R	172.60°	2700x45	PCR 1038/F/B/X/T SW20000kg (44100lbs)	424838.10N/1413943.22E	THR ELEV : 65.2ft
36L	352.60°	2700x45	DW25000kg (55100lbs) Asphalt Concrete	424711.32N/1413958.52E	THR ELEV : 86.7ft
Slope of RWY		Strip Dimensions(M)	Remarks		
7	10		12		
See AD 2.24 AD Chart		3600x300 3600x300 3300x450 3300x450	Nil		

## RJCJ AD 2.13 DECLARED DISTANCES

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

## RJCJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type	LEN INTST	RTHL Color	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing	REDL LEN Spacing	RENL Color	STWL LEN Color
1	2	3	4	5	6	7	8	9	
18L	AVBL			PAPI 2.7°/Left 382.6m 52ft					
36R	AVBL			PAPI 2.7°/Left 376.5m 52ft					
18R				PAPI 2.7°/Left 379.8m 58ft					
36L				PAPI 2.7°/Left 379.5m 50ft					
				Remarks					
					10				

## RJCJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 424833N/1413915E, White/Green EV10sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: LGTD
3	TWY edge and center line lighting	To be developed
4	Secondary power supply/ switch-over time	Nil
5	Remarks	WDI LGT, OBST LGT

## RJCJ AD 2.16 HELICOPTER LANDING AREA

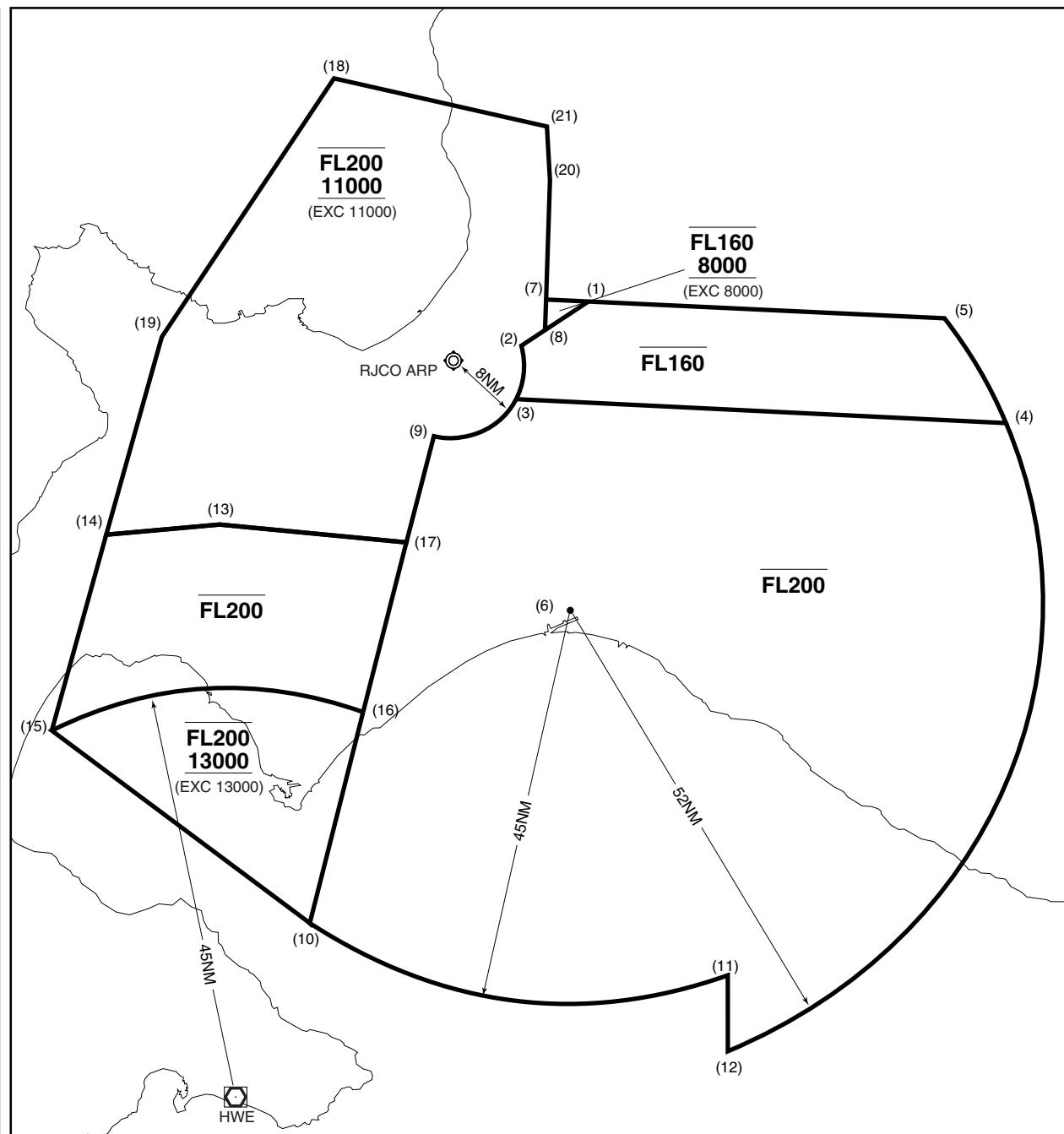
To be issued later

## RJCJ AD 2.17 ATS AIRSPACE

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHITOSE CTR	(1)Area within a radius of 5nm of CHITOSE ARP (42°48'N/141°40'E) (2)Area within a radius of 5nm of New CHITOSE ARP (42°47'N/141°42'E)	6000 or below 3000 or below	D	CHITOSE TOWER En	
CHITOSE PCA	See RJCJ attached chart		E		
CHITOSE ACA	See RJCJ attached chart		E		
CHITOSE TCA	See RJCJ Attached Chart		E		

千歳特別管制区  
Chitose Positive Control Area

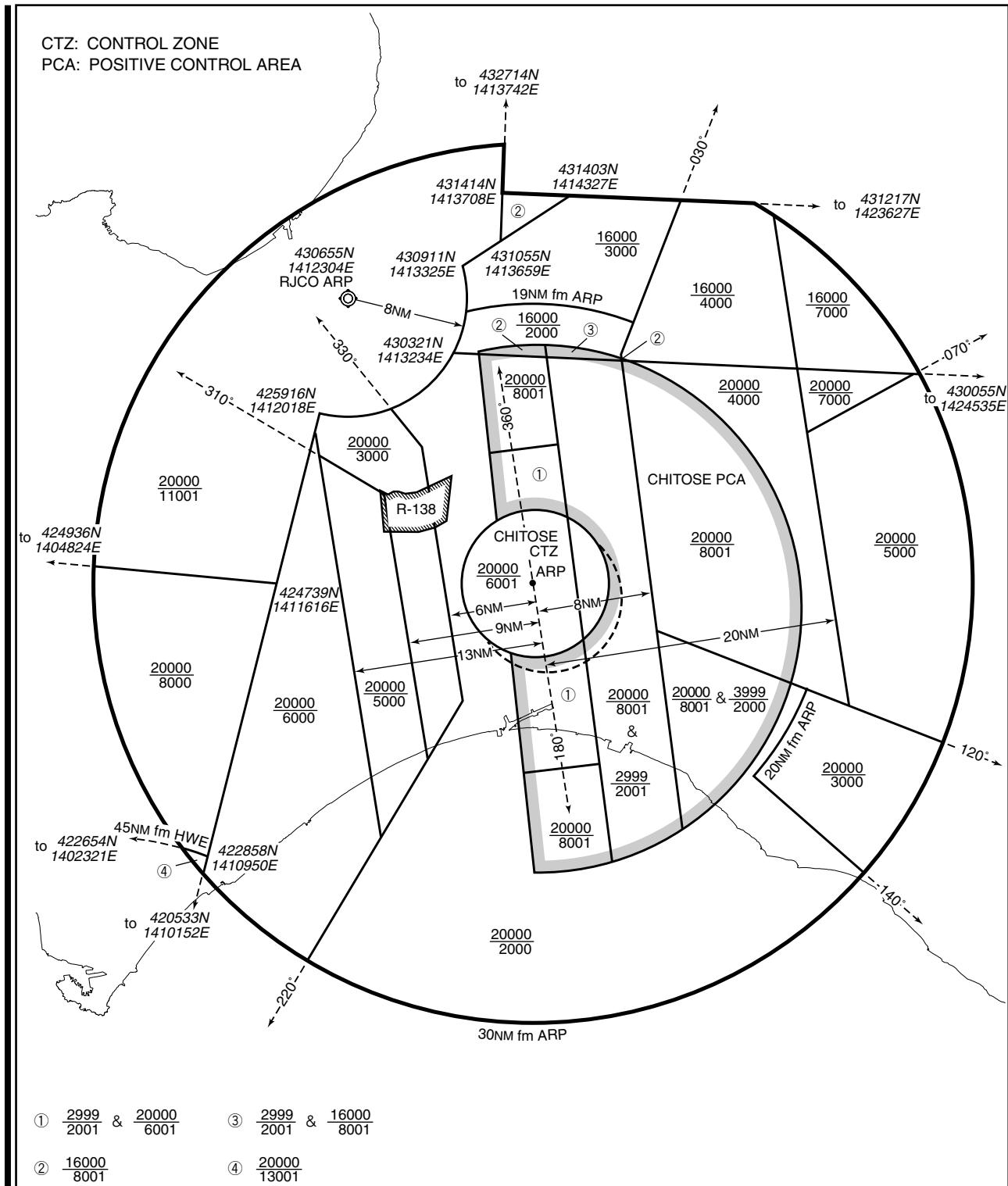
NAME	LATERAL LIMITS	UPPER LIMIT (AMSL)	UNIT PROVIDING SERVICE	REMARKS
		LOWER LIMIT (AMSL) M(ft)		
1	2	3	4	5
千歳 Chitose	下記に示される区域 The area shown below	2450 (8000) 200 (700)	Primary Chitose APP 120.1MHz 362.3MHz  Secondary Chitose TWR 118.8MHz 126.2MHz 236.8MHz	当該空域を飛行しようとする航空機は、千歳アプローチ又は千歳タワーに連絡し、コー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

千歳進入管制区  
Chitose Approach Control Area

## Point list

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

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

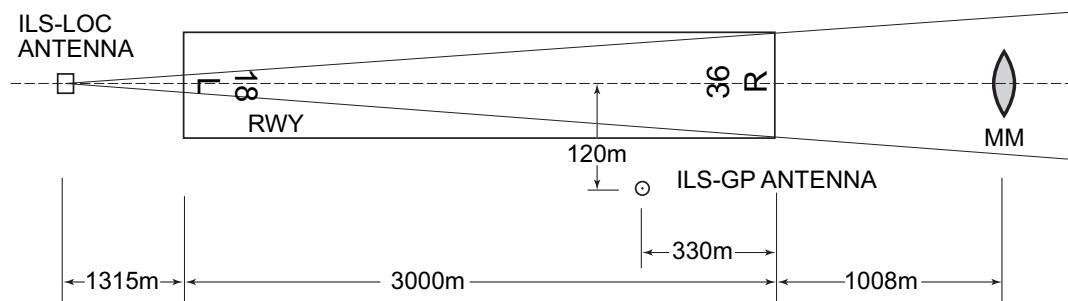


## RJCJ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP/ASR	Chitose Approach/ Chitose Radar	362.3MHz(1) 120.1MHz(1) 305.7MHz(2) 124.7MHz(2) 243.0MHz(E) 121.5MHz(E)	H24	(1) Primary (2) Secondary
DEP	Chitose Depature	305.7MHz 124.7MHz	H24	
TCA	Chitose TCA	127.7MHz 256.1MHz	2300 - 1100 SUN-THU	
TWR	Chitose Tower	236.8MHz(1) 118.2MHz(1) 304.5MHz(2) 126.2MHz(2) 138.05MHz 247.0MHz(3)(4) 123.1MHz(3)(4) 243.0MHz(E) 121.5MHz(E)	H24	(1) Primary (2) Secondary (3) For rescue only. (4) AVBL on request.
GND	Chitose Ground	275.8MHz 121.7MHz	H24	
DLVRY	Chitose Delivery	322.2MHz 121.9MHz	H24	
MET	Chitose Metro	344.6MHz	H24	Pilot Forecaster service
GCA-ASR -PAR	Chitose Radar/ Chitose GCA	261.2MHz 119.1MHz 270.8MHz 119.5MHz 298.8MHz 124.0MHz 299.7MHz 125.3MHz 304.5MHz 131.4MHz 306.2MHz 310.8MHz 321.2MHz 335.6MHz 243.0MHz(E) 121.5MHz(E)	H24	ASR: RWY 18, 36 PAR: RWY 18, 36 Glide path: 2.7°

## RJCJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR	CHE	116.9MHz (10°W/2020)	H24	424159.65N/ 1414110.20E		
DME	CHE	1203MHz (CH-116X)	H24	424159.65N/ 1414110.20E	87ft	DME unusable: 210°-220° beyond 35nm BLW 3000ft. 220°-240° beyond 30nm BLW 3000ft. 240°-250° beyond 30nm BLW 7000ft. 260°-270° beyond 35nm BLW 7000ft. 270°-300° beyond 35nm BLW 9000ft. 300°-310° beyond 35nm BLW 7000ft.
TACAN	ZYT	990MHz (CH-29X)	H24	424552N/1414025E	128ft	Unusable: 160°-180° beyond 20nm BLW 2000ft. 180°-190° beyond 25nm BLW 2000ft. 190°-200° beyond 20nm BLW 2000ft. 200°-220° beyond 25nm BLW 2000ft. 250°-260° beyond 25nm BLW 7000ft. 260°-270° beyond 35nm BLW 9000ft. 280°-300° beyond 35nm BLW 9000ft.
ILS-LOC 36R	ICB	110.3MHz	H24	424850N/1413955E		
ILS-GP 36R	-	335.0MHz	H24	424641N/1414012E		
ILS-MM 36R	-	75.0MHz	H24	424558N/1414026E		



REMARKS: 1.LOC Beam BRG(MAG) 002°  
2.HGT of ILS REF datum 14.7m(48ft)  
3.GP angle 2.7°

**RJCJ AD 2.20 LOCAL TRAFFIC REGULATIONS**

1. Airport regulations

Nil

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

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

**RJCJ AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

## RJCJ AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA						
	RWY	REDL AVBL		REDL OUT		
		CEIL-RVR	CEIL-VIS	CEIL-RVR	CEIL-VIS	
TKOF ALTN AP FILED	18R	-	0'-600m	-	-	0'-800m
	36L	-	0'-600m	-	-	0'-800m
	18L	0'-600m	0'-600m	-	-	0'-800m
	36R	0'-600m	0'-600m	-	-	0'-800m
OTHER	18R	AVBL LDG MINIMA				
	36L					
	18L					
	36R					

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

## TAKE OFF MINIMA for CHITOSE REVERSAL DEPARTURE only

	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	18R	A,B, C,D	-	-	-	400m	-	500m
	36L		-	-	-	400m	-	500m
	18L		-	-	400m	400m	-	500m
	36R		-	-	400m	400m	-	500m
OTHER	18R	A,B, C,D	AVBL LDG MINIMA					
	36L							
	18L							
	36R							

## 2. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with CHITOSE Radar are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and;

- (I)
  1. Contact CHITOSE Radar/Tower.
  2. If unable, proceed in accordance with visual flight rules.
  3. If unable,
    - a.proceed to ABIRA IAF at last assigned altitude or 6,000 feet whichever is higher, and execute TACAN Y RWY18L/TACAN Y RWY36R approach, as appropriate.
    - b.proceed to CHITOSE VOR/DME at last assigned altitude or 7,000 feet whichever is higher, and execute VOR or VOR/DME approach, as appropriate.
- (II) Procedures other than above will be issued when situation required.

## 3. Automated Radar Terminal System (ARTS)

When instructed by ATC, aircraft flying in and out of Chitose approach control area in principle will reply on 4096 Code (Mode A/3) with automatic altitude reporting capability (Mode C); Aircraft not equipped with the said transponder shall report ATC to that effect.

## 4. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE FOR CIVIL ACFT

PAR RWY18L

MINIMA		THR elev. 70		AD elev. 89	
CAT			CIRCLING		
	DA(H)	RVR/CMV	MDA(H)	VIS	
A	299(229)	750	620(531)	1600	
B				2400	
C			660(571)	3200	
D					

Simultaneous approach authorized with RJCC RWY19L(ILS) or RWY19R(ILS)

Circling to RWY36R ONLY

PAR RWY36L

MINIMA		THR elev. 87		AD elev. 89	
CAT			CIRCLING		
	DA(H)	CMV	MDA(H)	VIS	
A	287(200)	1000	700(611)	1600	
B				2400	
C				3200	
D					

Simultaneous approach authorized with RJCC RWY01L(ILS) or RWY01R(ILS)

Circling to RWY18L ONLY

ASR RWY18L

MINIMA		THR elev. 70		AD elev. 89	
CAT			CIRCLING		
	MDA(H)	RVR/CMV	MDA(H)	VIS	
A	700(630)	1000	700(611)	1600	
B		1200		2400	
C		1600		3200	
D					

Circling to RWY36R ONLY

ASR RWY36L

MINIMA		THR elev. 87		AD elev. 89	
CAT			CIRCLING		
	MDA(H)	CMV	MDA(H)	VIS	
A	700(611)	1500	700(611)	1600	
B				2400	
C		2000		3200	
D					

## 5. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE FOR JSDF ACFT

## PAR RWY18L

MINIMA		THR elev. 70		AD elev. 89	
CAT			CIRCLING		
	DA(H)	RVR/CMV	MDA(H)	VIS	
A	200(130)	750	620(531)	1600	
B				2400	
C			660(571)	3200	
D					

Simultaneous approach authorized with RJCC RWY19L(ILS) or RWY19R(ILS)

Circling to RWY36R ONLY

## PAR RWY18R

MINIMA		THR elev. 65		AD elev. 89	
CAT			CIRCLING		
	DA(H)	CMV	MDA(H)	VIS	
A	200(135)	1000	700(611)	1600	
B				2400	
C			600(571)	3200	
D					

Simultaneous approach authorized with RJCC RWY19L(ILS) or RWY19R(ILS)

## PAR RWY36L

MINIMA		THR elev. 87		AD elev. 89	
CAT			CIRCLING		
	DA(H)	CMV	MDA(H)	VIS	
A	200(113)	1000	700(611)	1600	
B				2400	
C			600(571)	3200	
D					

Simultaneous approach authorized with RJCC RWY01L(ILS) or RWY01R(ILS)

## PAR RWY36R

MINIMA		THR elev. 85		AD elev. 89	
CAT			CIRCLING		
	DA(H)	RVR/CMV	MDA(H)	VIS	
A	212(127)	750	620(531)	1600	
B				2400	
C			660(571)	3200	
D					

Simultaneous approach authorized with RJCC RWY01L(ILS) or RWY01R(ILS)

Circling to RWY18L ONLY

## ASR RWY18L

MINIMA		THR elev. 70		AD elev. 89	
CAT			CIRCLING		
	MDA(H)	RVR/CMV	MDA(H)	VIS	
A	700(630)	1000	700(611)	1600	
B				2400	
C			600(571)	3200	
D					

Circling to RWY36R ONLY

## ASR RWY18R

MINIMA		THR elev. 65		AD elev. 89	
CAT			CIRCLING		
	MDA(H)	CMV	MDA(H)	VIS	
A	700(635)	1500	700(611)	1600	
B				2400	
C			600(571)	3200	
D					

Simultaneous approach authorized with RJCC RWY01L(ILS) or RWY01R(ILS)

Circling to RWY18L ONLY

## ASR RWY36L

MINIMA		THR elev. 87		AD elev. 89	
CAT			CIRCLING		
	MDA(H)	CMV	MDA(H)	VIS	
A	700(611)	2000	700(611)	1600	
B				2400	
C			600(571)	3200	
D					

## ASR RWY36R

MINIMA		THR elev. 85		AD elev. 89	
CAT			CIRCLING		
	MDA(H)	RVR/CMV	MDA(H)	VIS	
A	700(611)	1200	700(611)	1000	
B				1200	
C			700(611)	1600	
D					

Simultaneous approach authorized with RJCC RWY01L(ILS) or RWY01R(ILS)

Circling to RWY18L ONLY

**RJCJ AD 2.23 ADDITIONAL INFORMATION**

Nil

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

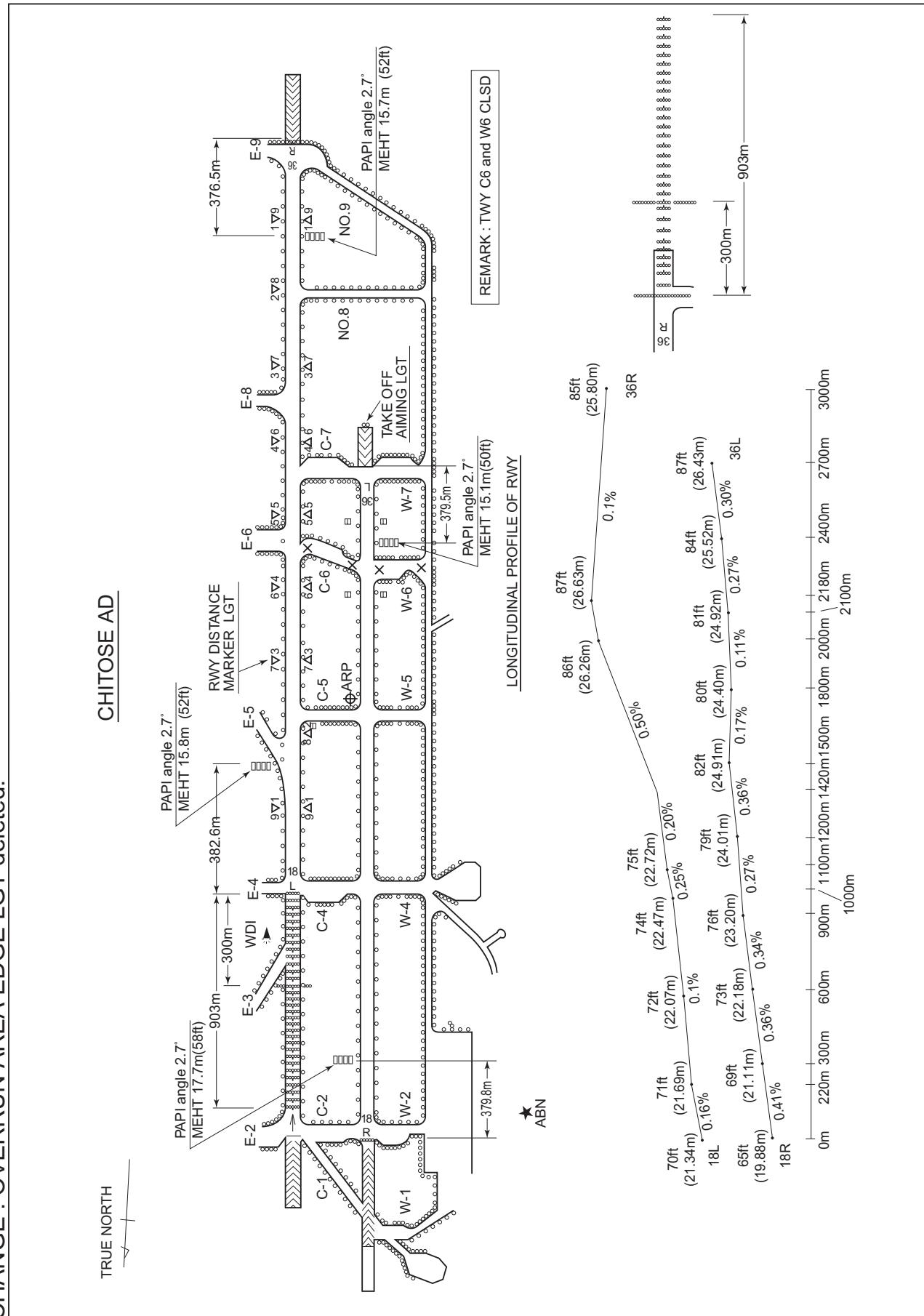
Aerodrome/Heliport Chart  
Standard Departure Chart - Instrument (TOKACHI)\*  
Standard Departure Chart - Instrument (TOBBY)\*  
Standard Departure Chart - Instrument (TEKKO)\*  
Standard Departure Chart - Instrument (HAKODATE)\*  
Standard Departure Chart - Instrument (CHITOSE-REVERSAL)  
Standard Departure Chart - Instrument (CHITOSE)\*  
Standard Departure Chart - Instrument (MUKAWA)\*  
Standard Departure Chart - Instrument (KURISI)\*  
Standard Departure Chart - Instrument (SAVIT)\*  
Standard Departure Chart - Instrument (TRANSITION)  
Standard Arrival Chart - Instrument (KOMAI)\*  
Standard Arrival Chart - Instrument (WAKSA-RNAV)  
Instrument Approach Chart (VOR/DME NR1 RWY18L)\*  
Instrument Approach Chart (VOR/DME NR2 RWY18L)\*  
Instrument Approach Chart (VOR NR1 RWY36R)\*  
Instrument Approach Chart (VOR NR2 RWY36R)\*  
Instrument Approach Chart (ILS Z RWY36R)  
Instrument Approach Chart (LOC RWY36R)  
Instrument Approach Chart (ILS Y RWY36R)  
Instrument Approach Chart (ILS X RWY36R)  
Instrument Approach Chart (TACAN Z RWY36R)  
Instrument Approach Chart (TACAN Y RWY36R)  
Instrument Approach Chart (TACAN Z RWY18L)  
Instrument Approach Chart (TACAN Y RWY18L)

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

CHANGE : OVERRUN AREA EDGE LGT deleted.

RJCJ / CHITOSE

AD CHART



**INTENTIONALLY LEFT BLANK**

STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

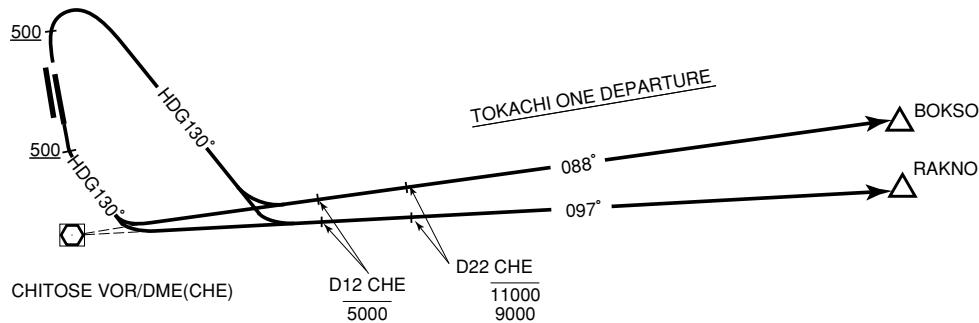
SID

TOKACHI ONE DEPARTURE

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right climb via HDG 130 DEG to intercept and proceed via....

RWY 18R/18L : Climb via RWY HDG to 500ft or above, turn left climb via HDG 130 DEG to intercept and proceed via....  
...CHE R-088 to BOKSO or CHE R-097 to RAKNO.  
Cross CHE R-088/12DME or CHE R-097/12DME at or below 5,000ft.

Cross CHE R-088/22DME or CHE R-097/22DME between 9,000ft and 11,000ft.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

**TOBBY SEVEN DEPARTURE**

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end), then via CHE R-185 to TOBBY.

Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft.

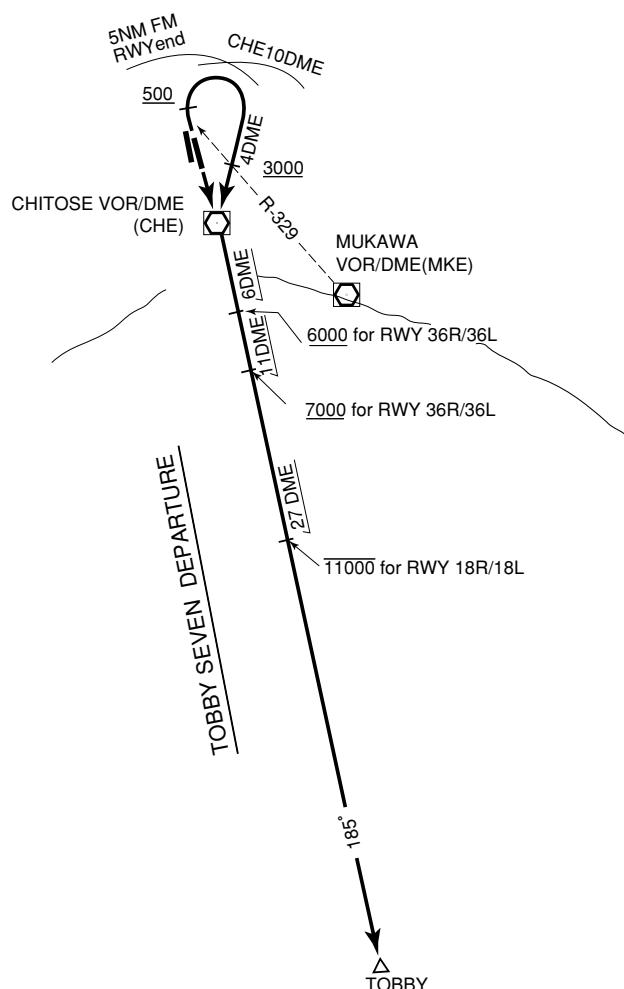
Cross CHE R-185/6DME at or above 6,000ft.

Cross CHE R-185/11DME at or above 7,000ft.

RWY 18R/18L : Climb direct to CHE VOR/DME, then via CHE R-185 to TOBBY.

Cross CHE R-185/27DME at or below 11,000ft.

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



STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

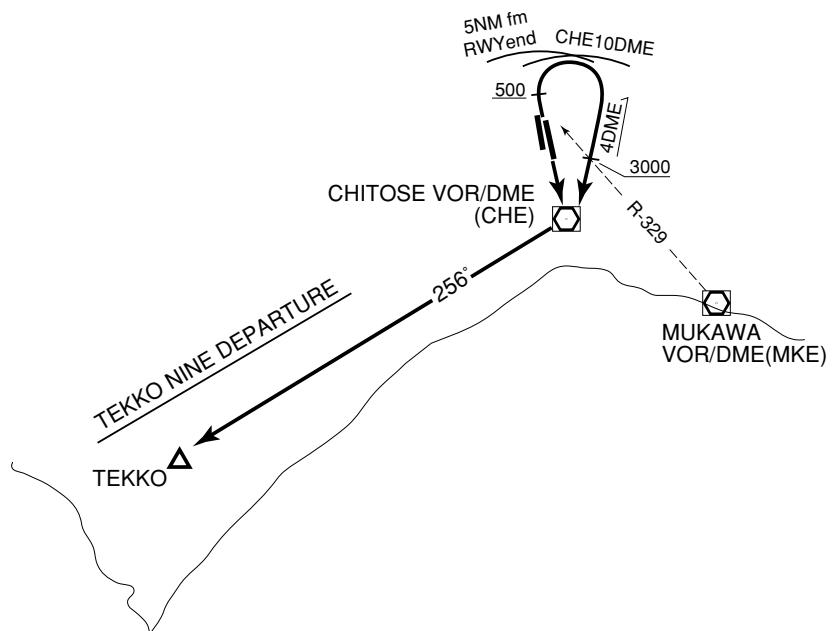
TEKKO NINE DEPARTURE

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end).

Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft....

RWY 18R/18L : Climb direct to CHE VOR/DME....

....Turn right via CHE R-256 to TEKKO.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

HAKODATE FIVE DEPARTURE

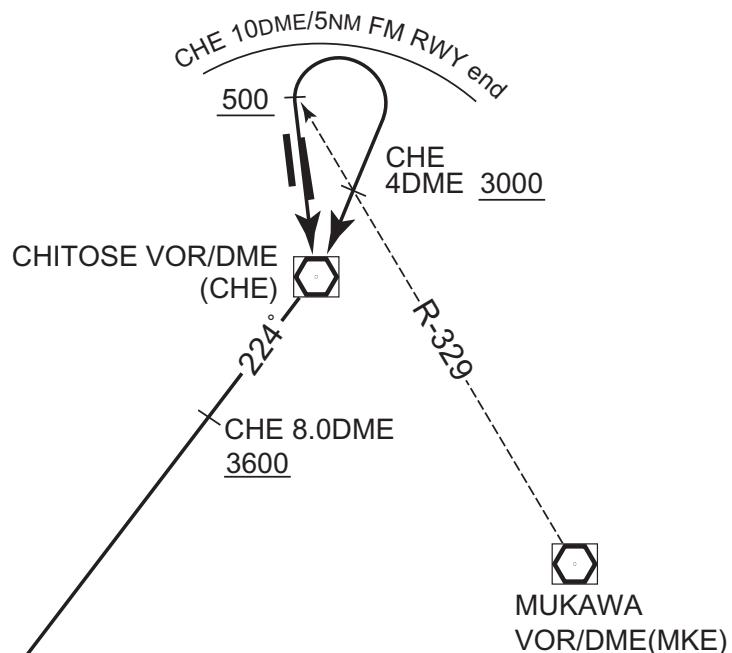
RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end).

Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft....

RWY 18R/18L : Climb direct to CHE VOR/DME....

....then via CHE R-224 to HWE VOR/DME.

Cross CHE R-224/8.0DME at or above 3,600ft.

HAKODATE FIVE DEPARTURE

CHANGE : PROC renamed. ALT restriction added.

HAKODATE  
VOR/DME(HWE)

## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

CHITOSE REVERSAL THREE DEPARTURE

**RWY 18L/18R :** Climb RWY HDG to 600FT, turn left HDG 046° to intercept and proceed via ZYT R091 to 20.0DME, turn left, direct to ZYT TACAN.  
Cross ZYT R091/15.0DME at or below 11000FT.

**RWY 36R/36L :** Climb via ZYT R360 to 15.0DME, turn right, direct to ZYT TACAN.

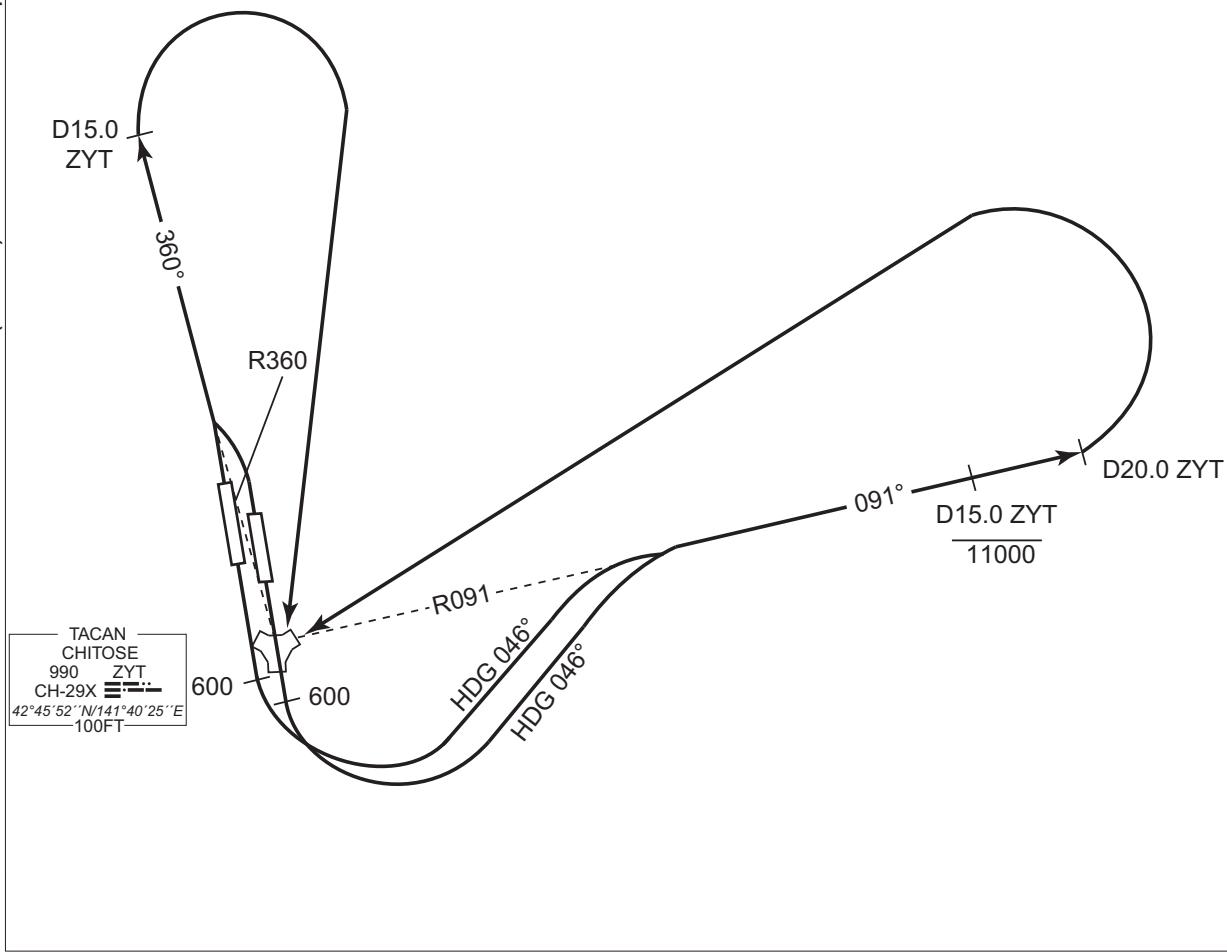
Note RWY18L : 5.0% climb gradient required up to 600FT.

OBST ALT 172FT located at 0.3NM 155° FM end of RWY18L.

RWY18R : 5.0% climb gradient required up to 600FT.

OBST ALT 197FT located at 0.6NM 205° FM end of RWY18R.

CHANGE : PROC renamed. PROC course. Note(OBST). ALT restriction. Specified ALT deleted.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

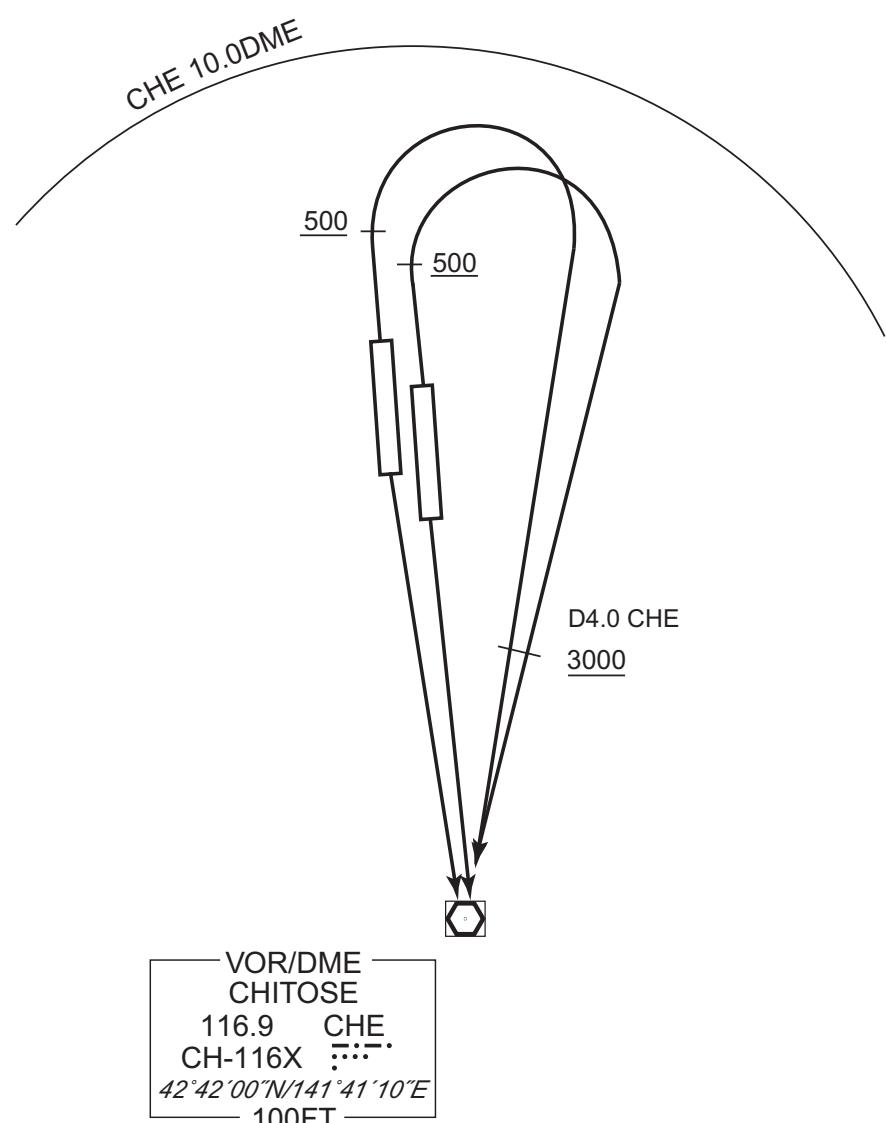
SID

CHITOSE FOUR DEPARTURE

RWY 18L/18R : Climb direct to CHE VOR/DME.

RWY 36R/36L : Climb via RWY HDG to 500FT or above, turn right to CHE VOR/DME within CHE 10.0DME.  
 Cross 4.0DME prior to CHE VOR/DME at or above 3000FT.

CHANGE :PROC renamed. PROC course, CHITOSE TACAN deleted. Note deleted.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

MUKAWA FIVE DEPARTURE

RWY 36R/36L: Climb via RWY HDG to 500ft or above, turn right within 4NM, climb via MKE R-336 to MKE VOR/DME, then via MKE R-202 to TOBBY.

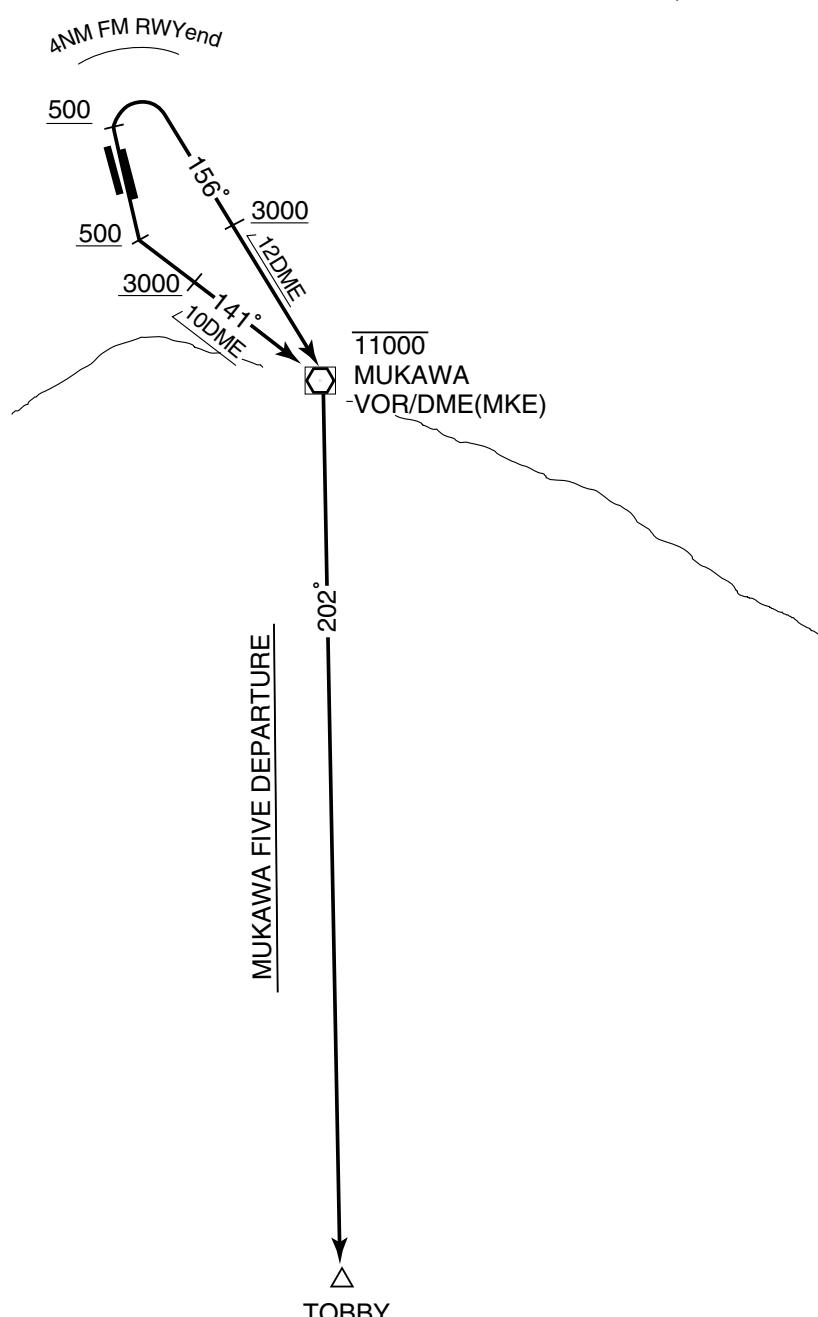
Cross MKE R-336/12DME at or above 3,000ft.

Cross MKE VOR/DME at or below 11,000ft.

RWY 18R/18L: Climb via RWY HDG to 500ft or above, turn left, climb via MKE R-321 to MKE VOR/DME, then via MKE R-202 to TOBBY.

Cross MKE R-321/10DME at or above 3,000ft.

Cross MKE VOR/DME at or below 11,000ft.



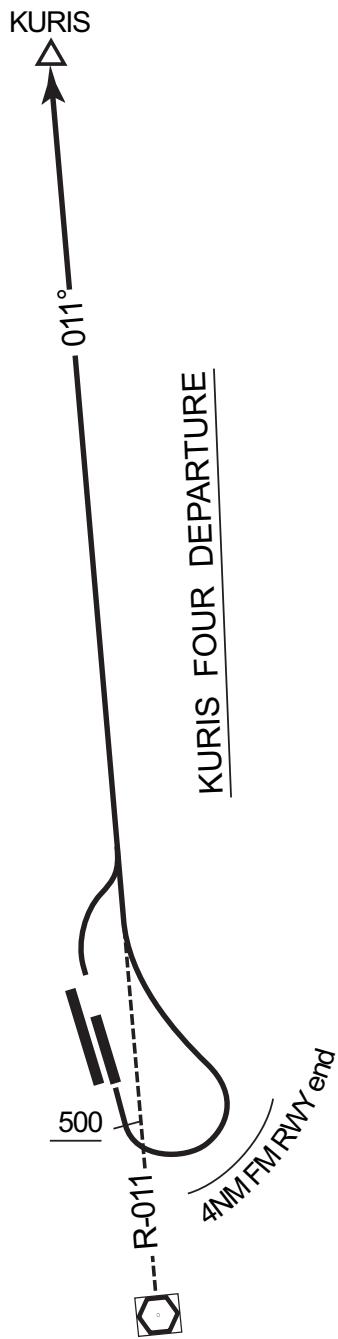
## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

KURIS FOUR DEPARTURE

RWY 36R/36L: ....

RWY 18R/18L: Climb via RWY HDG to 500ft or above, turn left within 4NM,...  
....climb via CHE R-011 to KURIS.

CHITOSE VOR/DME(CHE)

STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

SID

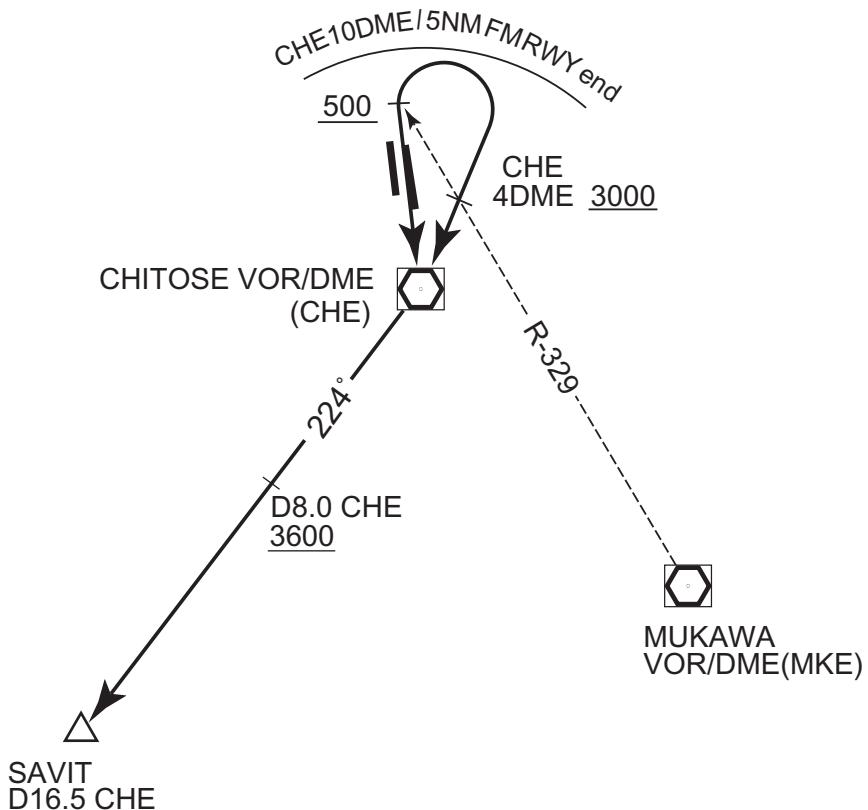
SAVIT TWO DEPARTURE

RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end). Cross 4DME prior to CHE VOR/DME (MKE R-329) at or above 3,000ft....

RWY 18R/18L : Climb direct to CHE VOR/DME....  
....then via CHE R-224 to SAVIT.

Cross CHE R-224/8.0DME at or above 3,600ft.

SAVIT TWO DEPARTURE



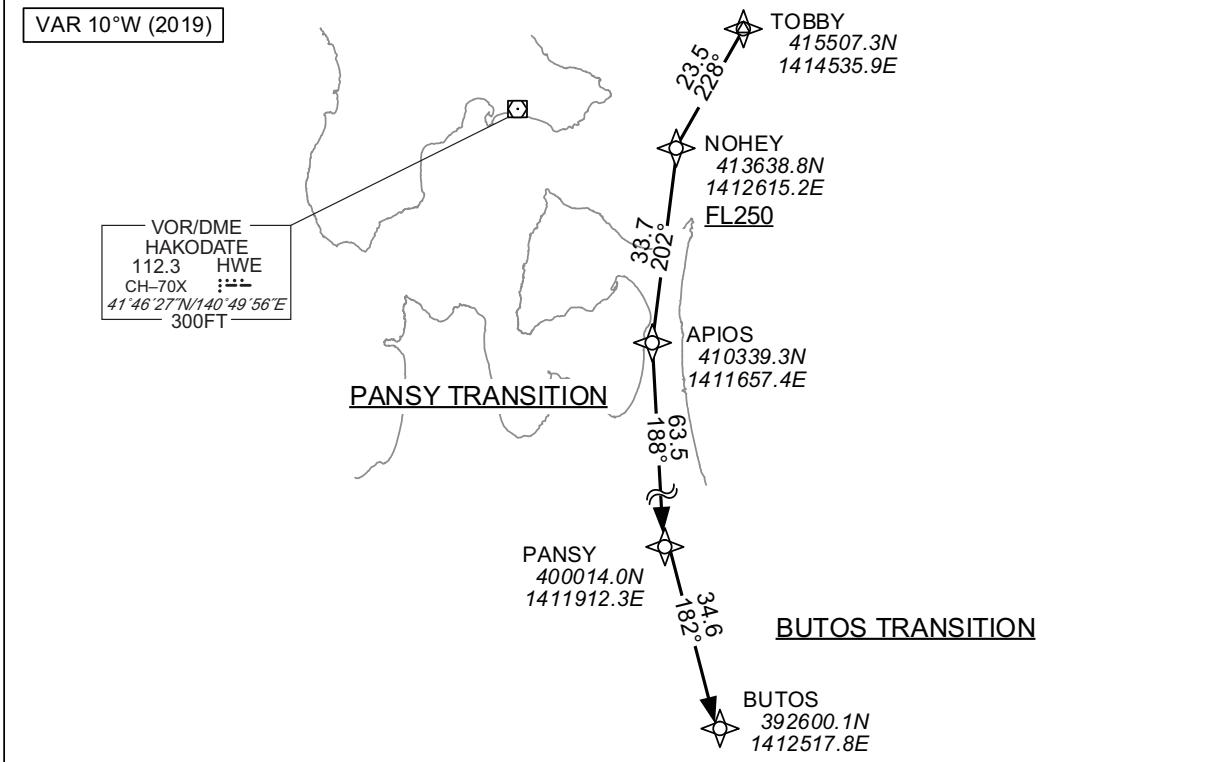
CHANGE : PROC renamed. ALT restriction added.

## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV TRANSITION

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

PANSY TRANSITION

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

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

BUTOS TRANSITION

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

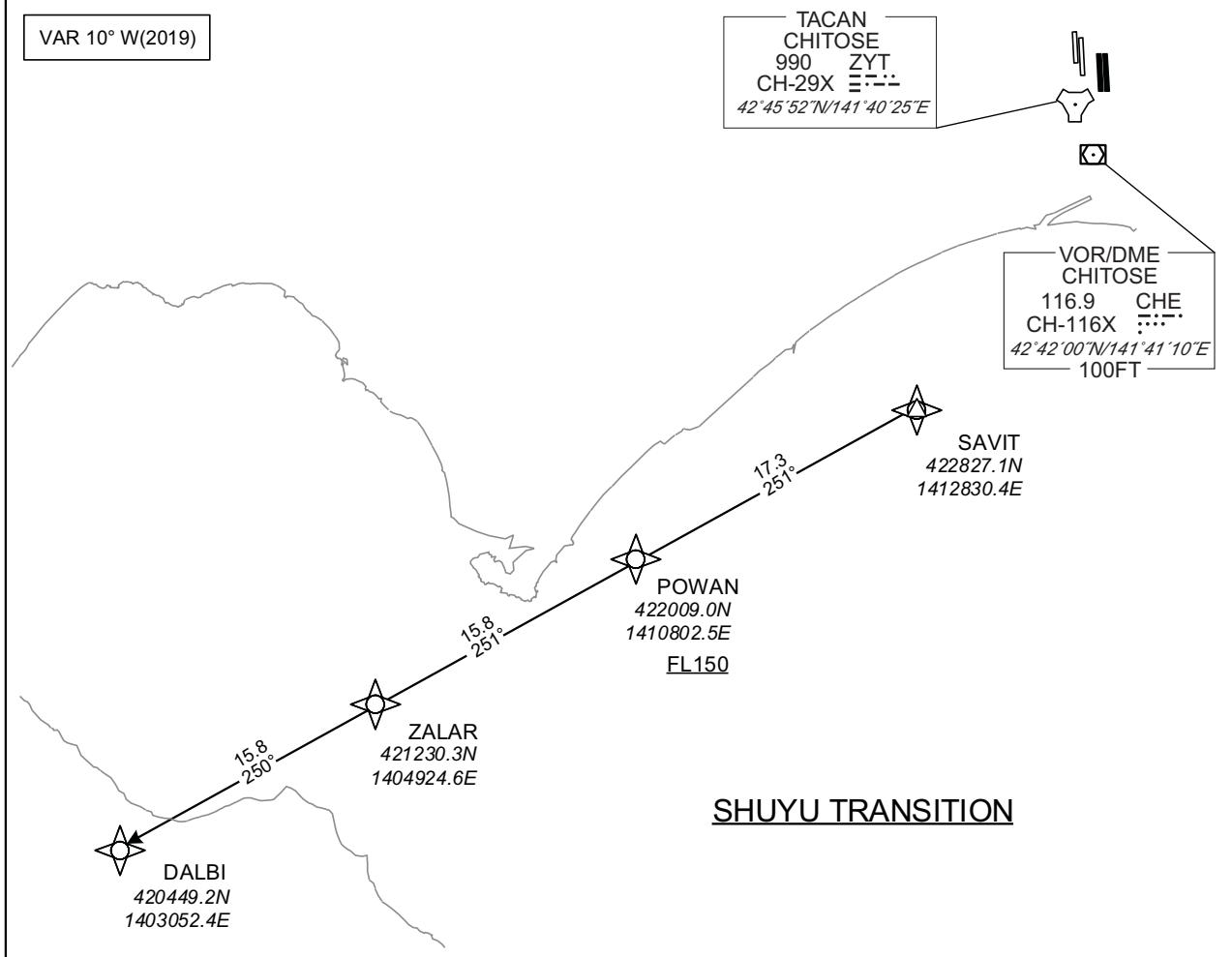
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	TOBBY	—	—	-9.5	—	—	—	—	—	RNAV1
002	TF	NOHEY	—	228 (218.1)	-9.5	23.5	—	+FL250	—	—	RNAV1
003	TF	APIOS	—	202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

## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV TRANSITION

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

SHUYU TRANSITION

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

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

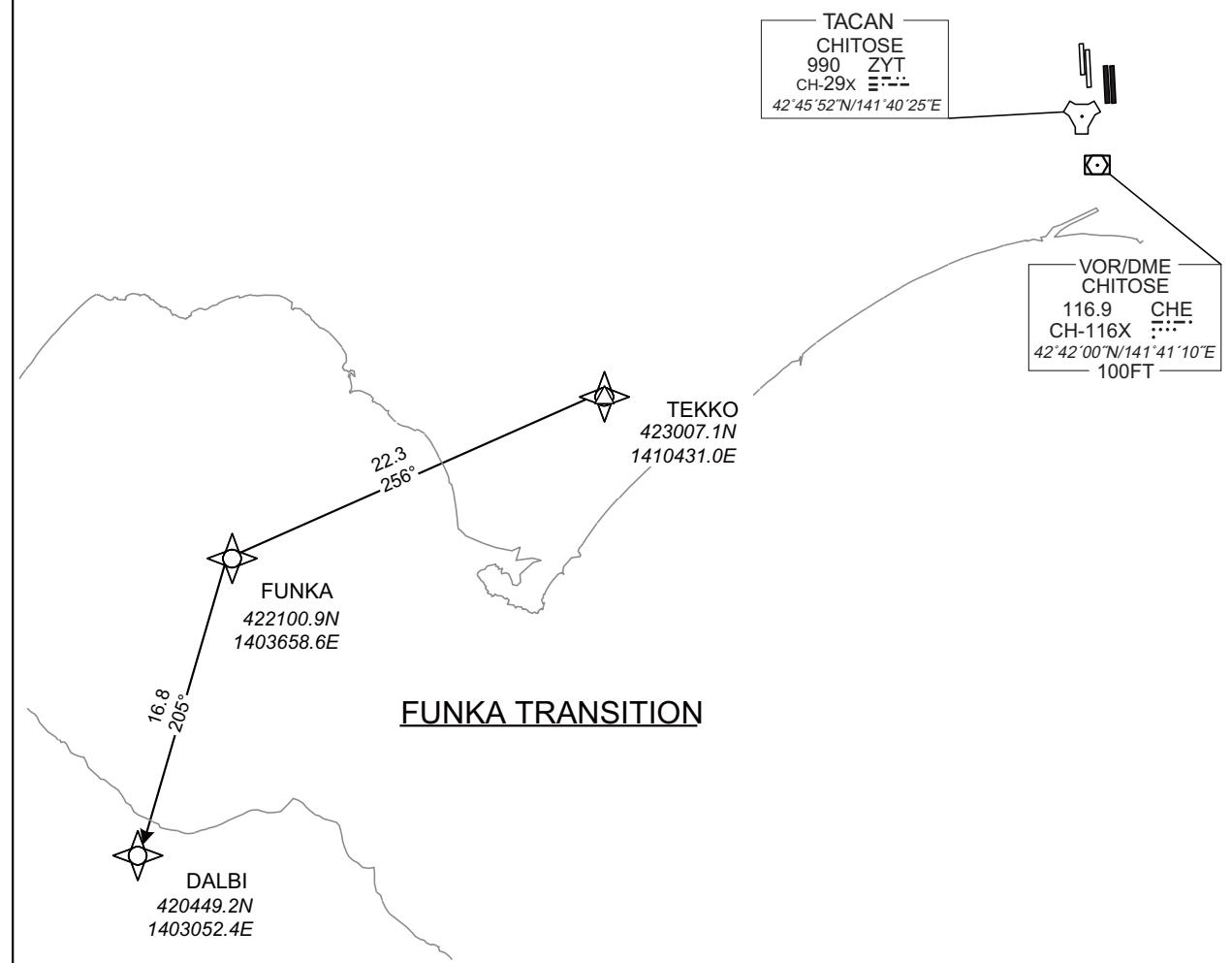
## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV TRANSITION

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

VAR 10° W(2019)

FUNKA TRANSITION

From TEKKO, to FUNKA, to DALBI.

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

## STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

STAR

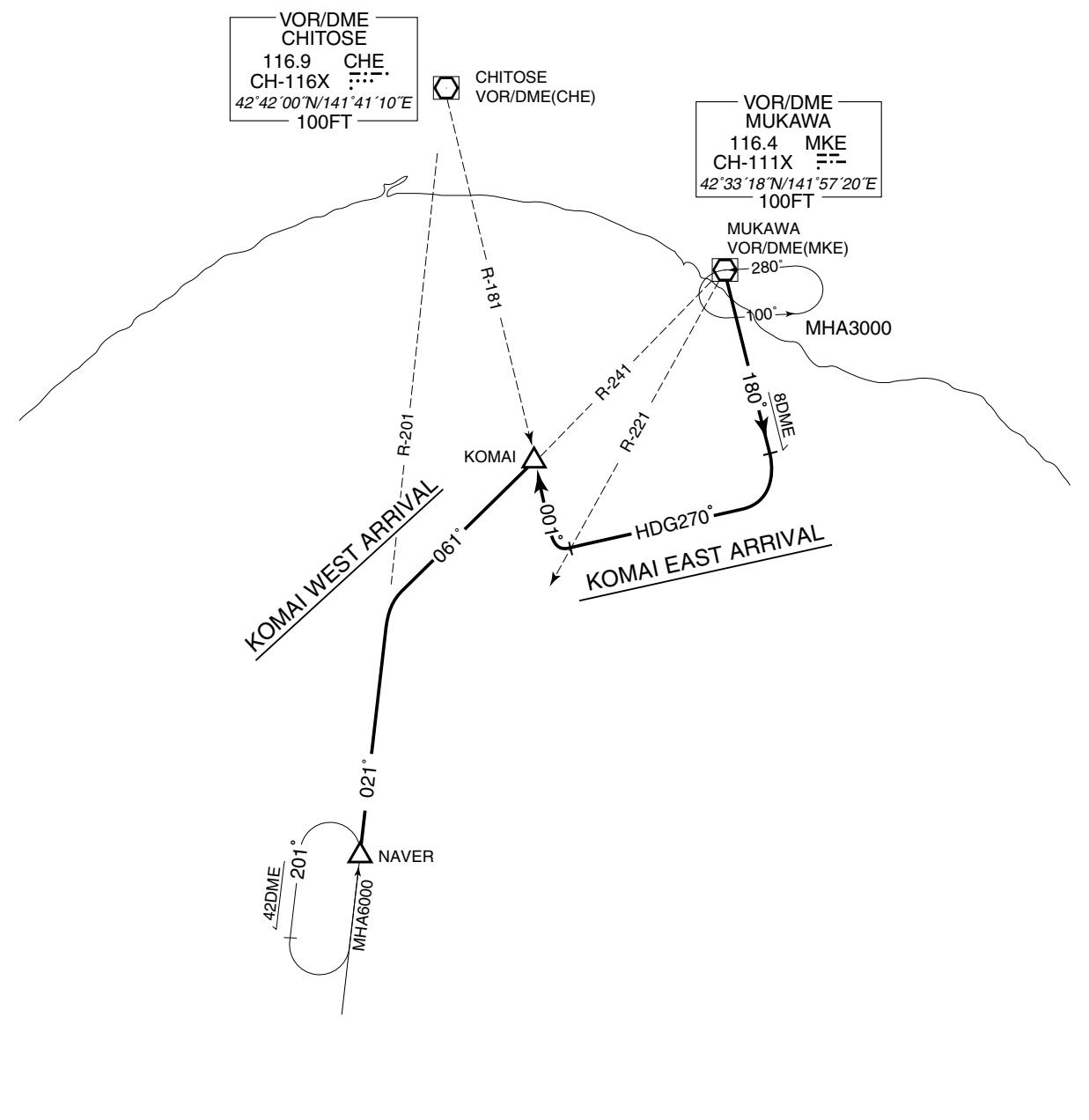
## STARs for RWY36

KOMAI WEST ARRIVAL

From over NAVER, via CHE R-201 to intercept and proceed via MKE R-241 to KOMAI.

KOMAI EAST ARRIVAL

From over MKE VOR/DME, via MKE R-180 to MKE R-180/8DME, turn right, proceed via HDG 270 DEG to intercept MKE R-221, then turn right to intercept CHE R-181 to KOMAI.



## STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV STAR RWY18L

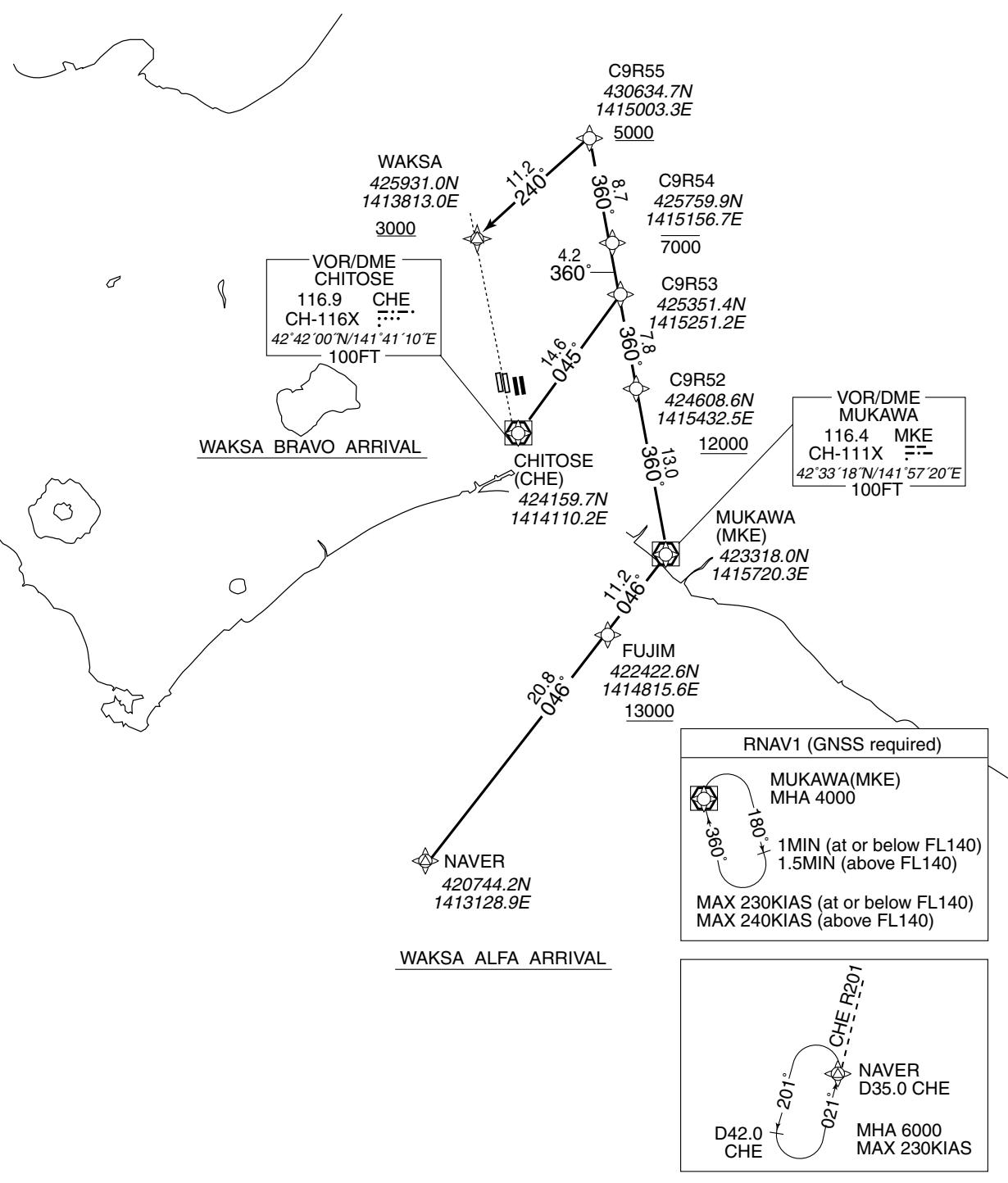
WAKSA ALFA ARRIVAL  
WAKSA BRAVO ARRIVAL

RNAV 1

Note 1 ) DME/DME/IRU or GNSS required.

2 ) RADAR service required.

VAR 9° W(2016)



## STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV STAR RWY18L

WAKSA ALFA ARRIVAL

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

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

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

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

## STANDARD ARRIVAL CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV STAR RWY18L

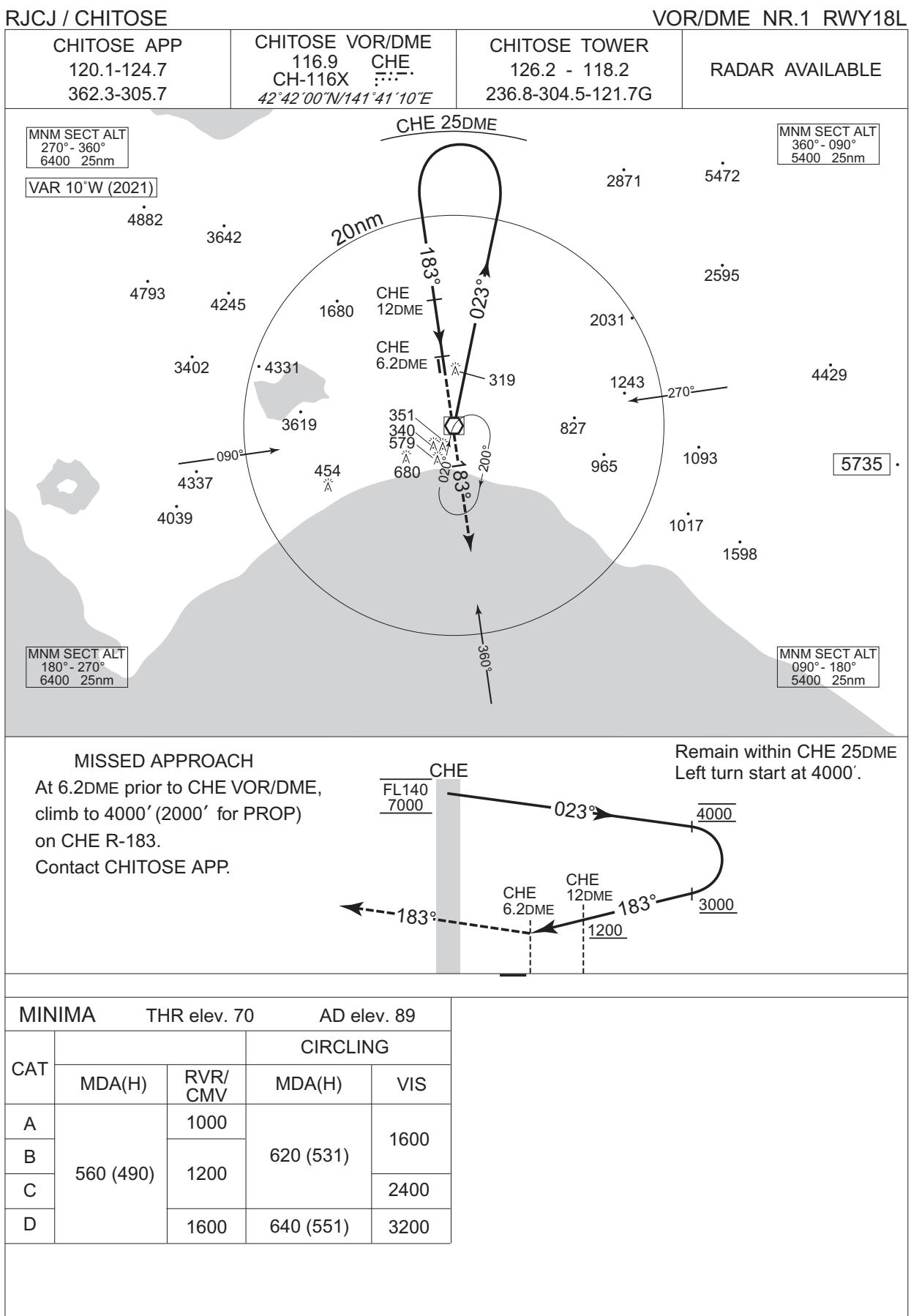
WAKSA BRAVO ARRIVAL

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

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

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CHE	—	—	-9.3	—	—	—	—	—	RNAV1
002	TF	C9R53	—	045 (035.8)	-9.3	14.6	—	—	—	—	RNAV1
003	TF	C9R54	—	360 (350.9)	-9.3	4.2	—	-7000	—	—	RNAV1
004	TF	C9R55	—	360 (350.9)	-9.3	8.7	—	+5000	—	—	RNAV1
005	TF	WAKSA	—	240 (230.8)	-9.3	11.2	—	+3000	—	—	RNAV1

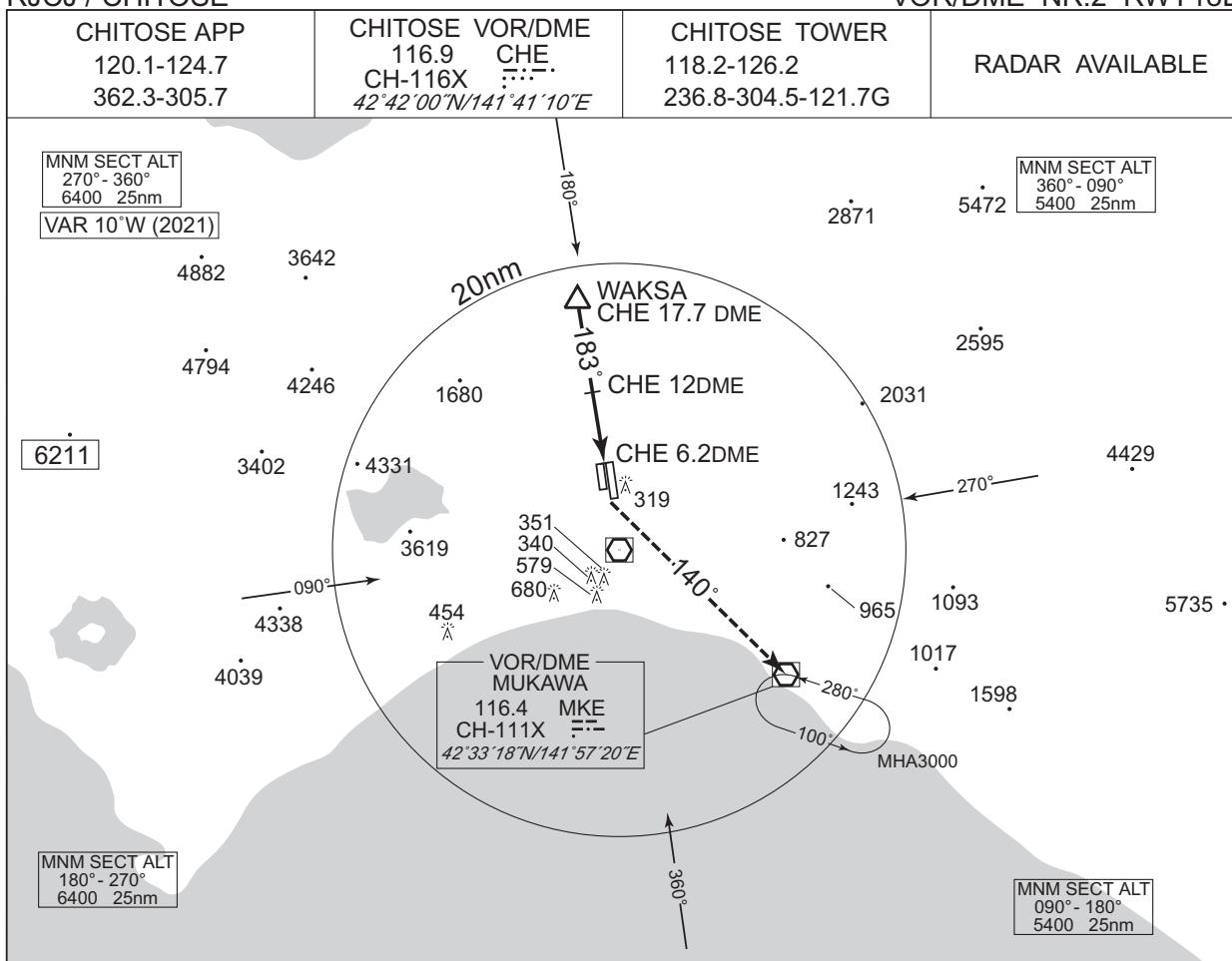
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

## RJCJ / CHITOSE

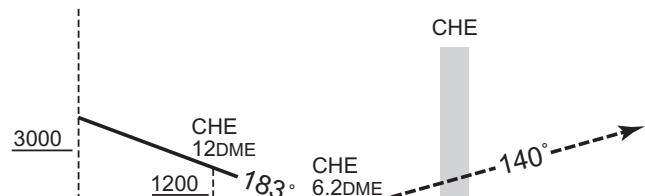
## VOR/DME NR.2 RWY18L



CHANGE : VAR. Course FM WAKSA to CHE 6.2DME.

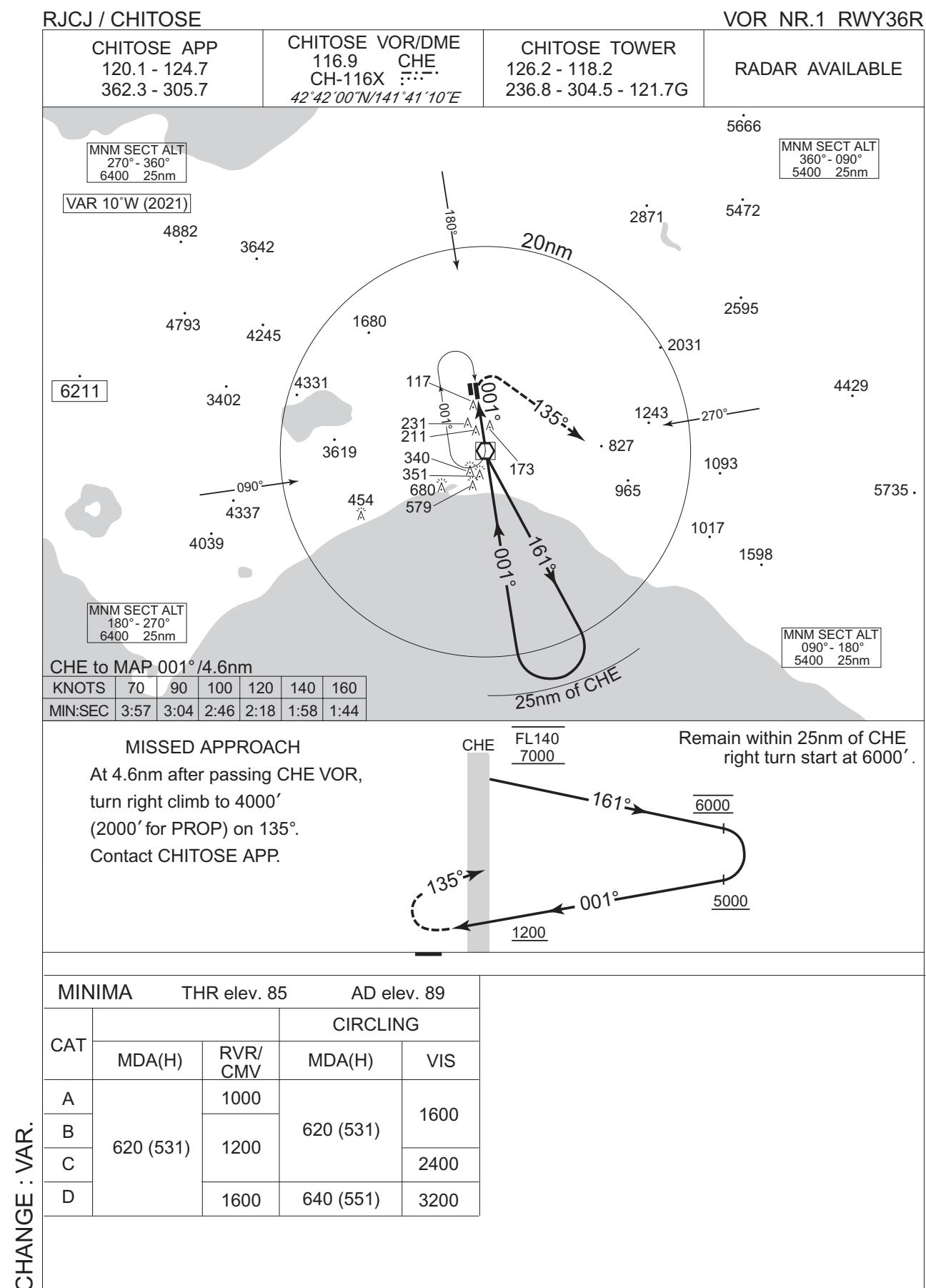
WAKSA  
CHE 17.7 DME

MISSSED APPROACH  
At 6.2DME prior to CHE VOR/DME, turn left climb via MKE R-320 to 5000' proceed to MKE VOR/DME and hold.  
Contact CHITOSE APP.



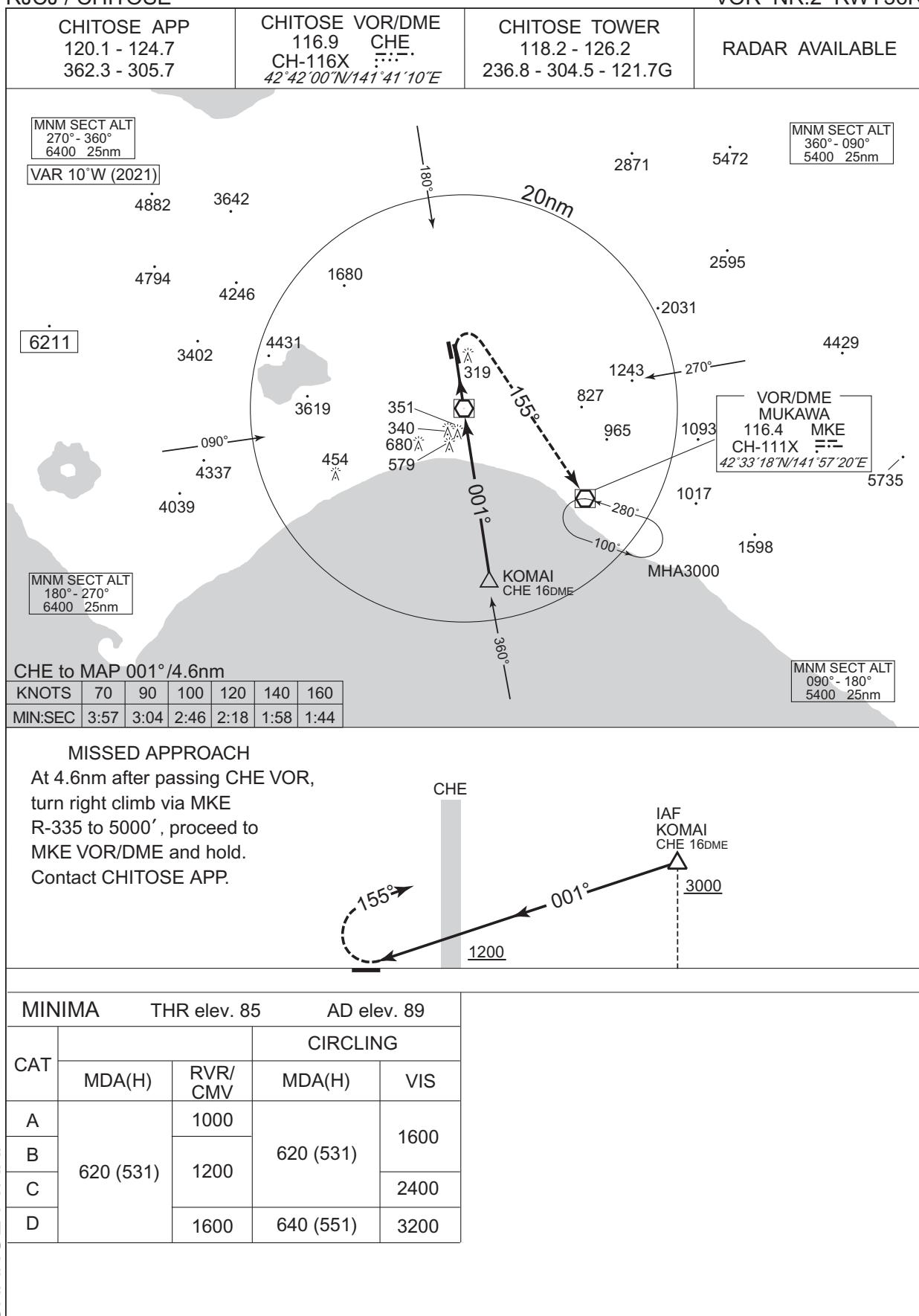
MINIMA		THR elev. 70	AD elev. 89	
CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	1000		1600	
B	560 (490)	1200	620 (531)	2400
C				
D	1600	640 (551)	3200	

## INSTRUMENT APPROACH CHART



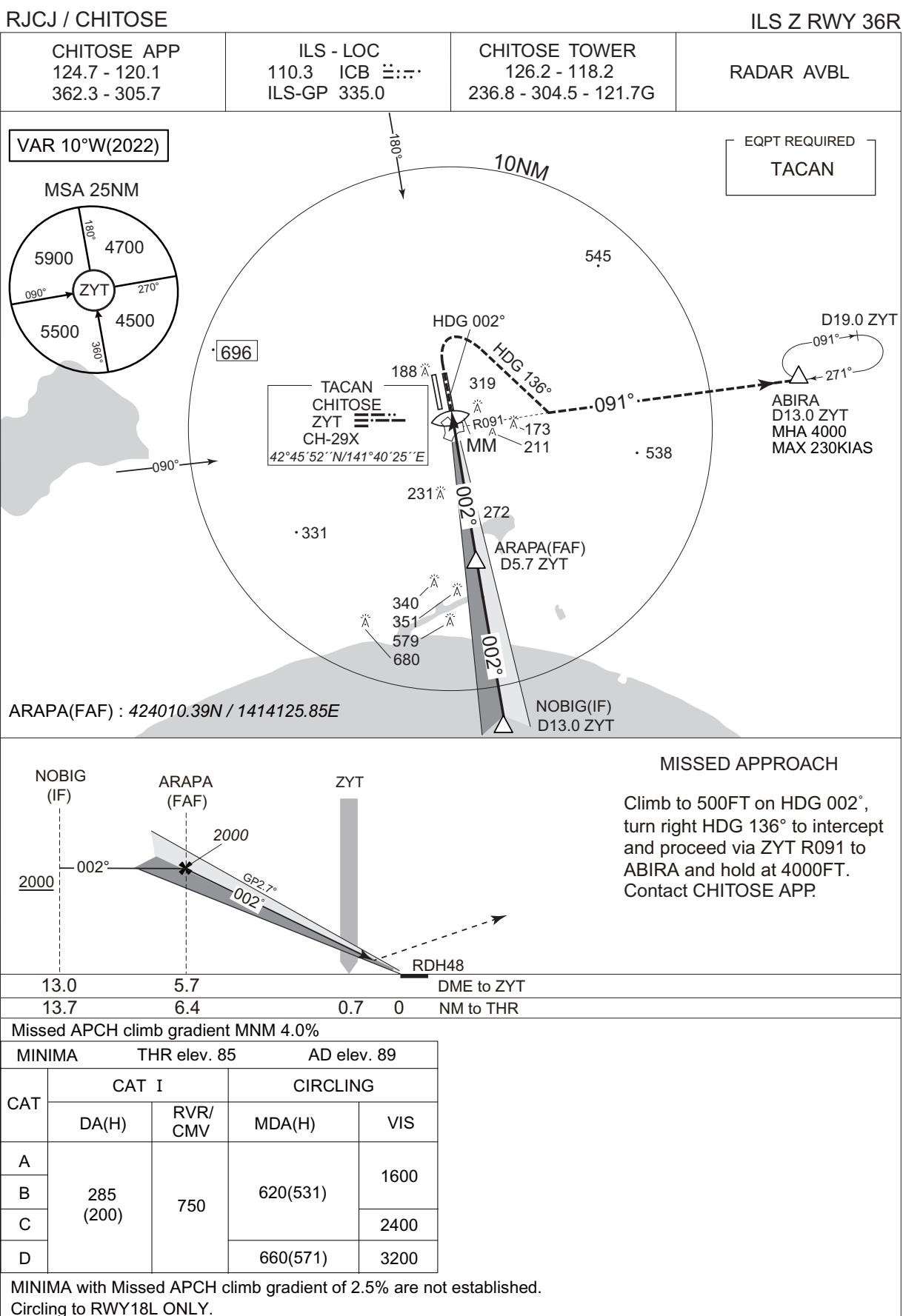
## INSTRUMENT APPROACH CHART

## RJCJ / CHITOSE



CHANGE : VAR.

## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

CHITOSE APP  
124.7 - 120.1  
362.3 - 305.7

ILS - LOC  
110.3 ICB 335.0  
ILS-GP

CHITOSE TOWER  
126.2 - 118.2  
236.8 - 304.5 - 121.7G

LOC RWY36R

DAR AVBL

VAR 10°W(2022)

MSA 25NM

A diagram of a curved beam element. The curve is labeled '10NM' at its right end. A vertical arrow at the left end indicates a rotation of  $80^\circ$  relative to the horizontal axis.

545

EQPT REQUIRED  
TACAN

188 Å  
TACAN  
CHITOSE  
ZYT  
CH-29X  
42°45'52"N/141°40'25"E

D19.0 ZYT  
091°  
271°  
ABIRA  
D13.0 ZYT  
MHA 4000  
MAX 230KIAS

ABAPA(EAE) : 424010.39N / 1414125.85E

NM to ZYT	FAF	5	4	3	2	1	MAPt
ALT (3.0 APCH Path)	2168	1933	1615	1296	978	659	-

## MISSED APPROACH

Climb to 500FT on HDG 002°, turn right HDG 136° to intercept and proceed via ZYT R091 to ABIRA and hold at 4000FT. Contact CHITOSE APP

Timing not authorized for defining the MAPt.  
PAPI and descent angles not coincident

MISSED APPROACH  
Climb to 500FT on HDG 002°, turn right HDG 136° to intercept and proceed via ZYT R091 to ABIRA and hold at 4000FT. Contact CHITOSE APP

Timing not authorized for defining the MAPt.  
PAPI and descent angles not coincident

CHANGE : SDF added. OBST added(266).

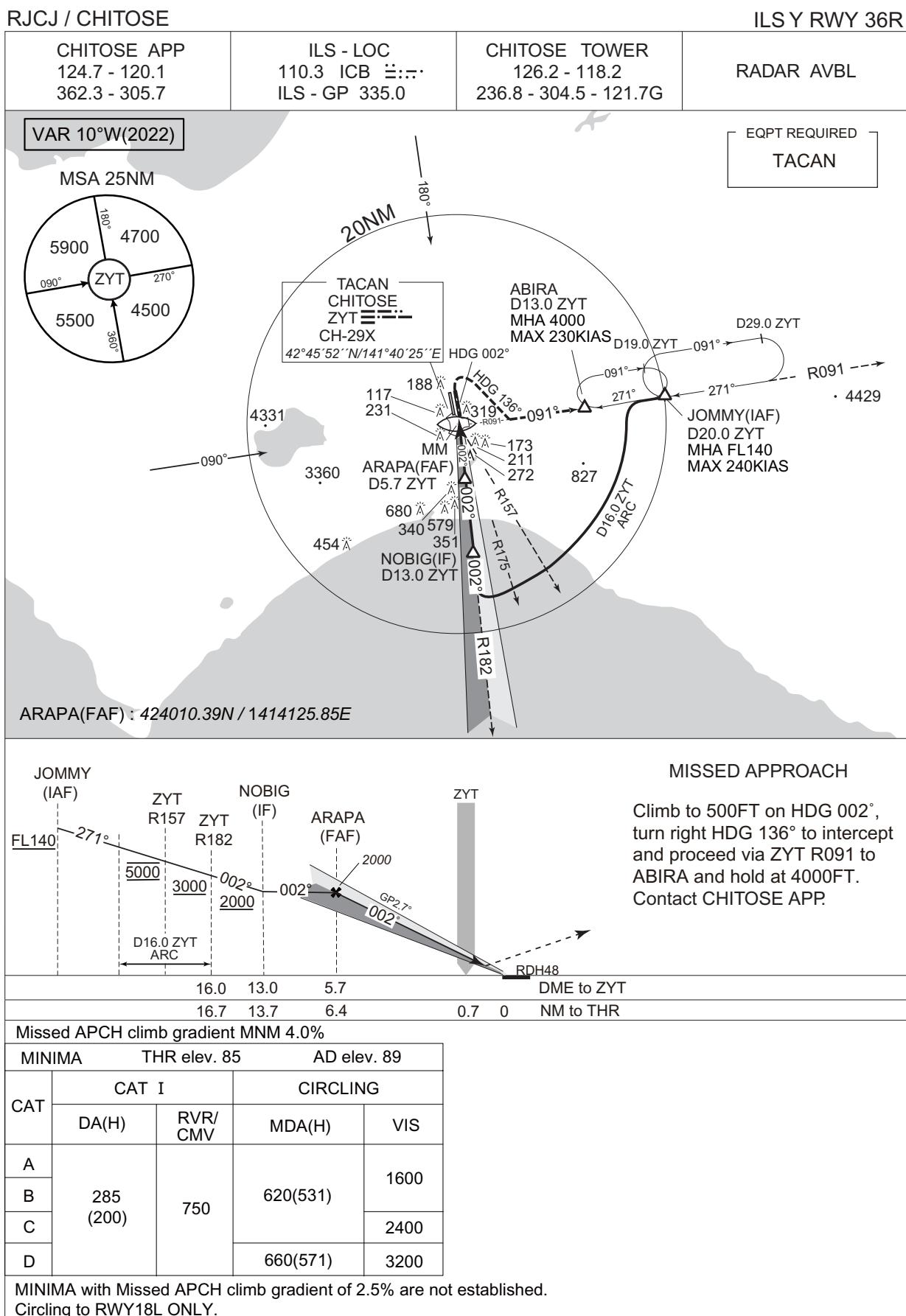
13.0 5.7 1.4 0.1 DME to / from ZYT  
 13.7 6.4 2.1 0.7 0.6 0 NM to THR

MINIMA      THR elev. 85      AD elev. 89

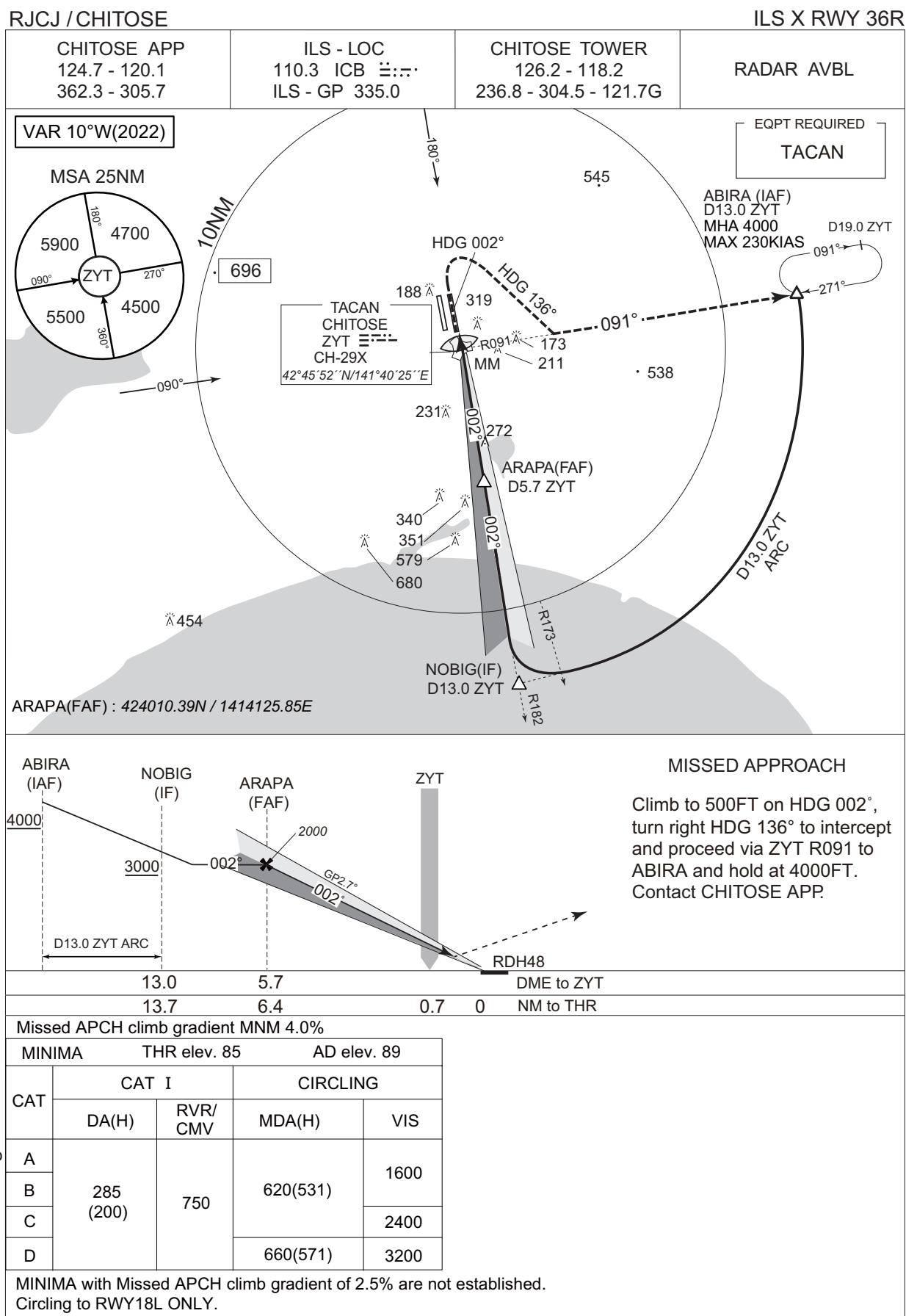
MINIMA		TIR elev. 83		AD elev. 89	
CAT			CIRCLING		
	MDA(H)	RVR/ CMV	MDA(H)	VIS	
A	400 (311)	900	620(531)	1600	
B		1000			
C				2400	
D		1400	660(571)	3200	

Circling to RWY18L ONLY.

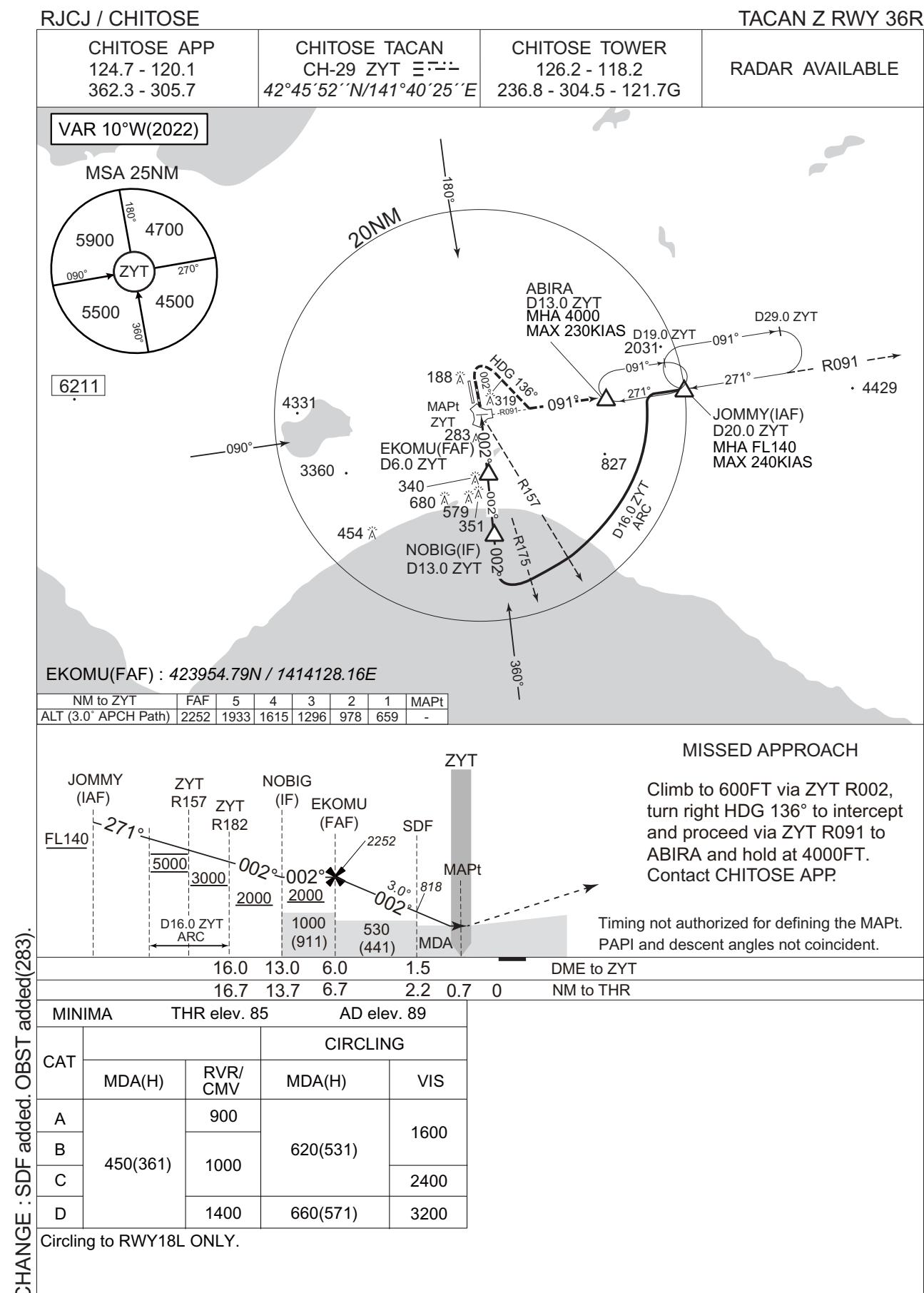
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

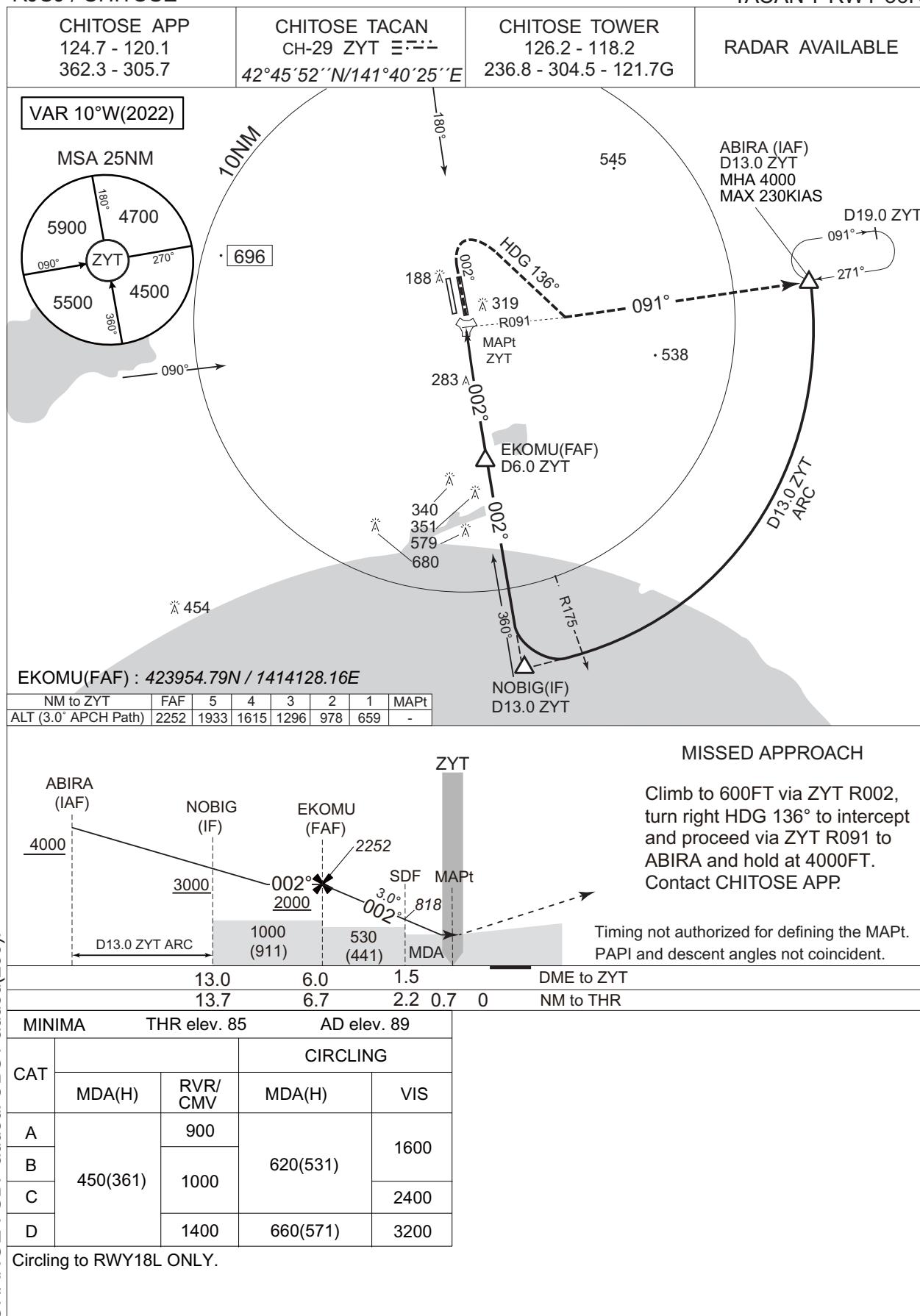


## INSTRUMENT APPROACH CHART

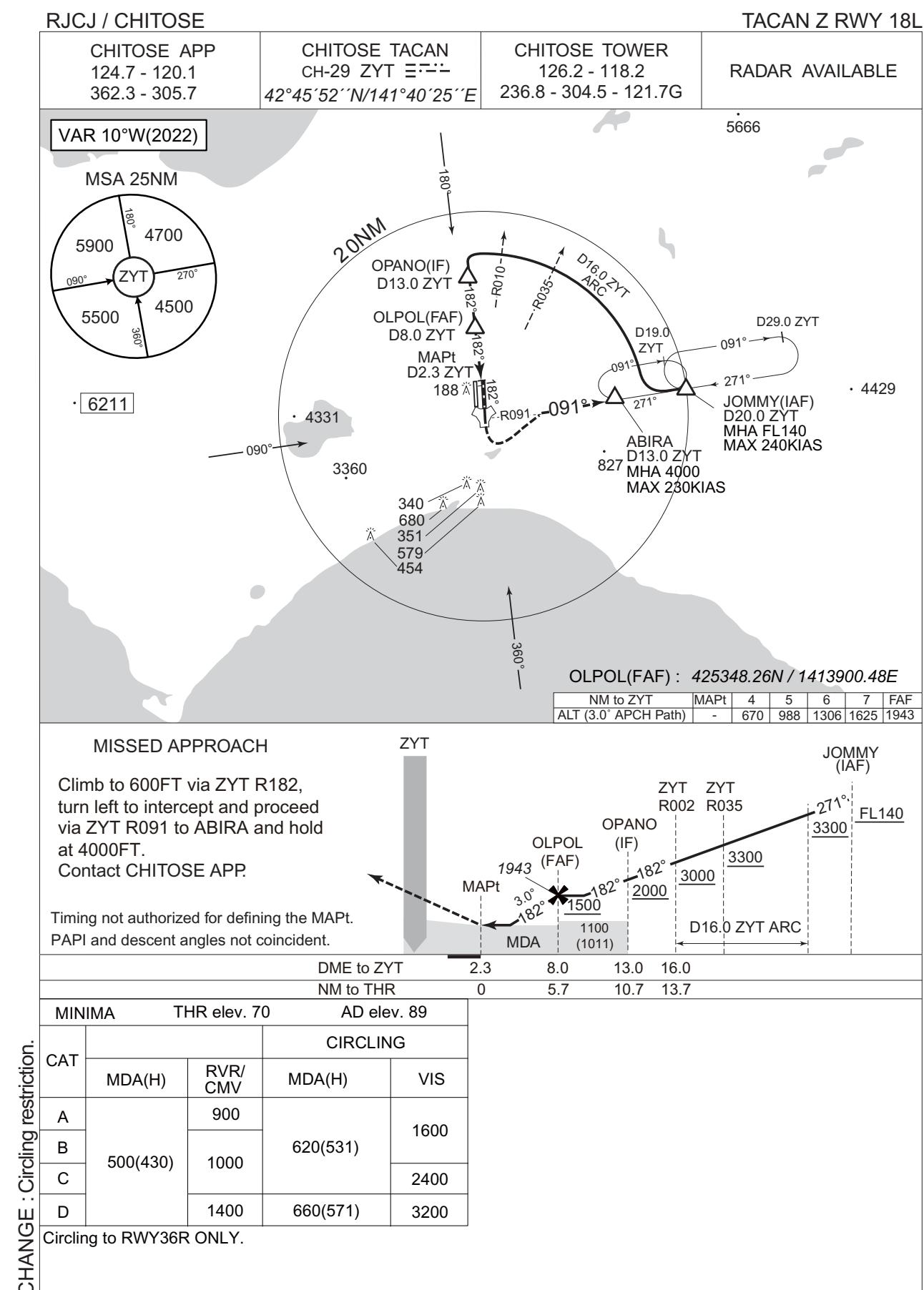


## INSTRUMENT APPROACH CHART

## RJCJ / CHITOSE



## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

TACAN Y RWY 18L

