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**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<br>PSN   | Nil                 |
| 5 | MAG VAR/ Annual change   | 9°W(2006 ) / -      |
| 6 | AD Administration, address,<br>telephone, telefax, telex, AFS,<br>e-mail and/or Web-site addresses | JSDF-A<br>Public AD |
| 7 | Types of traffic permitted<br>(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:<br>(LGT): REDL,RTHL, RWY DIST marker LGT, TKOF aiming LGT<br>TWY:<br>(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<br>MET Office outside hours                           | Nil  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | Nil  |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil  |
| 5  | Briefing/ consultation provided  | Nil  |
| 6  | Flight documentation<br>Language(s) used                               | Nil  |
| 7  | Charts and other information available for<br>briefing or consultation | Nil  |
| 8  | Supplementary equipment<br>available for providing information         | Doppler Radar for Airport Weather (See below figure) |
| 9  | ATS units provided with information                                    | Nil  |
| 10 | Additional information<br>(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<br>RWY NR | TRUE BRG | Dimensions of<br>RWY(M)                      | Strength(PCN) and<br>surface of RWY                                | THR coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|------------------------|----------|--|--|---|---|
| 1                      | 2        | 3  | 4  | 5                                       | 6   |
| 18L                    | 172.60°  | 3000x60                                      | PCN 62/R/B/X/T<br>SW61000kg<br>(134500lbs)                         | 424807.32N/1414001.96E                  | THR ELEV : 70.0ft   |
| 36R                    | 352.60°  | 3000x60                                      | DW87000kg<br>(191800lbs)<br>DTW202000kg<br>(445400lbs)<br>Concrete | 424630.79N/1414018.97E                  | THR ELEV : 84.6ft   |
| 18R                    | 172.60°  | 2700x45                                      | PCN 65/F/A/W/T<br>SW20000kg<br>(44100lbs)                          | 424838.10N/1413943.22E                  | THR ELEV : 65.2ft   |
| 36L                    | 352.60°  | 2700x45                                      | DW25000kg<br>(55100lbs)<br>Asphalt<br>Concrete                     | 424711.32N/1413958.52E                  | THR ELEV : 86.7ft   |
| Slope of RWY           |          | Strip<br>Dimensions(M)                       |  | Remarks                                 |   |
| 7                      |          | 10   |  | 12                                      |   |
| See AD 2.24 AD Chart   |          | 3600x300<br>3600x300<br>3300x450<br>3300x450 |  | Nil                                     |   |

## RJCJ 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       |
|                |             |             |             |            |         |

## RJCJ 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                    |
| 18L               | AVBL                                |                       | PAPI<br>2.7°/Left<br>382.6m<br>52ft             |             |  |  |                       |                      |
| 36R               | AVBL                                |                       | PAPI<br>2.7°/Left<br>376.5m<br>52ft             |             |  |  |                       |                      |
| 18R               |                                     |                       | PAPI<br>2.7°/Left<br>379.8m<br>58ft             |             |  |  |                       |                      |
| 36L               |                                     |                       | PAPI<br>2.7°/Left<br>379.5m<br>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<br>Anemometer location and LGT      | LDI: LGTD                                      |
| 3 | TWY edge and center line lighting                        | To be developed                                |
| 4 | Secondary power supply/<br>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)<br><br>(2)Area within a radius of 5nm of New CHITOSE ARP (42°47'N/141°42'E) | 6000 or below<br><br>3000 or below | D                       | CHITOSE TOWER<br>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<br>(AMSL)              | UNIT<br>PROVIDING<br>SERVICE   | REMARKS   |
|---------------|-----------------------------------|------------------------------------|--|---|
|               |                                   | LOWER LIMIT<br>(AMSL)<br>M(ft)     |  |   |
| 1             | 2                                 | 3                                  | 4  | 5   |
| 千歳<br>Chitose | 下記に示される区域<br>The area shown below | 2450<br>(8000)<br><br>200<br>(700) | Primary<br>Chitose APP<br>120.1MHz<br>362.3MHz<br><br>Secondary<br>Chitose TWR<br>118.8MHz<br>126.2MHz<br>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。<br><br>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



| Service designation | Call sign   | Frequency  | Hours of operation     | Remarks  |
|---------------------|---|--|------------------------|--|
| 1                   | 2   | 3  | 4                      | 5  |
| APP/ASR             | Chitose Approach/<br>Chitose Radar                                | 362.3MHz(1)<br>120.1MHz(1)<br>305.7MHz(2)<br>124.7MHz(2)<br>243.0MHz(E)<br>121.5MHz(E)   | H24                    | (1) Primary<br>(2) Secondary   |
| DEP                 | Chitose Depature  | 305.7MHz<br>124.7MHz   | H24                    |  |
| TCA                 | Chitose TCA   | 127.7MHz<br>256.1MHz   | 2300 - 1100<br>SUN-THU |  |
| TWR                 | Chitose Tower   | 236.8MHz(1)<br>118.2MHz(1)<br>304.5MHz(2)<br>126.2MHz(2)<br>138.05MHz<br>247.0MHz(3)(4)<br>123.1MHz(3)(4)<br>243.0MHz(E)<br>121.5MHz(E)  | H24                    | (1) Primary<br>(2) Secondary<br>(3) For rescue only.<br>(4) AVBL on request. |
| GND                 | Chitose Ground  | 275.8MHz<br>121.7MHz   | H24                    |  |
| DLVRY               | Chitose Delivery  | 322.2MHz<br>121.9MHz   | H24                    |  |
| MET                 | Chitose Metro   | 344.6MHz   | H24                    | Pilot Forecaster service   |
| GCA-ASR<br>-PAR     | Chitose Radar/<br><br><br><br><br><br><br><br><br><br>Chitose GCA | 261.2MHz<br>119.1MHz<br>270.8MHz<br>119.5MHz<br>298.8MHz<br>124.0MHz<br>299.7MHz<br>125.3MHz<br>304.5MHz<br>131.4MHz<br>306.2MHz<br>310.8MHz<br>321.2MHz<br>335.6MHz<br>243.0MHz(E)<br>121.5MHz(E) | H24                    | ASR: RWY 18, 36<br>PAR: RWY 18, 36<br>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<br>(10°W/2020) | CHE | 116.9MHz             | H24                | 424159.65N/<br>1414110.20E                   |                                       |  |
| DME                | CHE | 1203MHz<br>(CH-116X) | H24                | 424159.65N/<br>1414110.20E                   | 87ft                                  | DME unusable:<br>210°-220° beyond 35nm BLW 3000ft.<br>220°-240° beyond 30nm BLW 3000ft.<br>240°-250° beyond 30nm BLW 7000ft.<br>260°-270° beyond 35nm BLW 7000ft.<br>270°-300° beyond 35nm BLW 9000ft.<br>300°-310° beyond 35nm BLW 7000ft.                                  |
| TACAN              | ZYT | 990MHz<br>(CH-29X)   | H24                | 424552N/1414025E                             | 128ft                                 | Unusable:<br>160°-180° beyond 20nm BLW 2000ft.<br>180°-190° beyond 25nm BLW 2000ft.<br>190°-200° beyond 20nm BLW 2000ft.<br>200°-220° beyond 25nm BLW 2000ft.<br>250°-260° beyond 25nm BLW 7000ft.<br>260°-270° beyond 35nm BLW 9000ft.<br>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**

| <b>1. TAKE OFF MINIMA</b> |     |                 |          |          |          |
|---------------------------|-----|-----------------|----------|----------|----------|
|                           | RWY | REDL AVBL       |          | REDL OUT |          |
|                           |     | CEIL-RVR        | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN<br>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<br>CAT | REDL & RCLL     |     | REDL or RCLL<br>or RCL Marking |      | NIL<br>(DAYTIME ONLY) |      |
|---|-----|-------------|-----------------|-----|--------------------------------|------|-----------------------|------|
|   |     |             | RVR             | VIS | RVR                            | VIS  | RVR                   | VIS  |
| Multi-Engine ACFT<br>with TKOF ALTN<br>AP FILED | 18R | A,B,<br>C,D | -               | -   | -                              | 400m | -                     | 500m |
|   | 36L |             | -               | -   | -                              | 400m | -                     | 500m |
|   | 18L |             | -               | -   | 400m                           | 400m | -                     | 500m |
|   | 36R |             | -               | -   | 400m                           | 400m | -                     | 500m |
| OTHER   | 18R | A,B,<br>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      |          |              |          |             |  |
| D      |          |              | 660(571) | 3200        |  |

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      | 276(211) | 1000         | 700(611)    | 1600 |
| B      |          |              |             | 2400 |
| C      |          |              |             |      |
| D      |          |              |             | 3200 |

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      | 287(200) | 1000         | 700(611)    | 1600 |
| B      |          |              |             | 2400 |
| C      |          |              |             |      |
| D      |          |              |             | 3200 |

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      | 287(202) | 750          | 620(531)    | 1600 |
| B      |          |              |             | 2400 |
| C      |          |              | 660(571)    |      |
| D      |          |              | 3200        |      |

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      |          |              |             |      |
| D      |          | 1600         |             | 3200 |

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      |          |              |             | 2000 |
| C      |          | 3200         |             |      |
| D      |          |              |             |      |

## 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         |             |      |
| D      |          |              |             |      |

## ASR RWY36R

| MINIMA |          | THR elev. 85 | AD elev. 89 |      |
|--------|----------|--------------|-------------|------|
| CAT    |          |              | CIRCLING    |      |
|        | MDA(H)   | RVR/CMV      | MDA(H)      | VIS  |
| A      | 700(611) | 1000         | 700(611)    | 1600 |
| B      |          | 1200         |             | 2400 |
| C      |          |              |             |      |
| D      |          | 1600         |             | 3200 |

Circling to RWY18L ONLY



**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)    |      |
| D      |          |              | 3200        |      |

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      |          |              |             |      |
| D      |          |              |             | 3200 |

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      |          |              |             |      |
| D      |          |              |             | 3200 |

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)    |      |
| D      |          |              | 3200        |      |

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      |          |              |             |      |
| D      |          | 1600         |             | 3200 |

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      |          | 2000         |             |      |
| D      |          |              |             |      |

## 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      |          | 2000         |             |      |
| C      |          |              |             |      |
| D      |          |              |             |      |

## ASR RWY36R

| MINIMA |          | THR elev. 85 | AD elev. 89 |      |
|--------|----------|--------------|-------------|------|
| CAT    |          |              | CIRCLING    |      |
|        | MDA(H)   | RVR/CMV      | MDA(H)      | VIS  |
| A      | 700(611) | 1000         | 700(611)    | 1600 |
| B      |          | 1200         |             | 2400 |
| C      |          |              |             |      |
| D      |          | 1600         |             | 3200 |

Circling to RWY18L ONLY

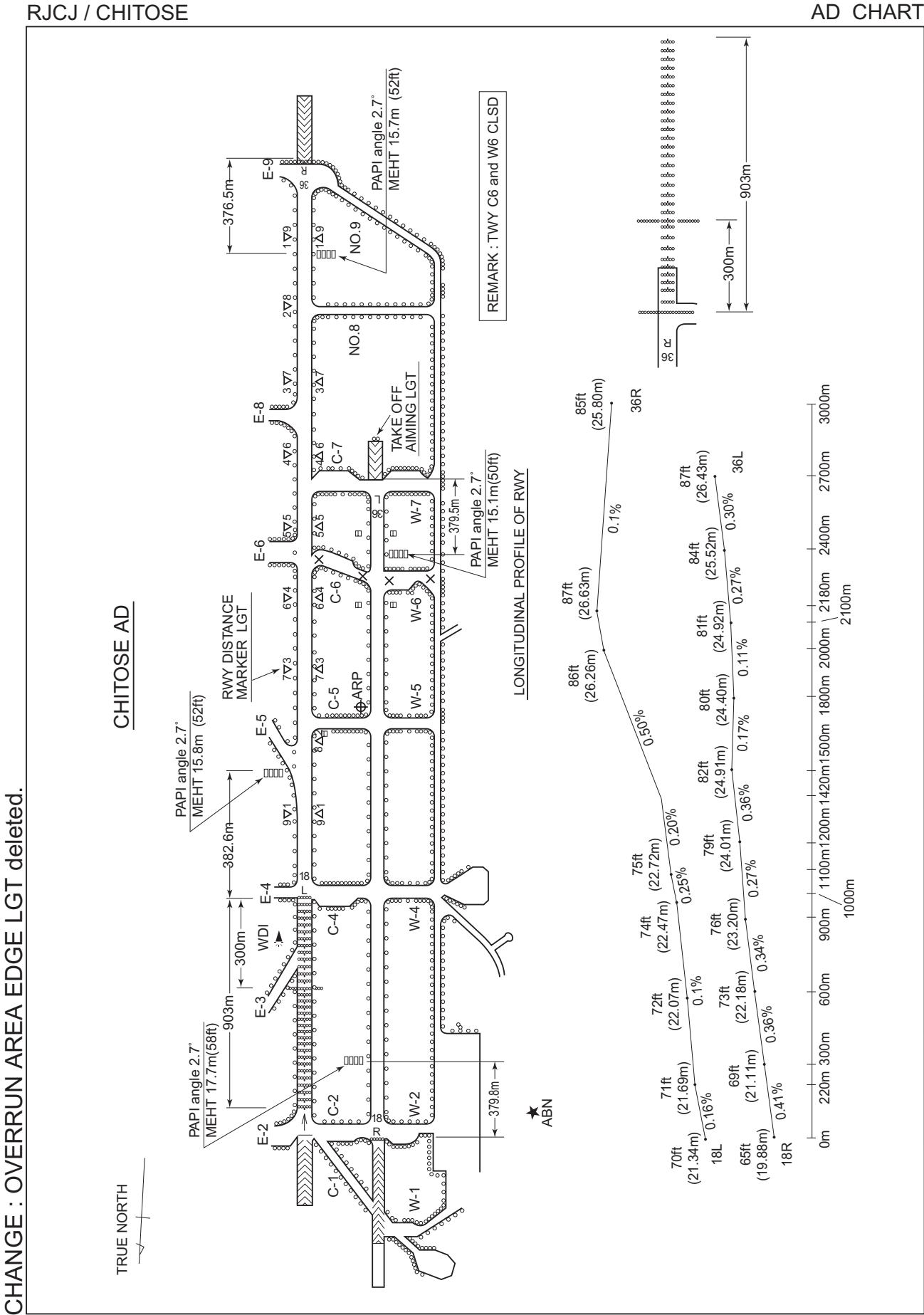
**RJCJ AD 2.23 ADDITIONAL INFORMATION**

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 (KURIS)\*  
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.



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## 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

RJ CJ / 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

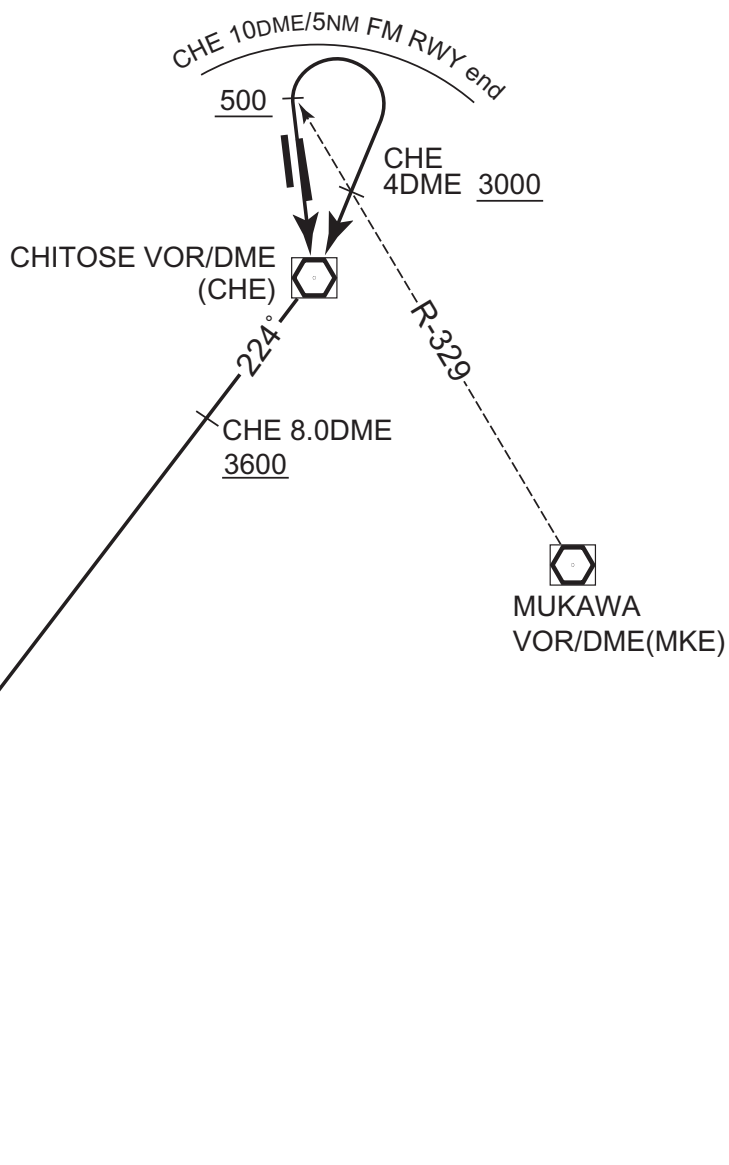
RWY 36R/36L : Climb via RWY HDG to 500ft or above, turn right to CHE VOR/DME within CHE 10DME (5NM FM RWY end).

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.



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

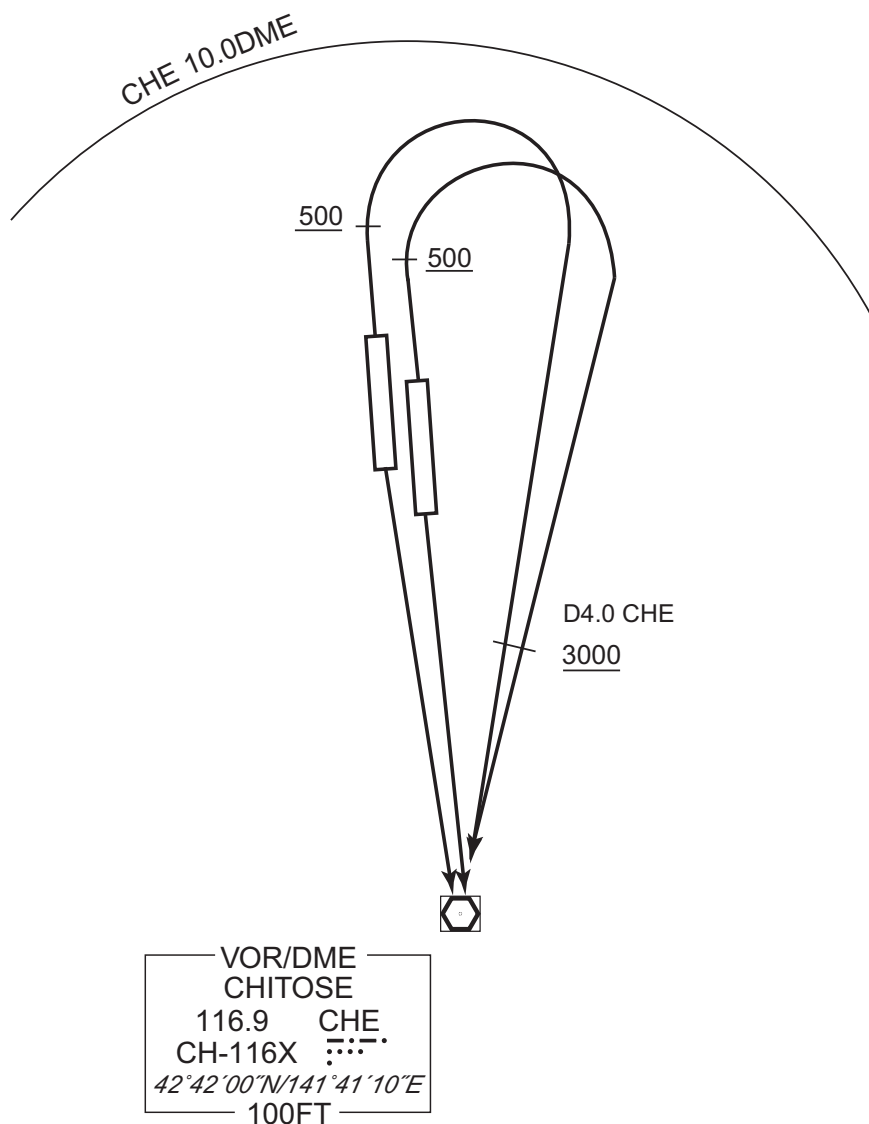
RJCJ / CHITOSE

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.



## 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.

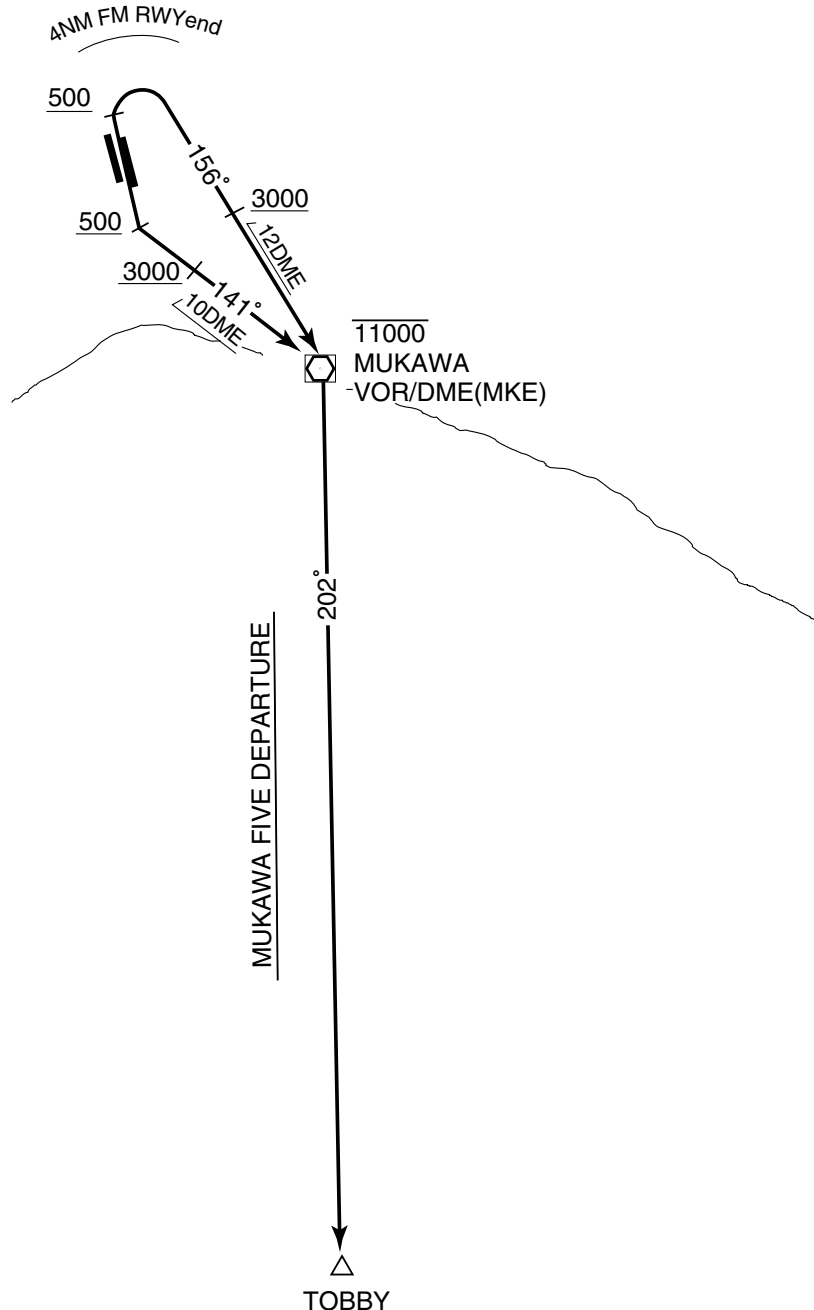
Cross MKE R-336/12DME at or above 3,000ft.

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.

Corss 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.



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**

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



## STANDARD DEPARTURE CHART-INSTRUMENT

RJCJ / CHITOSE

RNAV TRANSITION

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

VAR 10° W(2019)

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

VOR/DME  
CHITOSE  
116.9 CHE  
CH-116X  
42°42'00"N/141°41'10"E  
100FT

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<br>(246.0) | -9.5               | 22.3          | -              | -             | -            | -              | RNAV1                    |
| 003           | TF              | DALBI               | -        | 205<br>(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<br>MKE: 10.0NM to MKE - 3.0NM to MKE<br>10.0NM to C9R52 - 8.0NM to C9R52 |
| DME GAP                | 3.0NM to MKE - 10.0NM to C9R52  |
| Inappropriate Nav aids | 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<br>(036.6) | -9.3               | 20.8          | —              | +13000        | —            | —              | RNAV1                    |
| 003           | TF              | MKE                 | —        | 046<br>(036.8) | -9.3               | 11.2          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | C9R52               | —        | 360<br>(350.9) | -9.3               | 13.0          | —              | +12000        | —            | —              | RNAV1                    |
| 005           | TF              | C9R53               | —        | 360<br>(350.9) | -9.3               | 7.8           | —              | —             | —            | —              | RNAV1                    |
| 006           | TF              | C9R54               | —        | 360<br>(350.9) | -9.3               | 4.2           | —              | -7000         | —            | —              | RNAV1                    |
| 007           | TF              | C9R55               | —        | 360<br>(350.9) | -9.3               | 8.7           | —              | +5000         | —            | —              | RNAV1                    |
| 008           | TF              | WAKSA               | —        | 240<br>(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<br>(350.9)        | -9.3               | 1.0(-14000)<br>1.5(+14001) | R              | 4000                  | —                     | -230(-14000)<br>-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 Nav aids | 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<br>(035.8) | -9.3               | 14.6          | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | C9R54               | —        | 360<br>(350.9) | -9.3               | 4.2           | —              | -7000         | —            | —              | RNAV1                    |
| 004           | TF              | C9R55               | —        | 360<br>(350.9) | -9.3               | 8.7           | —              | +5000         | —            | —              | RNAV1                    |
| 005           | TF              | WAKSA               | —        | 240<br>(230.8) | -9.3               | 11.2          | —              | +3000         | —            | —              | RNAV1                    |

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR/DME NR.1 RWY18L



CHANGE : VAR. PROC course.

| MINIMA |           | THR elev. 70 | AD elev. 89 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 560 (490) | 1000         | 620 (531)   | 1600 |
| B      |           | 1200         |             | 2400 |
| C      |           |              | 1600        |      |
| D      |           |              |             |      |

## INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR/DME NR.2 RWY18L



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

WAKSA  
CHE 17.7 DME

CHE

**MISSED 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.

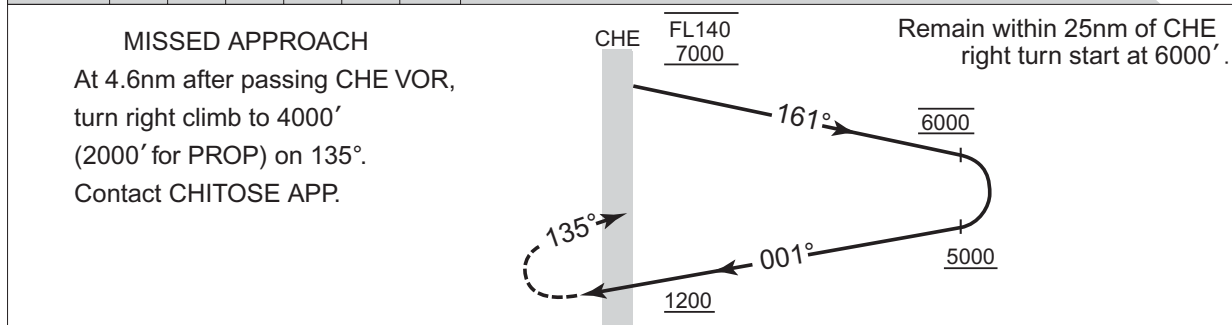
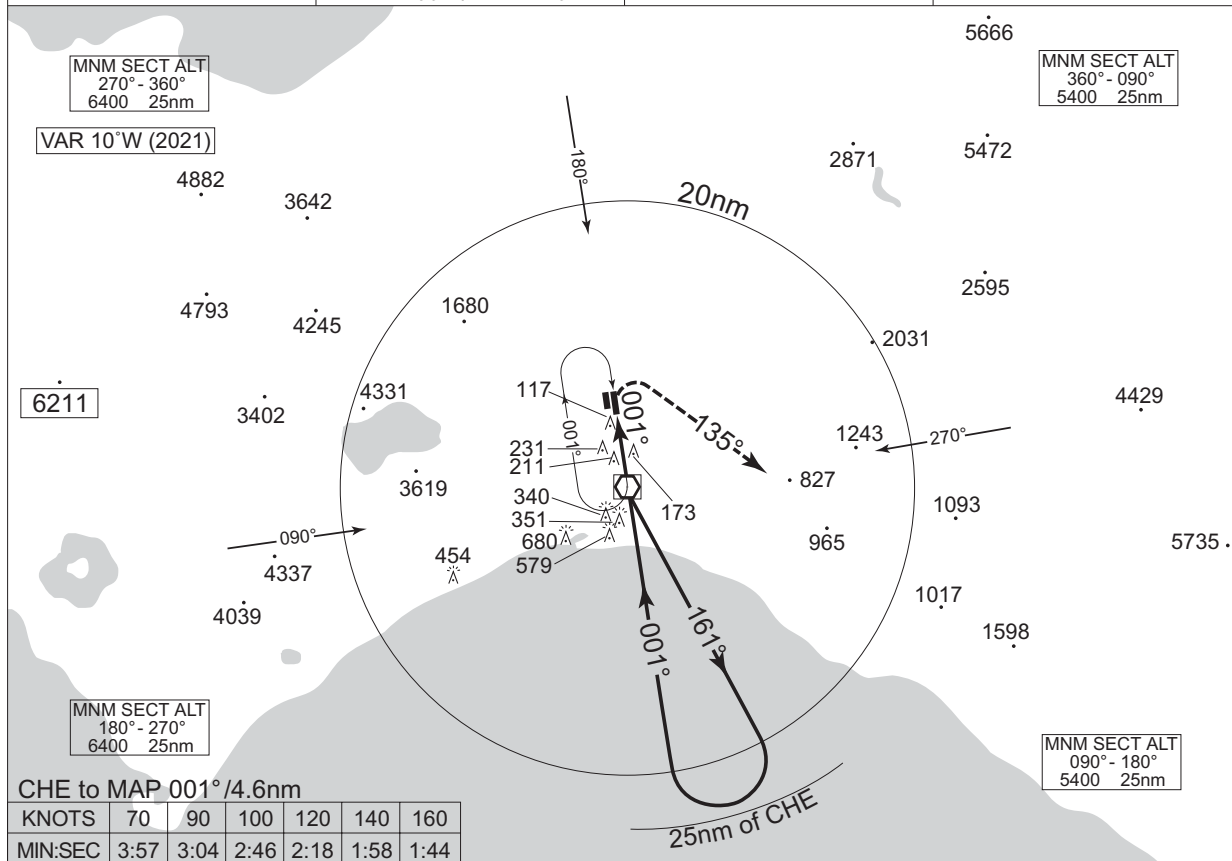
| MINIMA |           | THR elev. 70 | AD elev. 89 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 560 (490) | 1000         | 620 (531)   | 1600 |
| B  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

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR NR.1 RWY36R

|   |   |  |                 |
|---|---|--|-----------------|
| CHITOSE APP<br>120.1 - 124.7<br>362.3 - 305.7 | CHITOSE VOR/DME<br>116.9 CHE<br>CH-116X<br>42°42'00"N/141°41'10"E | CHITOSE TOWER<br>126.2 - 118.2<br>236.8 - 304.5 - 121.7G | RADAR AVAILABLE |
|---|---|--|-----------------|



| MINIMA |           | THR elev. 85 | AD elev. 89 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 620 (531) | 1000         | 620 (531)   | 1600 |
| B      |           | 1200         |             | 2400 |
| C      |           |              | 1600        |      |
| D      |           | 640 (551)    |             |      |

CHANGE : VAR.

## INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

VOR NR.2 RWY36R



## MISSED APPROACH

At 4.6nm after passing CHE VOR,  
turn right climb via MKE  
R-335 to 5000', proceed to  
MKE VOR/DME and hold.  
Contact CHITOSE APP.



**MINIMA**      **THR elev. 85**      **AD elev. 89**

| CAT |           |             | CIRCLING  |      |
|-----|-----------|-------------|-----------|------|
|     | MDA(H)    | RVR/<br>CMV | MDA(H)    | VIS  |
| A   | 620 (531) | 1000        | 620 (531) | 1600 |
| B   |           | 1200        |           | 2400 |
| C   |           |             |           |      |
| D   |           | 1600        | 640 (551) | 3200 |

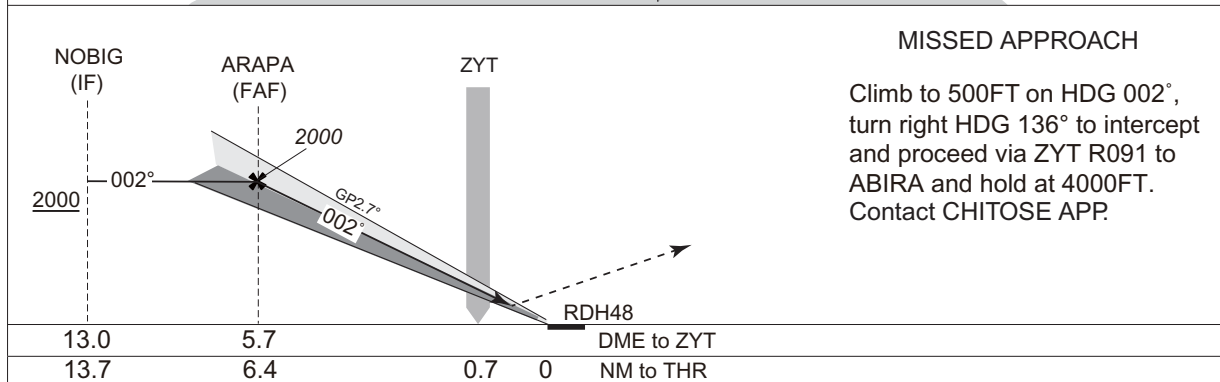
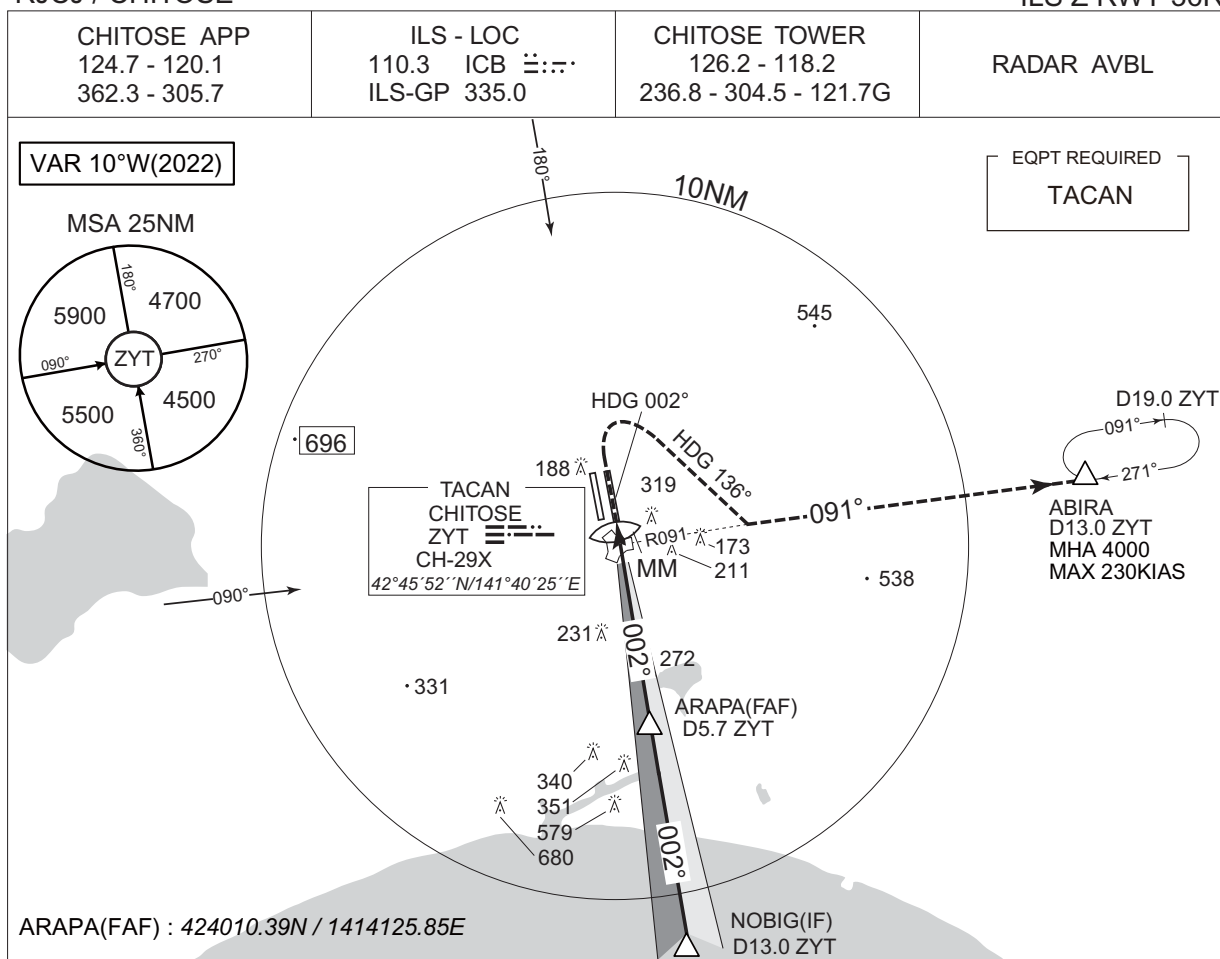
CHANGE : VAR.



## INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

ILS Z RWY 36R



CHANGE : Circling restriction.

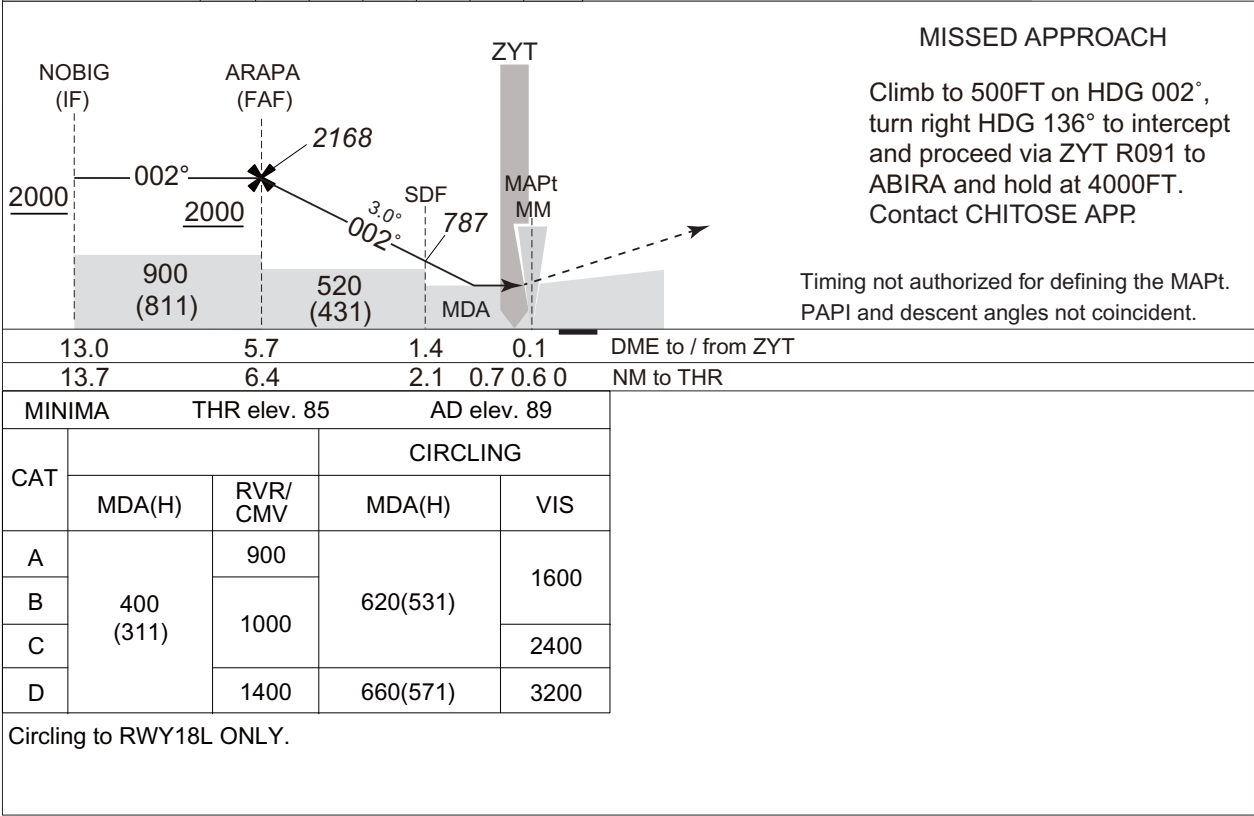
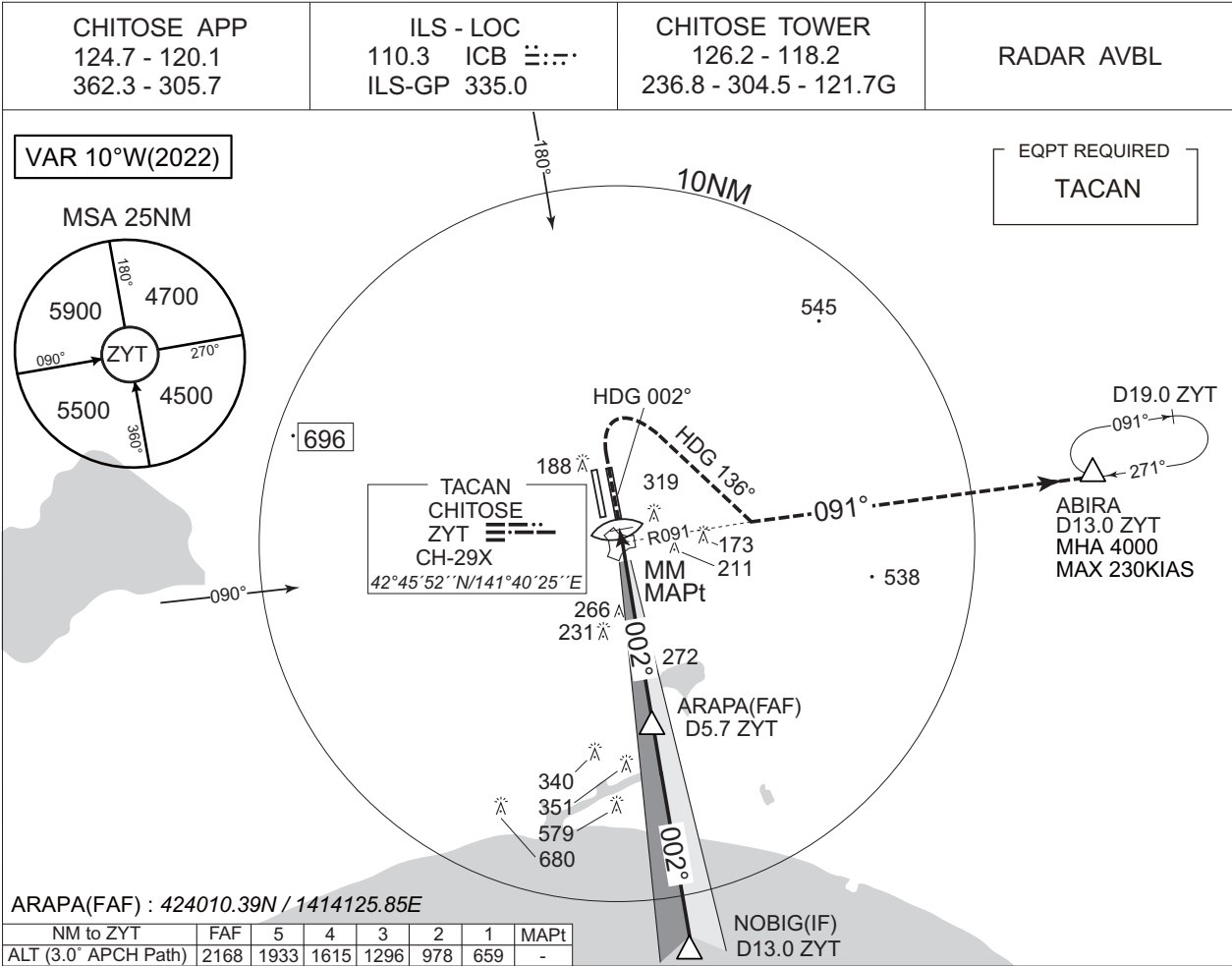
| Missed APCH climb gradient MNM 4.0% |              |              |             |      |
|-------------------------------------|--------------|--------------|-------------|------|
| MINIMA                              |              | THR elev. 85 | AD elev. 89 |      |
| CAT                                 | CAT I        |              | CIRCLING    |      |
|                                     | DA(H)        | RVR/CMV      | MDA(H)      | VIS  |
| A                                   | 285<br>(200) | 750          | 620(531)    | 1600 |
| B                                   |              |              |             | 2400 |
| C                                   |              |              | 660(571)    |      |
| D                                   |              |              | 3200        |      |

MINIMA with Missed APCH climb gradient of 2.5% are not established.  
Circling to RWY18L ONLY.

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

LOC RWY36R



CHANGE : SDF added. OBST added(266).

## INSTRUMENT APPROACH CHART

RJ CJ / CHITOSE

ILS Y RWY 36R



CHANGE : Circling restriction.

## INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

ILS X RWY 36R



Missed APCH climb gradient MNM 4.0%

| MINIMA |              | THR elev. 85 | AD elev. 89 |      |
|--------|--------------|--------------|-------------|------|
| CAT    | CAT I        |              | CIRCLING    |      |
|        | DA(H)        | RVR/CMV      | MDA(H)      | VIS  |
| A      | 285<br>(200) | 750          | 620(531)    | 1600 |
| B      |              |              |             | 2400 |
| C      |              |              | 660(571)    | 3200 |
| D      |              |              |             |      |

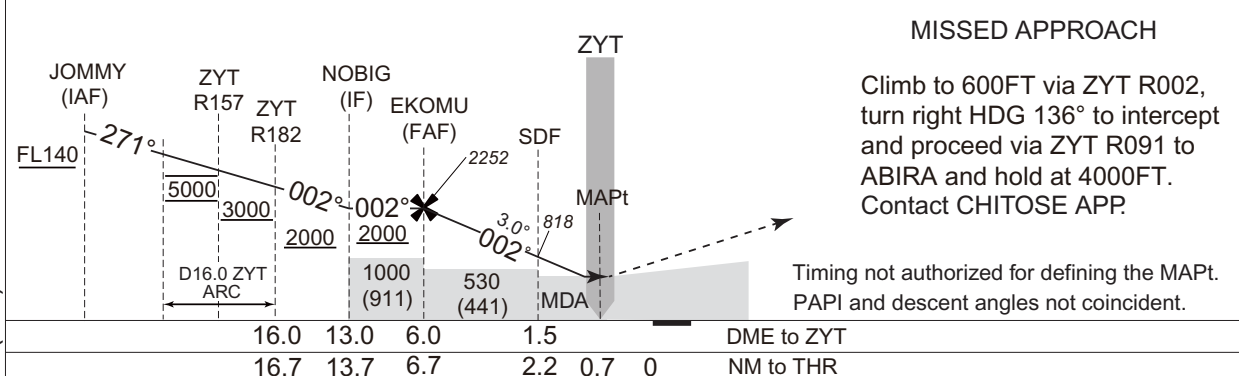
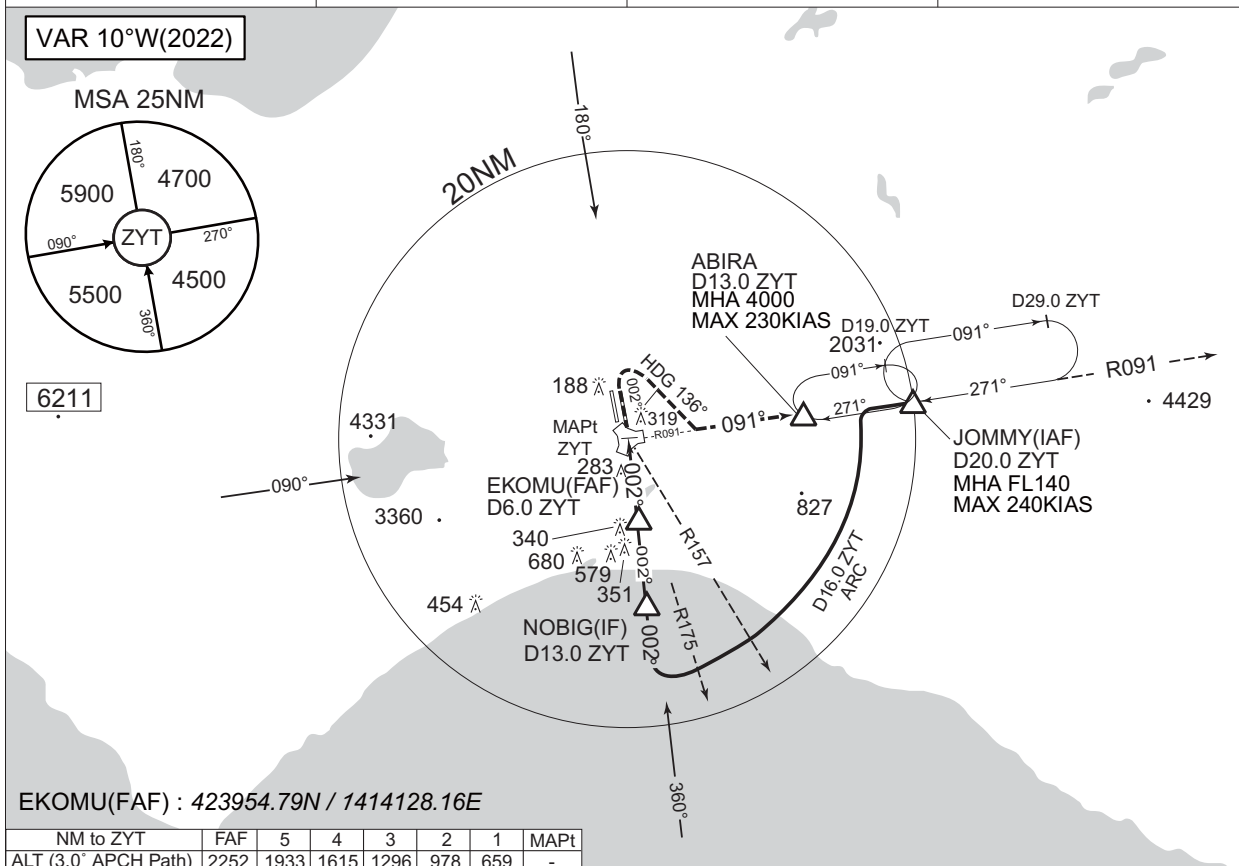
MINIMA with Missed APCH climb gradient of 2.5% are not established.

Circling to RWY18L ONLY.

CHANGE : Circling restriction.

## RJCJ / CHITOSE

|   |   |  |                 |
|---|---|--|-----------------|
| CHITOSE APP<br>124.7 - 120.1<br>362.3 - 305.7 | CHITOSE TACAN<br>CH-29 ZYT <del>CH-29</del><br>42°45'52"N/141°40'25"E | CHITOSE TOWER<br>126.2 - 118.2<br>236.8 - 304.5 - 121.7G | RADAR AVAILABLE |
|---|---|--|-----------------|



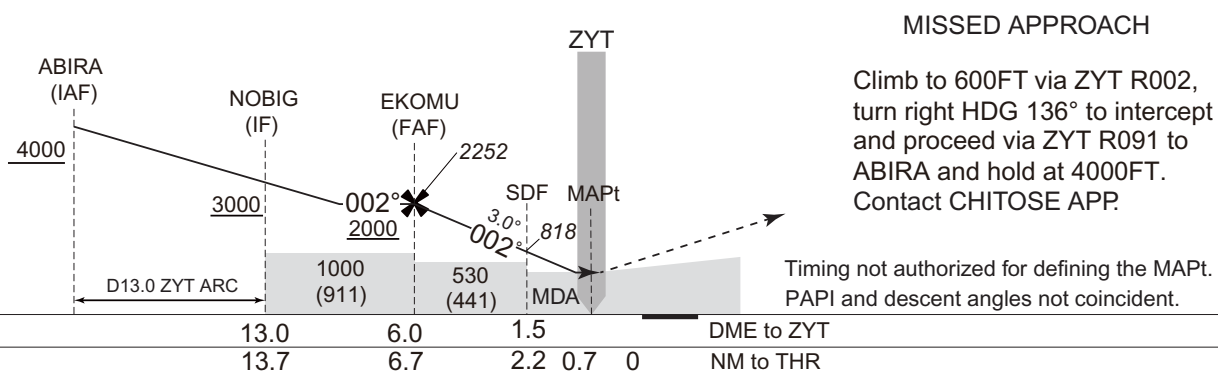
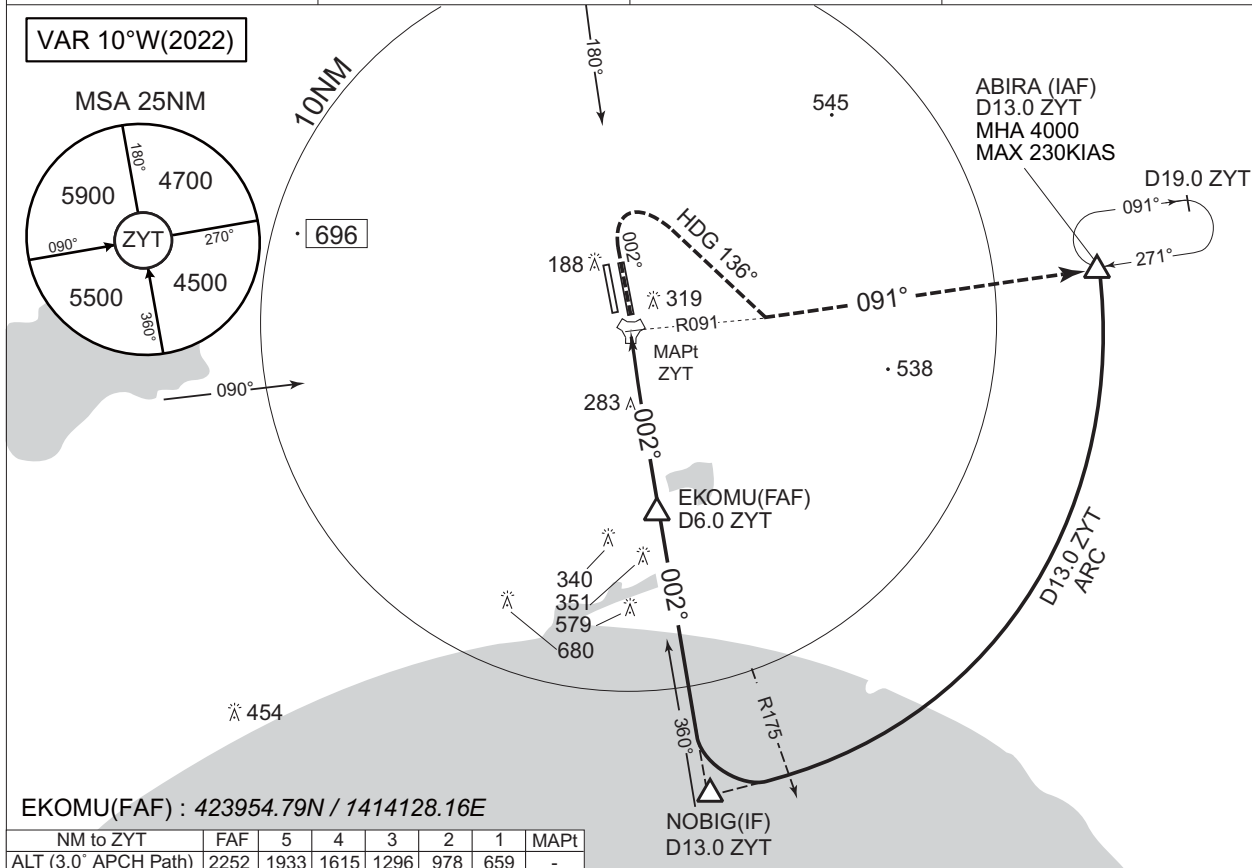
| MINIMA |          | THR elev. 85 | AD elev. 89 |      |
|--------|----------|--------------|-------------|------|
| CAT    |          |              | CIRCLING    |      |
|        | MDA(H)   | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 450(361) | 900          | 620(531)    | 1600 |
| B      |          | 1000         |             |      |
| C      |          |              |             | 2400 |
| D      |          |              |             |      |

CHANGE : SDF added. OBST added(283).

## RJCJ / CHITOSE

TACAN Y RWY 36R

|   |  |  |                 |
|---|--|--|-----------------|
| CHITOSE APP<br>124.7 - 120.1<br>362.3 - 305.7 | CHITOSE TACAN<br>CH-29 ZYT 三三三<br>42°45'52"N/141°40'25"E | CHITOSE TOWER<br>126.2 - 118.2<br>236.8 - 304.5 - 121.7G | RADAR AVAILABLE |
|---|--|--|-----------------|



| MINIMA |          | THR elev. 85 | AD elev. 89 |      |
|--------|----------|--------------|-------------|------|
| CAT    |          |              | CIRCLING    |      |
|        | MDA(H)   | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 450(361) | 900          | 620(531)    | 1600 |
| B      |          | 1000         |             |      |
| C      |          |              | 2400        |      |
| D      |          |              |             | 1400 |

Circling to RWY18L ONLY.

CHANGE : SDF added. OBST added(283).

## RJCJ / CHITOSE

TACAN Z RWY 18L

[illegible]

| MINIMA |          | THR elev. 70 | AD elev. 89 |          |
|--------|----------|--------------|-------------|----------|
| CAT    |          |              | CIRCLING    |          |
|        | MDA(H)   | RVR/<br>CMV  | MDA(H)      | VIS      |
| A      | 500(430) | 900          | 620(531)    | 1600     |
| B      |          | 1000         |             |          |
| C      |          |              |             | 2400     |
| D      |          | 1400         |             | 660(571) |

CHANGE : Circling restriction.

INSTRUMENT APPROACH CHART

RJCJ / CHITOSE

TACAN Y RWY 18L

