

AD 2 AERODROMES

RJCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJCC - NEW CHITOSE

RJCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 424631N/1414133E 0.8nm(1.5km) SE of TWR |
| 2 | Direction and distance from (city) | 2.7nm (5km) SSE of Chitose City; 25nm (45km) SE of Sapporo City. |
| 3 | Elevation/ Reference temperature | 69.8ft / 25°C (2003-2007) |
| 4 | Geoid undulation at AD ELEV PSN | 98ft |
| 5 | MAG VAR/ Annual change | 10°W (2024) / 3'W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Hokkaido Airports Co., Ltd New Chitose Airport Office ANNEX bldg 987-22, Bibi, Chitose-city, Hokkaido TEL : 0123(46)2980, 0123(46)2970 |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport And Tourism New Chitose Airport Office New Chitose Airport, Bibi, Chitose-city, Hokkaido TEL : 0123(23)4101 (2330-0815UTC MON THRU FRI) |

RJCC AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Customs: 1900-1415 Immigration: 2100-1500 |
| 3 | Health and sanitation | Quarantine(human): 1915-1315 Quarantine(animal): 2330-0800 Quarantine(plant): 2330-0900 |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | 2100-1500 |
| 9 | Handling | Ask AD Administration |
| 10 | Security | 2200-1400 |
| 11 | De-icing | H24 |
| 12 | Remarks | Nil |

RJCC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to a Boeing B747 type freighter |
| 2 | Fuel/ oil types | Fuel Grades : JET A and JET A-1 Oil grades : Turbine grades only available |
| 3 | Fuelling facilities/ capacity | Hydrant refueling and tank truck refueling / No limitation |
| 4 | De-icing facilities | Available. Coordinate with ground handling company. |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJCC AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---|
| 1 | Hotels | At Airport, Hotels in Chitose, Sapporo and Tomakomai |
| 2 | Restaurants | Available, Not continuous, during scheduled flight hours only |
| 3 | Transportation | Busses and Taxis to Chitose, Sapporo and Muroran, Chitose airport railway station |
| 4 | Medical facilities | Hospital in Chitose city 7km |
| 5 | Bank and Post Office | At airport |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | CAT 9 |
| 2 | Rescue equipment | Chemical fire fighting truck x 3 Water-supply truck Lighting power supply truck Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJCC AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow removal equipment : <ul style="list-style-type: none"> • Snow plows 21 • Snow blowers 9 • Snow sweepers 20 • Loaders 14 • Motor graders 6 • Dump trucks 19 • Salt spreader 4 • Swamp bulldozer 2 |
| 2 | Clearance priorities | 1-1) RWY01L/19R, TWY A2, A12 and D5-D12 1-2) RWY01R/19L, TWY A2, A12, B2, B12 and D5-D12 1-3) TWY A2, A12, D5-D12, B2, B12, (a part of A4, A5 or A9, A9S, A10), (a part of B4, B5 or B9, B9S, B10) 2) TWY D1-D4, Q1, Q2, H1, H4, H6, H7, T1-T4, J1-J8, K3, K4-K6, L3-L7, G, M5-M7 and APRON |
| 3 | Remarks | Seasonal availability : All seasons Snow removal will be commenced, in case of the snow depth is greater than or equal to the prohibited depth for scheduled flight to take off or to land. |

RJCC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | | |
|---|-------------------------------------|--|---|
| 1 | Apron surface and strength | Surface: Concrete Strength: <ul style="list-style-type: none"> • SPOT 0 - 27 Concrete PCR925/R/B/W/T • SPOT 63 - 71 Concrete PCR1132/R/B/W/T • SPOT DA1 Concrete PCR1132/R/B/W/T • SPOT 44 - 62 Concrete PCR885/R/B/W/T • SPOT 80 - 91 Concrete PCR1132/R/B/W/T | |
| 2 | Taxiway width, surface and strength | A1 30m Asphalt PCR876/F/C/X/T A2 34m Asphalt PCR932/F/C/X/T A3 34m Asphalt PCR1079/F/C/X/T A4 32m Asphalt PCR1061/F/C/X/T A5 30m Asphalt PCR611/F/C/X/T A6 30m Asphalt PCR848/F/C/X/T A7 34m Asphalt PCR611/F/C/X/T A8 30m Asphalt PCR1018/F/C/X/T A9 30m Asphalt PCR671/F/C/X/T A9S 30m Asphalt PCR671/F/C/X/T A10 30m Asphalt PCR671/F/C/X/T A11 31m Asphalt PCR631/F/C/X/T A12 32m Asphalt PCR1033/F/C/X/T B2 30m Asphalt PCR739/F/C/X/T B3 30m Asphalt PCR1079/F/C/X/T B4 30m Asphalt PCR613/F/C/X/T B5 30m Asphalt PCR709/F/C/X/T B7 30m Asphalt PCR613/F/C/X/T B9(between RWY01R/19L and B9S) 30m Asphalt PCR709/F/C/X/T B9(between RWY01L/19R and B9S) 30m Asphalt PCR768/F/C/X/T B9S 30m Asphalt PCR709/F/C/X/T B10(between RWY01R/19L and B10S) 30m Asphalt PCR768/F/C/X/T B10(between RWY01L/19R and B10S) 30m Asphalt PCR709/F/C/X/T B10S 30m Asphalt PCR709/F/C/X/T B11 30m Asphalt PCR631/F/C/X/T B12 30m Asphalt PCR739/F/C/X/T | E2, E5, E6 23m Asphalt PCR424/F/D/X/T E3, E4 26m Asphalt PCR465/F/D/X/T E8 23m Asphalt PCR828/F/D/X/T E9 26m Concrete PCR1071/R/B/W/T F 34m Asphalt PCR802/F/C/X/T G 30m Asphalt PCR782/F/C/X/T Q1 34m Asphalt PCR719/F/C/X/T Q2 34m Asphalt PCR1003/F/C/X/T H1 34m Asphalt PCR739/F/C/X/T H2 34m Asphalt PCR1189/F/C/X/T H3 34m Asphalt PCR1079/F/C/X/T H4 54m Asphalt PCR683/F/C/X/T H6 48m Asphalt PCR783/F/C/X/T H7 30m Asphalt PCR681/F/C/X/T J1 30m Asphalt PCR593/F/C/X/T J2 - J7 30m Concrete PCR925/R/B/W/T J8 30m Concrete PCR1132/R/B/W/T T1 - T4 30m Concrete PCR925/R/B/W/T K1 30m Asphalt PCR493/F/C/X/T K2 30m Asphalt PCR785/R/B/W/T K3 34m Asphalt PCR774/F/C/X/T K4 30m Asphalt PCR695/F/C/X/T Concrete PCR925/R/B/W/T K5 30m Concrete PCR925/R/B/W/T K6 30m Asphalt PCR1079/F/C/X/T Concrete PCR925/R/B/W/T |

| | | |
|---|-------------------|--|
| | | D1 30m Asphalt PCR679/F/C/X/T D2 30m Asphalt PCR1003/F/C/X/T D3, D4 30m Asphalt PCR783/F/C/X/T D5 - D12 30m Asphalt PCR695/F/C/X/T L1 30m Asphalt PCR1298/F/C/X/T L2 34m Asphalt PCR933/F/C/X/T L3 45m Asphalt PCR593/F/C/X/T L4 55m Asphalt PCR593/F/C/X/T L5 52m Asphalt PCR709/F/C/X/T L6 52m Asphalt PCR978/F/C/X/T L7 43m Asphalt PCR1079/F/C/X/T M2, M3 23m Asphalt PCR302/F/D/X/T M4, M5 23m Asphalt PCR428/F/D/X/T M6, M7 23m Asphalt PCR490/F/D/X/T M8 23m Concrete PCR1071/R/B/W/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | (Spot NR) 0: 424724.28N,1414038.96E 1: 424724.66N,1414041.83E 2: 424724.70N,1414044.72E 3: 424724.25N,1414047.25E 5: 424723.63N,1414049.45E 6: 424722.84N,1414051.62E 7: 424721.63N,1414053.50E 8: 424720.00N,1414055.15E 9: 424718.19N,1414056.38E 10: 424716.18N,1414057.09E 11: 424714.13N,1414057.34E 12: 424712.11N,1414056.82E 14: 424710.47N,1414055.92E 15: 424708.96N,1414054.77E 16: 424707.45N,1414053.31E 17: 424706.22N,1414051.48E 18: 424705.37N,1414049.51E 19: 424704.75N,1414047.61E 20: 424656.46N,1414049.08E 21: 424656.25N,1414051.29E 22: 424655.65N,1414053.92E 23: 424654.66N,1414056.33E 24: 424653.34N,1414058.44E 25: 424651.70N,1414100.17E 26: 424649.78N,1414101.44E 27: 424647.78N,1414102.04E 44: 424823.60N,1414015.59E 45: 424821.27N,1414016.00E 46: 424818.94N,1414016.41E 47: 424816.13N,1414016.90E 48: 424813.80N,1414017.31E 49: 424811.47N,1414017.72E 50: 424804.63N,1414023.17E 51: 424802.37N,1414023.57E 52: 424800.12N,1414023.96E 53: 424757.87N,1414024.36E 54: 424755.62N,1414024.76E 55: 424753.37N,1414025.15E 56: 424750.93N,1414025.58E 57: 424748.49N,1414026.01E 58: 424746.04N,1414026.44E 59: 424743.60N,1414026.87E 60: 424741.16N,1414027.30E 61: 424738.72N,1414027.73E 62: 424736.23N,1414028.17E 63: 424719.08N,1414029.65E 64: 424717.25N,1414029.85E 65: 424714.92N,1414030.26E 66: 424712.59N,1414030.67E 67: 424710.26N,1414031.08E 68: 424707.93N,1414031.49E 69: 424705.61N,1414032.02E 70: 424703.28N,1414032.44E 71: 424700.95N,1414032.85E 80: 424735.06N,1414104.35E 81: 424736.36N,1414104.12E 82: 424737.67N,1414103.89E 83: 424738.97N,1414103.66E 84: 424741.08N,1414103.22E 85: 424742.74N,1414103.00E 86: 424745.75N,1414057.22E 87: 424747.40N,1414056.86E 90: 424734.61N,1414055.46E 91: 424736.94N,1414055.05E |
| 6 | Remarks | Nil |

**RJCC 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 | ACFT stand ID signs: spot NR0 - NR27, NR50 - NR71, NR80 - NR87, NR90, NR91 Visual docking guidance system: spot NR0 - NR19, NR63 - NR71 (See attachment) |
| 2 | RWY and TWY markings and LGT | <p>RWY: RWY01L/19R, RWY01R/19L (Marking): RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT): REDL, RENL, RTHL, WBAR, RCLL, RTZL, Takeoff Hold Lights (RWY status LGT)(RWY01L/19R, see attached chart)</p> <p>TWY: ALL TWY (EXC E2, E3, E5 AND M2) (Marking): TWY side stripe, TWY CL, RWY HLDG PSN (LGT): TWY edge LGT</p> <p>TWY: ALL TWY(EXC E2, E3, E5, L1, L2, M2, K1 and K2) (LGT): TWY CL LGT</p> <p>TWY: at entrances of each TWY (LGT) Taxiing guidance sign</p> <p>TWY: A1 - A12, B2 - B12 (LGT): RWY guard LGT</p> <p>TWY: A1 - A12, B2 - B5 (LGT): Stop bar LGT</p> <p>TWY: A1, A2, A3, A4, A9, A10, A12, B2, B3, B4, B5, B7, B9, B9S, B10, B10S, B12 (LGT): Runway Entrance Lights(RWY status LGT) (see attached chart)</p> |
| 3 | Stop bars | Stop Bar Lights Operations 1) Stop bar lights are installed at each taxi holding position associated with Runway 01L/19R. 2) Stop bar lights will be operated when the visibility or the lowest RVR of runway 01L/19R is at or less than 600m. 3) Stop bar lights on taxiways A2,A4,A10,A12,B2,B4 and B5 are controlled individually by ATC. 4) Stop bar lights on taxiways A1,A3,A5 through A9S, A11 and B3 are not controlled individually by ATC. 5) During the period Stop Bar Lights operated,taxiways A1,A3,A5 through A9S, A11 and B3 are not available for departure aircraft. |
| 4 | Remarks | (Marking) Overrun area, ACFT PRKG PSN (LGT) Apron flood LGT Runway Guard Lights Operations: During the period of winter(Between DEC. and MAR.), all Runway Guard Lights turn on in the daytime regardless of visibility condition. |

Runway Entrance Lights (REL) and Takeoff Hold Lights (THL)

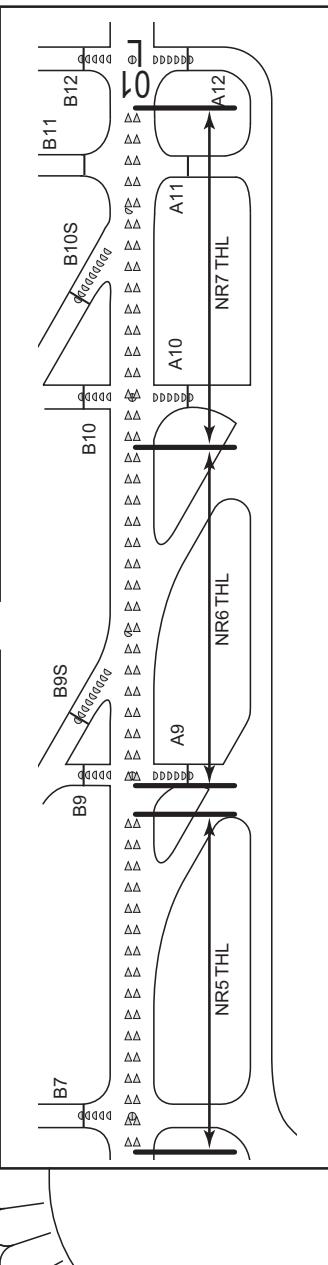
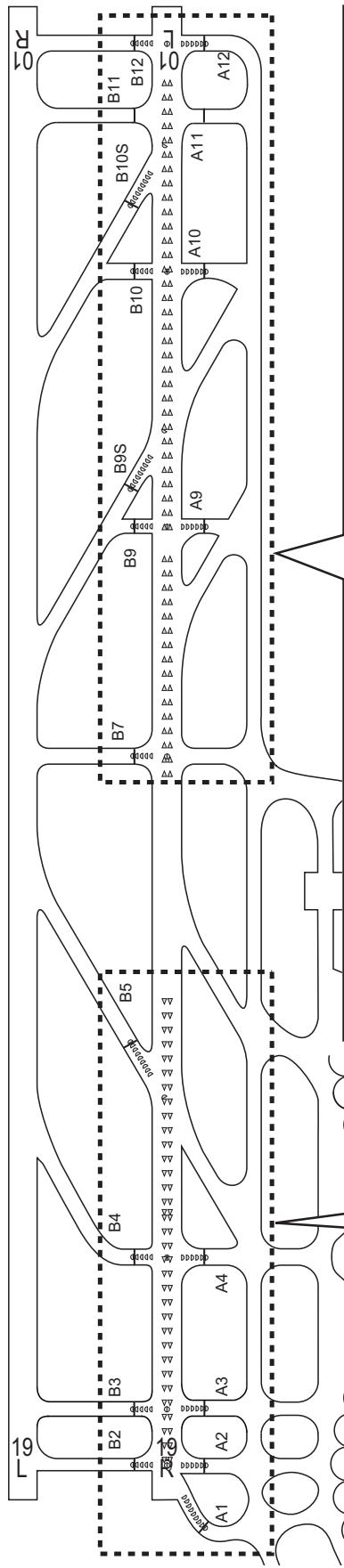
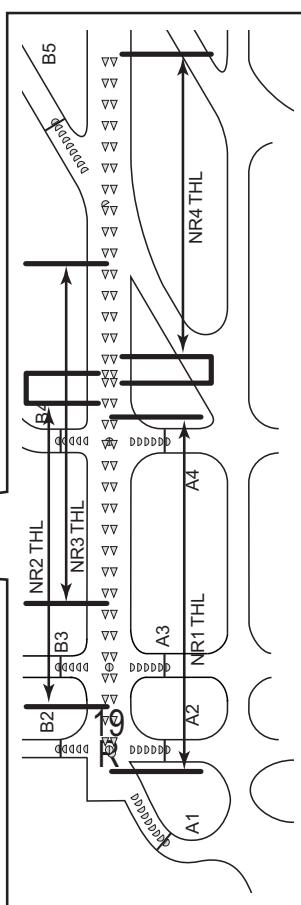


Figure 2

- ▷ RWY Entrance Lights (REL)
- ▽ Takeoff Hold Lights (THL)
- RWY HLDG PSN marking

Figure 1



NOTE: The RWY names and RWY HLDG PSN markings in this ATTACHMENT are depicted only for the RWYs where REL are installed.

VISUAL DOCKING GUIDANCE SYSTEM

1. General

- (1) Aircraft parking stands NR0 - NR19, NR63 - NR71, are equipped with a visual docking guidance system. The pilots of an arriving aircraft assigned to park at one of these parking stands can use this system to be guided and stop the aircraft at the correct parking position.
- (2) This system is operational only in the automatic mode and in an event of a system failure, the aircraft shall be manually guided by a marshaller to the stopping position.
- (3) The visual docking guidance system consists of a display screen for pilots and a laser scanner. The system detects and analyses the aircraft type of an approaching aircraft, tracks it through the laser scanner, and displays these results on the display screen.
- (4) The display screen indicates the following information:
 - a) type of the approaching aircraft
 - b) deviation from the lead-in center line
 - c) distance to the stopping positionThe above information is provided equally to the pilots on both left seat and right seat.

2. Aircraft Type Indication

- (1) An operator on ground shall input the aircraft type into the system before the aircraft approaches the parking stand. Upon accepting the input, the system carries out internal calibration, starts the laser scanner simultaneously, and indicates the aircraft type according to the input. The system then will begin to indicate yellow lead-in arrows scrolling upwards prompting the aircraft to proceed. (Fig.1, Fig.2)

→ Fig. 1 → Fig. 2 → —

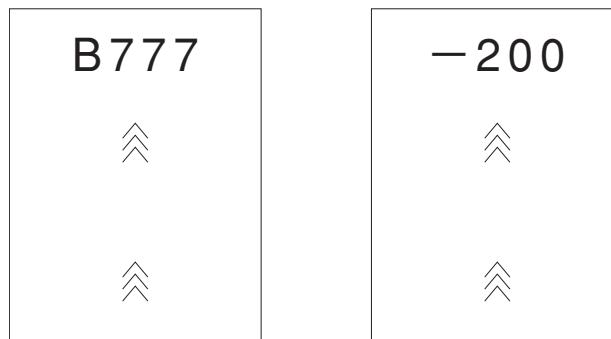


Fig. 1

Fig. 2

- (2) When the laser scanner detects the approaching aircraft, the display screen will indicate the aircraft type, a "T" bar, and a lead-in upward arrow in yellow.
- (3) At least until the approaching aircraft arrives at a point 15 meters before the stopping position, the system will identify the aircraft type and will compare with the previously input aircraft type. If these data match, the system will continue its operation. If they do not match, the display screen will indicate "STOP" with a red border, and "ID FAIL" simultaneously. (Fig.3)

NOTE: At this moment, the pilots must stop the aircraft immediately.

When the operator re-input the correct aircraft type into the system and the system finds it correct, it resumes normal operations indicating the correct aircraft type on its display screen.

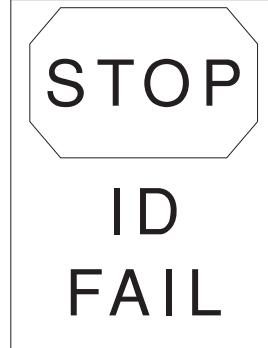


Fig. 3

3. Taxiing and Lateral Center line Guidance

(1) While taxiing the aircraft using the system, the pilots should maneuver the aircraft at a low speed to the stopping position. In an event when "SLOW" is indicated on the display screen, the pilots should further decelerate the taxiing speed to avoid overshooting. (Fig.4)

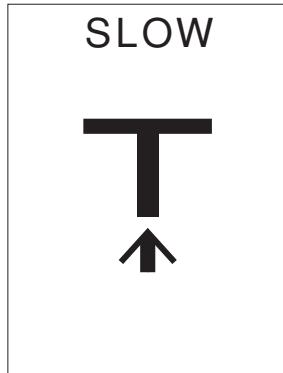


Fig. 4

(2) Deviation of an upward yellow arrow from the center line of "T" indicates the deviation of the approaching aircraft relative to the center line of the parking stand either to right or left. Further, an additional flashing red arrow on the either side indicates the required direction for the aircraft to turn(Fig.5, Fig.6) and indicate numerical value of remaining distance. (Fig.7, Fig.8)

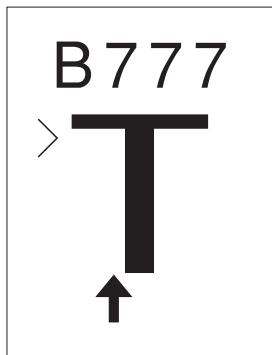


Fig. 5

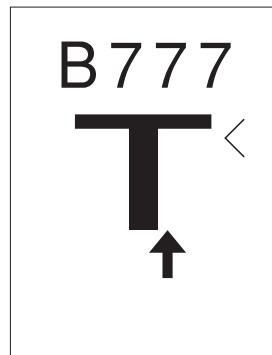


Fig. 6

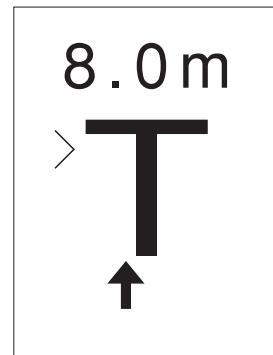


Fig. 7

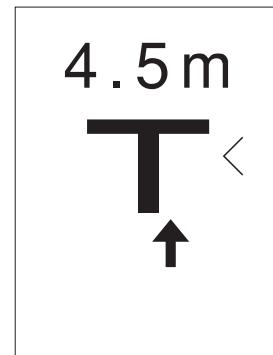


Fig. 8

4. Stop Guidance

(1) When the approaching aircraft is within 20 meters from the stopping position, the shaft of the illuminated "T" will start to reduce in its length from the bottom to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively. (Fig.9, Fig.10, Fig.11, Fig12) As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.3m.

At aircraft parking stands when the approaching aircraft is within 30 meters from the stopping position, display of digital countdown will start.

As the aircraft approaches the stopping position, a digital countdown shows the distance to stop position numerically, for every 1.0 meters (from 30 to 5 meters to the stop position), for every 0.5 meters (from 5 to 2 meters to the stop position) or for every 0.1 meters (from 2 to 0 meters to the stop position).

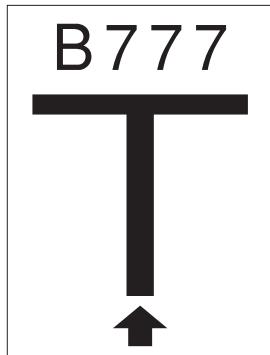


Fig. 9

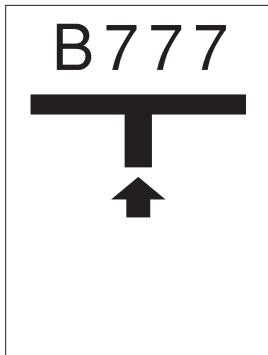


Fig. 10

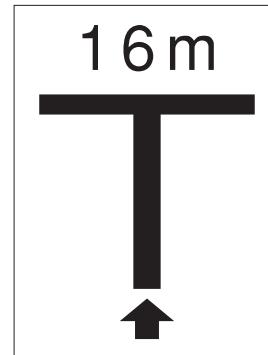


Fig. 11

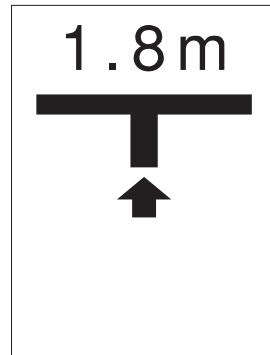


Fig. 12

(2) When the aircraft reaches the stopping position, a message "STOP" will be displayed on the screen with a red border. (Fig.13)

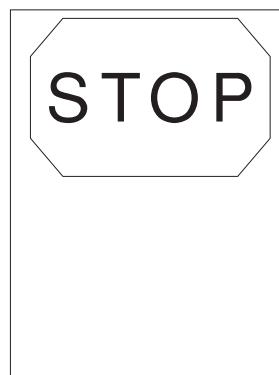


Fig. 13

(3) When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen in several seconds. (Fig.14)



Fig. 14

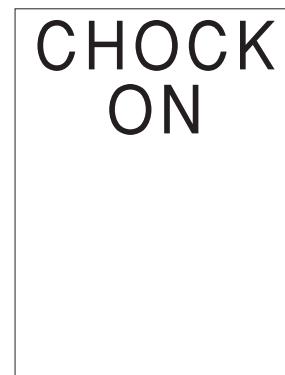


Fig. 15

(4) When the operator applies chocks, and switches on "CHOCK ON" switch, the display screen will display "CHOCK ON." (Fig.15)

- (5) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen. (Fig.16)



Fig. 16

5. Cautions and Safety

- (1) When the system displays an incorrect aircraft type, or when such a message as "STOP", "ID FAIL", or "WAIT" appears on the display screen, the pilots should stop the aircraft immediately. (Fig.3, Fig.13, Fig.17)

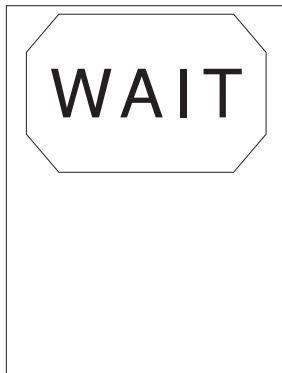


Fig. 17

- (2) During heavy fog, rain or snow the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show "SLOW" (Fig.18). The message will be superseded by the closing rate bar as soon as the system detects the approaching aircraft. The pilot must not proceed beyond the bridge, unless the "SLOW" text has been superseded by the closing rate bar.



Fig. 18

RJCC AD 2.10 AERODROME OBSTACLES

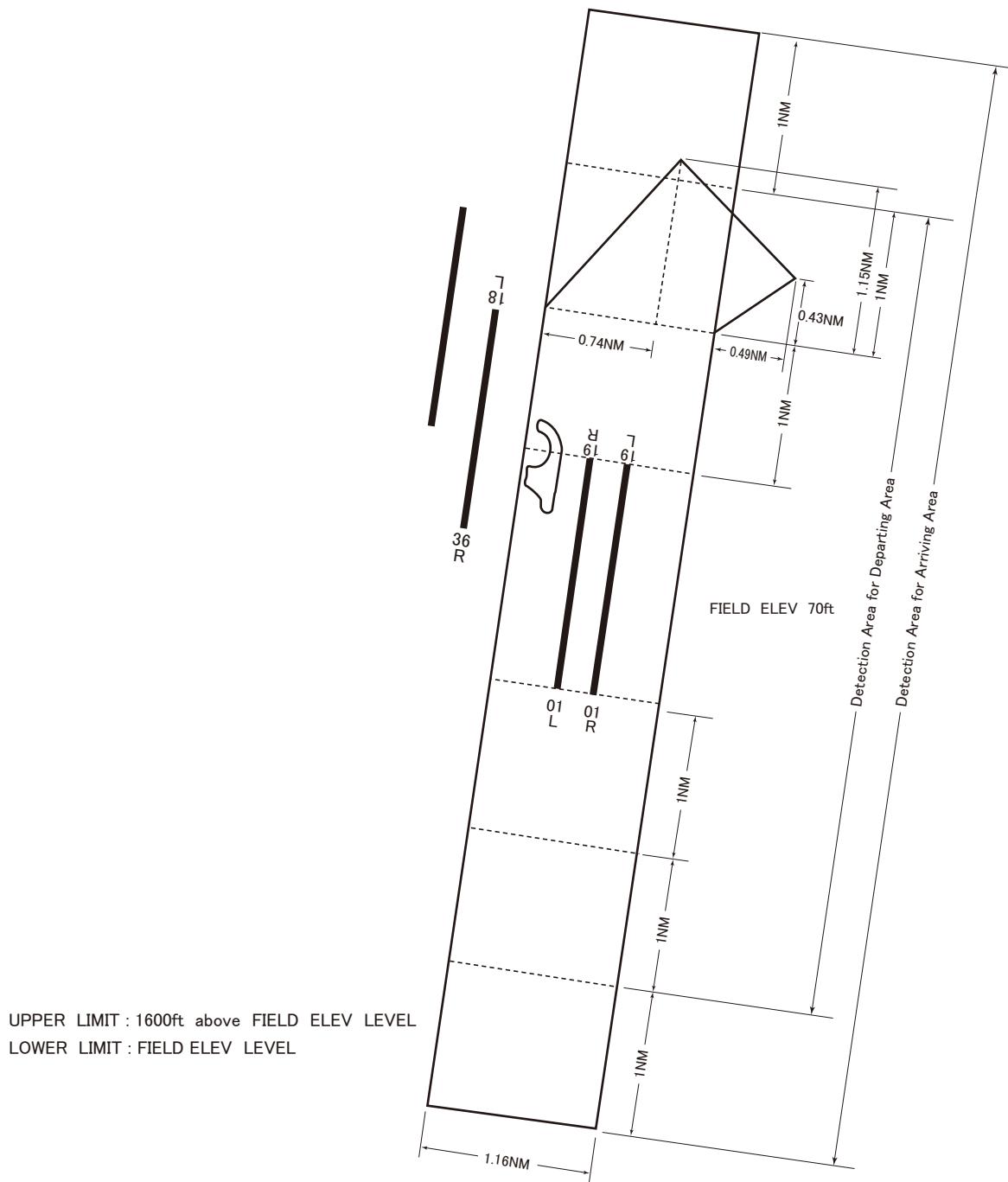
In Area2 See Obstacle data

In Area3 To be developed

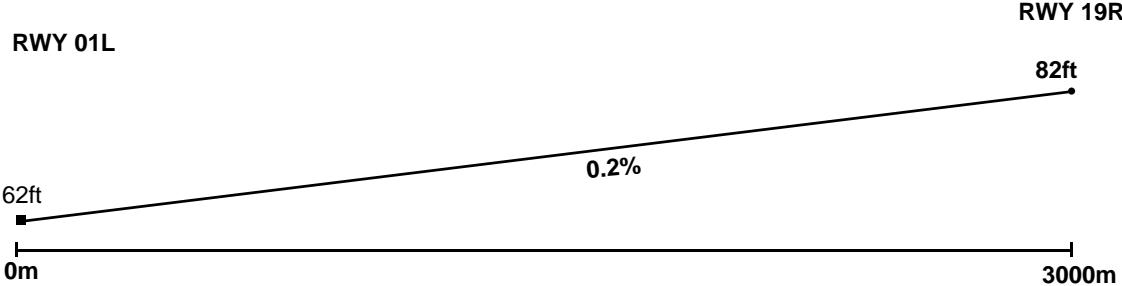
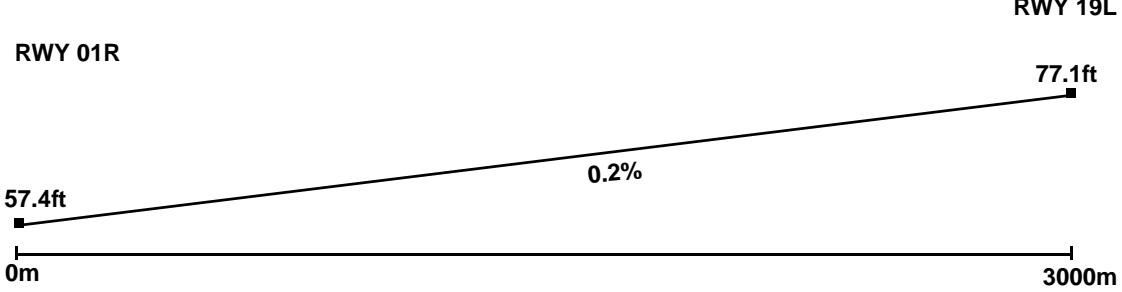
RJCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | NEW CHITOSE |
| 2 | Hours of service MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | NEW CHITOSE 30 Hours |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | P,Ja,En |
| 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 | Doppler Radar for Airport weather (See attached chart) |
| 9 | ATS units provided with information | TWR, APP, ATIS |
| 10 | Additional information (limitation of service, etc.) | Nil |

Airspace for the advisory service
concerning low level wind shear



RJCC 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 | | |
| 01L | 352.62° | 3000x60 | PCR 1157/F/C/X/T Asphalt Concrete | 424541.90N 1414134.17E 97.7ft | THR ELEV 62FT TDZ ELEV 66FT | | |
| 19R | 172.62° | 3000x60 | PCR 1157/F/C/X/T Asphalt Concrete | 424718.36N 1414117.18E 98.2ft | THR ELEV 82FT TDZ ELEV 65FT | | |
| 01R | 352.62° | 3000x60 | PCR 1150/F/C/X/T Asphalt Concrete | 424543.15N 1414147.25E 97.7ft | THR ELEV 57.4FT TDZ ELEV 66FT | | |
| 19L | 172.62° | 3000x60 | PCR 1150/F/C/X/T Asphalt Concrete | 424719.56N 1414130.28E 98.1ft | THR ELEV 77.1FT TDZ ELEV 74FT | | |
| Slope of RWY | | Strip Dimensions (M) | RESA (Overrun) Dimensions (M) | Remarks | | | |
| 7 | 10 | 11 | | 14 | | | |
| SEE ATTACHED CHART | 3120x300 3120x300 3120x300 3120x300 | 192x300 190x(MNM:120 MAX:300)* 183x(MNM:210 MAX:300)* 240x300 | | RWY grooving: Runway 01L/19R 3000x60m Runway 01R/19L 3000x60m | | | |
| *For detail, ask airport administrator | | | | | | | |
|  <p>RWY 01L</p> <p>0.2%</p> <p>62ft</p> <p>82ft</p> <p>3000m</p> | | | | | | | |
|  <p>RWY 01R</p> <p>0.2%</p> <p>57.4ft</p> <p>77.1ft</p> <p>3000m</p> | | | | | | | |

RJCC AD 2.13 DECLARED DISTANCES

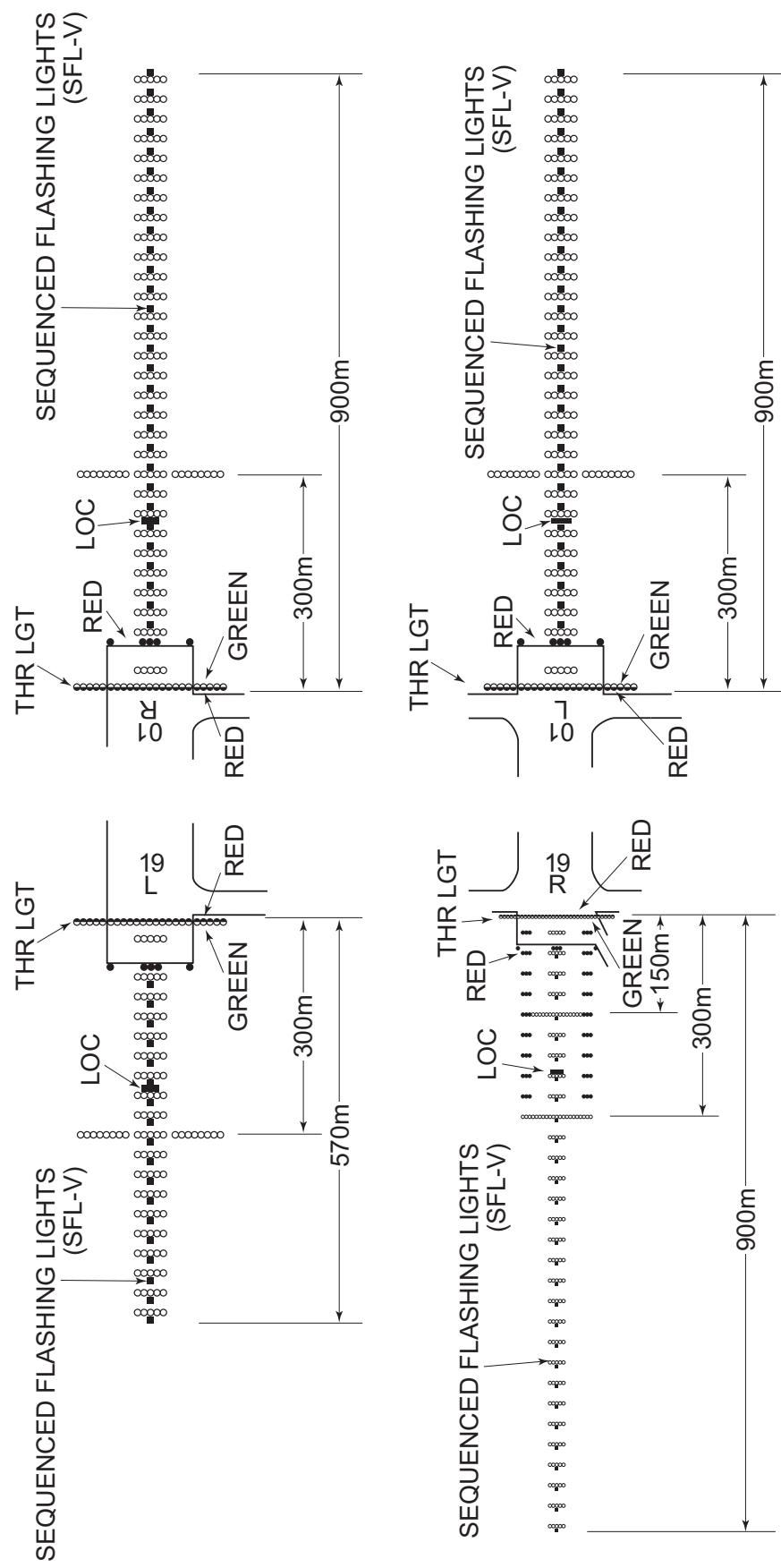
| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01L | 3000 | 3000 | 3000 | 3000 | Nil |
| TWY:A11 | 2745 | 2745 | 2745 | | |
| TWY:A10 | 2452 | 2452 | 2452 | | |
| TWY:A9S | 2050 | 2050 | 2050 | | |
| TWY:A9 | 1929 | 1929 | 1929 | | |
| TWY:A8 | 1600 | 1600 | 1600 | | |
| TWY:A7 | 1440 | 1440 | 1440 | | |
| 19R | 3000 | 3000 | 3000 | 3000 | Nil |
| TWY:A3 | 2725 | 2725 | 2725 | | |
| TWY:A4 | 2485 | 2485 | 2485 | | |
| TWY:A5 | 2079 | 2079 | 2079 | | |
| TWY:A6 | 1648 | 1648 | 1648 | | |
| TWY:A7 | 1440 | 1440 | 1440 | | |
| 01R | 3000 | 3000 | 3000 | 3000 | Nil |
| TWY:B11 | 2735 | 2735 | 2735 | | |
| TWY:B10 | 2120 | 2120 | 2120 | | |
| TWY:B9 | 1530 | 1530 | 1530 | | |
| TWY:B7 | 1440 | 1440 | 1440 | | |
| 19L | 3000 | 3000 | 3000 | 3000 | Nil |
| TWY:B3 | 2688 | 2688 | 2688 | | |
| TWY:B4 | 2100 | 2100 | 2100 | | |
| TWY:B5 | 1599 | 1599 | 1599 | | |
| TWY:B7 | 1440 | 1440 | 1440 | | |

TORA, TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.

RJCC AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | PAPI (VASIS) Angle RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RCLL LEN Spacing RTZL LEN | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color | |
|--|-------------------------------------|---|---|---------------------------------------|---|--|----------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 01L | PALS (CAT-I) 900m LIH | Green Green | PAPI 3.0°/Left 402m 66ft | 900m | 3000m 15m Coded Color (White/Red) LIH | 3000m 60m Coded Color (White/Yellow) LIH | Red | Nil(*1) |
| 19R | PALS (CAT-III) 900m LIH | Green Green | PAPI 3.0°/Left 422m 65ft | 900m | 3000m 15m Coded Color (White/Red) LIH | 3000m 60m Coded Color (White/Yellow) LIH | Red | Nil(*1) |
| 01R | PALS (CAT-I) 900m LIH | Green Green | PAPI 3.0°/Left 401m 66ft | 900m | 3000m 30m Coded Color (White/Red) LIH | 3000m 60m Coded Color (White/Yellow) LIH | Red | Nil(*1) |
| 19L | PALS (CAT-I) 570m LIH | Green Green | PAPI 3.0°/Left 441m 67ft | 900m | 3000m 30m 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) | | | | | | | | |

APPROACH LIGHTING SYSTEM



RJCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | IBN: 424632N/1414131E, FLG G "CH" EV 8.6SEC, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer: RWY01L: 570m from RWY 01L THR, LGTD RWY01R: 395m from RWY 01R THR, LGTD RWY19L: 387m from RWY 19L THR, LGTD RWY19R: 363m from RWY 19R THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1 sec: REDL, RENL, RTHL, WBAR, RCLL, RTZL(RWY01L/19R), Overrun area edge LGT, PALS(RWY01L/19R), Stop bar LGT, Runway Entrance Lights, Takeoff Hold Lights Within 15 sec: Other lights |
| 5 | Remarks | WDI LGT |

RJCC AD 2.16 HELICOPTER LANDING AREA

Nil

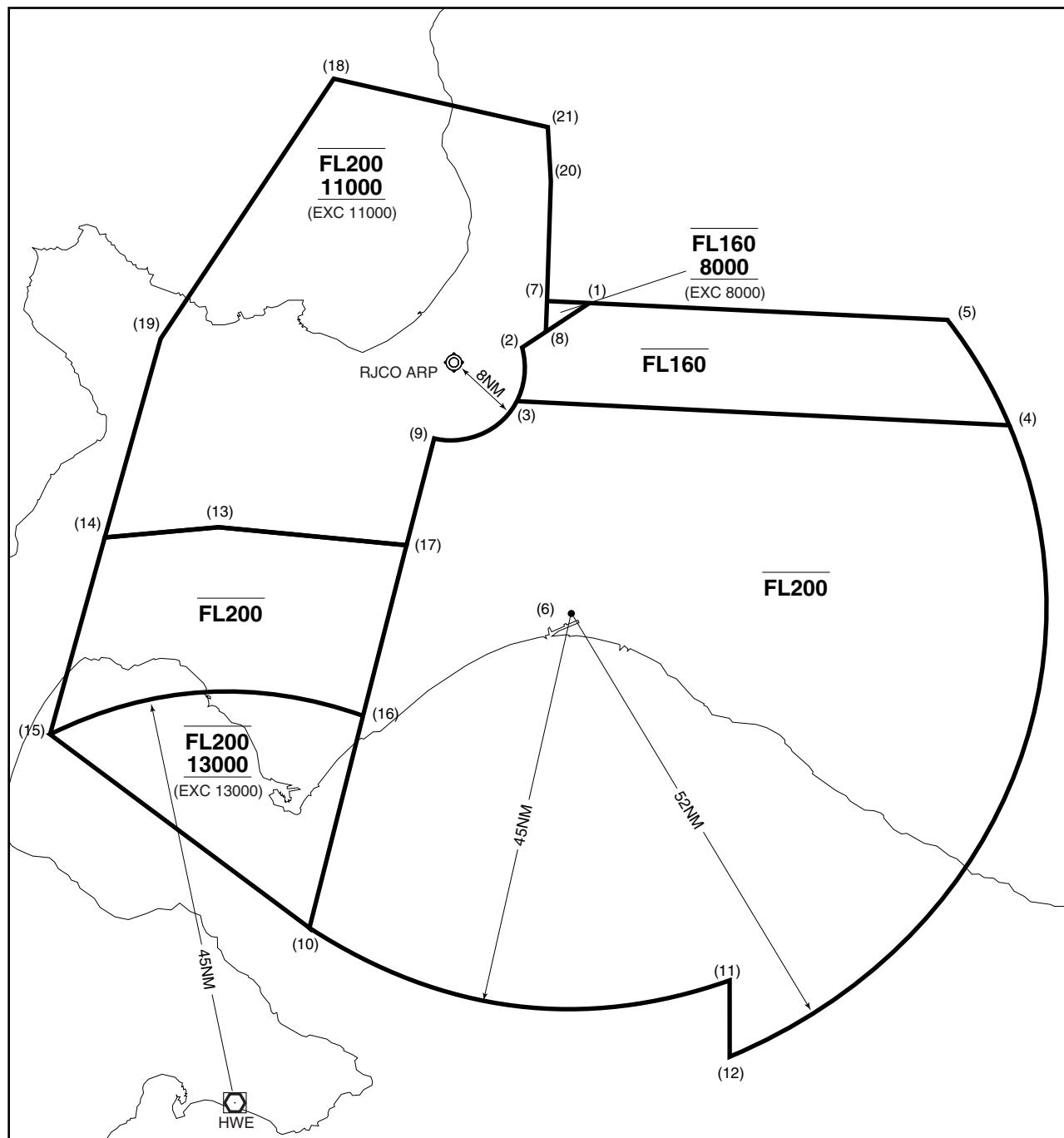
RJCC AD 2.17 ATS AIRSPACE

| 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 5 nm of CHITOSE ARP (42° 48'N141° 40'E). (2)Area within a radius of 5 nm of New CHITOSE ARP (42° 47'N141° 42'E). | 6000 or below 3000 or below | D | CHITOSE TOWER En | exclude area(1) |
| CHITOSE PCA | SEE RJCC ATTACHED CHART | | C | CHITOSE APP(1) CHITOSE TWR(2) En | (1)Primary (2)Secondary |
| CHITOSE ACA | SEE RJCC ATTACHED CHART | | E | CHITOSE APP CHITOSE RADAR CHITOSE DEP En | |
| CHITOSE TCA | SEE RJCC ATTACHED CHART | | E | CHITOSE TCA En | |

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, alti- tude and pilot's intentions. |
| | | | | |

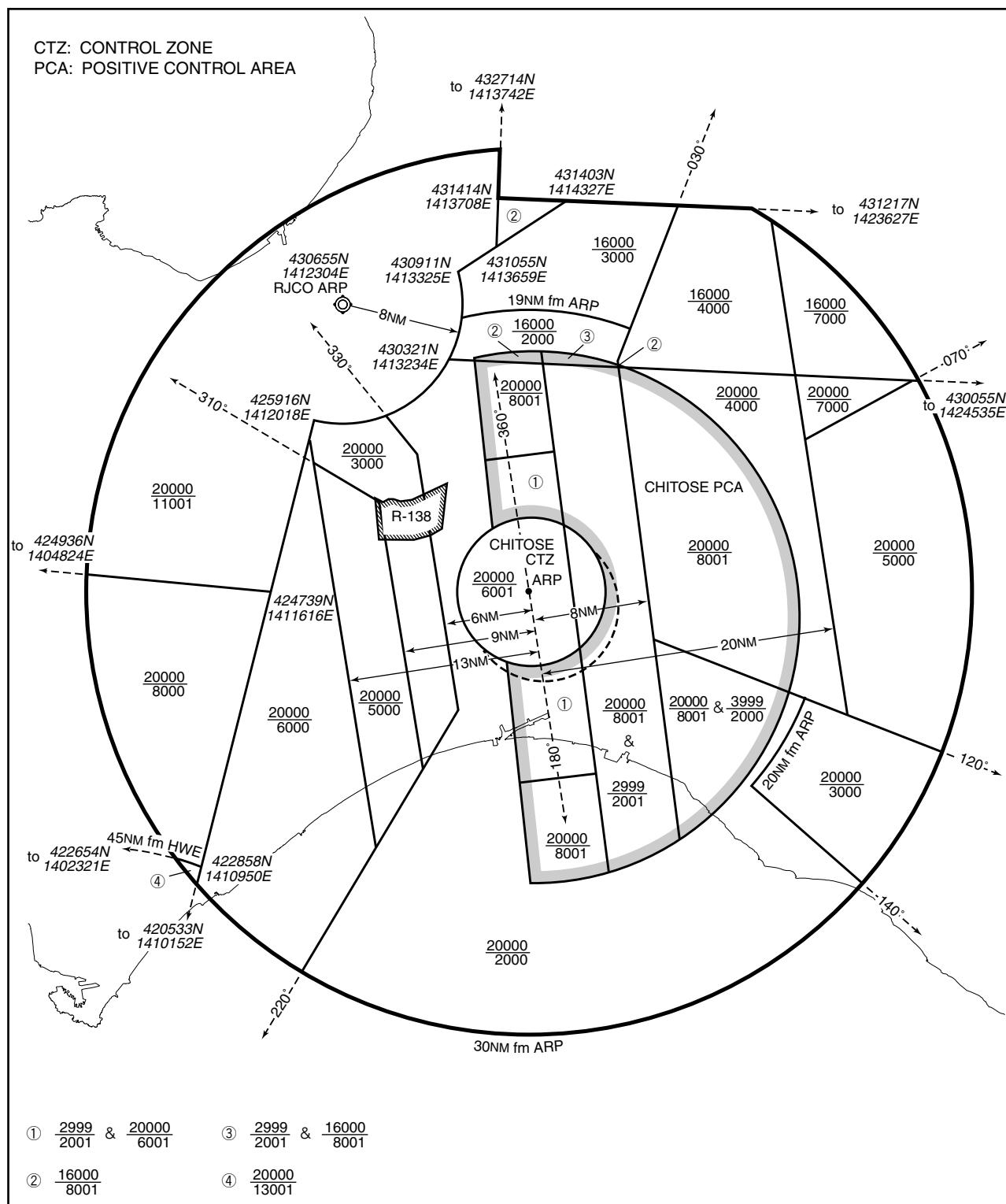
千歳進入管制区
Chitose Approach Control Area



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



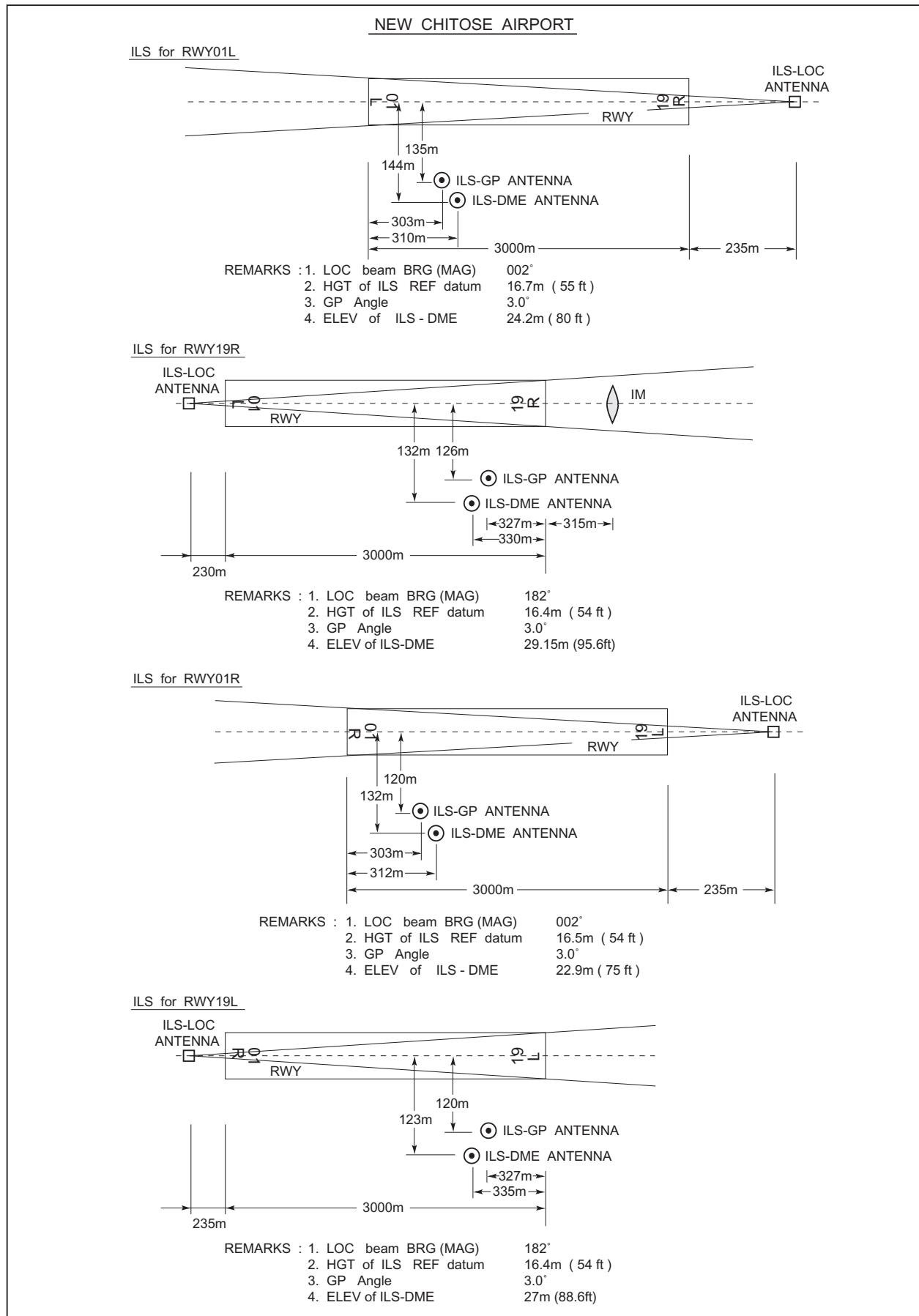
RJCC AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---------------------|--|--------------------------|------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Chitose Approach | 120.1MHz(1) 124.7MHz 121.5MHz(E) | H24 | (1)Primary |
| ASR | Chitose Radar | 120.1MHz(1) 119.1MHz 119.5MHz 124.0MHz 125.3MHz 134.1MHz 121.5MHz(E) | H24 | |
| DEP | Chitose Departure | 124.7MHz | H24 | |
| TCA | Chitose TCA | 127.7MHz 256.1MHz | 2300 - 1100 SUN - THU | |
| TWR | Chitose Tower | 118.8MHz(1) 126.2MHz 121.5MHz(E) | H24 | |
| GND | Chitose Ground | 121.6MHz 121.7MHz 121.95MHz | H24 | |
| DLVRY | Chitose Delivery | 121.9MHz | H24 | |
| ATIS | New Chitose Airport | 128.6MHz | 2200 - 1400 | |

RJCC 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/2016) | MKE | 116.4MHz | H24 | 423318.02N/ 1415720.27E | | 139° (MAG)/17.6NM FM ARP New Chitose AP. |
| DME | MKE | 1198MHz (CH-111X) | H24 | 423318.02N/ 1415720.27E | 95ft | |
| ILS-LOC 19R | ICS | 111.5MHz | H24 | 424534.34N/ 1414135.53E | | LOC: 230m(755ft) away FM RWY 01L THR, Beam BRG (MAG) 182 ° |
| ILS-GP 19R | - | 332.9MHz | H24 | 424708.31N/ 1414124.50E | | GP: 327m(1073ft) inside FM RWY 19R THR, 126m(413ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.4m(54ft) |
| ILS-DME 19R | ICS | 1013MHz (CH-52X) | H24 | 424708.23N/ 1414124.76E | 95.6ft | DME: 330m(1083ft) inside FM RWY 19R THR, 132m(433ft) E of RCL. |
| IM 19R | - | 75MHz | H24 | 424728.42N/ 1414115.37E | | IM: 315m(1034ft) away FM RWY19R THR. |
| ILS-LOC 01L | ICN | 110.9MHz | H24 | 424725.86N/ 1414115.83E | | LOC: 235m(771ft) away FM RWY 19R THR. Beam BRG(MAG)002 ° . |
| ILS-GP 01L | - | 330.8MHz | H24 | 424552.19N/ 1414138.31E | | GP: 303m(994ft) inside FM RWY 01L THR, 135m(443ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.7m(55ft). |
| ILS-DME 01L | ICN | 1007MHz (CH-46X) | H24 | 424552.46N/ 1414138.65E | 80ft | DME: 310m(1017ft) inside FM RWY 01L THR.144m(472ft) E of RCL. |
| ILS-LOC 19L | ICM | 109.35MHz | H24 | 424535.60N/ 1414148.58E | | LOC: 235m(771ft) away FM RWY 01R THR. Beam BRG(MAG)182 ° |
| ILS-GP 19L | - | 331.85MHz | H24 | 424709.55N/ 1414137.37E | | GP: 327m(1073ft) inside FM RWY 19L THR, 120m(394ft) E of RCL. GP angle 3.0°, HGT of ILS REF datum 16.4m(54ft). |
| ILS-DME 19L | ICM | 1117MHz (CH-30Y) | H24 | 424709.31N/ 1414137.54E | 88.6ft | DME: 335m(1099ft) inside FM RWY 19L THR.123m(404ft) E of RCL |
| ILS-LOC 01R | ICH | 110.75MHz | H24 | 424727.12N/ 1414128.95E | | LOC: 235m(771ft) away FM RWY 19L THR. Beam BRG(MAG)002 ° . |
| ILS-GP 01R | - | 330.05MHz | H24 | 424553.36N/ 1414150.77E | | GP: 303m(994ft) inside FM RWY 01R THR.120m(394ft) E of RCL. GP angle 3.0° HGT of ILS REF datum 16.5m(54ft). |
| ILS-DME 01R | ICH | 1131MHz (CH-44Y) | H24 | 424553.70N/ 1414151.20E | 75ft | DME: 312m(1024ft) inside FM RWY 01R THR, 132m(433ft) E of RCL. |

| 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 (10°W/2020) | CHE | 116.9MHz | 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. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |



RJCC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1. PPR

Aircraft operations other than scheduled flights or in an emergency
Prior permission required for transient aircraft.
Call 0123-46-2970 (New Chitose AP OPS)

2. Noise Abatement

Landing and take-off are restricted as follows between 1300UTC and 2200UTC.

- (1) Technical landing for non-traffic purposes and training flight shall not be permitted.
 - (2) The number of landing and take-off shall be limited up to 30 except aircraft in an emergency or in an unavoidable situation. Furthermore, the number of landing and take-off shall be limited up to 6 between 1500UTC and 2100UTC.
- Note: Aircraft in an emergency or in an unavoidable situation shall be limited to following ones:

- a) Aircraft encountered with an abnormal situation.
- b) Aircraft whose crew or passengers are in an abnormal situation.
- c) Aircraft for the purpose of search-and-rescue mission, etc.
- d) Aircraft for typhoon evacuation or other unavoidable reasons.

3. Use of Runway

Landing Runway

- 1) Runway 01R or 19L will be generally specified for landing unless otherwise required by ATC.
- 2) In order to avoid misunderstanding of Chitose aerodrome, PALS for runway 01R or 19L will be turned on even if in VMC.
- 3) In case of specified landing runway 01R or 19L, PALS and PAPI for runway 01L or 19R will be normally turned off.

Departure Runway

Runway 01L or 19R will be generally specified for departure unless otherwise required by ATC.

4. A380-800 及び B747-8 に係る運用等について

1) 滑走路

- (a) A380-800 及び B747-8 は、滑走路 01L/19R に限り離着陸が許可される。
- (b) 滑走路 01L/19R に着陸する A380-800 及び B747-8 は、進入において正確な進路を維持するため、デジタル・アビオニクスを備え且つ作動させること。

2) 誘導路

- (a) A380-800 及び B747-8 の地上移動については、別図 "A380-800 及び B747-8 移動区域" に示される範囲内に限り許可される。
- (b) A380-800 及び B747-8 が誘導路 L1 及び K1 の曲部を走行する場合、前輪が誘導路中心線標識に沿って走行すると、車輪軸と誘導路縁とのクリアランスは 4.5m 未満となる。このため主車輪が誘導路縁から出ないよう、オーバーステアリングにより走行することが要求される。

3) 駐機場

A380-800 及び B747-8 が駐機可能なスポットは、NR27、NR47、NR48、NR49、NR57 及び NR58 である。

4. Special notice to A380-800 and B747-8 operators

1) Runway

- (a) The only available runway for A380-800 and B747-8 is 01L/19R.
- (b) A380-800 and B747-8 which land on RWY01L/19R should equip and activate Digital Avionics to maintain the precise path during approach.

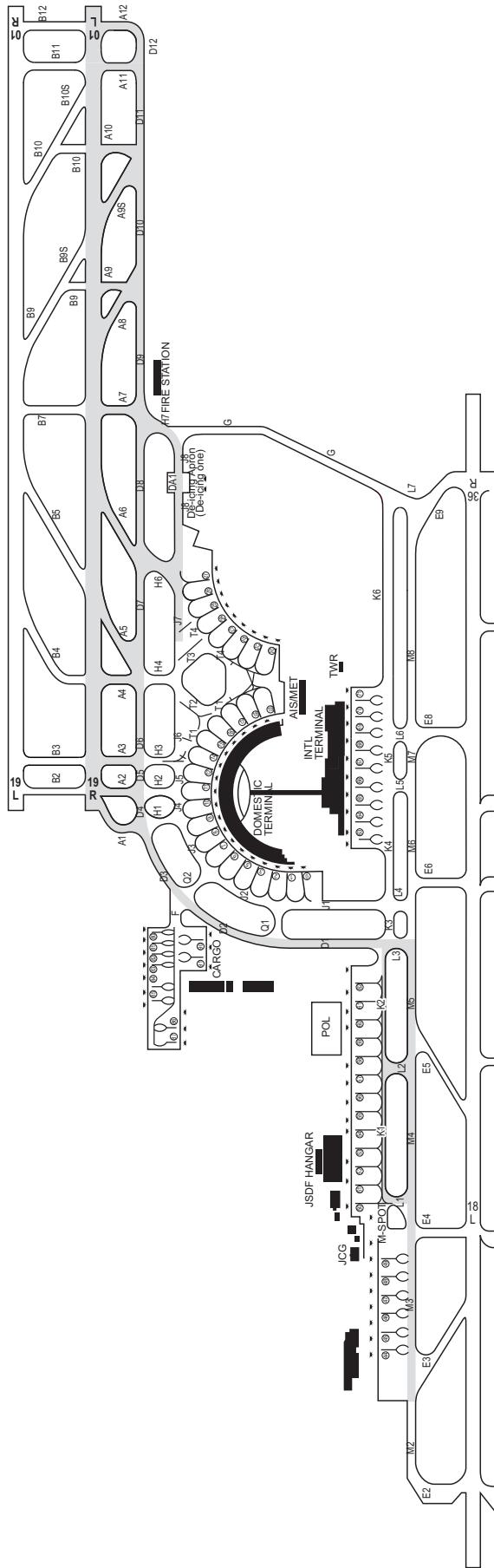
2) Taxiway

- (a) A380-800 and B747-8 ground movement is only permitted within the areas shown on the attached chart "A380-800 AND B747-8 MOVEMENT AREA".
- (b) At the corner of TWY L1 and K1, the clearance between the main gears of A380-800, B747-8 and the edge of TWY becomes less than 4.5 meters, when the nose gears of those aircraft follow taxiway center line. Pilots are requested to oversteer when turning into/out of taxiway, not to run off the edge of taxiway.

3) Parking stand

Available parking stands for A380-800 and B747-8 are NR27, NR47, NR48, NR49, NR57 and NR58.

A380-800 AND B747-8
MOVEMENT AREA



5. PDA (parts departing aircraft) reporting to Airport Administration

In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of New Chitose Airport, aircraft operators are required to notify Airport Administration (Tel 0123-46-2970) of any "Parts Departing Aircraft" from flights operating to/from New Chitose Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

6. 補助動力装置の使用制限

航空機が固定動力設備付きのスポットを使用する場合は、管理者が特に必要と認める場合を除き、次に掲げる時間を越えて補助動力装置を使用してはならない。

(1) 出発予定時刻前の 30 分間

(2) 到着後、固定動力設備が使用可能となるまでに必要とする最小限度の時間

(3) 航空機が点検整備のため補助動力装置を必要とする場合は、それに要する最小限度の時間

備考 :

スポット 2, 3, 5-12, 14-19 及び 69-71 は、固定動力設備が設置されている。

6. Restrictions about the use of auxiliary power units (APU)

The APU should be operated only within the following time periods the aircraft is on an aircraft parking stand with fixed power facilities.

Exceptions apply when airport authority deems it necessary.

(1) Within 30 minutes prior to the estimated time of departure (ETD).

(2) For the minimum time required for switching over to the fixed power facilities.

(3) For the minimum time required for aircraft maintenance purposes, if needed.

NOTE:

Aircraft parking stands 2, 3, 5-12, 14-19 and 69-71 are equipped with fixed power facilities.

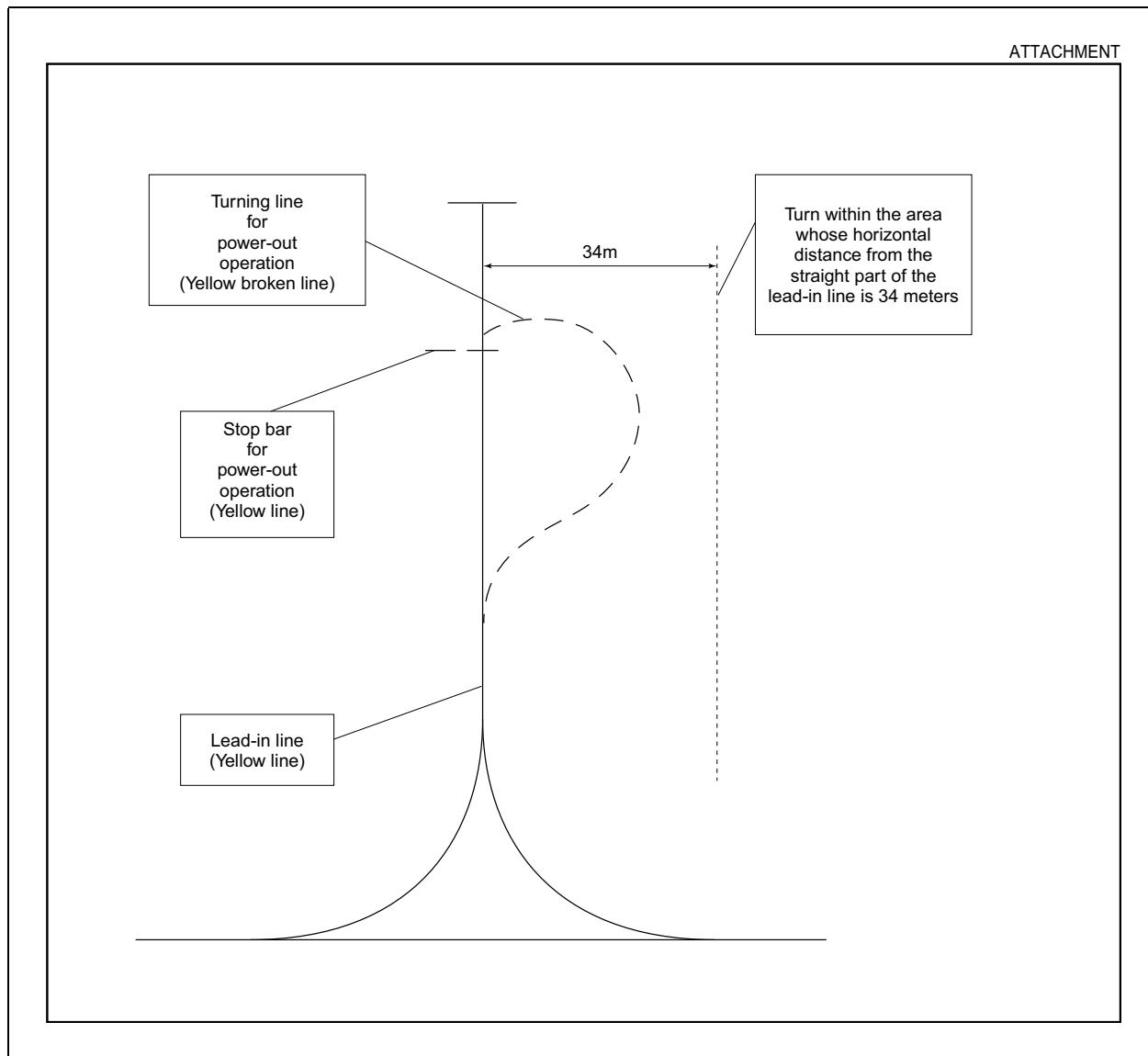
2. Taxiing to and from stands

他の航空機又は障害物とのクリアランスの確保、及びジェットブラストによる影響の回避のため、スポット 55 から 62 における自走アウトは、次のように従うこと。ただし、別途空港管理者の承認を受けた場合を除く。

- a) 自走アウトは、旋回半径が 26 m 以下であり、かつ、導入線直線部からの水平距離が 34 m の区域内での旋回が可能な航空機に限ること。
- b) スポットにおける地上移動は、ブラストの影響が出ないことを確認の上行うこと。
- c) 自走アウトの旋回は、旋回線の起点までに開始すること。
- d) 旋回完了後は導入線に会合し、導入線を導出線として利用すること。

In order to keep the clearance with other aircraft or obstacles and avoid jet blast damage, operators shall comply with the following power-out procedure on spot NR55 through NR62. Although the case that approved by AD administration is excluded.

- a) Only the aircraft whose turning radius is within 26 meters and which is available to turn within the area whose horizontal distance from the straight part of the lead-in line is 34 meters is permitted to use this power-out procedure.
- b) Operators must confirm jet blast cause no damage when maneuvering on aircraft stands.
- c) Commence turning of the power-out procedure at or before the starting point of the turning line.
- d) After completing the turn, intercept the lead-in line and use the line as the lead-out line.



3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

1. Use of De-icing Apron (on J8 TWY)

When an aircraft intends to use De-icing Apron, prior coordination is required for the aircraft operator with ground handling company.

6. Taxiing - limitations

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

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

- (1) When B763 holding at the INNER HOLDLINE on TWY A1

| Wing Span (WS) of aircraft taxiing on TWY D3-D4 | WS = $<38m$ | 38m $< WS = <47m$ | WS $> 47m$ |
|---|-------------|-------------------|------------|
| Wing tip clearance | *A | **B | **C |

- (2) When B763 holding at the stop marking on TWY A2

| Wing Span (WS) of aircraft taxiing on TWY D4 -D5 | WS = $<19m$ | 19m $< WS = <36m$ | WS $> 36m$ |
|--|-------------|-------------------|------------|
| Wing tip clearance | *A | *B | *C |

- (3) When B738 holding at the stop marking on TWY A2 - A4

| Wing Span (WS) of aircraft taxiing on TWY D4-D7 | WS = $<52m$ | 52m $< WS = <69m$ | WS $> 69m$ |
|---|-------------|-------------------|------------|
| Wing tip clearance | *A | *B | *C |

- (4) When B738 holding at the stop marking on TWY A10

| Wing Span (WS) of aircraft taxiing on TWY D10-D11 | WS = $<54m$ | 54m $< WS = <71m$ | WS $> 71m$ |
|---|-------------|-------------------|------------|
| Wing tip clearance | *A | *B | *C |

- (5) When B763 holding at the stop marking on TWY A11

| Wing Span (WS) of aircraft taxiing on TWY D11-D12 | WS = $<19m$ | 19m $< WS = <36m$ | WS $> 36m$ |
|---|-------------|-------------------|------------|
| Wing tip clearance | *A | *B | *C |

Legend:

*A : wing tip clearance $\geq 15m$

*B : 6.5m \leq wing tip clearance $< 15m$

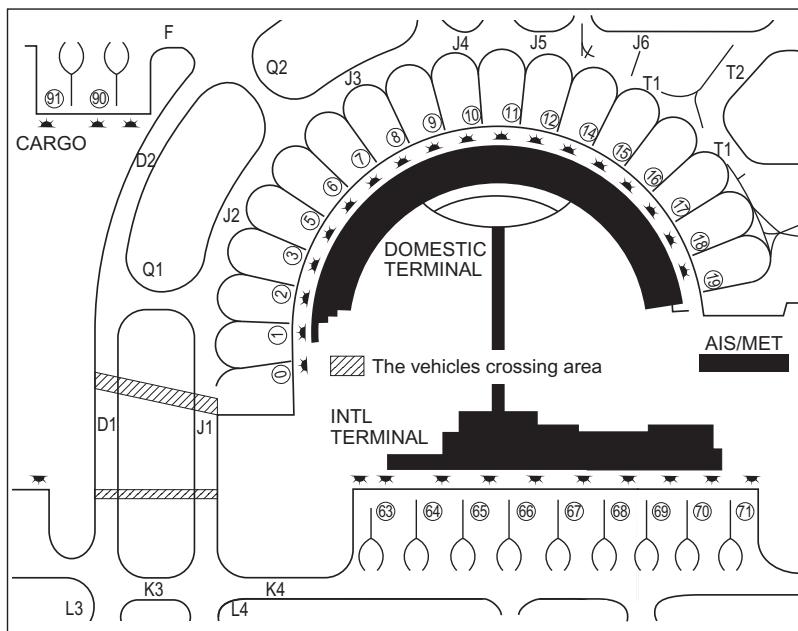
**B : 10.5m \leq wing tip clearance $< 15m$

*C : wing tip clearance $< 6.5m$

**C : wing tip clearance $< 10.5m$

2. On TWY D1 and J1 (See attached chart)

All aircraft taxiing on D1 or J1 TWY should pay special attention to the vehicles which frequently cross D1 or J1 TWY.
D1, J1 を走行する全ての航空機は、当該誘導路を頻繁に横断する車両に十分注意すること。



3. Restricted taxiways

While taxiing in the apron area, follow yellow guideline strictly.

In addition, taxiing behind the spot from 63 to 68, 90 and 91, in order to keep clearance between other aircraft or obstacle, the aircraft with wingspan of 63m or longer and less than 65m shall reduce taxiing speed and follow the taxiway center line strictly.

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

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Ask AD administration

RJCC AD 2.21 NOISE ABATEMENT PROCEDURES**1. 標準計器出発方式及び標準到着経路の使用**

空港周辺地域における航空機騒音を減少させるため、22時以降翌朝7時までの間ににおいて、すべてのジェット機は、緊急またはやむを得ない状況にある航空機を除き、以下の標準計器出発方式及び標準到着経路に従うこと。

1) 滑走路 01R/01L から離陸する場合

NAGANUMA DEPARTURE または HOKUTO DEPARTURE

2) 滑走路 19R/19L から離陸する場合

YUFUTSU DEPARTURE または HOKUTO DEPARTURE

3) 滑走路 01R/01L へ着陸する場合

YUKII WEST ARRIVAL または YUKII EAST ARRIVAL

4) 滑走路 19R/19L へ着陸する場合

KAORY ALFA ARRIVAL, KAORY BRAVO ARRIVAL,
NACKS ALFA ARRIVAL, NACKS BRAVO ARRIVAL,
NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL,
YUBARI ARRIVAL または KURIS ARRIVAL

注)

I) 22時以降翌朝7時までの間ににおいては、視認進入は許可されない。

II) 「緊急またはやむを得ない状況にある航空機は」以下に限られる。

1) 異常事態に遭遇した航空機

2) 乗務員または乗客に異常事態が発生した航空機

3) 捜索救難業務等に従事する航空機

4) 管制上の必要性またはその他の理由により、上記以外の経路を飛行することが必要な航空機

1. Use of SIDs and STARs for Noise Abatement

In order to reduce aircraft noise around the airport, all jet aircraft are requested to fly via the following SIDs and STARs during the hours from 1300 UTC (2200JST) to 2200 UTC (0700 JST) excepting aircraft in an emergency or in an unavoidable situation.

1) Take off from runway 01R/01L :

NAGANUMA DEPARTURE or HOKUTO DEPARTURE

2) Take off from runway 19R/19L :

YUFUTSU DEPARTURE or HOKUTO DEPARTURE

3) Landing on runway 01R/01L :

YUKII WEST ARRIVAL or YUKII EAST ARRIVAL

4) Landing on runway 19R/19L :

KAORY ALFA ARRIVAL, KAORY BRAVO ARRIVAL,
NACKS ALFA ARRIVAL, NACKS BRAVO ARRIVAL,
NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL,
YUBARI ARRIVAL or KURIS ARRIVAL

Note :

I) Visual approach shall not be permitted during the hours from 1300 UTC (2200 JST) to 2200 UTC (0700 JST).

II) "Aircraft in an emergency or in an unavoidable situation" as described above shall be limited to the followings :

1) Aircraft encountered with an abnormal situation

2) Aircraft in which abnormal situation arose among crew or passengers

3) Aircraft operating for the purpose of search-and-rescue activities etc...

4) Aircraft which need to follow the routes other than the above mentioned SIDs and STARs due to request by ATC or other reasons

RJCC AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

| | RWY | REDL & RCLL AVBL | | REDL or RCLL AVBL | | REDL & RCLL OUT | |
|--------------------------|-----|----------------------------------|----------|----------------------|----------|--------------------|----------|
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 01L | 0'-500m *0'-300m **0'-200m | 0'-400m | 0'-600m | 0'-600m | - | 0'-800m |
| | 19R | 0'-500m *0'-300m **0'-200m | 0'-400m | 0'-600m | 0'-600m | - | 0'-800m |
| | 01R | 0'-500m *0'-300m | 0'-400m | 0'-600m | 0'-600m | - | 0'-800m |
| | 19L | 0'-500m *0'-300m | 0'-400m | 0'-600m | 0'-600m | - | 0'-800m |
| OTHER | 01L | AVBL LDG MINIMA | | | | | |
| | 19R | AVBL LDG MINIMA | | | | | |
| | 01R | AVBL LDG MINIMA | | | | | |
| | 19L | AVBL LDG MINIMA | | | | | |

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

*Applicable when two RVRs available.

**Applicable when three RVRs available.

2. TAKE OFF MINIMA for RNAV DEPARTURE

| | 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 | 01L/ 19R | A,B,C | 400m *200m **150m | 400m *200m | 400m *250m | 400m *250m | - | 500m |
| | | | D | 400m *250m **200m | 400m *250m | 400m *300m | - | 500m |
| | 01R | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| | 19L | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 01L | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 19R | | AVBL LDG MINIMA | | | | | |
| | 01R | | AVBL LDG MINIMA | | | | | |
| | 19L | | AVBL LDG MINIMA | | | | | |

*Applicable when LVP/LVPD IN FORCE.

**Applicable when LVP/LVPD IN FORCE and MULTIPLE RVRs AVAILABLE.

3. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with CHITOSE Radar are lost for 1 minute, 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, proceed to CHITOSE VOR/DME at last assigned altitude or 7,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

4. Category II/III Operations at New Chitose Airport**4.1 Facilities**

The following facilities are available:

| Runway 19R |
|--|
| (1) ILS Runway 19R-CAT III |
| (2) Lighting system Runway 19R-CAT III |
| (3) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) |

4.2 Conditions

A. The following systems must be operative:

| For ILS RWY19R approach (CAT II) | For ILS RWY19R approach (CAT III) |
|--|---|
| (1) ILS comprising; <ul style="list-style-type: none"> • ILS-LOC 19R with standby transmitter • ILS-GP 19R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM19R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 19R | (1) ILS comprising; <ul style="list-style-type: none"> • ILS-LOC 19R with standby transmitter (including far field monitor) • ILS-GP 19R with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 19R |
| (2) Lighting systems comprising; <ul style="list-style-type: none"> • PALS 19R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL | (2) Lighting systems comprising; <ul style="list-style-type: none"> • PALS 19R (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.

4.3 Precision Approach Terrain Chart

See RJCC AD2.24.

4.4 Operating Minimum

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

4.5 LVP

LVP will be available when the following conditions are met;

- 1) Ceiling is at or less than 200ft and/or RVR is at or less than 550m.
- 2) Facilities listed 4.1. above are operational.
- 3) ILS Critical Area is protected.

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

“REPORT OUT OF ILS CRITICAL AREA”

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

4.6 Approval for CAT II/III Operations

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

4.7 Taxiway available for CAT II/III Operations

Exit taxiway: A7 - A12

5. LVTO at New Chitose Airport

5.1. Facilities

The following facilities are available:

| RWY 01L | RWY 19R |
|--|--|
| <ul style="list-style-type: none"> • Lighting system RWY 01L for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) | <ul style="list-style-type: none"> • Lighting system RWY 19R for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) |

5.2. Conditions

A. The following systems must be operative:

| For LVTO |
|--|
| (1) Lighting system comprising: <ul style="list-style-type: none"> • High INTST REDL • High INTST RENL • RCLL |
| (2) Secondary power supply |

B. The following information must be currently available:

- Surface wind speed and direction
- RVR or VIS

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

5.3. Operating Minima

Take-off minima stated in AD2.22(TAKE-OFF MINIMA) are observed.

5.4. LVP/LVPD

LVP/LVPD will be available when the following conditions are met:

- RVR is at or less than 550m.
- Facilities listed 5.1 above are operational.

RJCC AD 2.23 ADDITIONAL INFORMATION

Nil

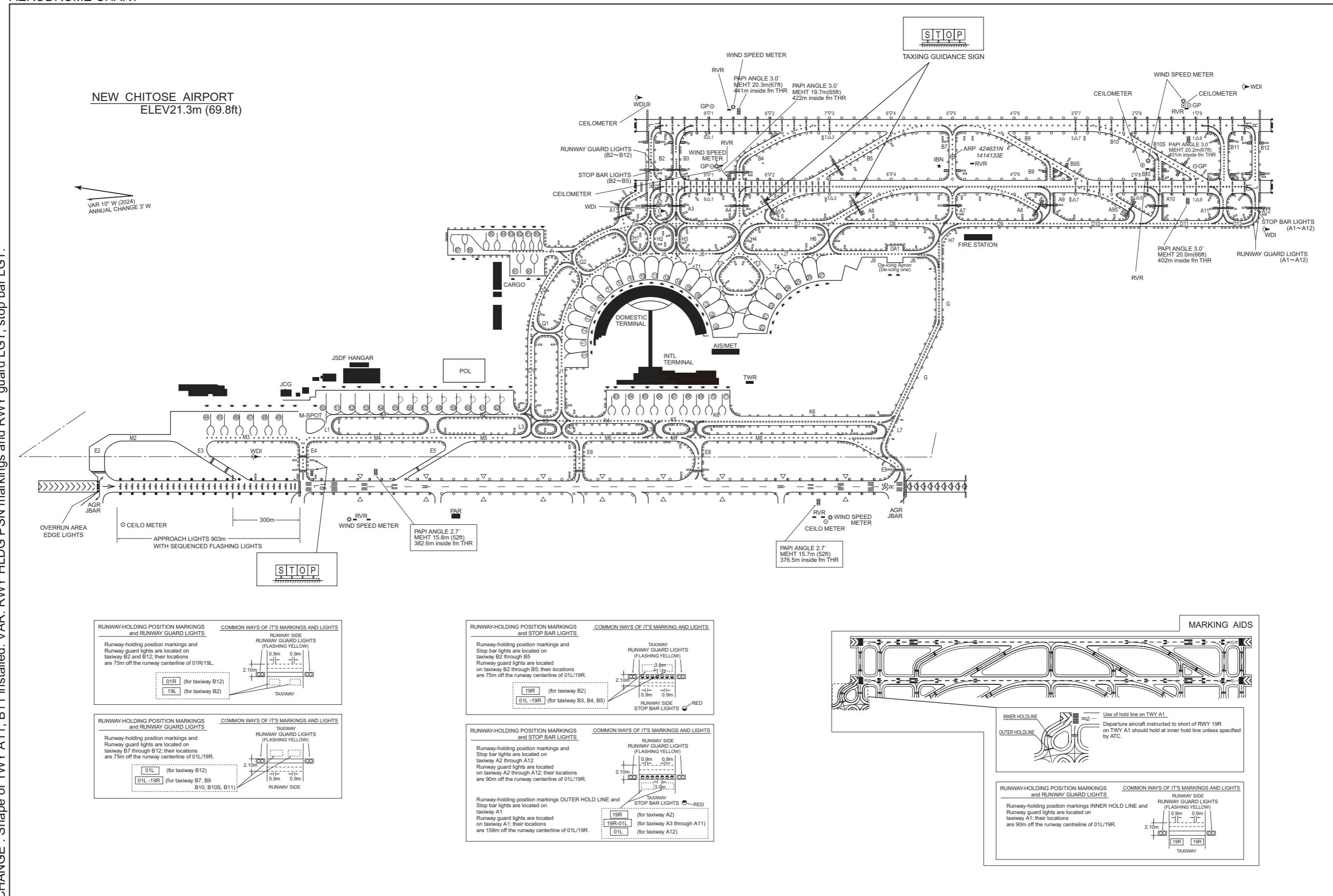
RJCC AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart -1
Aerodrome Chart -2
Aerodrome Obstacle Chart -ICAO type A (RWY01L/19R)
Aerodrome Obstacle Chart -ICAO type A (RWY01R/19L)
Aerodrome Obstacle Chart -ICAO type B
Precision Approach Terrain Chart(precision approach CAT II and III runways)
Standard Departure Chart- Instrument (CHITOSE)*
Standard Departure Chart- Instrument (KURIS)*
Standard Departure Chart- Instrument (TOKACHI)*
Standard Departure Chart- Instrument (TEKKO)*
Standard Departure Chart- Instrument (MUKAWA)*
Standard Departure Chart- Instrument (TOBBY)*
Standard Departure Chart- Instrument (HAKODATE)*
Standard Departure Chart- Instrument (NAGANUMA)*
Standard Departure Chart- Instrument (YUFUTSU)*
Standard Departure Chart- Instrument (HOKUTO)*
Standard Departure Chart- Instrument (SAVIT)*
Standard Departure Chart- Instrument (RNAV)
Standard Arrival Chart- Instrument (YUKII)
Standard Arrival Chart- Instrument (CHITOSE, YUBARI, NAPRO, KURIS)
Standard Arrival Chart- Instrument (RNAV RWY01L)
Standard Arrival Chart- Instrument (RNAV RWY01R)
Standard Arrival Chart- Instrument (RNAV RWY19L)
Standard Arrival Chart- Instrument (RNAV RWY19R)
Instrument Approach Chart (ILS Z or LOC Z RWY01L)
Instrument Approach Chart (ILS Y or LOC Y RWY01L)
Instrument Approach Chart (ILS Z or LOC Z RWY01R)
Instrument Approach Chart (ILS Y or LOC Y RWY01R)
Instrument Approach Chart (ILS Z or LOC Z RWY19L)
Instrument Approach Chart (ILS Y or LOC Y RWY19L)
Instrument Approach Chart (RNP RWY19L)
Instrument Approach Chart (VOR Z RWY19L)*
Instrument Approach Chart (VOR Y RWY19L)*
Instrument Approach Chart (ILS Z or LOC Z RWY19R (CAT II & III))
Instrument Approach Chart (ILS Y or LOC Y RWY19R (CAT II & III))
Instrument Approach Chart (ILS X or LOC X RWY19R (CAT II & III))
Instrument Approach Chart (ILS W or LOC W RWY19R (CAT II & III))
Instrument Approach Chart (VOR RWY19R)*
Instrument Approach Chart (VOR A)*
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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

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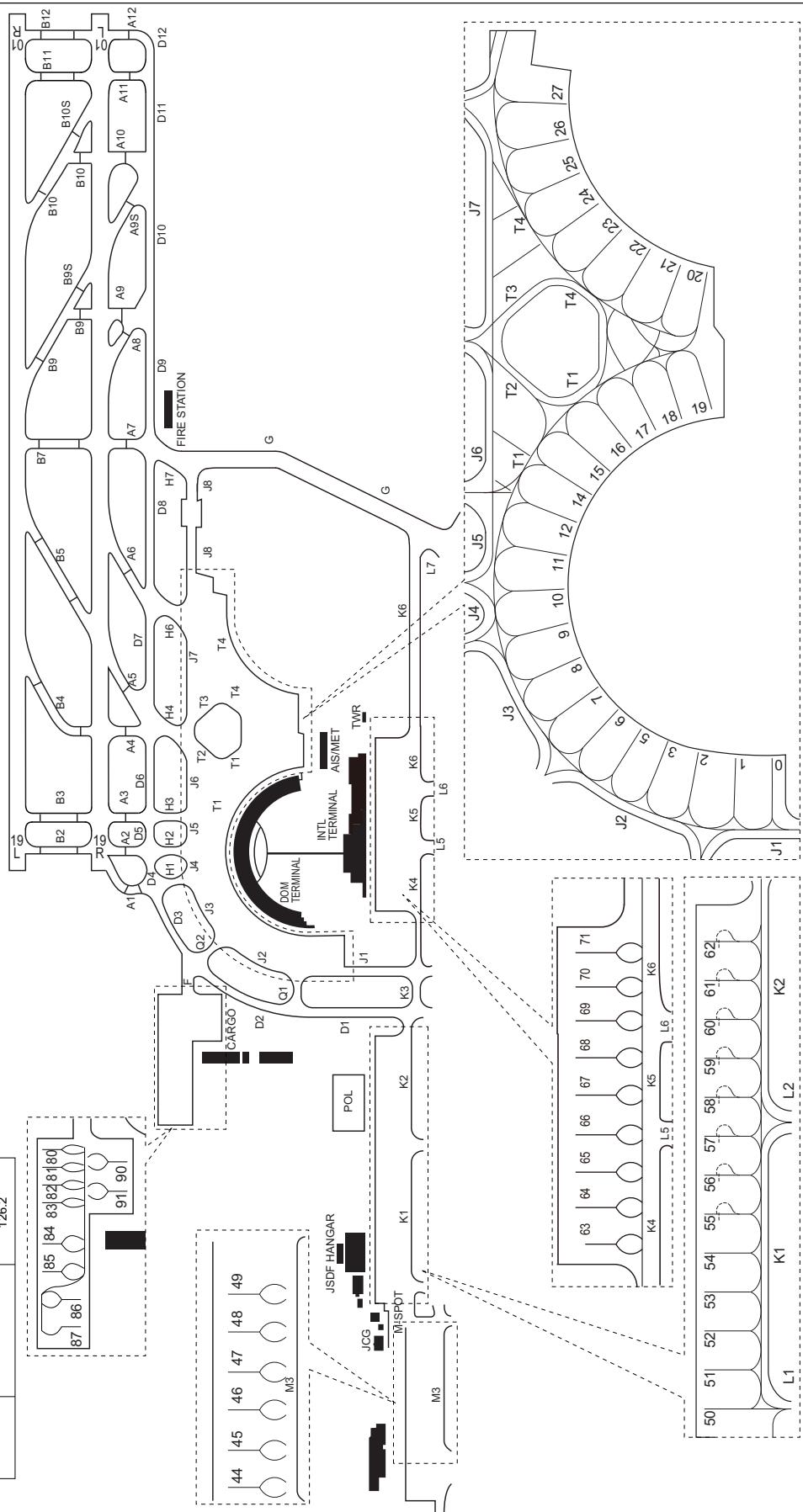
AERODROME CHART



RJCC / NEW CHITOSE

AD CHART

| NEW CHITOSE AIRPORT | | |
|---------------------|---------------------|--------------------------|
| ELEV21.3m (69.8ft) | | |
| Designation | Call Sign | Frequency (MHz) |
| ATIS | New Chitose Airport | 128.6 |
| DLVRY | Chitose Delivery | 121.9 |
| GND | Chitose Ground | 121.6 121.7 121.95 |
| TWR | Chitose Tower | 118.8 126.2 |

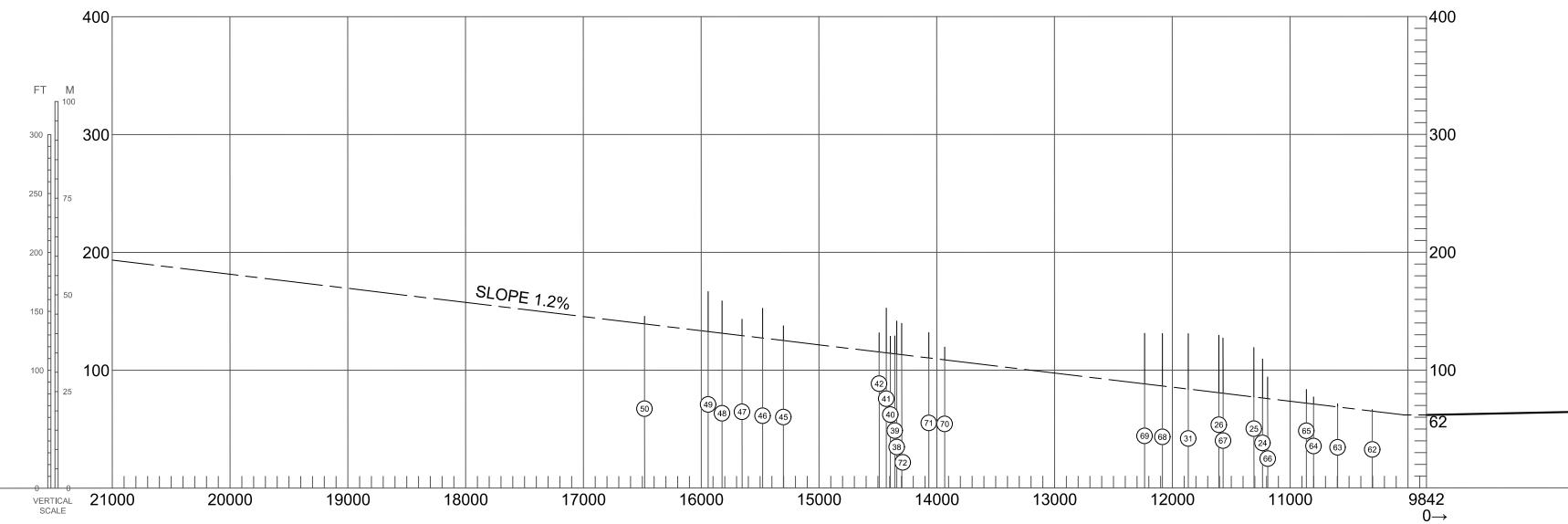


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AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

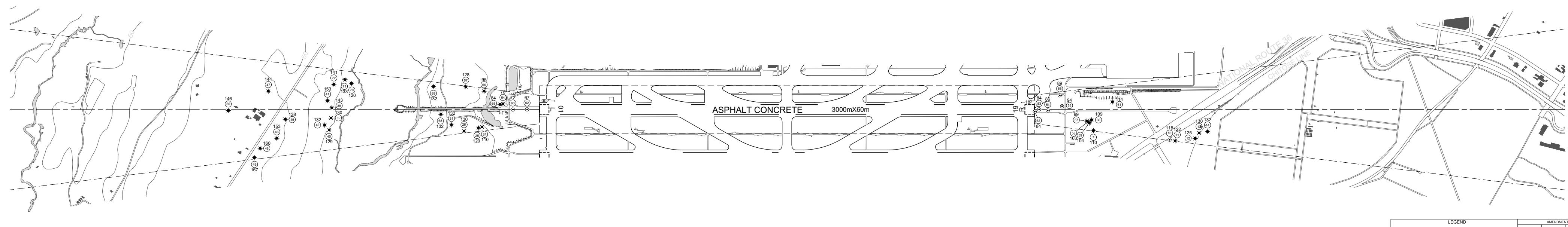
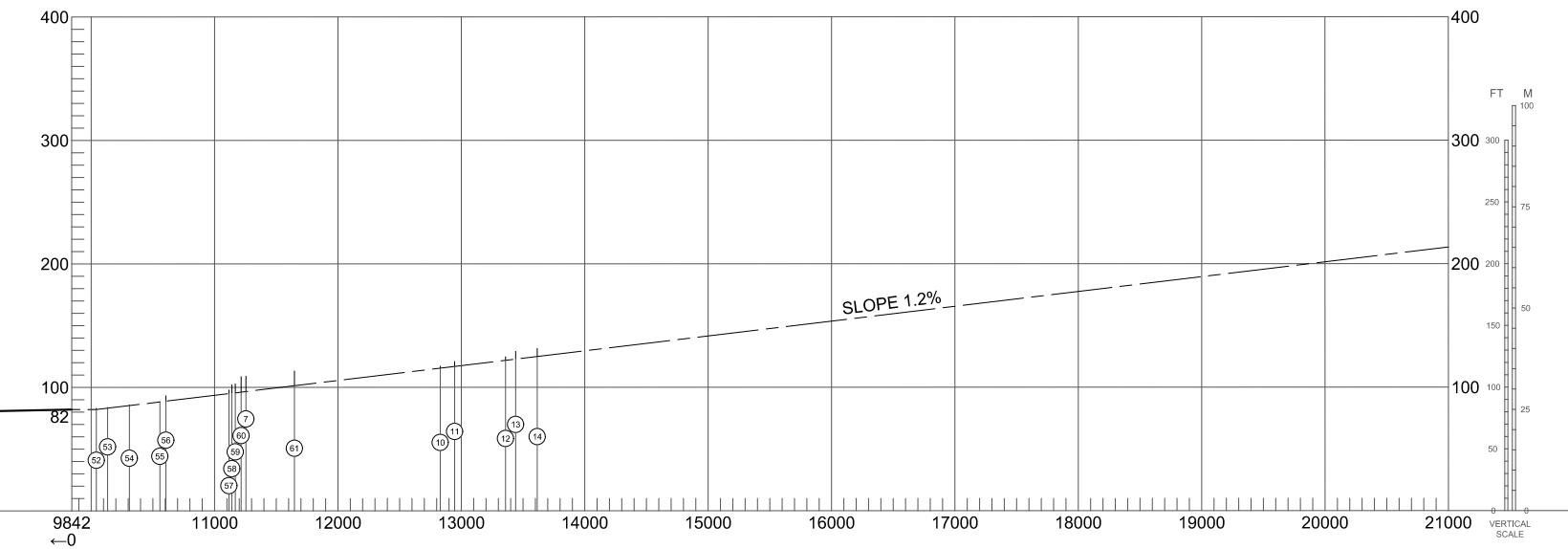
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 9°33' W-APR 2020



NEW CHITOSE AIRPORT
RWY : 01L/19R

| | | |
|--------------------|------------------------------------|-------|
| DECLARED DISTANCES | | |
| RWY 01L | RWY 19R | |
| 3000m | TAKE OFF RUN AVAILABLE | 3000m |
| 3000m | TAKE OFF DISTANCE AVAILABLE | 3000m |
| 3000m | ACCELERATE STOP DISTANCE AVAILABLE | 3000m |
| 3000m | LANDING DISTANCE AVAILABLE | 3000m |



CHANGE:Update

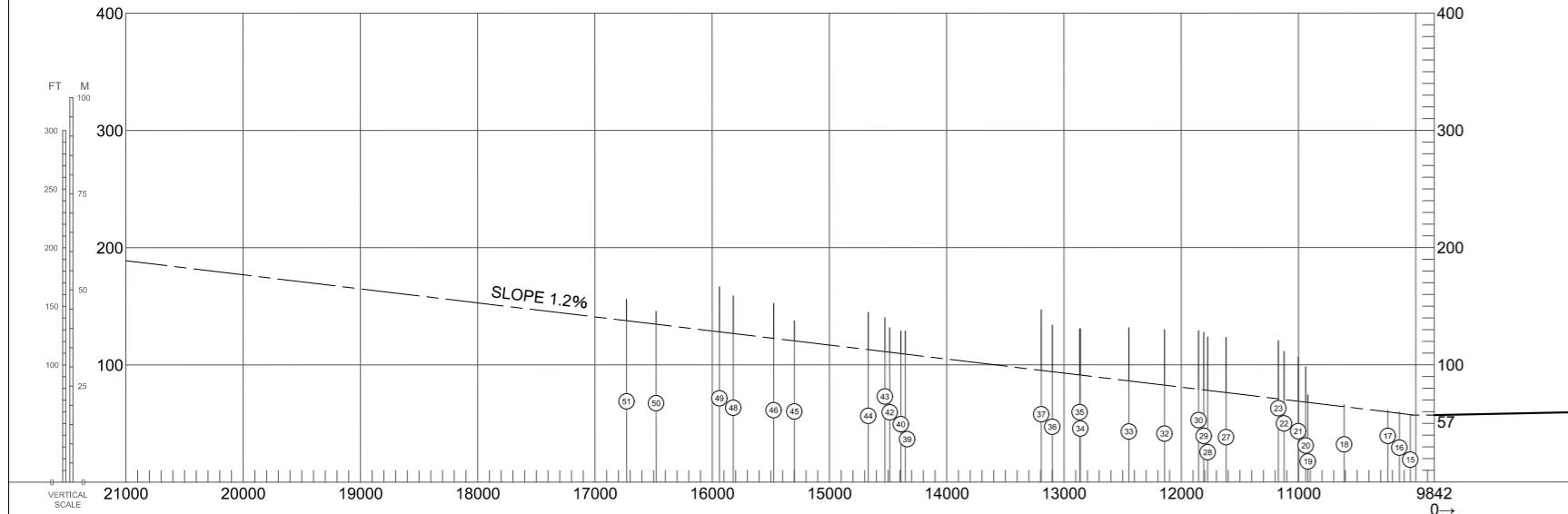
HORIZONTAL SCALE
FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000
METERS
300 500 0 1000 1500 2000 2500

| LEGEND | | AMENDMENT RECORD | |
|--------|-------------------------------------|------------------|---------------------|
| Nr | Date | Entered By | |
| ① | IDENTIFICATION NUMBER | | |
| ○ | POLE, TOWER, SPIRE, ANTENNA, ETC | | |
| ★ | AERONAUTICAL GROUND LIGHT | | |
| ※ | OBSTRUCTION LIGHT | | |
| ■ | BUILDING OR LARGE STRUCTURE | | |
| — | RAILROAD | ▲ | TRIANGULATION POINT |
| — | TRANSMISSION LINE OR OVERHEAD CABLE | | |
| — | LEVEE | | |
| ▲ | RIVER | | |
| ● | LAKE | | |
| — | CONTOURS(1) | | |

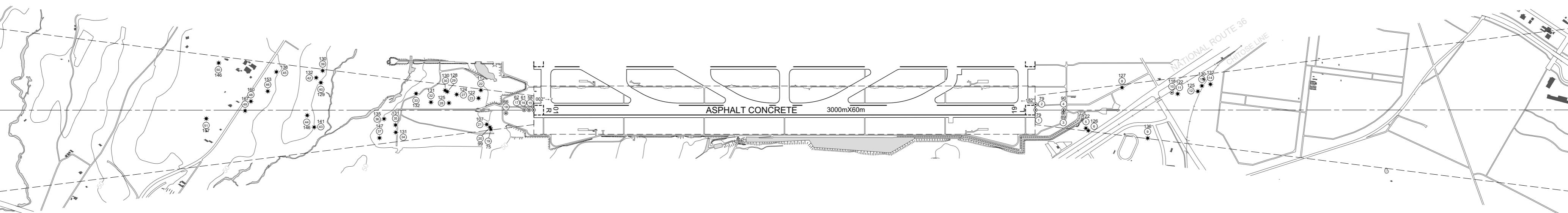
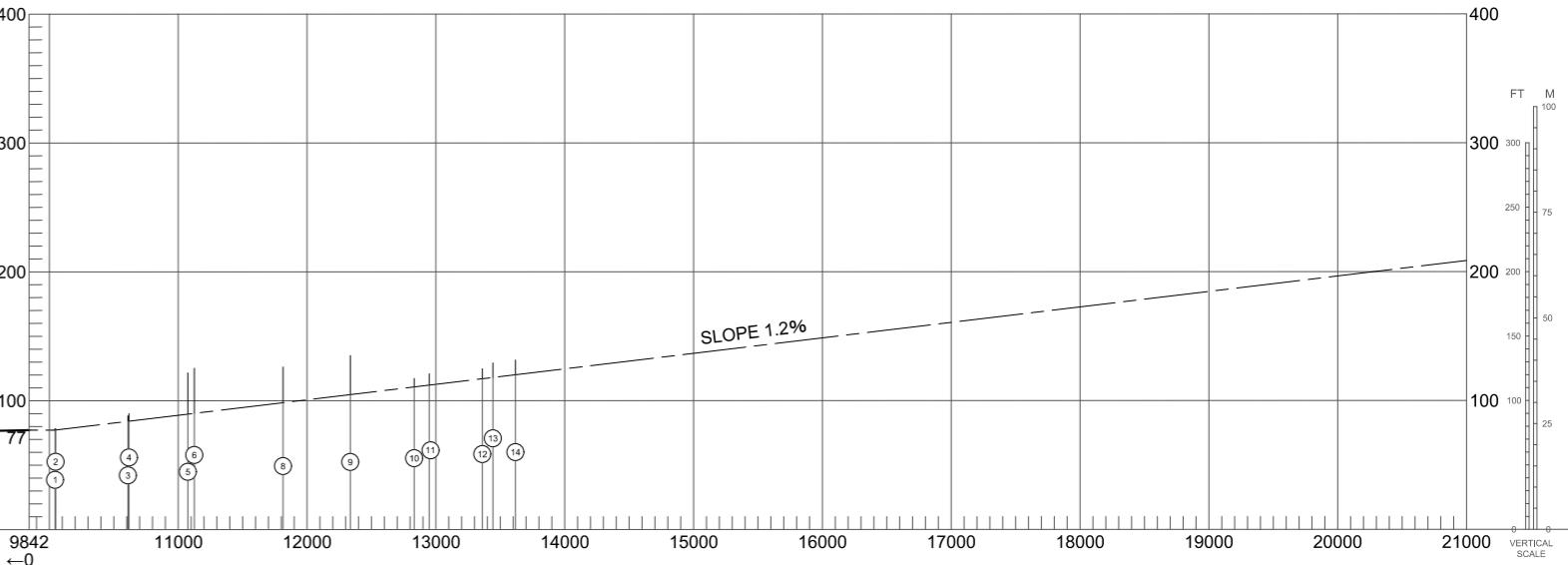
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

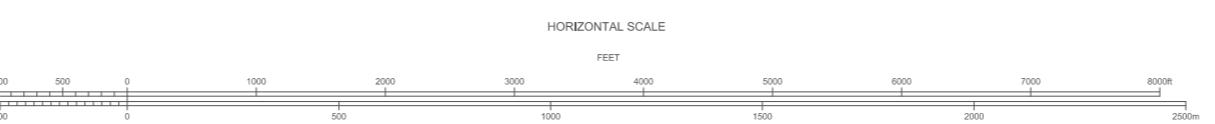
MAGNETIC VARIATION 9°33' W-APR 2020



NEW CHITOSE AIRPORT
RWY : 01R/19L
DECLARED DISTANCES
RWY 01R RWY 19L
3000m TAKE OFF RUN AVAILABLE 3000m
3000m TAKE OFF DISTANCE AVAILABLE 3000m
3000m ACCELERATE STOP DISTANCE AVAILABLE 3000m
3000m LANDING DISTANCE AVAILABLE 3000m



CHANGE:Update

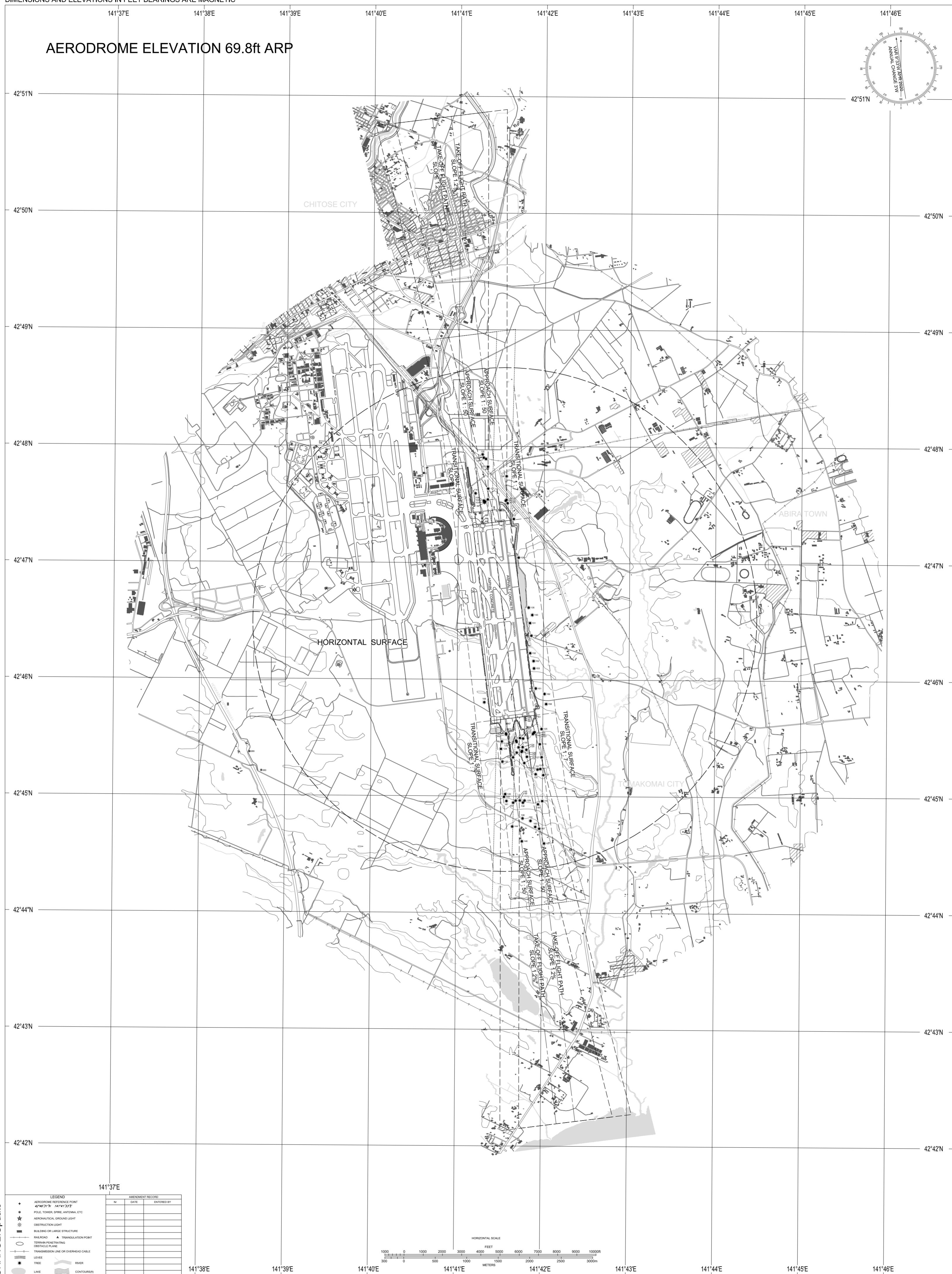


| LEGEND | | AMENDMENT RECORD | |
|--------|-------------------------------------|------------------|---------------------|
| Nr | DATE | ENTERED BY | |
| ○ | IDENTIFICATION NUMBER | | |
| ★ | POLE, TOWER, SPIRE, ANTENNA, ETC | | |
| ※ | AERONAUTICAL GROUND LIGHT | | |
| ＊ | OBSTRUCTION LIGHT | | |
| — | BUILDING OR LARGE STRUCTURE | | |
| — | RAILROAD | ▲ | TRIANGULATION POINT |
| — | TRANSMISSION LINE OR OVERHEAD CABLE | | |
| — | LEVEE | | |
| ● | TREE | | |
| — | RIVER | | |
| ○ | LAKE | | |
| — | CONTOUR(S) | | |

AERODROME OBSTACLE CHART-ICAO TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME ELEVATION 69.8ft ARP

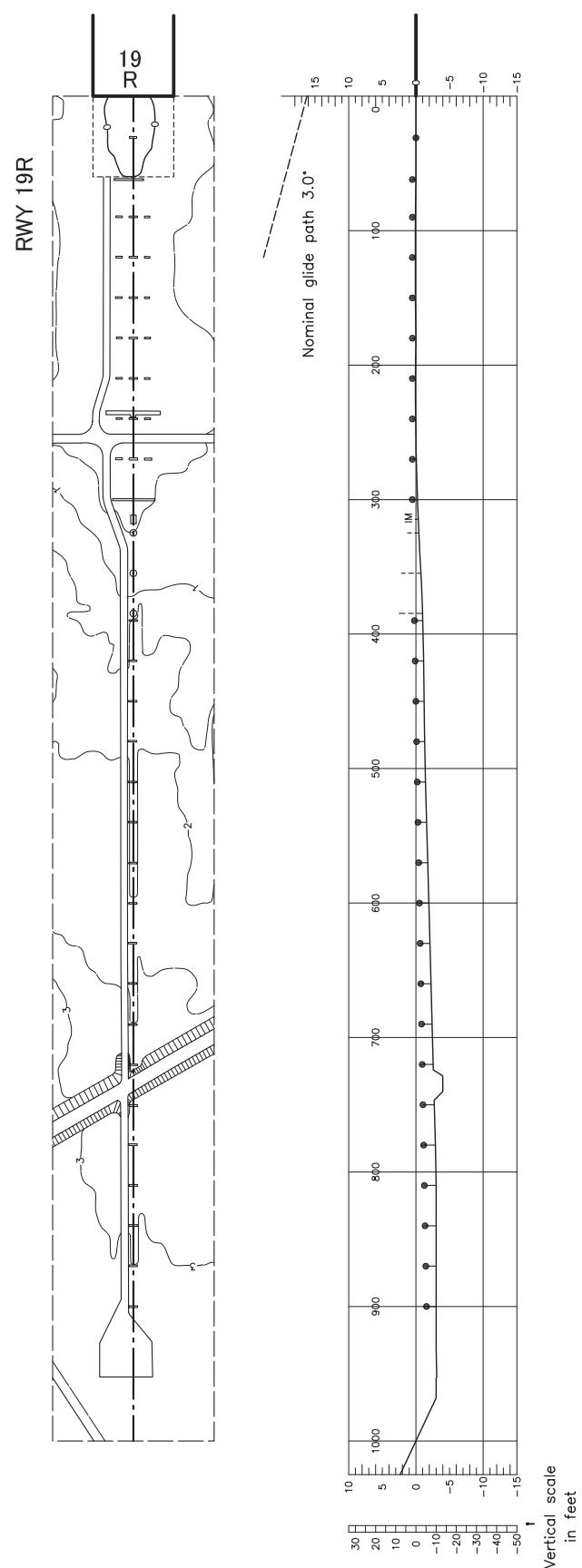


CHANGE:Update

PRECISION APPROACH TERRAIN CHART

DISTANCES AND HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART-INSTRUMENT

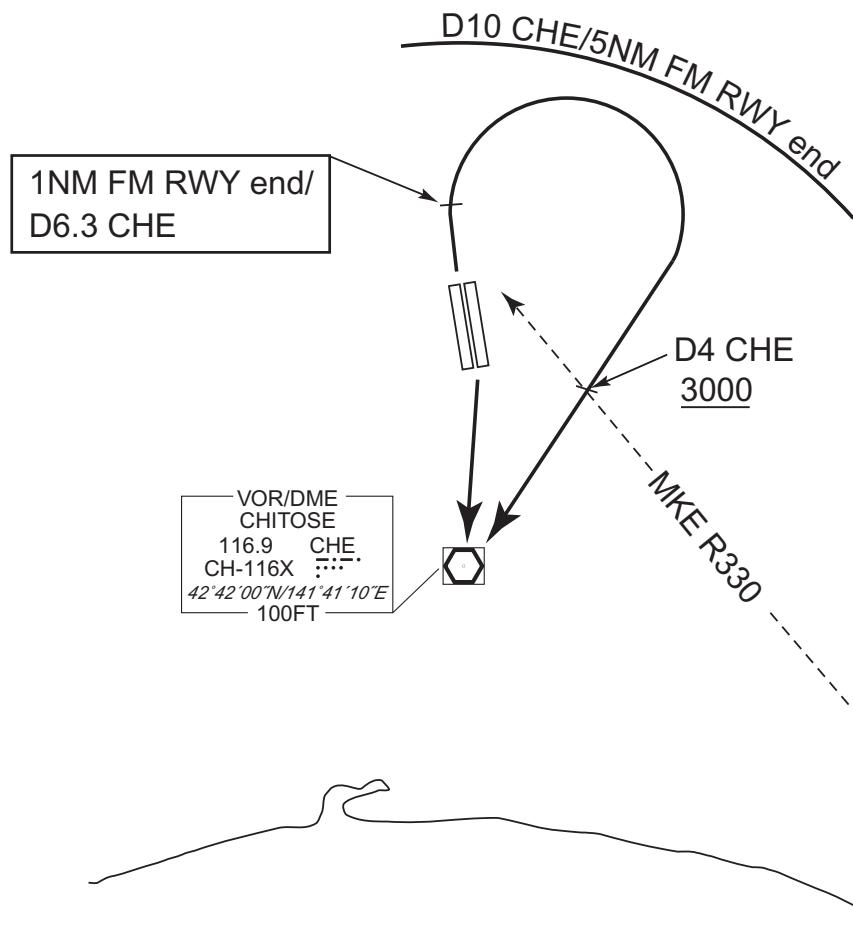
RJCC / NEW CHITOSE

SID

CHITOSE FOUR DEPARTURE

RWY01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end). Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT.
RWY19R/19L: Climb direct to CHE VOR/DME.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

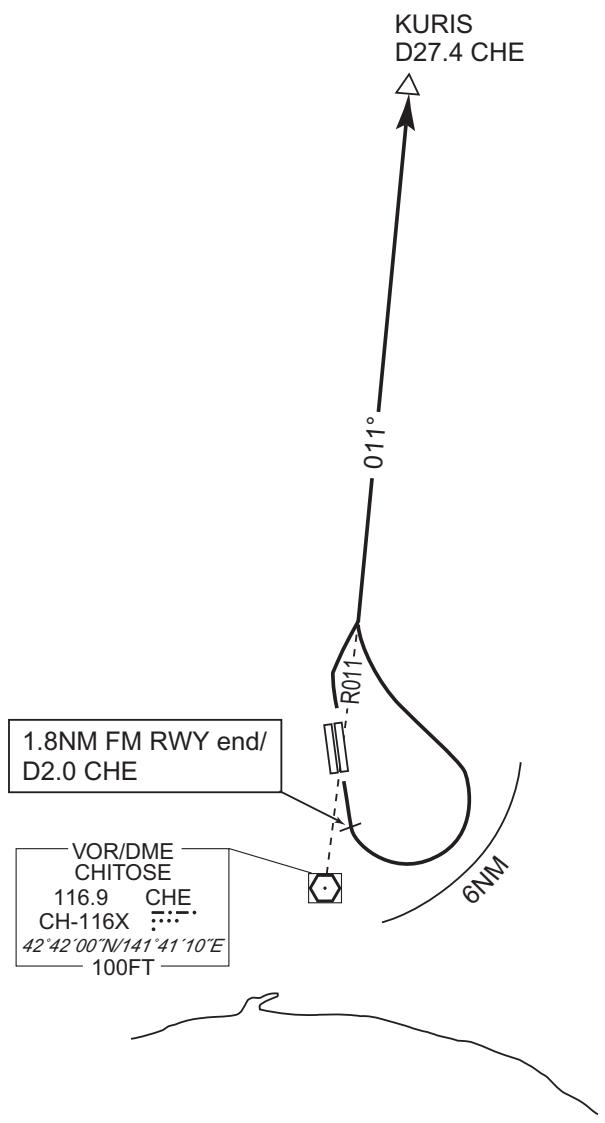
SID

KURIS SEVEN DEPARTURE

RWY 01L/01R: Climb....

RWY 19R/19L: Climb RWY HDG until 1.8NM FM RWY end/CHE
 2.0DME, turn left within 6NM,...
 ...via CHE R011 to KURIS.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

SID

TOKACHI TWO DEPARTURE

RWY 01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right HDG 130° to intercept and proceed via...

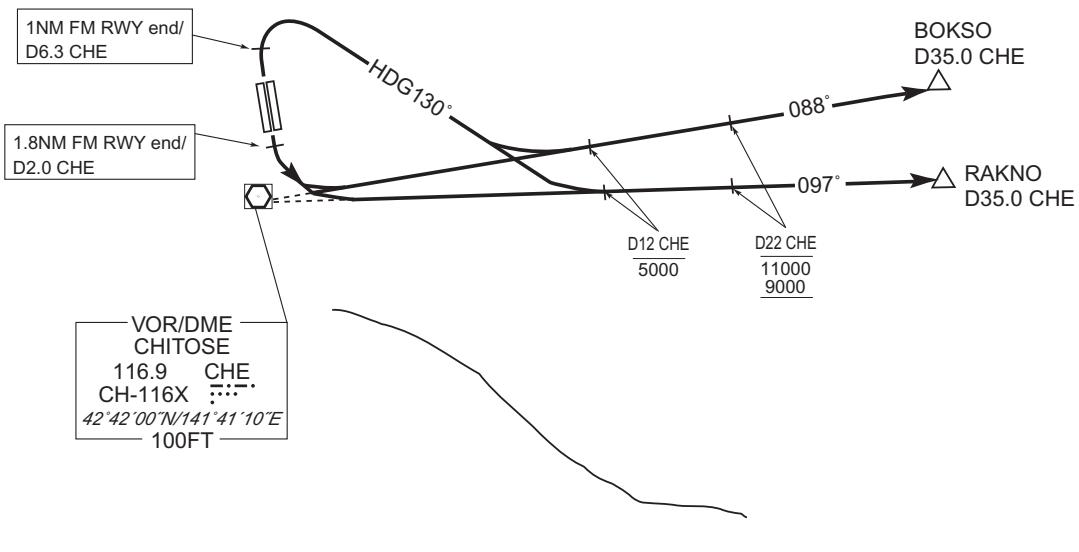
RWY 19R/19L: Climb RWY HDG until 1.8NM FM RWY end/CHE 2.0DME, turn left, via...

...CHE R088 to BOKSO or CHE R097 to RAKNO.

Cross CHE R088/12DME or CHE R097/12DME at or below 5000FT.

Cross CHE R088/22DME or CHE R097/22DME between 9000FT and 11000FT.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART-INSTRUMENT

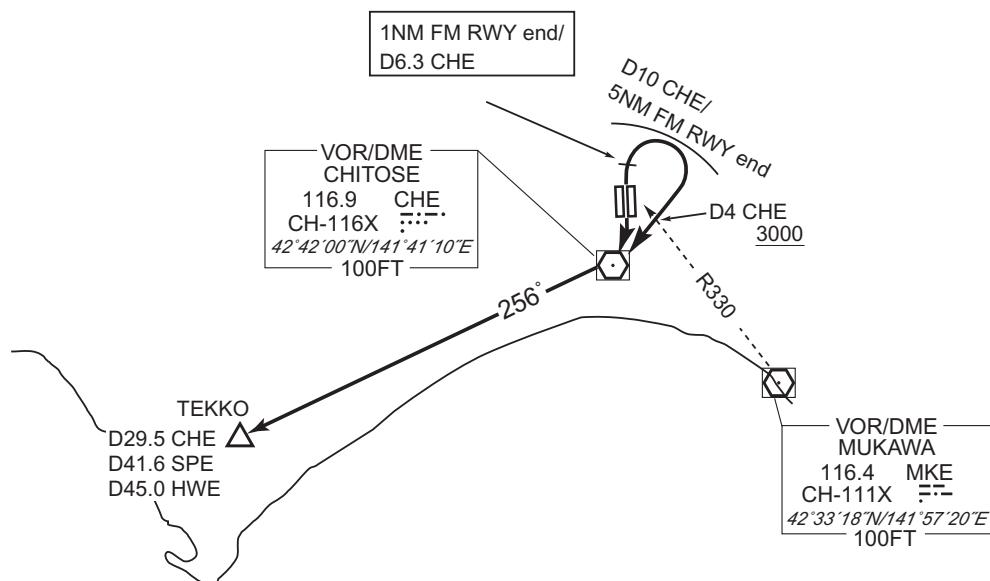
RJCC / NEW CHITOSE

SID

TEKKO ONE DEPARTURE

RWY01L/01R : Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end), cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT,...

RWY19R/19L : Climb direct to CHE VOR/DME,...
...via CHE R256 to TEKKO.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

SID

MUKAWA EIGHT DEPARTURE

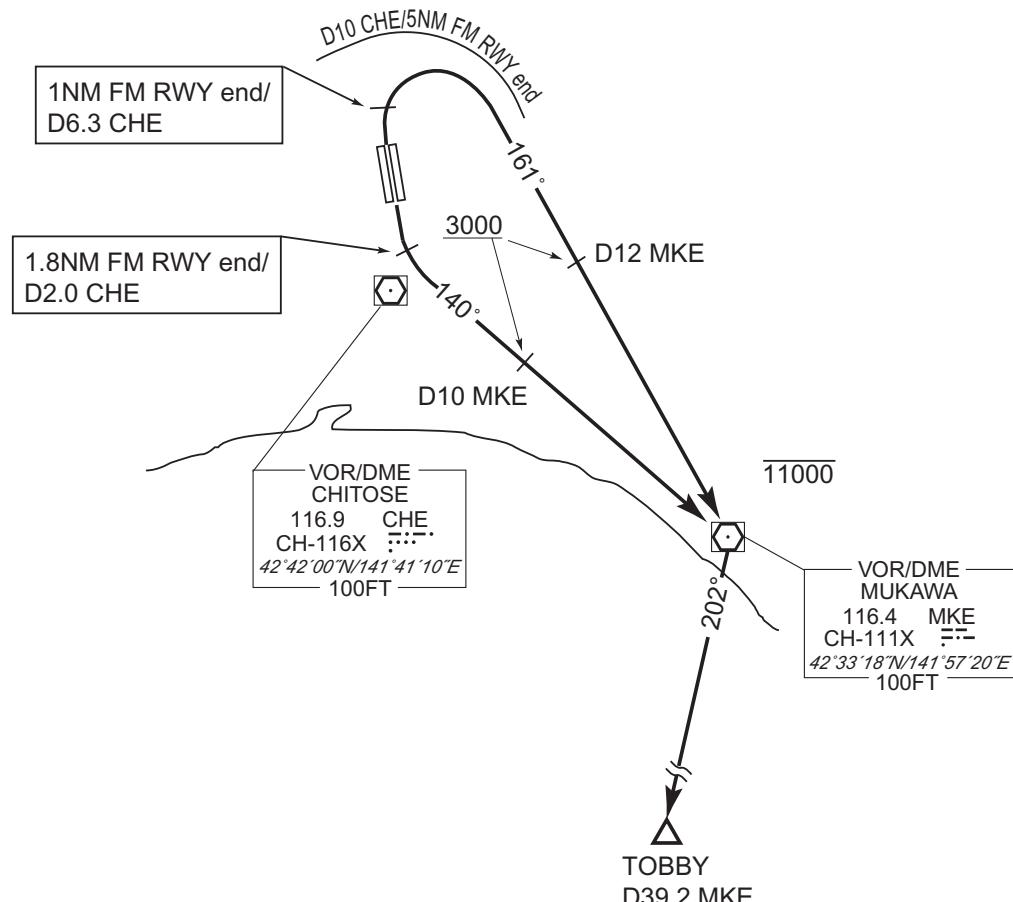
RWY01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right within CHE 10DME(5NM from RWY end), via MKE R341 to MKE VOR/DME, via MKE R202 to TOBBY.

Cross MKE R341/12DME at or above 3000FT, cross MKE VOR/DME at or below 11000FT.

RWY19R/19L: Climb RWY HDG until 1.8NM FM RWY end/CHE 2.0DME, turn left, via MKE R320 to MKE VOR/DME, via MKE R202 to TOBBY.

Cross MKE R320/10DME at or above 3000FT, cross MKE VOR/DME at or below 11000FT.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

SID

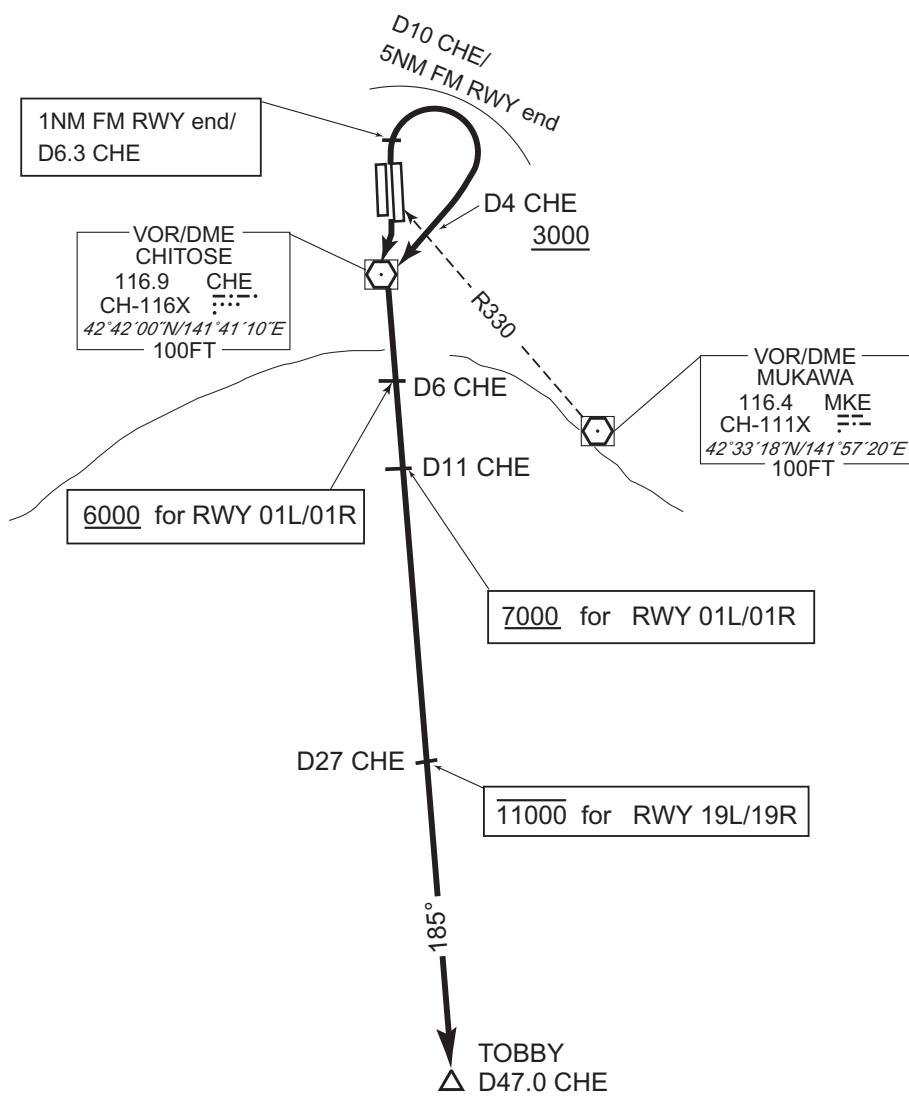
TOBBY EIGHT DEPARTURE

RWY01L/01R : Climb RWY HDG until 1NM FM RWY end / CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end), via CHE R185 to TOBBY.

Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT, cross CHE R185/6DME at or above 6000FT, cross CHE R185/11DME at or above 7000FT.

RWY19R/19L : Climb direct to CHE VOR/DME, via CHE R185 to TOBBY. Cross CHE R185/27DME at or below 11000FT.

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



STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

SID

HAKODATE SEVEN DEPARTURE

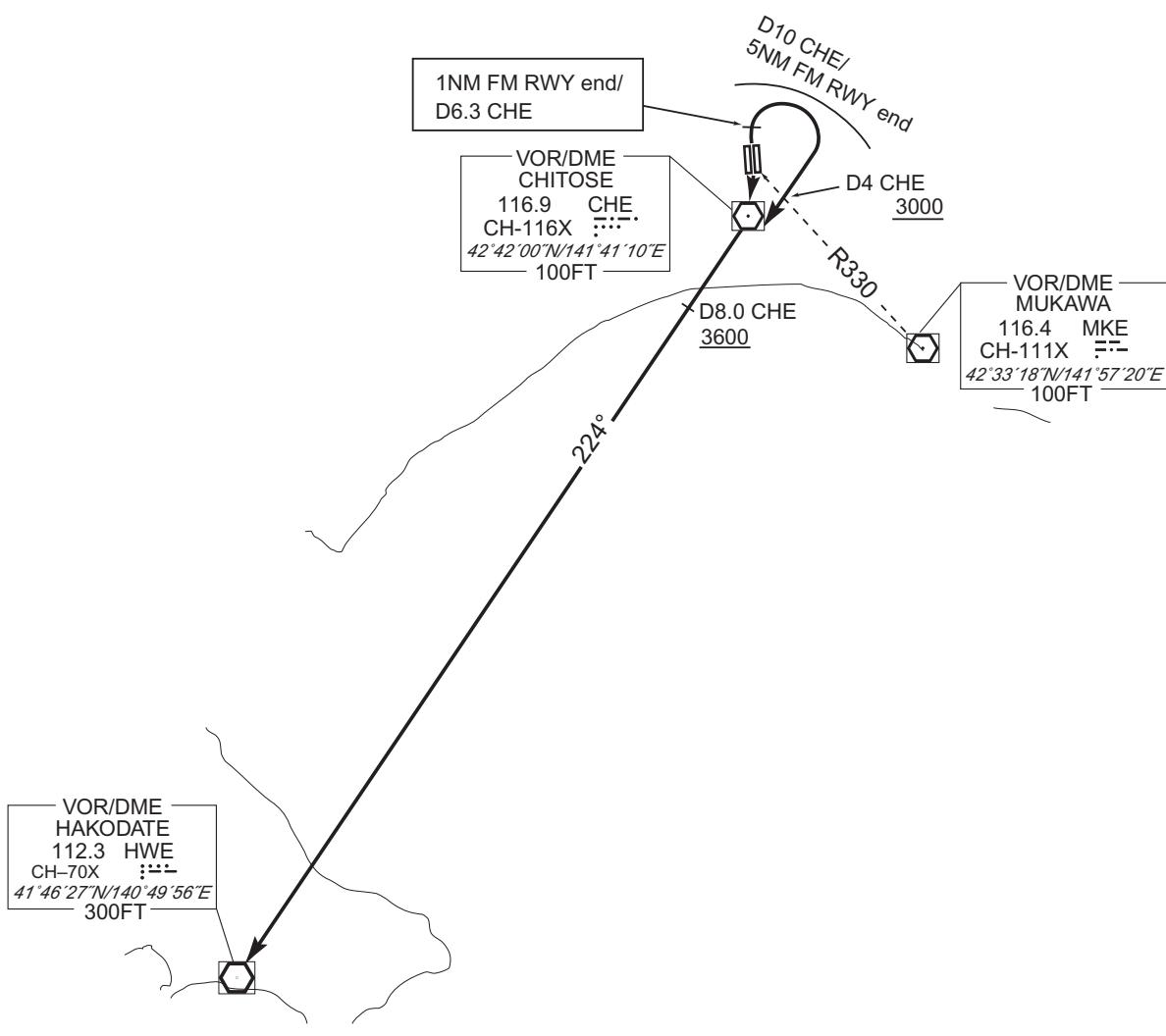
RWY01L/01R: Climb via RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end), via CHE R224 to HWE VOR/DME.

Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT, cross CHE R224/8.0DME at or above 3600FT.

RWY19R/19L: Climb direct to CHE VOR/DME, via CHE R224 to HWE VOR/DME.

Cross CHE R224/8.0DME at or above 3600FT.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

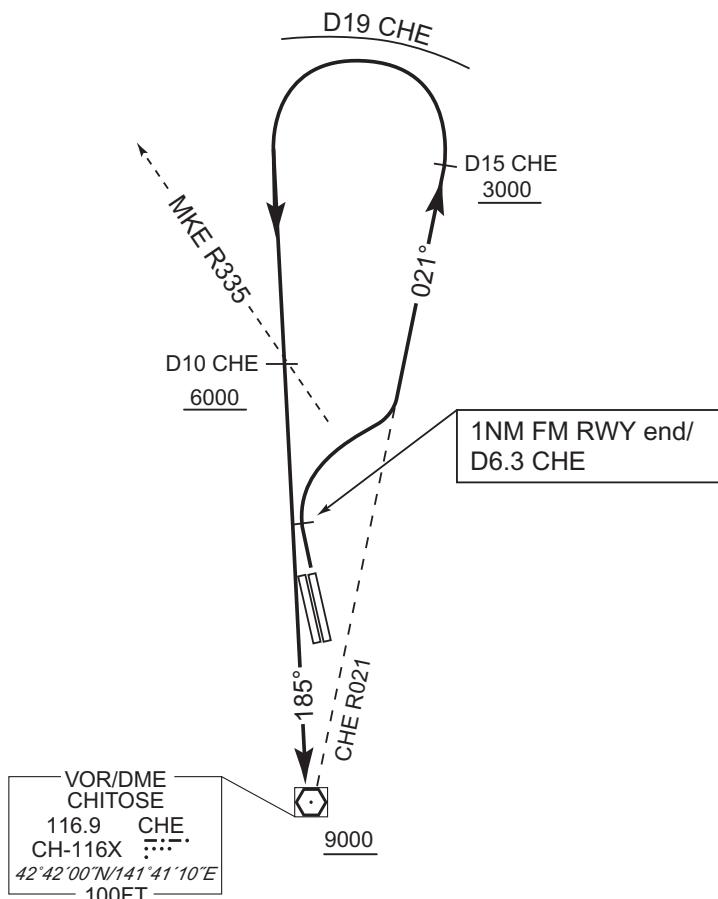
SID

NAGANUMA FIVE DEPARTURE

RWY 01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right to intercept and proceed via CHE R021 to CHE 15DME, turn left, via CHE R005 to CHE VOR/DME within CHE 19DME. Cross CHE R021/15DME at or above 3000FT, cross CHE R005/10DME (MKE R335) at or above 6000FT, cross CHE VOR/DME at or above 9000FT.

RWY 19R/19L: Not established.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

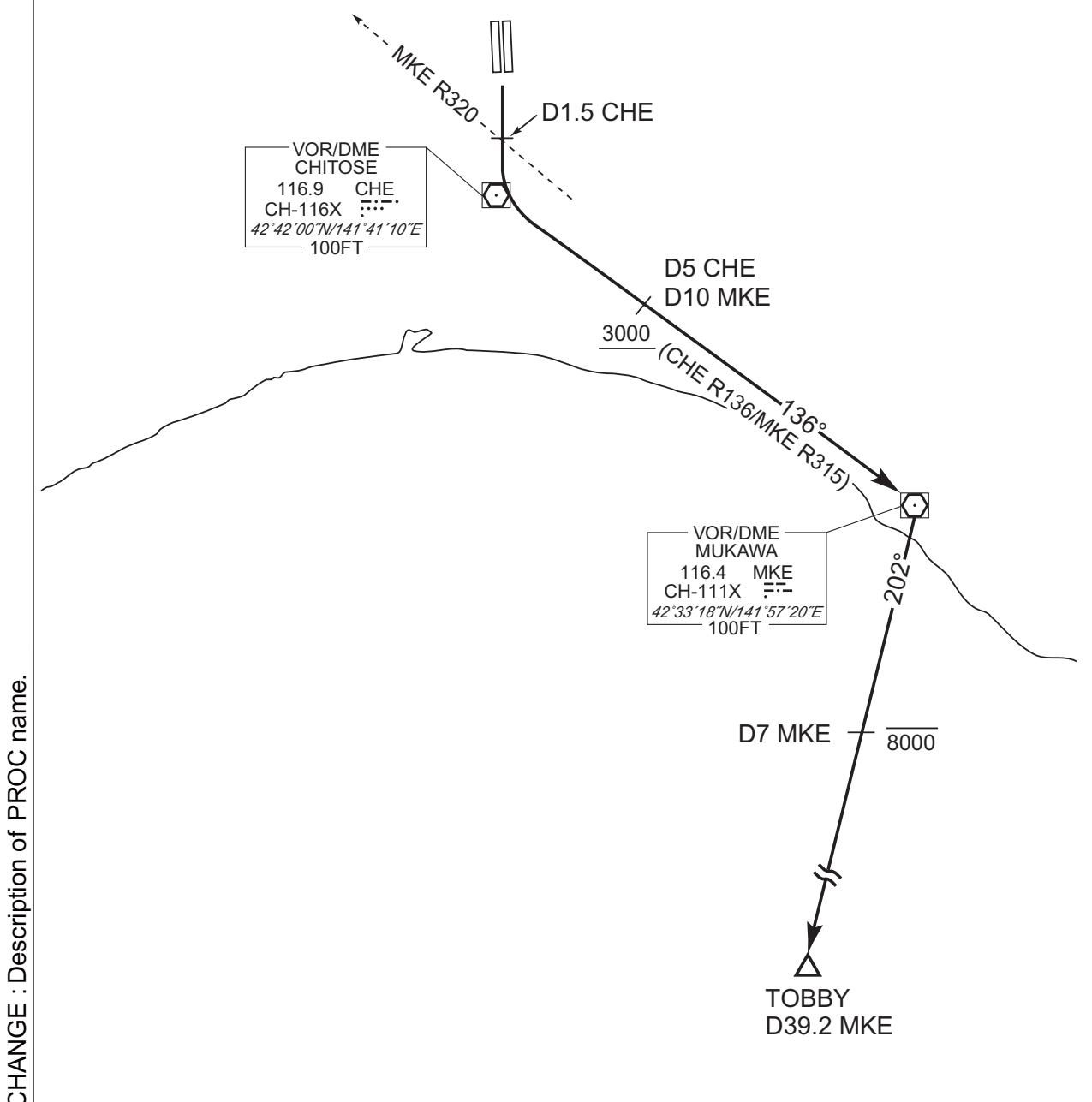
SID

YUFUTSU FIVE DEPARTURE

RWY 01L/01R: Not established.

RWY 19R/19L: Climb direct to CHE VOR/DME until 1.5DME prior to CHE VOR/DME (until crossing MKE R320), turn left, via CHE R136 (MKE R315) to MKE VOR/DME or after MKE VOR/DME, via MKE R202 to TOBBY.

Cross CHE R136/5DME (MKE R315/10DME) at or above 3000FT, cross MKE R202/7DME at or below 8000FT.



STANDARD DEPARTURE CHART-INSTRUMENT

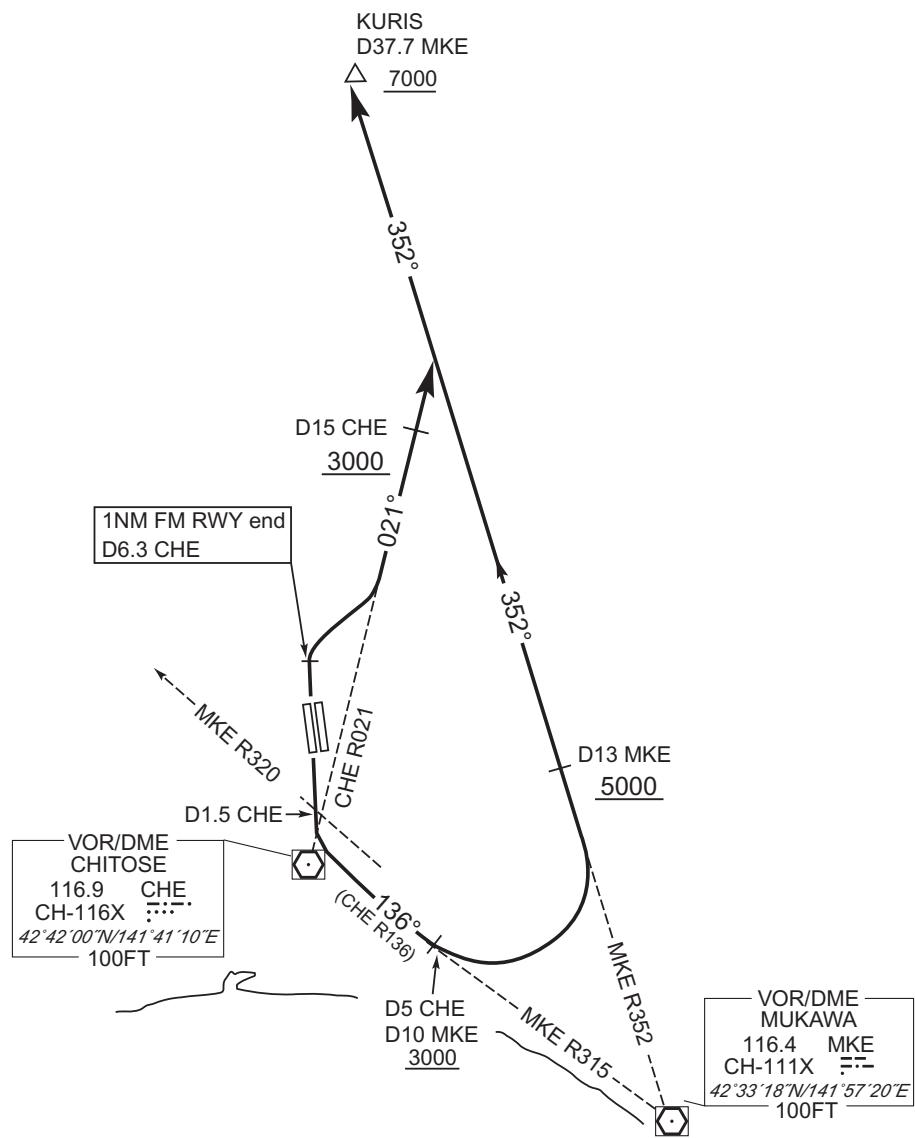
RJCC / NEW CHITOSE

SID

HOKUTO SEVEN DEPARTURE

RWY 01L/01R: Climb RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, via CHE R021, via MKE R352 to KURIS.
 Cross CHE R021/15DME at or above 3000FT, cross KURIS at or above 7000FT.

RWY 19R/19L: Climb direct to CHE VOR/DME until 1.5DME prior to CHE VOR/DME (until crossing MKE R320), turn left, via CHE R136 (MKE R315) to CHE 5DME (MKE 10DME), turn left, via MKE R352 to KURIS.
 Cross CHE R136/5DME (MKE R315/10DME) at or above 3000FT, cross MKE R352/13DME at or above 5000FT, cross KURIS at or above 7000FT.



STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

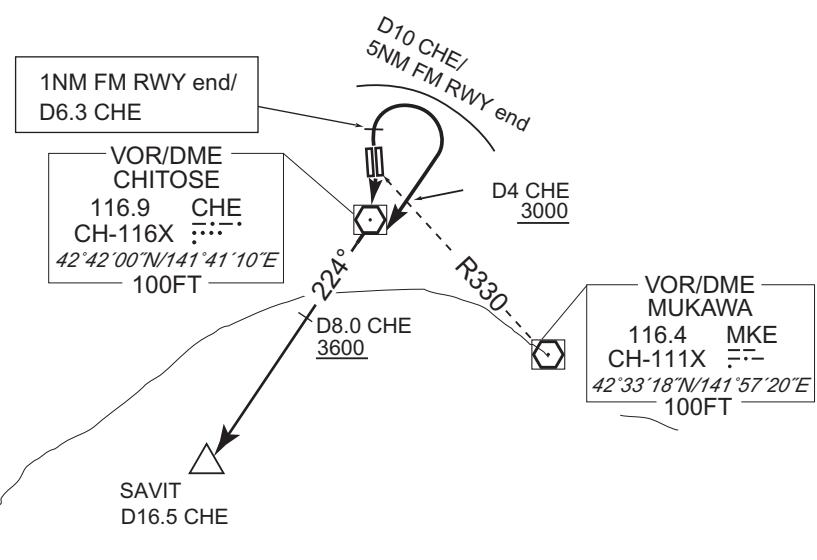
SID

SAVIT TWO DEPARTURE

RWY01L/01R: Climb via RWY HDG until 1NM FM RWY end/CHE 6.3DME, turn right, direct to CHE VOR/DME within CHE 10DME (5NM FM RWY end), via CHE R224 to SAVIT.

Cross 4DME prior to CHE VOR/DME (MKE R330) at or above 3000FT, cross CHE R224/8.0DME at or above 3600FT.

RWY19R/19L: Climb direct to CHE VOR/DME, via CHE R224 to SAVIT. Cross CHE R224/8.0DME at or above 3600FT.



CHANGE : Description of PROC name.

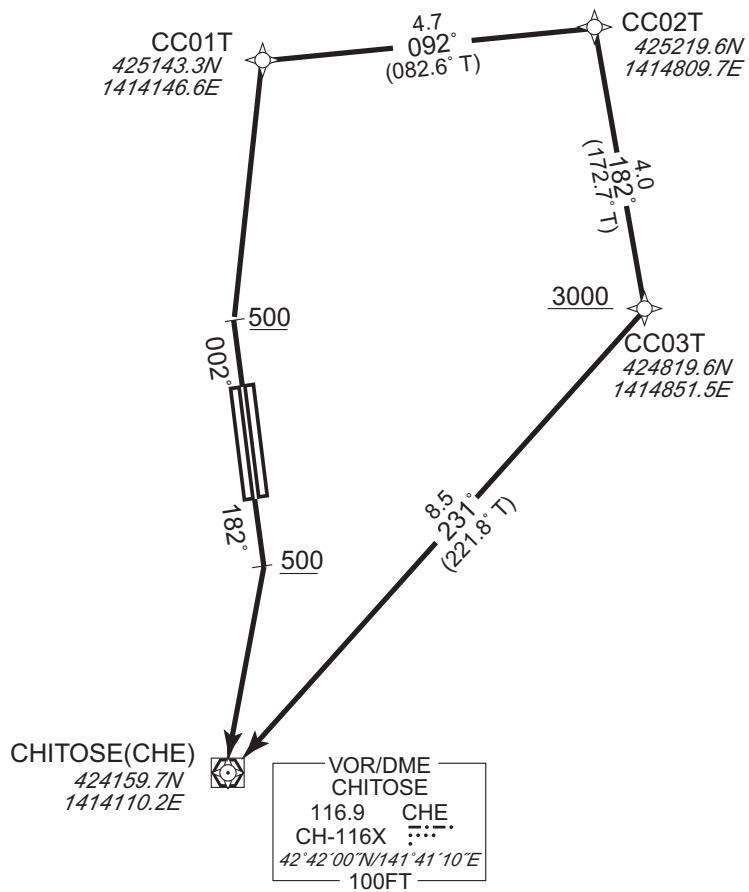
STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

| SOSHU ONE DEPARTURE | | RNAV1 |
|--|-----------------------|---|
| Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. | Critical DME | RWY01L/01R CHE : 2.0NM FM DER – 2.0NM to CC01T |
| 2) RADAR service required. | DME GAP | RWY01L/01R : DER – 2.0NM FM DER 3.0NM to CHE – CHE RWY19L/19R : DER – CHE |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 9°W



CHANGE : Description of VAR and PROC name.

RWY01L/01R : Climb on HDG002° at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to CHE.

RWY19R/19L : Climb on HDG182° at or above 500FT, direct to CHE.

Note : 5.0% climb gradient required up to 500FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

SOSHU ONE DEPARTURE

RWY01L/01R

| 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 | — | — | 002 (352.6) | -9.1 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC01T | — | — | -9.1 | — | — | — | — | — | RNAV1 |
| 003 | TF | CC02T | — | 092 (082.6) | -9.1 | 4.7 | — | — | — | — | RNAV1 |
| 004 | TF | CC03T | — | 182 (172.7) | -9.1 | 4.0 | — | +3000 | — | — | RNAV1 |
| 005 | TF | CHE | — | 231 (221.8) | -9.1 | 8.5 | — | — | — | — | RNAV1 |

RWY19R/19L

| 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 | — | — | 182 (172.6) | -9.1 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CHE | — | — | -9.1 | — | — | — | — | — | RNAV1 |

CHANGE : Waypoint identifier(CHE).

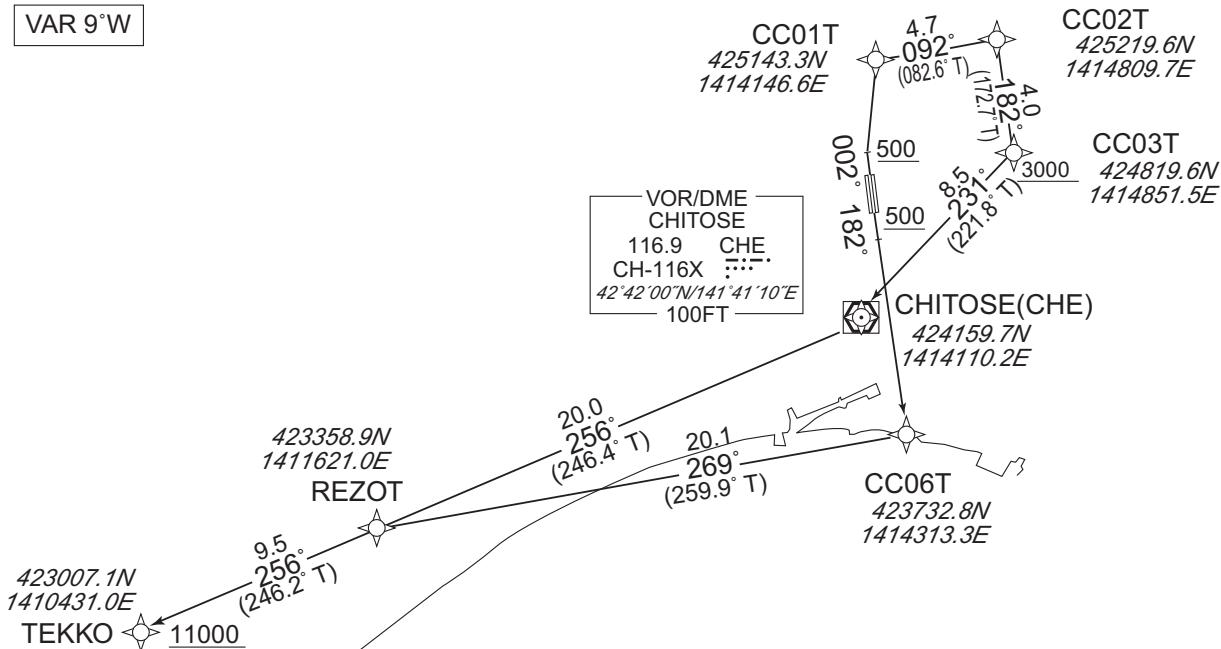
STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

| REZOT TWO DEPARTURE | | RNAV1 |
|---|-----------------------|---|
| Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required. | Critical DME | <p>RWY01L/01R CHE : 2.0NM FM DER – 2.0NM to CC01T MKE : CHE – 18.0NM to REZOT ZYT : CHE – 18.0NM to REZOT</p> <p>RWY19L/19R MKE : 3.0NM to CC06T – 16.0NM to REZOT 7.0NM to REZOT – REZOT ZYT : 3.0NM to CC06T – 1.0NM to CC06T 7.0NM to REZOT – REZOT</p> <p>RWY01L/01R, RWY19L/19R SPE : 4.0NM to TEKKO – TEKKO</p> |
| DME GAP RWY01L/01R : DER – 2.0NM FM DER, 3.0NM to CHE – CHE RWY19L/19R : DER – 3.0NM to CC06T | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 9°W



CHANGE : Description of VAR and PROC name.

RWY01L/01R : Climb on HDG002° at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to CHE, to REZOT, to TEKKO at or above 11000FT.

RWY19R/19L : Climb on HDG182° at or above 500FT, direct to CC06T, to REZOT, to TEKKO at or above 11000FT.

Note : 5.0% climb gradient required up to 500FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

REZOT TWO DEPARTURE

RWY01L/01R

| 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 | — | — | 002 (352.6) | -9.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC01T | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 003 | TF | CC02T | — | 092 (082.6) | -9.3 | 4.7 | — | — | — | — | RNAV1 |
| 004 | TF | CC03T | — | 182 (172.7) | -9.3 | 4.0 | — | +3000 | — | — | RNAV1 |
| 005 | TF | CHE | — | 231 (221.8) | -9.3 | 8.5 | — | — | — | — | RNAV1 |
| 006 | TF | REZOT | — | 256 (246.4) | -9.3 | 20.0 | — | — | — | — | RNAV1 |
| 007 | TF | TEKKO | — | 256 (246.2) | -9.3 | 9.5 | — | +11000 | — | — | RNAV1 |

RWY19R/19L

| 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 | — | — | 182 (172.6) | -9.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC06T | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 003 | TF | REZOT | — | 269 (259.9) | -9.3 | 20.1 | — | — | — | — | RNAV1 |
| 004 | TF | TEKKO | — | 256 (246.2) | -9.3 | 9.5 | — | +11000 | — | — | RNAV1 |

CHANGE : Waypoint identifier(CHE).

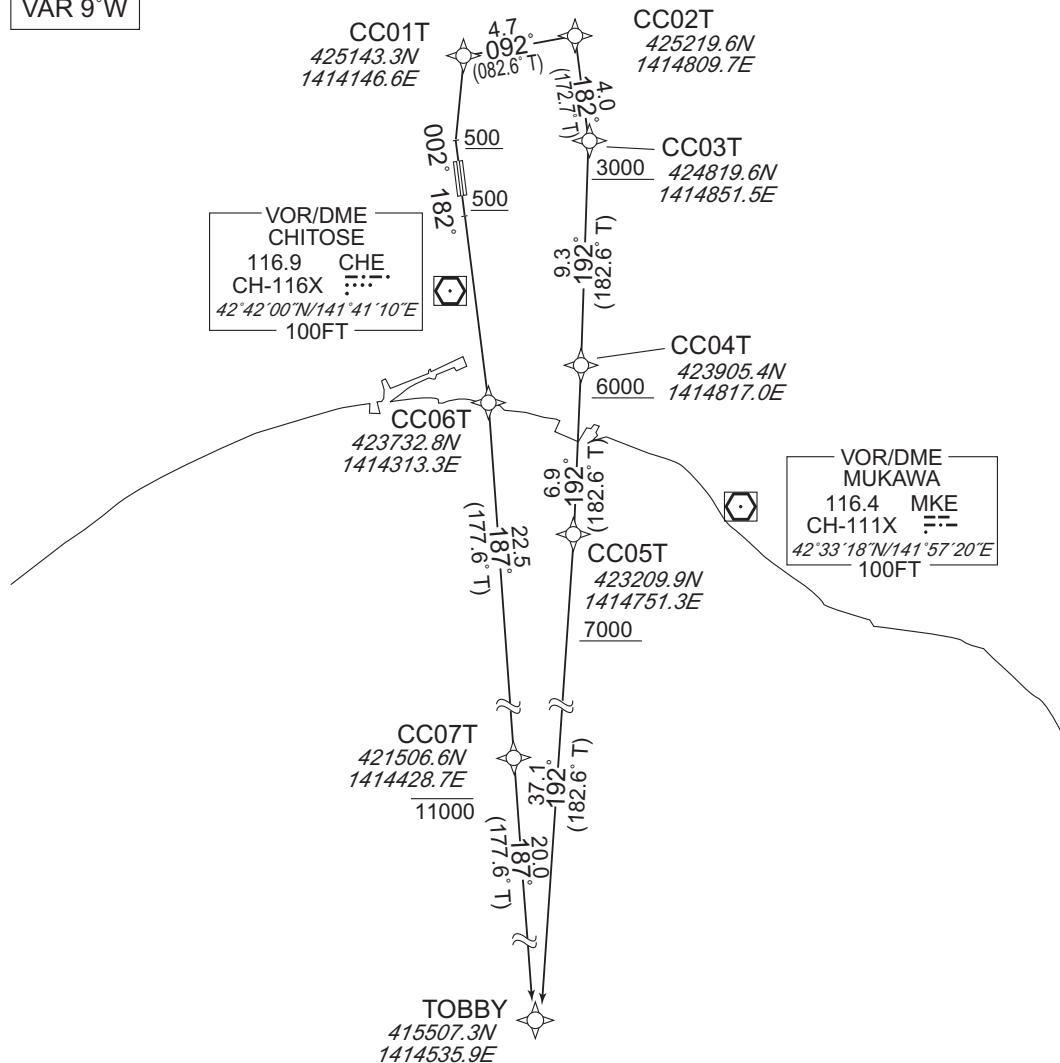
STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

| JUGGLAR ONE DEPARTURE | | RNAV1 |
|---|--------------|--|
| Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required. | Critical DME | RNAW01L/01R CHE : 2.0NM FM DER – 2.0NM to CC01T 3.0NM to CC04T – CC04T MKE : 4.0NM to CC05T – 23.0NM to TOBBY 12.0NM to TOBBY – 4.0NM to TOBBY SPE : 18.0NM to TOBBY – 4.0NM to TOBBY |
| DME GAP RWY01L/01R : DER – 2.0NM FM DER CC04T – 4.0NM to CC05T 4.0NM to TOBBY – TOBBY RWY19L/19R : DER – 3.0NM to CC06T 3.0NM to TOBBY – TOBBY | | RWY19L/19R MKE : 3.0NM to CC06T – 3.0NM to TOBBY ZYT : 3.0NM to CC06T – 1.0NM to CC06T SPE : 17.0NM to TOBBY – 3.0NM to TOBBY |
| Inappropriate Navaids See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | | |

VAR 9°W



CHANGE : Description of VAR and PROC name.

RWY01L/01R : Climb on HDG002° at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to CC04T at or above 6000FT, to CC05T at or above 7000FT, to TOBBY.

RWY19R/19L : Climb on HDG182° at or above 500FT, direct to CC06T, to CC07T at or below 11000FT, to TOBBY.

Note : 5.0% climb gradient required up to 500FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

JUGGLAR ONE DEPARTURE

RWY01L/01R

| 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 | — | — | 002 (352.6) | -9.1 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC01T | — | — | -9.1 | — | — | — | — | — | RNAV1 |
| 003 | TF | CC02T | — | 092 (082.6) | -9.1 | 4.7 | — | — | — | — | RNAV1 |
| 004 | TF | CC03T | — | 182 (172.7) | -9.1 | 4.0 | — | +3000 | — | — | RNAV1 |
| 005 | TF | CC04T | — | 192 (182.6) | -9.1 | 9.3 | — | +6000 | — | — | RNAV1 |
| 006 | TF | CC05T | — | 192 (182.6) | -9.1 | 6.9 | — | +7000 | — | — | RNAV1 |
| 007 | TF | TOBBY | — | 192 (182.6) | -9.1 | 37.1 | — | — | — | — | RNAV1 |

RWY19R/19L

| 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 | — | — | 182 (172.6) | -9.1 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC06T | — | — | -9.1 | — | — | — | — | — | RNAV1 |
| 003 | TF | CC07T | — | 187 (177.6) | -9.1 | 22.5 | — | -11000 | — | — | RNAV1 |
| 004 | TF | TOBBY | — | 187 (177.6) | -9.1 | 20.0 | — | — | — | — | RNAV1 |

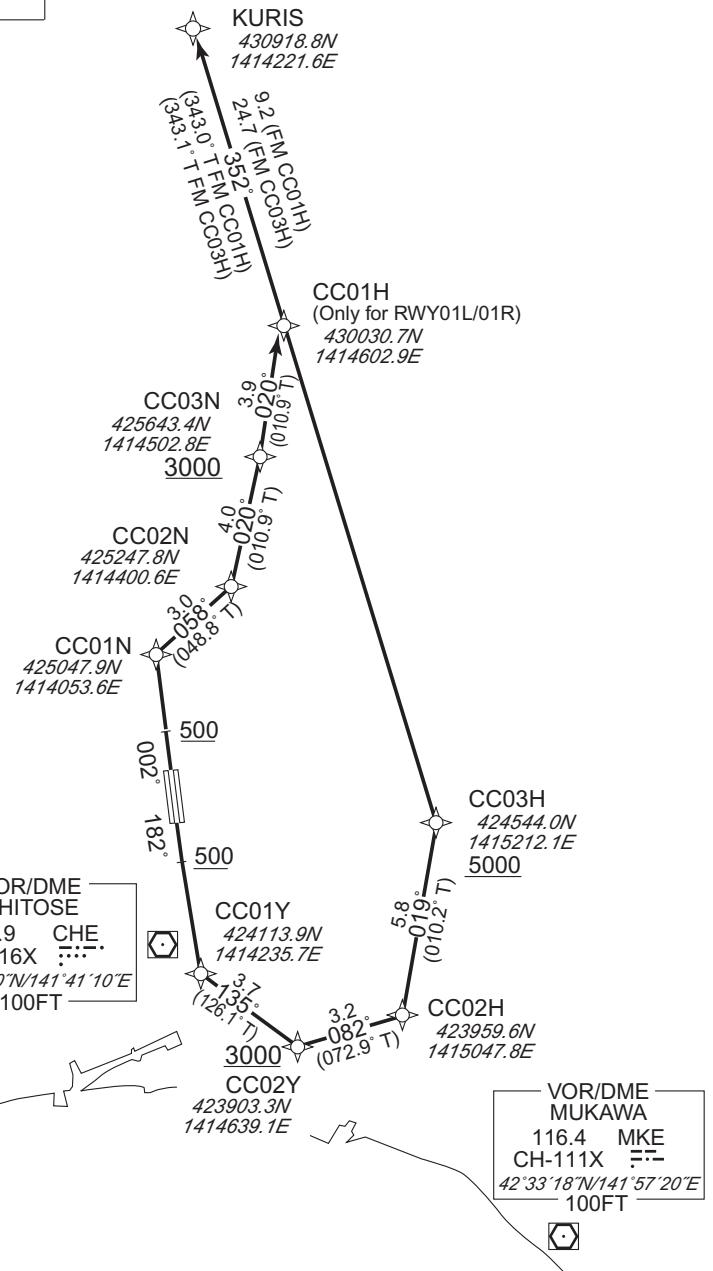
STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

| PATRUSH ONE DEPARTURE | | | RNAV 1 |
|---|--|--------------|---|
| Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required. | | Critical DME | RWY01L/01R SPE : 7.0NM to KURIS – KURIS RWY19L/19R SPE : 1.0NM to CC02H – CC02H 7.0NM to KURIS – KURIS CHE : 1.0NM to CC02H – 4.0NM to CC03H |
| DME GAP | RWY01L/01R : DER – 2.0NM FM DER RWY19L/19R : DER – 1.0NM to CC02H | | |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | | |

VAR 9°W



STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

PATRUSH ONE DEPARTURE

RWY01L/01R

| 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 | — | — | 002 (352.6) | -9.1 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC01N | — | — | -9.1 | — | — | — | — | — | RNAV1 |
| 003 | TF | CC02N | — | 058 (048.8) | -9.1 | 3.0 | — | — | — | — | RNAV1 |
| 004 | TF | CC03N | — | 020 (010.9) | -9.1 | 4.0 | — | +3000 | — | — | RNAV1 |
| 005 | TF | CC01H | — | 020 (010.9) | -9.1 | 3.9 | — | — | — | — | RNAV1 |
| 006 | TF | KURIS | — | 352 (343.0) | -9.1 | 9.2 | — | — | — | — | RNAV1 |

RWY19R/19L

| 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 | — | — | 182 (172.6) | -9.1 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC01Y | — | — | -9.1 | — | — | — | — | — | RNAV1 |
| 003 | TF | CC02Y | — | 135 (126.1) | -9.1 | 3.7 | — | +3000 | — | — | RNAV1 |
| 004 | TF | CC02H | — | 082 (072.9) | -9.1 | 3.2 | — | — | — | — | RNAV1 |
| 005 | TF | CC03H | — | 019 (010.2) | -9.1 | 5.8 | — | +5000 | — | — | RNAV1 |
| 006 | TF | KURIS | — | 352 (343.1) | -9.1 | 24.7 | — | — | — | — | RNAV1 |

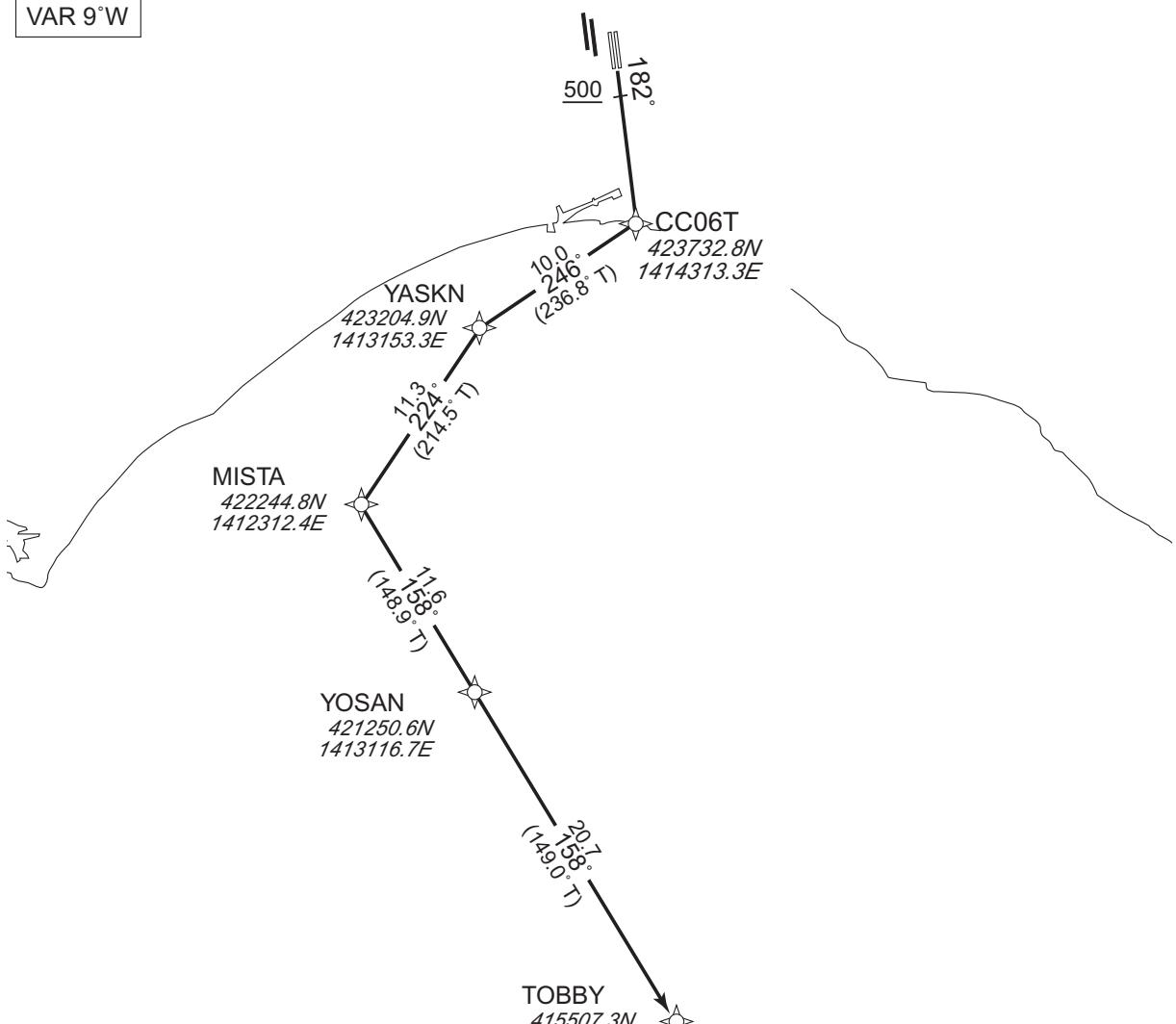
STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

| YOSAN ONE DEPARTURE | | RNAV1 |
|---|---|--|
| Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required. | | RWY19L/19R MKE : 3.0NM to CC06T – 6.0NM to YASKN 3.0NM to YASKN – 1.0NM to YASKN YASKN – 3.0NM to YOSAN 5.0NM to TOBBY – 3.0NM to TOBBY ZYT : 3.0NM to CC06T – 1.0NM to CC06T YASKN – 5.0NM to MISTA SPE : 5.0NM to TOBBY – 3.0NM to TOBBY HWE : 19.0NM to TOBBY – 17.0NM to TOBBY 4.0NM to TOBBY – TOBBY |
| DME GAP | RWY19L/19R : DER – 3.0NM to CC06T | Critical DME |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |

VAR 9°W



CHANGE : Description of VAR and PROC name.

RWY19R/19L : Climb on HDG182° at or above 500FT, direct to CC06T, to YASKN, to MISTA, to YOSAN, to TOBBY.

Note : 5.0% climb gradient required up to 500FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

YOSAN ONE DEPARTURE

RWY19R/19L

| 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 | — | — | 182 (172.6) | -9.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | CC06T | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 003 | TF | YASKN | — | 246 (236.8) | -9.3 | 10.0 | — | — | — | — | RNAV1 |
| 004 | TF | MISTA | — | 224 (214.5) | -9.3 | 11.3 | — | — | — | — | RNAV1 |
| 005 | TF | YOSAN | — | 158 (148.9) | -9.3 | 11.6 | — | — | — | — | RNAV1 |
| 006 | TF | TOBBY | — | 158 (149.0) | -9.3 | 20.7 | — | — | — | — | RNAV1 |

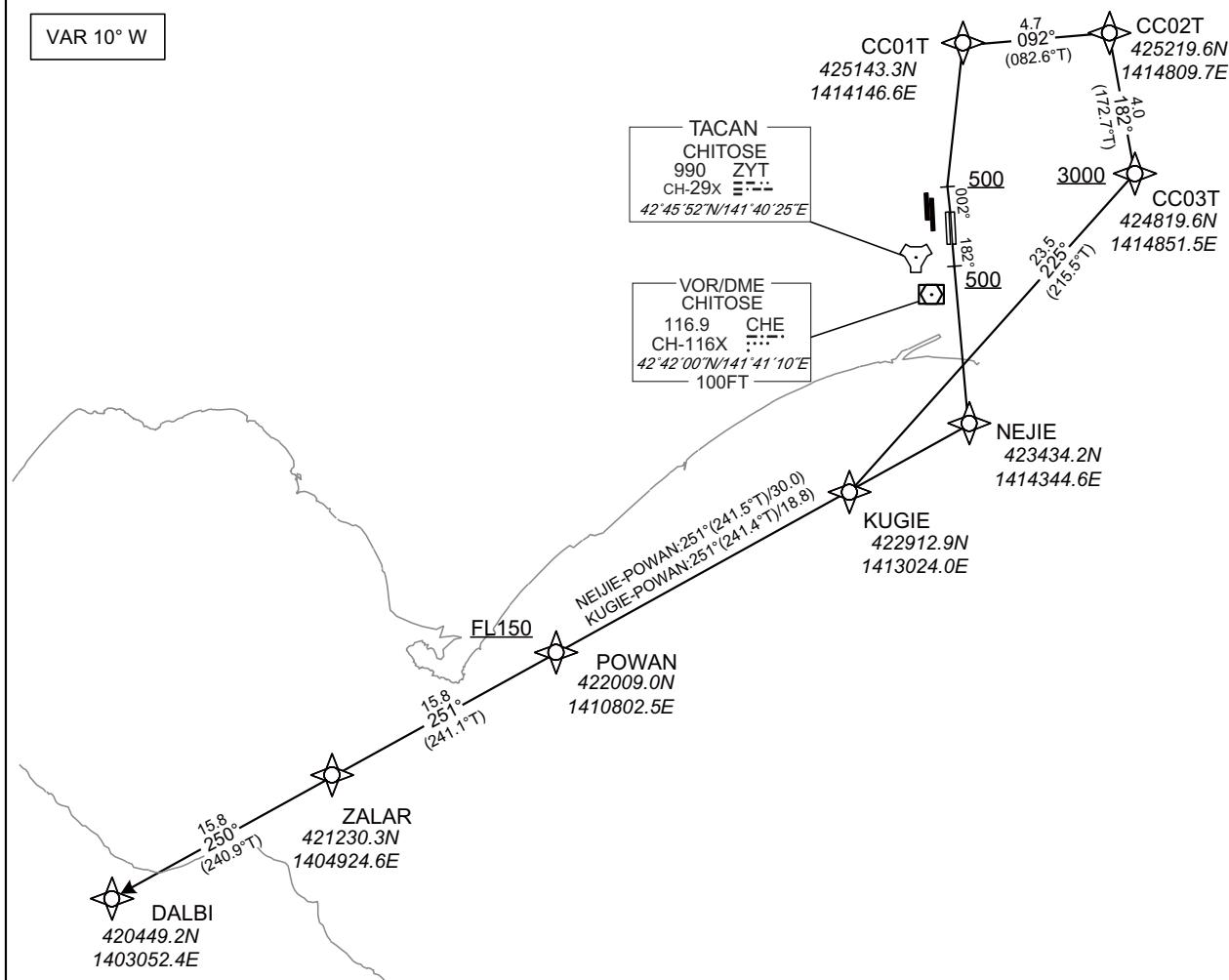
STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

| DALBI ONE DEPARTURE | | | RNAV1 |
|--|---|--------------|---|
| <p>Note 1) DME/DME/IRU or GNSS required. ※ The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.</p> <p>2) RADAR service required.</p> | | | |
| DME GAP | <p>RWY01L/01R : DER – 2.0NM FM DER 18.0NM to KUGIE - 15.0NM to KUGIE</p> <p>RWY19L/19R : DER – 6.0NM to NEJIE</p> | Critical DME | <p>RWY01L/01R CHE : 2.0NM FM DER – 2.0NM to CC01T 19.0NM to KUGIE - 18.0NM to KUGIE ZYT : 16.0NM to KUGIE - 13.0NM to KUGIE MKE : 16.0NM to KUGIE - 12.0NM to KUGIE</p> <p>RWY19L/19R MKE : 6.0NM to NEJIE - 2.0NM to NEJIE NEJIE - 26.8NM to POWAN</p> |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | | |

VAR 10° W



CHANGE : Description of VAR and PROC name.

RWY01L/01R : Climb on HDG002° at or above 500FT, direct to CC01T, to CC02T, to CC03T at or above 3000FT, to KUGIE, to POWAN at or above FL150, to ZALAR, to DALBI.

RWY19R/19L : Climb on HDG182° at or above 500FT, direct to NEJIE, to POWAN at or above FL150, to ZALAR, to DALBI.

Note : 5.0% climb gradient required up to 500FT.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV SID

DALBI ONE DEPARTURE

RWY01L/01R

| 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 | — | - | 002 (352.6) | -9.5 | - | - | +500 | - | - | RNAV1 |
| 002 | DF | CC01T | - | — | -9.5 | - | - | - | - | - | RNAV1 |
| 003 | TF | CC02T | - | 092 (082.6) | -9.5 | 4.7 | - | - | - | - | RNAV1 |
| 004 | TF | CC03T | - | 182 (172.7) | -9.5 | 4.0 | - | +3000 | - | - | RNAV1 |
| 005 | TF | KUGIE | - | 225 (215.5) | -9.5 | 23.5 | - | - | - | - | RNAV1 |
| 006 | TF | POWAN | - | 251 (241.4) | -9.5 | 18.8 | - | +FL150 | - | - | RNAV1 |
| 007 | TF | ZALAR | - | 251 (241.1) | -9.5 | 15.8 | - | - | - | - | RNAV1 |
| 008 | TF | DALBI | - | 250 (240.9) | -9.5 | 15.8 | - | - | - | - | RNAV1 |

RWY19R/19L

| 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 | — | - | 182 (172.6) | -9.5 | - | - | +500 | - | - | RNAV1 |
| 002 | DF | NEJIE | - | — | -9.5 | - | - | - | - | - | RNAV1 |
| 003 | TF | POWAN | - | 251 (241.5) | -9.5 | 30.0 | - | +FL150 | - | - | RNAV1 |
| 004 | TF | ZALAR | - | 251 (241.1) | -9.5 | 15.8 | - | - | - | - | RNAV1 |
| 005 | TF | DALBI | - | 250 (240.9) | -9.5 | 15.8 | - | - | - | - | RNAV1 |

CHANGE : New PROC

STANDARD DEPARTURE CHART-INSTRUMENT

| RJCC / NEW 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CHANGE : Description of VAR.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>From SAVIT, to POWAN at or above FL150, to ZALAR, to DALBI.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

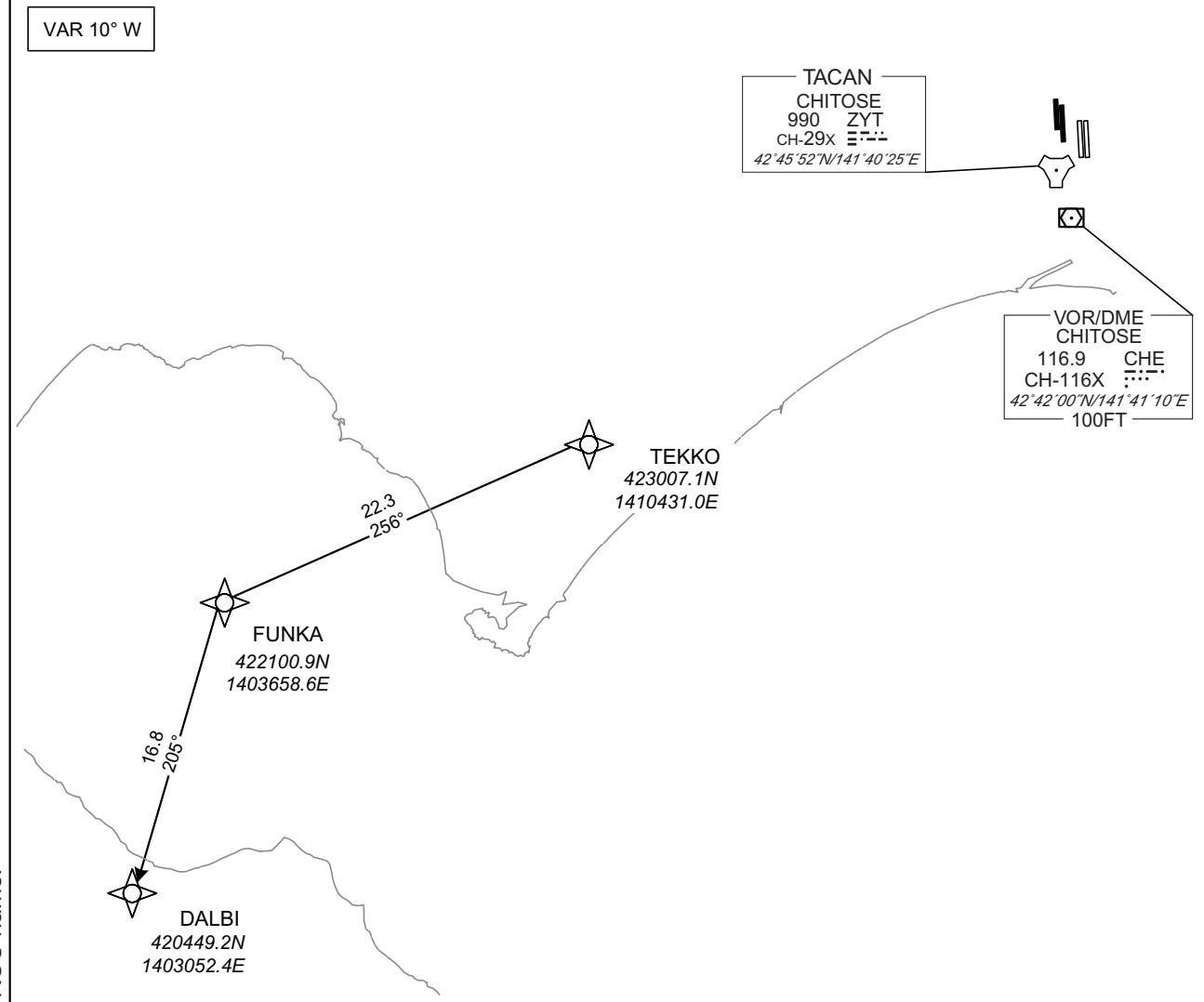
CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJCC / NEW 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 |



CHANGE : Description of VAR and PROC name.

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

RJCC / NEW CHITOSE

STAR

YUKII WEST ARRIVAL

From over NAVER, via CHE R201 to intercept and proceed via MKE R241...

for ILS Z or LOC Z RWY01L : ...to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at 2000FT.

for ILS Y or LOC Y RWY01L : ...to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at or above 3000FT.

for ILS Z or LOC Z RWY01R : ...to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at 2000FT.

for ILS Y or LOC Y RWY01R : ...to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at or above 3000FT.

YUKII EAST ARRIVAL

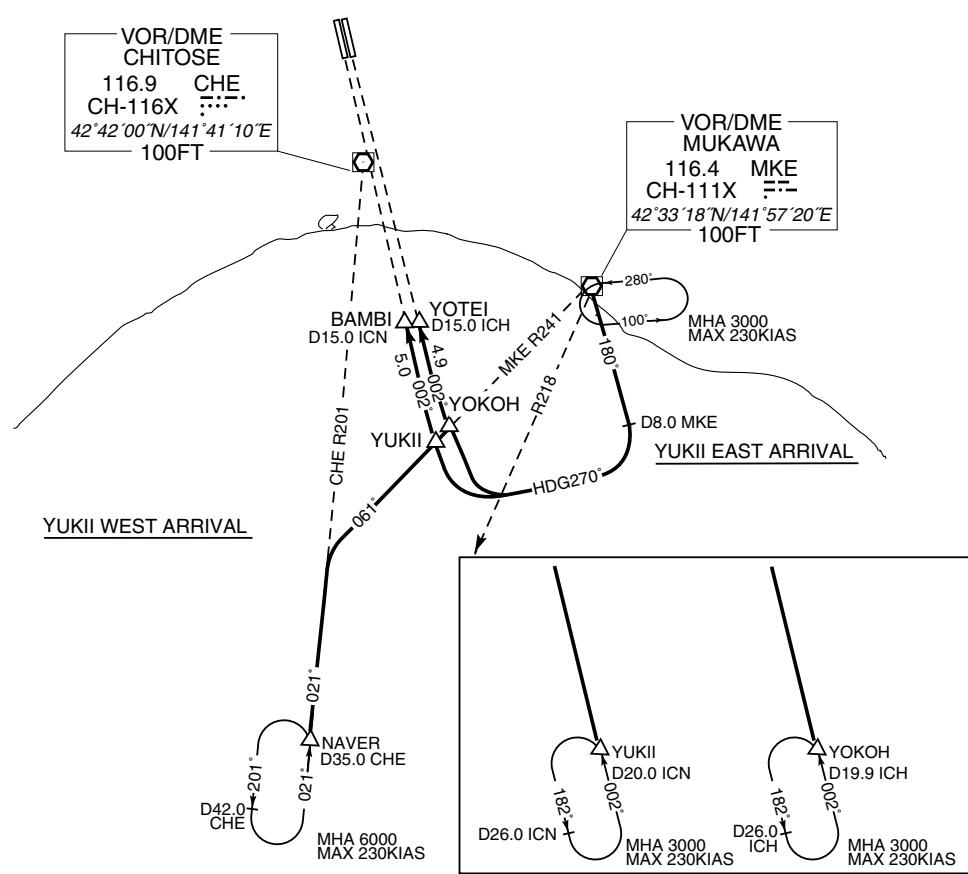
From over MKE VOR/DME, via MKE R180 to 8.0DME, turn right, via HDG 270° to intercept and proceed via ...

for ILS Z or LOC Z RWY01L : ...ICN-LOC to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at 2000FT.

for ILS Y or LOC Y RWY01L : ...ICN-LOC to YUKII, via ICN-LOC to BAMBI.
Cross BAMBI at or above 3000FT.

for ILS Z or LOC Z RWY01R : ...ICH-LOC to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at 2000FT.

for ILS Y or LOC Y RWY01R : ...ICH-LOC to YOKOH, via ICH-LOC to YOTEI.
Cross YOTEI at or above 3000FT.



STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

STAR

CHITOSE NR.1 ARRIVAL

From over CHE VOR/DME, via CHE R045 to intercept and proceed via MKE R360, via MKE 31.1DME counterclockwise ARC...

for ILS or LOC RWY19R : ...to ISIYA.

Cross MKE R360/25.0DME at or below 7000FT, cross MKE R360/30.0DME at or above 5000FT, cross ISIYA at or above 3000FT.

for VOR Z RWY19L :

...to SHINE, via CHE R011 to MAOIE.

Cross MKE R360/25.0DME at or below 7000FT, cross MKE R360/30.0DME at or above 5000FT, cross SHINE at or above 3000FT. cross MAOIE at 2000FT.

YUBARI ARRIVAL

From over NAVER, via CHE R201 to intercept and proceed via MKE R241 to MKE VOR/DME, via MKE R360, via MKE 31.1DME counterclockwise ARC...

for ILS or LOC RWY19R : ...to ISIYA.

Cross MKE R360/13.0DME at or above 12000FT, cross MKE R360/25.0DME at or below 7000FT, cross MKE R360/30.0DME at or above 5000FT, cross ISIYA at or above 3000FT.

for VOR Z RWY19L :

...to SHINE, via CHE R011 to MAOIE.

Cross MKE R360/13.0DME at or above 12000FT, cross MKE R360/25.0DME at or below 7000FT, cross MKE R360/30.0DME at or above 5000FT, cross SHINE at or above 3000FT. cross MAOIE at 2000FT.

KURIS NR.1 ARRIVAL

for ILS or LOC RWY19R : From over KURIS, via SPE 17.7DME clockwise ARC to ISIYA.

Cross ISIYA at or above 3000FT.

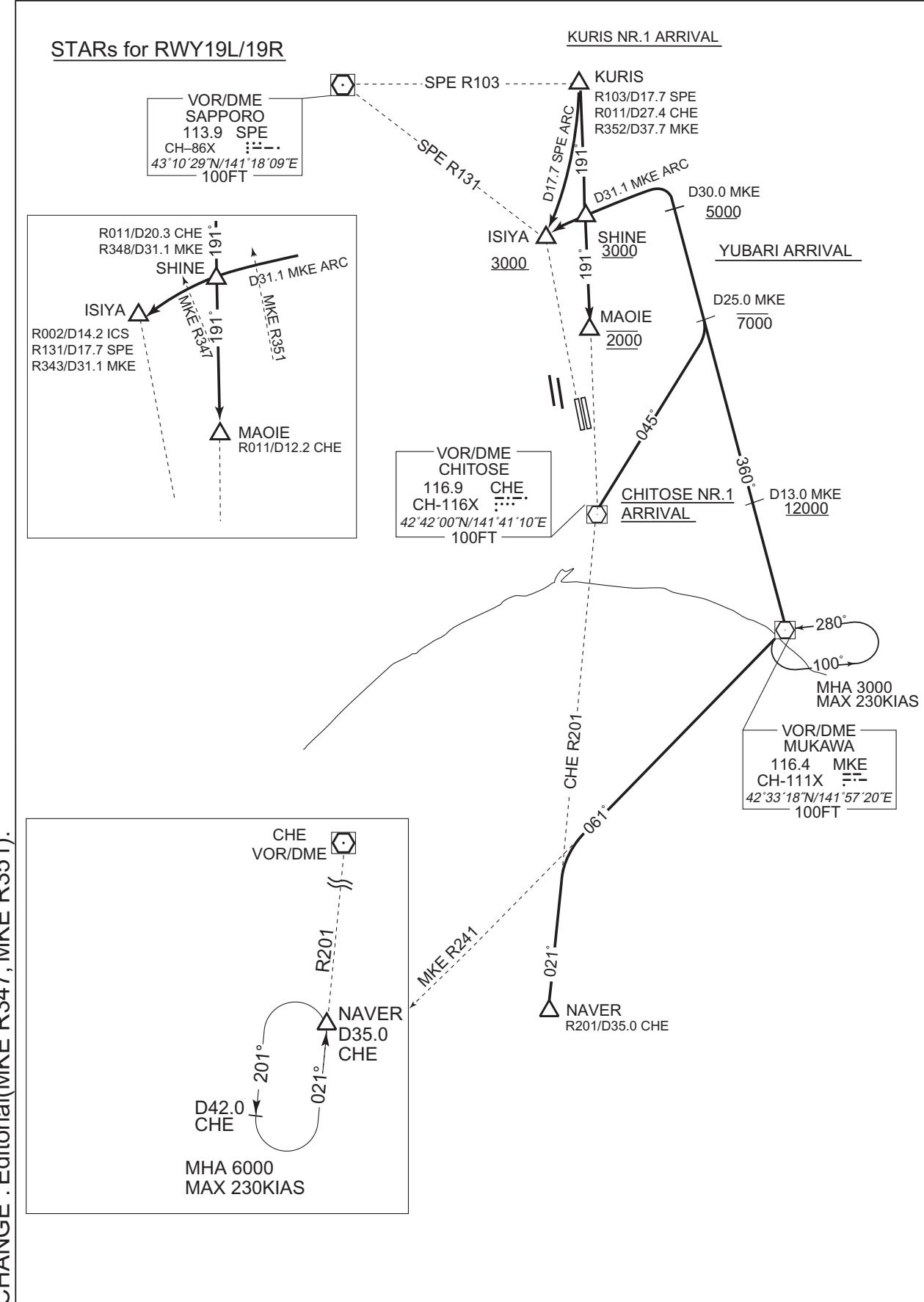
for VOR Z RWY19L : From over KURIS, via CHE R011 to MAOIE via SHINE.

Cross SHINE at or above 3000FT, cross MAOIE at 2000FT.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

STAR



STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

STAR

CHITOSE NR.2 ARRIVAL

From over CHE VOR/DME, via CHE R045 to intercept and proceed via MKE R360, via MKE 31.2DME counterclockwise ARC to NAPRO.

Cross MKE R360/25.0DME at or below 7000FT, cross MKE R360/30.0DME at or above 5000FT, cross NAPRO at or above 3000FT.

NAPRO EAST ARRIVAL

From over NAVER, via CHE R201 to intercept and proceed via MKE R241 to MKE VOR/DME, via MKE R360, via MKE 31.2DME counterclockwise ARC to NAPRO.

Cross MKE R360/13.0DME at or above 12000FT, cross MKE R360/25.0DME at or below 7000FT, cross MKE R360/30.0DME at or above 5000FT, cross NAPRO at or above 3000FT.

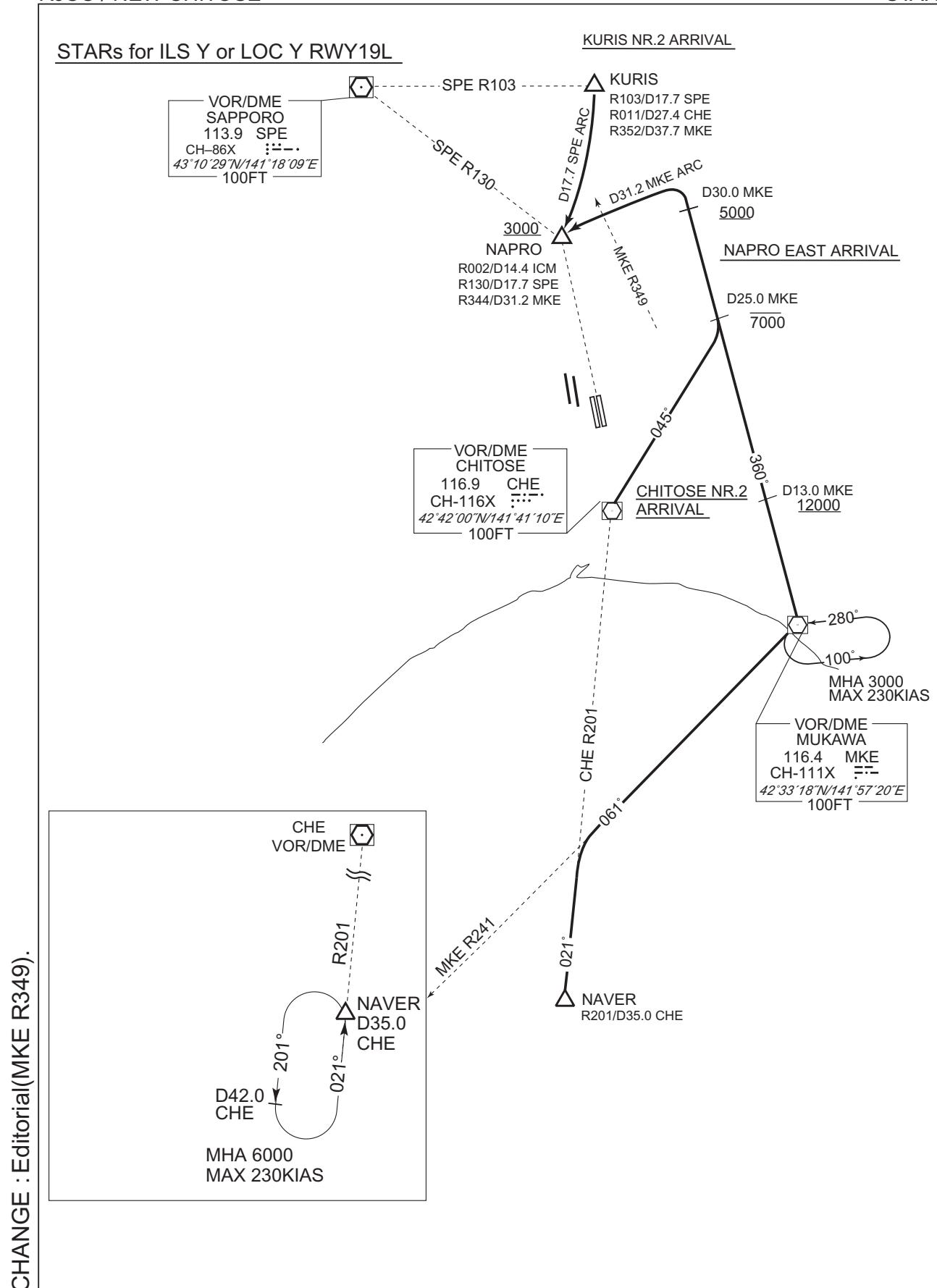
KURIS NR.2 ARRIVAL

From over KURIS, via SPE 17.7DME clockwise ARC to NAPRO. Cross NAPRO at or above 3000FT.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

STAR



STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY01L

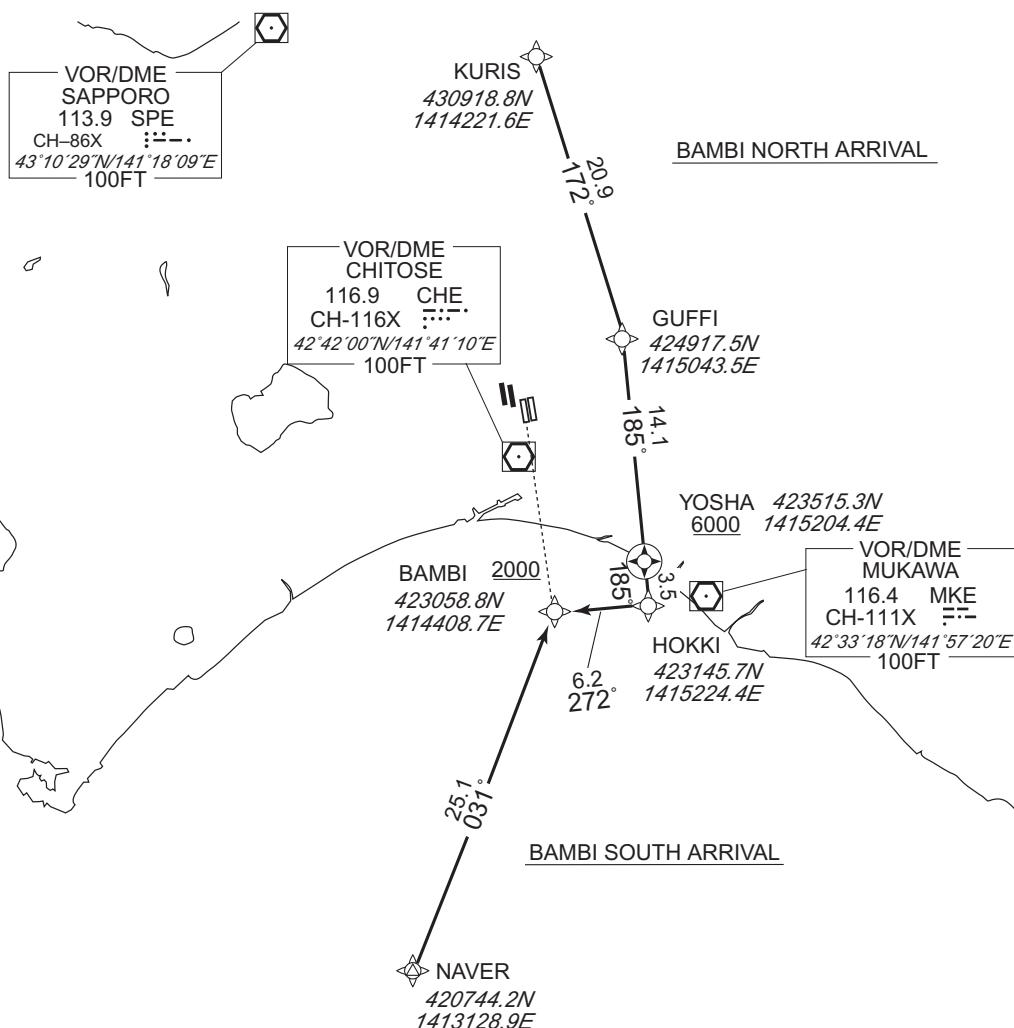
BAMBI SOUTH ARRIVAL
BAMBI NORTH ARRIVAL

RNAV 1

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

2) RADAR service required.

VAR 9° W



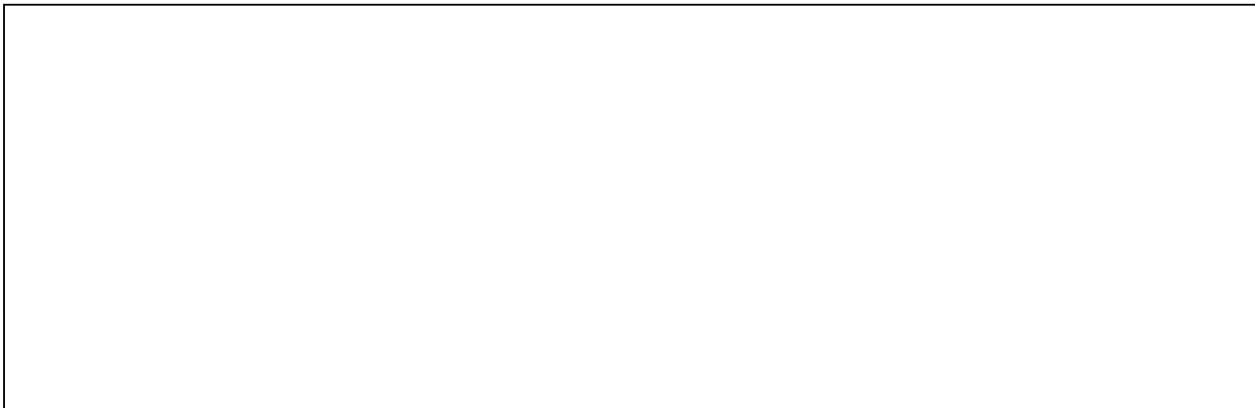
CHANGE : Description of VAR and HLDG pattern.

| |
|----------------------|
| Using NAVAID |
| NOT TO SCALE |
| D42.0 CHE |
| 021° -> CHE R201 |
| NAVER D35.0 CHE |
| MHA 6000 MAX 230KIAS |

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY01L



BAMBI SOUTH ARRIVAL

From NAVER, to BAMBI at or above 2000FT.

| | |
|-----------------------|---|
| Critical DME | CHE, MKE : 19.0NM to BAMBI - BAMBI |
| DME GAP | NAVER - 19.0NM to BAMBI |
| 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 | BAMBI | — | 031 (022.0) | -9.3 | 25.1 | — | +2000 | — | — | RNAV1 |

BAMBI NORTH ARRIVAL

From KURIS, to GUFFI, to YOSHA at or above 6000FT, to HOKKI, to BAMBI at or above 2000FT.

| | |
|-----------------------|---|
| Critical DME | SPE : KURIS - 10.0NM to GUFFI CHE : 13.0NM to YOSHA - 3.0NM to YOSHA HOKKI - BAMBI MKE : HOKKI - BAMBI |
| DME GAP | 3.0NM to YOSHA - HOKKI |
| 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 | KURIS | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | GUFFI | — | 172 (162.9) | -9.3 | 20.9 | — | — | — | — | RNAV1 |
| 003 | TF | YOSHA | Y | 185 (175.9) | -9.3 | 14.1 | — | +6000 | — | — | RNAV1 |
| 004 | TF | HOKKI | — | 185 (175.9) | -9.3 | 3.5 | — | — | — | — | RNAV1 |
| 005 | TF | BAMBI | — | 272 (262.8) | -9.3 | 6.2 | — | +2000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY01R

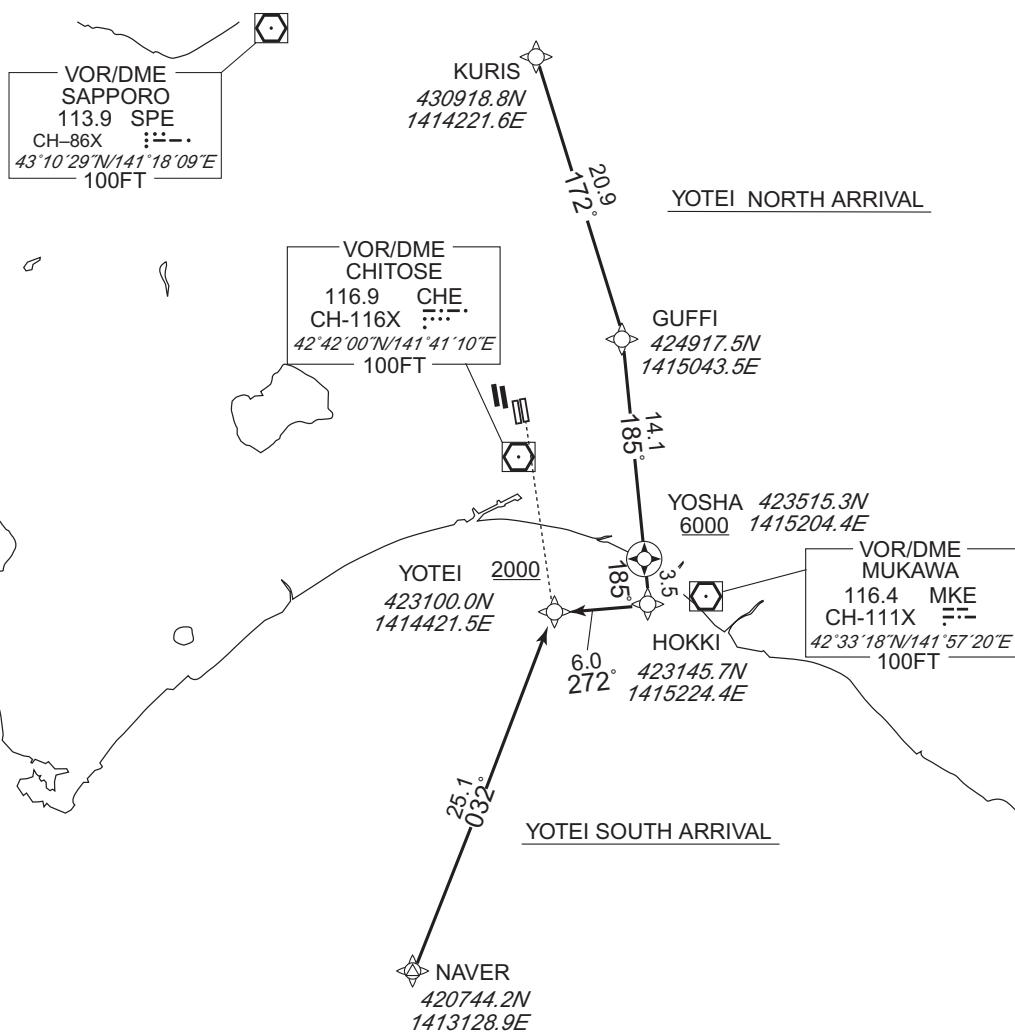
YOTEI SOUTH ARRIVAL
YOTEI NORTH ARRIVAL

RNAV 1

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

2) RADAR service required.

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

| |
|----------------------|
| Using NAVAID |
| NOT TO SCALE |
| D42.0 CHE |
| 021° -> CHE_R201 |
| NAVER D35.0 CHE |
| MHA 6000 MAX 230KIAS |

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY01R



YOTEI SOUTH ARRIVAL

From NAVER, to YOTEI at or above 2000FT.

| | |
|-----------------------|---|
| Critical DME | CHE, MKE : 19.0NM to YOTEI - YOTEI |
| DME GAP | NAVER - 19.0NM to YOTEI |
| 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 | YOTEI | — | 032 (022.3) | -9.3 | 25.1 | — | +2000 | — | — | RNAV1 |

YOTEI NORTH ARRIVAL

From KURIS, to GUFFI, to YOSHA at or above 6000FT, to HOKKI, to YOTEI at or above 2000FT.

| | |
|-----------------------|---|
| Critical DME | SPE : KURIS - 10.0NM to GUFFI CHE : 13.0NM to YOSHA - 3.0NM to YOSHA HOKKI - YOTEI MKE : HOKKI - YOTEI |
| DME GAP | 3.0NM to YOSHA - HOKKI |
| 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 | KURIS | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | GUFFI | — | 172 (162.9) | -9.3 | 20.9 | — | — | — | — | RNAV1 |
| 003 | TF | YOSHA | Y | 185 (175.9) | -9.3 | 14.1 | — | +6000 | — | — | RNAV1 |
| 004 | TF | HOKKI | — | 185 (175.9) | -9.3 | 3.5 | — | — | — | — | RNAV1 |
| 005 | TF | YOTEI | — | 272 (262.8) | -9.3 | 6.0 | — | +2000 | — | — | RNAV1 |

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

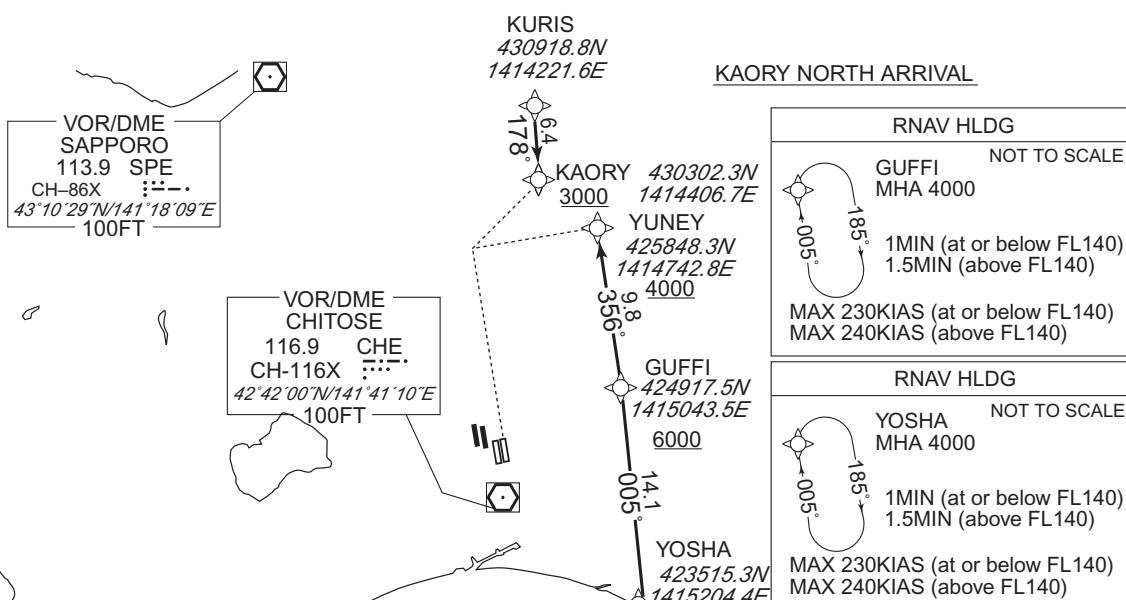
YUNEY SOUTH ARRIVAL
KAORY NORTH ARRIVAL

RNAV 1

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

2) RADAR service required.

VAR 9° W



VOR/DME
SAPPORO
113.9 SPE
CH-86X
43°10'29"N/141°18'09"E
100FT

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

KURIS
430918.8N
1414221.6E

KAORY
3000
430302.3N
1414406.7E

YUNEY
425848.3N
1414742.8E
4000

GUFFI
424917.5N
1415043.5E
6000

YOSHA
423515.3N
1415204.4E

URESY
422933.2N
1414746.6E
13000

VOR/DME
MUKAWA
116.4 MKE
CH-111X
42°33'18"N/141°57'20"E
100FT

NAVER
420744.2N
1413128.9E

Using NAVAID

NOT TO SCALE

NAVER D35.0 CHE

MHA 6000
MAX 230KIAS

Using NAVAID

NOT TO SCALE

NAVER D35.0 CHE

MHA 6000
MAX 230KIAS

CHANGE : Description of VAR and HLDG pattern.

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

| <p>YUNEY SOUTH ARRIVAL</p> <p>From NAVER, to URESY at or above 13000FT, to YOSHA, to GUFFI at or above 6000FT, to YUNEY at or above 4000FT.</p> <table border="1"> <tr> <td colspan="3">Critical DME</td><td colspan="9">CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA</td></tr> <tr> <td colspan="3">DME GAP</td><td colspan="9">NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI</td></tr> <tr> <td colspan="3">Inappropriate Navaids</td><td colspan="9">See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1</td></tr> </table> <table border="1"> <thead> <tr> <th>Serial Number</th><th>Path Descriptor</th><th>Waypoint Identifier</th><th>Fly Over</th><th>Course °M(°T)</th><th>Magnetic Variation</th><th>Distance (NM)</th><th>Turn Direction</th><th>Altitude (FT)</th><th>Speed (KIAS)</th><th>Vertical Angle</th><th>Navigation Specification</th></tr> </thead> <tbody> <tr> <td>001</td><td>IF</td><td>NAVER</td><td>—</td><td>—</td><td>-9.3</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td><td>RNAV1</td></tr> <tr> <td>002</td><td>TF</td><td>URESY</td><td>—</td><td>038 (028.8)</td><td>-9.3</td><td>24.9</td><td>—</td><td>+13000</td><td>—</td><td>—</td><td>RNAV1</td></tr> <tr> <td>003</td><td>TF</td><td>YOSHA</td><td>—</td><td>038 (029.0)</td><td>-9.3</td><td>6.5</td><td>—</td><td>—</td><td>—</td><td>—</td><td>RNAV1</td></tr> <tr> <td>004</td><td>TF</td><td>GUFFI</td><td>—</td><td>005 (356.0)</td><td>-9.3</td><td>14.1</td><td>—</td><td>+6000</td><td>—</td><td>—</td><td>RNAV1</td></tr> <tr> <td>005</td><td>TF</td><td>YUNEY</td><td>—</td><td>356 (346.9)</td><td>-9.3</td><td>9.8</td><td>—</td><td>+4000</td><td>—</td><td>—</td><td>RNAV1</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Path</th><th>Waypoint Identifier</th><th>Inbound Course °M(°T)</th><th>Magnetic Variation</th><th>Outbound Time (MIN)</th><th>Turn Direction</th><th>Minimum Altitude (FT)</th><th>Maximum Altitude (FT)</th><th>Speed (KIAS)</th><th>Navigation Specification</th></tr> </thead> <tbody> <tr> <td>Hold</td><td>GUFFI</td><td>005 (356.0)</td><td>-9.3</td><td>1.0(-14000) 1.5(+14001)</td><td>R</td><td>4000</td><td>—</td><td>-230(-14000) -240(+14001)</td><td>RNAV1</td></tr> <tr> <td>Hold</td><td>YOSHA</td><td>005 (356.0)</td><td>-9.3</td><td>1.0(-14000) 1.5(+14001)</td><td>R</td><td>4000</td><td>—</td><td>-230(-14000) -240(+14001)</td><td>RNAV1</td></tr> </tbody> </table> | Critical DME | | | CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA | | | | | | | | | DME GAP | | | NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI | | | | | | | | | 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 | URESY | — | 038 (028.8) | -9.3 | 24.9 | — | +13000 | — | — | RNAV1 | 003 | TF | YOSHA | — | 038 (029.0) | -9.3 | 6.5 | — | — | — | — | RNAV1 | 004 | TF | GUFFI | — | 005 (356.0) | -9.3 | 14.1 | — | +6000 | — | — | RNAV1 | 005 | TF | YUNEY | — | 356 (346.9) | -9.3 | 9.8 | — | +4000 | — | — | 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 | GUFFI | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 | Hold | YOSHA | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |
|---|---------------------|-----------------------|--|--|--------------------|-----------------------|-----------------------|------------------------------|--------------------------|----------------|--------------------------|--|---------|--|--|---|--|--|--|--|--|--|--|--|-----------------------|--|--|---|--|--|--|--|--|--|--|--|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|-----|----|-------|---|---|------|---|---|---|---|---|-------|-----|----|-------|---|-------------|------|------|---|--------|---|---|-------|-----|----|-------|---|-------------|------|-----|---|---|---|---|-------|-----|----|-------|---|-------------|------|------|---|-------|---|---|-------|-----|----|-------|---|-------------|------|-----|---|-------|---|---|-------|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|------|-------|-------------|------|----------------------------|---|------|---|------------------------------|-------|------|-------|-------------|------|----------------------------|---|------|---|------------------------------|-------|
| Critical DME | | | CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DME GAP | | | NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | URESY | — | 038 (028.8) | -9.3 | 24.9 | — | +13000 | — | — | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 003 | TF | YOSHA | — | 038 (029.0) | -9.3 | 6.5 | — | — | — | — | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 004 | TF | GUFFI | — | 005 (356.0) | -9.3 | 14.1 | — | +6000 | — | — | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 005 | TF | YUNEY | — | 356 (346.9) | -9.3 | 9.8 | — | +4000 | — | — | 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 | GUFFI | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hold | YOSHA | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

KAORY NORTH ARRIVAL

From KURIS, to KAORY at or above 3000FT.

| | |
|-----------------------|---|
| Critical DME | SPE : KURIS - KAORY |
| DME GAP | - |
| 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 | KURIS | - | - | -9.3 | - | - | - | - | - | RNAV1 |
| 002 | TF | KAORY | - | 178 (168.4) | -9.3 | 6.4 | - | +3000 | - | - | RNAV1 |

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

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

2) RADAR service required.

VAR 9° W

CHANGE : Description of VAR and HLDG pattern.

KAORY ALFA ARRIVAL
KAORY BRAVO ARRIVAL

RNAV 1

KAORY BRAVO ARRIVAL

KAORY
430302.3N
1414406.7E
3000

5.6 240° 430634.7N
C9R55 1415003.3E
5000

C9R54
425759.9N
1415156.7E
7000

C9R53
425351.4N
415251.2E

C9R52
424608.6N
1415432.5E

12000

MUKAWA
(MKE)

VOR/DME
MUKAWA
116.4 MKE
CH-111X 
42°33'18"N/141°57'20"E
100FT

NOT TO SCALE

CHE_R201

201°

021°

NAVER
D35.0 CHE

MHA 6000
MAX 230KIAS

D42.0
CHE

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

KAORY 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 KAORY at or above 3000FT.

| | |
|-----------------------|---|
| Critical DME | SPE: C9R55 - KAORY 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 | KAORY | — | 240 (230.8) | -9.3 | 5.6 | — | +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 | MKE | 360 (350.9) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |

CHANGE : Waypoint Identifier(MKE).

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

KAORY BRAVO ARRIVAL

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

| | |
|-----------------------|---|
| Critical DME | SPE: C9R55 - KAORY |
| 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 | KAORY | — | 240 (230.8) | -9.3 | 5.6 | — | +3000 | — | — | RNAV1 |

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

NAVER ARRIVAL

RNAV 1

- Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 9° W

VOR/DME
SAPPORO
113.9 SPE
CH-86X
43°10'29"N/141°18'09"E
100FT

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

KAORY
430302.3N
1414406.7E
3000

YOHCK
430010.8N
1414716.6E
330°
356°
112°
005°
6000
1415043.5E
GUFFI
424917.5N
1415043.5E
6000
YOSHA
423515.3N
1415204.4E
038°
038°
038°
038°
13000
URESY
422933.2N
1414746.6E
038°
038°
038°
038°
NAVER
420744.2N
1413128.9E
24.9°

RNAV HLDG
GUFFI NOT TO SCALE
MHA 4000
1MIN (at or below FL140)
1.5MIN (above FL140)
MAX 230KIAS (at or below FL140)
MAX 240KIAS (above FL140)

RNAV HLDG
YOSHA NOT TO SCALE
MHA 4000
1MIN (at or below FL140)
1.5MIN (above FL140)
MAX 230KIAS (at or below FL140)
MAX 240KIAS (above FL140)

VOR/DME
MUKAWA
116.4 MKE
CH-111X
42°33'18"N/141°57'20"E
100FT

Using NAVAID
NOT TO SCALE
D42.0 CHE
021°
NAVER D35.0 CHE
MHA 6000
MAX 230KIAS
CHE_R201
201°

CHANGE : Description of VAR and HLDG pattern.

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

NAVER ARRIVAL

From NAVER, to URESY at or above 13000FT, to YOSHA, to GUFFI at or above 6000FT, to YOHCK, to KAORY at or above 3000FT.

| | |
|-----------------------|---|
| Critical DME | CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA SPE : YOHCK - KAORY |
| DME GAP | NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI |
| 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 | URESY | — | 038 (028.8) | -9.3 | 24.9 | — | +13000 | — | — | RNAV1 |
| 003 | TF | YOSHA | — | 038 (029.0) | -9.3 | 6.5 | — | — | — | — | RNAV1 |
| 004 | TF | GUFFI | — | 005 (356.0) | -9.3 | 14.1 | — | +6000 | — | — | RNAV1 |
| 005 | TF | YOHCK | — | 356 (346.9) | -9.3 | 11.2 | — | — | — | — | RNAV1 |
| 006 | TF | KAORY | — | 330 (320.9) | -9.3 | 3.7 | — | +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 | GUFFI | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |
| Hold | YOSHA | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

YUNNEY EAST ARRIVAL

RNAV 1

- Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 10° W

VOR/DME
SAPPORO
113.9 SPE
CH-86X
43°10'29"N 141°18'09"E
100FT

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

YUNNEY
425848.3N
1414742.8E
4000

GUFFI
424917.5N
1415043.5E
6000

YOSHA
423515.3N
1415204.4E

NIKAP
422609.3N
1415256.5E
10000

VANKM
421703.3N
1415348.4E

NAVER
420744.2N
1413128.9E

RNAV HLDG
NOT TO SCALE
GUFFI MHA 4000
1MIN (at or below FL140)
1.5MIN (above FL140)
MAX 230KIAS (at or below FL140)
MAX 240KIAS (above FL140)

RNAV HLDG
NOT TO SCALE
YOSHA MHA 4000
1MIN (at or below FL140)
1.5MIN (above FL140)
MAX 230KIAS (at or below FL140)
MAX 240KIAS (above FL140)

VOR/DME
MUKAWA
116.4 MKE
CH-111X
42°33'18"N 141°57'20"E
100FT

Using NAVAID
NOT TO SCALE
CHE_R201
NAVER D35.0 CHE
MHA 6000
MAX 230KIAS

CHANGE : Description of VAR and HLDG pattern.

STANDARD APPROACH CHART - INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19L

YUNEY EAST ARRIVAL

From NAVER, to VANKM, to NIKAP at or below 10000FT, to YOSHA, to GUFFI at or above 6000FT, to YUNEY at or above 4000FT.

| | |
|-----------------------|---|
| Critical DME | CHE : 10.0NM to GUFFI - GUFFI MKE : 7.0NM to VANKM - YOSHA |
| DME GAP | YOSHA - 10.0NM to GUFFI |
| 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 | — | — | -9.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | VANKM | — | 070 (060.5) | -9.5 | 19.0 | — | — | — | — | RNAV1 |
| 003 | TF | NIKAP | — | 006 (356.0) | -9.5 | 9.1 | — | -10000 | — | — | RNAV1 |
| 004 | TF | YOSHA | — | 006 (356.0) | -9.5 | 9.1 | — | — | — | — | RNAV1 |
| 005 | TF | GUFFI | — | 005 (356.0) | -9.5 | 14.1 | — | +6000 | — | — | RNAV1 |
| 006 | TF | YUNEY | — | 356 (347.0) | -9.5 | 9.8 | — | +4000 | — | — | 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 | GUFFI | 005 (356.0) | -9.5 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |
| Hold | YOSHA | 006 (356.0) | -9.5 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |

CHANGE : Critical DME

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19R

NAGANUMA SOUTH ARRIVAL
NAGANUMA NORTH ARRIVAL

RNAV 1

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

2) RADAR service required.

VAR 9° W

VOR/DME
SAPPORO
113.9 SPE
CH-86X
43°10'29"N/141°18'09"E
100FT

NAGANUMA NORTH ARRIVAL

KURIS
430918.8N
1414221.6E

NACKS
430000.7N
1413902.5E

KAORY
430302.3N
1414406.7E

YOHCK
430010.8N
1414716.6E

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

GUFFI
424917.5N
1415043.5E
6000

RNAV HLDG
GUFFI MHA 4000
NOT TO SCALE
185°
005°
1MIN (at or below FL140)
1.5MIN (above FL140)
MAX 230KIAS (at or below FL140)
MAX 240KIAS (above FL140)

YOSHA
423515.3N
1415204.4E
6000

RNAV HLDG
YOSHA MHA 4000
NOT TO SCALE
185°
005°
1MIN (at or below FL140)
1.5MIN (above FL140)
MAX 230KIAS (at or below FL140)
MAX 240KIAS (above FL140)

VOR/DME
MUKAWA
116.4 MKE
CH-111X
42°33'18"N/141°57'20"E
100FT

NAGANUMA SOUTH ARRIVAL

NAVER
420744.2N
1413128.9E

Using NAVAID
NOT TO SCALE
CHE_R201
NAVER D35.0 CHE
MHA 6000
MAX 230KIAS
D42.0 CHE
021° 201°

CHANGE : Description of VAR and HLDG pattern.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19R

NAGANUMA SOUTH ARRIVAL

From NAVER, to URESY at or above 13000FT, to YOSHA, to GUFFI at or above 6000FT, to YOHCK, to KAORY, to NACKS at or above 3000FT.

| | |
|-----------------------|---|
| Critical DME | CHE : 18.5NM to URESY - 15.5NM to URESY 10.0NM to GUFFI - GUFFI 1.0NM to NACKS - NACKS MKE : 18.5NM to URESY - 3.0NM to YOSHA 1.0NM to YOSHA - YOSHA SPE : YOHCK - NACKS |
| DME GAP | NAVER - 18.5NM to URESY 3.0NM to YOSHA - 1.0NM to YOSHA YOSHA - 10.0NM to GUFFI |
| 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 | URESY | — | 038 (028.8) | -9.3 | 24.9 | — | +13000 | — | — | RNAV1 |
| 003 | TF | YOSHA | — | 038 (029.0) | -9.3 | 6.5 | — | — | — | — | RNAV1 |
| 004 | TF | GUFFI | — | 005 (356.0) | -9.3 | 14.1 | — | +6000 | — | — | RNAV1 |
| 005 | TF | YOHCK | — | 356 (346.9) | -9.3 | 11.2 | — | — | — | — | RNAV1 |
| 006 | TF | KAORY | — | 330 (320.9) | -9.3 | 3.7 | — | — | — | — | RNAV1 |
| 007 | TF | NACKS | — | 240 (230.9) | -9.3 | 4.8 | — | +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 | GUFFI | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |
| Hold | YOSHA | 005 (356.0) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |

NAGANUMA NORTH ARRIVAL

From KURIS, to NACKS at or above 3000FT.

| | |
|-----------------------|---|
| Critical DME | CHE : 1.0NM to NACKS - NACKS SPE : KURIS - NACKS |
| DME GAP | — |
| 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 | KURIS | — | — | -9.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | NACKS | — | 204 (194.7) | -9.3 | 9.6 | — | +3000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19R

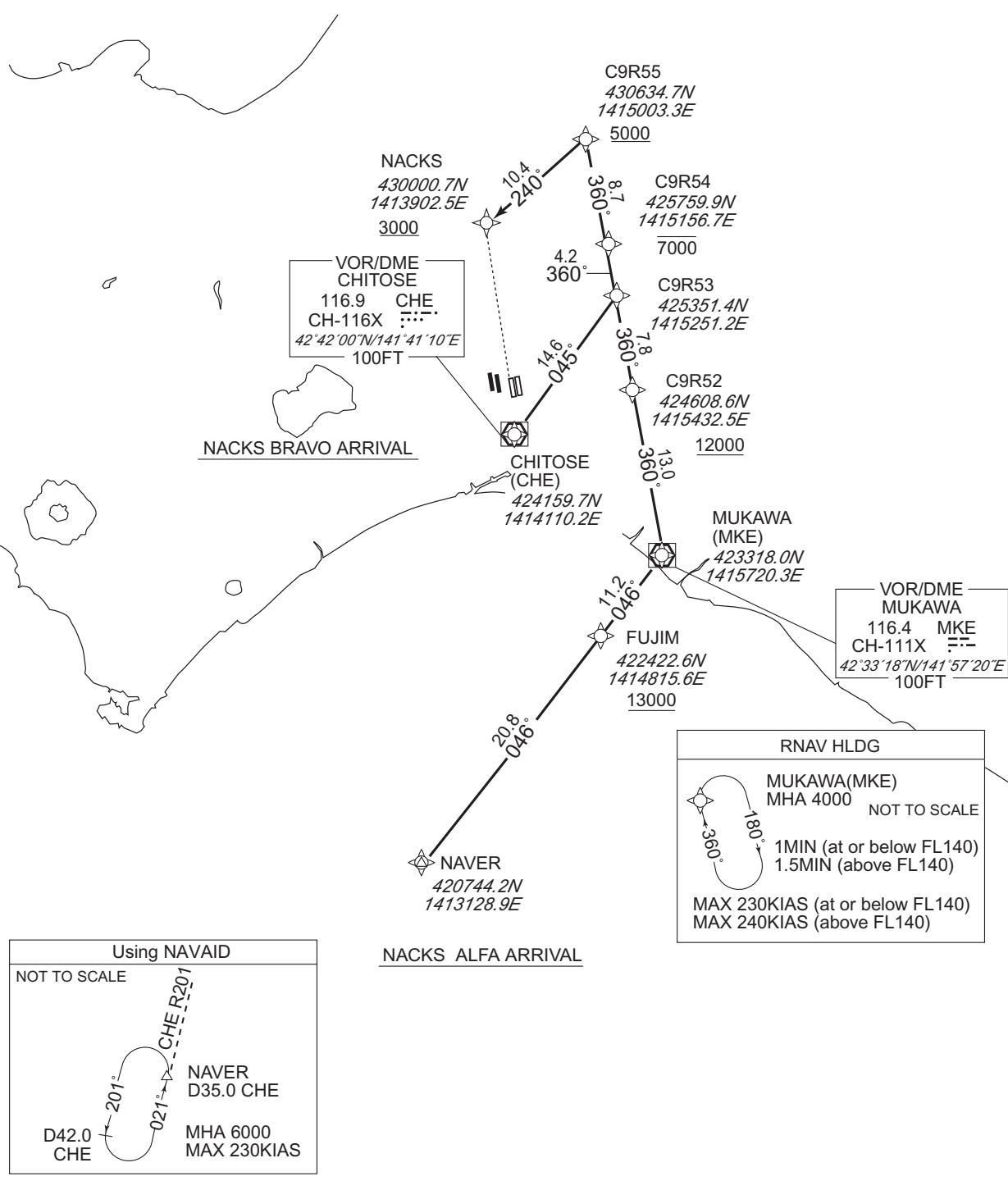
NACKS ALFA ARRIVAL
NACKS BRAVO ARRIVAL

RNAV 1

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

2) RADAR service required.

VAR 9° W



CHANGE : Description of VAR and HLDG pattern.

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19R

NACKS 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 NACKS at or above 3000FT.

| | |
|-----------------------|---|
| Critical DME | SPE : C9R55 - NACKS 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 | NACKS | — | 240 (230.8) | -9.3 | 10.4 | — | +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 | MKE | 360 (350.9) | -9.3 | 1.0(-14000) 1.5(+14001) | R | 4000 | — | -230(-14000) -240(+14001) | RNAV1 |

CHANGE : Waypoint identifier(MKE).

STANDARD ARRIVAL CHART-INSTRUMENT

RJCC / NEW CHITOSE

RNAV STAR RWY19R

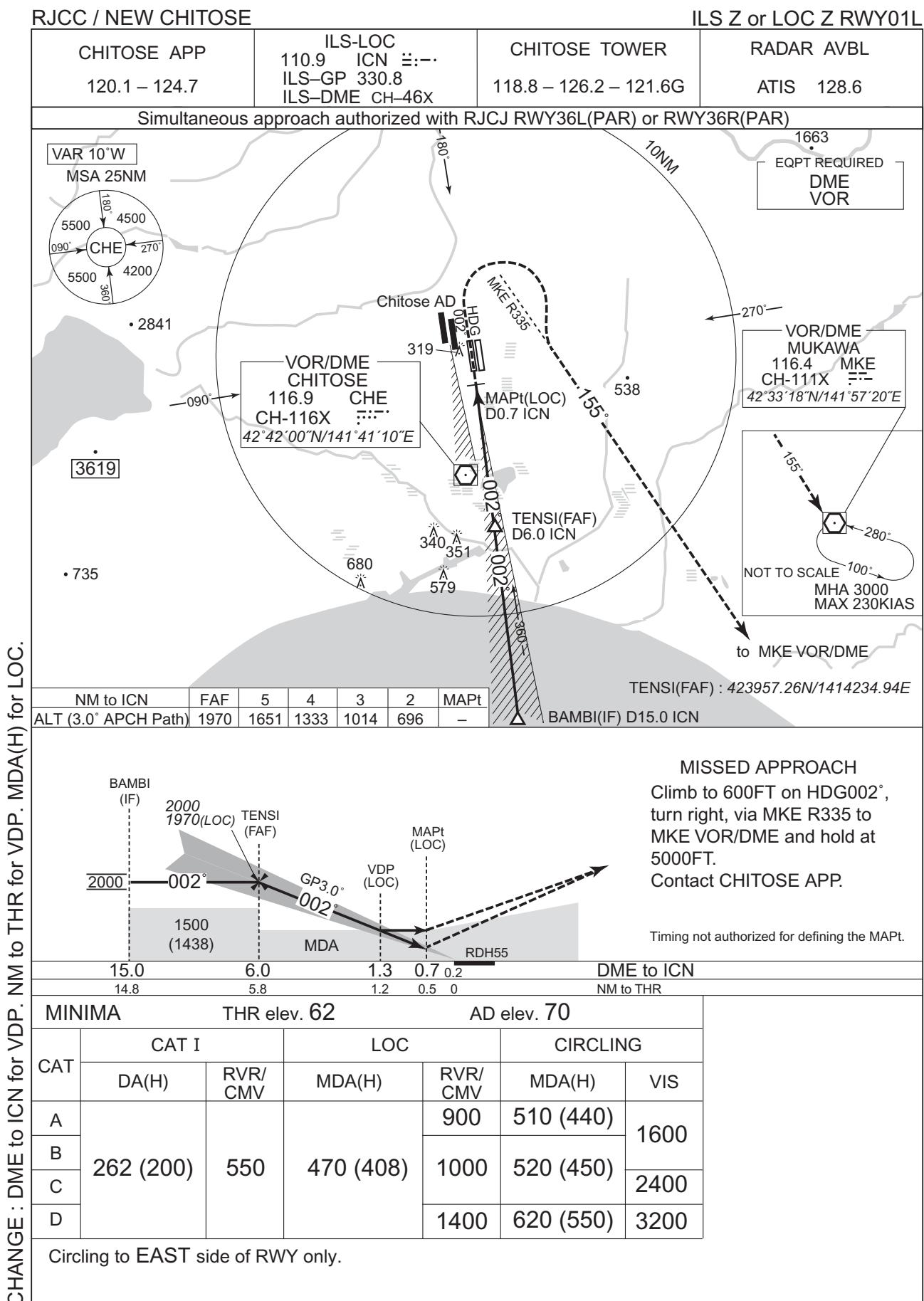
NACKS BRAVO ARRIVAL

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

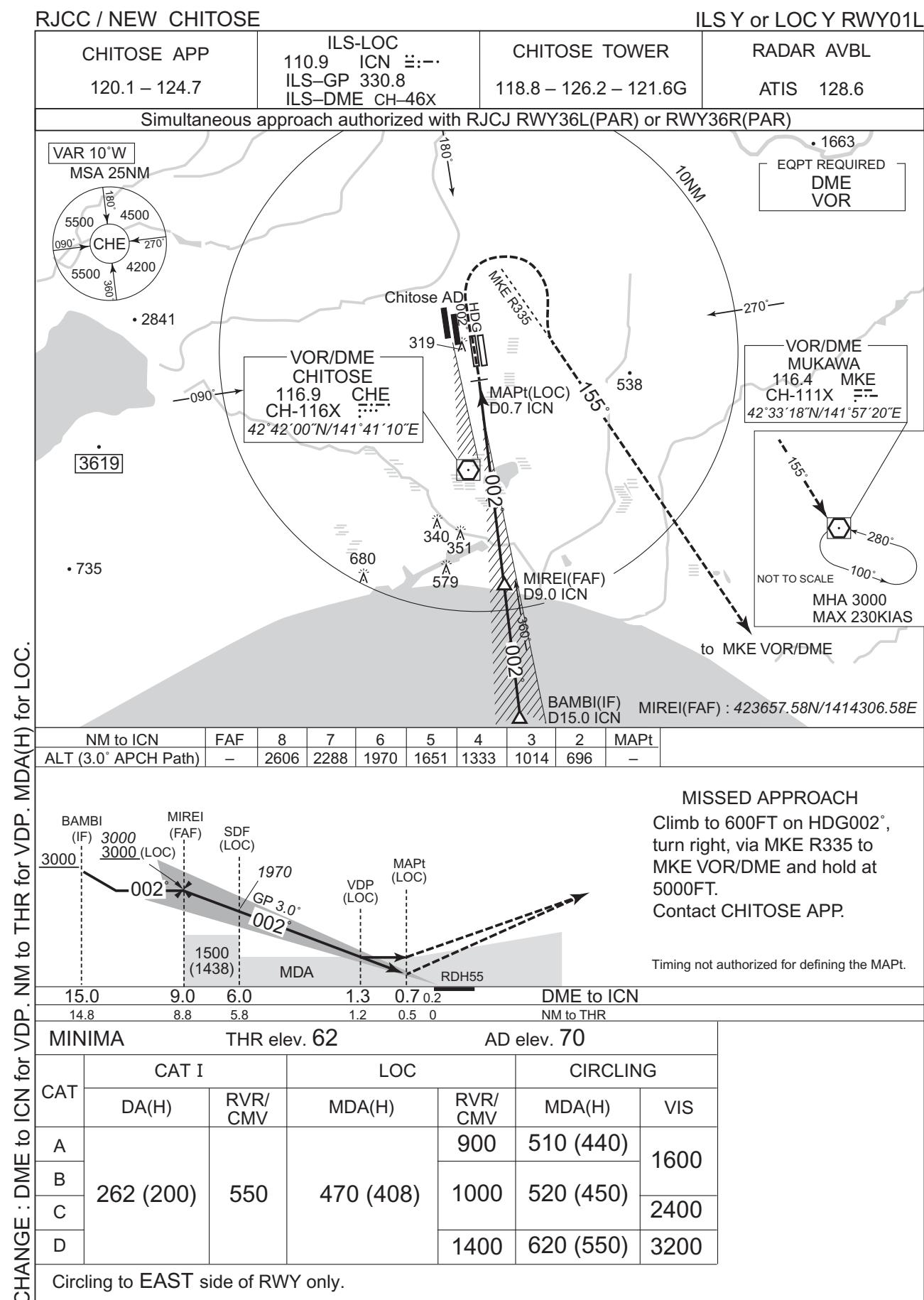
| | |
|-----------------------|---|
| Critical DME | SPE : C9R55 - NACKS |
| DME GAP | CHE - 11.0NM to C9R53 |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | NACKS | — | 240 (230.8) | -9.3 | 10.4 | — | +3000 | — | — | RNAV1 |

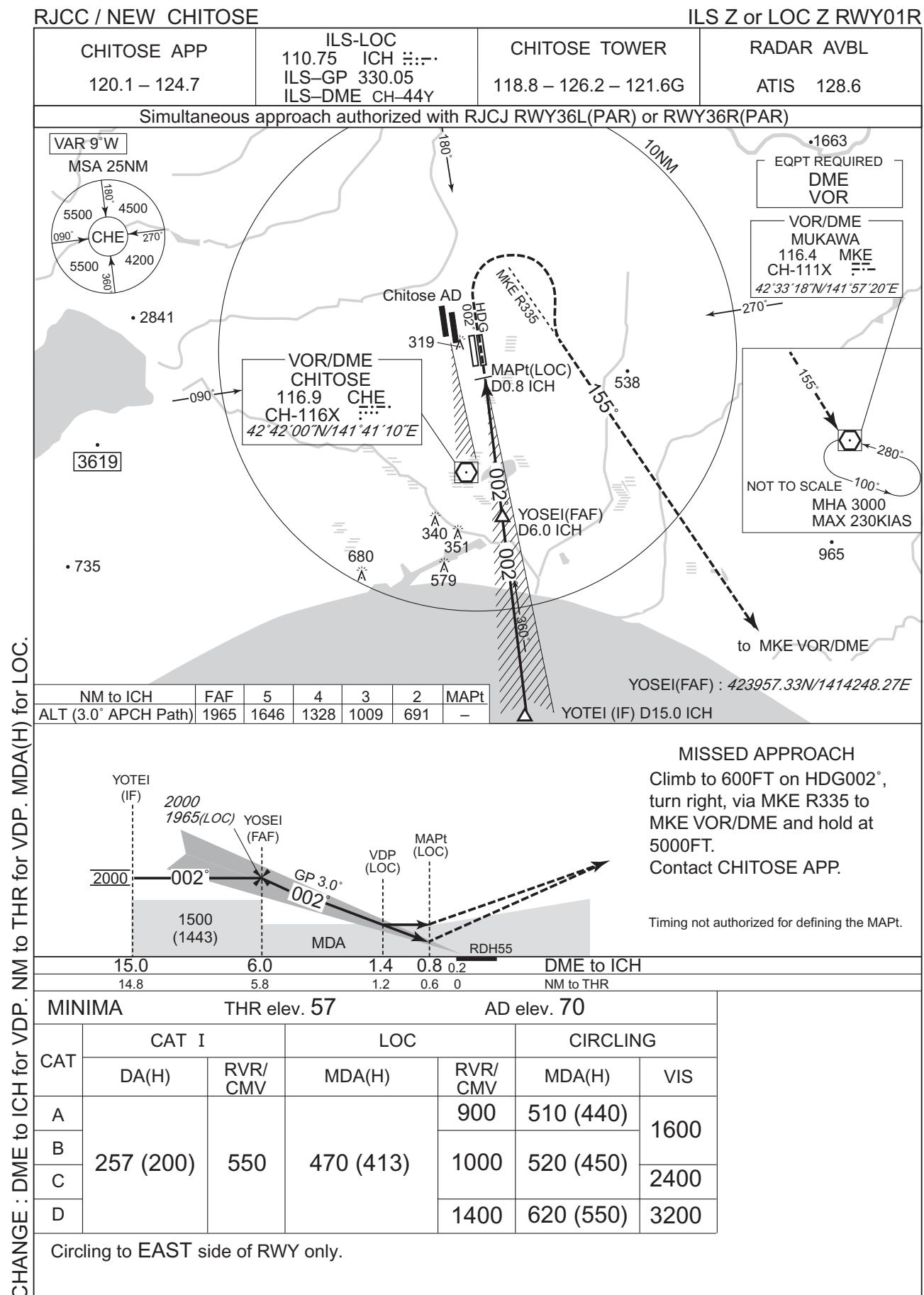
INSTRUMENT APPROACH CHART



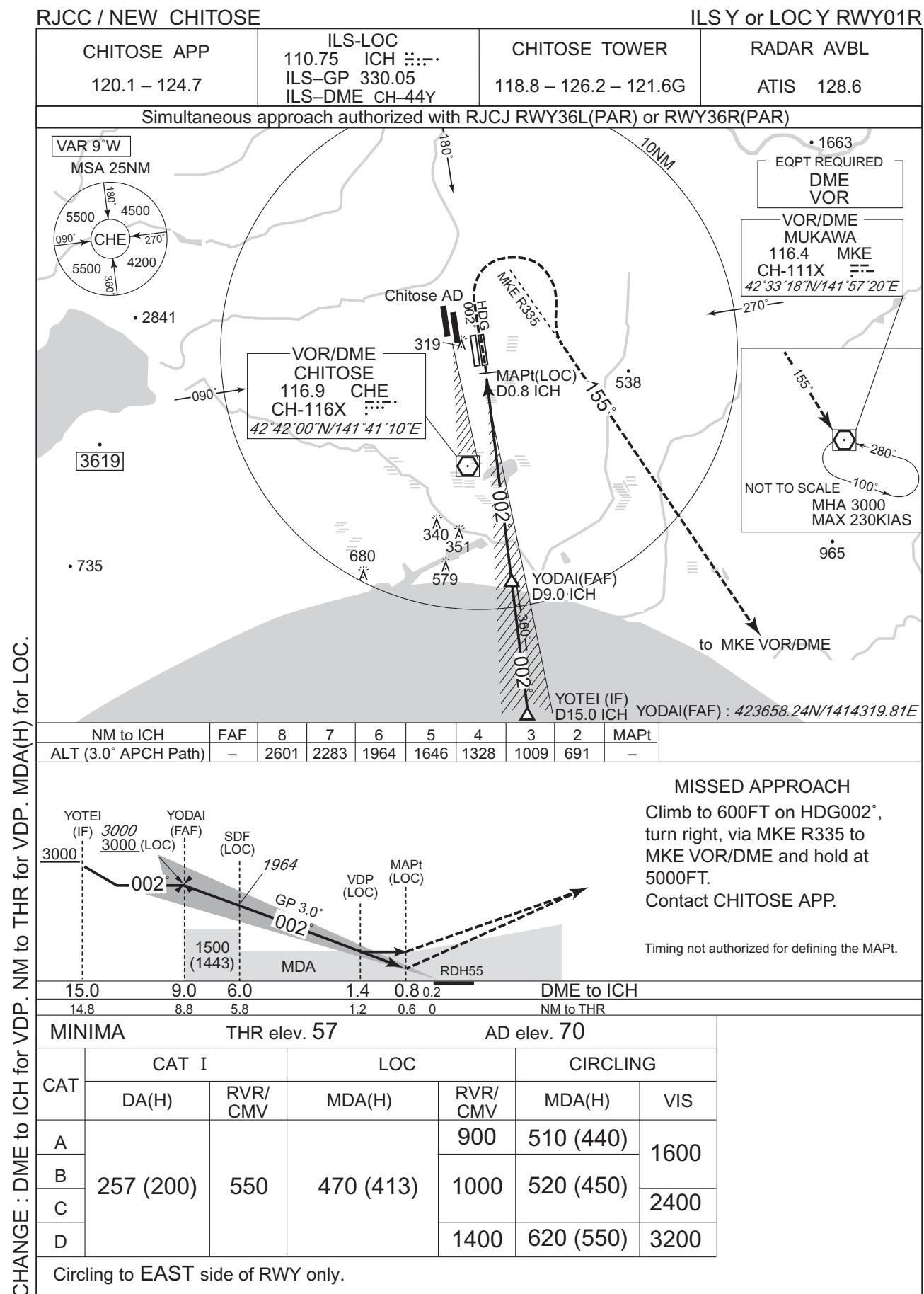
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



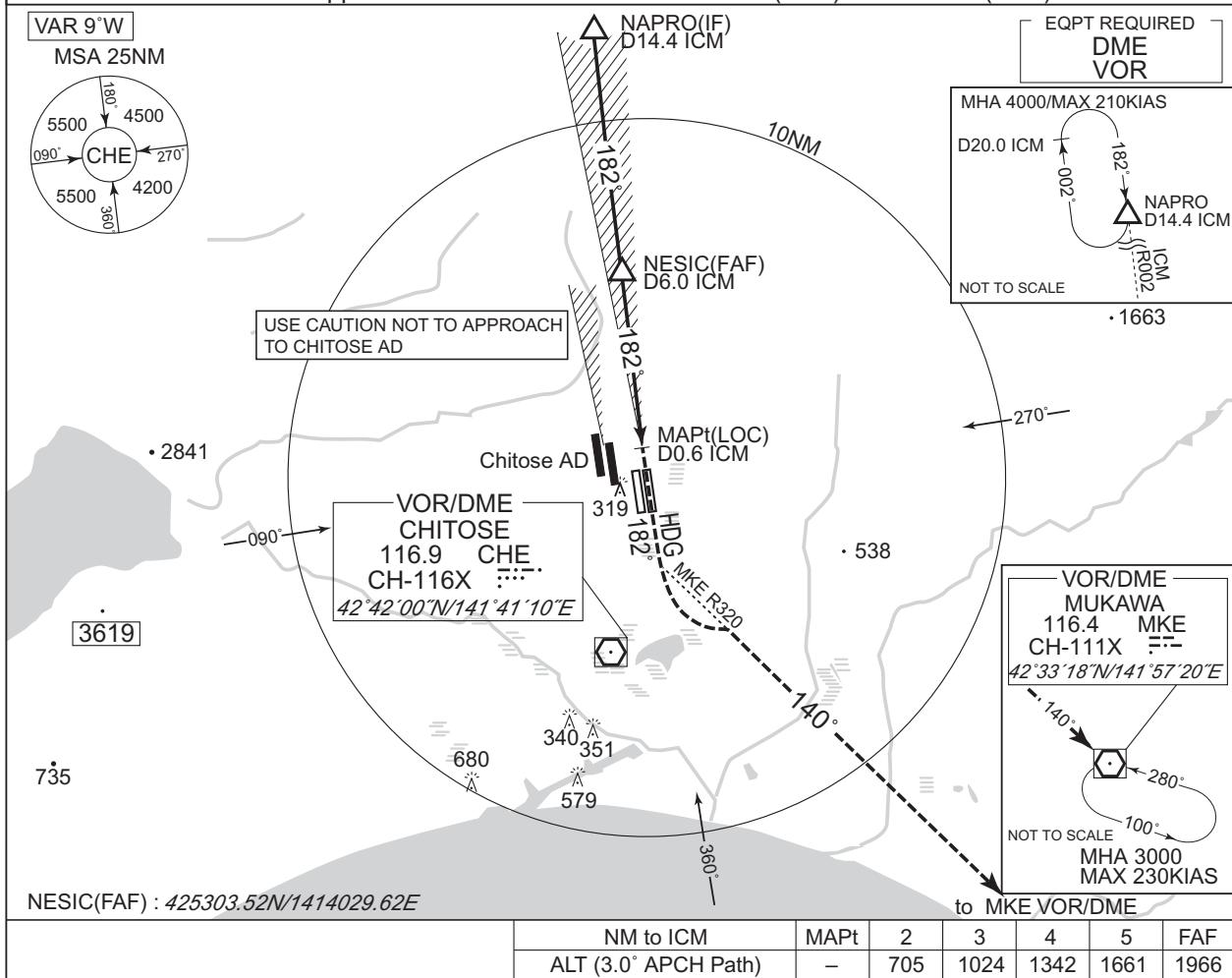
INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE

ILS Y or LOC Y RWY19L

| | | | |
|------------------------------|--|---|--------------------------|
| CHITOSE APP 120.1 – 124.7 | ILS - LOC 109.35 ICM ILS-GP 331.85 ILS-DME CH-30Y | CHITOSE TOWER 118.8 – 126.2 – 121.6G | RADAR AVBL ATIS 128.6 |
|------------------------------|--|---|--------------------------|

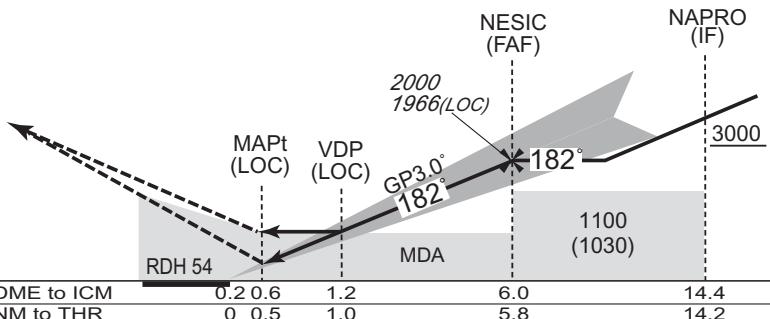
Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)



MISSED APPROACH

Climb to 600FT on HDG182°, turn left, via MKE R320 to MKE VOR/DME and hold at 5000FT. Contact CHITOSE APP.

Timing not authorized for defining the MAPt.



MINIMA THR elev. 77 AD elev. 70

CHANGE : Description of VAR.

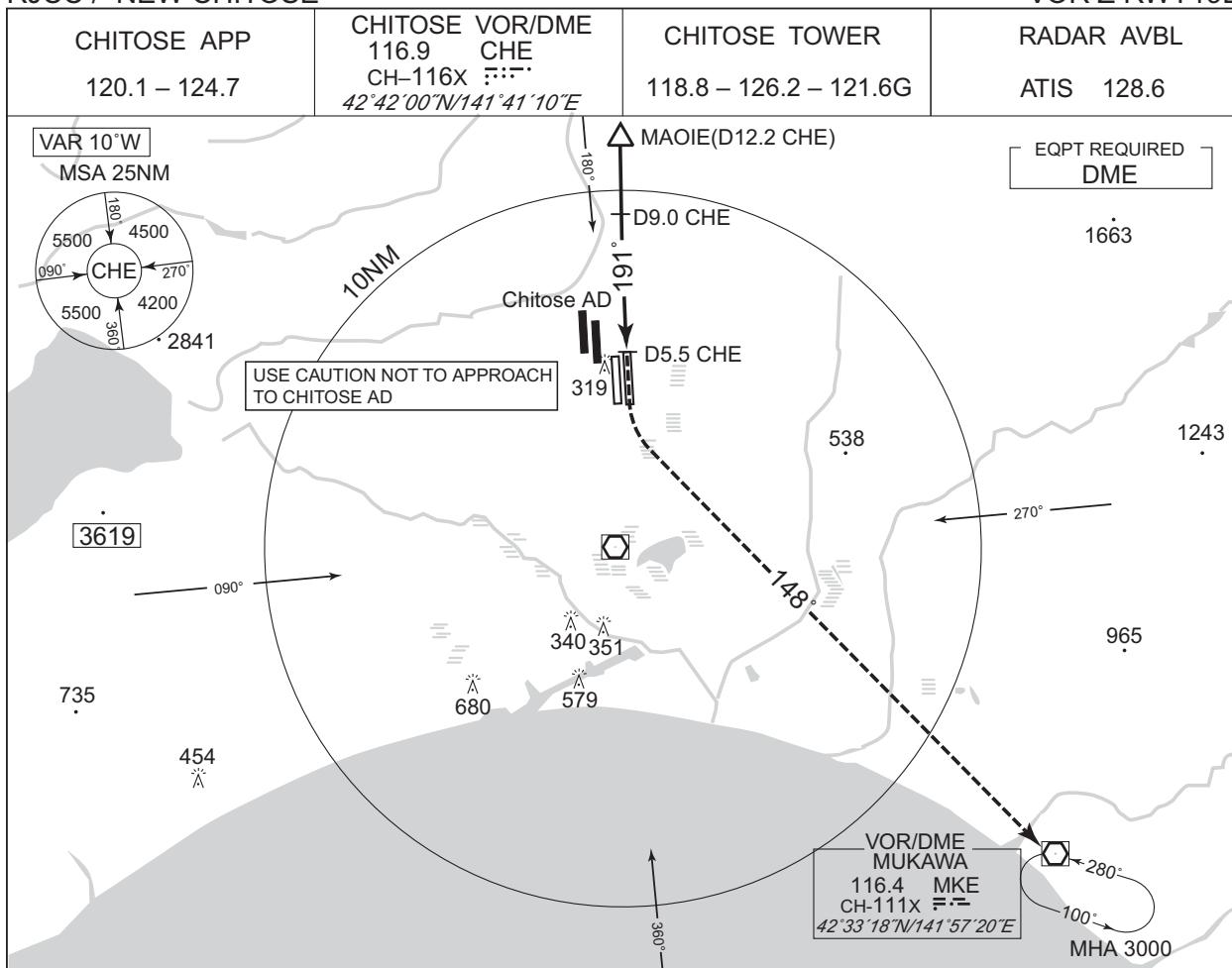
| CAT | CAT I | | LOC | | CIRCLING | |
|-----|-----------|---------|-----------|---------|-----------|------|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | | | | 1200 | | |
| B | | | | 1300 | | |
| C | 277 (200) | 700 | 450 (380) | | 580 (510) | 1600 |
| D | | | | 1400 | | 2400 |
| | | | | 1600 | 640 (570) | 3200 |

Circling to EAST side of RWY only.

INSTRUMENT APPROACH CHART

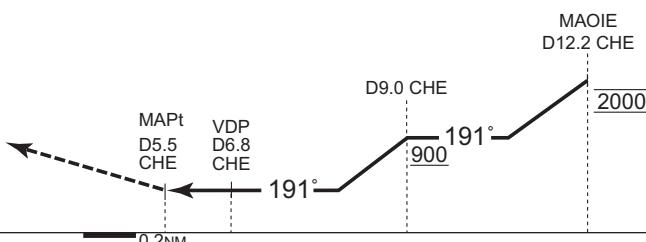
RJCC / NEW CHITOSE

VOR Z RWY19L



MISSED APPROACH

Turn left, climb via MKE
R328 to 5000FT, proceed to
MKE VOR/DME and hold.
Contact CHITOSE APP.

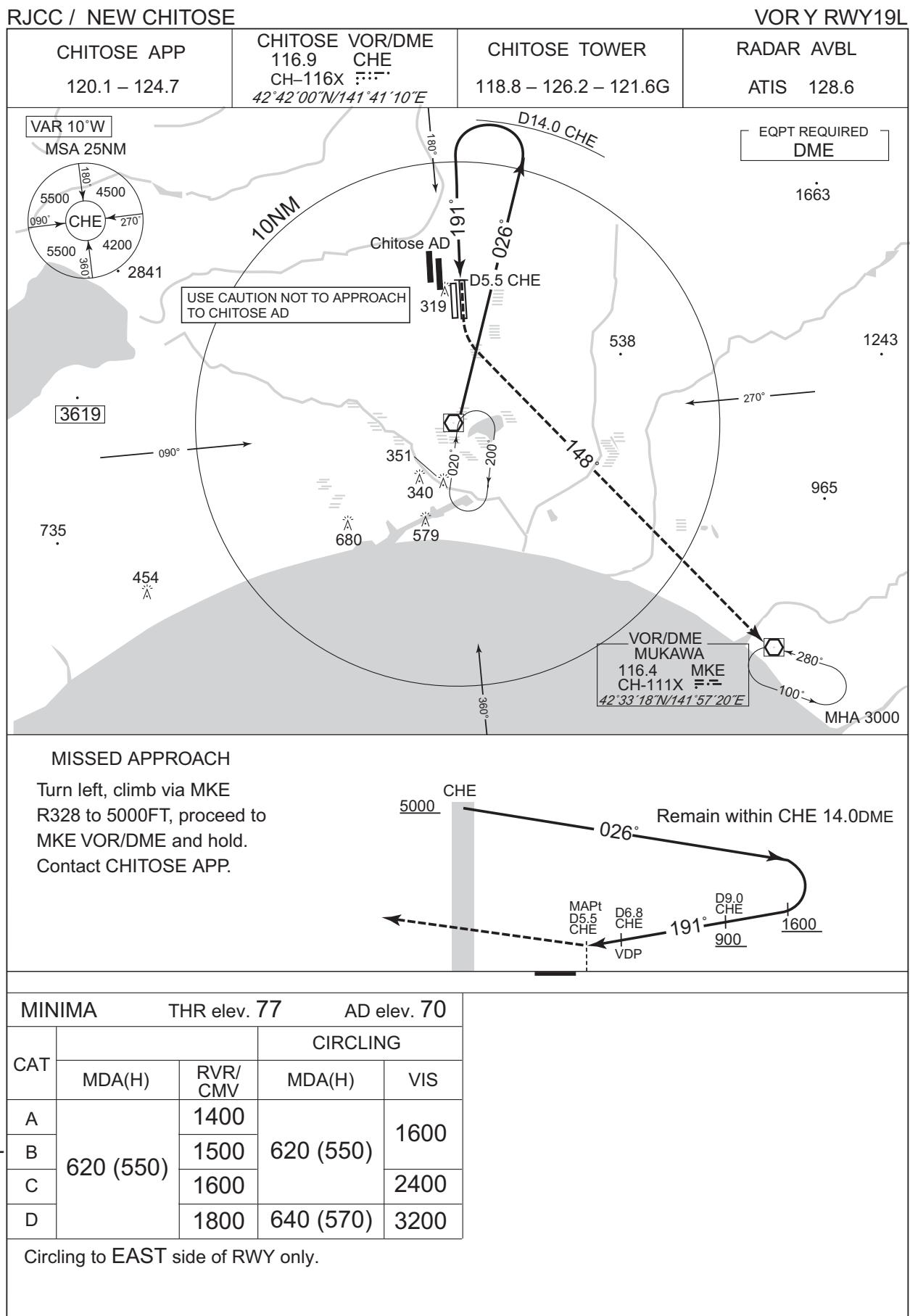


| CAT | MINIMA | | THR elev. 77 | | AD elev. 70 | |
|-----|-----------|---------|--------------|------|-------------|------|
| | MDA(H) | RVR/CMV | MDA(H) | VIS | CIRCLING | |
| A | 620 (550) | 1400 | 620 (550) | 1600 | D9.0 CHE | 2000 |
| B | | 1500 | | 2400 | 191° | 900 |
| C | | 1600 | | | 191° | |
| D | | 1800 | 640 (570) | 3200 | 191° | |

Circling to EAST side of RWY only.

CHANGE : Description of VAR.

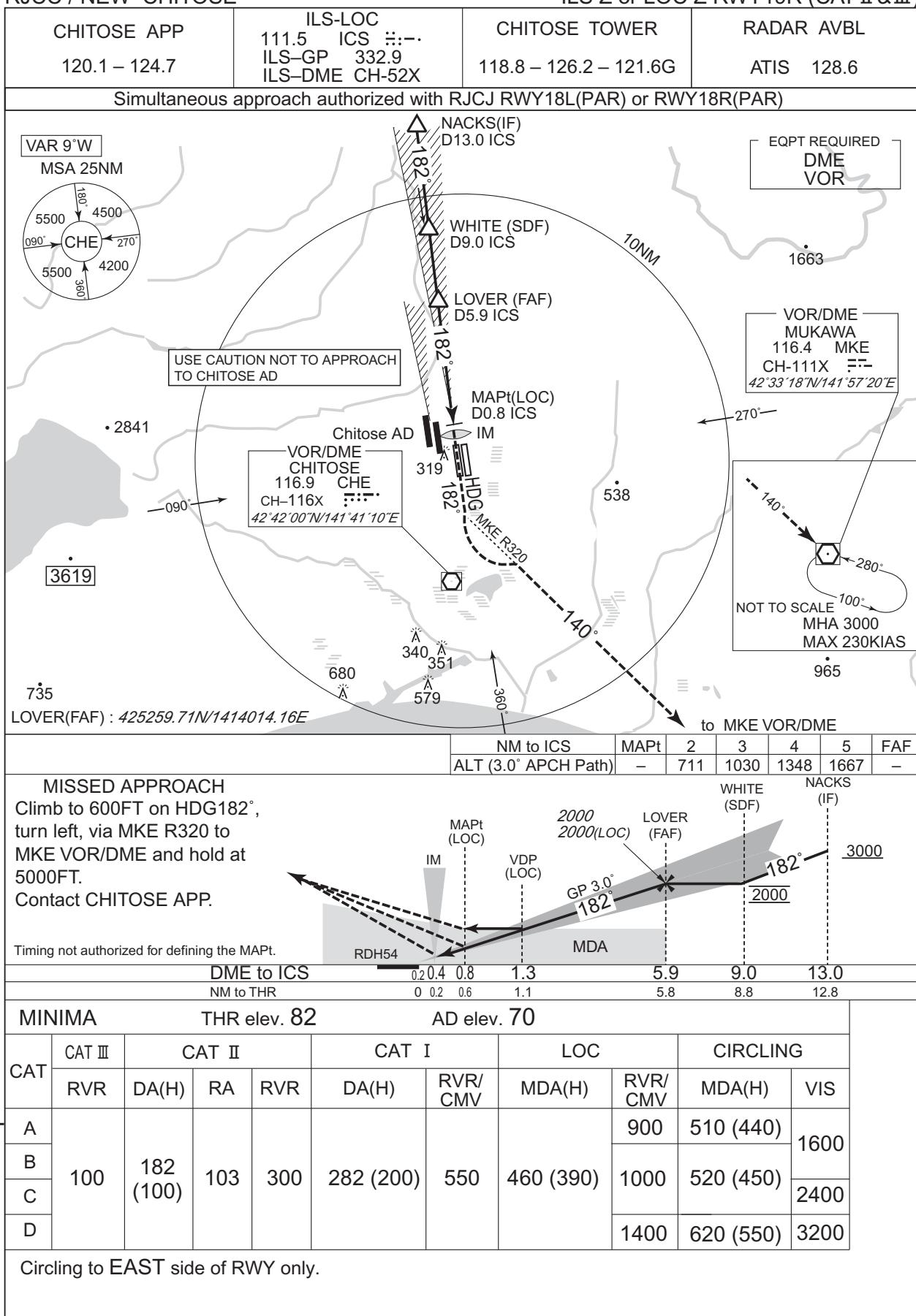
INSTRUMENT APPROACH CHART



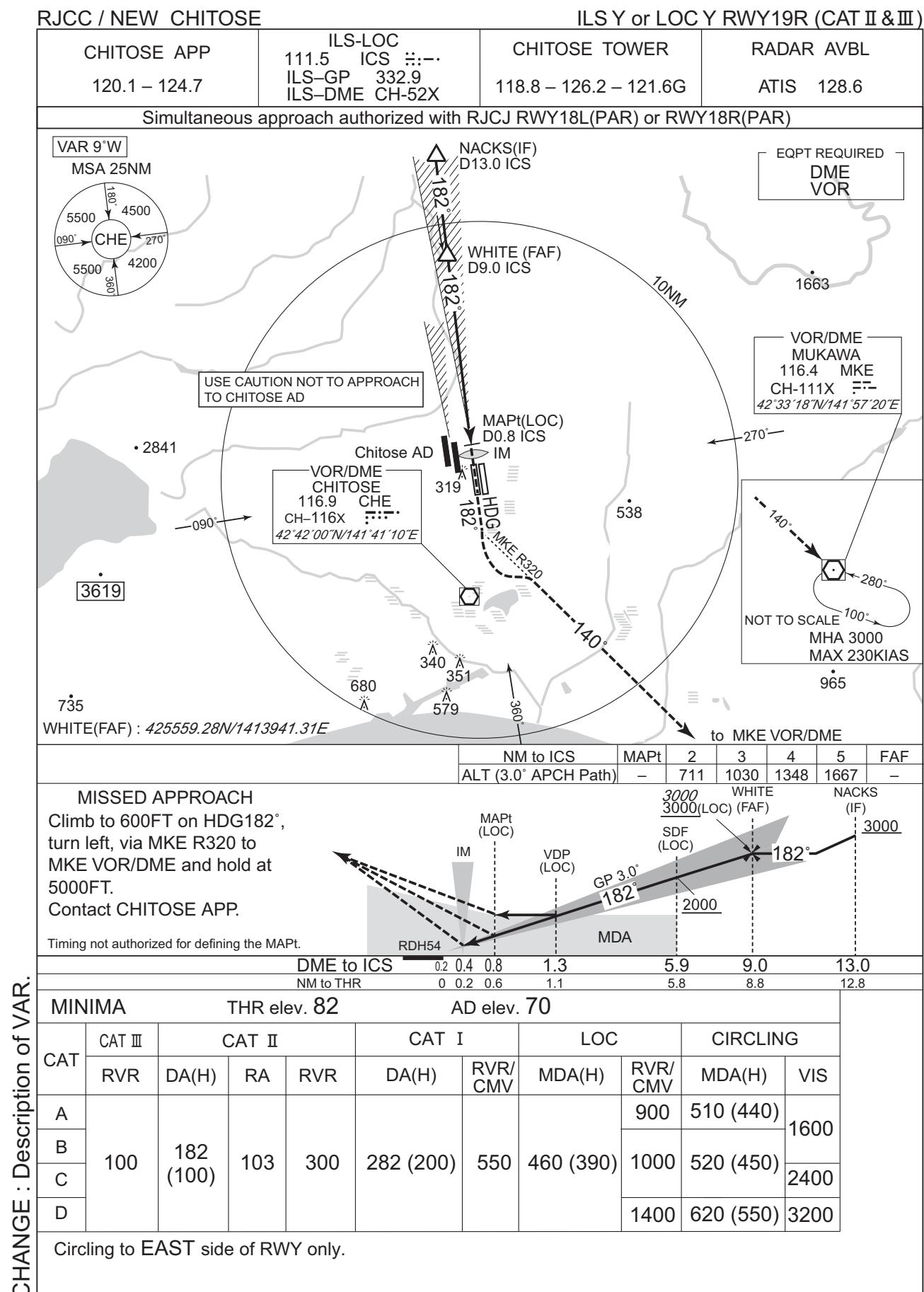
INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE

ILS Z or LOC Z RWY19R (CAT II & III)



INSTRUMENT APPROACH CHART



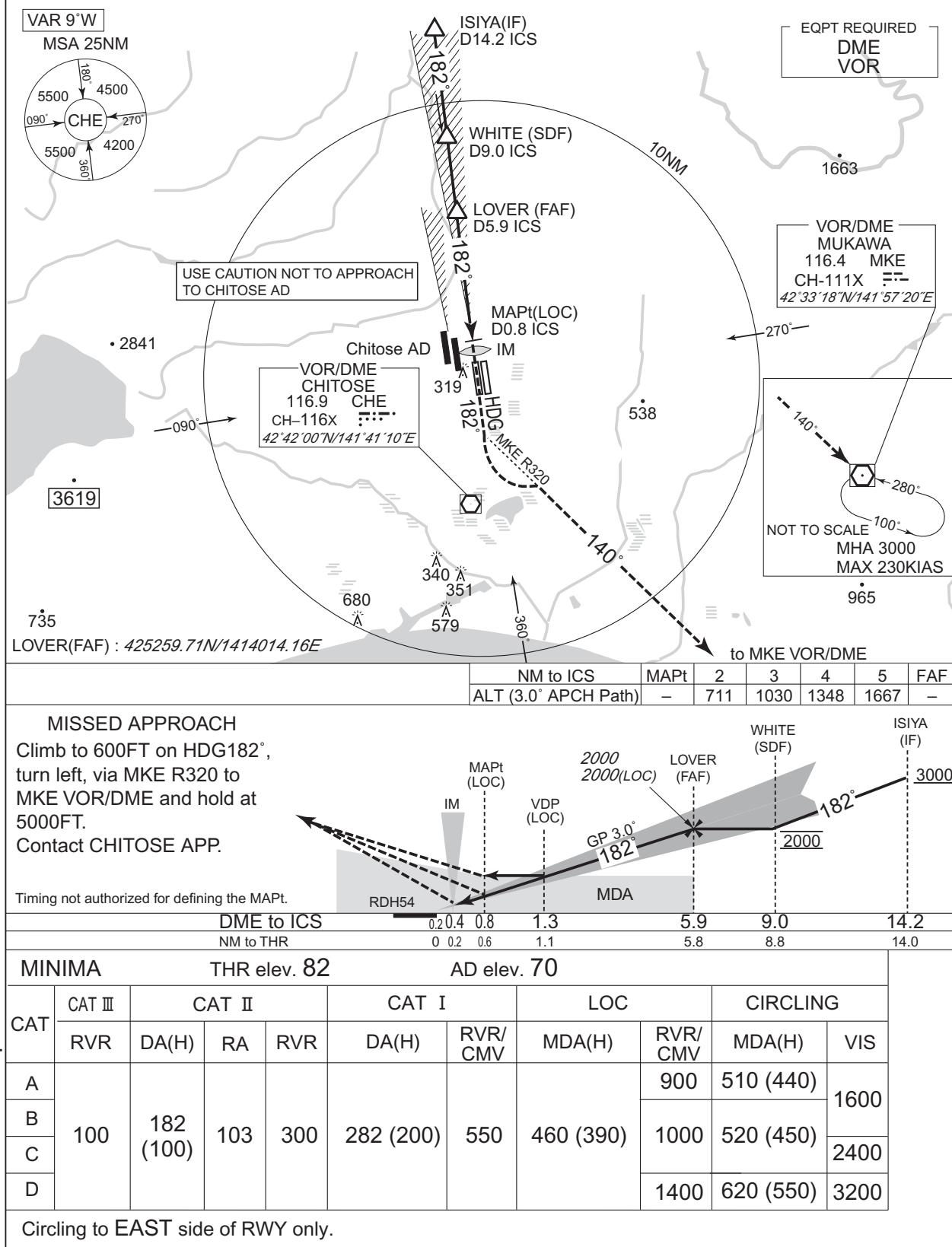
INSTRUMENT APPROACH CHART

RJCC / NEW CHITOSE

ILS X or LOC X RWY19R (CAT II & III)

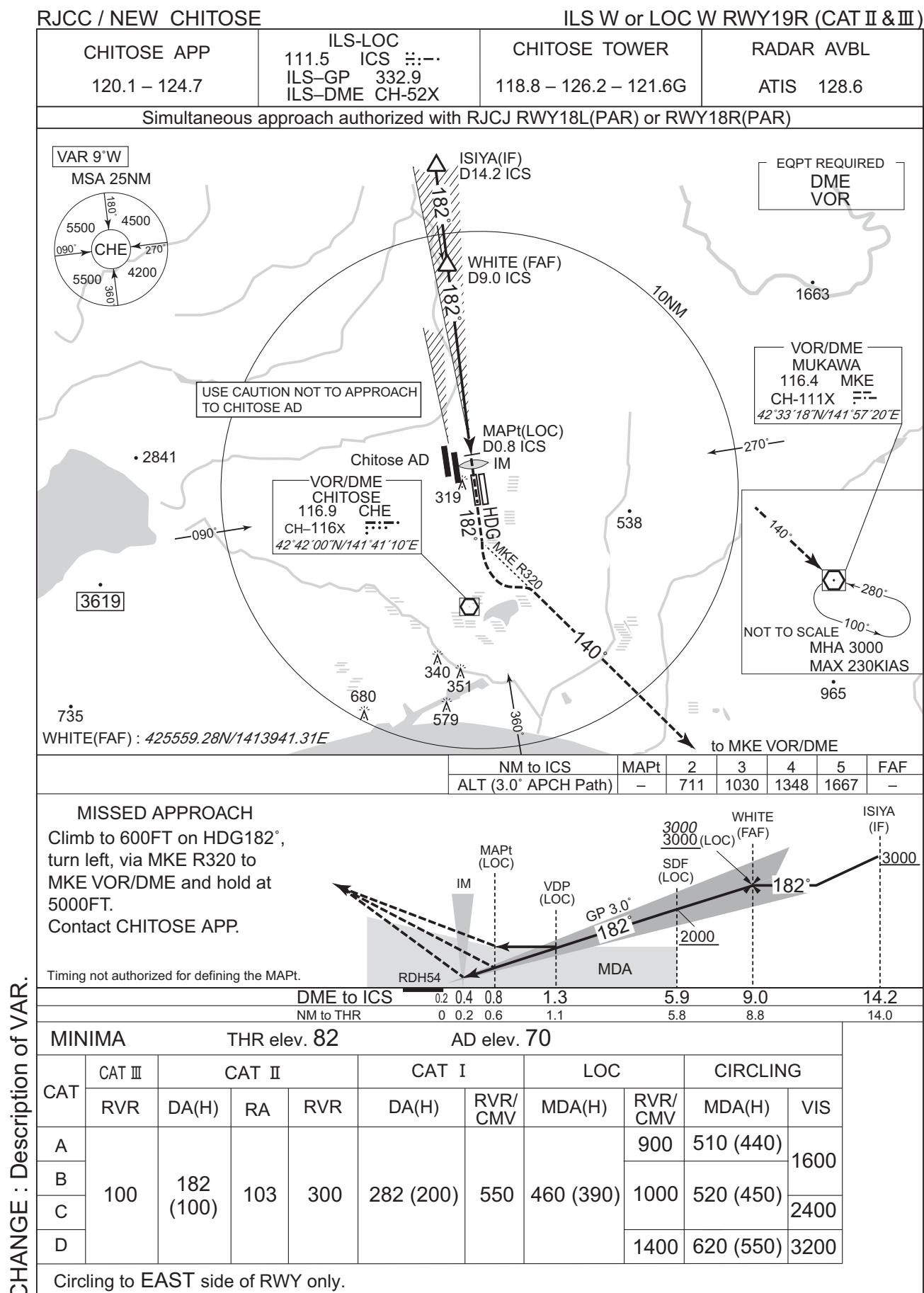
| | | | |
|------------------------------|--|---|--------------------------|
| CHITOSE APP 120.1 – 124.7 | ILS-LOC 111.5 ICS \pm 1.0 ILS-GP 332.9 ILS-DME CH-52X | CHITOSE TOWER 118.8 – 126.2 – 121.6G | RADAR AVBL ATIS 128.6 |
|------------------------------|--|---|--------------------------|

Simultaneous approach authorized with RJCJ RWY18L(PAR) or RWY18R(PAR)

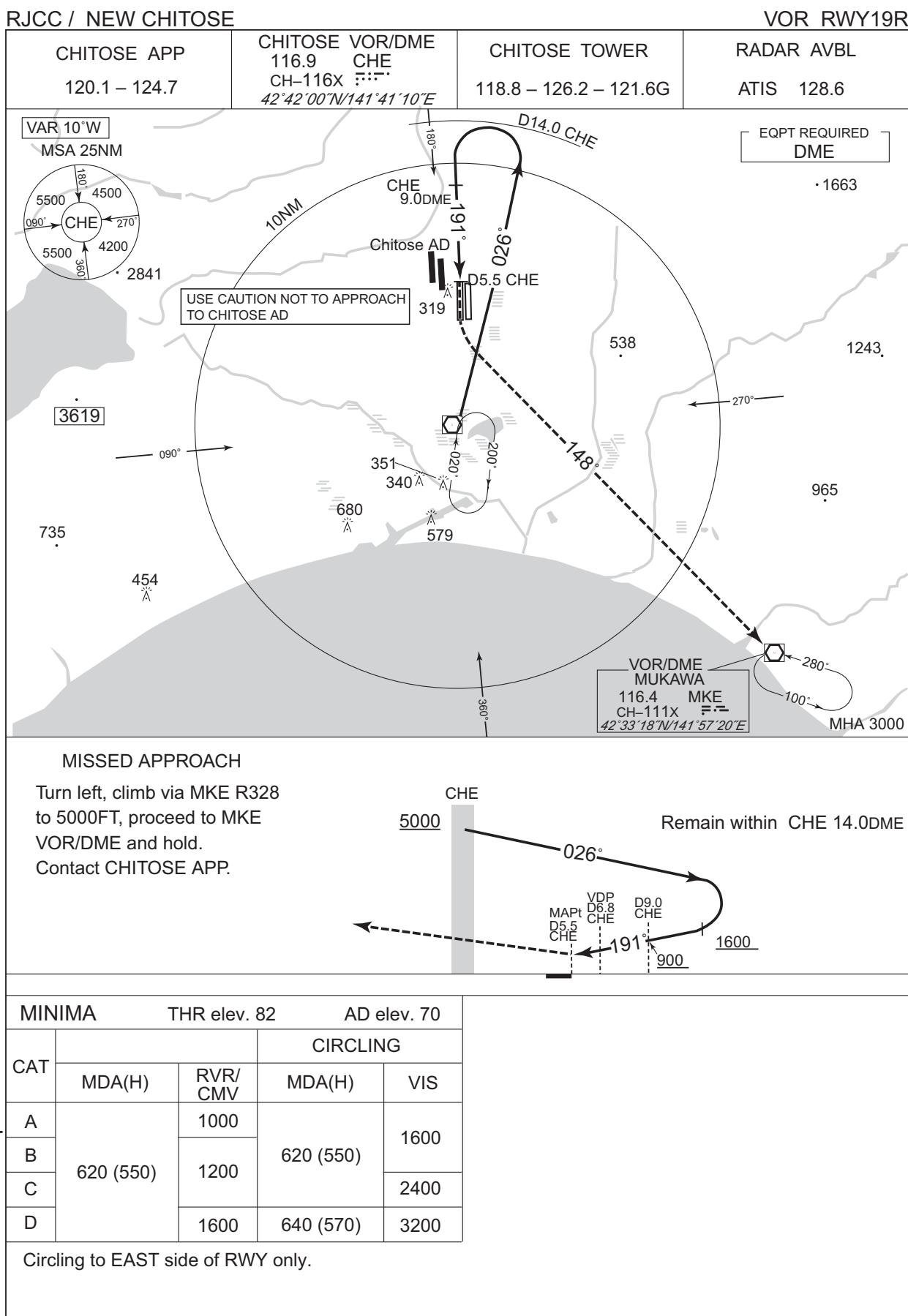


CHANGE : Description of VAR.

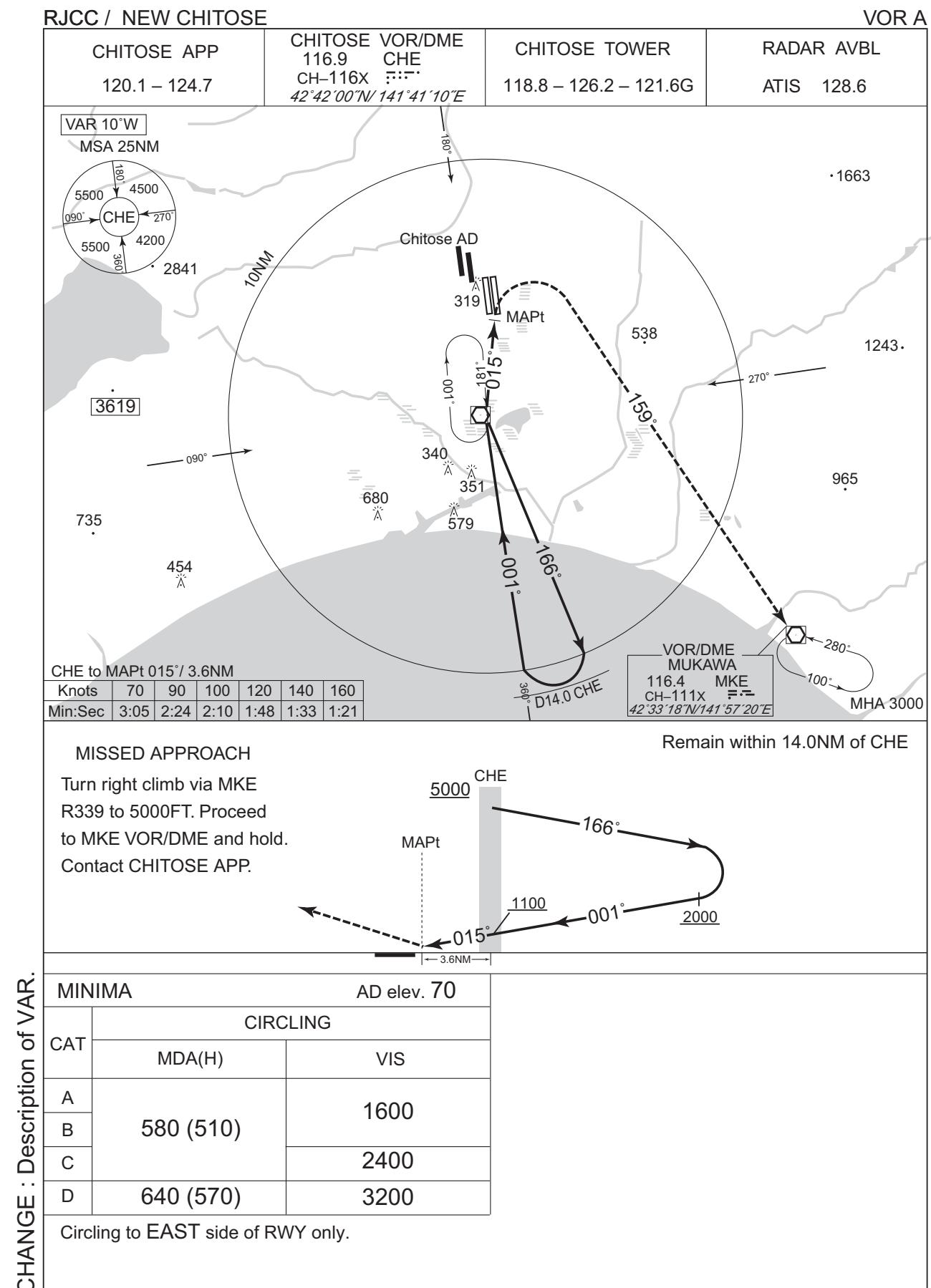
INSTRUMENT APPROACH CHART

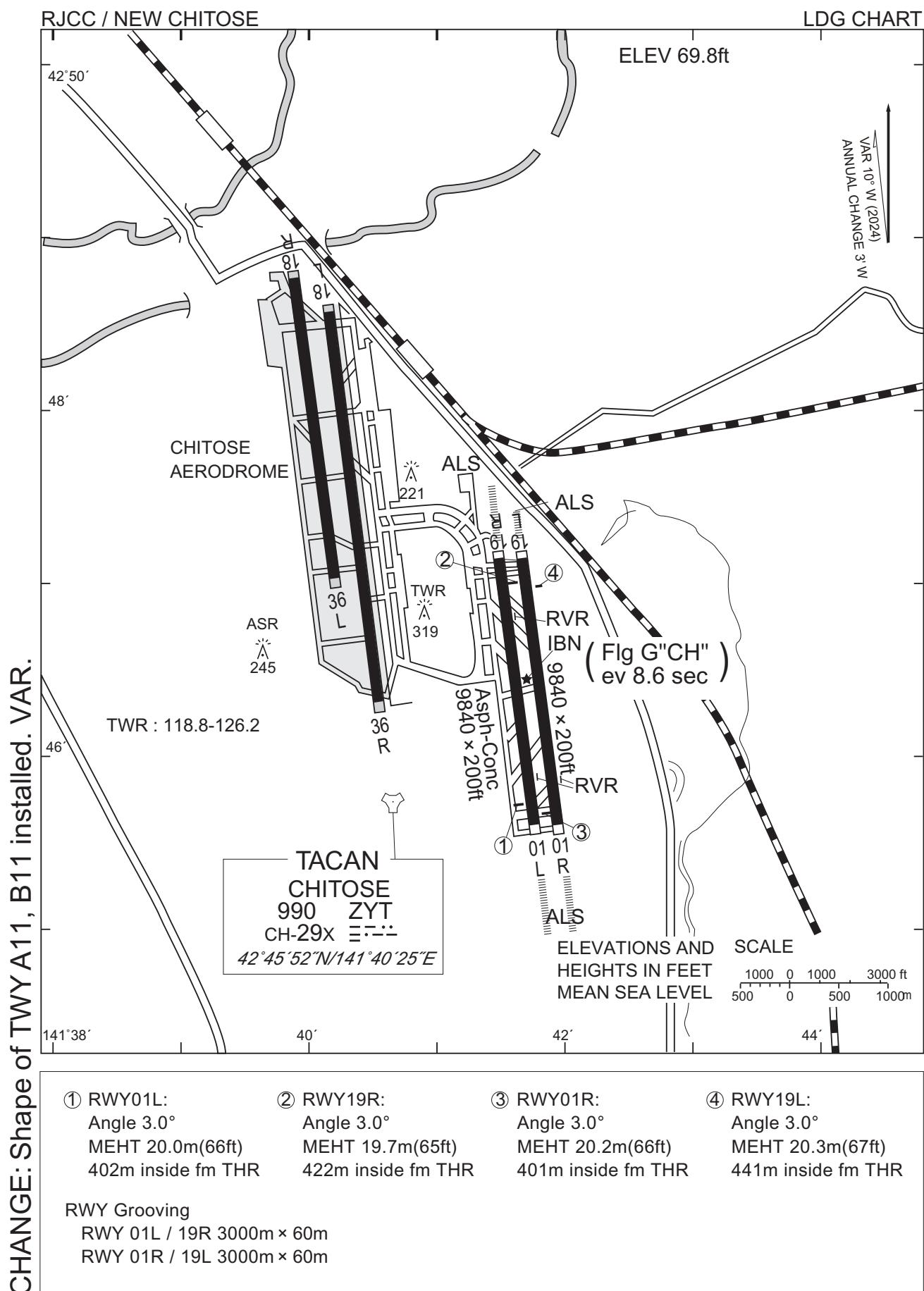


INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

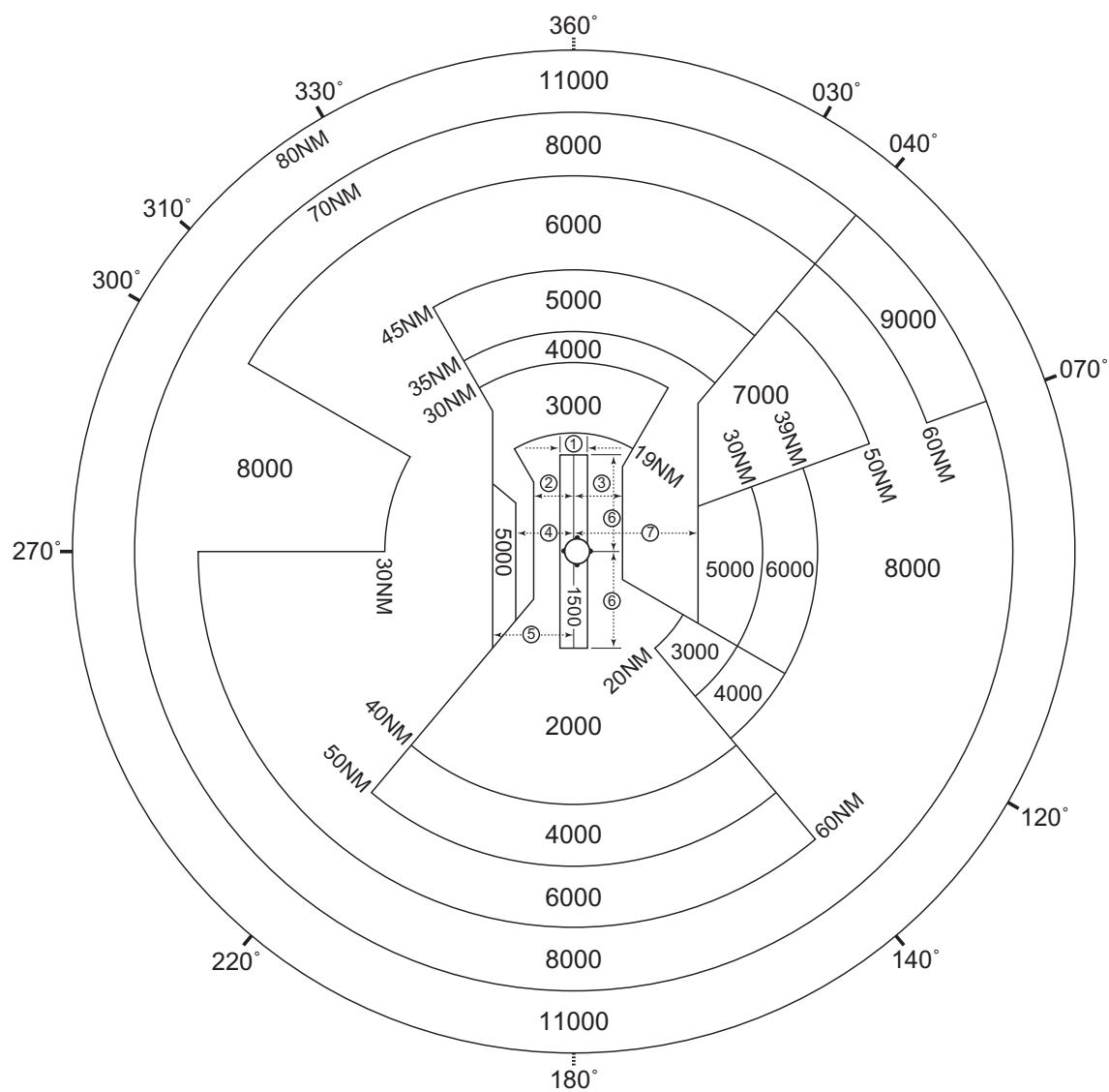




RJCC / NEW CHITOSE

Minimum Vectoring Altitude CHART

VAR 10°W (2024)



Each distances as follows,

- ① 4NM
 - ② 6NM
 - ③ 8NM
 - ④ 9NM
 - ⑤ 13NM
 - ⑥ 15NM
 - ⑦ 20NM

CENTER : 424740N/1413959E (RJCJ ARP)

CHANGE: VAR.