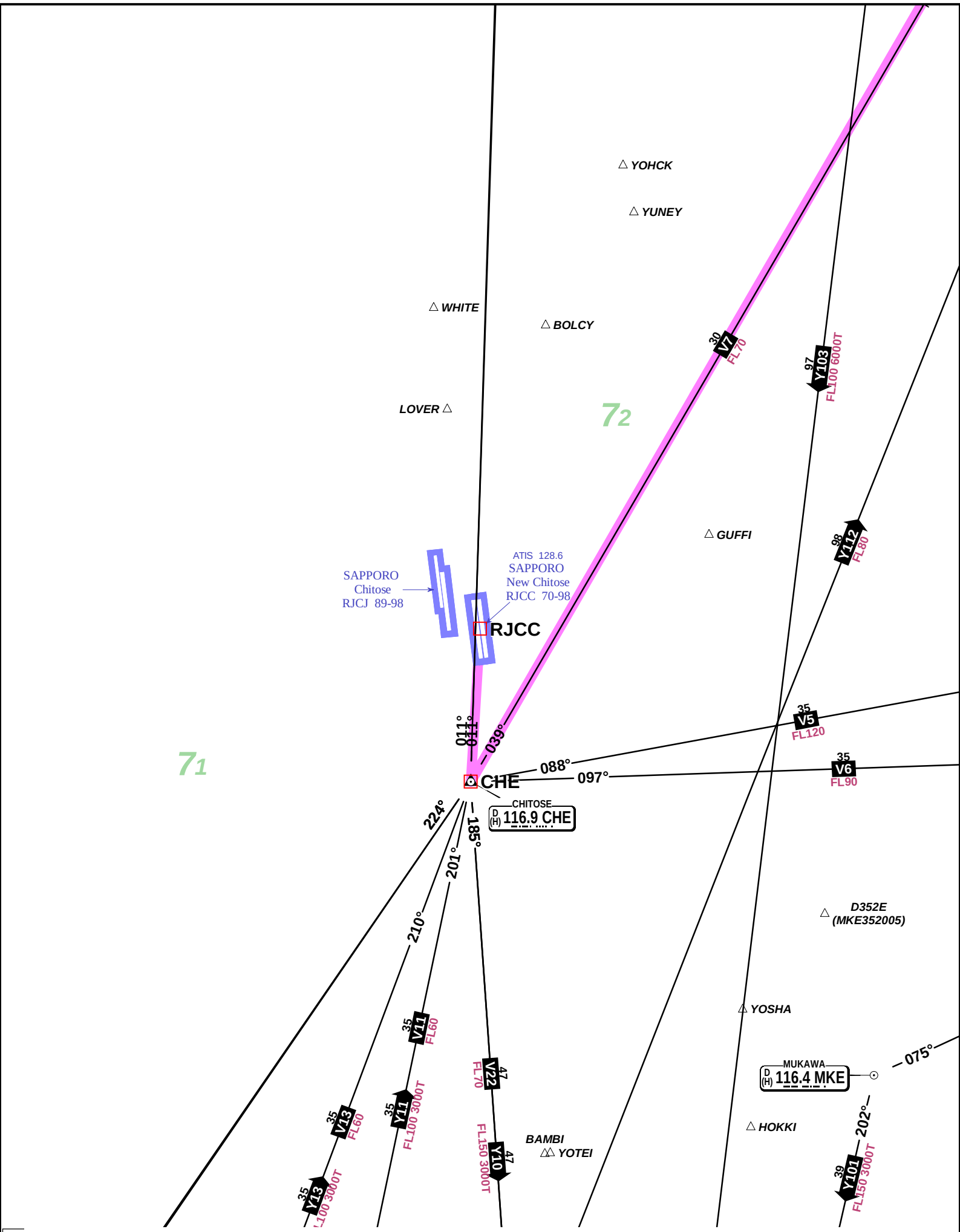
DEPARTURE (RJCC -> UHPP): RJCC (New Chitose)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

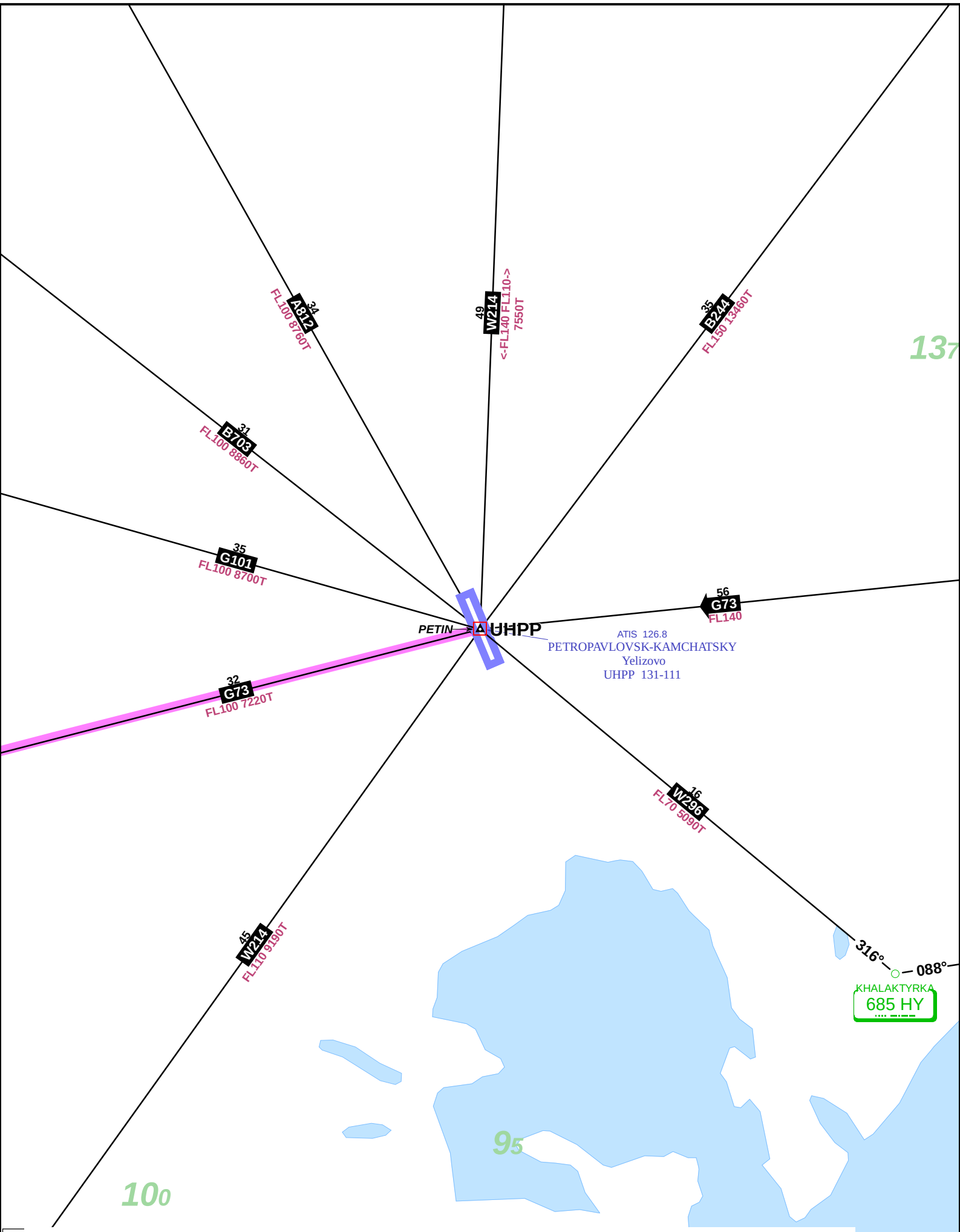
JEPPESEN
JeppView 3.6.2.0



You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)
© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

DESTINATION (RJCC -> UHPP): UHPP (Yelizovo)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

J E P P E S E N
JeppView 3.6.2.0

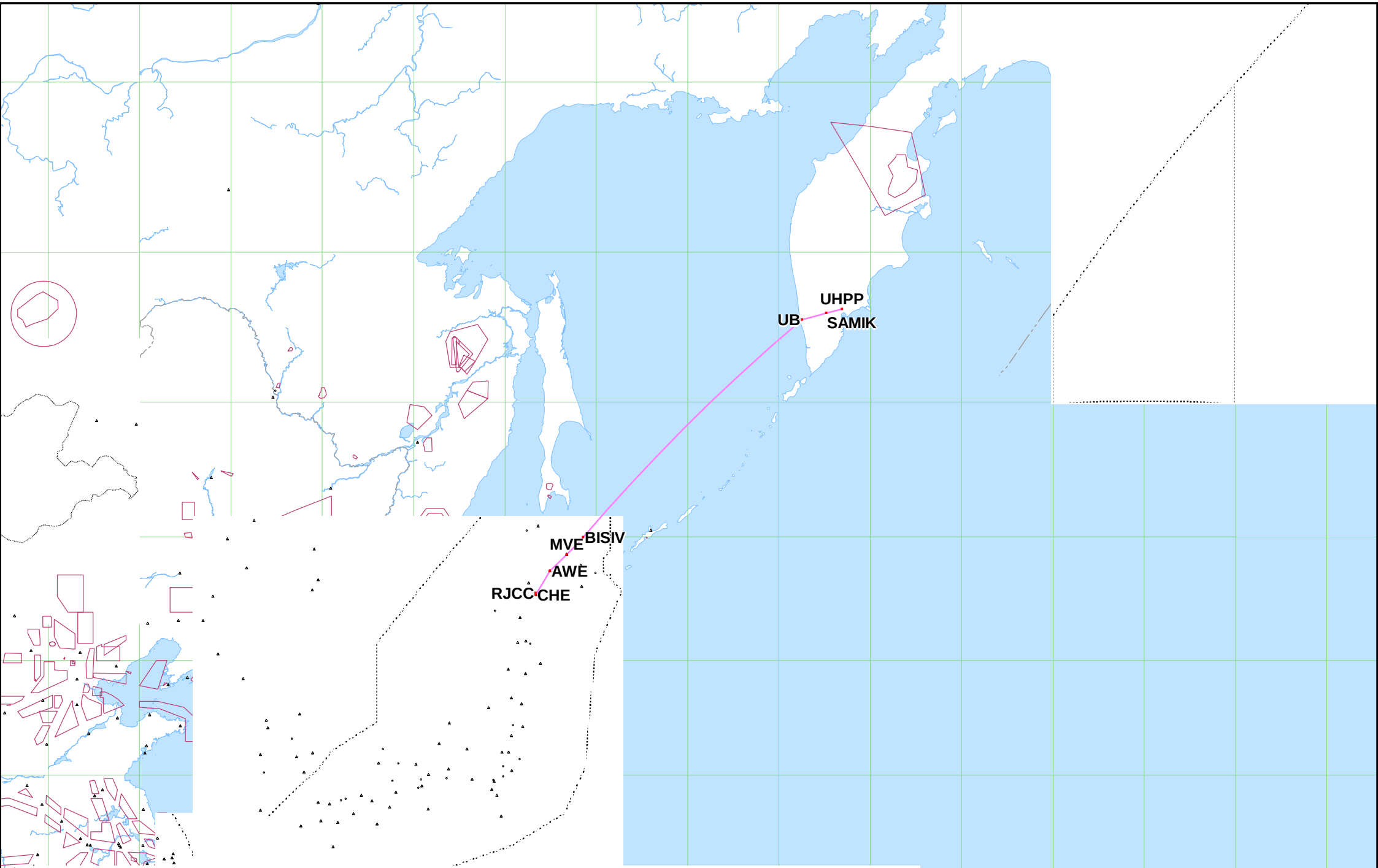


You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

RJCC -> UHPP (Page 1 of 1)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

JEPPESEN
JeppView 3.6.2.0



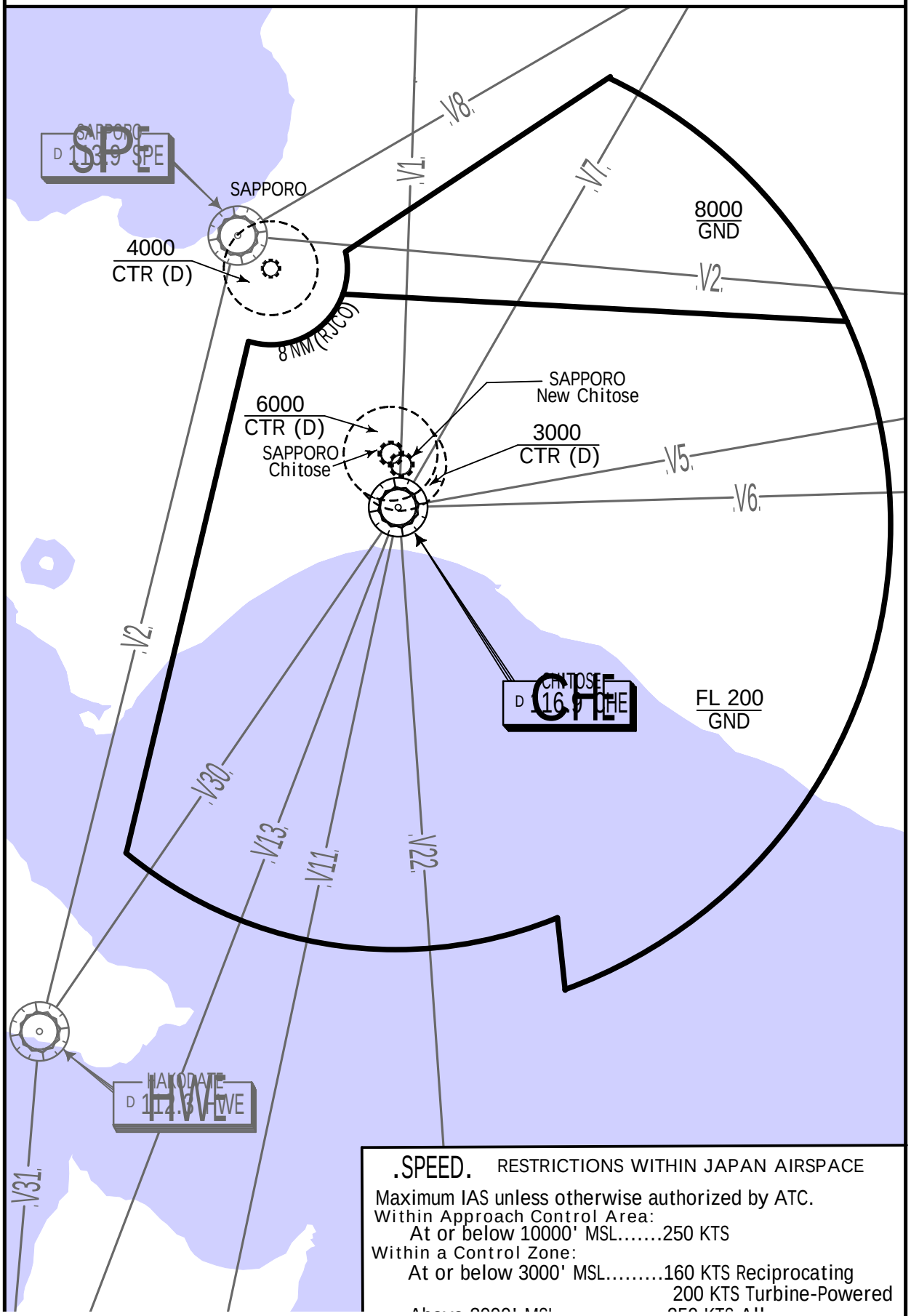
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

CHITOSE APPROACH CONTROL AREA (E)

Transponder (Mode A/3 and Mode C) required in Approach Control Area and Control Zones.



.SPEED. RESTRICTIONS WITHIN JAPAN AIRSPACE

Maximum IAS unless otherwise authorized by ATC.
Within Approach Control Area:
At or below 10000' MSL.....250 KTS
Within a Control Zone:
At or below 3000' MSL.....160 KTS Reciprocating
200 KTS Turbine-Powered

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

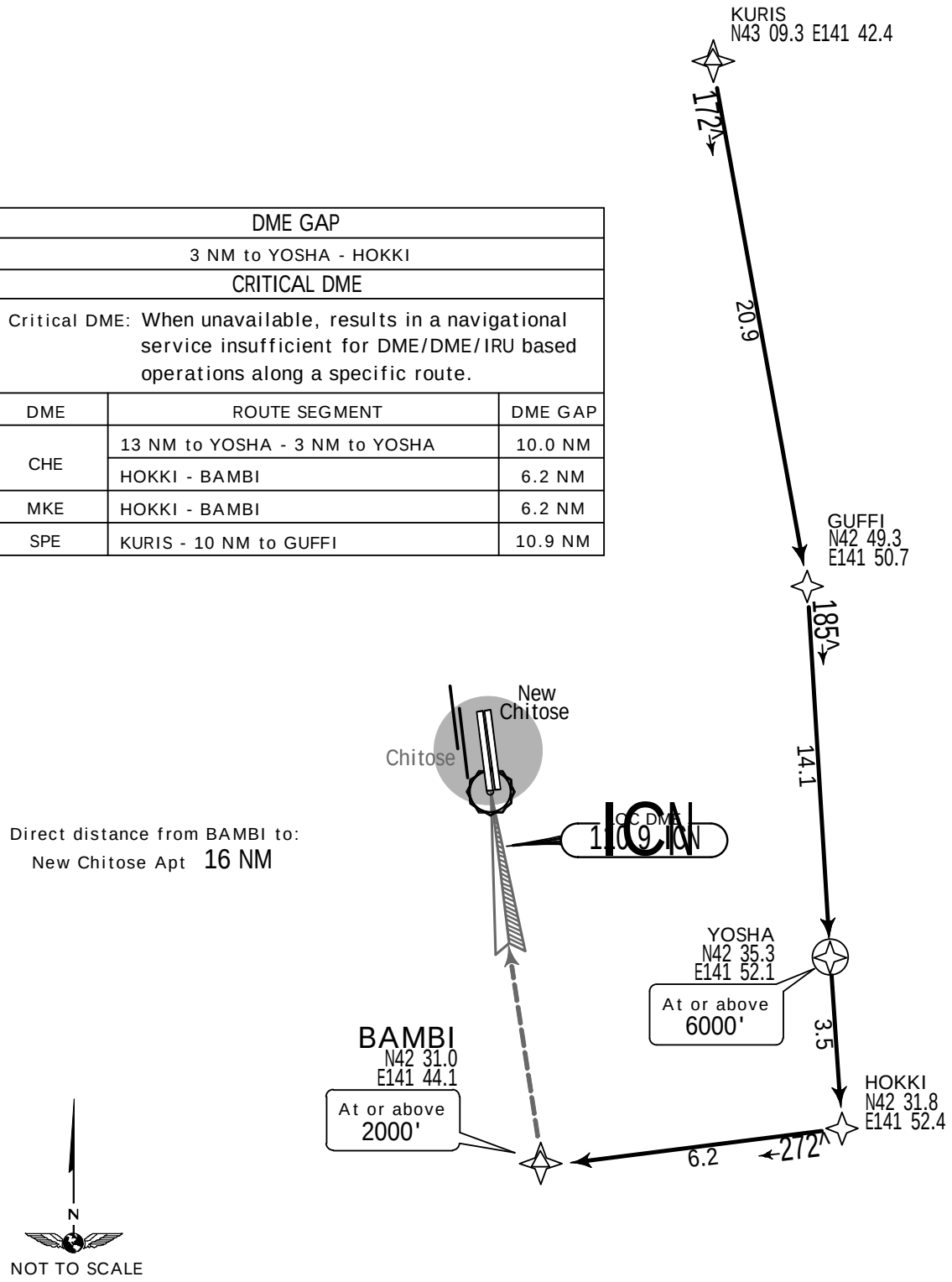
JEPPESEN

7 DEC 12 (10-2) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

BAMBI NORTH ARRIVAL
[BAMBIN]
(RWY 01L)



DME GAP
3 NM to YOSHA - HOKKI
CRITICAL DME
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

DME	ROUTE SEGMENT	DME GAP
CHE	13 NM to YOSHA - 3 NM to YOSHA	10.0 NM
	HOKKI - BAMBI	6.2 NM
MKE	HOKKI - BAMBI	6.2 NM
SPE	KURIS - 10 NM to GUFFI	10.9 NM

Direct distance from BAMBI to:
New Chitose Apt 16 NM

ROUTING

From KURIS to GUFFI to YOSHA to HOKKI to BAMBI

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

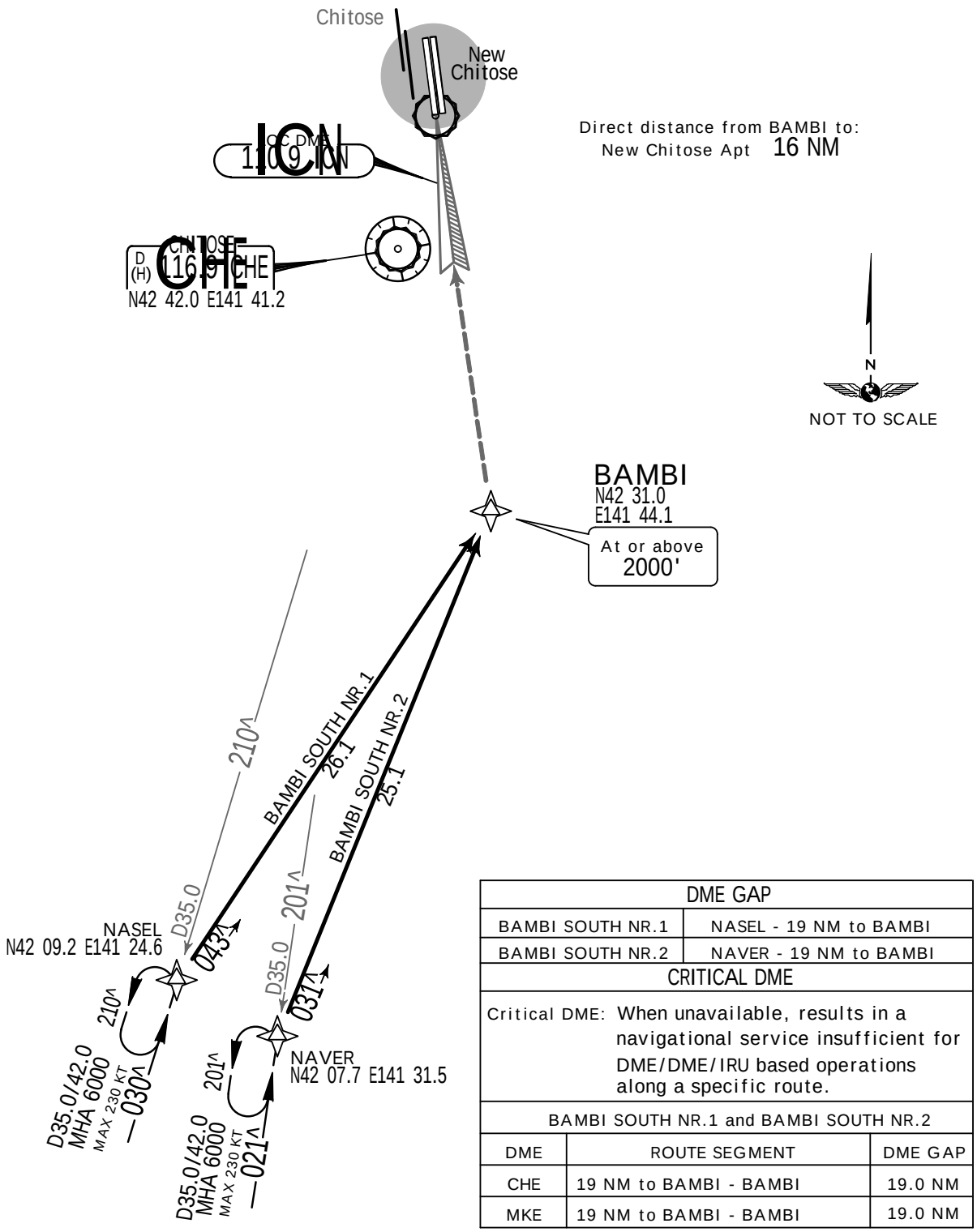
JEPPESEN

7 DEC 12 (10-2A) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

BAMBI SOUTH NR.1 [BAMBS1], BAMBI SOUTH NR.2 [BAMBS2] ARRIVALS
(RWY 01L)



DME GAP	
BAMBI SOUTH NR.1	NASEL - 19 NM to BAMBI
BAMBI SOUTH NR.2	NAVER - 19 NM to BAMBI

CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

BAMBI SOUTH NR.1 and BAMBI SOUTH NR.2

DME	ROUTE SEGMENT	DME GAP
CHE	19 NM to BAMBI - BAMBI	19.0 NM
MKE	19 NM to BAMBI - BAMBI	19.0 NM

STAR	ROUTING
BAMBI SOUTH NR.1	From NASEL to BAMBI.
BAMBI SOUTH NR.2	From NAVER to BAMBI.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2003. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

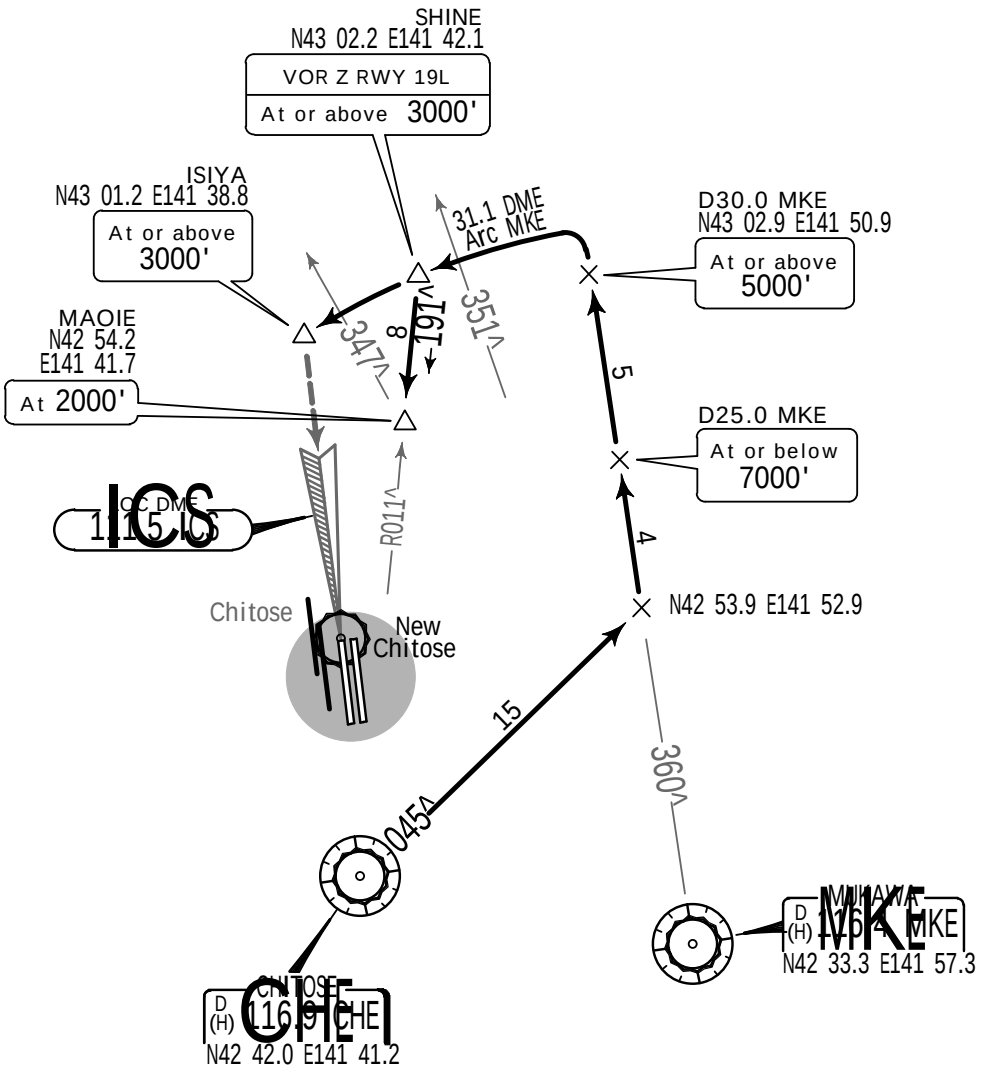
JEPPESEN

7 DEC 12 (10-2B) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.STAR.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req)
128.6	70'	Trans level: FL140 Trans alt: 14000'

CHITOSE ARRIVAL
[CHE]
(RWYS 19L/R)



Direct distance to New Chitose Apt from:
ISIYA 15 NM
MAOIE 8 NM

N
NOT TO SCALE

ROUTING

From over CHE, via CHE R-045 to intercept and proceed via MKE R-360, via 31.1 DME MKE counterclockwise arc.

LANDING

For ILS or LOC RWY 19R | To ISIYA.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

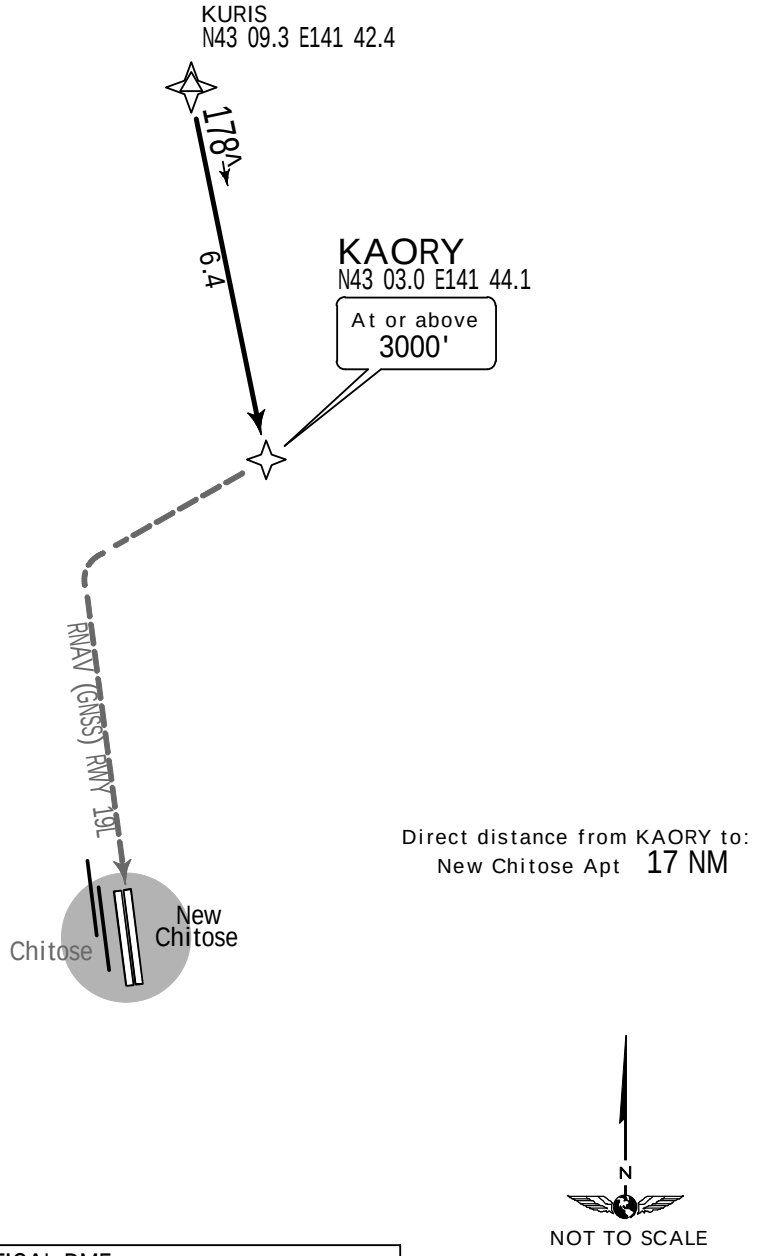
RJCC/CTS
NEW CHITOSE

JEPPESEN
7 DEC 12 10-2C .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

KAORY NORTH ARRIVAL
[KAORYN]
(RWY 19L)



CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
DME	ROUTE SEGMENT	DME GAP
SPE	KURIS - KAORY	6.4 NM

ROUTING

From KURIS to KAORY

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

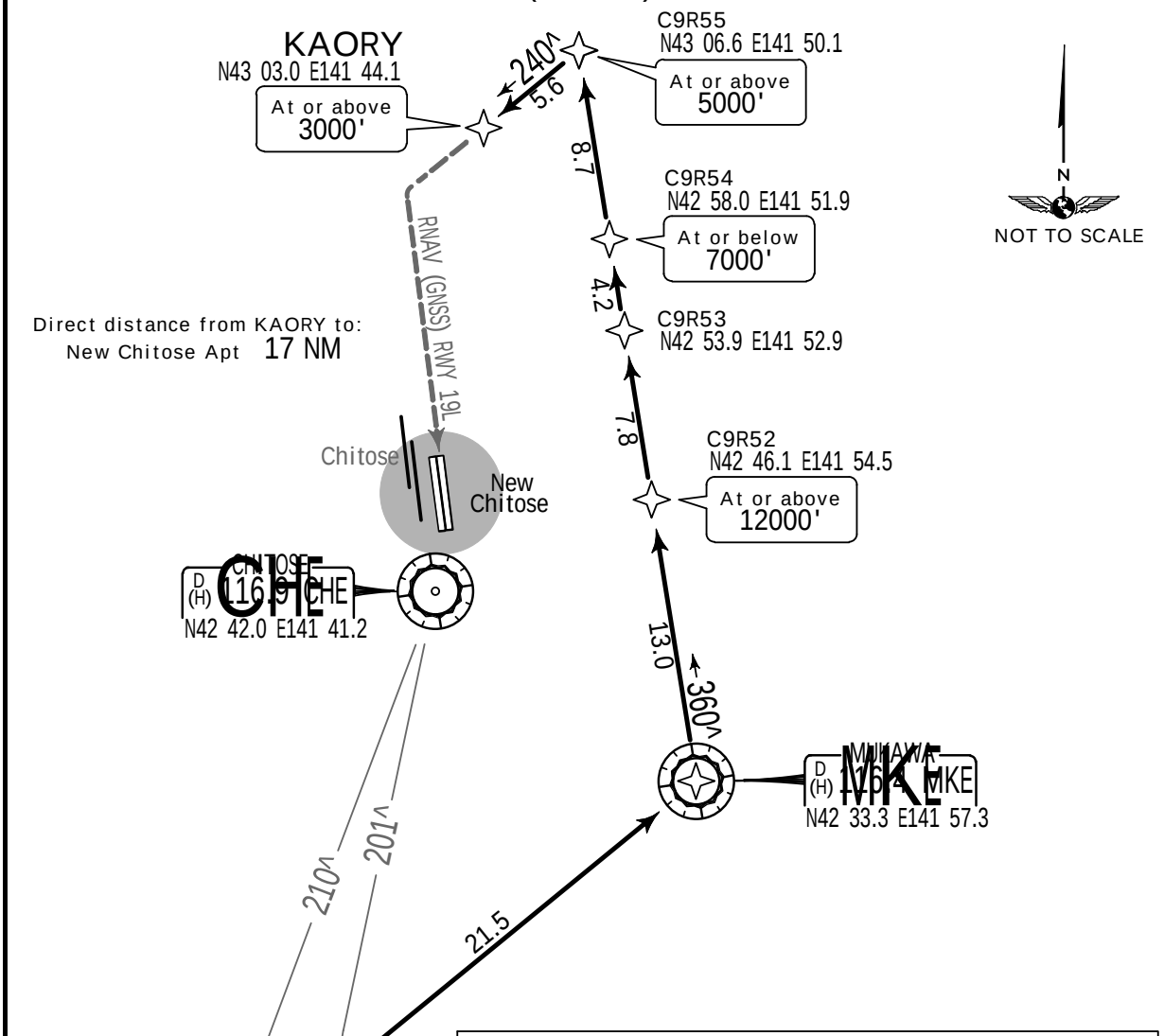
RJCC/CTS NEW CHITOSE

JEPPESEN 7 DEC 12 (10-2D) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN .RNAV.STAR.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'
128.6	70'	1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

KAORY SOUTH NR.1 [KAORS1], KAORY SOUTH NR.2 [KAORS2] ARRIVALS (RWY 19L)



DME GAP	
KAORY SOUTH NR. 1	3 NM to MKE - 10 NM to C9R52
KAORY SOUTH NR. 2	3 NM to MKE - 10 NM to C9R52

CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

KAORY SOUTH NR. 1		
DME	ROUTE SEGMENT	DME GAP
SPE	NASEL - C9R50	6.5 NM

KAORY SOUTH NR. 1 and KAORY SOUTH NR. 2		
DME	ROUTE SEGMENT	DME GAP
MKE	8 NM to MKE - 3 NM to MKE	5.0 NM
	10 NM to C9R52 - 8 NM to C9R52	2.0 NM
SPE	5 NM to C9R55 - KAORY	10.6 NM

STAR	ROUTING
KAORY SOUTH NR. 1	From NASEL to C9R50, to C9R51, to MKE, to C9R52, to C9R53, to C9R54, to C9R55, to KAORY.
KAORY	From NAVER to C9R51, to MKE, to C9R52, to C9R53, to C9R54, to C9R55

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

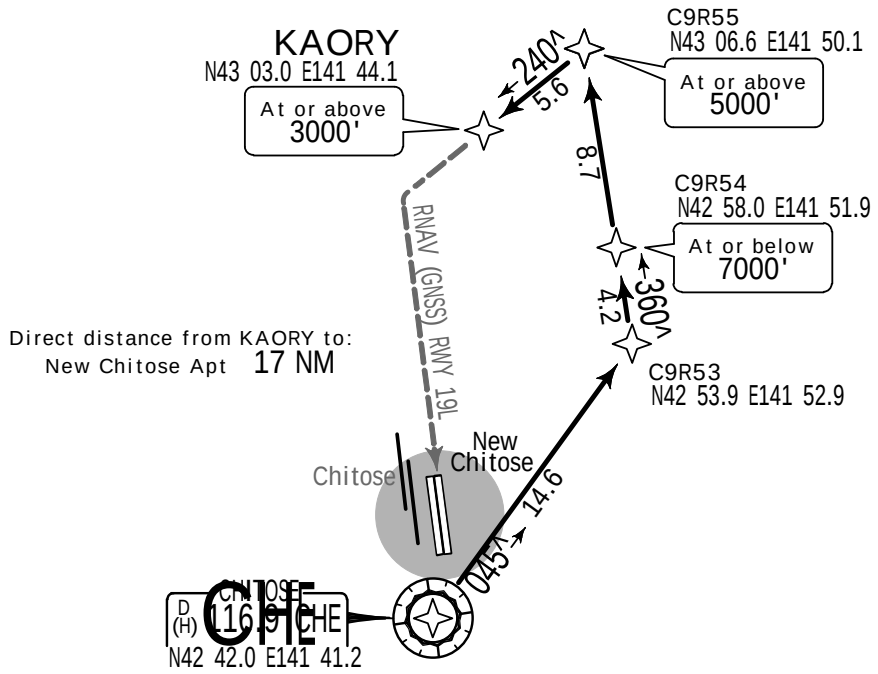
JEPPESEN

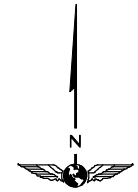
7 DEC 12 (10-2E) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'
128.6	70'	1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

KAORY SOUTH NR. 3 ARRIVAL
[KAORS3]
(RWY 19L)





NOT TO SCALE

DME GAP		
CHE - 11 NM to C9R53		
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
DME	ROUTE SEGMENT	DME GAP
CHE	11 NM to C9R53 - 4 NM to C9R53	7.0 NM
SPE	5 NM to C9R55 - KAORY	10.6 NM

ROUTING

From CHE to C9R53, to C9R54, to C9R55, to KAORY.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

CHANGES: New procedure at this airport.

JEPPESEN, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

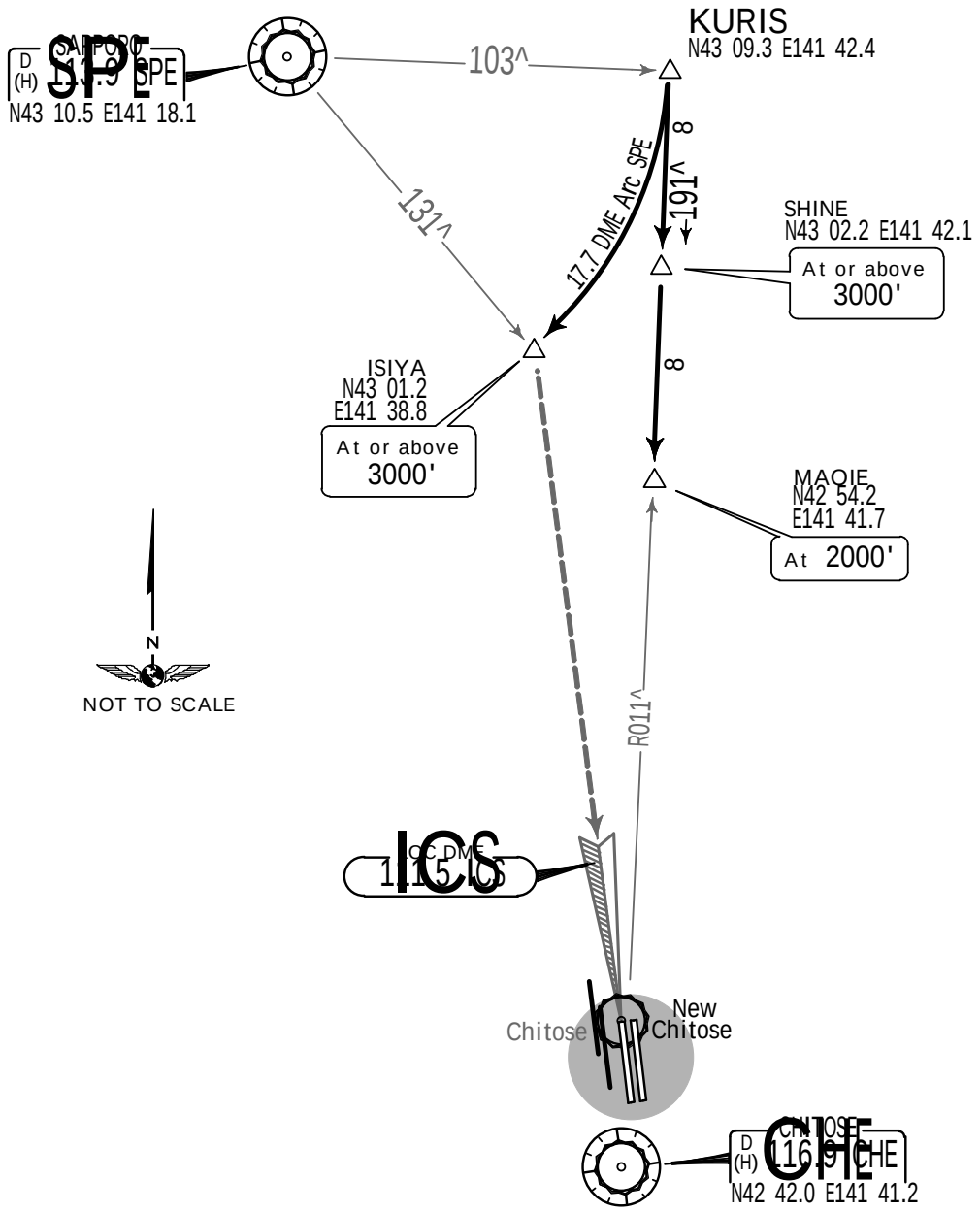
JEPPESEN

SAPPORO, JAPAN

7 DEC 12 (10-2F) .Eff.12.Dec.1500Z. .STAR.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req)
128.6	70'	Trans level: FL140 Trans alt: 14000'

KURIS ARRIVAL
[KURIS]
(RWYS 19L/R)



Direct distance to New Chitose Apt from:

ISIYA 15 NM
MAOIE 8 NM

ROUTING	
For ILS or LOC RWY 19R	From over KURIS, via 17.7 DME SPE Arc clockwise to ISIYA.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

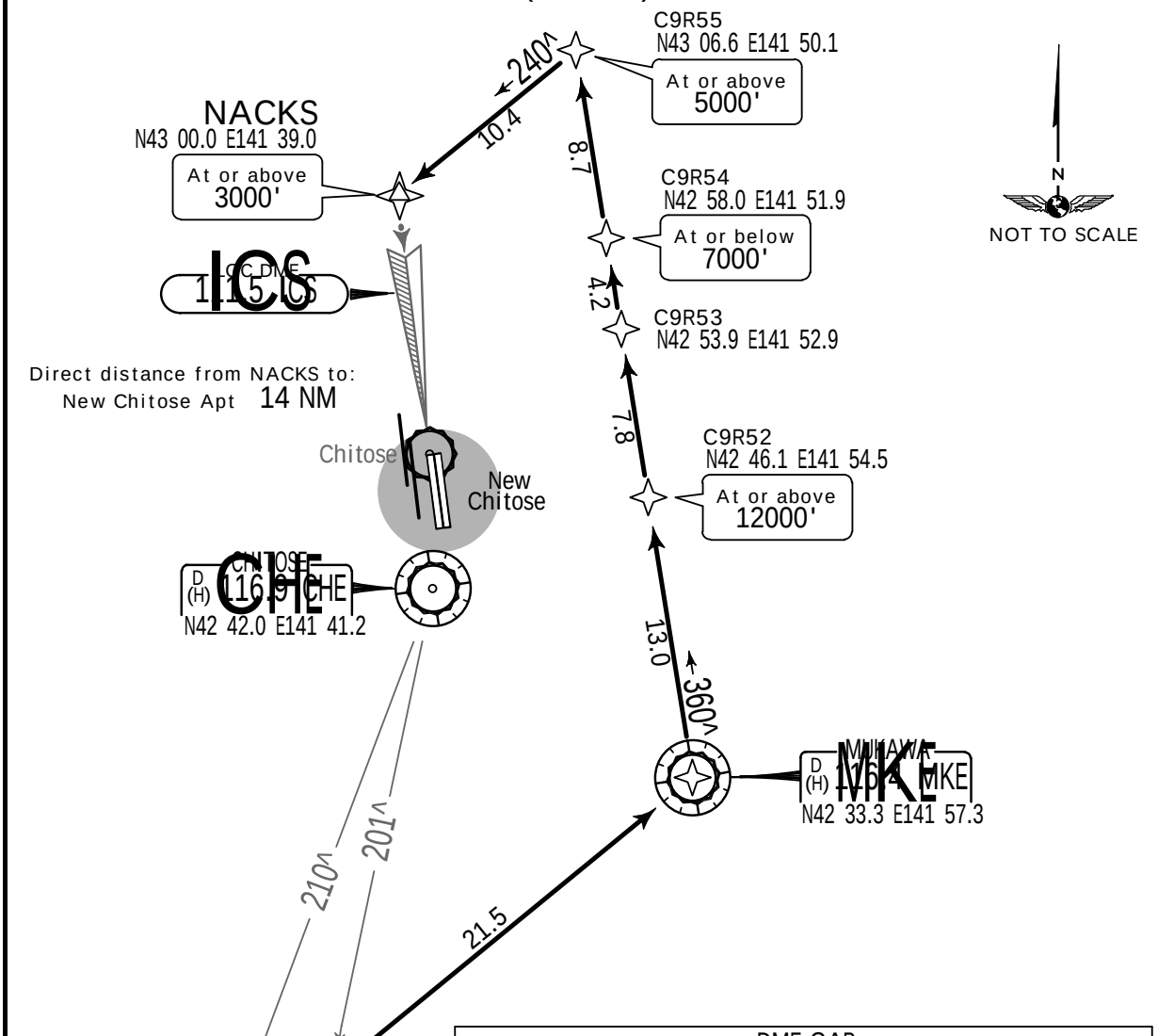
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

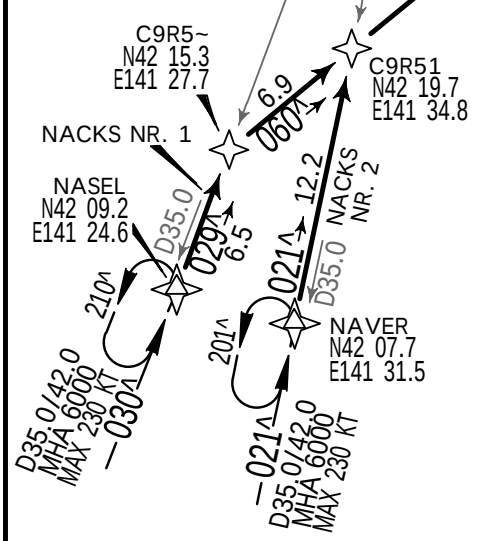
RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN 7 DEC 12 (10-2G) .Eff.12.Dec.1500Z. .RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

NACKS NR.1 [NACKS1], NACKS NR.2 [NACKS2] ARRIVALS (RWY 19R)





DME GAP	
NACKS NR. 1	3 NM to MKE - 10 NM to C9R52
NACKS NR. 2	3 NM to MKE - 10 NM to C9R52

CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

NACKS NR. 1		
DME	ROUTE SEGMENT	DME GAP
SPE	NASEL - C9R50	6.5 NM

NACKS NR. 1 and NACKS NR. 2		
DME	ROUTE SEGMENT	DME GAP
MKE	8 NM to MKE - 3 NM to MKE	5.0 NM
	10 NM to C9R52 - 8 NM to C9R52	2.0 NM
SPE	5 NM to C9R55 - NACKS	15.4 NM

STAR	ROUTING
NACKS NR. 1	From NASEL to C9R50, to C9R51, to MKE, to C9R52, to C9R53, to C9R54, to C9R55, to NACKS.
NACKS NR. 2	From NAVER to C9R51, to MKE, to C9R52, to C9R53, to C9R54, to C9R55

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

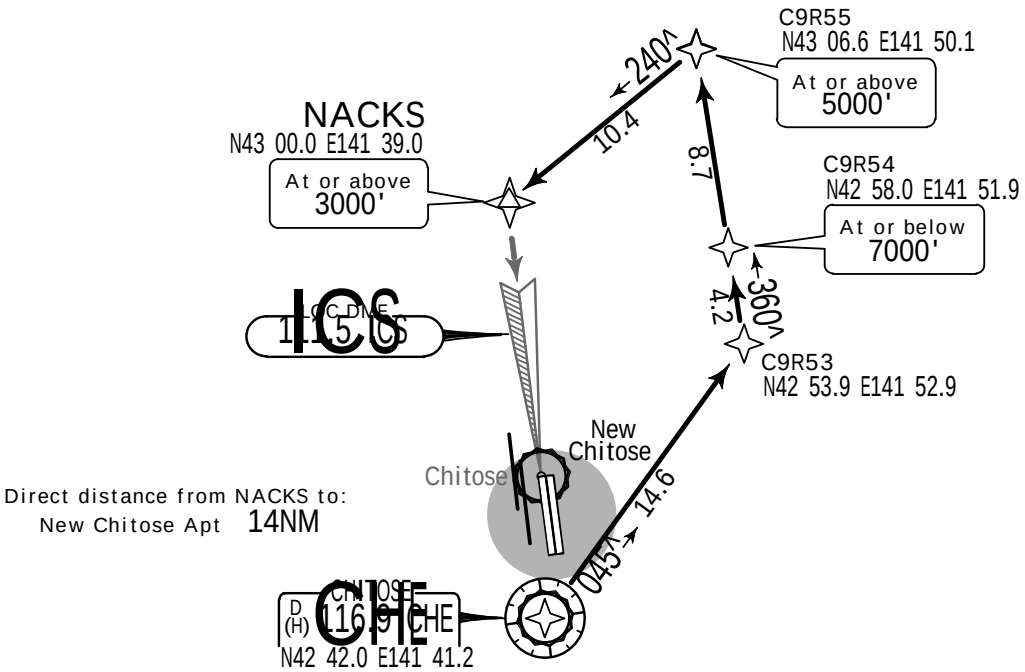
JEPPESEN

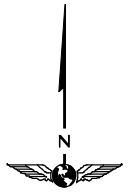
7 DEC 12 (10-2H) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN .RNAV.STAR.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'
128.6	70'	1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

NACKS NR. 3 ARRIVAL
[NACKS3]
(RWY 19R)





NOT TO SCALE

DME GAP		
CHE - 11 NM to C9R53		
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
DME	ROUTE SEGMENT	DME GAP
CHE	11 NM to C9R53 - 4 NM to C9R53	7.0 NM
SPE	5 NM to C9R55 - NACKS	15.4 NM

ROUTING

From CHE - C9R53 - to C9R54 - to C9R55 - to NACKS

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

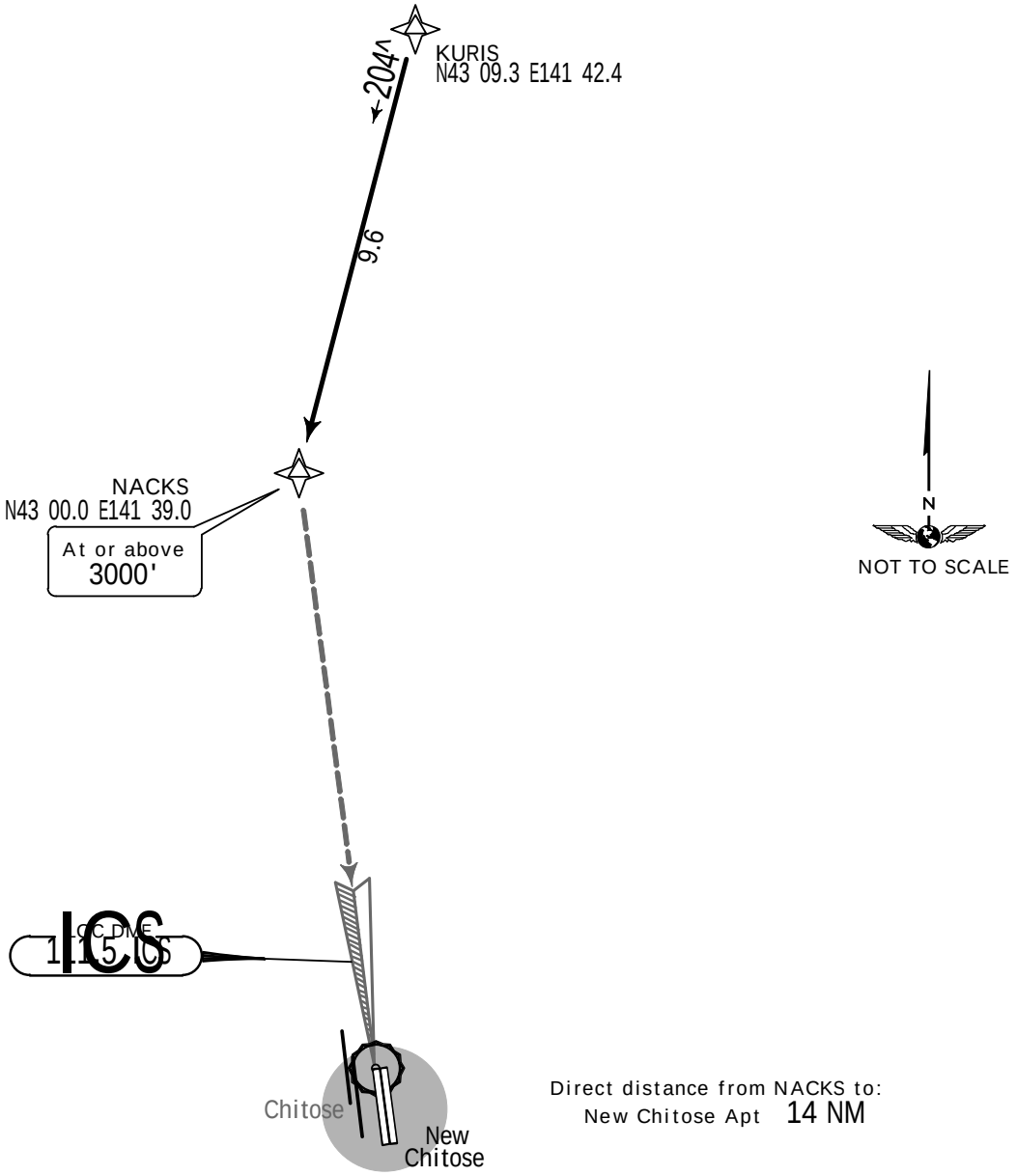
JEPPESEN

7 DEC 12 (10-2J) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

NAGANUMA NORTH ARRIVAL
[NAGANN]
(RWY 19R)



CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
DME	ROUTE SEGMENT	DME GAP
CHE	1 NM to NACKS - NACKS	1.0 NM
SPE	KURIS - 1 NM to NACKS	8.6 NM
	1 NM to NACKS - NACKS	1.0 NM

ROUTING

From KURIS to NACKS

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

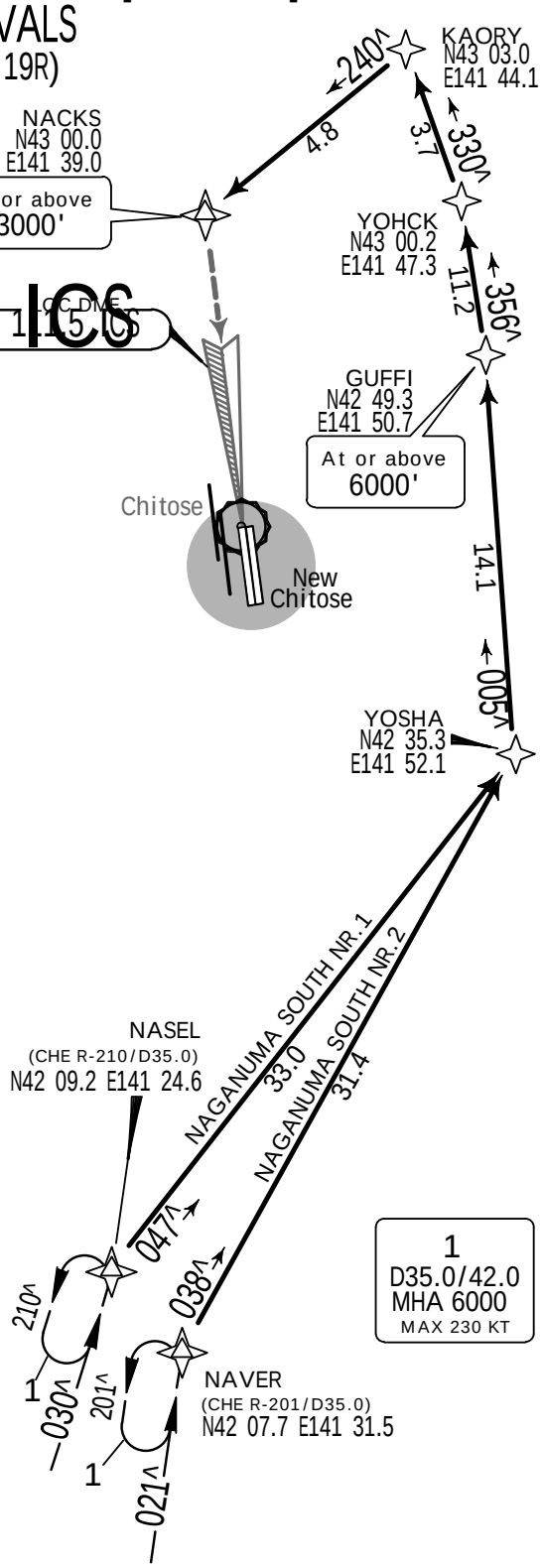
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN 7 DEC 12 (10-2K) .Eff.12.Dec.1500Z. .RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

NAGANUMA SOUTH NR.1 [NAGAS1], NAGANUMA SOUTH NR.2 [NAGAS2] ARRIVALS (RWY 19R)



Direct distance from NACKS to:
New Chitose Apt 14 NM

DME GAP	
NAGANUMA SOUTH NR.1	NASEL - 26 NM to YOSHA
	3 NM to YOSHA - 1 NM to YOSHA
	YOSHA - 10 NM to GUFFI
NAGANUMA SOUTH NR.2	NAVER - 25 NM to YOSHA
	3 NM to YOSHA - 1 NM to YOSHA
	YOSHA - 10 NM to GUFFI

CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

NAGANUMA SOUTH NR.1

DME	ROUTE SEGMENT	DME GAP
CHE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
	1 NM to NACKS - NACKS	1.0 NM
MKE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM
SPE	YOHCK - KAORY - 1 NM to NACKS	7.5 NM
	1 NM to NACKS - NACKS	1.0 NM

NAGANUMA SOUTH NR.2

DME	ROUTE SEGMENT	DME GAP
CHE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
	1 NM to NACKS - NACKS	1.0 NM
MKE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM
SPE	YOHCK - KAORY - 1 NM to NACKS	7.5 NM
	1 NM to NACKS - NACKS	1.0 NM

STAR	ROUTING
NAGANUMA SOUTH NR.1	From NASEL to YOSHA, to GUFFI, to YOHCK, to KAORY, to NACKS.
NAGANUMA SOUTH NR.2	From NAVER to YOSHA, to GUFFI, to YOHCK, to KAORY, to NACKS.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

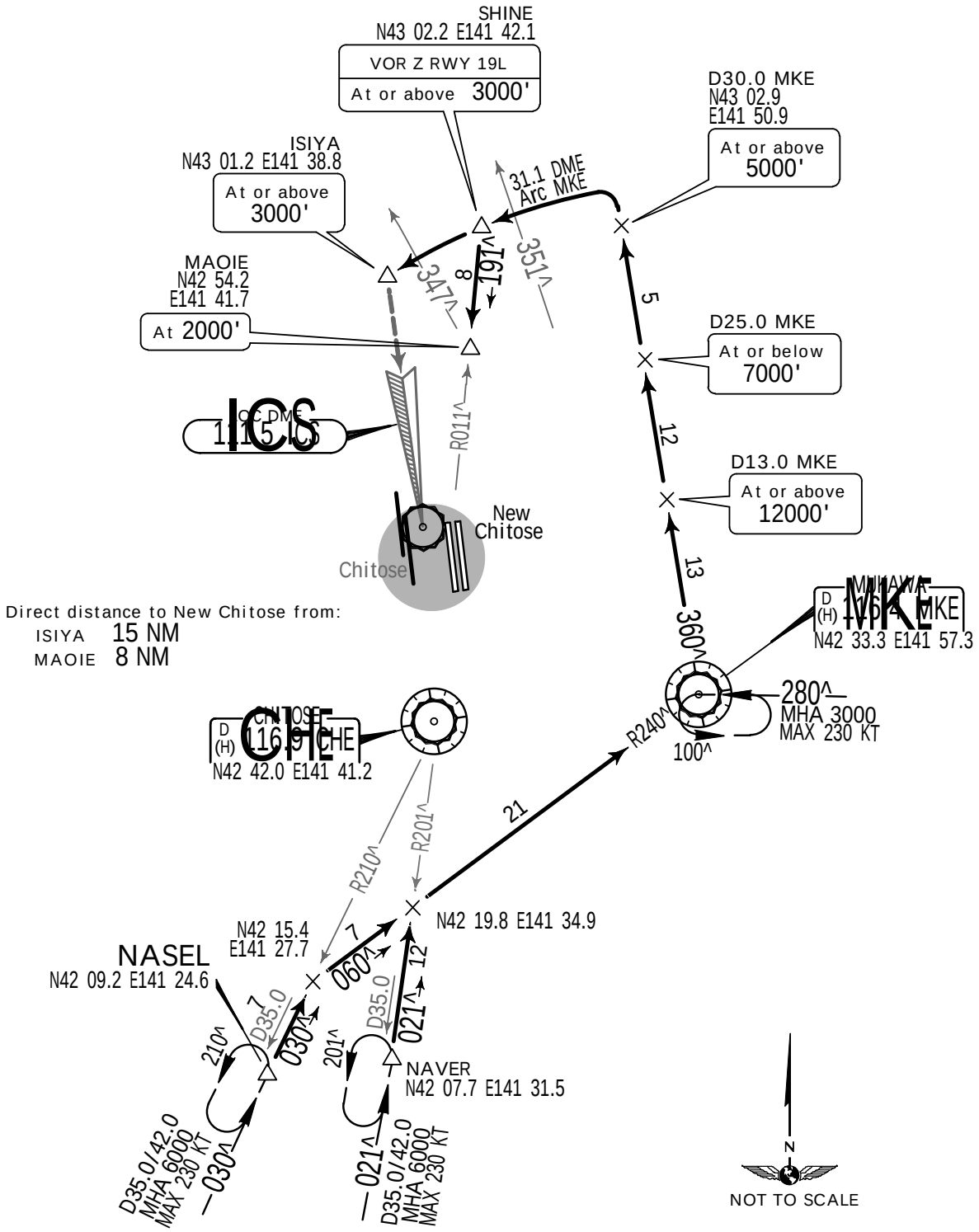
JEPPESEN

7 DEC 12 (10-2L) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'

NASEL ARRIVAL
[NASEL]
(RWYS 19L/R)



ROUTING

From over NASEL via CHE R-210 (NAVER via CHE R-201) to intercept and proceed via MKE R-240 to MKE, via MKE R-360, via 31.1 DME MKE counterclockwise arc.

LANDING

For ILS or LOC RWY 19R	To ISIYA.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

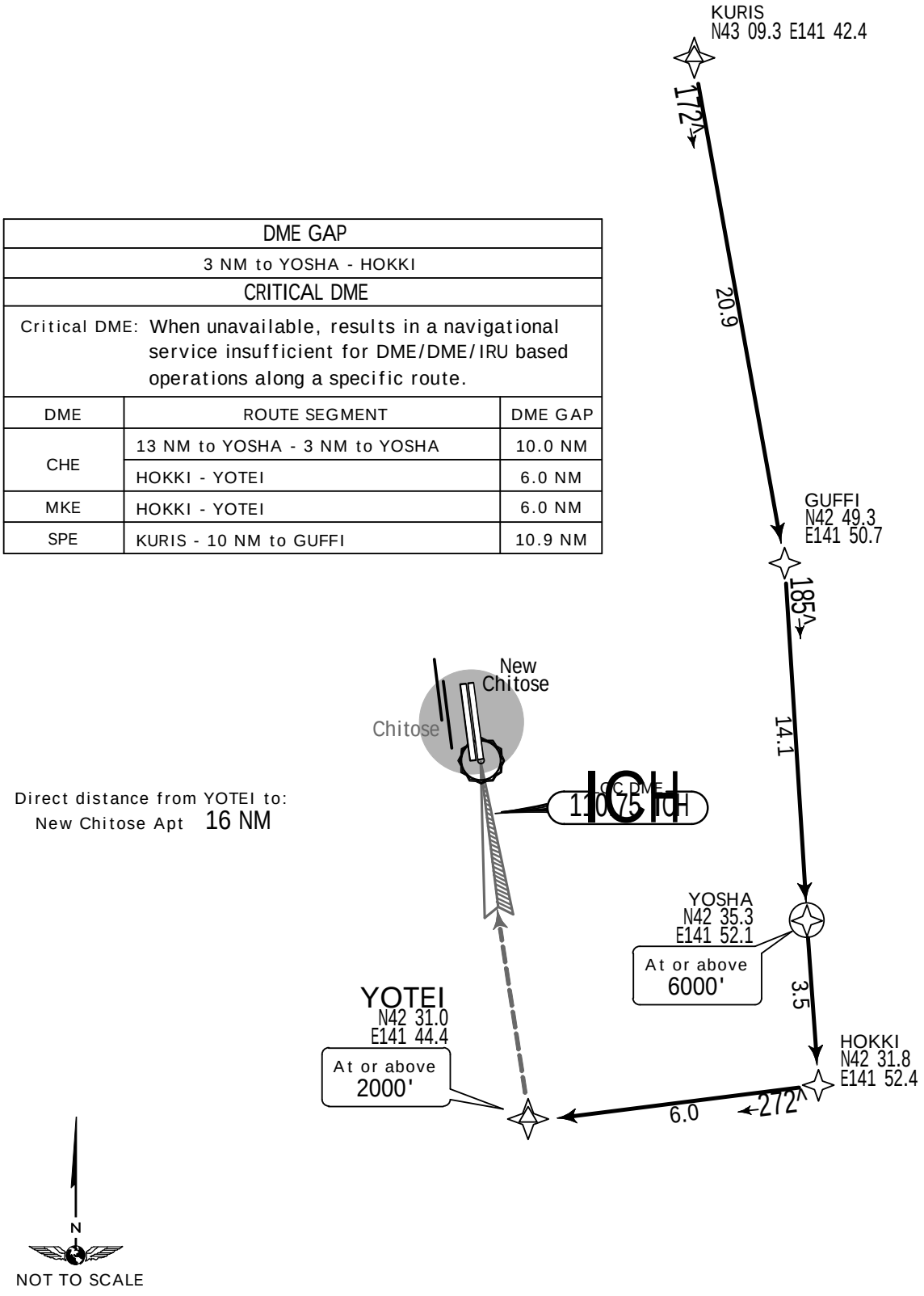
RJCC/CTS
NEW CHITOSE

JEPPESEN
7 DEC 12 (10-2M) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

YOTEI NORTH ARRIVAL
[YOTEIN]
(RWY 01R)



DME GAP		
3 NM to YOSHA - HOKKI		
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
DME	ROUTE SEGMENT	DME GAP
CHE	13 NM to YOSHA - 3 NM to YOSHA	10.0 NM
	HOKKI - YOTEI	6.0 NM
MKE	HOKKI - YOTEI	6.0 NM
SPE	KURIS - 10 NM to GUFFI	10.9 NM

Direct distance from YOTEI to:
New Chitose Apt 16 NM

ROUTING

From KURIS to GUFFI, to YOSHA, to HOKKI, to YOTEI.

CHANGES: New chart (procedure transferred).

JEPPESEN, 2012. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

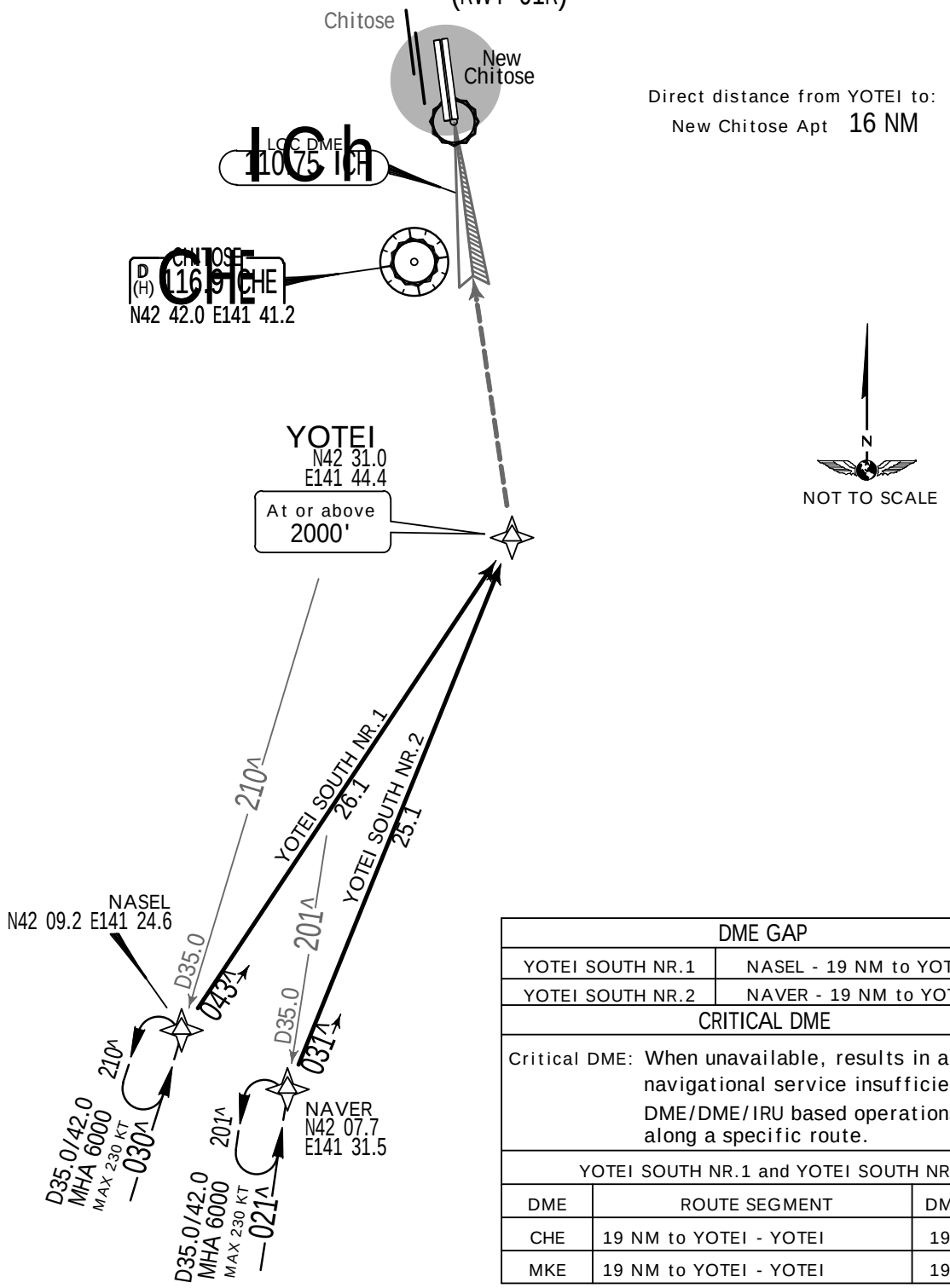
JEPPESEN

7 DEC 12 (10-2N) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

YOTEI SOUTH NR.1 [YOTES1], YOTEI SOUTH NR.2 [YOTES2] ARRIVALS
(RWY 01R)



DME GAP	
YOTEI SOUTH NR.1	NASEL - 19 NM to YOTEI
YOTEI SOUTH NR.2	NAVER - 19 NM to YOTEI

CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

YOTEI SOUTH NR.1 and YOTEI SOUTH NR.2

DME	ROUTE SEGMENT	DME GAP
CHE	19 NM to YOTEI - YOTEI	19.0 NM
MKE	19 NM to YOTEI - YOTEI	19.0 NM

STAR	ROUTING
YOTEI SOUTH NR.1	From NASEL to YOTEI.
YOTEI SOUTH NR.2	From NAVER to YOTEI.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

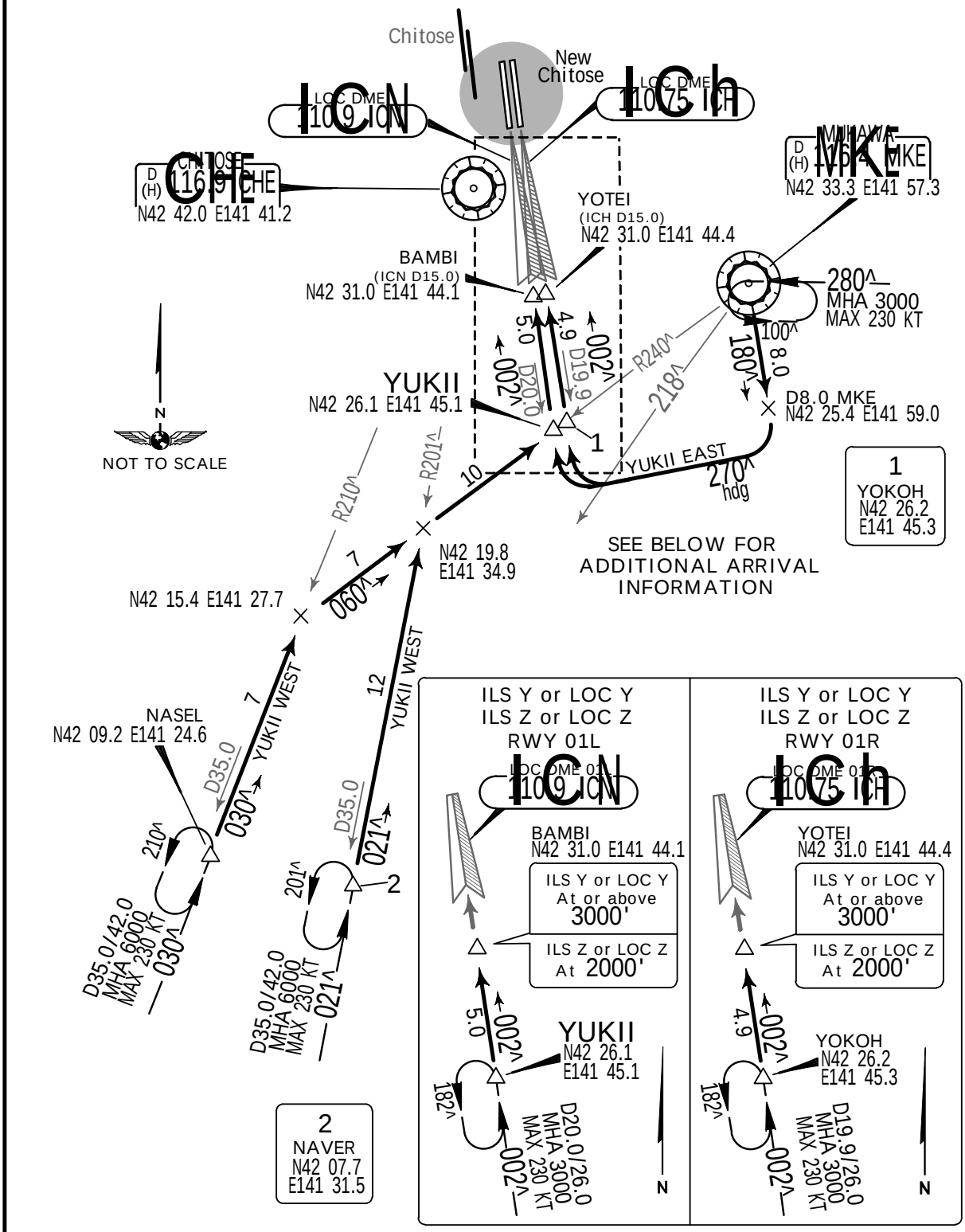
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — JEPPESEN — SAPPORO, JAPAN

7 DEC 12 (10-2P) .Eff.12.Dec.1500Z. .STAR.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req)
128.6	70'	Trans level: FL140 Trans alt: 14000'

YUKII EAST [YUKIIE], YUKII WEST [YUKIIW] ARRIVALS
(RWYS 01L/R)



STAR	ROUTING
YUKII EAST	From over MKE via MKE R-180 to D8.0 MKE, turn RIGHT via heading 270^ to intercept and proceed via ICN LOC (RWY 01L), or ICH LOC (RWY 01R).
YUKII WEST	From over NASEL via CHE R-210 (NAVER via CHE R-201) to intercept and proceed via MKE R-240.

LANDING	
ILS Y or LOC Y	RWY 01L: To YUKII, then via ICN LOC to BAMBI.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

JEPPESEN

7 DEC 12 (10-2Q) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
128.6	70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.

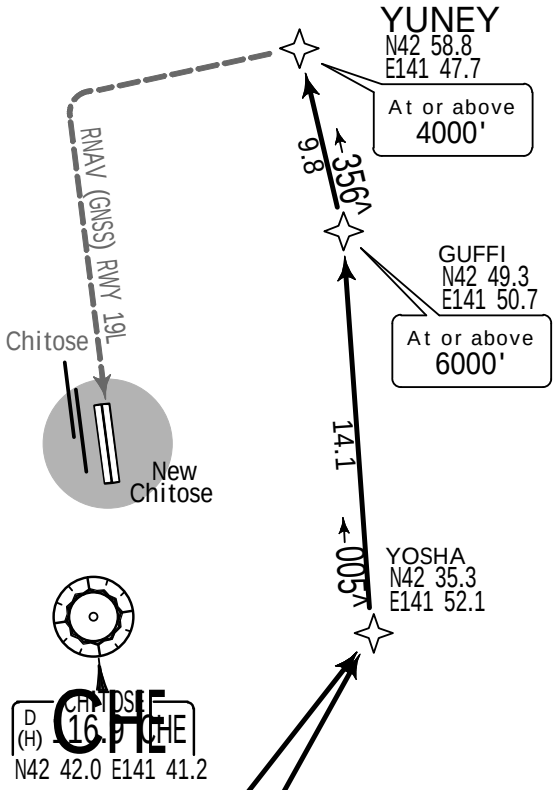
YUNEY SOUTH NR.1 [YUNES1], YUNEY SOUTH NR.2 [YUNES2] ARRIVALS
(RWY 19L)

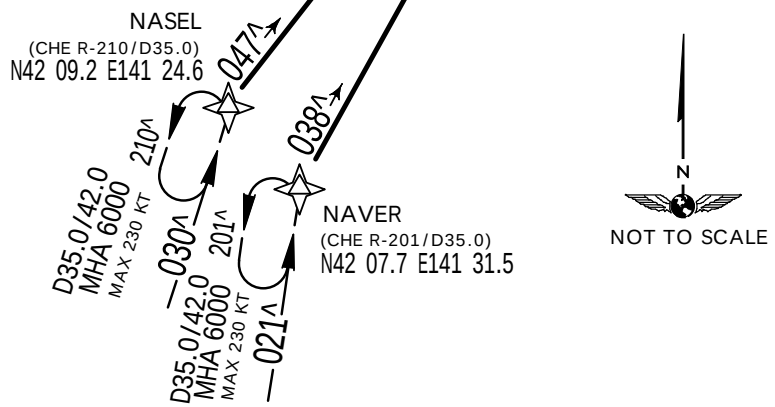
DME GAP	
YUNEY SOUTH NR.1	NASEL - 26 NM to YOSHA
	3 NM to YOSHA - 1 NM to YOSHA
	YOSHA - 10 NM to GUFFI
YUNEY SOUTH NR.2	NAVER - 25 NM to YOSHA
	3 NM to YOSHA - 1 NM to YOSHA
	YOSHA - 10 NM to GUFFI

CRITICAL DME
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

YUNEY SOUTH NR.1		
DME	ROUTE SEGMENT	DME GAP
CHE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
MKE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM

YUNEY SOUTH NR.2		
DME	ROUTE SEGMENT	DME GAP
CHE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
MKE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM





Direct distance from YUNEY to:
New Chitose Apt 13 NM

STAR	ROUTING
YUNEY SOUTH NR.1	From NASEL to YOSHA, to GUFFI, to YUNEY.
YUNEY SOUTH NR.2	From NAVER to YOSHA, to GUFFI, to YUNEY.

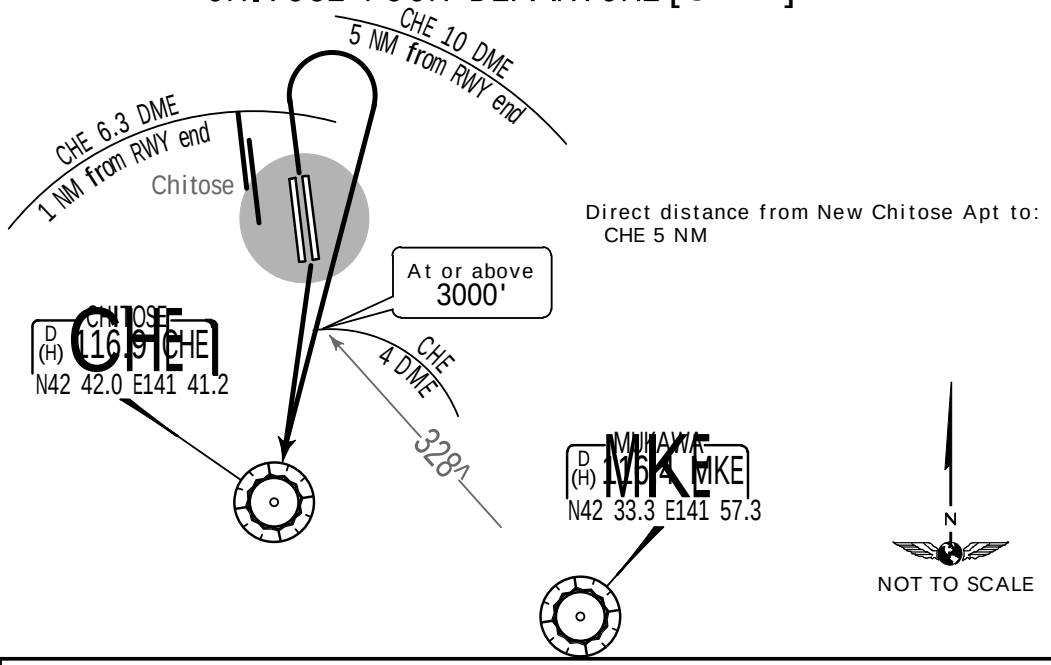
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

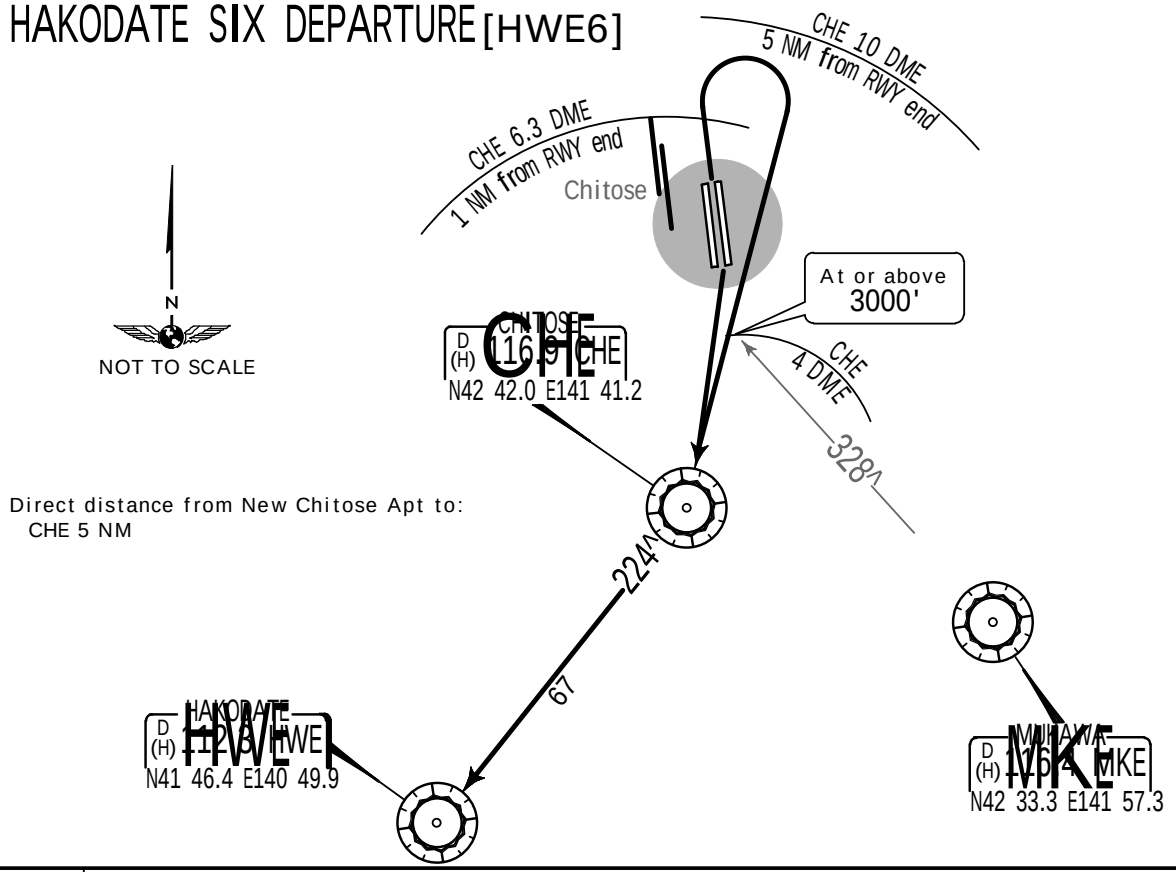
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

CHITOSE FOUR DEPARTURE [CHE4]



RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end).
19L/R	Climb direct to CHE.

HAKODATE SIX DEPARTURE [HWE6]



RWY	INITIAL CLIMB
01L/R	Climb via runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end).
19L/R	Climb direct to CHE.

ROUTING

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

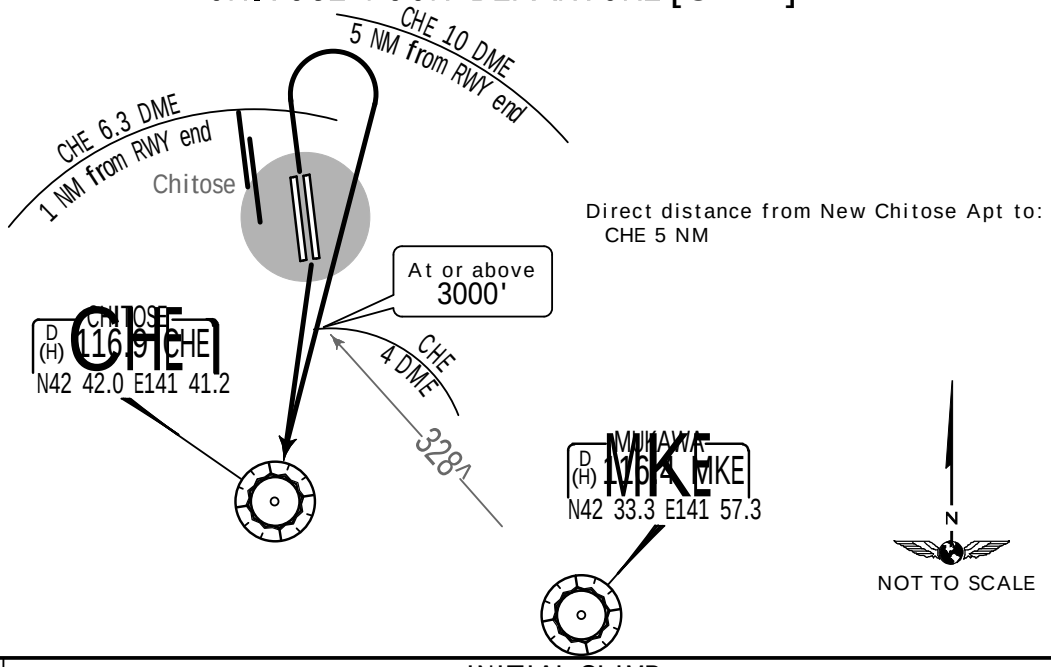
JEPPESEN
3 JAN 14 (10-3-0) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN
.SID.

FOR USE DURING THE OUTAGE OF HWE VOR/DME
FROM 1500 UTC 8 JAN 2014 TO 1500 UTC 12 NOV 2014

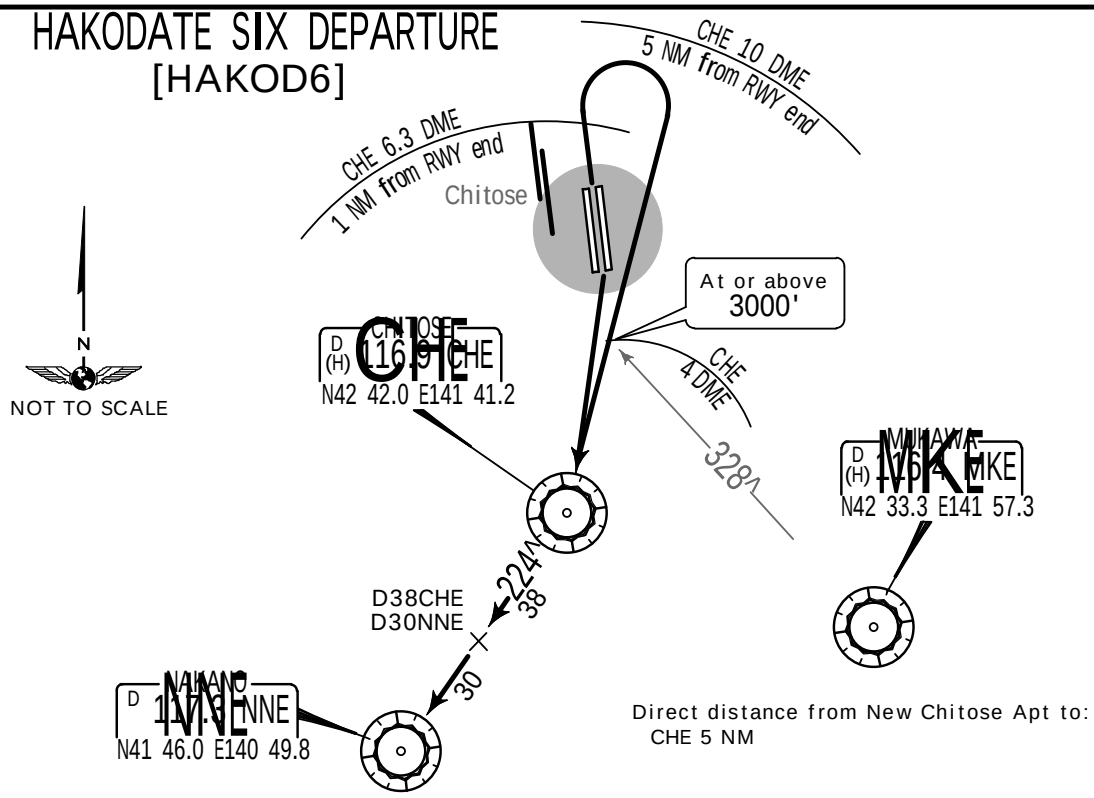
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

CHITOSE FOUR DEPARTURE [CHE4]



RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end).
19L/R	Climb direct to CHE.

HAKODATE SIX DEPARTURE [HAKOD6]



RWY	INITIAL CLIMB
01L/R	Climb via runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, proceed to CHE within CHE 10 DME (5 NM from runway end).
19L/R	Climb direct to CHE.

ROUTING

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

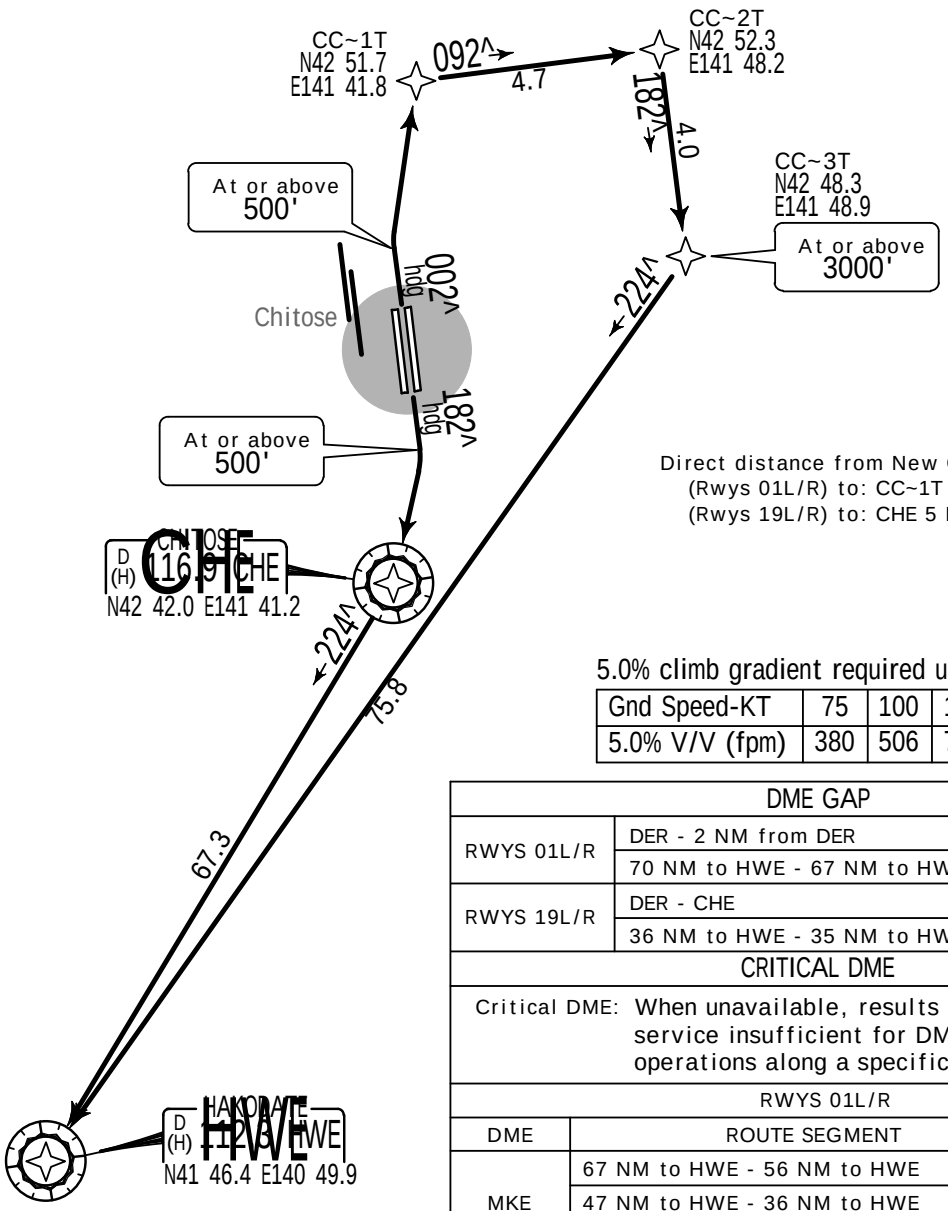
JEPPESEN

SAPPORO, JAPAN

3 JAN 14 (10-3A) .Eff.8.Jan.1500Z. .RNAV.SID.

CHITOSE Departure (R) 124.7	Apt Elev 70'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 4. RADAR service required.

GEFFY ONE DEPARTURE[GEFFY1]



Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC~1T 5 NM
(Rwys 19L/R) to: CHE 5 NM

5.0% climb gradient required up to 500'.

Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

DME GAP	
RWYS 01L/R	DER - 2 NM from DER
	70 NM to HWE - 67 NM to HWE
RWYS 19L/R	DER - CHE
	36 NM to HWE - 35 NM to HWE

CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

RWYS 01L/R

DME	ROUTE SEGMENT	DME GAP
MKE	67 NM to HWE - 56 NM to HWE	11.0 NM
	47 NM to HWE - 36 NM to HWE	11.0 NM
	35 NM to HWE - 19 NM to HWE	16.0 NM
MRE	35 NM to HWE - 19 NM to HWE	16.0 NM
ZYT	67 NM to HWE - 64 NM to HWE	3.0 NM
	41 NM to HWE - 36 NM to HWE	5.0 NM

RWYS 19L/R

DME	ROUTE SEGMENT	DME GAP
MKE	CHE - 56 NM to HWE	11.3 NM
	47 NM to HWE - 36 NM to HWE	11.0 NM
	35 NM to HWE - 19 NM to HWE	16.0 NM
MRE	35 NM to HWE - 19 NM to HWE	16.0 NM
ZYT	CHE - 64 NM to HWE	3.3 NM
	41 NM to HWE - 36 NM to HWE	5.0 NM

RWY	INITIAL CLIMB
01L/R	Climb on heading 002^ to at or above 500', direct to CC01T, to CC02T, to CC03T, to HWE.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

 JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

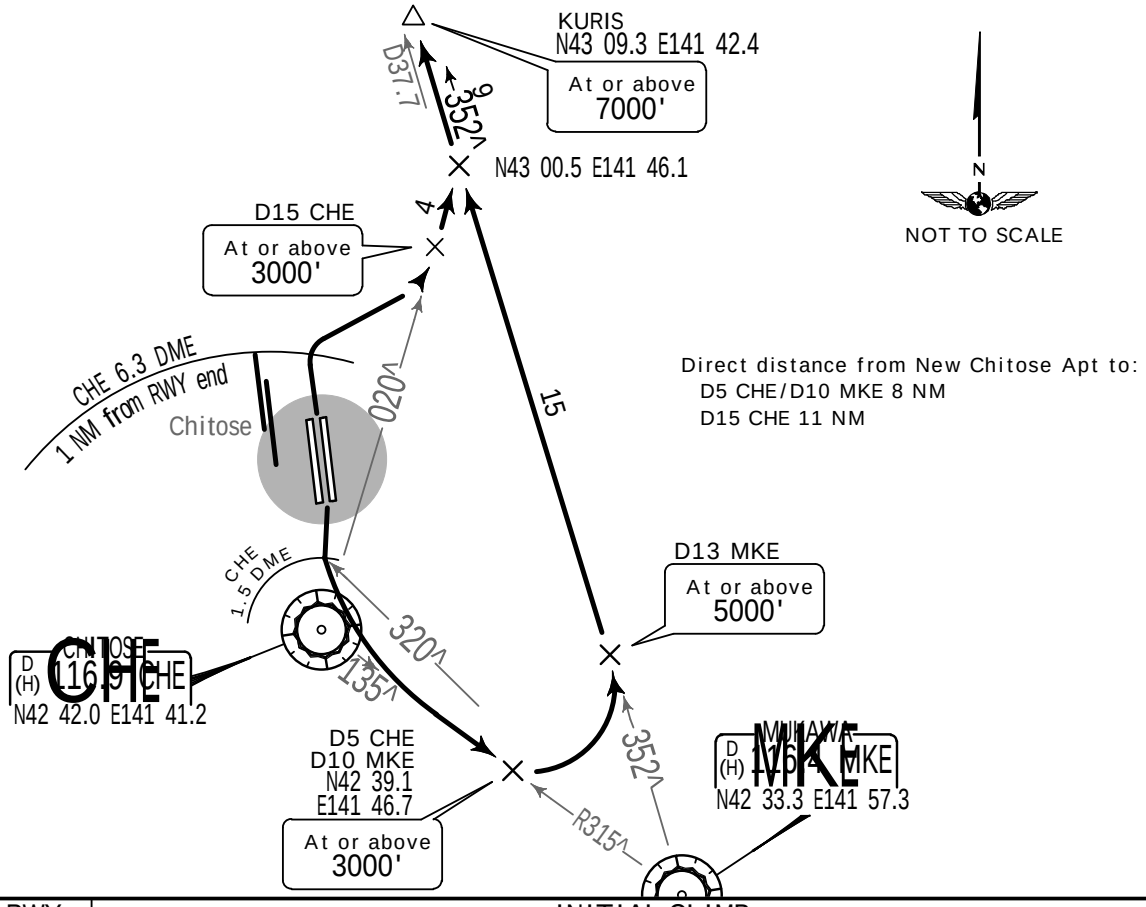
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN 3 JAN 14 (10-3B) .Eff.8.Jan.1500Z. .SID.

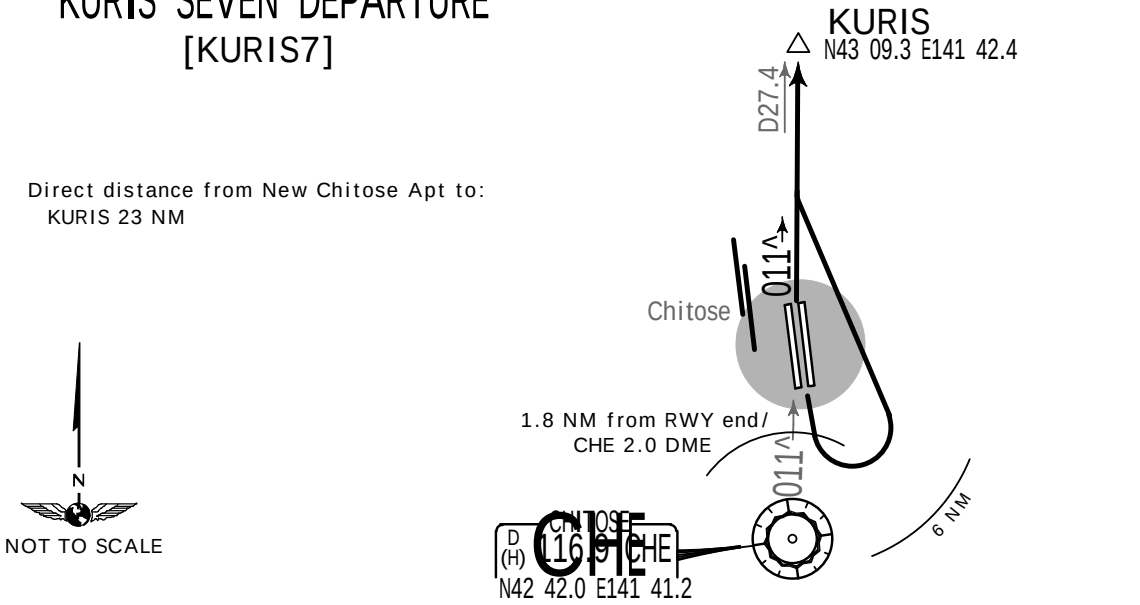
CHITOSE Departure (R) 124.7	Apt Elev 70'	Trans level: FL140 Trans alt: 14000'

HOKUTO SIX DEPARTURE [HOKUT6]



RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT via CHE R-020, via MKE R-352 to KURIS.
19L/R	Climb direct to CHE until CHE 1.5 DME prior to CHE (until crossing MKE R-320), turn LEFT, via CHE R-135 (MKE R-315) to D5 CHE (D10 MKE), turn LEFT, via MKE R-352 to KURIS.

KURIS SEVEN DEPARTURE [KURIS7]



RWY	INITIAL CLIMB
01L/R	Climb via CHE R-011 to KURIS.
19L/R	Climb runway heading until 1.8 NM from runway end/CHE 2.0 DME, turn LEFT

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

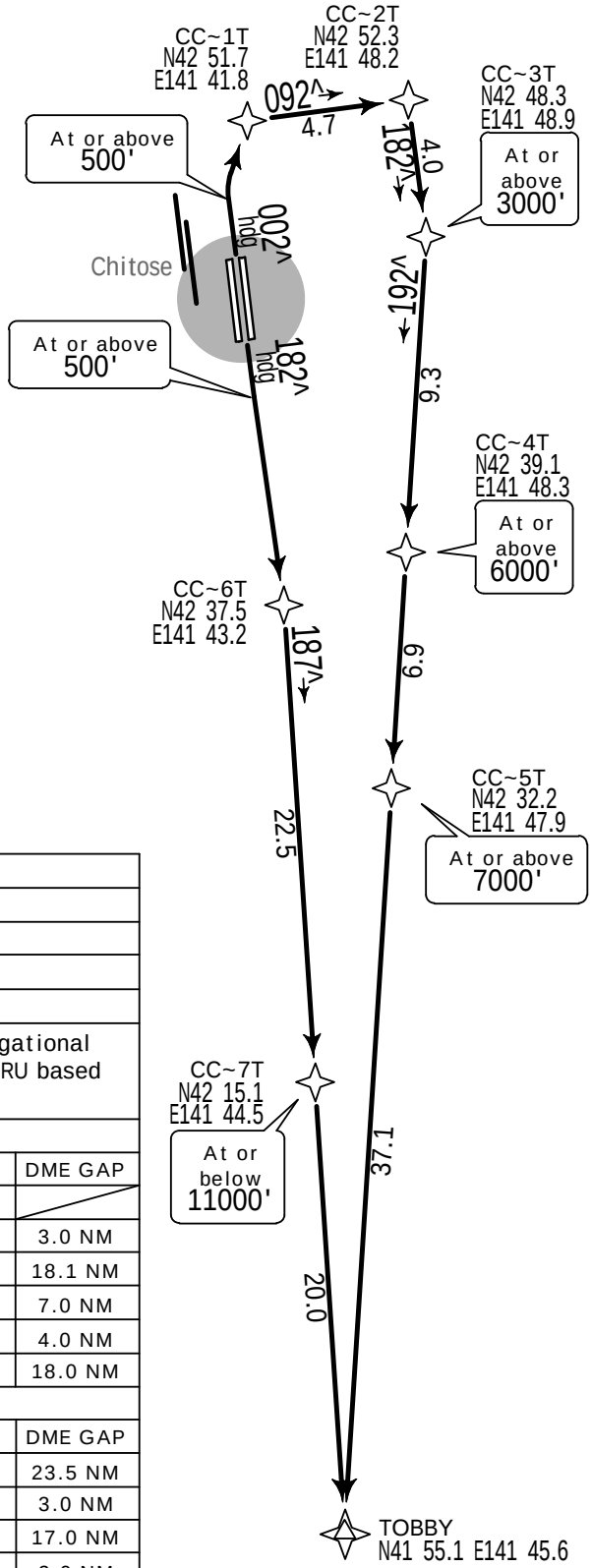
JEPPESEN

3 JAN 14 (10-3C) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN
.RNAV.SID.

CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 4. RADAR service required.

JUGGLAR ONE DEPARTURE
[JUGGL1]



Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC~1T 5 NM
(Rwys 19L/R) to: CC~6T 9 NM

N
NOT TO SCALE

5.0% climb gradient required up to 500'.

Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

DME GAP	
RWYS 01L/R	DER - 2 NM from DER
	CC~4T - 4 NM to CC~5T
RWYS 19L/R	DER - 3 NM to CC~6T

CRITICAL DME	
Critical DME:	When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

RWYS 01L/R		
DME	ROUTE SEGMENT	DME GAP
CHE	2 NM from DER - 2 NM to CC~1T	
	3 NM to CC~4T - CC~4T	3.0 NM
MKE	4 NM to CC~5T - 23 NM to TOBBY	18.1 NM
	12 NM to TOBBY - 5 NM to TOBBY	7.0 NM
MWE	4 NM to TOBBY - TOBBY	4.0 NM
SPE	18 NM to TOBBY - TOBBY	18.0 NM

RWYS 19L/R		
DME	ROUTE SEGMENT	DME GAP
MKE	3 NM to CC~6T - 2 NM to CC~7T	23.5 NM
MWE	3 NM to TOBBY - TOBBY	3.0 NM
SPE	17 NM to TOBBY - TOBBY	17.0 NM
ZYT	3 NM to CC~6T - 1 NM to CC~6T	2.0 NM

RWY	INITIAL CLIMB
01L/R	Climb on heading 002^ to at or above 500', direct to CC01T, to CC02T, to CC03T, to CC04T, to CC05T, to TOBBY.

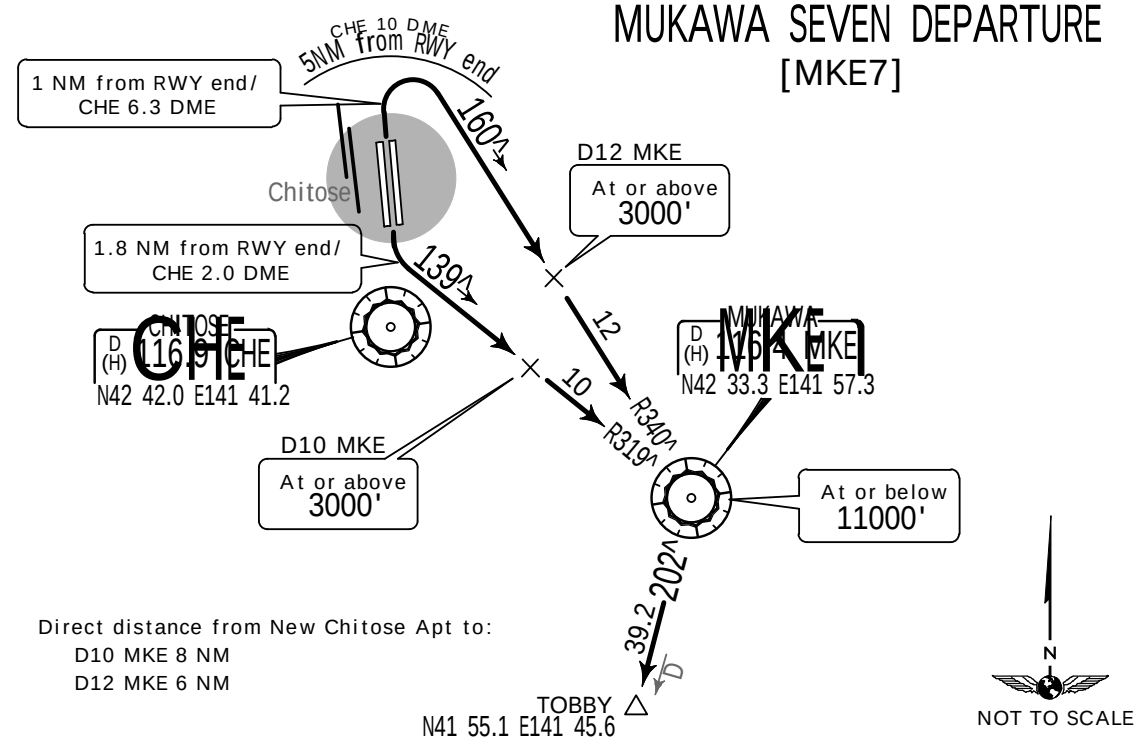
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

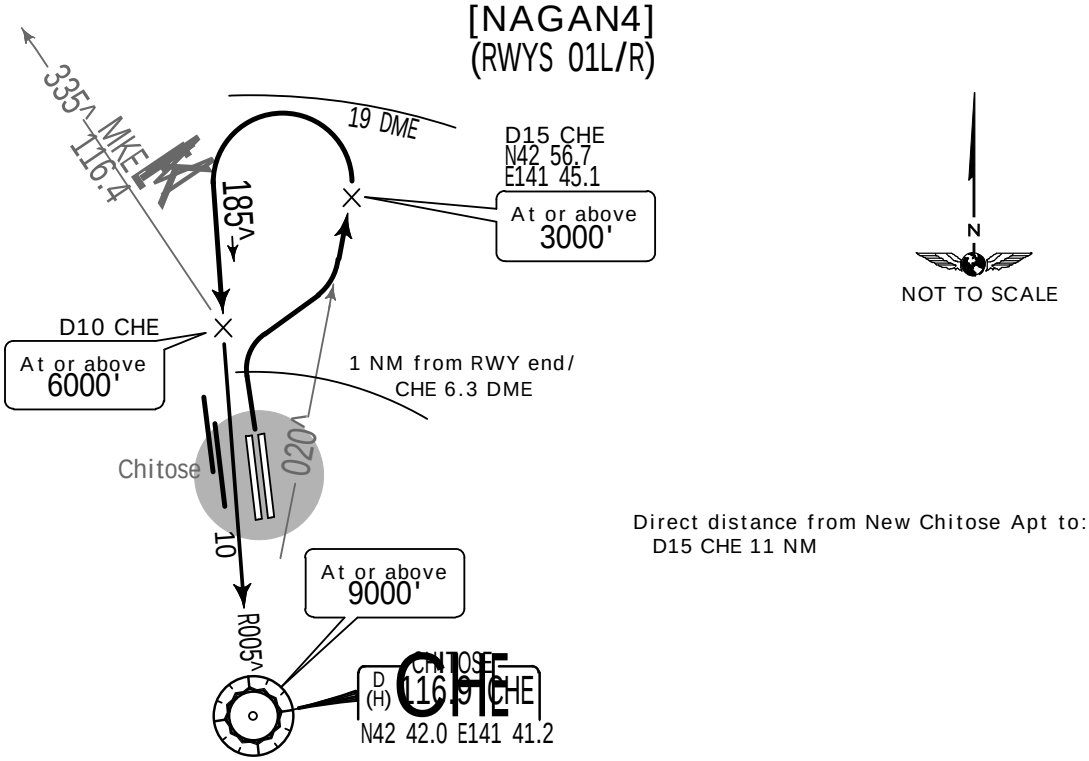
MUKAWA SEVEN DEPARTURE
[MKE7]



Direct distance from New Chitose Apt to:
D10 MKE 8 NM
D12 MKE 6 NM

RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT within CHE 10 DME (5 NM from runway end), via MKE R-340 to MKE, then via MKE R-202 to TOBBY.
19L/R	Climb runway heading until 1.8 NM from runway end/CHE 2.0 DME, turn LEFT, via MKE R-319 to MKE, via MKE R-202 to TOBBY.

NAGANUMA FOUR DEPARTURE
[NAGAN4]
(RWYS 01L/R)



Direct distance from New Chitose Apt to:
D15 CHE 11 NM

INITIAL CLIMB
Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT to intercept

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14 (10-3E) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN .RNAV.SID.

CHITOSE Departure (R) 124.7	Apt Elev 70'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 4. RADAR service required.

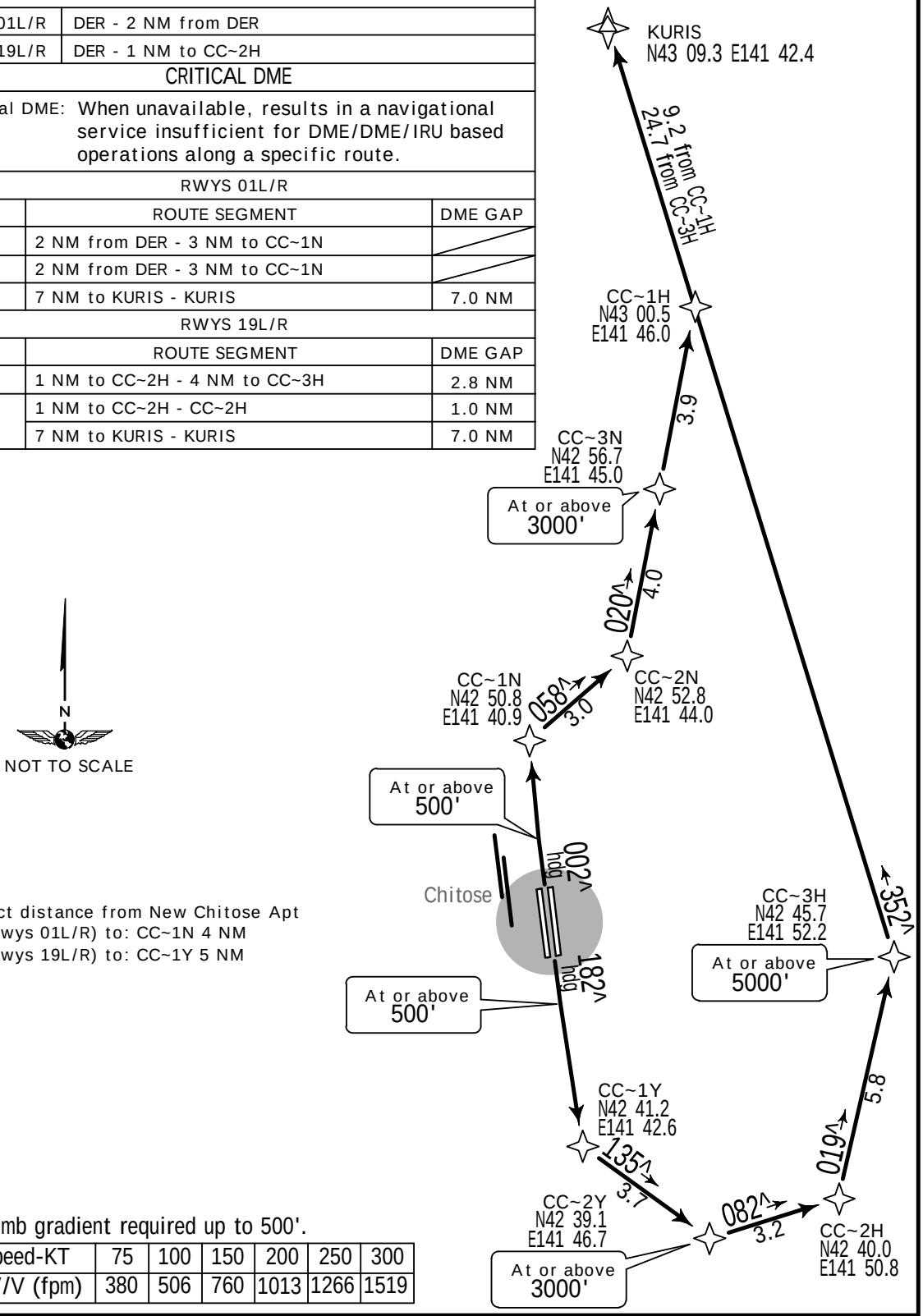
PATRUSH ONE DEPARTURE [PATRU1]

DME GAP	
RWYS 01L/R	DER - 2 NM from DER
RWYS 19L/R	DER - 1 NM to CC~2H

CRITICAL DME
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

RWYS 01L/R		
DME	ROUTE SEGMENT	DME GAP
CHE	2 NM from DER - 3 NM to CC~1N	
MKE	2 NM from DER - 3 NM to CC~1N	
SPE	7 NM to KURIS - KURIS	7.0 NM

RWYS 19L/R		
DME	ROUTE SEGMENT	DME GAP
CHE	1 NM to CC~2H - 4 NM to CC~3H	2.8 NM
SPE	1 NM to CC~2H - CC~2H	1.0 NM
	7 NM to KURIS - KURIS	7.0 NM



Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC~1N 4 NM
(Rwys 19L/R) to: CC~1Y 5 NM

5.0% climb gradient required up to 500'.

Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
01L/R	Climb on heading 002^ to at or above 500', direct to CC01N, to CC02N, to CC03N, to CC01H, to KURIS.
19L/R	Climb on heading 182^ to at or above 500', direct to CC01Y, to CC02Y, to CC02H.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

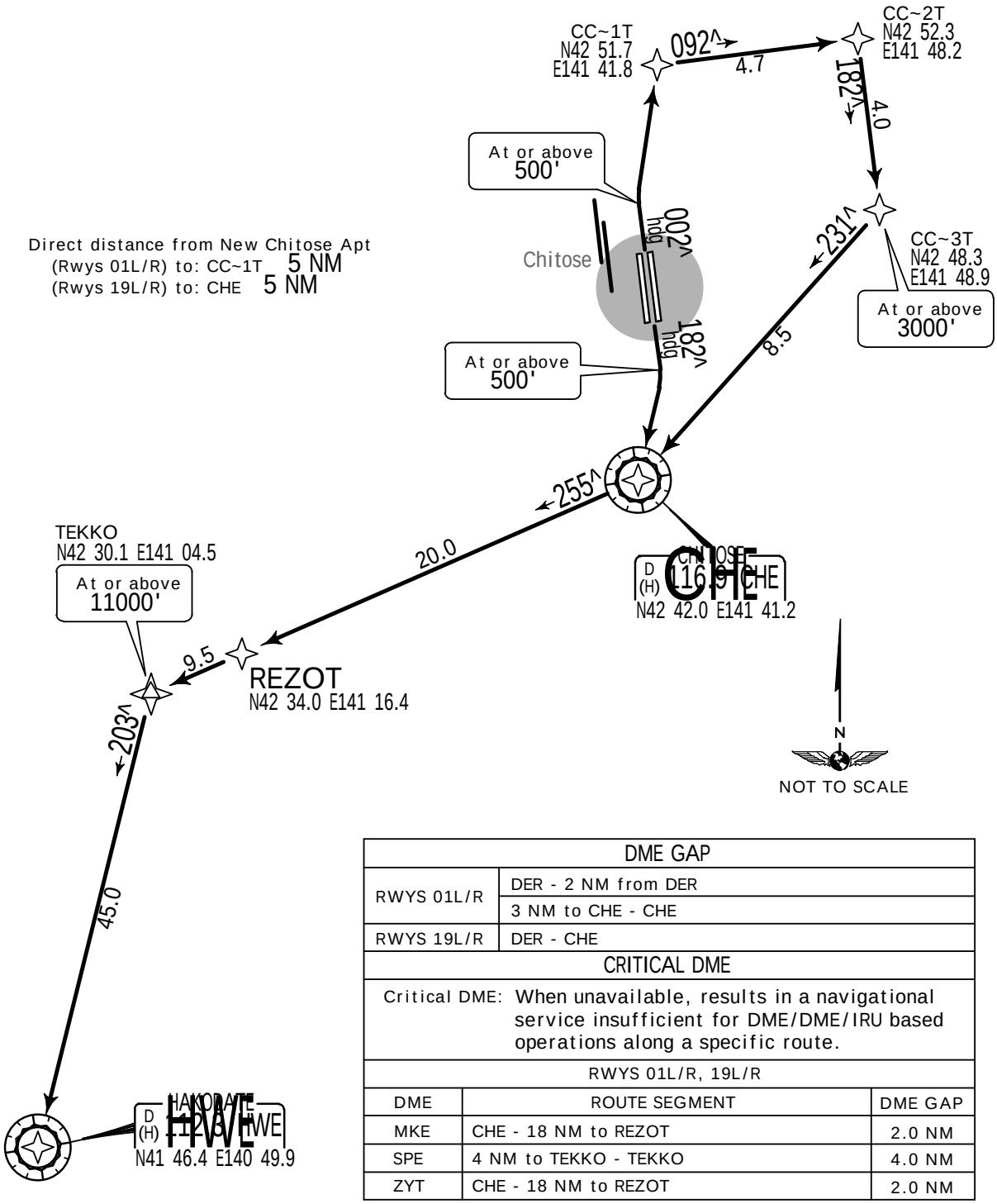
JEPPESEN

7 DEC 12 (10-3F) .Eff.12.Dec.1500Z.

SAPPORO, JAPAN
.RNAV.SID.

CHITOSE Departure (R) 124.7	Apt Elev 70'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 4. RADAR required.

REZOT ONE DEPARTURE
[REZOT1]



Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC~1T 5 NM
(Rwys 19L/R) to: CHE 5 NM

DME GAP	
RWYS 01L/R	DER - 2 NM from DER
	3 NM to CHE - CHE
RWYS 19L/R	DER - CHE

CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
RWYS 01L/R, 19L/R		
DME	ROUTE SEGMENT	DME GAP
MKE	CHE - 18 NM to REZOT	2.0 NM
SPE	4 NM to TEKKO - TEKKO	4.0 NM
ZYT	CHE - 18 NM to REZOT	2.0 NM

This SID requires a minimum climb gradient of 5.0% to 500'.

Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
01L/R	Climb on heading 002^ to at or above 500', direct to CC01T, to CC02T, to CC03T, to CHE, to REZOT, to TEKKO, to HWE.

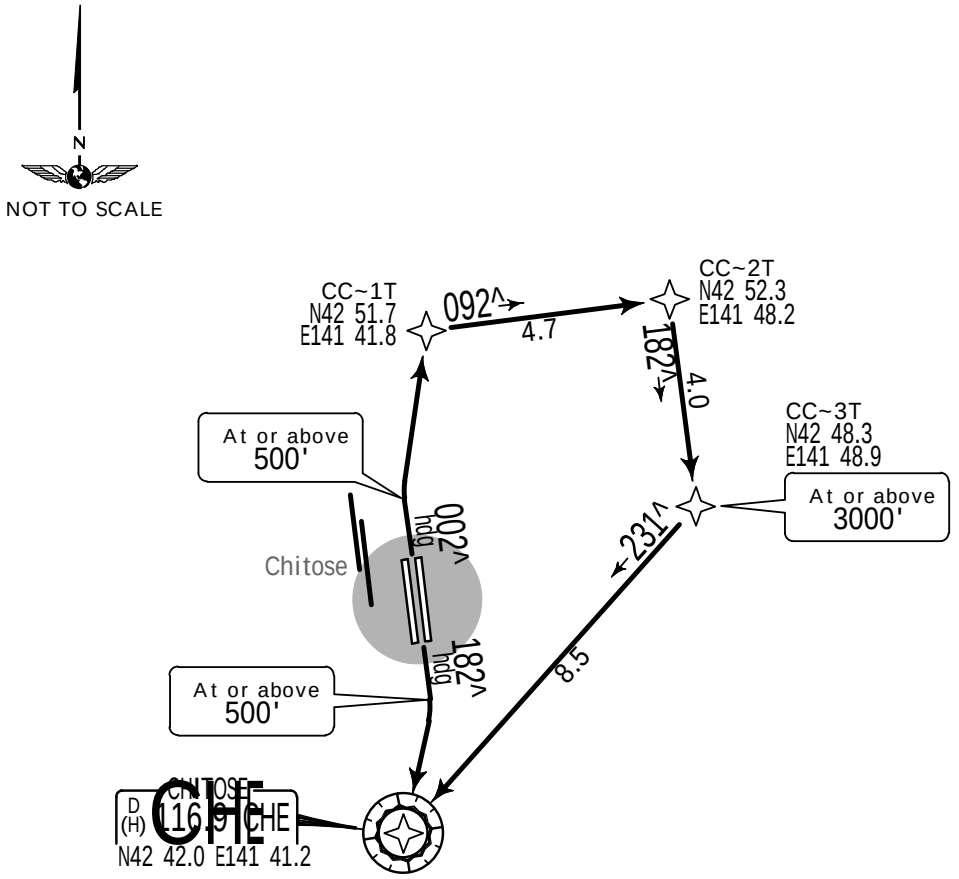
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

CHITOSE Departure (R) 124.7	Apt Elev 70'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 4. RADAR required.

SOSHU ONE DEPARTURE
[SOSHU1]



Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC~1T 5 NM
(Rwys 19L/R) to: CHE 5 NM

DME GAP	
RWYS 01L/R	DER - 2 NM from DER
	3 NM to CHE - CHE
RWYS 19L/R	DER - CHE

This SID requires a minimum climb gradient of 5.0% to 500'.

Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
01L/R	Climb on heading 002^ to at or above 500', direct to CC01T, to CC02T, to CC03T, to CHE.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

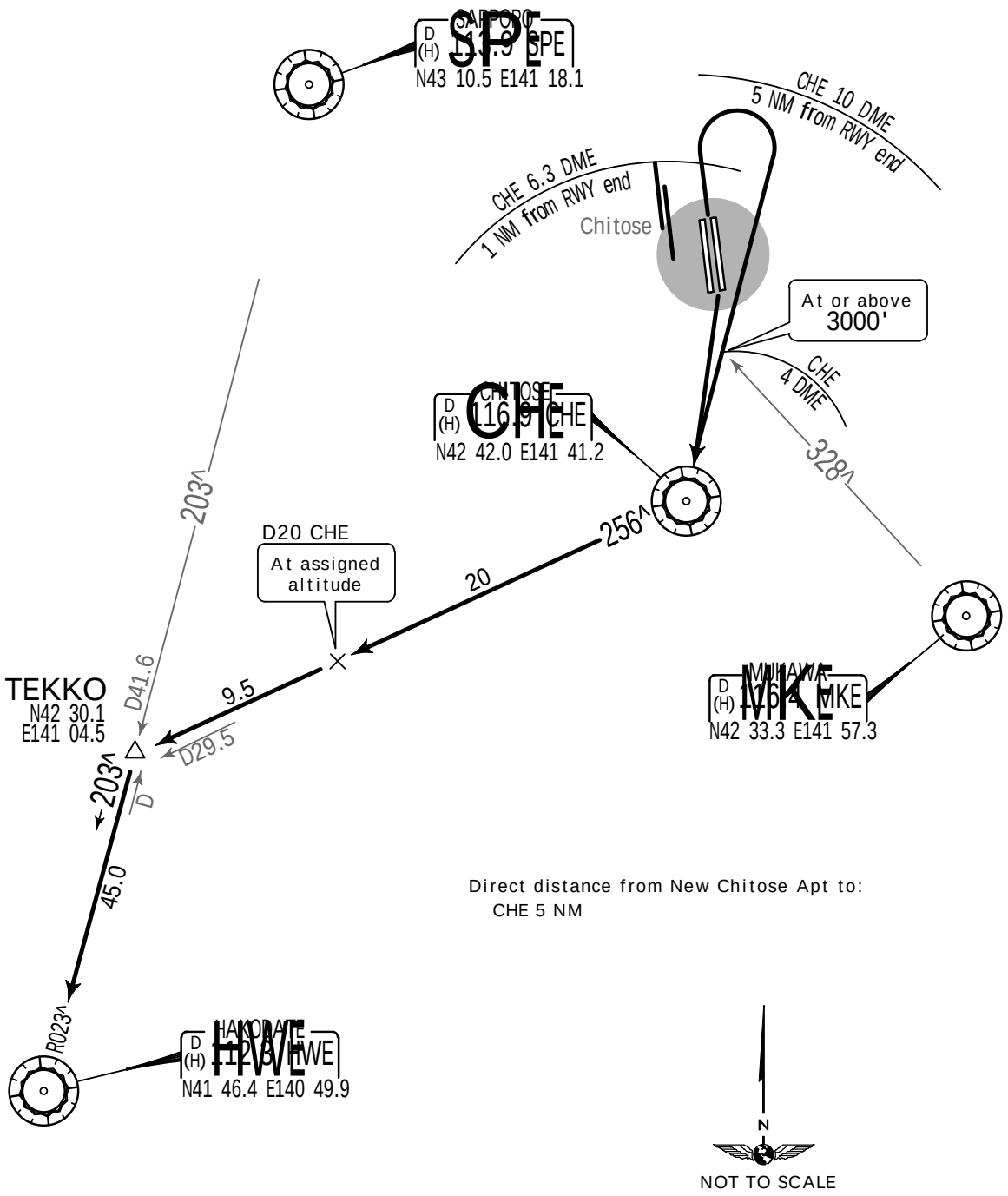
© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000' Aircraft unable to comply with the flight restriction, inform ATC for alternate procedure before departure.

TEKKO NINE DEPARTURE

[TEKKO9]



RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end).
19L/R	Climb direct to CHE.

ROUTING

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

JEPPESEN

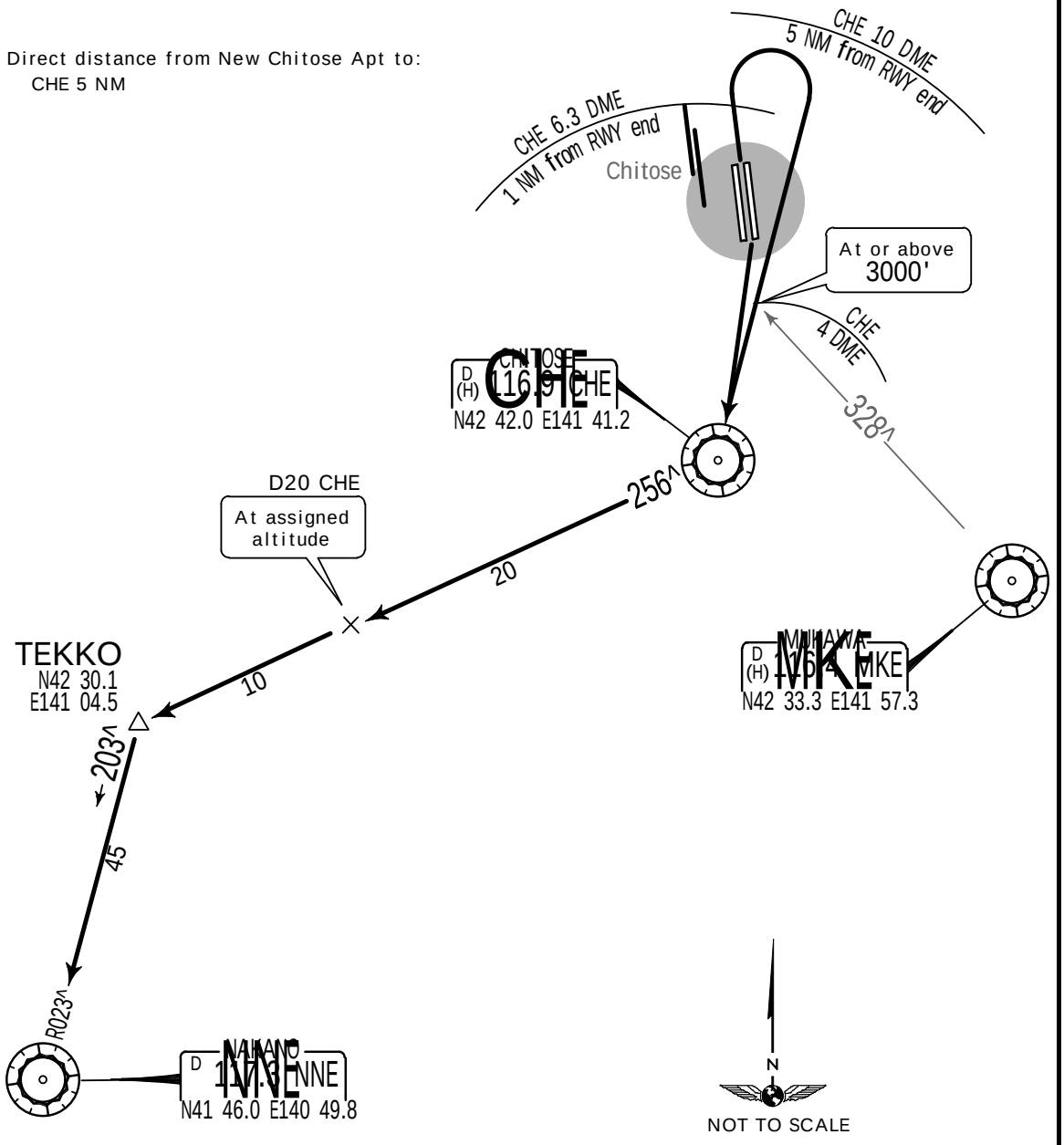
SAPPORO, JAPAN

3 JAN 14 (10-3H-0) .Eff.8.Jan.1500Z. .SID.

FOR USE DURING THE OUTAGE OF HWE VOR/DME
FROM 1500 UTC 8 JAN 2014 TO 1500 UTC 12 NOV 2014

CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000' Aircraft unable to comply with the flight restriction, inform ATC for alternate procedure before departure.

TEKKO NINE DEPARTURE
[TEKKO9]



RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, proceed to CHE within CHE 10 DME (5 NM from runway end).
19L/R	Climb direct to CHE.

ROUTING

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com).

JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

JEPPESEN

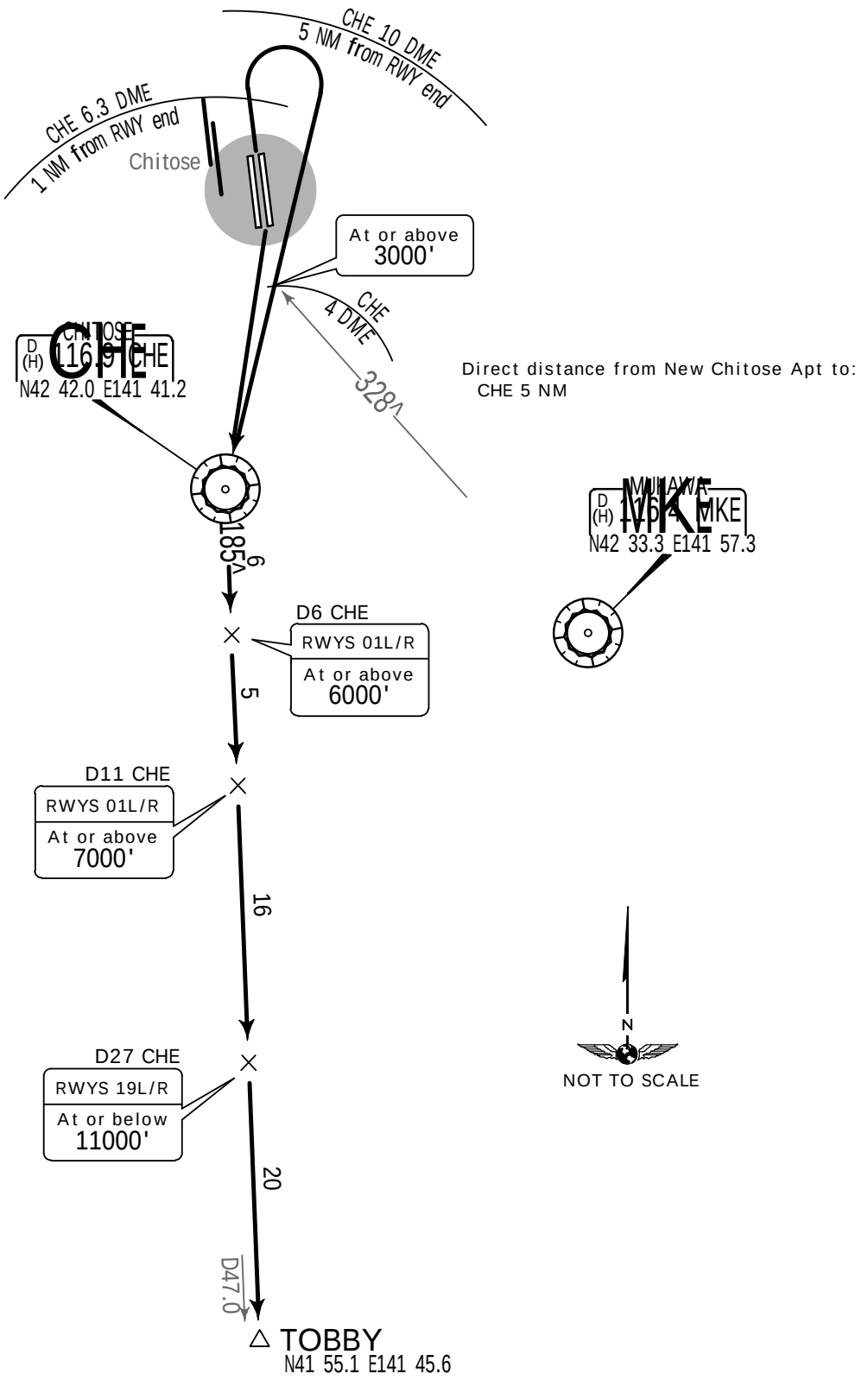
SAPPORO, JAPAN

3 JAN 14 (10-3J) .Eff.8.Jan.1500Z. .SID.

CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000' Aircraft unable to comply with flight restriction, inform ATC for alternate procedure before departure.

TOBBY EIGHT DEPARTURE

[TOBBY8]



RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end), via CHE R-185 to TOBBY.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS
NEW CHITOSE

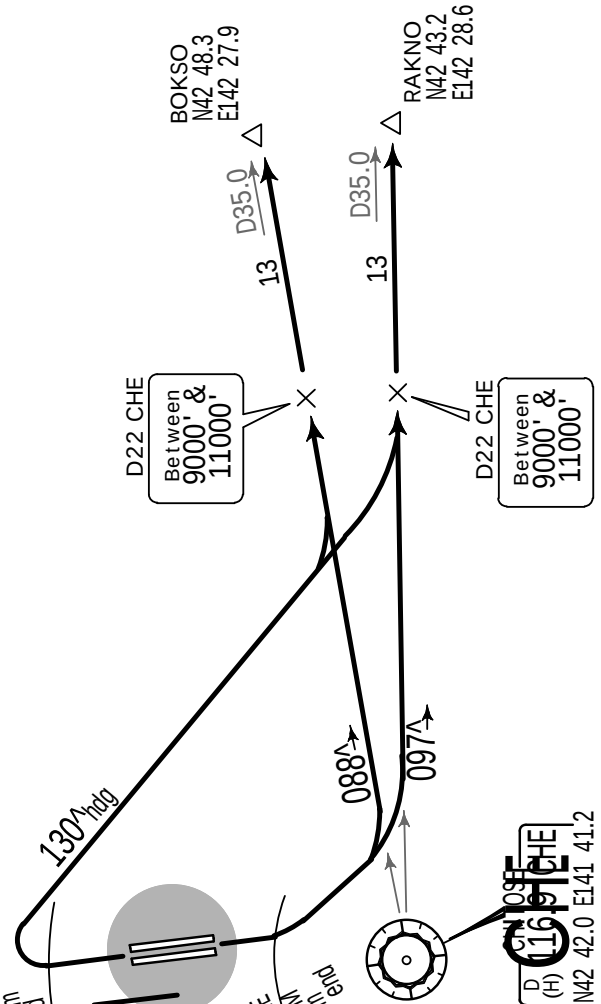
JEPPESEN
17 JAN 14 (10-3K)

SAPPORO, JAPAN
.SID.

CHITOSE Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000'
124.7	70'	

TOKACHI ONE DEPARTURE
[TO1BOK]
[TO1RAK]

Direct distance from New Chitose Apt to:
CHE R-088/D22 21 NM
CHE R-097/D22 22 NM



NOT TO SCALE

RWY	INITIAL CLIMB
1L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT heading 130^ to intercept and proceed via CHE R-088 to BOKSO or CHE R-097 to RAKNO.
9L/R	Climb runway heading until 1.8 NM from runway end/CHE 2.0 DME, turn LEFT, via CHE R-088 to BOKSO or CHE R-097 to RAKNO.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

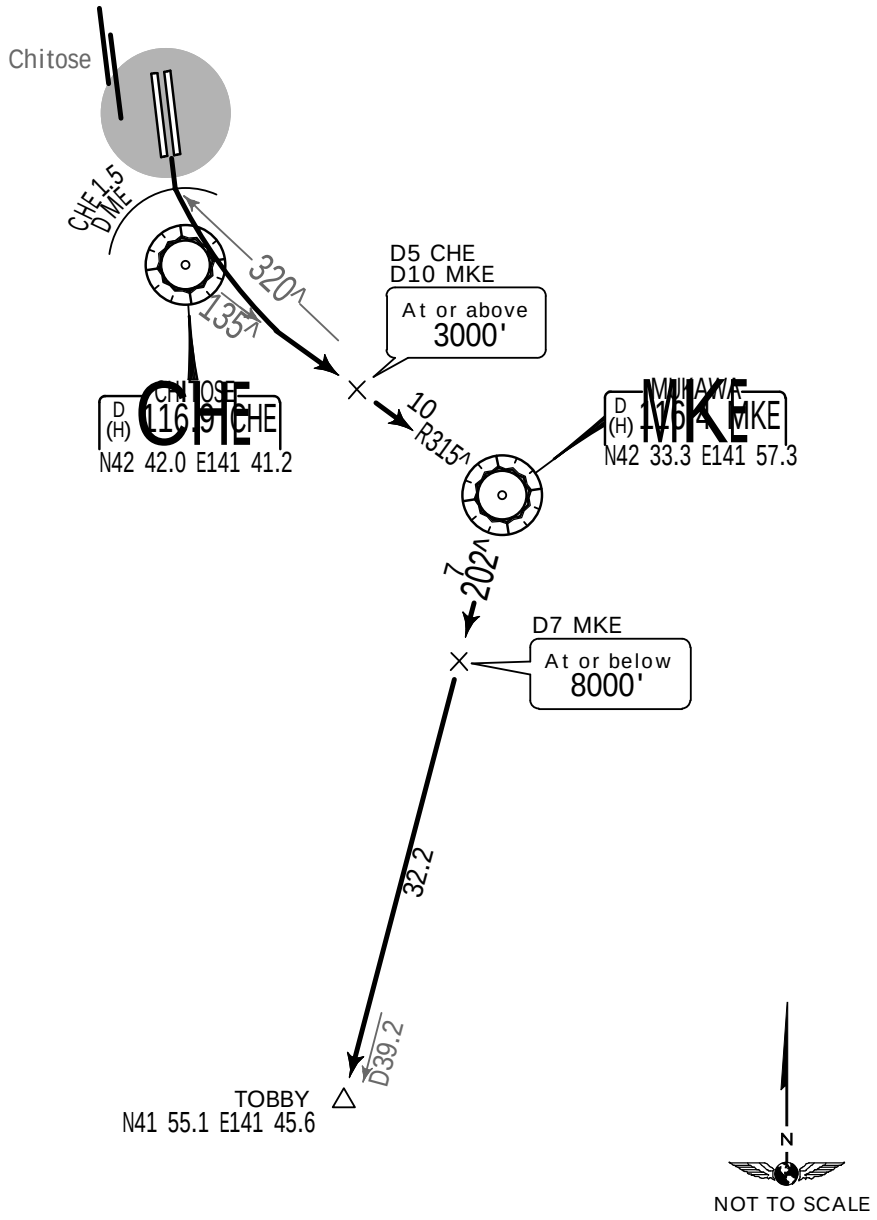
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

YUFUTSU FOUR DEPARTURE

[YUFUT4]

(RWYS 19L/R)

Direct distance from New Chitose Apt to:
D5 CHE/D10 MKE 8 NM



INITIAL CLIMB

Climb direct to CHE until CHE 1.5 DME prior to CHE (until crossing MKE R-320), turn LEFT

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

NOISE ABATEMENT PROCEDURES

Local Time minus9 HOURS =UTC

Landings and take-offs are restricted as follows during the hours from 1300 UTC (2200 JST) to 2200 UTC (0700 JST).

a. Stops for non-traffic purposes and training flights shall not be permitted.

b. Landings and take-offs shall be limited to up to 6, excepting aircraft in an emergency or unavoidable situation.

c. 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 (2200 JST) to 2200 UTC (0700 JST), except aircraft in an emergency or 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 SOUTH NR. 1 ARRIVAL, KAORY SOUTH NR. 2 ARRIVAL, KAORY SOUTH NR. 3 ARRIVAL, NACKS NR. 1 ARRIVAL, NACKS NR. 2 ARRIVAL, NACKS NR. 3 ARRIVAL, NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL, NASEL ARRIVAL or KURIS ARRIVAL

NOTES:

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

2. "Aircraft in an emergency or unavoidable situation", as described above shall be limited to the following cases:

   a. Aircraft encountered with an abnormal situation.

   b. Aircraft in which an abnormal situation arose among crew or passengers.

   c. Aircraft operating for the purpose of search-and-rescue activities, etc.

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

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com).

OPERATIONAL RESTRICTIONS AT NEW CHITOSE AIRPORT

Operational restrictions at New Chitose Airport will be placed due to construction as follows:
The exact date/time and change of planning period will be notified by further NOTAM RJCC

Item	Operational Restrictions		Planning Period (UTC)			Figure NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/ Time Zone		
	RUNWAY						
A	Rwy 01L/19R	CLOSED	---	Late OCT 14	1400 - 2130 daily		Available cross Rwy 01L/19R via Twy other than closed Twy.
1	Grooving for Rwy 01L/19R	partly, gradually erased or installed	---	Late OCT 14	H24		Area: between 4528' (1380m) and 6365' (1940m) from Rwy 19R threshold.
2	Rwy centerline lighting for Rwy 01L/19R	unserviceable	---	Late OCT 14	H24	1	Rwy centerline lighting is partly lighted.
3	Lighting system CAT II, III for Rwy 19R	downgraded to CAT I	---	Late OCT 14	H24		Due to Rwy centerline lighting being unserviceable.
	TAXIWAY						
A	Twys A6, A7, B6	closed	---	Late OCT 14	1400 - 2130 daily		
B	Twy B10 and a part of B9	closed	---	Late OCT 14	1400 - 2130 daily		
C	Twys A5, D6, D7, H6, H7, J7	closed	---	Late OCT 14	1400 - 2130 daily		
D	Twys A9, A10, D8, D10, D11	closed	---	Late OCT 14	1400 - 2100 daily		
1	Twy centerline lighting for A6, A7, A7S	partly unserviceable	---	Late OCT 14	H24	1	
2	Rwy entrance lighting for B6	partly unserviceable	Late JUL 14	Late OCT 14	H24	1	
3	Twy centerline lighting for A5	partly unserviceable	Late JUL 14	Late OCT 14	H24	1	
	APRON						
A	Spot 27	closed	---	Late OCT 14	1400 - 2130 daily		

JEPPESEN, 2014. ALL RIGHTS RESERVED.
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

OPERATIONAL RESTRICTIONS AT NEW CHITOSE AIRPORT

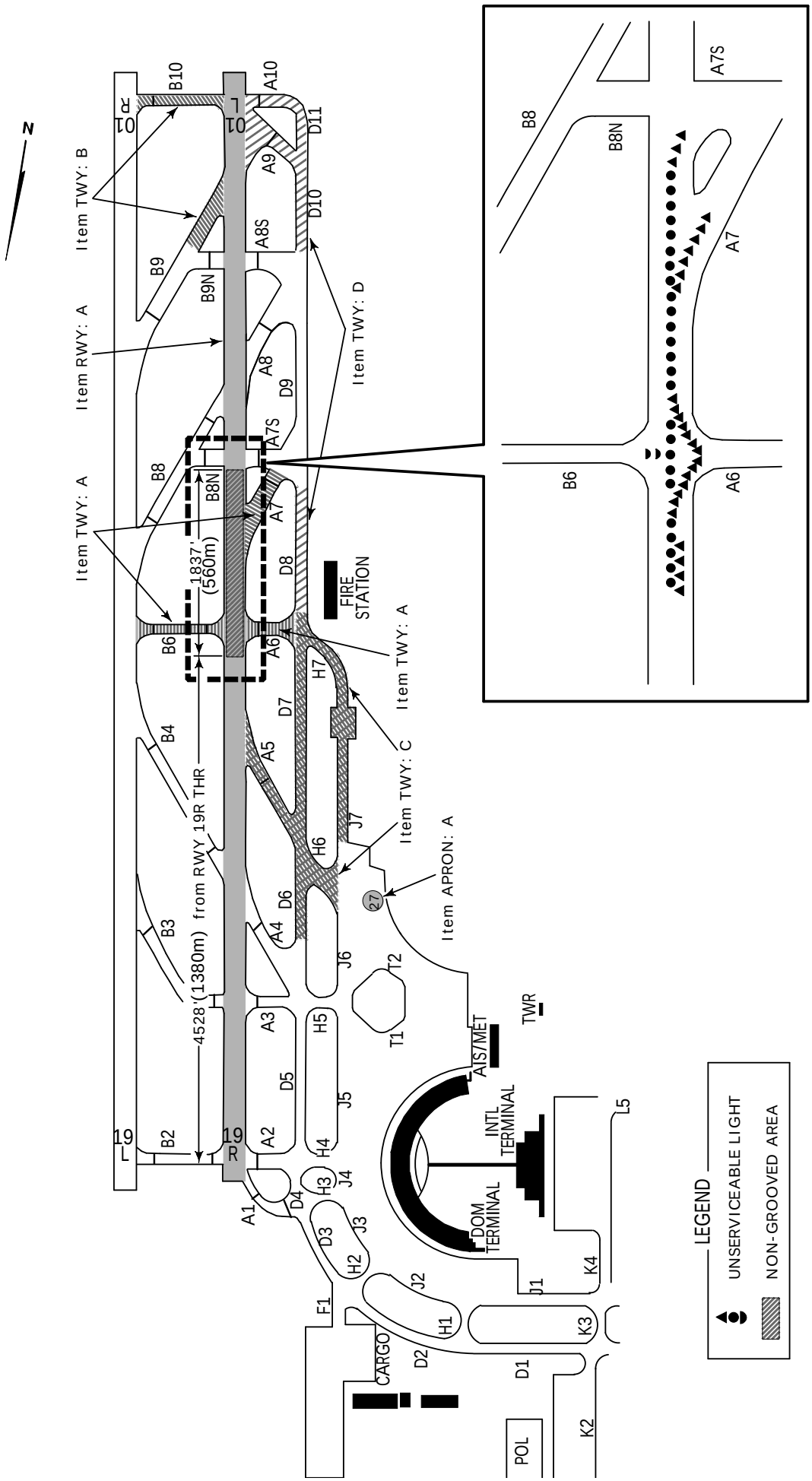


Figure 1

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS

Apt Elev 70'
N42 46.5 E141 41.6

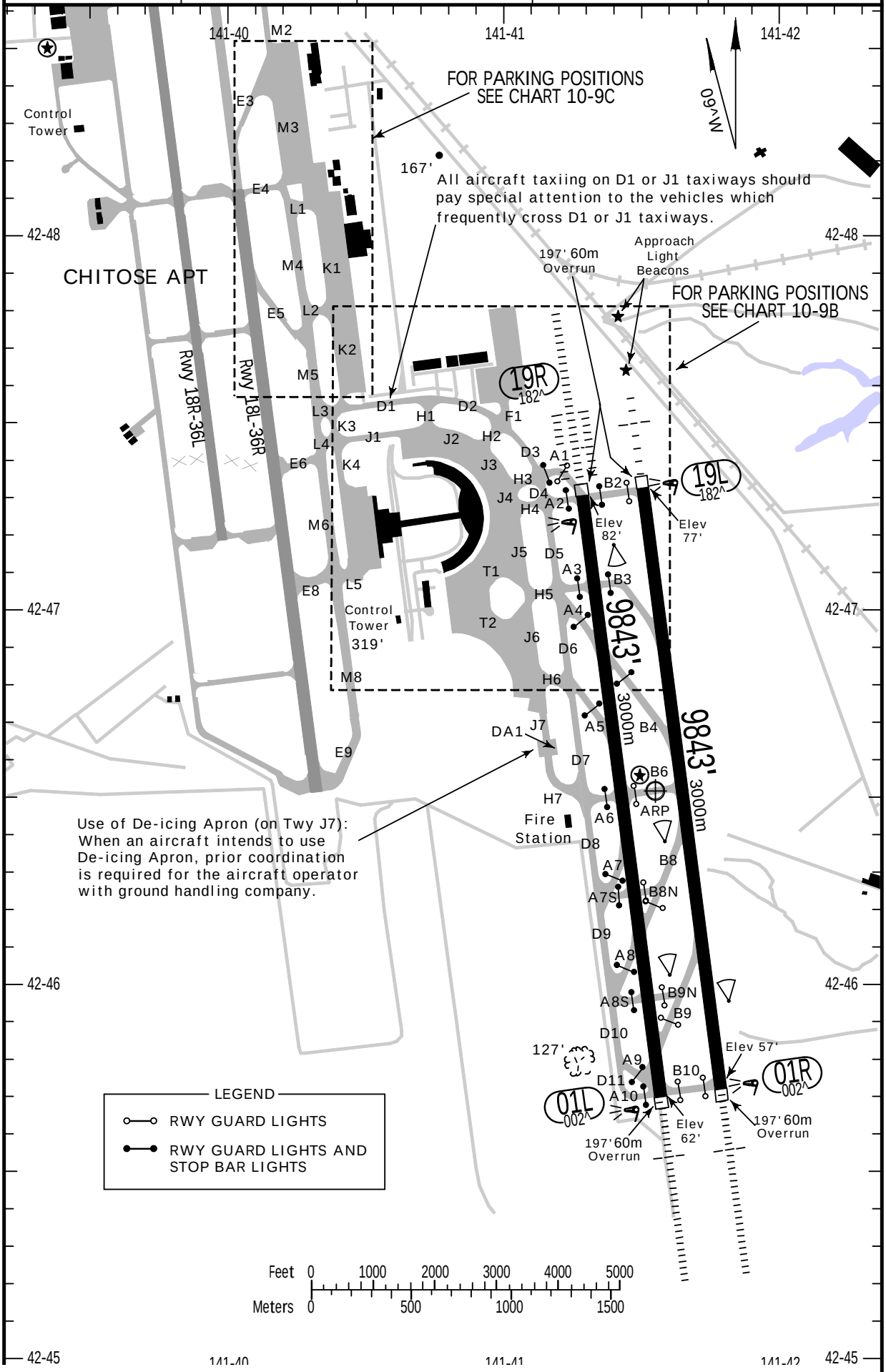
JEPPESEN

12 SEP 14 (10-9)

SAPPORO, JAPAN

NEW CHITOSE

*D-ATIS	CHITOSE Delivery	Ground	Tower	CHITOSE Departure (R)
128.6	121.9	121.6	118.8 126.2	124.7



You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

GENERAL

Use of Runway

Landing Runway: Runway 01R or 19L will generally be specified for landing unless otherwise required by ATC. In order to avoid misunderstanding, ALSF, SSALS and Approach Light Beacons for Runway 01R or 19L will be turned on even if in VMC. In case of specified landing Runway 01R or 19L, ALSF and PAPI for Runway 01L or 19R will normally be turned off.

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

Low-level wind shear alert system.

Runway Status Lights (RWSL) are installed at RJCC. See RJCC 10-9E/10-9F for additional information.

Taxi monitoring system in use; enable transponder Mode S when on taxiways and runways.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01R 1 19L	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0^) RVR HIRL CL SSALS PAPI-L (angle 3.0^) Approach Light Beacons		8849' 2697m		197' 60m
1 Runway grooved.					
01L 2 19R	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0^) RVR HIRL CL ALSF-II TDZ PAPI-L (angle 3.0^) RVR		8849' 2697m 8770' 2673m		197' 60m
2 Runway grooved.					

TAKE-OFF FOR RNAV DEPARTURE

Rwy 01L/19R

	Multi Eng Acft					Single Eng Acft
	With Take-off Altn Apt. Filed				Without Take-off Altn Apt. Filed	
	Special Safeguards & Procedures in Force		1 HIRL or CL or RCLM	NIL (DAY ONLY)		
	1 HIRL & CL & Multiple RVR	1 HIRL & CL				
A B C	RVR 150m	200m	400m	VIS 500m	Available Landing Minimums	Available Landing Minimums
D	RVR 200m	250m				

Rwy 01R/19L

	Multi Eng Acft			Single Eng Acft
	With Take-off Altn Apt. Filed		Without Take-off Altn Apt. Filed	
	1 HIRL or CL or RCLM	NIL (DAY ONLY)		
A B C D	400m	VIS 500m	Available Landing Minimums	Available Landing Minimums

SIDs are designed in accordance with Standards for Flight Procedure Design.

TAKE-OFF

Rwy 01L/19R

	With Take-off Altn Apt. Filed					Without Take-off Altn Apt. Filed	Single Eng Acft
	1 HIRL & CL & 3 RVR	1 HIRL & CL & 2 RVR	1 HIRL & CL	1 HIRL or CL	HIRL & CL out		
A B C D	RVR 200m	RVR 300m	RVR 500m VIS 400m	600m	VIS 800m	Available Landing Minimums	Available Landing Minimums

Rwy 01R/19L

	With Take-off Altn Apt. Filed			Without Take-off Altn Apt. Filed	Single Eng Acft
	1 HIRL & CL	1 HIRL or CL	HIRL & CL out		
A B C D	RVR 500m VIS 400m	600m	VIS 800m	Available Landing Minimums	Available Landing Minimums

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 1988, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

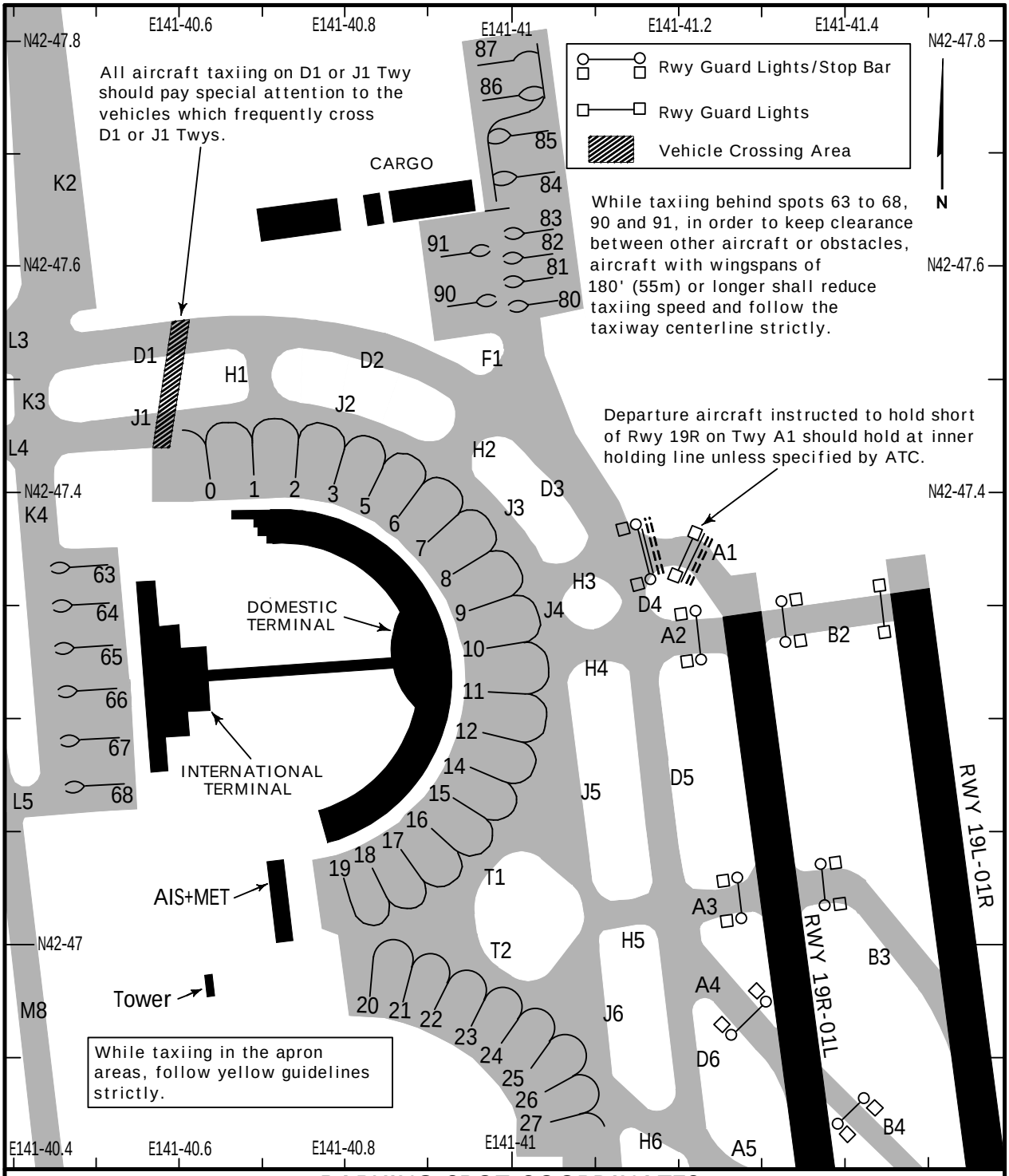
RJCC/CTS

JEPPESEN

7 JAN 11 (10-9B) .Eff.12.Jan.1500Z

SAPPORO, JAPAN

NEW CHITOSE



PARKING SPOT COORDINATES

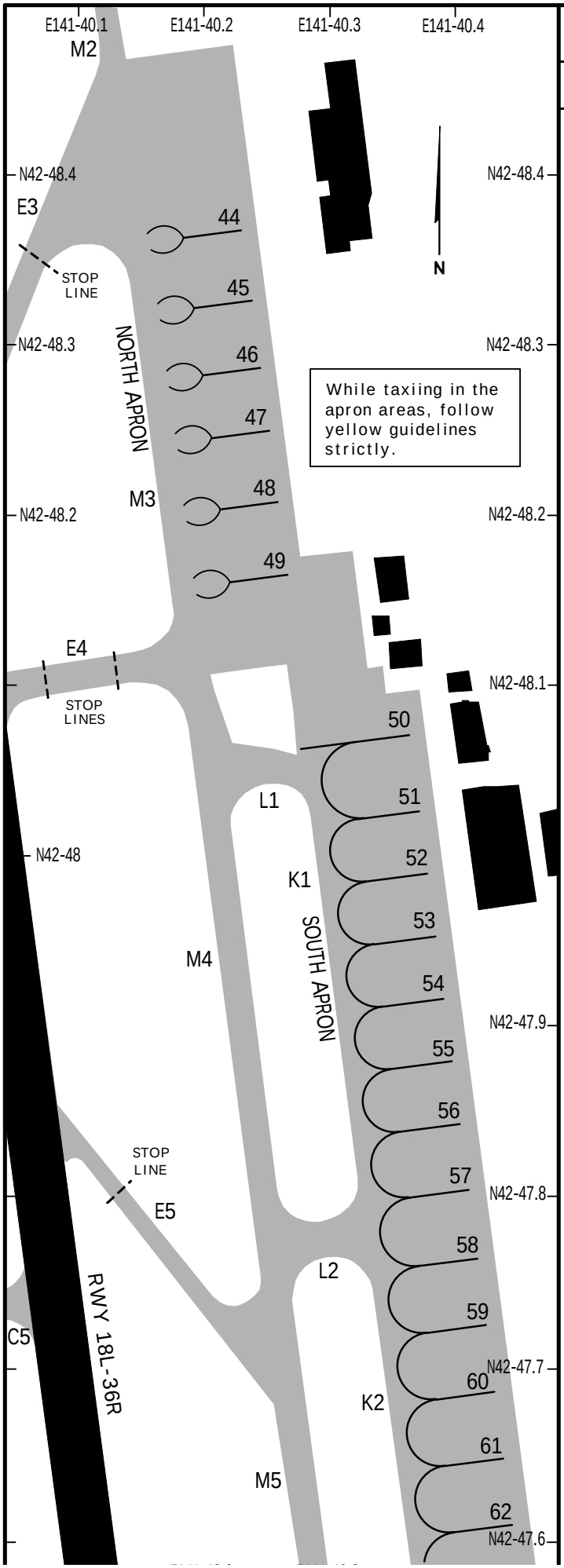
SPOT No.	COORDINATES	SPOT No.	COORDINATES
0	N42 47.4 E141 40.6	24, 25	N42 46.9 E141 41.0
1, 2	N42 47.4 E141 40.7	26, 27	N42 46.8 E141 41.0
3, 5	N42 47.4 E141 40.8	63, 64	N42 47.3 E141 40.5
6 , 7	N42 47.4 E141 40.9	65 thru 67	N42 47.2 E141 40.5
8, 9	N42 47.3 E141 40.9	68	N42 47.1 E141 40.5
10	N42 47.3 E141 41.0	80 thru 83	N42 47.6 E141 41.1
11	N42 47.2 E141 41.0	84, 85	N42 47.7 E141 41.1
12, 14	N42 47.2 E141 40.9	86	N42 47.8 E141 41.0
15 thru 17	N42 47.1 E141 40.9	87	N42 47.8 E141 40.9
18, 19	N42 47.1 E141 40.8	90, 91	N42 47.6 E141 40.9
20	N42 46.9 E141 40.8		

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

CHANGES: Parking spots 80 thru 83 added.

JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
44, 45	N42 48.4 E141 40.3
46, 47	N42 48.3 E141 40.3
48, 49	N42 48.2 E141 40.3
50	N42 48.1 E141 40.4
51, 52	N42 48.0 E141 40.4
53	N42 48.0 E141 40.4
54, 55	N42 47.9 E141 40.4
56 thru 58	N42 47.8 E141 40.4
59	N42 47.7 E141 40.4
60	N42 47.7 E141 40.5
61, 62	N42 47.6 E141 40.5

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

OPERATIONAL TRIAL OF RUNWAY STATUS LIGHTS (RWSL) AT NEW CHITOSE AIRPORT (RJCC)

(See 10-9F for Diagram)

Operational trial of Runway Status Lights (RWSL) is conducted at New Chitose AP as follows:

1. Objectives

-The objectives are to evaluate ON/OFF timing and the optimum luminous intensity of RWSL.

2. Aircraft Subject to the Trial

-Aircraft which depart from RWY 01L/19R

3. Type and Location of Lights

-Takeoff Hold Lights (THL) are installed at New Chitose AP.

-THL are installed on the RWYs as below.
RWY 01L, 19R
-See 10-9F for Diagram

4. Actions that Pilots Shall Take

-Pilots shall pay attention that RWSL indicates status only, never ATC clearance and instructions (hereinafter "ATC clearance etc"), and comply with the following:

a. While THL is lighting up, aircraft shall not begin takeoff roll.

b. Aircraft shall not begin takeoff roll without ATC clearance etc. even if THL have been extinguished.

c. If the THL remain illuminated despite the ATC clearance etc, aircraft shall not begin takeoff roll and pilots shall inform ATC accordingly by the following phraseology for further clearance etc.

-"Verify, THL is illuminated."

d. When stopping is impractical for safety reasons, the crew shall proceed according to their best judgment while understanding the illuminated THL indicate the continuing the takeoff is unsafe. Contact ATC at the earliest possible opportunity.

5. Suspension of the Operational Trial

-Operational trial of RWSL will be suspended and that will be notified by NOTAM RJCC, when:

a. Any failures occur in THL.

b. Necessary for other reasons.

6. For Further Information

Visual Aids and Electrical Systems Office
Air Navigation Services Department, Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism
Postal: 2-1-3 Kasumigaseki, Chiyoda-ku Tokyo, Japan, 100-8918
TEL: +81-3-5253-8745
FAX: +81-3-5253-1663
E-mail: toudenshitu@mlit.go.jp

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2014. ALL RIGHTS RESERVED.

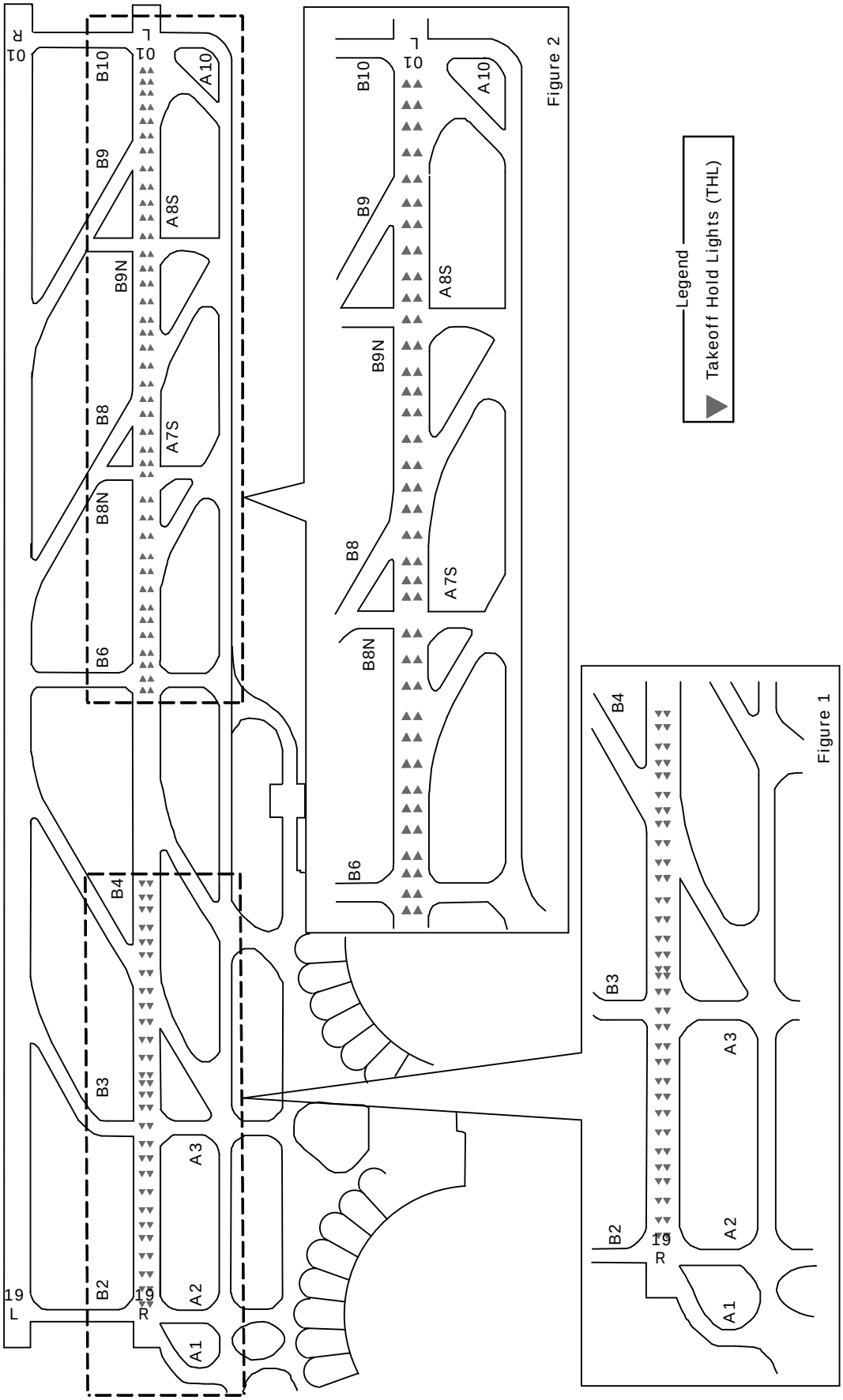
RJCC/CTS

JEPPESEN

15 AUG 14 (10-9F)

SAPPORO, JAPAN
NEW CHITOSE

TAKEOFF HOLD LIGHTS (THL)



You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

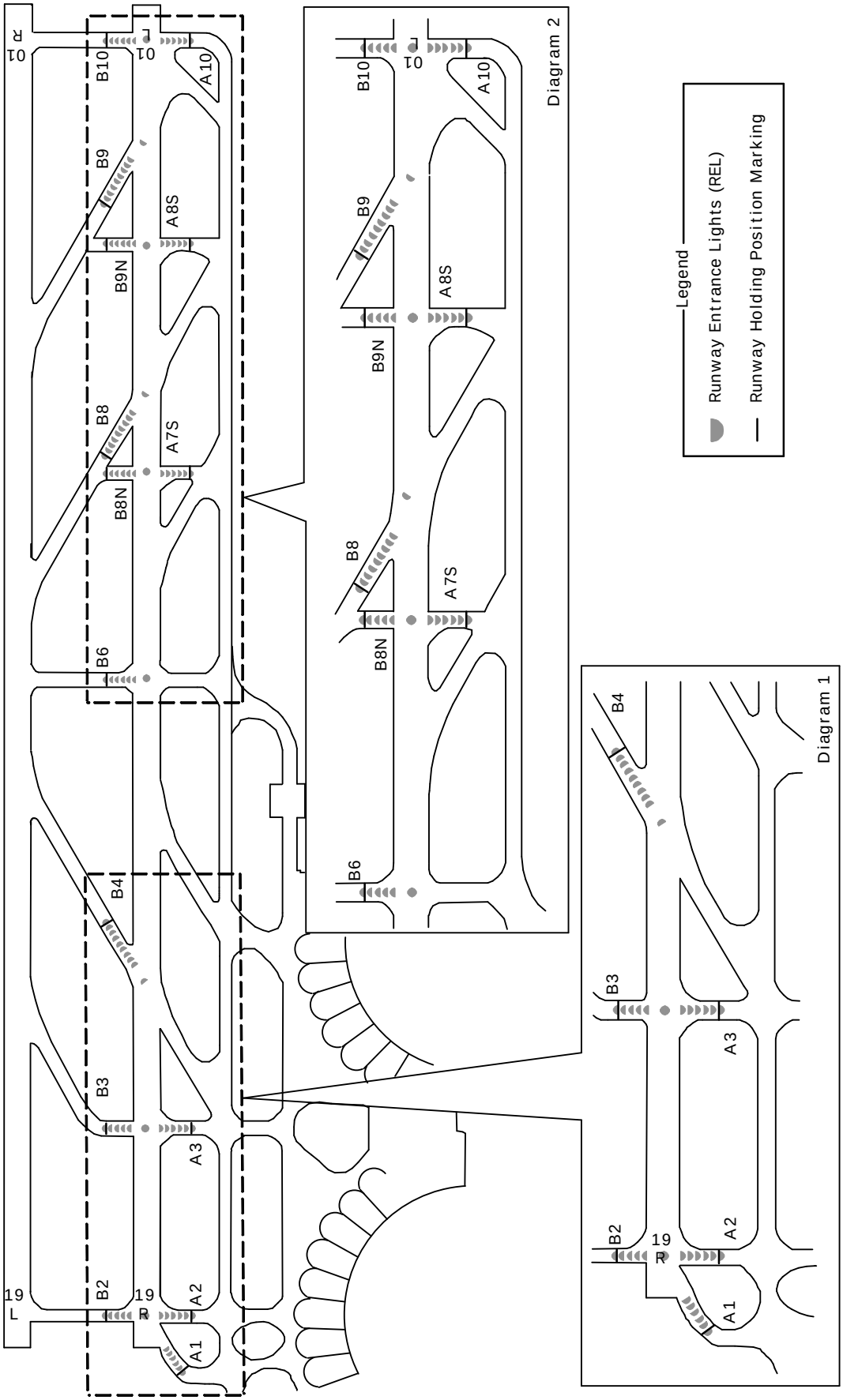
RJCC/CTS

JEPPESEN

15 AUG 14 (10-9G)

SAPPORO, JAPAN
NEW CHITOSE

RUNWAY ENTRANCE LIGHTS (REL)



NOTE: The Twy names and Rwy Holding Position Markings are depicted only for the Twys where REL are installed.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN

25 APR 14
.Eff.30.Apr.1500Z.

(11-1)

ILS Y or LOC Y Rwy 01L

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

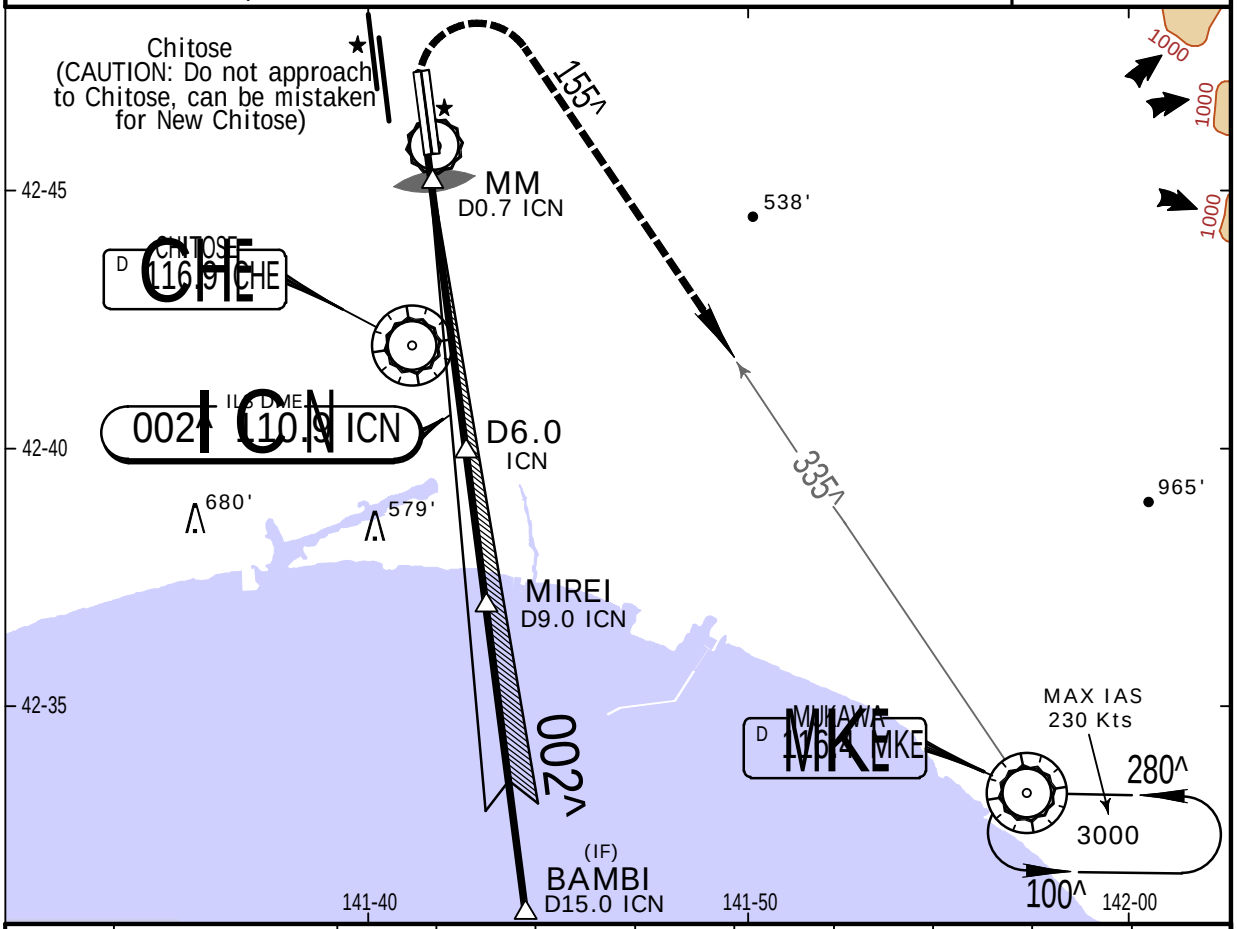
LOC ICN	Final Apch Crs	GS MIREI	ILS DA(H)	Apt Elev 70' Rwy 01L 62'
110.9	002^	3000' (2938')	262' (200')	

MISSED APCH: Climb to 600' on heading 002^, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP.

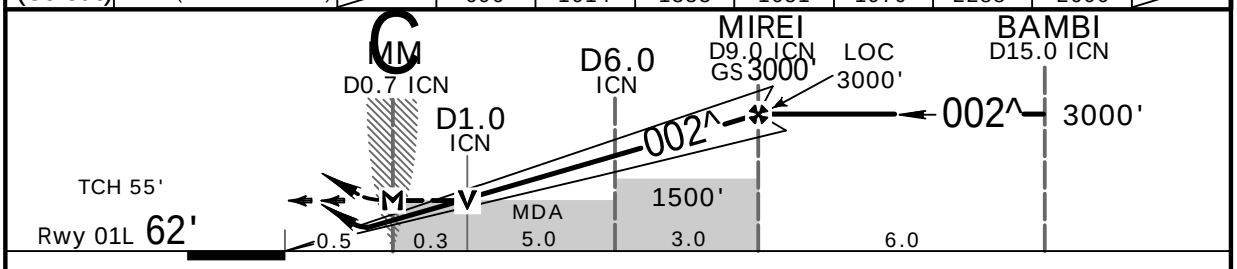
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^



LOC (GS out)	ICN DME	MAP	2.0	3.0	4.0	5.0	6.0	7.0	8.0	FAF
	ALT (3.0^ APCH Path)		696'	1014'	1333'	1651'	1970'	2288'	2606'	



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at MM/D0.7 ICN						

ALSF-I PAPI 600' on 002^ hdg 5000' via RT MKE 116.4 R-335

STRAIGHT-IN LANDING RWY 01L

	ILS DA(H) 262' (200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 450' (388')	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	CMV 2000m

CIRCLE-TO-LAND
Not Authorized West of Rwy

Max Kts	MDA(H)
90	510' (440') -1600m
120	520' (450') -1600m
140	520' (450') -2400m
165	620' (550') -3200m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

25 APR 14
Eff.30.Apr.1500Z.

(11-2)

SAPPORO, JAPAN
ILS Z or LOC Z Rwy 01L

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

BRIEFING STRIP ™

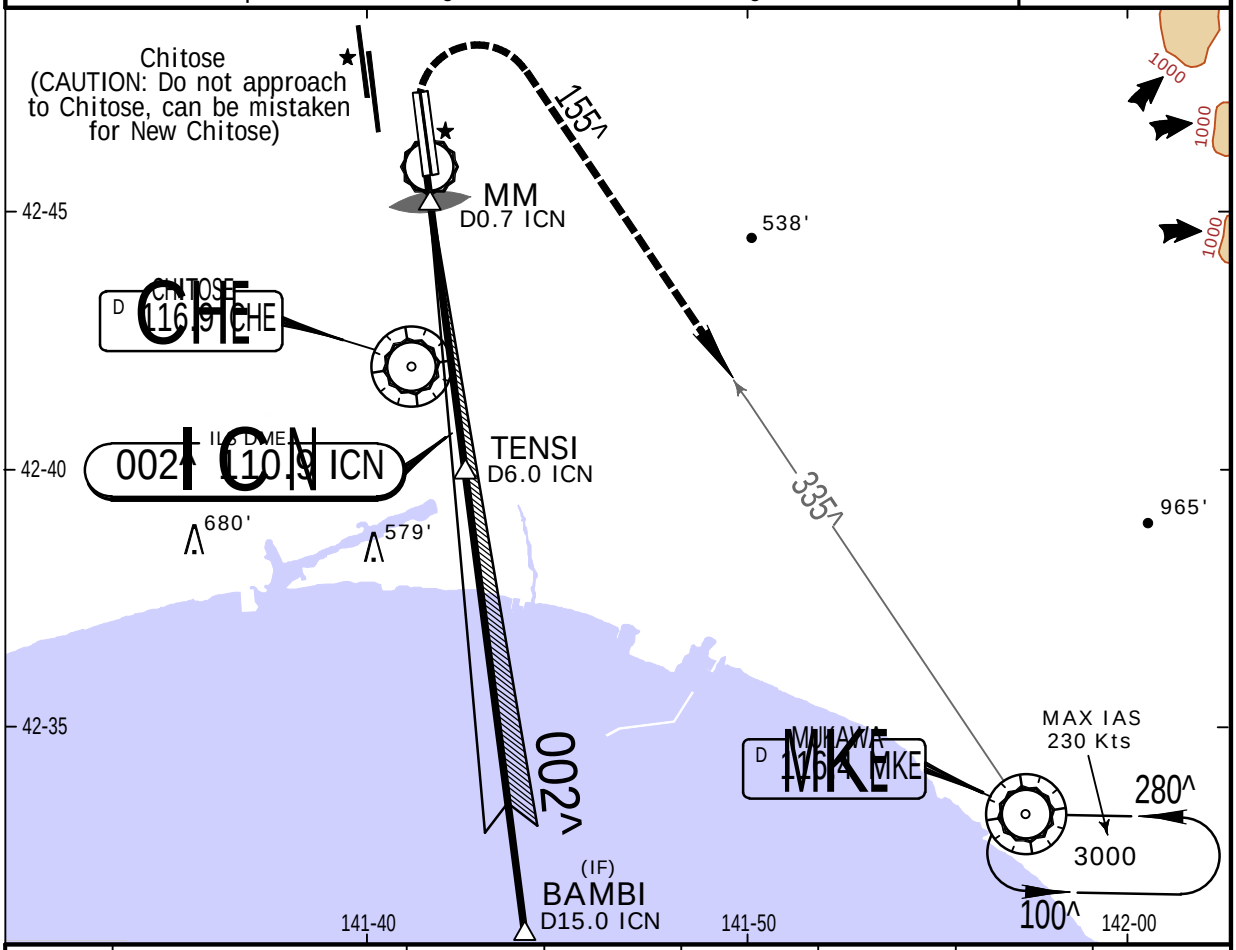
LOC ICN	Final Apch Crs	GS TENSI	ILS DA(H)	Apt Elev / Rwy 01L
110.9	002^	2000' (1938')	262' (200')	70' / 62'

MISSED APCH: Climb to 600' on heading 002^, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP.

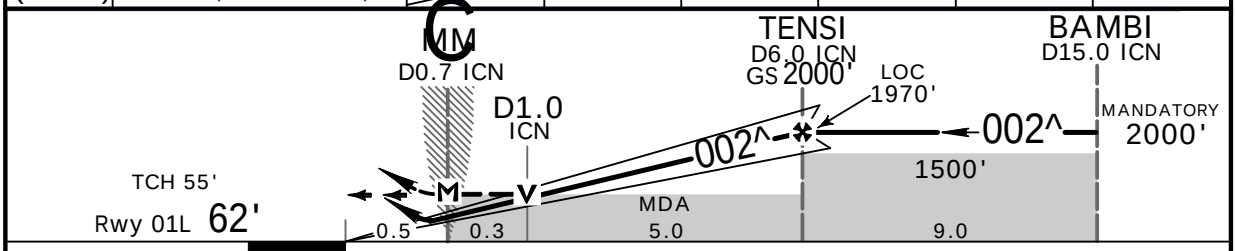
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^



LOC (GS out)	ICN DME	MAP	2.0	3.0	4.0	5.0	FAF
	ALT (3.0^ APCH Path)		696'	1014'	1333'	1651'	1970'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at MM/D0.7 ICN						

ALSF-I PAPI | 600' | 002^ on hdg | 5000' RT via MKE 116.4 R-335

STRAIGHT-IN LANDING RWY 01L

	ILS DA(H) 262' (200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 450' (388')	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	CMV 2000m

CIRCLE-TO-LAND
Not Authorized West of Rwy

Max Kts	MDA(H)
90	510' (440') -1600m
120	520' (450') -1600m
140	520' (450') -2400m
165	620' (550') -3200m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN

25 APR 14
.Eff.30.Apr.1500Z.

(11-3)

ILS Y or LOC Y Rwy 01R

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

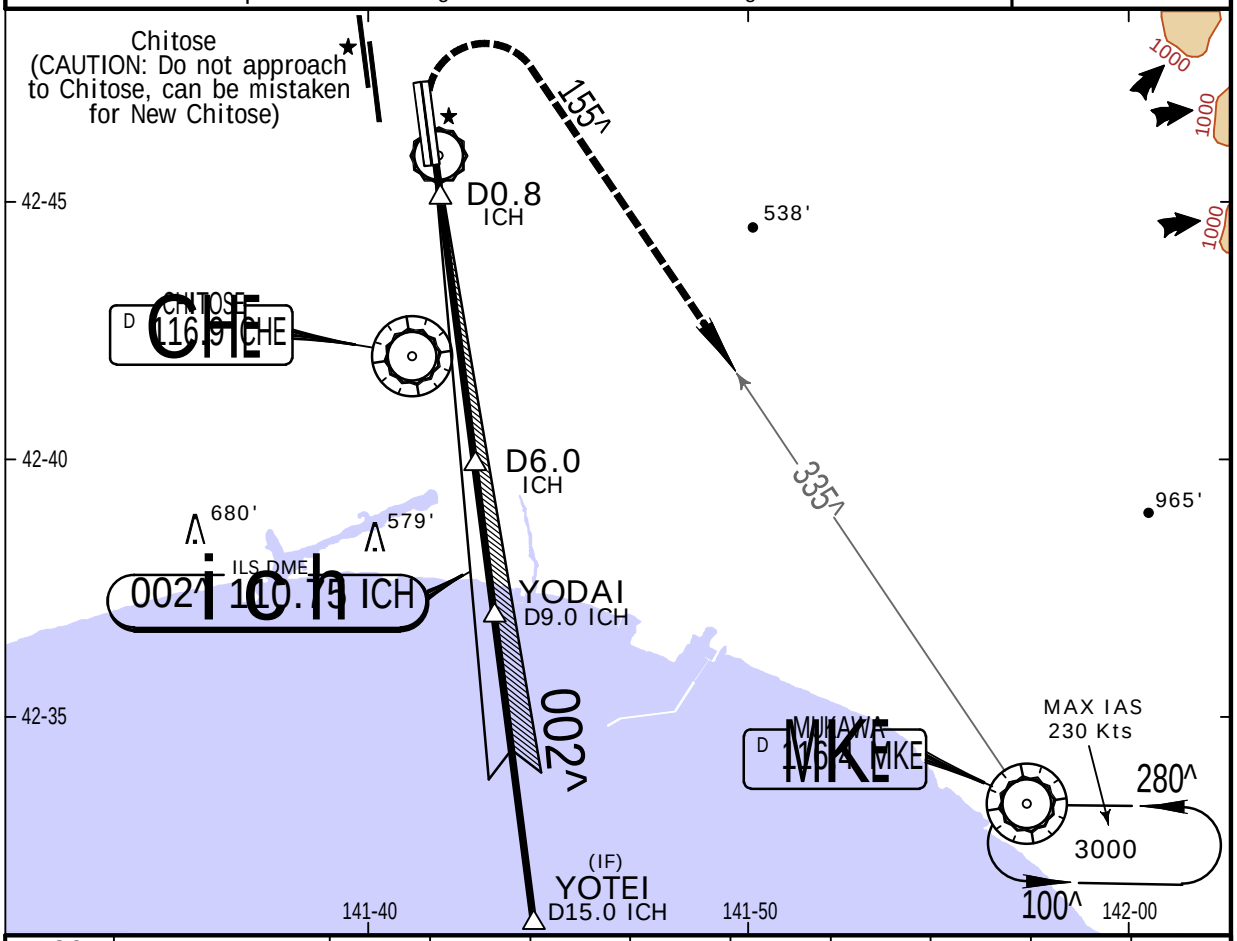
LOC ICH	Final Apch Crs	GS YODAI	ILS DA(H)	Apt Elev / Rwy 01R
110.75	002^	3000' (2943')	257' (200')	70' / 57'

MISSED APCH: Climb to 600' on heading 002^, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP.

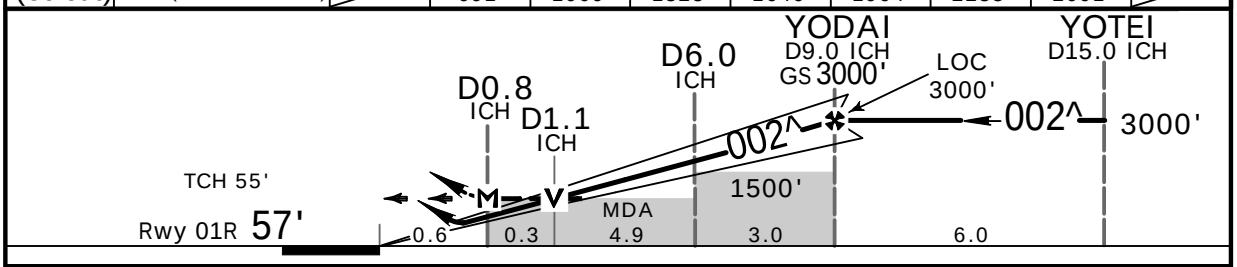
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^



LOC (GS out)	ICH DME	MAP	2.0	3.0	4.0	5.0	6.0	7.0	8.0	FAF
	ALT (3.0^ APCH Path)		691'	1009'	1328'	1646'	1964'	2283'	2601'	



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.8 ICH						

ALSF-I PAPI | 600' on 002^ hdg | 5000' RT via MKE 116.4 R-335

STRAIGHT-IN LANDING RWY 01R

	ILS DA(H) 257' (200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 450' (393')	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	CMV 2000m

CIRCLE-TO-LAND
Not Authorized West of Rwy

Max Kts	MDA(H)
90	510'(440')-1600m
120	520'(450')-1600m
140	520'(450')-2400m
165	620'(550')-3200m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

25 APR 14
.Eff.30.Apr.1500Z.

(11-4)

SAPPORO, JAPAN
ILS Z or LOC Z Rwy 01R

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

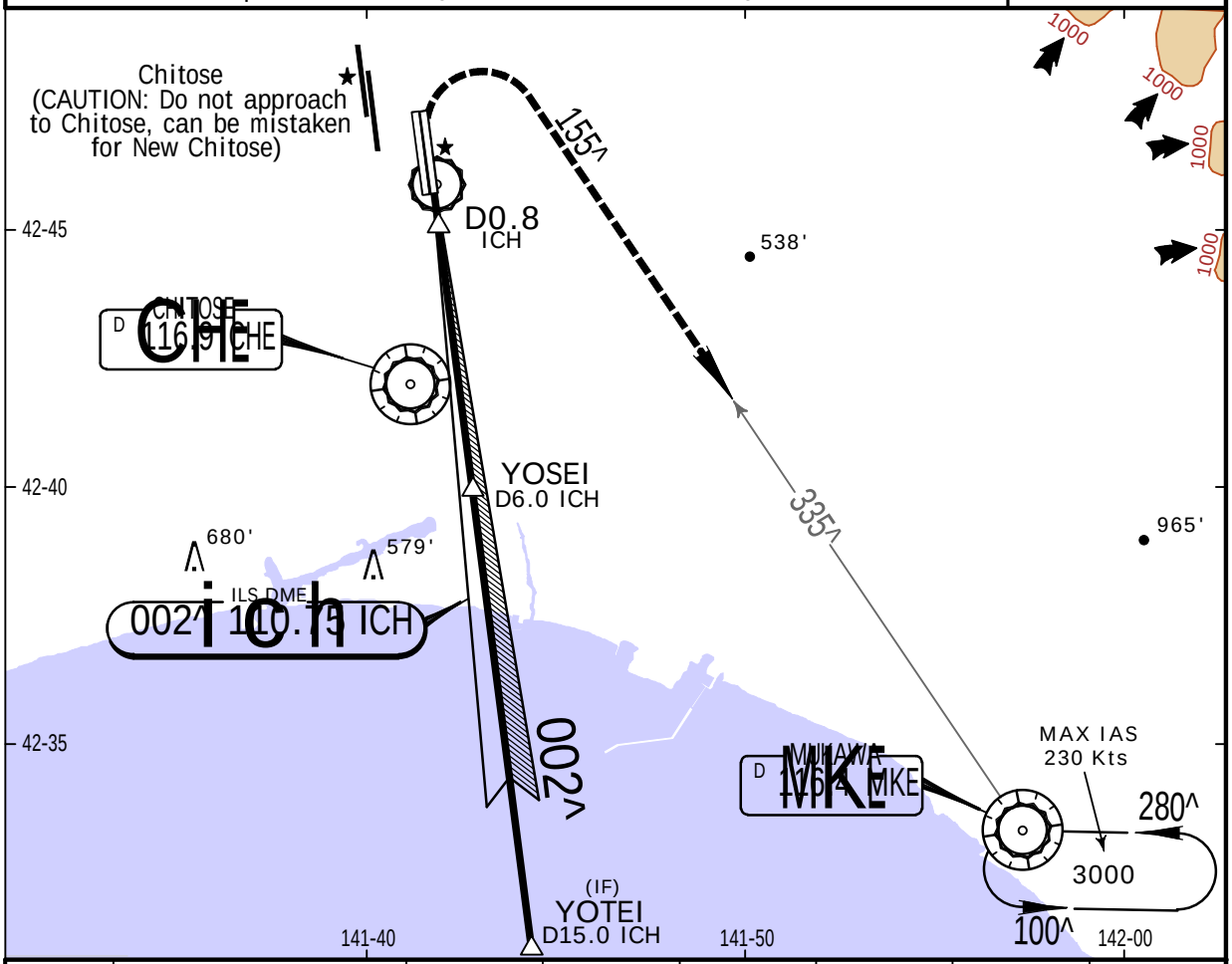
LOC ICH	Final Apch Crs	GS YOSEI	ILS DA(H)	Apt Elev 70' Rwy 01R 57'
110.75	002^	2000' (1943')	257' (200')	

MISSED APCH: Climb to 600' on heading 002^, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP.

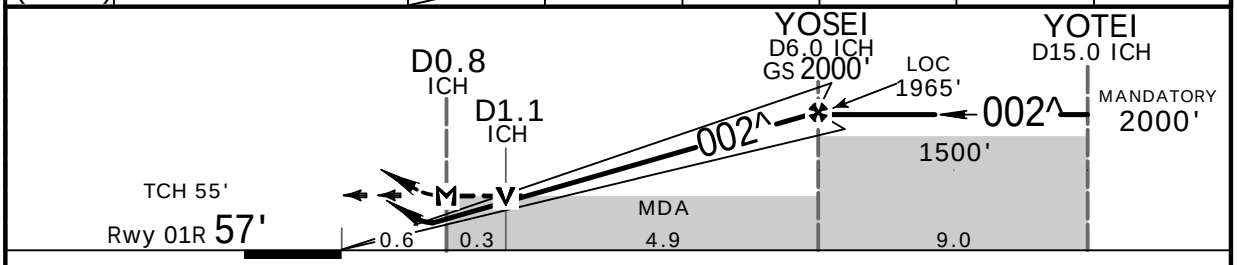
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^



LOC (GS out)	ICH DME	MAP	2.0	3.0	4.0	5.0	FAF
	ALT (3.0^ APCH Path)		691'	1009'	1328'	1646'	1965'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.8 ICH						

ALSF-I PAPI | 600' on | 002^ hdg | 5000' RT via MKE 116.4 R-335

STRAIGHT-IN LANDING RWY01R

	ILS DA(H) 257' (200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 450' (393')	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m

CIRCLE-TO-LAND
Not Authorized West of Rwy

Max Kts	MDA(H)
90	510' (440')-1600m
120	520' (450')-1600m
140	520' (450')-2400m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN — ILS W or LOC W Rwy 19R

JEPPESEN

3 JAN 14
Eff 8 Jan 1500Z.

(11-5)

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

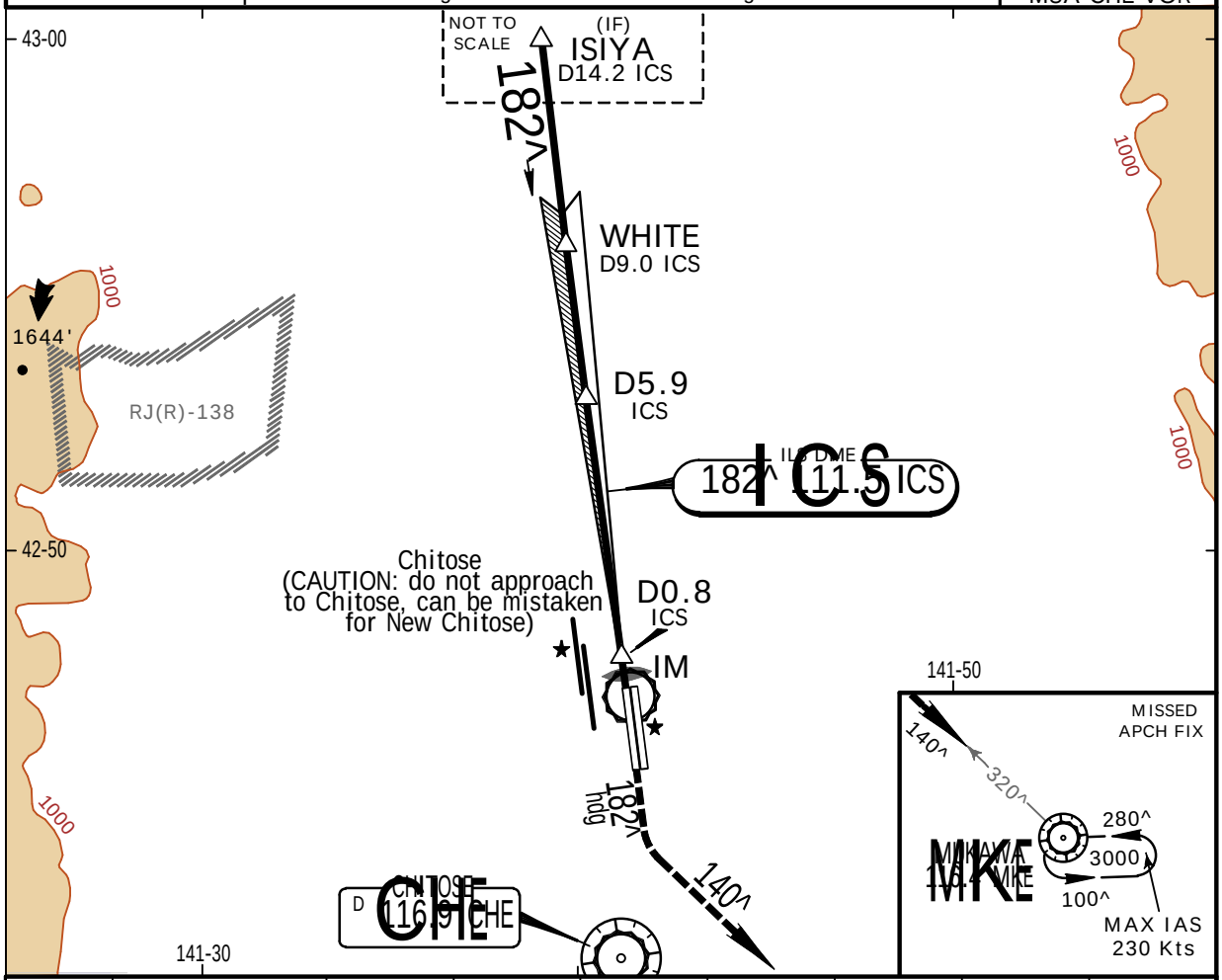
LOC ICS	Final Apch Crs	GS WHITE	ILS DA(H)	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	282' (200')	70' / 82'

MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

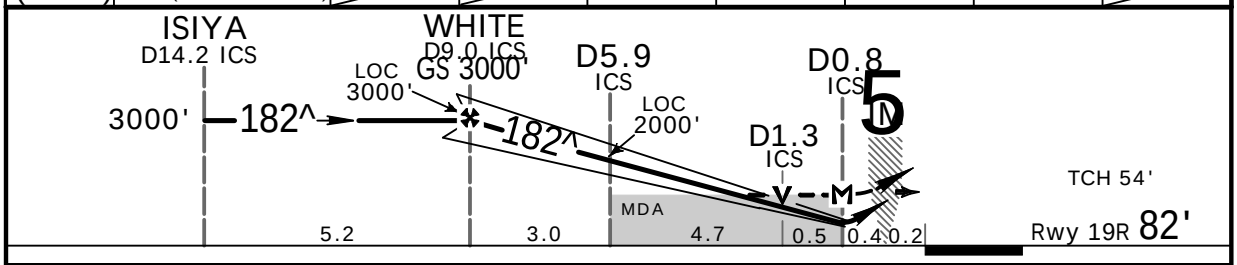
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME Required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^



LOC (GS out)	ICS DME	FAF	5.9	5.0	4.0	3.0	2.0	MAP
	ALT (3.0^ APCH Path)			1667'	1348'	1030'	711'	



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.8 ICS						

ALSF-II, PAPI — 600' on 182^ hdg — 5000' LT via MKE 116.4 R-320

STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 282' (200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 460' (390)	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m

CIRCLE-TO-LAND — Not Authorized West of Rwy

Max Kts	MDA(H)
90	510' (440') -1600m
120	520' (450') -1600m
140	520' (450') -2400m

CHANGES: MSA, missed approach.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN

3 JAN 14
.Eff.8.Jan.1500Z.

(11-5A) ILS W Rwy 19R CAT II & III

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

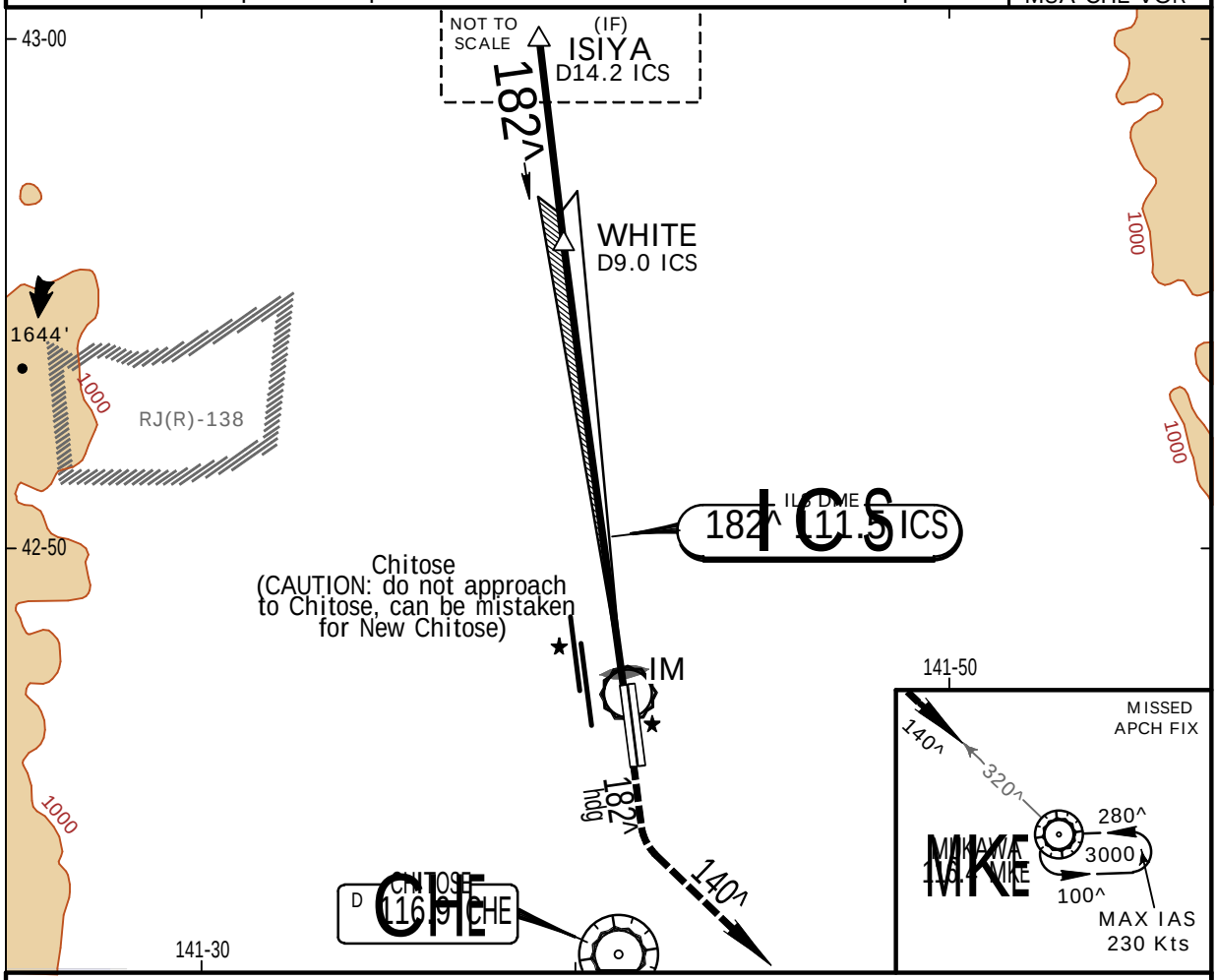
BRIEFING STRIP ™

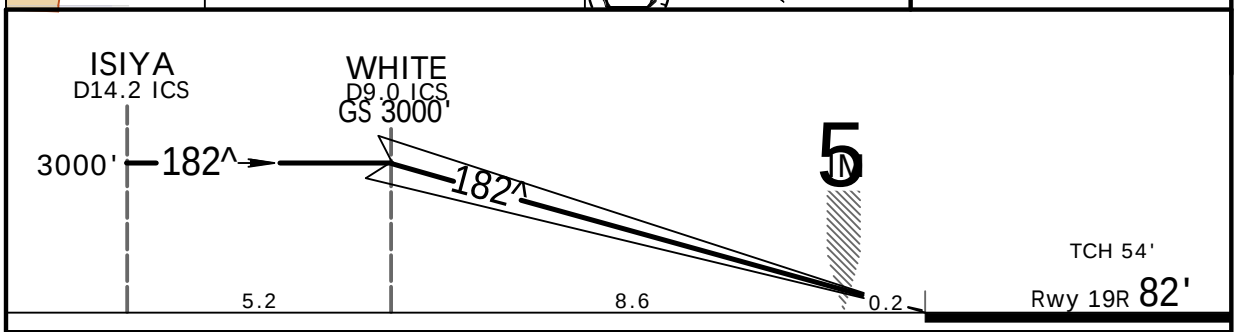
LOC ICS	Final Apch Crs	GS WHITE	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'
1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required.

MSA CHE VOR: 180^ 4500', 270^ 5500', 360^ 4000'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI | 600' | on 182^ hdg | 5000' LT | via MKE 116.4 R-320

STRAIGHT-IN LANDING RWY 19R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 182' (100')
RVR 100m	RVR 200m	RVR 300m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14
.Eff.8.Jan.1500Z.

(11-6)

SAPPORO, JAPAN
ILS X or LOC X Rwy 19R

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

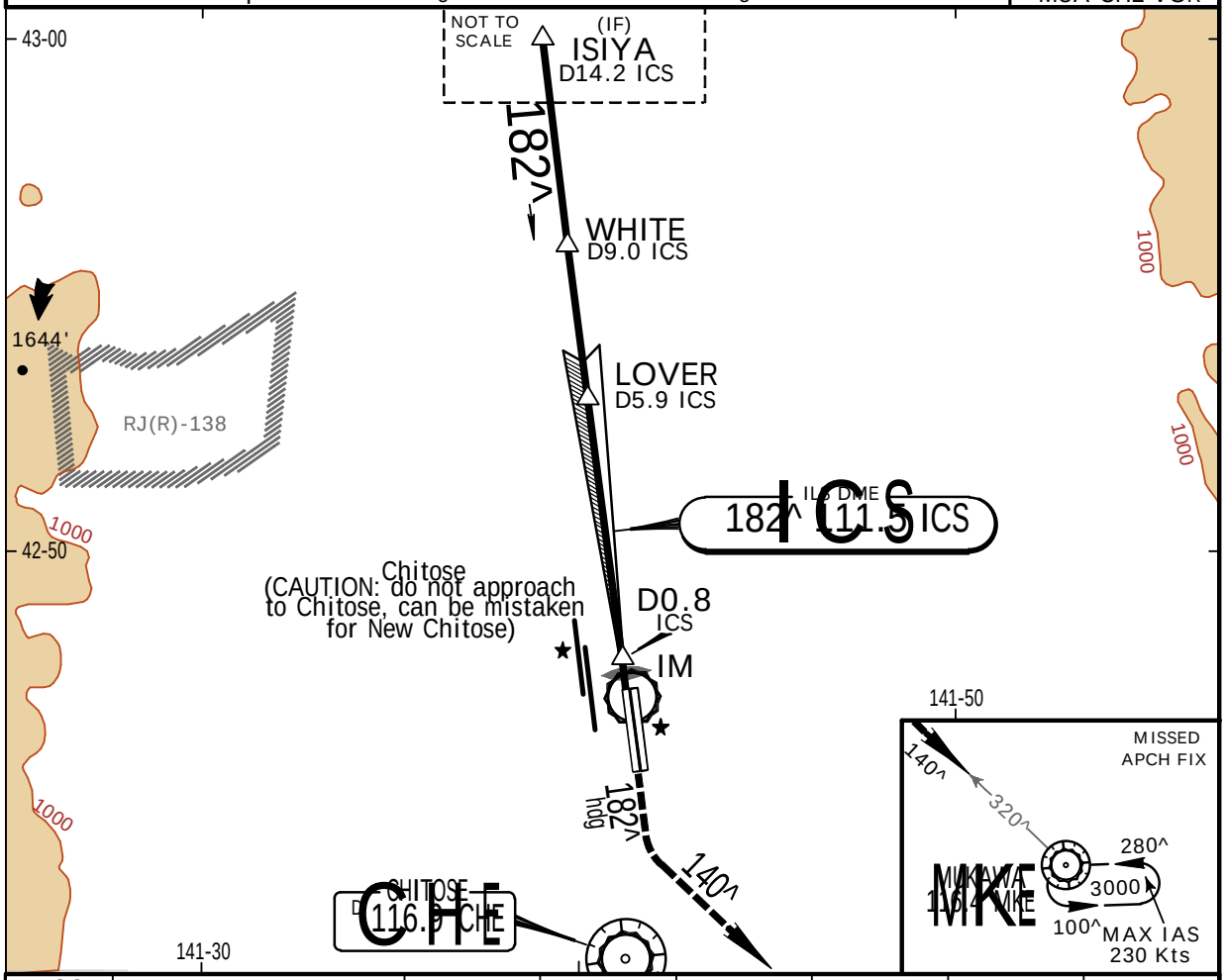
LOC ICS	Final Apch Crs	GS LOVER	ILS DA(H)	Apt Elev 70' Rwy 19R 82'
111.5	182^	2000'(1918')	282'(200')	

MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

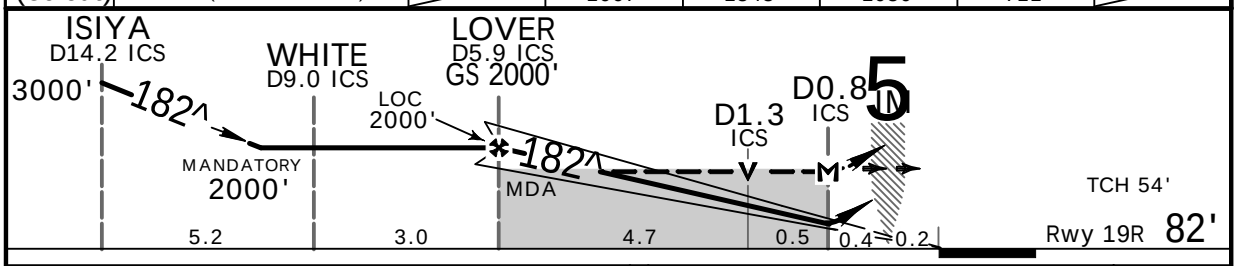
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME Required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 4000', 360^ 5500'



LOC (GS out)	ICS DME	FAF	5.0	4.0	3.0	2.0	MAP
	ALT (3.0^ APCH Path)		1667'	1348'	1030'	711'	



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.8 ICS							

ALSF-II PAPI | 600' | 182^ on hdg | 5000' LT | MKE via 116.4 R-320

STRAIGHT-IN LANDING RWY19R

	ILS DA(H) 282'(200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 460'(390')	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts	MDA(H)
90	510'(440')-1600m
120	520'(450')-1600m
140	520'(450')-2400m

JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN

3 JAN 14
Eff 8 Jan 1500Z.

(11-6A) ILS X Rwy 19R CAT II & III

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

BRIEFING STRIP ™

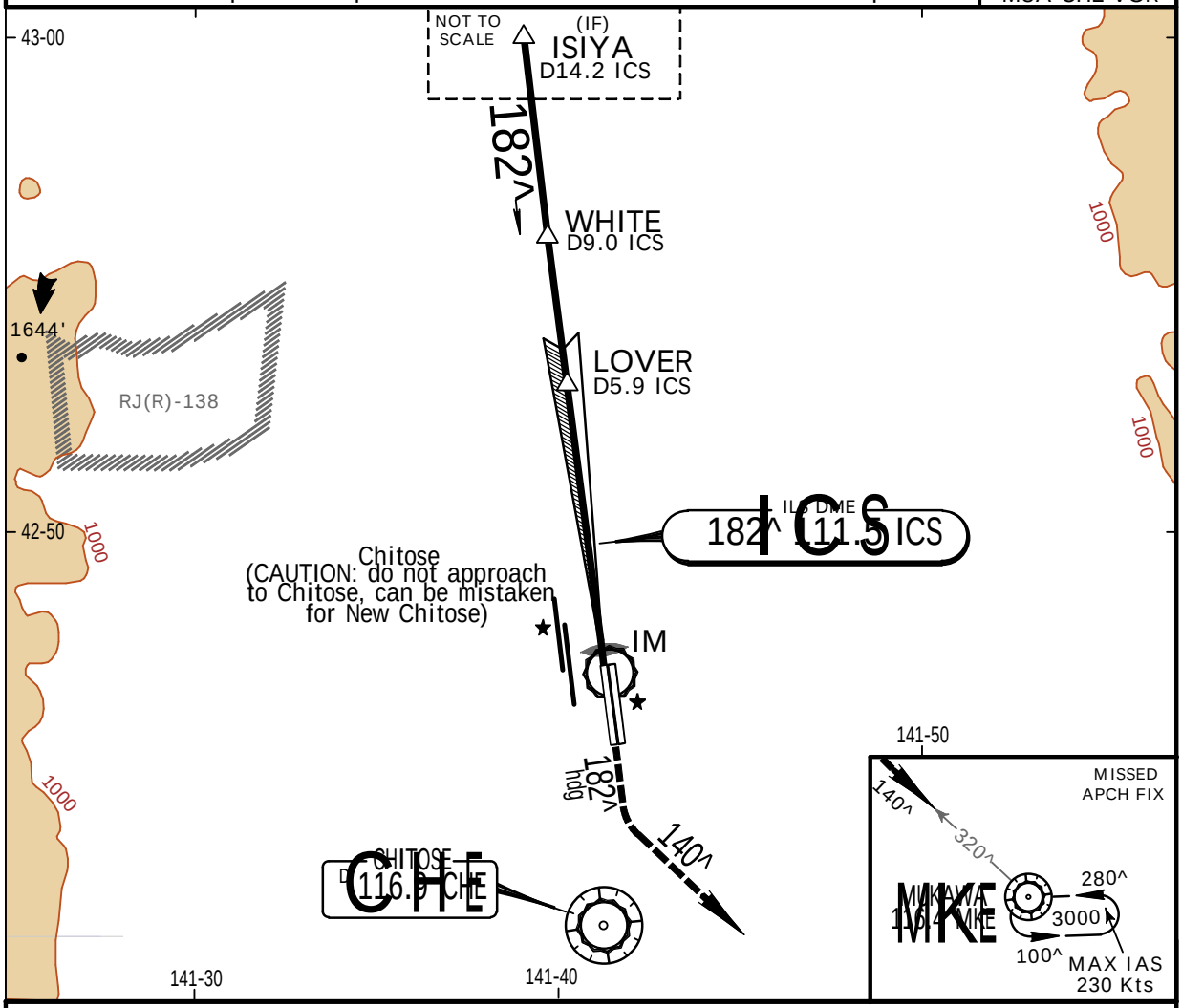
LOC ICS	Final Apch Crs	GS LOVER	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	2000' (1918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

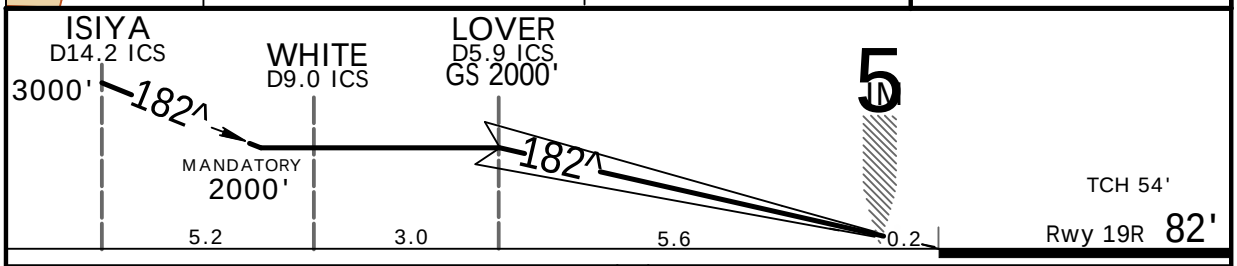
MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required.

MSA CHE VOR: 180^ 4500', 270^ 5500', 360^ 4000'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI | 600' | 182^ on hdg | 5000' LT | MKE via 116.4 R-320

STRAIGHT-IN LANDING RWY19R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 182' (100')
RVR 100m	RVR 200m	RVR 300m

CHANGES: MSA, missed approach.

JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14
Eff 8 Jan 1500Z.

(11-7)

SAPPORO, JAPAN
ILS Y or LOC Y Rwy 19R

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

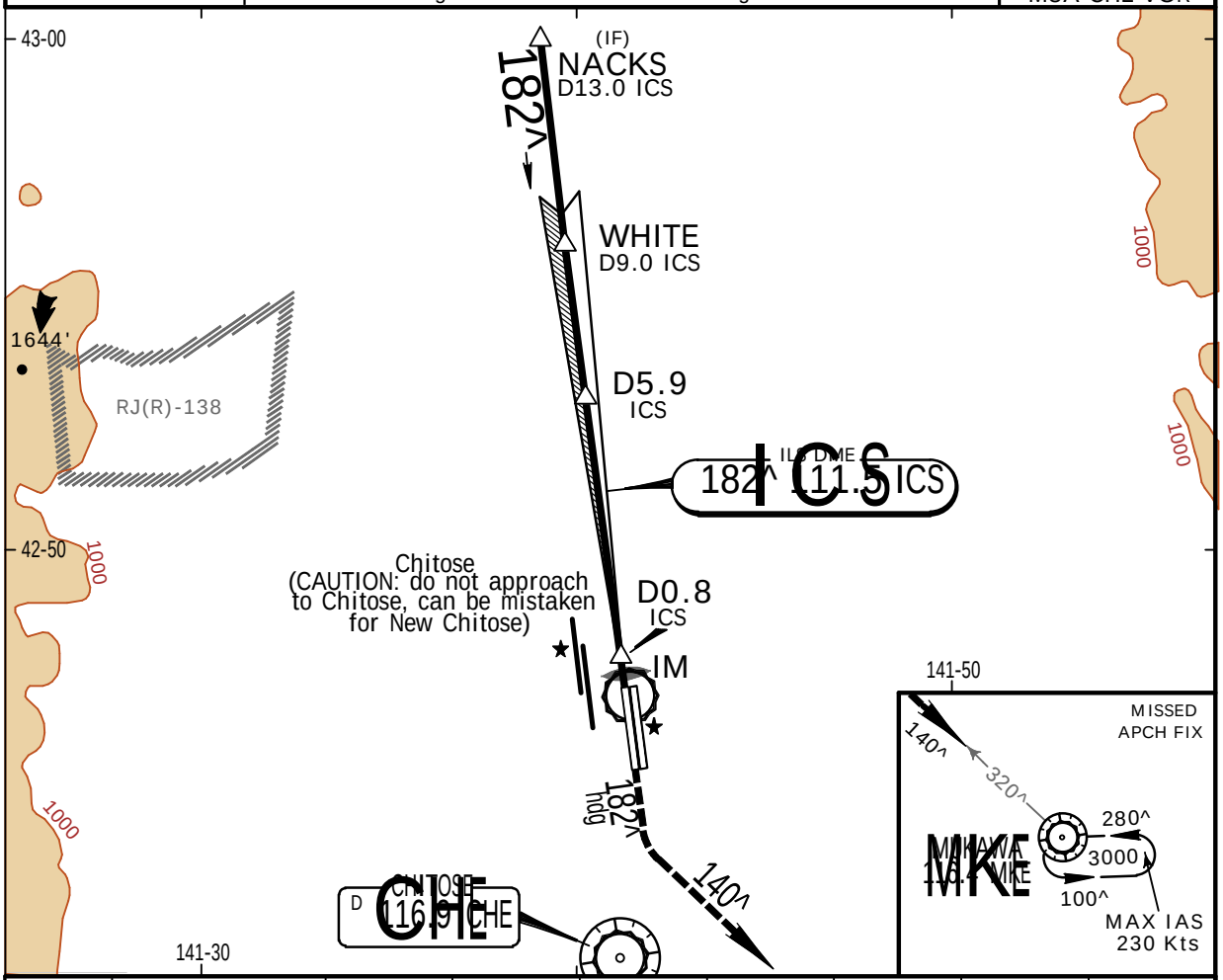
LOC ICS	Final Apch Crs	GS WHITE	ILS DA(H)	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	282' (200')	70' / 82'

MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

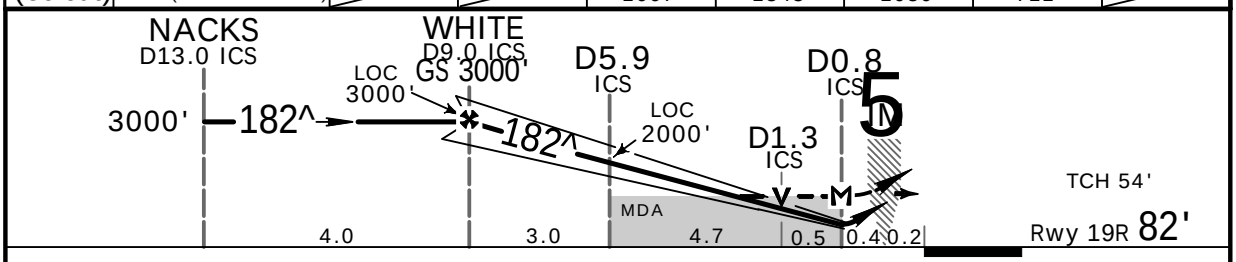
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME Required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^



LOC (GS out)	ICS DME	FAF	5.9	5.0	4.0	3.0	2.0	MAP
	ALT (3.0^ APCH Path)			1667'	1348'	1030'	711'	



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.8 ICS						

ALSF-II PAPI | 600' on 182^ hdg | 5000' LT via MKE 116.4 R-320

STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 282' (200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 460' (390)	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts	MDA(H)
90	510' (440') -1600m
120	520' (450') -1600m
140	520' (450') -2400m

CHANGES: MSA, missed approach.

JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN

3 JAN 14
.Eff.8.Jan.1500Z.

(11-7A)

ILS Y Rwy 19R CAT II & III

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

BRIEFING STRIP ™

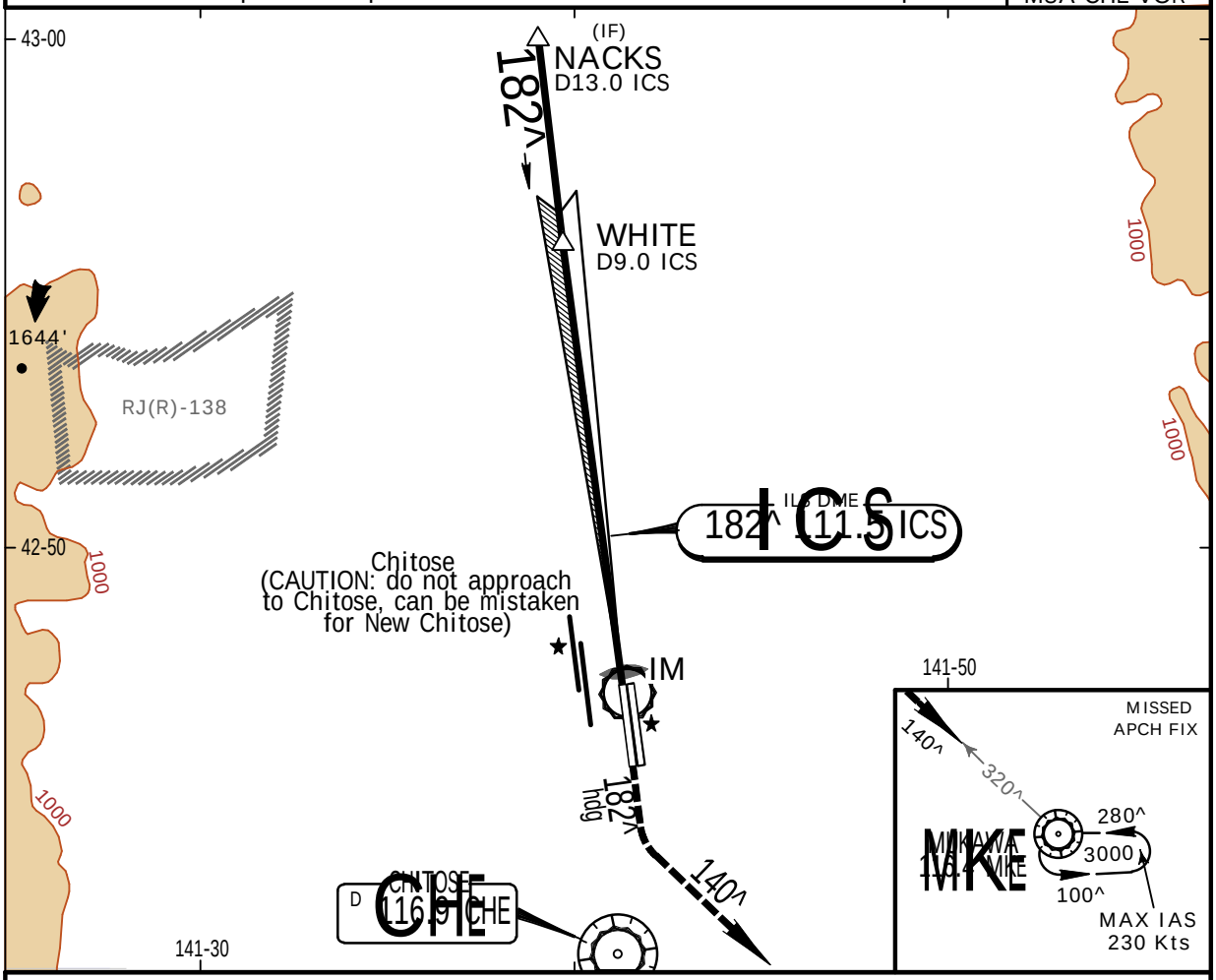
LOC ICS	Final Apch Crs	GS WHITE	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

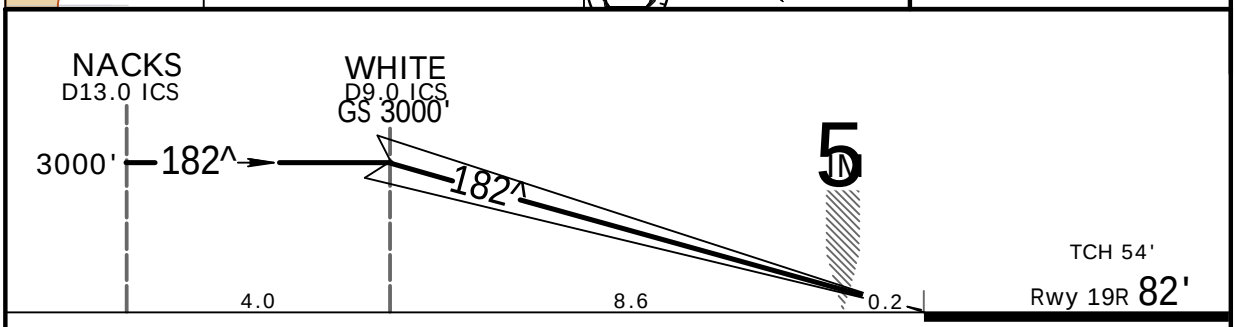
MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI | 600' on 182^ hdg | 5000' LT via MKE 116.4 R-320

STRAIGHT-IN LANDING RWY 19R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 182' (100')
RVR 100m	RVR 200m	RVR 300m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN — ILS Z or LOC Z Rwy 19R

JEPPESEN

3 JAN 14
Eff 8 Jan 1500Z.

(11-8)

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

BRIEFING STRIP ™

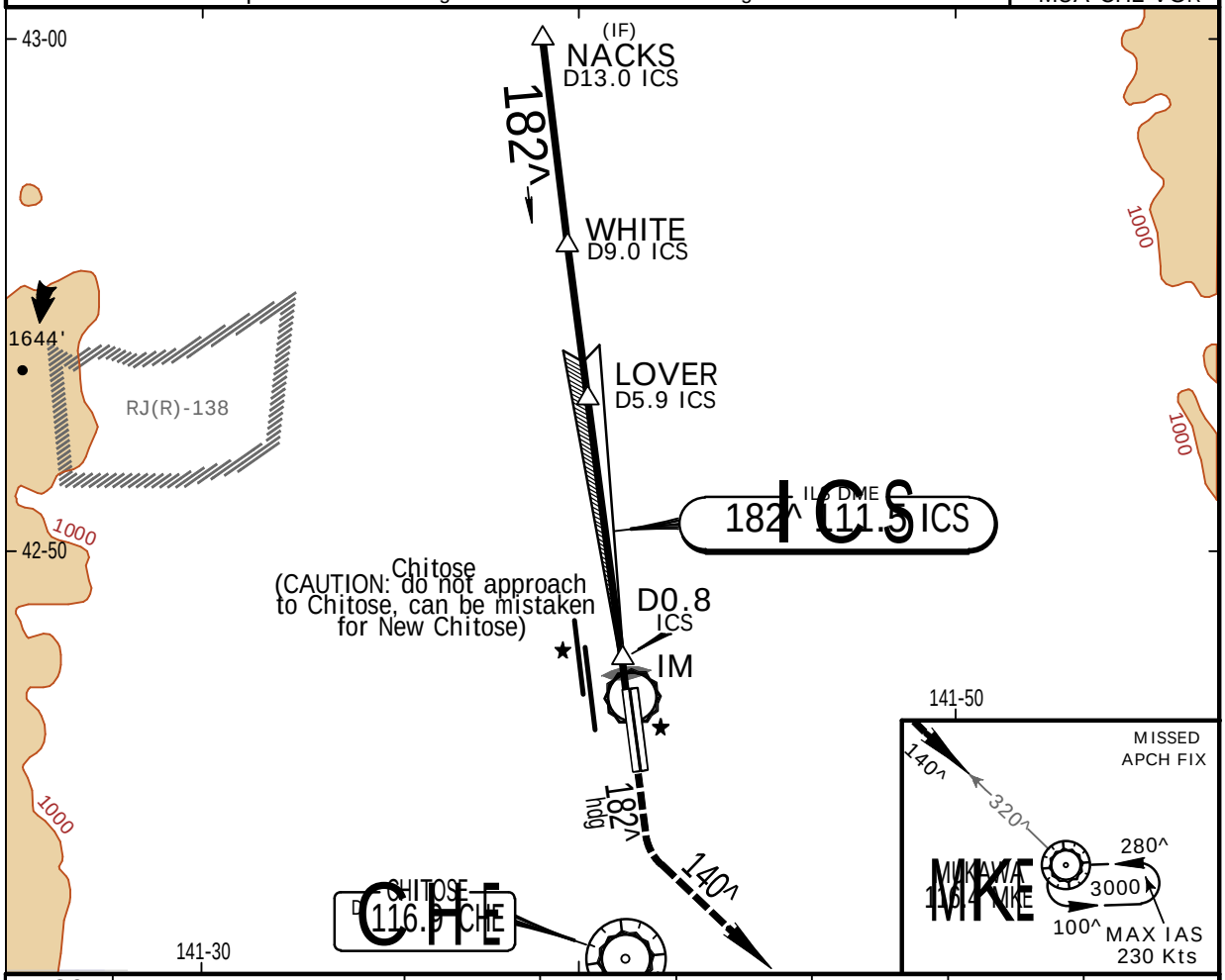
LOC ICS	Final Apch Crs	GS LOVER	ILS DA(H)	Apt Elev 70' Rwy 19R 82'
111.5	182^	2000'(1918')	282'(200')	

MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

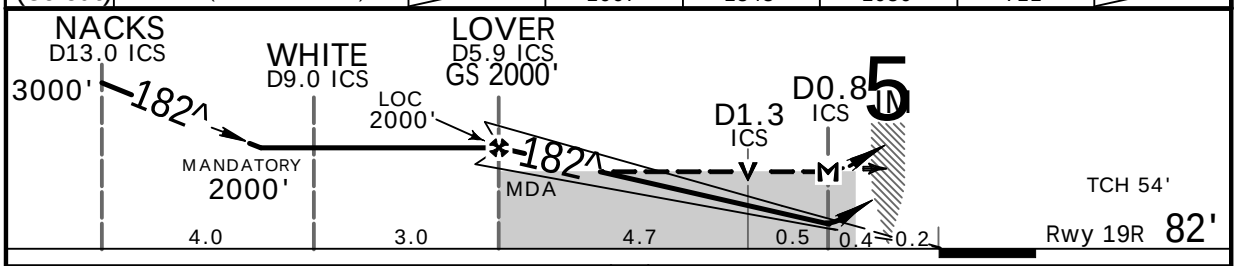
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME Required. 2. Timing not authorized for defining the MAP.

MSA CHE VOR: 180^ 4500', 270^ 4000', 360^ 5500'



LOC (GS out)	ICS DME	FAF	5.0	4.0	3.0	2.0	MAP
	ALT (3.0^ APCH Path)		1667'	1348'	1030'	711'	



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.8 ICS						

ALSF-II PAPI 600' on 182^ hdg 5000' LT via MKE 116.4 R-320

STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 282'(200') FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 460'(390')	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts	MDA(H)
90	510'(440')-1600m
120	520'(450')-1600m
140	520'(450')-2400m

JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

JEPPESEN

3 JAN 14
.Eff.8.Jan.1500Z.

(11-8A) ILS Z Rwy 19R CAT II & III

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

BRIEFING STRIP ™

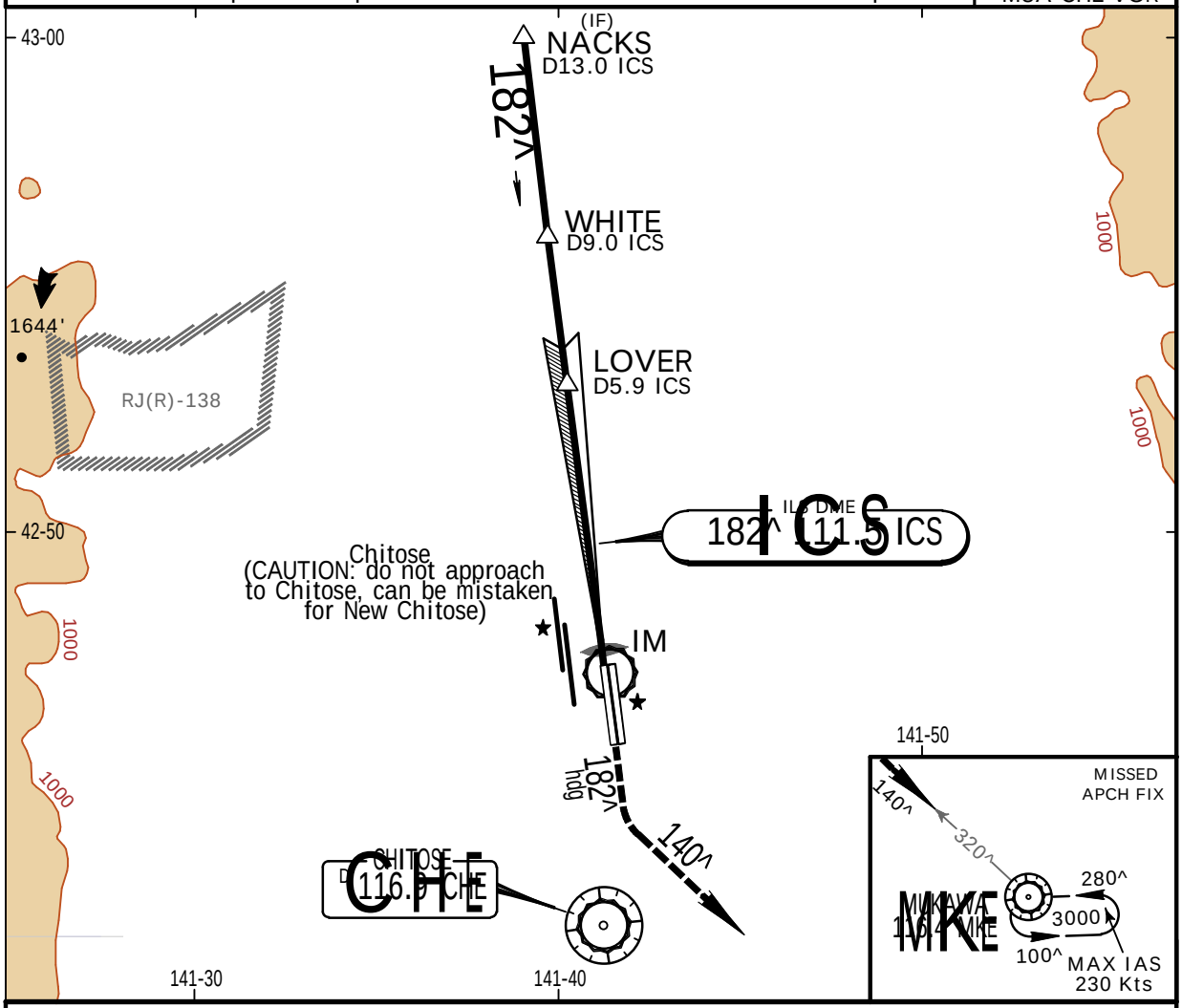
LOC ICS	Final Apch Crs	GS LOVER	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	2000' (1918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

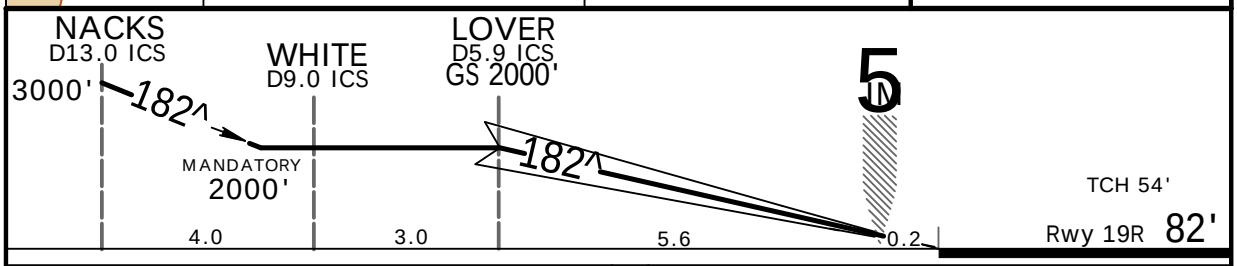
MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required.

MSA CHE VOR: 180^ 4500', 270^ 4000', 360^ 5500'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI | 600' | 182^ on hdg | 5000' LT | MKE via 116.4 R-320

STRAIGHT-IN LANDING RWY19R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 182' (100')
RVR 100m	RVR 200m	RVR 300m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14
.Eff.8.Jan.1500Z. (12-1)

SAPPORO, JAPAN RNAV (GNSS) Rwy 19L

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

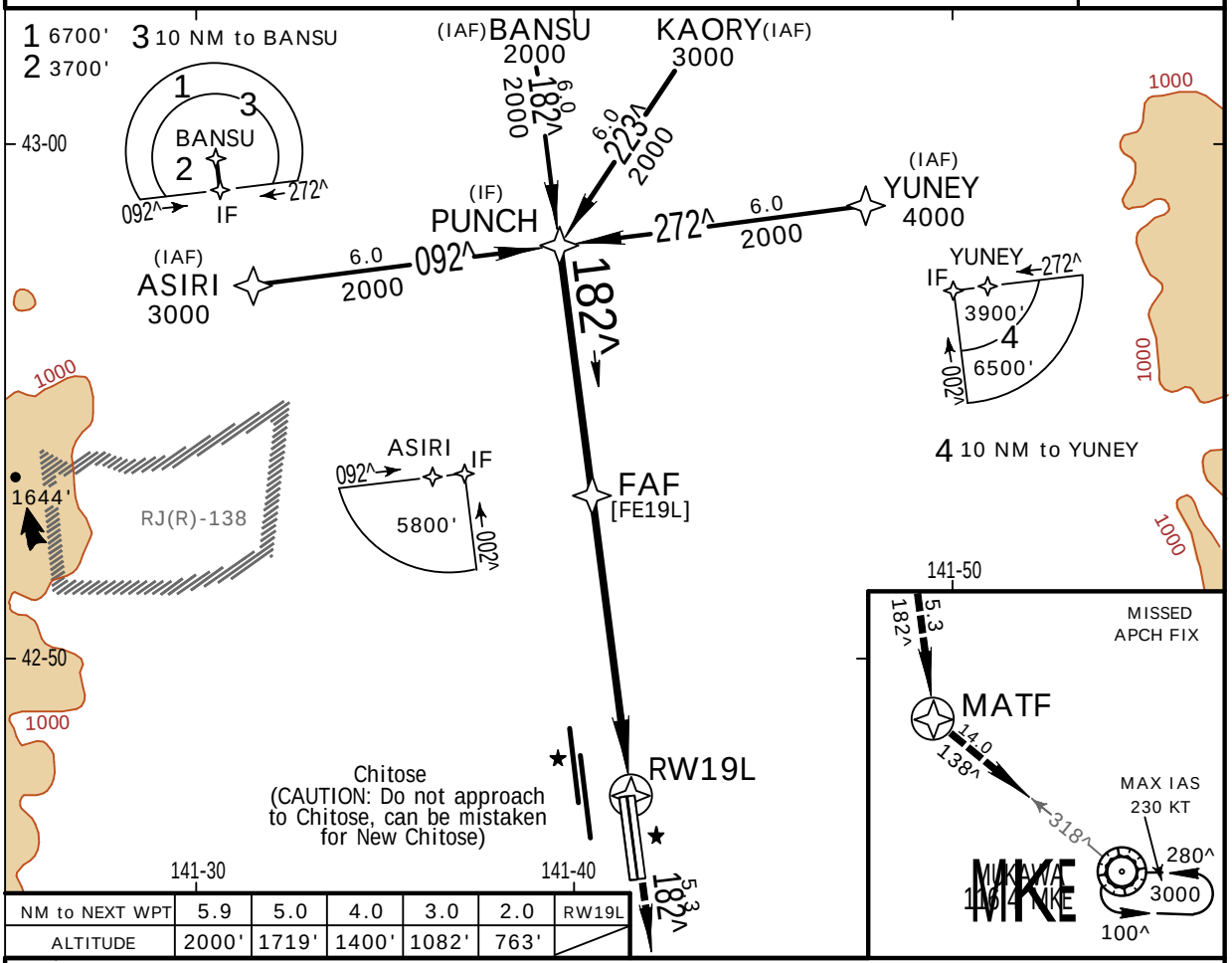
RNAV	Final Apch Crs	Mandatory Alt FAF	LNAV/VNAV DA(H)	Apt Elev 70' Rwy 19L 77'
	182^	2000' (1923')	570' (493')	

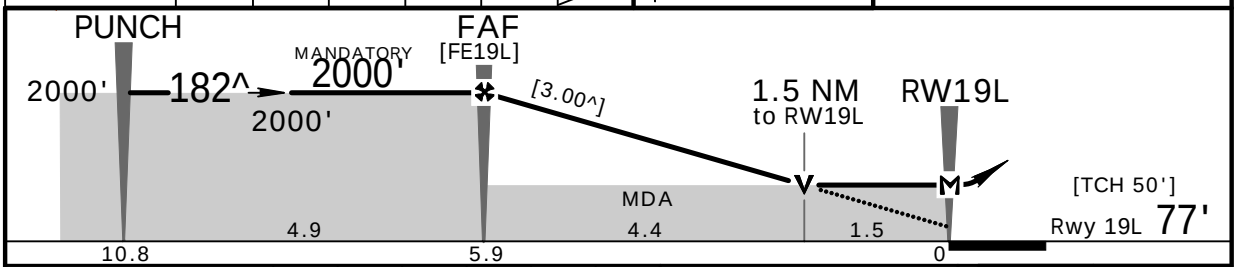
MISSED APCH: Climb to 3000' to MATF on track 182^, then turn LEFT to MKE VOR and hold. Contact Chitose APP.
Using VOR DME: Climb to 3000' on heading 182^ to intercept and proceed inbound via MKE VOR R-318 to MKE VOR and hold. Contact Chitose APP.

TAA 25 NM IAF

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. RADAR service required. 2. DME/DME not authorized.
3. Baro-VNAV not authorized below -15^C (5^F).





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at RW19L						

SSALS PAPI

Refer to Missed Apch Above

STRAIGHT-IN LANDING RWY19L

	LNAV/VNAV DA(H) 570' (493')		LNAV MDA(H) 570' (500')	
		ALS out		ALS out
A	CMV 1400m	CMV 1500m	CMV 1400m	CMV 1500m
B	CMV 1500m		CMV 1500m	
C	CMV 1600m	CMV 2000m	CMV 1600m	CMV 2000m

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts.	MDA(H)
90	580' (510') -1600m
120	
140	580' (510') -2400m

CHANGES: Notes, YUNEY IAF.

JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14 (13-1) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN VOR Rwy 01L

BRIEFING STRIP ™

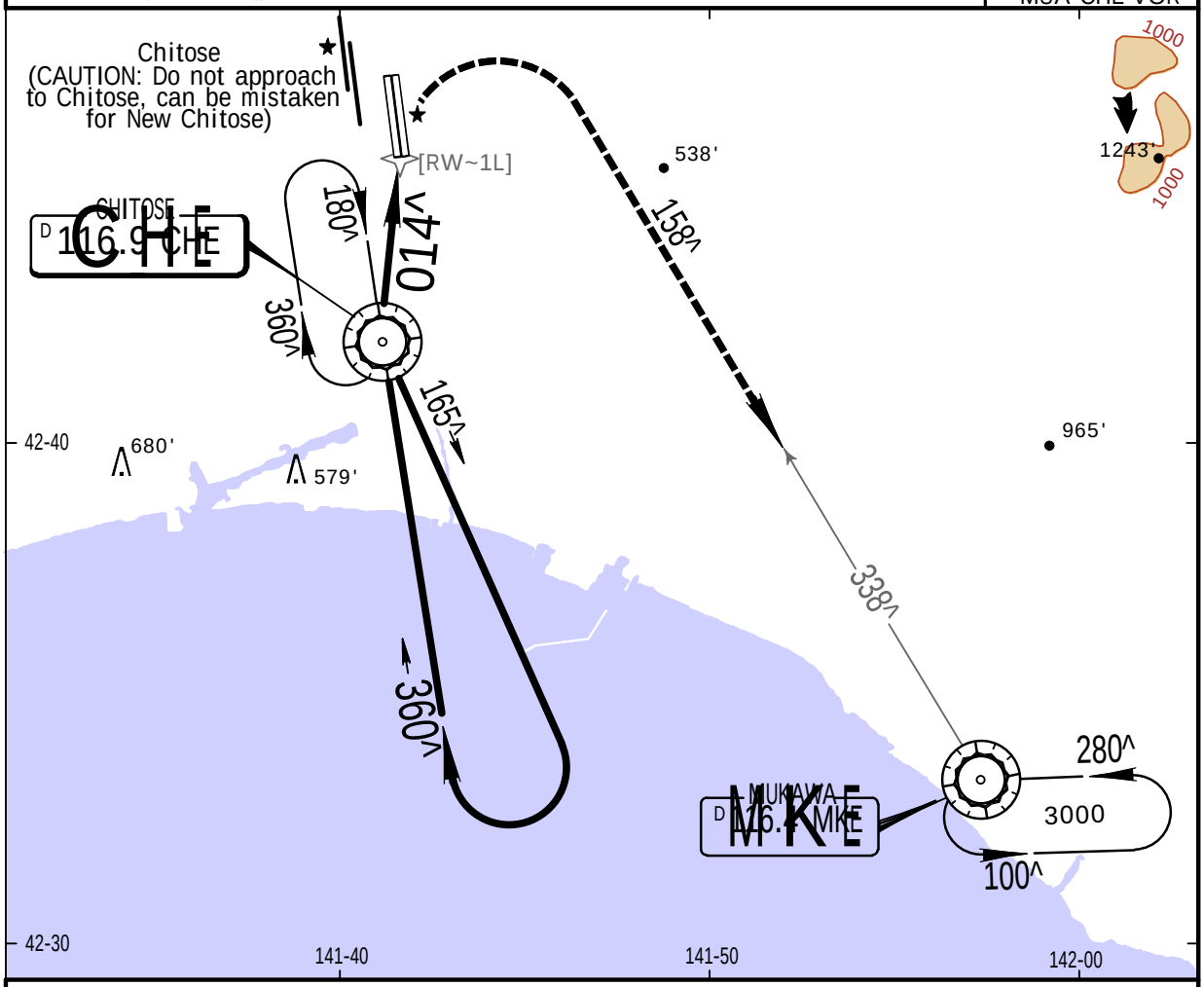
*D-ATIS	CHITOSE Approach (R)	CHITOSE Tower	Ground
128.6	120.1 124.7	118.8 126.2	121.6

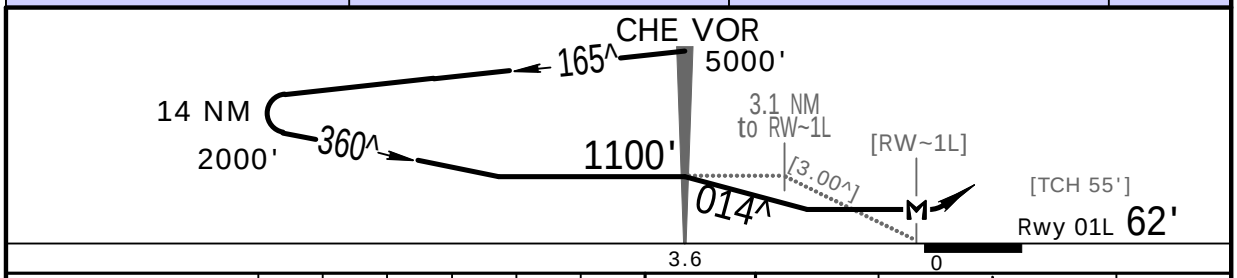
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 70'
CHE 116.9	014^	CHE VOR 1100'(1038')	580'(518')	Rwy 01L 62'

MISSED APCH: Turn RIGHT, climb inbound via MKE VOR R-338 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

MSA CHE VOR: 180^ 4500', 270^ 5500', 360^ 4000'





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
VOR to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

HIALS PAPI

5000' RT via MKE 116.4 R-338

MKE 116.4

STRAIGHT-IN LANDING RWY 01L

MDA(H) 580'(518')

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		CMV 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts	MDA(H)
90	580'(510')-1600m
120	
140	580'(510')-2400m
165	640'(570')-3200m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14 (13-2) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN VOR Rwy 01R

BRIEFING STRIP ™

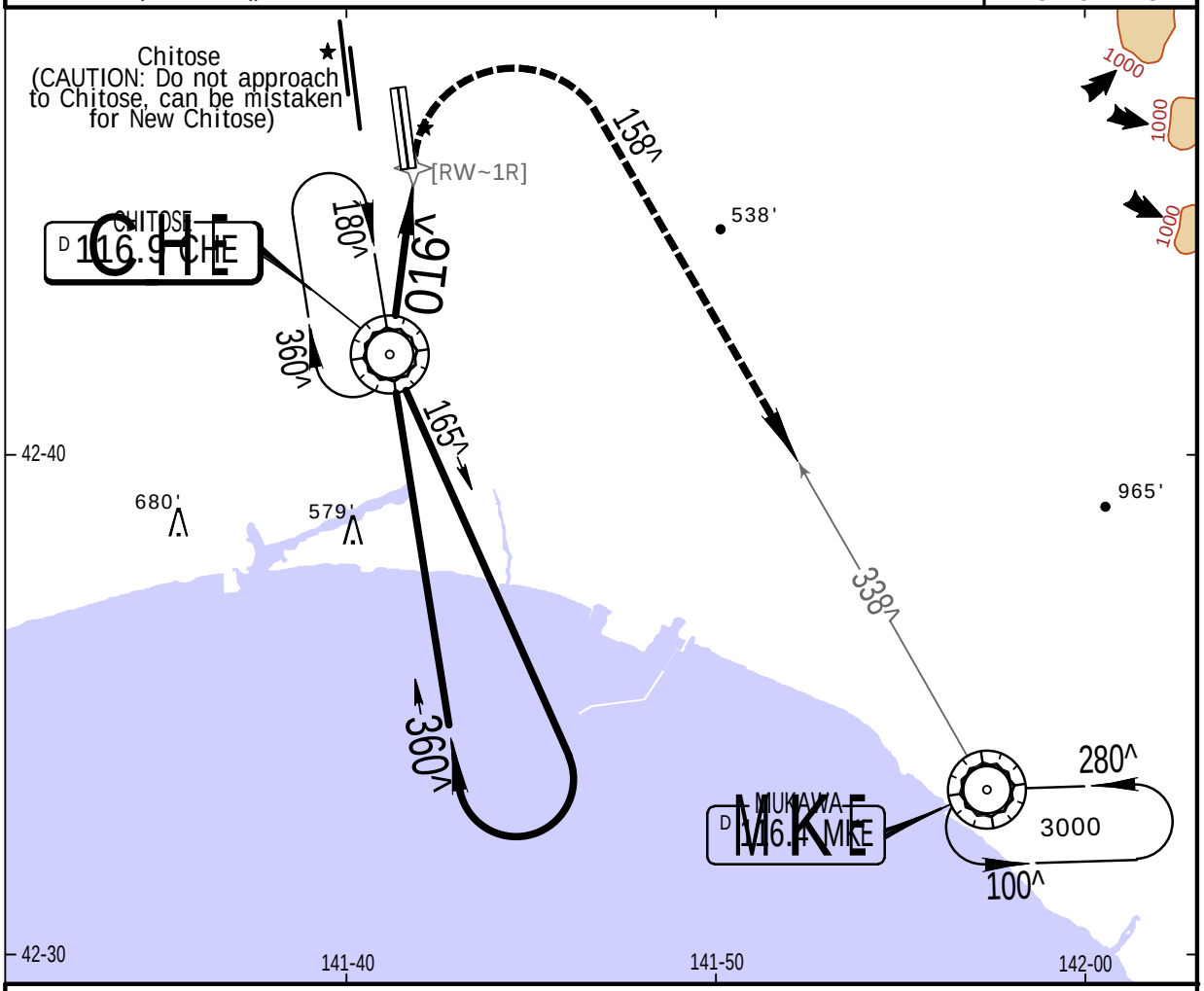
*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

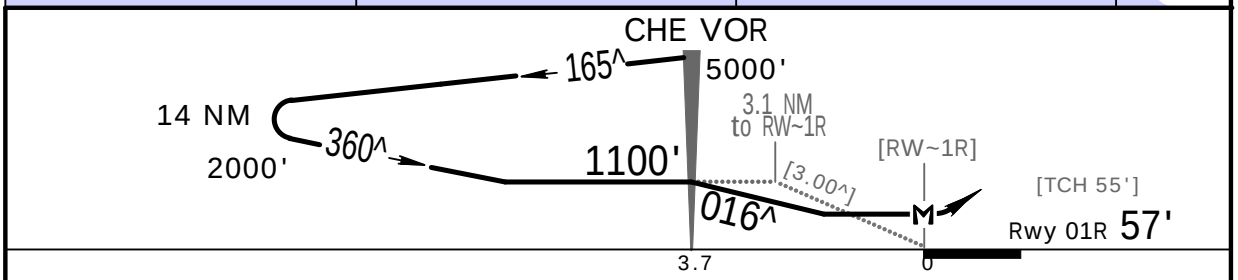
VOR CHE	Final Apch Crs	Minimum Alt CHE VOR	MDA(H)	Apt Elev 70'
116.9	016^	1100' (1043')	600' (543')	Rwy 01R 57'

MISSED APCH: Turn RIGHT, climb inbound via MKE VOR R-338 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
VOR to MAP 3.7	3:10	2:28	2:13	1:51	1:35	1:23

HIALS PAPI

5000' RT via MKE 116.4 R-338

MKE 116.4

STRAIGHT-IN LANDING RWY 01R

MDA(H) 600' (543')

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		CMV 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts	MDA(H)
90	600' (530') -1600m
120	
140	600' (530') -2400m
165	640' (570') -3200m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14 (13-3) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN VOR Rwy 19R

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

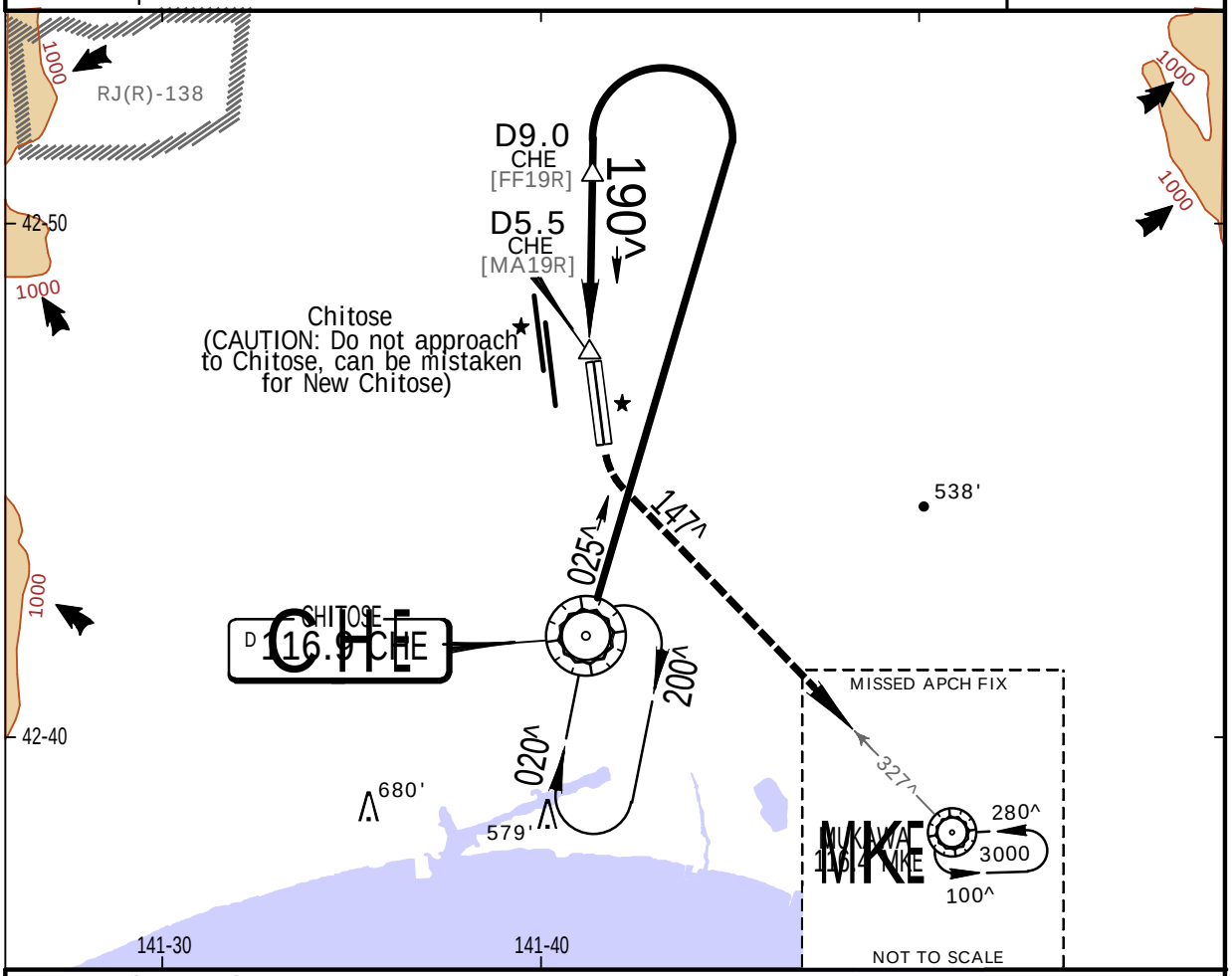
VOR CHE	Final Apch Crs	Minimum Alt D9.0 CHE	MDA(H)	Apt Elev / Rwy 19R
116.9	190^	900' (830')	620' (550')	70' / 82'

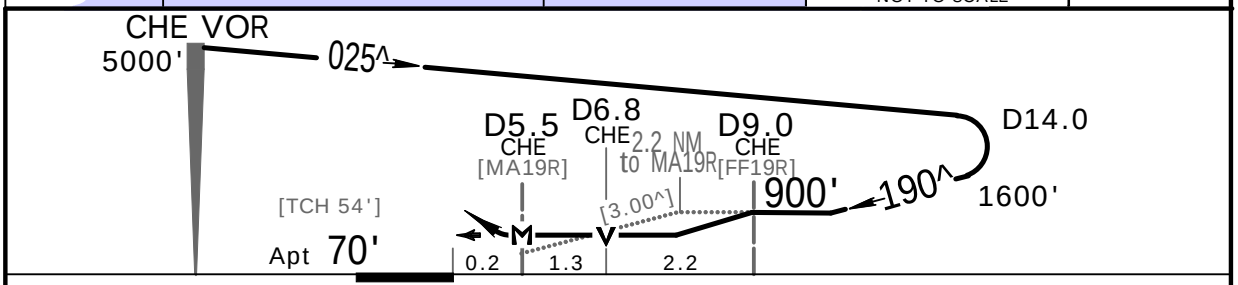
MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-327 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. DME required.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D5.5 CHE						

HIALS PAPI

5000' LT via MKE 116.4 R-327

MKE 116.4

STRAIGHT-IN LANDING RWY 19R

MDA(H) 620' (550')

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		CMV 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts	MDA(H)
90	620' (550') - 1600m
120	
140	620' (550') - 2400m
165	640' (570') - 3200m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14 (13-4) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN VOR Y Rwy 19L

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

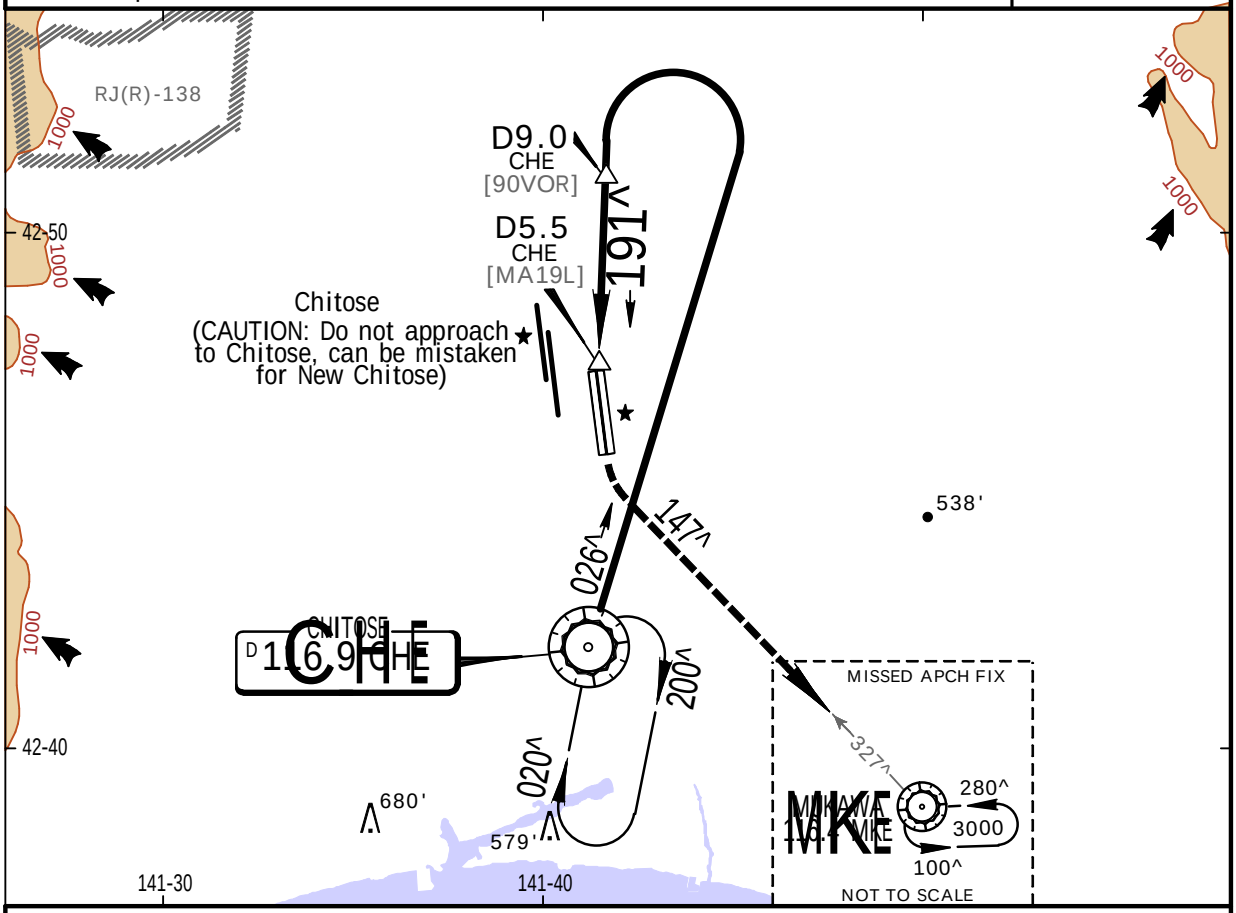
VOR CHE	Final Apch Crs	Minimum Alt D9.0 CHE	MDA(H)	Apt Elev / Rwy 19L
116.9	191^	900' (830')	620' (550')	70' / 77'

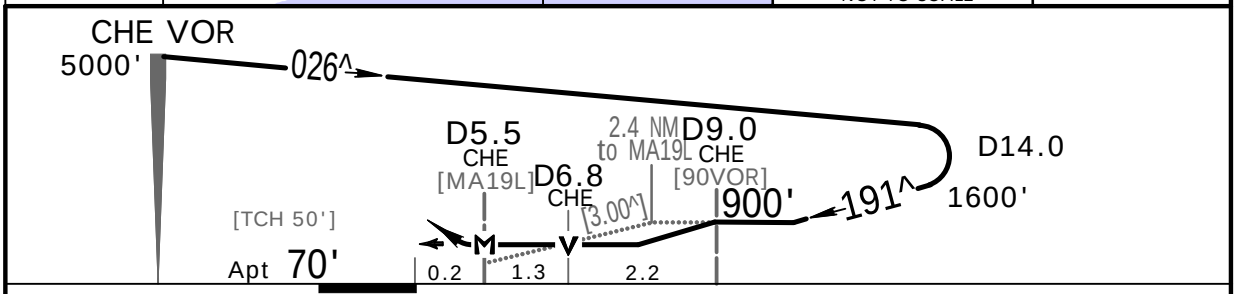
MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-327 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. DME required.

MSA CHE VOR: 180^ 4500', 270^ 5500', 360^ 4000'





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D5.5 CHE						

SSALS PAPI

5000' LT via MKE 116.4 R-327

MKE 116.4

STRAIGHT-IN LANDING RWY 19L			CIRCLE-TO-LAND Not Authorized West of Rwy	
MDA(H) 620' (550')		ALS out	Max Kts	MDA(H)
A	CMV 1400m	CMV 1500m	90	620' (550') - 1600m
B	CMV 1500m		120	
C	CMV 1600m	CMV 2000m	140	620' (550') - 2400m
D	CMV 1800m		165	640' (570') - 3200m

JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

RJCC/CTS NEW CHITOSE

JEPPESEN

3 JAN 14 (13-5) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN VOR Z Rwy 19L

BRIEFING STRIP ™

*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

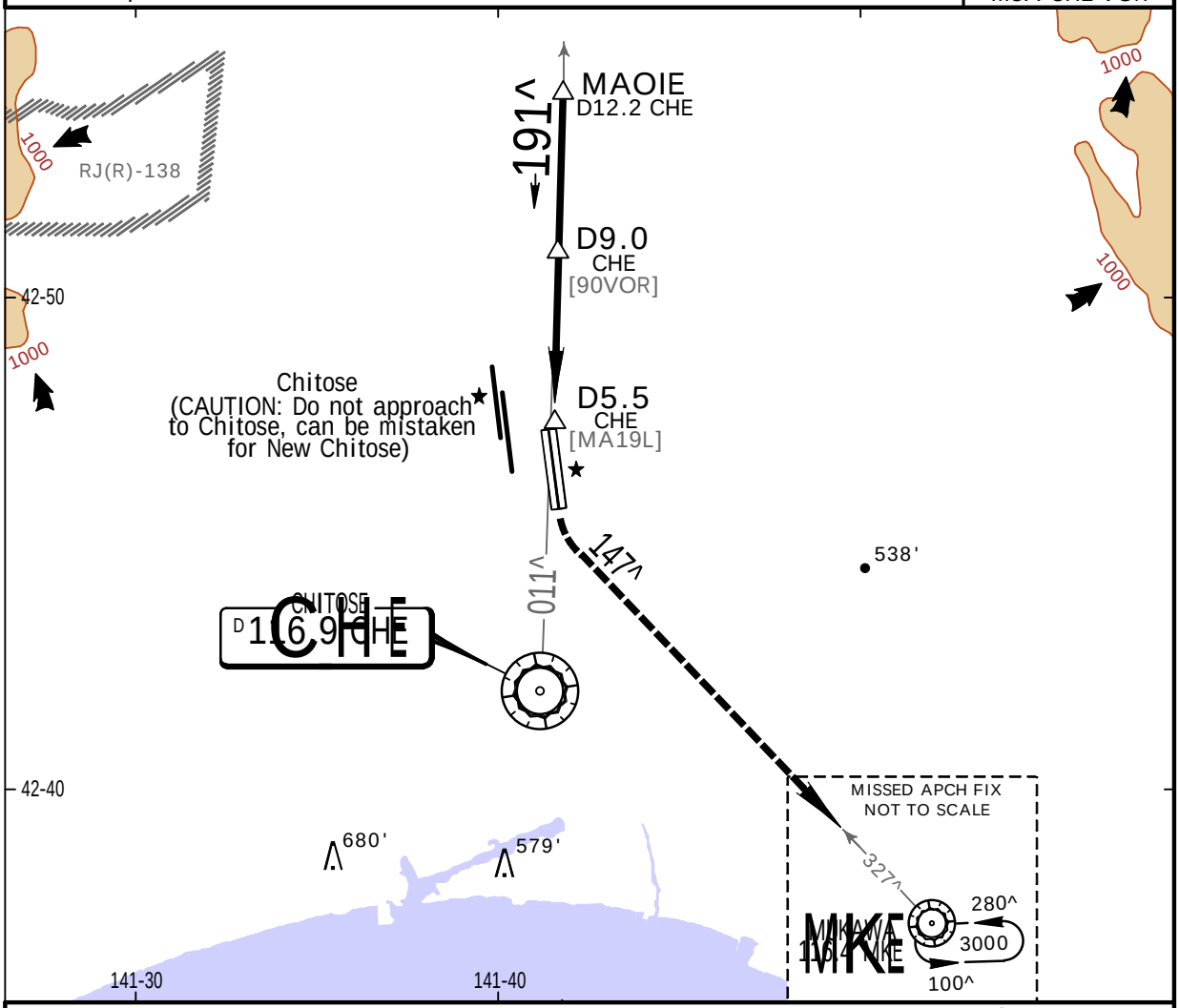
VOR CHE	Final Apch Crs	Minimum Alt D9.0 CHE	MDA(H)	Apt Elev 70'
116.9	191^	900' (830')	620' (550')	Rwy 19L 77'

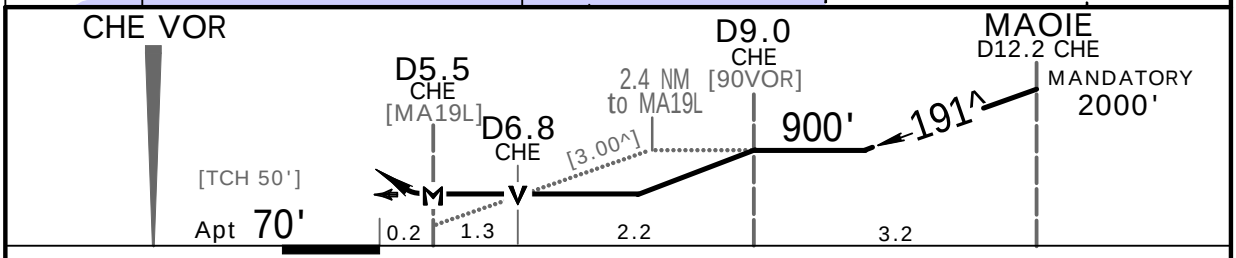
MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-327 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. DME required.

MSA CHE VOR: 180^ 4500', 270^ 5500', 4000', 360^





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D5.5 CHE						

SSALS PAPI

5000' LT via MKE 116.4 R-327

MKE 116.4

STRAIGHT-IN LANDING RWY 19L

MDA(H) 620' (550')

		ALS out
A	CMV 1400m	CMV 1500m
B	CMV 1500m	
C	CMV 1600m	CMV 2000m
D	CMV 1800m	

CIRCLE-TO-LAND

Not Authorized West of Rwy

Max Kts	MDA(H)
90	620' (550') - 1600m
120	
140	620' (550') - 2400m
165	640' (570') - 3200m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

1. GENERAL

1.1. ATIS

*ATIS 126.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

Procedures shall be applied when RVR is 600m or less. The flight crew shall be informed when LVP are in progress by ATIS or ATS unit by phrase: "Low visibility procedures in progress, check your minimum". During LVP only one ACFT can be present on RWY or TWY.

1.2.2. ARRIVAL

When conditions do not correspond with AOM, landing shall be carried out by decision of pilot-in-command.

Taxiing of ACFT after landing on RWY 16L/34R shall be carried out along one of the taxiways assigned by TWR controller.

RWY 16L/34R is considered to be vacant when the ACFT occupies one of the TWYs A, B, C, D by flight crew's report. The flight crew shall report about the vacation of RWY 16L/34R, that indicates to the vacation of ILS critical area. Follow-me car shall be used compulsorily.

Flight crew shall report about parking on stand using the following phraseology "ACFT callsign+on stand...".

1.2.3. DEPARTURE

Taxiing along taxiways to holding position of RWY 16L/34R shall be assigned by PETROPAVLOVSK Start. Follow-me car shall be used compulsorily. The flight crew should read back all instructions on holding on the holding position of RWY 16L/34R.

The responsibility for the unsanctioned entry into RWY 16L/34R and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

The following is prohibited during Low Visibility Procedures:

- take-off not from the runway beginning.
- take-off without stop at the line-up position.

When MET conditions get better (VIS is more than 600m), the flight crew shall be informed by ATIS or ATS unit by a phrase: "Cancellation of Low Visibility Procedures".

1.3. TAXI PROCEDURES

Arriving ACFT shall be met and escorted by the Follow-me car.

Taxiing out of stand 1 under own engines power, stand 2 must be vacant.

When stand 1 is occupied by B777-200, B777ER, entry and exit of ACFT into/out of stand 2 shall be carried out only by towing.

Taxiing out of stand 8 under own engines power is prohibited.

Parking of ACFT with a wingspan of more than 118'/36m onto stands 6, 7 thru stand 5 shall be carried out by towing.

Taxiing of ACFT with a wingspan of more than 118'/36m out of stands 5, 6, 7 shall be carried out by towing.

Taxiing of ACFT with a wingspan of 213'/65m or more via TWY C and D is with Follow-me car only, at minimum speed and strictly along TWY centerline.

RWY 16R/34L, main TWY and TWYs 1, 2, 3, 5, 6, 10 and 11 closed for CIV ACFT.

1.4. PARKING INFORMATION

Stands 9 thru 14 are available for helicopters.
Parking of ACFT onto stands 9 thru 14 shall be carried out only by towing.

1.5. OTHER INFORMATION

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)
JEPPESEN, 2014. ALL RIGHTS RESERVED.

2. ARRIVAL

2.1. OTHER INFORMATION

2.1.1. LANDING

The decision to carry out missed approach or proceed to the holding area according to procedure "ALPHA", "BRAVO-1" or "BRAVO-2" shall be made by the crew before commencement of turn on crosswind leg with reporting to ATS unit and, depending on air navigation conditions, shall be carried out according to the procedure assigned indicated by ATS unit.

3. DEPARTURE

3.1. OTHER INFORMATION

3.1.1. LOST COMMUNICATIONS

Procedure "BRAVO-1" shall be carried out in case of radio communication failure after take-off.

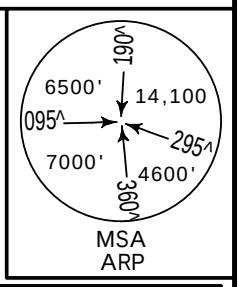
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)
JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

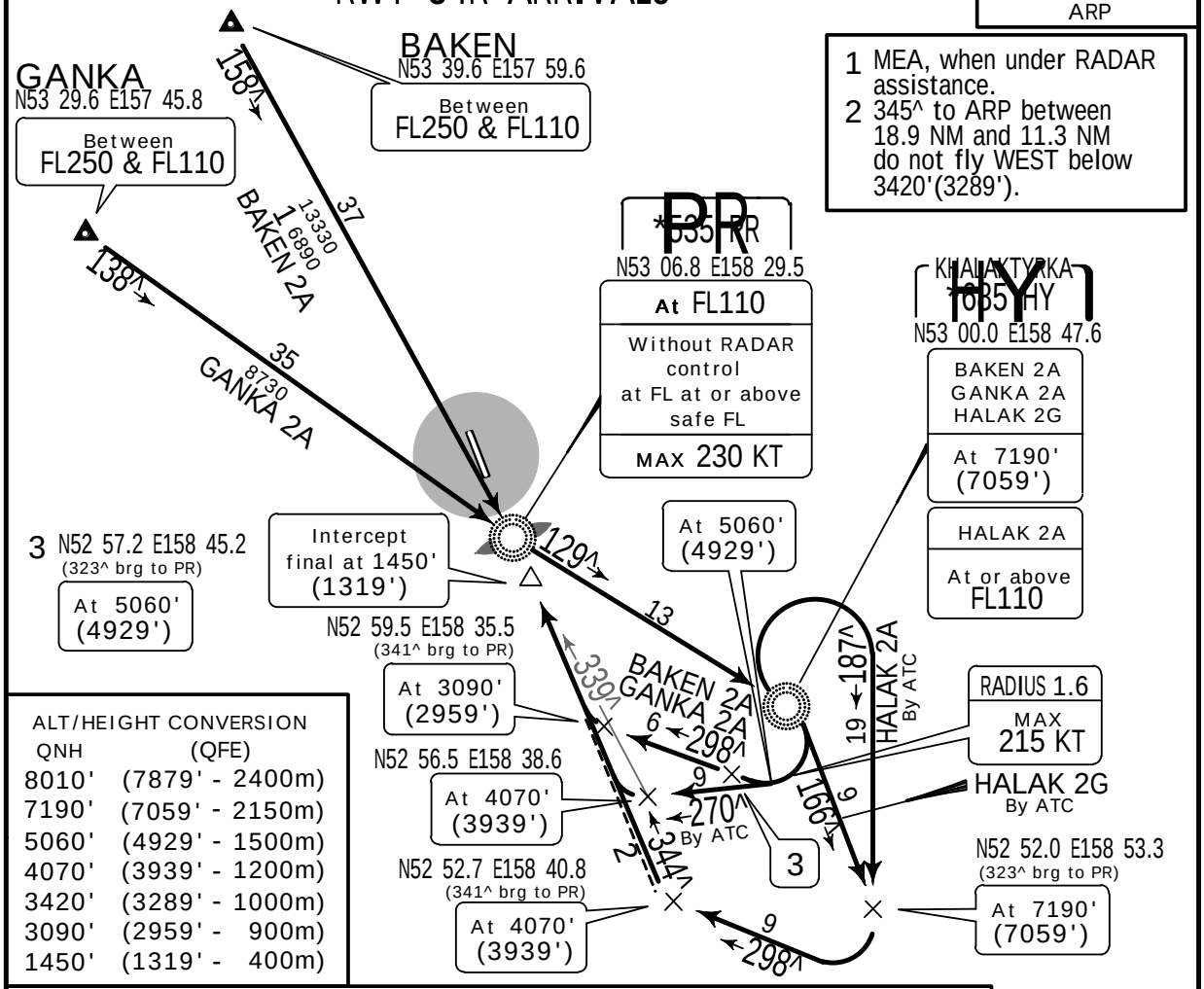
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-2) .STAR.

*ATIS	Apt Elev	
126.8	131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

BAKEN 2 ALFA (BAKEN 2A) [BAKE2A]
GANKA 2 ALFA (GANKA 2A) [GANK2A]
HALAK 2 ALFA (HALAK 2A) [HALA2A]
HALAK 2 GOLF (HALAK 2G) [HALA2G]
RWY 34R ARRIVALS



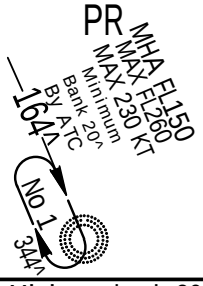
1 MEA, when under RADAR assistance.
2 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420'(3289').

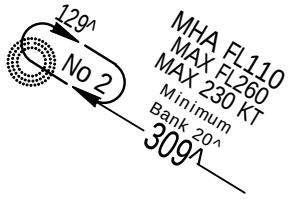


ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)

HOLDINGS OVER





After passing HY at FL110, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5060' (4929') shall be carried out after crossing 309^ bearing to PR or HY.

NOT TO SCALE

Minimum bank 20^ for all turns.

STAR	ROUTING
BAKEN 2A	158^ bearing to PR, turn LEFT, 129^ bearing to HY, turn RIGHT, 298^ track to N52 59.5 E158 35.5, turn RIGHT, 344^ track to intercept final approach.
GANKA 2A	138^ bearing to PR, turn LEFT, 129^ bearing to HY, turn RIGHT, 298^ track to N52 59.5 E158 35.5, turn RIGHT, 344^ track to intercept final approach.
HALAK 2A By ATC	Exit from holding No2, turn RIGHT, 187^ track to N52 52.0 E158 53.3, turn RIGHT, 298^ track to N52 52.7 E158 40.8, turn RIGHT, 344^ track to intercept final approach.
HALAK 2G	Turn RIGHT, 166^ track to N52 52.0 E158 53.3, turn RIGHT, 298^ track to N52 52.7

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

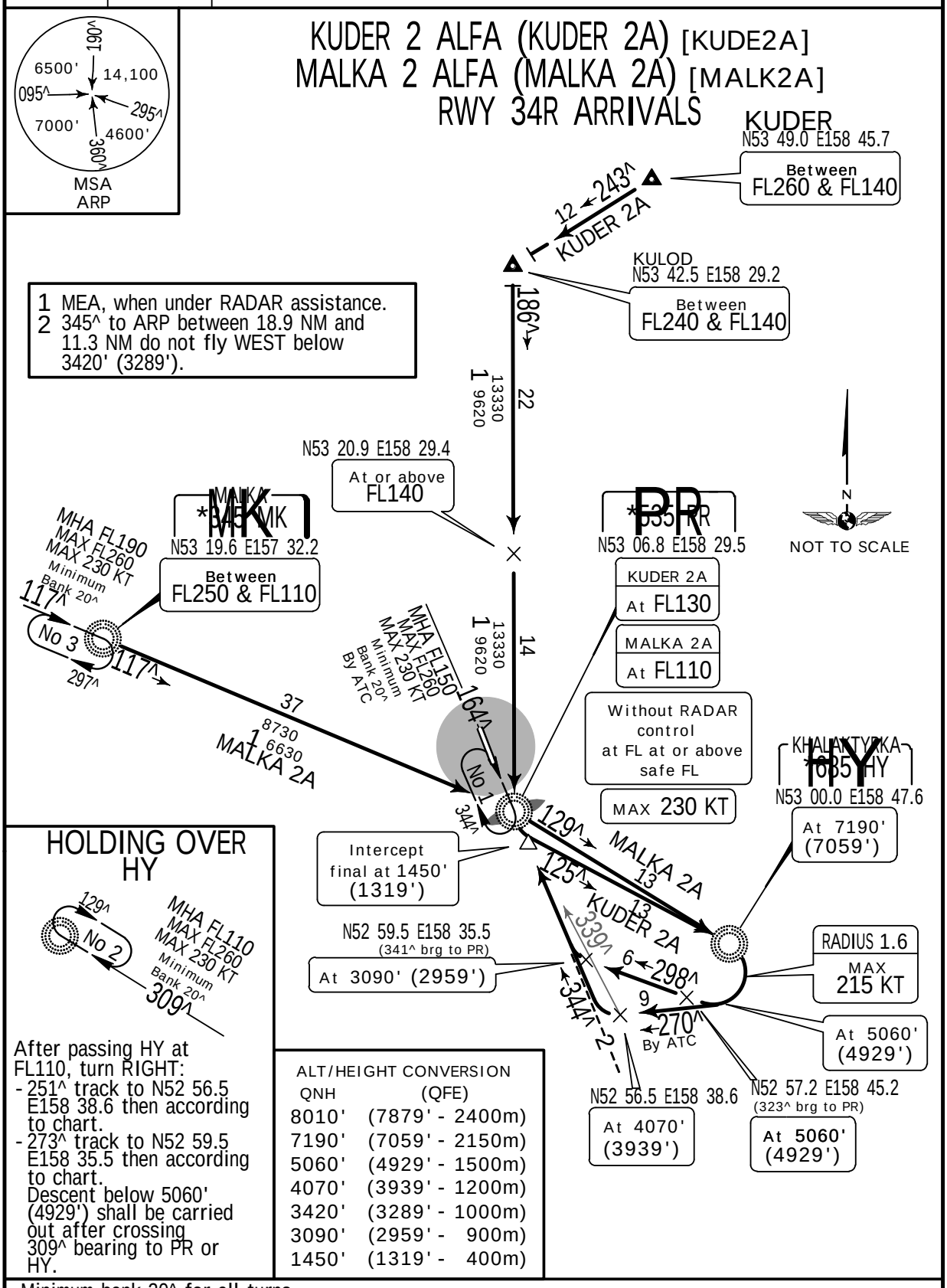
JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 25 JUL 14 (10-2A) .STAR.

*ATIS	Apt Elev	
126.8	131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')



After passing HY at FL110, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5060' (4929') shall be carried out after crossing 309^ bearing to PR or HY.

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)

Minimum bank 20^ for all turns.

STAR	ROUTING
KUDER 2A	To KULOD, intercept 186^ bearing via N53 20.9 E158 29.4 to PR, turn LEFT, intercept 125^ bearing to HY, turn RIGHT, 298^ track to N52 59.5 E158 35.5, turn RIGHT, 344^ track to intercept final approach.
MALKA 2A	117^ bearing to PR, turn RIGHT, 129^ bearing to HY, turn RIGHT, 298^ track to

CHANGES: Note for HY holding established.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

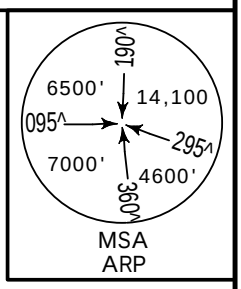
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-2B) .STAR.

*ATIS	Apt Elev	
126.8	131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

PIRUT 2 ALFA (PIRUT 2A) [PIRU2A]
SAMIK 2 ALFA (SAMIK 2A) [SAMI2A]
TUPAN 2 ALFA (TUPAN 2A) [TUPA2A]
RWY 34R ARRIVALS

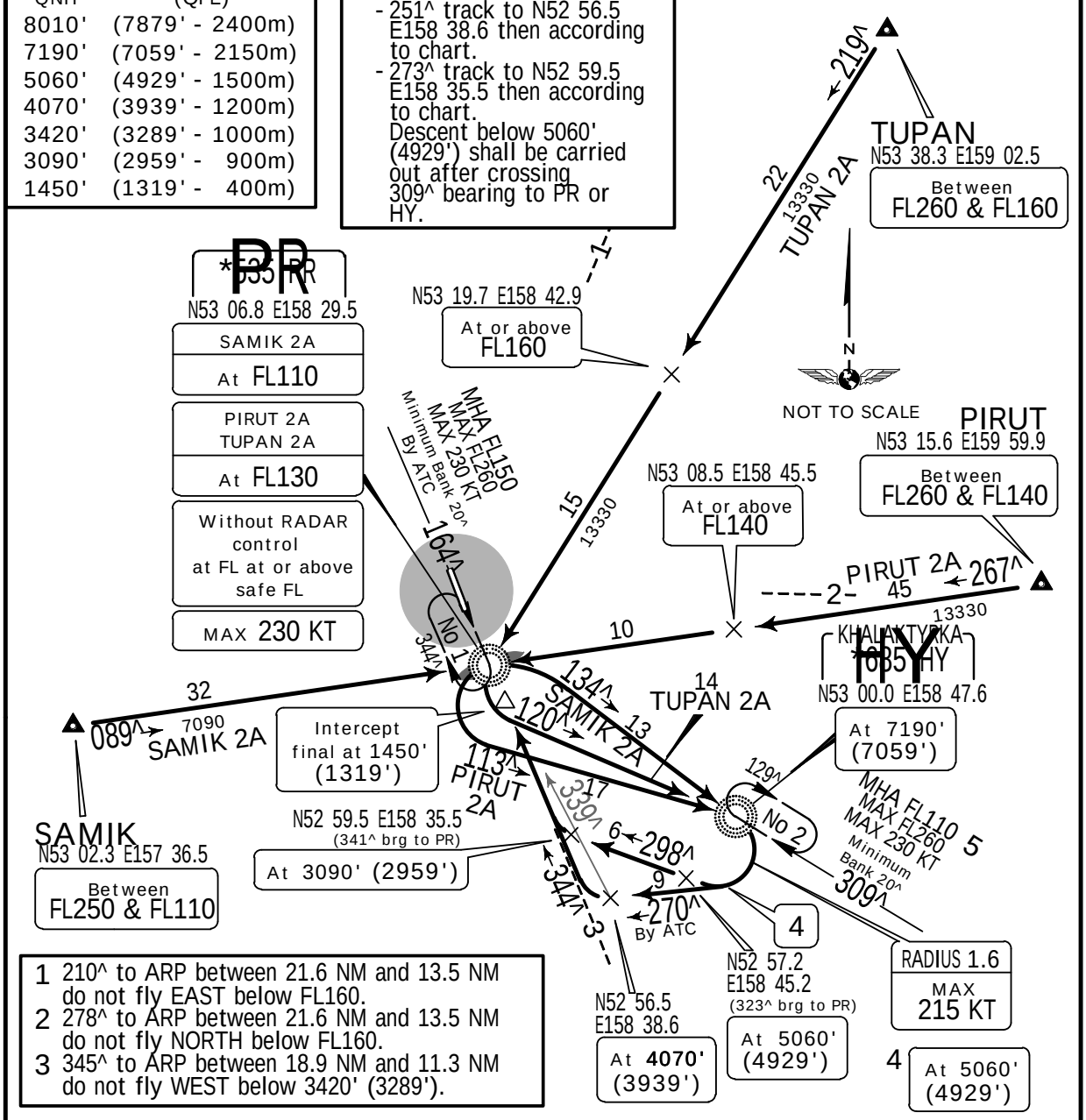


ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)

5 After passing HY at FL110, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5060' (4929') shall be carried out after crossing 309^ bearing to PR or HY.



1 210^ to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
2 278^ to ARP between 21.6 NM and 13.5 NM do not fly NORTH below FL160.
3 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').

Minimum bank 20^ for all turns.

STAR	ROUTING
PIRUT 2A	267^ bearing via N53 08.5 E158 45.5 to PR, turn LEFT, intercept 113^ bearing to HY, turn RIGHT, 298^ track to N52 59.5 E158 35.5, turn RIGHT, 344^ track to intercept final approach.
SAMIK 2A	089^ bearing to PR, turn RIGHT, intercept 134^ bearing to HY, turn RIGHT, 298^ track to N52 59.5 E158 35.5, turn RIGHT, 344^ track to intercept final approach.
TUPAN 2A	219^ bearing via N53 19.7 E158 42.9 to PR, turn LEFT, intercept 120^ bearing to HY, turn RIGHT, 298^ track to N52 59.5 E158 35.5, turn RIGHT, 344^ track to intercept

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

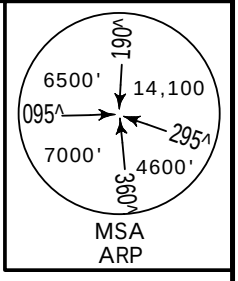
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

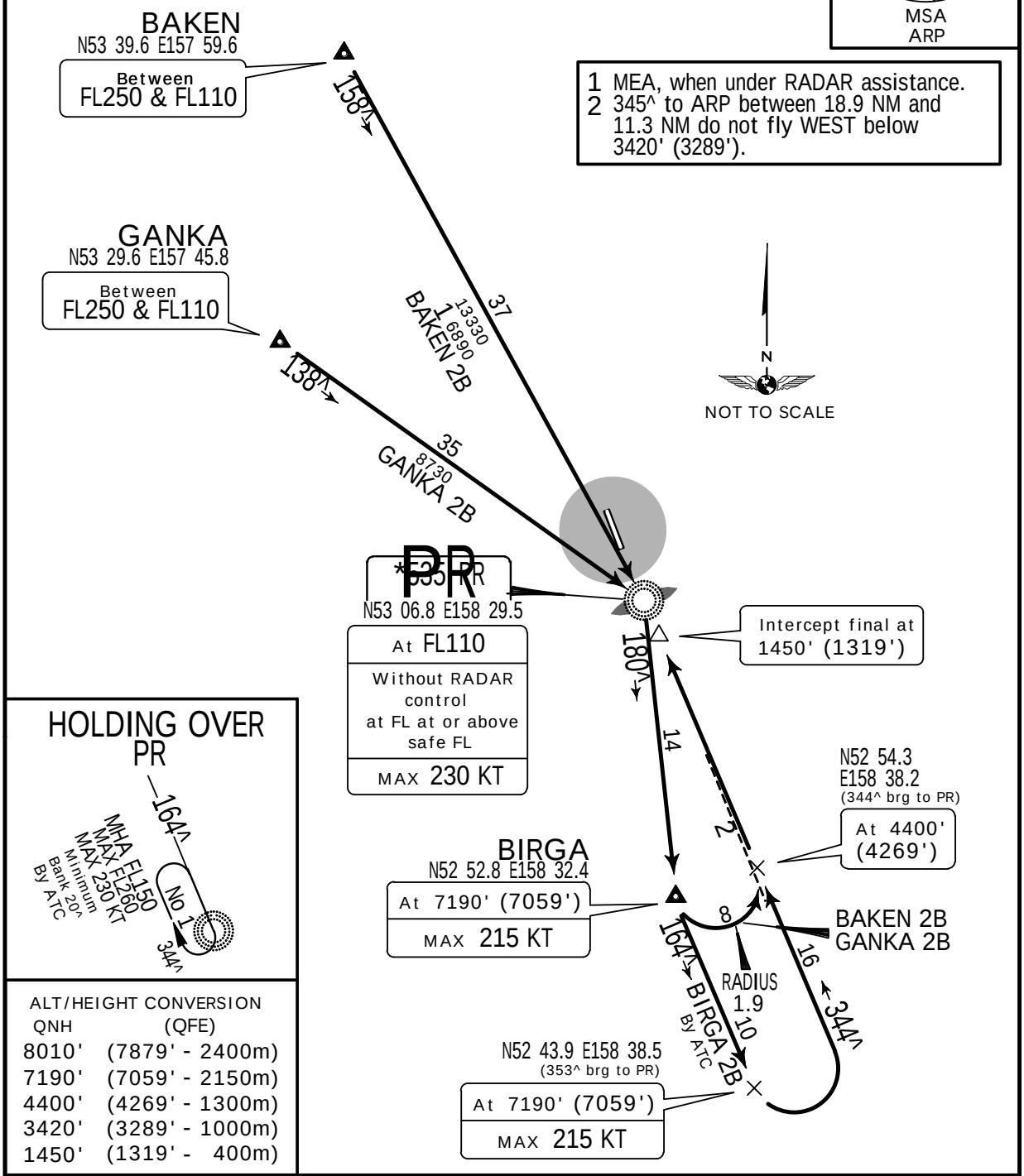
YELIZOVO 25 JUL 14 (10-2C) .STAR.

*ATIS	Apt Elev	
126.8	131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

BAKEN 2 BRAVO (BAKEN 2B) [BAKE2B]
BIRGA 2 BRAVO (BIRGA 2B) [BIRG2B]
GANKA 2 BRAVO (GANKA 2B) [GANK2B]
RWY 34R ARRIVALS



1 MEA, when under RADAR assistance.
2 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

Minimum bank 20^ for all turns.

STAR	ROUTING
BAKEN 2B	158^ bearing to PR, turn RIGHT, 180^ bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344^ track to intercept final approach.
BIRGA 2B By ATC	On 164^ track to N52 43.9 E158 38.5, turn LEFT, 344^ track via N52 54.3 E158 38.2 to intercept final approach.
GANKA 2B	138^ bearing to PR, turn RIGHT, 180^ bearing to BIRGA, turn LEFT to N52 54.3

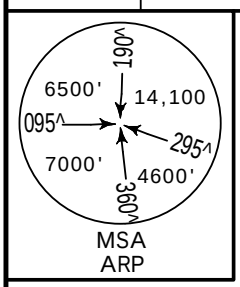
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

 JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

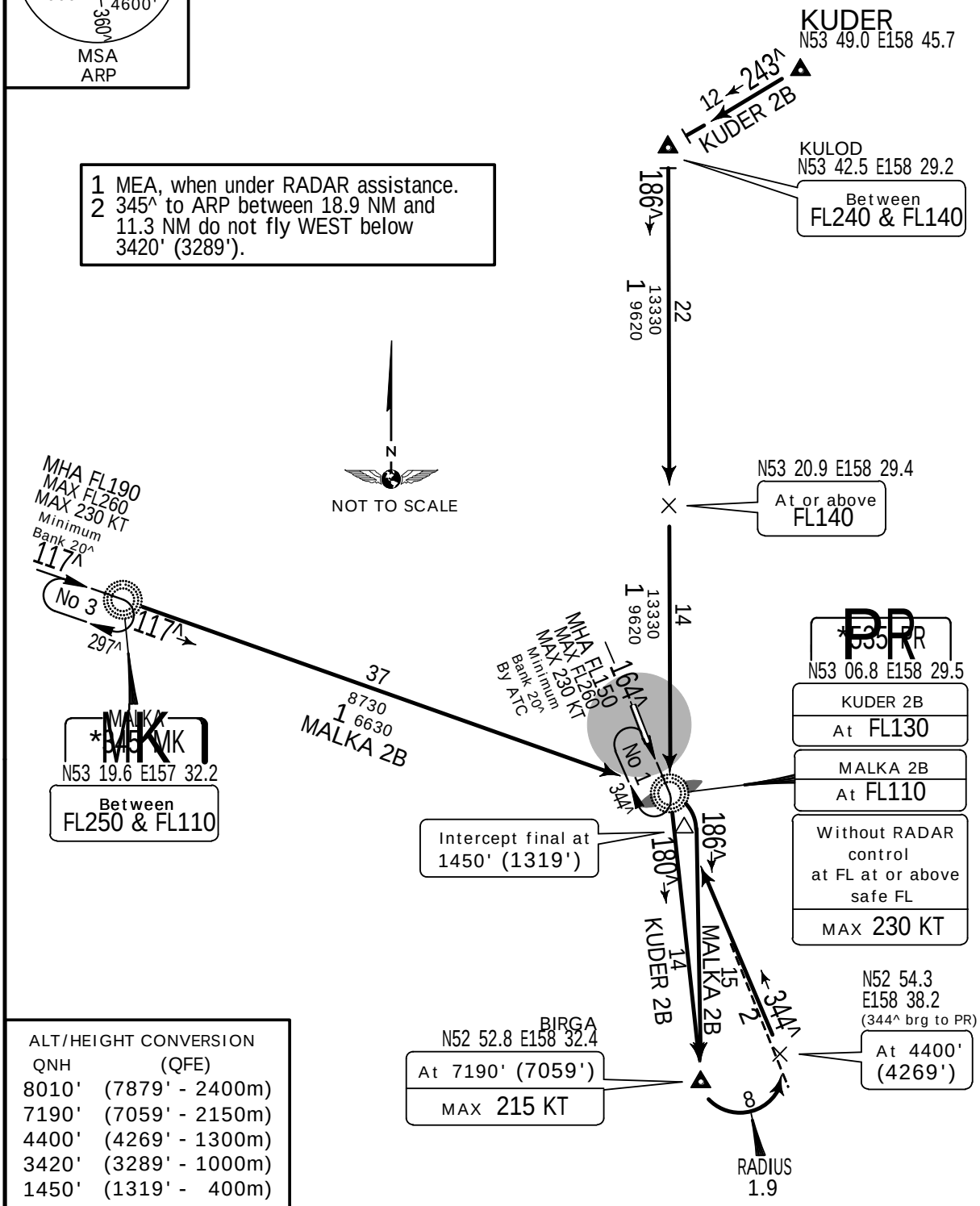
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-2D) .STAR.

*ATIS	Apt Elev	
126.8	131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')



KUDER 2 BRAVO (KUDER 2B) [KUDE2B]
MALKA 2 BRAVO (MALKA 2B) [MALK2B]
RWY 34R ARRIVALS

1 MEA, when under RADAR assistance.
2 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

Minimum bank 20^ for all turns.

STAR	ROUTING
KUDER 2B	To KULOD, intercept 186^ bearing via N53 20.9 E158 29.4 to PR, turn LEFT, 180^ bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344^ track to intercept final approach.
MALKA 2B	117^ bearing to PR, turn RIGHT, 186^ track to BIRGA, turn LEFT to N52 54.3

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

 JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

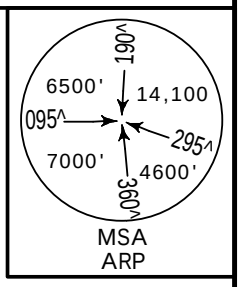
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 25 JUL 14 (10-2E) .STAR.

*ATIS	Apt Elev	
126.8	131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

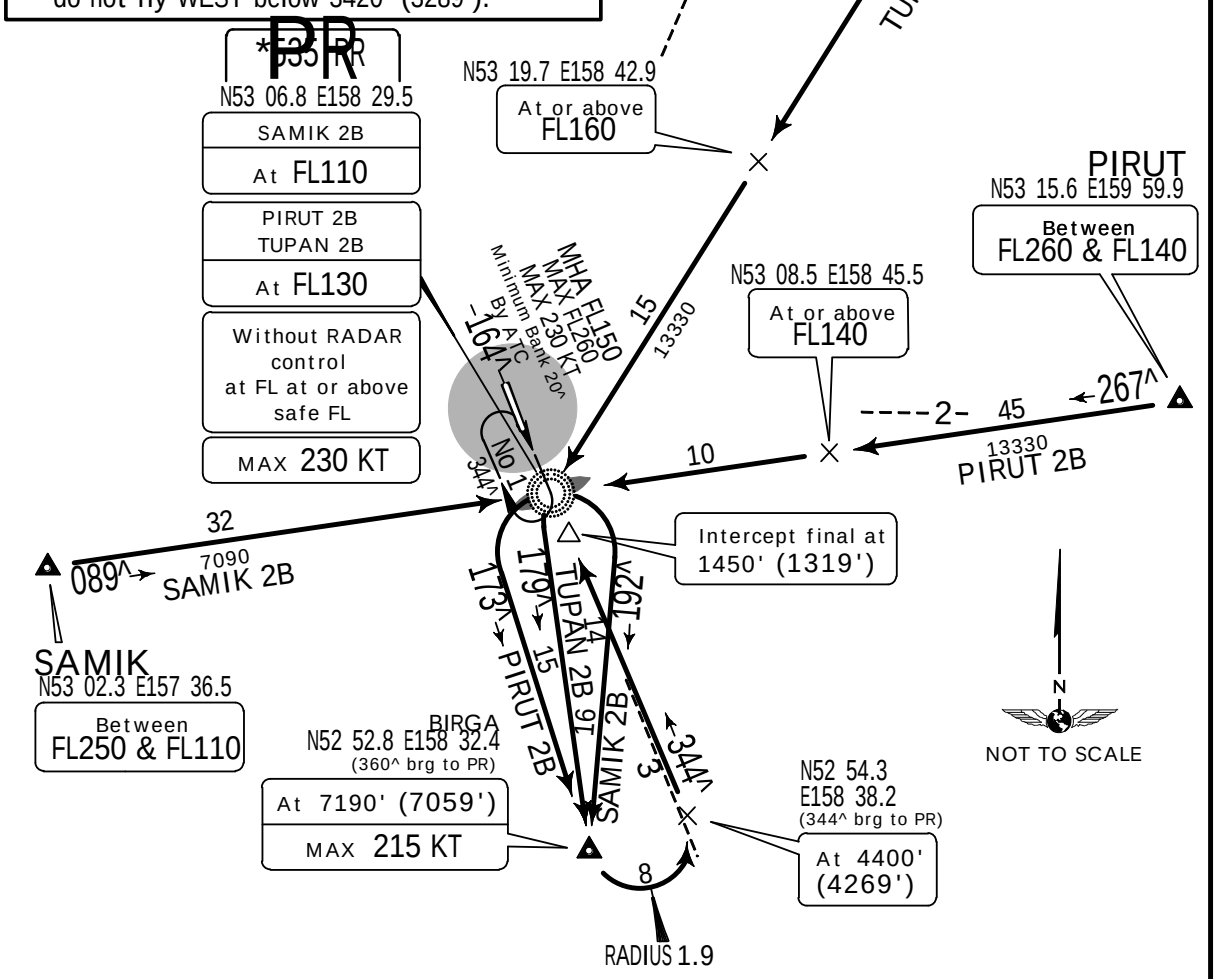
PIRUT 2 BRAVO (PIRUT 2B) [PIRU2B]
SAMIK 2 BRAVO (SAMIK 2B) [SAMI2B]
TUPAN 2 BRAVO (TUPAN 2B) [TUPA2B]
RWY 34R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

1 210^ to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
2 278^ to ARP between 21.6 NM and 13.5 NM do not fly NORTH below FL160.
3 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



Minimum bank 20^ for all turns.

STAR	ROUTING
PIRUT 2B	267^ bearing via N53 08.5 E158 45.5 to PR, turn LEFT, 173^ track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344^ track to intercept final approach.
SAMIK 2B	089^ bearing to PR, turn RIGHT, 192^ track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344^ track to intercept final approach.
TUPAN 2B	219^ bearing via N53 19.7 E158 42.9 to PR, turn LEFT, 179^ track to BIRGA, turn

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

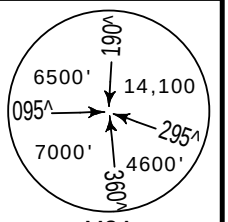
 JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

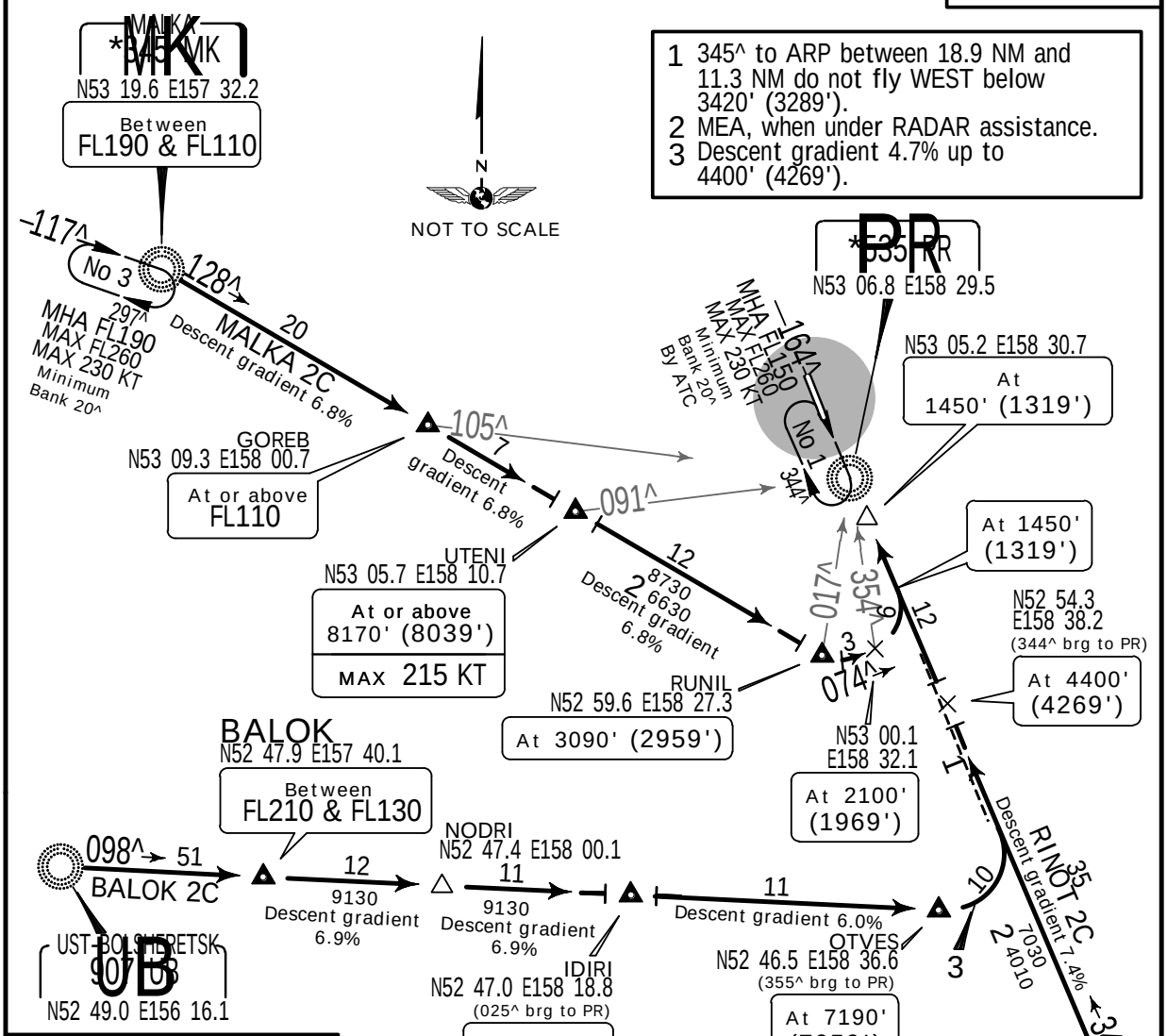
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-2F) .STAR.

*ATIS	Apt Elev	
126.8	131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

BALOK 2 CHARLIE (BALOK 2C) [BALO2C]
MALKA 2 CHARLIE (MALKA 2C) [MALK2C]
RINOT 2 CHARLIE (RINOT 2C) [RINO2C]
RWY 34R ARRIVALS
BY ATC





ALT/HEIGHT CONVERSION	
QNH	(QFE)
8170'	(8039' - 2450m)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
2100'	(1969' - 600m)
1450'	(1319' - 400m)

WARNING
RADAR control required.
If RADAR control or MK not available, proceed to PR, join holding at or above the safe flight level, then as directed by ATC.

STAR	ROUTING
BALOK 2C	098^ bearing via BALOK, NODRI and IDIRI to OTVES, turn LEFT, 344^ track to intercept final approach.
MALKA 2C	128^ bearing via GOREB and UTENI to RUNIL, turn LEFT, 074^ track to N53 00.1 E158 32.1, turn LEFT, 344^ track to intercept final approach.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

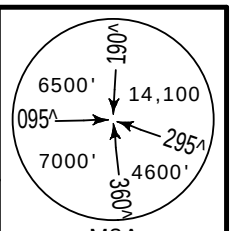
 JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

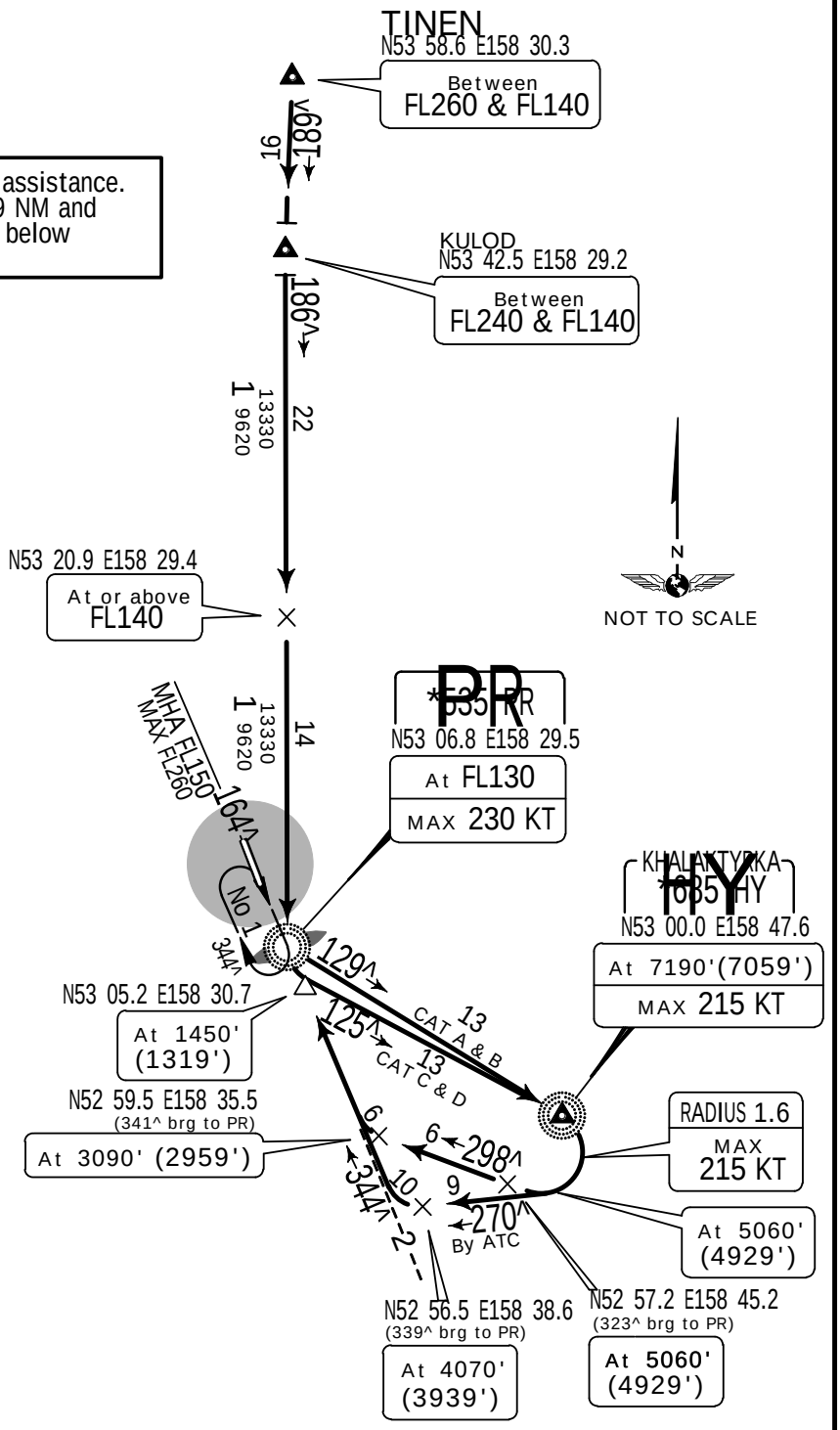
YELIZOVO 15 AUG 14 (10-2H) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE)
Apt Elev 131'	Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.

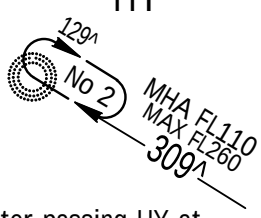


TINEN 2A [TINE2A]
RWY 34R ARRIVAL
FOR RUSSIAN USERS ONLY

1 MEA, when under RADAR assistance.
2 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



HOLDING OVER HY



After passing HY at FL110, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5060' (4929') shall be carried out after crossing 309^ bearing to PR or HY.

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
1450'	(1319' - 400m)

ROUTING

To KULOD, intercept 186^ bearing via N53 20.9 E158 29.4 to PR, turn LEFT, intercept 125^ bearing to HY (CAT A & B: 129^ bearing to HY), turn RIGHT, 298^ track to N52 59.5 E158 35.5.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

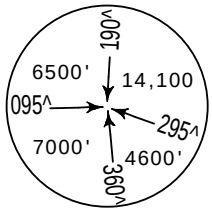
JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

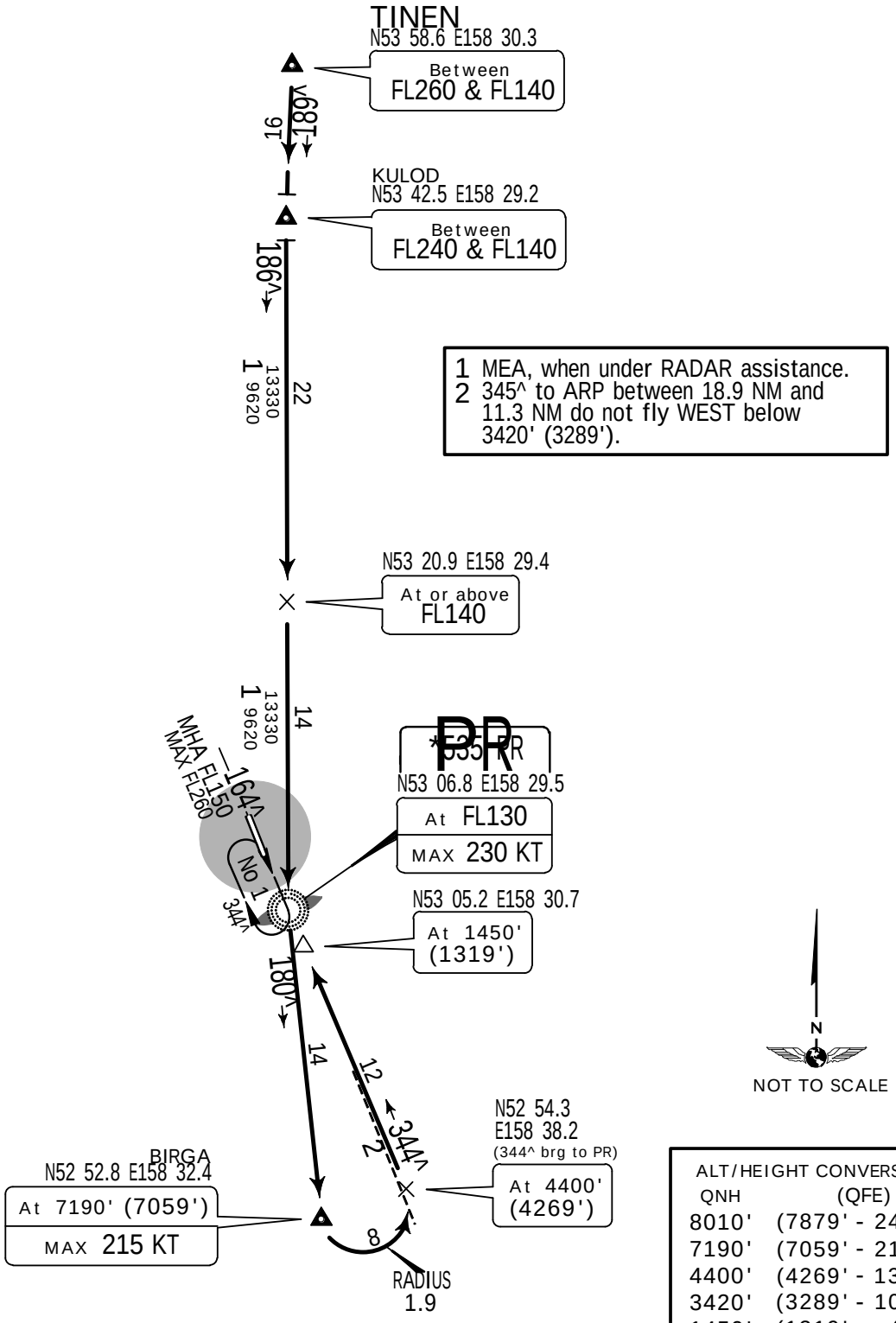
YELIZOVO 15 AUG 14 (10-2J) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE)
	Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less
Apt Elev 131'	Trans alt: 8010' (7879') Mountainous terrain.



MSA ARP

TINEN 2B [TINE2B]
RWY 34R ARRIVAL
FOR RUSSIAN USERS ONLY



1 MEA, when under RADAR assistance.
2 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

ROUTING

To KULOD, intercept 186^ bearing via N53 20.9 E158 29.4 to PR, 180^ bearing to BIRGA, turn

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

 JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

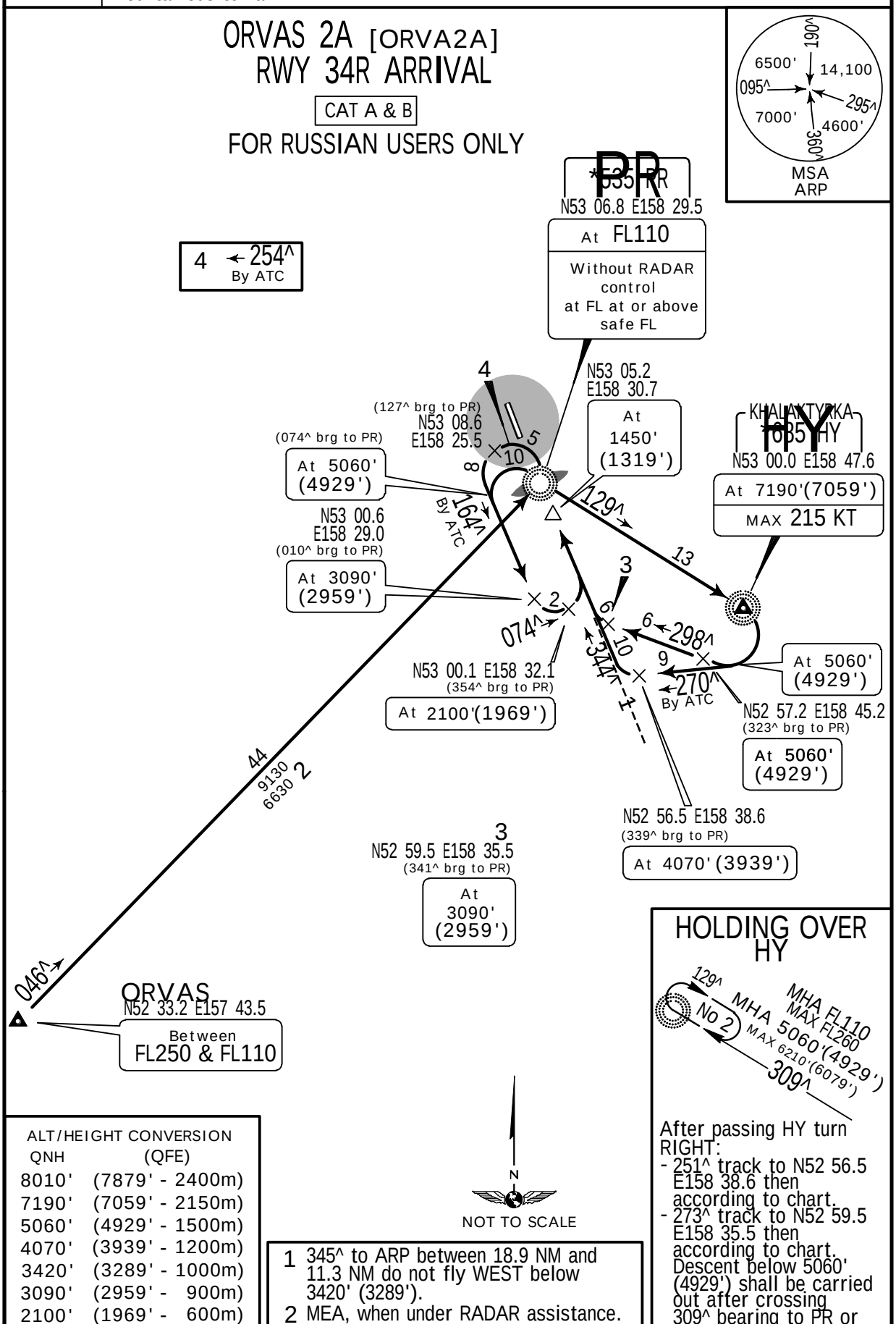
YELIZOVO 15 AUG 14 (10-2K) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE)
	Trans level: FL90
	FL100 if pressure is less than 756 mm (1007.9 hPa)
	FL110 if pressure is 729 mm (971.9 hPa) or less
Apt Elev 131'	Trans alt: 8010' (7879')
	Mountainous terrain.

ORVAS 2A [ORVA2A]
RWY 34R ARRIVAL

CAT A & B

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
2100'	(1969' - 600m)

1 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').
2 MEA, when under RADAR assistance.

After passing HY turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart. Descent below 5060' (4929') shall be carried out after crossing 309^ bearing to PR or

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

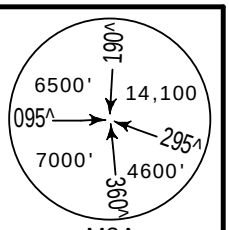
JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2L) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE)
Apt Elev 131'	Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.



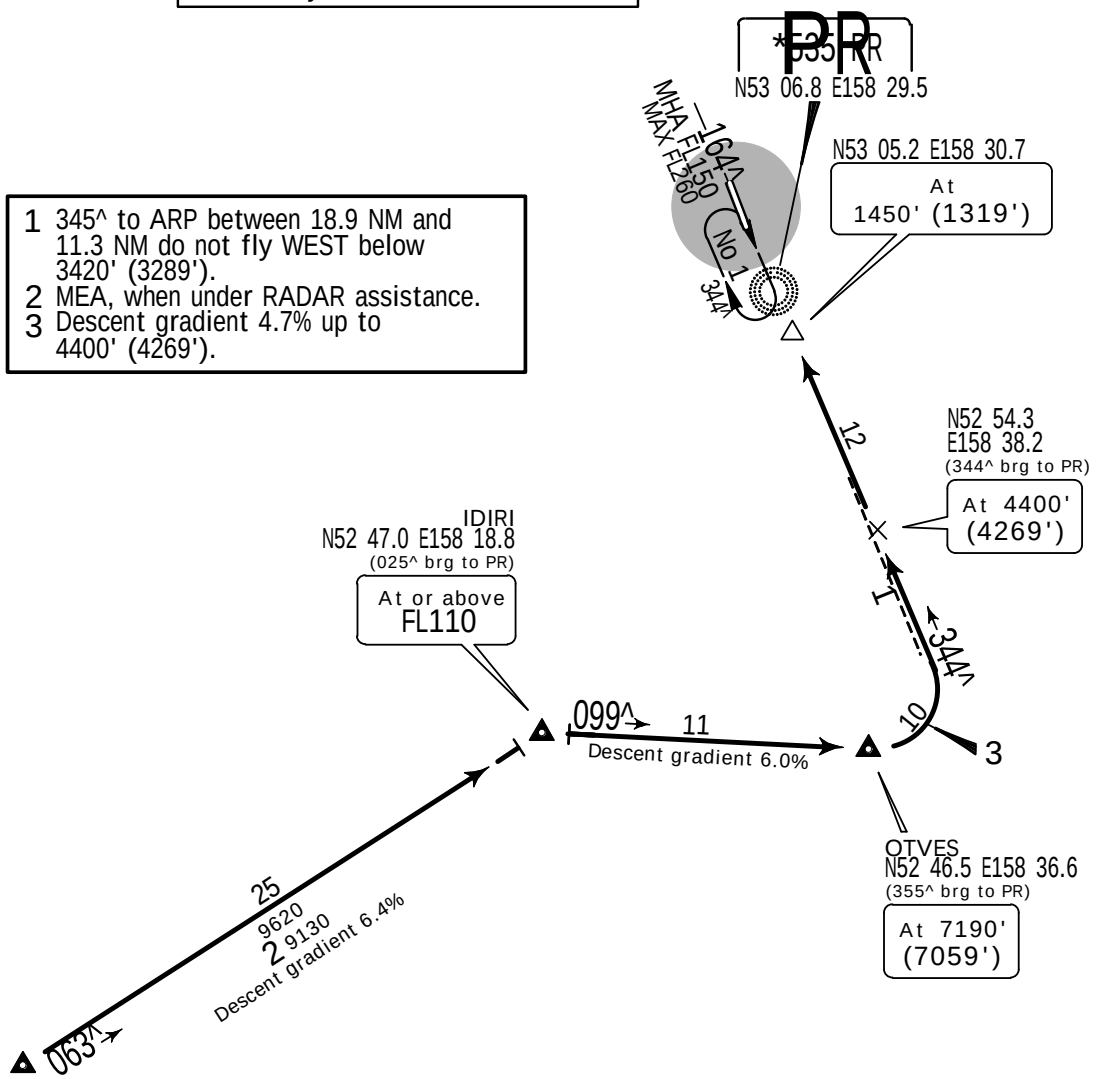
MSA ARP

ORVAS 2C [ORVA2C]
RWY 34R ARRIVAL
BY ATC

FOR RUSSIAN USERS ONLY

WARNING
RADAR control required.
If RADAR control not available, proceed to PR, join holding at or above the safe flight level, then as directed by ATC.

1 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').
2 MEA, when under RADAR assistance.
3 Descent gradient 4.7% up to 4400' (4269').



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

ROUTING

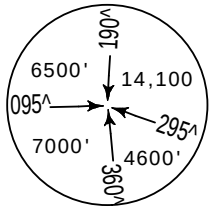
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2M) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE)
Apt Elev 131'	Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.

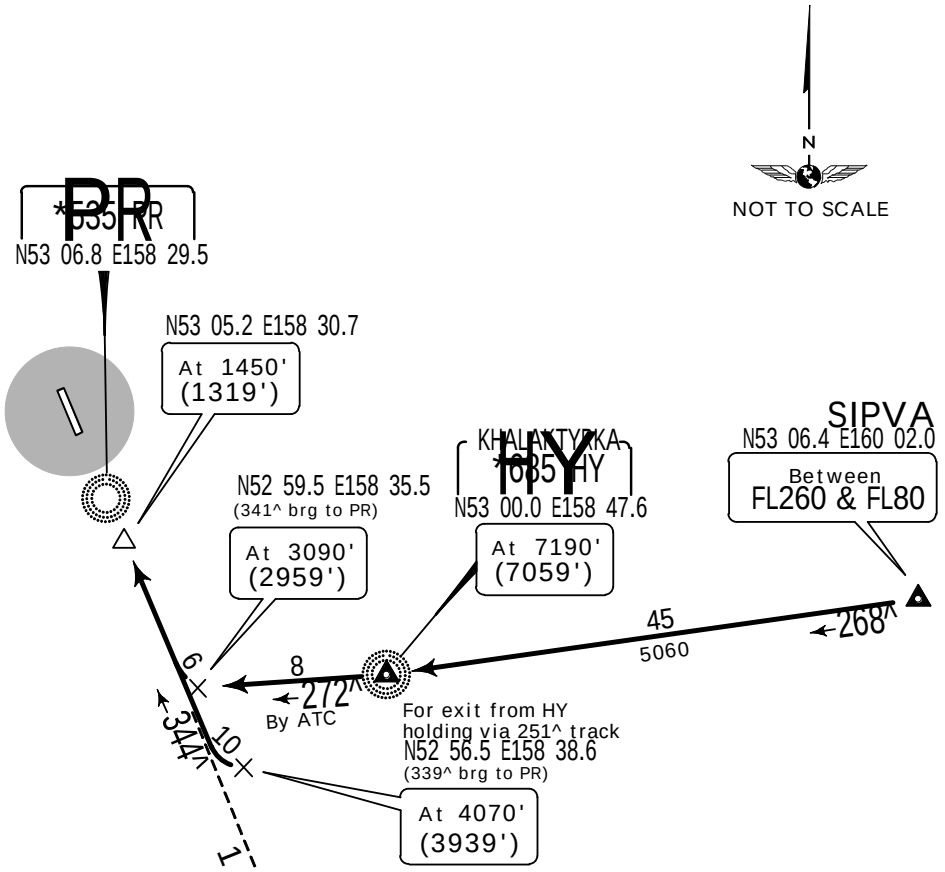


MSA ARP

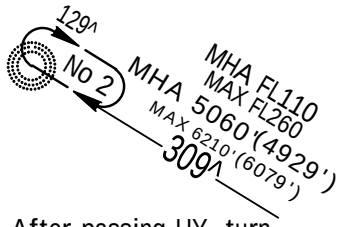
SIPVA 2A [SIPV2A]
RWY 34R ARRIVAL

CAT A & B

FOR RUSSIAN USERS ONLY



HOLDING OVER HY



After passing HY, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5060' (4929') shall be carried out after crossing 309^ bearing to PR or

1 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420'(3289').

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
6210'	(6079' - 1850m)
5060'	(4929' - 1500m)
4070'	(3239' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2N) .Eff.21.Aug. .STAR.

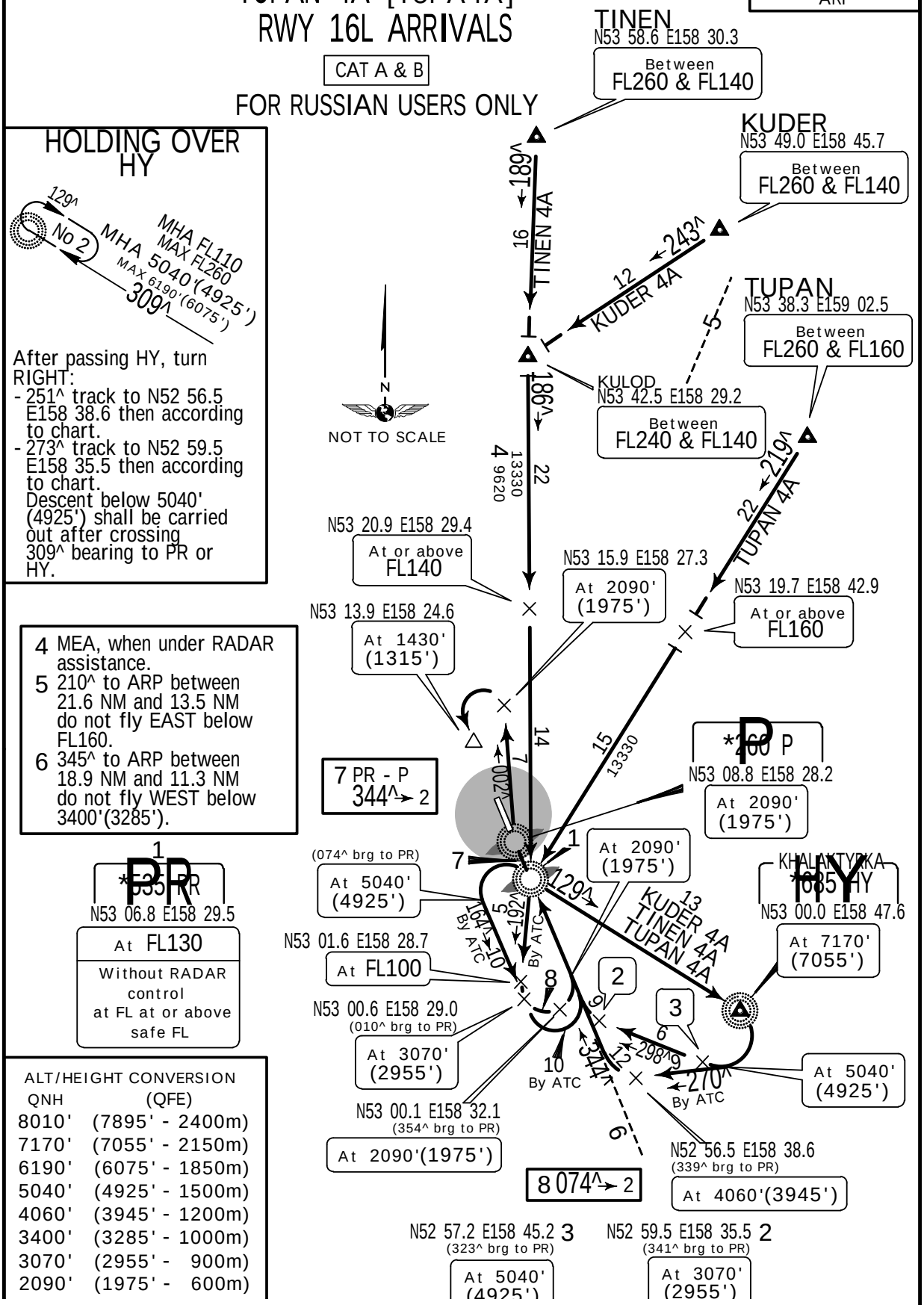
*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7895') Mountainous terrain.
Apt Elev 131'	

MSA ARP: 6500' 095^ 7000' 190^ 14,100 295^ 4600' 360^

KUDER 4A [KUDE4A], TINEN 4A [TINE4A]
TUPAN 4A [TUPA4A]
RWY 16L ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY



HOLDING OVER HY

After passing HY, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5040' (4925') shall be carried out after crossing 309^ bearing to PR or HY.

4 MEA, when under RADAR assistance.
5 210^ to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
6 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3400'(3285').

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

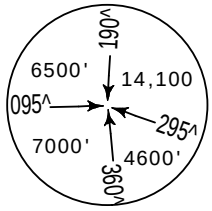
JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2P) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7895') Mountainous terrain.
Apt Elev 131'	



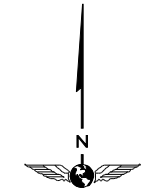
MSA ARP

HALAK 4A [HALA4A], HALAK 4G [HALA4G]
BY ATC

SIPVA 4A [SIPV4A]
RWY 16L ARRIVALS

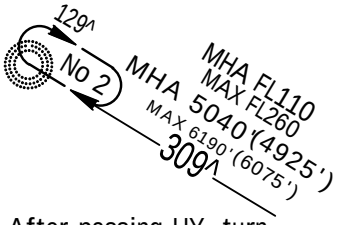
CAT A & B

FOR RUSSIAN USERS ONLY



NOT TO SCALE

HOLDING OVER HY



After passing HY, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5040' (4925') shall be carried out after crossing 309^ bearing to PR or HY.

5 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3400'(3285').

1 PR *935 PR
N53 06.8 E158 29.5
Without RADAR control at FL at or above safe FL

4 PR - P 344^ 2

N53 15.9 E158 27.3
At 2090' (1975')

N53 13.9 E158 24.6
At 1430' (1315')

P *460 P
N53 08.8 E158 28.2
At 2090' (1975')

2 N52 59.5 E158 35.5
(341^ brg to PR)
At 3070' (2955')

KHALAKTYRKA
HY *1635 HY
N53 00.0 E158 47.6
At 7170' (7055')

SIPVA
N53 06.4 E160 02.0
Between FL260 & FL80

(074^ brg to PR)
At 5040' (4925')

At 2090' (1975')

HALAK 4A

N53 00.6 E158 29.0
(010^ brg to PR)
At 3070' (2955')

SIPVA 4A
By ATC

SIPVA 4A

N53 00.1 E158 32.1
(354^ brg to PR)
At 2090'(1975')

HALAK 4G

HALAK 4A, 4G

N52 52.7 E158 40.8
(341^ brg to PR)
At 4060' (3945')

For exit from HY holding via 251^ track 3
N52 56.5 E158 38.6
(339^ brg to PR)
At 4060'(3945')

N52 52.0 E158 53.3
(323^ brg to PR)
At 7170' (7055')

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2Q) .Eff.21.Aug. .STAR.

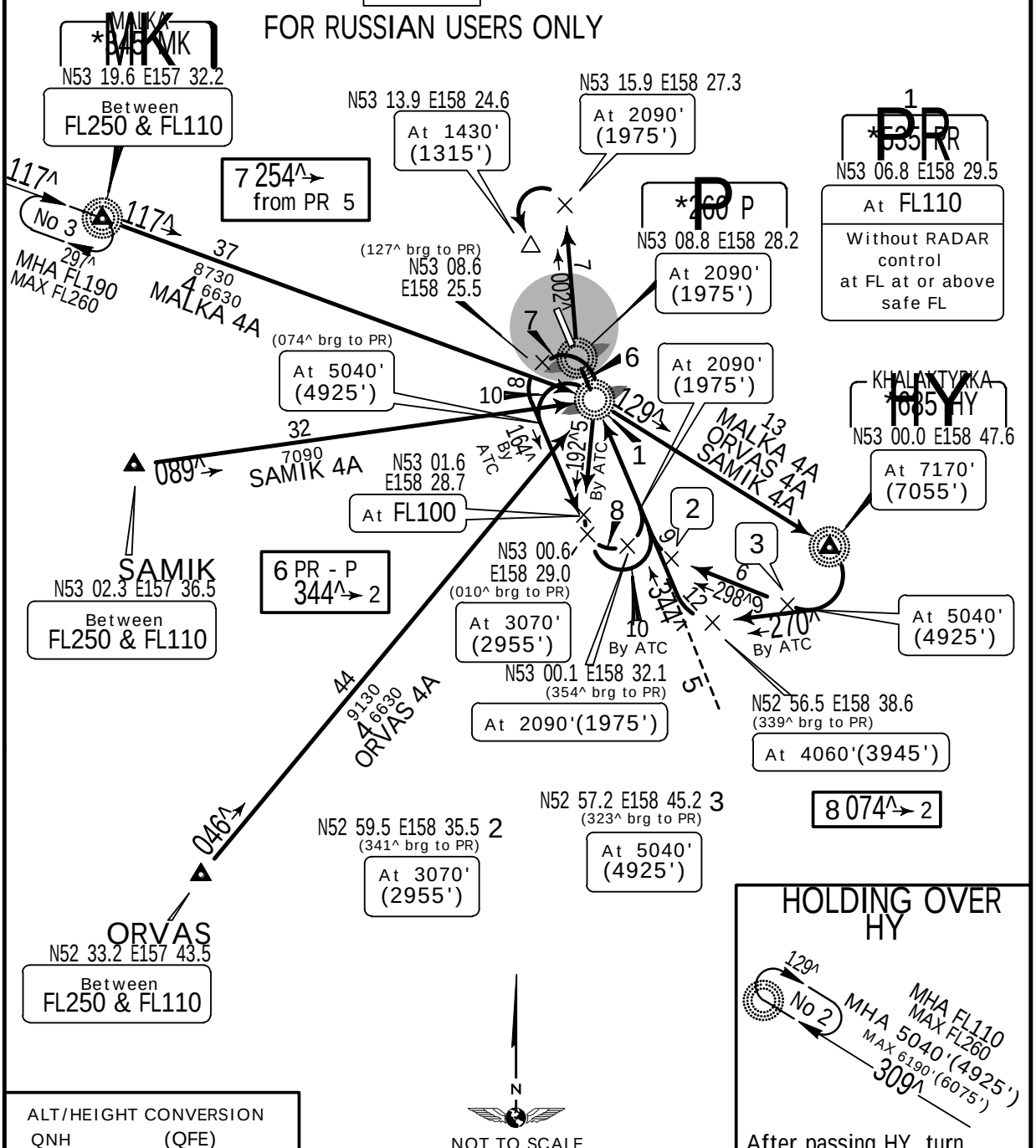
*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7895') Mountainous terrain.
Apt Elev 131'	

MSA ARP: 6500' 190^ 14,100 095^ 295^ 7000' 4600' 360^

MALKA 4A [MALK4A], ORVAS 4A [ORVA4A] SAMIK 4A [SAMI4A] RWY 16L ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY



HOLDING OVER HY

After passing HY, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5040' (4925') shall be carried out after crossing 309^ bearing to PR or

ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)

4 MEA, when under RADAR assistance.
5 345^ to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3400'(3285').

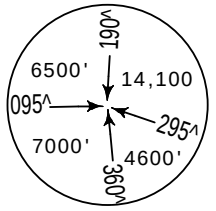
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-2S) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7895') Mountainous terrain.
Apt Elev 131'	

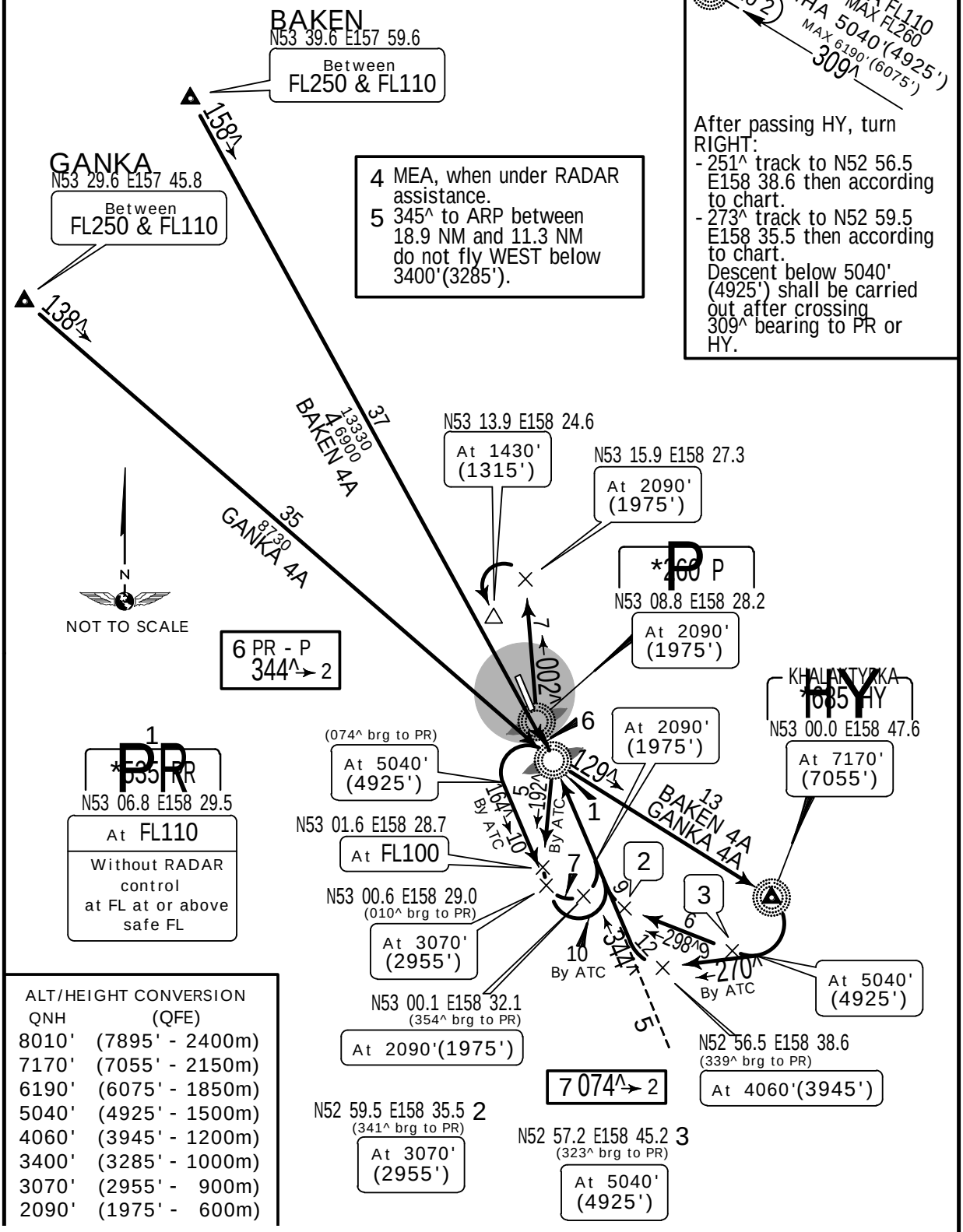


MSA ARP

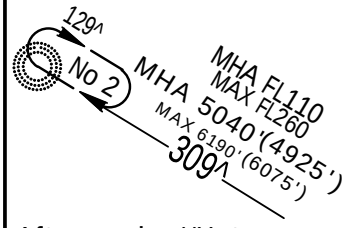
BAKEN 4A [BAKE4A], GANKA 4A [GANK4A] RWY 16L ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY



HOLDING OVER HY



After passing HY, turn RIGHT:
- 251^ track to N52 56.5 E158 38.6 then according to chart.
- 273^ track to N52 59.5 E158 35.5 then according to chart.

Descent below 5040' (4925') shall be carried out after crossing 309^ bearing to PR or HY.

ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

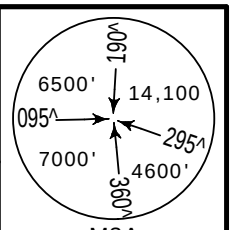
JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

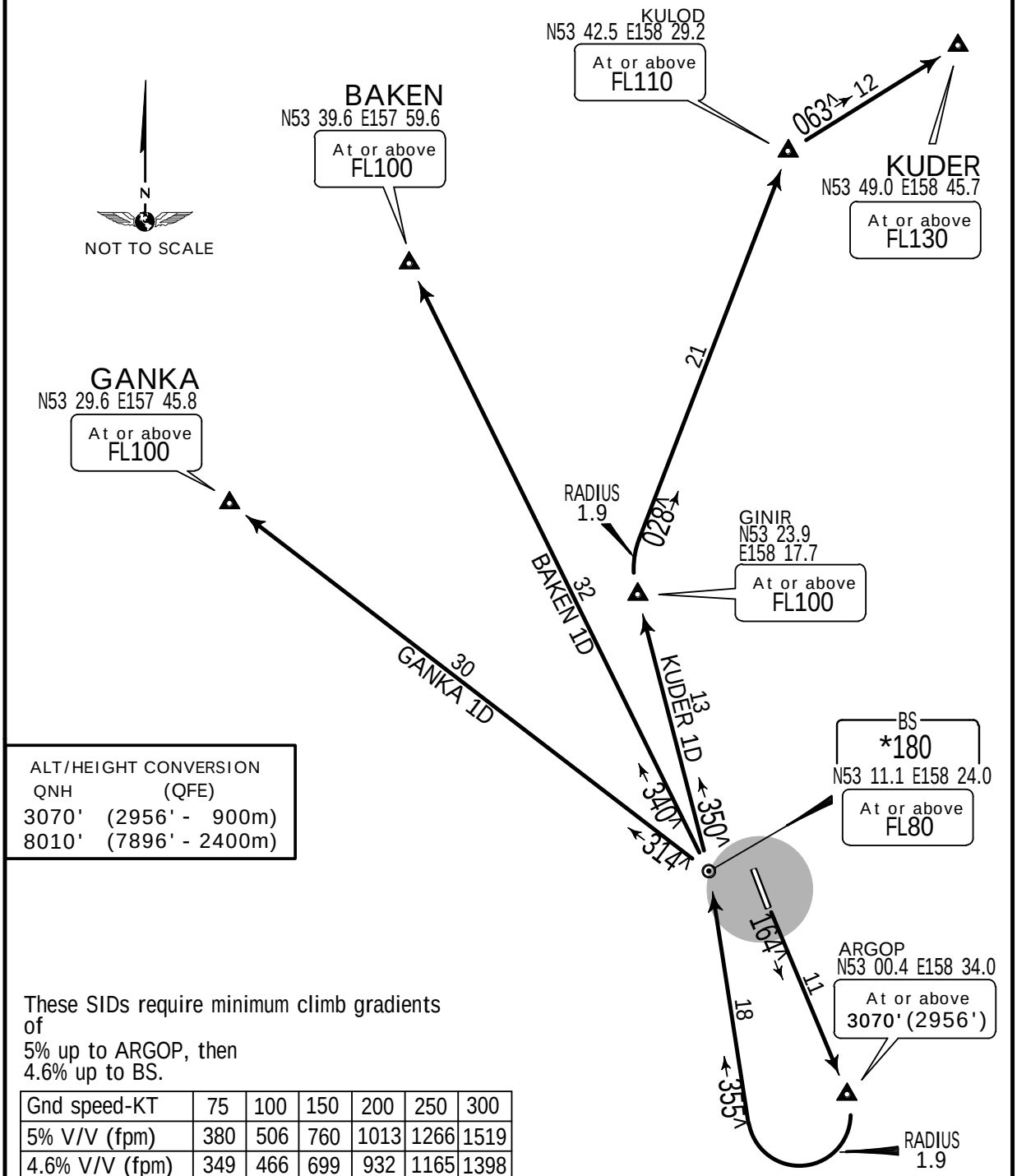
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 7 DEC 12 (10-3) .Eff.13.Dec. .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7896')



BAKEN 1D [BAKE1D]
GANKA 1D [GANK1D]
KUDER 1D [KUDE1D]
RWY 16L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
3070'	(2956' - 900m)
8010'	(7896' - 2400m)

These SIDs require minimum climb gradients of
5% up to ARGOP, then
4.6% up to BS.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

SID	ROUTING
BAKEN 1D	Climb straight ahead to ARGOP, turn RIGHT, 355^ track to BS, turn LEFT, 340^ track to BAKEN.
GANKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355^ track to BS, turn LEFT, 314^ track to GANKA.
KUDER 1D	Climb straight ahead to ARGOP, turn RIGHT, 355^ track to BS, turn LEFT, 350^

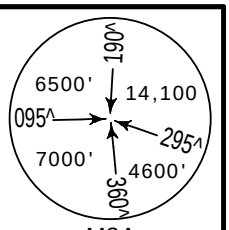
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 7 DEC 12 (10-3A) .Eff.13.Dec. .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

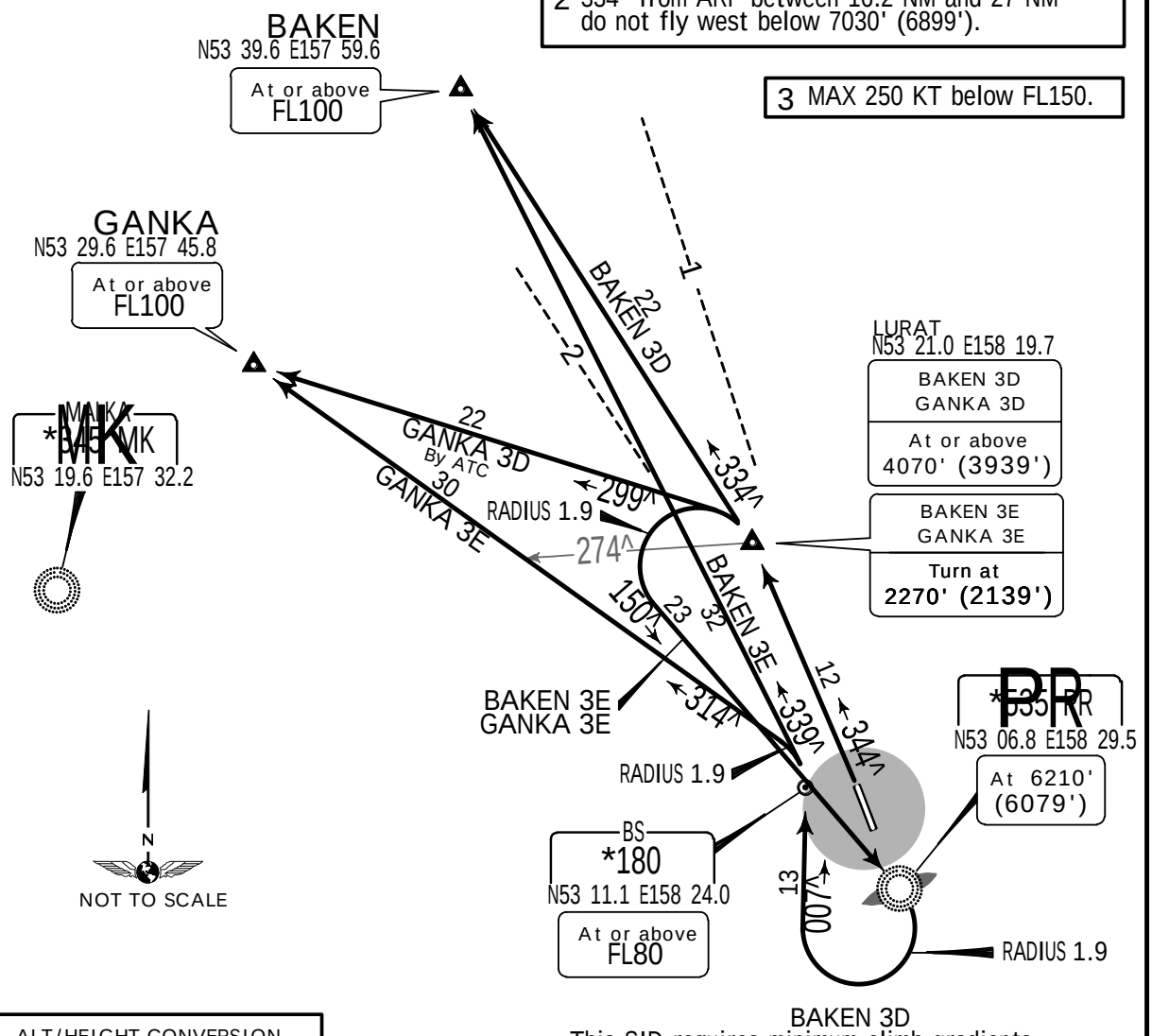


MSA
ARP

BAKEN 3D [BAKE3D], BAKEN 3E [BAKE3E] 3
GANKA 3D [GANK3D], GANKA 3E [GANK3E] 3
RWY 34R DEPARTURES

1 349^ from ARP between 14.6 NM and 29.7 NM do not fly east below 7190' (7059').
2 334^ from ARP between 16.2 NM and 27 NM do not fly west below 7030' (6899').

3 MAX 250 KT below FL150.



BAKEN 3D

This SID requires minimum climb gradients of
6% up to LURAT, then
4.5% up to BAKEN.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
4.5% V/V (fpm)	342	456	684	911	1139	1367

ALT/HEIGHT CONVERSION

QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

SID	ROUTING
BAKEN 3D	Climb straight ahead to LURAT, turn LEFT, 334^ track to BAKEN.
BAKEN 3E 3	Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT, 007^ track to BS, turn LEFT, 339^ track to BAKEN.
GANKA 3D By ATC	Climb straight ahead to LURAT, turn LEFT, 299^ track to GANKA.
GANKA 3E	Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

 © JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 25 JUL 14 (10-3B) .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')

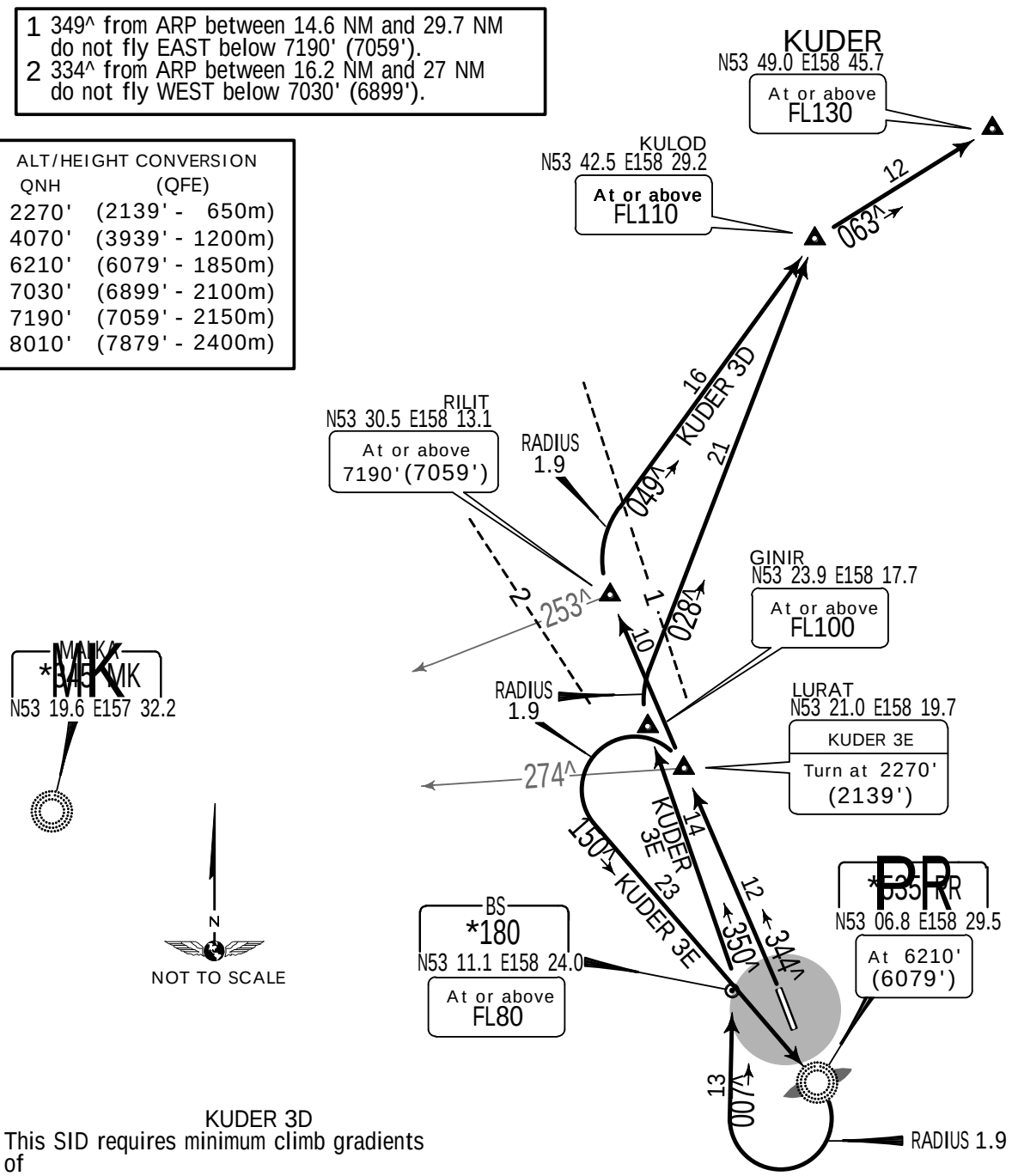
MSA ARP: 6500' 095^ 190^ 14,100 295^ 7000' 360^ 4600'

KUDER 3D [KUDE3D], KUDER 3E [KUDE3E] 3
RWY 34R DEPARTURES

1 349^ from ARP between 14.6 NM and 29.7 NM do not fly EAST below 7190' (7059').
2 334^ from ARP between 16.2 NM and 27 NM do not fly WEST below 7030' (6899').

ALT/HEIGHT CONVERSION

QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)



KUDER 3D
This SID requires minimum climb gradients of
6% up to 4070' (3939') at LURAT, then
5% up to RILIT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

3 MAX 250 KT below FL150.

SID	ROUTING
KUDER 3D	Climb straight ahead to RILIT, turn RIGHT, 049^ track to KULOD, then to KUDER.
KUDER 3E 3	Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT, 007^ track to BS, turn LEFT, 350' track to GINIR, turn RIGHT, 028^ track

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

 JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

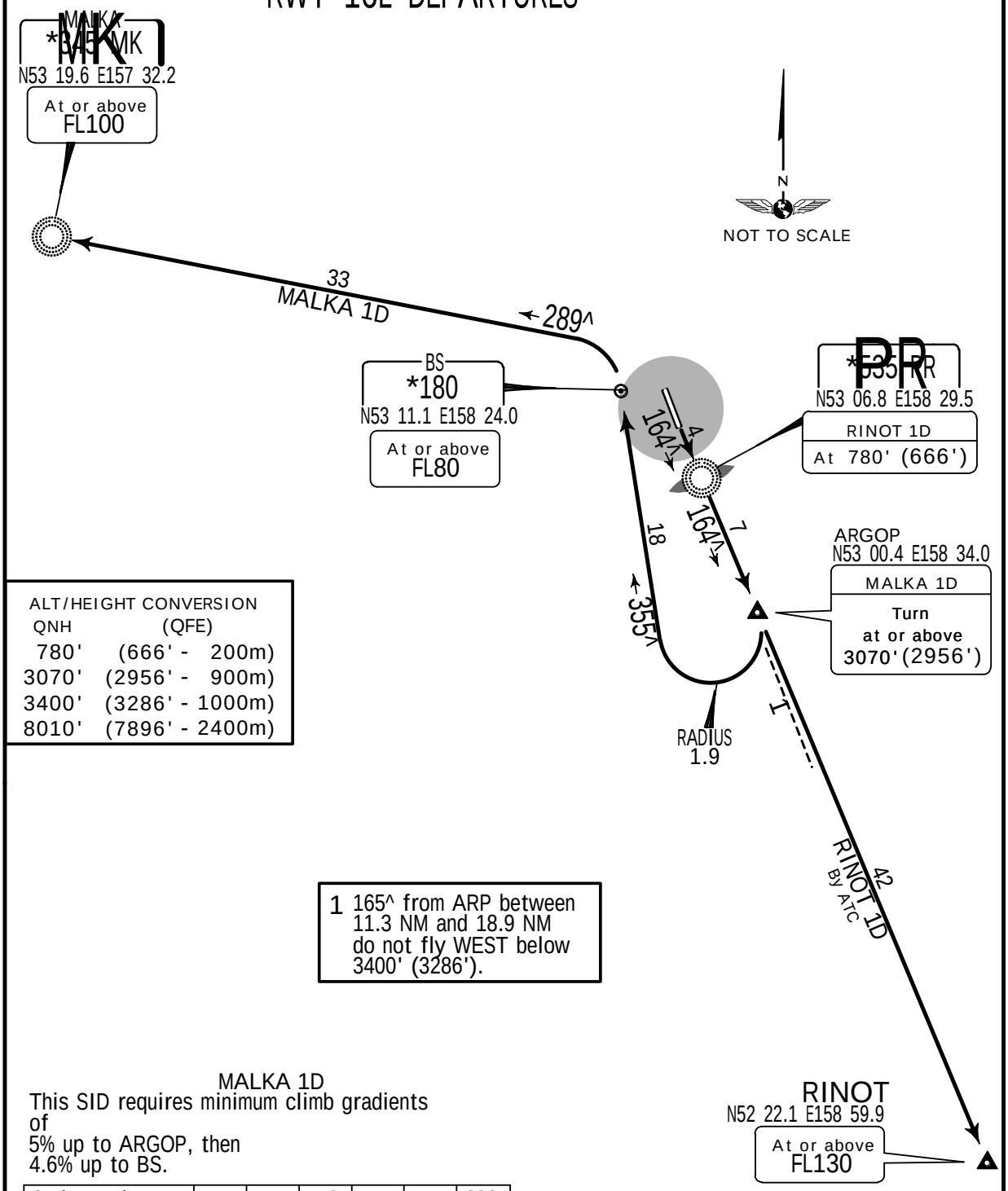
Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-3C) .SID.

Apt Elev	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7896')
131'	

MSA ARP: 6500' 190^ 14,100 095^ 295^ 7000' 4600' 360^

MALKA 1D [MALK1D]
RINOT 1D [RINO1D]
RWY 16L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
780'	(666' - 200m)
3070'	(2956' - 900m)
3400'	(3286' - 1000m)
8010'	(7896' - 2400m)

1 165^ from ARP between 11.3 NM and 18.9 NM do not fly WEST below 3400' (3286').

MALKA 1D
This SID requires minimum climb gradients of
5% up to ARGOP, then
4.6% up to BS.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

SID	ROUTING
MALKA 1D	Climb straight ahead to ARGOP, turn RIGHT, 355^ track to BS, turn LEFT, intercept 289^ bearing to MK.
RINOT 1D	Climb straight ahead to 780' (666'), intercept 164^ bearing from PR to RINOT.

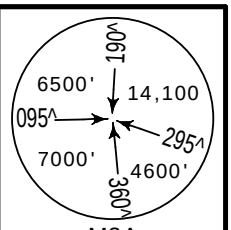
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

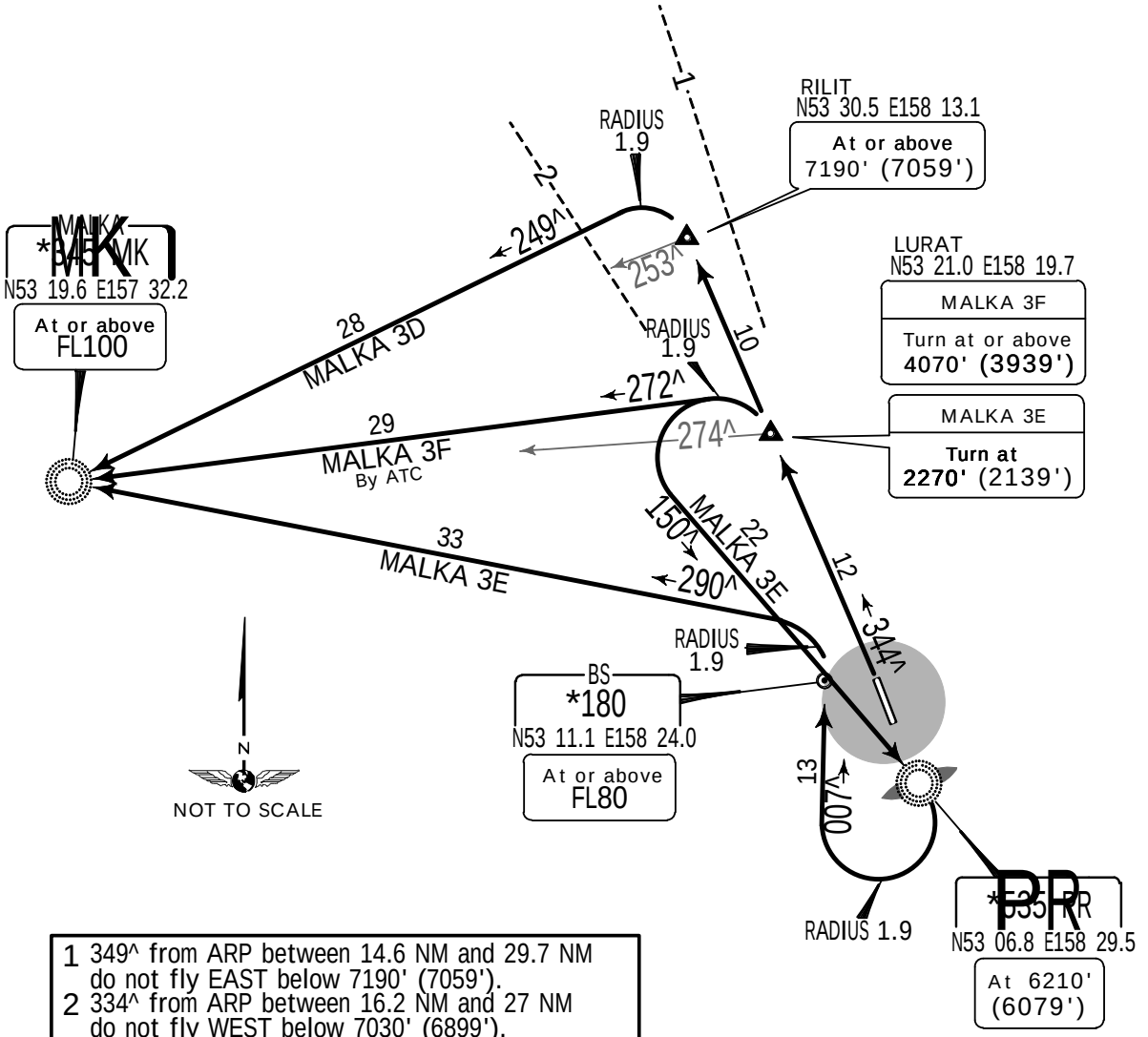
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-3D) .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')



MSA
ARP

MALKA 3D [MALK3D], MALKA 3E [MALK3E] 3
MALKA 3F [MALK3F]
RWY 34R DEPARTURES



1 349^ from ARP between 14.6 NM and 29.7 NM do not fly EAST below 7190' (7059').
2 334^ from ARP between 16.2 NM and 27 NM do not fly WEST below 7030' (6899').

3 MAX 250 KT below FL150.

These SIDs require minimum climb gradients of
MALKA 3D: 6% up to 4070' (3939') at LURAT, then 5% up to RILIT.
MALKA 3F: 6% up to 4070' (3939').

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION

QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

SID	ROUTING
MALKA 3D	Climb straight ahead to RILIT, turn LEFT, intercept 249^ bearing to MK.
MALKA 3E 3	Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT, 007^ track to BS, turn LEFT, intercept 290^ bearing to MK.
MALKA 3F	Climb straight ahead to LURAT, turn LEFT, intercept 272^ bearing to MK.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

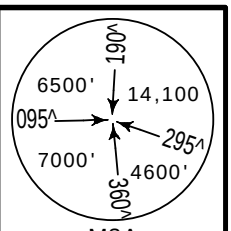
 JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

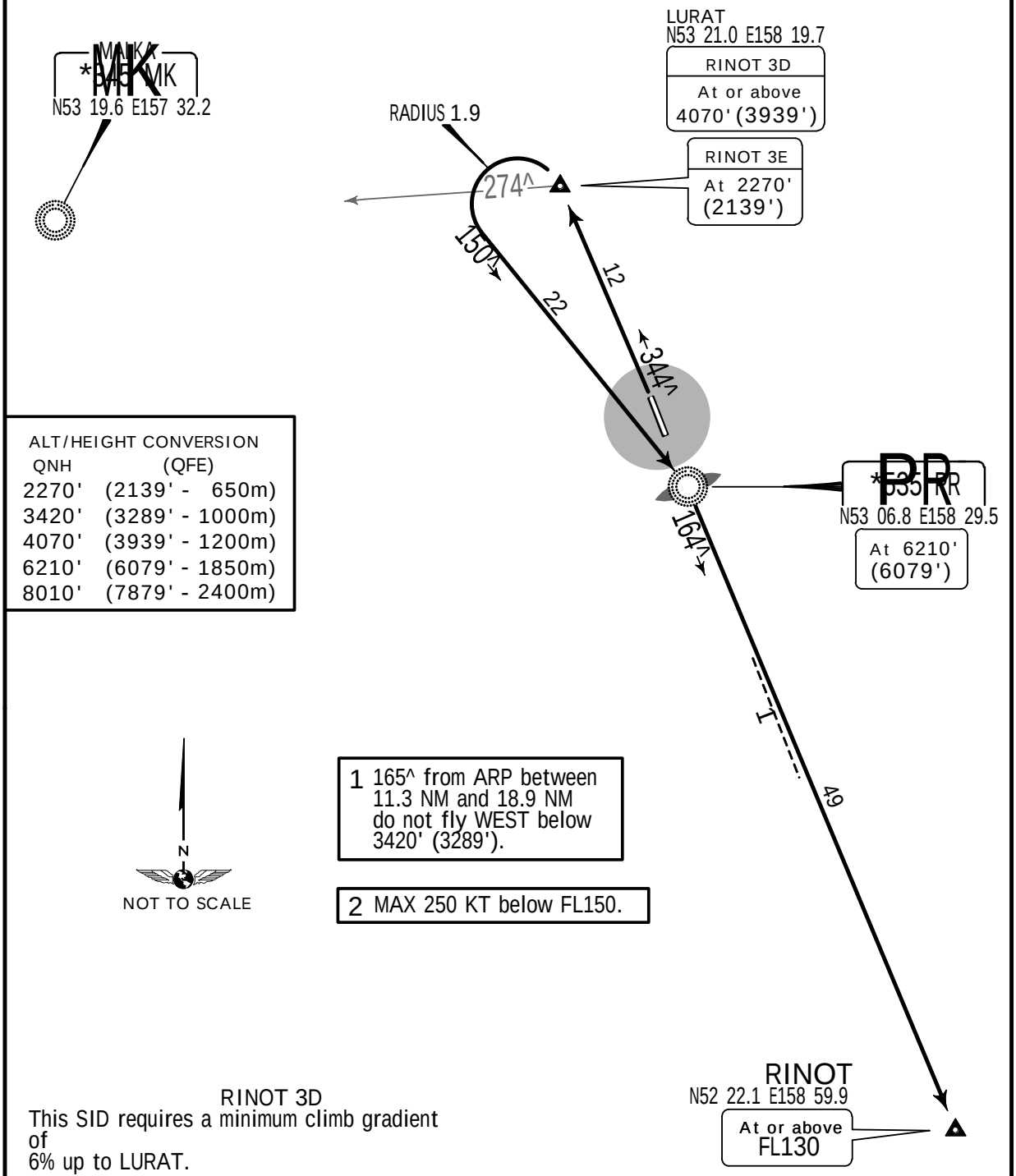
YELIZOVO 25 JUL 14 (10-3E) .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')



MSA
ARP

RINOT 3D [RINO3D], RINOT 3E [RINO3E] 2
RWY 34R DEPARTURES
BY ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
3420'	(3289' - 1000m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)

1 165^ from ARP between 11.3 NM and 18.9 NM do not fly WEST below 3420' (3289').

2 MAX 250 KT below FL150.

RINOT 3D
This SID requires a minimum climb gradient of
6% up to LURAT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

ROUTING

Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT, 164^

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

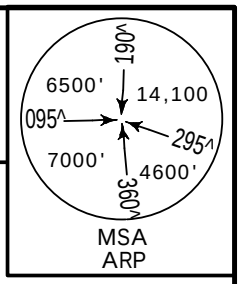
 JEPPESEN, 2006, 2012. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

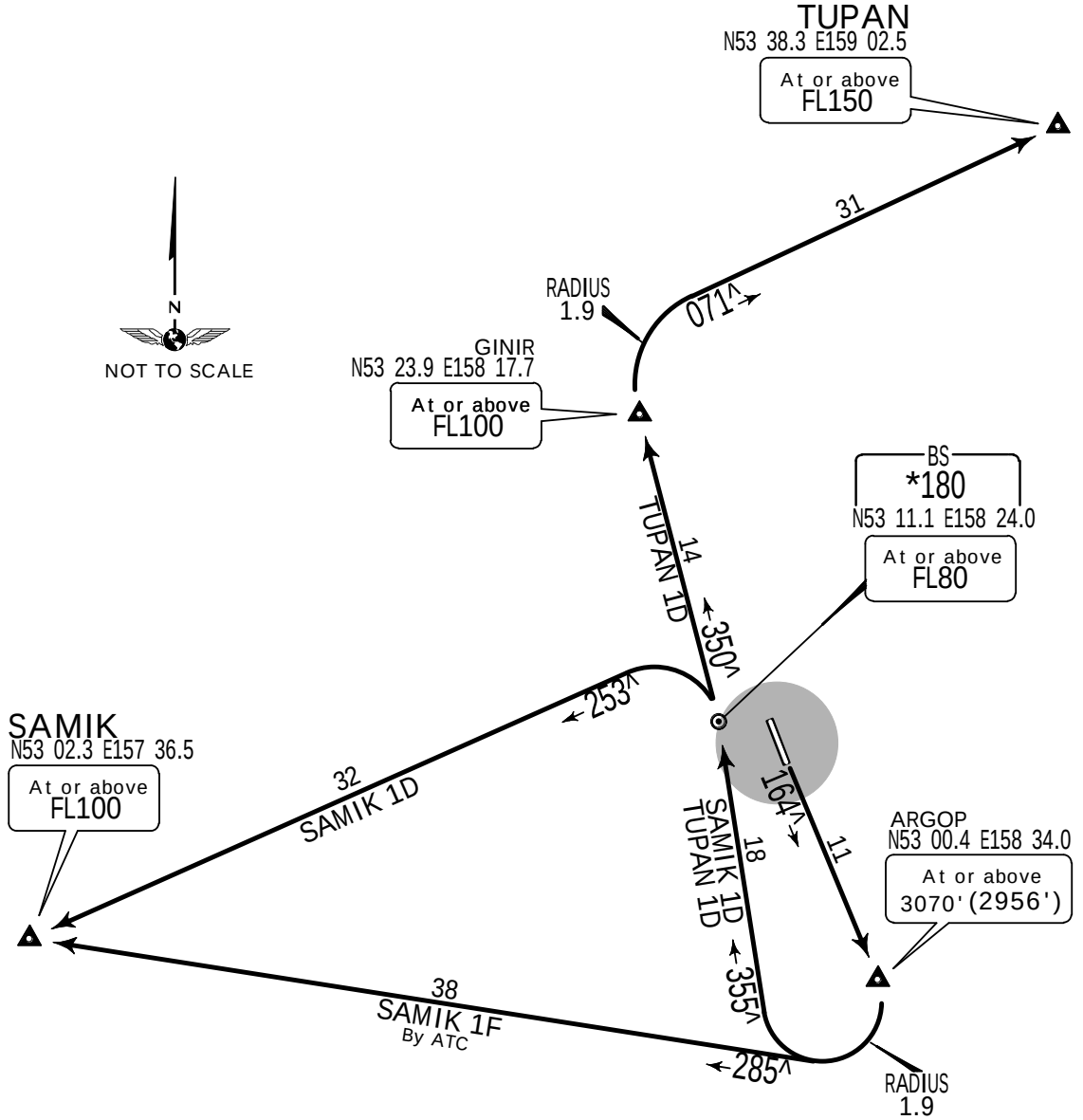
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 7 DEC 12 (10-3F) .Eff.13.Dec. .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7896')



SAMIK 1D [SAMI1D], SAMIK 1F [SAMI1F]
TUPAN 1D [TUPA1D]
RWY 16L DEPARTURES



These SIDs require minimum climb gradients of
SAMIK 1D, TUPAN 1D: 5% up to ARGOP, then 4.6% up to BS.
SAMIK 1F: 5% up to ARGOP.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398

ALT/HEIGHT CONVERSION

QNH	(QFE)
3070'	(2956' - 900m)
8010'	(7896' - 2400m)

SID	ROUTING
SAMIK 1D	Climb straight ahead to ARGOP, turn RIGHT, 355^ track to BS, turn LEFT, 253^ track to SAMIK.
SAMIK 1F By ATC	Climb straight ahead to ARGOP, turn RIGHT, 285^ track to SAMIK.
TUPAN 1D	Climb straight ahead to ARGOP, turn RIGHT, 355^ track to BS, turn LEFT, 350^

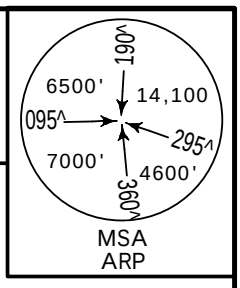
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 7 DEC 12 (10-3G) .Eff.13.Dec. .SID.

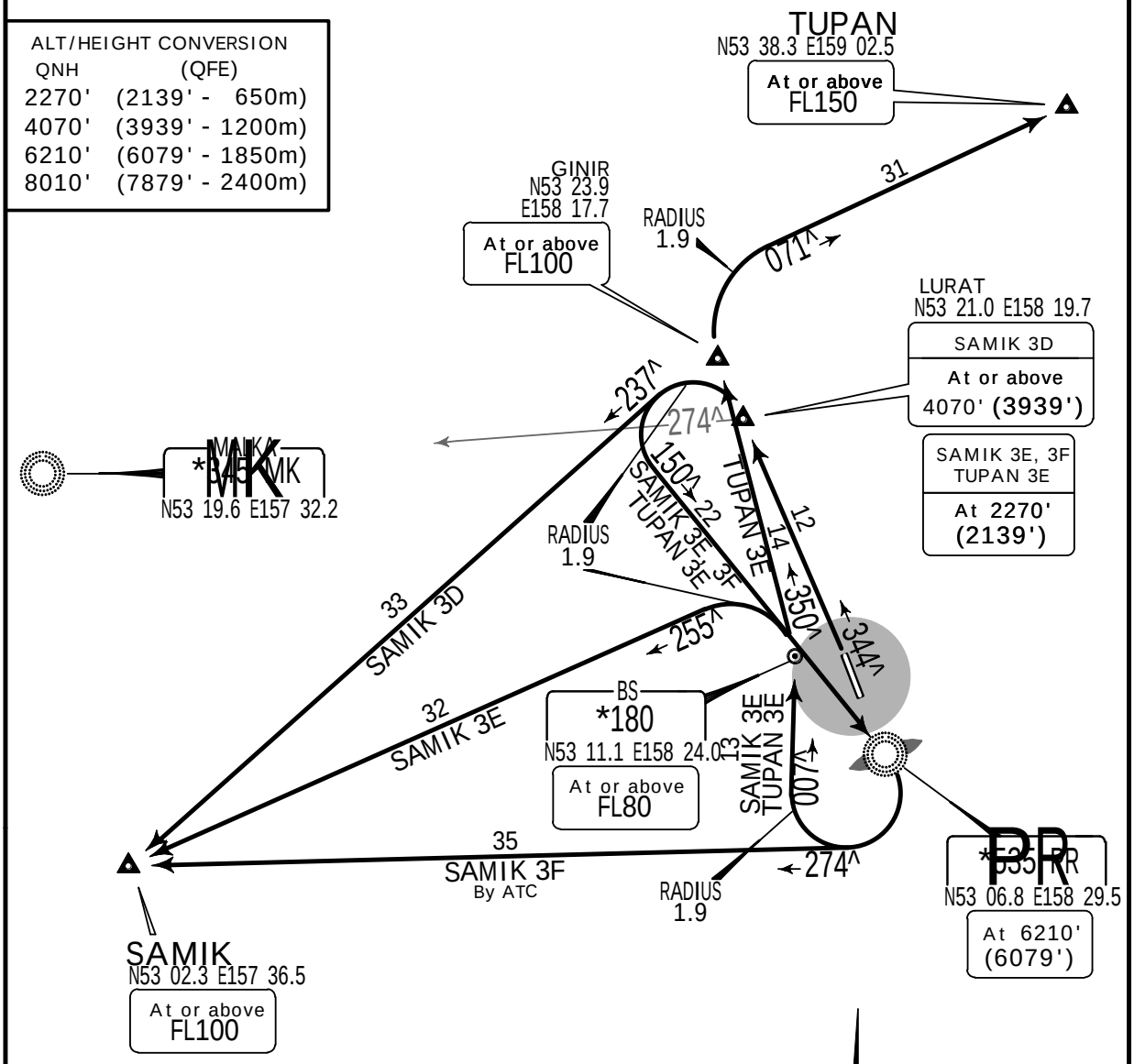
Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')



SAMIK 3D [SAMI3D], SAMIK 3E [SAMI3E] 1
SAMIK 3F [SAMI3F] 1, TUPAN 3E [TUPA3E] 1
RWY 34R DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)



SAMIK 3D
This SID requires a minimum climb gradient of
6% up to LURAT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

1 MAX 250 KT below FL150.

SID	ROUTING
SAMIK 3D	Climb straight ahead to LURAT, turn LEFT, 237^ track to SAMIK.
SAMIK 3E 1	Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT, 007^ track to BS, turn LEFT, 255^ track to SAMIK.
SAMIK 3F 1 By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT, 274^ track to SAMIK.
TUPAN 3E	Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT.

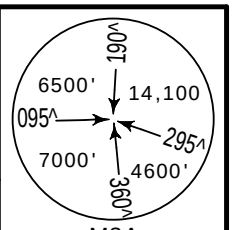
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

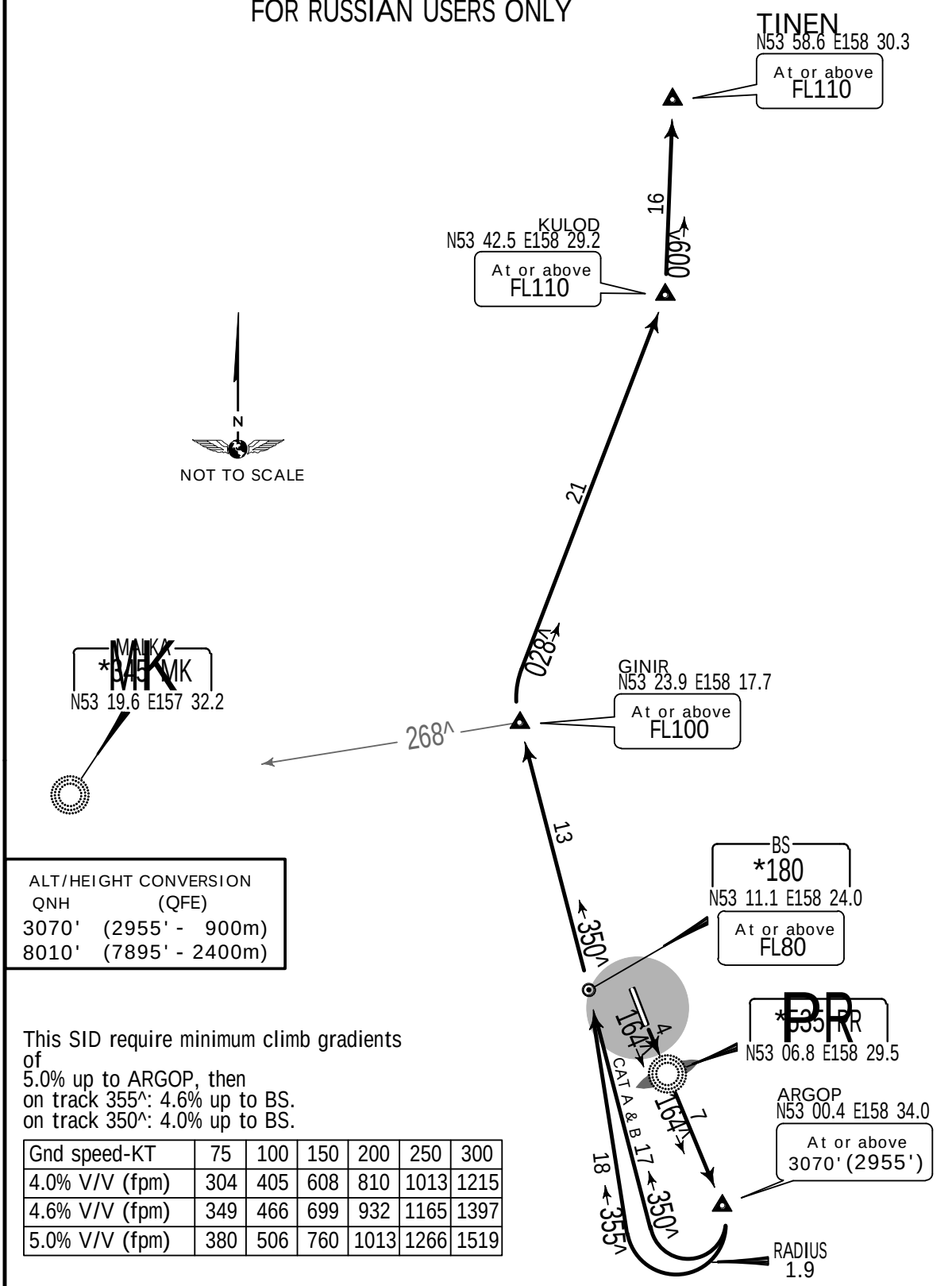
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3H) .Eff.21.Aug. .SID.

Apt Elev 131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7895') Mountainous terrain.



TINEN 1D [TINE1D]
RWY 16L DEPARTURE
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3070'	(2955' - 900m)
8010'	(7895' - 2400m)

This SID require minimum climb gradients of
5.0% up to ARGOP, then
on track 355^: 4.6% up to BS.
on track 350^: 4.0% up to BS.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ROUTING

Climb straight ahead to ARGOP, turn RIGHT, 355^ track to BS (CAT A & B: 350^ track

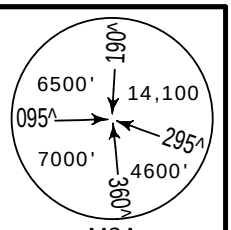
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

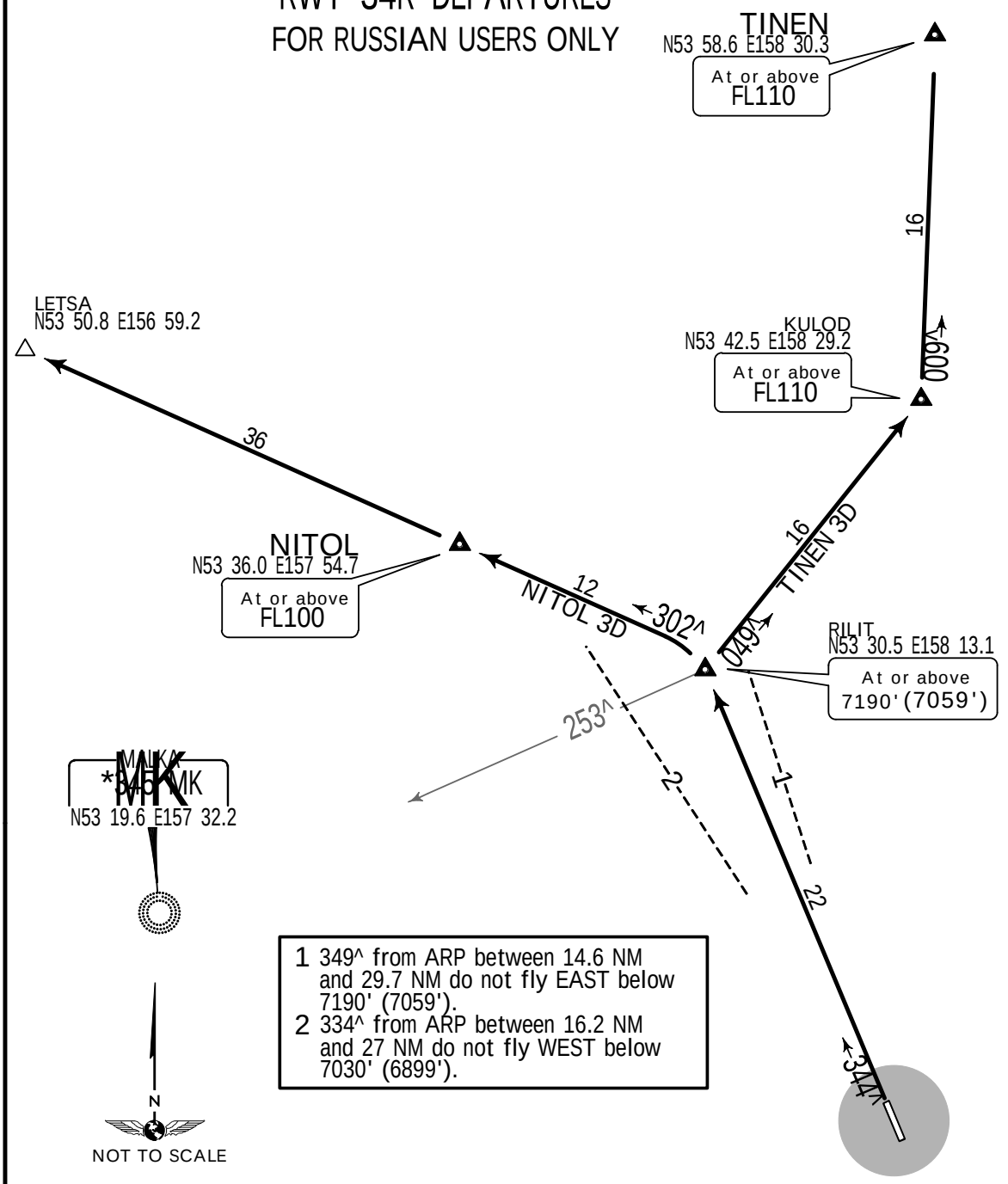
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3J) .Eff.21.Aug. .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.



NITOL 3D [NITO3D]
TINEN 3D [TINE3D]
RWY 34R DEPARTURES
FOR RUSSIAN USERS ONLY



1 349^ from ARP between 14.6 NM and 29.7 NM do not fly EAST below 7190' (7059').
2 334^ from ARP between 16.2 NM and 27 NM do not fly WEST below 7030' (6899').

ALT/HEIGHT CONVERSION

QNH	(QFE)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

These SIDs require a minimum climb gradient of 5.0% up to RILIT.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
NITOL 3D	Climb straight ahead to RILIT, turn LEFT, 302^ track to NITOL, continue to LETSA.
TINEN 3D	Climb straight ahead to RILIT, turn RIGHT, 049^ track to KULOD, 009^ track to

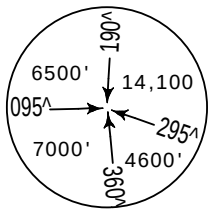
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3K) .Eff.21.Aug. .SID.

Apt Elev 131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.

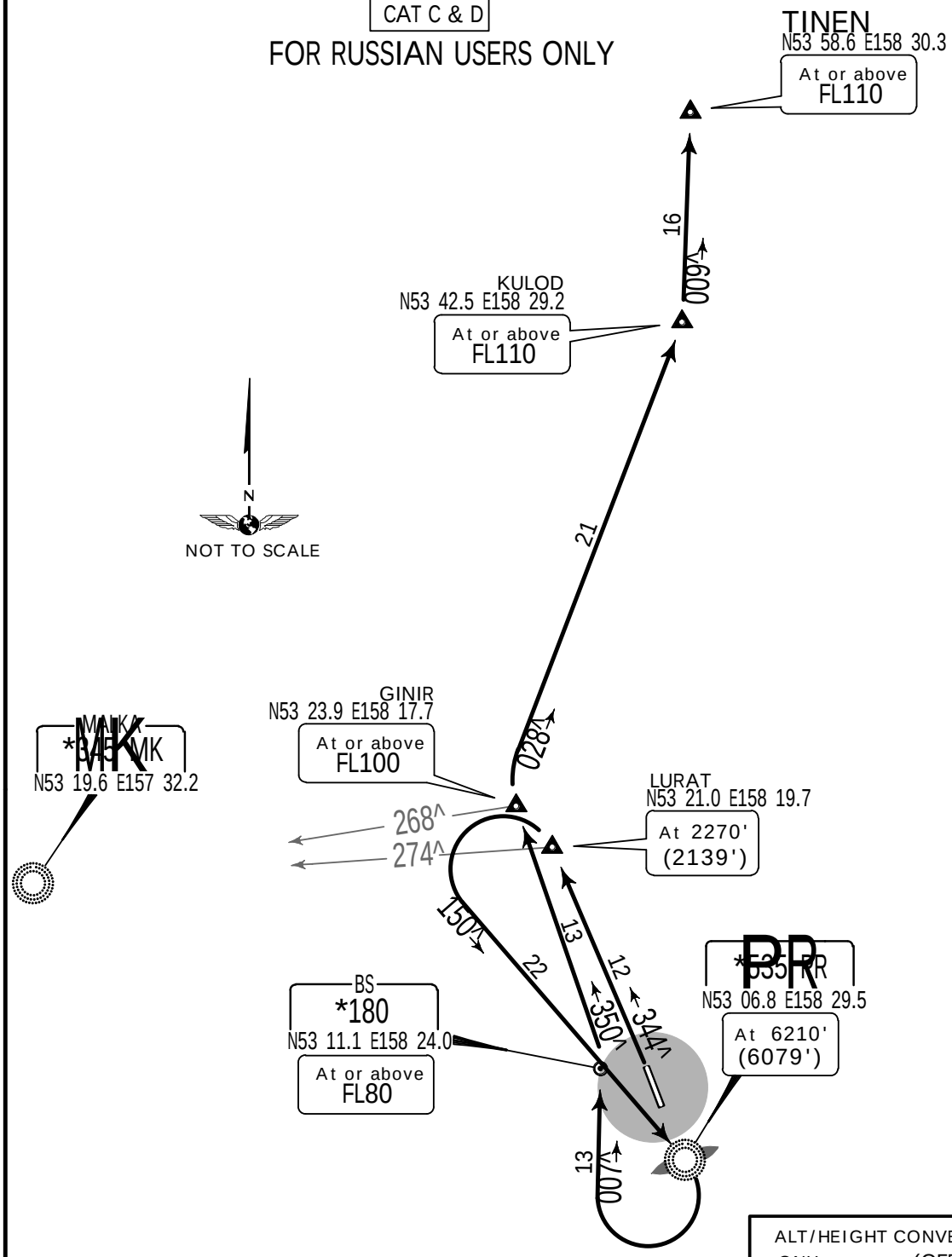


TINEN 3E [TINE3E]
RWY 34R DEPARTURE

SPEED: MAX 250 KT BELOW FL150

CAT C & D

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2270'	(2139' - 650m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)

ROUTING

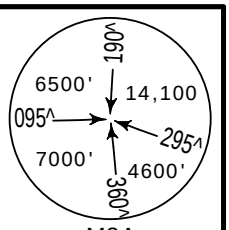
Climb straight ahead to LURAT, turn LEFT, intercept 150^ bearing to PR, turn RIGHT, 007^ track

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-3L) .Eff.21.Aug. .SID.

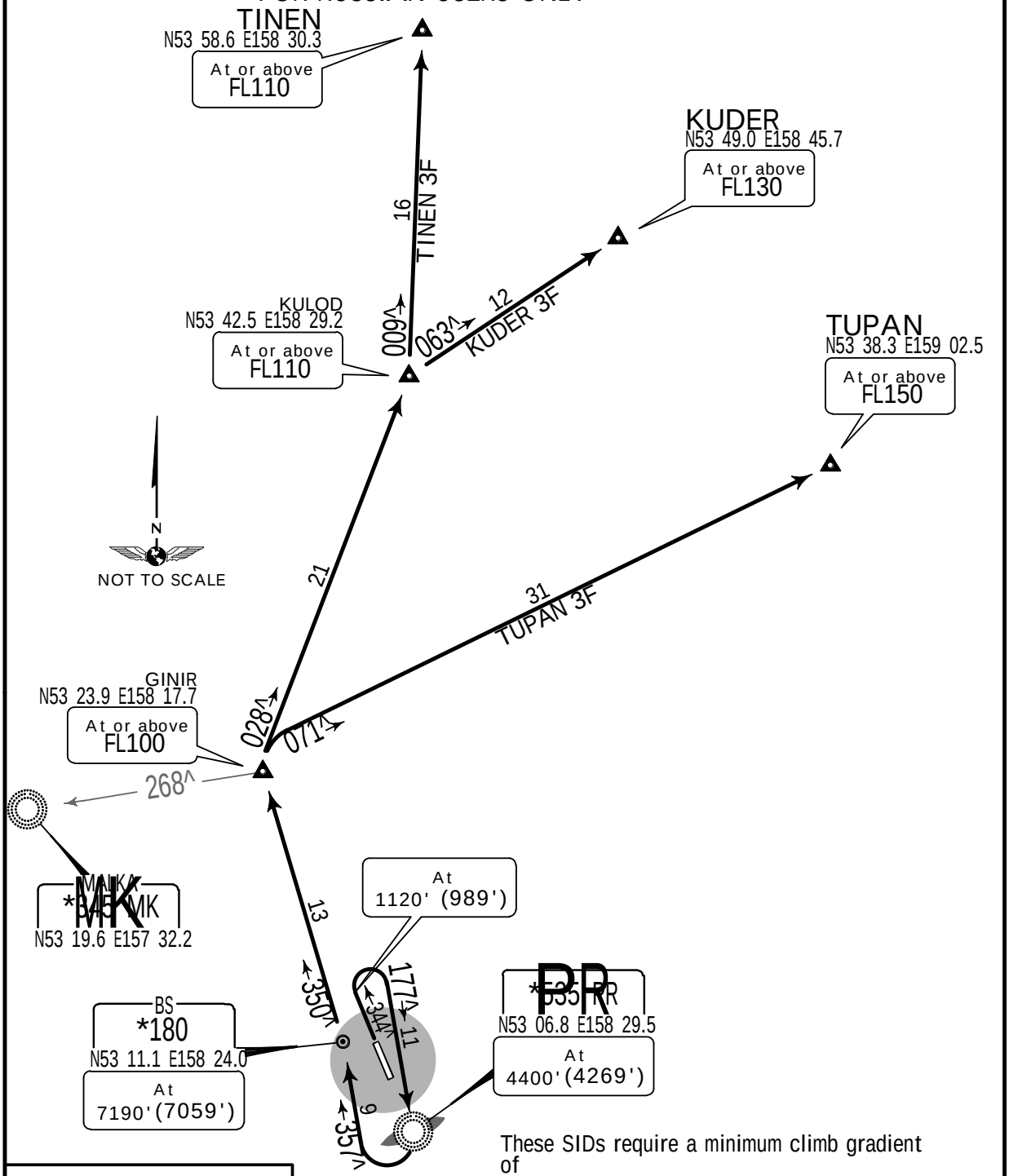
Apt Elev 131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.



KUDER 3F [KUDE3F], TINEN 3F [TINE3F]
TUPAN 3F [TUPA3F]
RWY 34R DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
1120'	(989' - 300m)
4400'	(4269' - 1300m)
7190'	(7059' - 2150m)

These SIDs require a minimum climb gradient of
5.7% up to BS, then
3.6% up to GINIR.

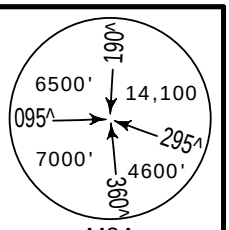
Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
5.7% V/V (fpm)	430	573	860	1147	1440	1720

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-3M) .Eff.21.Aug. .SID.

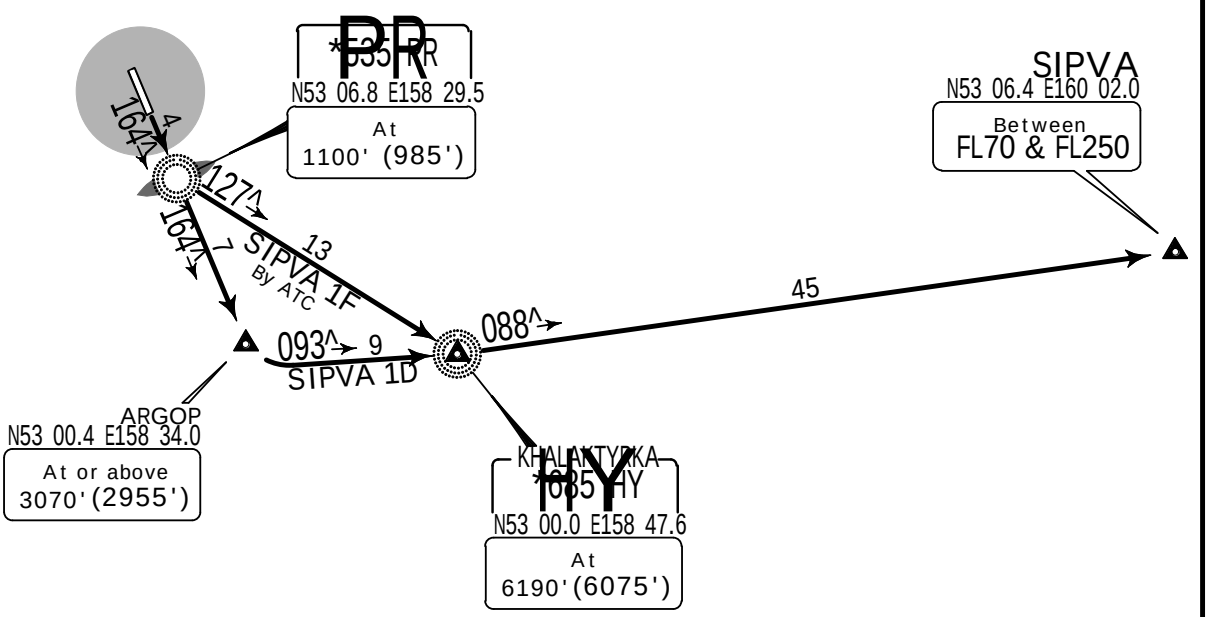
Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7895') Mountainous terrain.

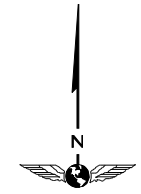


SIPVA 1D [SIPV1D]
SIPVA 1F [SIPV1F]
RWY 16L DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY





NOT TO SCALE

These SIDs require minimum climb gradients of
SIPVA 1D: 5.0% until ARGOP, then 5.9% up to HY.
SIPVA 1F: 5.0% until PR, then 6.5% up to HY.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ALT/HEIGHT CONVERSION

QNH	(QFE)
1100'	(985' - 300m)
3070'	(2955' - 900m)
6190'	(6075' - 1850m)

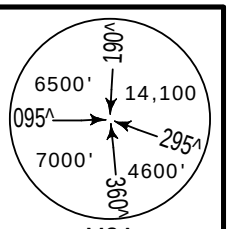
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3N) .Eff.21.Aug. .SID.

Apt Elev 131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.

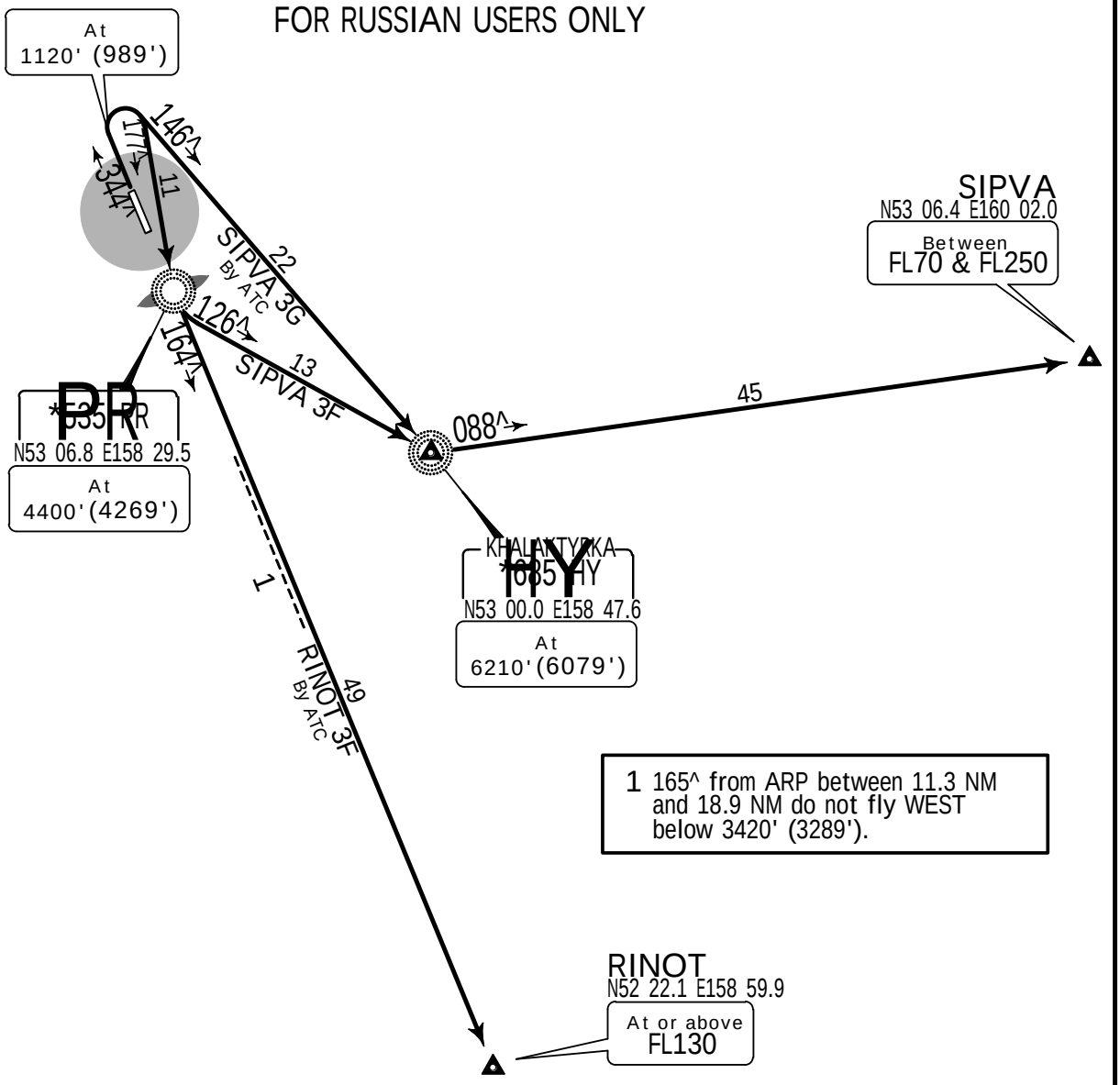


MSA ARP

RINOT 3F [RINO3F], SIPVA 3F [SIPV3F]
SIPVA 3G [SIPV3G]
RWY 34R DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



1 165^ from ARP between 11.3 NM and 18.9 NM do not fly WEST below 3420' (3289').

N

NOT TO SCALE

These SIDs require minimum climb gradients of
RINOT 3F, SIPVA 3F: 5.7% until PR.
SIPVA 3G: 3.9% until HY.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION

QNH	(QFE)
1120'	(989' - 300m)
3420'	(3289' - 1000m)
4400'	(4269' - 1300m)
6210'	(6079' - 1850m)

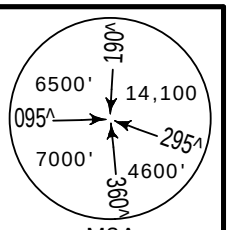
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-3P) .Eff.21.Aug. .SID.

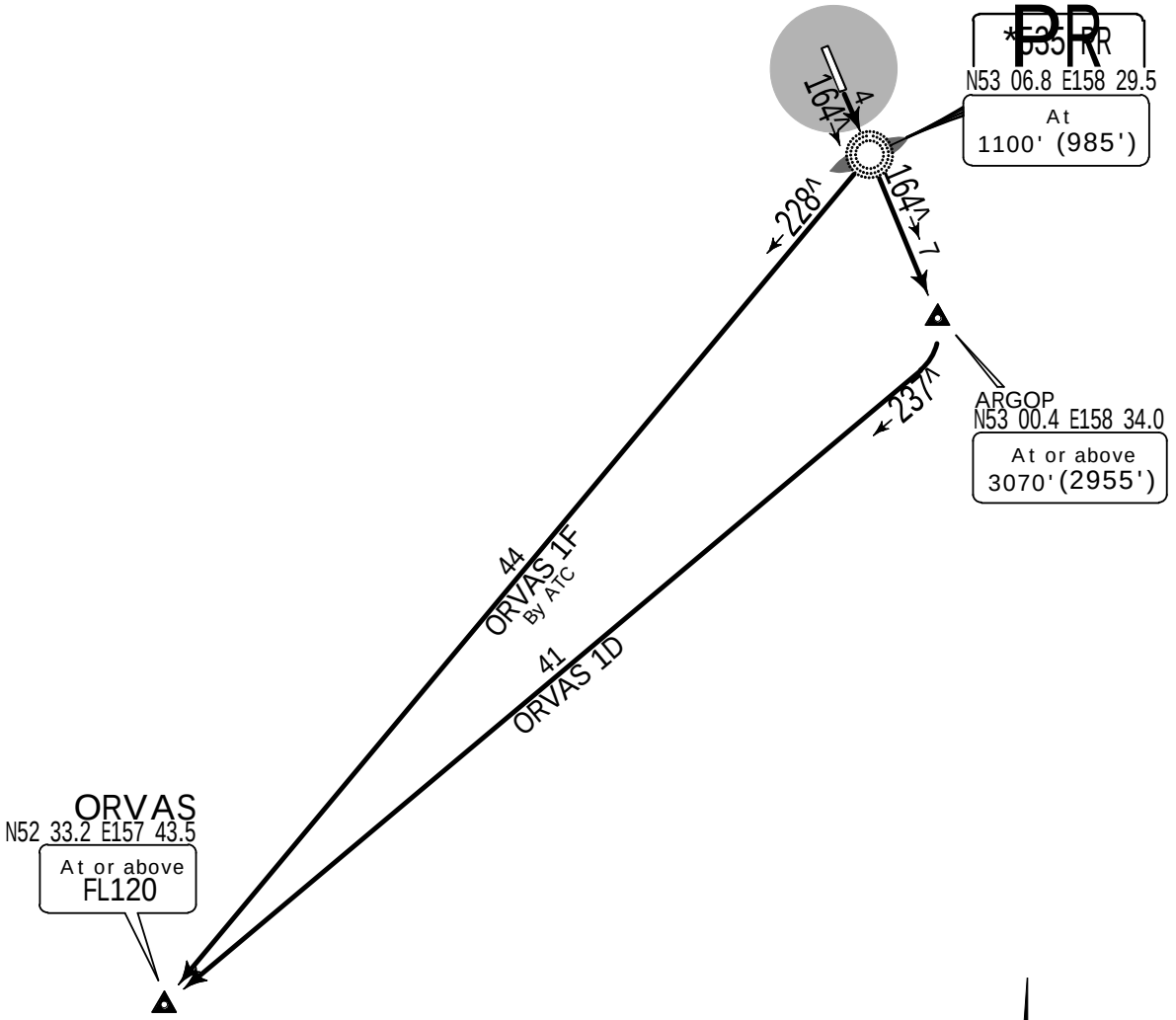
Apt Elev 131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7895') Mountainous terrain.



ORVAS 1D [ORVA1D], ORVAS 1F [ORVA1F] RWY 16L DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of
ORVAS 1D: 5.0% until ARGOP.
ORVAS 1F: 5.0% until PR, then 4.1% up to ORVAS.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION

QNH	(QFE)
1100'	(985' - 300m)
3070'	(2955' - 900m)

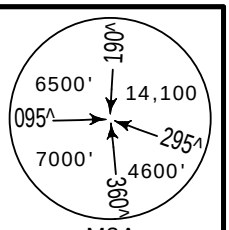
You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3Q) .Eff.21.Aug. .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.

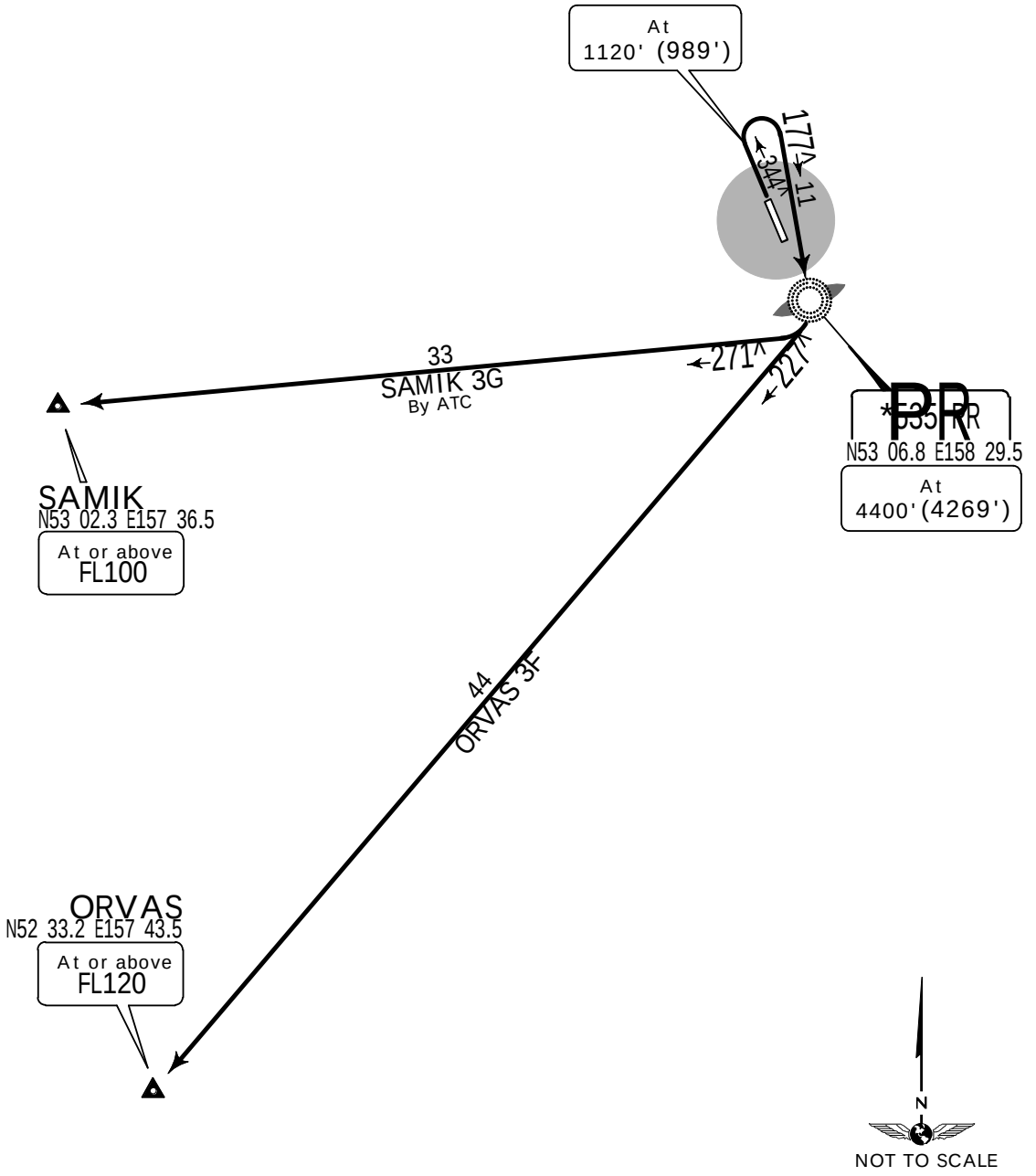


MSA
ARP

ORVAS 3F [ORVA3F]
SAMIK 3G [SAMI3G]
RWY 34R DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of
ORVAS 3F, SAMIK 3G: 5.7% up to PR.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	422	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION

QNH	(QFE)
1120'	(989' - 300m)
4400'	(4269' - 1300m)

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

CHANGES: SID SAMIK 7D withdrawn; SIDs renumbered.

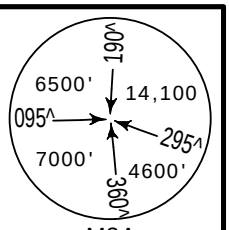
JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3S) .Eff.21.Aug. .SID.

Apt Elev	
131'	QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879') Mountainous terrain.

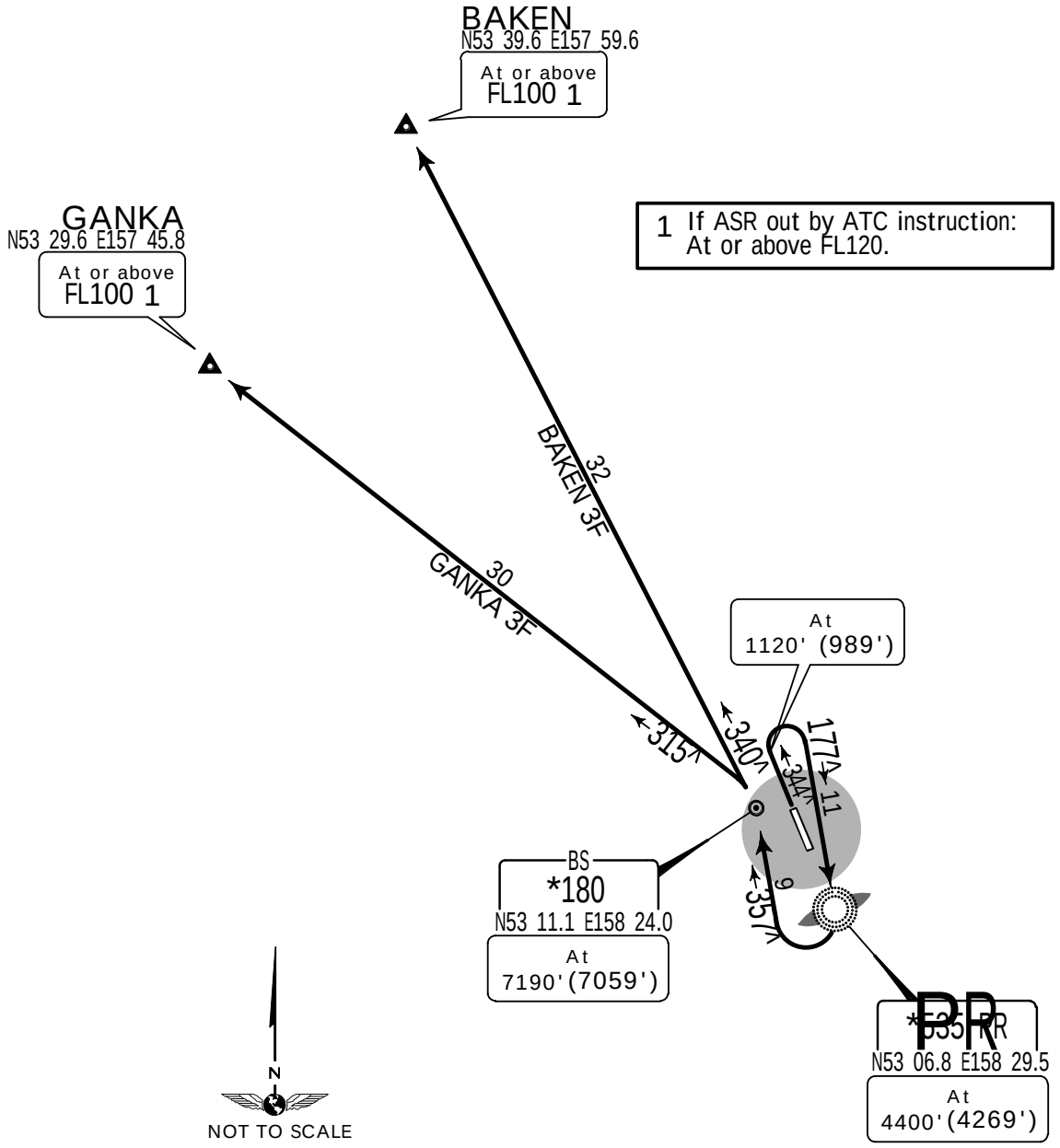


MSA
ARP

BAKEN 3F [BAKE3F], GANKA 3F [GANK3F]
RWY 34R DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients of
5.7% up to BS.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION

QNH	(QFE)
1120'	(989' - 300m)
4400'	(4269' - 1300m)
7190'	(7059' - 2150m)

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

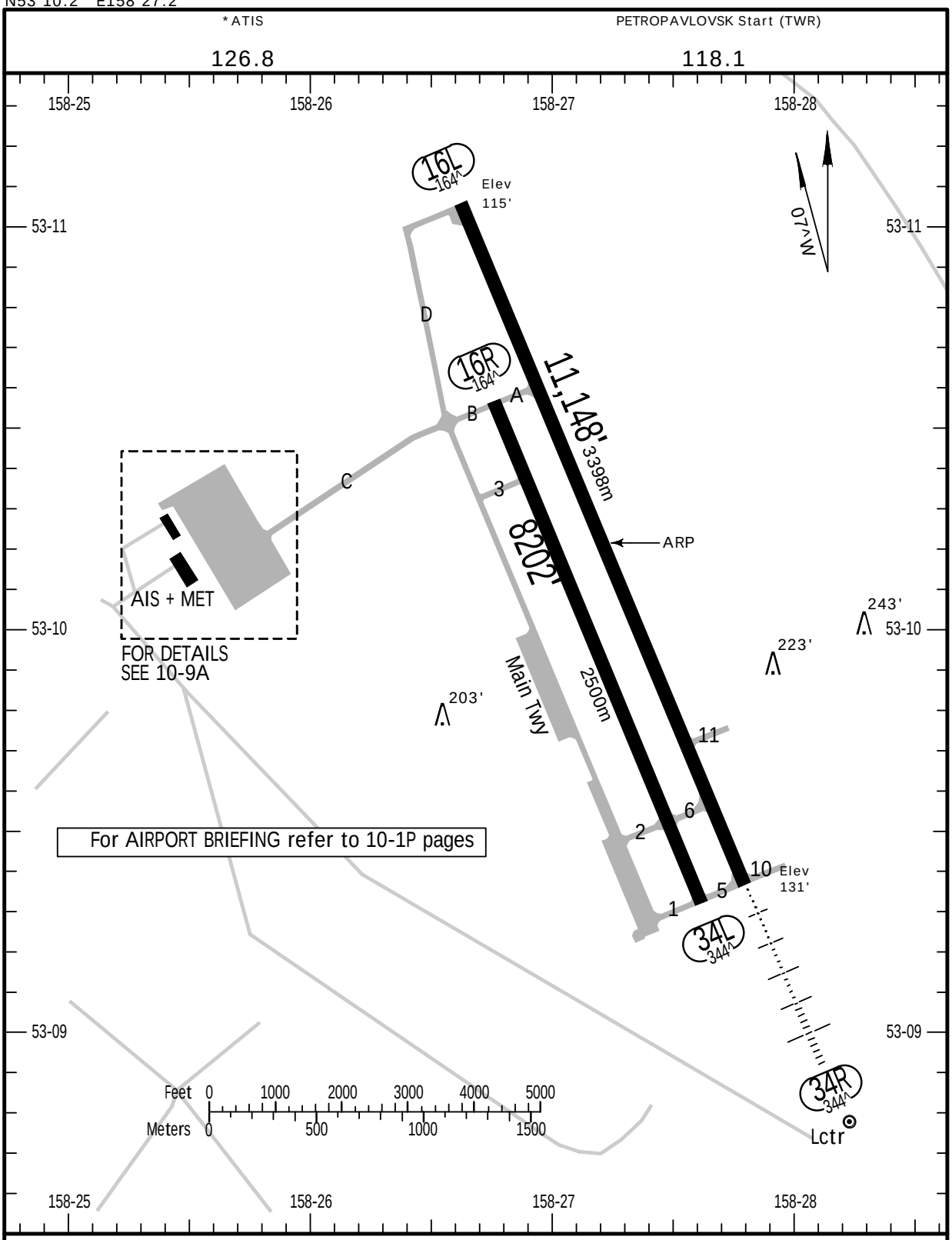
JEPPESEN, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

Apt Elev 131' 28 MAR 14 (10-9) .Eff.3.Apr. YELIZOVO

N53 10.2 E158 27.2



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L	HIRL(60m)	RVR			1	197' 60m
34R	HIRL(60m) HIALS PAPI-L (angle 2.67^)	RVR		10,115' 3083m		

1 TAKE-OFF RUN AVAILABLE

RWY 16L:
From rwy head 11,148' (3398m)
twy A int 8163' (2488m)

RWY 34R:
From rwy head 11,148' (3398m)
twy 6 int 9836' (2998m)

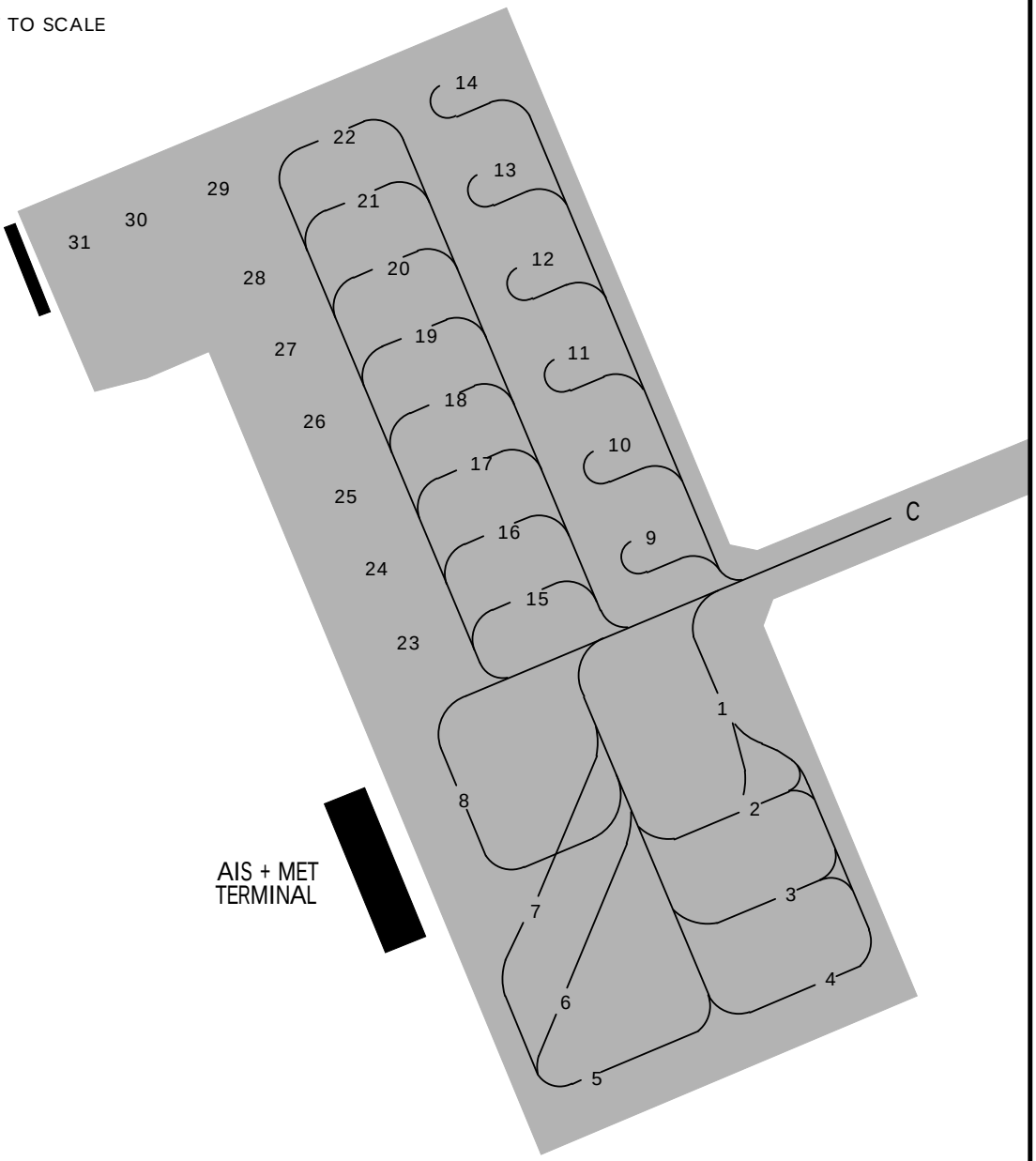
16R 2 34L						197' 60m

2 Rwy is used for taxiing only and closed for CIV acft.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

NOT TO SCALE



INS COORDINATES	
STAND No.	COORDINATES
1	N53 10.2 E158 25.7
2	N53 10.2 E158 25.8
3,4	N53 10.1 E158 25.8
5, 6	N53 10.1 E158 25.7
7	N53 10.1 E158 25.6
8	N53 10.2 E158 25.6

TAKE-OFF

AIR CARRIER (JAA)
Rwy 16L/34R

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

© JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC JEPPESEN .Standard.

11 OCT 13 .Eff.17.Oct. 10-9S

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

STRAIGHT-IN RWY		A	B	C	D
34R	ILS 1	331'(200')	331'(200')	331'(200')	331'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB 1 2 3	490'(359')	490'(359')	490'(359')	490'(359')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB 1 4	1120'(989')	1120'(989')	1120'(989')	1120'(989')
		C4000m	C4000m	C4200m	C4200m
	ALS out	C4700m	C4700m	C4900m	C4900m
	NDB 1 2 3	600'(469')	600'(469')	600'(469')	600'(469')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB 1 4	1190'(1059')	1190'(1059')	1190'(1059')	1190'(1059')
		C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m

1 Missed apch climb grad MIM 3.2%.
2 Continuous Descent Final Approach.
3 with FAF.
4 w/o FAF.

CIRCLE-TO-LAND 5	A	B	C	D
to rwy 16L	810'(695') ceil 470m-V3000m	810'(695') ceil 470m-V3000m	1400'(1285') ceil 520m-V5000m	1400'(1285') ceil 520m-V5000m

5 Circling height based on rwy 16L thresh elev of 115'.

TAKE-OFF RWY 16L, 34R

	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

11 OCT 13 .Eff.17.Oct. (11-1)

1 ILS or 2 NDB or NDB Rwy 34R

BRIEFING STRIP ™

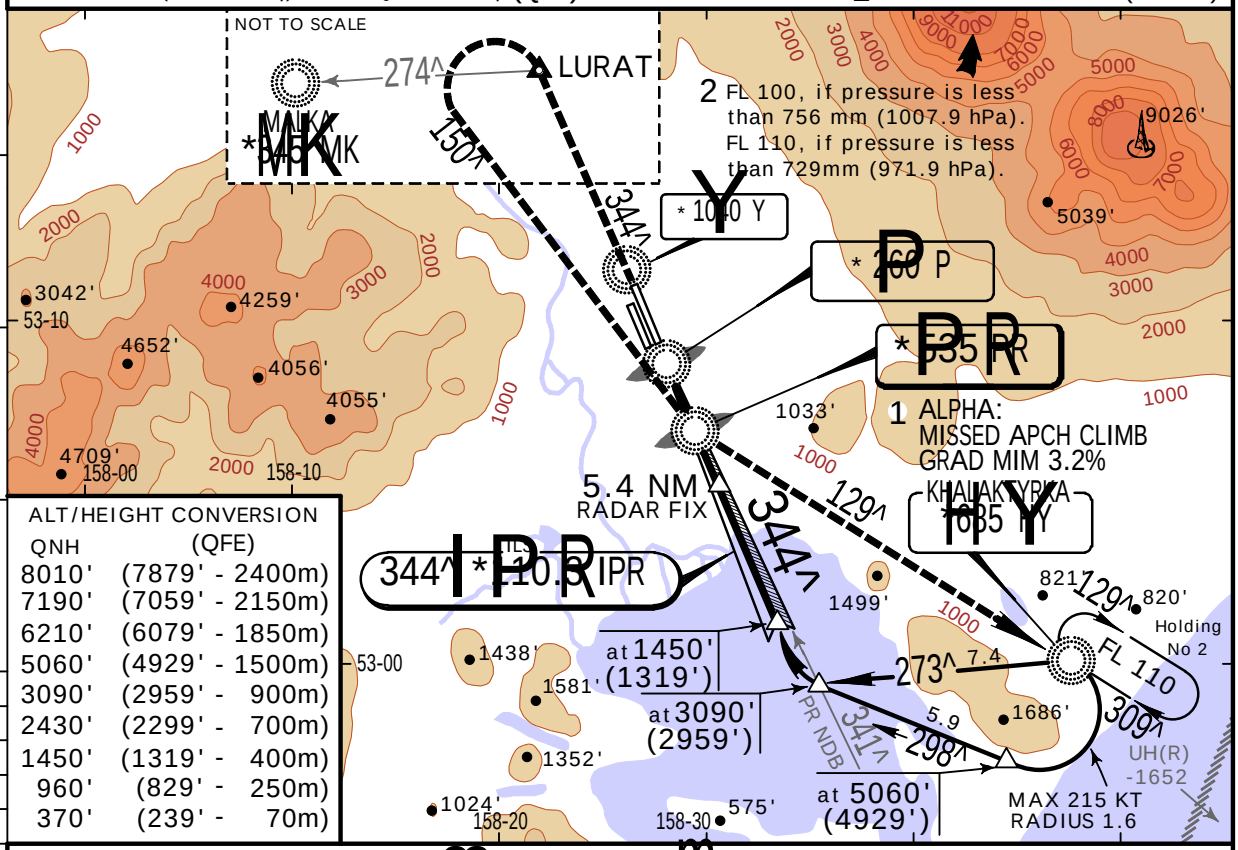
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

LOC IPR *110.3	Final Apch Crs 344^	GS LOM 951'(820')	ILS DA(H) 331'(200')	Apt Elev 131'
NDB PR *535		Minimum Alt 5.4 NM RADAR FIX 1450'(1319')	NDB MDA(H) Refer to Minimums	RWY 131'

MSA ARP: 6500' 095^ 190^ 14,100' 295^ 7000' 4600' 360^

MISSED APCH: Climb on 344^ to 2430'(2299') or above to LURAT, then turn LEFT onto 150^ climbing to 6210'(6079') to PR NDB, then turn LEFT onto 129^ climbing to 7190'(7059') to HY NDB, then according to chart or to holding No 2.
Climb grad MIM 3.2% until reaching PR NDB.

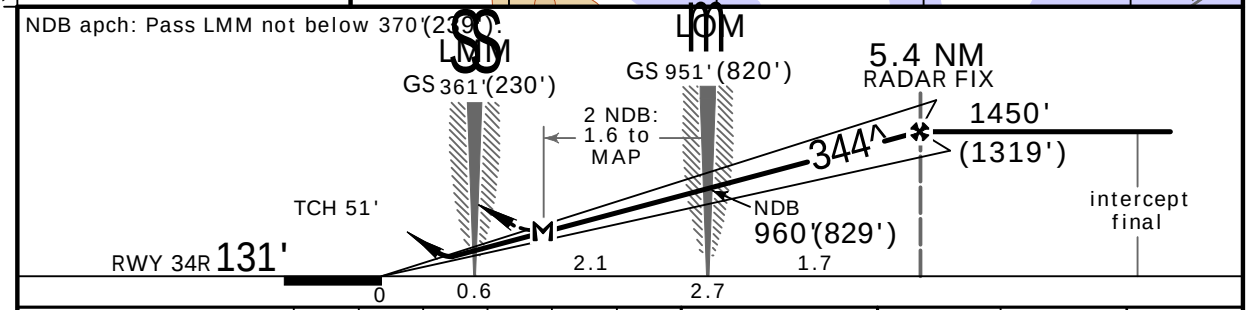
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 2 Trans alt: 8010'(7879')



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
6210'	(6079' - 1850m)
5060'	(4929' - 1500m)
3090'	(2959' - 900m)
2430'	(2299' - 700m)
1450'	(1319' - 400m)
960'	(829' - 250m)
370'	(239' - 70m)

NDB apch: Pass LMM not below 370'(239').



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Descent Angle 2.67^	331	425	472	567	661	756
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

HIALS PAPI 2430' (2299') or above on 344^

STRAIGHT-IN LANDING RWY 34R 1 2

	ILS DA(H) 331'(200') FULL	ILS DA(H) 331'(200') ALS out	2 NDB with FAF MDA(H) 490'(359')	2 NDB with FAF ALS out	2 NDB w/o FAF MDA(H) 1120'(989')	2 NDB w/o FAF ALS out	PR NDB with FAF MDA(H) 600'(469')	PR NDB with FAF ALS out	PR NDB w/o FAF MDA(H) 1190'(1059')	PR NDB w/o FAF ALS out
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m				
C					4000m	4800m			4000m	4800m
D			1800m		4400m		2300m		4400m	

NS OPS

CHANGES: TCH: FAF established.

JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

11 OCT 13 .Eff.17.Oct. (11-2)

1 ILS or 2 NDB or NDB Rwy 34R

BRIEFING STRIP ™

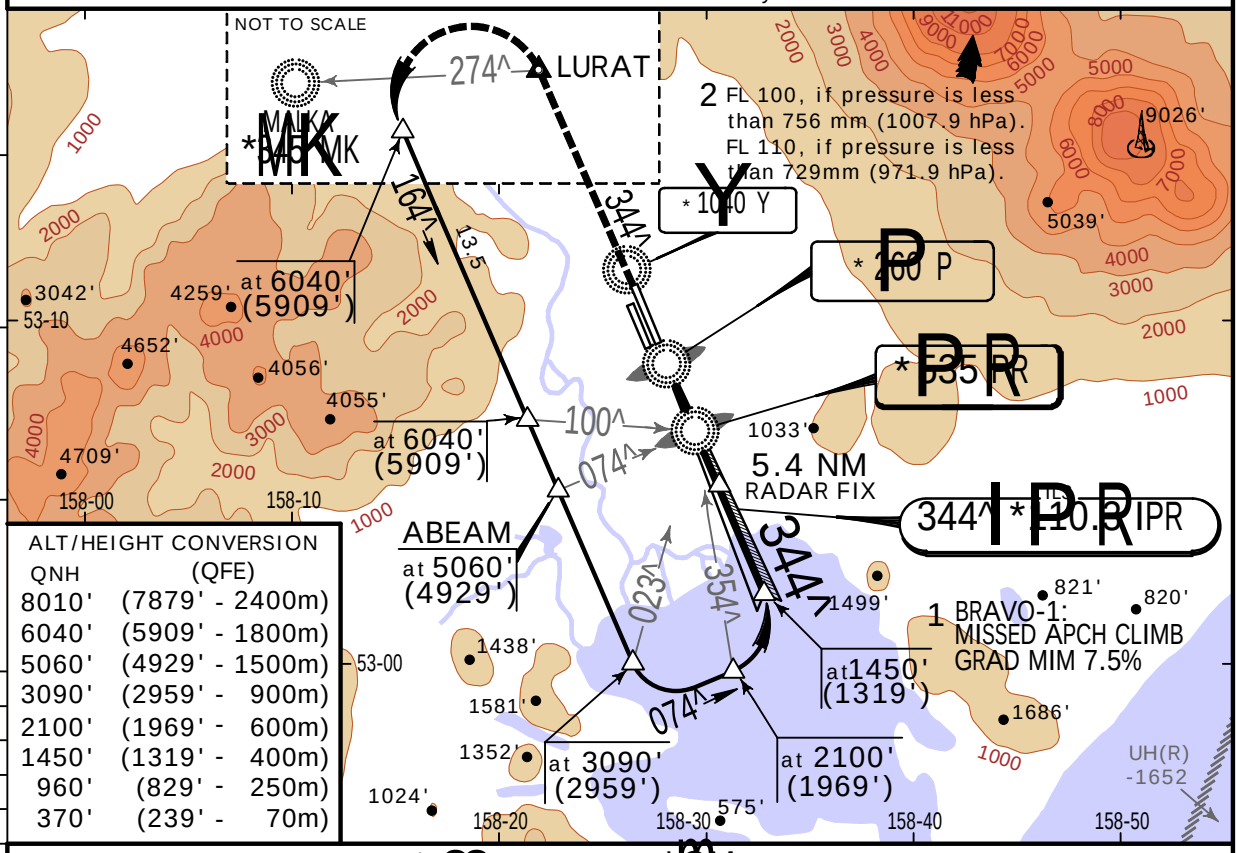
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

LOC IPR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 131'
*110.3	344^	951'(820')	331'(200')	RWY 131'
NDB PR		Minimum Alt 5.4 NM RADAR FIX	NDB MDA(H) Refer to Minimums	
*535		1450'(1319')		

MSA ARP: 6500' 095^ 7000' 190^ 14,100' 295^ 4600' 360^

MISSED APCH: Climb on 344^ to 5060'(4929'), then turn LEFT onto 164^ climbing to 6040'(5909'), then according to chart.

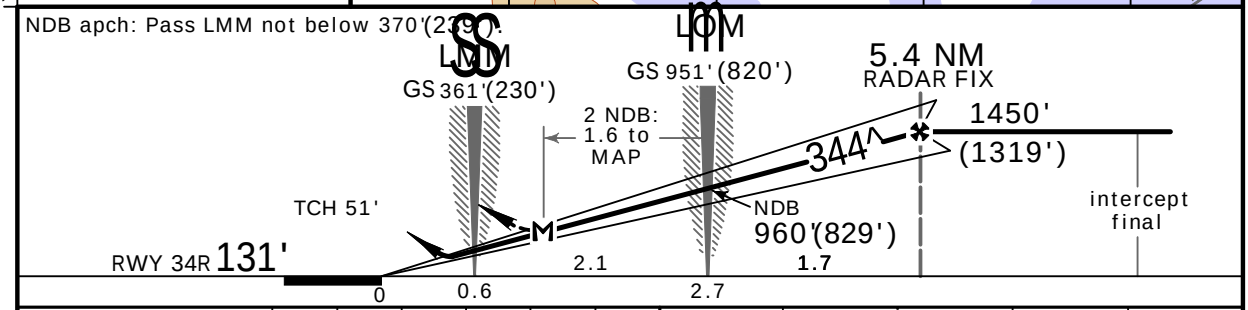
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 2 Trans alt: 8010'(7879')
Procedure also carried out in case of radio com failure immediately after take-off.



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
6040'	(5909' - 1800m)
5060'	(4929' - 1500m)
3090'	(2959' - 900m)
2100'	(1969' - 600m)
1450'	(1319' - 400m)
960'	(829' - 250m)
370'	(239' - 70m)

NDB apch: Pass LMM not below 370'(239').



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67^	331	425	472	567	661	756
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

HIALS PAPI — 5060' (4929') on 344^ — 164^ LT — 6040' (5909')

STRAIGHT-IN LANDING RWY 34R 1 2

	ILS		2 NDB				PR NDB			
			with FAF		w/o FAF		with FAF		w/o FAF	
	DA(H) 331'(200')		MDA(H) 490'(359')		MDA(H) 1120'(989')		MDA(H) 600'(469')		MDA(H) 1190'(1059')	
	FULL	ALS out		ALS out		ALS out		ALS out		ALS out
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m				
C					4000m	4800m			4000m	4800m
D			1800m		4400m		2300m		4400m	

NS OPS

CHANGES: TCH: FAF established.

JEPPESEN, 2003, 2013. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

11 OCT 13 .Eff.17.Oct. (11-3)

1 ILS or 2 NDB or NDB Rwy 34R

BRIEFING STRIP ™

*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

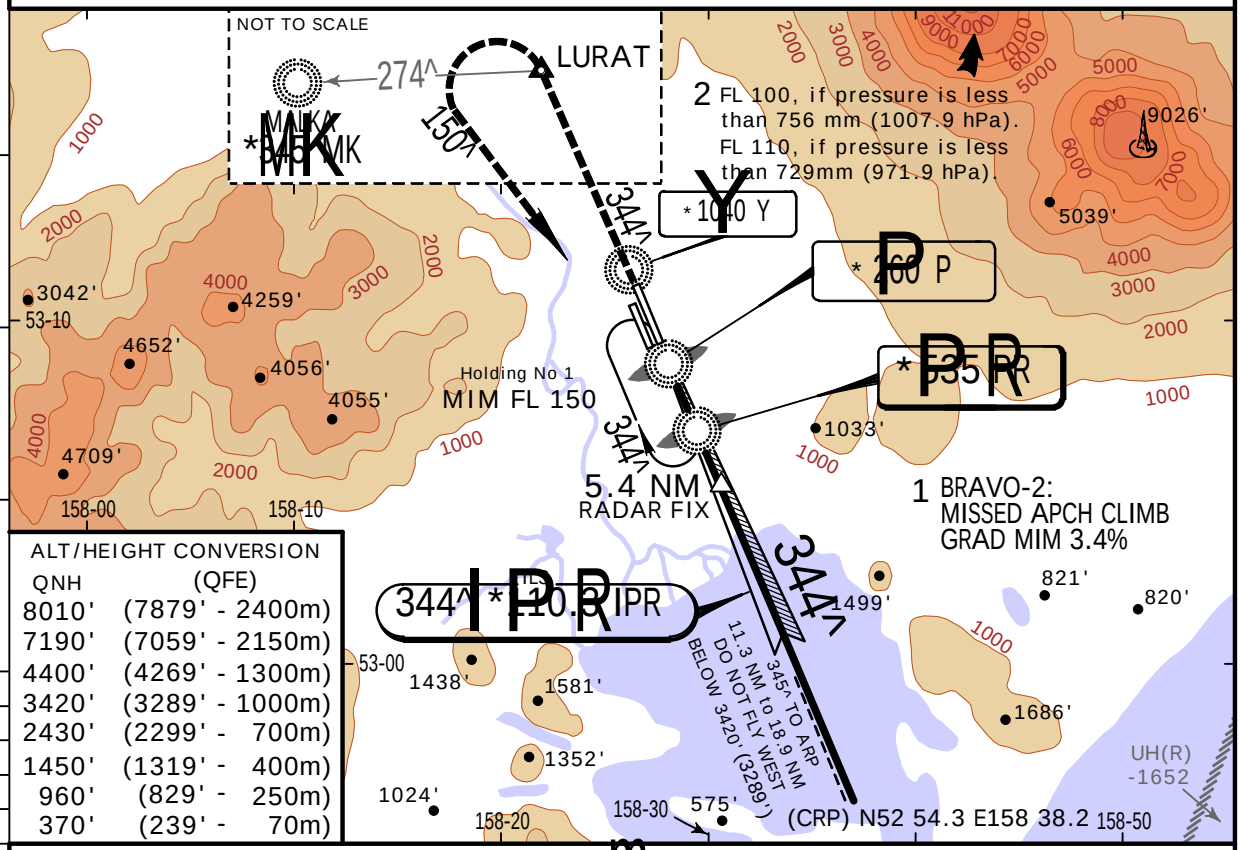
LOC IPR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 131'
*110.3	344^	951'(820')	331'(200')	RWY 131'
NDB PR		Minimum Alt 5.4 NM RADAR FIX	NDB MDA(H) Refer to Minimums	
*535		1450'(1319')		

MSA ARP: 6500' 095^ 7000' 14,100' 295^ 4600' 360^ 190^

MISSED APCH: Climb on 344^ to 2430'(2299') or above to LURAT, then turn LEFT onto 150^ climbing to 7190'(7059') to PR NDB, then proceed to holding No 1.

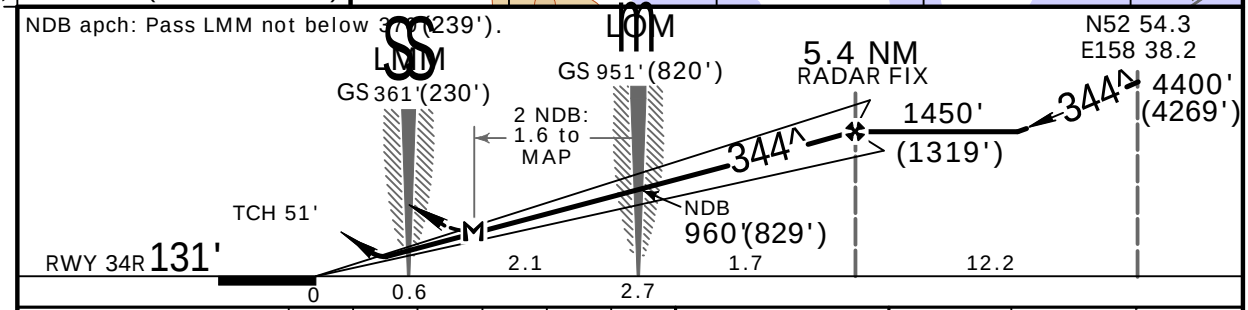
Climb grad MIM 3.4% until reaching PR NDB.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 2 Trans alt: 8010'(7879')



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
2430'	(2299' - 700m)
1450'	(1319' - 400m)
960'	(829' - 250m)
370'	(239' - 70m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67^	331	425	472	567	661	756
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

HIALS PAPI — 2430' (2299') or above on 344^

STRAIGHT-IN LANDING RWY 34R 1 2

	ILS DA(H) 331'(200') FULL	ILS DA(H) 331'(200') ALS out	2 NDB with FAF MDA(H) 490'(359')	2 NDB with FAF MDA(H) 490'(359') ALS out	2 NDB w/o FAF MDA(H) 1120'(989')	2 NDB w/o FAF MDA(H) 1120'(989') ALS out	PR NDB with FAF MDA(H) 600'(469')	PR NDB with FAF MDA(H) 600'(469') ALS out	PR NDB w/o FAF MDA(H) 1190'(1059')	PR NDB w/o FAF MDA(H) 1190'(1059') ALS out
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m				
C					4000m	4800m			4000m	4800m
D			1800m		4400m		2300m		4400m	

NS OPS

CHANGES: TCH: FAF established.

JEPPESEN, 1963, 2013. ALL RIGHTS RESERVED.

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

Licensed to Pilot. Printed on 20 Oct 2014.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 20-2014

UHPP/PKC YELIZOVO — JEPPESEN — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

11 OCT 13 .Eff.17.Oct. (19-10)

CIRCLING Rwy 16L

BRIEFING STRIP ™

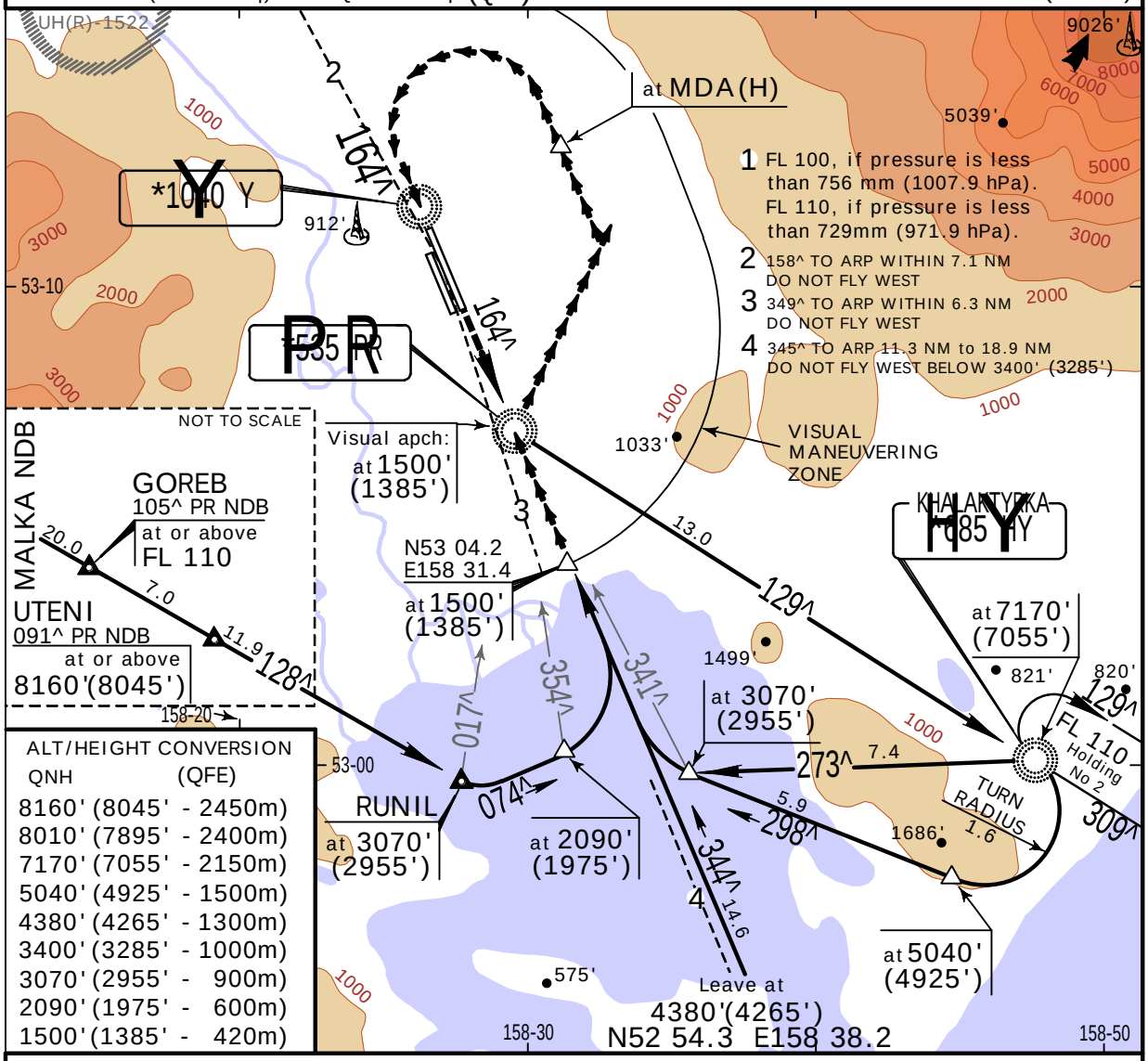
*ATIS	PETROPAVLOVSK Krug (RDR)	PETROPAVLOVSK Start (TWR)
126.8	119.4	118.1

VISUAL	Final Apch Crs 164^	No FAF	MDA(H) Refer to Minimums	Apt Elev 131' RWY 115'

MISSED APCH: Climb on 164^ to 2090'(1975'), then turn LEFT to holding No 2/HY NDB climbing to 7170' (7055'), then according to chart.

MSA ARP: 190^ 6500' 14,100' 095^ 295^ 7000' 4600' 360^

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 1 Trans alt: 8010'(7895')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8160'	(8045' - 2450m)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
5040'	(4925' - 1500m)
4380'	(4265' - 1300m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)
1500'	(1385' - 420m)

2090' (1975') on 164^

LANDING RWY 16L 1 .CEILING.REQUIRED.

	MDA(H)	CEIL-VIS
A B	810' (695')	470m - 3000m
C D	1400'(1285')	520m - 5000m

You created this PDF from an application that is not licensed to print to novaPDF printer (http://www.novapdf.com)

JEPPESEN, 1999, 2013. ALL RIGHTS RESERVED.