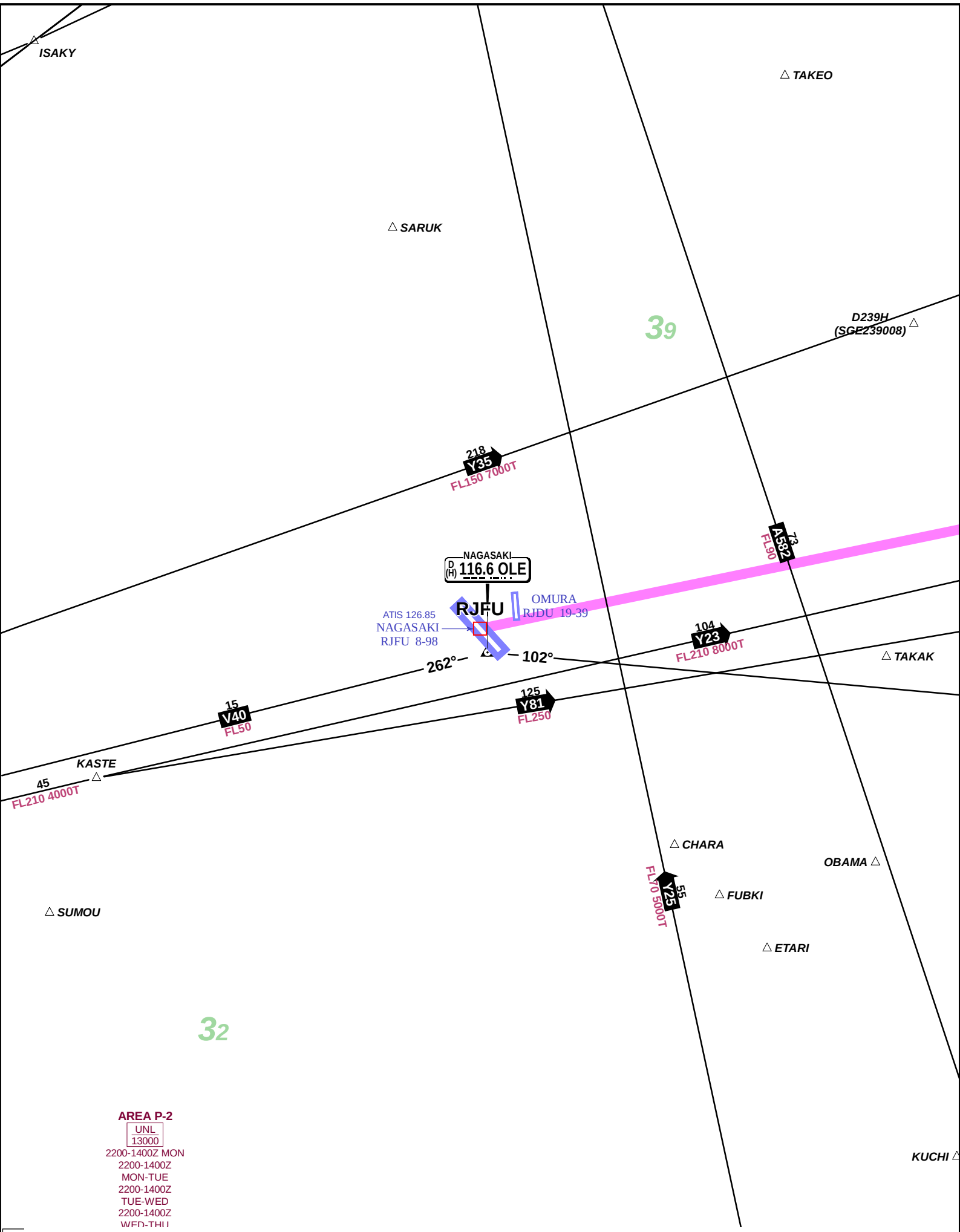
DEPARTURE (RJFU -> RJCC): RJFU (Nagasaki)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN
JeppView 3.6.2.0



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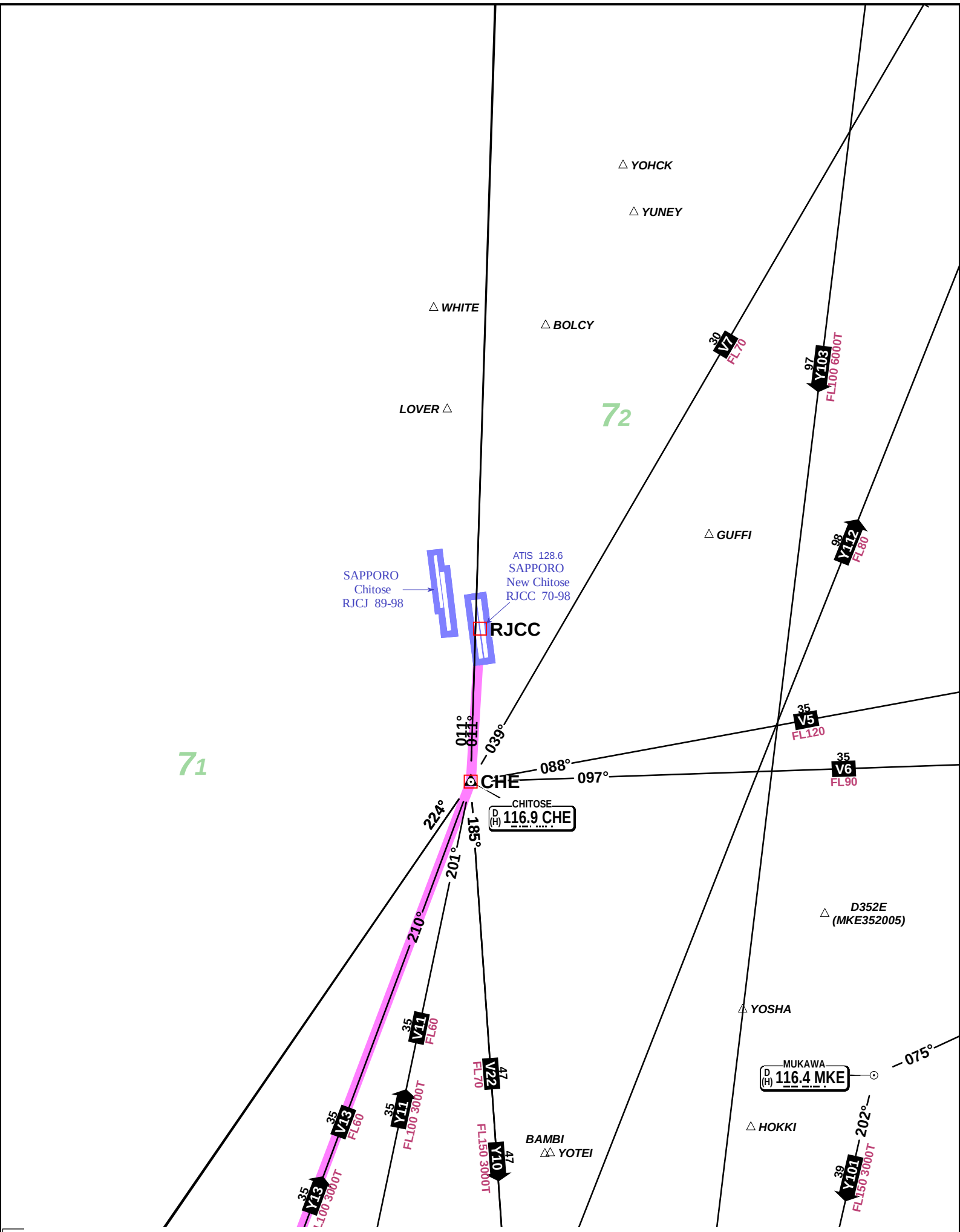
DESTINATION (RJFU -> RJCC): RJCC (New Chitose)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN
JeppView 3.6.2.0



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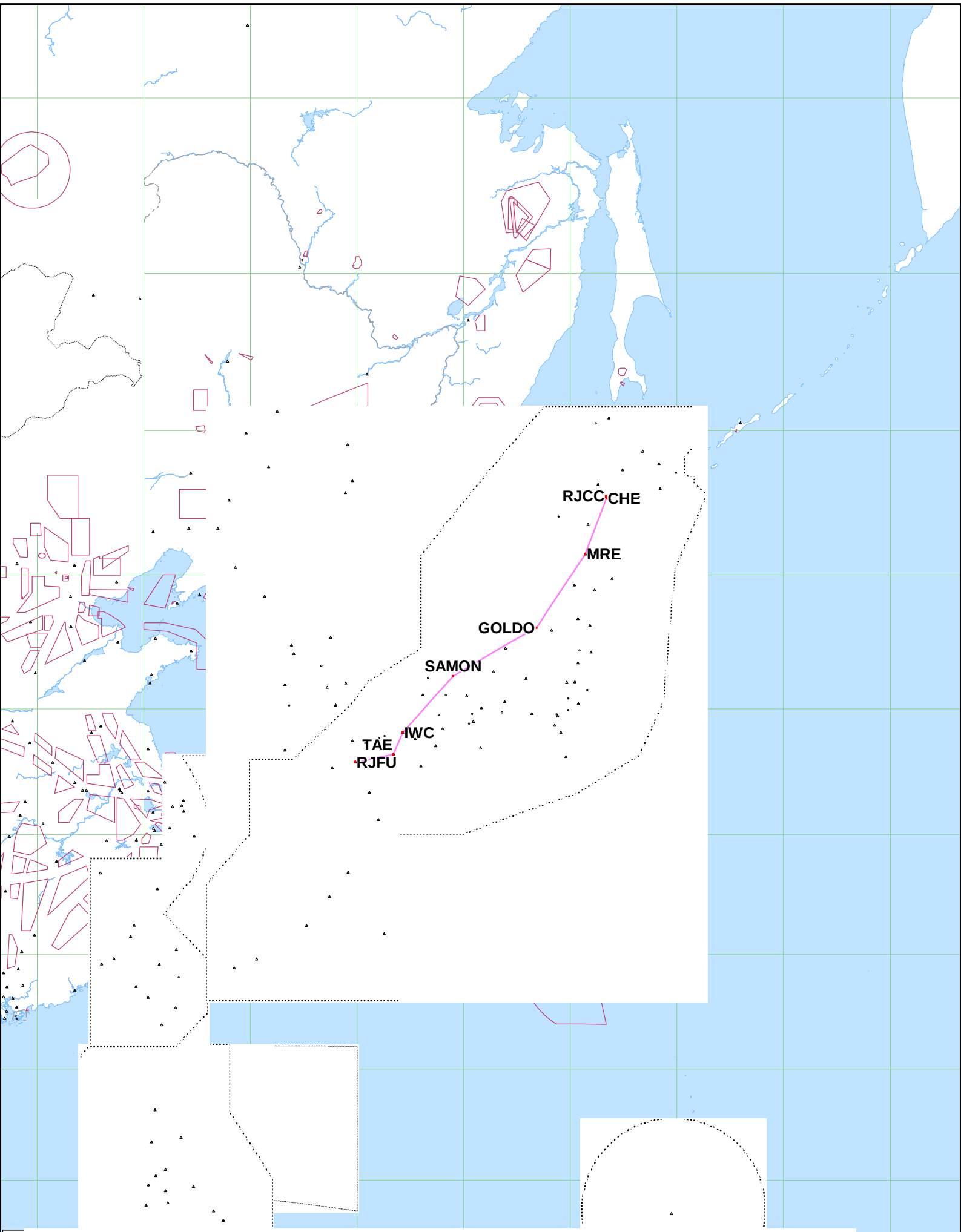
RJFU -> RJCC (Page 1 of 1)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

J E P P E S E N
JeppView 3.6.2.0



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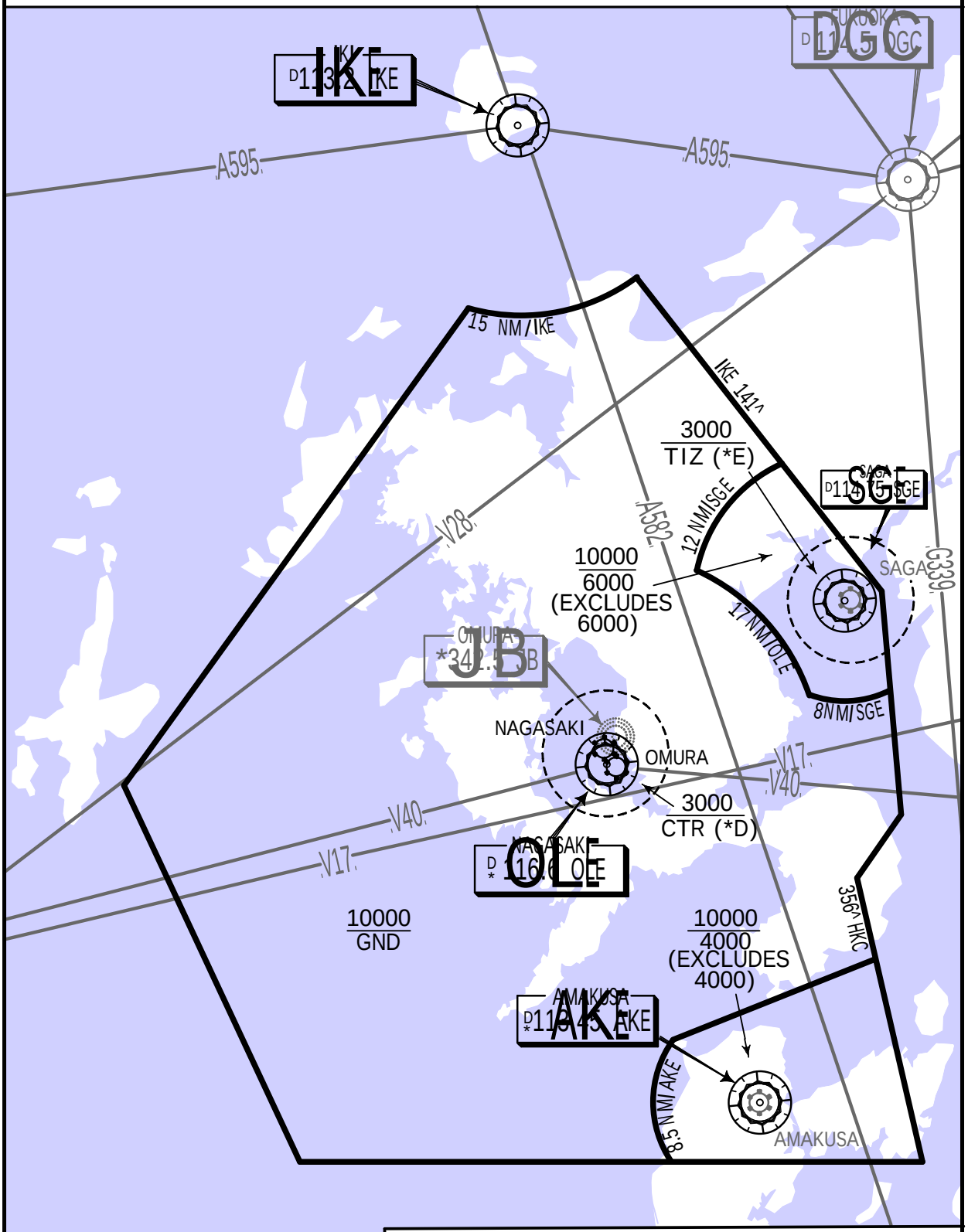
NAGASAKI APPROACH CONTROL AREA (E)

Transponder (Mode A/3 & 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 an Control Zone:

At or below 3000' MSL.....160 KTS Reciprocating
200 KTS Turbine-Powered

Above 3000' MSL.....250 KTS All

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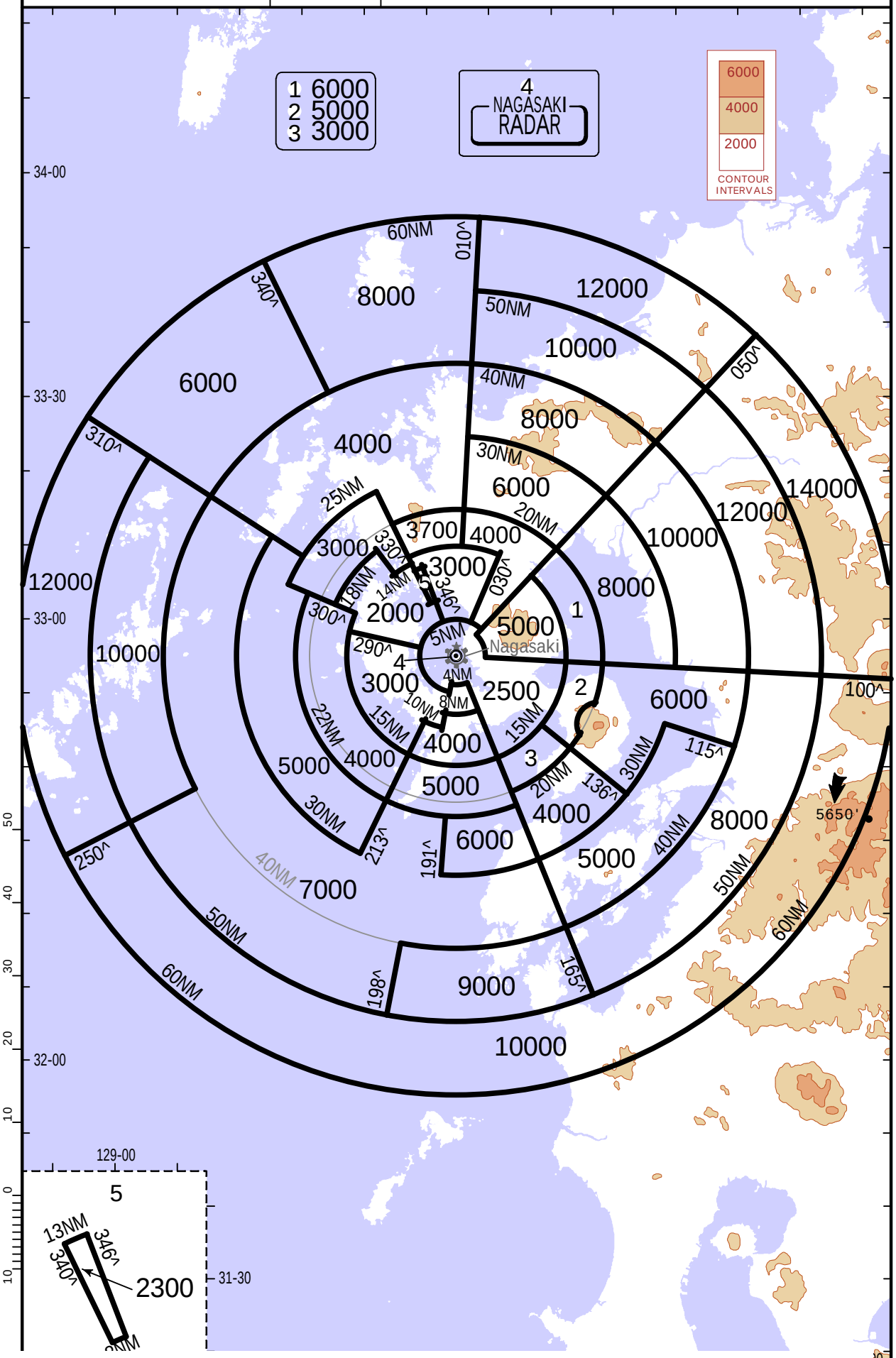
RJFU/NGS
NAGASAKI

JEPPESEN
6 JUN 14 (10-1R)

NAGASAKI, JAPAN
.RADAR.MINIMUM.ALTITUDES.

*NAGASAKI Radar	Apt Elev	Alt Set: IN (hPa on req)
119.175 121.025	8'	Trans level: FL140 Trans alt: 14000'



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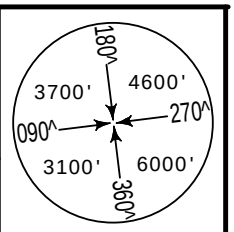
RJFU/NGS
NAGASAKI

JEPPESEN

9 DEC 11 (10-2) .Eff.14.Dec.1500Z.

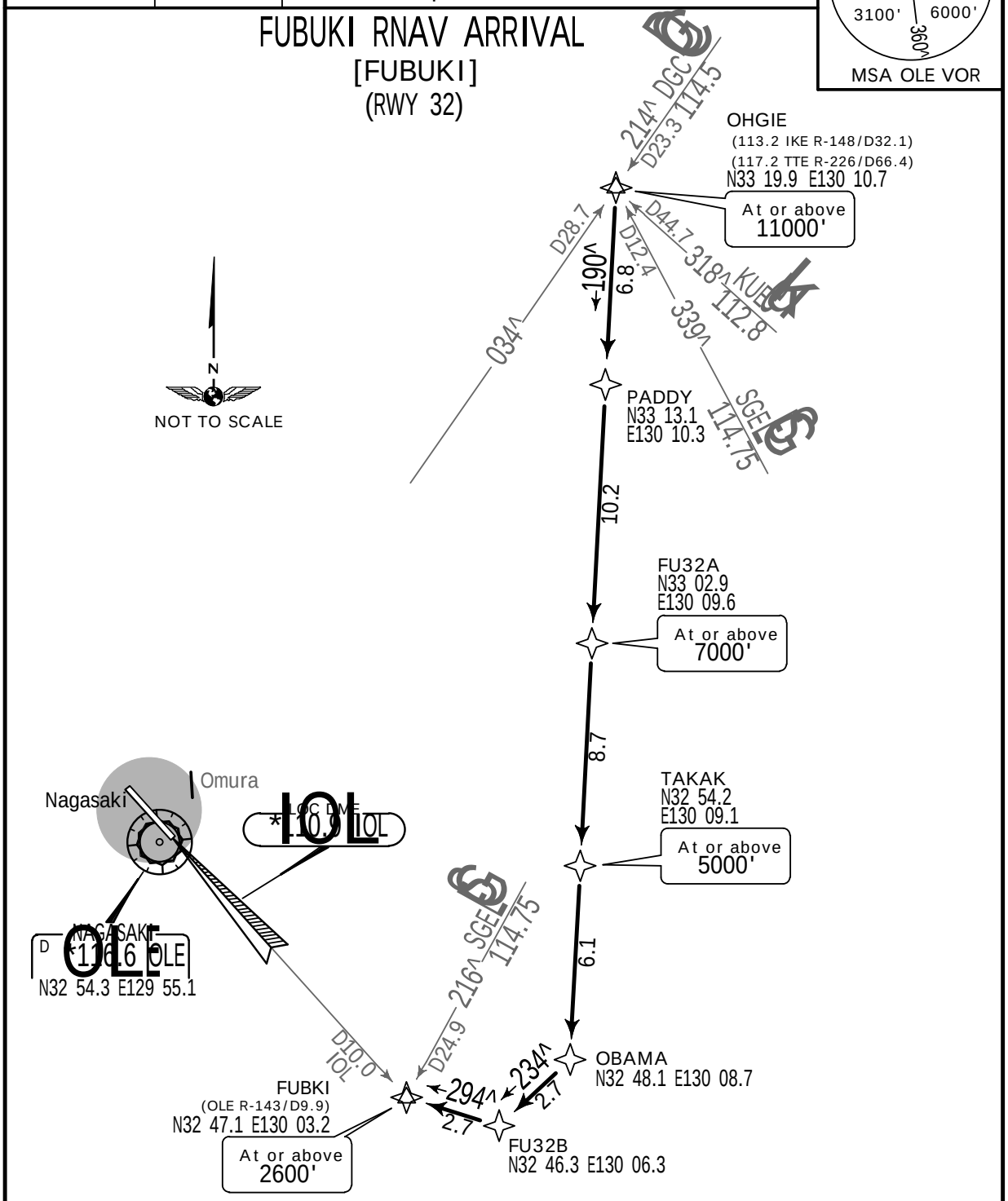
NAGASAKI, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
126.85	8'	Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.



MSA OLE VOR

FUBUKI RNAV ARRIVAL
[FUBUKI]
(RWY 32)



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
OLE	TAKAK - FUBKI	11.5 NM
SGE	2 NM to TAKAK - FUBKI	13.5 NM

ROUTING

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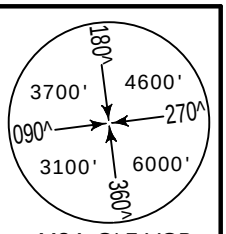
RJFU/NGS
NAGASAKI

JEPPESEN

9 DEC 11 (10-2A) .Eff.14.Dec.1500Z.

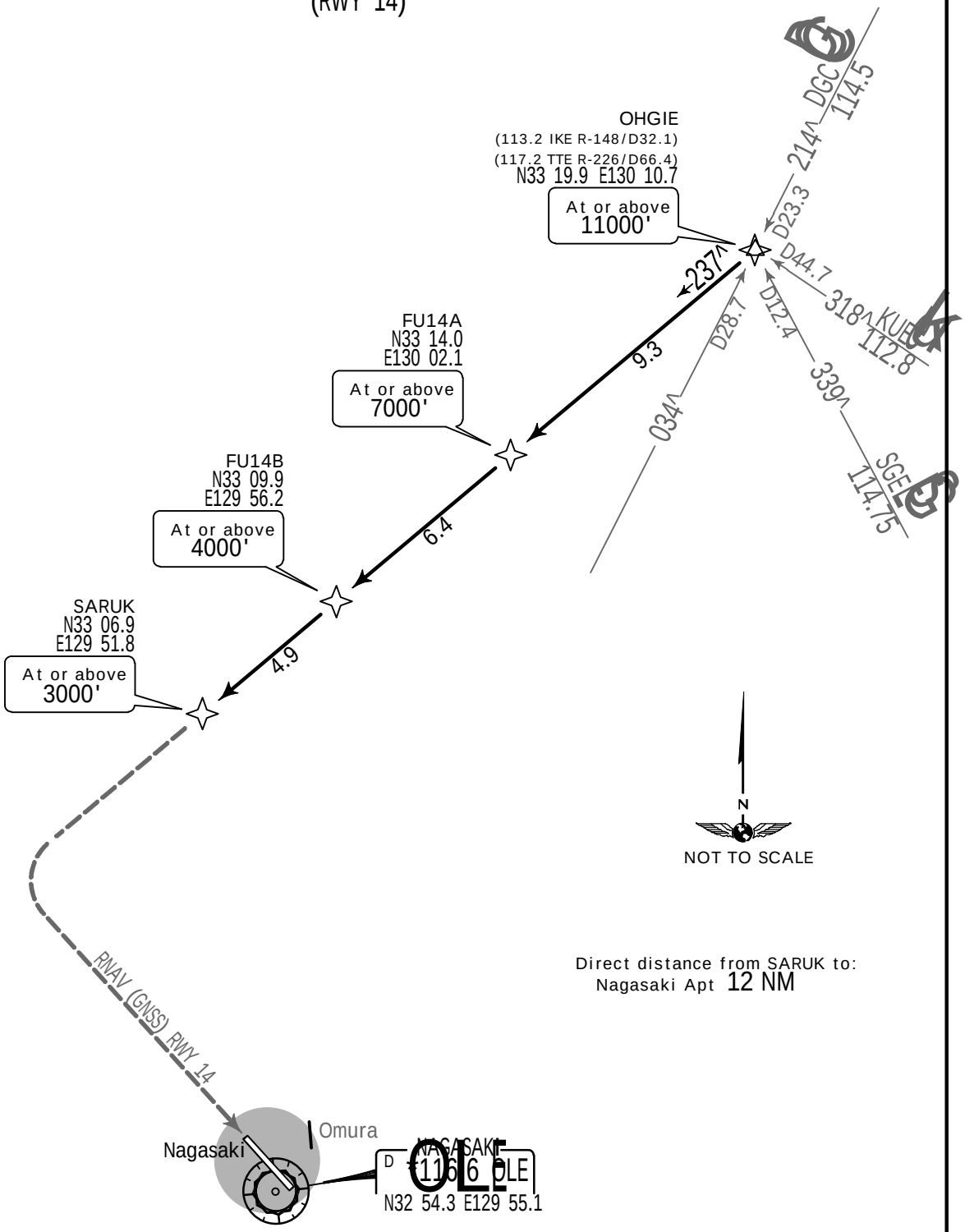
NAGASAKI, JAPAN
.RNAV.STAR.

*D-ATIS	Apt Elev	
126.85	8'	Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.



MSA OLE VOR

SARUKU RNAV ARRIVAL
[SARUKU]
(RWY 14)



Direct distance from SARUK to:
Nagasaki Apt 12 NM

ROUTING

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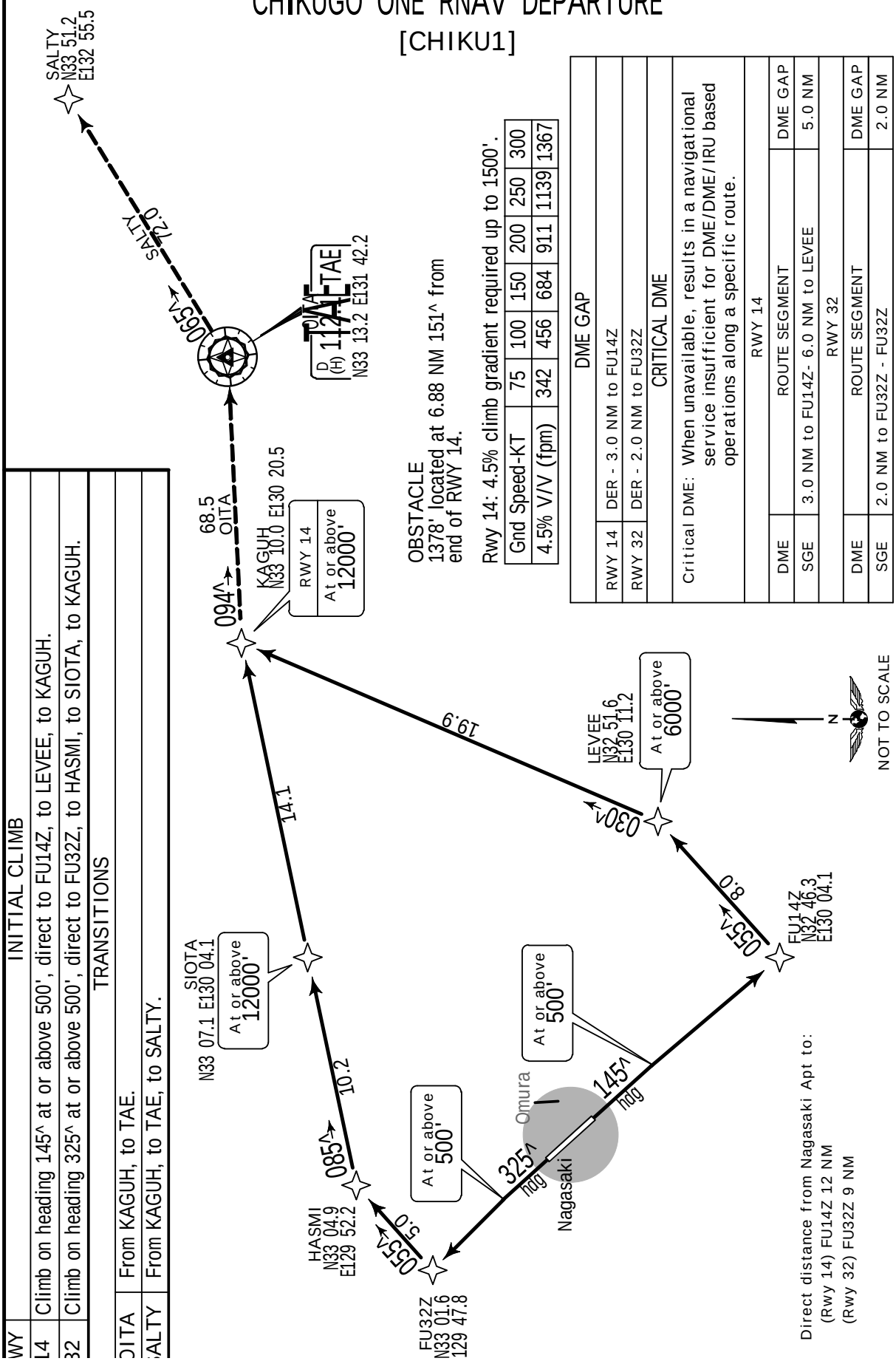
*NAGASAKI Departure (R) 121.0	Apt Elev 8'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

CHIKUGO ONE RNAV DEPARTURE

[CHIKU1]



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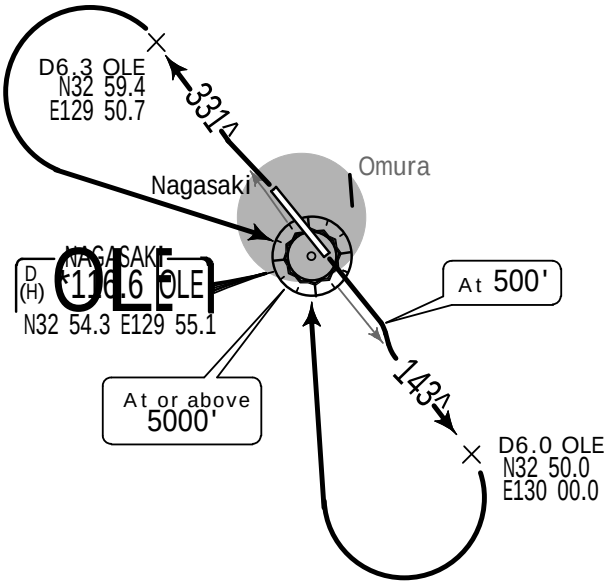
*NAGASAKI Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000'
121.0	8'	

NAGASAKI REVERSAL FOUR DEPARTURE
[OLE4R]



NOT TO SCALE

OBSTACLES
RWY 14: 1575' located at 7.69 NM 164^ from end of RWY 14.
RWY 32: 1969' located at 8.01 NM 271^ from end of RWY 32.

Rwy 14: 5.0% climb gradient required up to 1800'.
Rwy 32: 5.0% climb gradient required up to 1600'.

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

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D6.0 OLE, turn RIGHT, direct to OLE.

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RJFU/NGS
NAGASAKI

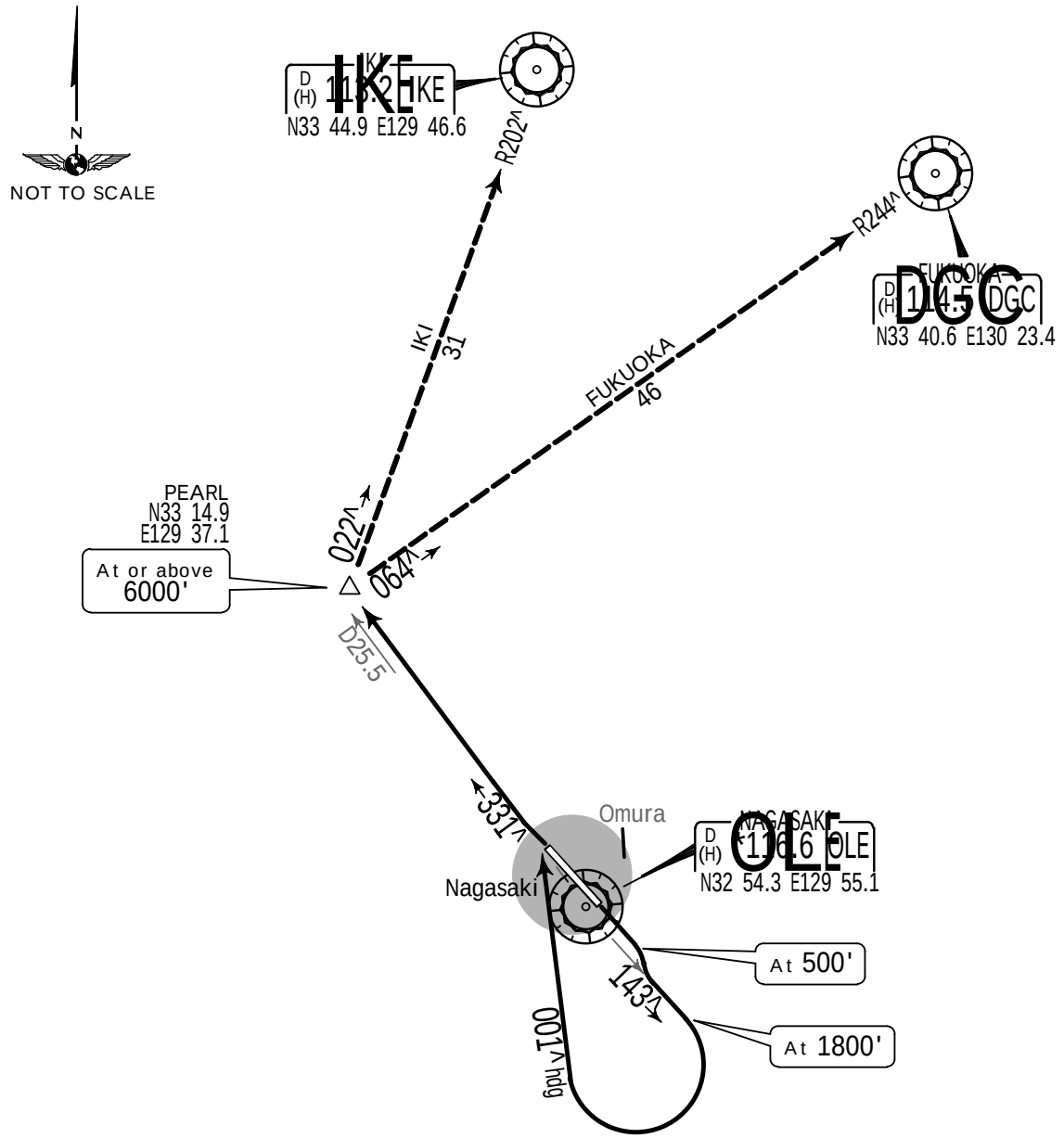
JEPPESEN

18 JUL 14 (10-3B) .Eff.23.Jul.1500Z.

NAGASAKI, JAPAN
.SID.

*NAGASAKI Departure (R) 121.0	Apt Elev 8'	Trans level: FL140 Trans alt: 14000'

NORTH EIGHT DEPARTURE
[NORTH8]



Rwy 14: 5.0% climb gradient required up to 1800'.

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

OBSTACLE
RWY 14: 854' located at 3.40 NM 170^ from end of RWY 14.

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to 1800', turn RIGHT heading 001^ to intercept and proceed via OLE R-331 to PEARL.
32	Climb via OLE R-331 to PEARL.

TRANSITIONS	
FUKUOKA	From PEARL, proceed via DGC R-244 to DGC.

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CHANGES: FUKUOKA TRANSITION revised.

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RJFU/NGS
NAGASAKI

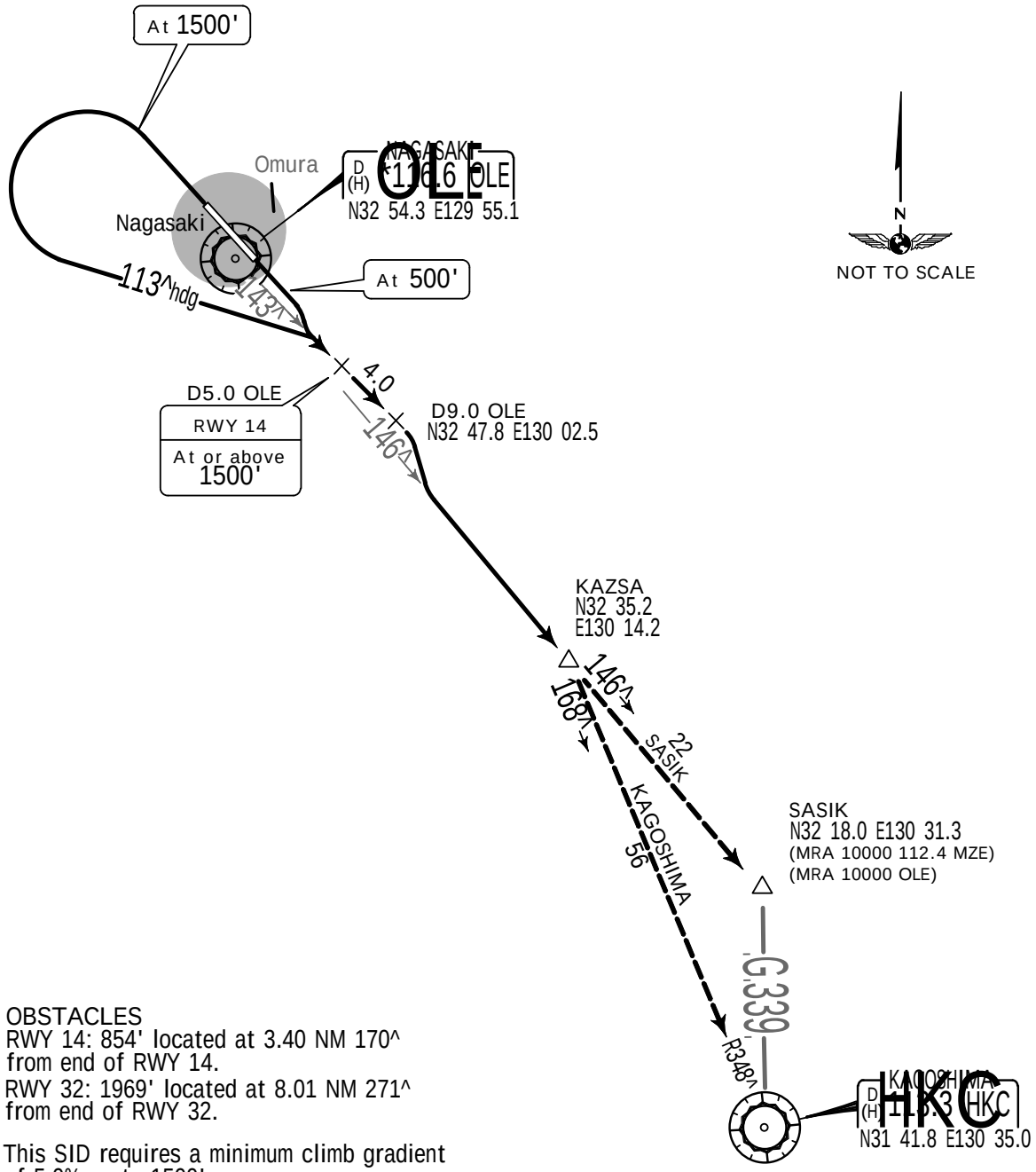
JEPPESEN

18 JUL 14 (10-3C) .Eff.23.Jul.1500Z.

NAGASAKI, JAPAN
.SID.

*NAGASAKI Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000'
121.0	8'	

SOUTH SEVEN DEPARTURE
[SOUTH7]



OBSTACLES
RWY 14: 854' located at 3.40 NM 170^ from end of RWY 14.
RWY 32: 1969' located at 8.01 NM 271^ from end of RWY 32.

This SID requires a minimum climb gradient of 5.0% up to 1500'.

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

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D9.0 OLE. Cross D5.0 OLE at or above 1500'.
32	Climb runway heading to 1500', turn LEFT heading 113^ to intercept and proceed via OLE R-143 to D9.0 OLE.

ROUTING

At D9.0 OLE, turn RIGHT to intercept and proceed via OLE R-146 to KAZSA.

TRANSITIONS

KAGOSHIMA	From KAZSA, proceed via HKC R-348 to HKC.

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RJFU/NGS
NAGASAKI

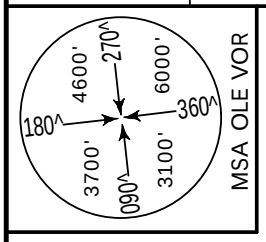
JEPPESEN

27 APR 12 (10-3D) .Eff.2.May.1500Z.

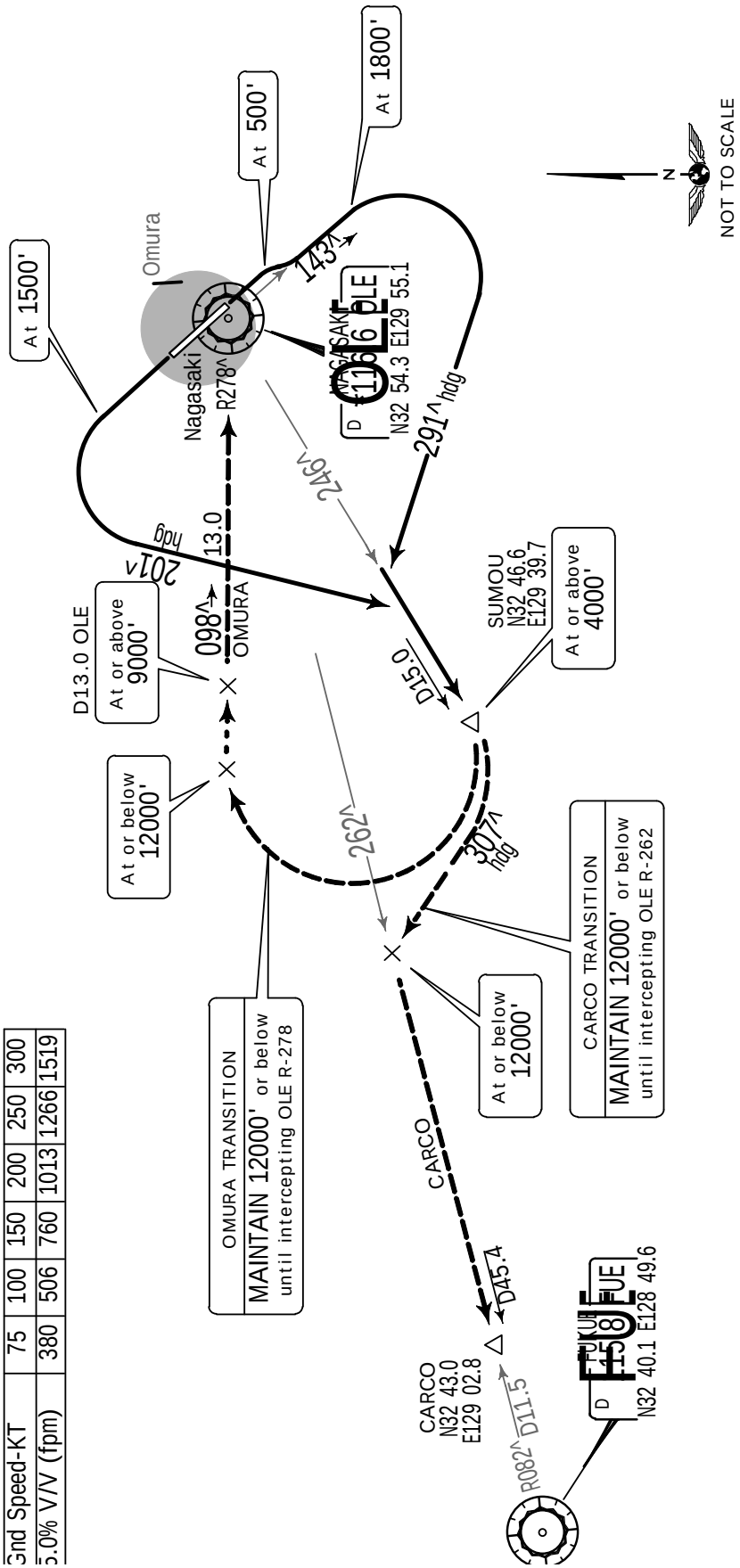
NAGASAKI, JAPAN
.SID.

*NAGASAKI Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000'
121.0	8'	

WEST SIX DEPARTURE
[WEST6]



OBSTACLES
RWY 14: 854' located at 3.40 NM 170^ from end of Rwy 14.
RWY 32: 1969' located at 8.01 NM 271^ from end of Rwy 32.



INITIAL CLIMB

RWY	
14	Climb runway heading to 500', climb via OLE R-143 to 1800', turn RIGHT heading 291^ to intercept and proceed via OLE R-246 to SUMOU.
32	Climb runway heading to 1500', turn LEFT heading 201^ to intercept and proceed via OLE R-246 to SUMOU.

TRANSITIONS

CARCO	From SUMOU, turn RIGHT heading 307^ to intercept and proceed via OLE R-262/FUE R-082 to CARCO.
OMURA	From SUMOU, turn RIGHT to intercept and proceed via OLE R-278 to OLE.

RWY 14: 5.0% climb gradient required up to 1800'.
RWY 32: 5.0% climb gradient required up to 1500'.

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

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OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT

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

Item	Operational Restrictions		Planning Period (UTC)			Fig. NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time Zone		
RUNWAY							
A	Rwy 14/32	Closed	AUG 14	MAR 15	1315 - 2130 Exception: SAT, SUN, 1 specified days		
1	Grooving for Rwy 14/32	Partly, gradually erased or installed	SEP 14	FEB 15	H24		Area: between 1033' (315m) and 4226' (1288m) from Rwy 32 side threshold
2	TDZ marking for RWY 32	Partly, gradually erased or installed	SEP 14	JAN 15	H24	2	
3	Rwy side stripe marking for Rwy 14/32	Partly, gradually erased or installed	SEP 14	JAN 15	H24	2	
4	Rwy centerline lights for Rwy 14/32	Unserviceable	AUG 14	MAR 15	H24	1	Rwy centerline lighting is partly lighted
5	Rwy touchdown zone lights for Rwy 32	Unserviceable	AUG 14	MAR 15	H24	1	Rwy touchdown zone lighting is partly lighted
6	Rwy threshold lights on RWY 32 side	Unserviceable	AUG 14	MAR 15	H24	3	
7	TEMPO Rwy threshold lights on Rwy 32 side	Installed	AUG 14	MAR 15	H24	4	
TAXIWAY							
A	Twy T1, T2, P1	Closed	AUG 14	MAR 15	1315 - 2130 Exception: SAT, SUN, 1 specified days		
1	Twy side stripe marking for T1, a part of T2, T3, P1	Gradually erased or installed	SEP 14	JAN 15	H24	2, 3	
2	Mandatory instruction marking for T1	Gradually erased or installed	SEP 14	JAN 15	H24	3	
3	Twy centerline lights for Twy T1, P1	Unserviceable	AUG 14	MAR 15	H24	3	
4	Twy centerline lights for Twy T2, T3	Partly Unserviceable	AUG 14	MAR 15	H24	1	
5	Stop bar lights for T1	Unserviceable	AUG 14	MAR 15	H24	3	
6	Rwy gaurd light for T1	Unserviceable	AUG 14	MAR 15	H24	3	

1 Specified days are as follows:
2014: 29 DEC - 31 DEC
2015: 1 JAN - 2 JAN

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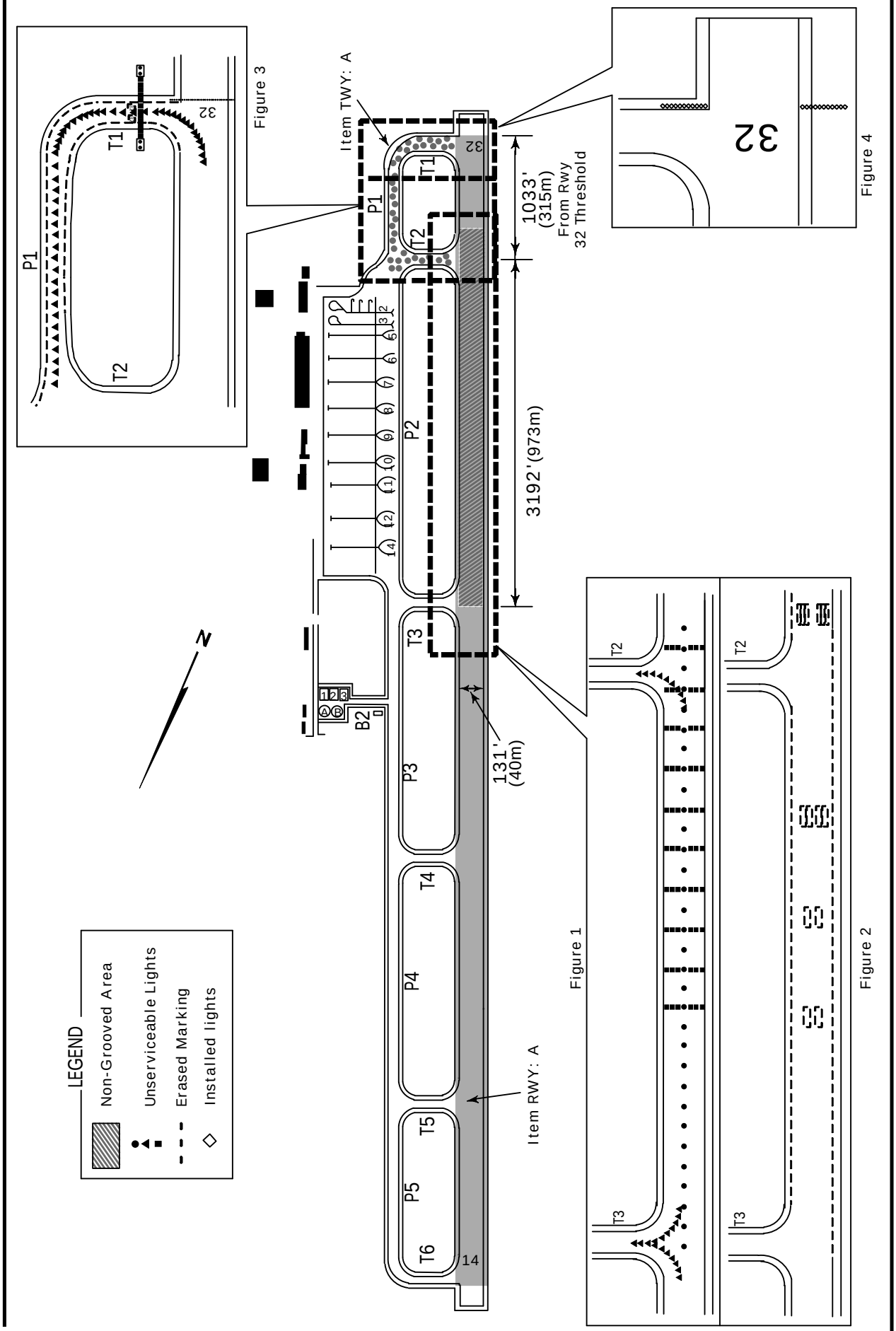
OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT



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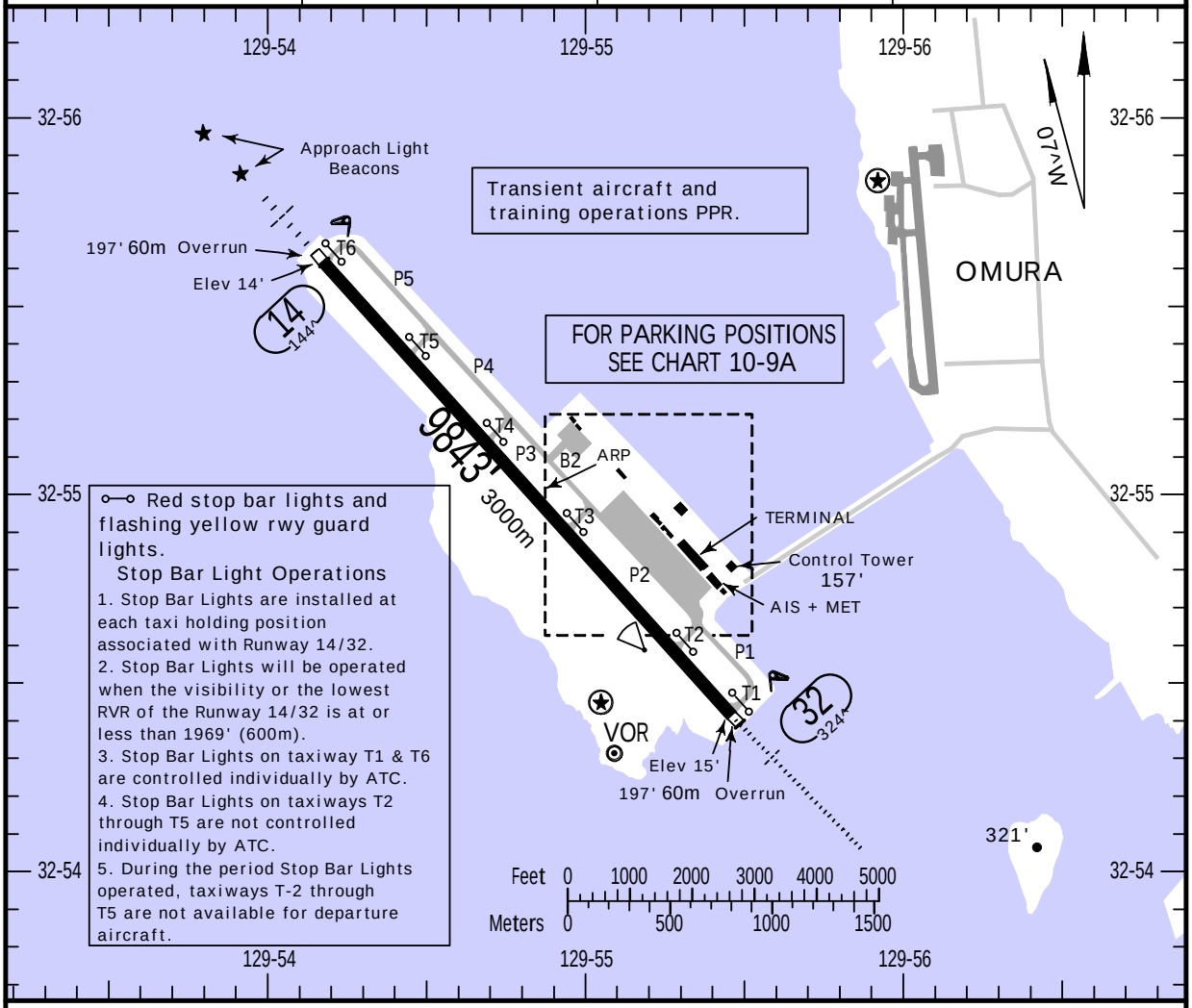
RJFU/NGS NAGASAKI, JAPAN

Apt Elev 8'
N32 55.0 E129 54.8

JEPPESEN 9 DEC 11 (10-9) .Eff.14.Dec.1500Z.

NAGASAKI

*D-ATIS	*NAGASAKI Ground	*Tower	*NAGASAKI Departure (R)
126.85	121.6	118.5 126.2 122.7	121.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 1 32	HIRL CL SALS 2 PAPI-L Approach Light Beacons				197' 60m
	HIRL CL HIALS SFL TDZ 2 PAPI-L RVR		8760' 2670m		

1 Grooved.
2 Angle 3.00^

Rwys 14 & 32

	Multi Engine Acft - Take-off Altn Apt. Filed			Other
	1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)	
A B C D	400m	VIS 400m	VIS 500m	Available Landing Minimums

SIDs are designed in accordance with Standards for Flight Procedure Design.
1 HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

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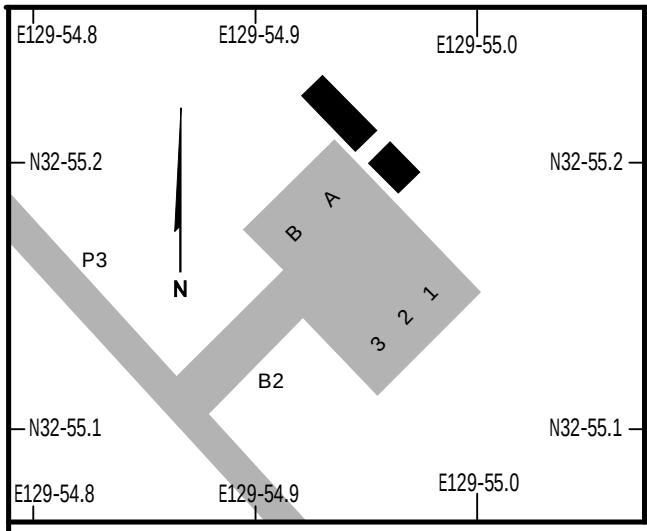
RJFU/NGS

JEPPESEN

9 DEC 11 (10-9A) .Eff.14.Dec.1500Z.

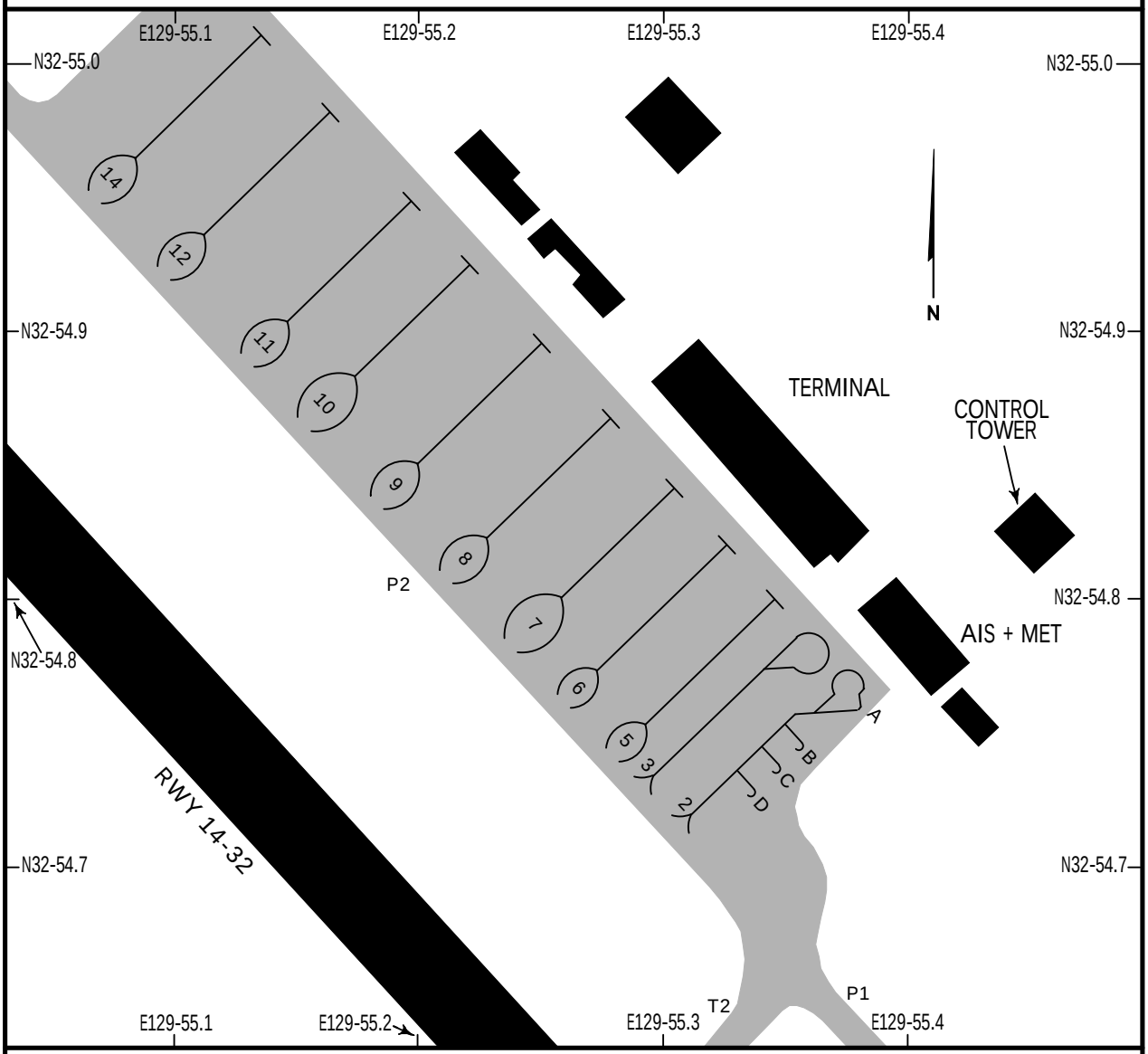
NAGASAKI, JAPAN

NAGASAKI



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
A, B	N32 55.2 E129 54.9
1	N32 55.2 E129 55.0
2, 3	N32 55.1 E129 55.0



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
2A	N32 54.8 E129 55.4	10, 11	N32 54.9 E129 55.2
2B, 2C, 2D	N32 54.7 E129 55.4	12	N32 55.0 E129 55.2
3, 5	N32 54.8 E129 55.4	14	N32 55.0 E129 55.1
6, 7	N32 54.8 E129 55.3		

CHANGES: Spots 2 and 3 coordinates added.

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RJFU/NGS NAGASAKI

JEPPESEN

9 DEC 11
.Eff.14.Dec.1500Z. (11-1)

NAGASAKI, JAPAN ILS Y Rwy 32

BRIEFING STRIP ™

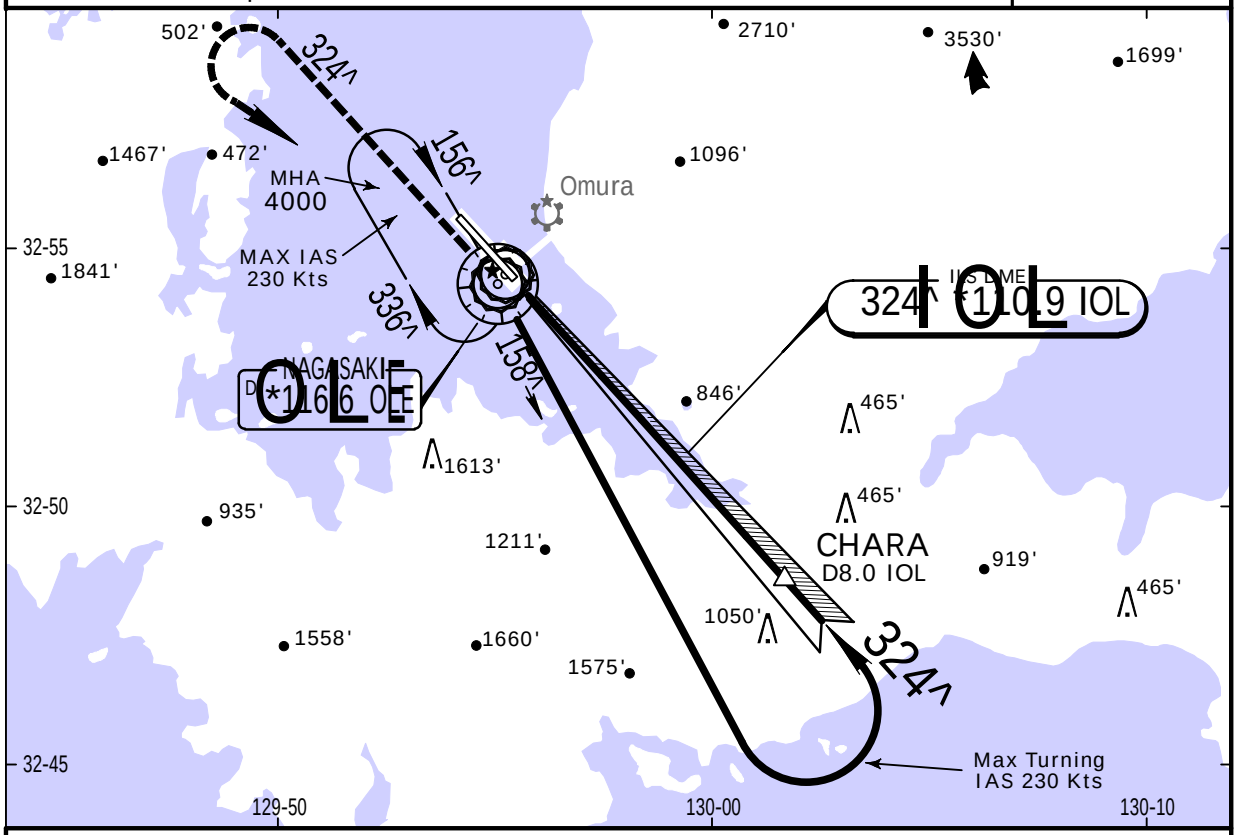
*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6

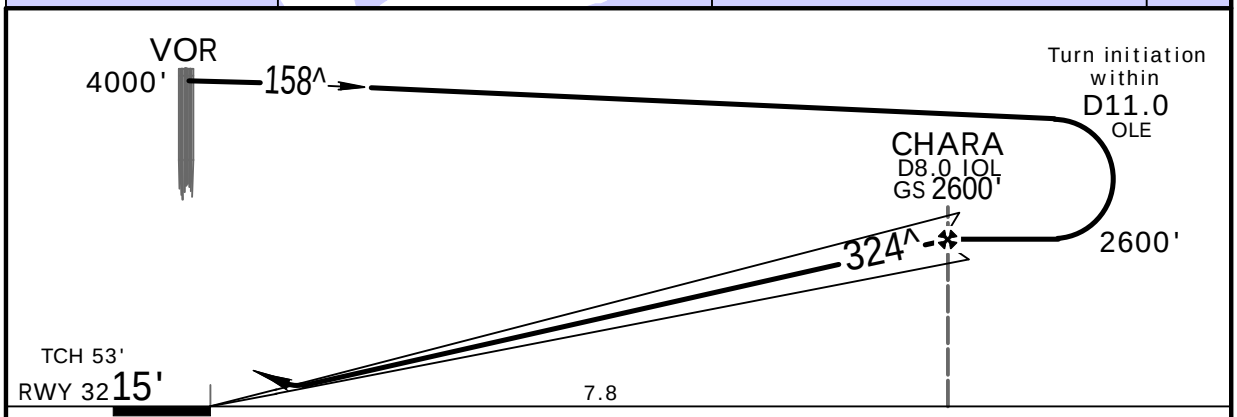
LOC IOL	Final Apch Crs	GS CHARA	ILS DA(H)	Apt Elev 8'
*110.9	324^	2600' (2585')	215' (200')	Rwy 32 15'

MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'
1. VOR and DME required.

MSA OLE VOR
180^ 4600'
3700' 270^
090^
3100' 6000'
360^





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

HIALS
PAPI

3000' via OLE *116.6 R-324

STRAIGHT-IN LANDING RWY32
ILS
DA(H) 215' (200')

	FULL	TDZ &/or CL out	ALS out
A	RVR 550m	RVR 750m	RVR 1000m
B			
C			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620' (612')-1600m
120	
140	620' (612')-2400m

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RJFU/NGS NAGASAKI

JEPPESEN

9 DEC 11
.Eff.14.Dec.1500Z. (11-2)

NAGASAKI, JAPAN LOC Y Rwy 32

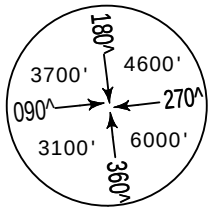
BRIEFING STRIP ™

*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6

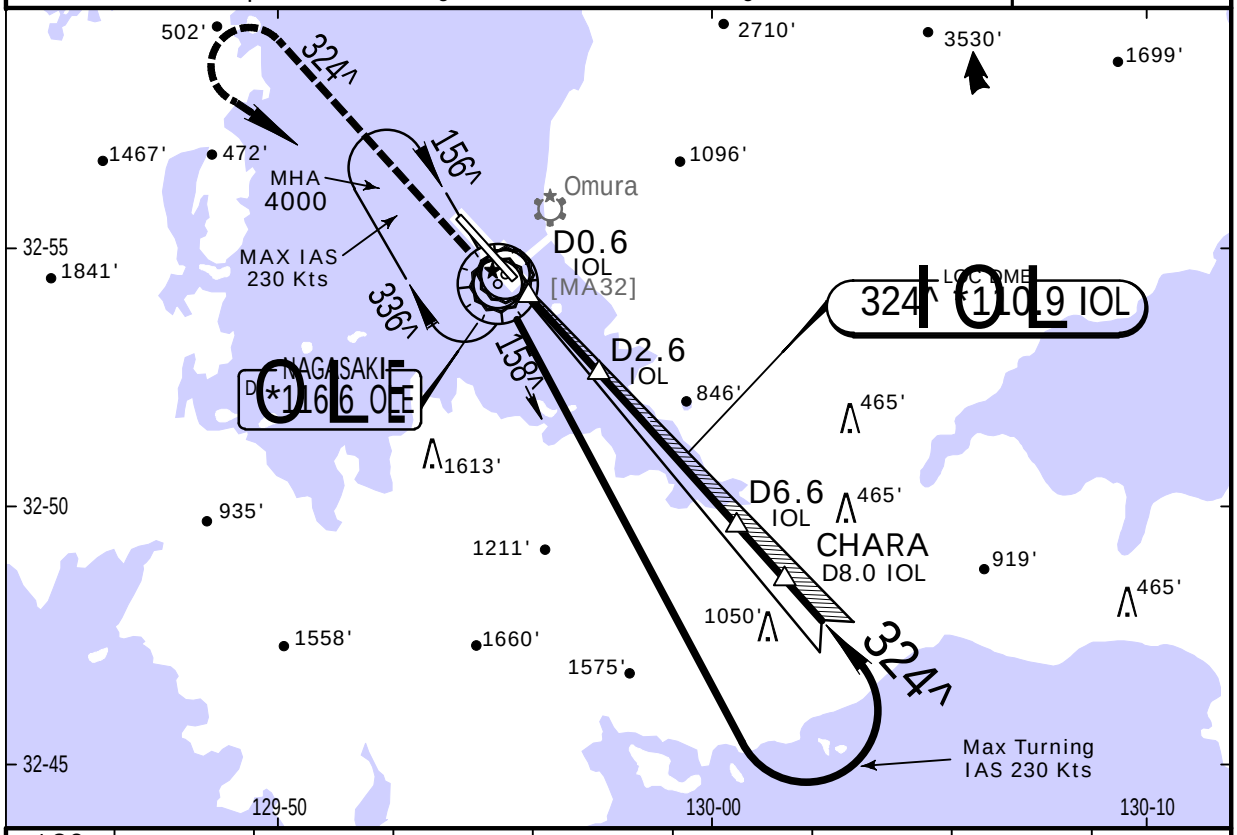
LOC IOL	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H)	Apt Elev 8'
*110.9	324^	Refer to Profile	430' (422')	Rwy 32 15'

MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.

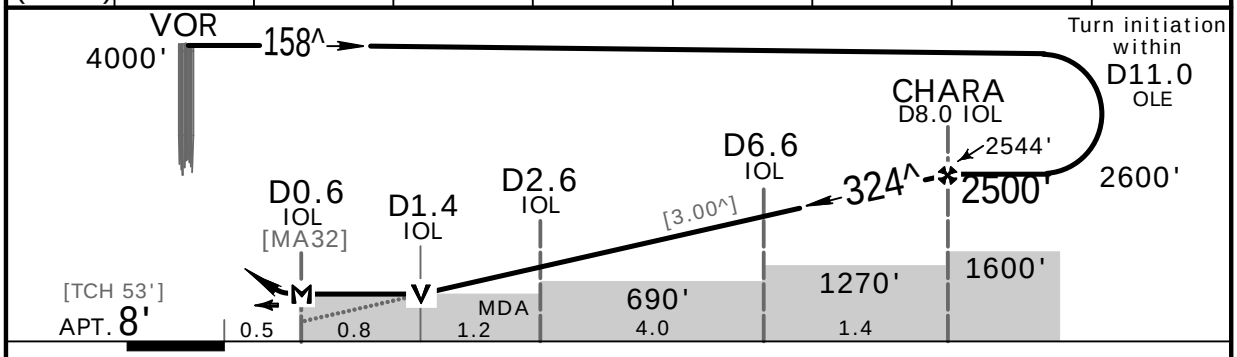
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA OLE VOR



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D0.6 IOL						

HIALS
PAPI

3000' via OLE *116.6 R-324

STRAIGHT-IN LANDING RWY32
LOC (GS out)
MDA(H) 430'(422')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620'(612')-1600m
120	
140	620'(612')-2400m

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RJFU/NGS
NAGASAKI

JEPPESEN

9 DEC 11
.Eff.14.Dec.1500Z. (11-3)

NAGASAKI, JAPAN
ILS Z or LOC Z Rwy 32

BRIEFING STRIP ™

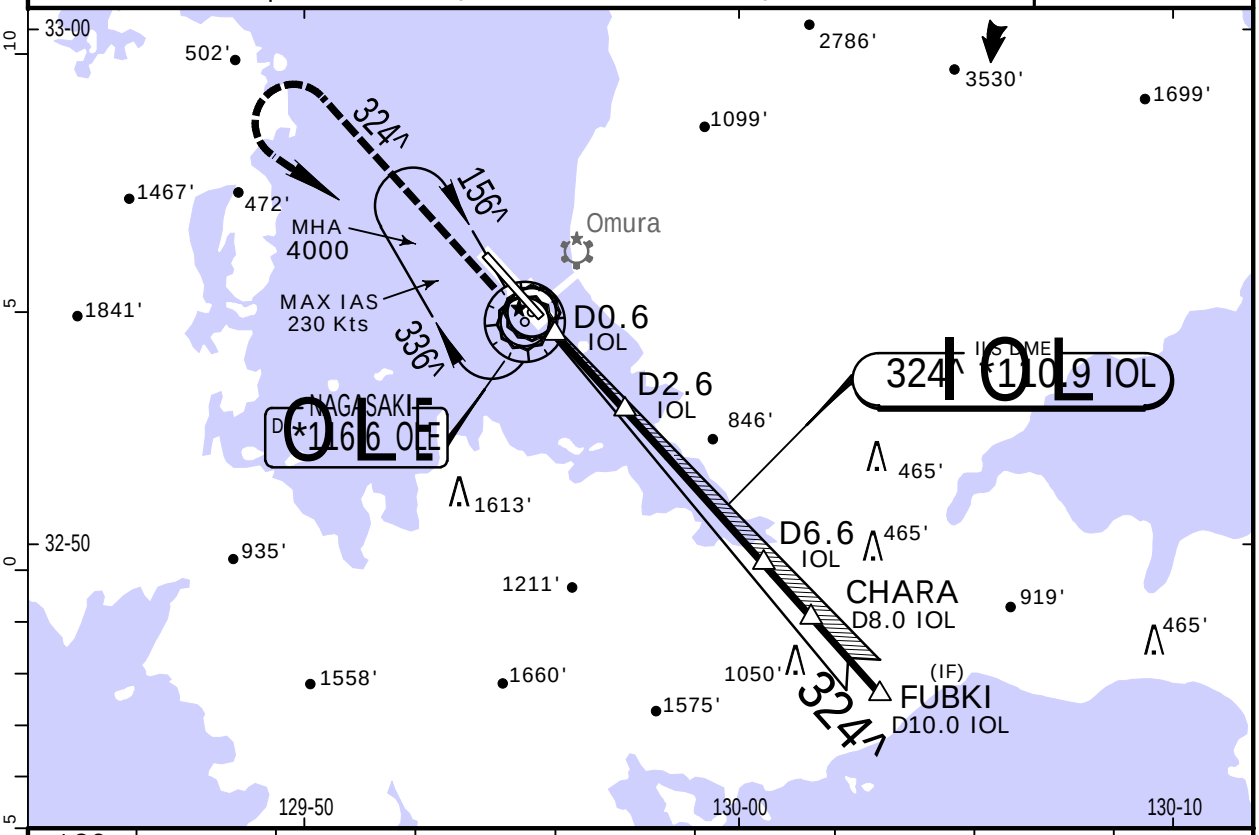
*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6

LOC IOL	Final Apch Crs	GS CHARA	ILS DA(H)	Apt Elev 8'
*110.9	324^	2600' (2585')	215' (200')	Rwy 32 15'

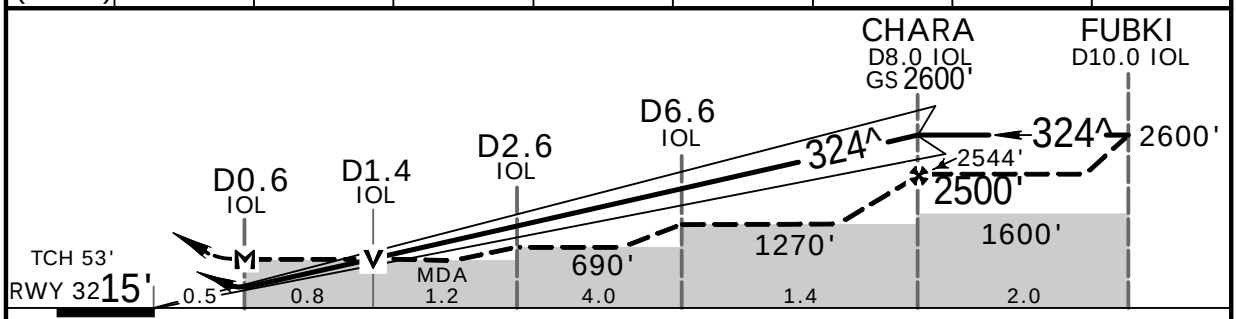
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.

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 OLE VOR
180^ 4600' 270^ 6000' 360^ 3100' 090^ 3700'



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.6 IOL						

HIALS
PAPI
3000' via OLE *116.6 R-324

STRAIGHT-IN LANDING RWY32

	ILS DA(H) 215' (200') FULL	TDZ &/or CLout	ALS out	LOC (GS out) MDA(H) 430' (422')	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

Max Kts	MDA(H)
90	620' (612')-1600m
120	
140	620' (612')-2400m
165	890' (882')-3200m

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RJFU/NGS NAGASAKI

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MISSED APCH CLIMB GRADIENT MIM 4.8%

NAGASAKI, JAPAN RNAV (GNSS) Rwy 14

BRIEFING STRIP ™

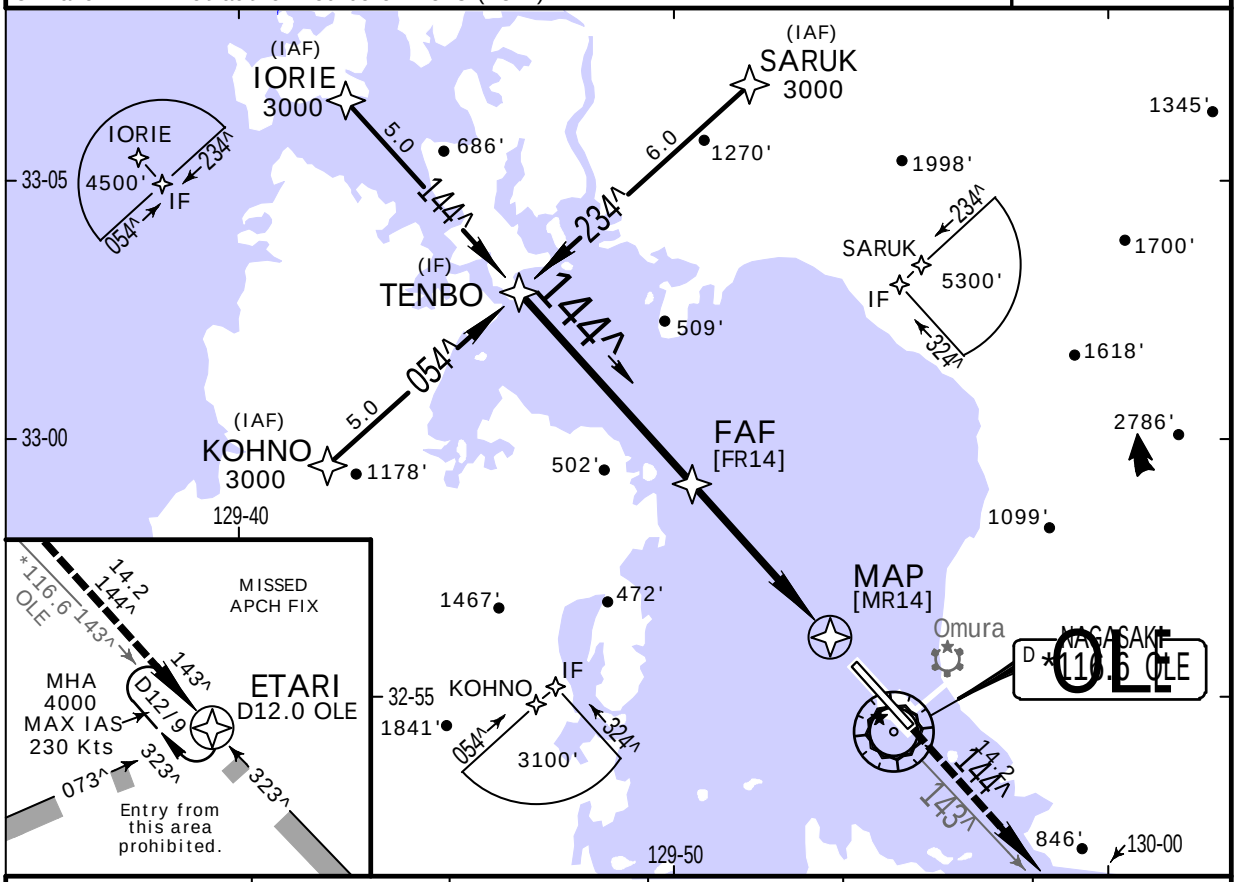
*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6

RNAV	Final Apch Crs	Minimum Alt (CONDITIONAL)	LNAV/VNAV DA(H)	Apt Elev 8' Rwy 14 14'
	144^	Refer to Profile	290' (276')	

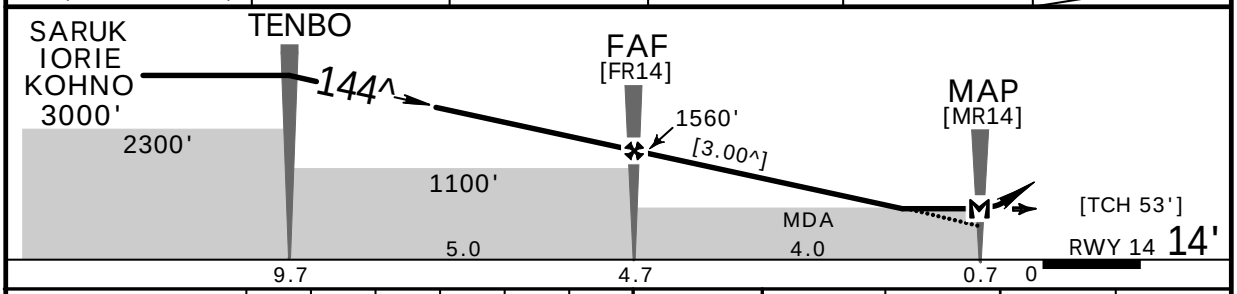
MISSED APCH: Climb to 4000' on track 144^ to ETARI and hold. Contact Nagasaki APP.
Using OLE VOR: Climb to 4000' outbound via OLE VOR R-143 to ETARI and hold. Contact Nagasaki APP.

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 -5^C (23^F).



NM to Next FIX	FAF	3.0	2.0	1.0	MAP
ALT (3.0^ APCH PATH)	1560'	1242'	923'	605'	



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

SALS PAPI 4000' on 144^ ETARI

1 STRAIGHT-IN LANDING RWY 14

	LNAV/VNAV DA(H) 290' (276')	ALS out	LNAV MDA(H) 290' (282')	ALS out
A	CMV 1000m	CMV 1500m	CMV 1000m	CMV 1500m
B	CMV 1100m		CMV 1100m	
C	CMV 1200m	CMV 1600m	CMV 1200m	CMV 1600m
D	CMV 1400m	CMV 1800m	CMV 1400m	CMV 1800m

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620'(612')-1600m
120	
140	620'(612')-2400m
165	890'(882')-3200m

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RJFU/NGS NAGASAKI

JEPPESEN

9 DEC 11
.Eff.14.Dec.1500Z.

(13-1)

NAGASAKI, JAPAN VOR Rwy 14

MISSED APCH CLIMB GRADIENT MIM 3.0%

BRIEFING STRIP ™

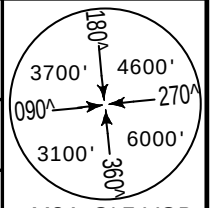
*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8'
OLE *116.6	152^	(CONDITIONAL) Refer to Profile	490' (482')	Rwy 14 14'

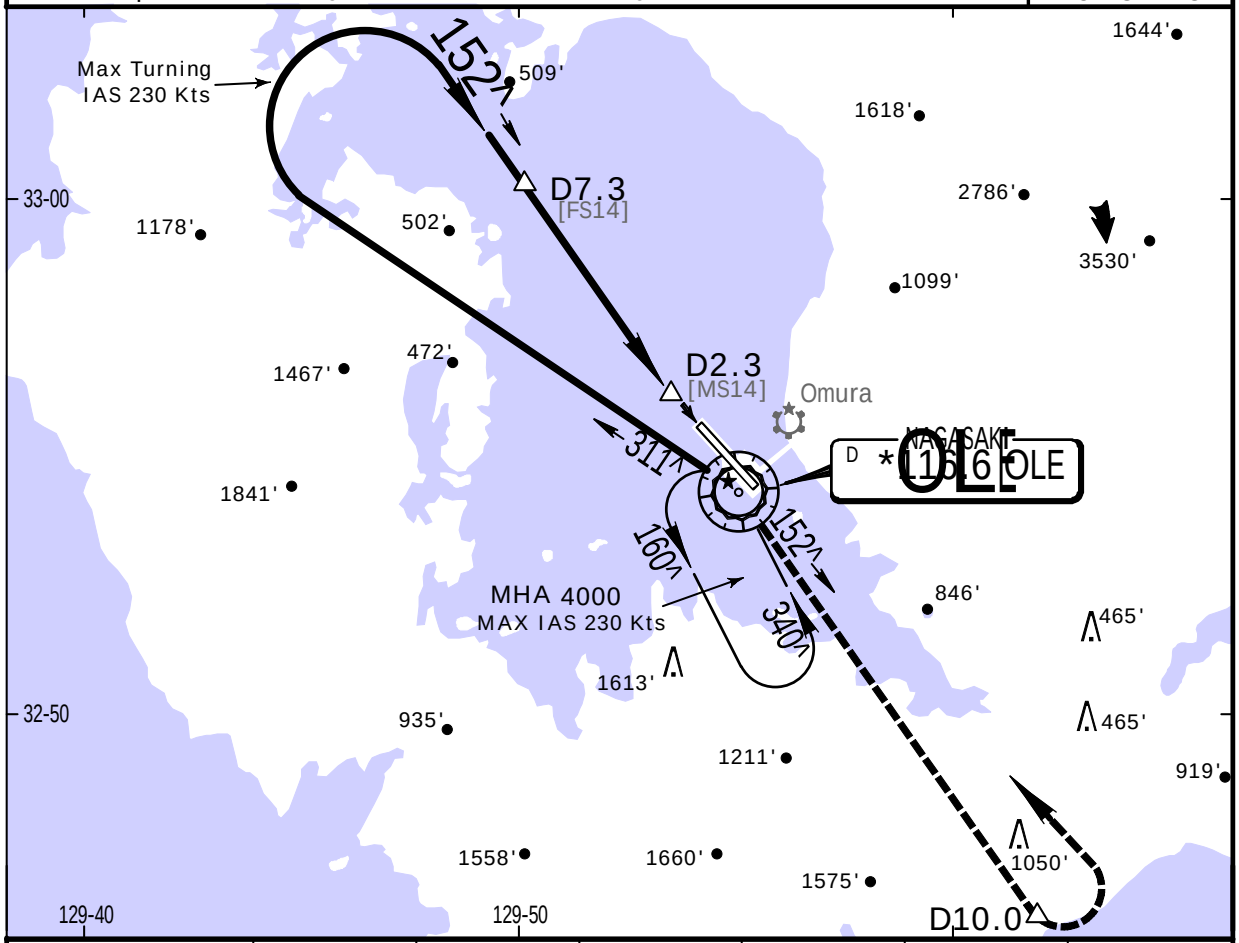
MISSED APCH: Climb to 4000' outbound via OLE VOR R-152 to D10.0 OLE, turn LEFT, direct to OLE VOR and hold. Contact Nagasaki APP.

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

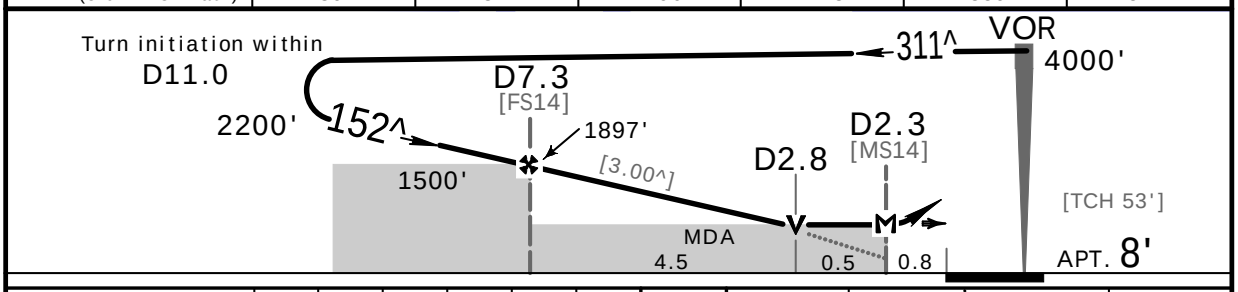
1. DME required. 2. Timing not authorized for defining the MAP.



MSA OLE VOR



NM to OLE	FAF	7.0	6.0	5.0	4.0	3.0
ALT (3.0^ APCH Path)	1897'	1814'	1496'	1178'	859'	541'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D2.3						

SALS
PAPI

4000' via OLE *116.6 R-152 D10.0

1 STRAIGHT-IN LANDING RWY 14
Missed apch climb gradient mim 3.0%
MDA(H) 490' (482')

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

1 CIRCLE-TO-LAND
Missed apch climb gradient mim 3.0%

Max Kts	MDA(H)
90	620'(612')-1600m
120	
140	620'(612')-2400m
165	890'(882')-3200m

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RJFU/NGS NAGASAKI

JEPPESEN

9 DEC 11
.Eff.14.Dec.1500Z.
13-2

NAGASAKI, JAPAN VOR Rwy 32

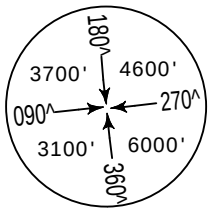
BRIEFING STRIP ™

*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6

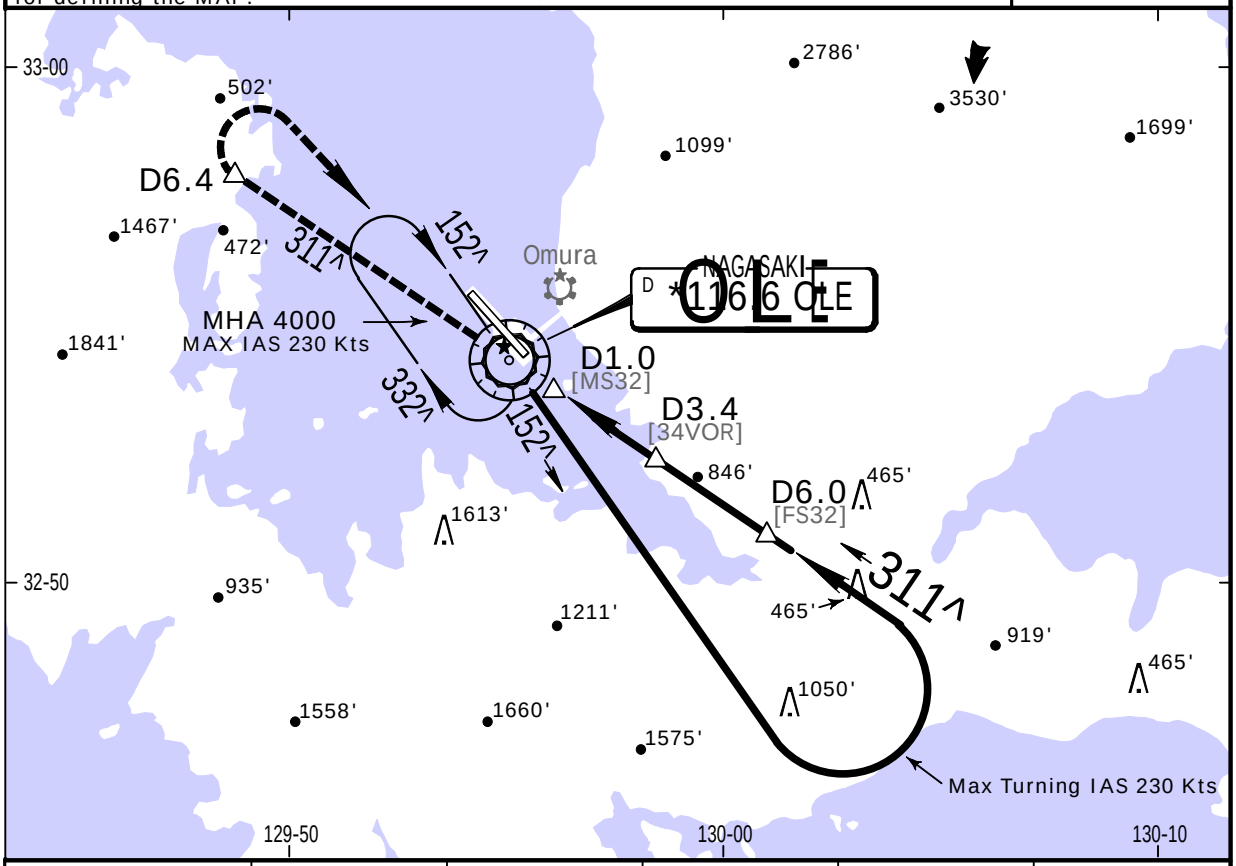
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 8'
OLE *116.6	311^	(CONDITIONAL) Refer to Profile	570' (562')	Rwy 32 15'

MISSED APCH: Climb to 4000' via OLE VOR R-311 outbound to D6.4 OLE, turn RIGHT direct to OLE VOR and hold. Contact Nagasaki APP.

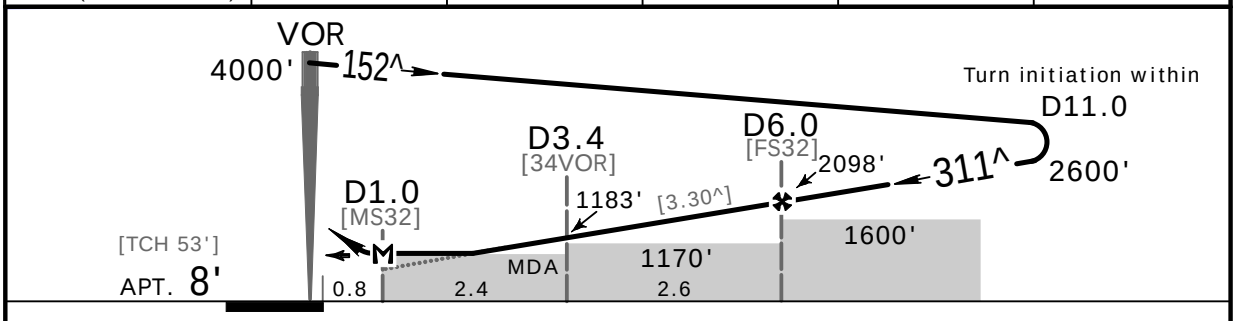
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'
1. DME required. 2. PAPI and descent angles not coincident. 3. Timing not authorized for defining the MAP.



MSA OLE VOR



NM to OLE	2.0	3.0	4.0	5.0	FAF
ALT (3.3^ APCH Path)	697'	1047'	1397'	1748'	2098'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.30^]	409	526	584	701	817	934
MAP at D1.0						

HIALS
PAPI

4000' via OLE *116.6 R-311 D6.4

STRAIGHT-IN LANDING RWY 32

MDA(H) 570' (562')

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

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620'(612')-1600m
120	
140	620'(612')-2400m

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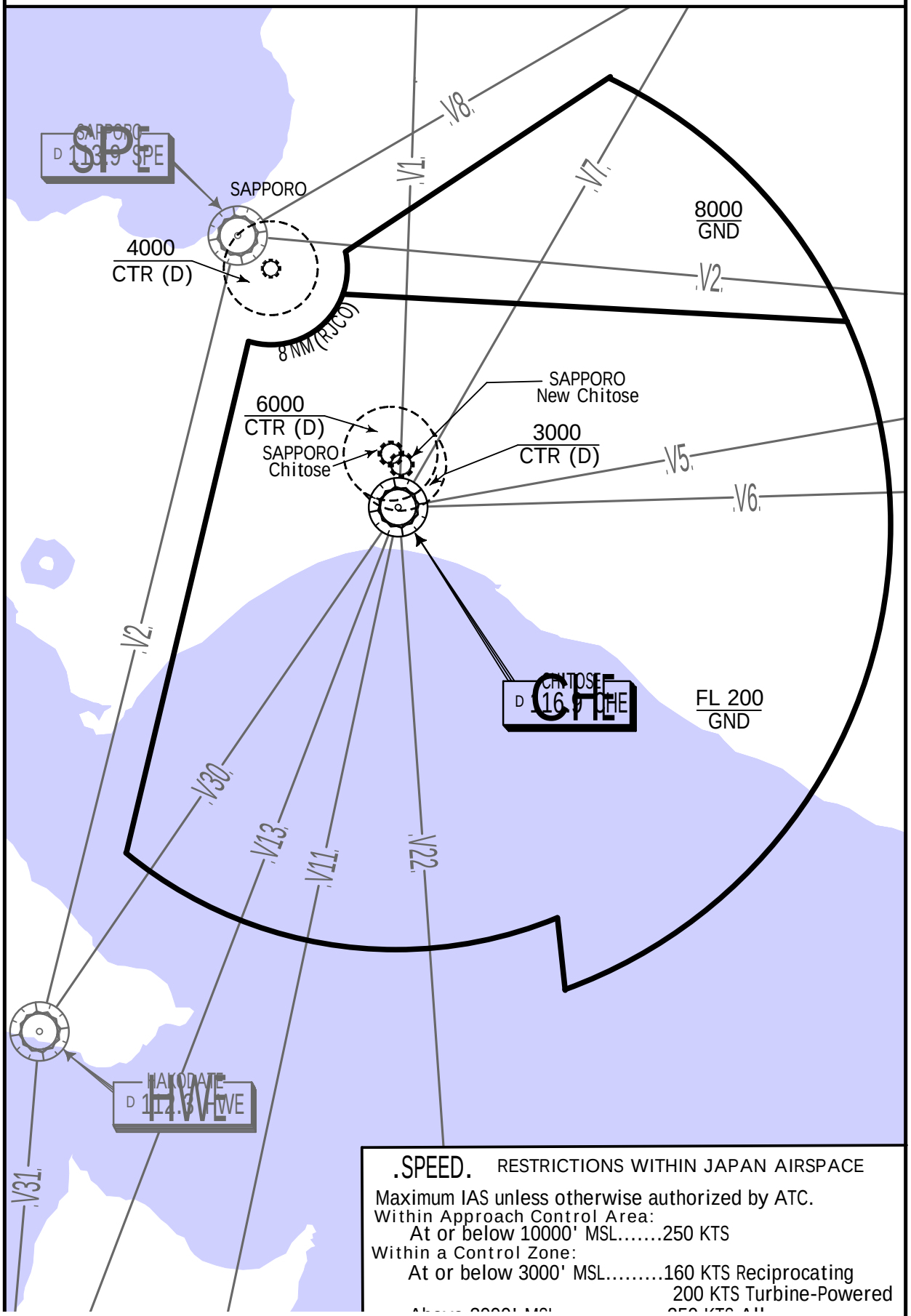
CHITOSE APPROACH CONTROL AREA (E)

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

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RJCC/CTS
NEW CHITOSE

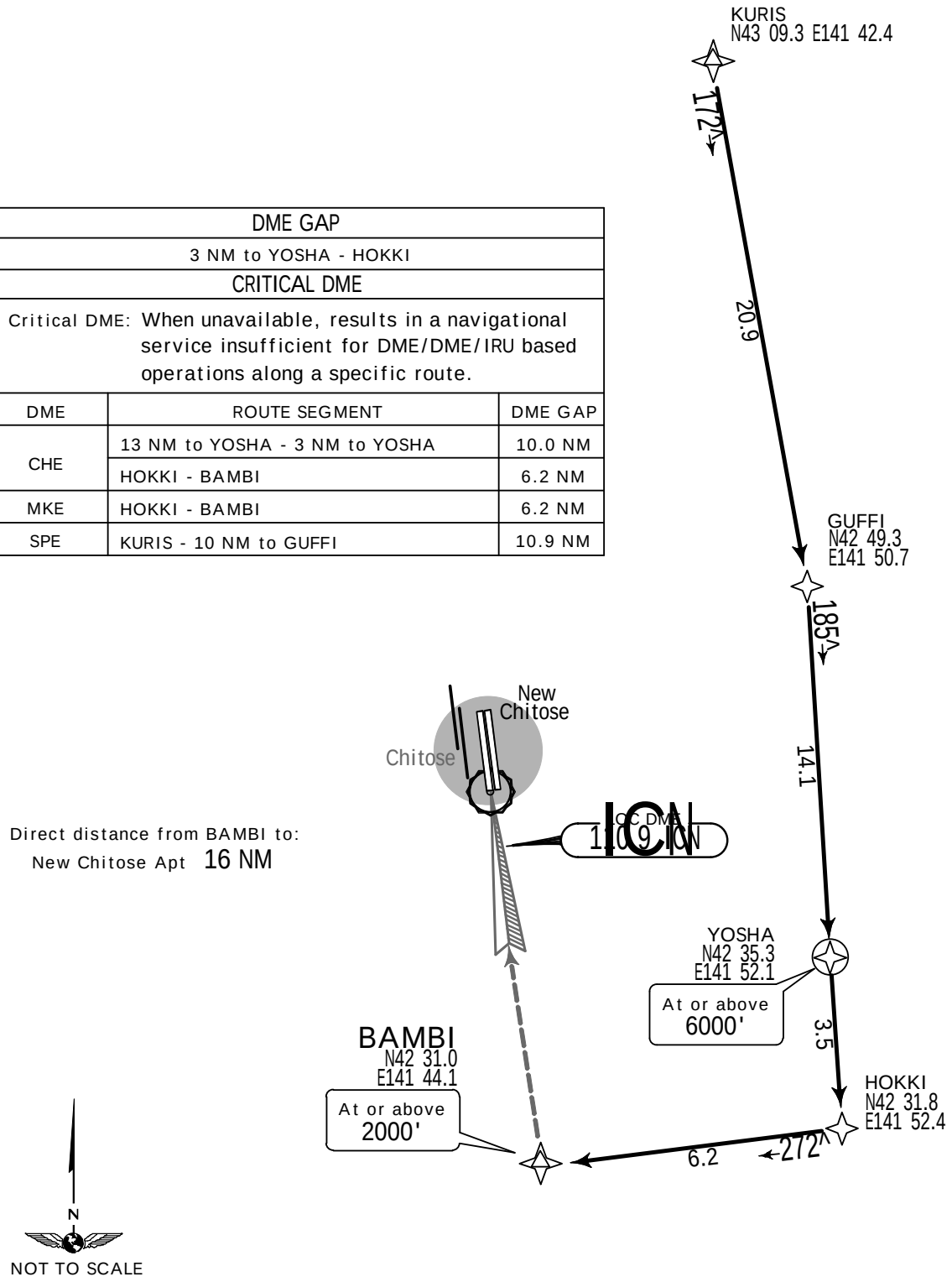
JEPPESEN

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

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RJCC/CTS
NEW CHITOSE

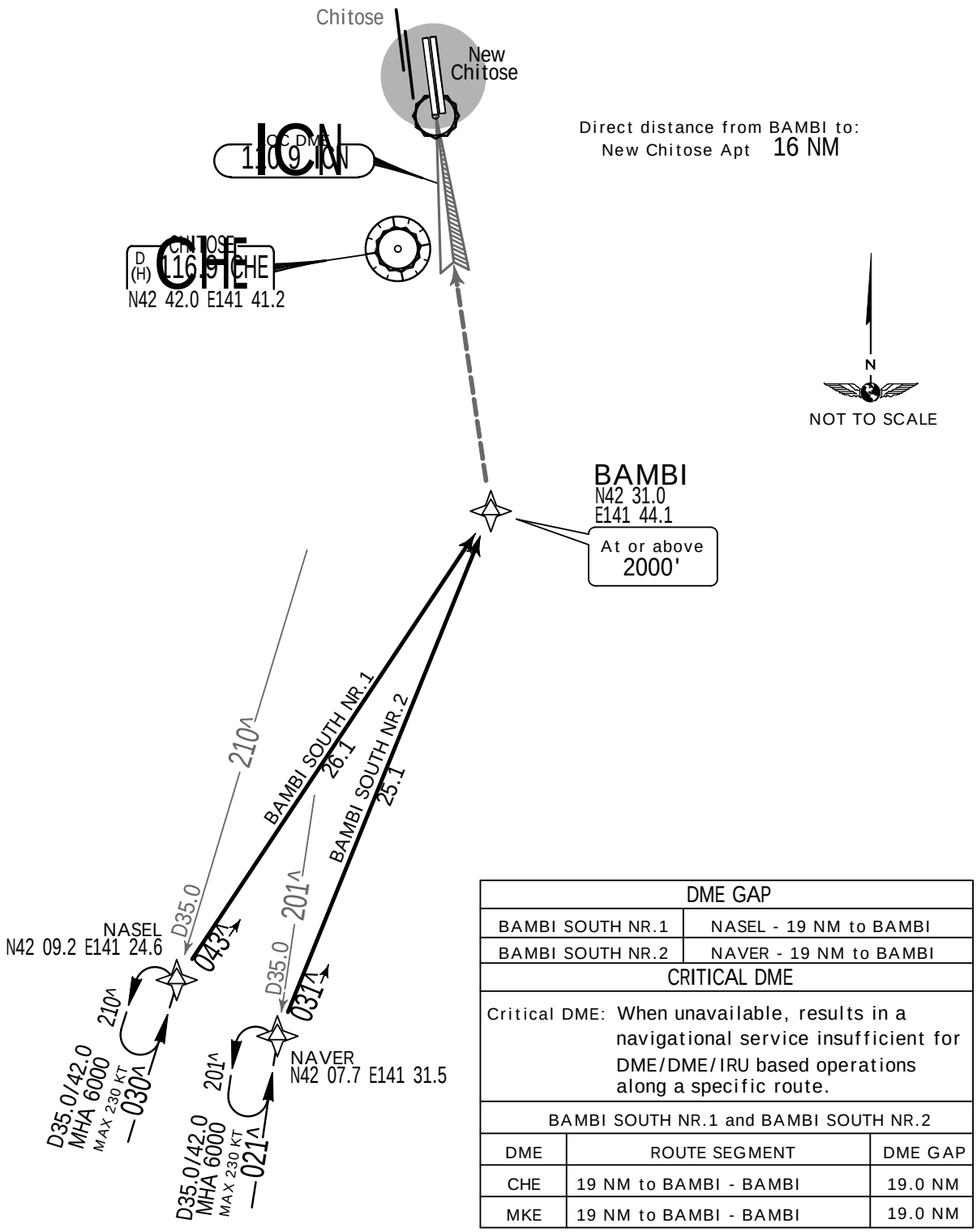
JEPPESEN

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.

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RJCC/CTS
NEW CHITOSE

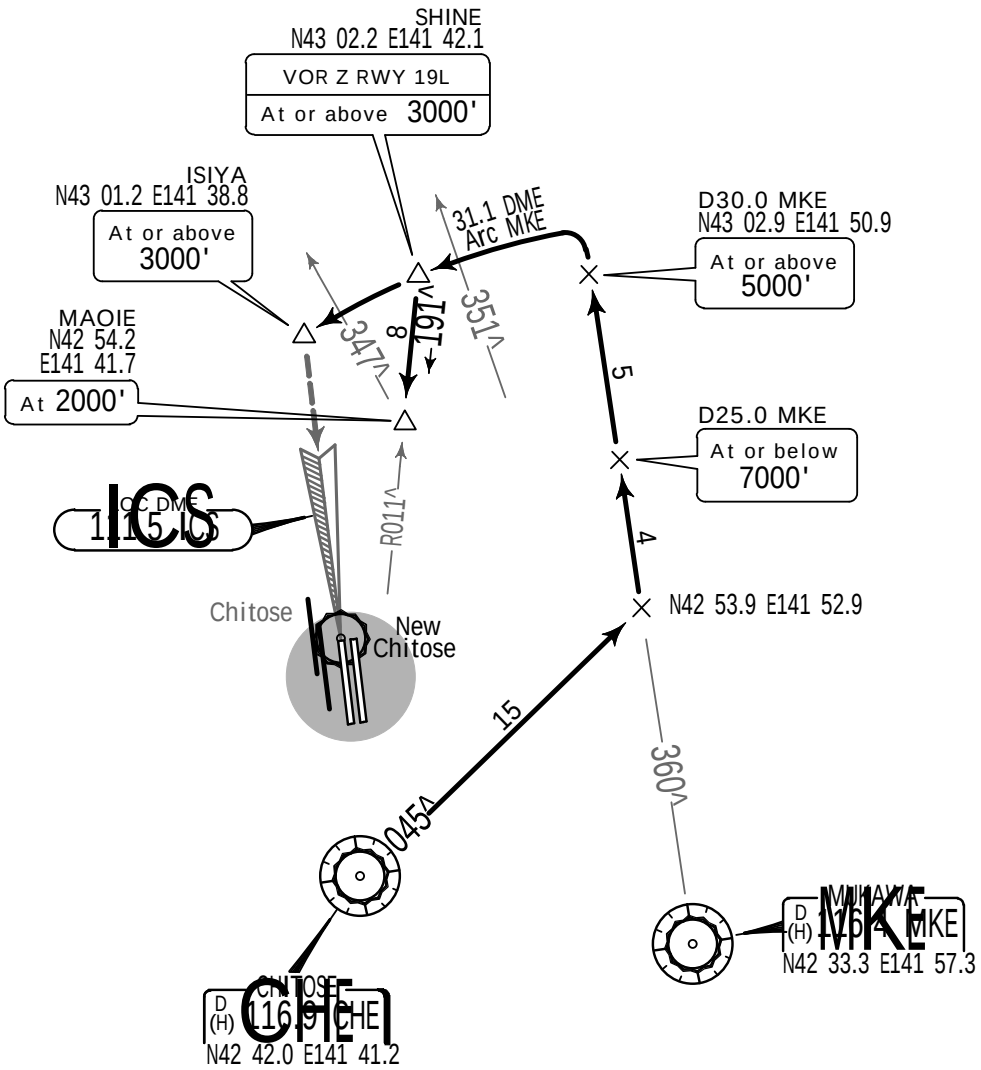
JEPPESEN

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.

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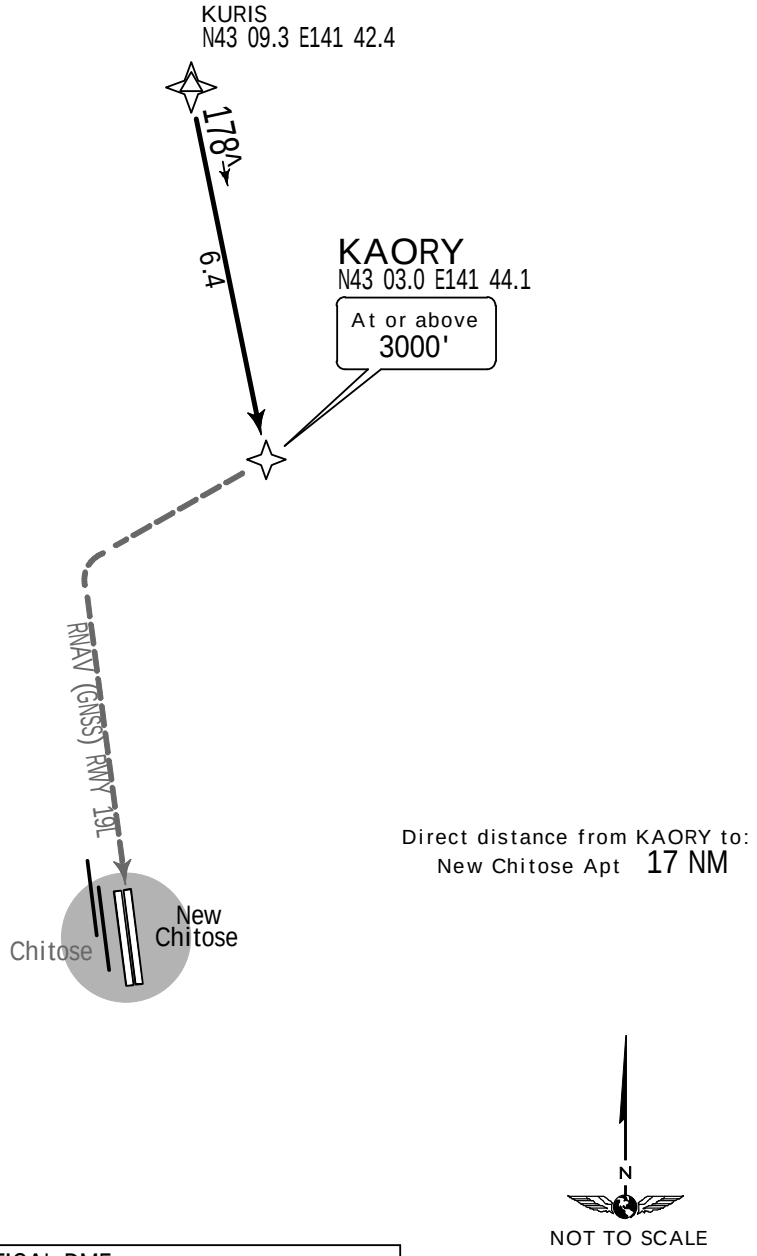
RJCC/CTS
NEW CHITOSE

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

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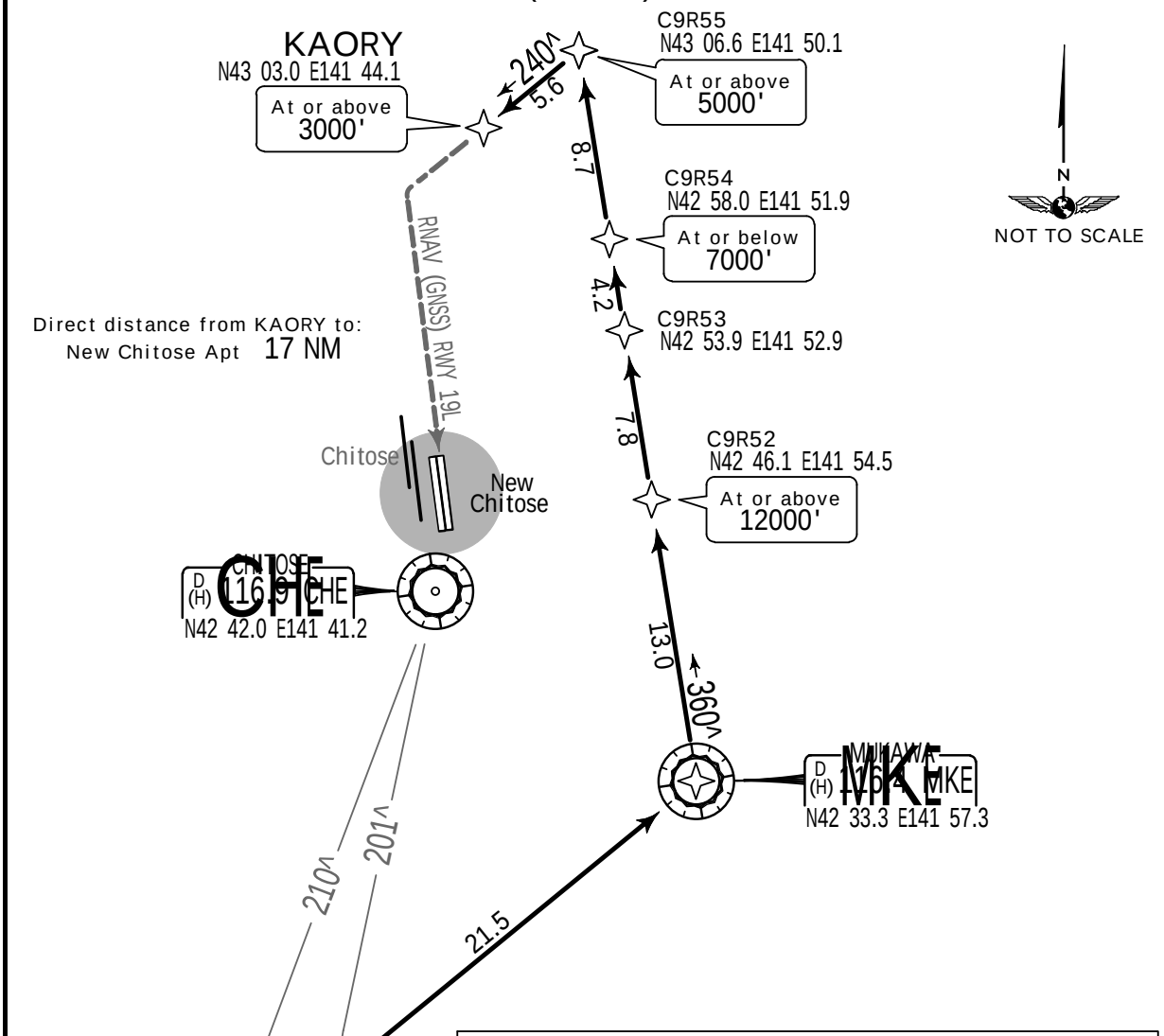
RJCC/CTS NEW CHITOSE

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

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RJCC/CTS
NEW CHITOSE

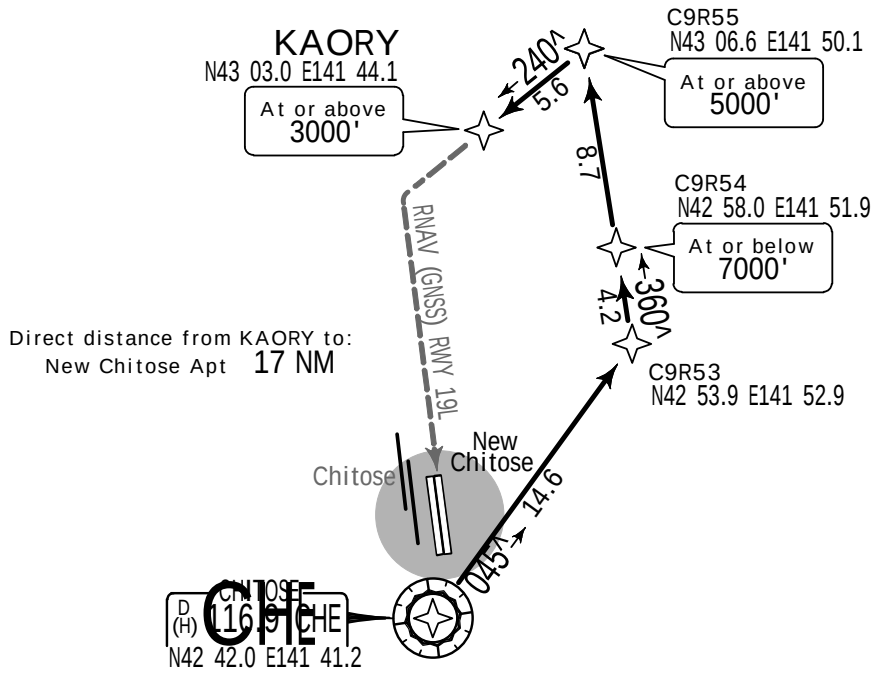
JEPPESEN

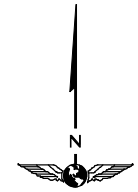
7 DEC 12 (10-2E) .Eff.12.Dec.1500Z.

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.

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CHANGES: New procedure at this airport.

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RJCC/CTS
NEW CHITOSE

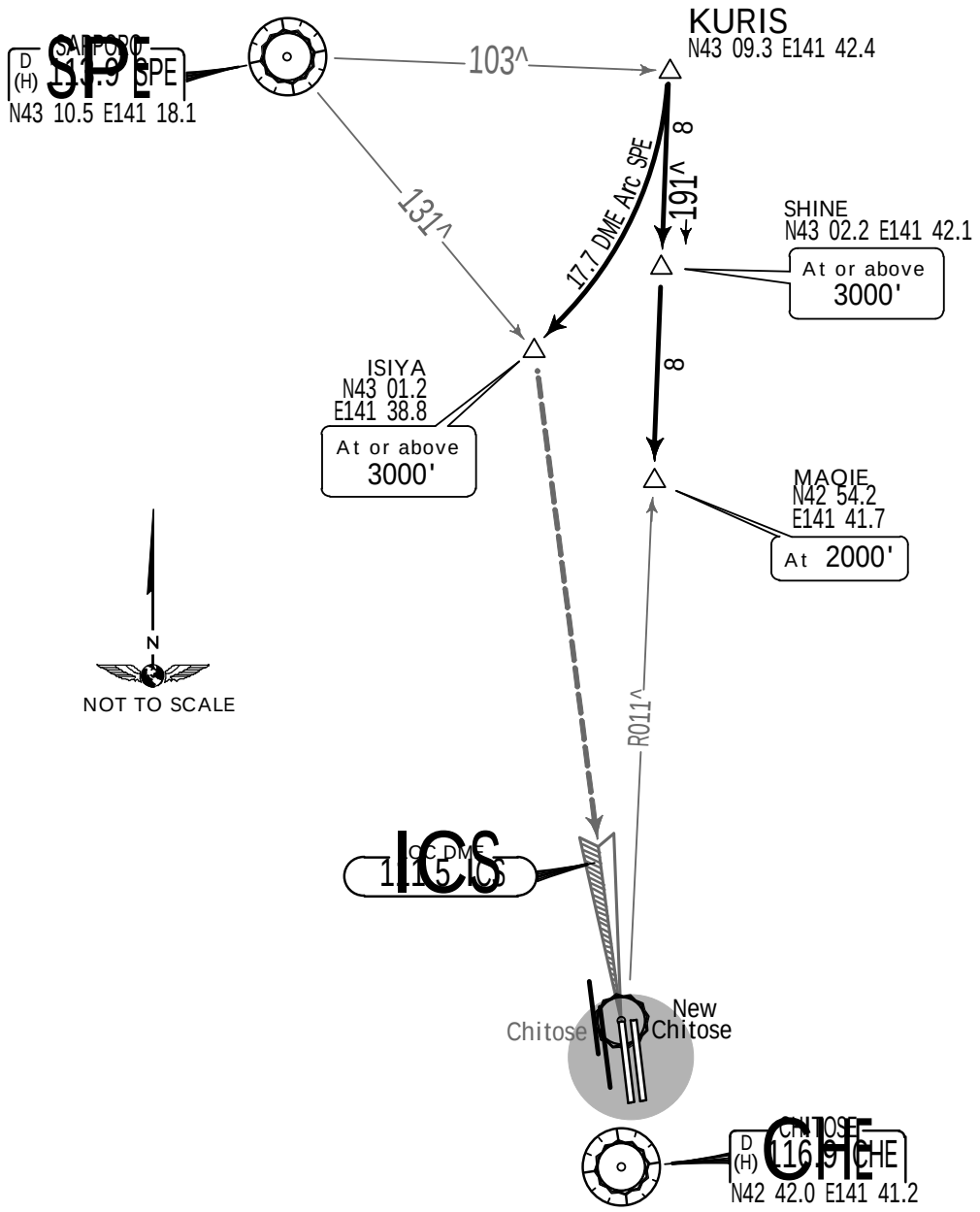
JEPPESEN

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.

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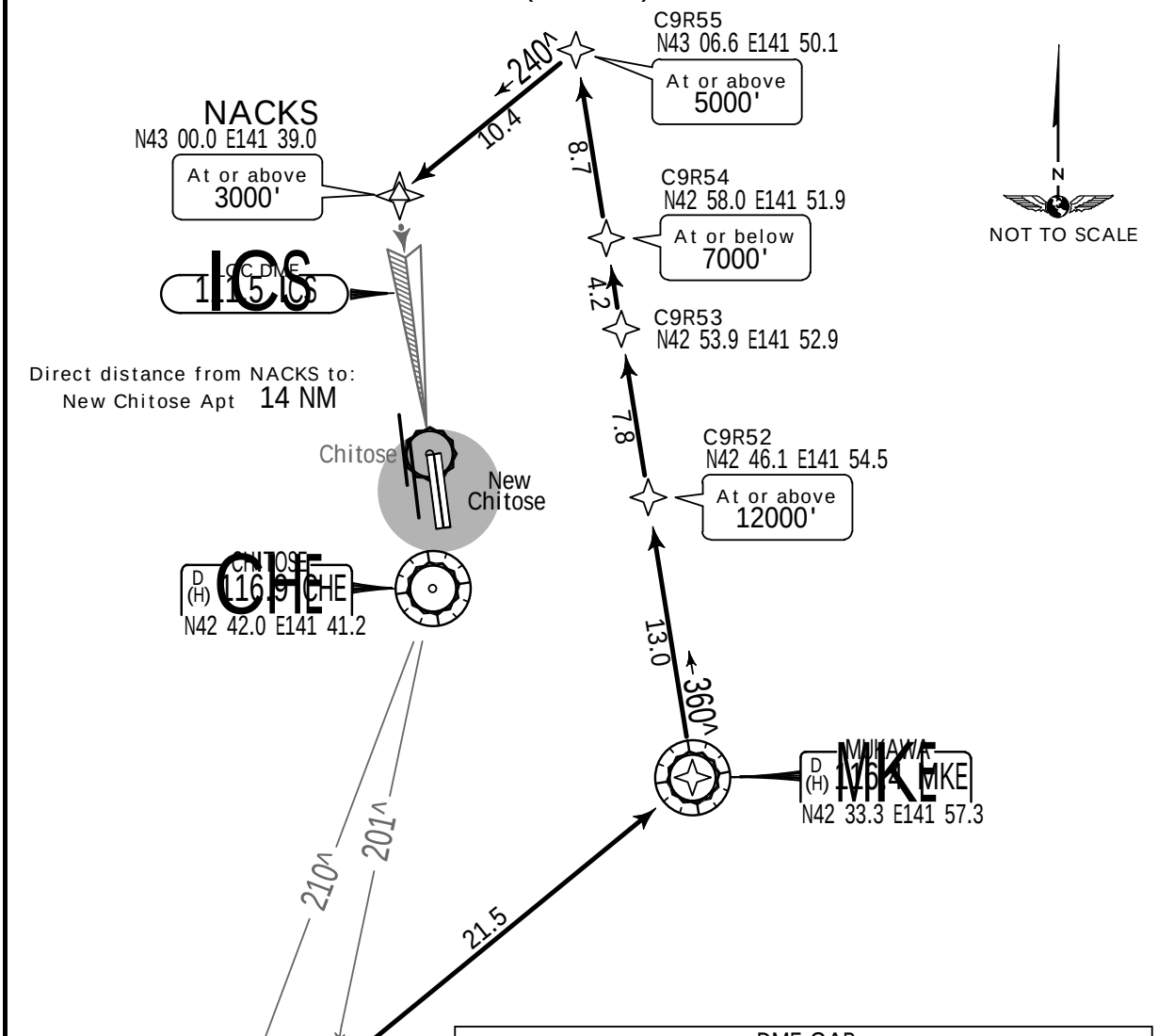
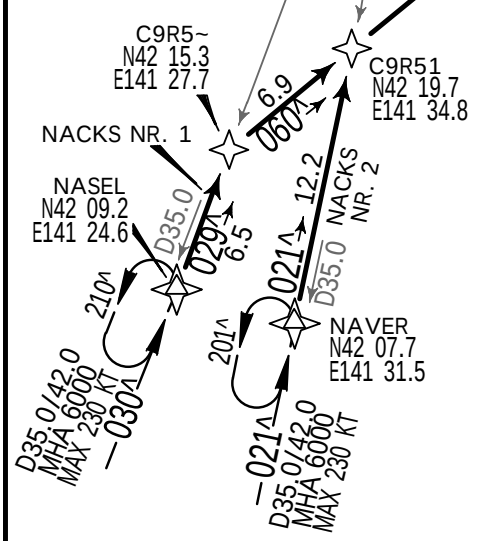
RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

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

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RJCC/CTS NEW CHITOSE

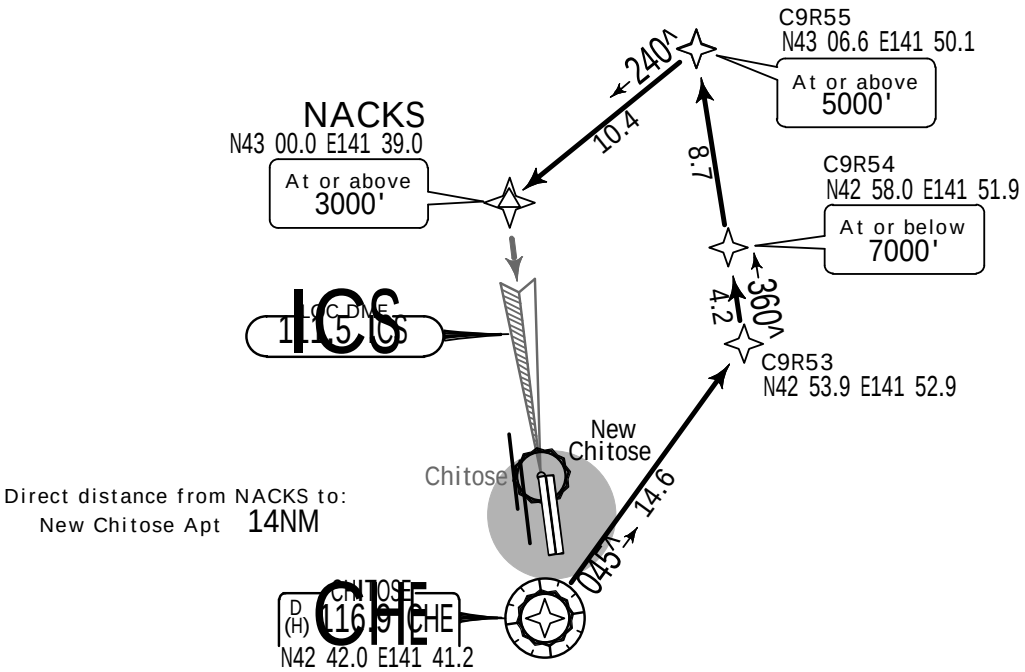
JEPPESEN

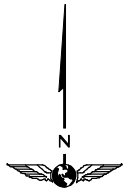
7 DEC 12 (10-2H) .Eff.12.Dec.1500Z.

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

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RJCC/CTS
NEW CHITOSE

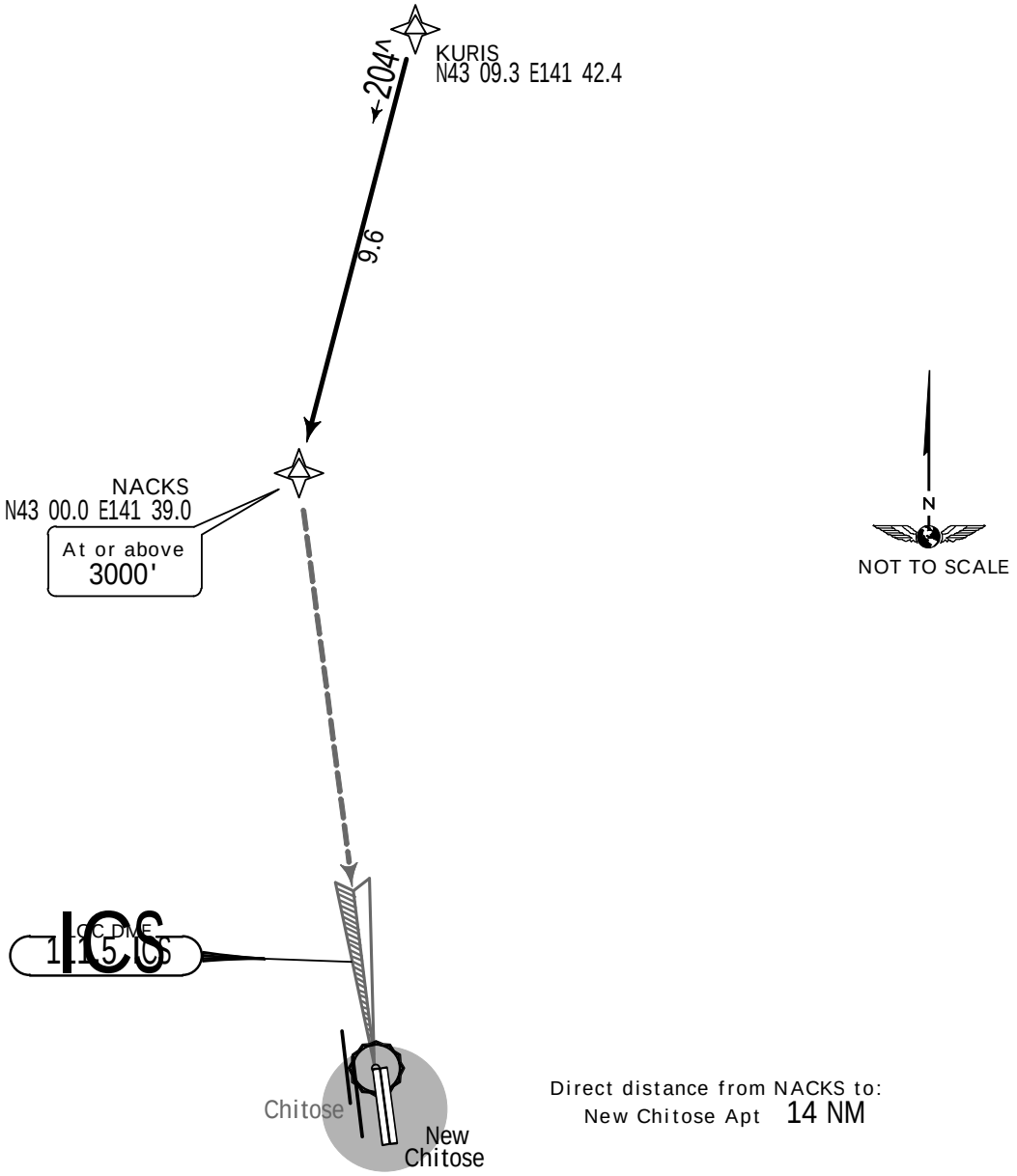
JEPPESEN

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

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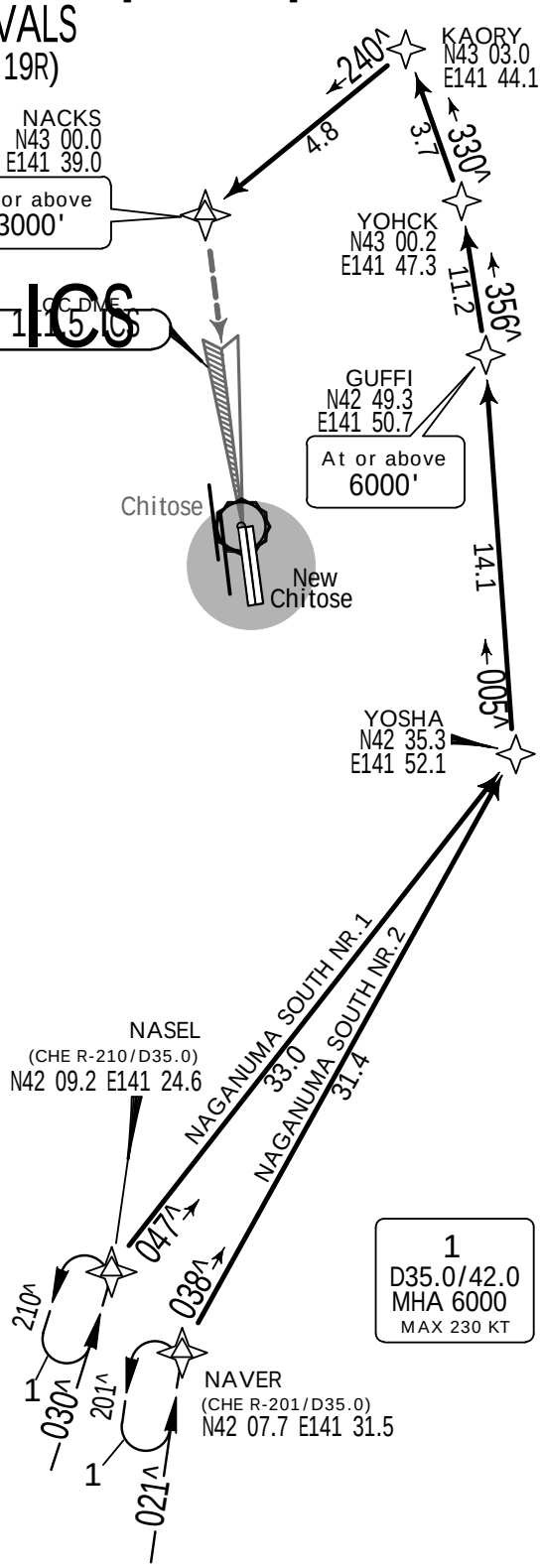
JEPPESEN 7 DEC 12 (10-2K) .Eff.12.Dec.1500Z. .RNAV.STAR.

*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.

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RJCC/CTS
NEW CHITOSE

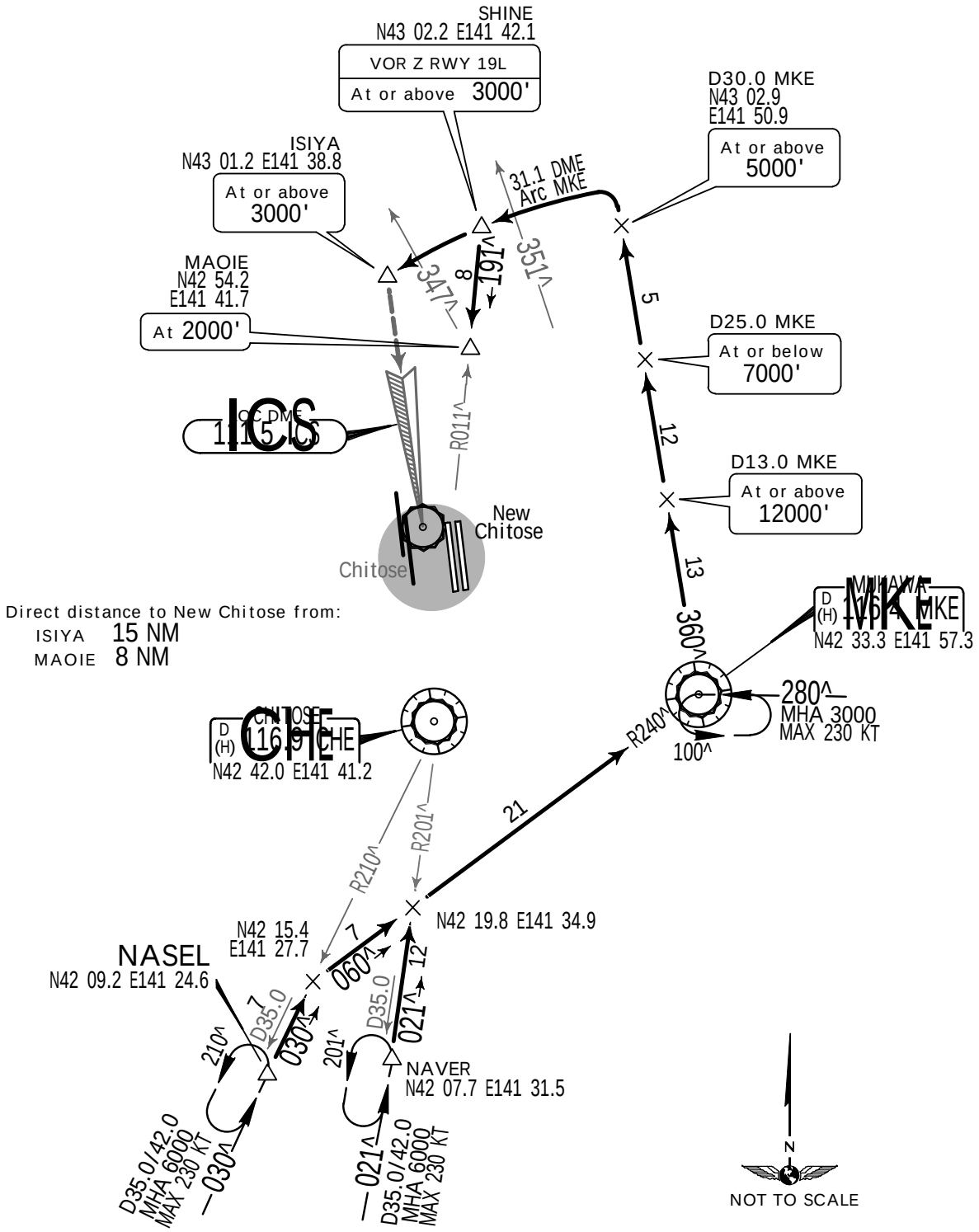
JEPPESEN

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.

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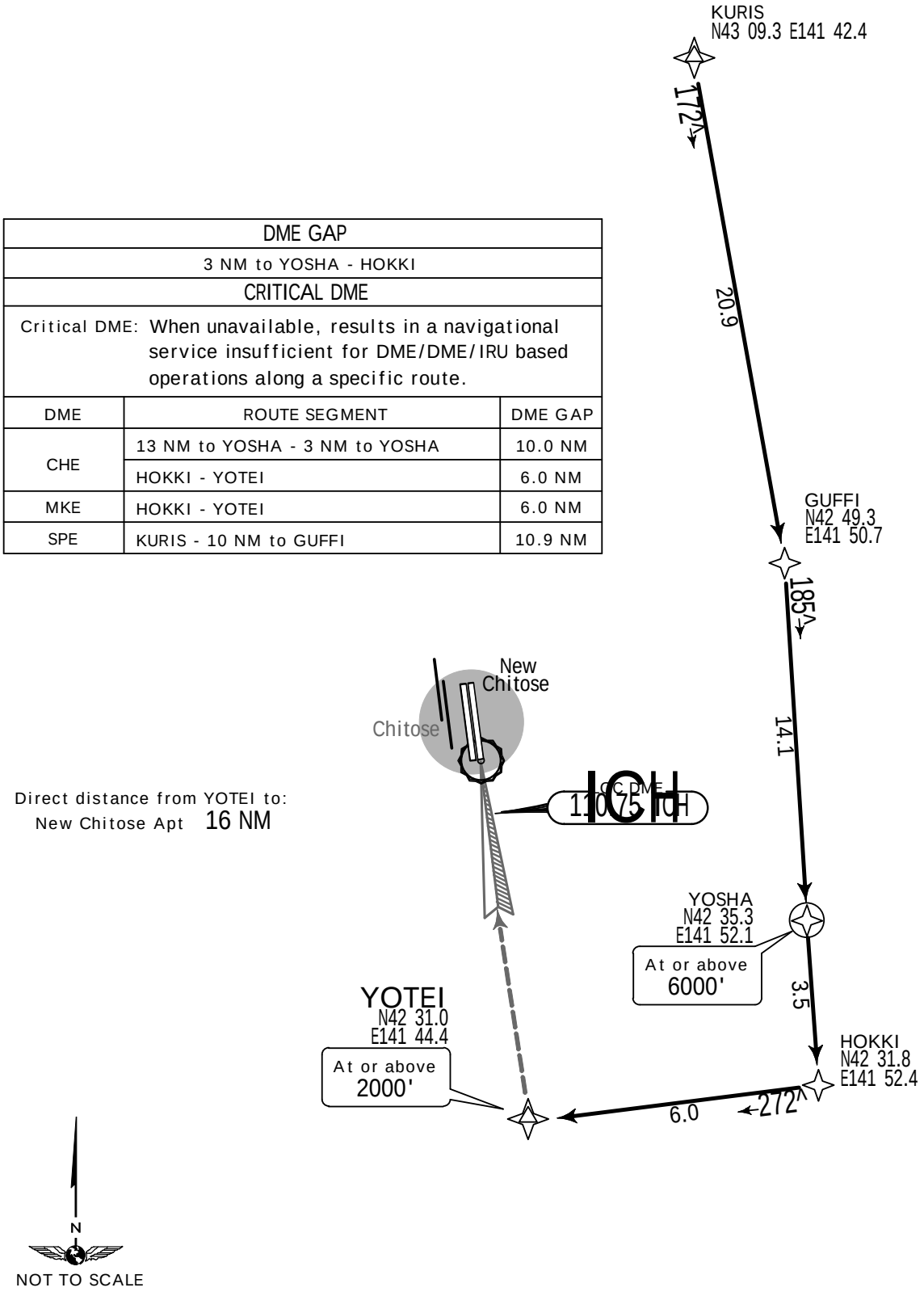
NEW CHITOSE

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).

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NEW CHITOSE

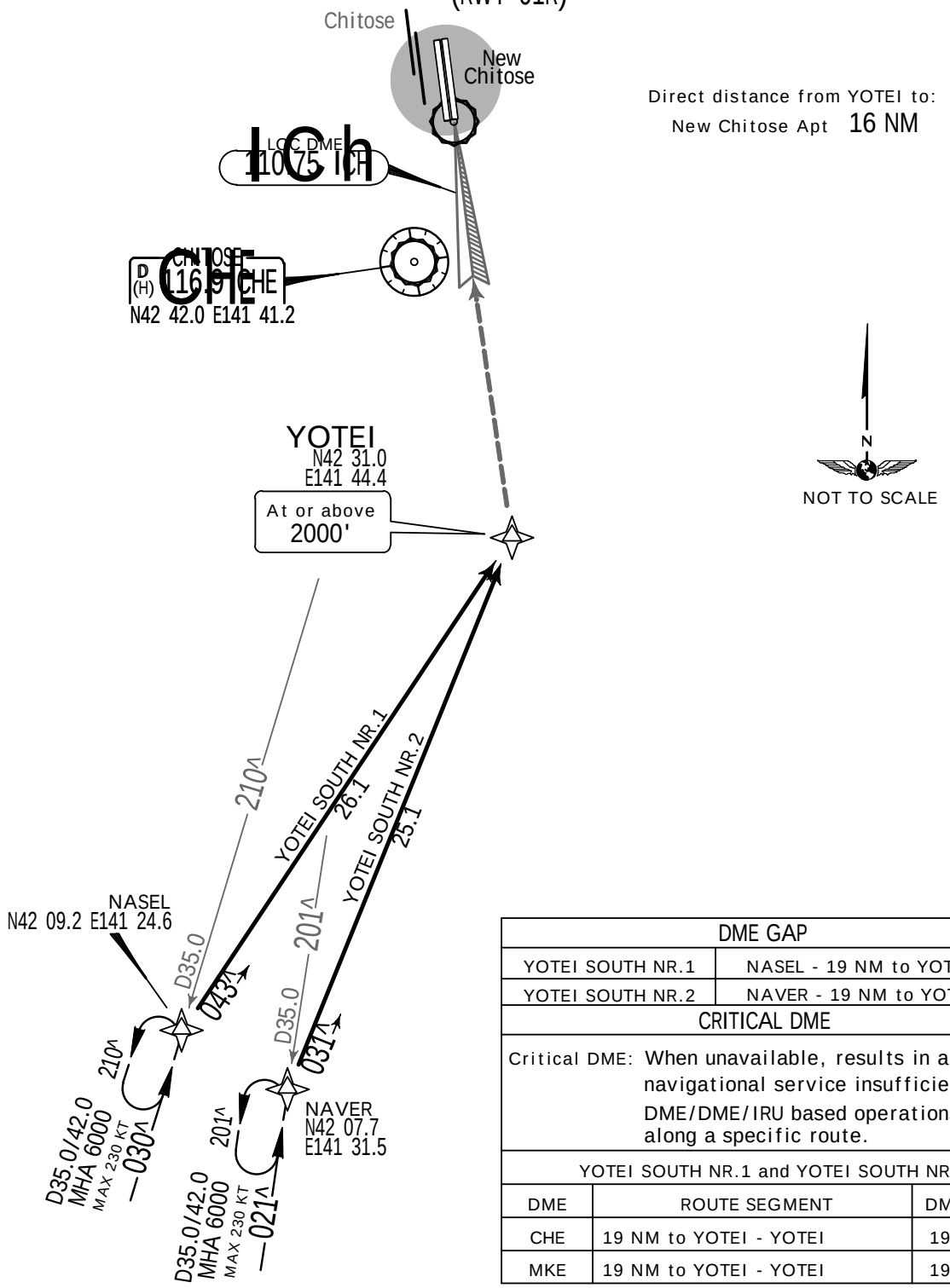
JEPPESEN

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.

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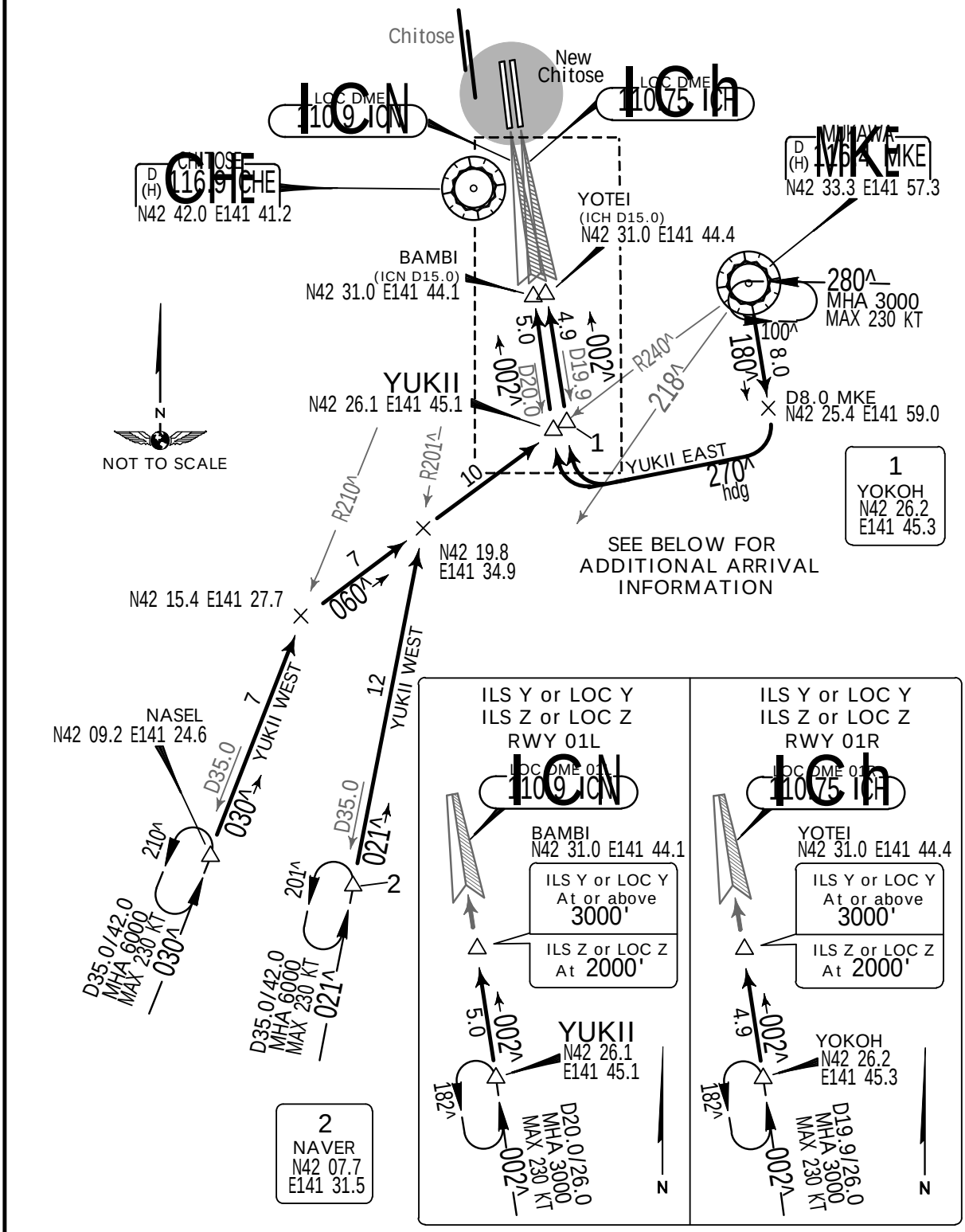
RJCC/CTS NEW CHITOSE — JEPPESEN — SAPPORO, JAPAN

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.

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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.

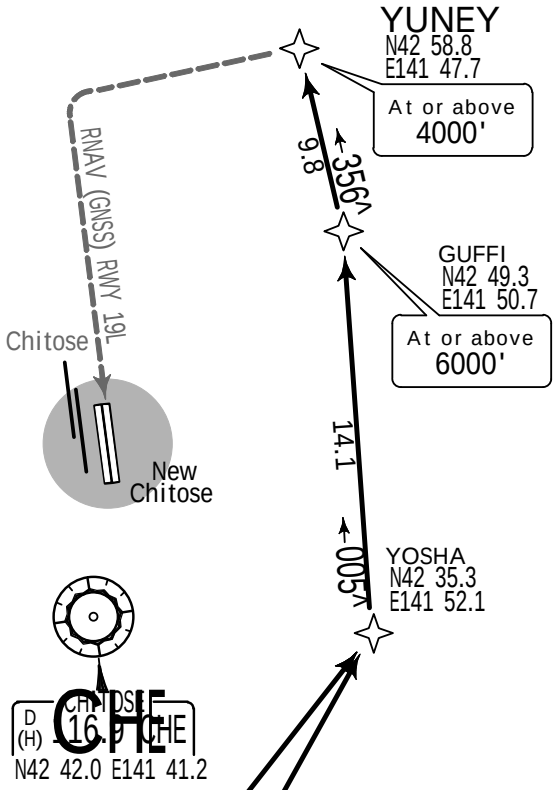
YUNEY SOUTH NR.1 [YUNES1], YUNEY SOUTH NR.2 [YUNES2] ARRIVALS
(RWY 19L)

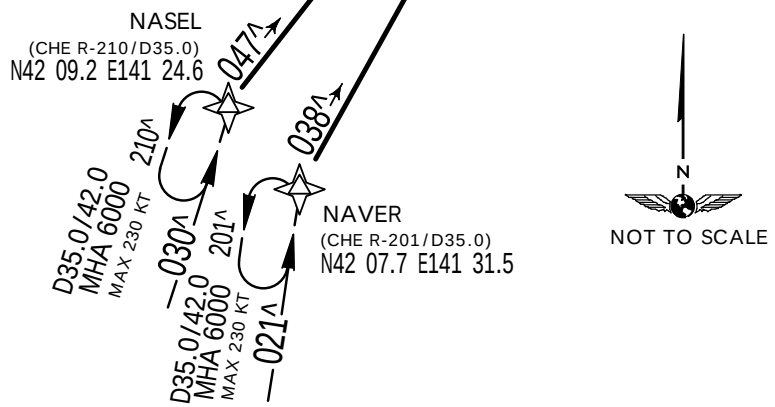
DME GAP	
YUNEY SOUTH NR.1	NASEL - 26 NM to YOSHA
	3 NM to YOSHA - 1 NM to YOSHA
	YOSHA - 10 NM to GUFFI
YUNEY SOUTH NR.2	NAVER - 25 NM to YOSHA
	3 NM to YOSHA - 1 NM to YOSHA
	YOSHA - 10 NM to GUFFI

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.

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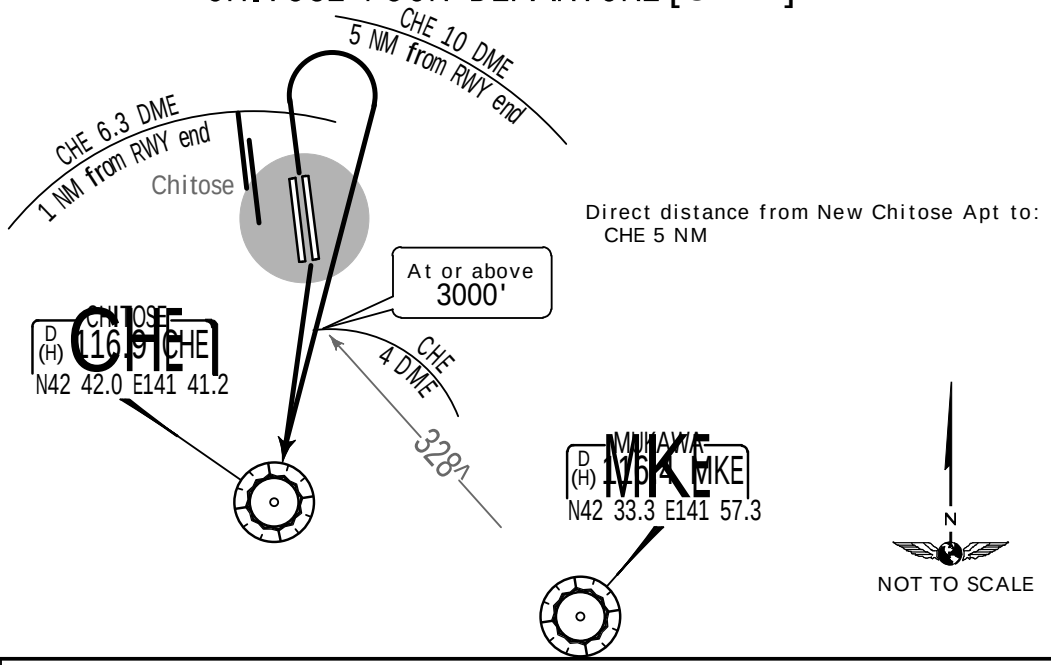
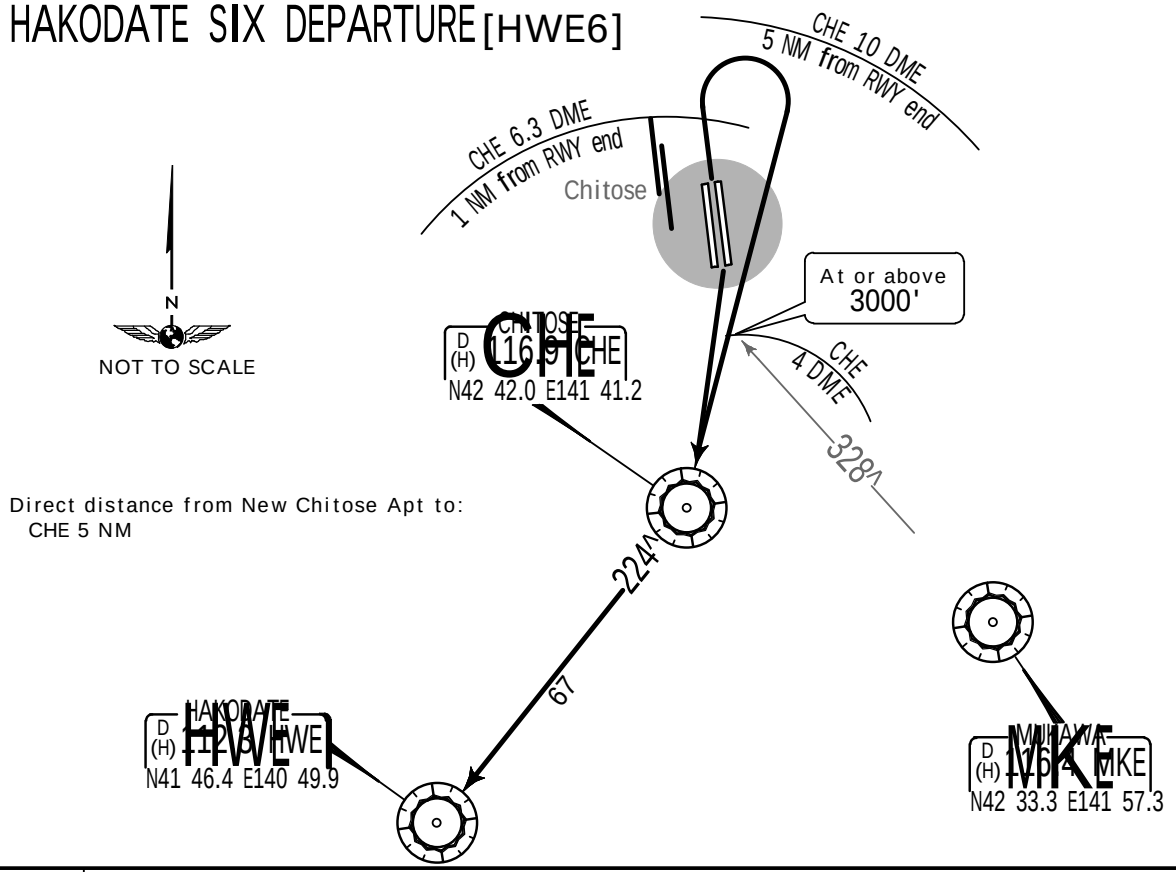
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

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

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RJCC/CTS
NEW CHITOSE

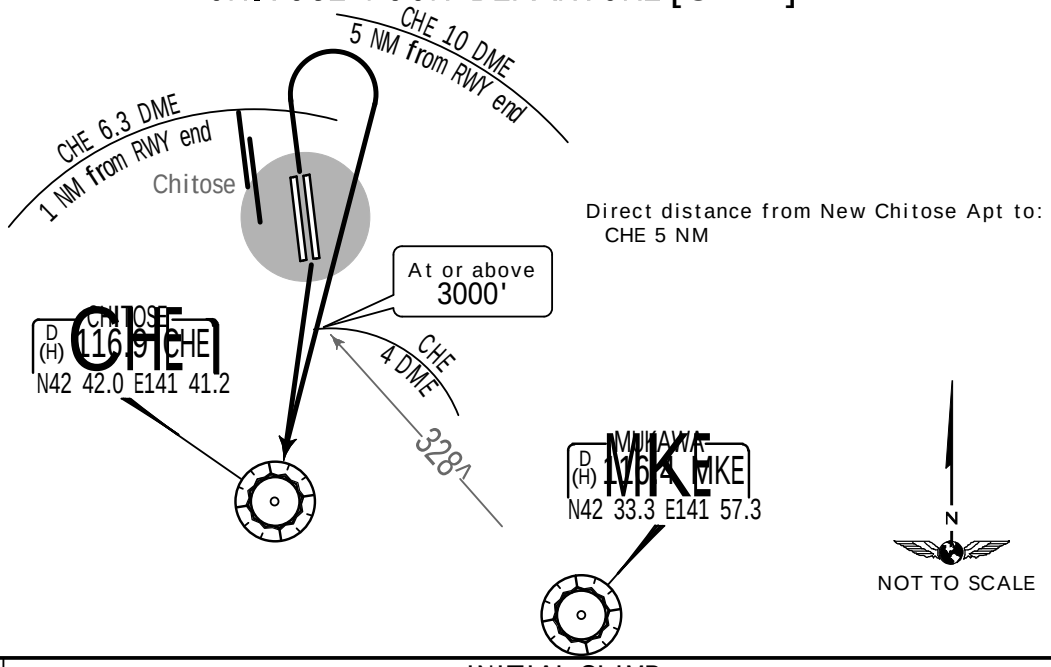
JEPPESEN
3 JAN 14 (10-3-0) .Eff.8.Jan.1500Z.

SAPPORO, JAPAN
.SID.

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

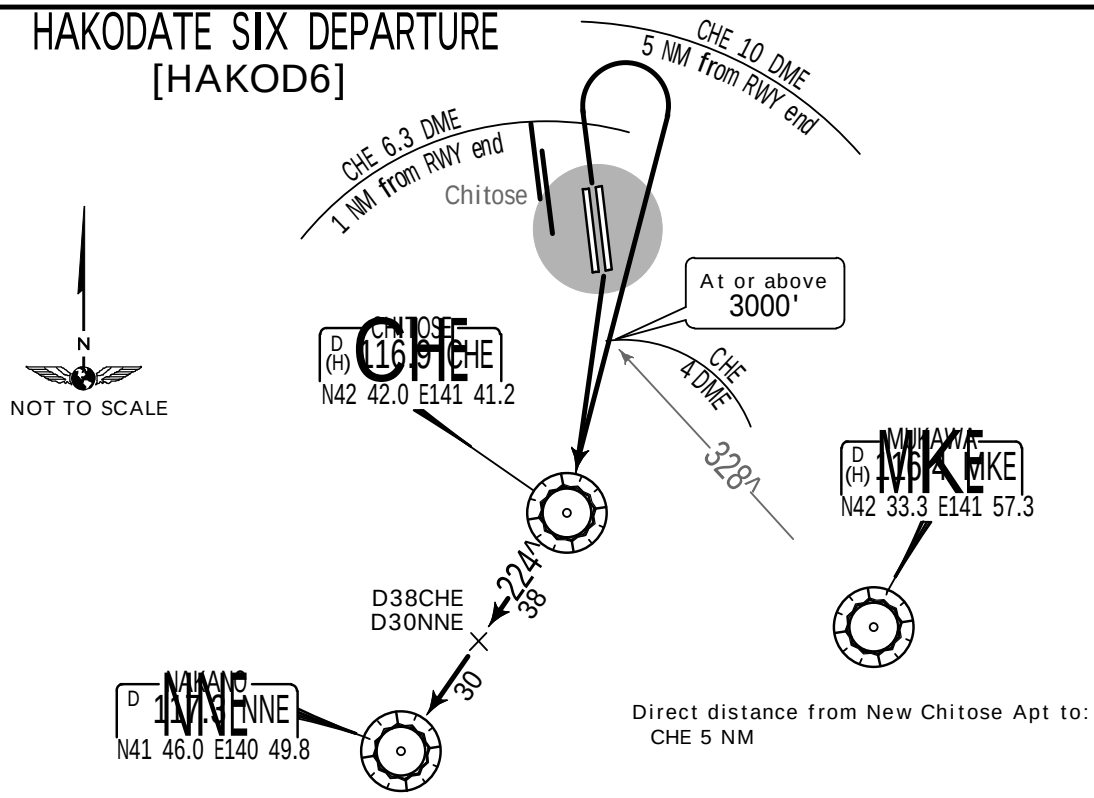
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

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

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RJCC/CTS
NEW CHITOSE

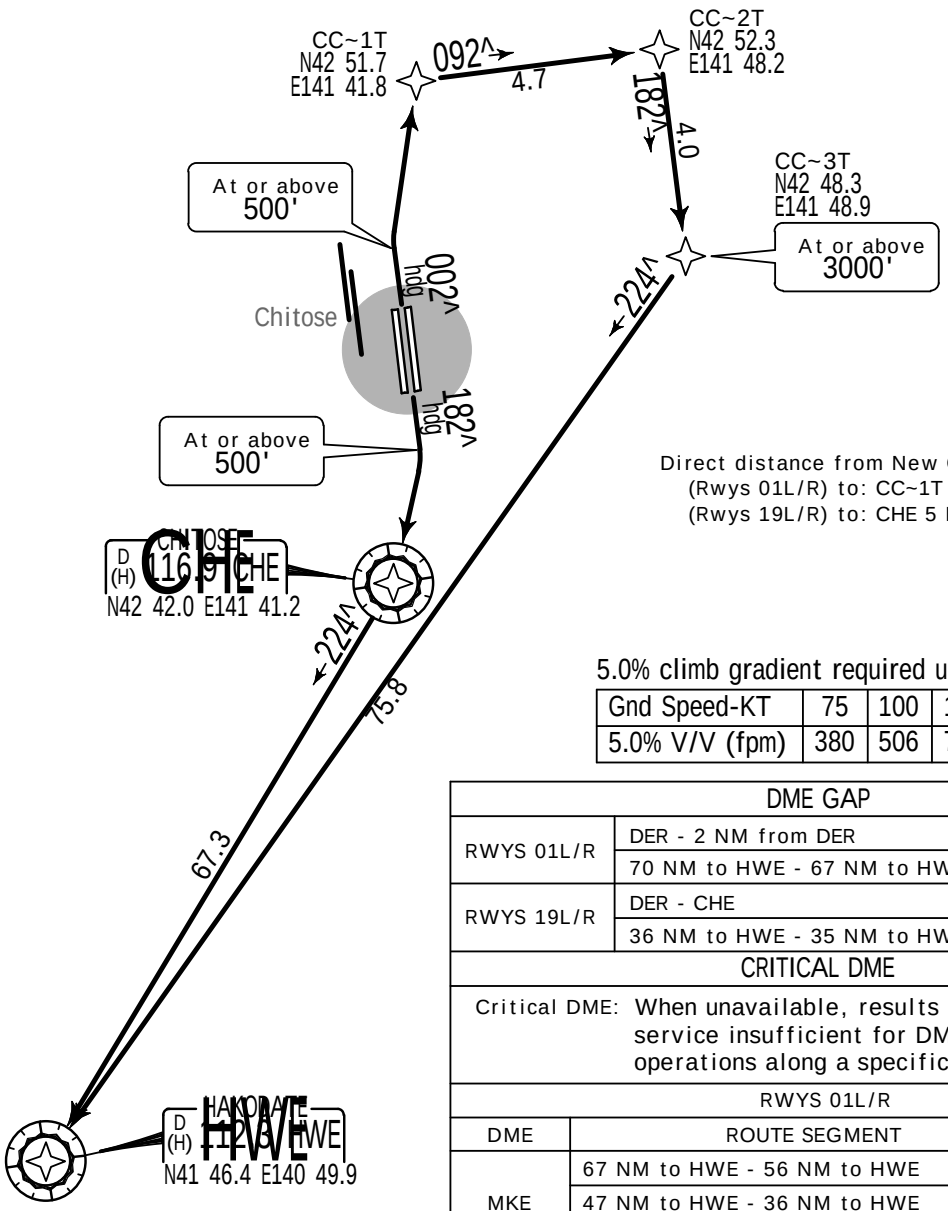
JEPPESEN

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.

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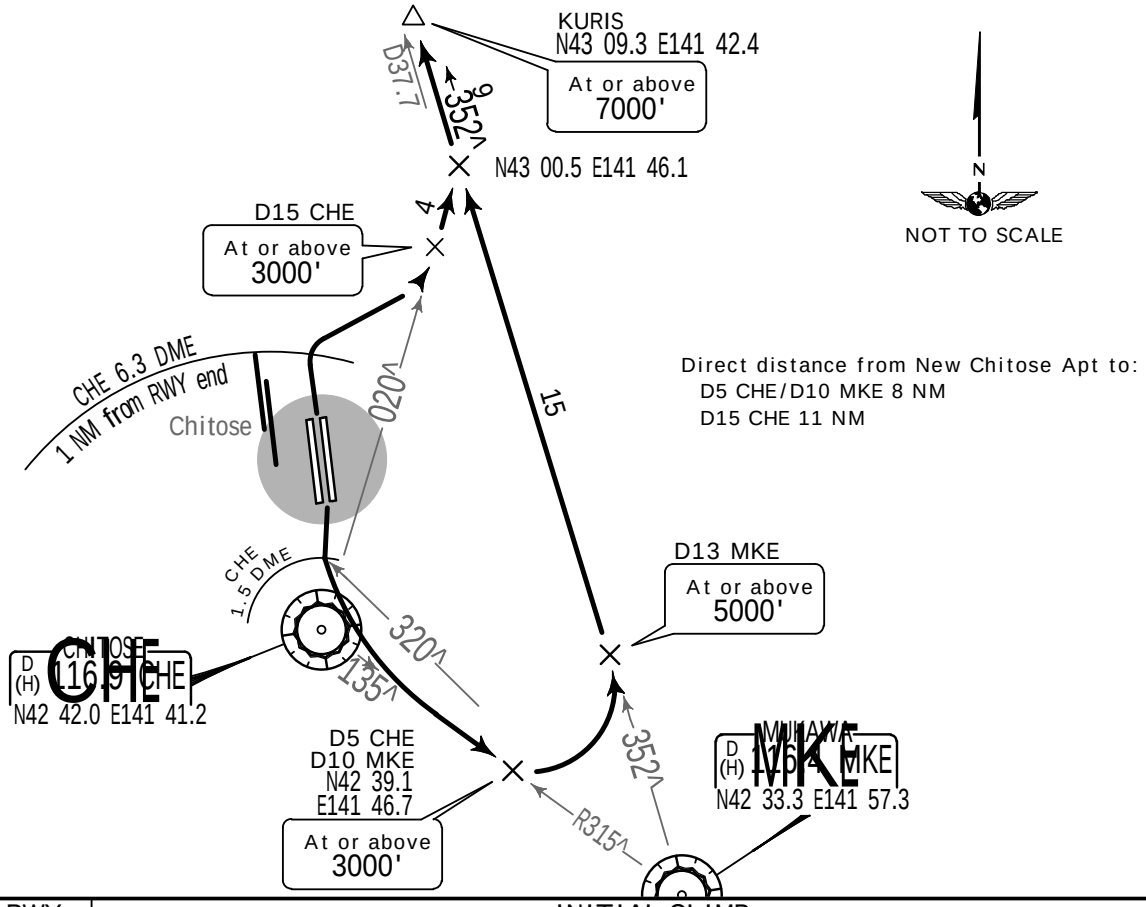
RJCC/CTS NEW CHITOSE — SAPPORO, JAPAN

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

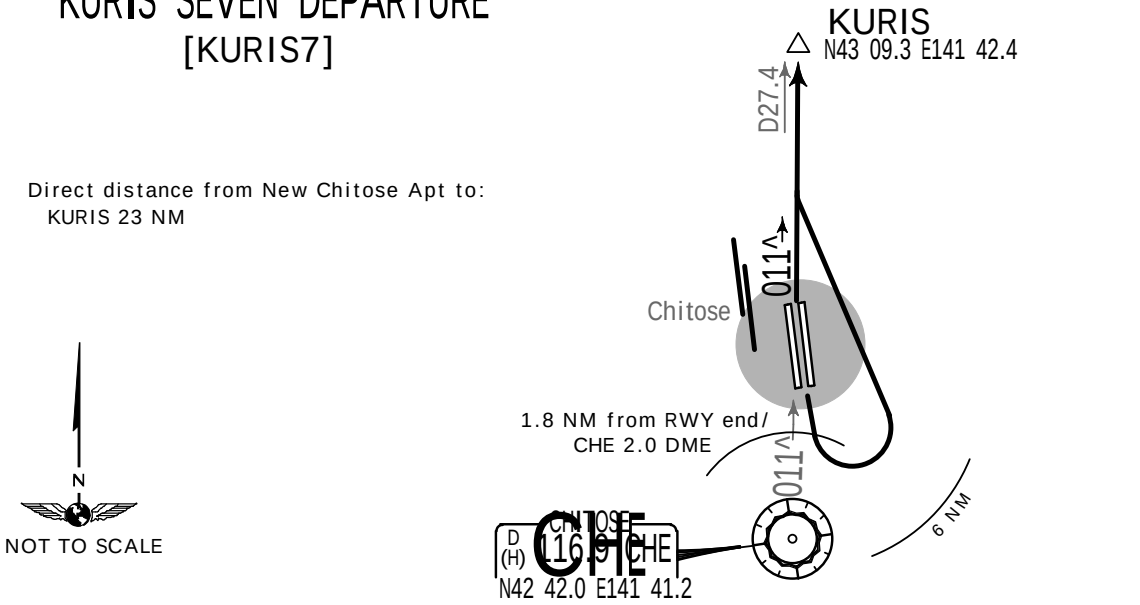
CHITOSE Departure (R) 124.7	Apt Elev 70'	Trans level: FL140 Trans alt: 14000'

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

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RJCC/CTS
NEW CHITOSE

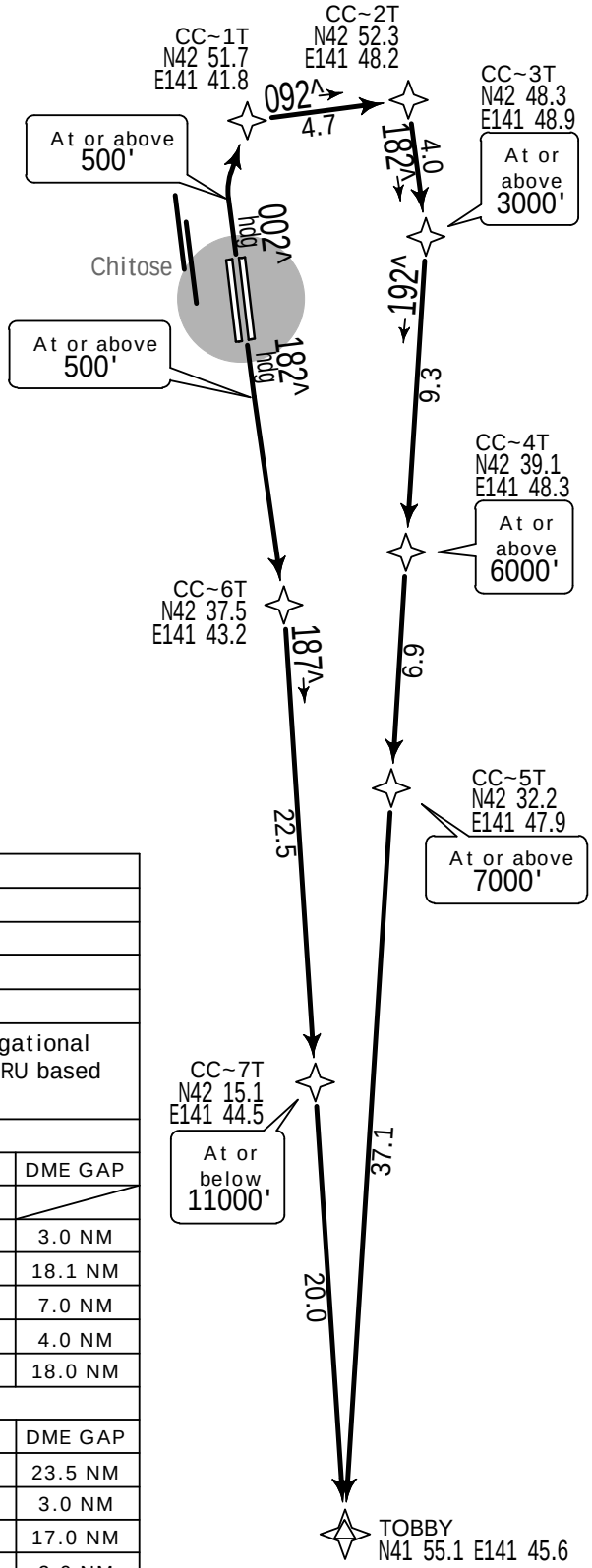
JEPPESEN

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.

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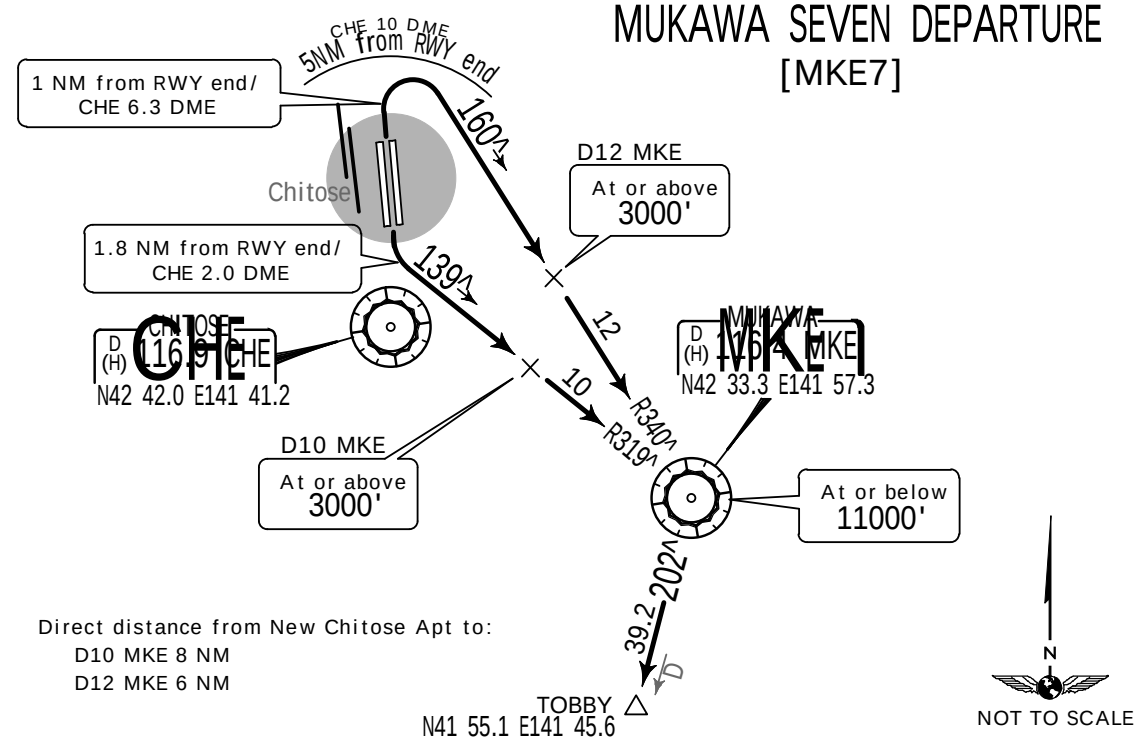
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

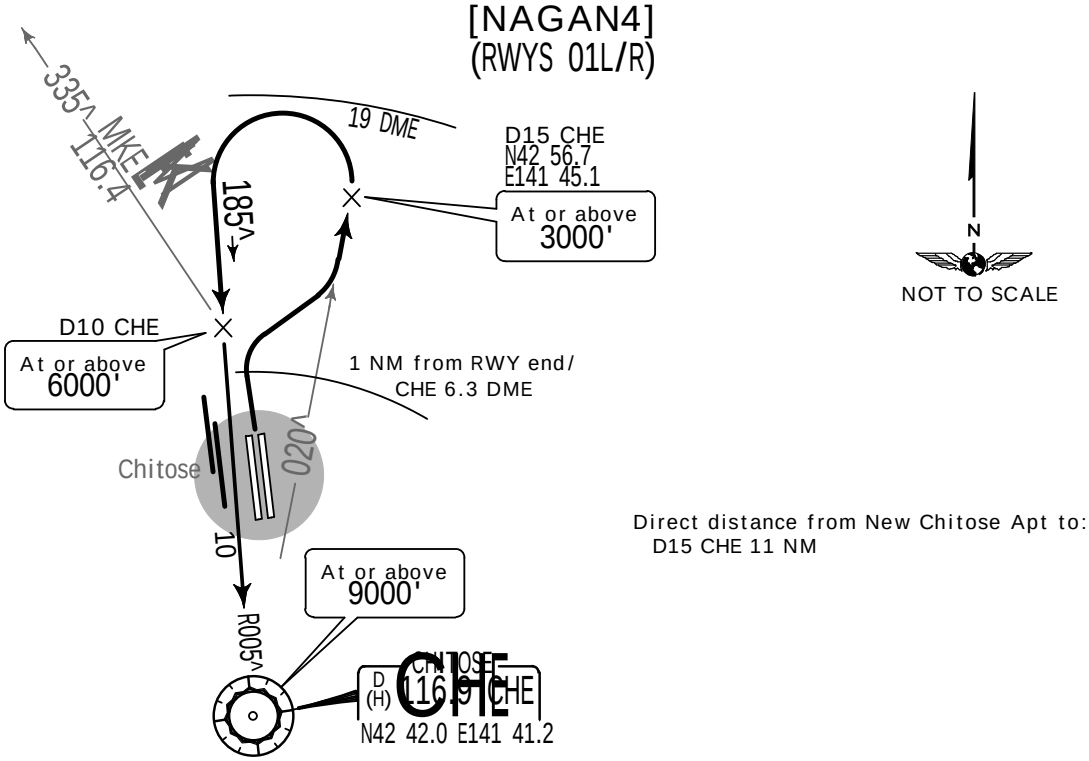
MUKAWA SEVEN DEPARTURE
[MKE7]



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

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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.

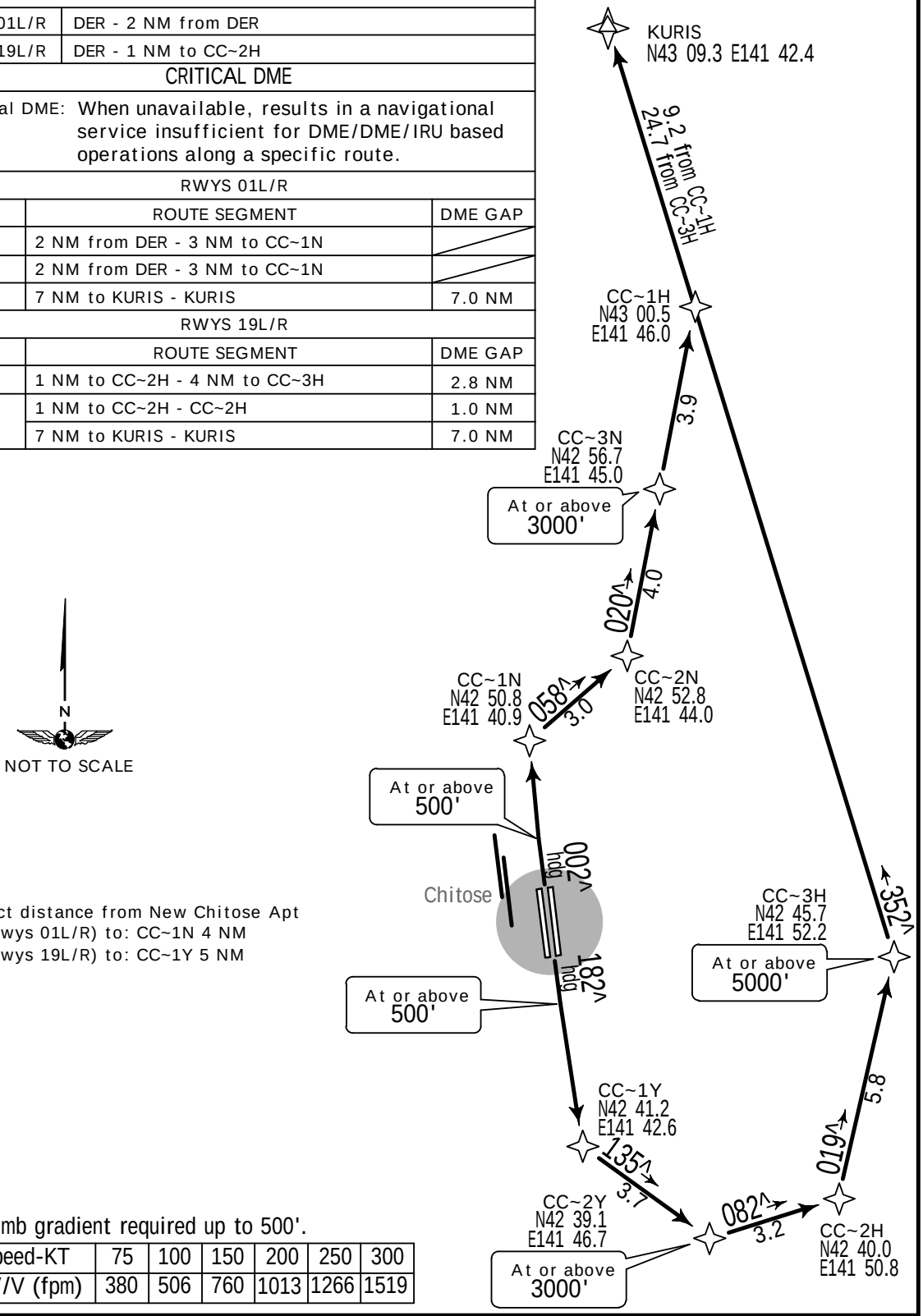
PATRUSH ONE DEPARTURE [PATRU1]

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.

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RJCC/CTS
NEW CHITOSE

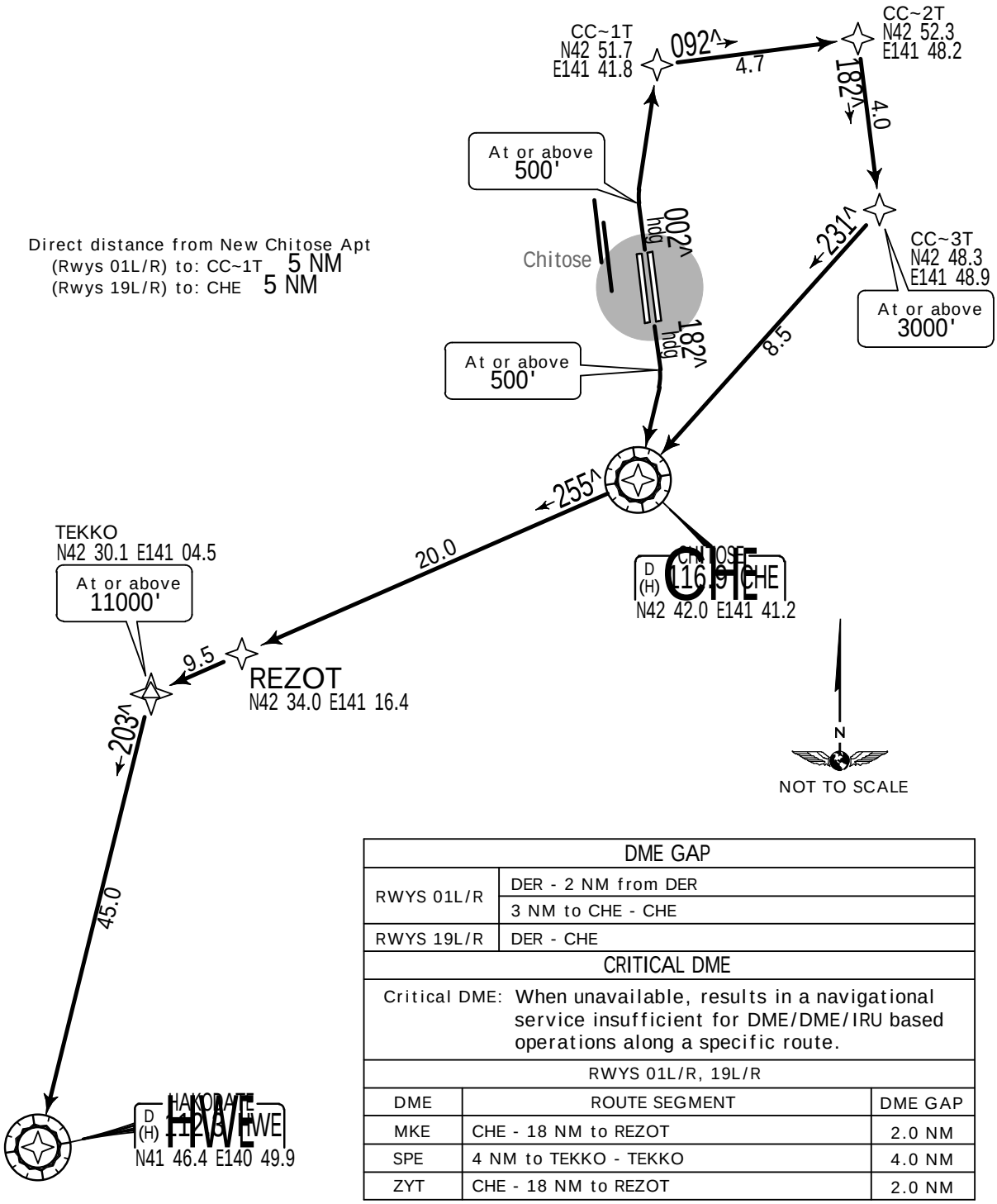
JEPPESEN

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.

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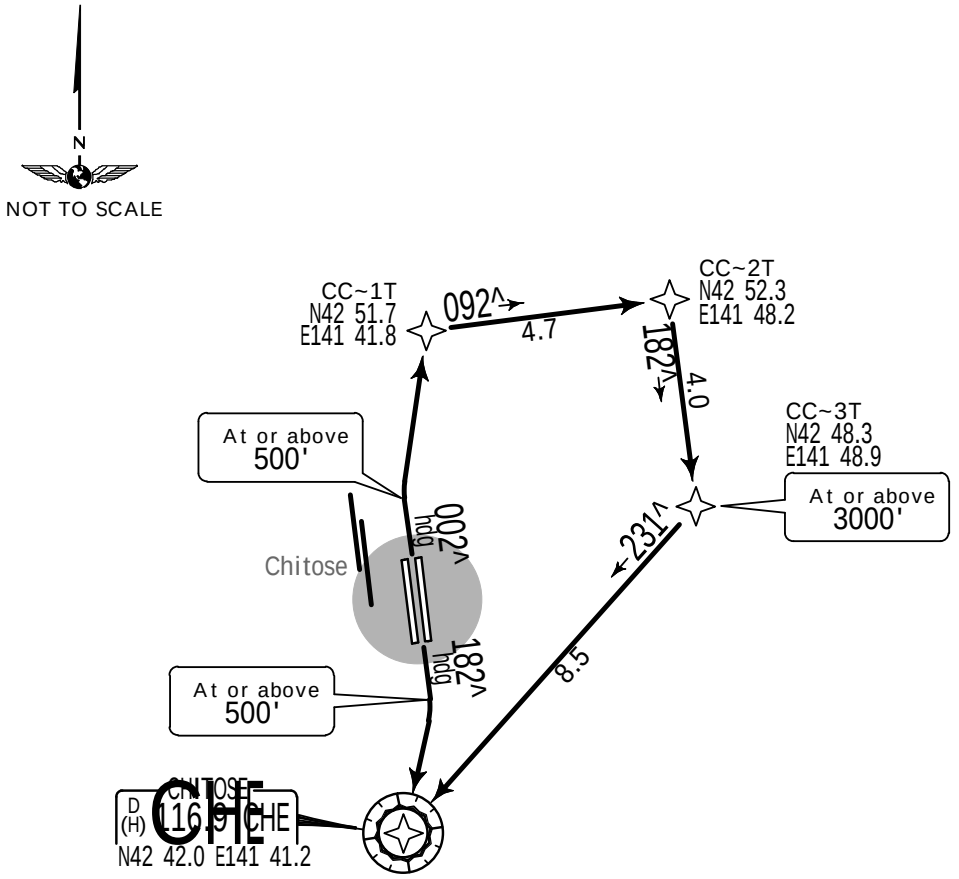
CHITOSE Departure (R) 124.7	Apt Elev 70'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 4. RADAR required.

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.

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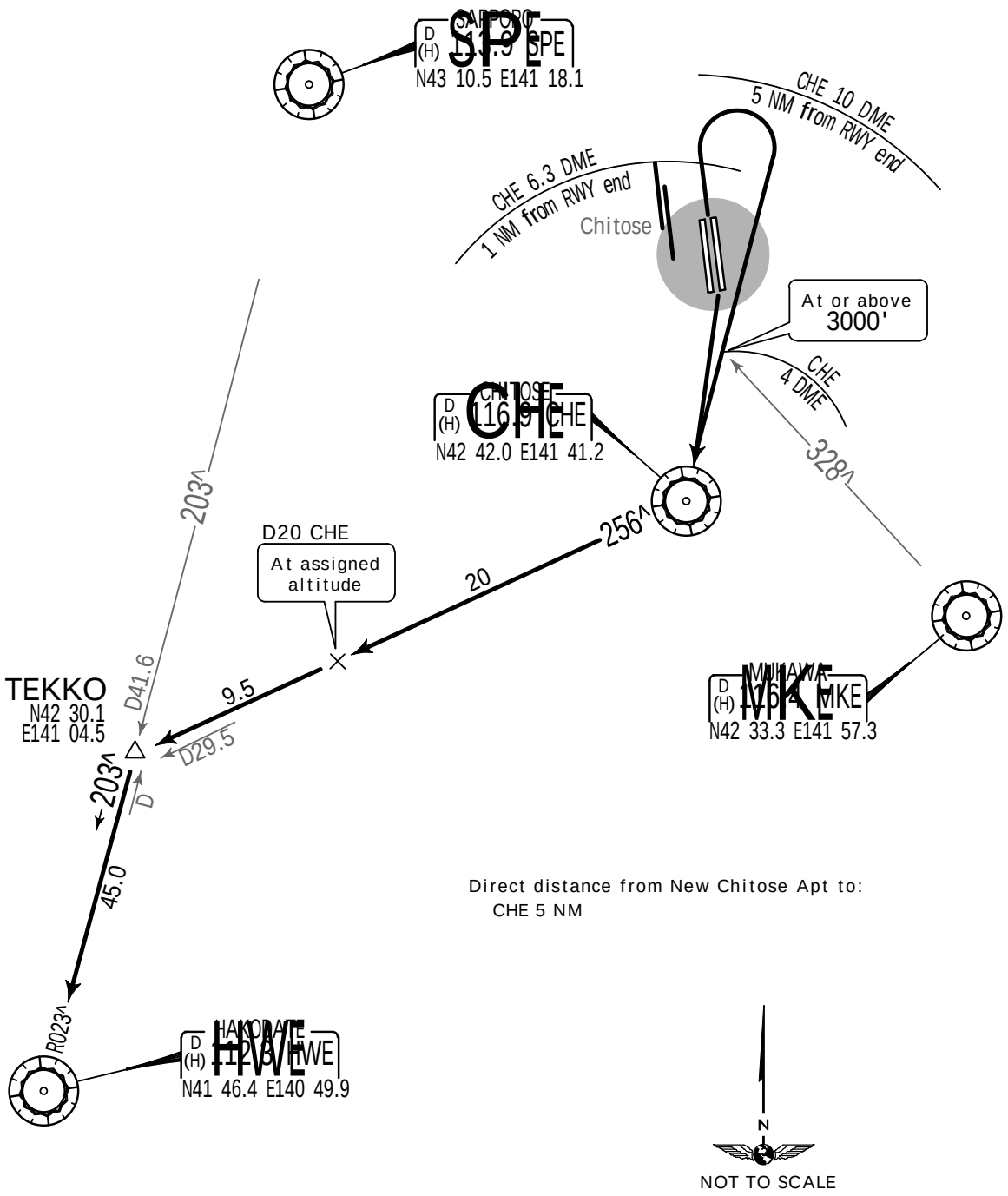
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000' Aircraft unable to comply with the flight restriction, inform ATC for alternate procedure before departure.

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

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RJCC/CTS
NEW CHITOSE

JEPPESEN

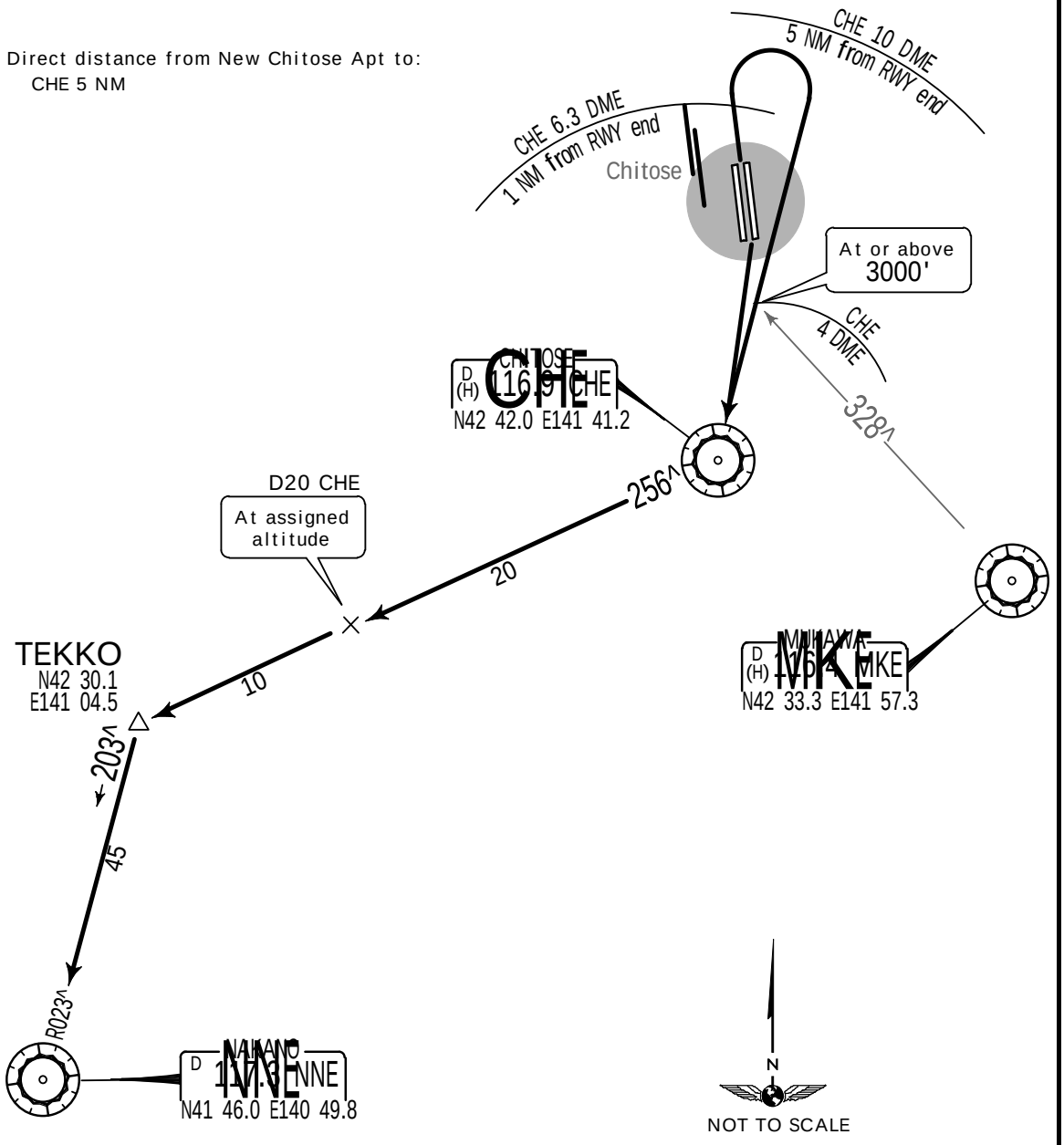
SAPPORO, JAPAN

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

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RJCC/CTS
NEW CHITOSE

JEPPESEN

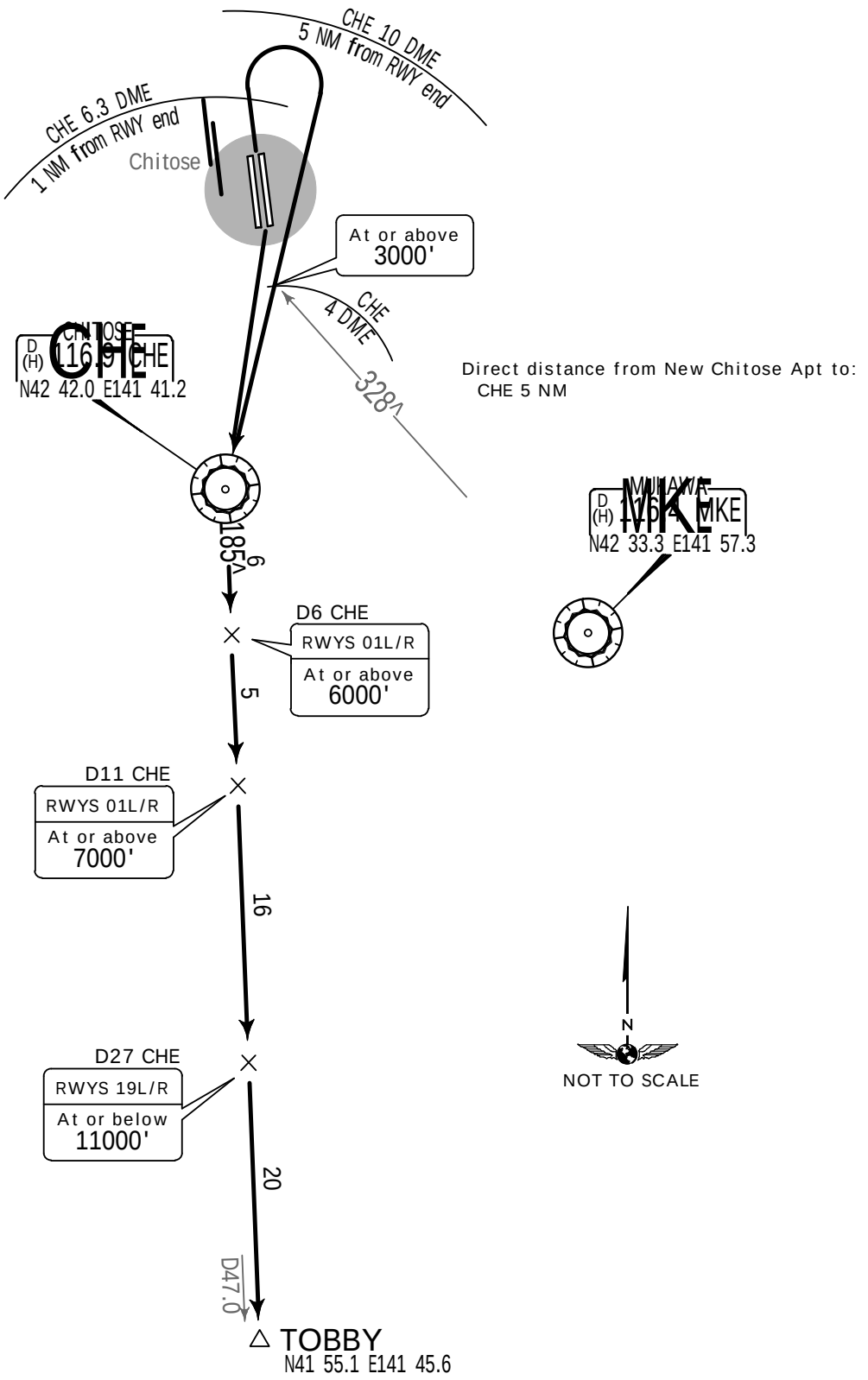
SAPPORO, JAPAN

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.

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RJCC/CTS
NEW CHITOSE

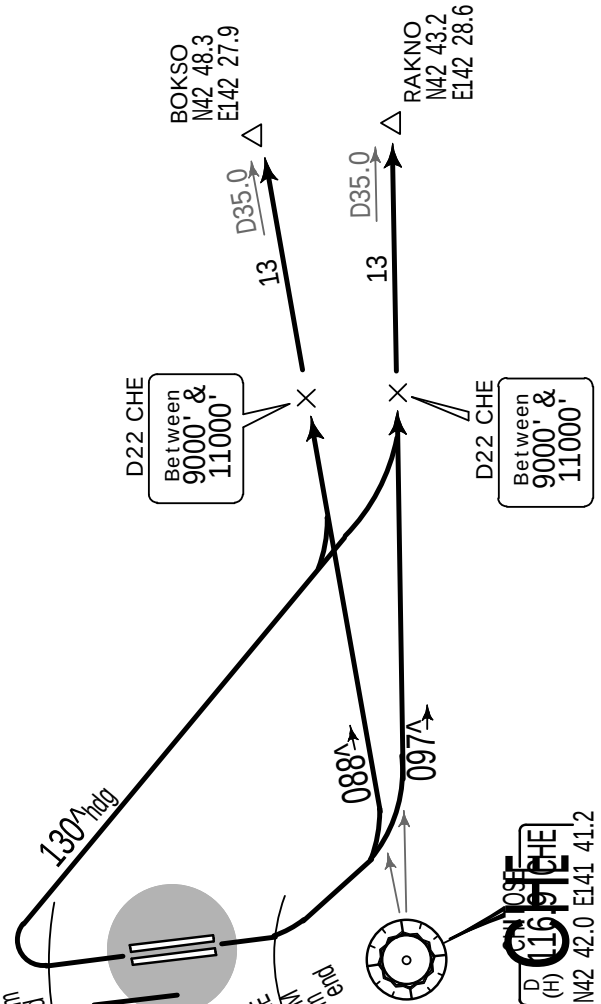
JEPPESEN
17 JAN 14 (10-3K)

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.

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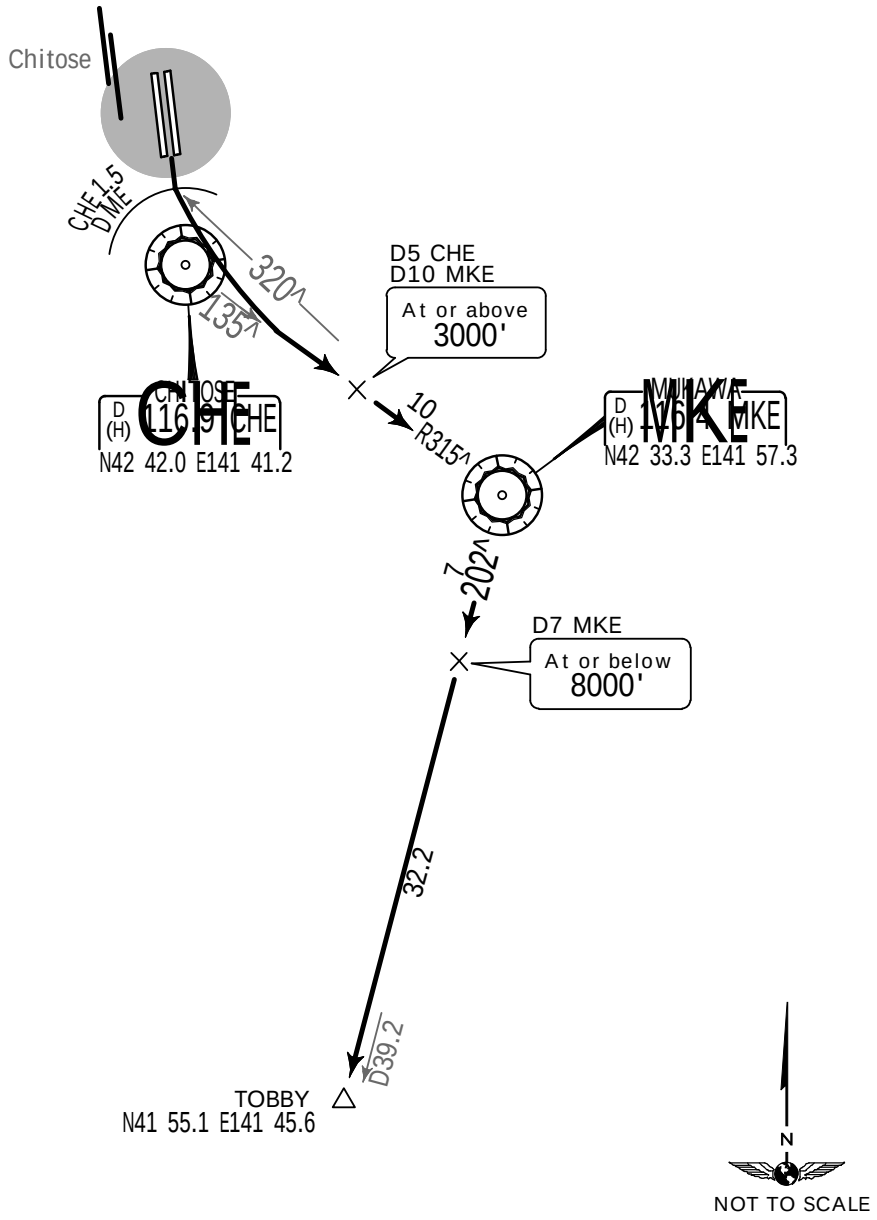
CHITOSE Departure (R)	Apt Elev	
124.7	70'	Trans level: FL140 Trans alt: 14000'

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

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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.

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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		

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OPERATIONAL RESTRICTIONS AT NEW CHITOSE AIRPORT

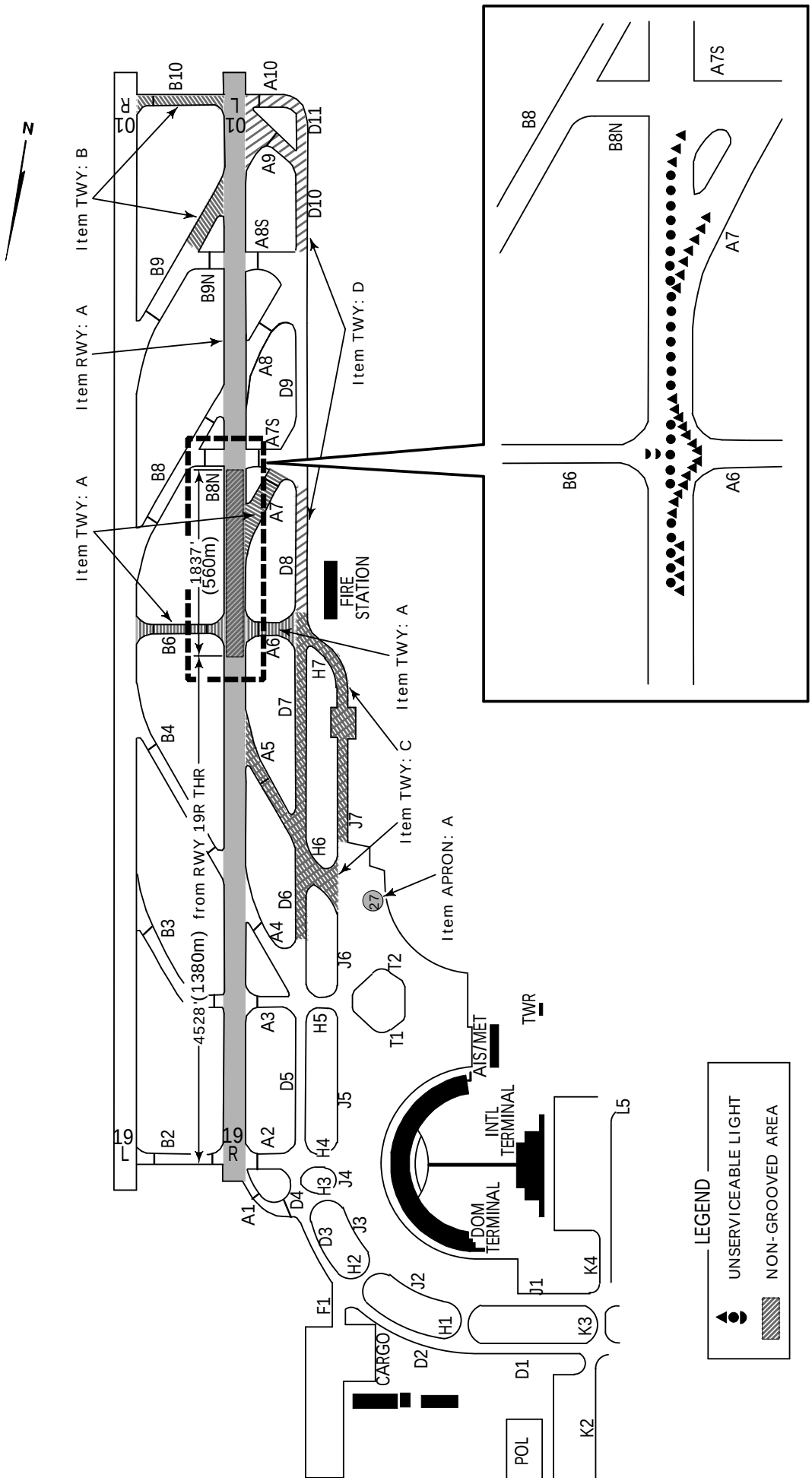

Figure 1

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RJCC/CTS

Apt Elev 70'
N42 46.5 E141 41.6

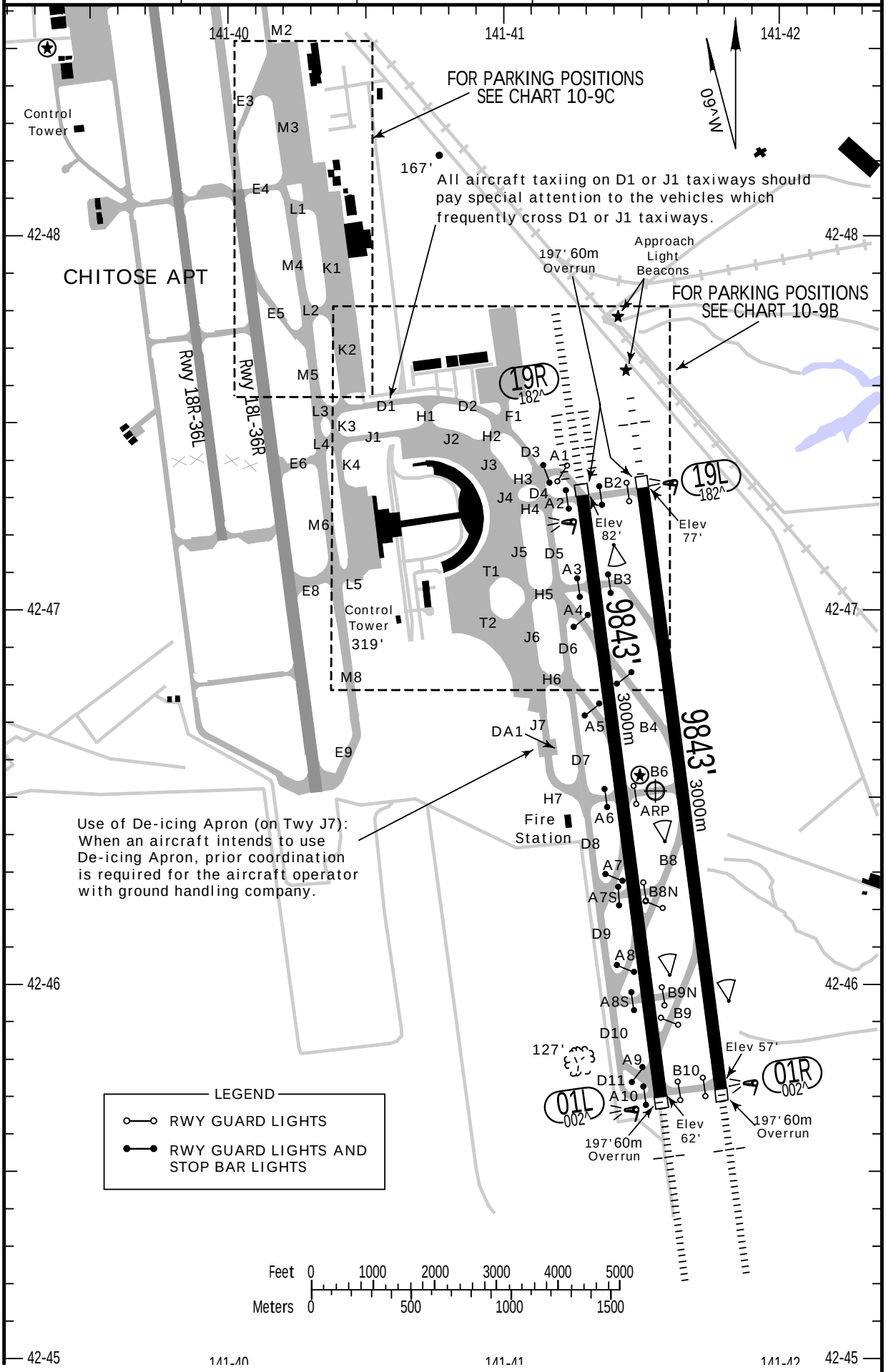
JEPPESEN

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



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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

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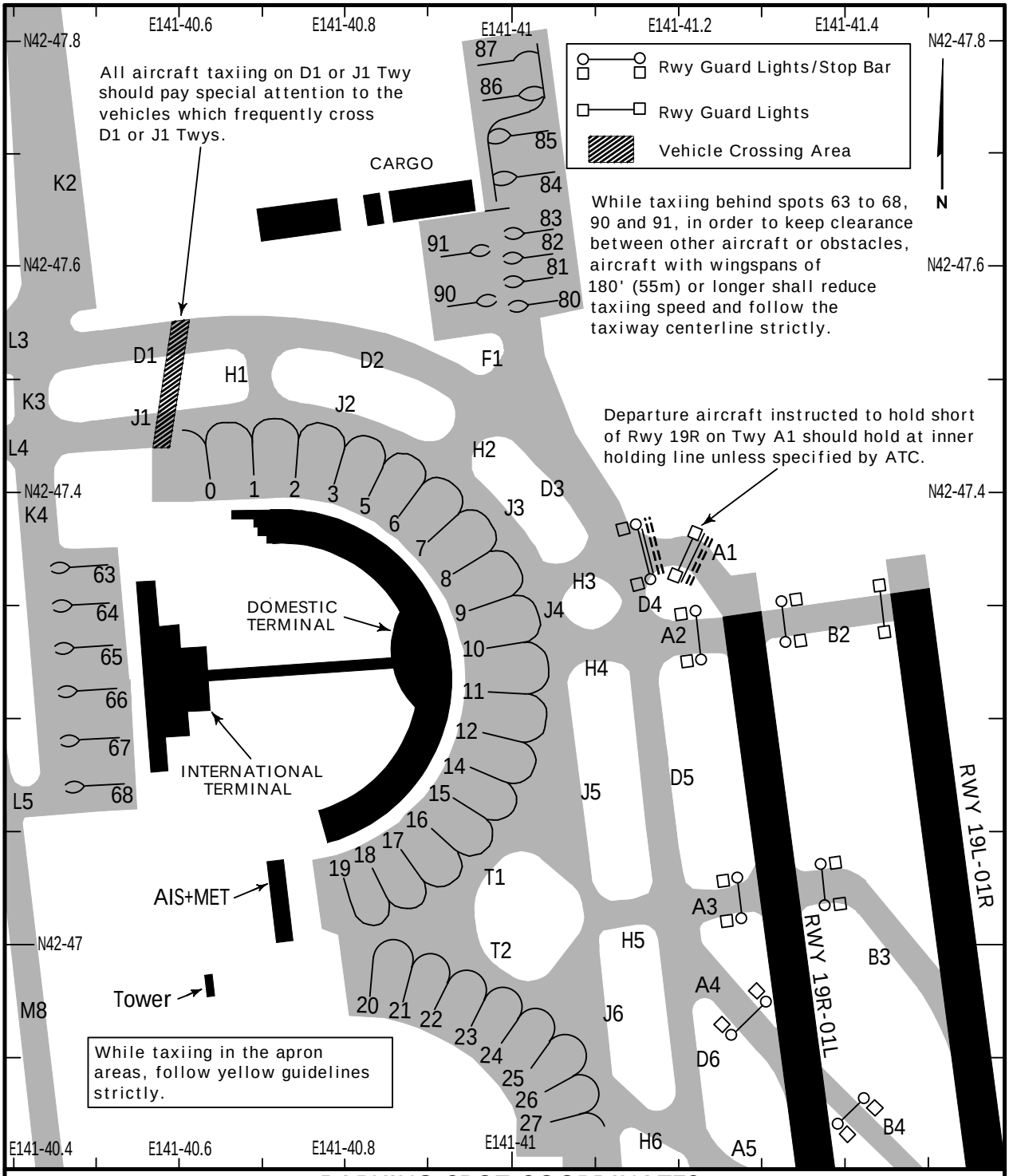
RJCC/CTS

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		

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CHANGES: Parking spots 80 thru 83 added.

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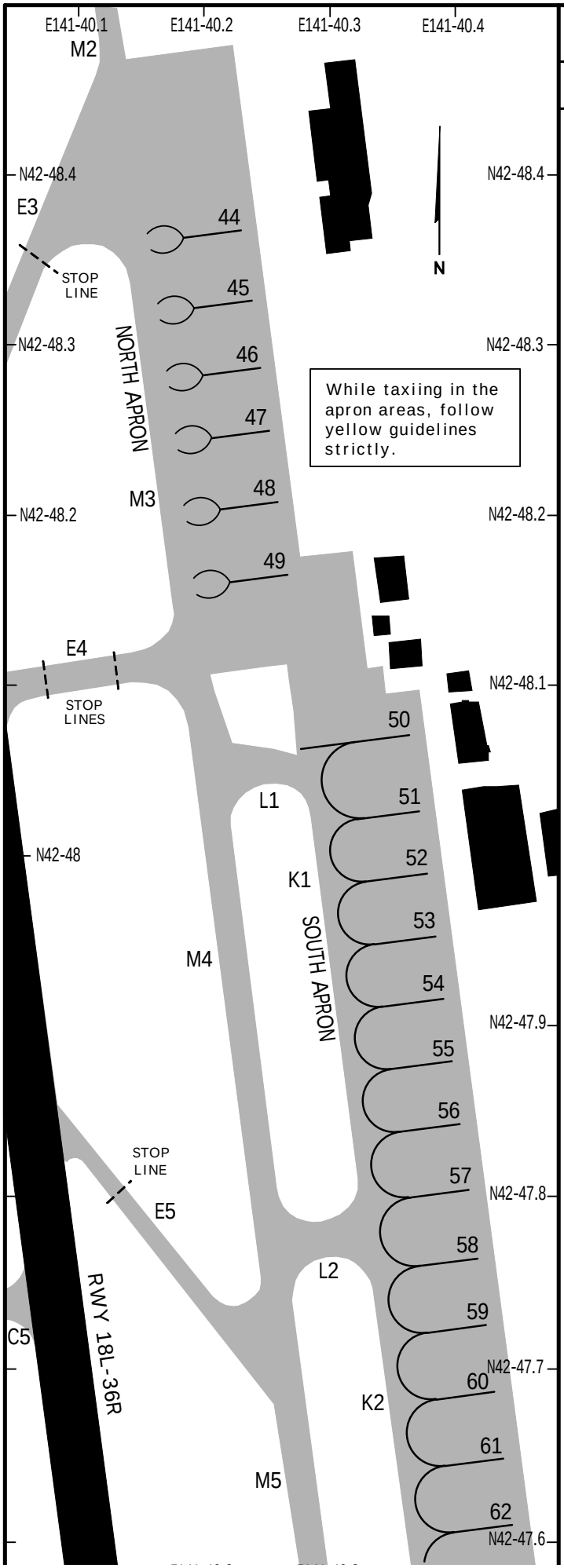

PARKING SPOT COORDINATES

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

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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

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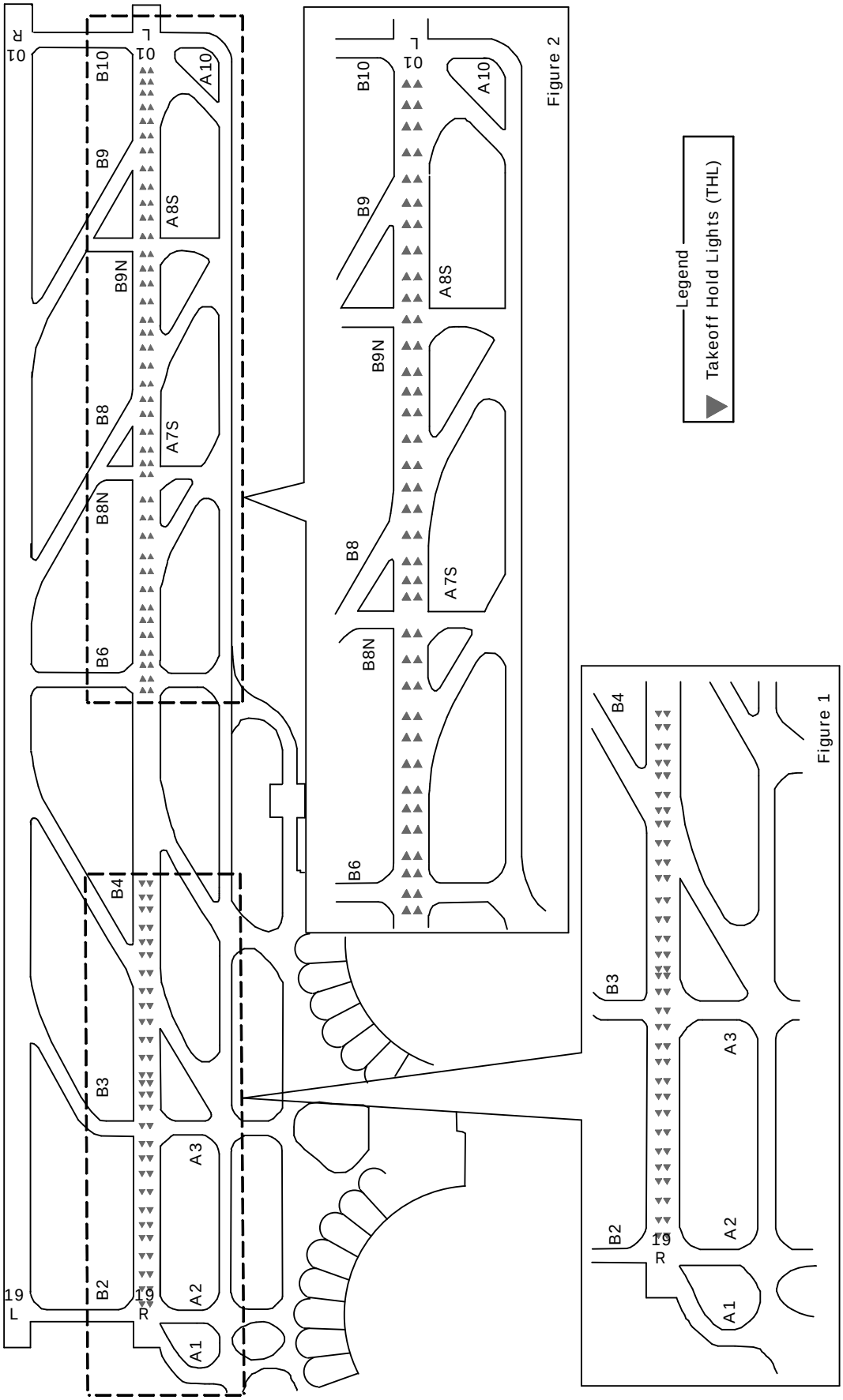
RJCC/CTS

JEPPESEN

15 AUG 14 (10-9F)

SAPPORO, JAPAN
NEW CHITOSE

TAKEOFF HOLD LIGHTS (THL)



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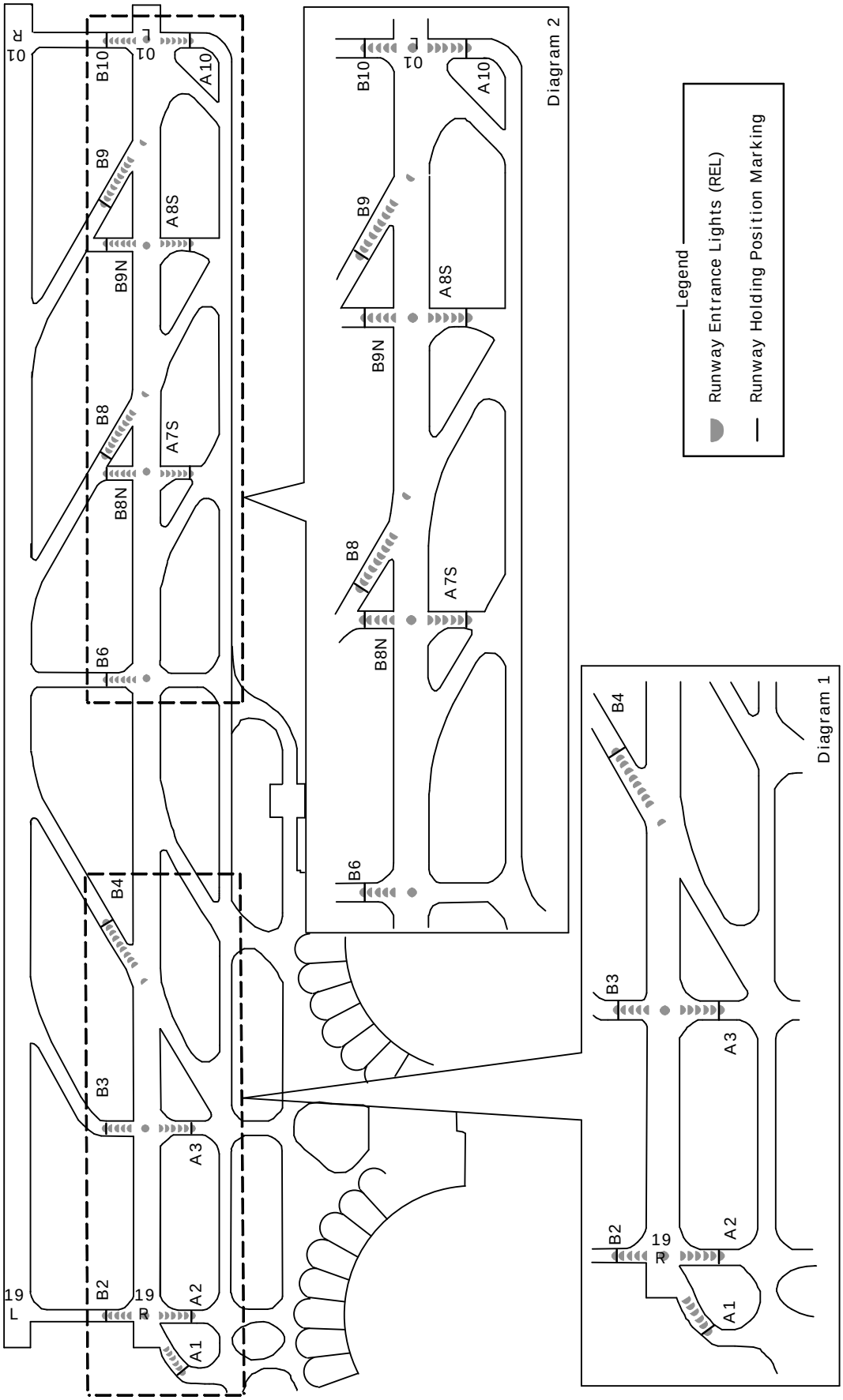
RJCC/CTS

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.

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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

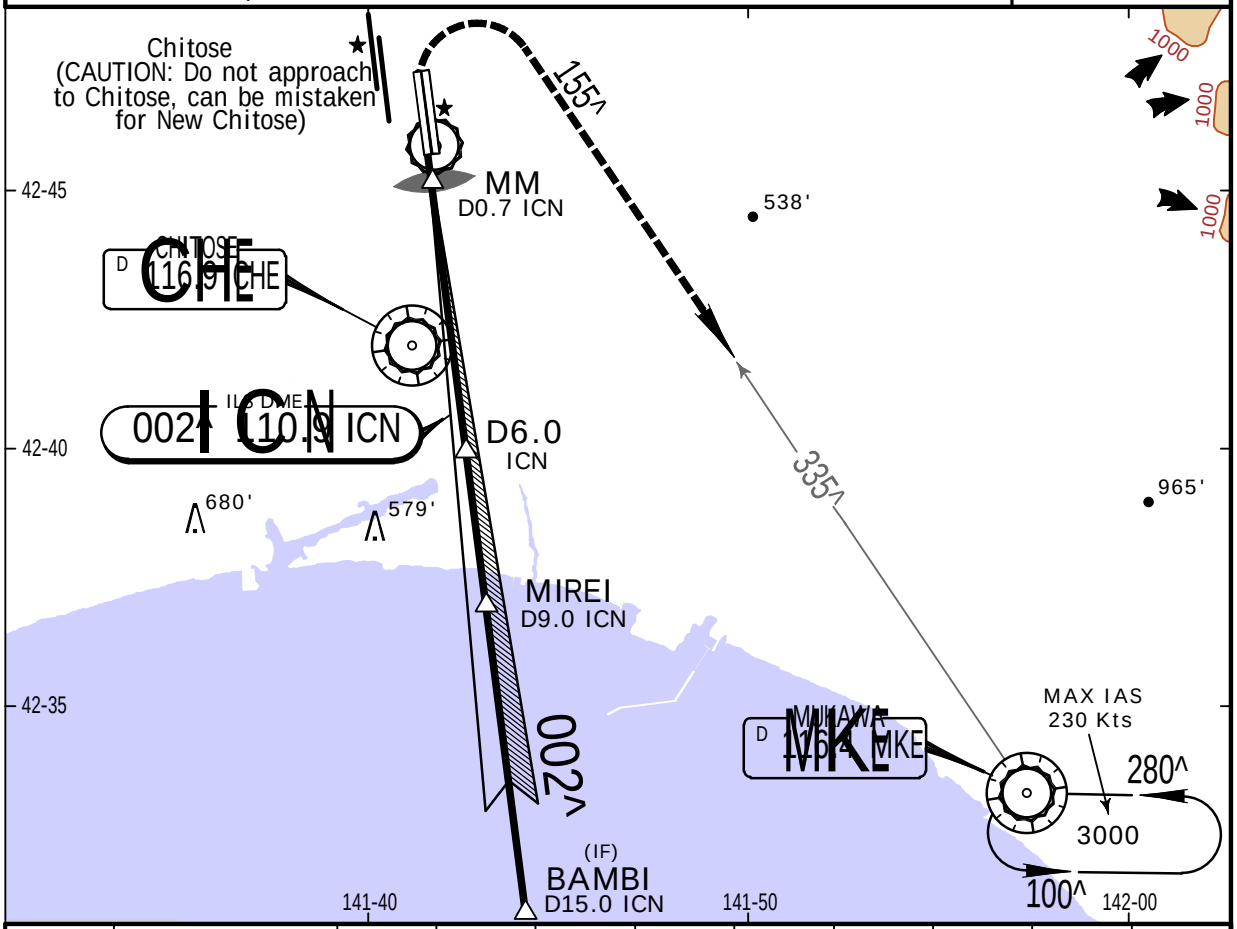
LOC ICN	Final Apch Crs	GS MIREI	ILS DA(H)	Apt Elev 70' Rwy 01L 62'
110.9	002^	3000' (2938')	262' (200')	

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.

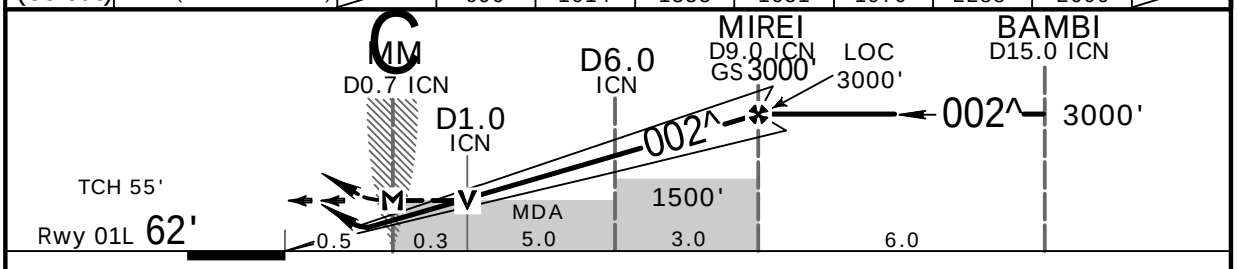
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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

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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 ™

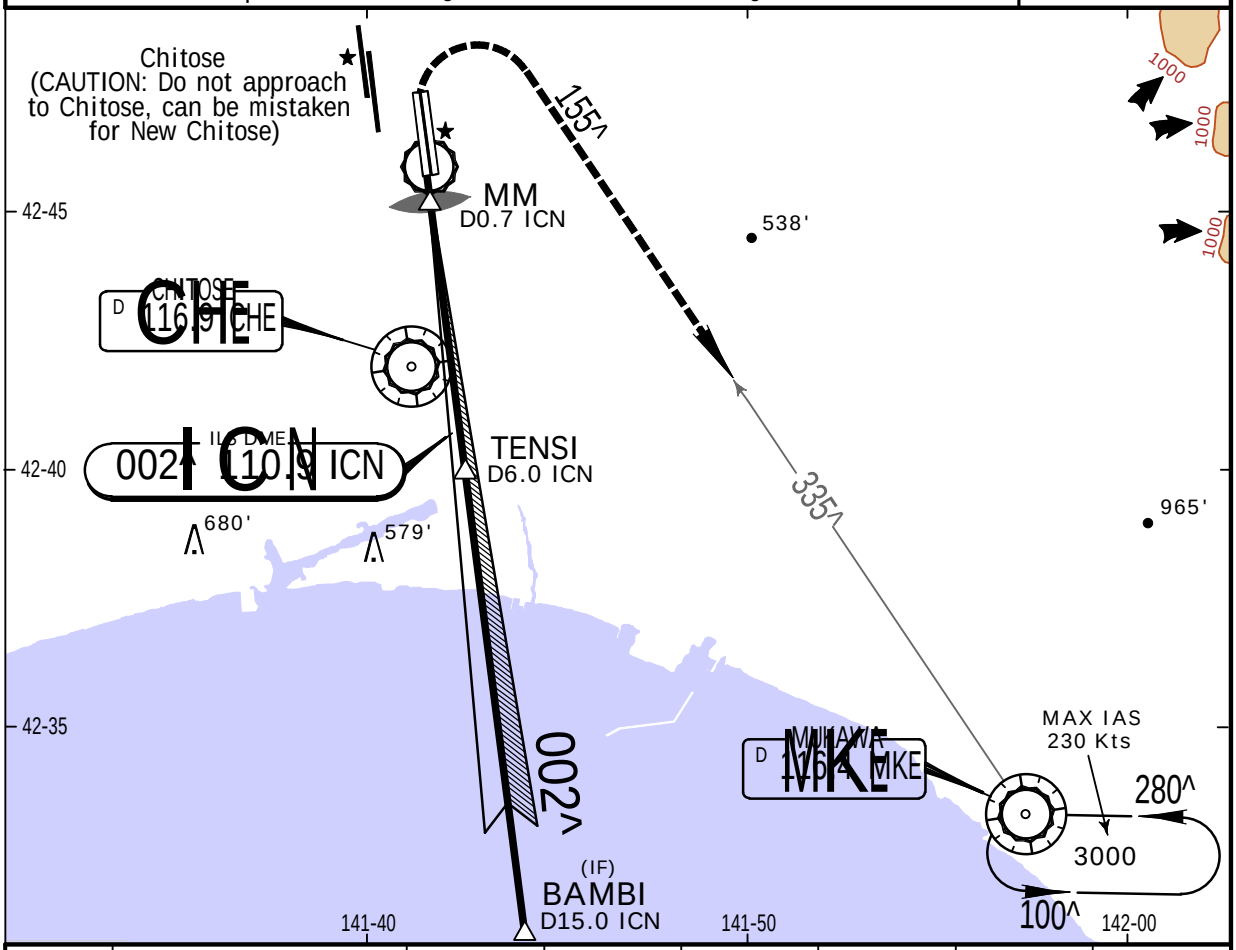
LOC ICN	Final Apch Crs	GS TENSI	ILS DA(H)	Apt Elev / Rwy 01L
110.9	002^	2000' (1938')	262' (200')	70' / 62'

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.

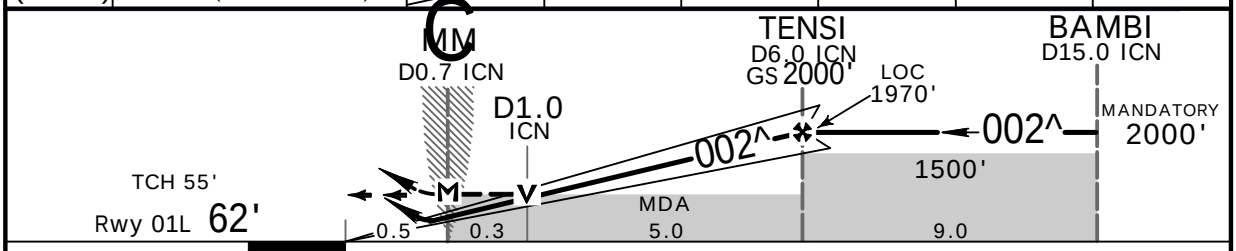
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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

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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

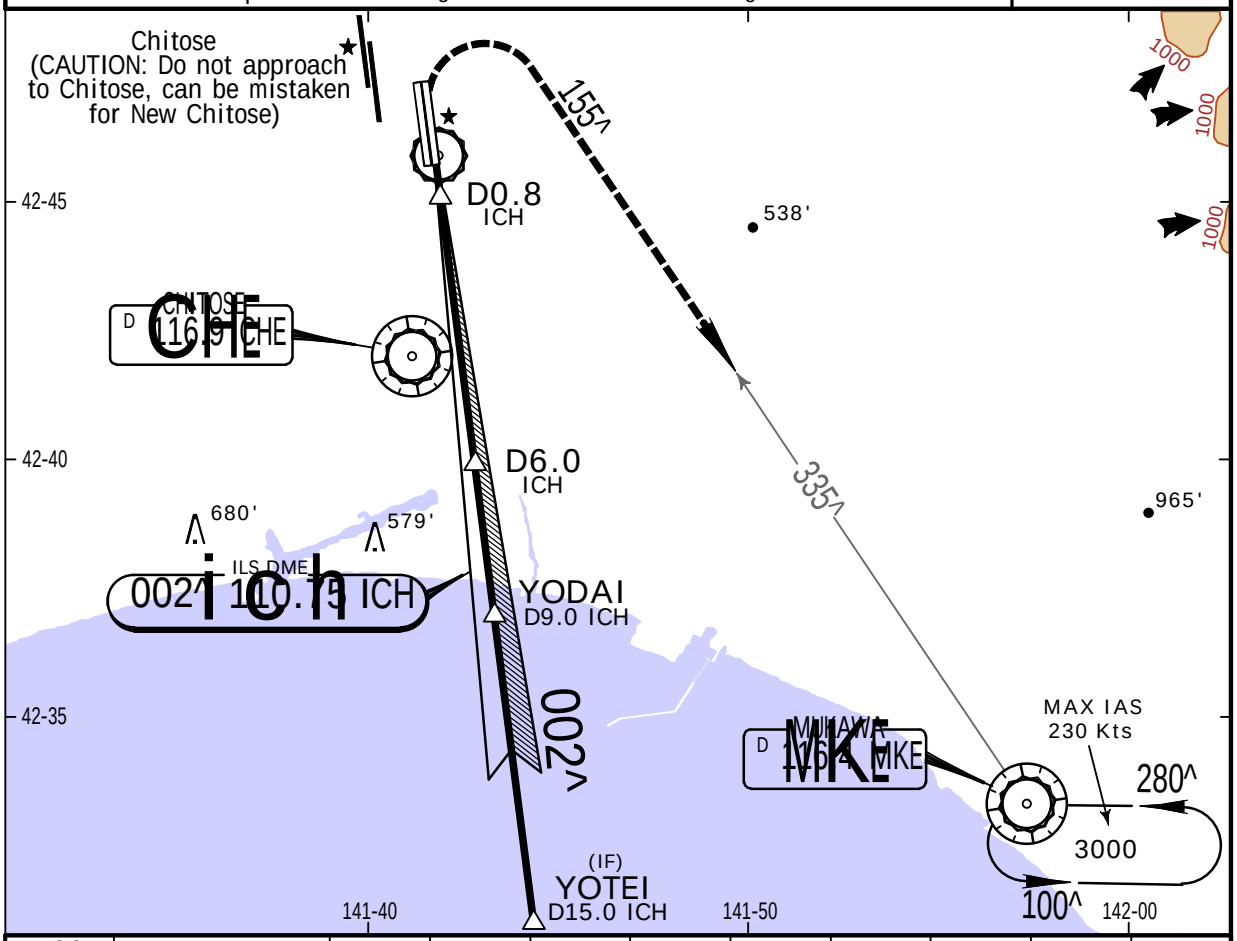
LOC ICH	Final Apch Crs	GS YODAI	ILS DA(H)	Apt Elev / Rwy 01R
110.75	002^	3000' (2943')	257' (200')	70' / 57'

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.

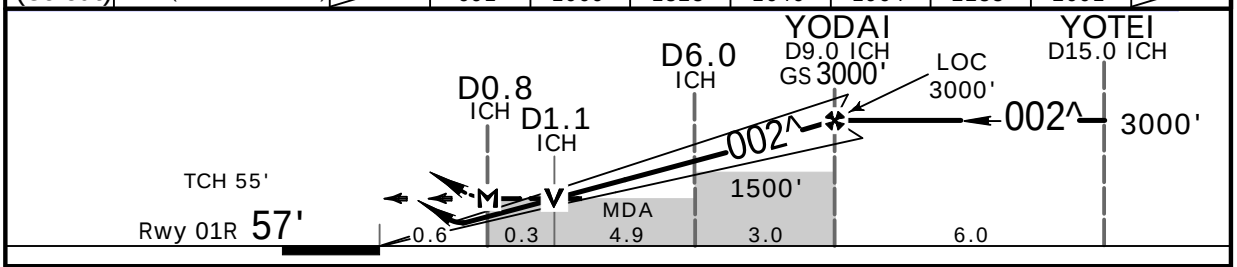
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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

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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

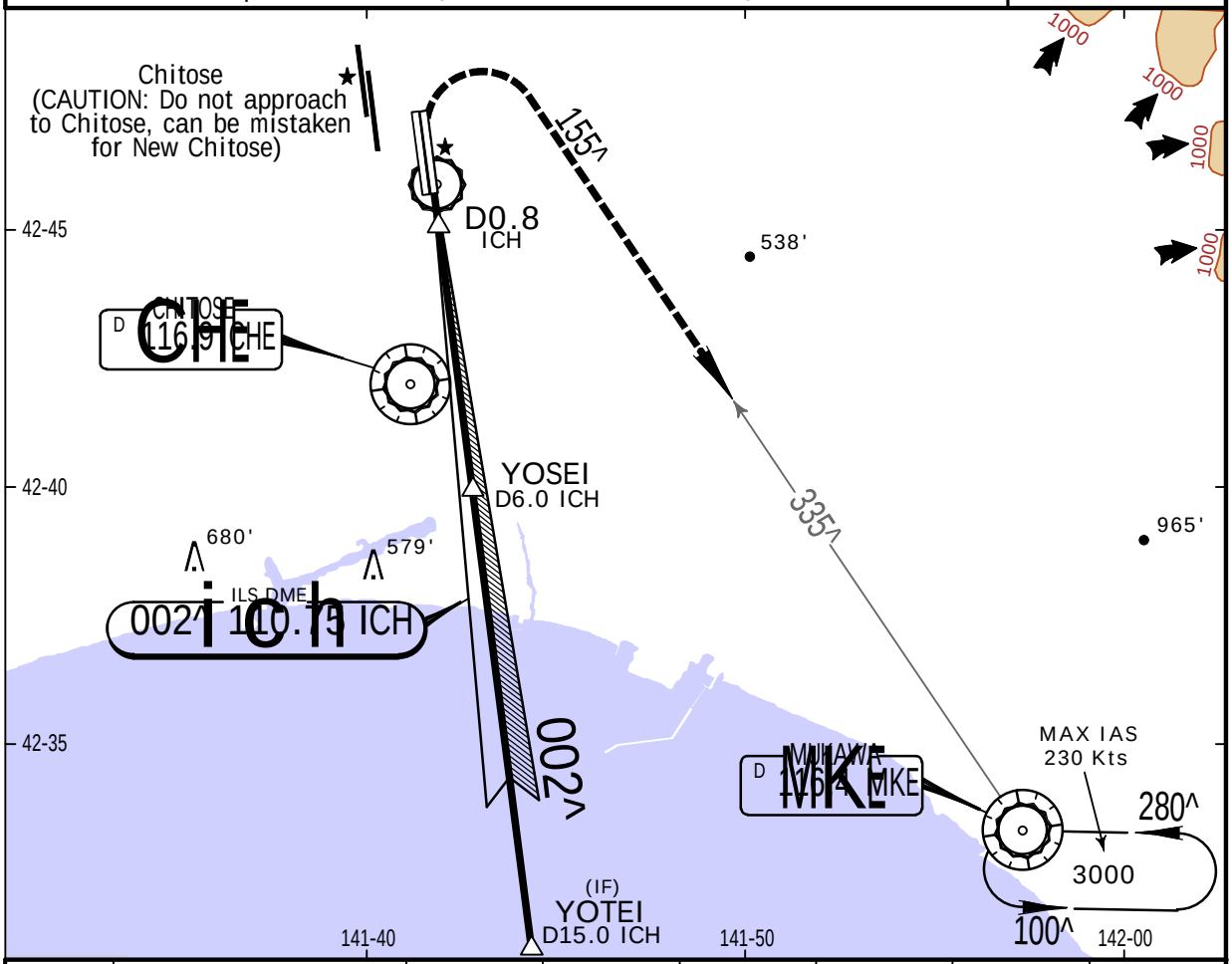
LOC ICH	Final Apch Crs	GS YOSEI	ILS DA(H)	Apt Elev 70' Rwy 01R 57'
110.75	002^	2000' (1943')	257' (200')	

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.

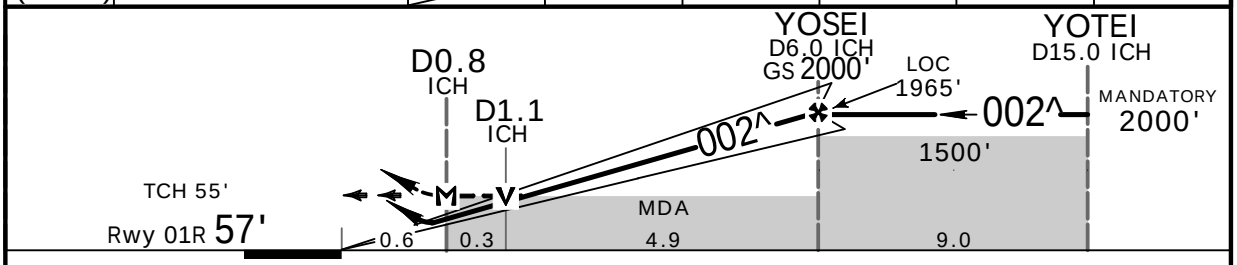
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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

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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

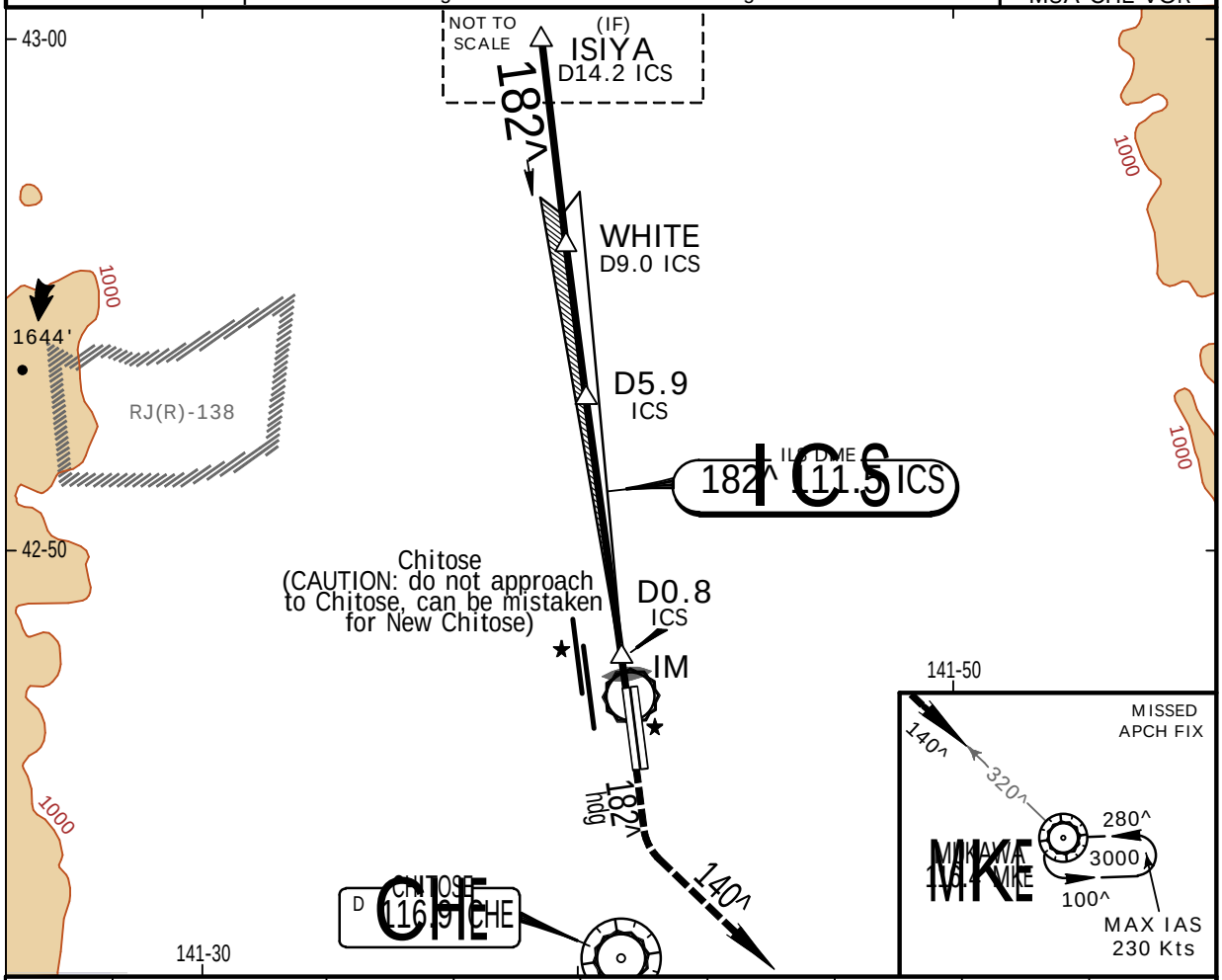
LOC ICS	Final Apch Crs	GS WHITE	ILS DA(H)	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	282' (200')	70' / 82'

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.

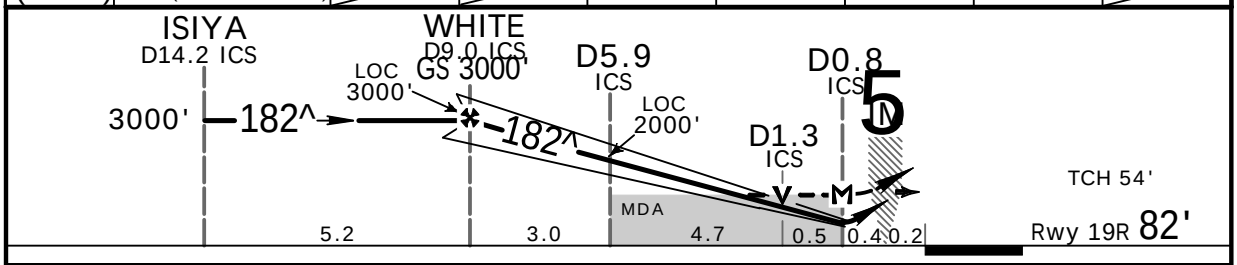
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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.

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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

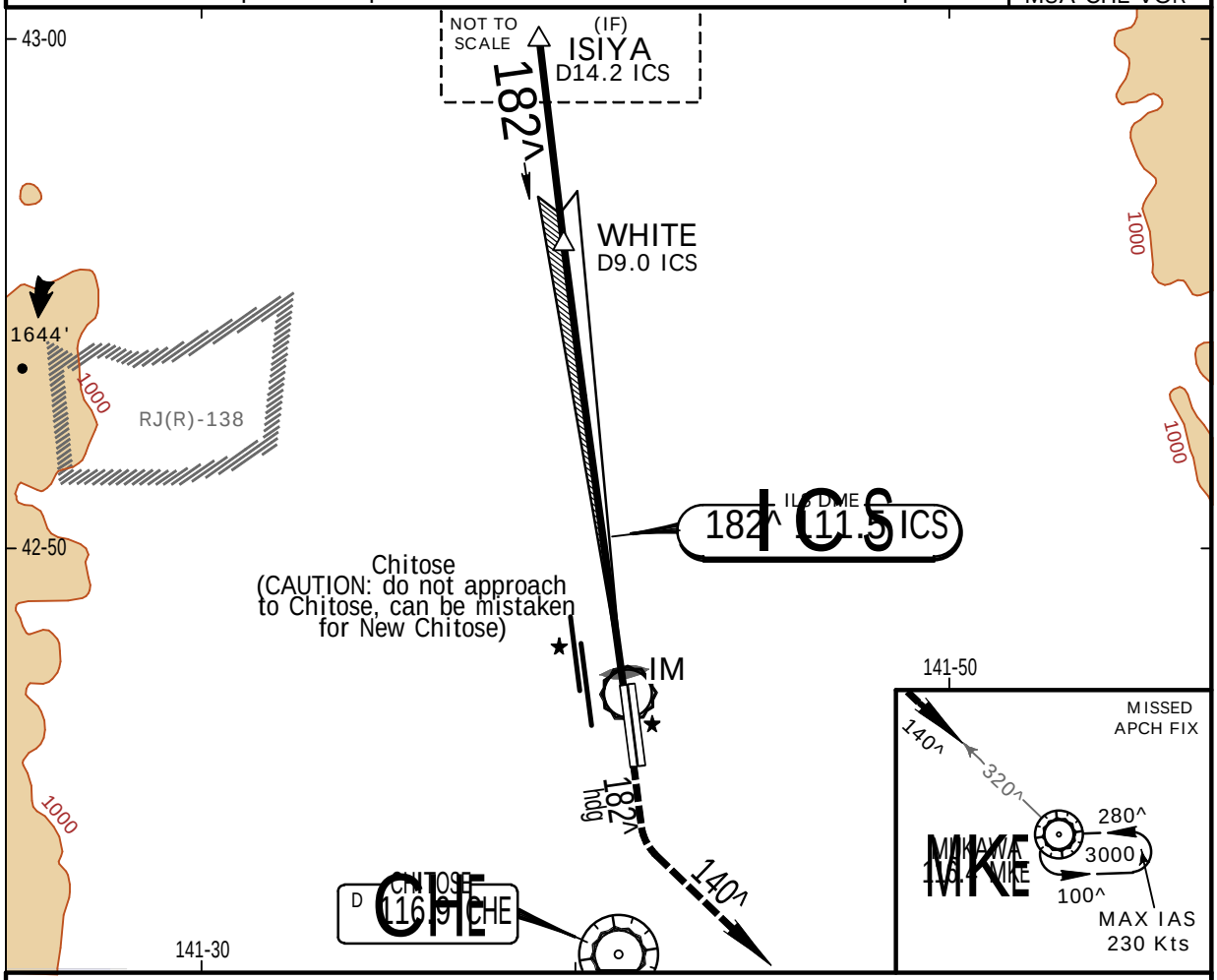
BRIEFING STRIP ™

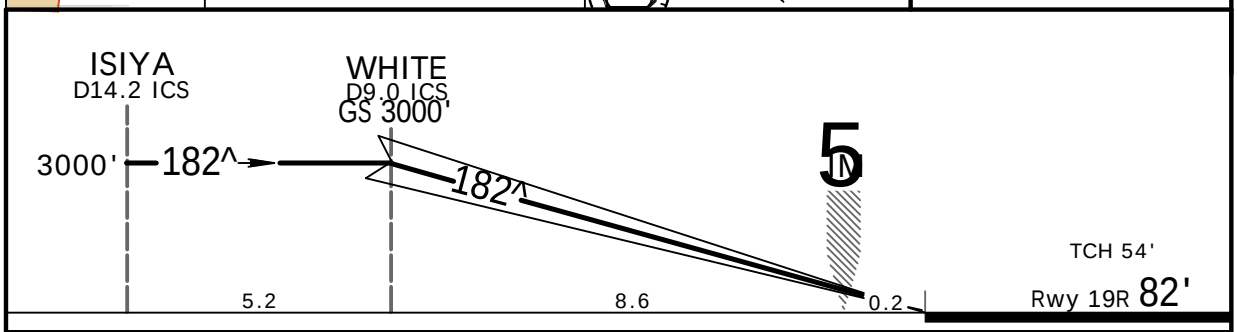
LOC ICS	Final Apch Crs	GS WHITE	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

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

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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

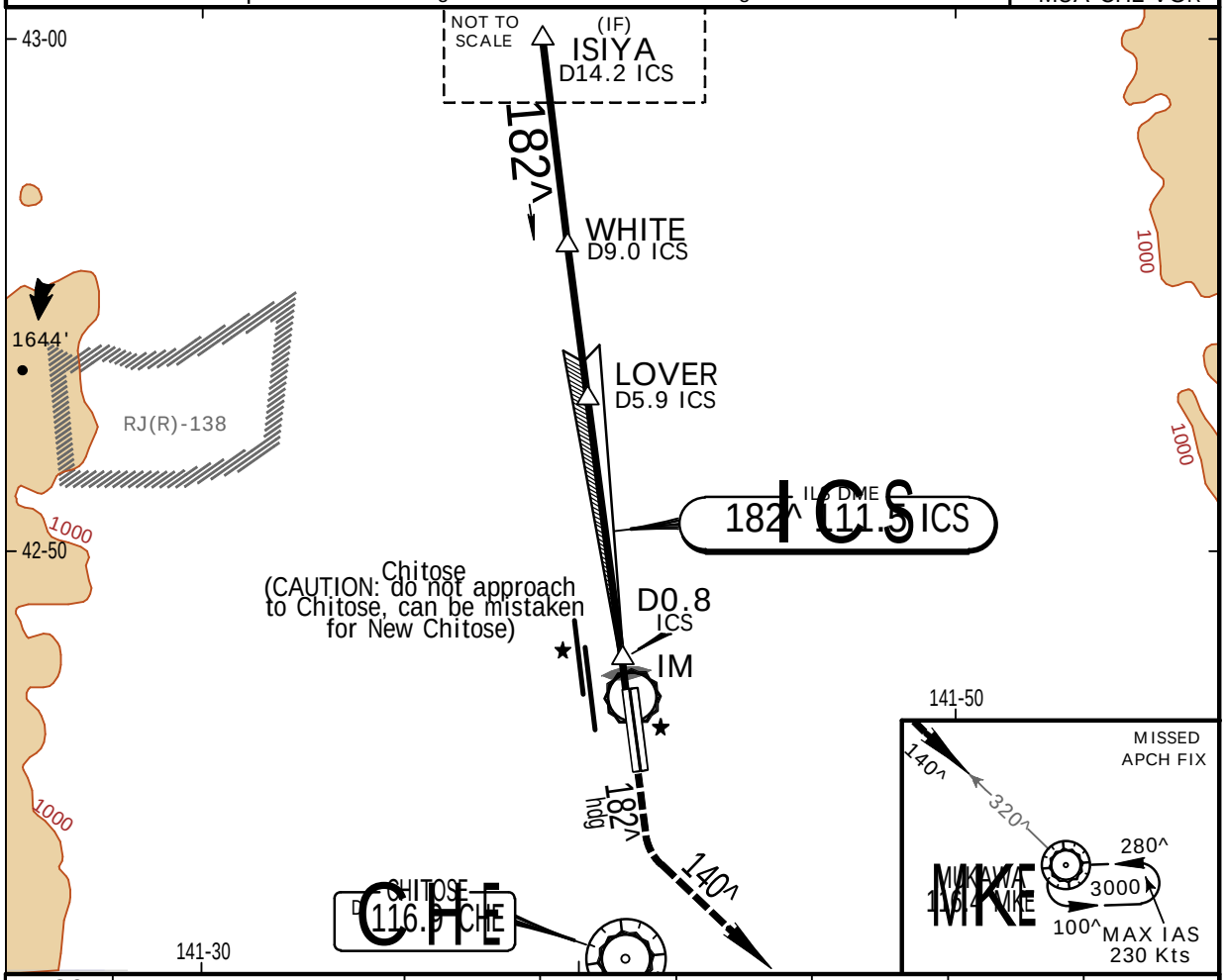
LOC ICS	Final Apch Crs	GS LOVER	ILS DA(H)	Apt Elev 70' Rwy 19R 82'
111.5	182^	2000'(1918')	282'(200')	

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.

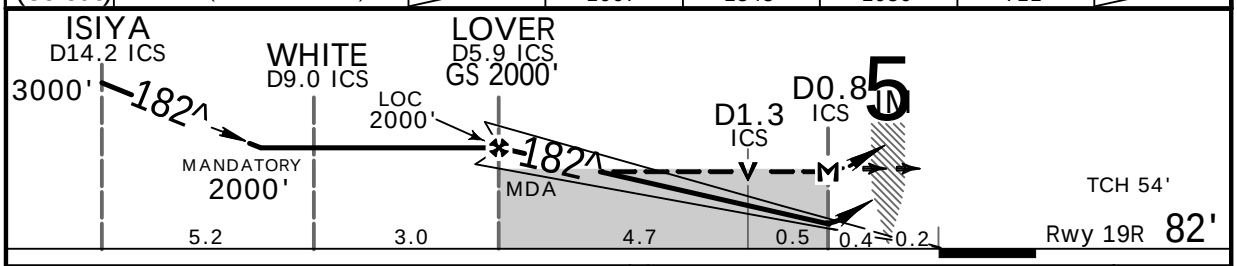
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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

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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 ™

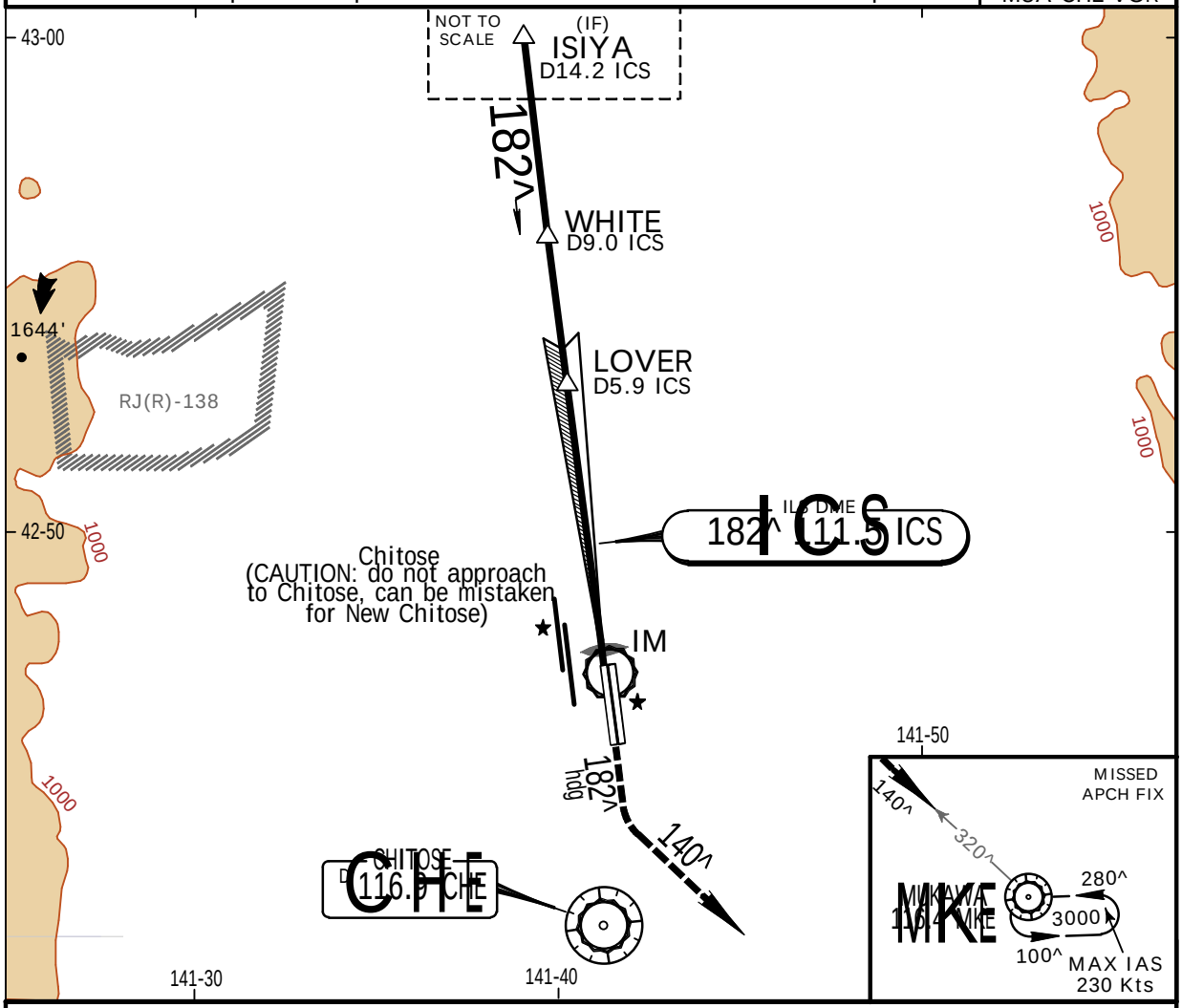
LOC ICS	Final Apch Crs	GS LOVER	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	2000' (1918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

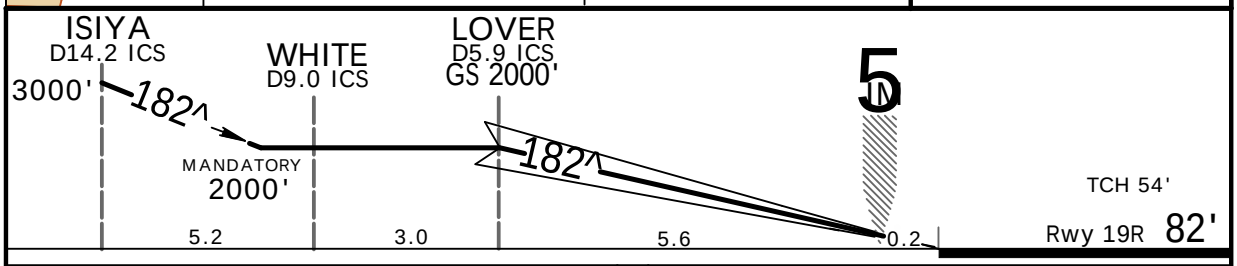
MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

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.

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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

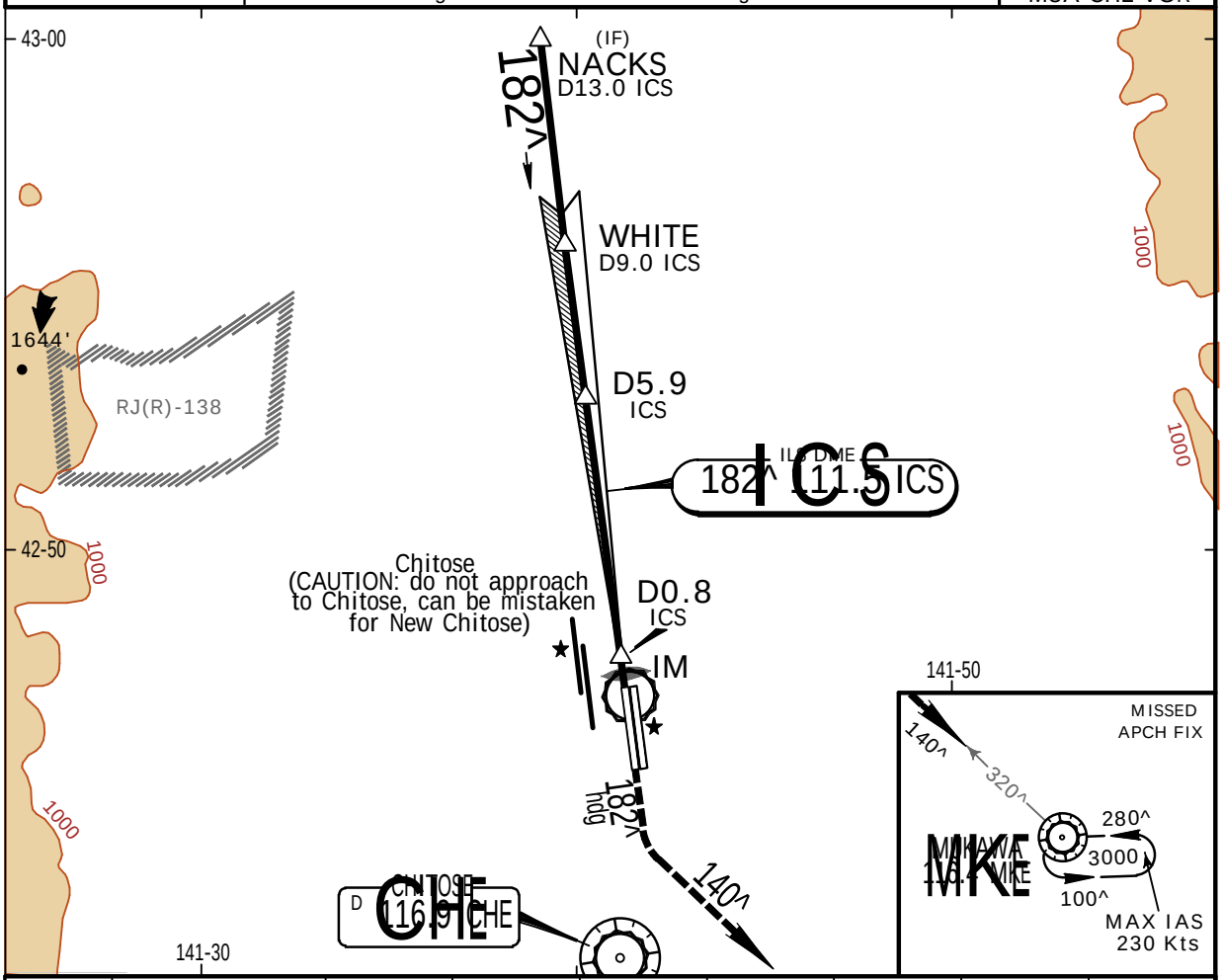
LOC ICS	Final Apch Crs	GS WHITE	ILS DA(H)	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	282' (200')	70' / 82'

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.

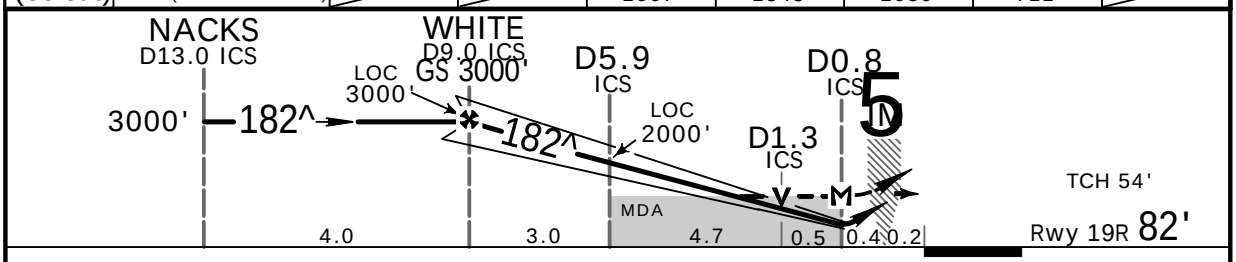
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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.

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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 ™

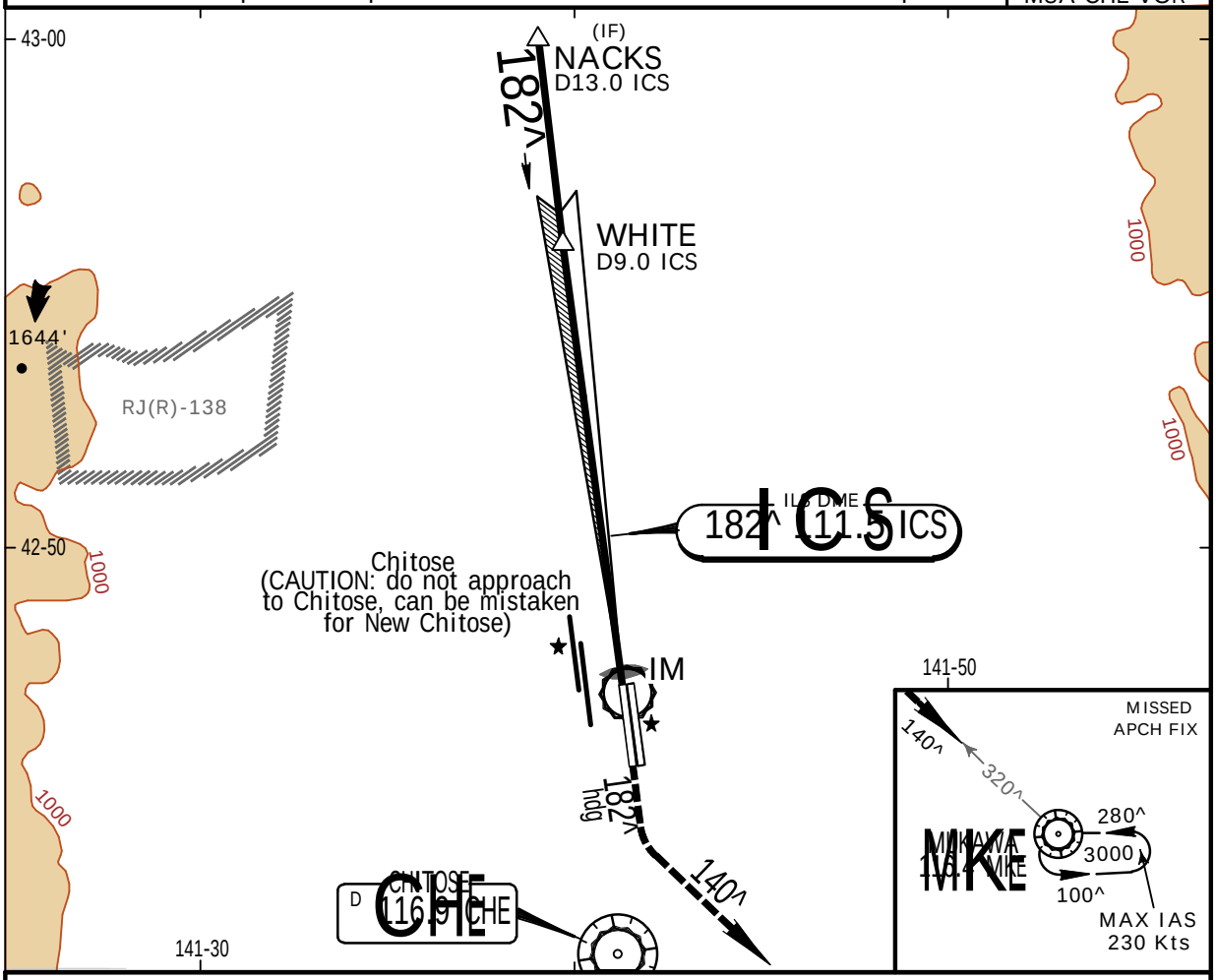
LOC ICS	Final Apch Crs	GS WHITE	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	3000' (2918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

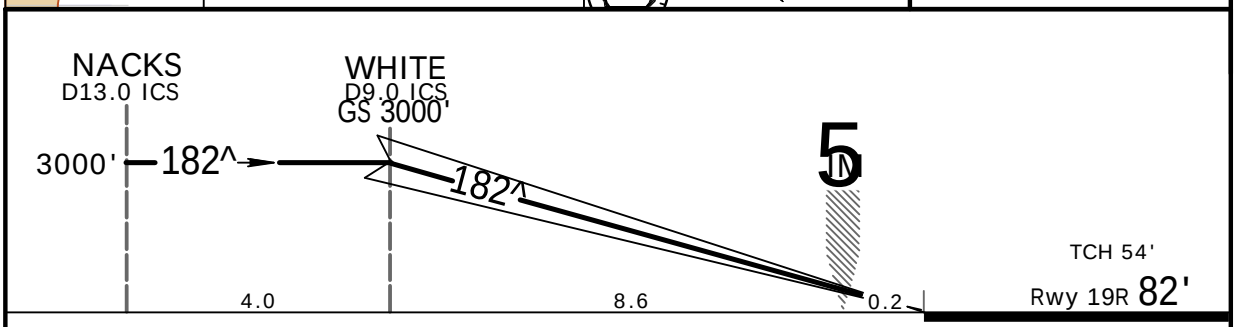
MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

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

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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 ™

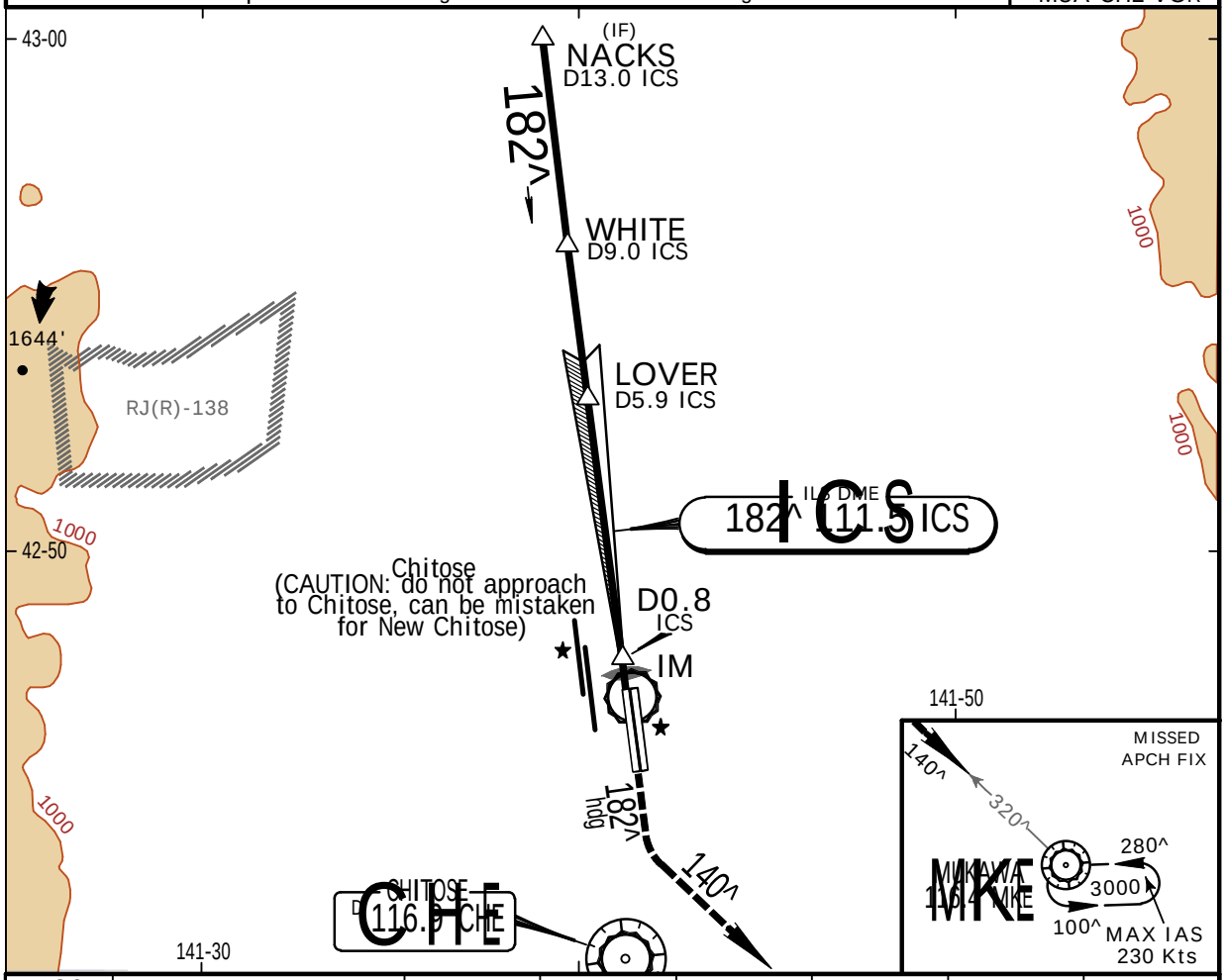
LOC ICS	Final Apch Crs	GS LOVER	ILS DA(H)	Apt Elev 70' Rwy 19R 82'
111.5	182^	2000'(1918')	282'(200')	

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.

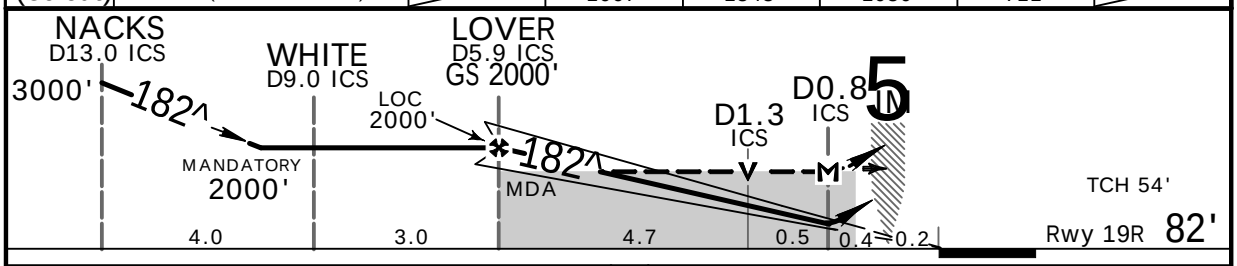
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

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

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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 ™

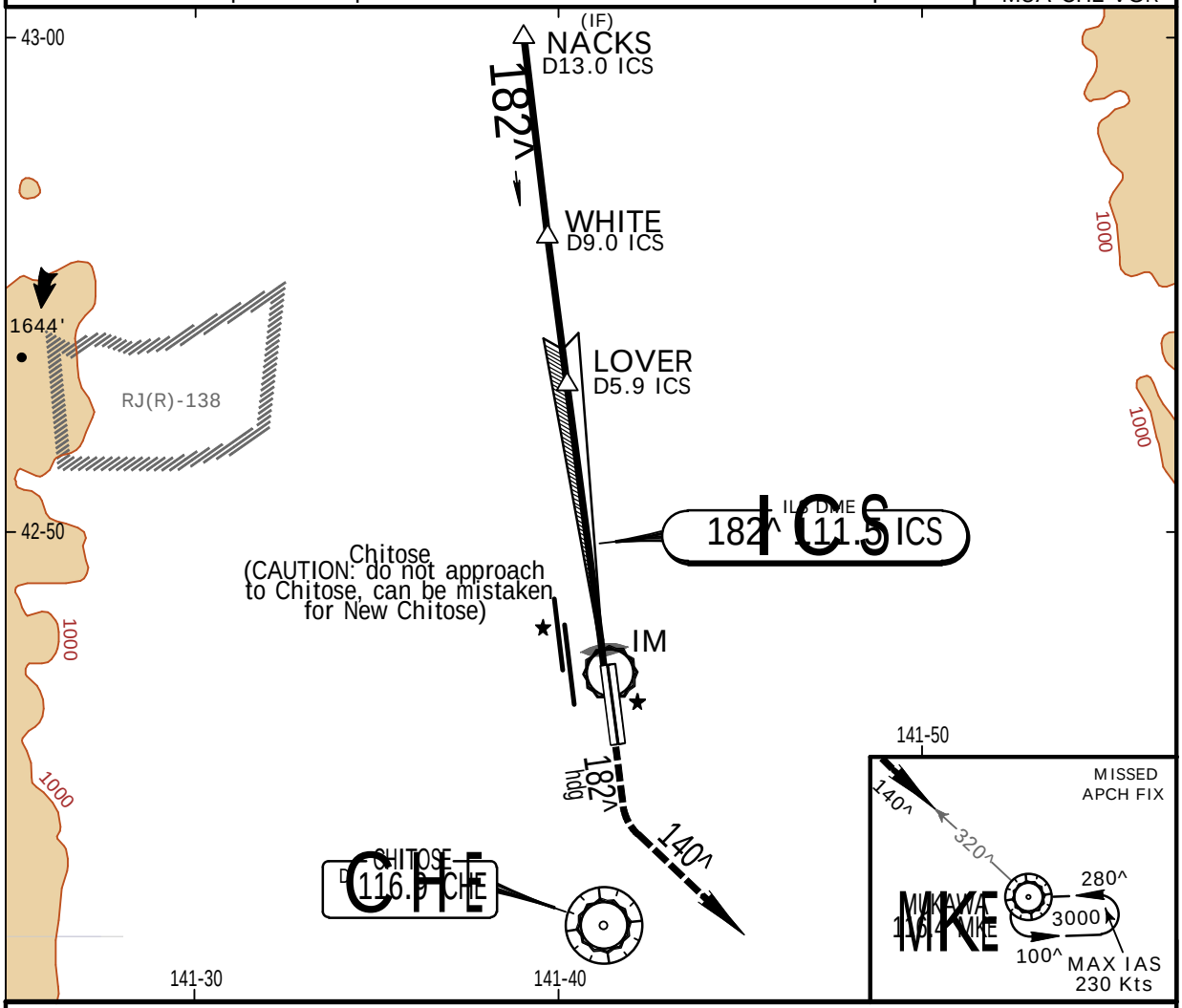
LOC ICS	Final Apch Crs	GS LOVER	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / Rwy 19R
111.5	182^	2000' (1918')	Refer to Minimums		RA 103' DA(H) 182' (100')	70' / 82'

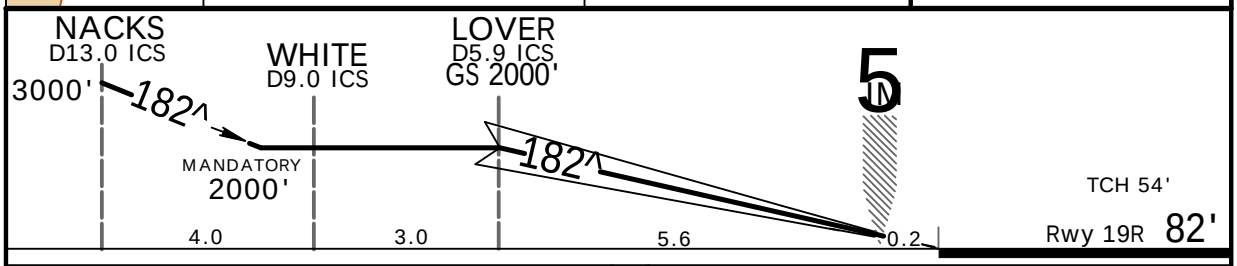
MISSED APCH: Climb to 600' on heading 182^, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.

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

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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

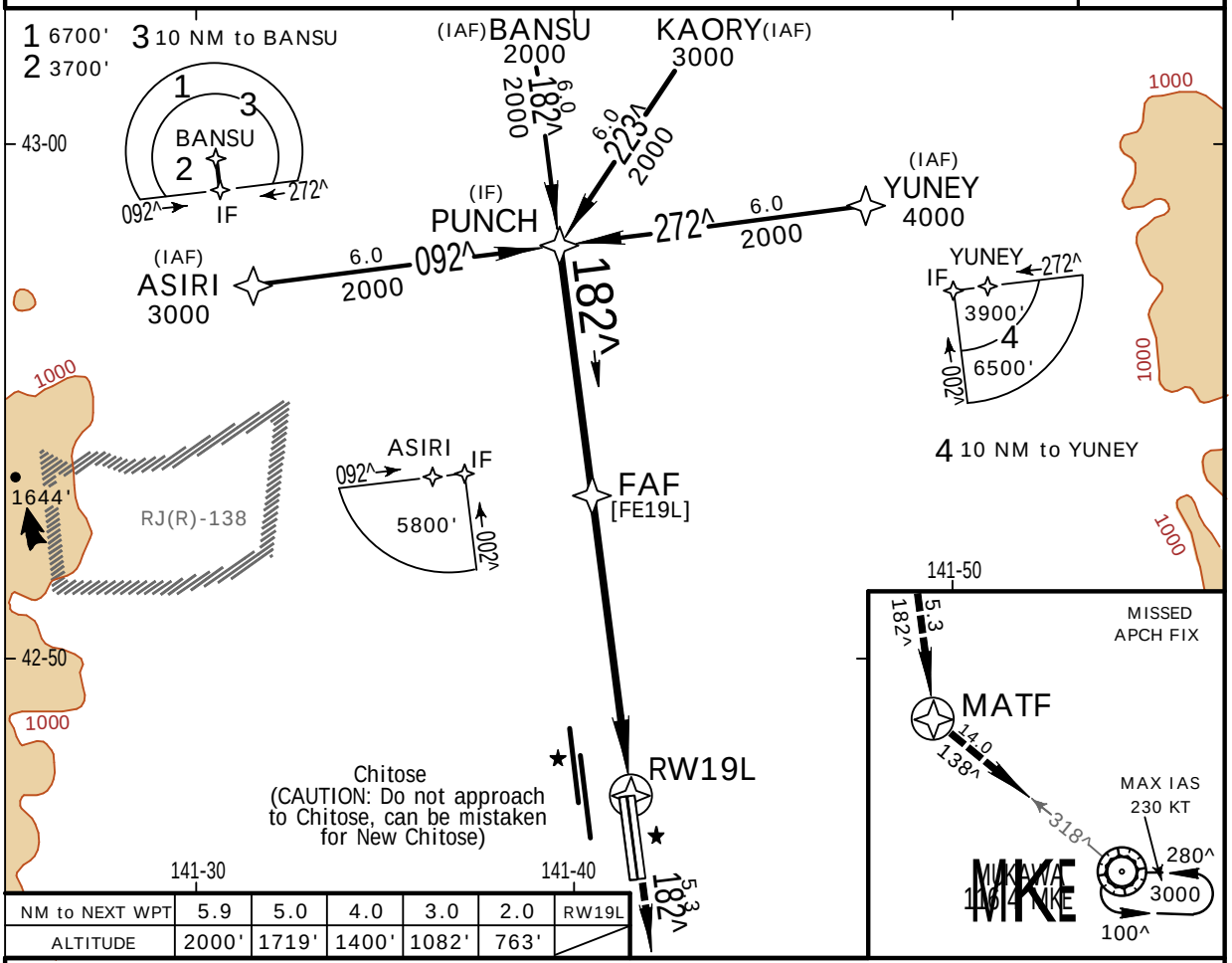
RNAV	Final Apch Crs	Mandatory Alt FAF	LNAV/VNAV DA(H)	Apt Elev 70' Rwy 19L 77'
	182^	2000' (1923')	570' (493')	

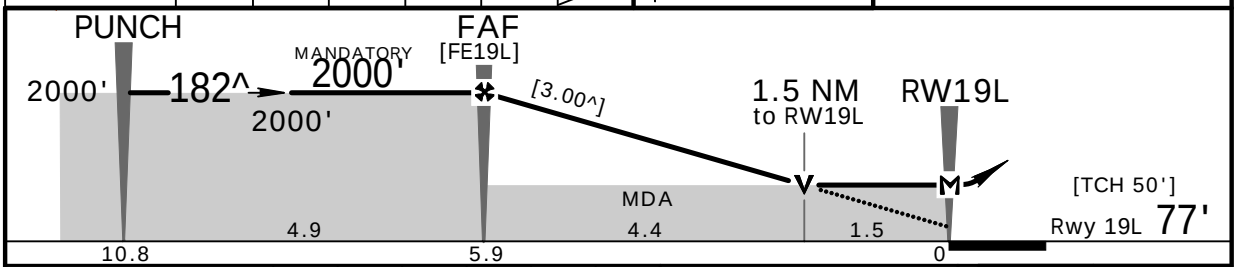
MISSED APCH: Climb to 3000' to MATF on track 182^, then turn LEFT to MKE VOR and hold. Contact Chitose APP.
Using VOR DME: Climb to 3000' on heading 182^ to intercept and proceed inbound via MKE VOR R-318 to MKE VOR and hold. Contact Chitose APP.

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.

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RJCC/CTS NEW CHITOSE

JEPPESEN

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

SAPPORO, JAPAN VOR Rwy 01L

BRIEFING STRIP ™

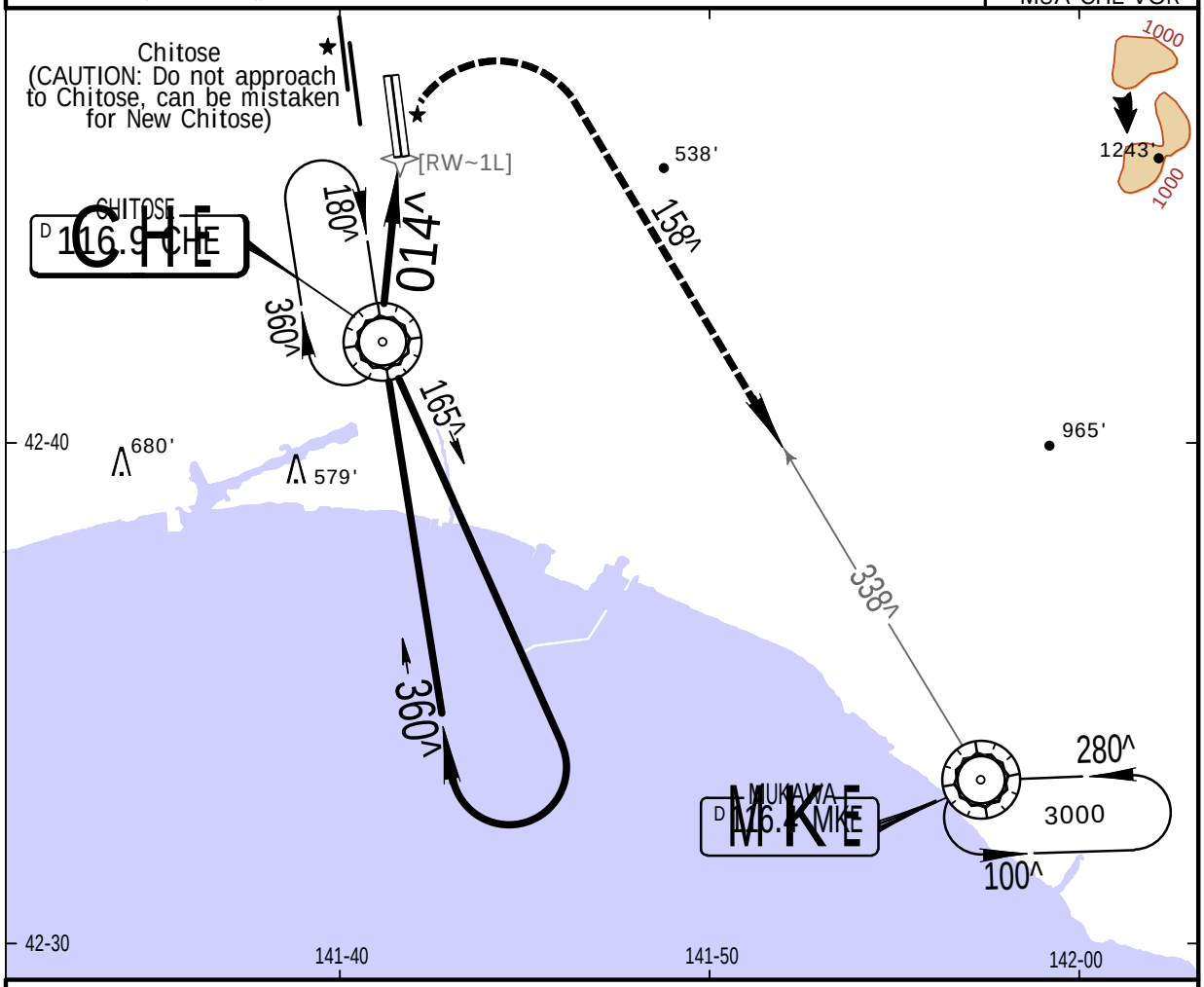
*D-ATIS	CHITOSE Approach (R)	CHITOSE Tower	Ground
128.6	120.1 124.7	118.8 126.2	121.6

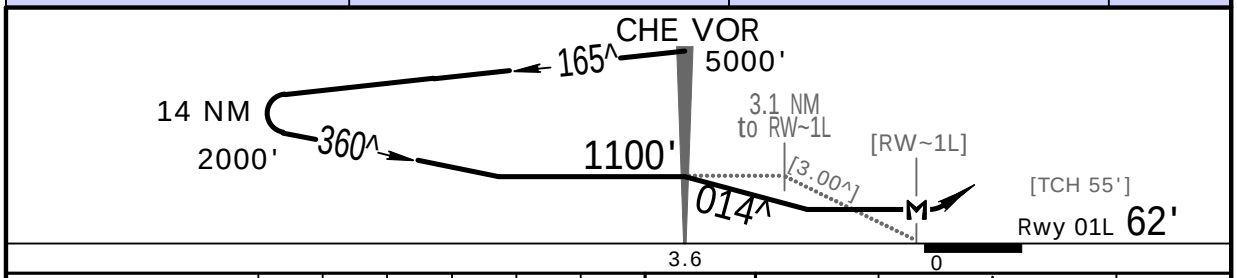
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 70'
CHE 116.9	014^	CHE VOR 1100'(1038')	580'(518')	Rwy 01L 62'

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

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RJCC/CTS NEW CHITOSE

JEPPESEN

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

SAPPORO, JAPAN VOR Rwy 01R

BRIEFING STRIP ™

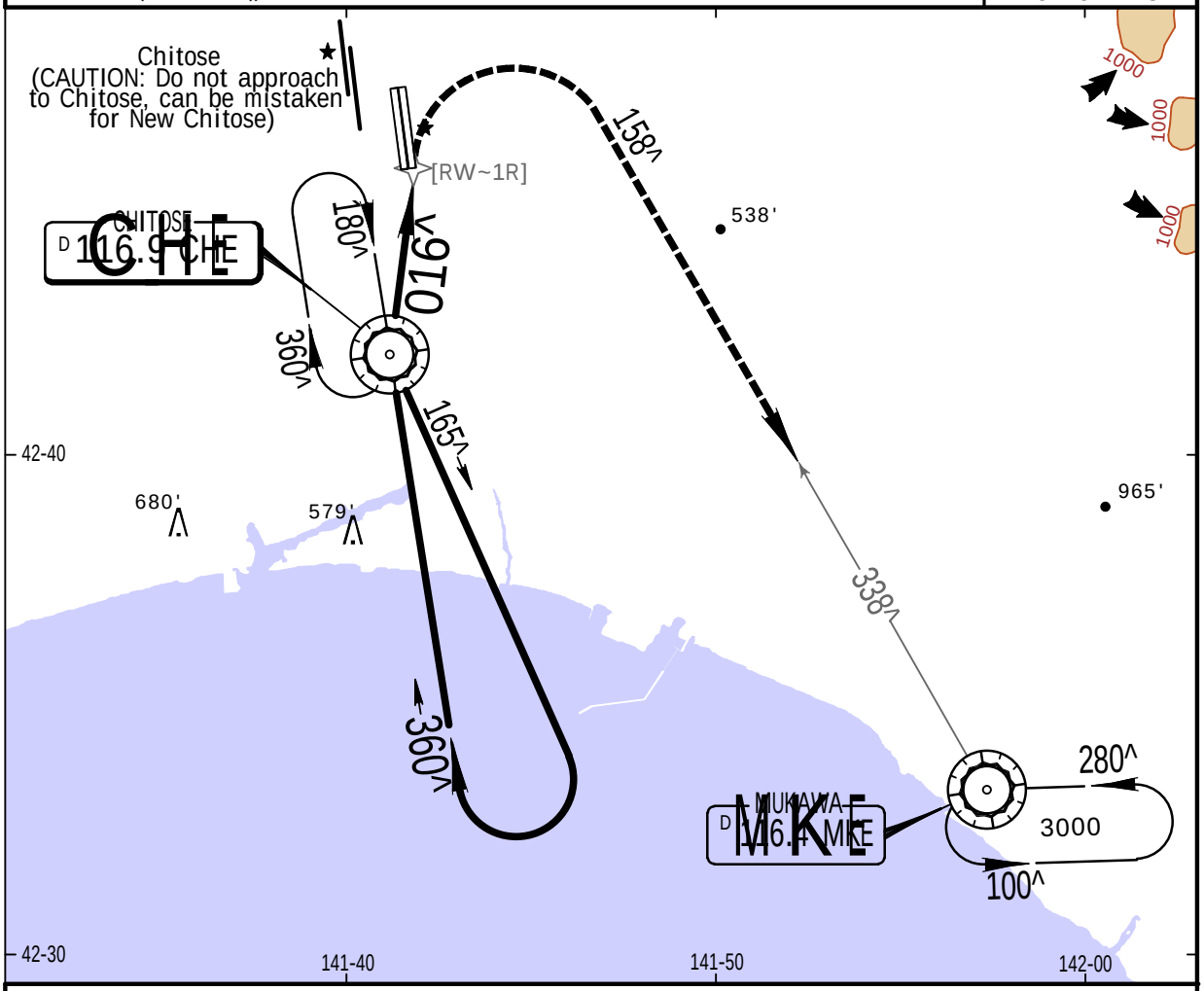
*D-ATIS	CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6	120.1	124.7	118.8	126.2	121.6

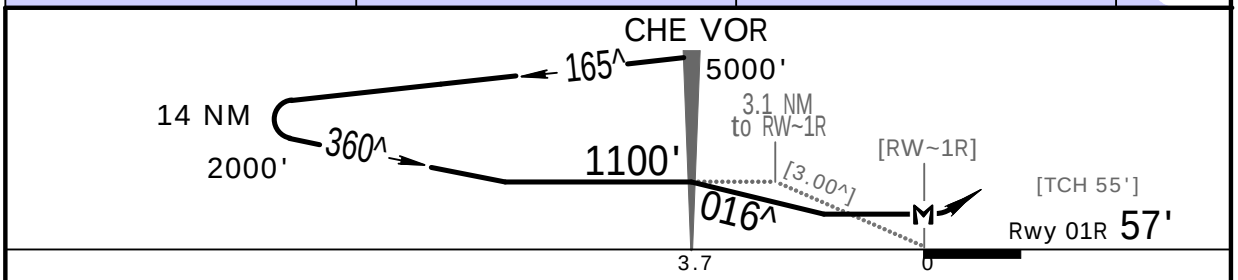
VOR CHE	Final Apch Crs	Minimum Alt CHE VOR	MDA(H)	Apt Elev 70'
116.9	016^	1100' (1043')	600' (543')	Rwy 01R 57'

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

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RJCC/CTS NEW CHITOSE

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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

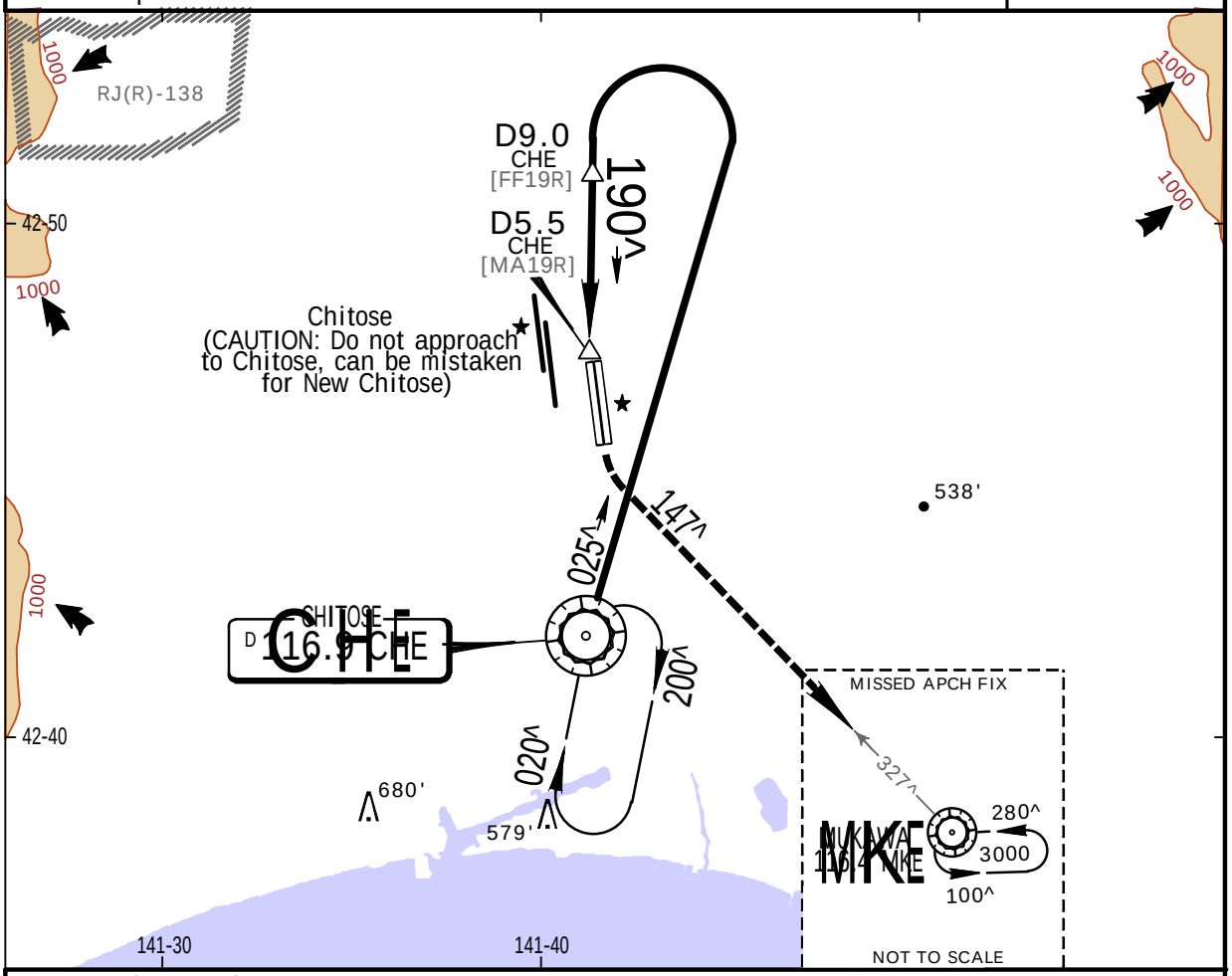
VOR CHE	Final Apch Crs	Minimum Alt D9.0 CHE	MDA(H)	Apt Elev / Rwy 19R
116.9	190^	900' (830')	620' (550')	70' / 82'

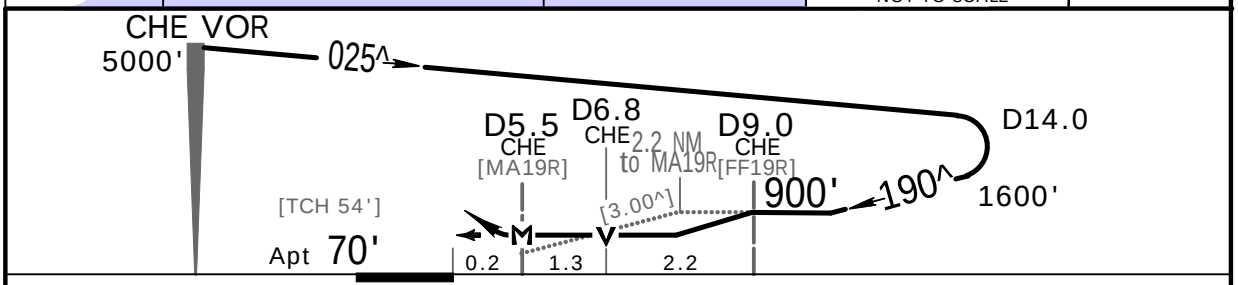
MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-327 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

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

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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

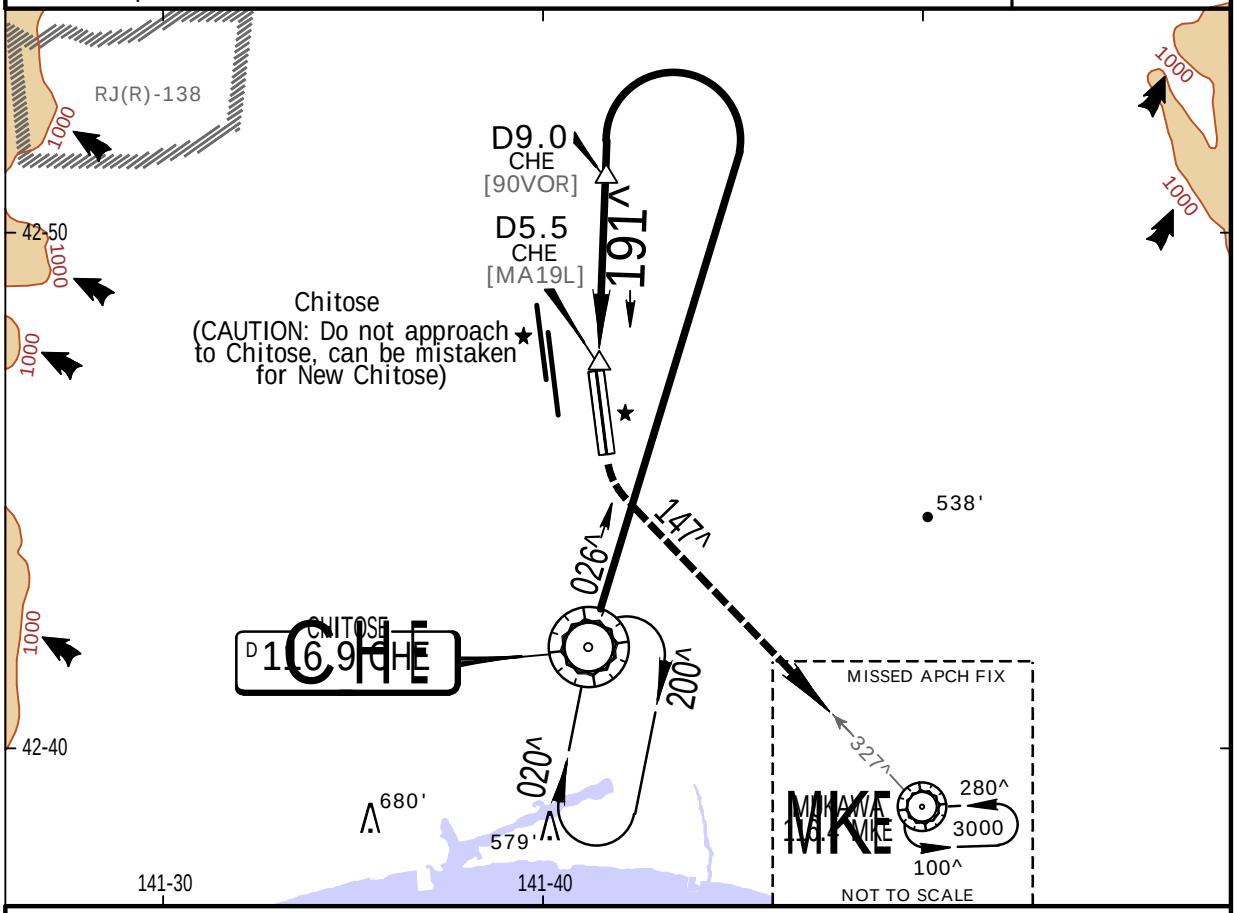
VOR CHE	Final Apch Crs	Minimum Alt D9.0 CHE	MDA(H)	Apt Elev / Rwy 19L
116.9	191^	900' (830')	620' (550')	70' / 77'

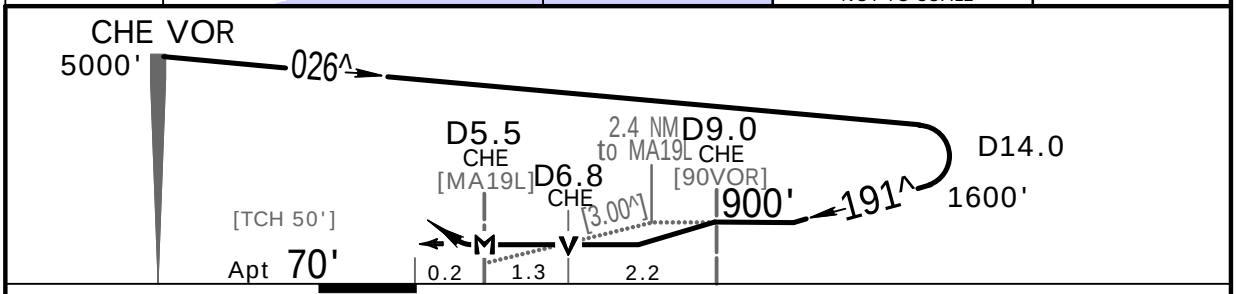
MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-327 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

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

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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

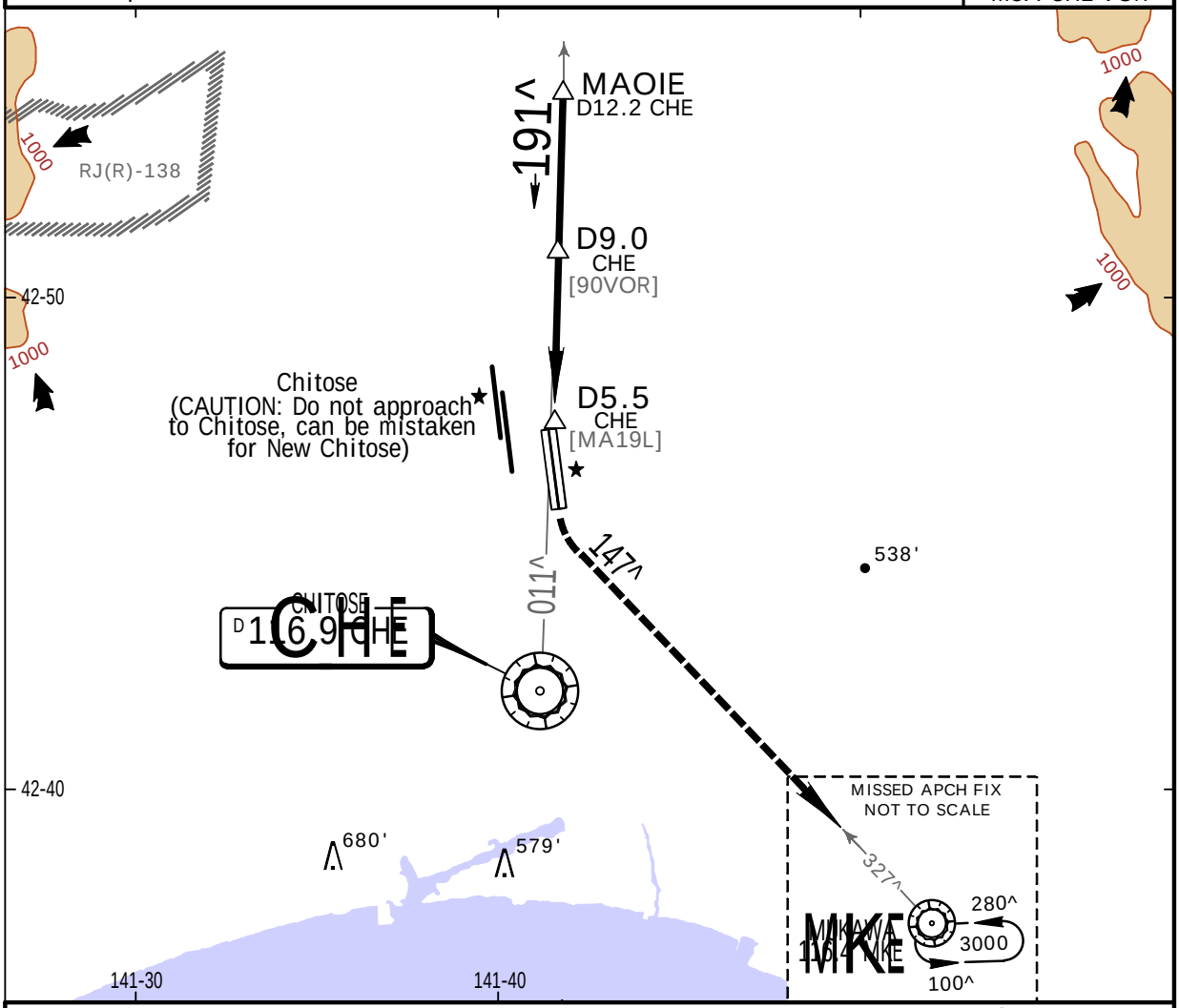
VOR CHE	Final Apch Crs	Minimum Alt D9.0 CHE	MDA(H)	Apt Elev 70'
116.9	191^	900' (830')	620' (550')	Rwy 19L 77'

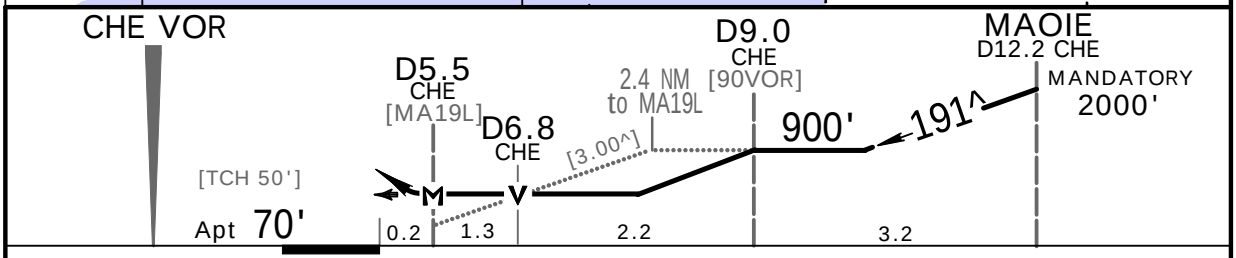
MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-327 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.

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

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