Page 1

1 KMSP -> KJAC

1.0.1 DEPARTURE: KMSP (Minneapolis-St Paul Intl/Wold-)
1.0.2 DESTINATION: KJAC (Jackson Hole)
1.1.1 10-1B CLASS B AIRSPACE
1.1.2 10-2 BAINY 3 RNAV ARR
1.1.3 10-2A BLUEM 3 RNAV ARR
1.1.4 10-2B EAU CLAIRE 9 ARR
1.1.5 10-2C GOPHER 1 ARR
1.1.6 10-2D KASPR 7 ARR
1.1.7 10-2E KKILR 3 RNAV ARR
1.1.8 10-2F MUSCL 3 RNAV ARR
1.1.9 10-2G NITZR 3 RNAV ARR
1.1.10 10-2H SKETR 5 ARR
1.1.11 10-2J TORGY 3 RNAV ARR
1.1.12 10-2K TWOLF 3 ARR
1.1.13 10-3 COULT 7 DEP
1.1.14 10-3A DARWIN 7 DEP
1.1.15 10-3B HESTIN 4 RNAV DEP
1.1.16 10-3C KBREW 1 DEP
1.1.17 10-3D LEINY 6 RNAV DEP
1.1.18 10-3E MEADOW LAKE 4 DEP
1.1.19 10-3F MINNEAPOLIS 8 DEP
1.1.20 10-3G ORSKY 1 DEP
1.1.21 10-3H ROCHESTER 1 DEP
1.1.22 10-3J SCHEP 9 DEP
1.1.23 10-3K SLAYER 4 RNAV DEP
1.1.24 10-3L SMERF 7 RNAV DEP
1.1.25 10-3M WLSTN 7 DEP
1.1.26 10-3N ZMBRO 7 DEP
1.1.27 10-3OB1 TAKEOFF OBSTACLE NOTES
1.1.28 10-9 AIRPORT, AIRPORT INFO
1.1.29 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
1.1.30 10-9B PARKING GATES
1.1.31 10-9C PARKING GATE COORDS
1.1.32 10-9C1 OVERFLOW ACFT PARKING AREAS
1.1.33 10-9D LOW VIS TAXI ROUTES
1.1.34 10-9F RWY 12L DEICING PADS
1.1.35 10-9F1 RWY 12R DEICING PADS
1.1.36 10-9F2 RWY 17 DEICING PADS
1.1.37 10-9F3 RWY 30L DEICING PADS
1.1.38 10-9F4 RWY 30R DEICING PADS
1.1.39 10-9F5 T2-HUMPHREY REMOTE APRON DEICING PADS
1.1.40 11-1 LOC RWY 4
1.1.41 11-2 ILS OR LOC RWY 12L
1.1.42 11-2A ILS RWY 12L CAT II & III
1.1.43 11-2B ILS RWY 12L SA CAT I
1.1.44 11-3 ILS OR LOC RWY 12R
1.1.45 11-3A ILS RWY 12R CAT II & III
1.1.46 11-3B ILS RWY 12R SA CAT I
1.1.47 11-4 LOC RWY 17
1.1.48 11-5 LOC RWY 22

Page 2

1.1.49 11-6 ILS OR LOC RWY 30L
1.1.50 11-6A ILS RWY 30L CAT II
1.1.51 11-7 ILS OR LOC RWY 30R
1.1.52 11-8 ILS Z OR LOC RWY 35
1.1.53 11-8A ILS Z RWY 35 CAT II & III
1.1.54 11-8B ILS Z RWY 35 SA CAT I
1.1.55 11-9 ILS V RWY 35 (CONVERGING)
1.1.56 12-1 RNAV (GPS) RWY 4
1.1.57 12-2 RNAV (GPS) Z RWY 12L
1.1.58 12-3 RNAV (GPS) Z RWY 12R
1.1.59 12-4 RNAV (GPS) RWY 22
1.1.60 12-5 RNAV (GPS) Z RWY 30L
1.1.61 12-6 RNAV (GPS) Z RWY 30R
1.1.62 12-7 RNAV (GPS) Z RWY 35
1.1.63 12-20 RNAV (RNP) Y RWY 12L
1.1.64 12-21 RNAV (RNP) Y RWY 12R
1.1.65 12-22 RNAV (RNP) Y RWY 30L
1.1.66 12-23 RNAV (RNP) Y RWY 30R
1.1.67 12-24 RNAV (RNP) Y RWY 35
1.2.1 10-1W COLD TEMPERATURE RESTRICTED AIRPORT
1.2.2 10-3 ALPIN 2 DEP
1.2.3 10-3A GEYSER 5 DEP
1.2.4 10-3B TETON 3 DEP
1.2.5 10-9 AIRPORT, AIRPORT INFO
1.2.6 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
1.2.7 11-1 ILS Z OR LOC Z RWY 19
1.2.8 11-2 ILS Y OR LOC RWY 19
1.2.9 12-1 RNAV (GPS) X RWY 1
1.2.10 12-2 RNAV (GPS) Z RWY 19
1.2.11 12-20 RNAV (RNP) Y RWY 1
1.2.12 12-21 RNAV (RNP) Z RWY 1
1.2.13 12-22 RNAV (RNP) Y RWY 19
1.2.14 13-1 VOR DME RWY 1
1.2.15 13-2 VOR DME RWY 19

2 KJAC -> CYVR

2.0.1 DEPARTURE: KJAC (Jackson Hole)
2.0.2 DESTINATION: CYVR (Vancouver Intl)
2.1.1 10-1W COLD TEMPERATURE RESTRICTED AIRPORT
2.1.2 10-3 ALPIN 2 DEP
2.1.3 10-3A GEYSER 5 DEP
2.1.4 10-3B TETON 3 DEP
2.1.5 10-9 AIRPORT, AIRPORT INFO
2.1.6 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
2.1.7 11-1 ILS Z OR LOC Z RWY 19
2.1.8 11-2 ILS Y OR LOC RWY 19
2.1.9 12-1 RNAV (GPS) X RWY 1
2.1.10 12-2 RNAV (GPS) Z RWY 19
2.1.11 12-20 RNAV (RNP) Y RWY 1
2.1.12 12-21 RNAV (RNP) Z RWY 1
2.1.13 12-22 RNAV (RNP) Y RWY 19
2.1.14 13-1 VOR DME RWY 1

Page 3

2.1.15 13-2 VOR DME RWY 19
2.2.1 10-2 BOOTH 1 ARR
2.2.2 10-2A CANUCK 4 ARR (RWYS 08L/R)
2.2.3 10-2B CANUCK 4 ARR (RWYS 26L/R)
2.2.4 10-2C COLUMBIA 2 ARR
2.2.5 10-2C1 DUXUM 5 ARR
2.2.6 10-2D GOTOK 4 ARR
2.2.7 10-2E GRIZZ 6 ARR (RWYS 08L/R, 13)
2.2.8 10-2F GRIZZ 6 ARR (RWYS 26L/R)
2.2.9 10-2G ISLAND 4 ARR
2.2.10 10-2H KEINN 2 ARR
2.2.11 10-2J LIONN 1 ARR (RWYS 08L/R)
2.2.12 10-2K LIONN 1 ARR (RWYS 26L/R)
2.2.13 10-2L PAINE 4 ARR
2.2.14 10-2M RAGIT 3 ARR
2.2.15 10-2N SHARK 9 ARR
2.2.16 10-2P SOUND 5 ARR (RWYS 08L/R, 13)
2.2.17 10-2Q SOUND 5 ARR (RWYS 26L/R)
2.2.18 10-2S STAVE 8 ARR
2.2.19 10-2T VITEV 4 ARR (RWYS 26L/R)
2.2.20 10-2U WHISTLER 5 ARR (RWYS 08L/R, 13)
2.2.21 10-2V WHISTLER 5 ARR (RWYS 26L/R)
2.2.22 10-3 FRASER 6 DEP
2.2.23 10-3A GEORGIA 5 DEP
2.2.24 10-3B RICHMOND 6 DEP
2.2.25 10-3C STANLEY 4 DEP
2.2.26 10-3D VANCOUVER 1 DEP
2.2.27 10-4 NOISE ABATEMENT
2.2.28 10-4A NOISE ABATEMENT CONTD
2.2.29 10-6 CODED TAXI ROUTES
2.2.30 10-9 AIRPORT, AIRPORT INFO, PARKING POSITIONS & COORDS
2.2.31 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
2.2.32 10-9B PARKING POSITIONS (APRON 6), COORDS
2.2.33 10-9B1 PARKING POSITIONS (SOUTH TERM), COORDS
2.2.34 10-9C DE-ICING DIAG
2.2.35 10-9C1 DE-ICING PROC
2.2.36 10-9D ARR/DEP PROCS
2.2.37 10-9E LOW VIS TAXI CHART LAND RWY 08L/R, DEP RWY 08L/R
2.2.38 10-9F LOW VIS TAXI CHART LAND RWY 26L/R, DEP RWY 26L/R
2.2.39 11-1 ILS RWY 08L
2.2.40 11-1A ILS CAT II OR III RWY 08L
2.2.41 11-2 ILS RWY 08R
2.2.42 11-2A ILS CAT II OR III RWY 08R
2.2.43 11-3 ILS RWY 13
2.2.44 11-4 ILS RWY 26L
2.2.45 11-4A ILS CAT II OR III RWY 26L
2.2.46 11-5 ILS RWY 26R
2.2.47 11-5A ILS CAT II OR III RWY 26R
2.2.48 12-1 RNAV (GNSS) Z RWY 08L
2.2.49 12-2 RNAV (GNSS) RWY 08R
2.2.50 12-3 RNAV (GNSS) RWY 13
2.2.51 12-4 RNAV (GNSS) RWY 26L

Page 4

2.2.52 12-5 RNAV (GNSS) RWY 26R
2.2.53 12-6 RNAV (GNSS) RWY 31
2.2.54 12-20 RNAV (RNP) Y RWY 08L
2.2.55 16-1 NDB DME RWY 08R
2.2.56 16-2 NDB RWY 26L

3 CYVR -> PASI
3.0.1 DEPARTURE: CYVR (Vancouver Intl)
3.0.2 DESTINATION: PASI (Sitka Rocky Gutierrez)
3.1.1 10-2 BOOTH 1 ARR
3.1.2 10-2A CANUCK 4 ARR (RWYS 08L/R)
3.1.3 10-2B CANUCK 4 ARR (RWYS 26L/R)
3.1.4 10-2C COLUMBIA 2 ARR
3.1.5 10-2C1 DUXUM 5 ARR
3.1.6 10-2D GOTOK 4 ARR
3.1.7 10-2E GRIZZ 6 ARR (RWYS 08L/R, 13)
3.1.8 10-2F GRIZZ 6 ARR (RWYS 26L/R)
3.1.9 10-2G ISLAND 4 ARR
3.1.10 10-2H KEINN 2 ARR
3.1.11 10-2J LIONN 1 ARR (RWYS 08L/R)
3.1.12 10-2K LIONN 1 ARR (RWYS 26L/R)
3.1.13 10-2L PAINE 4 ARR
3.1.14 10-2M RAGIT 3 ARR
3.1.15 10-2N SHARK 9 ARR
3.1.16 10-2P SOUND 5 ARR (RWYS 08L/R, 13)
3.1.17 10-2Q SOUND 5 ARR (RWYS 26L/R)
3.1.18 10-2S STAVE 8 ARR
3.1.19 10-2T VITEV 4 ARR (RWYS 26L/R)
3.1.20 10-2U WHISTLER 5 ARR (RWYS 08L/R, 13)
3.1.21 10-2V WHISTLER 5 ARR (RWYS 26L/R)
3.1.22 10-3 FRASER 6 DEP
3.1.23 10-3A GEORGIA 5 DEP
3.1.24 10-3B RICHMOND 6 DEP
3.1.25 10-3C STANLEY 4 DEP
3.1.26 10-3D VANCOUVER 1 DEP
3.1.27 10-4 NOISE ABATEMENT
3.1.28 10-4A NOISE ABATEMENT CONTD
3.1.29 10-6 CODED TAXI ROUTES
3.1.30 10-9 AIRPORT, AIRPORT INFO, PARKING POSITIONS & COORDS
3.1.31 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
3.1.32 10-9B PARKING POSITIONS (APRON 6), COORDS
3.1.33 10-9B1 PARKING POSITIONS (SOUTH TERM), COORDS
3.1.34 10-9C DE-ICING DIAG
3.1.35 10-9C1 DE-ICING PROC
3.1.36 10-9D ARR/DEP PROCS
3.1.37 10-9E LOW VIS TAXI CHART LAND RWY 08L/R, DEP RWY 08L/R
3.1.38 10-9F LOW VIS TAXI CHART LAND RWY 26L/R, DEP RWY 26L/R
3.1.39 11-1 ILS RWY 08L
3.1.40 11-1A ILS CAT II OR III RWY 08L
3.1.41 11-2 ILS RWY 08R
3.1.42 11-2A ILS CAT II OR III RWY 08R
3.1.43 11-3 ILS RWY 13

Page 5

3.1.44 11-4 ILS RWY 26L
3.1.45 11-4A ILS CAT II OR III RWY 26L
3.1.46 11-5 ILS RWY 26R
3.1.47 11-5A ILS CAT II OR III RWY 26R
3.1.48 12-1 RNAV (GNSS) Z RWY 08L
3.1.49 12-2 RNAV (GNSS) RWY 08R
3.1.50 12-3 RNAV (GNSS) RWY 13
3.1.51 12-4 RNAV (GNSS) RWY 26L
3.1.52 12-5 RNAV (GNSS) RWY 26R
3.1.53 12-6 RNAV (GNSS) RWY 31
3.1.54 12-20 RNAV (RNP) Y RWY 08L
3.1.55 16-1 NDB DME RWY 08R
3.1.56 16-2 NDB RWY 26L
3.2.1 10-3 BIORKA 4 DEP
3.2.2 10-3A MANGM 1 DEP
3.2.3 10-3A-1 SITKA 9 DEP
3.2.4 11-1 LDA DME RWY 11
3.2.5 11-1 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
3.2.6 12-1 RNAV (GPS) RWY 11
3.2.7 13-1 VOR DME-A

4 PASI -> PAFA

4.0.1 DEPARTURE: PASI (Sitka Rocky Gutierrez)
4.0.2 DESTINATION: PAFA (Fairbanks Intl)
4.1.1 10-3 BIORKA 4 DEP
4.1.2 10-3A MANGM 1 DEP
4.1.3 10-3A-1 SITKA 9 DEP
4.1.4 11-1 LDA DME RWY 11
4.1.5 11-1 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
4.1.6 12-1 RNAV (GPS) RWY 11
4.1.7 13-1 VOR DME-A
4.2.1 10-1W COLD TEMPERATURE RESTRICTED AIRPORT
4.2.2 10-2 HRDNG 2 RNAV ARR
4.2.3 10-2A LIBER 3 RNAV ARR
4.2.4 10-3 DRRLL 2 RNAV DEP
4.2.5 10-3A GALENA 5 DEP
4.2.6 10-3B MCKINLEY 1 DEP
4.2.7 10-3C PUYVO 2 RNAV DEP
4.2.8 10-3D RDFLG 2 RNAV DEP
4.2.9 10-9 AIRPORT, AIRPORT INFO, PARKING GATES & COORDS
4.2.10 10-9A AIRPORT INFO (CONTD),TAKE-OFF MNMS
4.2.11 10-9A1 ODP TAKEOFF OBSTACLE NOTES
4.2.12 10-9B LOW VIS TAXI CHART
4.2.13 11-1 ILS OR LOC RWY 2L
4.2.14 11-1A ILS RWY 2L CAT II & III
4.2.15 11-1B ILS RWY 2L SA CAT I
4.2.16 11-2 ILS OR LOC RWY 20R
4.2.17 11-2A ILS RWY 20R SA CAT I
4.2.18 11-2B ILS RWY 20R SA CAT II
4.2.19 12-1 RNAV (GPS) Y RWY 2L
4.2.20 12-2 RNAV (GPS) RWY 2R
4.2.21 12-3 RNAV (GPS) RWY 20L

Page 6

4.2.22 12-4 RNAV (GPS) Y RWY 20R
4.2.23 12-20 RNAV (RNP) Z RWY 2L
4.2.24 12-21 RNAV (RNP) Z RWY 20R
4.2.25 13-1 VOR RWY 20R

5 PAFA -> UHMD
5.0.1 DEPARTURE: PAFA (Fairbanks Intl)
5.0.2 DESTINATION: UHMD (Provideniya Bay)
5.1.1 10-1W COLD TEMPERATURE RESTRICTED AIRPORT
5.1.2 10-2 HRDNG 2 RNAV ARR
5.1.3 10-2A LIBER 3 RNAV ARR
5.1.4 10-3 DRRLL 2 RNAV DEP
5.1.5 10-3A GALENA 5 DEP
5.1.6 10-3B MCKINLEY 1 DEP
5.1.7 10-3C PUYVO 2 RNAV DEP
5.1.8 10-3D RDFLG 2 RNAV DEP
5.1.9 10-9 AIRPORT, AIRPORT INFO, PARKING GATES & COORDS
5.1.10 10-9A AIRPORT INFO (CONTD),TAKE-OFF MNMS
5.1.11 10-9A1 ODP TAKEOFF OBSTACLE NOTES
5.1.12 10-9B LOW VIS TAXI CHART
5.1.13 11-1 ILS OR LOC RWY 2L
5.1.14 11-1A ILS RWY 2L CAT II & III
5.1.15 11-1B ILS RWY 2L SA CAT I
5.1.16 11-2 ILS OR LOC RWY 20R
5.1.17 11-2A ILS RWY 20R SA CAT I
5.1.18 11-2B ILS RWY 20R SA CAT II
5.1.19 12-1 RNAV (GPS) Y RWY 2L
5.1.20 12-2 RNAV (GPS) RWY 2R
5.1.21 12-3 RNAV (GPS) RWY 20L
5.1.22 12-4 RNAV (GPS) Y RWY 20R
5.1.23 12-20 RNAV (RNP) Z RWY 2L
5.1.24 12-21 RNAV (RNP) Z RWY 20R
5.1.25 13-1 VOR RWY 20R
5.2.1 10-2 ARRS (RWY 01)
5.2.2 10-2A ARRS (RWY 19)
5.2.3 10-3 RWY 01 DEPS
5.2.4 10-3A RWY 19 DEPS
5.2.5 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
5.2.6 16-1 PAR NDB RWY 01

6 UHMD -> UHMM
6.0.1 DEPARTURE: UHMD (Provideniya Bay)
6.0.2 DESTINATION: UHMM (Sokol)
6.1.1 10-2 ARRS (RWY 01)
6.1.2 10-2A ARRS (RWY 19)
6.1.3 10-3 RWY 01 DEPS
6.1.4 10-3A RWY 19 DEPS
6.1.5 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
6.1.6 16-1 PAR NDB RWY 01
6.2.1 10-2 BANOT & INDEM 2A & 2B ARRS
6.2.2 10-2A BANOT & INDEM 4A & 4B ARRS
6.2.3 10-2B KUKIR 2A & 2B, MEBAR 2 ARRS

Page 7

6.2.4 10-2C KUKIR 4 & MEBAR 4A ARRS
6.2.5 10-2D ORTIG 2, OSKET 2A & 2B ARRS
6.2.6 10-2E ORTIG 4, OSKET 4A & 4B ARRS
6.2.7 10-2F RIMAL & SOMKA 2 ARRS
6.2.8 10-2G RIMAL 4A & 4B, SOMKA 4 ARRS
6.2.9 10-2H TERKI 2A & 2B, TITAL 2 ARRS
6.2.10 10-2J TERKI & TITAL 4 ARRS
6.2.11 10-3 BANOT & INDEM 1 DEPS
6.2.12 10-3A BANOT & INDEM 3 DEPS
6.2.13 10-3B KUKIR 1A & 1B, MEBAR 1A DEPS
6.2.14 10-3C KUKIR 3A & 3B, MEBAR 3 DEPS
6.2.15 10-3D ORTIG 1A & OSKET 1 DEPS
6.2.16 10-3E ORTIG & OSKET 3 DEPS
6.2.17 10-3F RIMAL 1, SOMKA 1A, 1B & 1C DEPS
6.2.18 10-3G RIMAL & SOMKA 3 DEPS
6.2.19 10-3H TERKI 1A & 1B, TITAL 1A DEPS
6.2.20 10-3J TERKI & TITAL 3 DEPS
6.2.21 10-9 AIRPORT, AIRPORT INFO, LOW VIS, TAKE-OFF MNMS
6.2.22 10-9A PARKING STANDS & COORDS
6.2.23 10-9S STANDARD MNMS
6.2.24 11-1 ILS RWY 10
6.2.25 16-1 2 NDB RWY 10 (CAT B,C,D)
6.2.26 16-2 2 NDB OR NDB RWY 10 (CAT A)
6.2.27 16-3 NDB RWY 28 (VIA 290 DEGREES)
6.2.28 16-4 NDB RWY 28 (VIA 284 DEGREES, CAT A, B)

7 UHMM -> UHSS

7.0.1 DEPARTURE: UHMM (Sokol)
7.0.2 DESTINATION: UHSS (Khomutovo)
7.1.1 10-2 BANOT & INDEM 2A & 2B ARRS
7.1.2 10-2A BANOT & INDEM 4A & 4B ARRS
7.1.3 10-2B KUKIR 2A & 2B, MEBAR 2 ARRS
7.1.4 10-2C KUKIR 4 & MEBAR 4A ARRS
7.1.5 10-2D ORTIG 2, OSKET 2A & 2B ARRS
7.1.6 10-2E ORTIG 4, OSKET 4A & 4B ARRS
7.1.7 10-2F RIMAL & SOMKA 2 ARRS
7.1.8 10-2G RIMAL 4A & 4B, SOMKA 4 ARRS
7.1.9 10-2H TERKI 2A & 2B, TITAL 2 ARRS
7.1.10 10-2J TERKI & TITAL 4 ARRS
7.1.11 10-3 BANOT & INDEM 1 DEPS
7.1.12 10-3A BANOT & INDEM 3 DEPS
7.1.13 10-3B KUKIR 1A & 1B, MEBAR 1A DEPS
7.1.14 10-3C KUKIR 3A & 3B, MEBAR 3 DEPS
7.1.15 10-3D ORTIG 1A & OSKET 1 DEPS
7.1.16 10-3E ORTIG & OSKET 3 DEPS
7.1.17 10-3F RIMAL 1, SOMKA 1A, 1B & 1C DEPS
7.1.18 10-3G RIMAL & SOMKA 3 DEPS
7.1.19 10-3H TERKI 1A & 1B, TITAL 1A DEPS
7.1.20 10-3J TERKI & TITAL 3 DEPS
7.1.21 10-9 AIRPORT, AIRPORT INFO, LOW VIS, TAKE-OFF MNMS
7.1.22 10-9A PARKING STANDS & COORDS
7.1.23 10-9S STANDARD MNMS

Page 8

7.1.24 11-1 ILS RWY 10
7.1.25 16-1 2 NDB RWY 10 (CAT B,C,D)
7.1.26 16-2 2 NDB OR NDB RWY 10 (CAT A)
7.1.27 16-3 NDB RWY 28 (VIA 290 DEGREES)
7.1.28 16-4 NDB RWY 28 (VIA 284 DEGREES, CAT A, B)
7.2.1 10-2 STAR DESIGNATION INDEX
7.2.2 10-2A STAR DESIGNATION INDEX CONTD
7.2.3 10-2B ODEKO 2 ARRS (CAT C & D)
7.2.4 10-2C ODEKO 2 ARRS (CAT A & B)
7.2.5 10-2D ODEKO 2A ARR
7.2.6 10-2E ODEKO 2B ARR
7.2.7 10-2F ODEKO 4 ARR (CAT C & D)
7.2.8 10-2G ODEKO 4 ARR (CAT A & B)
7.2.9 10-2H PERUB 2 ARR (CAT C & D)
7.2.10 10-2J PERUB 2 ARR (CAT A & B)
7.2.11 10-2K PERUB 2A ARR
7.2.12 10-2L PERUB 2B ARR
7.2.13 10-2M PERUB 4 ARR (CAT C & D)
7.2.14 10-2N PERUB 4 ARR (CAT A & B)
7.2.15 10-2P KENOM & PIMAG 2 ARRS (CAT C & D)
7.2.16 10-2Q KENOM & PIMAG 2 ARRS (CAT A & B)
7.2.17 10-2S KENOM & PIMAG 2A ARRS (CAT C & D)
7.2.18 10-2T KENOM & PIMAG 2A ARRS (CAT A & B)
7.2.19 10-2T1 KENOM & PIMAG 2B ARRS (CAT C & D)
7.2.20 10-2T2 KENOM & PIMAG 2B ARRS (CAT A & B)
7.2.21 10-2T3 KENOM & PIMAG 4 ARRS (CAT C & D)
7.2.22 10-2T4 KENOM & PIMAG 4 ARRS (CAT A & B)
7.2.23 10-2T5 KENOM & PIMAG 4A ARRS (CAT C & D)
7.2.24 10-2U KENOM & PIMAG 4A ARRS (CAT A & B)
7.2.25 10-2V KENOM & PIMAG 4V ARRS
7.2.26 10-2V1 KENOM & PIMAG 6 ARRS
7.2.27 10-2V2 IDRUT & KELUL 2 ARRS (CAT C & D)
7.2.28 10-2V3 IDRUT & KELUL 2 ARRS (CAT A & B)
7.2.29 10-2V4 IDRUT & KELUL 2A ARRS (CAT C & D)
7.2.30 10-2V5 IDRUT & KELUL 2A ARRS (CAT A & B)
7.2.31 10-2V6 IDRUT & KELUL 4 ARRS (CAT C & D)
7.2.32 10-2V7 IDRUT & KELUL 4 ARRS (CAT A & B)
7.2.33 10-2W IDRUT & KELUL 4A ARRS (CAT C & D)
7.2.34 10-2X IDRUT & KELUL 4A ARRS (CAT A & B)
7.2.35 10-2X1 IDRUT & KELUL 4V ARRS
7.2.36 10-2X2 IDRUT & KELUL 6 ARRS
7.2.37 10-2X3 LEKPA 2 ARR (CAT C & D)
7.2.38 10-2X4 LEKPA 2 ARR (CAT A & B)
7.2.39 10-2X5 LEKPA 4 ARR (CAT C & D)
7.2.40 10-2X6 LEKPA 4 ARR (CAT A & B)
7.2.41 10-2X7 LEKPA 4V ARR
7.2.42 10-2X8 LEKPA 6 ARR
7.2.43 10-3 IDRUT 1 & 1A DEPS
7.2.44 10-3A IDRUT 3, 3A & 3B DEPS
7.2.45 10-3B IDRUT 5 & 5A DEPS
7.2.46 10-3C KELUL 1 & 1A DEPS
7.2.47 10-3D KELUL 3, 3A & 3B DEPS

Page 9

7.2.48 10-3E KELUL 5 & 5A DEPS
7.2.49 10-3F KENOM 1A DEP
7.2.50 10-3G KENOM 3B & 3V DEPS
7.2.51 10-3H LEKPA 1 DEP
7.2.52 10-3J LEKPA 3 & 5 DEPS
7.2.53 10-3K ODEKO 1 & 7 DEPS
7.2.54 10-3L ODEKO 3 DEP
7.2.55 10-3M PERUB 1, 1A & 7 DEPS
7.2.56 10-3N PERUB 3 DEP
7.2.57 10-3P PIMAG 1 & 1A DEPS
7.2.58 10-3Q PIMAG 3, 3A & 3B DEPS
7.2.59 10-3S PIMAG 5 & 5A DEPS
7.2.60 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
7.2.61 10-9A PARKING STANDS, LOW VIS PROCEDURES
7.2.62 10-9S STANDARD MNMS
7.2.63 11-1 ILS RWY 01
7.2.64 11-2 ILS DME RWY 19
7.2.65 16-1 2 NDB OR NDB RWY 01
7.2.66 16-2 2 NDB OR NDB RWY 19

8 UHSS -> RJSF

8.0.1 DEPARTURE: UHSS (Khomutovo)
8.0.2 DESTINATION: RJSF (Fukushima)
8.1.1 10-2 STAR DESIGNATION INDEX
8.1.2 10-2A STAR DESIGNATION INDEX CONTD
8.1.3 10-2B ODEKO 2 ARRS (CAT C & D)
8.1.4 10-2C ODEKO 2 ARRS (CAT A & B)
8.1.5 10-2D ODEKO 2A ARR
8.1.6 10-2E ODEKO 2B ARR
8.1.7 10-2F ODEKO 4 ARR (CAT C & D)
8.1.8 10-2G ODEKO 4 ARR (CAT A & B)
8.1.9 10-2H PERUB 2 ARR (CAT C & D)
8.1.10 10-2J PERUB 2 ARR (CAT A & B)
8.1.11 10-2K PERUB 2A ARR
8.1.12 10-2L PERUB 2B ARR
8.1.13 10-2M PERUB 4 ARR (CAT C & D)
8.1.14 10-2N PERUB 4 ARR (CAT A & B)
8.1.15 10-2P KENOM & PIMAG 2 ARRS (CAT C & D)
8.1.16 10-2Q KENOM & PIMAG 2 ARRS (CAT A & B)
8.1.17 10-2S KENOM & PIMAG 2A ARRS (CAT C & D)
8.1.18 10-2T KENOM & PIMAG 2A ARRS (CAT A & B)
8.1.19 10-2T1 KENOM & PIMAG 2B ARRS (CAT C & D)
8.1.20 10-2T2 KENOM & PIMAG 2B ARRS (CAT A & B)
8.1.21 10-2T3 KENOM & PIMAG 4 ARRS (CAT C & D)
8.1.22 10-2T4 KENOM & PIMAG 4 ARRS (CAT A & B)
8.1.23 10-2T5 KENOM & PIMAG 4A ARRS (CAT C & D)
8.1.24 10-2U KENOM & PIMAG 4A ARRS (CAT A & B)
8.1.25 10-2V KENOM & PIMAG 4V ARRS
8.1.26 10-2V1 KENOM & PIMAG 6 ARRS
8.1.27 10-2V2 IDRUT & KELUL 2 ARRS (CAT C & D)
8.1.28 10-2V3 IDRUT & KELUL 2 ARRS (CAT A & B)
8.1.29 10-2V4 IDRUT & KELUL 2A ARRS (CAT C & D)

Page 10

8.1.30 10-2V5 IDRUT & KELUL 2A ARRS (CAT A & B)
8.1.31 10-2V6 IDRUT & KELUL 4 ARRS (CAT C & D)
8.1.32 10-2V7 IDRUT & KELUL 4 ARRS (CAT A & B)
8.1.33 10-2W IDRUT & KELUL 4A ARRS (CAT C & D)
8.1.34 10-2X IDRUT & KELUL 4A ARRS (CAT A & B)
8.1.35 10-2X1 IDRUT & KELUL 4V ARRS
8.1.36 10-2X2 IDRUT & KELUL 6 ARRS
8.1.37 10-2X3 LEKPA 2 ARR (CAT C & D)
8.1.38 10-2X4 LEKPA 2 ARR (CAT A & B)
8.1.39 10-2X5 LEKPA 4 ARR (CAT C & D)
8.1.40 10-2X6 LEKPA 4 ARR (CAT A & B)
8.1.41 10-2X7 LEKPA 4V ARR
8.1.42 10-2X8 LEKPA 6 ARR
8.1.43 10-3 IDRUT 1 & 1A DEPS
8.1.44 10-3A IDRUT 3, 3A & 3B DEPS
8.1.45 10-3B IDRUT 5 & 5A DEPS
8.1.46 10-3C KELUL 1 & 1A DEPS
8.1.47 10-3D KELUL 3, 3A & 3B DEPS
8.1.48 10-3E KELUL 5 & 5A DEPS
8.1.49 10-3F KENOM 1A DEP
8.1.50 10-3G KENOM 3B & 3V DEPS
8.1.51 10-3H LEKPA 1 DEP
8.1.52 10-3J LEKPA 3 & 5 DEPS
8.1.53 10-3K ODEKO 1 & 7 DEPS
8.1.54 10-3L ODEKO 3 DEP
8.1.55 10-3M PERUB 1, 1A & 7 DEPS
8.1.56 10-3N PERUB 3 DEP
8.1.57 10-3P PIMAG 1 & 1A DEPS
8.1.58 10-3Q PIMAG 3, 3A & 3B DEPS
8.1.59 10-3S PIMAG 5 & 5A DEPS
8.1.60 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
8.1.61 10-9A PARKING STANDS, LOW VIS PROCEDURES
8.1.62 10-9S STANDARD MNMS
8.1.63 11-1 ILS RWY 01
8.1.64 11-2 ILS DME RWY 19
8.1.65 16-1 2 NDB OR NDB RWY 01
8.1.66 16-2 2 NDB OR NDB RWY 19
8.2.1 10-1R RADAR MNM ALTS
8.2.2 10-2 OKUJI ARR
8.2.3 10-2-0 OKUJI ARR (TEMP)
8.2.4 10-2A SOUMA NORTH, WAKAH NORTH RNAV ARRS
8.2.5 10-2B SOUMA SOUTH, WAKAH SOUTH RNAV ARRS
8.2.6 10-3 FUKUSHIMA REVERSAL 1 DEP
8.2.7 10-3A NASNO 2 DEP
8.2.8 10-3B SOUTH 1 RNAV DEP
8.2.9 10-3C WEST 1 RNAV DEP
8.2.10 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
8.2.11 11-1 ILS Y OR LOC Y RWY 01
8.2.12 11-2 ILS Z OR LOC Z RWY 01
8.2.13 12-1 RNAV (GNSS) RWY 19
8.2.14 13-1 VOR RWY 19
8.2.15 13-2 VOR-A

Page 11

9 RJSF -> RJBB

9.0.1 DEPARTURE: RJSF (Fukushima)
9.0.2 DESTINATION: RJBB (Kansai Intl)
9.1.1 10-1R RADAR MNM ALTS
9.1.2 10-2 OKUJI ARR
9.1.3 10-2-0 OKUJI ARR (TEMP)
9.1.4 10-2A SOUMA NORTH, WAKAH NORTH RNAV ARRS
9.1.5 10-2B SOUMA SOUTH, WAKAH SOUTH RNAV ARRS
9.1.6 10-3 FUKUSHIMA REVERSAL 1 DEP
9.1.7 10-3A NASNO 2 DEP
9.1.8 10-3B SOUTH 1 RNAV DEP
9.1.9 10-3C WEST 1 RNAV DEP
9.1.10 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
9.1.11 11-1 ILS Y OR LOC Y RWY 01
9.1.12 11-2 ILS Z OR LOC Z RWY 01
9.1.13 12-1 RNAV (GNSS) RWY 19
9.1.14 13-1 VOR RWY 19
9.1.15 13-2 VOR-A
9.2.1 10-1B TMA
9.2.2 20-1P AIRPORT BRIEFING
9.2.3 20-1P1 AIRPORT BRIEFING (CONTD)
9.2.4 20-1R RADAR MNM ALTS
9.2.5 20-2 AKASI ARR
9.2.6 20-2A ALISA, BECKY & CANDY A & B RNAV ARRS
9.2.7 20-2B ALISA, BECKY & CANDY C RNAV ARRS
9.2.8 20-2C ALISA, BECKY, BERTH & CANDY D RNAV ARRS
9.2.9 20-2D ALISA, BECKY, BERTH & CANDY E RNAV ARRS
9.2.10 20-2E ATACK ARC, BABEL ARC ARRS
9.2.11 20-2F BERTH A & B RNAV ARRS
9.2.12 20-2G BERTH C RNAV ARR
9.2.13 20-2H DANDE A & B RNAV ARRS
9.2.14 20-2J DANDE C RNAV ARR
9.2.15 20-2K DATIS A & B RNAV ARRS
9.2.16 20-2L DATIS C RNAV ARR
9.2.17 20-2M GATES ARR
9.2.18 20-2N MAYAH ARC ARR
9.2.19 20-2P HOLDING PROCS
9.2.20 20-2Q HOLDING PROCS (CONTD)
9.2.21 20-3 DAISY 1 RNAV DEP
9.2.22 20-3A FERRY 5 DEP
9.2.23 20-3B HELEN 1 RNAV DEP
9.2.24 20-3C IWAYA 1 RNAV DEP
9.2.25 20-3D KANSAI 1 RNAV DEP
9.2.26 20-3E KITAN 1 RNAV DEP
9.2.27 20-3F MAIKO 7 DEP
9.2.28 20-3G NANKO 1 RNAV DEP
9.2.29 20-3H SUSAN 1 RNAV DEP
9.2.30 20-3J TOMOH 1 DEP
9.2.31 20-3K TOMOH WEST 1 DEP
9.2.32 20-4 NOISE ABATEMENT
9.2.33 20-9 AIRPORT, AIRPORT INFO, ROTOR CRAFT PARKING

Page 12

9.2.34 20-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
9.2.35 20-9B PARKING SPOTS & COORDS
9.2.36 20-9C PARKING SPOTS & COORDS (M2-M9, 306, 307)
9.2.37 20-9D SURFACE PAINTED SIGNS
9.2.38 20-9F ATC PROCS
9.2.39 20-9G ATC PROCS CONTD
9.2.40 20-9H AIRPORT, AIRPORT INFO, SAFETY MEASURES IN APRON
9.2.41 21-1 ILS Y OR LOC Y RWY 06L
9.2.42 21-1A ILS Y RWY 06L CAT II
9.2.43 21-2 ILS Z OR LOC Z RWY 06L
9.2.44 21-2A ILS Z RWY 06L CAT II
9.2.45 21-3 ILS Y OR LOC Y RWY 06R
9.2.46 21-3A ILS Y RWY 06R CAT II
9.2.47 21-4 ILS Z OR LOC Z RWY 06R
9.2.48 21-4A ILS Z RWY 06R CAT II
9.2.49 21-5 ILS Z OR LOC Z RWY 24L
9.2.50 21-5A ILS Z RWY 24L CAT II
9.2.51 21-6 ILS Y OR LOC Y RWY 24L
9.2.52 21-6A ILS Y RWY 24L CAT II
9.2.53 21-7 ILS Z OR LOC Z RWY 24R
9.2.54 21-7A ILS Z RWY 24R CAT II
9.2.55 21-8 ILS Y OR LOC Y RWY 24R
9.2.56 21-8A ILS Y RWY 24R CAT II
9.2.57 22-1 RNAV (GNSS) RWY 06L
9.2.58 22-2 RNAV (GNSS) RWY 24R
9.2.59 23-1 VOR RWY 06R
9.2.60 23-2 VOR RWY 24L

10 RJBB -> ZSSS

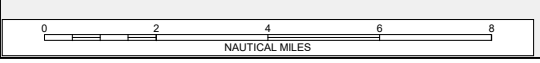
10.0.1 DEPARTURE: RJBB (Kansai Intl)
10.0.2 DESTINATION: ZSSS (Hongqiao)
10.1.1 10-1B TMA
10.1.2 20-1P AIRPORT BRIEFING
10.1.3 20-1P1 AIRPORT BRIEFING (CONTD)
10.1.4 20-1R RADAR MNM ALTS
10.1.5 20-2 AKASI ARR
10.1.6 20-2A ALISA, BECKY & CANDY A & B RNAV ARRS
10.1.7 20-2B ALISA, BECKY & CANDY C RNAV ARRS
10.1.8 20-2C ALISA, BECKY, BERTH & CANDY D RNAV ARRS
10.1.9 20-2D ALISA, BECKY, BERTH & CANDY E RNAV ARRS
10.1.10 20-2E ATACK ARC, BABEL ARC ARRS
10.1.11 20-2F BERTH A & B RNAV ARRS
10.1.12 20-2G BERTH C RNAV ARR
10.1.13 20-2H DANDE A & B RNAV ARRS
10.1.14 20-2J DANDE C RNAV ARR
10.1.15 20-2K DATIS A & B RNAV ARRS
10.1.16 20-2L DATIS C RNAV ARR
10.1.17 20-2M GATES ARR
10.1.18 20-2N MAYAH ARC ARR
10.1.19 20-2P HOLDING PROCS
10.1.20 20-2Q HOLDING PROCS (CONTD)
10.1.21 20-3 DAISY 1 RNAV DEP

Page 13

10.1.22 20-3A FERRY 5 DEP
10.1.23 20-3B HELEN 1 RNAV DEP
10.1.24 20-3C IWAYA 1 RNAV DEP
10.1.25 20-3D KANSAI 1 RNAV DEP
10.1.26 20-3E KITAN 1 RNAV DEP
10.1.27 20-3F MAIKO 7 DEP
10.1.28 20-3G NANKO 1 RNAV DEP
10.1.29 20-3H SUSAN 1 RNAV DEP
10.1.30 20-3J TOMOH 1 DEP
10.1.31 20-3K TOMOH WEST 1 DEP
10.1.32 20-4 NOISE ABATEMENT
10.1.33 20-9 AIRPORT, AIRPORT INFO, ROTOR CRAFT PARKING
10.1.34 20-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
10.1.35 20-9B PARKING SPOTS & COORDS
10.1.36 20-9C PARKING SPOTS & COORDS (M2-M9, 306, 307)
10.1.37 20-9D SURFACE PAINTED SIGNS
10.1.38 20-9F ATC PROCS
10.1.39 20-9G ATC PROCS CONTD
10.1.40 20-9H AIRPORT, AIRPORT INFO, SAFETY MEASURES IN APRON
10.1.41 21-1 ILS Y OR LOC Y RWY 06L
10.1.42 21-1A ILS Y RWY 06L CAT II
10.1.43 21-2 ILS Z OR LOC Z RWY 06L
10.1.44 21-2A ILS Z RWY 06L CAT II
10.1.45 21-3 ILS Y OR LOC Y RWY 06R
10.1.46 21-3A ILS Y RWY 06R CAT II
10.1.47 21-4 ILS Z OR LOC Z RWY 06R
10.1.48 21-4A ILS Z RWY 06R CAT II
10.1.49 21-5 ILS Z OR LOC Z RWY 24L
10.1.50 21-5A ILS Z RWY 24L CAT II
10.1.51 21-6 ILS Y OR LOC Y RWY 24L
10.1.52 21-6A ILS Y RWY 24L CAT II
10.1.53 21-7 ILS Z OR LOC Z RWY 24R
10.1.54 21-7A ILS Z RWY 24R CAT II
10.1.55 21-8 ILS Y OR LOC Y RWY 24R
10.1.56 21-8A ILS Y RWY 24R CAT II
10.1.57 22-1 RNAV (GNSS) RWY 06L
10.1.58 22-2 RNAV (GNSS) RWY 24R
10.1.59 23-1 VOR RWY 06R
10.1.60 23-2 VOR RWY 24L
10.2.1 10-1P AIRPORT BRIEFING (GEN)
10.2.2 10-1P1 AIRPORT BRIEFING (GEN CONTD 1)
10.2.3 10-1P2 AIRPORT BRIEFING (GEN CONTD 2)
10.2.4 10-1P3 AIRPORT BRIEFING (ARR)
10.2.5 10-1P4 AIRPORT BRIEFING (DEP)
10.2.6 10-1P5 AIRPORT BRIEFING (DEP CONTD 1)
10.2.7 10-1P6 AIRPORT BRIEFING (DEP CONTD 2)
10.2.8 10-1R RADAR MNM ALTS
10.2.9 10-2 AND 1F & 5F, PUD 1F, 3F & 5F RNAV ARRS
10.2.10 10-2A AND 2F & 6F, PUD 2F & 4F RNAV ARRS
10.2.11 10-2B SAS 1F & 3F RNAV ARRS
10.2.12 10-2C SAS 2F & 4F RNAV ARRS
10.2.13 10-2D PUD 1A ARR

Page 14

10.2.14 10-2E PUD 2A ARR
10.2.15 10-2E1 AND 1A & 5A ARRS
10.2.16 10-2E2 AND 2A & 6A ARRS
10.2.17 10-2F SASAN 1A ARR
10.2.18 10-2G SASAN 2A ARR
10.2.19 10-3 AND 1X, 2X, 3X, 4X, 6X & 8X RNAV DEPS
10.2.20 10-3A BOL 1X, 2X, 4X & 6X RNAV DEPS
10.2.21 10-3B IBE 1X, 2X, 4X & 6X RNAV DEPS
10.2.22 10-3C LAM 1X, 4X, 6X & 52X RNAV DEPS
10.2.23 10-3D LAM 2X, 3X, 8X & 56X RNAV DEPS
10.2.24 10-3E NXD 1X, 2X & 4X RNAV DEPS
10.2.25 10-3F PIK 1X, 2X, 3X, 4X RNAV DEPS
10.2.26 10-3H PON 1X, 2X, 4X & 6X RNAV DEPS
10.2.27 10-3J SAS 1X, 2X & 4X RNAV DEPS
10.2.28 10-3K SUR 1X, 4X, 8X & 16X RNAV DEPS
10.2.29 10-3L SUR 2X, 3X, 6X & 10X RNAV DEPS
10.2.30 10-3M IBEGI 1D & 2D DEPS
10.2.31 10-3P LAMEN & SURAK 1D & 2D DEPS
10.2.32 10-3Q BOLEX 1D & 2D, LAMEN & SURAK 3D & 4D DEPS
10.2.33 10-3S PONAB 1D & 2D DEPS
10.2.34 10-3T AND 1D, 2D, 3D & 4D, NXD 1D & 2D DEPS
10.2.35 10-3U PIKAS & SASAN 1D, 2D & 3D DEPS
10.2.36 10-3V JTN 12D, PK 12D & 14D FERRY ROUTES
10.2.37 10-3Z ZSSS FUEL DUMPING AREA
10.2.38 10-9 AIRPORT
10.2.39 10-9A AIRPORT INFO, TAKE-OFF MNMS
10.2.40 10-9B PARKING STANDS APRON A TO K
10.2.41 10-9C PARKING STANDS APRON 2, 4 AND 6
10.2.42 11-1 RNAV ILS DME Z RWY 18L
10.2.43 11-2 ILS DME Y RWY 18L
10.2.44 11-3 RNAV ILS DME Z RWY 18R
10.2.45 11-4 ILS DME Y RWY 18R
10.2.46 11-5 RNAV ILS DME Z RWY 36L
10.2.47 11-6 ILS DME Y RWY 36L
10.2.48 11-7 RNAV ILS DME Z RWY 36R
10.2.49 11-8 ILS DME Y RWY 36R
10.2.50 13-1 VOR DME RWY 18L
10.2.51 13-2 VOR DME RWY 36L
10.2.52 13-3 VOR DME RWY 36R

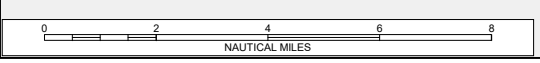


© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

1.0.2 DESTINATION (KMSP -> KJAC): KJAC (Jackson Hole)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0

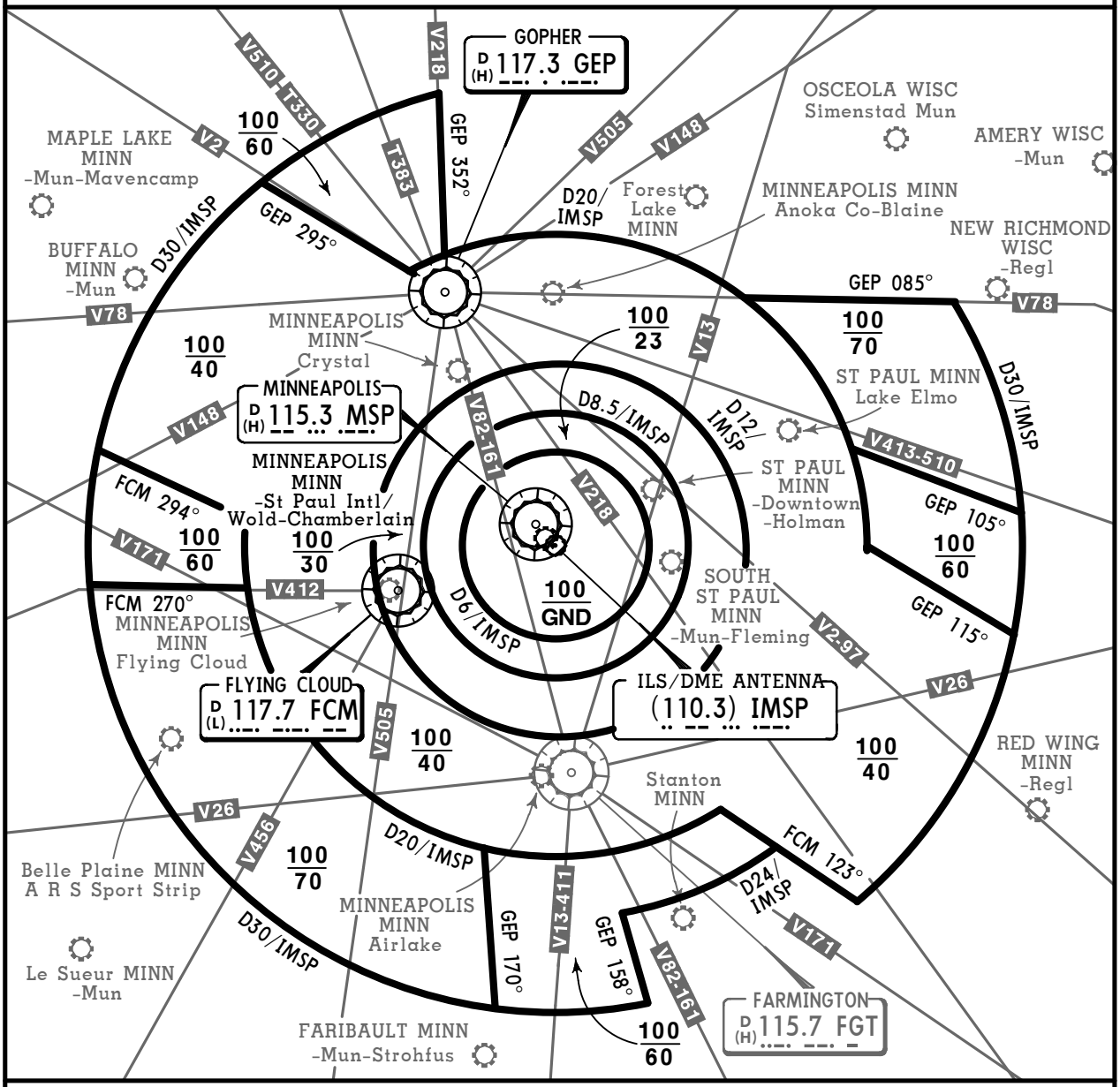


© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

MINNEAPOLIS CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(NE) **Minneapolis App (R)** 121.2 (S) **Minneapolis App (R)** 134.7 (NW) **Minneapolis App (R)** 126.5



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-

Aircraft operating within the Class B airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact Minneapolis Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

2. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Minneapolis-St Paul International/Wold-Chamberlain Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.

3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

CHANGES: New format.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
135.35	842	

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.
4. Turbojet aircraft only.
5. EXPECT "descend via" clearance and runway transition assignment by Center. Minneapolis Approach will assign landing runway.

BAINY 3 RNAV ARRIVAL
(BAINY.BAINY3)

SPEED: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280 KT MAINTAIN 280 KT UNTIL SLOWED BY THE STAR OR ASSIGNED BY ATC

NOT TO SCALE

GGULL FL240
SHULZ FL200
TIGHE FL200
WINDD FL240
TTAIL
COLDD FL240
MILAC FL200
HHOGS FL240
BAINY At 280 KT FL190 15000
LUCCY At 280 KT 11000
SAUGR
OGLVE 8000
GOPHER D (H) 117.3 GEP At 250 KT 10000
KAYQU At 210 KT 7000
LANDING RWYS 12L/R EXPECT RNAV(RNP), RNAV(GPS), or ILS approach or RADAR vectors to final approach course
PRRPL 9000
OSMOH At 210 KT 8000
BRNVL At 210 KT 8000
MAUER At 210 KT 8000
IRRRV
JJENI
GWAIT
GEP VOR
10 NM
2700
3500

DULUTH MINN -Intl KDLH
BRAINERD MINN -Lakes Regl KBRD
ST CLOUD MINN -Regl KSTC
ST PAUL MINN -Downtown-Holman KSTP

ROUTING	
From BAINY on track 159° to LUCCY, then on track 159° to SAUGR.	
RWY	**LANDING**
4, 17, 22, 30R	From SAUGR on track 159° to GEP VOR, then on track 156° to PRRPL, then on track 121° to OSMOH, then on track 122° to IRRRV, then on track 122°. EXPECT RADAR vectors to final approach course.
12L/R	From SAUGR on track 181° to OGLVE, then on track 181° to KAYQU. EXPECT RNAV(RNP), RNAV(GPS), or ILS approach or RADAR vectors to final approach course.
30L	From SAUGR on track 159° to GEP VOR, then on track 156° to PRRPL, then on track 172° to MAUER, then on track 121° to JJENI, then on track 121°. EXPECT RADAR vectors to final approach course.
35	From SAUGR on track 159° to GEP VOR, then on track 156° to PRRPL, then on track 180° to BRNVL, then on track 178° to GWAIT, then on track 176°. EXPECT RADAR vectors to final approach course.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

22 SEP 17 (10-2)

JEPPESEN
MINNEAPOLIS, MINN.
RNAV STAR

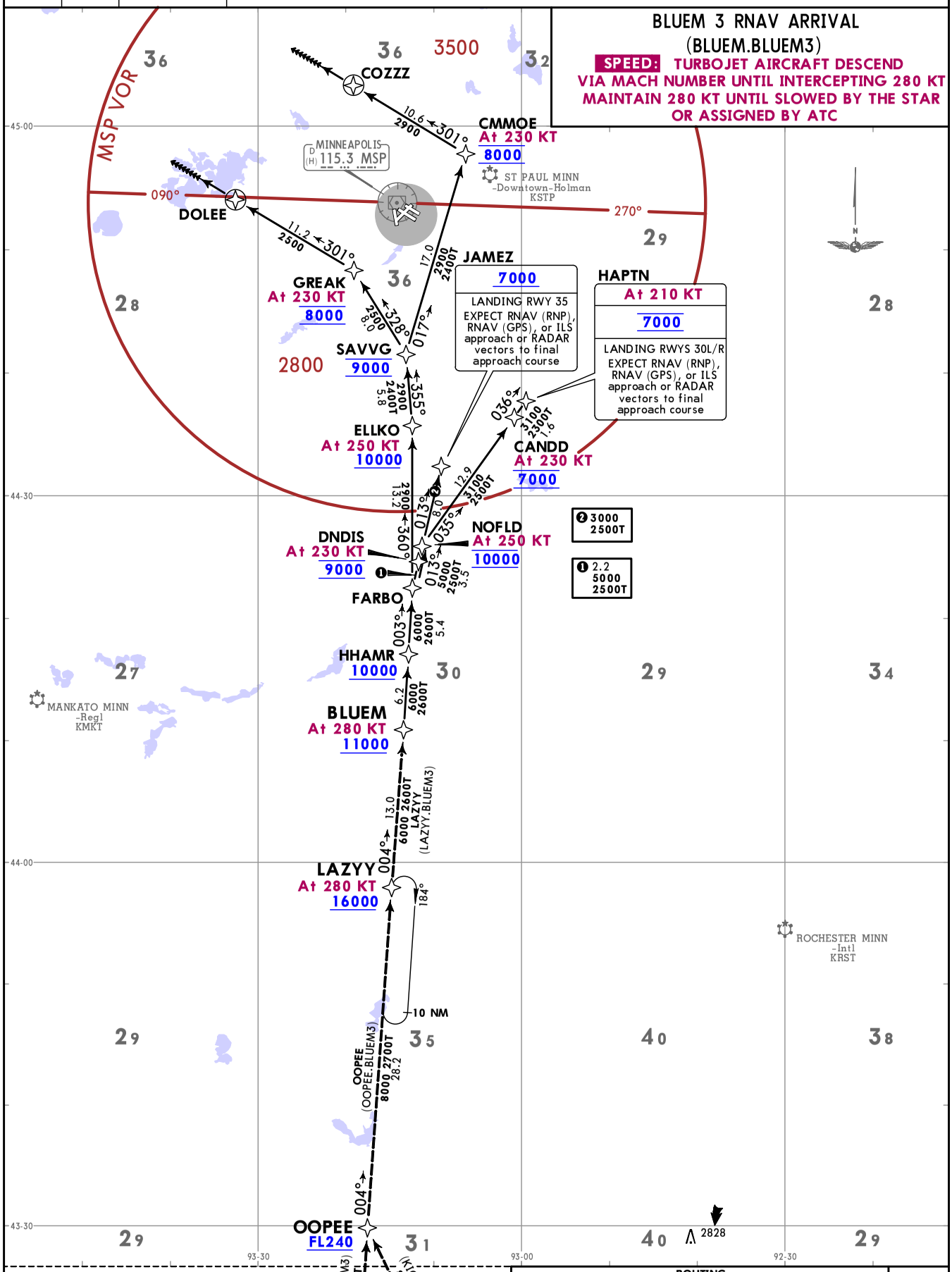
BAINY 3 RNAV ARRIVAL
(BAINY.BAINY3)

1.1.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

D-ATIS	Apt Elev	Alt Set: INCHES	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. For turbojet aircraft only.
135.35	842	Trans level: FL180	5. EXPECT "descend via" clearance and runway transition assignment by Center. Minneapolis Approach will assign landing runway.

BLUEM 3 RNAV ARRIVAL
(BLUEM.BLUEM3)

SPEED: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280 KT MAINTAIN 280 KT UNTIL SLOWED BY THE STAR OR ASSIGNED BY ATC



ROUTING	
From BLUEM on track 004° to HHAMR, then on track 003° to FARBO.	
RWY	**LANDING**
4, 12R, 17, 22	From FARBO on track 360° to ELLKO, then on track 355° to SAVVG, then on track 328° to GREAK, then on track 301° to DOLEE, then on track 301°. EXPECT RADAR vectors to final approach course.
12L	From FARBO on track 360° to ELLKO, then on track 355° to SAVVG, then on track 017° to CMMOE, then on track 301° to COZZZ, then on track 301°. EXPECT RADAR vectors to final approach course.
30L/R	From FARBO on track 013° to NOFLD, then on track 035° to CANDD, then on track 036° to HAPTN. EXPECT RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.
35	From FARBO on track 013° to DNDIS, then on track 013° to JAMEZ. EXPECT RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

22 SEP 17

JEPPESEN
10-2A

BLUEM 3 RNAV ARRIVAL
(BLUEM.BLUEM3)

MINNEAPOLIS, MINN
RNAV (RNP)

JEPPESEN
JeppView 3.6.2.0

1.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

1.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

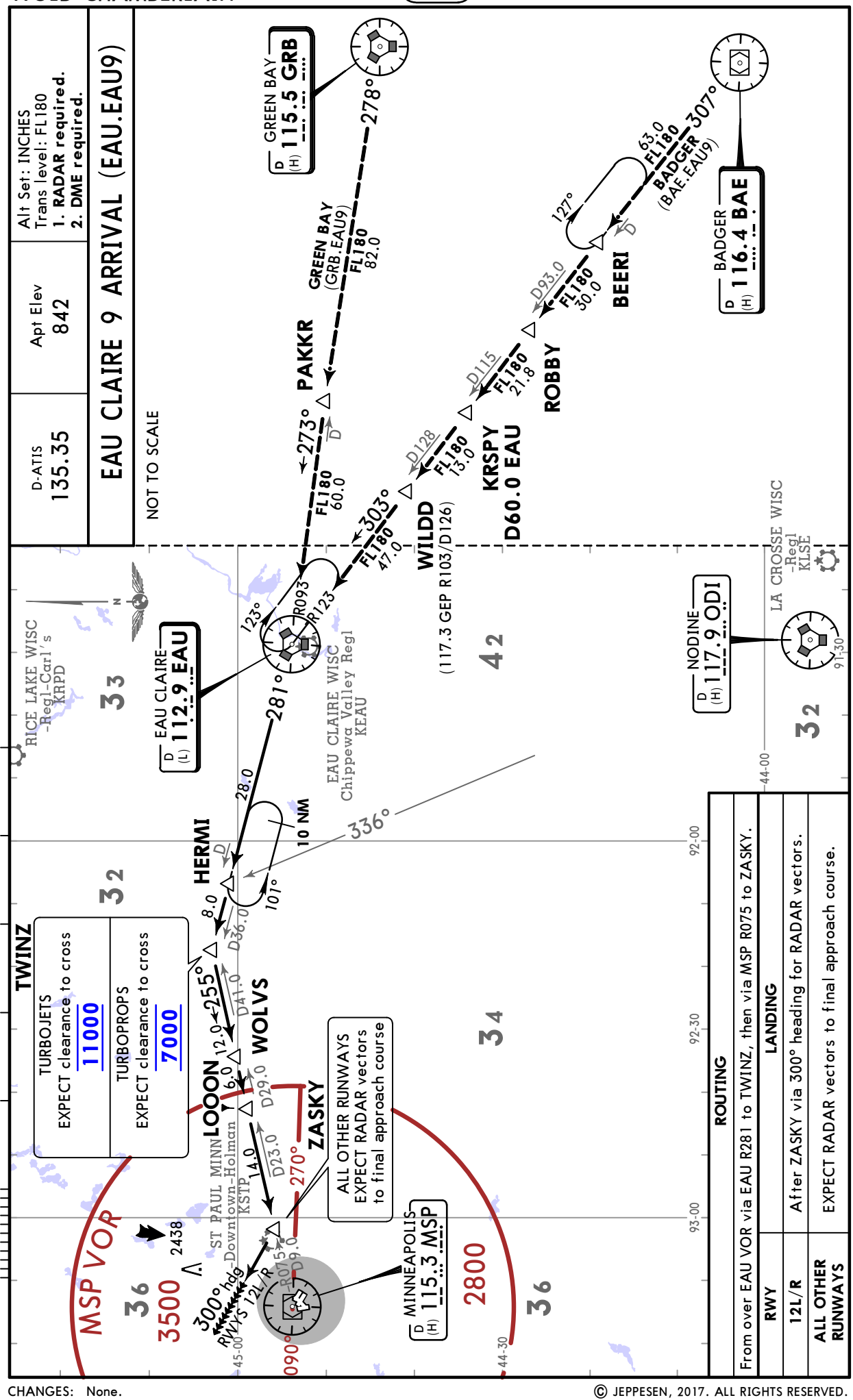
JEPPESEN
9 FEB 18 (10-2B)

MINNEAPOLIS, MINN
STAR

EAU CLAIRE 9 ARRIVAL (EAU.EAU9)

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required.
135.35	842	

NOT TO SCALE



ROUTING	
From over EAU VOR via EAU R281 to TWINZ, then via MSP R075 to ZASKY.	
RWY	**LANDING**
12L/R	After ZASKY via 300° heading for RADAR vectors.
ALL OTHER RUNWAYS	EXPECT RADAR vectors to final approach course.

CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

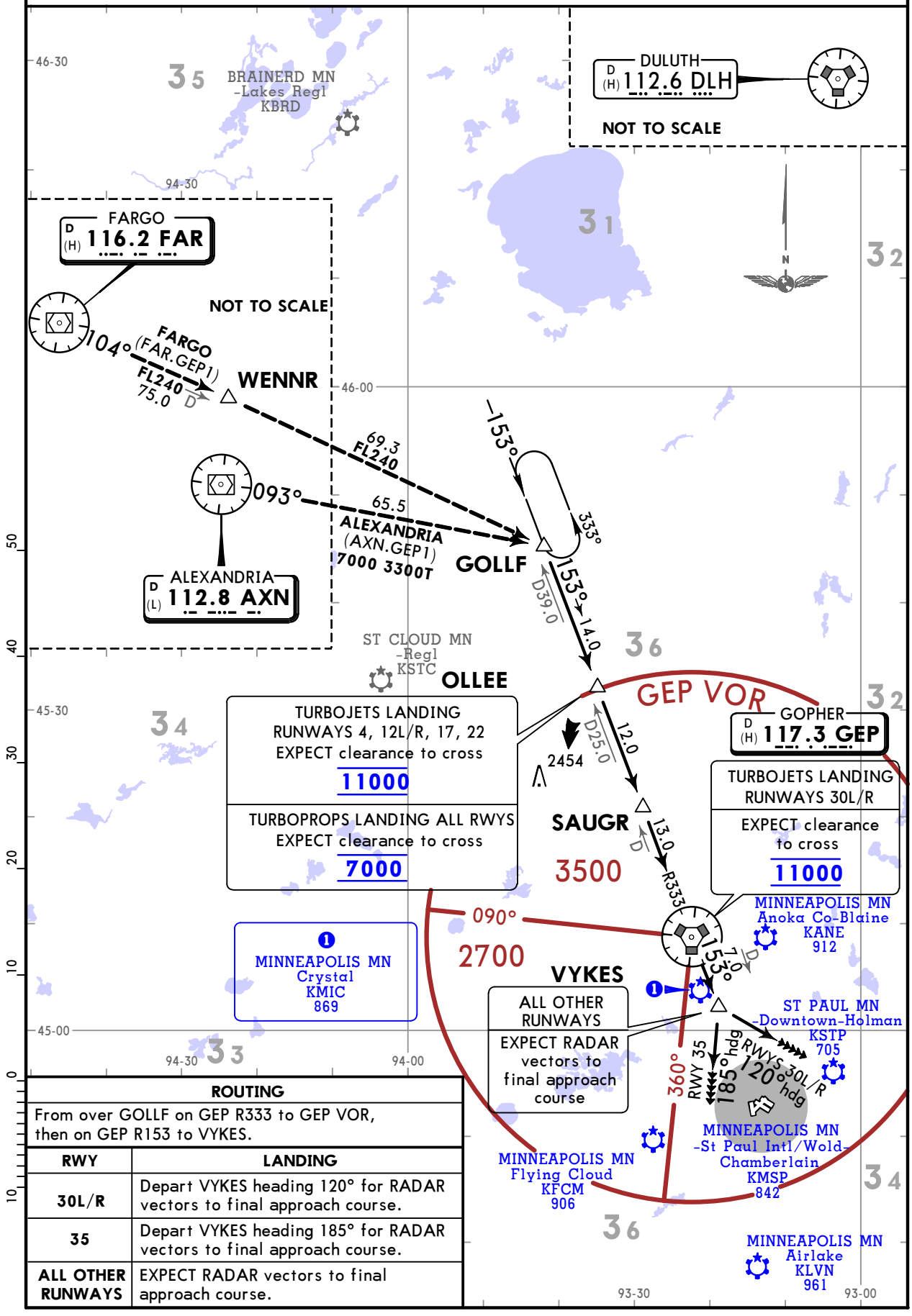
KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN
9 FEB 18 (10-2C)

MINNEAPOLIS, MINN
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
135.35	See graphic	**1. RADAR required.** **2. DME required.** 3. ALEXANDRIA Transition: Turboprops only.

GOPHER 1 ARRIVAL (GEP.GEP1)



ROUTING	
From over GOLLF on GEP R333 to GEP VOR, then on GEP R153 to VYKES.	
RWY	**LANDING**
30L/R	Depart VYKES heading 120° for RADAR vectors to final approach course.
35	Depart VYKES heading 185° for RADAR vectors to final approach course.
ALL OTHER RUNWAYS	EXPECT RADAR vectors to final approach course.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

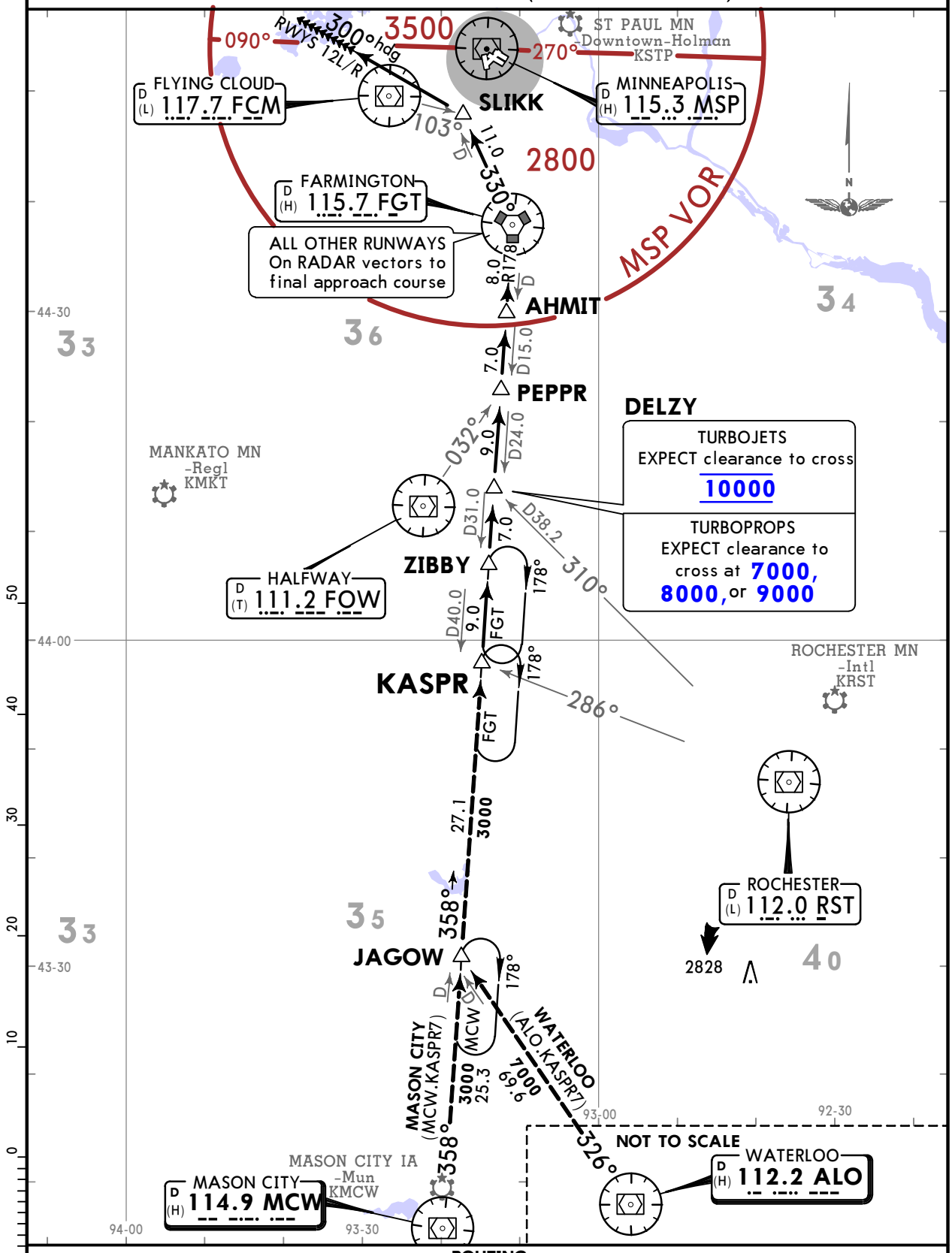
KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN 7 SEP 18 (10-2D) Eff 13 Sep

MINNEAPOLIS, MINN
STAR

D-ATIS	Apt Elev	
135.35	842	Alt Set: INCHES Trans level: FL180 **1. DME and RADAR required.** 2. MASON CITY Transition: Turboprops only.

KASPR 7 ARRIVAL (KASPR.KASPR7)



ROUTING

From over KASPR on FGT R178 to FGT VOR.

RWY	LANDING
12L/R	After FGT VOR on FGT R330 to SLIKK then on 300° heading for RADAR vectors to final approach course.
ALL OTHER RUNWAYS	At FGT VOR on RADAR vectors to final approach course.

CHANGES: ALO VOR radial, procedure renumbered.

© JEPPESEN, 2017, 2018, ALL RIGHTS RESERVED.

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

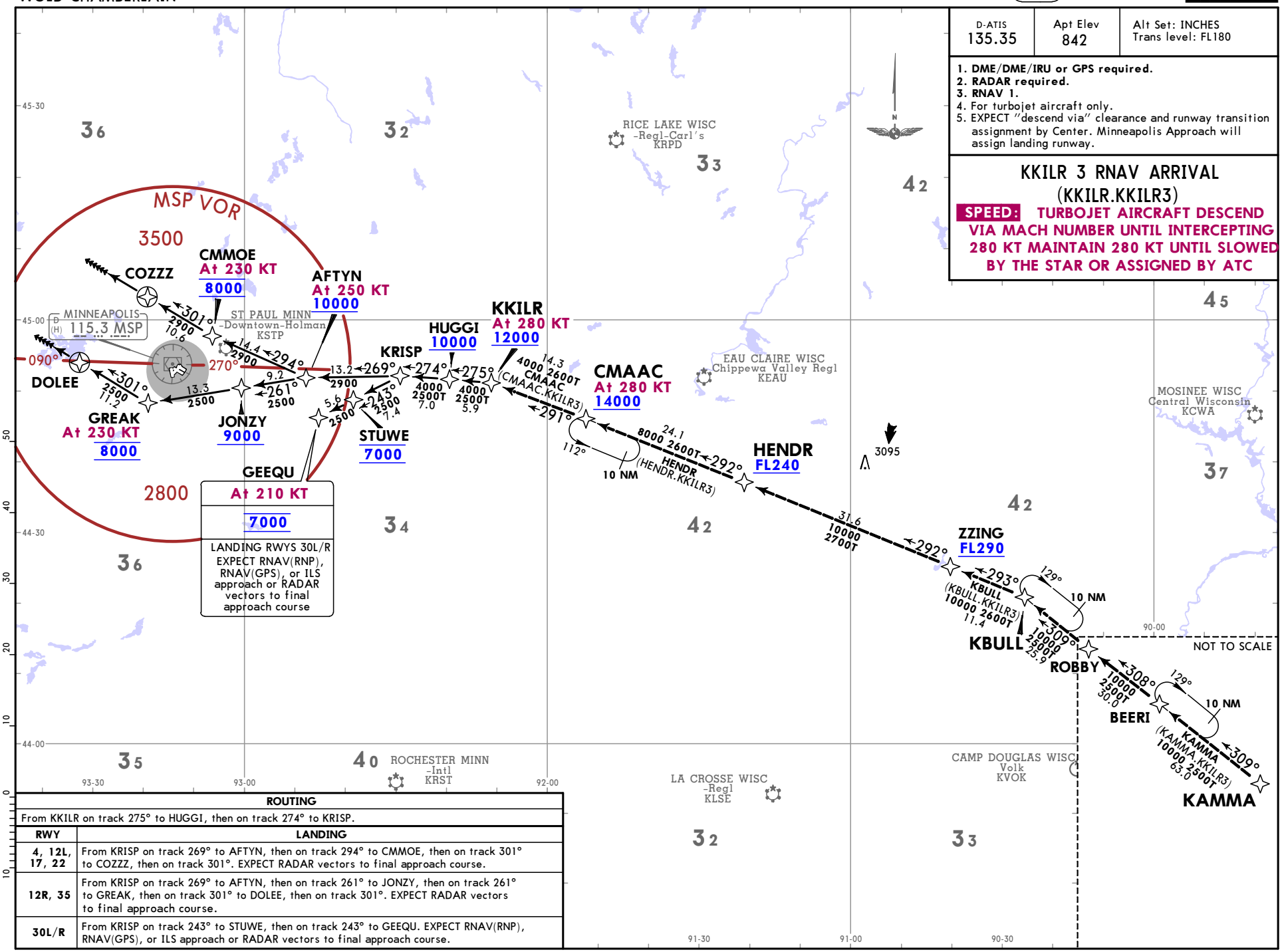
JEPPESEN MINNEAPOLIS, MINN
22 SEP 17 (10-2E)
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES
135.35	842	Trans level: FL180

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.
4. For turbojet aircraft only.
5. EXPECT "descend via" clearance and runway transition assignment by Center. Minneapolis Approach will assign landing runway.

KKILR 3 RNAV ARRIVAL
(KKILR.KKILR3)

SPEED: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280 KT MAINTAIN 280 KT UNTIL SLOWED BY THE STAR OR ASSIGNED BY ATC



ROUTING	
From KKILR on track 275° to HUGGI, then on track 274° to KRISP.	
RWY	**LANDING**
4, 12L, 17, 22	From KRISP on track 269° to AFTYN, then on track 294° to CMMOE, then on track 301° to COZZZ, then on track 301°. EXPECT RADAR vectors to final approach course.
12R, 35	From KRISP on track 269° to AFTYN, then on track 261° to JONZY, then on track 261° to GREAK, then on track 301° to DOLEE, then on track 301°. EXPECT RADAR vectors to final approach course.
30L/R	From KRISP on track 243° to STUWE, then on track 243° to GEEQU. EXPECT RNAV(RNP), RNAV(GPS), or ILS approach or RADAR vectors to final approach course.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
22 SEP 17 (10-2F)

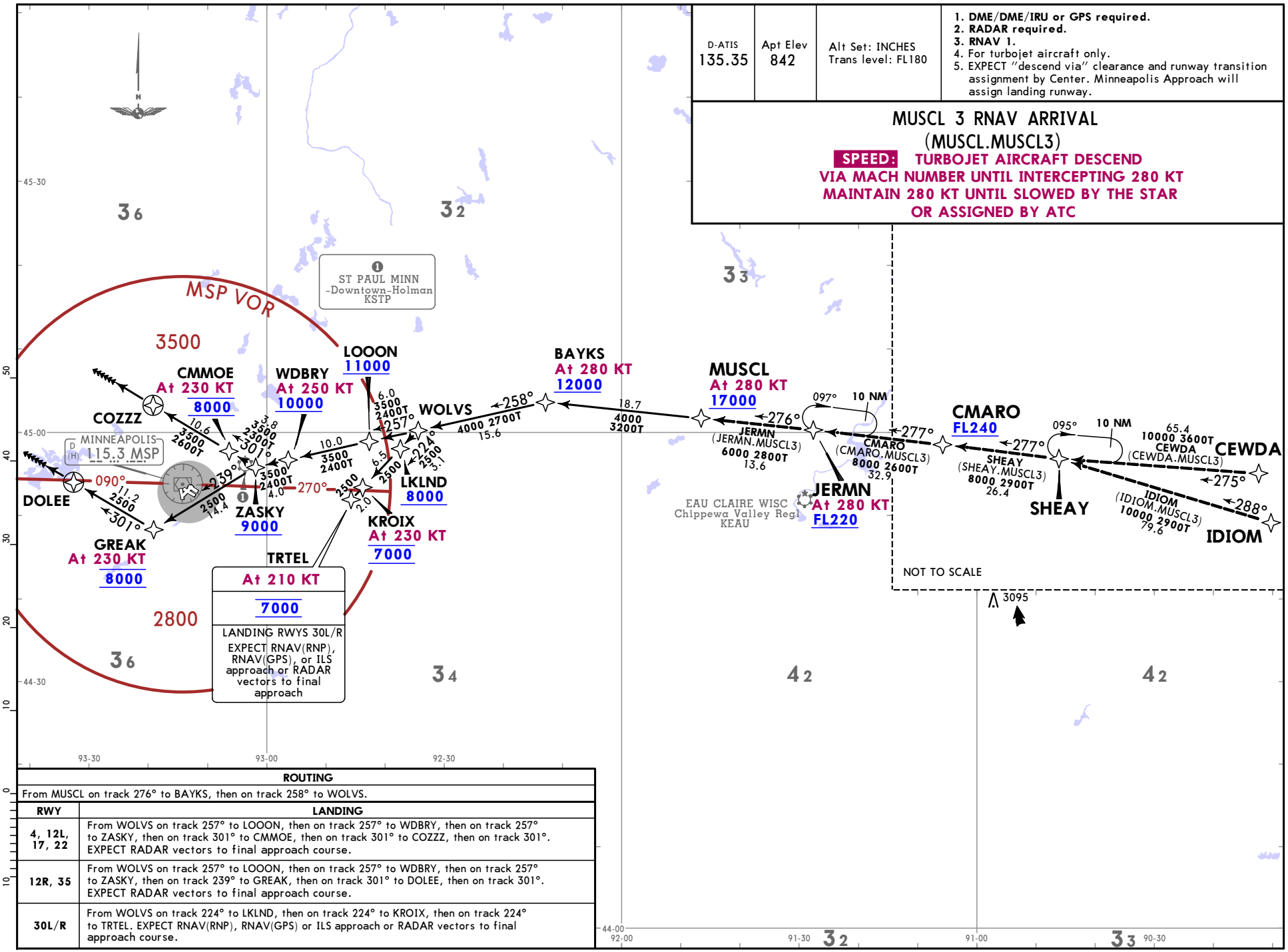
MINNEAPOLIS, MINN
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
135.35	842	

1. **DME/DME/IRU or GPS required.**
2. **RADAR required.**
3. **RNAV 1.**
4. For turbojet aircraft only.
5. EXPECT "descend via" clearance and runway transition assignment by Center. Minneapolis Approach will assign landing runway.

MUSCL 3 RNAV ARRIVAL
(MUSCL.MUSCL3)

SPEED: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280 KT MAINTAIN 280 KT UNTIL SLOWED BY THE STAR OR ASSIGNED BY ATC



ROUTING	
From MUSCL on track 276° to BAYKS, then on track 258° to WOLVS.	
RWY	**LANDING**
4, 12L, 17, 22	From WOLVS on track 257° to LOOON, then on track 257° to WDBRY, then on track 257° to ZASKY, then on track 301° to CMMOE, then on track 301° to COZZZ, then on track 301°. EXPECT RADAR vectors to final approach course.
12R, 35	From WOLVS on track 257° to LOOON, then on track 257° to WDBRY, then on track 257° to ZASKY, then on track 239° to GREAK, then on track 301° to DOLEE, then on track 301°. EXPECT RADAR vectors to final approach course.
30L/R	From WOLVS on track 224° to LKLND, then on track 224° to KROIX, then on track 224° to TRTEL. EXPECT RNAV(RNP), RNAV(GPS) or ILS approach or RADAR vectors to final approach course.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

CHANGES: New format.

D-ATIS	Apt Elev	Alt Set: INCHES
135.35	842	Trans level: FL180

1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.
4. For turbojet aircraft only.
5. EXPECT "descend via" clearance and runway transition assignment by Center. Minneapolis Approach will assign landing runway.

NITZR 3 RNAV ARRIVAL
(NITZR.NITZR3)

SPEED: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280 KT MAINTAIN 280 KT UNTIL SLOWED BY THE STAR OR ASSIGNED BY ATC

RUNWAY 35 TRANSITION

NNEWW
7000
LANDING RWY 35
EXPECT RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course

GDNEE 023° 2800 1.5
SHILD At 230 KT 9000 026° 7.8 2800
DAHRL 025° 2800 2.0

NOT TO SCALE

COZZZ 2438
3500
10.6 2900
CMMOE At 230 KT 8000 301°
MINNEAPOLIS (H) 115.3 MSP
ST PAUL MINN -Downtown-Holman KSTP
090° 270°
DOLEE 11.2 2500 301°
GREAK At 230 KT 8000 2500 8.0 328°
2800
SAVVG 10000 017° 17.0 2900 2400T
HAPTN
At 210 KT
7000
LANDING RWYS 30L/R
EXPECT RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course
ELLKO At 250 KT 11000 355° 2900 2400T 5.8
1.6 3100 2500T 036°
CANDD At 230 KT 7000
MSP VOR
GDNEE 027° 2900 2400T 5.6
14.1 3100 2500T
WBSTR 9000 056° 4000 2400T 9.8
FOR RUNWAY 35 TRANSITION SEE INSET
028° 3100 2400T 3.2
DAHRL 026° 027° 3100 2400T 4.3
AANAH At 250 KT 10000
7.5 4000 2400T
WRSAW 11000 022° 6500 2600T 4.0
NITZR At 280 KT 12000
13.3 8000 2600T DEMLL (DEMLL.NITZR3)
005°
DEMLL At 280 KT 16000 184°
10 NM
28.1 8000 2800T
KBEEE FL240
RRAZZ (RRAZZ.NITZR3) 10000 2800T 12.9
004°
RRAZZ
29.7 10000 2800T
029°
FUZEE
(ROKKK.NITZR3) 12000 2500T 16.3
030°
ROKKK

MANKATO MINN -Regl KMKT

NOT TO SCALE

ROUTING
From NITZR on track 022° to WRSAW, then on track 022° to DAHRL.

RWY	LANDING
4, 12R, 17, 22	From DAHRL on track 026° to GDNEE, then on track 027° to ELLKO, then on track 355° to SAVVG, then on track 328° to GREAK, then on track 301° to DOLEE, then on track 301°. EXPECT RADAR vectors to final approach course.
12L	From DAHRL on track 026° to GDNEE, then on track 027° to ELLKO, then on track 355° to SAVVG, then on track 017° to CMMOE, then on track 301° to COZZZ, then on track 301°. EXPECT RADAR vectors to final approach course.
30L/R	From DAHRL on track 027° to AANAH, then on track 028° to WBSTR, then on track 056° to CANDD, then on track 036° to HAPTN. EXPECT RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.
35	From DAHRL on track 025° to SHILD, then on track 026° to GDNEE, then on track 023° to NNEWW. EXPECT RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

NITZR 3 RNAV ARRIVAL
(NITZR.NITZR3)

22 SEP 17 (10-2G)

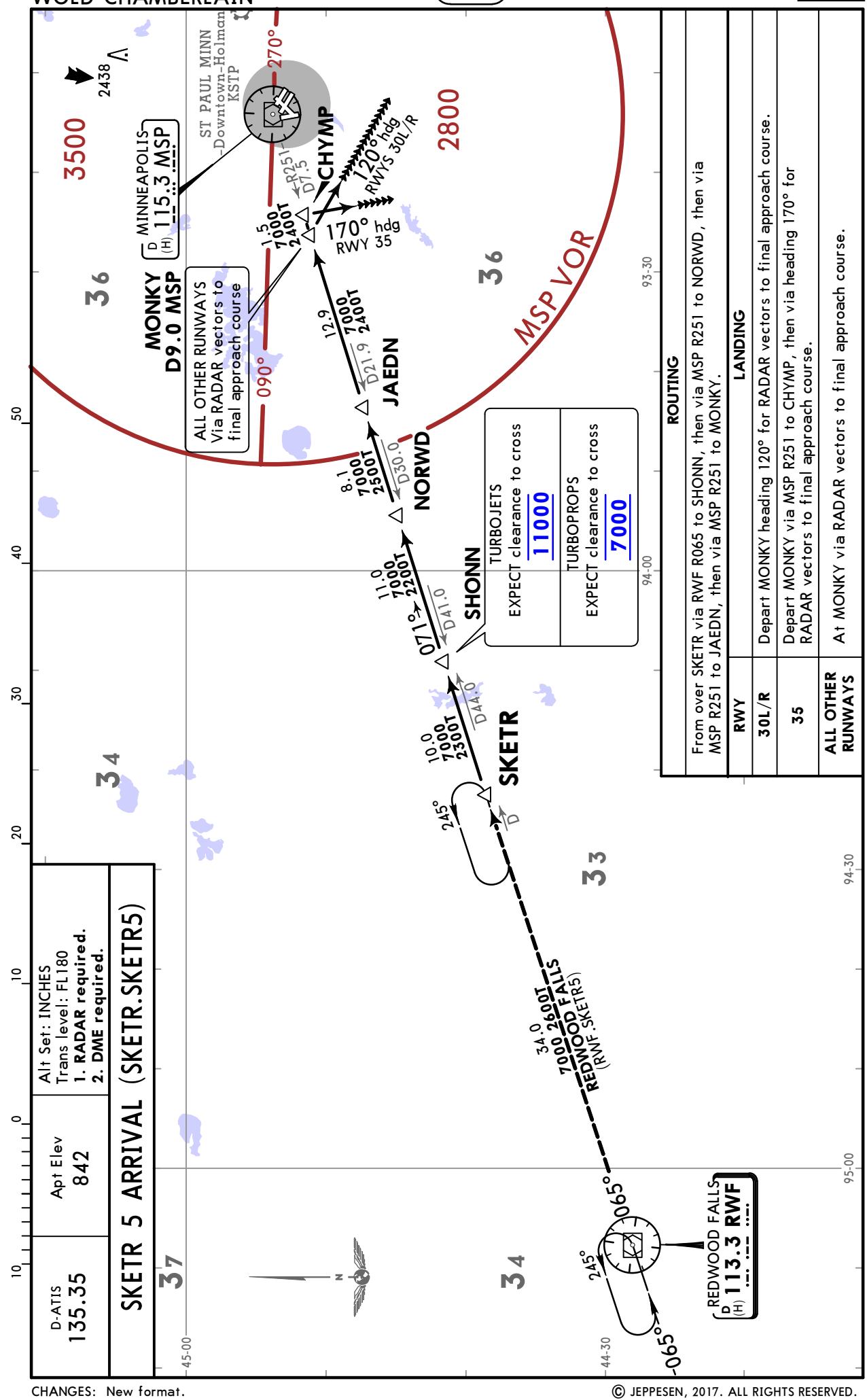
JEPPESEN MINNEAPOLIS, MINN.
RNAV STAR

1.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
22 SEP 17 (10-2H)

MINNEAPOLIS, MINN
STAR



TURBOJETS
EXPECT clearance to cross **11000**

TURBOPROPS
EXPECT clearance to cross **7000**

ROUTING

From over SKETR via RWF R065 to SHONN, then via MSP R251 to NORWD, then via MSP R251 to JAEDN, then via MSP R251 to MONKY.

RWY	LANDING
30L/R	Depart MONKY heading 120° for RADAR vectors to final approach course.
35	Depart MONKY via MSP R251 to CHYMP, then via heading 170° for RADAR vectors to final approach course.
ALL OTHER RUNWAYS	At MONKY via RADAR vectors to final approach course.

SKETR 5 ARRIVAL (SKETR.SKETR5)

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
135.35	842	**1. RADAR required.** **2. DME required.**

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
22 SEP 17
10-2J

MINNEAPOLIS, MINN
RNAV STAR

TORGY 3 RNAV ARRIVAL
(TORGY.TORGY3)

SPEED: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280 KT MAINTAIN 280 KT UNTIL SLOWED BY THE STAR OR ASSIGNED BY ATC

D-ATIS 135.35
Apt Elev 842
Alt Set: INCHES
Trans level: FL180

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. For turbojet aircraft only.
5. EXPECT "descend via" clearance and runway transition assignment by Center. Minneapolis Approach will assign landing runway.

ROUTING

From TORGY on track 072° to OFSON, then on track 072° to HMBRG, then on track 073° to CONIA.

RWY	LANDING
4, 17, 22, 30L	From CONIA on track 073° to JAEDN, then on track 073° to HDEEE, then on track 121° to MAUER, then on track 121° to JJENI, then on track 121°. EXPECT RADAR vectors to final approach course.
12L/R	From CONIA on track 042° to SPUKI, then on track 042° to KRUGG. EXPECT RNAV (RNP), RNAV (GPS) or ILS approach or RADAR vectors to final approach course.
30R	From CONIA on track 073° to JAEDN, then on track 073° to HDEEE, then on track 064° to OSMOH, then on track 122° to IRRRV, then on track 122°. EXPECT RADAR vectors to final approach course.
35	From CONIA on track 073° to JAEDN, then on track 073° to HDEEE, then on track 121° to BRNVL, then on track 178° to GWAIT, then on track 176°. EXPECT RADAR vectors to final approach course.

KRUGG
At 210KT
7000
LANDING RWYS 12L/R EXPECT RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course

SPUKI
At 230 KT
7000

CONIA

JAEDN
At 250 KT
10000

HDEEE
9000

BRNVL
At 210 KT
8000

MAUER
At 210 KT
8000

OSMOH
At 210 KT
8000

IRRRV

JJENI

GWAIT

HMBRG

OFSON
11000

TORGY
At 280 KT
13000

ERICX
At 280 KT
FL240

UFFDA
39.0
10000 310°T
UFFDA
(UFFDA.TORGY3)
093°

SSWAN
(SSWAN.TORGY3)
190°
SSWAN 33°T
10000 317°T

HOLDING OVER ERICX
241°
10 NM
190°

NOT TO SCALE

MSP VOR
ST PAUL MINN
-Downtown-Holman
KSTP
MINNEAPOLIS
115.3 MSP

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

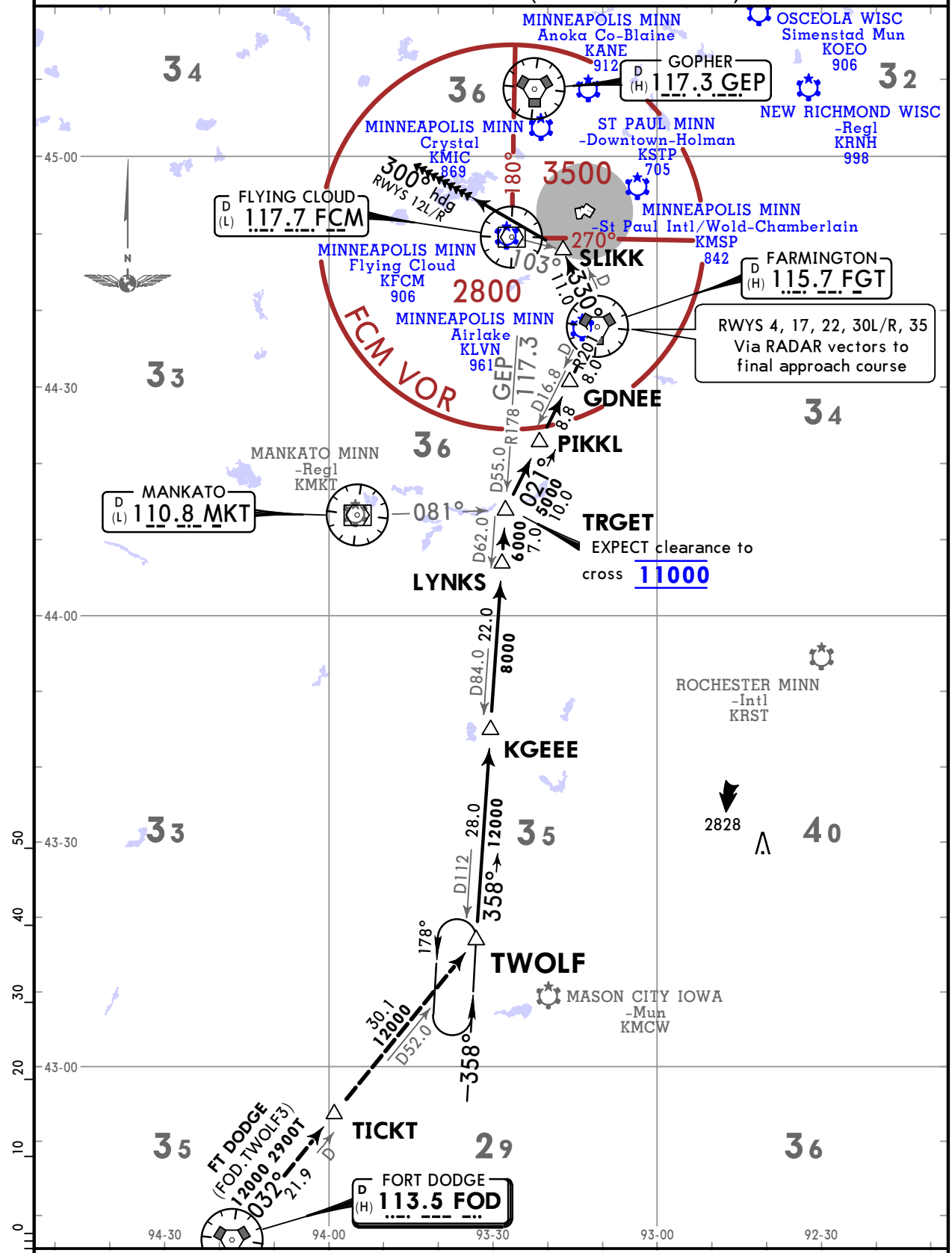
KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
22 SEP 17 (10-2K)

MINNEAPOLIS, MINN
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
135.35	See graphic	**1. DME and RADAR required.**

TWOLF 3 ARRIVAL (TWOLF.TWOLF3)



ROUTING

From over TWOLF via GEP R178 to KGEEE, then as depicted to TRGET.

RWY	LANDING
12L/R	From over TRGET via FGT R201 to FGT VOR, then via FGT R330 to SLIKK, then via 300° heading for RADAR vectors to final approach course.
4, 17, 22, 30L/R, 35	From over TRGET via FGT R201 to FGT VOR, then via RADAR vectors to final approach course.

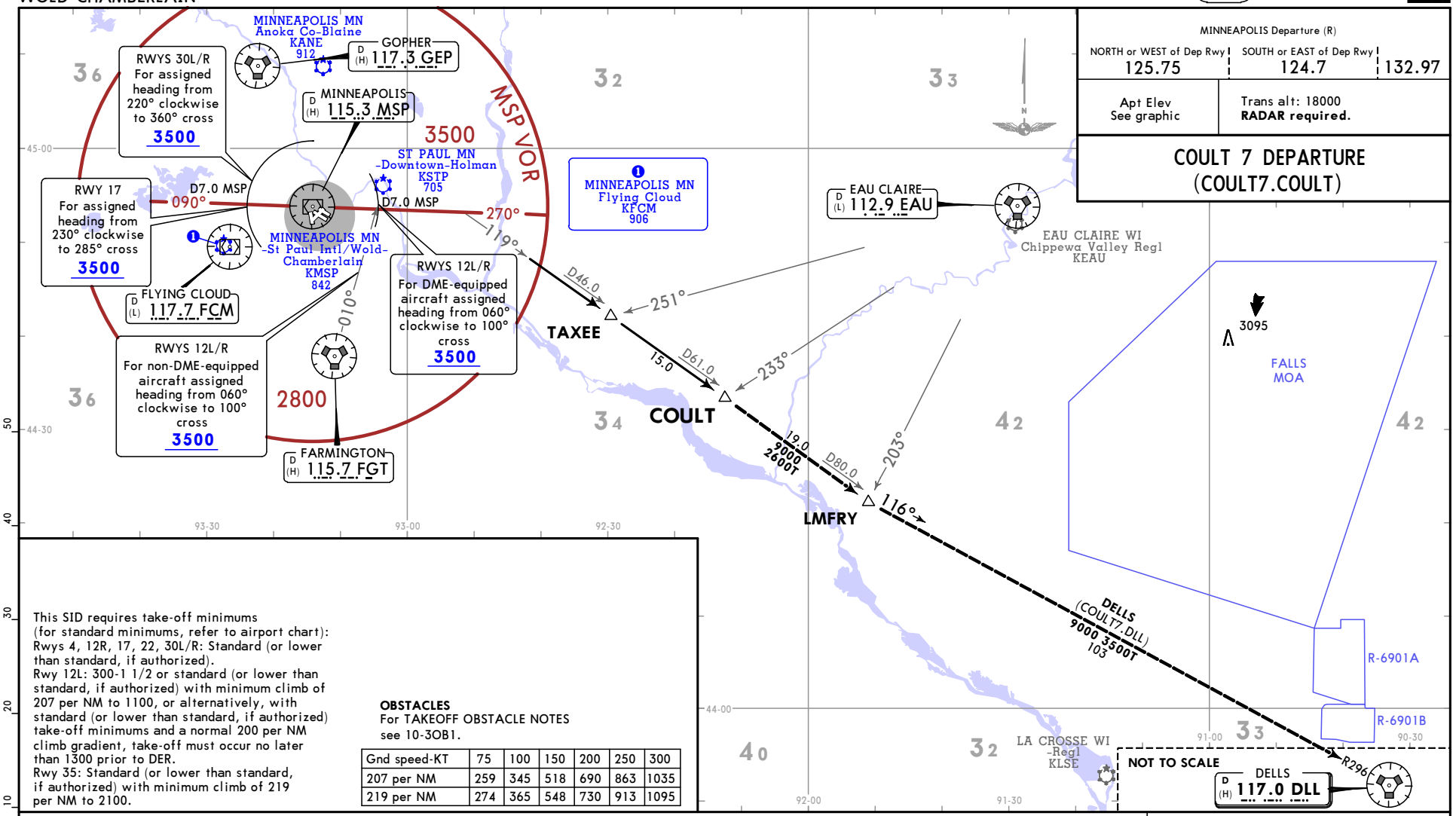
CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN MINNEAPOLIS, MINN
23 MAR 18 | 10-3 | Eff 29 Mar | SID



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to intercept GEP R119 to COULT. Turbojet aircraft MAINTAIN 7000 or lower assigned altitude, all other aircraft MAINTAIN 5000 or lower assigned altitude.	JETS: 7000 PROP: 5000
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°. Cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude if unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500, MAINTAIN assigned altitude if unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°. Cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, Cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

On transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, computer code, top altitude, climb gradients.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN MINNEAPOLIS, MINN
23 MAR 18 (10-3A) Eff 29 Mar
SID

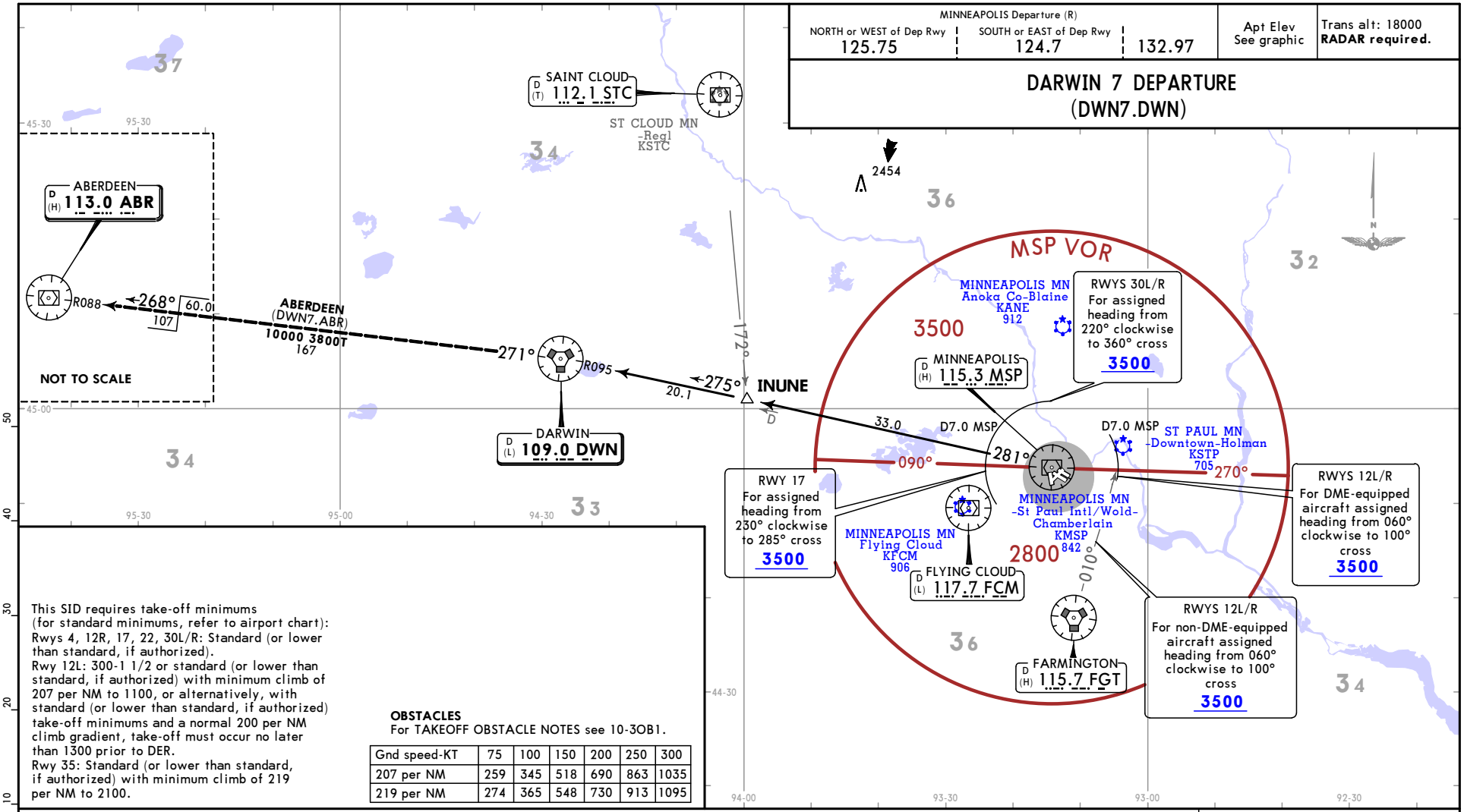
MINNEAPOLIS Departure (R)

NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy	
125.75	124.7	132.97

Apt Elev
See graphic

Trans alt: 18000
RADAR required.

DARWIN 7 DEPARTURE
(DWN7.DWN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to intercept MSP R281 and DWN R095 to DWN VOR. Turbojet aircraft MAINTAIN 7000 or lower assigned altitude. All other aircraft MAINTAIN 5000 or lower assigned altitude.	JETS: 7000 PROPS: 5000
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°. Cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude if unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500, MAINTAIN assigned altitude if unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°. Cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

On assigned transition.

CHANGES: Procedure renumbered, top altitude, climb gradients.

© JEPPESEN, 2017, 2018. ALL RIGHTS REPRESENTED.

1.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

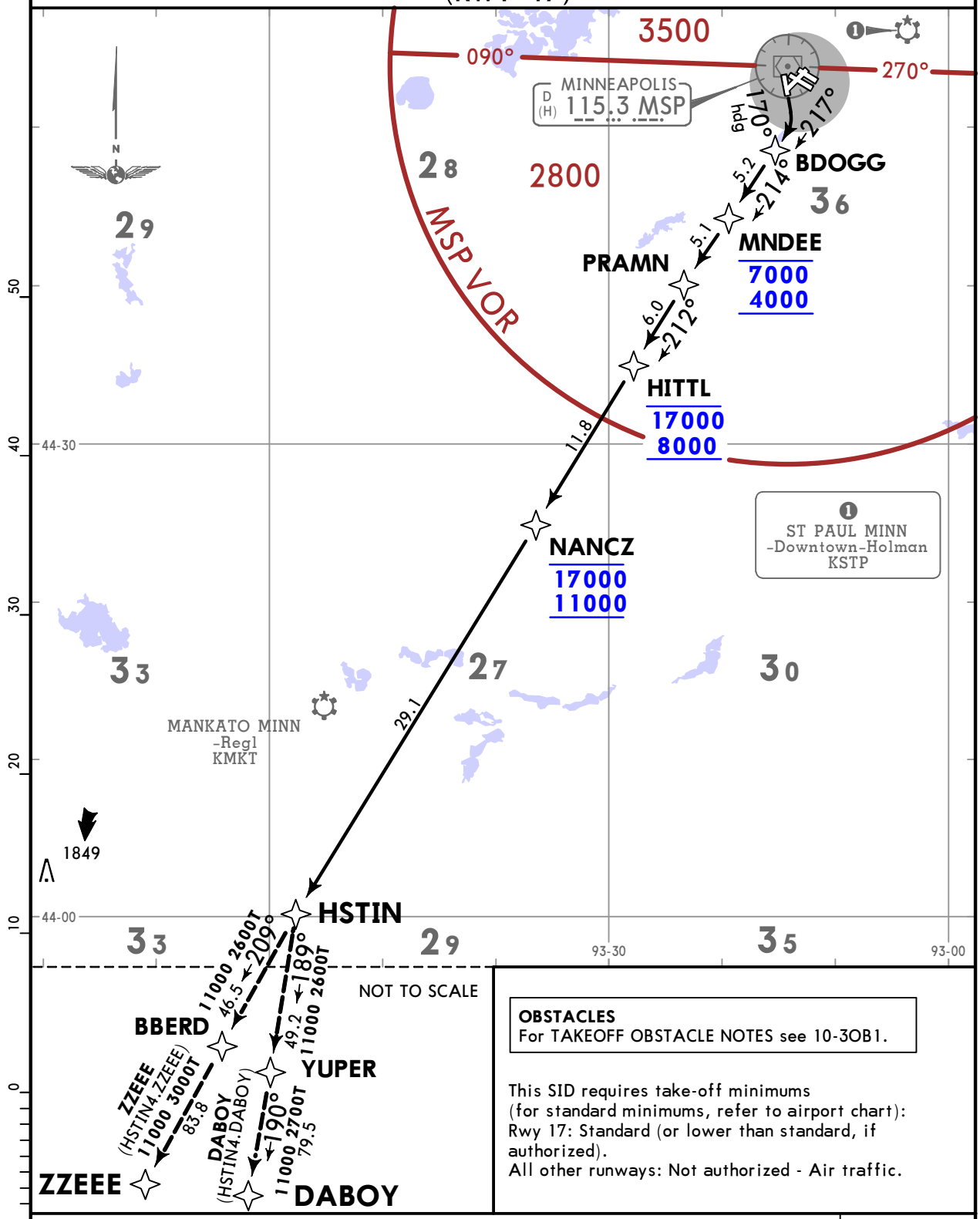
KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
22 SEP 17 (10-3B)

MINNEAPOLIS, MINN
RNAV SID

MINNEAPOLIS Departure (R)		Apt Elev	Trans alt: 18000
NORTH or WEST	SOUTH or EAST	842	**1. RADAR required for Non-GPS equipped aircraft.**
125.75	124.7		**2. RNAV 1. 3. DME/DME/IRU or GPS required.**
			4. For use by turbojet aircraft only.

HESTIN 4 RNAV DEPARTURE (HSTIN4.HSTIN)
(RWY 17)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 17: Standard (or lower than standard, if authorized).
All other runways: Not authorized - Air traffic.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 170° to intercept course 217° to BDOGG, then on track 214° to cross MNDEE between 4000 & 7000, then on track 214° to PRAMN, then on track 212° to cross HITTL between 8000 & 17000, then on track 212° to cross NANCZ between 11000 & 17000, then on track 212° to HSTIN.	17000

ROUTING

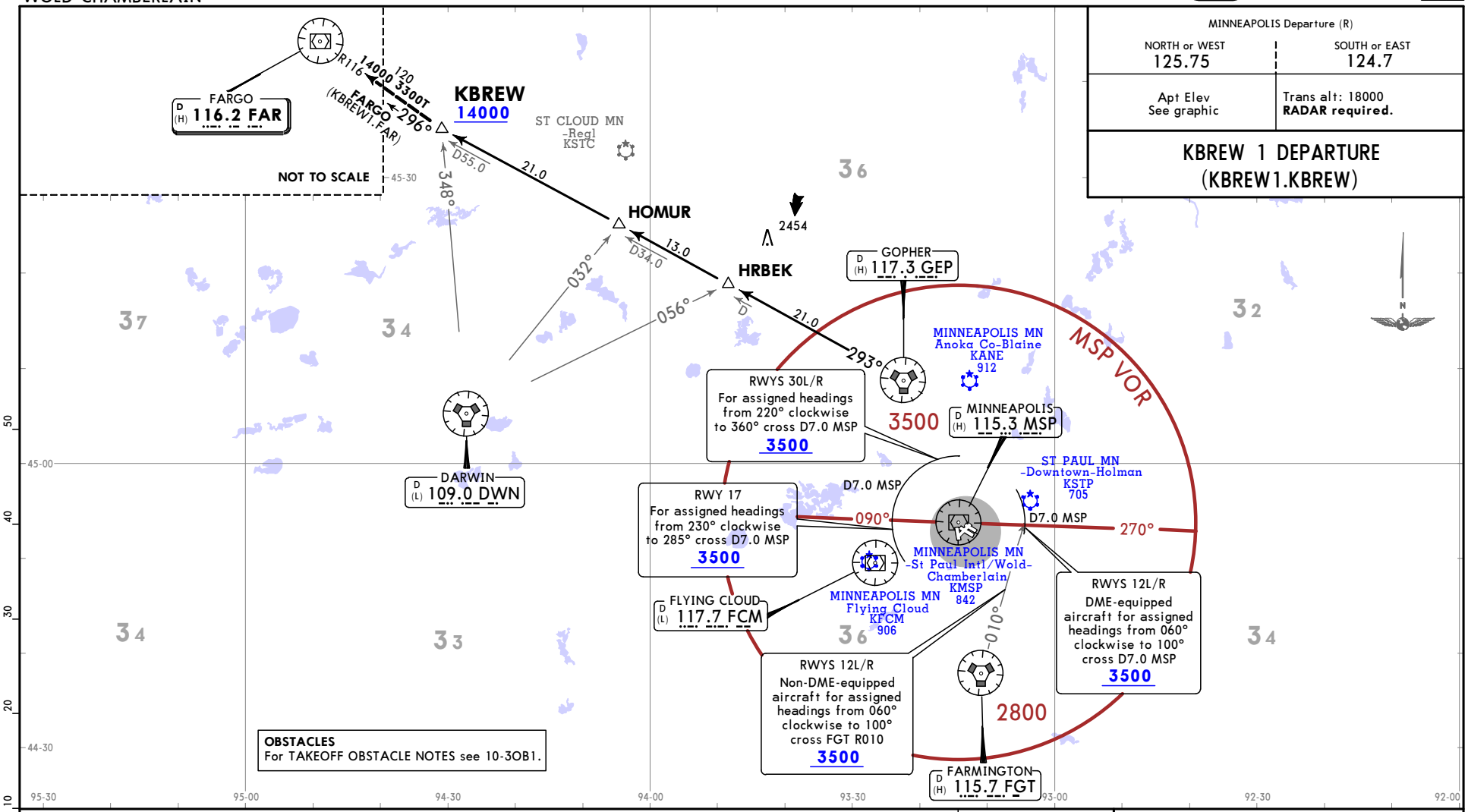
At HSTIN, on transition. MAINTAIN 17000. EXPECT filed altitude 10 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN MINNEAPOLIS, MINN
26 JAN 18 (10-3C) Eff 1 Feb SID



MINNEAPOLIS Departure (R)

NORTH or WEST	SOUTH or EAST
125.75	124.7
Apt Elev See graphic	Trans alt: 18000 **RADAR required.**

KBREW 1 DEPARTURE
(KBREW1.KBREW)

INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to GEP VOR, then on GEP R293 to KBREW. MAINTAIN ATC assigned altitude.	Assigned by ATC
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

On transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

CHANGES: Procedure renumbered.

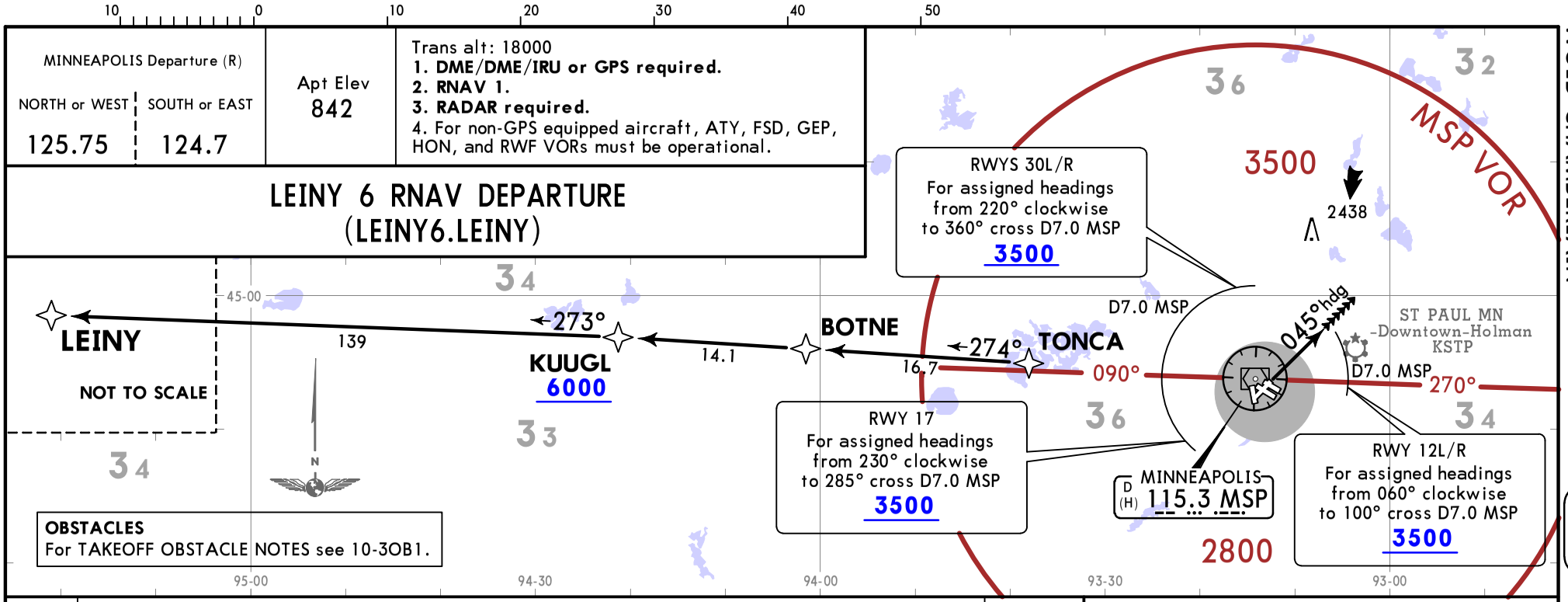
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

CHANGES: None.

MINNEAPOLIS Departure (R)		Apt Elev	Trans alt: 18000
NORTH or WEST	SOUTH or EAST	842	**1. DME/DME/IRU or GPS required.**
125.75	124.7		**2. RNAV 1.**
			3. RADAR required.
			4. For non-GPS equipped aircraft, ATY, FSD, GEP, HON, and RWF VORs must be operational.

LEINY 6 RNAV DEPARTURE
(LEINY6.LEINY)



RWY	INITIAL CLIMB	TOP ALTITUDE
4	Climb on heading 045° to 2100.	JETS 7000 PROPS 5000
12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
22, 35	Climb on assigned heading for RADAR vectors.	
30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

EXPECT RADAR vectors to TONCA, then on track 274° to BOTNE, then on track 274° to KUUGL at or above 6000, then on track 273° to LEINY. Turbojet aircraft MAINTAIN 7000 or lower assigned altitude, all other aircraft MAINTAIN 5000 or lower assigned until BOTNE. EXPECT filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

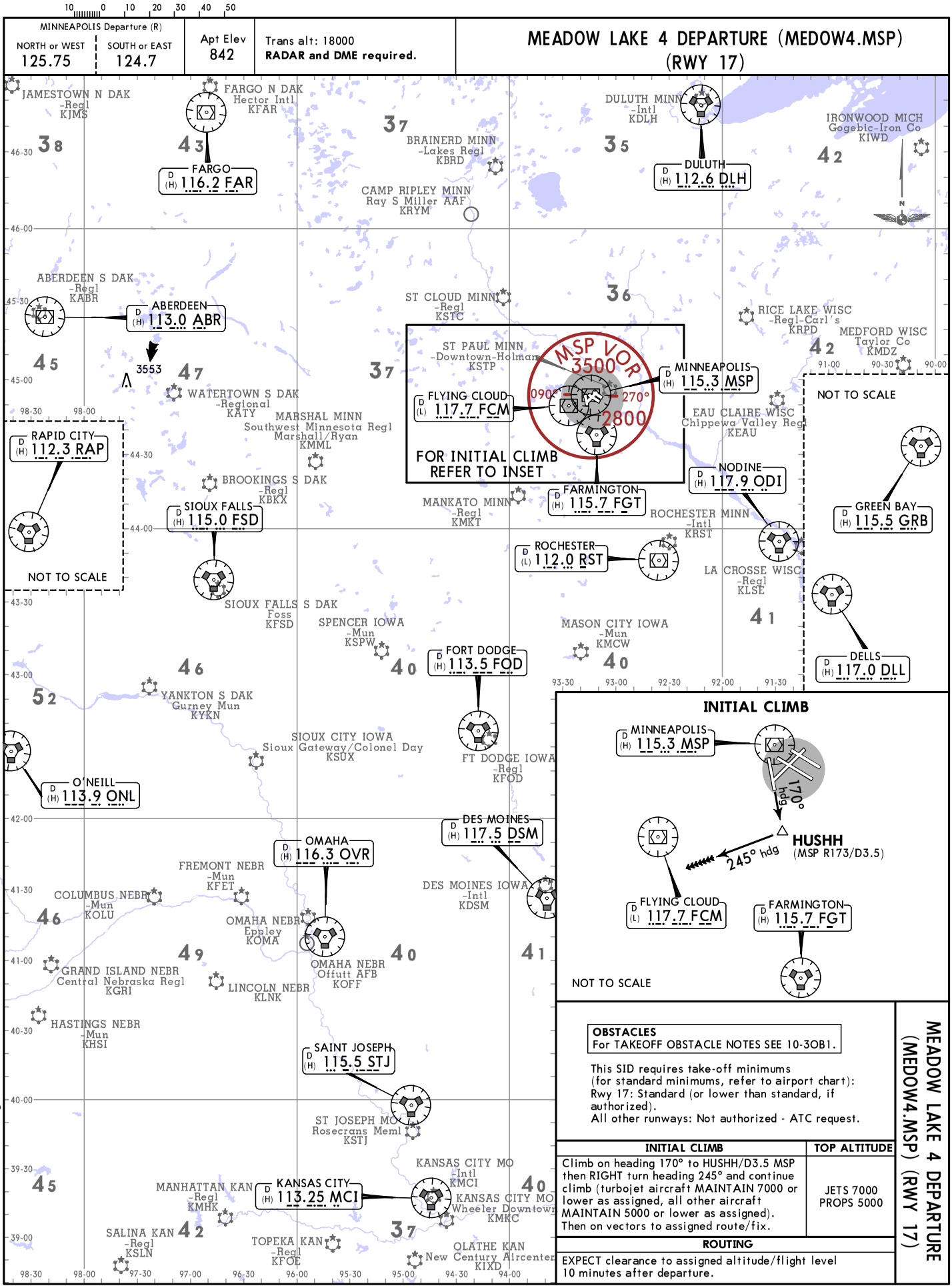
1.1.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: New format.

MINNEAPOLIS Departure (R)

NORTH or WEST	SOUTH or EAST	Apt Elev	Trans alt: 18000
125.75	124.7	842	**RADAR and DME required.**

MEADOW LAKE 4 DEPARTURE (MEDOW4.MSP)
(RWY 17)



OBSTACLES
For TAKEOFF OBSTACLE NOTES SEE 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 17: Standard (or lower than standard, if authorized).
All other runways: Not authorized - ATC request.

INITIAL CLIMB	TOP ALTITUDE
Climb on heading 170° to HUSHH/D3.5 MSP then RIGHT turn heading 245° and continue climb (turbojet aircraft MAINTAIN 7000 or lower as assigned, all other aircraft MAINTAIN 5000 or lower as assigned). Then on vectors to assigned route/fix.	JETS 7000 PROPS 5000

ROUTING

EXPECT clearance to assigned altitude/flight level 10 minutes after departure.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.
JEPPESEN JeppView 3.6.2.0

CHANGES: None.

MINNEAPOLIS Departure (R)		Apt Elev	Trans alt: 18000	MINNEAPOLIS 8 DEPARTURE
NORTH or WEST	SOUTH or EAST	842	1. RADAR required.	(MSP8.MSP)
125.75	124.7		2. DME required for Rwy 17, 30L/R Departures.	

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.

Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

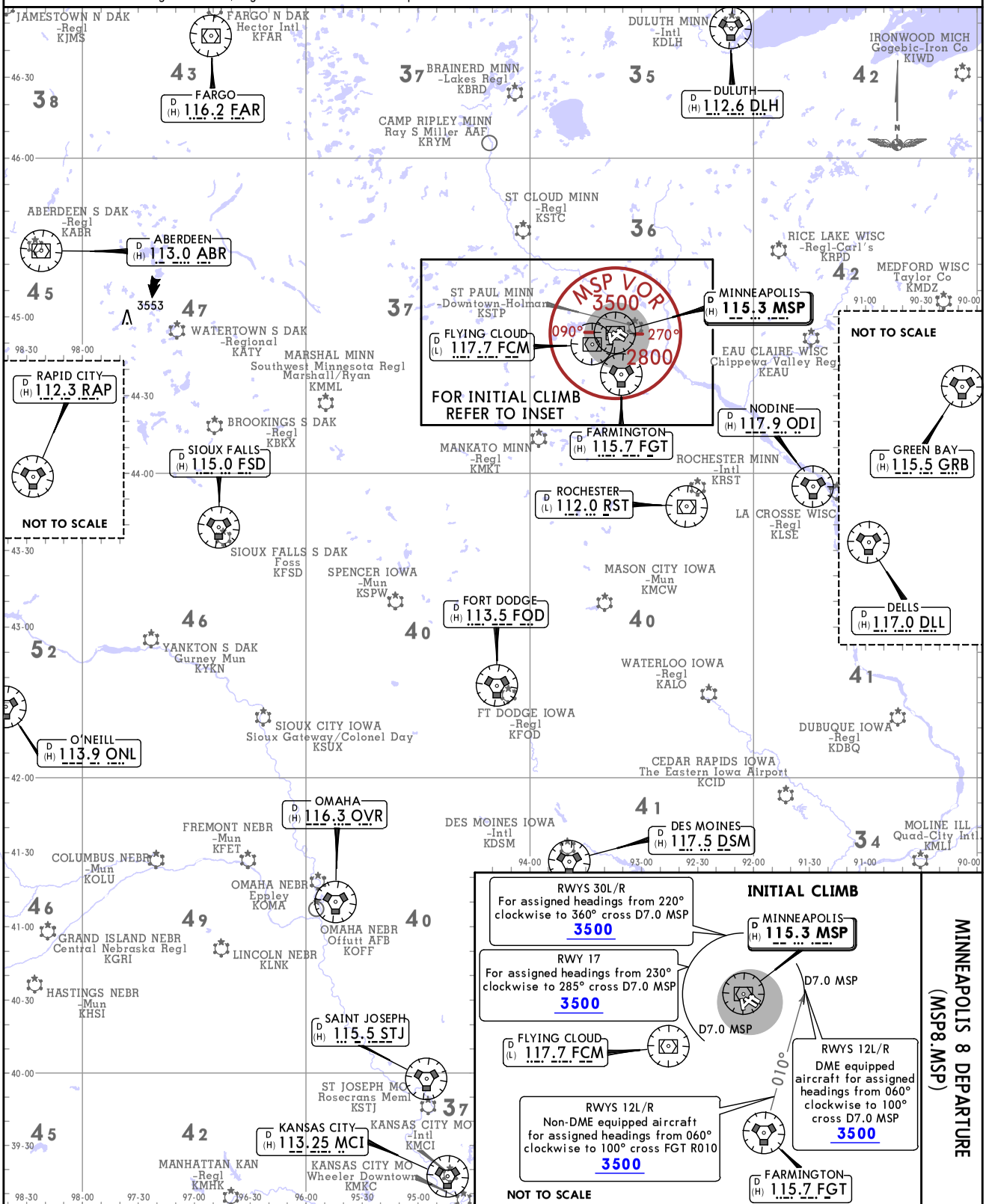
Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

OBSTACLES
For TAKEOFF OBSTACLE NOTES SEE 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to join filed/assigned route. Turbojet aircraft MAINTAIN 7000 or lower assigned altitude. All other aircraft MAINTAIN 5000 or lower assigned altitude.	JETS 7000 PROPS 5000
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

EXPECT clearance to assigned altitude/flight level 10 minutes after departure.



© JEPPESEN, 2017. ALL RIGHTS RESERVED.

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

9 FEB 18 (10-3F)

JEPPESEN MINNEAPOLIS, MINN

SID

MINNEAPOLIS 8 DEPARTURE
(MSP8.MSP)

1.1.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

1.1.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN 9 FEB 18 (10-3G)

MINNEAPOLIS, MINN
SID

ORSKY 1 DEPARTURE (ORSKY1.ORSKY)

MINNEAPOLIS Departure (R)
NORTH or WEST 125.75 | SOUTH or EAST 124.7
Apt Elev See graphic
Trans alt: 18000 **RADAR required.**

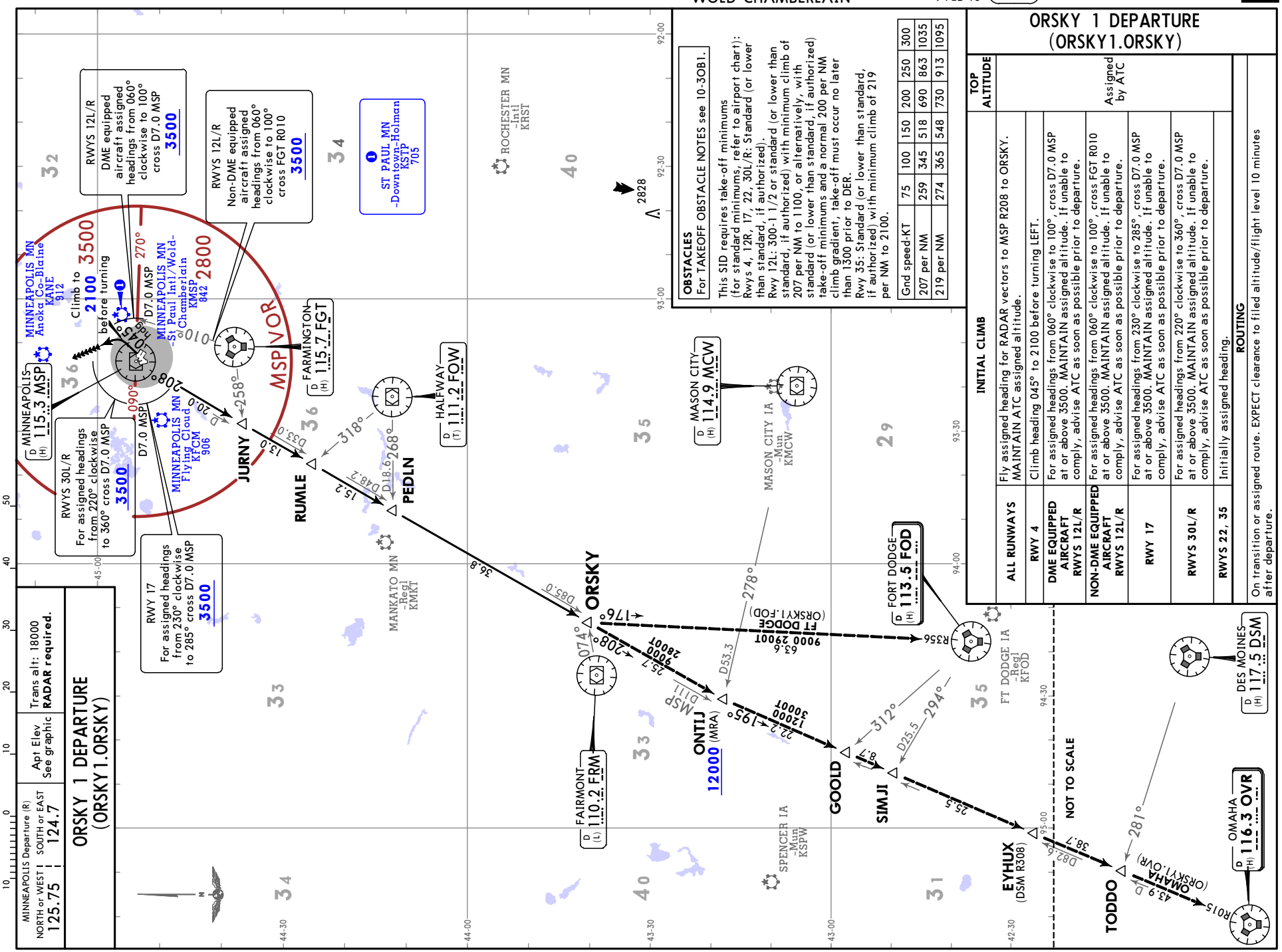
OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized). Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to MSP R208 to ORSKY. MAINTAIN ATC assigned altitude.	Assigned by ATC
RWY 4	Climb heading 045° to 2100 before turning LEFT.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 22, 35	Initially assigned heading.	

ROUTING
On transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.



CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

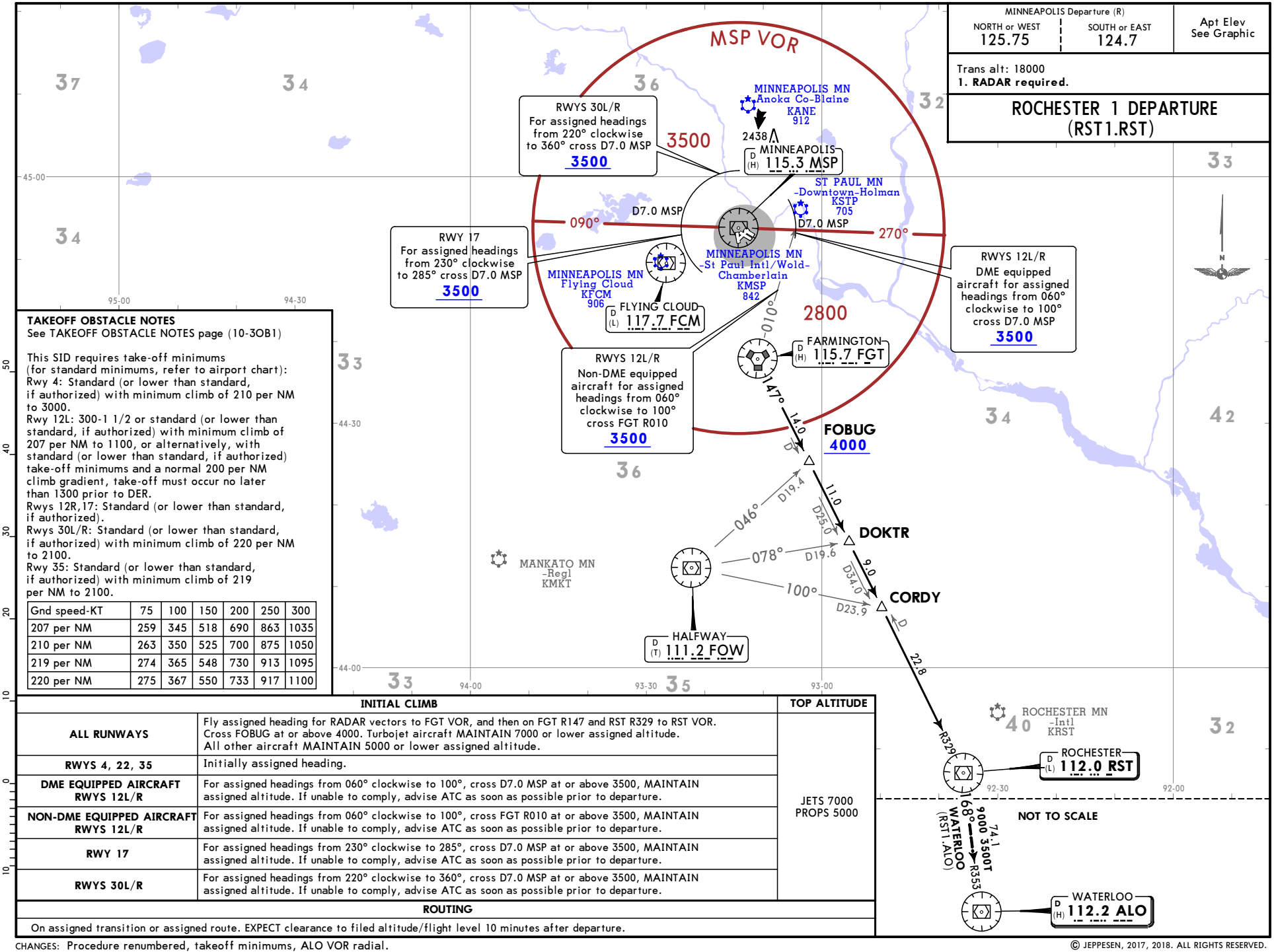
JEPPESEN MINNEAPOLIS, MINN
7 SEP 18 (10-3H) Eff 13 Sep
SID

MINNEAPOLIS Departure (R)

NORTH or WEST	SOUTH or EAST	Apt Elev
125.75	124.7	See Graphic

Trans alt: 18000
1. RADAR required.

ROCHESTER 1 DEPARTURE (RST1.RST)



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 4: Standard (or lower than standard, if authorized) with minimum climb of 210 per NM to 3000.
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwys 12R,17: Standard (or lower than standard, if authorized).
Rwys 30L/R: Standard (or lower than standard, if authorized) with minimum climb of 220 per NM to 2100.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
210 per NM	263	350	525	700	875	1050
219 per NM	274	365	548	730	913	1095
220 per NM	275	367	550	733	917	1100

INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to FGT VOR, and then on FGT R147 and RST R329 to RST VOR. Cross FOBUG at or above 4000. Turbojet aircraft MAINTAIN 7000 or lower assigned altitude. All other aircraft MAINTAIN 5000 or lower assigned altitude.	JETS 7000 PROPS 5000
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

On assigned transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, takeoff minimums, ALO VOR radial.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN 7 SEP 18 (10-3J) Eff 13 Sep

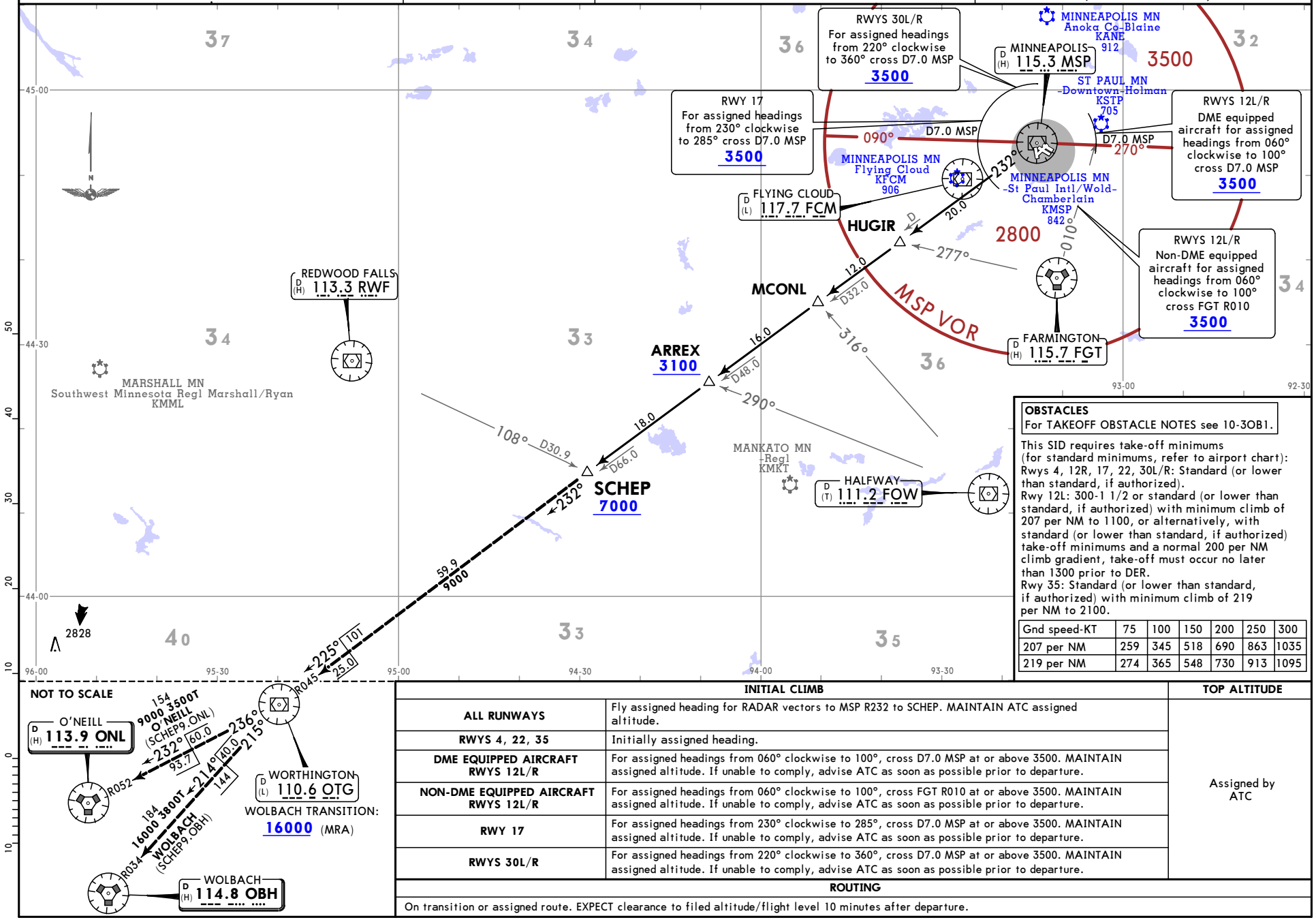
MINNEAPOLIS, MINN
SID

MINNEAPOLIS Departure (R)
NORTH or WEST 125.75 | SOUTH or EAST 124.7

Apt Elev
See graphic

Trans alt: 18000
RADAR required.

SCHEP 9 DEPARTURE
(SCHEP9.SCHEP)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

NOT TO SCALE

INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to MSP R232 to SCHEP. MAINTAIN ATC assigned altitude.	Assigned by ATC
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

On transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: None.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
22 SEP 17 (10-3K)

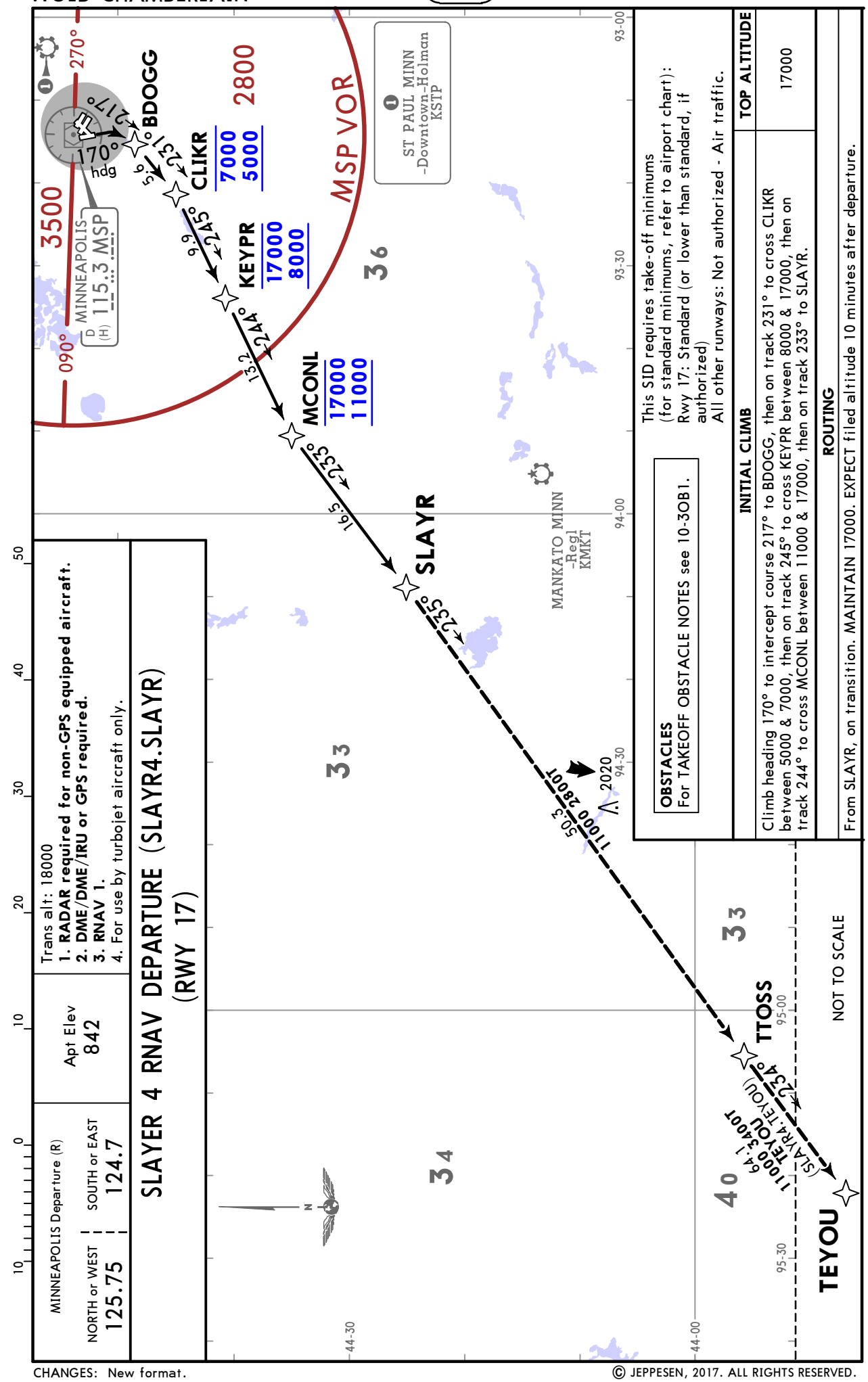
MINNEAPOLIS, MINN
RNAV SID

SLAYER 4 RNAV DEPARTURE (SLAYR4.SLAYR)
(RWY 17)

MINNEAPOLIS Departure (R)
NORTH or WEST 125.75 | SOUTH or EAST 124.7

Apt Elev 842

Trans alt: 18000
1. **RADAR required for non-GPS equipped aircraft.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. For use by turbojet aircraft only.



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 17: Standard (or lower than standard, if authorized)
All other runways: Not authorized - Air traffic.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 170° to intercept course 217° to BDOGG, then on track 231° to cross CLIKR between 5000 & 7000, then on track 245° to cross KEYPR between 8000 & 17000, then on track 244° to cross MCONL between 11000 & 17000, then on track 233° to SLAYR.	17000

ROUTING

From SLAYR, on transition. MAINTAIN 17000. EXPECT filed altitude 10 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

CHANGES: New format.

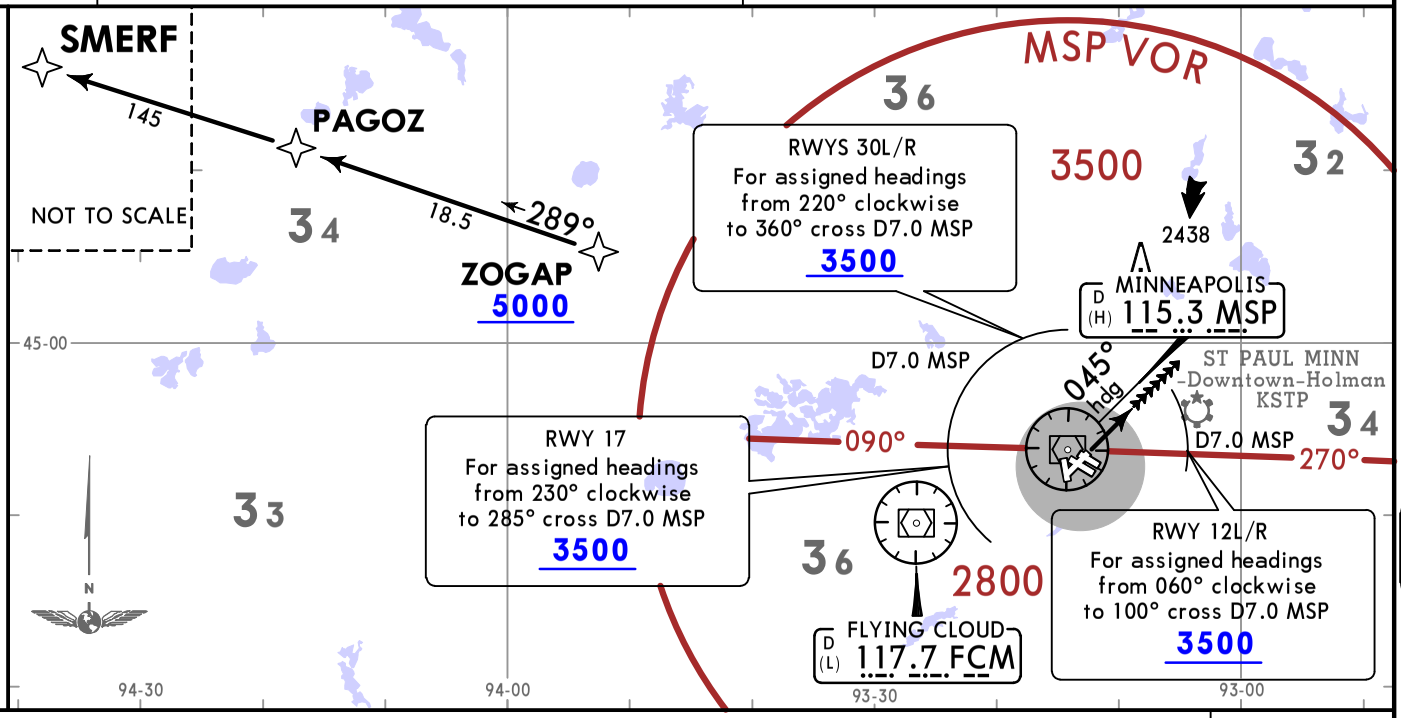
MINNEAPOLIS Departure (R)		Apt Elev	Trans alt: 18000
NORTH or WEST	SOUTH or EAST		1. DME/DME/IRU or GPS required.
125.75	124.7	842	2. RNAV 1.
			3. RADAR required.

SMERF 7 RNAV DEPARTURE (SMERF7.SMERF)

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095



RWY	INITIAL CLIMB	TOP ALTITUDE
4	Climb heading 045° to 2100.	JETS 7000 PROPS 5000
12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500, MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
22, 35	Climb on assigned heading for RADAR vectors.	

ROUTING

EXPECT RADAR vectors to ZOGAP at or above 5000, then on track 289° to PAGOZ and on track 289° to SMERF, turbojet aircraft MAINTAIN 7000 or lower assigned altitude, all other aircraft MAINTAIN 5000 or lower assigned altitude. EXPECT filed altitude/flight level 10 minutes after departure.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

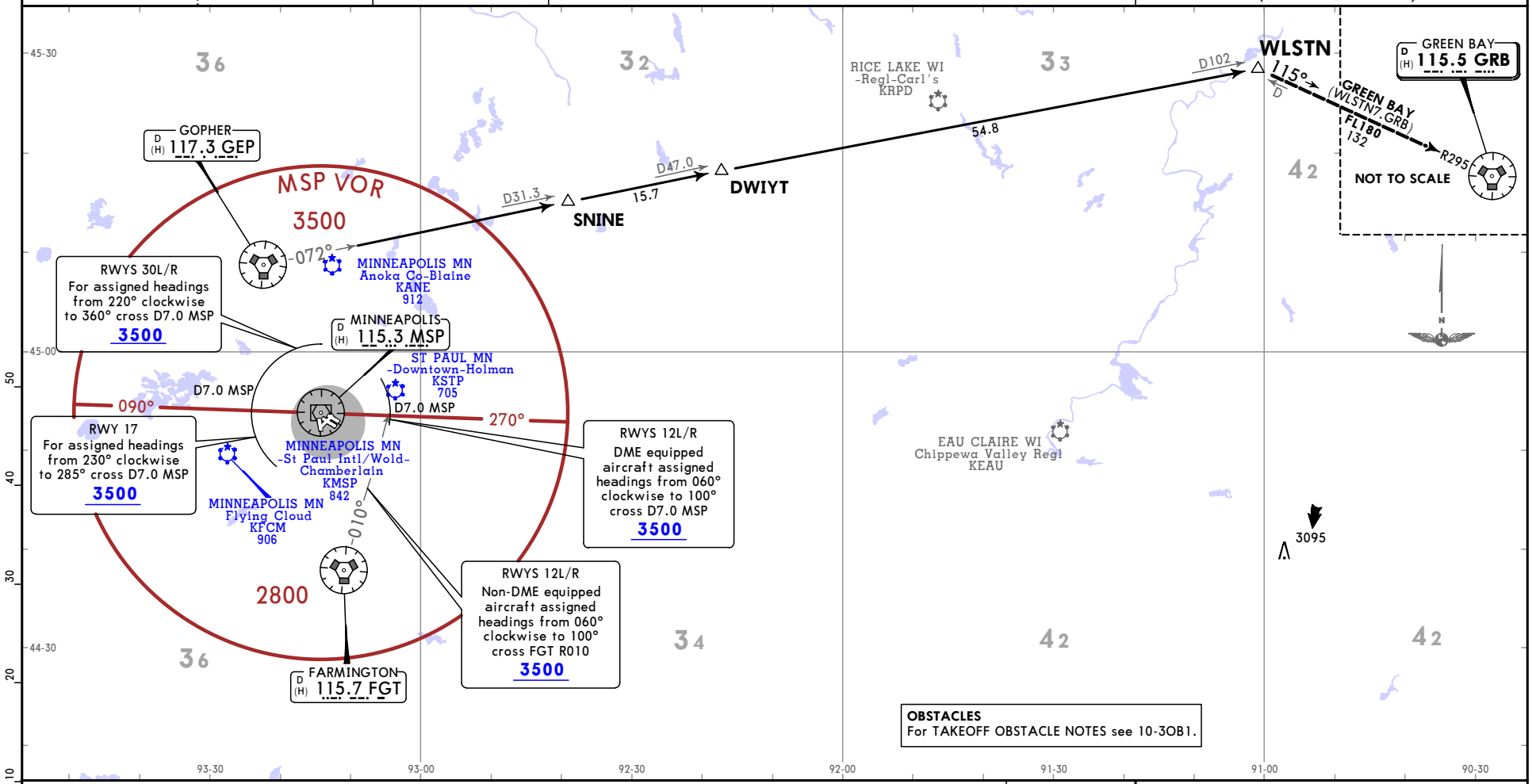
MINNEAPOLIS Departure (R)

NORTH or WEST	SOUTH or EAST
125.75	124.7

Apt Elev
See graphic

Trans alt: 18000
RADAR required.

WLSTN 7 DEPARTURE
(WLSTN7.WLSTN)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to GEP R072 to WLSTN. Turbojet aircraft MAINTAIN 7000 or lower assigned altitude, all other aircraft MAINTAIN 5000 or lower assigned altitude.	JETS 7000 PROPS 5000
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

On assigned transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

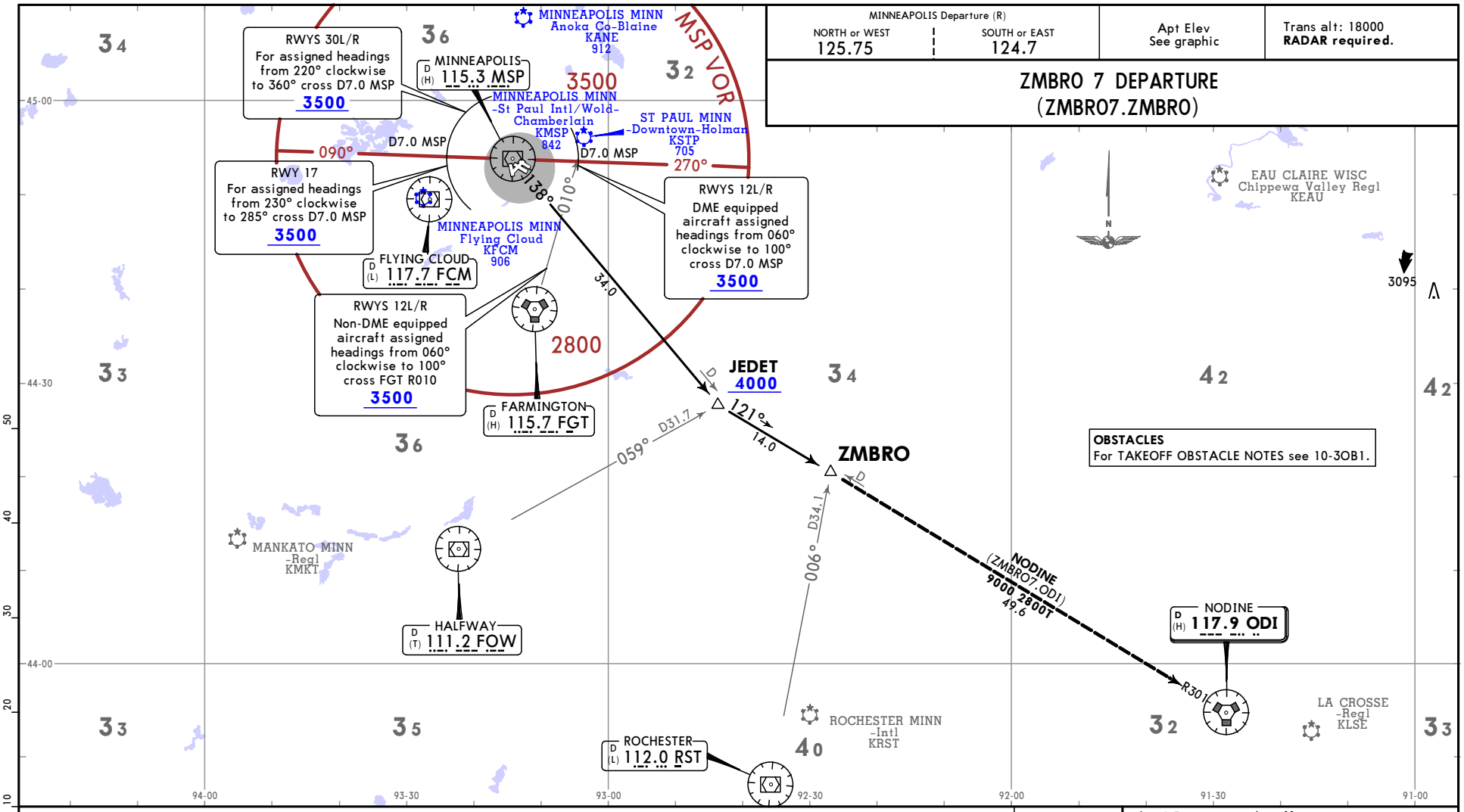
1.1.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN MINNEAPOLIS, MINN
9 FEB 18 (10-3N)
SID

MINNEAPOLIS Departure (R)		Apt Elev	Trans alt: 18000
NORTH or WEST	SOUTH or EAST	See graphic	**RADAR required.**
125.75	124.7		

ZMBRO 7 DEPARTURE
(ZMBRO7.ZMBRO)



INITIAL CLIMB		TOP ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to MSP R138 to JEDET at or above 4000, then on ODI R301 to ZMBRO. Turbojet aircraft MAINTAIN 7000 or lower assigned altitude, all other aircraft MAINTAIN 5000 or lower assigned altitude.	JETS 7000 PROPS 5000
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	For assigned headings from 060° clockwise to 100°, cross FGT R010 at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWY 17	For assigned headings from 230° clockwise to 285°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	
RWYS 30L/R	For assigned headings from 220° clockwise to 360°, cross D7.0 MSP at or above 3500. MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.	

ROUTING

On assigned transition or route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207 per NM to 1100, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1300 prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
207 per NM	259	345	518	690	863	1035
219 per NM	274	365	548	730	913	1095

CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

TAKEOFF OBSTACLE NOTES

- RWY 4:
  TREES BEGINNING 800' FROM DER, 301' LEFT OF CENTERLINE, UP TO 75' AGL/925' MSL. ROD ON BUILDING 2528' FROM DER, 1174' LEFT OF CENTERLINE, 78' AGL/922' MSL. FENCE BEGINNING 13' FROM DER, 486' LEFT OF CENTERLINE, UP TO 6' AGL/860' MSL. STACK 4535' FROM DER, 480' LEFT OF CENTERLINE, 139' AGL/949' MSL.

- RWY 12L:
  TREE 1.1 NM FROM DER, 1691' LEFT OF CENTERLINE, 92' AGL/991' MSL. LIGHT POLE AND CAMERA ON WALL BEGINNING 398' FROM DER, 561' RIGHT OF CENTERLINE, UP TO 23' AGL/832' MSL.

- RWY 12R:
  TREE 1479' FROM DER, 561' LEFT OF CENTERLINE, 86' AGL/855' MSL. OBSTACLE LIGHT ON POLE 1002' FROM DER, 753' LEFT OF CENTERLINE, 53' AGL/852' MSL.

- RWY 17:
  POLE 409' FROM DER, 530' RIGHT OF CENTERLINE, 29' AGL/866' MSL. BUILDING 2619' FROM DER, 881' LEFT OF CENTERLINE, 97' AGL/918' MSL. BUILDING 1956' FROM DER, 904' LEFT OF CENTERLINE, 61' AGL/866' MSL. TREE 2619' FROM DER, ON CENTERLINE, 79' AGL/900' MSL.

- RWY 22:
  TREES BEGINNING 2659' FROM DER, 867' RIGHT OF CENTERLINE, 94' AGL/934' MSL.

- RWY 30L:
  ANTENNA ON TOWER 3550' FROM DER, 1333' LEFT OF CENTERLINE, 111' AGL/937' MSL.

- RWY 30R:
  BILLBOARD SIGN 1463' FROM DER, 848' RIGHT OF CENTERLINE, 31' AGL/880' MSL.

- RWY 35:
  TREES BEGINNING 2553' FROM DER, 770' RIGHT OF CENTERLINE, 100' AGL/919' MSL. TREES BEGINNING 1989' FROM DER, 194' LEFT OF CENTERLINE, UP TO 87' AGL/906' MSL. BUILDINGS BEGINNING 5.4 NM FROM DER, 1781' LEFT OF CENTERLINE, UP TO 889' AGL/1743' MSL.

© JEPPESEN, 2005, 2017. ALL RIGHTS RESERVED.

1.1.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP

JEPPESEN

Apt Elev 842′
N44 52.9 W093 13.3

4 MAY 18 (10-9)

MINNEAPOLIS, MINN
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

DEPARTURE D-ATIS	Data Comm ACARS: D-ATIS PDC TWIP	Data Comm CPDLC: DCL	MINNEAPOLIS Clearance (Cpt)	Metering	Ground North	Ground South	Ground West
120.8 VOT 111.0 (Limited)			133.2	133.575	121.8	121.9	127.92

Tower Rwys 4/22, 12R/30L	Tower Rwy 12L/30R	Tower Rwy 17/35	MINNEAPOLIS Departure (R) North or West of Dep Rwy	MINNEAPOLIS Departure (R) South or East of Dep Rwy	MINNEAPOLIS Departure (R) East of Dep Rwy 17
126.7	123.95	123.67	125.75	124.7	132.975

KC-135 and other aircraft with similar low hanging engines are restricted from using 934 AW Ramp Twy Feeders R3, R4 & R7.

VAR 0°

RUNWAY INCURSION HOT SPOTS
HS1
See 10-9A for description of Hot Spots

LEGEND
79 Circle 79 - Exit only Contact ATCT at 121.8
95 Circle 95 - Entrance only Contact Ramp Control at 131.52

GROUND CONTROL (NORTH) 121.8

GROUND CONTROL (WEST) 127.92

GROUND CONTROL (SOUTH) 121.9

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

Twy S is uncontrolled south of Twy D.

CHANGES: Taxiway Q realigned, pavement modified.

© JEPPESEN, 2003, 2018. ALL RIGHTS RESERVED.

KMSP/MSP

MINNEAPOLIS, MINN
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

GENERAL

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.
No Stage 1 noise category civil aircraft.
Training flights prohibited.
All unscheduled aircraft at Terminal 2-Humphrey are required to contact Terminal 2 Gate Control at 122.95 or (612) 726-5742 prior to arrival.
General aviation flights must terminate at the FBO or US Customs unless approved by the airport manager.
All General Aviation aircraft with less than 20 passengers that need to clear US customs should contact Signature Flight Support at 128.95 or (612) 726-5700 prior to arrival.
All aircraft are required to contact Ground Metering prior to pushback.
Birds on and in the vicinity of airport.
Vehicles parked along South end of Taxiway S.
Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4 ❶ 22	HIRL MALSR PAPI-L (angle 3.0°) RVR	9456' 2882m 10,006' 3050m		Twy K 8550' 2606m		150' 46m
❶ Rwy grooved.						
12R ❷ 30L	HIRL CL ALSF-II TDZ ❸PAPI-L RVR		8969' 2734m 8898' 2712m	Twys A9/W9 8150' 2484m		200' 61m
❷ Rwy grooved. ❸ Angle 3.0°.						
12L ❹ 30R	HIRL CL ALSF-II TDZ ❺ PAPI-L RVR HIRL CL MALSF ❺ PAPI-L RVR	❻ 8000' 2438m	6275' 1913m 6976' 2126m			150' 46m
❹ Rwy grooved. ❻ LDA 7620'. ❺ Angle 3.0°.						
17 ❼ 35	HIRL CL REIL PAPI-R (angle 3.0°) RVR HIRL CL ALSF-II TDZ ❽PAPI-L RVR		 6950' 2118m			150' 46m
❼ Rwy grooved. ❽ Angle 3.0°.						

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions

HS1 Complex geometry at the intersection of Twy A, B, C, D, H and the Rwy 4/22 and Rwy 12R/30L intersection, requiring caution for Rwy crossings in this area.

HS2 Complex geometry at the intersection of Twy C, D, P, Q and the Rwy 4/22 and Rwy 12L/30R intersection, requiring caution for Rwy crossings in this area.

HS3 Twy/Rwy geometry and traffic flow.

HS4 Complex geometry at Rwy 4 approach end. Rwy 4 departures check compass to verify correct runway heading.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 12R, 17, 30L/R

2 operating RVRs are required. All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 12L

❶ With Mim climb of 207'/NM to 1100'

2 operating RVRs are required. All operating RVRs are controlling. CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1½

❶ Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.

Rwy 35

With Mim climb of 219'/NM to 2100'

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 4, 22

Both RVRs are required and controlling: RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 4 - Climb heading 045° to 2100' before turning left.

Rwys 30L & 30R - Climb heading 301° to 2100' before turning right.

Rwy 35 - Climb heading 350° to 2100' before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 12L/R, ILS Rwy 30L/R, ILS Z Rwy 35	ILS Z Rwy 30L/R	RNAV (RNP) Y Rwy 12L/R, RNAV (RNP) Y Rwy 30L/R, RNAV (RNP) Y Rwy 35	LOC Rwy 4, LOC Rwy 12L/R, LOC Rwy 17, LOC Rwy 22, LOC Rwy 30L/R, LOC Rwy 35	RNAV (GPS) Rwy 4, RNAV (GPS) Rwy 22, RNAV (GPS) Z Rwy 12L/R, RNAV (GPS) Z Rwy 30L/R, RNAV (GPS) Z Rwy 35	Other
A	600-2	700-2	800-2	800-2		NA
B						
C	700-2					
D	900-2¾	900-2¾		900-2¾		

AMEND 12

CHANGES: Usable lengths.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

KMSP/MSP

JEPPESEN

4 MAY 18 (10-9B)

MINNEAPOLIS, MINN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

CHANGES: Notes, Txy Q, pavement modified.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

1.1.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A	
A2 thru A4	N44 52.8 W093 12.0
A6 thru A9	N44 52.8 W093 11.9
A11	N44 52.7 W093 11.9
A12 thru A14	N44 52.7 W093 11.8
Concourse B	
B2, B4	N44 52.9 W093 12.0
B6	N44 52.9 W093 12.0
B8, B10	N44 52.9 W093 11.9
B12, B14	N44 52.8 W093 11.9
B15, B16	N44 52.8 W093 11.9
Concourse C	
C1, C2	N44 53.1 W093 12.6
C3 thru C5	N44 53.1 W093 12.5
C6 thru C9	N44 53.0 W093 12.4
C10 thru C13	N44 53.0 W093 12.3
C14 thru C16	N44 53.0 W093 12.2
C17, C19, C20	N44 52.9 W093 12.2
C21 thru C27	N44 52.9 W093 12.1
Concourse D	
D1	N44 53.1 W093 12.7
D2	N44 53.2 W093 12.7
D3, D4	N44 53.2 W093 12.6
D5, D6	N44 53.1 W093 12.6

GATE No.	COORDINATES
Concourse E	
E1, E2, E4	N44 53.1 W093 12.7
E3, E5	N44 53.1 W093 12.8
E6 thru E9	N44 53.1 W093 12.8
E11	N44 53.1 W093 12.8
E10, E12, E14, E16	N44 53.2 W093 12.8
E15	N44 53.2 W093 12.9
Concourse F	
F1 thru F5	N44 53.0 W093 12.8
F6 thru F9	N44 53.0 W093 12.9
F10, F12, F14	N44 53.0 W093 13.0
F11	N44 53.1 W093 12.9
F13, F15, F16	N44 53.1 W093 13.0
Concourse G	
G1 thru G5	N44 52.9 W093 12.8
G6, G8, G9	N44 52.9 W093 12.7
G10, G11	N44 52.9 W093 12.6
G12, G13	N44 52.8 W093 12.6
G14, G15, G17	N44 52.8 W093 12.5
G18, G22	N44 52.8 W093 12.4
G19 thru G21	N44 52.7 W093 12.4
Terminal 2 - Humphrey	
H1 thru H4	N44 52.4 W093 13.8
H5	N44 52.5 W093 13.8
H6 thru H9	N44 52.5 W093 13.7
H10	N44 52.5 W093 13.6
H11 thru H16	N44 52.6 W093 13.6

CHANGES: None.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

KMSP/MSP

JEPPESEN

4 MAY 18 (10-9C1)

MINNEAPOLIS, MINN
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

OVERFLOW AIRCRAFT PARKING AREAS

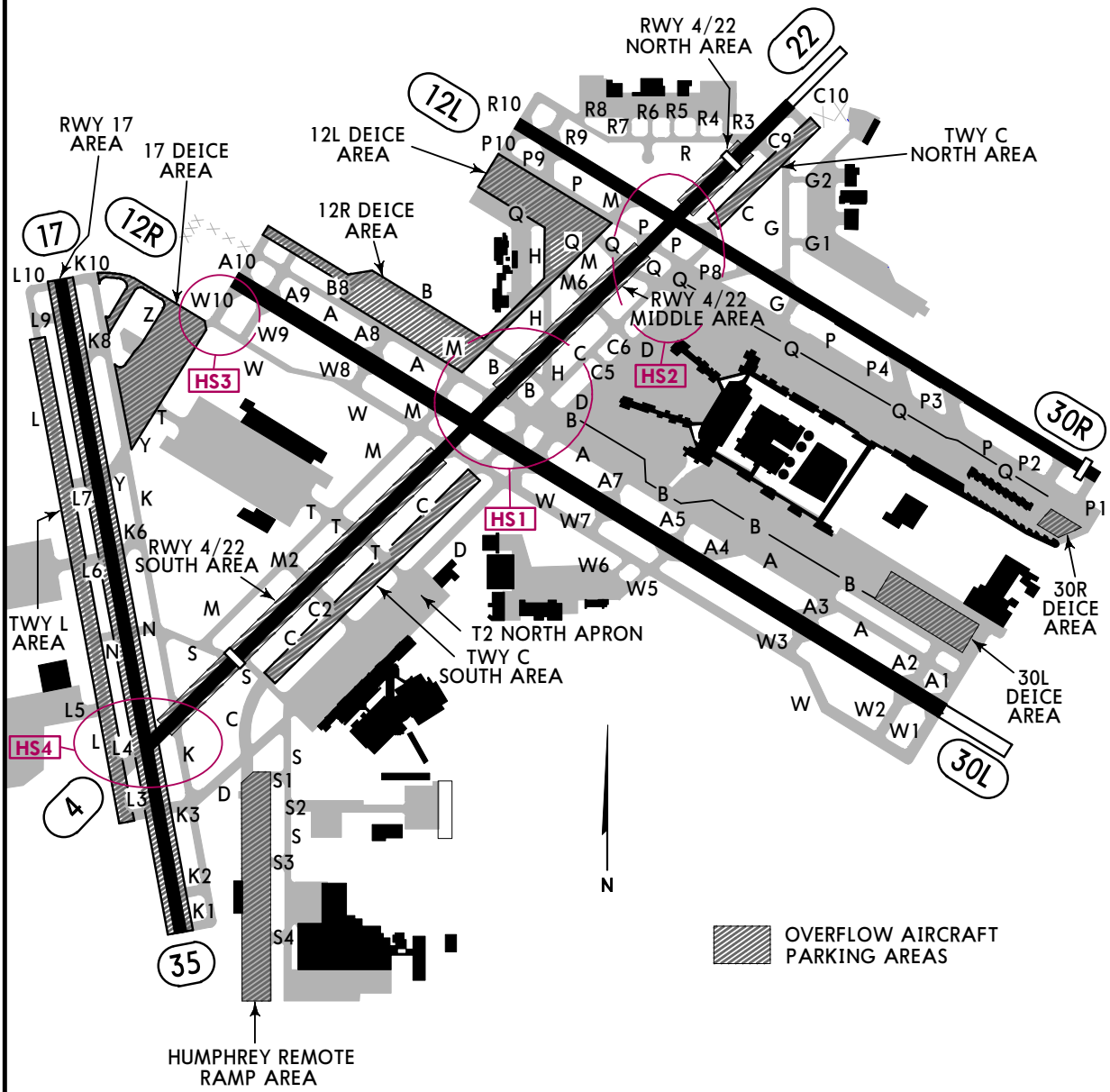
Minneapolis-Saint Paul International/Wold-Chamberlain Airport
Overflow Aircraft Parking Plan

Background

MAC, MSP ATCT and MSP users have entered into an agreement to identify parking areas and implement procedures which will allow accommodation of any arrival unable to proceed immediately to its assigned parking location or any departure aircraft unable to proceed immediately to a departure runway. The overflow aircraft parking plan allocates parking positions in specific areas as indicated on the airport diagram below. Parking positions are assigned so as to not impact flight operations, and to maintain taxiway access to/from runways and aircraft parking positions.

Procedures

ASDE-X Surveillance System in use. Operate transponders with Mode C on all taxiways and runways.
When ATIS announcement "overflow parking procedures in effect" is made, flight crews are to anticipate assignment to an overflow parking position if necessary.
Arrival aircraft report gate assignment on initial contact with Minneapolis ATCT.
Upon landing, follow ATC directions to assigned overflow parking position.
Monitor MSP ATCT on assigned frequency while parked in overflow aircraft parking positions.



CHANGES: Taxiway Q realigned.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

1.1.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

LESS THAN RVR 1200 to 600

JEPPESEN

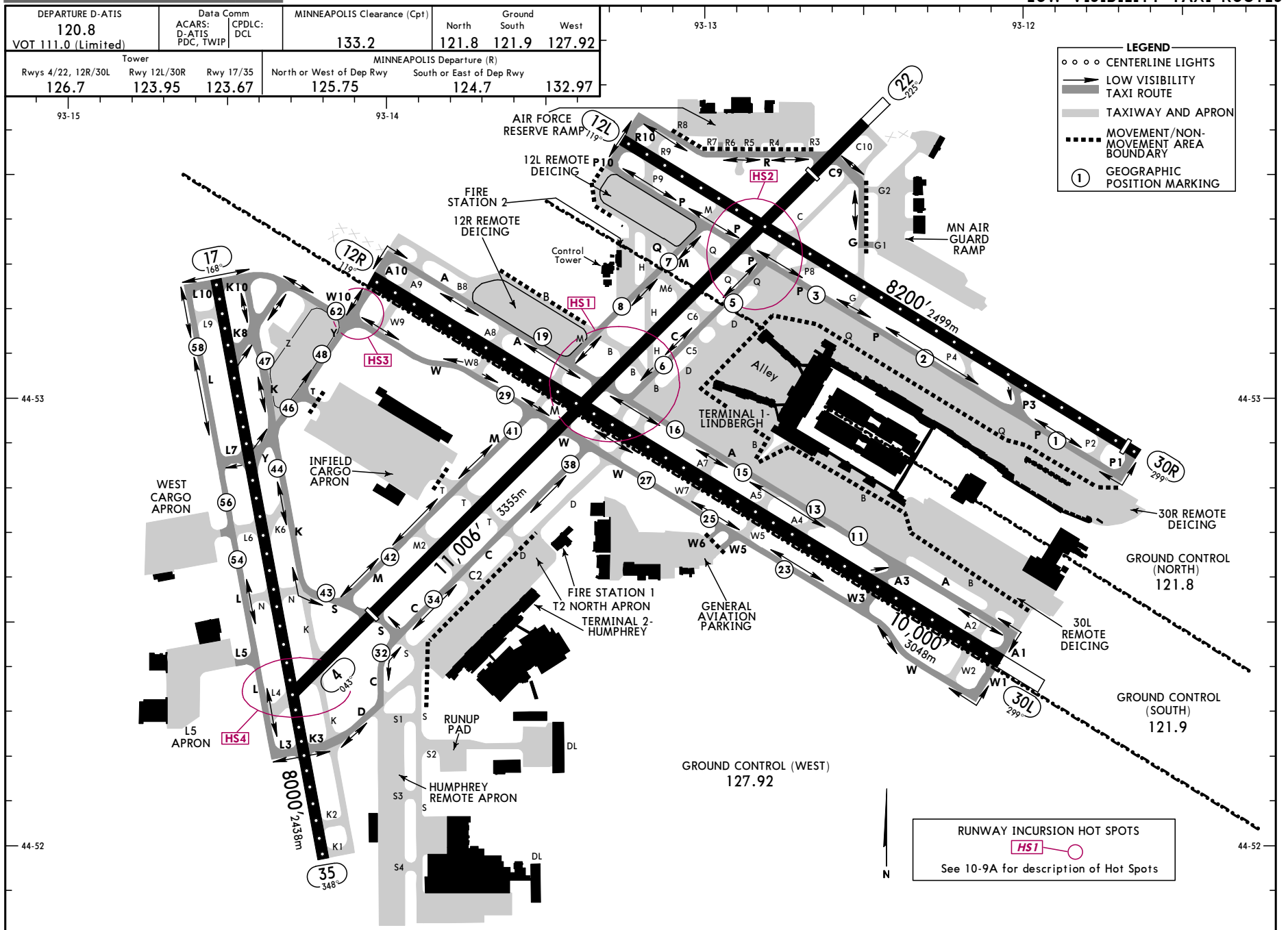
SMGCS

10-9D 4 MAY 18

MINNEAPOLIS, MINN
LOW VISIBILITY TAXI ROUTES

DEPARTURE D-ATIS	Data Comm	MINNEAPOLIS Clearance (Cpt)	Ground		
120.8	ACARS: D-ATIS PDC, TWIP / CPDLC: DCL	133.2	North 121.8	South 121.9	West 127.92
VOT 111.0 (Limited)					

Tower			MINNEAPOLIS Departure (R)		
Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	North or West of Dep Rwy	South or East of Dep Rwy	
126.7	123.95	123.67	125.75	124.7	132.97



CHANGES: Movement area boundries, position marker 13.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

1.1.34 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP

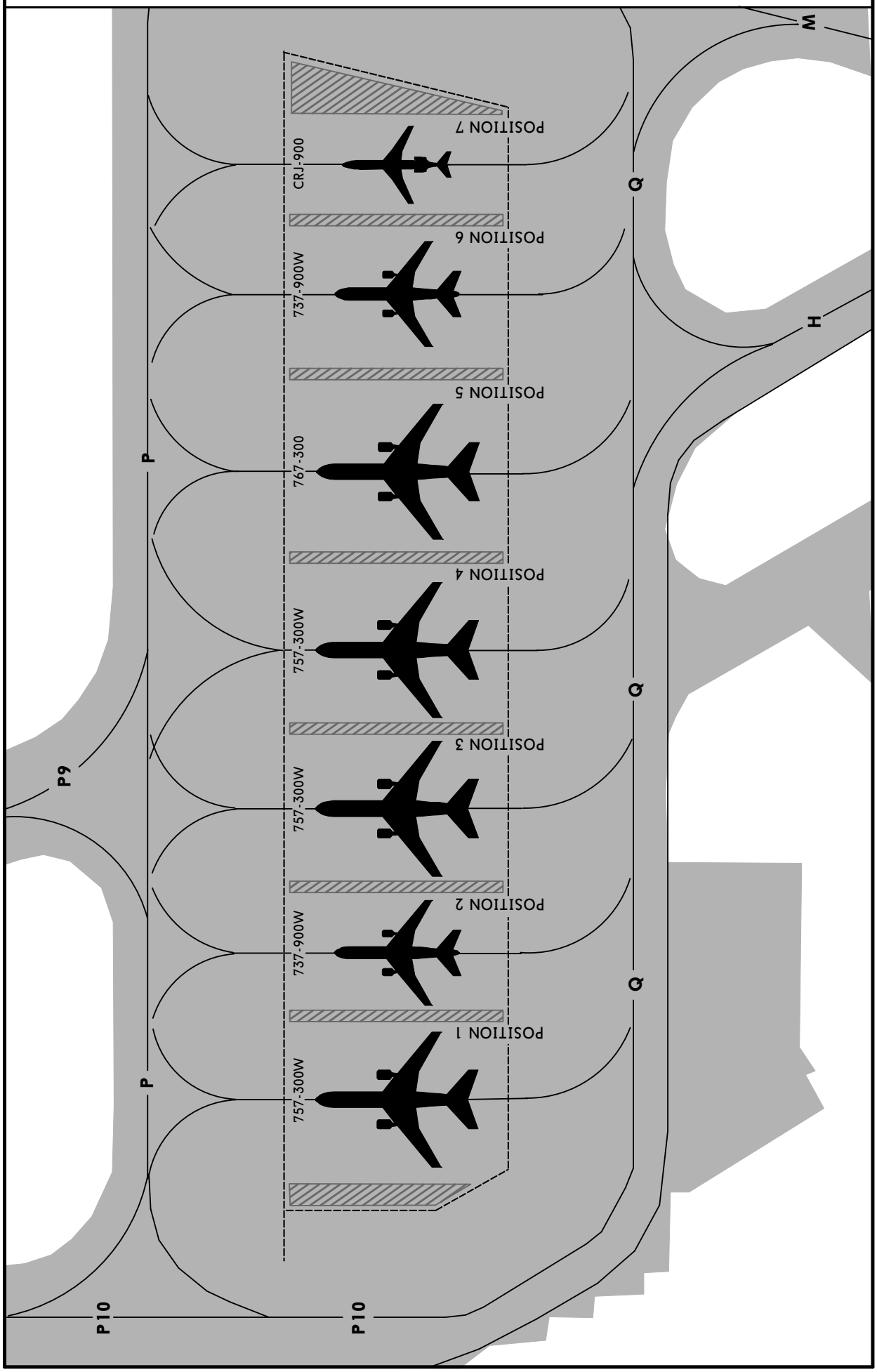
JEPPESEN

4 MAY 18 (10-9F)

MINNEAPOLIS, MINN

MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

RWY 12L DEICING PADS



CHANGES: Deicing pads updated.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

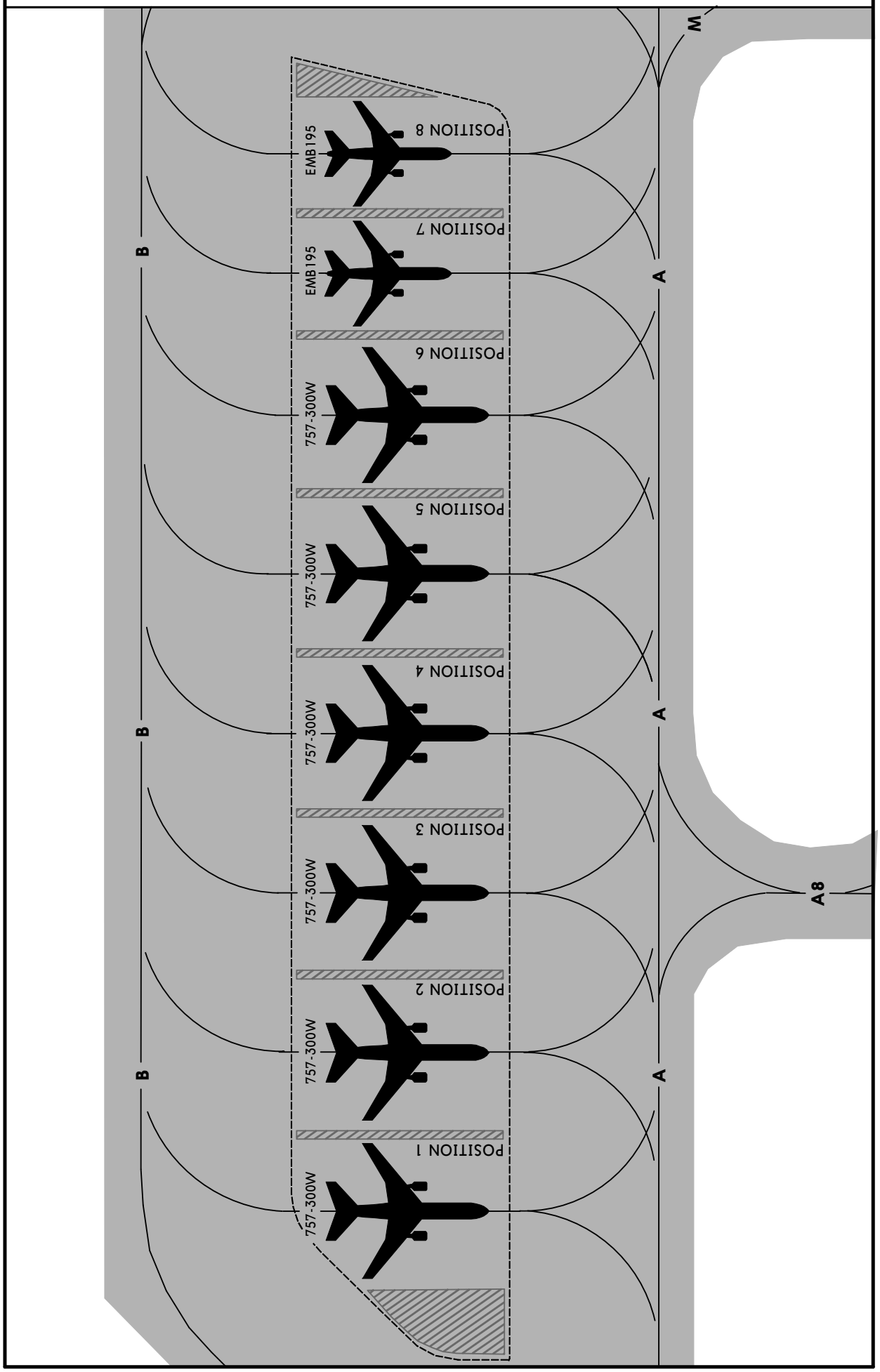
1.1.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP

JEPPESEN
4 MAY 18 (10-9F1)

MINNEAPOLIS, MINN
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

RWY 12R DEICING PADS



CHANGES: Deicing pads updated.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

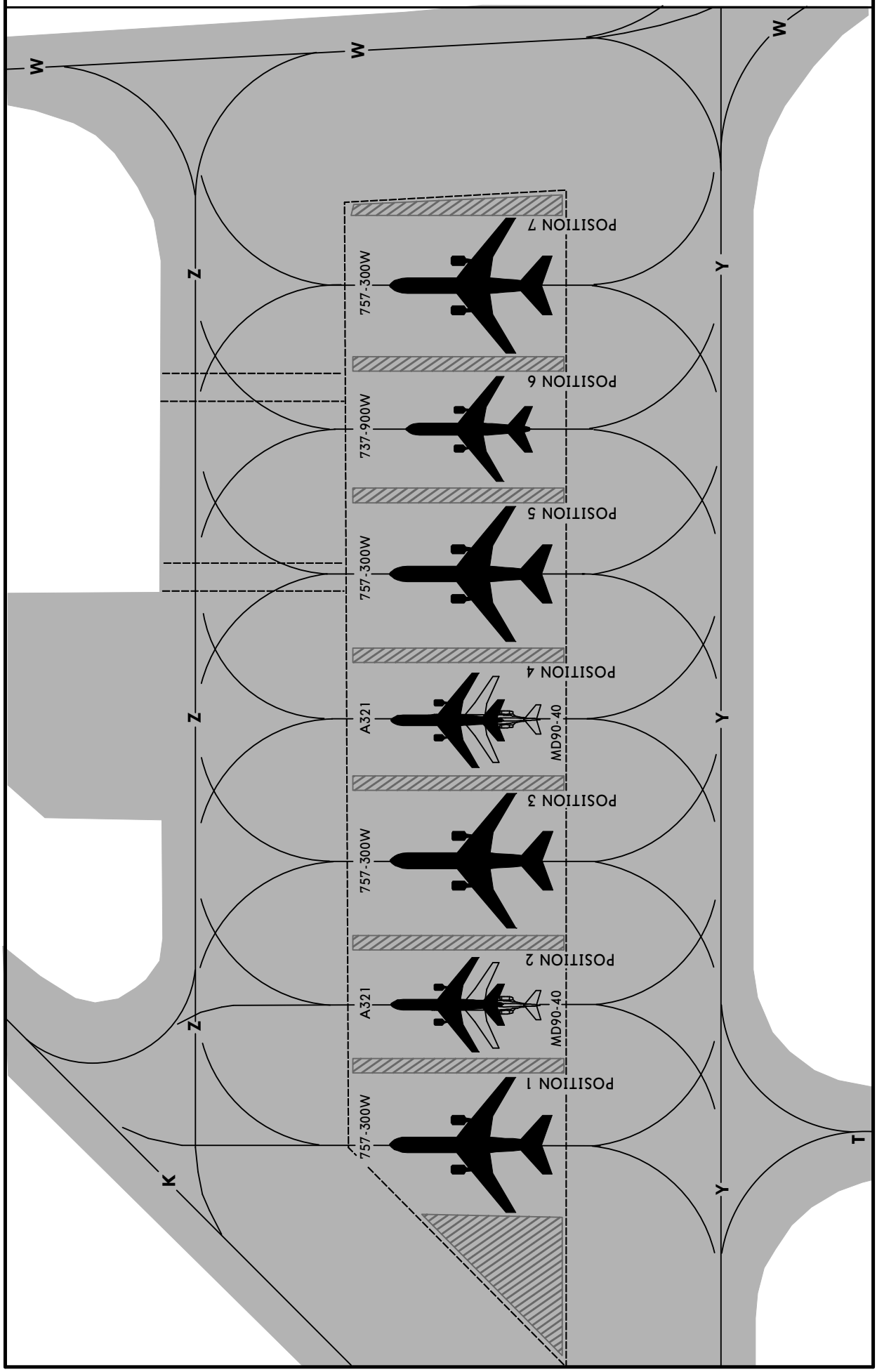
1.1.36 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP

JEPPESEN
4 MAY 18 (10-9F2)

MINNEAPOLIS, MINN
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

RWY 17 DEICING PADS



CHANGES: Deicing pads updated.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.37 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP

JEPPESEN
4 MAY 18 (10-9F3)

MINNEAPOLIS, MINN
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

RWY 30L DEICING PADS

NOTES:

1. WHEN WIDEBODY AIRCRAFT (AIRCRAFT LARGER THAN A 757W) ENTER THE RUNWAY 30L DEICING PAD, THE FOLLOWING RESTRICTIONS SHALL APPLY:

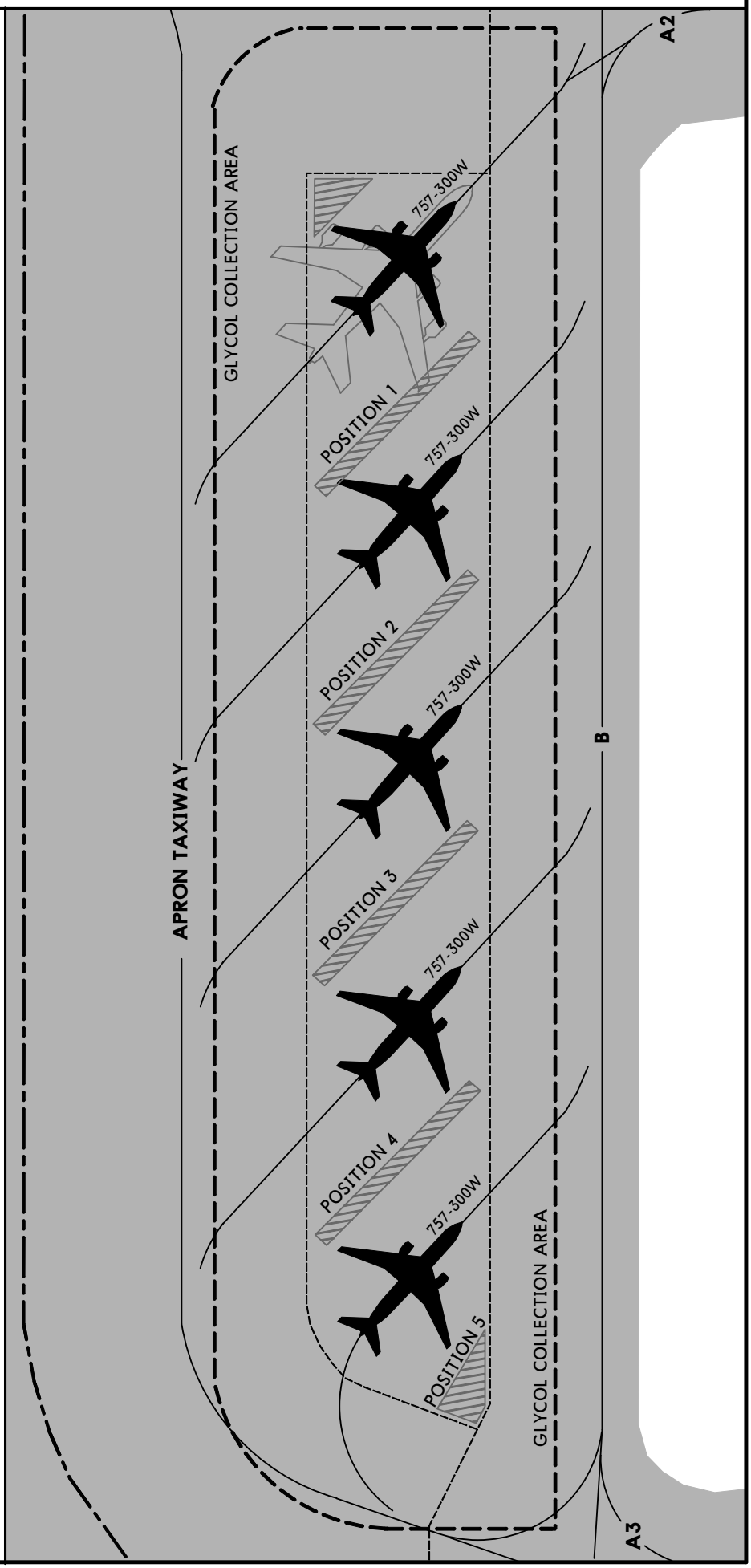
(A) THE AREA WITHIN 160' OF APRON TAXIWAY CENTERLINE SHALL BE CLOSED AND CLEAR OF ALL VEHICLES, EQUIPMENT, ETC.

(B) DEICING POSITIONS ALONG PATH OF WIDEBODY AIRCRAFT ENTERING THE DEICING PAD SHALL BE VACATED.

(C) ADJACENT DEICING POSITION(S) SHALL BE CLOSED AND SAFETY AREAS ADJACENT TO AIRCRAFT CENTERLINE SHALL BE CLEAR OF ALL VEHICLES, EQUIPMENT, ETC.

(D) POSITIONS WEST OF WIDEBODY POSITION MAY BE USED IN NORMAL OPERATIONS ONCE THE WIDEBODY AIRCRAFT IS PARKED ON ITS LEAD-IN LINE AND REMAINS 107' CLEAR OF TAXIWAY B.

(E) APRON TAXIWAY BEHIND PARKED WIDEBODY POSITION SHALL BE CLOSED.



CHANGES: Notes.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

KMSP/MSP

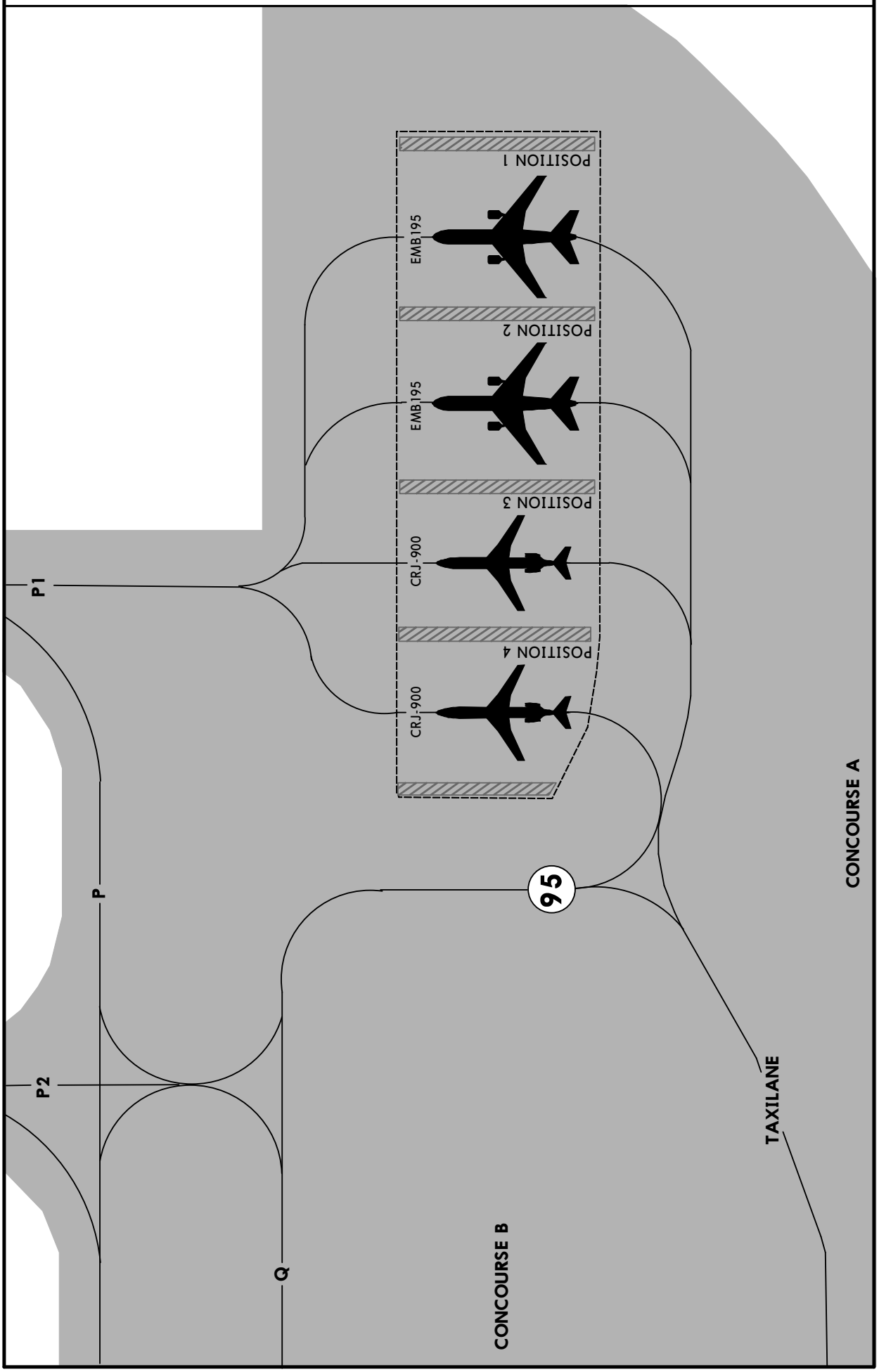
JEPPESEN

4 MAY 18 (10-9F4)

MINNEAPOLIS, MINN

MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

RWY 30R DEICING PADS



CHANGES: None.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

1.1.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP

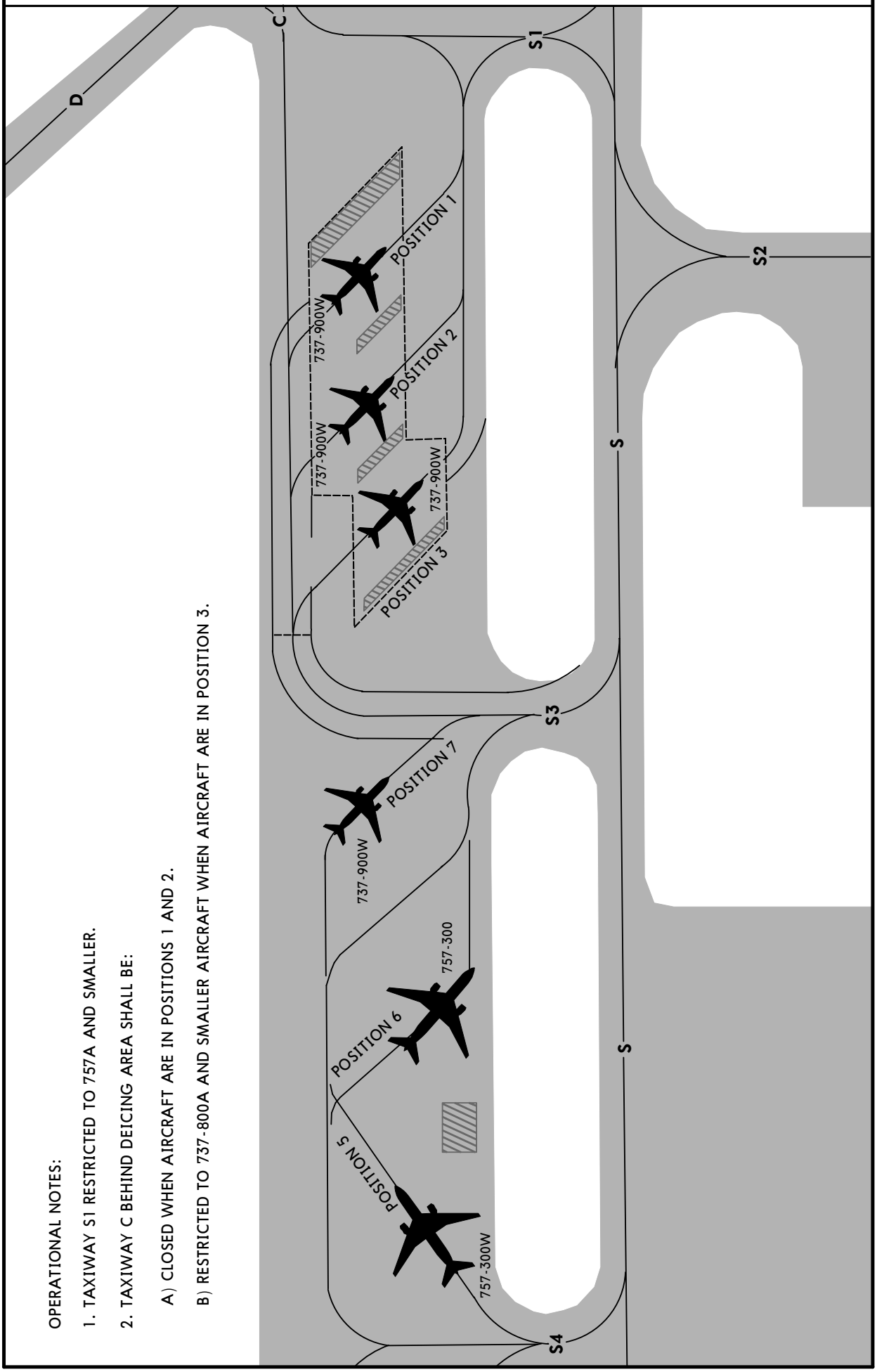
JEPPESEN

4 MAY 18 (10-9F5)

MINNEAPOLIS, MINN

MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

T2-HUMPHREY REMOTE APRON DEICING PADS



OPERATIONAL NOTES:

1. TAXIWAY S1 RESTRICTED TO 757A AND SMALLER.
2. TAXIWAY C BEHIND DEICING AREA SHALL BE:
   A) CLOSED WHEN AIRCRAFT ARE IN POSITIONS 1 AND 2.
   B) RESTRICTED TO 737-800A AND SMALLER AIRCRAFT WHEN AIRCRAFT ARE IN POSITION 3.

CHANGES: Deicing pads updated.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

1.1.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 24 APR 15 (11-1)

MINNEAPOLIS, MINN
LOC Rwy 4

BRIEFING STRIP ™

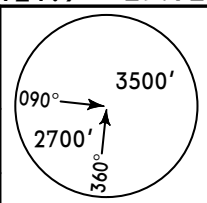
D-ATIS	MINNEAPOLIS Approach (R)		MINNEAPOLIS Tower			Ground		
			Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	North	South	West
135.35	119.3	126.95	126.7	123.95	123.67	121.8	121.9	127.92

LOC IAPL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 842′
		IGEPY		TDZE 832′
109.3	045°	2300′ (1468′)	1340′ (508′)	

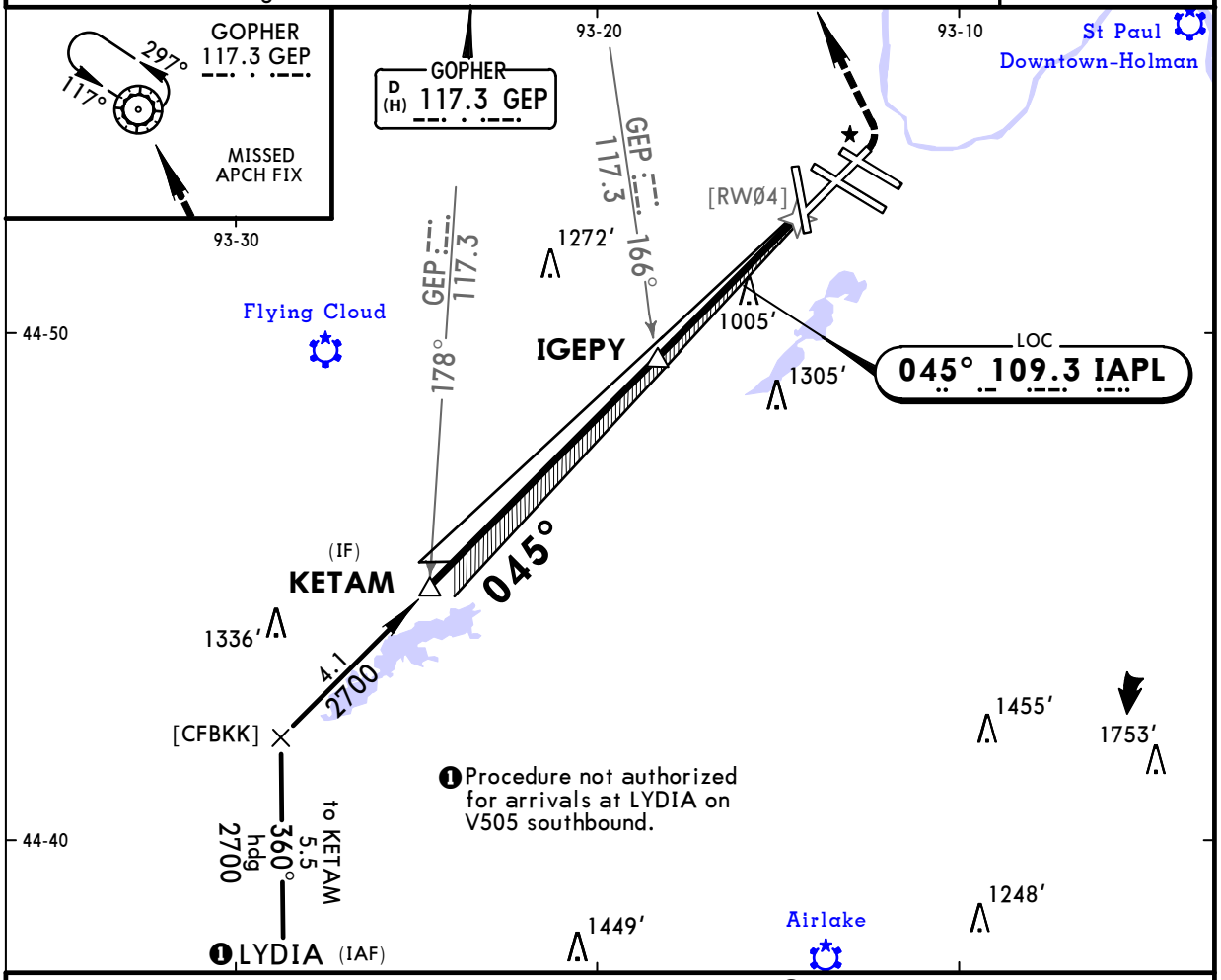
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3000′ direct GEP VOR and hold.

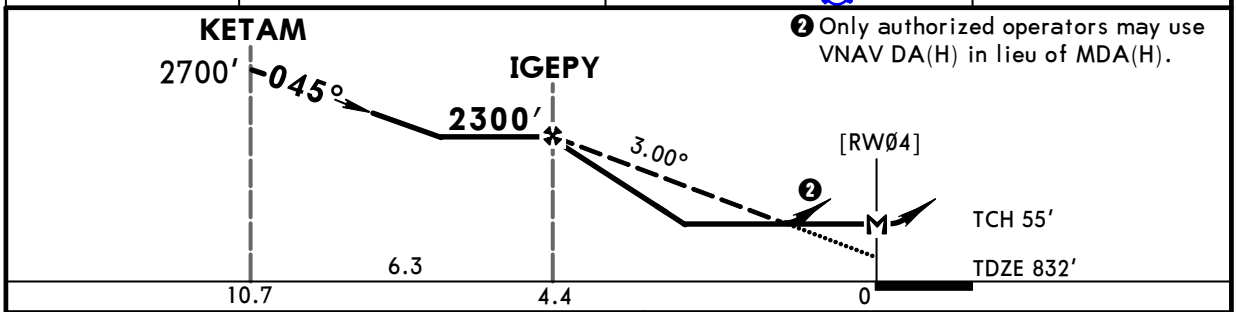
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. VGSI and descent angles not coincident.



MSA GEP VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
IGEPY to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

MALSR
PAPI

1500′

3000′ LT

GEP 117.3

TERPS AMEND 1B 30 APR 2015

TERPS STRAIGHT-IN LANDING RWY4

MDA(H) 1340′ (508′)

	RAIL out	ALS out
A, B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C, D	RVR 55 or 1	1 1/4	1 3/8

CIRCLE-TO-LAND

Max Kts	MDA(H)
90, 120	1360′ (518′) -1
140	1460′ (618′) -1 3/4
165	1660′ (818′) -2 3/4

CHANGES: TDZE, circling minimums.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

1.1.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP

JEPPESEN

MINNEAPOLIS, MINN

MINNEAPOLIS-ST PAUL INTL/ 30 DEC 16
WOLD-CHAMBERLAIN **Eff 5 Jan** (11-2)

ILS or LOC Rwy 12L

BRIEFING STRIP

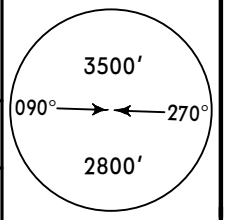
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 12L/30R	Rwy 17/35	Rwys 4/22, 12R/30L	North	South	West
135.35	119.3	123.95	123.67	126.7	121.8	121.9	127.92

LOC IPJL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 842′
110.7	121°	WASHY 3000′ (2159′)	1041′ (200′)	TDZE 841′

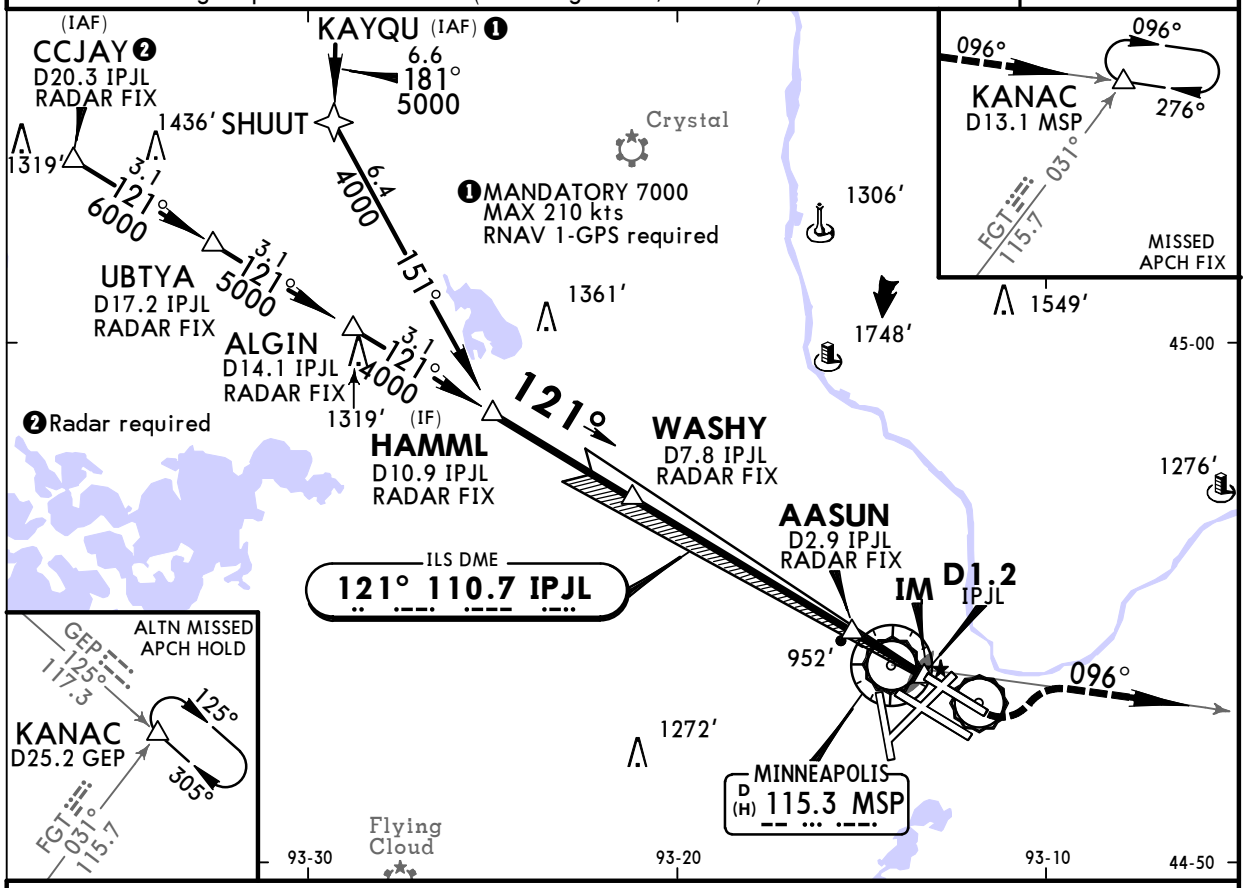
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ outbound on MSP VOR R-096 to KANAC INT/D13.1 MSP and hold.

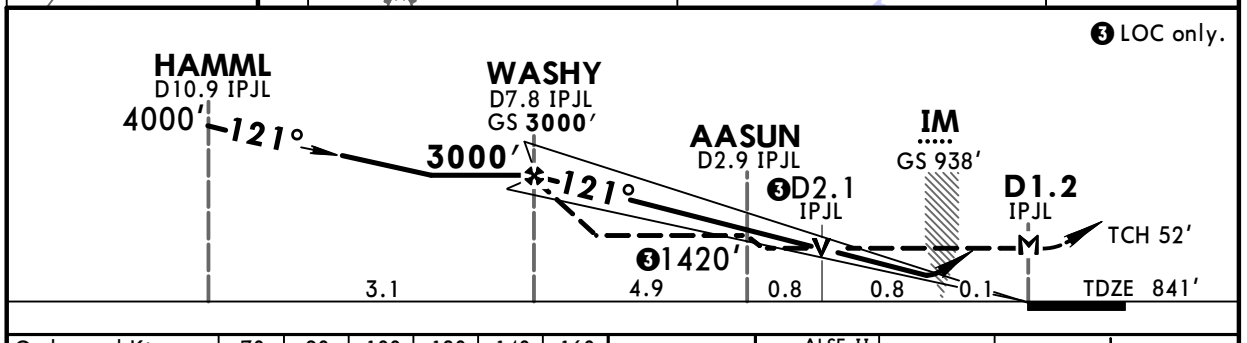
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or radar required. 2. Simultaneous approach authorized with Rwy 12R.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 79′).



MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.2 IPJL or WASHY to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28

ALSF-II PAPI

1300′

3000′ LT

on MSP 115.3 R-096

TERPS STRAIGHT-IN LANDING RWY12L

	ILS DA(H) 1041′ (200′)			LOC (GS out) MDA(H) 1220′ (379′)		CIRCLE-TO-LAND
	FULL	TDZ/CL out	ALS out		ALS out	Max Kts / MDA(H)
A	RVR 18 or ½	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90 / 120: 1360′ (518′) - 1
B						
C				RVR 35 or ¾	RVR 55 or 1¼	140: 1460′ (618′) - 1¾
D						165: 1660′ (818′) - 2¾

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 11 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

1.1.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP JEPPESEN MINNEAPOLIS, MINN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

30 DEC 16 Eff 5 Jan (11-2A)

ILS Rwy 12L CAT II & III

BRIEFING STRIP ™

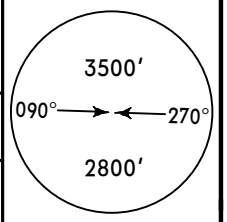
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 12L/30R	Rwy 17/35	Rwys 4/22, 12R/30L	North	South	West
135.35	119.3	123.95	123.67	126.7	121.8	121.9	127.92

LOC IPJL	Final Apch Crs	GS	CAT III	CAT II ILS	Apt Elev
110.7	121°	WASHY 3000′ (2159′)	Refer to Minimums	RA 91′ DA(H) 941′(100′)	842′ TDZE 841′

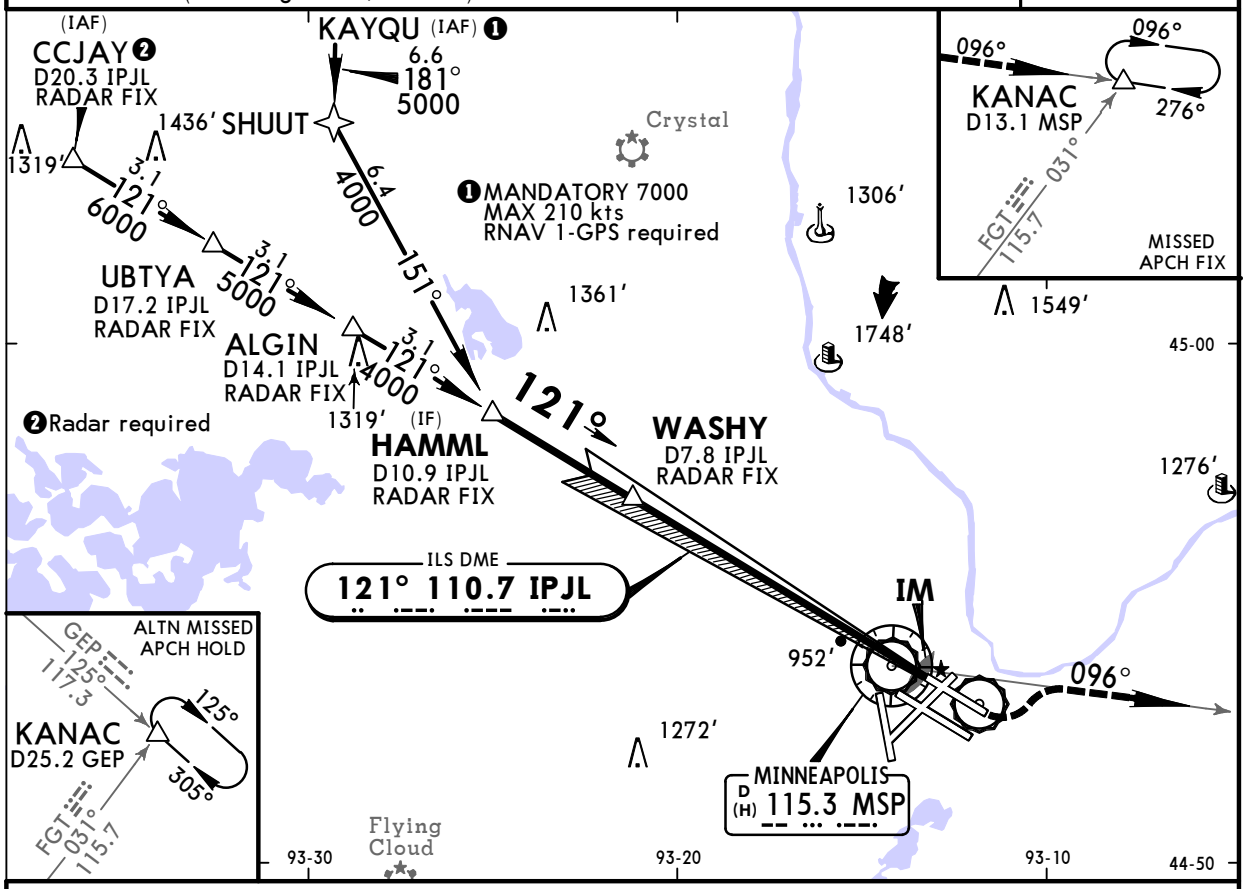
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ outbound on MSP VOR R-096 to KANAC INT/D13.1 MSP and hold.

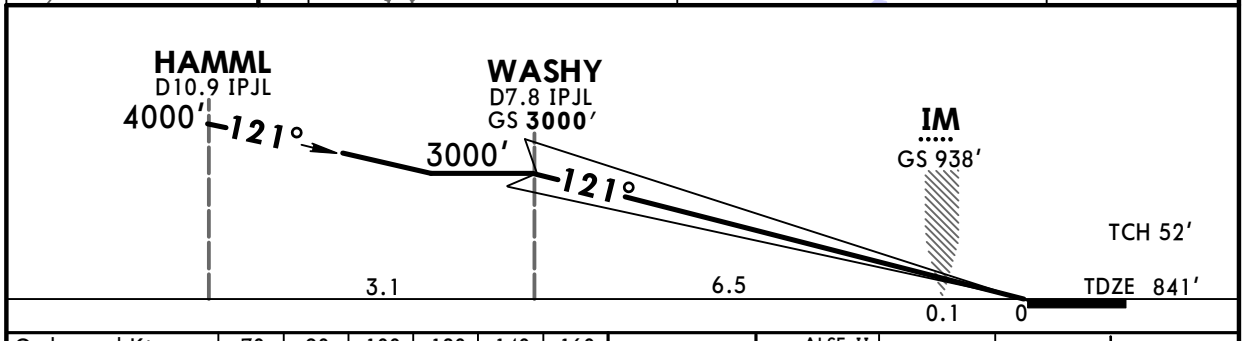
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or radar required.
3. Simultaneous approach authorized with Rwy 12R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 79′).



MSA MSP VOR





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

ALSF-II PAPI

1300′

3000′ LT on MSP 115.3 R-096

TERPS STRAIGHT-IN LANDING RWY **12L**

CAT III ILS	CAT II ILS RA 91′ DA(H) 941′(100′)
RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 11 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

1.1.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP MINNEAPOLIS, MINN

JEPPESEN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

30 DEC 16 **Eff 5 Jan** (11-2B)

ILS Rwy 12L SA CAT I

BRIEFING STRIP ™

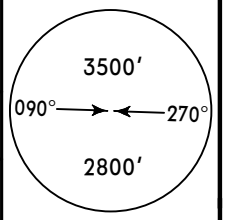
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 12L/30R	Rwy 17/35	Rwys 4/22, 12R/30L	North	South	West
135.35	119.3	123.95	123.67	126.7	121.8	121.9	127.92

LOC IPJL	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 842′
110.7	121°	WASHY 3000′ (2159′)	RA 147′ DA(H) 991′(150′)	TDZE 841′

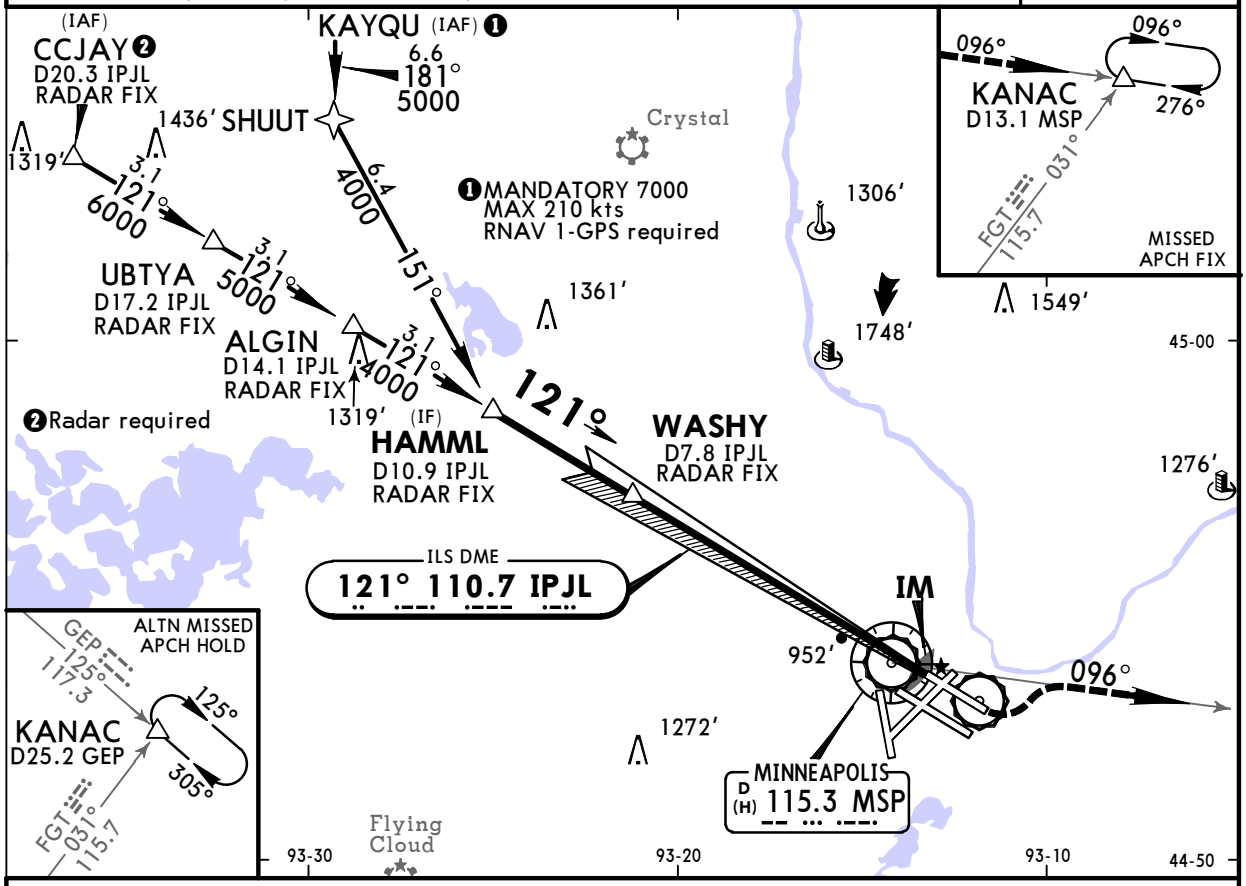
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ outbound on MSP VOR R-096 to KANAC INT/D13.1 MSP and hold.

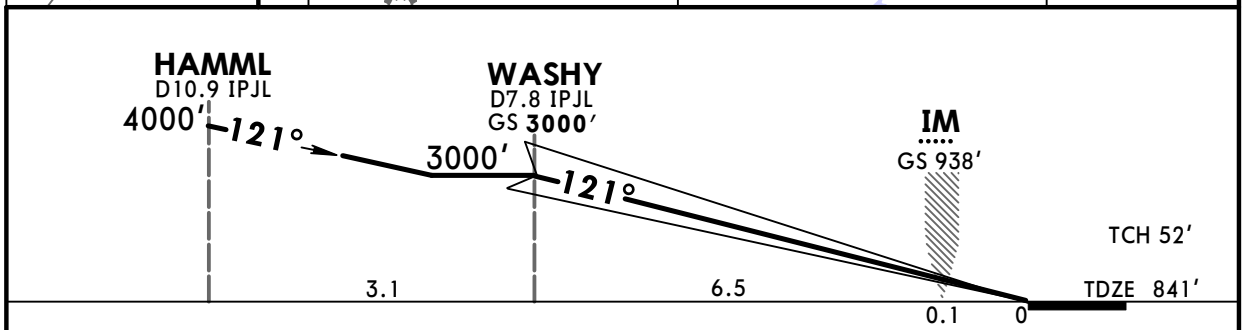
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or radar required.
3. Simultaneous approach authorized with Rwy 12R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 79′).



MSA MSP VOR





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

ALSF-II
PAPI

1300′

3000′ LT on MSP 115.3 R-096

TERPS STRAIGHT-IN LANDING RWY **12L**

1 SA CAT I ILS
RA 147′
DA(H) **991′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 11 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

1.1.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP MINNEAPOLIS, MINN

JEPPESEN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

30 DEC 16 (11-3) Eff 5 Jan

ILS or LOC Rwy 12R

BRIEFING STRIP™

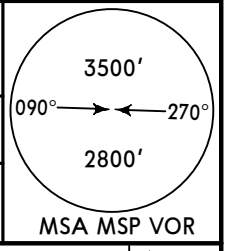
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwys 4/22, 12R/30L	Rwy 17/35	Rwy 12L/30R	North	South	West
135.35	126.95	126.7	123.67	123.95	121.8	121.9	127.92

LOC	Final	GS	ILS	
IHKZ	Apch Crs	KINNS	DA(H)	Apt Elev 842′
110.3	121°	3000′ (2158′)	1042′ (200′)	TDZE 842′

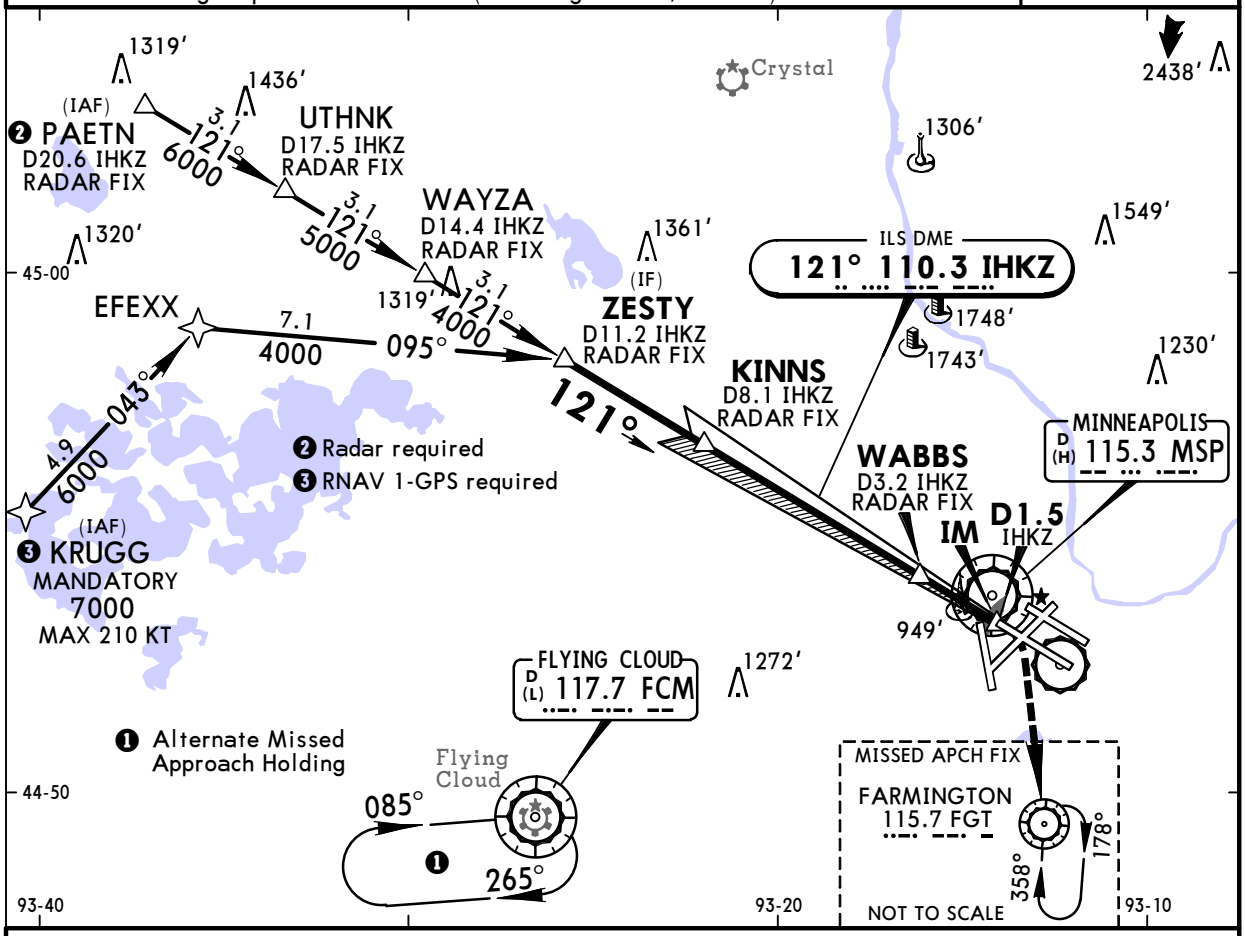
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold.

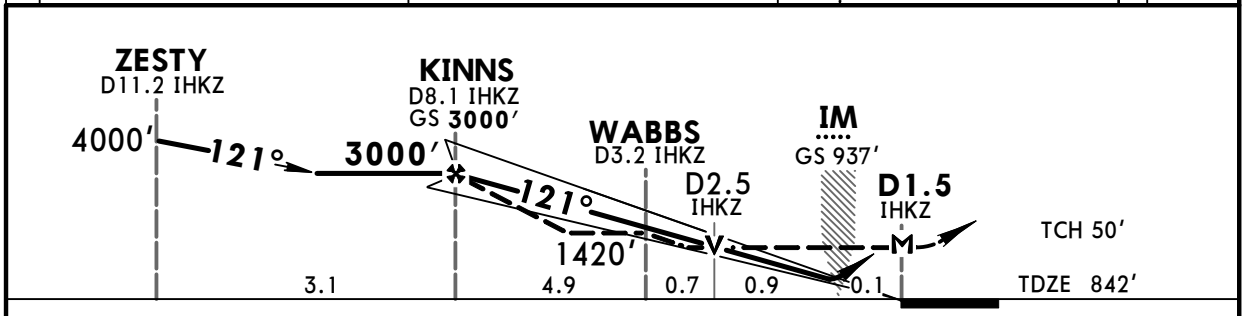
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 12L.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 66′).



MSA MSP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IHKZ or KINNS to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28

ALSF-II
PAPI

1300′ ↑

3000′ RT

D

FGT 115.7

TERPS STRAIGHT-IN LANDING RWY 12R

	ILS			LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 1042′ (200′)			MDA(H) 1240′ (398′)		C	
	FULL	TDZ/CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1360′ (518′) - 1
B						120	
C				RVR 35 or 3/4	RVR 60 or 1 1/4	140	1460′ (618′) - 1 3/4
D						165	1660′ (818′) - 2 3/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 12 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

1.1.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP MINNEAPOLIS, MINN

JEPPESEN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

30 DEC 16 Eff 5 Jan (11-3A)

ILS Rwy 12R CAT II & III

BRIEFING STRIP TM

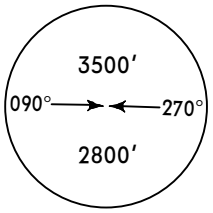
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwys 4/22, 12R/30L	Rwy 17/35	Rwy 12L/30R	North	South	West
135.35	126.95	126.7	123.67	123.95	121.8	121.9	127.92

LOC	Final	GS	CAT III	CAT II ILS	
IHKZ	Apch Crs	KINNS	Refer to Minimums	RA102′	Apt Elev 842′
110.3	121°	3000′ (2158′)		DA(H) 942′(100′)	TDZE 842′

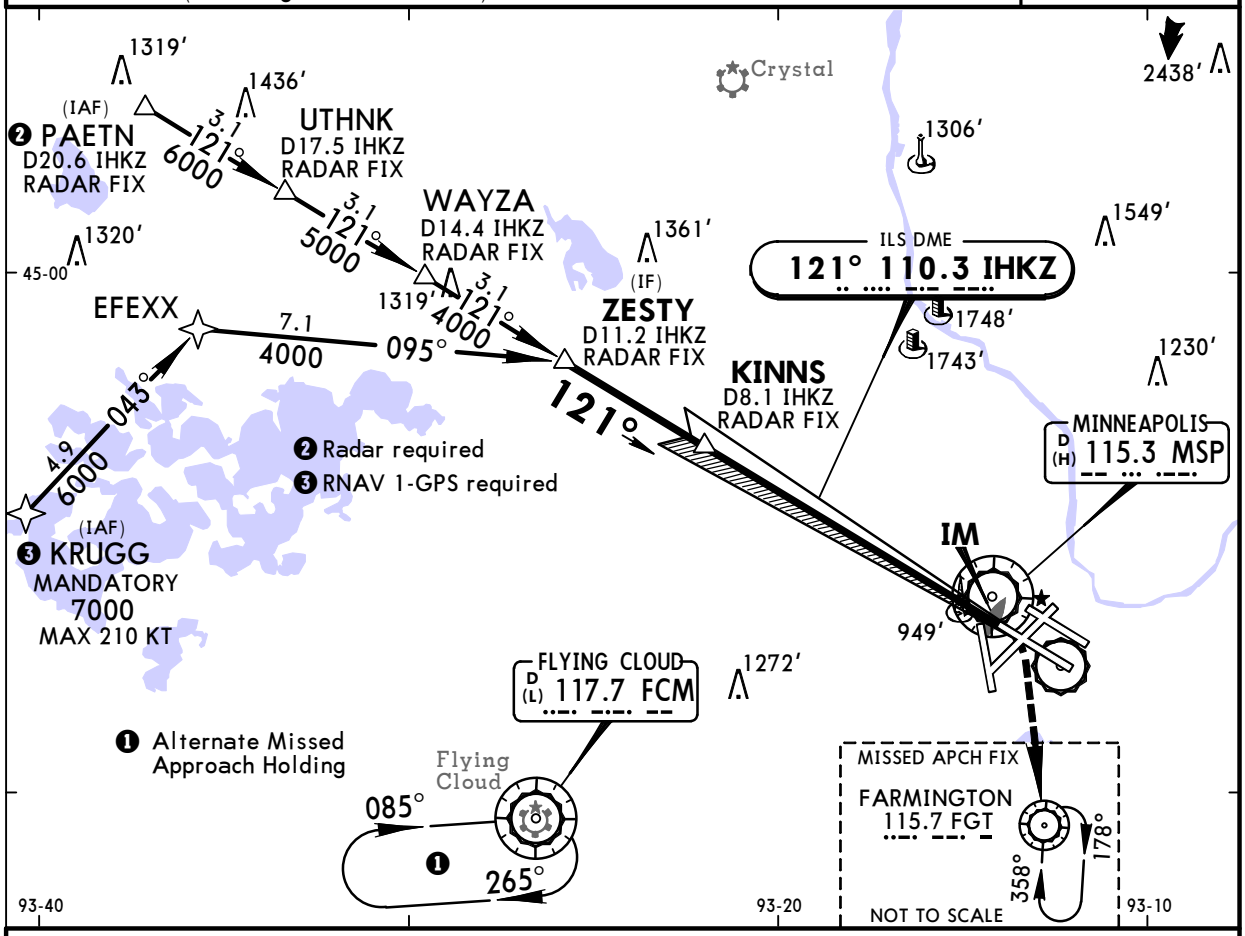
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold.

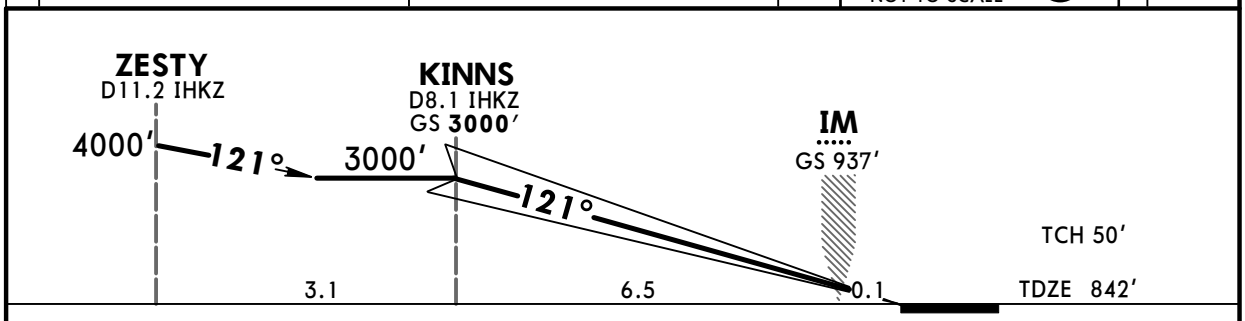
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 12L.4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 66′).



MSA MSP VOR





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

ALSF-II PAPI | 1300′ | 3000′ RT | D | FGT 115.7

TERPS STRAIGHT-IN LANDING RWY **12R**

CAT III ILS	CAT II ILS
	RA 102′ DA(H) **942′**(100′)
RVR 6	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 12 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

1.1.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KMSP/MSP MINNEAPOLIS, MINN

JEPPESEN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

30 DEC 16 **Eff 5 Jan**

11-3B

ILS Rwy 12R SA CAT I

BRIEFING STRIP TM

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwys 4/22, 12R/30L	Rwy 17/35	Rwy 12L/30R	North	South	West
135.35	126.95	126.7	123.67	123.95	121.8	121.9	127.92

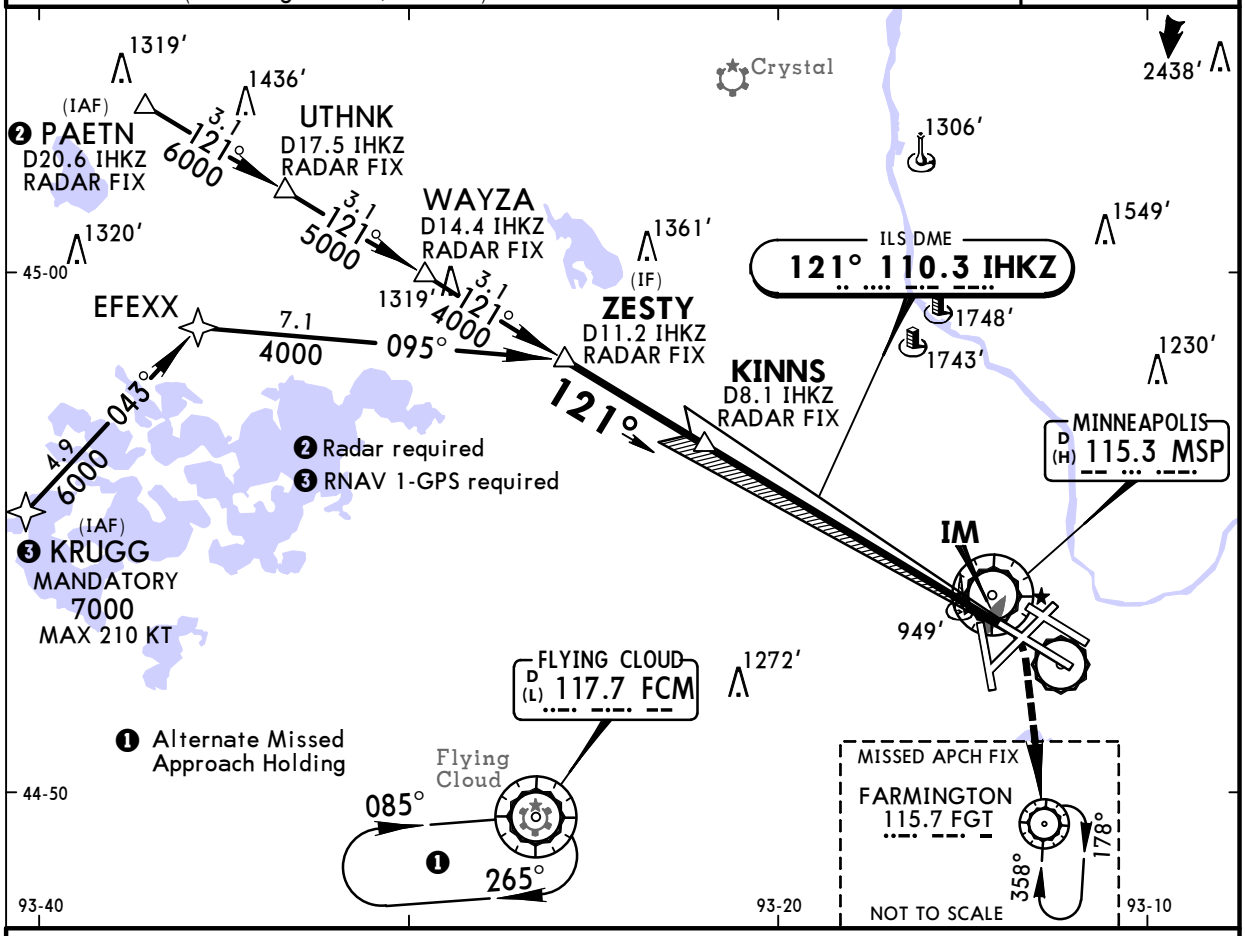
LOC IHKZ	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 842′
110.3	**121°**	**KINNS** **3000′** (2158′)	**RA 168′** DA(H) 992′(150′)	TDZE 842′

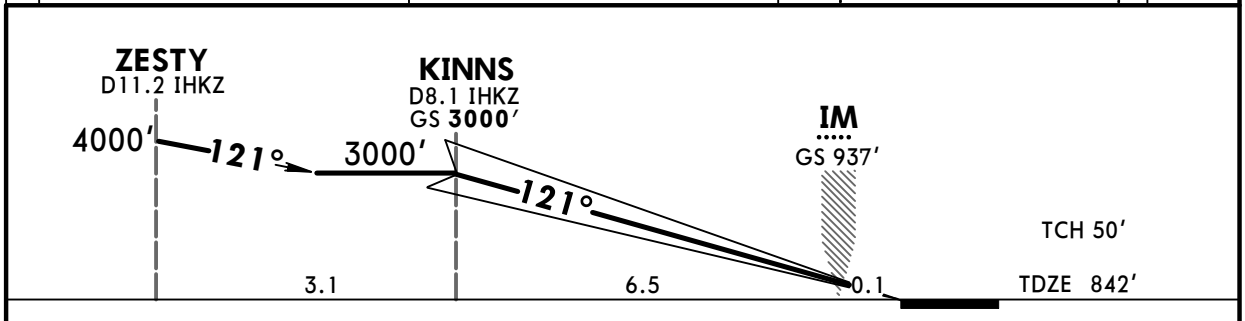
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 12L.4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 66′).

3500′
090° 270°
2800′
MSA MSP VOR





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

ALSF-II PAPI | 1300′ | 3000′ RT | D | FGT 115.7

TERPS

STRAIGHT-IN LANDING RWY **12R**

1 SA CAT I ILS

RA 168′

DA(H) **992′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 12 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

1.1.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 24 APR 15 (11-4)

MINNEAPOLIS, MINN
LOC Rwy 17

BRIEFING STRIP™

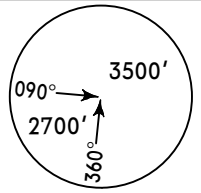
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	119.3	123.67	126.7	123.95	121.8	121.9	127.92

LOC ITJZ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 842′
110.95	170°	CHETZ 2800′(1960′)	1220′(380′) (CONDITIONAL)	TDZE 840′

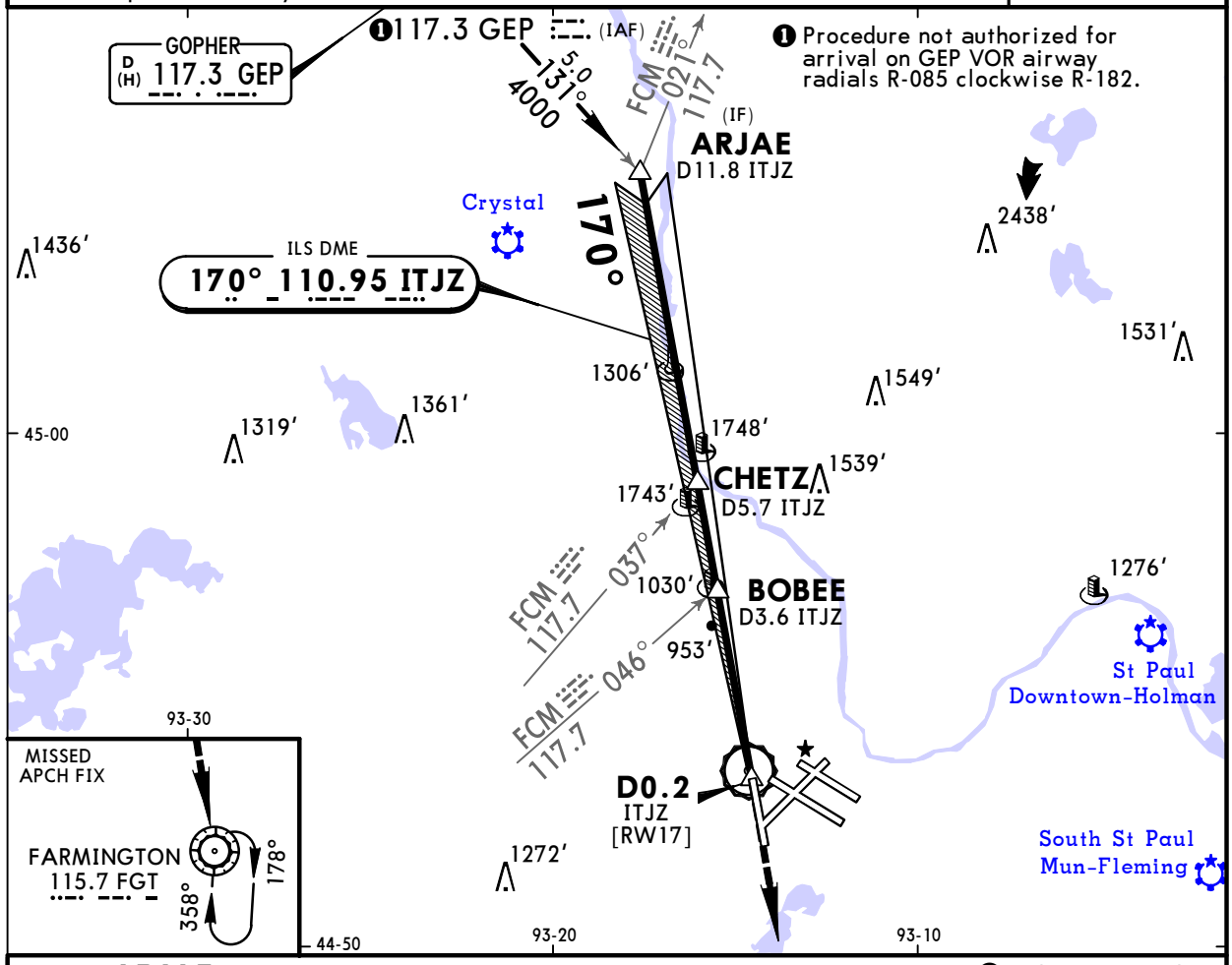
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold.

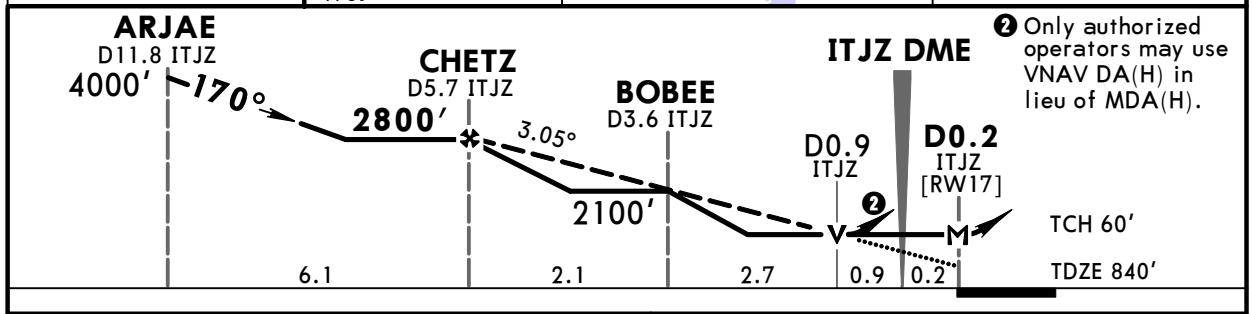
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Helicopters visibility reduction below RVR 40 not authorized.



MSA GEP VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.05°	378	486	540	648	755	863
MAP at D0.2 ITJZ or CHETZ to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

REIL
PAPI-R

1300′

3000′ RT

D

FGT 115.7

TERPS STRAIGHT-IN LANDING RWY 17

	MDA(H) 1220′(380′) 1 With BOBEE	MDA(H) 2100′(1260′) Without BOBEE
A	RVR 55 or 1	RVR 60 or 1¼
B		1½
C		3
D		

CIRCLE-TO-LAND

C	1 With BOBEE	Without BOBEE
Max Kts	MDA(H)	MDA(H)
90	1360′(518′)-1	2100′(1258′)-1¼
120		2100′(1258′)-1½
140	1460′(618′)-1¾	2100′(1258′)-3
165	1660′(818′)-2¾	

1 Dual VOR receivers or DME required

TERPS AMEND 1B 30 APR 2015

CHANGES: TDZE, circling minimums.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

1.1.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN

24 APR 15 (11-5)

MINNEAPOLIS, MINN
LOC Rwy 22

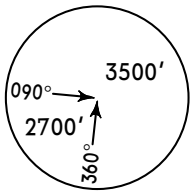
BRIEFING STRIP™

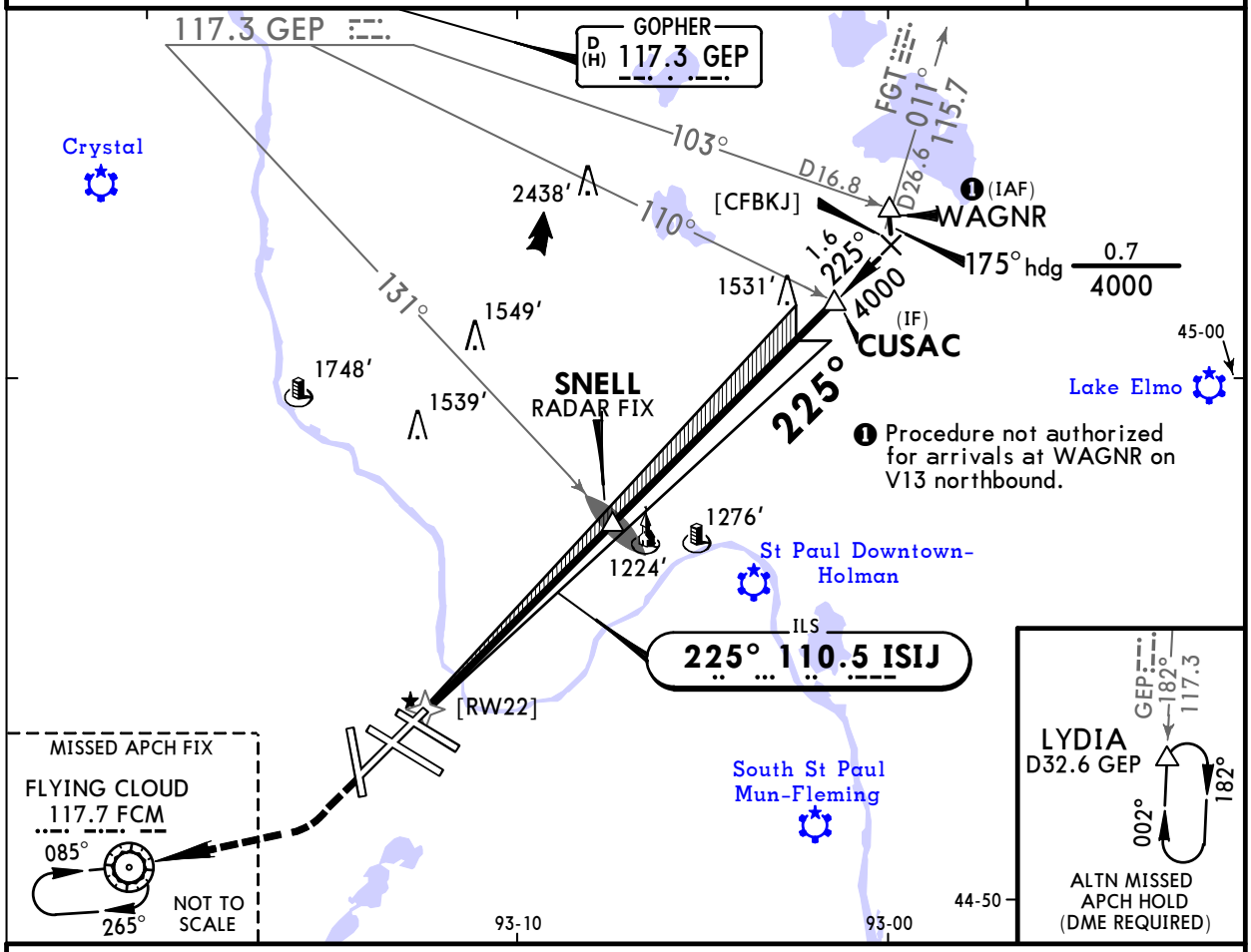
D-ATIS	MINNEAPOLIS Approach (R)		MINNEAPOLIS Tower			Ground		
			Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	North	South	West
135.35	119.3	126.95	126.7	123.95	123.67	121.8	121.9	127.92

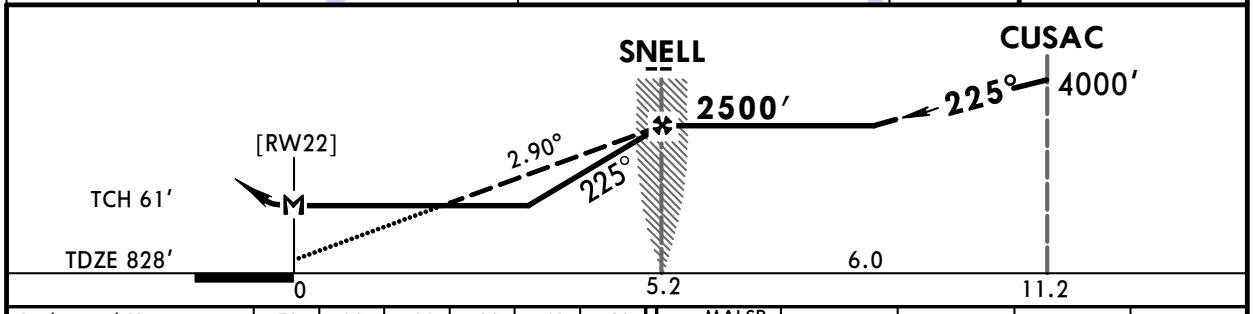
LOC ISIJ	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 842′
110.5	225°	SNELL 2500′ (1672′)	1420′ (592′)	TDZE 828′

MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3000′ direct FCM VOR and hold, or as directed by ATC.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′







Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.90°	359	462	513	616	718	821
SNELL to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

2000′ | 3000′ RT | D | FCM 117.7

TERPS STRAIGHT-IN LANDING RWY22

MDA(H) 1420′ (592′)

	RAIL out		ALS out
A	RVR 40 or ¾		RVR 50 or 1
B			
C	1¼	1⅜	1¾
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (578′) -1
120	
140	1460′ (618′) -1¾
165	1660′ (818′) -2¾

TERPS AMEND 1B 30 APR 2015

CHANGES: TDZE, circling minimums, note deleted.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

1.1.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

30 DEC 16
Eff 5 Jan
11-6

MINNEAPOLIS, MINN
ILS or LOC Rwy 30L

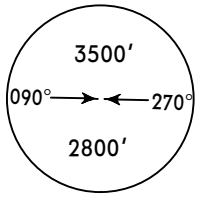
BRIEFING STRIP™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	North	South	West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

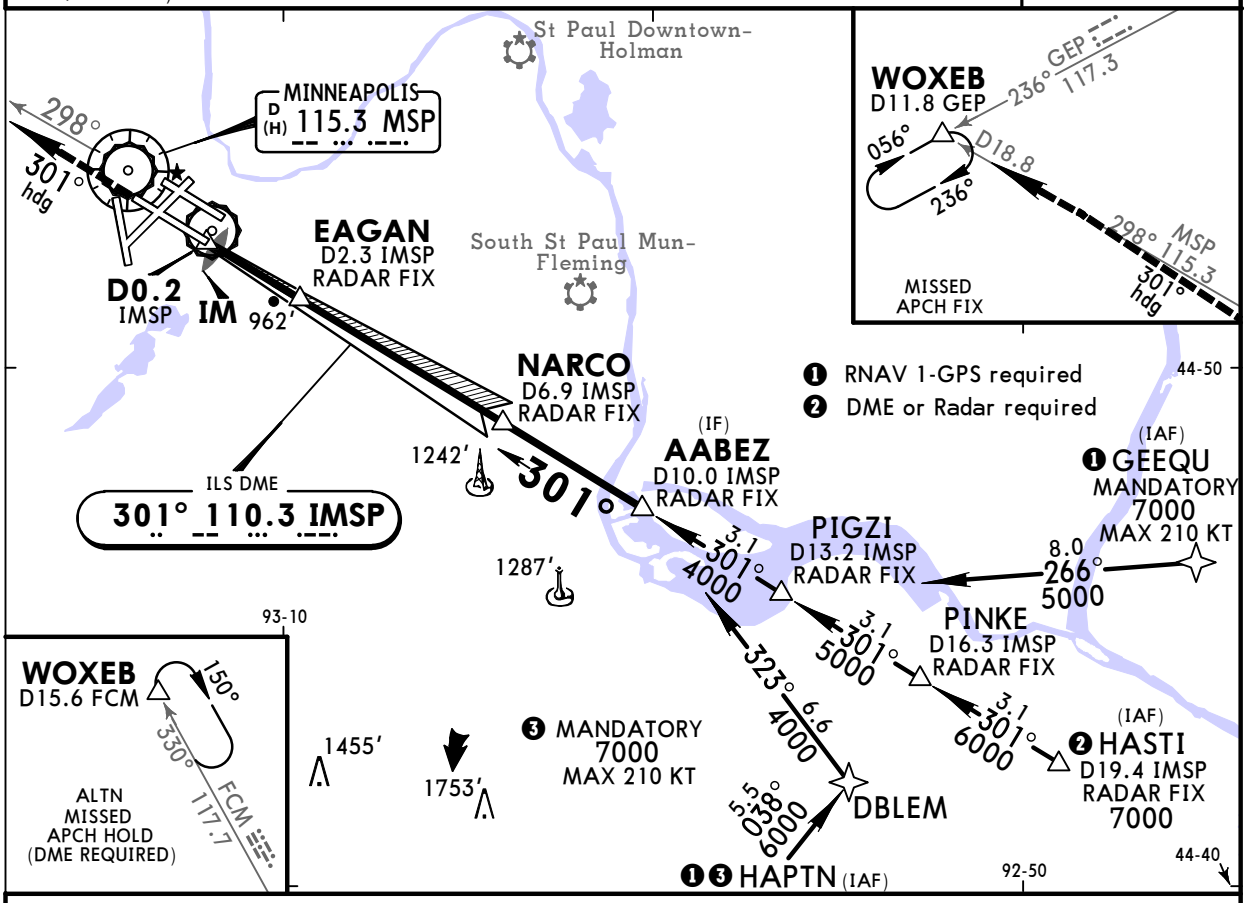
LOC IMSP	Final Apch Crs	GS NARCO	ILS DA(H)	Apt Elev 842'
110.3	301°	3000'(2177')	1023'(200')	TDZE 823'

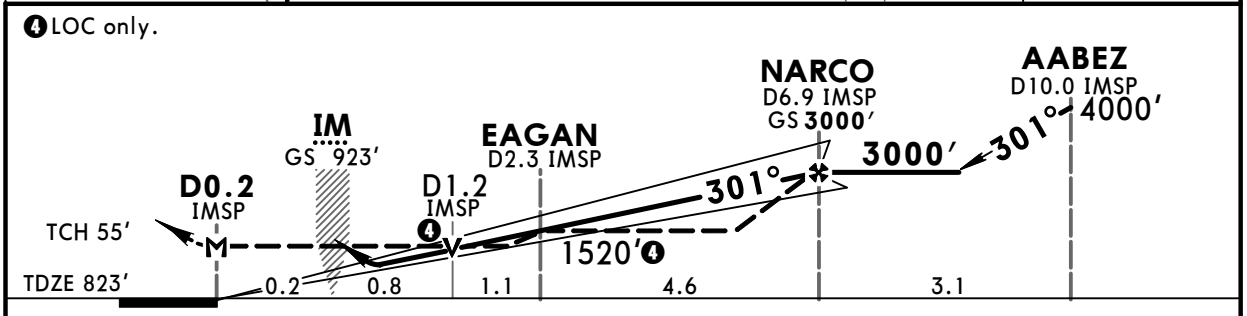
MISSED APCH: Climb to 1300', then climb to 3000' on heading 301° and outbound on MSP VOR R-298 to WOXEB INT/D11.8 GEP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approaches authorized with Rwy 30R and ILS V Rwy 35 (CONVERGING). 3. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 78').



MSA MSP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IMSP or NARCO to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31

ALSF-II
PAPI

1300' | 3000' on 301° hdg and MSP 115.3 R-298

TERPS STRAIGHT-IN LANDING RWY30L

	ILS DA(H) 1023'(200')			LOC (GS out) MDA(H) 1220'(397')	
	FULL	TDZ/CL out	ALS out		ALS out
A	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 35 or 3/4	RVR 60 or 1 1/4
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360'(518') - 1
120	
140	1460'(618') - 1 3/4
165	1660'(818') - 2 3/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 47 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

1.1.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN

30 DEC 16
Eff 5 Jan

11-6A

MINNEAPOLIS, MINN
ILS Rwy 30L CAT II

BRIEFING STRIP ™

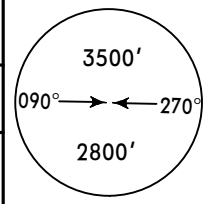
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	North	South	West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

LOC IMSP	Final Apch Crs	GS	CAT II ILS	Apt Elev 842′
110.3	301°	NARCO 3000′(2177′)	RA NOT AUTH DA(H) 923′(100′)	TDZE 823′

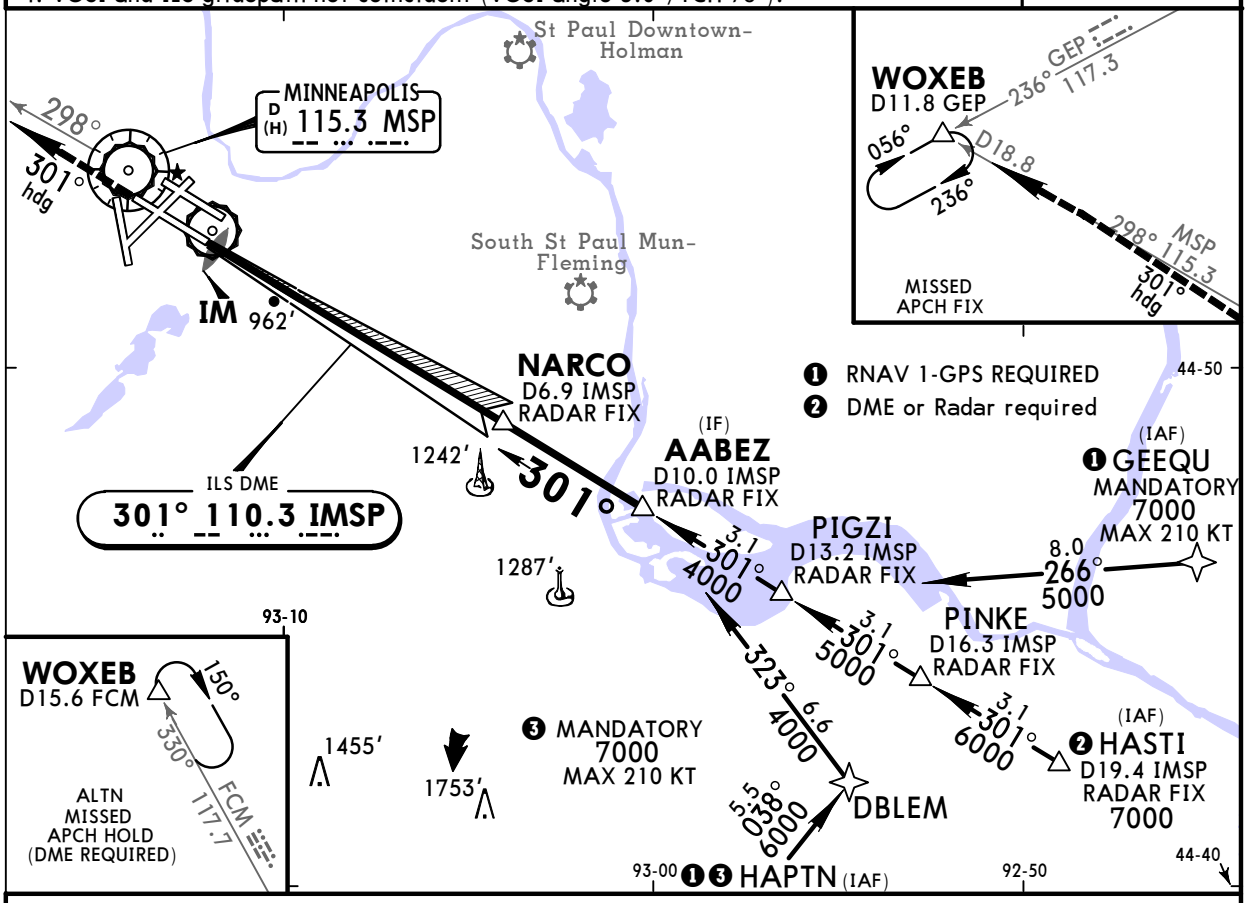
MISSED APCH: Climb to 1300′, then climb to 3000′ on heading 301° and outbound on MSP VOR R-298 to WOXEB INT/D11.8 GEP and hold.

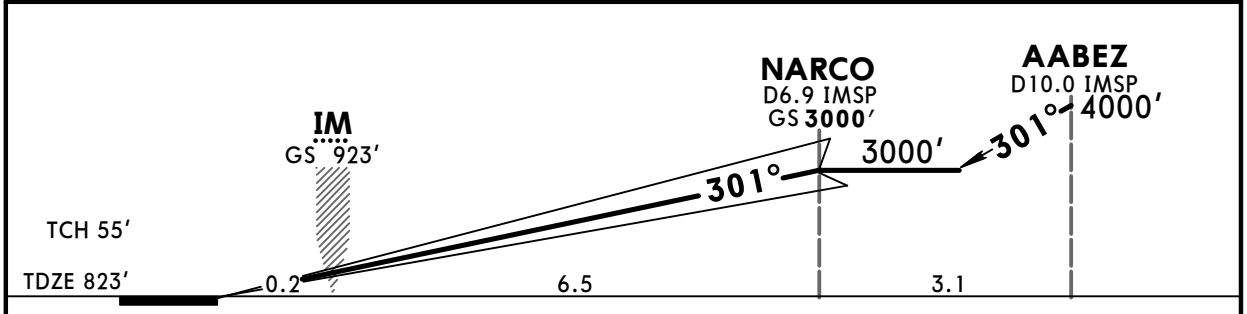
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or Radar Required.
3. Simultaneous approaches authorized with Rwy 30R and ILS V Rwy 35 (CONVERGING).
4. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 78′).



MSA MSP VOR





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

ALSF-II
PAPI

1300′ | 3000′ on 301° hdg and MSP 115.3 R-298

TERPS

STRAIGHT-IN LANDING RWY30L

CAT II ILS

RA NOT AUTH

DA(H) **923′**(100′)

1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 47 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

1.1.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

30 DEC 16 **Eff 5 Jan** (11-7)

MINNEAPOLIS, MINN
ILS or LOC Rwy 30R

BRIEFING STRIP ™

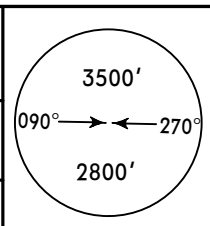
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 12L/30R	Rwys 4/22, 12R/30L	Rwy 17/35	North	South	West
135.35	119.3	123.95	126.7	123.67	121.8	121.9	127.92

LOC IINN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 842'
110.7	301°	JACKO 3000'(2178')	1072'(250')	TDZE 822'

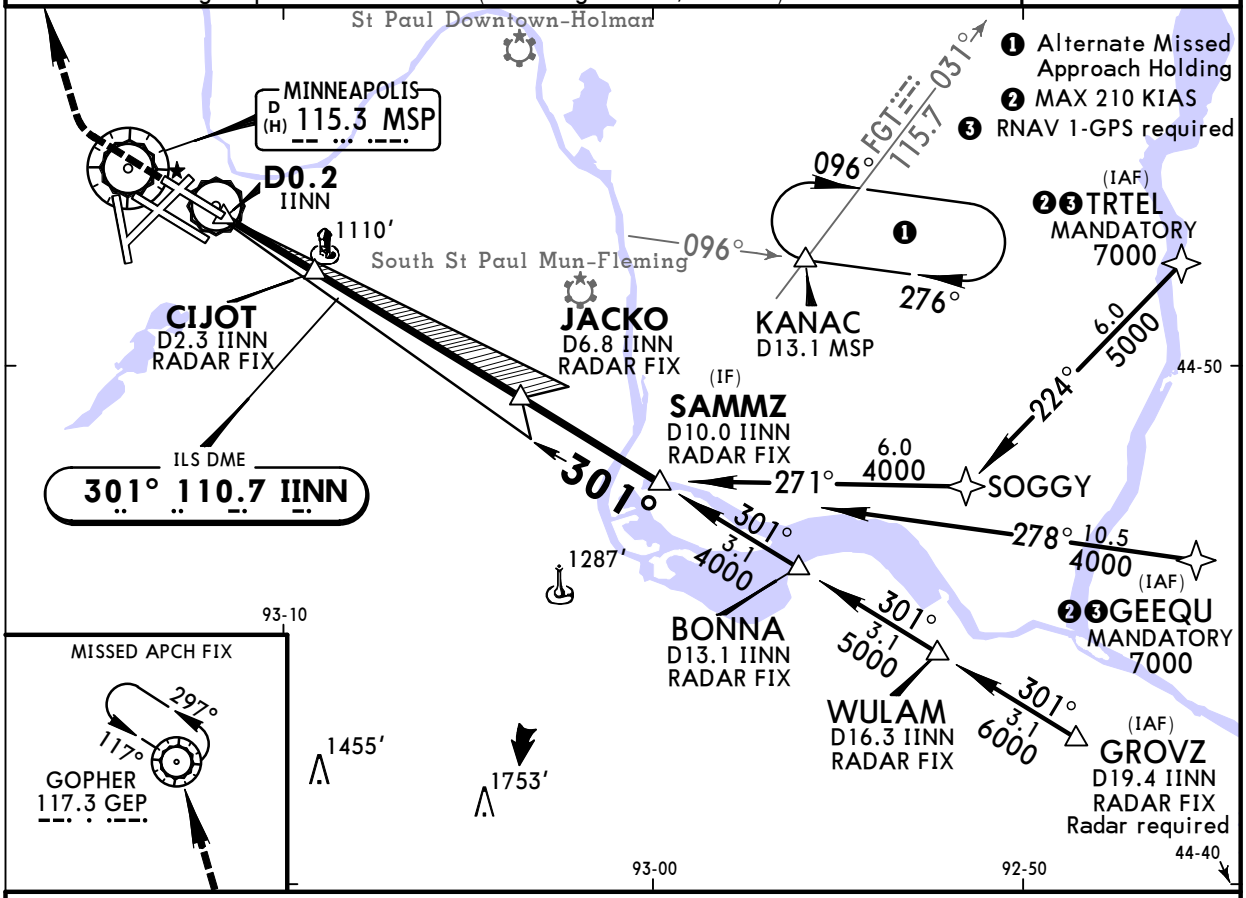
MISSED APCH: Climb to 1300', then climbing RIGHT turn to 3000' direct GEP VOR and hold.

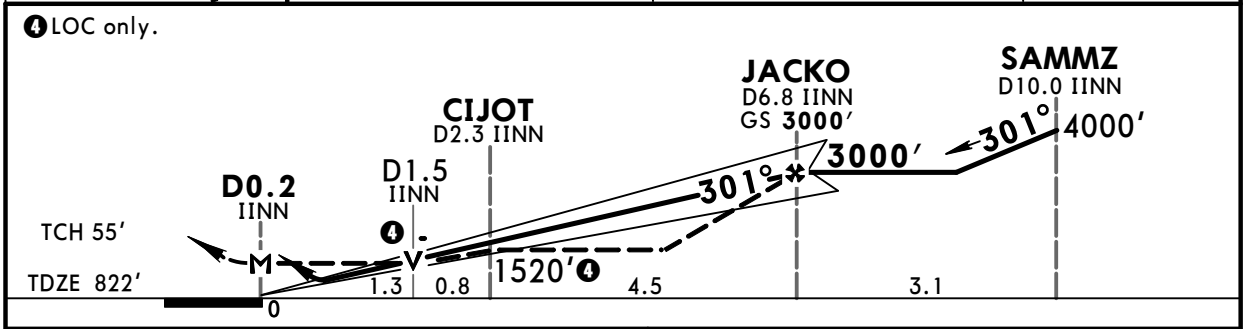
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **DME or Radar required.**
2. Simultaneous approaches authorized with Rwy 30L and ILS V Rwy 35 (CONVERGING).
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').



MSA MSP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IINN or JACKO to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31

MALSF PAPI | 1300' | 3000' RT | D | GEP 117.3

TERPS STRAIGHT-IN LANDING RWY 30R

	ILS		LOC (GS out)	
	DA(H) 1072'(250')		MDA(H) 1320'(498')	
	FULL	ALS out		ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1
B				
C			RVR 60 or 1¼	1½
D				1⅜

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360'(518') - 1
120	
140	1460'(618') - 1¾
165	1660'(818') - 2¾

TERPS AMEND 16 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 1998, 2016. ALL RIGHTS RESERVED.

1.1.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 30 DEC 16 **Eff 5 Jan** (11-8)

MINNEAPOLIS, MINN
ILS Z or LOC Rwy 35

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	118.725	123.67	126.7	123.95	121.8	121.9	127.92

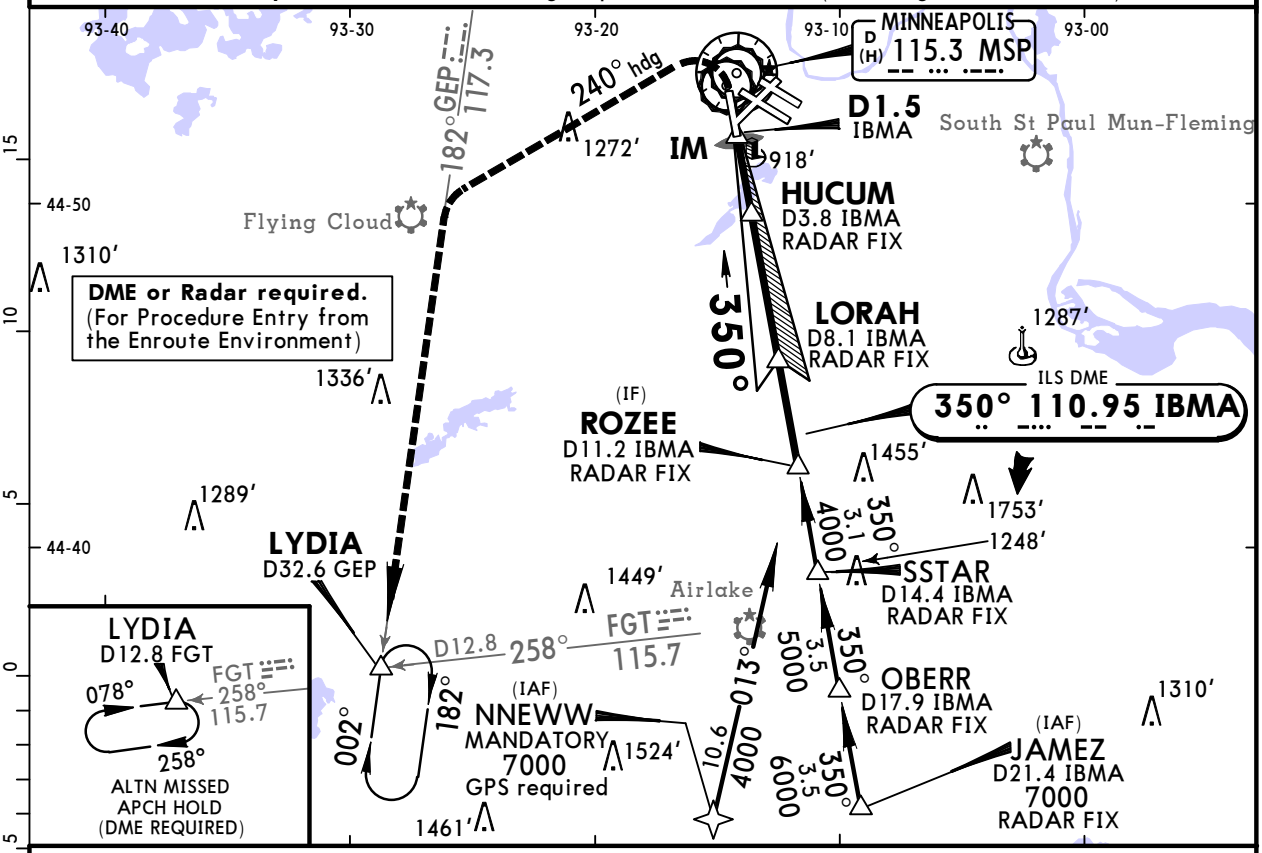
LOC IBMA	Final Apch Crs	GS	ILS	Apt Elev 842'
		LORAH	DA(H)	
110.95	**350°**	**3000'** (2166')	**1034'** (200')	TDZE 834'

MISSED APCH: Climb to 1600' then climbing LEFT turn to 3000' on heading 240°and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold.

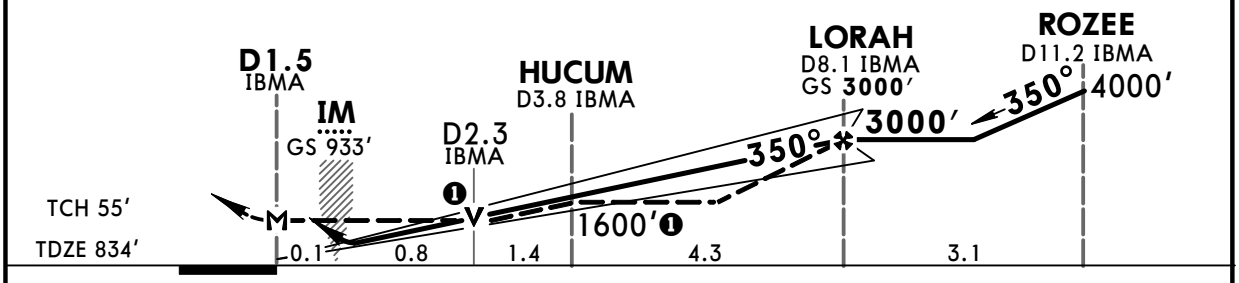
3500'
090° 270°
2800'
MSA MSP VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. DME or Radar required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').



❶ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IBMA or LORAH to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28

ALSF-II
PAPI

1600' | 3000' LT on | 240° hdg | GEP and 117.3 R-182

TERPS

STRAIGHT-IN LANDING RWY**35**

	ILS DA(H) 1034' (200')			LOC (GS out) MDA(H) 1180' (346')		CIRCLE-TO-LAND	
	FULL	TDZ/CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 18 or 1/2	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1360' (518') - 1
B						120	
C				RVR 30 or 5/8	RVR 55 or 1 1/4	140	1460' (618') - 1 3/4
D						165	1660' (818') - 2 3/4

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 5 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

1.1.53 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 30 DEC 16 (11-8A) Eff 5 Jan

MINNEAPOLIS, MINN
ILS Z Rwy 35
CAT II & III

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	118.725	123.67	126.7	123.95	121.8	121.9	127.92

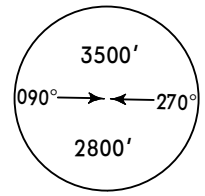
LOC IBMA	Final Apch Crs	GS	CAT III	CAT II ILS		
110.95	350°	LORAH 3000′ (2166′)	Refer to Minimums	RA 106′ DA(H) 944′(110′)	Apt Elev 842′	TDZE 834′

MISSED APCH: Climb to 1600′ then climbing LEFT turn to 3000′ on heading 240°and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold.

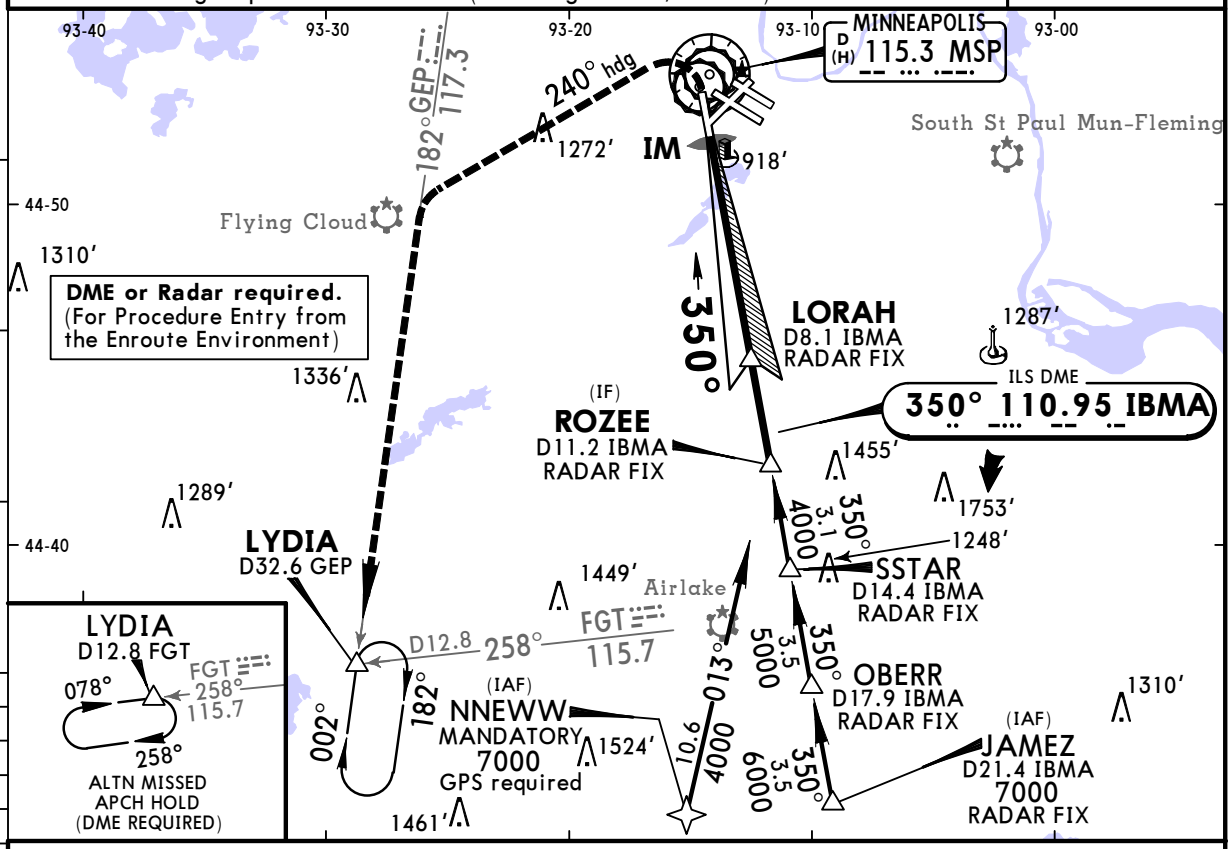
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

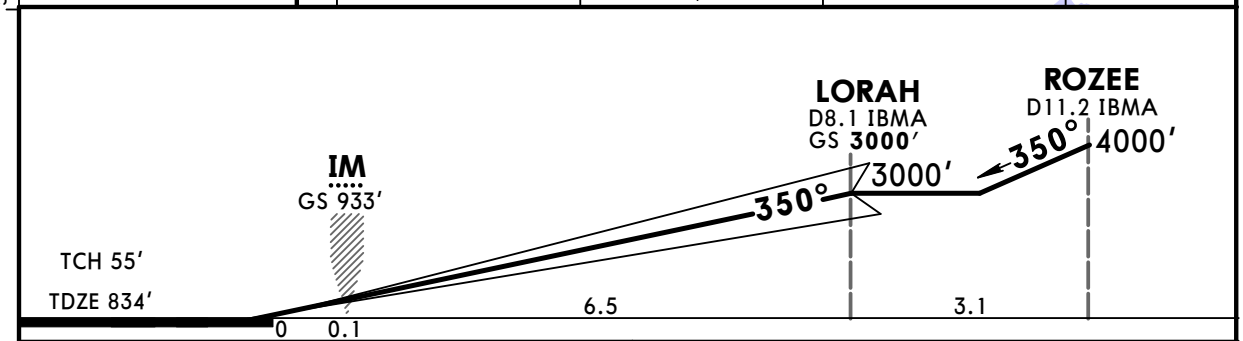
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.

3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71′).



MSA MSP VOR





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

ALSF-II PAPI

1600′

3000′ LT on 240° hdg and GEP 117.3 R-182

TERPS STRAIGHT-IN LANDING RWY **35**

CAT III ILS	CAT II ILS
	RA 106′ DA(H) 944′(110′)
RVR 6	RVR 12

TERPS AMEND 5 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

1.1.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

30 DEC 16 **Eff 5 Jan**

11-8B

MINNEAPOLIS, MINN
ILS Z Rwy 35 SA CAT I

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	118.725	123.67	126.7	123.95	121.8	121.9	127.92

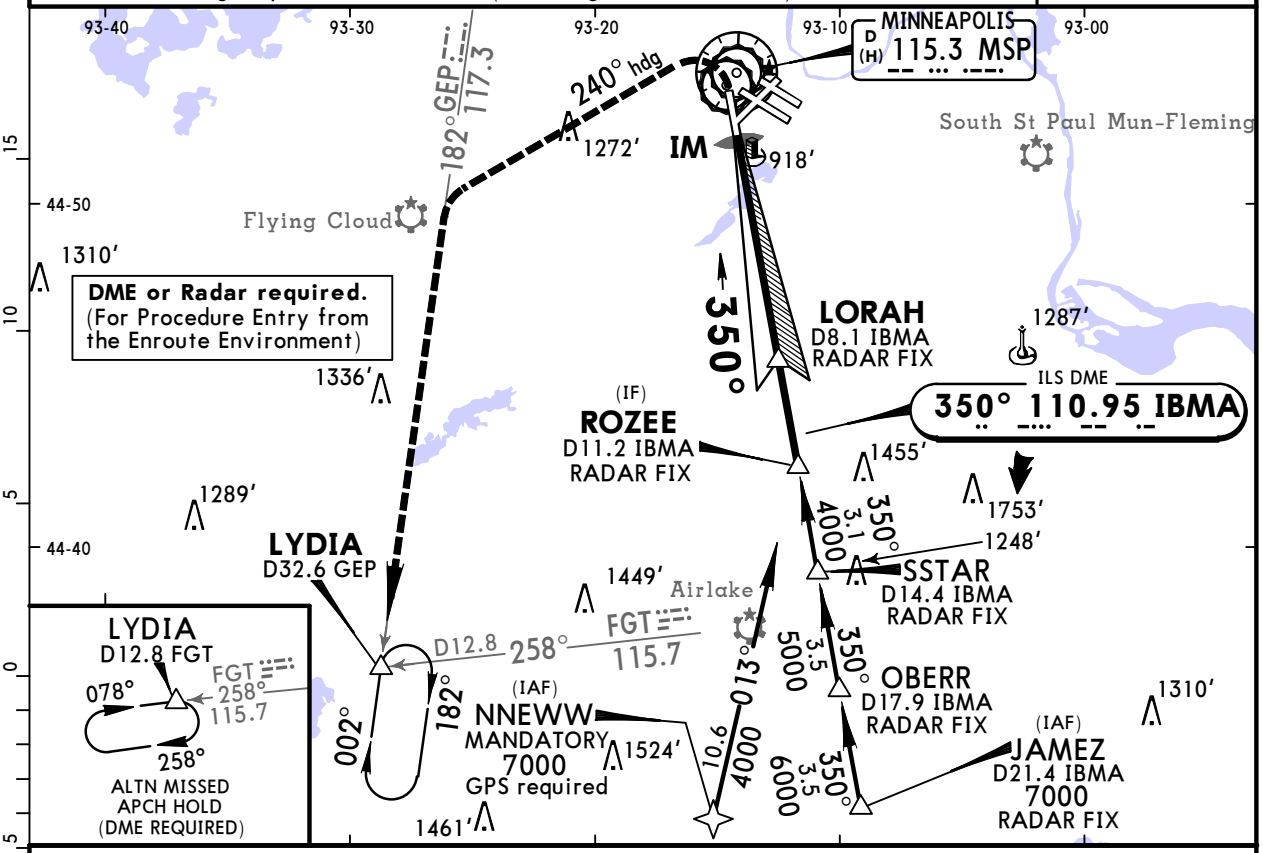
LOC IBMA	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 842′
110.95	**350°**	**LORAH** **3000′** (2166′)	**RA 157′** DA(H) 984′(150′)	TDZE 834′

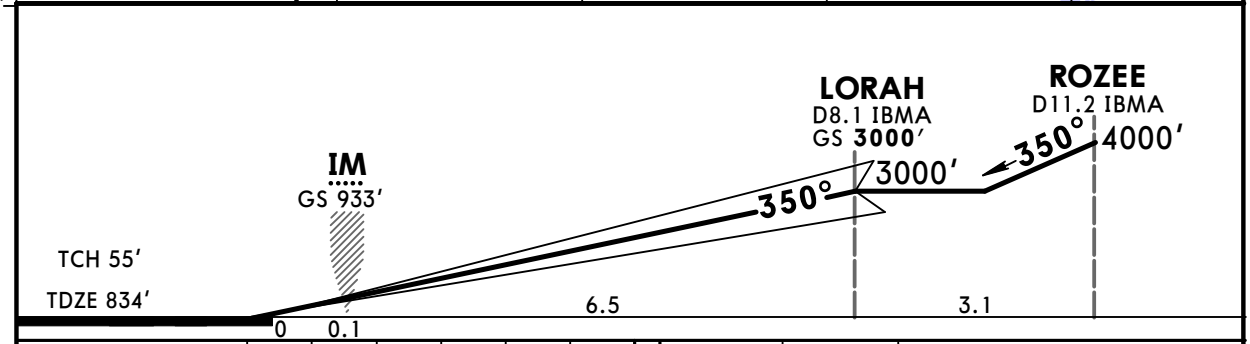
MISSED APCH: Climb to 1600′ then climbing LEFT turn to 3000′ on heading 240°and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold.

3500′
090° 270°
2800′
MSA MSP VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71′).





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

ALSF-II PAPI

1600′

3000′ LT on 240° hdg and GEP 117.3 R-182

TERPS

STRAIGHT-IN LANDING RWY **35**

1 SA CAT I ILS
RA 157′
DA(H) **984′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 5 5 JAN 2017

CHANGES: Procedure.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

1.1.55 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
30 DEC 16 (11-9) Eff 5 Jan

MINNEAPOLIS, MINN
ILS V Rwy 35
(CONVERGING)

BRIEFING STRIP ™

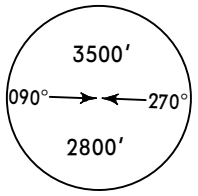
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	118.725	123.67	126.7	123.95	121.8	121.9	127.92

LOC IBMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 842′
110.95	350°	LORAH 3000′ (2166′)	1684′ (850′)	TDZE 834′

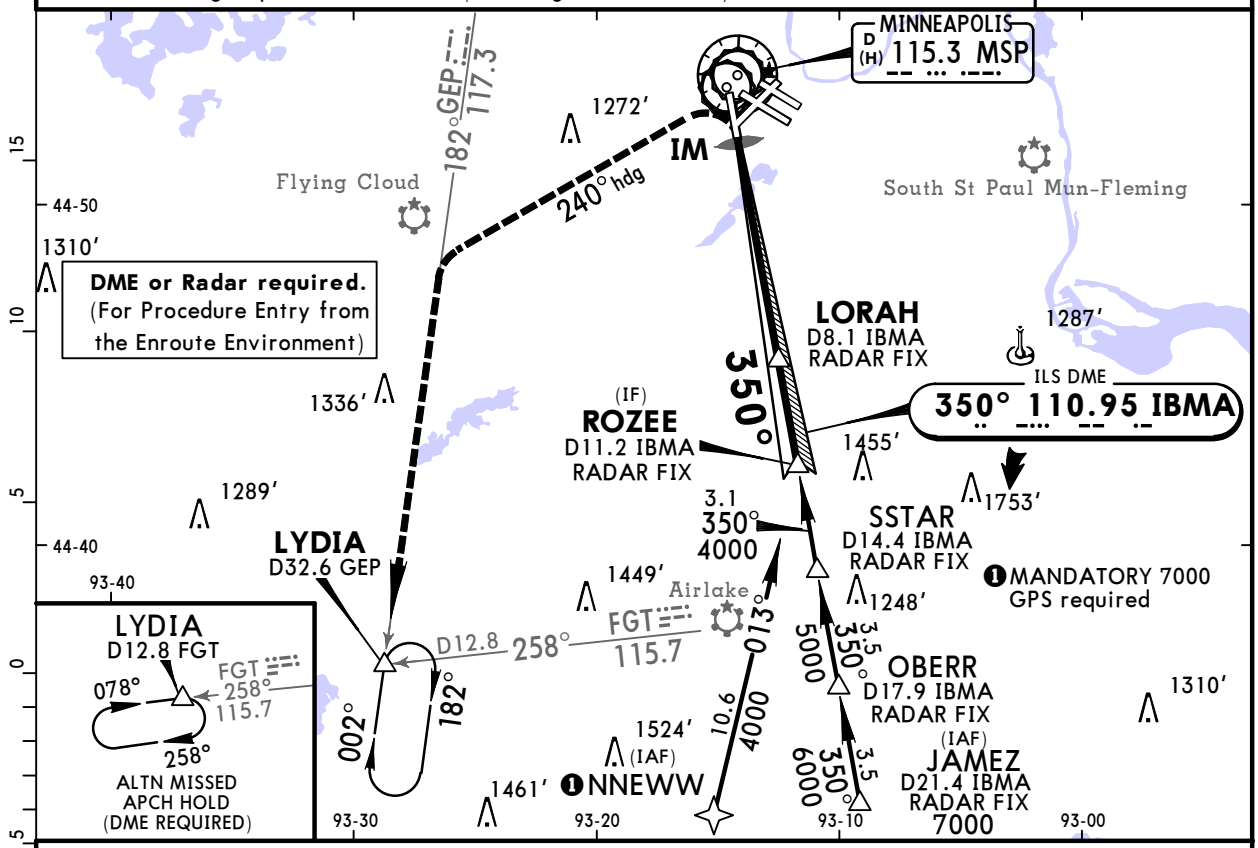
MISSED APCH: Climbing LEFT turn to 3000′ on heading 240° and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold.

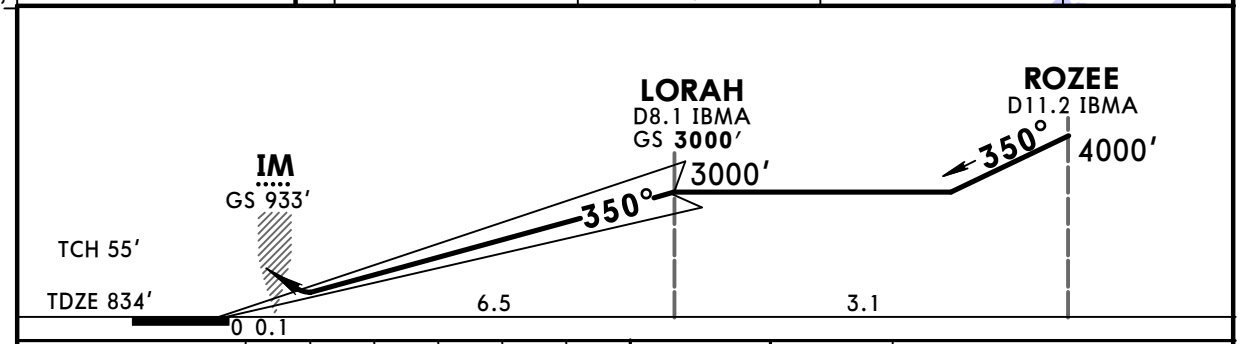
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized. 2. No autoland on ILS V Rwy 35 (Converging).
3. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 71′).



MSA MSP VOR





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

ALSF-II
PAPI

3000′ LT on 240° hdg and GEP 117.3 R-182

TERPS

STRAIGHT-IN LANDING RWY **35**

ILS

DA(H) **1684′** (850′)

FULL	TDZ or CL out	ALS out

TERPS AMEND 5 5 JAN 2017

A
B
C
D

CHANGES: Procedure.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

1.1.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN
3 NOV 17 (12-1) Eff 9 Nov

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 4

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)		MINNEAPOLIS Tower		Ground		
			Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	119.3	126.95	126.7	123.95	121.8	121.9	127.92

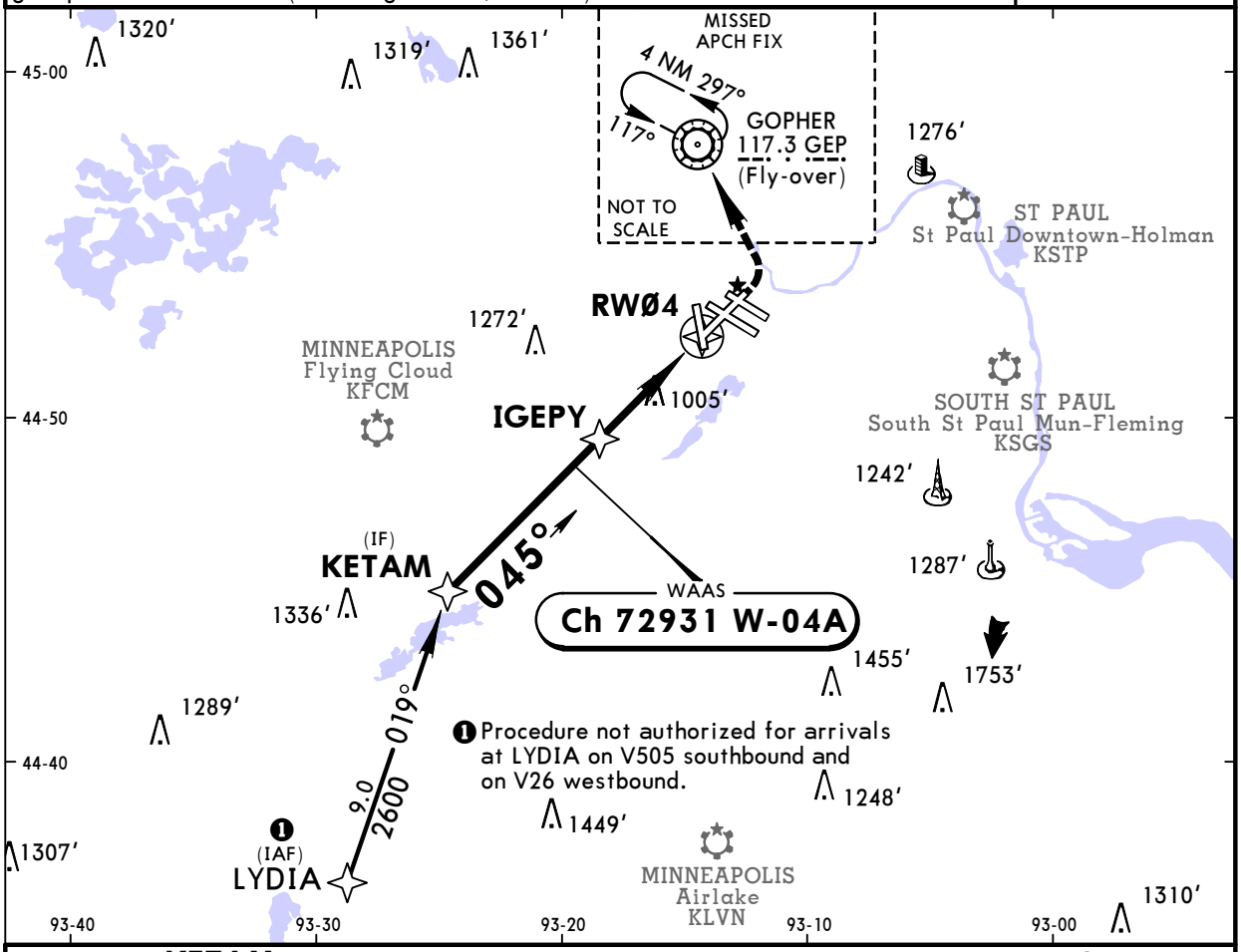
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 842′
Ch 72931 W-04A	**045°**	**IGEPY 2300′** (1468′)	**1032′** (200′)	TDZE 832′

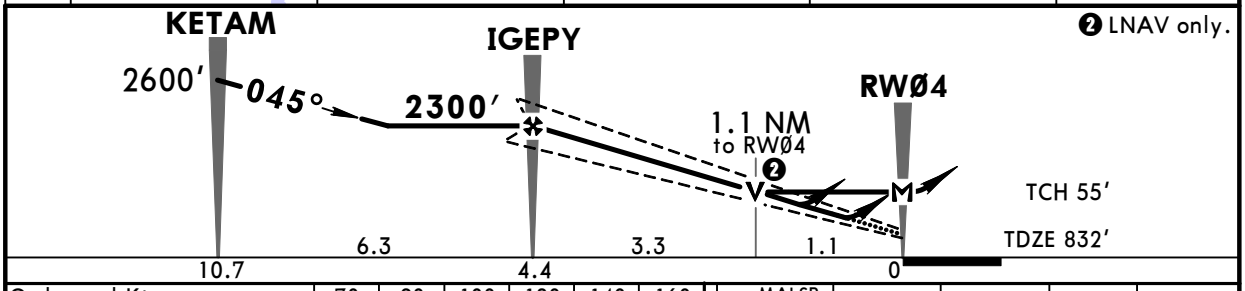
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3000′ direct GEP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (-4°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 76′).

3500
MSA RWØ4





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ4							

MALSR
PAPI
1300′
3000′
LT
D
GEP
117.3

TERPS

STRAIGHT-IN LANDING RWY 4

	LPV DA(H) 1032′ (200′)		LNAV/VNAV DA(H) 1279′ (447′)		LNAV MDA(H) 1260′ (428′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/4
D					RVR 45 or 7/8	1 3/8

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (518′) - 1
120	
140	1460′ (618′) - 1 3/4
165	1660′ (818′) - 2 3/4

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2C 9 NOV 2017

CHANGES: Minimums, notes.

© JEPPESEN, 2001, 2017. ALL RIGHTS RESERVED.

1.1.57 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

3 NOV 17
Eff 9 Nov

(12-2)

MINNEAPOLIS, MINN
RNAV (GPS) Z Rwy 12L

BRIEFING STRIP™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower		Ground		
		Rwy 12L/30R	Rwys 4/22, 12R/30L	North	South	West
135.35	119.3	123.95	126.7	121.8	121.9	127.92

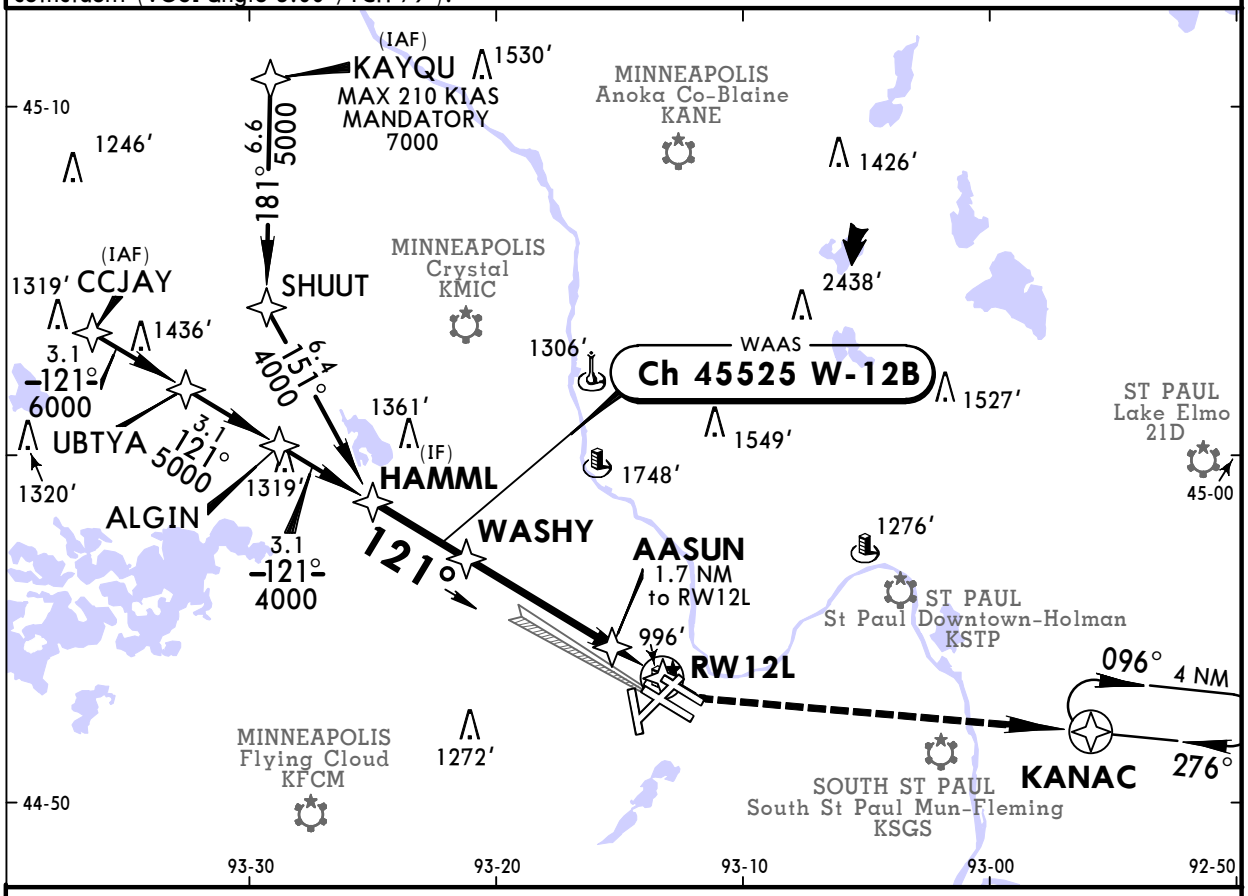
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 842'
Ch 45525 W-12B	**121°**	**WASHY** **3000'**(2159')	**1041'**(200')	TDZE 841'

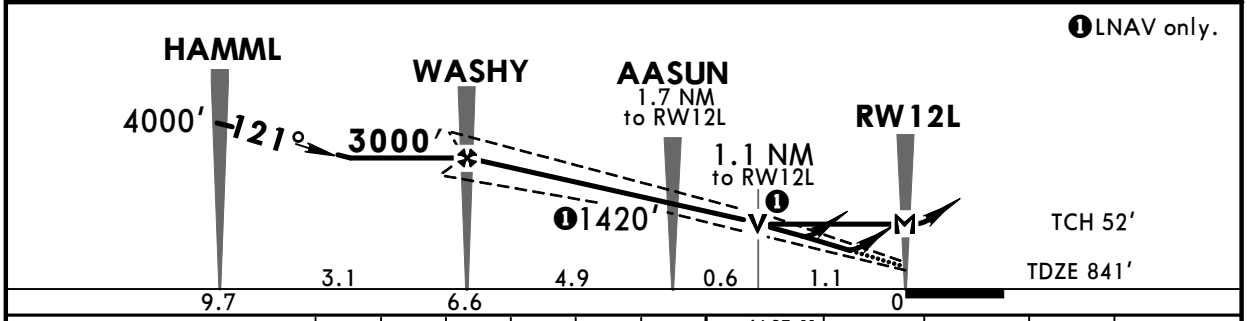
MISSED APCH: Climb to 1300', then climbing LEFT turn to 3000' direct KANAC and hold.

3500
MSA RW12L

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 54°C (130°F). 2. Simultaneous approach authorized with Rwy 12R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 79').





Gnd speed-Kts		70	90	100	120	140	160	ALSF-II PAPI	1300'	3000' LT	KANAC
Glide Path Angle	3.00°	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW12L											

TERPS STRAIGHT-IN LANDING RWY **12L**

	LPV DA(H) 1041'(200')			LNAV/VNAV DA(H) 1211'(370')		LNAV MDA(H) 1260'(419')	
		TDZ/CL out	ALS out		ALS out		ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 50 or 1
B							
C						RVR 40 or 3/4	RVR 60 or 1 1/4
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360'(518') - 1
120	
140	1460'(618') - 1 3/4
165	1660'(818') - 2 3/4

TERPS AMEND 5A 17 AUG 2017

CHANGES: None.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

1.1.58 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN 20 OCT 17 (12-3)

MINNEAPOLIS, MINN
RNAV (GPS) Z Rwy 12R

BRIEFING STRIP™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	MINNEAPOLIS Tower Rwy 12L/30R	Ground North	Ground South	Ground West
135.35	126.95	126.7	123.95	121.8	121.9	127.92

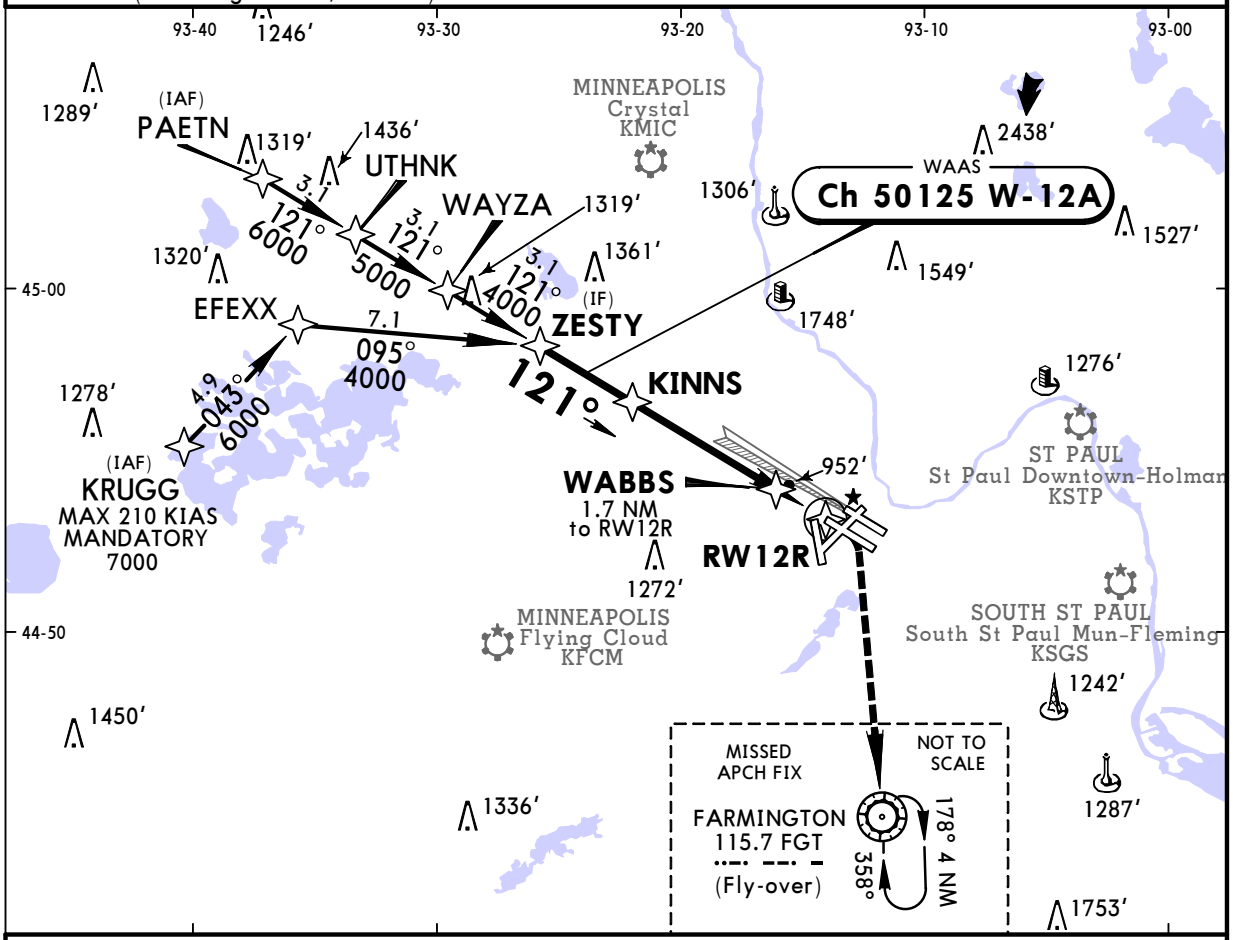
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 50125 W-12A	121°	KINNS 3000′ (2158′)	1042′ (200′)	Apt Elev 842′ TDZE 842′

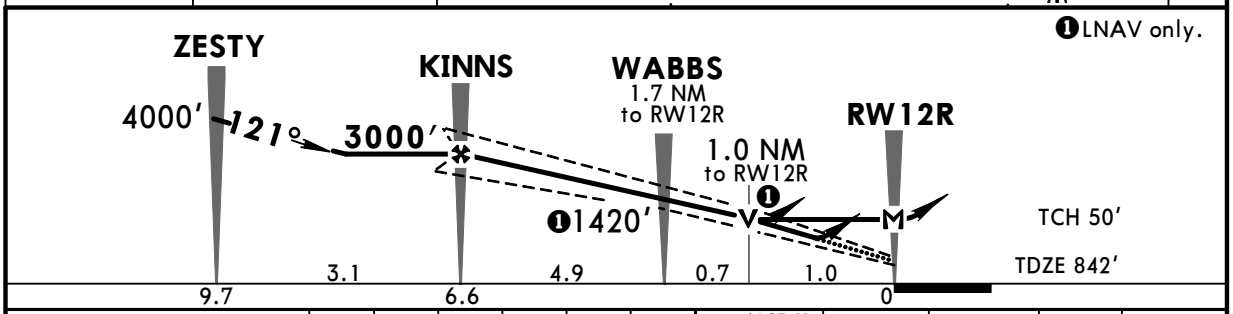
MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3000′ direct FGT VOR and hold.

3500
MSA RW12R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 54°C (130°F). 2. Simultaneous approach authorized with Rwy 12L. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66′).





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW12R						

ALSF-II
PAPI
1300′
3000′ RT
D
FGT 115.7

TERPS AMEND 4A 12 OCT 2017

TERPS STRAIGHT-IN LANDING RWY **12R**

	LPV DA(H) 1042′ (200′) TDZ/CL out	LPV DA(H) 1042′ (200′) ALS out	LNAV/VNAV DA(H) 1211′ (369′)	LNAV/VNAV DA(H) 1211′ (369′) ALS out	LNAV MDA(H) 1220′ (378′)	LNAV MDA(H) 1220′ (378′) ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B						
C				RVR 60 or 1 1/4	RVR 35 or 3/4	RVR 55 or 1 1/4
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (518′) -1
120	
140	1460′ (618′) -1 3/4
165	1660′ (818′) -2 3/4

CHANGES: LPV minimums.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

1.1.59 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 20 OCT 17 (12-4)

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 22

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower		Ground		
		Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	119.3	126.7	123.95	121.8	121.9	127.92

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 842′
Ch 60927 W-22A	225°	JALUN 2600′ (1772′)	1190′ (362′)	TDZE 828′

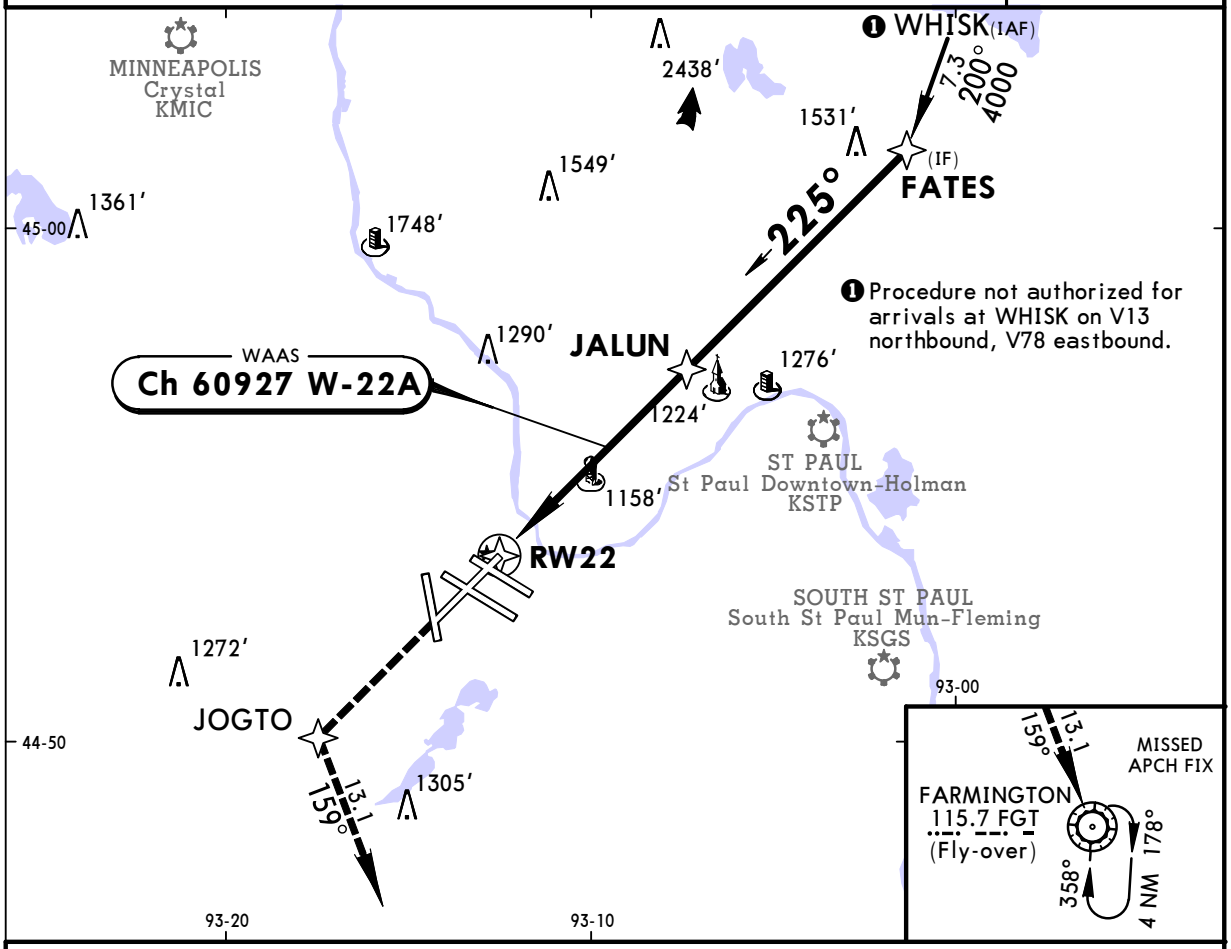
MISSED APCH: Climb to 3000′ direct JOGTO and on track 159° to FGT VOR and hold.

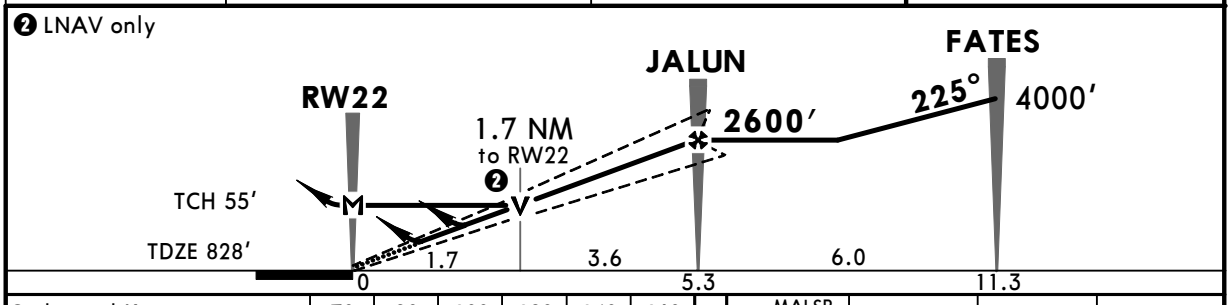
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident.

3500

MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW22						

MALSR
PAPI
3000′
JOGTO

TERPS STRAIGHT-IN LANDING RWY 22

	LPV DA(H) 1190′ (362′)		LNAV/VNAV DA(H) 1227′ (399′)		LNAV MDA(H) 1420′ (592′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	RVR 40 or ¾	1⅛	RVR 45 or ⅞	1¼	RVR 40 or ¾	RVR 60 or 1¼
B						
C					1¼	1¾
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (578′) -1
120	
140	1460′ (618′) -1¾
165	1660′ (818′) -2¾

TERPS AMEND 1B 30 APR 2015

CHANGES: None.

© JEPPESEN, 2002, 2016. ALL RIGHTS RESERVED.

1.1.60 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 11 AUG 17 (12-5)

MINNEAPOLIS, MINN
RNAV (GPS) Z Rwy 30L

BRIEFING STRIP™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	Ground South	Ground West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

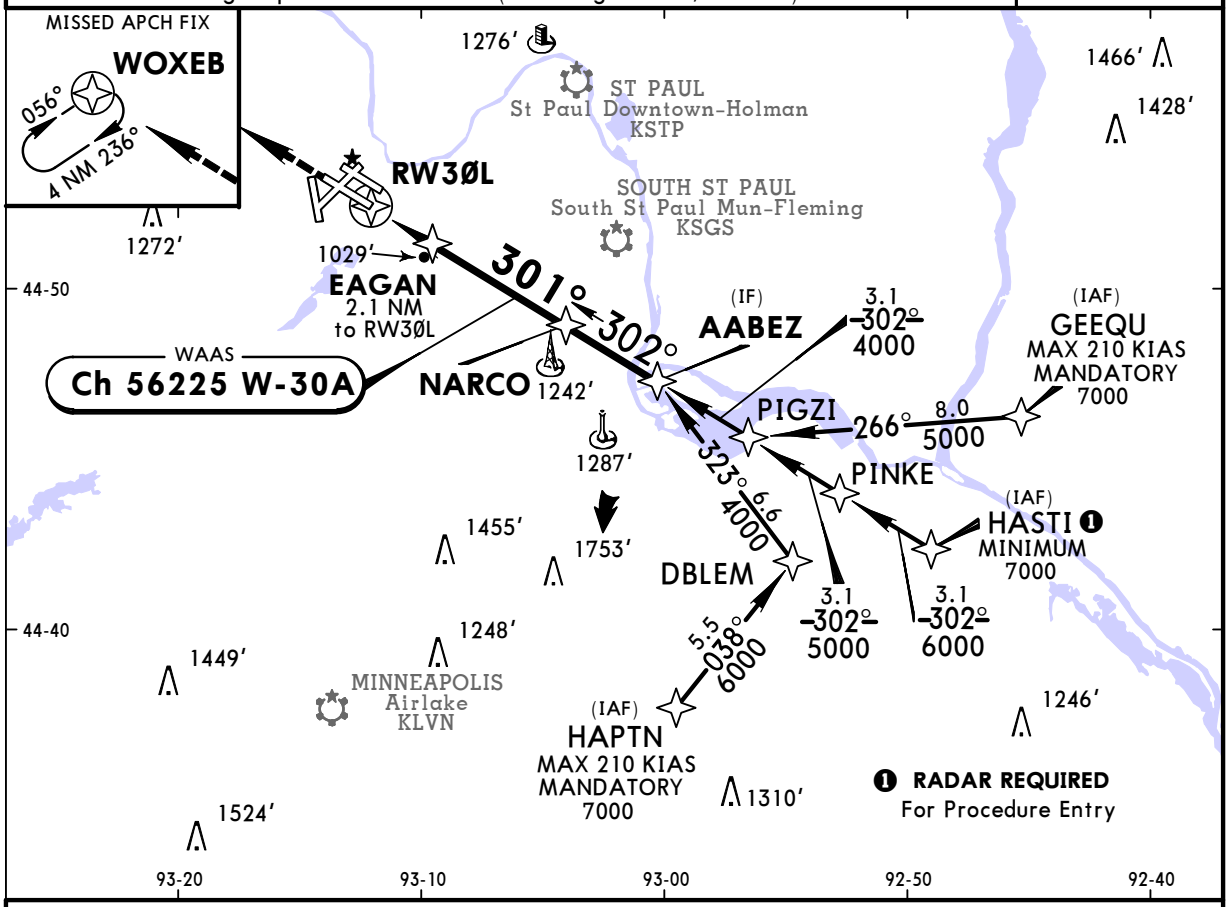
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 842'
Ch 56225 W-30A	301°	NARCO 3000'(2177')	1023'(200')	TDZE 823'

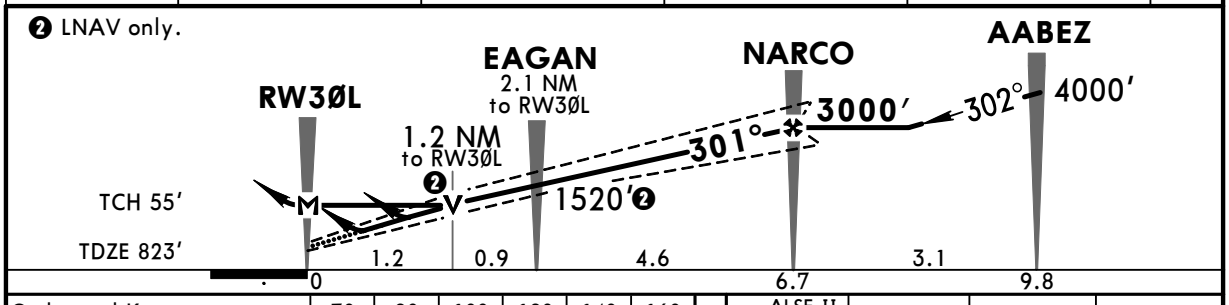
MISSED APCH: Climb to 3000' direct WOXEB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. Simultaneous approaches authorized with Rwy 30R and ILS V Rwy 35 (CONVERGING). 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 78').

3500
MSA RW30L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW30L						

ALSF-II PAPI 3000' D WOXEB

TERPS STRAIGHT-IN LANDING RWY **30L** CIRCLE-TO-LAND

	LPV DA(H) 1023'(200') TDZ/CL out	LPV ALS out	LNAV/VNAV DA(H) 1130'(307') ALS out	LNAV MDA(H) 1280'(457')	LNAV ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B							
C				RVR 45 or 7/8	1 3/8
D					

Max Kts	MDA(H)
90	1360'(518') - 1
120	
140	1460'(618') - 1 3/4
165	1660'(818') - 2 3/4

TERPS AMEND 5A 17 AUG 2017

CHANGES: LPV Visibilities.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

1.1.61 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN
11 AUG 17 (12-6)

MINNEAPOLIS, MINN
RNAV (GPS) Z Rwy 30R

BRIEFING STRIP™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 12L/30R	Rwys 4/22, 12R/30L	Rwy 17/35	North	South	West
135.35	119.3	123.95	126.7	123.67	121.8	121.9	127.92

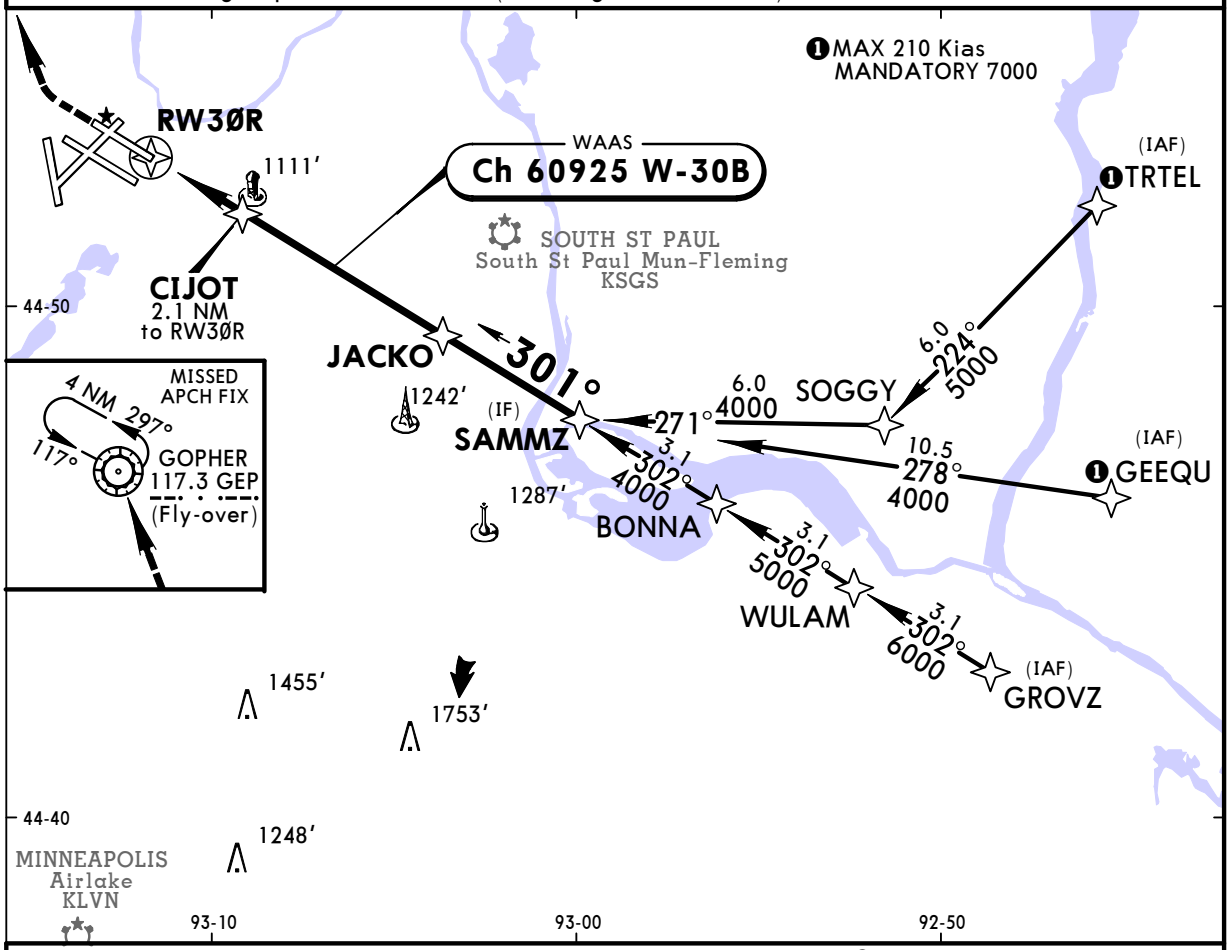
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 60925 W-30B	301°	JACKO 3000′ (2178′)	1072′ (250′)	Apt Elev 842′ TDZE 822′

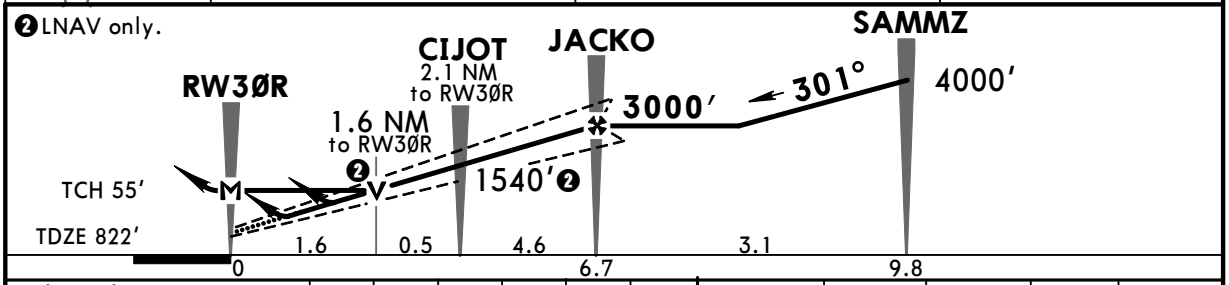
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct GEP VOR and hold.

3500
MSA RW30R

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. Simultaneous approaches authorized with Rwy 30L and ILS V Rwy 35 (CONVERGING). 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 71′).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW30R							

MALSF
PAPI

1300′ | 3000′ RT | D | GEP 117.3

TERPS AMEND 4 22 JUN 2017

TERPS — STRAIGHT-IN LANDING RWY **30R**

	LPV DA(H) 1072′ (250′)		LNAV/VNAV DA(H) 1316′ (494′)		LNAV MDA(H) 1400′ (578′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾		1⅜	1⅝	RVR 40 or ¾	RVR 50 or 1
B						
C					1⅜	1⅝
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1400′ (558′) -1
120	
140	1460′ (618′) -1 ¾
165	1660′ (818′) -2 ¾

CHANGES: None.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

1.1.62 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 11 AUG 17 (12-7)

MINNEAPOLIS, MINN
RNAV (GPS) Z Rwy 35

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	118.725	123.67	126.7	123.95	121.8	121.9	127.92

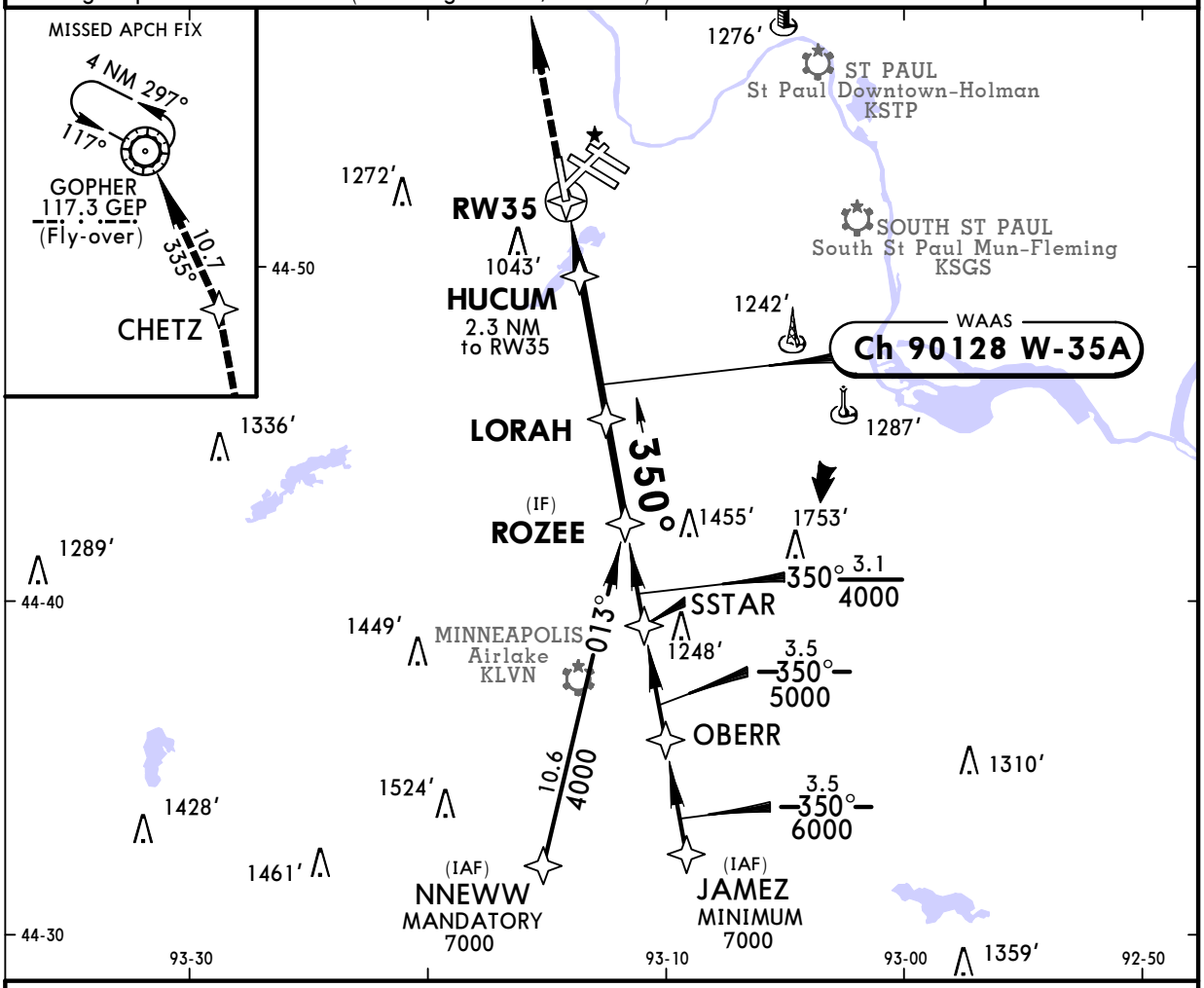
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 842'
Ch 90128 W-35A	350°	LORAH 3000' (2166')	1034' (200')	TDZE 834'

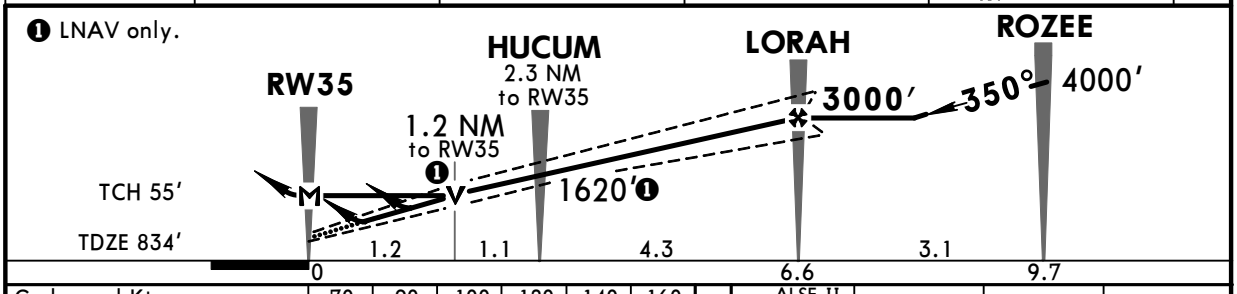
MISSED APCH: Climb to 3000' direct CHETZ and on track 335° to GEP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/ TCH 71').

3500
MSA RW35





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW35							

ALSF-II
PAPI
3000'
CHETZ

TERPS STRAIGHT-IN LANDING RWY **35**

	LPV DA(H) 1034' (200') TDZ/CL out	LPV ALS out	LNAV/VNAV DA(H) 1204' (370') ALS out	LNAV MDA(H) 1300' (466') ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 50 or 1
B							
C						RVR 50 or 1	1 3/8
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360' (518') - 1
120	
140	1460' (618') - 1 3/4
165	1660' (818') - 2 3/4

TERPS AMEND 4A 17 AUG 2017

CHANGES: LPV visibilities.

© JEPPESEN, 2005, 2017. ALL RIGHTS RESERVED.

1.1.63 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN MINNEAPOLIS, MINN

30 DEC 16 Eff 5 Jan

(12-20)

RNAV (RNP) Y Rwy 12L

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	119.3	123.67	126.7	123.95	121.8	121.9	127.92

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 842'
	121°	WASHY 3000' (2161')	1150' (311')	TDZE 839'

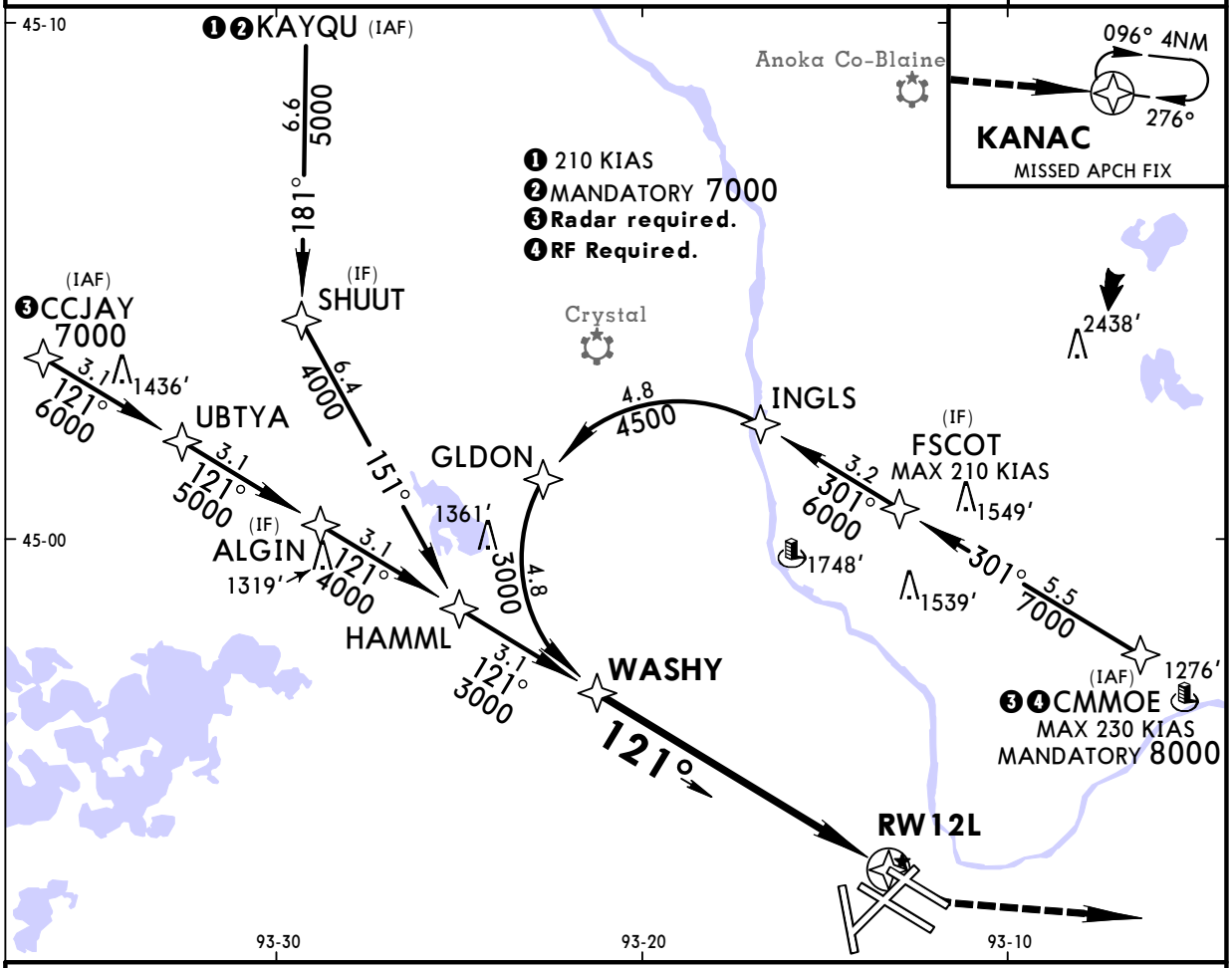
MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' direct KANAC and hold.

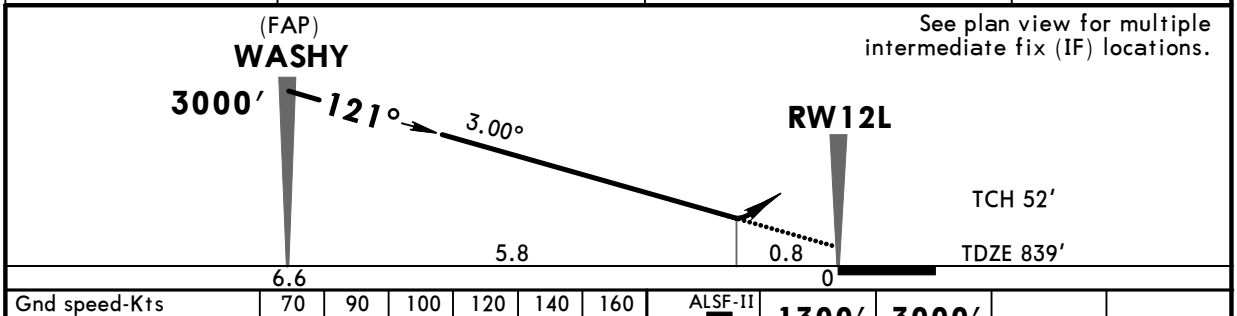
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -20°C (-4°F) or above 54°C (130°F).
4. VGSI and RNAV glidepath not coincident.

3500'
MSA RW12L

BRIEFING STRIP ™





See plan view for multiple intermediate fix (IF) locations.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 1300' 3000' LT D KANAC

TERPS STRAIGHT-IN LANDING RWY 12L

TERPS AMEND 0 30 APR 2015

	RNP 0.15 DA(H) 1150'(311')		RNP 0.30 DA(H) 1241'(402')	
		ALS out		ALS out
A B C D	RVR 24 or ½	RVR 50 or 1	RVR 45 or ⅞	1⅜

CHANGES: Minimums

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

1.1.64 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN MINNEAPOLIS, MINN

30 DEC 16 Eff 5 Jan (12-21) RNAV (RNP) Y Rwy 12R

BRIEFING STRIP ™

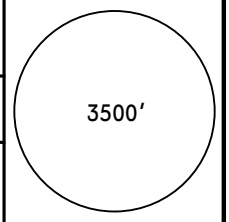
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	126.95	123.67	126.7	123.95	121.8	121.9	127.92

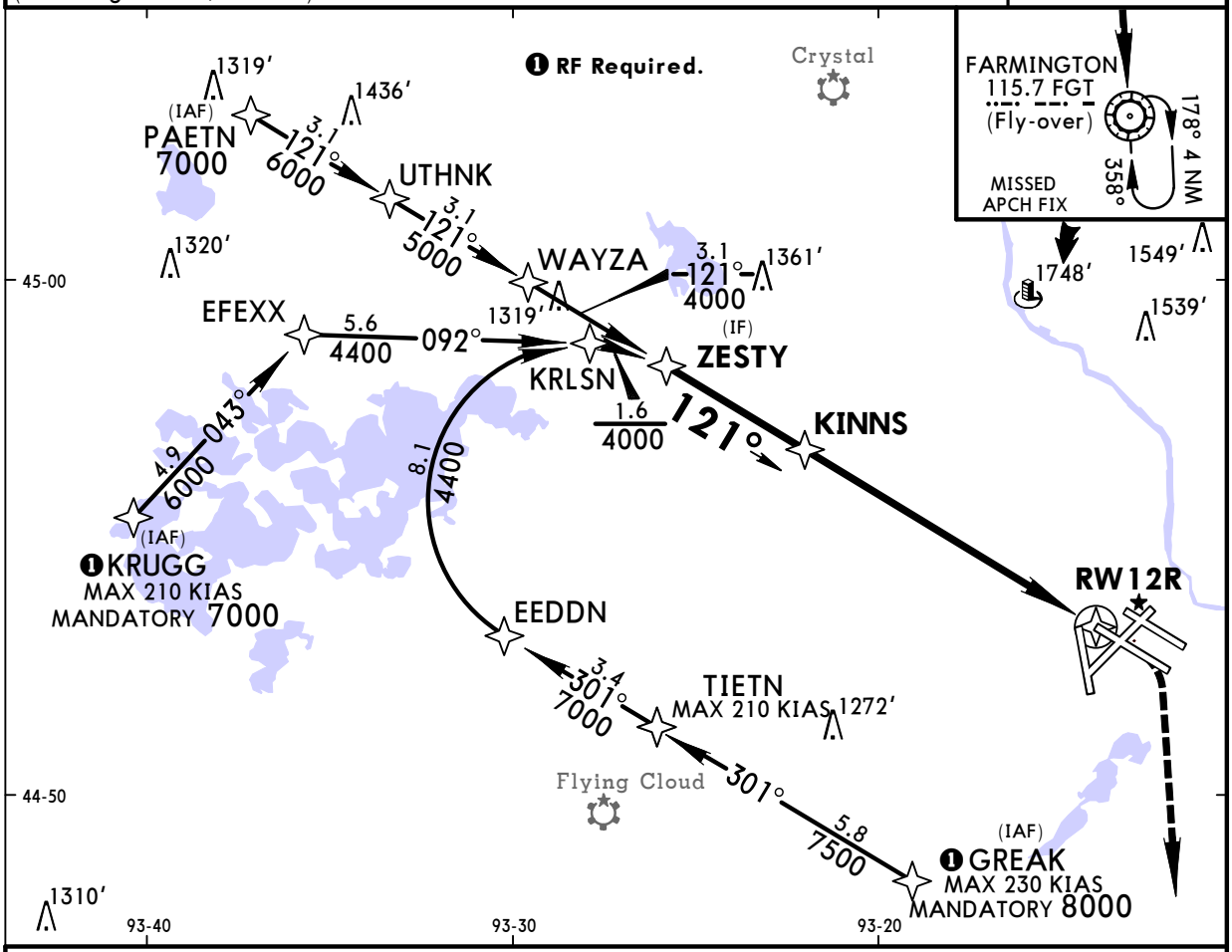
RNAV	Final Apch Crs	Minimum Alt KINNS	RNP 0.15 DA(H)	Apt Elev 842'
	121°	3000' (2158')	1191' (349')	TDZE 842'

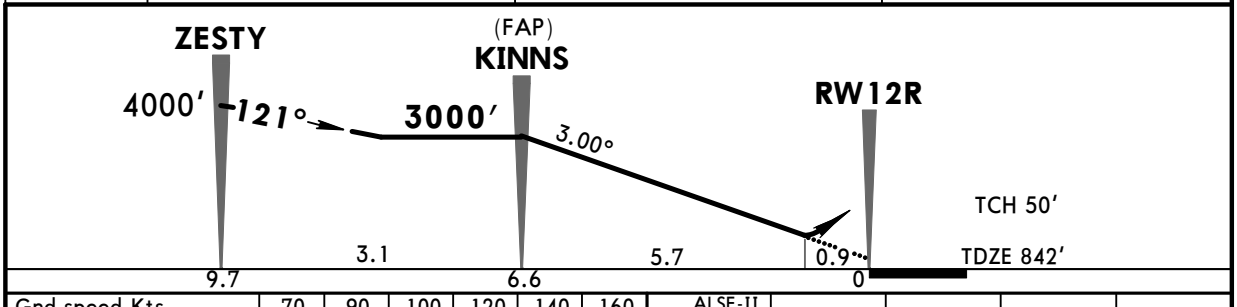
MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3000' direct FGT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 12L. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -20°C (-4°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66').







Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI | 1300' ↑ | 3000' RT | D | FGT 115.7

TERPS STRAIGHT-IN LANDING RWY **12R**

TERPS AMEND 1 5 JAN 2016

	RNP 0.15 DA(H) 1191' (349')		RNP 0.30 DA(H) 1251' (409')	
		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1¼	RVR 45 or ⅞	1⅜

CHANGES: Note, transitions, minimums.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

1.1.65 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN MINNEAPOLIS, MINN

10 FEB 17 (12-22) RNAV (RNP) Y Rwy 30L

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	126.95	123.67	126.7	123.95	121.8	121.9	127.92

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 842′
	301°	NARCO 3000′ (2177′)	1150′ (327′)	TDZE 823′

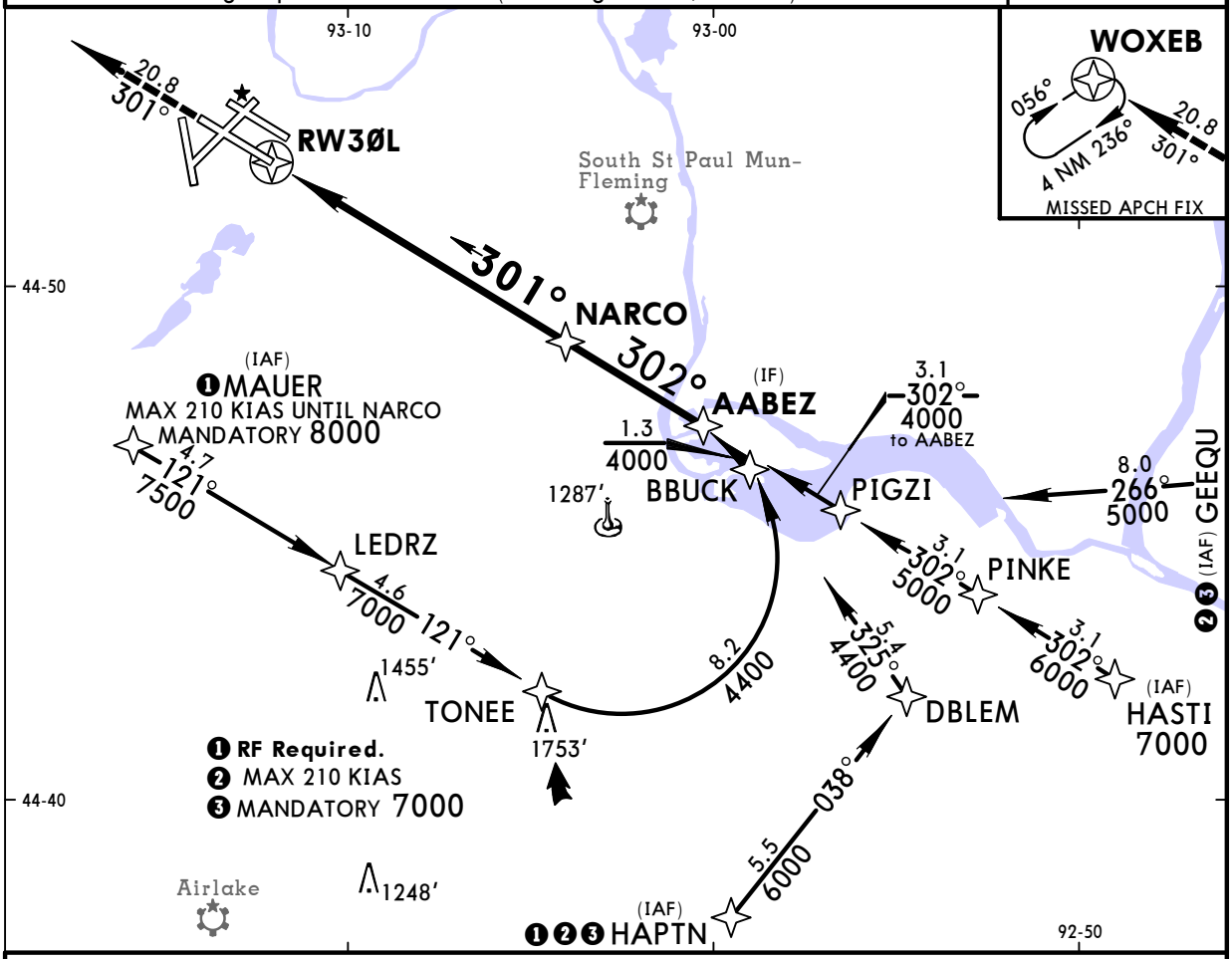
MISSED APCH: Climb to 3000′ on track 301° to WOXEB and hold.

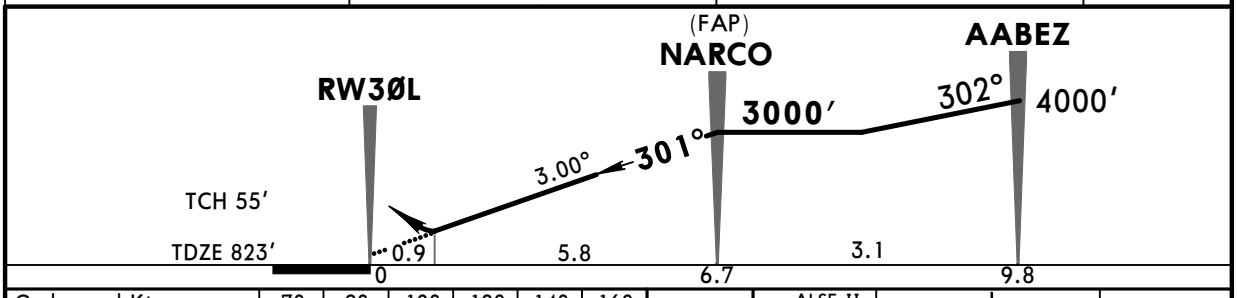
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approaches authorized with Rwy 30R and ILS V Rwy 35 (CONVERGING). 4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 78′).

3500′

MSA RW30L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI 3000′ on 301° WOXEB

TERPS

STRAIGHT-IN LANDING RWY **30L**

RNP 0.30

DA(H) **1150′** (327′)

	ALS out
A	RVR 30 or 5/8
B	
C	
D	RVR 60 or 1 1/4

TERPS AMEND 1 5 JAN 2016

CHANGES: None.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

1.1.66 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

10 FEB 17

12-23

MINNEAPOLIS, MINN RNAV (RNP) Y Rwy 30R

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	119.3	123.67	126.7	123.95	121.8	121.9	127.92

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 842'
	301°	JACKO 3000' (2178')	1097' (275')	TDZE 822'

MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3000' direct GEP VOR and hold.

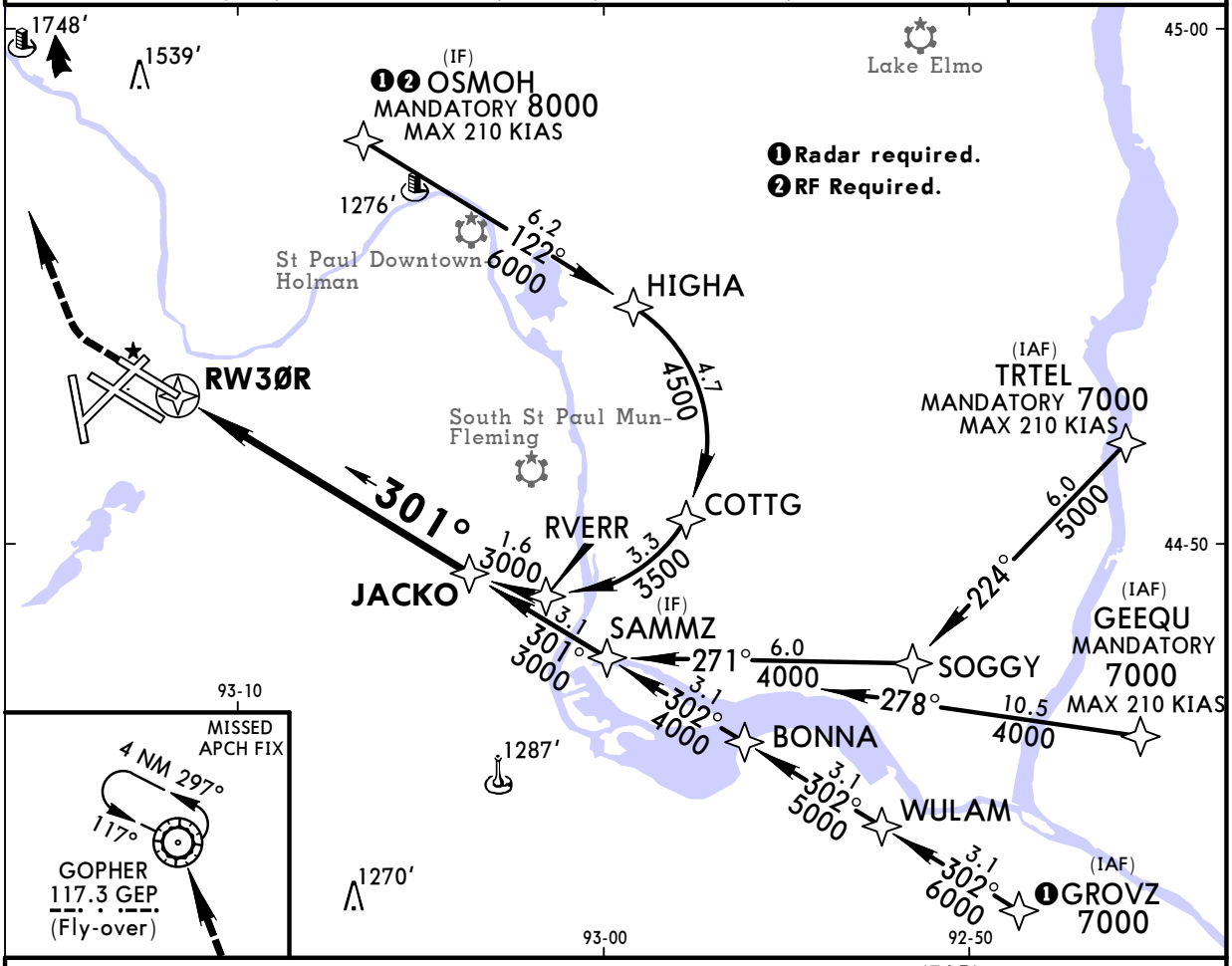
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

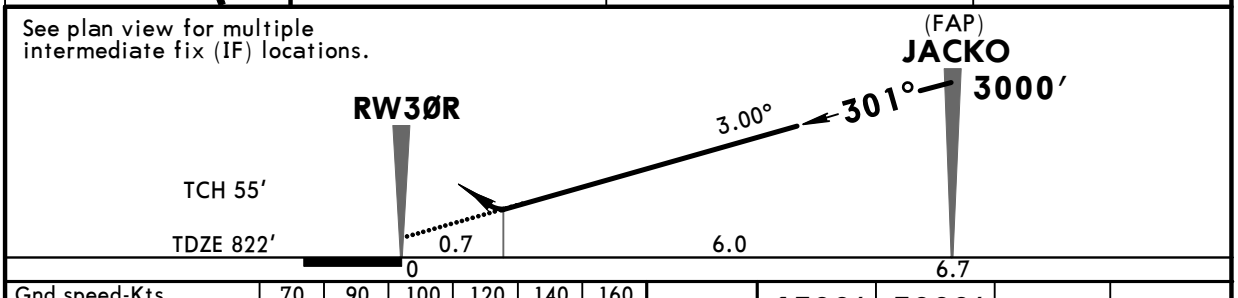
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 30L and ILS V Rwy 35 (CONVERGING). 4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').

3500'

MSA RW30R

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSF PAPI | 1300' ↑ | 3000' RT | D | GEP 117.3

TERPS STRAIGHT-IN LANDING RWY **30R**

	RNP 0.15 DA(H) 1097'(275')		RNP 0.30 DA(H) 1298'(476')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	1⅜	1⅞
B				
C				1⅝
D				

TERPS AMEND 1 5 JAN 2016

CHANGES: GEEQU mandatory altitude.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

1.1.67 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

24 APR 15
Eff 30 Apr

(12-24)

MINNEAPOLIS, MINN
RNAV (RNP) Y Rwy 35

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower			Ground		
		Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	North	South	West
135.35	118.725	123.67	126.7	123.95	121.8	121.9	127.92

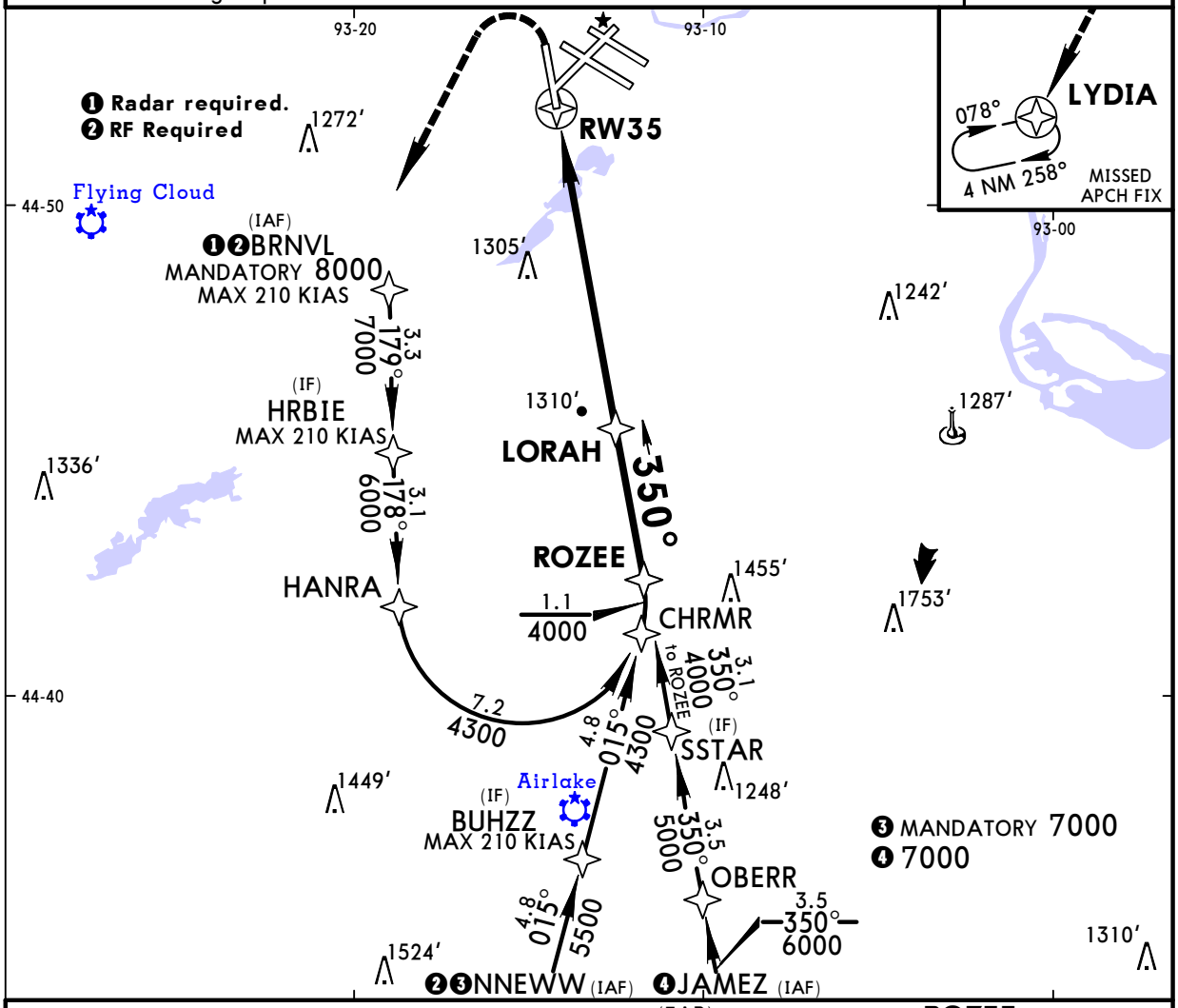
RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 842'
	350°	LORAH 3000' (2166')	1213' (379')	TDZE 834'

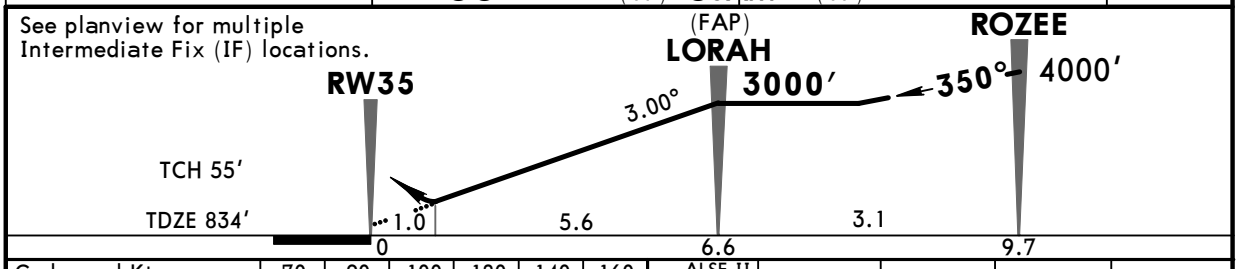
MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' direct LYDIA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-2°F) or above 54°C (130°F).
4. VGSI and RNAV glidepath not coincident.

3500'
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
1300'
3000'
LT
LYDIA

TERPS AMEND 2 30 APR 2015

TERPS STRAIGHT-IN LANDING RWY 35

	RNP 0.11 DA(H) 1213' (379')		RNP 0.16 DA(H) 1291' (457')		RNP 0.30 DA(H) 1345' (511')	
		ALS out		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1⅛	RVR 60 or 1⅛	1½	1¼	1½

CHANGES: Procedure.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

1.2.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

COLD TEMPERATURE RESTRICTED AIRPORT

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA's Notices to Airmen Publication (NTAP) Graphic Notices General for a complete list of published airports, temperature/s, segments, and procedure information. (www.faa.gov/air_traffic/publications/notices).

COLD TEMPERATURE CORRECTION TABLE

HEIGHT ABOVE AIRPORT (FEET)

REPORTED TEMP	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

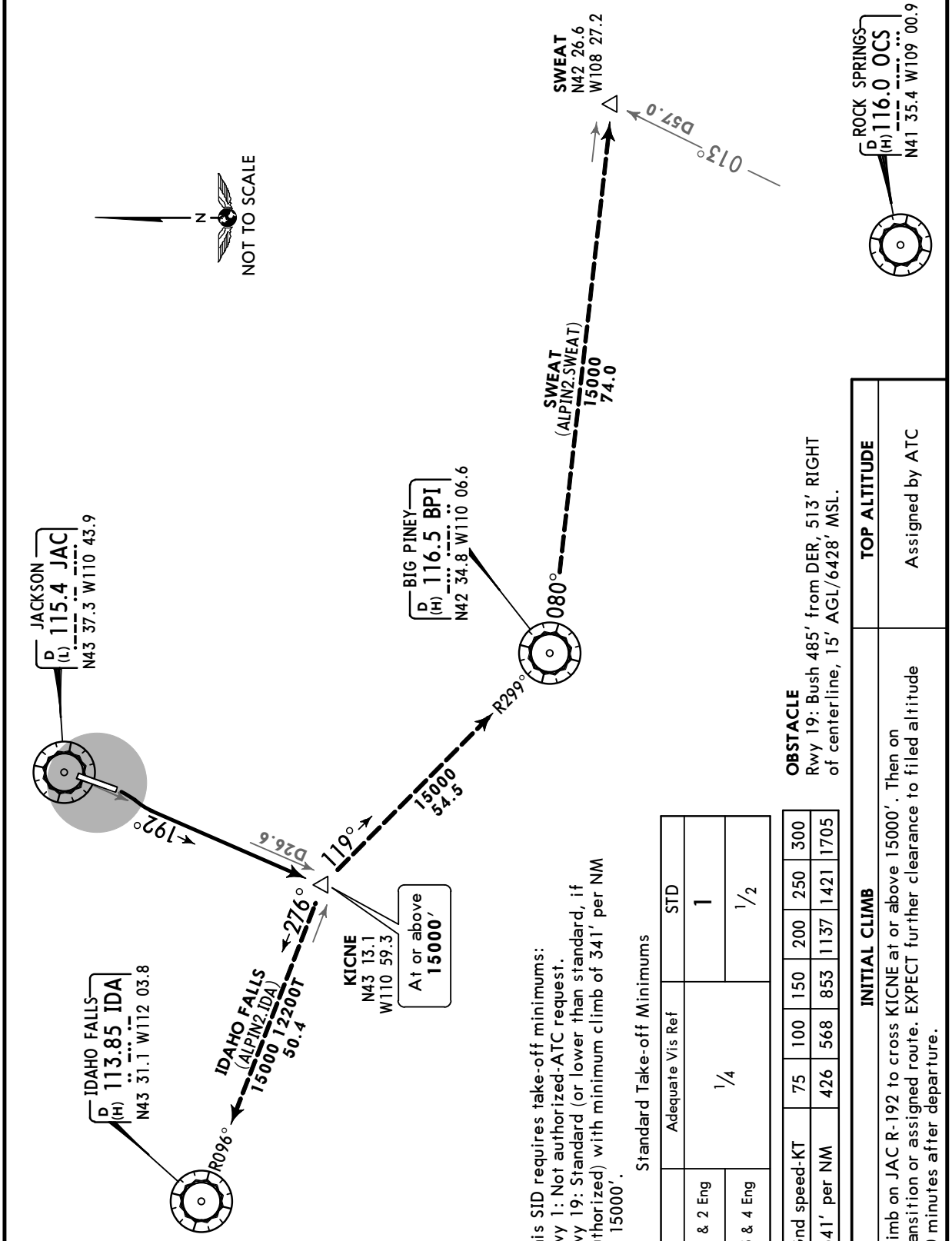
1.2.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC
JACKSON HOLE

JACKSON, WYO
SID

SALT LAKE Center 133.25	Apt Elev 6451′	Trans level: FL180 Trans alt: 18000′

ALPIN 2 DEPARTURE (ALPIN2.KICNE)
(RWY 19)



OBSTACLE
Rwy 19: Bush 485′ from DER, 513′ RIGHT of centerline, 15′ AGL/6428′ MSL.

This SID requires take-off minimums:
Rwy 1: Not authorized-ATC request.
Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 341′ per NM to 15000′.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
341′ per NM	426	568	853	1137	1421	1705

INITIAL CLIMB	TOP ALTITUDE
Climb on JAC R-192 to cross KICNE at or above 15000′. Then on transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.	Assigned by ATC

CHANGES: Top altitude added, procedure renumbered.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

1.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC
JACKSON HOLE

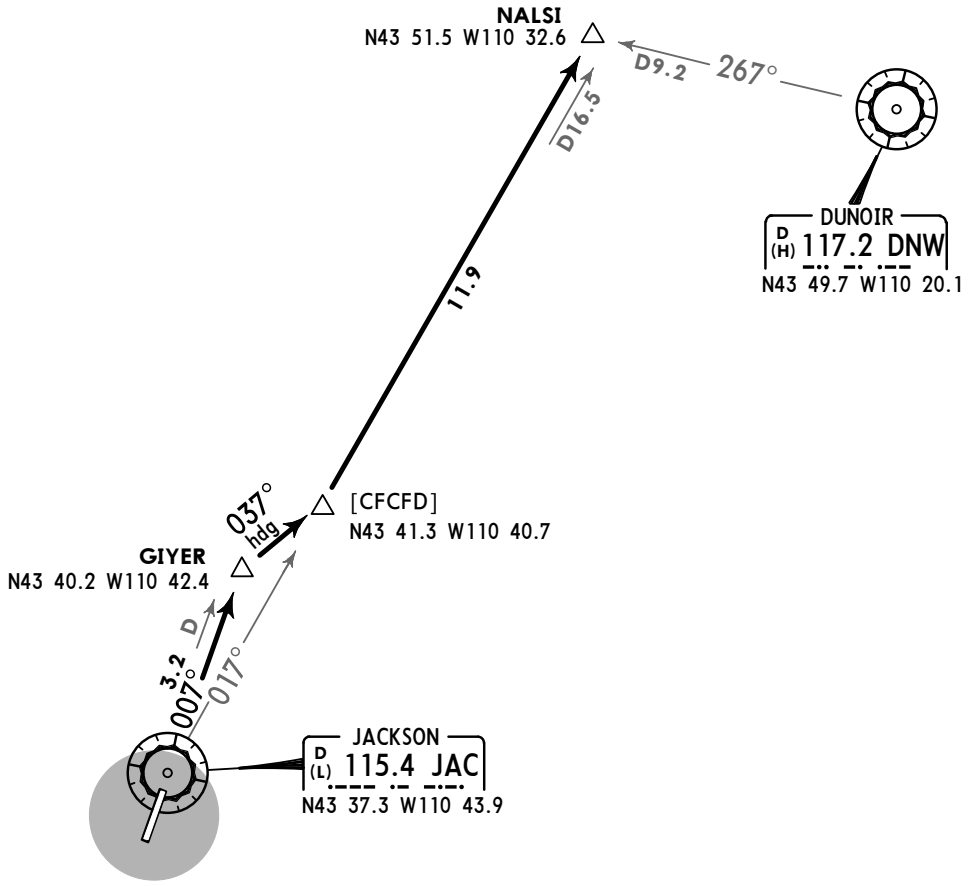
JEPPESEN
9 SEP 16 (10-3A) Eff 15 Sep

JACKSON, WYO
DP

SALT LAKE Center 133.25	Apt Elev 6451′	Trans level: FL180 Trans alt: 18000′ **DME required.**

OBSTACLE

GEYSER 5 DEPARTURE (GEYSR5.NALSI)
(RWY 1)



This DP requires take-off minimums:
Rwy 1: Standard (or lower than standard, if authorized) with a minimum climb of 450′ per NM to 14000′; or 4500-3 for climb in visual conditions.
Rwy 19: Not authorized-ATC.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

N

NOT TO SCALE

INITIAL CLIMB

Climb to 14000′ on JAC R-007 to GIYER, and RIGHT turn heading 037° to intercept JAC R-017 to NALSI.
OR
For climb in visual conditions obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions: Cross JAC VOR NORTHBOUND at or above 10800′, then climb to 14000′ on JAC R-017 to NALSI.

CHANGES: None.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

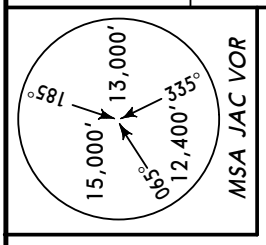
KJAC/JAC JACKSON HOLE

JEPPESEN 9 DEC 11 (10-3B) Eff 15 Dec

JACKSON, WYO

DP

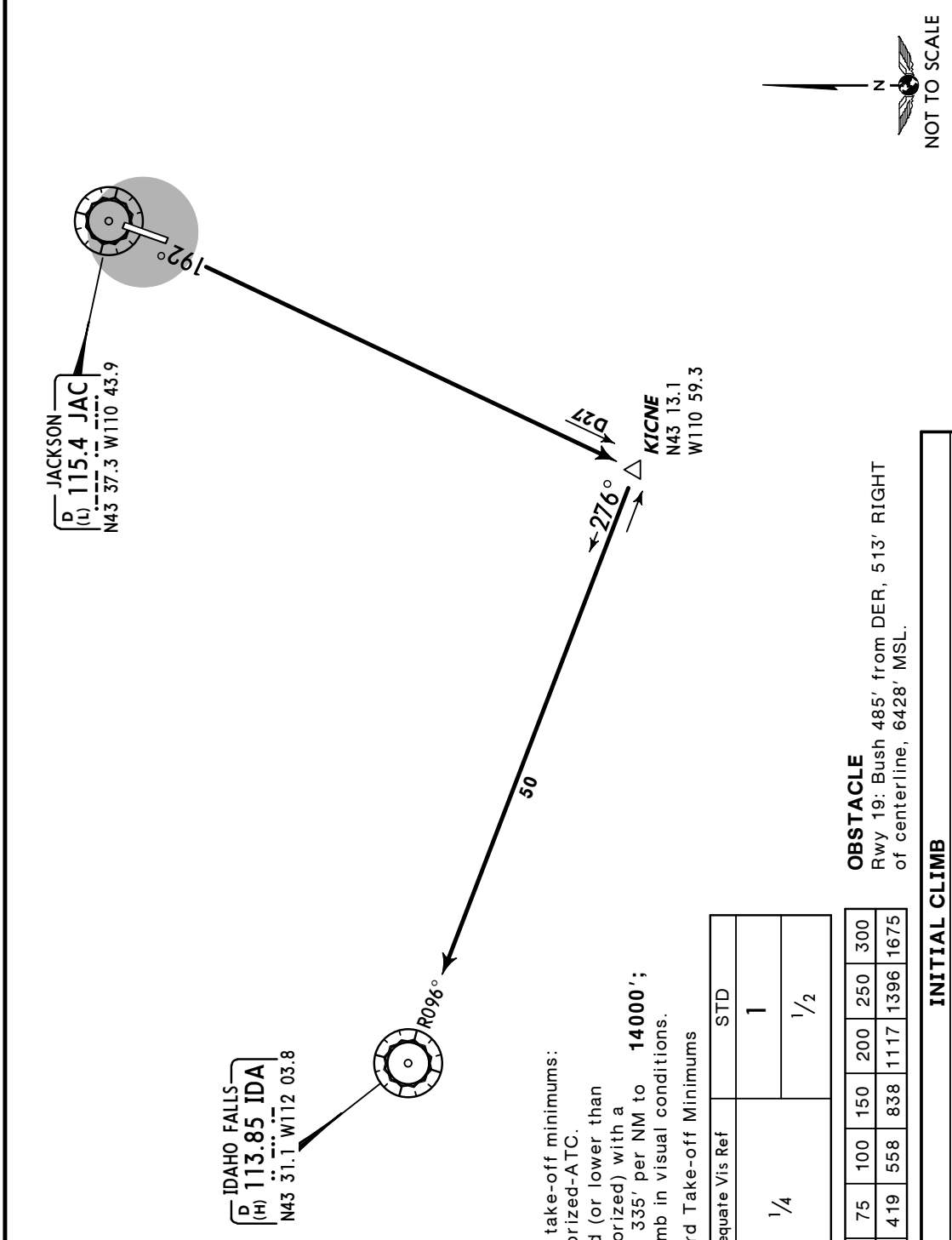
SALT LAKE Center 133.25	Apt Elev 6451′	Trans level: FL180 Trans alt: 18000′



OBSTACLE

TETON THREE DEPARTURE (TETON3.KICNE)

(RWY 19)



OBSTACLE
Rwy 19: Bush 485′ from DER, 513′ RIGHT of centerline, 6428′ MSL.

This DP requires take-off minimums:
Rwy 1: Not authorized-ATC.
Rwy 19: Standard (or lower than standard, if authorized) with a minimum climb of 335′ per NM to **14000′**; or 4400-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
335′ per NM	419	558	838	1117	1396	1675

INITIAL CLIMB

Climb to **14000′** via JAC R-192 to KICNE, then RIGHT turn via IDA R-096 to IDA.
OR
For climb in visual condtions: Cross JAC SOUTHBOUND at or above **10800′**, then climb to **14000′** via JAC R-192 to KICNE. Then RIGHT turn via IDA R-096 to IDA.

CHANGES: Chart reindexed.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

1.2.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KJAC/JAC
Apt Elev **6451′**
N43 36.4 W110 44.3

JEPPESEN 7 SEP 18 (10-9) Eff 13 Sep

JACKSON, WYO
JACKSON HOLE

ATIS (AWOS-3PT when Twr inop.)	*JACKSON Ground	*Tower	UNICOM 122.95	SALT LAKE Center
120.625	124.55	CTAF 118.075		133.25

CAUTION: Be alert to runway clearances. Readback of all runway holding instructions is required.

Aircraft that fail to touch down within the first third of runway 1/19 sometimes fail to stop on the runway and are at risk for a runway excursion.

Runway excursion risk due to density altitude and runway length.

110-44 VOR

43-37

19 187°

Safety Area

Elev 6451′

A4

HS1

A

Deicing Pad

13°E

A3

Control Tower

6300′

ARP

A

1 Activate on 118.075 when Twr inop.

A2

Terminal

A

Hangars

43-36

Elev 6413′

D

A1

C

1 007°

Safety Area

HS2

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 There is no "Twy Edge" marking or lighting on East side of Twy A adjacent to De-ice Pad between Twy A2-Twy A4. Existing lighting is misleading to pilots.

HS2 Pilots landing Runway 19 fail to stop and have a tendency to taxi into Paved Safety Area.

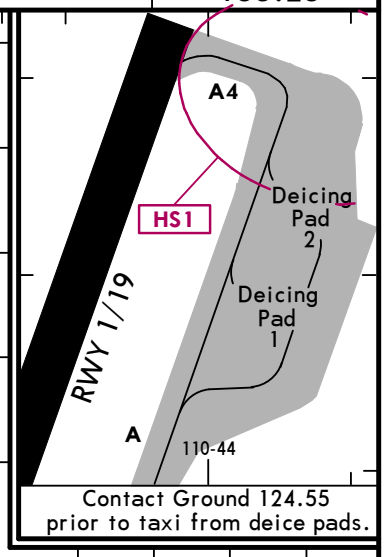
Paved 950′X 200′ Safety Area at departure end of Rwy 19.
Usable for Rwy overrun incidents.
Plowed and broomed during winter.

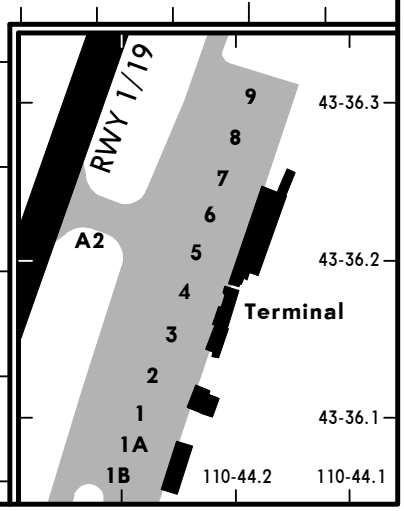
PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
1, 1A, 1B, 2	N43 36.1 W110 44.3
3 - 7	N43 36.2 W110 44.2
8, 9	N43 36.3 W110 42.2

Feet 0 500 1000 1500 2000 2500
Meters 0 200 400 600 800

110-44





CHANGES: Parking Spot inset and coordinates added.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

KJAC/JAC

JACKSON, WYO
JACKSON HOLE

GENERAL

Balloon operations in vicinity of airport West and Southwest May-Oct.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1 ❶ 19	❷HIRL CL ❷MALS PAPI-L (angle 3.0°) RVR		5171′		150′

❶ Porous friction course overlay.
❷ Activate on 118.075 when Twr inop.

TAKE-OFF

	Rwy 1	Rwy 19
1 & 2 Eng 3 & 4 Eng	**USE GEYSER DEPARTURE**	**USE TETON DEPARTURE**

FOR FILING AS ALTERNATE

	RNAV (RNP) Z Rwy 1 RNAV (RNP) Y Rwy 19	VOR DME Rwy 1	RNAV (GPS) Z Rwy 19	RNAV (RNP) Y Rwy 1	RNAV (GPS) X Rwy 1	VOR DME Rwy 19	Other
A	800-2	1000-2	1000-2	1000-4	1200-2	1400-2	NA
B							
C		1000-3	1000-2¾		1200-3	1400-3	
D			1000-3				

AMEND 6

CHANGES: Landing Beyond Glide Slope, alternate minimums.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

1.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC
JACKSON HOLE

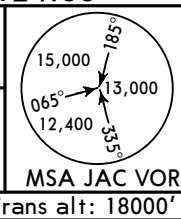
JEPPESEN
13 JUL 18
Eff 19 Jul
11-1

JACKSON, WYO
ILS Z or LOC Z Rwy 19

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

LOC IJAC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 6451′
109.1	187°	YUSGU 8000′ (1549′)	6651′ (200′)	TDZE 6451′

MISSED APCH: Climb to 6900′ then climbing RIGHT turn to 14000′ on JAC VOR R-192 to KICNE INT/D26.6 JAC and hold, continue climb-in-hold to 14000′. Missed approach requires a minimum climb of 235′/NM to 10600′. If unable to comply, use ILS Y or LOC Rwy 19 (chart 11-2).



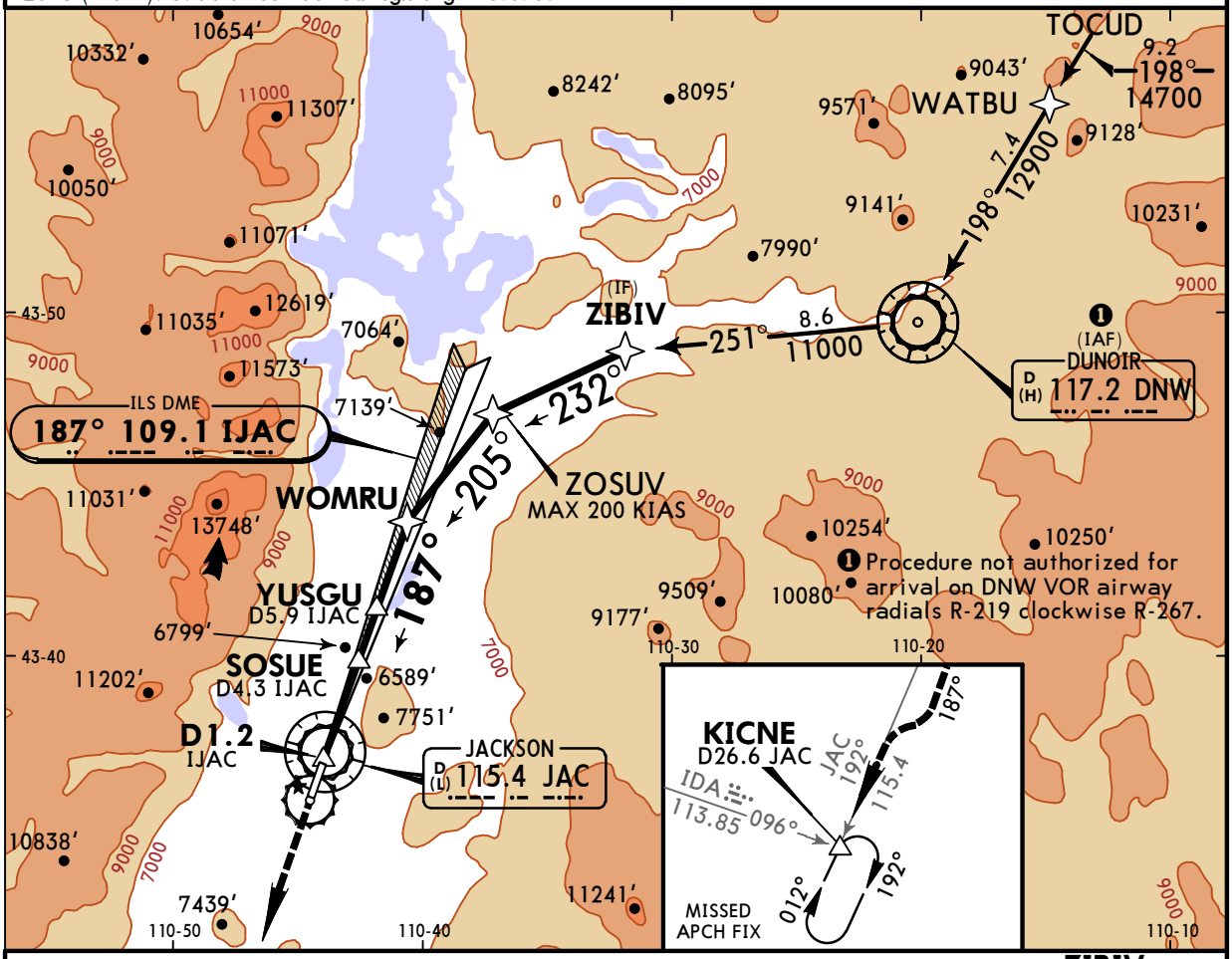
MSA JAC VOR

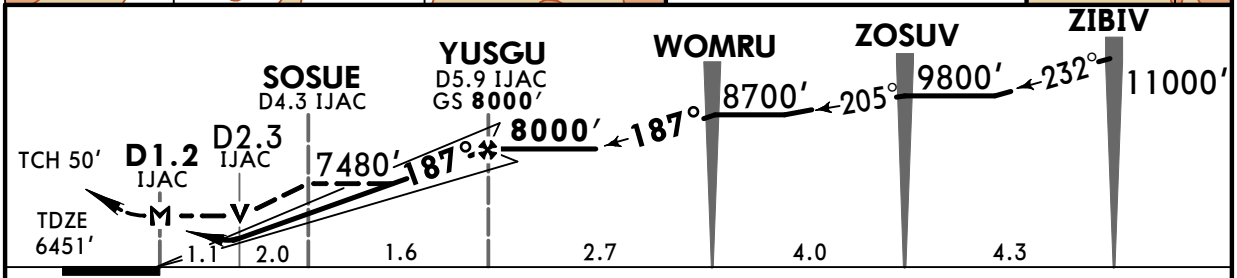
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNAV 1 | RNAV 1-GPS required.

DME required for LOC only.

1. Use IJAC DME when on the LOC course. 2. Cold temperature altitude correction required at or below -26°C (-15°F). 3. Pilot controlled lighting 118.075.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IJAC							

MALS / PAPI | 6900′ | 14000′ RT | JAC on 115.4 R-192

TERPS — STRAIGHT-IN LANDING RWY 19

1 Missed apch requires mim climb of 235′/NM to 10600′

	ILS DA(H) 6651′ (200′)		LOC (GS out) MDA(H) 6840′ (389′)	
	FULL	ALS out		ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 55 or 1¼
B				
C			RVR 45 or ⅞	RVR 60 or 1¼
D				

CIRCLE-TO-LAND
Not Authorized
East of Rwy 1-19

Max Kts	MDA(H)
90	6840′ (389′) - 1
120	6920′ (469′) - 1
140	6920′ (469′) - 1½
165	7080′ (629′) - 2

1 If unable to comply, use ILS Y or LOC Rwy 19 (chart 11-2).

BRIEFING STRIP ™

TERPS AMEND 0B 19 JUL 2018

CHANGES: Procedure title, minimums, notes.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

1.2.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KJAC/JAC JACKSON HOLE

JEPPESEN 13 JUL 18 (11-2) Eff 19 Jul

JACKSON, WYO ILS Y or LOC Rwy 19

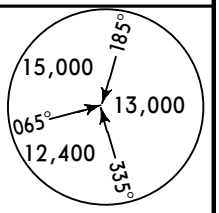
ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

LOC IJAC	Final Apch Crs	GS	ILS	
109.1	187°	FAPMO 9700′ (3249′)	DA(H) 7063′ (612′)	Apt Elev 6451′ TDZE 6451′

MISSED APCH: Climb to 14000′ on JAC VOR R-192 outbound to KICNE INT/D26.6 JAC VOR and hold, continue climb-in-hold to 14000′.

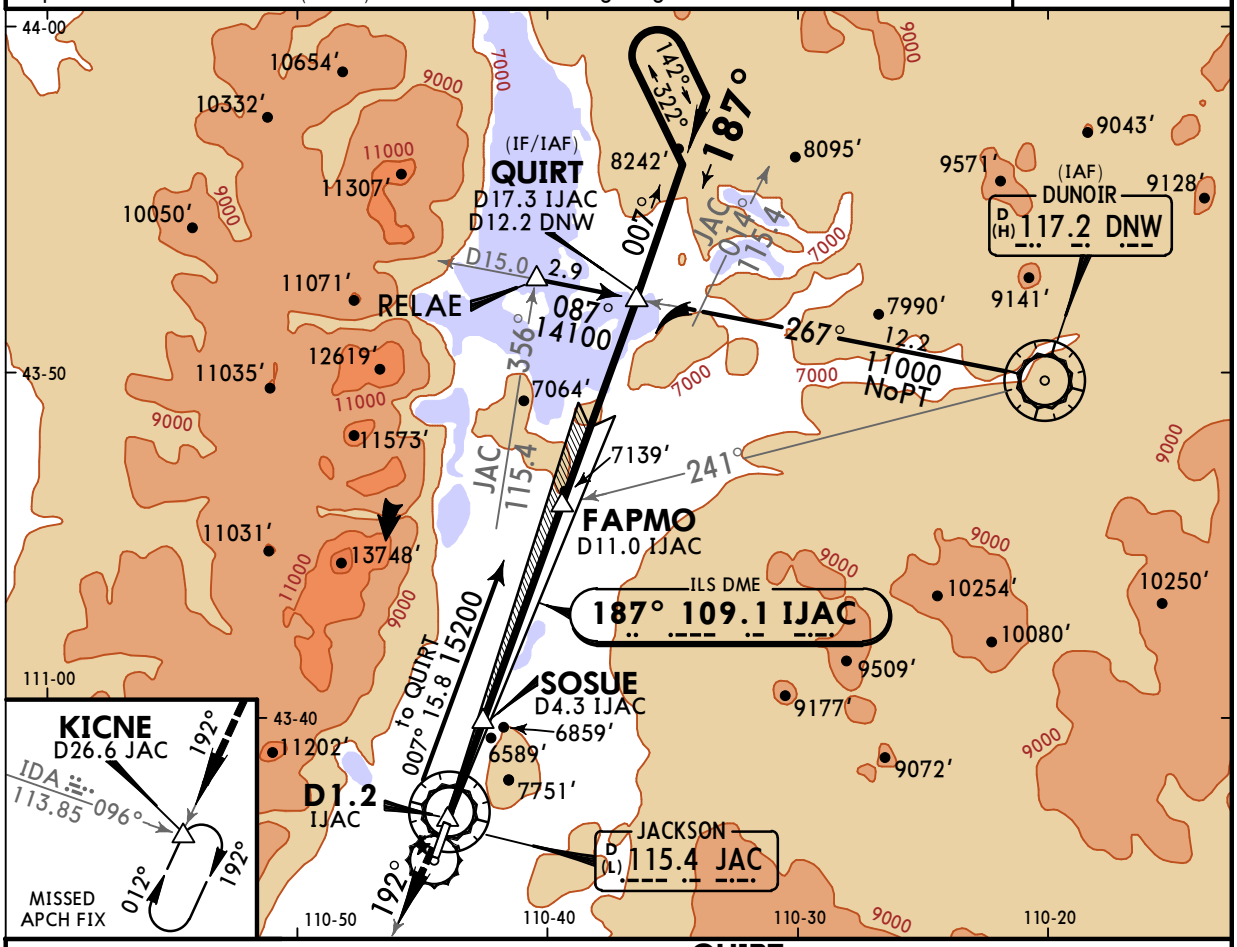
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use IJAC DME when on the LOC course. 2. Cold temperature altitude correction required at or below -26°C (-15°F). 3. Pilot controlled lighting 118.075.

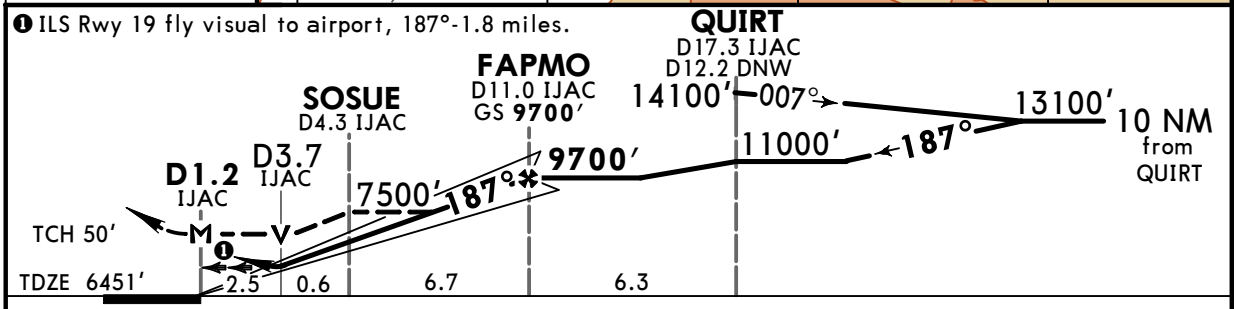


MSA JAC VOR

BRIEFING STRIP ™



❶ ILS Rwy 19 fly visual to airport, 187°-1.8 miles.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IJAC or FAPMO to MAP	9.8	8:24	6:32	5:53	4:54	4:12	3:41

MALS PAPI

14000′ JAC on 115.4 R-192

TERPS STRAIGHT-IN LANDING RWY 19

	ILS	LOC (GS out)	
	DA(H) 7063′ (612′)	1 With SOSUE MDA(H) 7300′ (849′)	Without SOSUE MDA(H) 7500′ (1049′)
	FULL ALS out	ALS out	ALS out
A	2	1	1¼
B		1¼	1½
C		2½	3
D		2¾	

CIRCLE-TO-LAND
Not Authorized East of Rwy 1-19

Max Kts	1 With SOSUE MDA(H)	Without SOSUE MDA(H)
90	7300′ (849′) - 1	7500′ (1049′) - 1¼
120	7300′ (849′) - 1¼	7500′ (1049′) - 1½
140	7300′ (849′) - 2½	7500′ (1049′) - 3
165	7300′ (849′) - 2¾	

1 DME required.

TERPS AMEND 0B 7 DEC 2017

CHANGES: Rwy 19 threshold replaced by TDZE.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

1.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KJAC/JAC JACKSON HOLE

JEPPESEN 10 AUG 18 (12-1)

JACKSON, WYO RNAV (GPS) X Rwy 1

ATIS (AWOS-3 when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.07	124.55

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 58299 W-01A	006°	ZUGEN 9500′ (3069′)	7393′ (962′)	6451′ / 6431′

MISSED APCH: Climb to 14000′ direct QUIRT and via 088° track to DNW VOR and hold, continue climb-in-hold to 14000′.

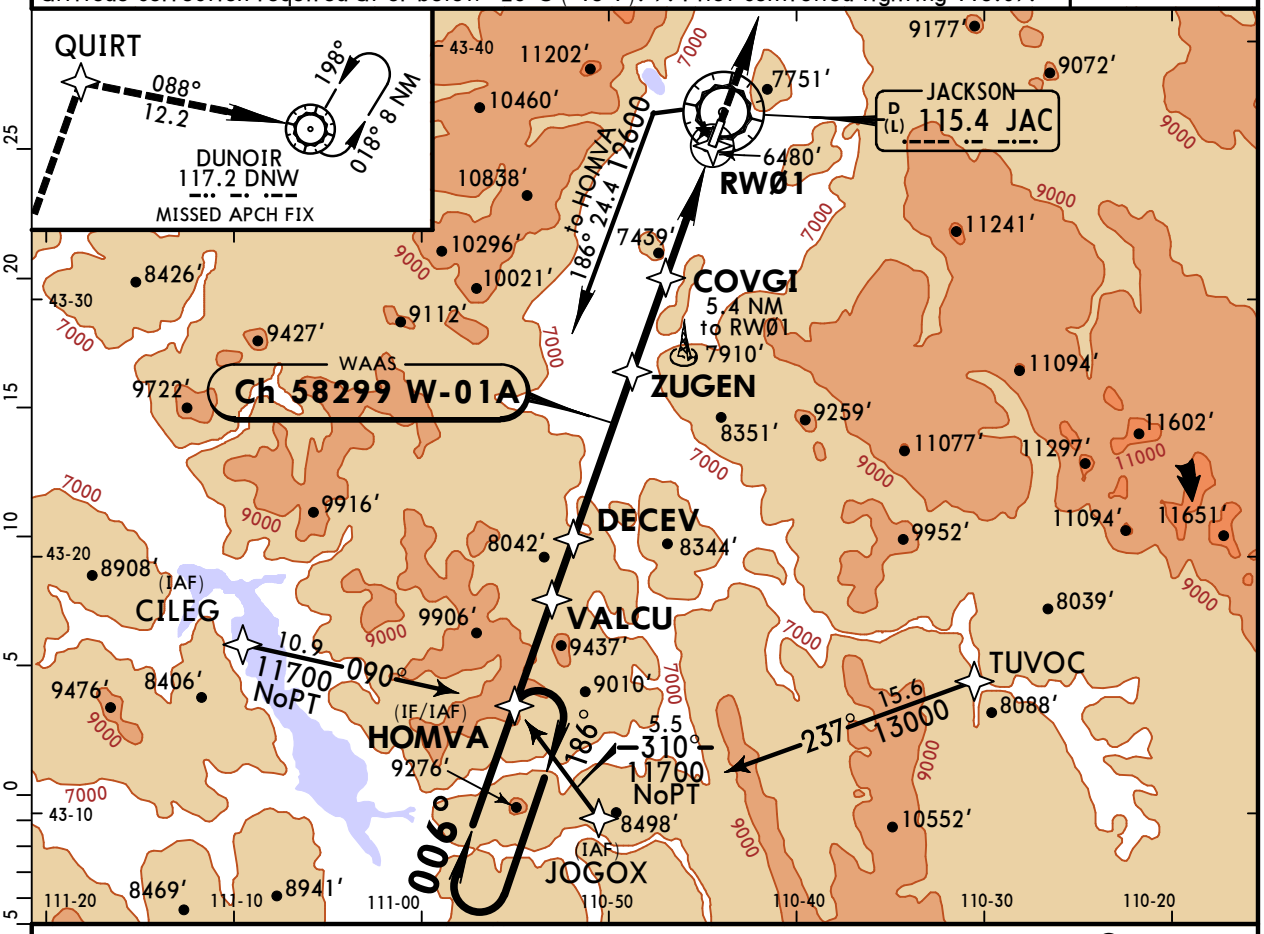
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 46°C (114°F). 4. For LPV, fly visual to airport, 007° - 2.9 NM. 5. For LNAV/VNAV, fly visual to airport, 007° - 3.2 NM. 6. Cold temperature altitude correction required at or below -26°C (-15°F). 7. Pilot controlled lighting 118.07.

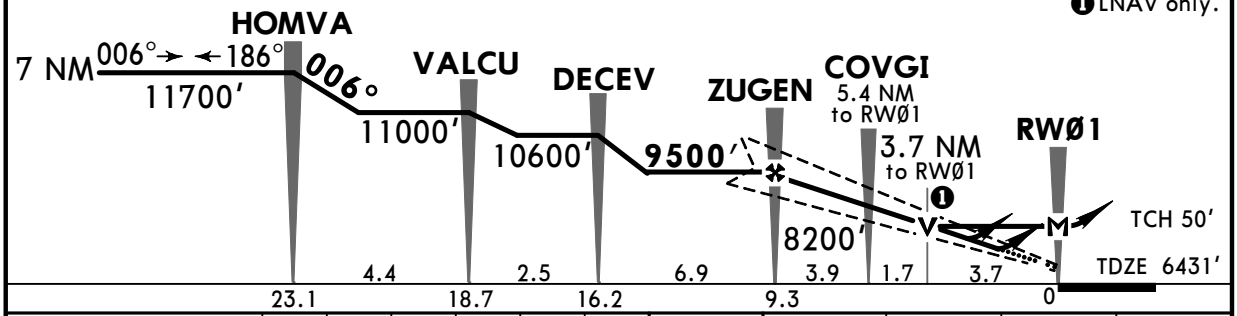
15,000

MSA RWØ1

BRIEFING STRIP ™



LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ1						

MALS PAPI 14000′ QUIRT

STRAIGHT-IN LANDING RWY 1

	LPV DA(H) 7393′ (962′) ALS out	LNAV/VNAV DA(H) 7470′ (1039′) ALS out	LNAV MDA(H) 7640′ (1209′) ALS out
A	2	2	1¼
B			1½
C	2	3	3
D			

CIRCLE-TO-LAND

Not authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7640′ (1189′) -1¼
120	7640′ (1189′) -1½
140	7640′ (1189′) -3
165	

TERPS AMEND 1B 20 AUG 2015

CHANGES: Chart format.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

1.2.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 10 AUG 18 (12-2)

JACKSON, WYO RNAV (GPS) Z Rwy 19

ATIS (AWOS-3 when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.07	124.55

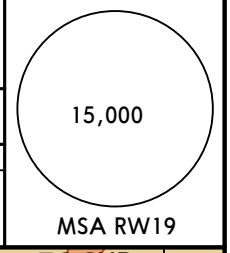
BRIEFING STRIP™

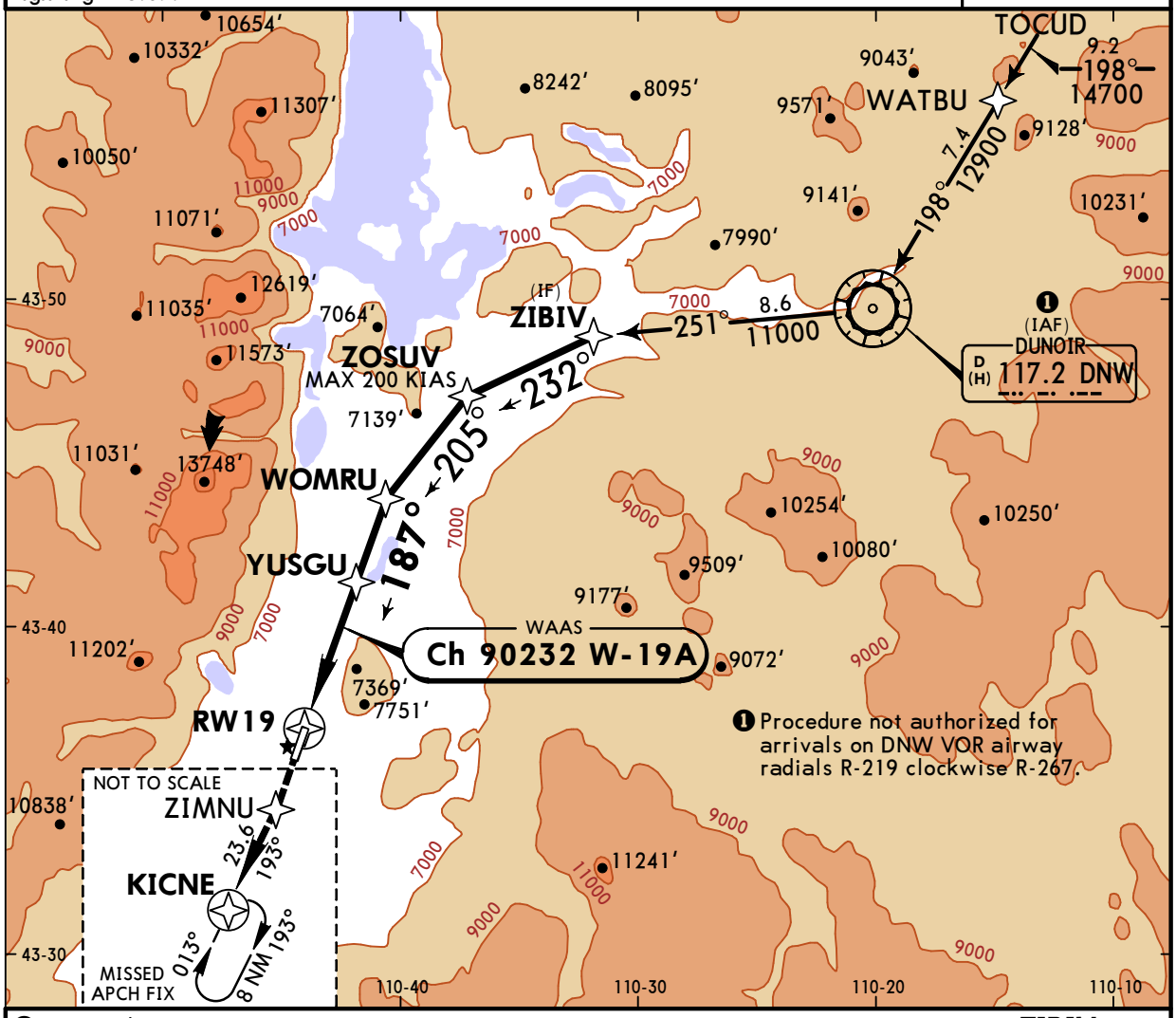
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 6451′
Ch 90232 W-19A	187°	YUSGU 8000′(1549′)	6651′(200′)	TDZE 6451′

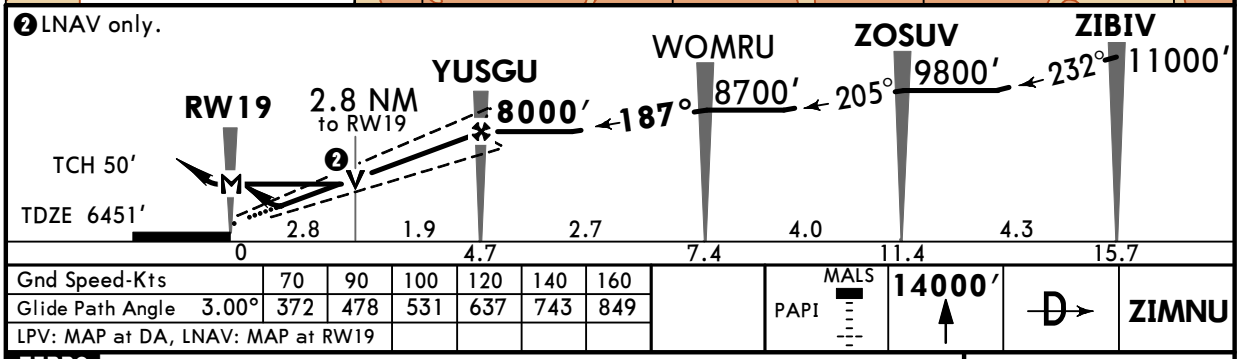
MISSED APCH: Climb to 14000′ direct ZIMNU and on track 193° to KICNE and hold, continue climb-in-hold to 14000′.

RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. Cold temperature altitude correction required at or below 26°C (-15°F). 3. Pilot controlled lighting 118.07.







Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV: MAP at DA, LNAV: MAP at RW19						

MALS PAPI 14000′ D ZIMNU

TERPS STRAIGHT-IN LANDING RWY 19

Missed apch requires mim climb of 235′/NM to 9200′

	LPV DA(H) 6651′(200′)		LPV DA(H) 6908′(457′)		LNAV MDA(H) 7380′(929′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	1½	RVR 55 or 1¼	1⅜	RVR 55 or 1¼	1½
B						
C					2½	
D						

CIRCLE-TO-LAND

Not Authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7380′(929′) - 1¼
120	
140	7380′(929′) - 2¾
165	7380′(929′) - 3

TERPS AMEND 1B 16 AUG 2018

CHANGES: Minimums, notes, chart format.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

1.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

KJAC/JAC JACKSON HOLE

JEPPESEN 7 SEP 18 (12-20) Eff 13 Sep

JACKSON, WYO RNAV (RNP) Y Rwy 1

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 6451′
	006°	WIDGA 8600′ (2169′)	7373′ (942′)	TDZE 6431′

MISSED APCH: Climb to 14000′ on track 007° to QUIRT and track 088° to DNW VOR and hold. Continue climb-in-hold to 14000′.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

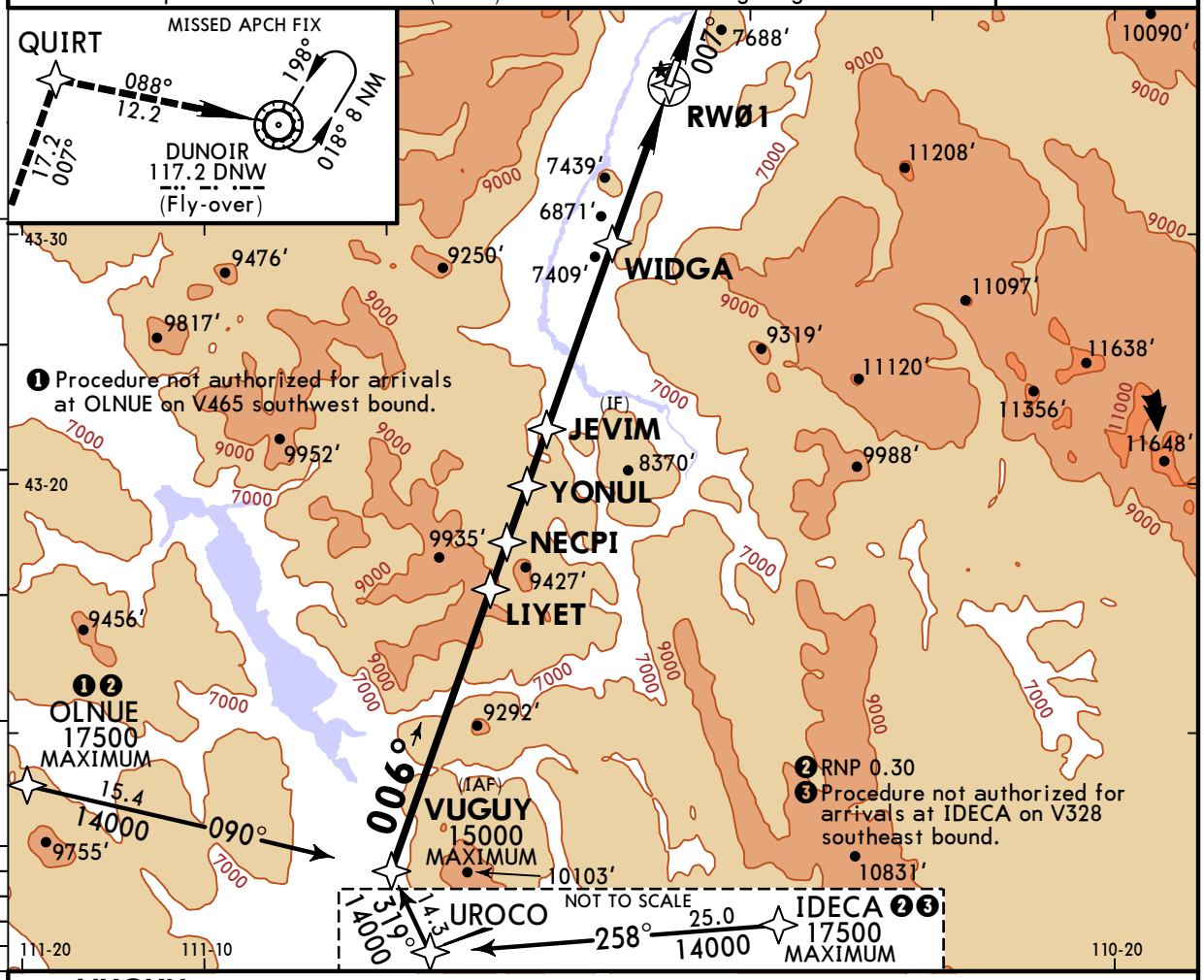
RNP AR Apch

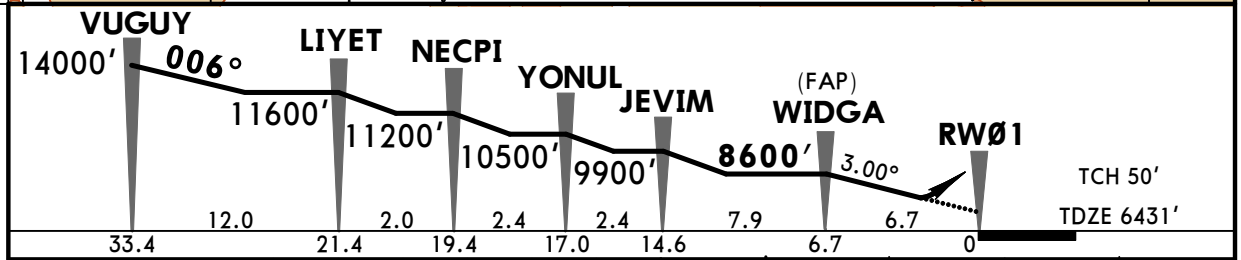
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -27°C (-17°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.075.

15,000

MSA RWØ1

BRIEFING STRIP™





Gnd Speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALS / PAPI — 14000′ on 007° QUIRT

TERPS

STRAIGHT-IN LANDING RWY 1

RNP 0.30

DA(H) **7373′** (942′)

ALS out

TERPS AMEND 1 13 SEP 2018

A B C D

CHANGES: Communications, notes, missed apch, NECPI altitude, FAP, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

1.2.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KJAC/JAC JACKSON HOLE

JEPPESEN 7 SEP 18 (12-21) Eff 13 Sep

JACKSON, WYO RNAV (RNP) Z Rwy 1

BRIEFING STRIP™

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 6451′
	006°	WIDGA 8600′ (2169′)	6690′ (259′)	TDZE 6431′

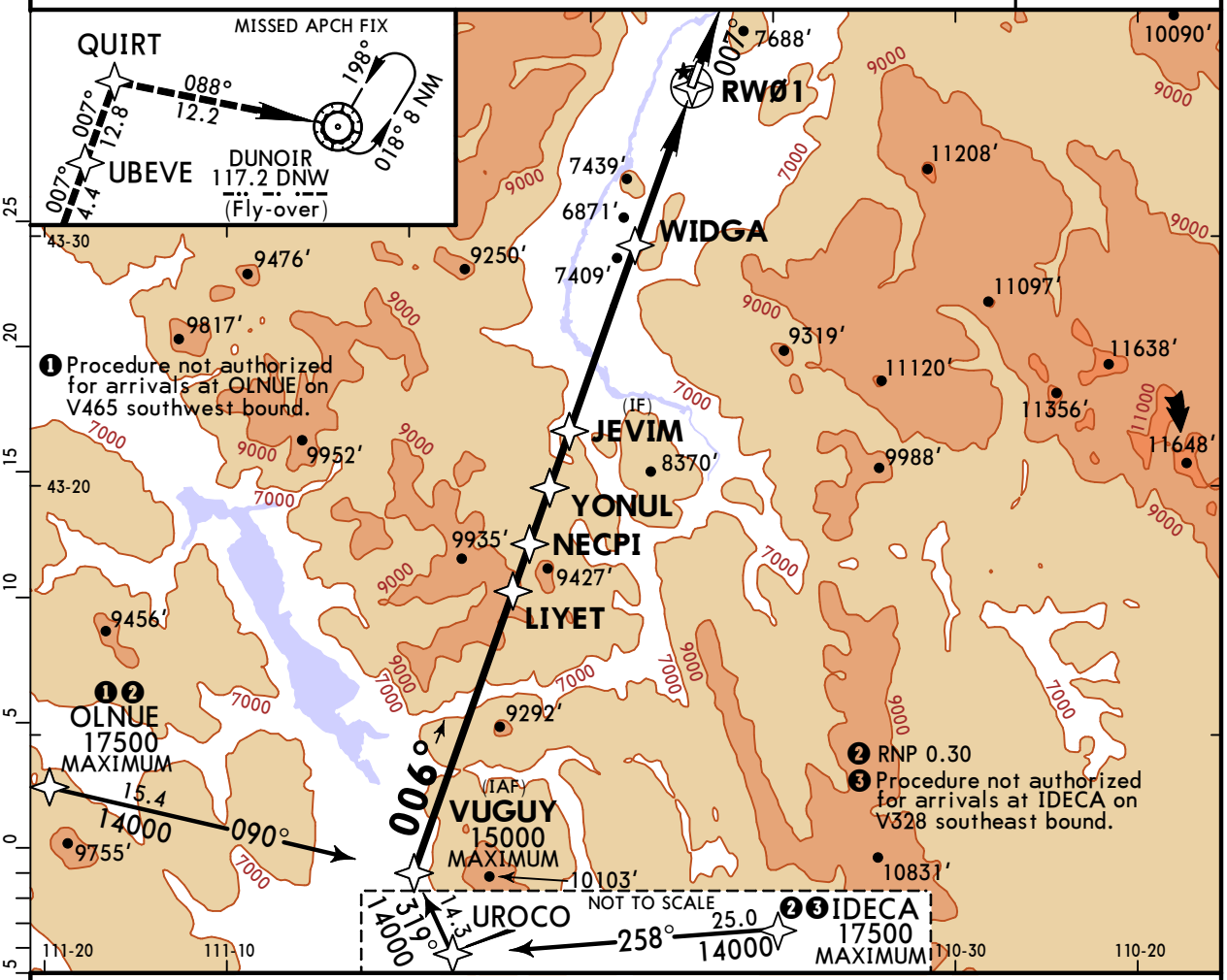
MISSED APCH: Climb to 14000′ on track 007° to UBEVE and track 007° to QUIRT and track 088° to DNW VOR and hold. Continue climb-in-hold to 14000′. Missed approach requires RNP less than 1.0 and minimum climb of 330′/NM to 8200′; if unable, see RNAV (RNP) Y Rwy 1 (chart 12-20).

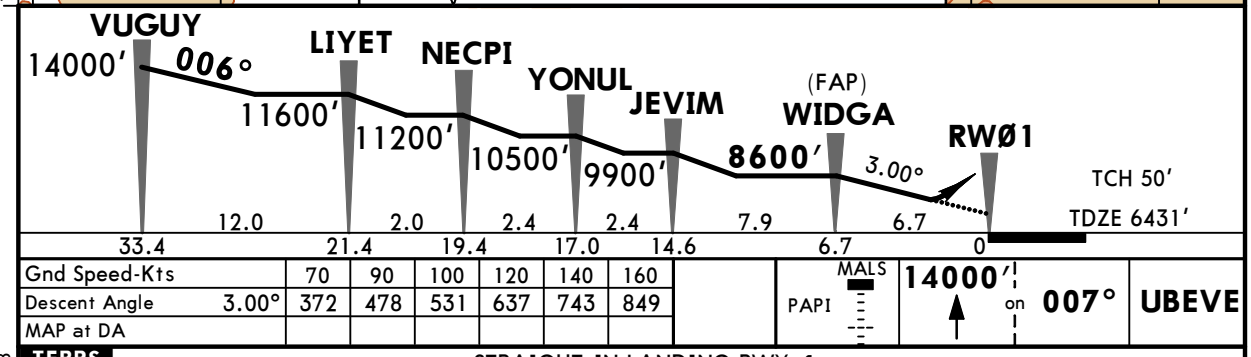
15,000

MSA RWØ1

RNP AR Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -27°C (-17°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.075.





Gnd Speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALS PAPI 14000′ on 007° UBEVE

TERPS STRAIGHT-IN LANDING RWY 1

TERPS AMEND 1 13 SEP 2018

	RNP 0.11 DA(H) 6690′ (259′)		RNP 0.30 DA(H) 6743′ (312′)	
		ALS out		ALS out
A	3/4		3/4	7/8
B				
C				
D				

CHANGES: Communications, notes, missed apch, NECPI altitude, FAP, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

1.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 7 SEP 18 (12-22) Eff 13 Sep

JACKSON, WYO RNAV (RNP) Y Rwy 19

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H) (CONDITIONAL)	Apt Elev 6451′
	187°	YUSGU 8000′ (1549′)	6750′ (299′)	TDZE 6451′

MISSED APCH: Climb to 14000′ on track 187° to ZEKUG and on track 194° to KICNE and hold, continue climb-in-hold to 14000′.

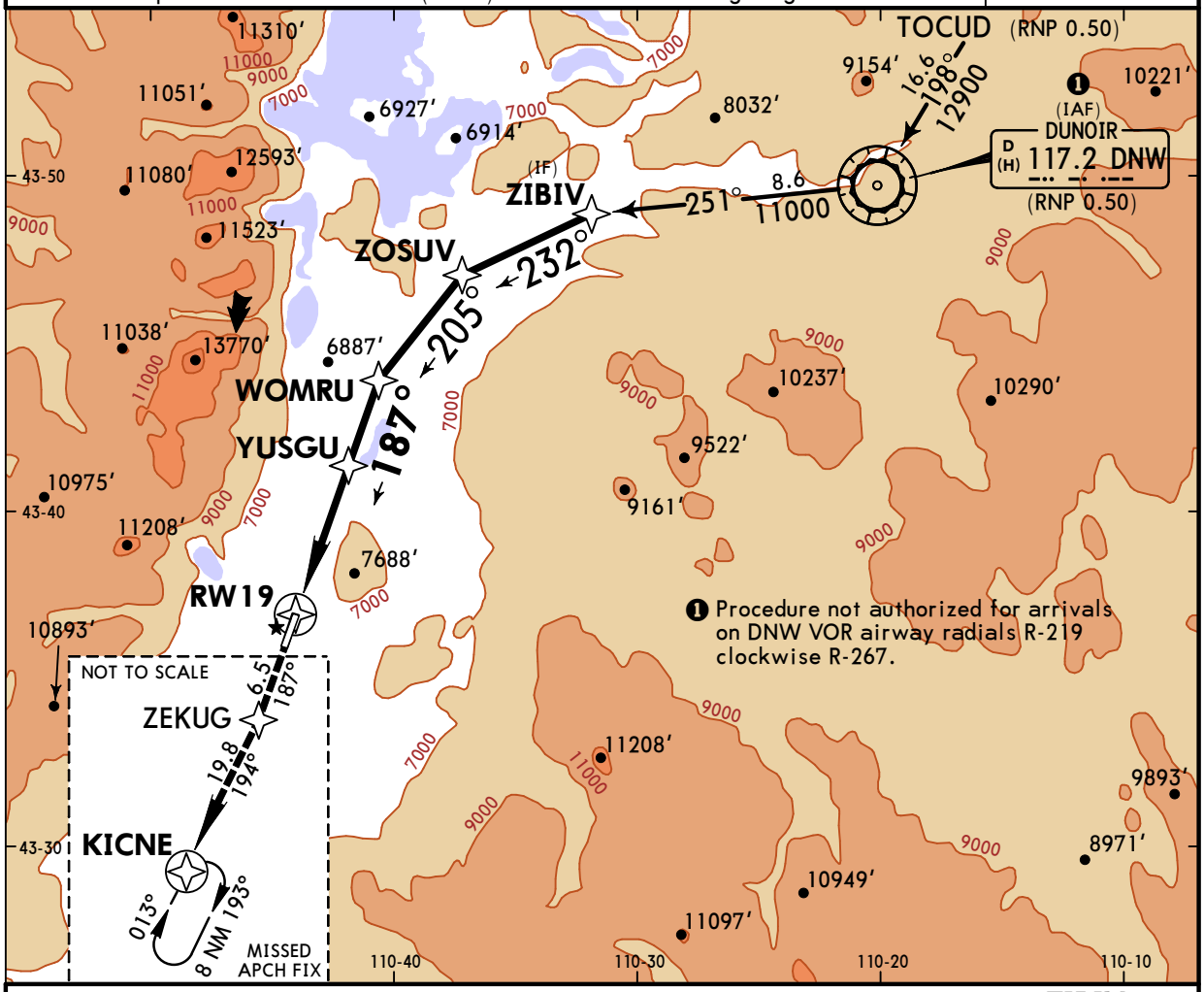
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

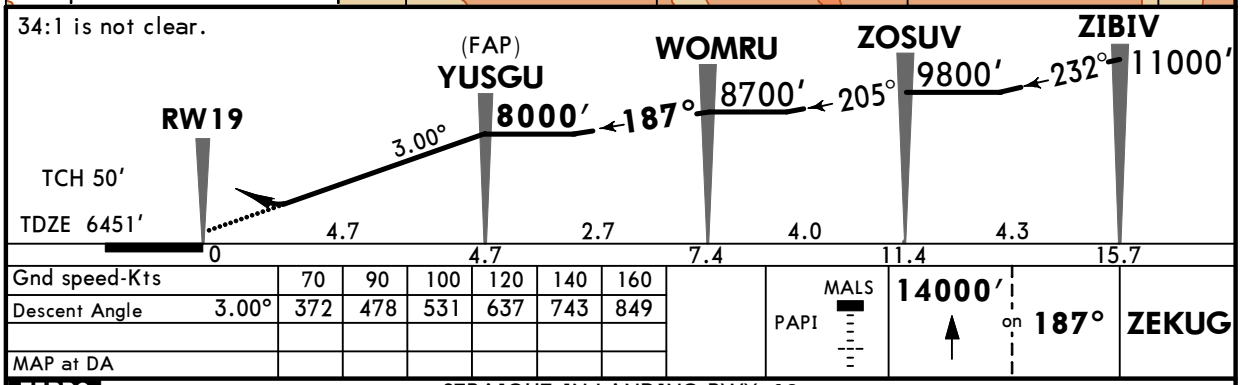
RNP AR Apch

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -27°C (-17°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.075.

BRIEFING STRIP™

15,000
MSA RW19





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

MALS / PAPI — 14000′ on 187° — ZEKUG

TERPS

STRAIGHT-IN LANDING RWY 19

	1 RNP 0.11 DA(H) 6750′ (299′)		2 RNP 0.30 DA(H) 6826′ (375′)		RNP 0.30 DA(H) 6911′ (460′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 50 or 1	RVR 55 or 1¼	1⅜
B						
C						
D						

TERPS AMEND 2 13 SEP 2018

1 Missed approach requires minimum climb of 250′/NM to 8200′.
2 Missed approach requires minimum climb of 330′/NM to 8200′.

CHANGES: Notes, missed approach procedure, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

1.2.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

KJAC/JAC
JACKSON HOLE

JEPPESEN
3 JUL 15 (13-1)

JACKSON, WYO
VOR DME Rwy 1

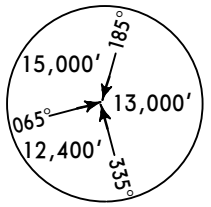
ATIS (AWOS-3PT when Twr inop)	SALT LAKE Center	*JACKSON Tower	*Ground
120.62	133.25	CTAF 118.07	124.55

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
JAC 115.4	008°	ZIPET 8800′ (2369′)	7380′ (949′)	6451′ / 6431′

MISSED APCH: Climb to 14000′ direct JAC VOR, and outbound via JAC VOR R-017 to NALSI INT/D16.5 JAC, and RIGHT turn inbound via DNW R-267° to DNW VOR and hold.

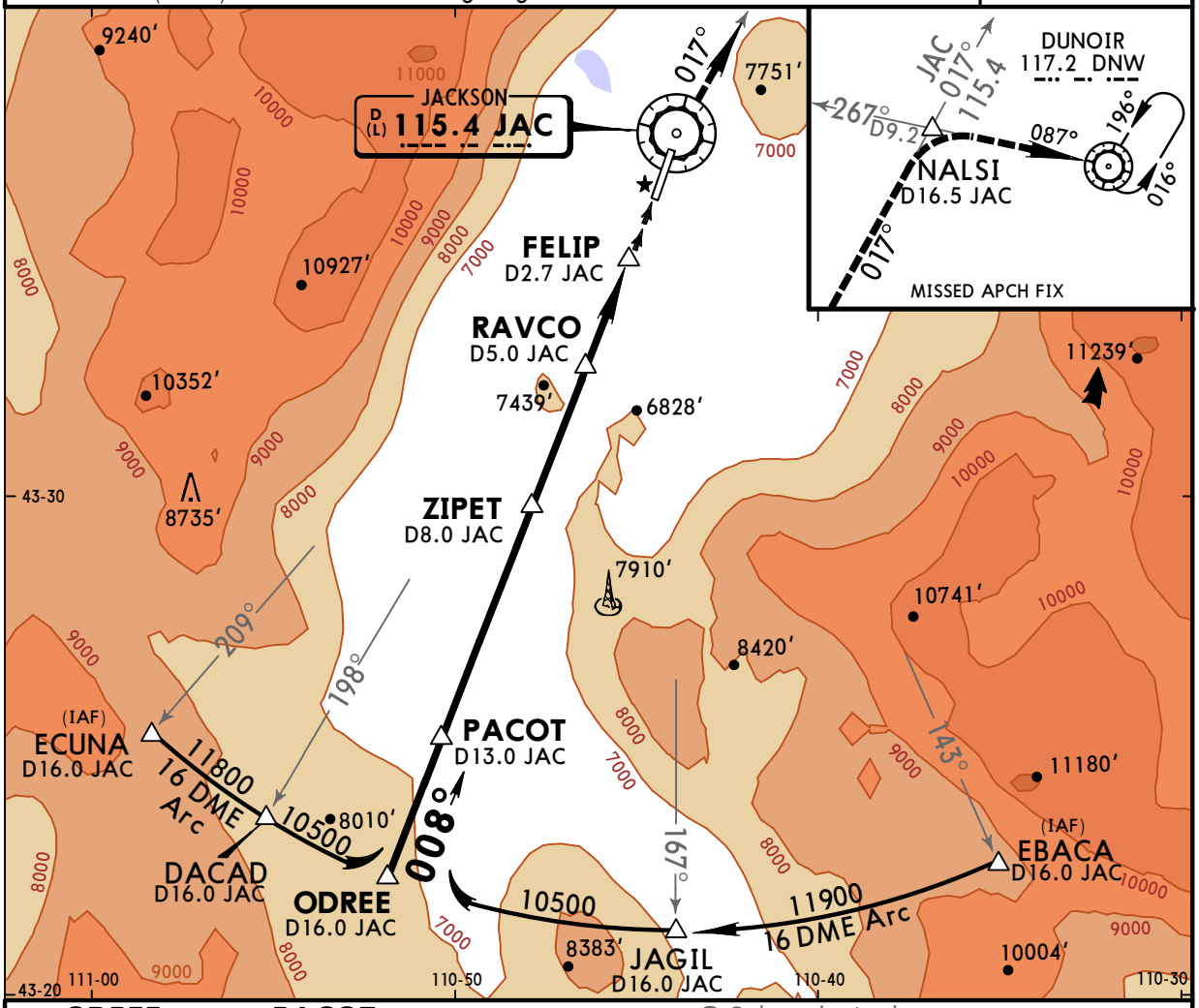
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

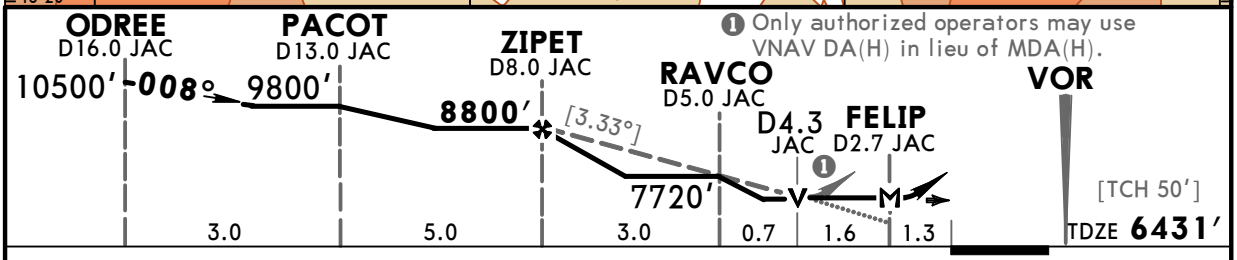
1. If local altimeter setting not received, procedure not authorized. 2. VGSI and descent angles not coincident. 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.07.



MSA JAC VOR

BRIEFING STRIP™





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.33°]	412	530	589	707	825	943
MAP at FELIP/D2.7 JAC						

MALS
PAPI
14000′
D
JAC 115.4

STRAIGHT-IN LANDING RWY 1

MDA(H) 7380′ (949′)

	ALS out
A	1½
B	
C	2¾
D	3

CIRCLE-TO-LAND

Not Authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7380′ (929′) - 1½
120	
140	7380′ (929′) - 2¾
165	7380′ (929′) -3

AMEND TERPS

CHANGES: AWOS.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

1.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 3 JUL 15 (13-2)

JACKSON, WYO VOR DME Rwy 19

ATIS (AWOS-3PT when Twr inop)	SALT LAKE Center	*JACKSON Tower	*Ground
120.62	133.25	CTAF 118.07	124.55

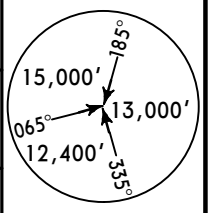
BRIEFING STRIP™

VOR JAC	Final Apch Crs	Minimum Alt KARCE	MDA(H)	Apt Elev 6451′
115.4	193°	8500′ (2049′)	7840′ (1389′)	TDZE 6451′

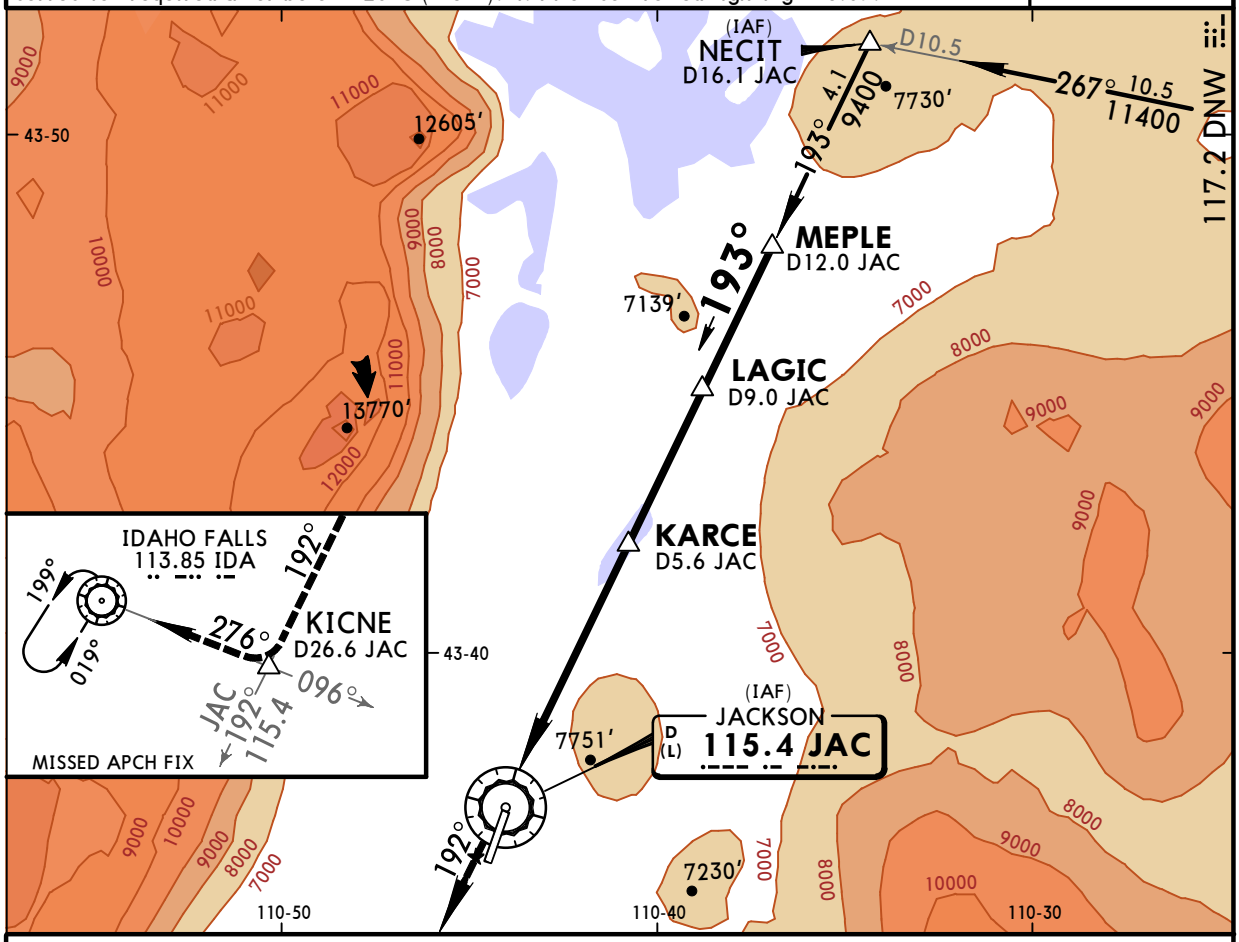
MISSED APCH: Climb to 14000′ outbound via JAC VOR R-192 to KICNE INT/D26.6 JAC, and RIGHT turn inbound via IDA VOR R-096 to IDA VOR and hold.

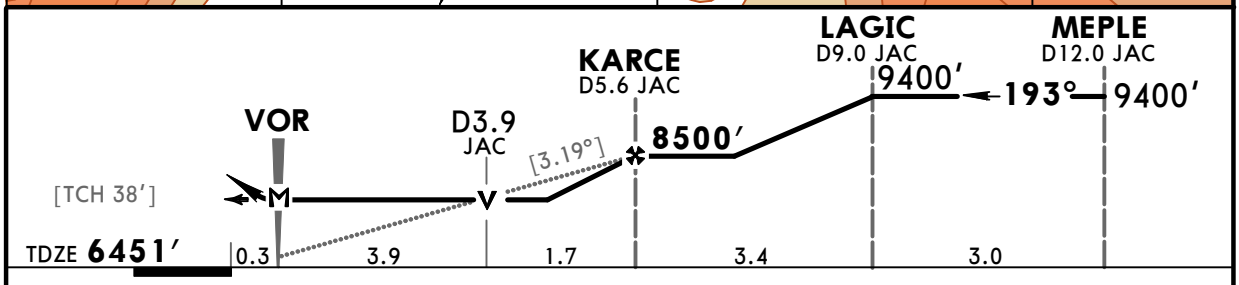
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 53′). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.07.



MSA JAC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.19°]	395	508	564	677	790	903
MAP at VOR						

MALS PAPI

14000′ via JAC 115.4 R-192

KICNE

STRAIGHT-IN LANDING RWY 19

MDA(H) 7840′ (1389′)

	ALS out
A	1¼
B	1½
C	3
D	

CIRCLE-TO-LAND

Not Authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7840′ (1389′) -1¼
120	7840′ (1389′) -1½
140	7840′ (1389′) -3
165	

TERPS AMEND 0A 28 MAY 2015

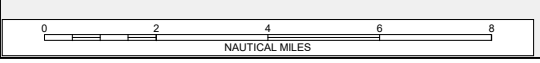
CHANGES: AWOS.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

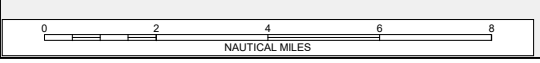
2.0.1 DEPARTURE (KJAC -> CYVR): KJAC (Jackson Hole)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



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



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

COLD TEMPERATURE RESTRICTED AIRPORT

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA's Notices to Airmen Publication (NTAP) Graphic Notices General for a complete list of published airports, temperature/s, segments, and procedure information. (www.faa.gov/air_traffic/publications/notices).

COLD TEMPERATURE CORRECTION TABLE

HEIGHT ABOVE AIRPORT (FEET)

REPORTED TEMP	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

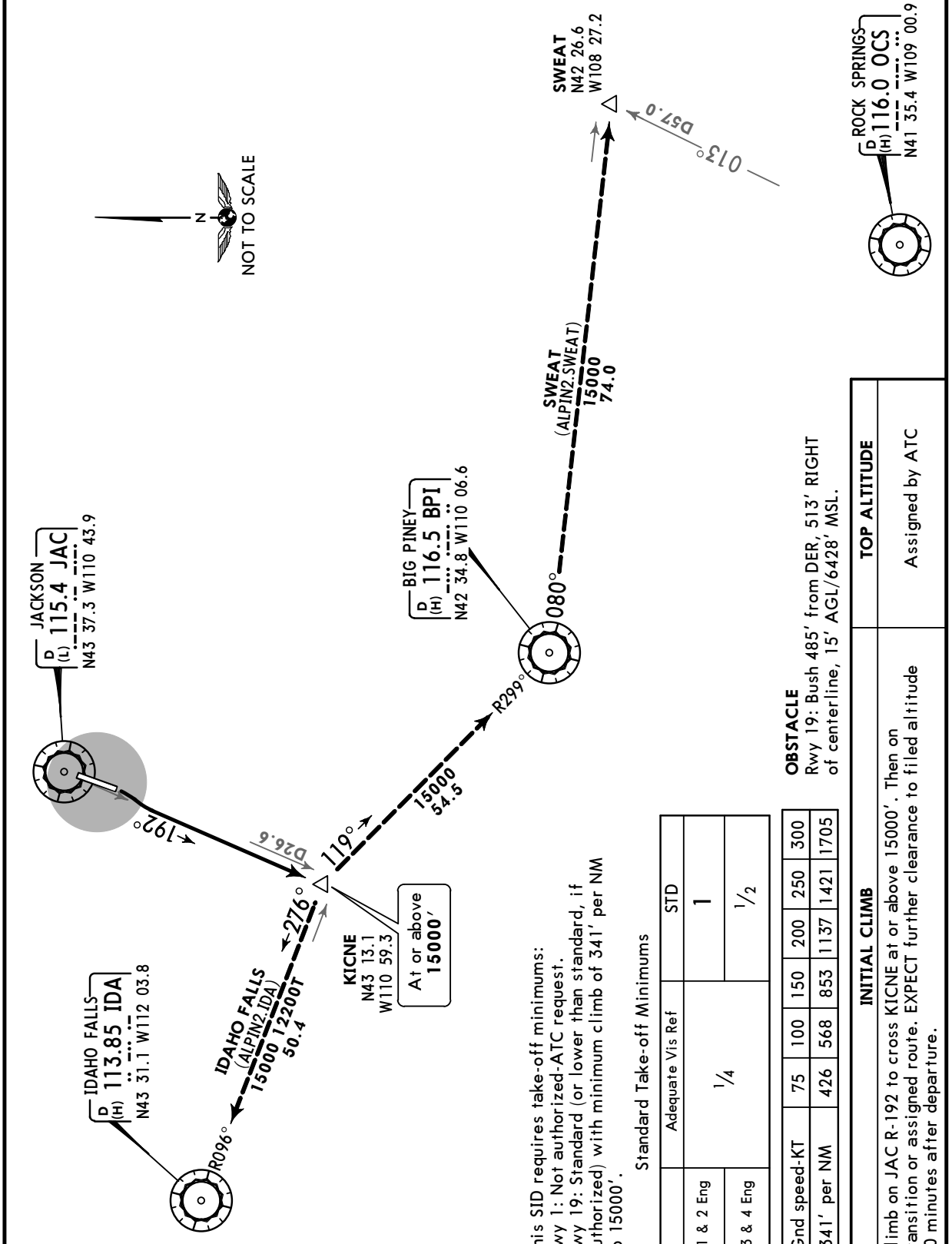
KJAC/JAC JACKSON HOLE

JEPPESEN 9 SEP 16 (10-3) Eff 15 Sep

JACKSON, WYO SID

SALT LAKE Center 133.25	Apt Elev 6451′	Trans level: FL180 Trans alt: 18000′

ALPIN 2 DEPARTURE (ALPIN2.KICNE)
(RWY 19)



This SID requires take-off minimums:
Rwy 1: Not authorized-ATC request.
Rwy 19: Standard (or lower than standard, if authorized) with minimum climb of 341′ per NM to 15000′.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
341′ per NM	426	568	853	1137	1421	1705

OBSTACLE
Rwy 19: Bush 485′ from DER, 513′ RIGHT of centerline, 15′ AGL/6428′ MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb on JAC R-192 to cross KICNE at or above 15000′. Then on transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.	Assigned by ATC

CHANGES: Top altitude added, procedure renumbered.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

2.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

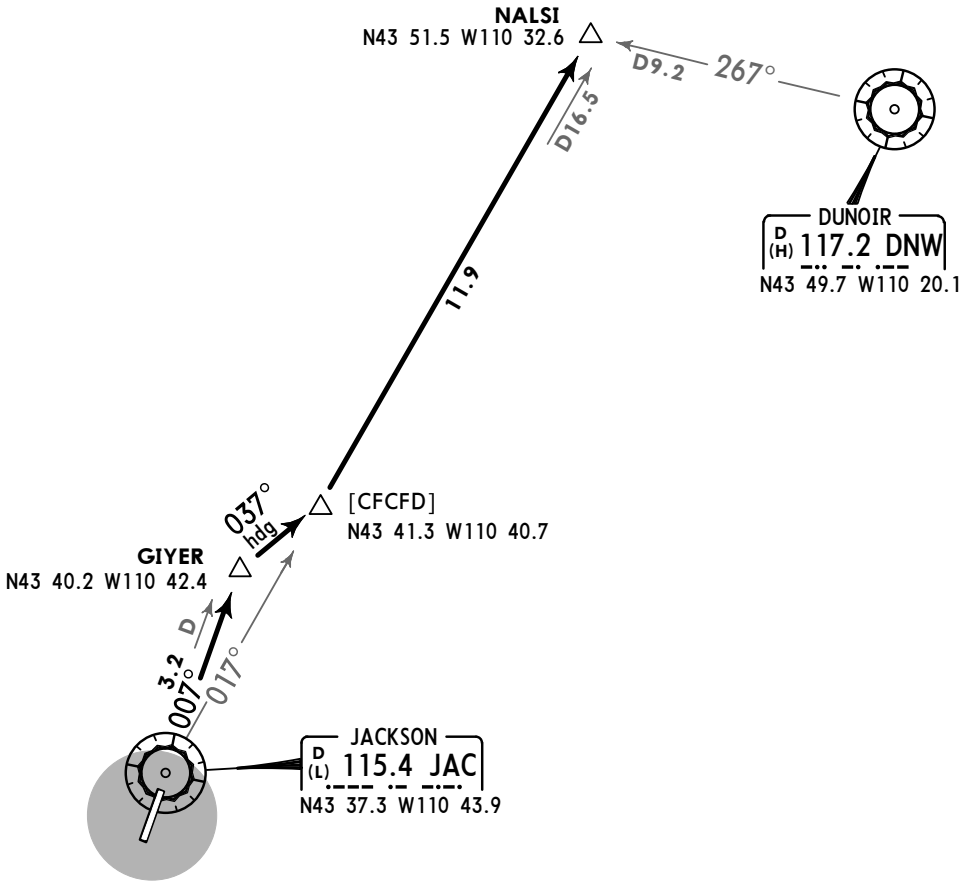
KJAC/JAC
JACKSON HOLE

JACKSON, WYO
DP

SALT LAKE Center 133.25	Apt Elev 6451′	Trans level: FL180 Trans alt: 18000′ **DME required.**

OBSTACLE

GEYSER 5 DEPARTURE (GEYSR5.NALSI)
(RWY 1)



This DP requires take-off minimums:
Rwy 1: Standard (or lower than standard, if authorized) with a minimum climb of 450′ per NM to 14000′; or 4500-3 for climb in visual conditions.
Rwy 19: Not authorized-ATC.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

N
NOT TO SCALE

INITIAL CLIMB

Climb to 14000′ on JAC R-007 to GIYER, and RIGHT turn heading 037° to intercept JAC R-017 to NALSI.
OR
For climb in visual conditions obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions: Cross JAC VOR NORTHBOUND at or above 10800′, then climb to 14000′ on JAC R-017 to NALSI.

CHANGES: None.

© JEPPESEN, 2003, 2016. ALL RIGHTS RESERVED.

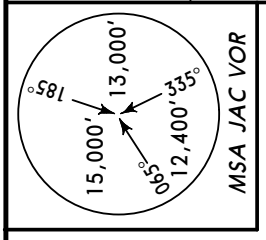
KJAC/JAC JACKSON HOLE

JEPPESEN 9 DEC 11 (10-3B) Eff 15 Dec

JACKSON, WYO

DP

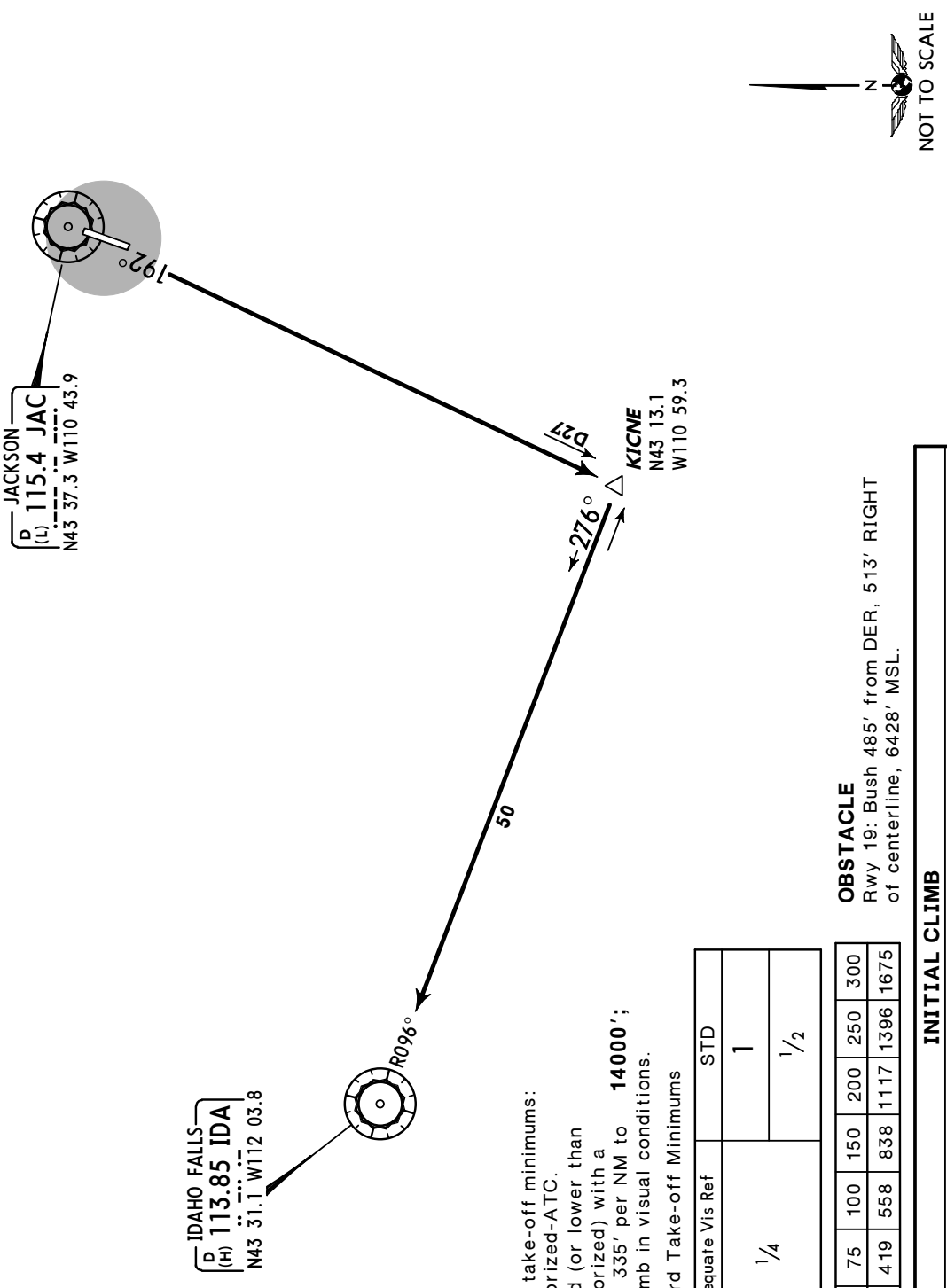
SALT LAKE Center 133.25	Apt Elev 6451′	Trans level: FL180 Trans alt: 18000′



OBSTACLE

TETON THREE DEPARTURE (TETON3.KICNE)

(RWY 19)



This DP requires take-off minimums:
Rwy 1: Not authorized-ATC.
Rwy 19: Standard (or lower than standard, if authorized) with a minimum climb of 335′ per NM to **14000′**; or 4400-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
335′ per NM	419	558	838	1117	1396	1675

OBSTACLE
Rwy 19: Bush 485′ from DER, 513′ RIGHT of centerline, 6428′ MSL.

INITIAL CLIMB

Climb to **14000′** via JAC R-192 to KICNE, then RIGHT turn via IDA R-096 to IDA.
OR
For climb in visual condtions: Cross JAC SOUTHBOUND at or above **10800′**, then climb to **14000′** via JAC R-192 to KICNE. Then RIGHT turn via IDA R-096 to IDA.

CHANGES: Chart reindexed.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

2.1.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC
Apt Elev **6451′**
N43 36.4 W110 44.3

JEPPESEN 7 SEP 18 (10-9) Eff 13 Sep

JACKSON, WYO
JACKSON HOLE

ATIS (AWOS-3PT when Twr inop.)	*JACKSON Ground	*Tower	UNICOM 122.95	SALT LAKE Center
120.625	124.55	CTAF 118.075		133.25

CAUTION: Be alert to runway clearances. Readback of all runway holding instructions is required.

Aircraft that fail to touch down within the first third of runway 1/19 sometimes fail to stop on the runway and are at risk for a runway excursion.

Runway excursion risk due to density altitude and runway length.

110-44 VOR

43-37

19 187°

Safety Area

Elev 6451′

A4

HS1

A

Deicing Pad

13°E

A3

Control Tower

6300′

ARP

A

Activate on 118.075 when Twr inop.

A2

Terminal

A

Hangars

43-36

Elev 6413′

D

A1

1 007°

C

Safety Area

HS2

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 There is no "Twy Edge" marking or lighting on East side of Twy A adjacent to De-ice Pad between Twy A2-Twy A4. Existing lighting is misleading to pilots.

HS2 Pilots landing Runway 19 fail to stop and have a tendency to taxi into Paved Safety Area.

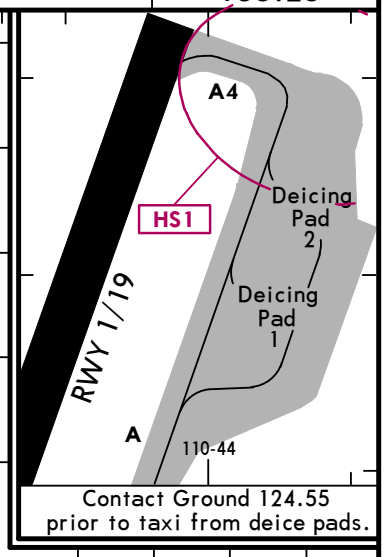
Paved 950′X 200′ Safety Area at departure end of Rwy 19.
Usable for Rwy overrun incidents.
Plowed and broomed during winter.

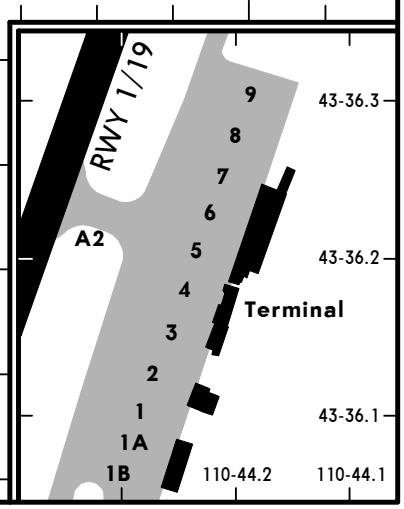
PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
1, 1A, 1B, 2	N43 36.1 W110 44.3
3 - 7	N43 36.2 W110 44.2
8, 9	N43 36.3 W110 42.2

Feet 0 500 1000 1500 2000 2500
Meters 0 200 400 600 800

110-44





CHANGES: Parking Spot inset and coordinates added.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

KJAC/JAC

JACKSON, WYO
JACKSON HOLE

GENERAL

Balloon operations in vicinity of airport West and Southwest May-Oct.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1 ❶ 19	❷HIRL CL ❷MALS PAPI-L (angle 3.0°) RVR		5171′		150′

❶ Porous friction course overlay.
❷ Activate on 118.075 when Twr inop.

TAKE-OFF

	Rwy 1	Rwy 19
1 & 2 Eng 3 & 4 Eng	**USE GEYSER DEPARTURE**	**USE TETON DEPARTURE**

FOR FILING AS ALTERNATE

	RNAV (RNP) Z Rwy 1 RNAV (RNP) Y Rwy 19	VOR DME Rwy 1	RNAV (GPS) Z Rwy 19	RNAV (RNP) Y Rwy 1	RNAV (GPS) X Rwy 1	VOR DME Rwy 19	Other
A	800-2	1000-2	1000-2	1000-4	1200-2	1400-2	NA
B							
C		1000-3	1000-2¾		1200-3	1400-3	
D			1000-3				

AMEND 6

CHANGES: Landing Beyond Glide Slope, alternate minimums.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

2.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KJAC/JAC JACKSON HOLE

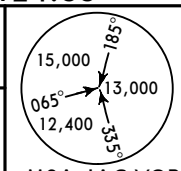
JEPPESEN 13 JUL 18 Eff 19 Jul (11-1)

JACKSON, WYO ILS Z or LOC Z Rwy 19

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

LOC IJAC	Final Apch Crs	GS YUSGU	ILS DA(H)	Apt Elev 6451'
109.1	187°	8000' (1549')	6651' (200')	TDZE 6451'

MISSED APCH: Climb to 6900' then climbing RIGHT turn to 14000' on JAC VOR R-192 to KICNE INT/D26.6 JAC and hold, continue climb-in-hold to 14000'. Missed approach requires a minimum climb of 235'/NM to 10600'. If unable to comply, use ILS Y or LOC Rwy 19 (chart 11-2).



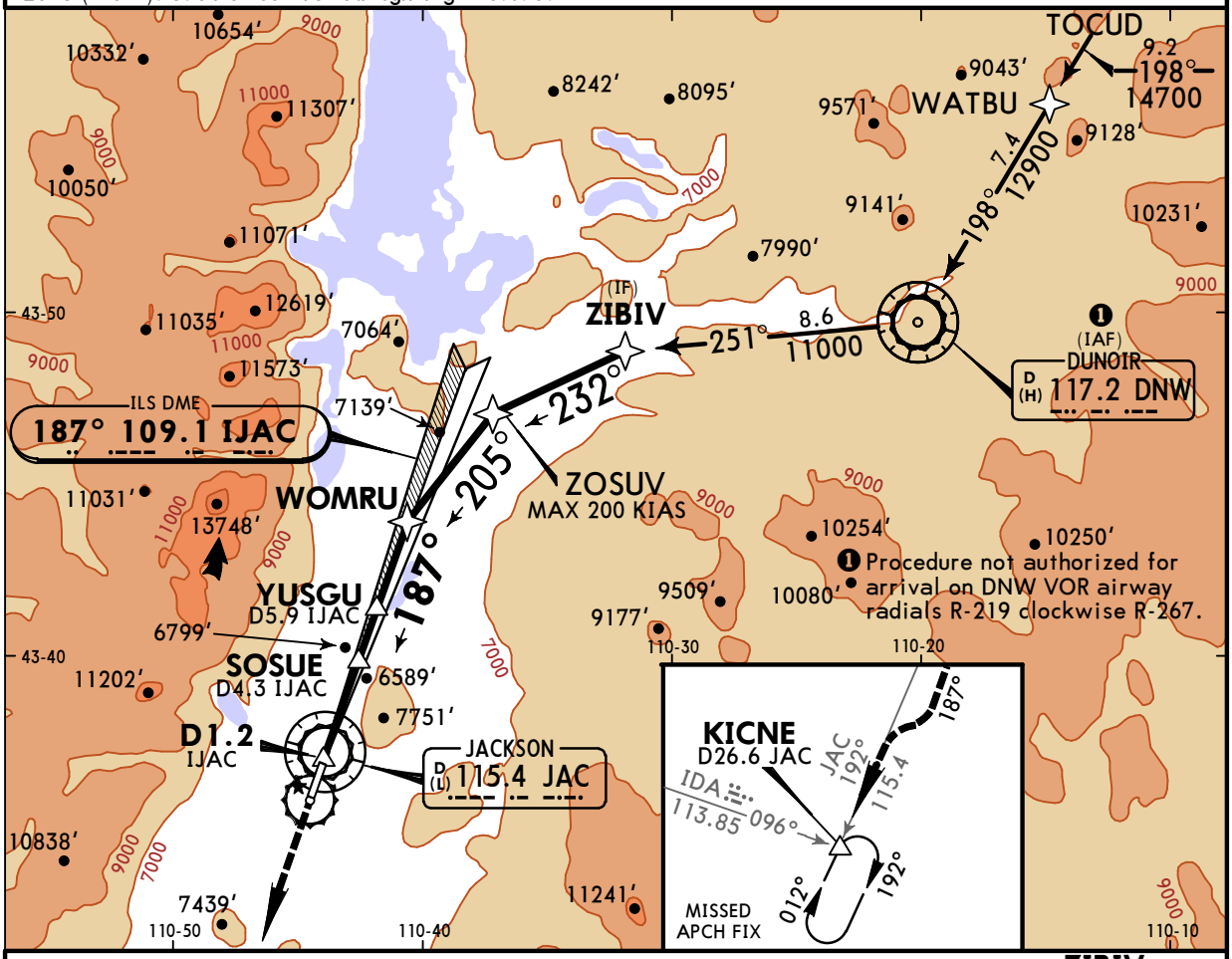
MSA JAC VOR

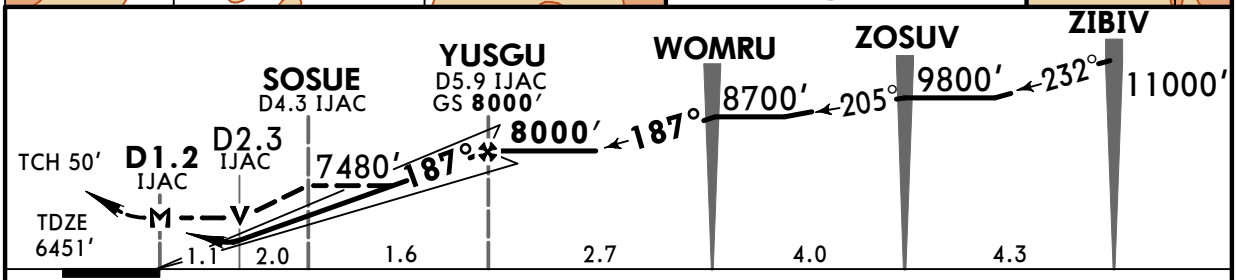
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

RNAV 1 | RNAV 1-GPS required.

DME required for LOC only.

1. Use IJAC DME when on the LOC course. 2. Cold temperature altitude correction required at or below -26°C (-15°F). 3. Pilot controlled lighting 118.075.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IJAC							

MALS / PAPI | 6900' | 14000' RT | JAC on 115.4 R-192

TERPS STRAIGHT-IN LANDING RWY 19

1 Missed apch requires mim climb of 235'/NM to 10600'

	ILS DA(H) 6651' (200')		LOC (GS out) MDA(H) 6840' (389')	
	FULL	ALS out		ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 55 or 1¼
B				
C			RVR 45 or ⅞	RVR 60 or 1¼
D				

CIRCLE-TO-LAND
Not Authorized
East of Rwy 1-19

Max Kts	MDA(H)
90	6840' (389') - 1
120	6920' (469') - 1
140	6920' (469') - 1½
165	7080' (629') - 2

1 If unable to comply, use ILS Y or LOC Rwy 19 (chart 11-2).

BRIEFING STRIP ™

TERPS AMEND 0B 19 JUL 2018

CHANGES: Procedure title, minimums, notes.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

2.1.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 13 JUL 18 (11-2) Eff 19 Jul

JACKSON, WYO ILS Y or LOC Rwy 19

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

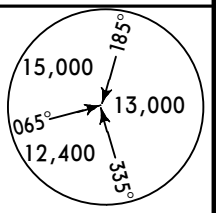
BRIEFING STRIP™

LOC IJAC	Final Apch Crs	GS	ILS	Apt Elev 6451′
109.1	187°	FAPMO 9700′(3249′)	DA(H) 7063′(612′)	TDZE 6451′

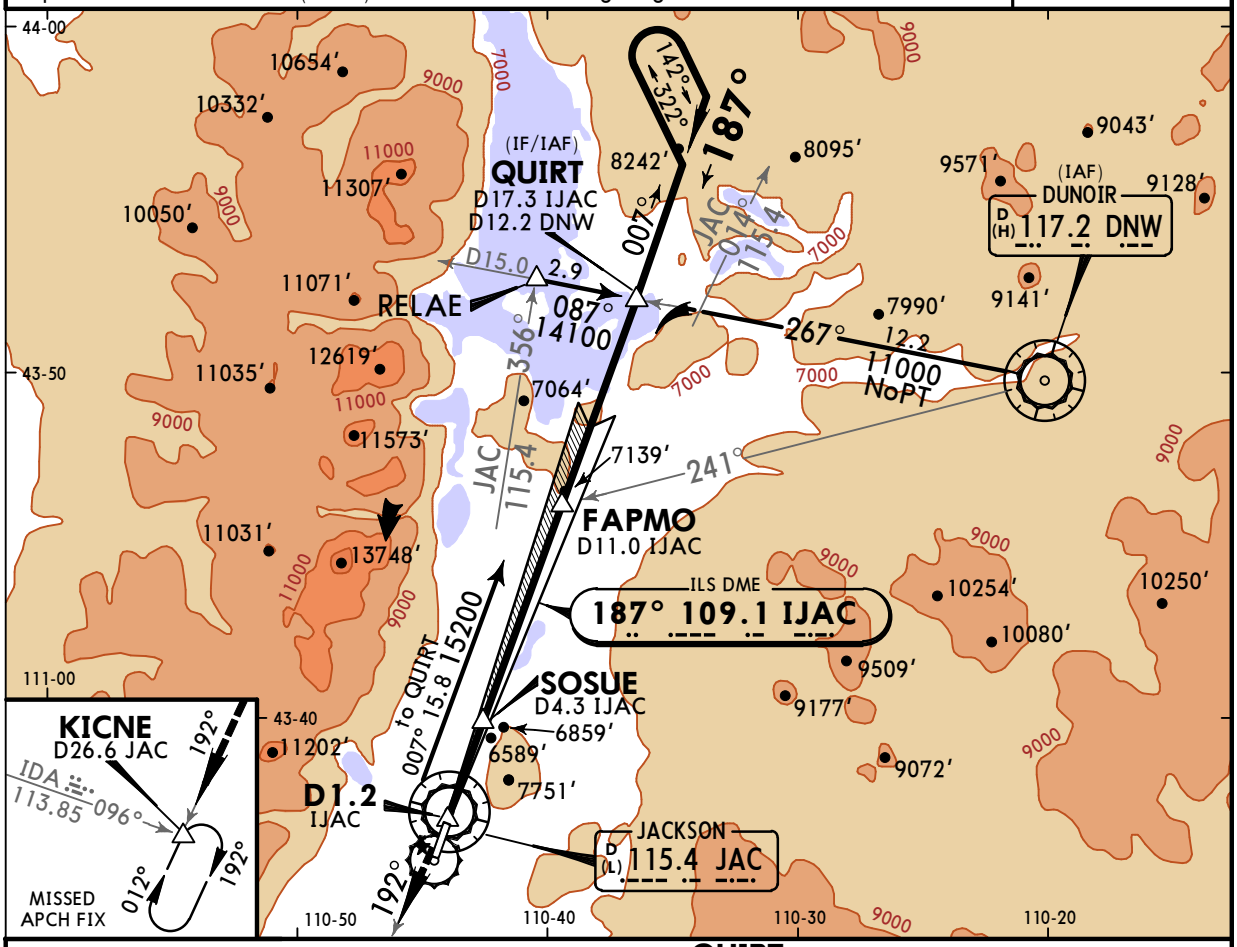
MISSED APCH: Climb to 14000′ on JAC VOR R-192 outbound to KICNE INT/D26.6 JAC VOR and hold, continue climb-in-hold to 14000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

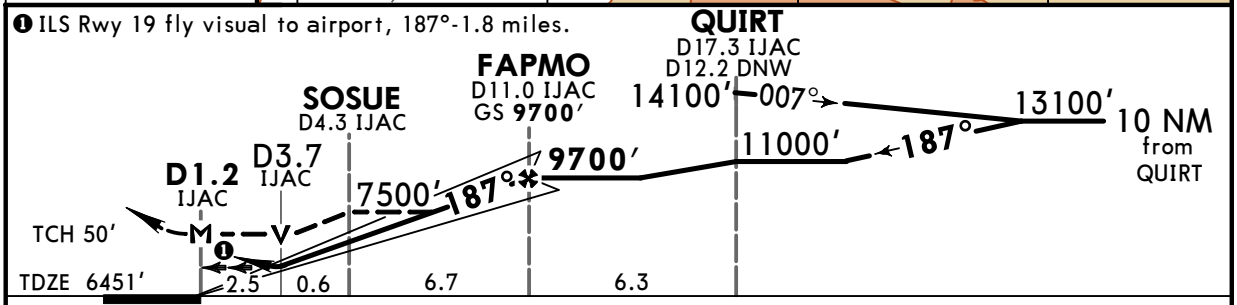
1. Use IJAC DME when on the LOC course. 2. Cold temperature altitude correction required at or below -26°C (-15°F). 3. Pilot controlled lighting 118.075.



MSA JAC VOR



❶ ILS Rwy 19 fly visual to airport, 187°-1.8 miles.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IJAC or FAPMO to MAP	9.8	8:24	6:32	5:53	4:54	4:12	3:41

MALS
PAPI

14000′ JAC on 115.4 R-192

TERPS STRAIGHT-IN LANDING RWY 19

	ILS	LOC (GS out)		CIRCLE-TO-LAND (Not Authorized East of Rwy 1-19)		
		1 With SOSUE	Without SOSUE		1 With SOSUE	Without SOSUE
	DA(H) 7063′(612′)	MDA(H) 7300′(849′)	MDA(H) 7500′(1049′)	Max Kts	MDA(H)	MDA(H)
	FULL ALS out	ALS out	ALS out			
A	2	1	1¼	90	7300′(849′) - 1	7500′(1049′) - 1¼
B		1¼	1½	120	7300′(849′) - 1¼	7500′(1049′) - 1½
C		2½	3	140	7300′(849′) - 2½	7500′(1049′) - 3
D		2¾		165	7300′(849′) - 2¾	

1 DME required.

TERPS AMEND 0B 7 DEC 2017

CHANGES: Rwy 19 threshold replaced by TDZE.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

2.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KJAC/JAC JACKSON HOLE

JEPPESEN 10 AUG 18 (12-1)

JACKSON, WYO RNAV (GPS) X Rwy 1

ATIS (AWOS-3 when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.07	124.55

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 58299 W-01A	006°	ZUGEN 9500′ (3069′)	7393′ (962′)	6451′ / 6431′

MISSED APCH: Climb to 14000′ direct QUIRT and via 088° track to DNW VOR and hold, continue climb-in-hold to 14000′.

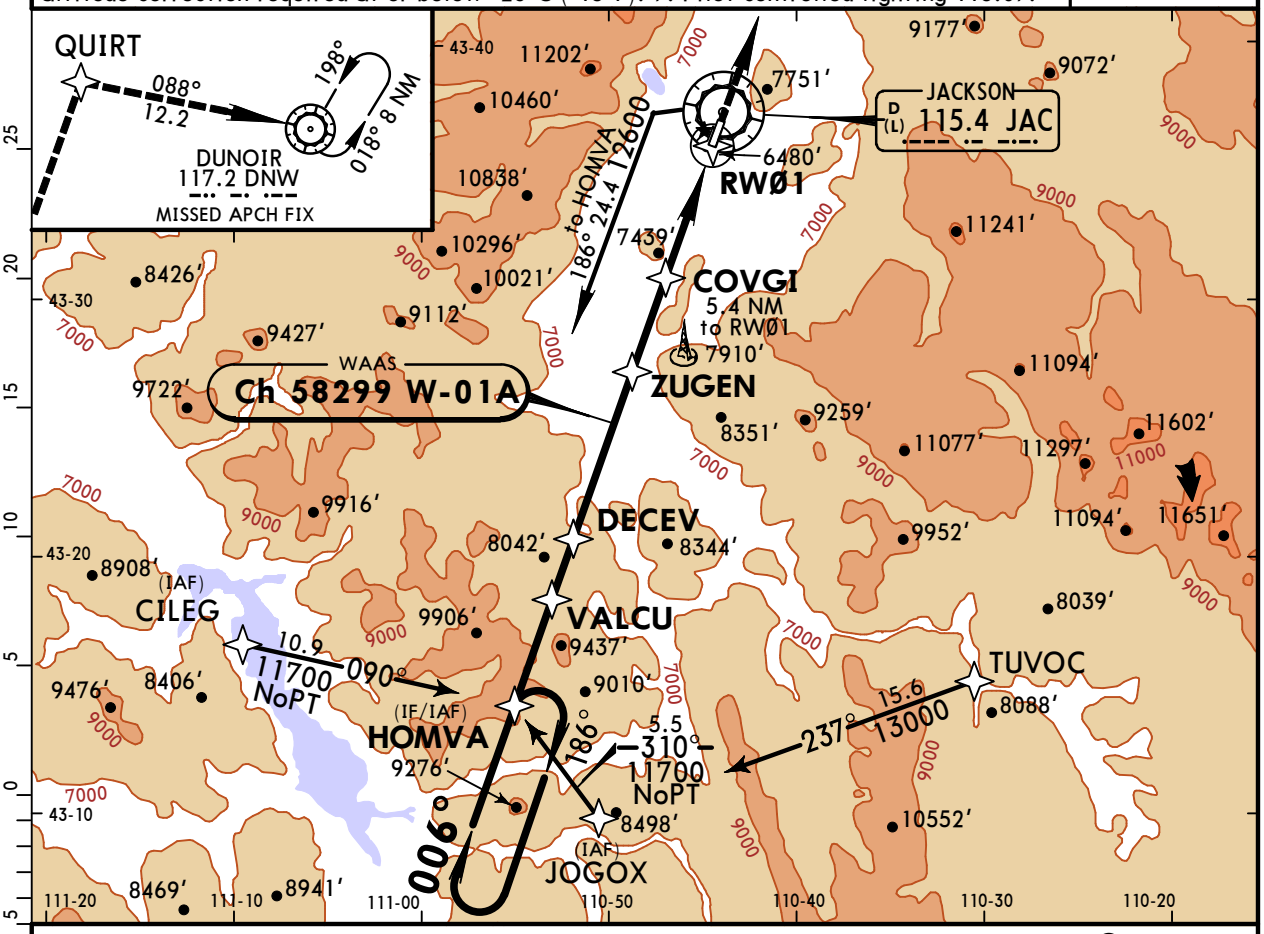
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 46°C (114°F). 4. For LPV, fly visual to airport, 007° - 2.9 NM. 5. For LNAV/VNAV, fly visual to airport, 007° - 3.2 NM. 6. Cold temperature altitude correction required at or below -26°C (-15°F). 7. Pilot controlled lighting 118.07.

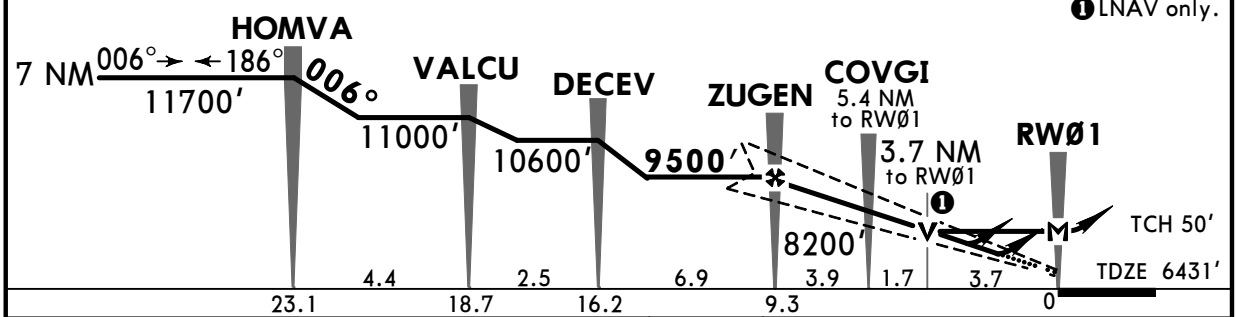
15,000

MSA RWØ1

BRIEFING STRIP ™



LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ1						

MALS PAPI 14000′ QUIRT

STRAIGHT-IN LANDING RWY 1

	LPV DA(H) 7393′ (962′) ALS out	LNAV/VNAV DA(H) 7470′ (1039′) ALS out	LNAV MDA(H) 7640′ (1209′) ALS out
A	2	2	1¼
B			1½
C	2	3	3
D			

CIRCLE-TO-LAND

Not authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7640′ (1189′) -1¼
120	7640′ (1189′) -1½
140	7640′ (1189′) -3
165	

TERPS AMEND 1B 20 AUG 2015

CHANGES: Chart format.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2.1.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 10 AUG 18 (12-2)

JACKSON, WYO RNAV (GPS) Z Rwy 19

ATIS (AWOS-3 when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.07	124.55

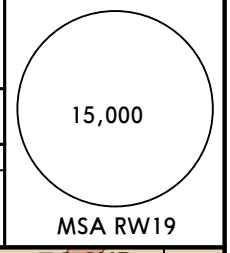
BRIEFING STRIP™

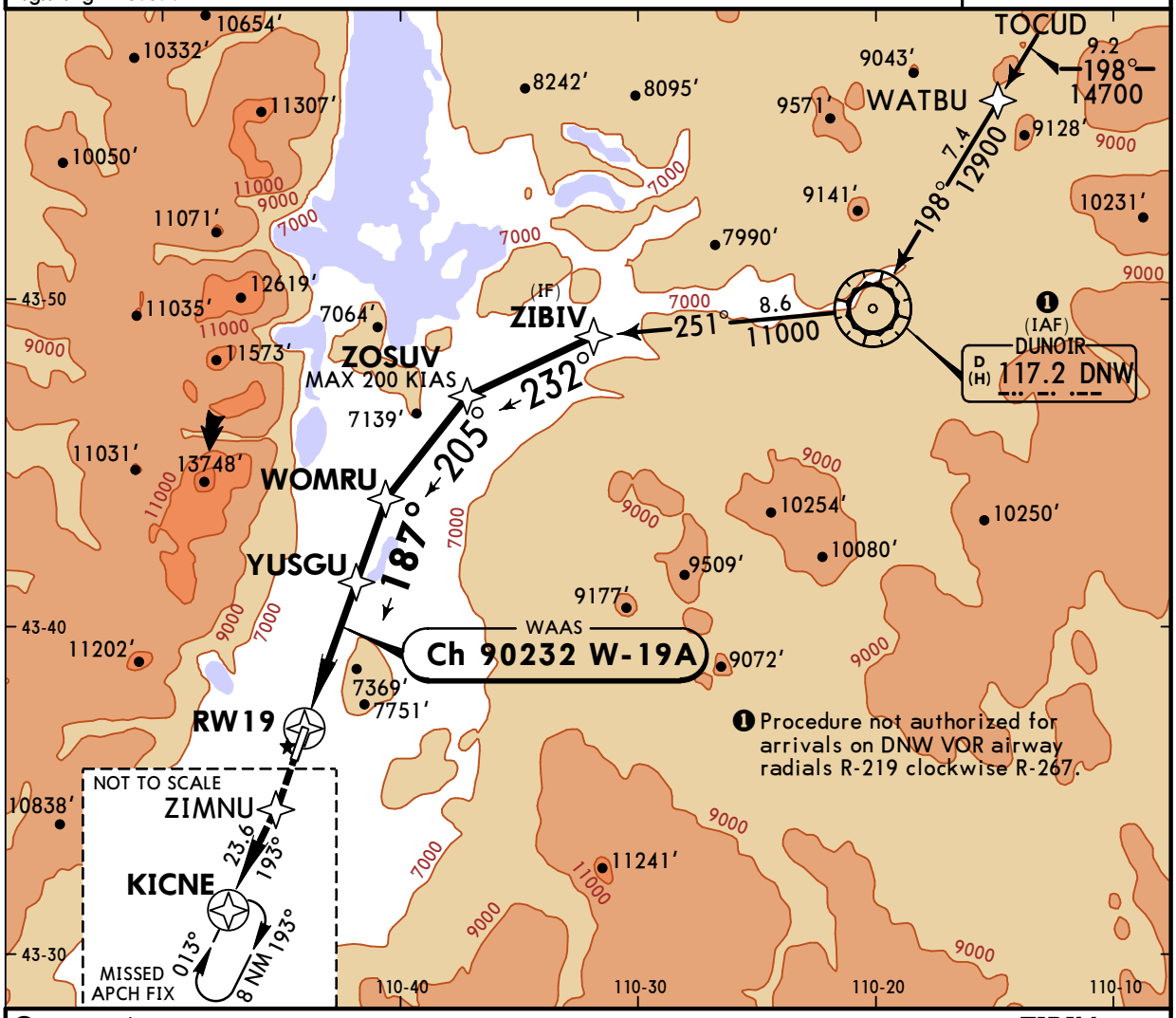
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 6451′
Ch 90232 W-19A	187°	YUSGU 8000′(1549′)	6651′(200′)	TDZE 6451′

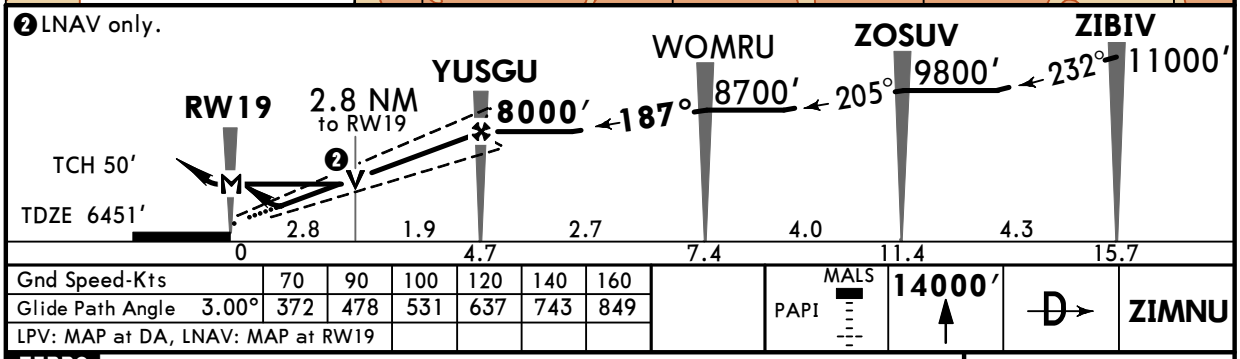
MISSED APCH: Climb to 14000′ direct ZIMNU and on track 193° to KICNE and hold, continue climb-in-hold to 14000′.

RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. Cold temperature altitude correction required at or below 26°C (-15°F). 3. Pilot controlled lighting 118.07.







Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV: MAP at DA, LNAV: MAP at RW19						

MALS PAPI 14000′ D ZIMNU

TERPS

STRAIGHT-IN LANDING RWY 19

Missed apch requires mim climb of 235′/NM to 9200′

	LPV DA(H) 6651′(200′) ALS out	LPV DA(H) 6908′(457′) ALS out	LNAV MDA(H) 7380′(929′) ALS out
A	RVR 40 or ¾	RVR 55 or 1¼	RVR 55 or 1¼
B			
C	1½	1⅜	1½
D			2½

CIRCLE-TO-LAND

Not Authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7380′(929′) - 1¼
120	
140	7380′(929′) - 2¾
165	7380′(929′) - 3

TERPS AMEND 1B 16 AUG 2018

CHANGES: Minimums, notes, chart format.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

2.1.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 7 SEP 18 (12-20) Eff 13 Sep

JACKSON, WYO RNAV (RNP) Y Rwy 1

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 6451′
	006°	WIDGA 8600′ (2169′)	7373′ (942′)	TDZE 6431′

MISSED APCH: Climb to 14000′ on track 007° to QUIRT and track 088° to DNW VOR and hold. Continue climb-in-hold to 14000′.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

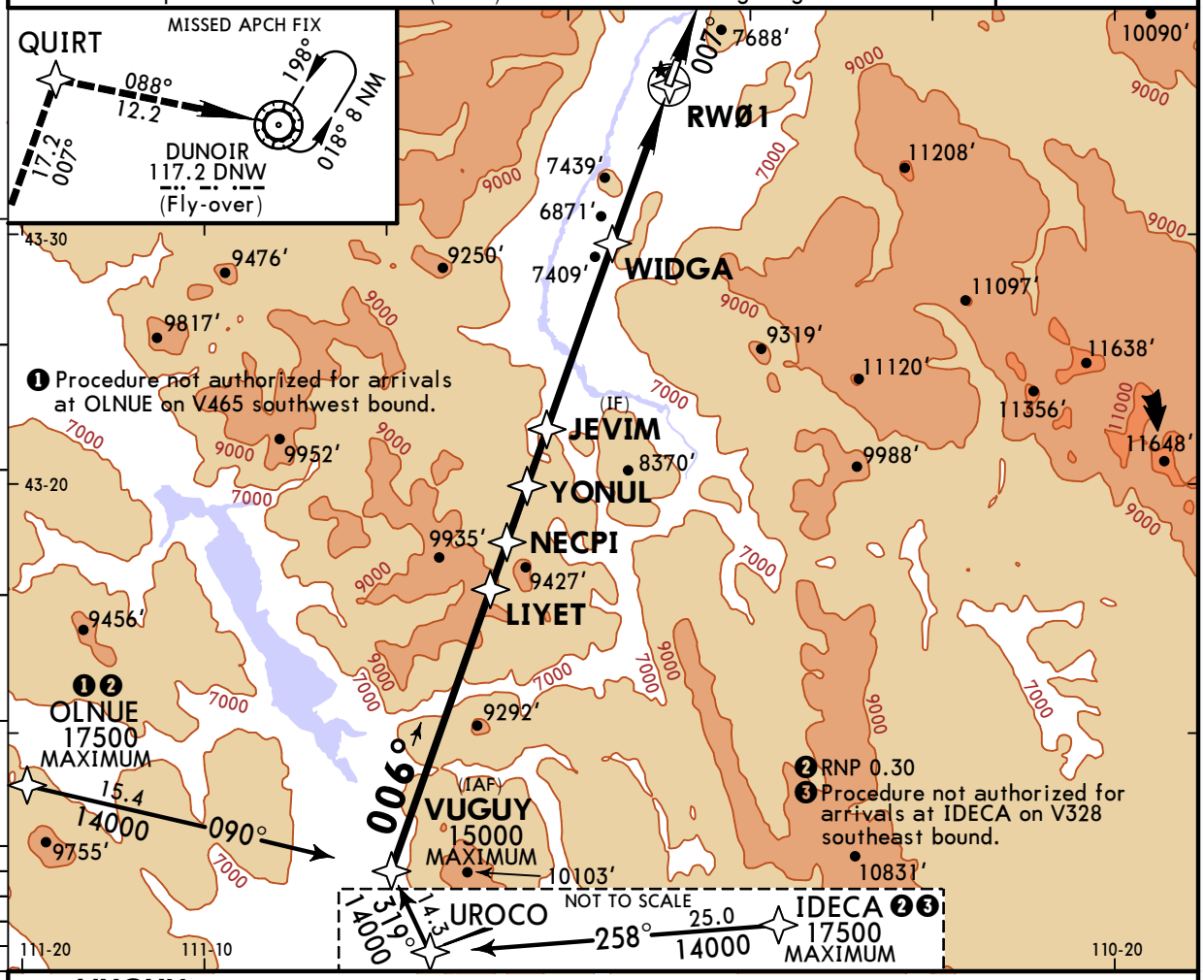
RNP AR Apch

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -27°C (-17°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.075.

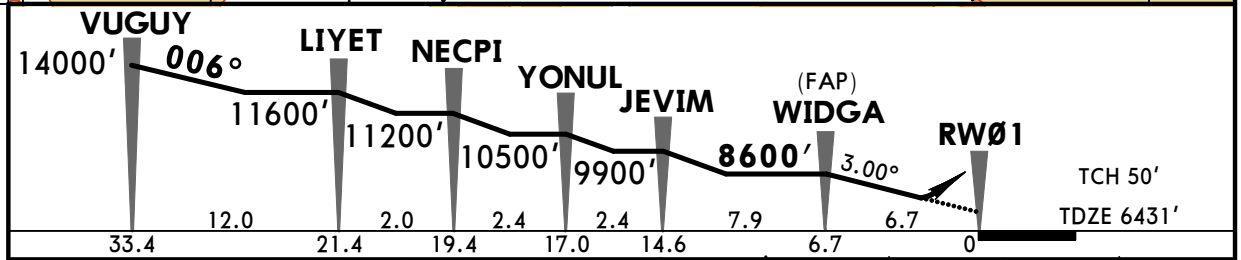
15,000

MSA RWØ1

BRIEFING STRIP™



1 in=10 NM



Gnd Speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALS PAPI 14000′ on 007° QUIRT

TERPS

STRAIGHT-IN LANDING RWY 1

RNP 0.30

DA(H) **7373′** (942′)

ALS out

TERPS AMEND 1 13 SEP 2018

A B C D

CHANGES: Communications, notes, missed apch, NECPI altitude, FAP, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

2.1.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 7 SEP 18 (12-21) Eff 13 Sep

JACKSON, WYO RNAV (RNP) Z Rwy 1

BRIEFING STRIP™

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 6451′
	006°	WIDGA 8600′ (2169′)	6690′ (259′)	TDZE 6431′

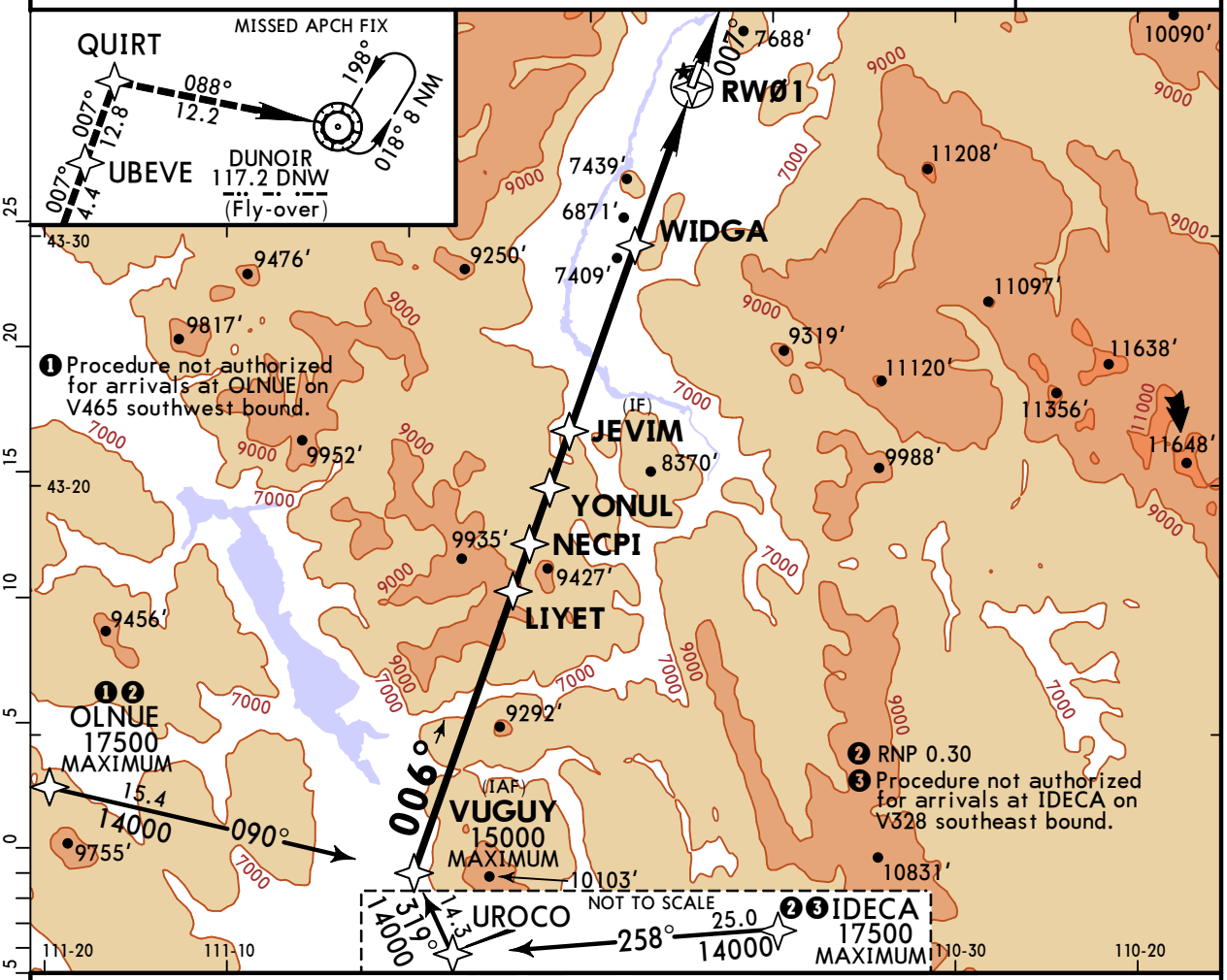
MISSED APCH: Climb to 14000′ on track 007° to UBEVE and track 007° to QUIRT and track 088° to DNW VOR and hold. Continue climb-in-hold to 14000′. Missed approach requires RNP less than 1.0 and minimum climb of 330′/NM to 8200′; if unable, see RNAV (RNP) Y Rwy 1 (chart 12-20).

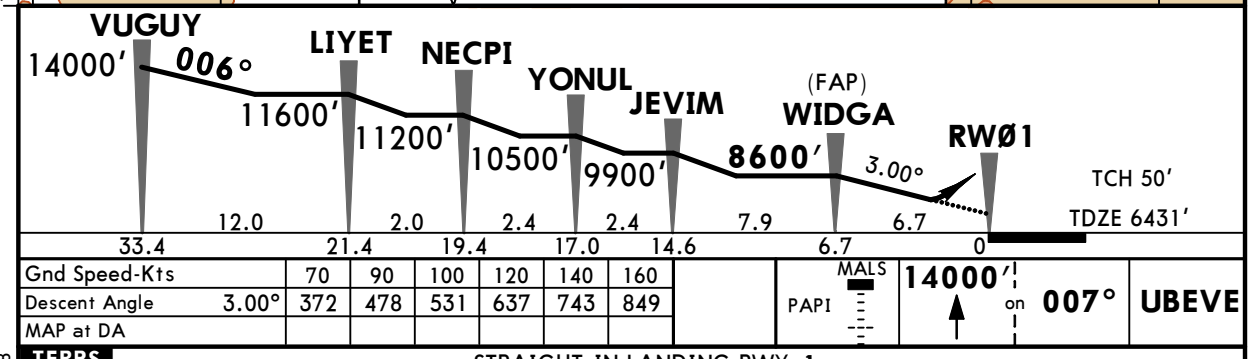
15,000

MSA RWØ1

RNP AR Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -27°C (-17°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.075.





Gnd Speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALS PAPI 14000′ on 007° UBEVE

TERPS STRAIGHT-IN LANDING RWY 1

TERPS AMEND 1 13 SEP 2018

	RNP 0.11 DA(H) 6690′ (259′)		RNP 0.30 DA(H) 6743′ (312′)	
		ALS out		ALS out
A	3/4		3/4	7/8
B				
C				
D				

CHANGES: Communications, notes, missed apch, NECPI altitude, FAP, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

2.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 7 SEP 18 (12-22) Eff 13 Sep

JACKSON, WYO RNAV (RNP) Y Rwy 19

ATIS (AWOS-3PT when Twr inop.)	SALT LAKE Center	*JACKSON Tower	*Ground
120.625	133.25	CTAF 118.075	124.55

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H) (CONDITIONAL)	Apt Elev 6451′
	187°	YUSGU 8000′ (1549′)	6750′ (299′)	TDZE 6451′

MISSED APCH: Climb to 14000′ on track 187° to ZEKUG and on track 194° to KICNE and hold, continue climb-in-hold to 14000′.

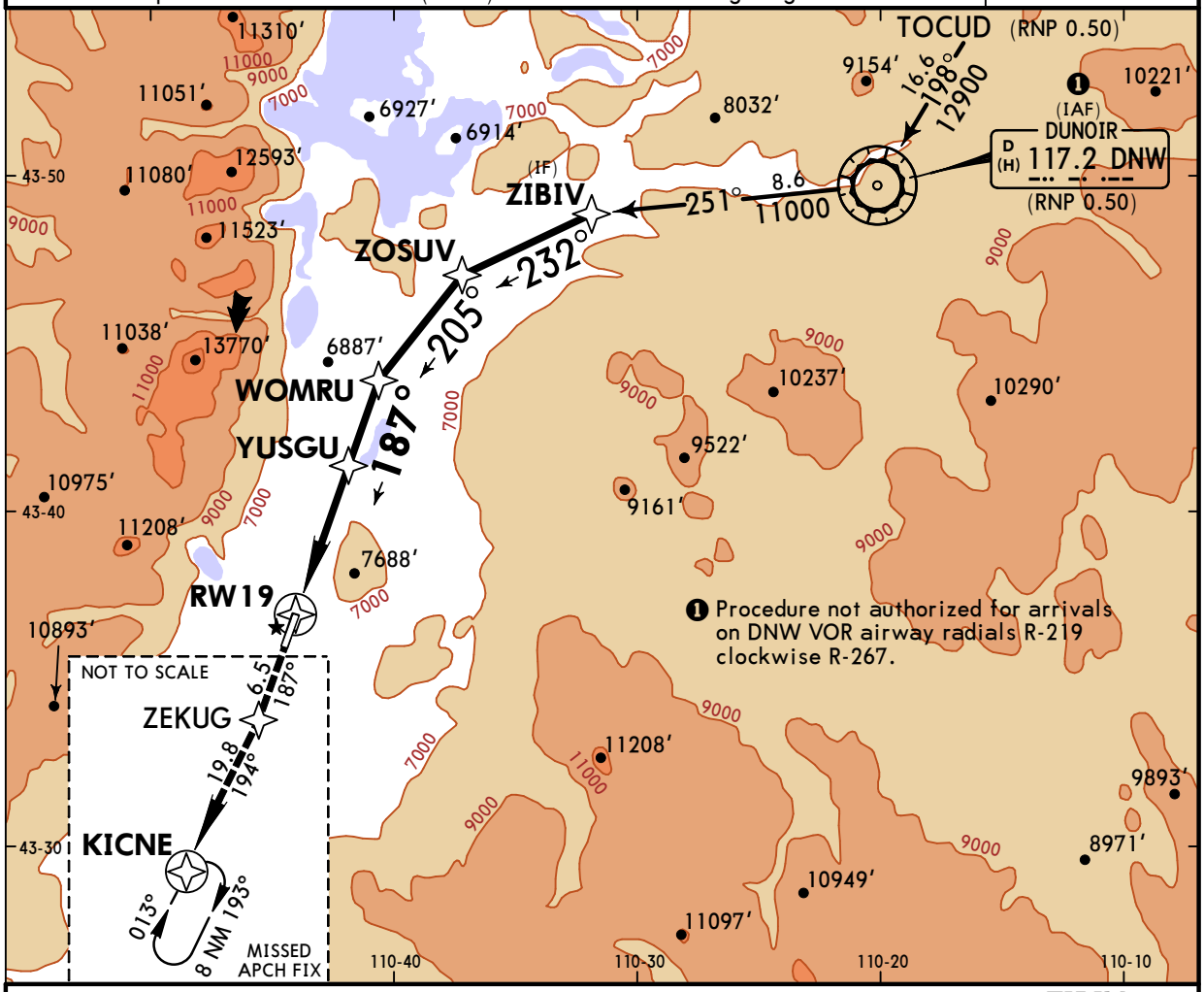
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

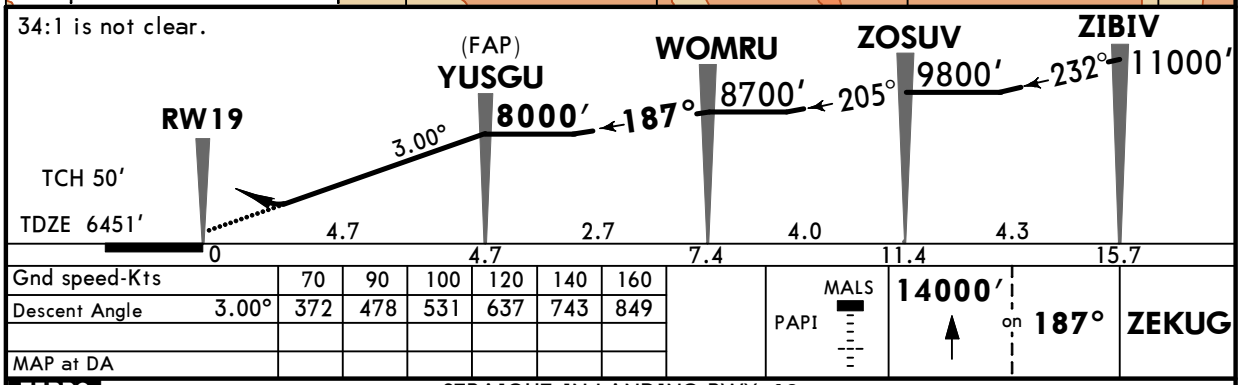
RNP AR Apch

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -27°C (-17°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.075.

15,000
MSA RW19

BRIEFING STRIP™





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

MALS / PAPI — 14000′ on 187° ZEKUG

TERPS — STRAIGHT-IN LANDING RWY 19

	❶ RNP 0.11 DA(H) 6750′ (299′)		❷ RNP 0.30 DA(H) 6826′ (375′)		RNP 0.30 DA(H) 6911′ (460′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 50 or 1	RVR 55 or 1¼	1⅜
B						
C						
D						

TERPS AMEND 2 13 SEP 2018

❶ Missed approach requires minimum climb of 250′/NM to 8200′.
❷ Missed approach requires minimum climb of 330′/NM to 8200′.

CHANGES: Notes, missed approach procedure, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

2.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

KJAC/JAC JACKSON HOLE

JEPPESEN 3 JUL 15 (13-1)

JACKSON, WYO VOR DME Rwy 1

ATIS (AWOS-3PT when Twr inop)	SALT LAKE Center	*JACKSON Tower	*Ground
120.62	133.25	CTAF 118.07	124.55

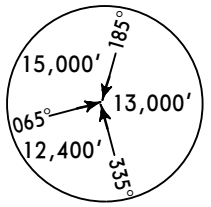
BRIEFING STRIP ™

VOR JAC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
115.4	008°	ZIPET 8800′ (2369′)	7380′ (949′)	6451′ / 6431′

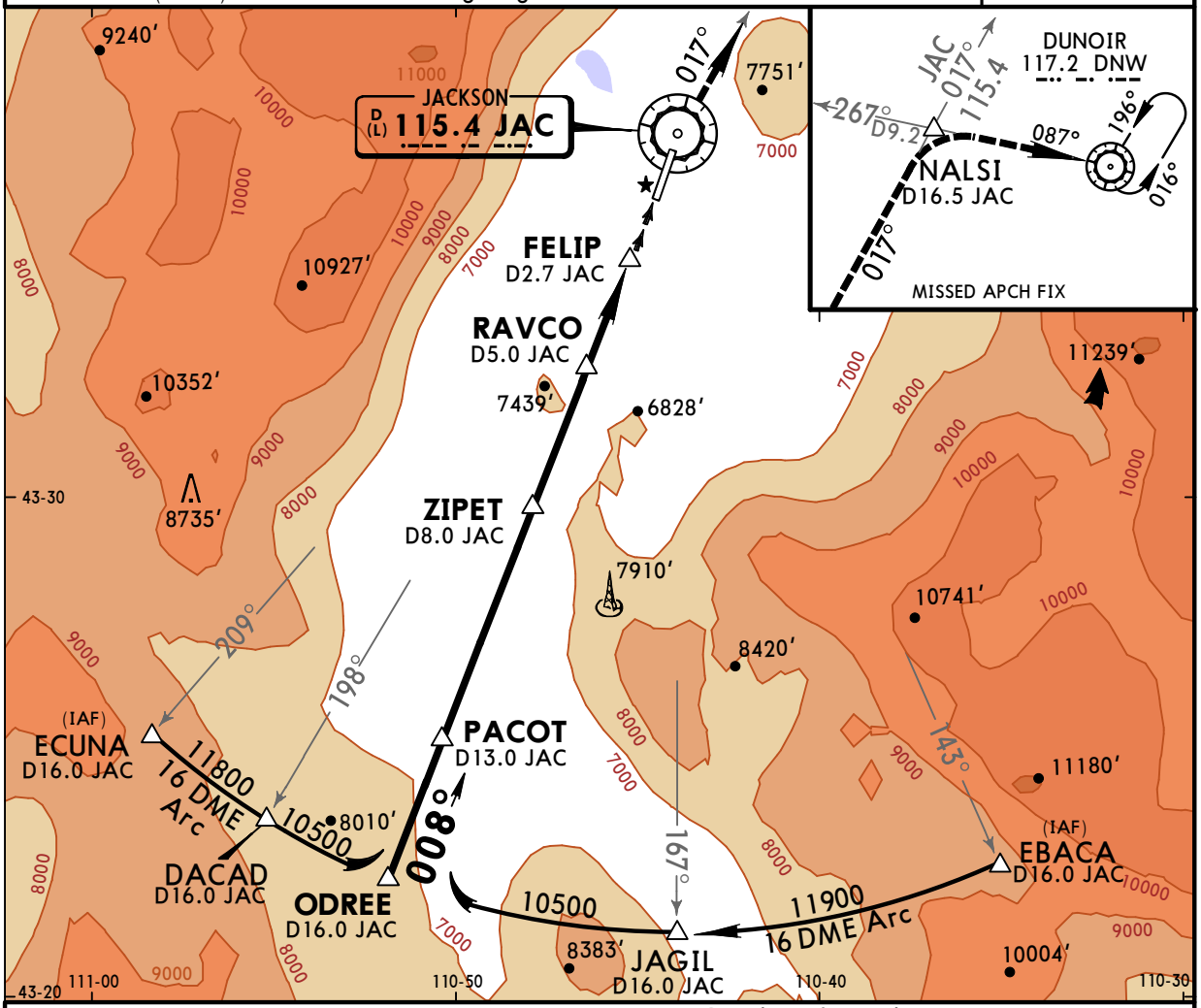
MISSED APCH: Climb to 14000′ direct JAC VOR, and outbound via JAC VOR R-017 to NALSI INT/D16.5 JAC, and RIGHT turn inbound via DNW R-267° to DNW VOR and hold.

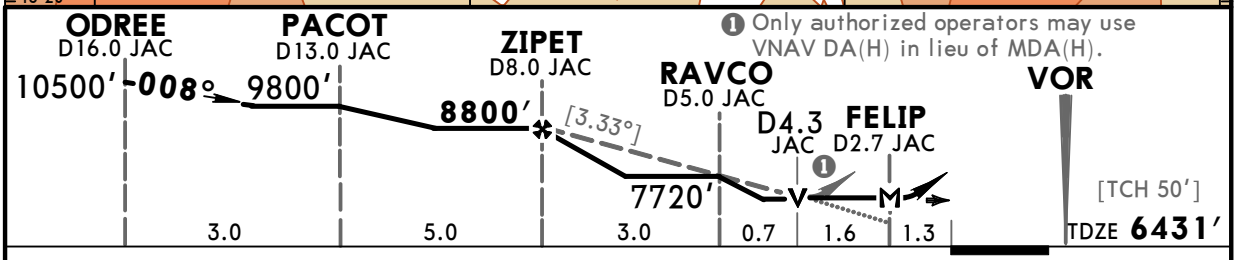
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. VGSI and descent angles not coincident. 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.07.



MSA JAC VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.33°]	412	530	589	707	825	943
MAP at FELIP/D2.7 JAC						

MALS PAPI 14000′ D JAC 115.4

STRAIGHT-IN LANDING RWY 1

MDA(H) 7380′ (949′)

	ALS out
A	1½
B	
C	2¾
D	3

CIRCLE-TO-LAND

Not Authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7380′ (929′) - 1½
120	
140	7380′ (929′) - 2¾
165	7380′ (929′) -3

AMEND TERPS

CHANGES: AWOS.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

KJAC/JAC JACKSON HOLE

JEPPESEN 3 JUL 15 (13-2)

JACKSON, WYO VOR DME Rwy 19

ATIS (AWOS-3PT when Twr inop)	SALT LAKE Center	*JACKSON Tower	*Ground
120.62	133.25	CTAF 118.07	124.55

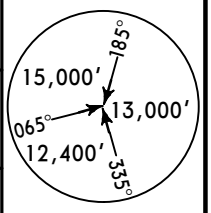
BRIEFING STRIP™

VOR JAC	Final Apch Crs	Minimum Alt KARCE	MDA(H)	Apt Elev 6451′
115.4	193°	8500′ (2049′)	7840′ (1389′)	TDZE 6451′

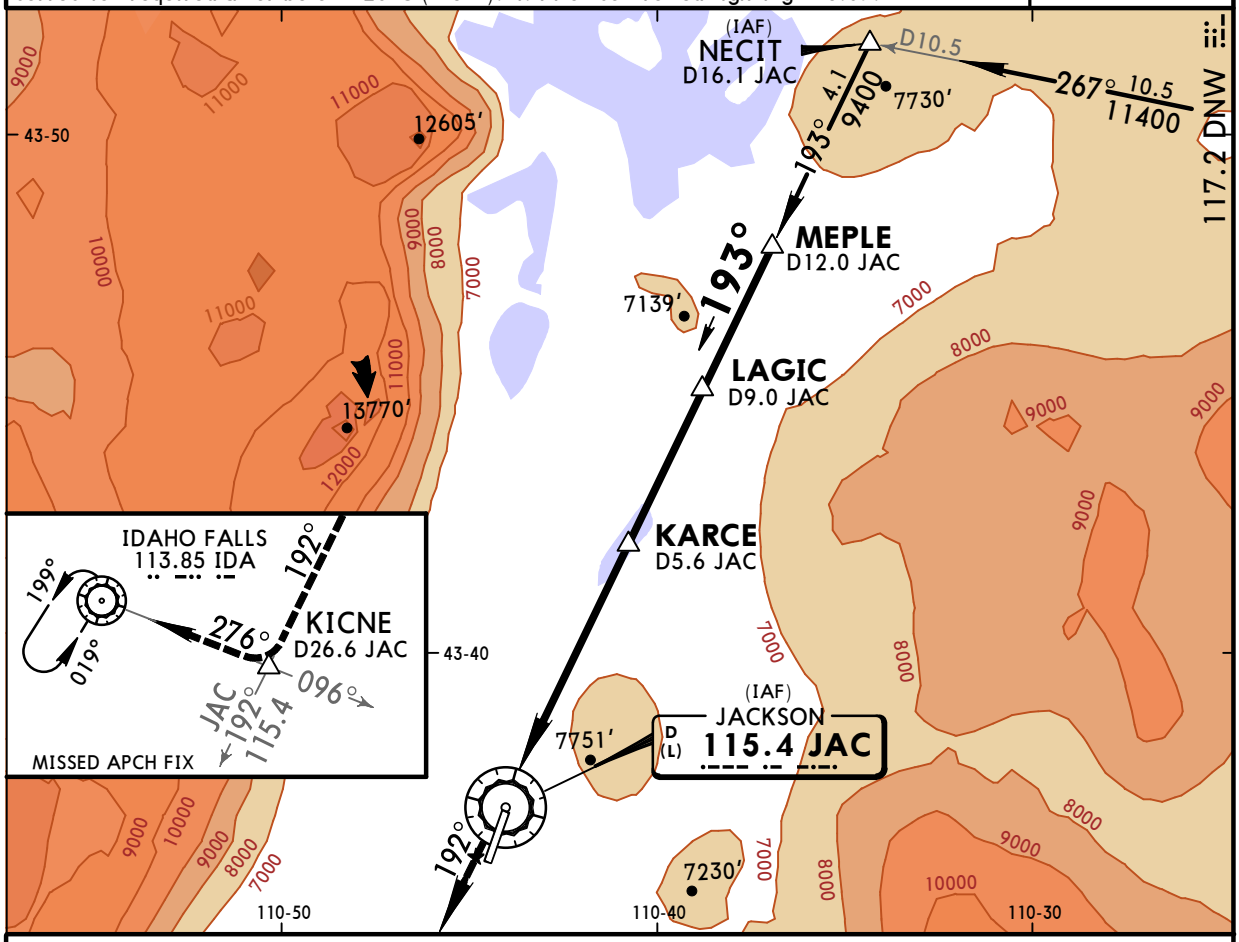
MISSED APCH: Climb to 14000′ outbound via JAC VOR R-192 to KICNE INT/D26.6 JAC, and RIGHT turn inbound via IDA VOR R-096 to IDA VOR and hold.

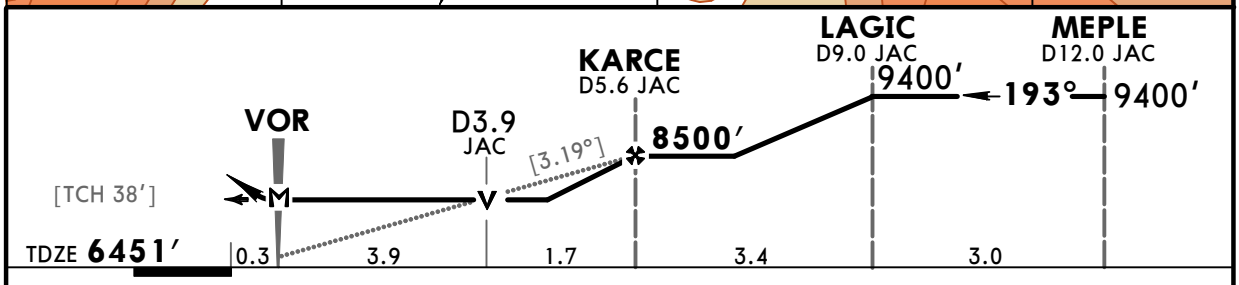
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. If local altimeter setting not received, procedure not authorized. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 53′). 3. Cold temperature altitude correction required at or below -26°C (-15°F). 4. Pilot controlled lighting 118.07.



MSA JAC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.19°]	395	508	564	677	790	903
MAP at VOR						

MALS PAPI 14000′ via JAC 115.4 R-192 KICNE

STRAIGHT-IN LANDING RWY 19

MDA(H) 7840′ (1389′)

	ALS out
A	1¼
B	1½
C	3
D	

CIRCLE-TO-LAND

Not Authorized East of Rwy 1-19

Max Kts	MDA(H)
90	7840′ (1389′) -1¼
120	7840′ (1389′) -1½
140	7840′ (1389′) -3
165	

TERPS AMEND 0A 28 MAY 2015

CHANGES: AWOS.

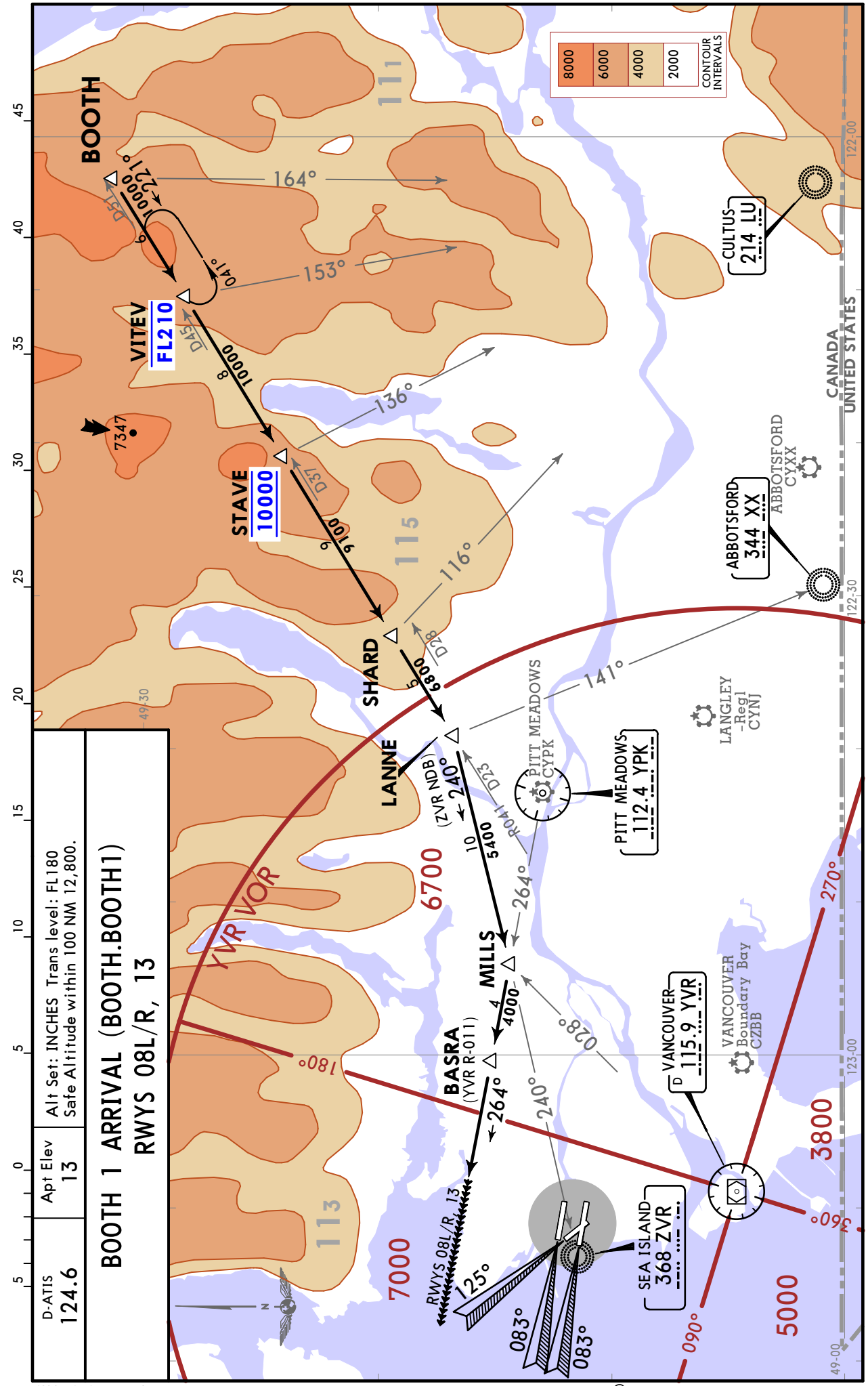
© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2)

VANCOUVER, BC
STAR



CHANGES: New format.

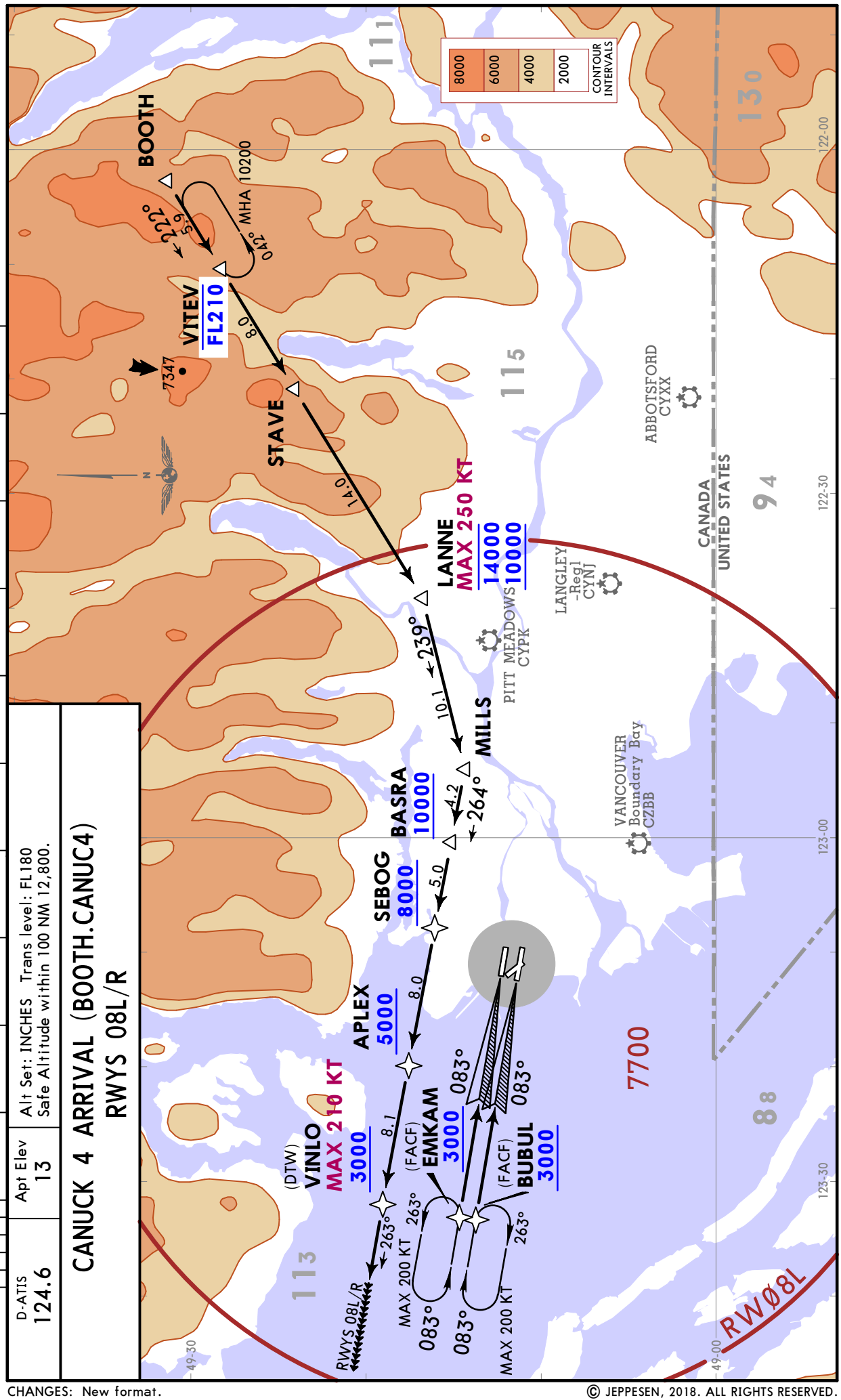
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2A)

VANCOUVER, BC
RNAV STAR



CANUCK 4 ARRIVAL (BOOTH.CANUC4)
RWYS 08L/R

D-ATIS 124.6	Apt Elev 13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2B)

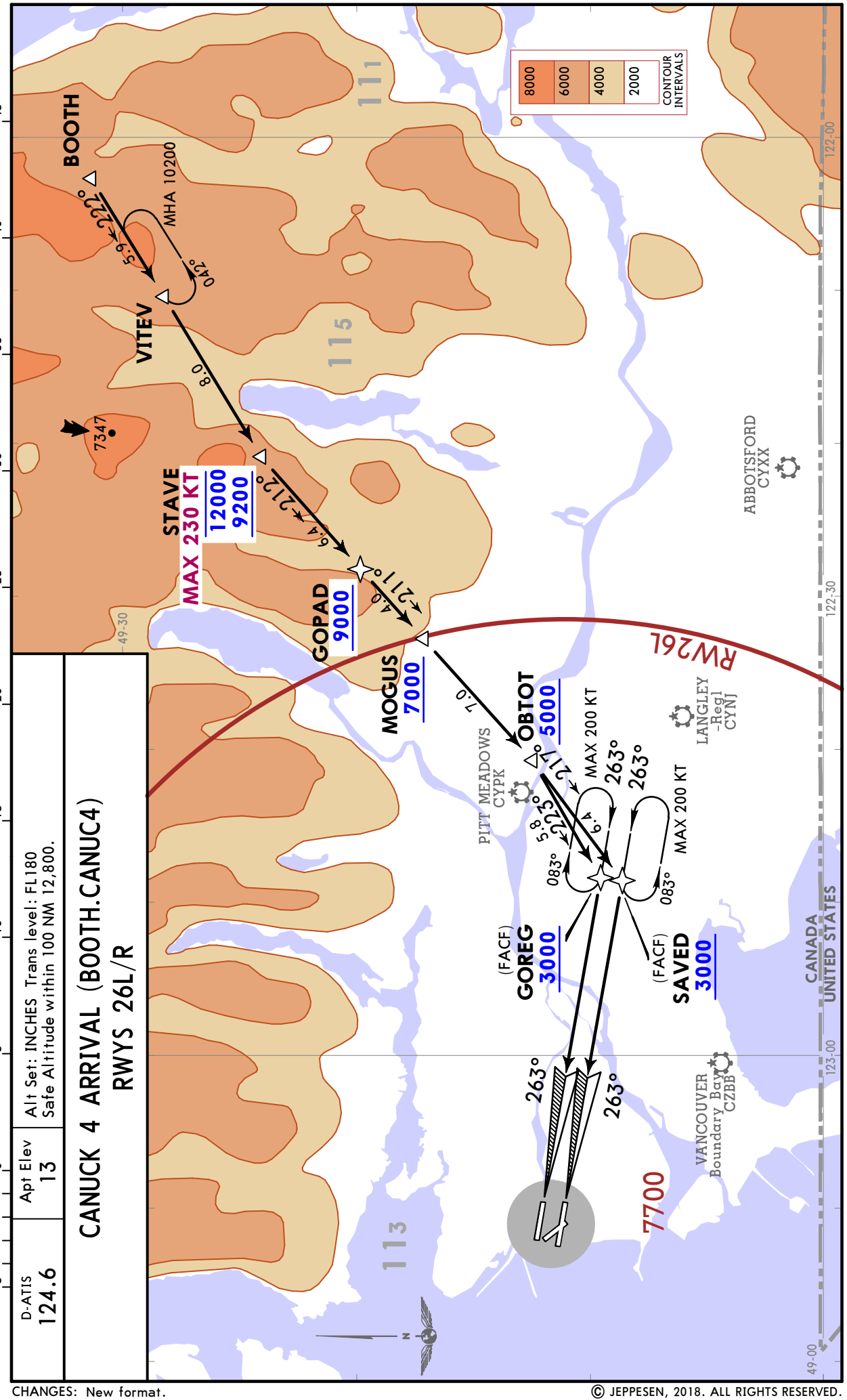
VANCOUVER, BC
RNAV STAR

CANUCK 4 ARRIVAL (BOOTH.CANUC4)
RWYS 26L/R

D-ATIS 124.6

Apt Elev 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.



CHANGES: New format.

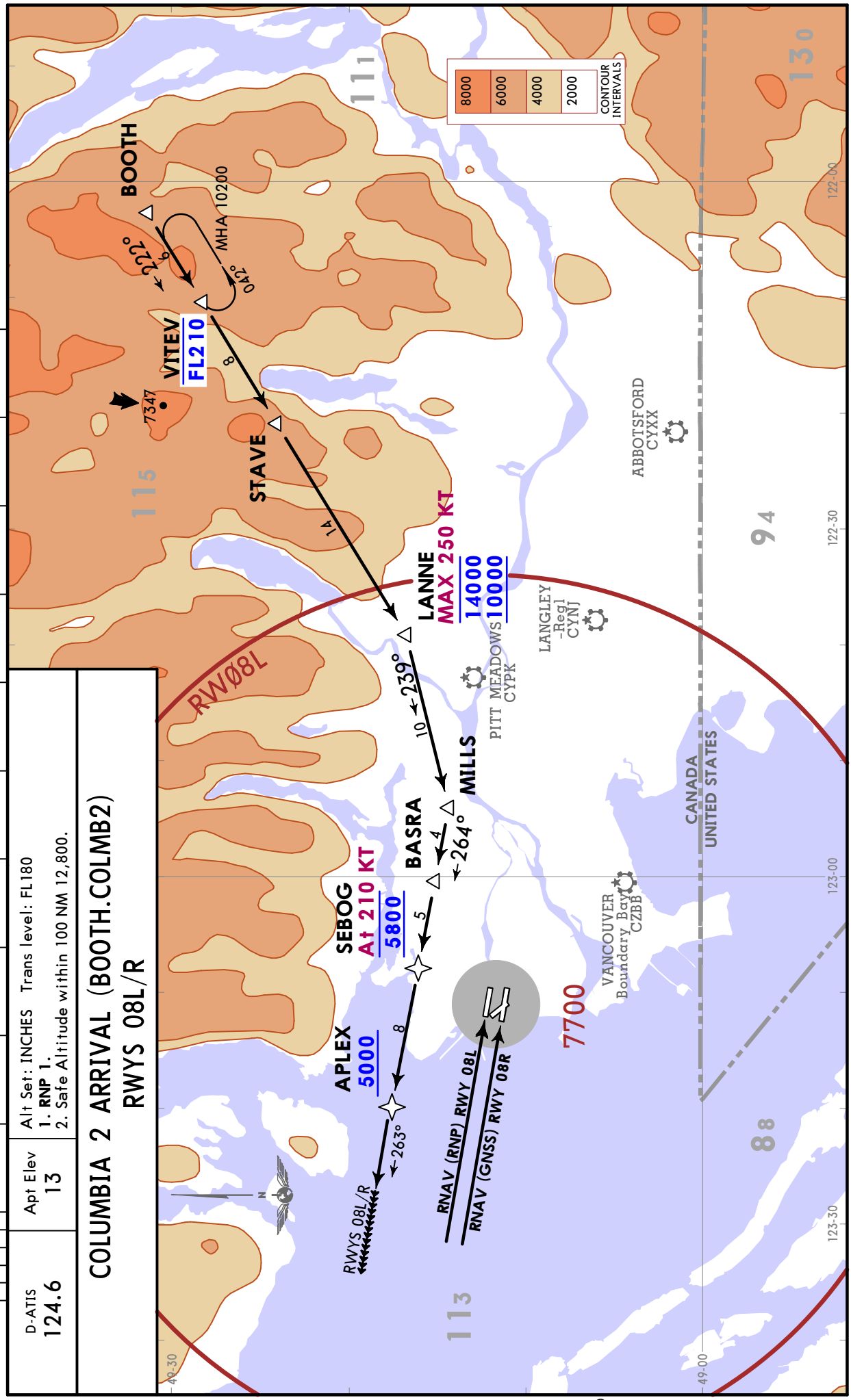
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2C)

VANCOUVER, BC
RNAV STAR



COLUMBIA 2 ARRIVAL (BOOTH.COLMB2)
RWYS 08L/R

D-ATIS 124.6	Apt Elev 13	Alt Set: INCHES Trans level: FL180 1. RNP 1. 2. Safe Altitude within 100 NM 12,800.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

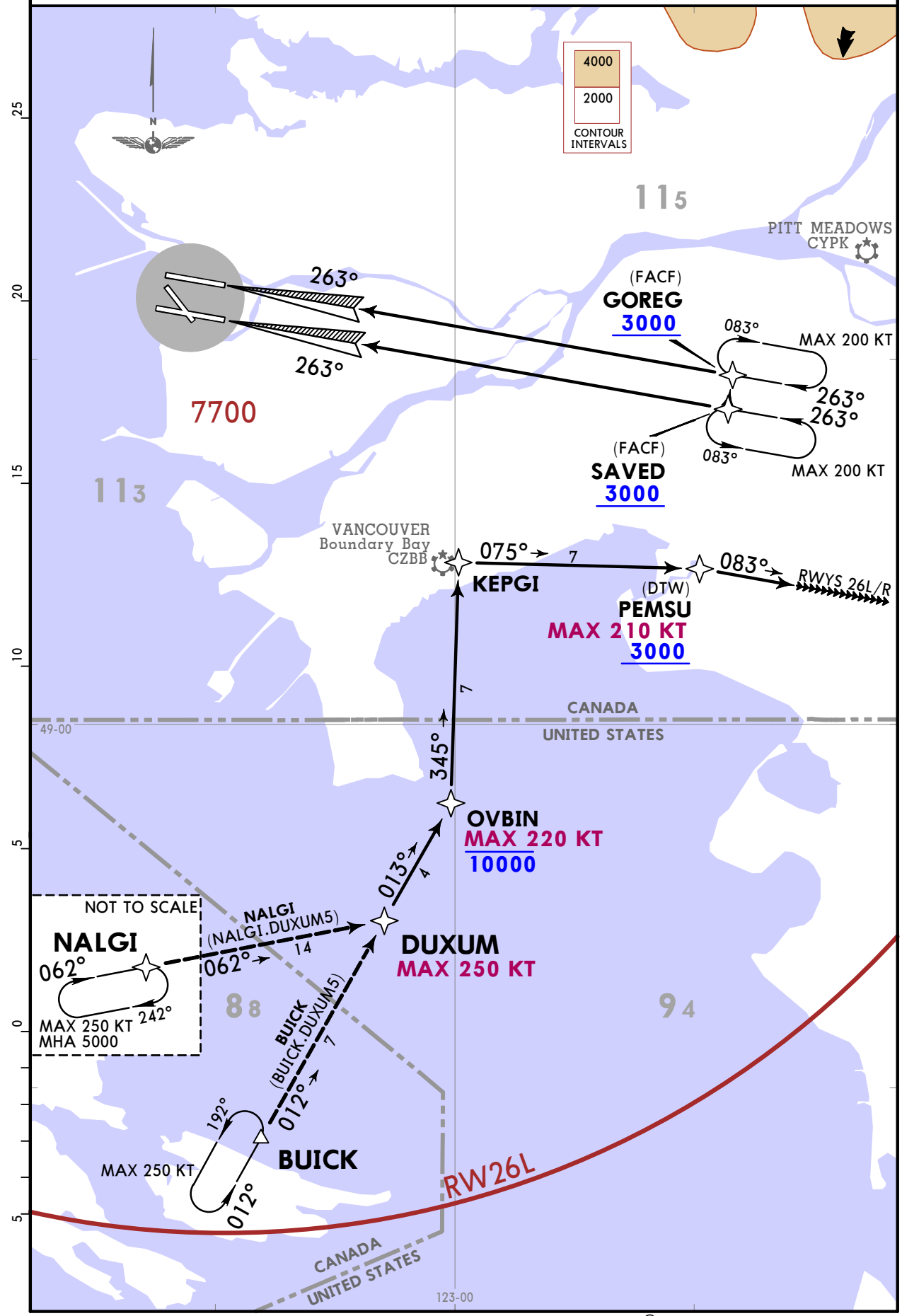
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2C1)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

DUXUM 5 ARRIVAL (DUXUM.DUXUM5)
RWYS 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

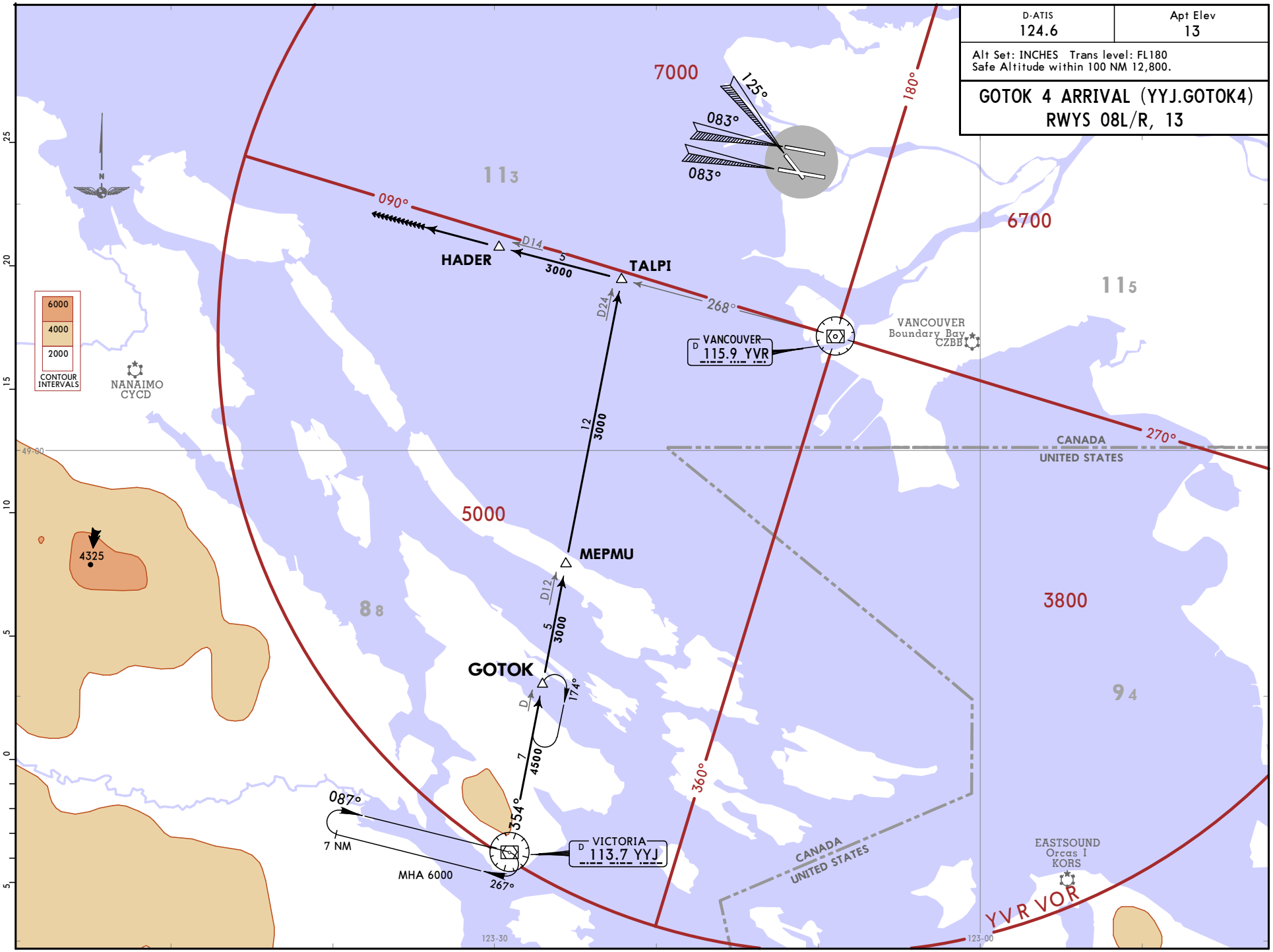
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2D)
STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

GOTOK 4 ARRIVAL (YYJ.GOTOK4)
RWYS 08L/R, 13



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

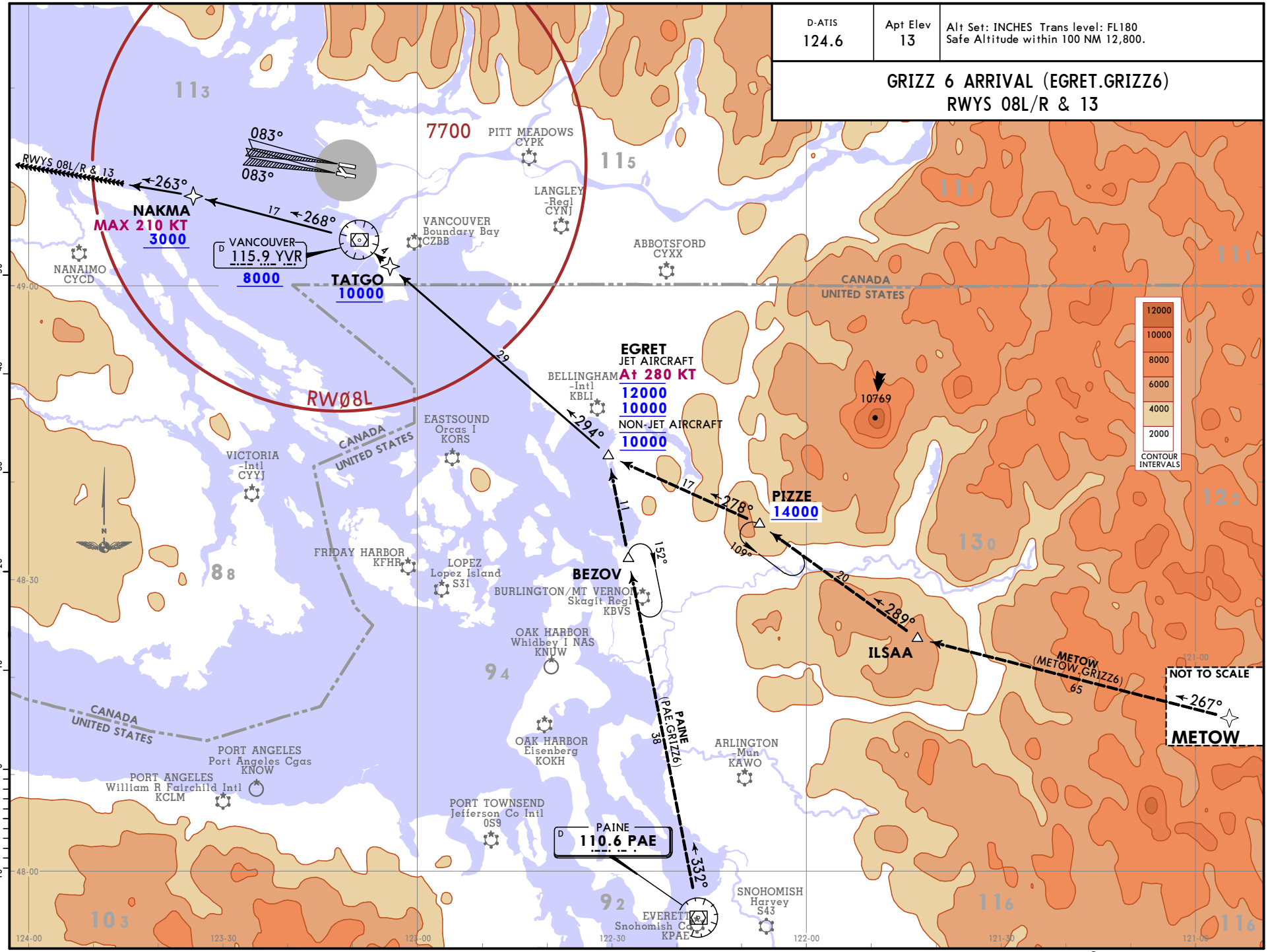
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2E)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

GRIZZ 6 ARRIVAL (EGRET.GRIZZ6)
RWYS 08L/R & 13



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

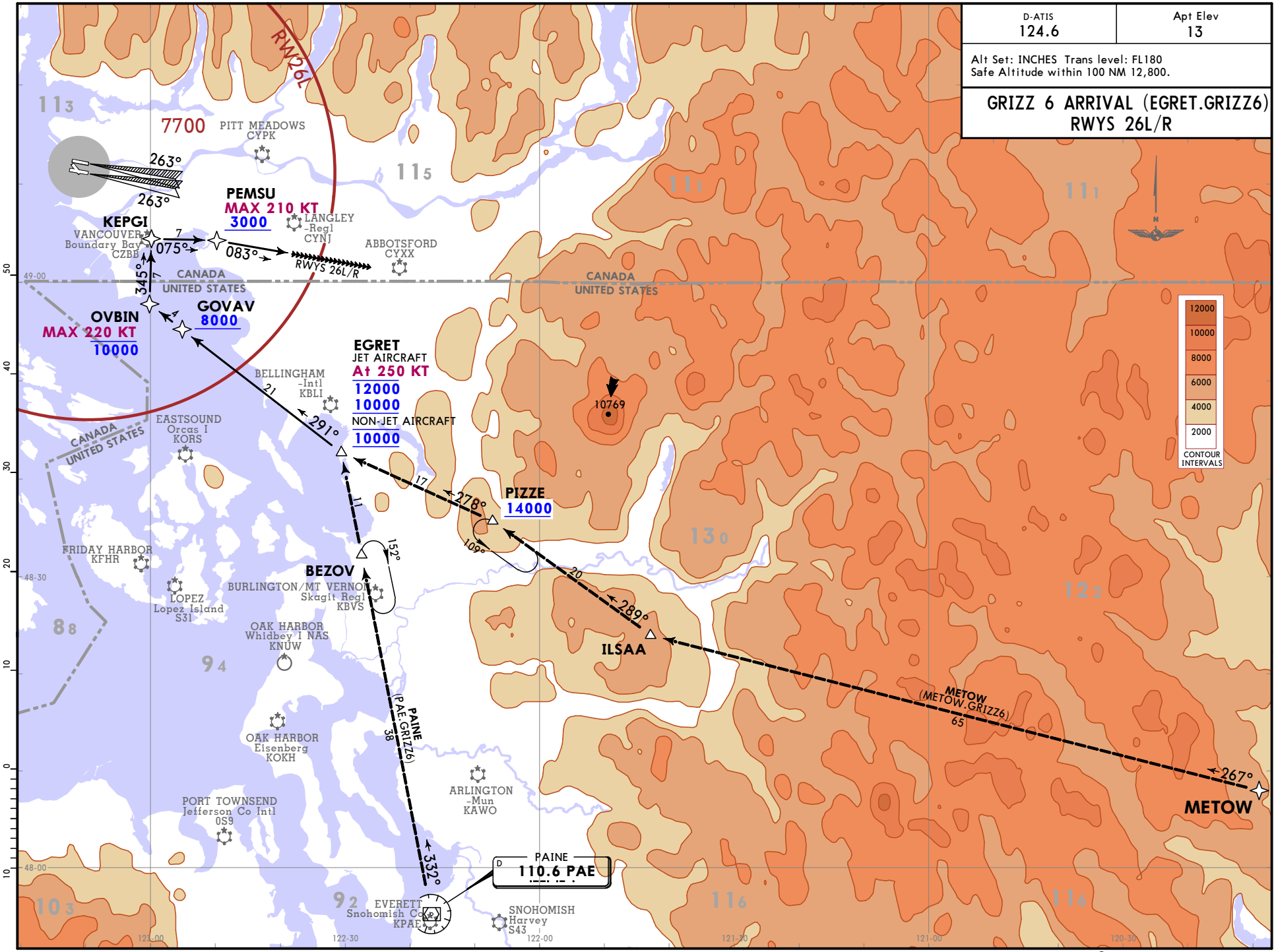
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2F)
RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

GRIZZ 6 ARRIVAL (EGRET.GRIZZ6)
RWYS 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

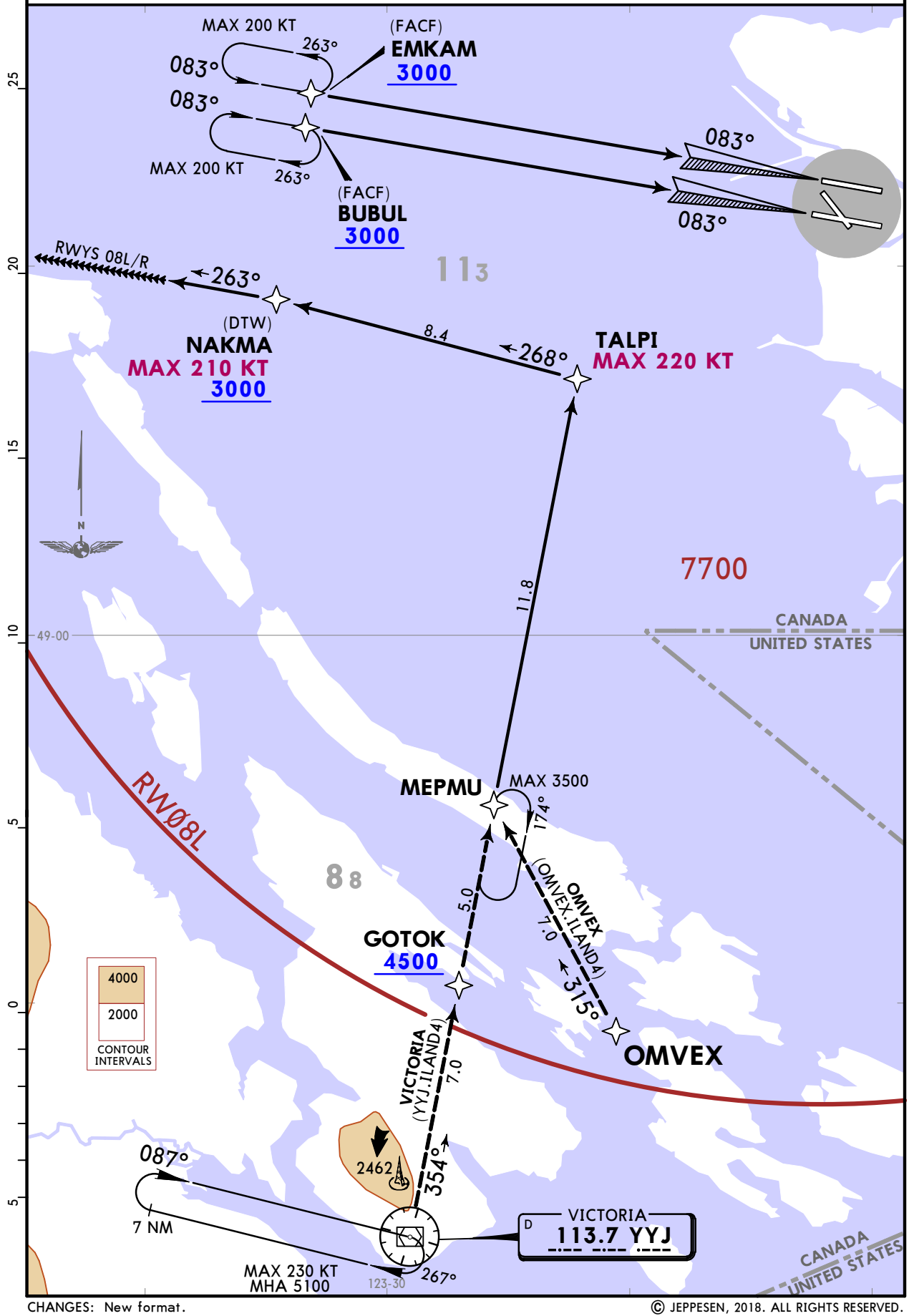
CYVR/YVR VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2G)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

ISLAND 4 ARRIVAL (MEPMU.ILAND4)
RWYS 08L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

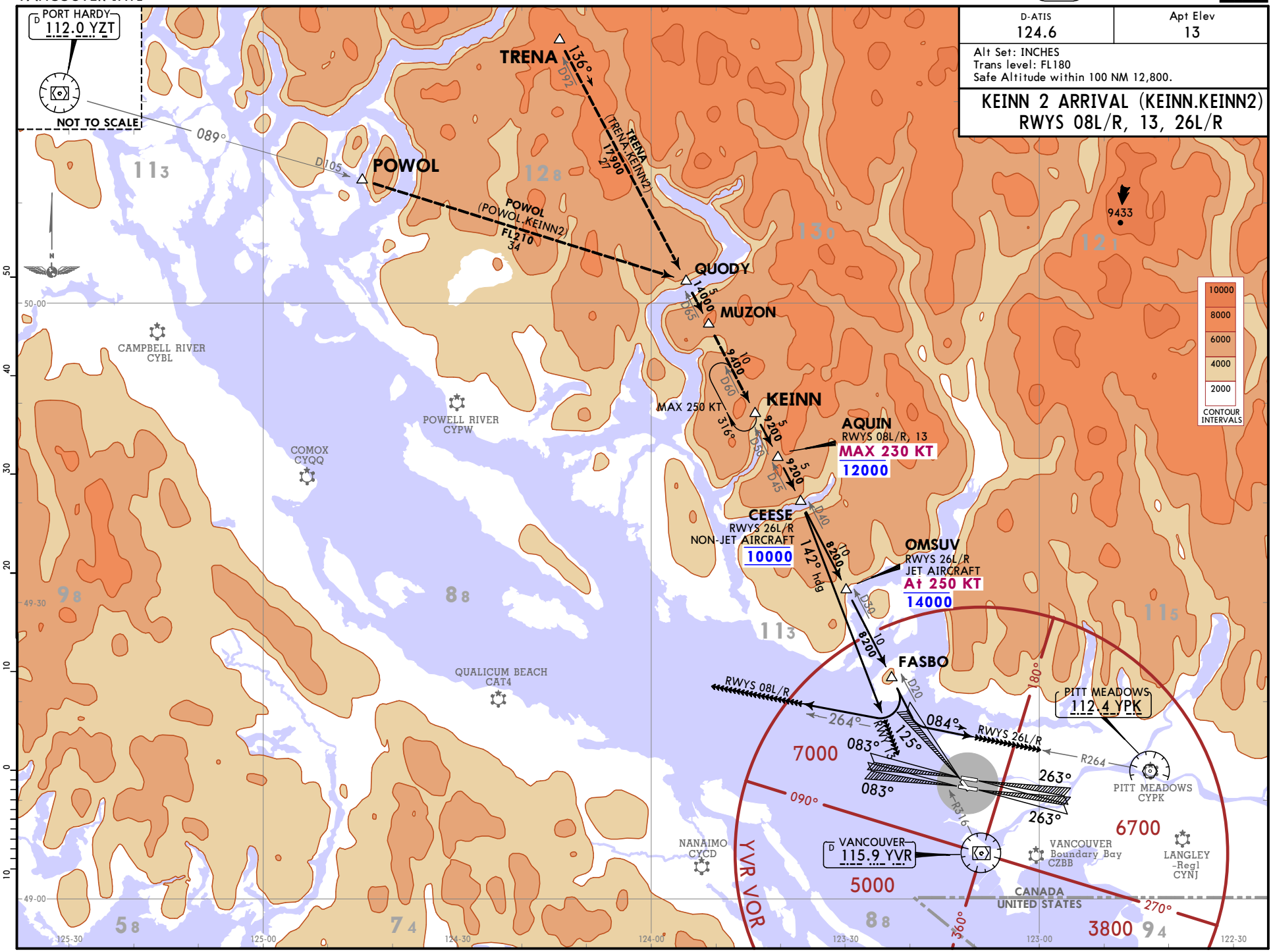
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2H)
STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES
Trans level: FL180
Safe Altitude within 100 NM 12,800.

KEINN 2 ARRIVAL (KEINN.KEINN2)
RWYS 08L/R, 13, 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2J)

VANCOUVER, BC
RNAV STAR

LIONN 1 ARRIVAL (BOOTH.LIONN1)
RWYS 08L/R

D-ATIS 124.6	Apt Elev 13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

BOOTH
222°
9
MHA 10200
240°
VITEV
FL210
8
7347
STAVE
MAX 250 KT
10000
14
LANNE
239°
10
MILLS
264°
4
BASRA
10000
5
SEBOG
8000
8
APLEX
5000
8
VINLO
MAX 210 KT
3000
8
EMKAM
3000
BUBUL
3000
083°
083°
083°
263°
263°
263°
MAX 200 KT
MAX 200 KT
RWYS 08L/R
RW08L
7700
CONTOUR INTERVALS
8000
6000
4000
2000
ABBOTSFORD
CYXX
PITT MEADOWS
CYPK
LANGLEY
-Regl
CYNJ
VANCOUVER
Boundary Bay
CZBB
CANADA
UNITED STATES
111
115
113
130
94
88
122-00
122-30
123-00
123-30
49-00
49-30

CHANGES: New format.

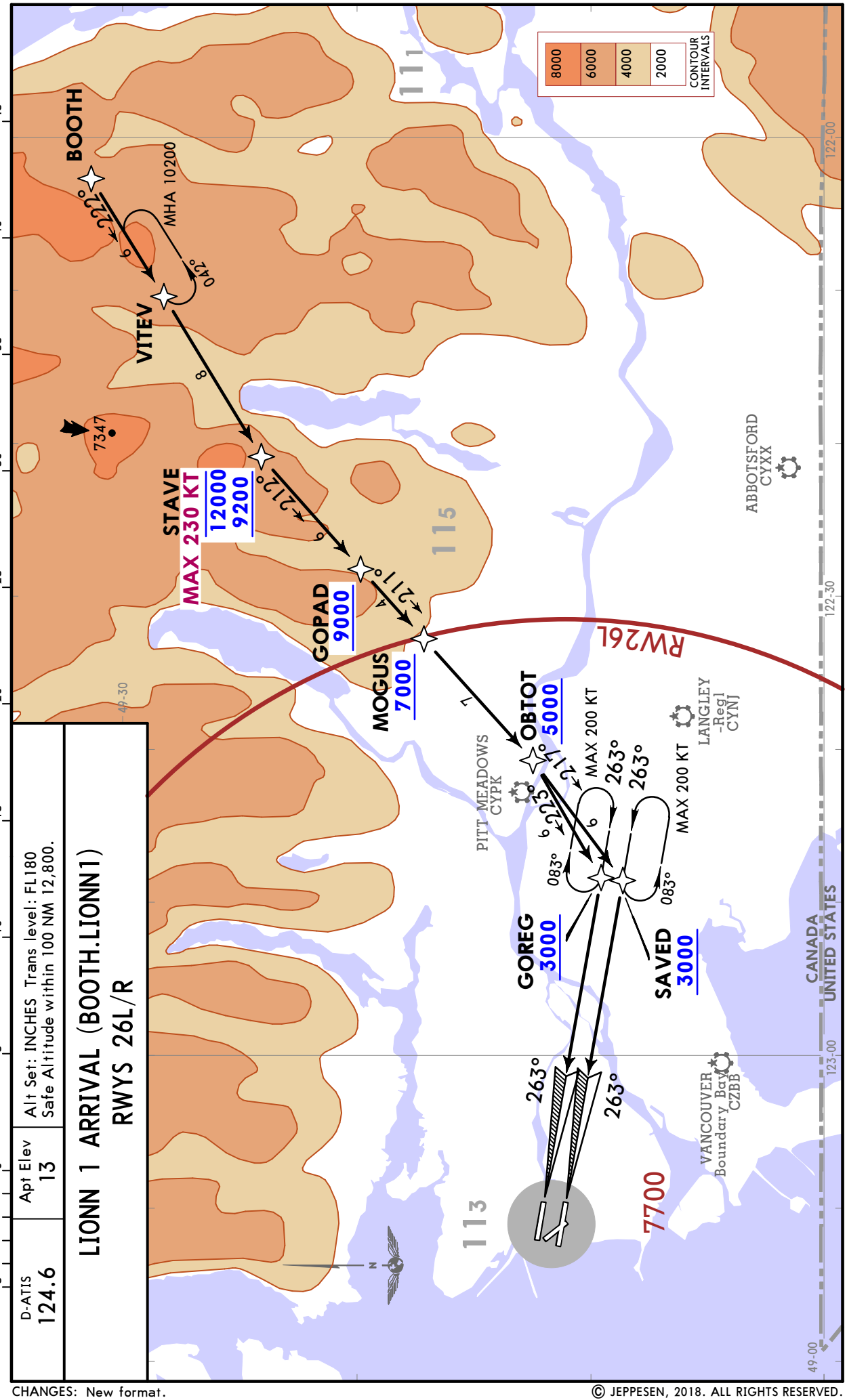
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2K)

VANCOUVER, BC
RNAV STAR



D-ATIS 124.6

Apt Elev 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

LIONN 1 ARRIVAL (BOOTH.LIONN1)
RWYS 26L/R

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

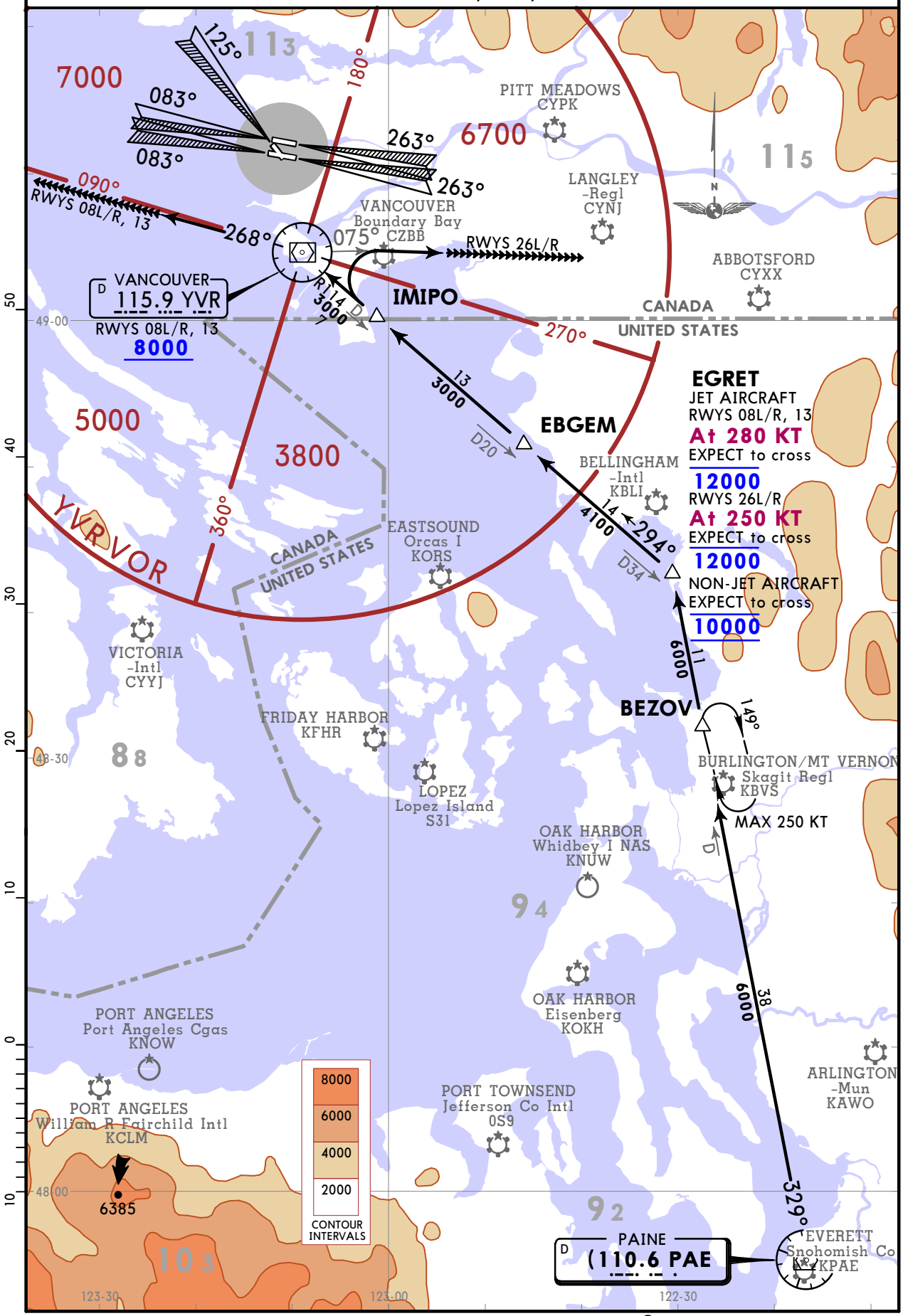
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2L)

VANCOUVER, BC
STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

PAINE 4 ARRIVAL (PAE.PAINE4)
RWYS 08L/R, 13, 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

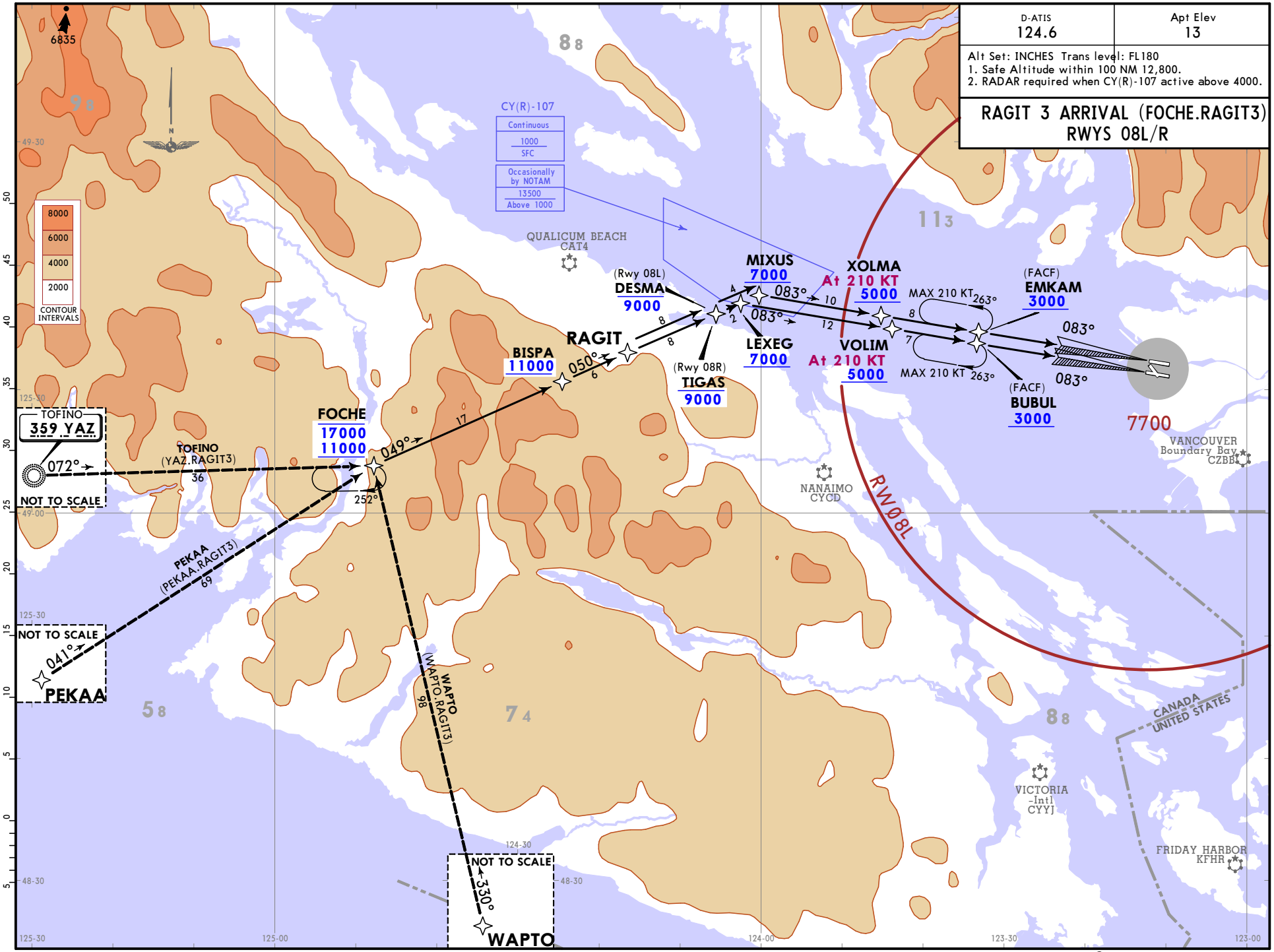
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2M)
RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
1. Safe Altitude within 100 NM 12,800.
2. RADAR required when CY(R)-107 active above 4000.

RAGIT 3 ARRIVAL (FOCHE.RAGIT3)
RWYS 08L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2N)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.6	13	Safe Altitude within 100 NM 12,800.

SHARK 9 ARRIVAL (CASDY.SHARK9)
RWYS 26L/R

8000
6000
4000
2000
CONTOUR INTERVALS

TOFINO
359 YAZ

TOFINO (YAZ.SHARK9) 36

FOCHE

ANVAP
FL220
11000

CASDY

URMIX
MAX 250 KT
12000
10000

ATUKI
10000

VANCOUVER
115.9 YVR
8000

(FACF) SAVED
3000

(FACF) GOREG
3000

(DTW) PEMSU
MAX 210 KT
3000

MAX 200 KT

RWYS 26L/R

RW26L

7700

EMLOX
FL220
11000

PEKAA (PEKAA.SHARK9) 69

PEKAA

NOT TO SCALE

HOQUIAM (HQM.SHARK9) 116

HOQUIAM
117.7 HQM

NOT TO SCALE

COMOX CYQQ
QUALICUM BEACH CAT4
NANAIMO CYCD
VANCOUVER Boundary Bay CZBB
PITT MEADOWS CYPK
LANGLEY -Regl CYNJ
VICTORIA -Intl CYYJ
BELLINGHAM -Intl KBLI
EASTSOUND Orcas I KORS
FRIDAY HARBOR KFHR
LOPEZ Lopez Island S31
OAK HARBOR Whidbey I NAS KNUW
OAK HARBOR Eisenberg KOKH
PORT ANGELES Port Angeles Cgas KNOW
PORT ANGELES William R Fairchild Intl KCLM
CANADA
UNITED STATES

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2P)

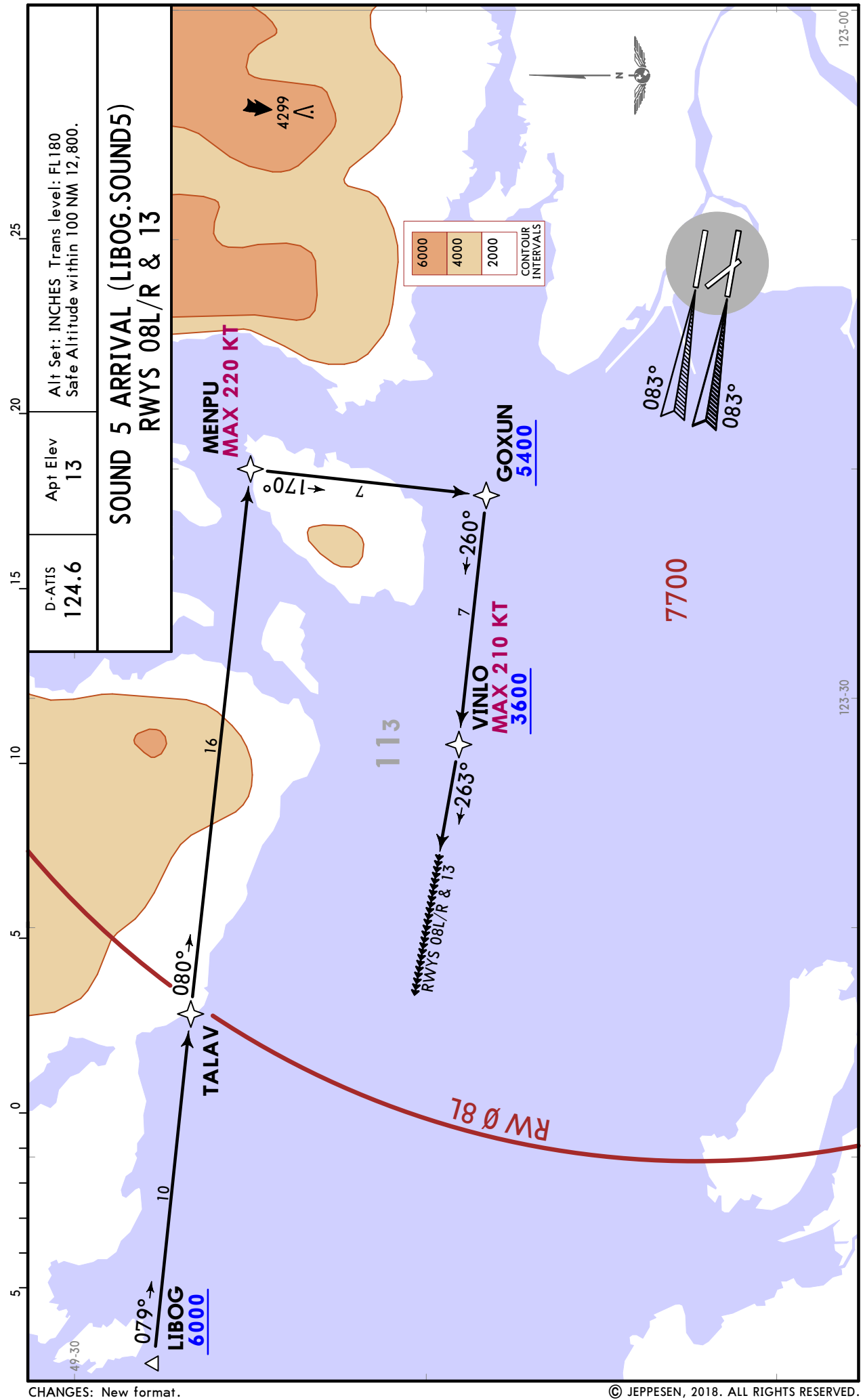
VANCOUVER, BC
RNAV STAR

SOUND 5 ARRIVAL (LIBOG.SOUND5)
RWYS 08L/R & 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

Apt Elev 13

D-ATIS 124.6



CHANGES: New format.

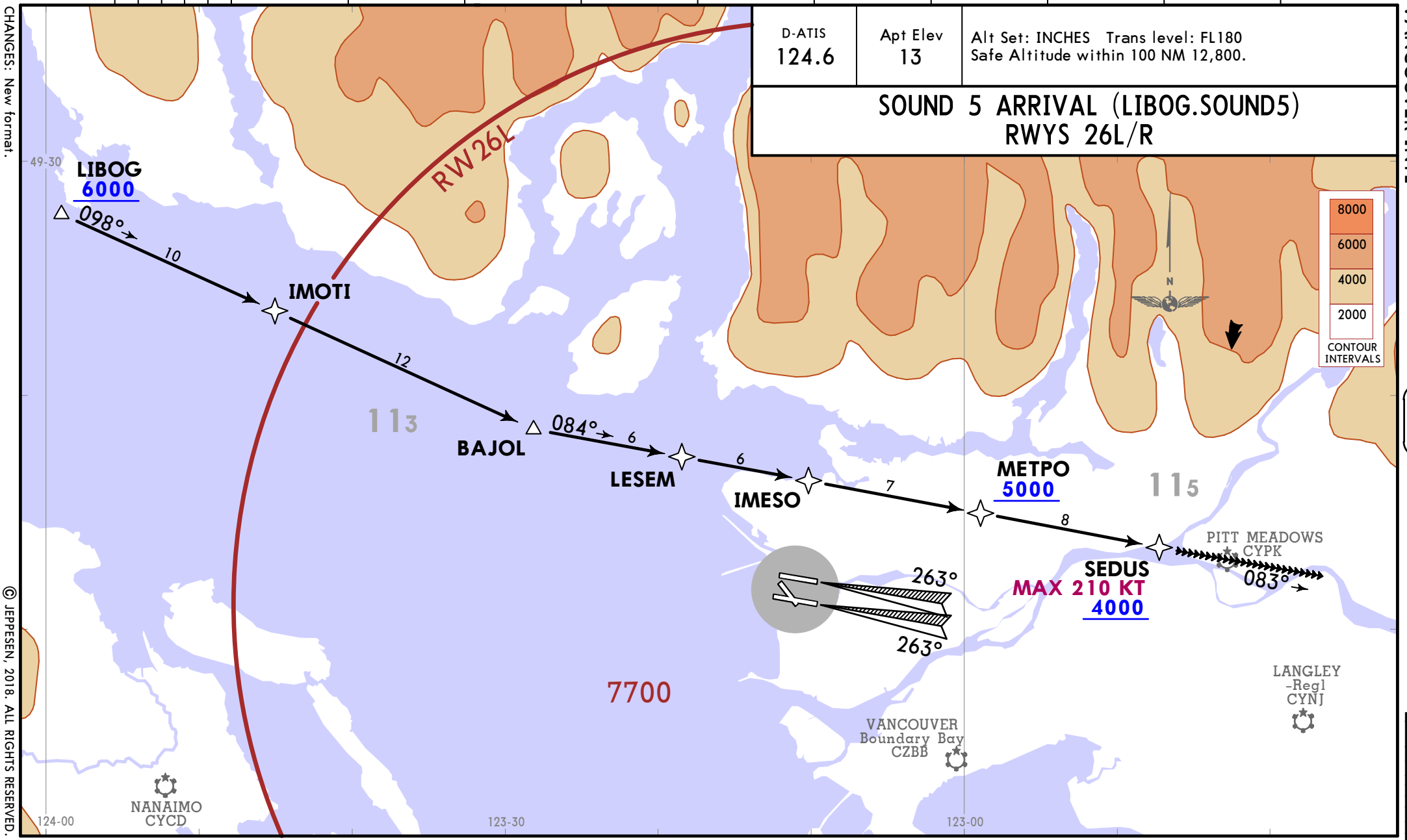
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: New format.

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

SOUND 5 ARRIVAL (LIBOG.SOUND5)
RWYS 26L/R



CYVR/YVR
VANCOUVER INTL

21 SEP 18

JEPPESEN
10-2Q

VANCOUVER, BC
RNAV STAR

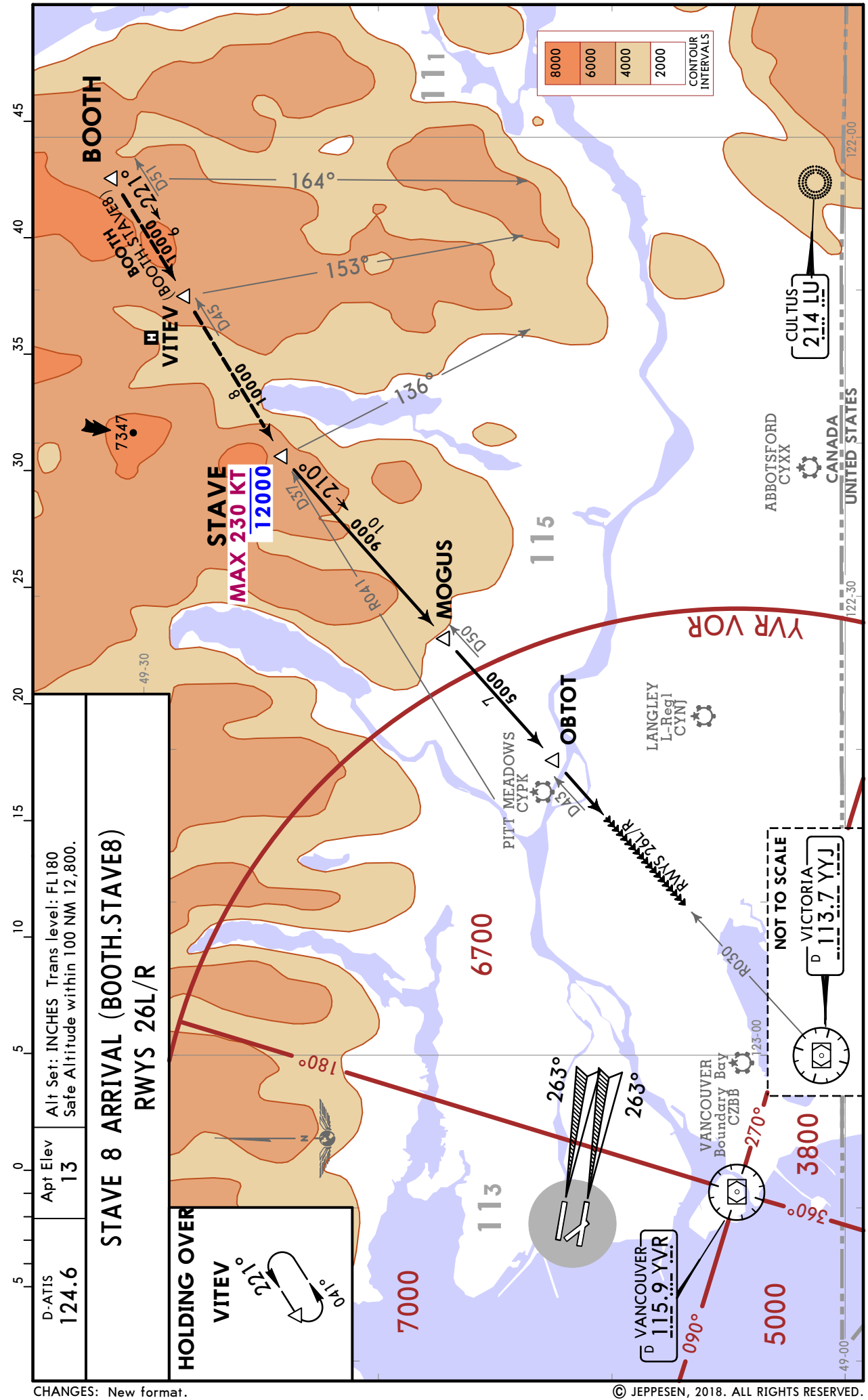
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2S)

VANCOUVER, BC
STAR



STAVE 8 ARRIVAL (BOOTH.STAVE8)
RWYS 26L/R

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

Apt Elev 13

D-ATIS 124.6

HOLDING OVER VITEV
221° 041°

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

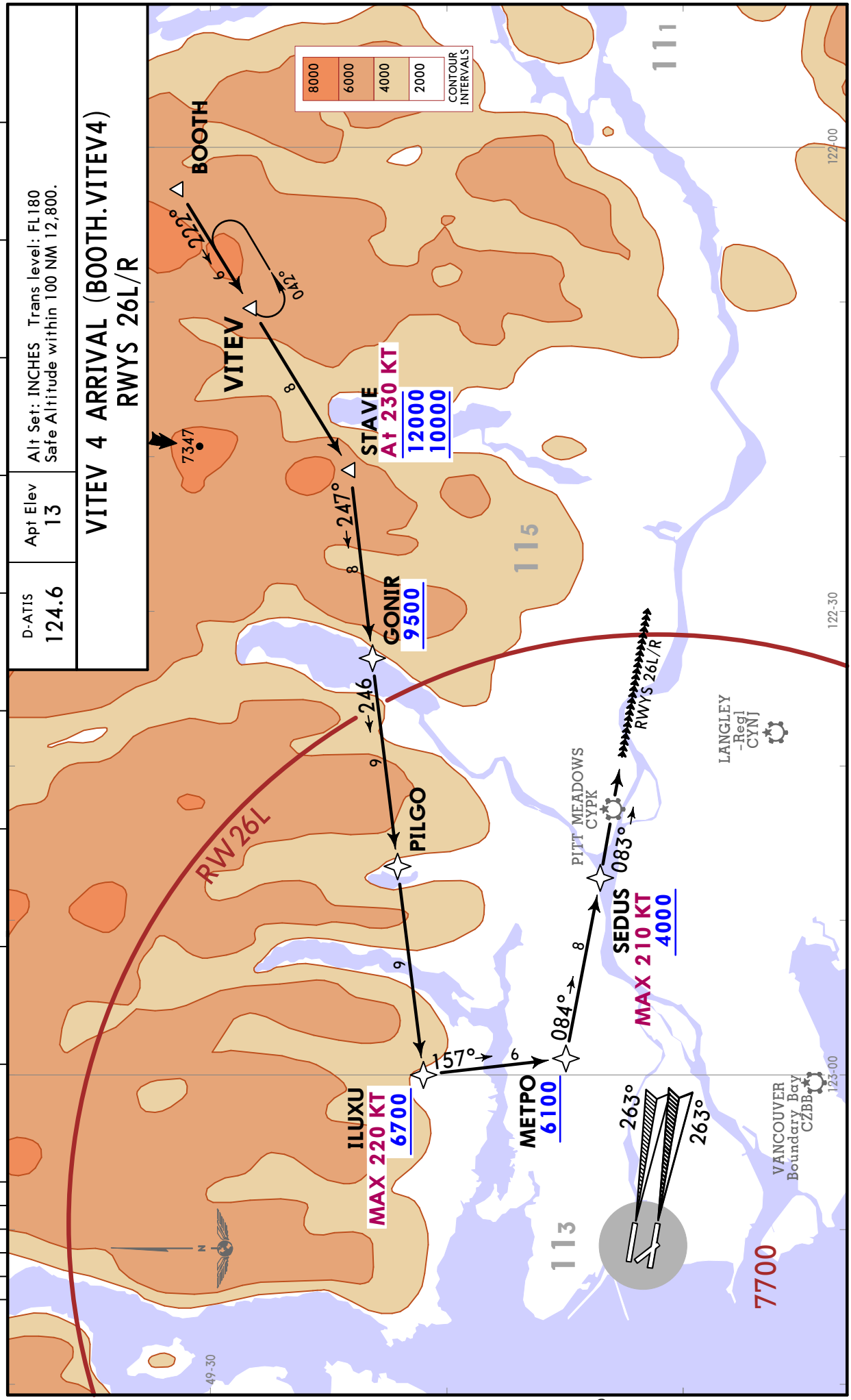
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2T)

VANCOUVER, BC
RNAV STAR

VITEV 4 ARRIVAL (BOOTH.VITEV4)
RWYS 26L/R

D-ATIS 124.6
Apt Elev 13
Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

CYVR/YVR
VANCOUVER INTL

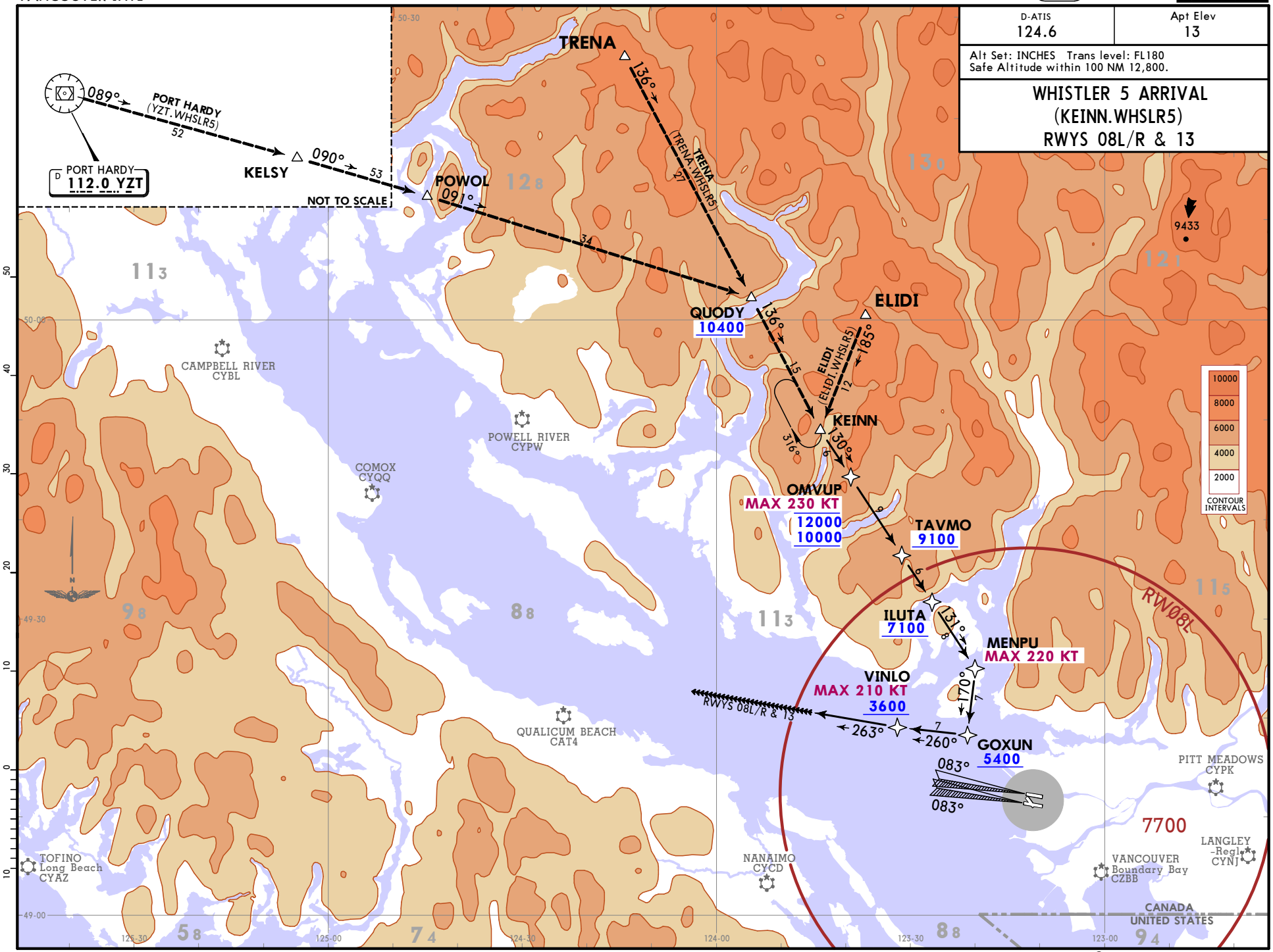
JEPPESEN 21 SEP 18 (10-2U)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

WHISTLER 5 ARRIVAL
(KEINN.WHSLR5)
RWYS 08L/R & 13



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

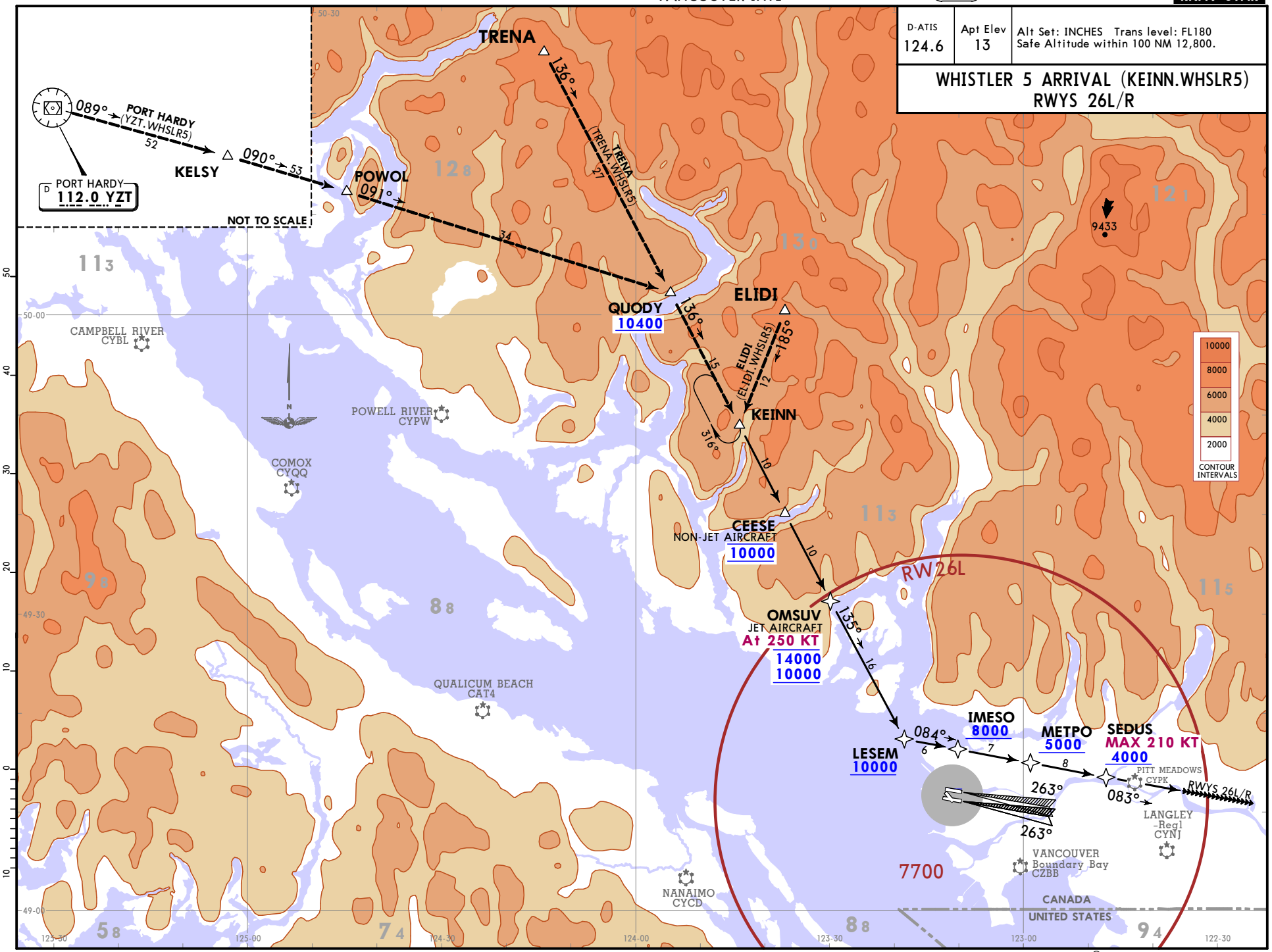
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2V)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.6	13	Safe Altitude within 100 NM 12,800.

WHISTLER 5 ARRIVAL (KEINN.WHSLR5)
RWYS 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

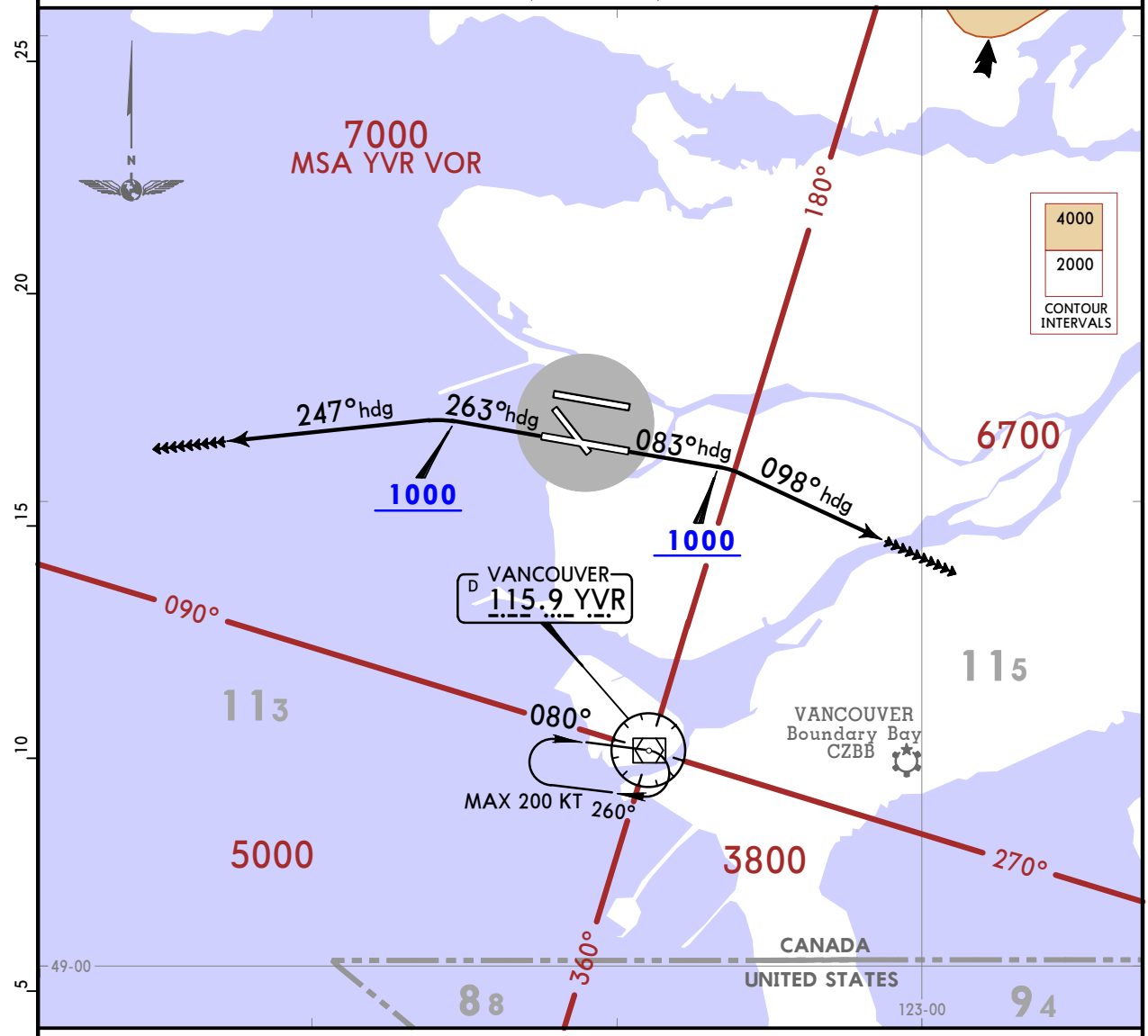
2.2.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

VANCOUVER, BC
SID

VANCOUVER Departure		Apt Elev	
NORTH	SOUTH		Trans alt: 18000 1. Safe Altitude within 100 NM 12,800. 2. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000. 3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2. 4. Refer to 10-4 Noise Abatement Procedures for additional requirements.
126.12	132.3	13	

FRASER 6 DEPARTURE (FSR6.)
(VECTOR)



LOST COMMS

On recognition of failure 5 minutes or less after take-off, below 7000 and in IFR weather conditions, proceed as follows:
Rwy 08R:
1. Select transponder code 7600.
2. Beyond D10.0 of YVR MAINTAIN last assigned altitude, RIGHT turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.
Rwy 26L:
1. Select transponder code 7600.
2. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.
If communication failure occurs more than 5 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

RWY	INITIAL CLIMB
08R	Climb heading 083° to 1000. Then climbing RIGHT turn heading 098° or as assigned by ATC.
26L	Climb heading 263° to 1000. Then climbing LEFT turn heading 247° or as assigned by ATC. Note: Fence to 22 aprx 650 past DER.

ROUTING

MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

CYVR/YVR VANCOUVER INTL

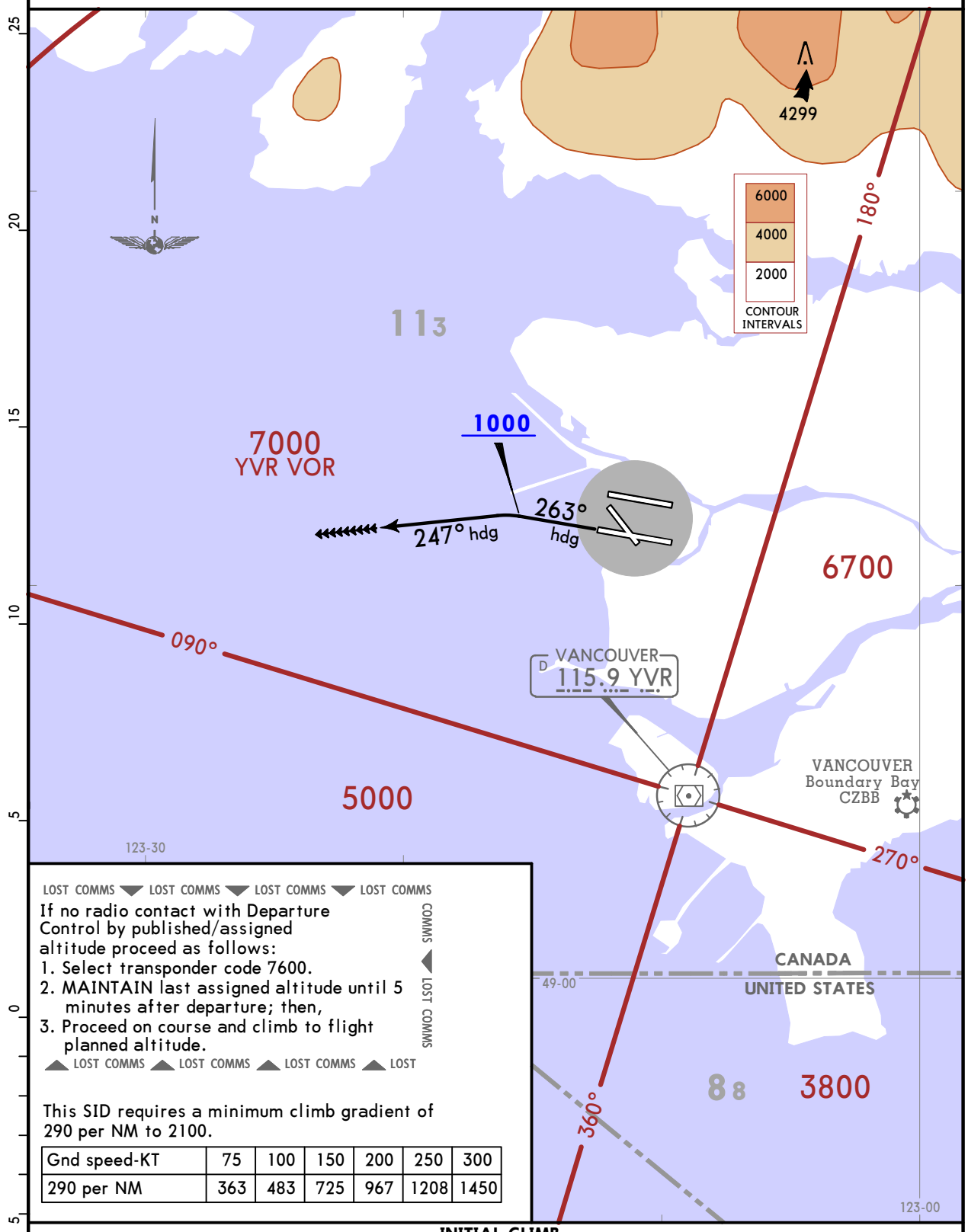
JEPPESEN 21 SEP 18 (10-3A)

VANCOUVER, BC

SID

VANCOUVER Departure		Apt Elev	Trans alt: 18000
NORTH	SOUTH	13	1. CAUTION: Simultaneous parallel departures may be in use.
126.12	132.3		2. Safe Altitude within 100 NM 12,800.
			3. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000.
			4. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
			5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

GEORGIA 5 DEPARTURE (GRG5.) (VECTOR)
RWY 26L



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude proceed as follows:

1. Select transponder code 7600.
2. MAINTAIN last assigned altitude until 5 minutes after departure; then,
3. Proceed on course and climb to flight planned altitude.

COMMS ◀ LOST COMMS

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

This SID requires a minimum climb gradient of 290 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

INITIAL CLIMB

Climb heading 263° to 1000. Then climbing LEFT turn heading 247° or as assigned by ATC. MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

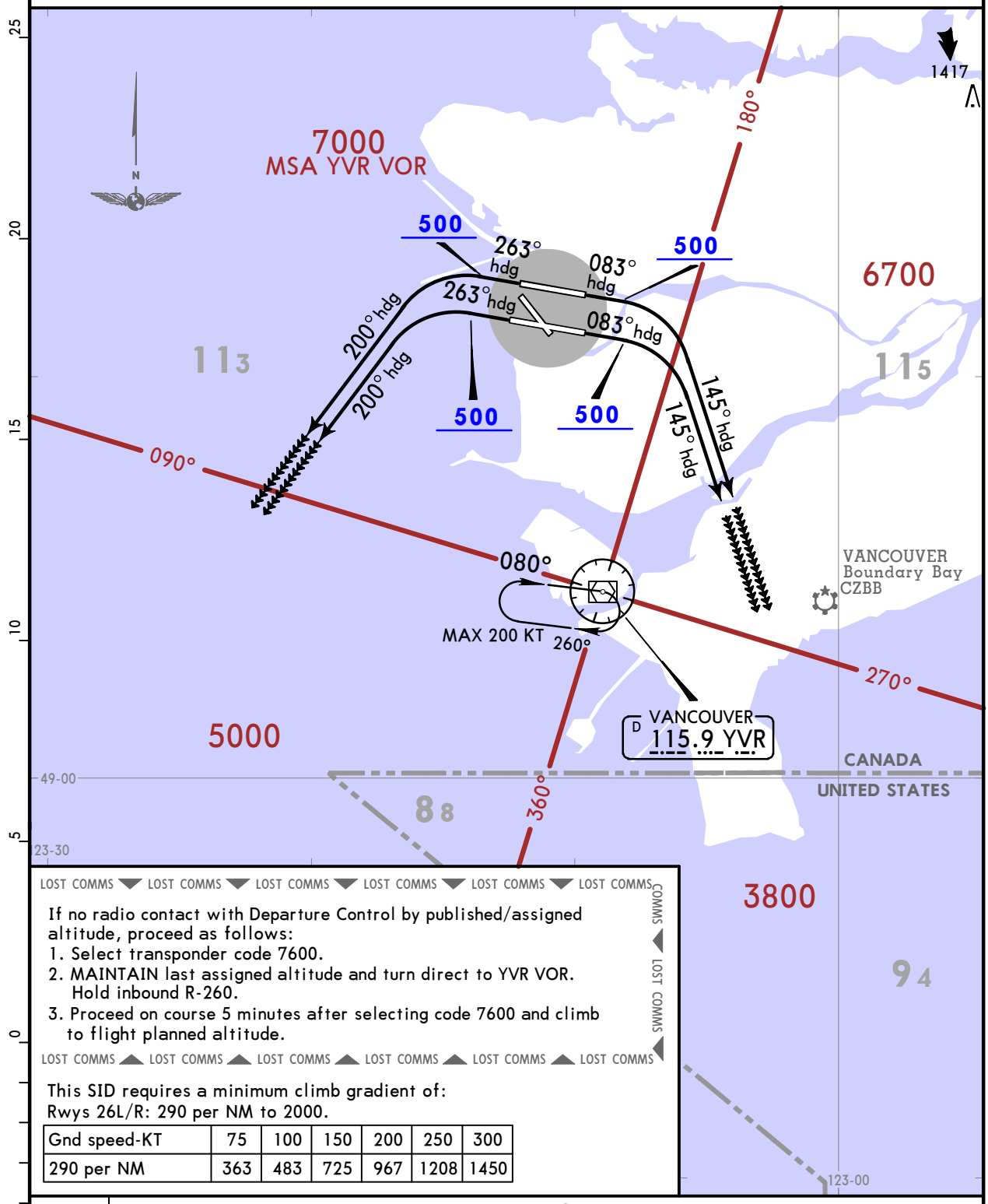
JEPPESEN
21 SEP 18 (10-3B)

VANCOUVER, BC
SID

VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

RICHMOND 6 DEPARTURE (RICHM6.)
(VECTOR)

SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:
1. Select transponder code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

COMMS ▲ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

This SID requires a minimum climb gradient of:
Rwys 26L/R: 290 per NM to 2000.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

RWY	INITIAL CLIMB
08L/R	Climb heading 083° to 500. Then climbing RIGHT turn heading 145° or as assigned by ATC.
26L/R	Climb heading 263° to 500. Then climbing LEFT turn heading 200° or as assigned by ATC.

ROUTING

MAINTAIN 2000 or as assigned. EXPTECT RADAR vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

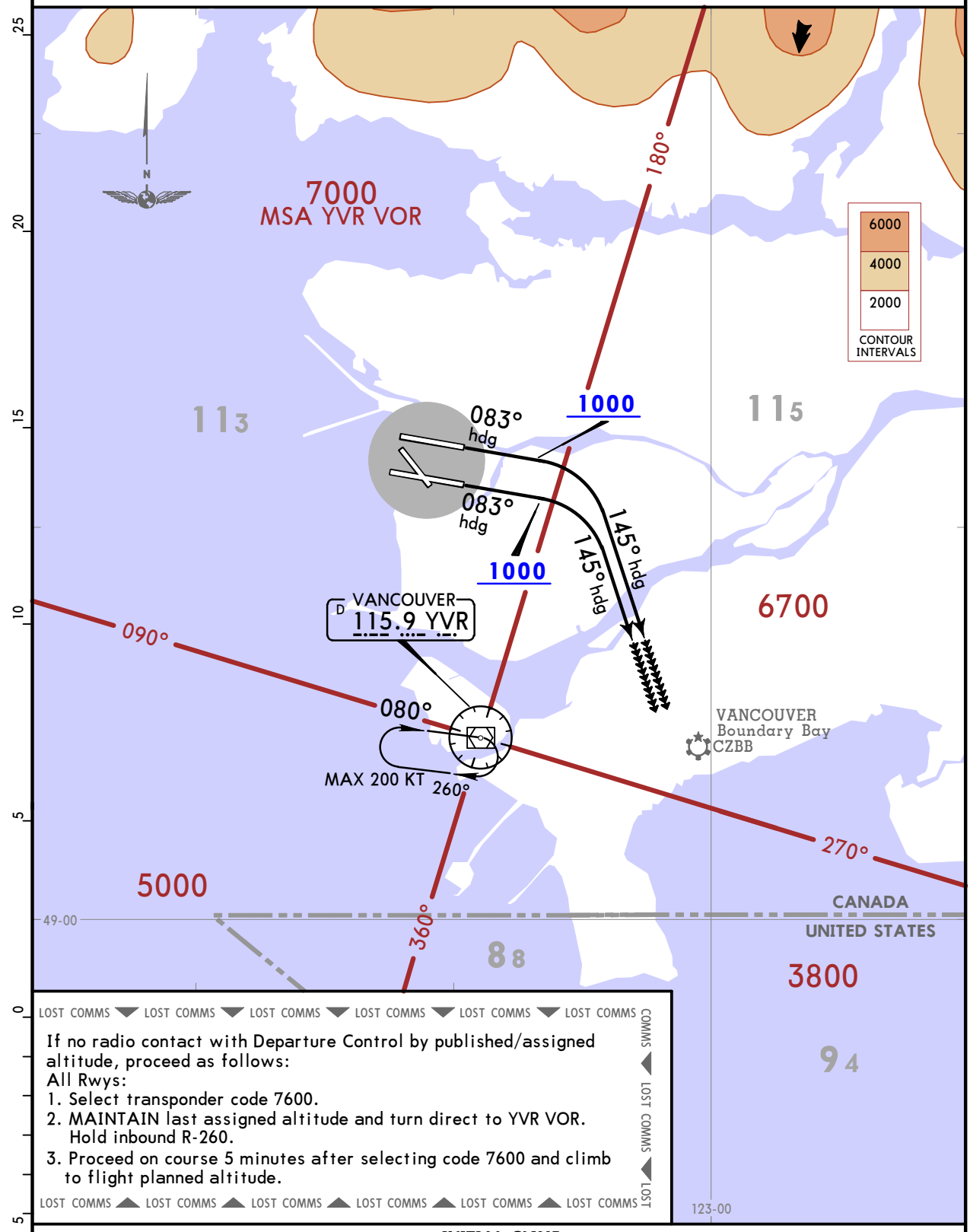
JEPPESEN
21 SEP 18 (10-3C)

VANCOUVER, BC
SID

VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

STANLEY 4 DEPARTURE (STNLE4.) (VECTOR)
RWYS 08L/R

SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:
All Rwys:
1. Select transponder code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

COMMS ◀ LOST COMMS ◀ LOST

INITIAL CLIMB

Climb heading 083° to 1000. Then climbing RIGHT turn heading 145° or as assigned by ATC. MAINTAIN 2000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

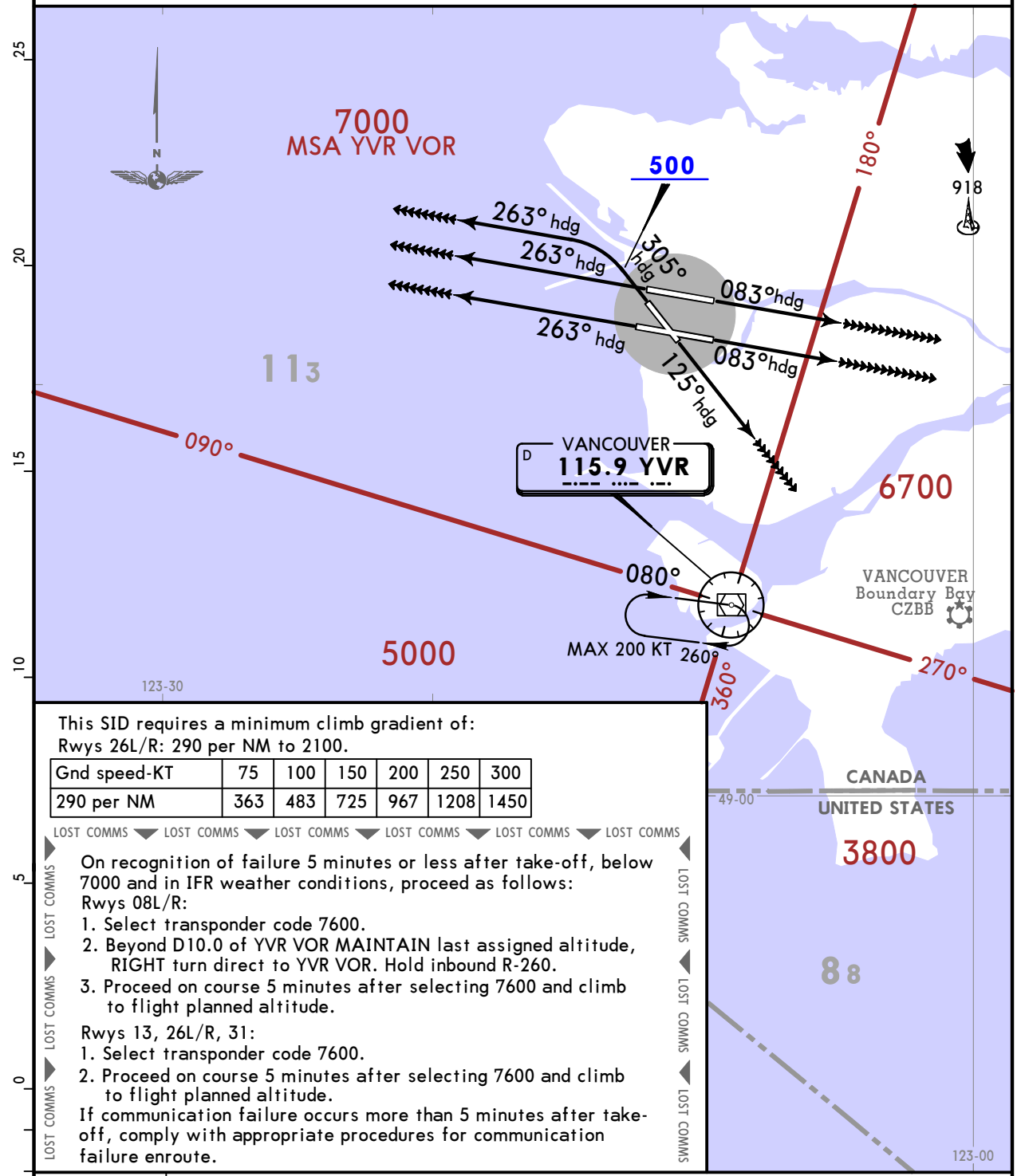
2.2.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

VANCOUVER, BC
SID

VANCOUVER Departure		Apt Elev	Trans alt: 18000
NORTH	SOUTH	13	1. Safe altitude within 100 NM 12,800.
126.125	132.3		2. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000.
			3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
			4. Refer to 10-4 Noise Abatement Procedures for additional requirements.

VANCOUVER 1 DEPARTURE (YVR1.)
(VECTOR)



This SID requires a minimum climb gradient of:
Rwys 26L/R: 290 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 5 minutes or less after take-off, below 7000 and in IFR weather conditions, proceed as follows:
Rwys 08L/R:
1. Select transponder code 7600.
2. Beyond D10.0 of YVR VOR MAINTAIN last assigned altitude, RIGHT turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

Rwys 13, 26L/R, 31:
1. Select transponder code 7600.
2. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedures for communication failure enroute.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

RWY	INITIAL CLIMB
08L/R	Climb heading 083° or as assigned by ATC.
13	Climb heading 125° or as assigned by ATC. NOTE: Tower to 50 approximately 0.2 NM past DER, 500 LEFT of runway centerline.
26L/R	Climb heading 263° or as assigned by ATC.
31	Climb heading 305° to 500. Then climbing LEFT turn heading 263° or as assigned by ATC.

ROUTING

MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

NOISE ABATEMENT PROCEDURES

APPLICATION

These procedures apply to JET AIRCRAFT unless noted otherwise.

DEPARTURE PROCEDURES

JET AIRCRAFT

1. Noise Abatement Departure Procedure 1 or 2 required for all runways. See Jeppesen Canada ATC para 7.6. Advise ATC CLNC DEL if using Noise Abatement Departure Procedure 1. Follow SID to 3000′ before proceeding on course.
2. Rwy 08R between 2300-0600 local time; aircraft on westerly routes follow assigned SID to 2000′ before proceeding on course.
3. ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified aircraft; departures on Rwys 08L and 26R not permitted.

ARRIVAL PROCEDURES

IFR APPROACHES & PUBLISHED VISUAL APPROACHES

Use low power/drag profiles consistent with safe operating procedures, conforming to published visual approaches and as directed by ATC.

VFR APPROACHES

Conform to published VTA routes and as directed by ATC.

REVERSE THRUST - LANDING

All Rwys: Consistent with safe operating procedures, plan on using idle reverse thrust.

NIGHT RESTRICTIONS

LOCAL TIME	Procedure
1. 0001-0600	Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified JET AIRCRAFT 34,000 kg (74,957 lbs) and over not permitted.
2. 0001-0600	Departure of JET AIRCRAFT rated over 34,000 kg (74,957 lbs) (MTOW), regardless of actual take-off weight, require prior approval from YVRAA OPERATIONS.
3. 2200-0700	Departure/Arrival of ALL AIRCRAFT on Rwys 08L & 26R not permitted.*
4. 2200-0700	Local training flights not permitted.

* See CONTACT and APPROVALS Section.

ALL AIRCRAFT (PRIORITY FLIGHTS EXEMPT)

LOCAL TIME	Preferencial Runway Usage
1. 0600-2300 One direction flow	Defer to westerly flow. Minimize departures on runway 13 and arrivals on runway 31.
2. 2300-0600 Two direction flow	Westerly flow for departures and easterly flow for arrivals. Minimize departures on runway 13 and arrivals on runway 31.

Subject to limiting factors including: physical condition of surfaces; irregular airfield operations; crosswind and tailwind conditions: and, traffic volume. (MEDEVACS EXEMPT).

IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

CHANGES: None.

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
6 NOV 15 (10-4A)

VANCOUVER, BC
VANCOUVER INTL

NOISE ABATEMENT PROCEDURES

ENGINE RUN-UP RESTRICTIONS

Maintenance engine run-ups for ALL AIRCRAFT require prior approval from YVRAA OPERATIONS. Guidelines are contained in the Airport Operations Directive, Aircraft Engine Run-ups.

ALTITUDE RESTRICTIONS

1. Exclusive of the Departure and Arrival procedures, no departing or arriving aircraft shall operate over the City at less than 5000′ MSL (8000′ between 2300 - 0700 local time- except aircraft operating on published RNAV STAR).

2. The City is defined as that area lying between the South Arm of the Fraser River and the North Shore of Burrard Inlet and from Point Gray to the eastern boundary of the Vancouver Control Zone.

CONTACT and APPROVALS

Night Restrictions #3: YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance. **Tel: 604-207-7022; Fax: 604-276-6099 (24 hours)**

IT IS THE PILOT′S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

CHANGES: Night Restriction notes changed.

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

2.2.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

CODED TAXI ROUTES

READ BACK: "CODE ROUTE (name) AND ASSIGNED RUNWAY"

Monitor tower frequency approaching the hold line of the assigned runway, unless otherwise instructed by ATC.

Rwy 08R/26L - Tower 118.7 Rwy 08L/26R - Tower 119.55

CODE	TAXI ROUTE
Echo	Rwy 08R - E, D, H, hold short L. Rwy 08L - E, D, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - E, D, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - E, D.
Golf	Rwy 08R - G, H, hold short L. Rwy 08L - G, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - G, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - G, H, D.
❶ Juliet-Alpha	Rwy 08R - JA, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - JA, J, M, M10. Rwy 26R - JA, J, M, M9. Rwy 26L - JA, J, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Juliet-Bravo	Rwy 08R - JB, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - JB, J, M, M10. Rwy 26R - JB, J, M, M9. Rwy 26L - JB, J, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Juliet-Charlie	Rwy 08R - JC, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - JC, J, M, M10. Rwy 26R - JC, J, M, M9. Rwy 26L - JC, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
Lima	Rwy 08L - L, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - L, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - L, J, H, D.
❶ Papa	Rwy 08R - P, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - P, M, M10. Rwy 26R - P, M, M9. Rwy 26L - P, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
Sierra	Rwy 08R - S, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - S, M, M10. Rwy 26R - S, M, M9. Rwy 26L - S, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Tango	Rwy 08R - T, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - T, M, M10. Rwy 26R - T, M, M9. Rwy 26L - T, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).

❶ Taxi routes for A340-600/B777-300.

© JEPPESEN, 1999, 2009. ALL RIGHTS RESERVED.

2.2.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR

Apt Elev 13′
N49 11.7 W123 11.0

JEPPESEN VANCOUVER, BC
10 AUG 18 (10-9)
VANCOUVER INTL

D-ATIS	Data Comm: D-ATIS PDC	VANCOUVER Clearance	Ground North	Ground South
124.6		121.4	127.15	121.7

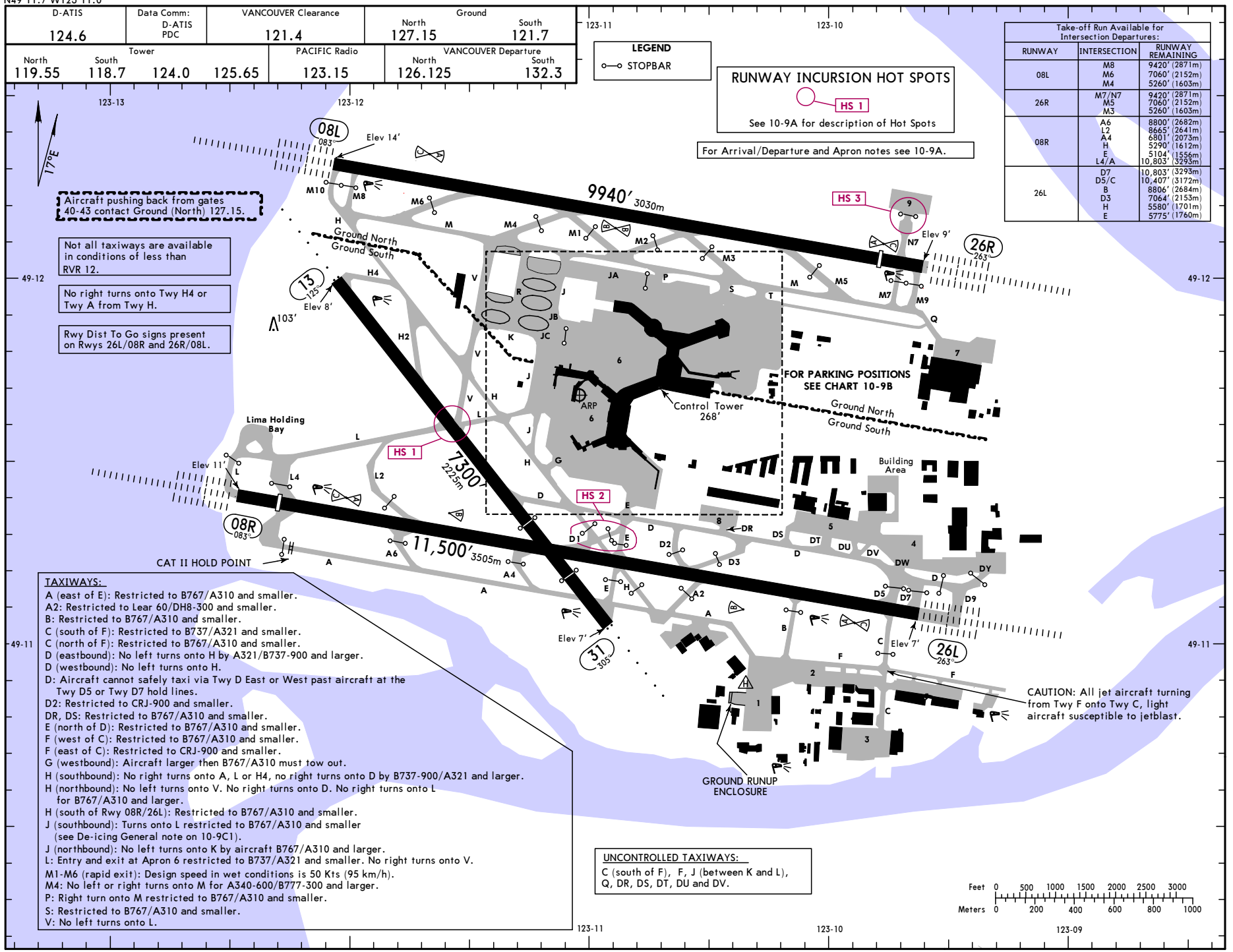
Tower North	Tower South			PACIFIC Radio	VANCOUVER Departure North	VANCOUVER Departure South
119.55	118.7	124.0	125.65	123.15	126.125	132.3

LEGEND
STOPBAR

RUNWAY INCURSION HOT SPOTS
HS 1
See 10-9A for description of Hot Spots

For Arrival/Departure and Apron notes see 10-9A.

Take-off Run Available for Intersection Departures:		
RUNWAY	INTERSECTION	RUNWAY REMAINING
08L	M8	9420′ (2871m)
	M6	7060′ (2152m)
	M4	5260′ (1603m)
26R	M7/N7	9420′ (2871m)
	M5	7060′ (2152m)
	M3	5260′ (1603m)
08R	A6	8800′ (2682m)
	L2	8665′ (2641m)
	A4	6801′ (2073m)
	H	5290′ (1612m)
	E	5104′ (1556m)
	L4/A	10,803′ (3293m)
26L	D7	10,803′ (3293m)
	D5/C	10,407′ (3172m)
	B	8806′ (2684m)
	D3	7064′ (2153m)
	H	5580′ (1701m)
	E	5775′ (1760m)



TAXIWAYS:
A (east of E): Restricted to B767/A310 and smaller.
A2: Restricted to Lear 60/DH8-300 and smaller.
B: Restricted to B767/A310 and smaller.
C (south of F): Restricted to B737/A321 and smaller.
C (north of F): Restricted to B767/A310 and smaller.
D (eastbound): No left turns onto H by A321/B737-900 and larger.
D (westbound): No left turns onto H.
D: Aircraft cannot safely taxi via Twy D East or West past aircraft at the Twy D5 or Twy D7 hold lines.
D2: Restricted to CRJ-900 and smaller.
DR, DS: Restricted to B767/A310 and smaller.
E (north of D): Restricted to B767/A310 and smaller.
F (west of C): Restricted to B767/A310 and smaller.
F (east of C): Restricted to CRJ-900 and smaller.
G (westbound): Aircraft larger then B767/A310 must tow out.
H (southbound): No right turns onto A, L or H4, no right turns onto D by B737-900/A321 and larger.
H (northbound): No left turns onto V. No right turns onto D. No right turns onto L for B767/A310 and larger.
H (south of Rwy 08R/26L): Restricted to B767/A310 and smaller.
J (southbound): Turns onto L restricted to B767/A310 and smaller (see De-icing General note on 10-9C1).
J (northbound): No left turns onto K by aircraft B767/A310 and larger.
L: Entry and exit at Apron 6 restricted to B737/A321 and smaller. No right turns onto V.
M1-M6 (rapid exit): Design speed in wet conditions is 50 Kts (95 km/h).
M4: No left or right turns onto M for A340-600/B777-300 and larger.
P: Right turn onto M restricted to B767/A310 and smaller.
S: Restricted to B767/A310 and smaller.
V: No left turns onto L.

UNCONTROLLED TAXIWAYS:
C (south of F), F, J (between K and L), Q, DR, DS, DT, DU and DV.

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

CHANGES: None.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
10 AUG 18 (10-9A)

VANCOUVER, BC
VANCOUVER INTL

GENERAL

CAUTION: Migratory birds in vicinity of airport from approximately October - April.
CAUTION: Frequent VFR float aircraft activity on river south side of airport.
CAUTION: ALL JET AIRCRAFT: Light aircraft susceptable to jetblast when turning from twy F on to C.
Heli: Day VFR via arrival/departure area A, B and C. Night arrival/departure via areas B and C.

Rwy Arrivals & Departures:

Rwy 08L arrivals:
Consistent with safe operating procedures, plan landing with idle reverse thrust/pitch.

Rwy 08R arrivals: Aircraft exiting onto Twy D1, turn north on Twy E and hold short of Twy D. Do not stop in rwy area. See HOT SPOT 2.

Rwy 26R arrivals:
Consistent with safe operating procedures, plan landing with idle reverse thrust/pitch.

Rwy 26L arrivals: Turns onto Rwy 31 NOT AUTHORIZED without clearance. Aircraft exiting onto Twy H, hold short of Twy D. Do not stop in rwy area. See HOT SPOT 2.

Rwy 13 departures: Not Authorized for B777-300/A340-600 and larger.

Rwy 31 arrivals: Not Authorized for B777-300/A340-600 and larger.

UNCONTROLLED VEHICLES CROSSINGS

Twys J, JA, JB, JC, K, R, V, P, Q, S, T, DS, DT, DU and DV.

APRON

Advise ATC if ground crew not present at gate.

Apron 1: Restricted to CRJ-900/SF34 and smaller.

Apron 3: Jets towed in and out.

Apron 1, 2, 3, 5, 6, 8: Prior permission required Airport Operations.

Apron 6 (EAST): bypass (taxilane centerline amber lighting): Simultaneous use of dual taxilanes restricted to narrow body aircraft.

Apron 6 (horseshoe): Taxilanes restricted to B737/A321 and smaller.

Apron 6: Traveling eastbound, turns onto P restricted to B767/A310 and smaller.

Prior permission required from YVR OPS for all engine airstarts or crossbleed starts & Aprons 1, 2, 3, 5, 6, 8.

WIDE BODY Aircraft

A380 ❶/B747-8/AN124 Available Twys: D, DT, D3, D5, D7, D9, H (north of Rwy 08R/26L), J (north of K), JA, K (west of R), L (west of 13/31), M, M5, M6, M9, M10, P, R, V.

A340-600/B777-300/A350-900 Available Twys: D, D3, D5, D7, D9, DT, E (south of Rwy 08R/26L), H (north of Rwy 08R/26L), J, JA, JB, JC, K, L (west of J), M, M4, M5, M6, M7, M8, M9, M10, P, T, R, V.

Departing A340-600/B777-300 use the following coded taxi routes ONLY:

- Juliet - Alpha
- Juliet - Bravo
- Juliet - Charlie
- Papa
- Tango

❶ **A380**: When A380 is on Twy M between Twy J and Twy T, the taxilane between Gate 64 & Twy T is restricted to B757 & smaller (& vice versa).

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE- OFF	WIDTH
08R 26L	HIRL CL ALSF-II TDZ ❷PAPI-L (angle 3.0°) RVR	10,803′3293m 10,803′3293m	9781′ 2981m 9668′ 2947m		200′ 61m
❷ For aircraft with eye-to-wheel height up to 45′.					
08L	HIRL CL ALSF-II TDZ ❸PAPI-L (angle 3.0°) RVR		8886′ 2708m		200′ 61m
26R	HIRL CL ALSF-II TDZ ❸PAPI-R (angle 3.0°) RVR	9218′ 2810m	8949′ 2728m		
❸ For aircraft with eye-to-wheel height up to 45′.					
13 31	MIRL ODALS ❹PAPI-L (angle 3.0°)		6193′ 1888m		200′ 61m
❹ For aircraft with eye-to-wheel height up to 45′.					

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instuctions.

HS 1 Twy V holdline for Rwy 13/31 is 100′ (30m) back due to intersection geometry.

HS 2 Aircraft taxiing H, southbound, holdline is located 100′ (30m) back from the standard runway hold position. Aircraft exiting onto D1, turn north on Twy E and hold short of Twy D. Do not stop in runway area.

HS 3 Twy N7 hold line for Rwy 26R/08L at intersection Twy N7 and Apron IX. 702′ (214m) from Rwy edge.

TAKE-OFF & DEPARTURE PROCEDURE

For departure procedure see Vancouver SID

	Rwys 08L/R, 26L/R			Rwys 13, 31
	Authorized Air Carriers		All Other Aircraft	
	HIRL & CL & RCLM	HIRL or CL or RCLM		
A B C D	TDZ RVR 6 Rollout or Mid RVR 6	❶ RVR 12 or 1/4	RVR 26 or 1/2	1/2

❶ RVR 10 required for start.

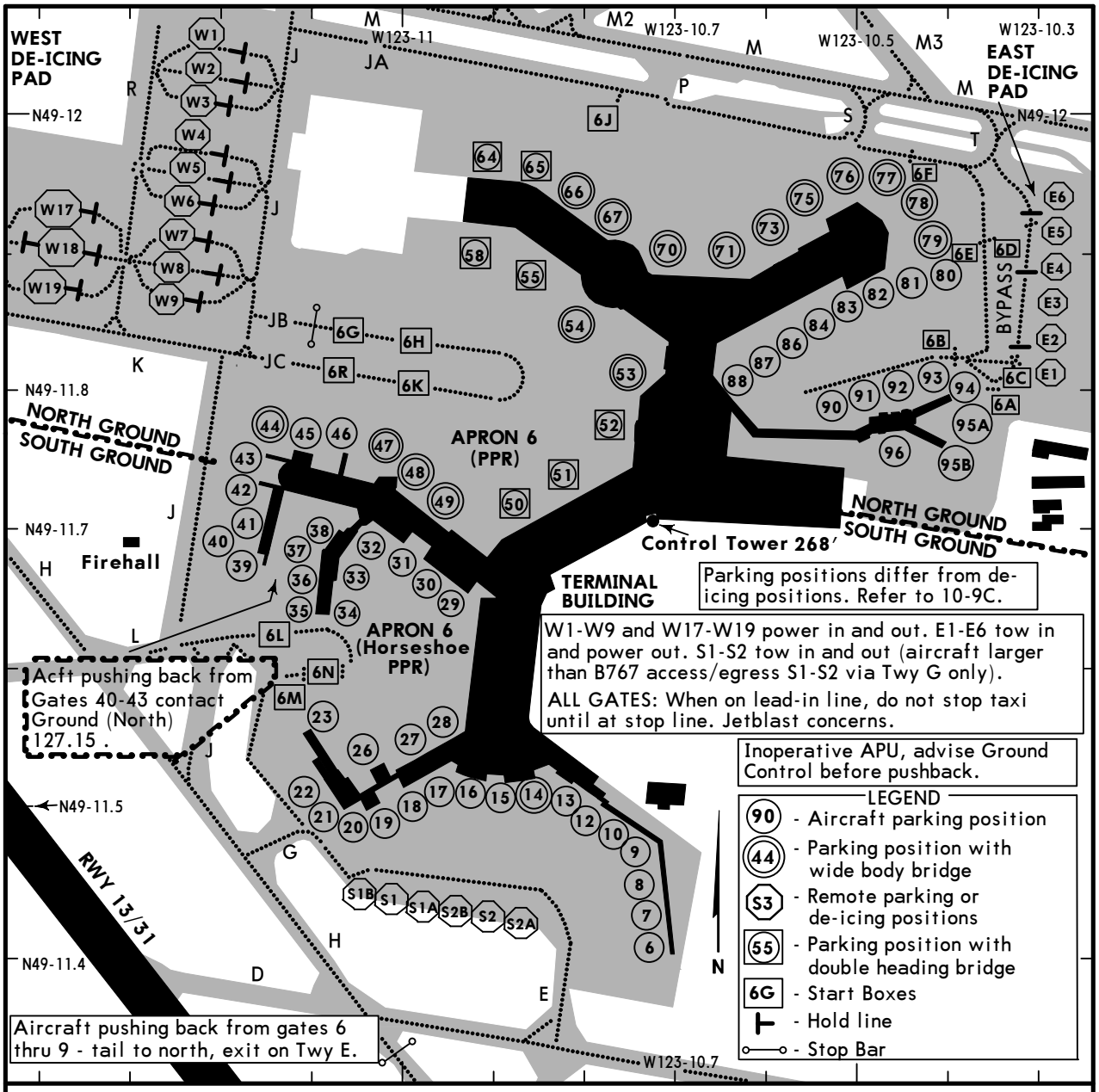
CHANGES: Rwy 26R PAPI relocated.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
21 APR 17 (10-9B) Eff 27 Apr

VANCOUVER, BC
VANCOUVER INTL



PARKING POSITION COORDINATES

POSITION No.	COORDINATES	POSITION No.	COORDINATES
6 thru 8	N49 11.4 W123 10.7	81 thru 83	N49 11.8 W123 10.5
9, 10, 12, 13	N49 11.5 W123 10.8	84, 86 thru 88, 90	N49 11.8 W123 10.6
14 thru 16	N49 11.5 W123 10.9	91, 92	N49 11.8 W123 10.5
17 thru 19	N49 11.5 W123 11.0	93, 94, 95A	N49 11.8 W123 10.4
20 thru 22	N49 11.5 W123 11.1	95B	N49 11.7 W123 10.4
23	N49 11.6 W123 11.1	96	N49 11.7 W123 10.5
26, 27	N49 11.5 W123 11.0	E1, E2	N49 11.8 W123 10.3
28	N49 11.6 W123 11.0	E3 thru E6	N49 11.9 W123 10.3
29	N49 11.7 W123 10.9	S1, S1A, S1B	N49 11.4 W123 11.0
30 thru 33	N49 11.7 W123 11.0	S2, S2A, S2B	N49 11.4 W123 10.9
34, 35	N49 11.6 W123 11.1	W1	N49 12.1 W123 11.2
36 thru 38	N49 11.7 W123 11.1	W2, W3, W4	N49 12.0 W123 11.2
39 thru 43	N49 11.7 W123 11.2	W5, W6	N49 12.0 W123 11.3
44 thru 46	N49 11.8 W123 11.1	W7, W8, W9	N49 11.9 W123 11.3
47	N49 11.8 W123 11.0	W17 thru W19	N49 11.9 W123 11.4
48, 49	N49 11.7 W123 11.0		
50	N49 11.7 W123 10.9		
51	N49 11.7 W123 10.8		
52 thru 54	N49 11.8 W123 10.8		
55, 58, 64, 65	N49 11.9 W123 10.9		
66, 67	N49 11.9 W123 10.8		
70, 71	N49 11.9 W123 10.7		
73, 75	N49 11.9 W123 10.6		
76 thru 78	N49 11.9 W123 10.5		
79, 80	N49 11.9 W123 10.4		

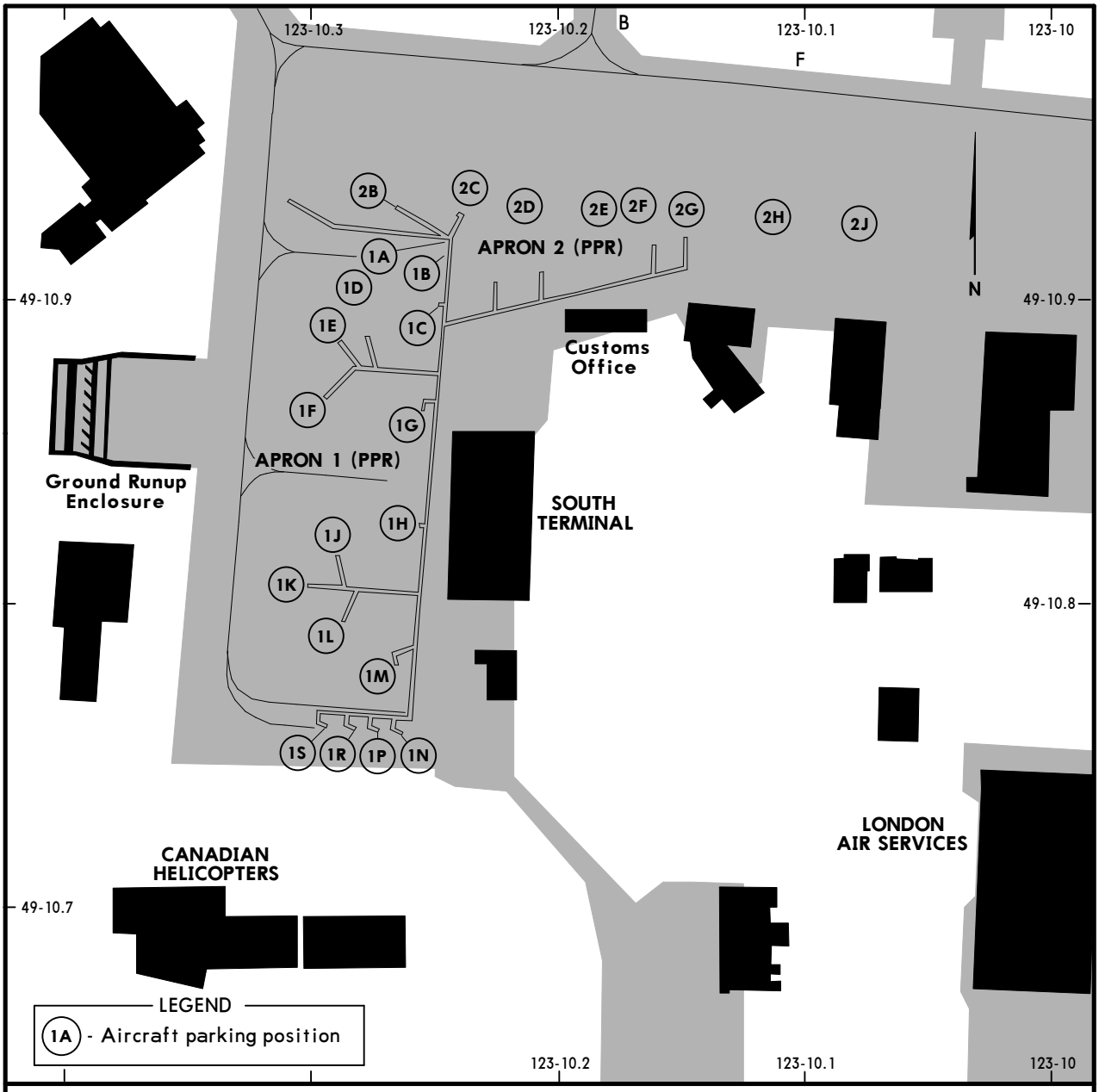
CHANGES: Parking positions 85, 86, 87 replaced with 86, 87, 88.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
21 APR 17 (10-9B1) Eff 27 Apr

VANCOUVER, BC
VANCOUVER INTL



PARKING POSITION COORDINATES

POSITION No.	COORDINATES
1A, 1B, 1C	N49 10.9 W123 10.2
1D, 1E, 1F, 1G	N49 10.9 W123 10.3
1H, 1J, 1K, 1L, 1M	N49 10.8 W123 10.3
1N, 1P, 1R, 1S	N49 10.8 W123 10.3
2B	N49 10.9 W123 10.3
2C, 2D, 2E, 2F	N49 10.9 W123 10.2
2G, 2H, 2J	N49 10.9 W123 10.1

CHANGES: None.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
21 APR 17 (10-9C) Eff 27 Apr

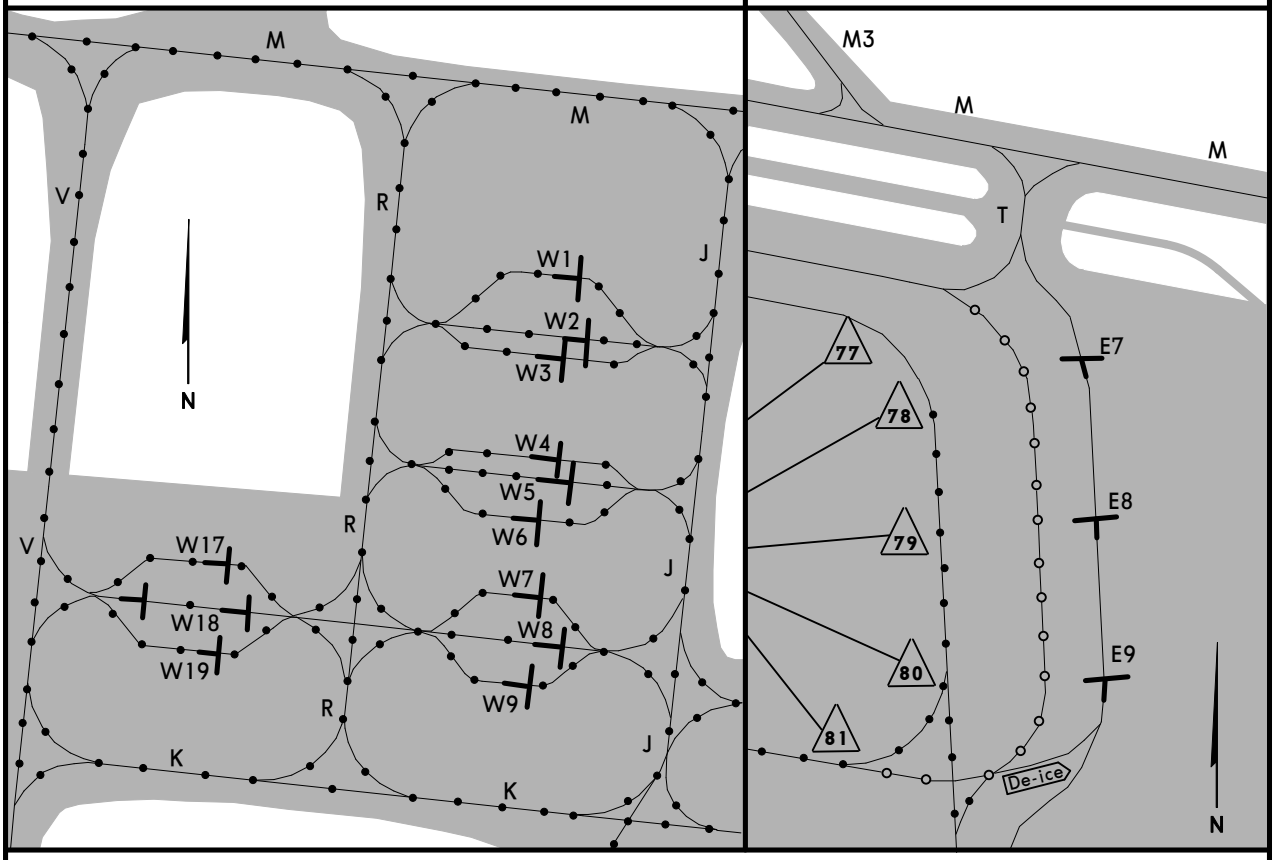
VANCOUVER, BC
VANCOUVER INTL

WEST DE-ICING PAD

Vancouver De-ice	129.95	South Ground	121.7
Pad Control	131.975	North Ground	127.15
Iceman	130.7		

EAST DE-ICING PAD

Vancouver De-ice	129.95	Iceman	130.7
Pad Control	131.975	North Ground	127.15



LEGEND

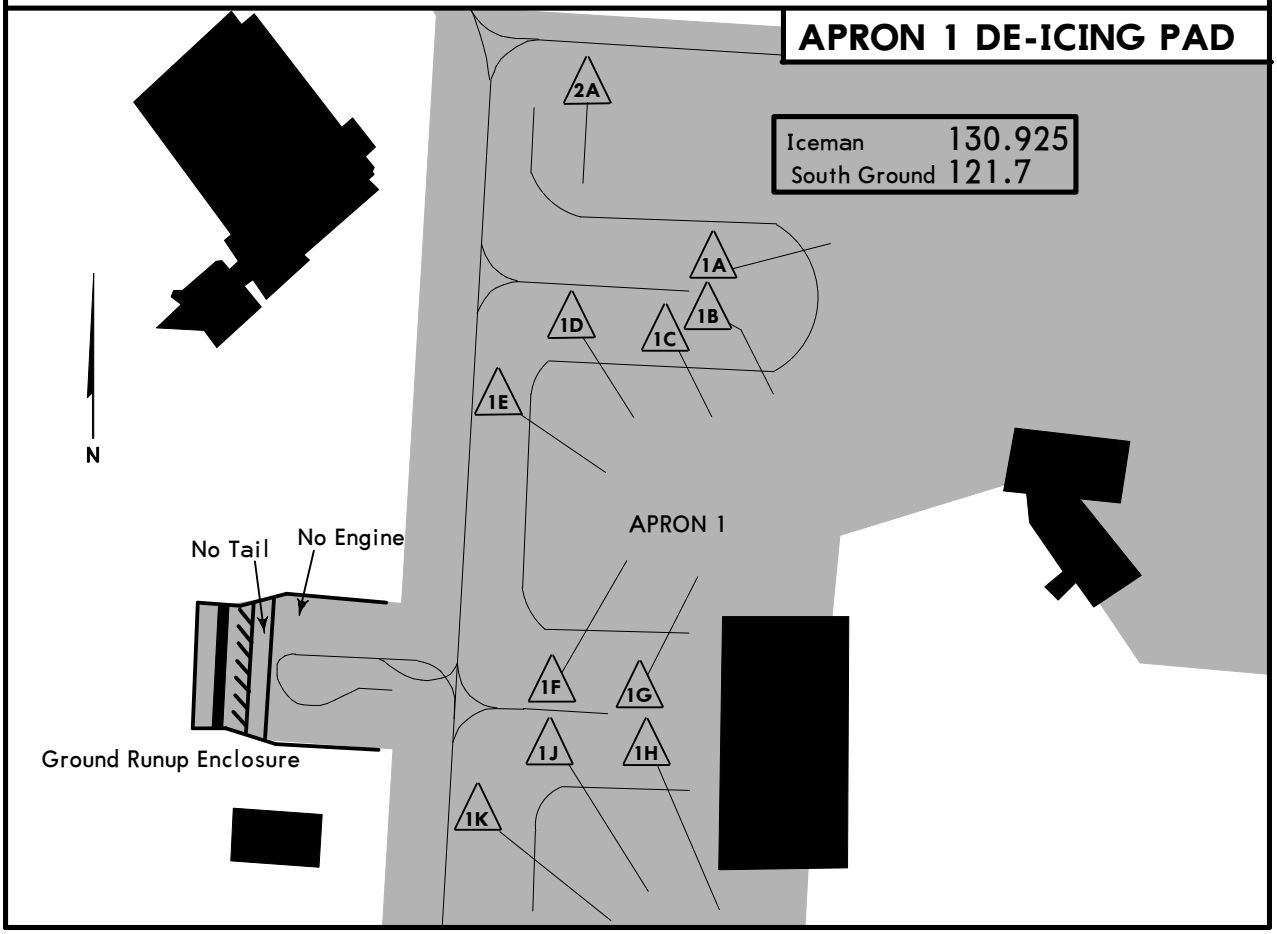
Hold line

Inset Guidance Lights

Inset Guidance Lights Amber

APRON 1 DE-ICING PAD

Iceman	130.925
South Ground	121.7



CHANGES: None.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

DE-ICING PROCEDURES

DE-ICING GENERAL:

1. De-icing at gates permitted for frost removal only, contact VANCOUVER DE-ICE on 129.95.
2. De-icing pads West and East are positively controlled when De-icing OPS are in effect, PAD CONTROL is providing control of all aircraft and vehicle movements on these surfaces.
3. 30 minutes prior to pushback or taxi, advise VANCOUVER DE-ICE on 129.95 that de-icing is required, the type(s) of fluids required and the aircraft type. VANCOUVER DE-ICE will designate de-ice pad.
4. When requesting pushback or taxi clearance, advise ATC that de-icing is required and designated de-ice pad.
5. When advised by ATC, contact PAD CONTROL on 131.975 for instructions in the de-icing center and assignment to a de-icing bay.
6. Follow PAD CONTROL instructions to de-icing bay.
7. When advised by PAD CONTROL, contact ICEMAN on 130.7 and confirm brakes set, aircraft configured, engines at idle, de-icing fluid requirements and any special de-icing instructions.
8. After de-icing is completed and the aircraft has been inspected, ICEMAN will confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.
9. When advised by ICEMAN, contact PAD CONTROL on 131.975 for instructions.

Note: Twy J (southbound): Right turns permitted for aircraft larger than B767/A310 when de-icing operations are in effect and gates 39 and 40 are closed.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

WEST PAD:

1. Aircraft queuing is on Twy V south of Twy K and on Twy V north of de-icing bay W17.
2. When transferred from ATC, follow PAD CONTROL instructions to de-icing bays.

EAST PAD:

1. Aircraft flow is from south to north. E8 and E9 bays are generally used as queue positions for de-ice on E7.
2. Advise ATC when ready for pushback or taxi. ATC will coordinate with PAD CONTROL to ensure queue space is available at the facility. Expect to hold at the gate until queue space is available.
3. When transferred from ATC, follow PAD CONTROL instructions to assigned de-icing bay stop position using the following references:
   a. E7 stop abeam the end of the blast fence.
   b. E8 stop abeam the E8 designation sign on blast fence.
   c. E9 stop abeam the E9 designation sign on blast fence.

GROUND RUN-UP ENCLOSURE (GRE):

Operators must receive an orientation for the GRE facility prior to use. Crews may contact the Icehouse to schedule de-icing up to 120 minutes prior to departure. Information required:

- Aircraft type, flight number/call sign, and the type(s) of fluids required.

Parking position 2A, on Apron 1, is the only staging position for the facility.
Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available.
All propeller aircraft and jet aircraft with a wingspan of 71' (21.6m) or less (Dassault Falcon 900 with winglets and smaller) may power in/out of the facility.
ICEMAN will advise if engines should be running during de-icing.

ENTRY PROCEDURE:

1. Before contacting ATC for taxi, contact ICEMAN 130.925 for position in de-icing queue.
2. When ICEMAN approves access to either the staging position (2A) or GRE, contact ATC 121.7 for taxi.
3. Proceed as instructed by ICEMAN. CAUTION: DO NOT enter GRE until instructed by ICEMAN.
4. Advise ICEMAN 130.925 when stopped in the GRE.

DE-ICING PROCEDURE:

5. Contact ICEMAN 130.925 to confirm brakes set, aircraft configured, engines idle, and provide fluid requirements.
6. After de-icing is complete and the aircraft has been inspected, ICEMAN will confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.

EXIT PROCEDURE:

7. When ready to taxi contact ICEMAN 130.925 for instructions.

CHANGES: Twy J note.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

ARRIVAL/DEPARTURE PROCEDURES RVR LESS THAN 1200 TO 600

APPLICATION

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast: Low visibility procedures in effect for (name of applicable runway).

GENERAL

Taxi Routes

Low Visibility Taxi Routes are equipped with green inset centerline lighting. Some taxiway/taxiway intersections have been indentified with three inset yellow centerline lights. Midfield crossings of 08R/26L are not permitted during low visibility operations.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the maneuvering area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

DEPARTURES

The primary runways for departure are 08R/26L. Yellow flashing runway guard lights (wig-wags) and stop bars are installed abeam each hold line. Intersection take-offs are not permitted.

Sequencing of Aircraft Ground Movement for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

SMGCS Rwy 08L/26R and 08R/26L

Runway/taxiway intersections are equipped with yellow flashing runway guard lights and stop bars consisting of red inset lights and red elevated lights located at the taxi hold position. At runway entry points, M10, M8, M7, M9, N7, L, D5, D7, D9, C and A, when the red stop bar lights are illuminated, green lead-on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead-on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

"AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR"

ARRIVALS

The primary runways for arrival are 08L/26R.

Plan to exit on the centerline lighted rapid exit taxiways and proceed beyond the alternating green and yellow centerline lights to the taxi intersection lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

© JEPPESEN, 2003, 2018. ALL RIGHTS RESERVED.

SMGCS

CYVR/YVR
VANCOUVER INTL

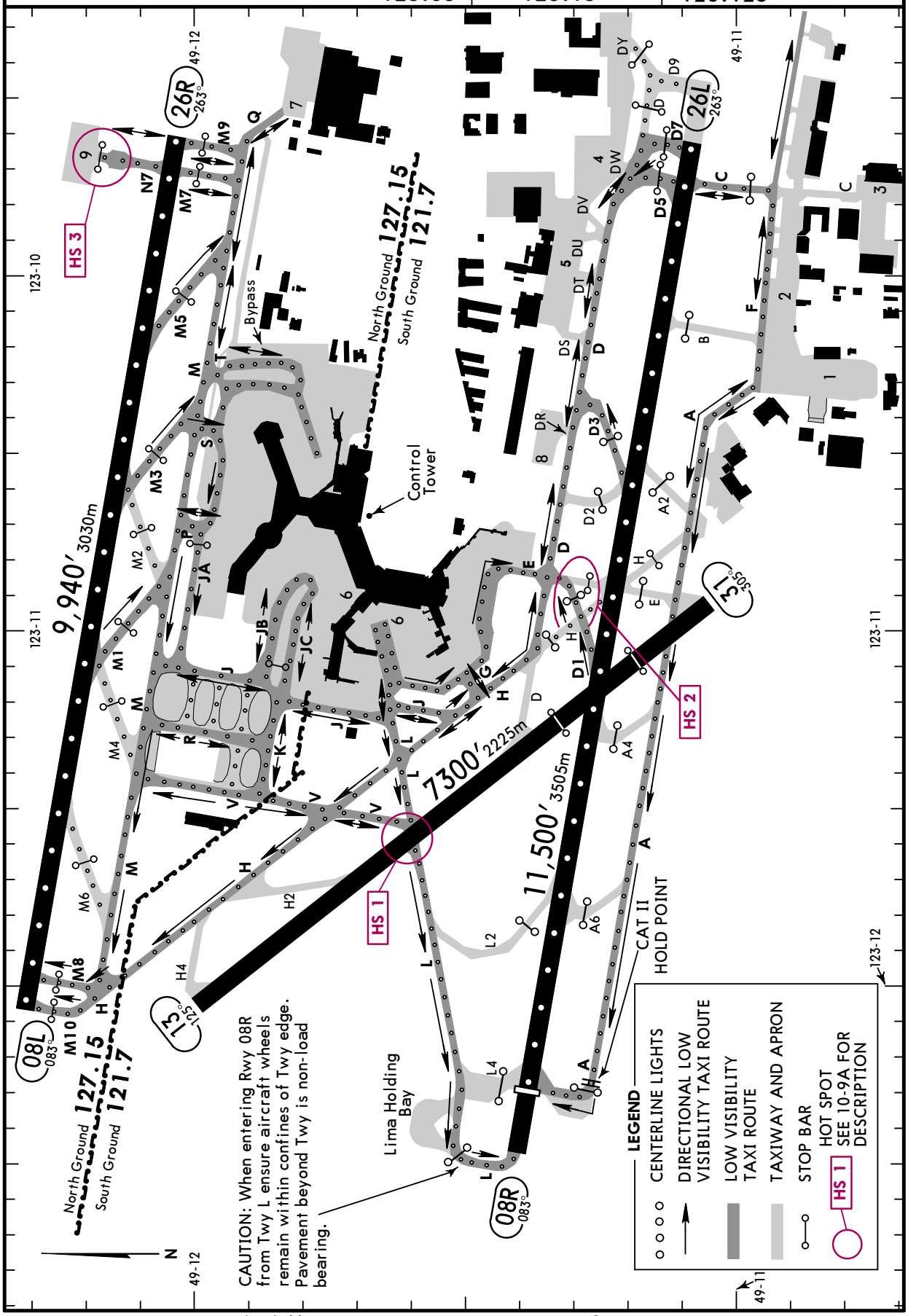
JEPPESEN
26 JAN 18
Eff 1 Feb
10-9E

VANCOUVER, BC
LOW VISIBILITY TAXI CHART
LAND Rwy 08L/08R, DEPART Rwy 08L/08R
For Low Visibilty Procedures See 10-9D

LESS THAN RVR 1200 to 600

D-ATIS	Data Comm	VANCOUVER Clearance	Ground	
124.6	D-ATIS PDC	121.4	North 127.15	South 121.7

Tower				PACIFIC Radio	VANCOUVER Departure	
North 119.55	South 118.7	124.0	125.65	123.15	North 126.125	South 132.3



CHANGES: East area near Rwy 26L threshold.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

2.2.38 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

SMGCS

CYVR/YVR
VANCOUVER INTL

JEPPESEN
26 JAN 18
Eff 1 Feb
10-9F

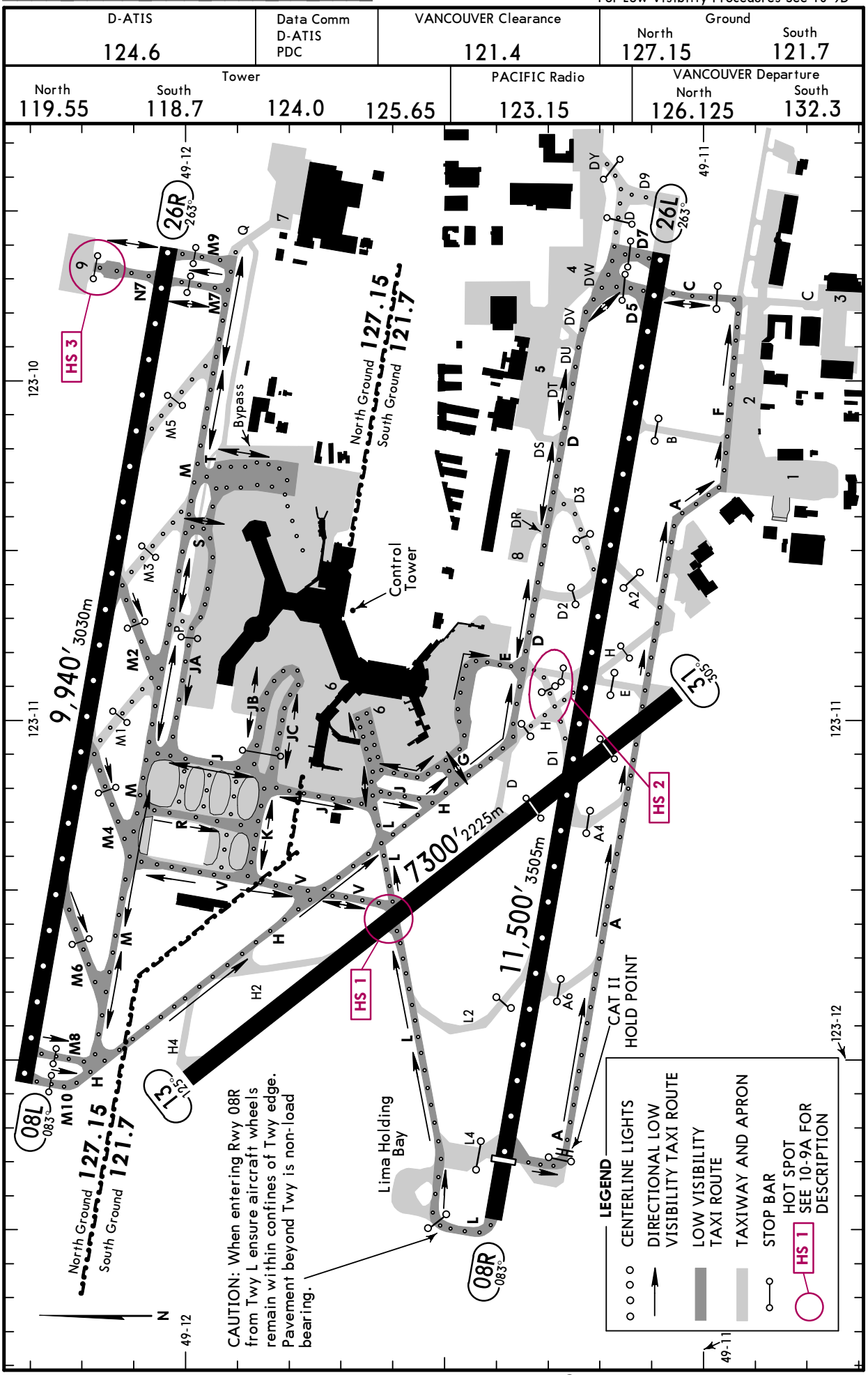
VANCOUVER, BC
LOW VISIBILITY TAXI CHART
LAND Rwy 26L/26R, DEPART Rwy 26L/26R

LESS THAN RVR 1200 to 600

For Low Visibilty Procedures See 10-9D

D-ATIS	Data Comm D-ATIS PDC	VANCOUVER Clearance	Ground	
124.6		121.4	North 127.15	South 121.7

Tower				PACIFIC Radio	VANCOUVER Departure	
North 119.55	South 118.7	124.0	125.65	123.15	North 126.125	South 132.3



CHANGES: East area near Rwy 26L threshold.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

2.2.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
5 MAY 17 (11-1)

VANCOUVER, BC
ILS Rwy 08L

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

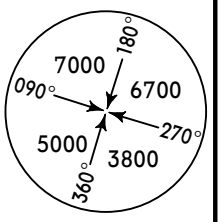
VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

LOC ITL	Final Apch Crs	GS	ILS DA(H)	
110.55	083°	BEXIM 1290′ (1277′)	213′ (200′)	Apt Elev 13′ TDZE 13′

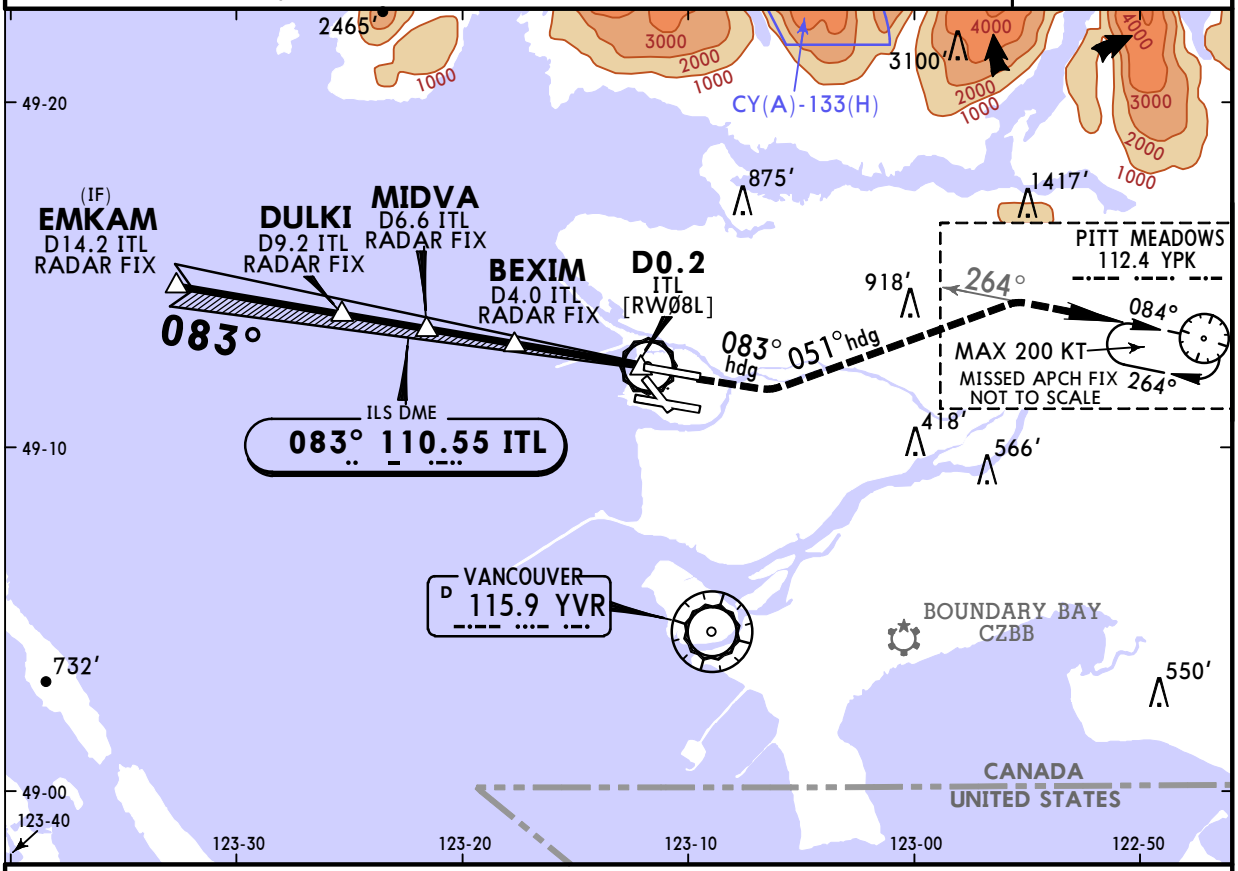
MISSED APCH: Climb to 420′ heading 083°. Then climbing LEFT turn to 3500′ heading 051°. Intercept inbound R-264 YPK to YPK VOR.

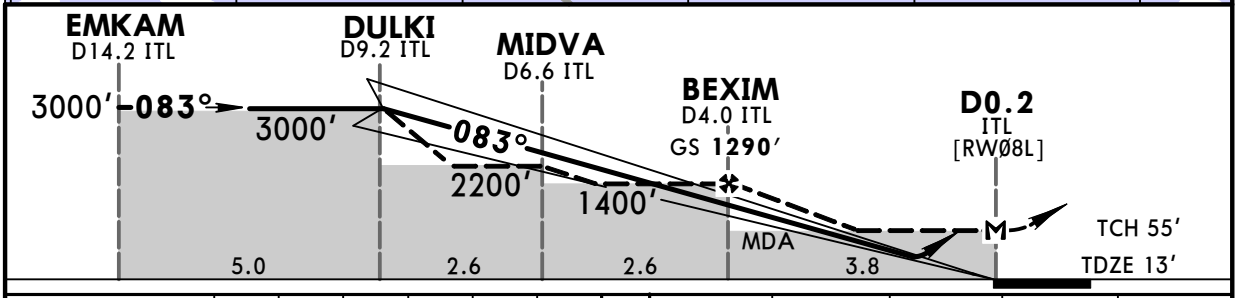
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 08R. 5. Localizer reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 ITL or BEXIM to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF-II
PAPI
420′
083° hdg
3500′ LT
051° hdg

STRAIGHT-IN LANDING RWY08L

ILS DME or ILS RADAR	LOC (GS out) DME or LOC (GS out) RADAR
DA(H) 213′ (200′)	MDA(H) 300′ (287′)
FULL	HIALS out
A RVR 26 or ½	RVR 50 or 1
B	
C	
D	

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

2.2.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-1A)

VANCOUVER, BC ILS CAT II or III Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

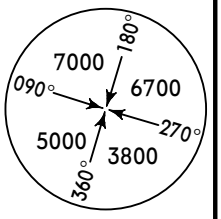
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC ITL	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.55	083°	BEXIM 1290′ (1277′)	NA	NA	Refer to Minimums	RA 113′ DA(H) 113′(100′)	13′ TDZE 13′

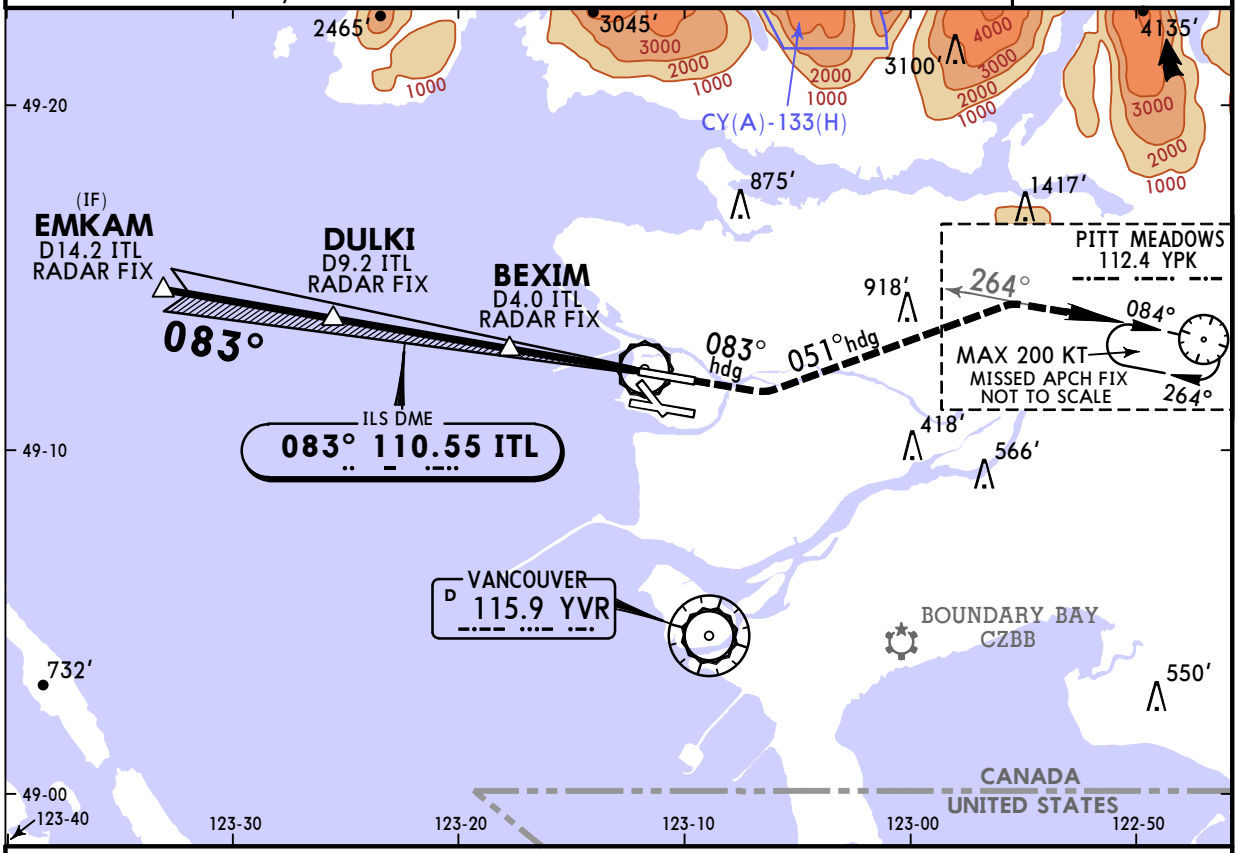
MISSED APCH: Climb to 420′ heading 083°. Then climbing LEFT turn to 3500′ heading 051°. Intercept inbound R-264 YPK to YPK VOR.

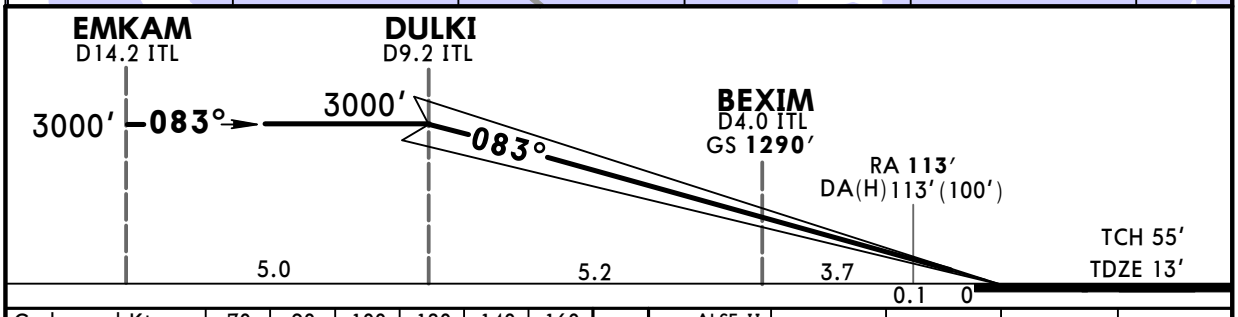
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 08R. 6. Localizer reliable only within 10° either side of centerline.



MSA YVR VOR





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

ALSF-II PAPI | 420′ | 083° hdg | 3500′ LT | 051° hdg

STRAIGHT-IN LANDING RWY08L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113′ DA(H) 113′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

2.2.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-2)

VANCOUVER, BC ILS Rwy 08R

BRIEFING STRIP™

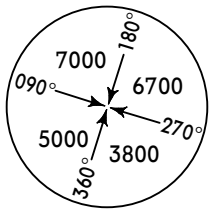
D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

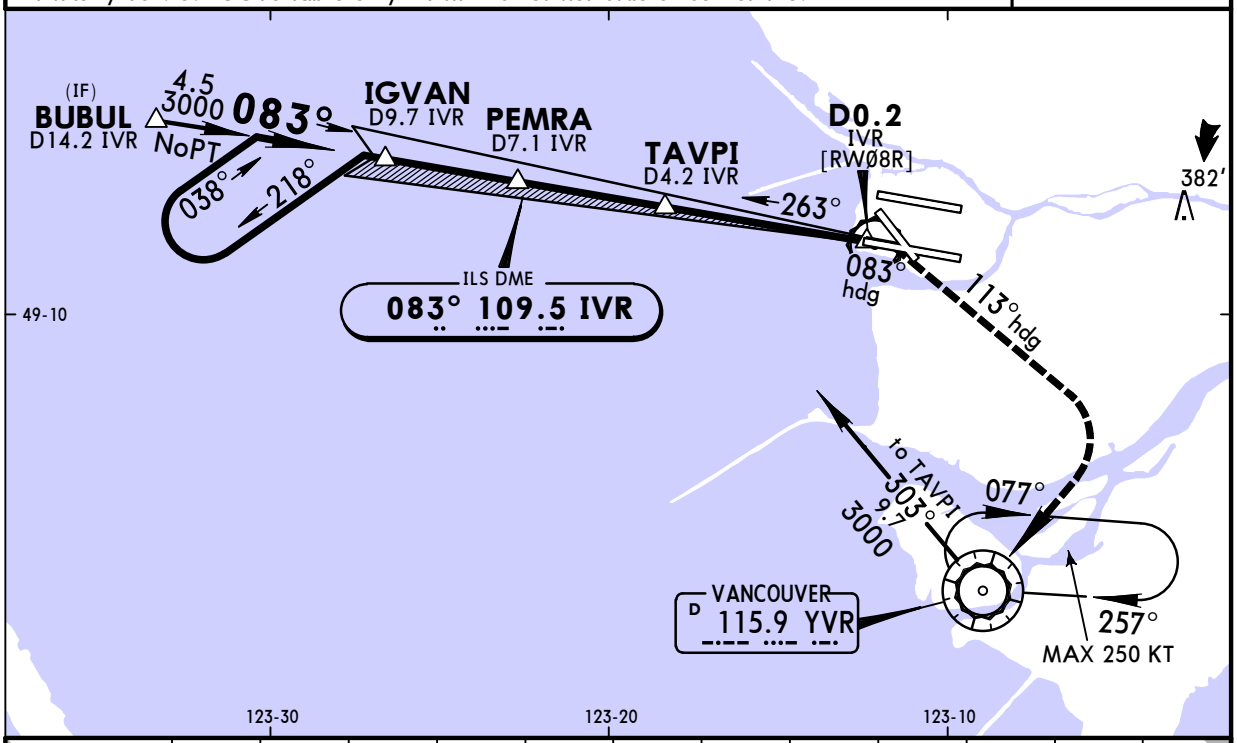
LOC IVR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
109.5	083°	TAVPI 1350′ (1341′)	209′ (200′)	TDZE 9′

MISSED APCH: Climb to 420′ heading 083°. Then climbing RIGHT turn to 2000′ heading 113°. Then RIGHT turn direct to YVR VOR. Shuttle to 6000′ before proceeding on course.

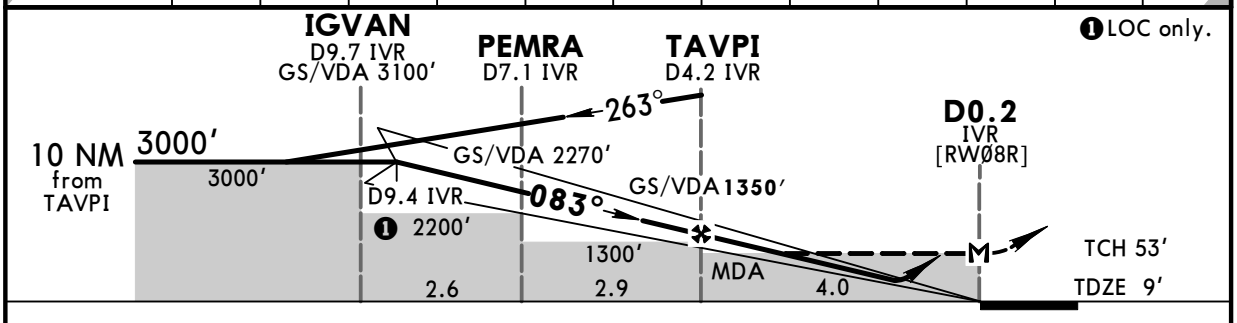
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LOC reliable only within 10° either side of centerline.



MSA YVR VOR



NM to IVR DME	14.2	11.0	10.0	9.4	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	4530′	3510′	3190′	3000′	2550′	2240′	1920′	1600′	1280′	960′	640′	300′



Gnd speed-Kts		70	90	100	120	140	160
GS/VDA	3.00°	372	478	531	637	743	849
MAP at D0.2 IVR							

ALSF-II PAPI | 420′ | 083° hdg | 2000′ RT | 113° hdg

STRAIGHT-IN LANDING RWY08R

ILS DME	LOC (GS out) DME
DA(H) 209′(200′)	MDA(H) 300′(291′)
FULL	HIALS out
A RVR 26 or ½	RVR 50 or 1
B	
C	
D	

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

2.2.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-2A)

VANCOUVER, BC ILS CAT II or III Rwy 08R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.17 128.6	133.1 134.225

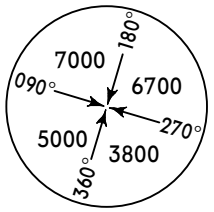
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC IVR	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
109.5	083°	TAVPI 1350′ (1341′)	NA	NA	Refer to Minimums	RA 98′ DA(H) 109′ (100′)	13′ TDZE 9′

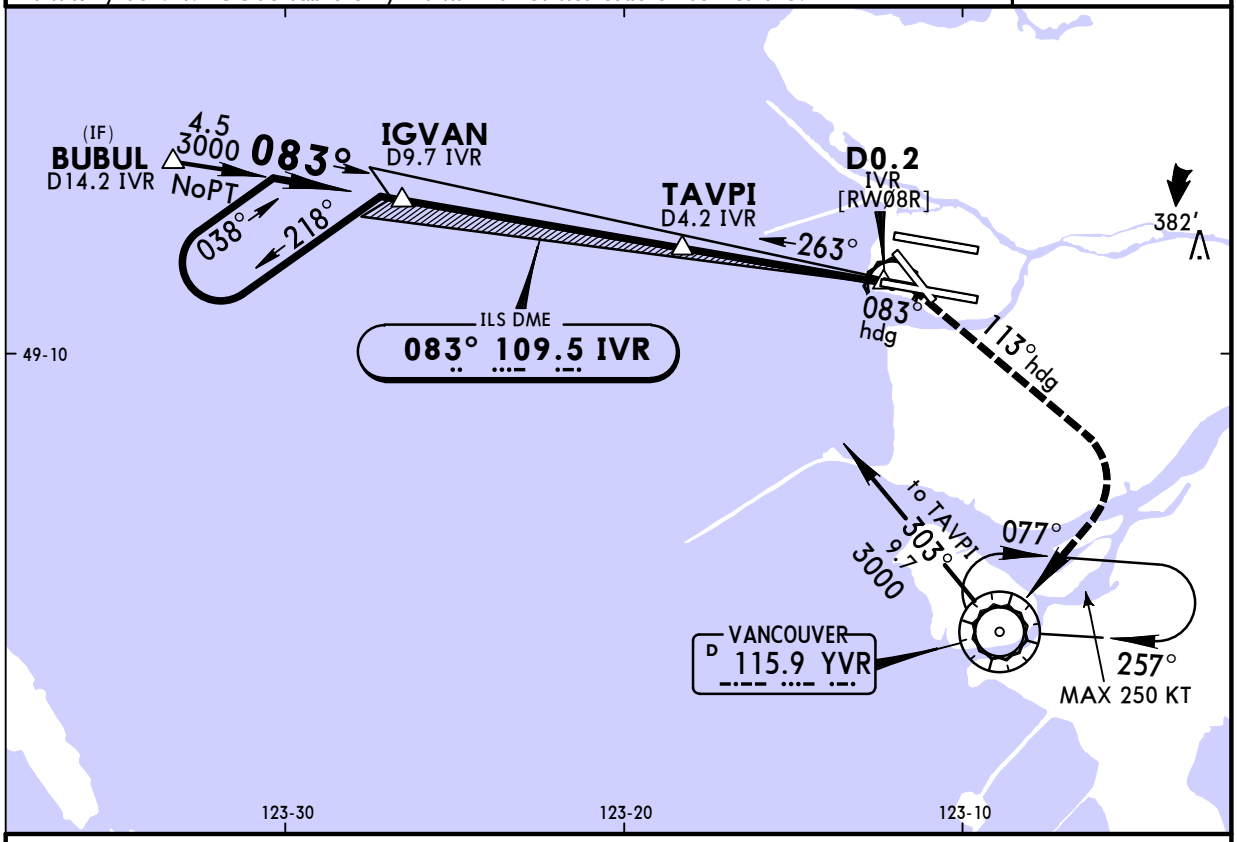
MISSED APCH: Climb to 420′ heading 083°. Then climbing RIGHT turn to 2000′ heading 113°. Then RIGHT turn direct to YVR VOR. Shuttle to 6000′ before proceeding on course.

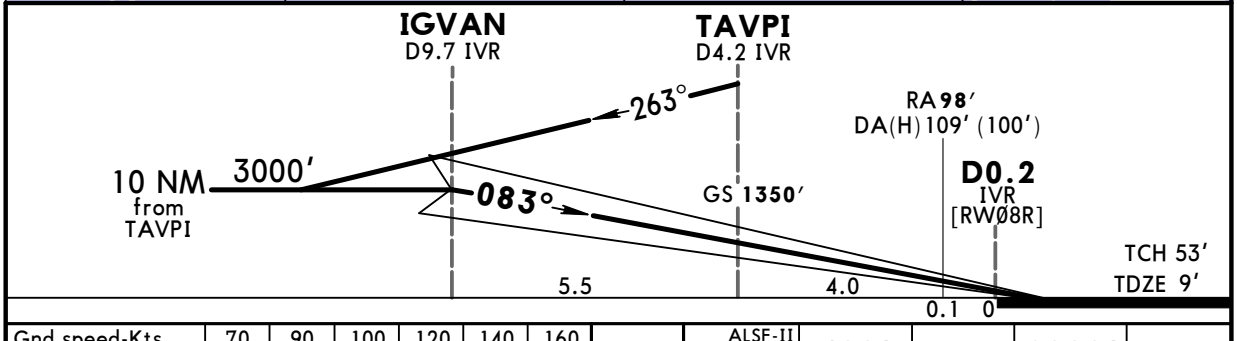
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA.
2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Simultaneous approach AUTHORIZED with Rwy 08L. 4. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





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

ALSF-II PAPI 420′ 083° hdg 2000′ RT 113° hdg

STRAIGHT-IN LANDING RWY08R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 98′ DA(H) 109′ (100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

2.2.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 26 AUG 16 (11-3)

VANCOUVER, BC ILS Rwy 13

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

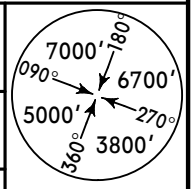
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC IMK	Final Apch Crs	GS DATSI	ILS DA(H)	Apt Elev 13′ TDZE 8′
111.1	125°	2690′ (2682′)	258′ (250′)	

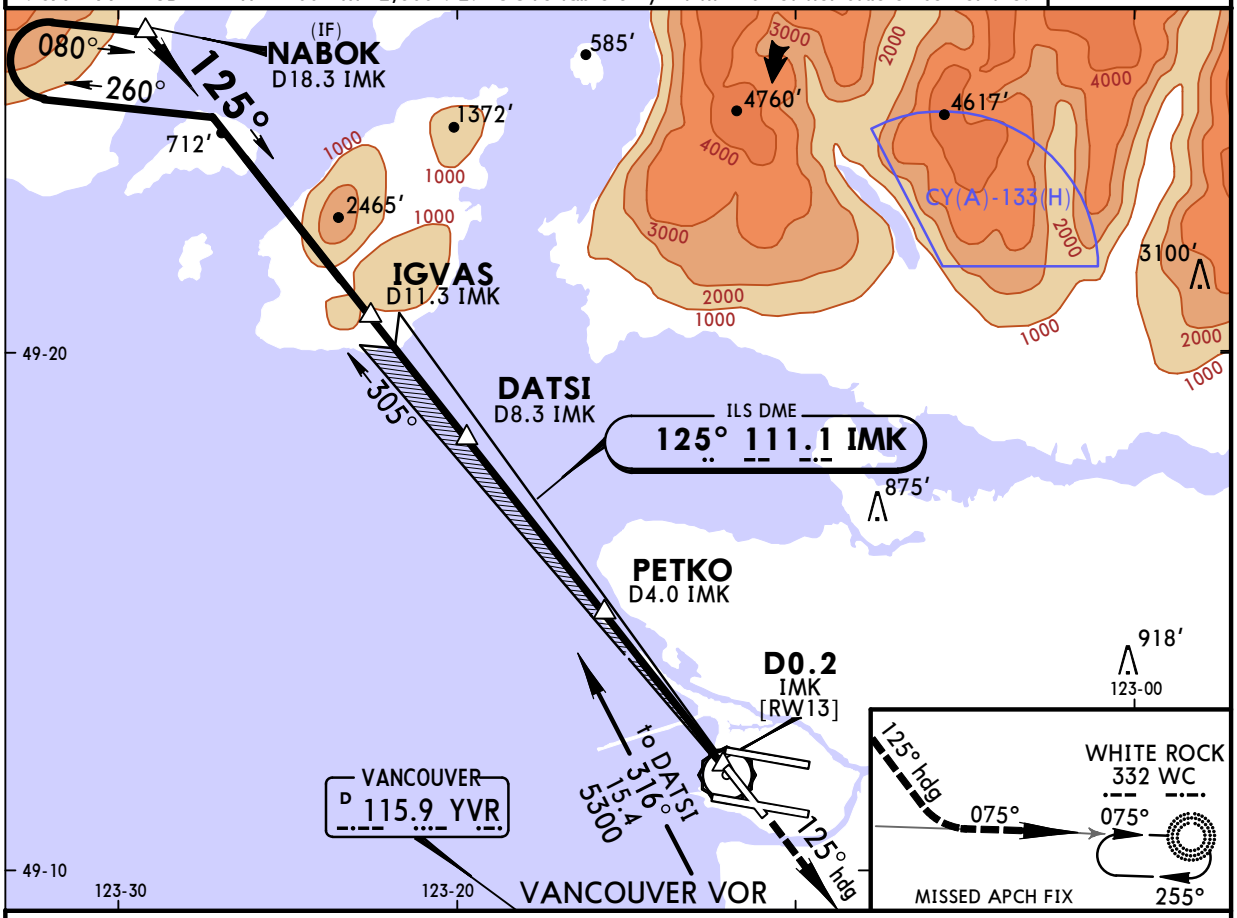
MISSED APCH: Climb to 3000′ heading 125°. Then LEFT turn direct to WC NDB. Shuttle to 7500′ before proceeding on course.

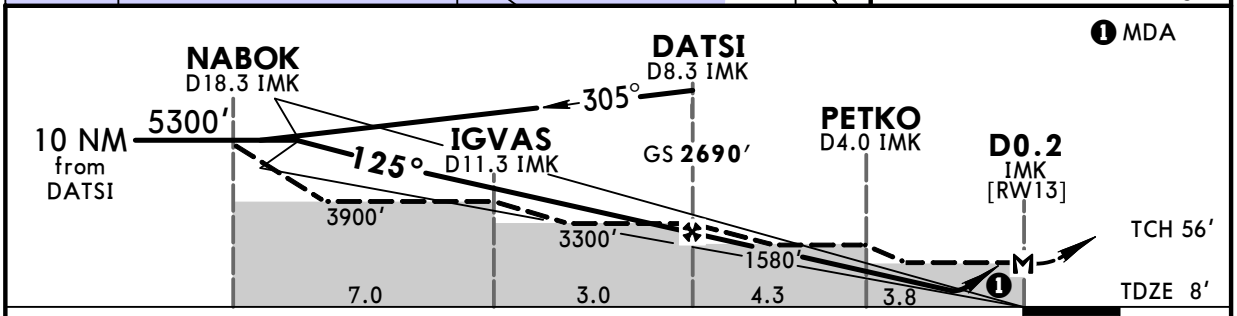
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IMK						

ODALS / PAPI	3000′	125° hdg	LT	WC 332

STRAIGHT-IN LANDING RWY 13

ILS DME	LOC (GS out) DME
DA(H) 258′ (250′)	MDA(H) 440′ (432′)
	ALS out
A	1
B	
C	1¼
D	

CHANGES: CNF ident added, TCH, LOC reliability note.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

2.2.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-4)

VANCOUVER, BC ILS Rwy 26L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

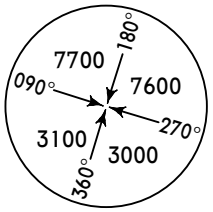
VANCOUVER Tower North		VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC IFZ	Final Apch Crs	GS VANCOUVER	ILS DA(H)	Apt Elev 13′ TDZE 7′
110.7	263°	1390′ (1383′)	207′ (200′)	

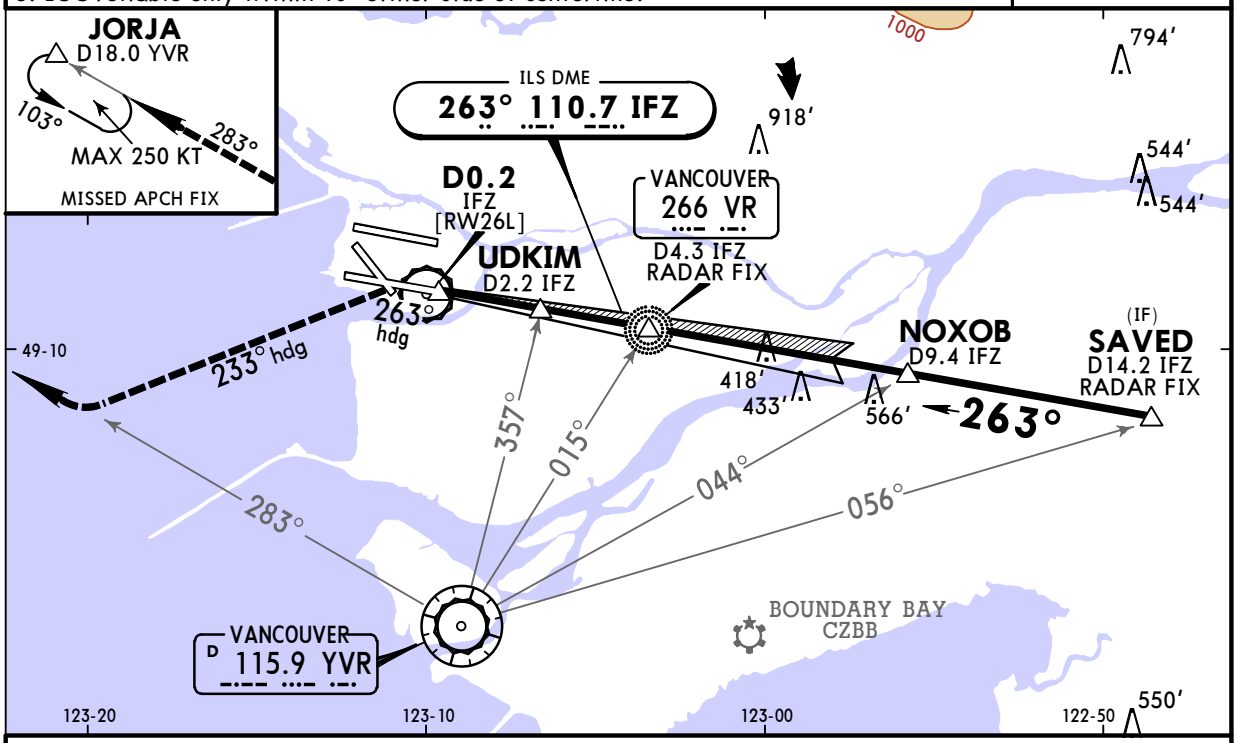
MISSED APCH: Climb to 420′ heading 263°. Then climbing LEFT turn to 2000′ heading 233°. Intercept outbound R-283 YVR VOR. Then climb to 3000′ to JORJA. Shuttle to 5000′ before proceeding on course.

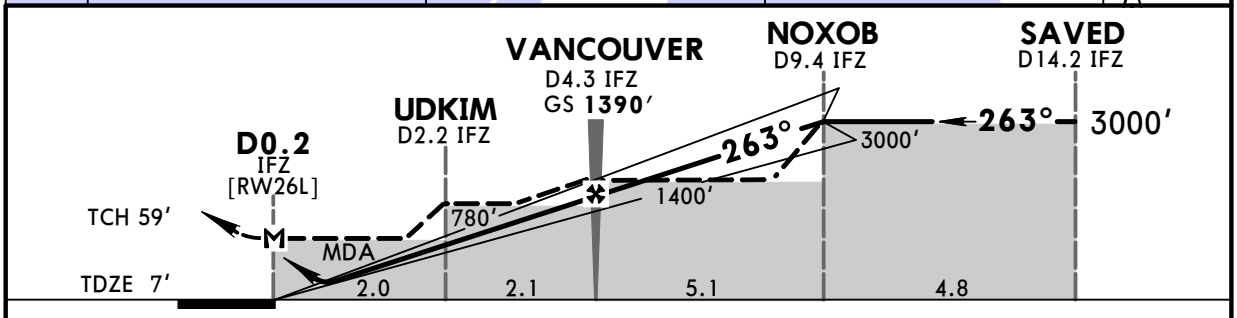
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26R. 5. LOC reliable only within 10° either side of centerline.



MSA VR NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IFZ or VANCOUVER to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI

420′ ↑

263° hdg

2000′ LT

233° hdg

STRAIGHT-IN LANDING RWY26L

ILS	ILS DME or ILS RADAR	LOC (GS out) DME or LOC (GS out) VOR
DA(H) 207′ (200′)	DA(H) 207′ (200′)	MDA(H) 480′ (473′)
FULL	FULL	HIALS out
A RVR 26 or ½	RVR 26 or ½	RVR 50 or 1
B		
C		
D		

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

2.2.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-4A)

VANCOUVER, BC ILS CAT II or III Rwy 26L

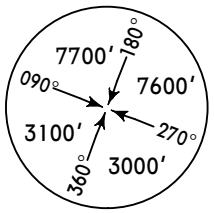
BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.17 128.6	133.1 134.225

VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
119.55 124.0	118.7	127.15	121.7

LOC IFZ	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.7	263°	VANCOUVER 1390′ (1383′)	NA	NA	Refer to Minimums	RA 100′ DA(H) 107′(100′)	13′ TDZE 7′

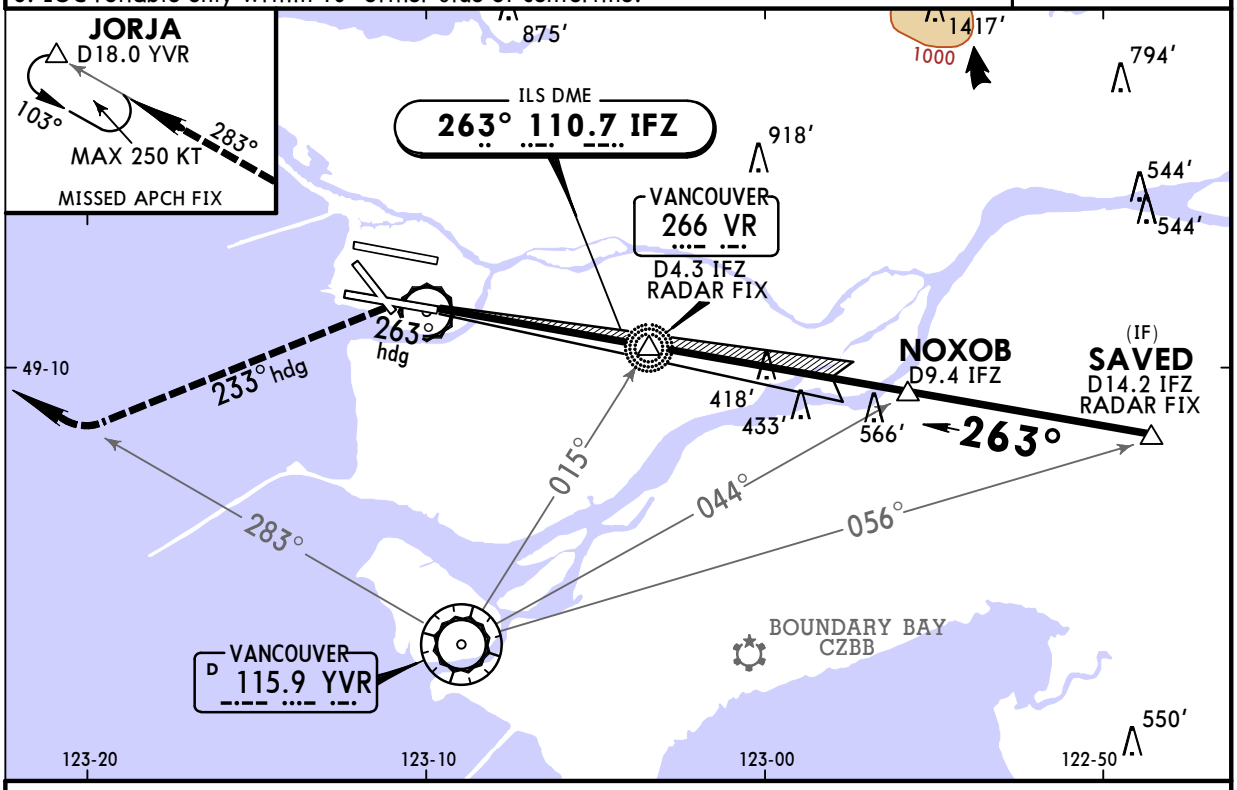
MISSED APCH: Climb to 420′ heading 263°. Then climbing LEFT turn to 2000′ heading 233°. Intercept outbound R-283 YVR VOR. Then climb to 3000′ to JORJA. Shuttle to 5000′ before proceeding on course.

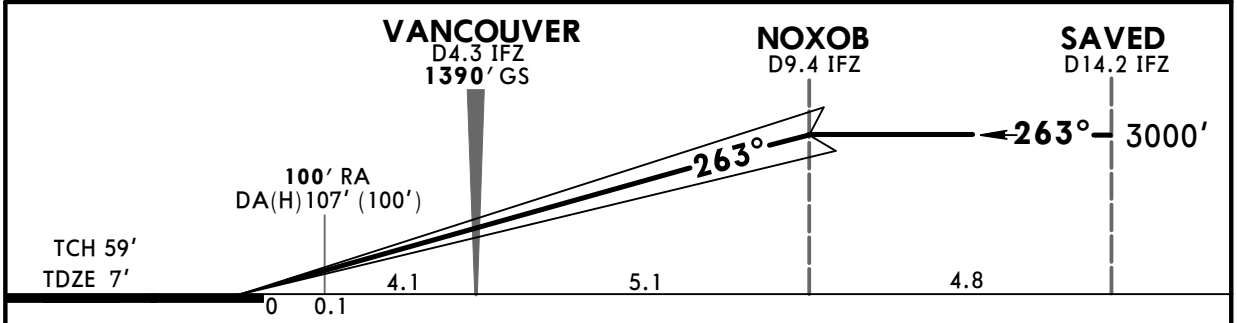


MSA VR NDB

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 26R. 6. LOC reliable only within 10° either side of centerline.





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

ALSF-II PAPI | 420′ | 263° hdg | 2000′ LT | 233° hdg

STRAIGHT-IN LANDING RWY26L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 107′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: Simultaneous approach note added.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

2.2.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 10 AUG 18 (11-5)

VANCOUVER, BC ILS Rwy 26R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

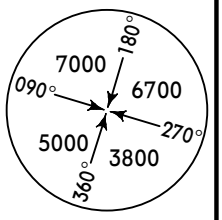
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

LOC IRD	Final Apch Crs	GS TOTIM	ILS DA(H)	Apt Elev 13′ TDZE 8′
111.95	263°	1520′ (1512′)	209′ (201′)	

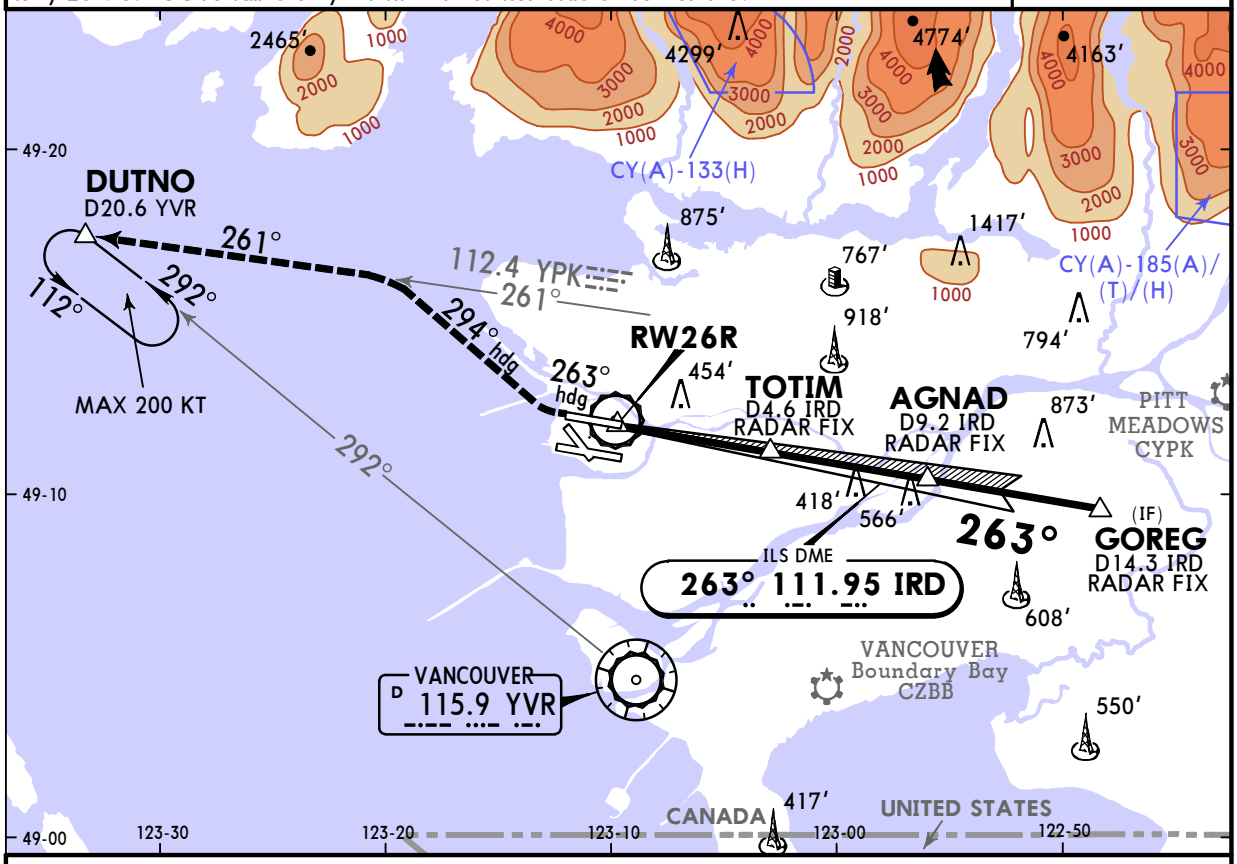
MISSED APCH: Climb to 420′ heading 263°. Then climbing RIGHT turn to 3000′ heading 294°. Intercept outbound YPK VOR R-261 to DUTNO. Shuttle to 5600′ before proceeding on course.

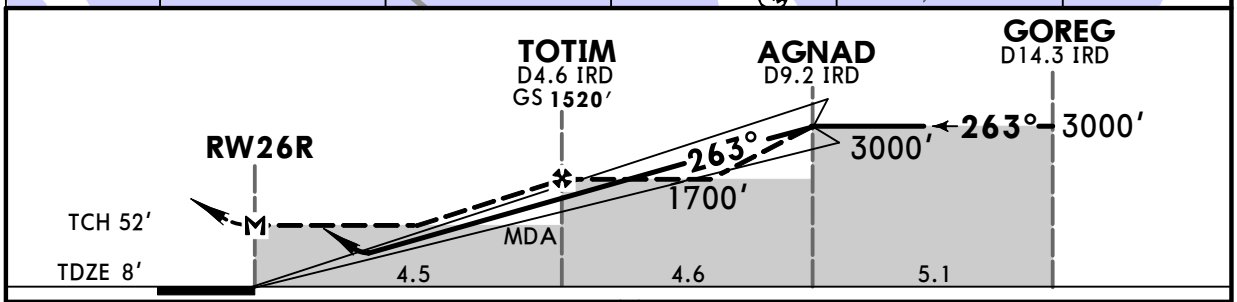
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′.
3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26L. 5. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW26R							
TOTIM to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI	420′	263° hdg	3000′ RT	294° hdg

STRAIGHT-IN LANDING RWY26R

	ILS DME or ILS RADAR	LOC (GS out) DME or LOC (GS out) RADAR	
	DA(H) 209′ (201′)	MDA(H) 600′ (592′)	
	FULL		HIALS out
A	RVR 26 or ½	1¼	
B			
C			
D			

CHANGES: PAPI relocated.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

2.2.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 10 AUG 18 (11-5A)

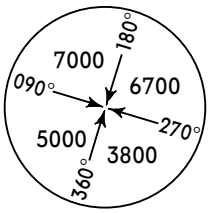
VANCOUVER, BC ILS CAT II or III Rwy 26R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North 119.55	124.025	125.65	South 118.7	North 127.15	South 121.7

LOC IRD	Final Apch Crs	GS TOTIM	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.95	263°	1510′ (1502′)	NA	NA	Refer to Minimums	RA 106′ DA(H) 109′(100′)	13′ TDZE 8′

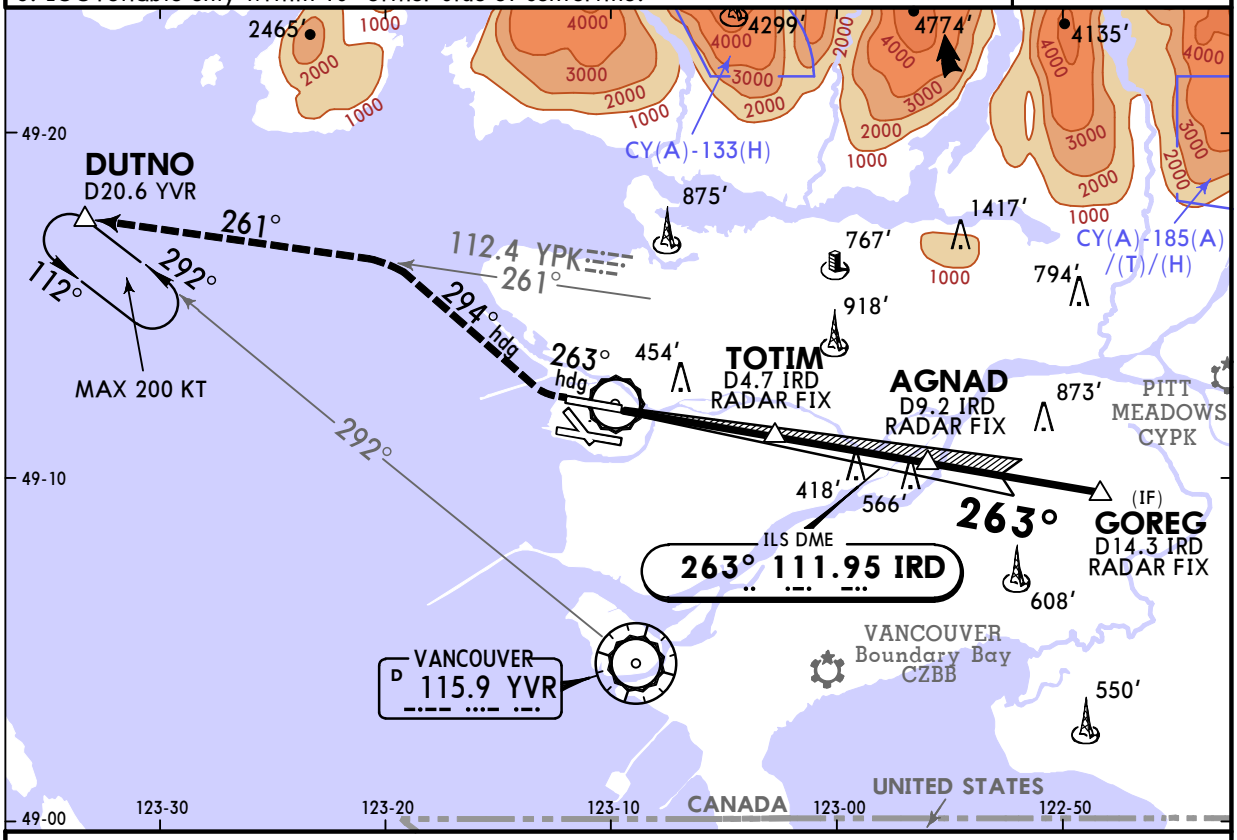


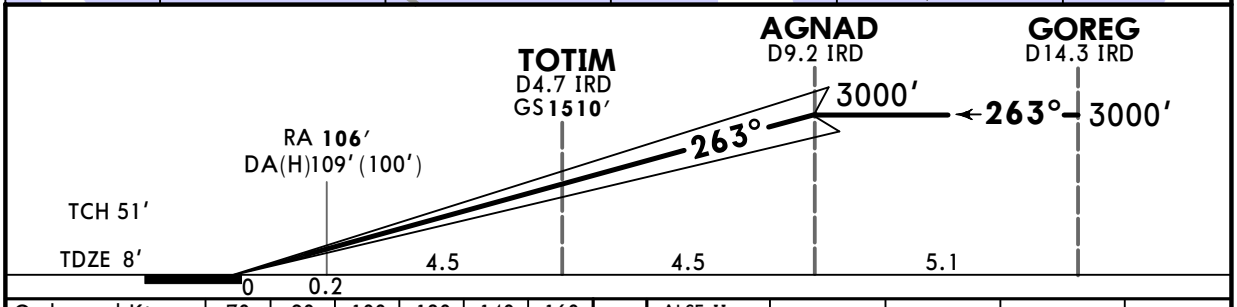
MSA YVR VOR

MISSED APCH: Climb to 420′ heading 263°. Then climbing RIGHT turn to 3000′ heading 294°. Intercept outbound R-261 YPK VOR to DUTNO. Shuttle to 5600′ before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 26L. 6. LOC reliable only within 10° either side of centerline.





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

ALSF-II PAPI | 420′ | 263° hdg | 3000′ RT | 294° hdg

STRAIGHT-IN LANDING RWY 26R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 109′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: PAPI relocated.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

2.2.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-1)

VANCOUVER, BC RNAV (GNSS) Z Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

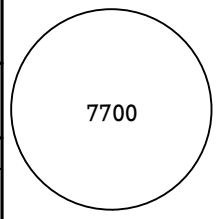
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80712 W-08A	083°	PIKMI 1400′ (1387′)	213′ (200′)	Rwy 13′

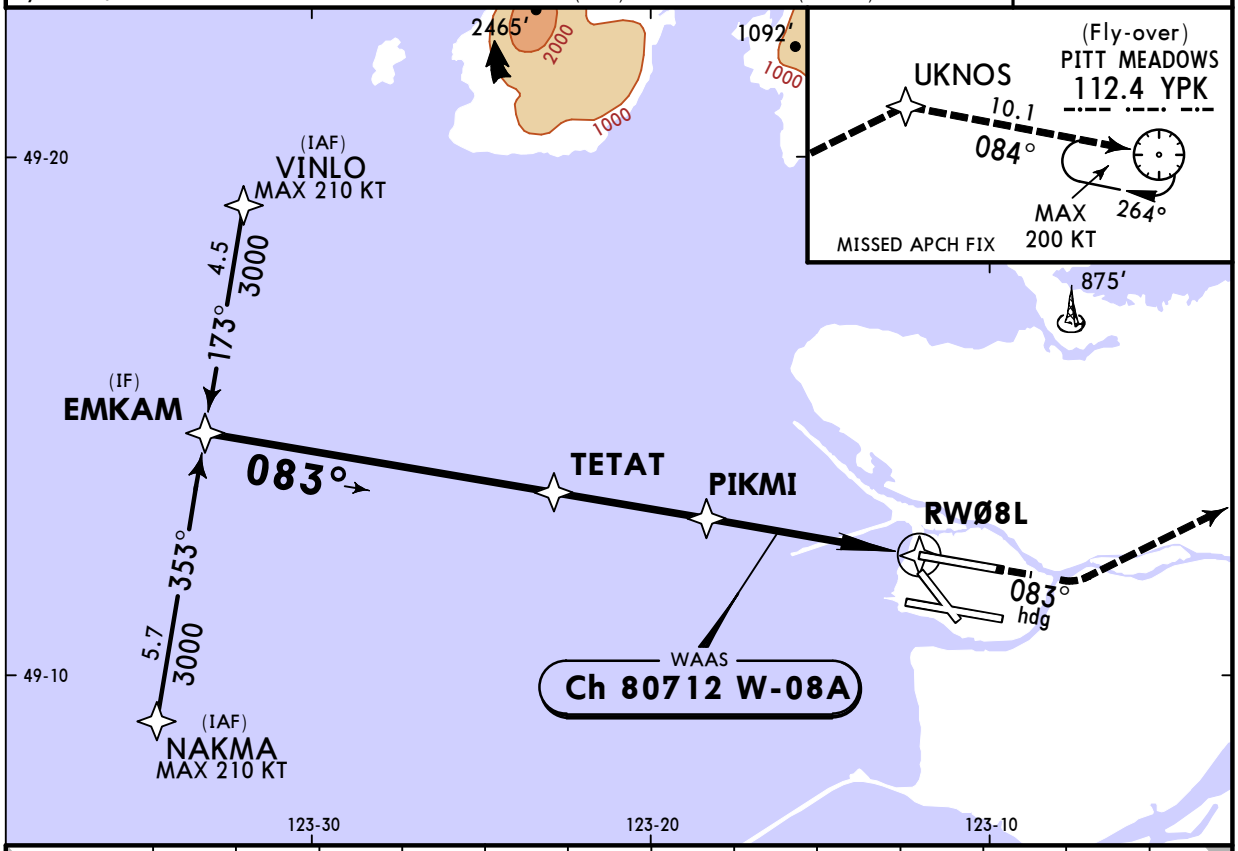
MISSED APCH: Climb to 480′ heading 083°. Climbing LEFT turn to 3500′ direct to UKNOS. Then climb track 084° to YPK VOR.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

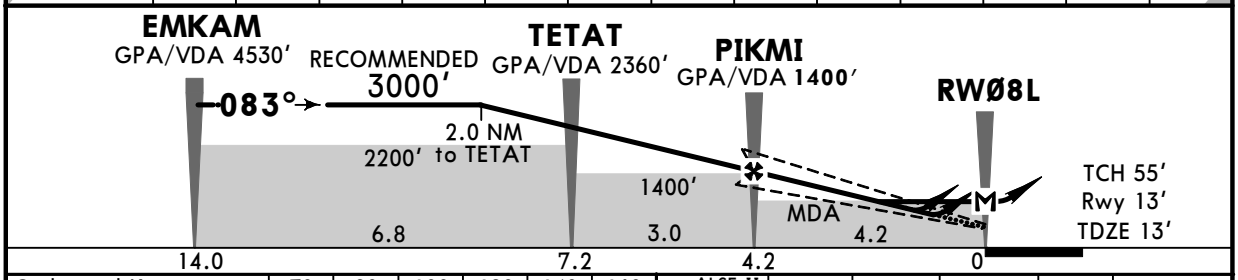
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



MSA RWØ8L



NM to RWØ8L	14.0	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	4530′	3890′	3570′	3250′	3000′	2620′	2300′	1980′	1660′	1340′	1020′	710′	460′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ8L							

ALSF-II PAPI | 480′ | 083° hdg | 3500′ LT | D | UKNOS

STRAIGHT-IN LANDING RWY 08L

	LPV	LNAV/VNAV	LNAV
	DA(H) 213′ (200′)	DA(H) 341′ (328′)	MDA(H) 460′ (447′)
	FULL	FULL	HIALS out
A	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1
B			
C			
D			

CHANGES: Operational note added, holding at EMKAM deleted.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

2.2.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-2)

VANCOUVER, BC RNAV (GNSS) Rwy 08R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.175 128.6	133.1 134.225

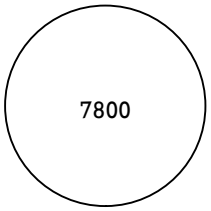
VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
119.55 124.025	125.65 118.7	127.15	121.7

RNAV	Final Apch Crs	GPA	LNAV/VNAV DA(H)	Apt Elev 13′ Rwy 9′
	083°	**ILEPI** **1400′** (1391′)	**330′** (321′)	

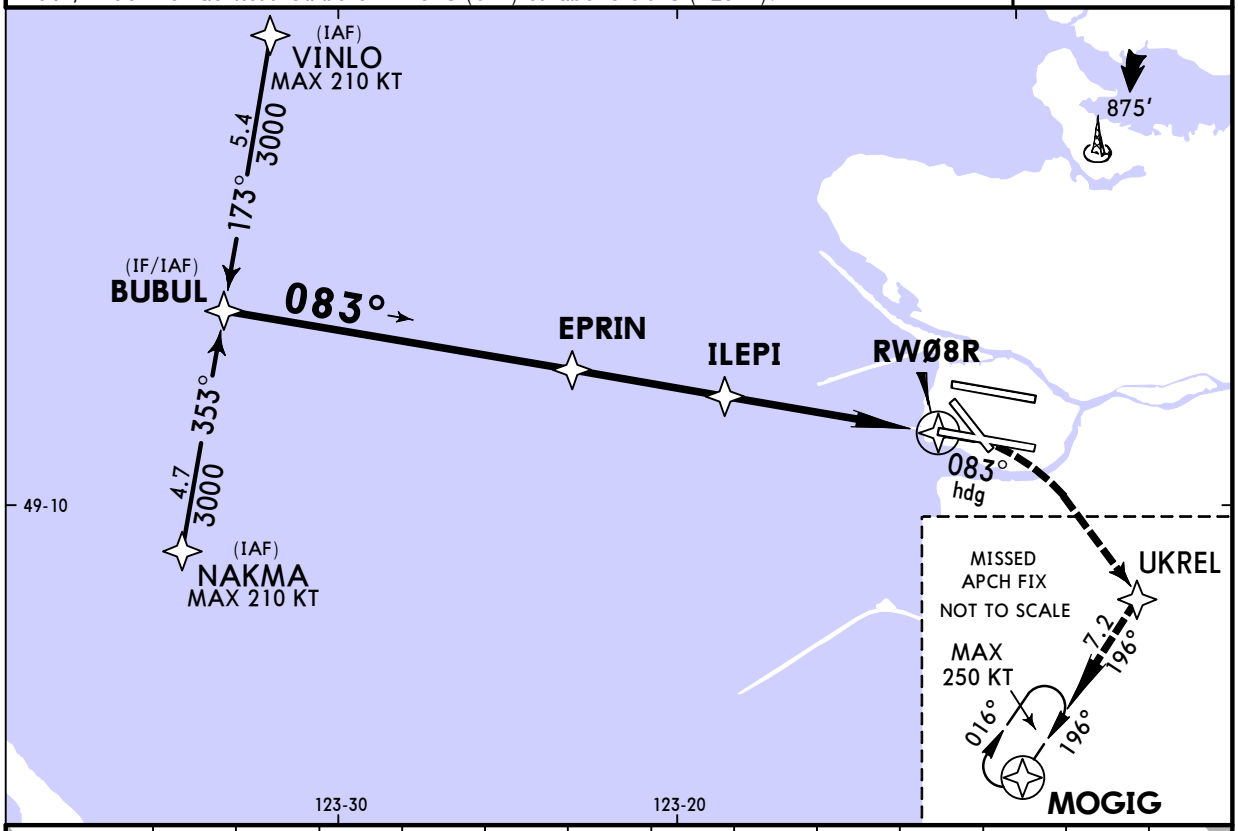
MISSED APCH: Do not exceed 200 KT until MOGIG. Climb to 600′ heading 083°. Climbing RIGHT turn to 2000′ direct to UKREL. Then track 196° to MOGIG. Shuttle to 5200′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

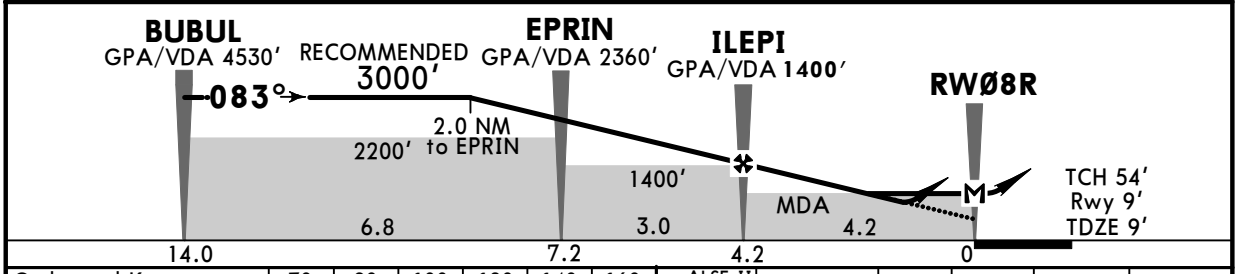
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



MSA RWØ8R



NM to RWØ8R	14.0	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	4530′	3880′	3570′	3250′	3000′	2610′	2290′	1970′	1660′	1340′	1020′	700′	420′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ8R							

ALSF-II PAPI

200 KT MAX UNTIL MOGIG | **600′** | **083°** hdg | **2000′** RT | **UKREL**

STRAIGHT-IN LANDING RWY **08R**

	LNAV/VNAV	LNAV
	DA(H) **330′** (321′)	MDA(H) **420′** (411′)
	FULL	HIALS out
A	RVR 50 or 1	RVR 50 or 1
B		
C		
D		

CHANGES: Operational note added, holding at BUBUL deleted.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

2.2.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-3)

VANCOUVER, BC RNAV (GNSS) Rwy 13

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80550 W-13A	125°	UDLEM 2300′ (2292′)	258′ (250′)	Rwy 8′

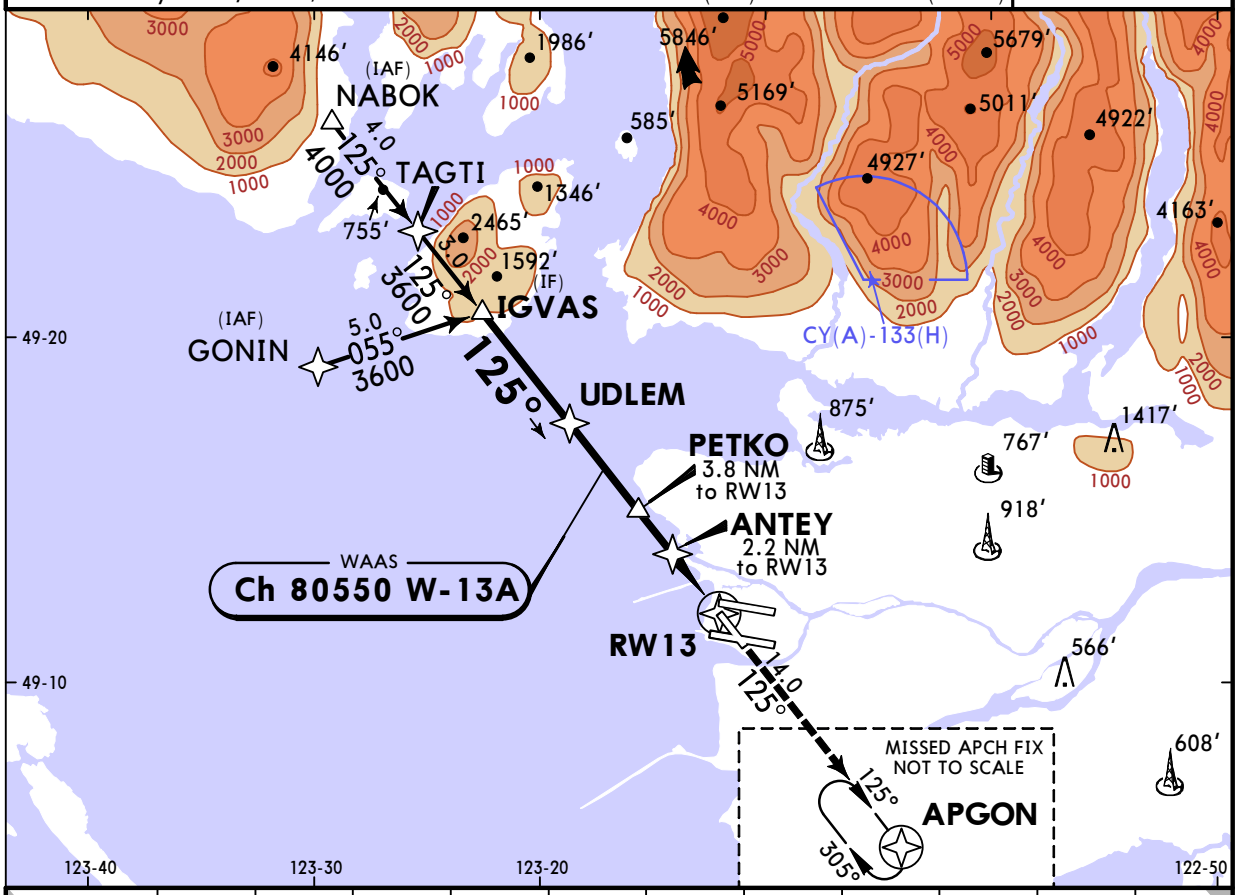
MISSED APCH: Climb to 3000′ track 125° to APGON. Shuttle to 5800′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

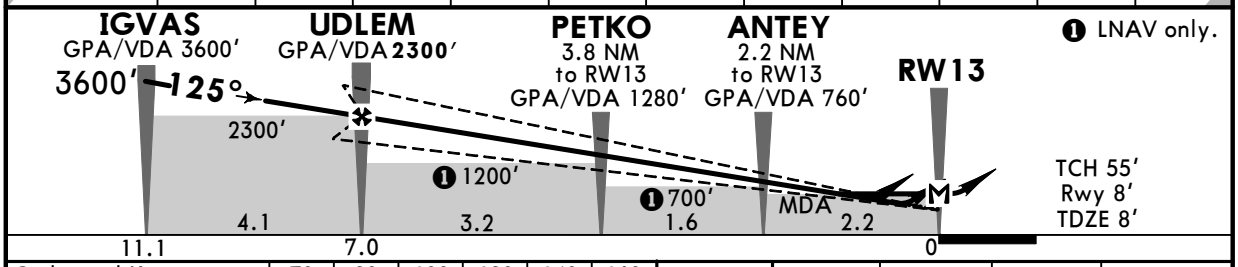
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. RADAR required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).

7800

MSA RW13



NM to RW13	11.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	3600′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′	700′	400′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW13							

ODALS
PAPI

3000′ | 125° | APGON

STRAIGHT-IN LANDING RWY 13

	LPV	LNAV/VNAV	LNAV
	DA(H) 258′ (250′)	DA(H) 330′ (322′)	MDA(H) 400′ (392′)
			ALS out
A	1	1	1¼
B			
C			
D			

CHANGES: None.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

2.2.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-4)

VANCOUVER, BC RNAV (GNSS) Rwy 26L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.175	128.6	133.1	134.225

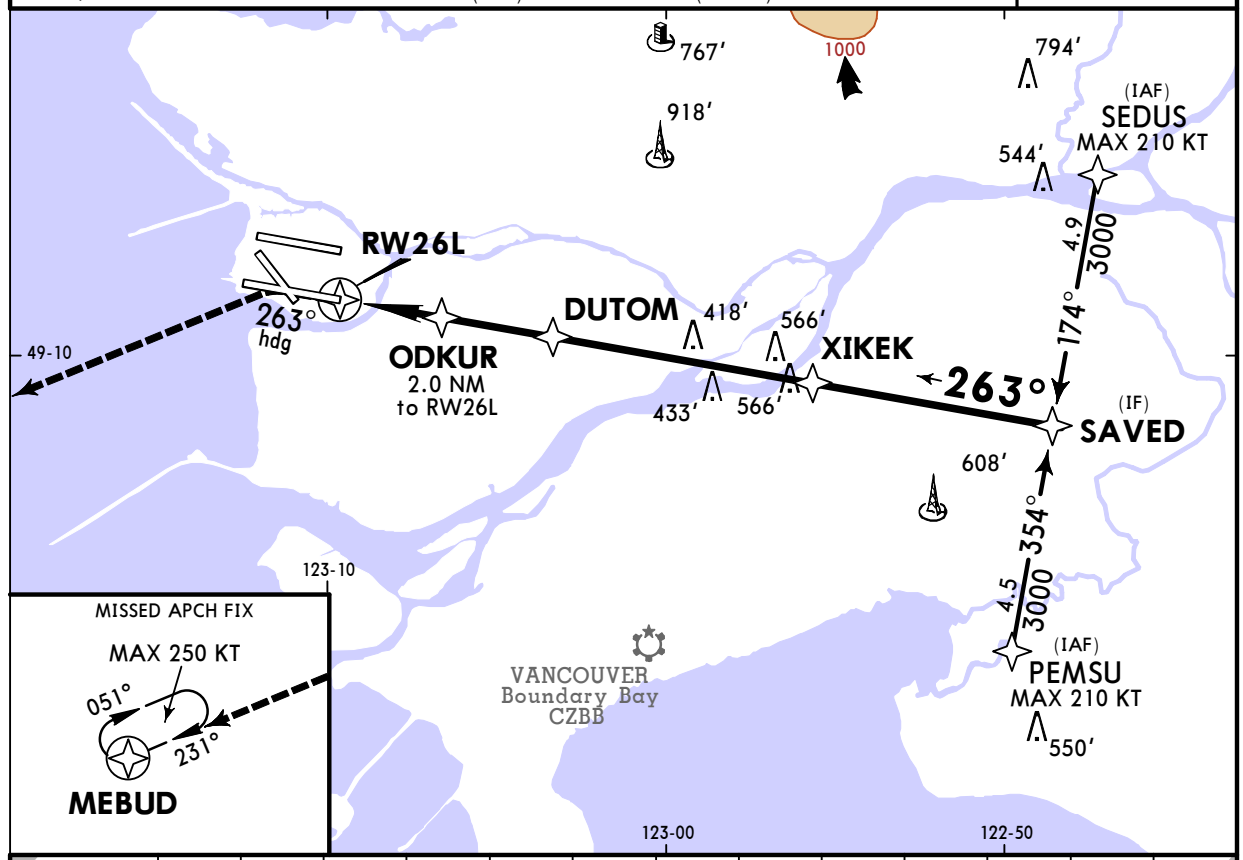
VANCOUVER Tower North			VANCOUVER Tower South	Ground North	Ground South
119.55	124.025	125.65	118.7	127.15	121.7

RNAV	Final Apch Crs	VDA DUTOM	LNAV MDA(H)	Apt Elev 13′ Rwy 7′
	263°	1400′ (1393′)	500′ (493′)	

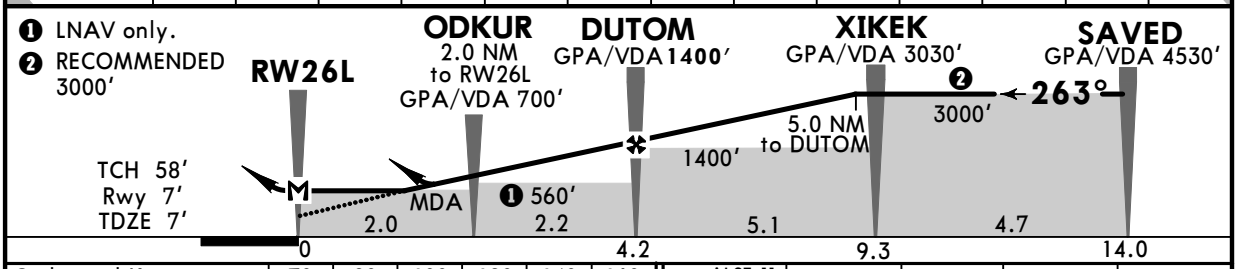
MISSED APCH: Climb to 600′ heading 263°. Then climbing LEFT turn to 2000′ direct to MEBUD. Shuttle to 5300′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 26R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 54°C (129°F).



NM to RW26L	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	14.0
VDA ALTITUDE	500′	700′	1020′	1340′	1660′	1980′	2290′	2610′	3000′	3250′	3570′	3890′	4530′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW26L						

ALSF-II PAPI | 600′ | 263° hdg | 2000′ LT | MEBUD

STRAIGHT-IN LANDING RWY 26L

LNAV/VNAV	LNAV
DA(H) 514′ (507′)	MDA(H) 500′ (493′)
FULL	HIALS out
A 1¼	RVR 50 or 1
B 1¼	RVR 50 or 1
C 1¼	RVR 50 or 1
D 1¼	RVR 50 or 1

CHANGES: Operational note added, holdings at SEDUS and PEMSU deleted.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

2.2.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-5)

VANCOUVER, BC RNAV (GNSS) Rwy 26R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

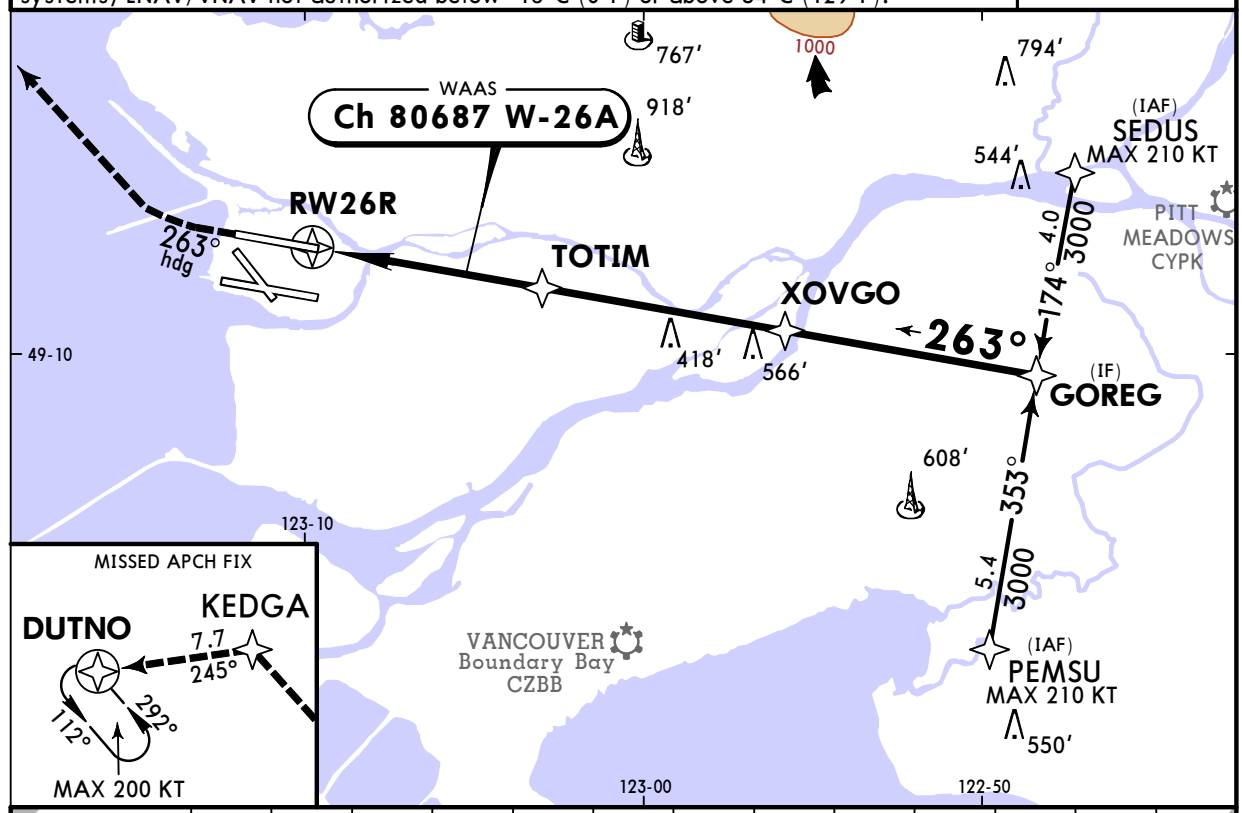
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80687 W-26A	263°	TOTIM 1500′ (1492′)	209′ (201′)	Rwy 8′

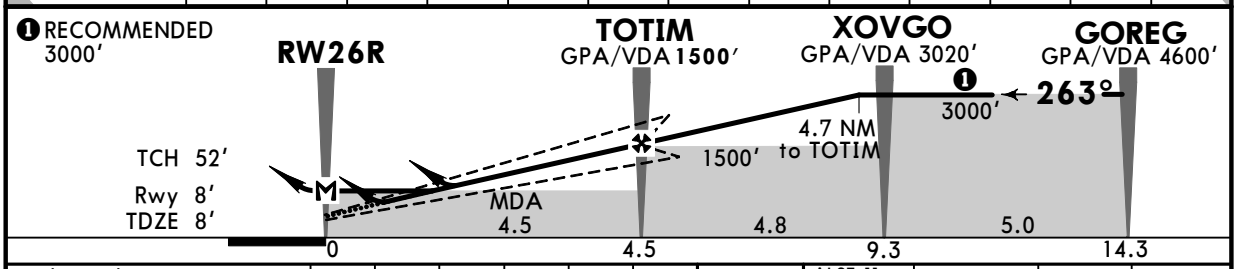
MISSED APCH: Do no exceed 230 KT until DUTNO. Climb to 700′ heading 263°. Climbing RIGHT turn to 3000′ direct to KEDGA. Then climb track 245° to DUTNO. Shuttle to 5600′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2.Simultaneous approach AUTHORIZED with Rwy 26L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



NM to RW26R	1.7	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	13.0	14.3
VDA ALTITUDE	600′	1020′	1330′	1650′	1970′	2290′	2610′	3000′	3240′	3560′	3880′	4200′	4600′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW26R						

ALSF-II PAPI

230 KT MAX UNTIL DUTNO

700′

263° hdg

STRAIGHT-IN LANDING RWY 26R

LPV	LNAV/VNAV	LNAV
DA(H) 209′ (201′)	DA(H) 633′ (625′)	MDA(H) 600′ (592′)
FULL	FULL	HIALS out
A RVR 26 or ½	1¾	1¼
B		
C		
D		

CHANGES: Operational note added, holding at SEDUS and PEMSU deleted.

© JEPPESEN, 2005, 2018. ALL RIGHTS RESERVED.

2.2.53 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-6)

VANCOUVER, BC RNAV (GNSS) Rwy 31

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

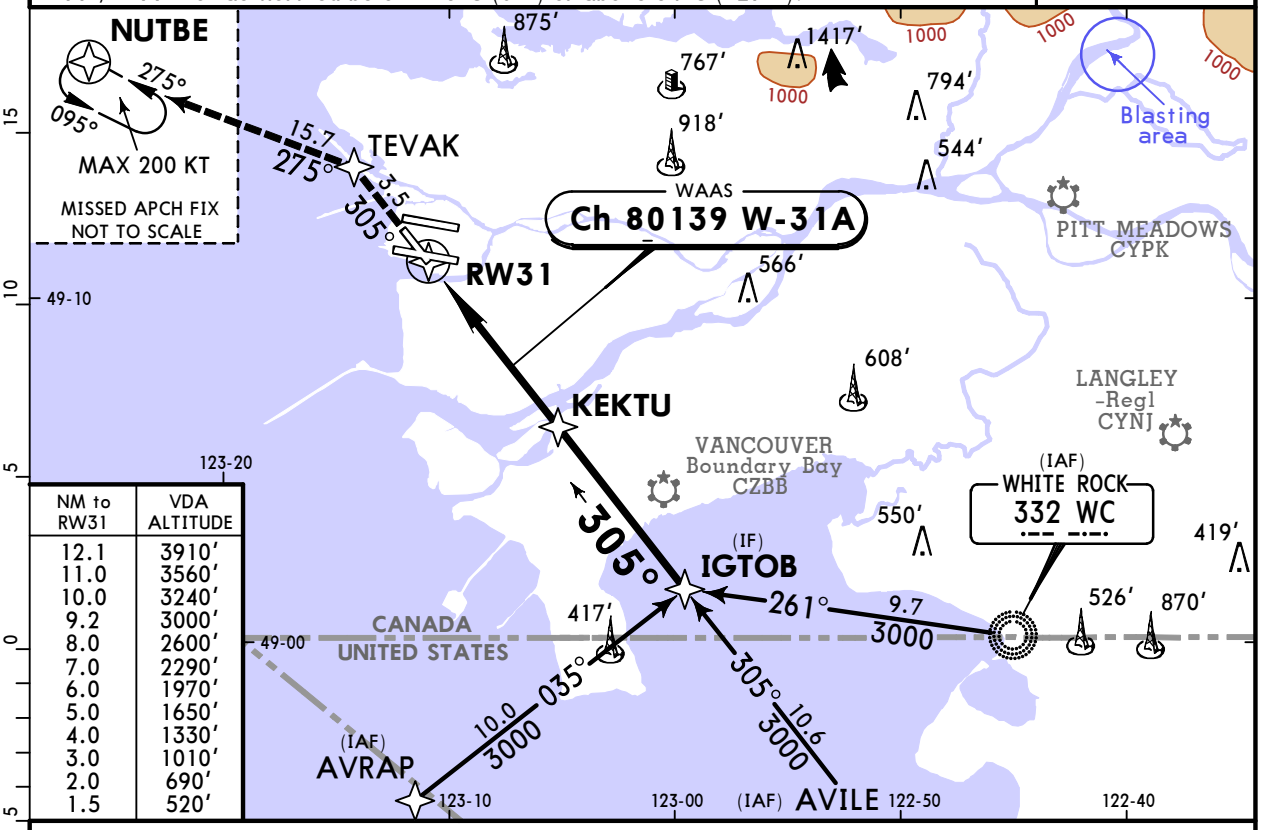
WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80139 W-31A	305°	KEKTU 2000′ (1992′)	257′ (250′)	Rwy 7′

MISSED APCH: Climb track 305° to TEVAK, then climbing LEFT turn to 3000′ track 275° to NUTBE. Shuttle to 5600′ before proceeding on course.

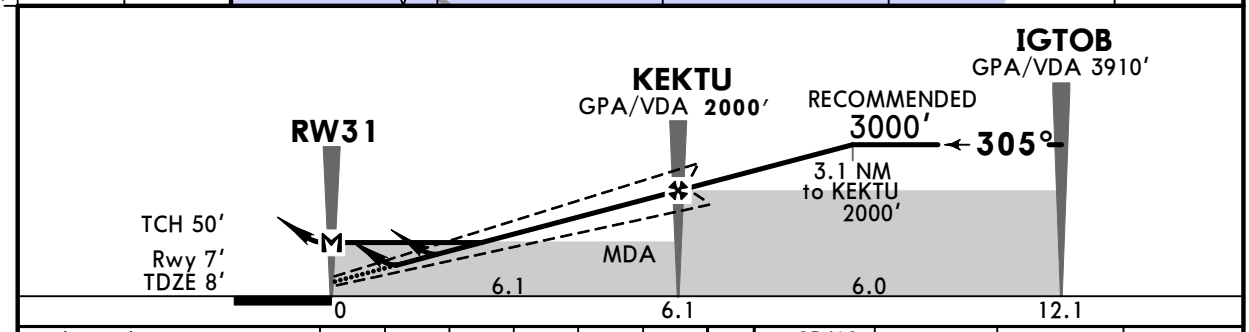
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).

MSA RW31: 7800



NM to RW31	VDA ALTITUDE
12.1	3910′
11.0	3560′
10.0	3240′
9.2	3000′
8.0	2600′
7.0	2290′
6.0	1970′
5.0	1650′
4.0	1330′
3.0	1010′
2.0	690′
1.5	520′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW31						

ODALS PAPI

305° TEVAK

STRAIGHT-IN LANDING RWY 31

LPV	LNAV/VNAV	LNAV
DA(H) 257′ (250′)	DA(H) 334′ (327′)	MDA(H) 520′ (513′)
		ALS out
A 1	1¼	1½
B		
C		
D		

CHANGES: Blasting area.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

2.2.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (12-20)

VANCOUVER, BC RNAV (RNP) Y Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
119.55	118.7	127.15	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 13′ TDZE 13′
	083°	BEXIM 1300′ (1287′)	266′ (253′)	

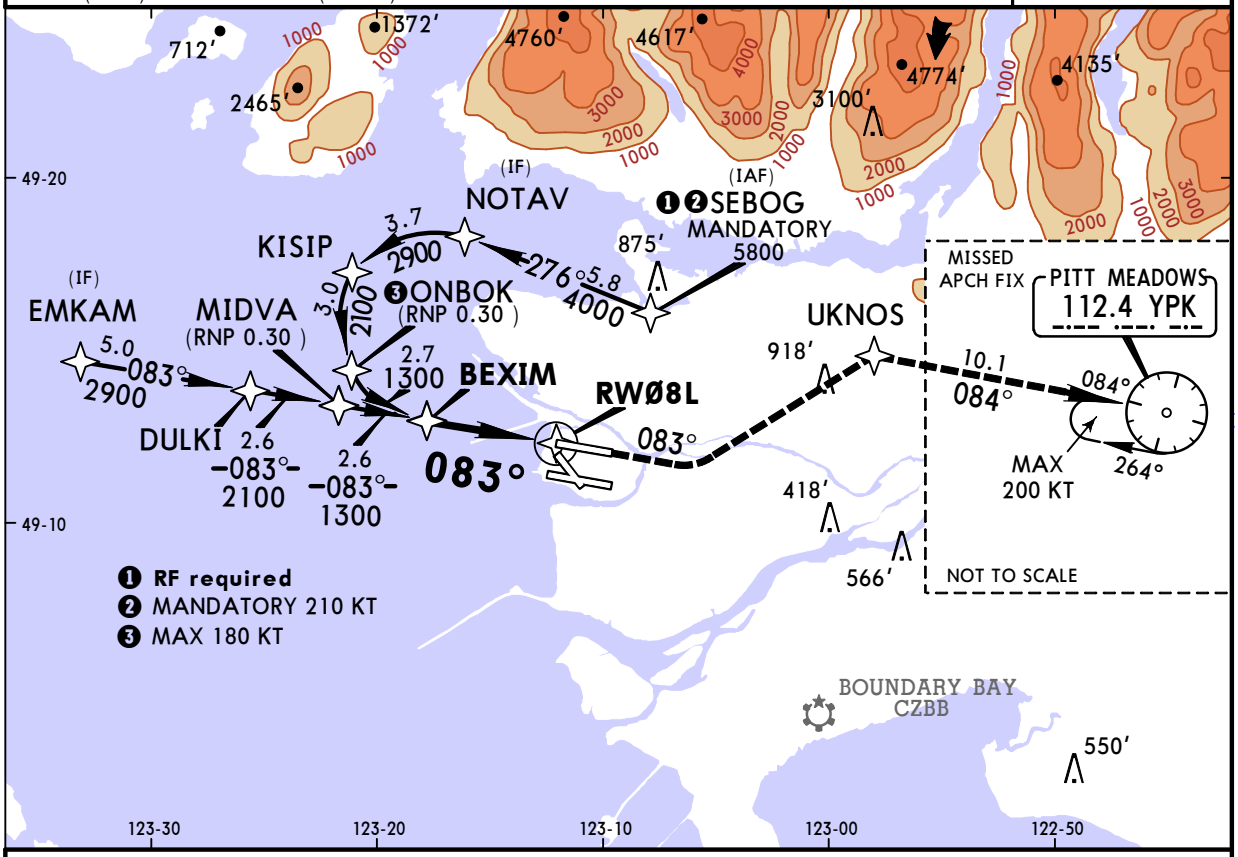
MISSED APCH: Climb to 420′ track 083°. Climbing LEFT turn direct to UKNOS. Continue climb to 3500′ track 084° to YPK VOR.

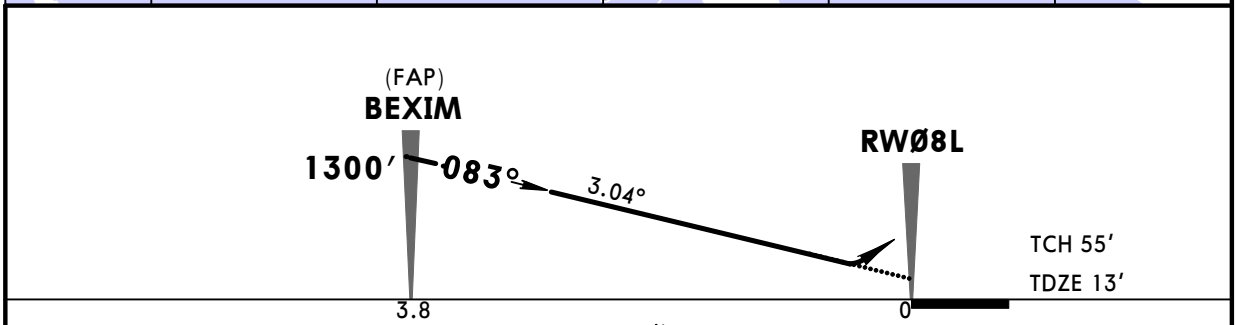
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED.
2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Simultaneous approach AUTHORIZED with Rwy 08R. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -20°C (-4°F) or above 54°C (129°F).

7800

MSA RWØ8L





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at DA							

ALSF-II PAPI 420′ 083° LT UKNOS

STRAIGHT-IN LANDING RWY 08L

	RNP 0.15	RNP 0.30
DA(H)	266′ (253′)	334′ (321′)
	FULL	FULL
A	RVR 50 or 1	RVR 50 or 1
B		
C		
D		

CHANGES: Simultaneous approach note added.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

2.2.55 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 14 AUG 15 (16-1) Eff 20 Aug

VANCOUVER, BC NDB DME Rwy 08R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

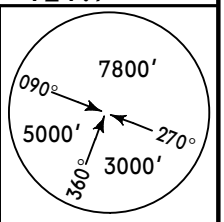
VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

NDB ZVR 368	Final Apch Crs 083°	VDA TAVPI 1340′ (1331′)	MDA(H) 480′ (471′)	Apt Elev 13′ TDZE 9′

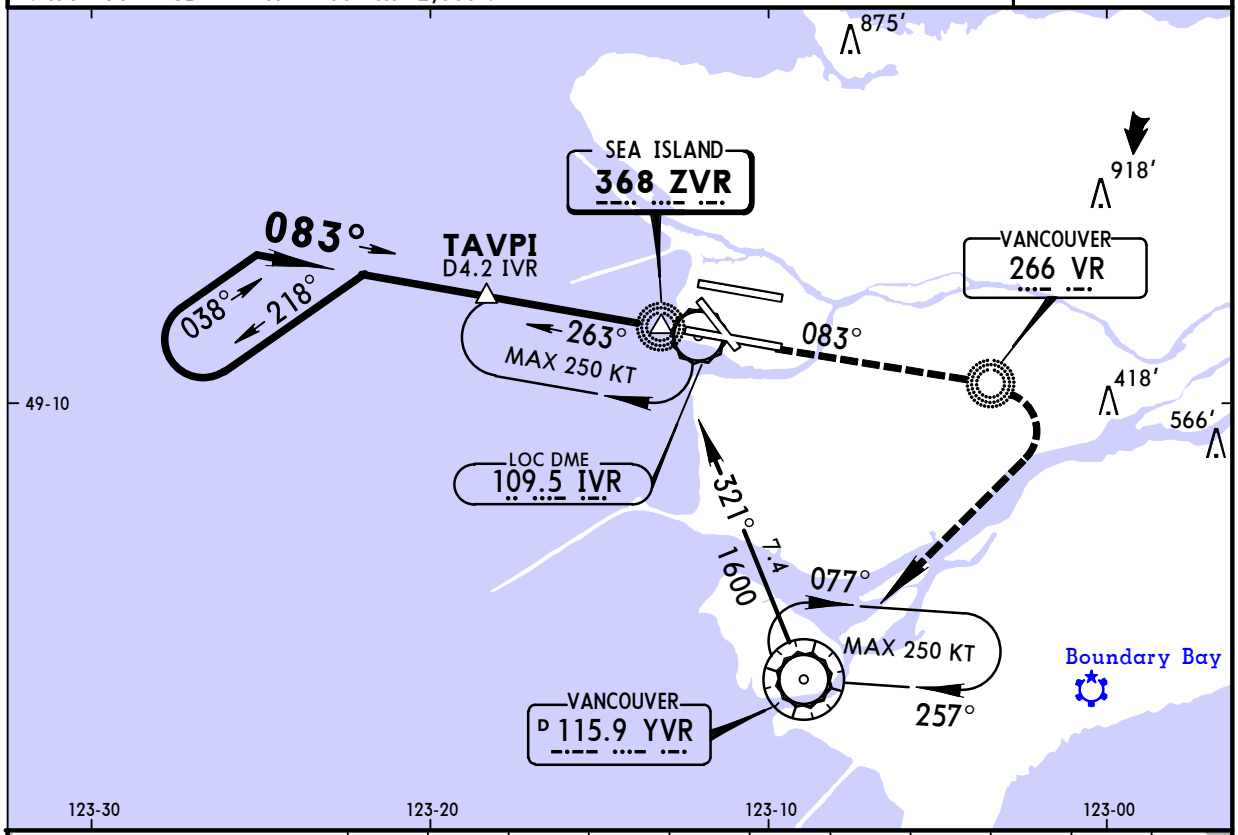
MISSED APCH: Climb track 083° to VR NDB. Then climbing RIGHT turn to 2000′ direct to YVR VOR. Shuttle to 6000′ before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

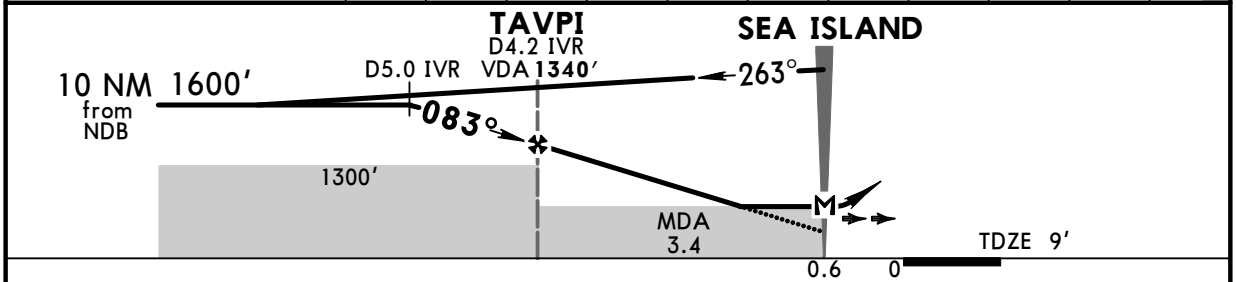
1. SAFE ALTITUDE WITHIN 100 NM 12,800′.



MSA ZVR NDB



NM to IVR DME	10.8	10	9	8	7	6	5.0	4	3	2	1.5
VDA ALTITUDE	3440′	3190′	2870′	2550′	2230′	1910′	1600′	1280′	960′	640′	480′



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00°	372	478	531	637	743	849
MAP at SEA ISLAND							

ALSF-II
PAPI

083°

VR 266

STRAIGHT-IN LANDING RWY **08R**

MDA(H) **480′** (471′)

HIALS out

A	RVR 50 or 1
B	
C	
D	

CHANGES: Procedure revised.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

2.2.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

CYVR/YVR
VANCOUVER INTL

JEPPESEN
14 AUG 15 (16-2) Eff 20 Aug

VANCOUVER, BC
NDB Rwy 26L

BRIEFING STRIP ™

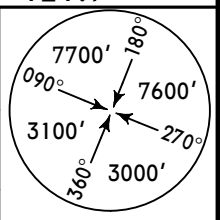
D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

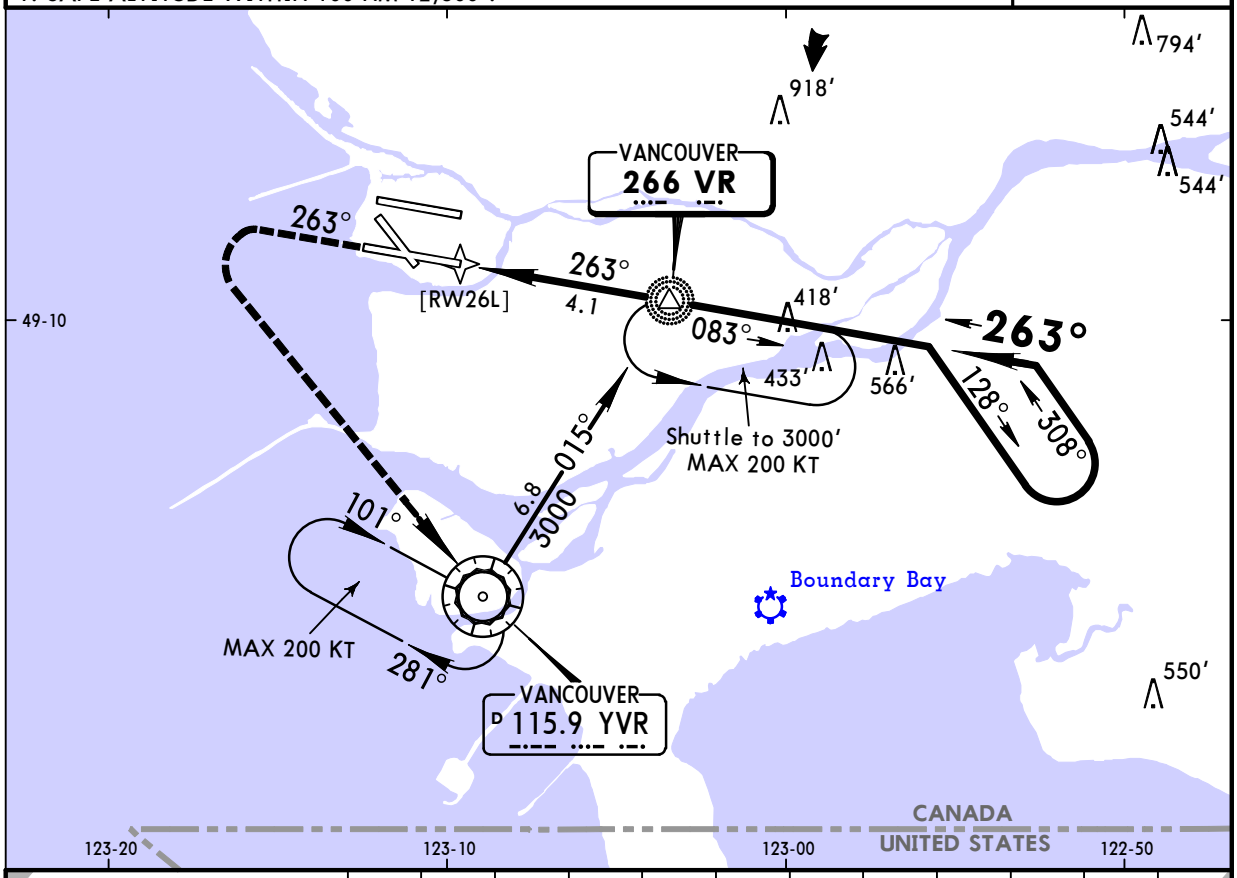
NDB VR	Final Apch Crs	VDA	MDA(H)	Apt Elev 13'
266	263°	VANCOUVER 1370' (1363')	640' (633')	TDZE 7'

MISSED APCH: Climb to 2000' track 263°. Then LEFT turn direct to YVR VOR. Shuttle to 4700' before proceeding on course.

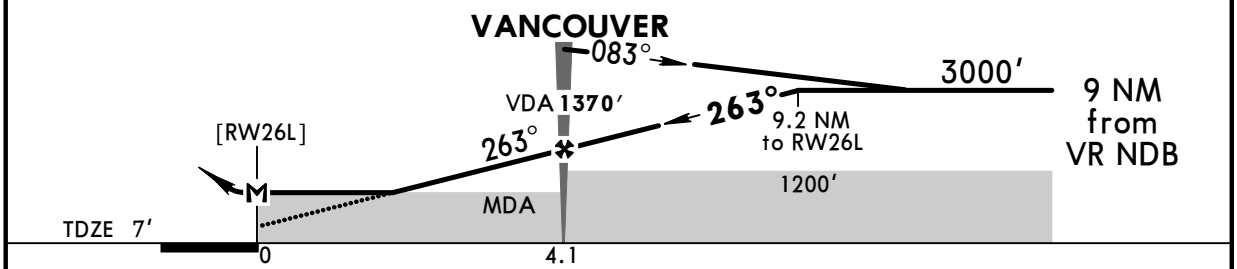
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 12,800'.



MSA VR NDB



NM to RW26L	1.8	3	4	5	6	7	8	9.2	10	11	12	13.1
VDA ALTITUDE	640'	1010'	1330'	1650'	1970'	2290'	2600'	3000'	3240'	3560'	3880'	4240'



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00°	372	478	531	637	743	849
VANCOUVER to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II
PAPI
2000'
263°

STRAIGHT-IN LANDING RWY26L

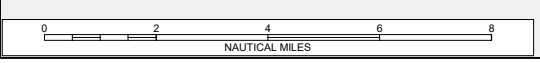
MDA(H) 640' (633')

HIALS out

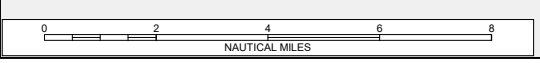
A	1½
B	
C	
D	

CHANGES: Procedure revised.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.



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



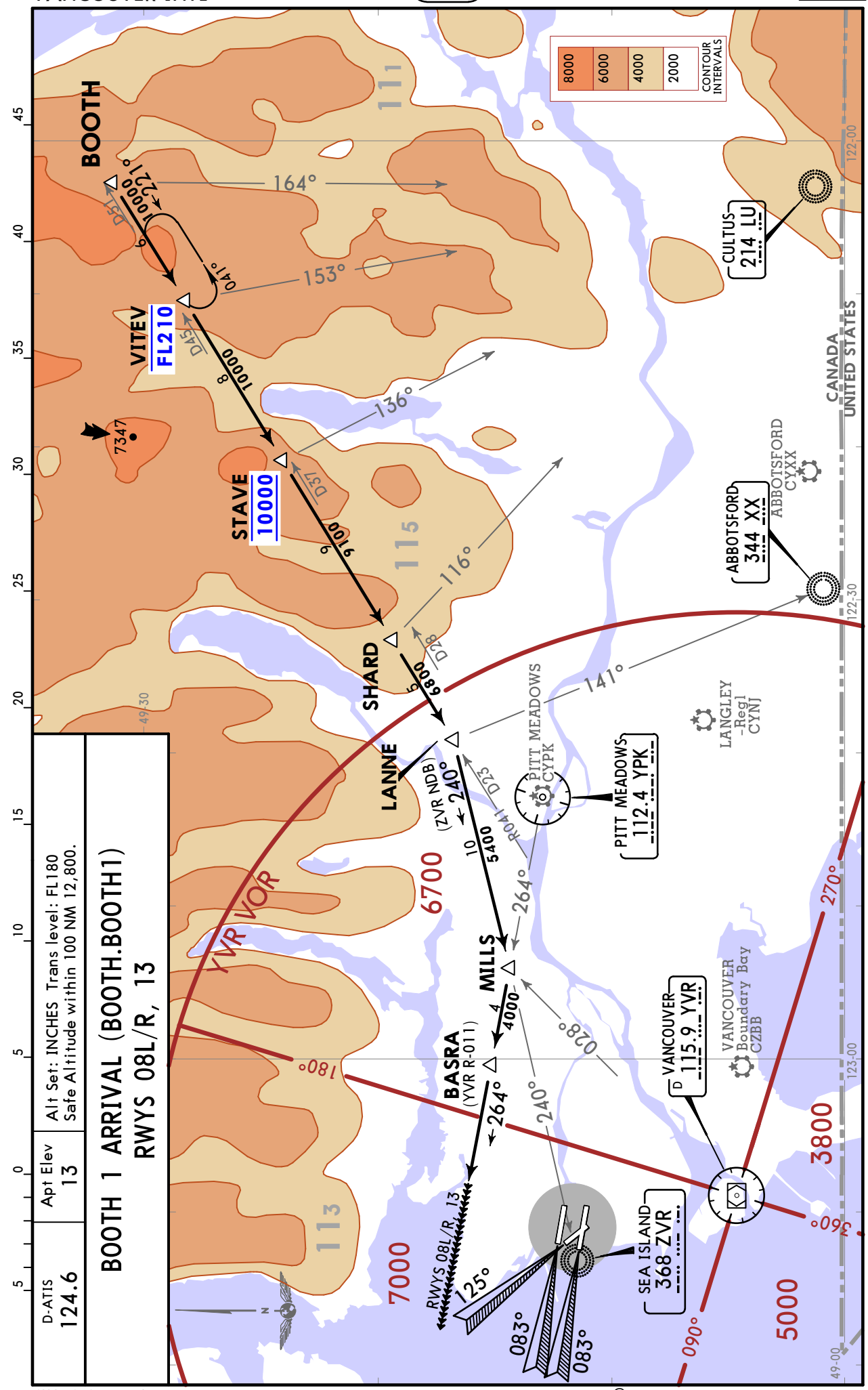
© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

3.1.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2)

VANCOUVER, BC
STAR



BOOTH 1 ARRIVAL (BOOTH.BOOTH1)
RWYS 08L/R, 13

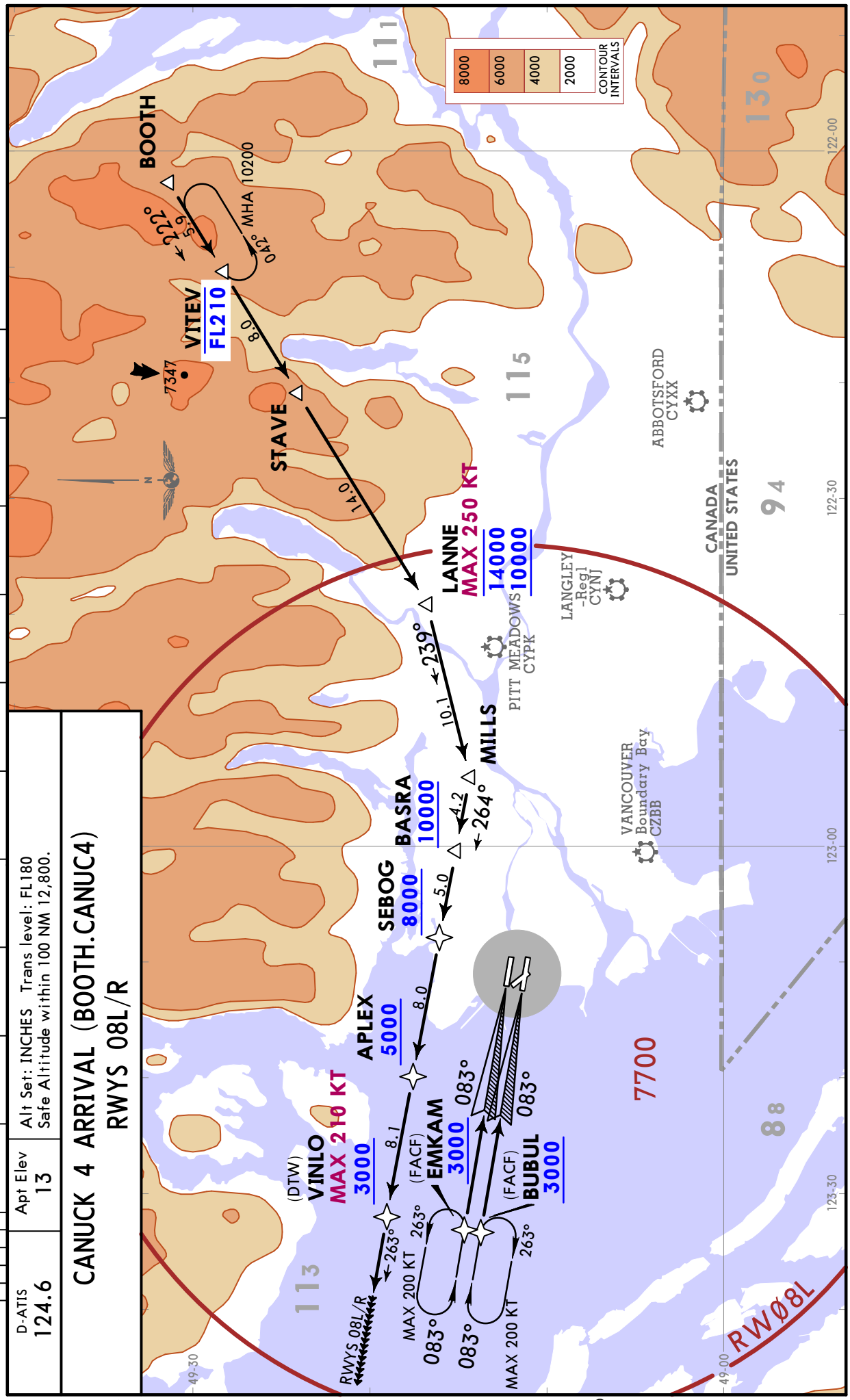
CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2A)

VANCOUVER, BC
RNAV STAR



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2B)

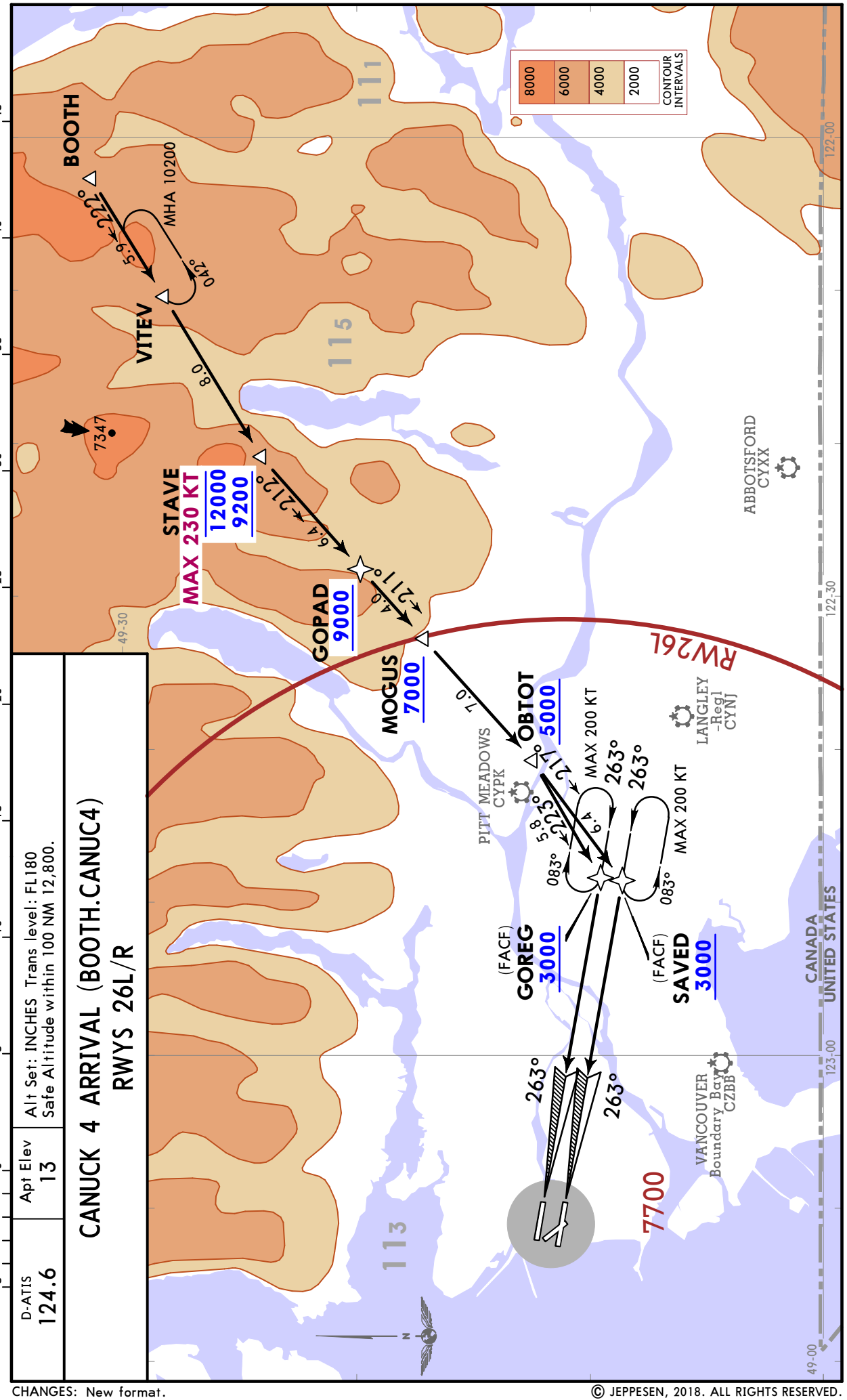
VANCOUVER, BC
RNAV STAR

CANUCK 4 ARRIVAL (BOOTH.CANUC4)
RWYS 26L/R

D-ATIS 124.6

Apt Elev 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.



CHANGES: New format.

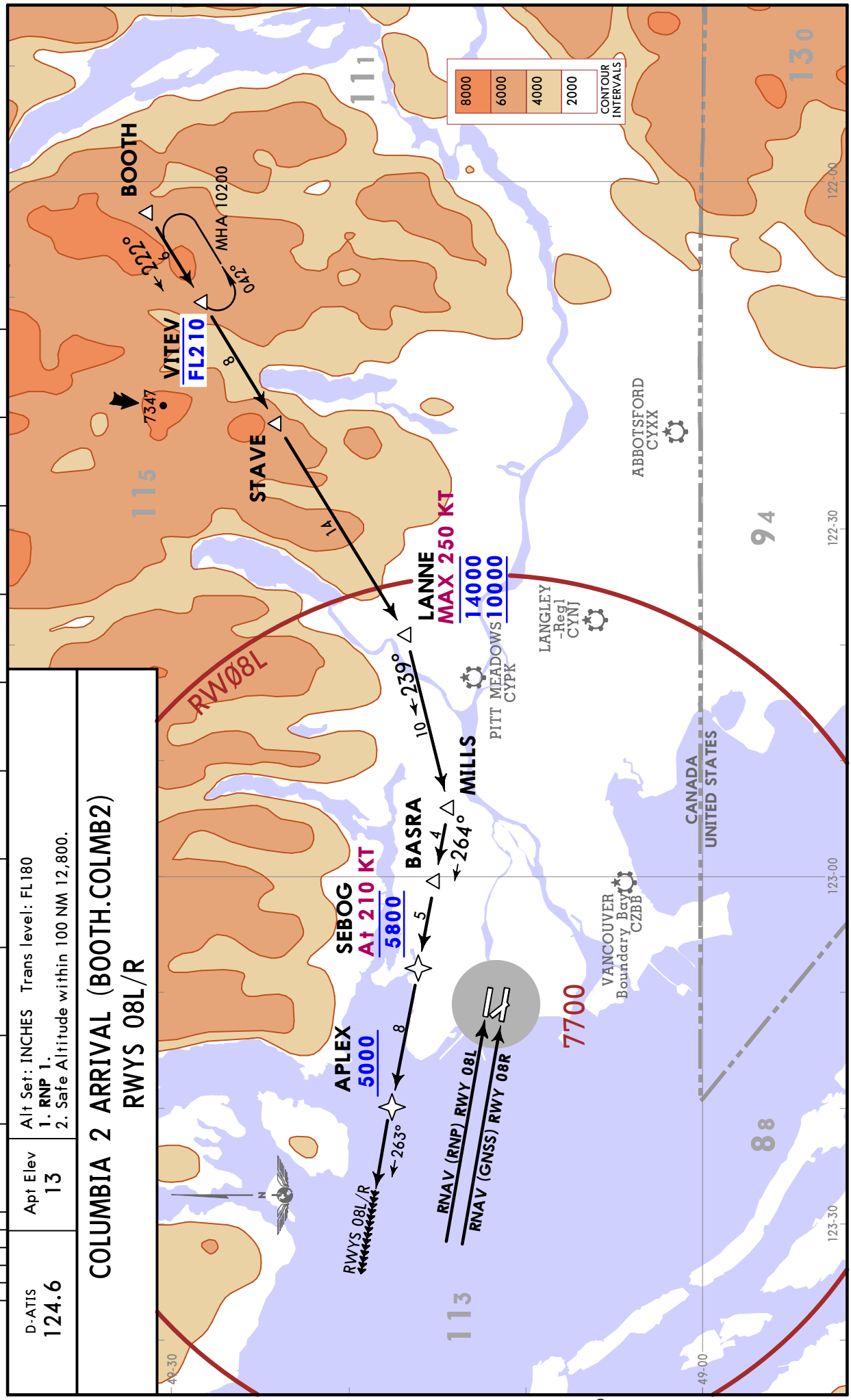
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2C)

VANCOUVER, BC
RNAV STAR



COLUMBIA 2 ARRIVAL (BOOTH.COLMB2)
RWYS 08L/R

Apt Elev	Alt Set: INCHES Trans level: FL180
13	1. RNP 1.
	2. Safe Altitude within 100 NM 12,800.

D-ATIS 124.6

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

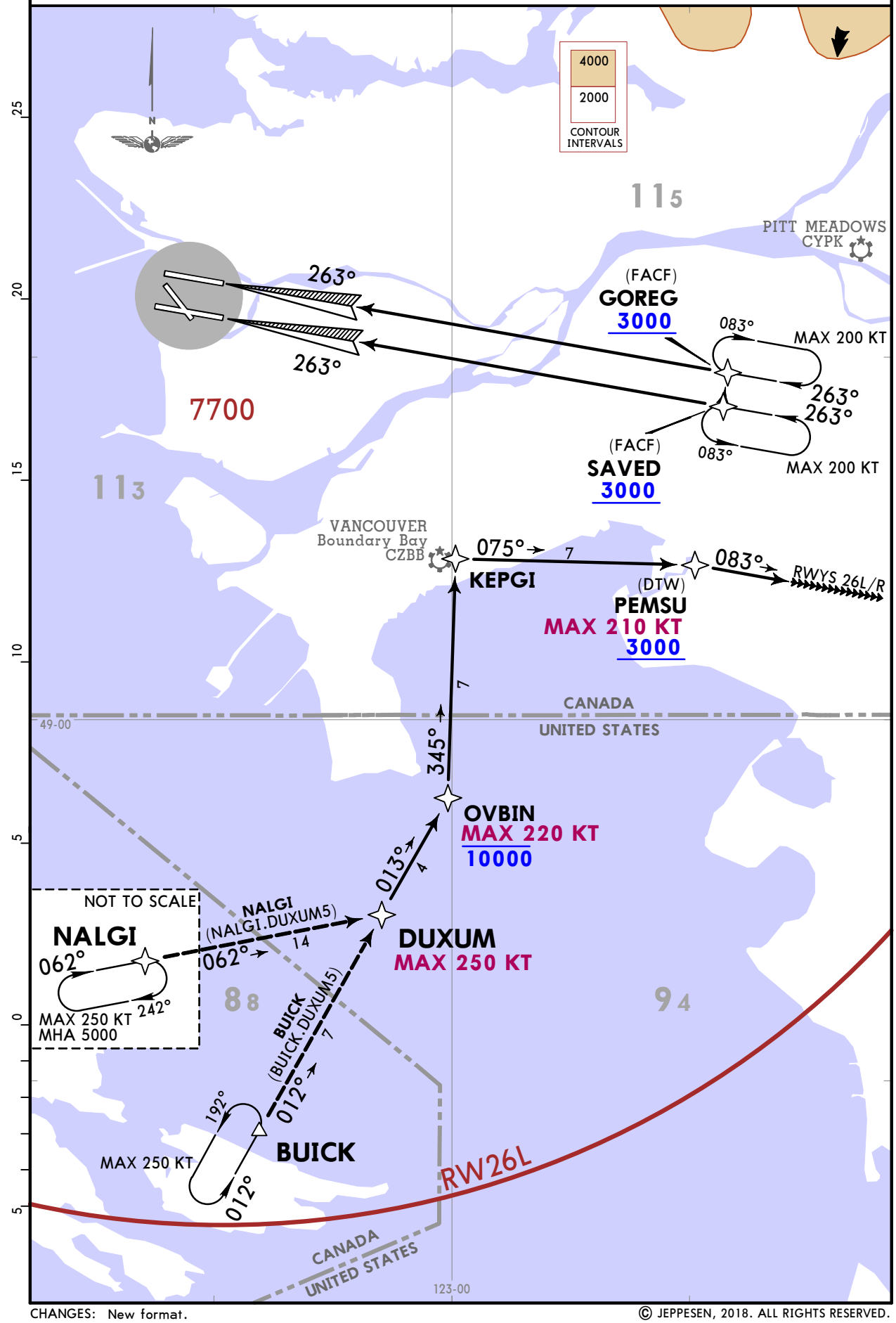
CYVR/YVR VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2C1)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

DUXUM 5 ARRIVAL (DUXUM.DUXUM5)
RWYS 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

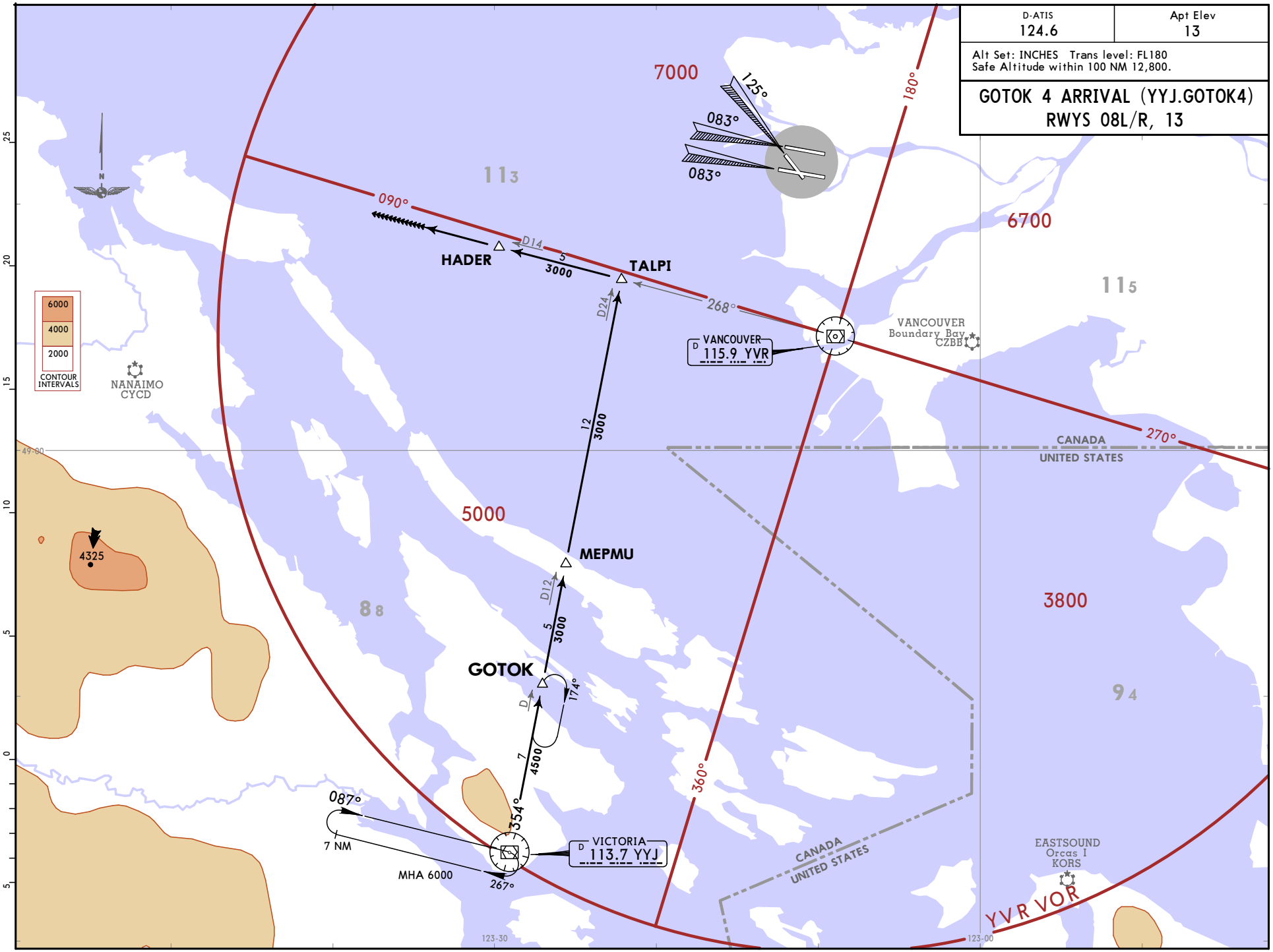
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2D)
STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

GOTOK 4 ARRIVAL (YYJ.GOTOK4)
RWYS 08L/R, 13



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

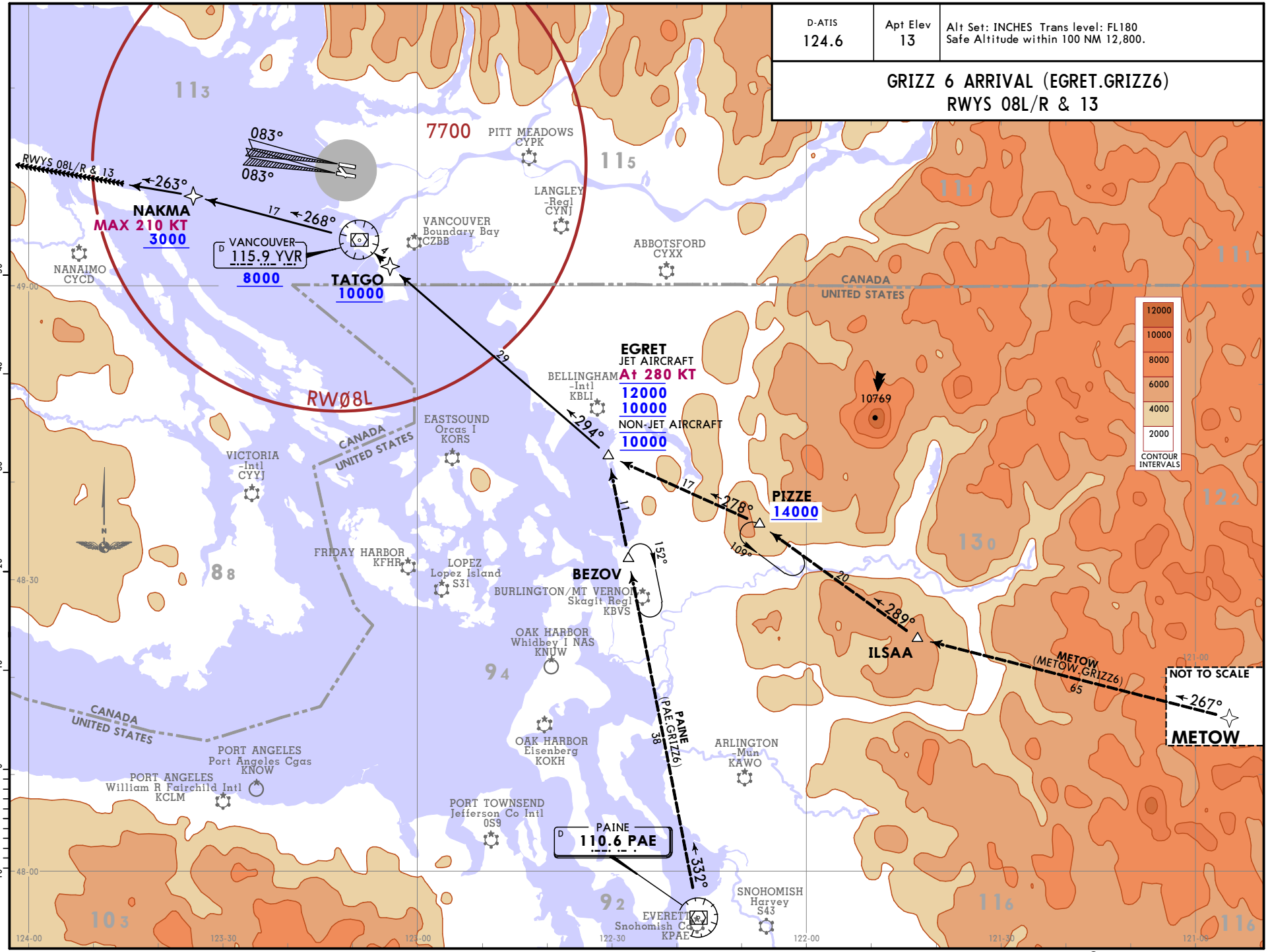
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2E)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.6	13	Safe Altitude within 100 NM 12,800.

GRIZZ 6 ARRIVAL (EGRET.GRIZZ6)
RWYS 08L/R & 13



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

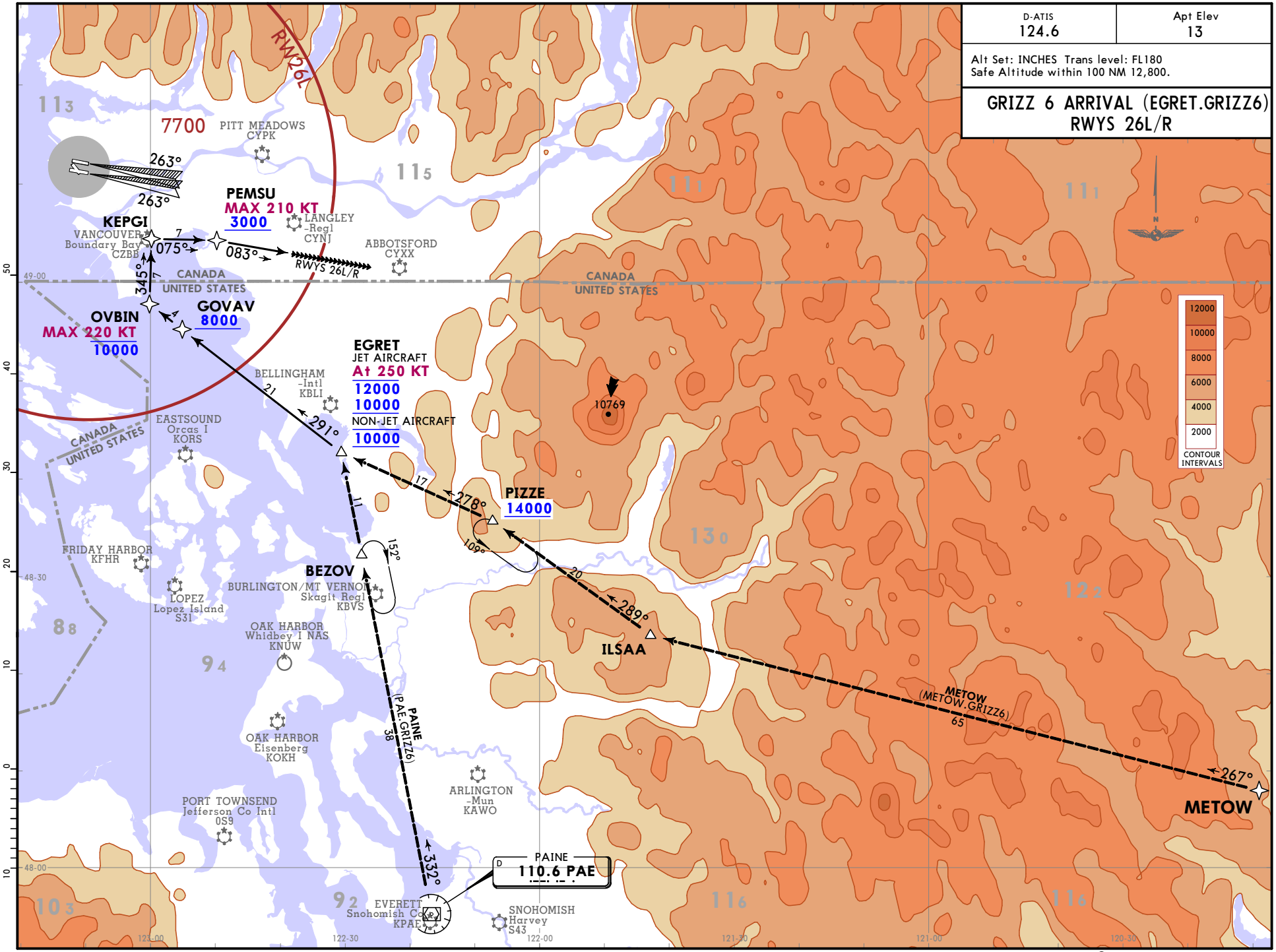
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2F)
RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

GRIZZ 6 ARRIVAL (EGRET.GRIZZ6)
RWYS 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

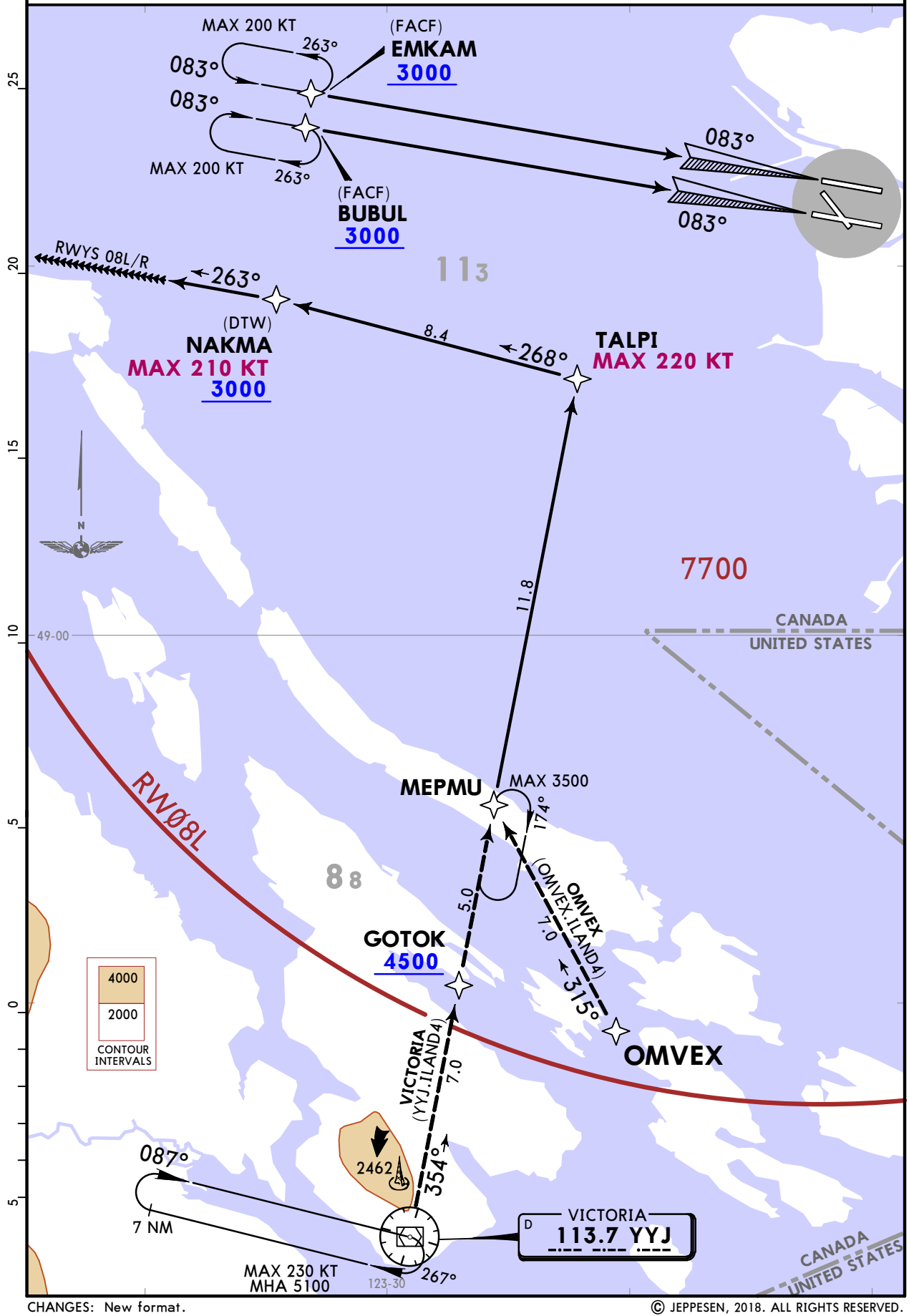
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2G)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

ISLAND 4 ARRIVAL (MEPMU.ILAND4)
RWYS 08L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

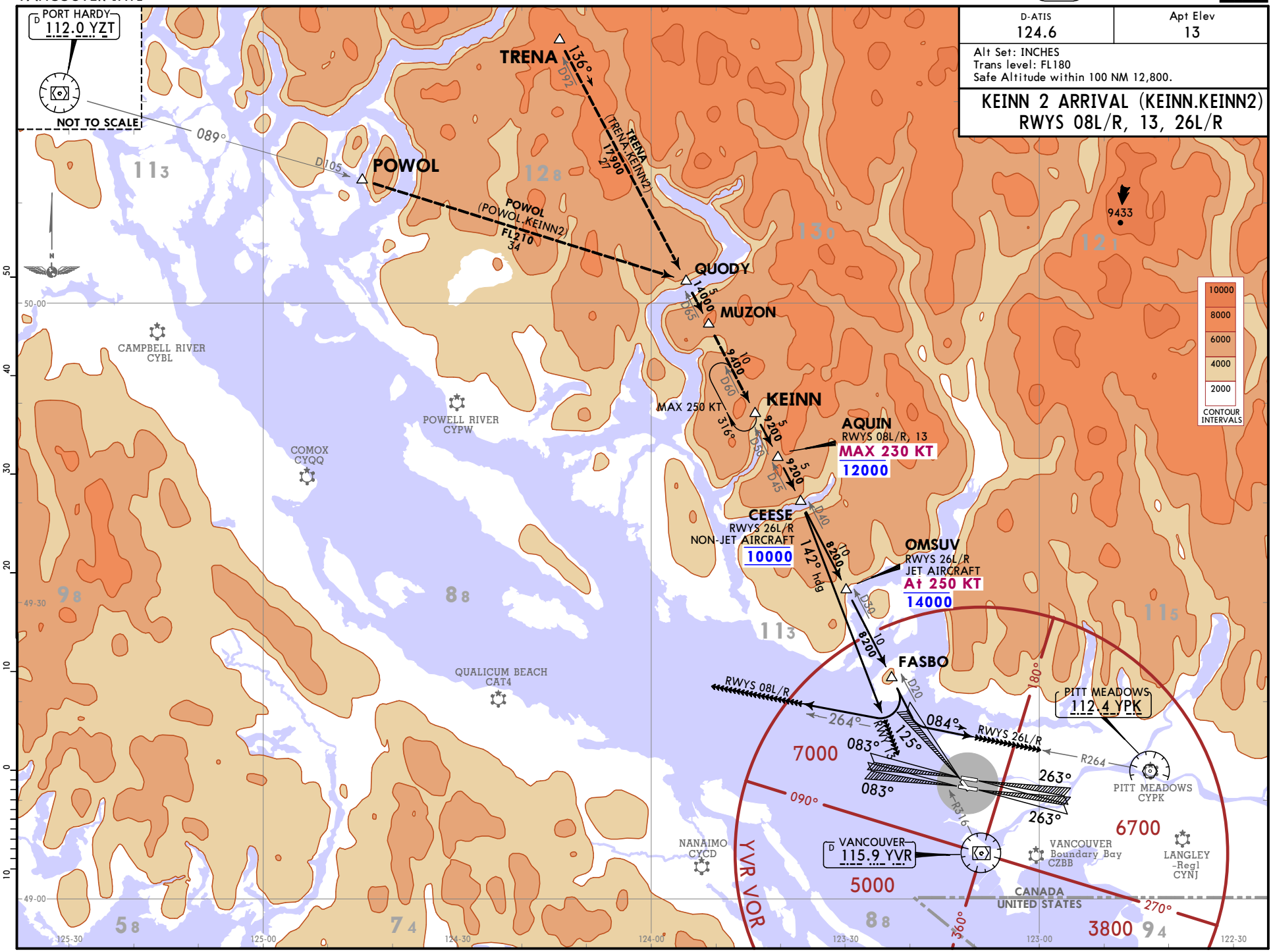
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2H)
STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES
Trans level: FL180
Safe Altitude within 100 NM 12,800.

KEINN 2 ARRIVAL (KEINN.KEINN2)
RWYS 08L/R, 13, 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

CYVR/YVR VANCOUVER INTL

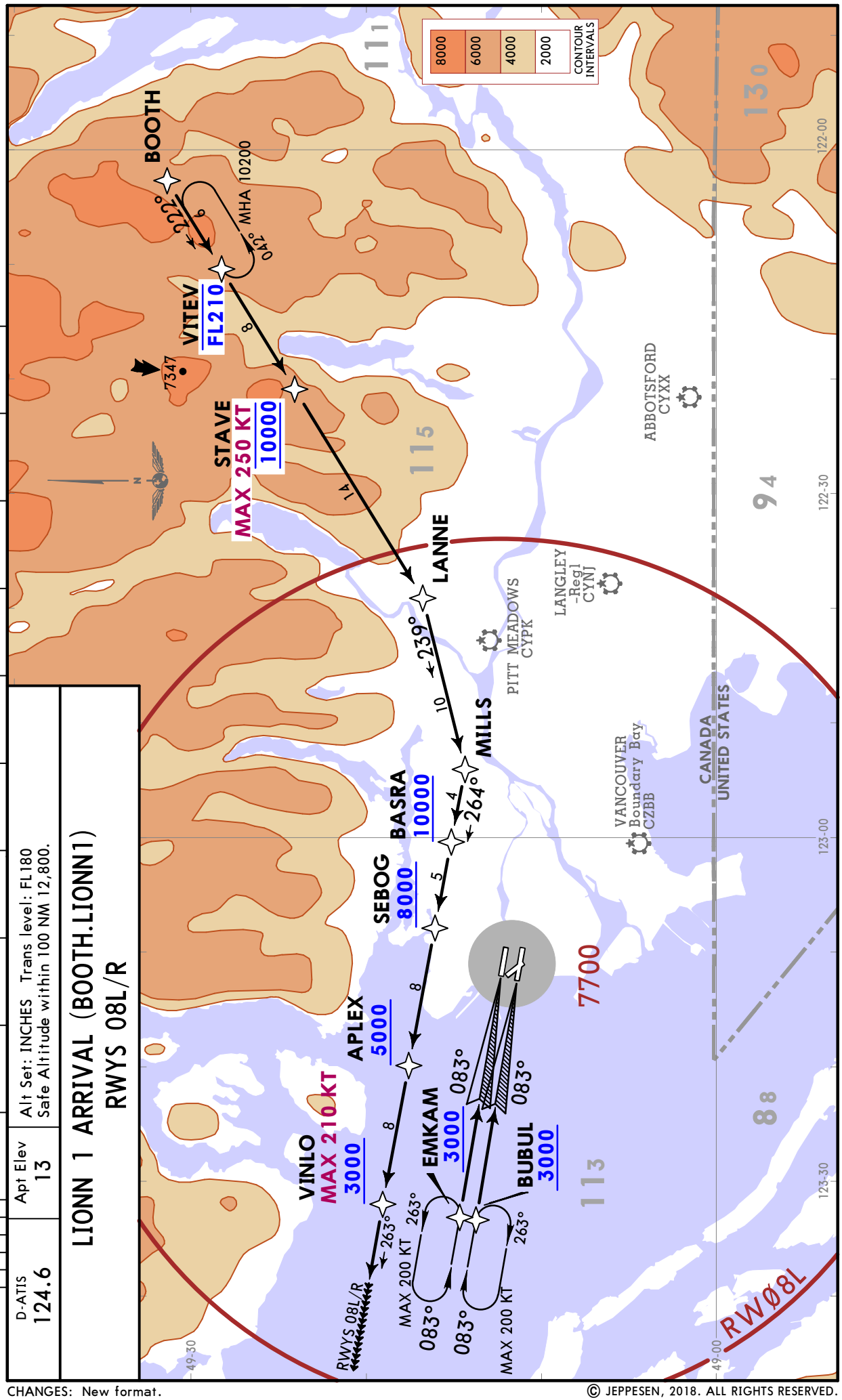
JEPPESEN 21 SEP 18 (10-2J)

VANCOUVER, BC

RNAV STAR

LIONN 1 ARRIVAL (BOOTH.LIONN1) RWYS 08L/R

D-ATIS 124.6 | Apt Elev 13 | Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.



CHANGES: New format.

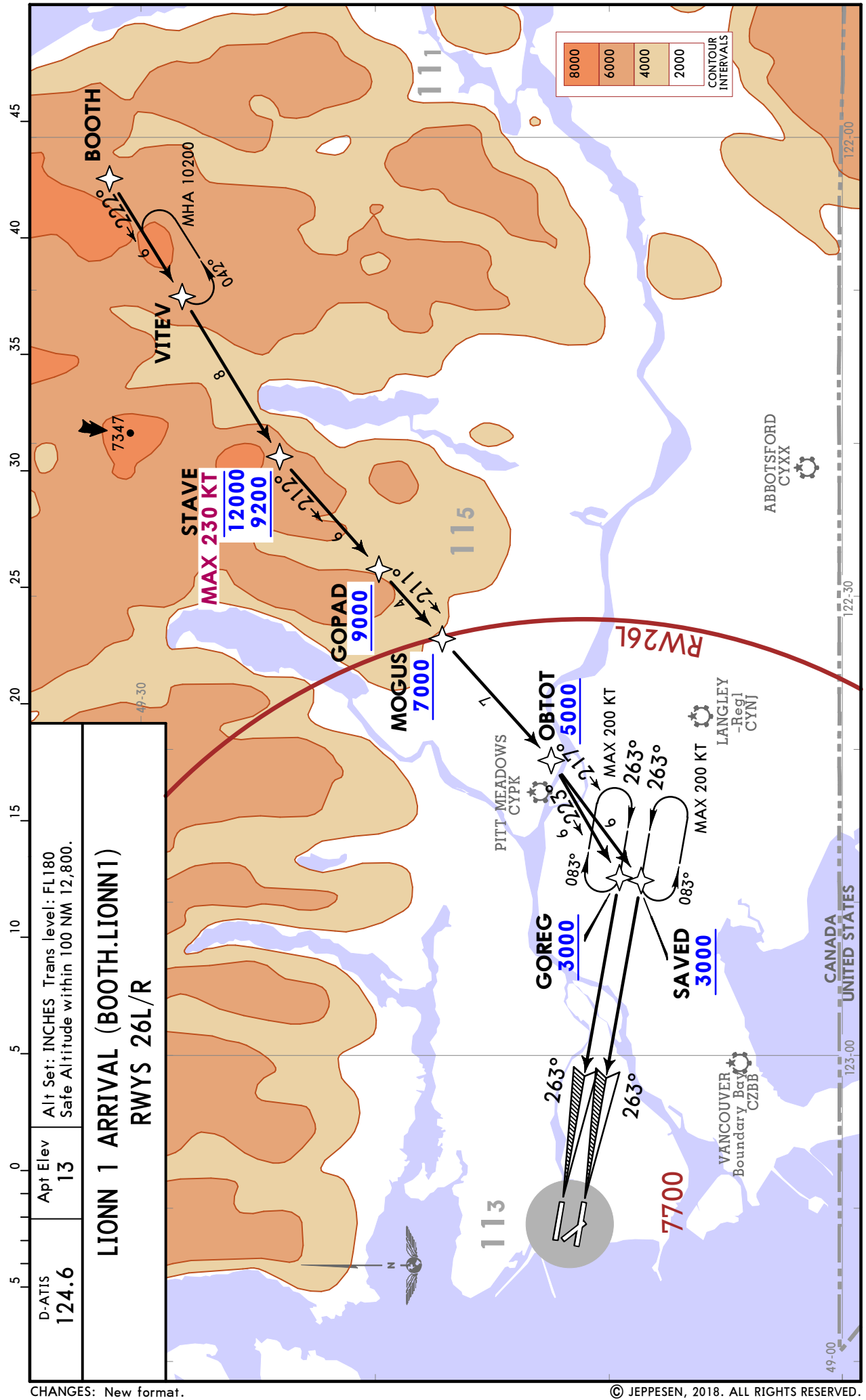
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2K)

VANCOUVER, BC
RNAV STAR



LIONN 1 ARRIVAL (BOOTH.LIONN1)
RWYS 26L/R

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.6	13	Safe Altitude within 100 NM 12,800.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

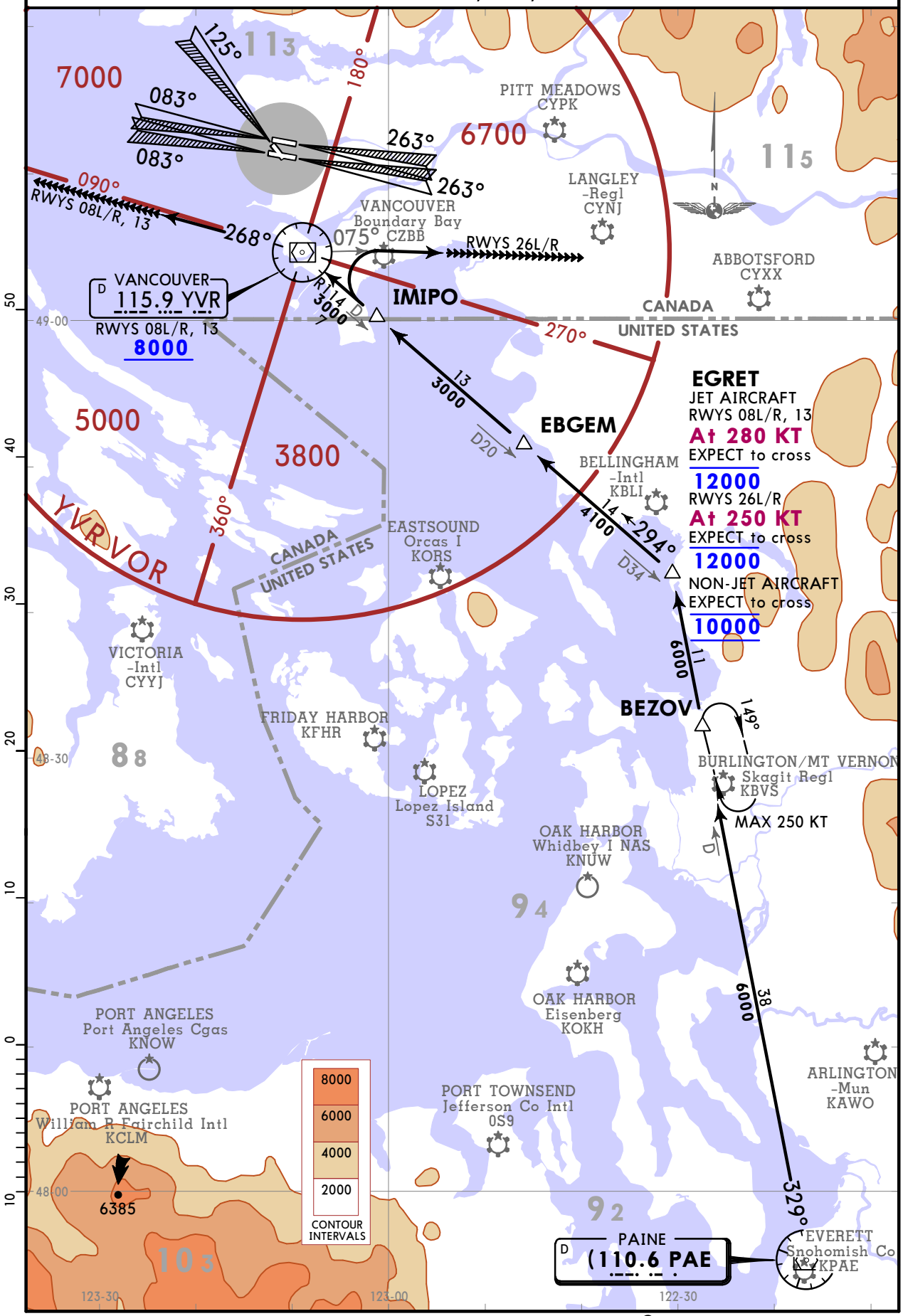
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2L)

VANCOUVER, BC
STAR

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

PAINE 4 ARRIVAL (PAE.PAINE4)
RWYS 08L/R, 13, 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

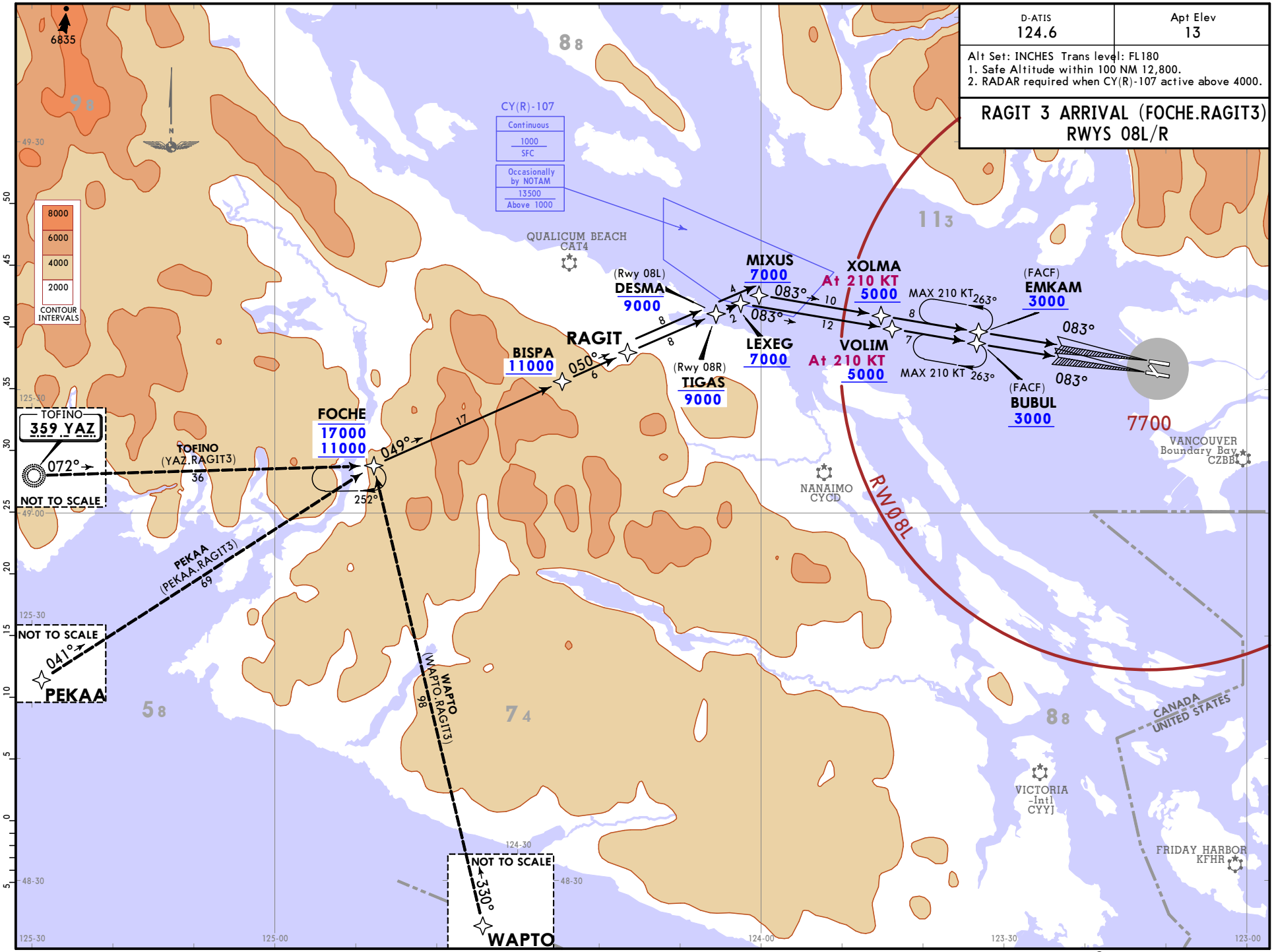
CYVR/YVR
VANCOUVER INTL

JEPPESEN VANCOUVER, BC
21 SEP 18 (10-2M)
RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
1. Safe Altitude within 100 NM 12,800.
2. RADAR required when CY(R)-107 active above 4000.

RAGIT 3 ARRIVAL (FOCHE.RAGIT3)
RWYS 08L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

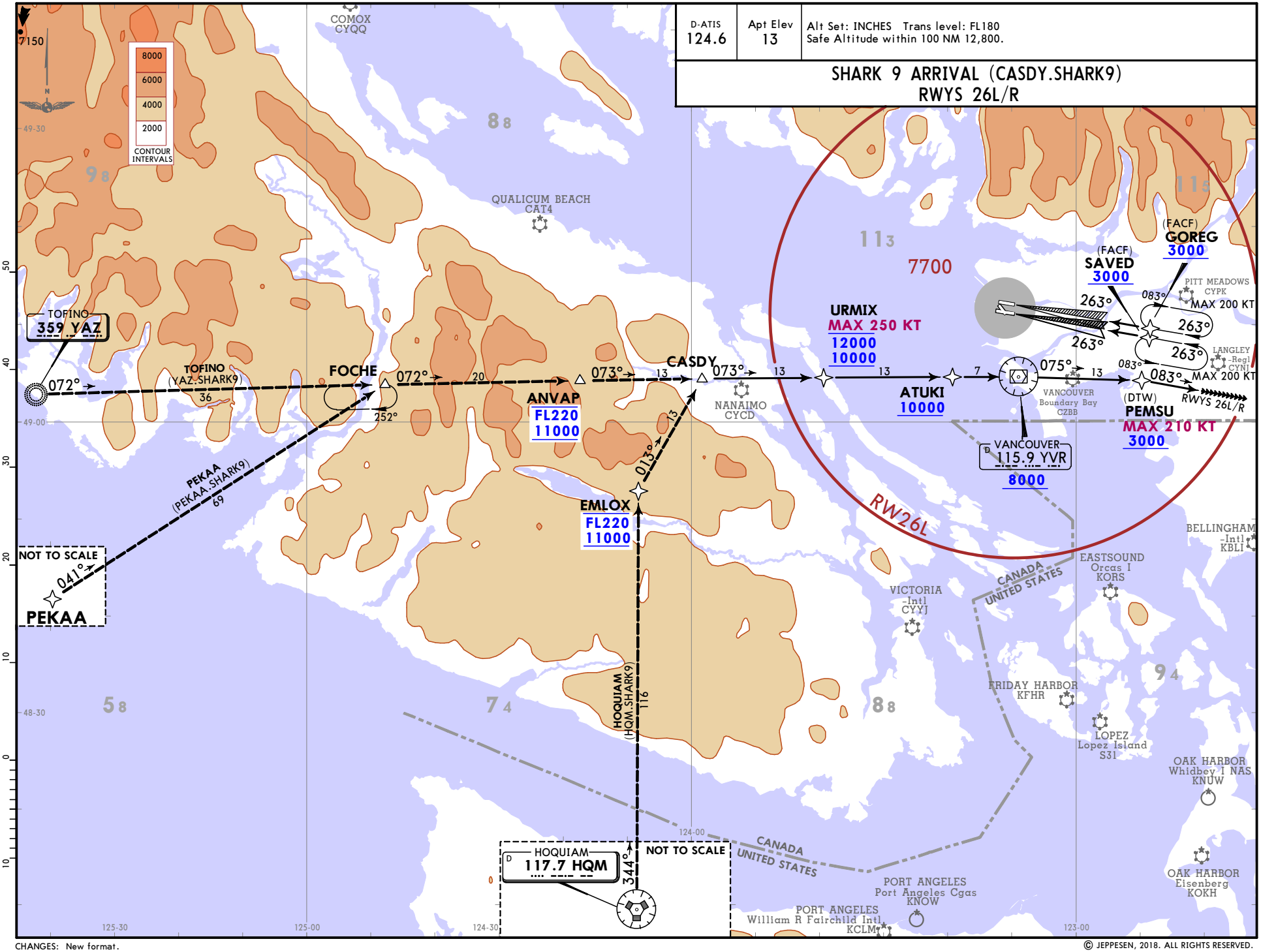
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2N)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.6	13	Safe Altitude within 100 NM 12,800.

SHARK 9 ARRIVAL (CASDY.SHARK9)
RWYS 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2P)

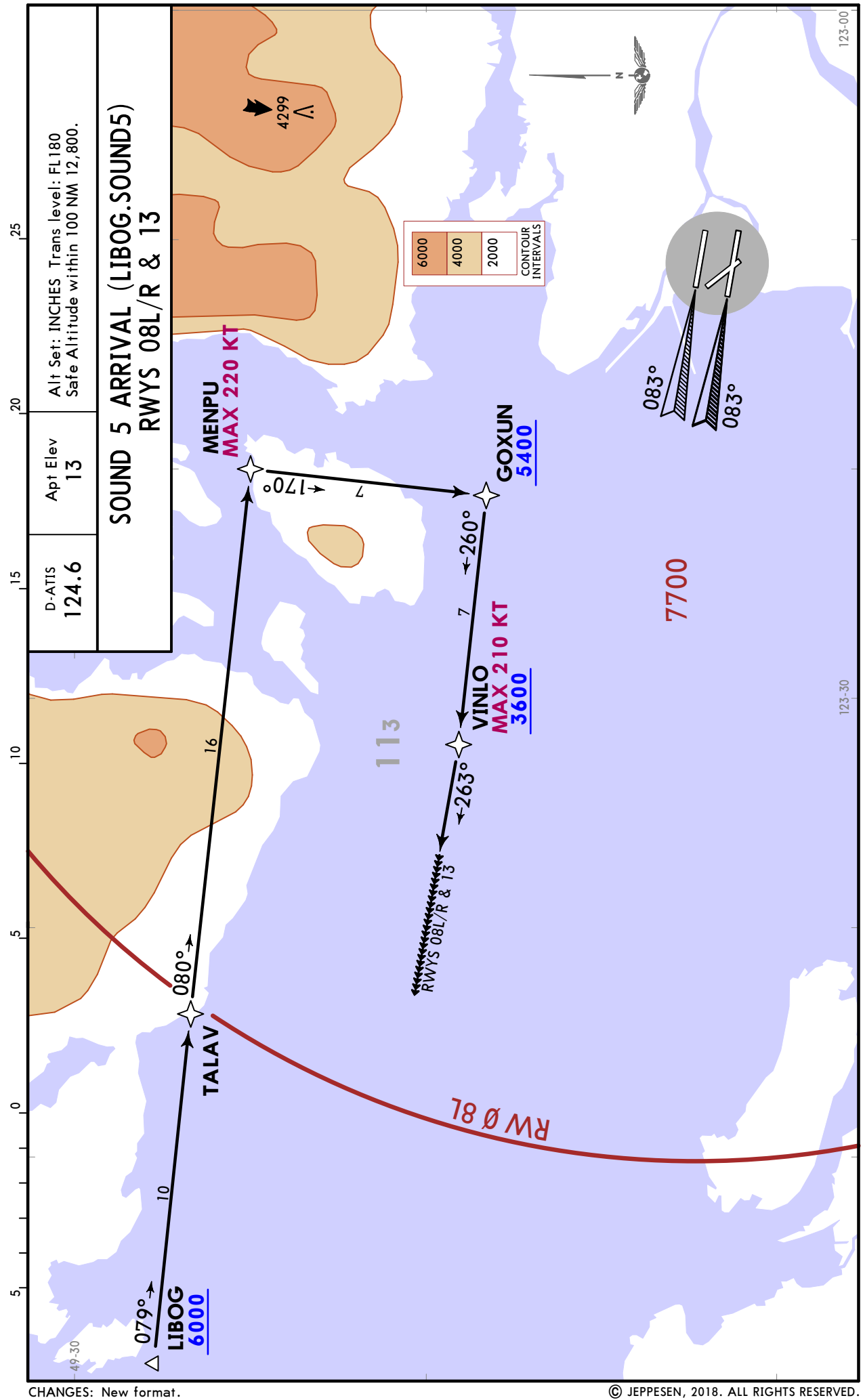
VANCOUVER, BC
RNAV STAR

SOUND 5 ARRIVAL (LIBOG.SOUND5)
RWYS 08L/R & 13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

Apt Elev 13

D-ATIS 124.6



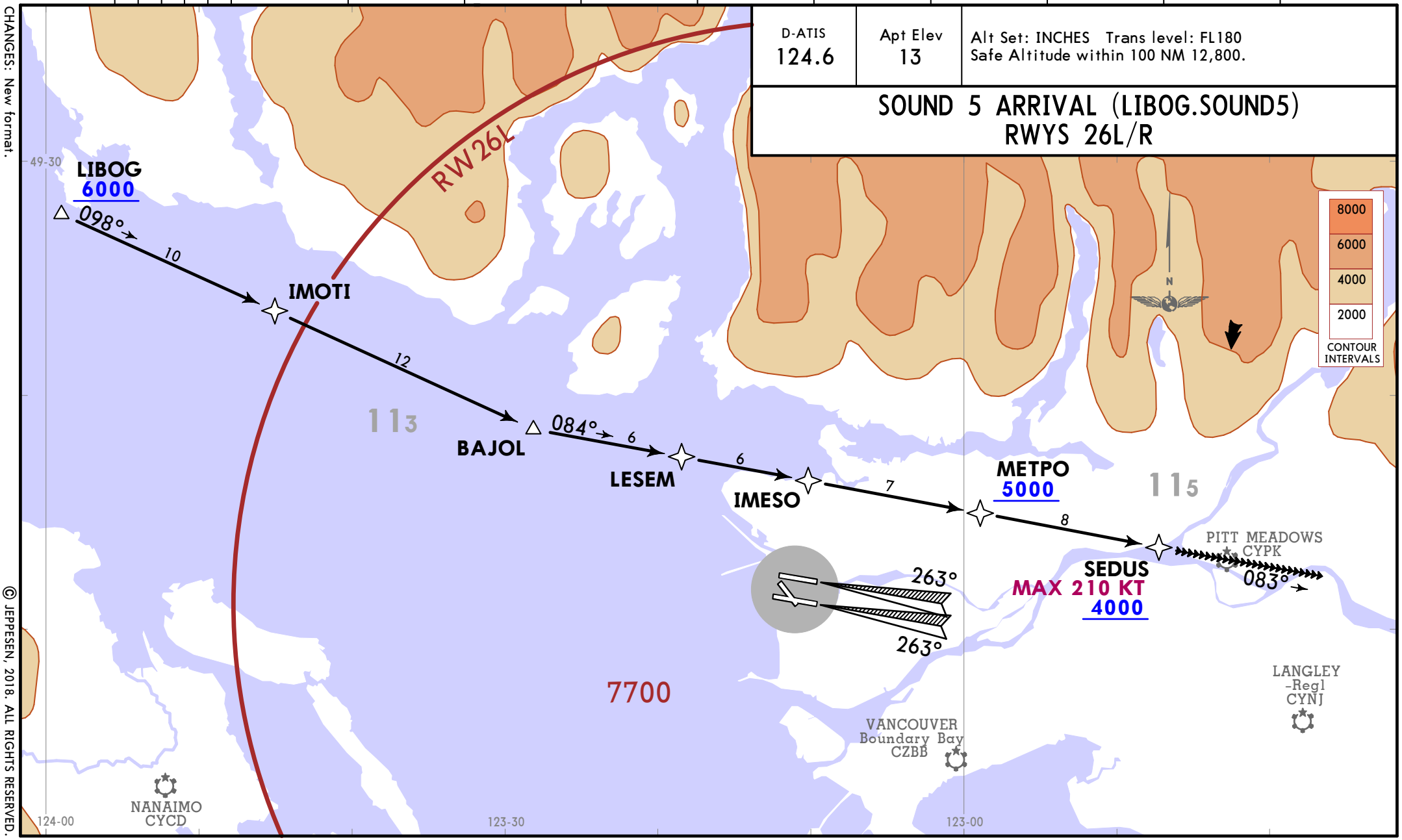
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: New format.

D-ATIS	Apt Elev	
124.6	13	Alt Set: INCHES Trans level: FL180 Safe Altitude within 100 NM 12,800.

SOUND 5 ARRIVAL (LIBOG.SOUND5)
RWYS 26L/R



CYVR/YVR
VANCOUVER INTL

21 SEP 18
(10-2Q)

JEPPESEN

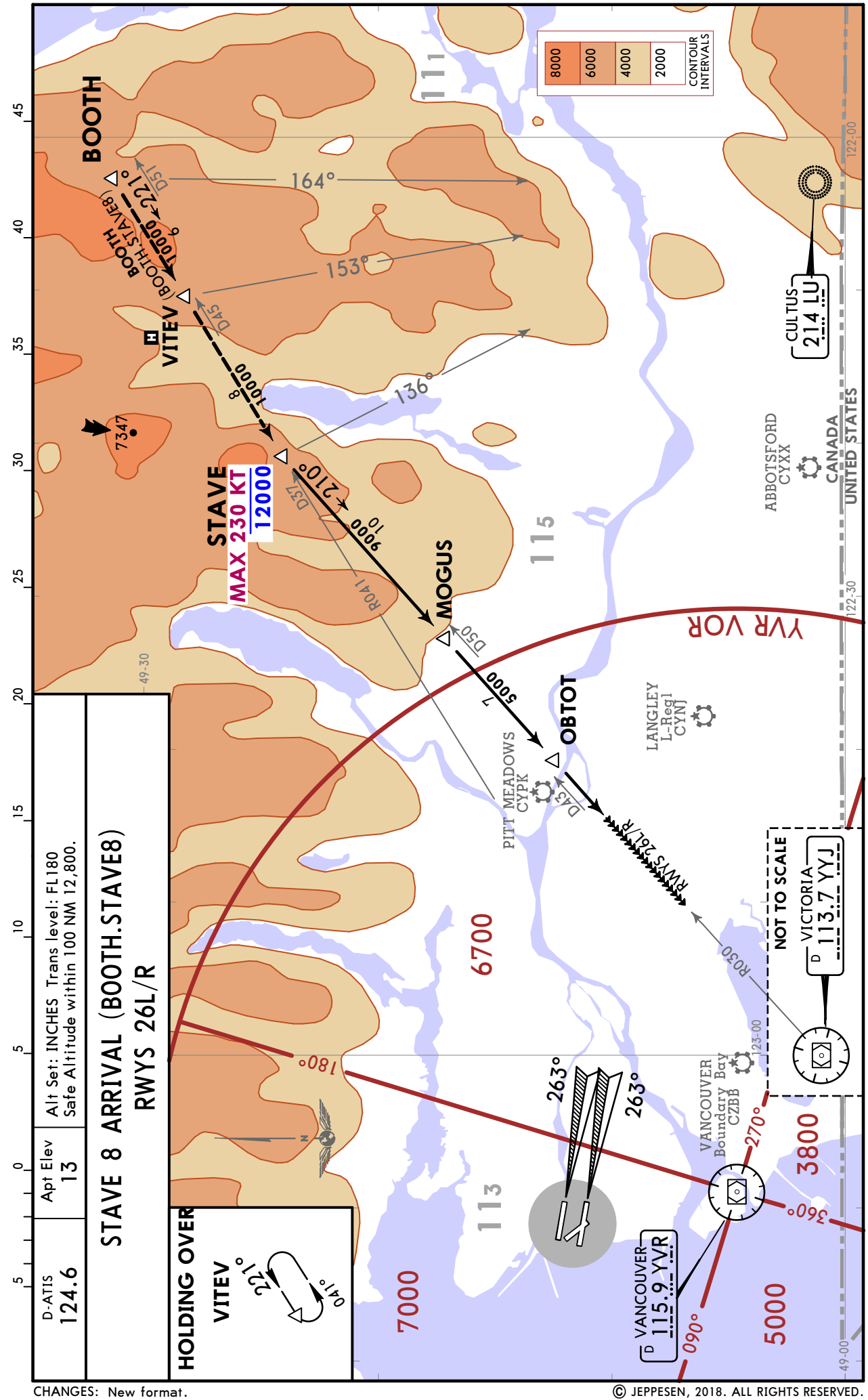
VANCOUVER, BC
RNAV STAR

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2S)

VANCOUVER, BC
STAR



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

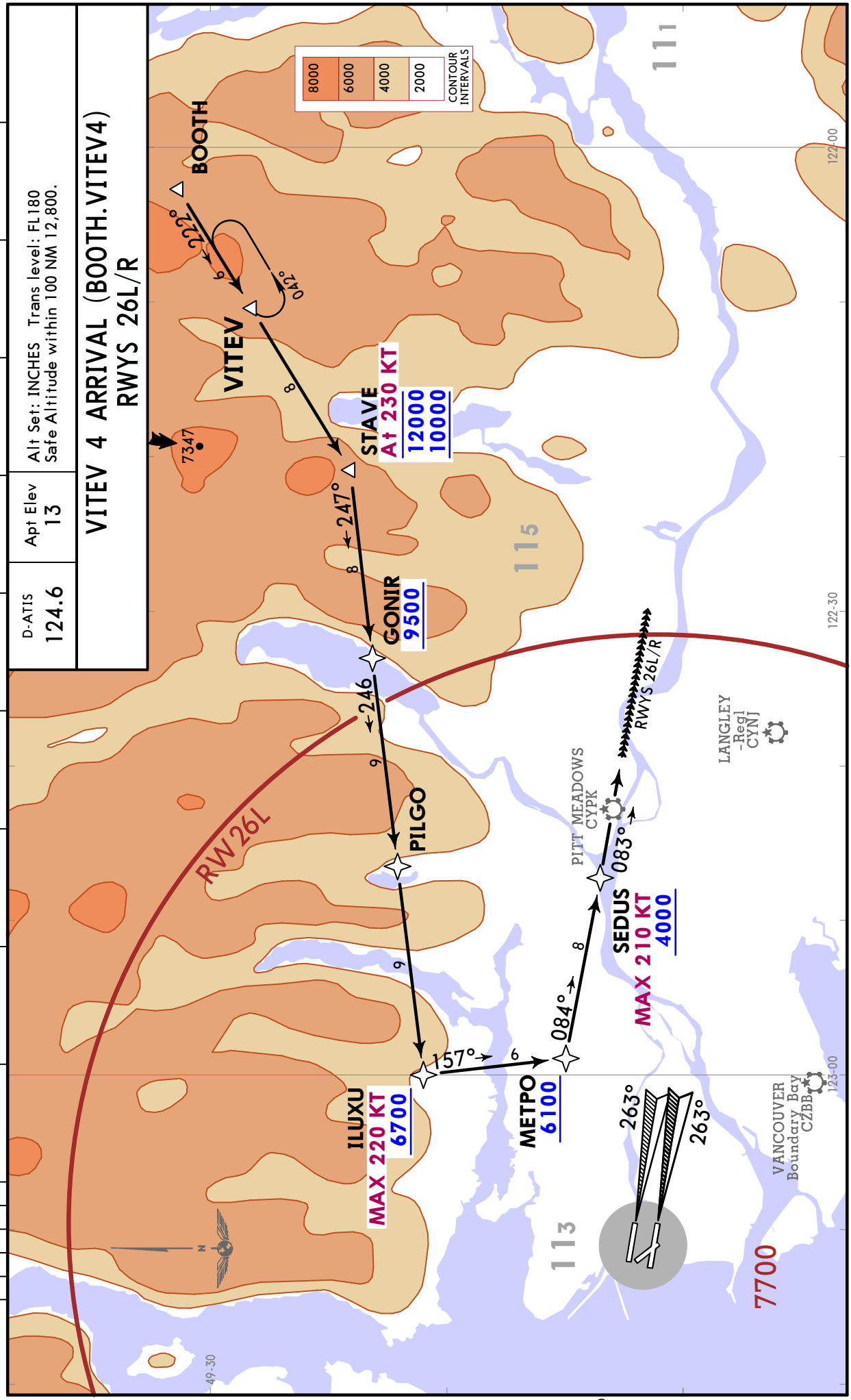
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2T)

VANCOUVER, BC
RNAV STAR

VITEV 4 ARRIVAL (BOOTH.VITEV4)
RWYS 26L/R

D-ATIS 124.6
Apt Elev 13
Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

CYVR/YVR
VANCOUVER INTL

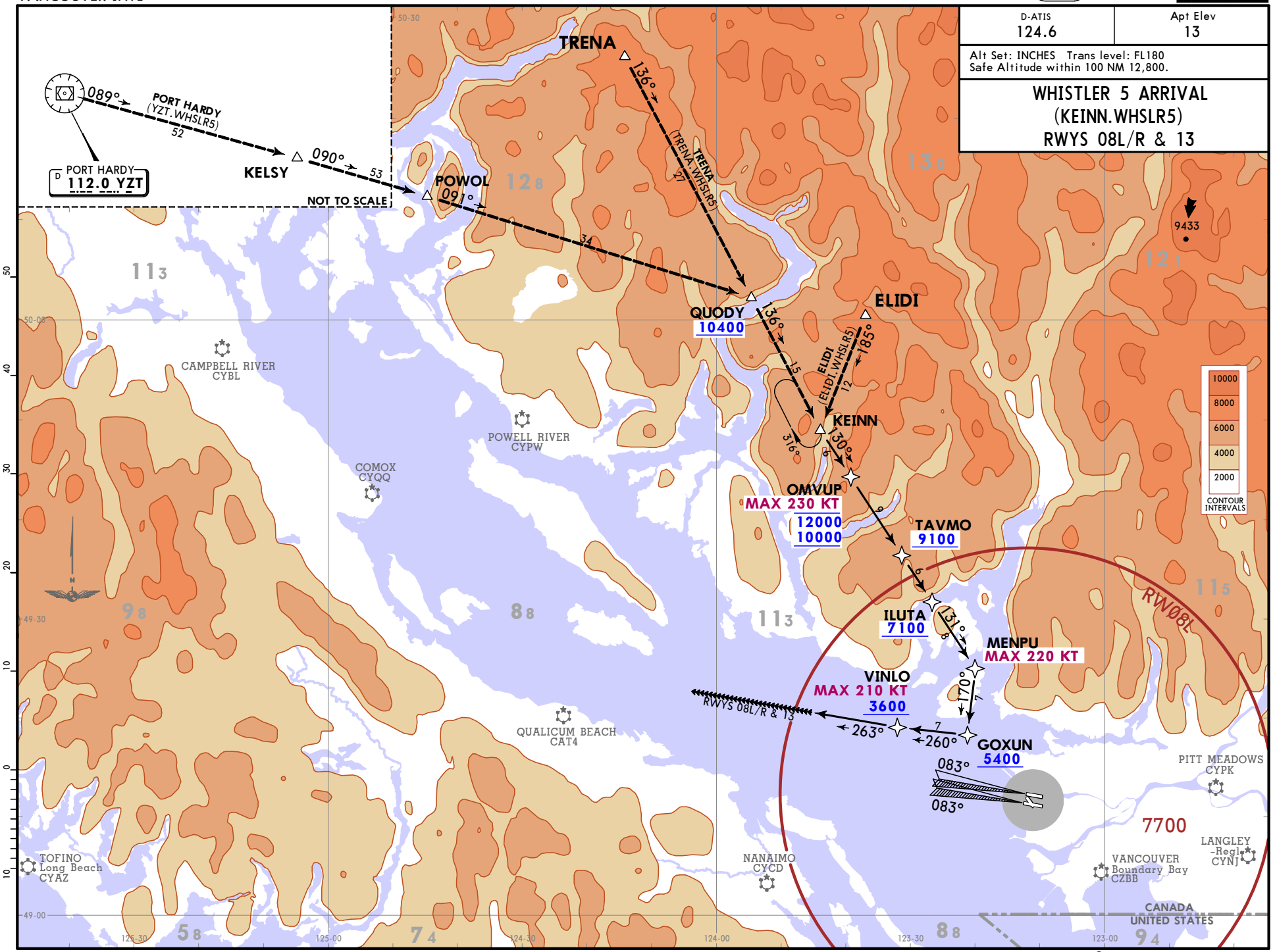
JEPPESEN 21 SEP 18 (10-2U)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev
124.6	13

Alt Set: INCHES Trans level: FL180
Safe Altitude within 100 NM 12,800.

WHISTLER 5 ARRIVAL
(KEINN.WHSLR5)
RWYS 08L/R & 13



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

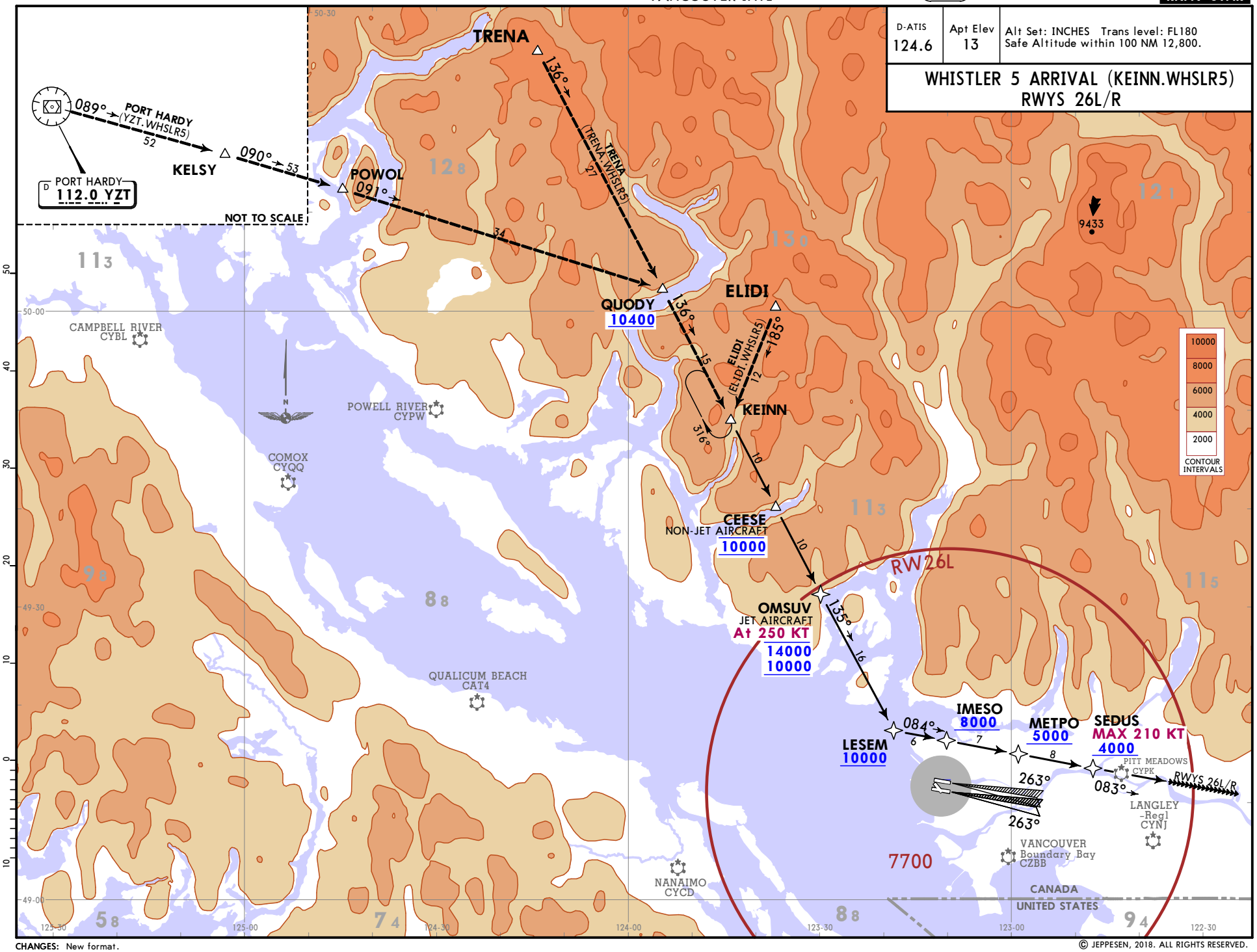
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-2V)

VANCOUVER, BC
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.6	13	Safe Altitude within 100 NM 12,800.

WHISTLER 5 ARRIVAL (KEINN.WHSLR5)
RWYS 26L/R



CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

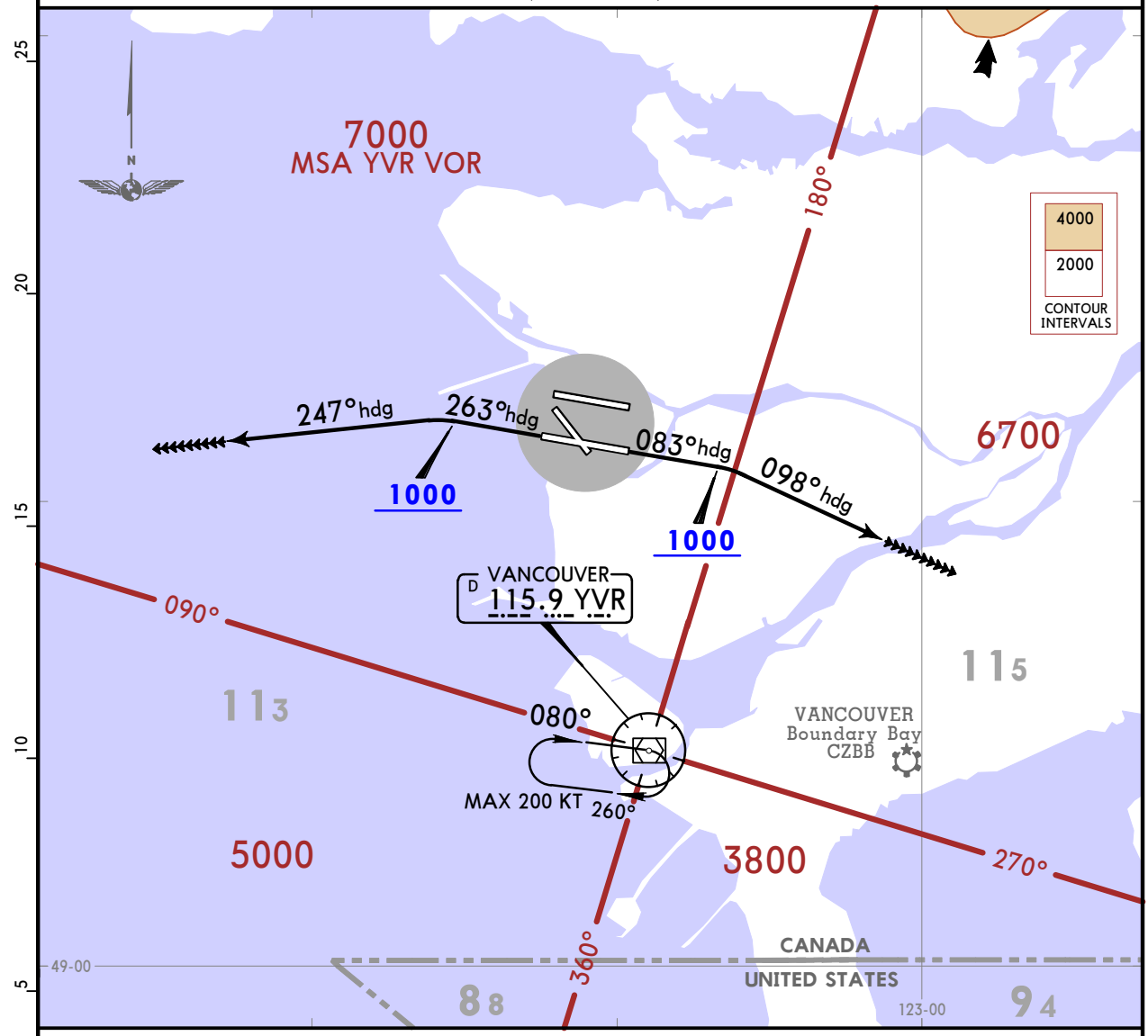
CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 10-3

VANCOUVER, BC SID

VANCOUVER Departure NORTH	VANCOUVER Departure SOUTH	Apt Elev	
126.12	132.3	13	Trans alt: 18000 1. Safe Altitude within 100 NM 12,800. 2. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000. 3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2. 4. Refer to 10-4 Noise Abatement Procedures for additional requirements.

FRASER 6 DEPARTURE (FSR6.)
(VECTOR)



LOST COMMS

On recognition of failure 5 minutes or less after take-off, below 7000 and in IFR weather conditions, proceed as follows:
Rwy 08R:
1. Select transponder code 7600.
2. Beyond D10.0 of YVR MAINTAIN last assigned altitude, RIGHT turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.
Rwy 26L:
1. Select transponder code 7600.
2. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.
If communication failure occurs more than 5 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

RWY	INITIAL CLIMB
08R	Climb heading 083° to 1000. Then climbing RIGHT turn heading 098° or as assigned by ATC.
26L	Climb heading 263° to 1000. Then climbing LEFT turn heading 247° or as assigned by ATC. Note: Fence to 22 aprx 650 past DER.

ROUTING

MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

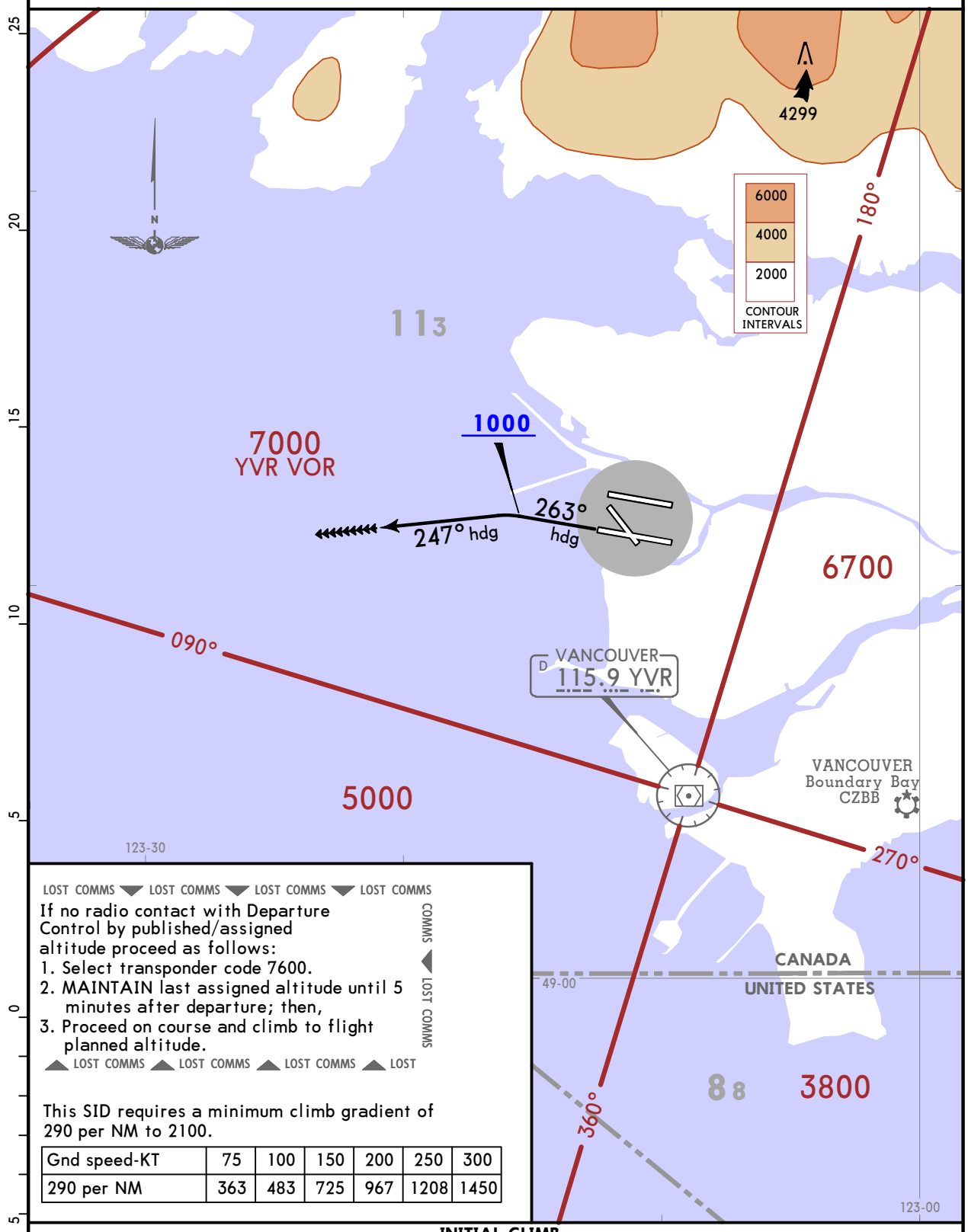
CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (10-3A)

VANCOUVER, BC SID

VANCOUVER Departure		Apt Elev	Trans alt: 18000
NORTH	SOUTH	13	1. CAUTION: Simultaneous parallel departures may be in use.
126.12	132.3		2. Safe Altitude within 100 NM 12,800.
			3. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000.
			4. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
			5. Refer to 10-4 Noise Abatement Procedures for additional requirements.

GEORGIA 5 DEPARTURE (GRG5.) (VECTOR)
RWY 26L



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude proceed as follows:

1. Select transponder code 7600.
2. MAINTAIN last assigned altitude until 5 minutes after departure; then,
3. Proceed on course and climb to flight planned altitude.

COMMS ◀ LOST COMMS

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

This SID requires a minimum climb gradient of 290 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

INITIAL CLIMB

Climb heading 263° to 1000. Then climbing LEFT turn heading 247° or as assigned by ATC. MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

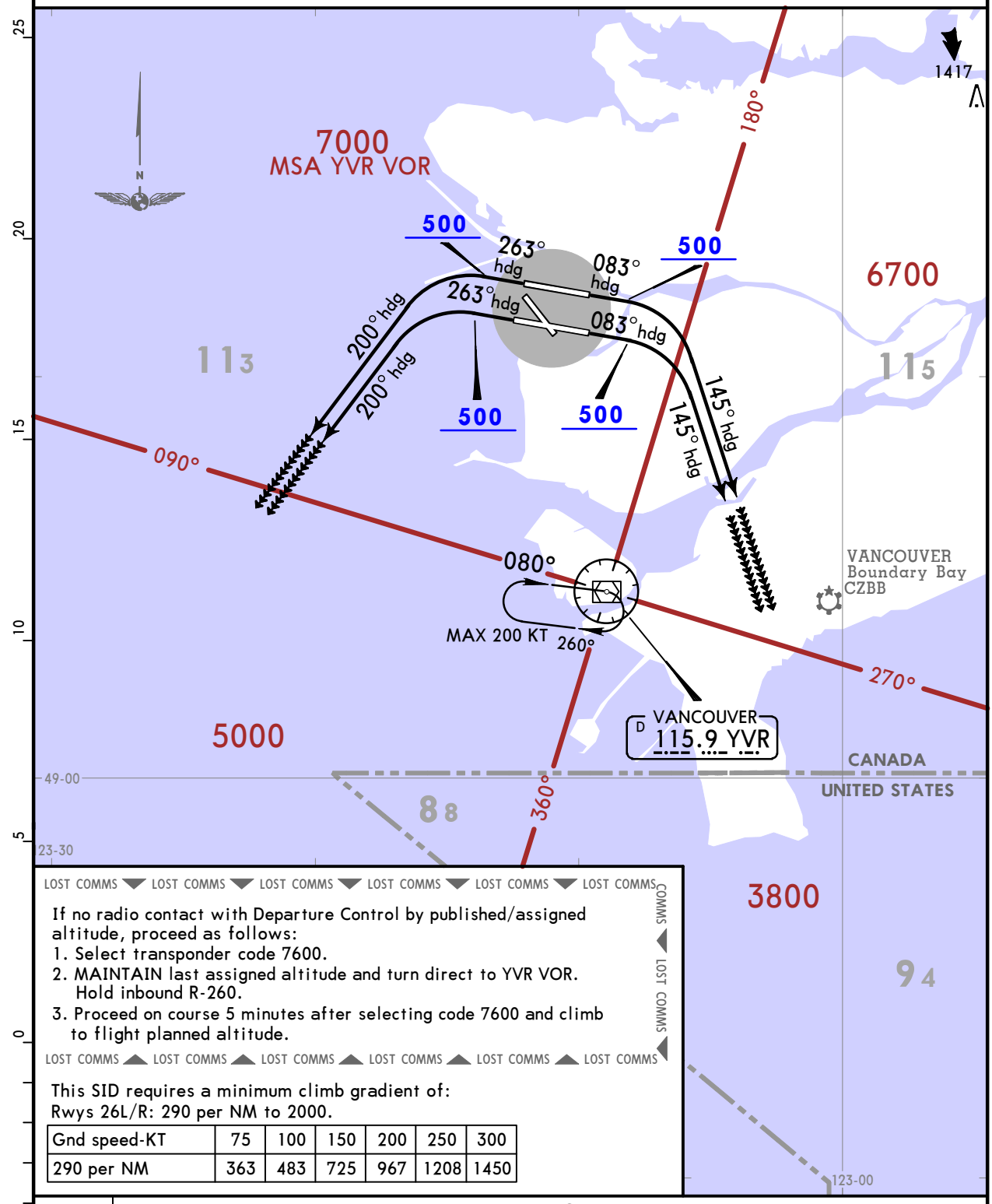
JEPPESEN
21 SEP 18 (10-3B)

VANCOUVER, BC
SID

VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

RICHMOND 6 DEPARTURE (RICHM6.)
(VECTOR)

SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:
1. Select transponder code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

COMMS ▲ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

This SID requires a minimum climb gradient of:
Rwys 26L/R: 290 per NM to 2000.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

RWY	INITIAL CLIMB
08L/R	Climb heading 083° to 500. Then climbing RIGHT turn heading 145° or as assigned by ATC.
26L/R	Climb heading 263° to 500. Then climbing LEFT turn heading 200° or as assigned by ATC.

ROUTING

MAINTAIN 2000 or as assigned. EXPTECT RADAR vectors to filed/assigned route or depicted fix and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: New format.

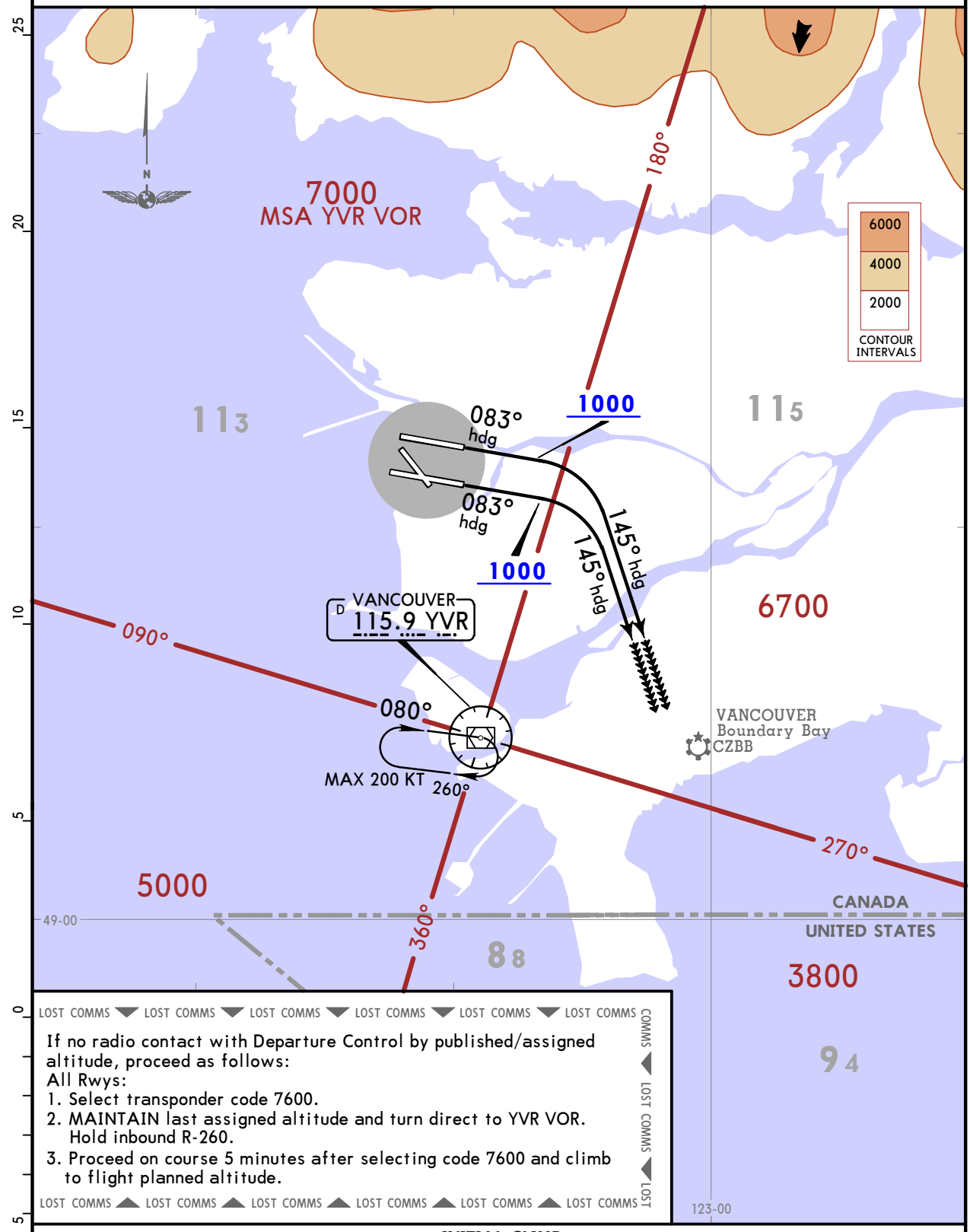
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

VANCOUVER Departure (SOUTH) 132.3	Apt Elev 13	Trans alt: 18000 1. Safe altitude within 100 NM 12,800. 2. Non-Jet aircraft only. 3. Refer to 10-4 Noise Abatement Procedures for additional requirements.

STANLEY 4 DEPARTURE (STNLE4.) (VECTOR)
RWYS 08L/R

SPEED: DO NOT EXCEED 165 KT IN CLIMB UNTIL IN CONTACT WITH DEPARTURE CONTROL AND PASSING 4000



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no radio contact with Departure Control by published/assigned altitude, proceed as follows:
All Rwys:
1. Select transponder code 7600.
2. MAINTAIN last assigned altitude and turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting code 7600 and climb to flight planned altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

COMMS ◀ LOST COMMS ◀ LOST

INITIAL CLIMB

Climb heading 083° to 1000. Then climbing RIGHT turn heading 145° or as assigned by ATC. MAINTAIN 2000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 10 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

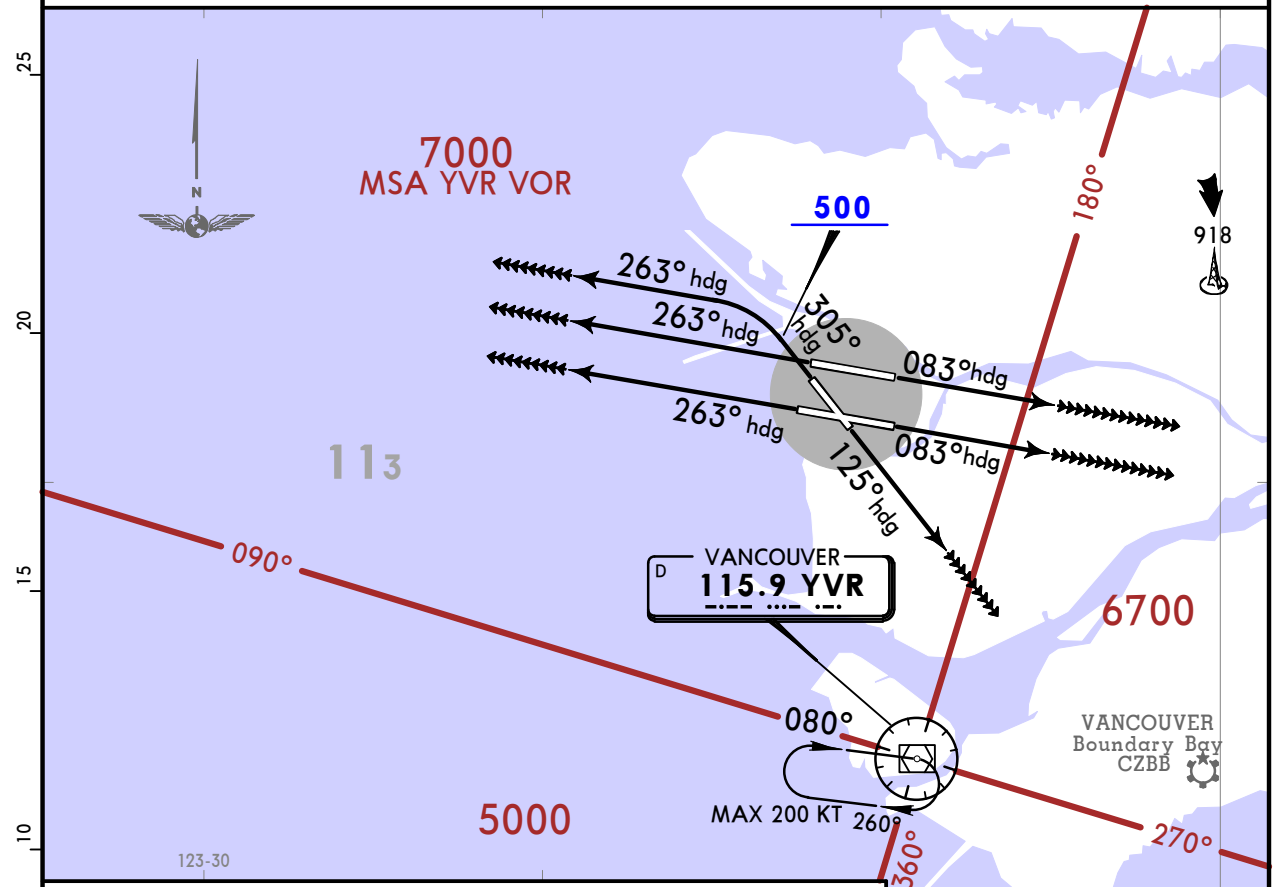
CYVR/YVR
VANCOUVER INTL

JEPPESEN
21 SEP 18 (10-3D)

VANCOUVER, BC
SID

VANCOUVER Departure		Apt Elev	Trans alt: 18000
NORTH	SOUTH	13	1. Safe altitude within 100 NM 12,800.
126.125	132.3		2. Non-Jet aircraft do not exceed 165 KT in climb until in contact with Departure Control and passing 4000.
			3. Jet aircraft use Noise Abatement Departure Procedure 1 or 2.
			4. Refer to 10-4 Noise Abatement Procedures for additional requirements.

VANCOUVER 1 DEPARTURE (YVR1.)
(VECTOR)



This SID requires a minimum climb gradient of:
Rwys 26L/R: 290 per NM to 2100.

Gnd speed-KT	75	100	150	200	250	300
290 per NM	363	483	725	967	1208	1450

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of failure 5 minutes or less after take-off, below 7000 and in IFR weather conditions, proceed as follows:
Rwys 08L/R:
1. Select transponder code 7600.
2. Beyond D10.0 of YVR VOR MAINTAIN last assigned altitude, RIGHT turn direct to YVR VOR. Hold inbound R-260.
3. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

Rwys 13, 26L/R, 31:
1. Select transponder code 7600.
2. Proceed on course 5 minutes after selecting 7600 and climb to flight planned altitude.

If communication failure occurs more than 5 minutes after take-off, comply with appropriate procedures for communication failure enroute.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

RWY	INITIAL CLIMB
08L/R	Climb heading 083° or as assigned by ATC.
13	Climb heading 125° or as assigned by ATC. NOTE: Tower to 50 approximately 0.2 NM past DER, 500 LEFT of runway centerline.
26L/R	Climb heading 263° or as assigned by ATC.
31	Climb heading 305° to 500. Then climbing LEFT turn heading 263° or as assigned by ATC.

ROUTING

MAINTAIN 7000 or as assigned. EXPECT RADAR vectors to filed/assigned route and clearance to flight planned altitude/flight level 5 minutes after departure.

CHANGES: New format.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

NOISE ABATEMENT PROCEDURES

APPLICATION

These procedures apply to JET AIRCRAFT unless noted otherwise.

DEPARTURE PROCEDURES

JET AIRCRAFT

1. Noise Abatement Departure Procedure 1 or 2 required for all runways. See Jeppesen Canada ATC para 7.6. Advise ATC CLNC DEL if using Noise Abatement Departure Procedure 1. Follow SID to 3000′ before proceeding on course.
2. Rwy 08R between 2300-0600 local time; aircraft on westerly routes follow assigned SID to 2000′ before proceeding on course.
3. ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified aircraft; departures on Rwys 08L and 26R not permitted.

ARRIVAL PROCEDURES

IFR APPROACHES & PUBLISHED VISUAL APPROACHES

Use low power/drag profiles consistent with safe operating procedures, conforming to published visual approaches and as directed by ATC.

VFR APPROACHES

Conform to published VTA routes and as directed by ATC.

REVERSE THRUST - LANDING

All Rwys: Consistent with safe operating procedures, plan on using idle reverse thrust.

NIGHT RESTRICTIONS

LOCAL TIME	Procedure
1. 0001-0600	Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified JET AIRCRAFT 34,000 kg (74,957 lbs) and over not permitted.
2. 0001-0600	Departure of JET AIRCRAFT rated over 34,000 kg (74,957 lbs) (MTOW), regardless of actual take-off weight, require prior approval from YVRAA OPERATIONS.
3. 2200-0700	Departure/Arrival of ALL AIRCRAFT on Rwys 08L & 26R not permitted.*
4. 2200-0700	Local training flights not permitted.

* See CONTACT and APPROVALS Section.

ALL AIRCRAFT (PRIORITY FLIGHTS EXEMPT)

LOCAL TIME	Preferencial Runway Usage
1. 0600-2300 One direction flow	Defer to westerly flow. Minimize departures on runway 13 and arrivals on runway 31.
2. 2300-0600 Two direction flow	Westerly flow for departures and easterly flow for arrivals. Minimize departures on runway 13 and arrivals on runway 31.

Subject to limiting factors including: physical condition of surfaces; irregular airfield operations; crosswind and tailwind conditions: and, traffic volume. (MEDEVACS EXEMPT).

IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

CHANGES: None.

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
6 NOV 15 (10-4A)

VANCOUVER, BC
VANCOUVER INTL

NOISE ABATEMENT PROCEDURES

ENGINE RUN-UP RESTRICTIONS

Maintenance engine run-ups for ALL AIRCRAFT require prior approval from YVRAA OPERATIONS. Guidelines are contained in the Airport Operations Directive, Aircraft Engine Run-ups.

ALTITUDE RESTRICTIONS

1. Exclusive of the Departure and Arrival procedures, no departing or arriving aircraft shall operate over the City at less than 5000′ MSL (8000′ between 2300 - 0700 local time- except aircraft operating on published RNAV STAR).

2. The City is defined as that area lying between the South Arm of the Fraser River and the North Shore of Burrard Inlet and from Point Gray to the eastern boundary of the Vancouver Control Zone.

CONTACT and APPROVALS

Night Restrictions #3: YVRAA OPERATIONS may permit exemptions for emergencies and airfield maintenance. **Tel: 604-207-7022; Fax: 604-276-6099 (24 hours)**

IT IS THE PILOT′S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.

CHANGES: Night Restriction notes changed.

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

3.1.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

CODED TAXI ROUTES

READ BACK: "CODE ROUTE (name) AND ASSIGNED RUNWAY"

Monitor tower frequency approaching the hold line of the assigned runway, unless otherwise instructed by ATC.

Rwy 08R/26L - Tower 118.7 Rwy 08L/26R - Tower 119.55

CODE	TAXI ROUTE
Echo	Rwy 08R - E, D, H, hold short L. Rwy 08L - E, D, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - E, D, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - E, D.
Golf	Rwy 08R - G, H, hold short L. Rwy 08L - G, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - G, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - G, H, D.
❶ Juliet-Alpha	Rwy 08R - JA, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - JA, J, M, M10. Rwy 26R - JA, J, M, M9. Rwy 26L - JA, J, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Juliet-Bravo	Rwy 08R - JB, J, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - JB, J, M, M10. Rwy 26R - JB, J, M, M9. Rwy 26L - JB, J, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Juliet-Charlie	Rwy 08R - JC, K, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - JC, J, M, M10. Rwy 26R - JC, J, M, M9. Rwy 26L - JC, K, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
Lima	Rwy 08L - L, H, hold short V, contact Ground 127.15 (expect taxi via H, M, M10). Rwy 26R - L, H, hold short V, contact Ground 127.15 (expect taxi via V, M, M9). Rwy 26L - L, J, H, D.
❶ Papa	Rwy 08R - P, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - P, M, M10. Rwy 26R - P, M, M9. Rwy 26L - P, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
Sierra	Rwy 08R - S, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - S, M, M10. Rwy 26R - S, M, M9. Rwy 26L - S, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).
❶ Tango	Rwy 08R - T, M, V, hold short H, contact Ground 121.7 (expect taxi via V, L). Rwy 08L - T, M, M10. Rwy 26R - T, M, M9. Rwy 26L - T, M, V, hold short H, contact Ground 121.7 (expect taxi via H, D).

❶ Taxi routes for A340-600/B777-300.

© JEPPESEN, 1999, 2009. ALL RIGHTS RESERVED.

3.1.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR

Apt Elev 13′
N49 11.7 W123 11.0

JEPPESEN VANCOUVER, BC
10 AUG 18 (10-9)
VANCOUVER INTL

D-ATIS	Data Comm: D-ATIS PDC	VANCOUVER Clearance	Ground North	Ground South
124.6		121.4	127.15	121.7

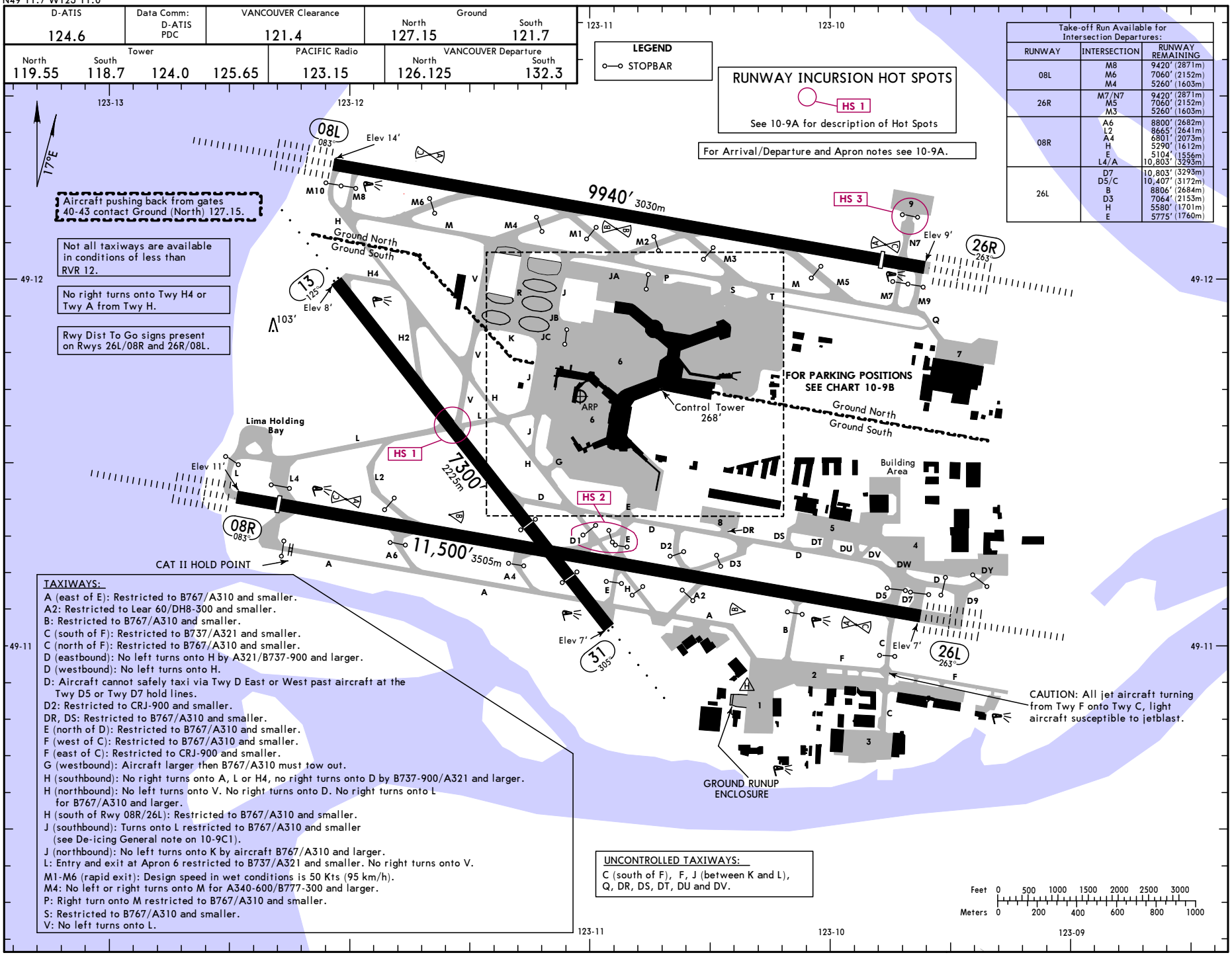
Tower North	Tower South			PACIFIC Radio	VANCOUVER Departure North	VANCOUVER Departure South
119.55	118.7	124.0	125.65	123.15	126.125	132.3

LEGEND
STOPBAR

RUNWAY INCURSION HOT SPOTS
HS 1
See 10-9A for description of Hot Spots

For Arrival/Departure and Apron notes see 10-9A.

Take-off Run Available for Intersection Departures:		
RUNWAY	INTERSECTION	RUNWAY REMAINING
08L	M8	9420′ (2871m)
	M6	7060′ (2152m)
	M4	5260′ (1603m)
26R	M7/N7	9420′ (2871m)
	M5	7060′ (2152m)
	M3	5260′ (1603m)
08R	A6	8800′ (2682m)
	L2	8665′ (2641m)
	A4	6801′ (2073m)
	H	5290′ (1612m)
	E	5104′ (1556m)
	L4/A	10,803′ (3293m)
26L	D7	10,803′ (3293m)
	D5/C	10,407′ (3172m)
	B	8806′ (2684m)
	D3	7064′ (2153m)
	H	5580′ (1701m)
	E	5775′ (1760m)



TAXIWAYS:
A (east of E): Restricted to B767/A310 and smaller.
A2: Restricted to Lear 60/DH8-300 and smaller.
B: Restricted to B767/A310 and smaller.
C (south of F): Restricted to B737/A321 and smaller.
C (north of F): Restricted to B767/A310 and smaller.
D (eastbound): No left turns onto H by A321/B737-900 and larger.
D (westbound): No left turns onto H.
D: Aircraft cannot safely taxi via Twy D East or West past aircraft at the Twy D5 or Twy D7 hold lines.
D2: Restricted to CRJ-900 and smaller.
DR, DS: Restricted to B767/A310 and smaller.
E (north of D): Restricted to B767/A310 and smaller.
F (west of C): Restricted to B767/A310 and smaller.
F (east of C): Restricted to CRJ-900 and smaller.
G (westbound): Aircraft larger then B767/A310 must tow out.
H (southbound): No right turns onto A, L or H4, no right turns onto D by B737-900/A321 and larger.
H (northbound): No left turns onto V. No right turns onto D. No right turns onto L for B767/A310 and larger.
H (south of Rwy 08R/26L): Restricted to B767/A310 and smaller.
J (southbound): Turns onto L restricted to B767/A310 and smaller (see De-icing General note on 10-9C1).
J (northbound): No left turns onto K by aircraft B767/A310 and larger.
L: Entry and exit at Apron 6 restricted to B737/A321 and smaller. No right turns onto V.
M1-M6 (rapid exit): Design speed in wet conditions is 50 Kts (95 km/h).
M4: No left or right turns onto M for A340-600/B777-300 and larger.
P: Right turn onto M restricted to B767/A310 and smaller.
S: Restricted to B767/A310 and smaller.
V: No left turns onto L.

UNCONTROLLED TAXIWAYS:
C (south of F), F, J (between K and L), Q, DR, DS, DT, DU and DV.

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

CHANGES: None.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
10 AUG 18 (10-9A)

VANCOUVER, BC
VANCOUVER INTL

GENERAL

CAUTION: Migratory birds in vicinity of airport from approximately October - April.
CAUTION: Frequent VFR float aircraft activity on river south side of airport.
CAUTION: ALL JET AIRCRAFT: Light aircraft susceptable to jetblast when turning from twy F on to C.
Heli: Day VFR via arrival/departure area A, B and C. Night arrival/departure via areas B and C.

Rwy Arrivals & Departures:

Rwy 08L arrivals:
Consistent with safe operating procedures, plan landing with idle reverse thrust/pitch.

Rwy 08R arrivals: Aircraft exiting onto Twy D1, turn north on Twy E and hold short of Twy D. Do not stop in rwy area. See HOT SPOT 2.

Rwy 26R arrivals:
Consistent with safe operating procedures, plan landing with idle reverse thrust/pitch.

Rwy 26L arrivals: Turns onto Rwy 31 NOT AUTHORIZED without clearance. Aircraft exiting onto Twy H, hold short of Twy D. Do not stop in rwy area. See HOT SPOT 2.

Rwy 13 departures: Not Authorized for B777-300/A340-600 and larger.

Rwy 31 arrivals: Not Authorized for B777-300/A340-600 and larger.

UNCONTROLLED VEHICLES CROSSINGS

Twys J, JA, JB, JC, K, R, V, P, Q, S, T, DS, DT, DU and DV.

APRON

Advise ATC if ground crew not present at gate.

Apron 1: Restricted to CRJ-900/SF34 and smaller.

Apron 3: Jets towed in and out.

Apron 1, 2, 3, 5, 6, 8: Prior permission required Airport Operations.

Apron 6 (EAST): bypass (taxilane centerline amber lighting): Simultaneous use of dual taxilanes restricted to narrow body aircraft.

Apron 6 (horseshoe): Taxilanes restricted to B737/A321 and smaller.

Apron 6: Traveling eastbound, turns onto P restricted to B767/A310 and smaller.

Prior permission required from YVR OPS for all engine airstarts or crossbleed starts & Aprons 1, 2, 3, 5, 6, 8.

WIDE BODY Aircraft

A380 ❶/B747-8/AN124 Available Twys: D, DT, D3, D5, D7, D9, H (north of Rwy 08R/26L), J (north of K), JA, K (west of R), L (west of 13/31), M, M5, M6, M9, M10, P, R, V.

A340-600/B777-300/A350-900 Available Twys: D, D3, D5, D7, D9, DT, E (south of Rwy 08R/26L), H (north of Rwy 08R/26L), J, JA, JB, JC, K, L (west of J), M, M4, M5, M6, M7, M8, M9, M10, P, T, R, V.

Departing A340-600/B777-300 use the following coded taxi routes ONLY:

- Juliet - Alpha
- Juliet - Bravo
- Juliet - Charlie
- Papa
- Tango

❶ **A380**: When A380 is on Twy M between Twy J and Twy T, the taxilane between Gate 64 & Twy T is restricted to B757 & smaller (& vice versa).

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE- OFF	WIDTH
08R 26L	HIRL CL ALSF-II TDZ ❷PAPI-L (angle 3.0°) RVR	10,803′3293m 10,803′3293m	9781′ 2981m 9668′ 2947m		200′ 61m
❷ For aircraft with eye-to-wheel height up to 45′.					
08L	HIRL CL ALSF-II TDZ ❸PAPI-L (angle 3.0°) RVR		8886′ 2708m		200′ 61m
26R	HIRL CL ALSF-II TDZ ❸PAPI-R (angle 3.0°) RVR	9218′ 2810m	8949′ 2728m		
❸ For aircraft with eye-to-wheel height up to 45′.					
13 31	MIRL ODALS ❹PAPI-L (angle 3.0°)		6193′ 1888m		200′ 61m
❹ For aircraft with eye-to-wheel height up to 45′.					

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instuctions.

HS 1 Twy V holdline for Rwy 13/31 is 100′ (30m) back due to intersection geometry.

HS 2 Aircraft taxiing H, southbound, holdline is located 100′ (30m) back from the standard runway hold position. Aircraft exiting onto D1, turn north on Twy E and hold short of Twy D. Do not stop in runway area.

HS 3 Twy N7 hold line for Rwy 26R/08L at intersection Twy N7 and Apron IX. 702′ (214m) from Rwy edge.

TAKE-OFF & DEPARTURE PROCEDURE

For departure procedure see Vancouver SID

	Rwys 08L/R, 26L/R			Rwys 13, 31
	Authorized Air Carriers		All Other Aircraft	
	HIRL & CL & RCLM	HIRL or CL or RCLM		
A B C D	TDZ RVR 6 Rollout or Mid RVR 6	❶ RVR 12 or 1/4	RVR 26 or 1/2	1/2

❶ RVR 10 required for start.

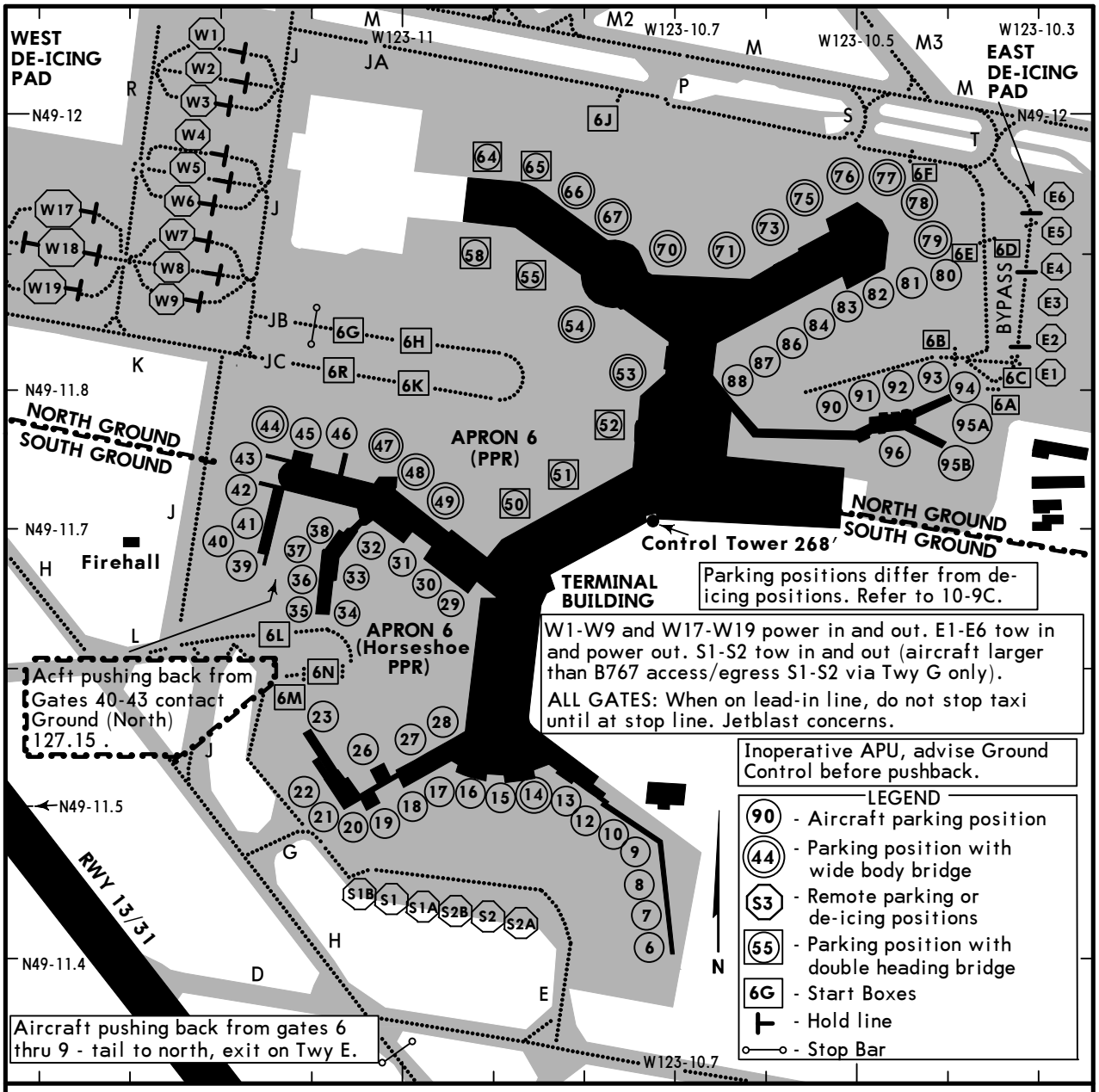
CHANGES: Rwy 26R PAPI relocated.

© JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
21 APR 17 (10-9B) Eff 27 Apr

VANCOUVER, BC
VANCOUVER INTL



PARKING POSITION COORDINATES

POSITION No.	COORDINATES	POSITION No.	COORDINATES
6 thru 8	N49 11.4 W123 10.7	81 thru 83	N49 11.8 W123 10.5
9, 10, 12, 13	N49 11.5 W123 10.8	84, 86 thru 88, 90	N49 11.8 W123 10.6
14 thru 16	N49 11.5 W123 10.9	91, 92	N49 11.8 W123 10.5
17 thru 19	N49 11.5 W123 11.0	93, 94, 95A	N49 11.8 W123 10.4
20 thru 22	N49 11.5 W123 11.1	95B	N49 11.7 W123 10.4
23	N49 11.6 W123 11.1	96	N49 11.7 W123 10.5
26, 27	N49 11.5 W123 11.0	E1, E2	N49 11.8 W123 10.3
28	N49 11.6 W123 11.0	E3 thru E6	N49 11.9 W123 10.3
29	N49 11.7 W123 10.9	S1, S1A, S1B	N49 11.4 W123 11.0
30 thru 33	N49 11.7 W123 11.0	S2, S2A, S2B	N49 11.4 W123 10.9
34, 35	N49 11.6 W123 11.1	W1	N49 12.1 W123 11.2
36 thru 38	N49 11.7 W123 11.1	W2, W3, W4	N49 12.0 W123 11.2
39 thru 43	N49 11.7 W123 11.2	W5, W6	N49 12.0 W123 11.3
44 thru 46	N49 11.8 W123 11.1	W7, W8, W9	N49 11.9 W123 11.3
47	N49 11.8 W123 11.0	W17 thru W19	N49 11.9 W123 11.4
48, 49	N49 11.7 W123 11.0		
50	N49 11.7 W123 10.9		
51	N49 11.7 W123 10.8		
52 thru 54	N49 11.8 W123 10.8		
55, 58, 64, 65	N49 11.9 W123 10.9		
66, 67	N49 11.9 W123 10.8		
70, 71	N49 11.9 W123 10.7		
73, 75	N49 11.9 W123 10.6		
76 thru 78	N49 11.9 W123 10.5		
79, 80	N49 11.9 W123 10.4		

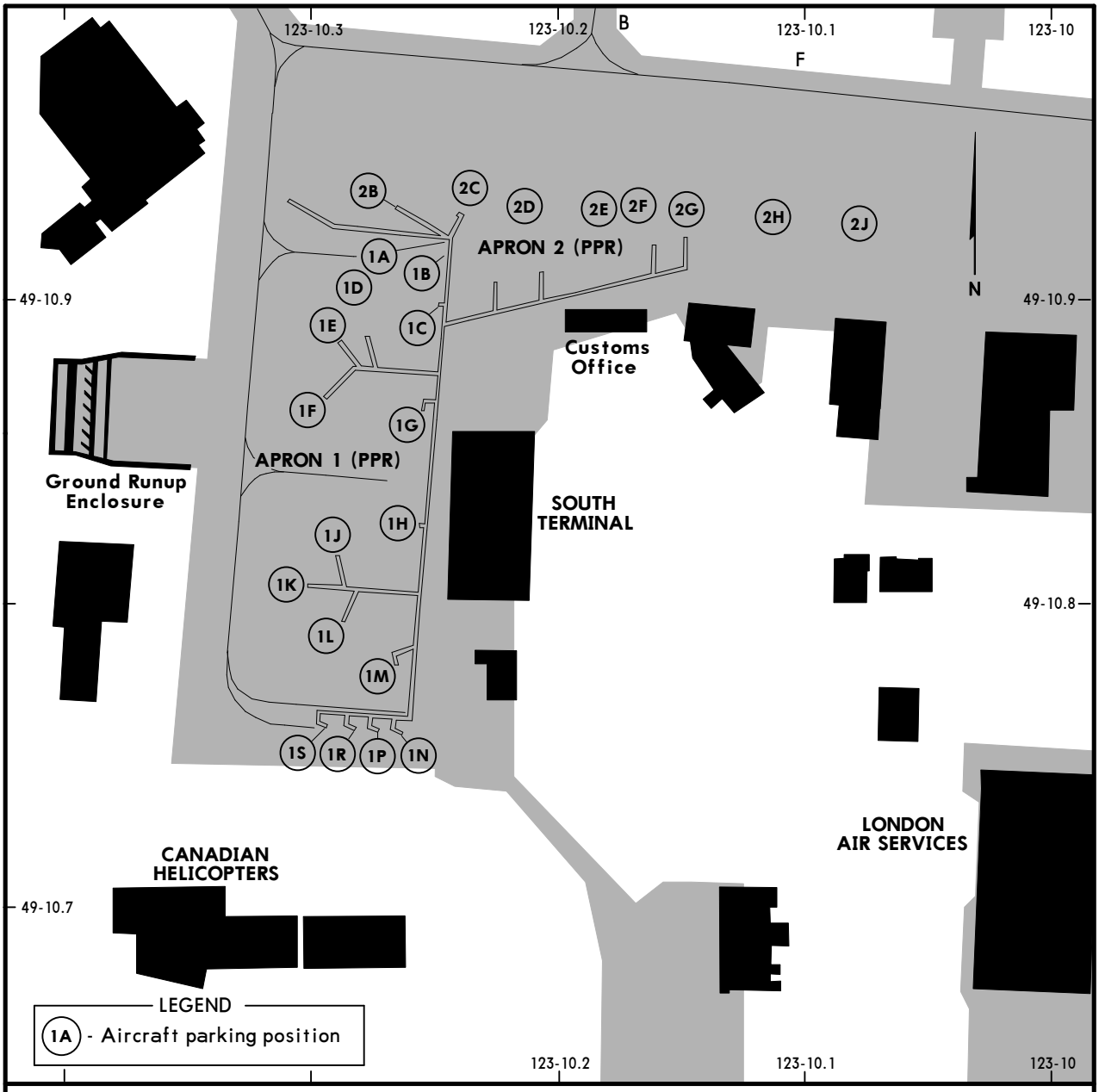
CHANGES: Parking positions 85, 86, 87 replaced with 86, 87, 88.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
21 APR 17 (10-9B1) Eff 27 Apr

VANCOUVER, BC
VANCOUVER INTL



PARKING POSITION COORDINATES

POSITION No.	COORDINATES
1A, 1B, 1C	N49 10.9 W123 10.2
1D, 1E, 1F, 1G	N49 10.9 W123 10.3
1H, 1J, 1K, 1L, 1M	N49 10.8 W123 10.3
1N, 1P, 1R, 1S	N49 10.8 W123 10.3
2B	N49 10.9 W123 10.3
2C, 2D, 2E, 2F	N49 10.9 W123 10.2
2G, 2H, 2J	N49 10.9 W123 10.1

CHANGES: None.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

CYVR/YVR

JEPPESEN
21 APR 17 (10-9C) Eff 27 Apr

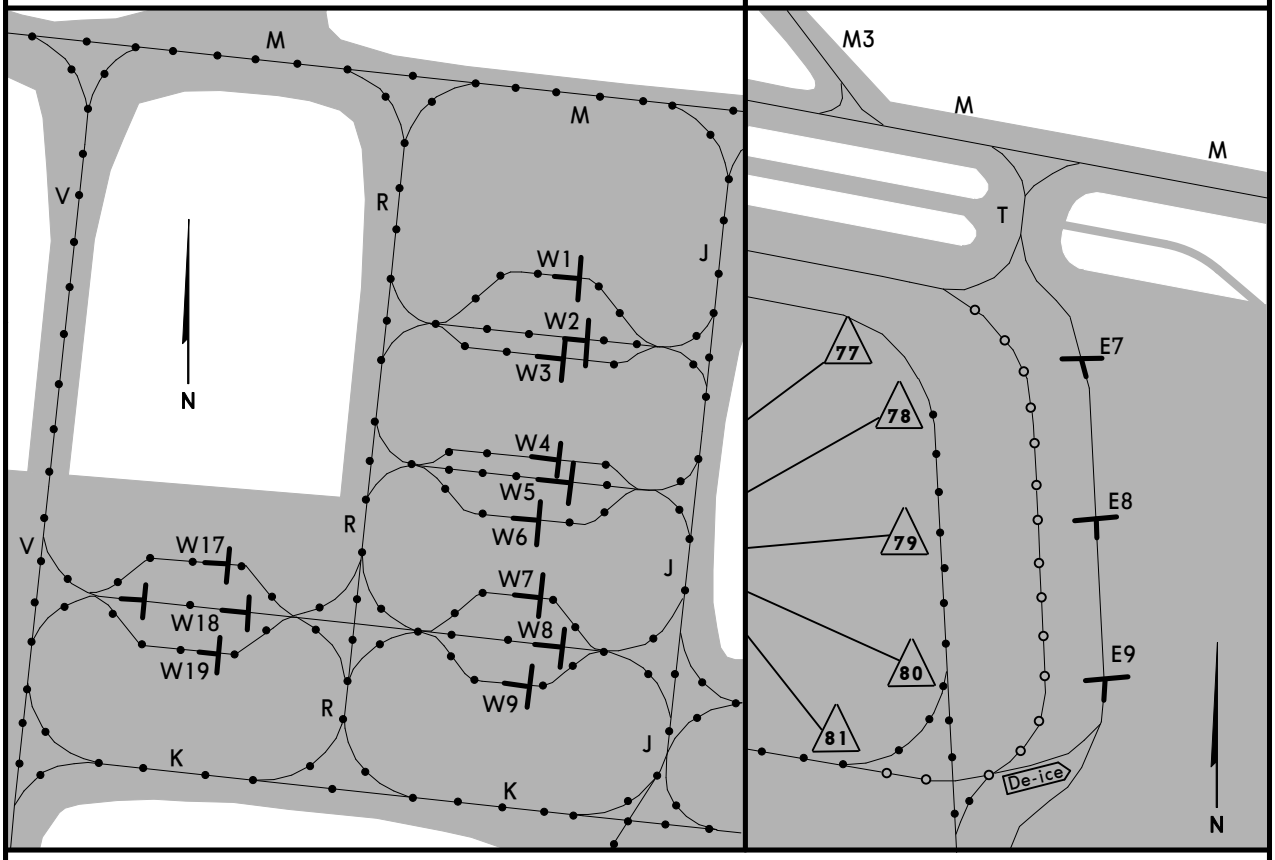
VANCOUVER, BC
VANCOUVER INTL

WEST DE-ICING PAD

Vancouver De-ice	129.95	South Ground	121.7
Pad Control	131.975	North Ground	127.15
Iceman	130.7		

EAST DE-ICING PAD

Vancouver De-ice	129.95	Iceman	130.7
Pad Control	131.975	North Ground	127.15



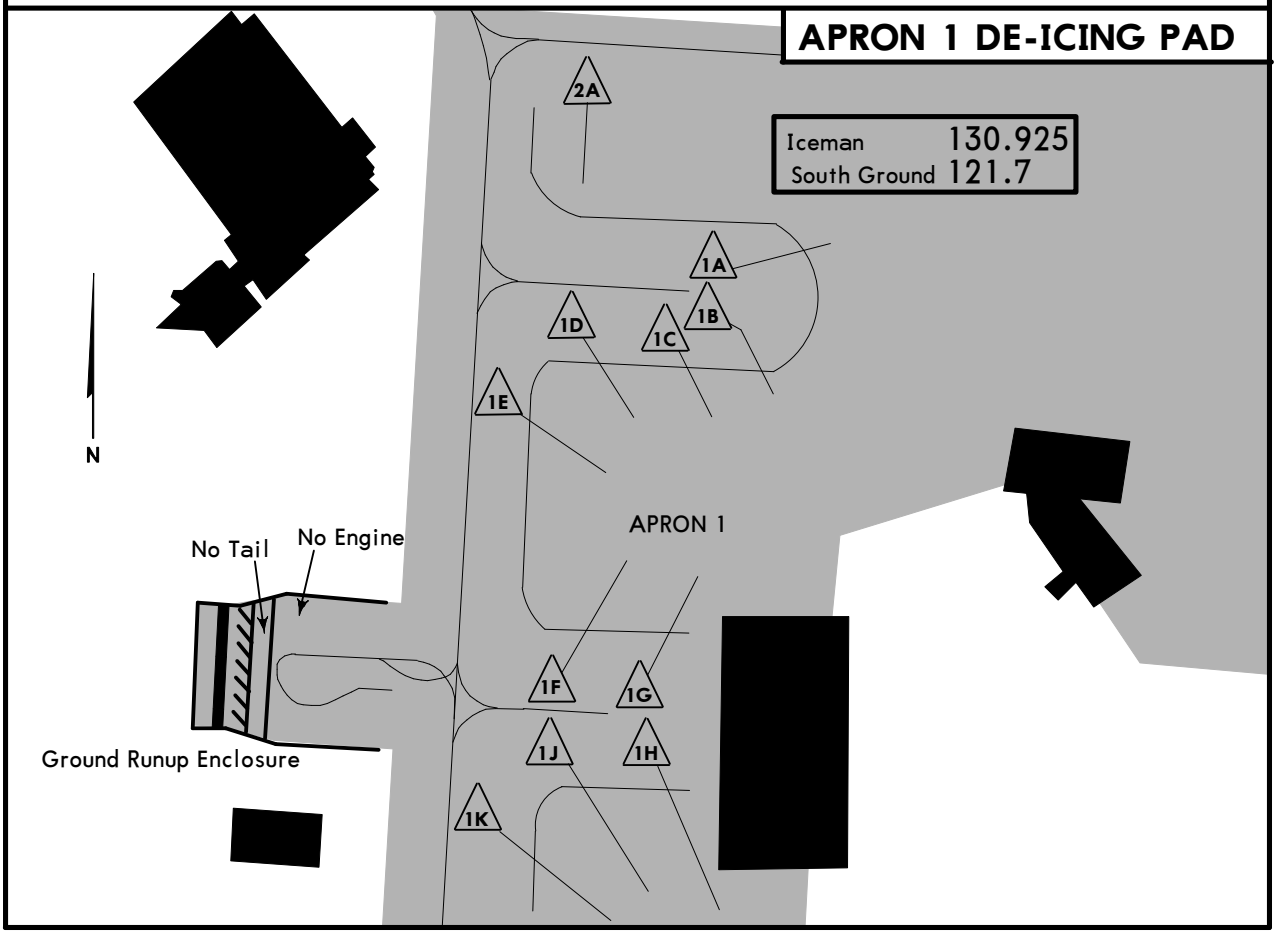
LEGEND

Hold line

Inset Guidance Lights

Inset Guidance Lights Amber

APRON 1 DE-ICING PAD



CHANGES: None.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

DE-ICING PROCEDURES

DE-ICING GENERAL:

1. De-icing at gates permitted for frost removal only, contact VANCOUVER DE-ICE on 129.95.
2. De-icing pads West and East are positively controlled when De-icing OPS are in effect, PAD CONTROL is providing control of all aircraft and vehicle movements on these surfaces.
3. 30 minutes prior to pushback or taxi, advise VANCOUVER DE-ICE on 129.95 that de-icing is required, the type(s) of fluids required and the aircraft type. VANCOUVER DE-ICE will designate de-ice pad.
4. When requesting pushback or taxi clearance, advise ATC that de-icing is required and designated de-ice pad.
5. When advised by ATC, contact PAD CONTROL on 131.975 for instructions in the de-icing center and assignment to a de-icing bay.
6. Follow PAD CONTROL instructions to de-icing bay.
7. When advised by PAD CONTROL, contact ICEMAN on 130.7 and confirm brakes set, aircraft configured, engines at idle, de-icing fluid requirements and any special de-icing instructions.
8. After de-icing is completed and the aircraft has been inspected, ICEMAN will confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.
9. When advised by ICEMAN, contact PAD CONTROL on 131.975 for instructions.

Note: Twy J (southbound): Right turns permitted for aircraft larger than B767/A310 when de-icing operations are in effect and gates 39 and 40 are closed.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

WEST PAD:

1. Aircraft queuing is on Twy V south of Twy K and on Twy V north of de-icing bay W17.
2. When transferred from ATC, follow PAD CONTROL instructions to de-icing bays.

EAST PAD:

1. Aircraft flow is from south to north. E8 and E9 bays are generally used as queue positions for de-ice on E7.
2. Advise ATC when ready for pushback or taxi. ATC will coordinate with PAD CONTROL to ensure queue space is available at the facility. Expect to hold at the gate until queue space is available.
3. When transferred from ATC, follow PAD CONTROL instructions to assigned de-icing bay stop position using the following references:
   a. E7 stop abeam the end of the blast fence.
   b. E8 stop abeam the E8 designation sign on blast fence.
   c. E9 stop abeam the E9 designation sign on blast fence.

GROUND RUN-UP ENCLOSURE (GRE):

Operators must receive an orientation for the GRE facility prior to use. Crews may contact the Icehouse to schedule de-icing up to 120 minutes prior to departure. Information required:

- Aircraft type, flight number/call sign, and the type(s) of fluids required.

Parking position 2A, on Apron 1, is the only staging position for the facility.
Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available.
All propeller aircraft and jet aircraft with a wingspan of 71' (21.6m) or less (Dassault Falcon 900 with winglets and smaller) may power in/out of the facility.
ICEMAN will advise if engines should be running during de-icing.

ENTRY PROCEDURE:

1. Before contacting ATC for taxi, contact ICEMAN 130.925 for position in de-icing queue.
2. When ICEMAN approves access to either the staging position (2A) or GRE, contact ATC 121.7 for taxi.
3. Proceed as instructed by ICEMAN. CAUTION: DO NOT enter GRE until instructed by ICEMAN.
4. Advise ICEMAN 130.925 when stopped in the GRE.

DE-ICING PROCEDURE:

5. Contact ICEMAN 130.925 to confirm brakes set, aircraft configured, engines idle, and provide fluid requirements.
6. After de-icing is complete and the aircraft has been inspected, ICEMAN will confirm aircraft is clean, start time for HOLDOVER and types of fluids applied.

EXIT PROCEDURE:

7. When ready to taxi contact ICEMAN 130.925 for instructions.

CHANGES: Twy J note.

© JEPPESEN, 1998, 2017. ALL RIGHTS RESERVED.

ARRIVAL/DEPARTURE PROCEDURES RVR LESS THAN 1200 TO 600

APPLICATION

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 is imminent, procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast: Low visibility procedures in effect for (name of applicable runway).

GENERAL

Taxi Routes

Low Visibility Taxi Routes are equipped with green inset centerline lighting. Some taxiway/taxiway intersections have been indentified with three inset yellow centerline lights. Midfield crossings of 08R/26L are not permitted during low visibility operations.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the maneuvering area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

DEPARTURES

The primary runways for departure are 08R/26L. Yellow flashing runway guard lights (wig-wags) and stop bars are installed abeam each hold line. Intersection take-offs are not permitted.

Sequencing of Aircraft Ground Movement for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

Aircraft/Pilot Take-off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

SMGCS Rwy 08L/26R and 08R/26L

Runway/taxiway intersections are equipped with yellow flashing runway guard lights and stop bars consisting of red inset lights and red elevated lights located at the taxi hold position. At runway entry points, M10, M8, M7, M9, N7, L, D5, D7, D9, C and A, when the red stop bar lights are illuminated, green lead-on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead-on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

"AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR"

ARRIVALS

The primary runways for arrival are 08L/26R.

Plan to exit on the centerline lighted rapid exit taxiways and proceed beyond the alternating green and yellow centerline lights to the taxi intersection lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

© JEPPESEN, 2003, 2018. ALL RIGHTS RESERVED.

SMGCS

CYVR/YVR
VANCOUVER INTL

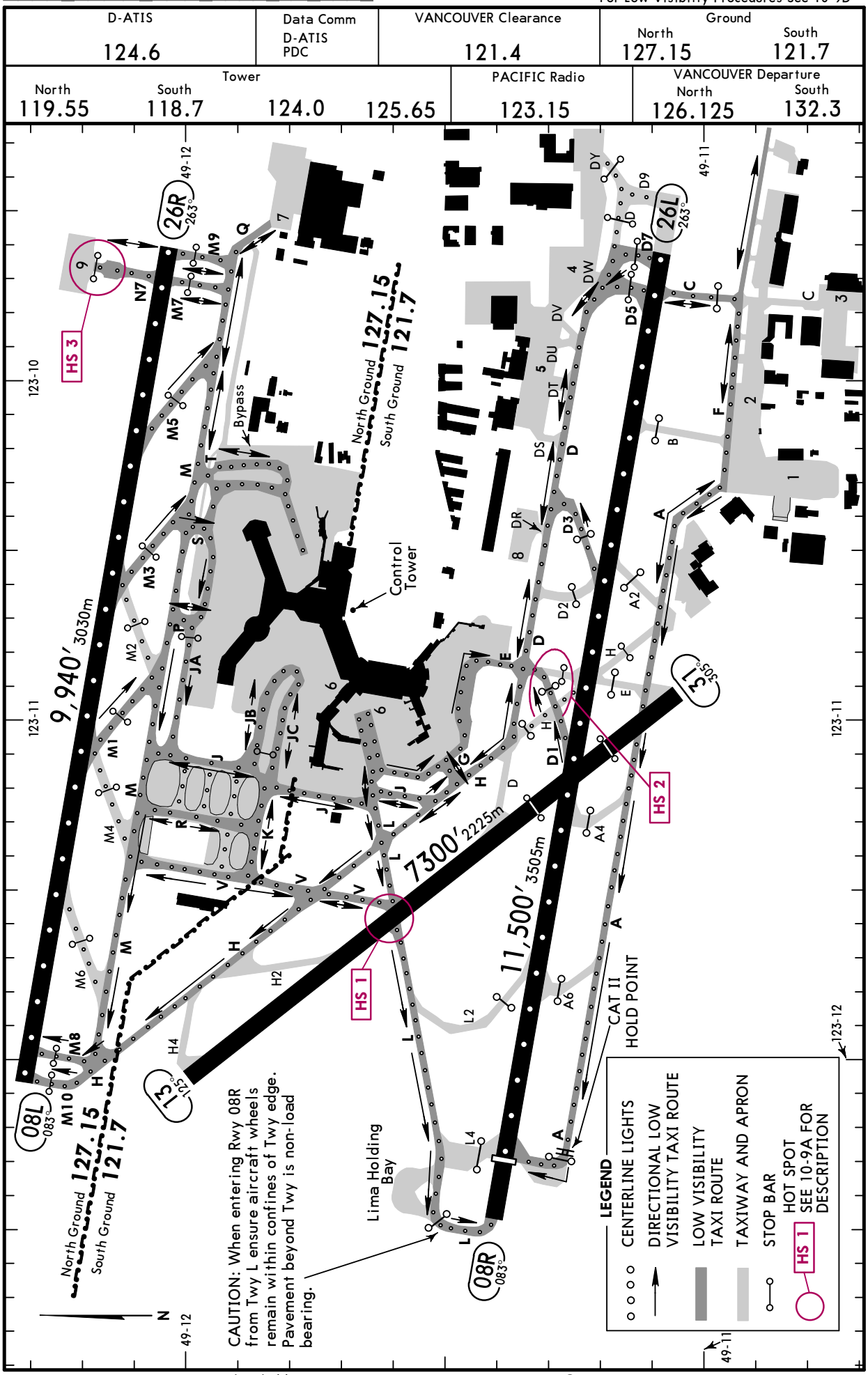
JEPPESEN
26 JAN 18
Eff 1 Feb
10-9E

VANCOUVER, BC
LOW VISIBILITY TAXI CHART
LAND Rwy 08L/08R, DEPART Rwy 08L/08R
For Low Visibilty Procedures See 10-9D

LESS THAN RVR 1200 to 600

D-ATIS	Data Comm	VANCOUVER Clearance	Ground	
124.6	D-ATIS PDC	121.4	North 127.15	South 121.7

Tower				PACIFIC Radio	VANCOUVER Departure	
North 119.55	South 118.7	124.0	125.65	123.15	North 126.125	South 132.3



CHANGES: East area near Rwy 26L threshold.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

3.1.38 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

SMGCS

CYVR/YVR
VANCOUVER INTL

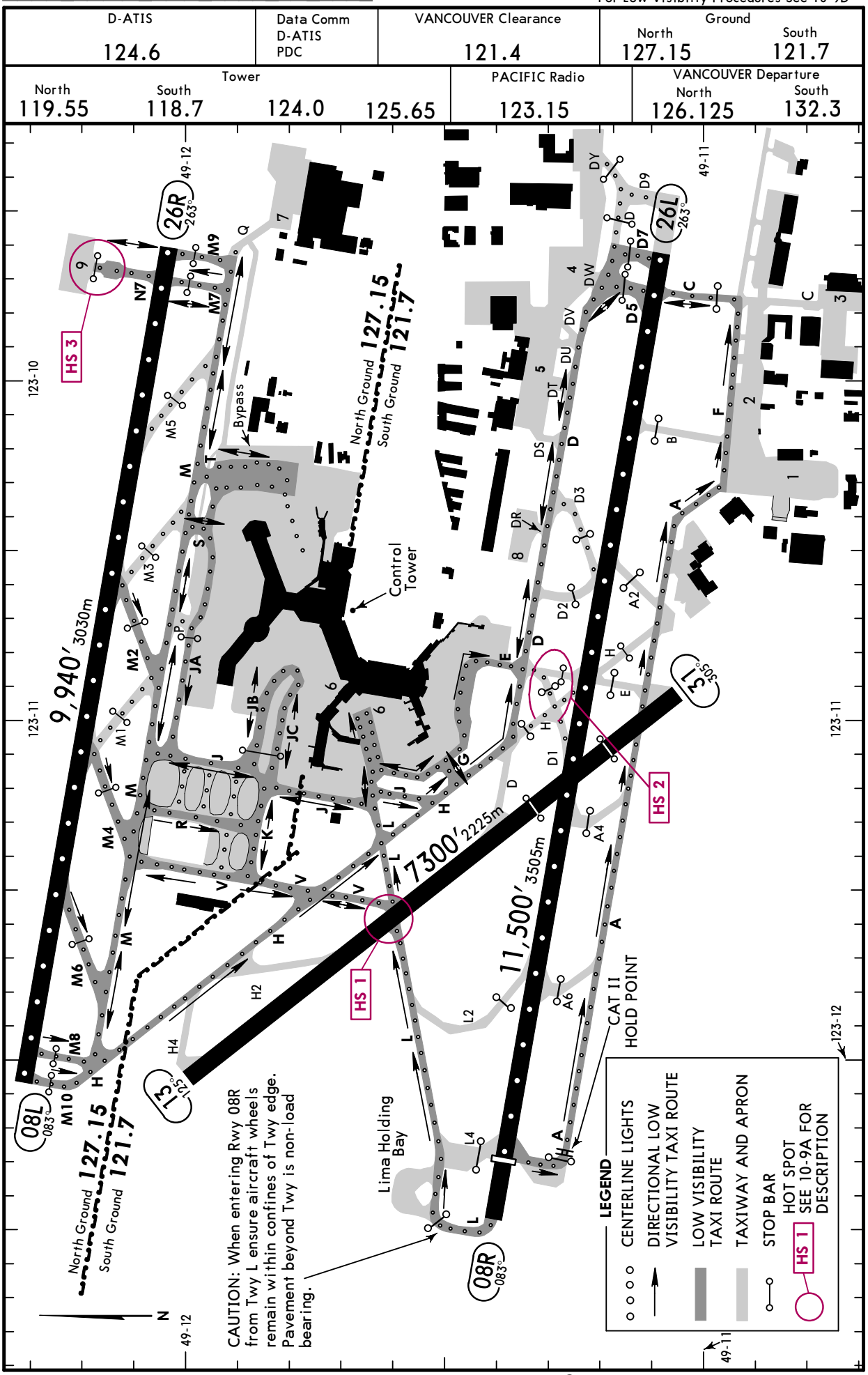
JEPPESEN
26 JAN 18
Eff 1 Feb
10-9F

VANCOUVER, BC
LOW VISIBILITY TAXI CHART
LAND Rwy 26L/26R, DEPART Rwy 26L/26R
For Low Visibilty Procedures See 10-9D

LESS THAN RVR 1200 to 600

D-ATIS	Data Comm D-ATIS PDC	VANCOUVER Clearance	Ground	
124.6		121.4	North 127.15	South 121.7

Tower				PACIFIC Radio	VANCOUVER Departure	
North 119.55	South 118.7	124.0	125.65	123.15	North 126.125	South 132.3



CHANGES: East area near Rwy 26L threshold.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

3.1.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR
VANCOUVER INTL

JEPPESEN
5 MAY 17 (11-1)

VANCOUVER, BC
ILS Rwy 08L

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

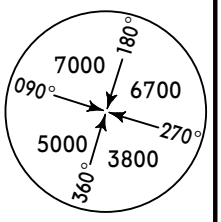
VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

LOC ITL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
110.55	083°	**BEXIM** 1290′ (1277′)	213′ (200′)	TDZE 13′

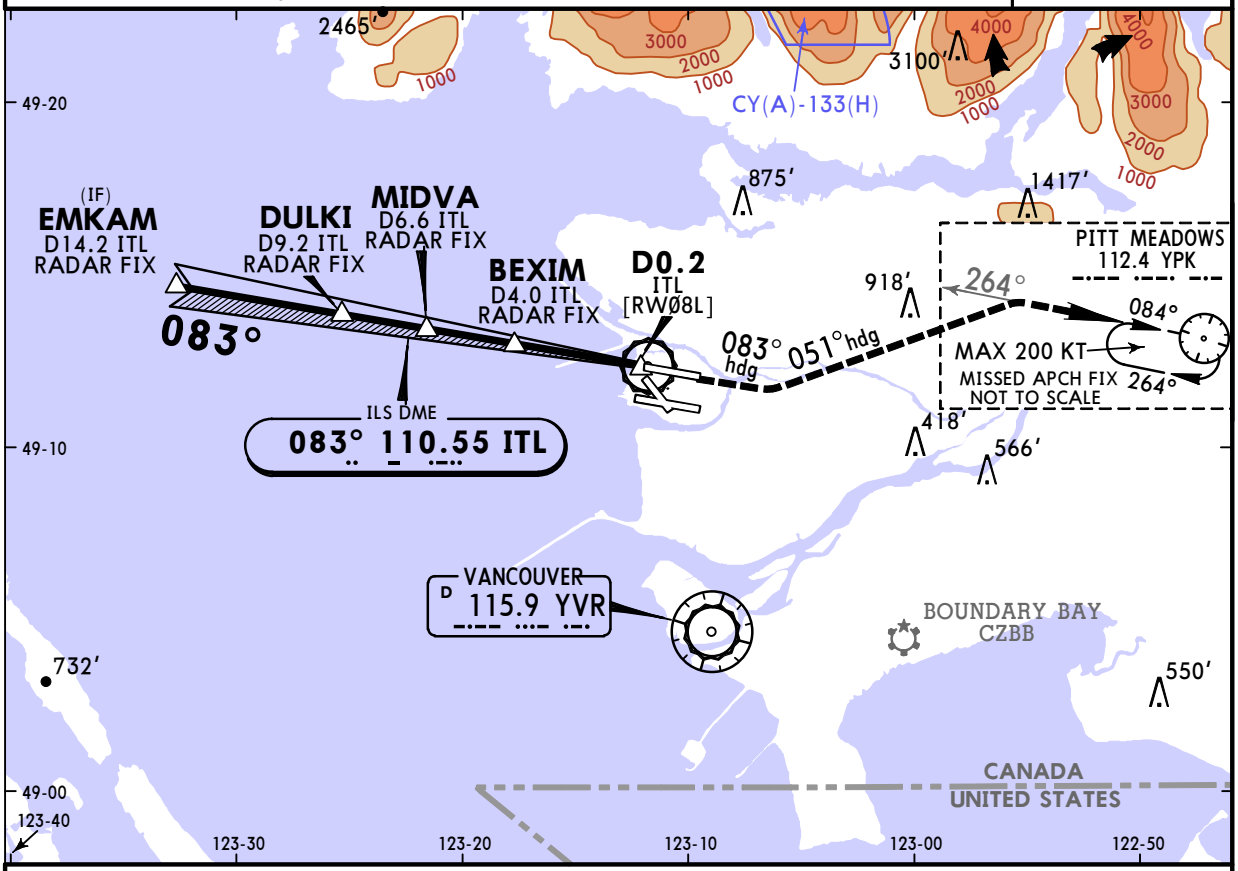
MISSED APCH: Climb to 420′ heading 083°. Then climbing LEFT turn to 3500′ heading 051°. Intercept inbound R-264 YPK to YPK VOR.

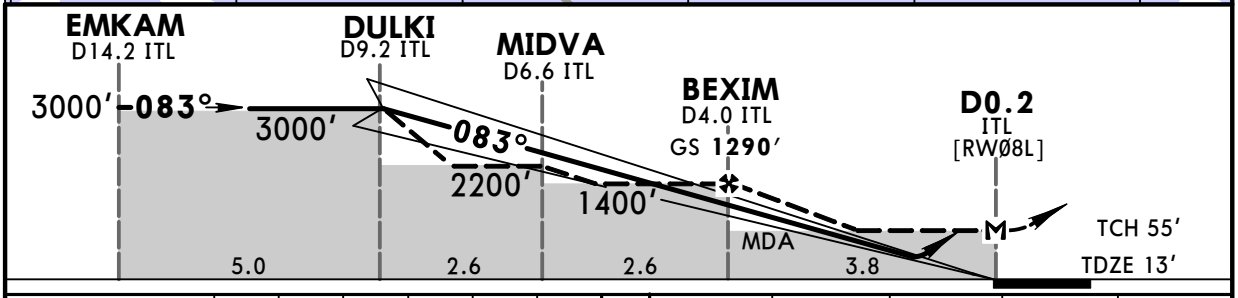
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 08R. 5. Localizer reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 ITL or BEXIM to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

ALSF-II
PAPI
420′
083° hdg
3500′ LT
051° hdg

STRAIGHT-IN LANDING RWY08L

ILS DME or ILS RADAR	LOC (GS out) DME or LOC (GS out) RADAR
DA(H) 213′ (200′)	MDA(H) 300′ (287′)
FULL	HIALS out
A	RVR 26 or ½
B	
C	
D	RVR 50 or 1

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

3.1.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-1A)

VANCOUVER, BC ILS CAT II or III Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

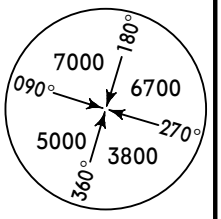
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC ITL	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.55	083°	BEXIM 1290′ (1277′)	NA	NA	Refer to Minimums	RA 113′ DA(H) 113′(100′)	13′ TDZE 13′

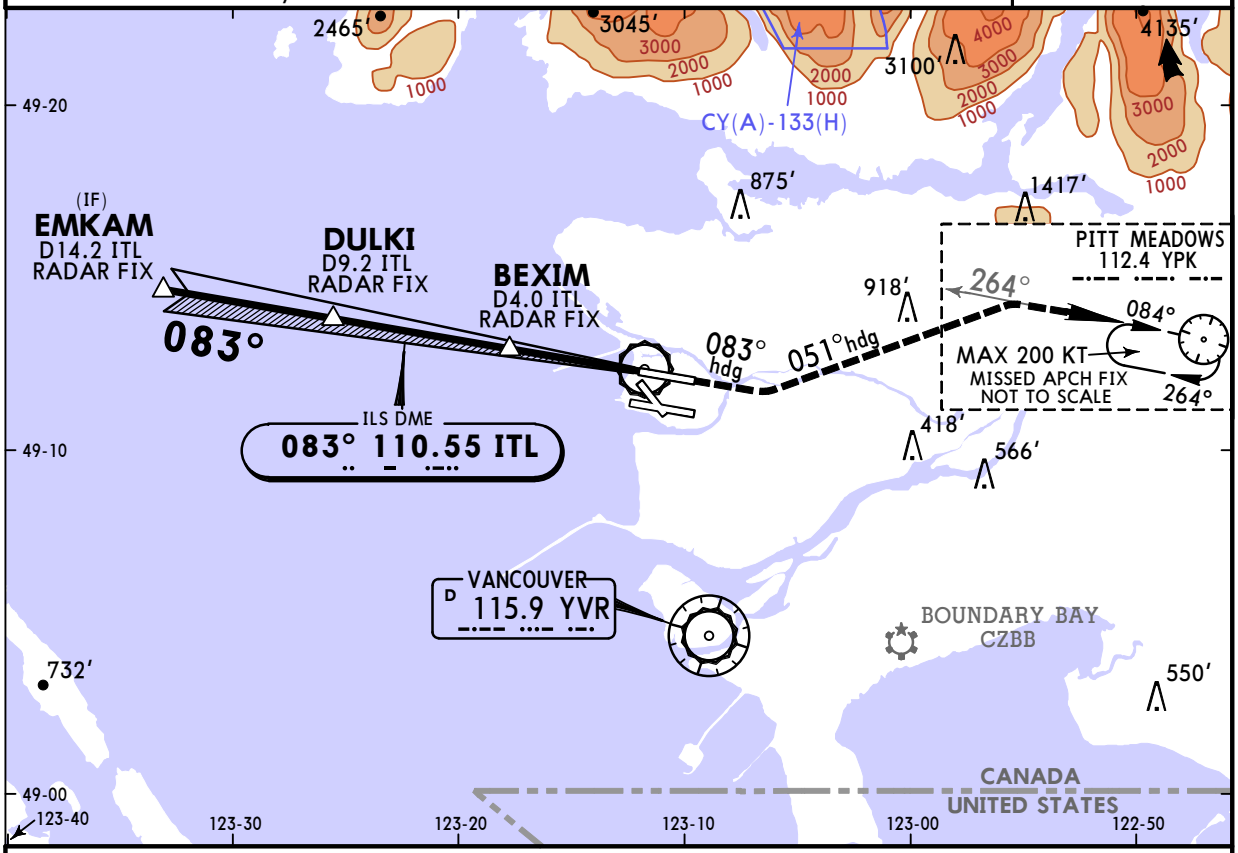
MISSED APCH: Climb to 420′ heading 083°. Then climbing LEFT turn to 3500′ heading 051°. Intercept inbound R-264 YPK to YPK VOR.

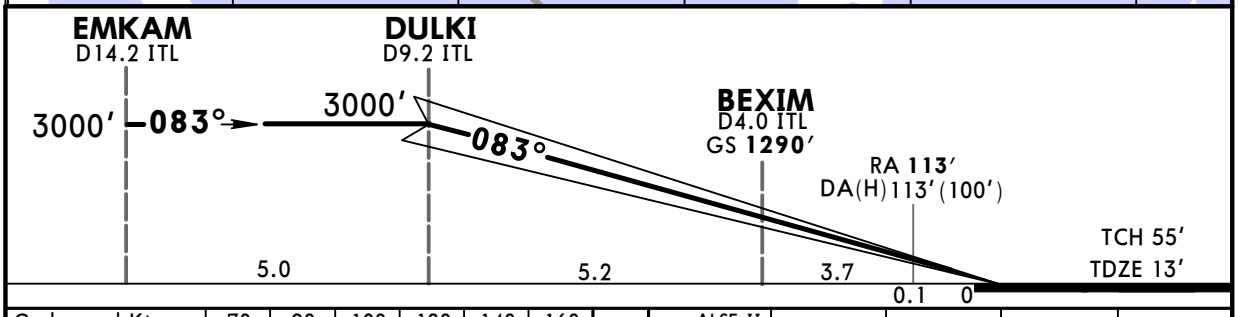
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 08R. 6. Localizer reliable only within 10° either side of centerline.



MSA YVR VOR





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

ALSF-II PAPI | 420′ | 083° hdg | 3500′ LT | 051° hdg

STRAIGHT-IN LANDING RWY08L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113′ DA(H) 113′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

3.1.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-2)

VANCOUVER, BC ILS Rwy 08R

BRIEFING STRIP ™

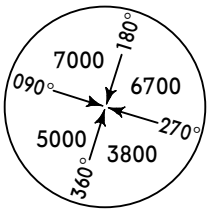
D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

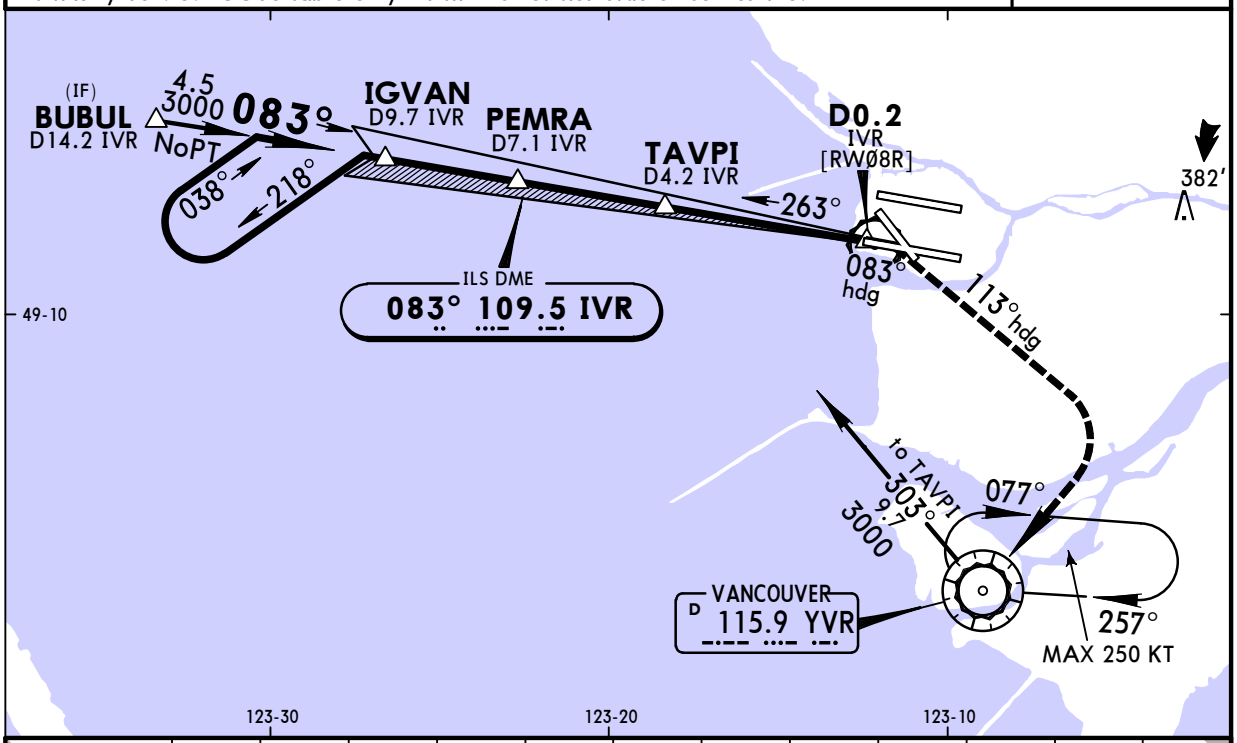
LOC IVR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
109.5	083°	TAVPI 1350′ (1341′)	209′ (200′)	TDZE 9′

MISSED APCH: Climb to 420′ heading 083°. Then climbing RIGHT turn to 2000′ heading 113°. Then RIGHT turn direct to YVR VOR. Shuttle to 6000′ before proceeding on course.

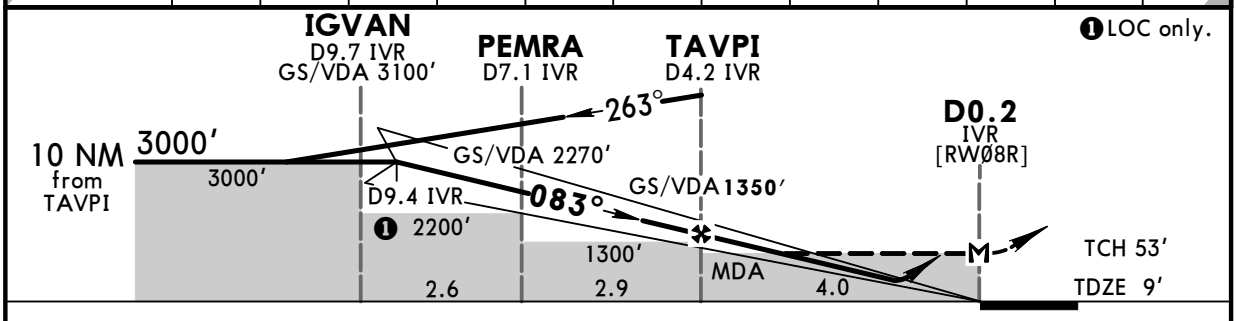
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LOC reliable only within 10° either side of centerline.



MSA YVR VOR



NM to IVR DME	14.2	11.0	10.0	9.4	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	4530′	3510′	3190′	3000′	2550′	2240′	1920′	1600′	1280′	960′	640′	300′



Gnd speed-Kts		70	90	100	120	140	160
GS/VDA	3.00°	372	478	531	637	743	849
MAP at D0.2 IVR							

ALSF-II PAPI | 420′ | 083° hdg | 2000′ RT | 113° hdg

STRAIGHT-IN LANDING RWY08R

ILS DME	LOC (GS out) DME
DA(H) 209′(200′)	MDA(H) 300′(291′)
FULL	HIALS out
A RVR 26 or ½	RVR 50 or 1
B	
C	
D	

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

3.1.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-2A)

VANCOUVER, BC ILS CAT II or III Rwy 08R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.17 128.6	133.1 134.225

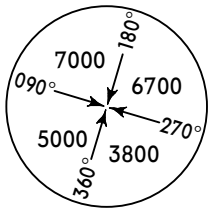
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC IVR	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
109.5	083°	TAVPI 1350′ (1341′)	NA	NA	Refer to Minimums	RA 98′ DA(H) 109′ (100′)	13′ TDZE 9′

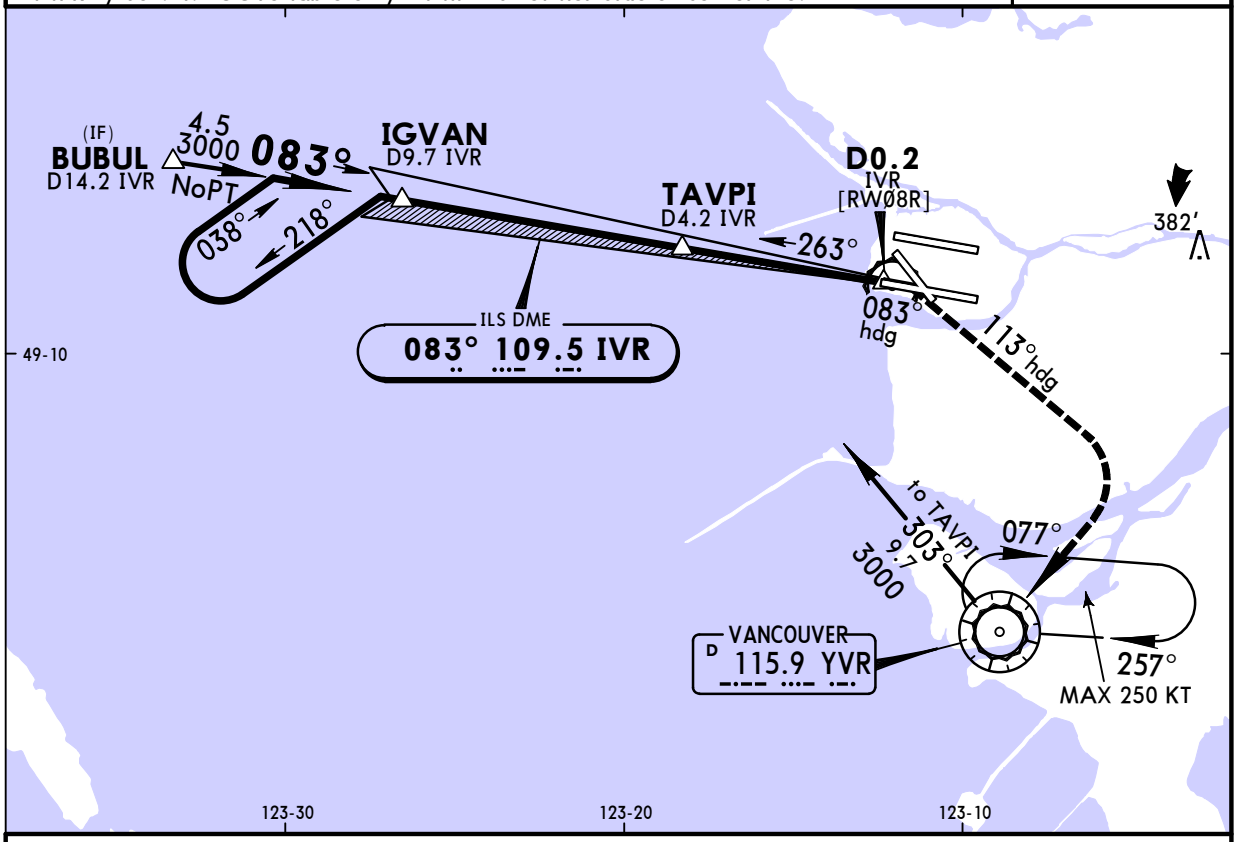
MISSED APCH: Climb to 420′ heading 083°. Then climbing RIGHT turn to 2000′ heading 113°. Then RIGHT turn direct to YVR VOR. Shuttle to 6000′ before proceeding on course.

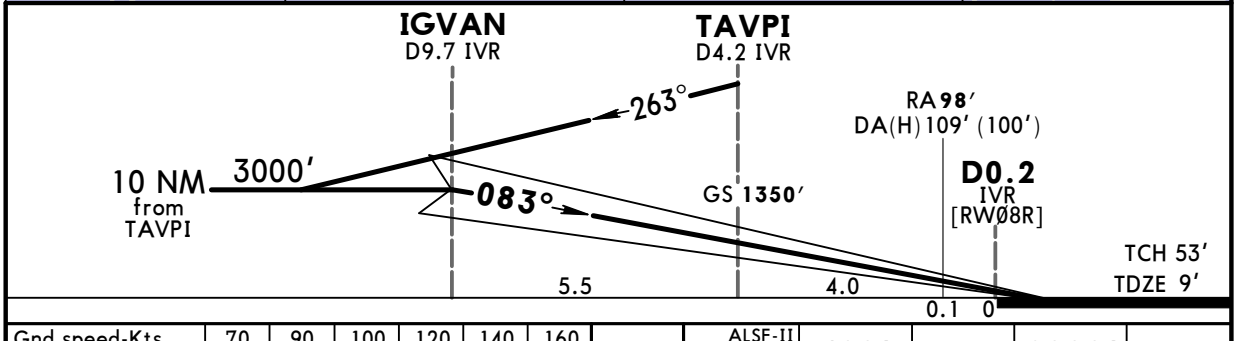
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA.
2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Simultaneous approach AUTHORIZED with Rwy 08L. 4. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





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

ALSF-II PAPI 420′ 083° hdg 2000′ RT 113° hdg

STRAIGHT-IN LANDING RWY08R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 98′ DA(H) 109′ (100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

3.1.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 26 AUG 16 (11-3)

VANCOUVER, BC ILS Rwy 13

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

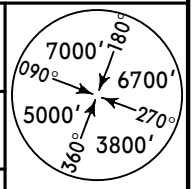
VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC IMK	Final Apch Crs	GS DATSI	ILS DA(H)	Apt Elev 13′ TDZE 8′
111.1	125°	2690′ (2682′)	258′ (250′)	

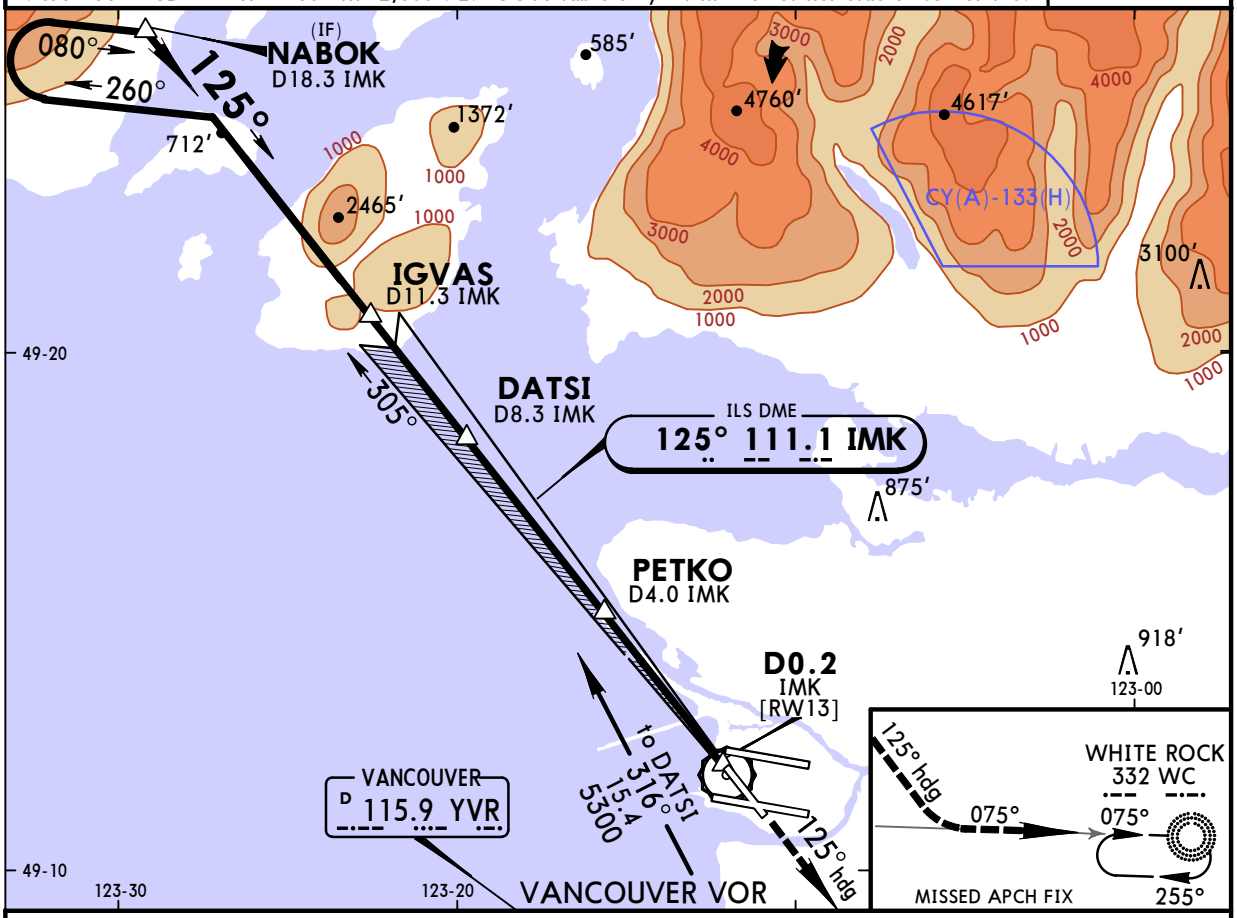
MISSED APCH: Climb to 3000′ heading 125°. Then LEFT turn direct to WC NDB. Shuttle to 7500′ before proceeding on course.

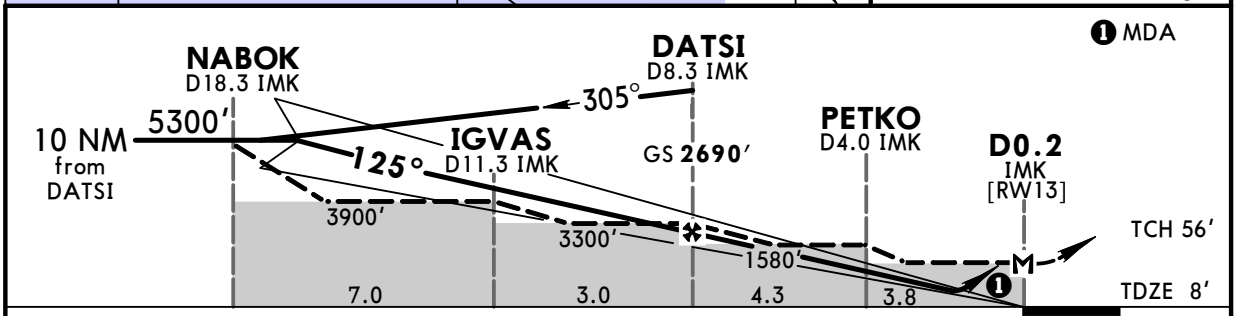
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IMK						

ODALS / PAPI	3000′	125° hdg	LT	WC 332

STRAIGHT-IN LANDING RWY 13

ILS DME	LOC (GS out) DME
DA(H) 258′ (250′)	MDA(H) 440′ (432′)
	ALS out
A	
B	
C	1
D	
	1¼

CHANGES: CNF ident added, TCH, LOC reliability note.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

3.1.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-4)

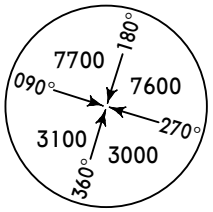
VANCOUVER, BC ILS Rwy 26L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

LOC IFZ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13'
110.7	263°	VANCOUVER 1390' (1383')	207' (200')	TDZE 7'

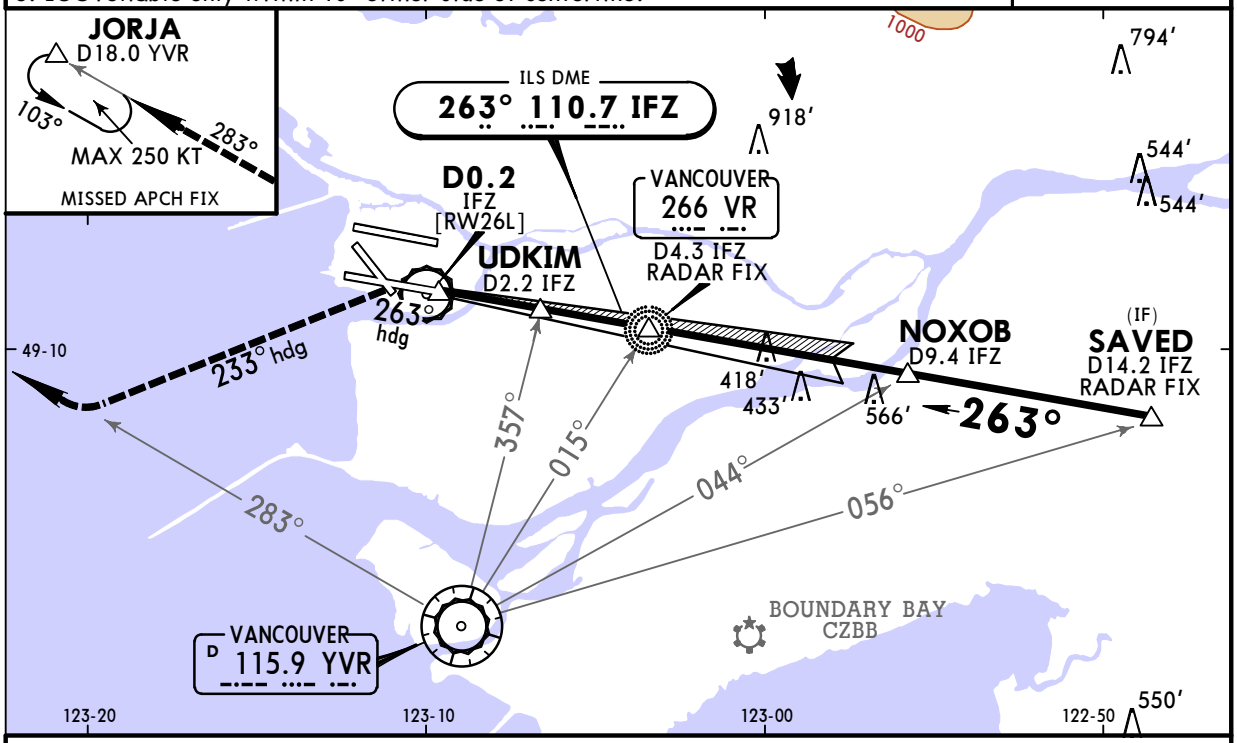


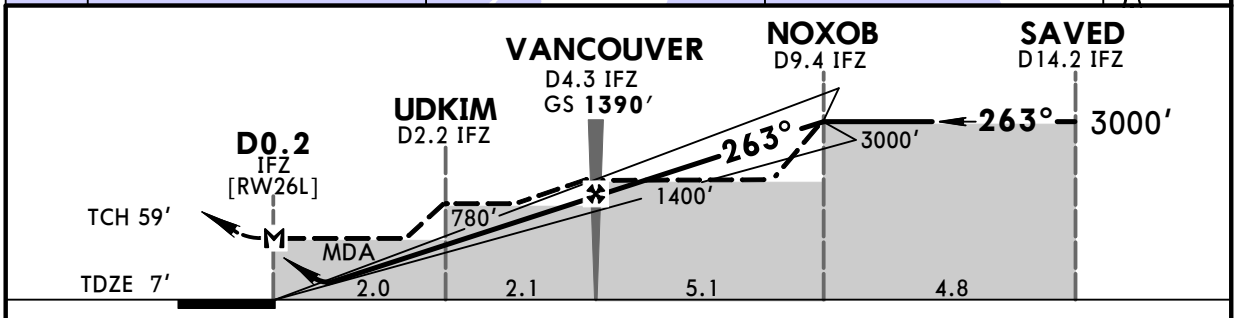
MSA VR NDB

MISSED APCH: Climb to 420' heading 263°. Then climbing LEFT turn to 2000' heading 233°. Intercept outbound R-283 YVR VOR. Then climb to 3000' to JORJA. Shuttle to 5000' before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800'. 3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26R. 5. LOC reliable only within 10° either side of centerline.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IFZ or VANCOUVER to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI

420' ↑

263° hdg

2000' LT

233° hdg

STRAIGHT-IN LANDING RWY26L

ILS	ILS DME or ILS RADAR	LOC (GS out) DME or LOC (GS out) VOR
DA(H) 207' (200')	DA(H) 207' (200')	MDA(H) 480' (473')
FULL	FULL	FULL | HIALS out
A RVR 26 or 1/2	RVR 26 or 1/2	RVR 50 or 1
B		
C		
D		

CHANGES: Simultaneous approach note added.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

3.1.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 5 MAY 17 (11-4A)

VANCOUVER, BC ILS CAT II or III Rwy 26L

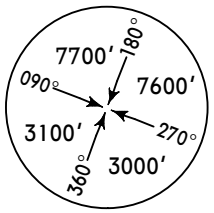
BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.17 128.6	133.1 134.225

VANCOUVER Tower North	VANCOUVER Tower	VANCOUVER Tower South	Ground North	Ground South
119.55	124.0	118.7	127.15	121.7

LOC IFZ	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.7	263°	VANCOUVER 1390′ (1383′)	NA	NA	Refer to Minimums	RA 100′ DA(H) 107′(100′)	13′ TDZE 7′

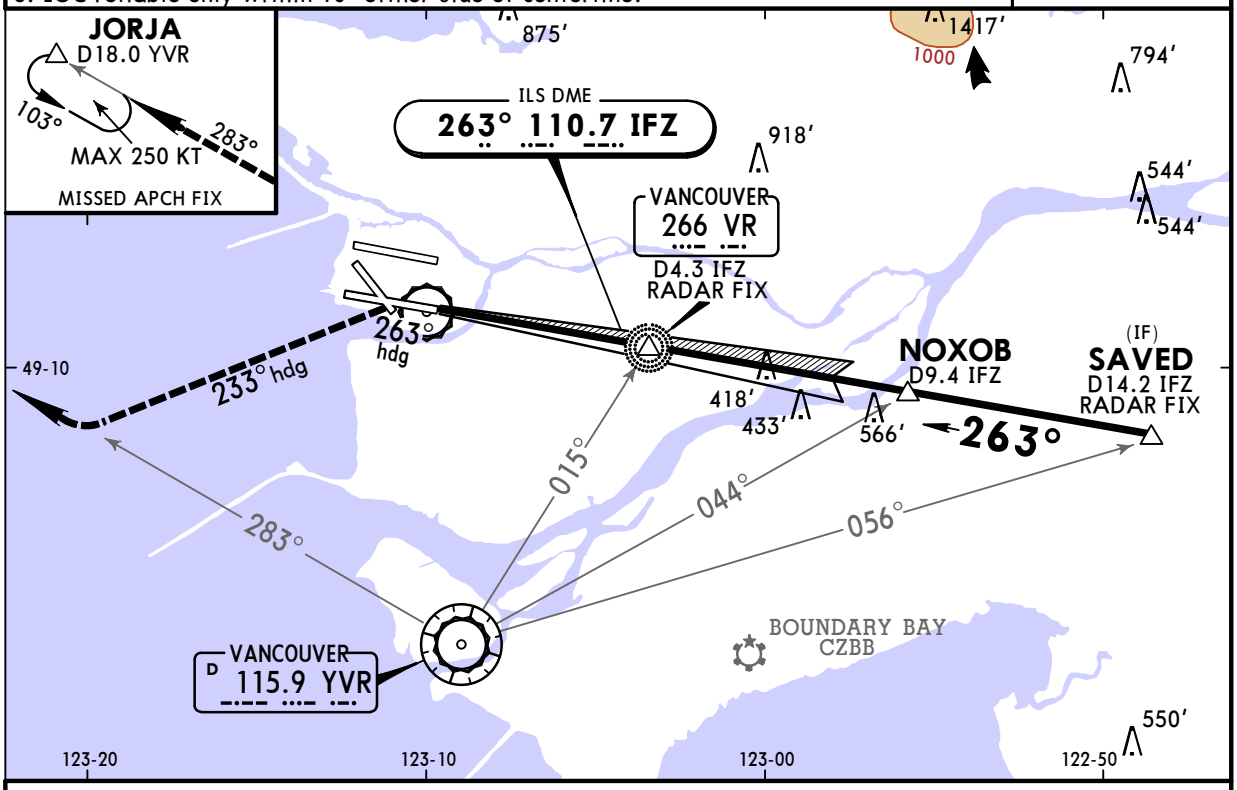
MISSED APCH: Climb to 420′ heading 263°. Then climbing LEFT turn to 2000′ heading 233°. Intercept outbound R-283 YVR VOR. Then climb to 3000′ to JORJA. Shuttle to 5000′ before proceeding on course.

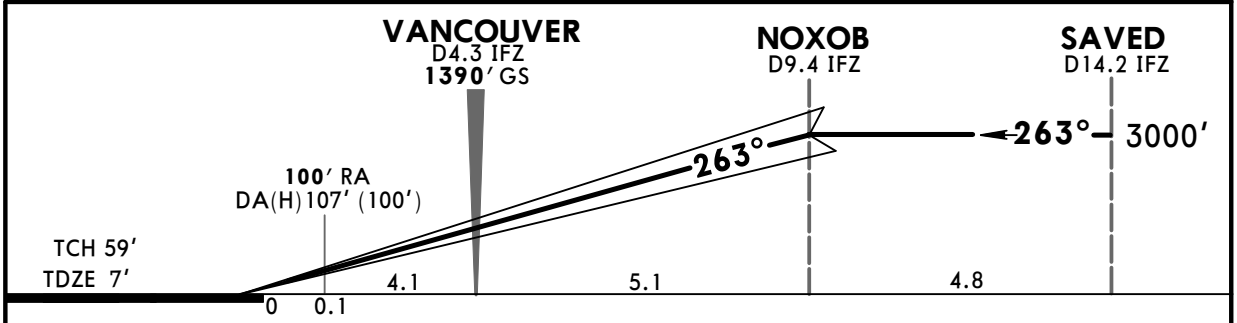


MSA VR NDB

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 26R. 6. LOC reliable only within 10° either side of centerline.





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

ALSF-II PAPI

420′ | 263° hdg | 2000′ LT | 233° hdg

STRAIGHT-IN LANDING RWY26L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 107′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: Simultaneous approach note added.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

3.1.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 10 AUG 18 (11-5)

VANCOUVER, BC ILS Rwy 26R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175	Inner 128.6 133.1 134.225

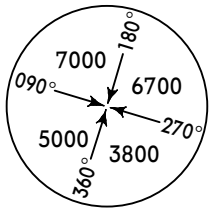
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

LOC IRD	Final Apch Crs	GS TOTIM	ILS DA(H)	Apt Elev 13′ TDZE 8′
111.95	263°	1520′ (1512′)	209′ (201′)	

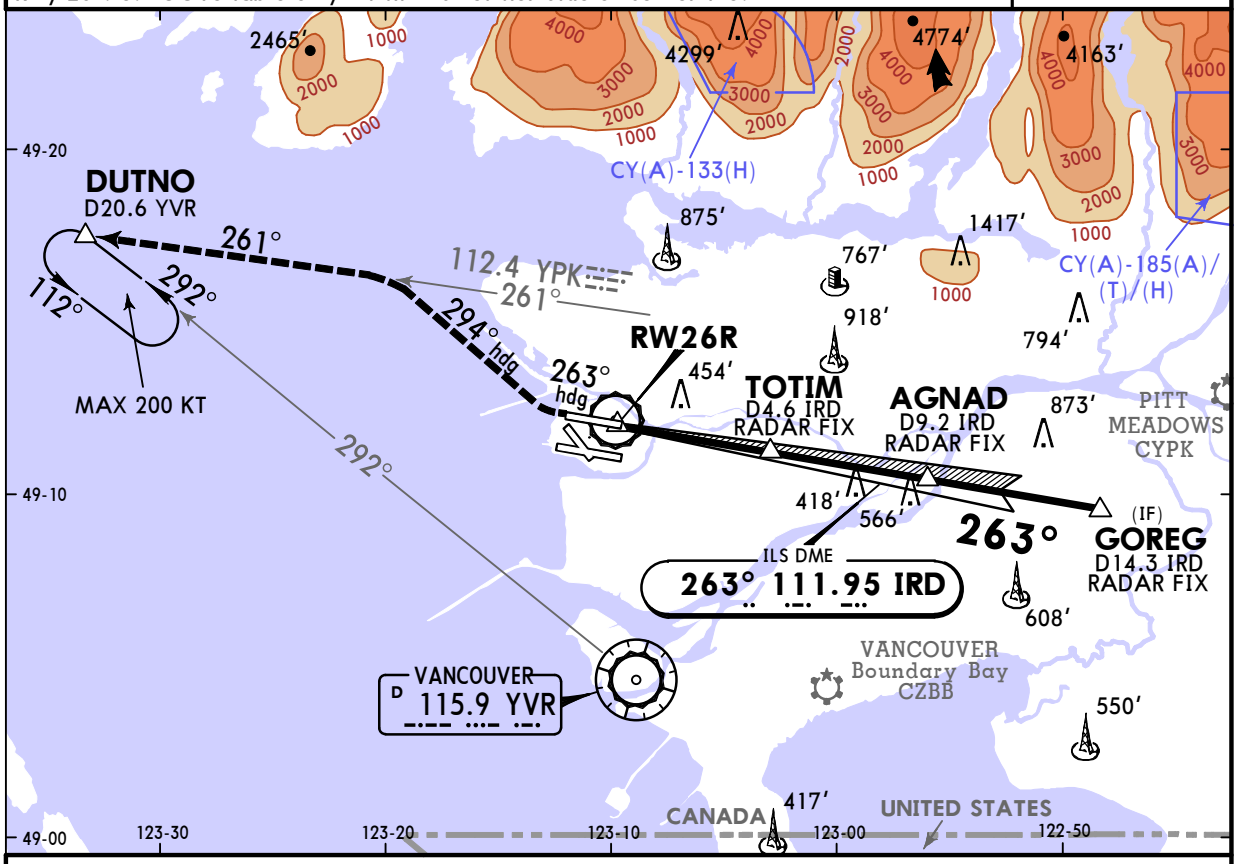
MISSED APCH: Climb to 420′ heading 263°. Then climbing RIGHT turn to 3000′ heading 294°. Intercept outbound YPK VOR R-261 to DUTNO. Shuttle to 5600′ before proceeding on course.

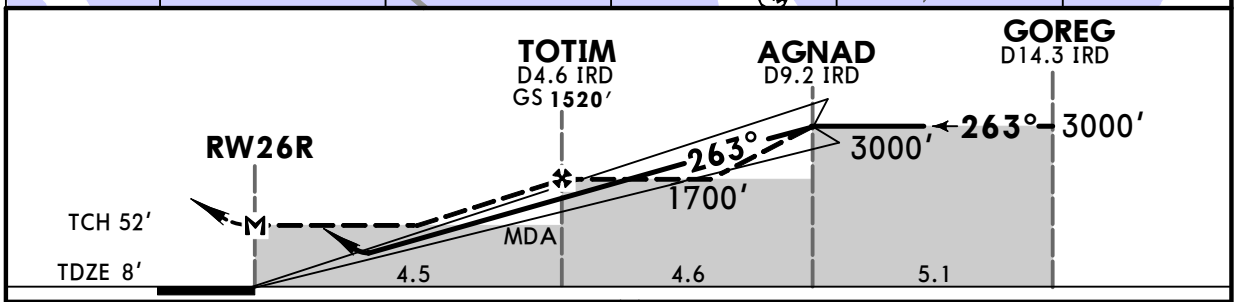
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar or RNAV required. 2. SAFE ALTITUDE WITHIN 100 NM 12,800′.
3. Procedure turn NOT AUTHORIZED. 4. Simultaneous approach AUTHORIZED with Rwy 26L. 5. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW26R							
TOTIM to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI | 420′ | 263° hdg | 3000′ RT | 294° hdg

STRAIGHT-IN LANDING RWY26R

	ILS DME or ILS RADAR	LOC (GS out) DME or LOC (GS out) RADAR	
	DA(H) 209′ (201′)	MDA(H) 600′ (592′)	
	FULL		HIALS out
A	RVR 26 or ½	1¼	
B			
C			
D			

CHANGES: PAPI relocated.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

3.1.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 10 AUG 18 (11-5A)

VANCOUVER, BC ILS CAT II or III Rwy 26R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

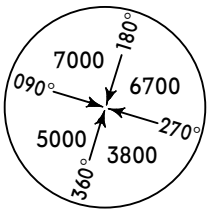
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

LOC IRD	Final Apch Crs	GS TOTIM	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.95	263°	1510′ (1502′)	NA	NA	Refer to Minimums	RA 106′ DA(H) 109′(100′)	13′ TDZE 8′

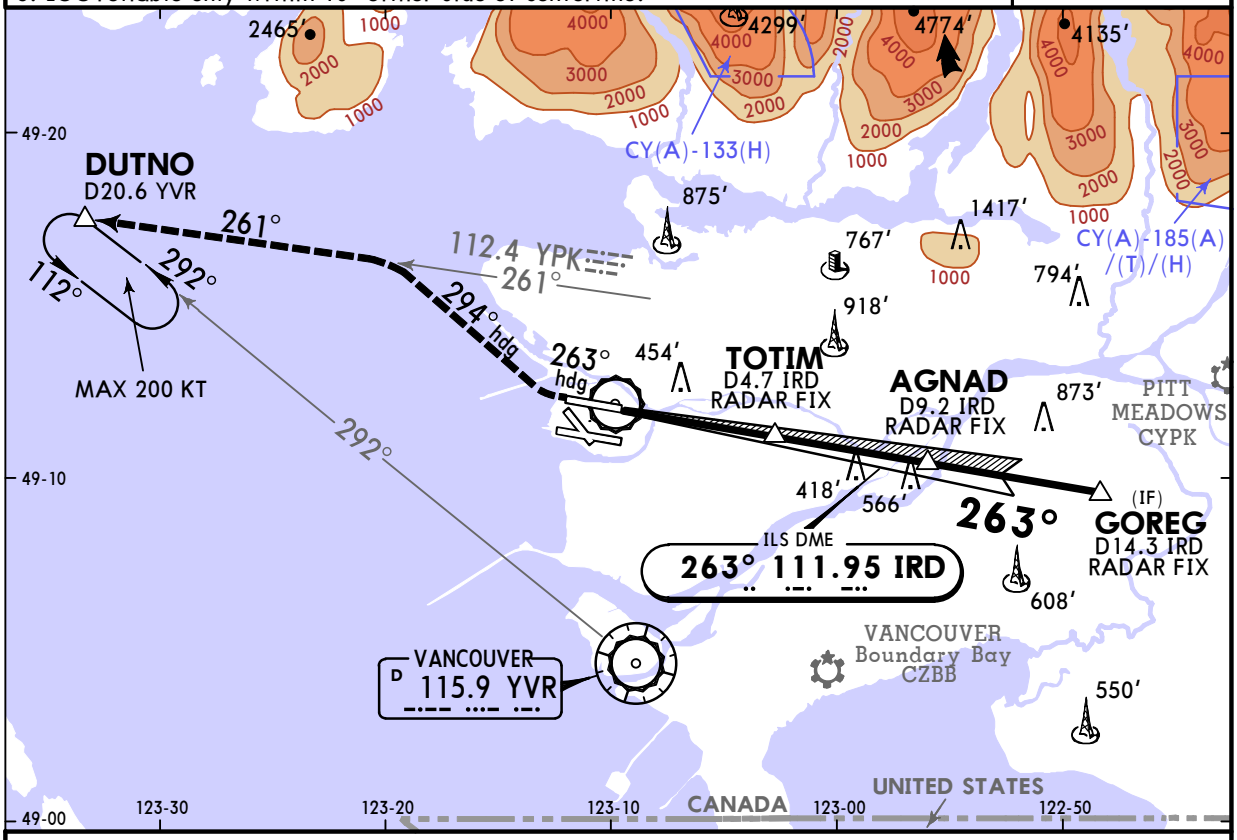
MISSED APCH: Climb to 420′ heading 263°. Then climbing RIGHT turn to 3000′ heading 294°. Intercept outbound R-261 YPK VOR to DUTNO. Shuttle to 5600′ before proceeding on course.

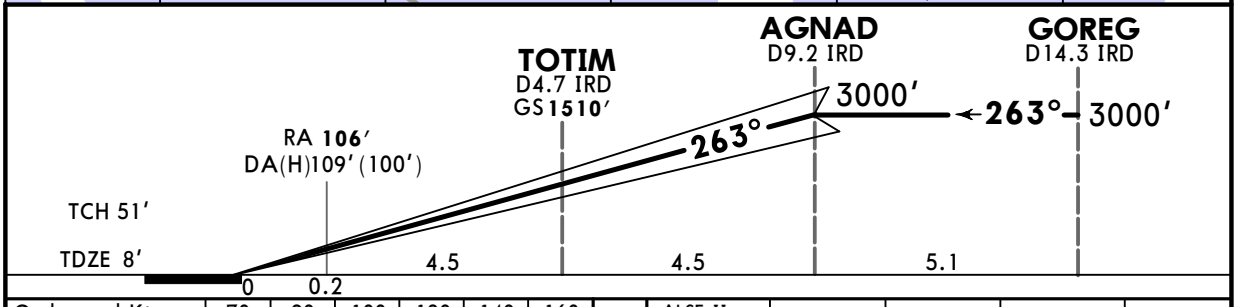
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar or RNAV required. 2. PRIOR AUTHORIZATION REQUIRED FROM TRANSPORT CANADA. 3. SAFE ALTITUDE WITHIN 100 NM 12,800′. 4. Procedure turn NOT AUTHORIZED. 5. Simultaneous approach AUTHORIZED with Rwy 26L. 6. LOC reliable only within 10° either side of centerline.



MSA YVR VOR





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

ALSF-II PAPI | 420′ | 263° hdg | 3000′ RT | 294° hdg

STRAIGHT-IN LANDING RWY 26R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 109′(100′)
NOT AUTHORIZED	NOT AUTHORIZED	RVR 6	RVR 12

CHANGES: PAPI relocated.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

3.1.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-1)

VANCOUVER, BC RNAV (GNSS) Z Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

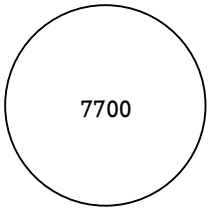
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80712 W-08A	083°	PIKMI 1400′ (1387′)	213′ (200′)	Rwy 13′

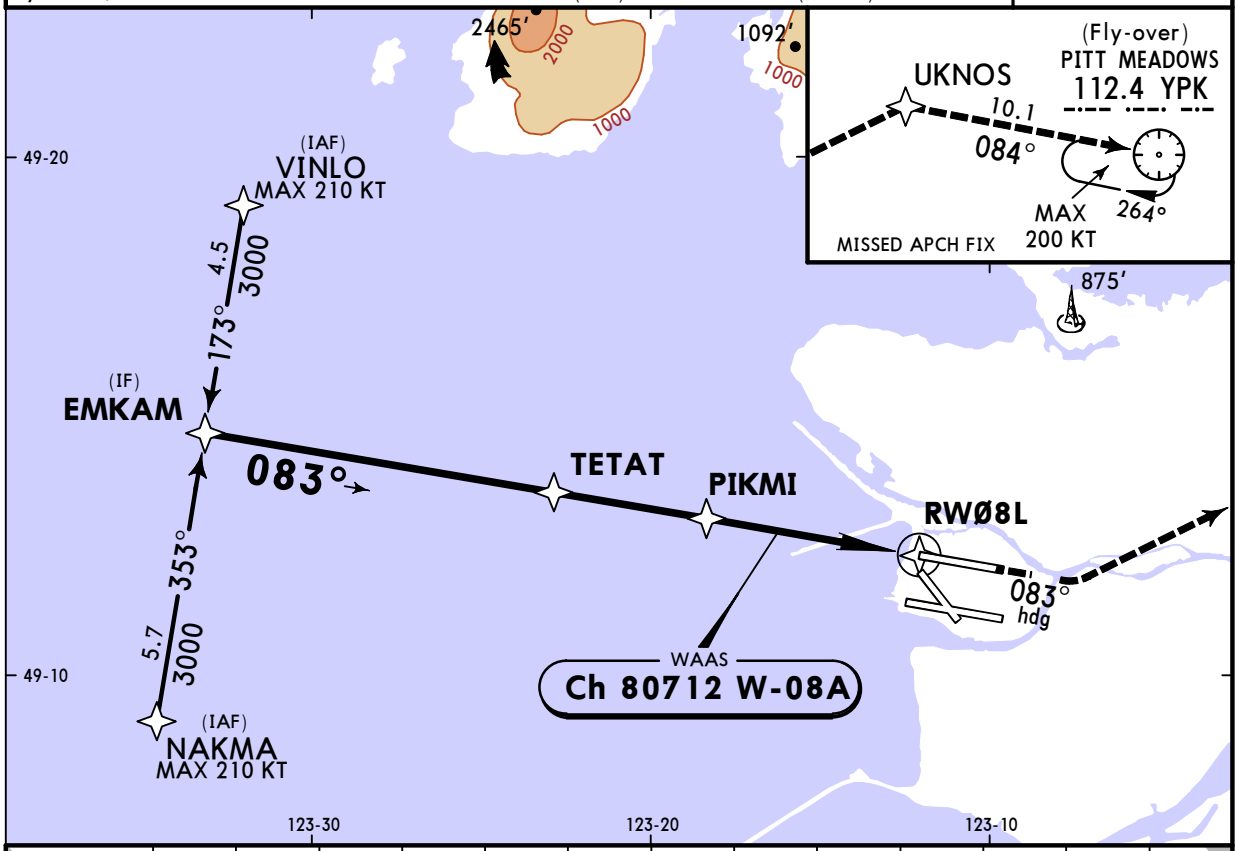
MISSED APCH: Climb to 480′ heading 083°. Climbing LEFT turn to 3500′ direct to UKNOS. Then climb track 084° to YPK VOR.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

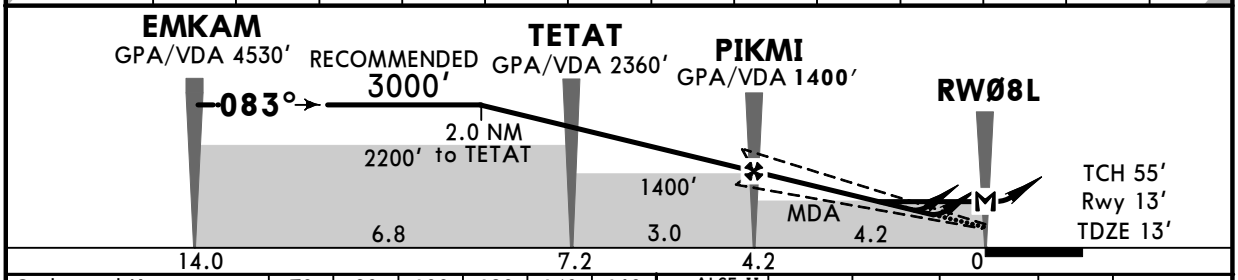
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



MSA RWØ8L



NM to RWØ8L	14.0	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.2
VDA ALTITUDE	4530′	3890′	3570′	3250′	3000′	2620′	2300′	1980′	1660′	1340′	1020′	710′	460′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ8L							

ALSF-II PAPI | 480′ | 083° hdg | 3500′ LT | D | UKNOS

STRAIGHT-IN LANDING RWY 08L

	LPV	LNAV/VNAV	LNAV
	DA(H) 213′ (200′)	DA(H) 341′ (328′)	MDA(H) 460′ (447′)
	FULL	FULL	HIALS out
A B C D	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1

CHANGES: Operational note added, holding at EMKAM deleted.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.1.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-2)

VANCOUVER, BC RNAV (GNSS) Rwy 08R

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner
124.6	123.15	128.175 128.6	133.1 134.225

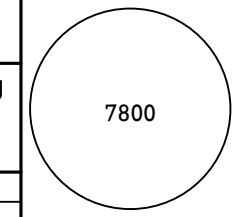
VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
119.55 124.025	125.65 118.7	127.15	121.7

RNAV	Final Apch Crs	GPA ILEPI	LNAV/VNAV DA(H)	Apt Elev 13′ Rwy 9′
	083°	1400′ (1391′)	330′ (321′)	

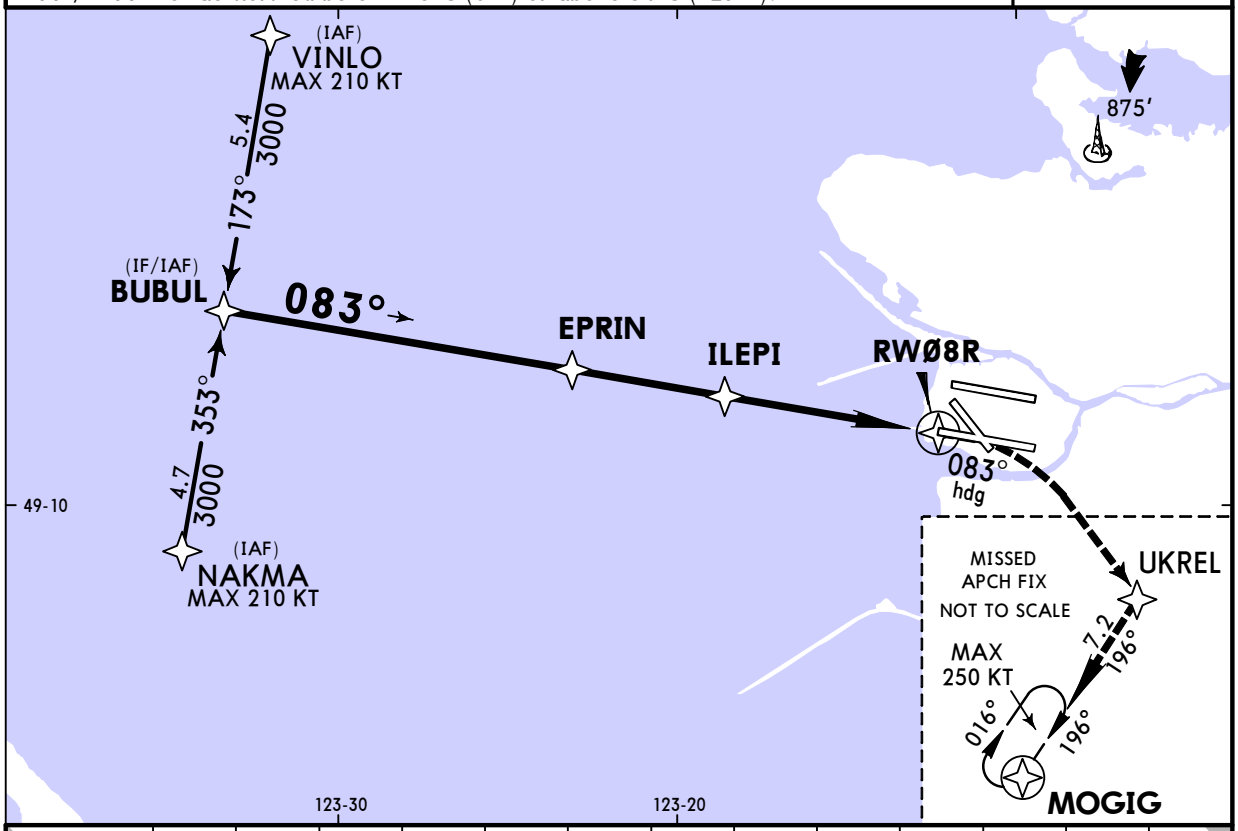
MISSED APCH: Do not exceed 200 KT until MOGIG. Climb to 600′ heading 083°. Climbing RIGHT turn to 2000′ direct to UKREL. Then track 196° to MOGIG. Shuttle to 5200′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

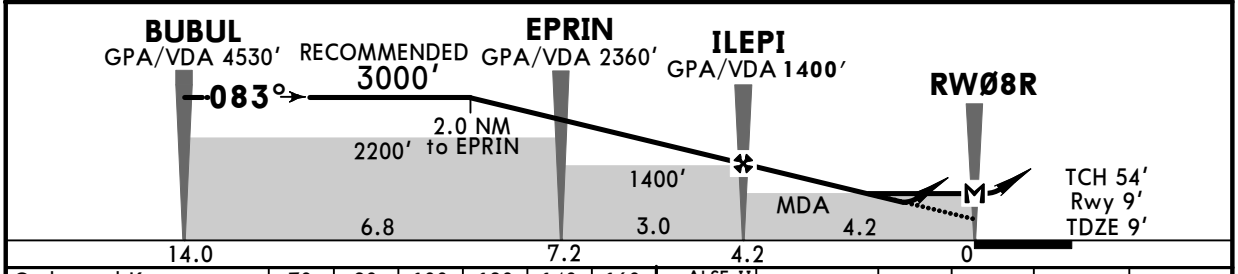
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 08L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



MSA RWØ8R



NM to RWØ8R	14.0	12.0	11.0	10.0	9.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	4530′	3880′	3570′	3250′	3000′	2610′	2290′	1970′	1660′	1340′	1020′	700′	420′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ8R						

ALSF-II PAPI

200 KT MAX UNTIL MOGIG | **600′** | **083°** hdg | **2000′** RT | **UKREL**

STRAIGHT-IN LANDING RWY **08R**

LNAV/VNAV	LNAV
DA(H) **330′** (321′)	MDA(H) **420′** (411′)
FULL	HIALS out
A RVR 50 or 1	RVR 50 or 1
B	
C	
D	

CHANGES: Operational note added, holding at BUBUL deleted.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

3.1.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-3)

VANCOUVER, BC RNAV (GNSS) Rwy 13

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80550 W-13A	125°	UDLEM 2300′ (2292′)	258′ (250′)	Rwy 8′

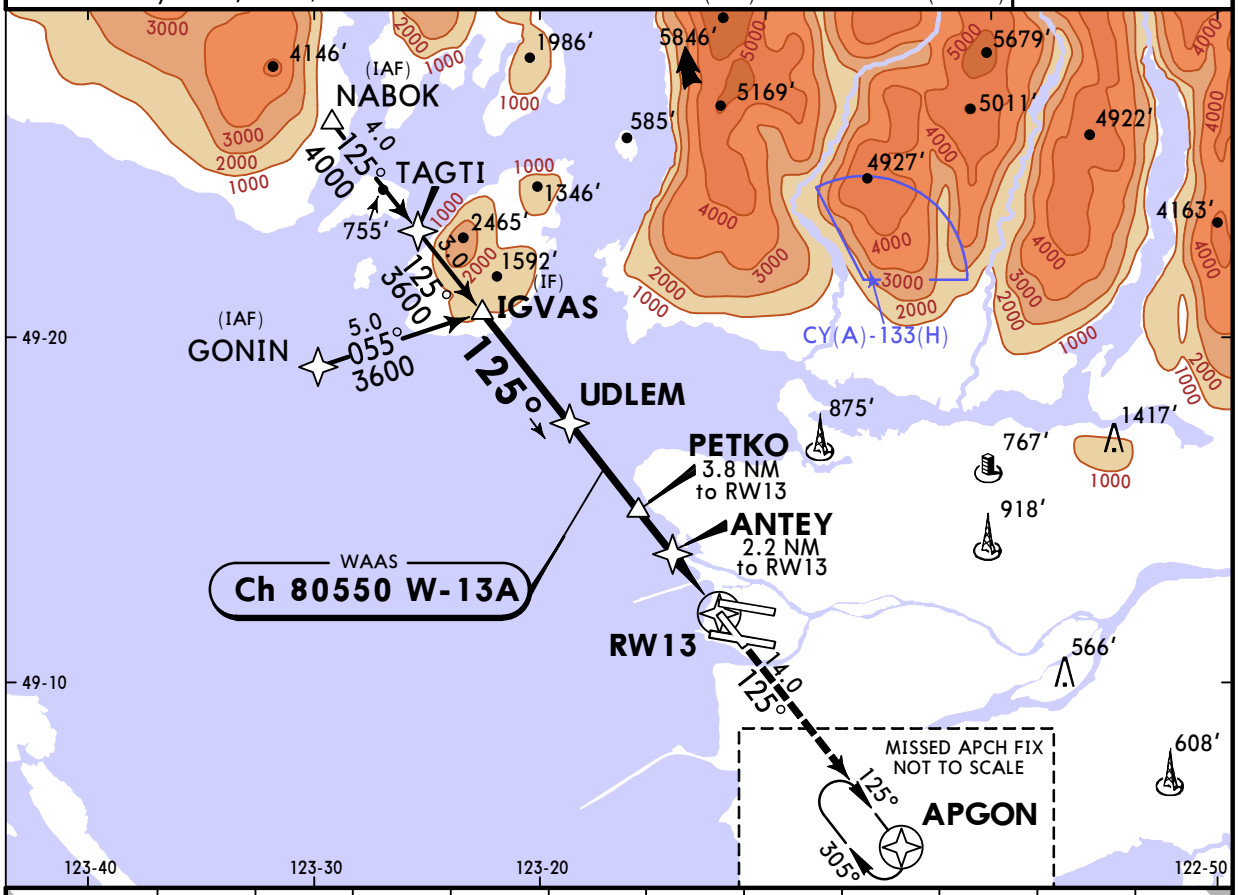
MISSED APCH: Climb to 3000′ track 125° to APGON. Shuttle to 5800′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

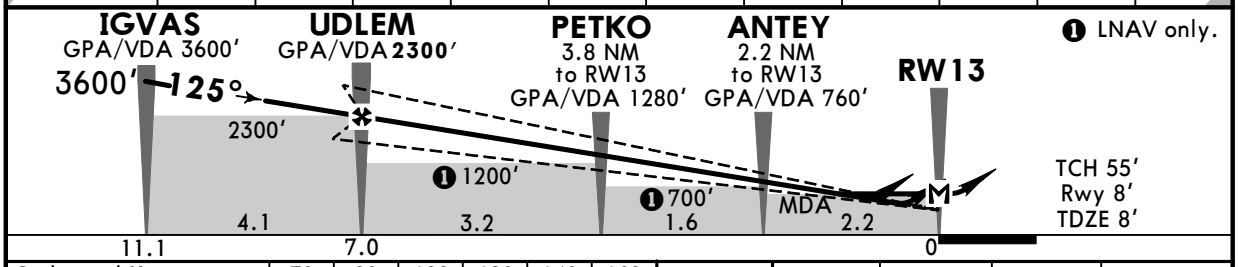
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. RADAR required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).

7800

MSA RW13



NM to RW13	11.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	3600′	3250′	2930′	2610′	2290′	1970′	1660′	1340′	1020′	700′	400′



Gnd speed-Kts		70	90	100	120	140	160
GPA/VDA	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW13							

ODALS
PAPI

3000′ | 125° | APGON

STRAIGHT-IN LANDING RWY 13

	LPV	LNAV/VNAV	LNAV
	DA(H) 258′ (250′)	DA(H) 330′ (322′)	MDA(H) 400′ (392′)
			ALS out
A	1	1	1¼
B			
C			
D			

CHANGES: None.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

3.1.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN
21 SEP 18 (12-4)

VANCOUVER, BC RNAV (GNSS) Rwy 26L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer	VANCOUVER Arrival Outer	VANCOUVER Arrival Inner	VANCOUVER Arrival Inner
124.6	123.15	128.175	128.6	133.1	134.225

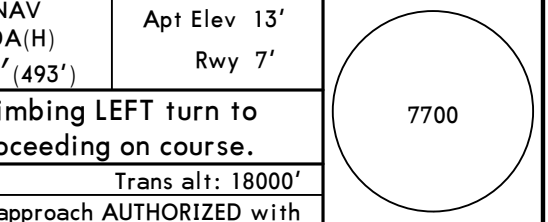
VANCOUVER Tower North		VANCOUVER Tower South		Ground North	Ground South
119.55	124.025	125.65	118.7	127.15	121.7

RNAV	Final Apch Crs	VDA DUTOM	LNAV MDA(H)	Apt Elev 13′ Rwy 7′
	263°	1400′ (1393′)	500′ (493′)	

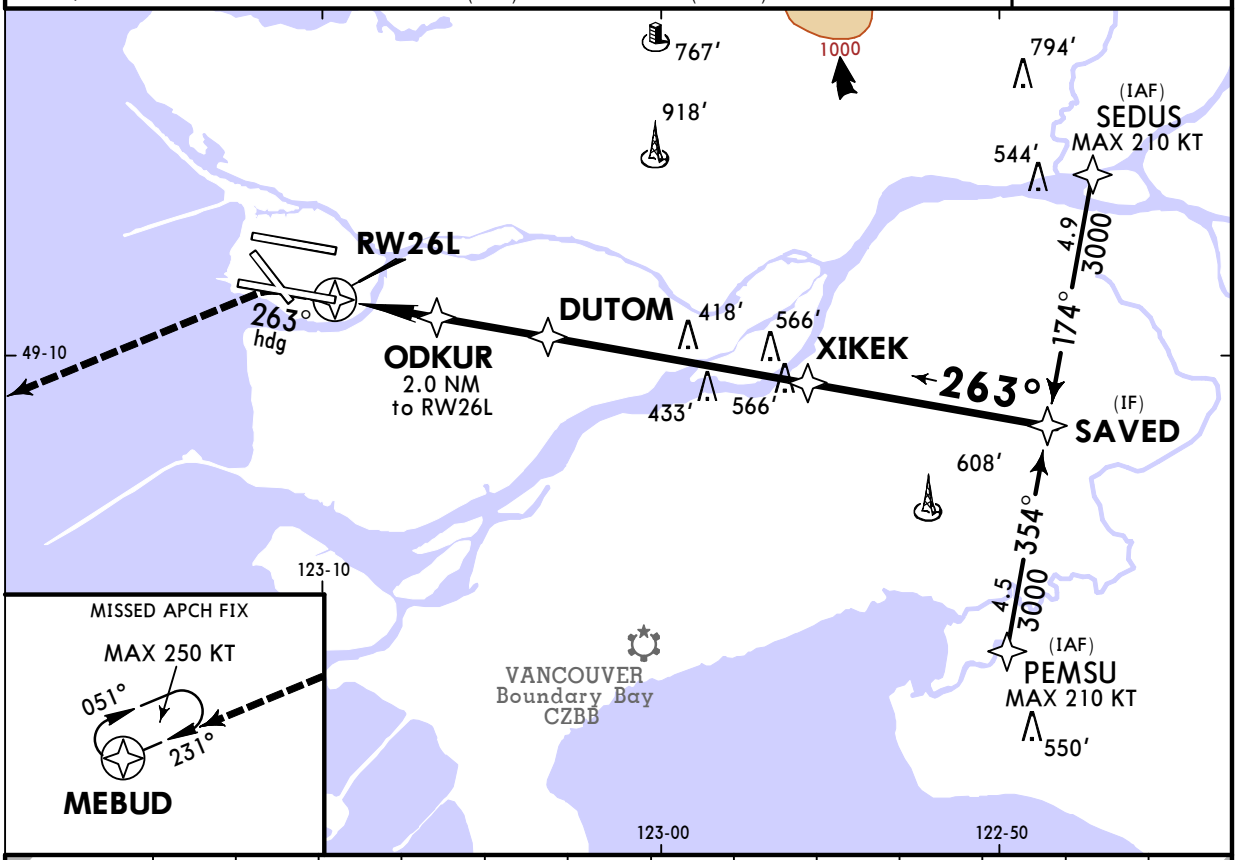
MISSED APCH: Climb to 600′ heading 263°. Then climbing LEFT turn to 2000′ direct to MEBUD. Shuttle to 5300′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

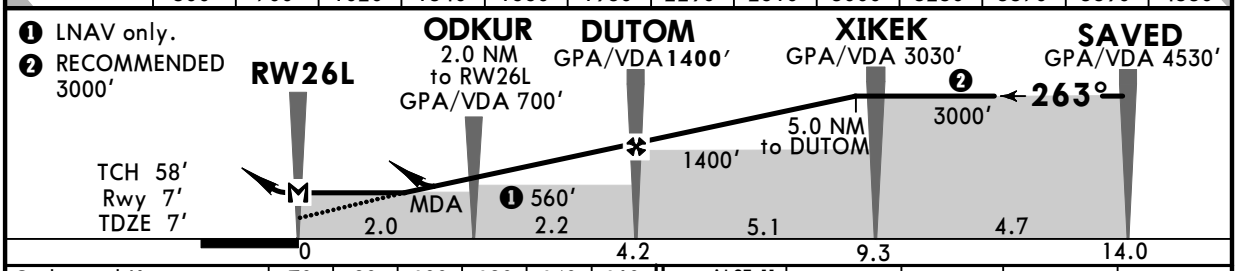
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. Simultaneous approach AUTHORIZED with Rwy 26R. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 54°C (129°F).



MSA RW26L



NM to RW26L	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	14.0
VDA ALTITUDE	500′	700′	1020′	1340′	1660′	1980′	2290′	2610′	3000′	3250′	3570′	3890′	4530′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW26L						

ALSF-II
PAPI

600′ | 263° hdg | 2000′ LT | MEBUD

STRAIGHT-IN LANDING RWY 26L

LNAV/VNAV	LNAV
DA(H) 514′ (507′)	MDA(H) 500′ (493′)
FULL	HIALS out
A 1¼	RVR 50 or 1
B	
C	
D	

CHANGES: Operational note added, holdings at SEDUS and PEMSU deleted.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

3.1.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-5)

VANCOUVER, BC RNAV (GNSS) Rwy 26R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
		Outer	Inner
124.6	123.15	128.175 128.6	133.1 134.225

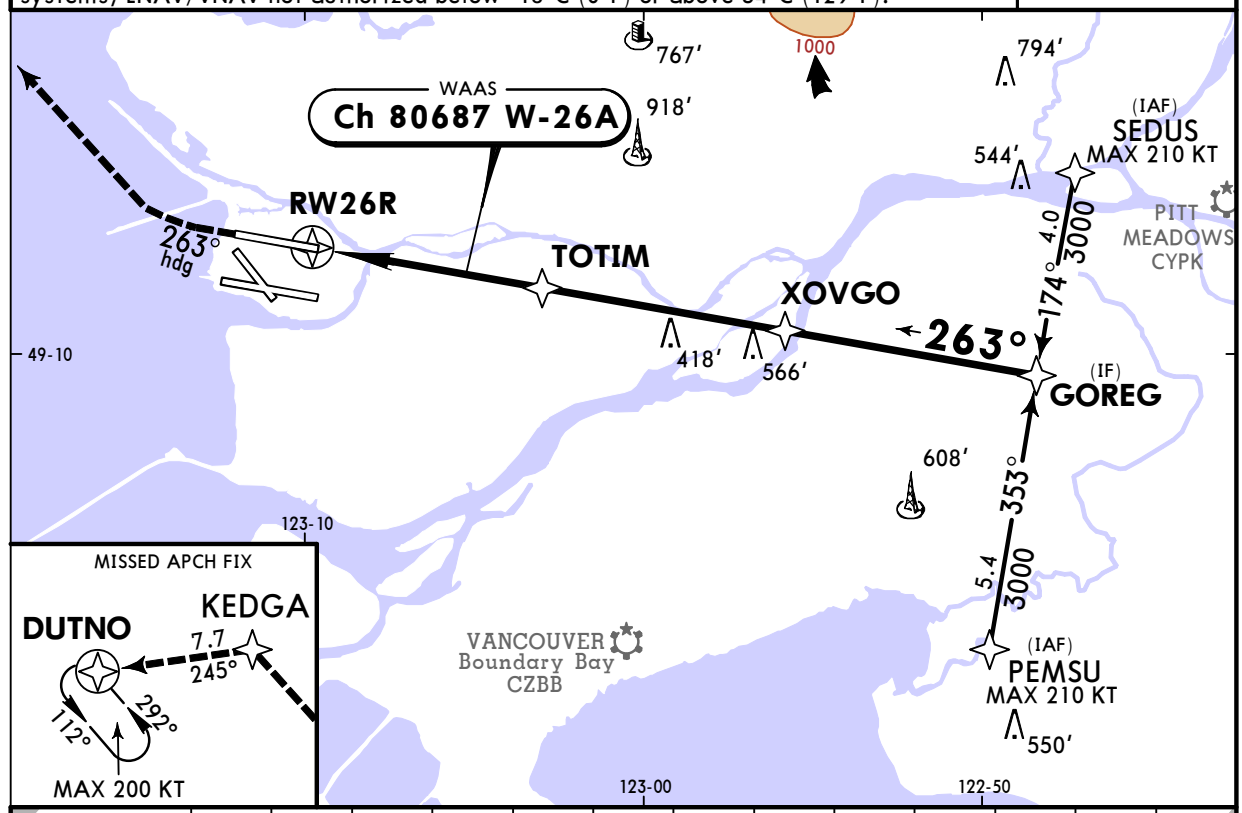
VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
		TOTIM		Rwy 8′
Ch 80687 W-26A	263°	1500′ (1492′)	209′ (201′)	

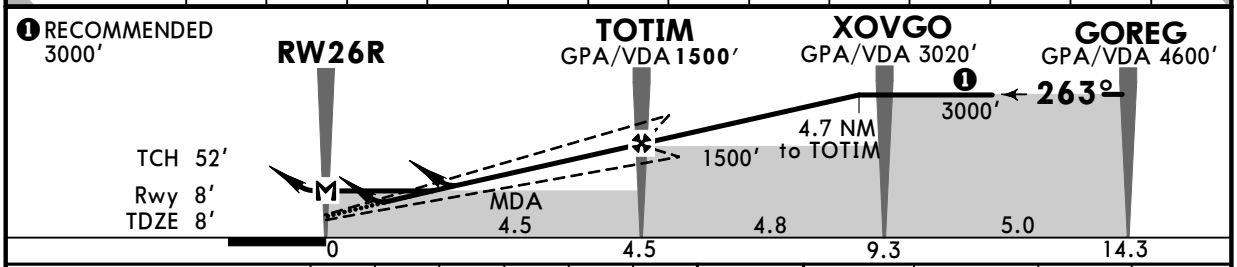
MISSED APCH: Do no exceed 230 KT until DUTNO. Climb to 700′ heading 263°. Climbing RIGHT turn to 3000′ direct to KEDGA. Then climb track 245° to DUTNO. Shuttle to 5600′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2.Simultaneous approach AUTHORIZED with Rwy 26L. 3. LNAV procedure NOT AUTHORIZED during simultaneous operations. 4. Advise ATC if unable to conduct LPV or LNAV/VNAV approach. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).



NM to RW26R	1.7	3.0	4.0	5.0	6.0	7.0	8.0	9.2	10.0	11.0	12.0	13.0	14.3
VDA ALTITUDE	600′	1020′	1330′	1650′	1970′	2290′	2610′	3000′	3240′	3560′	3880′	4200′	4600′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW26R						

ALSF-II PAPI

230 KT MAX UNTIL DUTNO

700′

263° hdg

STRAIGHT-IN LANDING RWY 26R

LPV	LNAV/VNAV	LNAV
DA(H) 209′ (201′)	DA(H) 633′ (625′)	MDA(H) 600′ (592′)
FULL	FULL	HIALS out
A RVR 26 or ½	1¾	1¼
B		
C		
D		

CHANGES: Operational note added, holding at SEDUS and PEMSU deleted.

© JEPPESEN, 2005, 2018. ALL RIGHTS RESERVED.

3.1.53 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 21 SEP 18 (12-6)

VANCOUVER, BC RNAV (GNSS) Rwy 31

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.175 128.6	Inner 133.1 134.225

VANCOUVER Tower				Ground	
North			South	North	South
119.55	124.025	125.65	118.7	127.15	121.7

WAAS	Final Apch Crs	GPA	LPV DA(H)	Apt Elev 13′
Ch 80139 W-31A	305°	KEKTU 2000′ (1992′)	257′ (250′)	Rwy 7′

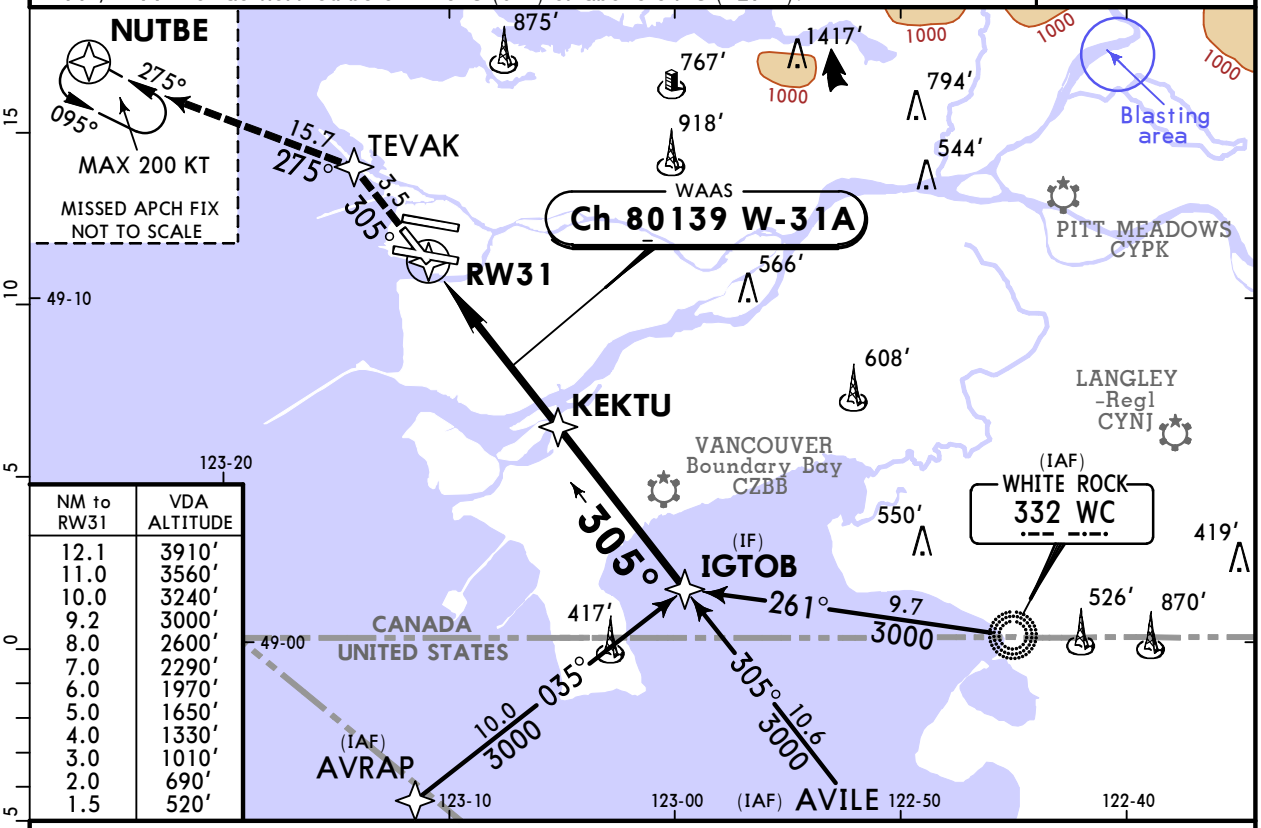
MISSED APCH: Climb track 305° to TEVAK, then climbing LEFT turn to 3000′ track 275° to NUTBE. Shuttle to 5600′ before proceeding on course.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

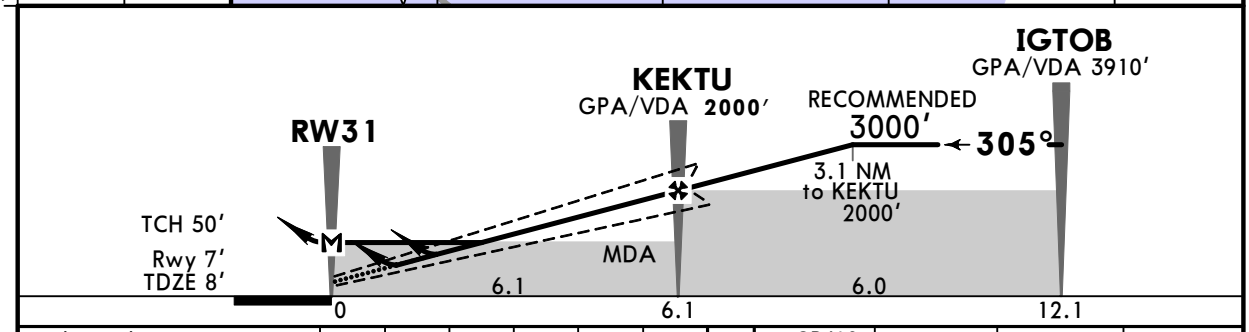
1. SAFE ALTITUDE WITHIN 100 NM 12,800′. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (129°F).

7800

MSA RW31



NM to RW31	VDA ALTITUDE
12.1	3910′
11.0	3560′
10.0	3240′
9.2	3000′
8.0	2600′
7.0	2290′
6.0	1970′
5.0	1650′
4.0	1330′
3.0	1010′
2.0	690′
1.5	520′



Gnd speed-Kts	70	90	100	120	140	160
GPA/VDA 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW31						

ODALS PAPI

305° TEVAK

STRAIGHT-IN LANDING RWY 31

LPV	LNAV/VNAV	LNAV
DA(H) 257′ (250′)	DA(H) 334′ (327′)	MDA(H) 520′ (513′)
		ALS out
A 1	1¼	1½
B		
C		
D		

CHANGES: Blasting area.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

3.1.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

CYVR/YVR
VANCOUVER INTL

JEPPESEN
5 MAY 17 (12-20)

VANCOUVER, BC
RNAV (RNP) Y Rwy 08L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival Outer		VANCOUVER Arrival Inner	
124.6	123.15	128.17	128.6	133.1	134.225

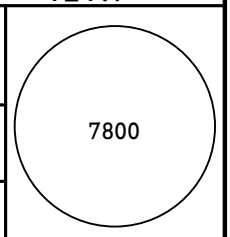
VANCOUVER Tower North	VANCOUVER Tower South	Ground North	Ground South
119.55	118.7	127.15	121.7

RNAV	Final Apch Crs	Minimum Alt BEXIM	RNP 0.15 DA(H)	Apt Elev 13′ TDZE 13′
	083°	1300′ (1287′)	266′ (253′)	

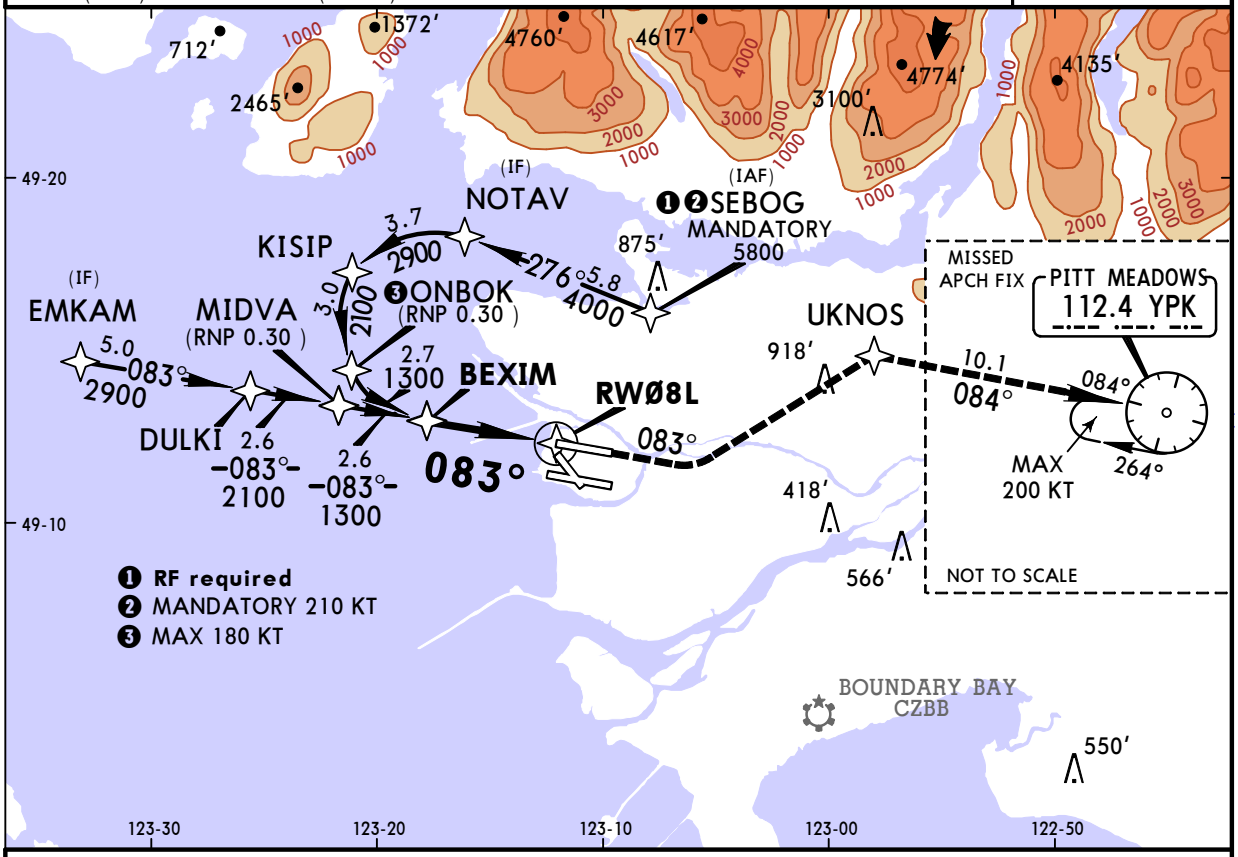
MISSED APCH: Climb to 420′ track 083°. Climbing LEFT turn direct to UKNOS. Continue climb to 3500′ track 084° to YPK VOR.

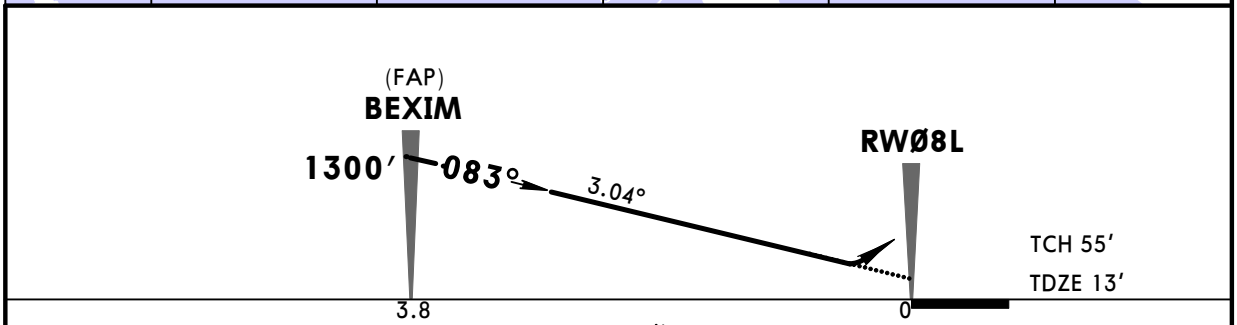
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED.
2. SAFE ALTITUDE WITHIN 100 NM 12,800′. 3. Simultaneous approach AUTHORIZED with Rwy 08R. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -20°C (-4°F) or above 54°C (129°F).



MSA RWØ8L





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at DA							

ALSF-II
PAPI
420′
083°
LT
UKNOS

STRAIGHT-IN LANDING RWY 08L

	RNP 0.15	RNP 0.30
DA(H)	266′ (253′)	334′ (321′)
	FULL	FULL
A	RVR 50 or 1	RVR 50 or 1
B		
C		
D		

CHANGES: Simultaneous approach note added.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

3.1.55 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 14 AUG 15 (16-1) Eff 20 Aug

VANCOUVER, BC NDB DME Rwy 08R

BRIEFING STRIP™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

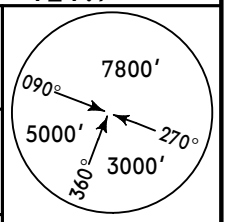
VANCOUVER Tower			Ground	
North 119.55	124.0	South 118.7	North 127.15	South 121.7

NDB ZVR	Final Apch Crs	VDA	MDA(H)	Apt Elev 13'
368	083°	TAVPI 1340' (1331')	480' (471')	TDZE 9'

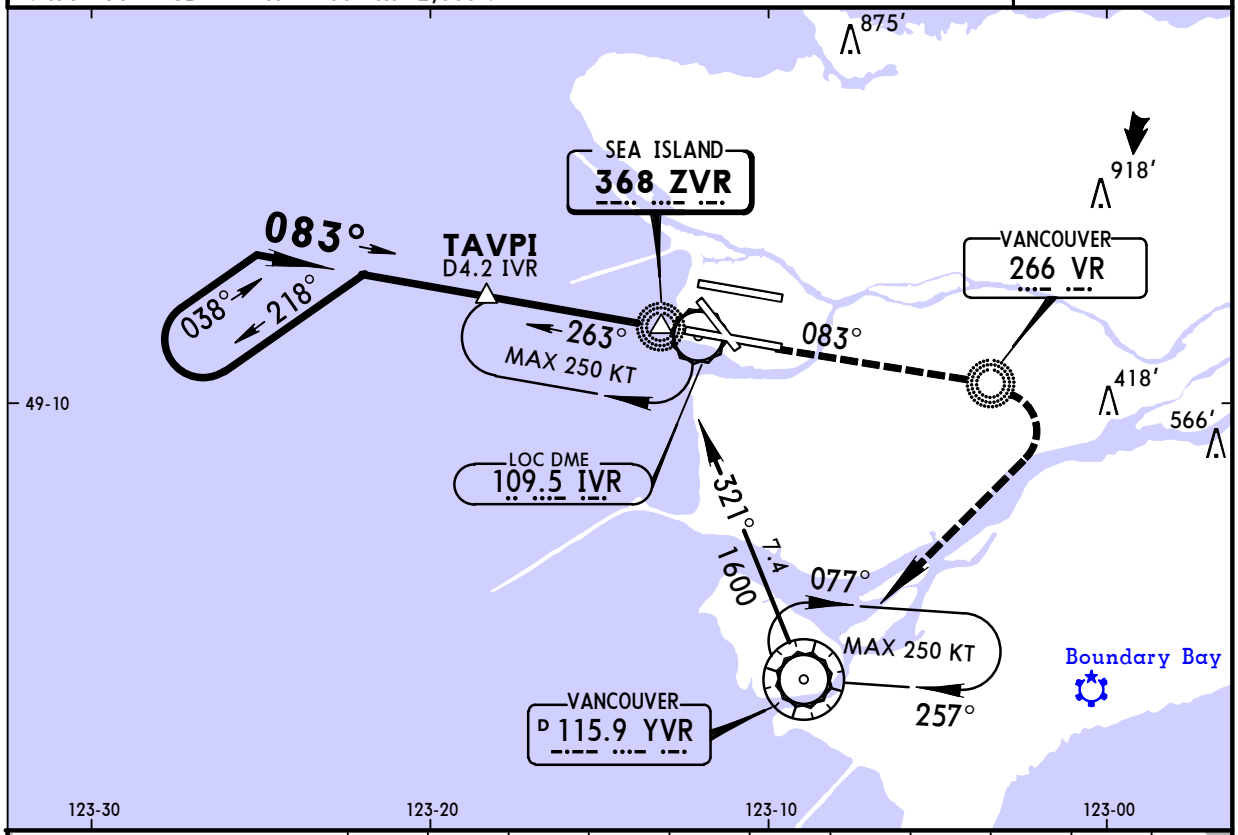
MISSED APCH: Climb track 083° to VR NDB. Then climbing RIGHT turn to 2000' direct to YVR VOR. Shuttle to 6000' before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

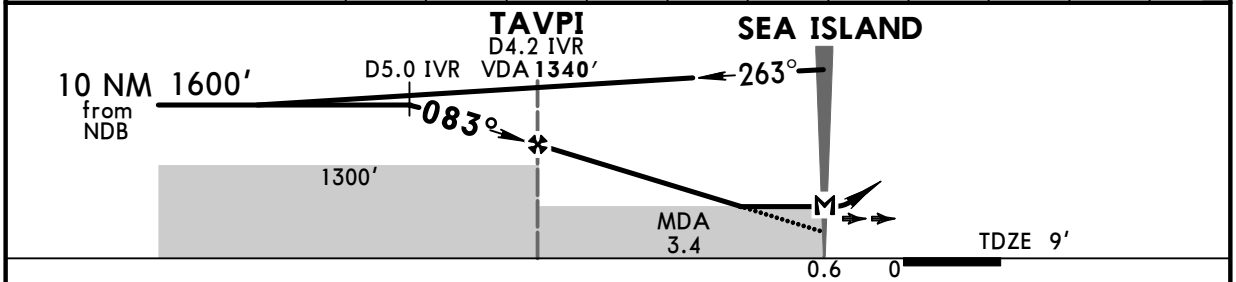
1. SAFE ALTITUDE WITHIN 100 NM 12,800'.



MSA ZVR NDB



NM to IVR DME	10.8	10	9	8	7	6	5.0	4	3	2	1.5
VDA ALTITUDE	3440'	3190'	2870'	2550'	2230'	1910'	1600'	1280'	960'	640'	480'



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00°	372	478	531	637	743	849
MAP at SEA ISLAND							

ALSF-II PAPI

083°

VR 266

STRAIGHT-IN LANDING RWY **08R**

MDA(H) **480'** (471')

HIALS out

A	RVR 50 or 1
B	
C	
D	

CHANGES: Procedure revised.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

3.1.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

CYVR/YVR VANCOUVER INTL

JEPPESEN 14 AUG 15 (16-2) Eff 20 Aug

VANCOUVER, BC NDB Rwy 26L

BRIEFING STRIP ™

D-ATIS	PACIFIC Radio	VANCOUVER Arrival	
124.6	123.15	Outer 128.17 128.6	Inner 133.1 134.225

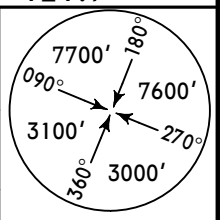
VANCOUVER Tower			Ground	
North		South	North	South
119.55	124.0	118.7	127.15	121.7

NDB VR	Final Apch Crs	VDA	MDA(H)	Apt Elev 13'
266	263°	VANCOUVER 1370' (1363')	640' (633')	TDZE 7'

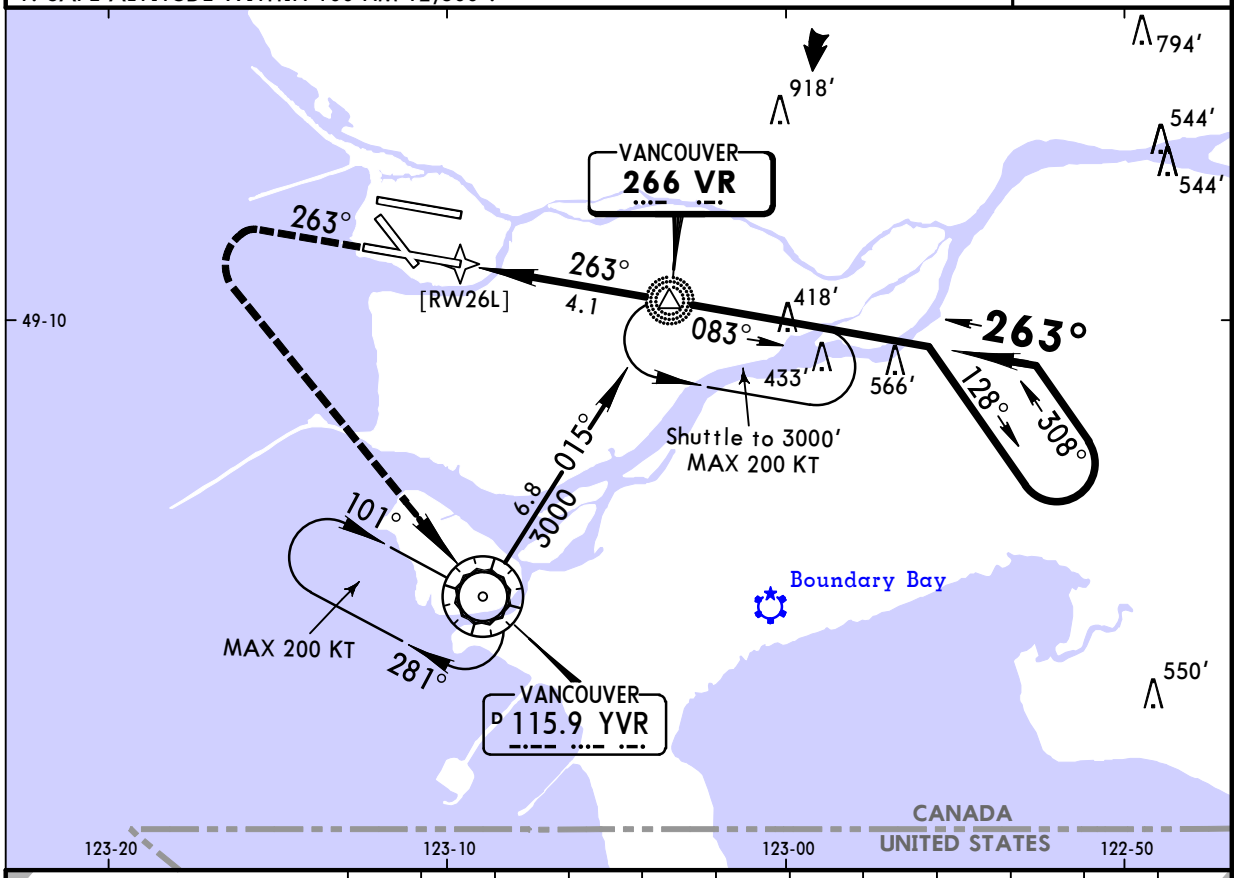
MISSED APCH: Climb to 2000' track 263°. Then LEFT turn direct to YVR VOR. Shuttle to 4700' before proceeding on course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

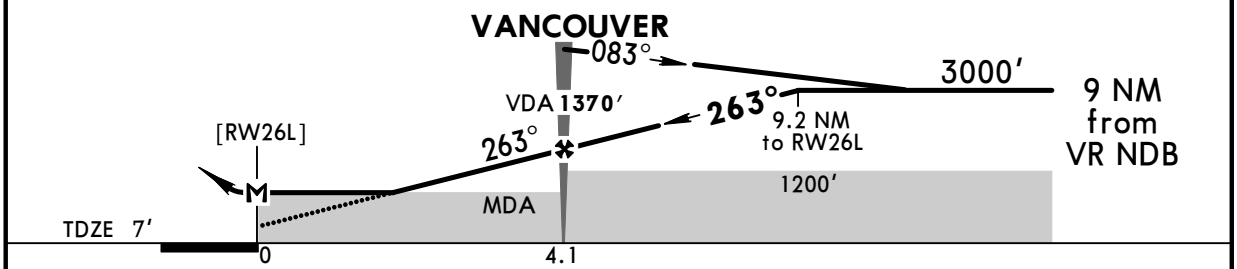
1. SAFE ALTITUDE WITHIN 100 NM 12,800'.



MSA VR NDB



NM to RW26L	1.8	3	4	5	6	7	8	9.2	10	11	12	13.1
VDA ALTITUDE	640'	1010'	1330'	1650'	1970'	2290'	2600'	3000'	3240'	3560'	3880'	4240'



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00°	372	478	531	637	743	849
VANCOUVER to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI 2000' 263°

STRAIGHT-IN LANDING RWY 26L

MDA(H) 640' (633')

HIALS out

A	1½
B	
C	
D	

CHANGES: Procedure revised.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

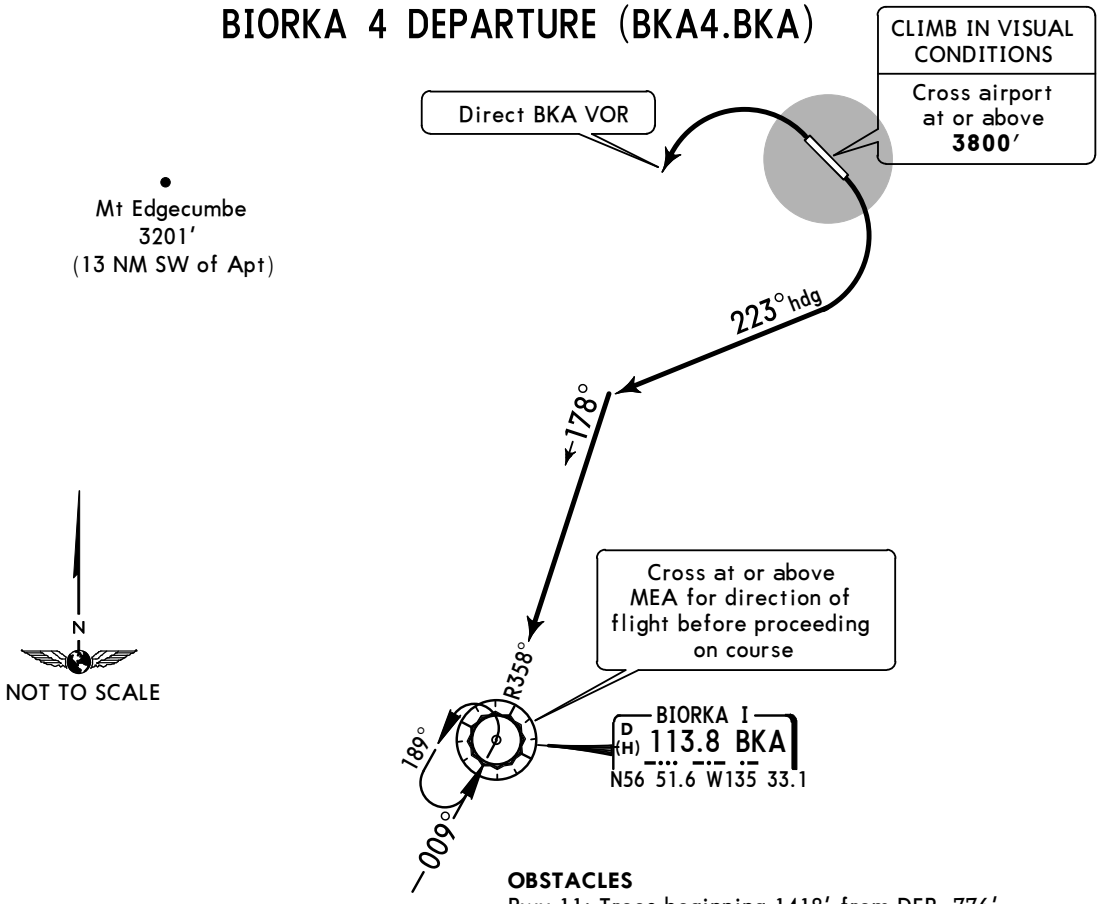
PASI/SIT
SITKA GUTIERREZ

JEPPESEN
26 JAN 18 (10-3) Eff 1 Feb

SITKA, ALASKA
DP

ANCHORAGE Center (R) 126.1	Apt Elev 27′	Trans level: FL180 Trans alt: 18000′ WARNING: High terrain all quadrants, Mt Edgecumbe 3201′ 13 NM SOUTHWEST of Sitka Apt.

OBSTACLE
BIORKA 4 DEPARTURE (BKA4.BKA)



This DP requires take-off minimums:
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb requirements: 180 KT or less: 410′ per NM to 1900′; more than 180 KT: 645′ per NM to 3400′; or 3900-3 for climb in visual conditions.
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 233′ per NM to 1000′; or 3900-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
233′ per NM	291	388	583	777	971	1165
410′ per NM	513	683	1025	1367	1708	2050
645′ per NM	806	1075	1613	2150	2688	3225

OBSTACLES
Rwy 11: Trees beginning 1418′ from DER, 776′ RIGHT of centerline, up to 78′ AGL/102′ MSL. Trees beginning 1524′ from DER, 576′ RIGHT of centerline, up to 64′ AGL/100′ MSL. Trees beginning 2001′ from DER, 492′ RIGHT of centerline, up to 89′ AGL/115′ MSL. Trees beginning 2055′ from DER, 753′ LEFT of centerline, up to 83′ AGL/108′ MSL. Trees beginning 2120′ from DER, 548′ RIGHT of centerline, up to 113′ AGL/138′ MSL. Trees beginning 2210′ from DER, 533′ RIGHT of centerline, up to 110′ AGL/135′ MSL. Trees beginning 3496′ from DER, 792′ LEFT of centerline, up to 122′ AGL/139′ MSL. Trees beginning 4035′ from DER, 774′ LEFT of centerline, up to 160′ AGL/185′ MSL. Trees beginning 4203′ from DER, 847′ LEFT of centerline, up to 123′ AGL/153′ MSL. Trees beginning 4445′ from DER, 838′ LEFT of centerline, up to 104′ AGL/174′ MSL. Trees beginning 4541′ from DER, 529′ LEFT of centerline, up to 99′ AGL/159′ MSL. Trees beginning 5139′ from DER, 20′ RIGHT of centerline, up to 161′ MSL. Tree 6074′ from DER, 34′ LEFT of centerline, 145′ AGL/184′ MSL.
Rwy 29: Tree 124′ from DER, 505′ RIGHT of centerline, 20′ AGL/35′ MSL.

RWY	INITIAL CLIMB
11	Climbing RIGHT turn heading 223° to intercept BKA R-358 to BKA VOR.
29	Climbing LEFT turn direct BKA VOR.

ROUTING

Continue climb in BKA VOR holding pattern to cross BKA VOR at or above MEA for direction of flight before proceeding on course.

VISUAL CLIMB OVER AIRPORT ALL RWYS

Obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross Sitka Gutierrez Airport at or above 3800′ then climb direct BKA VOR. Continue climb in BKA VOR holding pattern to cross BKA VOR at or above MEA for direction of flight before proceeding on course.

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

3.2.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

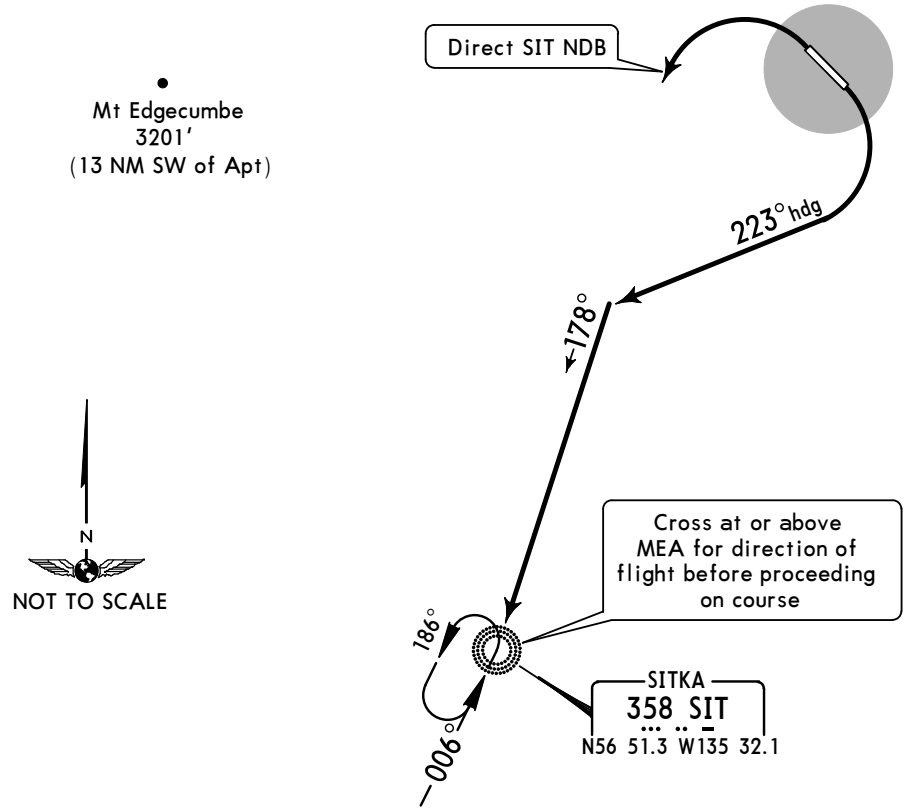
PASI/SIT
SITKA GUTIERREZ

JEPPESEN
26 JAN 18 (10-3A) Eff 1 Feb

SITKA, ALASKA
SID

ANCHORAGE Center (R) 126.1	Apt Elev 27′	Trans level: FL180 Trans alt: 18000′ WARNING: High terrain all quadrants, Mt Edgecumbe 3201′ 13 NM SOUTHWEST of Sitka Apt.

MANGM 1 DEPARTURE (MANGM1.SIT)



This SID requires take-off minimums (for standard minimums, refer to BIORKA DP):
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb requirements: 180 KT or less: 410′ per NM to 1900′; more than 180 KT: 645′ per NM to 3400′;
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 233′ per NM to 1000′.

Gnd speed-KT	75	100	150	200	250	300
233′ per NM	291	388	583	777	971	1165
410′ per NM	513	683	1025	1367	1708	2050
645′ per NM	806	1075	1613	2150	2688	3225

OBSTACLES
Rwy 11: Trees beginning 1418′ from DER, 776′ RIGHT of centerline, up to 78′ AGL/102′ MSL. Trees beginning 1524′ from DER, 576′ RIGHT of centerline, up to 64′ AGL/100′ MSL. Trees beginning 2001′ from DER, 492′ RIGHT of centerline, up to 89′ AGL/115′ MSL. Trees beginning 2055′ from DER, 753′ LEFT of centerline, up to 83′ AGL/108′ MSL. Trees beginning 2120′ from DER, 548′ RIGHT of centerline, up to 113′ AGL/138′ MSL. Trees beginning 2210′ from DER, 533′ RIGHT of centerline, up to 110′ AGL/135′ MSL. Trees beginning 3496′ from DER, 792′ LEFT of centerline, up to 122′ AGL/139′ MSL. Trees beginning 4035′ from DER, 774′ LEFT of centerline, up to 160′ AGL/185′ MSL. Trees beginning 4203′ from DER, 847′ LEFT of centerline, up to 123′ AGL/153′ MSL. Trees beginning 4445′ from DER, 838′ LEFT of centerline, up to 104′ AGL/174′ MSL. Trees beginning 4541′ from DER, 529′ LEFT of centerline, up to 99′ AGL/159′ MSL. Trees beginning 5139′ from DER, 20′ RIGHT of centerline, up to 161′ MSL. Tree 6074′ from DER, 34′ LEFT of centerline, 145′ AGL/184′ MSL.
Rwy 29: Tree 124′ from DER, 505′ RIGHT of centerline, 20′ AGL/35′ MSL.

RWY	INITIAL CLIMB	TOP ALTITUDE
11	Climbing RIGHT turn heading 223° to intercept 178° course to SIT NDB.	Assigned by ATC
29	Climbing LEFT turn direct SIT NDB.	

ROUTING

Continue climb in SIT NDB holding pattern to cross SIT NDB at or above MEA for direction of flight before proceeding on course. MAINTAIN ATC assigned altitude.

CHANGES: New procedure at this airport.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

3.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

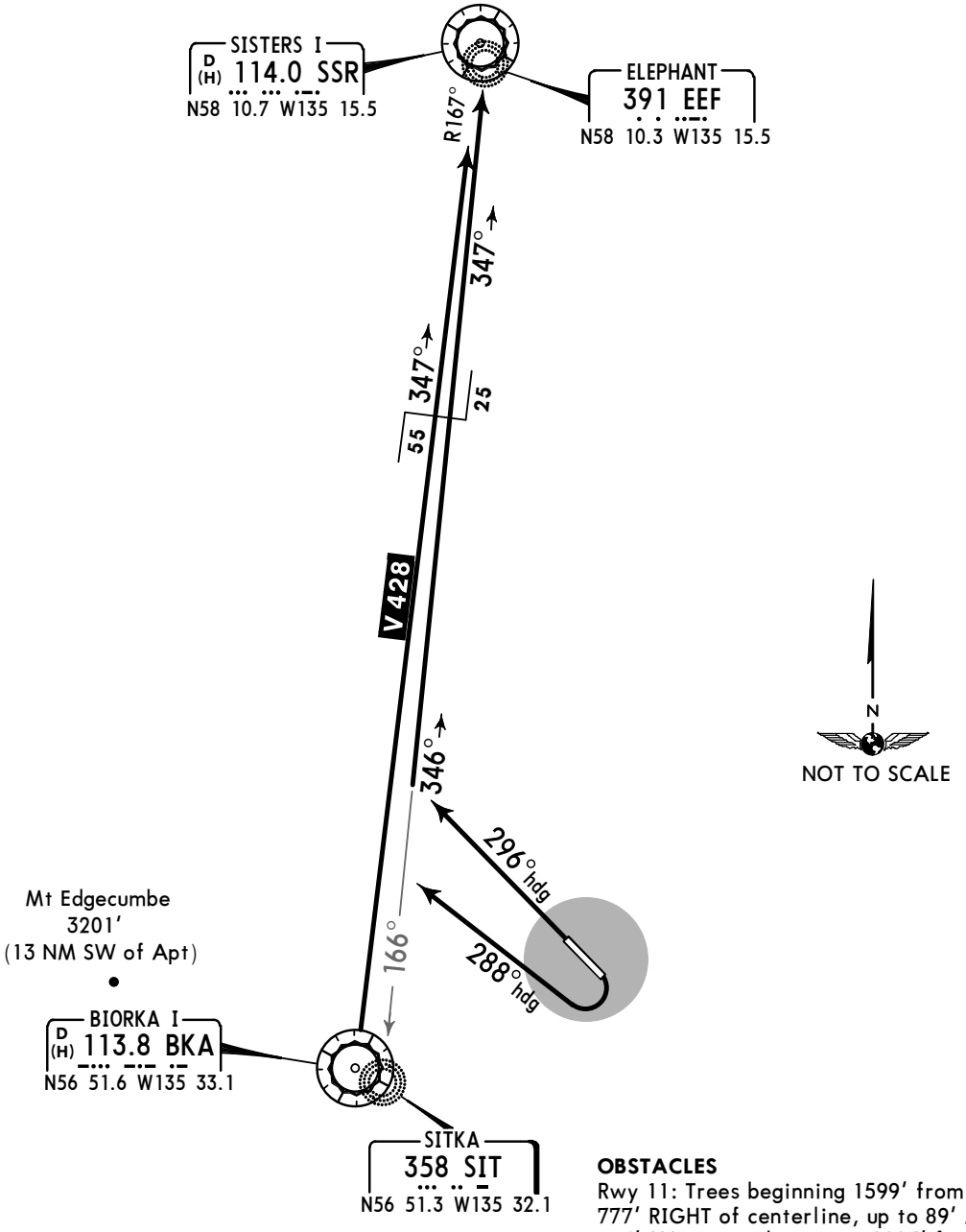
PASI/SIT
SITKA GUTIERREZ

JEPPESEN
26 JAN 18 (10-3A-1) Eff 1 Feb

SITKA, ALASKA
SID

ANCHORAGE Center (R) 126.1	Apt Elev 27′	Trans level: FL180 Trans alt: 18000′ WARNING: High terrain all quadrants, Mt Edgecumbe 3201′ 13 NM SOUTHWEST of Sitka Apt.

SITKA 9 DEPARTURE (STKA9.SSR)



This SID requires take-off minimums (for standard minimums, refer to BIORKA DP):
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb requirements of 180 KT or less, 390′ per NM to 4500′; more than 180 KT, 645′ per NM to 3400′.
Rwy 29: Standard (or lower than standard, if authorized) with a minimum climb of 357′ per NM to 5400′.

Gnd speed-KT	75	100	150	200	250	300
357′ per NM	446	595	893	1190	1488	1785
390′ per NM	488	650	975	1300	1625	1950
645′ per NM	806	1075	1613	2150	2688	3225

OBSTACLES
Rwy 11: Trees beginning 1599′ from DER, 777′ RIGHT of centerline, up to 89′ AGL/ 114′ MSL. Trees beginning 2087′ from DER, 493′ RIGHT of centerline, up to 122′ AGL/ 142′ MSL. Trees beginning 2235′ from DER, 752′ LEFT of centerline, up to 96′ AGL/128′ MSL. Trees beginning 3871′ from DER, 529′ LEFT of centerline, up to 178′ AGL/217′ MSL. Trees beginning 5319′ from DER, 1266′ RIGHT of centerline up to 152′ AGL/172′ MSL. Trees beginning 1 NM from DER, LEFT and RIGHT of centerline, up to 145′ AGL/184′ MSL.
Rwy 29: Bush, lighted navaid beginning 3′ from DER, 111′ LEFT of centerline, up to 5′ AGL/26′ MSL. Signs, bushes, lighted windsocks, beginning 26′ from DER, 372′ RIGHT of centerline, up to 28′ AGL/45′ MSL. Trees beginning 323′ from DER, 504′ RIGHT of centerline, up to 37′ AGL/64′ MSL.

RWY	INITIAL CLIMB
11	Climbing RIGHT turn heading 288° to join V-428 and SSR R-167 to SSR VOR or SIT 346° bearing and EEF 347° course to EEF NDB.
29	Climb heading 296° to join V-428 to SSR VOR or SIT 346° bearing and EEF 347° course to EEF NDB.

CHANGES: Chart reindexed.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

3.2.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PASI/SIT
SITKA GUTIERREZ

JEPPESEN
29 JUN 18 (11-1)

SITKA, ALASKA
LDA DME Rwy 11

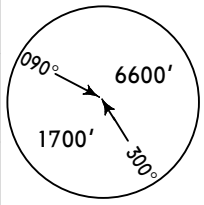
*AFIS	ANCHORAGE Center (R)	*SITKA Radio (LAA)
135.9	126.1	CTAF 123.6

LDA ISIT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 27'
108.9	115°	SUDVE 1800' (1776')	400' (376')	TDZE 24'

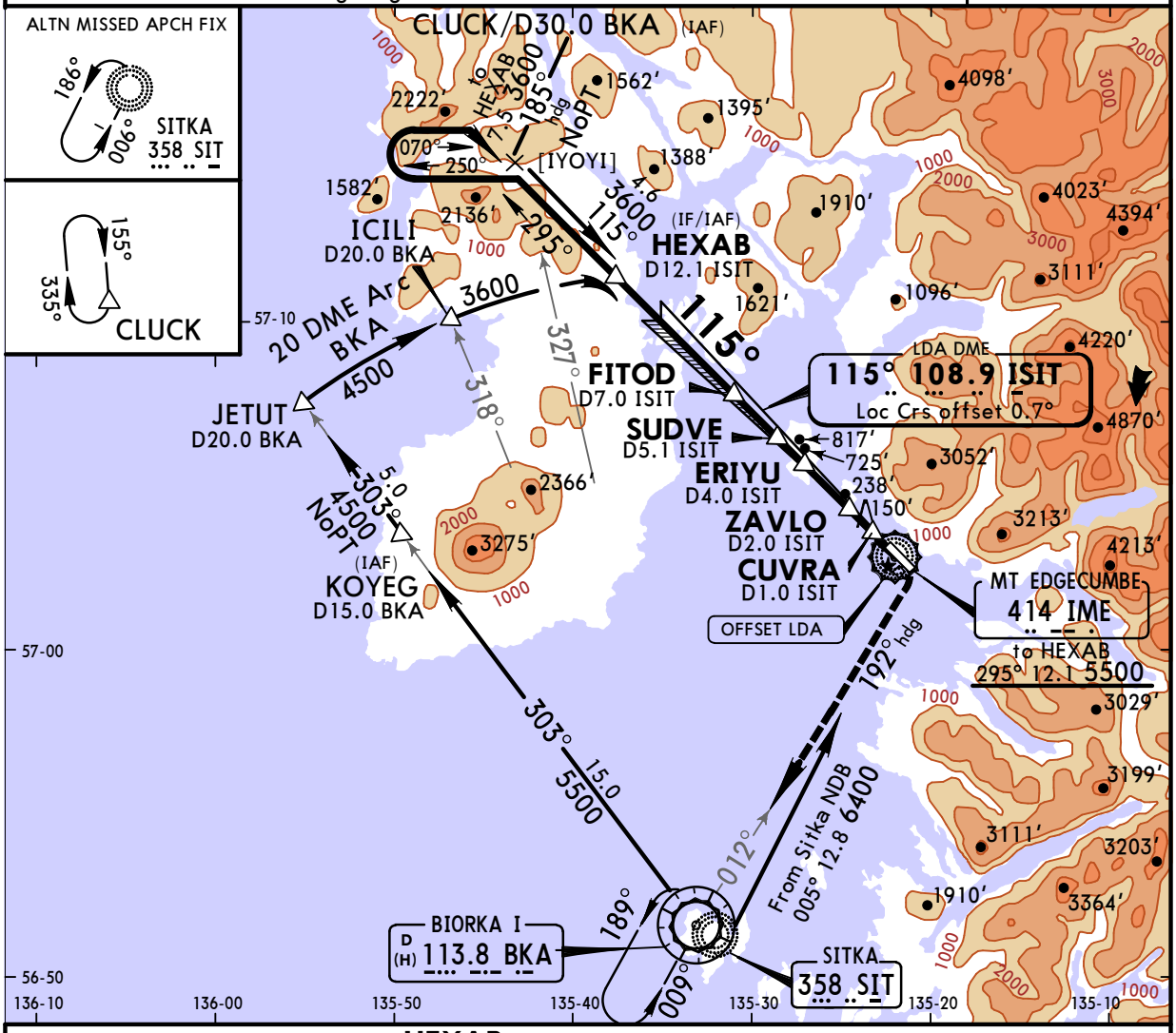
MISSED APCH: Climb to 500' then climbing RIGHT turn to 5500' on heading 192° and BKA VOR R-012 inbound to BKA VOR and hold, continue climb-in-hold to 5500', or as directed by ATC.

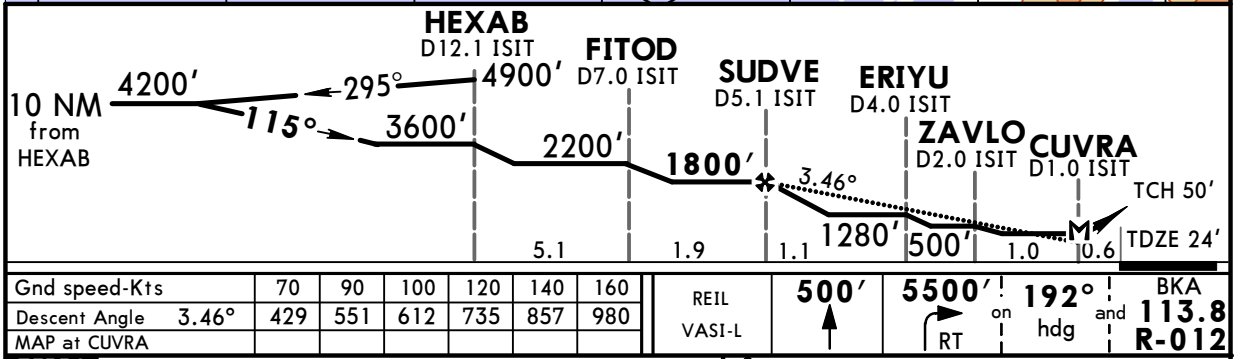
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Use local altimeter setting; if not received, procedure not authorized. 3. VGSI and descent angles not coincident. 4. Use ISIT DME when on LDA course. 5. Final approach course 411° right of runway centerline extended 3000' from threshold. 6. Pilot controlled lighting 123.6.



MSA BKA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.46°	429	551	612	735	857	980
MAP at CUVRA						

REIL
VASI-L

500' ↑ 5500' RT on 192° hdg and BKA 113.8 R-012

TERPS STRAIGHT-IN LANDING RWY 11

MDA(H) 400' (376')

A	1
B	
C	
D	

C CIRCLE-TO-LAND

Not Authorized Northeast of Rwy 11-29

Max Kts	MDA(H)
90	520' (493') -1
120	
140	760' (733') -2
165	1760' (1733') -3

TERPS AMEND 15A 24 JUL 2014

CHANGES: Cold temperature restriction removed.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

PASI/SIT

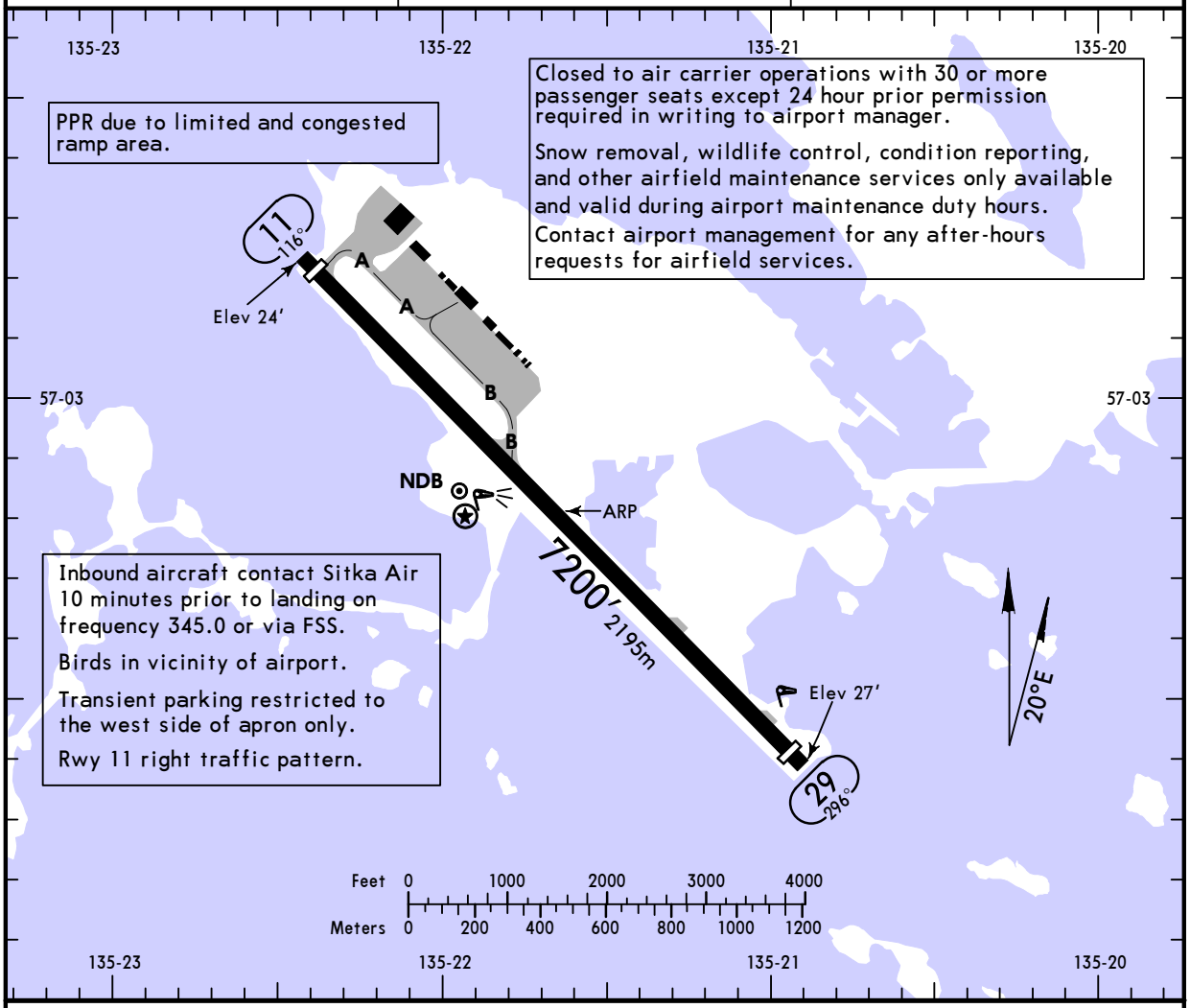
Apt Elev 27′
N57 02.8 W135 21.7

JEPPESEN
29 JUN 18 (11-1)

SITKA, ALASKA

SITKA GUTIERREZ

*AFIS	*SITKA Radio (LAA)	ANCHORAGE Center (R)
135.9	CTAF 123.6	126.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	❶ HIRL ❶ REIL VASI-L grooved	6500′			150′ 46m
29	❶ HIRL ❶ REIL ❷ VASI-R grooved	6500′			

❶ Activate on 123.6 when Sitka FSS closed.
❷ VASI does not provide obstruction clearance beyond 3.0 NM from threshold.

TAKE-OFF		FOR FILING AS ALTERNATE		
	All Rwys	LDA DME Rwy 11	VOR DME-A	RNAV (GPS) Rwy 11
1 & 2 Eng	USE BIORKA DEPARTURE	A B 800-2	800-2¼	1600-2
3 & 4 Eng		C		1600-3
		D 1800-3	1800-3	1800-3

AMEND 3

CHANGES: None.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

3.2.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PASI/SIT
SITKA GUTIERREZ

JEPPESEN
29 JUN 18 (12-1)

SITKA, ALASKA
RNAV (GPS) Rwy 11

*AFIS	ANCHORAGE Center (R)	*SITKA Radio (LAA)
135.9	126.1	CTAF 123.6

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 26′
Ch 56632 W-11A	**115°**	**TIPEH** **2500′** (2476′)	**740′** (716′)	TDZE 24′

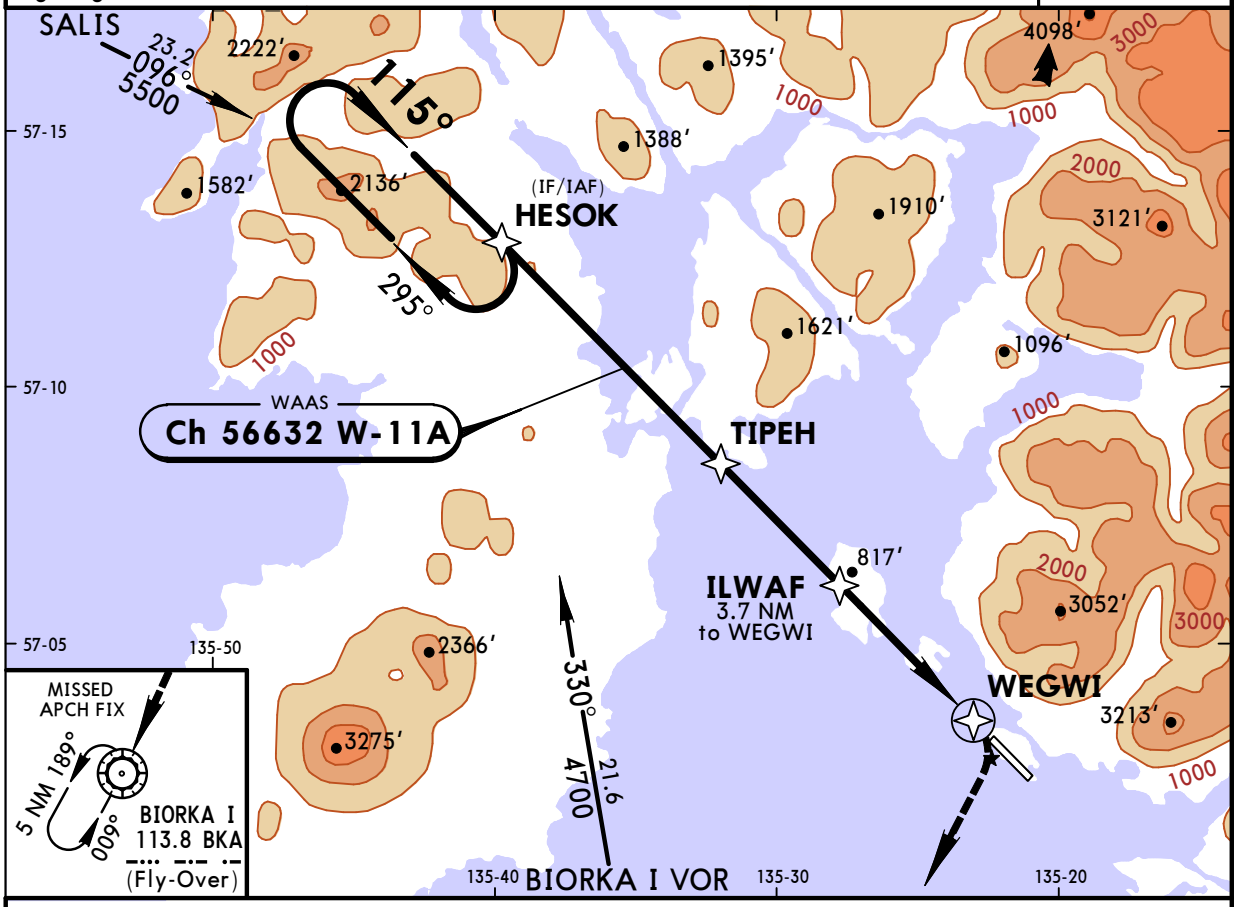
MISSED APCH: Climbing RIGHT turn to 5000′ direct BKA VOR and hold, continue climb-in-hold to 5000′.

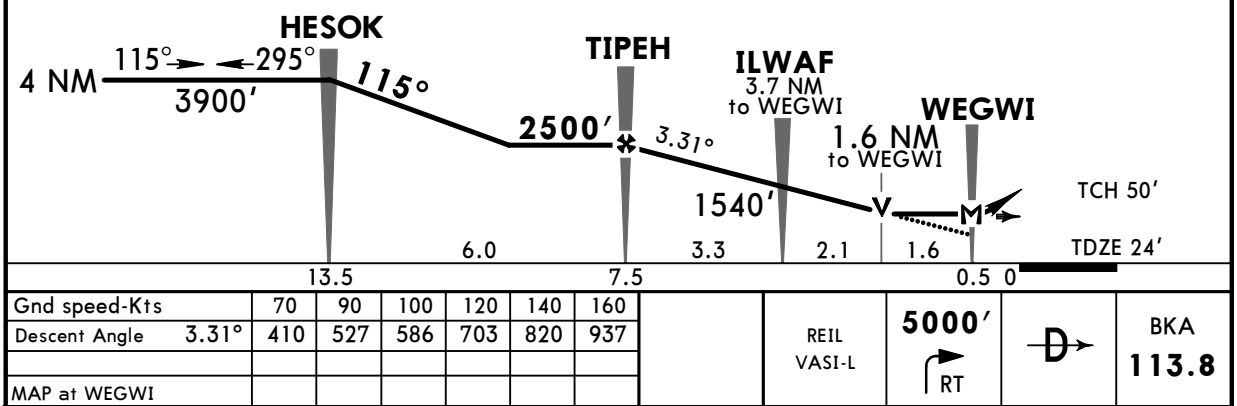
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 123.6.

6600′

MSA WEGWI





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.31°	410	527	586	703	820	937
MAP at WEGWI						

REIL
VASI-L

5000′ RT

D

BKA 113.8

TERPS STRAIGHT-IN LANDING RWY 11

	LP MDA(H) 740′ (716′)	LNAV MDA(H) 1540′ (1516′)
A	1	1¼
B		1½
C	2	3
D		

CIRCLE-TO-LAND
Not Authorized Northeast of Rwy 11-29

C Max Kts	MDA(H)
90	1540′ (1514′) -1¼
120	1540′ (1514′) -1½
140	1540′ (1514′) -3
165	1760′ (1734′) -3

TERPS AMEND 1A 24 JUL 2014

CHANGES: Cold temperature restriction removed.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

3.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PASI/SIT
SITKA GUTIERREZ

JEPPESEN
29 JUN 18 (13-1)

SITKA, ALASKA
VOR DME-A

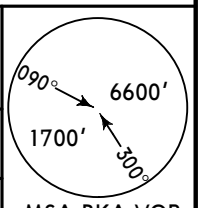
*AFIS	ANCHORAGE Center (R)	*SITKA Radio (LAA)
135.9	126.1	CTAF 123.6

VOR BKA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
113.8	009°	WINKA 1800′ (1774′)	Refer to Minimums	26′

MISSED APCH: Climbing LEFT turn to 2800′ direct BKA VOR and hold.

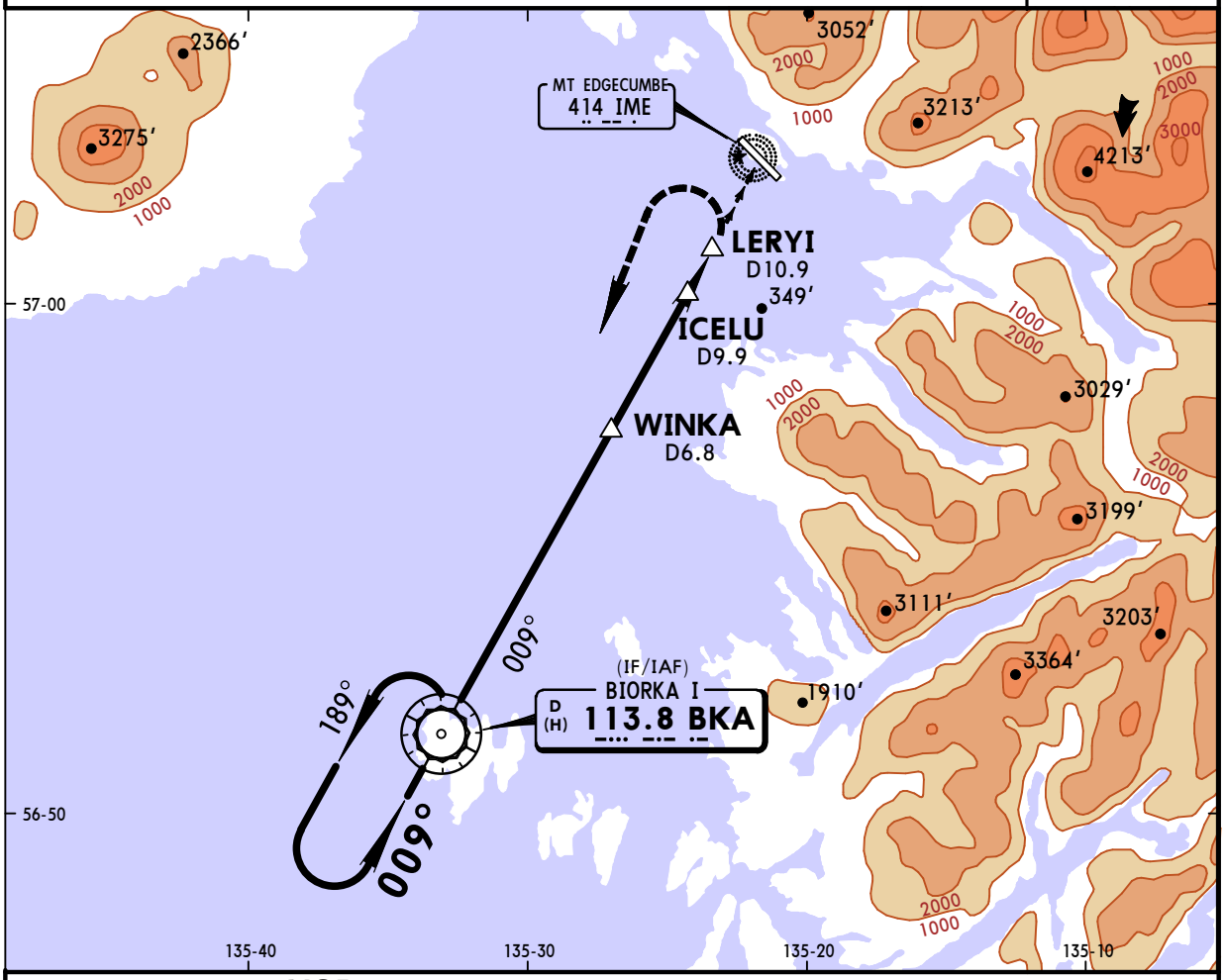
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

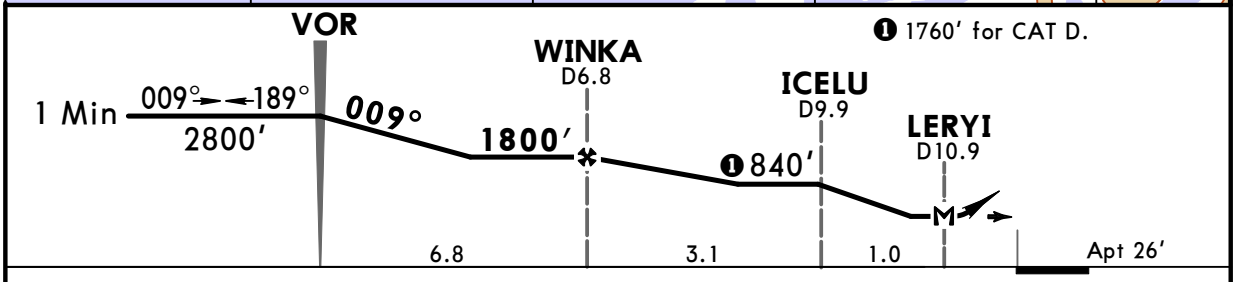
1. Use local altimeter setting; if not received, procedure not authorized.



MSA BKA VOR

BRIEFING STRIP ™





MAP at LERYI	Lighting - Refer to Airport Chart	2800′ LT	D	BKA 113.8

CIRCLE-TO-LAND
Not Authorized North of Rwy 11-29

	Max Kts	MDA(H)
A	90	660′ (634′) -2¼
B	120	
C	140	760′ (734′) -2¼
D	165	1760′ (1734′) -3

TERPS AMEND 1 22 AUG 2013

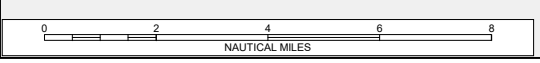
CHANGES: Cold temperature restriction removed.

© JEPPESEN, 2008, 2018. ALL RIGHTS RESERVED.

4.0.1 DEPARTURE (PASI -> PAFA): PASI (Sitka Rocky Gutierrez)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0

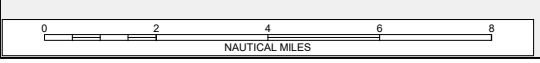


© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

4.0.2 DESTINATION (PASI -> PAFA): PAFA (Fairbanks Intl)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



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

PASI/SIT
SITKA GUTIERREZ

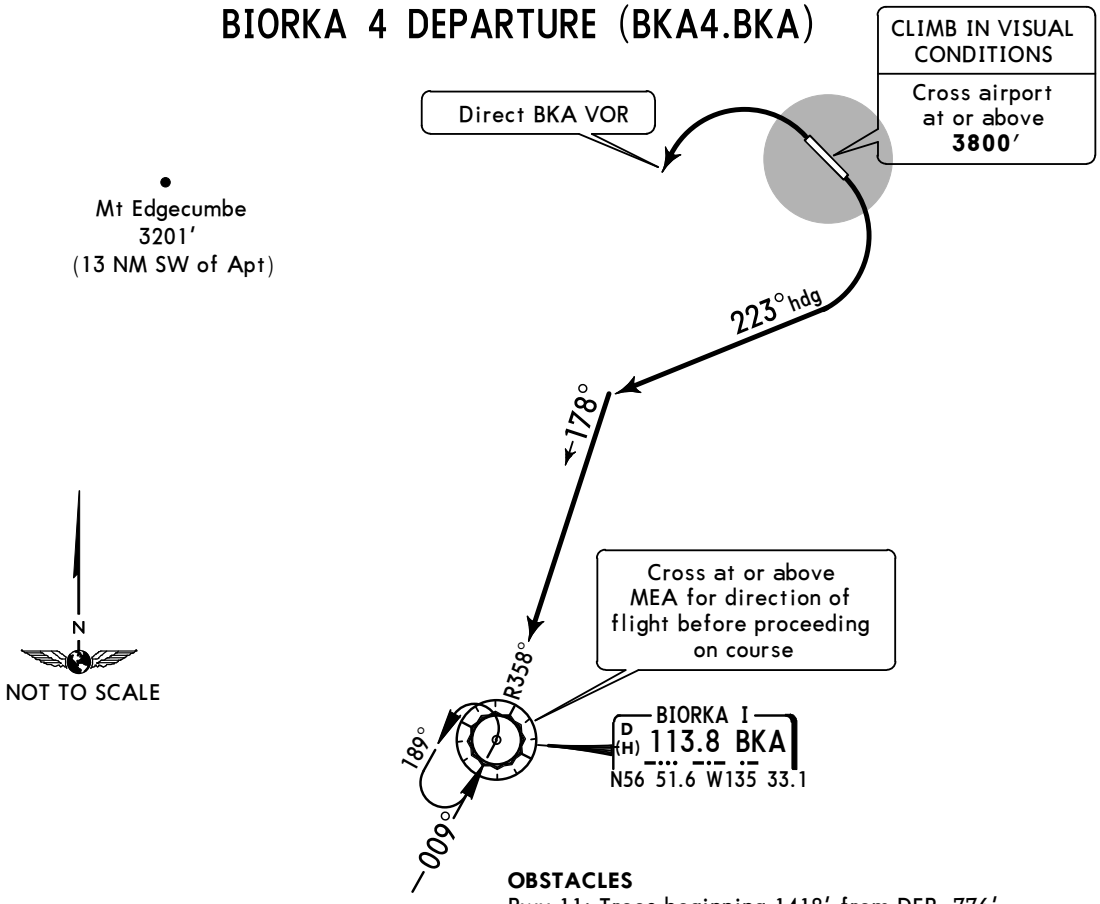
JEPPESEN
26 JAN 18 (10-3) Eff 1 Feb

SITKA, ALASKA
DP

ANCHORAGE Center (R) 126.1	Apt Elev 27′	Trans level: FL180 Trans alt: 18000′ WARNING: High terrain all quadrants, Mt Edgecumbe 3201′ 13 NM SOUTHWEST of Sitka Apt.

OBSTACLE

BIORKA 4 DEPARTURE (BKA4.BKA)



This DP requires take-off minimums:
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb requirements: 180 KT or less: 410′ per NM to 1900′; more than 180 KT: 645′ per NM to 3400′; or 3900-3 for climb in visual conditions.
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 233′ per NM to 1000′; or 3900-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
233′ per NM	291	388	583	777	971	1165
410′ per NM	513	683	1025	1367	1708	2050
645′ per NM	806	1075	1613	2150	2688	3225

OBSTACLES
Rwy 11: Trees beginning 1418′ from DER, 776′ RIGHT of centerline, up to 78′ AGL/102′ MSL. Trees beginning 1524′ from DER, 576′ RIGHT of centerline, up to 64′ AGL/100′ MSL. Trees beginning 2001′ from DER, 492′ RIGHT of centerline, up to 89′ AGL/115′ MSL. Trees beginning 2055′ from DER, 753′ LEFT of centerline, up to 83′ AGL/108′ MSL. Trees beginning 2120′ from DER, 548′ RIGHT of centerline, up to 113′ AGL/138′ MSL. Trees beginning 2210′ from DER, 533′ RIGHT of centerline, up to 110′ AGL/135′ MSL. Trees beginning 3496′ from DER, 792′ LEFT of centerline, up to 122′ AGL/139′ MSL. Trees beginning 4035′ from DER, 774′ LEFT of centerline, up to 160′ AGL/185′ MSL. Trees beginning 4203′ from DER, 847′ LEFT of centerline, up to 123′ AGL/153′ MSL. Trees beginning 4445′ from DER, 838′ LEFT of centerline, up to 104′ AGL/174′ MSL. Trees beginning 4541′ from DER, 529′ LEFT of centerline, up to 99′ AGL/159′ MSL. Trees beginning 5139′ from DER, 20′ RIGHT of centerline, up to 161′ MSL. Tree 6074′ from DER, 34′ LEFT of centerline, 145′ AGL/184′ MSL.
Rwy 29: Tree 124′ from DER, 505′ RIGHT of centerline, 20′ AGL/35′ MSL.

RWY	INITIAL CLIMB
11	Climbing RIGHT turn heading 223° to intercept BKA R-358 to BKA VOR.
29	Climbing LEFT turn direct BKA VOR.

ROUTING

Continue climb in BKA VOR holding pattern to cross BKA VOR at or above MEA for direction of flight before proceeding on course.

VISUAL CLIMB OVER AIRPORT ALL RWYS

Obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross Sitka Gutierrez Airport at or above 3800′ then climb direct BKA VOR. Continue climb in BKA VOR holding pattern to cross BKA VOR at or above MEA for direction of flight before proceeding on course.

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

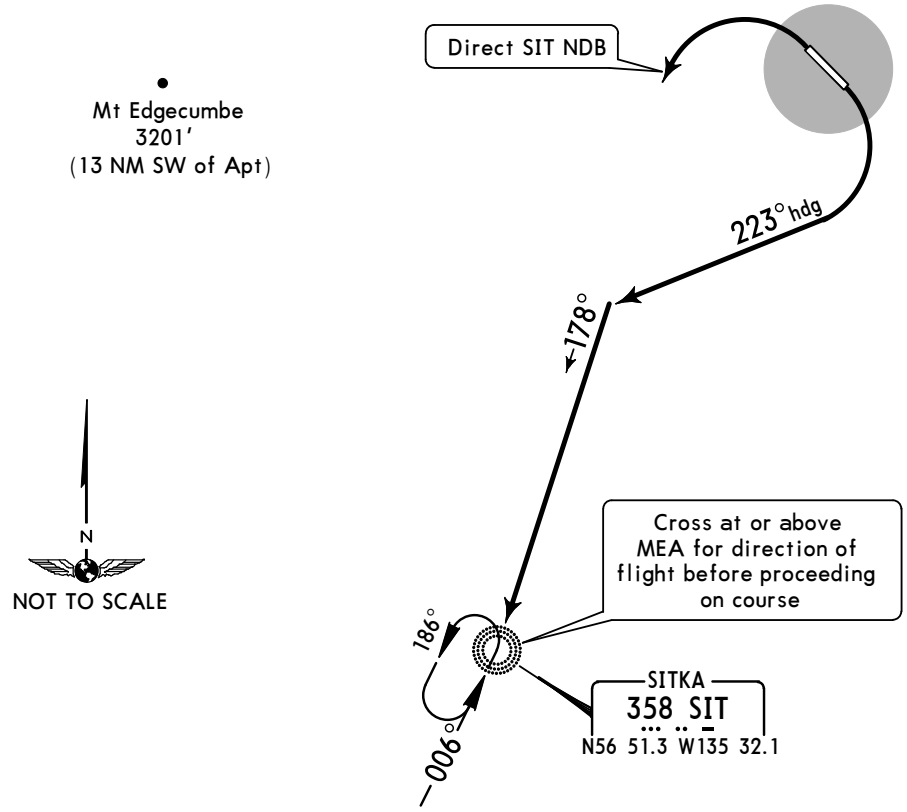
PASI/SIT
SITKA GUTIERREZ

JEPPESEN
26 JAN 18 (10-3A) Eff 1 Feb

SITKA, ALASKA
SID

ANCHORAGE Center (R) 126.1	Apt Elev 27′	Trans level: FL180 Trans alt: 18000′ WARNING: High terrain all quadrants, Mt Edgecumbe 3201′ 13 NM SOUTHWEST of Sitka Apt.

MANGM 1 DEPARTURE (MANGM1.SIT)



This SID requires take-off minimums (for standard minimums, refer to BIORKA DP):
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb requirements: 180 KT or less: 410′ per NM to 1900′; more than 180 KT: 645′ per NM to 3400′;
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 233′ per NM to 1000′.

Gnd speed-KT	75	100	150	200	250	300
233′ per NM	291	388	583	777	971	1165
410′ per NM	513	683	1025	1367	1708	2050
645′ per NM	806	1075	1613	2150	2688	3225

OBSTACLES
Rwy 11: Trees beginning 1418′ from DER, 776′ RIGHT of centerline, up to 78′ AGL/102′ MSL. Trees beginning 1524′ from DER, 576′ RIGHT of centerline, up to 64′ AGL/100′ MSL. Trees beginning 2001′ from DER, 492′ RIGHT of centerline, up to 89′ AGL/115′ MSL. Trees beginning 2055′ from DER, 753′ LEFT of centerline, up to 83′ AGL/108′ MSL. Trees beginning 2120′ from DER, 548′ RIGHT of centerline, up to 113′ AGL/138′ MSL. Trees beginning 2210′ from DER, 533′ RIGHT of centerline, up to 110′ AGL/135′ MSL. Trees beginning 3496′ from DER, 792′ LEFT of centerline, up to 122′ AGL/139′ MSL. Trees beginning 4035′ from DER, 774′ LEFT of centerline, up to 160′ AGL/185′ MSL. Trees beginning 4203′ from DER, 847′ LEFT of centerline, up to 123′ AGL/153′ MSL. Trees beginning 4445′ from DER, 838′ LEFT of centerline, up to 104′ AGL/174′ MSL. Trees beginning 4541′ from DER, 529′ LEFT of centerline, up to 99′ AGL/159′ MSL. Trees beginning 5139′ from DER, 20′ RIGHT of centerline, up to 161′ MSL. Tree 6074′ from DER, 34′ LEFT of centerline, 145′ AGL/184′ MSL.
Rwy 29: Tree 124′ from DER, 505′ RIGHT of centerline, 20′ AGL/35′ MSL.

RWY	INITIAL CLIMB	TOP ALTITUDE
11	Climbing RIGHT turn heading 223° to intercept 178° course to SIT NDB.	Assigned by ATC
29	Climbing LEFT turn direct SIT NDB.	

ROUTING

Continue climb in SIT NDB holding pattern to cross SIT NDB at or above MEA for direction of flight before proceeding on course. MAINTAIN ATC assigned altitude.

CHANGES: New procedure at this airport.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

4.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

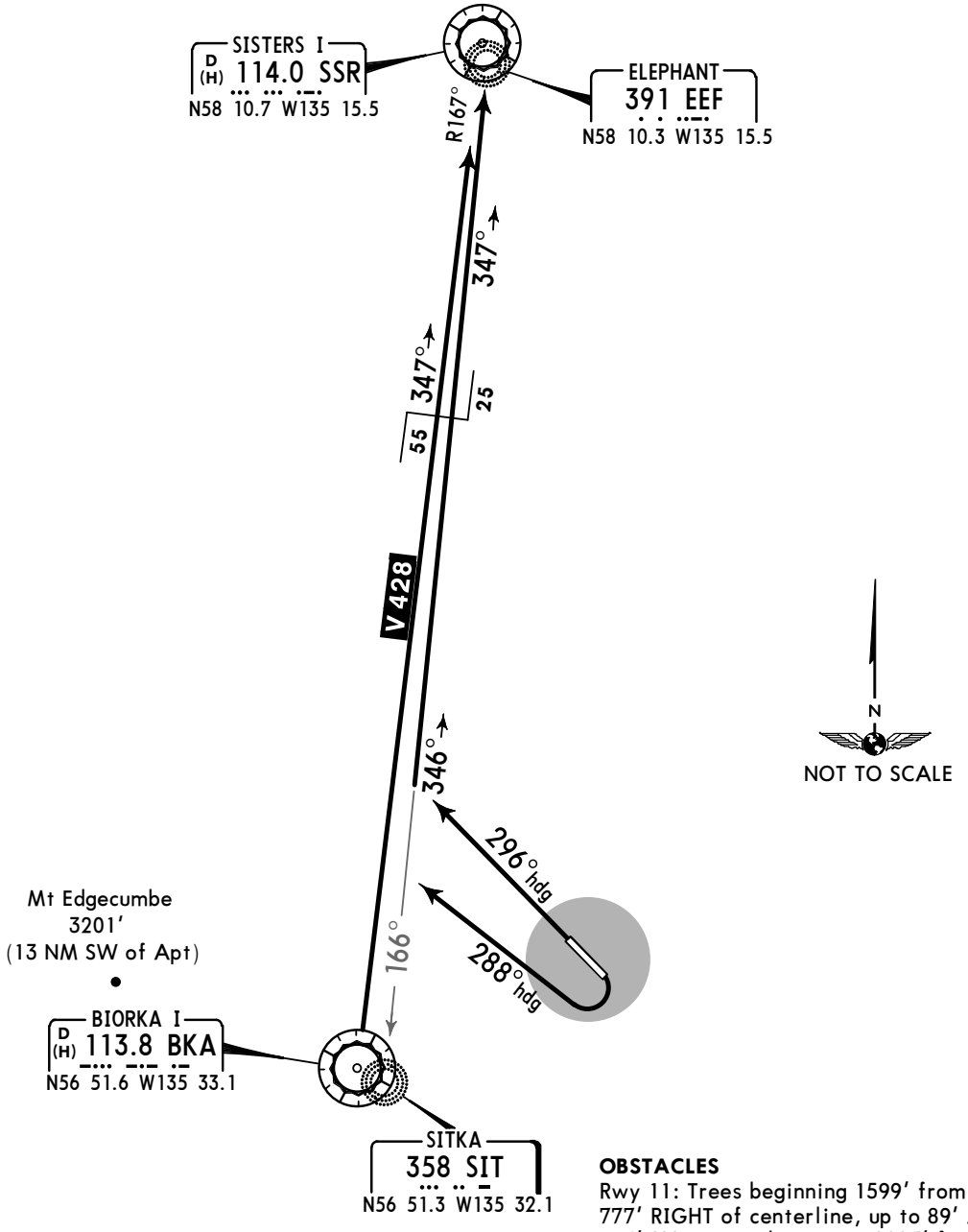
PASI/SIT
SITKA GUTIERREZ

JEPPESEN
26 JAN 18 (10-3A-1) Eff 1 Feb

SITKA, ALASKA
SID

ANCHORAGE Center (R) 126.1	Apt Elev 27′	Trans level: FL180 Trans alt: 18000′ WARNING: High terrain all quadrants, Mt Edgecumbe 3201′ 13 NM SOUTHWEST of Sitka Apt.

SITKA 9 DEPARTURE (STKA9.SSR)



This SID requires take-off minimums (for standard minimums, refer to BIORKA DP):
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb requirements of 180 KT or less, 390′ per NM to 4500′; more than 180 KT, 645′ per NM to 3400′.
Rwy 29: Standard (or lower than standard, if authorized) with a minimum climb of 357′ per NM to 5400′.

Gnd speed-KT	75	100	150	200	250	300
357′ per NM	446	595	893	1190	1488	1785
390′ per NM	488	650	975	1300	1625	1950
645′ per NM	806	1075	1613	2150	2688	3225

OBSTACLES
Rwy 11: Trees beginning 1599′ from DER, 777′ RIGHT of centerline, up to 89′ AGL/ 114′ MSL. Trees beginning 2087′ from DER, 493′ RIGHT of centerline, up to 122′ AGL/ 142′ MSL. Trees beginning 2235′ from DER, 752′ LEFT of centerline, up to 96′ AGL/128′ MSL. Trees beginning 3871′ from DER, 529′ LEFT of centerline, up to 178′ AGL/217′ MSL. Trees beginning 5319′ from DER, 1266′ RIGHT of centerline up to 152′ AGL/172′ MSL. Trees beginning 1 NM from DER, LEFT and RIGHT of centerline, up to 145′ AGL/184′ MSL.
Rwy 29: Bush, lighted navaid beginning 3′ from DER, 111′ LEFT of centerline, up to 5′ AGL/26′ MSL. Signs, bushes, lighted windsocks, beginning 26′ from DER, 372′ RIGHT of centerline, up to 28′ AGL/45′ MSL. Trees beginning 323′ from DER, 504′ RIGHT of centerline, up to 37′ AGL/64′ MSL.

RWY	INITIAL CLIMB
11	Climbing RIGHT turn heading 288° to join V-428 and SSR R-167 to SSR VOR or SIT 346° bearing and EEF 347° course to EEF NDB.
29	Climb heading 296° to join V-428 to SSR VOR or SIT 346° bearing and EEF 347° course to EEF NDB.

CHANGES: Chart reindexed.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

4.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PASI/SIT
SITKA GUTIERREZ

JEPPESEN
29 JUN 18 (11-1)

SITKA, ALASKA
LDA DME Rwy 11

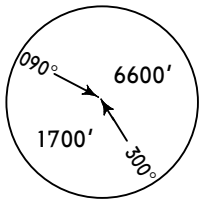
*AFIS	ANCHORAGE Center (R)	*SITKA Radio (LAA)
135.9	126.1	CTAF 123.6

LDA ISIT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 27'
108.9	115°	SUDVE 1800' (1776')	400' (376')	TDZE 24'

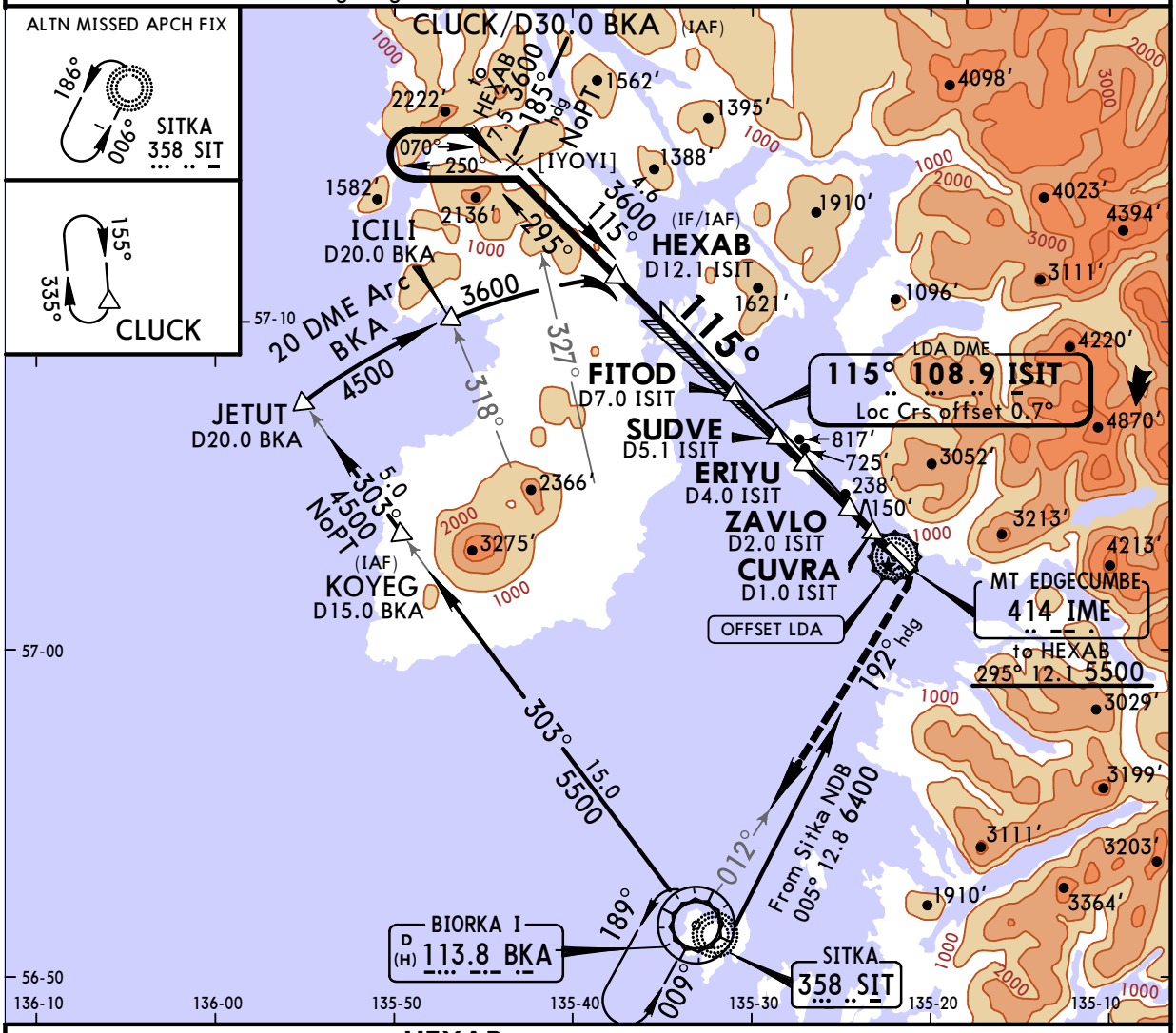
MISSED APCH: Climb to 500' then climbing RIGHT turn to 5500' on heading 192° and BKA VOR R-012 inbound to BKA VOR and hold, continue climb-in-hold to 5500', or as directed by ATC.

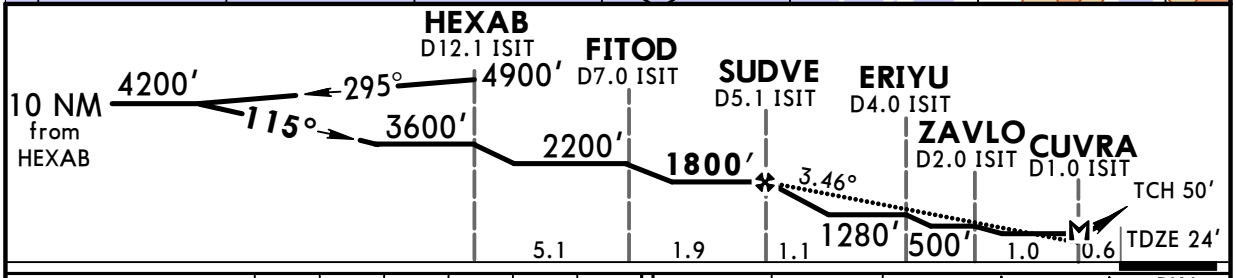
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Use local altimeter setting; if not received, procedure not authorized. 3. VGSI and descent angles not coincident. 4. Use ISIT DME when on LDA course. 5. Final approach course 411° right of runway centerline extended 3000' from threshold. 6. Pilot controlled lighting 123.6.



MSA BKA VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.46°	429	551	612	735	857	980
MAP at CUVRA						

REIL
VASI-L

500' RT | 5500' on 192° hdg and BKA 113.8 R-012

TERPS STRAIGHT-IN LANDING RWY 11

MDA(H) 400' (376')

A	1
B	
C	
D	

CIRCLE-TO-LAND

Not Authorized Northeast of Rwy 11-29

Max Kts	MDA(H)
90	520' (493') -1
120	
140	760' (733') -2
165	1760' (1733') -3

TERPS AMEND 15A 24 JUL 2014

CHANGES: Cold temperature restriction removed.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

PASI/SIT

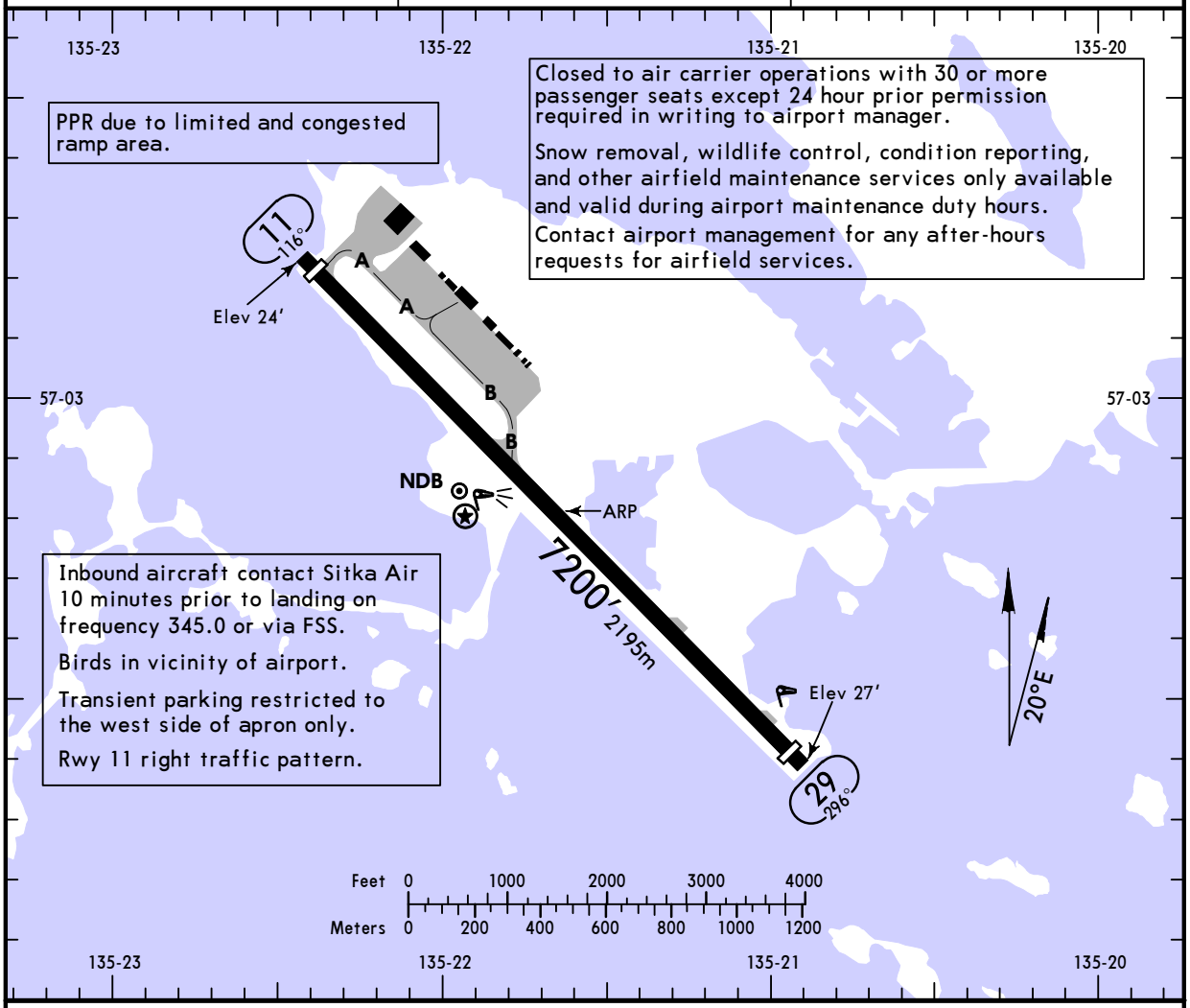
Apt Elev 27′
N57 02.8 W135 21.7

JEPPESEN
29 JUN 18 (11-1)

SITKA, ALASKA

SITKA GUTIERREZ

*AFIS	*SITKA Radio (LAA)	ANCHORAGE Center (R)
135.9	CTAF 123.6	126.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	❶ HIRL ❶ REIL VASI-L grooved	6500′			150′ 46m
29	❶ HIRL ❶ REIL ❷ VASI-R grooved	6500′			

❶ Activate on 123.6 when Sitka FSS closed.
❷ VASI does not provide obstruction clearance beyond 3.0 NM from threshold.

TAKE-OFF		FOR FILING AS ALTERNATE		
	All Rwys	LDA DME Rwy 11	VOR DME-A	RNAV (GPS) Rwy 11
1 & 2 Eng	USE BIORKA DEPARTURE	A B 800-2	800-2¼	1600-2
3 & 4 Eng		C		1600-3
		D 1800-3	1800-3	1800-3

AMEND 3

CHANGES: None.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

4.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PASI/SIT
SITKA GUTIERREZ

JEPPESEN
29 JUN 18 (12-1)

SITKA, ALASKA
RNAV (GPS) Rwy 11

*AFIS	ANCHORAGE Center (R)	*SITKA Radio (LAA)
135.9	126.1	CTAF 123.6

BRIEFING STRIP ™

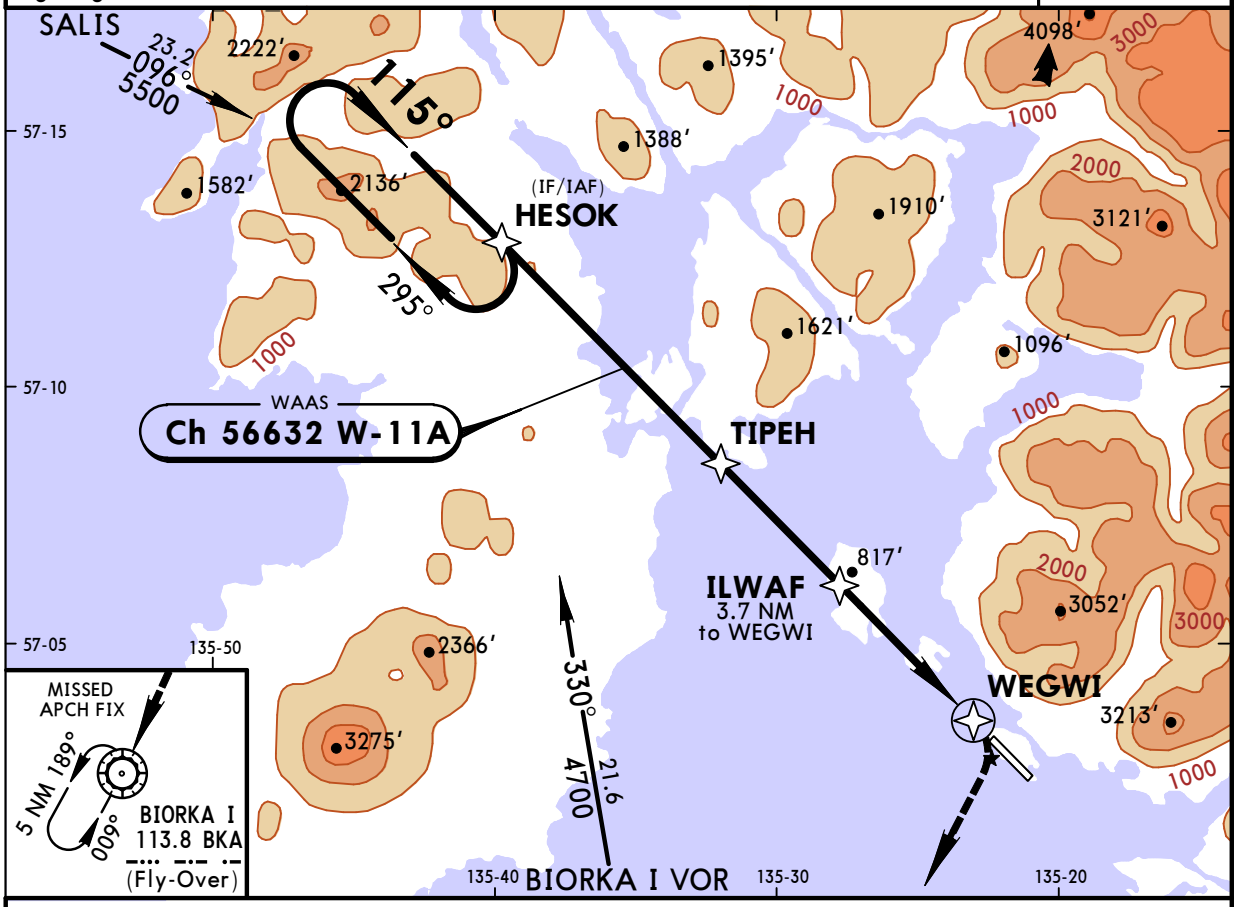
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 26′
Ch 56632 W-11A	**115°**	**TIPEH 2500′** (2476′)	**740′** (716′)	TDZE 24′

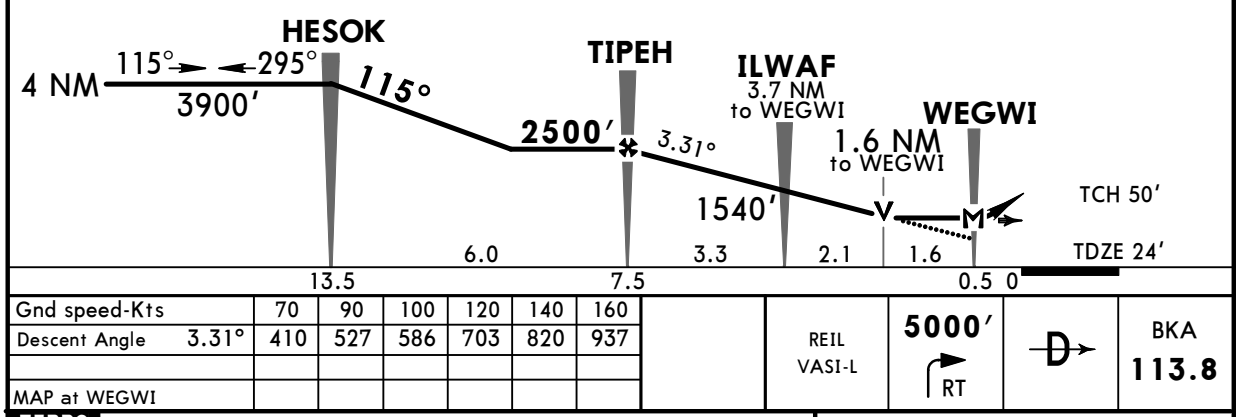
MISSED APCH: Climbing RIGHT turn to 5000′ direct BKA VOR and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 123.6.

6600′
MSA WEGWI





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.31°	410	527	586	703	820	937
MAP at WEGWI						

REIL
VASI-L

5000′
RT

D

BKA
113.8

TERPS STRAIGHT-IN LANDING RWY 11

	LP MDA(H) 740′ (716′)	LNAV MDA(H) 1540′ (1516′)
A	1	1¼
B		1½
C	2	3
D		

CIRCLE-TO-LAND
Not Authorized Northeast of Rwy 11-29

C Max Kts	MDA(H)
90	1540′ (1514′) -1¼
120	1540′ (1514′) -1½
140	1540′ (1514′) -3
165	1760′ (1734′) -3

TERPS AMEND 1A 24 JUL 2014

CHANGES: Cold temperature restriction removed.

© JEPPESEN, 2006, 2018. ALL RIGHTS RESERVED.

4.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PASI/SIT
SITKA GUTIERREZ

JEPPESEN
29 JUN 18 (13-1)

SITKA, ALASKA
VOR DME-A

BRIEFING STRIP ™

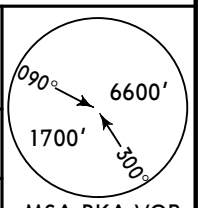
*AFIS	ANCHORAGE Center (R)	*SITKA Radio (LAA)
135.9	126.1	CTAF 123.6

VOR BKA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 26′
113.8	009°	WINKA 1800′ (1774′)	Refer to Minimums	

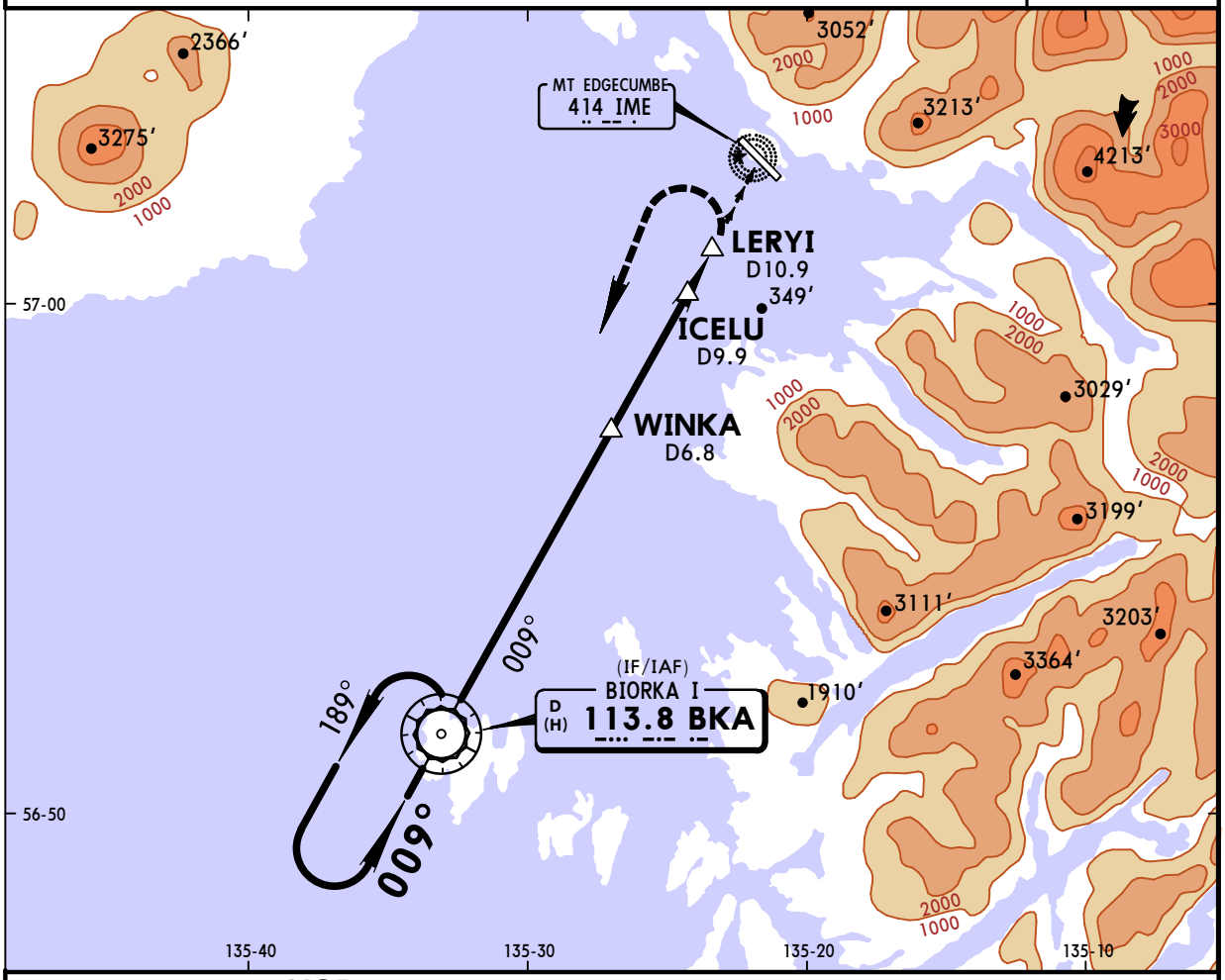
MISSED APCH: Climbing LEFT turn to 2800′ direct BKA VOR and hold.

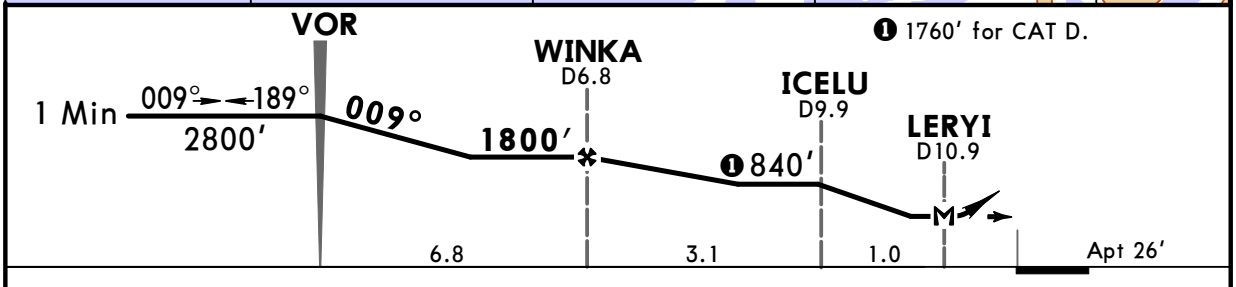
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized.



MSA BKA VOR





MAP at LERYI								Lighting - Refer to Airport Chart	2800′ LT	D	BKA 113.8

CIRCLE-TO-LAND

Not Authorized North of Rwy 11-29

	Max Kts	MDA(H)
A	90	660′ (634′) -2¼
B	120	
C	140	760′ (734′) -2¼
D	165	1760′ (1734′) -3

TERPS AMEND 1 22 AUG 2013

CHANGES: Cold temperature restriction removed.

© JEPPESEN, 2008, 2018. ALL RIGHTS RESERVED.

4.2.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

COLD TEMPERATURE RESTRICTED AIRPORT

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA's Notices to Airmen Publication (NTAP) Graphic Notices General for a complete list of published airports, temperature/s, segments, and procedure information. (www.faa.gov/air_traffic/publications/notices).

COLD TEMPERATURE CORRECTION TABLE

REPORTED TEMP	HEIGHT ABOVE AIRPORT (FEET)													
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

PAFA/FAI
FAIRBANKS INTL

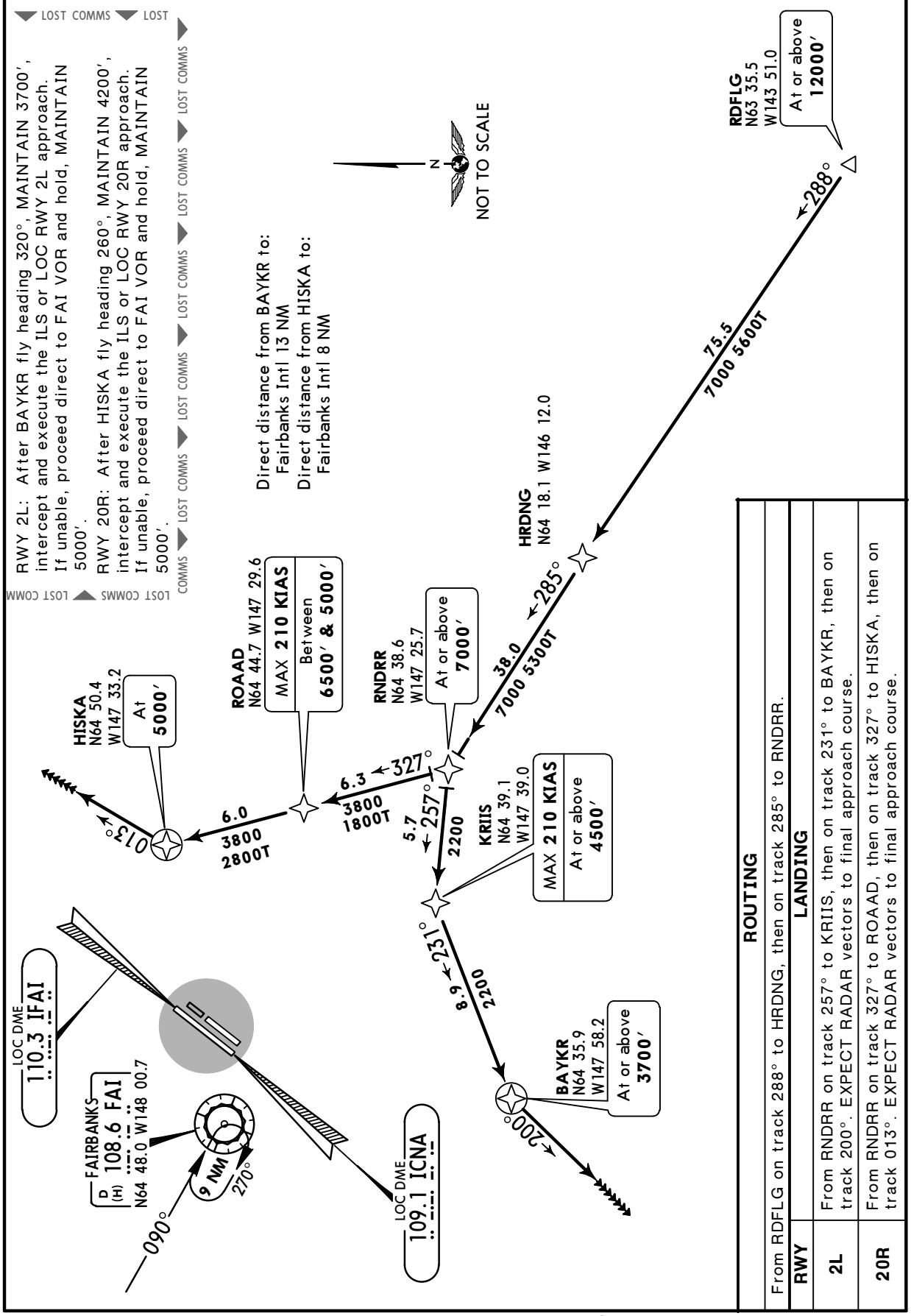
JEPPESEN
4 DEC 15 (10-2) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV STAR

ATIS	Apt Elev
124.4	439′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required after RNDRR. 2. GPS required. 3. RNAV 1.
4. Monitor ATIS for runway in use. 5. EXPECT runway assignment from Fairbanks Approach Control on initial contact. 6. EXPECT to cross RDFLG at or below 17000′ when DELTA ATCAA is active.

HRDNG TWO RNAV ARRIVAL (RDFLG.HRDNG2)



ROUTING

From RDFLG on track 288° to HRDNG, then on track 285° to RNDRR.

RWY	LANDING
2L	From RNDRR on track 257° to KRIIS, then on track 231° to BAYKR, then on track 200°. EXPECT RADAR vectors to final approach course.
20R	From RNDRR on track 327° to ROAAD, then on track 327° to HISKA, then on track 013°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

4.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

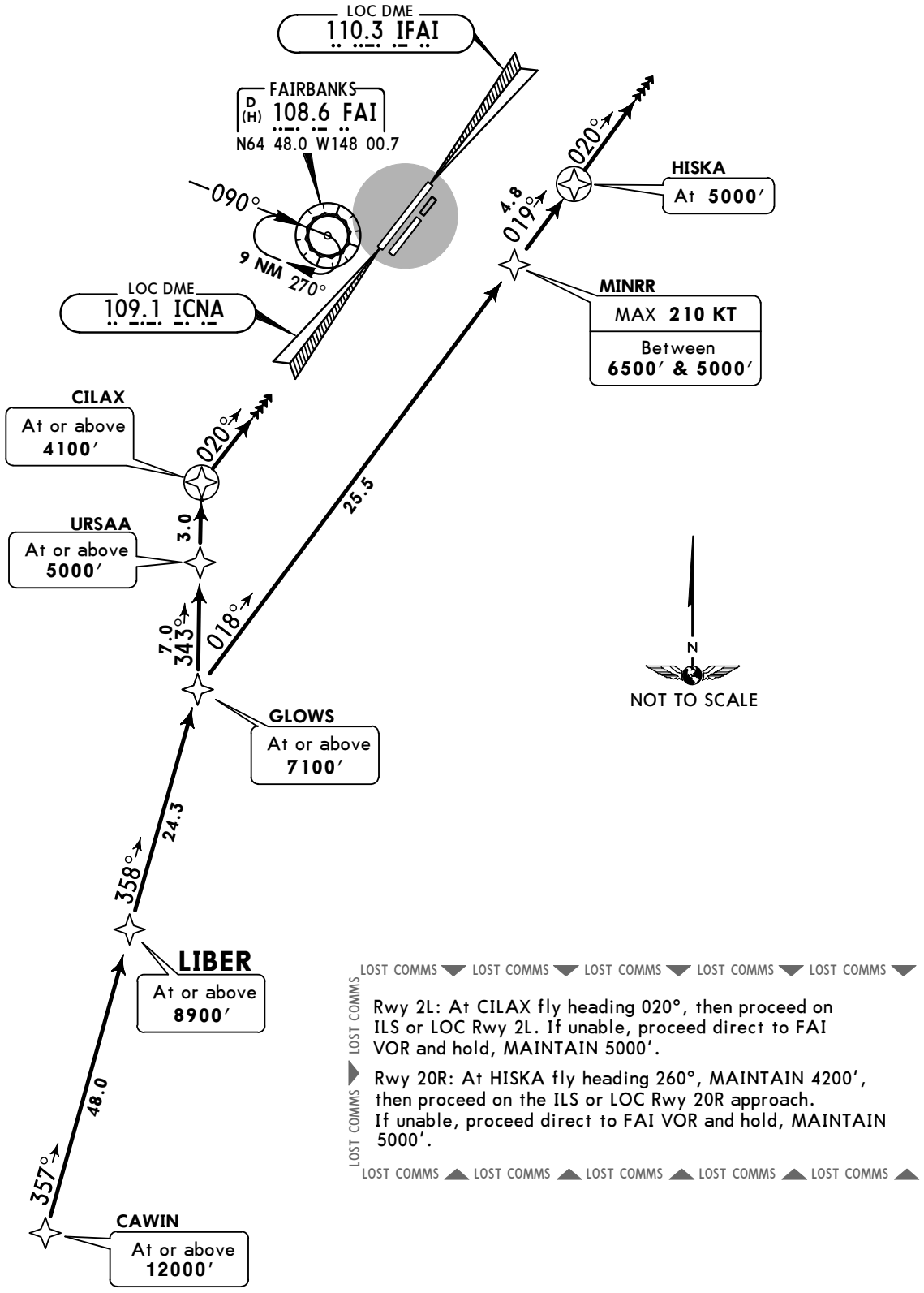
PAFA/FAI
FAIRBANKS INTL

JEPPESEN
16 JUN 17 (10-2A) Eff 22 Jun

FAIRBANKS, ALASKA
RNAV STAR

ATIS	Apt Elev	
124.4	439′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required after GLOWS. 2. GPS required. 3. RNAV 1.** 4. Monitor ATIS for runway in use. 5. EXPECT runway assignment from Fairbanks Approach Control upon initial contact.

LIBER 3 RNAV ARRIVAL (CAWIN.LIBER3)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS

Rwy 2L: At CILAX fly heading 020°, then proceed on ILS or LOC Rwy 2L. If unable, proceed direct to FAI VOR and hold, MAINTAIN 5000′.

Rwy 20R: At HISKA fly heading 260°, MAINTAIN 4200′, then proceed on the ILS or LOC Rwy 20R approach. If unable, proceed direct to FAI VOR and hold, MAINTAIN 5000′.

LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ROUTING
From CAWIN on track 357° to LIBER, then on track 358° to GLOWS.

RWY	LANDING
2L	From GLOWS on track 343° to URSAA, then on track 343° to CILAX, then on track 020°. EXPECT RADAR vectors to final approach course.
20R	From GLOWS on track 018° to MINRR, then on track 019° to HISKA, then on track 020°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2012, 2017. ALL RIGHTS RESERVED.

4.2.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

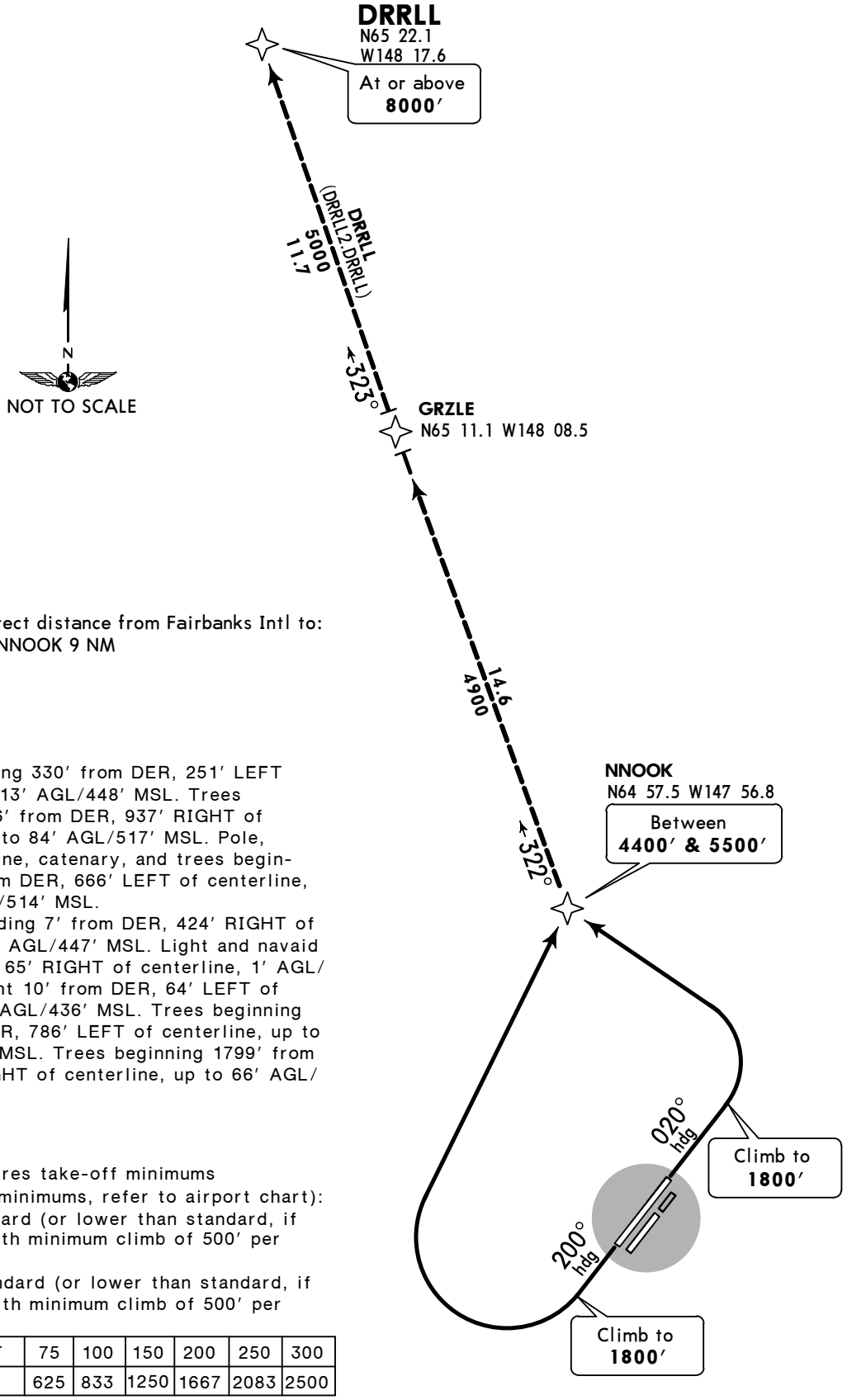
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV SID

FAIRBANKS Departure (R)		Apt Elev	
360°-179°	180°-359°	439′	Trans level: FL180 Trans alt: 18000′
126.5	125.35		**1. GPS required.** **2. RNAV 1.**

DRRLL TWO RNAV DEPARTURE (DRRLL2.DRRLL)



Direct distance from Fairbanks Intl to:
NNOOK 9 NM

OBSTACLES

Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.
Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.
Rwy 20R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 3000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb heading 020° to 1800′, then LEFT turn direct NNOOK, cross NNOOK between 4400′ and 5500′, then on DRRLL Transition.	Assigned by ATC
20R	Climb heading 200° to 1800′, then RIGHT turn direct NNOOK, cross NNOOK between 4400′ and 5500′, then on DRRLL Transition.	

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

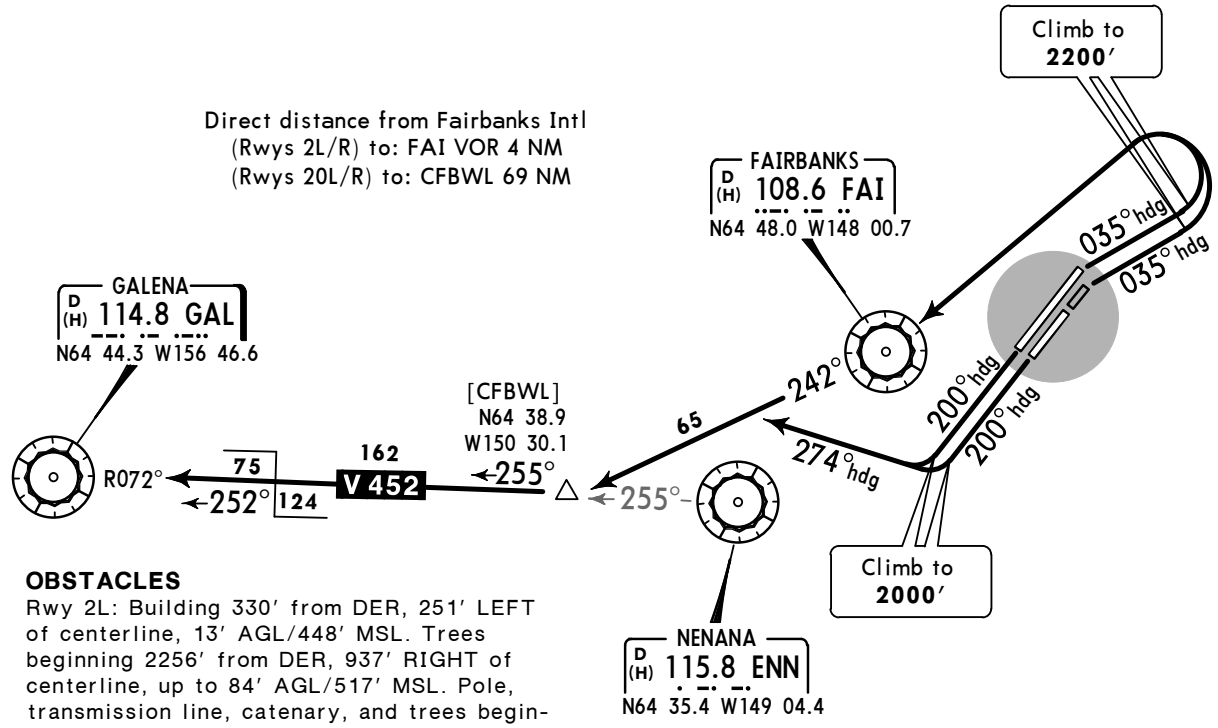
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3A) Eff 10 Dec

FAIRBANKS, ALASKA
SID

FAIRBANKS Departure (R) 360°-179°	180°-359°	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.5	125.35	439′	**DME required.**

GALENA FIVE DEPARTURE (GLEEN5.GAL)



OBSTACLES

Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.

Rwy 2R: Buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244′ LEFT of centerline, up to 15′ AGL/448′ MSL. Signs and aircraft on ramp beginning 11′ from DER, 247′ RIGHT of centerline, up to 8′ AGL/441′ MSL.

Rwy 20L: Light 9′ from DER, 30′ RIGHT of centerline, 1′ AGL/434′ MSL. Light 9′ from DER, 30′ LEFT of centerline, 1′ AGL/437′ MSL. Sign and trees beginning 21′ from DER, 249′ RIGHT of centerline, up to 38′ AGL/470′ MSL. Sign, transmission line tower, and catenaries beginning 49′ from DER, 457′ LEFT of centerline, up to 37′ AGL/465′ MSL. Trees beginning 292′ from DER, 552′ RIGHT of centerline, up to 72′ AGL/501′ MSL. Pole, transmission line tower, and trees beginning 458′ from DER, 546′ LEFT of centerline, up to 49′ AGL/480′ MSL. Trees beginning 1225′ from DER, 236′ RIGHT of centerline, up to 70′ AGL/501′ MSL. Trees beginning 1895′ from DER, 131′ LEFT of centerline, up to 62′ AGL/492′ MSL.

Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.

N

NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2L/R: Standard (or lower than standard, if authorized) with a minimum climb of 230′ per NM to 2200′.
Rwys 20L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150

RWY	INITIAL CLIMB
2L/R	Climb heading 035° to 2200′, then LEFT turn direct FAI VOR.
20L/R	Climb heading 200° to 2000′, then RIGHT turn heading 274°.

ROUTING

Intercept FAI R-242 to ENN R-255, then on ENN R-255 and GAL R-072 (V-452) to GAL VOR, then continue climb on assigned route and altitude.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

PAFA/FAI FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3B) Eff 10 Dec

FAIRBANKS, ALASKA SID

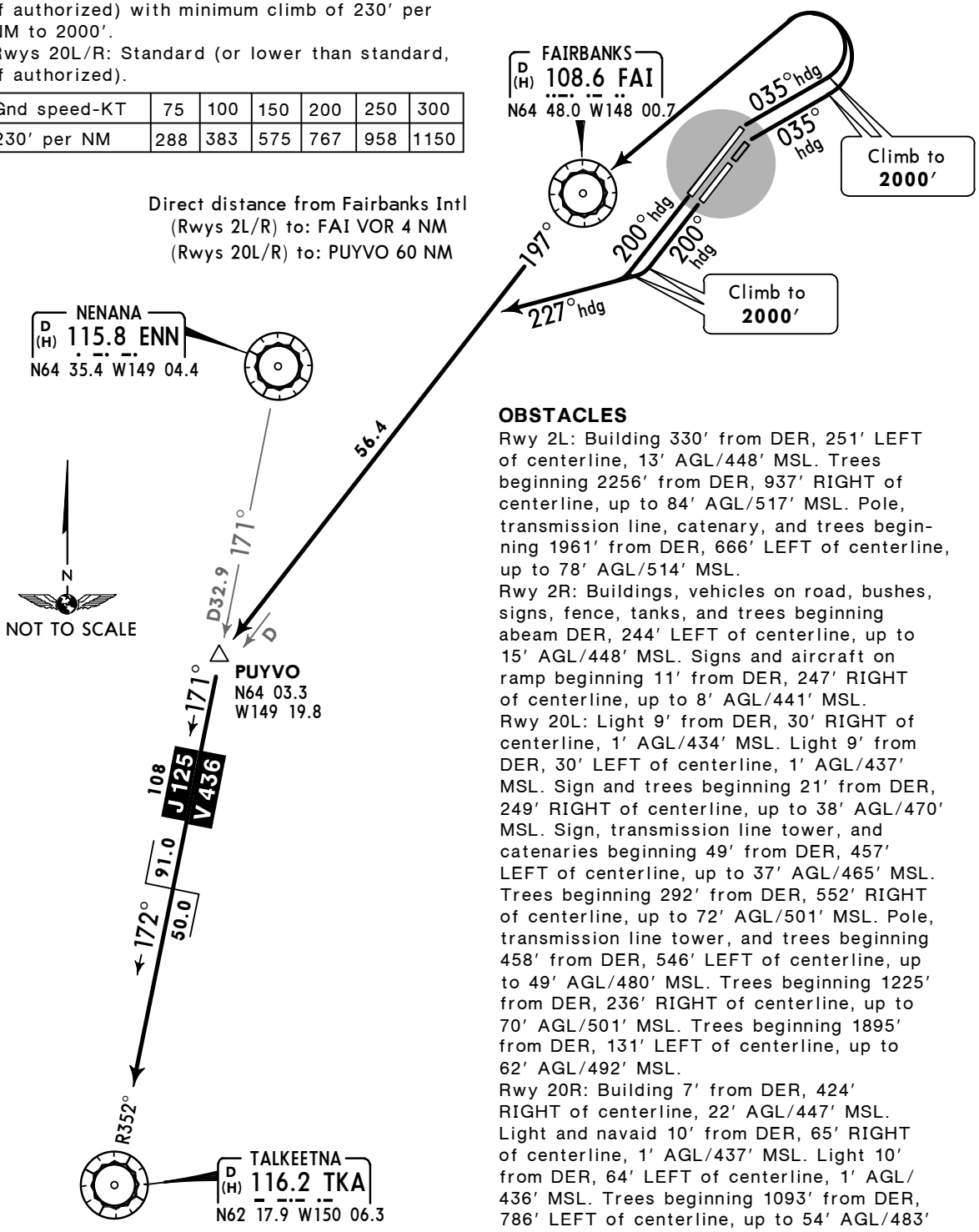
FAIRBANKS Departure (R) 360°-179°	180°-359°	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.5	125.35	439′	**DME required.**

McKINLEY ONE DEPARTURE (MKNLY1.TKA)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2L/R: Standard (or lower than standard, if authorized) with minimum climb of 230′ per NM to 2000′.
Rwys 20L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150

Direct distance from Fairbanks Intl
(Rwys 2L/R) to: FAI VOR 4 NM
(Rwys 20L/R) to: PUYVO 60 NM



OBSTACLES

Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.
Rwy 2R: Buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244′ LEFT of centerline, up to 15′ AGL/448′ MSL. Signs and aircraft on ramp beginning 11′ from DER, 247′ RIGHT of centerline, up to 8′ AGL/441′ MSL.
Rwy 20L: Light 9′ from DER, 30′ RIGHT of centerline, 1′ AGL/434′ MSL. Light 9′ from DER, 30′ LEFT of centerline, 1′ AGL/437′ MSL. Sign and trees beginning 21′ from DER, 249′ RIGHT of centerline, up to 38′ AGL/470′ MSL. Sign, transmission line tower, and catenaries beginning 49′ from DER, 457′ LEFT of centerline, up to 37′ AGL/465′ MSL. Trees beginning 292′ from DER, 552′ RIGHT of centerline, up to 72′ AGL/501′ MSL. Pole, transmission line tower, and trees beginning 458′ from DER, 546′ LEFT of centerline, up to 49′ AGL/480′ MSL. Trees beginning 1225′ from DER, 236′ RIGHT of centerline, up to 70′ AGL/501′ MSL. Trees beginning 1895′ from DER, 131′ LEFT of centerline, up to 62′ AGL/492′ MSL.
Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.

RWY	INITIAL CLIMB
2L/R	Climb heading 035° to 2000′, then LEFT turn direct FAI VOR.
20L/R	Climb heading 200° to 2000′, then RIGHT turn heading 227°.

ROUTING

Intercept FAI R-197 to PUYVO/FAI 56.4 DME fix, then on ENN R-171 and TKA R-352 (J-125 and V-346) to TKA VOR, then on assigned route and altitude.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

4.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

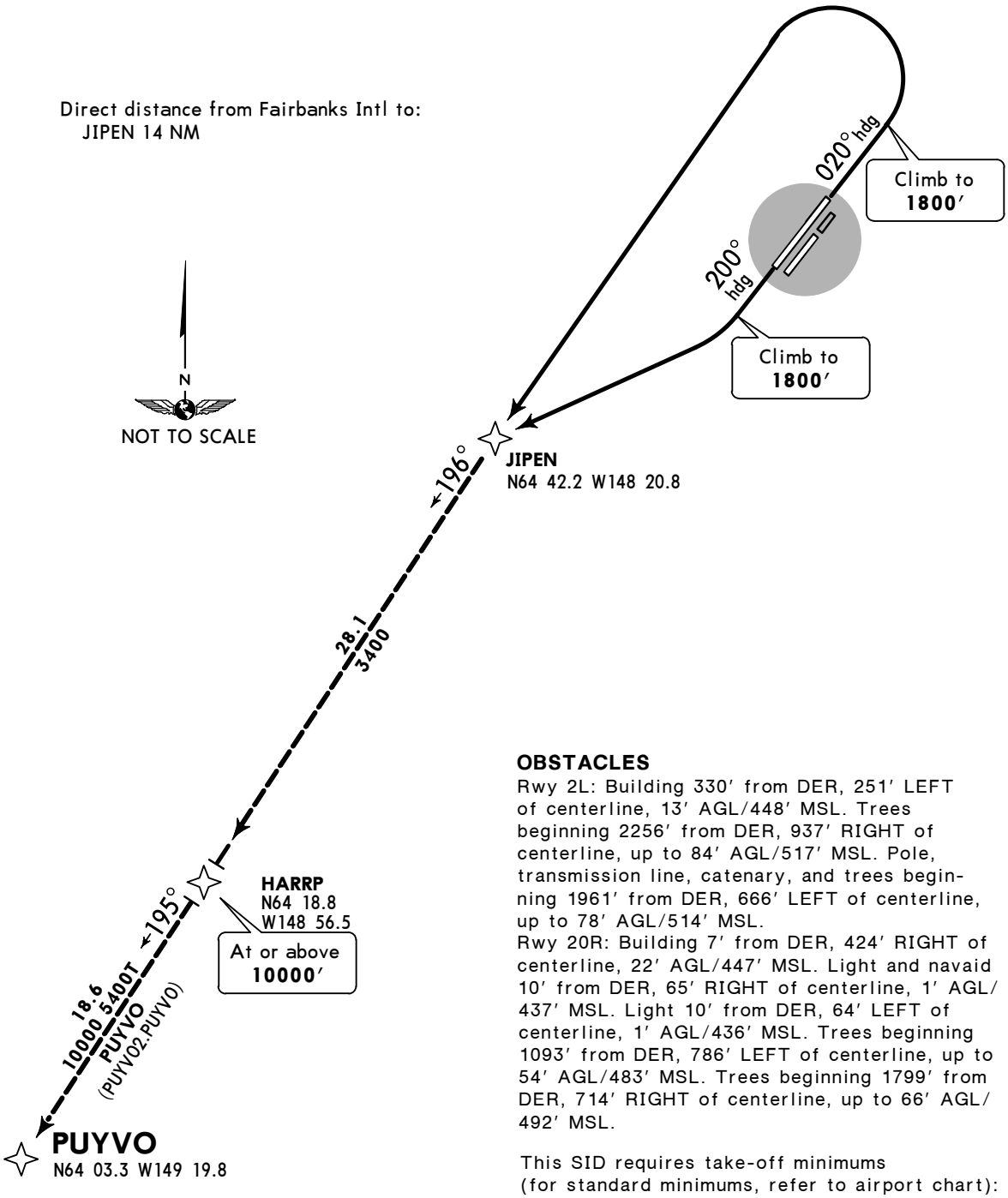
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3C) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV SID

FAIRBANKS Departure (R) 360°-179°	180°-359°	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.5	125.35	439′	**1. GPS required.** **2. RNAV 1.**

PUYVO TWO RNAV DEPARTURE (PUYVO2.PUYVO)



OBSTACLES

Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.
Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 3100′.
Rwy 20R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb heading 020° to 1800′, then LEFT turn direct JIPEN, then on PUYVO Transition.	Assigned by ATC
20R	Climb heading 200° to 1800′, then RIGHT turn direct JIPEN, then on PUYVO Transition.	

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

PAFA/FAI
FAIRBANKS INTL

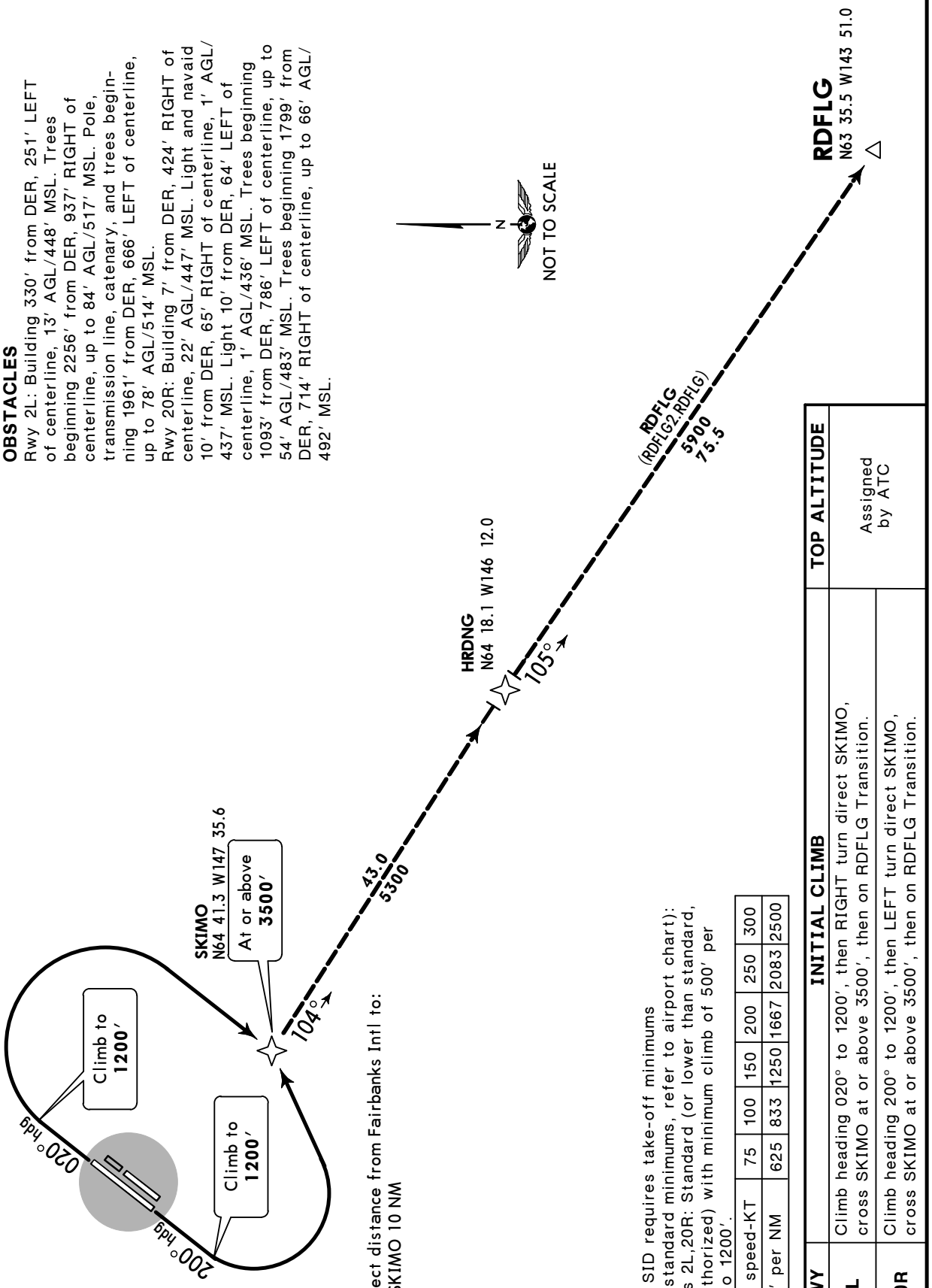
JEPPESEN 4 DEC 15 (10-3D) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV SID

FAIRBANKS Departure (R) 360°-179°	FAIRBANKS Departure (R) 180°-359°	Apt Elev	
126.5	125.35	439′	Trans level: FL180 Trans alt: 18000′ **1. GPS required.** **2. RNAV 1.** 3. EXPECT to cross RDFLG at or below 17000′ when DELTA ATCAA is active.

RDFLG TWO RNAV DEPARTURE (RDFLG2.RDFLG)

OBSTACLES
Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.
Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 2L,20R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1200′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb heading 020° to 1200′, then RIGHT turn direct SKIMO, cross SKIMO at or above 3500′, then on RDFLG Transition.	Assigned by ATC
20R	Climb heading 200° to 1200′, then LEFT turn direct SKIMO, cross SKIMO at or above 3500′, then on RDFLG Transition.	

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

4.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

PAFA/FAI

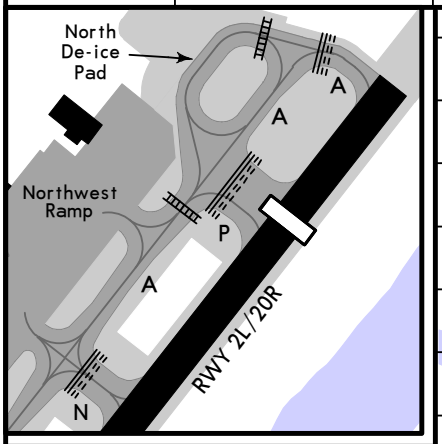
Apt Elev **439'**
N64 48.9 W147 51.4

JEPPESEN
23 MAR 18 (10-9) Eff 29 Mar

FAIRBANKS, ALASKA

FAIRBANKS INTL

ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R)	
				360°-179°	180°-359°
124.4	127.6	121.9	118.3	126.5	125.35



147-52 147-51 147-50 64-50 147-53

18°E

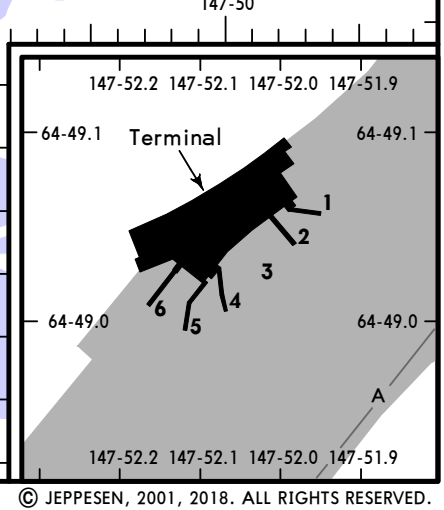
North De-ice Pad
Northwest Ramp
Unpaved Ramp Area
Terminal
West Ramp
Float plane Transient Parking
Launch Ramp
Elev 439'
20R 200°
20W 200°
20 200°
2 020°
2W 020°
20L 200°
2L 020°
2R 020°
ARP
Elev 433'
Elev 436'
Launch Ramp
East Ramp
Control Tower 538'
South De-ice Pad
Heavy Cargo Apron
5400' 1646m WATER
2900' 884m GRAVEL/DIRT/SKI STRIP
11,800' 3597m
6501' 1982m
HS1

RUNWAY INCURSION HOT SPOTS
HS1
Closely spaced runway/taxiway intersections: Pilots have misidentified twy B and twy T, and twy T and twy U.

CAUTION - Aircraft departing terminal ramp: Do not mistake Twy B & Rwy 2L/20R for Twy A.

64-49 64-48

PARKING GATE COORDINATES	
GATE NO.	COORDINATES
1	N64 49.1 W147 52.0
2, 3	N64 49.0 W147 52.0
4, 5	N64 49.0 W147 52.1
6	N64 49.0 W147 52.2



Northeast compass rose closed to helicopters over 12,500 lbs.
Rwy 2R/20L closed to jet aircraft.

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

147-53 147-52 147-51

CHANGES: Rwy 2/20 surface.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

PAFA/FAI

FAIRBANKS, ALASKA
FAIRBANKS INTL

GENERAL

Birds in vicinity of airport.
Noise abatement procedures in effect from 2200-0800 local. All large aircraft, turbine engine, and heavy aircraft utilize Rwy 2L for arrivals and Rwy 20R for departures when wind is not an operational factor.
Be alert for snow removal equipment operations from Oct to May.
For flights in MOA's East of Fairbanks recommend contacting Eielson Ranger Control on 125.3.
For availability of Summer gravel strip, and Winter ski strip, Rwy 2-20, contact tower prior to arrival/departure.
Helicopter arrivals and departures from Northwest compass rose operate to/from the east.
Frost heaves south 2600' of Rwy 2R/20L, contact airport ops with safety concerns.
Contact airport operations for engine run-up locations.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
2L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	11,050' *3368m*	10,000' 3048m		150' 46m
20R	HIRL CL MALSR SFL ❶ PAPI-L (angle 3.0°) RVR		9986' 3044m		
2R	HIRL PAPI-L (angle 3.0°)				100' 30m
20L	HIRL REIL PAPI-L (angle 3.0°)				
2					75' 23m
20					
2W					100' 30m
20W					

❶ Rwy 20R PAPI unusable beyond 8° right of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 6)

Rwy 20R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 2L

With Mim climb of 230'/NM to 2600'

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 20L

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

❶ Rwy 2R

With Mim climb of 205'/NM to 2000'

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

❶ Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

OBSTACLE DP: Rwy 20R, 20L, climb heading 200° to 2000' before proceeding on course.
Rwy 2L, climb heading 035° to 2600' before proceeding on course.
Rwy 2R, climb heading 035° to 2100' before proceeding on course.
(For TAKEOFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)

Rwy 2L: Heading as assigned by ATC; requires minimum climb of 210'/NM to 1600'.
Rwy 2R, 20L, 20R: Heading as assigned by ATC.

FOR FILING AS ALTERNATE

	ILS Rwy 2L ILS Rwy 20R	LOC Rwy 2L LOC Rwy 20R RNAV (GPS) Y Rwy 2L	RNAV (GPS) Rwy 2R RNAV (GPS) Rwy 20L RNAV (GPS) Y Rwy 20R	RNAV (RNP) Z Rwy 2L RNAV (RNP) Z Rwy 20R VOR Rwy 20R
A B C D	600-2	800-2		

CHANGES: Alternate minimums.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

4.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ODP TAKEOFF OBSTACLE NOTES

- RWY 2L:
  Building 330' from DER, 251' left of centerline, 13' AGL/448' MSL. Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL. Pole, transmission line, catenary, and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL.

- RWY 2R:
  Buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244' left of centerline, up to 15' AGL/448' MSL. Signs and aircraft on ramp beginning 11' from DER, 247' right of centerline, up to 8' AGL/441' MSL.

- RWY 20L:
  Light 9' from DER, 30' right of centerline, 1' AGL/434' MSL. Light 9' from DER, 30' left of centerline, 1' AGL/437' MSL. Sign and trees beginning 21' from DER, 249' right of centerline, up to 38' AGL/470' MSL. Sign, transmission line tower, and catenaries beginning 49' from DER, 457' left of centerline, up to 37' AGL/465' MSL. Trees beginning 292' from DER, 552' right of centerline, up to 72' AGL/501' MSL. Pole, transmission line tower, and trees beginning 458' from DER, 546' left of centerline, up to 49' AGL/480' MSL. Trees beginning 1225' from DER, 236' right of centerline, up to 70' AGL/501' MSL. Trees beginning 1895' from DER, 131' left of centerline, up to 62' AGL/492' MSL.

- RWY 20R:
  Building 7' from DER, 424' right of centerline, 22' AGL/447' MSL. Light and NAVAID 10' from DER, 65' right of centerline, 1' AGL/437' MSL. Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL. Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL. Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

AMEND 6

CHANGES: New obstacle page.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

4.2.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
5 MAY 17 (10-9B)

SMGCS

FAIRBANKS, ALASKA
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R)	
				360°-179°	180°-359°
124.4	127.6	121.9	118.3	126.5	125.35

147-53 147-52 147-51 147-50

64-50 64-49 64-48

LEGEND

- CENTERLINE LIGHTS
- TERMINAL NON-MOVEMENT AREA BOUNDARY
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- SECONDARY LOW VISIBILITY TAXI ROUTE
- RWY GUARD LIGHTS
- IN-PAVEMENT & ELEVATED RWY GUARD LIGHTS

North De-ice pad
Unpaved ramp area
Terminal
South De-ice pad
Heavy Cargo Ramp
East Ramp
Control Tower

11,800′ 3597m
6501′ 1982m
5400′ 1646m WATER
2900′ 884m GRAVEL/SKI STRIP

20R 197°
20W 197°
20 197°
20L 197°
2W 017°
2 017°
2L 017°
2R 017°

N

CHANGES: Enhanced accuracy.

© JEPPESEN, 2009, 2017. ALL RIGHTS RESERVED.

4.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (11-1)

FAIRBANKS, ALASKA
ILS or LOC Rwy 2L

ATIS	FAIRBANKS Approach (R) 360°-179° / 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5 / 125.35	118.3	121.9

LOC ICNA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 439'
109.1	020°	CACHE 2100' (1661')	639' (200')	TDZE 439'

MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000'.

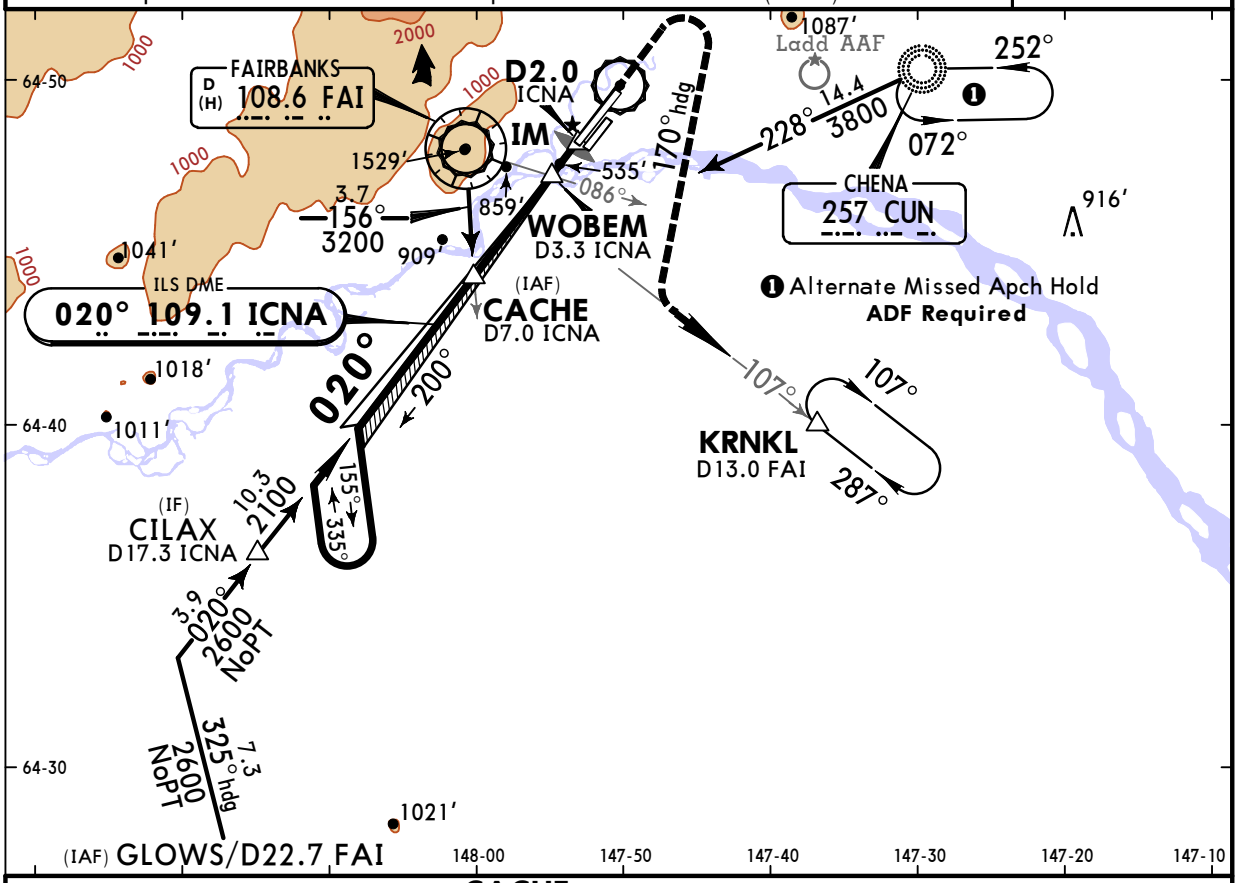
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

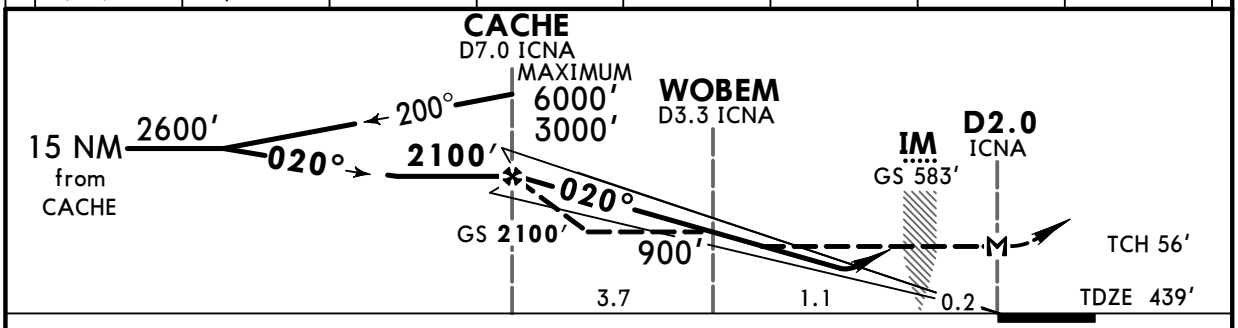
1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73'). 3. Cold temperature altitude correction required at or below -45°C (-49°F).

4500

MSA FAI VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 ICNA							

ALSF-II
PAPI

900'

5000' RT on 170° hdg and FAI 108.6 R-107

TERPS STRAIGHT-IN LANDING RWY 2L

	ILS DA(H) 639'(200')			LOC (GS out) MDA(H) 800'(361')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 35 or 3/4	RVR 55 or 1 1/4
D					

CIRCLE-TO-LAND

Not Authorized Northwest of Rwy 2L-20R

Max Kts	MDA(H)
90	880'(441') - 1
120	900'(461') - 1
140	900'(461') - 1 1/2
165	1020'(581') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

4.2.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (11-1A)

FAIRBANKS, ALASKA ILS Rwy 2L CAT II & III

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

LOC ICNA	Final Apch Crs	GS	CAT III	CAT II	Apt Elev 439′
109.1	020°	CACHE 2100′(1661′)	Refer to Minimums	RA 104′ DA(H) 539′ (100′)	TDZE 439′

MISSED APCH: Climb to 900′ then climbing RIGHT turn to 5000′ on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000′.

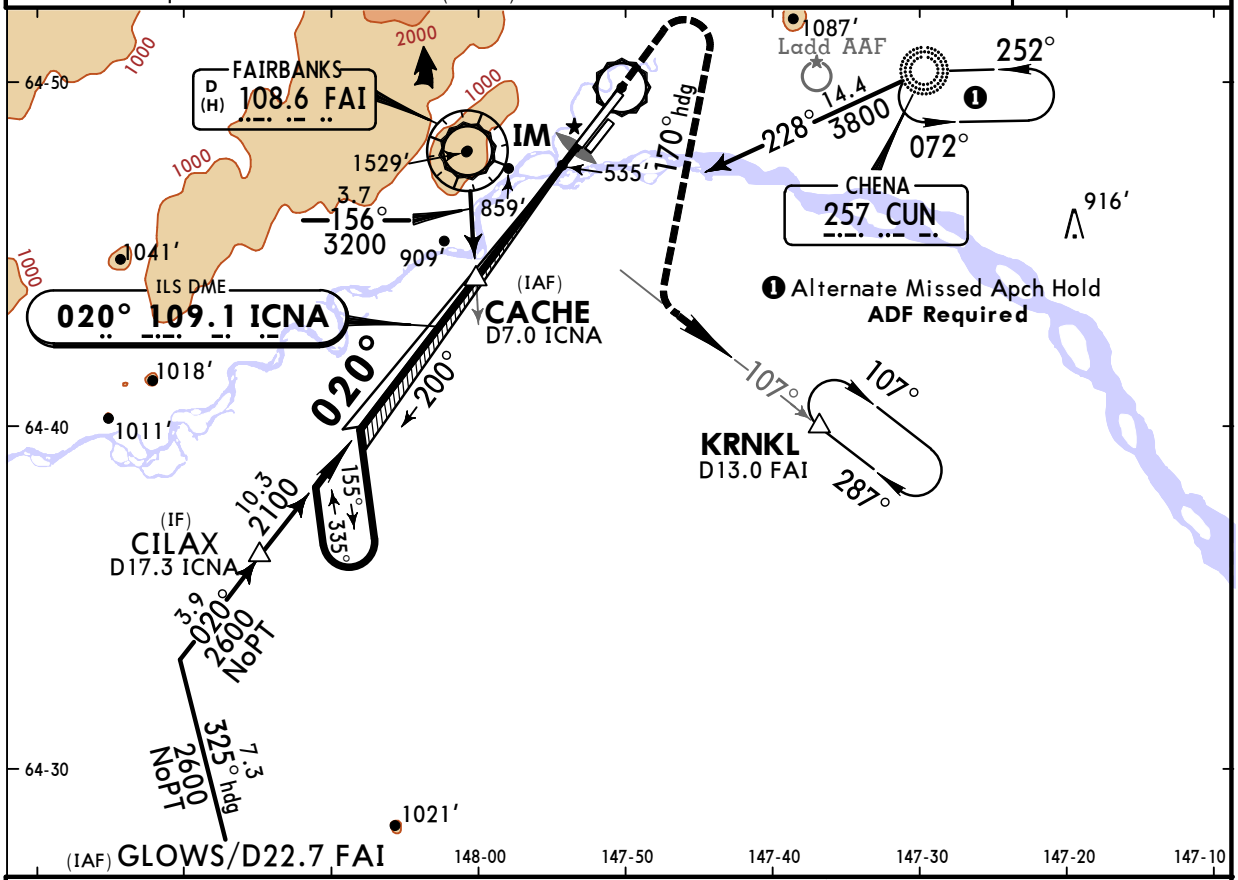
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

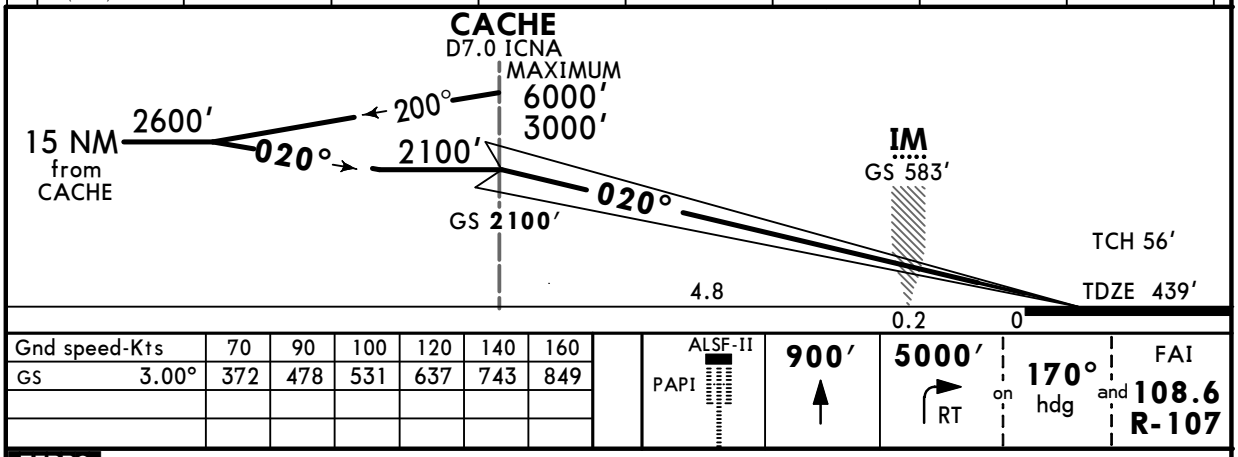
1. Special Aircrew & Acft Certification required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′). 4. Cold temperature altitude correction required at or below -45°C (-49°F).

4500

MSA FAI VOR

BRIEFING STRIP ™





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

ALSF-II PAPI | 900′ | 5000′ RT | on 170° hdg | and FAI 108.6 R-107

TERPS STRAIGHT-IN LANDING RWY 2L

CAT III ILS	CAT II ILS RA 104′ DA(H) 539′(100′)
RVR 6	1 RVR 12

1 RVR 10 Authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

TERPS AMEND 10A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

4.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (11-1B)

FAIRBANKS, ALASKA
ILS Rwy 2L SA CAT I

BRIEFING STRIP ™

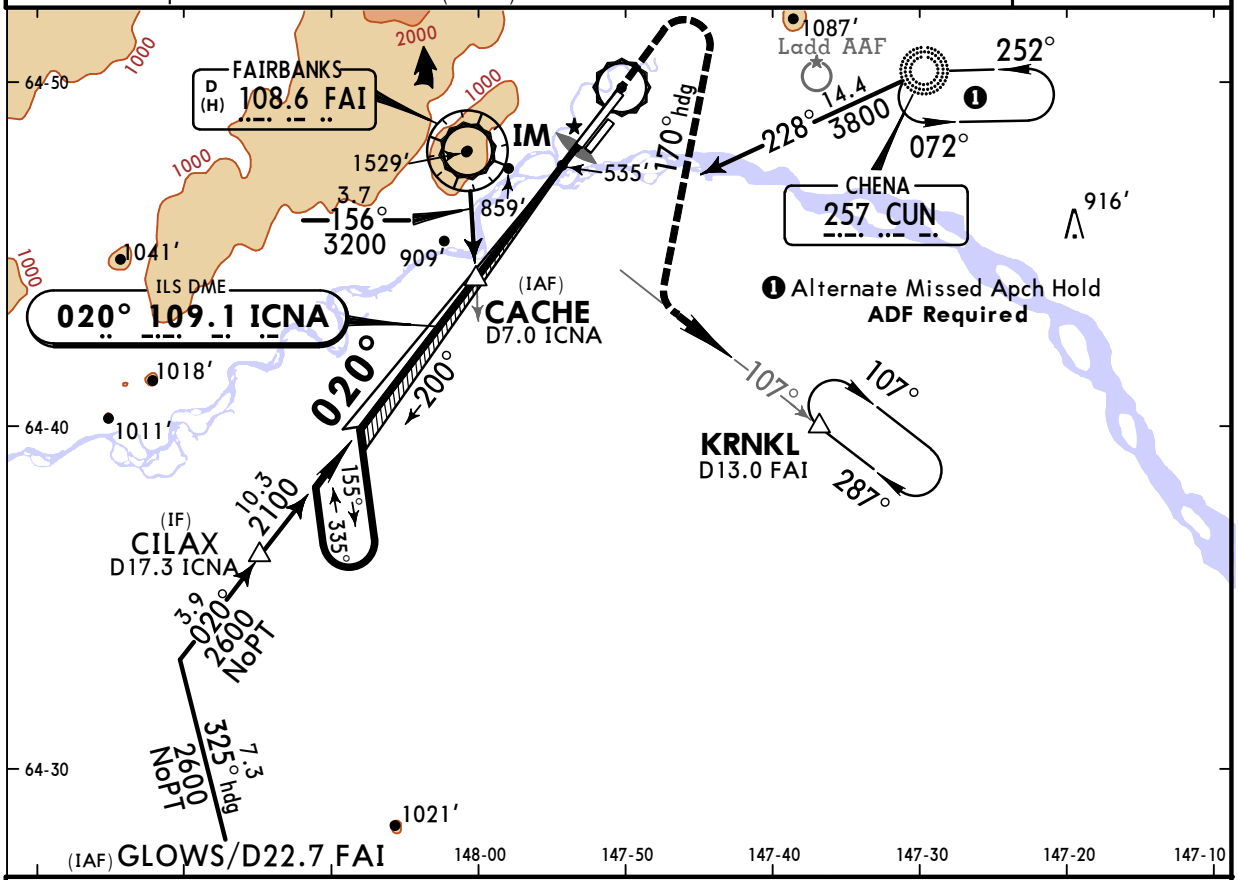
ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

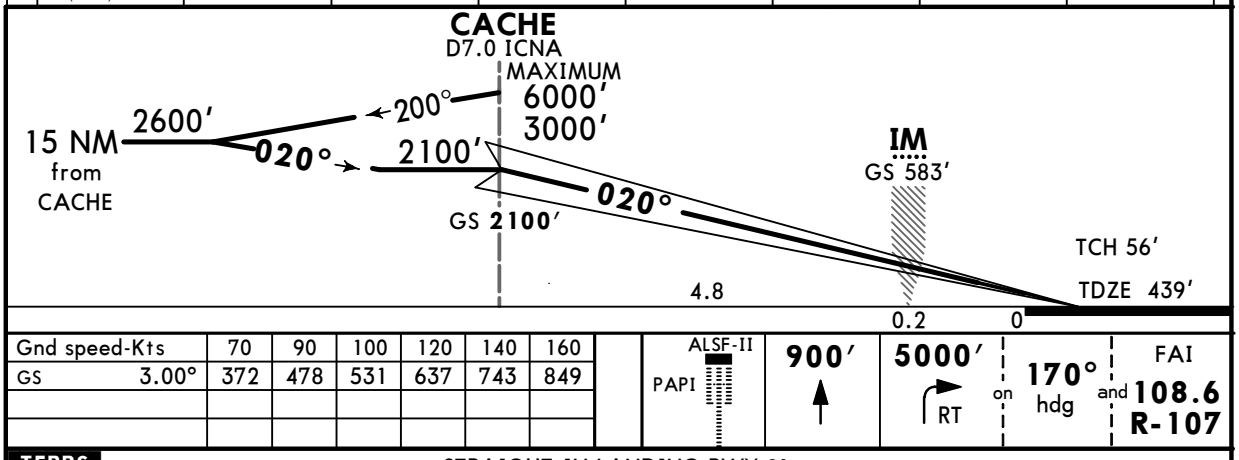
LOC ICNA	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 439′
109.1	020°	CACHE 2100′ (1661′)	RA 139′ DA(H) 589′(150′)	TDZE 439′

MISSED APCH: Climb to 900′ then climbing RIGHT turn to 5000′ on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew & Acft Certification required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′). 4. Cold temperature altitude correction required at or below -45°C (-49°F).

4500
MSA FAI VOR





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

ALSF-II
PAPI

900′

5000′ RT

170° hdg

FAI 108.6 R-107

TERPS

STRAIGHT-IN LANDING RWY 2L
1 SA CAT I ILS
RA 139′
DA(H) 589′(150′)

TERPS AMEND 10A 29 MAR 2018

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

4.2.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (11-2)

FAIRBANKS, ALASKA ILS or LOC Rwy 20R

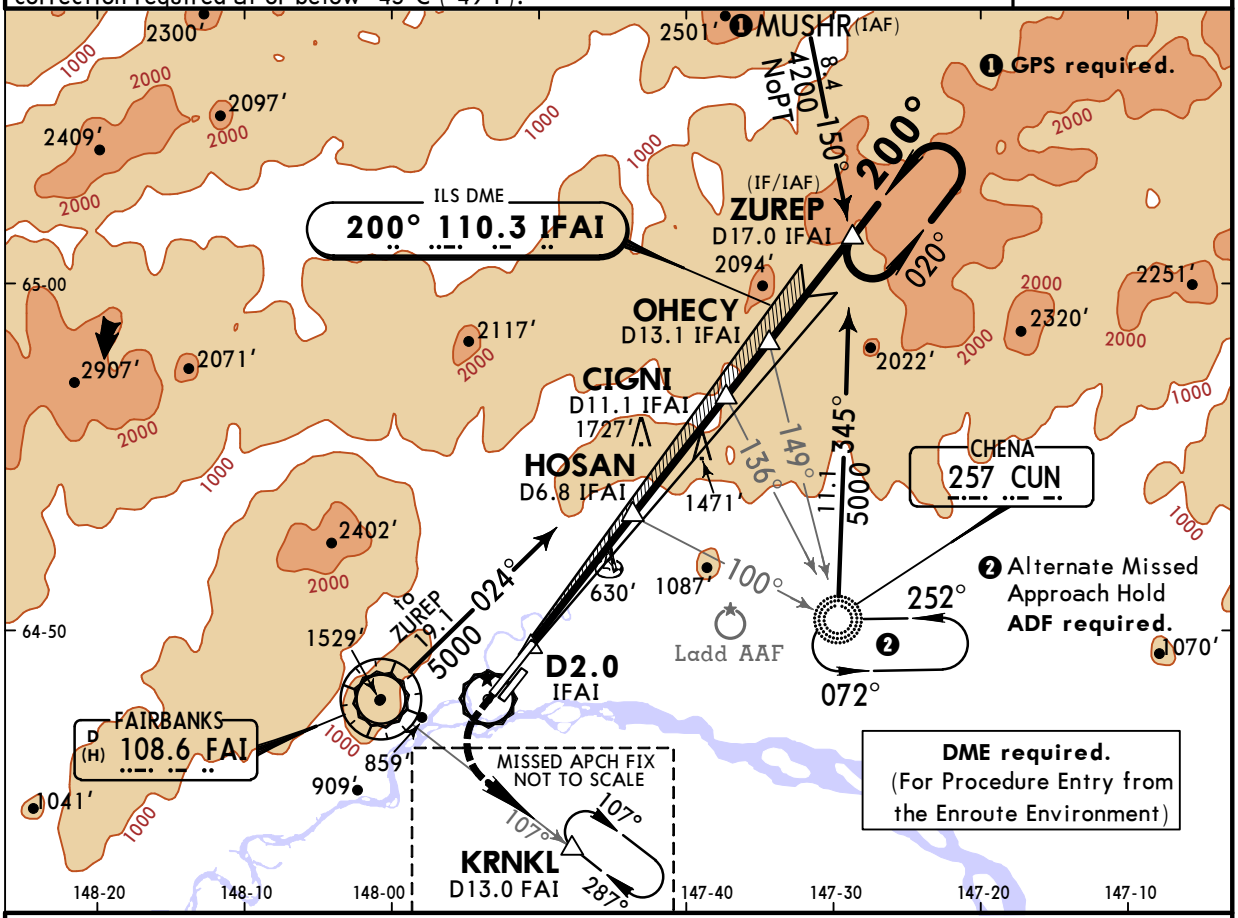
ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

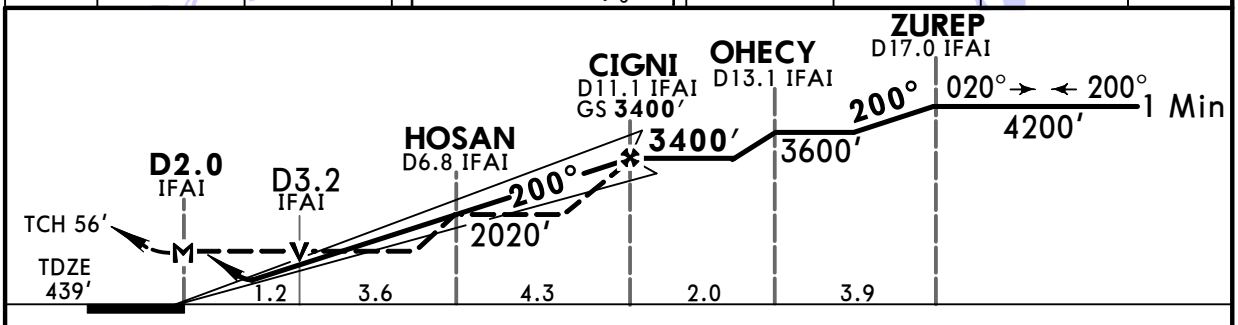
LOC IFAI	Final Apch Crs	GS CIGNI	ILS DA(H)	Apt Elev 439' TDZE 439'
110.3	200°	3400' (2961')	639' (200')	

MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME required. 2. Use IFAI DME when on the localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 4. Cold temperature altitude correction required at or below -45°C (-49°F).

4500
MSA FAI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IFAI						

MALSR
PAPI

1100'

3000'
LT

FAI
on 108.6
R-107

KRNKL

TERPS STRAIGHT-IN LANDING RWY 20R

ILS DA(H) 639' (200')		LOC (GS out) MDA(H) 880' (441')	
FULL	RAIL/ALS out		RAIL/ALS out
A, B, C, D: [1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
		RVR 45 or 7/8	1 3/8

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441') - 1
120	900' (461') - 1
140	900' (461') - 1 1/2
165	1020' (581') - 2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

BRIEFING STRIP™

TERPS AMEND 25A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

4.2.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (11-2A)

FAIRBANKS, ALASKA
ILS Rwy 20R SA CAT I

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

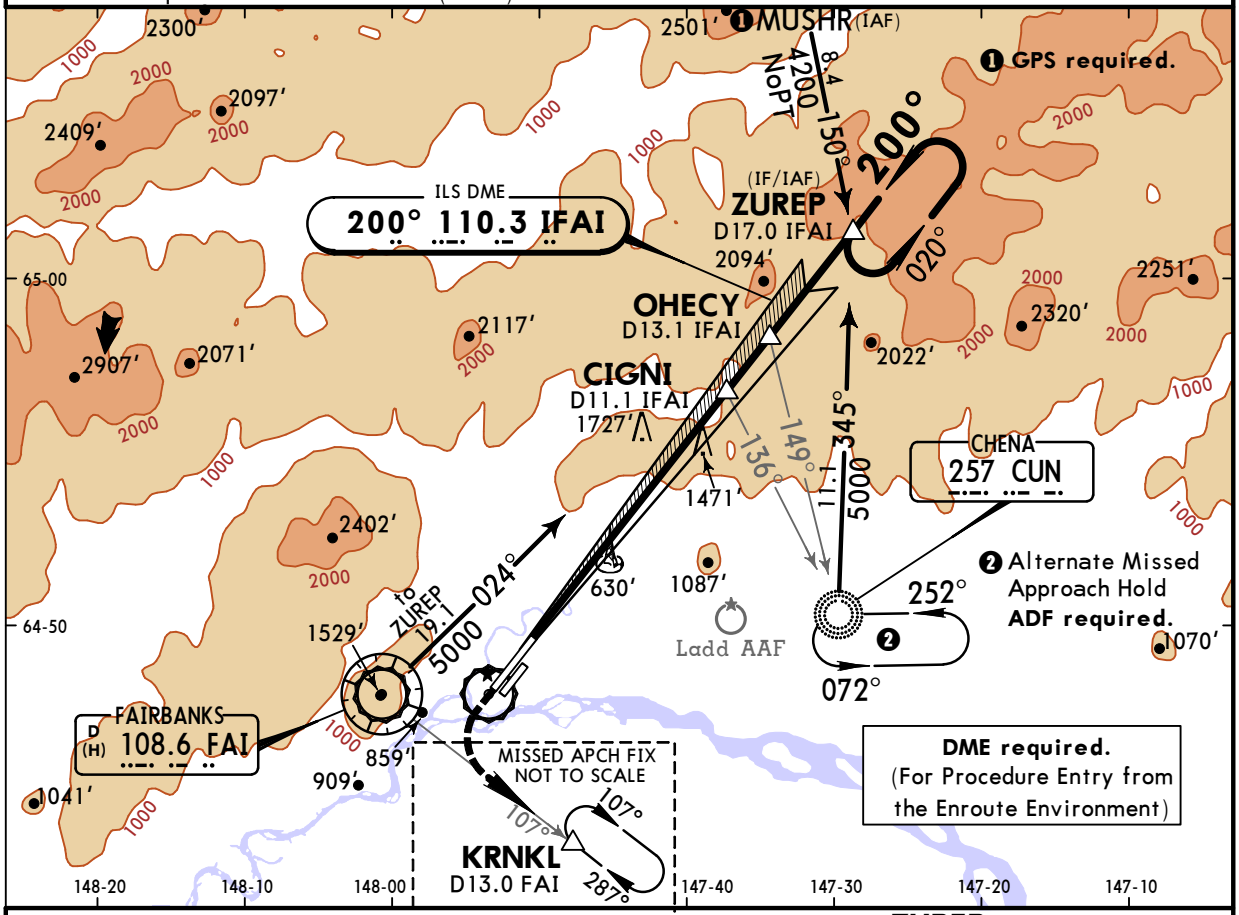
LOC IFAI	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 439'
110.3	200°	CIGNI 3400'(2961')	RA 149' DA(H) 589' (150')	TDZE 439'

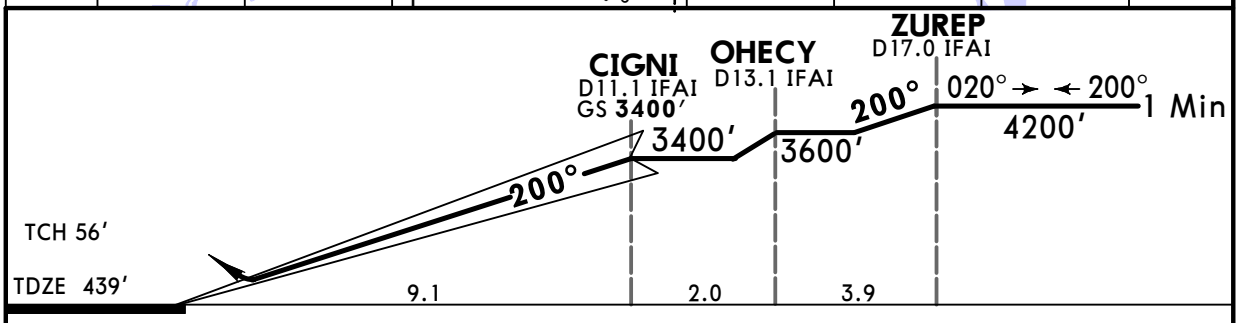
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

4500
MSA FAI VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Use IFAI DME when on the localizer course. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 5. Cold temperature altitude correction required at or below -45°C (-49°F).





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

MALSR
PAPI

1100'

3000'
LT

FAI
on 108.6
R-107

KRNKL

TERPS

STRAIGHT-IN LANDING RWY **20R**

1 SA CAT I ILS
RA 149'
DA(H) **589'** (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 25A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

4.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (11-2B)

FAIRBANKS, ALASKA ILS Rwy 20R SA CAT II

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

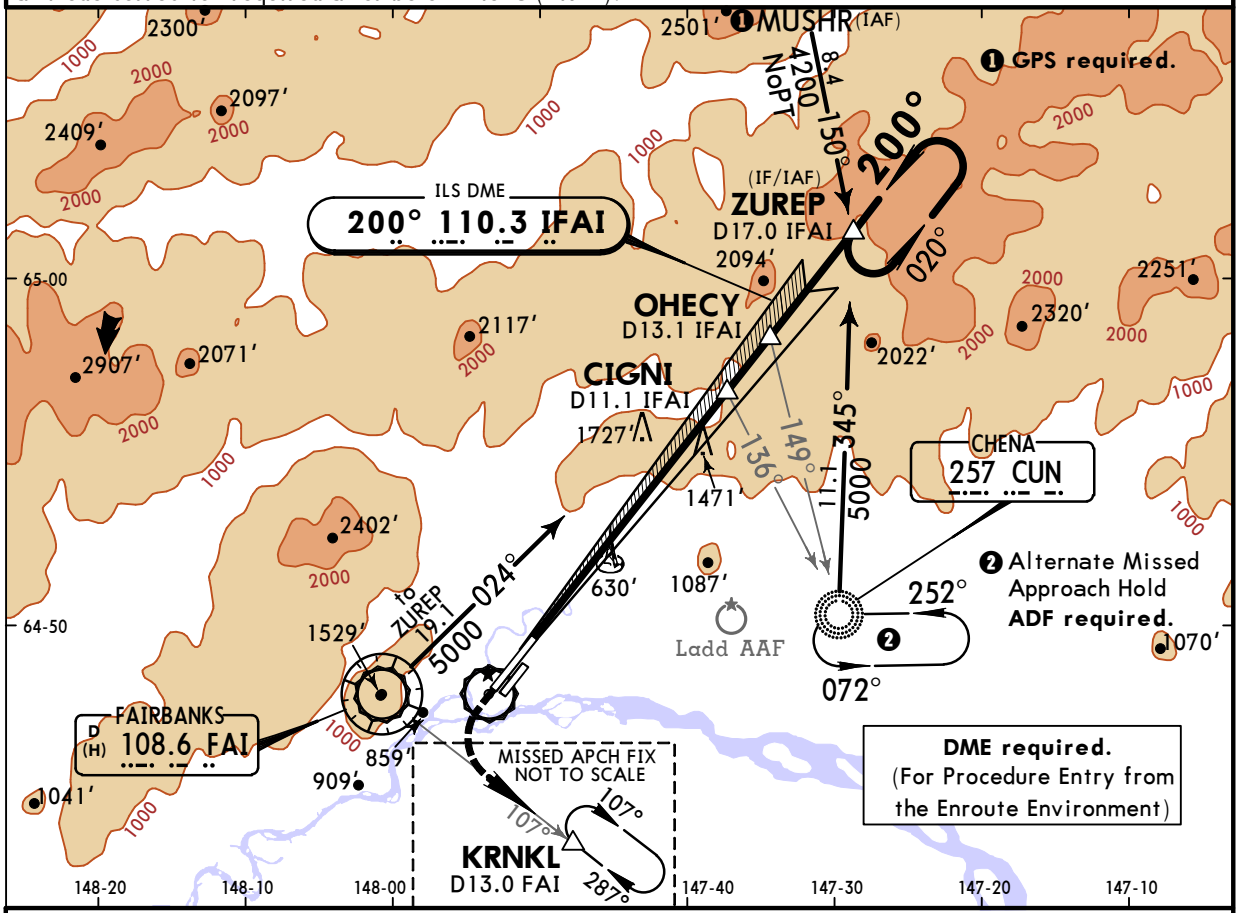
LOC IFAI	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 439'
110.3	200°	CIGNI 3400' (2961')	RA 99' DA(H) 539' (100')	TDZE 439'

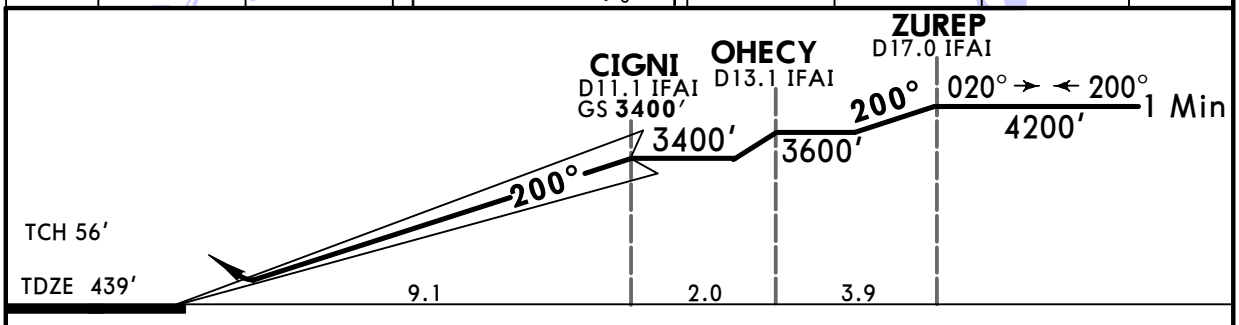
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

4500 MSA FAI VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Use IFAI DME when on the localizer course. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 5. Cold temperature altitude correction required at or below -45°C (-49°F).





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

MALSR PAPI | 1100' | 3000' LT | FAI on 108.6 R-107 | KRNKL

TERPS STRAIGHT-IN LANDING RWY20R

1 SA CAT II ILS
RA 99'
DA(H) **539'** (100')

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

BRIEFING STRIP™

TERPS AMEND 25A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

4.2.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-1)

FAIRBANKS, ALASKA RNAV (GPS) Y Rwy 2L

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

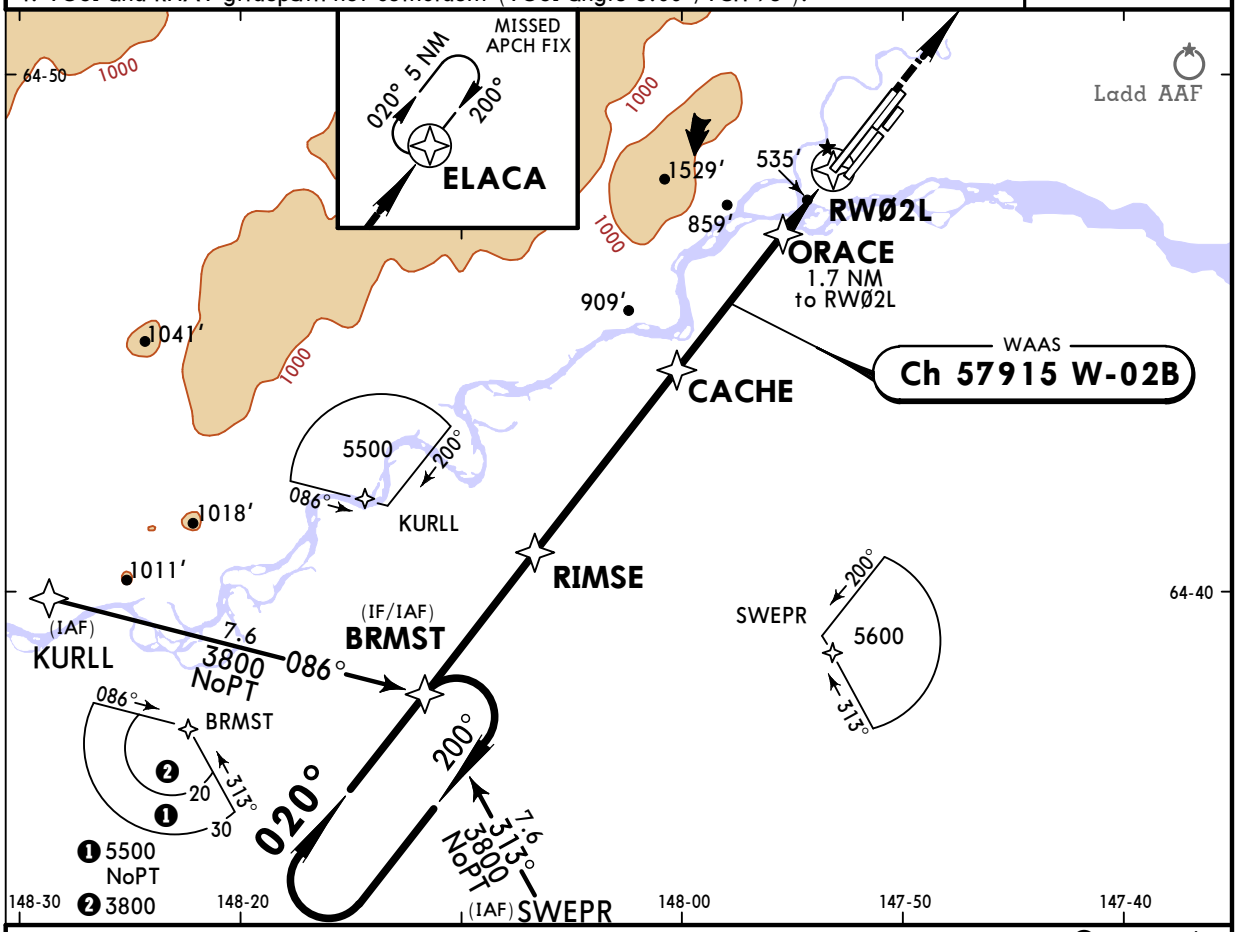
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 439'
Ch 57915 W-02B	020°	CACHE 2100' (1661')	639' (200')	TDZE 439'

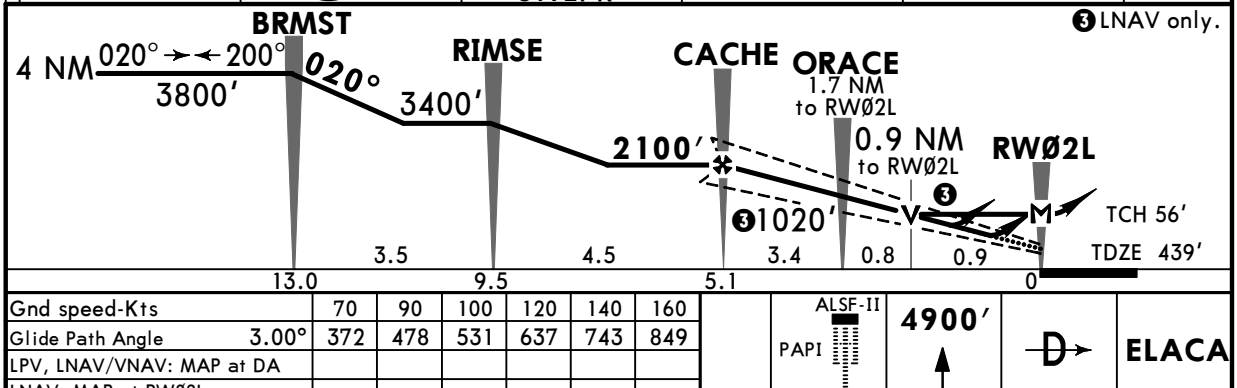
MISSED APCH: Climb to 4900' direct ELACA and hold, continue climb-in-hold to 4900'.

TAA 30 NM IF/IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F).
3. Cold temperature altitude correction required at or below -45°C (-49°F).
4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ2L							

ALSF-II PAPI 4900' D ELACA

TERPS

STRAIGHT-IN LANDING RWY 2L

	LPV DA(H) 639' (200') TDZ/CL out	LPV DA(H) 639' (200') ALS out	LNAV/VNAV DA(H) 720' (281')	LNAV/VNAV DA(H) 720' (281') ALS out	LNAV MDA(H) 800' (361')	LNAV MDA(H) 800' (361') ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2	RVR 50 or 1
B						
C		RVR 40 or 3/4			RVR 35 or 3/4	RVR 55 or 1 1/4
D						

CIRCLE-TO-LAND

Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441') - 1
120	900' (461') - 1
140	900' (461') - 1 1/2
165	1020' (581') - 2

TERPS AMEND 1A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

4.2.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-2)

FAIRBANKS, ALASKA RNAV (GPS) Rwy 2R

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

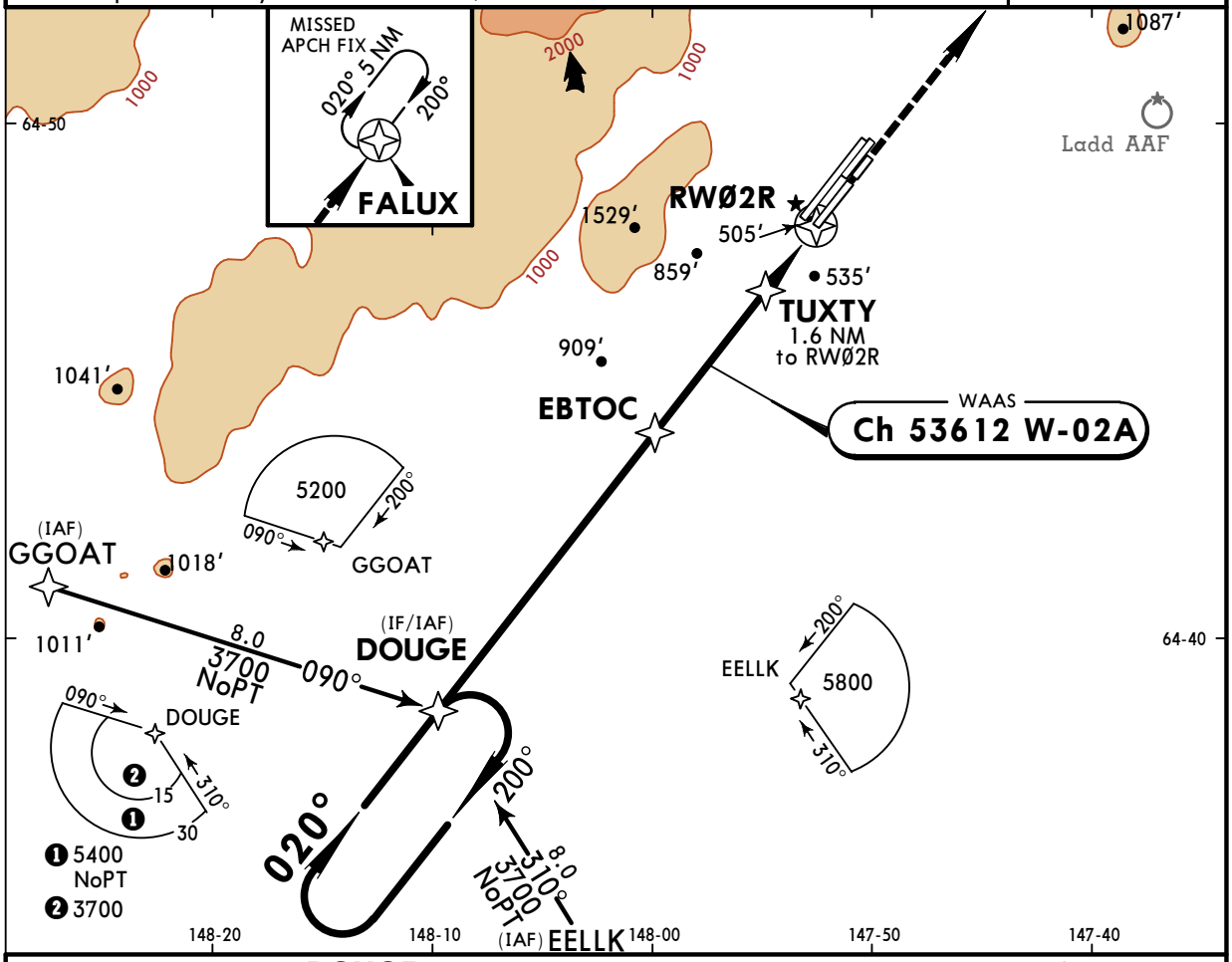
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 439'
Ch 53612 W-02A	020°	EBTOC 2100' (1667')	683' (250')	TDZE 433'

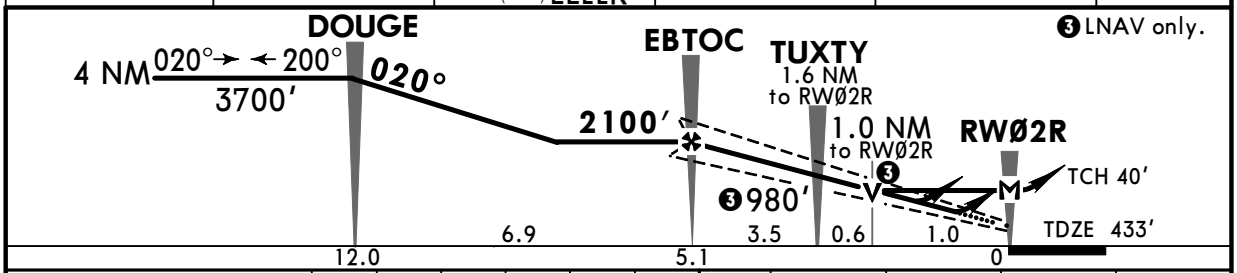
MISSED APCH: Climb to 4900' direct FALUX and hold, continue climb-in-hold to 4900'.

TAA 30 NM IF/IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 54°C (130°F).
3. Cold temperature altitude correction required at or below -45°C (-49°F).
4. Helicopter visibility reduction below 3/4 SM not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ2R						

PAPI-L 4900' FALUX

TERPS STRAIGHT-IN LANDING RWY **2R**

LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)
683' (250')	731' (298')	800' (367')

A	7/8	1	1
B			
C			
D			

CIRCLE-TO-LAND

C Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441') -1
120	900' (461') -1
140	900' (461') -1½
165	1020' (581') -2

TERPS AMEND 1 10 DEC 2015

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

4.2.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI
FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-3)

FAIRBANKS, ALASKA
RNAV (GPS) Rwy 20L

ATIS	FAIRBANKS Approach (R) 360°-179° / 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5 / 125.35	118.3	121.9

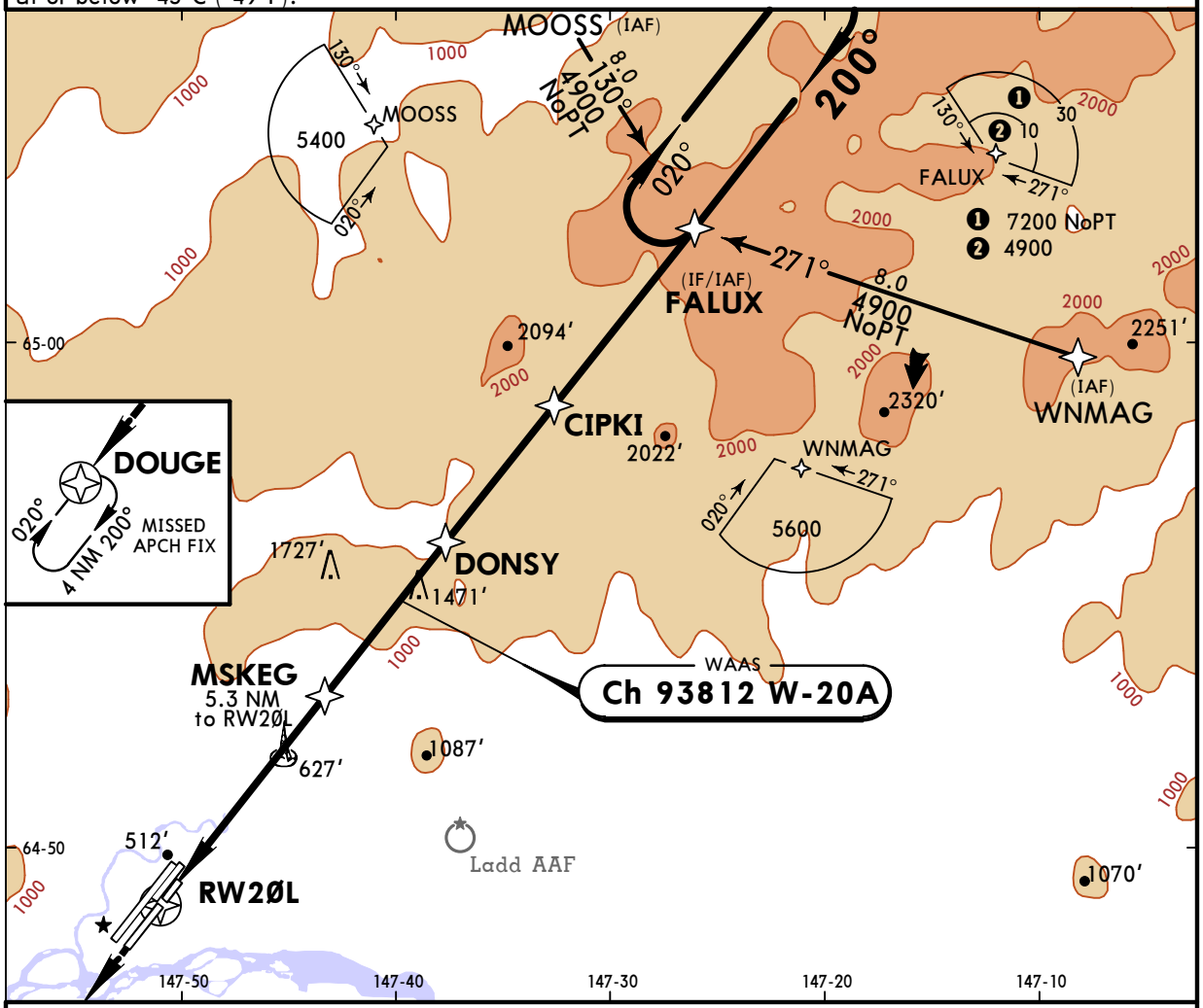
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE	TAA
Ch 93812 W-20A	200°	DONSY 3400′ (2966′)	684′ (250′)	439′ / TDZE 434′	30 NM IAF

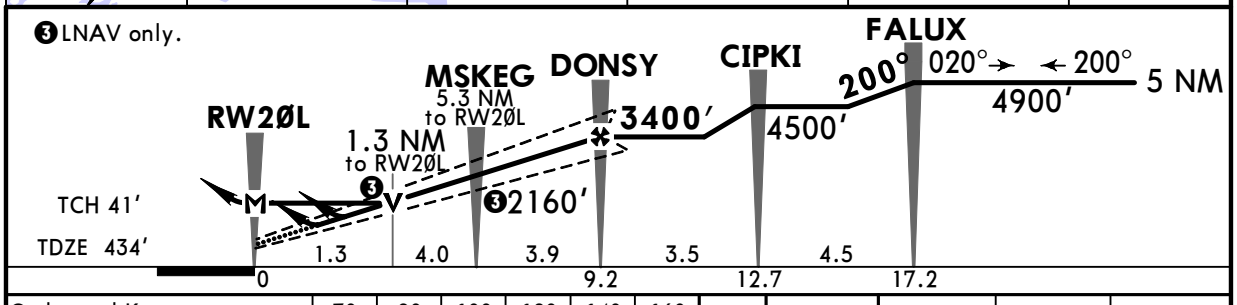
MISSED APCH: Climb to 3700′ direct DOUGE and hold, continue climb-in-hold to 3700′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -45°C (-49°F).

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW20L						

REIL
PAPI-L

3700′

D

DOUGE

TERPS STRAIGHT-IN LANDING RWY **20L**

LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)
684′ (250′)	702′ (268′)	880′ (446′)

	LPV	LNAV/VNAV	LNAV
A	7/8	7/8	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880′ (441′) -1
120	900′ (461′) -1
140	900′ (461′) -1 1/2
165	1020′ (581′) -2

TERPS AMEND 1 10 DEC 2015

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

4.2.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-4)

FAIRBANKS, ALASKA RNAV (GPS) Y Rwy 20R

BRIEFING STRIP TM

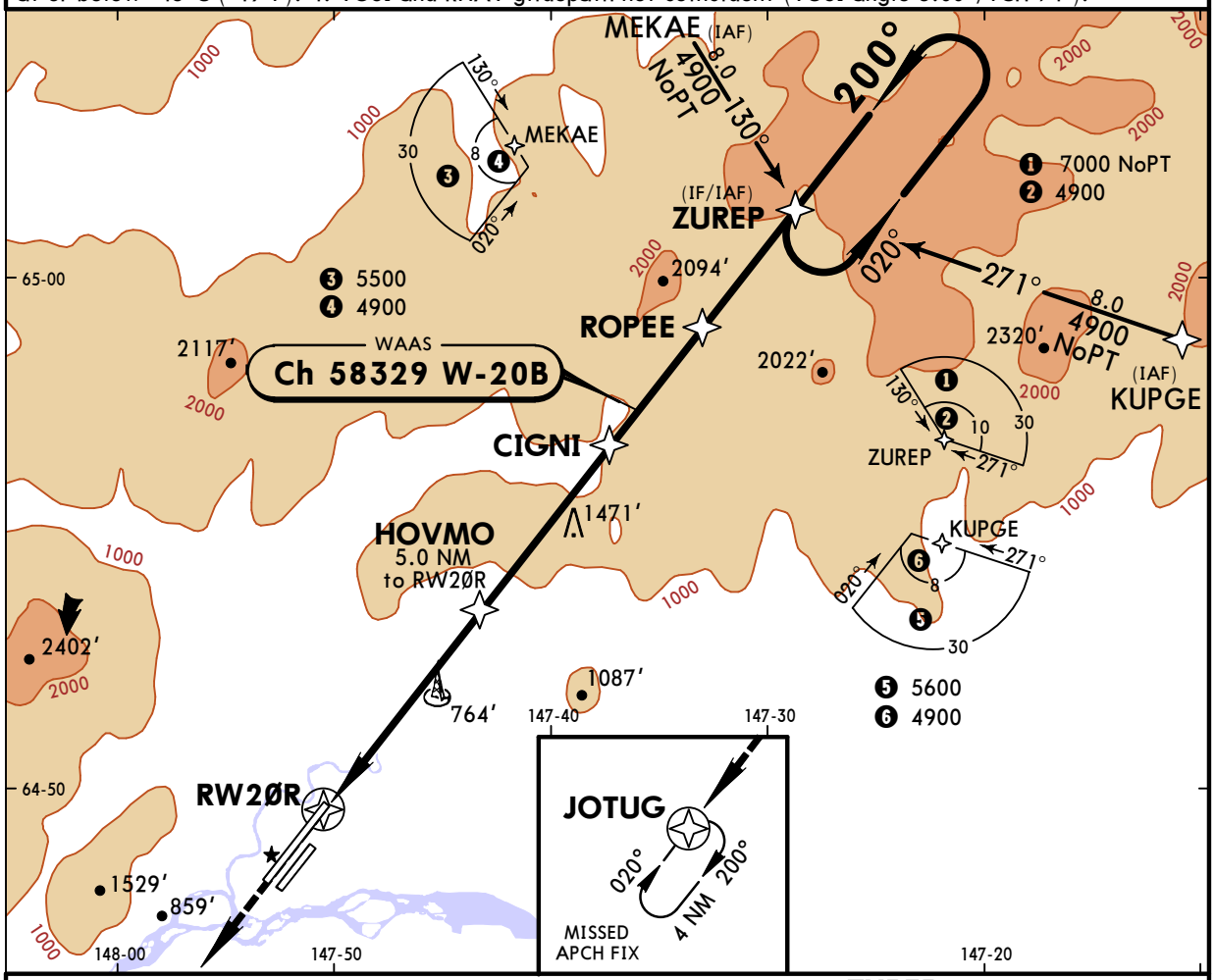
ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

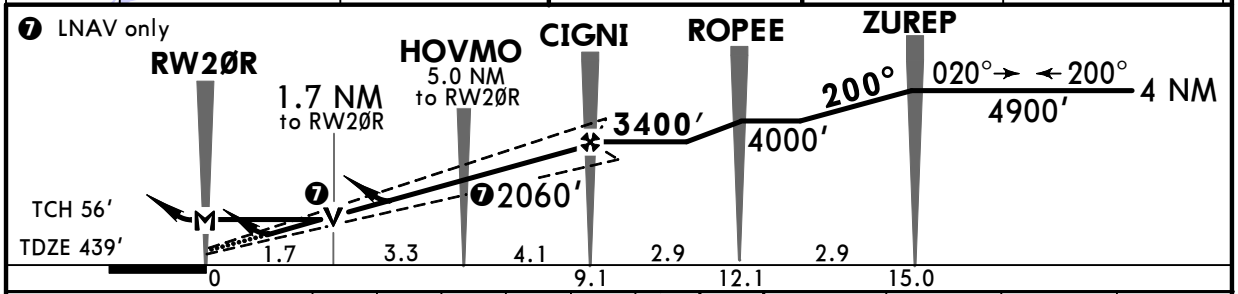
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 439'	TAA
Ch 58329 W-20B	200°	CIGNI 3400' (2961')	639' (200')	TDZE 439'	30 NM IAF

MISSED APCH: Climb to 3000' direct JOTUG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -45°C (-49°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW20R						

MALSR PAPI 3000' D JOTUG

TERPS AMEND 1B 29 MAR 2018

TERPS STRAIGHT-IN LANDING RWY **20R**

	LPV DA(H) 639' (200') RAIL/ALS out	LNAV/VNAV DA(H) 1148' (709') RAIL/ALS out	LNAV MDA(H) 1020' (581') RAIL/ALS out
A	1 RVR 24 or 1/2	2	RVR 24 or 1/2
B			RVR 50 or 1
C	RVR 40 or 3/4	2 1/2	1 1/4
D			1 3/4

CIRCLE-TO-LAND C Not Authorized West of Rwy 2L-20R

Max Kts.	MDA(H)
90	1020' (581') -1
120	
140	1020' (581') -1 3/4
165	1020' (581') -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

4.2.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-20)

FAIRBANKS, ALASKA RNAV (RNP) Z Rwy 2L

BRIEFING STRIP™

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 439'
	020°	HONUT 1600′ (1161′)	798′ (359′)	TDZE 439′

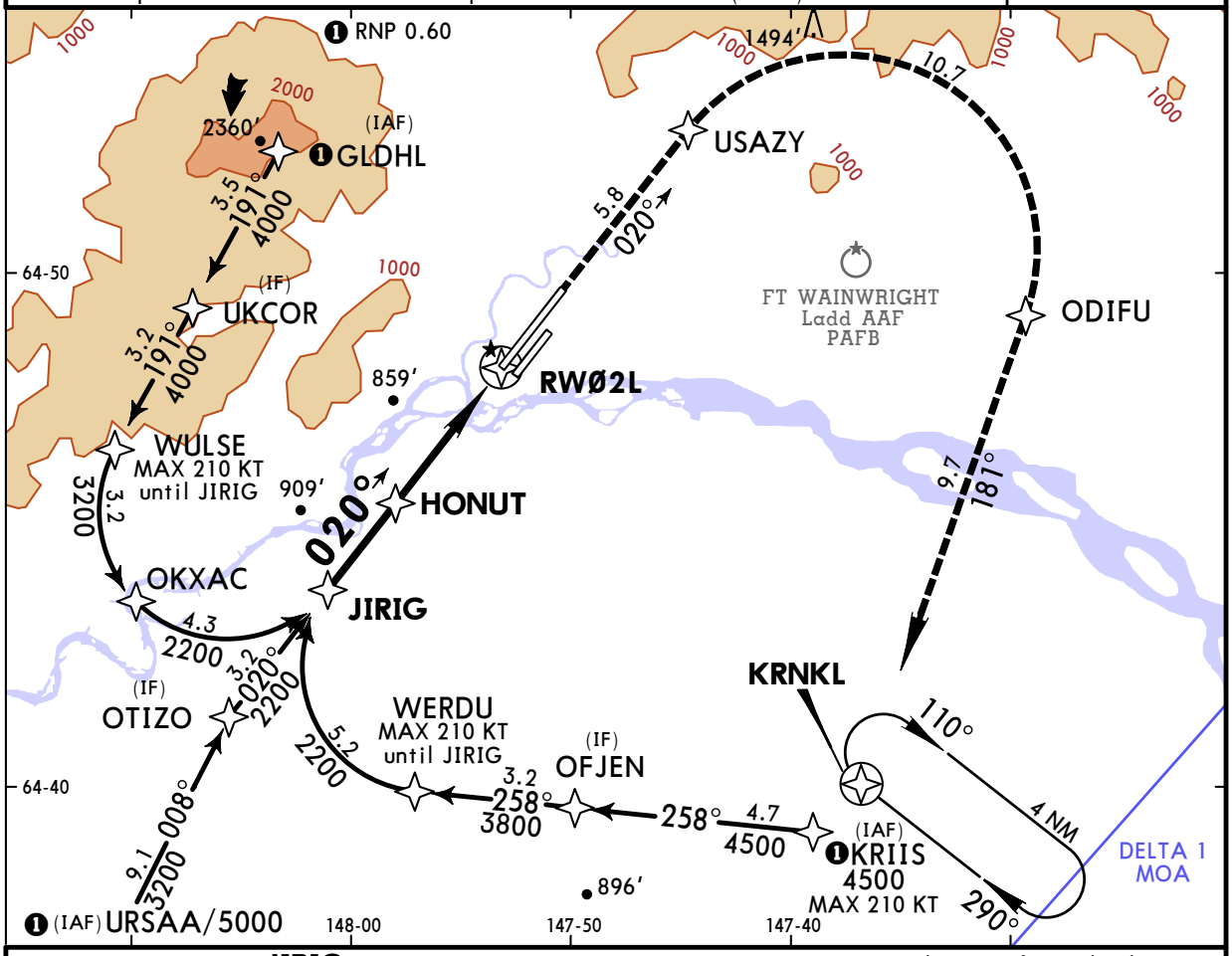
MISSED APCH: Climb to 5000′ on track 020° to USAZY and RIGHT turn to ODIFU and on track 181° to KRNKL and hold.

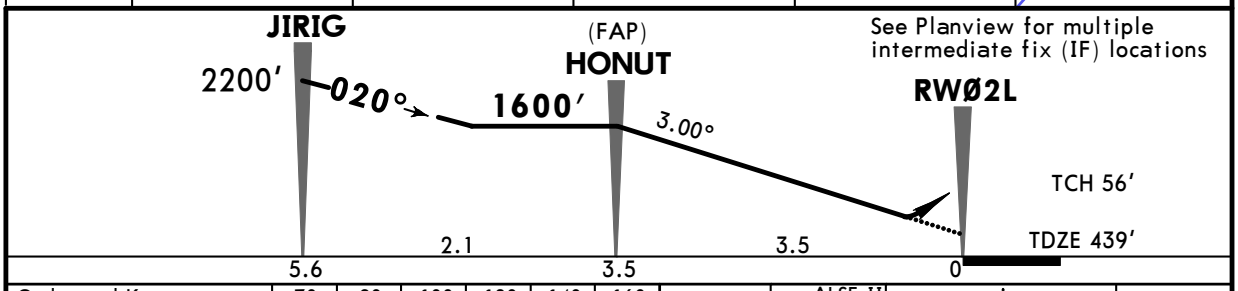
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 73′). 5. Cold temperature altitude correction required at or below -45°C (-49°F).

4500

MSA RWØ2L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI 5000′ on 020° USAZY

TERPS AMEND 1 22 JUN 2017

TERPS STRAIGHT-IN LANDING RWY 2L

	RNP 0.15 DA(H) 798′ (359′)		RNP 0.30 DA(H) 851′ (412′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 45 or ⅞	1⅜
B				
C				
D				

CHANGES: Cold temperature note modified.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

4.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-21)

FAIRBANKS, ALASKA
RNAV (RNP) Z Rwy 20R

BRIEFING STRIP™

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

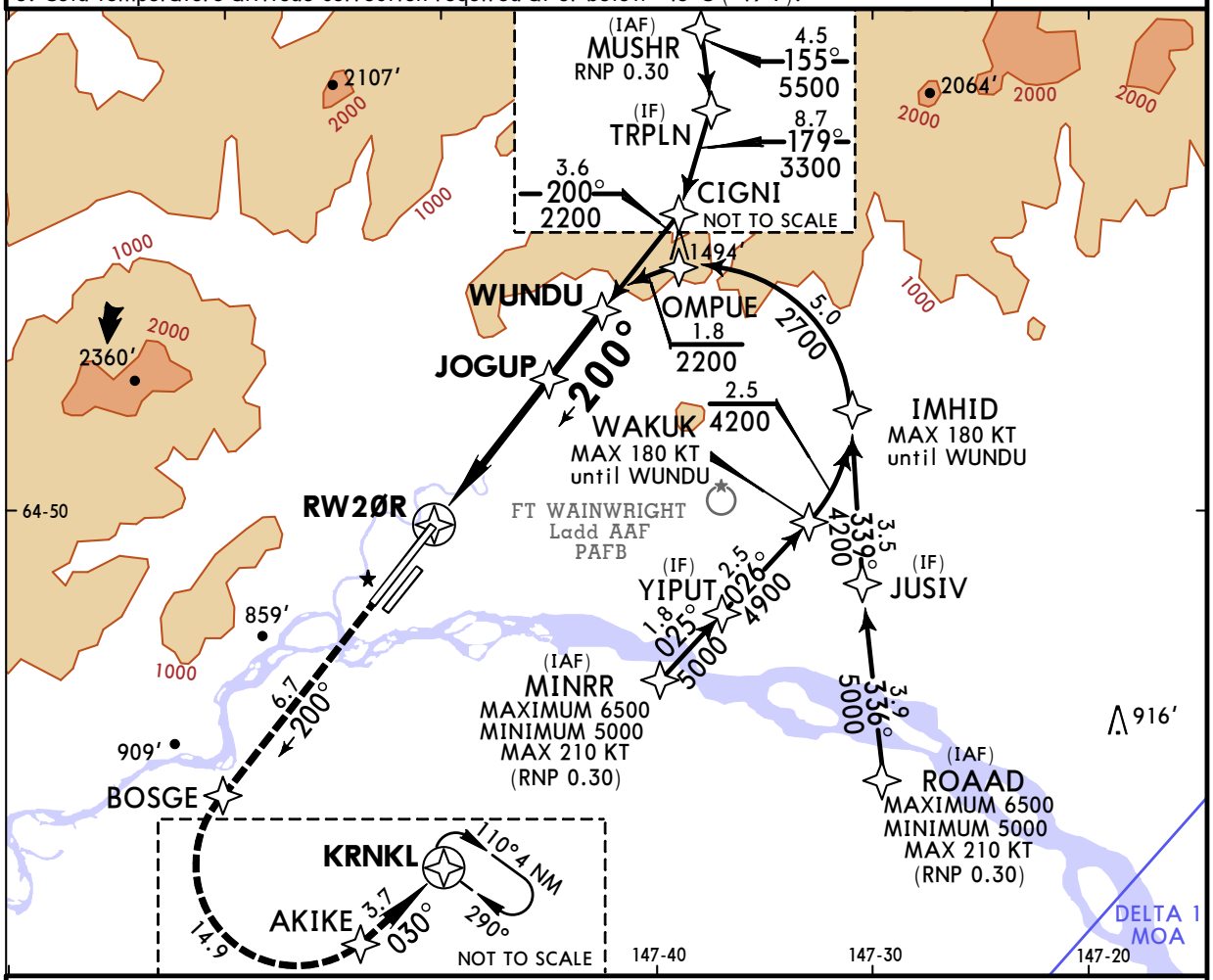
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 439'
	200°	**JOGUP** **1700'** (1261')	**763'** (324')	TDZE 439'

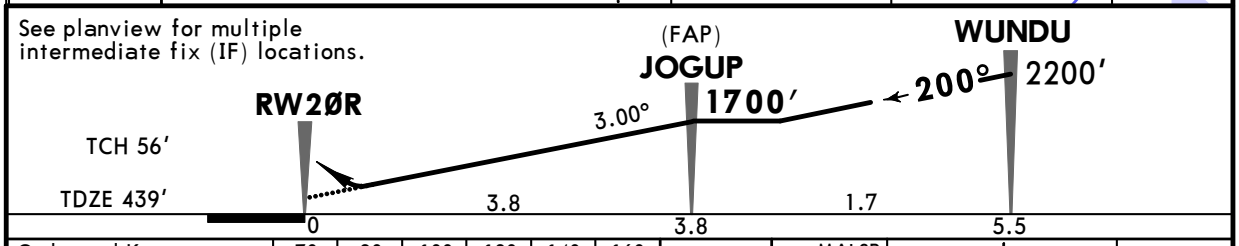
MISSED APCH: Climb to 4000' on track 200° to BOSGE then LEFT turn to AKIKE and on track 030° to KRNKL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI 3.00°/TCH 74'). 5. Cold temperature altitude correction required at or below -45°C (-49°F).

4500
MSA RW20R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR
PAPI
4000' on 200° BOSGE

TERPS STRAIGHT-IN LANDING RWY **20R**

	RNP 0.10 DA(H) 763' (324')		RNP 0.30 DA(H) 922' (483')	
		RAIL/ALS out		RAIL/ALS out
A	RVR 30 or 5/8	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4
B				
C				
D				

TERPS AMEND 1 22 JUN 2017

CHANGES: Cold temperature note modified.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

4.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (13-1)

FAIRBANKS, ALASKA
VOR Rwy 20R

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

VOR FAI	Final Apch Crs	Minimum Alt CENTS	MDA(H)	Apt Elev 439'
108.6	227°	2200' (1761')	940' (501')	TDZE 439'

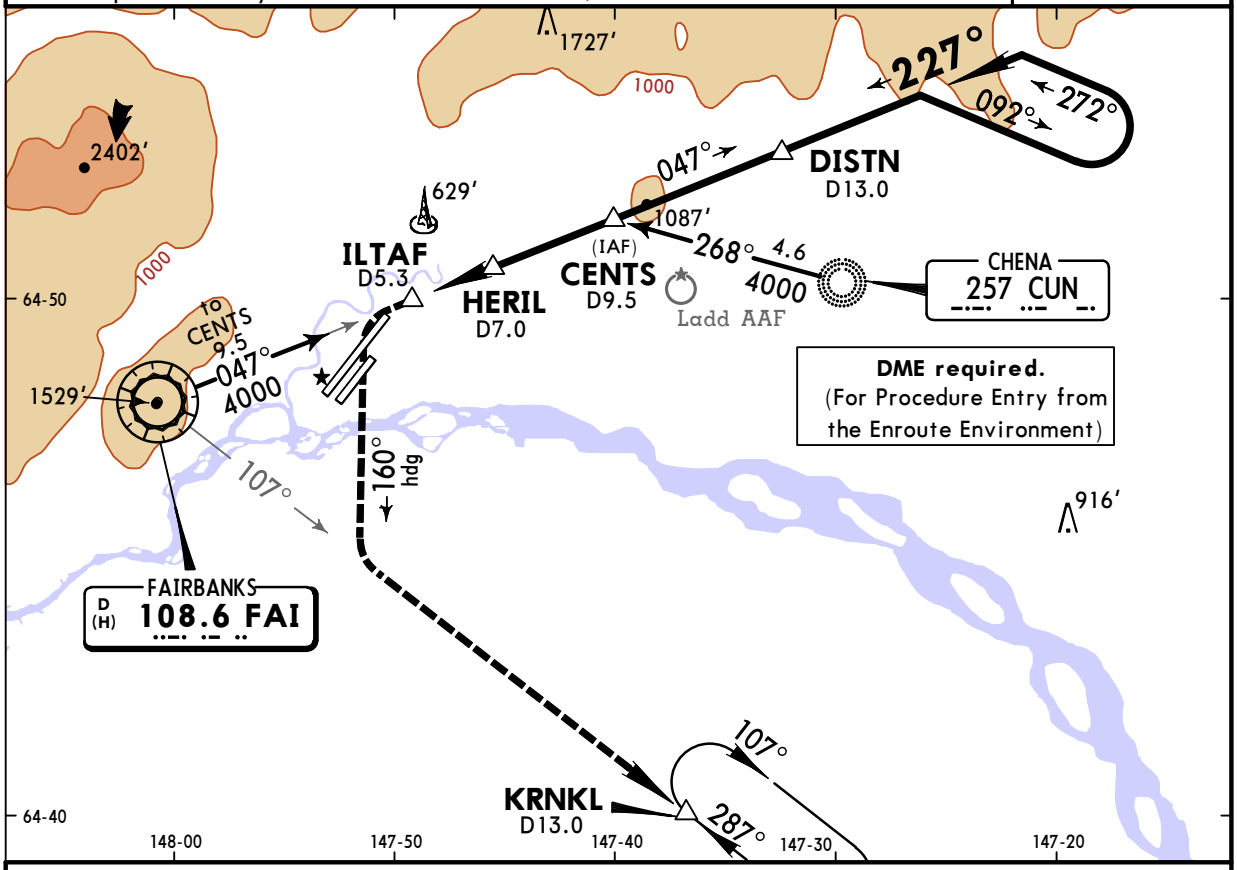
MISSED APCH: Climbing LEFT turn to 4000' on heading 160° and outbound on FAI VOR R-107 to KRNKL/D13.0 and hold, continue climb-in-hold to 4000'.

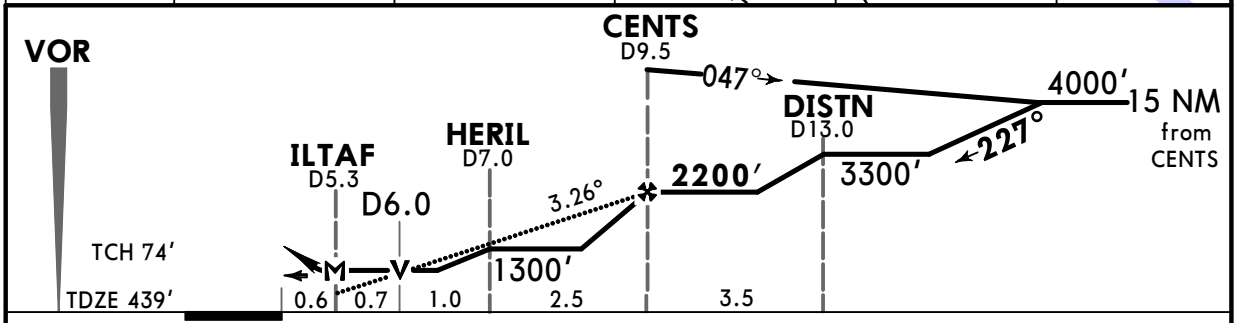
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Cold temperature altitude correction required at or below -45°C (-49°F). 3. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 74'). 4. Helicopter visibility reduction below RVR 40 or 3/4 not authorized.

4500

MSA FAI VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.26°	404	519	577	692	808	923
MAP at ILTAF						

MALSR
PAPI
4000' LT on 160° hdg

TERPS

STRAIGHT-IN LANDING RWY**20R**

MDA(H) **940'** (501')

	RAIL/ALS out
A	RVR 55 or 1¼
B	
C	1⅜
D	

CIRCLE-TO-LAND
Not Authorized
West of Rwy 2L-20R

Max Kts	MDA(H)
90	940' (501') -1
120	
140	940' (501') -1½
165	1020' (581') -2

TERPS AMEND 0A 29 MAR 2018

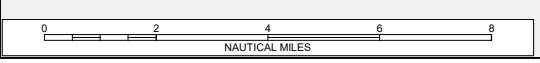
CHANGES: Cold temperature note modified.

© JEPPESEN, 2014, 2018. ALL RIGHTS RESERVED.

5.0.1 DEPARTURE (PAFA -> UHMD): PAFA (Fairbanks Intl)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0

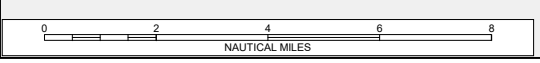


© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

5.0.2 DESTINATION (PAFA -> UHMD): UHMD (Provideniya Bay)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



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

COLD TEMPERATURE RESTRICTED AIRPORT

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA's Notices to Airmen Publication (NTAP) Graphic Notices General for a complete list of published airports, temperature/s, segments, and procedure information. (www.faa.gov/air_traffic/publications/notices).

COLD TEMPERATURE CORRECTION TABLE

REPORTED TEMP	HEIGHT ABOVE AIRPORT (FEET)													
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

PAFA/FAI
FAIRBANKS INTL

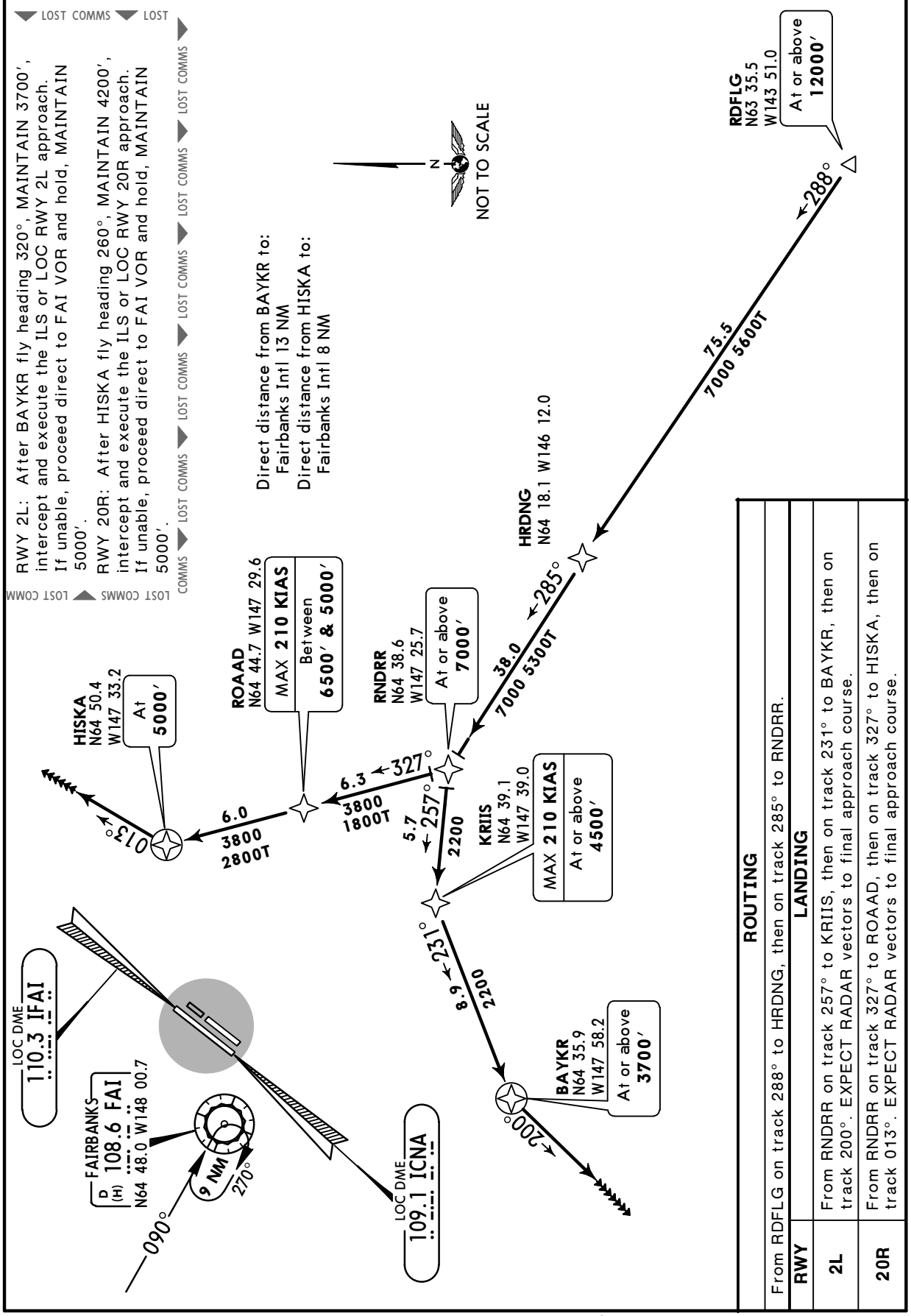
JEPPESEN
4 DEC 15 (10-2) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV STAR

ATIS	Apt Elev
124.4	439′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required after RNDRR. 2. GPS required. 3. RNAV 1.
4. Monitor ATIS for runway in use. 5. EXPECT runway assignment from Fairbanks Approach Control on initial contact. 6. EXPECT to cross RDFLG at or below 17000′ when DELTA ATCAA is active.

HRDNG TWO RNAV ARRIVAL (RDFLG.HRDNG2)



ROUTING

From RDFLG on track 288° to HRDNG, then on track 285° to RNDRR.

RWY	LANDING
2L	From RNDRR on track 257° to KRIIS, then on track 231° to BAYKR, then on track 200°. EXPECT RADAR vectors to final approach course.
20R	From RNDRR on track 327° to ROAAD, then on track 327° to HISKA, then on track 013°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

5.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

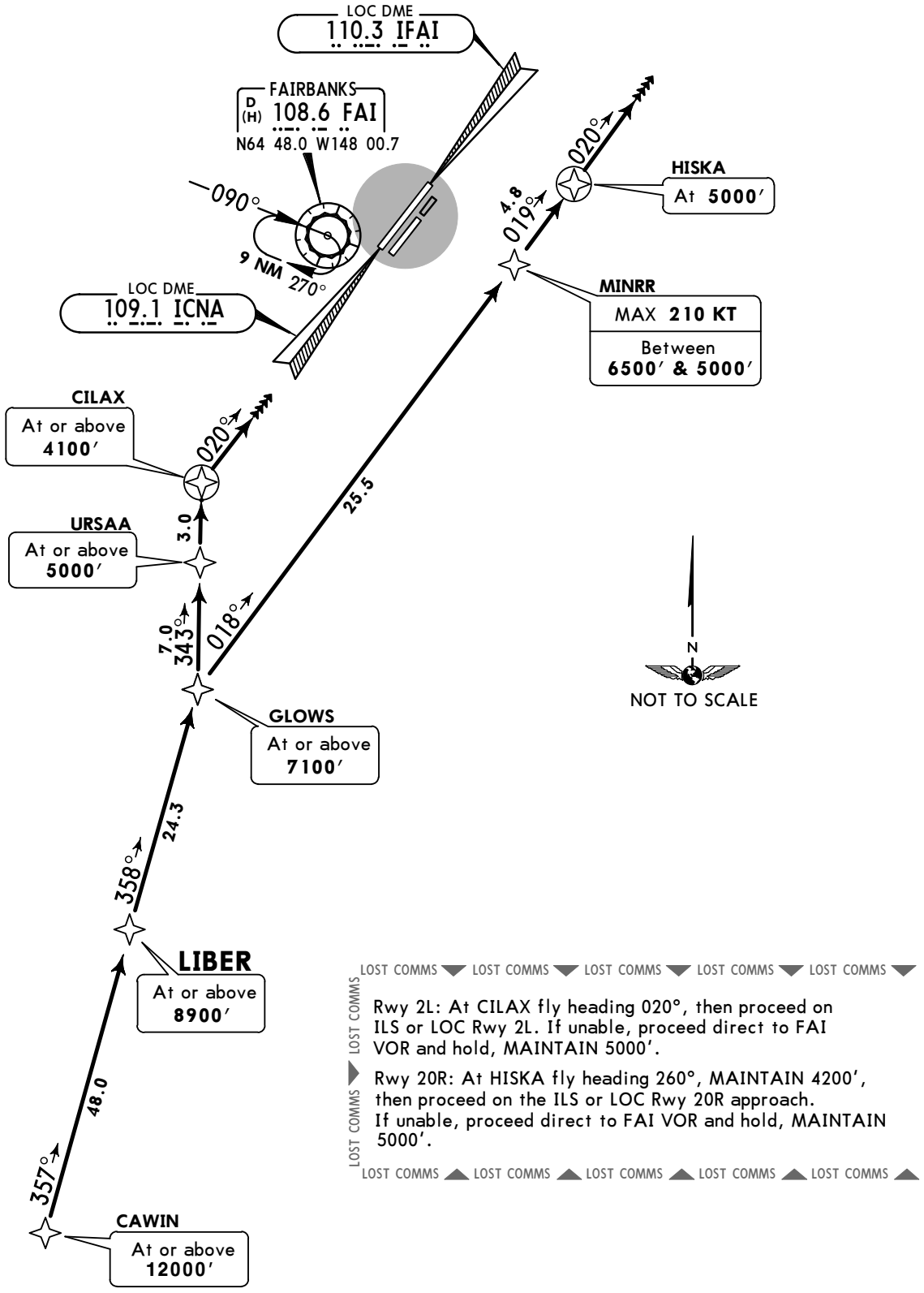
PAFA/FAI
FAIRBANKS INTL

JEPPESEN
16 JUN 17 (10-2A) Eff 22 Jun

FAIRBANKS, ALASKA
RNAV STAR

ATIS	Apt Elev	
124.4	439′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required after GLOWS. 2. GPS required. 3. RNAV 1.** 4. Monitor ATIS for runway in use. 5. EXPECT runway assignment from Fairbanks Approach Control upon initial contact.

LIBER 3 RNAV ARRIVAL (CAWIN.LIBER3)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Rwy 2L: At CILAX fly heading 020°, then proceed on ILS or LOC Rwy 2L. If unable, proceed direct to FAI VOR and hold, MAINTAIN 5000′.

Rwy 20R: At HISKA fly heading 260°, MAINTAIN 4200′, then proceed on the ILS or LOC Rwy 20R approach. If unable, proceed direct to FAI VOR and hold, MAINTAIN 5000′.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING
From CAWIN on track 357° to LIBER, then on track 358° to GLOWS.

RWY	LANDING
2L	From GLOWS on track 343° to URSAA, then on track 343° to CILAX, then on track 020°. EXPECT RADAR vectors to final approach course.
20R	From GLOWS on track 018° to MINRR, then on track 019° to HISKA, then on track 020°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

© JEPPESEN, 2012, 2017. ALL RIGHTS RESERVED.

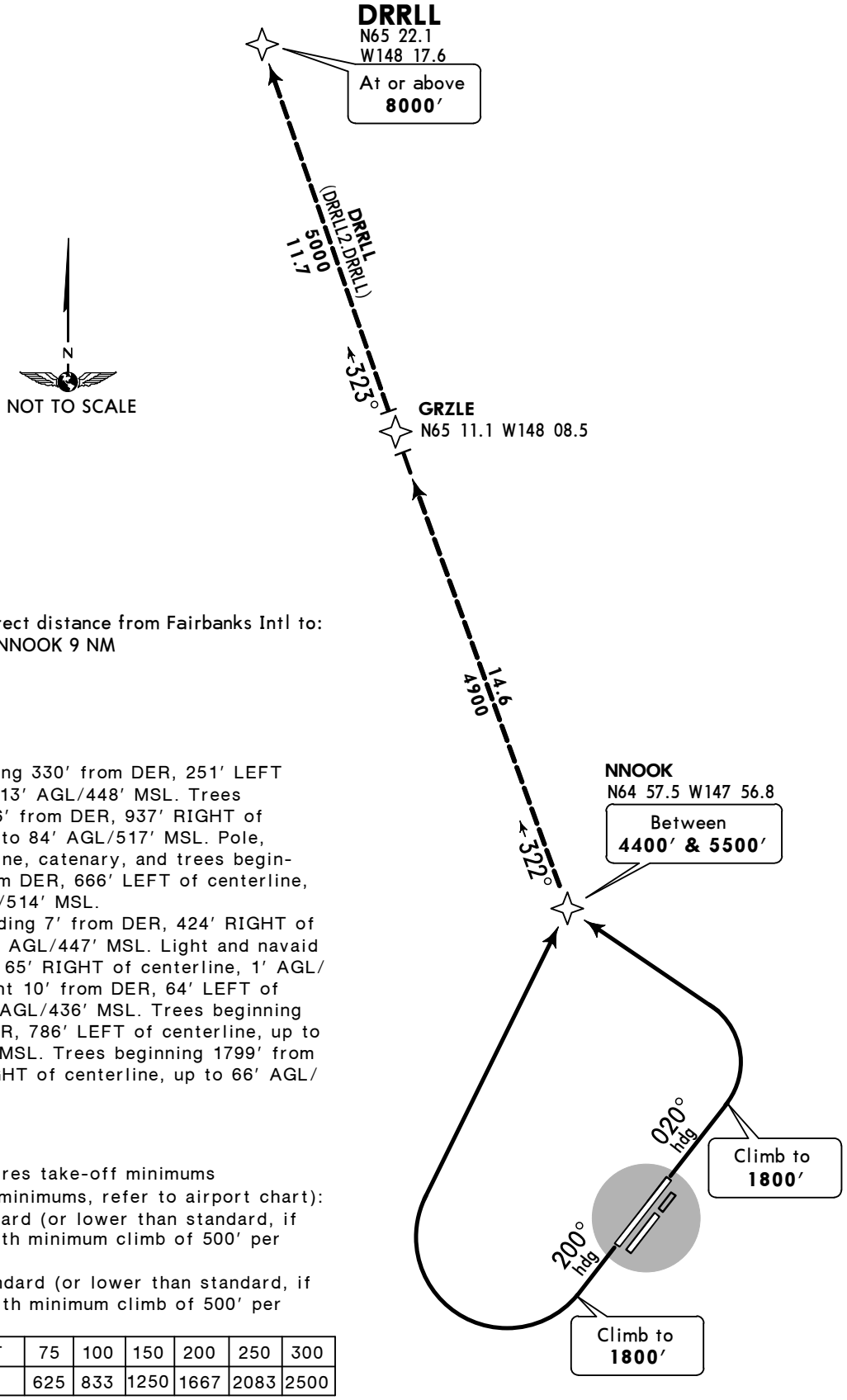
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV SID

FAIRBANKS Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
360°-179°	180°-359°	439′	**1. GPS required.**
126.5	125.35		**2. RNAV 1.**

DRRLL TWO RNAV DEPARTURE (DRRLL2.DRRLL)



OBSTACLES

Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.
Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.
Rwy 20R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 3000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb heading 020° to 1800′, then LEFT turn direct NNOOK, cross NNOOK between 4400′ and 5500′, then on DRRLL Transition.	Assigned by ATC
20R	Climb heading 200° to 1800′, then RIGHT turn direct NNOOK, cross NNOOK between 4400′ and 5500′, then on DRRLL Transition.	

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

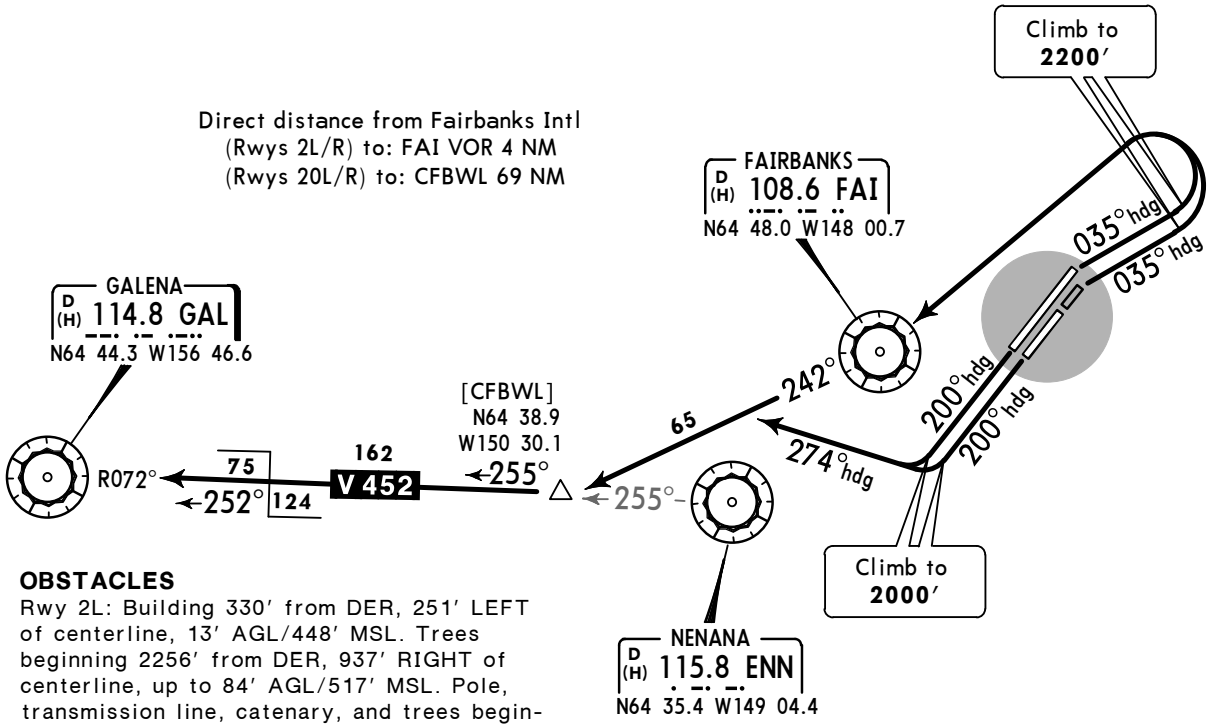
PAFA/FAI FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3A) Eff 10 Dec

FAIRBANKS, ALASKA SID

FAIRBANKS Departure (R) 360°-179°	180°-359°	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.5	125.35	439′	**DME required.**

GALENA FIVE DEPARTURE (GLEEN5.GAL)



OBSTACLES

Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.

Rwy 2R: Buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244′ LEFT of centerline, up to 15′ AGL/448′ MSL. Signs and aircraft on ramp beginning 11′ from DER, 247′ RIGHT of centerline, up to 8′ AGL/441′ MSL.

Rwy 20L: Light 9′ from DER, 30′ RIGHT of centerline, 1′ AGL/434′ MSL. Light 9′ from DER, 30′ LEFT of centerline, 1′ AGL/437′ MSL. Sign and trees beginning 21′ from DER, 249′ RIGHT of centerline, up to 38′ AGL/470′ MSL. Sign, transmission line tower, and catenaries beginning 49′ from DER, 457′ LEFT of centerline, up to 37′ AGL/465′ MSL. Trees beginning 292′ from DER, 552′ RIGHT of centerline, up to 72′ AGL/501′ MSL. Pole, transmission line tower, and trees beginning 458′ from DER, 546′ LEFT of centerline, up to 49′ AGL/480′ MSL. Trees beginning 1225′ from DER, 236′ RIGHT of centerline, up to 70′ AGL/501′ MSL. Trees beginning 1895′ from DER, 131′ LEFT of centerline, up to 62′ AGL/492′ MSL.

Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2L/R: Standard (or lower than standard, if authorized) with a minimum climb of 230′ per NM to 2200′.
Rwys 20L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150

RWY	INITIAL CLIMB
2L/R	Climb heading 035° to 2200′, then LEFT turn direct FAI VOR.
20L/R	Climb heading 200° to 2000′, then RIGHT turn heading 274°.

ROUTING

Intercept FAI R-242 to ENN R-255, then on ENN R-255 and GAL R-072 (V-452) to GAL VOR, then continue climb on assigned route and altitude.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

PAFA/FAI
FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3B) Eff 10 Dec

FAIRBANKS, ALASKA
SID

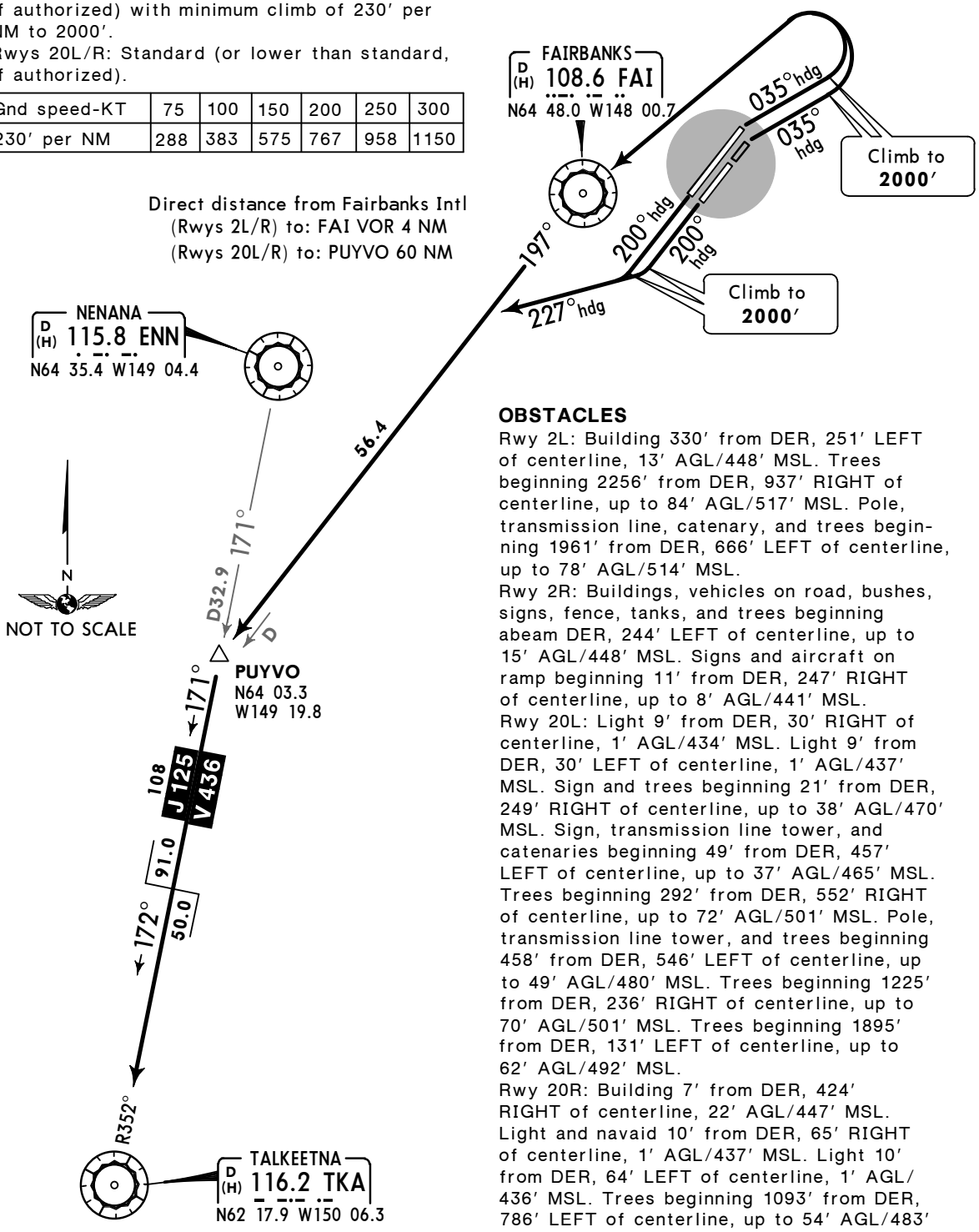
FAIRBANKS Departure (R) 360°-179°	180°-359°	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.5	125.35	439′	**DME required.**

McKINLEY ONE DEPARTURE (MKNLY1.TKA)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2L/R: Standard (or lower than standard, if authorized) with minimum climb of 230′ per NM to 2000′.
Rwys 20L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150

Direct distance from Fairbanks Intl
(Rwys 2L/R) to: FAI VOR 4 NM
(Rwys 20L/R) to: PUYVO 60 NM



OBSTACLES

Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.
Rwy 2R: Buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244′ LEFT of centerline, up to 15′ AGL/448′ MSL. Signs and aircraft on ramp beginning 11′ from DER, 247′ RIGHT of centerline, up to 8′ AGL/441′ MSL.
Rwy 20L: Light 9′ from DER, 30′ RIGHT of centerline, 1′ AGL/434′ MSL. Light 9′ from DER, 30′ LEFT of centerline, 1′ AGL/437′ MSL. Sign and trees beginning 21′ from DER, 249′ RIGHT of centerline, up to 38′ AGL/470′ MSL. Sign, transmission line tower, and catenaries beginning 49′ from DER, 457′ LEFT of centerline, up to 37′ AGL/465′ MSL. Trees beginning 292′ from DER, 552′ RIGHT of centerline, up to 72′ AGL/501′ MSL. Pole, transmission line tower, and trees beginning 458′ from DER, 546′ LEFT of centerline, up to 49′ AGL/480′ MSL. Trees beginning 1225′ from DER, 236′ RIGHT of centerline, up to 70′ AGL/501′ MSL. Trees beginning 1895′ from DER, 131′ LEFT of centerline, up to 62′ AGL/492′ MSL.
Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.

RWY	INITIAL CLIMB
2L/R	Climb heading 035° to 2000′, then LEFT turn direct FAI VOR.
20L/R	Climb heading 200° to 2000′, then RIGHT turn heading 227°.

ROUTING

Intercept FAI R-197 to PUYVO/FAI 56.4 DME fix, then on ENN R-171 and TKA R-352 (J-125 and V-346) to TKA VOR, then on assigned route and altitude.

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

5.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

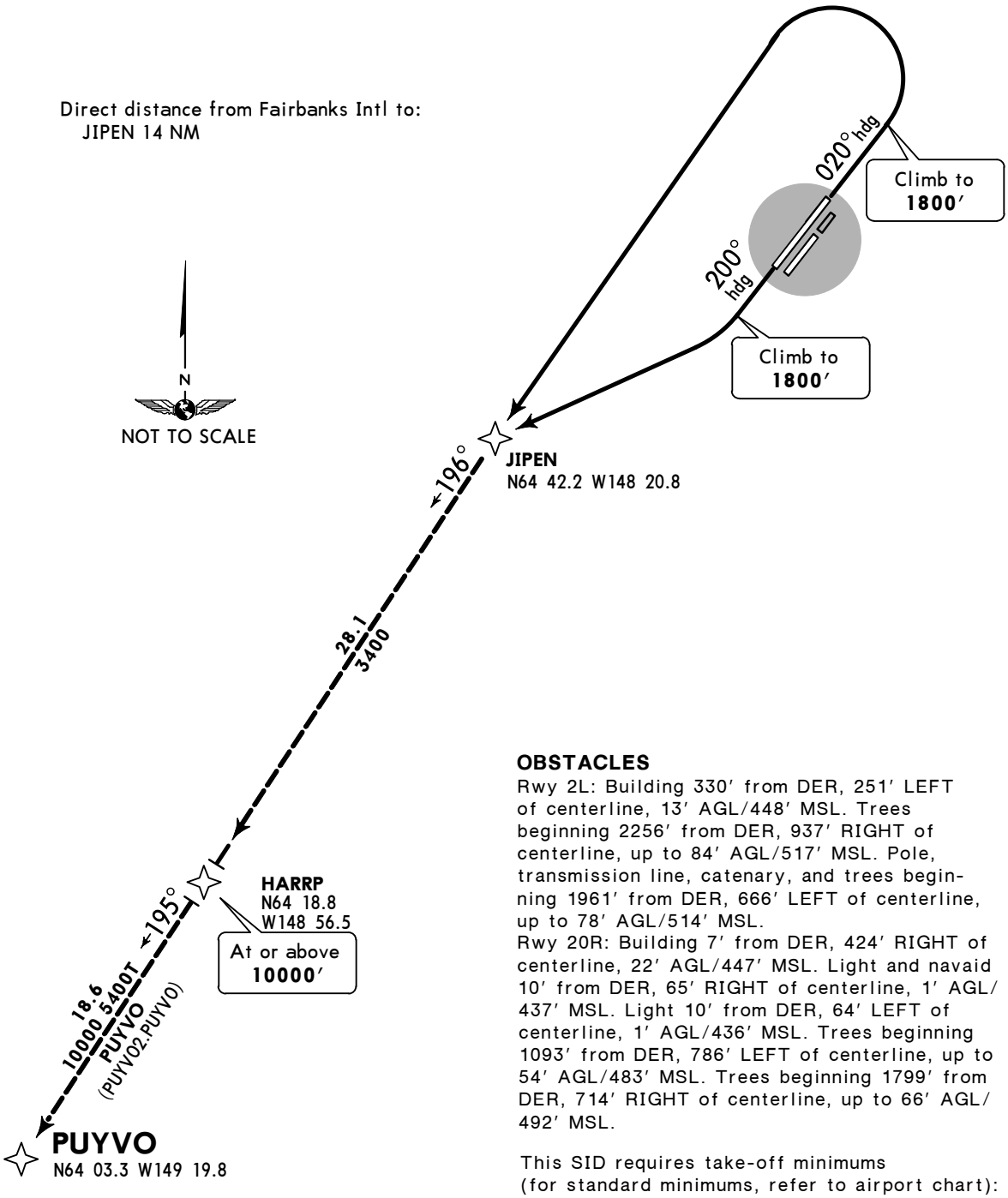
PAFA/FAI
FAIRBANKS INTL

JEPPESEN
4 DEC 15 (10-3C) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV SID

FAIRBANKS Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
360°-179°	180°-359°	439′	**1. GPS required.**
126.5	125.35		**2. RNAV 1.**

PUYVO TWO RNAV DEPARTURE (PUYVO2.PUYVO)



OBSTACLES
Rwy 2L: Building 330′ from DER, 251′ LEFT of centerline, 13′ AGL/448′ MSL. Trees beginning 2256′ from DER, 937′ RIGHT of centerline, up to 84′ AGL/517′ MSL. Pole, transmission line, catenary, and trees beginning 1961′ from DER, 666′ LEFT of centerline, up to 78′ AGL/514′ MSL.
Rwy 20R: Building 7′ from DER, 424′ RIGHT of centerline, 22′ AGL/447′ MSL. Light and navaid 10′ from DER, 65′ RIGHT of centerline, 1′ AGL/437′ MSL. Light 10′ from DER, 64′ LEFT of centerline, 1′ AGL/436′ MSL. Trees beginning 1093′ from DER, 786′ LEFT of centerline, up to 54′ AGL/483′ MSL. Trees beginning 1799′ from DER, 714′ RIGHT of centerline, up to 66′ AGL/492′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 3100′.
Rwy 20R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb heading 020° to 1800′, then LEFT turn direct JIPEN, then on PUYVO Transition.	Assigned by ATC
20R	Climb heading 200° to 1800′, then RIGHT turn direct JIPEN, then on PUYVO Transition.	

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

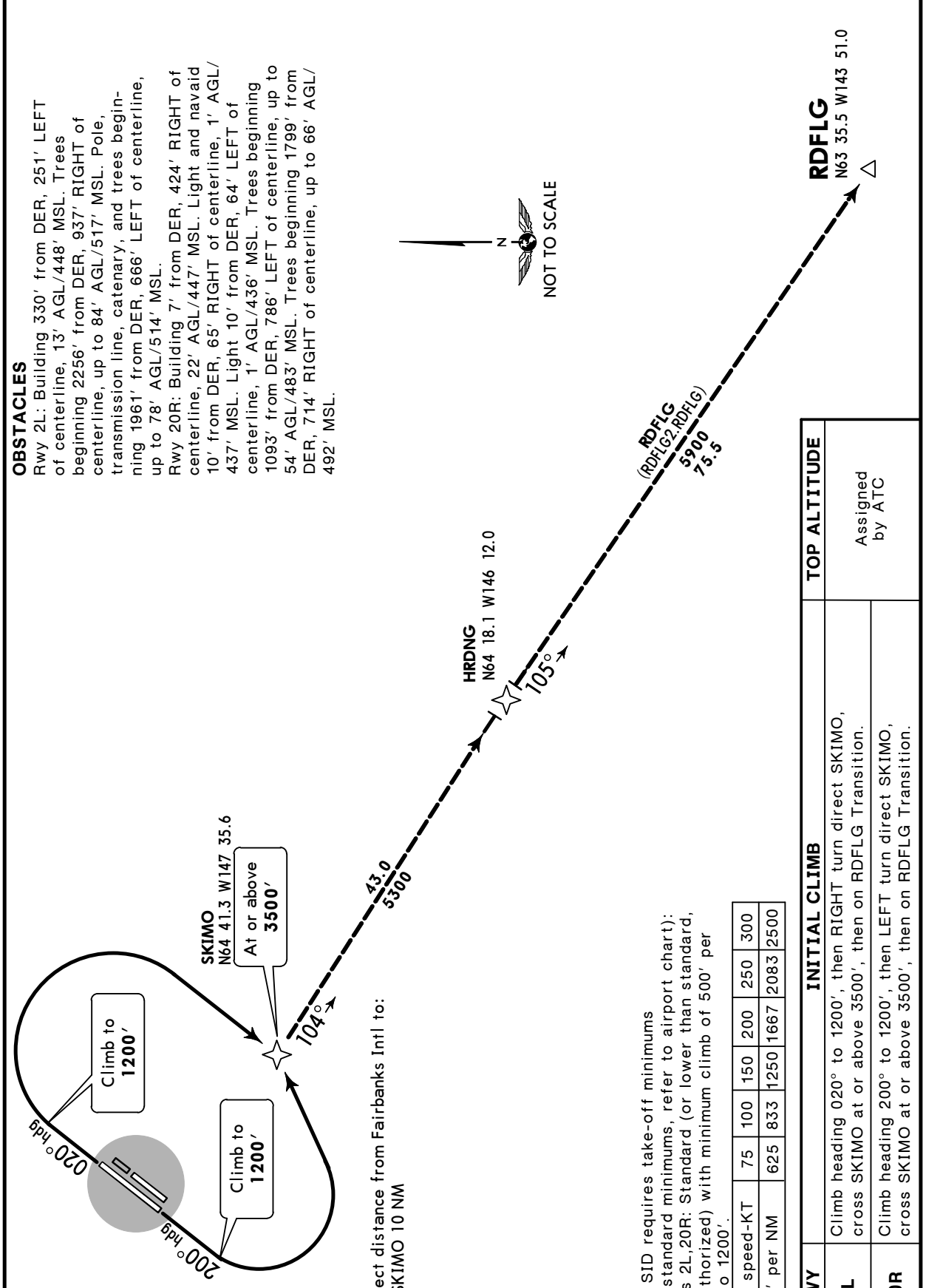
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 4 DEC 15 (10-3D) Eff 10 Dec

FAIRBANKS, ALASKA
RNAV SID

FAIRBANKS Departure (R) 360°-179°	FAIRBANKS Departure (R) 180°-359°	Apt Elev	
126.5	125.35	439′	Trans level: FL180 Trans alt: 18000′ **1. GPS required.** **2. RNAV 1.** 3. EXPECT to cross RDFLG at or below 17000′ when DELTA ATCAA is active.

RDFLG TWO RNAV DEPARTURE (RDFLG2.RDFLG)



RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb heading 020° to 1200′, then RIGHT turn direct SKIMO, cross SKIMO at or above 3500′, then on RDFLG Transition.	Assigned by ATC
20R	Climb heading 200° to 1200′, then LEFT turn direct SKIMO, cross SKIMO at or above 3500′, then on RDFLG Transition.	

CHANGES: Procedure revised, renumbered.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

5.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI

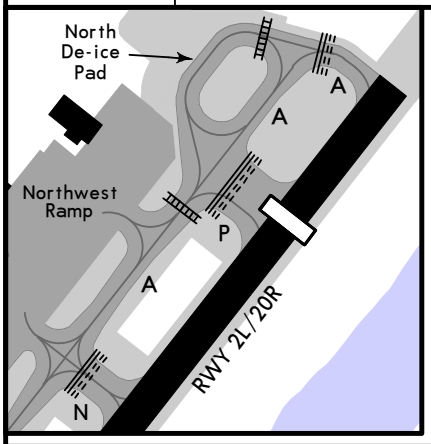
Apt Elev **439'**
N64 48.9 W147 51.4

JEPPESEN
23 MAR 18 (10-9) Eff 29 Mar

FAIRBANKS, ALASKA

FAIRBANKS INTL

ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R)	
				360°-179°	180°-359°
124.4	127.6	121.9	118.3	126.5	125.35



147-52 147-51 147-50 147-53 64-50 64-49 64-48 64-49.1 64-49.0

18°E

RUNWAY INCURSION HOT SPOTS
HS1
Closely spaced runway/taxiway intersections: Pilots have misidentified twy B and twy T, and twy T and twy U.

CAUTION - Aircraft departing terminal ramp: Do not mistake Twy B & Rwy 2L/20R for Twy A.

North De-ice Pad
Northwest Ramp
Unpaved Ramp Area
Terminal
West Ramp
South De-ice Pad
Heavy Cargo Apron
East Ramp
Launch Ramp
Control Tower 538'
Float plane Transient Parking
Launch Ramp
Elev 439'
Elev 436'
Elev 433'
Elev 433'
ARP

20R 200°
20W 200°
20 200°
2 020°
2W 020°
20L 200°
2L 020°
2R 020°

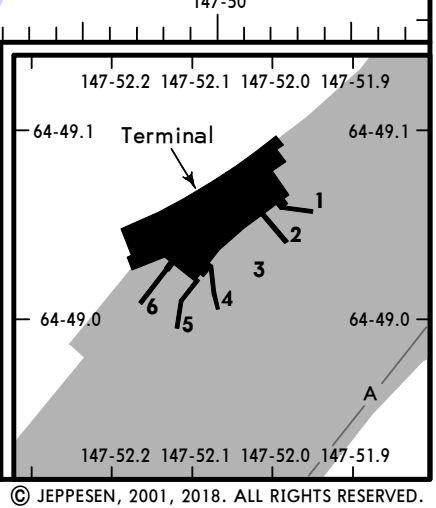
11,800'3597m
A 6501'1982m
5400'1646m WATER
A 2900'884m GRAVEL/DIRT/SKI STRIP

HS1

PARKING GATE COORDINATES

GATE NO.	COORDINATES
1	N64 49.1 W147 52.0
2, 3	N64 49.0 W147 52.0
4, 5	N64 49.0 W147 52.1
6	N64 49.0 W147 52.2

Northeast compass rose closed to helicopters over 12,500 lbs.
Rwy 2R/20L closed to jet aircraft.



Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: Rwy 2/20 surface.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

PAFA/FAI

FAIRBANKS, ALASKA
FAIRBANKS INTL

GENERAL

Birds in vicinity of airport.
Noise abatement procedures in effect from 2200-0800 local. All large aircraft, turbine engine, and heavy aircraft utilize Rwy 2L for arrivals and Rwy 20R for departures when wind is not an operational factor.
Be alert for snow removal equipment operations from Oct to May.
For flights in MOA's East of Fairbanks recommend contacting Eielson Ranger Control on 125.3.
For availability of Summer gravel strip, and Winter ski strip, Rwy 2-20, contact tower prior to arrival/departure.
Helicopter arrivals and departures from Northwest compass rose operate to/from the east.
Frost heaves south 2600' of Rwy 2R/20L, contact airport ops with safety concerns.
Contact airport operations for engine run-up locations.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
2L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	11,050' *3368m*	10,000' 3048m		150' 46m
20R	HIRL CL MALSR SFL ❶ PAPI-L (angle 3.0°) RVR		9986' 3044m		
2R	HIRL PAPI-L (angle 3.0°)				100' 30m
20L	HIRL REIL PAPI-L (angle 3.0°)				
2					75' 23m
20					
2W					100' 30m
20W					

❶ Rwy 20R PAPI unusable beyond 8° right of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 6)

Rwy 20R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 2L

With Mim climb of 230'/NM to 2600'

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 20L

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

❶ Rwy 2R

With Mim climb of 205'/NM to 2000'

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

❶ Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

OBSTACLE DP: Rwy 20R, 20L, climb heading 200° to 2000' before proceeding on course.
Rwy 2L, climb heading 035° to 2600' before proceeding on course.
Rwy 2R, climb heading 035° to 2100' before proceeding on course.
(For TAKEOFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)

Rwy 2L: Heading as assigned by ATC; requires minimum climb of 210'/NM to 1600'.
Rwy 2R, 20L, 20R: Heading as assigned by ATC.

FOR FILING AS ALTERNATE

	ILS Rwy 2L ILS Rwy 20R	LOC Rwy 2L LOC Rwy 20R RNAV (GPS) Y Rwy 2L	RNAV (GPS) Rwy 2R RNAV (GPS) Rwy 20L RNAV (GPS) Y Rwy 20R	RNAV (RNP) Z Rwy 2L RNAV (RNP) Z Rwy 20R VOR Rwy 20R
A B C D	600-2	800-2		

CHANGES: Alternate minimums.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

5.1.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ODP TAKEOFF OBSTACLE NOTES

- RWY 2L:
  Building 330' from DER, 251' left of centerline, 13' AGL/448' MSL. Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL. Pole, transmission line, catenary, and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL.

- RWY 2R:
  Buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244' left of centerline, up to 15' AGL/448' MSL. Signs and aircraft on ramp beginning 11' from DER, 247' right of centerline, up to 8' AGL/441' MSL.

- RWY 20L:
  Light 9' from DER, 30' right of centerline, 1' AGL/434' MSL. Light 9' from DER, 30' left of centerline, 1' AGL/437' MSL. Sign and trees beginning 21' from DER, 249' right of centerline, up to 38' AGL/470' MSL. Sign, transmission line tower, and catenaries beginning 49' from DER, 457' left of centerline, up to 37' AGL/465' MSL. Trees beginning 292' from DER, 552' right of centerline, up to 72' AGL/501' MSL. Pole, transmission line tower, and trees beginning 458' from DER, 546' left of centerline, up to 49' AGL/480' MSL. Trees beginning 1225' from DER, 236' right of centerline, up to 70' AGL/501' MSL. Trees beginning 1895' from DER, 131' left of centerline, up to 62' AGL/492' MSL.

- RWY 20R:
  Building 7' from DER, 424' right of centerline, 22' AGL/447' MSL. Light and NAVAID 10' from DER, 65' right of centerline, 1' AGL/437' MSL. Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL. Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL. Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

AMEND 6

CHANGES: New obstacle page.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

5.1.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
5 MAY 17 (10-9B)

SMGCS

LESS THAN RVR 1200 to 600

FAIRBANKS, ALASKA
LOW VISIBILITY TAXI ROUTES

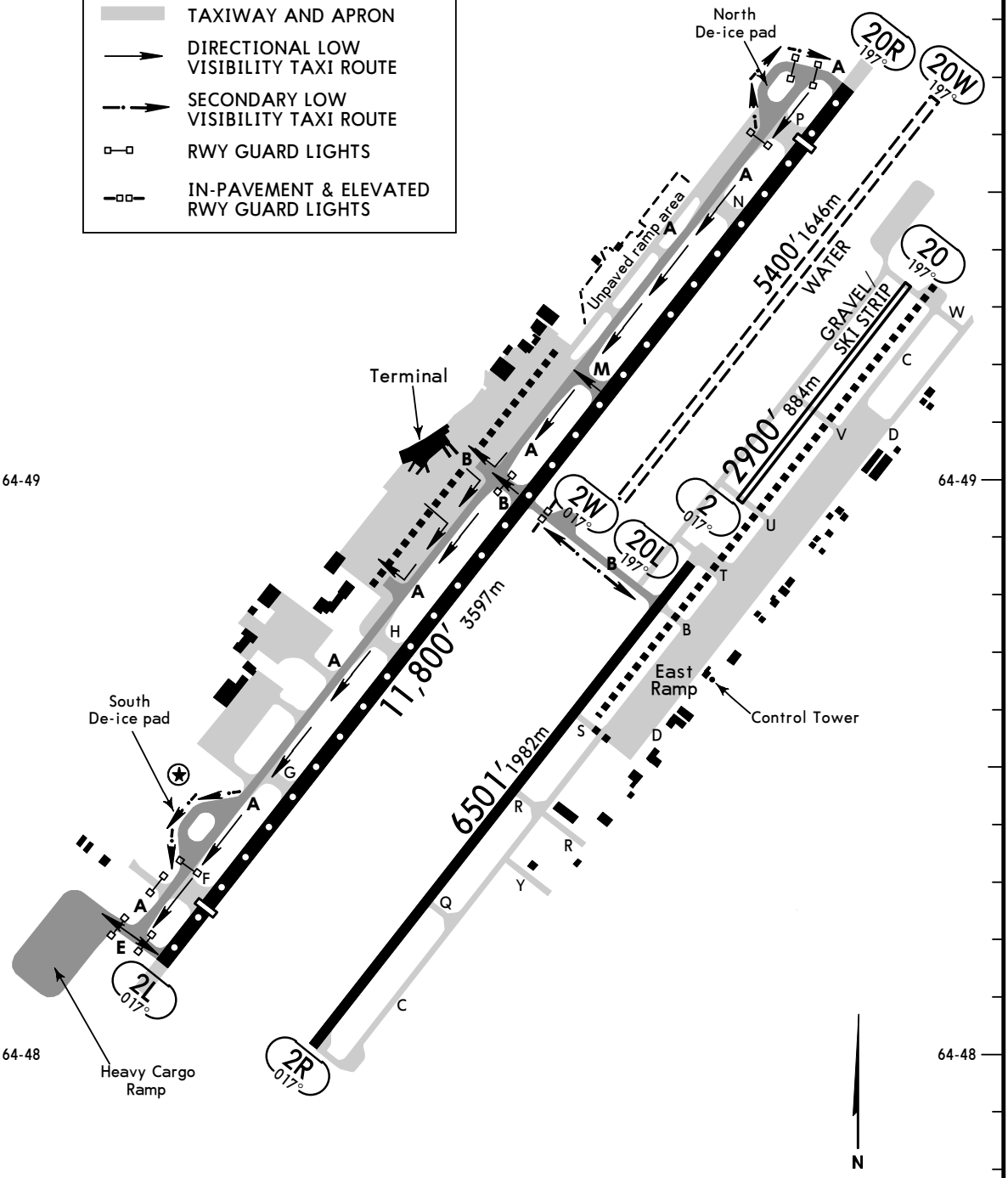
ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R)	
				360°-179°	180°-359°
124.4	127.6	121.9	118.3	126.5	125.35

147-53 147-52 147-51 147-50

64-50 64-49 64-48

LEGEND

- CENTERLINE LIGHTS
- TERMINAL NON-MOVEMENT AREA BOUNDARY
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- SECONDARY LOW VISIBILITY TAXI ROUTE
- RWY GUARD LIGHTS
- IN-PAVEMENT & ELEVATED RWY GUARD LIGHTS



CHANGES: Enhanced accuracy.

© JEPPESEN, 2009, 2017. ALL RIGHTS RESERVED.

5.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (11-1)

FAIRBANKS, ALASKA
ILS or LOC Rwy 2L

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179° / 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5 / 125.35	118.3	121.9

LOC ICNA	Final Apch Crs	GS	ILS DA(H)	Apt Elev / TDZE
109.1	020°	CACHE 2100′ (1661′)	639′ (200′)	439′ / 439′

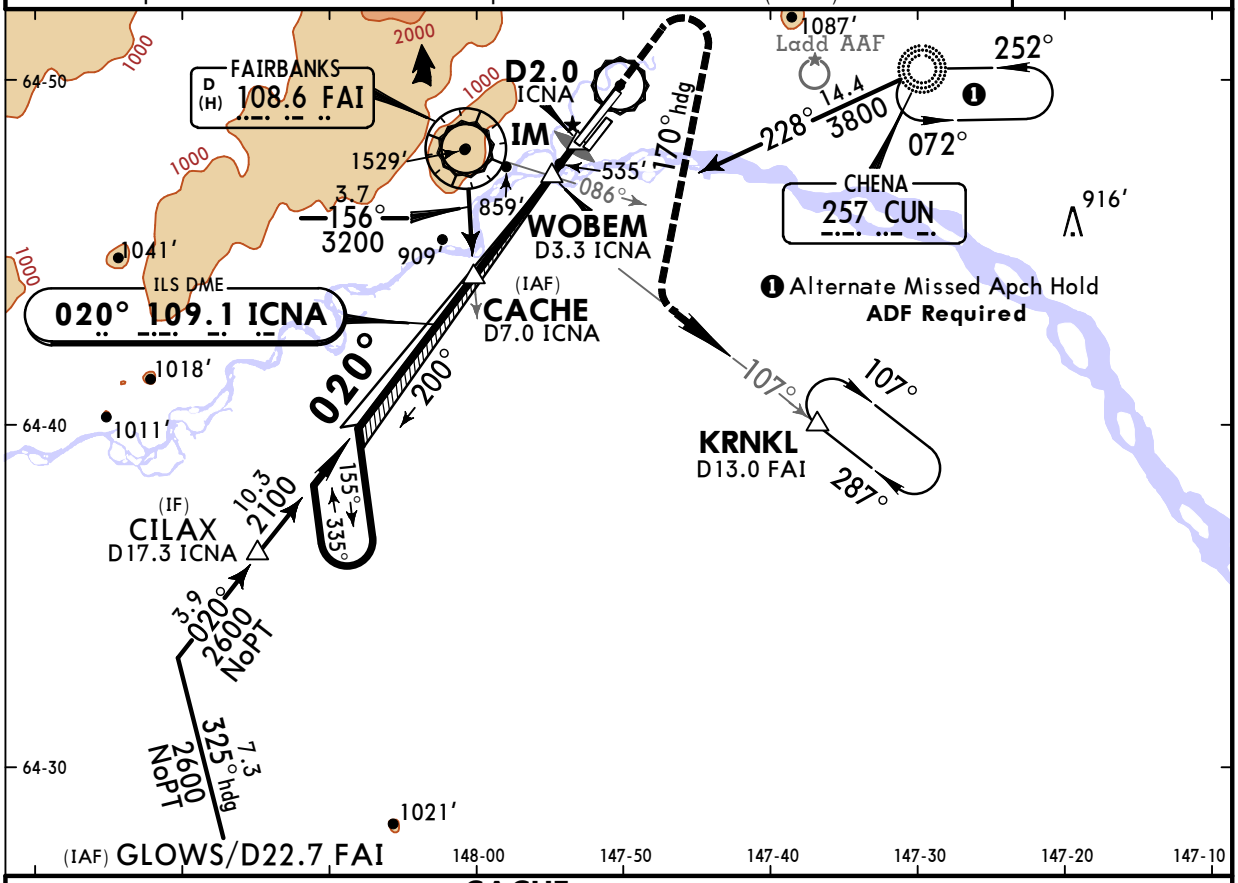
MISSED APCH: Climb to 900′ then climbing RIGHT turn to 5000′ on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000′.

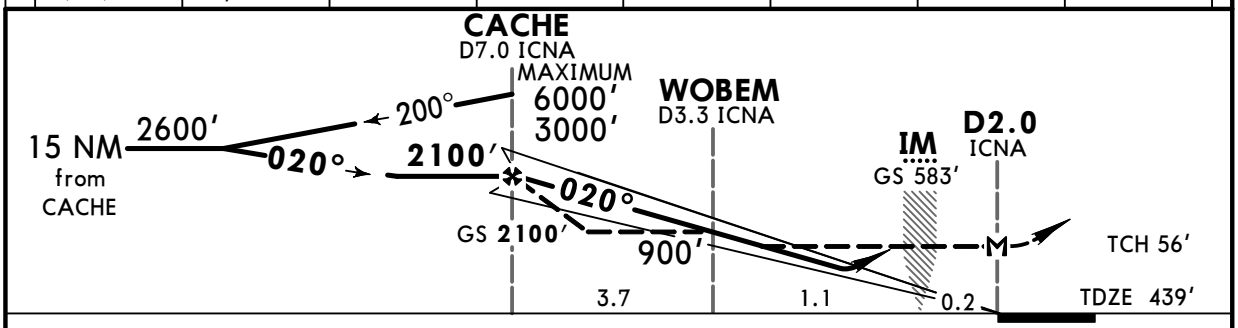
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′).
3. Cold temperature altitude correction required at or below -45°C (-49°F).

4500

MSA FAI VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 ICNA							

ALSF-II
PAPI

900′

5000′ RT on 170° hdg and FAI 108.6 R-107

TERPS STRAIGHT-IN LANDING RWY 2L

	ILS DA(H) 639′ (200′)			LOC (GS out) MDA(H) 800′ (361′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 35 or 3/4	RVR 55 or 1 1/4
D					

CIRCLE-TO-LAND

Not Authorized Northwest of Rwy 2L-20R

Max Kts	MDA(H)
C 90	880′ (441′) - 1
120	900′ (461′) - 1
140	900′ (461′) - 1 1/2
165	1020′ (581′) - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (11-1A)

FAIRBANKS, ALASKA
ILS Rwy 2L CAT II & III

BRIEFING STRIP ™

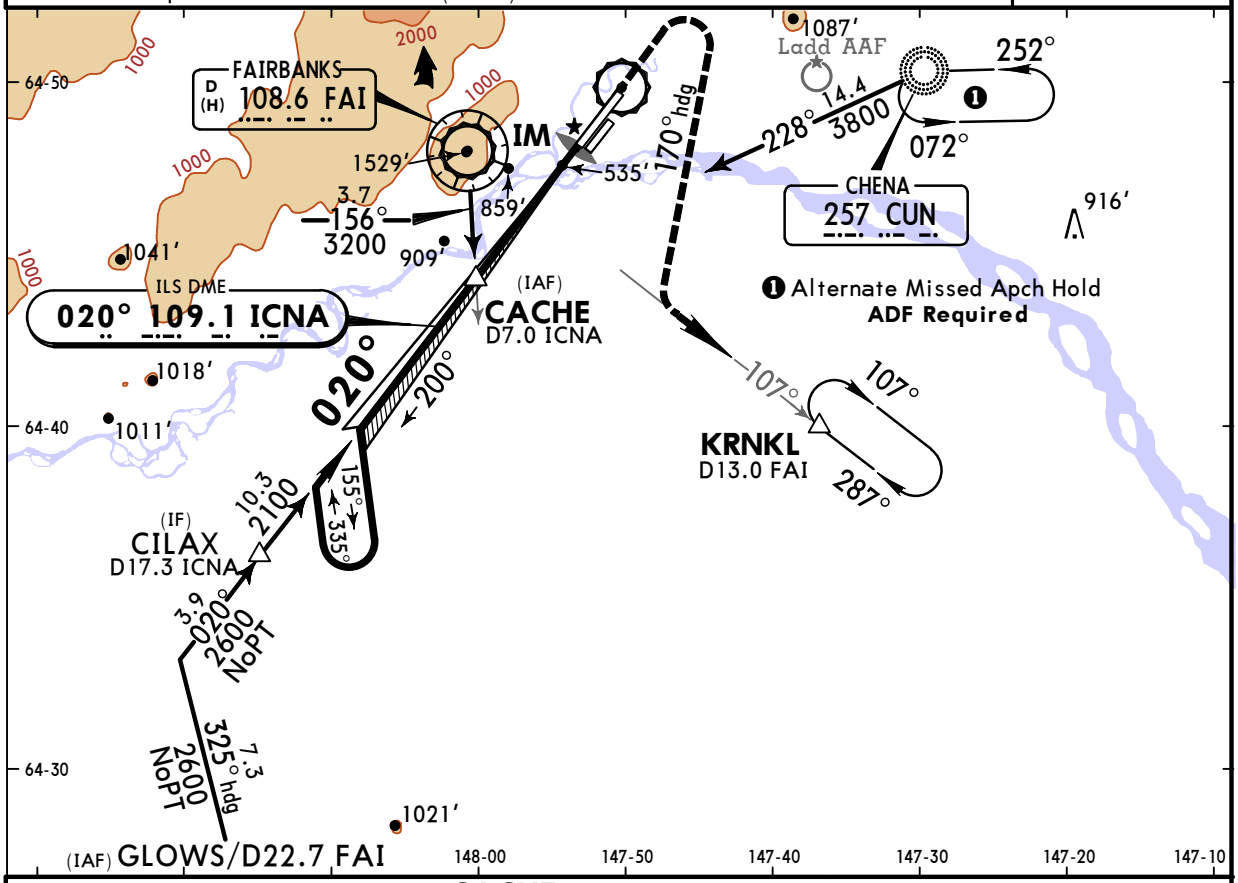
ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

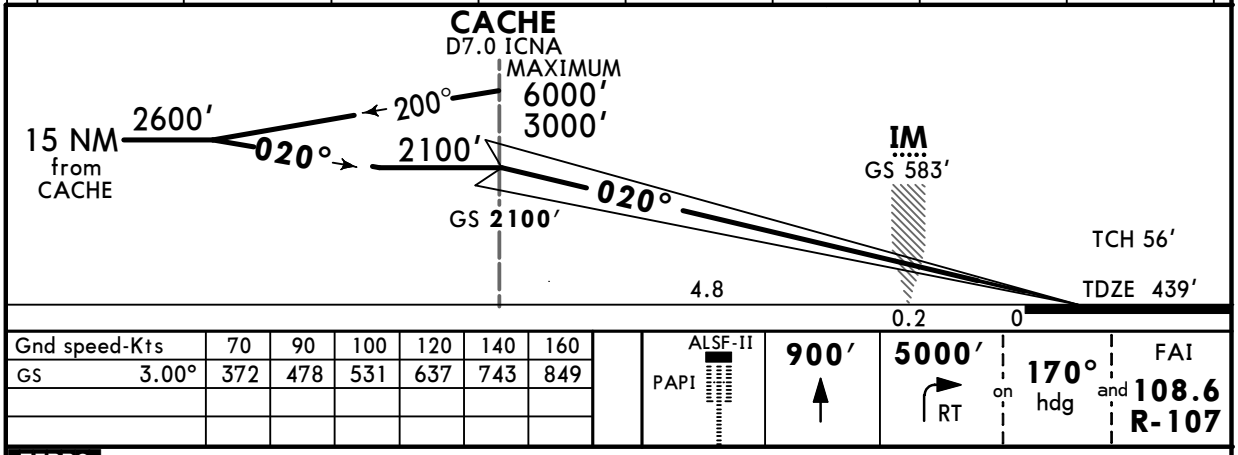
LOC ICNA	Final Apch Crs	GS	CAT III	CAT II	Apt Elev / TDZE
109.1	020°	CACHE 2100′ (1661′)	Refer to Minimums	RA 104′ DA(H) 539′ (100′)	Apt Elev 439′ TDZE 439′

MISSED APCH: Climb to 900′ then climbing RIGHT turn to 5000′ on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew & Acft Certification required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′). 4. Cold temperature altitude correction required at or below -45°C (-49°F).

4500
MSA FAI VOR





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

ALSF-II
PAPI

900′

5000′ RT

170° hdg

FAI and 108.6 R-107

TERPS STRAIGHT-IN LANDING RWY 2L

CAT III ILS	CAT II ILS RA 104′ DA(H) 539′ (100′)
RVR 6	1 RVR 12

1 RVR 10 Authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

TERPS AMEND 10A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (11-1B)

FAIRBANKS, ALASKA
ILS Rwy 2L SA CAT I

BRIEFING STRIP ™

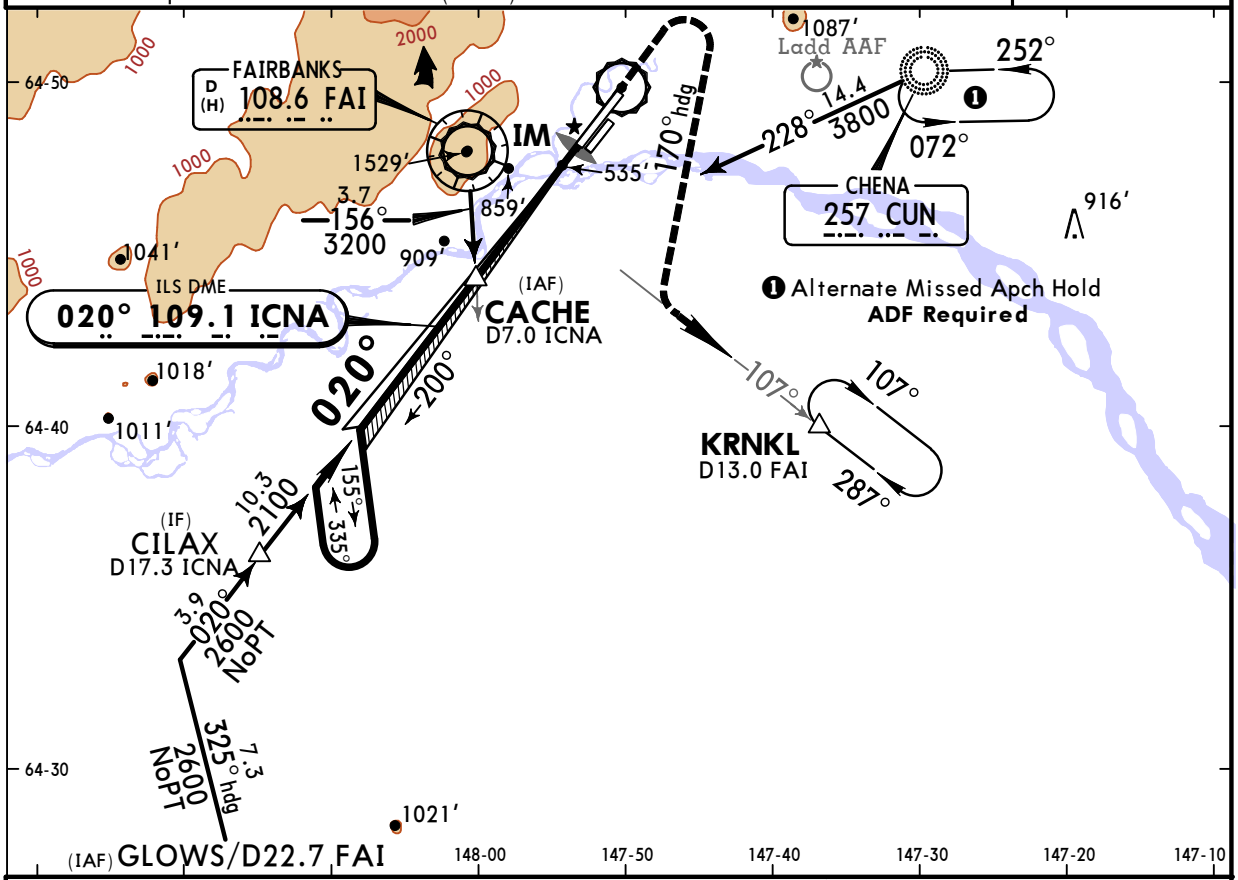
ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

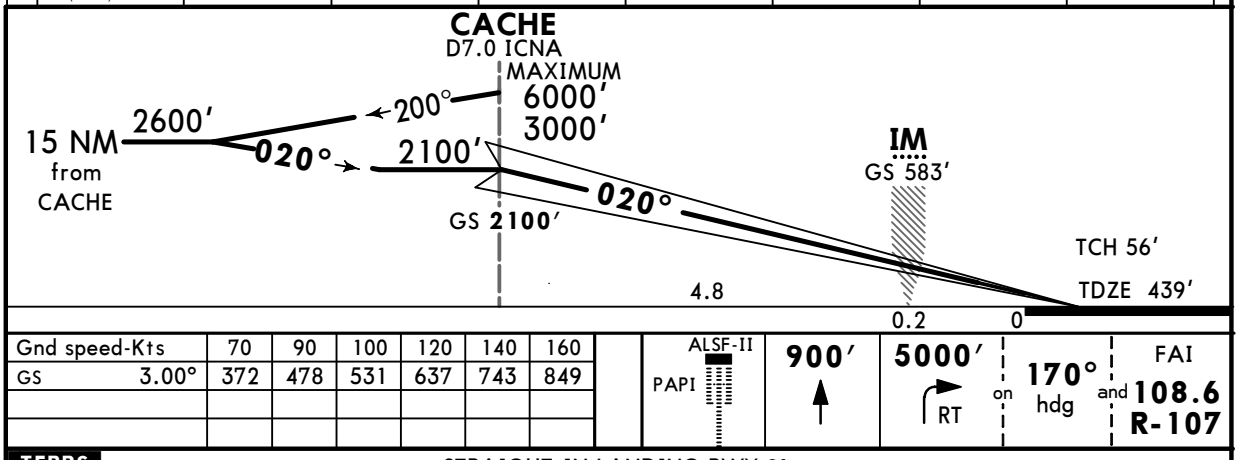
LOC ICNA	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 439′
109.1	020°	CACHE 2100′ (1661′)	RA 139′ DA(H) 589′(150′)	TDZE 439′

MISSED APCH: Climb to 900′ then climbing RIGHT turn to 5000′ on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew & Acft Certification required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′). 4. Cold temperature altitude correction required at or below -45°C (-49°F).

4500
MSA FAI VOR





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

ALSF-II
PAPI
900′
5000′ RT
on 170° hdg
and FAI 108.6 R-107

TERPS

STRAIGHT-IN LANDING RWY 2L
1 SA CAT I ILS
RA 139′
DA(H) 589′(150′)

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 10A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.1.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (11-2)

FAIRBANKS, ALASKA ILS or LOC Rwy 20R

BRIEFING STRIP ™

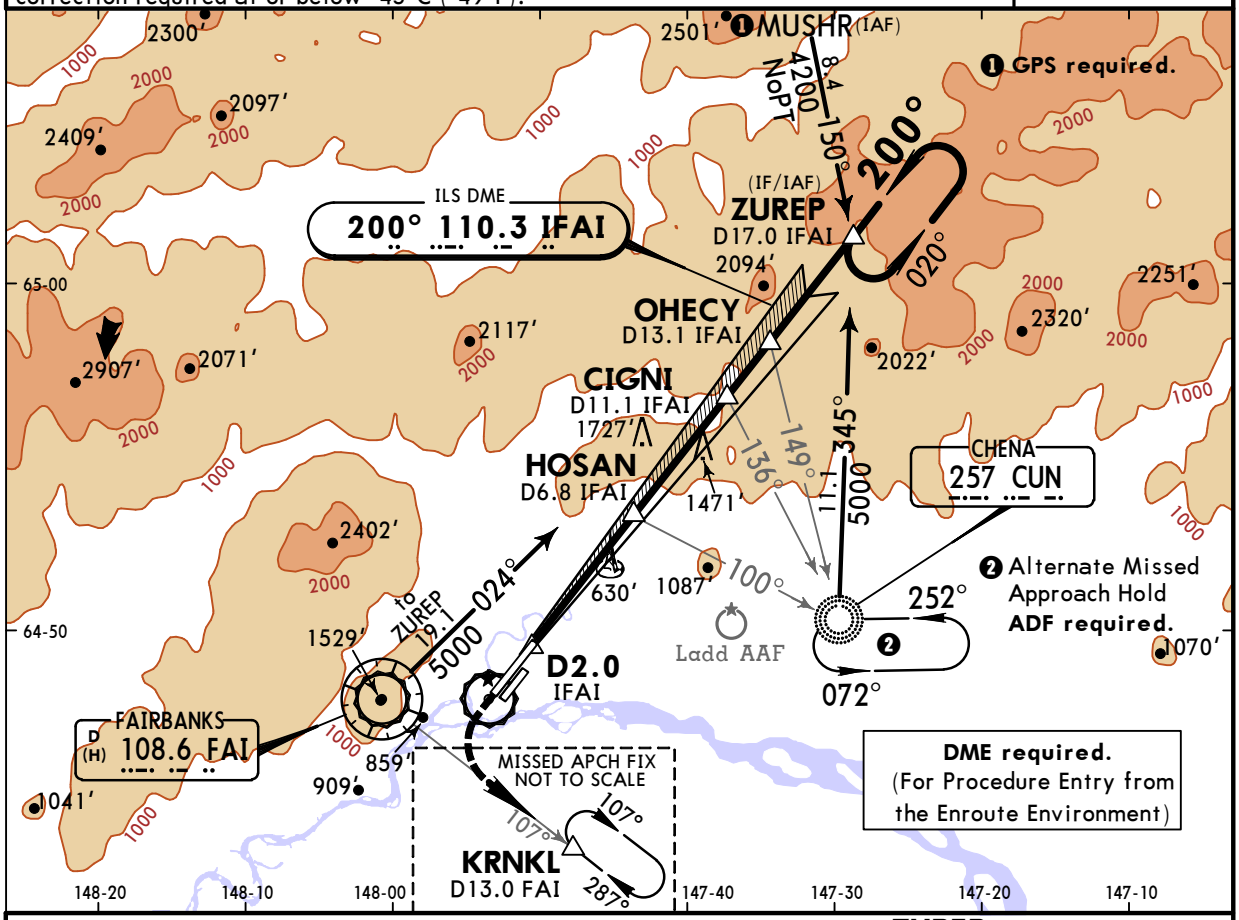
ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

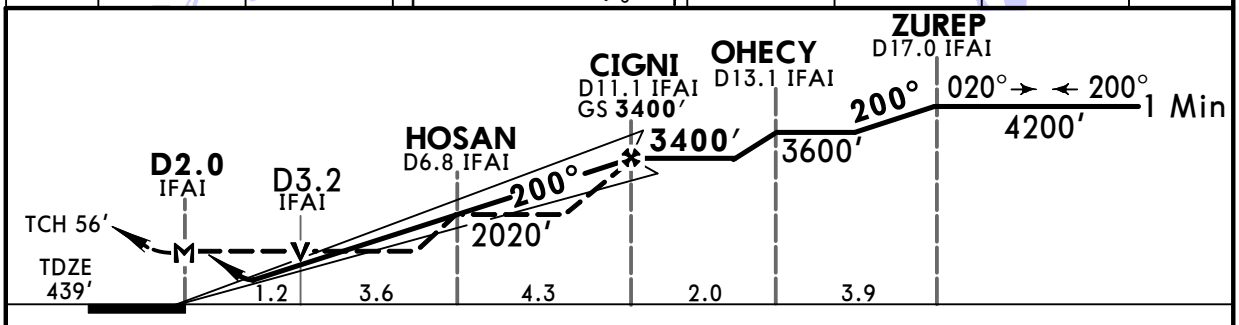
LOC IFAI	Final Apch Crs	GS CIGNI	ILS DA(H)	Apt Elev 439' TDZE 439'
110.3	200°	3400' (2961')	639' (200')	

MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME required. 2. Use IFAI DME when on the localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 4. Cold temperature altitude correction required at or below -45°C (-49°F).

4500
MSA FAI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IFAI						

MALSR
PAPI

1100'

3000'
LT

FAI
on 108.6
R-107

KRNKL

TERPS STRAIGHT-IN LANDING RWY 20R

ILS DA(H) 639' (200')		LOC (GS out) MDA(H) 880' (441')	
FULL	RAIL/ALS out		RAIL/ALS out
A, B, C, D: [1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
		RVR 45 or 7/8	1 3/8

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441') - 1
120	900' (461') - 1
140	900' (461') - 1 1/2
165	1020' (581') - 2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 25A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.1.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (11-2A)

FAIRBANKS, ALASKA
ILS Rwy 20R SA CAT I

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

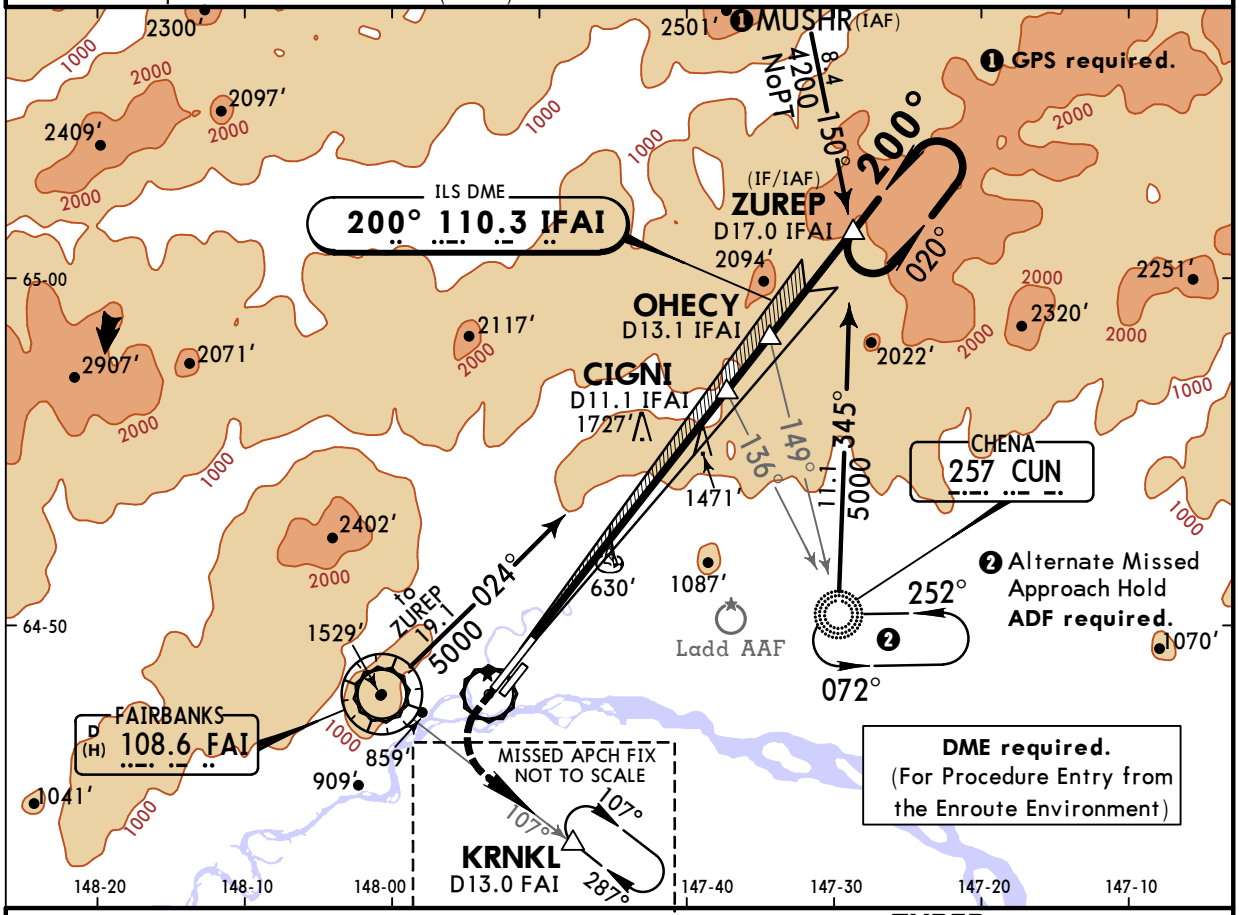
LOC IFAI	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 439'
110.3	200°	CIGNI 3400'(2961')	RA 149' DA(H) 589' (150')	TDZE 439'

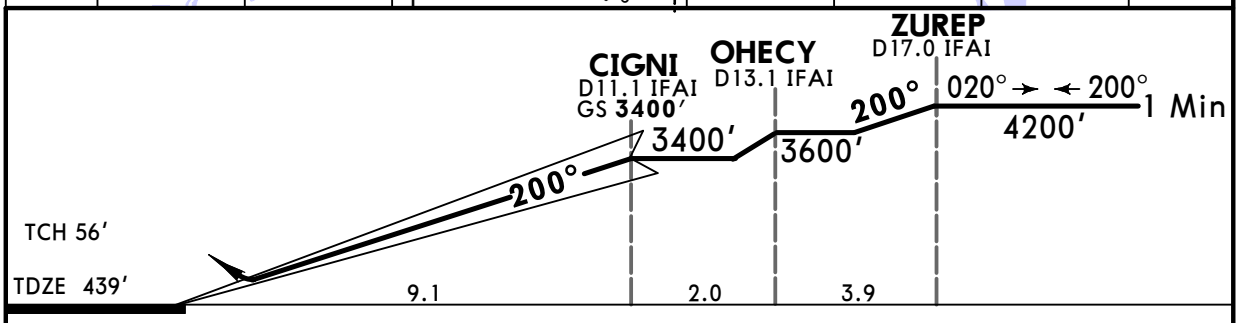
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

4500
MSA FAI VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Use IFAI DME when on the localizer course. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 5. Cold temperature altitude correction required at or below -45°C (-49°F).





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

MALSR
PAPI
1100'
3000' LT
FAI on 108.6 R-107
KRNKL

TERPS

STRAIGHT-IN LANDING RWY20R

1 SA CAT I ILS
RA 149'
DA(H) **589'**(150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

BRIEFING STRIP™

TERPS AMEND 25A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.1.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (11-2B)

FAIRBANKS, ALASKA ILS Rwy 20R SA CAT II

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

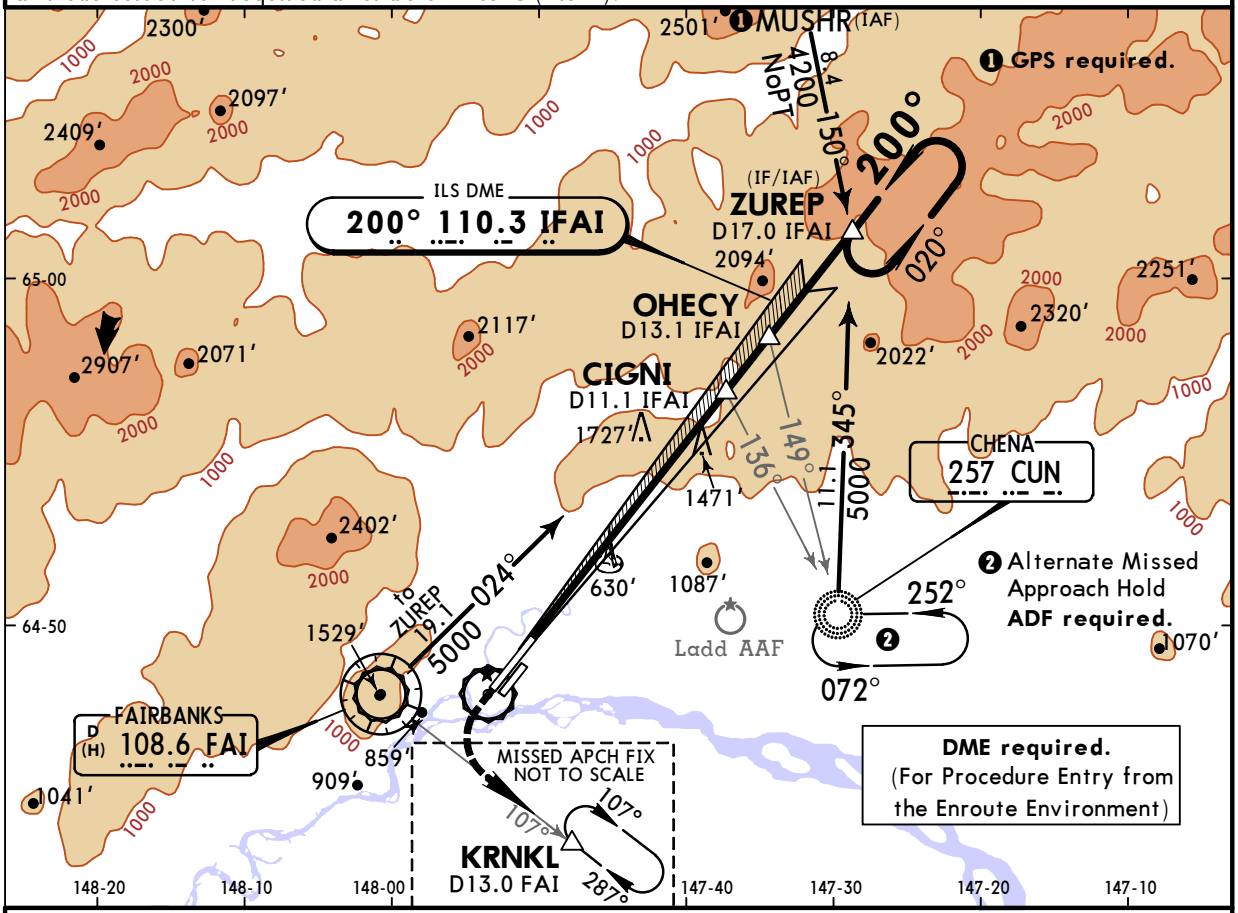
LOC IFAI	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 439'
110.3	200°	CIGNI 3400' (2961')	RA 99' DA(H) 539' (100')	TDZE 439'

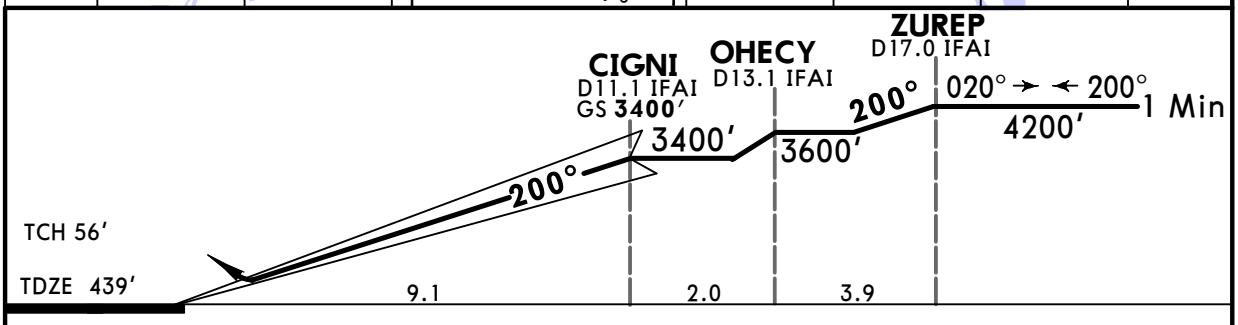
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

4500 MSA FAI VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Use IFAI DME when on the localizer course. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 5. Cold temperature altitude correction required at or below -45°C (-49°F).





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

MALSR PAPI | 1100' | 3000' LT | FAI on 108.6 R-107 | KRNKL

TERPS STRAIGHT-IN LANDING RWY20R

1 SA CAT II ILS
RA 99'
DA(H) **539'** (100')

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

BRIEFING STRIP™

TERPS AMEND 25A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2000, 2018. ALL RIGHTS RESERVED.

5.1.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-1)

FAIRBANKS, ALASKA RNAV (GPS) Y Rwy 2L

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

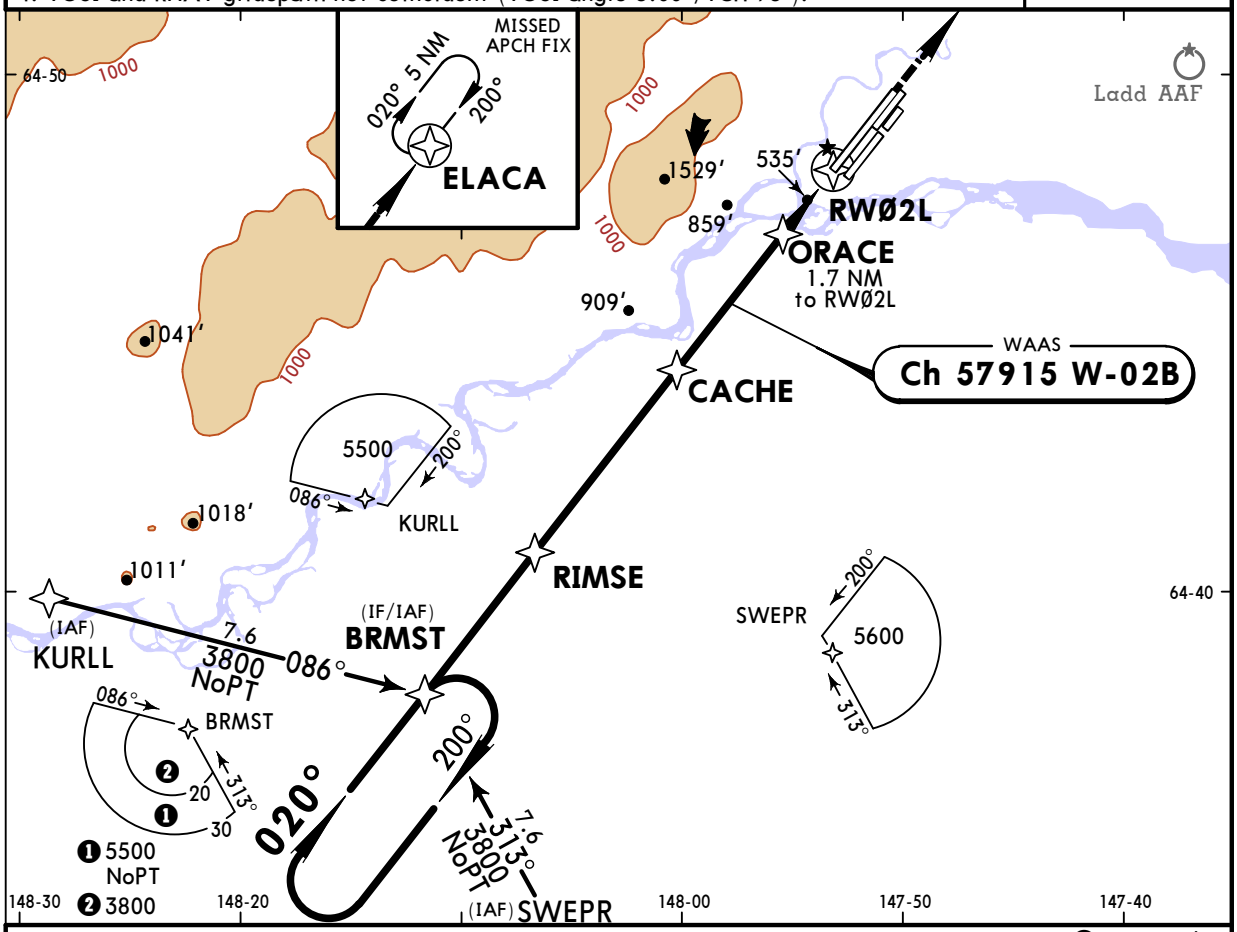
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 439'
Ch 57915 W-02B	020°	CACHE 2100' (1661')	639' (200')	TDZE 439'

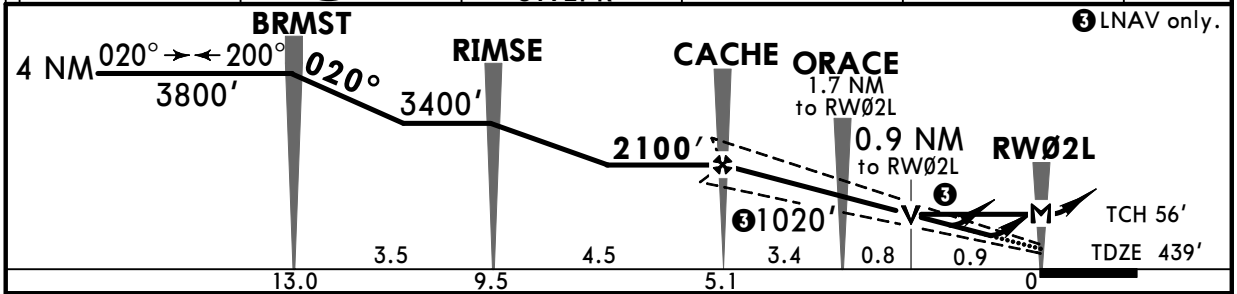
MISSED APCH: Climb to 4900' direct ELACA and hold, continue climb-in-hold to 4900'.

TAA 30 NM IF/IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F).
3. Cold temperature altitude correction required at or below -45°C (-49°F).
4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ2L							

ALSF-II PAPI 4900' D ELACA

TERPS

STRAIGHT-IN LANDING RWY 2L

	LPV DA(H) 639' (200') TDZ/CL out	LPV DA(H) 639' (200') ALS out	LNAV/VNAV DA(H) 720' (281')	LNAV/VNAV DA(H) 720' (281') ALS out	LNAV MDA(H) 800' (361')	LNAV MDA(H) 800' (361') ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2	RVR 50 or 1
B						
C		RVR 40 or 3/4			RVR 35 or 3/4	RVR 55 or 1 1/4
D						

CIRCLE-TO-LAND

Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441') - 1
120	900' (461') - 1
140	900' (461') - 1 1/2
165	1020' (581') - 2

TERPS AMEND 1A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

5.1.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-2)

FAIRBANKS, ALASKA RNAV (GPS) Rwy 2R

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

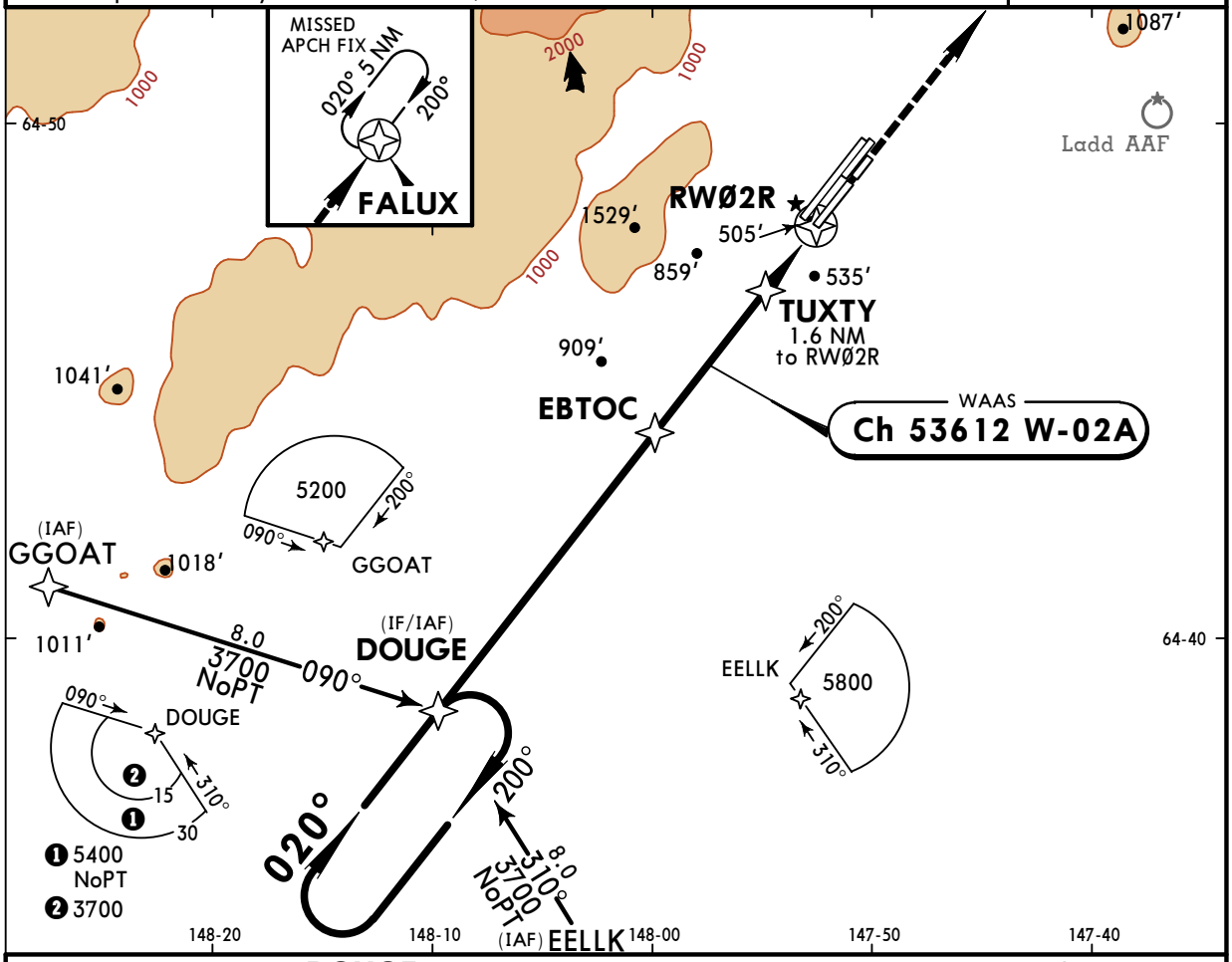
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 439'
Ch 53612 W-02A	020°	EBTOC 2100' (1667')	683' (250')	TDZE 433'

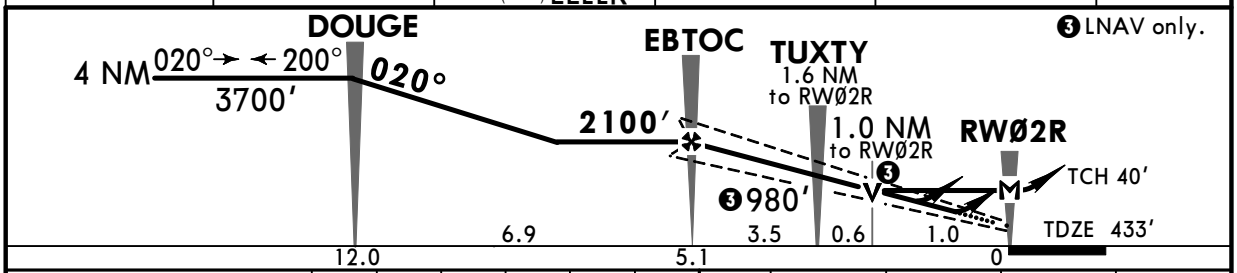
MISSED APCH: Climb to 4900' direct FALUX and hold, continue climb-in-hold to 4900'.

TAA 30 NM IF/IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 54°C (130°F).
3. Cold temperature altitude correction required at or below -45°C (-49°F).
4. Helicopter visibility reduction below 3/4 SM not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ2R						

PAPI-L 4900' FALUX

TERPS STRAIGHT-IN LANDING RWY **2R**

LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)
683' (250')	731' (298')	800' (367')

A	7/8
B	
C	1
D	

1 | 1

CIRCLE-TO-LAND

C Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441') -1
120	900' (461') -1
140	900' (461') -1½
165	1020' (581') -2

TERPS AMEND 1 10 DEC 2015

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

5.1.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI
FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-3)

FAIRBANKS, ALASKA
RNAV (GPS) Rwy 20L

ATIS	FAIRBANKS Approach (R) 360°-179° / 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5 / 125.35	118.3	121.9

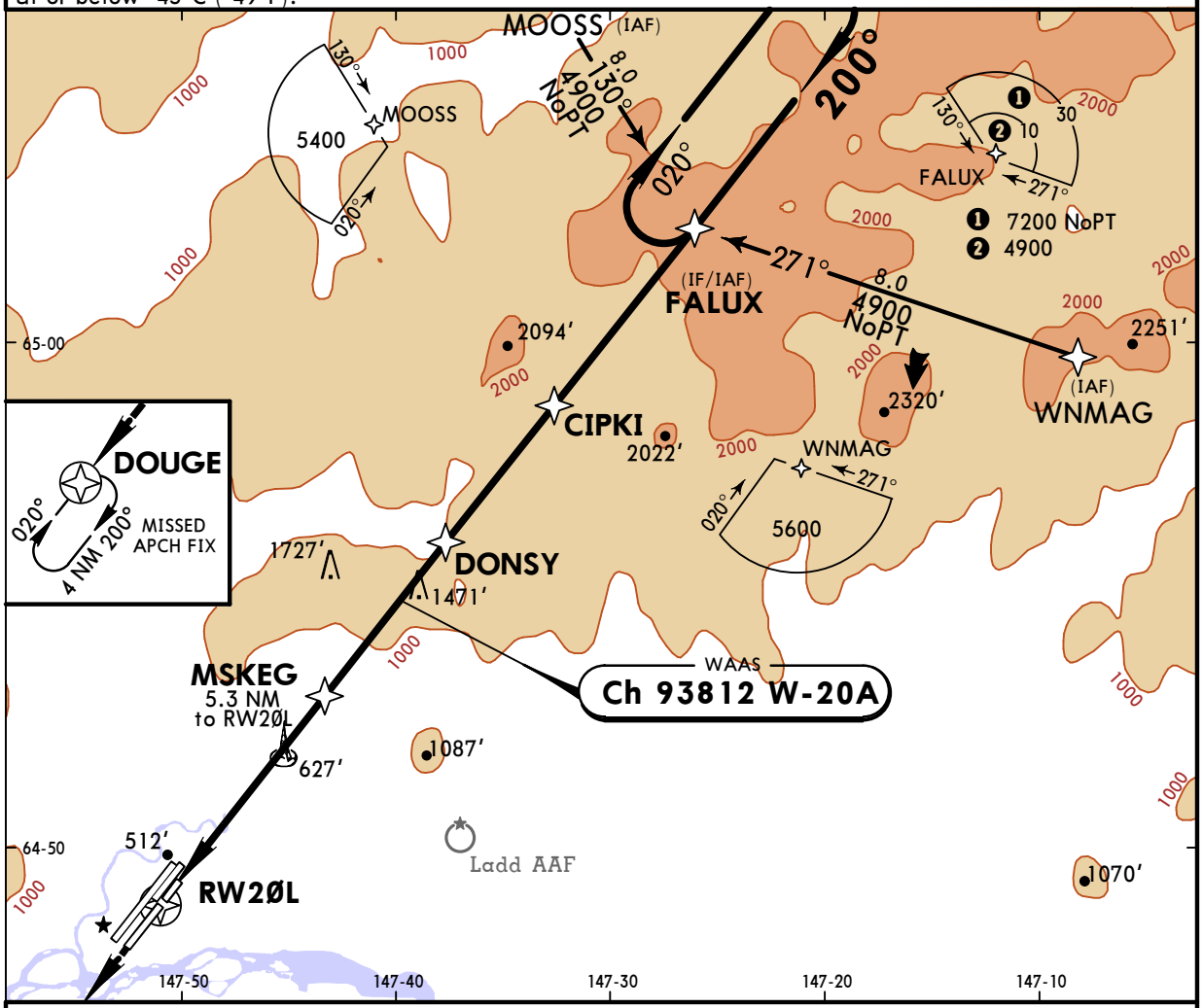
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE	TAA
Ch 93812 W-20A	200°	DONSY 3400′ (2966′)	684′ (250′)	439′ / TDZE 434′	30 NM IAF

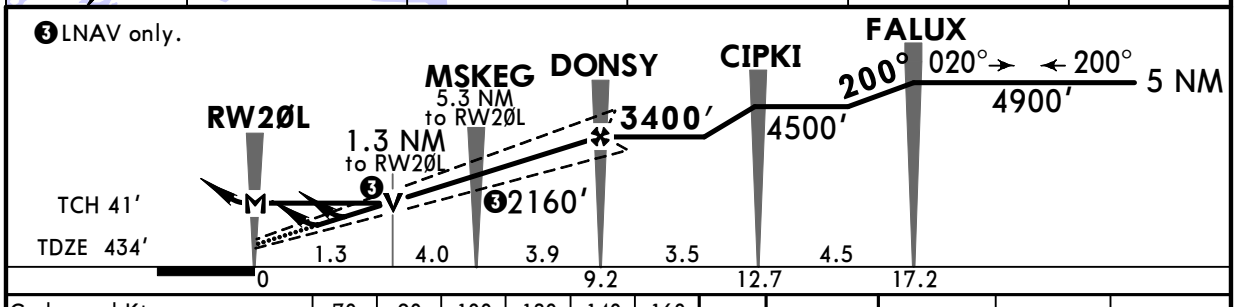
MISSED APCH: Climb to 3700′ direct DOUGE and hold, continue climb-in-hold to 3700′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -45°C (-49°F).

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW20L						

REIL
PAPI-L

3700′

D DOUGE

TERPS STRAIGHT-IN LANDING RWY **20L**

	LPV	LNAV/VNAV	LNAV
	DA(H) 684′ (250′)	DA(H) 702′ (268′)	MDA(H) 880′ (446′)
A	7/8	7/8	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880′ (441′) -1
120	900′ (461′) -1
140	900′ (461′) -1 1/2
165	1020′ (581′) -2

TERPS AMEND 1 10 DEC 2015

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-4)

FAIRBANKS, ALASKA RNAV (GPS) Y Rwy 20R

BRIEFING STRIP TM

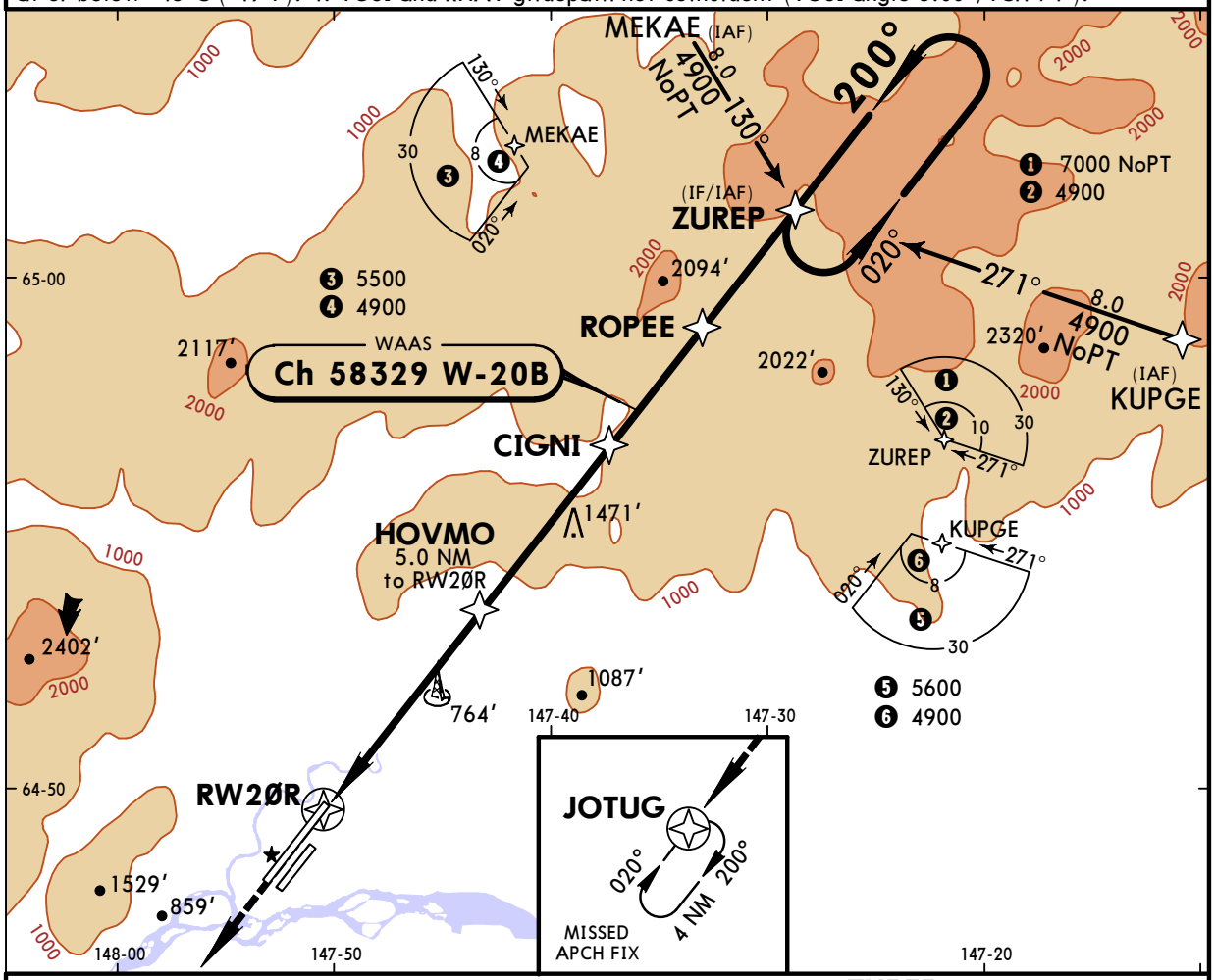
ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

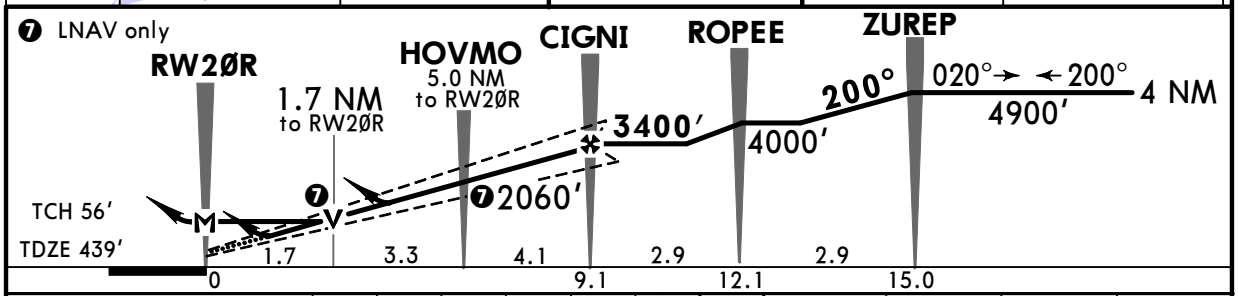
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 439'	TAA
Ch 58329 W-20B	200°	CIGNI 3400' (2961')	639' (200')	TDZE 439'	30 NM IAF

MISSED APCH: Climb to 3000' direct JOTUG and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -45°C (-49°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW20R							

MALSR PAPI 3000' D JOTUG

TERPS AMEND 1B 29 MAR 2018

TERPS STRAIGHT-IN LANDING RWY **20R**

	LPV DA(H) 639' (200') RAIL/ALS out		LNAV/VNAV DA(H) 1148' (709') RAIL/ALS out		LNAV MDA(H) 1020' (581') RAIL/ALS out	
A	1 RVR 24 or 1/2	RVR 40 or 3/4	2	2 1/2	RVR 24 or 1/2	RVR 50 or 1
B						
C					1 1/4	1 3/4
D						

CIRCLE-TO-LAND (C) Not Authorized West of Rwy 2L-20R

Max Kts.	MDA(H)
90	1020' (581') -1
120	
140	1020' (581') -1 3/4
165	1020' (581') -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Cold temperature note modified.

© JEPPESEN, 2009, 2018. ALL RIGHTS RESERVED.

5.1.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-20)

FAIRBANKS, ALASKA RNAV (RNP) Z Rwy 2L

BRIEFING STRIP™

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 439'
	020°	HONUT 1600′ (1161′)	798′ (359′)	TDZE 439′

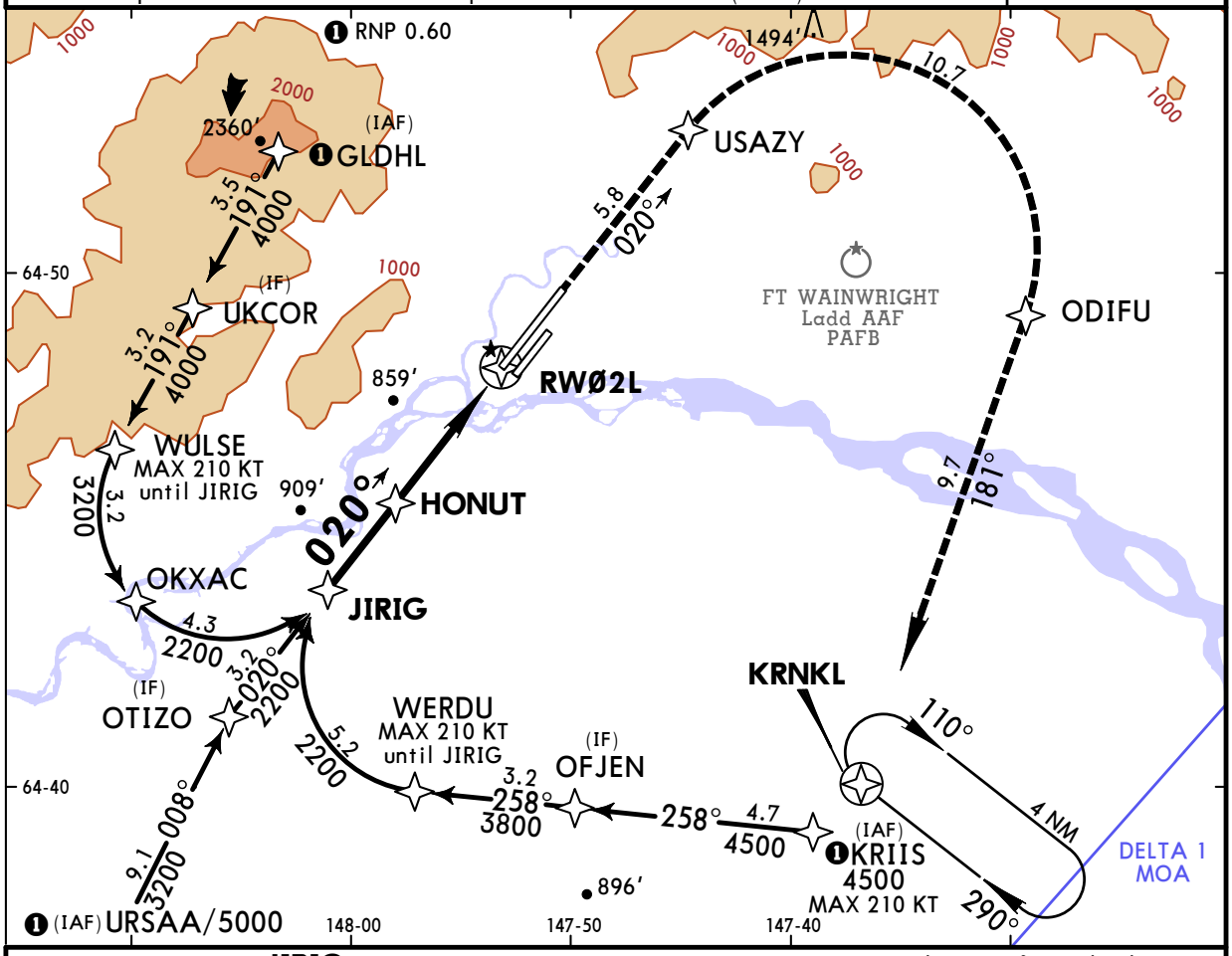
MISSED APCH: Climb to 5000′ on track 020° to USAZY and RIGHT turn to ODIFU and on track 181° to KRNKL and hold.

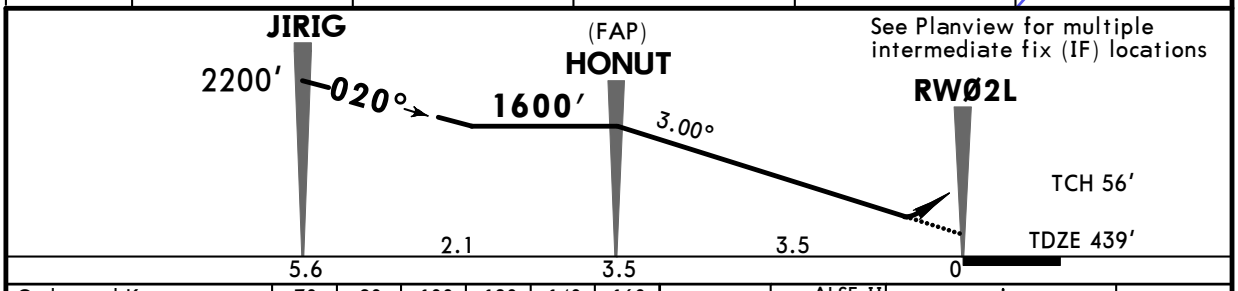
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 73′). 5. Cold temperature altitude correction required at or below -45°C (-49°F).

4500

MSA RWØ2L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI 5000′ on 020° USAZY

TERPS STRAIGHT-IN LANDING RWY 2L

TERPS AMEND 1 22 JUN 2017

	RNP 0.15 DA(H) 798′ (359′)		RNP 0.30 DA(H) 851′ (412′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 45 or ⅞	1⅜
B				
C				
D				

CHANGES: Cold temperature note modified.

© JEPPESEN, 2012, 2018. ALL RIGHTS REVERSED.

5.1.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

PAFA/FAI
FAIRBANKS INTL

JEPPESEN 27 JUL 18 (12-21)

FAIRBANKS, ALASKA
RNAV (RNP) Z Rwy 20R

BRIEFING STRIP™

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 439'
	200°	**JOGUP** **1700'** (1261')	**763'** (324')	TDZE 439'

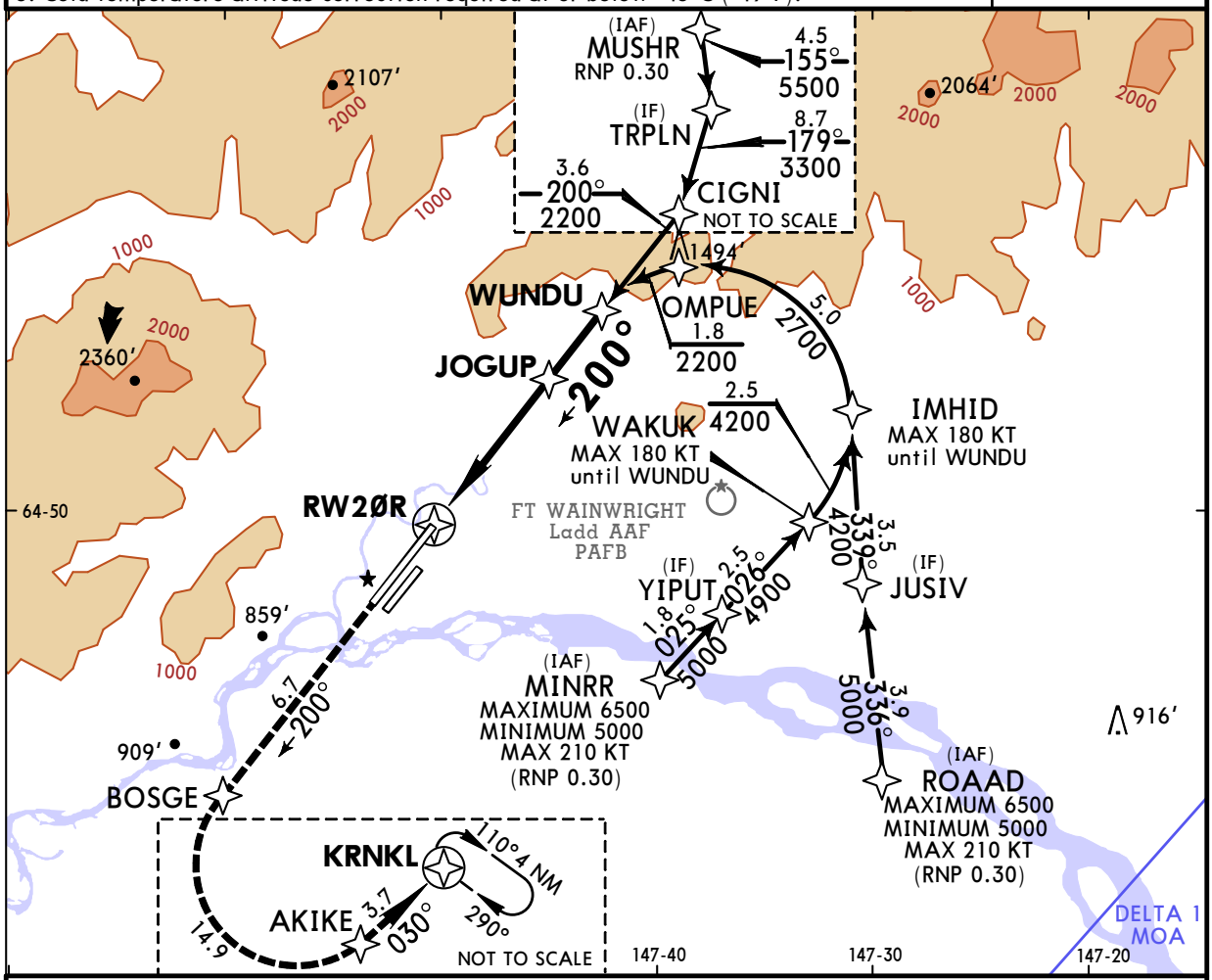
MISSED APCH: Climb to 4000' on track 200° to BOSGE then LEFT turn to AKIKE and on track 030° to KRNKL and hold.

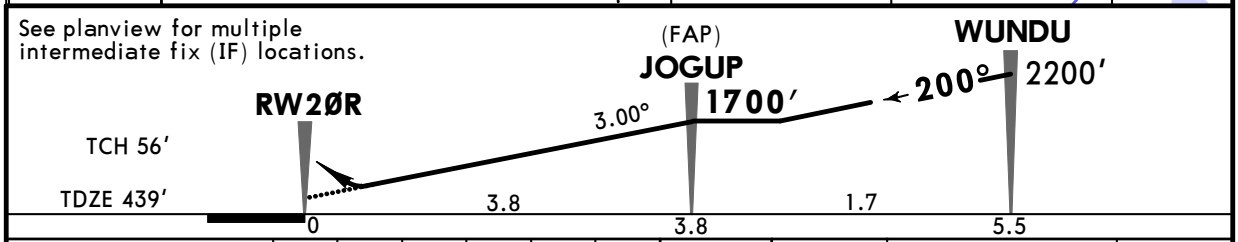
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI 3.00°/TCH 74'). 5. Cold temperature altitude correction required at or below -45°C (-49°F).

4500

MSA RW20R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR PAPI 4000' on 200° BOSGE

TERPS STRAIGHT-IN LANDING RWY **20R**

	RNP 0.10 DA(H) 763' (324')		RNP 0.30 DA(H) 922' (483')	
		RAIL/ALS out		RAIL/ALS out
A	RVR 30 or 5/8	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4
B				
C				
D				

TERPS AMEND 1 22 JUN 2017

CHANGES: Cold temperature note modified.

© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

5.1.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
27 JUL 18 (13-1)

FAIRBANKS, ALASKA
VOR Rwy 20R

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

VOR FAI	Final Apch Crs	Minimum Alt CENTS	MDA(H)	Apt Elev 439'
108.6	227°	2200' (1761')	940' (501')	TDZE 439'

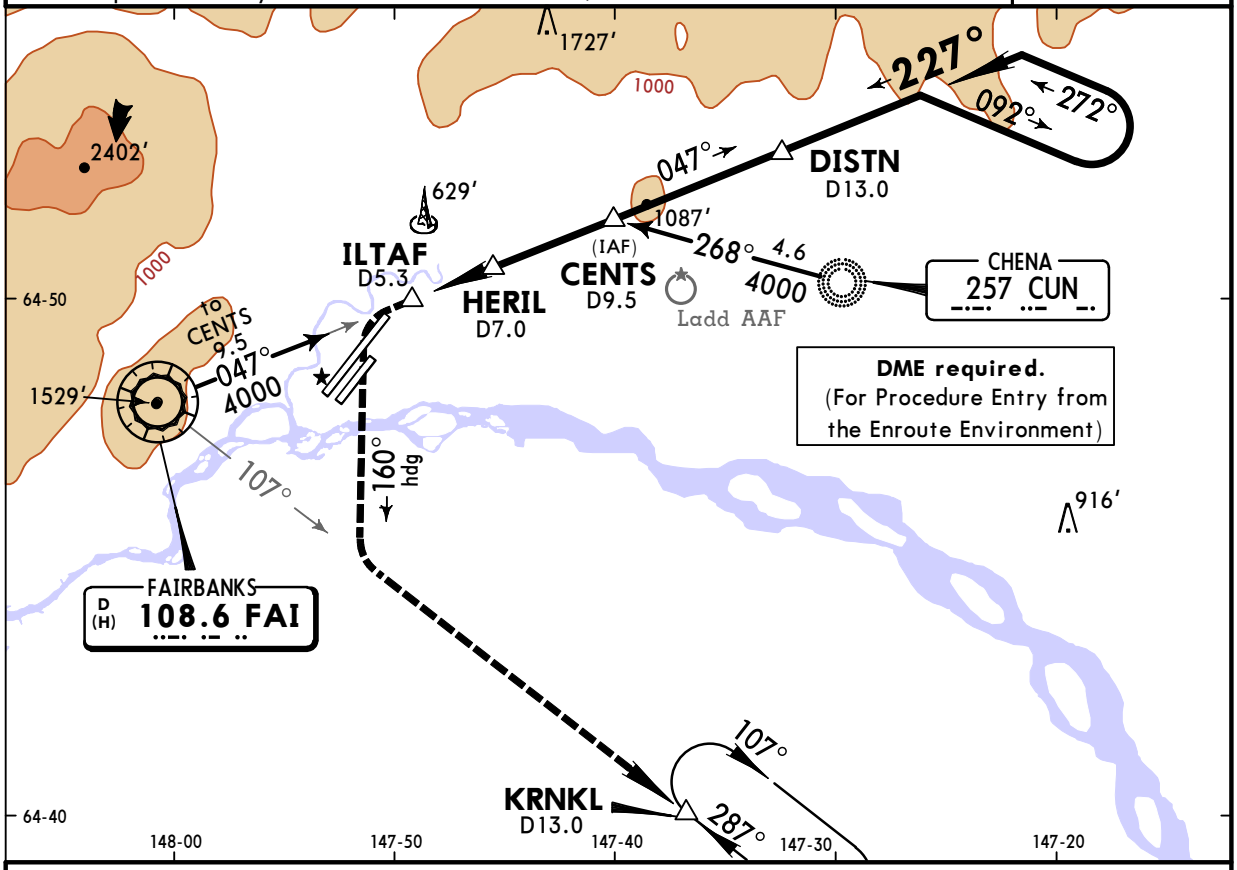
MISSED APCH: Climbing LEFT turn to 4000' on heading 160° and outbound on FAI VOR R-107 to KRNKL/D13.0 and hold, continue climb-in-hold to 4000'.

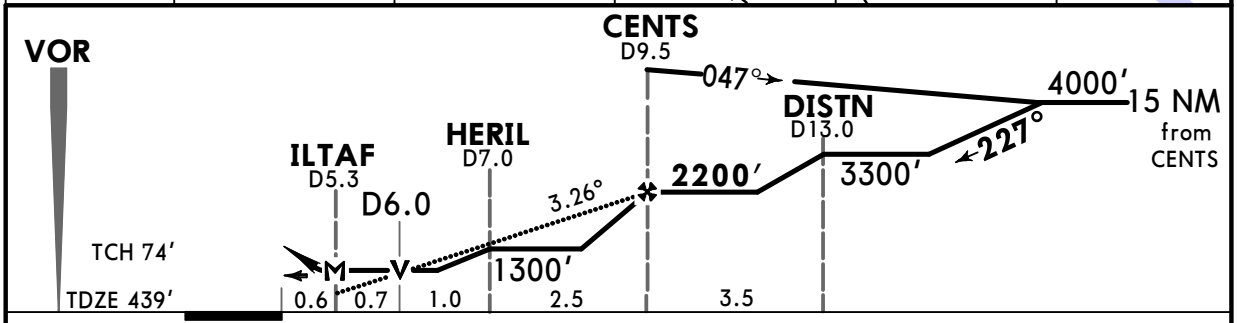
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Cold temperature altitude correction required at or below -45°C (-49°F). 3. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 74'). 4. Helicopter visibility reduction below RVR 40 or 3/4 not authorized.

4500

MSA FAI VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.26°	404	519	577	692	808	923
MAP at ILTAF						

MALSR
PAPI
4000' LT on 160° hdg

TERPS

STRAIGHT-IN LANDING RWY**20R**

MDA(H) **940'** (501')

	RAIL/ALS out
A	RVR 55 or 1¼
B	
C	1⅜
D	

CIRCLE-TO-LAND
Not Authorized
West of Rwy 2L-20R

Max Kts	MDA(H)
90	940' (501') - 1
120	
140	940' (501') - 1½
165	1020' (581') - 2

TERPS AMEND 0A 29 MAR 2018

CHANGES: Cold temperature note modified.

© JEPPESEN, 2014, 2018. ALL RIGHTS RESERVED.

UHMD/PVS PROVIDENIYA BAY

JEPPESEN 9 MAR 18 (10-2)

PROVIDENIYA BAY, RUSSIA

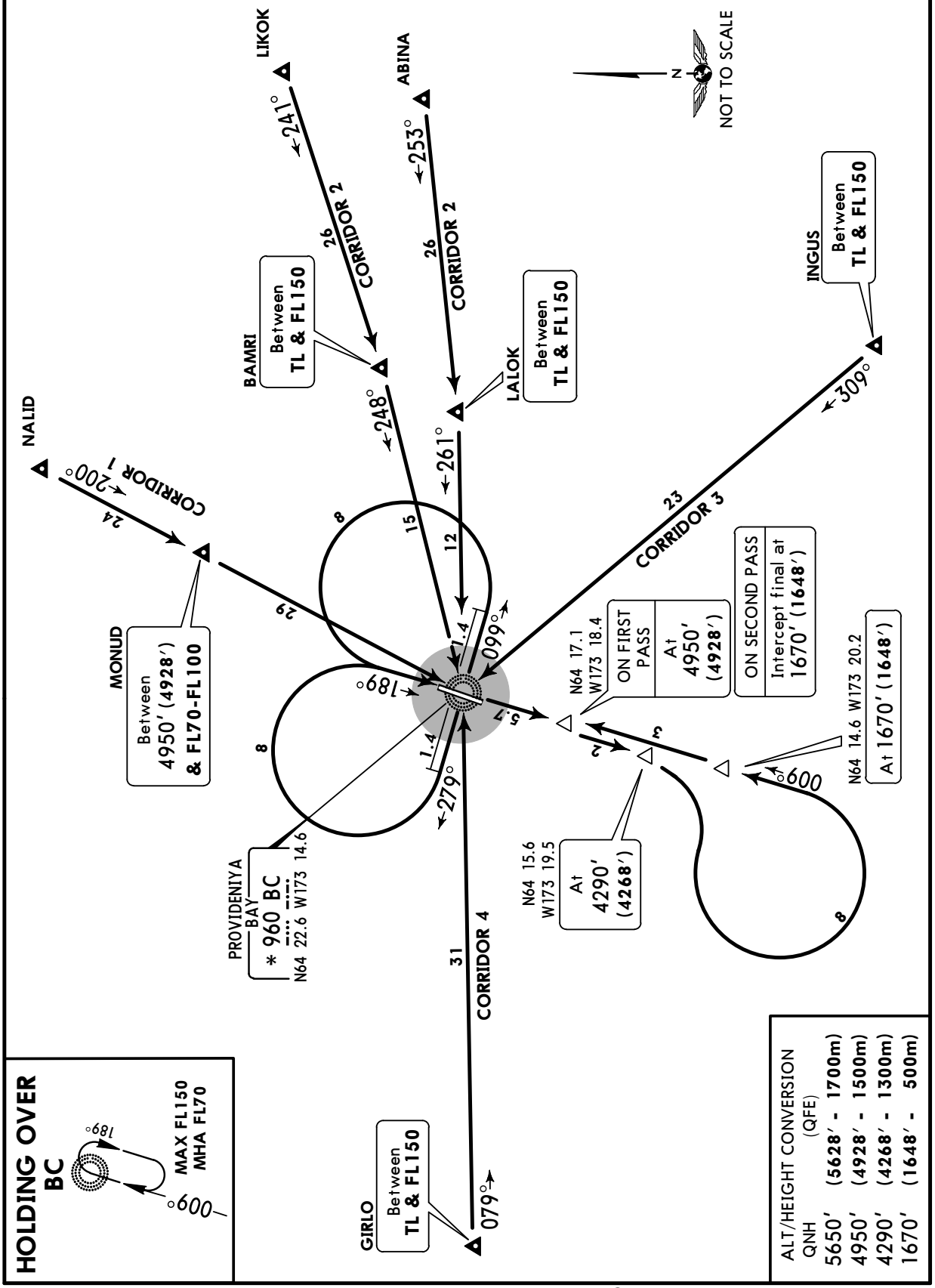
STAR

Apt Elev 71′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above
FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above
FL90 if pressure is 731 mm (974.6 hPa) or less
Trans alt: 5650′ **(5628′)**

MSA ARP: 180°–090° 4500′ / 5500′ / 270° / 3900′

RWY 01 ARRIVALS



HOLDING OVER BC

ALT/HEIGHT CONVERSION (QFE)

QNH	
5650′	(5628′ - 1700m)
4950′	(4928′ - 1500m)
4290′	(4268′ - 1300m)
1670′	(1648′ - 500m)

CHANGES: Reissue.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

UHMD/PVS PROVIDENIYA BAY

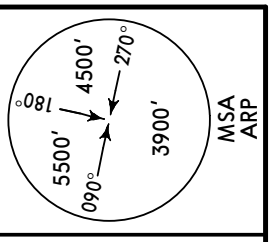
JEPPESEN 9 MAR 18 (10-2A)

PROVIDENIYA BAY, RUSSIA

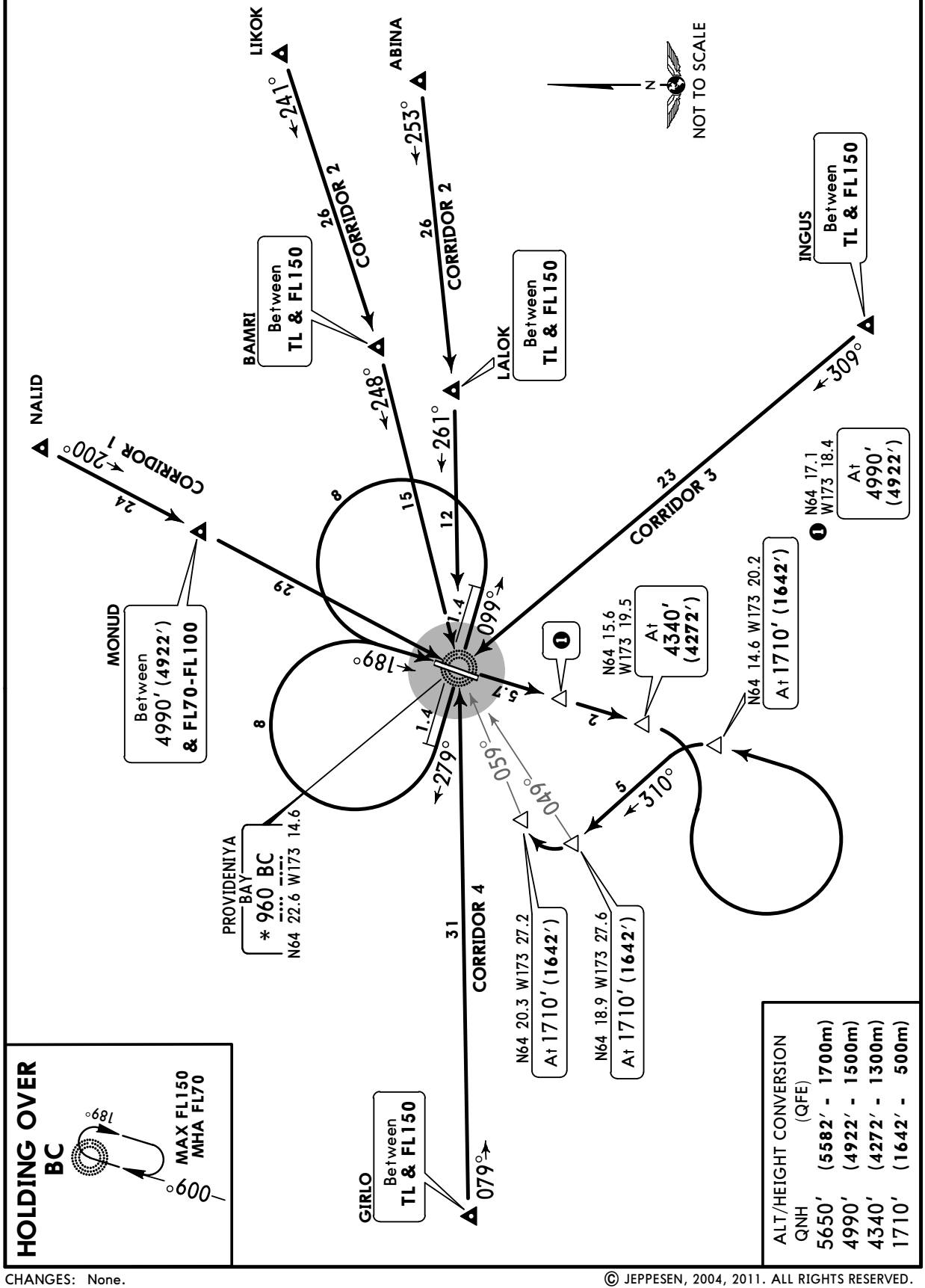
STAR

Apt Elev 71′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above
FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above
FL90 if pressure is 731 mm (974.6 hPa) or less
Trans alt: 5650′ **(5582′)**



RWY 19 ARRIVALS



HOLDING OVER BC

ALT/HEIGHT CONVERSION (QFE)

QNH	
5650′	(5582′ - 1700m)
4990′	(4922′ - 1500m)
4340′	(4272′ - 1300m)
1710′	(1642′ - 500m)

CHANGES: None.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

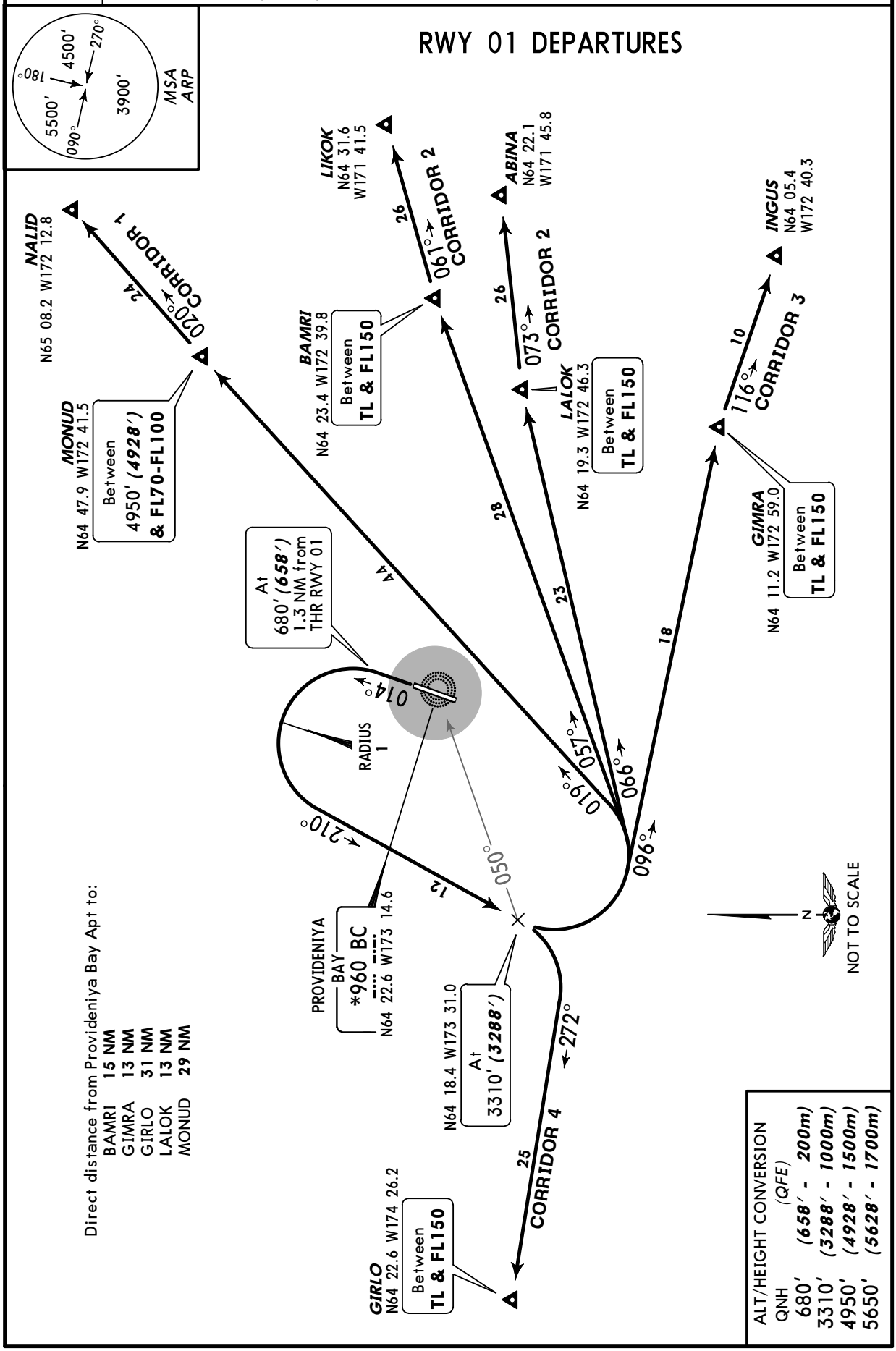
UHMD/PVS PROVIDENIYA BAY

JEPPESEN PROVIDENIYA BAY, RUSSIA

11 NOV 11 | 10-3 | Eff 17 Nov | SID

Apt Elev	
71′	QNH on request **(QFE)** Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above FL90 if pressure is 731 mm (974.6 hPa) or less Trans alt: 5650′ ***(5628′)***

RWY 01 DEPARTURES



Direct distance from Provideniya Bay Apt to:

BAMRI	**15 NM**
GIMRA	**13 NM**
GIRLO	**31 NM**
LALOK	**13 NM**
MONUD	**29 NM**

ALT/HEIGHT CONVERSION (QFE)

QNH	
680′	***(658′ - 200m)***
3310′	***(3288′ - 1000m)***
4950′	***(4928′ - 1500m)***
5650′	***(5628′ - 1700m)***

CHANGES: Trans level; Crossings; procedures revised.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

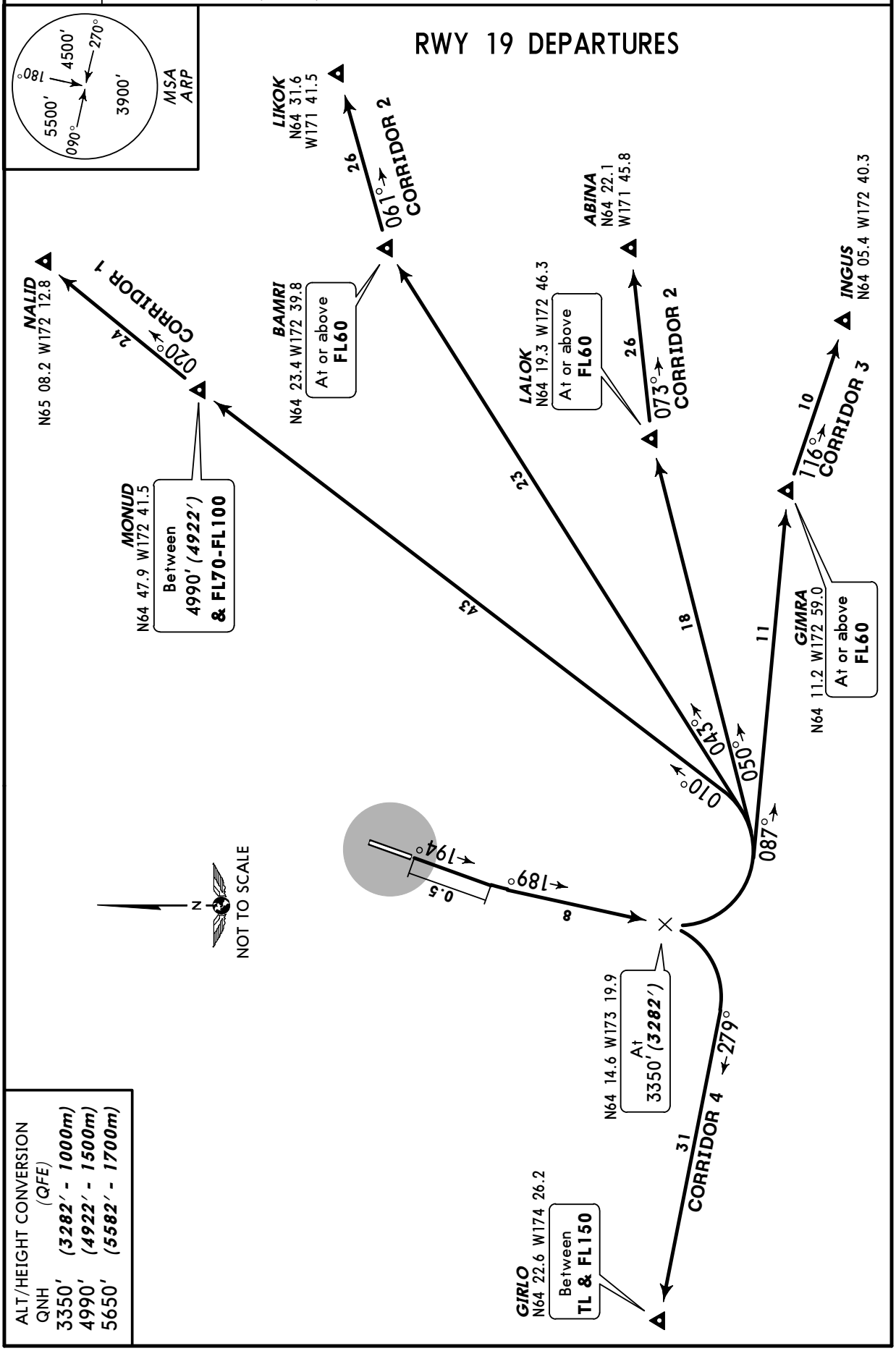
UHMD/PVS PROVIDENIYA BAY

JEPPESEN PROVIDENIYA BAY, RUSSIA

11 NOV 11 (10-3A) Eff 17 Nov

SID

Apt Elev	
71′	QNH on request **(QFE)** Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above FL90 if pressure is 731 mm (974.6 hPa) or less Trans alt: 5650′ ***(5582′)***



ALT/HEIGHT CONVERSION (QFE)

QNH	
3350′	***(3282′ - 1000m)***
4990′	***(4922′ - 1500m)***
5650′	***(5582′ - 1700m)***

CHANGES: Trans level; Crossings; procedures revised.

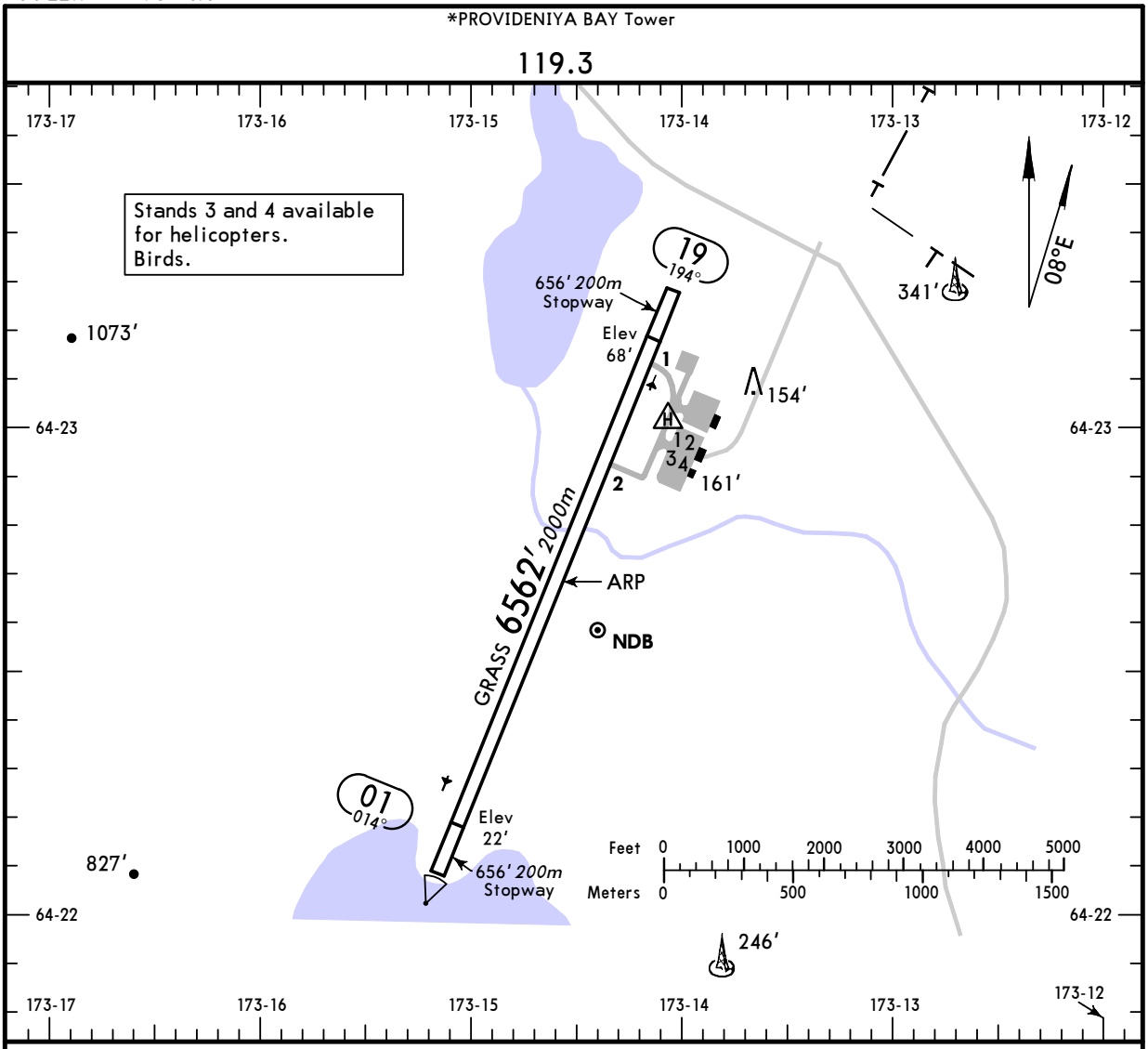
© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

UHMD/PVS PROVIDENIYA BAY, RUSSIA

Apt Elev **71′**
N64 22.7 W173 14.6

JEPPESEN 10 JAN 14 (10-9)

PROVIDENIYA BAY



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶ 19	RVR				171′ *52m*

❶ DAY only.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

A	550m - *4000m* ❶
B	
C	NOT APPLICABLE
D	

❶ FAR 121: Rwy 01 VIS 5000m.

CHANGES: Note added.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.

5.2.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHMD/PVS PROVIDENIYA BAY

JEPPESEN 10 JAN 14 (16-1) CAT A & B

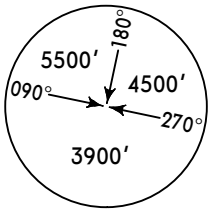
PROVIDENIYA BAY, RUSSIA VISUAL PAR NDB Rwy 01

BRIEFING STRIP ™

*PROVIDENIYA BAY Tower

119.3

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 71′
NDB BC *960	see Chart	No FAF	Refer to Minimums	RWY 22′

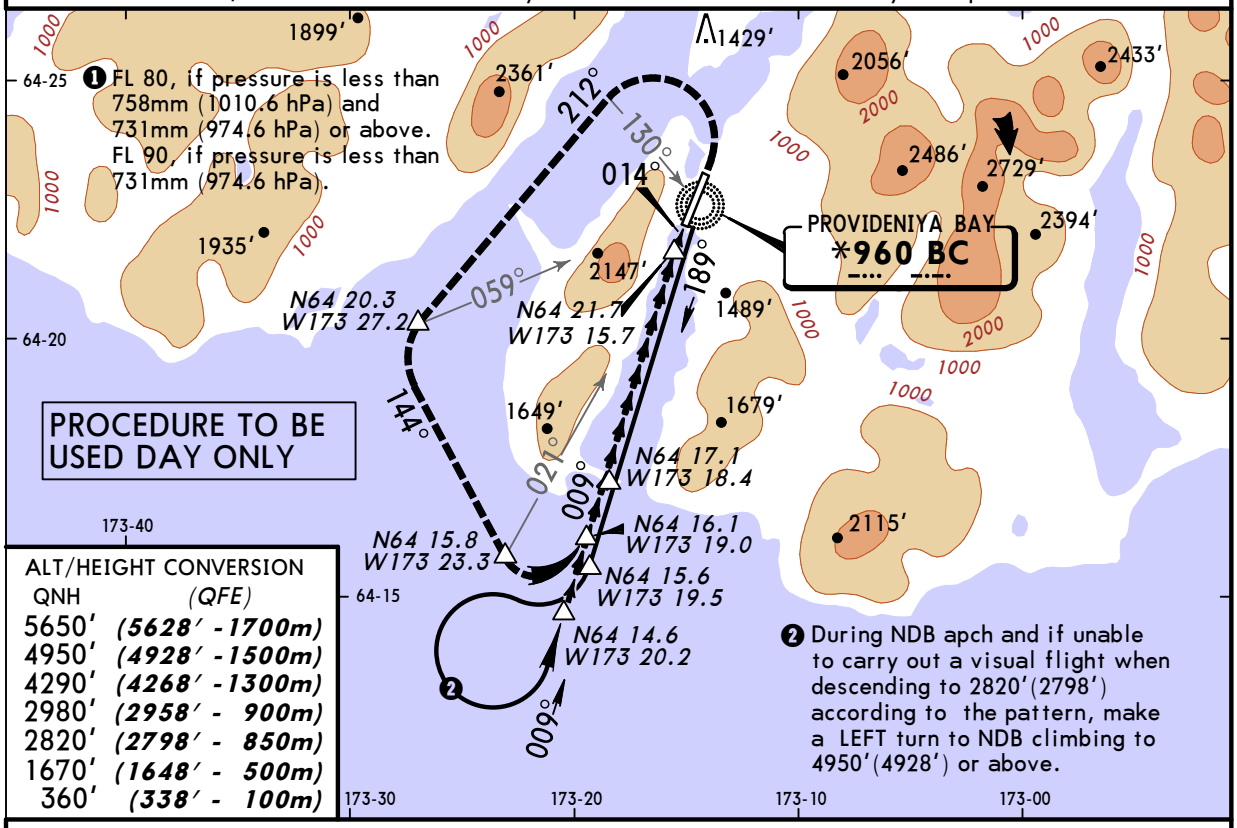


MSA ARP

MISSED APCH: Climb to 360′(338′) to 0.3 NM beyond end of rwy, then turn LEFT (radius 1.0 NM) onto 212° climbing to 1670′(1648′) to N64 20.3 W173 27.2, then turn LEFT onto 144° to N64 15.8 W173 23.3, then according to chart.

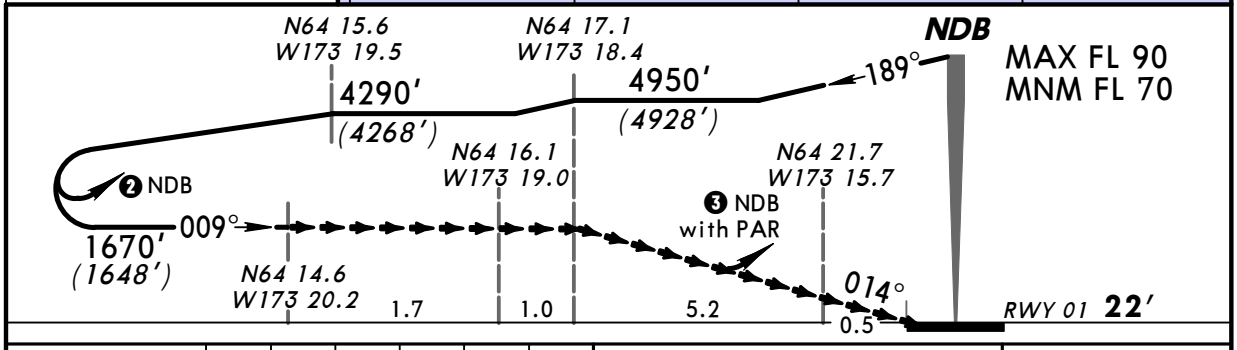
Alt Set: MM(hPa on req) QNH on req **(QFE)** Trans level: FL 70 ❶ Trans alt: 5650′ ***(5628′)***

1. Glide path descent is executed only when visual reference is provided under Terminal Area Surveillance Radar and PAR control. 2. Missed apch is executed according to VFR.
3. If visual reference is lost before reaching the coastline after procedure turn, climb to 2980′(2958′), turn LEFT onto 005°, then as directed. 4. Heavy turbulence with downdrafts may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5650′	(5628′ - 1700m)
4950′	(4928′ - 1500m)
4290′	(4268′ - 1300m)
2980′	(2958′ - 900m)
2820′	(2798′ - 850m)
1670′	(1648′ - 500m)
360′	(338′ - 100m)



Refer to Missed Apch above

VISUAL LANDING RWY 01

❸ NDB with PAR assistance	❷ NDB
MDA(H) 1150′(1128′)	MDA(H) 2820′(2798′)

A	8.0 km		
B			
C	NOT APPLICABLE		
D			

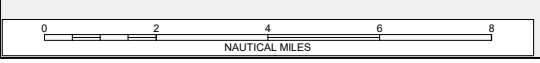
CHANGES: Note added.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.

6.0.1 DEPARTURE (UHMD -> UHMM): UHMD (Provideniya Bay)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0

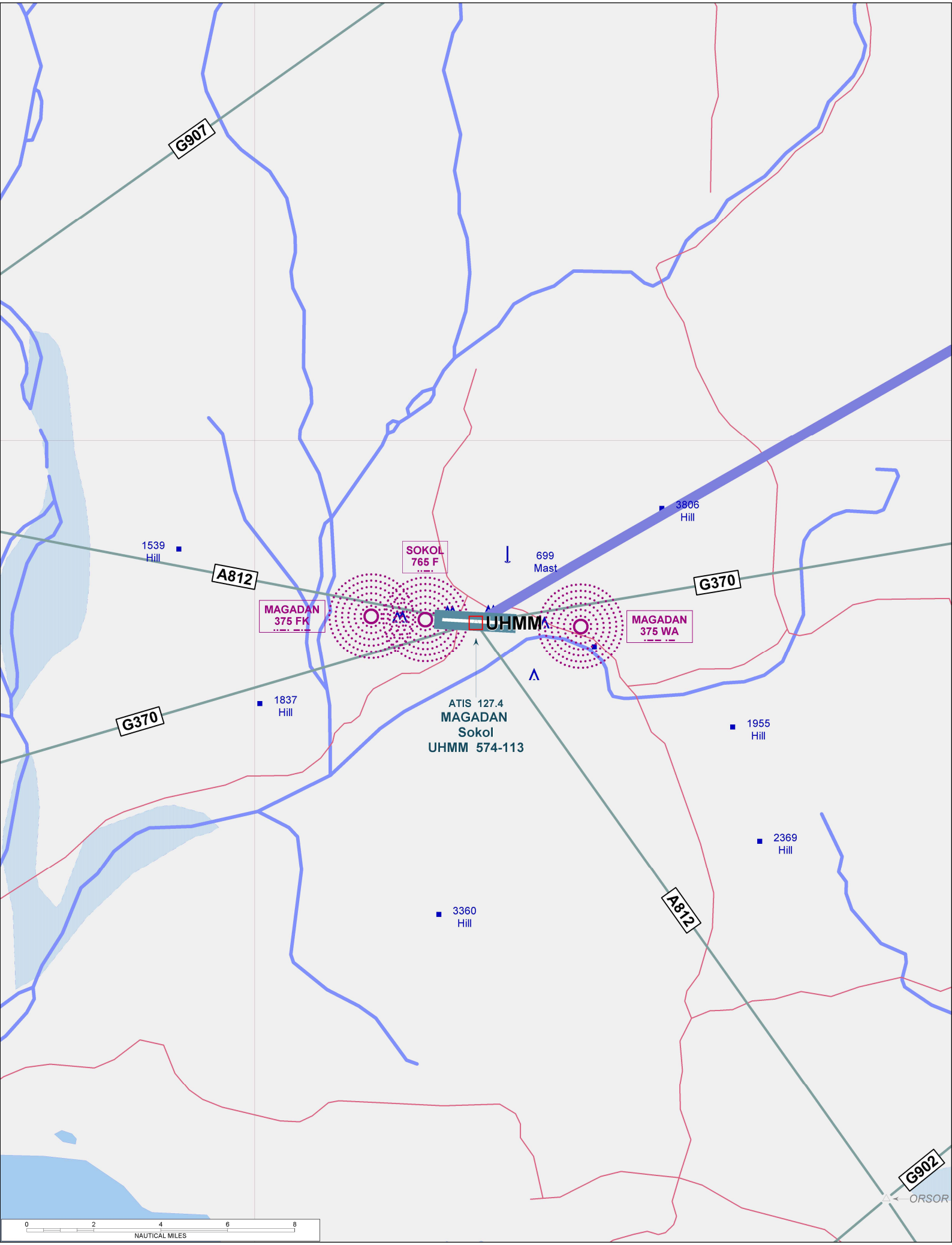


© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

6.0.2 DESTINATION (UHMD -> UHMM): UHMM (Sokol)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



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

UHMD/PVS PROVIDENIYA BAY

JEPPESEN 9 MAR 18 (10-2)

PROVIDENIYA BAY, RUSSIA

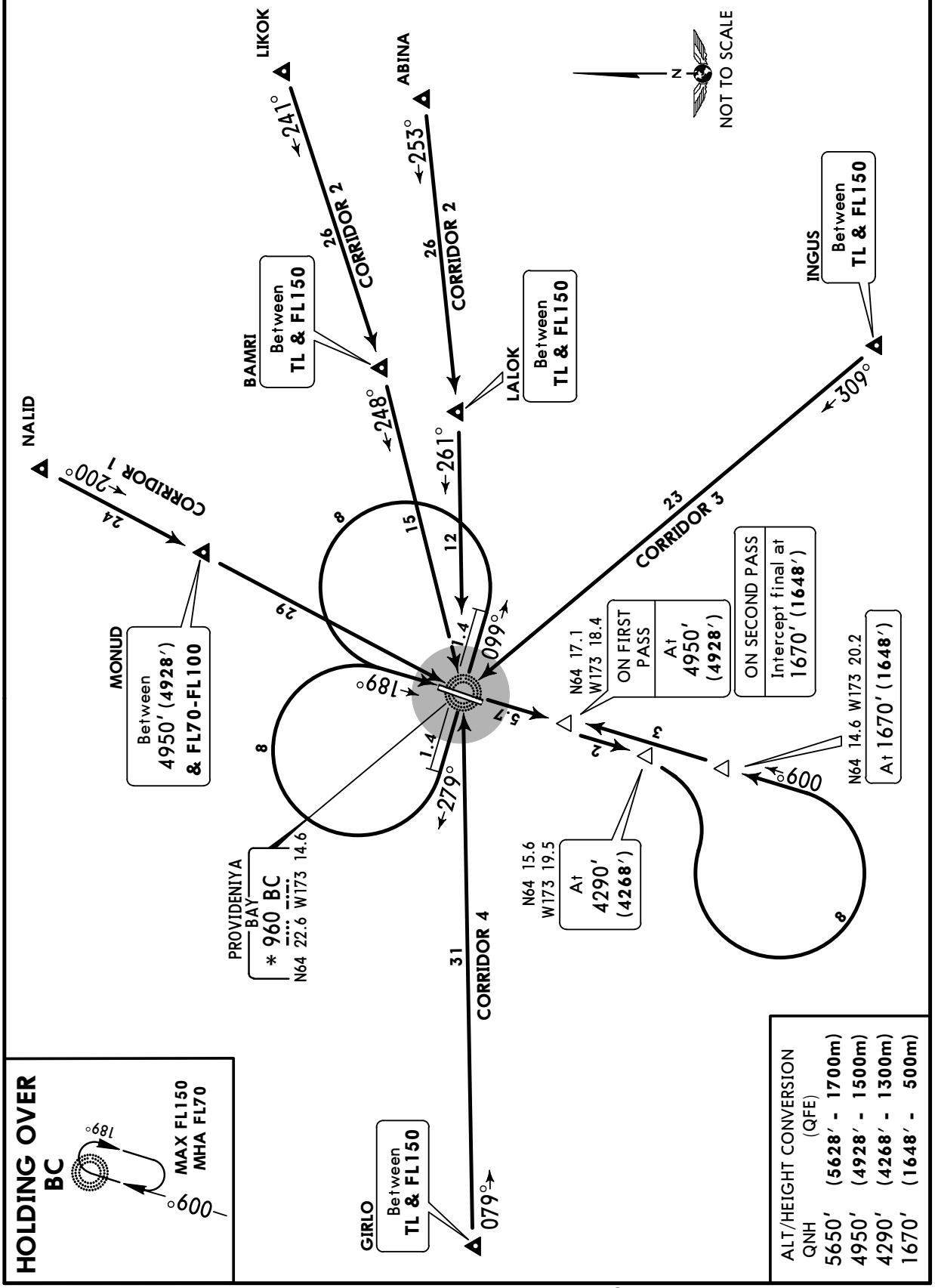
STAR

Apt Elev 71′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above
FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above
FL90 if pressure is 731 mm (974.6 hPa) or less
Trans alt: 5650′ **(5628′)**

MSA ARP: 180°–5500′, 270°–4500′, 090°–3900′

RWY 01 ARRIVALS



HOLDING OVER BC

ALT/HEIGHT CONVERSION (QFE)

QNH	
5650′	(5628′ - 1700m)
4950′	(4928′ - 1500m)
4290′	(4268′ - 1300m)
1670′	(1648′ - 500m)

CHANGES: Reissue.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

UHMD/PVS PROVIDENIYA BAY

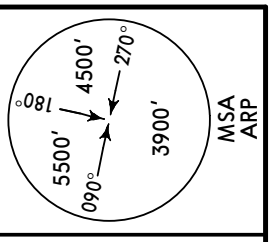
JEPPESEN 9 MAR 18 (10-2A)

PROVIDENIYA BAY, RUSSIA

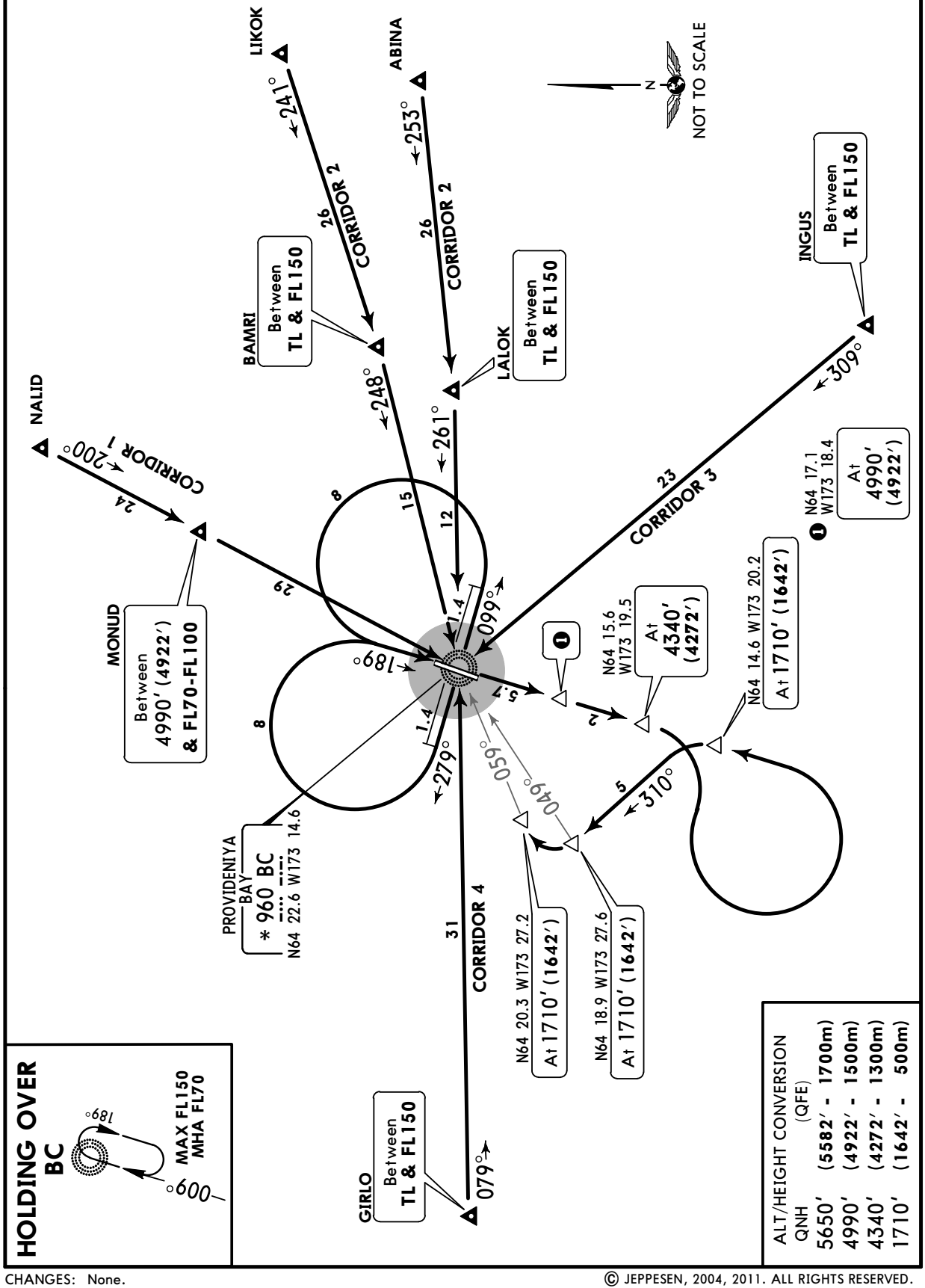
STAR

Apt Elev 71′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above
FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above
FL90 if pressure is 731 mm (974.6 hPa) or less
Trans alt: 5650′ **(5582′)**



RWY 19 ARRIVALS



HOLDING OVER BC

ALT/HEIGHT CONVERSION (QFE)

QNH	
5650′	(5582′ - 1700m)
4990′	(4922′ - 1500m)
4340′	(4272′ - 1300m)
1710′	(1642′ - 500m)

CHANGES: None.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

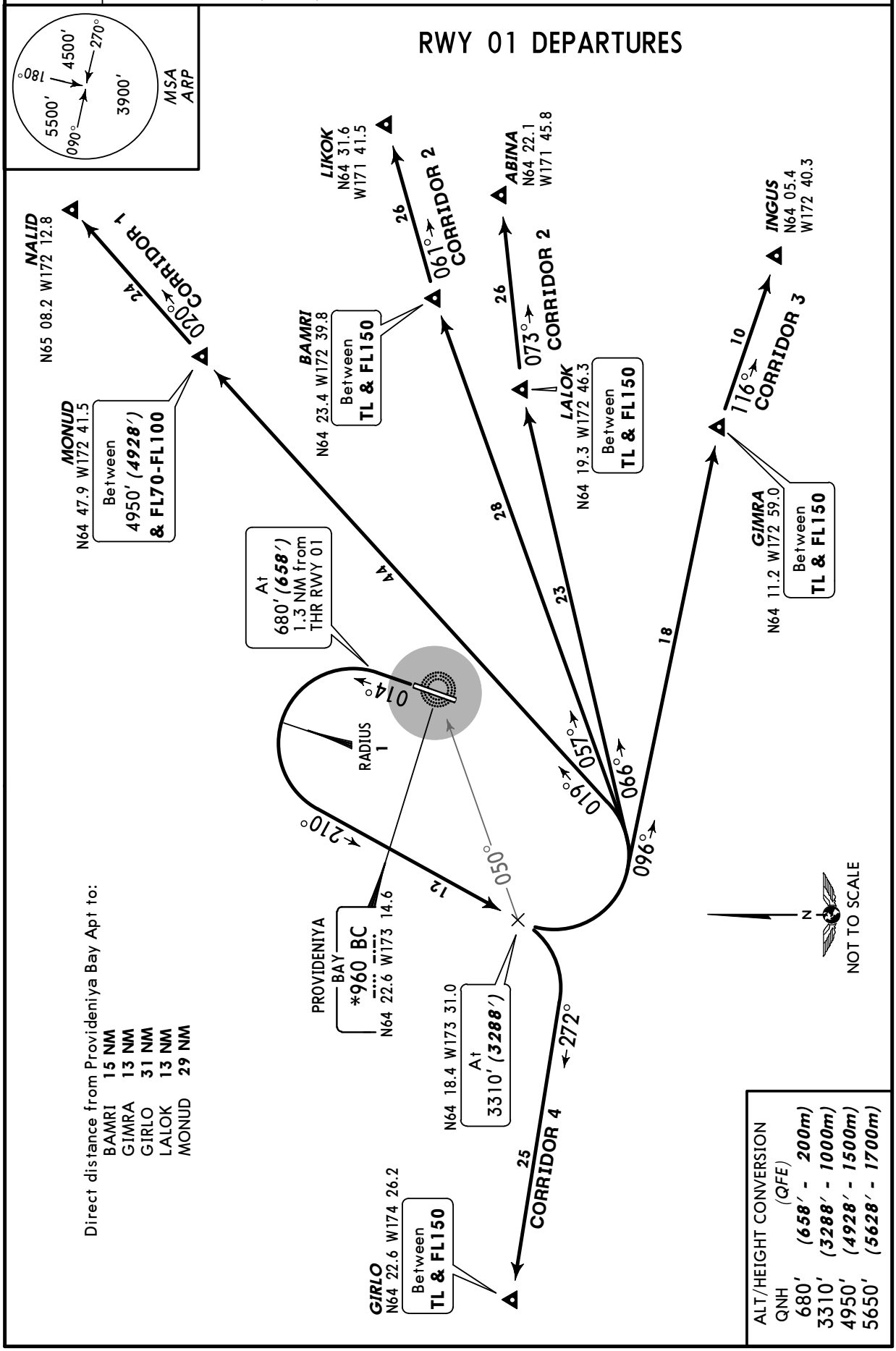
UHMD/PVS PROVIDENIYA BAY

JEPPESEN PROVIDENIYA BAY, RUSSIA

11 NOV 11 | 10-3 | Eff 17 Nov | SID

Apt Elev	
71′	QNH on request **(QFE)** Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above FL90 if pressure is 731 mm (974.6 hPa) or less Trans alt: 5650′ ***(5628′)***

RWY 01 DEPARTURES



Direct distance from Provideniya Bay Apt to:

BAMRI	**15 NM**
GIMRA	**13 NM**
GIRLO	**31 NM**
LALOK	**13 NM**
MONUD	**29 NM**

ALT/HEIGHT CONVERSION (QFE)

QNH	
680′	***(658′ - 200m)***
3310′	***(3288′ - 1000m)***
4950′	***(4928′ - 1500m)***
5650′	***(5628′ - 1700m)***

CHANGES: Trans level; Crossings; procedures revised.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

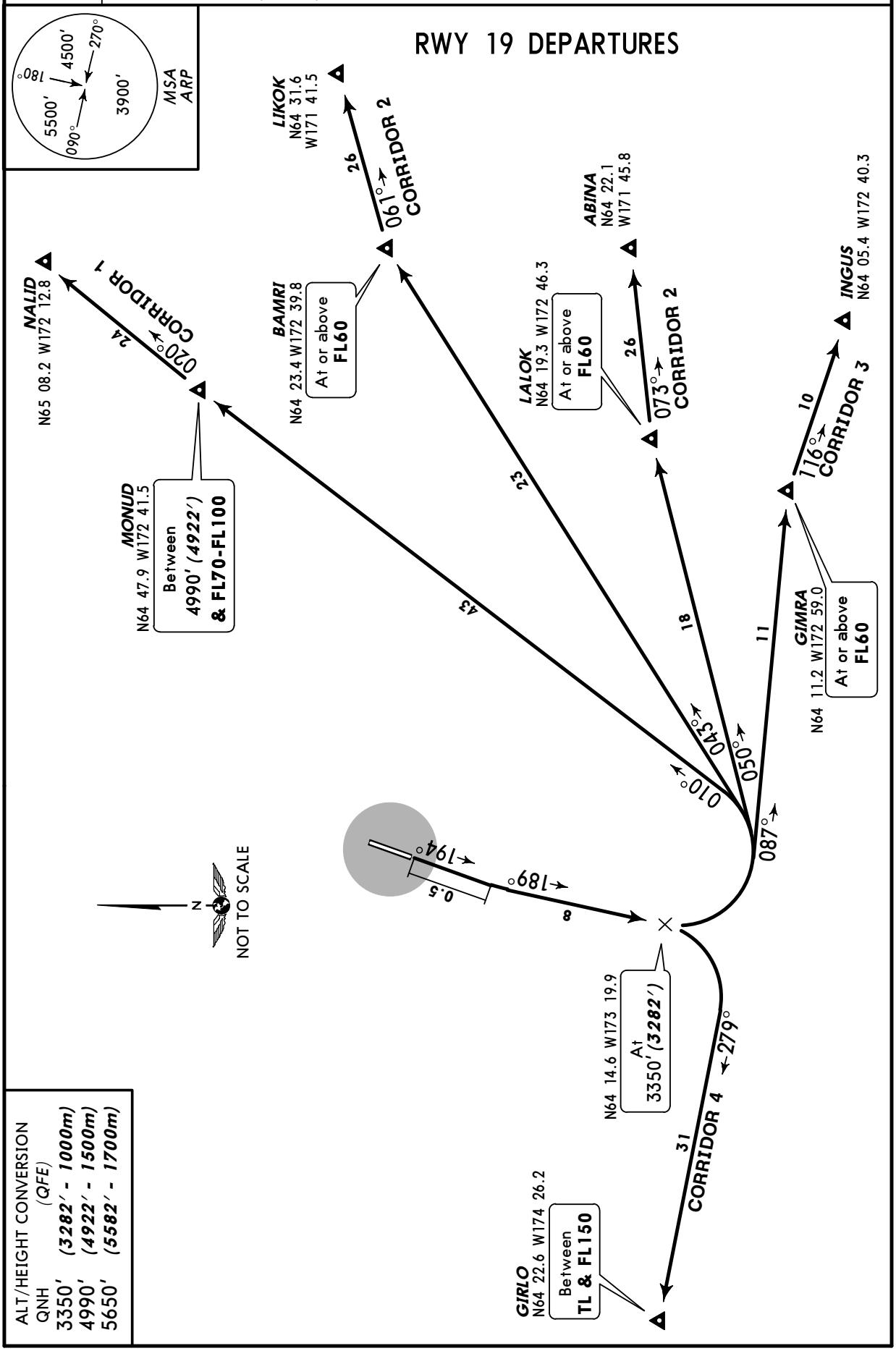
UHMD/PVS PROVIDENIYA BAY

JEPPESEN PROVIDENIYA BAY, RUSSIA

11 NOV 11 (10-3A) Eff 17 Nov

SID

Apt Elev	
71′	QNH on request **(QFE)** Trans level: FL70 if pressure is 758mm (1010.6 hPa) or above FL80 if pressure is less than 758 mm (1010.6 hPa) and 731mm (974.6 hPa) or above FL90 if pressure is 731 mm (974.6 hPa) or less Trans alt: 5650′ ***(5582′)***



ALT/HEIGHT CONVERSION (QFE)

QNH	
3350′	***(3282′ - 1000m)***
4990′	***(4922′ - 1500m)***
5650′	***(5582′ - 1700m)***

CHANGES: Trans level; Crossings; procedures revised.

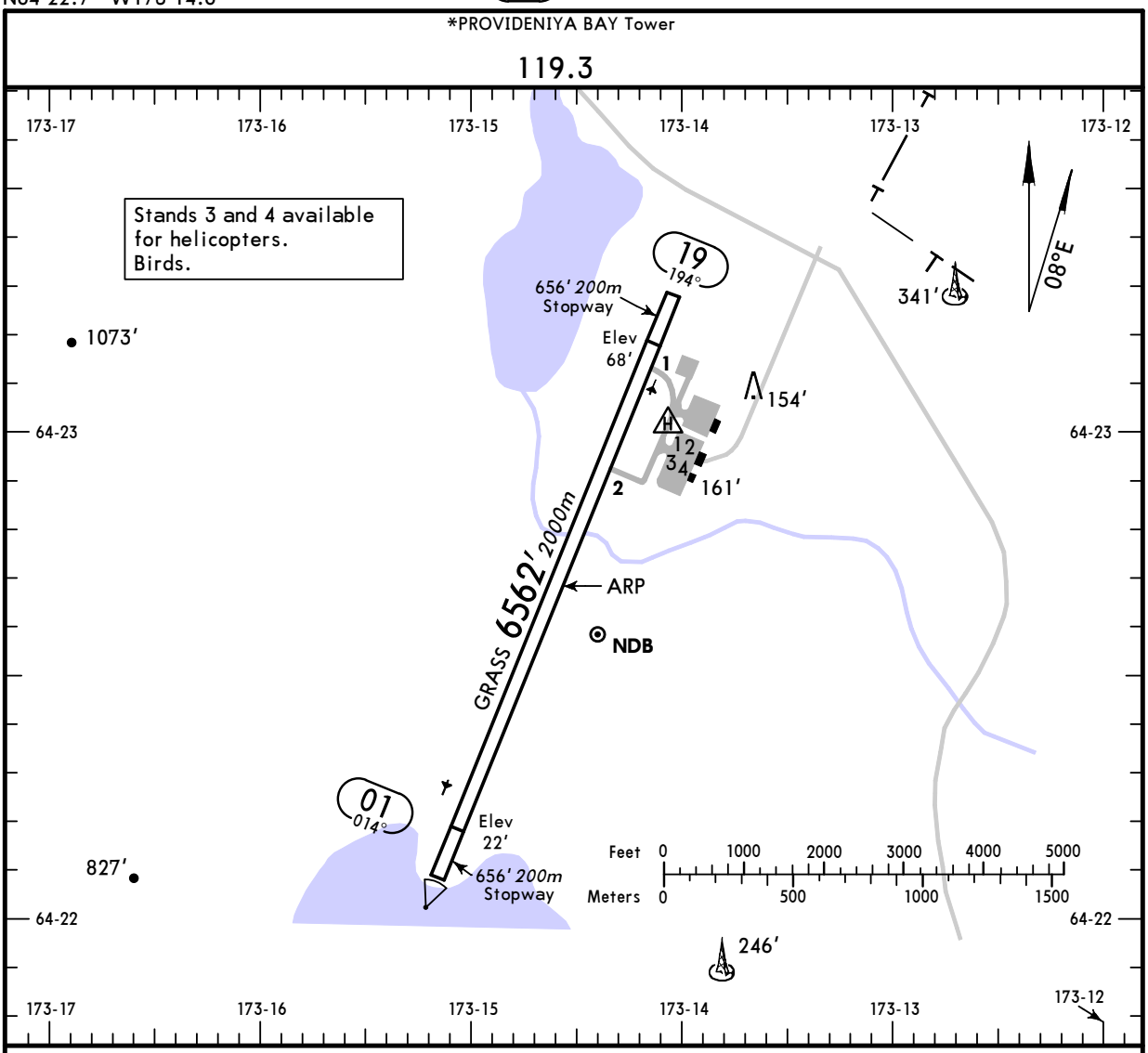
© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

UHMD/PVS PROVIDENIYA BAY, RUSSIA

Apt Elev **71′**
N64 22.7 W173 14.6

JEPPESEN 10 JAN 14 (10-9)

PROVIDENIYA BAY



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶ 19	RVR				171′ *52m*

❶ DAY only.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

A	550m - *4000m* ❶
B	
C	NOT APPLICABLE
D	

❶ FAR 121: Rwy 01 VIS 5000m.

CHANGES: Note added.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.

6.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHMD/PVS PROVIDENIYA BAY

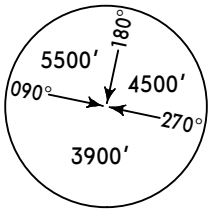
JEPPESEN 10 JAN 14 (16-1) CAT A & B

PROVIDENIYA BAY, RUSSIA VISUAL PAR NDB Rwy 01

BRIEFING STRIP ™

*PROVIDENIYA BAY Tower
119.3

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 71′
NDB BC *960	see Chart	No FAF	Refer to Minimums	RWY 22′

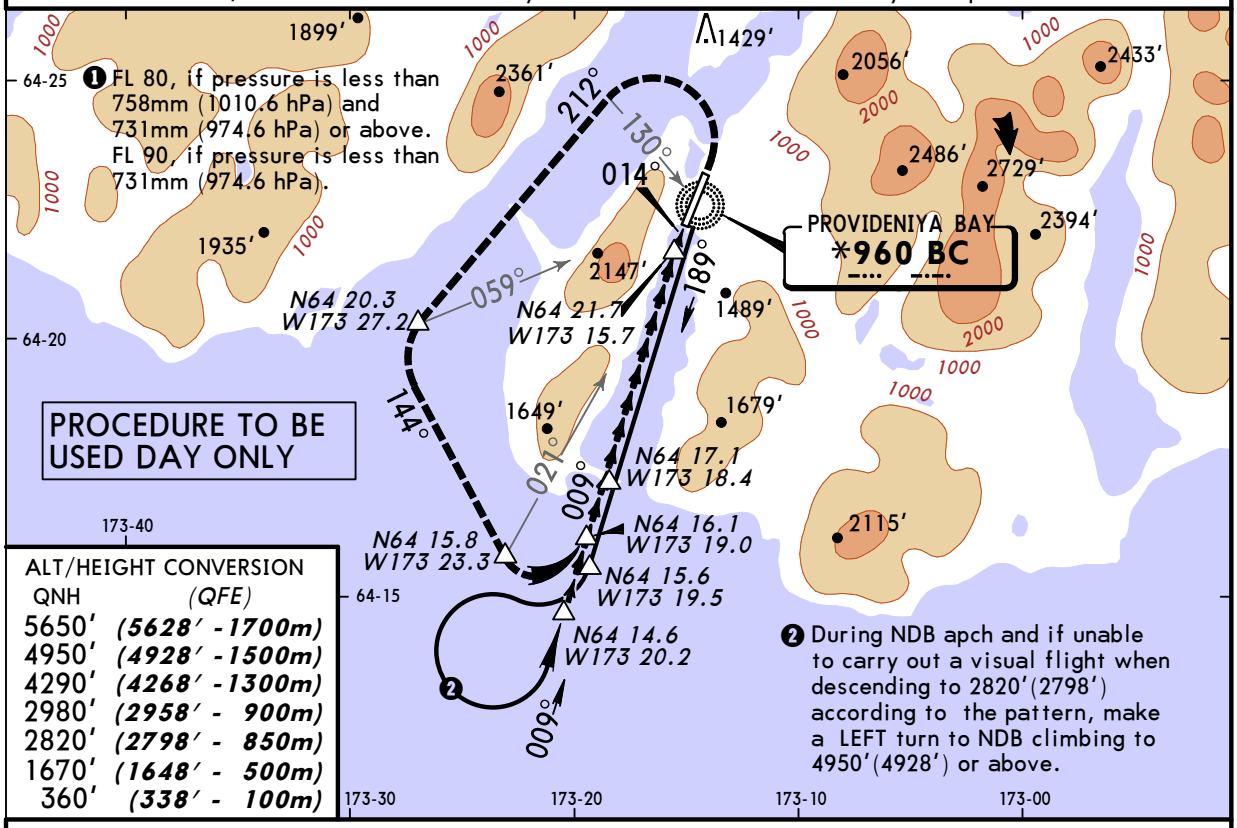


MSA ARP

MISSED APCH: Climb to 360′(338′) to 0.3 NM beyond end of rwy, then turn LEFT (radius 1.0 NM) onto 212° climbing to 1670′(1648′) to N64 20.3 W173 27.2, then turn LEFT onto 144° to N64 15.8 W173 23.3, then according to chart.

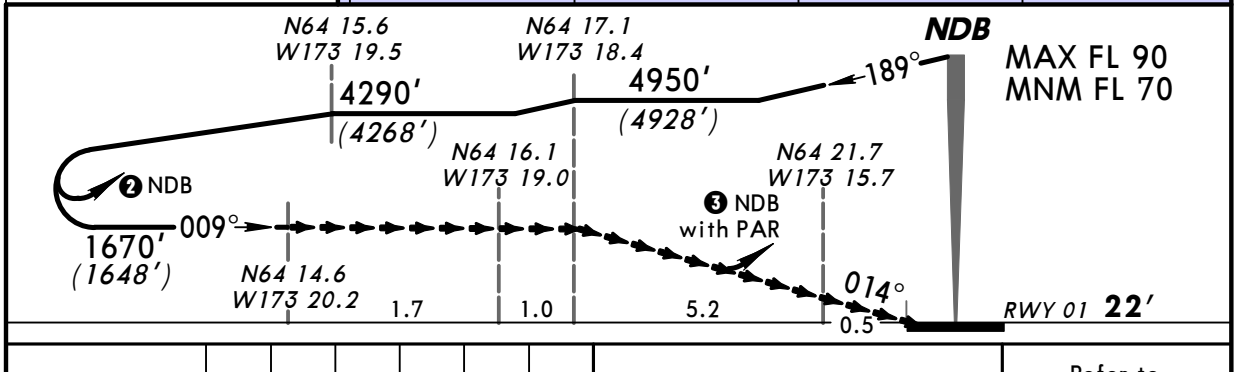
Alt Set: MM(hPa on req) QNH on req **(QFE)** Trans level: FL 70 ❶ Trans alt: 5650′ ***(5628′)***

1. Glide path descent is executed only when visual reference is provided under Terminal Area Surveillance Radar and PAR control. 2. Missed apch is executed according to VFR.
3. If visual reference is lost before reaching the coastline after procedure turn, climb to 2980′(2958′), turn LEFT onto 005°, then as directed. 4. Heavy turbulence with downdrafts may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5650′	(5628′ - 1700m)
4950′	(4928′ - 1500m)
4290′	(4268′ - 1300m)
2980′	(2958′ - 900m)
2820′	(2798′ - 850m)
1670′	(1648′ - 500m)
360′	(338′ - 100m)



Refer to Missed Apch above

VISUAL LANDING RWY 01

❸ NDB with PAR assistance	❷ NDB
MDA(H) 1150′(1128′)	MDA(H) 2820′(2798′)

A	8.0 km	
B		
C	NOT APPLICABLE	
D		

CHANGES: Note added.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.

6.2.1 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-2) Eff 14 Nov

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7085′)***

MSA ARP
185° 7000′ 305° 5700′ 065° 6200′

BANOT 2A *[BANO2A]*
BANOT 2B *[BANO2B]*
INDEM 2A *[INDE2A]*
INDEM 2B *[INDE2B]*
ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 ARRIVALS

1 276° to ARP within 16.2 NM do not fly north below 5470′ (4925′).

MALUV
N58 14.6 E154 28.5

114 321°

INDEM
N59 29.6 E151 42.9

18 CORRIDOR 5

316° 299°

N59 41.5 E151 14.8
At FL90

23 INDEM 2A

31 INDEM 2B By ATC

765 F
N59 54.7 E150 40.2
At FL90

375 FK
N59 54.8 E150 36.9
At FL90

N59 50.5 E150 36.5

194° 12 6

2 104°

284°

10

N59 55.1 E150 23.1
At 3340′ ***(2795′)***

N59 50.9 E150 16.8
(081° brg to FK)
At 5470′ ***(4925′)***

5 095°

1

N59 53.5 E150 14.9
At 4160′ ***(3615′)***

13

3 014°

N59 51.1 E150 15.8
(082° brg to FK)
At 5470′ ***(4925′)***

21

104° 103° 098°

082°

3

N59 48.1 E149 57.7
At FL90

N59 55.5 E149 57.2
At 6620′ ***(6075′)***

N59 53.9 E149 52.3
At 7630′ ***(7085′)***

26 BANOT 2A CORRIDOR 7

26 BANOT By ATC

090° 085°

BANOT
N59 40.6 E149 08.8
Between FL150 & FL90

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	***(7085′ - 2150m)***
6620′	***(6075′ - 1850m)***
5470′	***(4925′ - 1500m)***
4160′	***(3615′ - 1100m)***
3340′	***(2795′ - 850m)***

HOLDING OVER BANOT
265° 085°
MHA FL90
MAX FL150

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

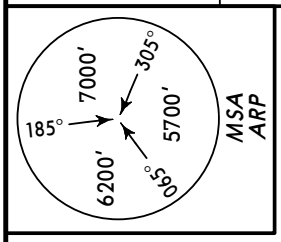
UHMM/GDX SOKOL

JEPPESEN 8 NOV 13 (10-2A) Eff 14 Nov

MAGADAN, RUSSIA

STAR

*ATIS	Apt Elev	
127.4	574′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7056′)***

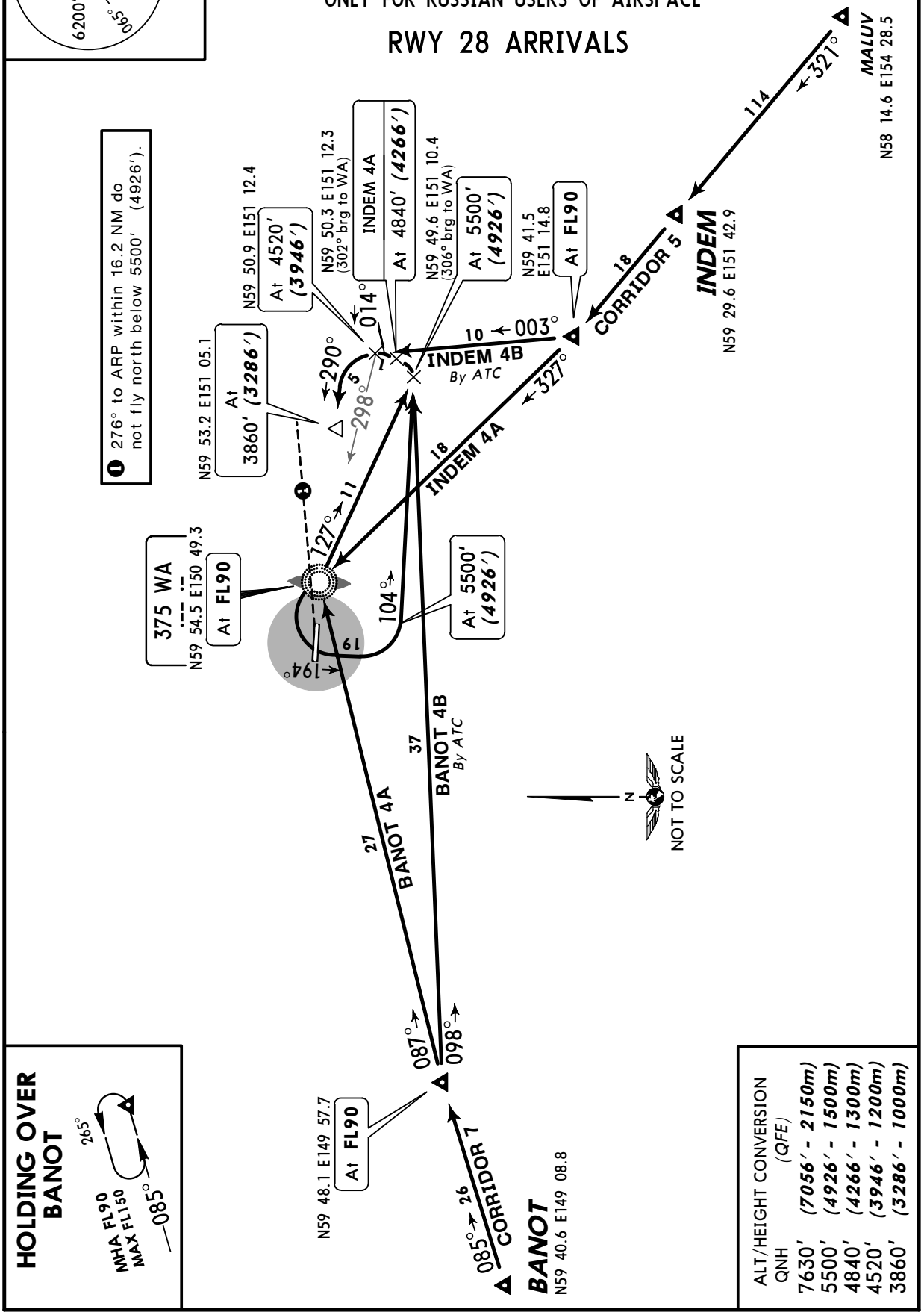


BANOT 4A *[BANO4A]*, BANOT 4B *[BANO4B]*

INDEM 4A *[INDE4A]*, INDEM 4B *[INDE4B]*

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 ARRIVALS



HOLDING OVER BANOT

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	***(7056′ - 2150m)***
5500′	***(4926′ - 1500m)***
4840′	***(4266′ - 1300m)***
4520′	***(3946′ - 1200m)***
3860′	***(3286′ - 1000m)***

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

6.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

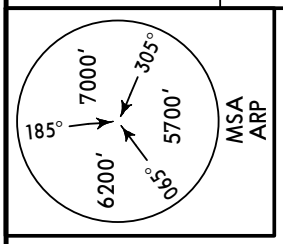
UHMM/GDX
SOKOL

JEPPESEN
19 MAY 17 (10-2B) Eff 25 May

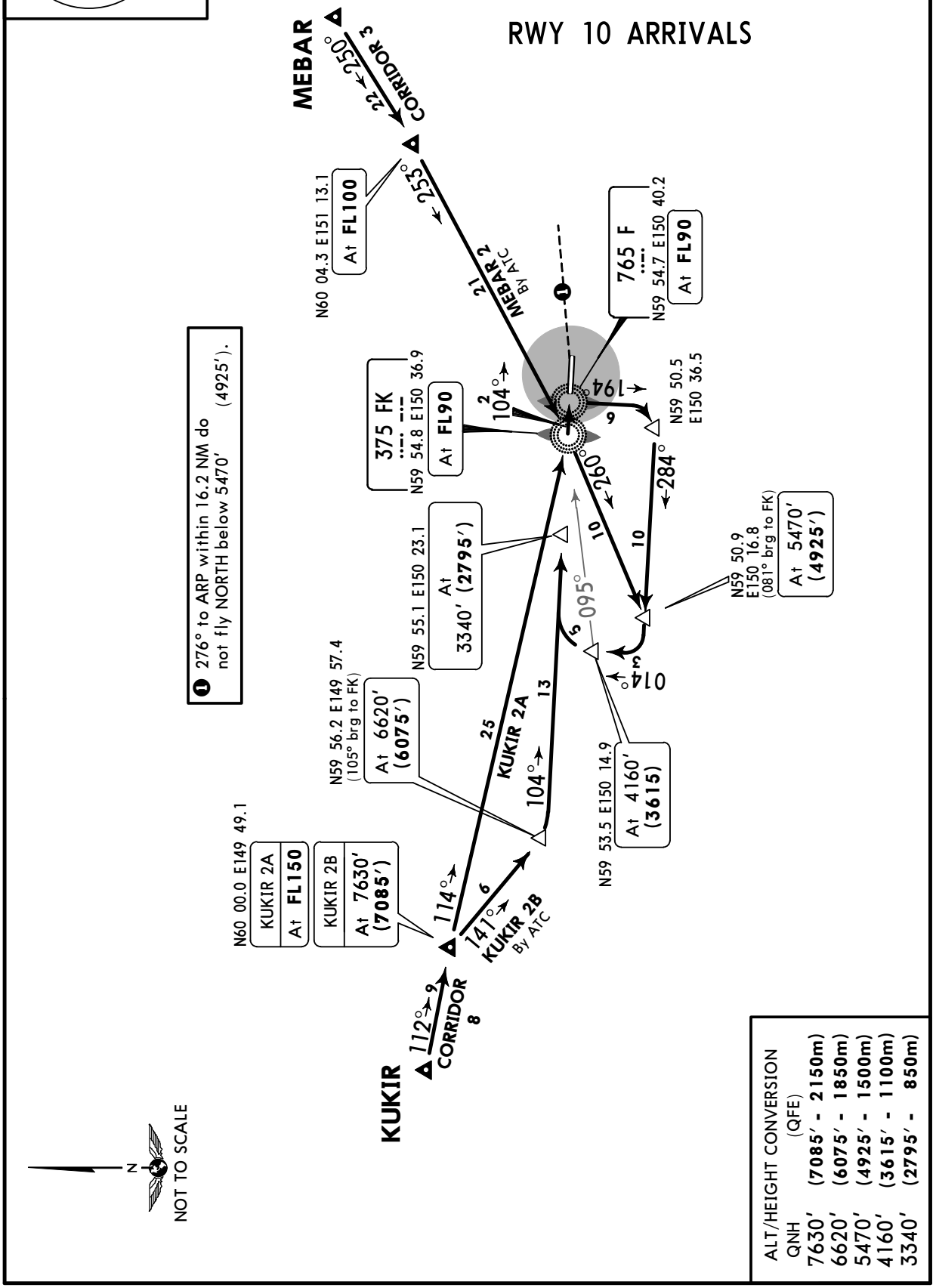
MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ **(7085′)**



KUKIR 2A [KUKI2A]
KUKIR 2B [KUKI2B]
MEBAR 2
ONLY FOR RUSSIAN USERS OF AIRSPACE
RWY 10 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)	
QNH	
7630′	(7085′ - 2150m)
6620′	(6075′ - 1850m)
5470′	(4925′ - 1500m)
4160′	(3615′ - 1100m)
3340′	(2795′ - 850m)

CHANGES: MEBAR relocated; airway continuations withdrawn.

© JEPPESEN, 2011, 2017. ALL RIGHTS RESERVED.

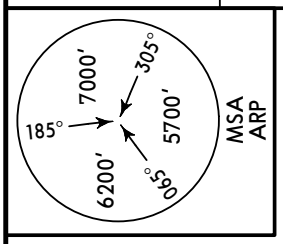
UHMM/GDX
SOKOL

JEPPESEN
19 MAY 17 (10-2C) Eff 25 May

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ **(7056′)**

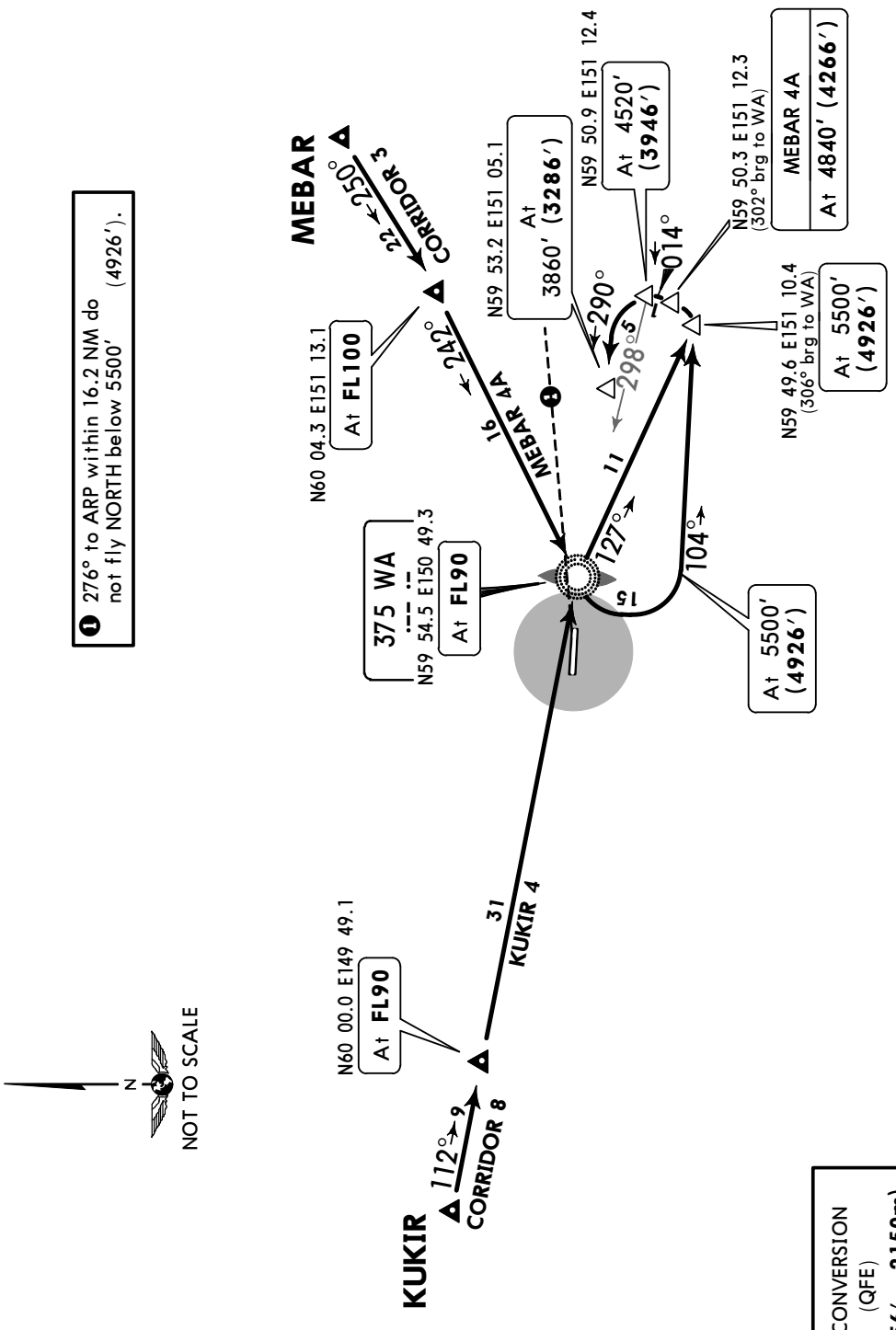


KUKIR 4

MEBAR 4A [MEBA4A]

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)	
QNH	
7630′	(7056′ - 2150m)
5500′	(4926′ - 1500m)
4840′	(4266′ - 1300m)
4520′	(3946′ - 1200m)
3860′	(3286′ - 1000m)

CHANGES: MEBAR relocated; airway continuations withdrawn.

© JEPPESEN, 2011, 2017. ALL RIGHTS RESERVED.

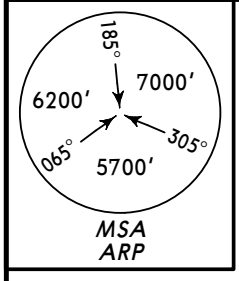
6.2.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-2D) Eff 14 Nov

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev	
127.4	574′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)***

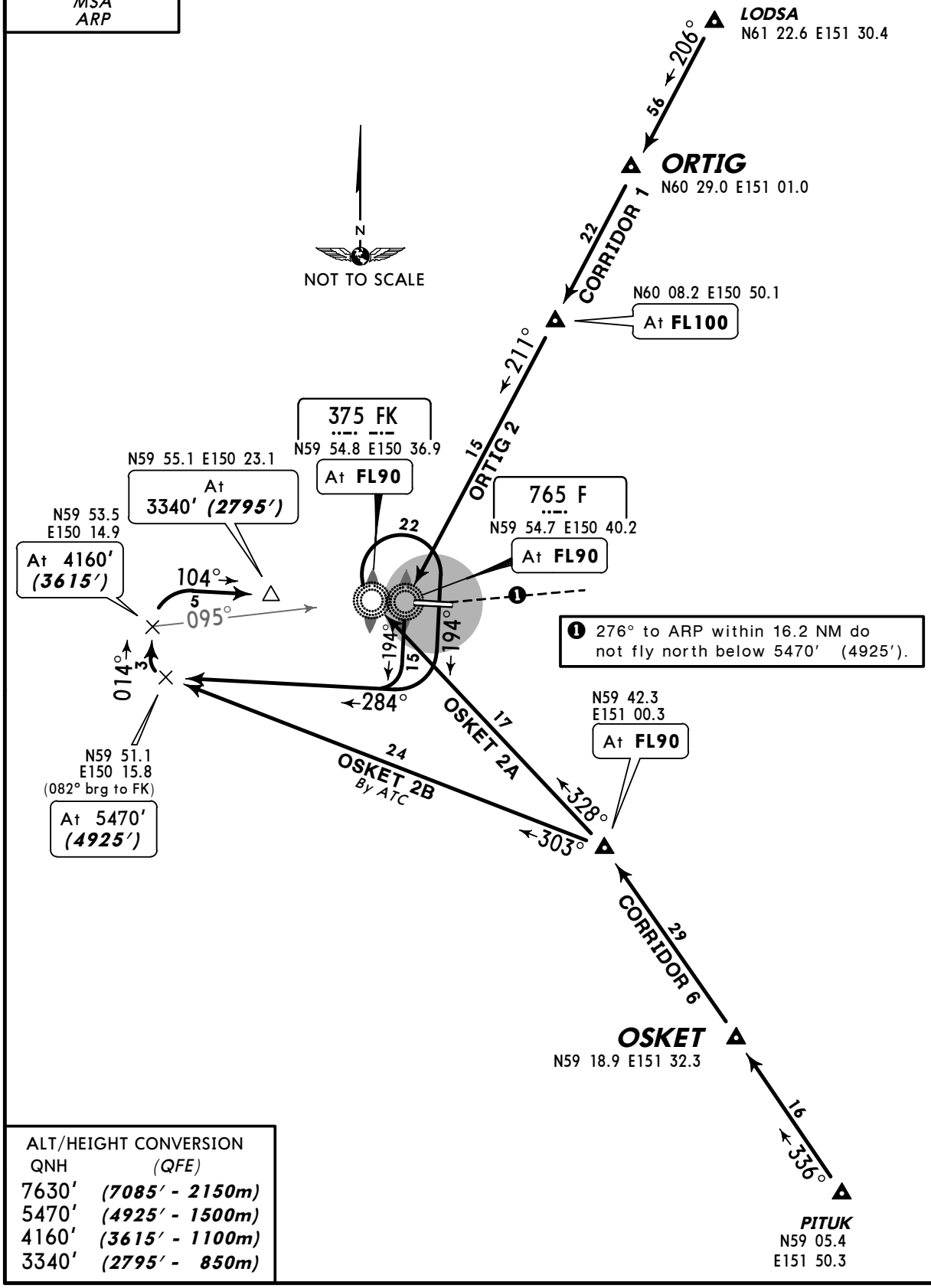


ORTIG 2

ONLY FOR RUSSIAN USERS OF AIRSPACE

OSKET 2A *[OSKE2A]*, OSKET 2B *[OSKE2B]*

RWY 10 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
7630′	***(7085′ - 2150m)***
5470′	***(4925′ - 1500m)***
4160′	***(3615′ - 1100m)***
3340′	***(2795′ - 850m)***

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

6.2.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX SOKOL

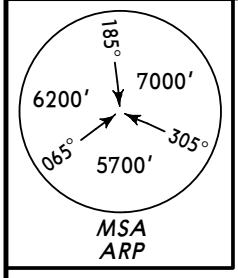
JEPPESEN 8 NOV 13 (10-2E) Eff 14 Nov

MAGADAN, RUSSIA

STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7056′)***

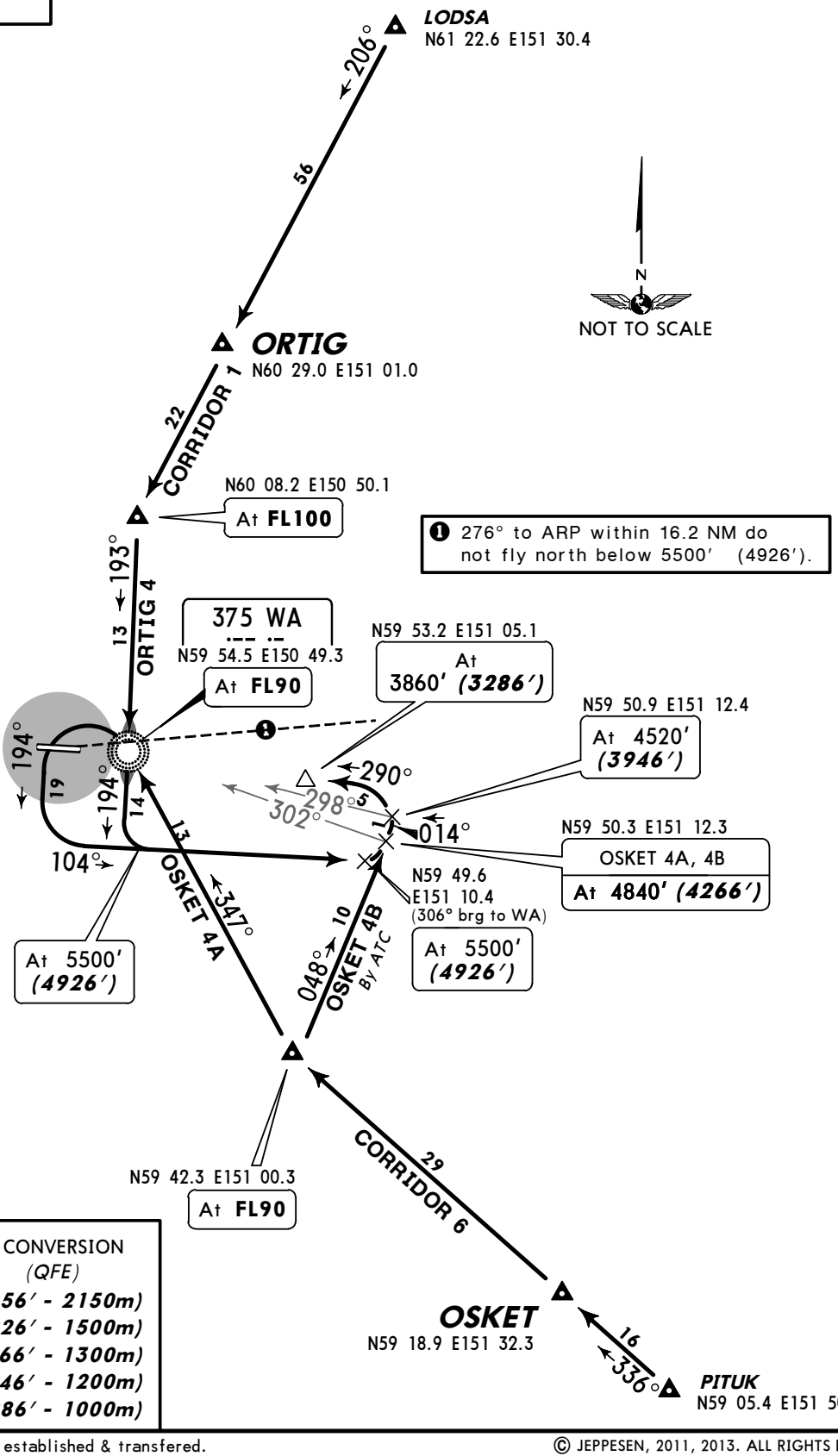


ORTIG 4

ONLY FOR RUSSIAN USERS OF AIRSPACE

OSKET 4A *[OSKE4A]*, OSKET 4B *[OSKE4B]*

RWY 28 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
7630′	***(7056′ - 2150m)***
5500′	***(4926′ - 1500m)***
4840′	***(4266′ - 1300m)***
4520′	***(3946′ - 1200m)***
3860′	***(3286′ - 1000m)***

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

6.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

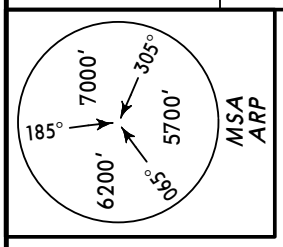
UHMM/GDX
SOKOL

JEPPESEN
25 APR 14 (10-2F) Eff 1 May

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7085′)***



RIMAL 2

SOMKA 2

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 ARRIVALS

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	***(7085′ - 2150m)***
5470′	***(4925′ - 1500m)***
4160′	***(3615′ - 1100m)***
3340′	***(2795′ - 850m)***

SUBOB N62 23.8 E148 34.2
119
169°
SOMKA N60 34.1 E150 11.1
20
CORRIDOR 10
N60 16.0 E150 24.9
At **FL100**
172°
9
SOMKA 2
N60 07.8 E150 30.7
At **FL100**
14
375 FK
N59 54.8 E150 36.9
At **FL90**
765 F
N59 54.7 E150 40.2
At **FL90**
30
RIMAL 2
194°
9
N59 50.5 E150 36.5
260°
10
284°
10
N59 59.2 E151 36.3
At **FL100**
273°
21
CORRIDOR 4
271°
RIMAL N60 02.2 E152 15.9
73
273°
URABI N60 12.0 E154 41.1

1 276° to ARP within 16.2 NM do not fly north below 5470′ (4925′).

N59 55.1 E150 23.1
At 3340′ ***(2795′)***
5
104°
095°
014°
3
N59 53.5 E150 14.9
At 4160′ ***(3615′)***
N59 50.9 E150 16.8
(081° brg to FK)
At 5470′ ***(4925′)***

CHANGES: RIMAL & SOMKA INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

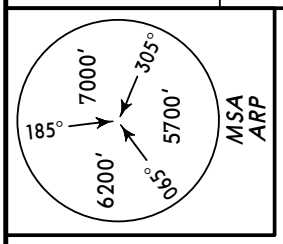
UHMM/GDX
SOKOL

JEPPESEN 25 APR 14 (10-2G) Eff 1 May

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7056′)***

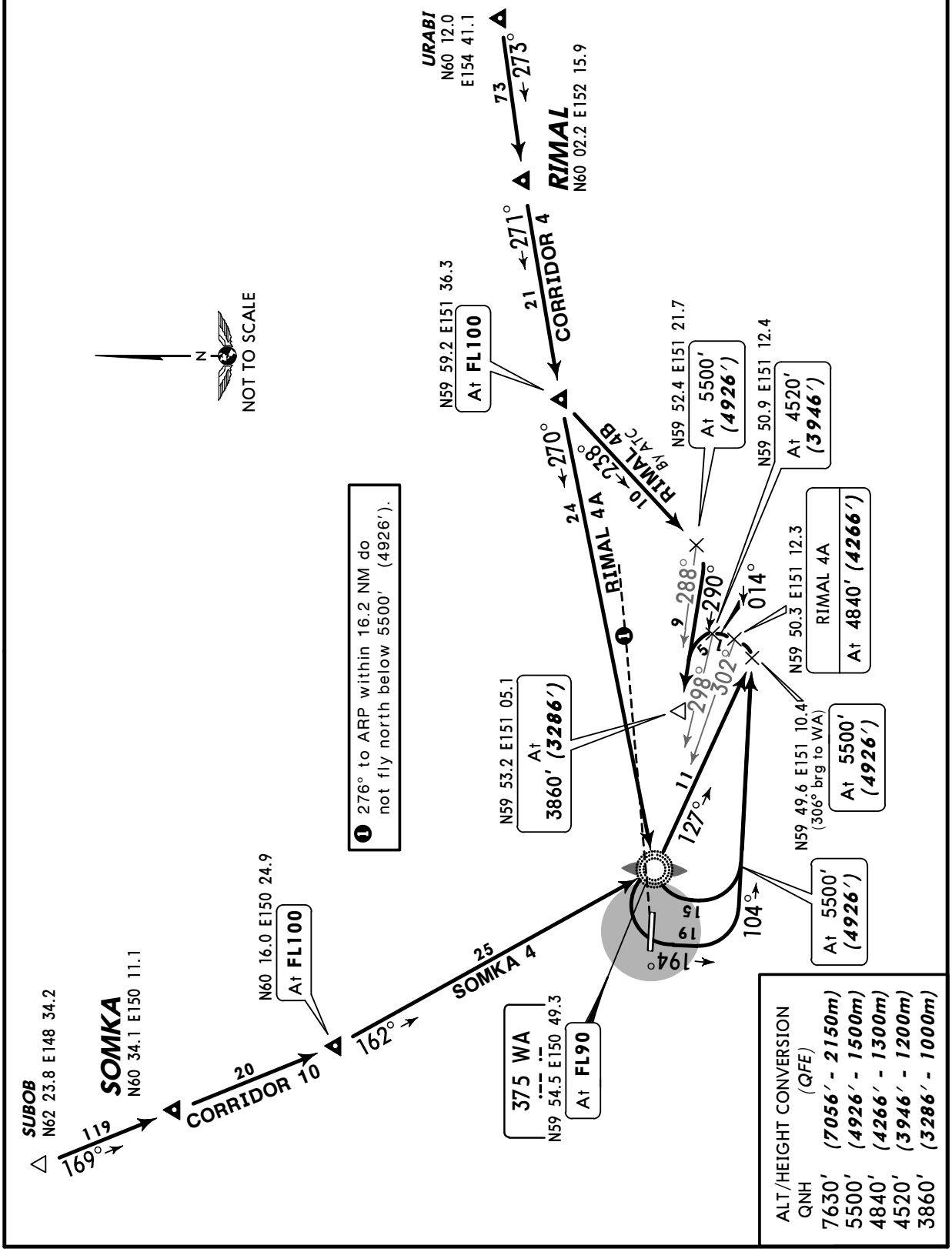


RIMAL 4A *[RIMA4A]*, RIMAL 4B *[RIMA4B]*

SOMKA 4

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 ARRIVALS



CHANGES: RIMAL & SOMKA INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

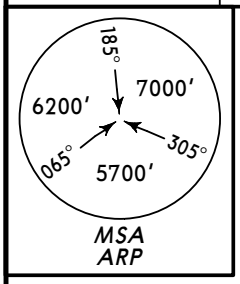
6.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

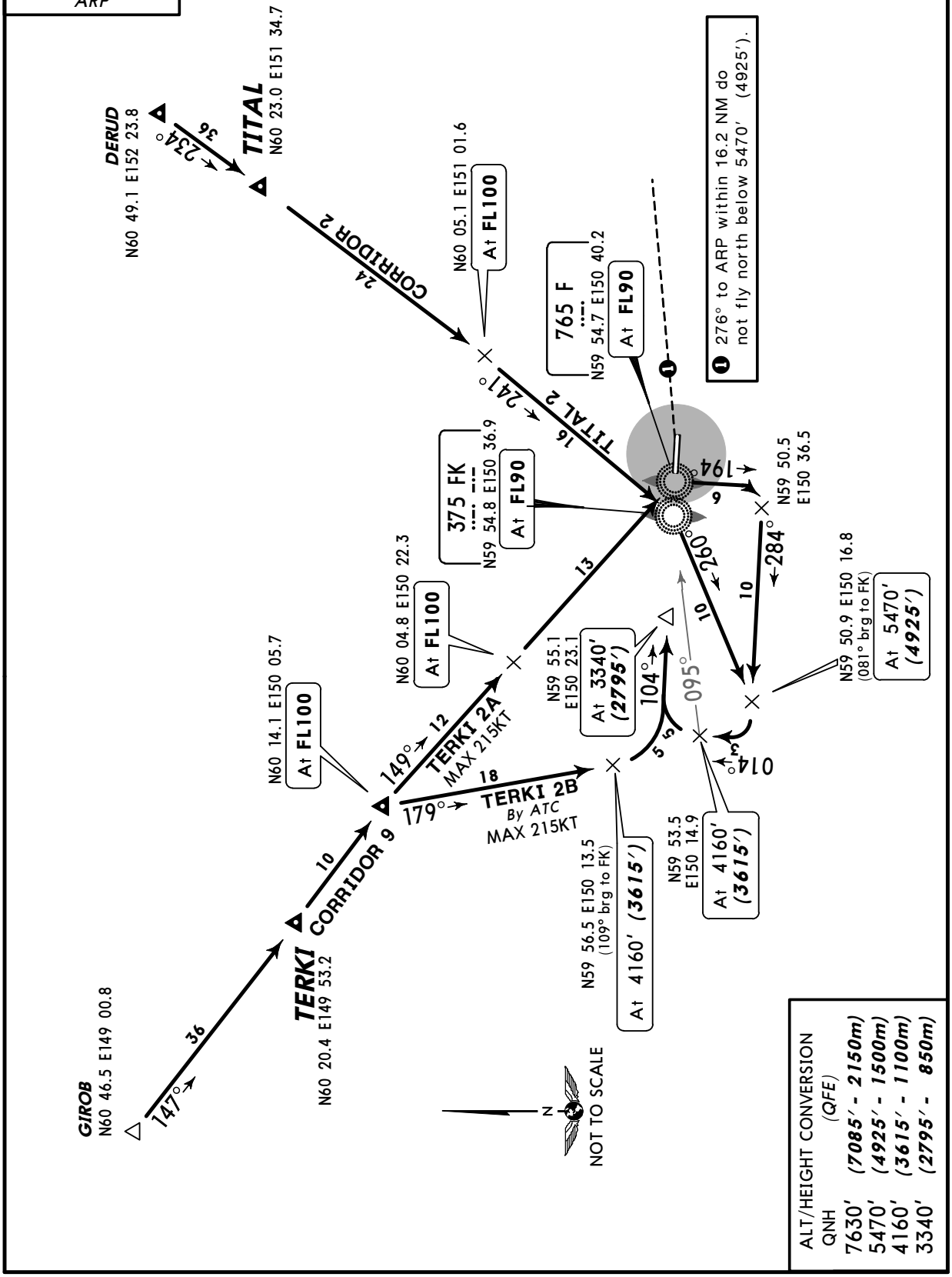
JEPPESEN
25 APR 14 (10-2H) Eff 1 May

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev	
127.4	574′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)***



TERKI 2A [TERK2A], TERKI 2B [TERK2B]
TITAL 2
RWY 10 ARRIVALS



CHANGES: TERKI & TITAL INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

UHMM/GDX
SOKOL

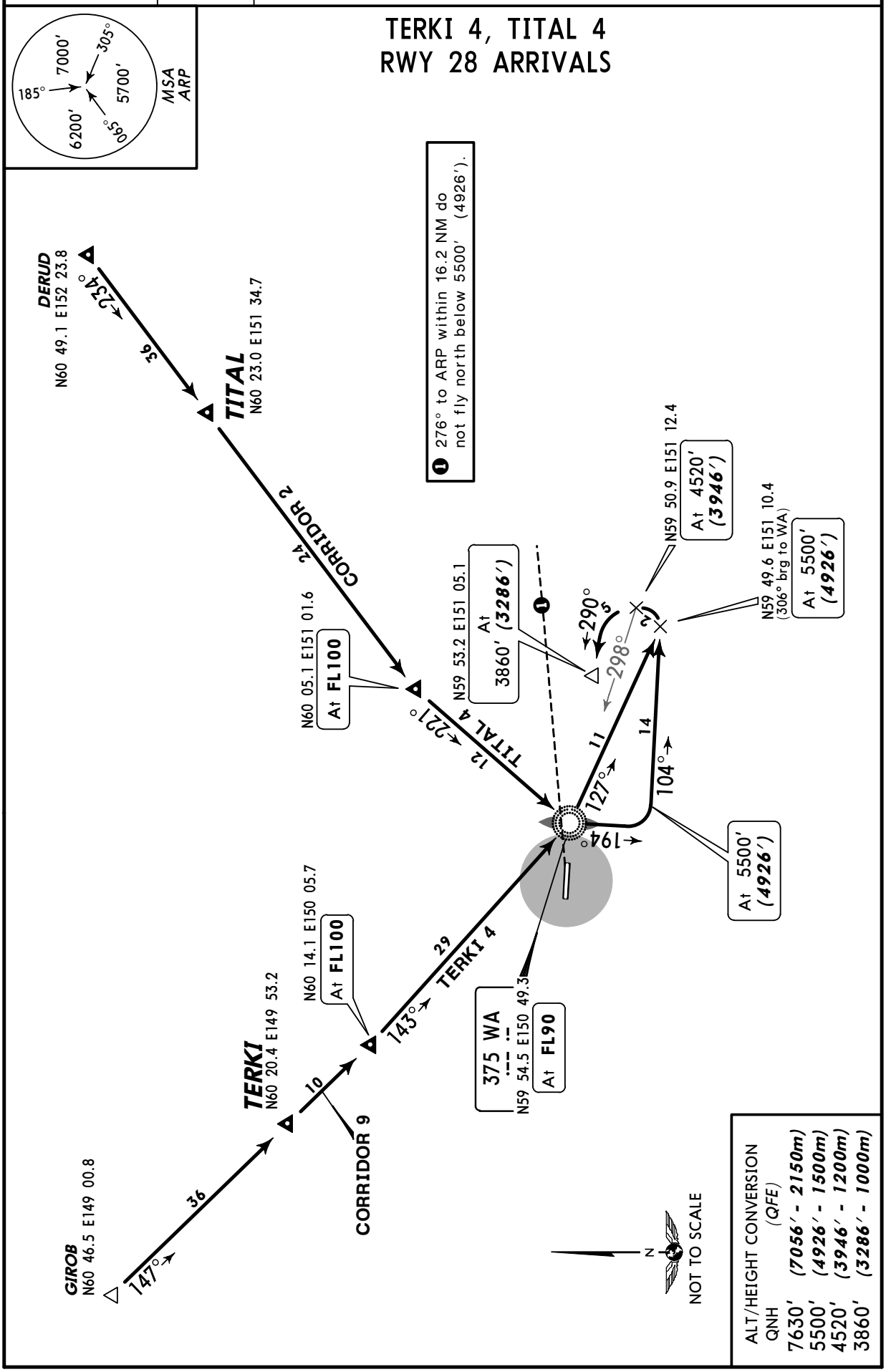
JEPPESEN
25 APR 14 (10-2J) Eff 1 May

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7056′)***

TERKI 4, TITAL 4
RWY 28 ARRIVALS



CHANGES: TERKI & TITAL INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

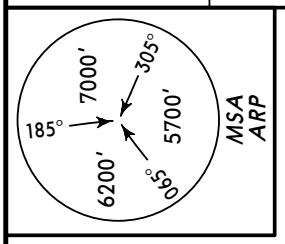
6.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-3) Eff 14 Nov

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)*** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



BANOT 1

INDEM 1

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 DEPARTURES

ALT/HEIGHT CONVERSION (QFE)

QNH	
1210′	***(665′ - 200m)***
3830′	***(3285′ - 1000m)***
5470′	***(4925′ - 1500m)***
7630′	***(7085′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

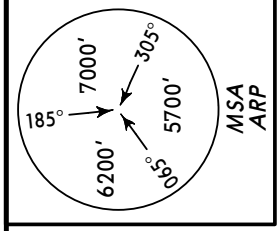
6.2.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-3A) Eff 14 Nov

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7056′)*** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

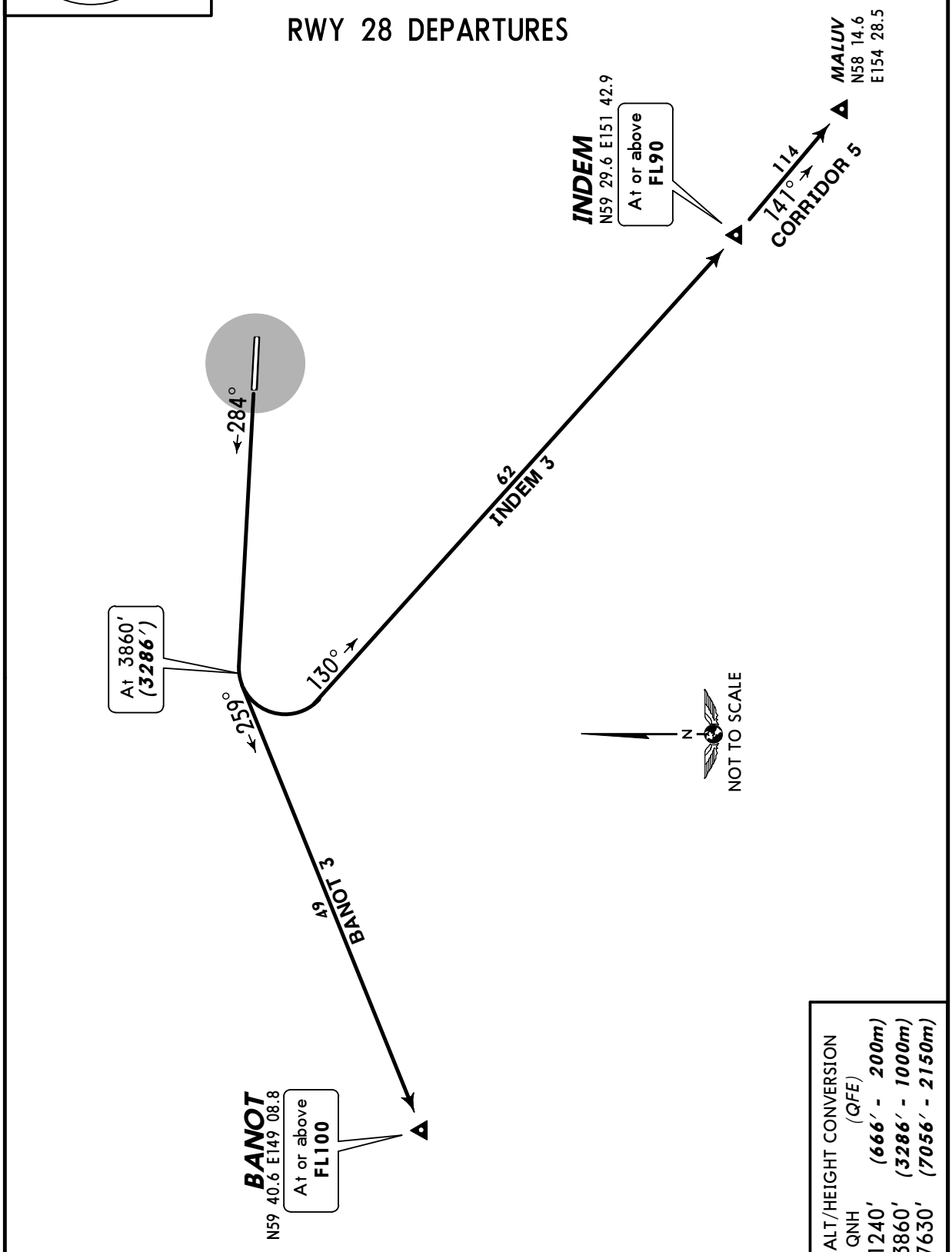


BANOT 3

INDEM 3

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1240′	***(666′ - 200m)***
3860′	***(3286′ - 1000m)***
7630′	***(7056′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

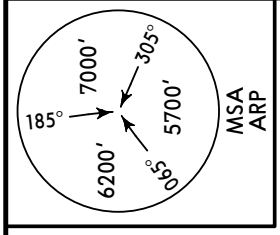
6.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
19 MAY 17 (10-3B) Eff 25 May

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request (QFE) Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ (7085′) 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



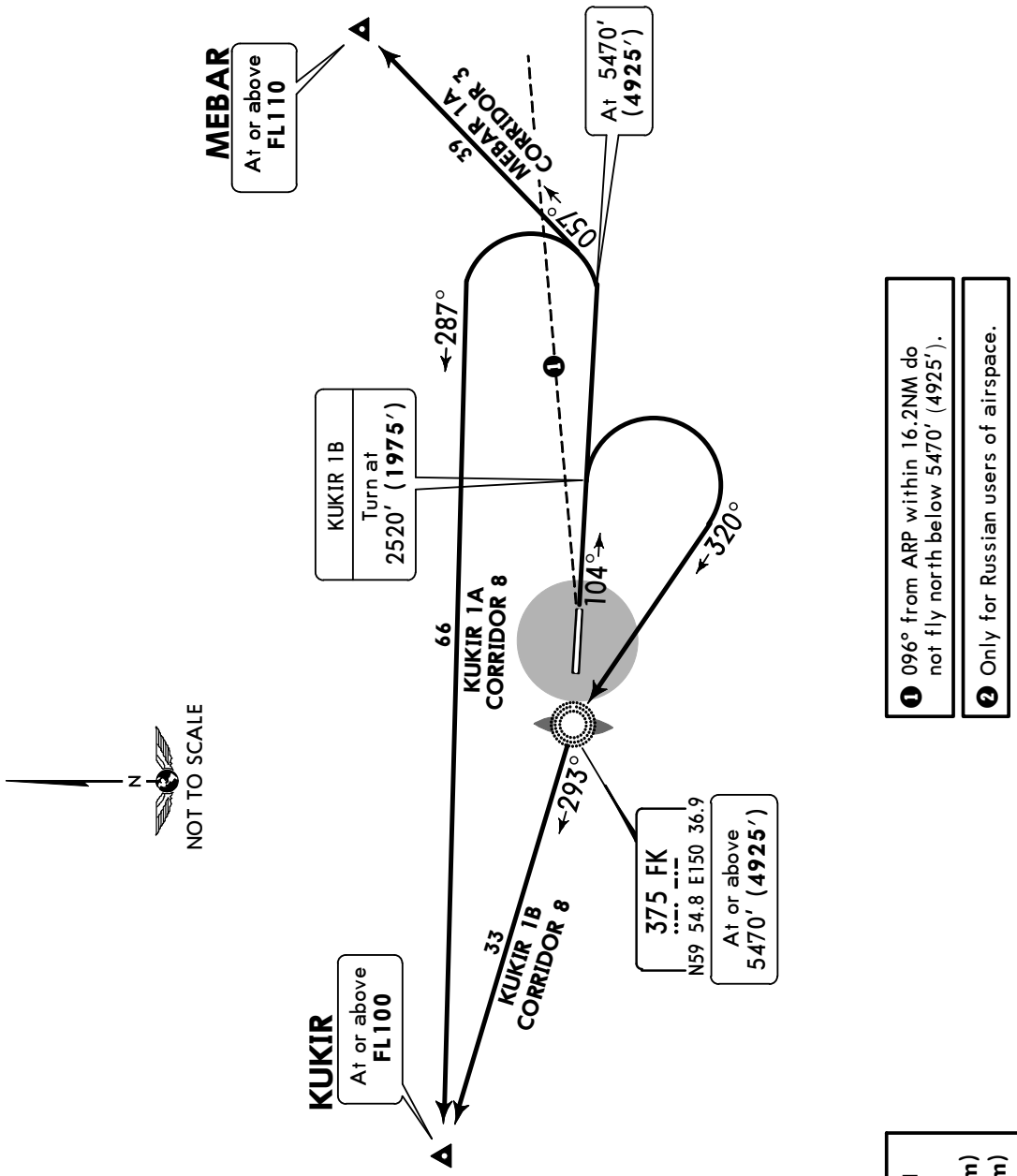
KUKIR 1A [KUKI1A]

KUKIR 1B [KUKI1B]

MEBAR 1A [MEBA1A] ❷

BY ATC

RWY 10 DEPARTURES



❶ 096° from ARP within 16.2NM do not fly north below 5470′ (4925′).

❷ Only for Russian users of airspace.

ALT/HEIGHT CONVERSION (QFE)

QNH	
1210′	(665′ - 200m)
2520′	(1975′ - 600m)
5470′	(4925′ - 1500m)
7630′	(7085′ - 2150m)

CHANGES: MEBAR relocated; airway continuation withdrawn.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

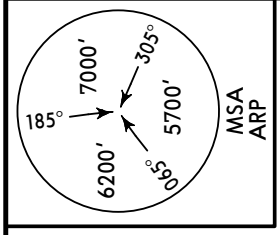
6.2.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
19 MAY 17 (10-3C) Eff 25 May

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7056′)** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

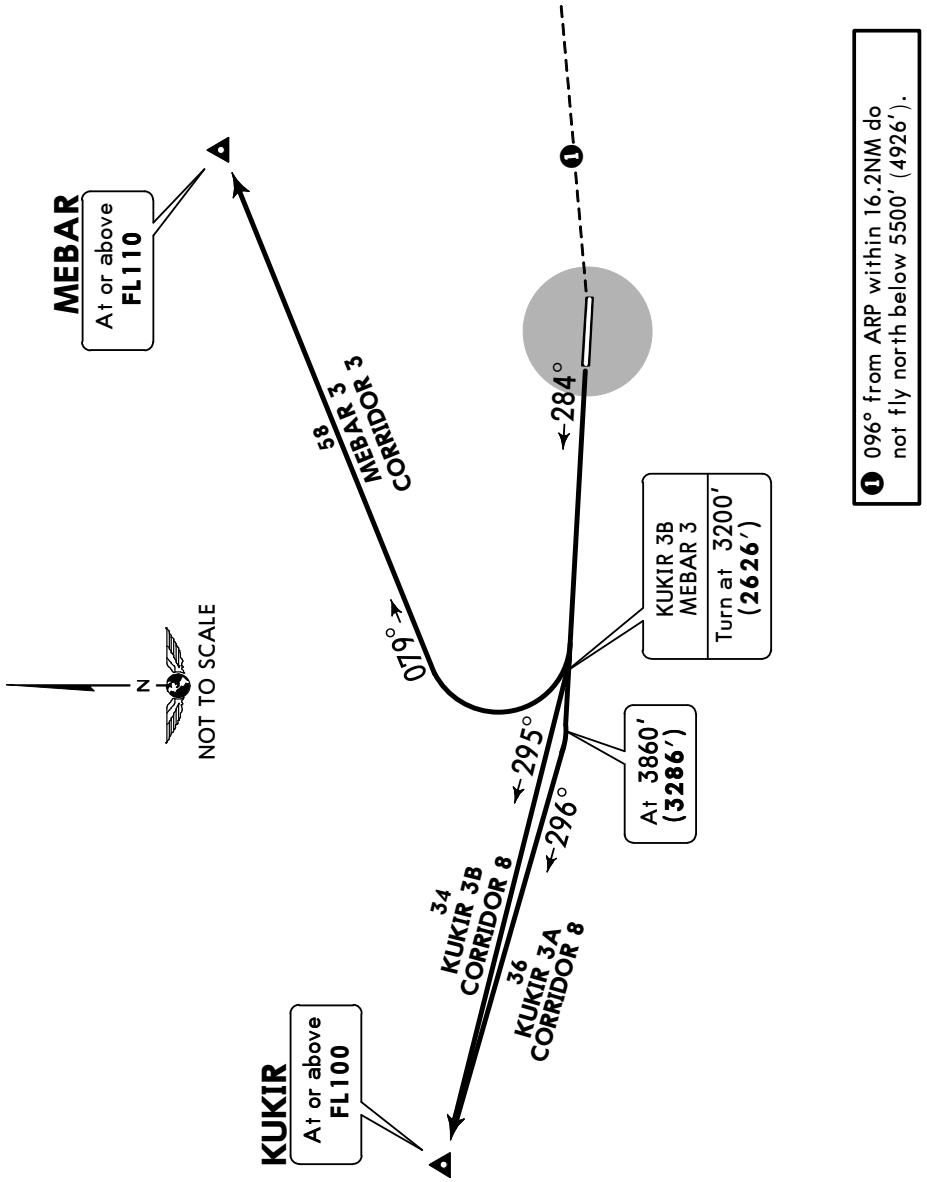


KUKIR 3A [KUKI3A], KUKIR 3B [KUKI3B]

MEBAR 3

ONLY FOR RUSSIAN USERS OF AIRSPACE
BY ATC

RWY 28 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1240′	(666′ - 200m)
3200′	(2626′ - 800m)
3860′	(3286′ - 1000m)
5500′	(4926′ - 1500m)
7630′	(7056′ - 2150m)

CHANGES: MEBAR relocated; airway continuation withdrawn.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

6.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-3D) Eff 14 Nov

MAGADAN, RUSSIA
SID

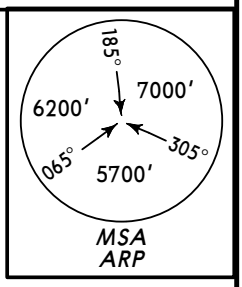
*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)*** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

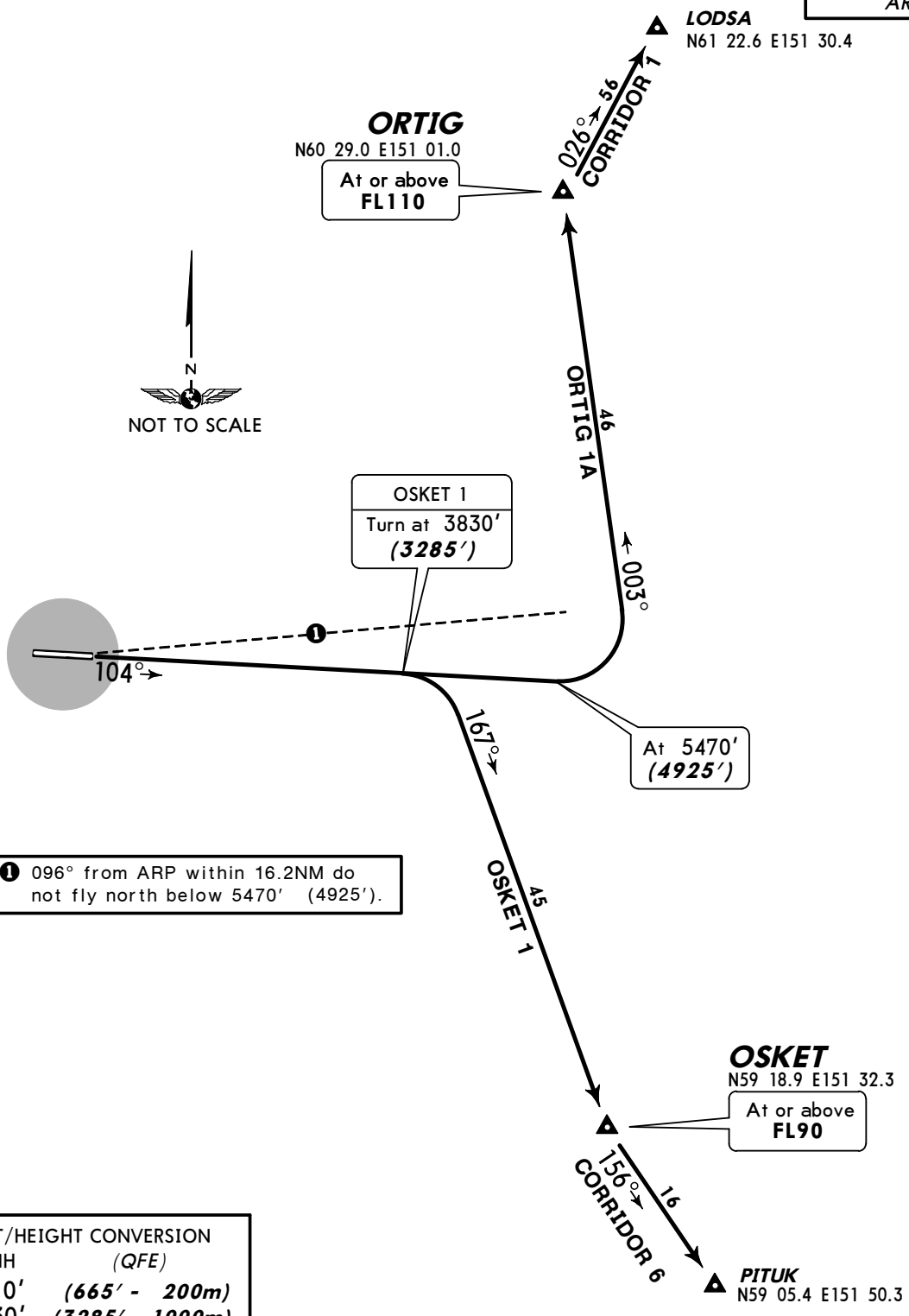
OSKET 1

ORTIG 1A *[ORTI1A]*

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1210′	***(665′ - 200m)***
3830′	***(3285′ - 1000m)***
5470′	***(4925′ - 1500m)***
7630′	***(7085′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

6.2.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-3E) Eff 14 Nov

MAGADAN, RUSSIA
SID

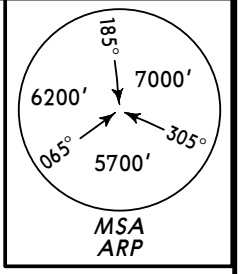
*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7056′)*** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

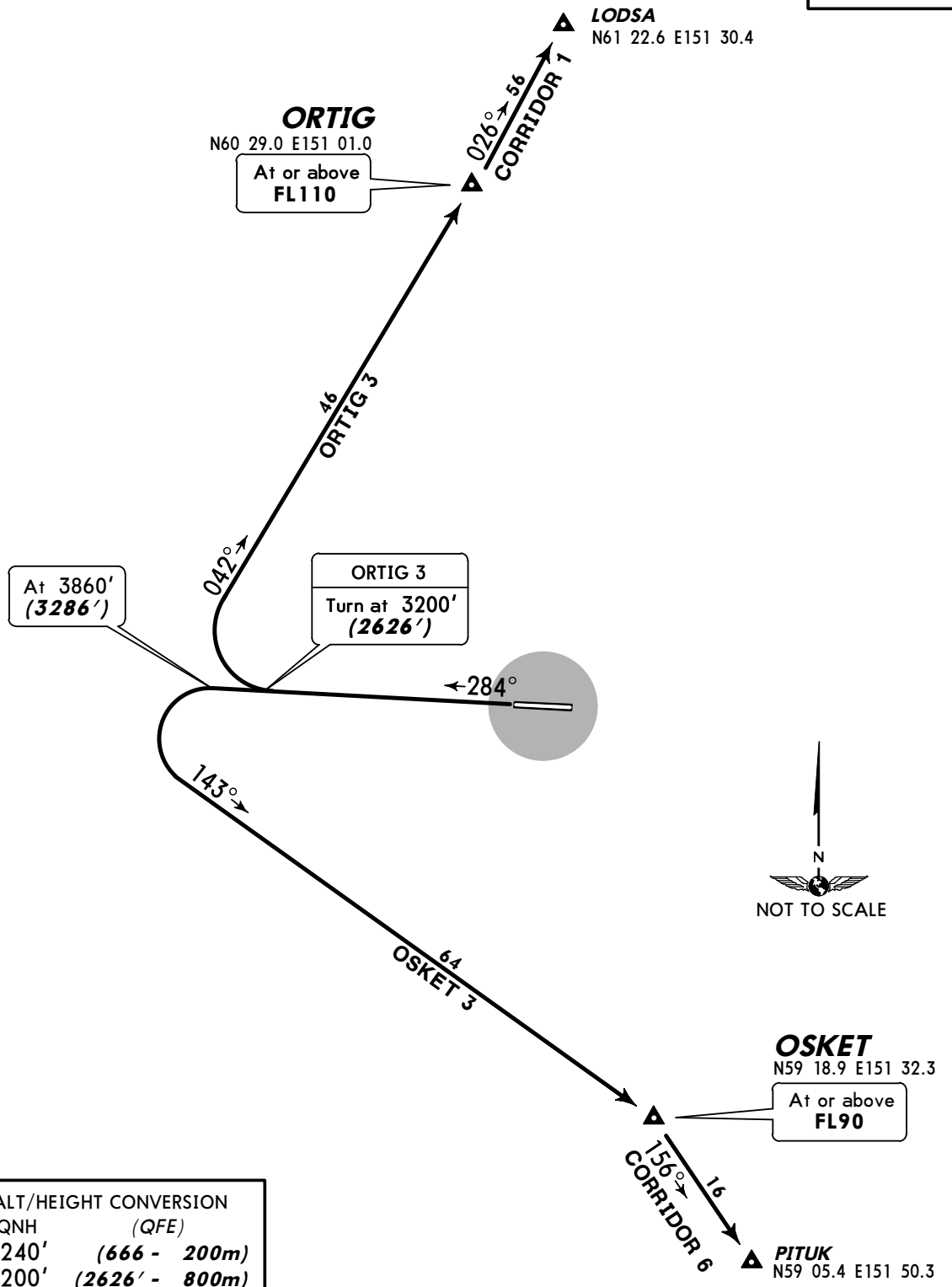
OSKET 3

ORTIG 3

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1240′	***(666 - 200m)***
3200′	***(2626′ - 800m)***
3860′	***(3286′ - 1000m)***
7630′	***(7056′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

6.2.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

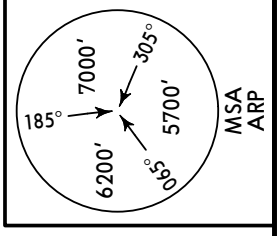
JEPPESEN
9 DEC 16 (10-3F)

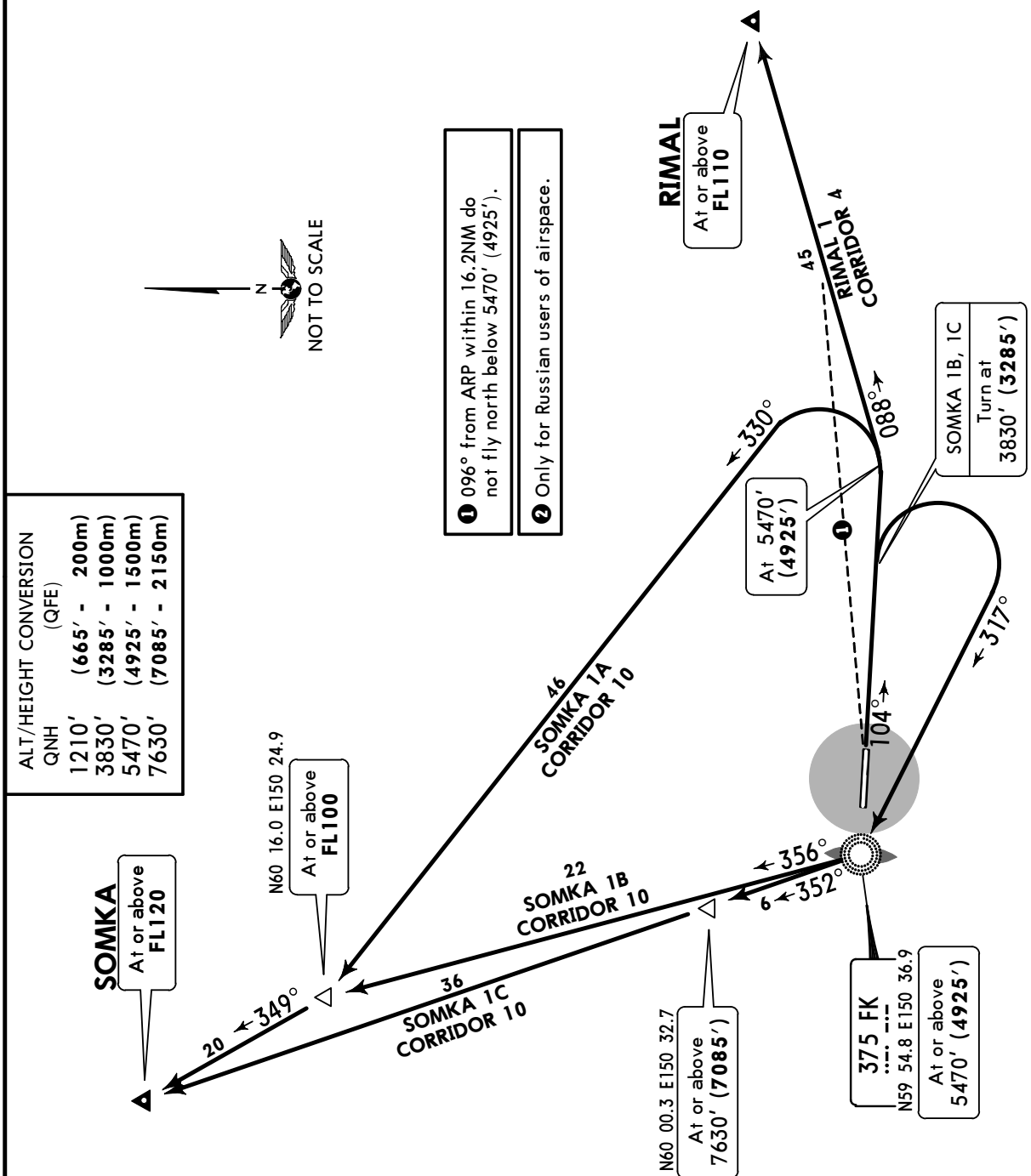
MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7085′)** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

RIMAL 1
SOMKA 1A [SOMK1A]❷
SOMKA 1B [SOMK1B]❷
SOMKA 1C [SOMK1C]❷
BY ATC

RWY 10 DEPARTURES





❶ 096° from ARP within 16.2NM do not fly north below 5470′ (4925′).

❷ Only for Russian users of airspace.

ALT/HEIGHT CONVERSION (QFE)

QNH	
1210′	(665′ - 200m)
3830′	(3285′ - 1000m)
5470′	(4925′ - 1500m)
7630′	(7085′ - 2150m)

CHANGES: SOMKA 1B, 1C initial turn revised.

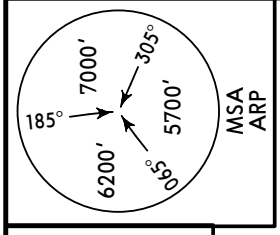
© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

6.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7056′)** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



ALT/HEIGHT CONVERSION (QFE)

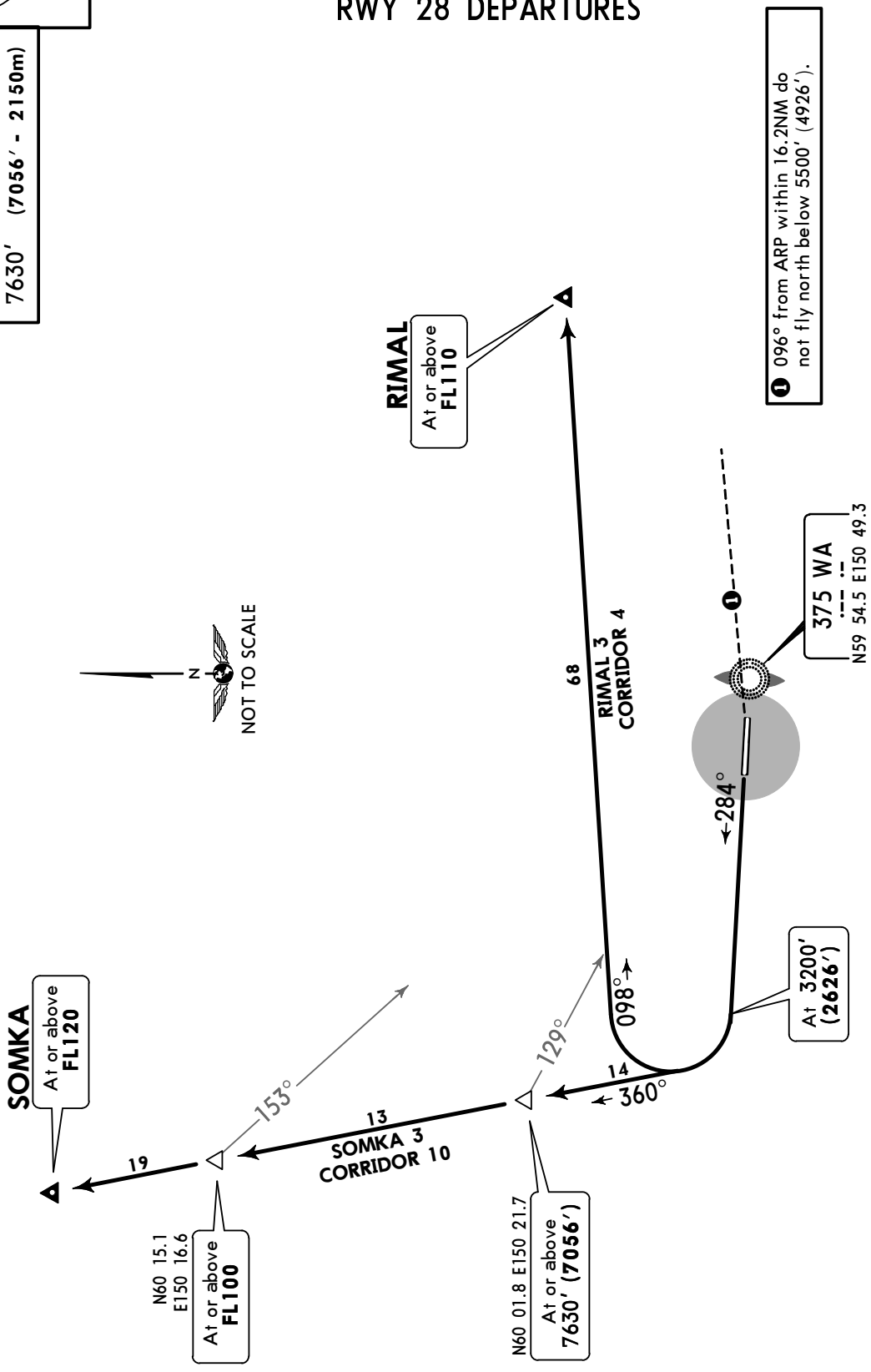
QNH	
1240′	**(666′ - 200m)**
3200′	**(2626′ - 800m)**
5500′	**(4926′ - 1500m)**
7630′	**(7056′ - 2150m)**

RIMAL 3

SOMKA 3

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 DEPARTURES



CHANGES: None.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

UHMM/GDX SOKOL

JEPPESEN 9 DEC 16 (10-3H)

MAGADAN, RUSSIA

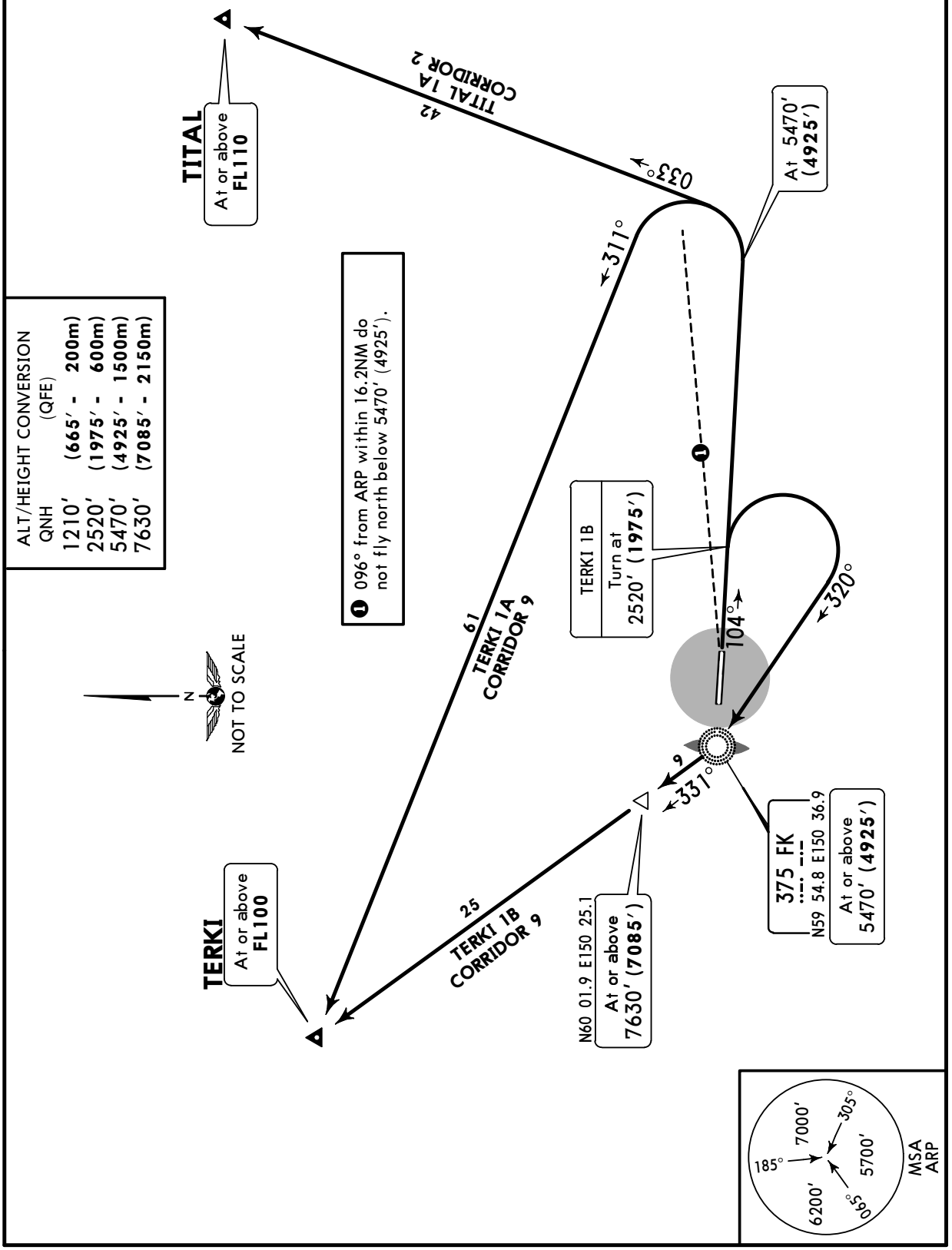
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7085′)** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

TERKI 1A [TERK1A]
TITAL 1A [TITA1A]

TERKI 1B [TERK1B]
BY ATC

RWY 10 DEPARTURES



CHANGES: TERKI 1B initial turn revised.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

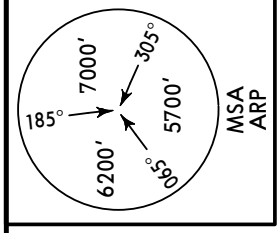
UHMM/GDX SOKOL

JEPPESEN 9 DEC 16 (10-3J)

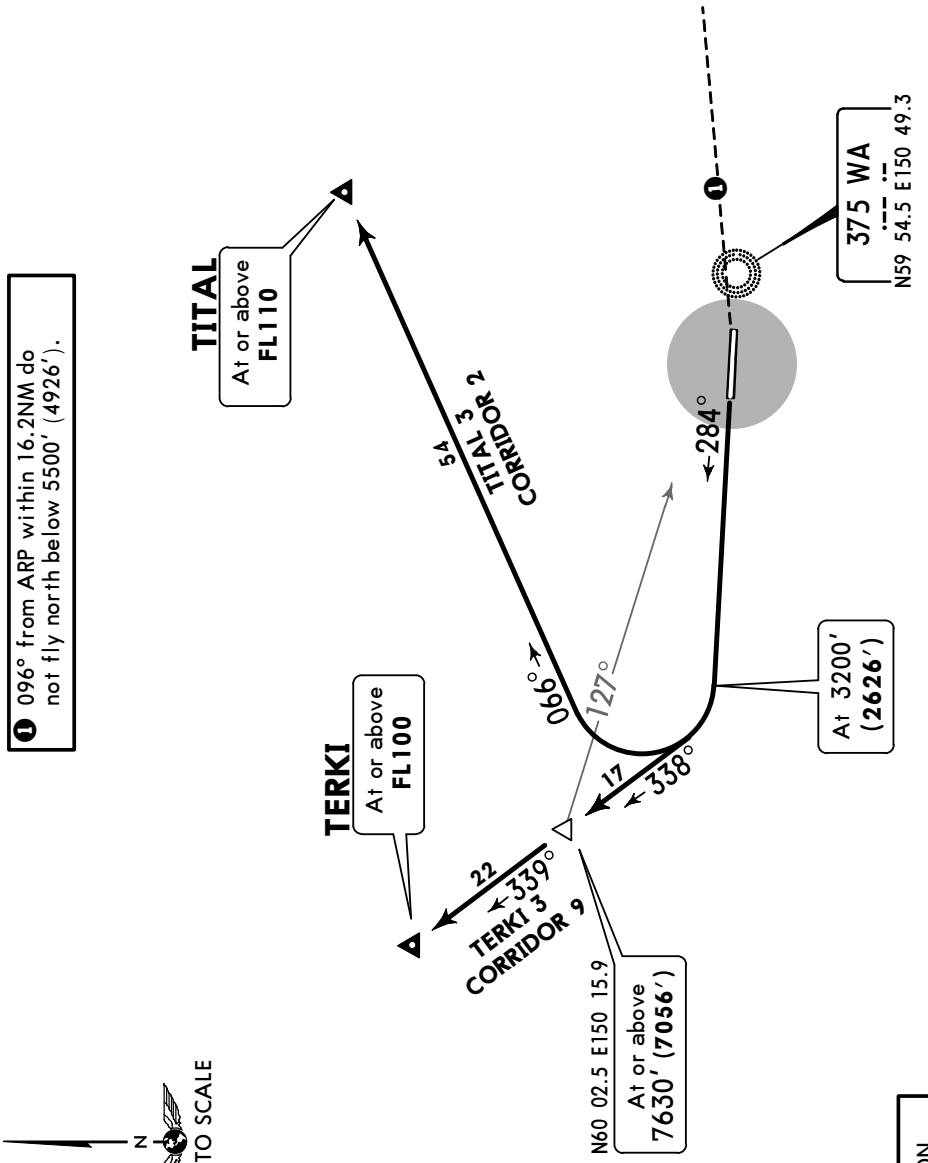
MAGADAN, RUSSIA

SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request (**QFE**) Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ (**7056′**) 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



TERKI 3, TITAL 3
RWY 28 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)

QNH	
1240′	(**666′ - 200m**)
3200′	(**2626′ - 800m**)
5500′	(**4926′ - 1500m**)
7630′	(**7056′ - 2150m**)

CHANGES: None.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

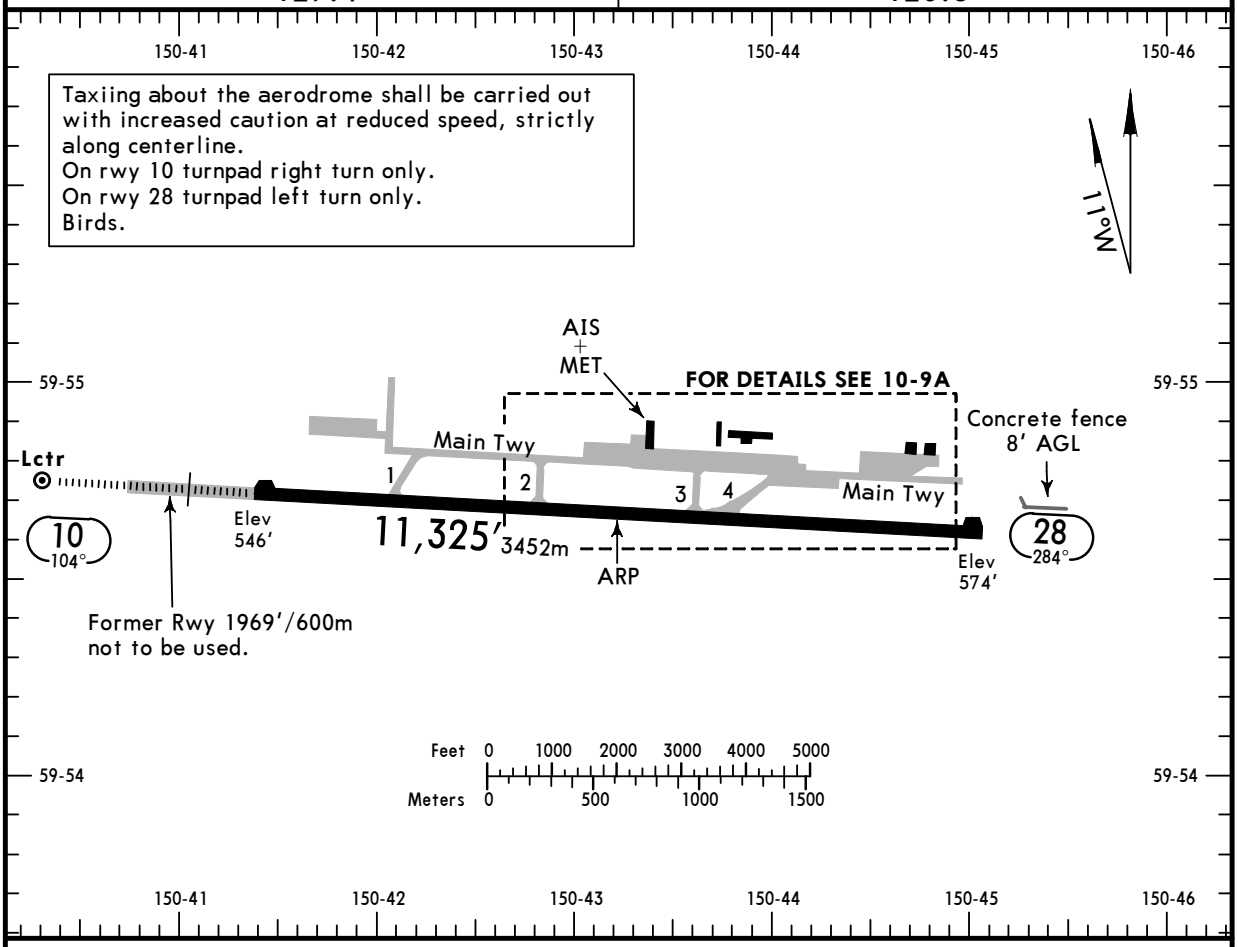
UHMM/GDX MAGADAN, RUSSIA

Apt Elev **574′**
N59 54.7 E150 43.2

JEPPESEN 17 MAR 17 (10-9) **Eff 30 Mar**

SOKOL

*ATIS	MAGADAN Tower
127.4	120.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL (60m) HIALS PAPI-L (angle 2.83°) RVR		10,354′ 3156m	❶	195′ 60m
28	HIRL (60m) RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 10:

from rwy head	11,325′(3452m)
twy 1 int	9226′(2812m)
twy 2 int	6929′(2112m)
twy 3 int	4501′(1372m)

RWY 28:

from rwy head	11,325′(3452m)
twy 3 int	6824′(2080m)

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR less than 550m.
ATC will inform pilots using phraseology: ″LVP in progress. Check your minimum.″
Pilots are responsible for rwy incursion and deviation from assigned taxi route.
During LVP, take-off permitted only from beginning of rwy.
Take-off without stop at line-up position is prohibited.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

CHANGES: Notes. Rwy elev. Lights. Twy. Usable lengths.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

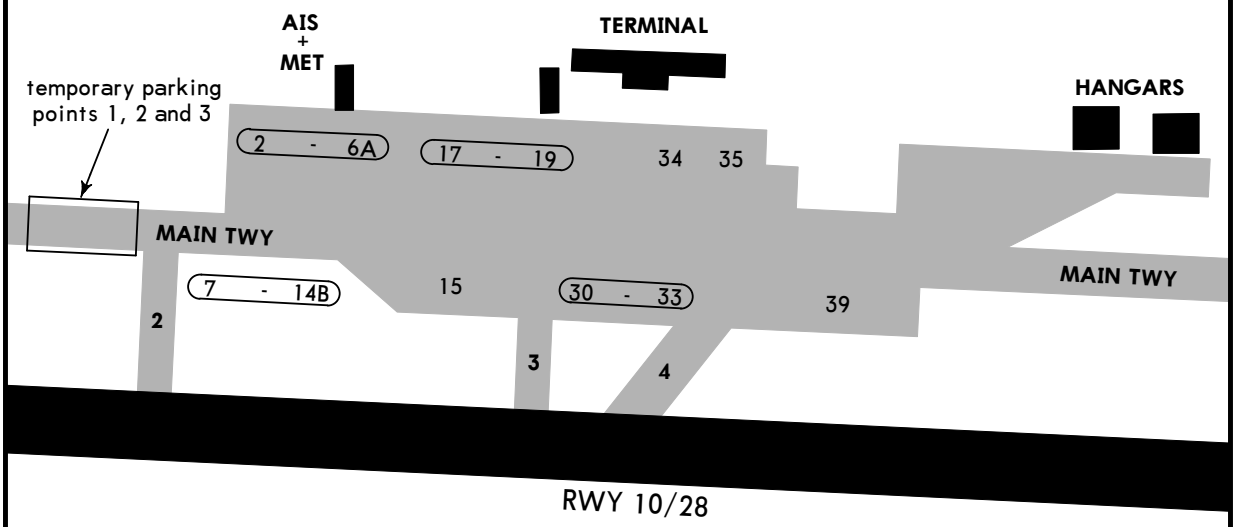
UHMM/GDX

JEPPESEN

17 MAR 17 (10-9A) Eff 30 Mar

MAGADAN, RUSSIA

SOKOL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
point 1	N59 54.8 E150 42.3	15	N59 54.8 E150 43.3
point 2	N59 54.8 E150 43.5	17, 18	N59 54.8 E150 43.5
point 3	N59 54.8 E150 43.6	19	N59 54.8 E150 43.6
2, 3	N59 54.8 E150 43.1	30 thru 32	N59 54.8 E150 43.8
4, 5	N59 54.8 E150 43.2	33	N59 54.8 E150 43.9
6, 6A	N59 54.8 E150 43.3	34	N59 54.8 E150 44.0
7, 8	N59 54.8 E150 42.9	35	N59 54.8 E150 44.1
9, 10	N59 54.8 E150 43.0	39	N59 54.7 E150 44.2
11 thru 13	N59 54.8 E150 43.1		
14 thru 14B	N59 54.8 E150 43.2		

Obstacles possibly nearer than 115 ft/35 m from apron taxi guidance line.
Taxiing and towing only by TWR controller's permission.
Temporary parking points 1 thru 3 available for helicopters.

CHANGES: Stands & coordinates. Notes.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

UHMM/GDX

JEPPESEN
31 JUL 15 (10-9S)

Standard

MAGADAN, RUSSIA

SOKOL

STRAIGHT-IN RWY		A	B	C	D
10	ILS ❶	**745**′(200′)	**745**′(200′)	**745**′(200′)	**745**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❷	NOT APPLICABLE	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**
	NDB	**2040**′(1495′) **C5000m**	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**
28	NDB	**3160**′(2586′) **C5000m**	**3160**′(2586′) **C5000m**	**3160**′(2586′) **C5000m**	**3160**′(2586′) **C5000m**

❶ Missed apch climb grad MIM 4.0%.
❷ Continuous Descent Final Approach.

TAKE-OFF RWY 10, 28

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

CHANGES: Missed apch climb gradient.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

6.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX SOKOL

JEPPESEN 17 MAR 17 (11-1) Eff 30 Mar

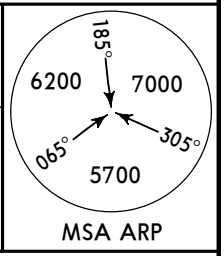
MAGADAN, RUSSIA
❶ ILS Rwy 10

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

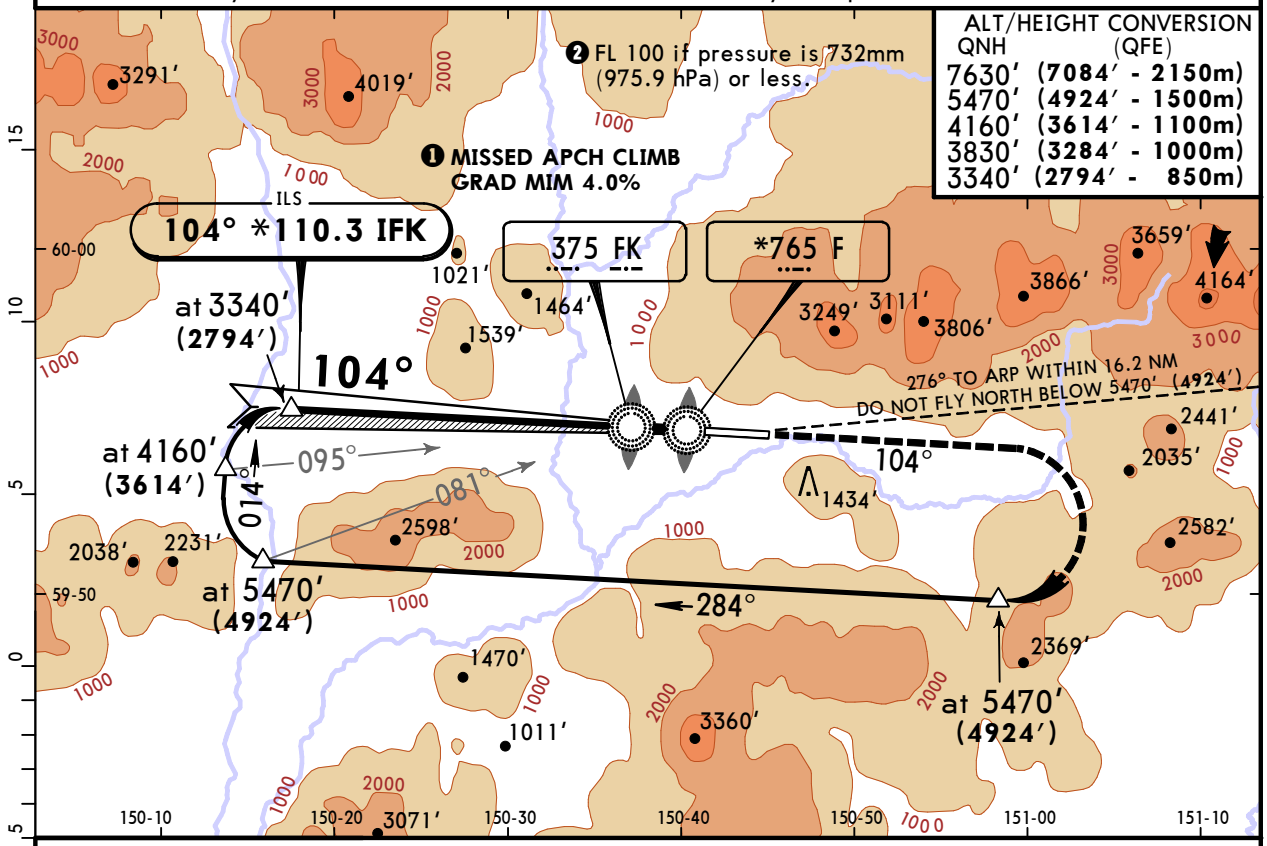
LOC IFK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 574′ Rwy 546′
*110.3	104°	1251′(705′)	746′(200′)	

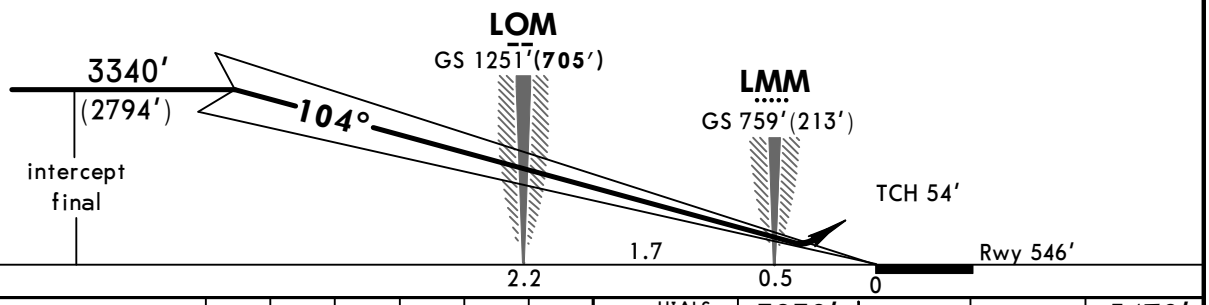
MISSED APCH: Climb on 104° to 3830′(3284′), then turn RIGHT onto 284° climbing to 5470′(4924′), then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ❷ Trans alt: 7630′(7084′)
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.83°	350	451	501	601	701	801

HIALS PAPI | 3830′ (3284′) on 104° | 284° RT | 5470′ (4924′)

PANS OPS

STRAIGHT-IN LANDING RWY 10 ❶

	ILS DA(H) 746′(200′) FULL	ILS DA(H) 746′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

❶ Missed apch climb gradient mim 4.0%.

CHANGES: Runway elevation.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

6.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
17 MAR 17
Eff 30 Mar
16-1
CAT B, C & D

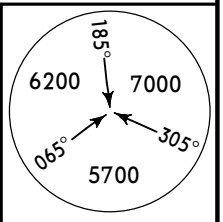
MAGADAN, RUSSIA
2 NDB Rwy 10

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

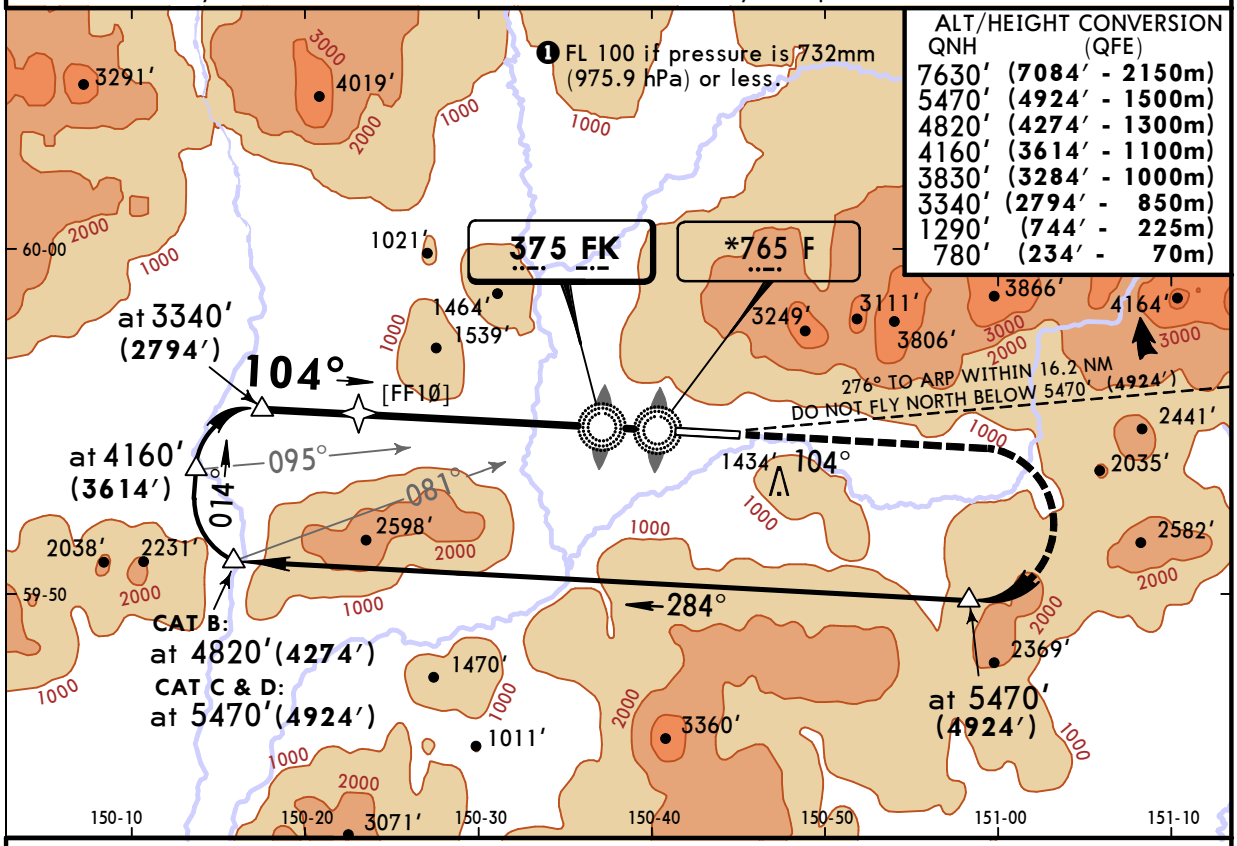
NDB FK 375	Final Apch Crs 104°	No FAF	MDA(H) 2060′(1514′)	Apt Elev 574′ Rwy 546′

MISSED APCH: Climb on 104° to 3830′(3284′), then turn RIGHT onto 284° climbing to 5470′(4924′), then according to chart.

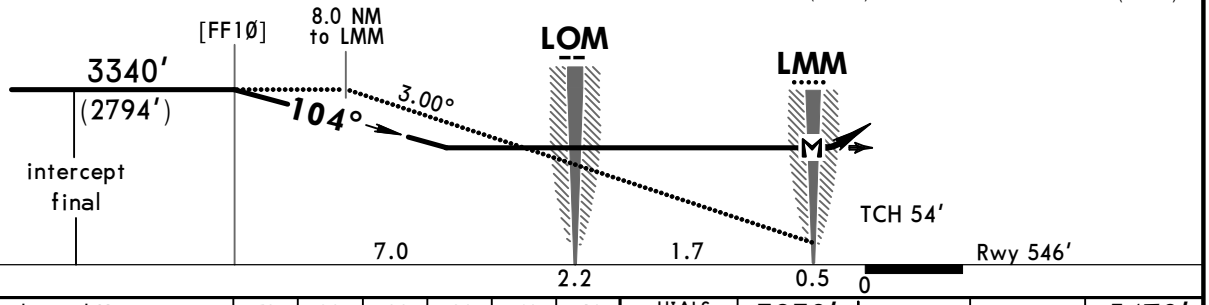


MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′**(7084′)**
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



Pass LOM not below 1290′ (744′), LMM not below 780′(234′).



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

HIALS
PAPI

3830′ (3284′) on 104°

284° RT

5470′ (4924′)

STRAIGHT-IN LANDING RWY **10**

MDA(H) 2060′(1514′)
ALS out

PANS OPS

A	NOT APPLICABLE	
B	RVR 1500m VIS 1600m	2400m
C	4000m	4800m
D	4400m	

CHANGES: Runway elevation.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

6.2.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

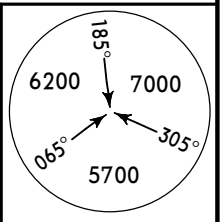
JEPPESEN
17 MAR 17
Eff 30 Mar
16-2
CAT A

MAGADAN, RUSSIA
2 NDB or NDB Rwy 10

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

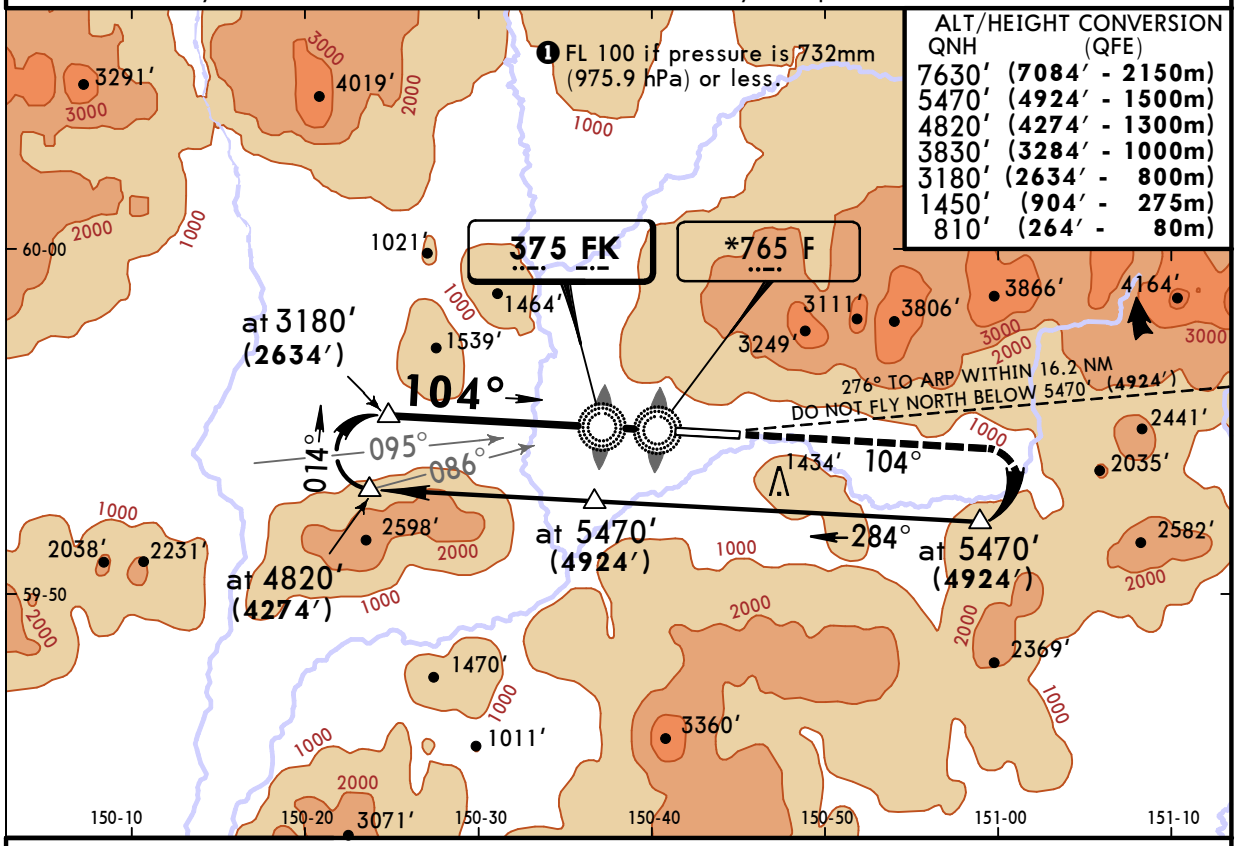
NDB FK 375	Final Apch Crs 104°	No FAF	MDA(H) 2040′(1494′)	Apt Elev 574′ Rwy 546′



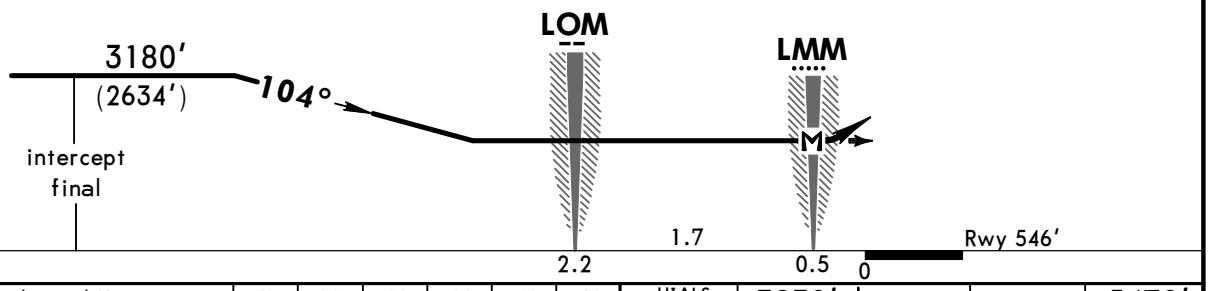
MSA ARP

MISSED APCH: Climb on 104° to 3830′(3284′), then turn RIGHT onto 284° climbing to 5470′(4924′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′**(7084′)**
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



Pass LOM not below 1450′ (904′), LMM not below 810′(264′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.67°	455	585	650	779	909	1039
MAP at LMM							

HIALS
PAPI

3830′ (3284′) on 104°

284° RT

5470′ (4924′)

PANS OPS

STRAIGHT-IN LANDING RWY **10**

MDA(H) 2040′(1494′)

		ALS out
A	1200m	RVR 1800m VIS 2000m
B	NOT APPLICABLE	
C		
D		

CHANGES: Runway elevation.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

6.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
17 MAR 17 (16-3) Eff 30 Mar

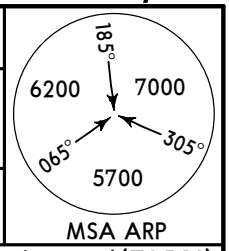
MAGADAN, RUSSIA
via 290° NDB Rwy 28

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

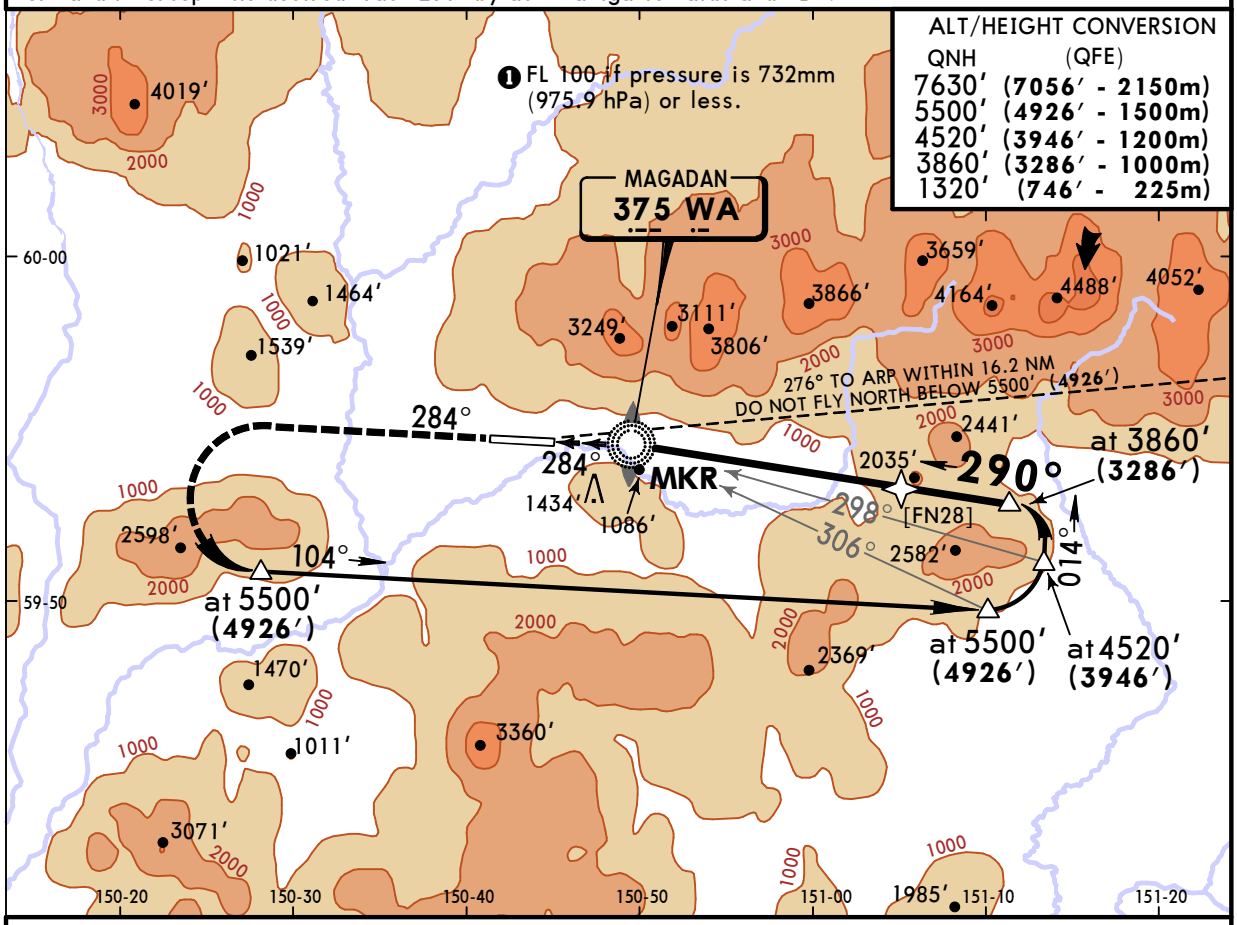
NDB WA	Final Apch Crs	No FAF	MDA(H)	Apt Elev 574′ / Rwy 574′
375	**290°**		3160′(**2586′**)	

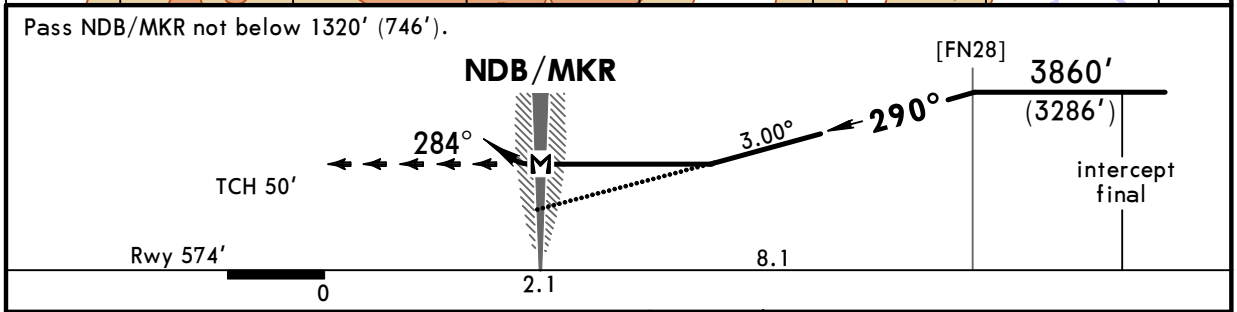
MISSED APCH: Climb on 284° to 3860′(3286′), then turn LEFT onto 104° climbing to 5500′(4926′), then according to chart.



Alt Set:MM(hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′(**7056′**)

1. WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.
2. Due to false indications on radar display in the final turn area, the crew shall control the beginning of turn and intercept the desired track 290° by acft navigation aids and VDF.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/MKR							

3860′ (3286′) on 284° | 104° LT | 5500′ (4926′)

STRAIGHT-IN LANDING RWY **28**

MDA(H) 3160′(**2586′**)

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: Lights withdrawn.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

6.2.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
17 MAR 17
Eff 30 Mar
16-4
CAT A & B

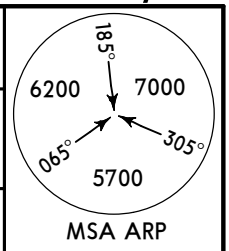
MAGADAN, RUSSIA
via 284° NDB Rwy 28

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

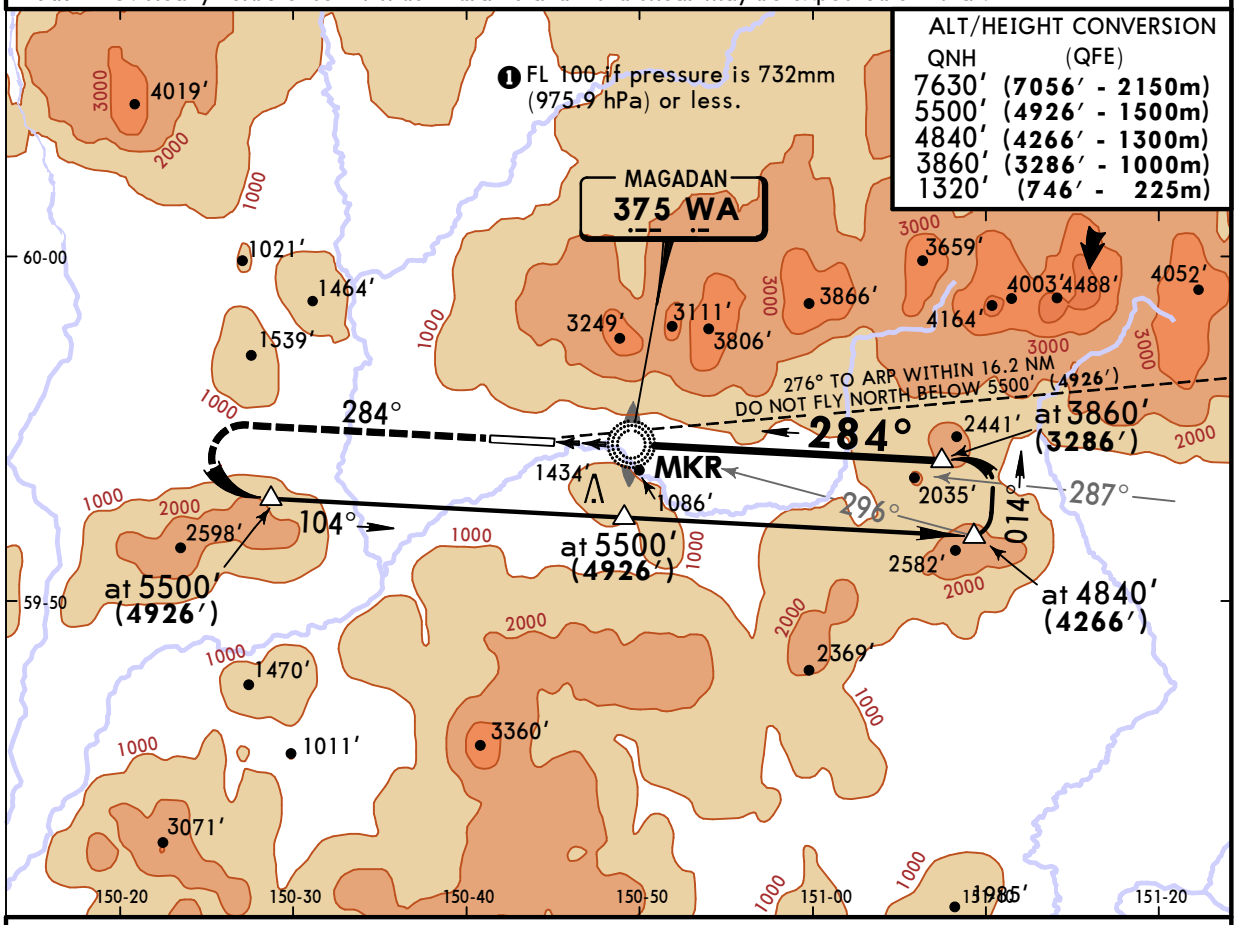
NDB WA	Final Apch Crs	No FAF	MDA(H)	Apt Elev 574′
375	**284°**		**3160′(2586′)**	Rwy 574′

MISSED APCH: Climb on 284° to 3860′(3286′), then turn LEFT onto 104° climbing to 5500′(4926′), then according to chart.

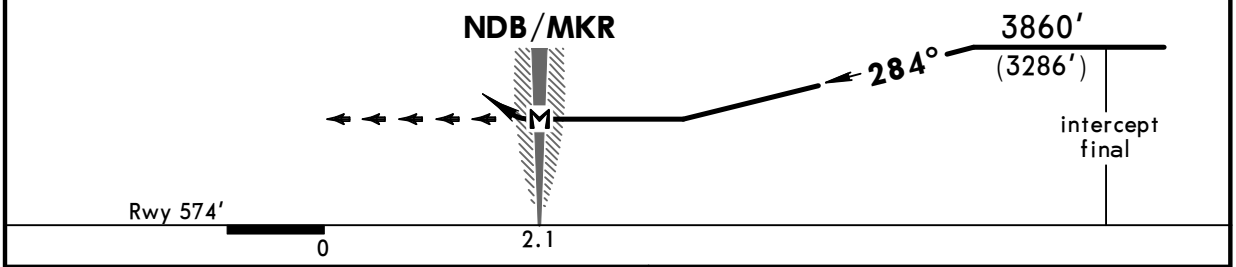


MSA ARP

Alt Set:MM(hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′**(7056′)**
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



Pass NDB/MKR not below 1320′ (746′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/MKR							

3860′ (3286′) on 284° | 104° LT | 5500′ (4926′)

STRAIGHT-IN LANDING RWY **28**

MDA(H) 3160′**(2586′)**

PANS OPS

A	3200m
B	
C	NOT APPLICABLE
D	

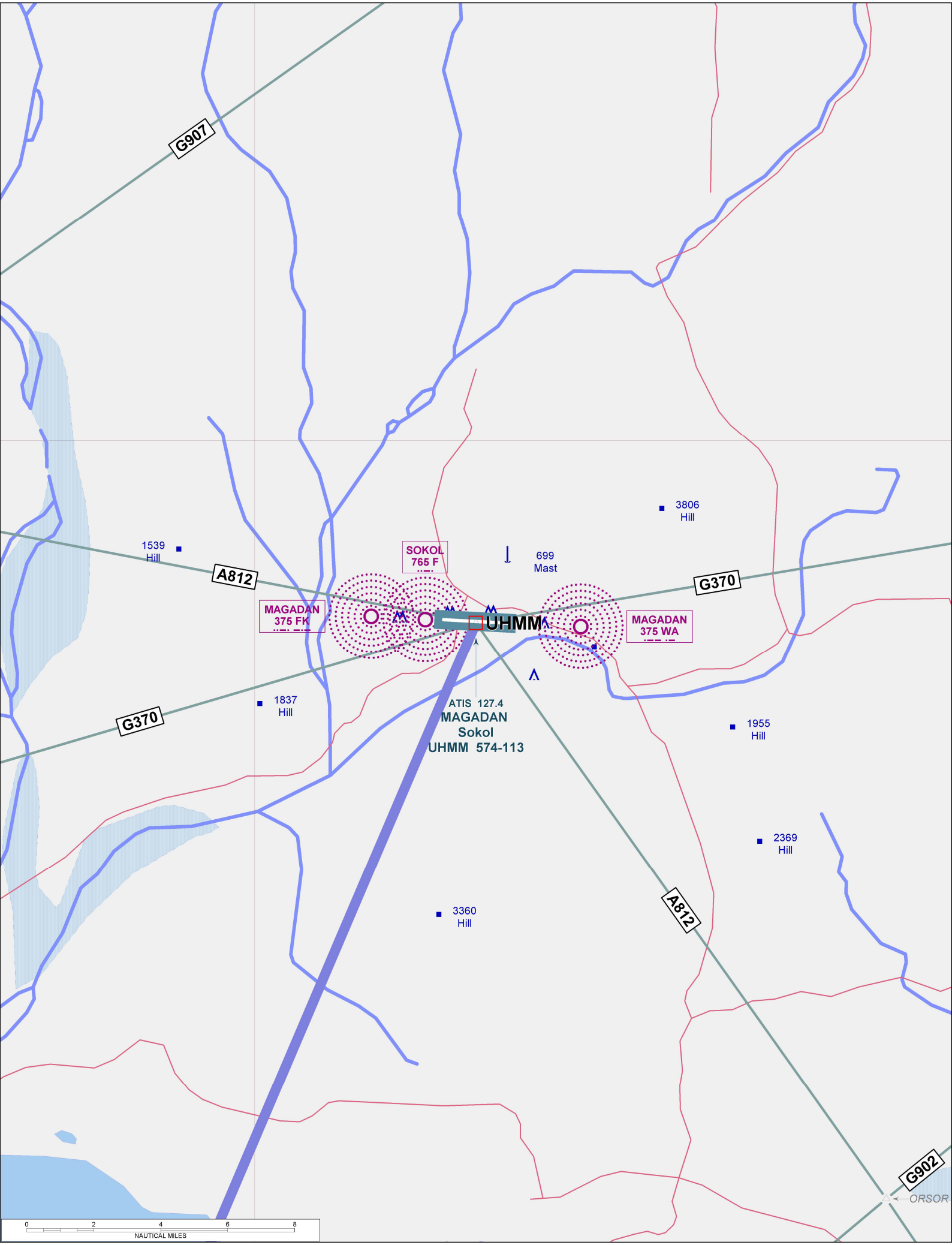
CHANGES: Lights withdrawn.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

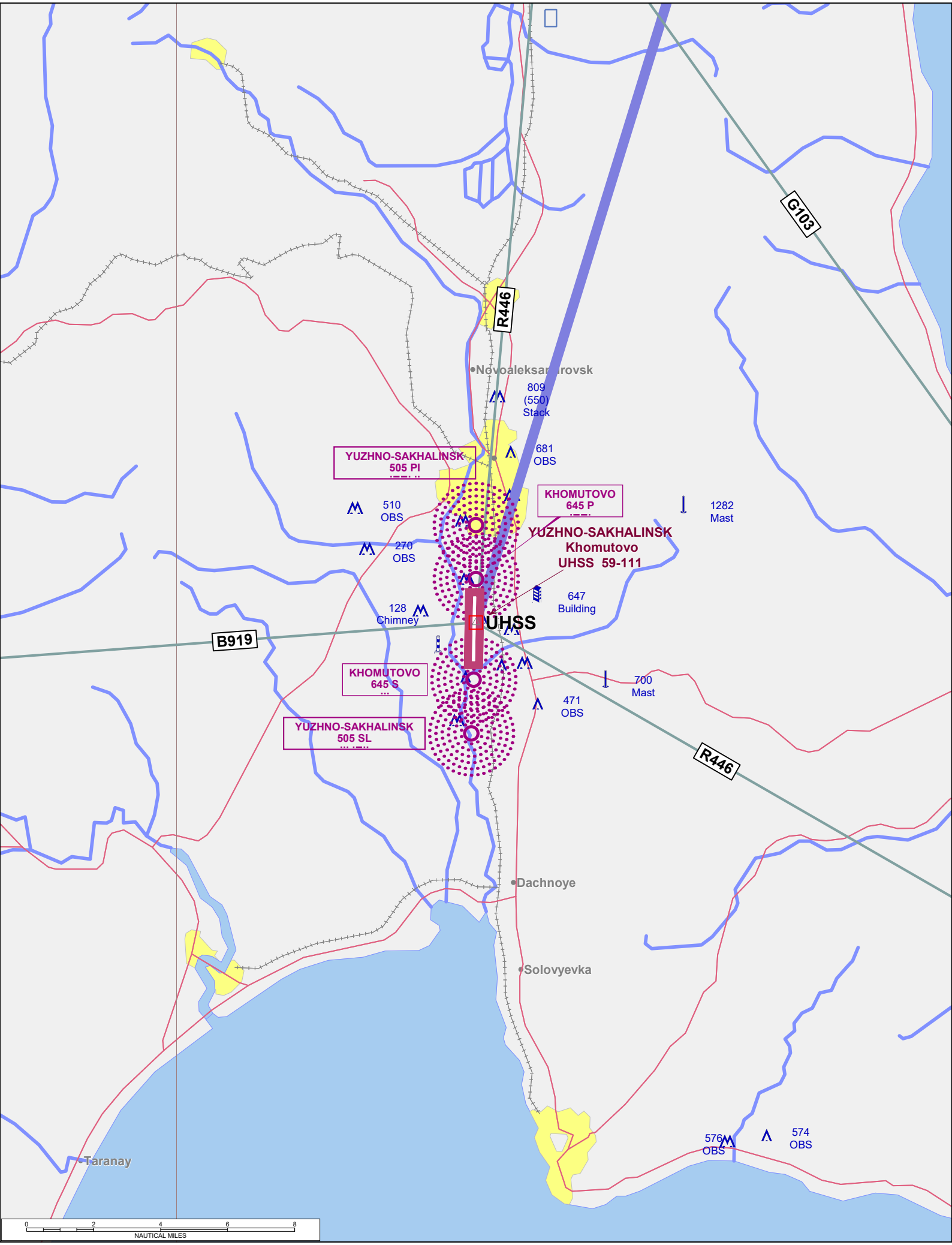
7.0.1 DEPARTURE (UHMM -> UHSS): UHMM (Sokol)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



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



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

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-2) Eff 14 Nov

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7085′)***

MSA ARP
185° 7000′ 305° 5700′ 065° 6200′

BANOT 2A *[BANO2A]*
BANOT 2B *[BANO2B]*
INDEM 2A *[INDE2A]*
INDEM 2B *[INDE2B]*
ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 ARRIVALS

1 276° to ARP within 16.2 NM do not fly north below 5470′ (4925′).

MALUV
N58 14.6 E154 28.5
114 321°
CORRIDOR 5 18
INDEM
N59 29.6 E151 42.9
316° 299°
N59 41.5 E151 14.8
At FL90
23 INDEM 2A
31 INDEM 2B By ATC
765 F
N59 54.7 E150 40.2
At FL90
375 FK
N59 54.8 E150 36.9
At FL90
N59 50.5 E150 36.5
194° 12 6
2 104°
284°
10
N59 55.1 E150 23.1
At 3340′ (2795′)
N59 50.9 E150 16.8 (081° brg to FK)
At 5470′ (4925′)
095° 5
1
014° 3
N59 53.5 E150 14.9
At 4160′ (3615′)
13
N59 51.1 E150 15.8 (082° brg to FK)
At 5470′ (4925′)
21
104° 103° 098° 3
082°
N59 48.1 E149 57.7
At FL90
N59 55.5 E149 57.2
At 6620′ (6075′)
N59 53.9 E149 52.3
At 7630′ (7085′)
26 BANOT By ATC
26 BANOT 2A CORRIDOR 7
090° 085°
BANOT
N59 40.6 E149 08.8
Between FL150 & FL90

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	***(7085′ - 2150m)***
6620′	***(6075′ - 1850m)***
5470′	***(4925′ - 1500m)***
4160′	***(3615′ - 1100m)***
3340′	***(2795′ - 850m)***

HOLDING OVER BANOT
265° 085°
MHA FL90
MAX FL150

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

UHMM/GDX SOKOL

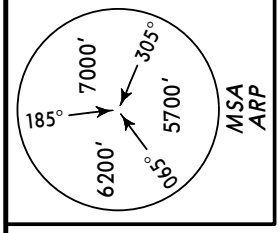
JEPPESEN 8 NOV 13 (10-2A) Eff 14 Nov

MAGADAN, RUSSIA

STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7056′)***



BANOT 4A *[BANO4A]*, BANOT 4B *[BANO4B]*

INDEM 4A *[INDE4A]*, INDEM 4B *[INDE4B]*

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 ARRIVALS

MALUV
N58 14.6 E154 28.5

321°
114
CORRIDOR 5
18
INDEM
N59 29.6 E151 42.9

N59 41.5 E151 14.8
At FL90

N59 49.6 E151 10.4
(306° brg to WA)
INDEM 4A
At 4840′ ***(4266′)***
At 5500′ ***(4926′)***

N59 50.3 E151 12.3
(302° brg to WA)

N59 50.9 E151 12.4
At 4520′ ***(3946′)***

014°
10
003°
INDEM 4B
By ATC
290°
298°
327°
18
INDEM 4A

N59 53.2 E151 05.1
At 3860′ ***(3286′)***

1 276° to ARP within 16.2 NM do not fly north below 5500′ (4926′).

127°
11
104°
19
194°

375 WA
N59 54.5 E150 49.3
At FL90

At 5500′ ***(4926′)***

27
BANOT 4A
37
BANOT 4B
By ATC

NOT TO SCALE

087°
098°

N59 48.1 E149 57.7
At FL90

085°
26
CORRIDOR 7

BANOT
N59 40.6 E149 08.8

HOLDING OVER BANOT

265°
085°
MHA FL90
MAX FL150

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	***(7056′ - 2150m)***
5500′	***(4926′ - 1500m)***
4840′	***(4266′ - 1300m)***
4520′	***(3946′ - 1200m)***
3860′	***(3286′ - 1000m)***

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

UHMM/GDX SOKOL

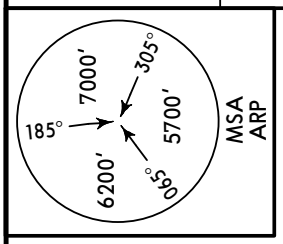
JEPPESEN 19 MAY 17 (10-2B) Eff 25 May

MAGADAN, RUSSIA

STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ **(7085′)**



KUKIR 2A [KUKI2A]
KUKIR 2B [KUKI2B]

MEBAR 2

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 ARRIVALS

MEBAR
CORRIDOR 3
250°
22
253°
21
MEBAR 2
By ATC
N60 04.3 E151 13.1
At FL100
765 F
N59 54.7 E150 40.2
At FL90
375 FK
N59 54.8 E150 36.9
At FL90
104°
2
194°
9
N59 50.5
E150 36.5
260°
284°
10
10
1 276° to ARP within 16.2 NM do not fly NORTH below 5470′ (4925′).
N59 55.1 E150 23.1
At 3340′ (2795′)
095°
5
N59 50.9
E150 16.8
(081° brg to FK)
At 5470′ (4925′)
014°
N59 56.2 E149 57.4
(105° brg to FK)
At 6620′ (6075′)
25
KUKIR 2A
13
104°
N59 53.5 E150 14.9
At 4160′ (3615)
N60 00.0 E149 49.1
KUKIR 2A
At FL150
KUKIR 2B
At 7630′ (7085′)
114°
6
141°
KUKIR 2B
By ATC
112°
9
CORRIDOR 8
KUKIR

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	(7085′ - 2150m)
6620′	(6075′ - 1850m)
5470′	(4925′ - 1500m)
4160′	(3615′ - 1100m)
3340′	(2795′ - 850m)

N
NOT TO SCALE

CHANGES: MEBAR relocated; airway continuations withdrawn.

© JEPPESEN, 2011, 2017. ALL RIGHTS RESERVED.

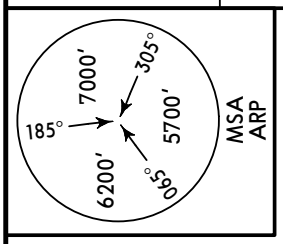
UHMM/GDX
SOKOL

JEPPESEN
19 MAY 17 (10-2C) Eff 25 May

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

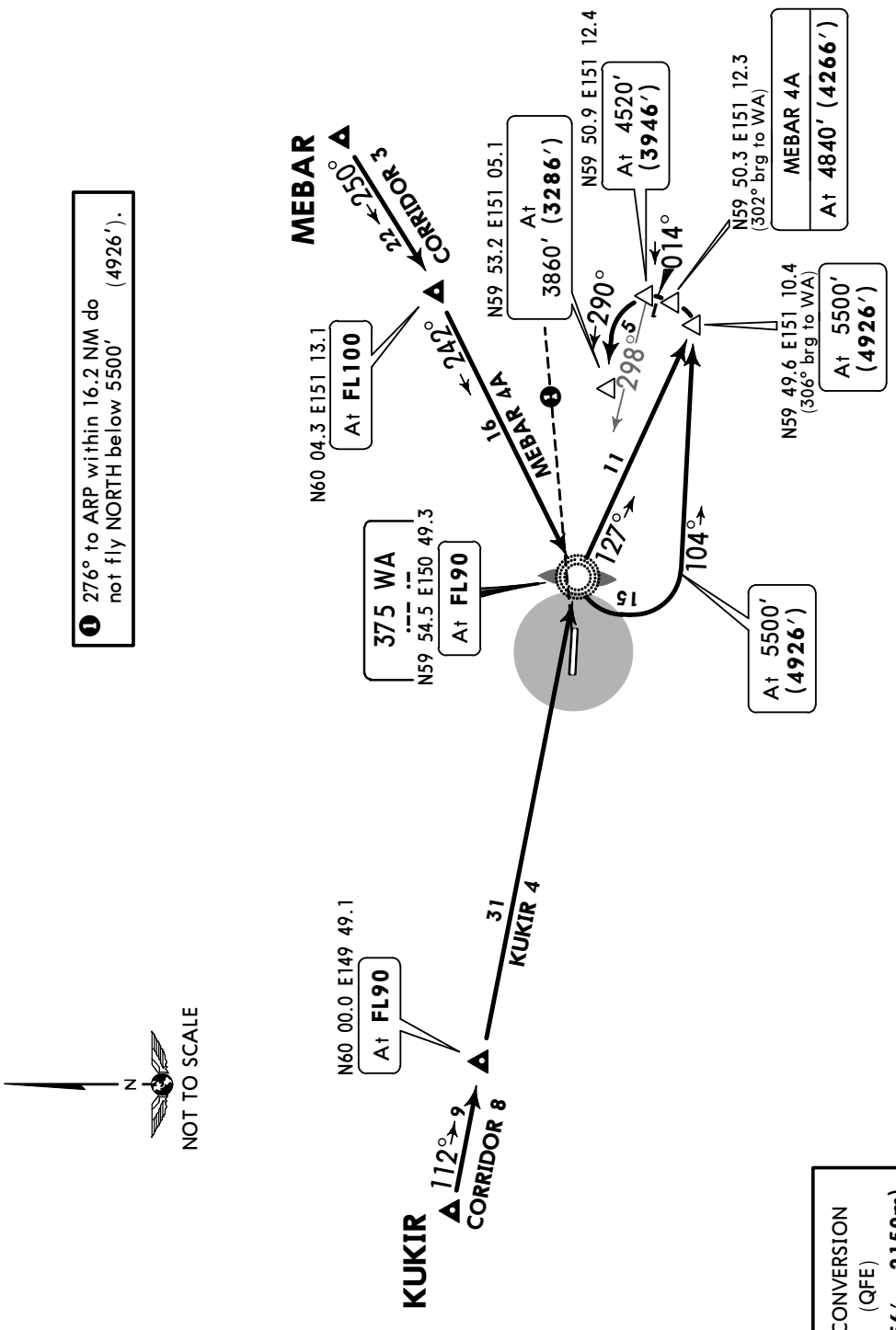
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ **(7056′)**



KUKIR 4

MEBAR 4A [MEBA4A]
ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)	
QNH	
7630′	(7056′ - 2150m)
5500′	(4926′ - 1500m)
4840′	(4266′ - 1300m)
4520′	(3946′ - 1200m)
3860′	(3286′ - 1000m)

CHANGES: MEBAR relocated; airway continuations withdrawn.

© JEPPESEN, 2011, 2017. ALL RIGHTS RESERVED.

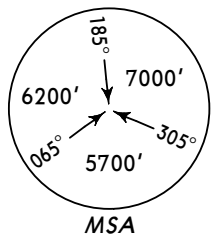
7.1.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-2D) Eff 14 Nov

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev	
127.4	574′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)***

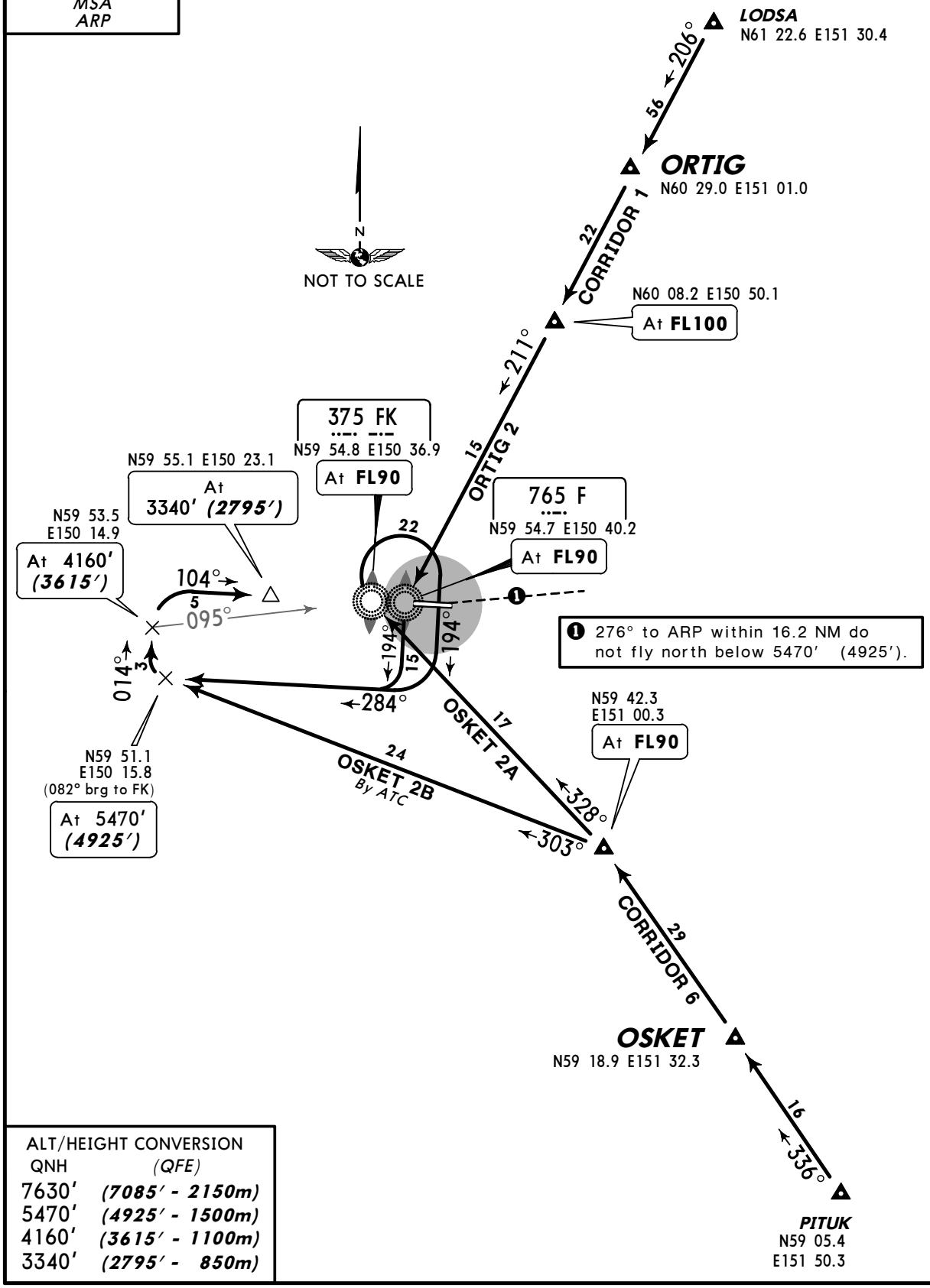


ORTIG 2

ONLY FOR RUSSIAN USERS OF AIRSPACE

OSKET 2A *[OSKE2A]*, OSKET 2B *[OSKE2B]*

RWY 10 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
7630′	***(7085′ - 2150m)***
5470′	***(4925′ - 1500m)***
4160′	***(3615′ - 1100m)***
3340′	***(2795′ - 850m)***

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

7.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

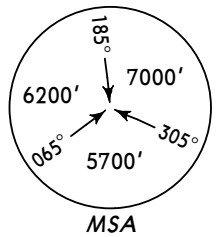
UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-2E) Eff 14 Nov

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7056′)***

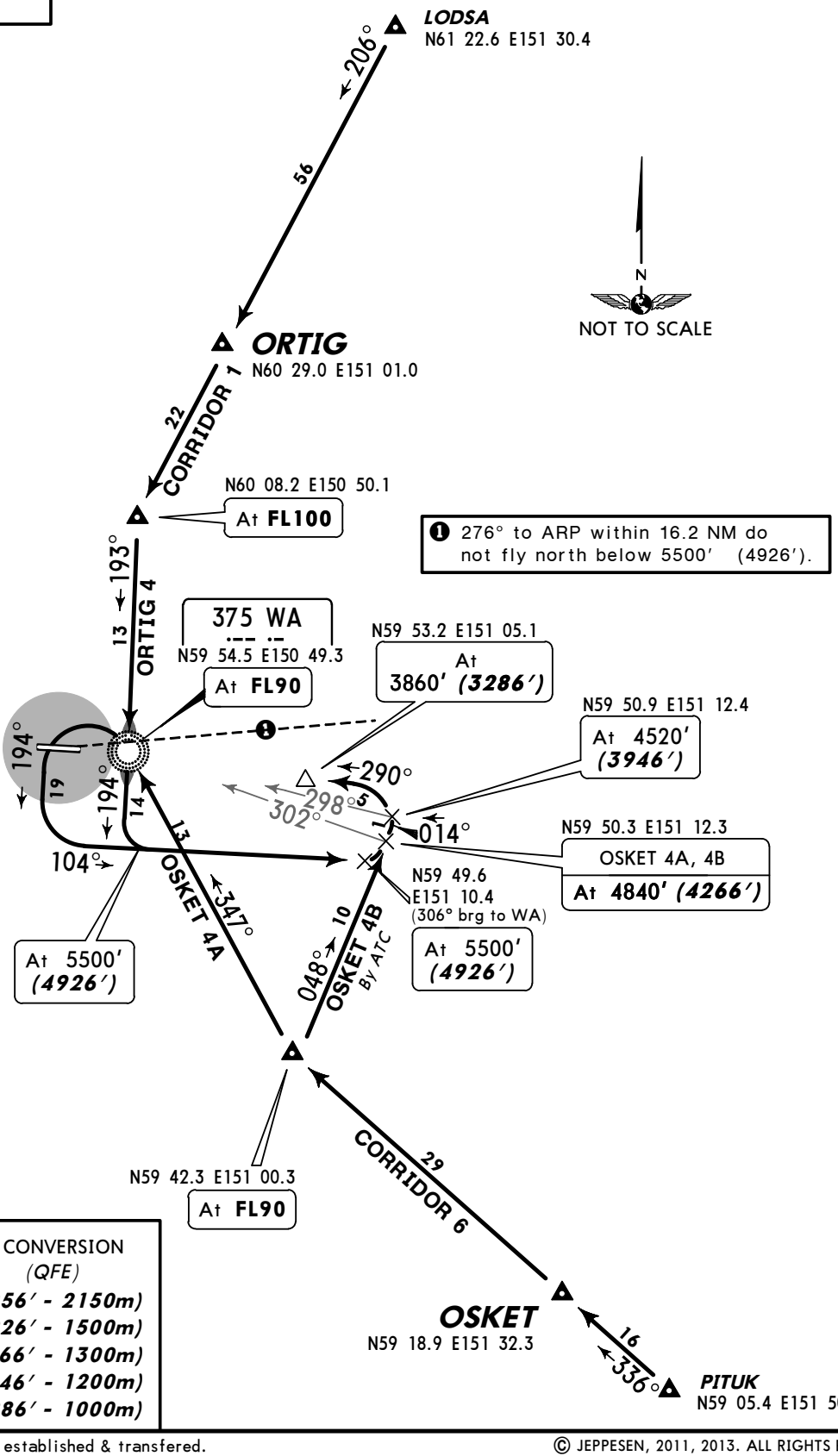


ORTIG 4

ONLY FOR RUSSIAN USERS OF AIRSPACE

OSKET 4A *[OSKE4A]*, OSKET 4B *[OSKE4B]*

RWY 28 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
7630′	***(7056′ - 2150m)***
5500′	***(4926′ - 1500m)***
4840′	***(4266′ - 1300m)***
4520′	***(3946′ - 1200m)***
3860′	***(3286′ - 1000m)***

CHANGES: STARs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

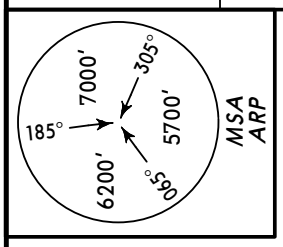
7.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7085′)***



RIMAL 2

SOMKA 2

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 ARRIVALS

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	***(7085′ - 2150m)***
5470′	***(4925′ - 1500m)***
4160′	***(3615′ - 1100m)***
3340′	***(2795′ - 850m)***

SUBOB N62 23.8 E148 34.2
119
169°
SOMKA N60 34.1 E150 11.1
20
CORRIDOR 10
N60 16.0 E150 24.9
At **FL100**
172°
9
SOMKA 2
N60 07.8 E150 30.7
At **FL100**
14
375 FK
N59 54.8 E150 36.9
At **FL90**
765 F
N59 54.7 E150 40.2
At **FL90**
30
RIMAL 2
194°
9
N59 50.5 E150 36.5
260°
10
284°
10
N59 59.2 E151 36.3
At **FL100**
273°
21
CORRIDOR 4
271°
RIMAL N60 02.2 E152 15.9
73
273°
URABI N60 12.0 E154 41.1

❶ 276° to ARP within 16.2 NM do not fly north below 5470′ (4925′).

N59 55.1 E150 23.1
At **3340′ *(2795′)***
5
104°
095°
014°
3
N59 53.5 E150 14.9
At **4160′ *(3615′)***
N59 50.9 E150 16.8
(081° brg to FK)
At **5470′ *(4925′)***

CHANGES: RIMAL & SOMKA INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

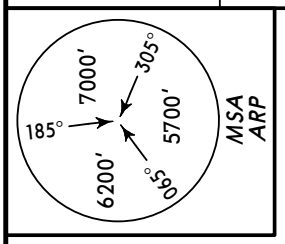
UHMM/GDX SOKOL

JEPPESEN 25 APR 14 (10-2G) Eff 1 May

MAGADAN, RUSSIA

STAR

*ATIS	Apt Elev	
127.4	574′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7056′)***

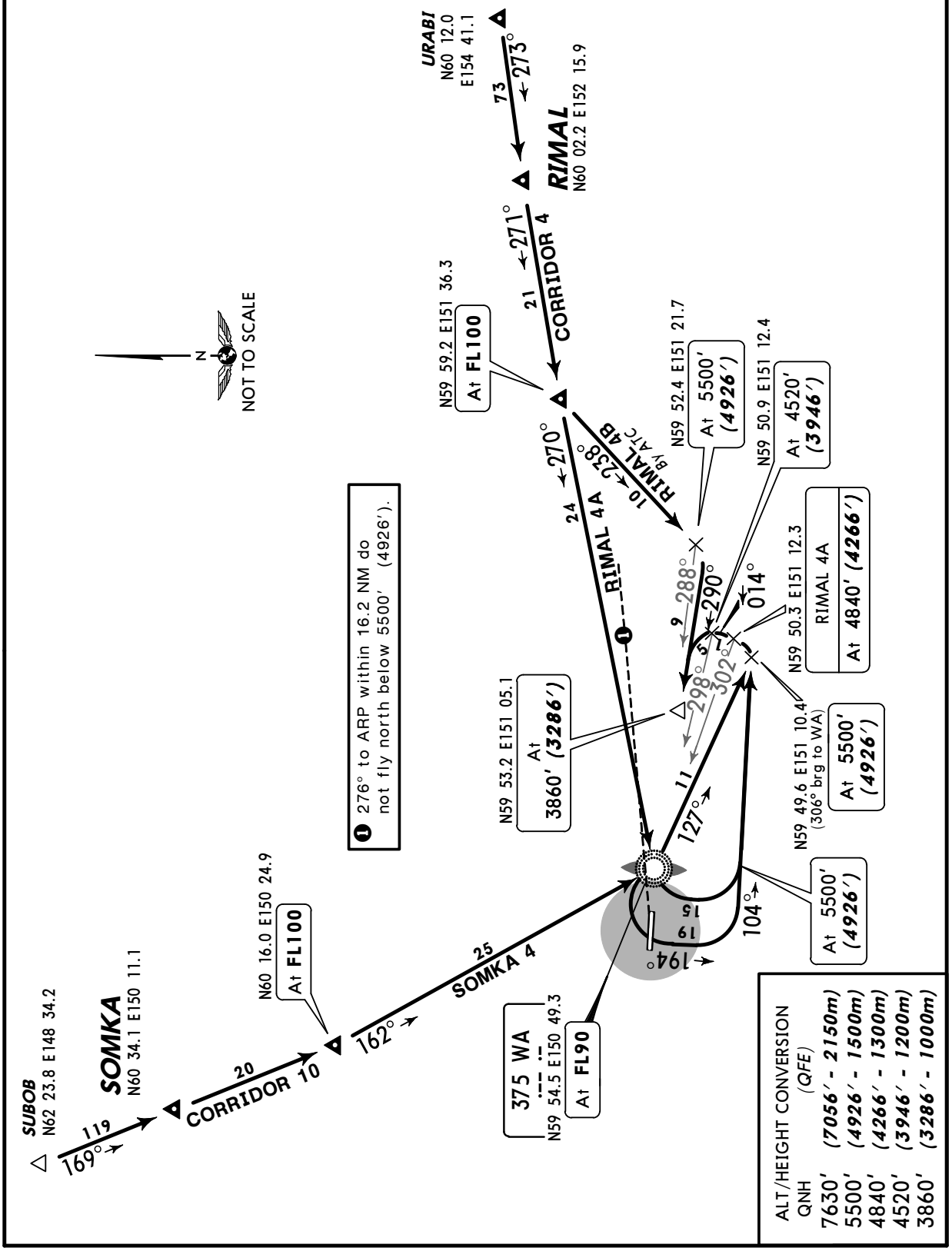


RIMAL 4A *[RIMA4A]*, RIMAL 4B *[RIMA4B]*

SOMKA 4

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 ARRIVALS



CHANGES: RIMAL & SOMKA INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

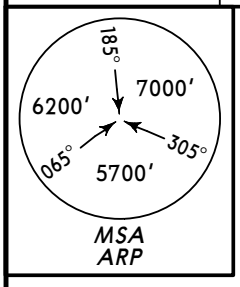
UHMM/GDX SOKOL

JEPPESEN 25 APR 14 (10-2H) Eff 1 May

MAGADAN, RUSSIA

STAR

*ATIS	Apt Elev	
127.4	574′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)***



TERKI 2A [TERK2A], TERKI 2B [TERK2B]

TITAL 2

RWY 10 ARRIVALS

DERUD N60 49.1 E152 23.8
234° 36
TITAL N60 23.0 E151 34.7
CORRIDOR 2 24
N60 05.1 E151 01.6 At FL100
765 F N59 54.7 E150 40.2 At FL90
1 276° to ARP within 16.2 NM do not fly north below 5470′ (4925′).
241° 16
TITAL 2
375 FK N59 54.8 E150 36.9 At FL90
194° 9
N59 50.5 E150 36.5
N60 04.8 E150 22.3 At FL100
13
260° 10
284° 10
N59 50.9 E150 16.8 (081° brg to FK) At 5470′ (4925′)
N59 55.1 E150 23.1 At 3340′ (2795′)
104°
095°
5 5
014° 3
N60 14.1 E150 05.7 At FL100
149° 12
TERKI 2A MAX 215KT
179° 18
TERKI 2B By ATC MAX 215KT
N59 53.5 E150 14.9 At 4160′ (3615′)
N59 56.5 E150 13.5 (109° brg to FK) At 4160′ (3615′)
10
CORRIDOR 9
TERKI N60 20.4 E149 53.2
147° 36
GIROB N60 46.5 E149 00.8
N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
7630′	***(7085′ - 2150m)***
5470′	***(4925′ - 1500m)***
4160′	***(3615′ - 1100m)***
3340′	***(2795′ - 850m)***

CHANGES: TERKI & TITAL INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

UHMM/GDX SOKOL

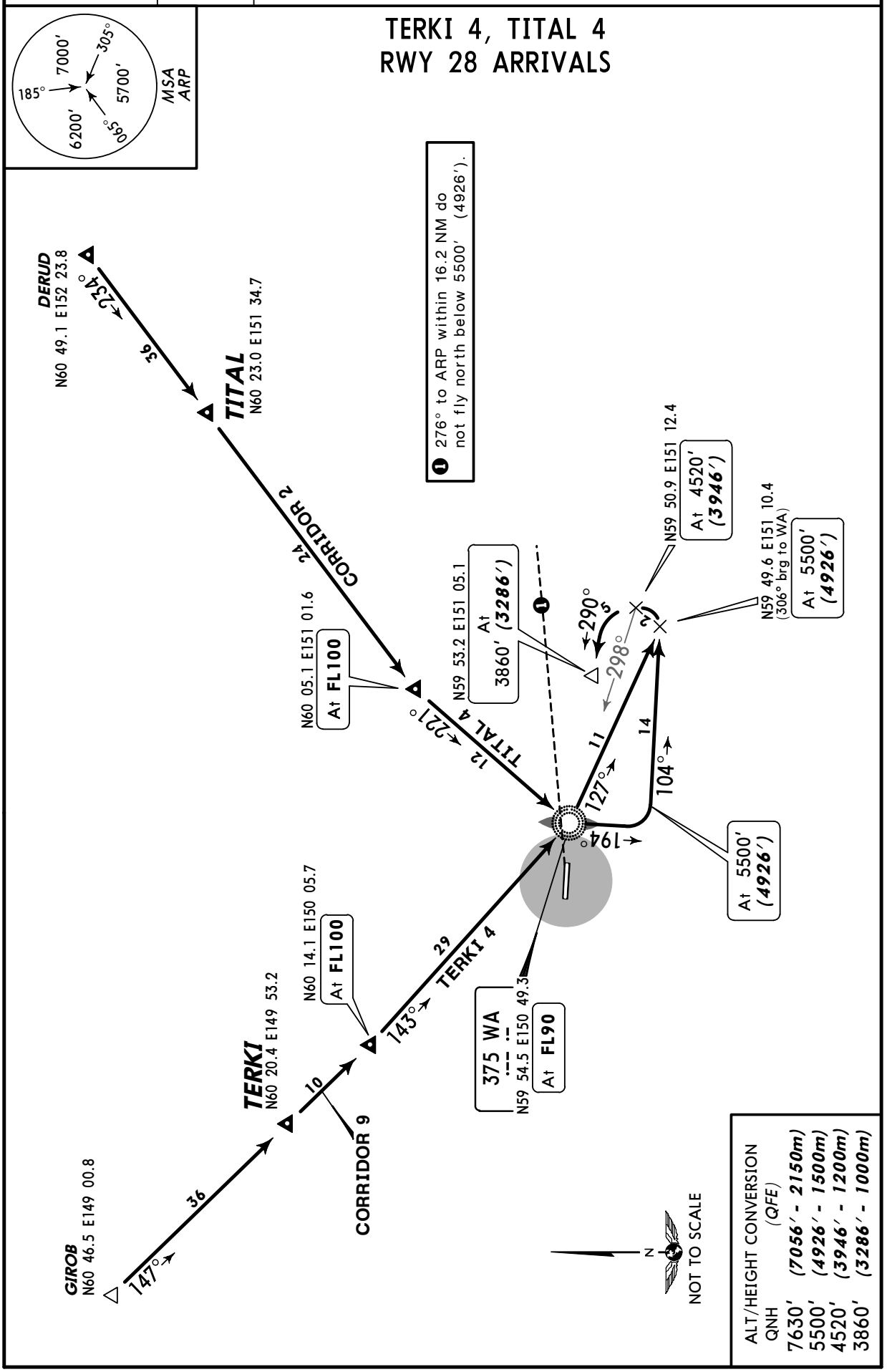
JEPPESEN 25 APR 14 (10-2J) Eff 1 May

MAGADAN, RUSSIA STAR

*ATIS	Apt Elev
127.4	574′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above
FL100 if pressure is 732 mm (975.9 hPa) or less.
Trans alt: 7630′ ***(7056′)***

TERKI 4, TITAL 4
RWY 28 ARRIVALS



CHANGES: TERKI & TITAL INS coords.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

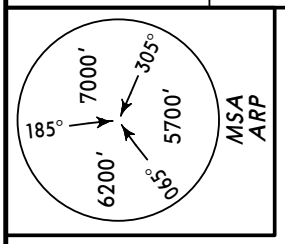
7.1.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-3) Eff 14 Nov

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)*** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



BANOT 1

INDEM 1

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 DEPARTURES

ALT/HEIGHT CONVERSION
(QFE)

QNH	
1210′	***(665′ - 200m)***
3830′	***(3285′ - 1000m)***
5470′	***(4925′ - 1500m)***
7630′	***(7085′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

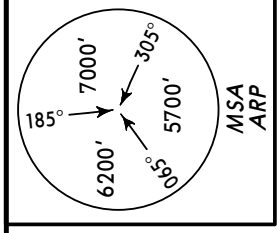
UHMM/GDX SOKOL

JEPPESEN 8 NOV 13 (10-3A) Eff 14 Nov

MAGADAN, RUSSIA

SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7056′)*** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

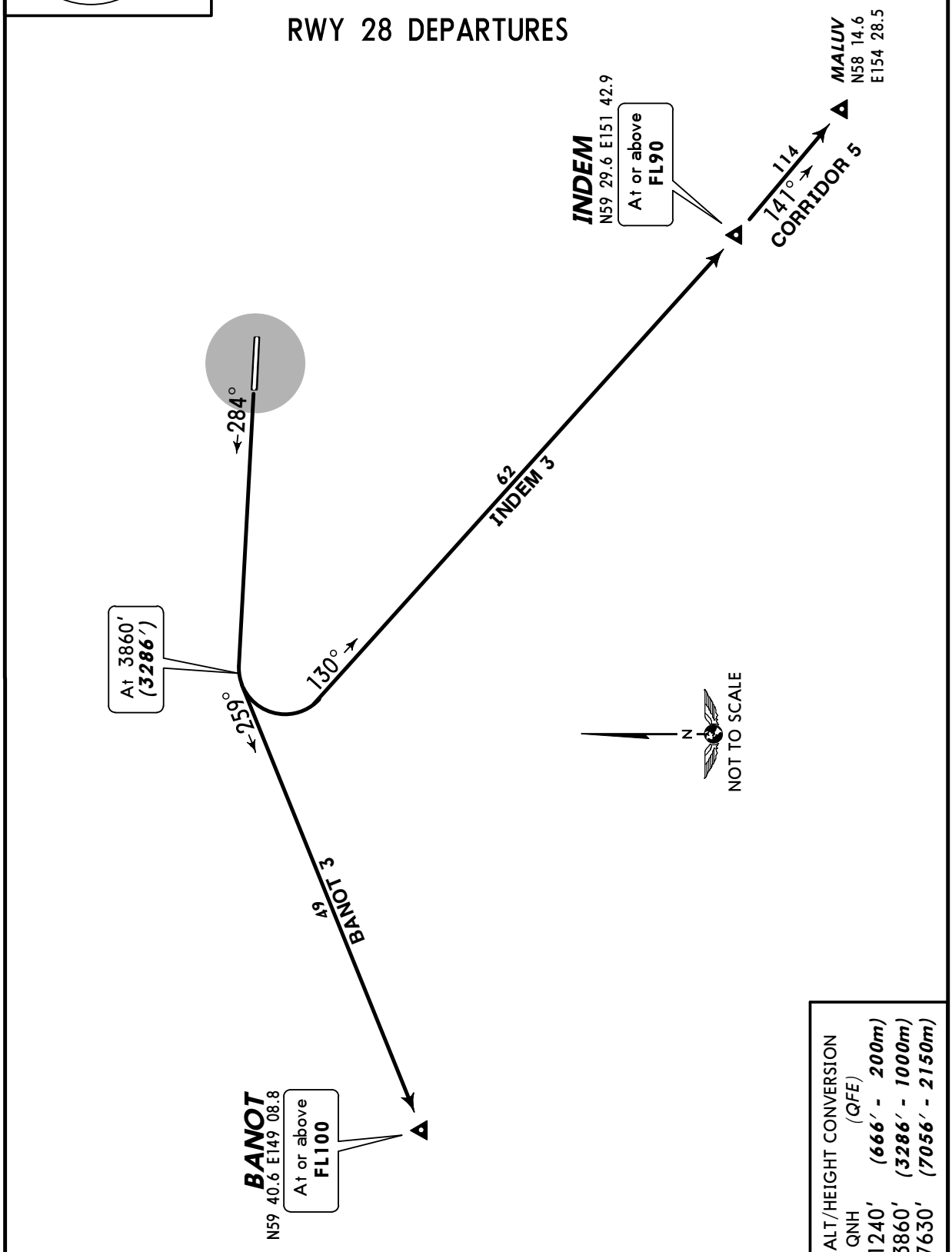


BANOT 3

INDEM 3

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1240′	***(666′ - 200m)***
3860′	***(3286′ - 1000m)***
7630′	***(7056′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

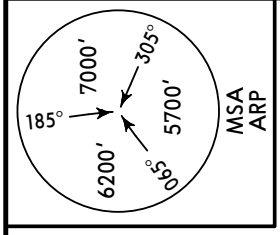
UHMM/GDX SOKOL

JEPPESEN 19 MAY 17 (10-3B) Eff 25 May

MAGADAN, RUSSIA

SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request (QFE) Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ (7085′) 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



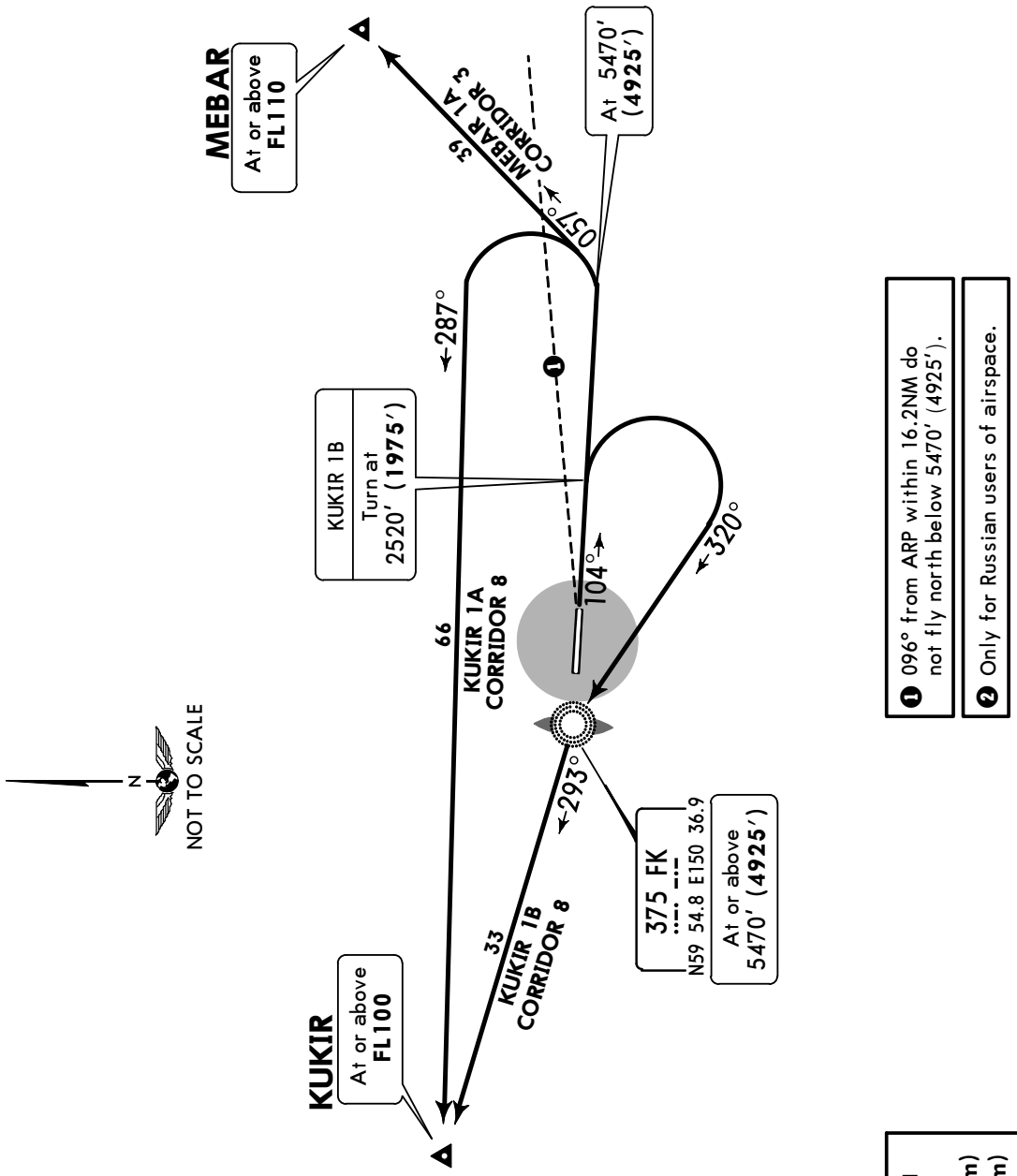
KUKIR 1A [KUKI1A]

KUKIR 1B [KUKI1B]

MEBAR 1A [MEBA1A] ❷

BY ATC

RWY 10 DEPARTURES



❶ 096° from ARP within 16.2NM do not fly north below 5470′ (4925′).

❷ Only for Russian users of airspace.

ALT/HEIGHT CONVERSION (QFE)

QNH	
1210′	(665′ - 200m)
2520′	(1975′ - 600m)
5470′	(4925′ - 1500m)
7630′	(7085′ - 2150m)

CHANGES: MEBAR relocated; airway continuation withdrawn.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

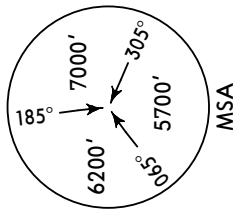
UHMM/GDX SOKOL

JEPPESEN 19 MAY 17 (10-3C) Eff 25 May

MAGADAN, RUSSIA

SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7056′)** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

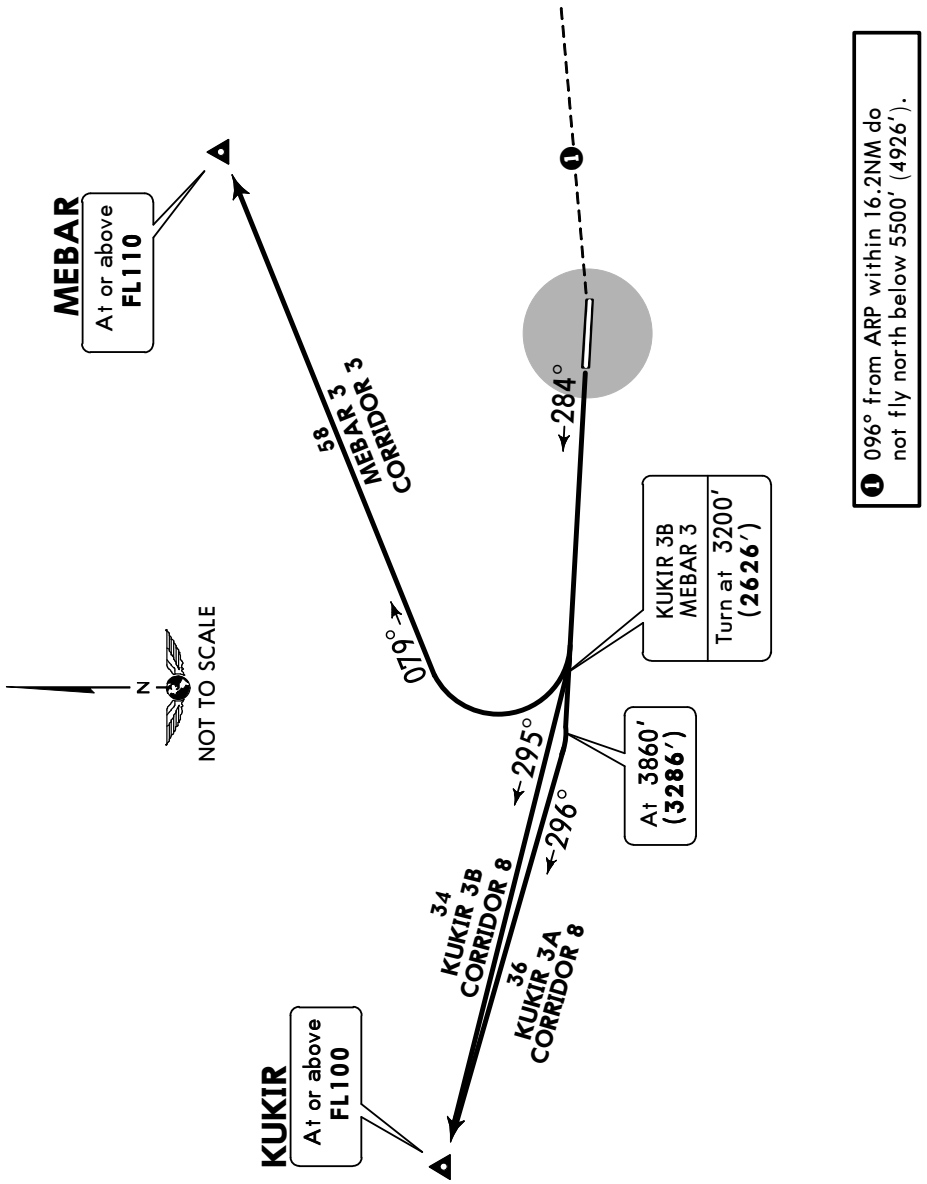


KUKIR 3A [KUKI3A], KUKIR 3B [KUKI3B]

MEBAR 3

ONLY FOR RUSSIAN USERS OF AIRSPACE BY ATC

RWY 28 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1240′	(666′ - 200m)
3200′	(2626′ - 800m)
3860′	(3286′ - 1000m)
5500′	(4926′ - 1500m)
7630′	(7056′ - 2150m)

CHANGES: MEBAR relocated; airway continuation withdrawn.

© JEPPESEN, 2004, 2017. ALL RIGHTS RESERVED.

7.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-3D) Eff 14 Nov

MAGADAN, RUSSIA
SID

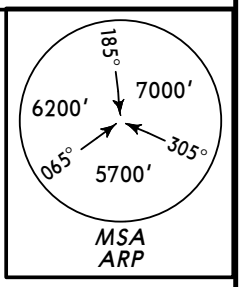
*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7085′)*** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

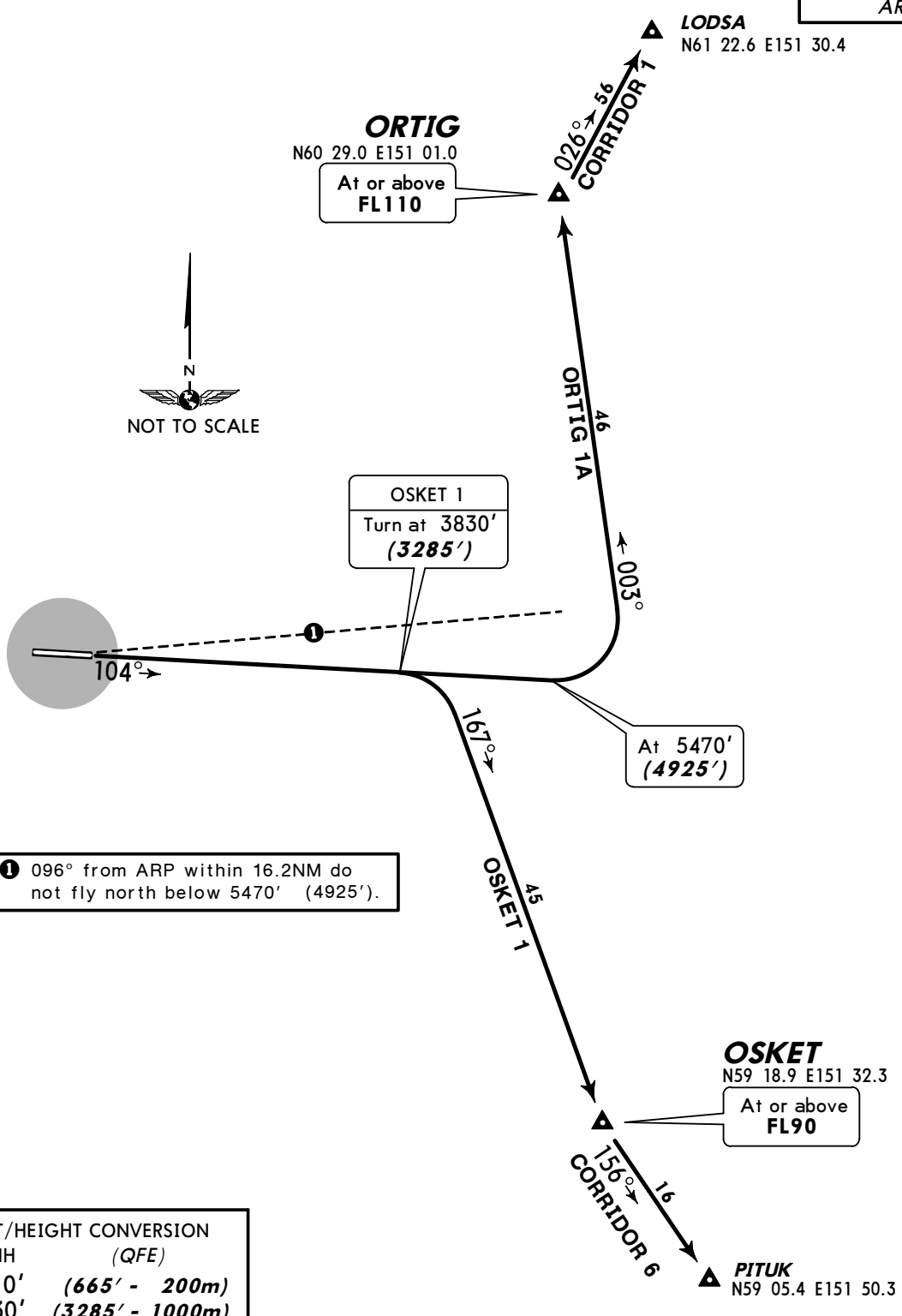
OSKET 1

ORTIG 1A *[ORTI1A]*

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 10 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1210′	***(665′ - 200m)***
3830′	***(3285′ - 1000m)***
5470′	***(4925′ - 1500m)***
7630′	***(7085′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

7.1.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
8 NOV 13 (10-3E) Eff 14 Nov

MAGADAN, RUSSIA
SID

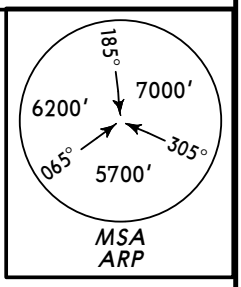
*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ ***(7056′)*** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

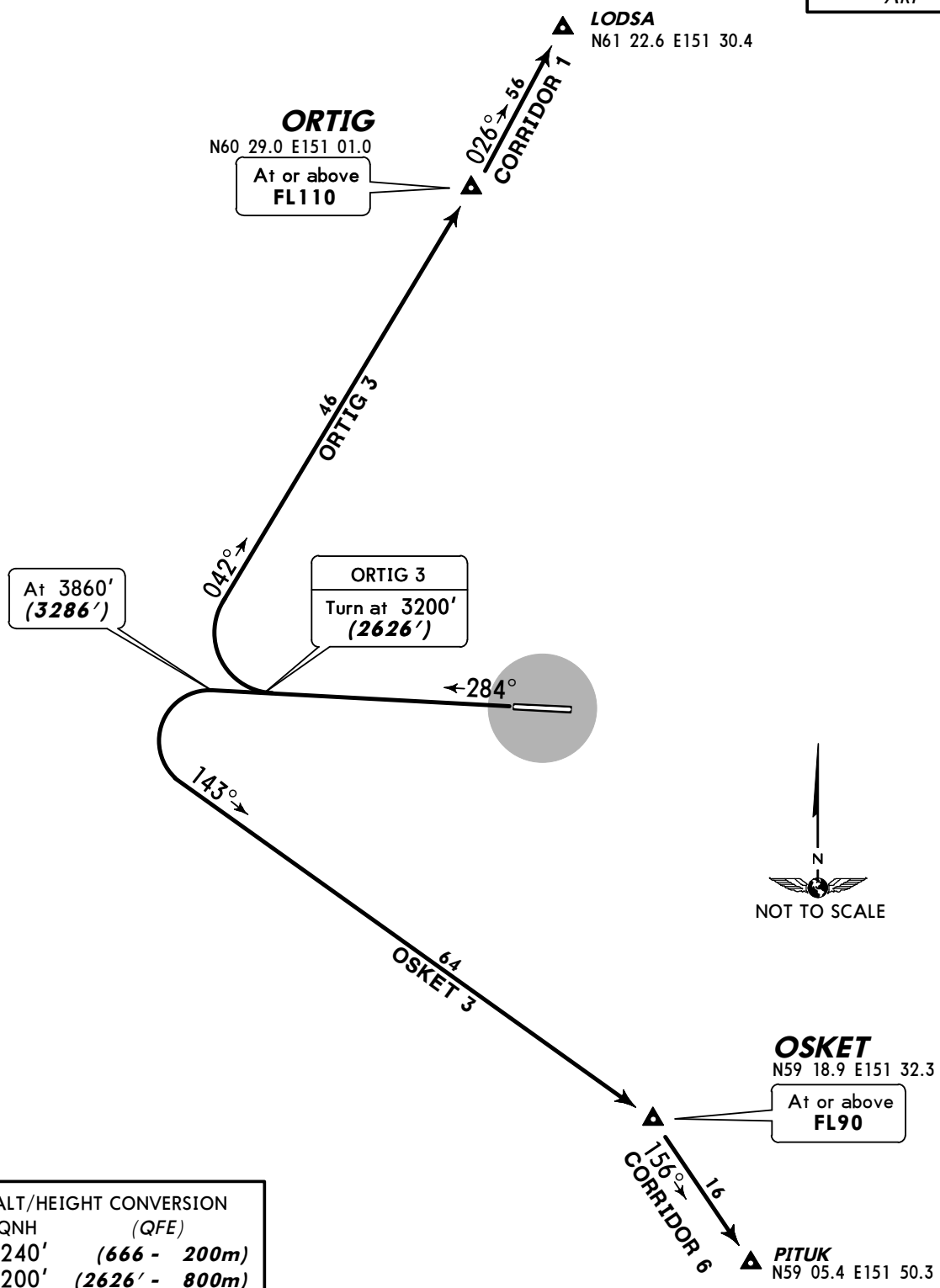
OSKET 3

ORTIG 3

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1240′	***(666 - 200m)***
3200′	***(2626′ - 800m)***
3860′	***(3286′ - 1000m)***
7630′	***(7056′ - 2150m)***

CHANGES: SIDs established & transfered.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

UHMM/GDX SOKOL

JEPPESEN 9 DEC 16 (10-3F)

MAGADAN, RUSSIA

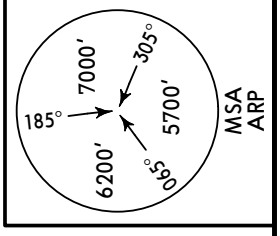
SID

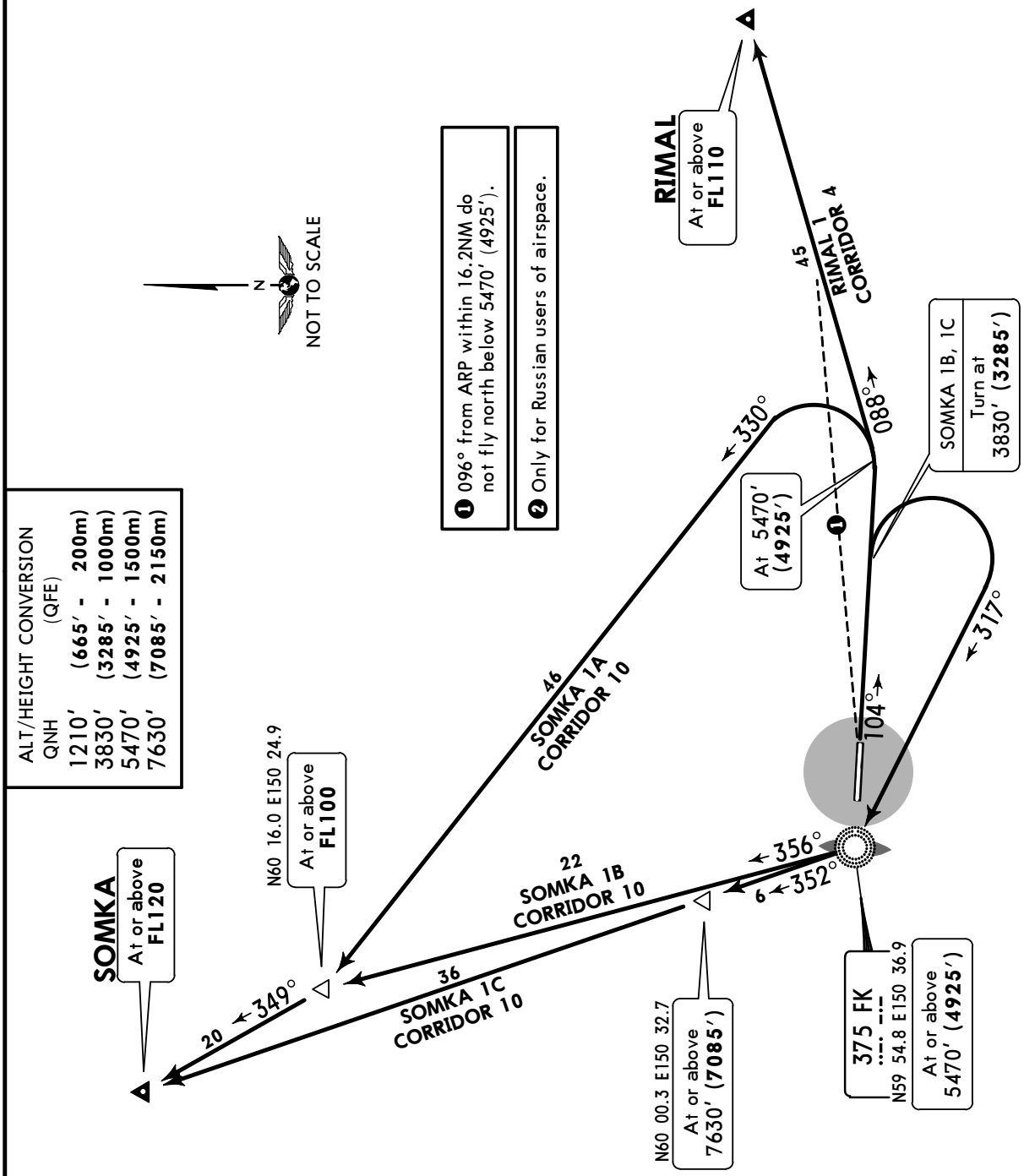
*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7085′)** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

RIMAL 1
SOMKA 1A [SOMK1A]❷
SOMKA 1B [SOMK1B]❷

SOMKA 1C [SOMK1C]❷
BY ATC

RWY 10 DEPARTURES





CHANGES: SOMKA 1B, 1C initial turn revised.

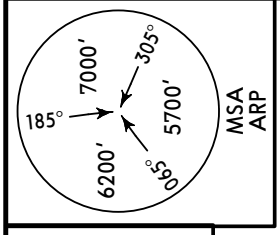
© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

UHMM/GDX
SOKOL

JEPPESEN
9 DEC 16 (10-3G)

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7056′)** 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



ALT/HEIGHT CONVERSION (QFE)

QNH	
1240′	**(666′ - 200m)**
3200′	**(2626′ - 800m)**
5500′	**(4926′ - 1500m)**
7630′	**(7056′ - 2150m)**

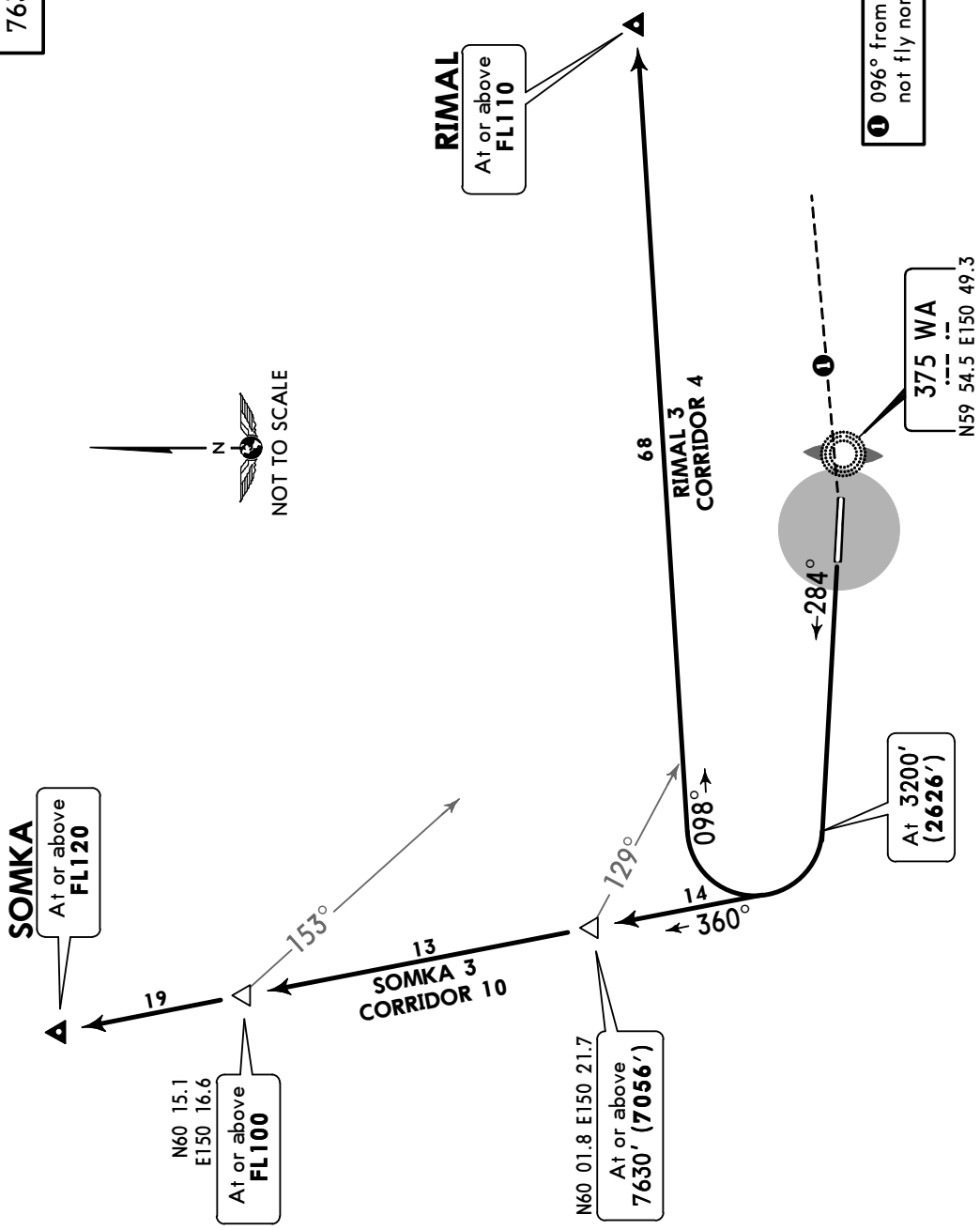
RIMAL 3

SOMKA 3

ONLY FOR RUSSIAN USERS OF AIRSPACE

RWY 28 DEPARTURES

❶ 096° from ARP within 16.2NM do not fly north below 5500′ (4926′).



CHANGES: None.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

UHMM/GDX SOKOL

JEPPESEN 9 DEC 16 (10-3H)

MAGADAN, RUSSIA

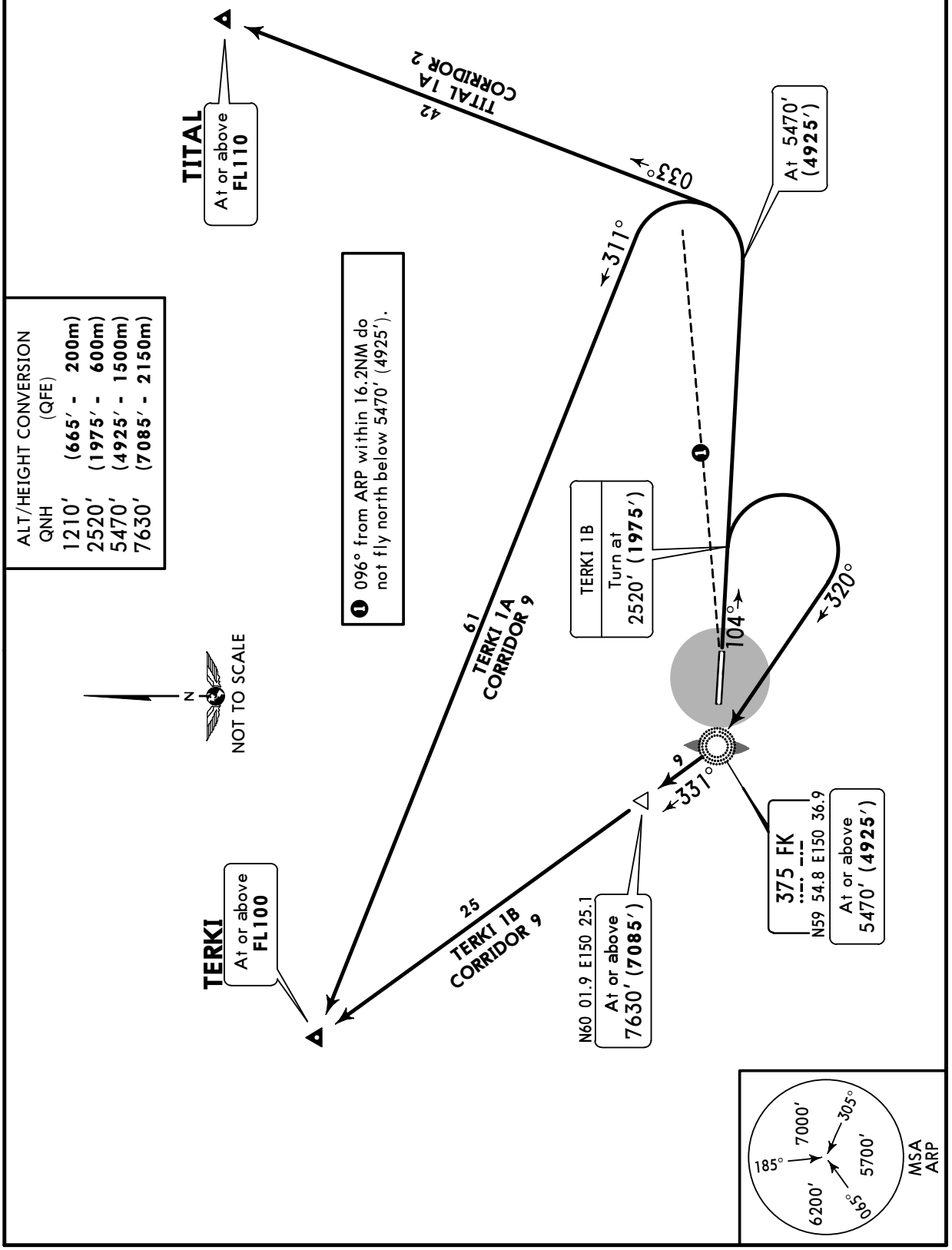
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ **(7085′)** 1. MAINTAIN contact with Tower up to 1210′ (665′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.

TERKI 1A [TERK1A]
TITAL 1A [TITA1A]

TERKI 1B [TERK1B]
BY ATC

RWY 10 DEPARTURES



CHANGES: TERKI 1B initial turn revised.

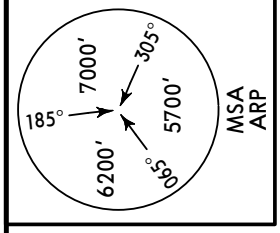
© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

7.1.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

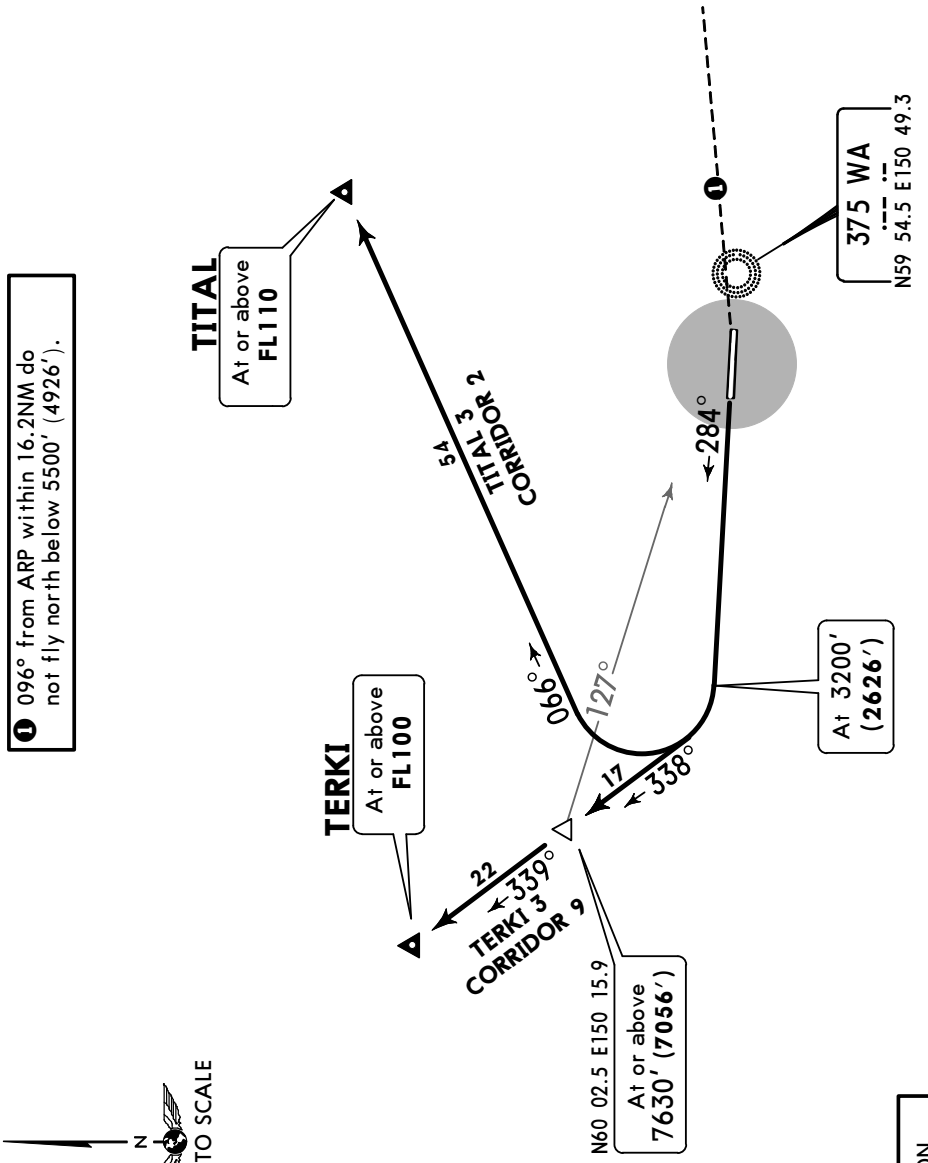
UHMM/GDX
SOKOL

MAGADAN, RUSSIA
SID

*MAGADAN Approach 119.3	Apt Elev 574′	QNH on request (**QFE**) Trans level: FL90 if pressure is 733 mm (977.3 hPa) or above. FL100 if pressure is 732 mm (975.9 hPa) or less. Trans alt: 7630′ (**7056′**) 1. MAINTAIN contact with Tower up to 1240′ (666′), then contact APP. 2. All turns are to be executed with a bank angle of 20°.



TERKI 3, TITAL 3
RWY 28 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)

QNH	
1240′	(666′ - 200m)
3200′	(2626′ - 800m)
5500′	(4926′ - 1500m)
7630′	(7056′ - 2150m)

CHANGES: None.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

UHMM/GDX

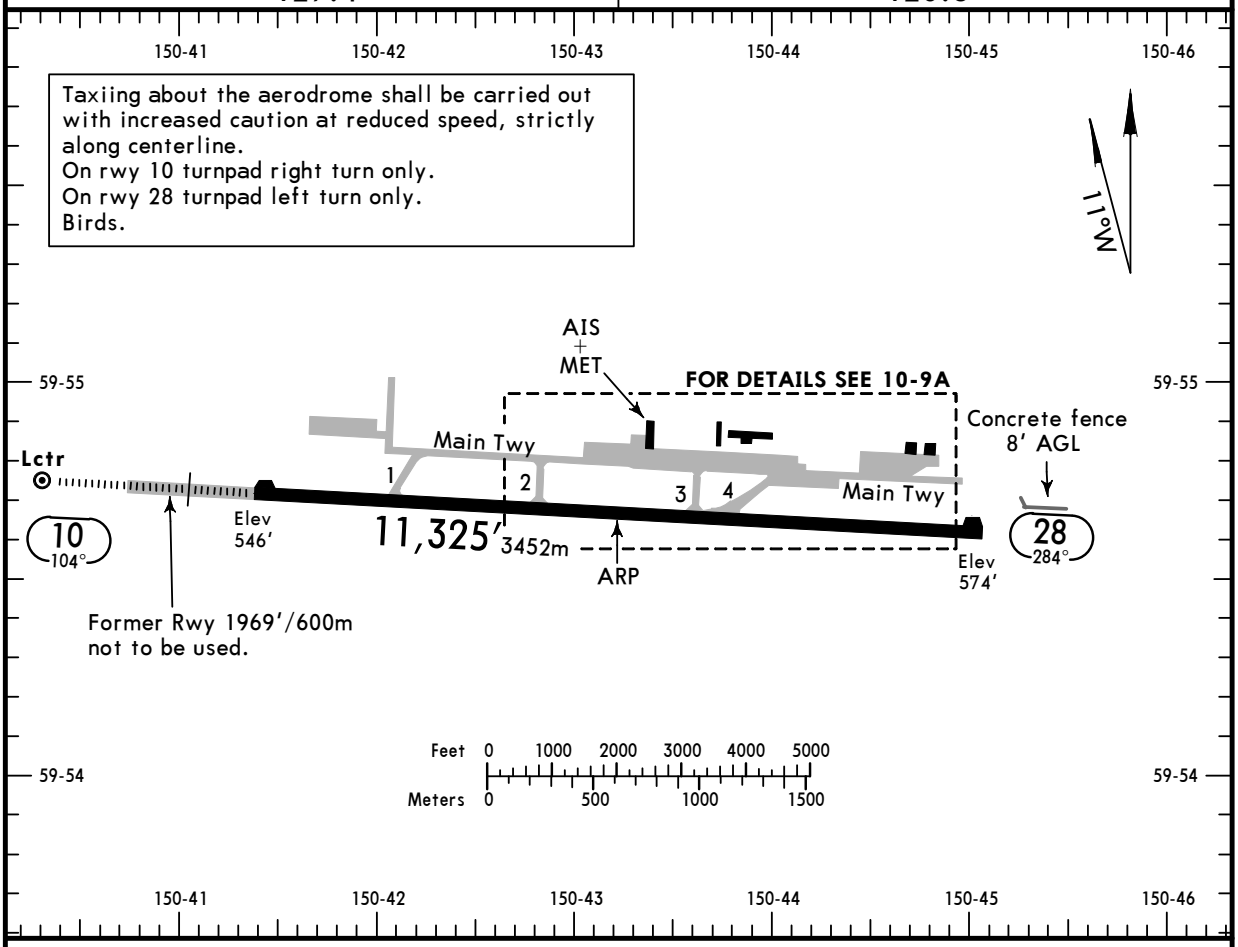
Apt Elev **574′**
N59 54.7 E150 43.2

JEPPESEN
17 MAR 17 (10-9) **Eff 30 Mar**

MAGADAN, RUSSIA

SOKOL

*ATIS	MAGADAN Tower
127.4	120.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL (60m) HIALS PAPI-L (angle 2.83°) RVR		10,354′ 3156m	❶	195′ 60m
28	HIRL (60m) RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 10:

from rwy head	11,325′(3452m)
twy 1 int	9226′(2812m)
twy 2 int	6929′(2112m)
twy 3 int	4501′(1372m)

RWY 28:

from rwy head	11,325′(3452m)
twy 3 int	6824′(2080m)

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR less than 550m.
ATC will inform pilots using phraseology: ″LVP in progress. Check your minimum.″
Pilots are responsible for rwy incursion and deviation from assigned taxi route.
During LVP, take-off permitted only from beginning of rwy.
Take-off without stop at line-up position is prohibited.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

CHANGES: Notes. Rwy elev. Lights. Twy. Usable lengths.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

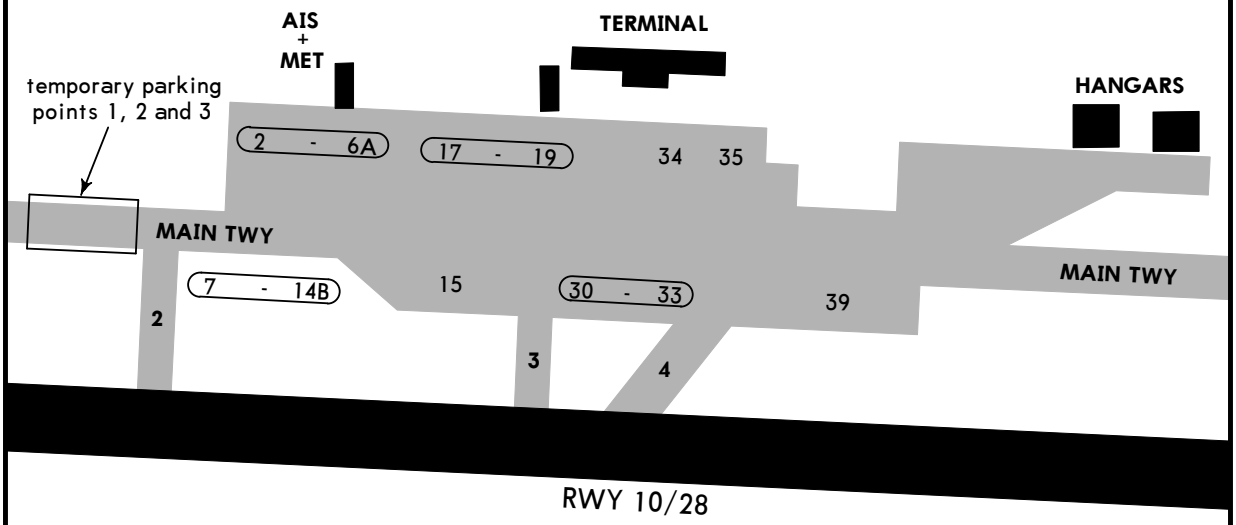
UHMM/GDX

JEPPESEN
17 MAR 17 (10-9A) Eff 30 Mar

MAGADAN, RUSSIA

SOKOL

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
point 1	N59 54.8 E150 42.3	15	N59 54.8 E150 43.3
point 2	N59 54.8 E150 43.5	17, 18	N59 54.8 E150 43.5
point 3	N59 54.8 E150 43.6	19	N59 54.8 E150 43.6
2, 3	N59 54.8 E150 43.1	30 thru 32	N59 54.8 E150 43.8
4, 5	N59 54.8 E150 43.2	33	N59 54.8 E150 43.9
6, 6A	N59 54.8 E150 43.3	34	N59 54.8 E150 44.0
7, 8	N59 54.8 E150 42.9	35	N59 54.8 E150 44.1
9, 10	N59 54.8 E150 43.0	39	N59 54.7 E150 44.2
11 thru 13	N59 54.8 E150 43.1		
14 thru 14B	N59 54.8 E150 43.2		

Obstacles possibly nearer than 115 ft/35 m from apron taxi guidance line.
Taxiing and towing only by TWR controller's permission.
Temporary parking points 1 thru 3 available for helicopters.

CHANGES: Stands & coordinates. Notes.

© JEPPESEN, 2002, 2017. ALL RIGHTS RESERVED.

UHMM/GDX

JEPPESEN
31 JUL 15 (10-9S)

Standard

MAGADAN, RUSSIA

SOKOL

STRAIGHT-IN RWY		A	B	C	D
10	ILS ❶	**745**′(200′)	**745**′(200′)	**745**′(200′)	**745**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❷	NOT APPLICABLE	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**
	NDB	**2040**′(1495′) **C5000m**	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**	**2060**′(1515′) **C5000m**
28	NDB	**3160**′(2586′) **C5000m**	**3160**′(2586′) **C5000m**	**3160**′(2586′) **C5000m**	**3160**′(2586′) **C5000m**

❶ Missed apch climb grad MIM 4.0%.
❷ Continuous Descent Final Approach.

TAKE-OFF RWY 10, 28

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

CHANGES: Missed apch climb gradient.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

7.1.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX SOKOL

JEPPESEN 17 MAR 17 (11-1) Eff 30 Mar

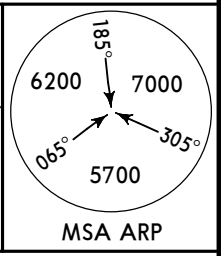
MAGADAN, RUSSIA
❶ ILS Rwy 10

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

BRIEFING STRIP ™

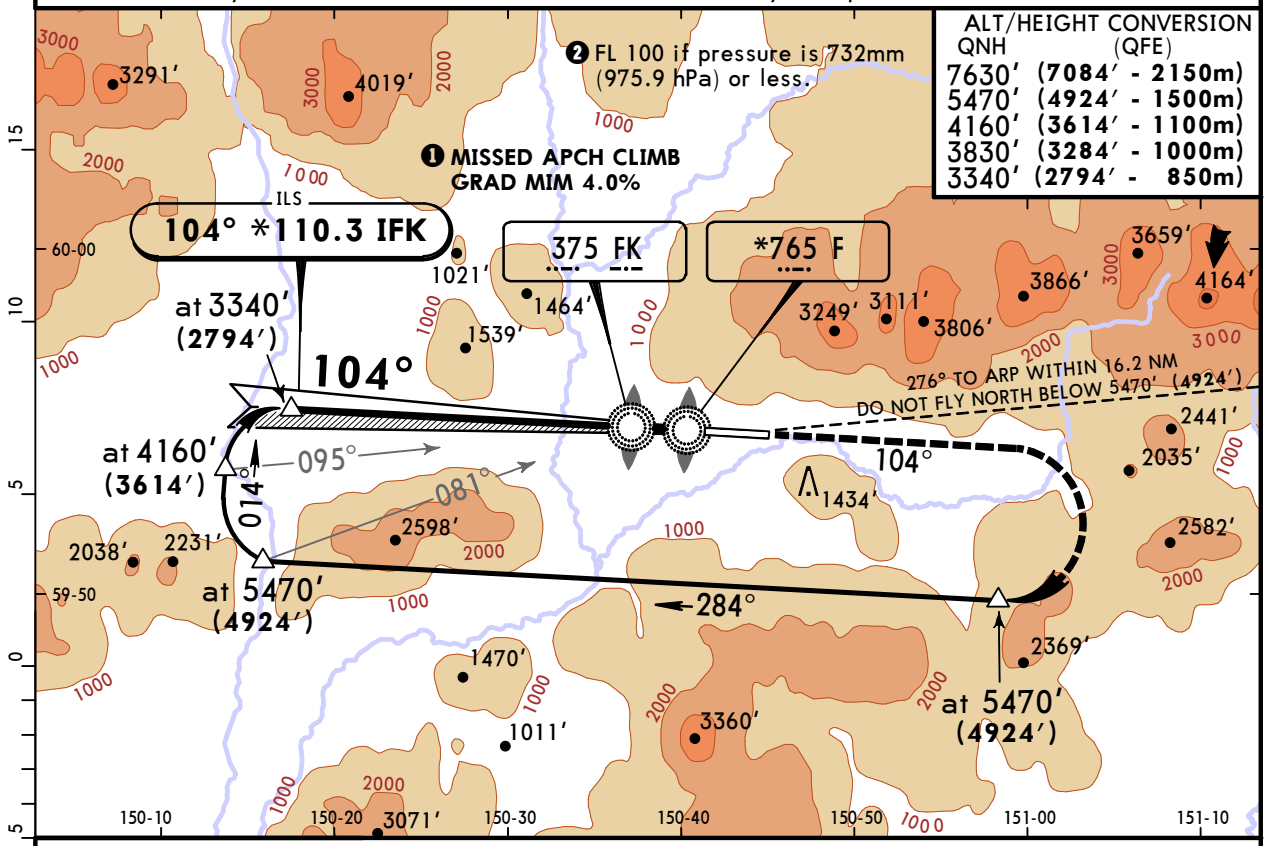
LOC IFK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 574′ Rwy 546′
*110.3	104°	1251′(705′)	746′(200′)	

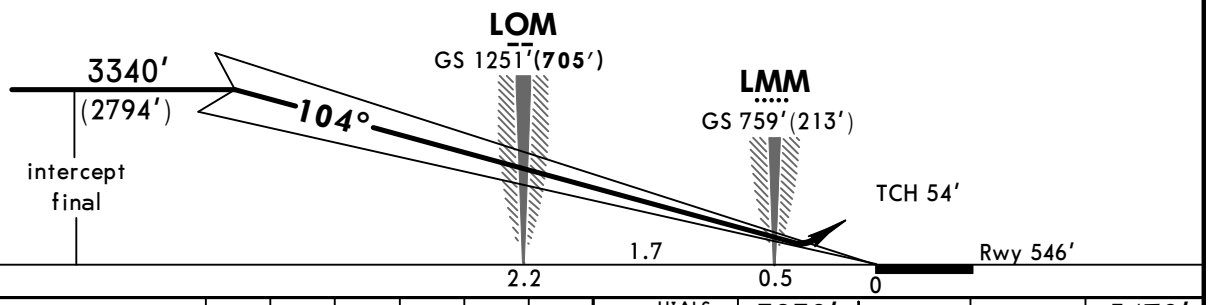
MISSED APCH: Climb on 104° to 3830′(3284′), then turn RIGHT onto 284° climbing to 5470′(4924′), then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 ❷ Trans alt: 7630′(7084′)
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.83°	350	451	501	601	701	801

HIALS PAPI | 3830′ (3284′) on 104° | 284° RT | 5470′ (4924′)

STRAIGHT-IN LANDING RWY 10 ❶

	ILS DA(H) 746′(200′) FULL	ILS DA(H) 746′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

❶ Missed apch climb gradient mim 4.0%.

CHANGES: Runway elevation.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

7.1.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHMM/GDX SOKOL

JEPPESEN 17 MAR 17 Eff 30 Mar (16-1) CAT B, C & D

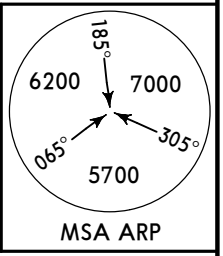
MAGADAN, RUSSIA 2 NDB Rwy 10

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

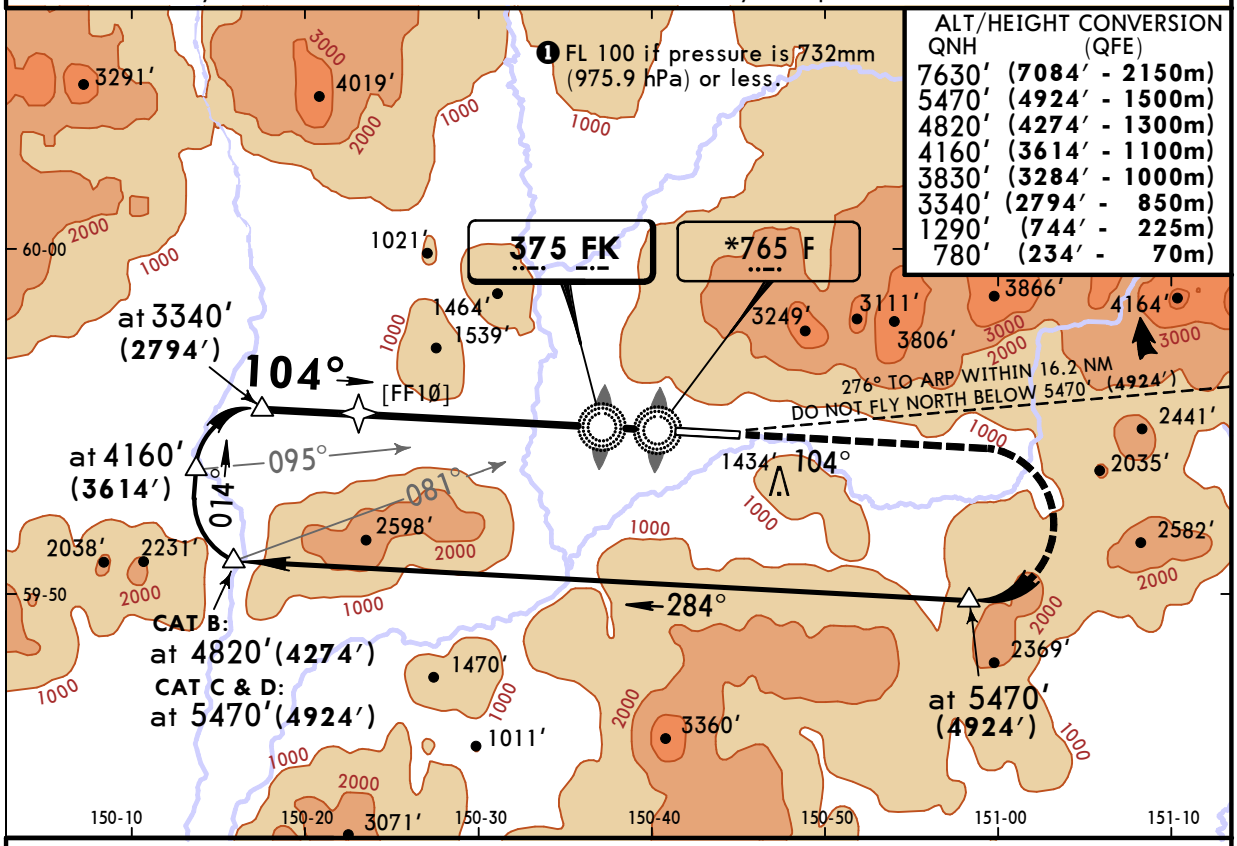
NDB FK 375	Final Apch Crs 104°	No FAF	MDA(H) 2060′(1514′)	Apt Elev 574′ Rwy 546′

MISSED APCH: Climb on 104° to 3830′(3284′), then turn RIGHT onto 284° climbing to 5470′(4924′), then according to chart.

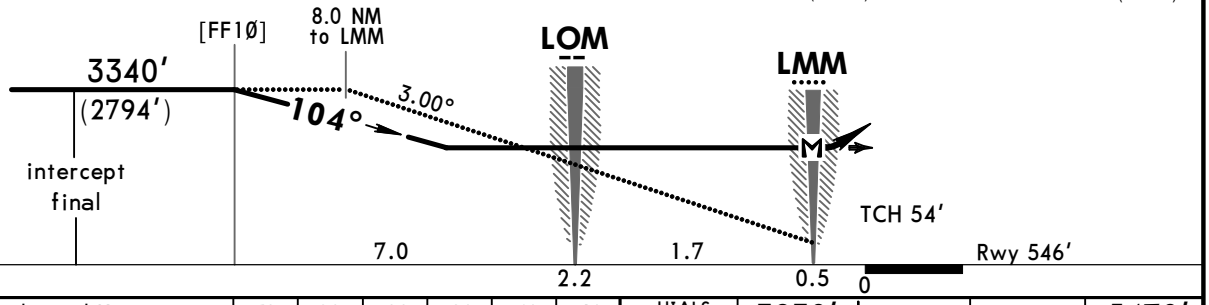


MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′**(7084′)**
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



Pass LOM not below 1290′ (744′), LMM not below 780′(234′).



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

HIALS PAPI

3830′ (3284′) on 104°

284° RT

5470′ (4924′)

STRAIGHT-IN LANDING RWY **10**

MDA(H) 2060′(1514′)

ALS out

PANS OPS

A	NOT APPLICABLE	
B	RVR 1500m VIS 1600m	2400m
C	4000m	4800m
D	4400m	

CHANGES: Runway elevation.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

7.1.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

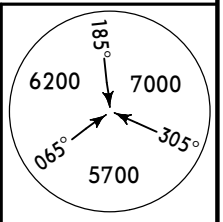
JEPPESEN
17 MAR 17
Eff 30 Mar
16-2
CAT A

MAGADAN, RUSSIA
2 NDB or NDB Rwy 10

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

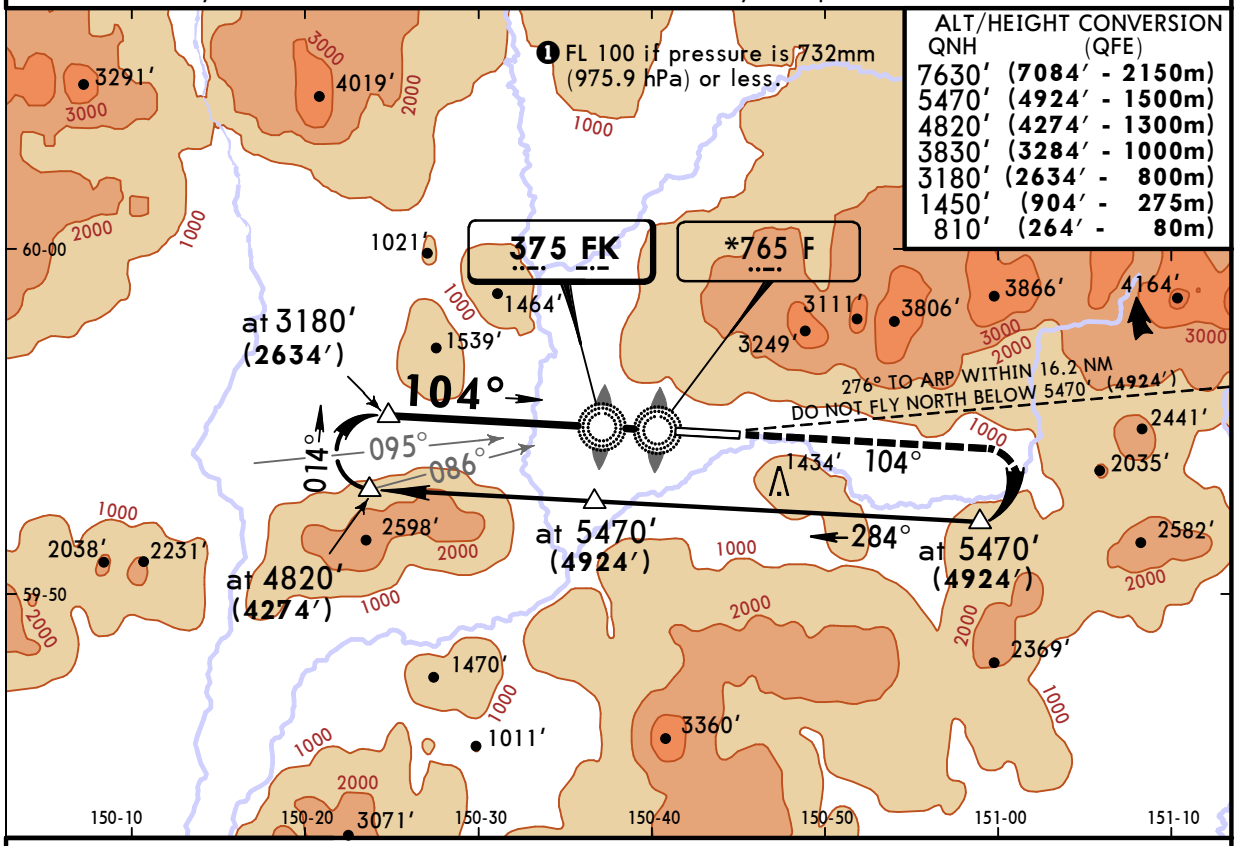
NDB FK 375	Final Apch Crs 104°	No FAF	MDA(H) 2040′(1494′)	Apt Elev 574′ Rwy 546′



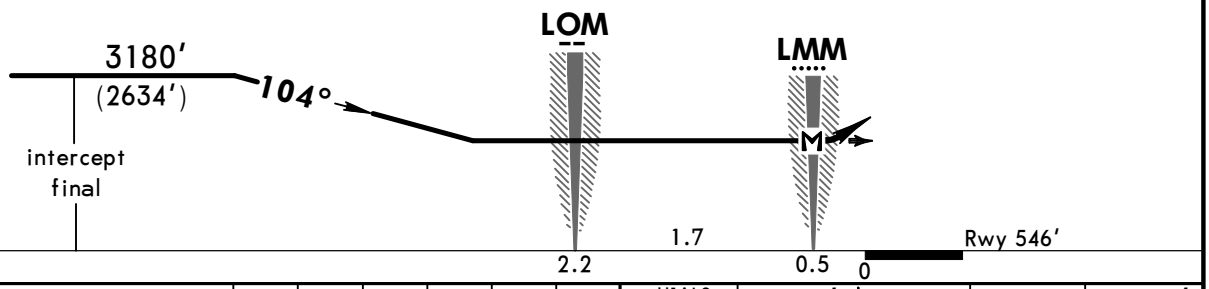
MSA ARP

MISSED APCH: Climb on 104° to 3830′(3284′), then turn RIGHT onto 284° climbing to 5470′(4924′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′**(7084′)**
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



Pass LOM not below 1450′ (904′), LMM not below 810′(264′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.67°	455	585	650	779	909	1039
MAP at LMM							

HIALS
PAPI

3830′ (3284′) on 104°

284° RT

5470′ (4924′)

PANS OPS

STRAIGHT-IN LANDING RWY **10**

MDA(H) 2040′(1494′)

		ALS out
A	1200m	RVR 1800m VIS 2000m
B	NOT APPLICABLE	
C		
D		

CHANGES: Runway elevation.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

7.1.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHMM/GDX SOKOL

JEPPESEN 17 MAR 17 (16-3) Eff 30 Mar

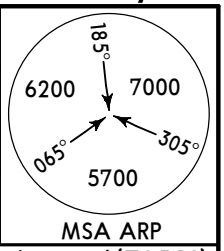
MAGADAN, RUSSIA via 290° NDB Rwy 28

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

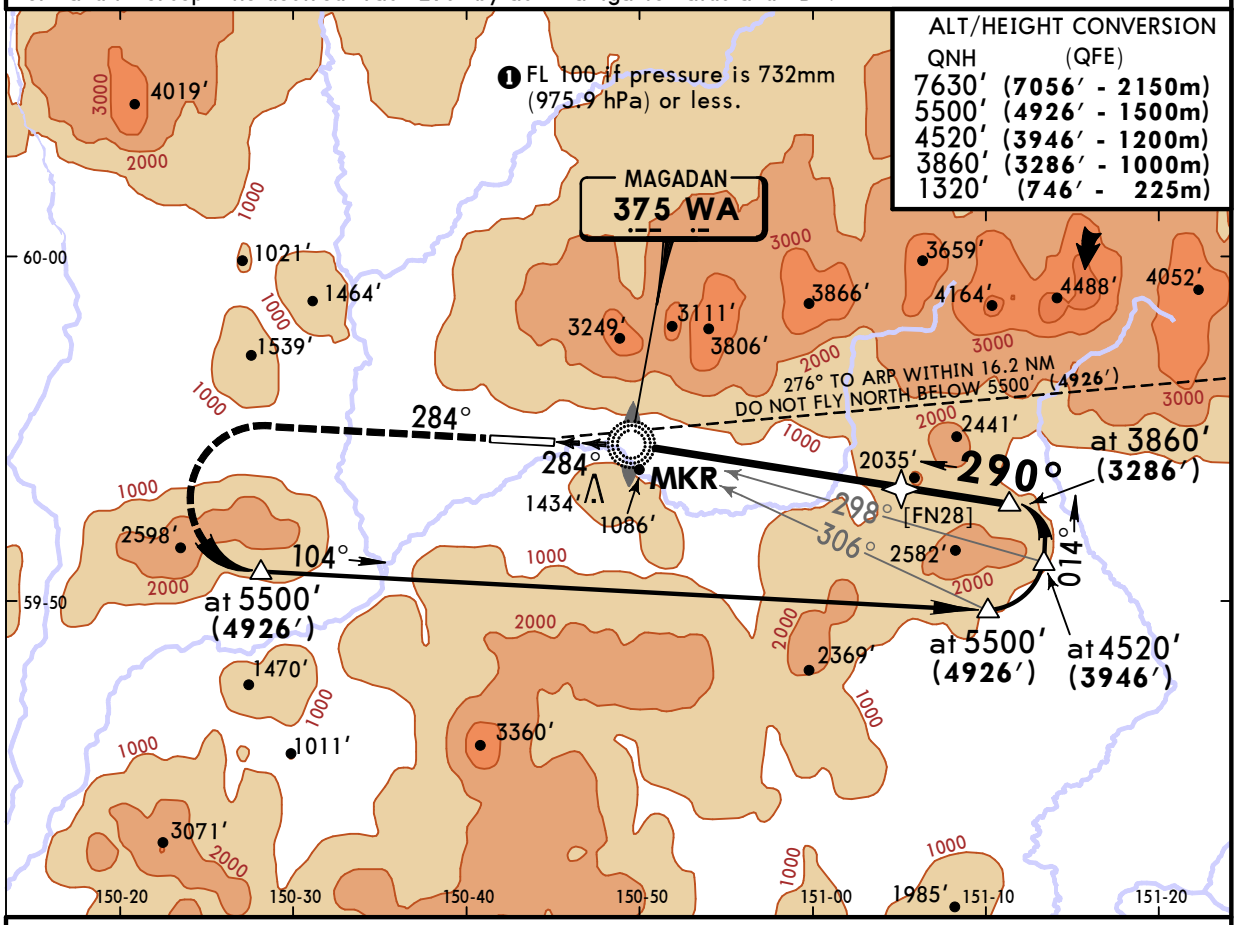
NDB WA	Final Apch Crs	No FAF	MDA(H)	Apt Elev 574′ / Rwy 574′
375	**290°**		**3160′(2586′)**	

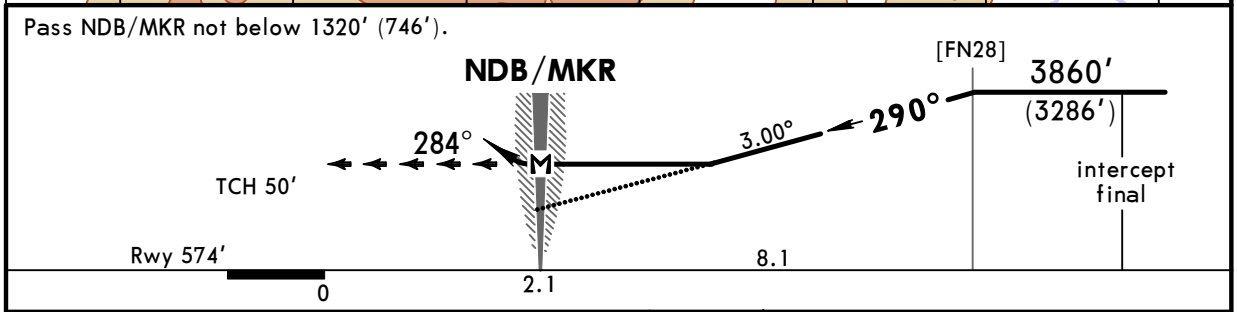
MISSED APCH: Climb on 284° to 3860′(3286′), then turn LEFT onto 104° climbing to 5500′(4926′), then according to chart.



Alt Set:MM(hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′**(7056′)**

1. WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.
2. Due to false indications on radar display in the final turn area, the crew shall control the beginning of turn and intercept the desired track 290° by acft navigation aids and VDF.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/MKR							

3860′ (3286′) on 284° | 104° LT | 5500′ (4926′)

STRAIGHT-IN LANDING RWY **28**

MDA(H) 3160′**(2586′)**

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: Lights withdrawn.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

7.1.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHMM/GDX
SOKOL

JEPPESEN
17 MAR 17
Eff 30 Mar
16-4
CAT A & B

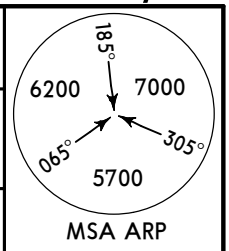
MAGADAN, RUSSIA
via 284° NDB Rwy 28

BRIEFING STRIP ™

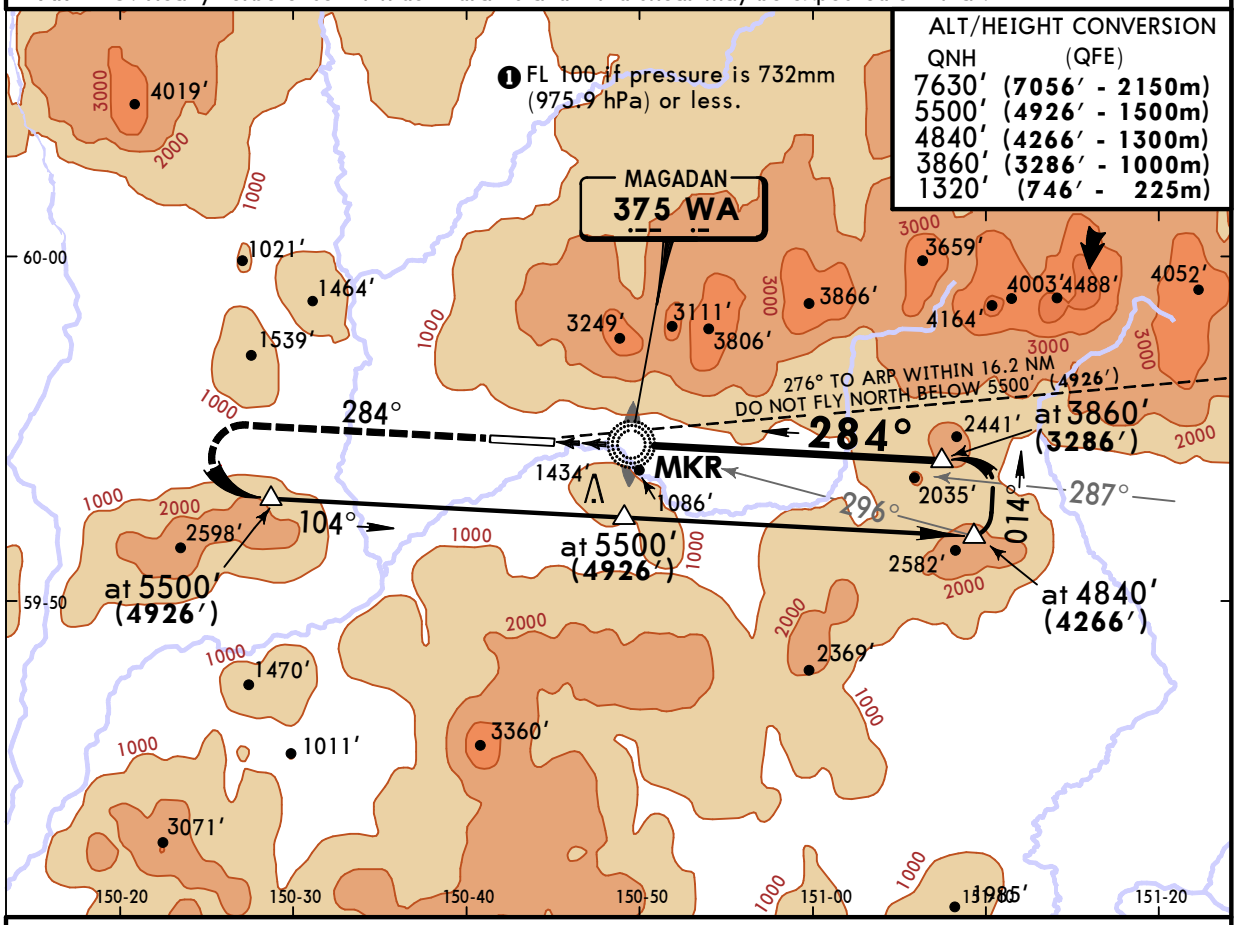
*ATIS	*MAGADAN Approach (APP/SRE)	*MAGADAN Tower
127.4	119.3	120.8

NDB WA	Final Apch Crs	No FAF	MDA(H)	Apt Elev 574′
375	**284°**		**3160′(2586′)**	Rwy 574′

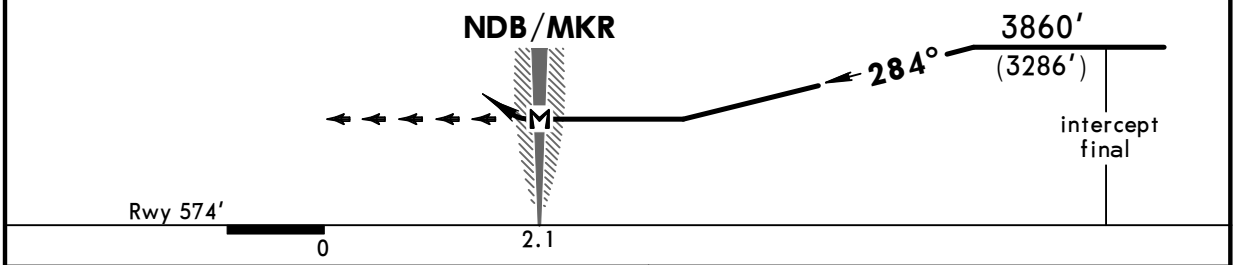
MISSED APCH: Climb on 284° to 3860′(3286′), then turn LEFT onto 104° climbing to 5500′(4926′), then according to chart.



Alt Set:MM(hPa on req) QNH on req **(QFE)** Trans level: FL 90 ❶ Trans alt: 7630′**(7056′)**
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



Pass NDB/MKR not below 1320′ (746′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/MKR							

3860′ (3286′) on 284° | 104° LT | 5500′ (4926′)

STRAIGHT-IN LANDING RWY **28**

MDA(H) 3160′**(2586′)**

PANS OPS

A	3200m
B	
C	NOT APPLICABLE
D	

CHANGES: Lights withdrawn.

© JEPPESEN, 2013, 2017. ALL RIGHTS RESERVED.

UHSS/UUS
KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2) Eff 12 Nov

STAR

STAR DESIGNATION	REFER TO CHART
ODEKO 2 (CAT C & D)	10-2B
ODEKO 2 (CAT A & B)	10-2C
ODEKO 2A	10-2D
ODEKO 2B	10-2E
ODEKO 4 (CAT C & D)	10-2F
ODEKO 4 (CAT A & B)	10-2G
PERUB 2 (CAT C & D)	10-2H
PERUB 2 (CAT A & B)	10-2J
PERUB 2A	10-2K
PERUB 2B	10-2L
PERUB 4 (CAT C & D)	10-2M
PERUB 4 (CAT A & B)	10-2N
KENOM 2, PIMAG 2 (CAT C & D)	10-2P
KENOM 2, PIMAG 2 (CAT A & B)	10-2Q
KENOM 2A, PIMAG 2A (CAT C & D)	10-2S
KENOM 2A, PIMAG 2A (CAT A & B)	10-2T
KENOM 2B, PIMAG 2B (CAT C & D)	10-2T1
KENOM 2B, PIMAG 2B (CAT A & B)	10-2T2
KENOM 4, PIMAG 4 (CAT C & D)	10-2T3
KENOM 4, PIMAG 4 (CAT A & B)	10-2T4
KENOM 4A, PIMAG 4A (CAT C & D)	10-2T5
KENOM 4A, PIMAG 4A (CAT A & B)	10-2U
KENOM 4V, PIMAG 4V	10-2V
KENOM 6, PIMAG 6	10-2V1
IDRUT 2, KELUL 2 (CAT C & D)	10-2V2

FOR FURTHER STAR DESIGNATION REFER TO PAGE 10-2A

CHANGES: Index revised.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

UHSS/UUS
KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2A) Eff 12 Nov

STAR

STAR DESIGNATION	REFER TO CHART
IDRUT 2, KELUL 2 (CAT A & B)	10-2V3
IDRUT 2A, KELUL 2A (CAT C & D)	10-2V4
IDRUT 2A, KELUL 2A (CAT A & B)	10-2V5
IDRUT 4, KELUL 4 (CAT C & D)	10-2V6
IDRUT 4, KELUL 4 (CAT A & B)	10-2V7
IDRUT 4A, KELUL 4A (CAT C & D)	10-2W
IDRUT 4A, KELUL 4A (CAT A & B)	10-2X
IDRUT 4V, KELUL 4V	10-2X1
IDRUT 6, KELUL 6	10-2X2
LEKPA 2 (CAT C & D)	10-2X3
LEKPA 2 (CAT A & B)	10-2X4
LEKPA 4 (CAT C & D)	10-2X5
LEKPA 4 (CAT A & B)	10-2X6
LEKPA 4V	10-2X7
LEKPA 6	10-2X8

CHANGES: Index revised.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2B) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

ODEKO 2
RWY 01 ARRIVAL

CAT C & D

MSA ARP: 4000′ (200°–051°), 5200′ (051°–291°), 3000′ (291°–200°)

ROUTING

Intercept 308° bearing to S, turn LEFT, 192° track to N46 42.5 E142 37.3 (037° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5264′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3944′).

ODEKO N46 35.2 E143 28.8 — Between **FL140 & FL90**

308°

NOT TO SCALE

Direct distance to Khomutovo Apt from: N46 45.4 E142 42.9 8 NM

36 ❷

❶

HOLDING OVER S

012° 192° MHA FL70 MAX FL140

*645 S N46 51.6 E142 43.0 — At 5310′ **(5264′)** — Without RADAR control between **FL90 & FL70**

*505 SL N46 50.0 E142 42.9

N46 45.4 E142 42.9 — At 2020′ **(1974′)**

N46 42.4 E142 42.8 — At 2020′ **(1974′)**

At 2020′ **(1974′)**

012° 018° SL 102° 037° SL 192° 102°

8 3

N46 50.1 E142 37.4 — At 4970′ **(4924′)**

N46 42.5 E142 37.3 — At 3000′ **(2954′)**

ALT/HEIGHT CONVERSION (QFE)

QNH	
5310′	**(5264′ - 1600m)**
4970′	**(4924′ - 1500m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

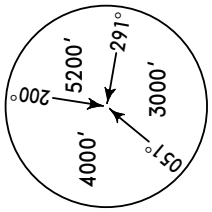
30 OCT 15 (10-2C) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5264′)**

ODEKO 2
RWY 01 ARRIVAL

CAT A & B



ROUTING

Intercept 308° bearing to S, turn LEFT, 192° track to N46 42.5 E142 38.9 (030° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5264′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3944′).

NOT TO SCALE

Direct distance to Khomutovo Apt from: N46 45.4 E142 42.9 8 NM

ODEKO N46 35.2 E143 28.8 — Between **FL140 & FL90**

308°

36

HOLDING OVER S

012° 192° MHA FL70 MAX FL140

*645 S N46 51.6 E142 43.0 — At 5310′ **(5264′)** — Without RADAR control between **FL90 & FL70**

*505 SL N46 50.0 E142 42.9

N46 45.4 E142 42.9 — At 2020′ **(1974′)**

N46 42.4 E142 42.8 — At 2020′ **(1974′)**

012° 016° SL 030° SL 102° 192° 8

N46 50.1 E142 39.0 — At 4970′ **(4924′)**

N46 42.5 E142 38.9 — At 3000′ **(2954′)**

ALT/HEIGHT CONVERSION (QFE)

QNH	
5310′	**(5264′ - 1600m)**
4970′	**(4924′ - 1500m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

7.2.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2D) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

ODEKO 2A [ODEK2A]
RWY 01 ARRIVAL

BY ATC

CAT C & D

MSA ARP
291° 5200′ 3000′ 051° 4000′ 200°

ROUTING

On 257° track to TOGUR, turn RIGHT, 328° track to N46 38.2 E142 44.2 (006° bearing to SL), turn on 012° track to N46 45.4 E142 42.9.

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5264′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3944′).

ODEKO
N46 35.2 E143 28.8
Between **FL140 & FL90**

257°

22

NOT TO SCALE

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

TOGUR
N46 26.5 E142 59.7
At 5310′ **(5264′)**

328°

16

SL 344°

N46 38.2 E142 44.2
At 2020′ **(1974′)**

SL 006°

012°

3

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9

N46 45.4 E142 42.9
At 2020′ **(1974′)**

N46 42.4 E142 42.8
At 2020′ **(1974′)**

HOLDING OVER S

012°
MHA FL70
MAX FL140
192°

ALT/HEIGHT CONVERSION (QFE)

QNH	
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
2020′	**(1974′ - 600m)**

CHANGES: STAR availability.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

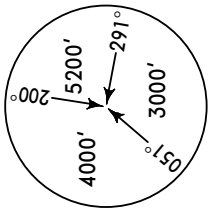
30 OCT 15 | 10-2E | Eff 12 Nov | STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5264′)**

ODEKO 2B [ODEK2B]
RWY 01 ARRIVAL

AVAILABLE WHEN UH(R)-1399 ACTIVE BY ATC

CAT C & D



ROUTING

Intercept 308° bearing to S, turn RIGHT, 224° track to N46 40.1 E142 37.3 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5264′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3944′).

ODEKO
N46 35.2 E143 28.8
Between **FL140 & FL90**

NOT TO SCALE

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDING OVER S
012°
MHA FL70
MAX FL140
192°

308°
224°
314°
012°
018° SL
031° SL
102°

At 5310′ **(5264′)**

N46 45.4 E142 42.9
At 2020′ **(1974′)**

N46 42.4 E142 42.8
At 2020′ **(1974′)**

At 2020′ **(1974′)**

N46 40.1 E142 37.3
At 3000′ **(2954′)**

*505 SL
N46 50.0 E142 42.9

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

UH(R)-1399

ALT/HEIGHT CONVERSION (QFE)

QNH	
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

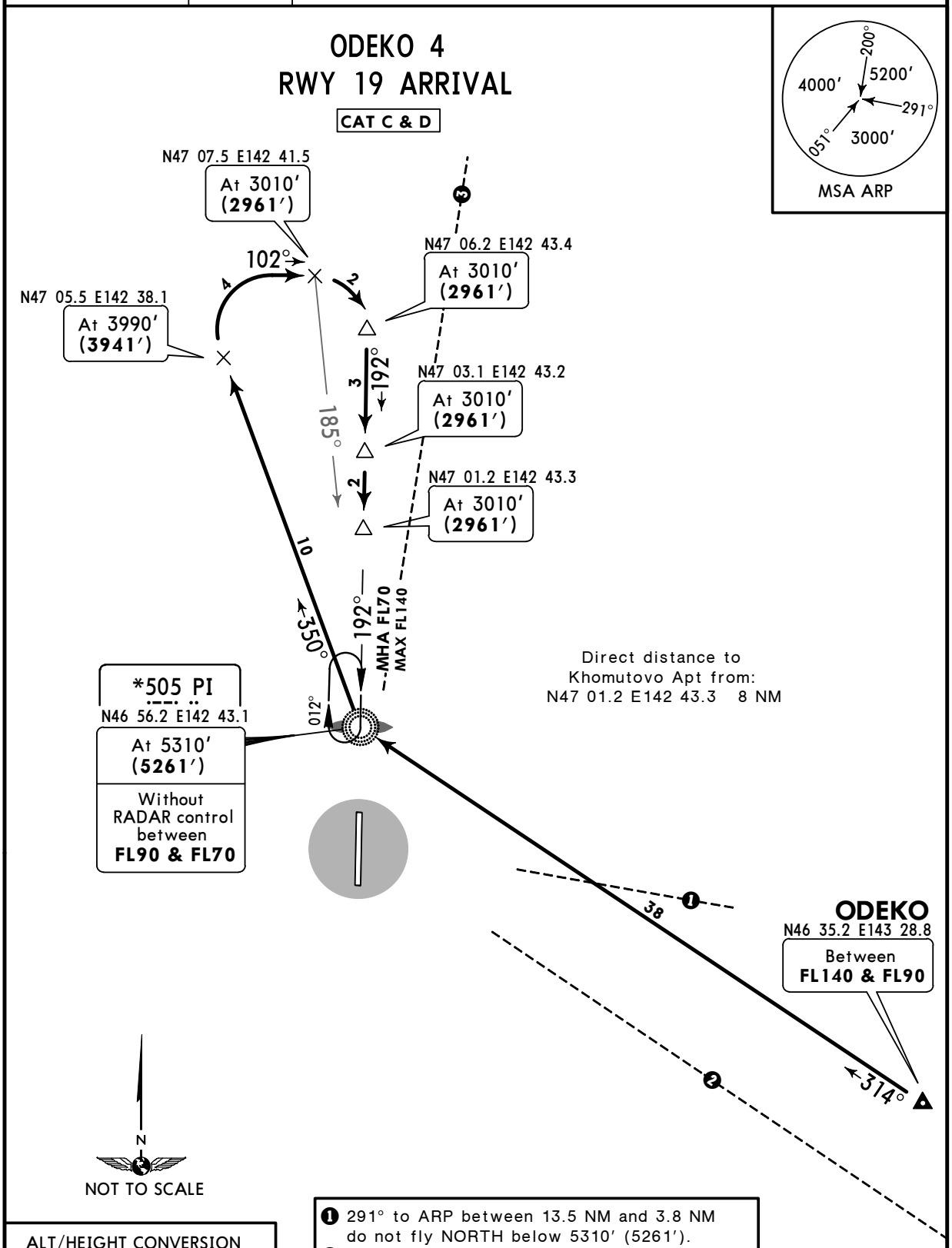
17 APR 15 (10-2F)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**

ODEKO 4
RWY 19 ARRIVAL

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5261′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3941′).
❸ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).

ROUTING

Intercept 314° bearing to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Riessue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

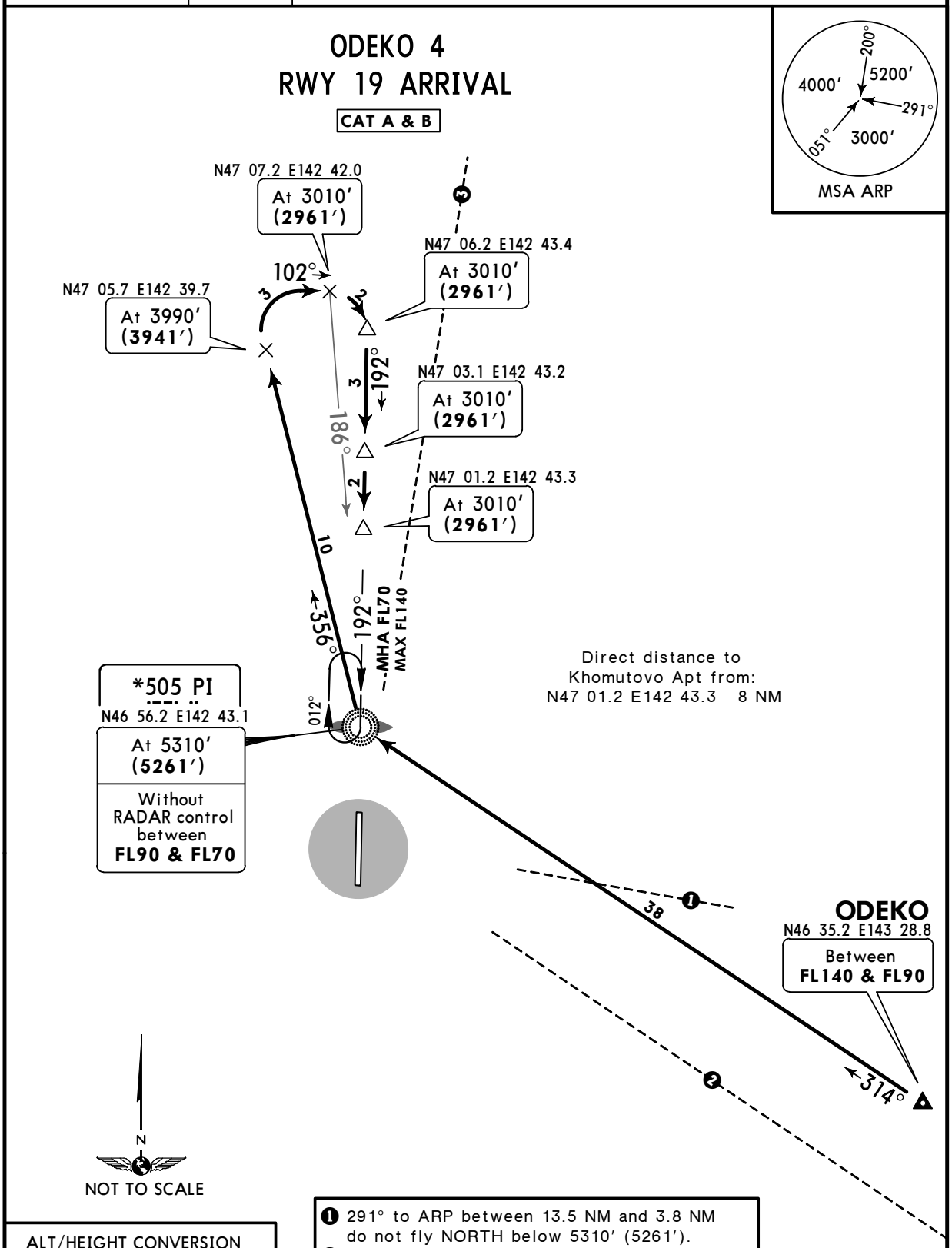
17 APR 15 (10-2G)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**

ODEKO 4
RWY 19 ARRIVAL

CAT A & B



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5261′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3941′).
❸ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).

ROUTING

Intercept 314° bearing to PI, 356° bearing to N47 05.7 E142 39.7, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

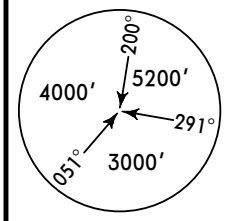
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2H) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5264′)**



MSA ARP

PERUB 2
RWY 01 ARRIVAL

AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT C & D

*645 S
N46 51.6 E142 43.0
At 5310′
(5264′)
Without RADAR control between **FL90 & FL70**

N46 50.1 E142 37.4
At 4970′
(4924′)

102°

192°

*505 SL
N46 50.0 E142 42.9

8

037° SL

N46 45.4 E142 42.9
At 2020′
(1974′)

3

N46 42.4 E142 42.8
At 2020′
(1974′)

018° SL

012°

102°

At 2020′
(1974′)

1 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

N46 42.5 E142 37.3
At 3000′
(2954′)

36

039°

N

NOT TO SCALE

UH(R)-1403

PERUB
N46 20.0 E142 17.2
Between **FL140 & FL120**

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
4970′	**(4924′ - 1500m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

HOLDING OVER S



ROUTING

Intercept 039° bearing to S, turn LEFT, 192° track to N46 42.5 E142 37.3 (037° brg to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

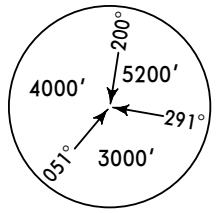
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2J) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

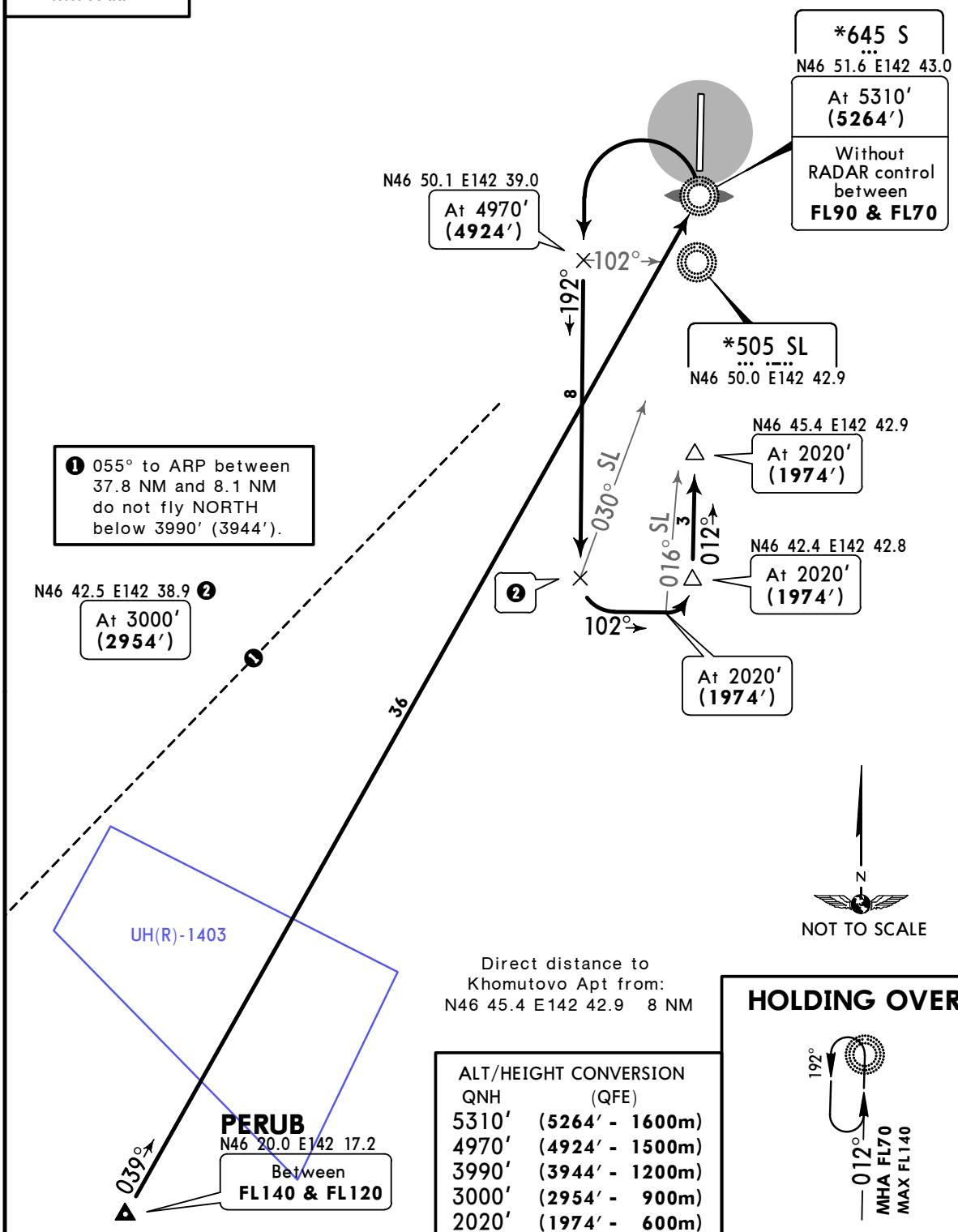


MSA ARP

PERUB 2
RWY 01 ARRIVAL

AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT A & B



Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5264′ - 1600m)
4970′	(4924′ - 1500m)
3990′	(3944′ - 1200m)
3000′	(2954′ - 900m)
2020′	(1974′ - 600m)

HOLDING OVER S

ROUTING

Intercept 039° bearing to S, turn LEFT, 192° track to N46 42.5 E142 38.9 (030° brg to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

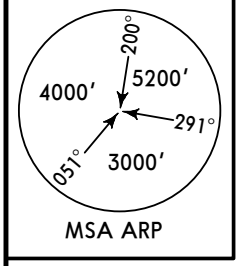
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2K) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

PERUB 2A [PERU2A]
RWY 01 ARRIVAL

BY ATC

CAT C & D

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9

1 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

N46 45.4 E142 42.9
At 2020′
(1974′)

3

N46 42.4 E142 42.8
At 2020′
(1974′)

N46 36.6 E142 41.8
At 2020′
(1974′)

SL
6
013°
012°

Direct distance to
Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

N
NOT TO SCALE

PERUB
N46 20.0 E142 17.2
Between
FL140 & FL120

24
056°

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
2020′	**(1974′ - 600m)**

HOLDING OVER S



ROUTING

On 056° track to N46 36.6 E142 41.8 (013° bearing to SL), turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR availability.

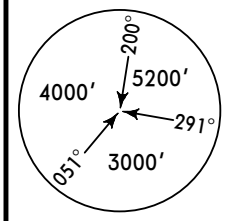
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 | 10-2L | Eff 12 Nov | STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

PERUB 2B [PERU2B]
RWY 01 ARRIVAL

AVAILABLE WHEN UH(R)-1399 IS ACTIVE &
WHEN UH(R)-1402 & UH(R)-1403 ARE NOT ACTIVE
BY ATC

CAT C & D

UH(R)-1399

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

*505 SL
N46 50.0 E142 42.9

324°
234°

N46 45.4 E142 42.9
At 2020′ **(1974′)**

At 5310′ **(5264′)**

UH(R)-1402

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

N46 40.1 E142 37.3 ❷
At 3000′ **(2954′)**

3

031° SL

N46 42.4 E142 42.8
At 2020′ **(1974′)**

❷

018° SL

012°

102°

At 2020′ **(1974′)**

36

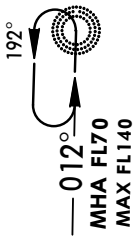
N

NOT TO SCALE

UH(R)-1403

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDING OVER S



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

039°

PERUB
N46 20.0 E142 17.2
Between **FL140 & FL120**

ROUTING

Intercept 039° bearing to S, turn RIGHT, 234° track to N46 40.1 E142 37.3 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

7.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2M) Eff 12 Nov

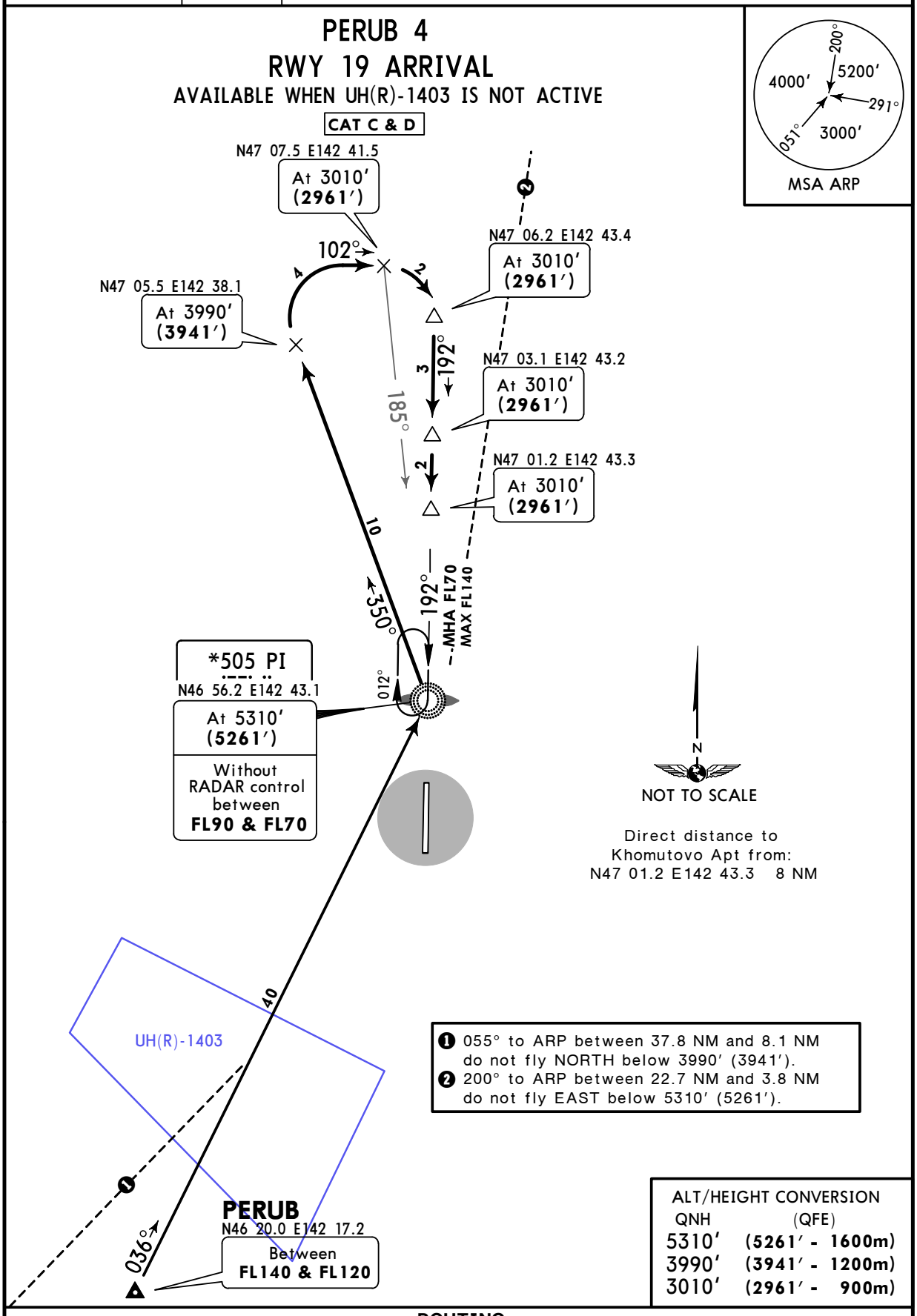
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5261′)**

PERUB 4
RWY 19 ARRIVAL
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

Intercept 036° bearing to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

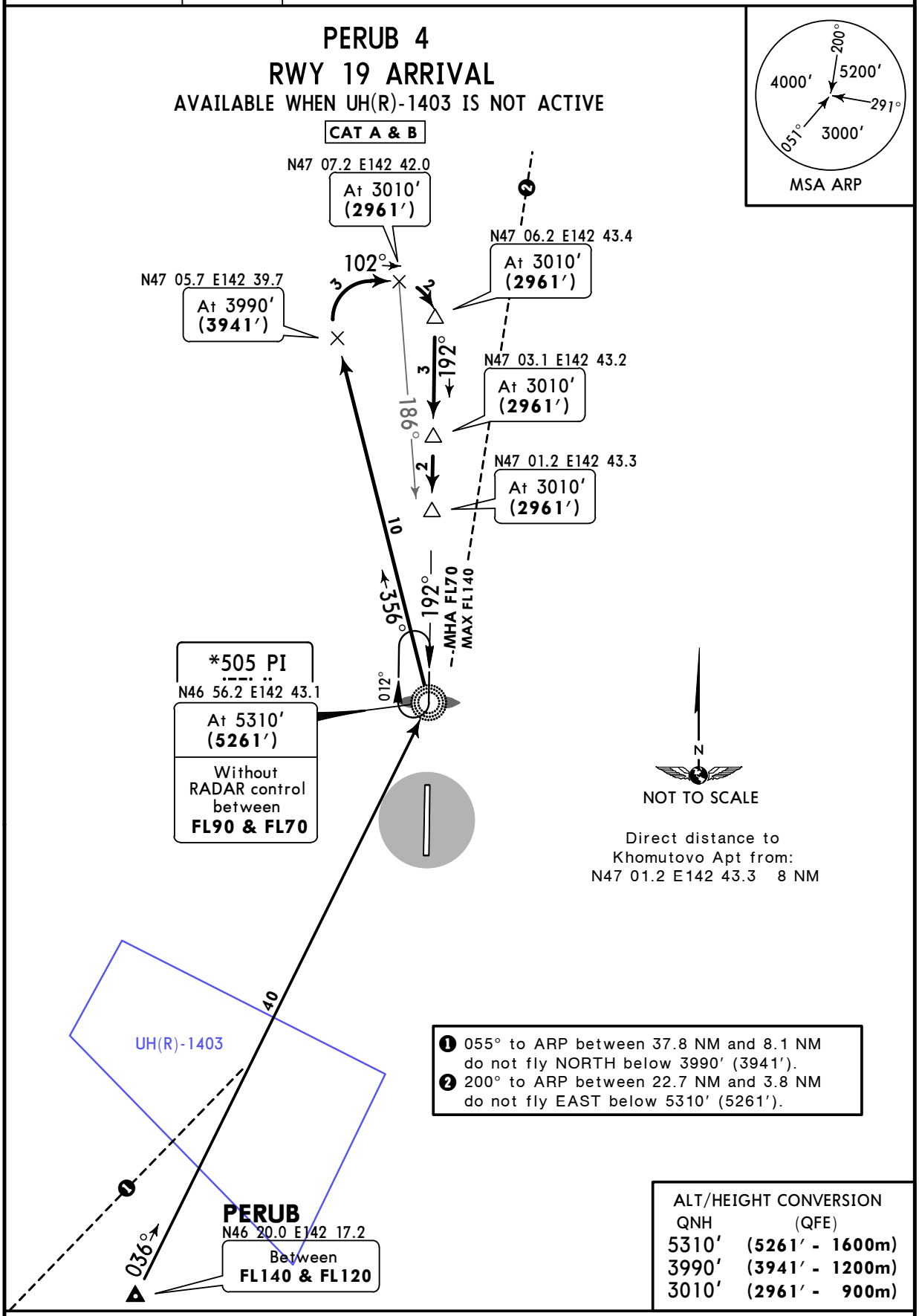
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 | 10-2N | Eff 12 Nov | STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**

PERUB 4
RWY 19 ARRIVAL
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT A & B



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

Intercept 036° bearing to PI, 356° bearing to N47 05.7 E142 39.7, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

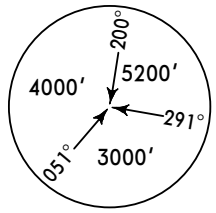
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2P) Eff 30 Apr

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2, PIMAG 2
RWY 01 ARRIVALS

CAT C & D

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

SORLA
N47 16.0 E142 46.1
Between **FL130 & FL80**

088° 37 PIMAG 2

067° 47 KENOM 2

195° 26

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

N NOT TO SCALE

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

213° 11

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).
❷ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5264′).

HOLDING OVER S



N46 45.4 E142 42.9
At 2020′ **(1974′)**

3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

N46 40.1 E142 37.4
(031° brg to SL)
At 3000′ **(2954′)**

018° SL

012°

102°

At 2020′ **(1974′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2	On 067° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2	On 088° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

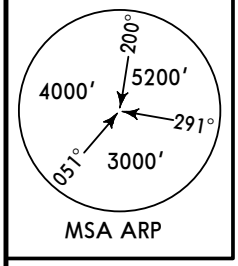
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2Q) Eff 30 Apr

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2, PIMAG 2
RWY 01 ARRIVALS

CAT A & B

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

SORLA
N47 16.0 E142 46.1
Between **FL130 & FL80**

088° 37 PIMAG 2

067° 47 KENOM 2

195° 26

209° 9

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

N

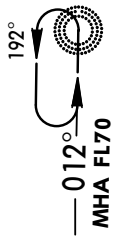
NOT TO SCALE

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).
❷ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5264′).

HOLDING OVER S



N46 45.4 E142 42.9
At 2020′ **(1974′)**

N46 42.4 E142 42.8
At 2020′ **(1974′)**

N46 41.8 E142 39.2
(028° brg to SL)
At 3000′ **(2954′)**

016° SL
012°
102°
3
At 2020′ **(1974′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2	On 067° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2	On 088° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

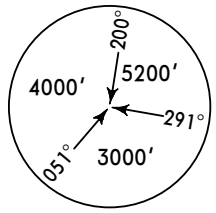
7.2.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 | 10-2S | Eff 30 Apr | STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2A [KENO2A]
PIMAG 2A [PIMA2A]
RWY 01 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT C & D

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

N

NOT TO SCALE

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

126°
38
PIMAG 2A

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

098°
38
KENOM 2A

UH(R)-1399

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

*505 SL
N46 50.0 E142 42.9

228°

N46 45.4 E142 42.9
At 2020′ **(1974′)**

031° SL
15
3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

N46 40.1 E142 37.4
At 3000′ **(2954′)**

018° SL
012°

102°

At 2020′ **(1974′)**

HOLDING OVER S

192°
012°
MHA FL70
MAX FL140

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2A	Intercept 098° bearing to S, turn RIGHT, 228° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2A	Intercept 126° bearing to S, turn RIGHT, 228° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs availability.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

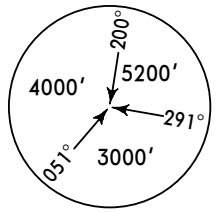
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2T) Eff 30 Apr

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2A, PIMAG 2A
RWY 01 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT A & B

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

N

NOT TO SCALE

126°

38 PIMAG 2A

UH(R)-1399

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

38 KENOM 2A

098°

2

*505 SL
N46 50.0 E142 42.9

209°

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

9

N46 45.4 E142 42.9
At 2020′ **(1974′)**

3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

016° SL

012°

N46 41.8 E142 39.2
(028° brg to SL)
At 3000′ **(2954′)**

102°

At 2020′ **(1974′)**

HOLDING OVER S

192°

012°

MHA FL70
MAX FL140

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2A	Intercept 098° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2A	Intercept 126° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs availability.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

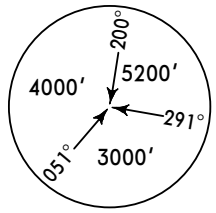
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T1) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2B [KENO2B]
PIMAG 2B [PIMA2B]
RWY 01 ARRIVALS

BY ATC

CAT C & D

NOT TO SCALE

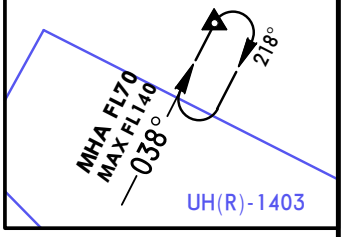
Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDINGS OVER S



ZALIV

Available when UH(R)-1403 is not active.



PIMAG

N47 08.5 E141 52.5

Between **FL220 & FL110**

153°

KENOM

N46 50.5 E141 48.2

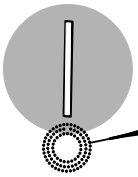
Between **FL140 & FL110**

127°

PIMAG 2B 40

KENOM 2B 30

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).



*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9

N46 45.4 E142 42.9
At 2020′ (1974′)

3

N46 42.4 E142 42.8
At 2020′ (1974′)

SL 017°

012°

At 2020′ (1974′)

ZALIV

N46 36.6 E142 27.3
(049° brg to SL)

At 5310′ (5264′)

16
101°

UH(R)-1403

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5264′ - 1600m)
3990′	(3944′ - 1200m)
2020′	(1974′ - 600m)

STAR	ROUTING
KENOM 2B	On 127° track to ZALIV, turn LEFT, 101° track, when passing 017° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2B	On 153° track to ZALIV, turn LEFT, 101° track, when passing 017° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

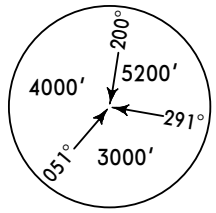
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T2) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2B [KENO2B]
PIMAG 2B [PIMA2B]
RWY 01 ARRIVALS

BY ATC

CAT A & B

N

NOT TO SCALE

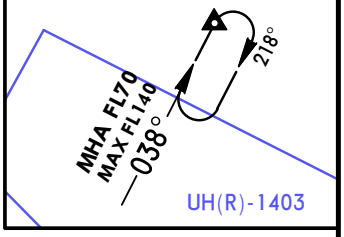
Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDINGS OVER S



ZALIV

Available when UH(R)-1403 is not active.



PIMAG

N47 08.5 E141 52.5

Between **FL220 & FL110**

153°

KENOM

N46 50.5 E141 48.2

Between **FL140 & FL110**

127°

PIMAG 2B 40

KENOM 2B 30

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9

N46 45.4 E142 42.9
At 2020′ (1974′)

3

N46 42.4 E142 42.8
At 2020′ (1974′)

016° SL

012°

At 2020′ (1974′)

ZALIV

N46 36.6 E142 27.3
(049° brg to SL)

At 5310′ (5264′)

16
101°

UH(R)-1403

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2B	On 127° track to ZALIV, turn LEFT, 101° track, when passing 016° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2B	On 153° track to ZALIV, turn LEFT, 101° track, when passing 016° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs established & transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

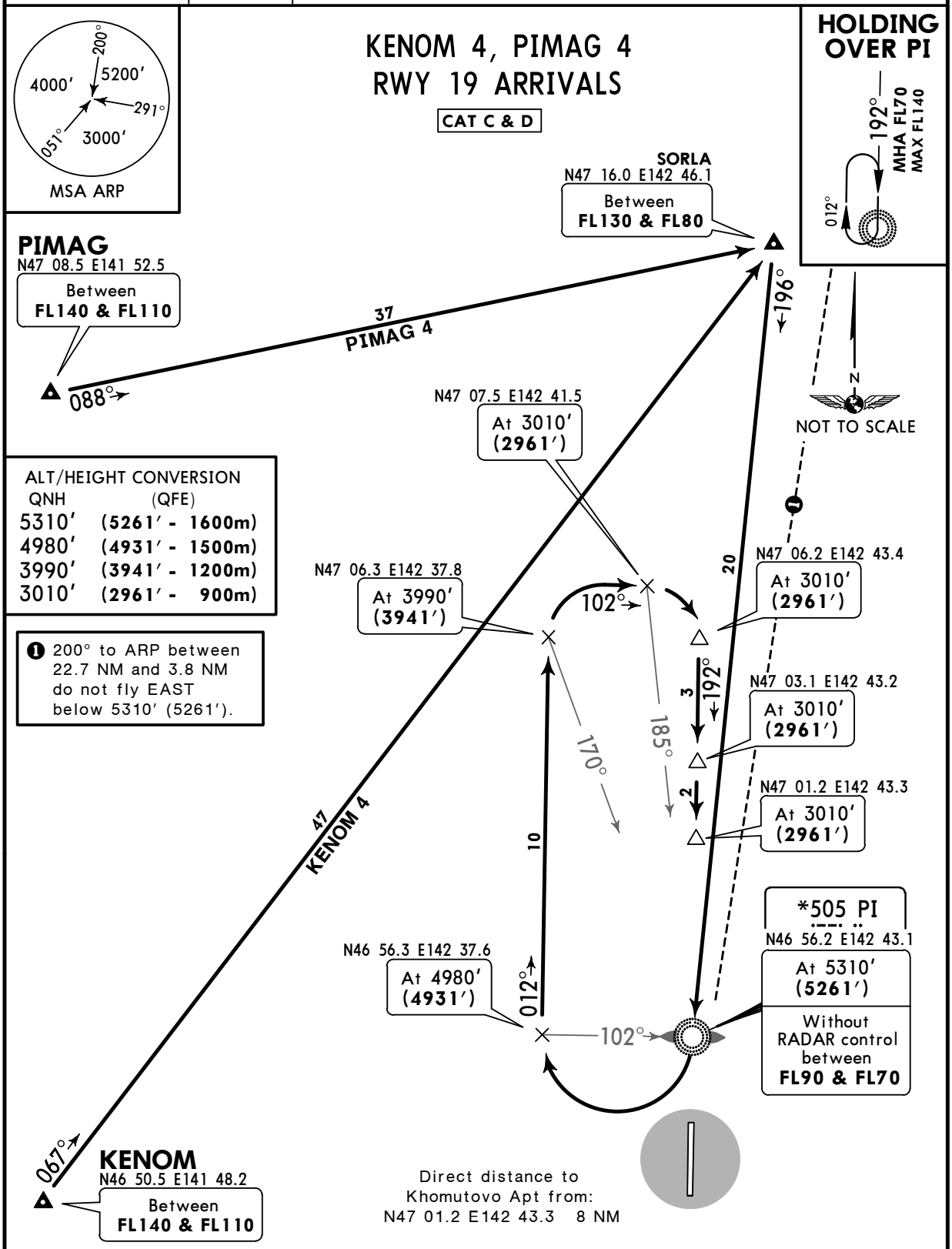
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T3) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



STAR	ROUTING
KENOM 4	On 067° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4	On 088° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

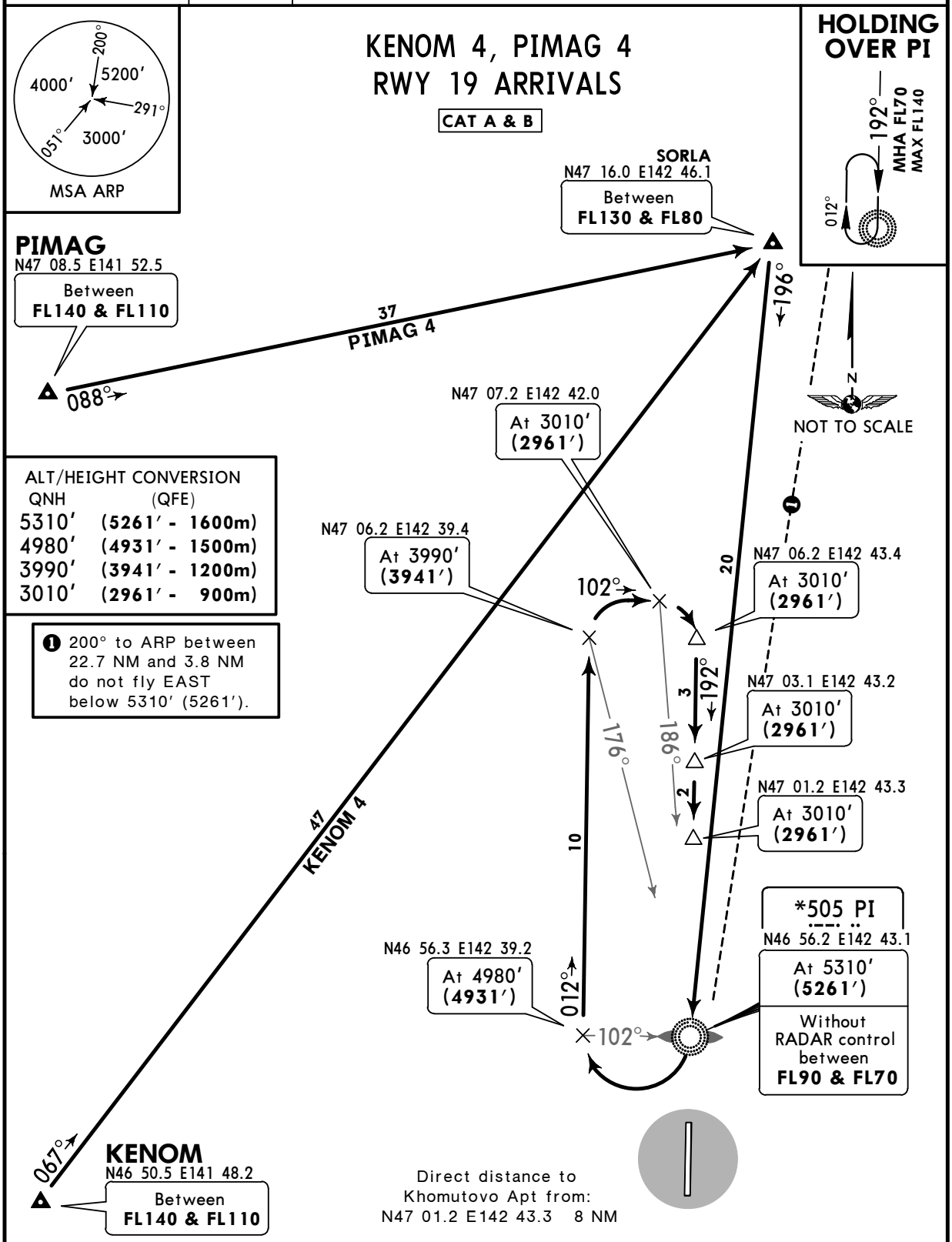
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T4) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



STAR	ROUTING
KENOM 4	On 067° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4	On 088° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

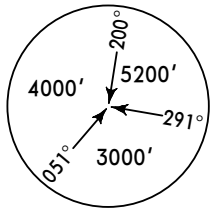
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T5) Eff 12 Nov STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



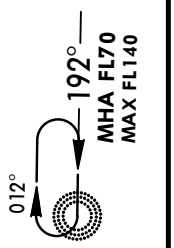
MSA ARP

KENOM 4A [KENO4A]
PIMAG 4A [PIMA4A]
RWY 19 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT C & D

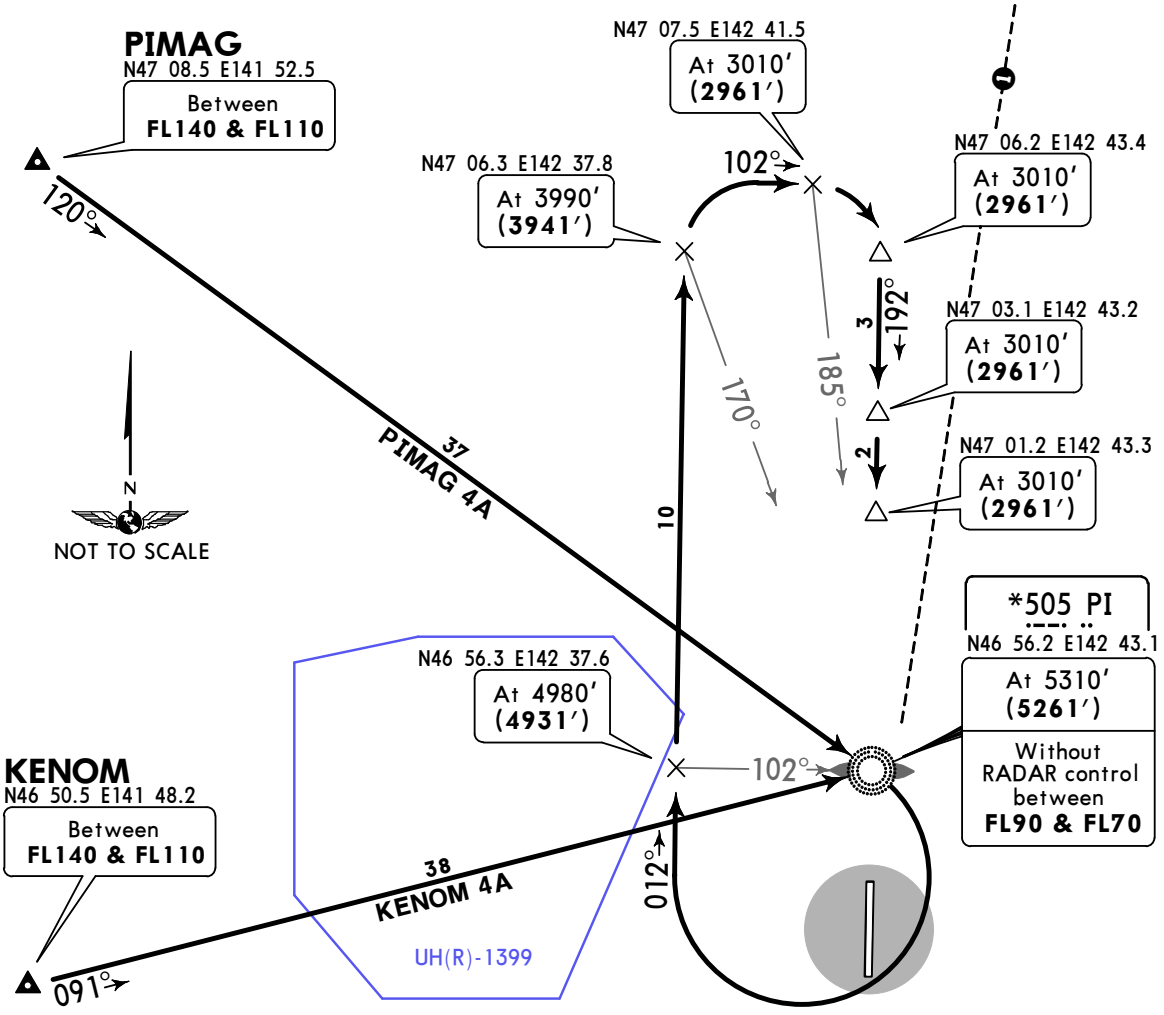
HOLDING OVER PI



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).



Direct distance to Khomutovo Apt from:
N47 01.2 E142 43.3 8 NM

STAR	ROUTING
KENOM 4A	Intercept 091° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4A	Intercept 120° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: New chart (STARs transferred).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

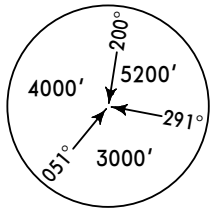
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2U)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



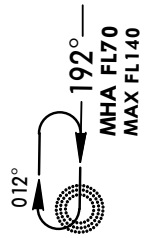
MSA ARP

KENOM 4A, PIMAG 4A RWY 19 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

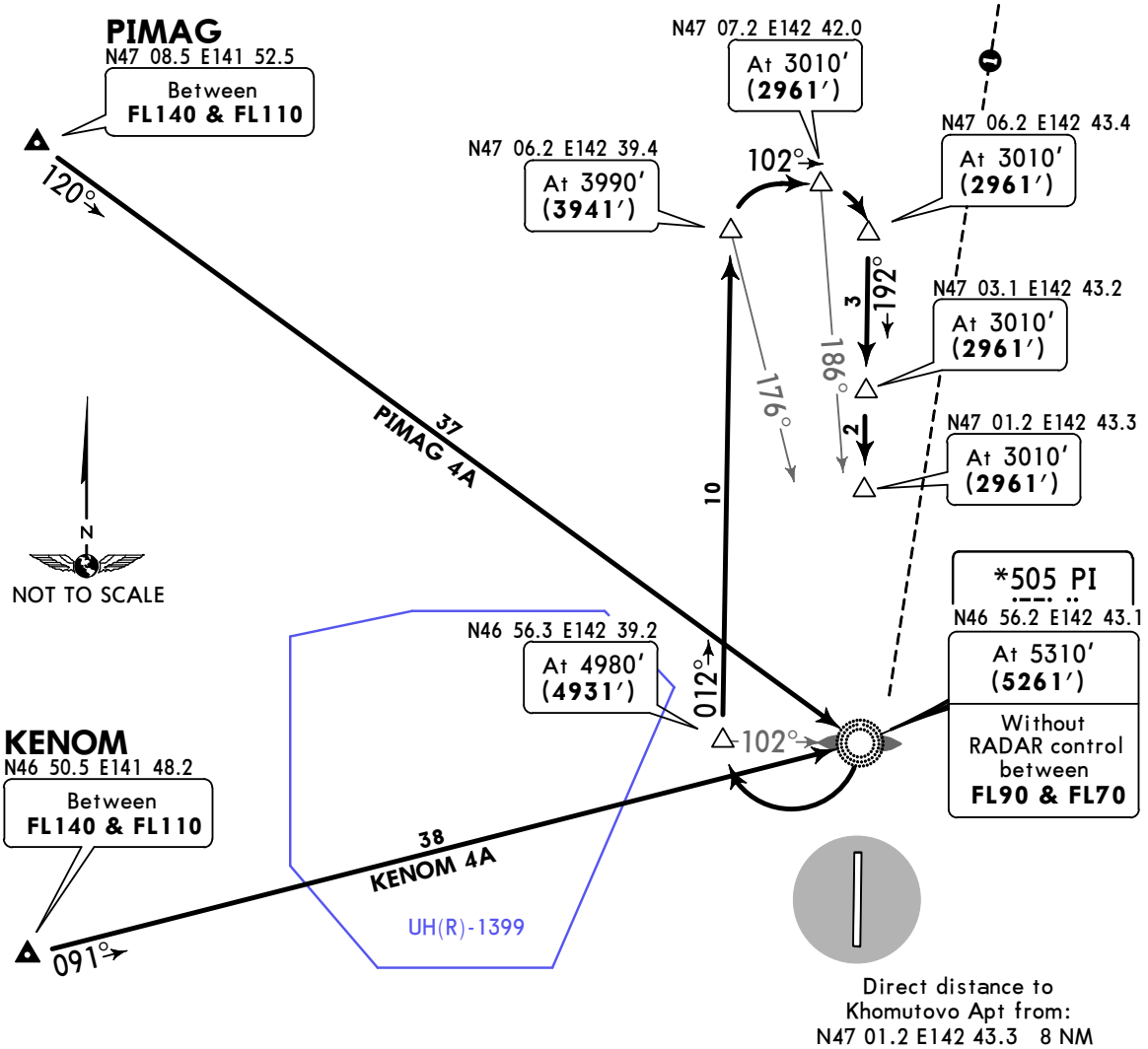
CAT A & B

HOLDING OVER PI



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).



STAR	ROUTING
KENOM 4A	Intercept 091° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4A	Intercept 120° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

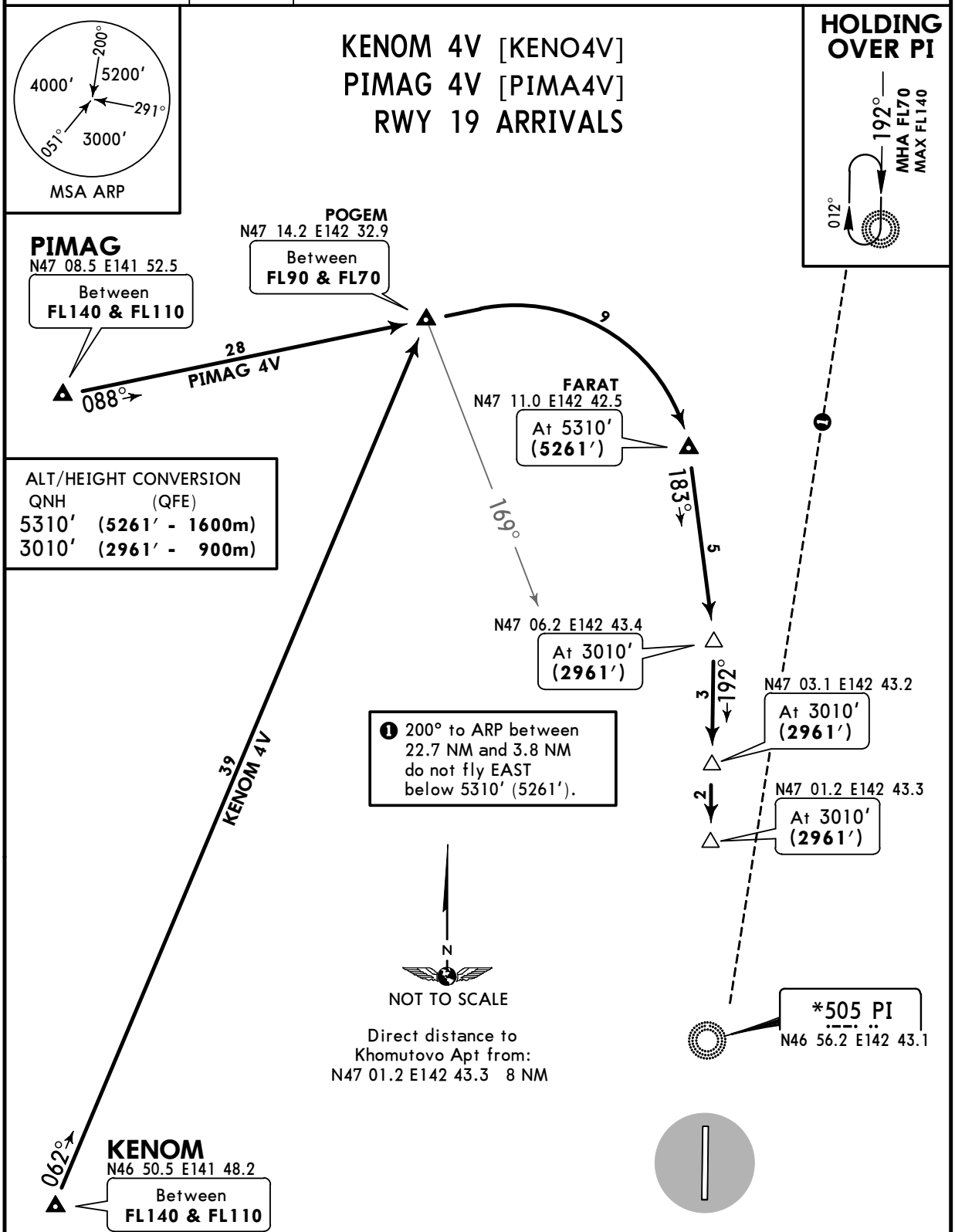
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2V)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



STAR	ROUTING
KENOM 4V	On 062° track to POGEM, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4V	On 088° track to POGEM, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

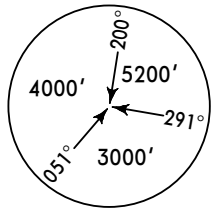
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V1) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**



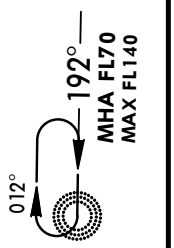
MSA ARP

KENOM 6, PIMAG 6 RWY 19 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS ACTIVE

CAT C & D

HOLDING OVER PI



SORLA
N47 16.0 E142 46.1
Between **FL130 & FL80**

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

088° 37 PIMAG 6

196°

N47 07.5 E142 41.5
At 3010′ **(2961′)**

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).

N47 05.5 E142 38.1
At 3990′ **(3941′)**

102°

20

N47 06.2 E142 43.4
At 3010′ **(2961′)**

3 192°

N47 03.1 E142 43.2
At 3010′ **(2961′)**

185°

2

N47 01.2 E142 43.3
At 3010′ **(2961′)**

47 KENOM 6

6

*505 PI
N46 56.2 E142 43.1
At 5310′ **(5261′)**
Without RADAR control between **FL90 & FL70**

350°

1 MIN

133°

012°

UH(R)-1399

067°

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

Direct distance to Khomutovo Apt from:
N47 01.2 E142 43.3 8 NM

STAR	ROUTING
KENOM 6	On 067° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 6	On 088° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

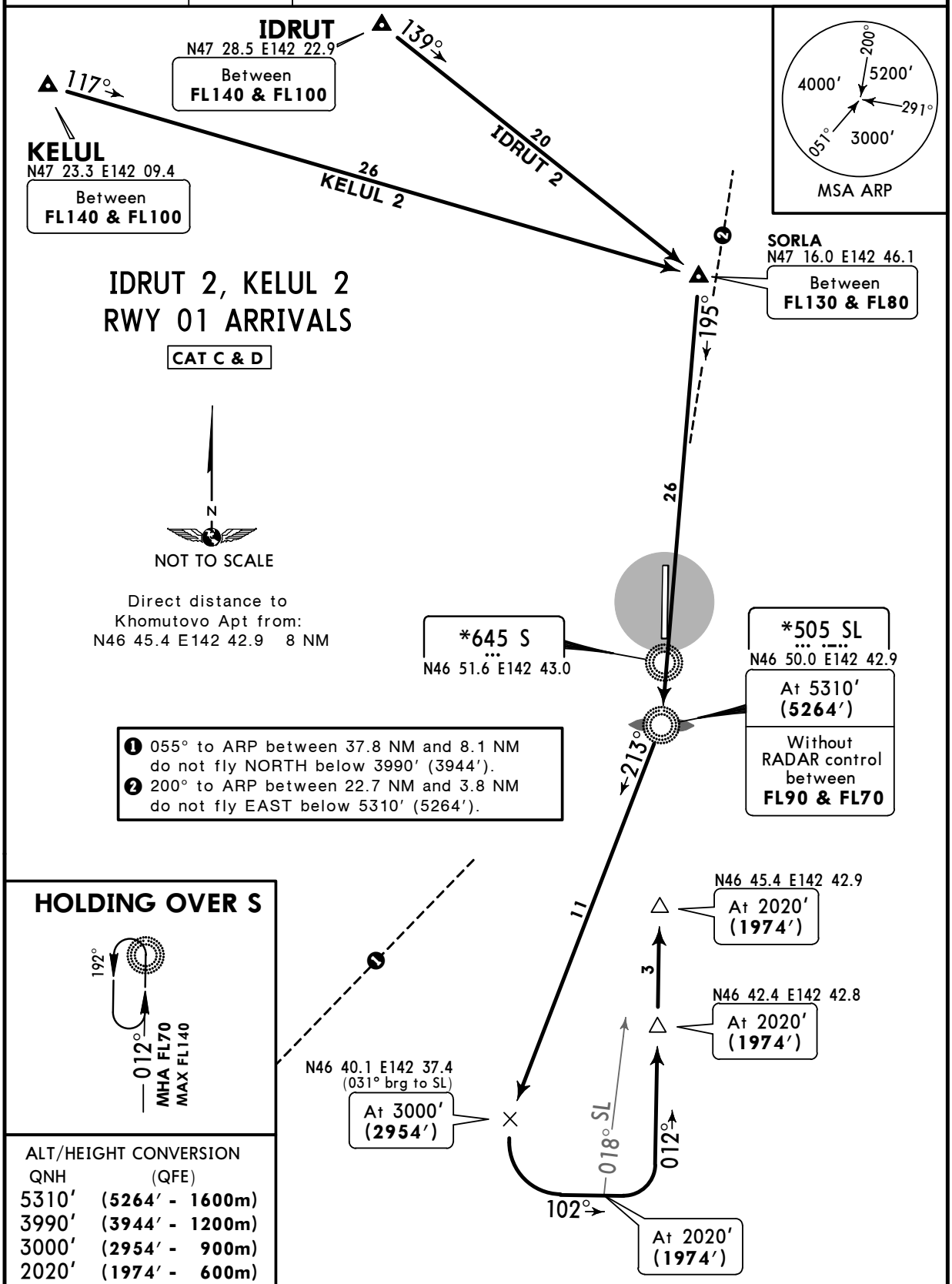
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V2) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
IDRUT 2	On 139° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2	On 117° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs withdrawn & transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

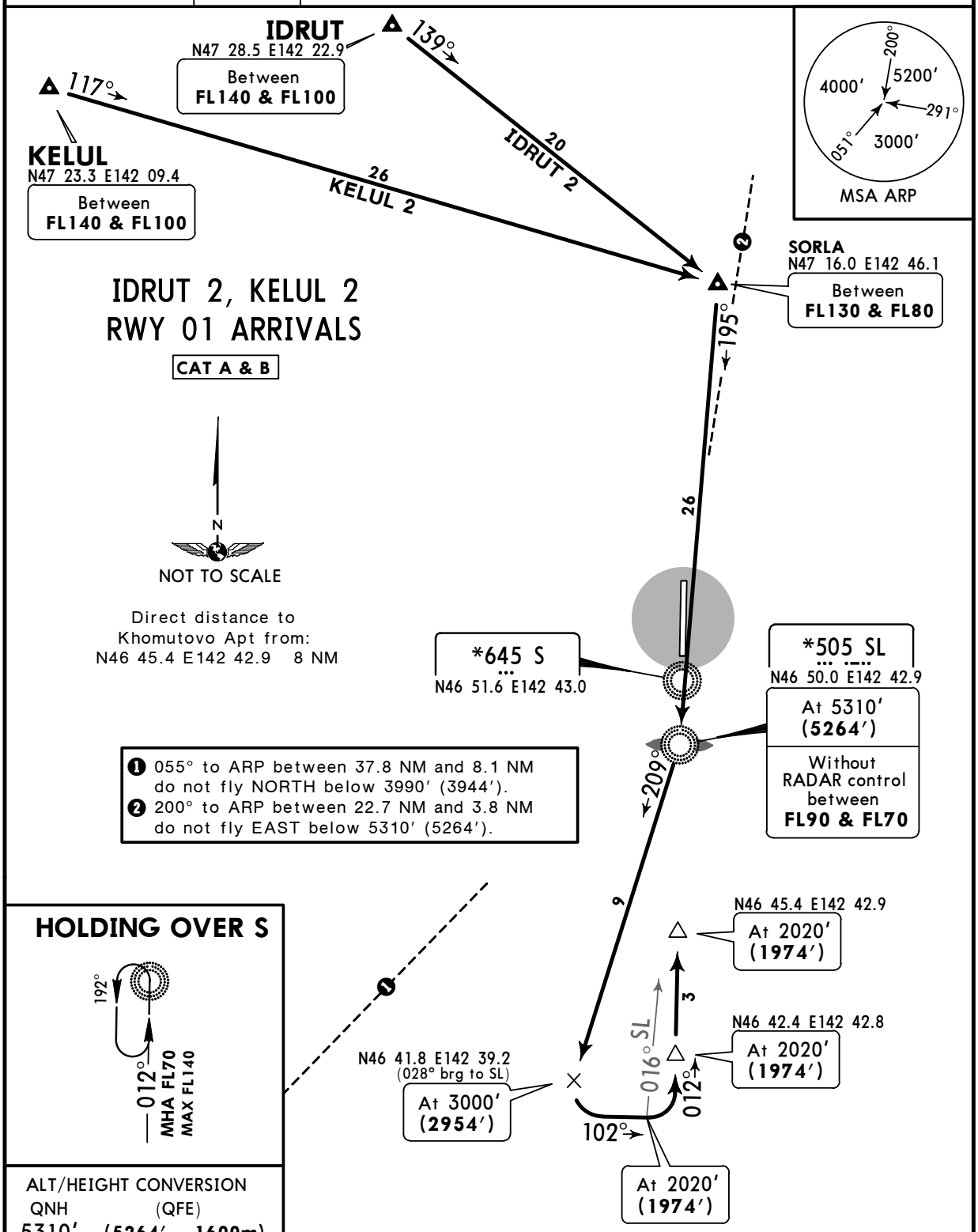
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V3) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
IDRUT 2	On 139° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2	On 117° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

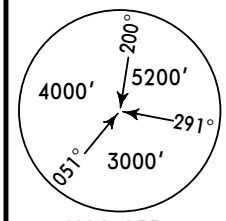
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V4) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

IDRUT 2A [IDRU2A]

KELUL 2A [KELU2A]

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

RWY 01 ARRIVALS

CAT C & D

IDRUT
N47 28.5 E142 22.9
Between **FL140 & FL100**

KELUL
N47 23.3 E142 09.4
Between **FL140 & FL100**

170° IDRUT 2A 39

154° KELUL 2A 39

N

NOT TO SCALE

UH(R)-1399

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

2

213°

*505 SL
N46 50.0 E142 42.9

11

3

N46 45.4 E142 42.9
At 2020′ **(1974′)**

N46 42.4 E142 42.8
At 2020′ **(1974′)**

N46 40.1 E142 37.4
(031° brg to SL)
At 3000′ **(2954′)**

018° SL

012°

102°

At 2020′ **(1974′)**

HOLDING OVER S



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
IDRUT 2A	Intercept 170° bearing to S, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2A	Intercept 154° bearing to S, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs transferred.

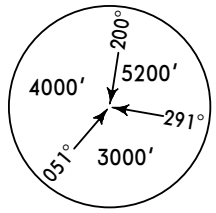
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 | 10-2V5 | Eff 12 Nov | STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

IDRUT 2A

KELUL 2A

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

RWY 01 ARRIVALS

CAT A & B

IDRUT
N47 28.5 E142 22.9
Between **FL140 & FL100**

KELUL
N47 23.3 E142 09.4
Between **FL140 & FL100**

170° 154° IDRUT 2A 39 KELUL 2A 39

N

NOT TO SCALE

UH(R)-1399

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

*505 SL
N46 50.0 E142 42.9

2 209° 9

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

N46 45.4 E142 42.9
At 2020′ **(1974′)**

3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

016° SL 012°

N46 41.8 E142 39.2
(028° brg to SL)
At 3000′ **(2954′)**

102°

At 2020′ **(1974′)**

HOLDING OVER S

192° 012° MHA FL70 MAX FL140

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
IDRUT 2A	Intercept 170° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2A	Intercept 154° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

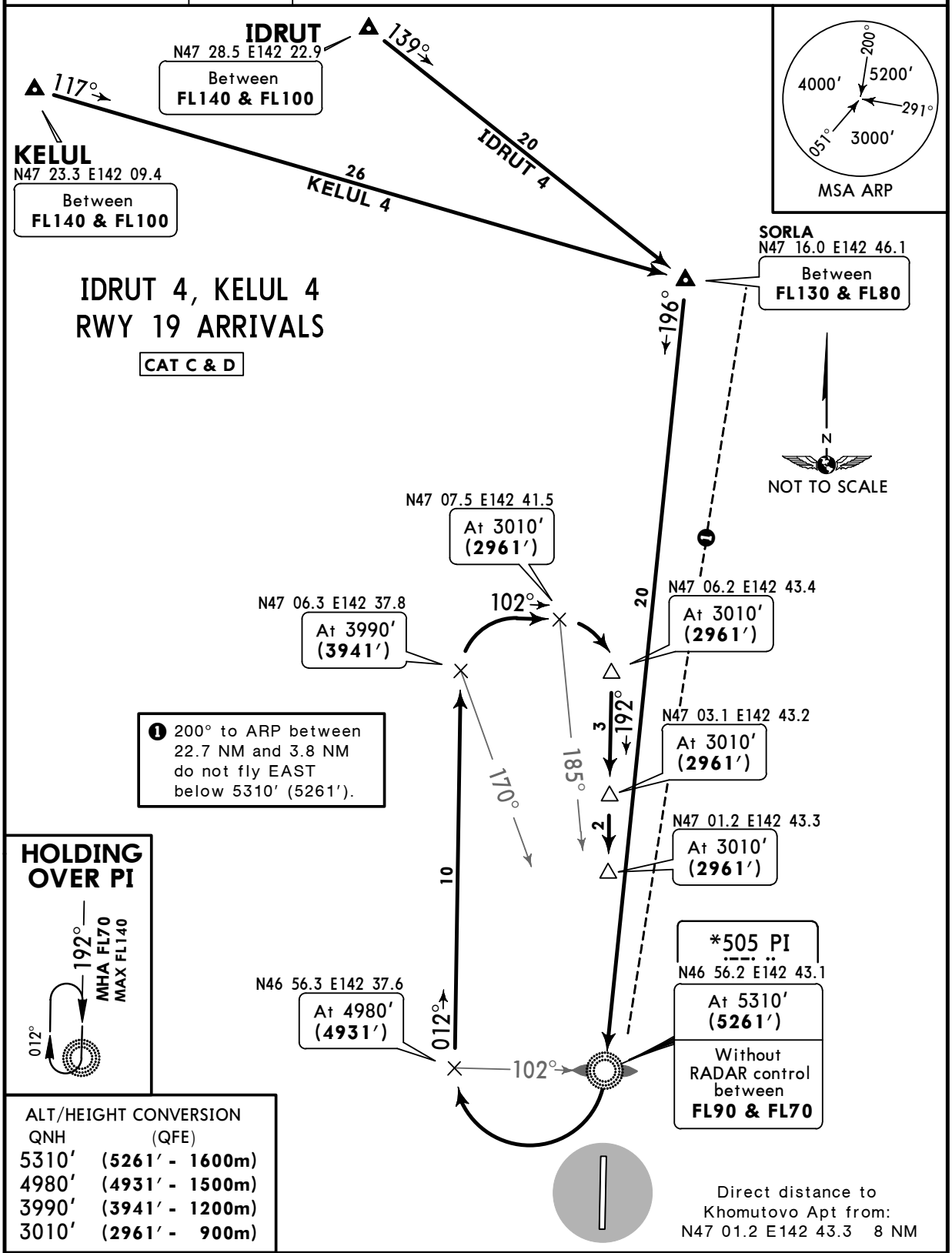
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V6) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 4	On 139° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4	On 117° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

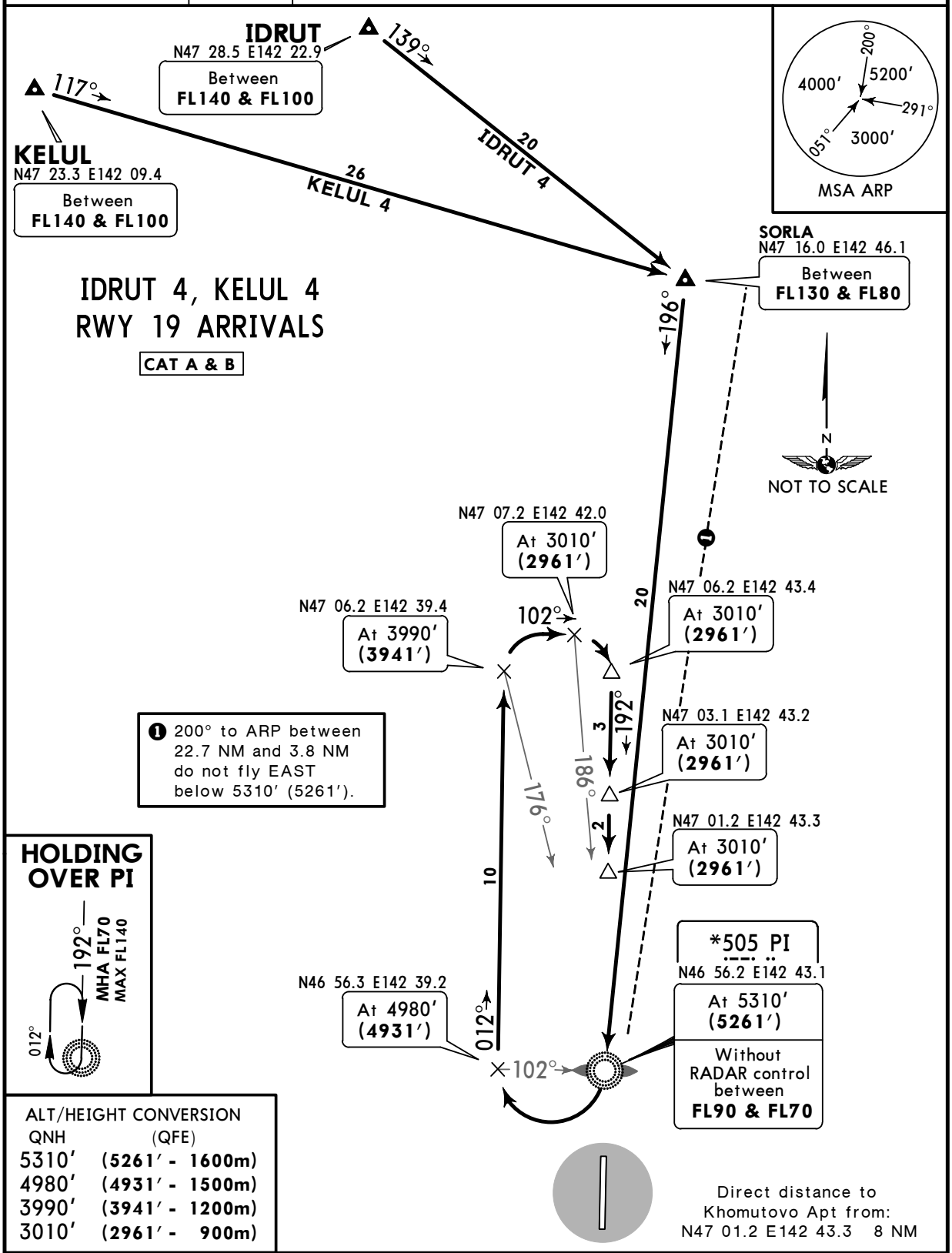
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V7) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 4	On 139° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4	On 117° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

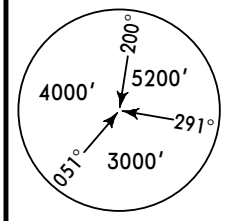
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2W) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**



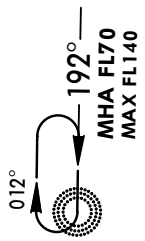
MSA ARP

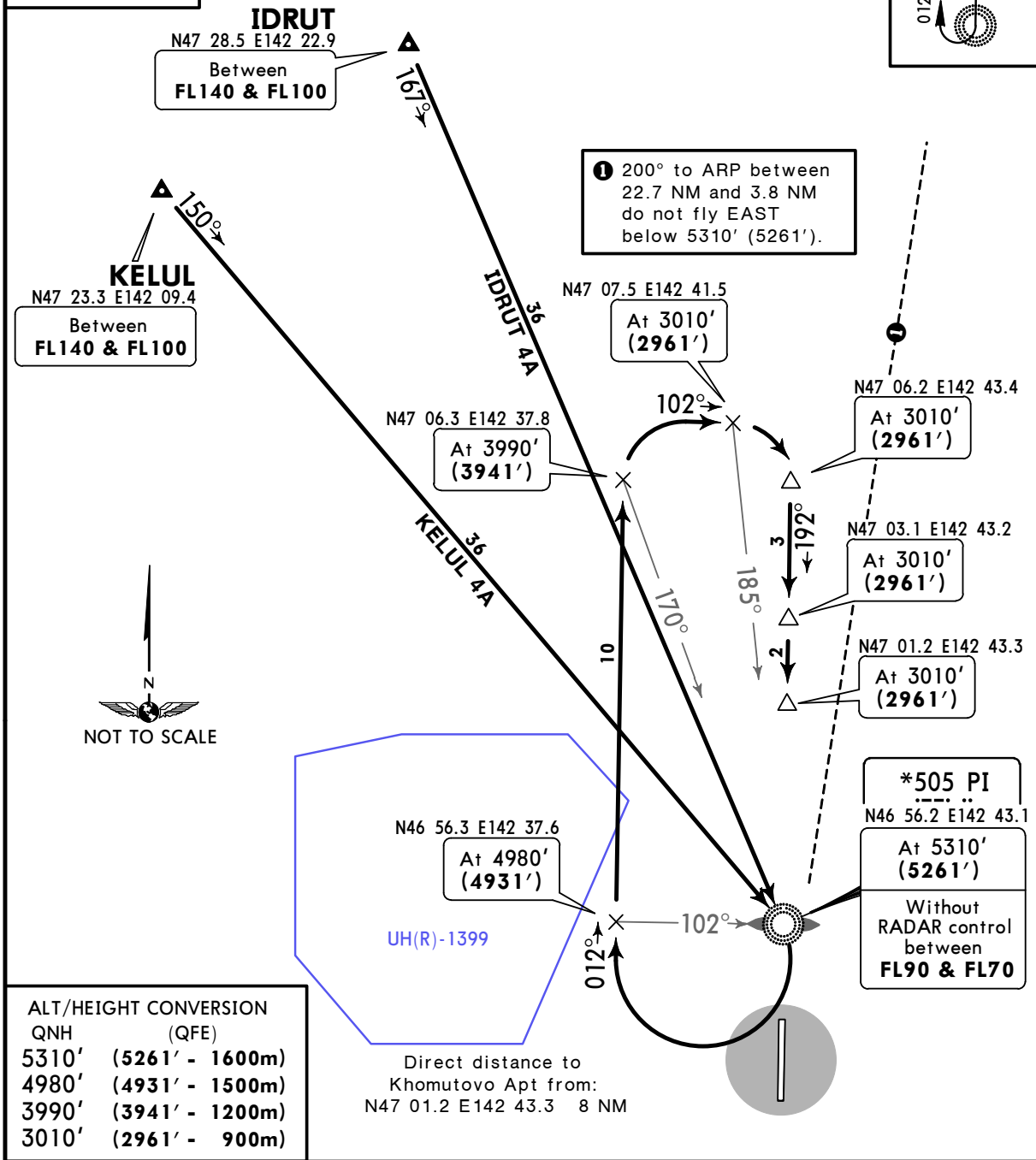
IDRUT 4A [IDRU4A]
KELUL 4A [KELU4A]
RWY 19 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT C & D

HOLDING OVER PI





ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 4A	Intercept 167° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4A	Intercept 150° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs availability.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.34 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

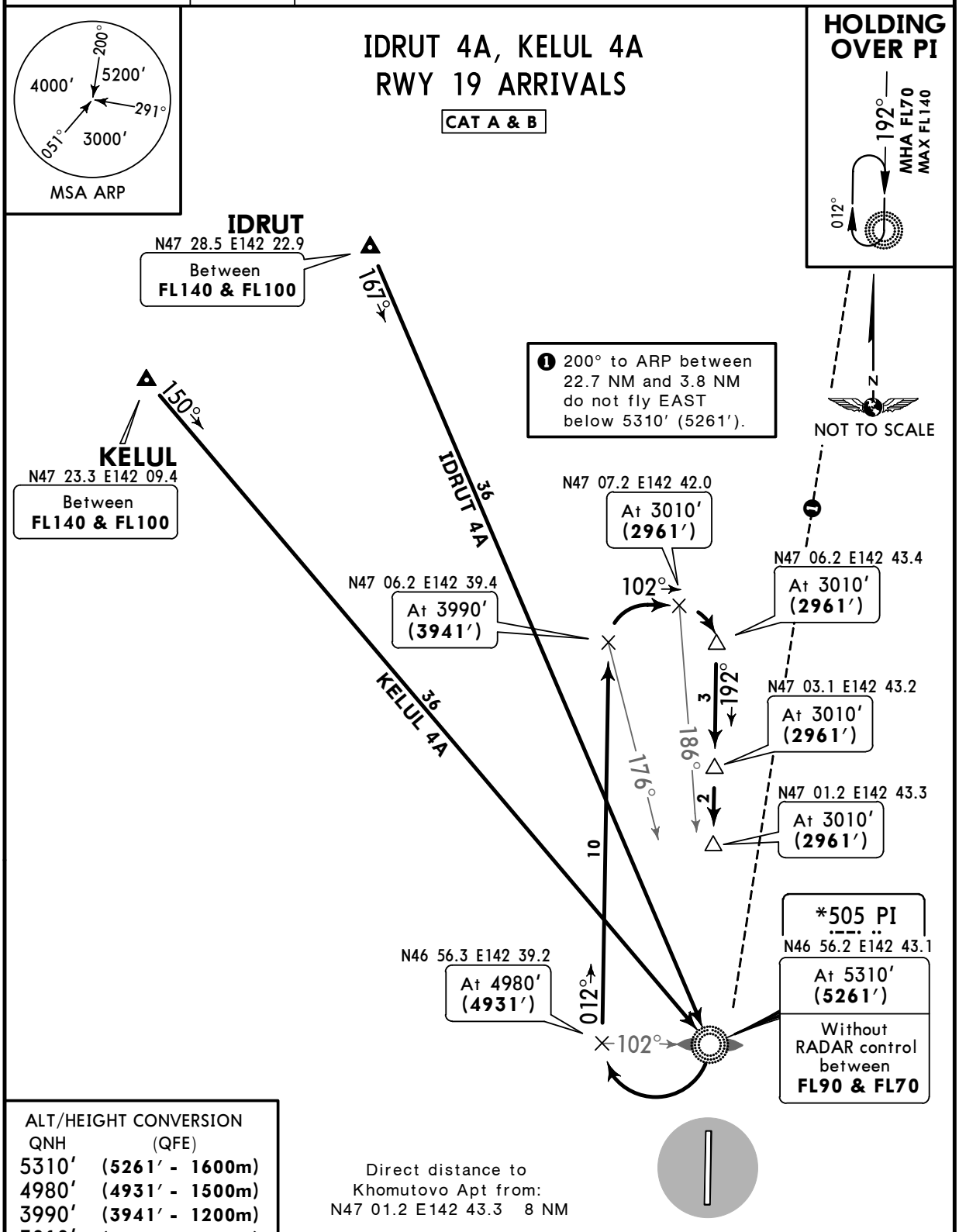
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2X) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

Direct distance to Khomutovo Apt from:
N47 01.2 E142 43.3 8 NM

STAR	ROUTING
IDRUT4A	Intercept 167° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4A	Inctercept 150° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

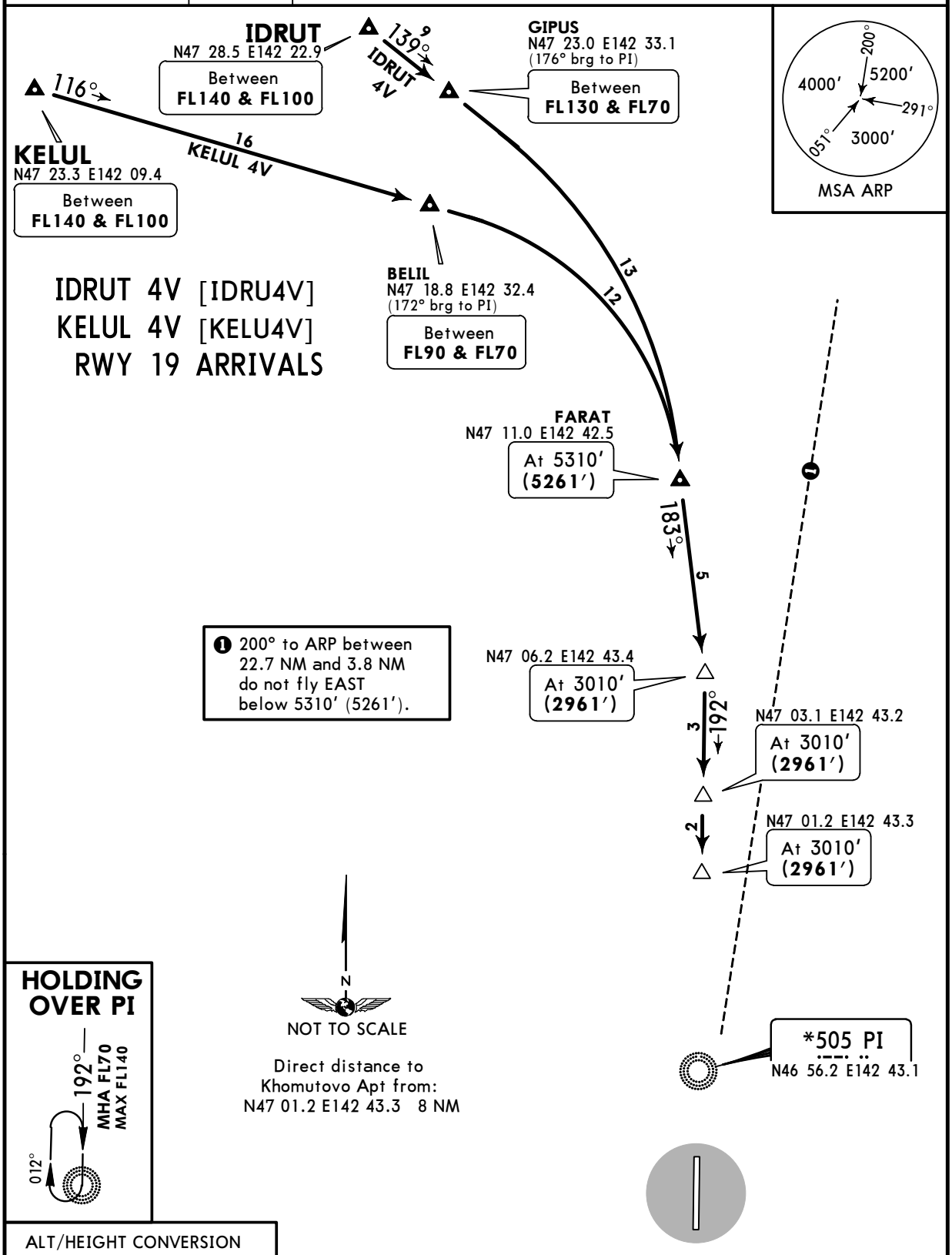
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2X1)

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 4V	On 139° track to GIPUS, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4V	On 116° track to BELIL, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

7.2.36 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

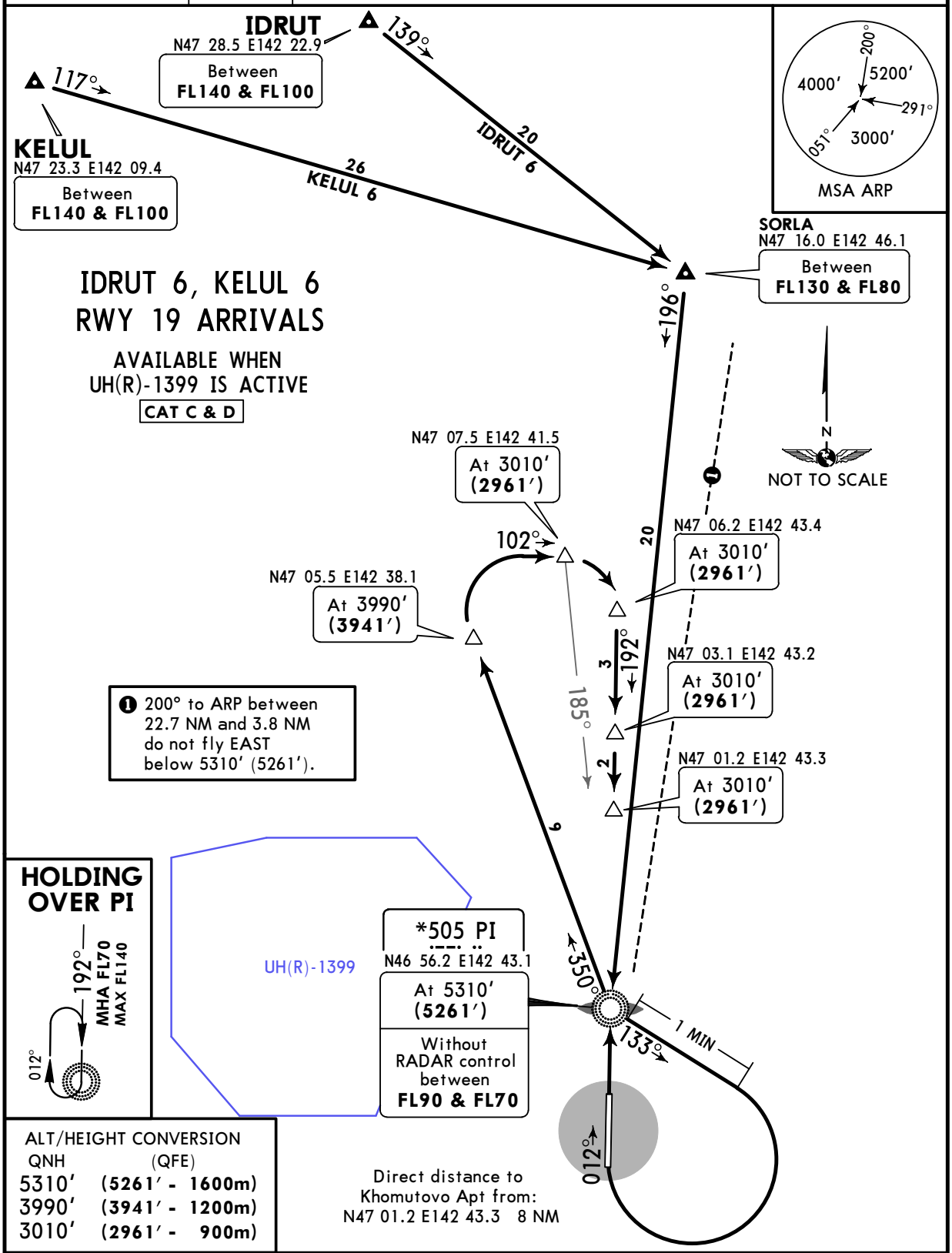
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2X2)

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 6	On 139° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 6	On 117° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.37 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X3)

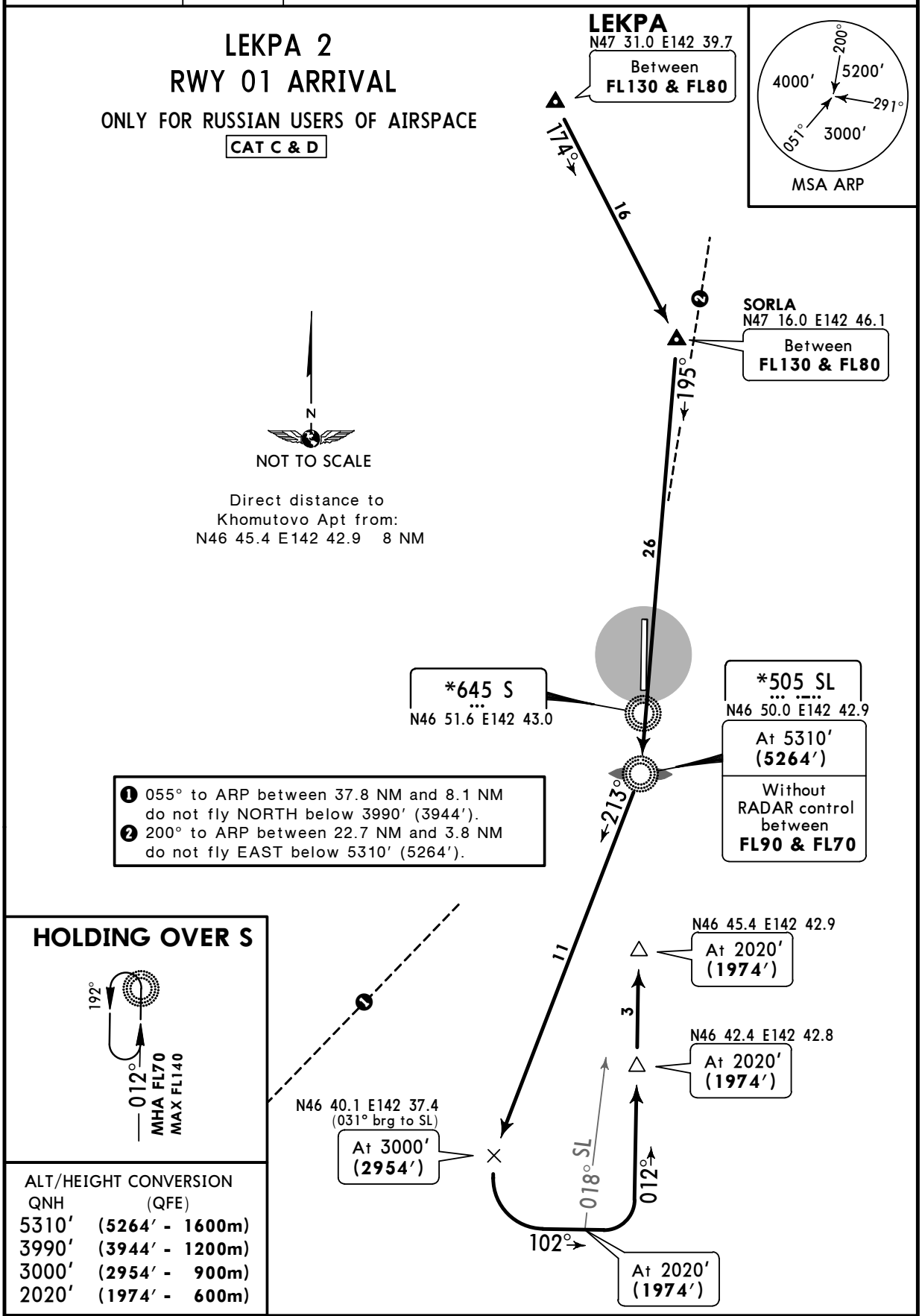
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

LEKPA 2
RWY 01 ARRIVAL

ONLY FOR RUSSIAN USERS OF AIRSPACE
CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: Reissue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X4)

STAR

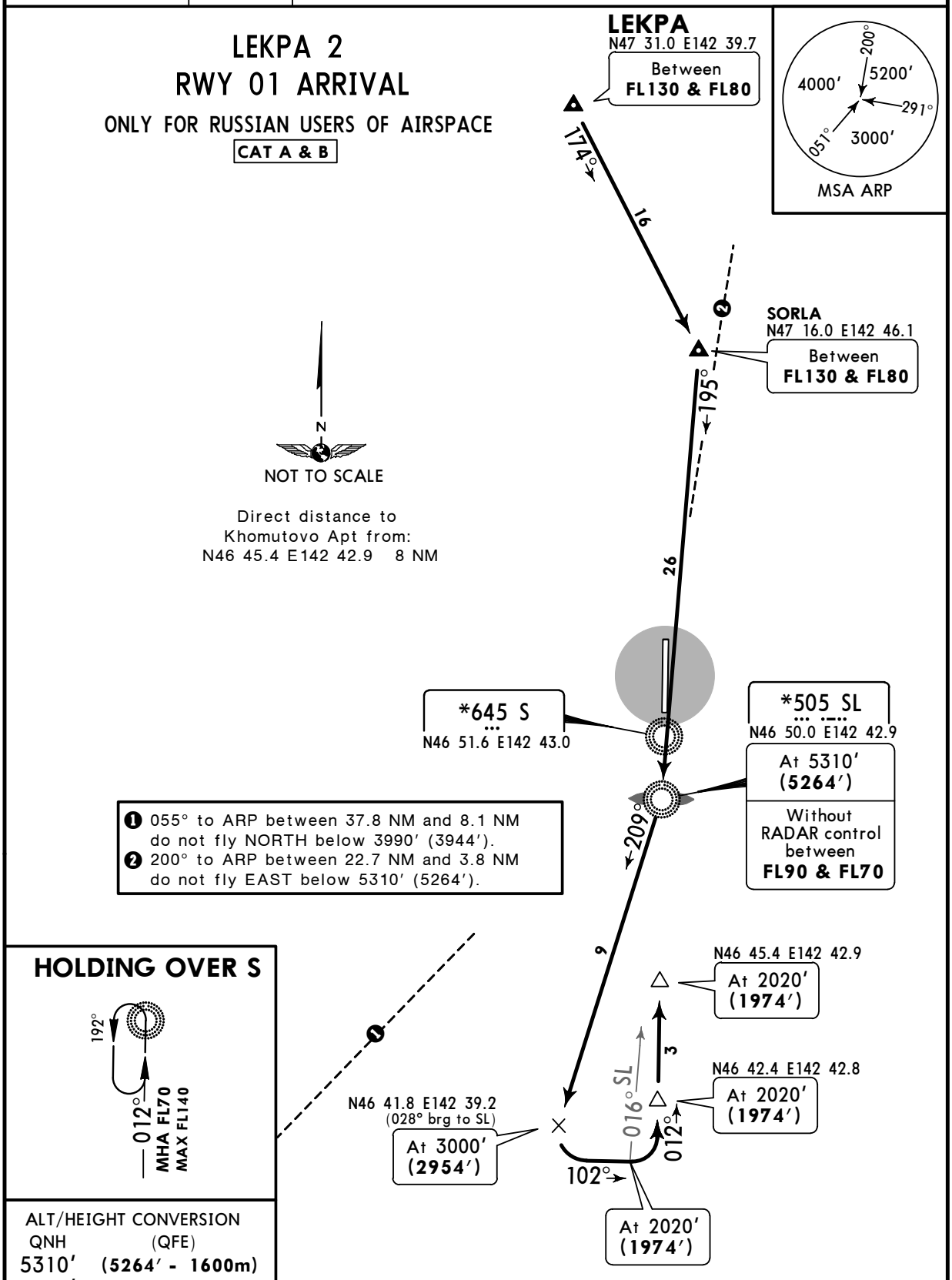
ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

LEKPA 2
RWY 01 ARRIVAL

ONLY FOR RUSSIAN USERS OF AIRSPACE

CAT A & B



HOLDING OVER S

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: Reissue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X5) Eff 30 Apr

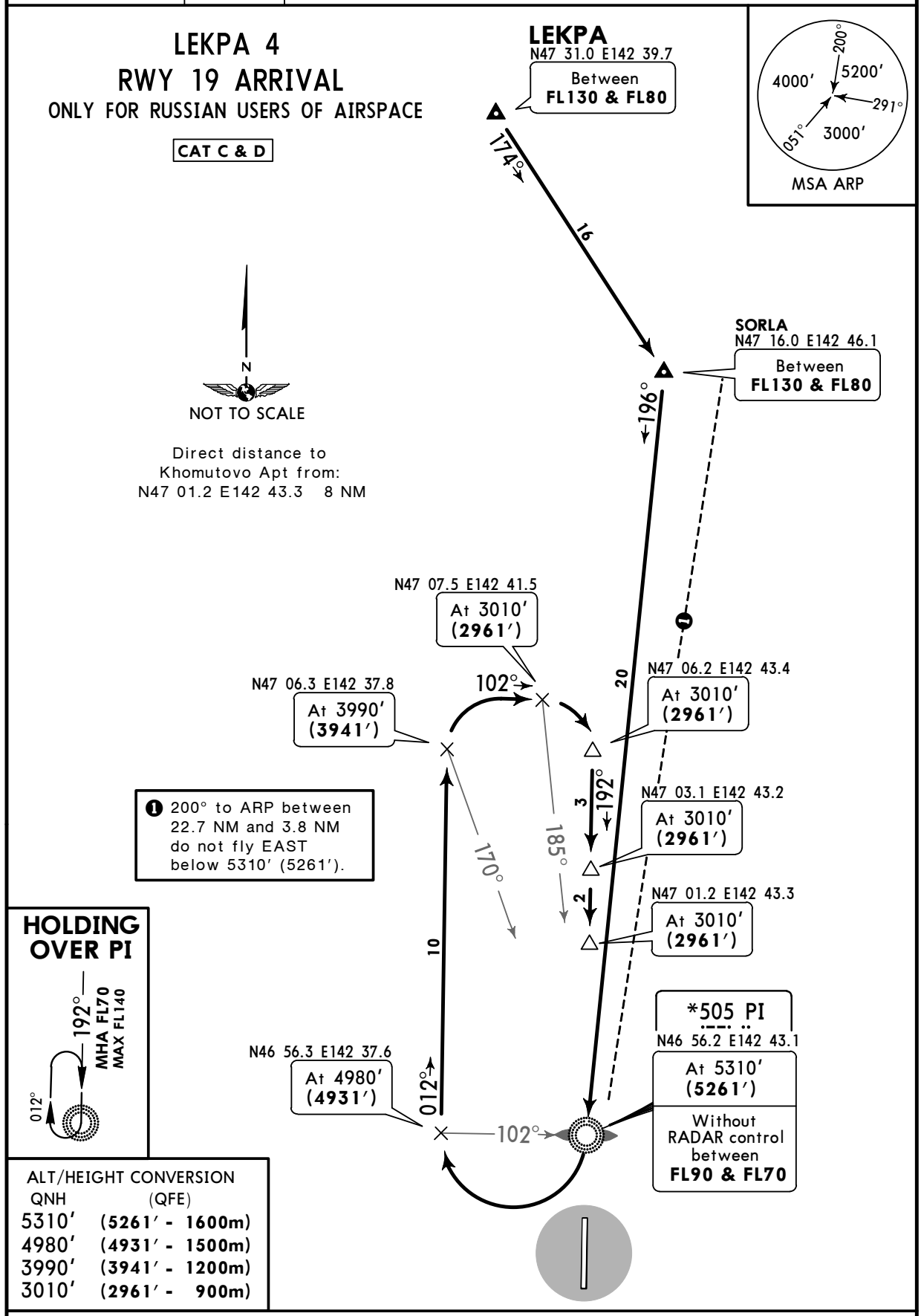
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**

LEKPA 4
RWY 19 ARRIVAL
ONLY FOR RUSSIAN USERS OF AIRSPACE

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability; MEA between LEKPA & SORLA withdrawn.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X6) Eff 30 Apr

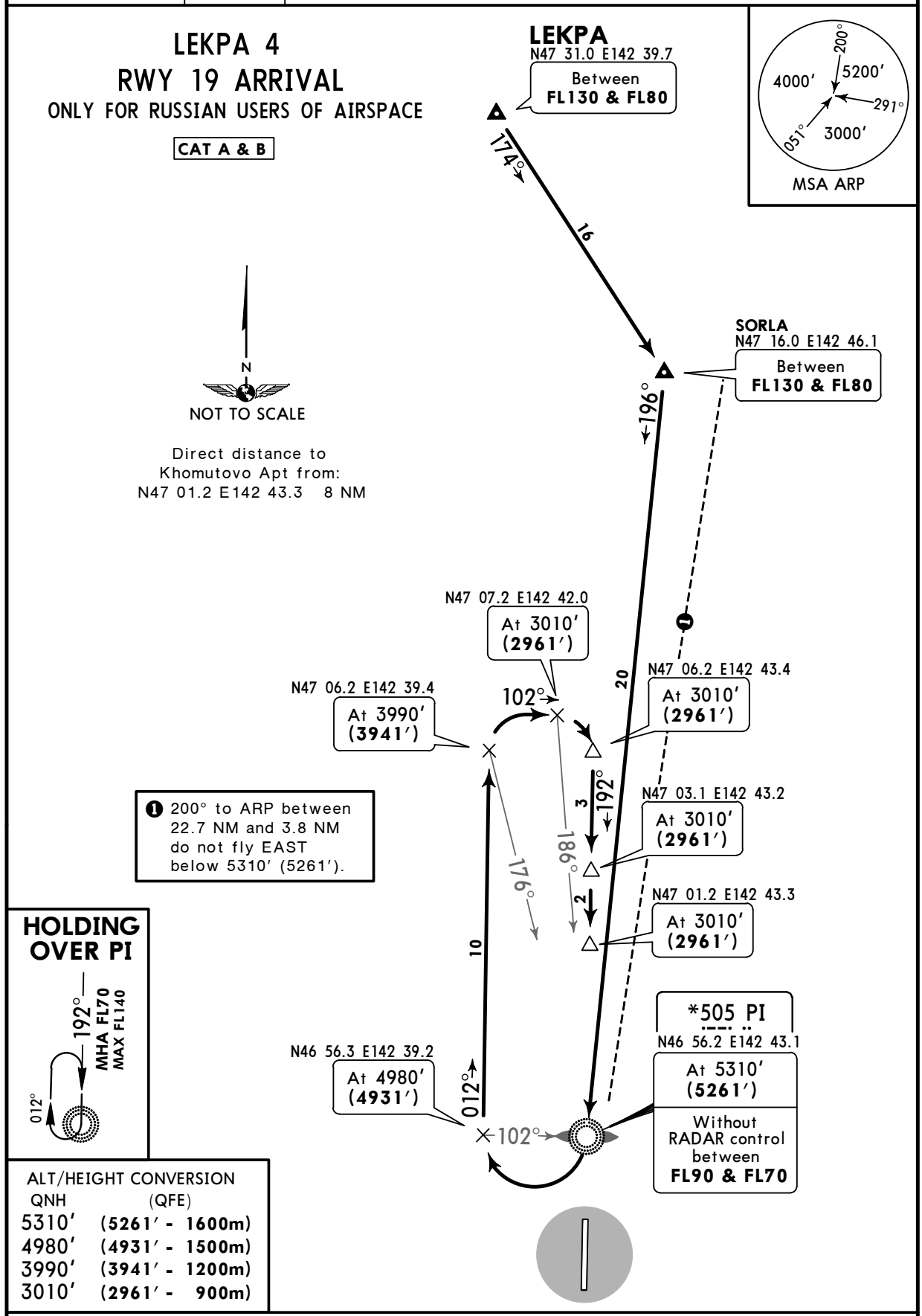
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**

LEKPA 4
RWY 19 ARRIVAL
ONLY FOR RUSSIAN USERS OF AIRSPACE

CAT A & B



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability; MEA between LEKPA & SORLA withdrawn.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

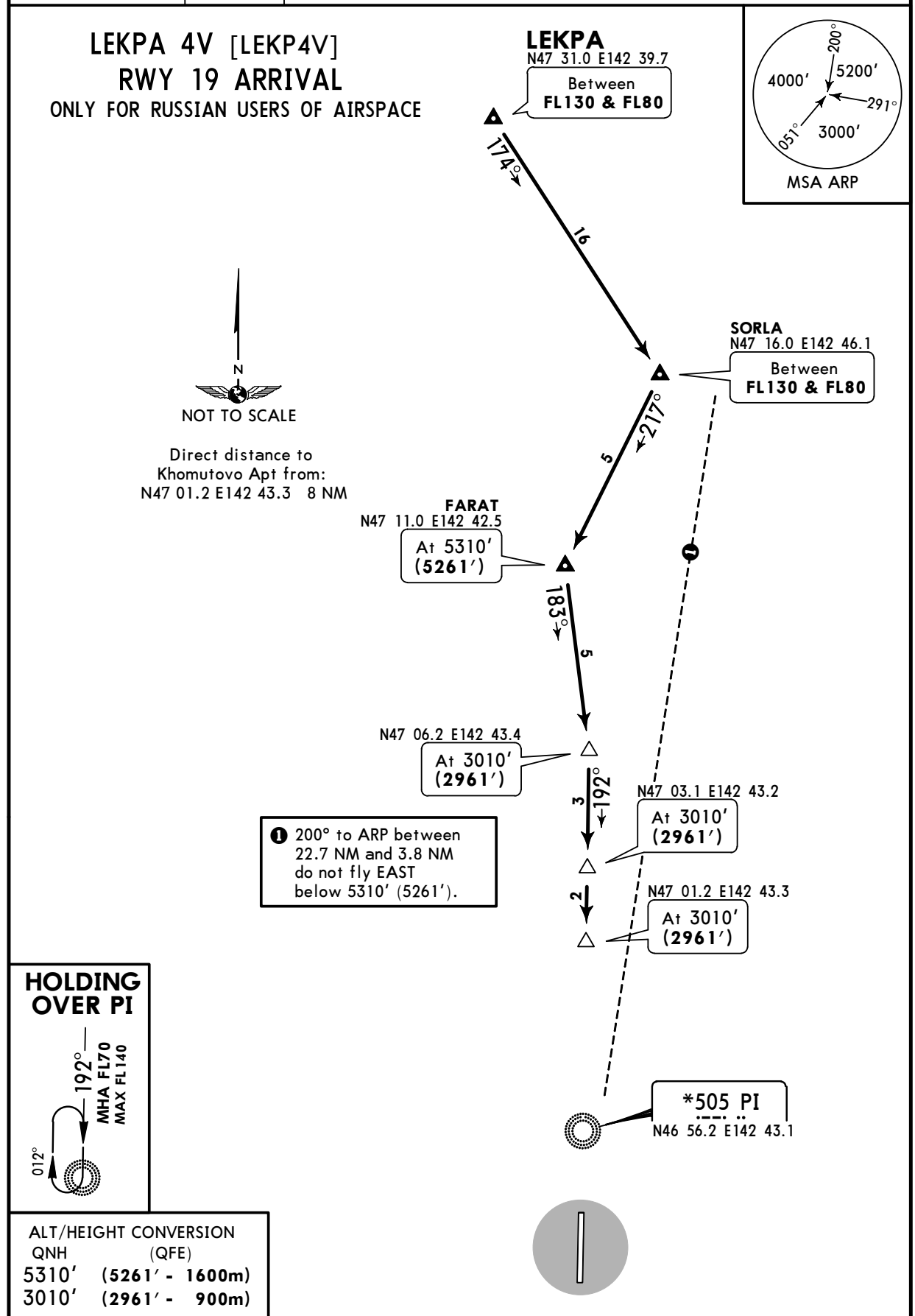
26 AUG 16 (10-2X7)

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**

LEKPA 4V [LEKP4V]
RWY 19 ARRIVAL
ONLY FOR RUSSIAN USERS OF AIRSPACE



HOLDING OVER PI

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, 217° track to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

7.2.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2X8)

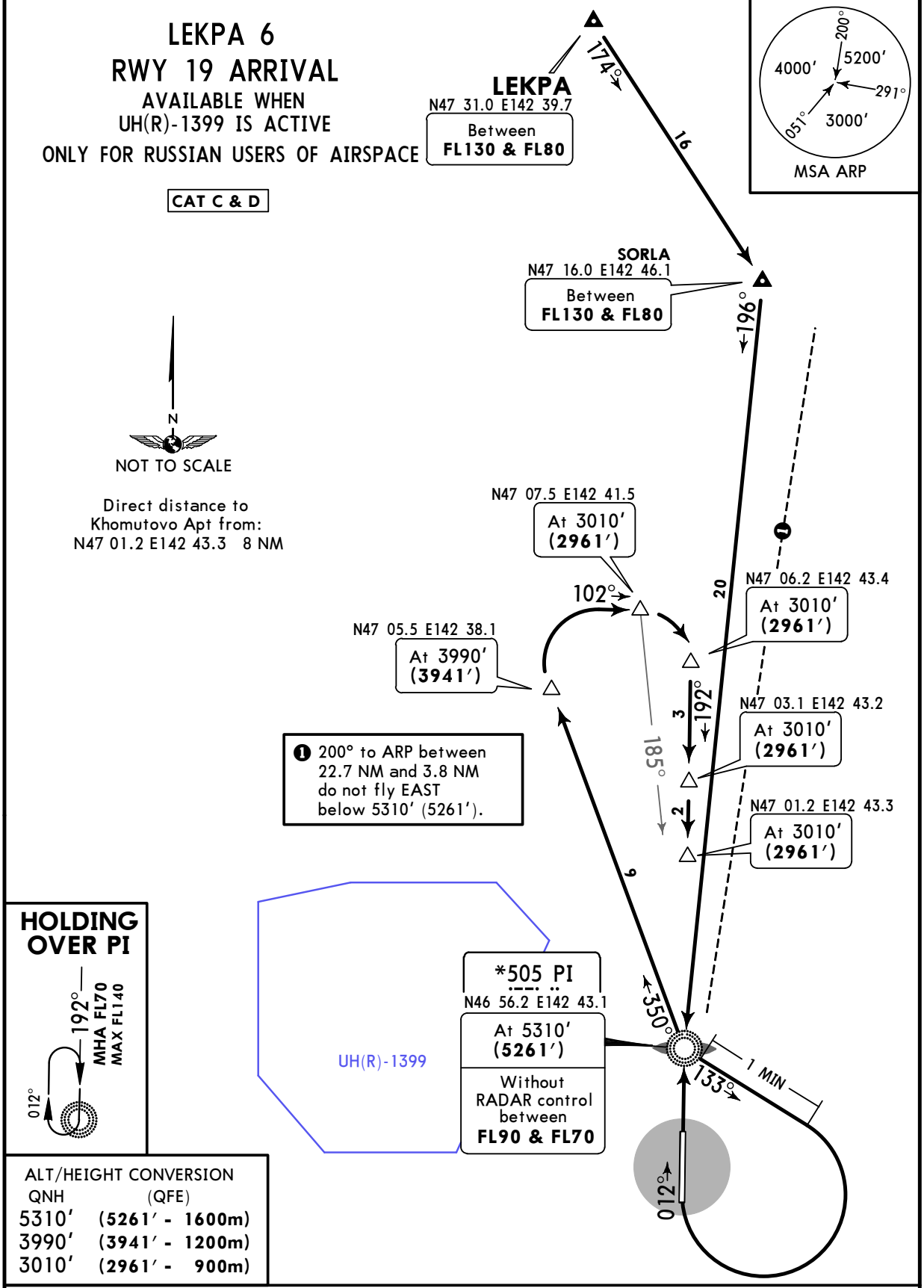
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**

LEKPA 6
RWY 19 ARRIVAL
AVAILABLE WHEN
UH(R)-1399 IS ACTIVE
ONLY FOR RUSSIAN USERS OF AIRSPACE

CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

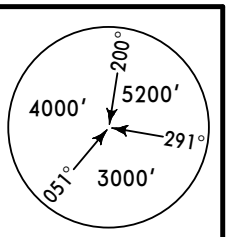
UHSS/UUS KHOMUTOVO

JEPPESEN 17 FEB 17 (10-3) Eff 2 Mar

YUZHNO-SAKHALINSK, RUSSIA

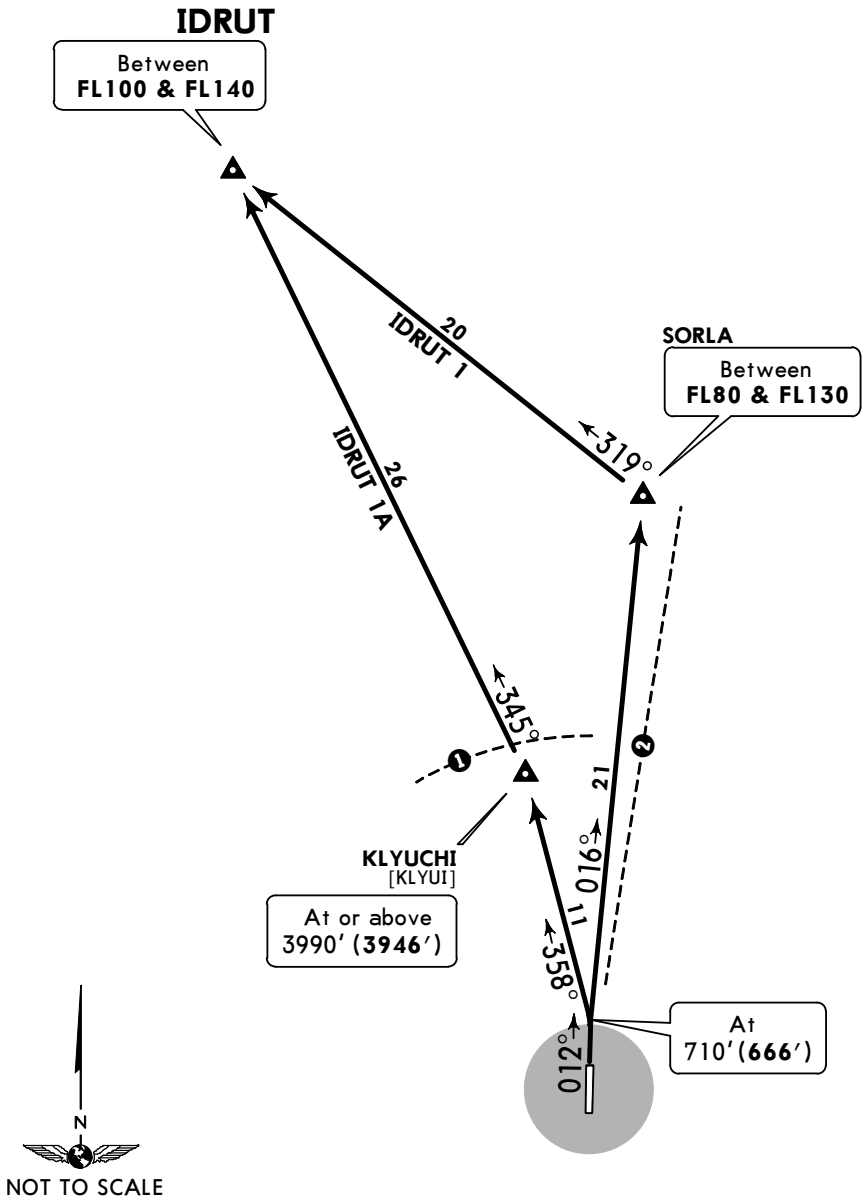
SID

Apt Elev	
59′	QNH on request (**QFE**) Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ (**5266′**)



MSA ARP

IDRUT 1
IDRUT 1A [IDRU1A]
RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	(666′ - 200m)
3990′	(3946′ - 1200m)
5310′	(5266′ - 1600m)

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

SID	ROUTING
IDRUT 1	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 319° track to IDRUT.
IDRUT 1A	Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 345° track to IDRUT.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

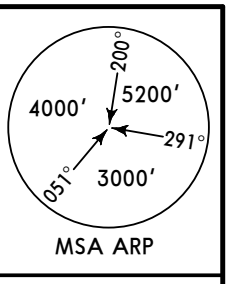
UHSS/UUS KHOMUTOVO

JEPPESEN 17 FEB 17 (10-3A) Eff 2 Mar

YUZHNO-SAKHALINSK, RUSSIA

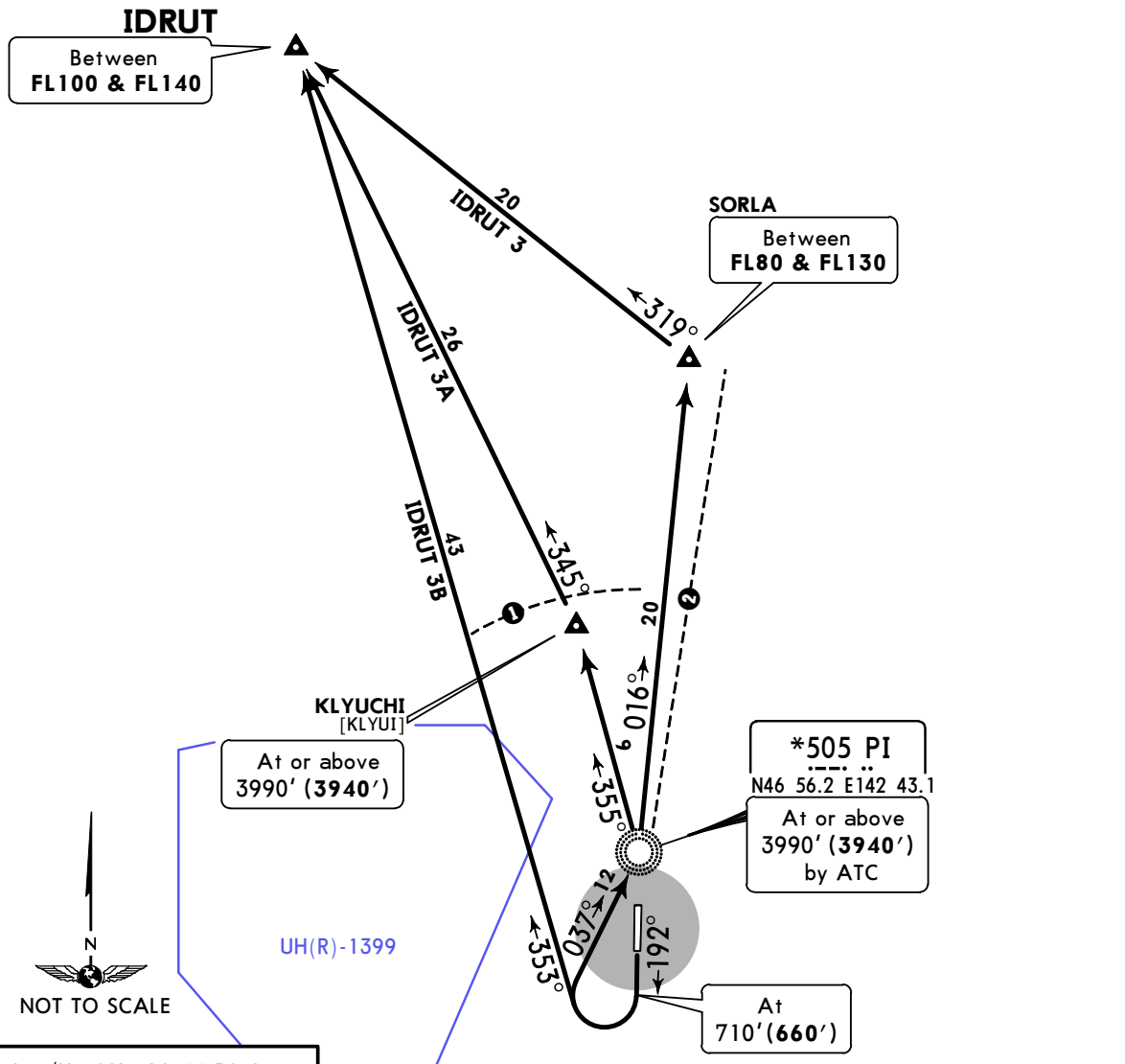
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5260′)**



IDRUT 3
IDRUT 3A [IDRU3A]
IDRUT 3B [IDRU3B]
BY ATC

RWY 19 DEPARTURES
AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	**(660′ - 200m)**
3990′	**(3940′ - 1200m)**
5310′	**(5260′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).

SID	ROUTING
IDRUT 3	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 319° track to IDRUT.
IDRUT 3A	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 345° track to IDRUT.
IDRUT 3B	Climb straight ahead, at 710′ (660′) turn RIGHT, 353° track to IDRUT.

CHANGES: SID IDRUT 3B availability.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

7.2.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

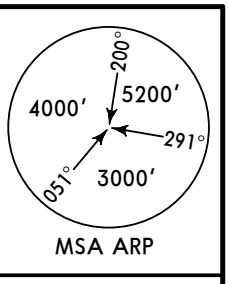
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3B) Eff 18 Aug

SID

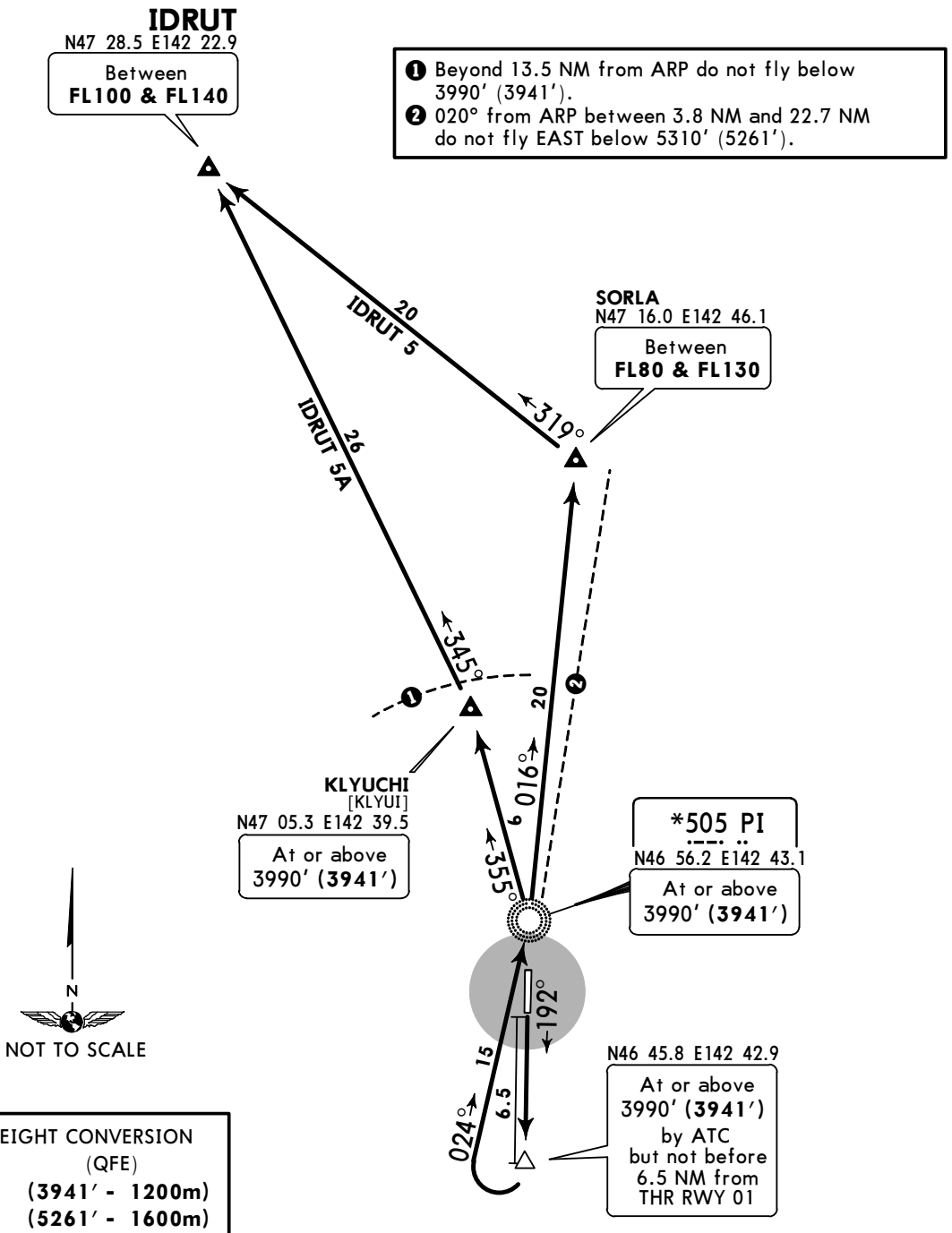
Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



MSA ARP

IDRUT 5
IDRUT 5A [IDRU5A]
RWY 19 DEPARTURES

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

SID	ROUTING
IDRUT 5	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 319° track to IDRUT.
IDRUT 5A	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 345° track to IDRUT.

CHANGES: SIDs availability.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

7.2.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

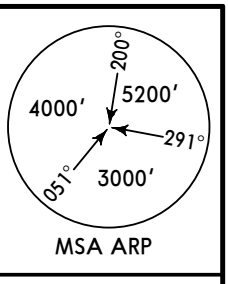
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

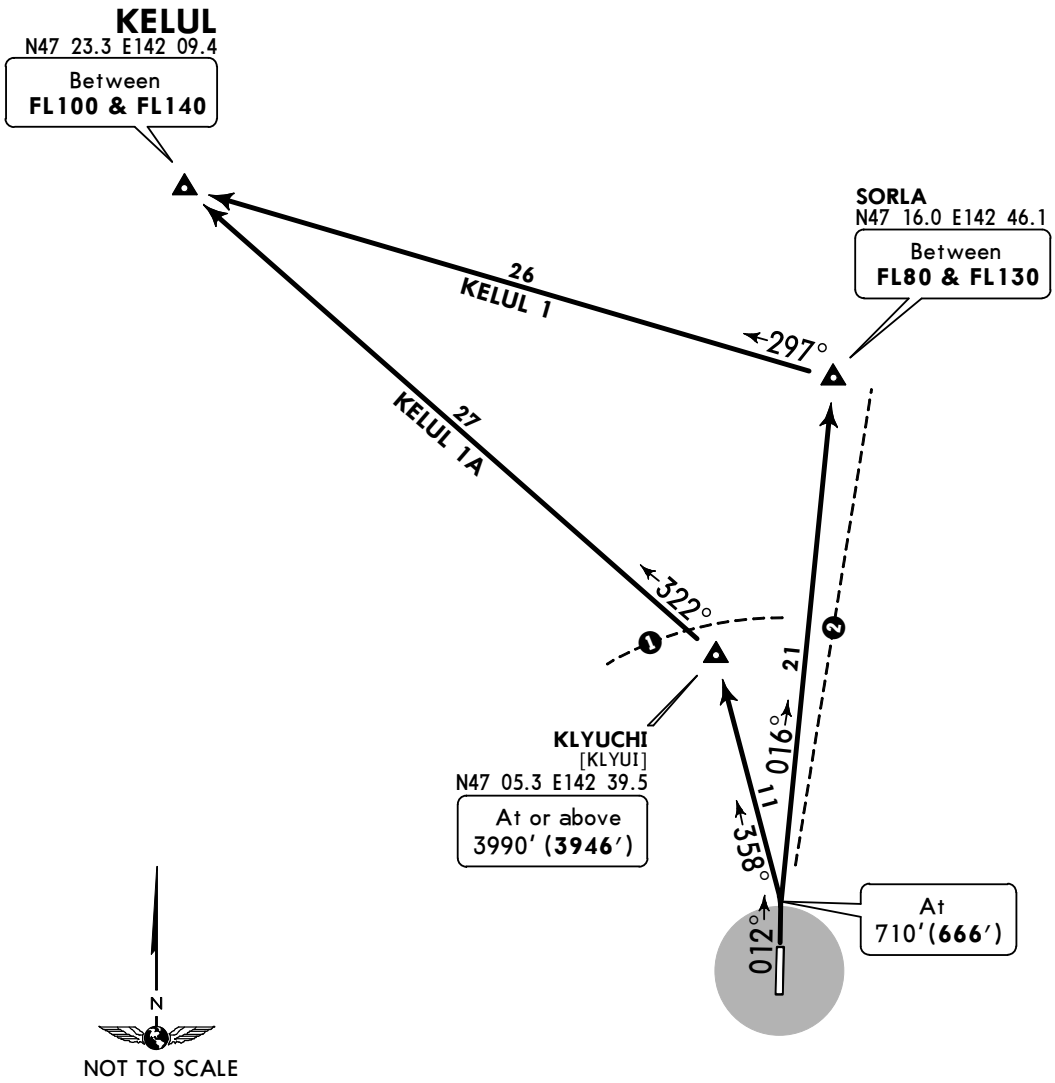
5 AUG 16 (10-3C) Eff 18 Aug

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



KELUL 1
KELUL 1A [KELU1A]
RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
3990′	**(3946′ - 1200m)**
5310′	**(5266′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

SID	ROUTING
KELUL 1	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 297° track to KELUL.
KELUL 1A	Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 322° track to KELUL.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

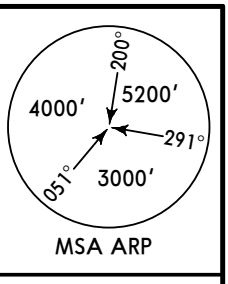
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 FEB 17 (10-3D) Eff 2 Mar

SID

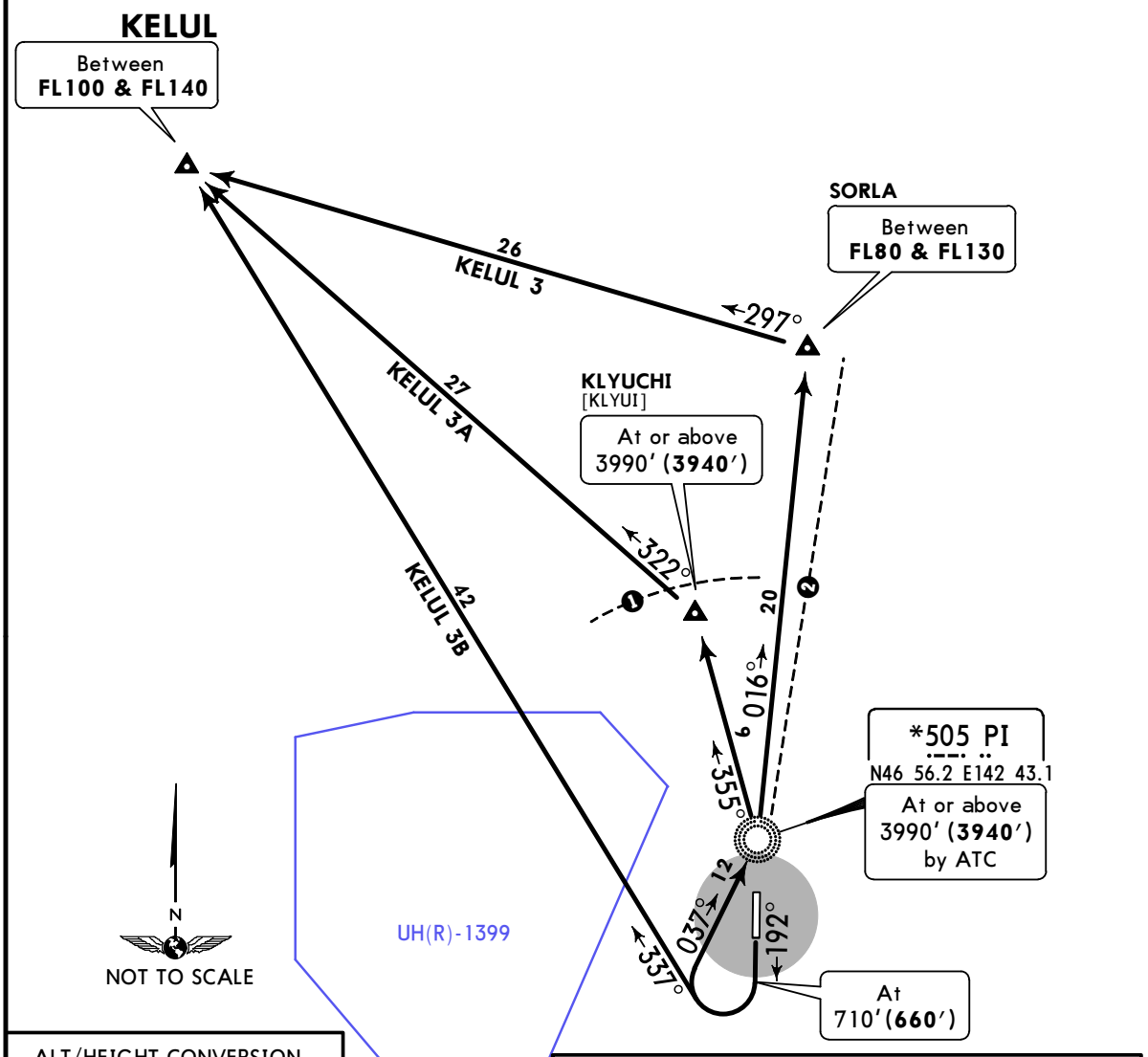
Apt Elev	
59′	QNH on request (**QFE**) Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ (**5260′**)



KELUL 3
KELUL 3A [KELU3A]
KELUL 3B [KELU3B]
BY ATC

RWY 19 DEPARTURES

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	(660′ - 200m)
3990′	(3940′ - 1200m)
5310′	(5260′ - 1600m)

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).

SID	ROUTING
KELUL 3	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 297° track to KELUL.
KELUL 3A	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 322° track to KELUL.
KELUL 3B	Climb straight ahead, at 710′ (660′) turn RIGHT, 337° track to KELUL.

CHANGES: SID KELUL 3B availability.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

7.2.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

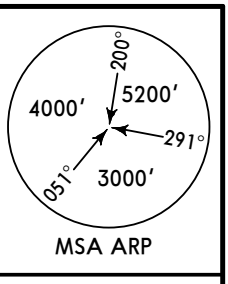
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 FEB 17 (10-3E) Eff 2 Mar

SID

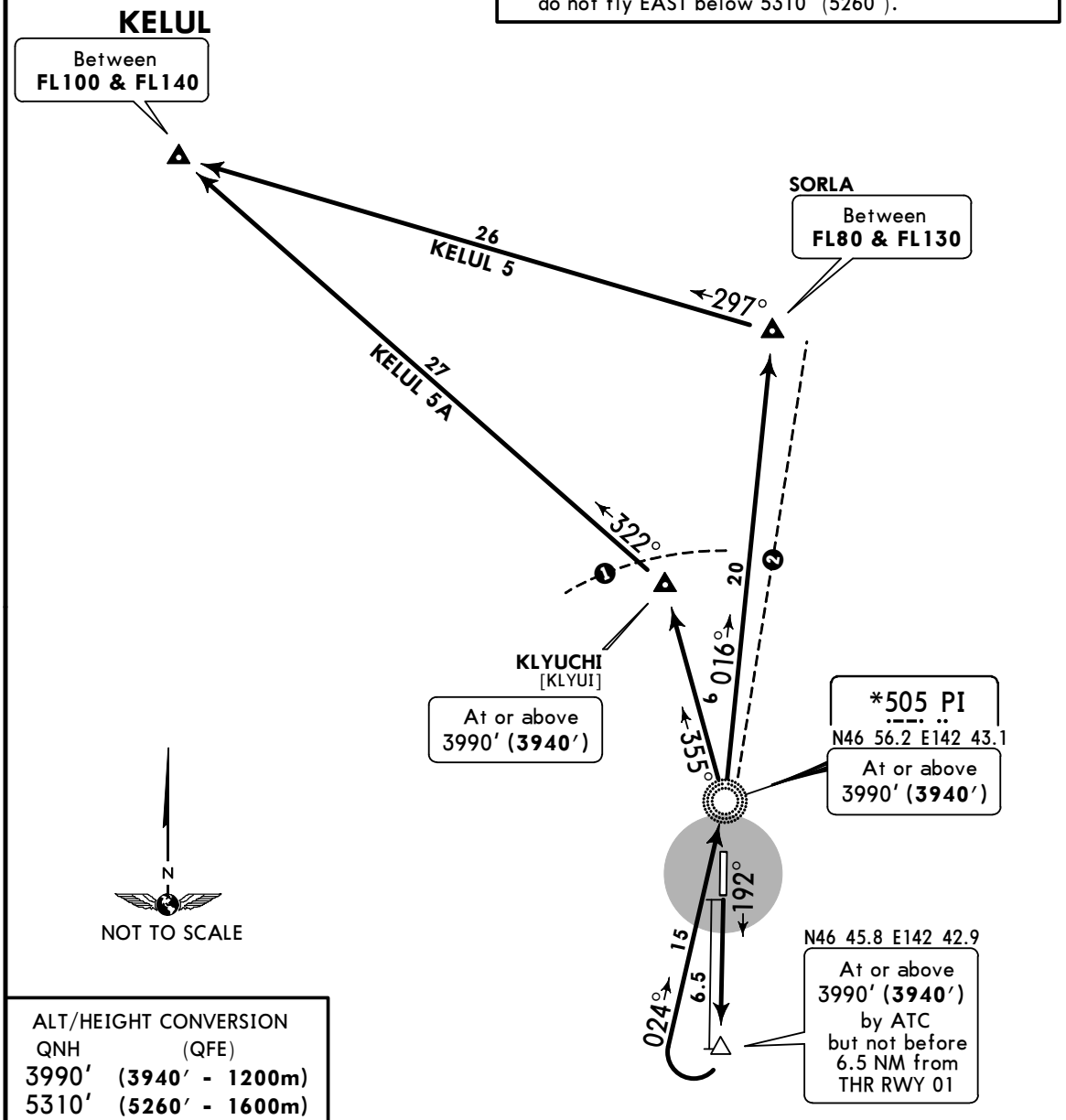
Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5260′)**



KELUL 5
KELUL 5A [KELU5A]
RWY 19 DEPARTURES

CAT C & D

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).



ALT/HEIGHT CONVERSION

QNH	(QFE)
3990′	**(3940′ - 1200m)**
5310′	**(5260′ - 1600m)**

SID	ROUTING
KELUL 5	Climb straight ahead, at or above 3990′ (3940′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 297° track to KELUL.
KELUL 5A	Climb straight ahead, at or above 3990′ (3940′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 322° track to KELUL.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

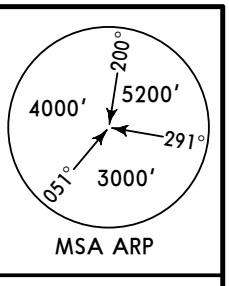
UHSS/UUS
KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

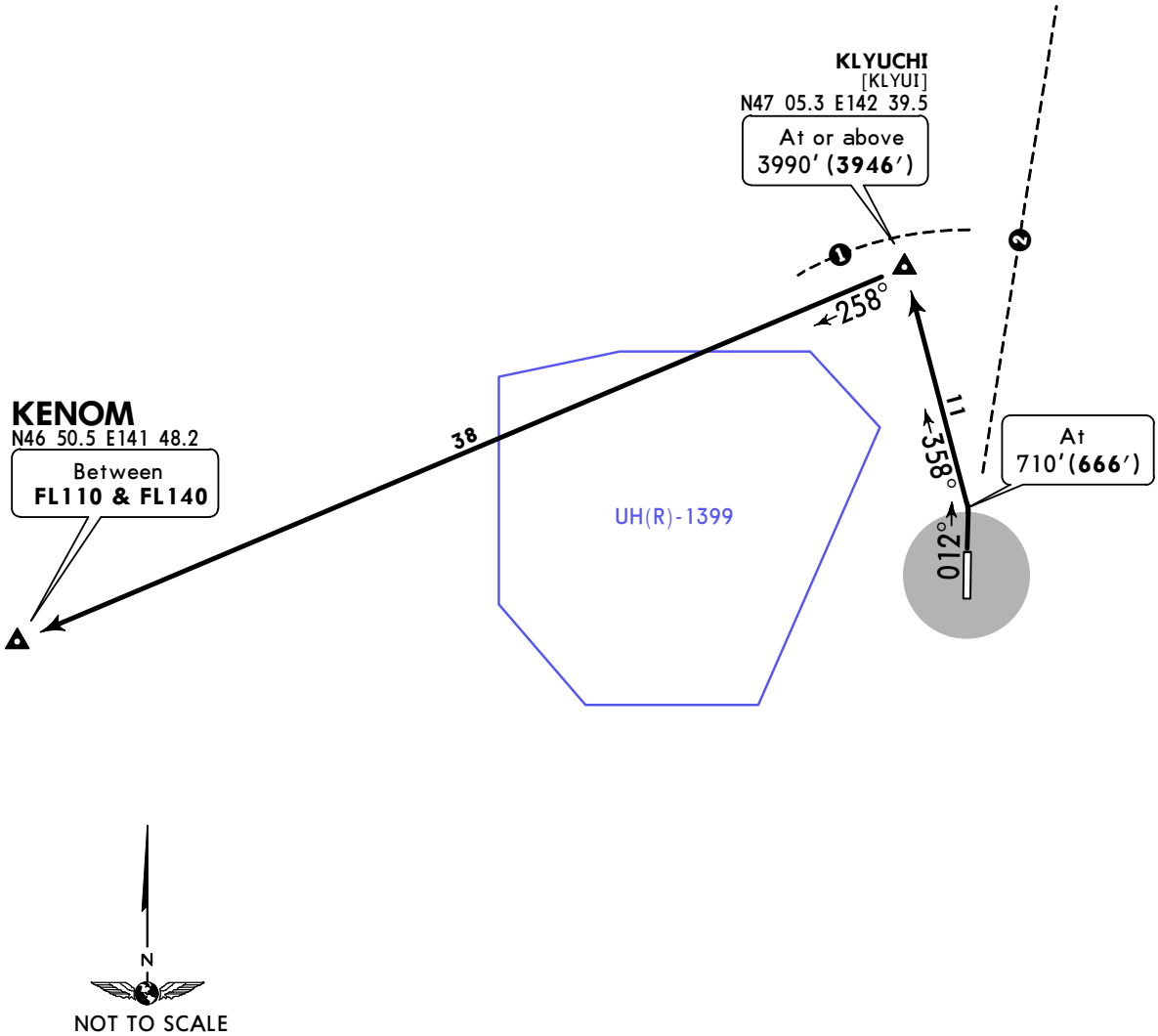
5 AUG 16 (10-3F) Eff 18 Aug

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



KENOM 1A [KENO1A]
RWY 01 DEPARTURE
AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
3990′	**(3946′ - 1200m)**
5310′	**(5266′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

ROUTING

Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 258° track to KENOM.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

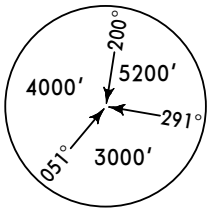
UHSS/UUS KHOMUTOVO

JEPPESEN 5 AUG 16 (10-3G) Eff 18 Aug

YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



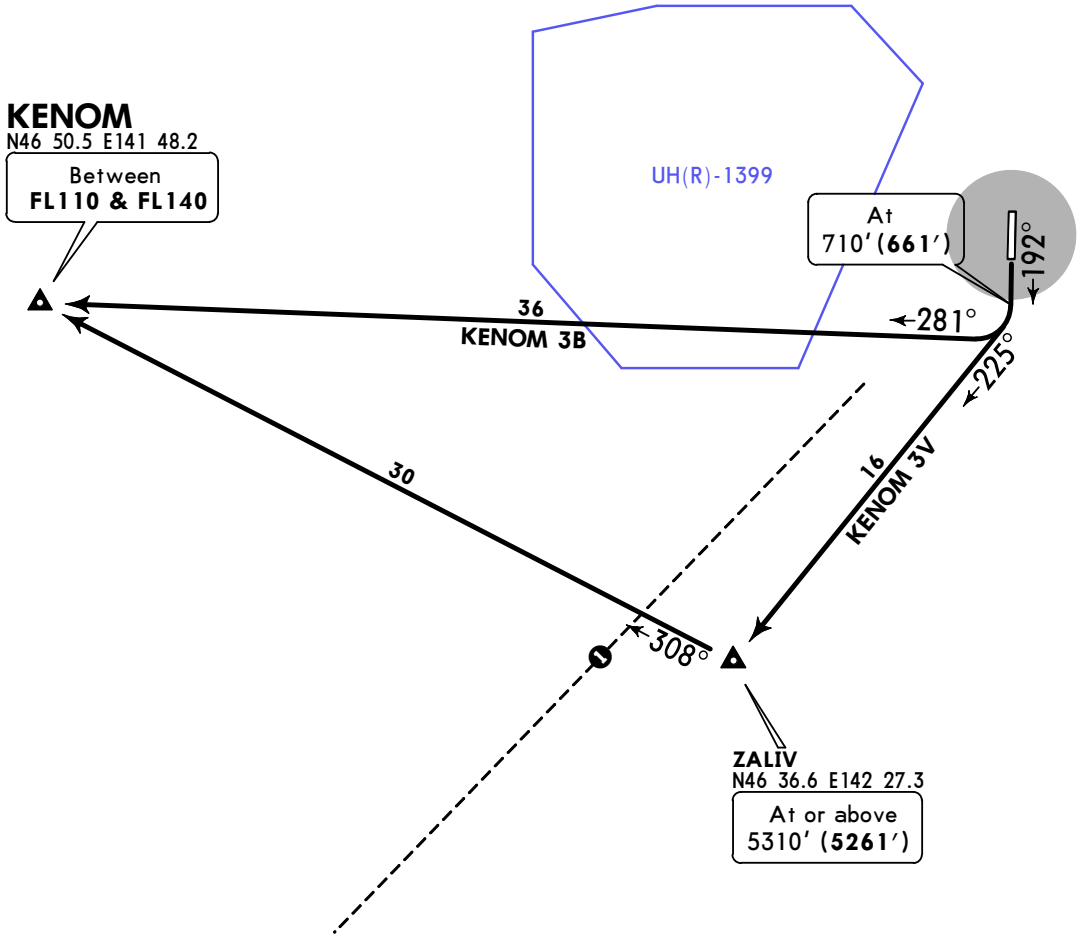
MSA ARP

KENOM 3B [KENO3B]

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

KENOM 3V [KENO3V]

RWY 19 DEPARTURES





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(661′ - 200m)**
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990′ (3941′).

SID	ROUTING
KENOM 3B By ATC	Climb straight ahead, at 710′ (661′) turn RIGHT, 281° track to KENOM.
KENOM 3V By ATC	Climb straight ahead, at 710′ (661′) turn RIGHT, 225° track to ZALIV, turn RIGHT, 308° track to KENOM.

CHANGES: SIDs availability.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

7.2.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

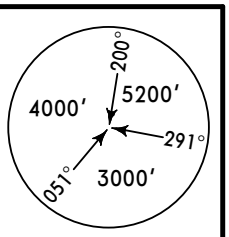
UHSS/UUS KHOMUTOVO

JEPPESEN 16 SEP 16 (10-3H)

YUZHNO-SAKHALINSK, RUSSIA

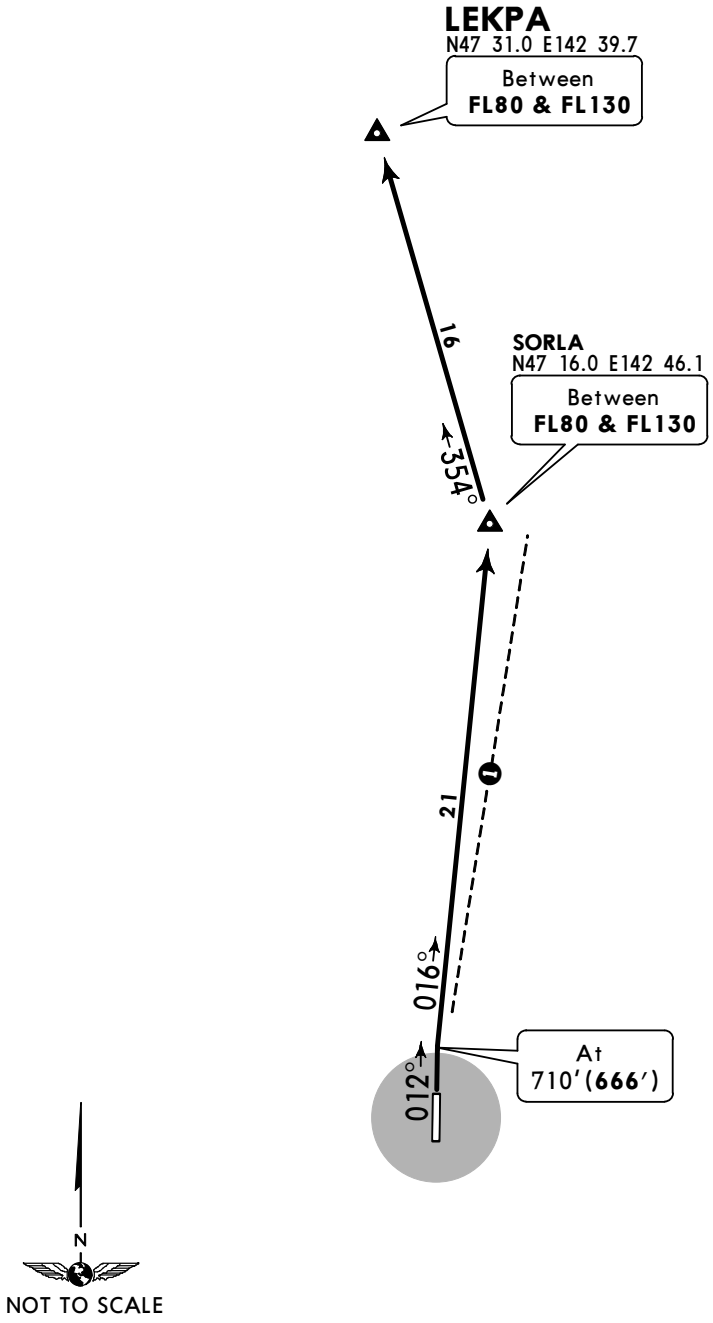
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



MSA ARP

LEKPA 1
DEPARTURE
ONLY FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
5310′	**(5266′ - 1600m)**

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

RWY	ROUTING
01	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 354° track to LEKPA.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

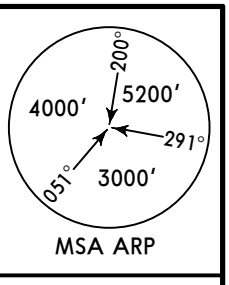
UHSS/UUS KHOMUTOVO

JEPPESEN 16 SEP 16 (10-3J)

YUZHNO-SAKHALINSK, RUSSIA

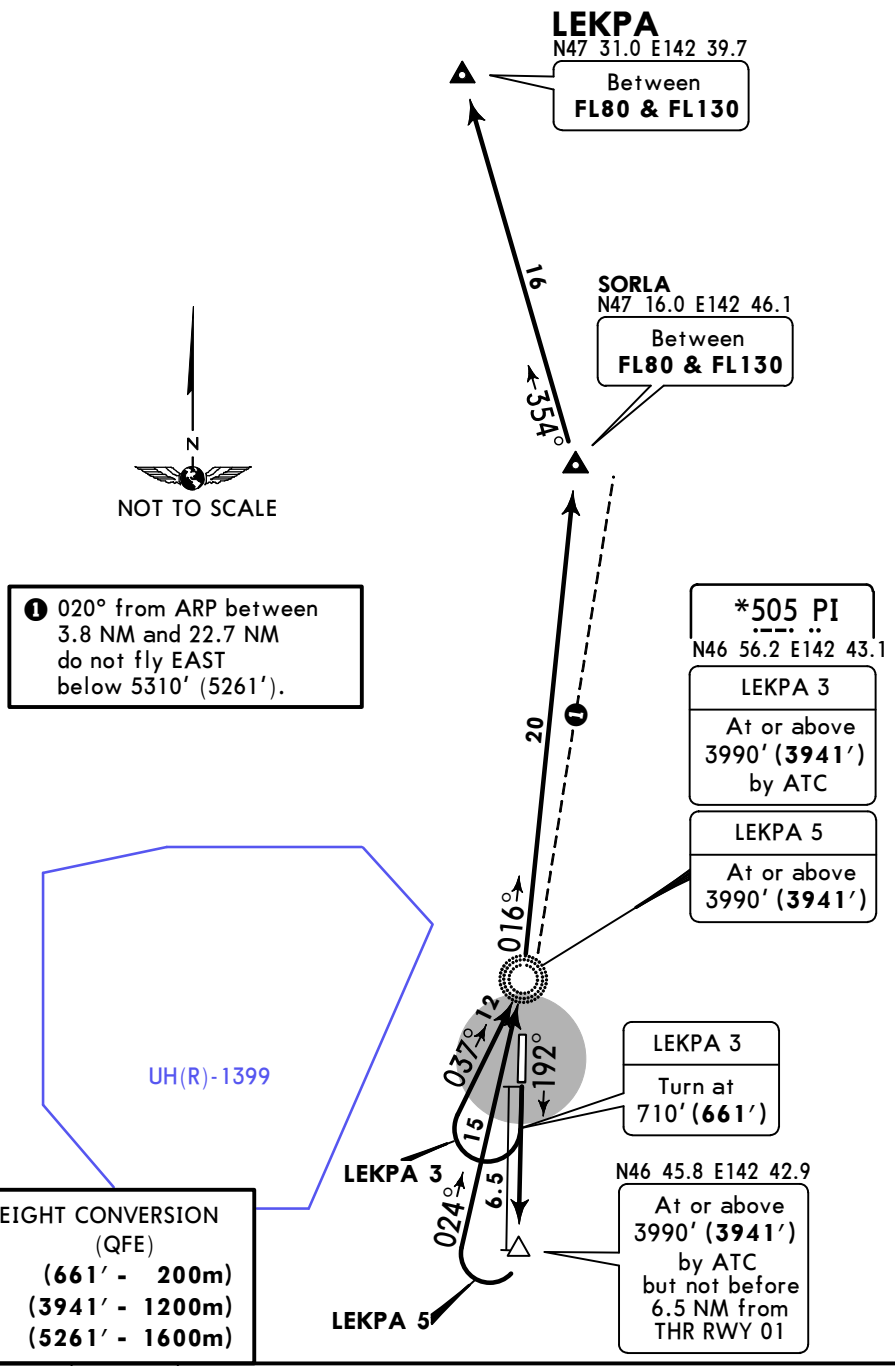
SID

Apt Elev	
59′	QNH on request (**QFE**) Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ (**5261′**)



LEKPA 3
LEKPA 5
DEPARTURES

ONLY FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	(661′ - 200m)
3990′	(3941′ - 1200m)
5310′	(5261′ - 1600m)

SID	RWY	ROUTING
LEKPA 3 ❷	**19**	Climb straight ahead, at 710′ (661′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 354° track to LEKPA.
LEKPA 5 CAT C & D		Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 354° track to LEKPA.

❷ Available when UH(R)-1399 is not active.

CHANGES: LEKPA 3 availability.

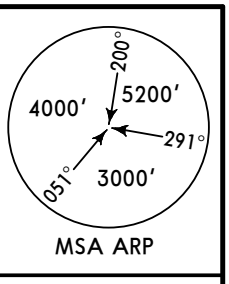
© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3K) Eff 18 Aug SID

Apt Elev	
59′	QNH on request (**QFE**) Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ (**5266′**)



MSA ARP

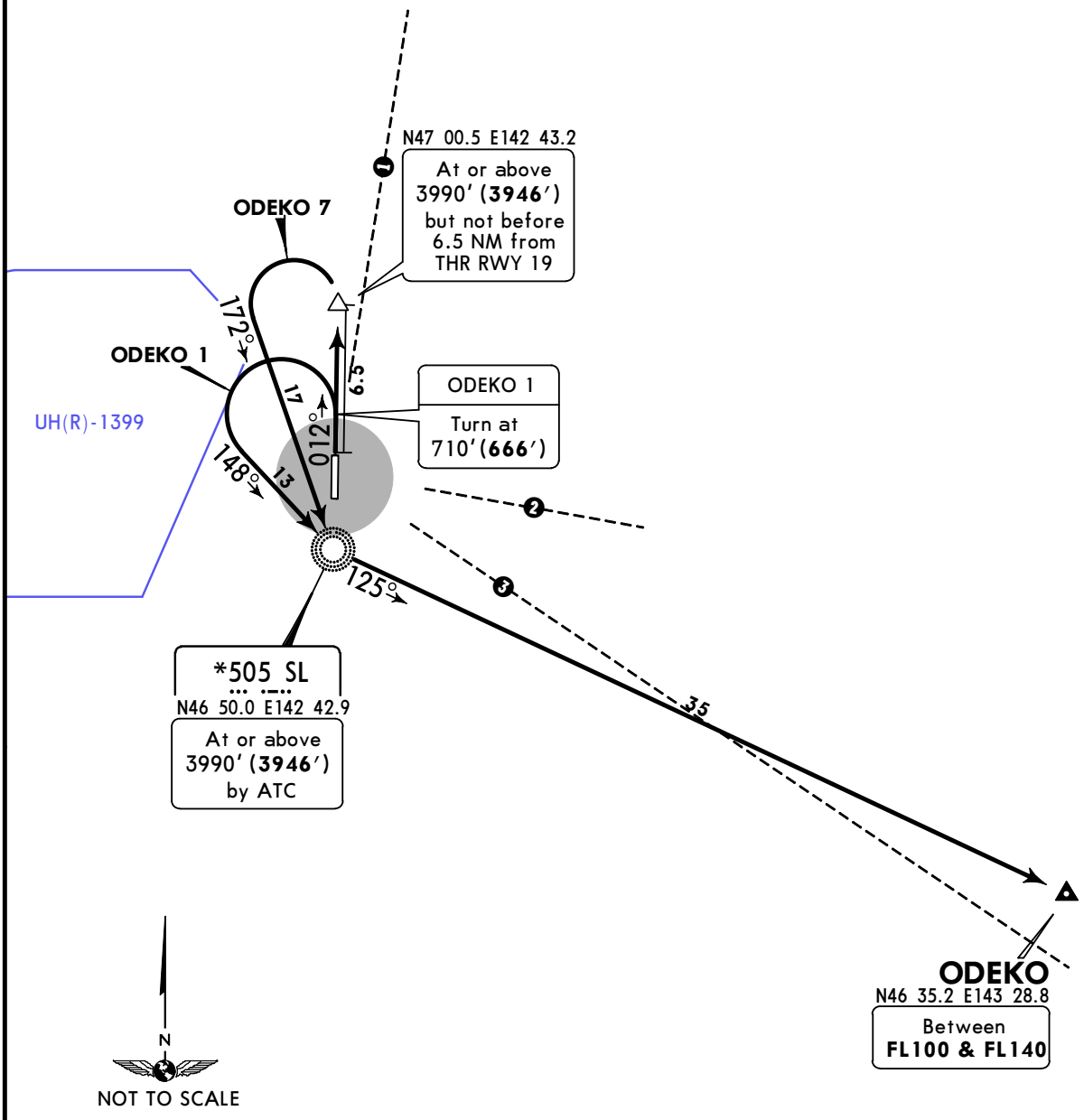
ODEKO 1

ODEKO 7

AVAILABLE WHEN UH(R)-1399 IS ACTIVE

CAT C & D

RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	(666′ - 200m)
3990′	(3946′ - 1200m)
5310′	(5266′ - 1600m)

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).
❷ 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310′ (5266′).
❸ 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990′ (3946′).

SID	ROUTING
ODEKO 1	Climb straight ahead, at 710′ (666′) turn LEFT, intercept 148° bearing to SL, turn LEFT, 125° bearing to ODEKO.
ODEKO 7	Climb straight ahead, at or above 3990′ (3946′) but not before 6.5 NM from THR RWY 19 turn LEFT, intercept 172° bearing to SL, turn LEFT, 125° bearing to ODEKO.

CHANGES: Crossing at ODEKO revised.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

7.2.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

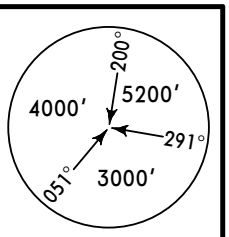
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3L) Eff 18 Aug

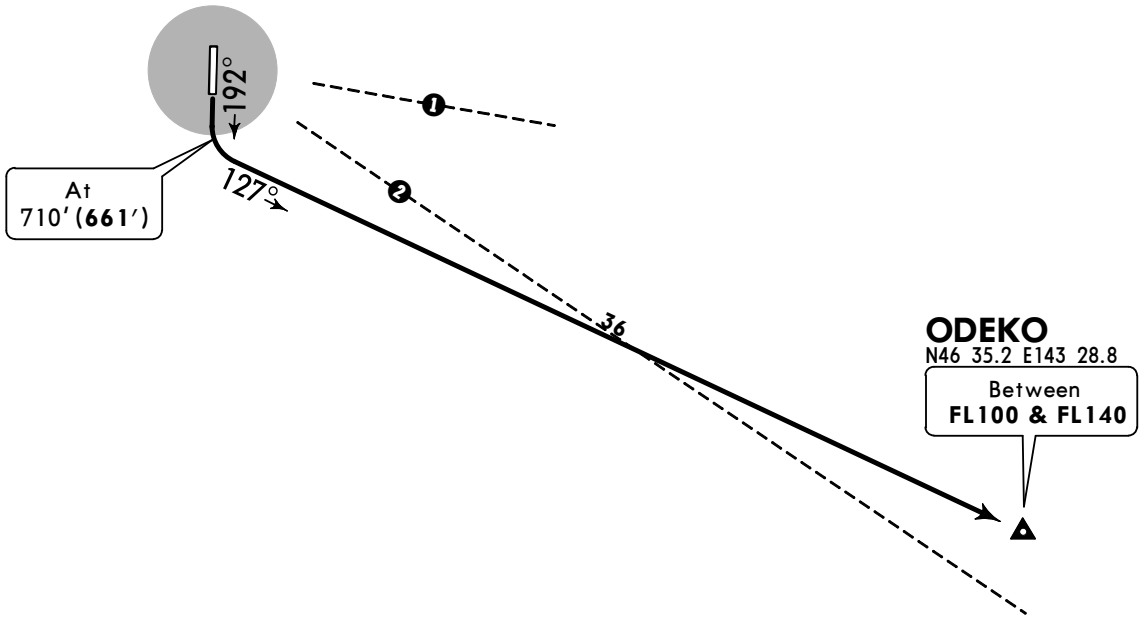
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



MSA ARP

ODEKO 3
RWY 19 DEPARTURE





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(661′ - 200m)**
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310′ (5261′).
❷ 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990′ (3941′).

ROUTING

Climb straight ahead, at 710′ (661′) turn LEFT, 127° track to ODEKO.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

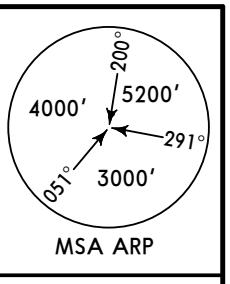
UHSS/UUS KHOMUTOVO

JEPPESEN 30 OCT 15 (10-3M) Eff 12 Nov

YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5264′)**



PERUB 1

PERUB 1A [PERU1A]

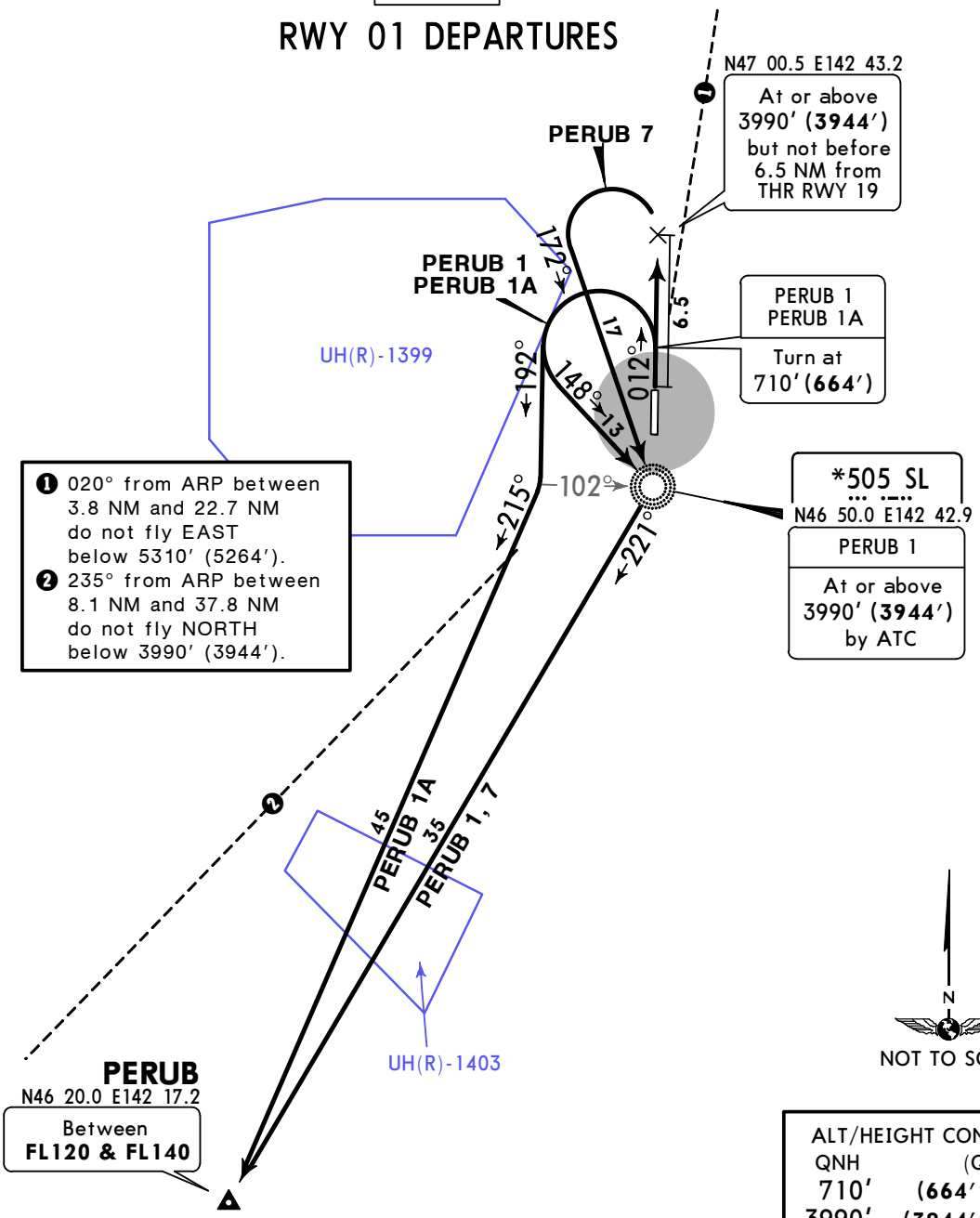
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

PERUB 7

AVAILABLE WHEN UH(R)-1399 IS ACTIVE &
UH(R)-1403 IS NOT ACTIVE

CAT C & D

RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	**(664′ - 200m)**
3990′	**(3944′ - 1200m)**
5310′	**(5264′ - 1600m)**

SID	ROUTING
PERUB 1	Climb straight ahead, at 710′ (664′) turn LEFT, intercept 148° bearing to SL, turn RIGHT, 221° bearing to PERUB.
PERUB 1A	Climb straight ahead, at 710′ (664′) turn LEFT, 192° track, when passing 102° bearing to SL turn RIGHT, 215° track to PERUB.
PERUB 7	Climb straight ahead, at or above 3990′ (3944′) but not before 6.5 NM from THR RWY 19 turn LEFT, intercept 172° bearing to SL, turn RIGHT, 221° bearing to PERUB.

CHANGES: SIDs transferred & revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

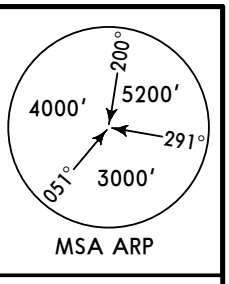
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

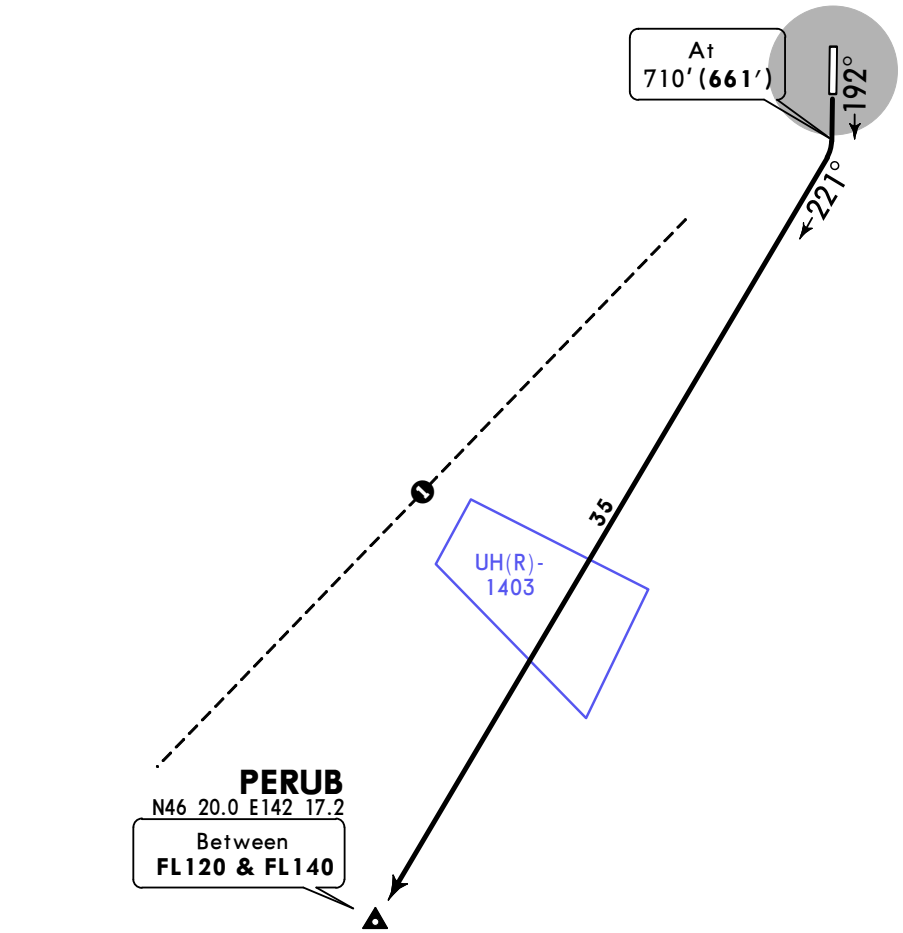
30 OCT 15 (10-3N) Eff 12 Nov

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**



PERUB 3
RWY 19 DEPARTURE
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE





ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(661′ - 200m)**
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990′ (3941′).

ROUTING

Climb straight ahead, at 710′ (661′) turn RIGHT, 221° track to PERUB.

CHANGES: SID transferred & revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.57 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

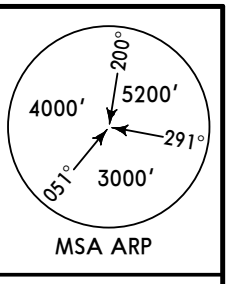
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

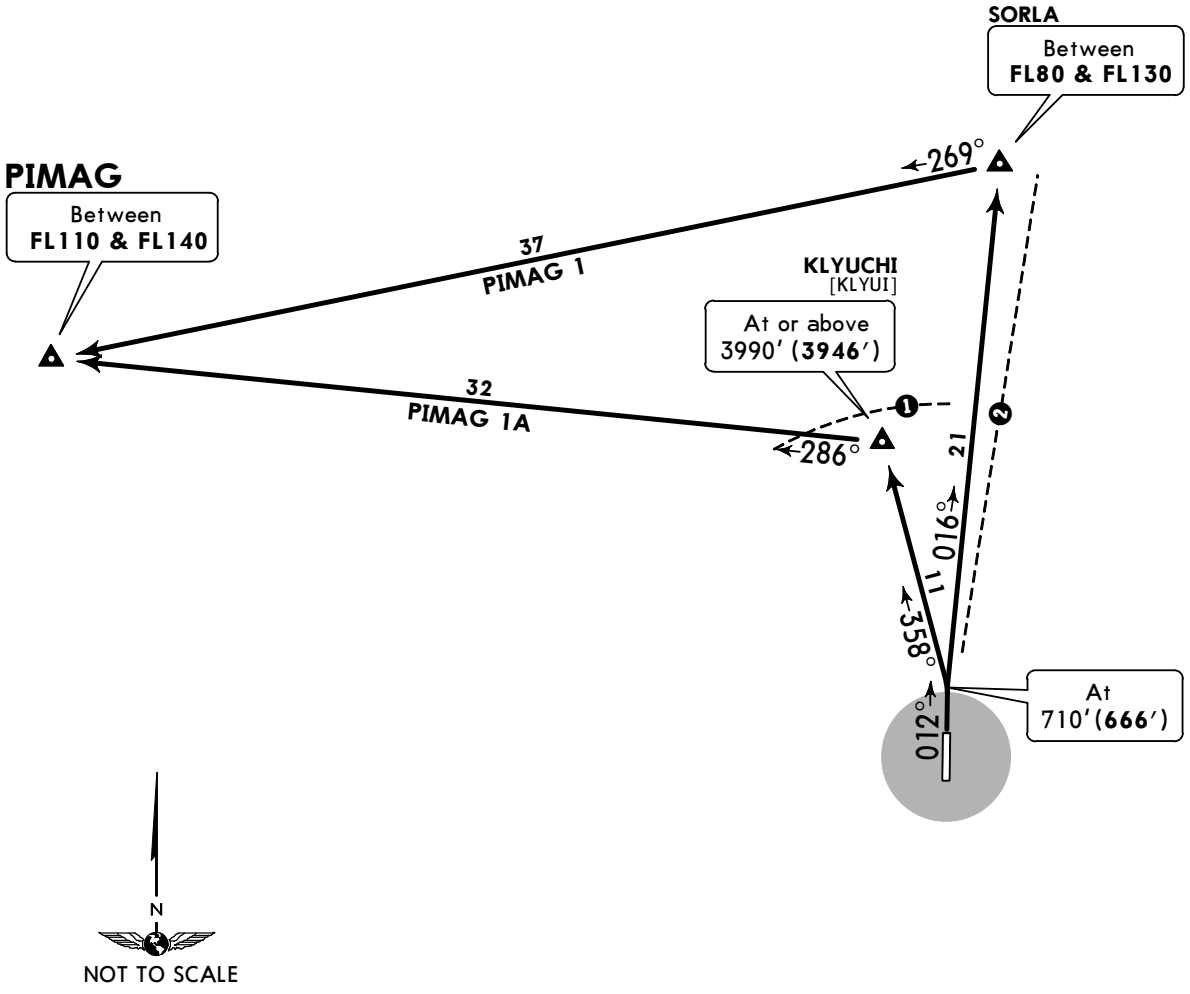
17 FEB 17 (10-3P) Eff 2 Mar

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



PIMAG 1
PIMAG 1A [PIMA1A]
RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
3990′	**(3946′ - 1200m)**
5310′	**(5266′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

SID	ROUTING
PIMAG 1	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 269° track to PIMAG.
PIMAG 1A	Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 286° track to PIMAG.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

7.2.58 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

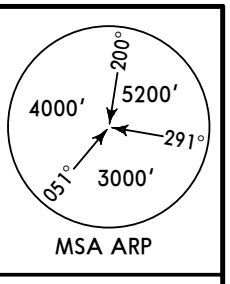
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 FEB 17 (10-3Q) Eff 2 Mar

SID

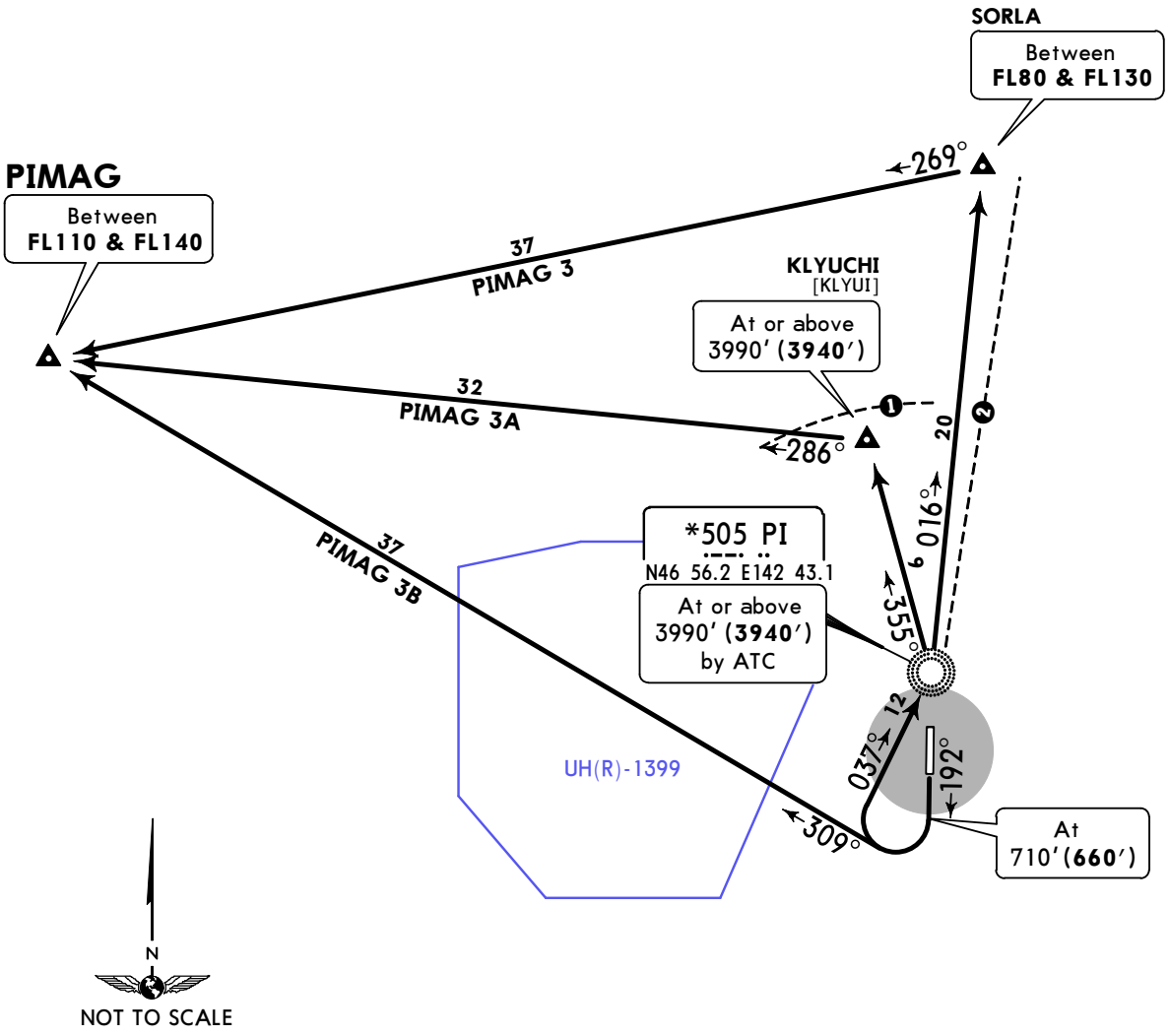
Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5260′)**



MSA ARP

PIMAG 3
PIMAG 3A [PIMA3A]
PIMAG 3B [PIMA3B]
BY ATC

RWY 19 DEPARTURES
AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	**(660′ - 200m)**
3990′	**(3940′ - 1200m)**
5310′	**(5260′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).

SID	ROUTING
PIMAG 3	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 269° track to PIMAG.
PIMAG 3A	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 286° track to PIMAG.
PIMAG 3B	Climb straight ahead, at 710′ (660′) turn RIGHT, 309° track to PIMAG.

CHANGES: SID PIMAG 3B availability.

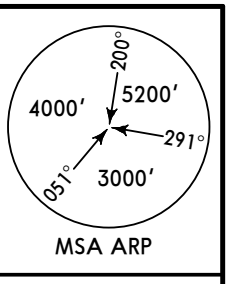
© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

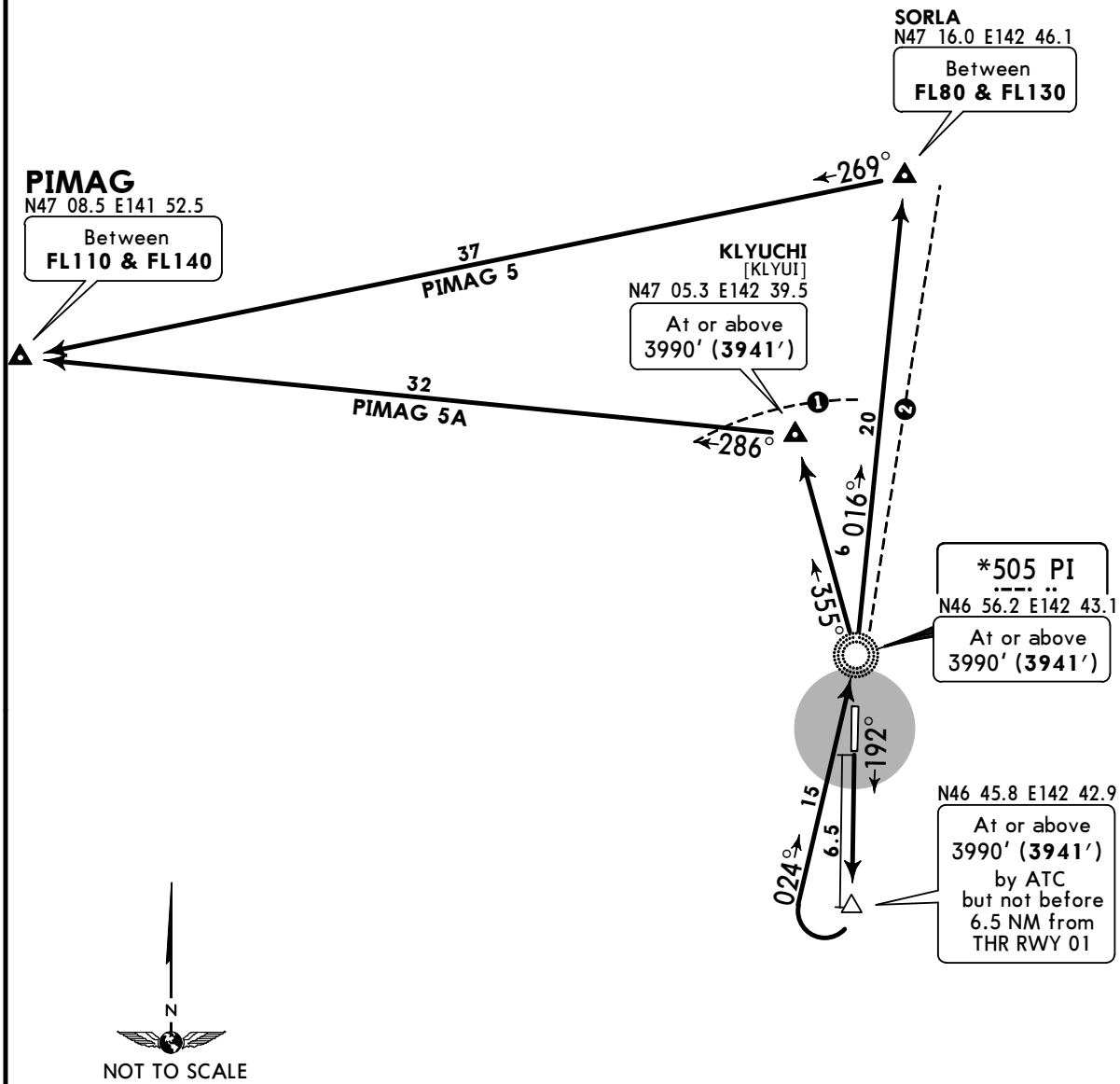
5 AUG 16 (10-3S) Eff 18 Aug SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



PIMAG 5
PIMAG 5A [PIMA5A]
RWY 19 DEPARTURES

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3941′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5261′).

SID	ROUTING
PIMAG 5	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 269° track to PIMAG.
PIMAG 5A	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 286° track to PIMAG.

CHANGES: SIDs availability.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

7.2.60 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

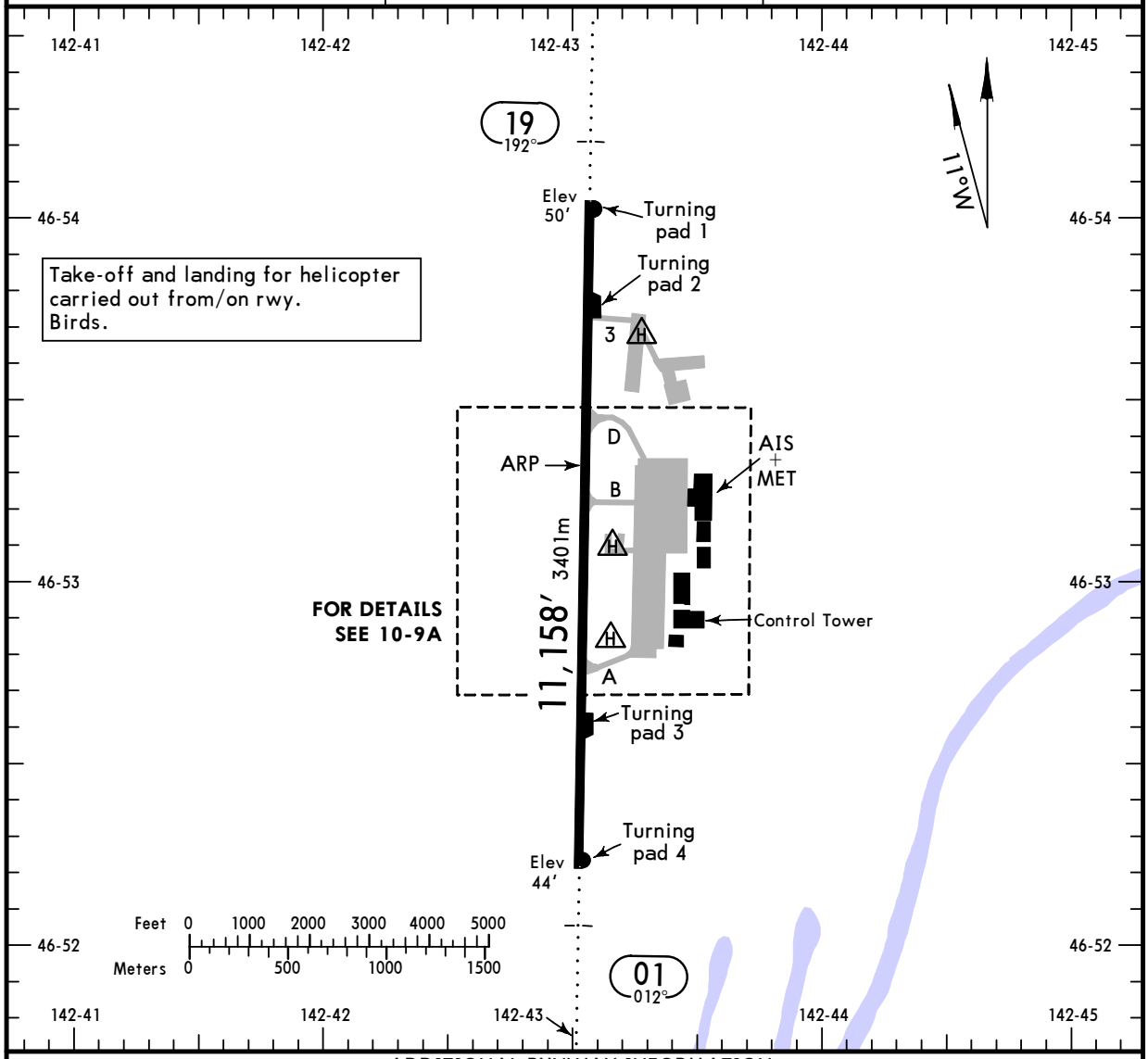
UHSS/UUS YUZHNO-SAKHALINSK, RUSSIA

Apt Elev 59′
N46 53.3 E142 43.1

JEPPESEN 3 AUG 18 (10-9) Eff 16 Aug

KHOMUTOVO

ATIS	YUZHNO-SAKHALINSK Tower (GND/TWR)	YUZHNO-SAKHALINSK Radar (TWR)
126.2	122.0	120.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	RL (60m) HIALS PAPI-L (angle 2.67°) RVR		10,186′ 3105m	❶	148′ 45m
19	RL (60m) HIALS PAPI-L (angle 3.0°) RVR		10,125′ 3086m		

❶ TAKE-OFF RUN AVAILABLE

RWY 01: From rwy head	11,158′ (3401m)
turning pad 3	8530′ (2600m)
twy A int	7490′ (2283m)
twy B int	4577′ (1395m)
twy D int	3061′ (933m)

RWY 19: From rwy head	11,158′ (3401m)
turning pad 2	9186′ (2800m)
twy D int	7431′ (2265m)
twy B int	5892′ (1796m)
twy A int	3068′ (935m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

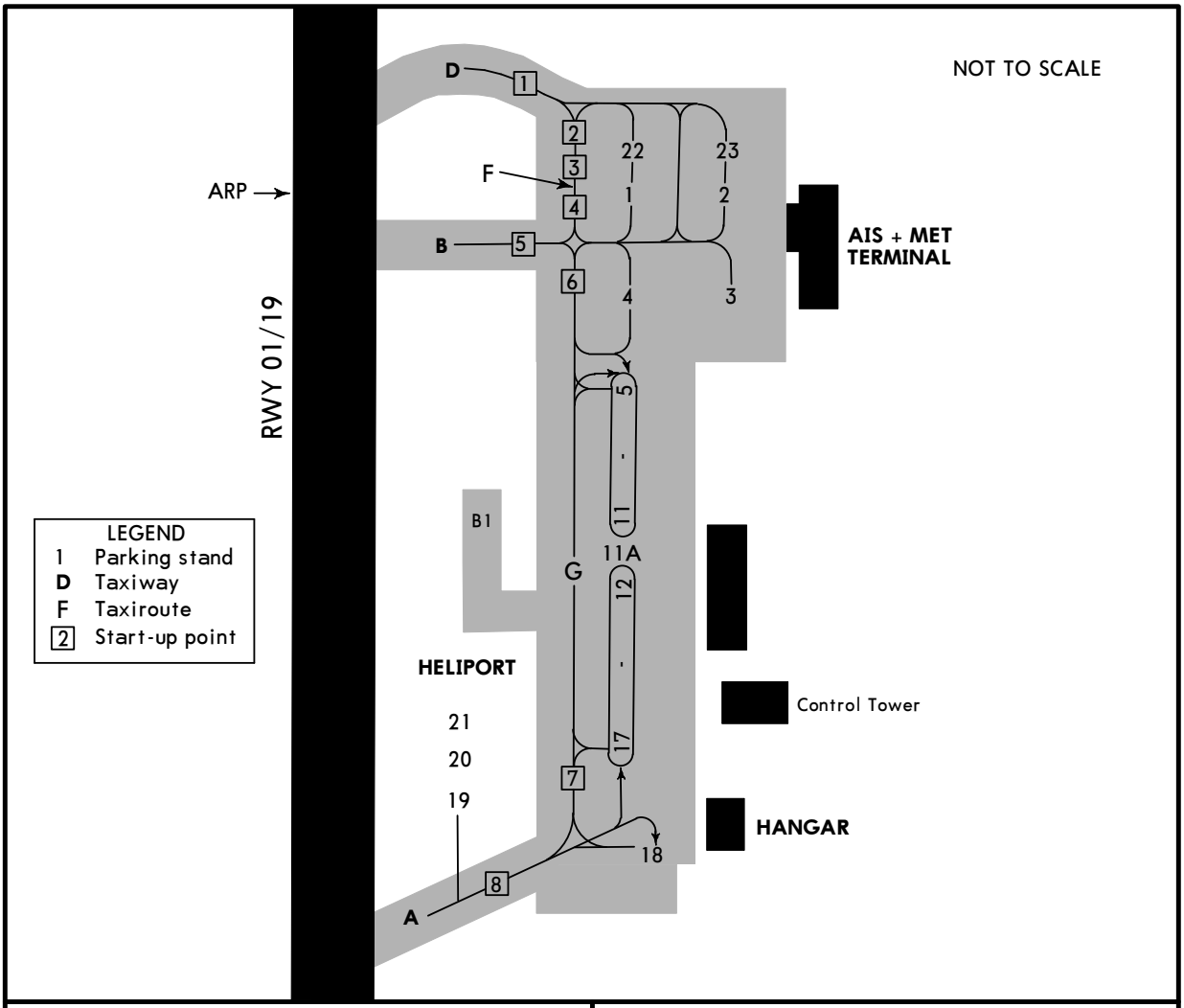
CHANGES: Lights.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

UHSS/UUS JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

3 AUG 18 (10-9A) Eff 16 Aug

KHOMUTOVO



INS COORDINATES	
STAND No.	**COORDINATES**
1, 4	N46 53.2 E142 43.3
18	N46 52.8 E142 43.3

Taxiroute G MAX wingspan 170.6'/52m.
Stands B1, 11A, 18 thru 21 available for helicopters.
Stands 3 thru 18 are cul-de-sac.
Use stands 11A and 12 by towing.
Stand 8 available for engine run-up.
Engine start-up prohibited for acft with wingspan exeeding 170.6'/52m at start-up points 6 and 7.
Stands 10, 11, 14 and 15 prohibited for run-up.
Engine start-up permitted along Taxiroute G from ABEAM stand 5 to ABEAM stand 17.
Parking onto stands 9 thru 18 only into "facing west" by towing.
Stands 1, 2, 9, 22, 23 and start-up points 6 and 7 available for de-icing.

LOW VISIBILITY PROCEDURES (LVP)

Take-off from rwy 01/19 available when VIS 300m. LVP applied when RVR 600m or less. ATC will inform pilots using phraseology: "Low visibility procedures in progress. Check your minimum." Taxiroute to rwy 01/19 holding position shall be assigned by controller. Flight crew should read back all controller's intructions. Flight crew should bear responsibility for rwy incursion and non-adherence to the assigned taxiroute in the manoeuvring area.

When LVP in progress, take-off without stop at line-up position is prohibited.
When VIS is less than 400m, acft will be towed to rwy holding position.

CHANGES: Note.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

UHSS/UUS

JEPPESEN

3 AUG 18
Eff 16 Aug

10-9S

Standard

YUZHNO-SAKHALINSK, RUSSIA

KHOMUTOVO

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**244′**(200′)	**244′** (200′)	**244′**(200′)	**244′** (200′)
	FULL	**R550m❶**	**R550m❶**	**R550m❶**	**R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷❸	**400′**(356′)	**400′**(356′)	**400′**(356′)	**400′**(356′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❹	**1110′**(1066′)	**1110′**(1066′)	**1110′** (1066′)	**1110′** (1066′)
		R4300m	**R4300m**	**R4500m**	**R4500m**
	ALS out	R5000m	R5000m	R5000m	R5000m
	SL NDB ❷❸	**920′**(876′)	**920′**(876′)	**920′**(876′)	**920′**(876′)
		R1500m	**R1500m**	**R2400m**	**R2400m**
	SL NDB ❹	**1110′**(1066′)	**1110′**(1066′)	**1110′** (1066′)	**1110′** (1066′)
		R4300m	**R4300m**	**R4500m**	**R4500m**
	ALS out	R5000m	R5000m	R5000m	R5000m
	S Lctr ❷❸	**560′**(516′)	**560′**(516′)	**560′**(516′)	**560′**(516′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	S Lctr ❹	**1110′**(1066′)	**1110′**(1066′)	**1110′** (1066′)	**1110′** (1066′)
		R4300m	**R4300m**	**R4500m**	**R4500m**
	ALS out	R5000m	R5000m	R5000m	R5000m
19	ILS	**250′**(200′)	**250′** (200′)	**250′** (200′)	**250′** (200′)
	FULL	**R550m❶**	**R550m❶**	**R550m❶**	**R550m❶**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷❸	**420′**(370′)	**420′** (370′)	**420′**(370′)	**420′**(370′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❹	**2110′**(2060′)	**2110′**(2060′)	**2110′**(2060′)	**2110′**(2060′)
		R5000m	**R5000m**	**R5000m**	**R5000m**
	PI NDB ❷❸	**1150′**(1100′)	**1150′**(1100′)	**1150′**(1100′)	**1150′**(1100′)
		R1500m	**R1500m**	**R2400m**	**R2400m**
	PI NDB ❹	**2110′**(2060′)	**2110′**(2060′)	**2110′**(2060′)	**2110′**(2060′)
		R5000m	**R5000m**	**R5000m**	**R5000m**
	P Lctr ❷❸	**1280′**(1230′)	**1280′**(1230′)	**1280′**(1230′)	**1280′**(1230′)
		R5000m	**R5000m**	**R5000m**	**R5000m**
	P Lctr ❹	**2120′**(2070′)	**2120′**(2070′)	**2120′**(2070′)	**2120′**(2070′)
		R5000m	**R5000m**	**R5000m**	**R5000m**

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.
❸ With FAF.
❹ W/o FAF.

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	R300m	400m	500m

CHANGES: Minimums.

© JEPPESEN, 2011, 2018. ALL RIGHTS RESERVED.

7.2.63 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA ILS Rwy 01

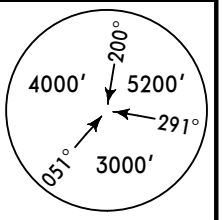
3 AUG 18 (11-1) Eff 16 Aug

BRIEFING STRIP ™

ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

LOC	Final	GS	ILS	Apt Elev 59′
ISL	Apch Crs	LOM	DA(H)	Rwy 44′
*109.5	012°	733′(689′)	244′(200′)	

MISSED APCH: Climb on 012° to 710′(666′), then turn LEFT onto 192° climbing to 3990′(3946′) to ABEAM SL NDB, then according to chart, or as directed proceed to holding area. ❶

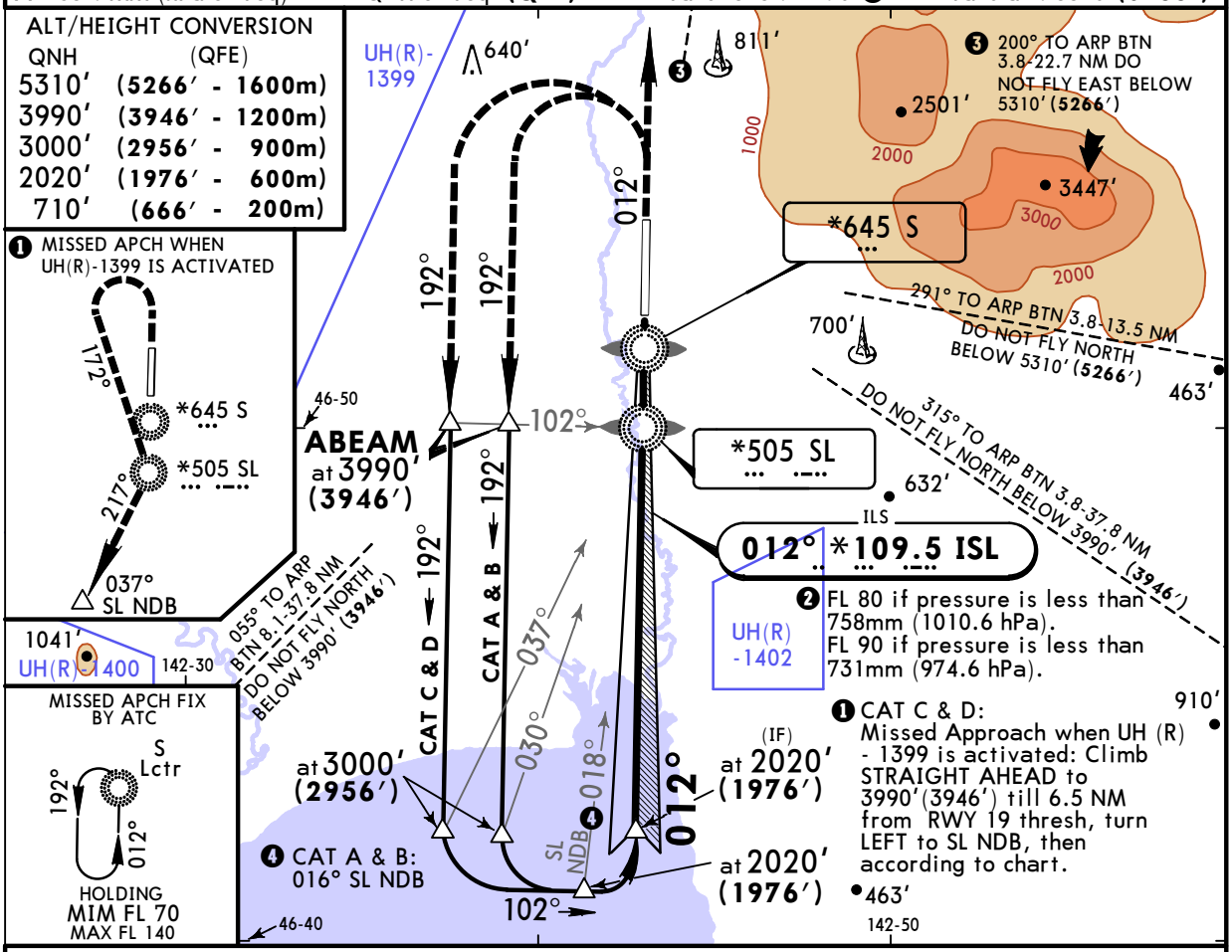


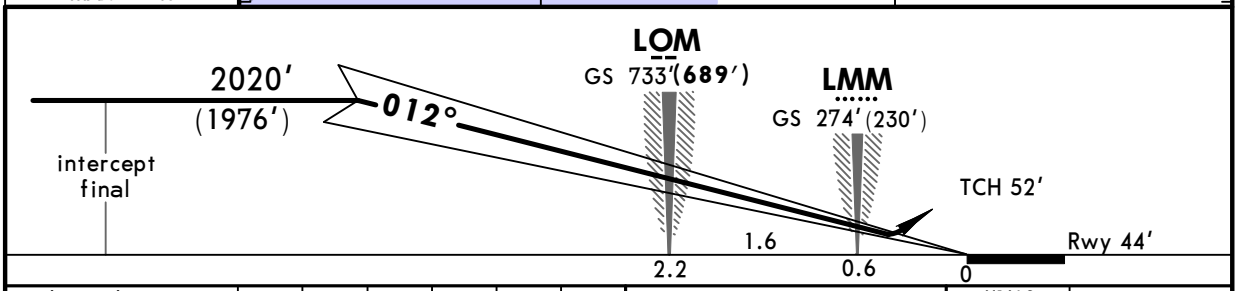
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❷ Trans alt: 5310′(5266′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5266′ - 1600m)
3990′	(3946′ - 1200m)
3000′	(2956′ - 900m)
2020′	(1976′ - 600m)
710′	(666′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

	ILS		LOC (GS out)
	DA(H) 244′(200′)		
	FULL	ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Lights. Minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

7.2.64 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

3 AUG 18 (11-2) Eff 16 Aug

ILS DME Rwy 19

BRIEFING STRIP ™

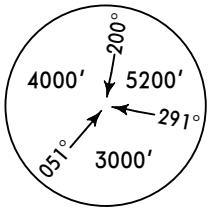
ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

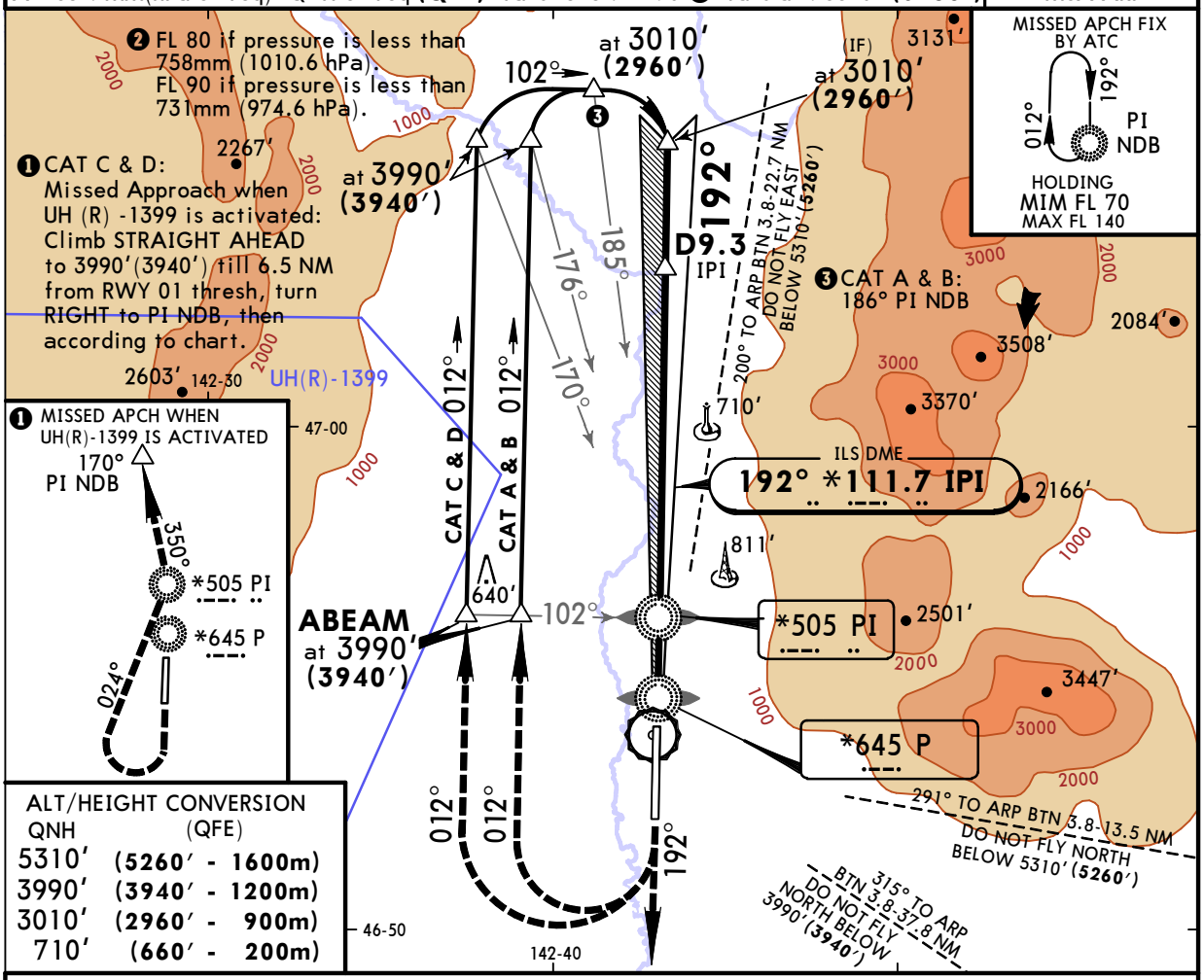
LOC IPI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 59′ Rwy 50′
*111.7	192°	788′(738′)	250′(200′)	

MISSED APCH: Climb on 192° to 710′ (660′), then turn RIGHT onto 012° climbing to 3990′ (3940′) to ABEAM PI NDB, then according to chart, or as directed proceed to holding area. ❶

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 70 ❷ Trans alt: 5310′ (5260′)

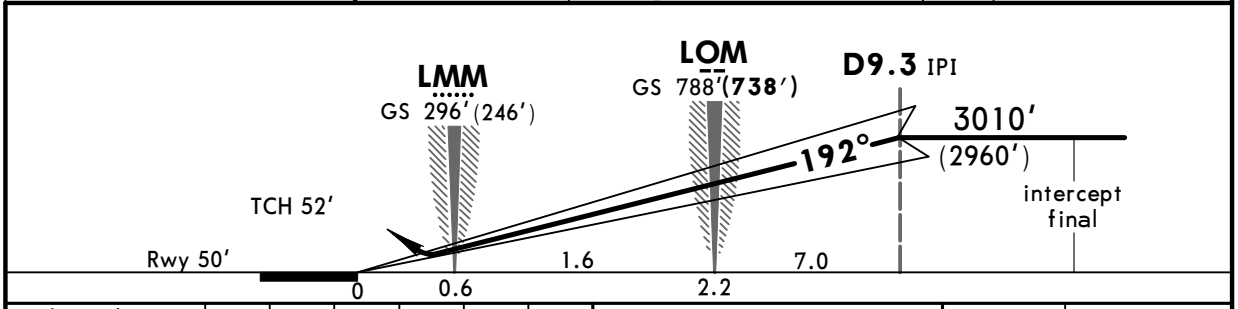
MSA ARP





ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5260′ - 1600m)
3990′	(3940′ - 1200m)
3010′	(2960′ - 900m)
710′	(660′ - 200m)



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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 250′(200′) FULL	ILS DA(H) 250′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Lights. Minimums.

© JEPPESEN, 2008, 2018. ALL RIGHTS RESERVED.

7.2.65 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

3 AUG 18 (16-1) Eff 16 Aug

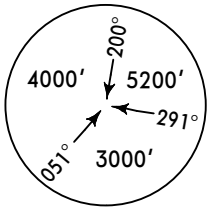
2 NDB or NDB Rwy 01

BRIEFING STRIP ™

ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

NDB SL *505	Final Apch Crs 012°	Minimum Alt 7.9 NM RADAR FIX 2020′(1976′)	MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 44′

MISSED APCH: Climb on 012° to 710′(666′), then turn LEFT onto 192° climbing to 3990′(3946′) to ABEAM SL NDB, then according to chart, or as directed proceed to holding area. ❶

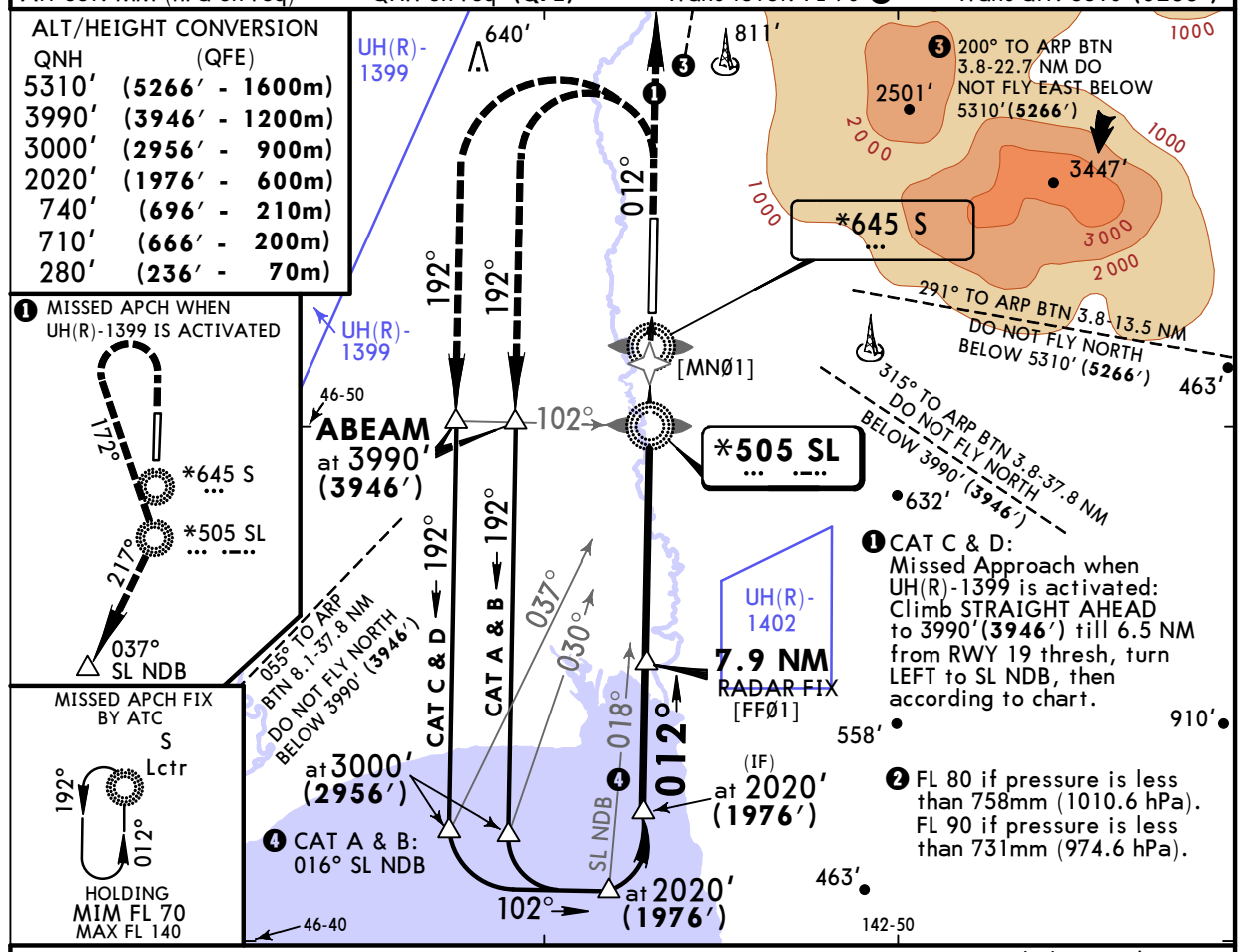


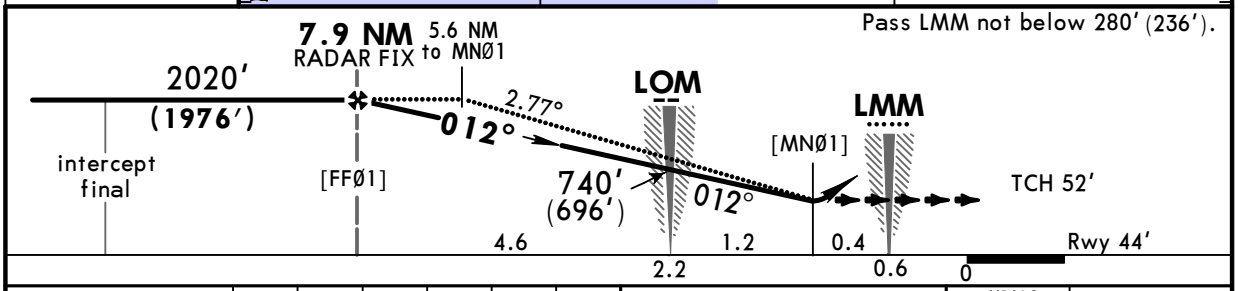
MSA ARP

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 70 ❷ | Trans alt: 5310′(5266′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5266′ - 1600m)
3990′	(3946′ - 1200m)
3000′	(2956′ - 900m)
2020′	(1976′ - 600m)
740′	(696′ - 210m)
710′	(666′ - 200m)
280′	(236′ - 70m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.77°	343	441	490	588	686	784

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

	2 NDB with FAF MDA(H) 380′(336′)		SL NDB with FAF MDA(H) 920′(876′)		S Lctr with FAF MDA(H) 560′(516′)		2 NDB or SL NDB or S Lctr w/o FAF MDA(H) 1110′(1066′)	
		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	3200m		2100m	2900m	3200m	
B								
C			3200m	4000m			4000m	4800m
D	RVR 1500m VIS 1600m		4000m	4400m	2500m		4400m	

PANS OPS

CHANGES: Lights. Minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

7.2.66 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN 3 AUG 18 (16-2) Eff 16 Aug

YUZHNO-SAKHALINSK, RUSSIA
2 NDB or NDB Rwy 19

BRIEFING STRIP ™

ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

NDB PI	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 59′
*505	192°	7.8 NM RADAR FIX 3010′(2960′)		Rwy 50′

MISSED APCH: Climb on 192° to 710′(660′), then turn RIGHT onto 012° climbing to 3990′(3940′)to ABEAM PI NDB, then according to chart, or as directed proceed to holding area. ❶

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: FL 70 ❷ Trans alt: 5310′ (**5260′**)

MSA ARP: 200° 4000′ 5200′ 291° 051° 3000′

❷ FL 80 if pressure is less than 758mm (1010.6 hPa). FL 90 if pressure is less than 731mm (974.6 hPa).

❶ CAT C & D: Missed Approach when UH(R)-1399is activated: Climb STRAIGHT AHEAD to 3990′(3940′) till 6.5 NM from RWY 01 thresh, turn RIGHT to PI NDB, then according to chart.

❶ MISSED APCH WHEN UH(R)-1399 IS ACTIVATED
170° PI NDB
350°
*505 PI
*645 P
024°

142-30
47-00
UH(R)-1399
46-50
142-40

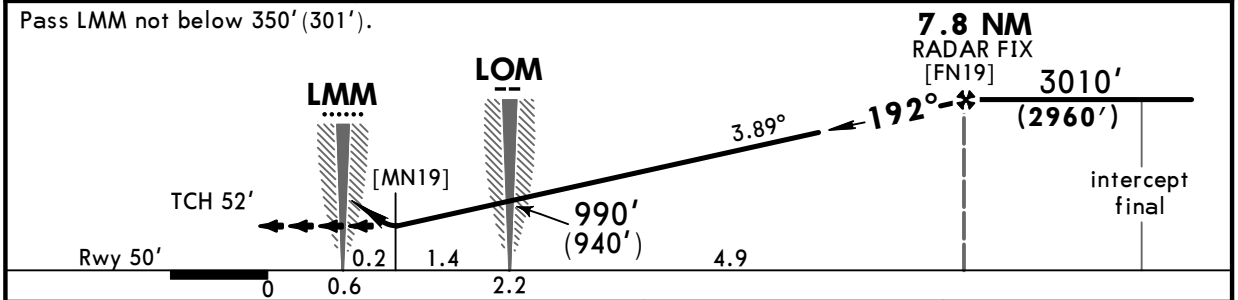
102° at 3010′ (2960′)
at 3990′ (3940′)
IF at 3010′ (2960′)
3132′
1000
2000
3000
192°
200° TO ARP BTN 3.8-22.7 NM DO NOT FLY EAST BELOW 5310′ (5260′)
❸ CAT A & B: 186° PI NDB
185°
176°
170°
7.8 NM RADAR FIX [FN19]
710′
640′
CAT C & D 012°
CAT A & B 012°
ABEAM at 3990′ (3940′)
102°
[MN19]
811′
*505 PI
2501′
*645 P
3447′
2084′
3508′
3370′
2166′
291° TO ARP BTN 3.8-13.5 NM DO NOT FLY NORTH BELOW 5310′ (5260′)
BTN 315° TO ARP 3.8-37.8 NM DO NOT FLY NORTH BELOW 3990′(3940′)

MISSED APCH FIX BY ATC
012° 192° PI NDB
HOLDING MIM FL 70 MAX FL 140

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5260′ - 1600m)
3990′	(3940′ - 1200m)
3010′	(2960′ - 900m)
990′	(940′ - 285m)
710′	(660′ - 200m)
350′	(300′ - 90m)

Pass LMM not below 350′(301′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.89°	482	620	689	826	964	1102

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 19

	2 NDB with FAF MDA(H) 420′(370′)		2 NDB w/o FAF MDA(H) 2110′(2060′)		PI NDB with FAF MDA(H) 1150′(1100′)		PI NDB w/o FAF MDA(H) 2110′(2060′)		P Lctr with FAF MDA(H) 1280′(1230′)		P Lctr w/o FAF MDA(H) 2120′(2070′)	
		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out
A	1200m	R1500m V1600m	3200m		3200m		3200m		3200m		3200m	
B												
C			4000m	4800m	4000m	4800m	4000m	4800m	4000m	4800m	4000m	4800m
D	R1500m V1600m	2000m	4400m		4400m		4400m		4400m		4400m	

PANS OPS

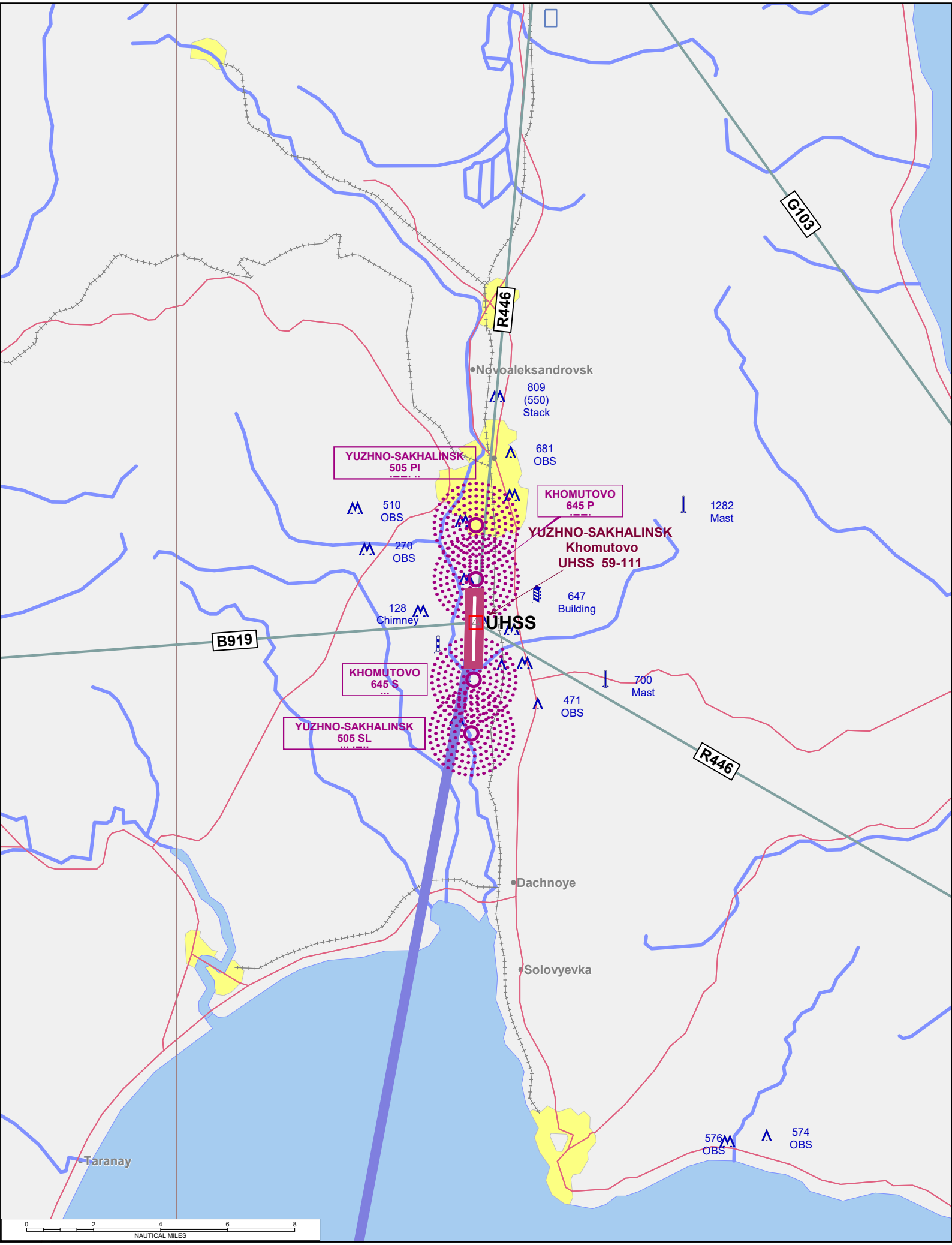
CHANGES: Lights. Minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

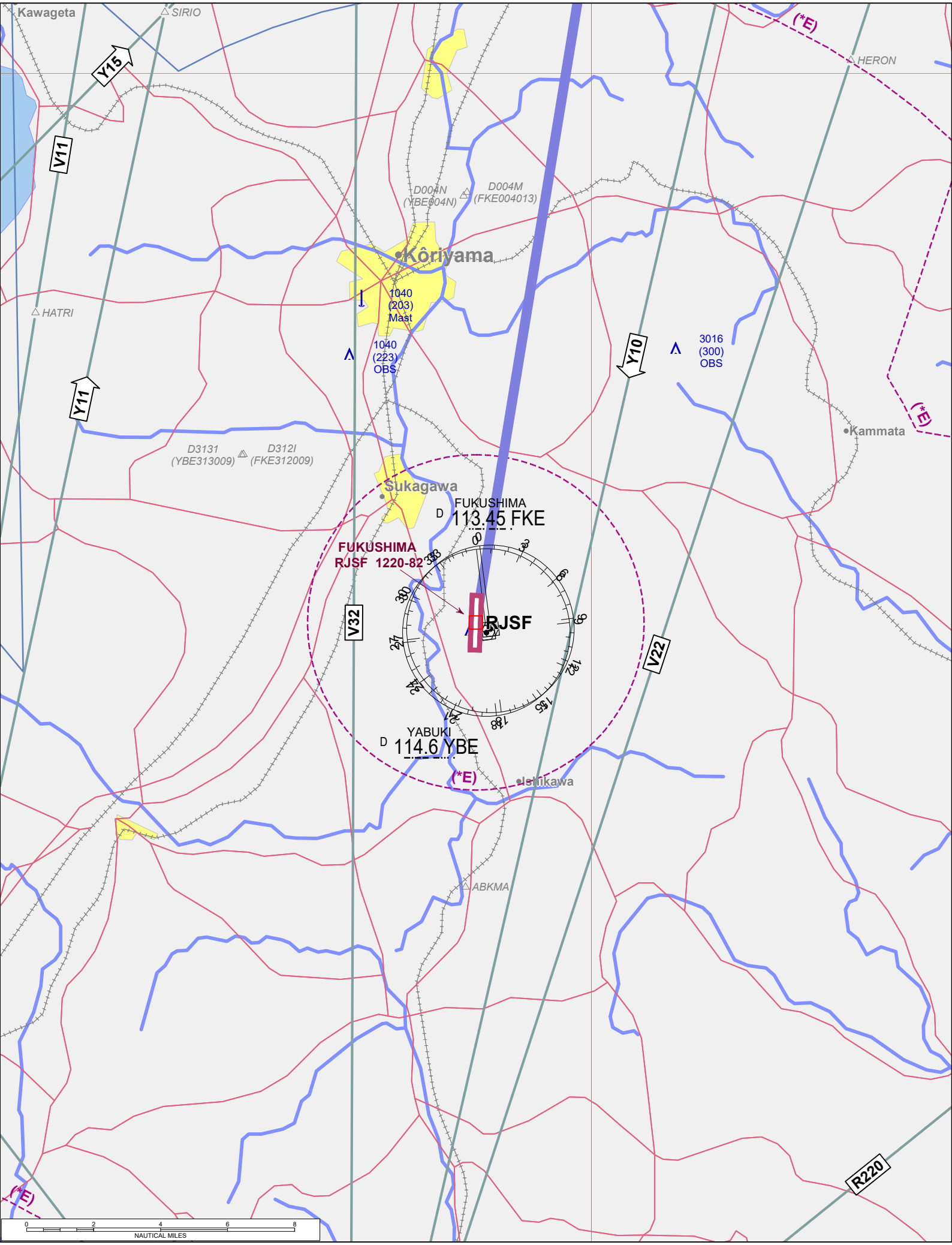
8.0.1 DEPARTURE (UHSS -> RJSF): UHSS (Khomutovo)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



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



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

UHSS/UUS
KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2) Eff 12 Nov

STAR

STAR DESIGNATION	REFER TO CHART
ODEKO 2 (CAT C & D)	10-2B
ODEKO 2 (CAT A & B)	10-2C
ODEKO 2A	10-2D
ODEKO 2B	10-2E
ODEKO 4 (CAT C & D)	10-2F
ODEKO 4 (CAT A & B)	10-2G
PERUB 2 (CAT C & D)	10-2H
PERUB 2 (CAT A & B)	10-2J
PERUB 2A	10-2K
PERUB 2B	10-2L
PERUB 4 (CAT C & D)	10-2M
PERUB 4 (CAT A & B)	10-2N
KENOM 2, PIMAG 2 (CAT C & D)	10-2P
KENOM 2, PIMAG 2 (CAT A & B)	10-2Q
KENOM 2A, PIMAG 2A (CAT C & D)	10-2S
KENOM 2A, PIMAG 2A (CAT A & B)	10-2T
KENOM 2B, PIMAG 2B (CAT C & D)	10-2T1
KENOM 2B, PIMAG 2B (CAT A & B)	10-2T2
KENOM 4, PIMAG 4 (CAT C & D)	10-2T3
KENOM 4, PIMAG 4 (CAT A & B)	10-2T4
KENOM 4A, PIMAG 4A (CAT C & D)	10-2T5
KENOM 4A, PIMAG 4A (CAT A & B)	10-2U
KENOM 4V, PIMAG 4V	10-2V
KENOM 6, PIMAG 6	10-2V1
IDRUT 2, KELUL 2 (CAT C & D)	10-2V2

FOR FURTHER STAR DESIGNATION REFER TO PAGE 10-2A

CHANGES: Index revised.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

UHSS/UUS
KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2A) Eff 12 Nov

STAR

STAR DESIGNATION	REFER TO CHART
IDRUT 2, KELUL 2 (CAT A & B)	10-2V3
IDRUT 2A, KELUL 2A (CAT C & D)	10-2V4
IDRUT 2A, KELUL 2A (CAT A & B)	10-2V5
IDRUT 4, KELUL 4 (CAT C & D)	10-2V6
IDRUT 4, KELUL 4 (CAT A & B)	10-2V7
IDRUT 4A, KELUL 4A (CAT C & D)	10-2W
IDRUT 4A, KELUL 4A (CAT A & B)	10-2X
IDRUT 4V, KELUL 4V	10-2X1
IDRUT 6, KELUL 6	10-2X2
LEKPA 2 (CAT C & D)	10-2X3
LEKPA 2 (CAT A & B)	10-2X4
LEKPA 4 (CAT C & D)	10-2X5
LEKPA 4 (CAT A & B)	10-2X6
LEKPA 4V	10-2X7
LEKPA 6	10-2X8

CHANGES: Index revised.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2B) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

ODEKO 2
RWY 01 ARRIVAL

CAT C & D

MSA ARP: 4000′ (200°–291°), 5200′ (291°–051°), 3000′ (051°–200°)

ROUTING

Intercept 308° bearing to S, turn LEFT, 192° track to N46 42.5 E142 37.3 (037° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5264′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3944′).

NOT TO SCALE

Direct distance to Khomutovo Apt from: N46 45.4 E142 42.9 8 NM

ODEKO N46 35.2 E143 28.8 — Between **FL140 & FL90**

308°

36

HOLDING OVER S

012° 192° MHA FL70 MAX FL140

*645 S N46 51.6 E142 43.0 — At 5310′ **(5264′)** — Without RADAR control between **FL90 & FL70**

*505 SL N46 50.0 E142 42.9

N46 45.4 E142 42.9 — At 2020′ **(1974′)**

N46 42.4 E142 42.8 — At 2020′ **(1974′)**

At 2020′ **(1974′)**

012° 018° SL 102° 037° SL 192°

8 3

N46 50.1 E142 37.4 — At 4970′ **(4924′)**

N46 42.5 E142 37.3 — At 3000′ **(2954′)**

ALT/HEIGHT CONVERSION (QFE)

QNH	
5310′	**(5264′ - 1600m)**
4970′	**(4924′ - 1500m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

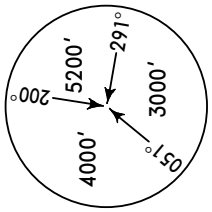
30 OCT 15 (10-2C) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5264′)**

ODEKO 2
RWY 01 ARRIVAL

CAT A & B



ROUTING

Intercept 308° bearing to S, turn LEFT, 192° track to N46 42.5 E142 38.9 (030° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5264′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3944′).

NOT TO SCALE

Direct distance to Khomutovo Apt from: N46 45.4 E142 42.9 8 NM

ODEKO N46 35.2 E143 28.8 — Between **FL140 & FL90**

308°

36

HOLDING OVER S

012° MHA FL70 MAX FL140 192°

*645 S N46 51.6 E142 43.0 — At 5310′ **(5264′)** — Without RADAR control between **FL90 & FL70**

*505 SL N46 50.0 E142 42.9

N46 45.4 E142 42.9 — At 2020′ **(1974′)**

N46 42.4 E142 42.8 — At 2020′ **(1974′)**

012° 3 016° SL 030° SL 102° 192° 8

N46 50.1 E142 39.0 — At 4970′ **(4924′)**

N46 42.5 E142 38.9 — At 3000′ **(2954′)**

ALT/HEIGHT CONVERSION (QFE)

QNH	
5310′	**(5264′ - 1600m)**
4970′	**(4924′ - 1500m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2D) Eff 12 Nov

STAR

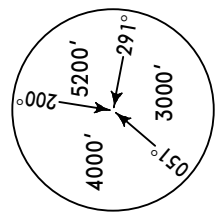
ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

ODEKO 2A [ODEK2A]
RWY 01 ARRIVAL

BY ATC

CAT C & D



ROUTING

On 257° track to TOGUR, turn RIGHT, 328° track to N46 38.2 E142 44.2 (006° bearing to SL), turn on 012° track to N46 45.4 E142 42.9.

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5264′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3944′).

ODEKO
N46 35.2 E143 28.8
Between **FL140 & FL90**

257°

22

TOGUR
N46 26.5 E142 59.7
At 5310′ **(5264′)**

328°

16

N46 38.2 E142 44.2
At 2020′ **(1974′)**

SL 344°

SL 006°

012°

3

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9

N46 45.4 E142 42.9
At 2020′ **(1974′)**

N46 42.4 E142 42.8
At 2020′ **(1974′)**

NOT TO SCALE

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDING OVER S

012°
MHA FL70
MAX FL140
192°

ALT/HEIGHT CONVERSION (QFE)

QNH	
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
2020′	**(1974′ - 600m)**

CHANGES: STAR availability.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

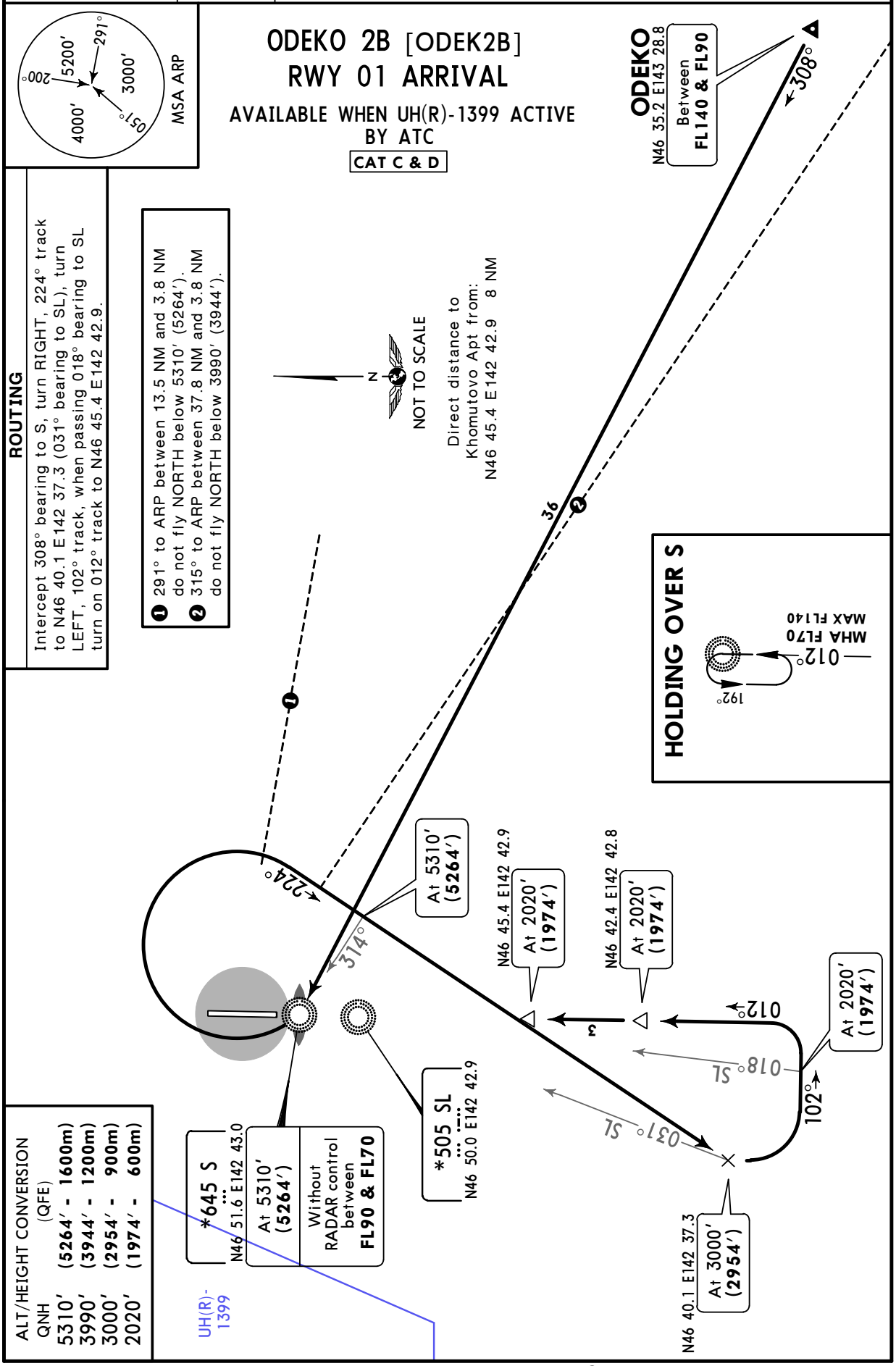
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 | 10-2E | Eff 12 Nov | STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**



CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2F)

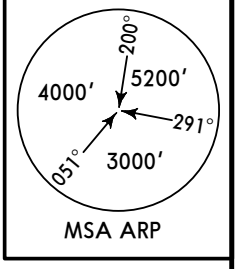
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5261′)**

ODEKO 4
RWY 19 ARRIVAL

CAT C & D



N47 07.5 E142 41.5
At 3010′ **(2961′)**

102°

N47 06.2 E142 43.4
At 3010′ **(2961′)**

N47 05.5 E142 38.1
At 3990′ **(3941′)**

192°

N47 03.1 E142 43.2
At 3010′ **(2961′)**

185°

N47 01.2 E142 43.3
At 3010′ **(2961′)**

350°

192°
MHA FL70
MAX FL140

Direct distance to
Khomutovo Apt from:
N47 01.2 E142 43.3 8 NM

***505 PI**
N46 56.2 E142 43.1
At 5310′ **(5261′)**
Without RADAR control between **FL90 & FL70**

012°

ODEKO
N46 35.2 E143 28.8
Between **FL140 & FL90**

314°

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5261′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3941′).
❸ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).

ROUTING

Intercept 314° bearing to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Riessue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

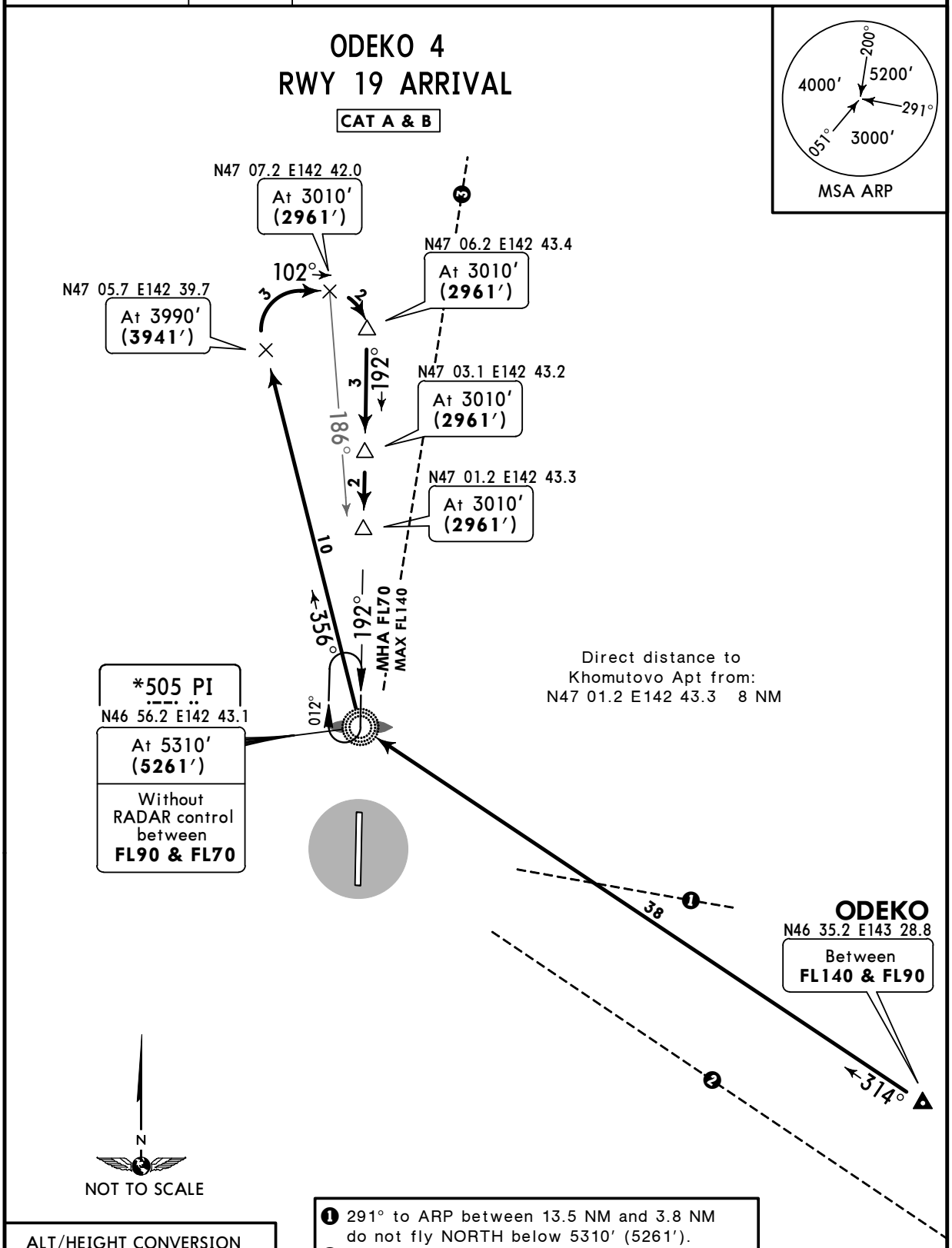
17 APR 15 (10-2G)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**

ODEKO 4
RWY 19 ARRIVAL

CAT A & B



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310′ (5261′).
❷ 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990′ (3941′).
❸ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).

ROUTING

Intercept 314° bearing to PI, 356° bearing to N47 05.7 E142 39.7, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

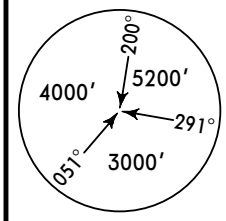
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2H) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5264′)**

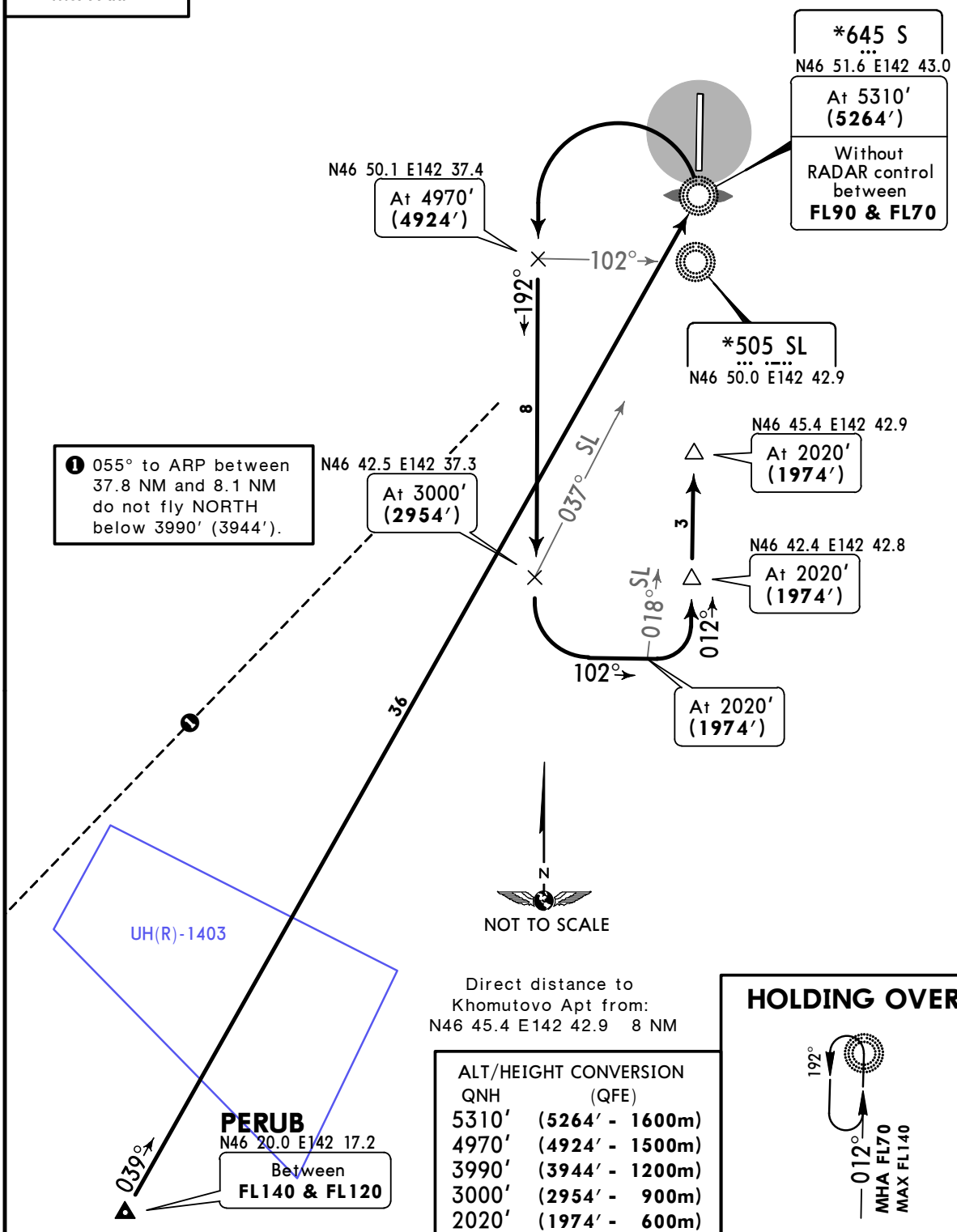


MSA ARP

PERUB 2
RWY 01 ARRIVAL

AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT C & D



Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
4970′	**(4924′ - 1500m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

HOLDING OVER S

ROUTING

Intercept 039° bearing to S, turn LEFT, 192° track to N46 42.5 E142 37.3 (037° brg to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

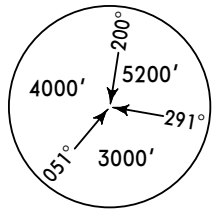
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2J) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

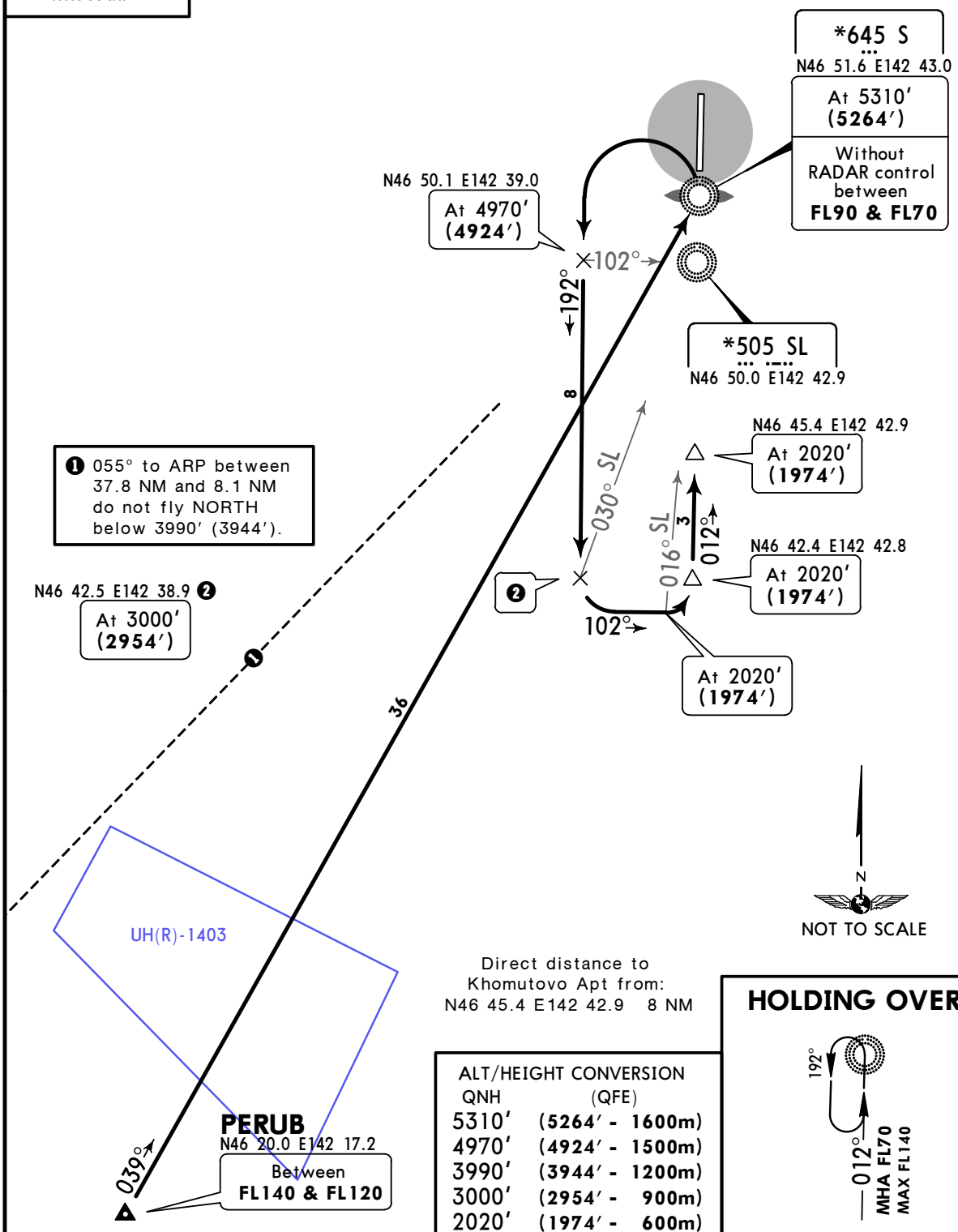


MSA ARP

PERUB 2
RWY 01 ARRIVAL

AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT A & B



Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDING OVER S

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5264′ - 1600m)
4970′	(4924′ - 1500m)
3990′	(3944′ - 1200m)
3000′	(2954′ - 900m)
2020′	(1974′ - 600m)

ROUTING

Intercept 039° bearing to S, turn LEFT, 192° track to N46 42.5 E142 38.9 (030° brg to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR revised.

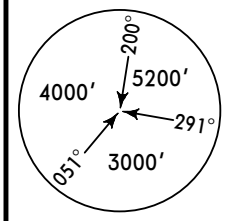
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2K) **Eff 12 Nov** **STAR**

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**

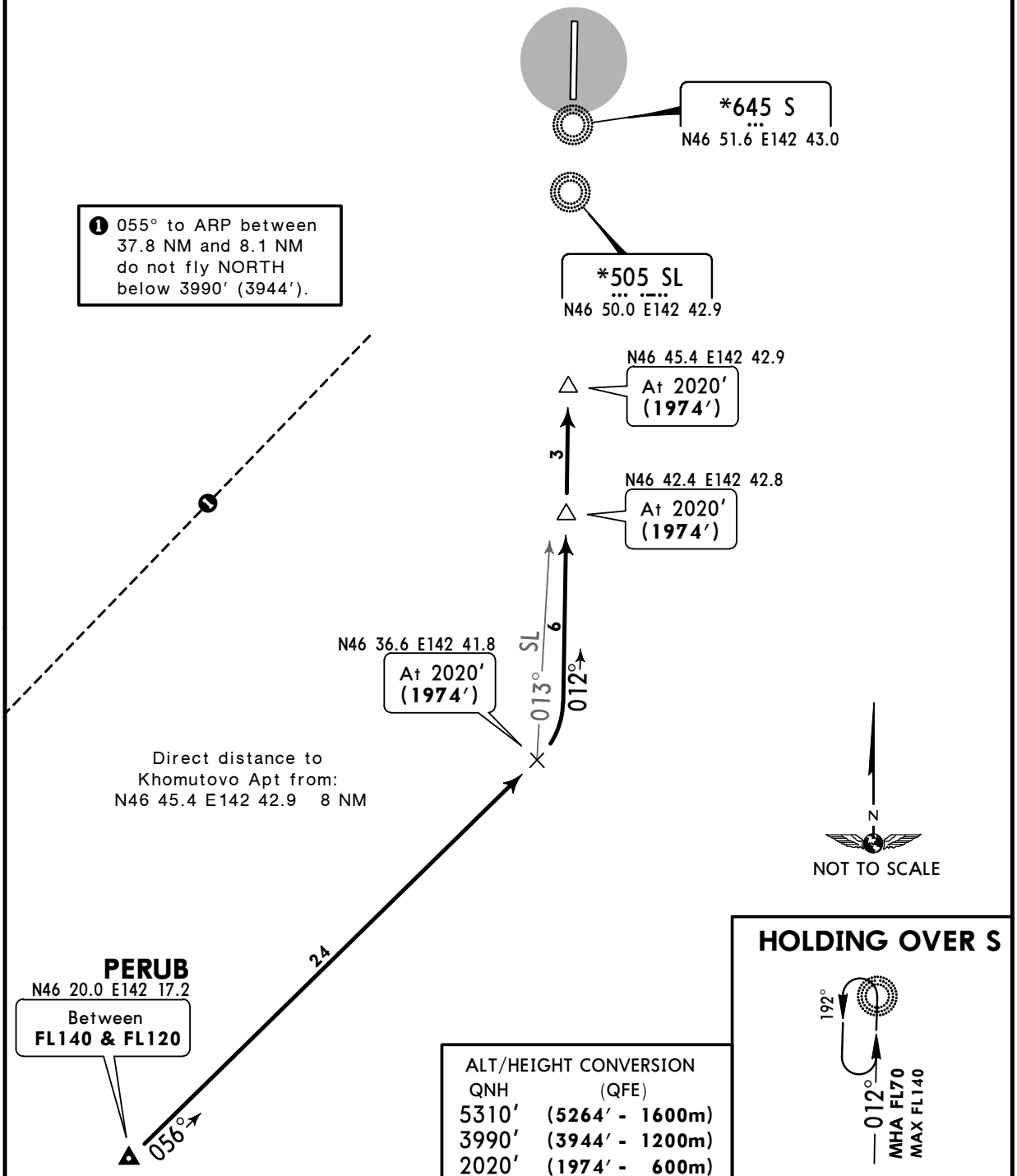


MSA ARP

PERUB 2A [PERU2A]
RWY 01 ARRIVAL

BY ATC

CAT C & D



HOLDING OVER S

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
2020′	**(1974′ - 600m)**

ROUTING

On 056° track to N46 36.6 E142 41.8 (013° bearing to SL), turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR availability.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

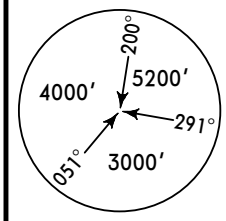
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2L) Eff 12 Nov STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5264′)**



MSA ARP

PERUB 2B [PERU2B]
RWY 01 ARRIVAL

AVAILABLE WHEN UH(R)-1399 IS ACTIVE &
WHEN UH(R)-1402 & UH(R)-1403 ARE NOT ACTIVE
BY ATC

CAT C & D

UH(R)-1399

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

*505 SL
N46 50.0 E142 42.9

324°
234°

N46 45.4 E142 42.9
At 2020′ **(1974′)**

At 5310′ **(5264′)**

UH(R)-1402

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

N46 40.1 E142 37.3 ❷
At 3000′ **(2954′)**

031° SL
018° SL
012°
102°
36
3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

At 2020′ **(1974′)**

UH(R)-1403

N
NOT TO SCALE

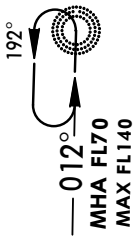
Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

PERUB
N46 20.0 E142 17.2
Between **FL140 & FL120**
039°

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

HOLDING OVER S



ROUTING

Intercept 039° bearing to S, turn RIGHT, 234° track to N46 40.1 E142 37.3 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STAR revised.

© JEPPESEN, 2003, 2015. ALL RIGHTS RESERVED.

8.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2M) Eff 12 Nov

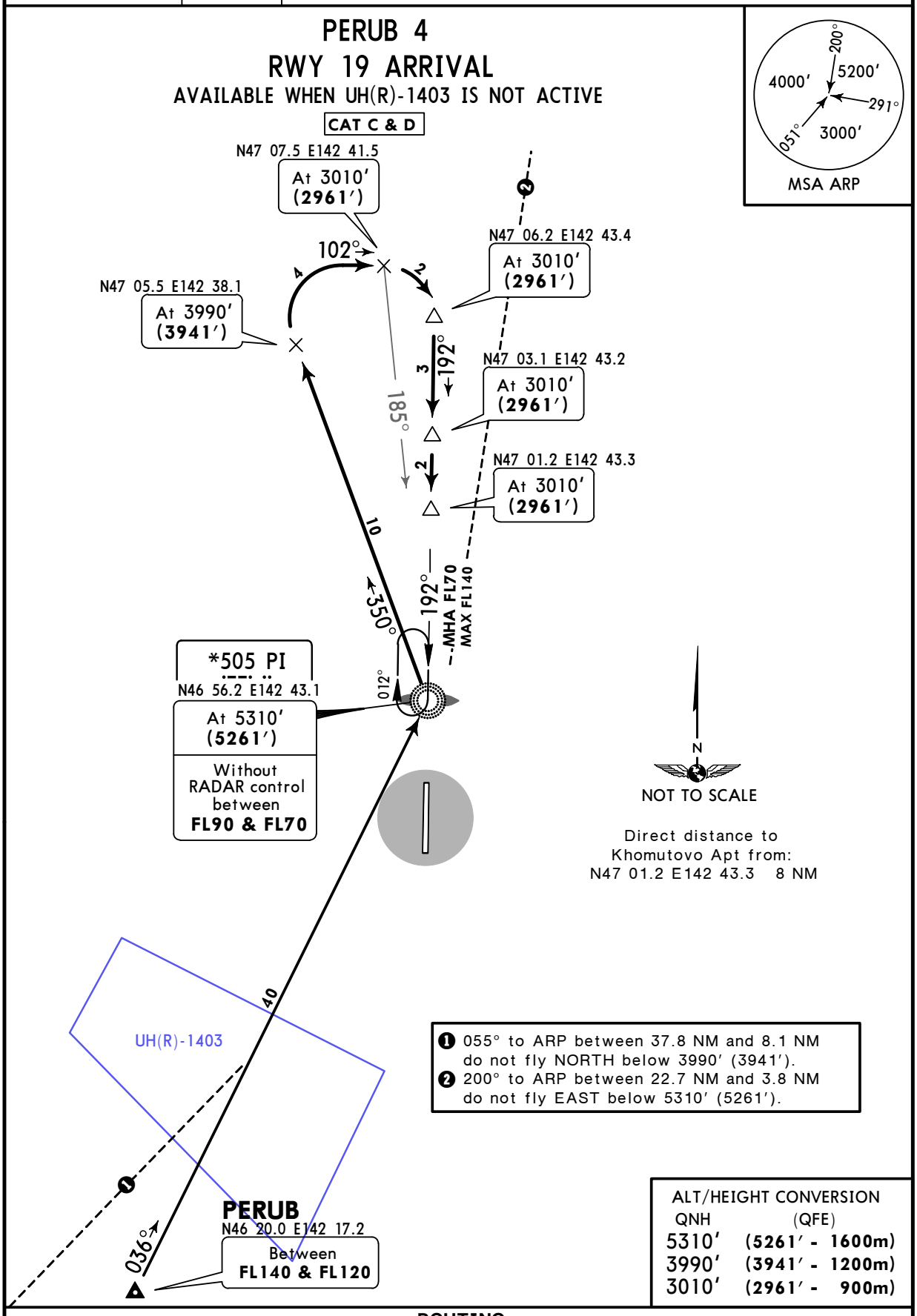
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5261′)**

PERUB 4
RWY 19 ARRIVAL
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

Intercept 036° bearing to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

8.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

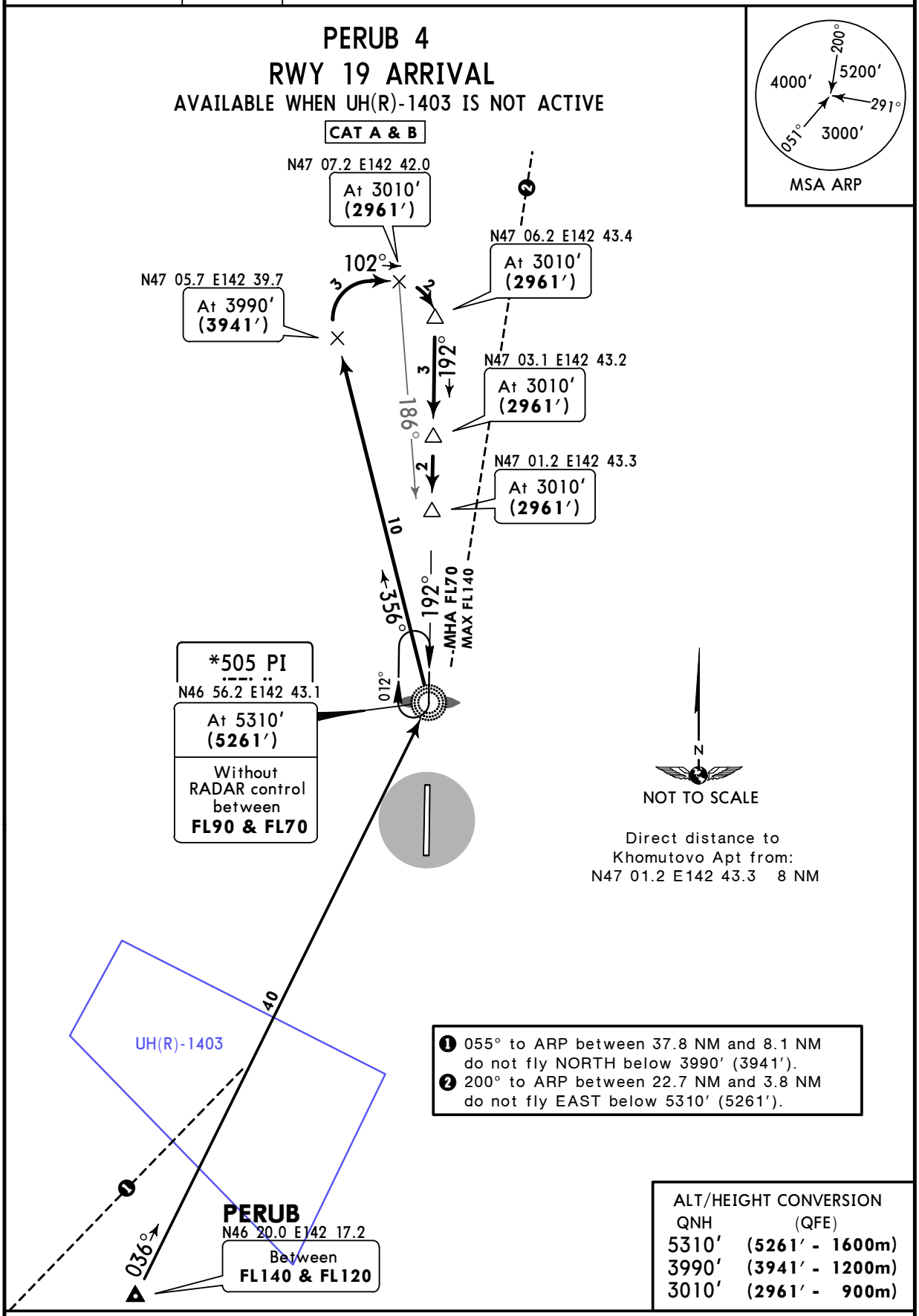
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 | 10-2N | Eff 12 Nov | STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**

PERUB 4
RWY 19 ARRIVAL
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

CAT A & B



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

Intercept 036° bearing to PI, 356° bearing to N47 05.7 E142 39.7, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

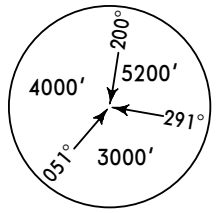
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2P) Eff 30 Apr

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2, PIMAG 2
RWY 01 ARRIVALS

CAT C & D

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

SORLA
N47 16.0 E142 46.1
Between **FL130 & FL80**

088° 37 PIMAG 2

067° 47 KENOM 2

195° 26

N

NOT TO SCALE

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

213° 11

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).
❷ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5264′).

HOLDING OVER S



N46 45.4 E142 42.9
At 2020′ **(1974′)**

3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

N46 40.1 E142 37.4
(031° brg to SL)
At 3000′ **(2954′)**

018° SL

012°

102°

At 2020′ **(1974′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2	On 067° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2	On 088° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

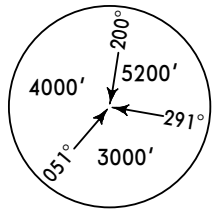
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2Q) Eff 30 Apr

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2, PIMAG 2
RWY 01 ARRIVALS

CAT A & B

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

SORLA
N47 16.0 E142 46.1
Between **FL130 & FL80**

088° 37 PIMAG 2

067° 47 KENOM 2

195° 26

209° 9

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

N

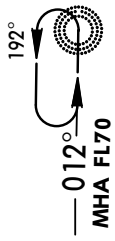
NOT TO SCALE

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).
❷ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5264′).

HOLDING OVER S



N46 41.8 E142 39.2
(028° brg to SL)
At 3000′ **(2954′)**

016° SL

012°

102°

N46 45.4 E142 42.9
At 2020′ **(1974′)**

3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

At 2020′ **(1974′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2	On 067° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2	On 088° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs revised.

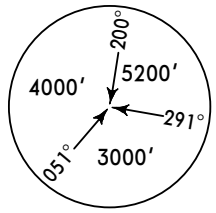
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2S) Eff 30 Apr STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**

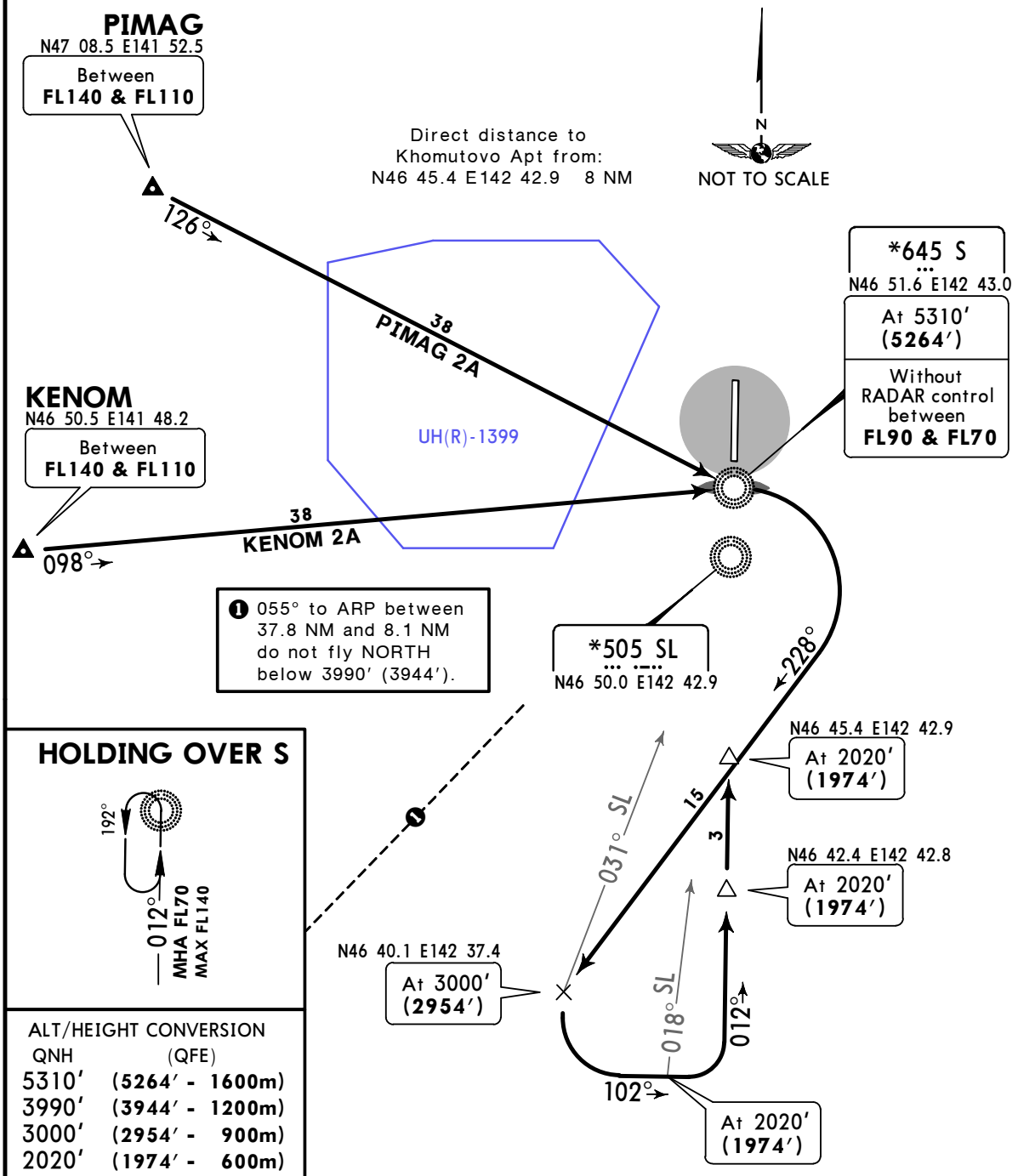


MSA ARP

KENOM 2A [KENO2A]
PIMAG 2A [PIMA2A]
RWY 01 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2A	Intercept 098° bearing to S, turn RIGHT, 228° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2A	Intercept 126° bearing to S, turn RIGHT, 228° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs availability.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

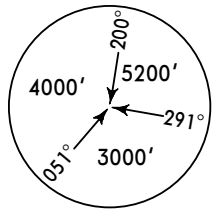
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2T) Eff 30 Apr

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2A, PIMAG 2A
RWY 01 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT A & B

PIMAG
N47 08.5 E141 52.5
Between **FL140 & FL110**

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

N

NOT TO SCALE

126°

38 PIMAG 2A

UH(R)-1399

KENOM
N46 50.5 E141 48.2
Between **FL140 & FL110**

38 KENOM 2A

098°

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

*505 SL
N46 50.0 E142 42.9

2

209°

9

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

HOLDING OVER S

192°
012°
MHA FL70
MAX FL140

N46 41.8 E142 39.2
(028° brg to SL)
At 3000′ **(2954′)**

016° SL

102°

012°

3

N46 45.4 E142 42.9
At 2020′ **(1974′)**

N46 42.4 E142 42.8
At 2020′ **(1974′)**

At 2020′ **(1974′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2A	Intercept 098° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2A	Intercept 126° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs availability.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.19 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

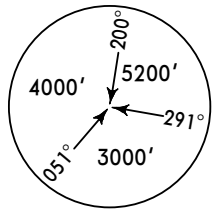
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T1) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2B [KENO2B]
PIMAG 2B [PIMA2B]
RWY 01 ARRIVALS

BY ATC

CAT C & D



NOT TO SCALE

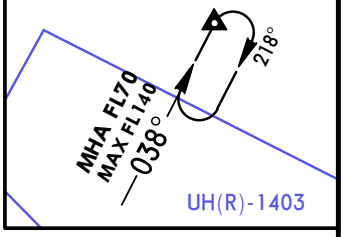
Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDINGS OVER S



ZALIV

Available when UH(R)-1403 is not active.



PIMAG

N47 08.5 E141 52.5

Between **FL220 & FL110**

153°

KENOM

N46 50.5 E141 48.2

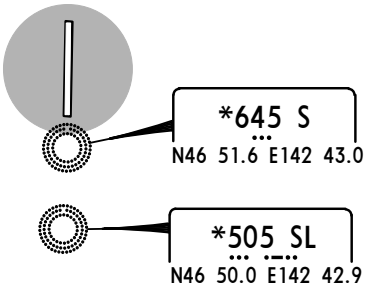
Between **FL140 & FL110**

127°

PIMAG 2B 40

KENOM 2B 30

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).



N46 45.4 E142 42.9
At 2020′ (1974′)

3

N46 42.4 E142 42.8
At 2020′ (1974′)

SL 017°

012°

At 2020′ (1974′)

ZALIV

N46 36.6 E142 27.3
(049° brg to SL)

At 5310′ (5264′)

16
101°

UH(R)-1403

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5264′ - 1600m)
3990′	(3944′ - 1200m)
2020′	(1974′ - 600m)

STAR	ROUTING
KENOM 2B	On 127° track to ZALIV, turn LEFT, 101° track, when passing 017° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2B	On 153° track to ZALIV, turn LEFT, 101° track, when passing 017° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.20 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

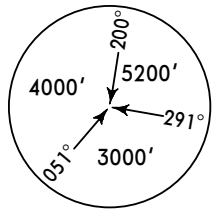
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T2) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

KENOM 2B [KENO2B]
PIMAG 2B [PIMA2B]
RWY 01 ARRIVALS

BY ATC

CAT A & B

N

NOT TO SCALE

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

HOLDINGS OVER S

192°
012°
MHA FL70
MAX FL140

ZALIV

Available when UH(R)-1403 is not active.

MHA FL70
MAX FL140
038°
218°
UH(R)-1403

PIMAG

N47 08.5 E141 52.5
Between **FL220 & FL110**

153°

PIMAG 2B 40

KENOM

N46 50.5 E141 48.2
Between **FL140 & FL110**

127°

KENOM 2B 30

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

*645 S
N46 51.6 E142 43.0

*505 SL
N46 50.0 E142 42.9

N46 45.4 E142 42.9
At 2020′ (1974′)

3

N46 42.4 E142 42.8
At 2020′ (1974′)

016° SL

012°

At 2020′ (1974′)

ZALIV
N46 36.6 E142 27.3
(049° brg to SL)

At 5310′ (5264′)

16
101°

UH(R)-1403

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
KENOM 2B	On 127° track to ZALIV, turn LEFT, 101° track, when passing 016° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2B	On 153° track to ZALIV, turn LEFT, 101° track, when passing 016° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs established & transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

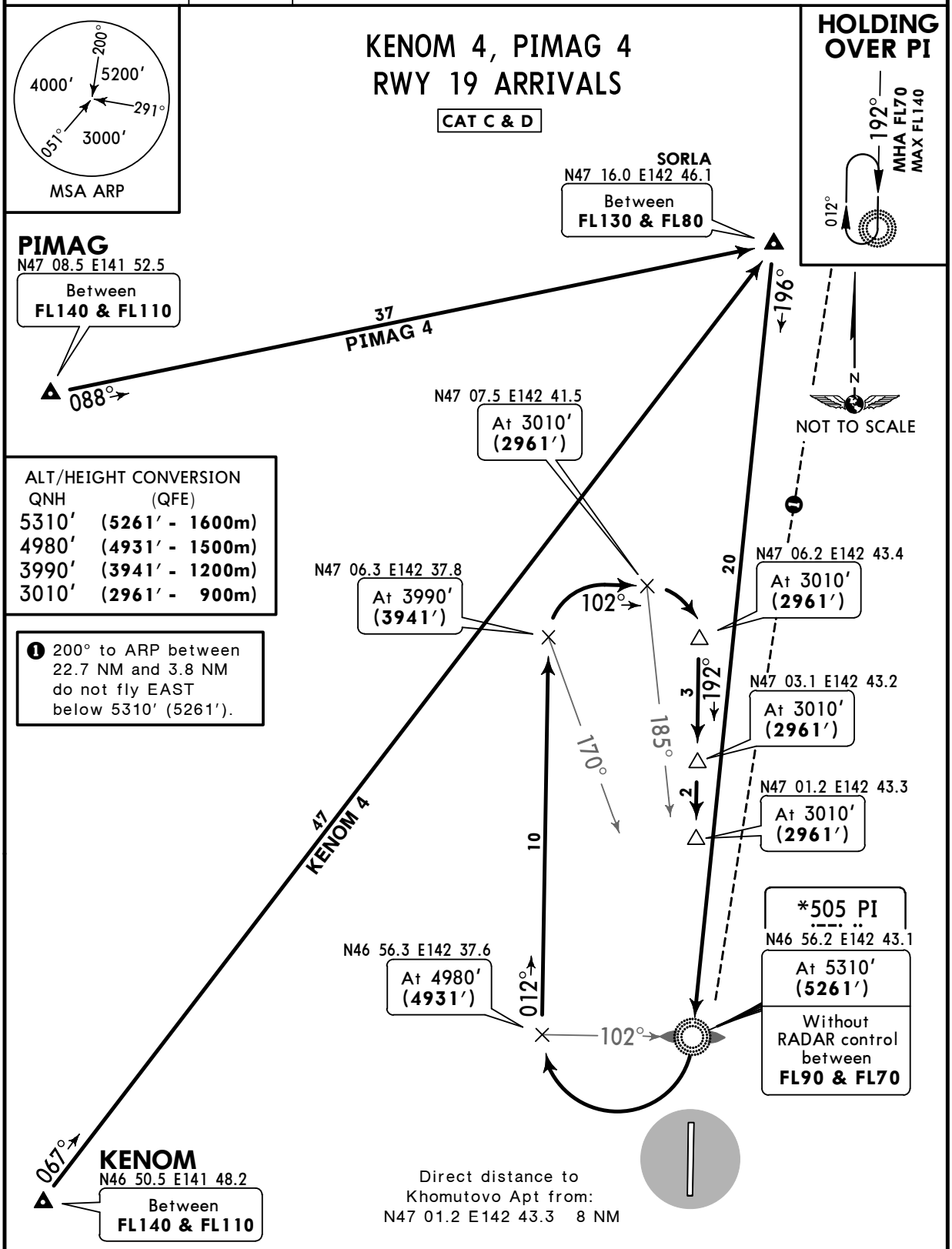
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T3) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**



STAR	ROUTING
KENOM 4	On 067° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4	On 088° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

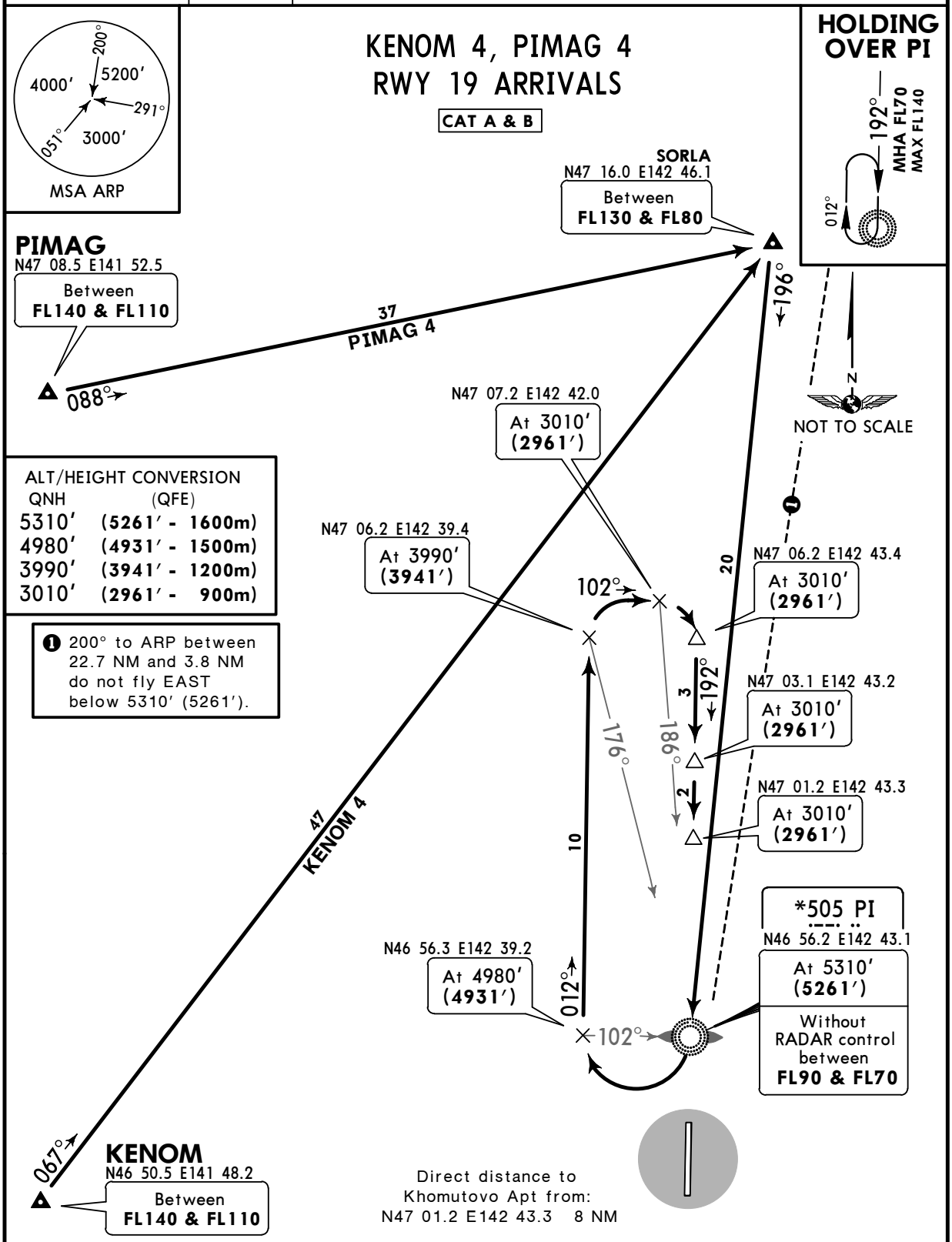
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T4) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



STAR	ROUTING
KENOM 4	On 067° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4	On 088° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

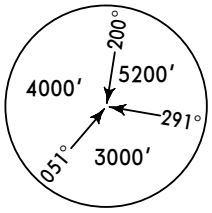
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2T5) Eff 12 Nov STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



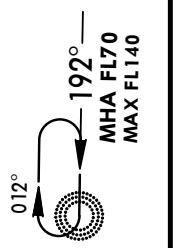
MSA ARP

KENOM 4A [KENO4A]
PIMAG 4A [PIMA4A]
RWY 19 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT C & D

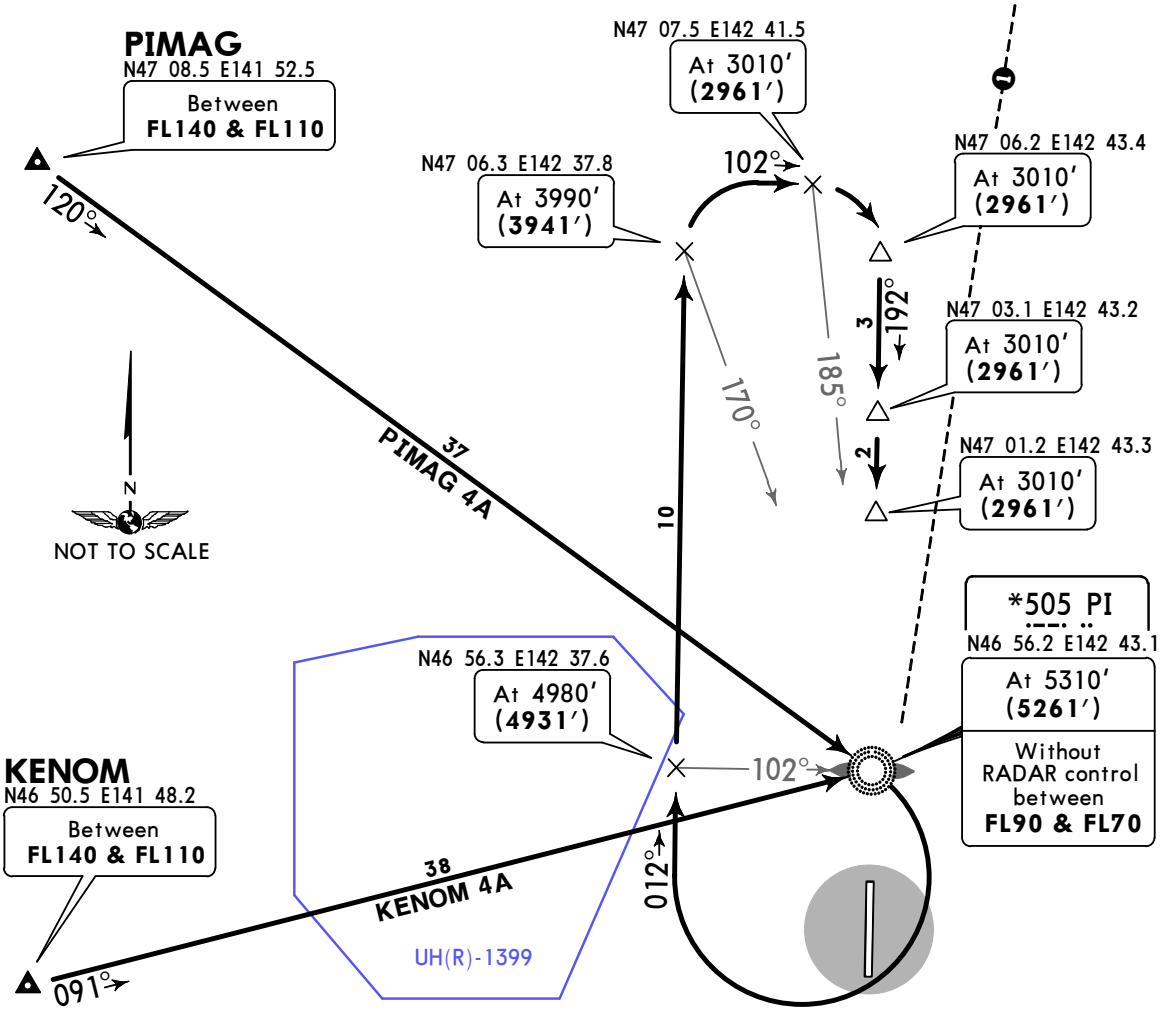
HOLDING OVER PI



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).



Direct distance to Khomutovo Apt from:
N47 01.2 E142 43.3 8 NM

STAR	ROUTING
KENOM 4A	Intercept 091° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4A	Intercept 120° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: New chart (STARs transferred).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

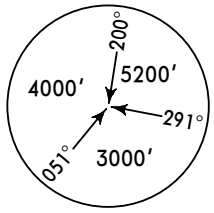
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2U)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



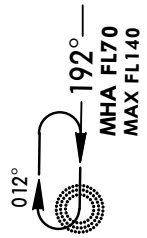
MSA ARP

KENOM 4A, PIMAG 4A RWY 19 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

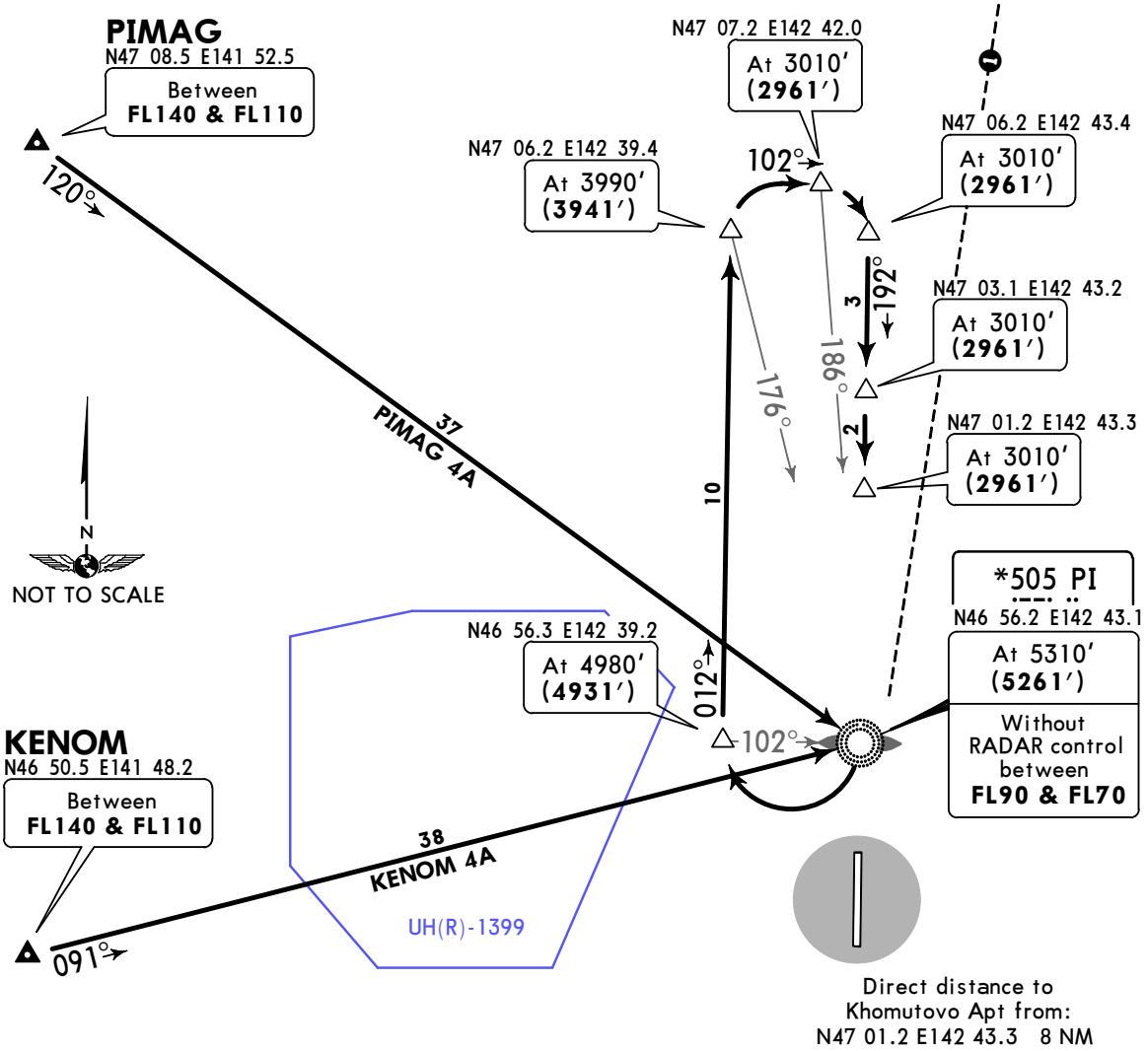
CAT A & B

HOLDING OVER PI



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310′ (5261′).



STAR	ROUTING
KENOM 4A	Intercept 091° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4A	Intercept 120° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

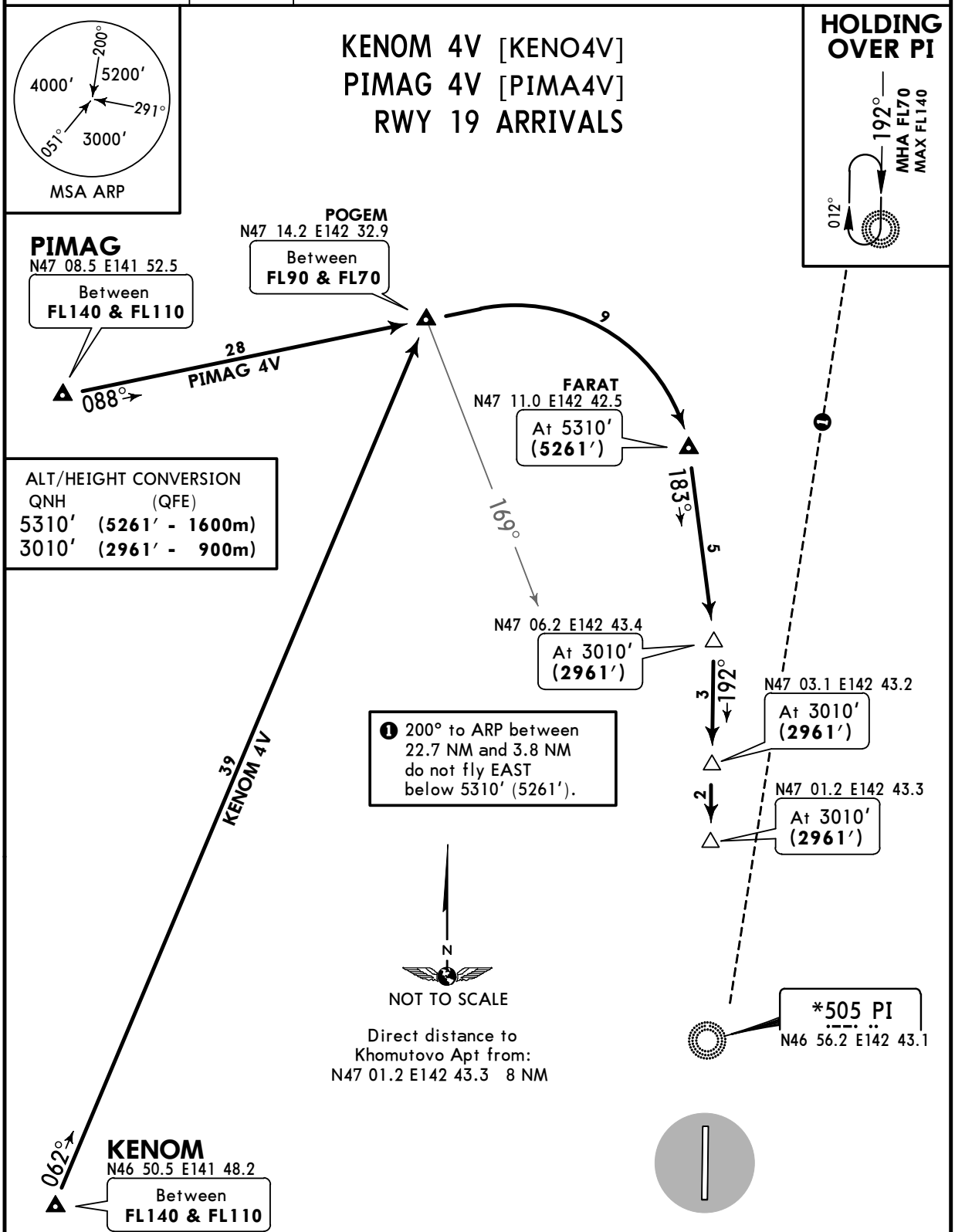
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2V)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



STAR	ROUTING
KENOM 4V	On 062° track to POGEM, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 4V	On 088° track to POGEM, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

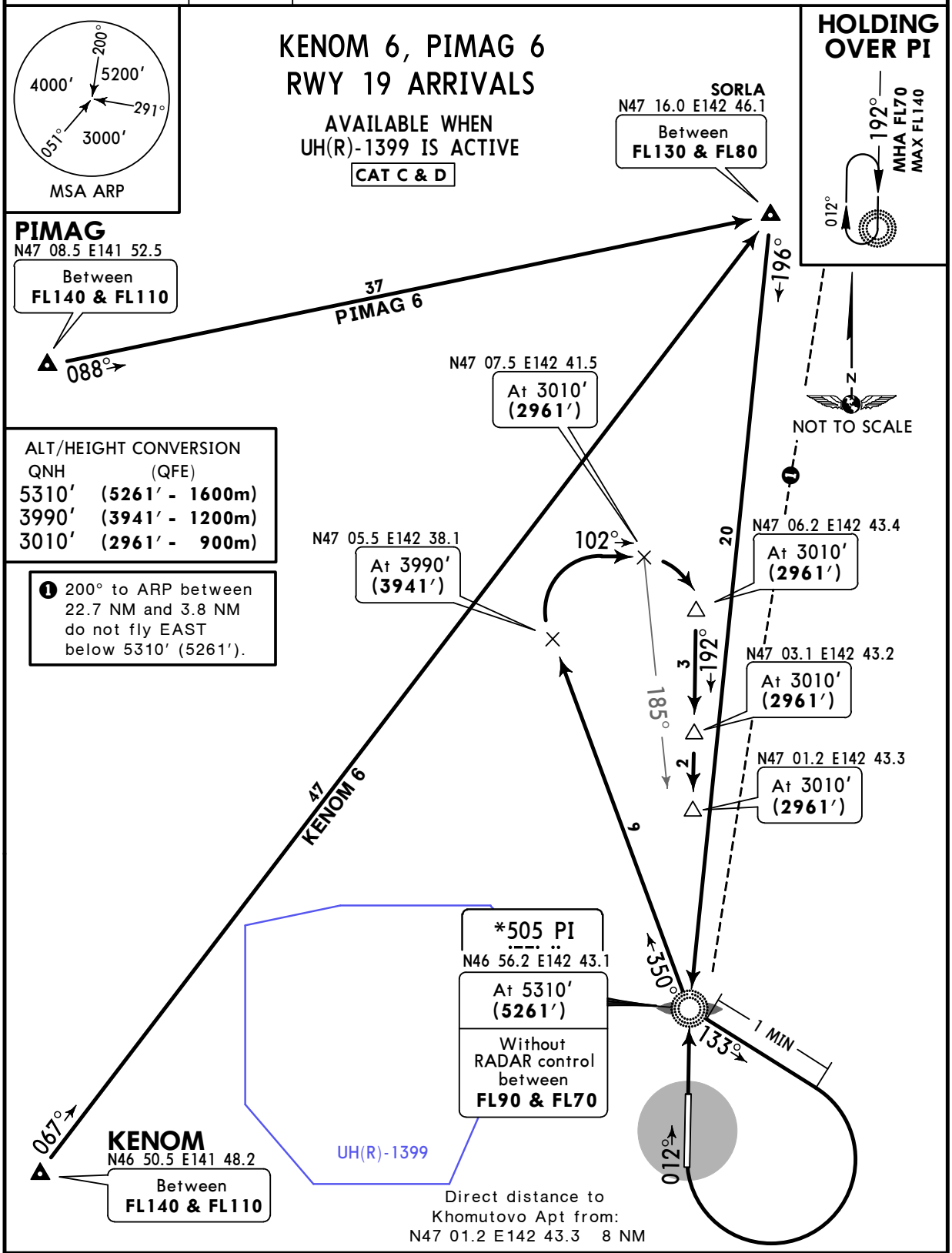
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V1) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



STAR	ROUTING
KENOM 6	On 067° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
PIMAG 6	On 088° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

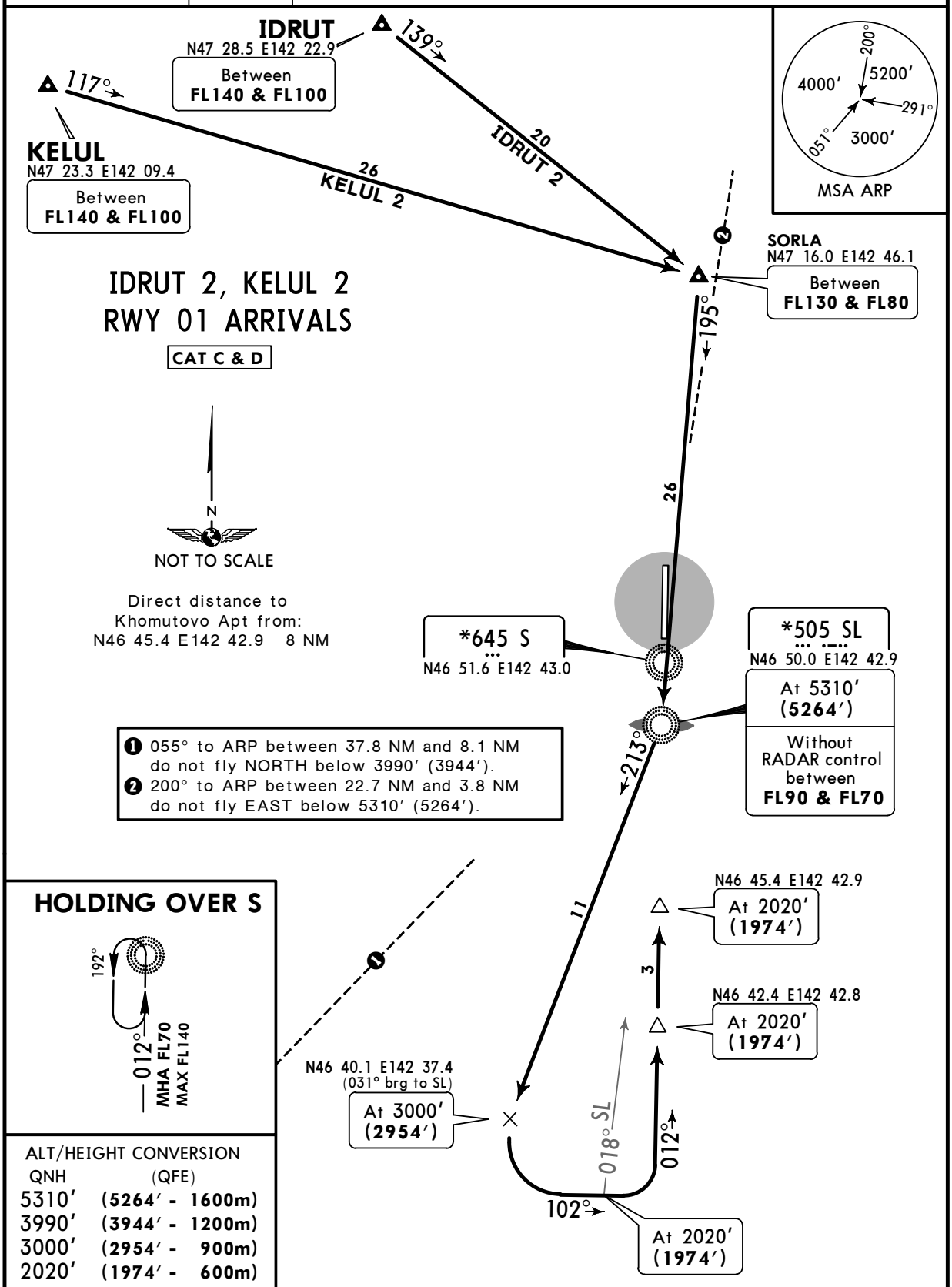
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V2) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
IDRUT 2	On 139° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2	On 117° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs withdrawn & transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

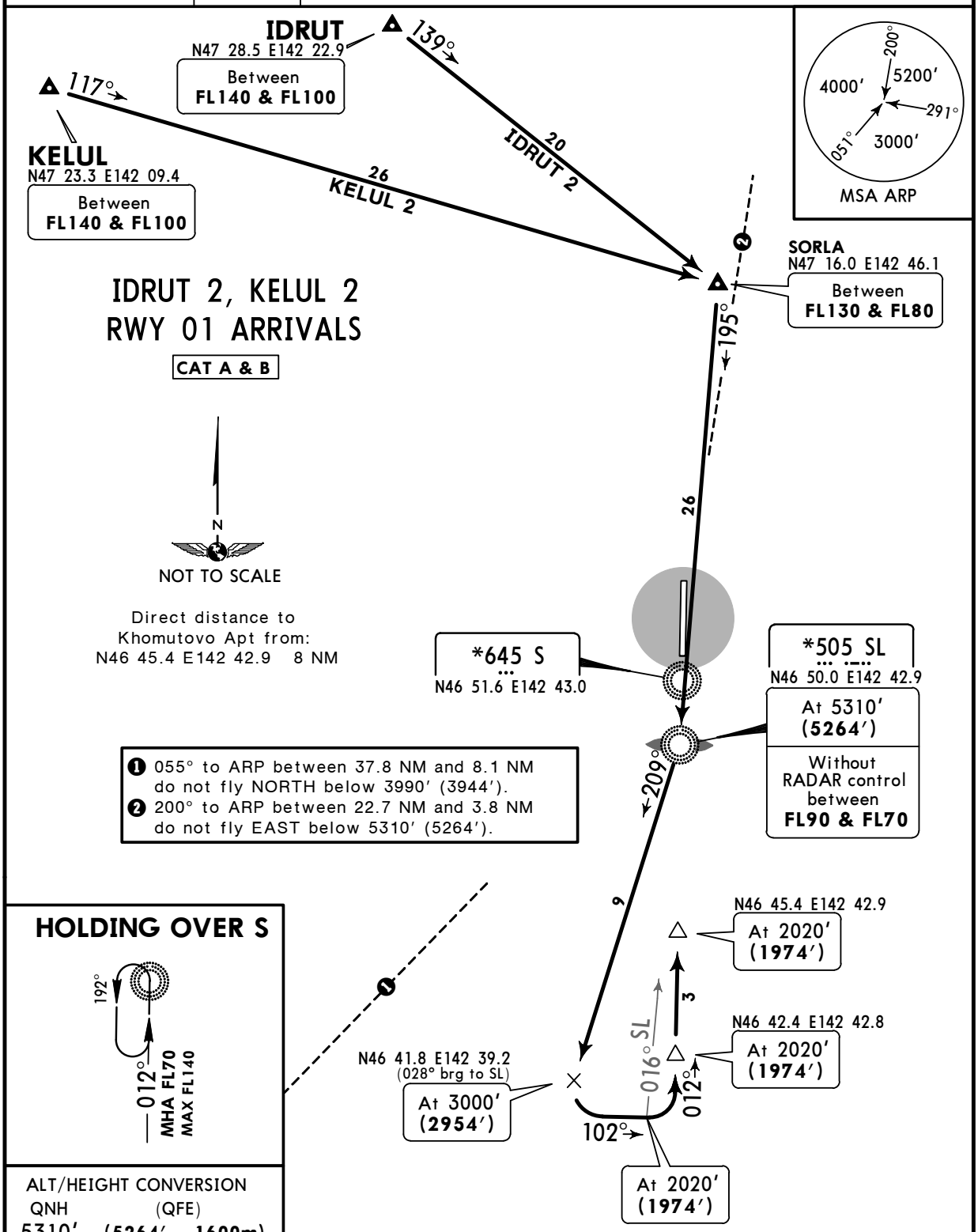
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V3) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
IDRUT 2	On 139° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2	On 117° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

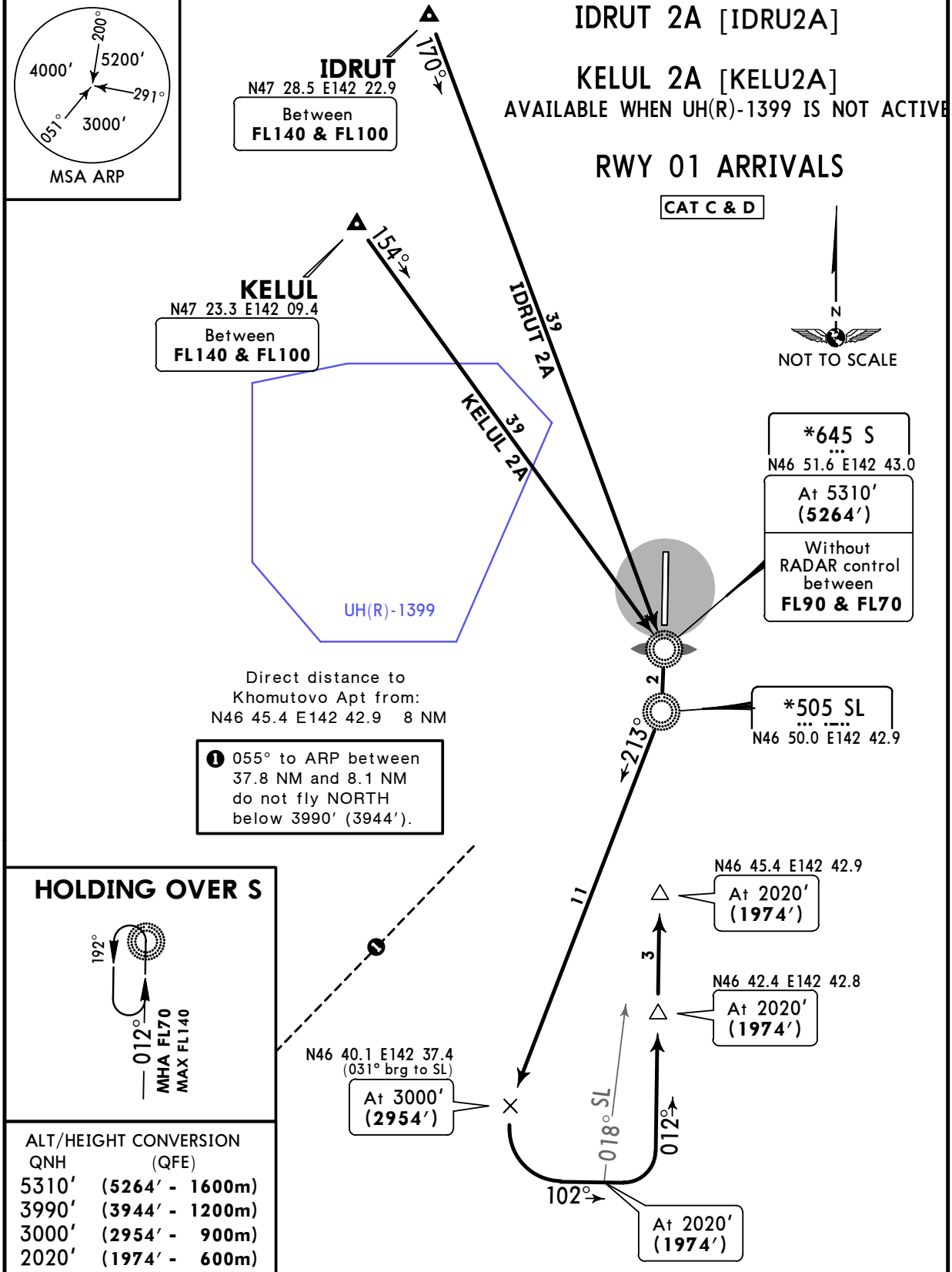
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V4) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



STAR	ROUTING
IDRUT 2A	Intercept 170° bearing to S, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2A	Intercept 154° bearing to S, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs transferred.

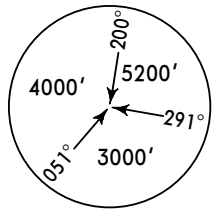
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V5) Eff 12 Nov STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5264′)**



MSA ARP

IDRUT 2A

KELUL 2A

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

RWY 01 ARRIVALS

CAT A & B

IDRUT
N47 28.5 E142 22.9
Between **FL140 & FL100**

KELUL
N47 23.3 E142 09.4
Between **FL140 & FL100**

170° 154° IDRUT 2A 39 KELUL 2A 39

N NOT TO SCALE

UH(R)-1399

*645 S
N46 51.6 E142 43.0
At 5310′ **(5264′)**
Without RADAR control between **FL90 & FL70**

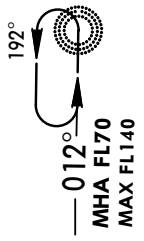
*505 SL
N46 50.0 E142 42.9

2 209° 9

Direct distance to Khomutovo Apt from:
N46 45.4 E142 42.9 8 NM

❶ 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990′ (3944′).

HOLDING OVER S



N46 45.4 E142 42.9
At 2020′ **(1974′)**

3

N46 42.4 E142 42.8
At 2020′ **(1974′)**

016° SL

012°

N46 41.8 E142 39.2
(028° brg to SL)
At 3000′ **(2954′)**

102°

At 2020′ **(1974′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

STAR	ROUTING
IDRUT 2A	Intercept 170° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2A	Intercept 154° bearing to S, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

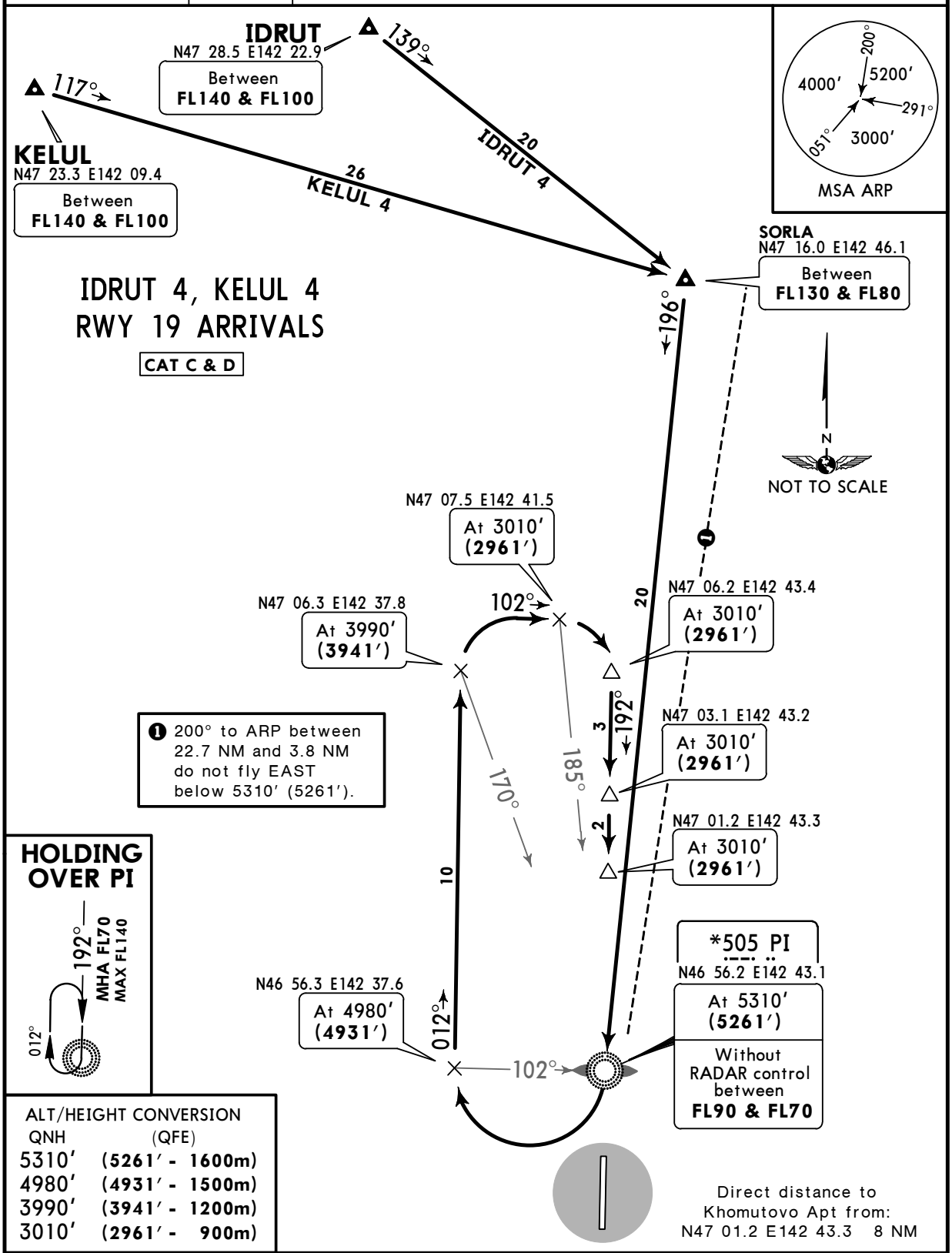
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V6) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 4	On 139° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4	On 117° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

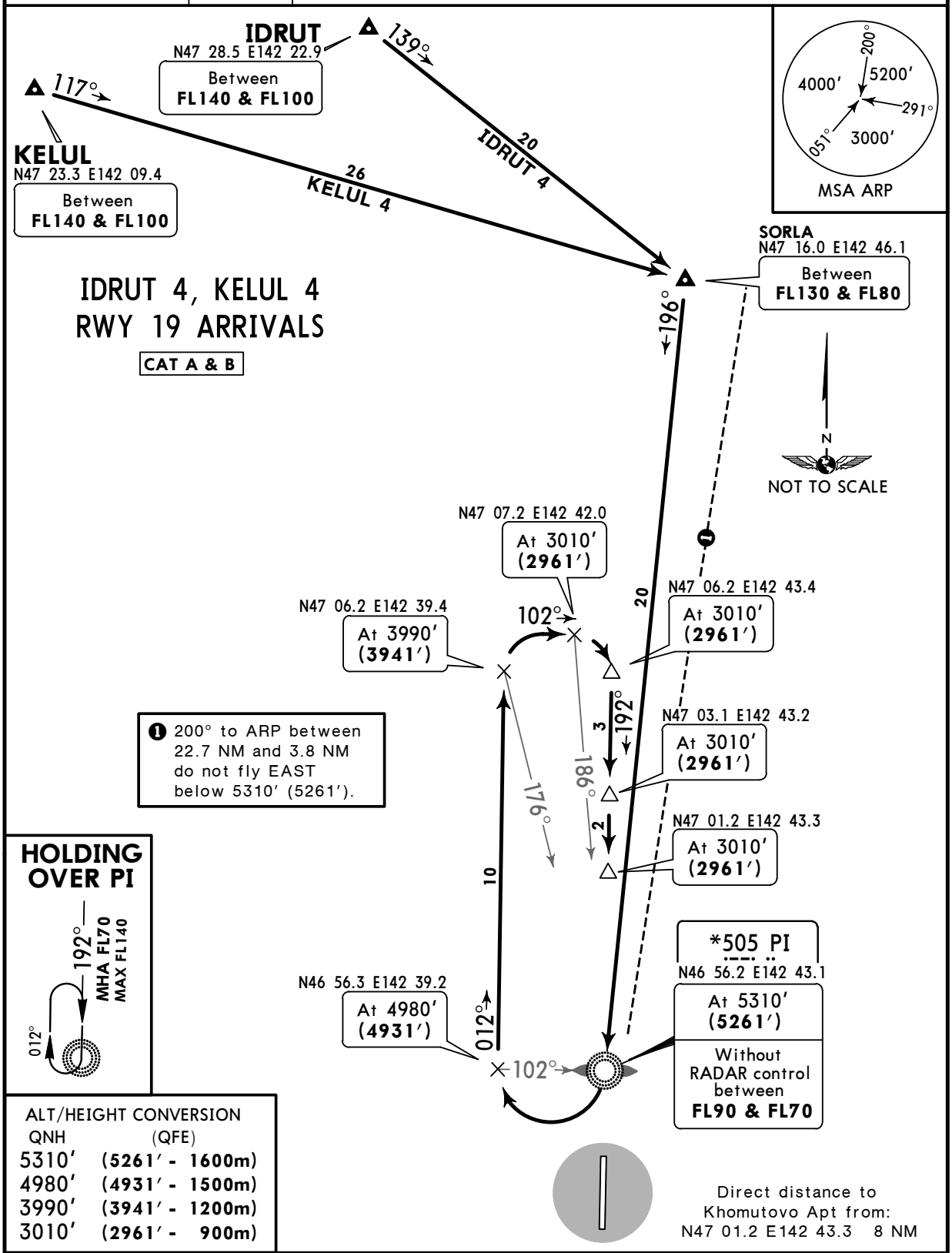
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2V7) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 4	On 139° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4	On 117° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

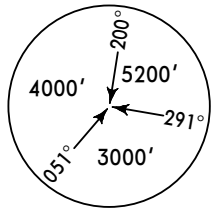
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2W) Eff 12 Nov

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5261′)**



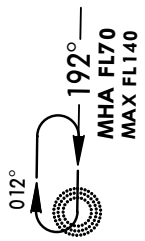
MSA ARP

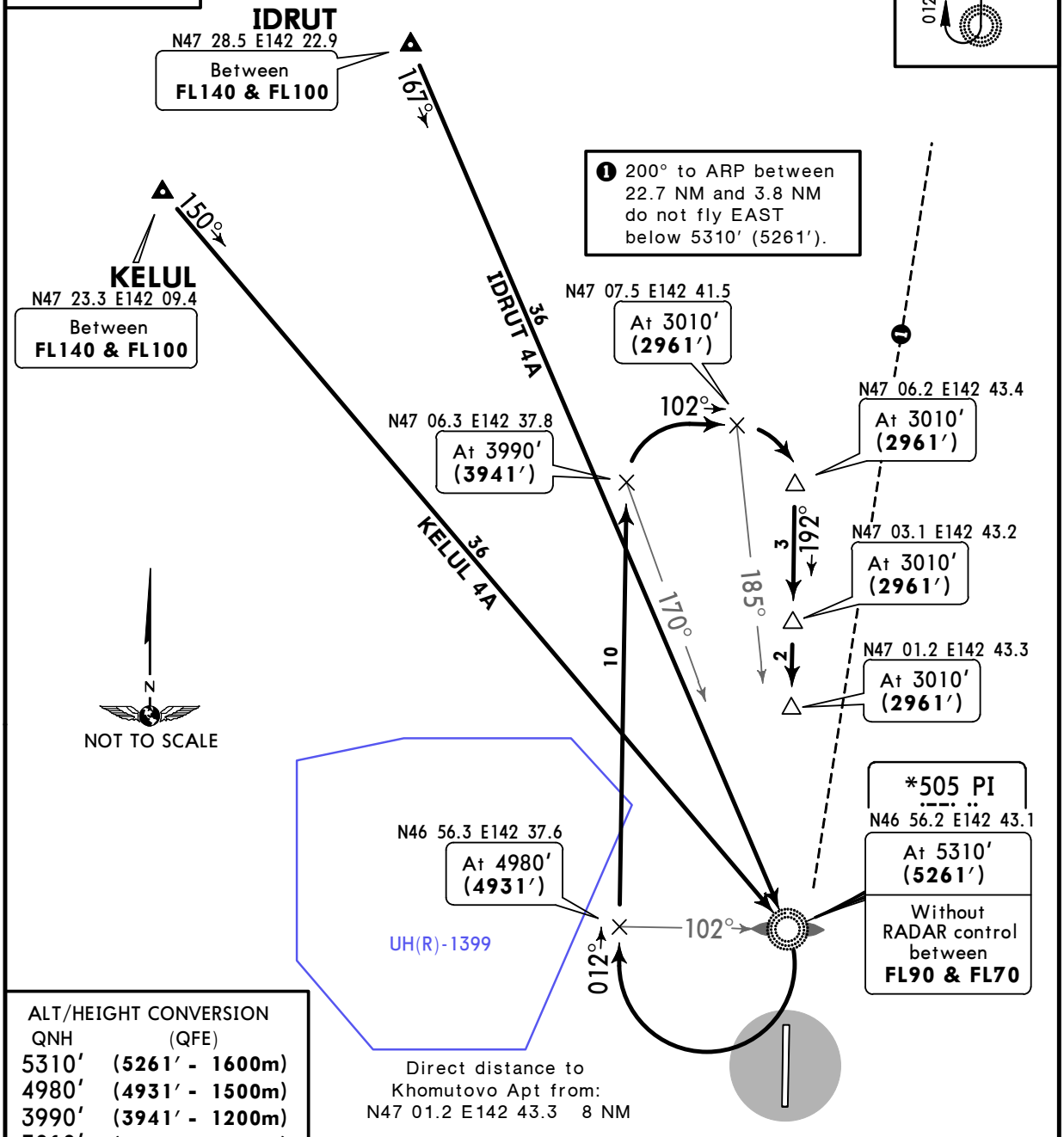
IDRUT 4A [IDRU4A]
KELUL 4A [KELU4A]
RWY 19 ARRIVALS

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

CAT C & D

HOLDING OVER PI





ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

Direct distance to Khomutovo Apt from:
N47 01.2 E142 43.3 8 NM

STAR	ROUTING
IDRUT 4A	Intercept 167° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4A	Intercept 150° bearing to PI, turn RIGHT, 012° track via N46 56.3 E142 37.6 to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STARs availability.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.34 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

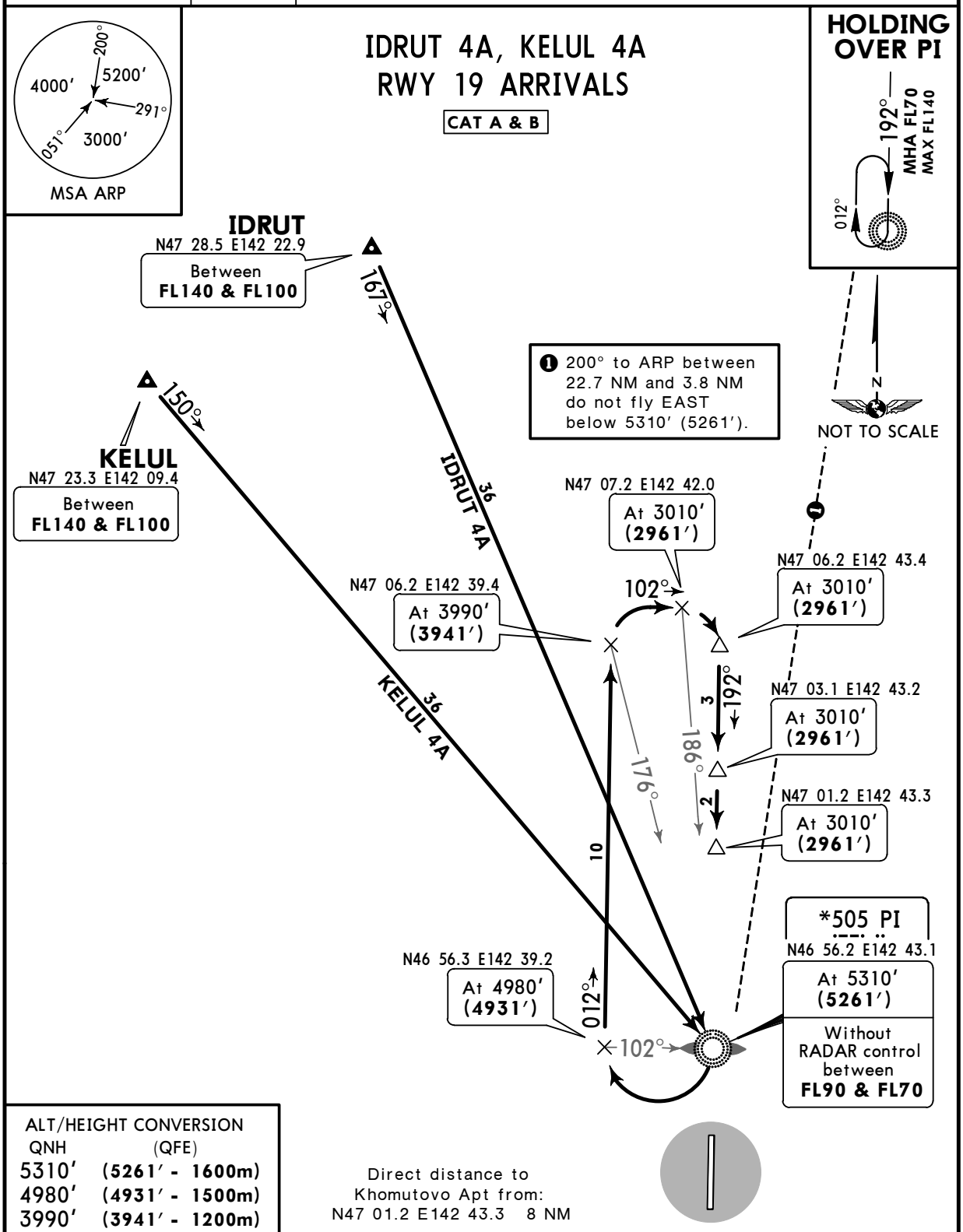
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

30 OCT 15 (10-2X) Eff 12 Nov

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

Direct distance to Khomutovo Apt from:
N47 01.2 E142 43.3 8 NM

STAR	ROUTING
IDRUT4A	Intercept 167° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4A	Inctercept 150° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

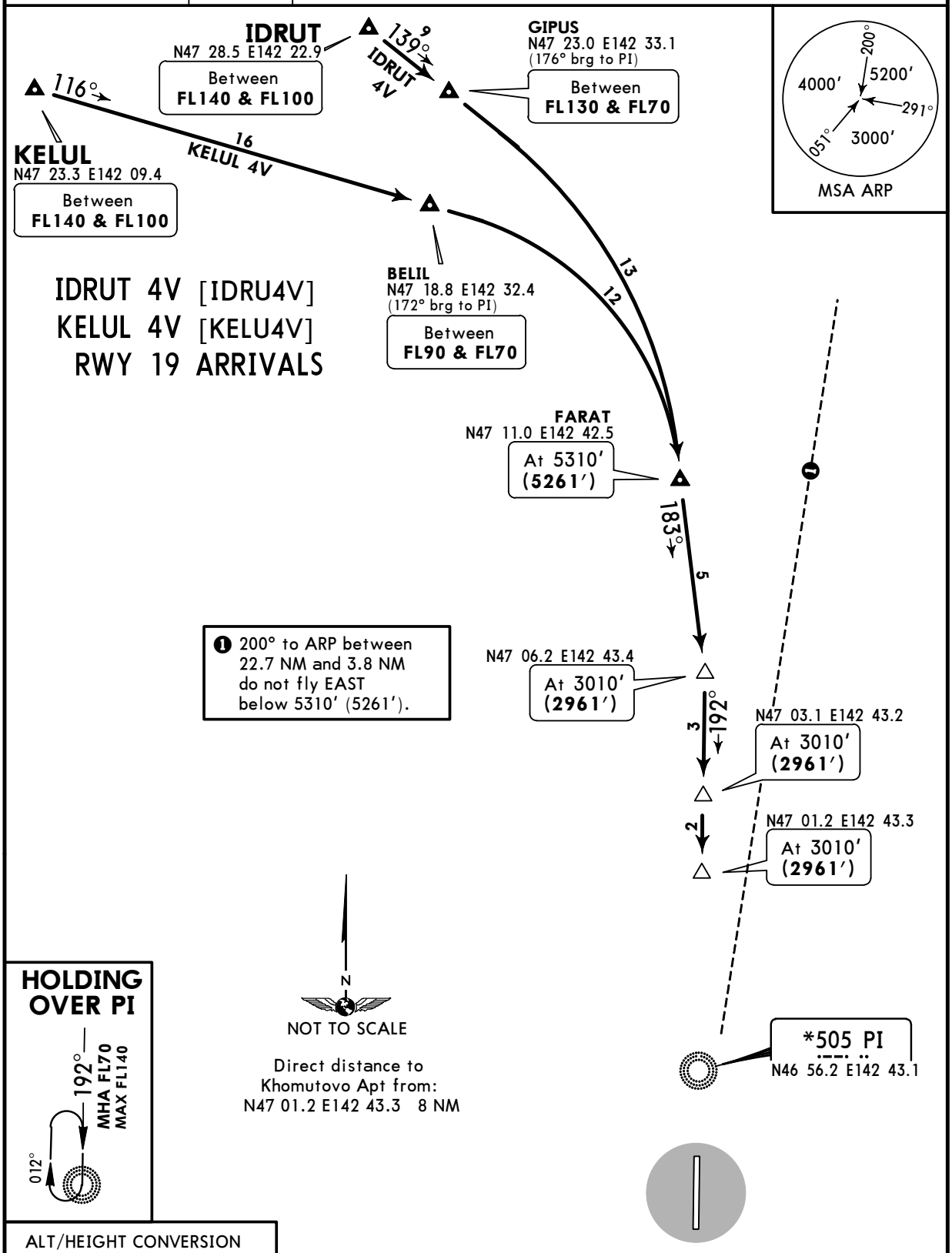
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2X1)

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3010′	**(2961′ - 900m)**

STAR	ROUTING
IDRUT 4V	On 139° track to GIPUS, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 4V	On 116° track to BELIL, turn RIGHT to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

8.1.36 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

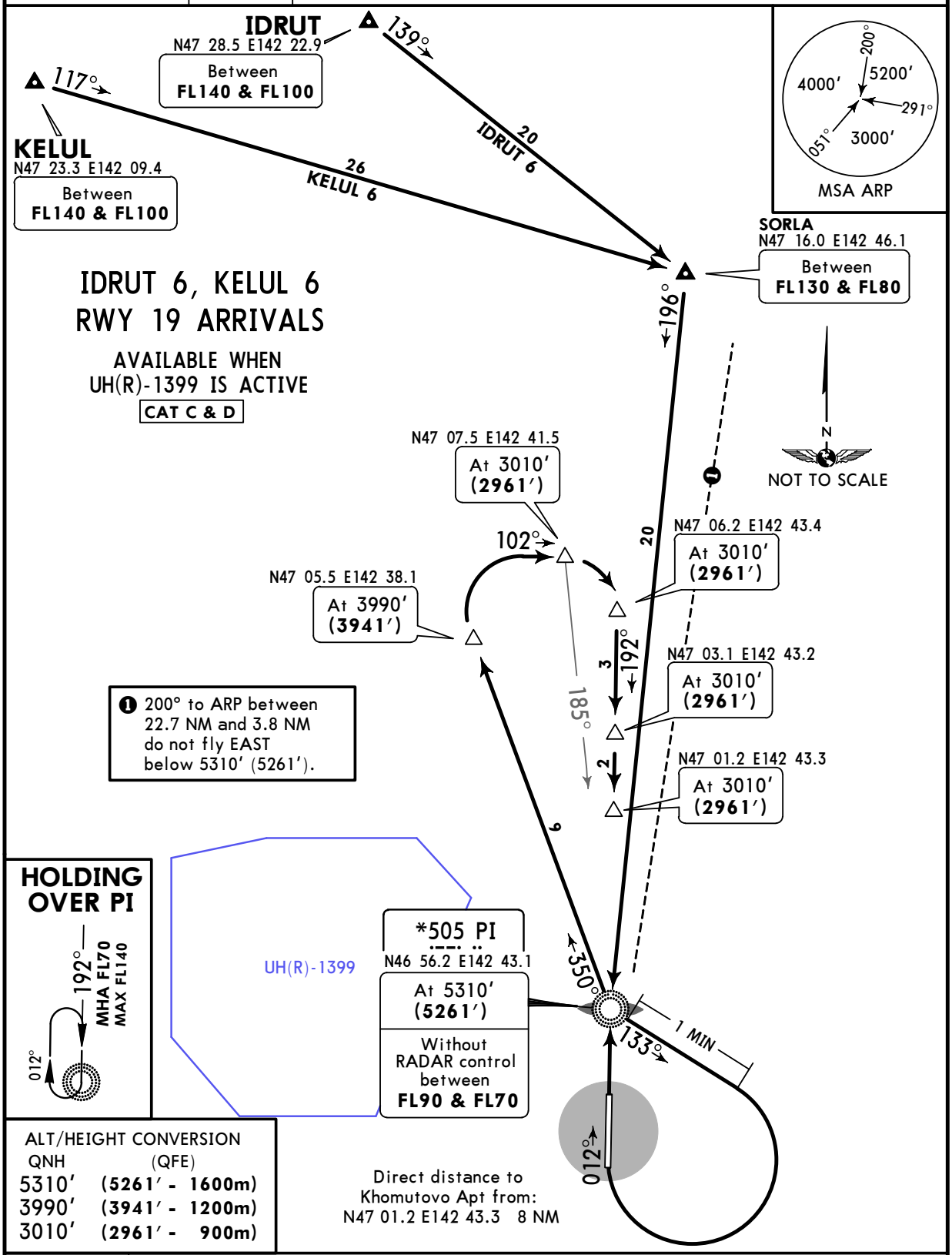
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2X2)

STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**



STAR	ROUTING
IDRUT 6	On 139° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.
KELUL 6	On 117° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.37 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X3)

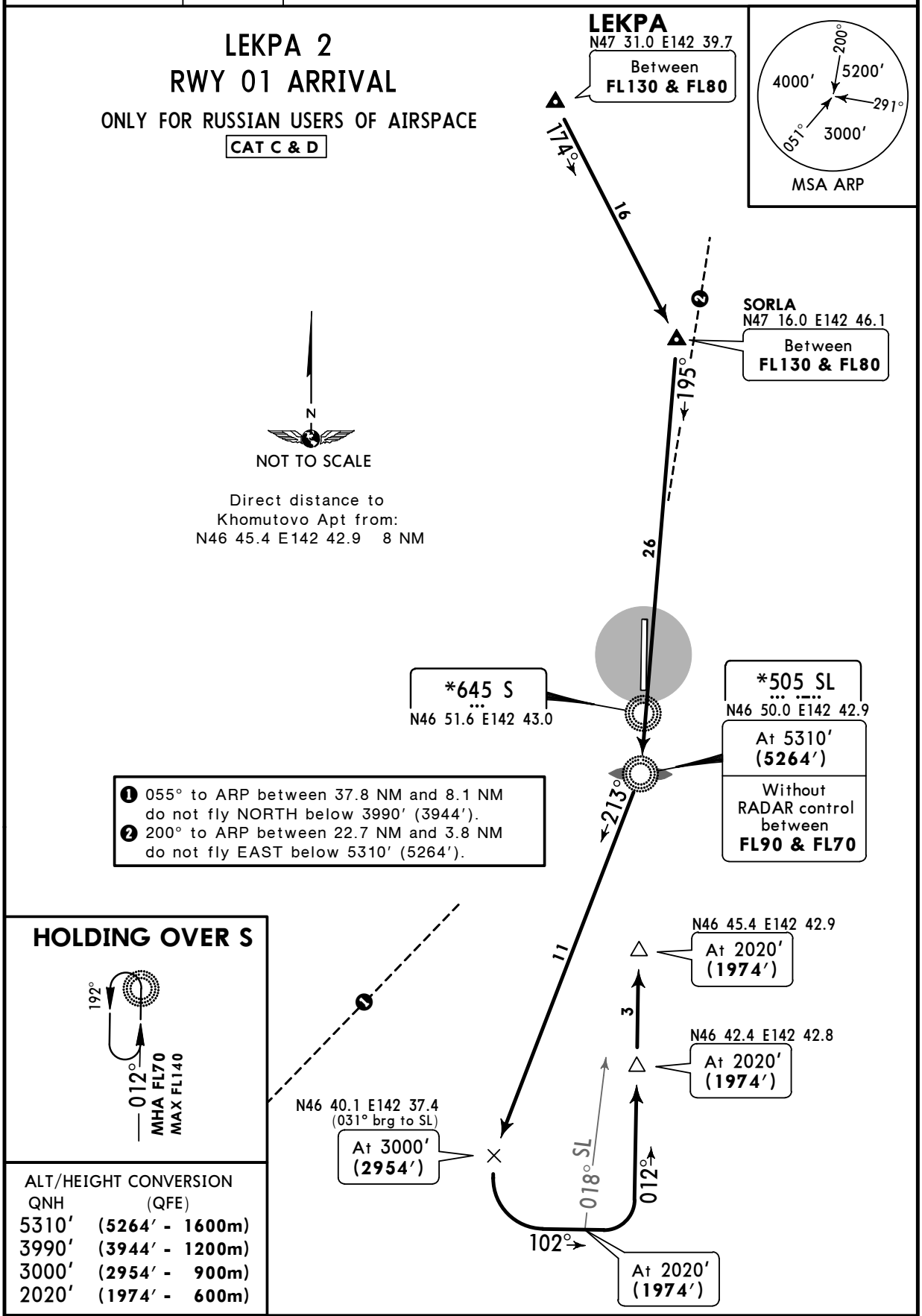
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

LEKPA 2
RWY 01 ARRIVAL

ONLY FOR RUSSIAN USERS OF AIRSPACE
CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4, turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: Reissue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.38 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X4)

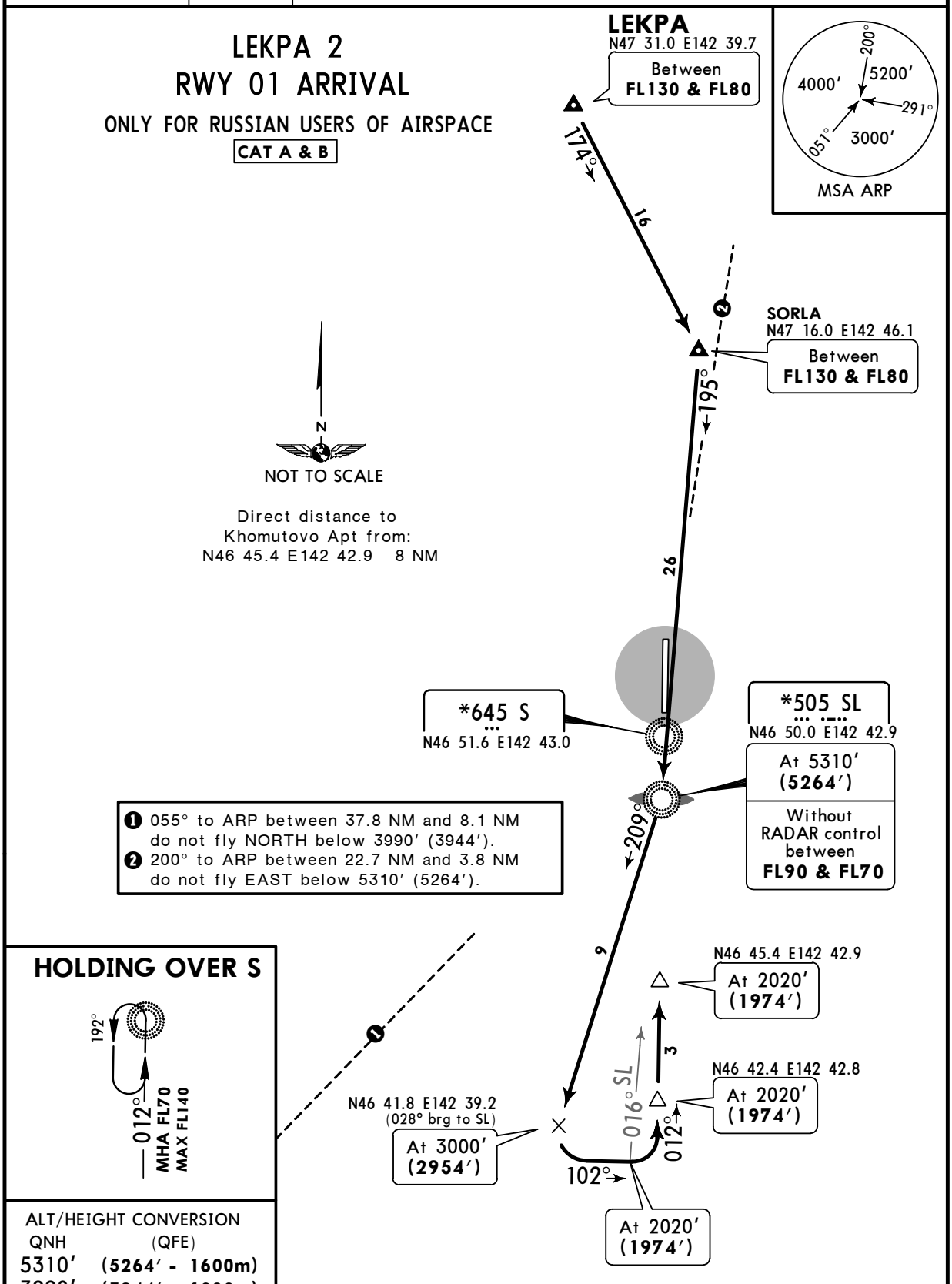
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310′ **(5264′)**

LEKPA 2
RWY 01 ARRIVAL

ONLY FOR RUSSIAN USERS OF AIRSPACE
CAT A & B



HOLDING OVER S

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5264′ - 1600m)**
3990′	**(3944′ - 1200m)**
3000′	**(2954′ - 900m)**
2020′	**(1974′ - 600m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 195° bearing to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2, turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

CHANGES: Reissue.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.39 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X5) Eff 30 Apr

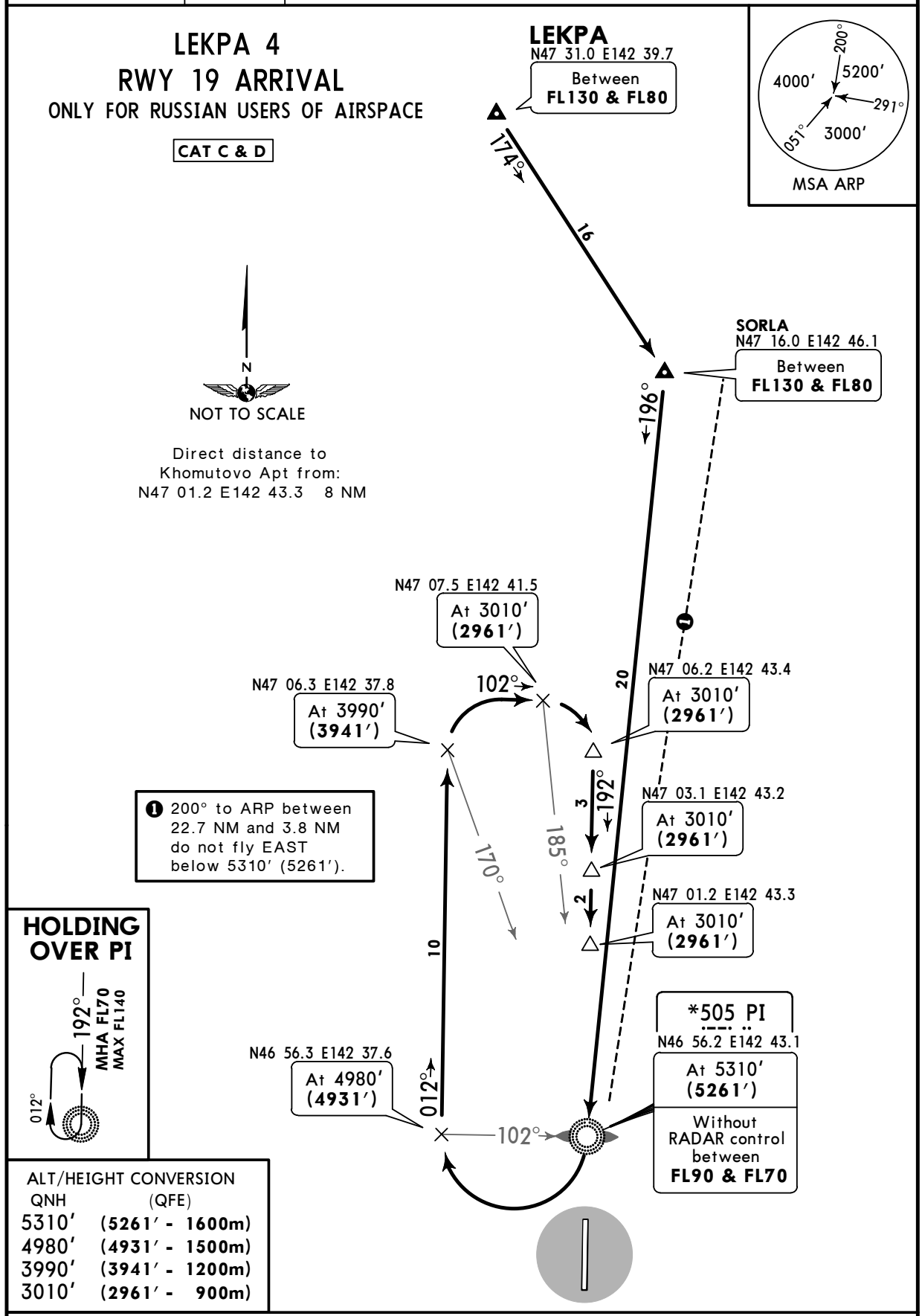
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**

LEKPA 4
RWY 19 ARRIVAL
ONLY FOR RUSSIAN USERS OF AIRSPACE

CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 37.6, 012° track to N47 06.3 E142 37.8, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability; MEA between LEKPA & SORLA withdrawn.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.40 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 APR 15 (10-2X6) Eff 30 Apr

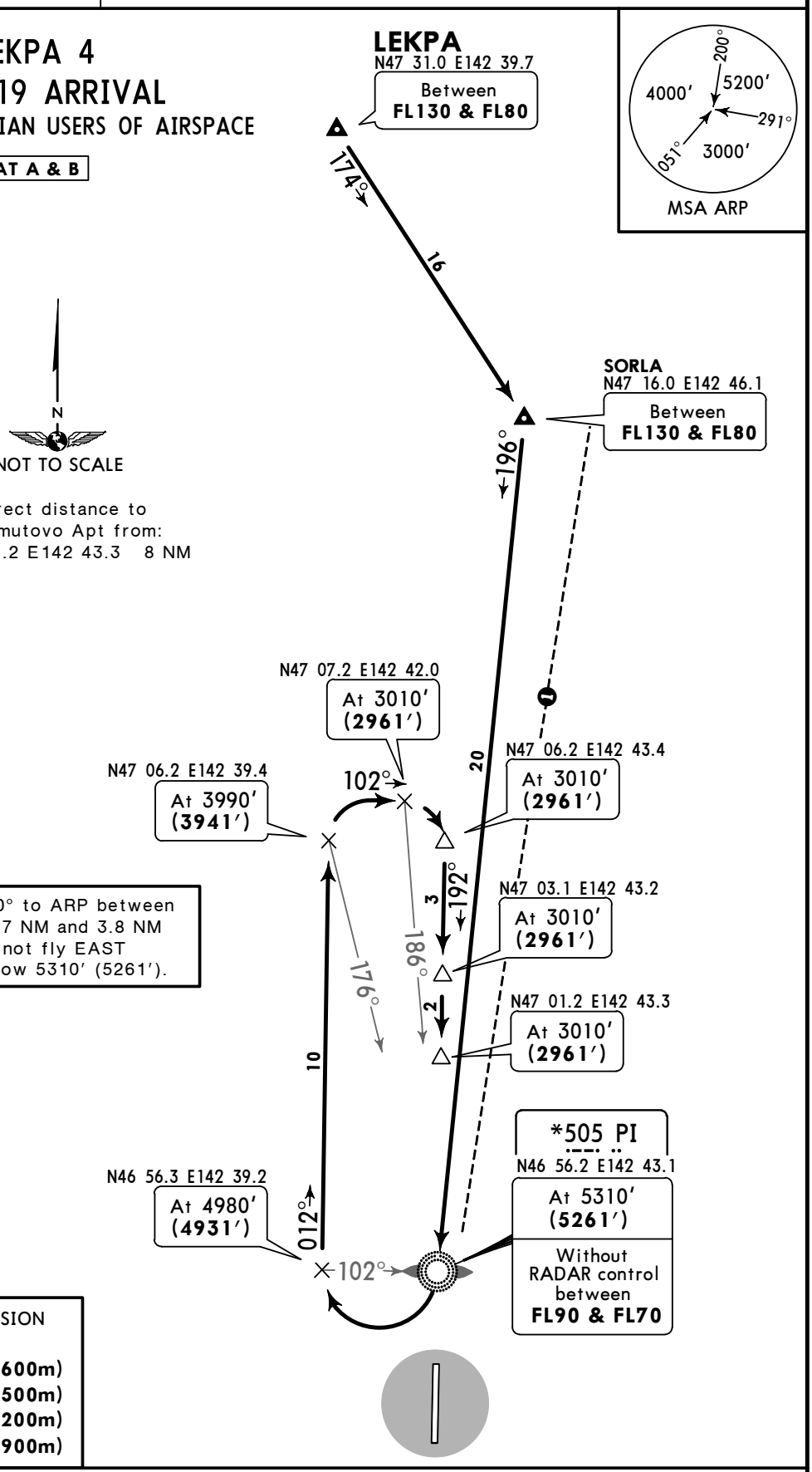
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**

LEKPA 4
RWY 19 ARRIVAL
ONLY FOR RUSSIAN USERS OF AIRSPACE

CAT A & B



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	**(5261′ - 1600m)**
4980′	**(4931′ - 1500m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn RIGHT to N46 56.3 E142 39.2, 012° track to N47 06.2 E142 39.4, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: STAR availability; MEA between LEKPA & SORLA withdrawn.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

UHSS/UUS KHOMUTOVO

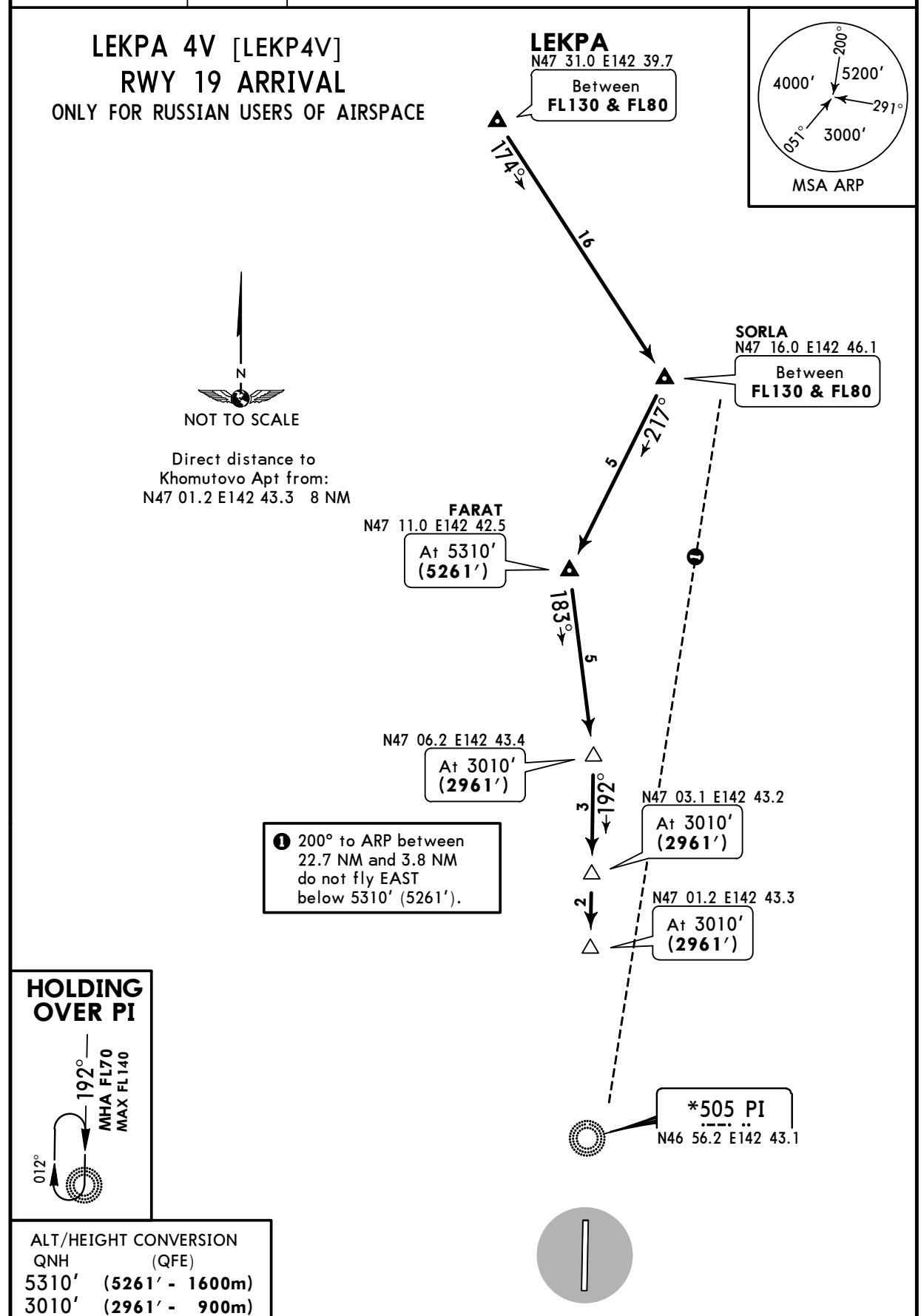
JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

26 AUG 16 (10-2X7)

STAR

ATIS	Apt Elev	
126.2	59′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**

LEKPA 4V [LEKP4V]
RWY 19 ARRIVAL
ONLY FOR RUSSIAN USERS OF AIRSPACE



HOLDING OVER PI

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, 217° track to FARAT, then to N47 06.2 E142 43.4, then to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: Reissue.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

8.1.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN 26 AUG 16 (10-2X8)

YUZHNO-SAKHALINSK, RUSSIA

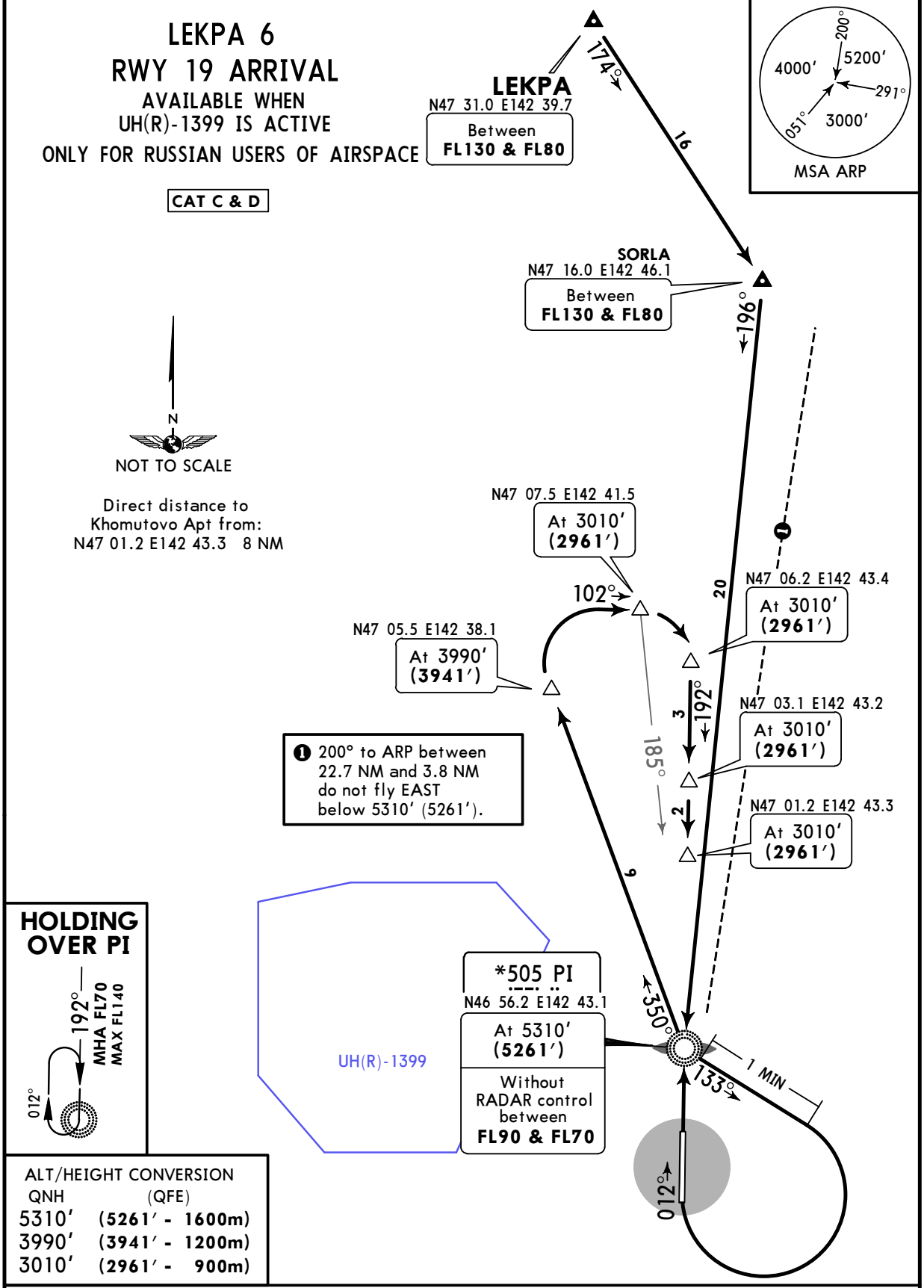
STAR

ATIS	Apt Elev
126.2	59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 758 mm (1010.6 hPa)
FL90 if pressure is less than 731 mm (974.6 hPa)
Trans alt: 5310′ **(5261′)**

LEKPA 6
RWY 19 ARRIVAL
AVAILABLE WHEN
UH(R)-1399 IS ACTIVE
ONLY FOR RUSSIAN USERS OF AIRSPACE

CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	**(5261′ - 1600m)**
3990′	**(3941′ - 1200m)**
3010′	**(2961′ - 900m)**

ROUTING

On 174° track to SORLA, turn RIGHT, intercept 196° bearing to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to N47 03.1 E142 43.2 or N47 01.2 E142 43.3.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

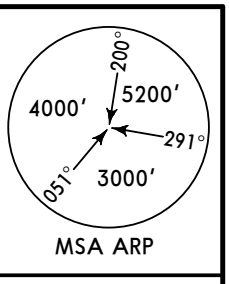
UHSS/UUS KHOMUTOVO

JEPPESEN 17 FEB 17 (10-3) Eff 2 Mar

YUZHNO-SAKHALINSK, RUSSIA

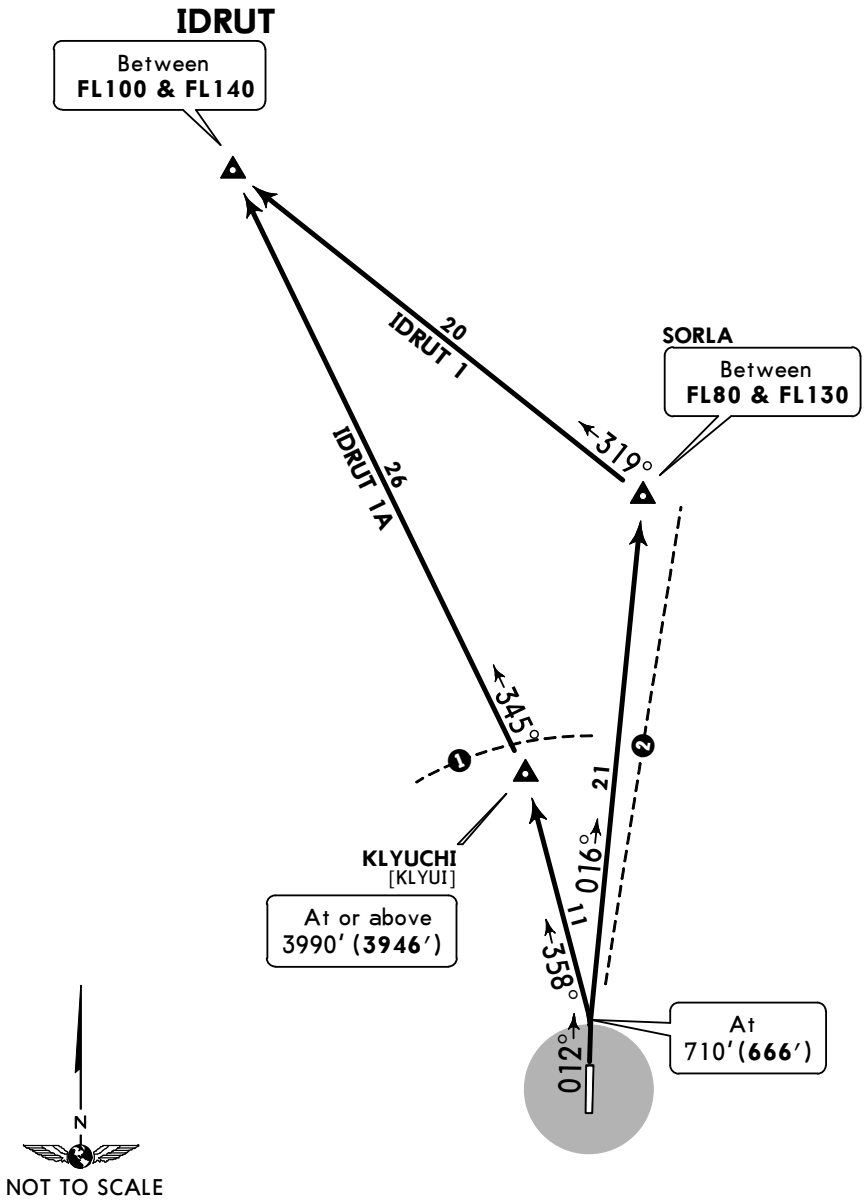
SID

Apt Elev	
59′	QNH on request (**QFE**) Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ (**5266′**)



MSA ARP

IDRUT 1
IDRUT 1A [IDRU1A]
RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	(666′ - 200m)
3990′	(3946′ - 1200m)
5310′	(5266′ - 1600m)

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

SID	ROUTING
IDRUT 1	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 319° track to IDRUT.
IDRUT 1A	Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 345° track to IDRUT.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

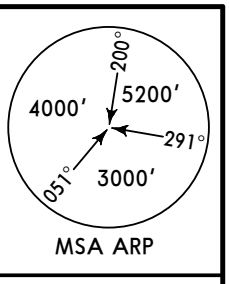
UHSS/UUS KHOMUTOVO

JEPPESEN 17 FEB 17 (10-3A) Eff 2 Mar

YUZHNO-SAKHALINSK, RUSSIA

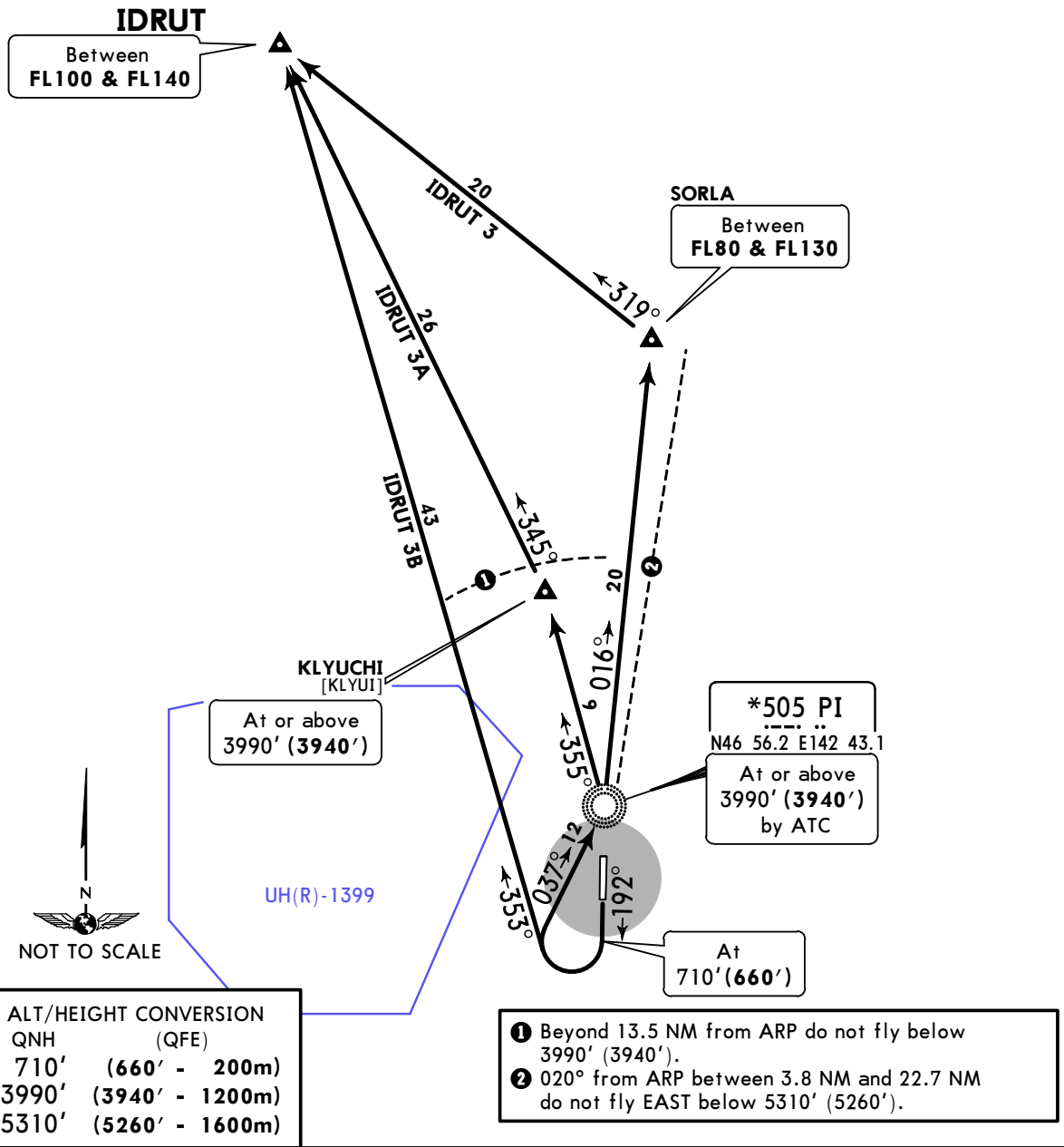
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5260′)**



IDRUT 3
IDRUT 3A [IDRU3A]
IDRUT 3B [IDRU3B]
BY ATC

RWY 19 DEPARTURES
AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(660′ - 200m)**
3990′	**(3940′ - 1200m)**
5310′	**(5260′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).

SID	ROUTING
IDRUT 3	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 319° track to IDRUT.
IDRUT 3A	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 345° track to IDRUT.
IDRUT 3B	Climb straight ahead, at 710′ (660′) turn RIGHT, 353° track to IDRUT.

CHANGES: SID IDRUT 3B availability.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

8.1.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

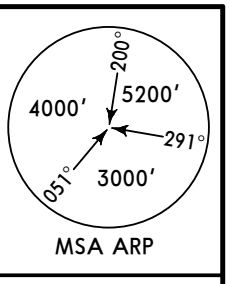
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3B) Eff 18 Aug

SID

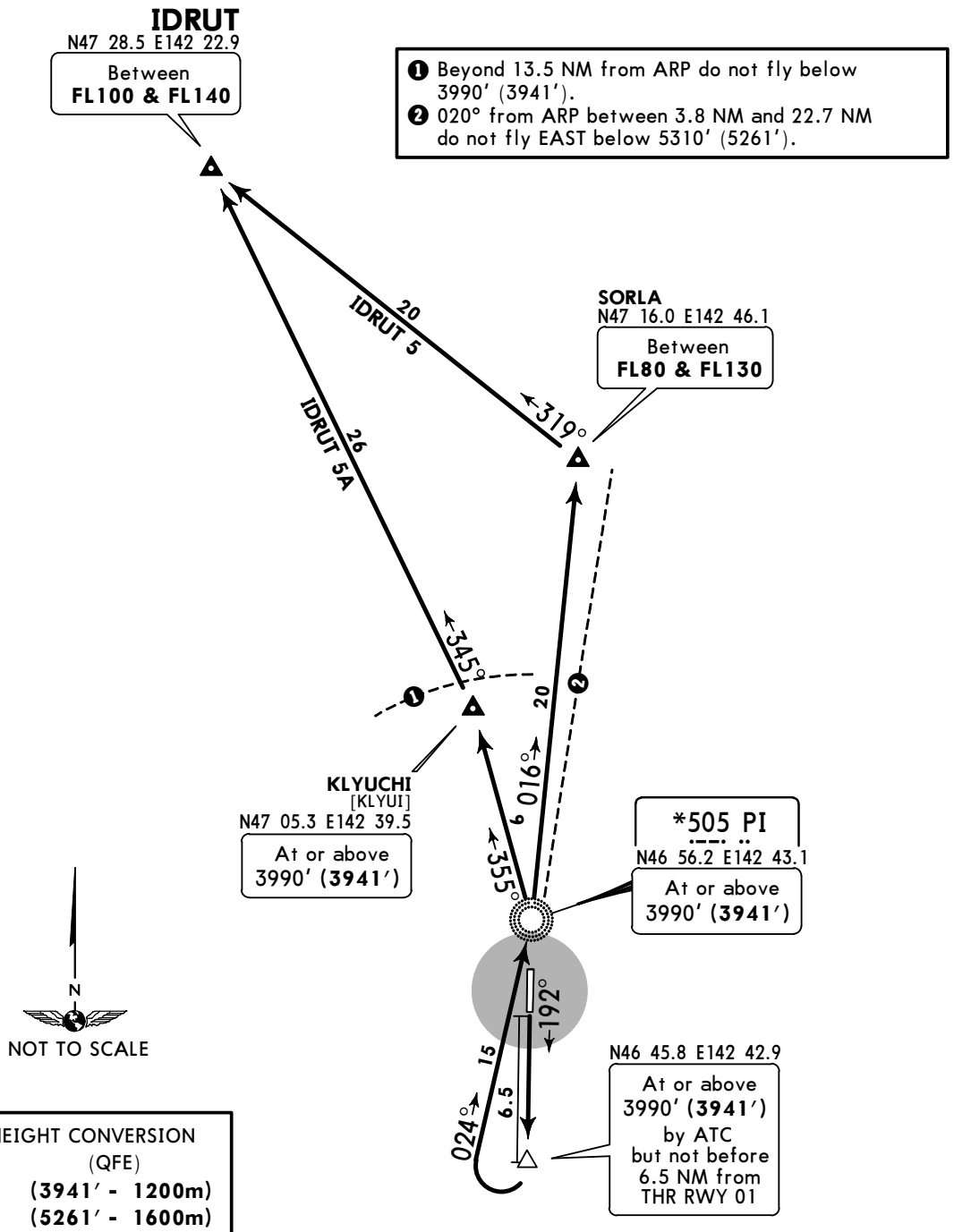
Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



MSA ARP

IDRUT 5
IDRUT 5A [IDRU5A]
RWY 19 DEPARTURES

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

SID	ROUTING
IDRUT 5	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 319° track to IDRUT.
IDRUT 5A	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 345° track to IDRUT.

CHANGES: SIDs availability.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

8.1.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

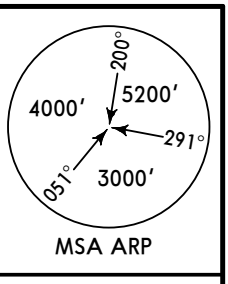
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3C) Eff 18 Aug

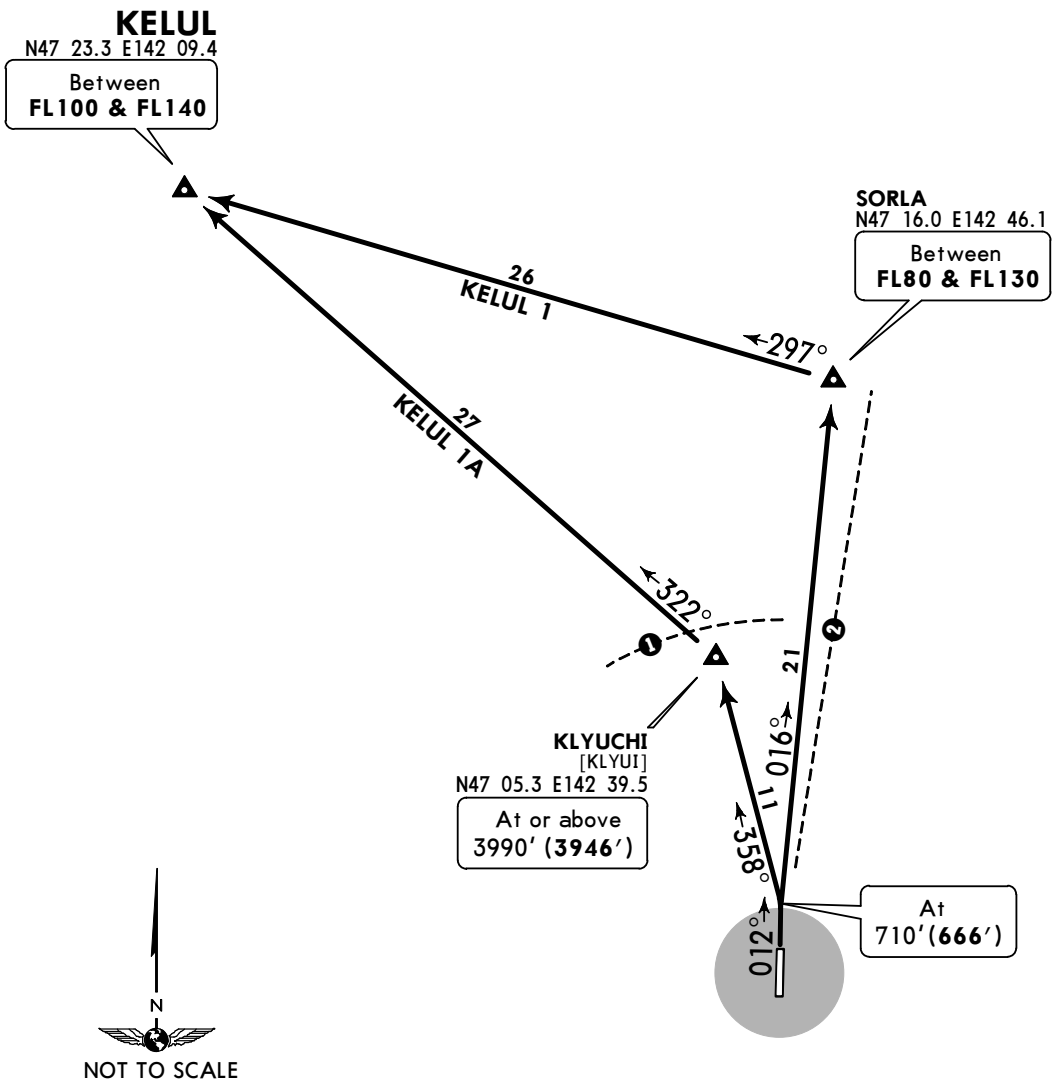
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



MSA ARP

KELUL 1
KELUL 1A [KELU1A]
RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
3990′	**(3946′ - 1200m)**
5310′	**(5266′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

SID	ROUTING
KELUL 1	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 297° track to KELUL.
KELUL 1A	Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 322° track to KELUL.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

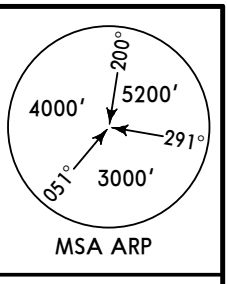
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 FEB 17 (10-3D) Eff 2 Mar

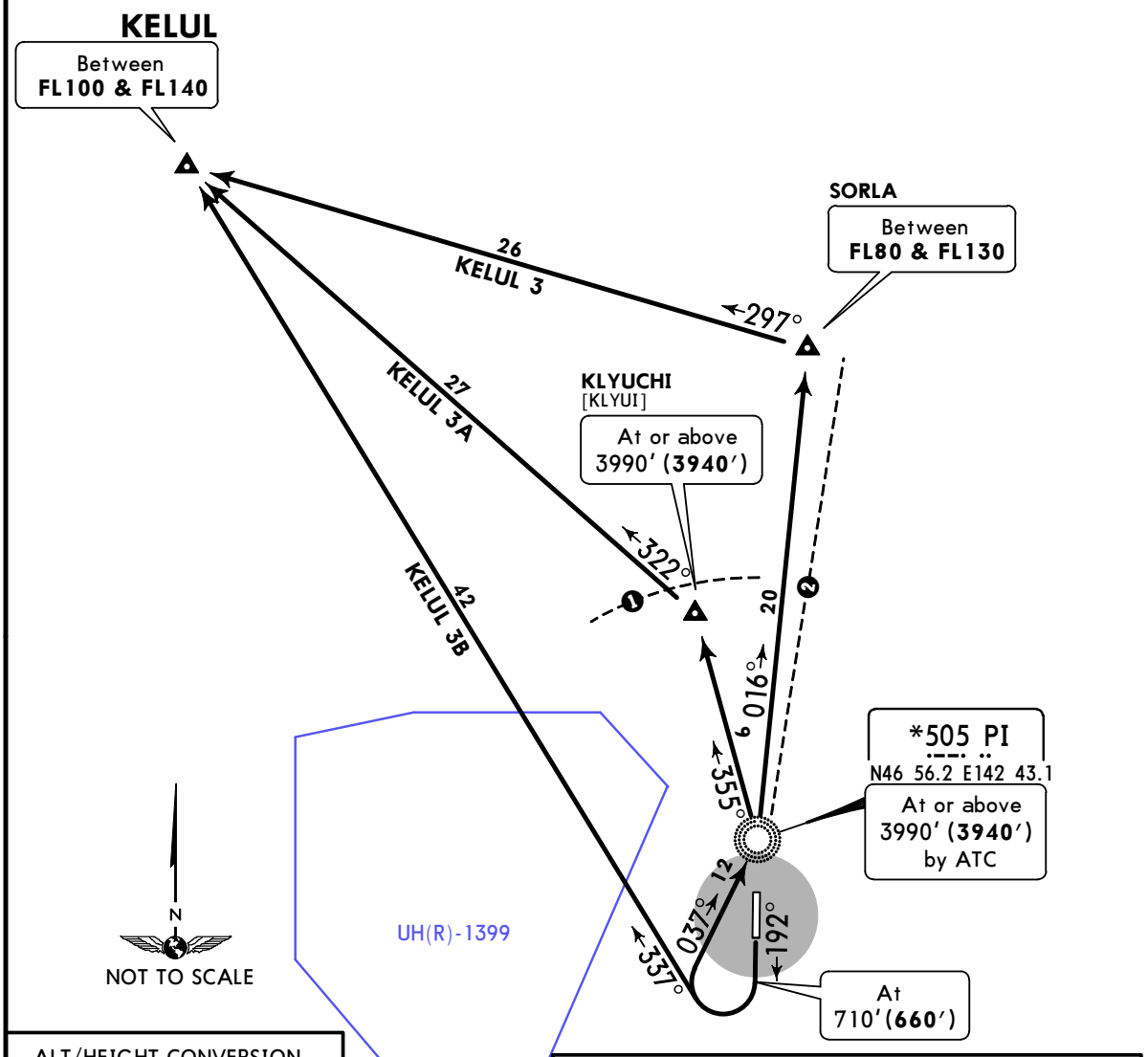
SID

Apt Elev	
59′	QNH on request (**QFE**) Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ (**5260′**)



KELUL 3
KELUL 3A [KELU3A]
KELUL 3B [KELU3B]
BY ATC

RWY 19 DEPARTURES
AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	(660′ - 200m)
3990′	(3940′ - 1200m)
5310′	(5260′ - 1600m)

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).

SID	ROUTING
KELUL 3	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 297° track to KELUL.
KELUL 3A	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 322° track to KELUL.
KELUL 3B	Climb straight ahead, at 710′ (660′) turn RIGHT, 337° track to KELUL.

CHANGES: SID KELUL 3B availability.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

8.1.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

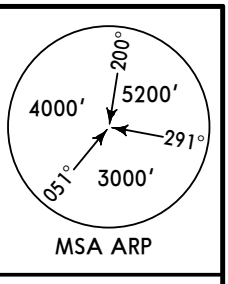
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 FEB 17 (10-3E) Eff 2 Mar

SID

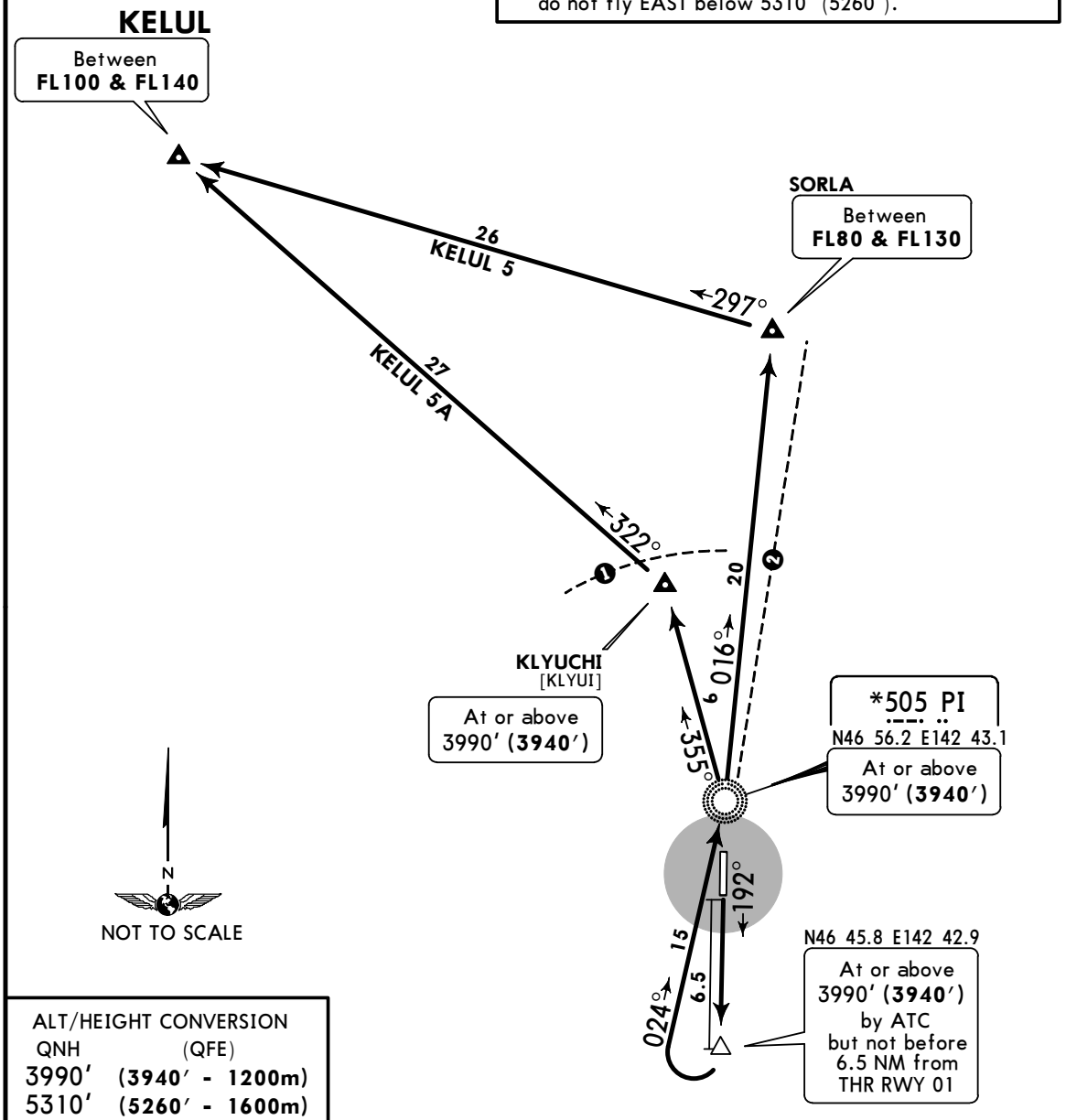
Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5260′)**



KELUL 5
KELUL 5A [KELU5A]
RWY 19 DEPARTURES

CAT C & D

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990′	**(3940′ - 1200m)**
5310′	**(5260′ - 1600m)**

SID	ROUTING
KELUL 5	Climb straight ahead, at or above 3990′ (3940′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 297° track to KELUL.
KELUL 5A	Climb straight ahead, at or above 3990′ (3940′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 322° track to KELUL.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

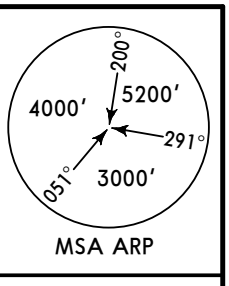
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3F) Eff 18 Aug

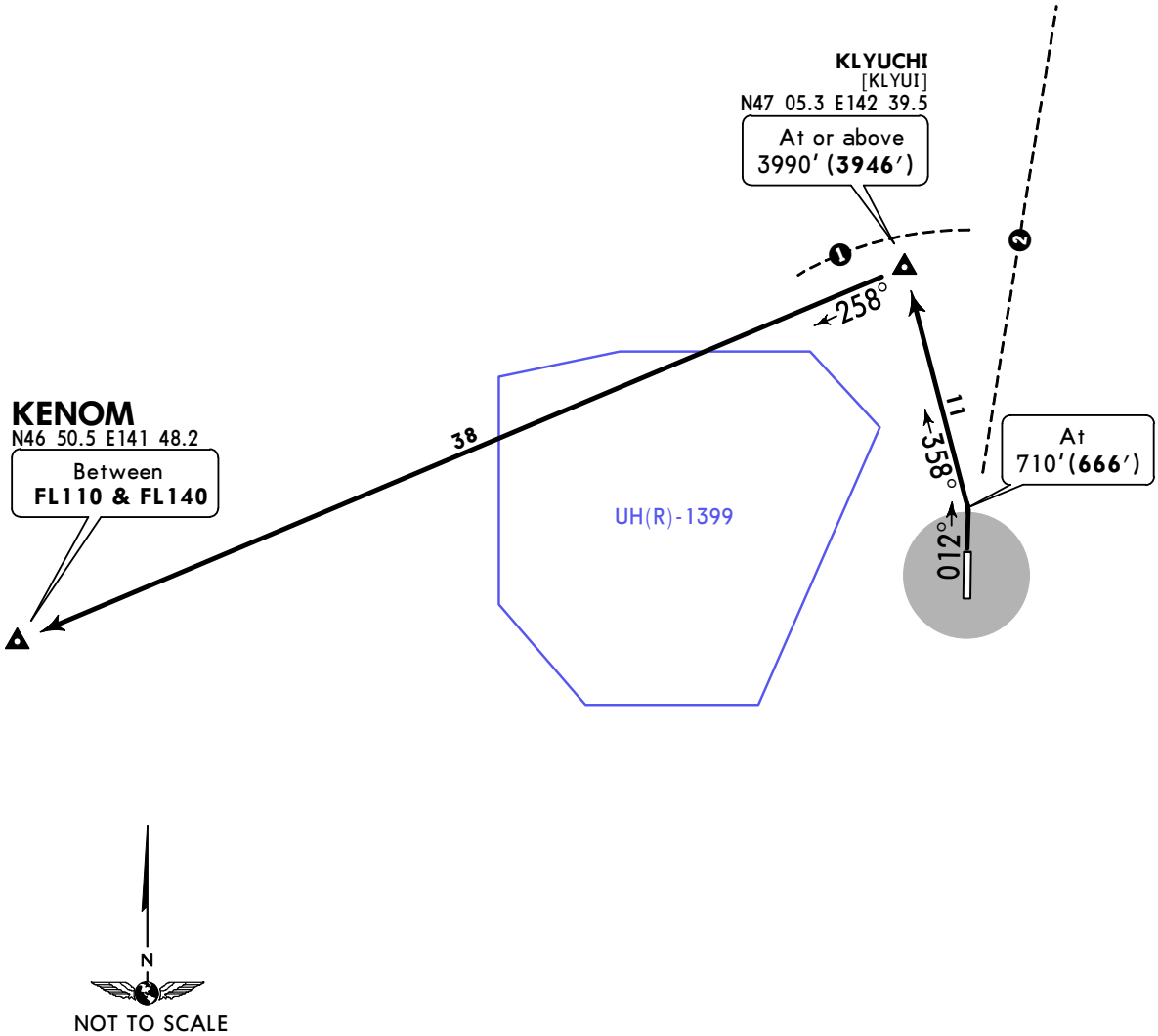
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



MSA ARP

KENOM 1A [KENO1A]
RWY 01 DEPARTURE
AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
3990′	**(3946′ - 1200m)**
5310′	**(5266′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

ROUTING

Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 258° track to KENOM.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

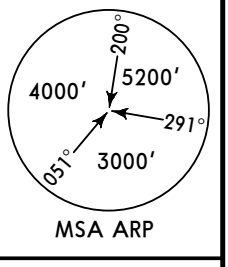
UHSS/UUS KHOMUTOVO

JEPPESEN 5 AUG 16 (10-3G) Eff 18 Aug

YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



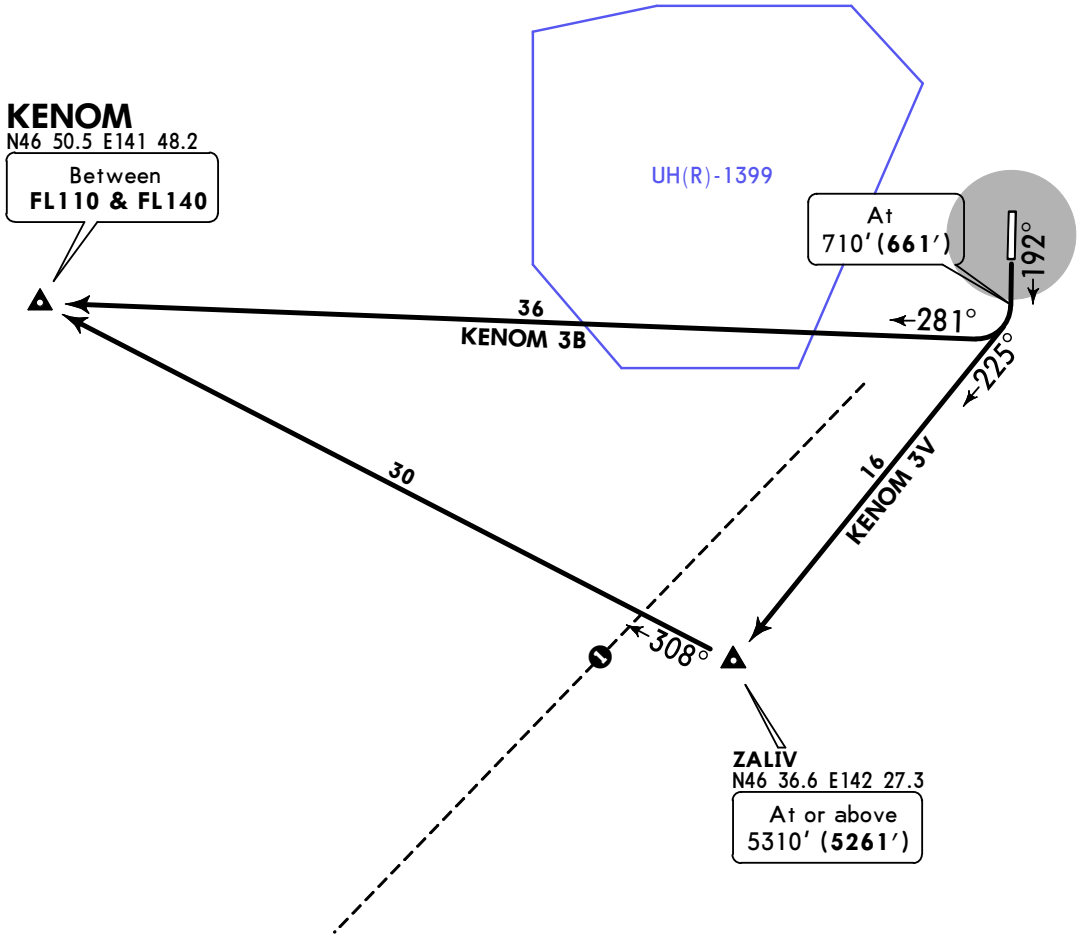
MSA ARP

KENOM 3B [KENO3B]

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE

KENOM 3V [KENO3V]

RWY 19 DEPARTURES





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(661′ - 200m)**
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990′ (3941′).

SID	ROUTING
KENOM 3B By ATC	Climb straight ahead, at 710′ (661′) turn RIGHT, 281° track to KENOM.
KENOM 3V By ATC	Climb straight ahead, at 710′ (661′) turn RIGHT, 225° track to ZALIV, turn RIGHT, 308° track to KENOM.

CHANGES: SIDs availability.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

8.1.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

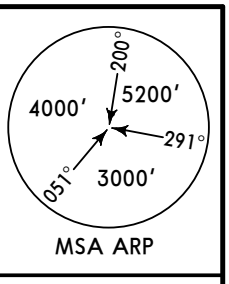
UHSS/UUS KHOMUTOVO

JEPPESEN 16 SEP 16 (10-3H)

YUZHNO-SAKHALINSK, RUSSIA

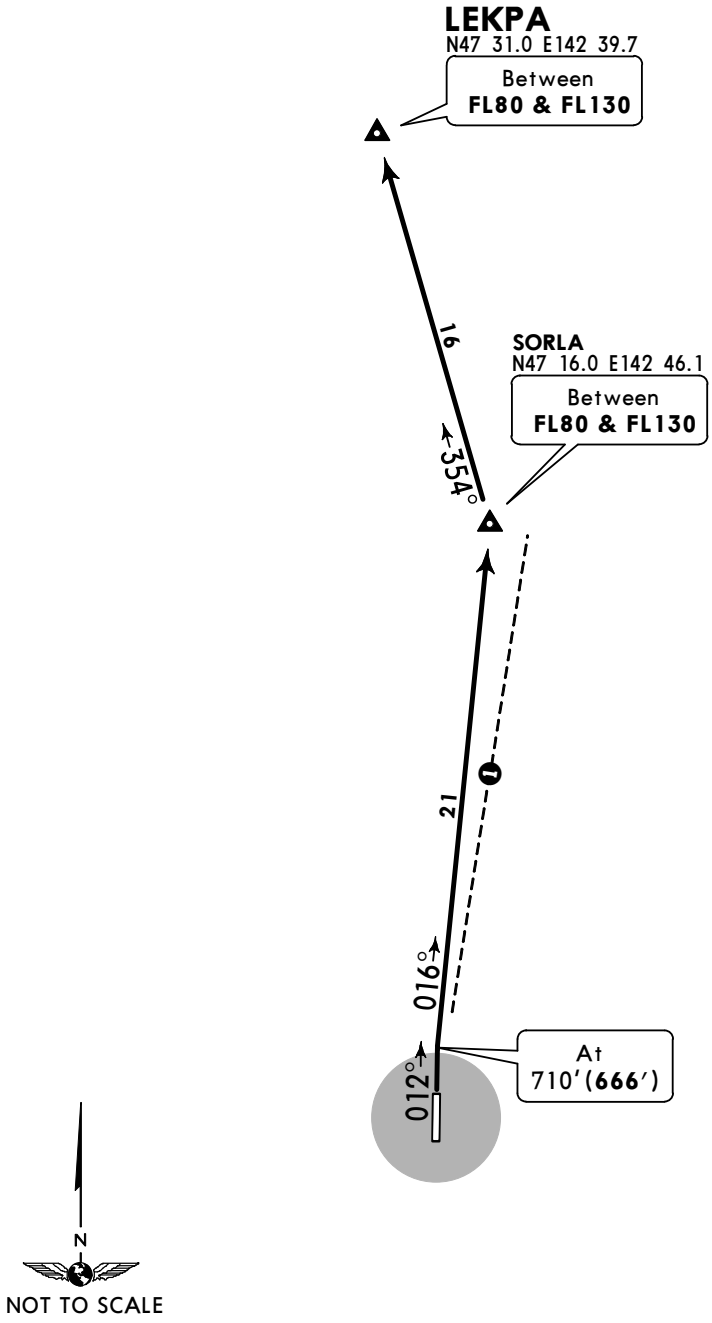
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



MSA ARP

LEKPA 1
DEPARTURE
ONLY FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
5310′	**(5266′ - 1600m)**

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

RWY	ROUTING
01	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 354° track to LEKPA.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

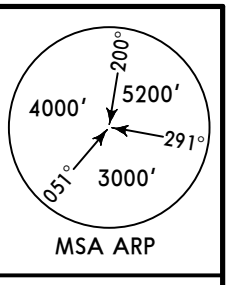
UHSS/UUS KHOMUTOVO

JEPPESEN 16 SEP 16 (10-3J)

YUZHNO-SAKHALINSK, RUSSIA

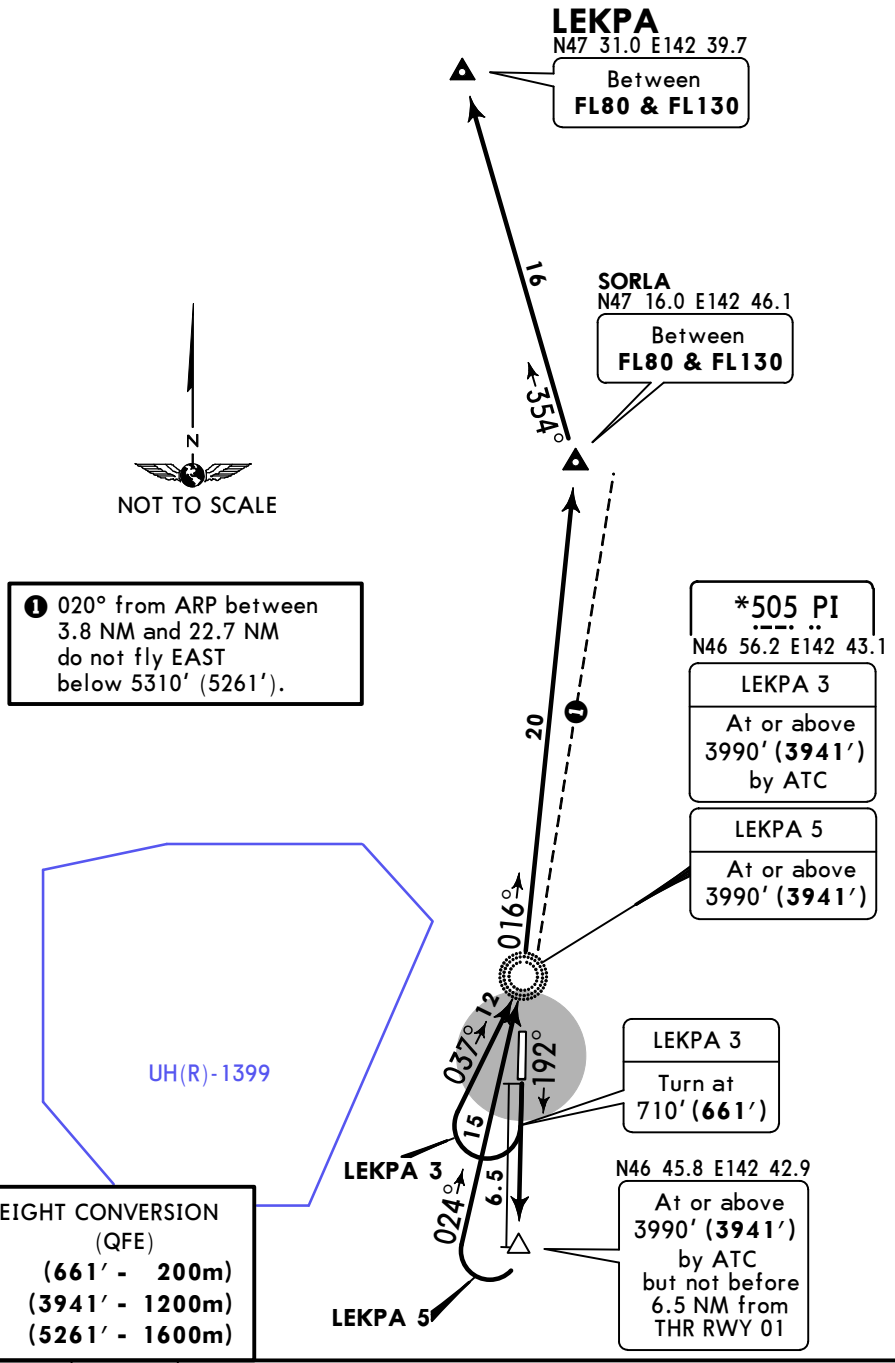
SID

Apt Elev	
59′	QNH on request (**QFE**) Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ (**5261′**)



LEKPA 3
LEKPA 5
DEPARTURES

ONLY FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	(661′ - 200m)
3990′	(3941′ - 1200m)
5310′	(5261′ - 1600m)

SID	RWY	ROUTING
LEKPA 3 ❷	**19**	Climb straight ahead, at 710′ (661′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 354° track to LEKPA.
LEKPA 5 CAT C & D		Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 354° track to LEKPA.

❷ Available when UH(R)-1399 is not active.

CHANGES: LEKPA 3 availability.

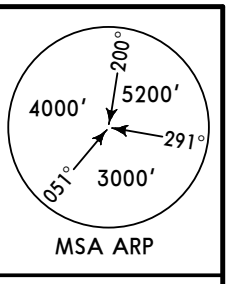
© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3K) Eff 18 Aug SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



MSA ARP

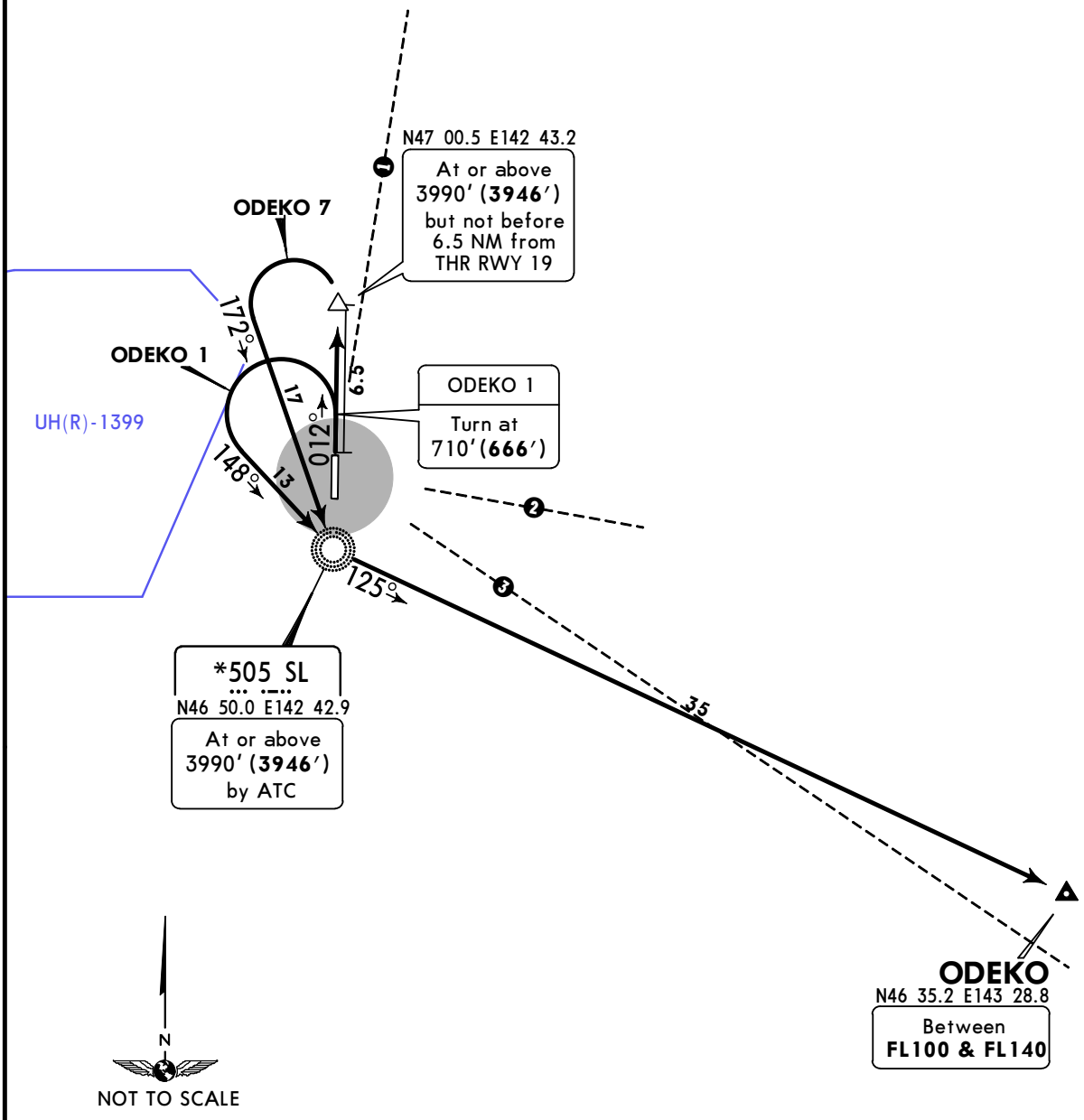
ODEKO 1

ODEKO 7

AVAILABLE WHEN UH(R)-1399 IS ACTIVE

CAT C & D

RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
3990′	**(3946′ - 1200m)**
5310′	**(5266′ - 1600m)**

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).
❷ 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310′ (5266′).
❸ 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990′ (3946′).

SID	ROUTING
ODEKO 1	Climb straight ahead, at 710′ (666′) turn LEFT, intercept 148° bearing to SL, turn LEFT, 125° bearing to ODEKO.
ODEKO 7	Climb straight ahead, at or above 3990′ (3946′) but not before 6.5 NM from THR RWY 19 turn LEFT, intercept 172° bearing to SL, turn LEFT, 125° bearing to ODEKO.

CHANGES: Crossing at ODEKO revised.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

8.1.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

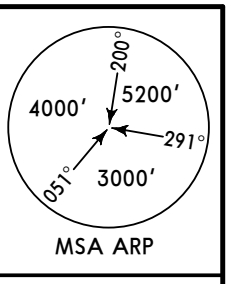
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

5 AUG 16 (10-3L) Eff 18 Aug

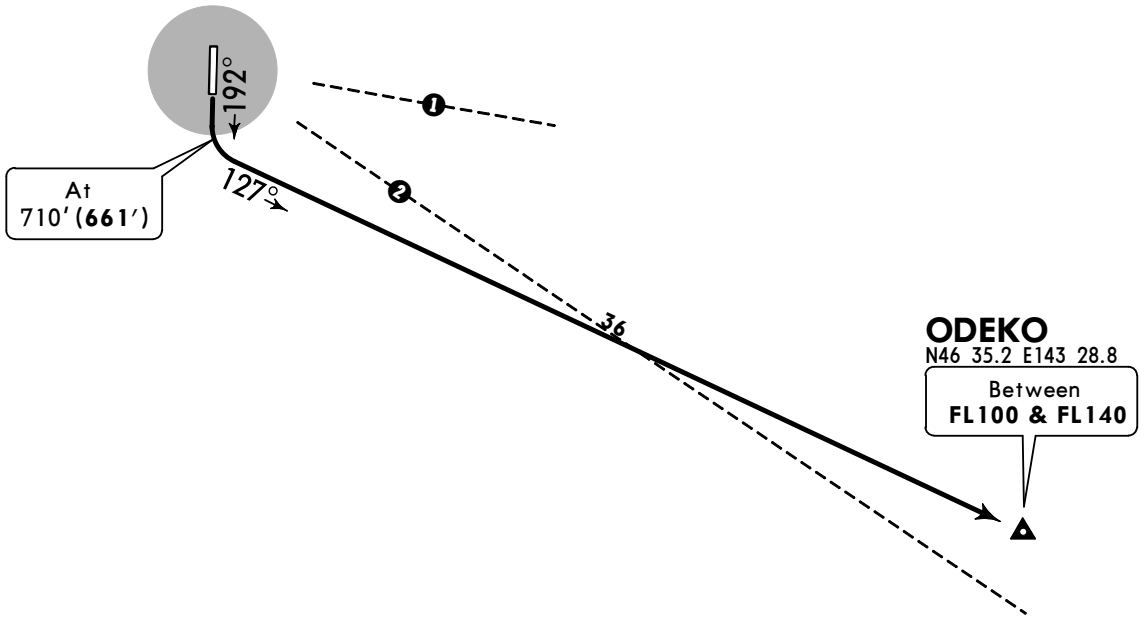
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



MSA ARP

ODEKO 3
RWY 19 DEPARTURE





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(661′ - 200m)**
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310′ (5261′).
❷ 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990′ (3941′).

ROUTING

Climb straight ahead, at 710′ (661′) turn LEFT, 127° track to ODEKO.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

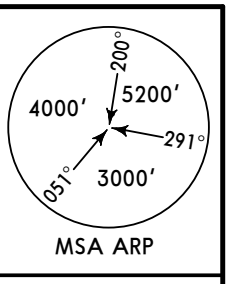
UHSS/UUS KHOMUTOVO

JEPPESEN 30 OCT 15 (10-3M) Eff 12 Nov

YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5264′)**



PERUB 1

PERUB 1A [PERU1A]

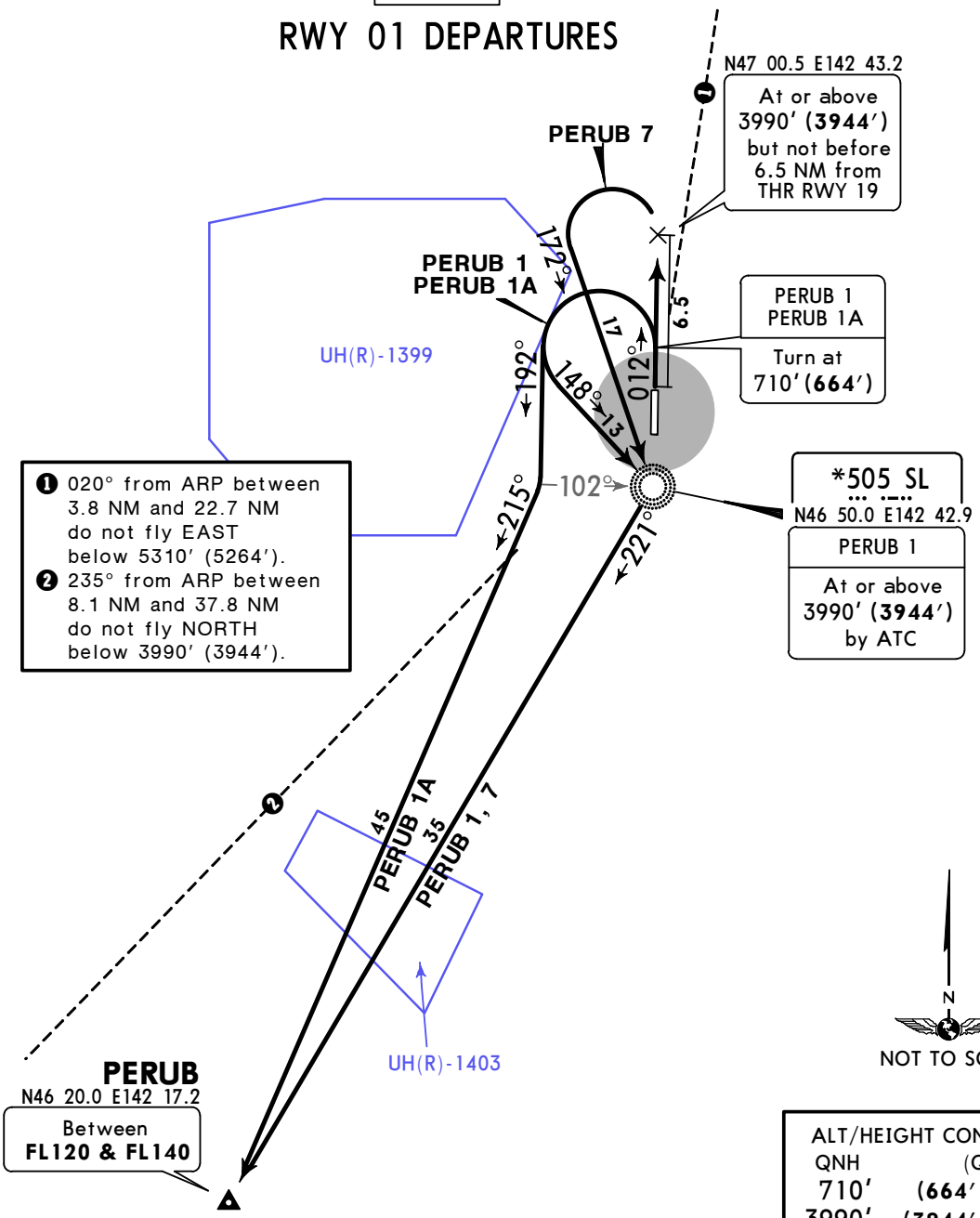
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE

PERUB 7

AVAILABLE WHEN UH(R)-1399 IS ACTIVE &
UH(R)-1403 IS NOT ACTIVE

CAT C & D

RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	**(664′ - 200m)**
3990′	**(3944′ - 1200m)**
5310′	**(5264′ - 1600m)**

SID	ROUTING
PERUB 1	Climb straight ahead, at 710′ (664′) turn LEFT, intercept 148° bearing to SL, turn RIGHT, 221° bearing to PERUB.
PERUB 1A	Climb straight ahead, at 710′ (664′) turn LEFT, 192° track, when passing 102° bearing to SL turn RIGHT, 215° track to PERUB.
PERUB 7	Climb straight ahead, at or above 3990′ (3944′) but not before 6.5 NM from THR RWY 19 turn LEFT, intercept 172° bearing to SL, turn RIGHT, 221° bearing to PERUB.

CHANGES: SIDs transferred & revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

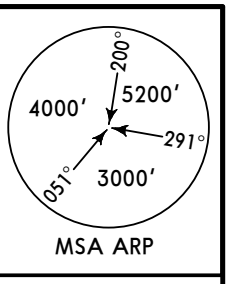
UHSS/UUS KHOMUTOVO

JEPPESEN 30 OCT 15 (10-3N) Eff 12 Nov

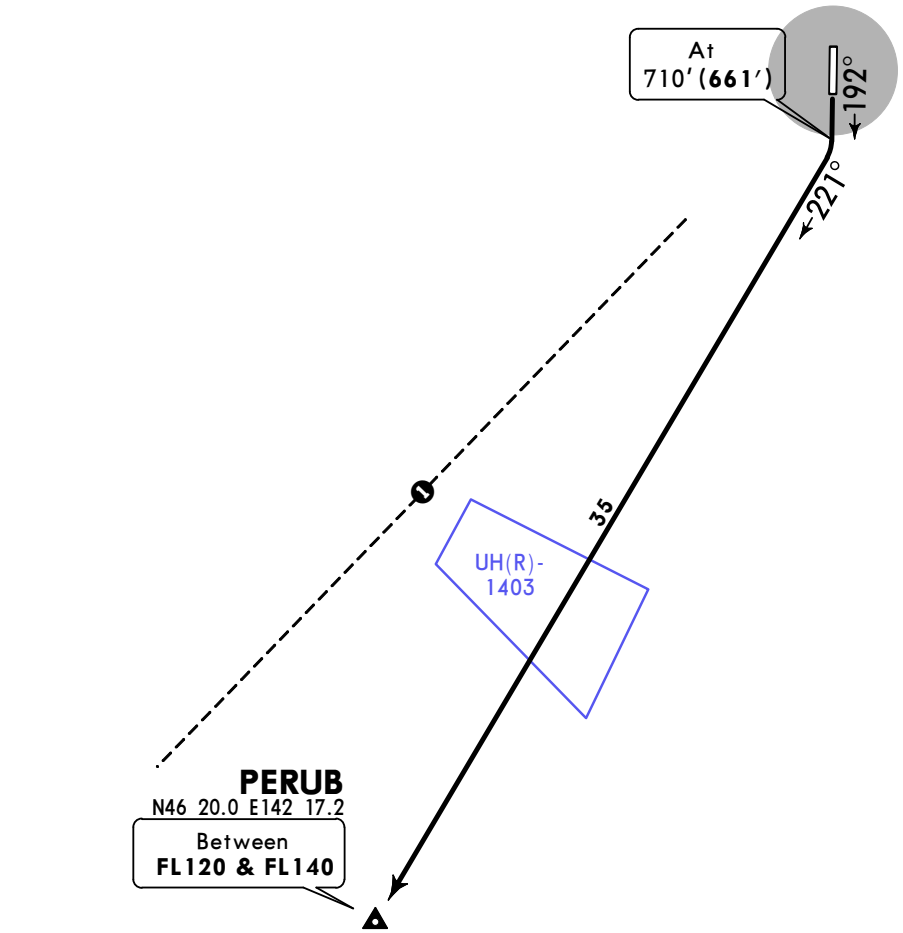
YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa). Trans alt: 5310′ **(5261′)**



PERUB 3
RWY 19 DEPARTURE
AVAILABLE WHEN UH(R)-1403 IS NOT ACTIVE





ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(661′ - 200m)**
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990′ (3941′).

ROUTING

Climb straight ahead, at 710′ (661′) turn RIGHT, 221° track to PERUB.

CHANGES: SID transferred & revised.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.57 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

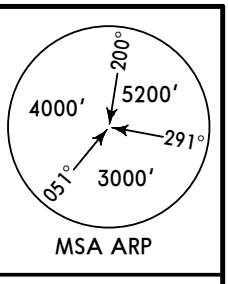
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

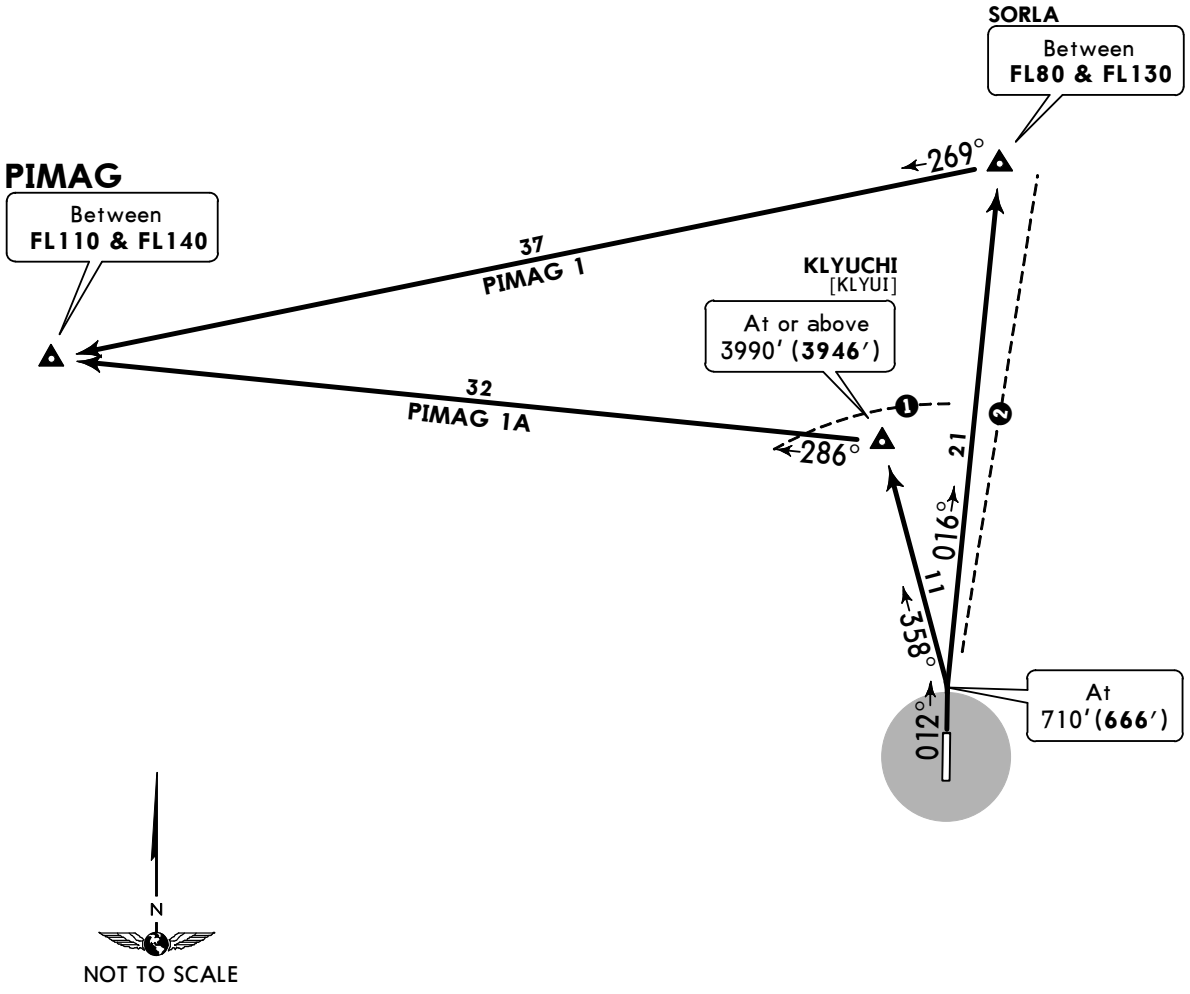
17 FEB 17 (10-3P) Eff 2 Mar

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5266′)**



PIMAG 1
PIMAG 1A [PIMA1A]
RWY 01 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710′	**(666′ - 200m)**
3990′	**(3946′ - 1200m)**
5310′	**(5266′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3946′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5266′).

SID	ROUTING
PIMAG 1	Climb straight ahead, at 710′ (666′) turn RIGHT, 016° track to SORLA, turn LEFT, 269° track to PIMAG.
PIMAG 1A	Climb straight ahead, at 710′ (666′) turn LEFT, 358° track to KLYUCHI, turn LEFT, 286° track to PIMAG.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.1.58 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

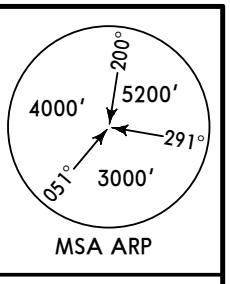
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

17 FEB 17 (10-3Q) Eff 2 Mar

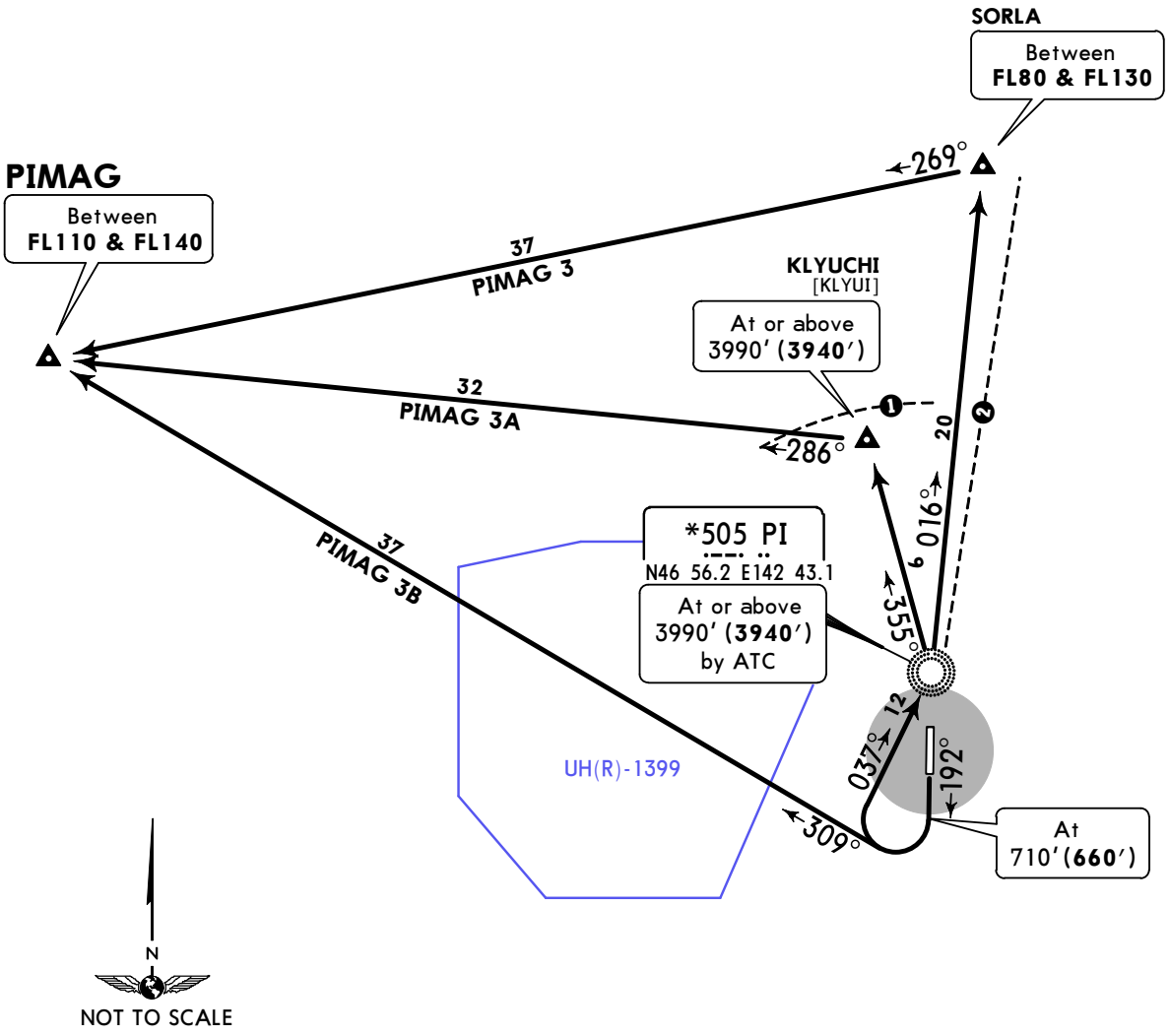
SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5260′)**



PIMAG 3
PIMAG 3A [PIMA3A]
PIMAG 3B [PIMA3B]
BY ATC

RWY 19 DEPARTURES
AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	**(660′ - 200m)**
3990′	**(3940′ - 1200m)**
5310′	**(5260′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3940′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5260′).

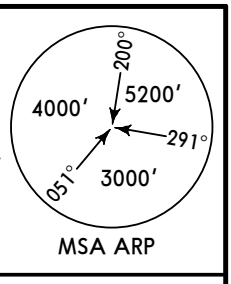
SID	ROUTING
PIMAG 3	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 269° track to PIMAG.
PIMAG 3A	Climb straight ahead, at 710′ (660′) turn RIGHT, intercept 037° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 286° track to PIMAG.
PIMAG 3B	Climb straight ahead, at 710′ (660′) turn RIGHT, 309° track to PIMAG.

CHANGES: SID PIMAG 3B availability.

© JEPPESEN, 2015, 2017. ALL RIGHTS RESERVED.

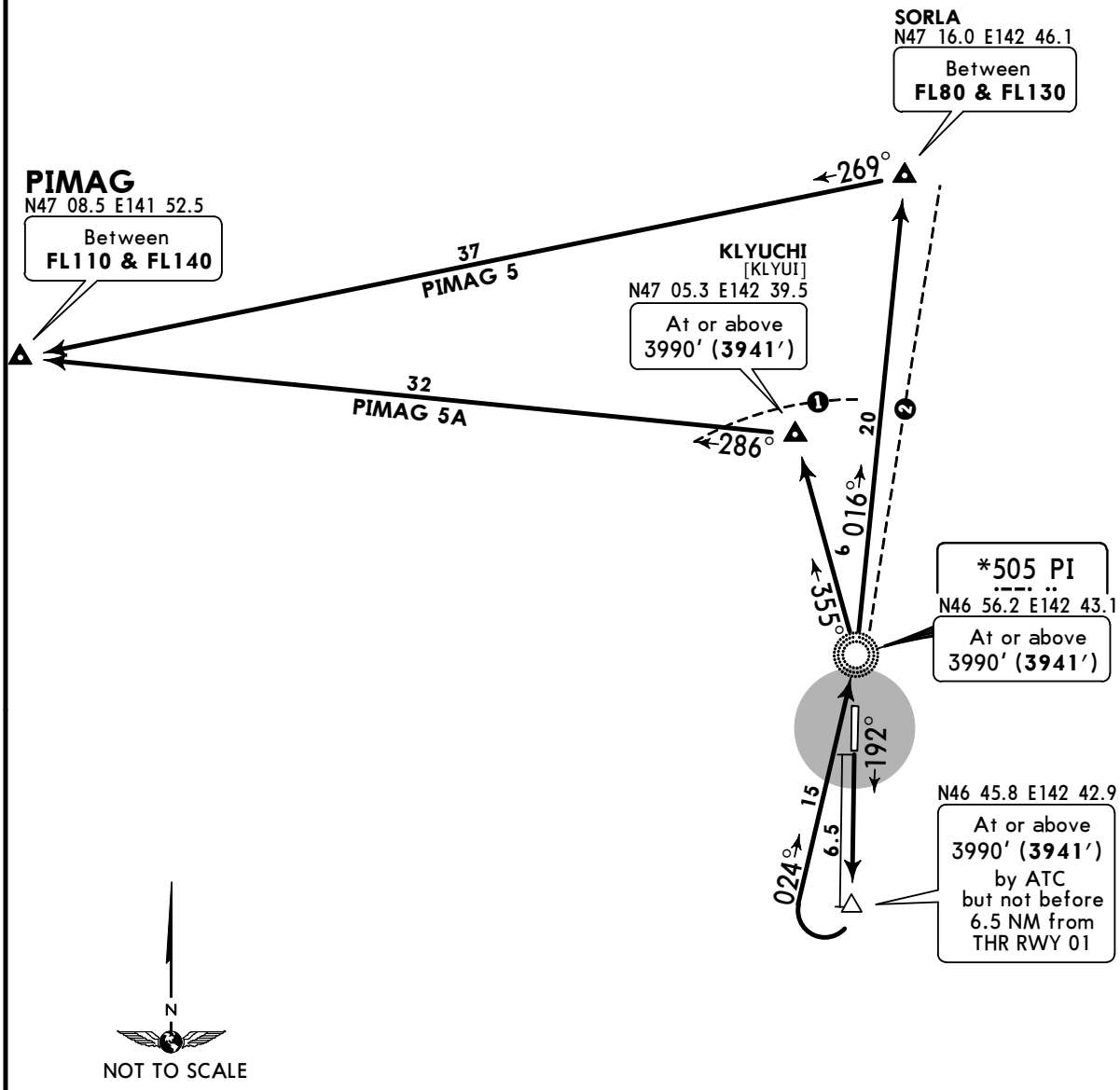
8.1.59 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL70 FL80 if pressure is less than 758 mm (1010.6 hPa) FL90 if pressure is less than 731 mm (974.6 hPa) Trans alt: 5310′ **(5261′)**



PIMAG 5
PIMAG 5A [PIMA5A]
RWY 19 DEPARTURES

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990′	**(3941′ - 1200m)**
5310′	**(5261′ - 1600m)**

❶ Beyond 13.5 NM from ARP do not fly below 3990′ (3941′).
❷ 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310′ (5261′).

SID	ROUTING
PIMAG 5	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 016° bearing to SORLA, turn LEFT, 269° track to PIMAG.
PIMAG 5A	Climb straight ahead, at or above 3990′ (3941′) but not before 6.5 NM from THR RWY 01 turn RIGHT, intercept 024° bearing to PI, turn LEFT, 355° bearing to KLYUCHI, turn LEFT, 286° track to PIMAG.

CHANGES: SIDs availability.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

8.1.60 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

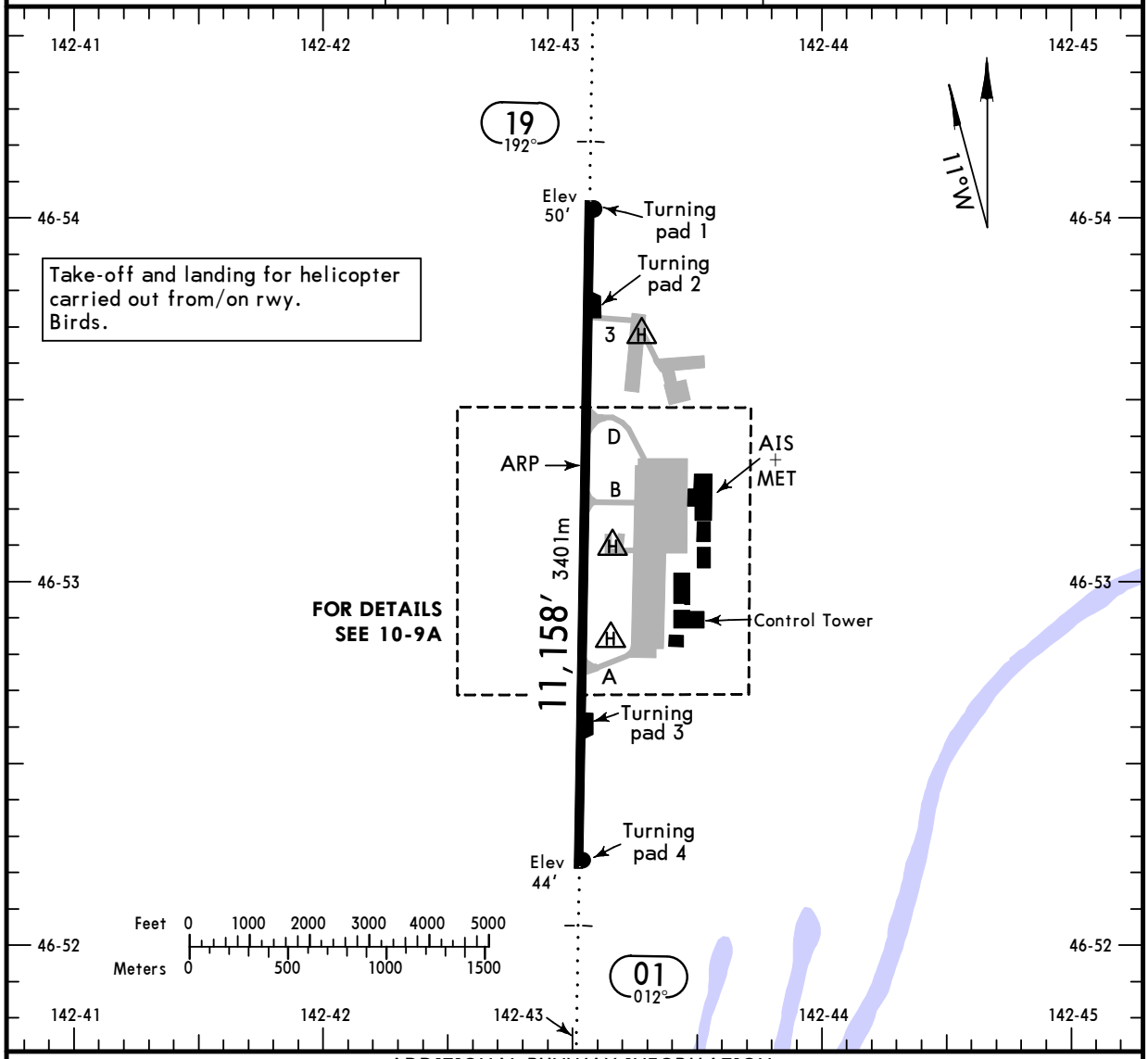
UHSS/UUS YUZHNO-SAKHALINSK, RUSSIA

Apt Elev 59′
N46 53.3 E142 43.1

JEPPESEN 3 AUG 18 (10-9) Eff 16 Aug

KHOMUTOVO

ATIS	YUZHNO-SAKHALINSK Tower (GND/TWR)	YUZHNO-SAKHALINSK Radar (TWR)
126.2	122.0	120.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	RL (60m) HIALS PAPI-L (angle 2.67°) RVR		10,186′ 3105m	❶	148′ 45m
19	RL (60m) HIALS PAPI-L (angle 3.0°) RVR		10,125′ 3086m		

❶ TAKE-OFF RUN AVAILABLE

RWY 01: From rwy head	11,158′ (3401m)
turning pad 3	8530′ (2600m)
twy A int	7490′ (2283m)
twy B int	4577′ (1395m)
twy D int	3061′ (933m)

RWY 19: From rwy head	11,158′ (3401m)
turning pad 2	9186′ (2800m)
twy D int	7431′ (2265m)
twy B int	5892′ (1796m)
twy A int	3068′ (935m)

TAKE-OFF
AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

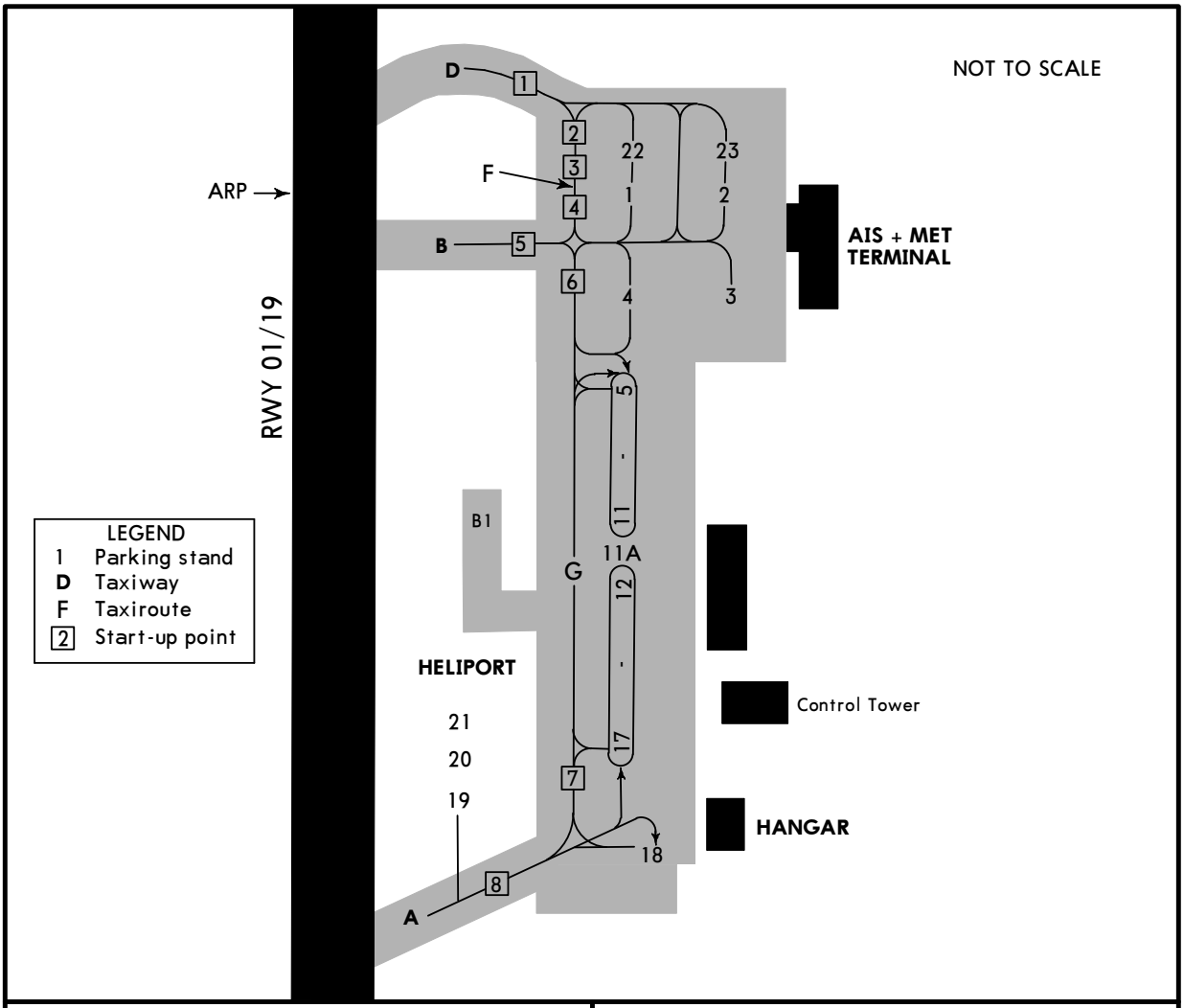
CHANGES: Lights.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

UHSS/UUS JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

3 AUG 18 (10-9A) Eff 16 Aug

KHOMUTOVO



INS COORDINATES	
STAND No.	**COORDINATES**
1, 4	N46 53.2 E142 43.3
18	N46 52.8 E142 43.3

Taxiroute G MAX wingspan 170.6'/52m.
Stands B1, 11A, 18 thru 21 available for helicopters.
Stands 3 thru 18 are cul-de-sac.
Use stands 11A and 12 by towing.
Stand 8 available for engine run-up.
Engine start-up prohibited for acft with wingspan exeeding 170.6'/52m at start-up points 6 and 7.
Stands 10, 11, 14 and 15 prohibited for run-up.
Engine start-up permitted along Taxiroute G from ABEAM stand 5 to ABEAM stand 17.
Parking onto stands 9 thru 18 only into "facing west" by towing.
Stands 1, 2, 9, 22, 23 and start-up points 6 and 7 available for de-icing.

LOW VISIBILITY PROCEDURES (LVP)

Take-off from rwy 01/19 available when VIS 300m. LVP applied when RVR 600m or less. ATC will inform pilots using phraseology: "Low visibility procedures in progress. Check your minimum." Taxiroute to rwy 01/19 holding position shall be assigned by controller. Flight crew should read back all controller's intructions. Flight crew should bear responsibility for rwy incursion and non-adherence to the assigned taxiroute in the manoeuvring area.

When LVP in progress, take-off without stop at line-up position is prohibited.
When VIS is less than 400m, acft will be towed to rwy holding position.

CHANGES: Note.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

UHSS/UUS

JEPPESEN

3 AUG 18
Eff 16 Aug

10-9S

Standard

YUZHNO-SAKHALINSK, RUSSIA
KHOMUTOVO

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**244**′(200′)	**244**′(200′)	**244**′(200′)	**244**′(200′)
	FULL	**R550m**❶	**R550m**❶	**R550m**❶	**R550m**❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷❸	**400**′(356′)	**400**′(356′)	**400**′(356′)	**400**′(356′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❹	**1110**′(1066′)	**1110**′(1066′)	**1110**′(1066′)	**1110**′(1066′)
		R4300m	**R4300m**	**R4500m**	**R4500m**
	ALS out	R5000m	R5000m	R5000m	R5000m
	SL NDB ❷❸	**920**′(876′)	**920**′(876′)	**920**′(876′)	**920**′(876′)
		R1500m	**R1500m**	**R2400m**	**R2400m**
	SL NDB ❹	**1110**′(1066′)	**1110**′(1066′)	**1110**′(1066′)	**1110**′(1066′)
		R4300m	**R4300m**	**R4500m**	**R4500m**
	ALS out	R5000m	R5000m	R5000m	R5000m
	S Lctr ❷❸	**560**′(516′)	**560**′(516′)	**560**′(516′)	**560**′(516′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	S Lctr ❹	**1110**′(1066′)	**1110**′(1066′)	**1110**′(1066′)	**1110**′(1066′)
		R4300m	**R4300m**	**R4500m**	**R4500m**
	ALS out	R5000m	R5000m	R5000m	R5000m
19	ILS	**250**′(200′)	**250**′(200′)	**250**′(200′)	**250**′(200′)
	FULL	**R550m**❶	**R550m**❶	**R550m**❶	**R550m**❶
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷❸	**420**′(370′)	**420**′(370′)	**420**′(370′)	**420**′(370′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❹	**2110**′(2060′)	**2110**′(2060′)	**2110**′(2060′)	**2110**′(2060′)
		R5000m	**R5000m**	**R5000m**	**R5000m**
	PI NDB ❷❸	**1150**′(1100′)	**1150**′(1100′)	**1150**′(1100′)	**1150**′(1100′)
		R1500m	**R1500m**	**R2400m**	**R2400m**
	PI NDB ❹	**2110**′(2060′)	**2110**′(2060′)	**2110**′(2060′)	**2110**′(2060′)
		R5000m	**R5000m**	**R5000m**	**R5000m**
	P Lctr ❷❸	**1280**′(1230′)	**1280**′(1230′)	**1280**′(1230′)	**1280**′(1230′)
		R5000m	**R5000m**	**R5000m**	**R5000m**
	P Lctr ❹	**2120**′(2070′)	**2120**′(2070′)	**2120**′(2070′)	**2120**′(2070′)
		R5000m	**R5000m**	**R5000m**	**R5000m**

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.
❸ With FAF.
❹ W/o FAF.

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	R300m	400m	500m

CHANGES: Minimums.

© JEPPESEN, 2011, 2018. ALL RIGHTS RESERVED.

8.1.63 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

3 AUG 18 (11-1) Eff 16 Aug

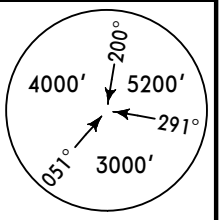
ILS Rwy 01

BRIEFING STRIP ™

ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

LOC	Final	GS	ILS	Apt Elev 59′
ISL	Apch Crs	LOM	DA(H)	Rwy 44′
*109.5	012°	733′(689′)	244′(200′)	

MISSED APCH: Climb on 012° to 710′(666′), then turn LEFT onto 192° climbing to 3990′(3946′) to ABEAM SL NDB, then according to chart, or as directed proceed to holding area. ❶

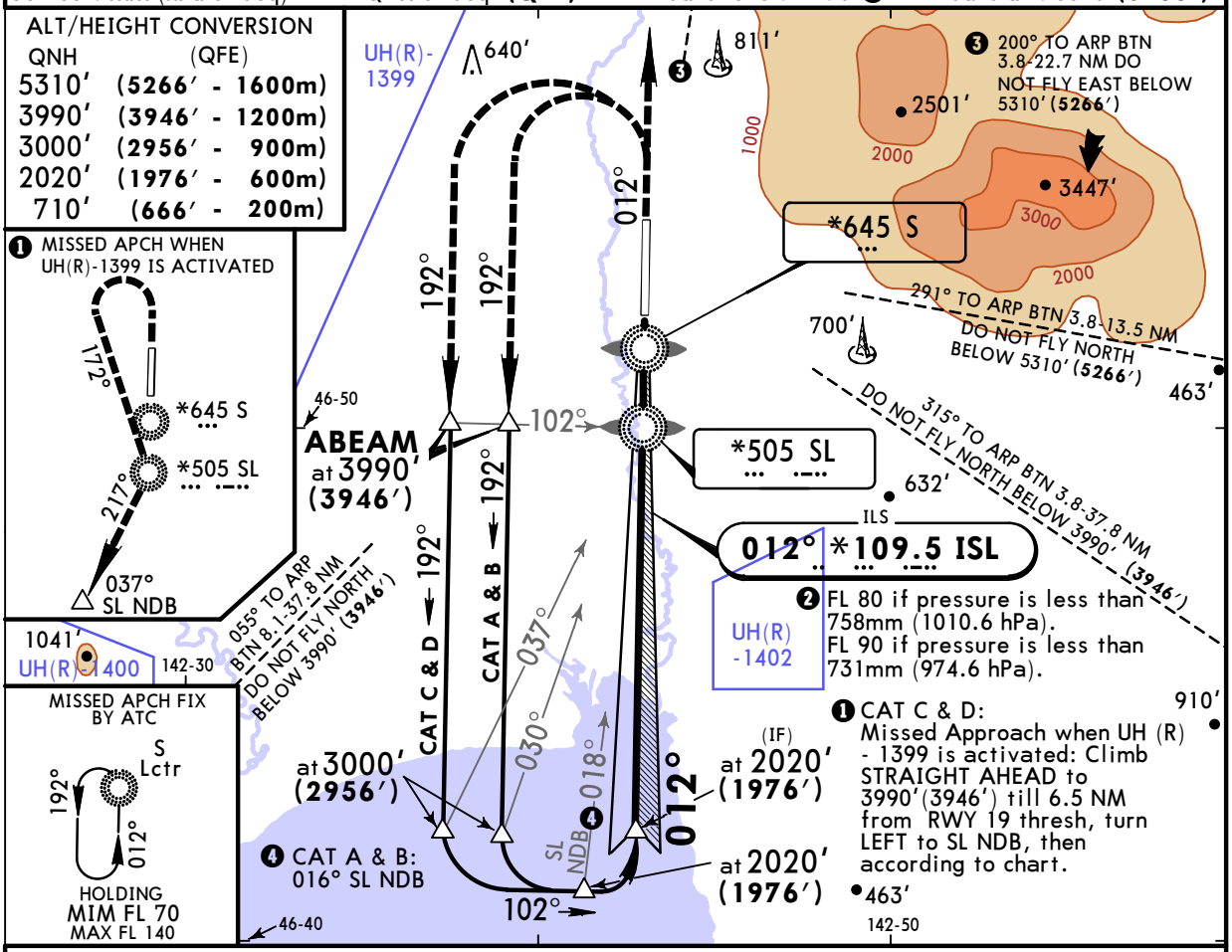


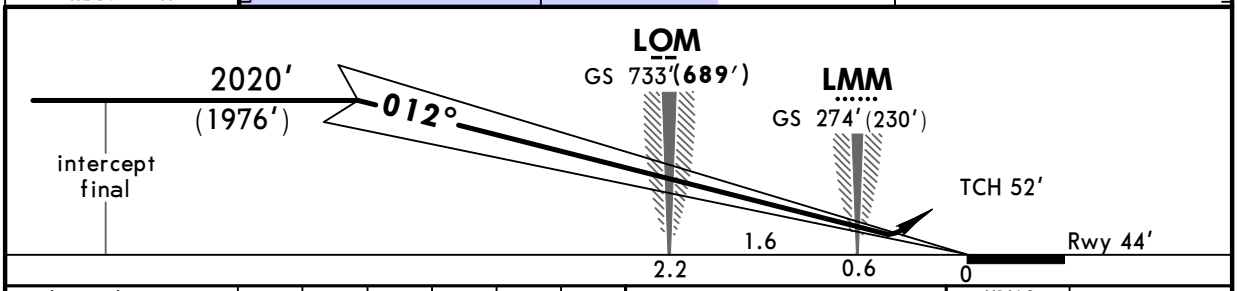
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❷ Trans alt: 5310′(5266′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5266′ - 1600m)
3990′	(3946′ - 1200m)
3000′	(2956′ - 900m)
2020′	(1976′ - 600m)
710′	(666′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 244′(200′) FULL	ILS DA(H) 244′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Lights. Minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

8.1.64 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

3 AUG 18 (11-2) Eff 16 Aug

ILS DME Rwy 19

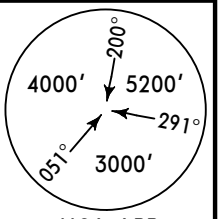
ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

BRIEFING STRIP ™

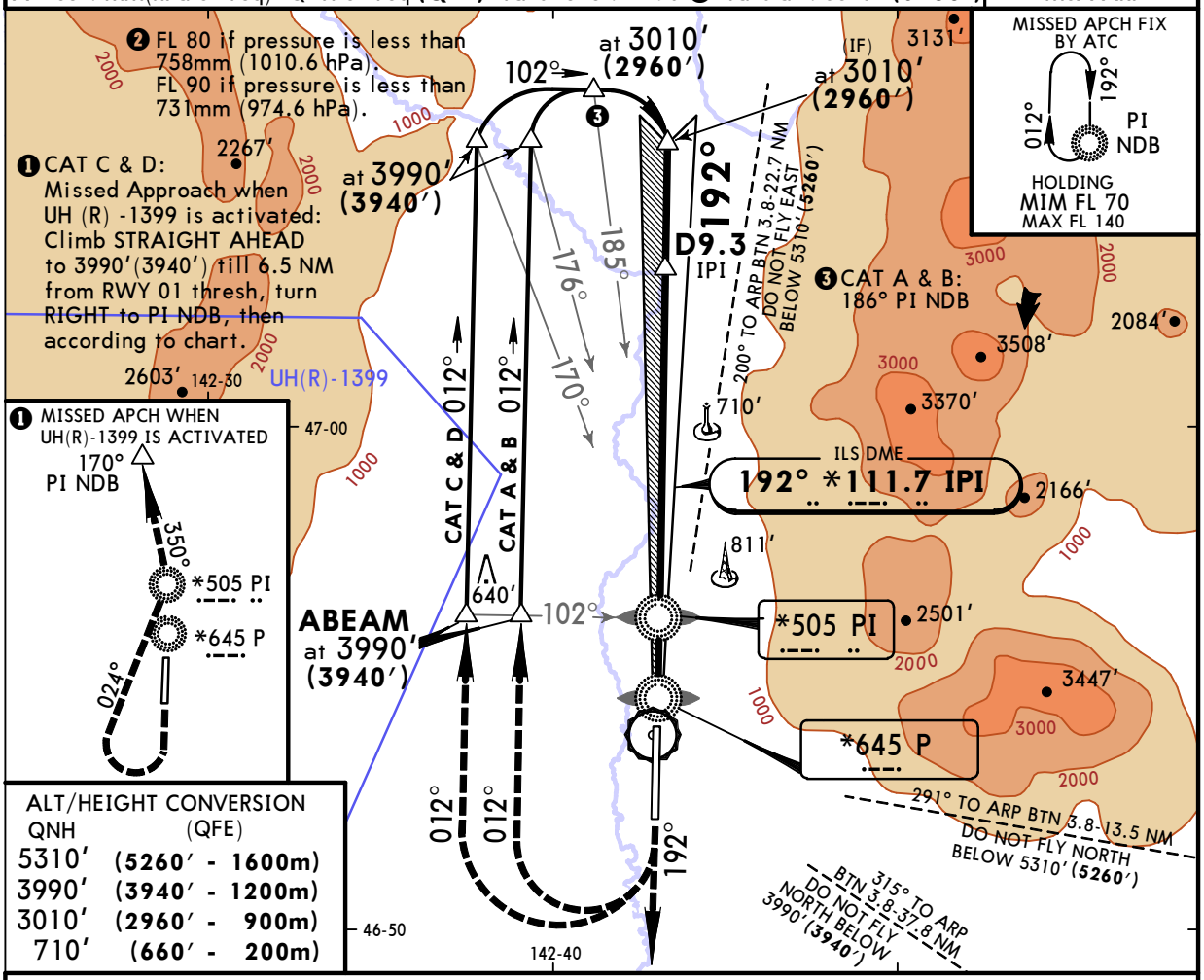
LOC IPI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 59′ Rwy 50′
*111.7	192°	788′(738′)	250′(200′)	

MISSED APCH: Climb on 192° to 710′ (660′), then turn RIGHT onto 012° climbing to 3990′ (3940′) to ABEAM PI NDB, then according to chart, or as directed proceed to holding area. ❶

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 70 ❷ Trans alt: 5310′ (5260′)

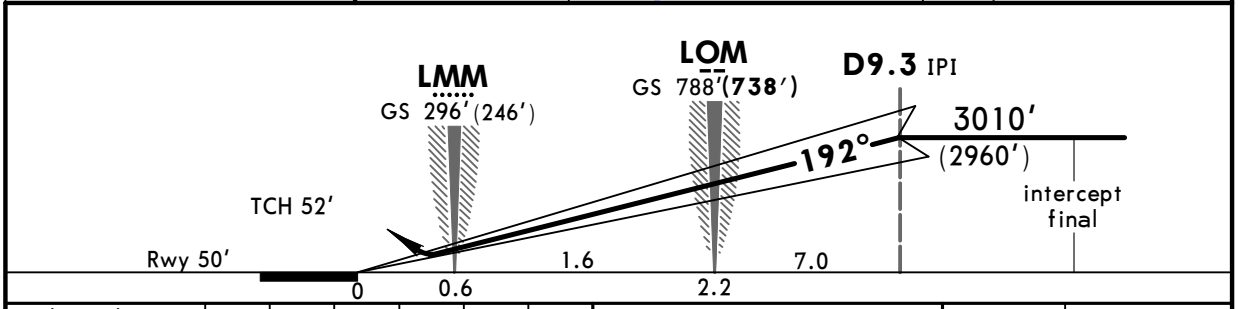


MSA ARP



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5260′ - 1600m)
3990′	(3940′ - 1200m)
3010′	(2960′ - 900m)
710′	(660′ - 200m)



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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 250′(200′) FULL	ILS DA(H) 250′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Lights. Minimums.

© JEPPESEN, 2008, 2018. ALL RIGHTS RESERVED.

8.1.65 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

3 AUG 18 (16-1) Eff 16 Aug

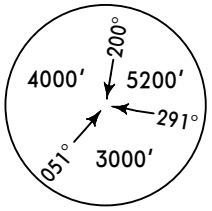
2 NDB or NDB Rwy 01

BRIEFING STRIP ™

ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

NDB SL *505	Final Apch Crs 012°	Minimum Alt 7.9 NM RADAR FIX 2020′(1976′)	MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 44′

MISSED APCH: Climb on 012° to 710′(666′), then turn LEFT onto 192° climbing to 3990′(3946′) to ABEAM SL NDB, then according to chart, or as directed proceed to holding area. ❶

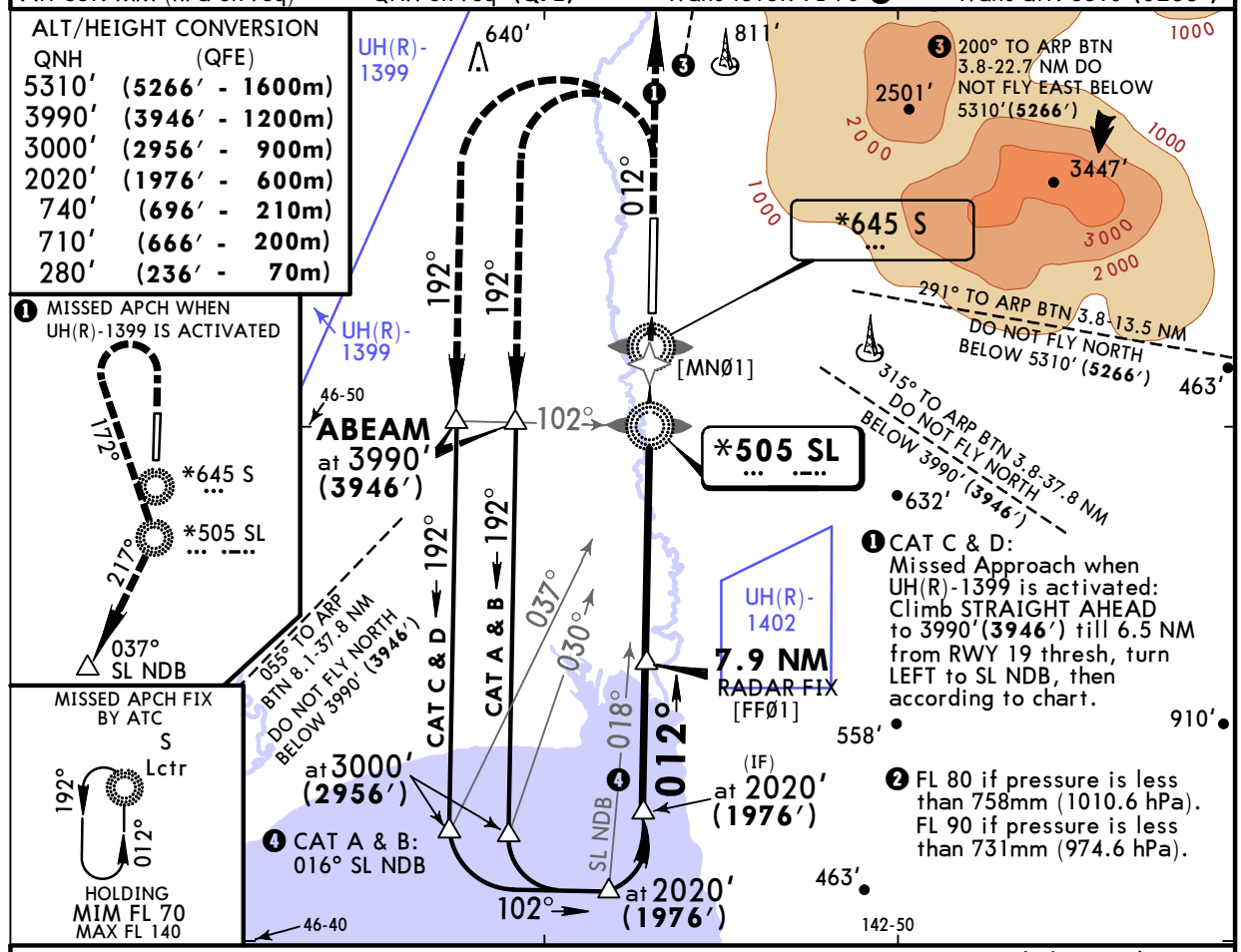


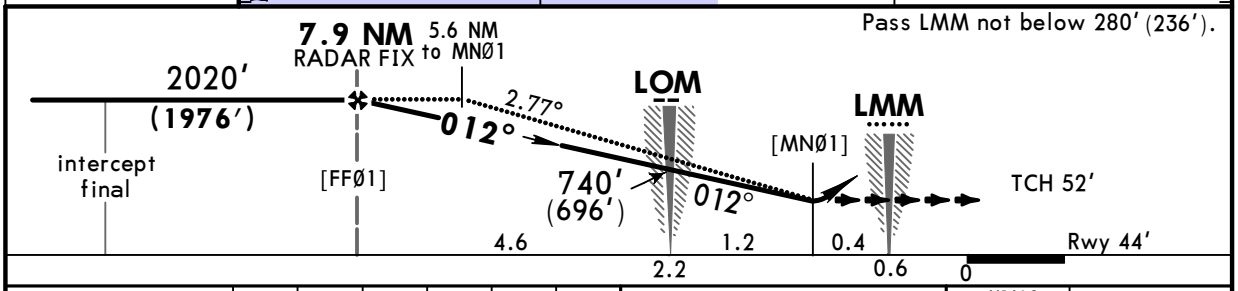
MSA ARP

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 70 ❷ | Trans alt: 5310′(5266′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310′	(5266′ - 1600m)
3990′	(3946′ - 1200m)
3000′	(2956′ - 900m)
2020′	(1976′ - 600m)
740′	(696′ - 210m)
710′	(666′ - 200m)
280′	(236′ - 70m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.77°	343	441	490	588	686	784

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

	2 NDB with FAF MDA(H) 380′(336′)		SL NDB with FAF MDA(H) 920′(876′)		S Lctr with FAF MDA(H) 560′(516′)		2 NDB or SL NDB or S Lctr w/o FAF MDA(H) 1110′(1066′)	
		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	3200m		2100m	2900m	3200m	
B								
C			3200m	4000m			4000m	4800m
D	RVR 1500m VIS 1600m		4000m	4400m	2500m		4400m	

PANS OPS

CHANGES: Lights. Minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

8.1.66 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

UHSS/UUS KHOMUTOVO

JEPPESEN 3 AUG 18 (16-2) Eff 16 Aug

YUZHNO-SAKHALINSK, RUSSIA
2 NDB or NDB Rwy 19

ATIS	YUZHNO-SAKHALINSK Radar (TWR)	YUZHNO-SAKHALINSK Tower	Ground
126.2	120.6	122.0	122.0

BRIEFING STRIP™

NDB PI	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 59′ Rwy 50′
*505	192°	7.8 NM RADAR FIX 3010′(2960′)		

MISSED APCH: Climb on 192° to 710′(660′), then turn RIGHT onto 012° climbing to 3990′(3940′)to ABEAM PI NDB, then according to chart, or as directed proceed to holding area. ❶

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: FL 70 ❷ Trans alt: 5310′ (**5260′**)

MSA ARP: 200°–5200′, 291°–3000′, 051°–4000′

❷ FL 80 if pressure is less than 758mm (1010.6 hPa). FL 90 if pressure is less than 731mm (974.6 hPa).

❶ CAT C & D: Missed Approach when UH(R)-1399is activated: Climb STRAIGHT AHEAD to 3990′(3940′) till 6.5 NM from RWY 01 thresh, turn RIGHT to PI NDB, then according to chart.

❶ MISSED APCH WHEN UH(R)-1399 IS ACTIVATED
170° PI NDB
350°
*505 PI
*645 P
024°

142-30
47-00
UH(R)-1399
46-50
142-40

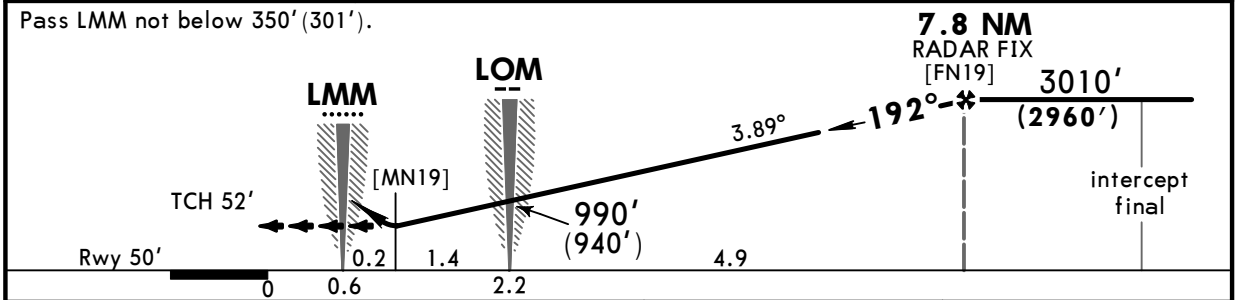
102°
at 3010′ (2960′)
at 3990′ (3940′)
IF at 3010′ (2960′)
3132′
1000
2000
192°
200° TO ARP BTN 3.8-22.7 NM DO NOT FLY EAST BELOW 5310′ (5260′)
❸ CAT A & B: 186° PI NDB
185°
176°
170°
7.8 NM RADAR FIX [FN19]
710′
640′
CAT C & D 012°
CAT A & B 012°
ABEAM at 3990′ (3940′)
102°
[MN19]
811′
*505 PI
2501′
*645 P
3447′
012°
012°
192°
291° TO ARP BTN 3.8-13.5 NM DO NOT FLY NORTH BELOW 5310′ (5260′)
BTN 315° TO ARP 3.8-37.8 NM DO NOT FLY NORTH BELOW 3990′(3940′)

MISSED APCH FIX BY ATC
012°
192°
PI NDB
HOLDING MIM FL 70 MAX FL 140

3000
2000
2084′
3508′
3370′
2166′

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310′	(5260′ - 1600m)
3990′	(3940′ - 1200m)
3010′	(2960′ - 900m)
990′	(940′ - 285m)
710′	(660′ - 200m)
350′	(300′ - 90m)

Pass LMM not below 350′(301′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.89°	482	620	689	826	964	1102

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 19

PANS OPS

	2 NDB with FAF MDA(H) 420′(370′)		2 NDB w/o FAF MDA(H) 2110′(2060′)		PI NDB with FAF MDA(H) 1150′(1100′)		PI NDB w/o FAF MDA(H) 2110′(2060′)		P Lctr with FAF MDA(H) 1280′(1230′)		P Lctr w/o FAF MDA(H) 2120′(2070′)	
		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out
A	1200m	R1500m V1600m	3200m		3200m		3200m		3200m		3200m	
B												
C			4000m	4800m	4000m	4800m	4000m	4800m	4000m	4800m	4000m	4800m
D	R1500m V1600m	2000m	4400m		4400m		4400m		4400m		4400m	

CHANGES: Lights. Minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

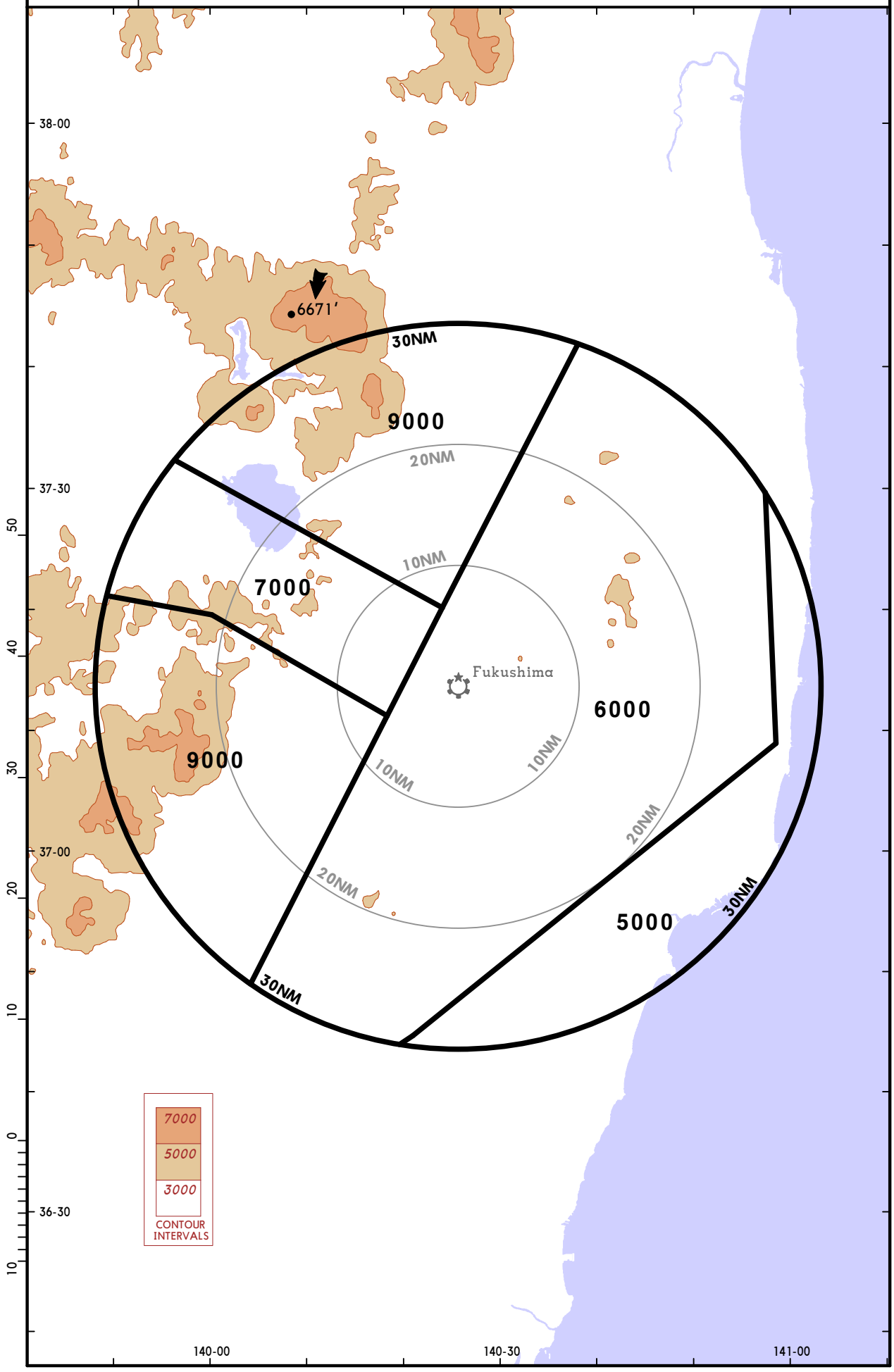
RJSF/FKS FUKUSHIMA

JEPPESEN
10 OCT 14 (10-1R)

FUKUSHIMA, JAPAN

RADAR MINIMUM ALTITUDES

Apt Elev	
1220′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′



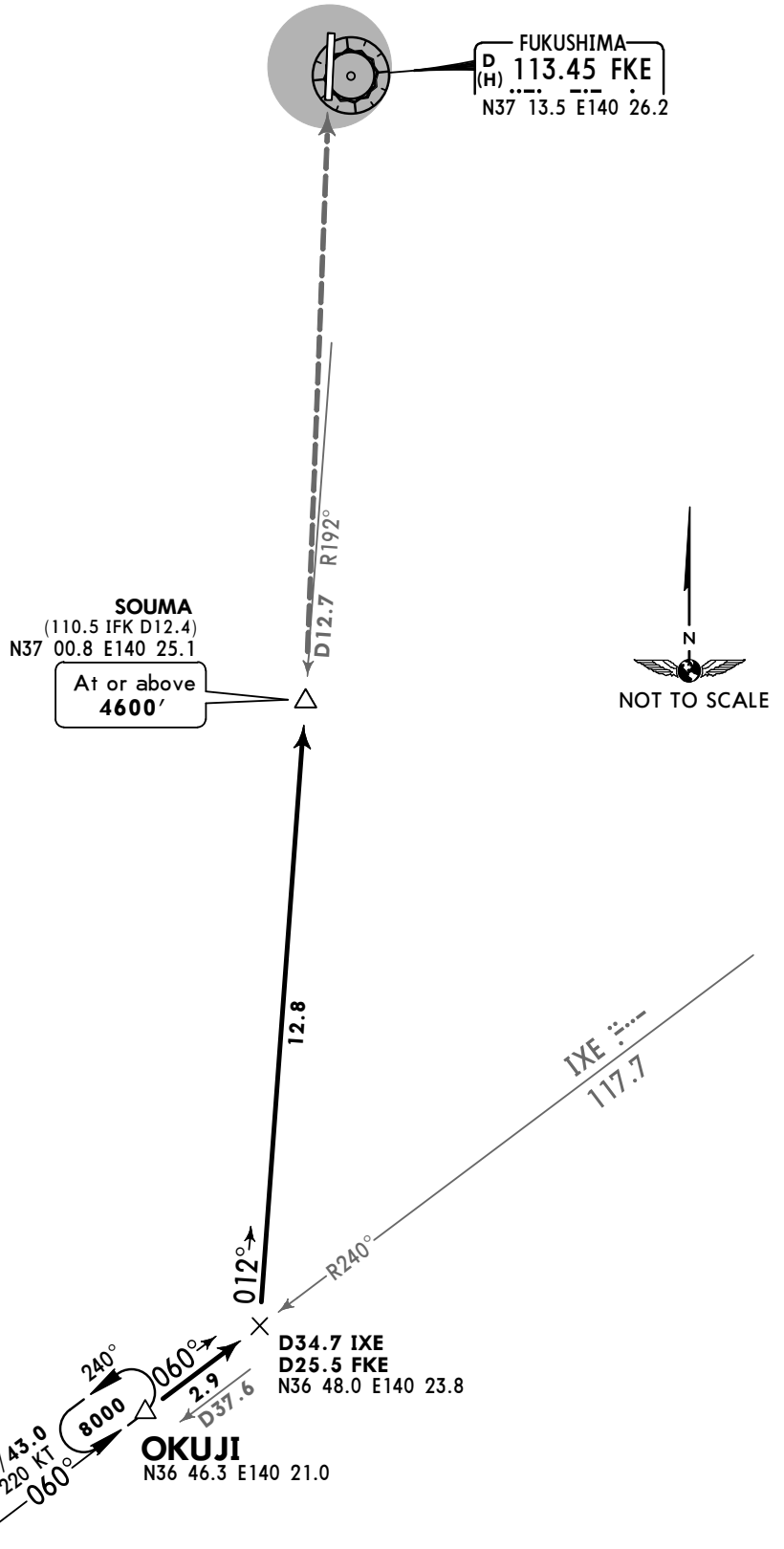
CHANGES: New chart.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

8.2.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

Apt Elev	Alt Set: IN (hPa on req)
1220′	Trans level: FL140 Trans alt: 14000′

OKUJI ARRIVAL [OKUJI]



ROUTING

From over OKUJI via IXE R-240 to intercept and proceed via FKE R-192 to SOUMA.

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

8.2.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS
FUKUSHIMA

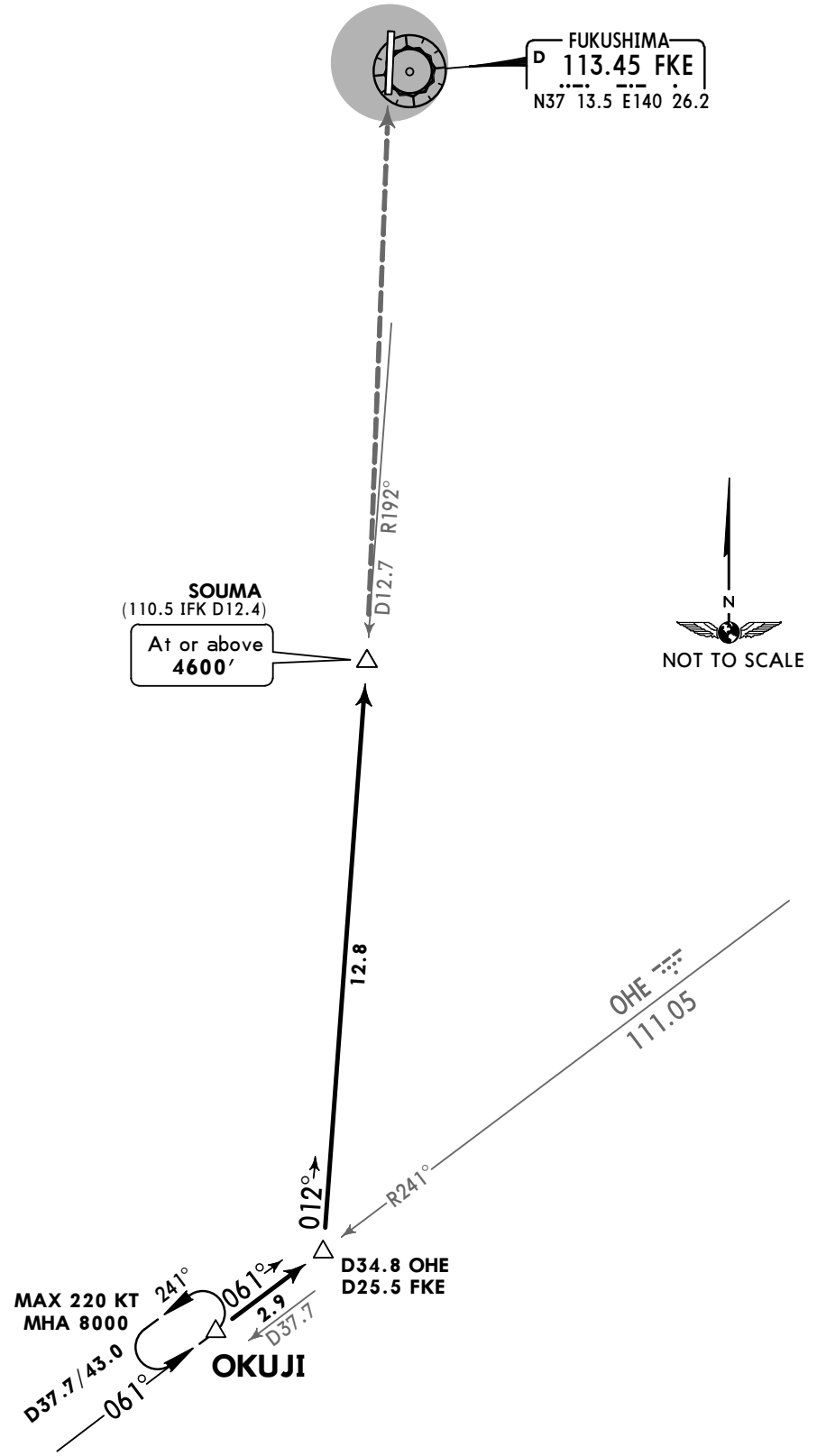
JEPPESEN
7 SEP 18 (10-2-0) Eff 12 Sep 1500Z

FUKUSHIMA, JAPAN
STAR

FOR USE DURING THE OUTAGE OF IXE VOR
FROM 1500 UTC 12 SEP 2018 TO 1500 UTC 05 DEC 2018

Apt Elev	
1220′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

OKUJI ARRIVAL [OKUJI]



ROUTING

From over OKUJI via OHE R-241 to intercept and proceed via FKE R-192 to SOUMA. Cross SOUMA at or above 4600′.

CHANGES: New temporary procedure.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

8.2.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

JEPPESEN

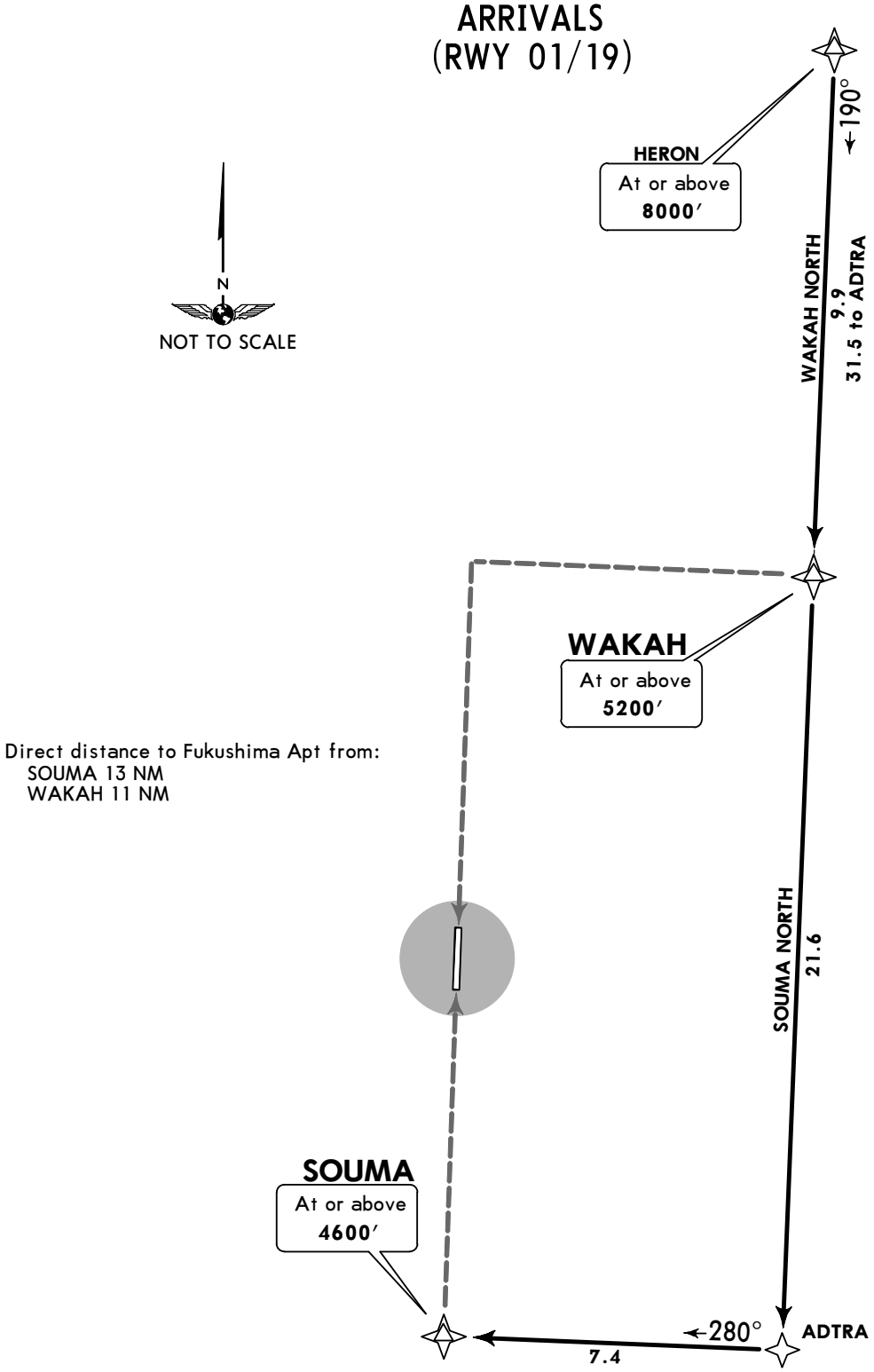
FUKUSHIMA, JAPAN

4 NOV 16 (10-2A) **Eff 9 Nov 1500Z**

RNAV STAR

Apt Elev	
1220′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. Basic RNP 1.** **2. GNSS required.**

SOUMA NORTH [SOUMAN], WAKAH NORTH [WAKAHN] ARRIVALS (RWY 01/19)



STAR	ROUTING
SOUMA NORTH	From HERON at or above 8000′, to ADTRA, to SOUMA at or above 4600′.
WAKAH NORTH	From HERON at or above 8000′, to WAKAH at or above 5200′.

CHANGES: New procedures at this airport.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

RJSF/FKS FUKUSHIMA

JEPPESEN

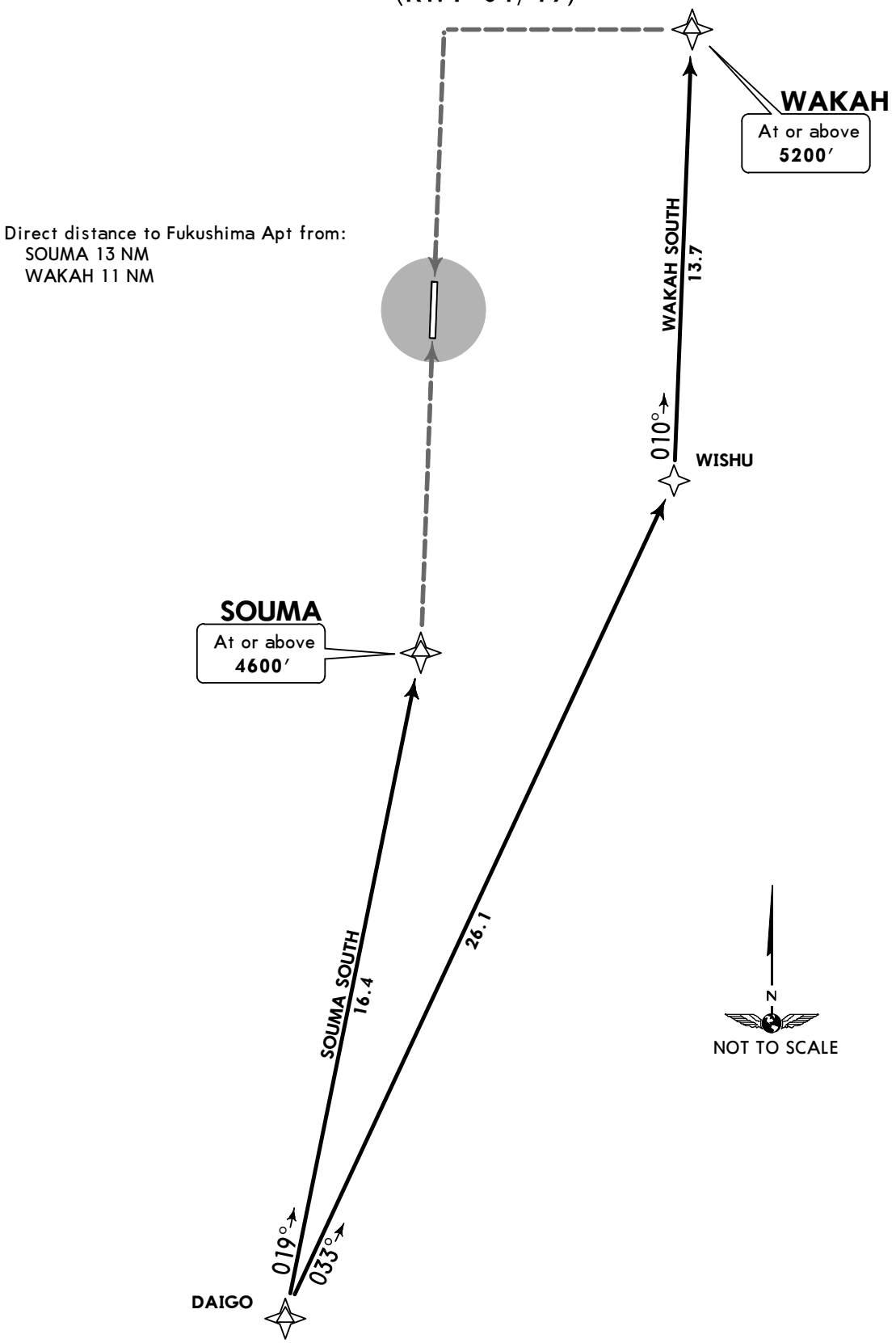
4 NOV 16 (10-2B) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

RNAV STAR

Apt Elev	
1220′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. Basic RNP 1.** **2. GNSS required.**

SOUMA SOUTH [SOUMAS], WAKAH SOUTH [WAKAHS] ARRIVALS (RWY 01/19)



STAR	ROUTING
SOUMA SOUTH	From DAIGO, to SOUMA at or above 4600′.
WAKAH SOUTH	From DAIGO, to WISHU, to WAKAH at or above 5200′.

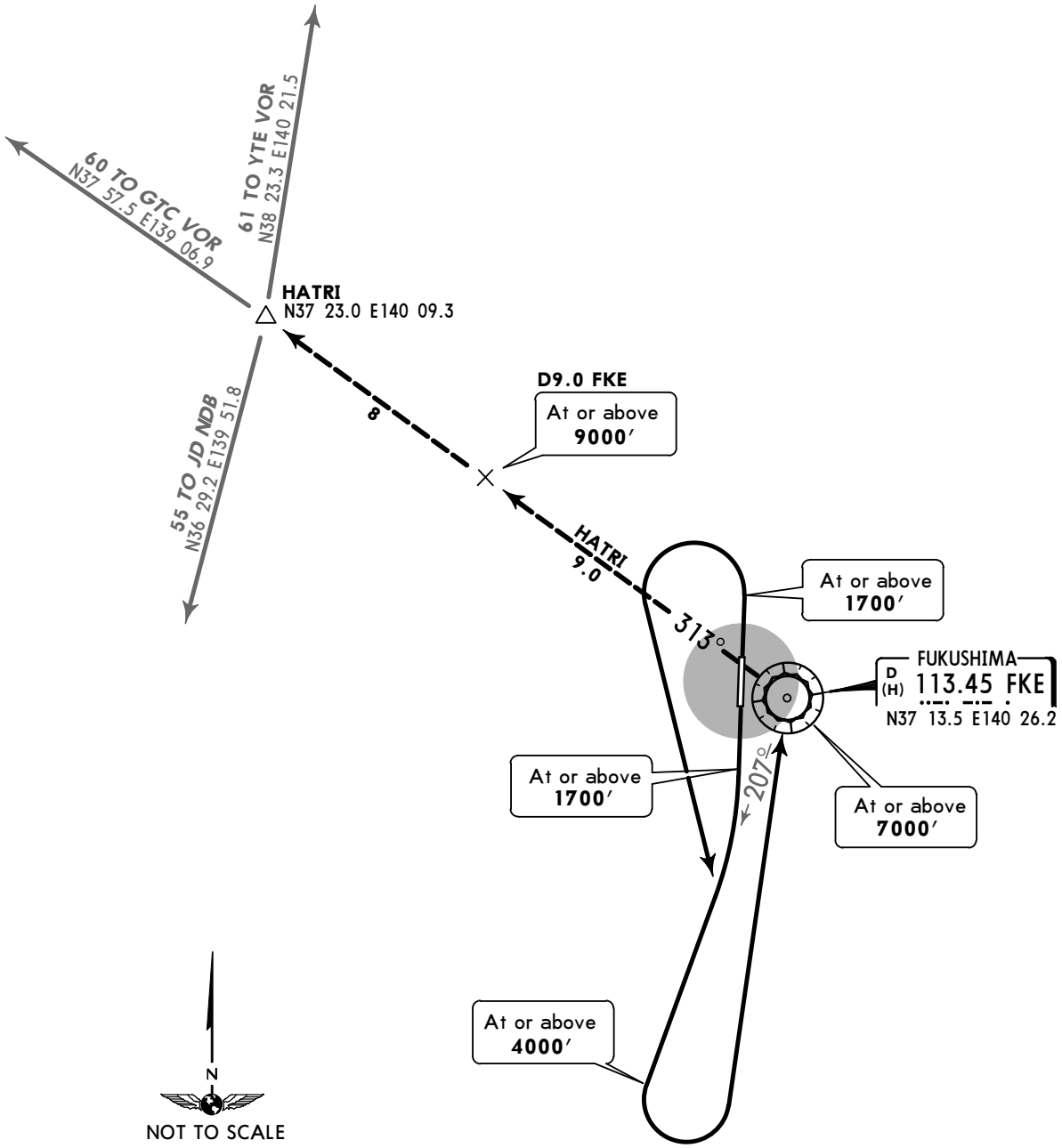
CHANGES: New procedures at this airport.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

8.2.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

Apt Elev	Trans level: FL140 Trans alt: 14000′
1220′	

FUKUSHIMA REVERSAL ONE DEPARTURE
[FKE1R]



RWY	INITIAL CLIMB
01	Climb runway heading to 1700′, turn LEFT.
19	Climb runway heading to 1700′, turn RIGHT.

ROUTING

Via FKE R-207 to 4000′, turn LEFT direct to FKE.

TRANSITION

HATRI	From over FKE, climb via FKE R-313 to HATRI.

CHANGES: None.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

8.2.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

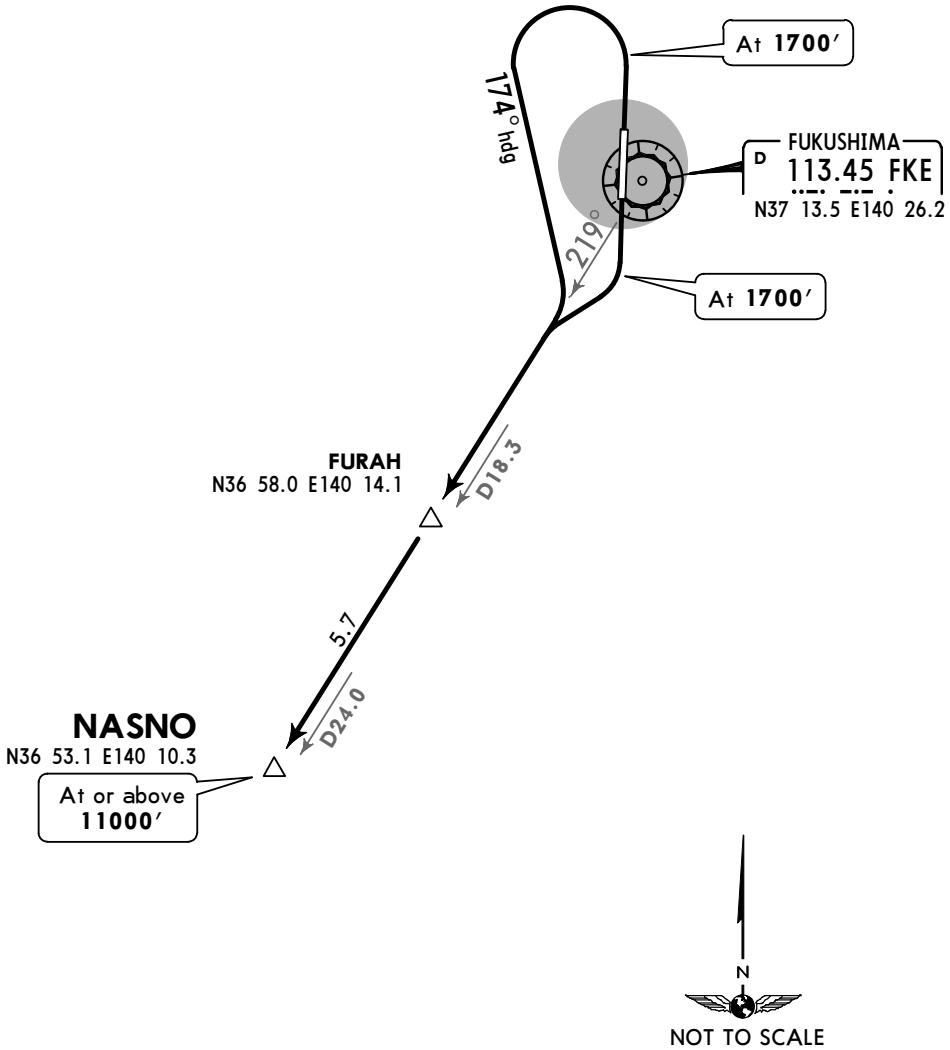
JEPPESEN 4 NOV 16 (10-3A) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

SID

Apt Elev	
1220′	Trans level: FL140 Trans alt: 14000′

NASNO 2 DEPARTURE
[NASNO2]



RWY	INITIAL CLIMB
01	Climb runway heading to 1700′, turn LEFT heading 174° to intercept and proceed via FKE R-219 to NASNO via FURAH. Cross NASNO at or above 11000′.
19	Climb runway heading to 1700′, turn RIGHT to intercept and proceed via FKE R-219 to NASNO via FURAH. Cross NASNO at or above 11000′.

CHANGES: FURAH added, initial climb text.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

8.2.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

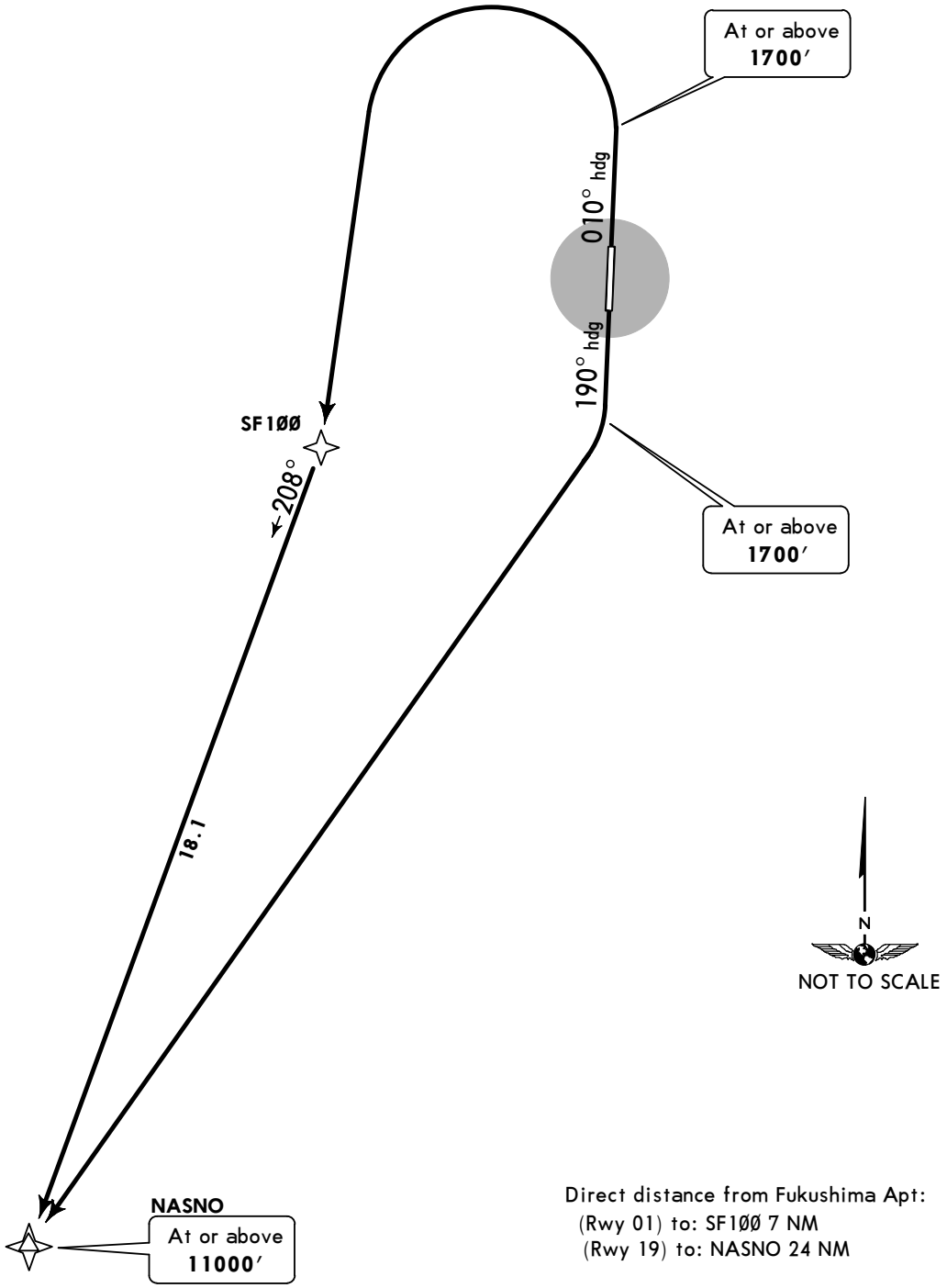
JEPPESEN
4 NOV 16 (10-3B) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

RNAV SID

Apt Elev	
1220′	Trans level: FL140 Trans alt: 14000′ **1. Basic RNP 1.** **2. GNSS required.**

SOUTH 1 [SOUTH1] DEPARTURE



Direct distance from Fukushima Apt:
(Rwy 01) to: SF1ØØ 7 NM
(Rwy 19) to: NASNO 24 NM

RWY	INITIAL CLIMB
01	Climb on heading 010° at or above 1700′, turn LEFT direct to SF1ØØ, to NASNO at or above 11000′.
19	Climb on heading 190° at or above 1700′, turn RIGHT direct to NASNO at or above 11000′.

CHANGES: New procedure at this airport.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

8.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

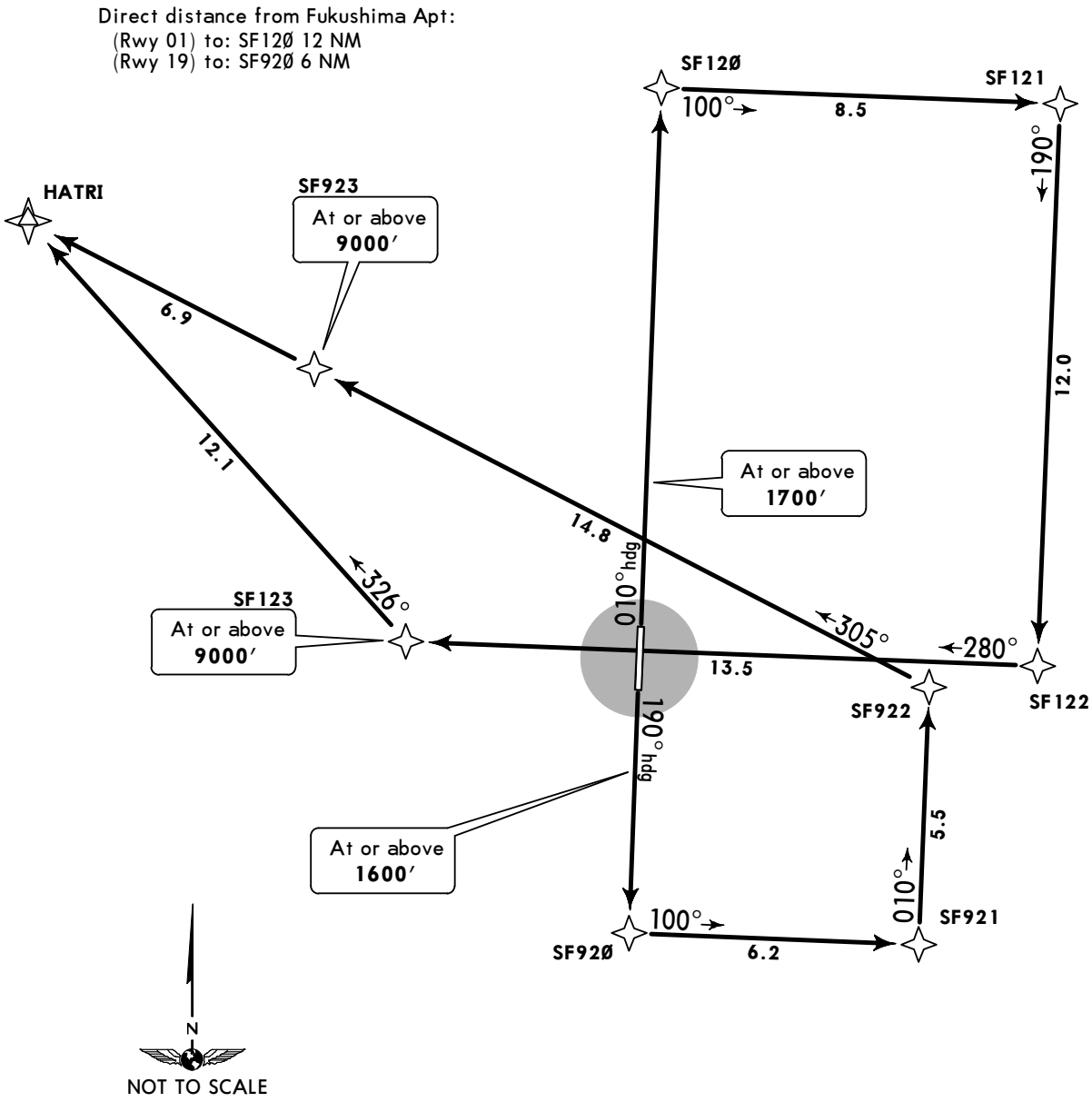
JEPPESEN
4 NOV 16 (10-3C) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

RNAV SID

Apt Elev	Trans level: FL140 Trans alt: 14000′
1220′	**1. Basic RNP 1.** **2. GNSS required.**

WEST 1 [WEST1] DEPARTURE



Rwy 19: 3.9% climb gradient required up to 2800′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

Obstacle altitude 2577′ located at 7.1 NM 144° from end of runway 19.

RWY	INITIAL CLIMB
01	Climb on heading 010° at or above 1700′, direct to SF12Ø, to SF121, to SF122, to SF123 at or above 9000′, to HATRI.
19	Climb on heading 190° at or above 1600′, direct to SF92Ø, to SF921, to SF922, to SF923 at or above 9000′, to HATRI.

CHANGES: New procedure at this airport.

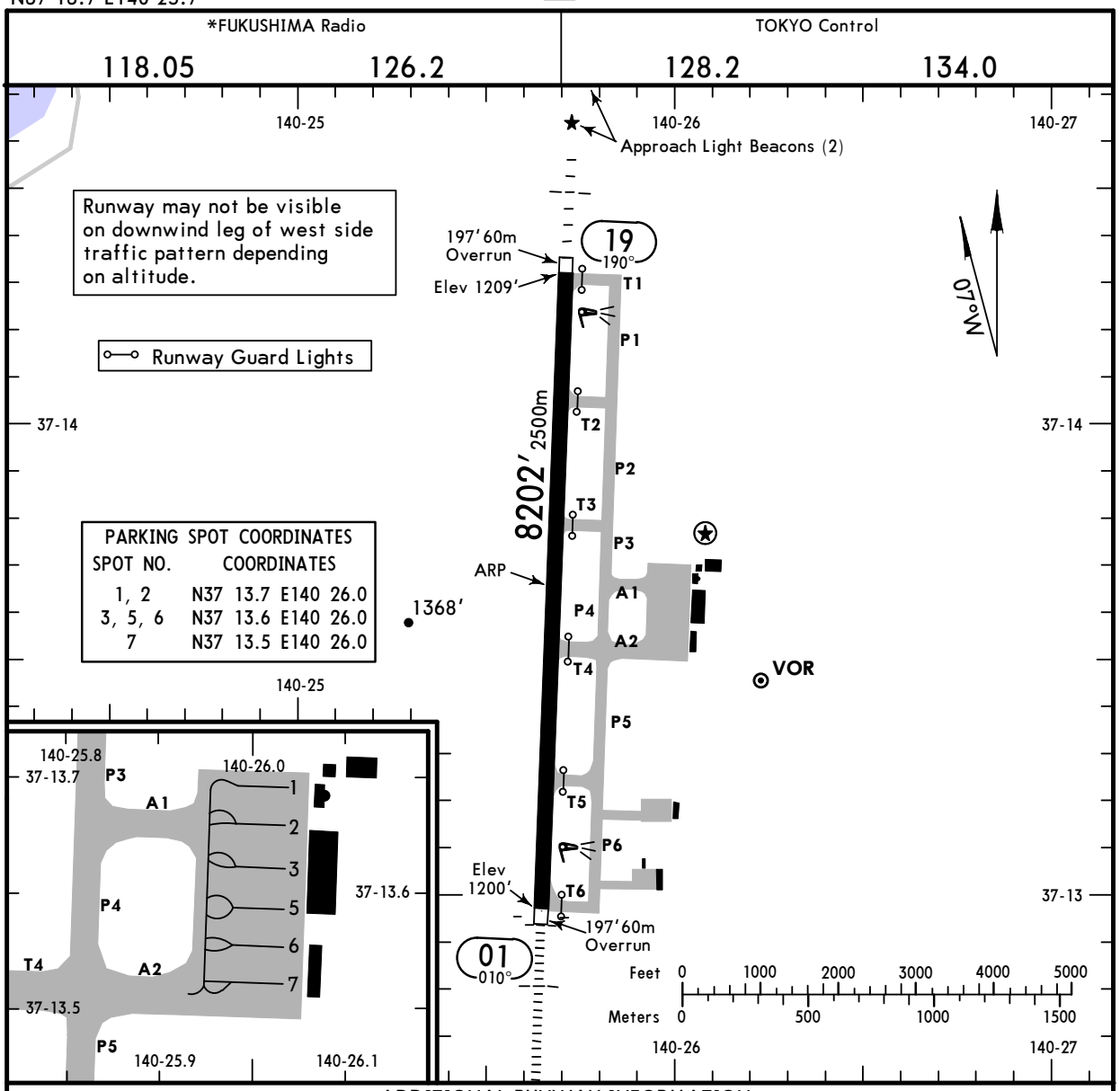
© JEPPESEN, 2016. ALL RIGHTS RESERVED.

8.2.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJSF/FKS
Apt Elev 1220′
N37 13.7 E140 25.7

JEPPESEN
8 SEP 17 (10-9)

FUKUSHIMA, JAPAN
FUKUSHIMA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶	HIRL CL HIALS SFL TDZ PAPI-L (angle 3.0°) RVR		7258′ 2212m		197′ 60m
19	HIRL CL SALS PAPI-L (angle 3.0°) Approach Light Beacons				

❶ Grooved.

TAKE-OFF

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

1 HIRL and REIL required for night operations.

CHANGES: Note removed.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

8.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA, JAPAN

FUKUSHIMA

JEPPESEN

26 FEB 16
Eff 2 Mar 1500Z

(11-1)

MISSED APCH CLIMB GRADIENT MIM 4.0% UP TO 3000′

ILS Y or LOC Y Rwy 01

TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

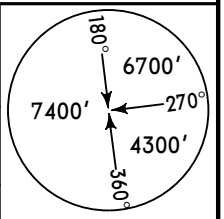
BRIEFING STRIP ™

LOC IFK	Final Apch Crs	GS ABKMA	ILS DA(H)	Apt Elev 1220′ / Rwy 1200′
*110.5	010°	3600′ (2400′)	1400′ (200′)	

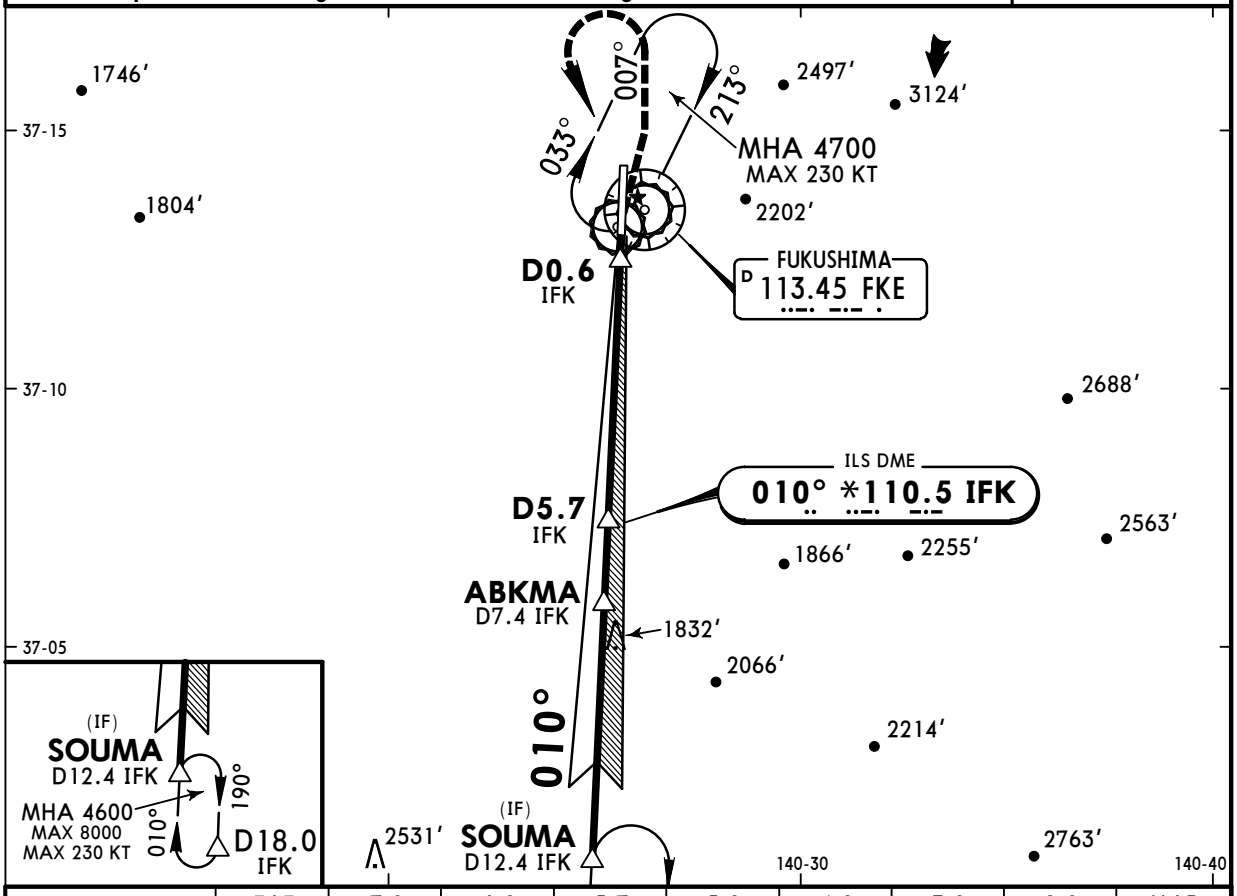
MISSED APCH: Climb to 3000′ via FKE VOR R-007, turn LEFT, direct to FKE VOR hold at 4700′. Contact Fukushima RADIO.

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

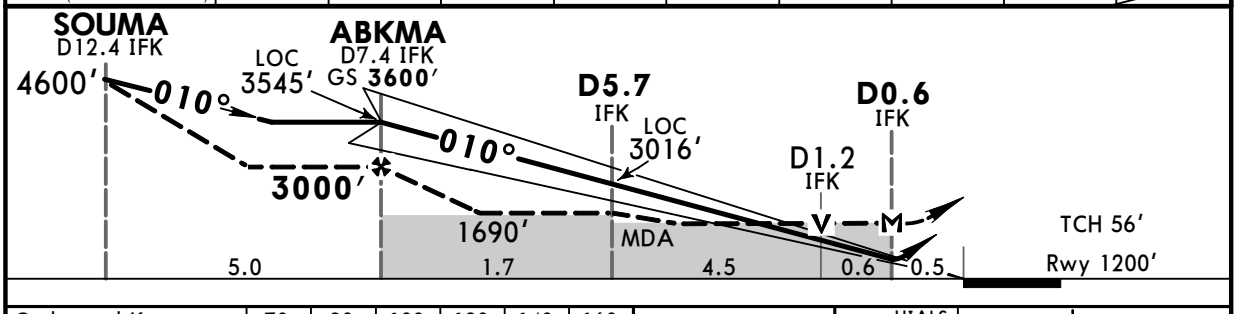
1. DME required. 2. Timing not authorized for defining the MAP.



MSA FKE VOR



IFK DME	FAF	7.0	6.0	5.7	5.0	4.0	3.0	2.0	MAP
ALT (3° APCH PATH)	3545′	3430′	3111′	3016′	2793′	2474′	2156′	1837′	



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

HIALS
PAPI

3000′ via FKE 113.45 R-007

1 STRAIGHT-IN LANDING RWY 01

Missed Apch Climb Gradient Mim 4.0% up to 3000′

ILS DA(H) 1400′ (200′)			LOC (GS out) MDA(H) 1560′ (360′)	
FULL	TDZ and/or CL out	ALS out		ALS out
A			RVR 900m	RVR 1500m
B	RVR 550m	RVR 750m	RVR 1000m	
C				RVR 1800m
D			RVR 1400m	CMV 2000m

CIRCLE-TO-LAND
Not Authorized to Rwy 19

A	NOT APPLICABLE
B	
C	
D	

1 Minima with Missed Apch Gradient of 2.5% are not established.

CHANGES: Control frequency, MAP climb gradient notes.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

RJSF/FKS FUKUSHIMA

JEPPESEN 26 FEB 16 Eff 2 Mar 1500Z (11-2)

MISSED APCH CLIMB GRADIENT MIM 4.0% UP TO 3000′

FUKUSHIMA, JAPAN ILS Z or LOC Z Rwy 01

BRIEFING STRIP ™

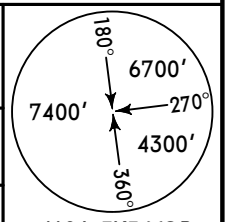
TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

LOC IFK	Final Apch Crs	GS ABKMA	ILS DA(H)	Apt Elev 1220′ / Rwy 1200′
*110.5	010°	3600′ (2400′)	1400′ (200′)	

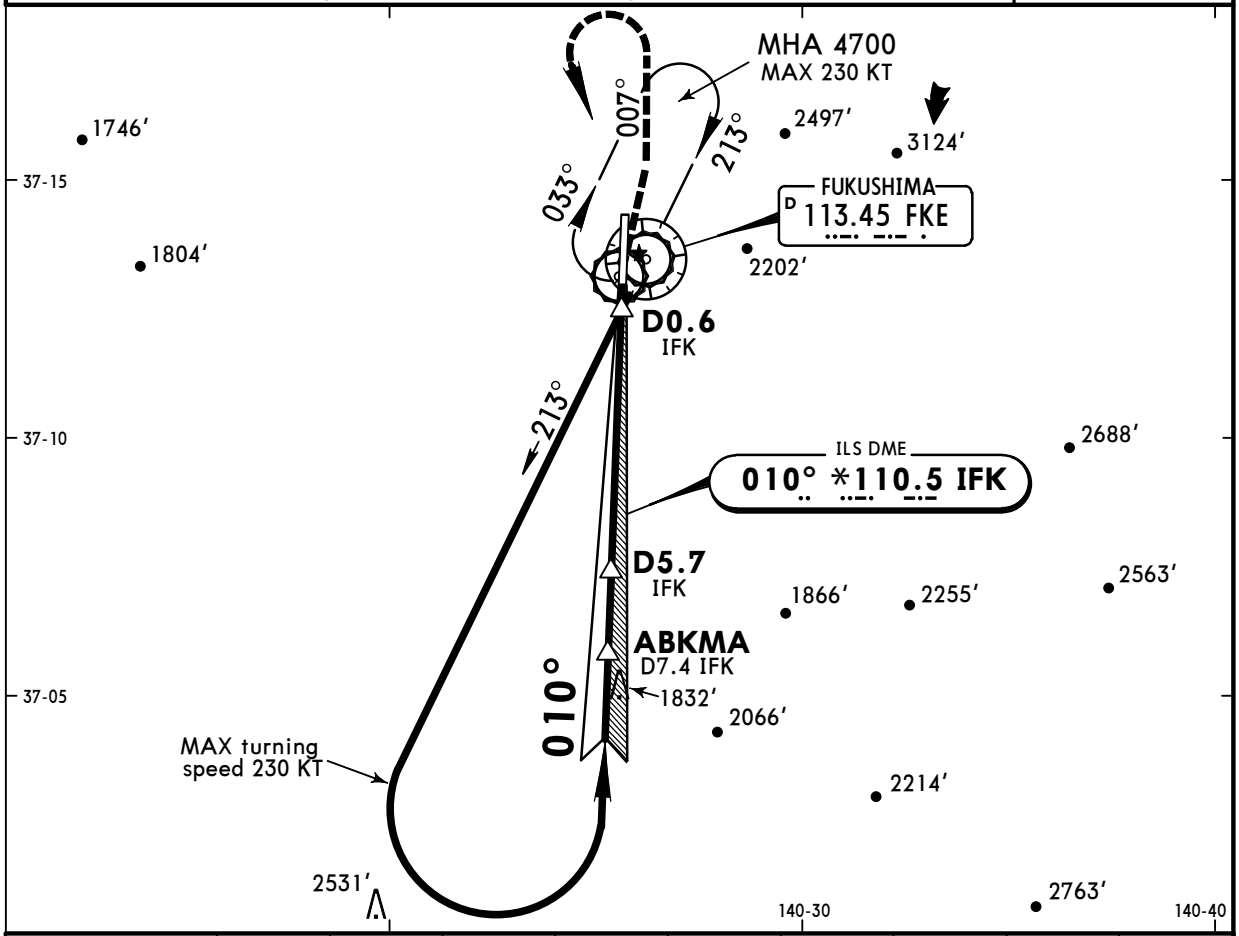
MISSED APCH: Climb to 3000′ via FKE VOR R-007, turn LEFT, direct to FKE VOR hold at 4700′. Contact Fukushima RADIO.

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

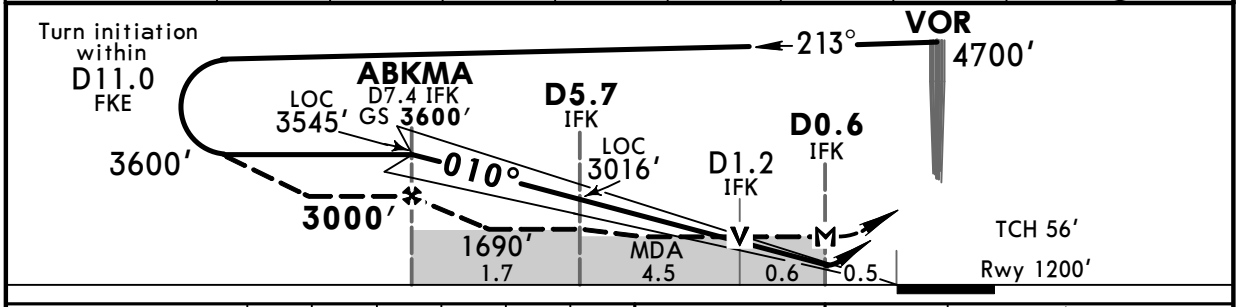
1. DME required. 2. Timing not authorized for defining the MAP.



MSA FKE VOR



IFK DME	FAF	7.0	6.0	5.7	5.0	4.0	3.0	2.0	MAP
ALT (3° APCH PATH)	3545′	3430′	3111′	3016′	2793′	2474′	2156′	1837′	



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

HIALS PAPI

3000′ via FKE 113.45 R-007

1 STRAIGHT-IN LANDING RWY 01

ILS DA(H) 1400′ (200′) — Missed Apch Climb Gradient Mim 4.0% up to 3000′ — LOC (GS out) MDA(H) 1560′ (360′)

CIRCLE-TO-LAND Not Authorized to Rwy 19

	FULL	TDZ and/or CL out	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	A
B				RVR 1000m		B
C					RVR 1800m	C
D				RVR 1400m	CMV 2000m	D

NOT APPLICABLE

1 Minima with Missed Apch Gradient of 2.5% are not established.

CHANGES: Control frequency, MAP climb gradient notes.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

8.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJSF/FKS FUKUSHIMA

JEPPESEN 4 NOV 16 Eff 9 Nov 1500Z (12-1)

MISSED APCH CLIMB GRADIENT MIM 3.0%

FUKUSHIMA, JAPAN RNAV (GNSS) Rwy 19

TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

RNAV	Final Apch Crs 190°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1220′ Rwy 1209′

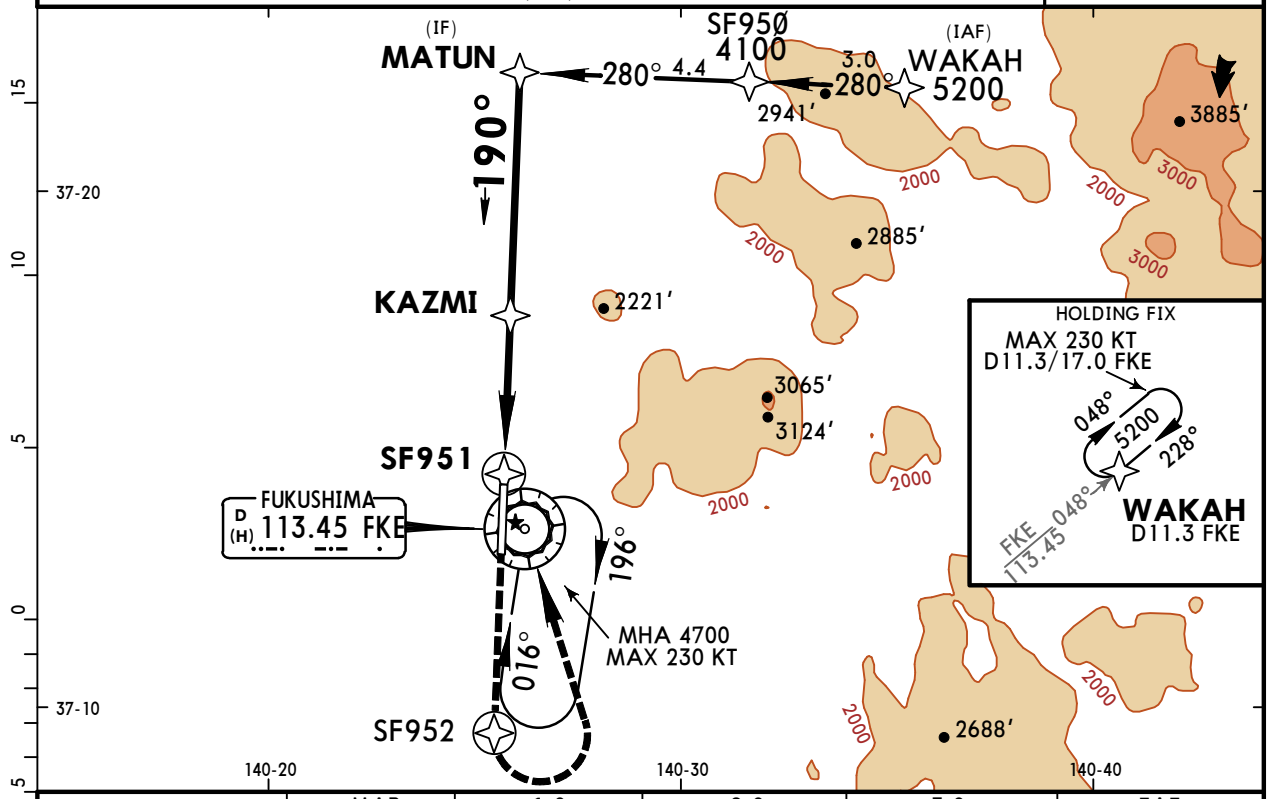
BRIEFING STRIP™

MISSED APCH: Climb direct to SF952, turn LEFT direct to FKE VOR and hold at 4700′. Contact Fukushima RADIO.
Using VOR DME: Climb outbound via FKE VOR R-196 to D4.0 FKE, turn LEFT direct to FKE VOR and hold at 4700′. Contact Fukushima RADIO.

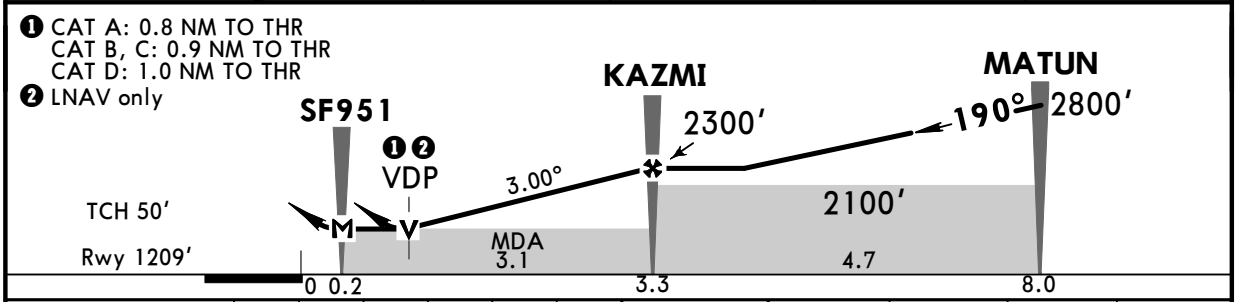
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. RNP-0.30 required. 2. GNSS required. 3. DME/DME RNP-0.30 not authorized.
4. Baro-VNAV not authorized below -15°C (5°F).

7400′
MSA ARP



NM to NEXT FIX	MAP	1.0	2.0	3.0	FAF
ALT (3° APCH PATH)		1641′	1959′	2278′	2300′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at SF951						

SALS PAPI 4700′ D SF952

❶ STRAIGHT-IN LANDING RWY 19

Missed Apch Climb Gradient Mim 3.0%

LNAV/VNAV		LNAV	
A: DA(H)	1520′(311′)	A: MDA(H)	1520′(311′)
B: DA(H)	1540′(331′)	B: MDA(H)	1540′(331′)
C: DA(H)	1560′(351′)	C: MDA(H)	1560′(351′)
D: DA(H)	1580′(371′)	D: MDA(H)	1580′(371′)

		ALS out		ALS out
A	CMV 1200m	CMV 1500m	CMV 1200m	CMV 1500m
B	CMV 1300m		CMV 1300m	
C	CMV 1400m	CMV 1800m	CMV 1400m	CMV 1800m
D	CMV 1600m	CMV 2000m	CMV 1600m	CMV 2000m

❶ CIRCLE-TO-LAND

Missed Apch Climb Gradient Mim 3.0%

Not Authorized East of Rwy

Max Kts	MDA(H)
90	1670′(450′)-1600m
120	
140	1670′(450′)-2400m
165	1770′(550′)-3200m

❶ Minima with Missed Approach Climb Gradient of 2.5% are not established.

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

8.2.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJSF/FKS FUKUSHIMA

JEPPESEN 26 FEB 16 (13-1) Eff 2 Mar 1500Z

FUKUSHIMA, JAPAN VOR Rwy 19

BRIEFING STRIP™

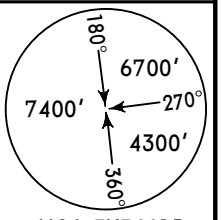
TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

VOR FKE 113.45	Final Apch Crs 175°	Procedure Alt D7.0 3193′ (1984′)	MDA(H) Refer to Minimums	Apt Elev 1220′ Rwy 1209′

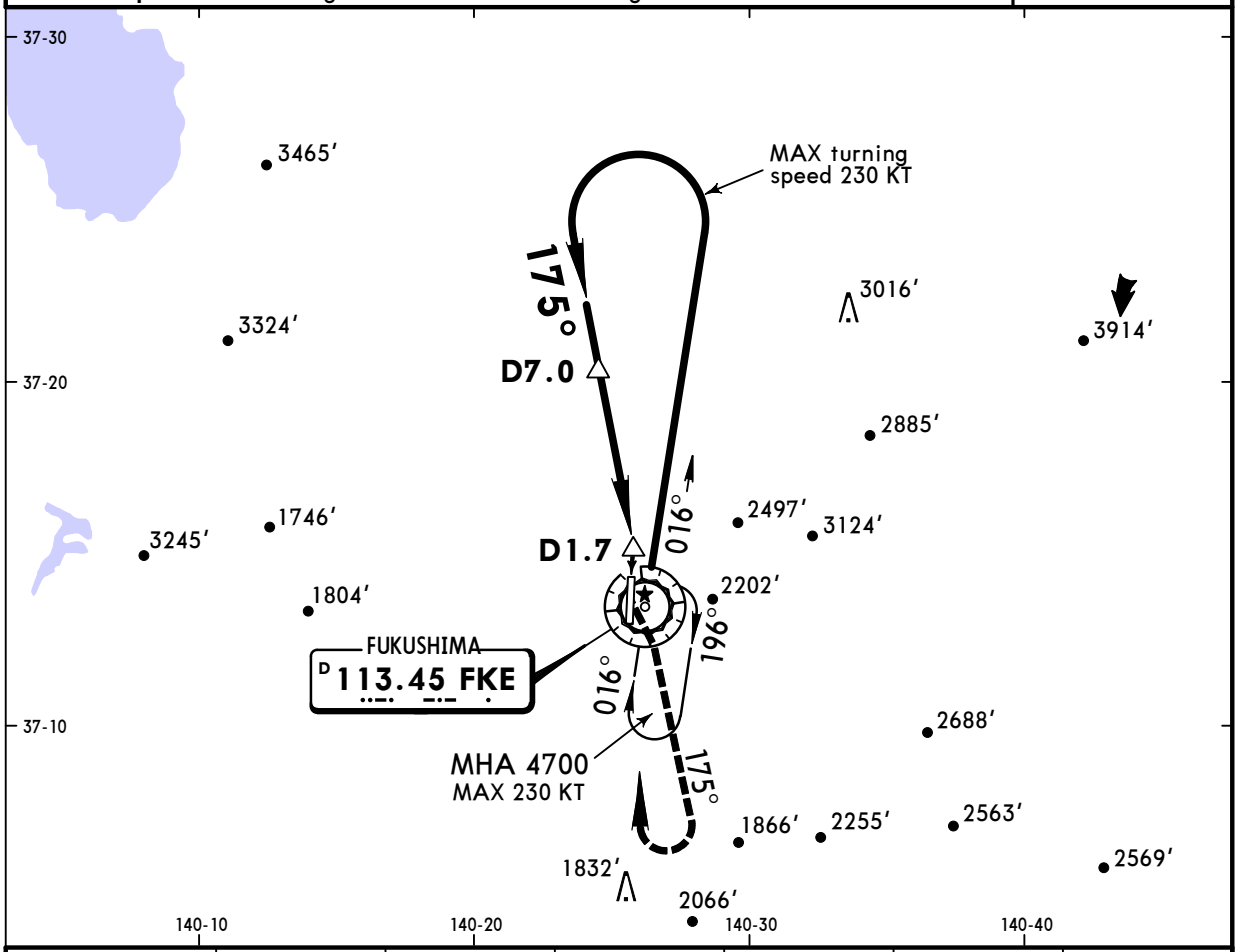
MISSED APCH: Climb to 3000′ via FKE VOR R-175, then turn RIGHT, proceed to FKE VOR and hold at 4700′. Contact Fukushima RADIO.

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

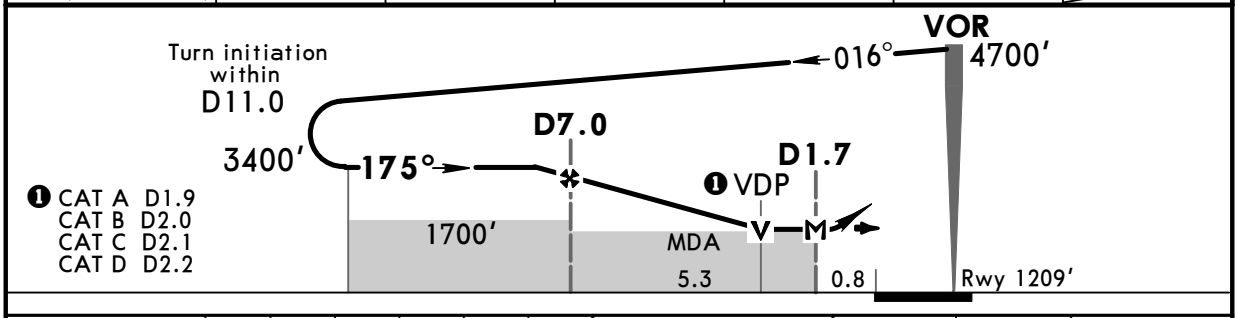
1. DME required. 2. Timing not authorized for defining the MAP.



MSA FKE VOR



FKE DME	FAF	6.0	5.0	4.0	3.0	MAP
ALT (3° APCH PATH)	3193′	2875′	2556′	2239′	1921′	



MAP at D1.7							

SALS PAPI 3000′ via FKE 113.45 R-175

STRAIGHT-IN LANDING RWY 19

MDA(H) A: **1550′** (341′) C: **1620′** (411′) B: **1590′** (381′) D: **1640′** (431′)

CIRCLE-TO-LAND

Not Authorized to Rwy 01

		ALS out		
A	CMV 1200m	CMV 1500m	A	NOT APPLICABLE
B	CMV 1300m		B	
C	CMV 1400m	CMV 1800m	C	
D	CMV 1600m	CMV 2000m	D	

CHANGES: Control frequency, FKE VOR H24.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

8.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJSF/FKS FUKUSHIMA

JEPPESEN 26 FEB 16 (13-2) Eff 2 Mar 1500Z

FUKUSHIMA, JAPAN VOR-A

BRIEFING STRIP™

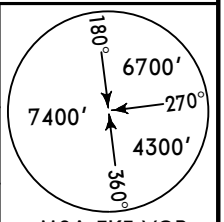
TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

VOR FKE	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
113.45	013°	**ABKMA** 2500′ (1280′)	Refer to Minimums	1220′

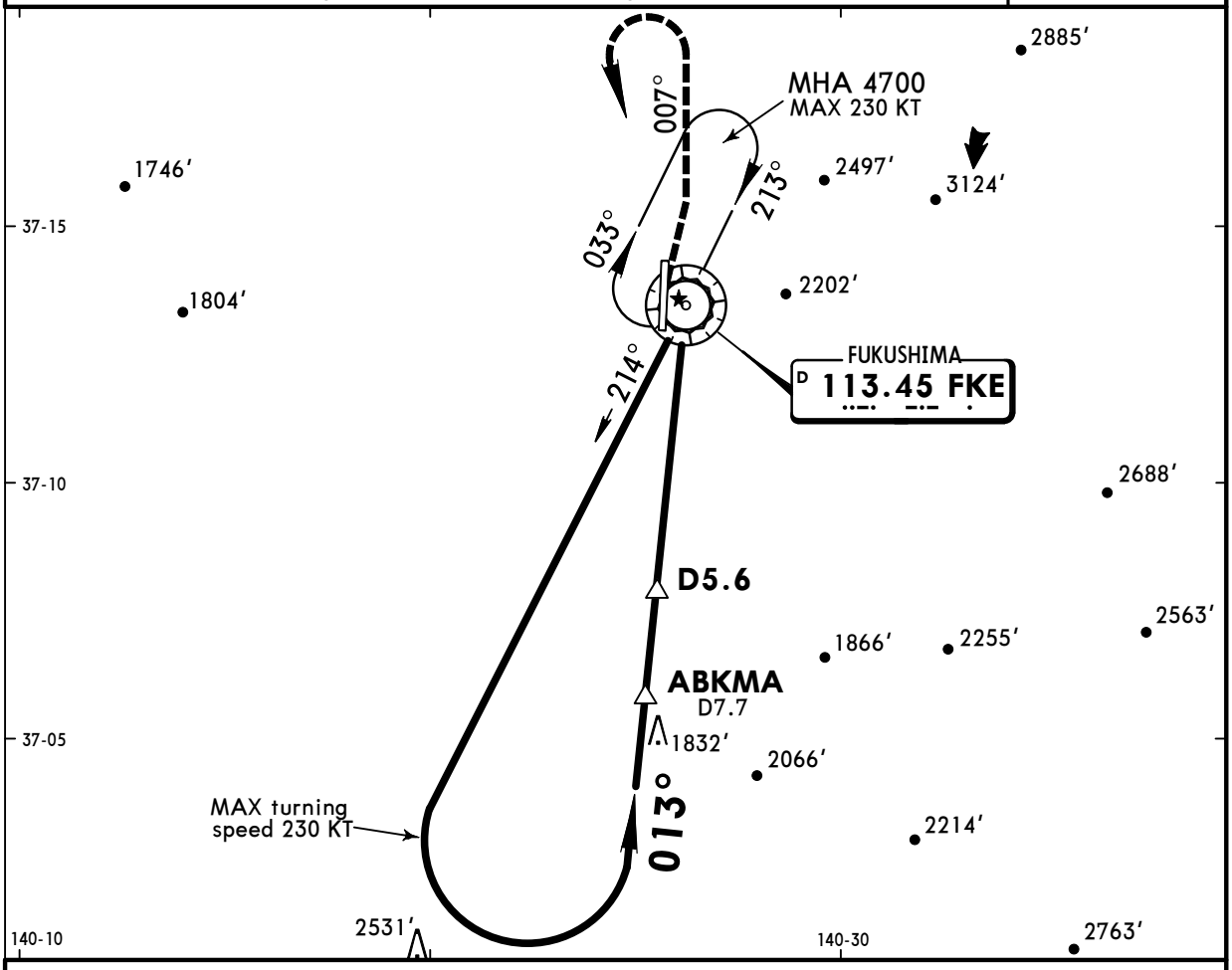
MISSED APCH: Climb to 3000′ via FKE VOR R-007, then turn LEFT, proceed to FKE VOR and hold at 4700′. Contact Fukushima RADIO.

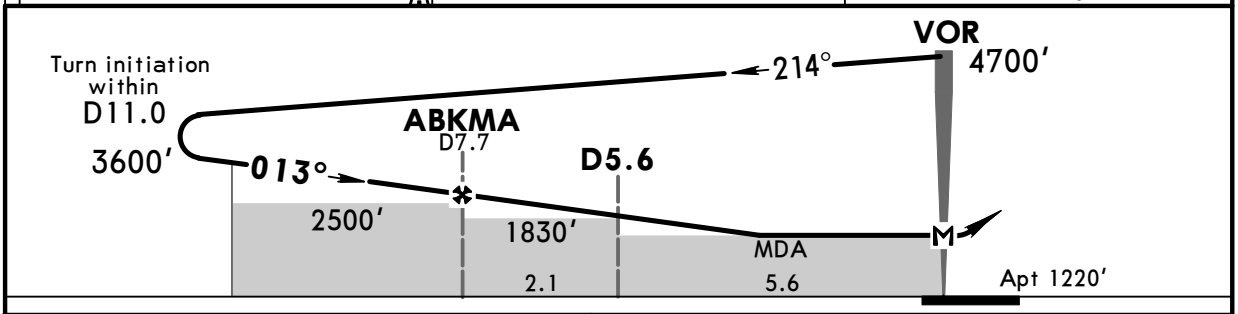
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

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



MSA FKE VOR





MAP at VOR	Lighting - Refer to Airport Chart	3000′ via	FKE 113.45 R-007

CIRCLE-TO-LAND
Not Authorized to Rwy 19

	Max Kts	MDA(H)
A	90	**1680′** (460′) - 1600m
B	120	
C	140	**1680′** (460′) - 2400m
D	165	**1770′** (550′) - 3200m

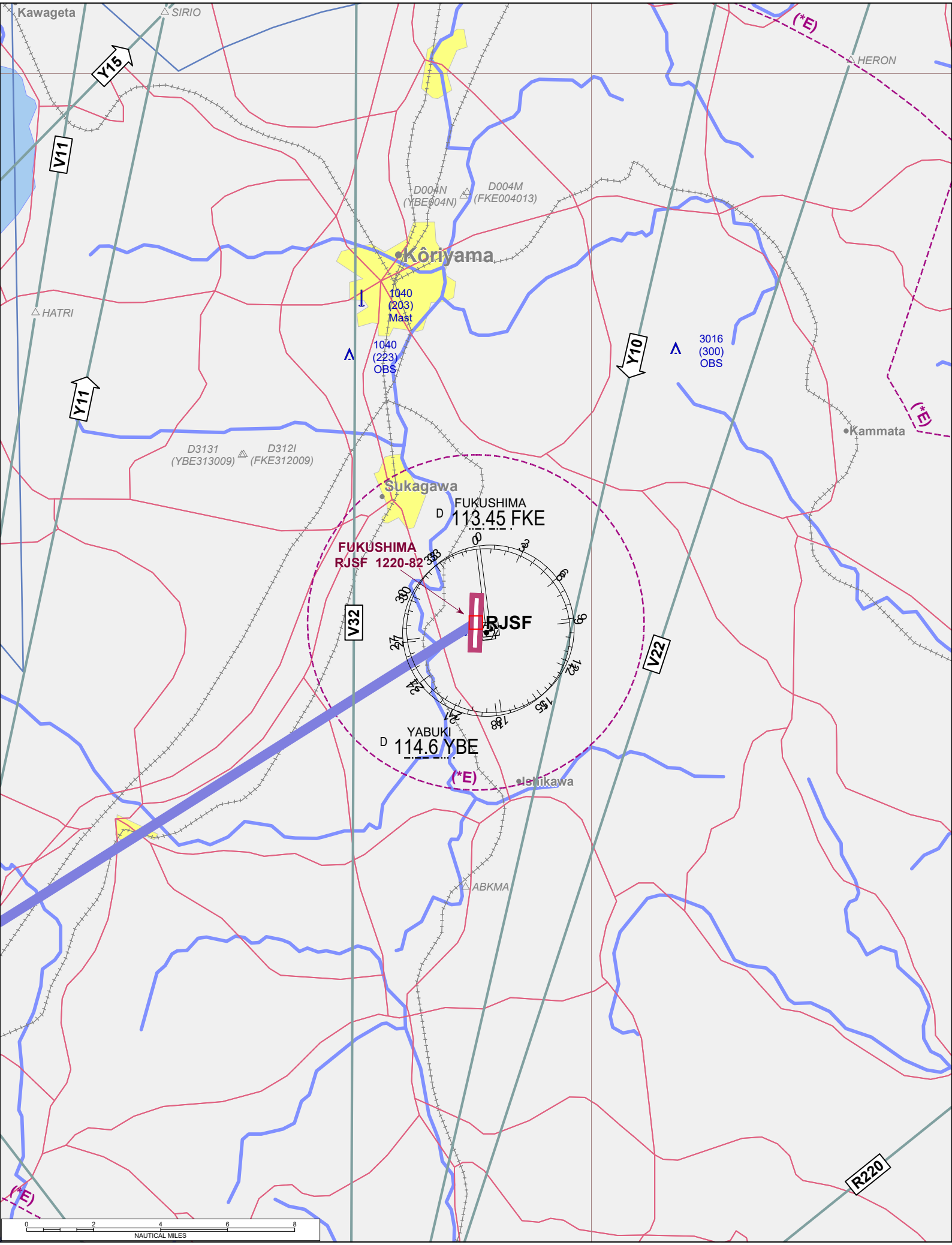
CHANGES: Control frequency, FKE VOR H24.

© JEPPESEN, 2007, 2016. ALL RIGHTS RESERVED.

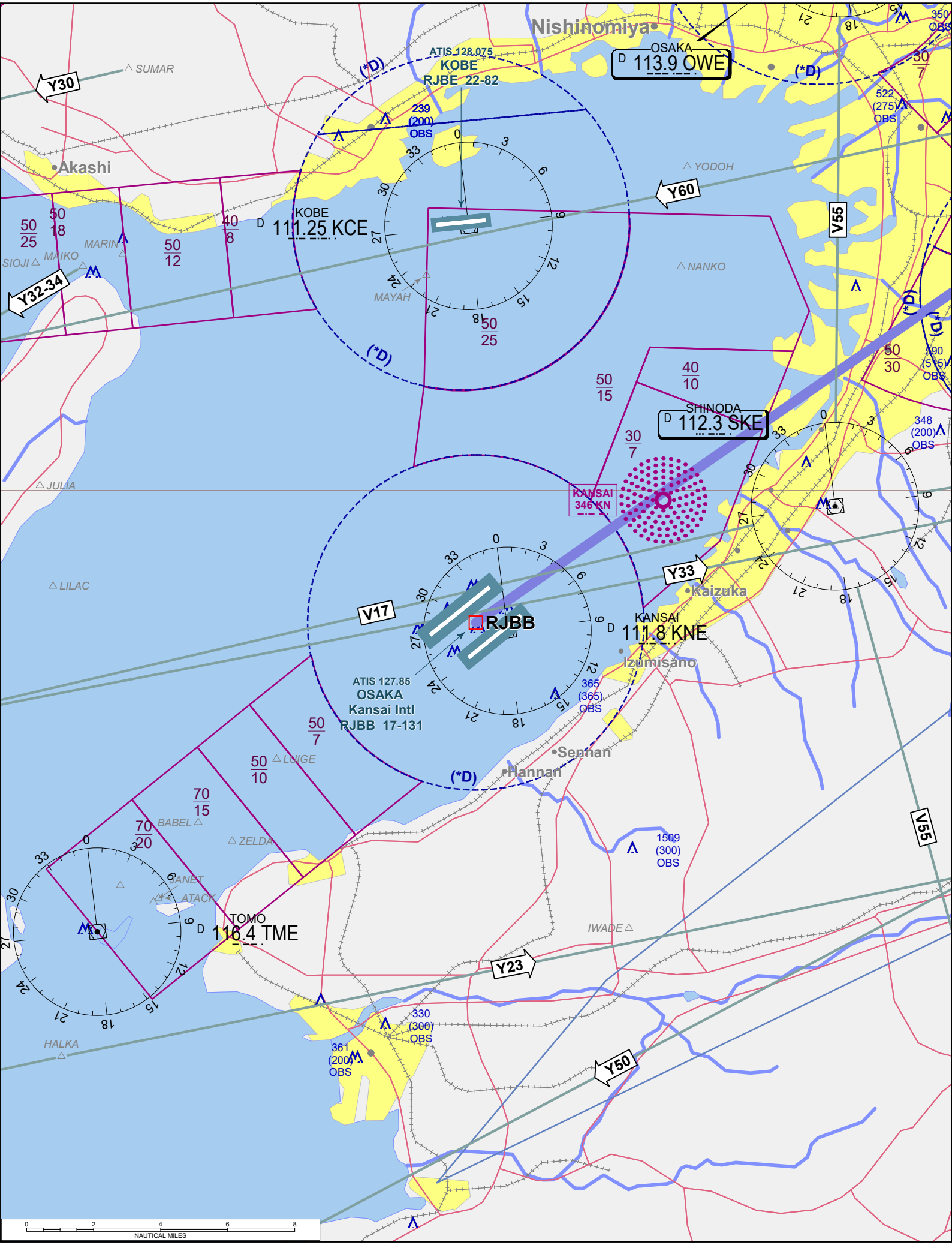
9.0.1 DEPARTURE (RJSF -> RJBB): RJSF (Fukushima)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN
JeppView 3.6.2.0



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



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

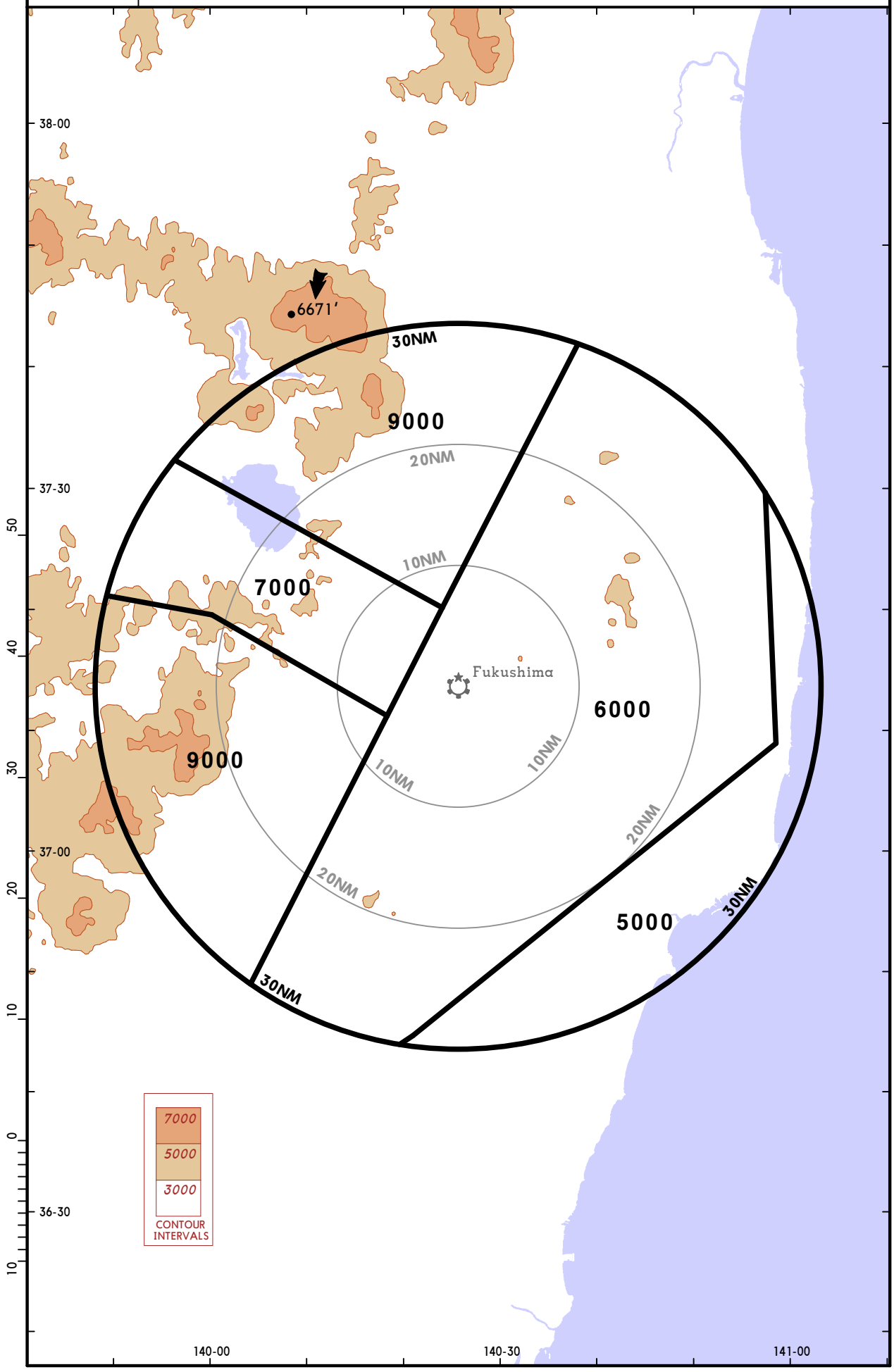
RJSF/FKS FUKUSHIMA

JEPPESEN
10 OCT 14 (10-1R)

FUKUSHIMA, JAPAN

RADAR MINIMUM ALTITUDES

Apt Elev	
1220′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′



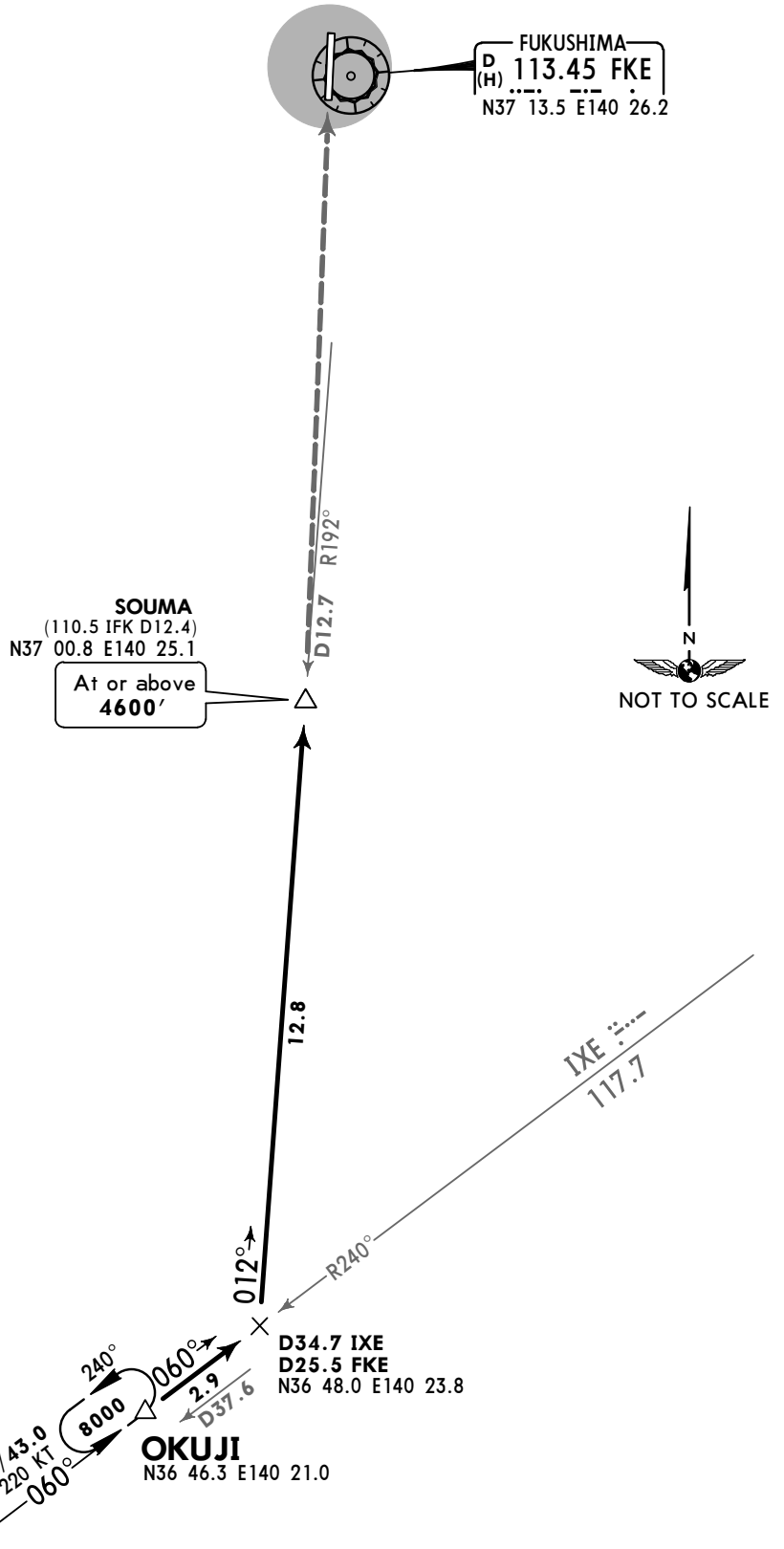
CHANGES: New chart.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

9.1.2 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

Apt Elev	Alt Set: IN (hPa on req)
1220′	Trans level: FL140 Trans alt: 14000′

OKUJI ARRIVAL [OKUJI]



ROUTING

From over OKUJI via IXE R-240 to intercept and proceed via FKE R-192 to SOUMA.

CHANGES: None.

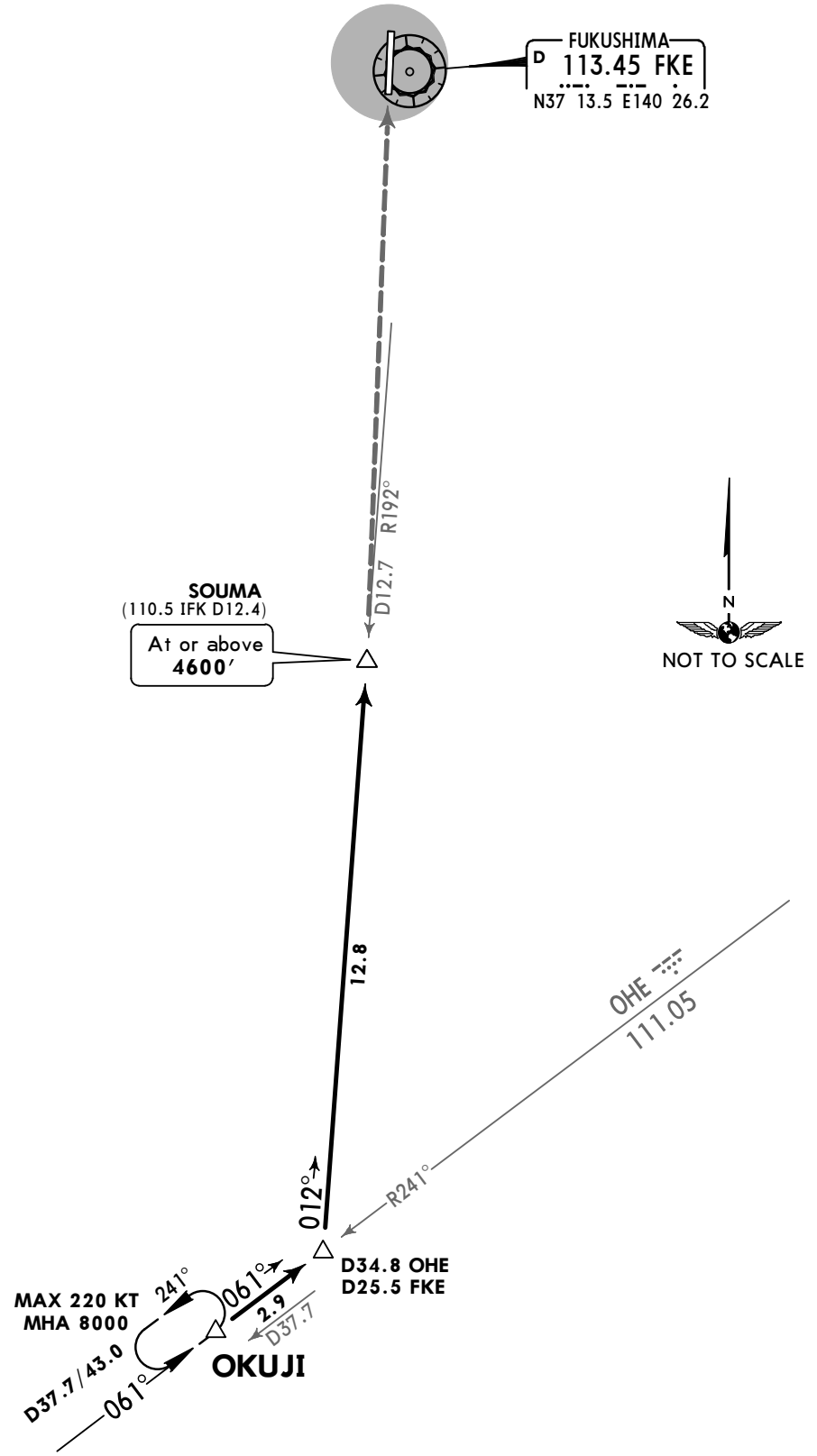
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

9.1.3 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

FOR USE DURING THE OUTAGE OF IXE VOR
FROM 1500 UTC 12 SEP 2018 TO 1500 UTC 05 DEC 2018

Apt Elev	
1220′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

OKUJI ARRIVAL [OKUJI]



ROUTING

From over OKUJI via OHE R-241 to intercept and proceed via FKE R-192 to SOUMA. Cross SOUMA at or above 4600′.

CHANGES: New temporary procedure.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

9.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

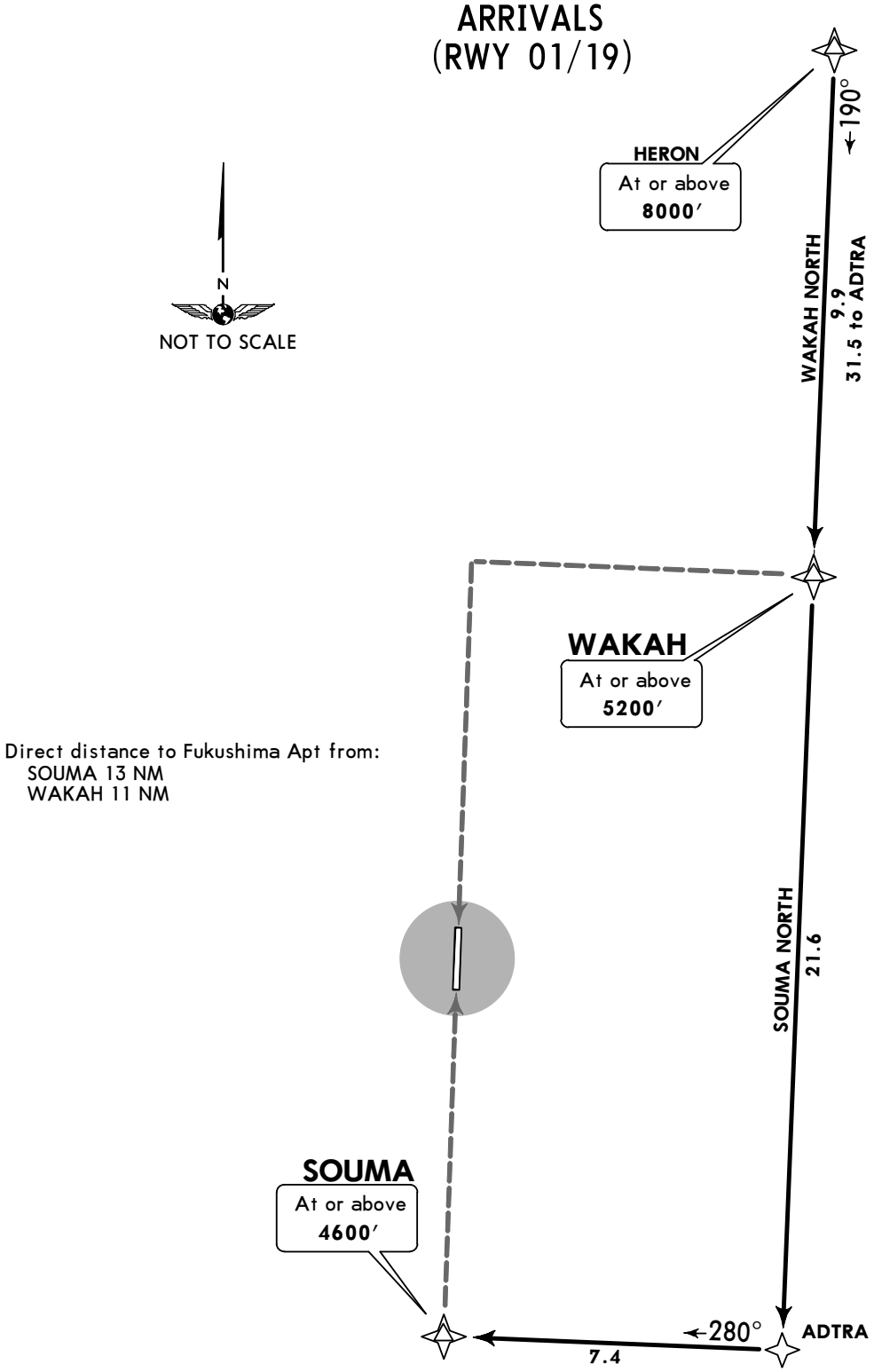
JEPPESEN
4 NOV 16 (10-2A) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

RNAV STAR

Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′
1220′	**1. Basic RNP 1.** **2. GNSS required.**

SOUMA NORTH [SOUMAN], WAKAH NORTH [WAKAHN] ARRIVALS (RWY 01/19)



STAR	ROUTING
SOUMA NORTH	From HERON at or above 8000′, to ADTRA, to SOUMA at or above 4600′.
WAKAH NORTH	From HERON at or above 8000′, to WAKAH at or above 5200′.

CHANGES: New procedures at this airport.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

9.1.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

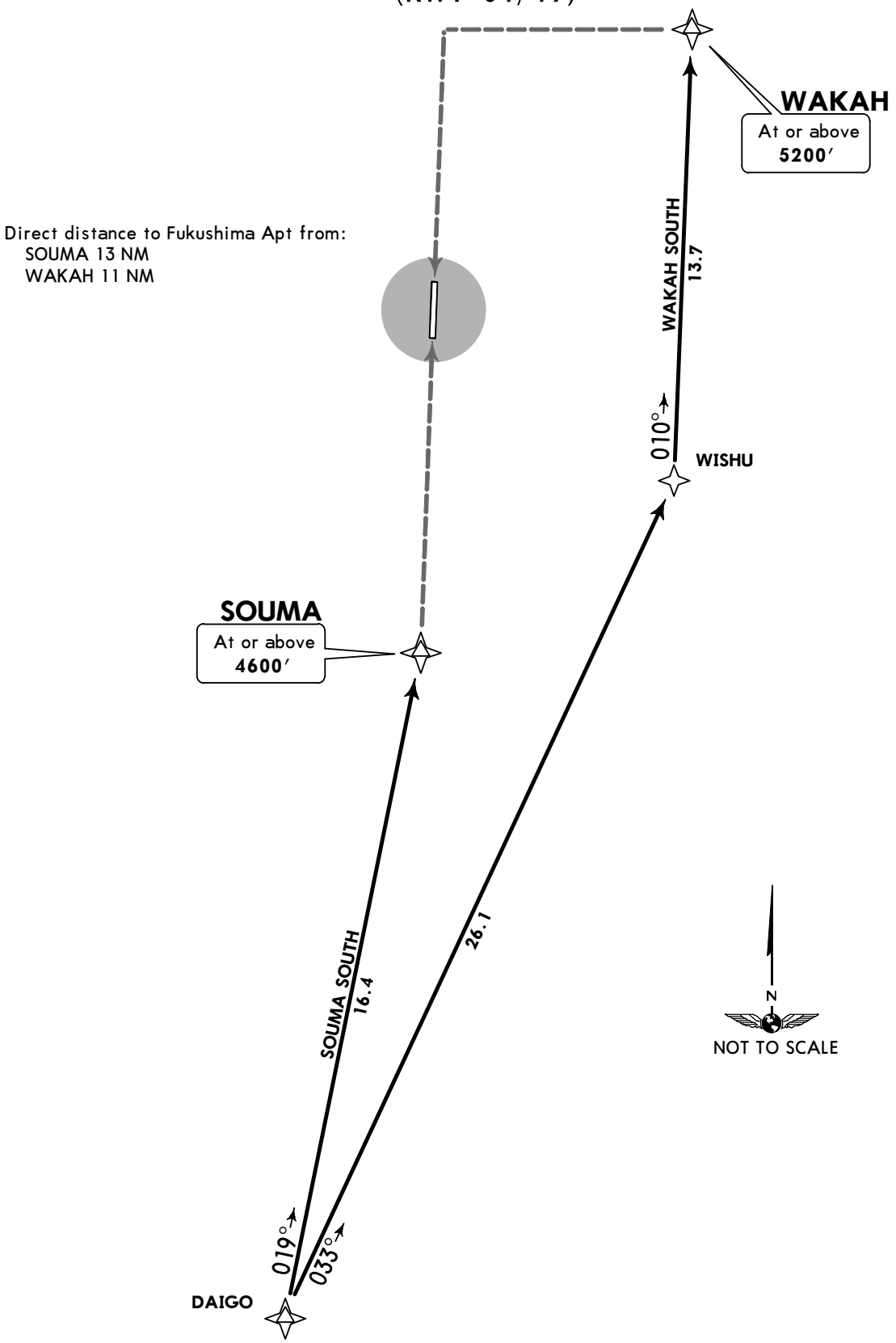
JEPPESEN
4 NOV 16 (10-2B) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

RNAV STAR

Apt Elev	
1220′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. Basic RNP 1.** **2. GNSS required.**

SOUMA SOUTH [SOUMAS], WAKAH SOUTH [WAKAHS] ARRIVALS (RWY 01/19)



STAR	ROUTING
SOUMA SOUTH	From DAIGO, to SOUMA at or above 4600′.
WAKAH SOUTH	From DAIGO, to WISHU, to WAKAH at or above 5200′.

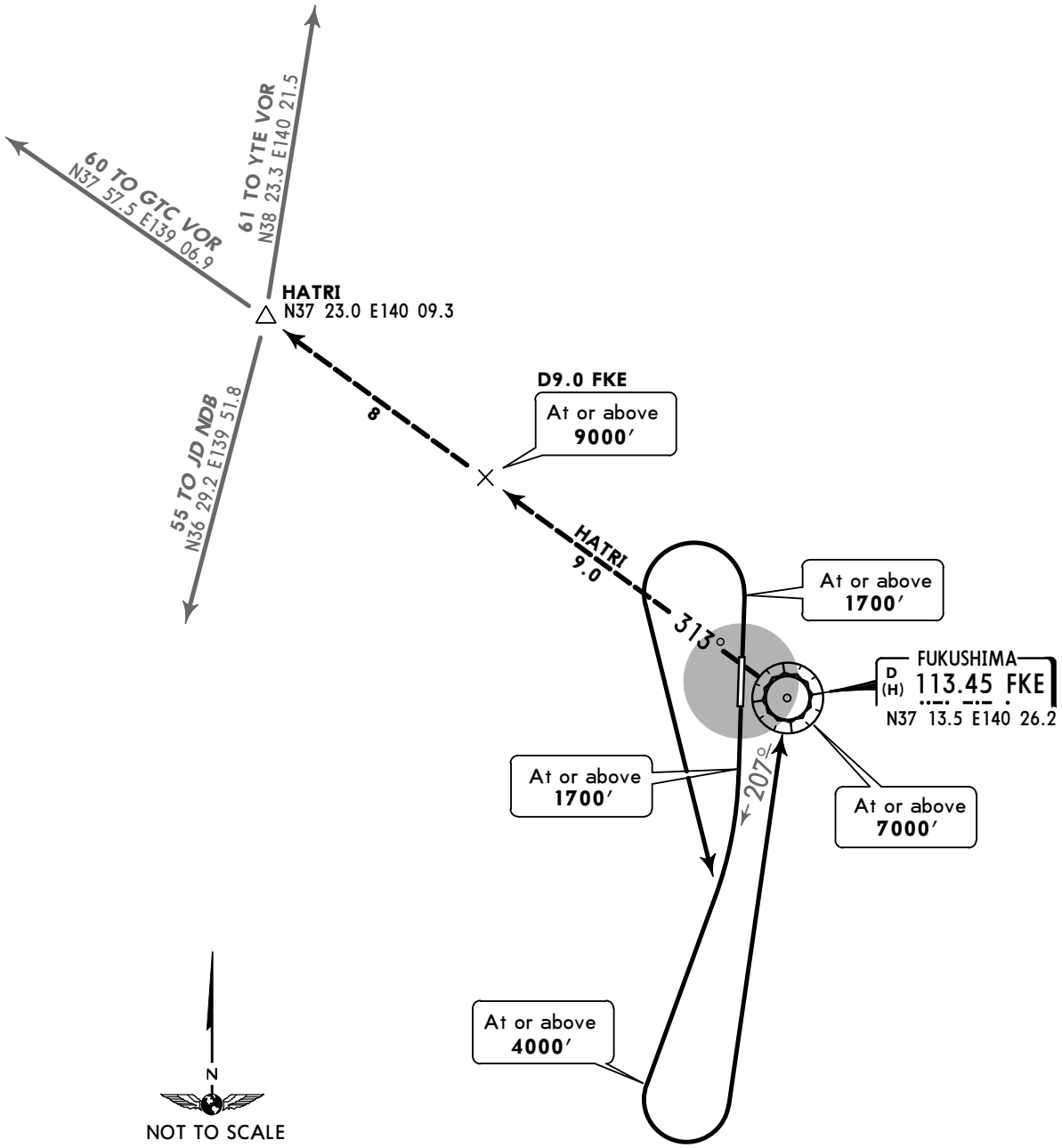
CHANGES: New procedures at this airport.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

9.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

Apt Elev	Trans level: FL140 Trans alt: 14000′
1220′	

FUKUSHIMA REVERSAL ONE DEPARTURE
[FKE1R]



RWY	INITIAL CLIMB
01	Climb runway heading to 1700′, turn LEFT.
19	Climb runway heading to 1700′, turn RIGHT.

ROUTING

Via FKE R-207 to 4000′, turn LEFT direct to FKE.

TRANSITION

HATRI	From over FKE, climb via FKE R-313 to HATRI.

CHANGES: None.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

9.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

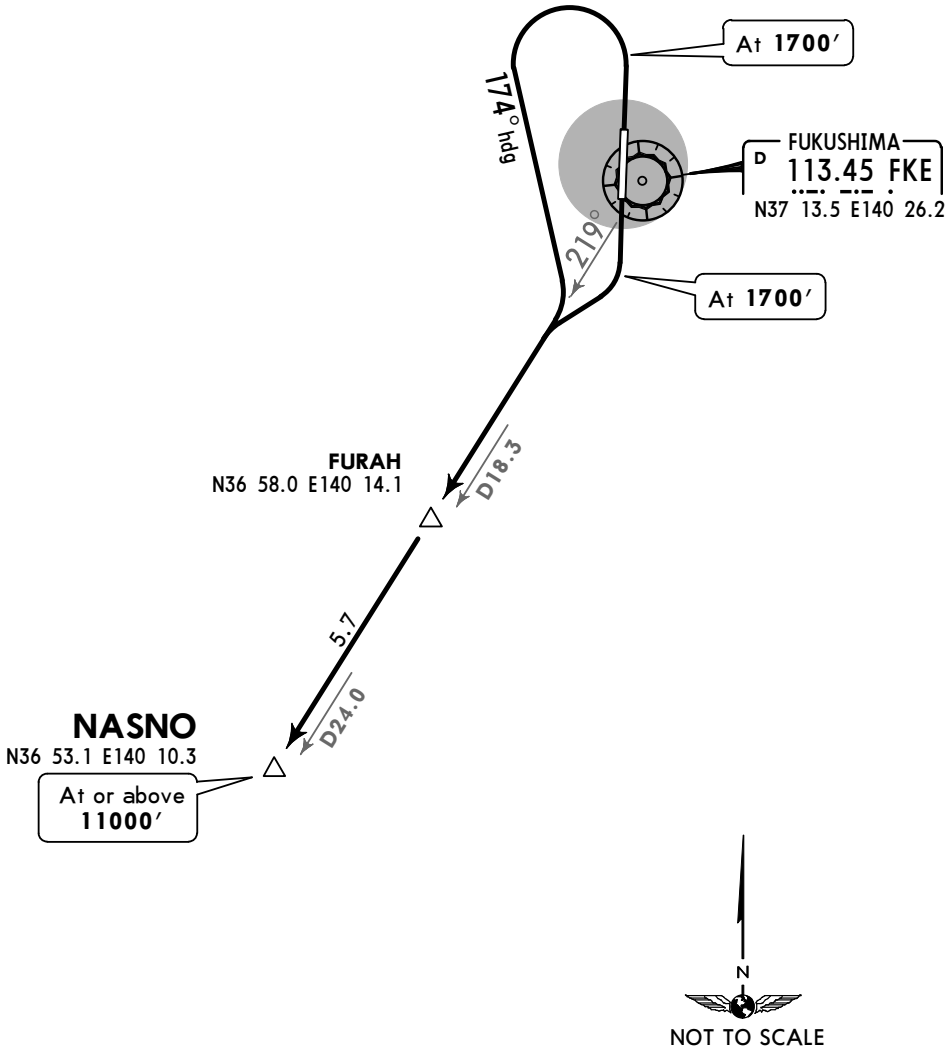
RJSF/FKS FUKUSHIMA

FUKUSHIMA, JAPAN

SID

Apt Elev	Trans level: FL140 Trans alt: 14000′
1220′	

NASNO 2 DEPARTURE
[NASNO2]



RWY	INITIAL CLIMB
01	Climb runway heading to 1700′, turn LEFT heading 174° to intercept and proceed via FKE R-219 to NASNO via FURAH. Cross NASNO at or above 11000′.
19	Climb runway heading to 1700′, turn RIGHT to intercept and proceed via FKE R-219 to NASNO via FURAH. Cross NASNO at or above 11000′.

CHANGES: FURAH added, initial climb text.

© JEPPESEN, 2012, 2016. ALL RIGHTS RESERVED.

9.1.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

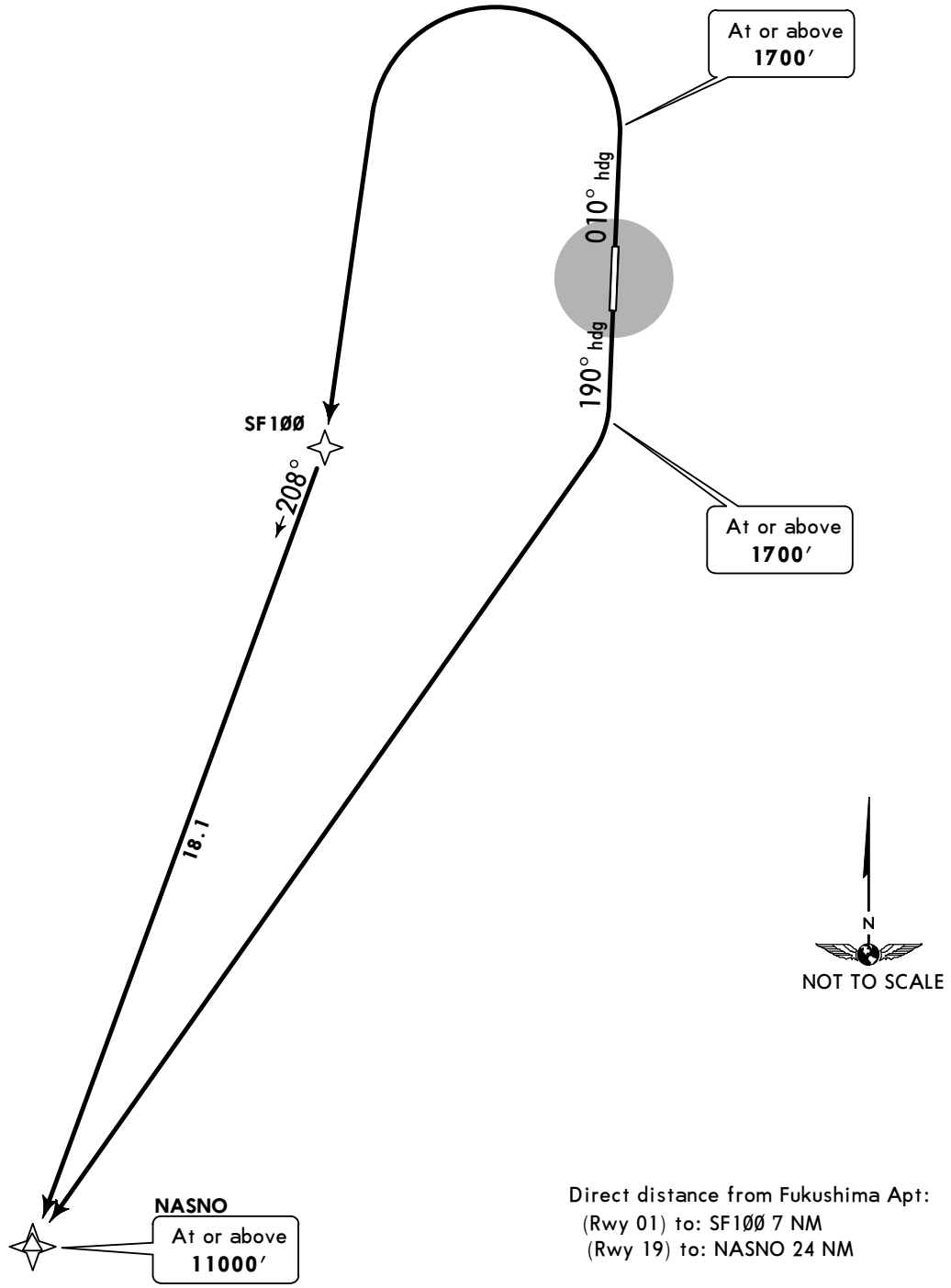
JEPPESEN
4 NOV 16 (10-3B) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

RNAV SID

Apt Elev	
1220′	Trans level: FL140 Trans alt: 14000′ **1. Basic RNP 1.** **2. GNSS required.**

SOUTH 1 [SOUTH1] DEPARTURE



Direct distance from Fukushima Apt:
(Rwy 01) to: SF1ØØ 7 NM
(Rwy 19) to: NASNO 24 NM

RWY	INITIAL CLIMB
01	Climb on heading 010° at or above 1700′, turn LEFT direct to SF1ØØ, to NASNO at or above 11000′.
19	Climb on heading 190° at or above 1700′, turn RIGHT direct to NASNO at or above 11000′.

CHANGES: New procedure at this airport.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

9.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

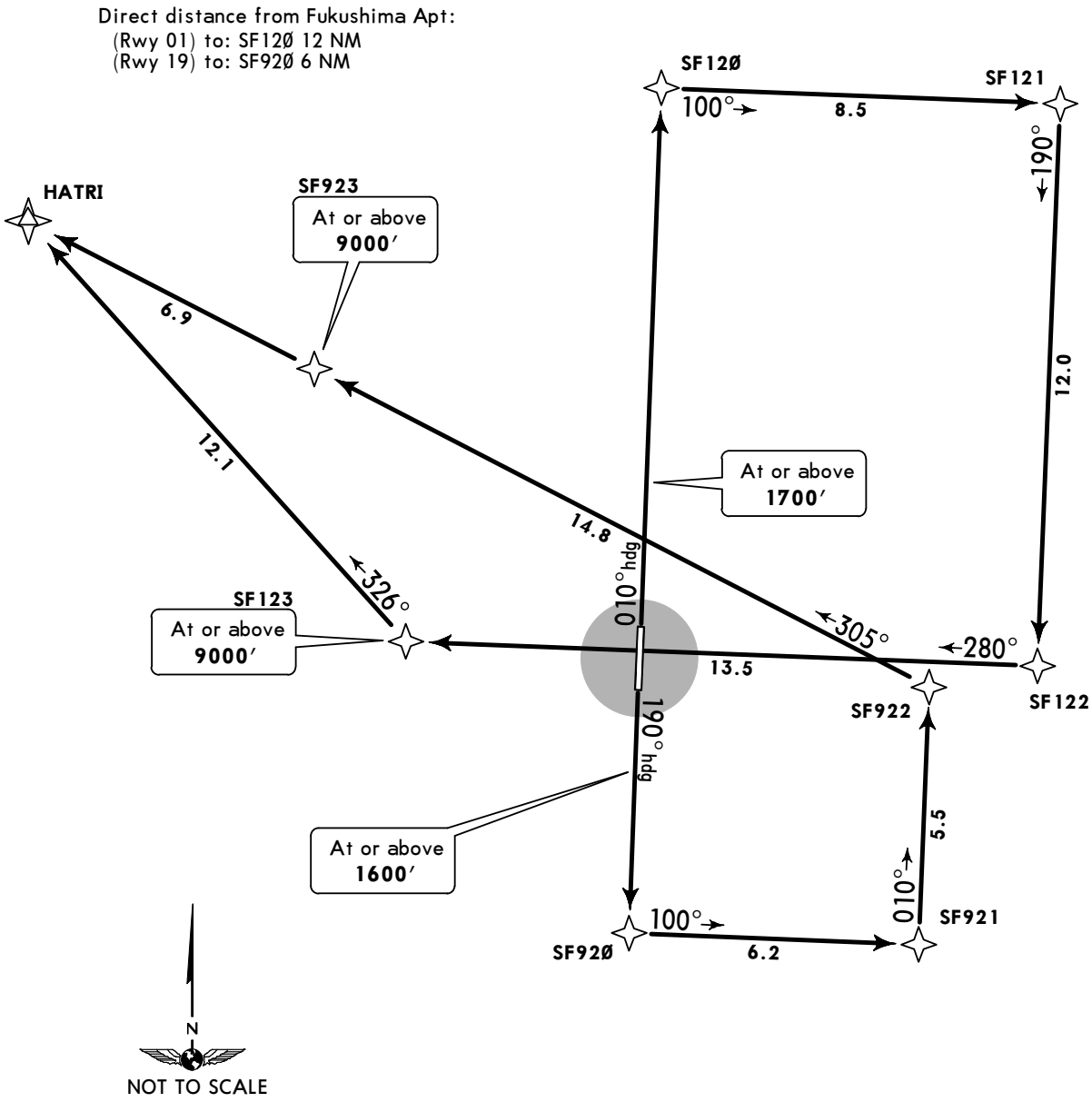
JEPPESEN 4 NOV 16 (10-3C) Eff 9 Nov 1500Z

FUKUSHIMA, JAPAN

RNAV SID

Apt Elev	Trans level: FL140 Trans alt: 14000′
1220′	**1. Basic RNP 1.** **2. GNSS required.**

WEST 1 [WEST1] DEPARTURE



Rwy 19: 3.9% climb gradient required up to 2800′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

Obstacle altitude 2577′ located at 7.1 NM 144° from end of runway 19.

RWY	INITIAL CLIMB
01	Climb on heading 010° at or above 1700′, direct to SF12Ø, to SF121, to SF122, to SF123 at or above 9000′, to HATRI.
19	Climb on heading 190° at or above 1600′, direct to SF92Ø, to SF921, to SF922, to SF923 at or above 9000′, to HATRI.

CHANGES: New procedure at this airport.

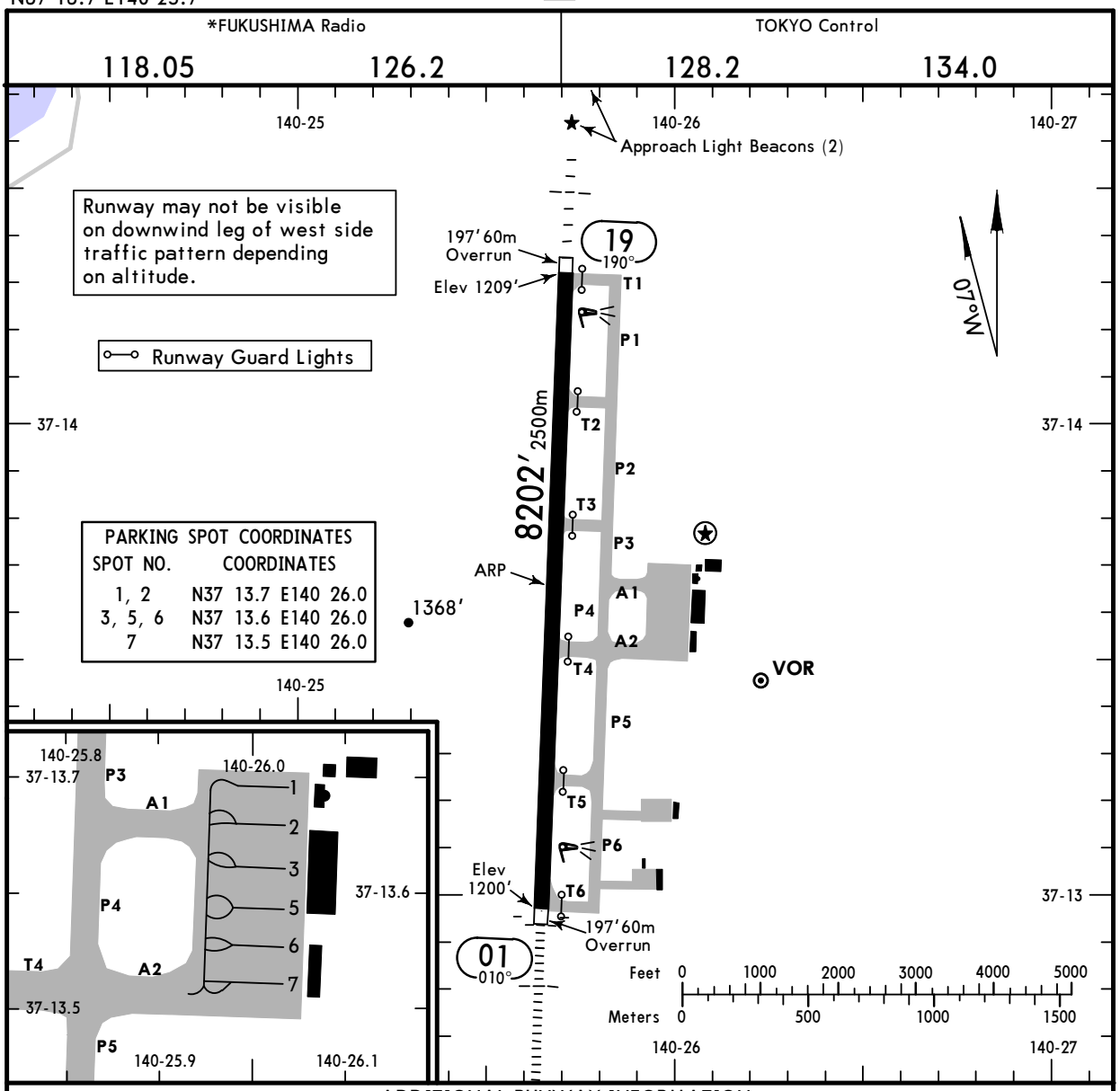
© JEPPESEN, 2016. ALL RIGHTS RESERVED.

9.1.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RJSF/FKS
Apt Elev 1220′
N37 13.7 E140 25.7

JEPPESEN
8 SEP 17 (10-9)

FUKUSHIMA, JAPAN
FUKUSHIMA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶	HIRL CL HIALS SFL TDZ PAPI-L (angle 3.0°) RVR		7258′ 2212m		197′ 60m
19	HIRL CL SALS PAPI-L (angle 3.0°) Approach Light Beacons				

❶ Grooved.

TAKE-OFF

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

1 HIRL and REIL required for night operations.

CHANGES: Note removed.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

9.1.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA, JAPAN

FUKUSHIMA

JEPPESEN

26 FEB 16
Eff 2 Mar 1500Z

(11-1)

MISSED APCH CLIMB GRADIENT MIM 4.0% UP TO 3000′

ILS Y or LOC Y Rwy 01

TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

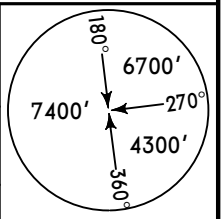
BRIEFING STRIP ™

LOC IFK	Final Apch Crs	GS ABKMA	ILS DA(H)	Apt Elev 1220′ / Rwy 1200′
*110.5	010°	3600′ (2400′)	1400′ (200′)	

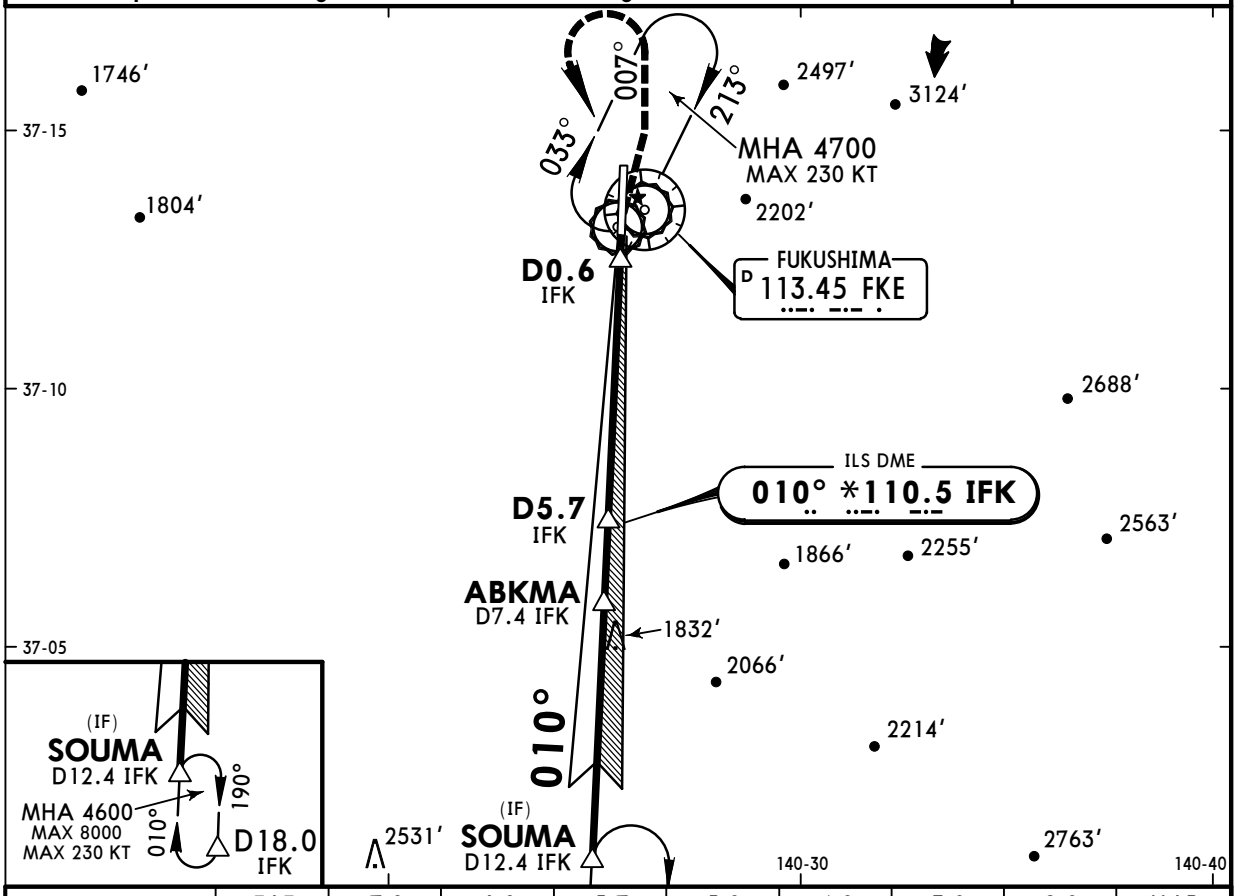
MISSED APCH: Climb to 3000′ via FKE VOR R-007, turn LEFT, direct to FKE VOR hold at 4700′. Contact Fukushima RADIO.

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

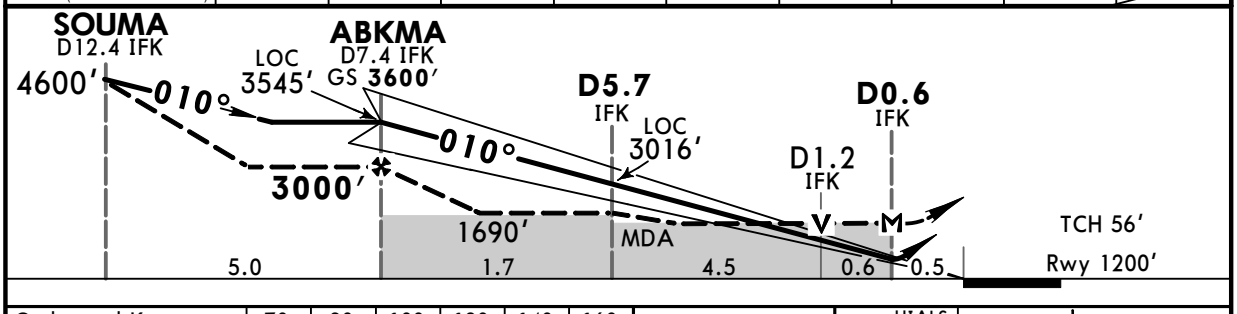
1. DME required. 2. Timing not authorized for defining the MAP.



MSA FKE VOR



IFK DME	FAF	7.0	6.0	5.7	5.0	4.0	3.0	2.0	MAP
ALT (3° APCH PATH)	3545′	3430′	3111′	3016′	2793′	2474′	2156′	1837′	



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

HIALS
PAPI

3000′ via FKE 113.45 R-007

1 STRAIGHT-IN LANDING RWY 01

Missed Apch Climb Gradient Mim 4.0% up to 3000′

ILS DA(H) 1400′ (200′)			LOC (GS out) MDA(H) 1560′ (360′)		
FULL	TDZ and/or CL out	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	A
B				RVR 1000m		B
C					RVR 1800m	C
D				RVR 1400m	CMV 2000m	D

CIRCLE-TO-LAND
Not Authorized to Rwy 19

NOT APPLICABLE

1 Minima with Missed Apch Gradient of 2.5% are not established.

CHANGES: Control frequency, MAP climb gradient notes.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

RJSF/FKS FUKUSHIMA

JEPPESEN 26 FEB 16 Eff 2 Mar 1500Z (11-2)

MISSED APCH CLIMB GRADIENT MIM 4.0% UP TO 3000′

FUKUSHIMA, JAPAN ILS Z or LOC Z Rwy 01

TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

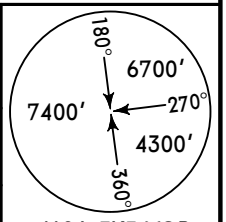
BRIEFING STRIP™

LOC IFK	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1220′
*110.5	010°	ABKMA 3600′(2400′)	1400′(200′)	Rwy 1200′

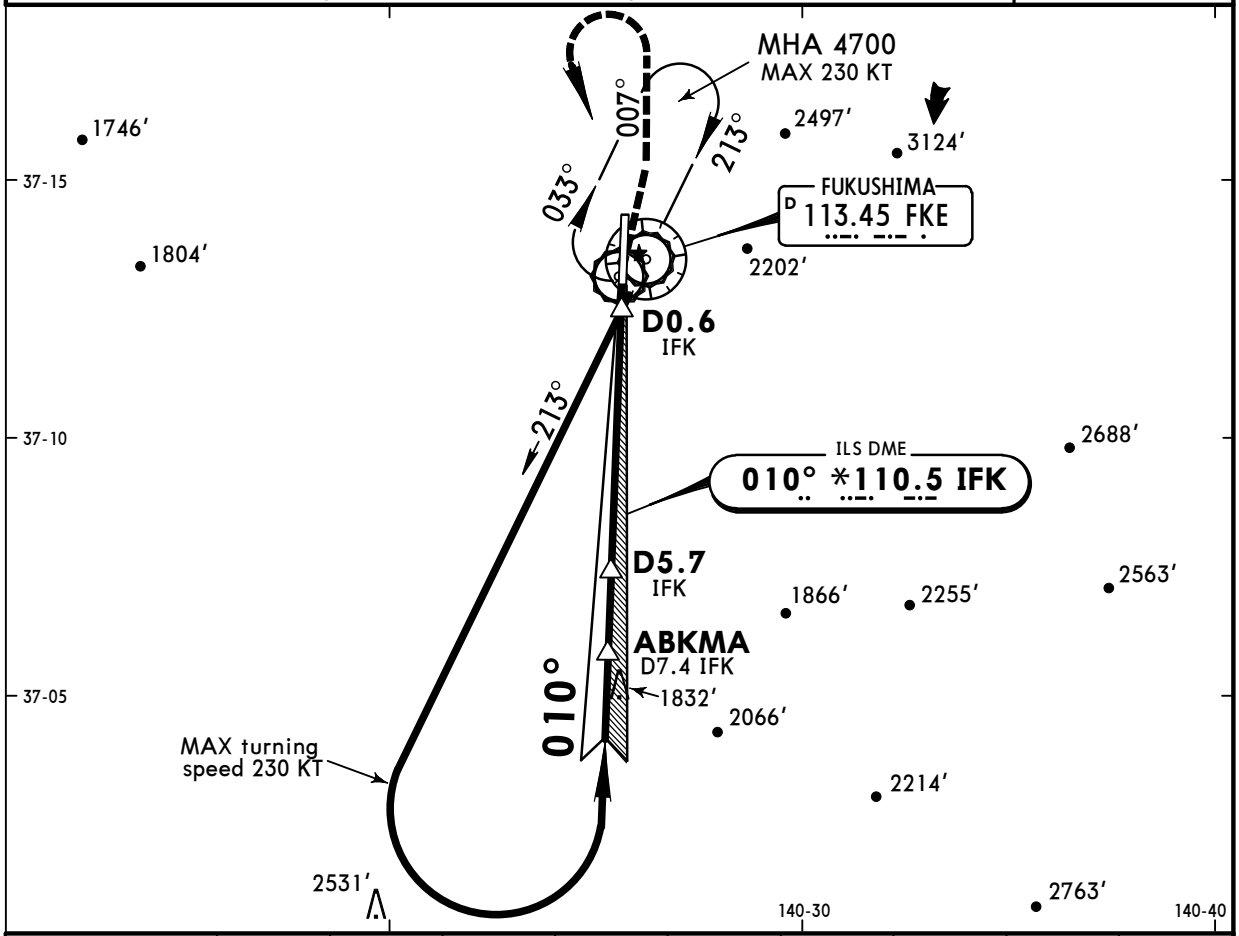
MISSED APCH: Climb to 3000′ via FKE VOR R-007, turn LEFT, direct to FKE VOR hold at 4700′. Contact Fukushima RADIO.

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

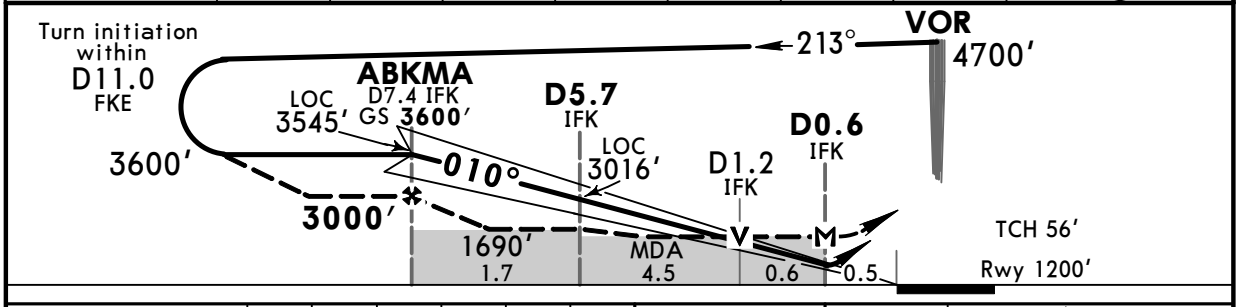
1. DME required. 2. Timing not authorized for defining the MAP.



MSA FKE VOR



IFK DME	FAF	7.0	6.0	5.7	5.0	4.0	3.0	2.0	MAP
ALT (3° APCH PATH)	3545′	3430′	3111′	3016′	2793′	2474′	2156′	1837′	



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

HIALS PAPI

3000′ via FKE 113.45 R-007

1 STRAIGHT-IN LANDING RWY 01

ILS DA(H) 1400′(200′) — Missed Apch Climb Gradient Mim 4.0% up to 3000′ — LOC (GS out) MDA(H) 1560′(360′)

CIRCLE-TO-LAND Not Authorized to Rwy 19

	FULL	TDZ and/or CL out	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	NOT APPLICABLE
B				RVR 1000m		
C					RVR 1800m	
D				RVR 1400m	CMV 2000m	

1 Minima with Missed Apch Gradient of 2.5% are not established.

CHANGES: Control frequency, MAP climb gradient notes.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

9.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJSF/FKS FUKUSHIMA

JEPPESEN 4 NOV 16 Eff 9 Nov 1500Z (12-1)

MISSED APCH CLIMB GRADIENT MIM 3.0%

FUKUSHIMA, JAPAN
RNAV (GNSS) Rwy 19

TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

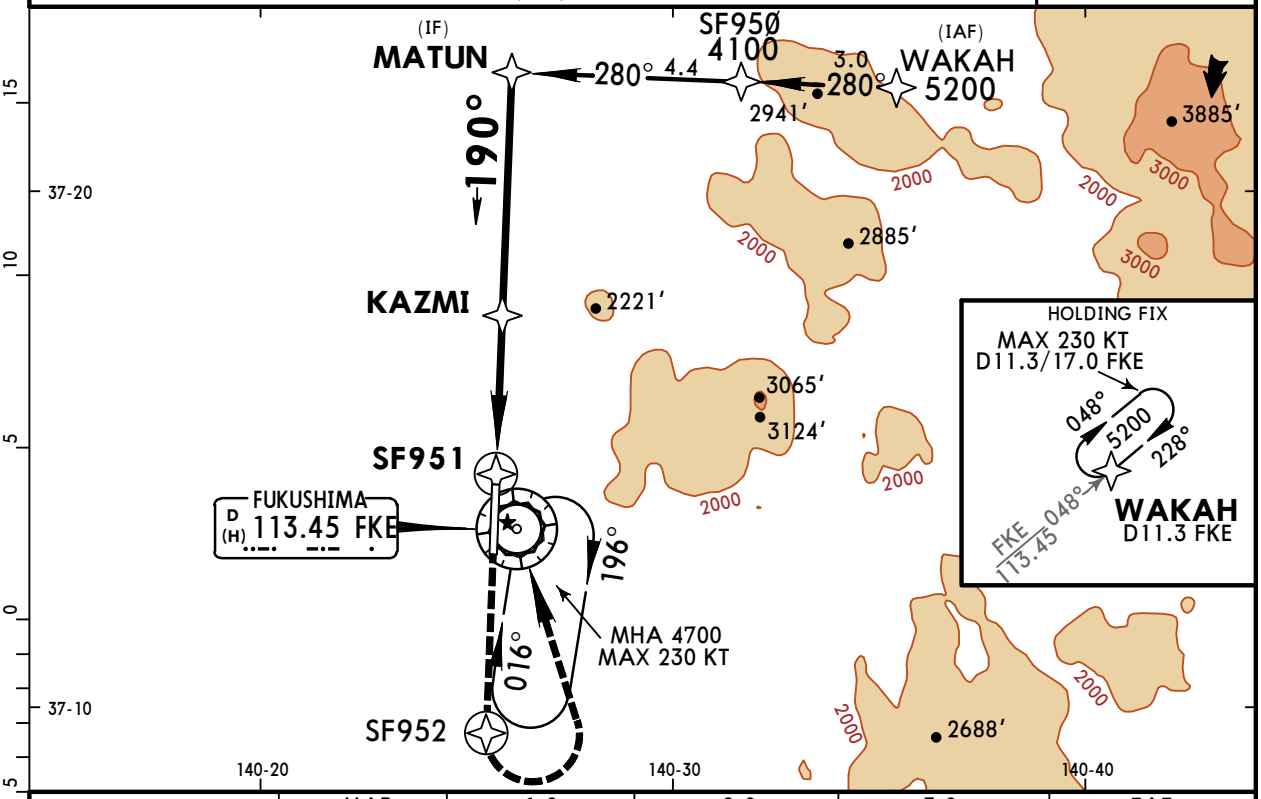
RNAV	Final Apch Crs 190°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1220′ Rwy 1209′

MISSED APCH: Climb direct to SF952, turn LEFT direct to FKE VOR and hold at 4700′. Contact Fukushima RADIO.
Using VOR DME: Climb outbound via FKE VOR R-196 to D4.0 FKE, turn LEFT direct to FKE VOR and hold at 4700′. Contact Fukushima RADIO.

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

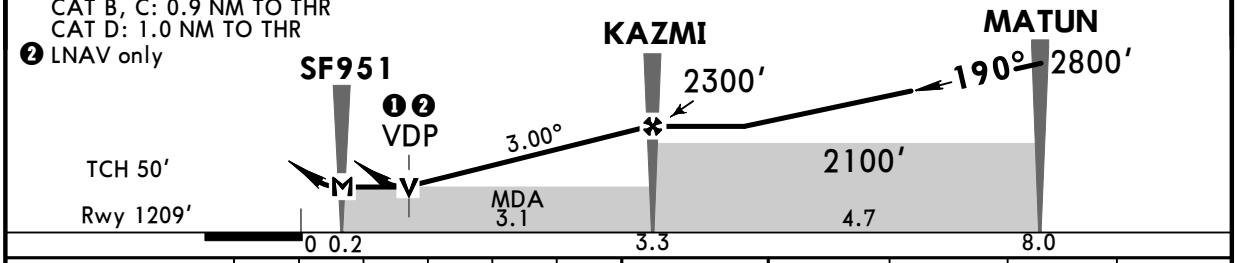
1. RNP-0.30 required. 2. GNSS required. 3. DME/DME RNP-0.30 not authorized.
4. Baro-VNAV not authorized below -15°C (5°F).

7400′
MSA ARP



NM to NEXT FIX	MAP	1.0	2.0	3.0	FAF
ALT (3° APCH PATH)		1641′	1959′	2278′	2300′

❶ CAT A: 0.8 NM TO THR
CAT B, C: 0.9 NM TO THR
CAT D: 1.0 NM TO THR
❷ LNAV only



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at SF951						

SALS PAPI 4700′ SF952

❶ STRAIGHT-IN LANDING RWY 19
Missed Apch Climb Gradient Mim 3.0%

LNAV/VNAV
A: DA(H) 1520′(311′)
B: DA(H) 1540′(331′)
C: DA(H) 1560′(351′)
D: DA(H) 1580′(371′)

LNAV
A: MDA(H) 1520′(311′)
B: MDA(H) 1540′(331′)
C: MDA(H) 1560′(351′)
D: MDA(H) 1580′(371′)

	LNAV/VNAV	ALS out	LNAV	ALS out
A	CMV 1200m	CMV 1500m	CMV 1200m	CMV 1500m
B	CMV 1300m		CMV 1300m	
C	CMV 1400m	CMV 1800m	CMV 1400m	CMV 1800m
D	CMV 1600m	CMV 2000m	CMV 1600m	CMV 2000m

❶ CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 3.0%
Not Authorized East of Rwy

Max Kts	MDA(H)
90	1670′(450′)-1600m
120	
140	1670′(450′)-2400m
165	1770′(550′)-3200m

❶ Minima with Missed Approach Climb Gradient of 2.5% are not established.

CHANGES: New procedure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

9.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJSF/FKS FUKUSHIMA

JEPPESEN 26 FEB 16 (13-1) Eff 2 Mar 1500Z

FUKUSHIMA, JAPAN VOR Rwy 19

BRIEFING STRIP ™

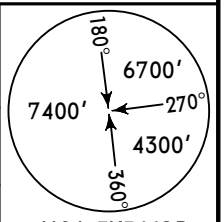
TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

VOR FKE	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 1220′
113.45	175°	D7.0 3193′ (1984′)	Refer to Minimums	Rwy 1209′

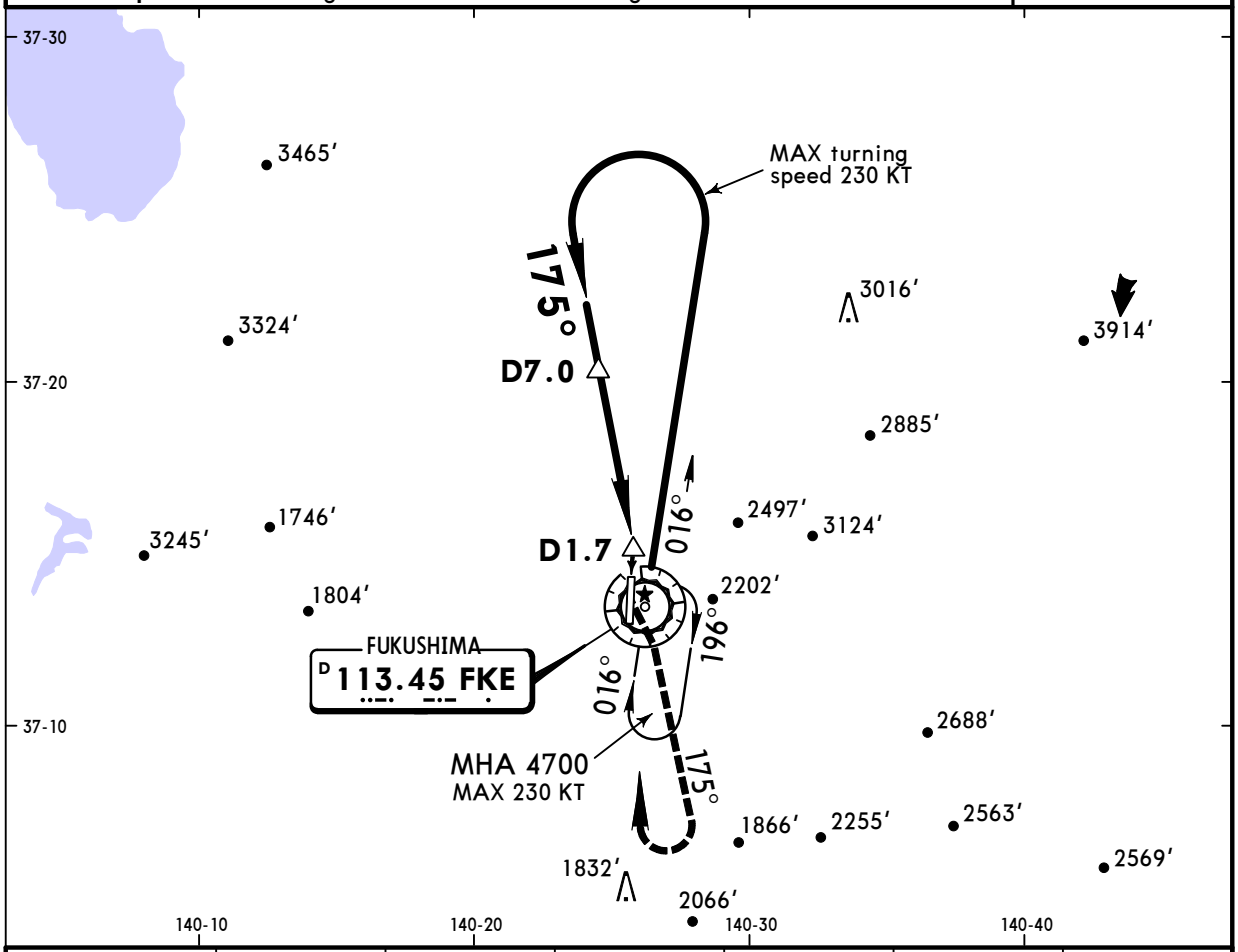
MISSED APCH: Climb to 3000′ via FKE VOR R-175, then turn RIGHT, proceed to FKE VOR and hold at 4700′. Contact Fukushima RADIO.

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

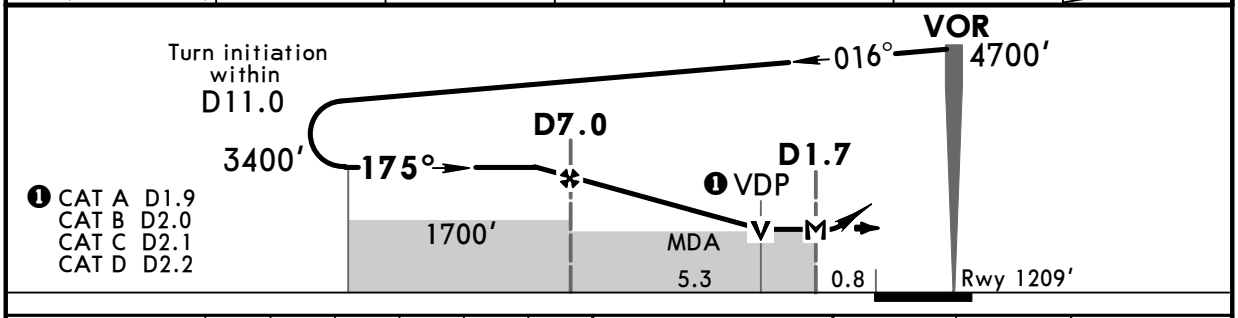
1. DME required. 2. Timing not authorized for defining the MAP.



MSA FKE VOR



FKE DME	FAF	6.0	5.0	4.0	3.0	MAP
ALT (3° APCH PATH)	3193′	2875′	2556′	2239′	1921′	



MAP at D1.7							

SALS PAPI 3000′ via FKE 113.45 R-175

STRAIGHT-IN LANDING RWY 19

MDA(H) A: **1550′** (341′) C: **1620′** (411′)
B: **1590′** (381′) D: **1640′** (431′)

CIRCLE-TO-LAND

Not Authorized to Rwy 01

		ALS out		
A	CMV 1200m	CMV 1500m	A	NOT APPLICABLE
B	CMV 1300m		B	
C	CMV 1400m	CMV 1800m	C	
D	CMV 1600m	CMV 2000m	D	

CHANGES: Control frequency, FKE VOR H24.

© JEPPESEN, 2006, 2016. ALL RIGHTS RESERVED.

9.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJSF/FKS FUKUSHIMA

JEPPESEN 26 FEB 16 (13-2) Eff 2 Mar 1500Z

FUKUSHIMA, JAPAN VOR-A

TOKYO Control		*FUKUSHIMA Radio	
128.2	134.0	118.05	126.2

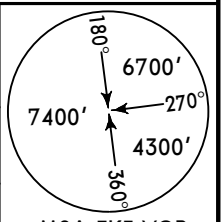
BRIEFING STRIP™

VOR FKE 113.45	Final Apch Crs 013°	Minimum Alt ABKMA 2500′ (1280′)	MDA(H) Refer to Minimums	Apt Elev 1220′

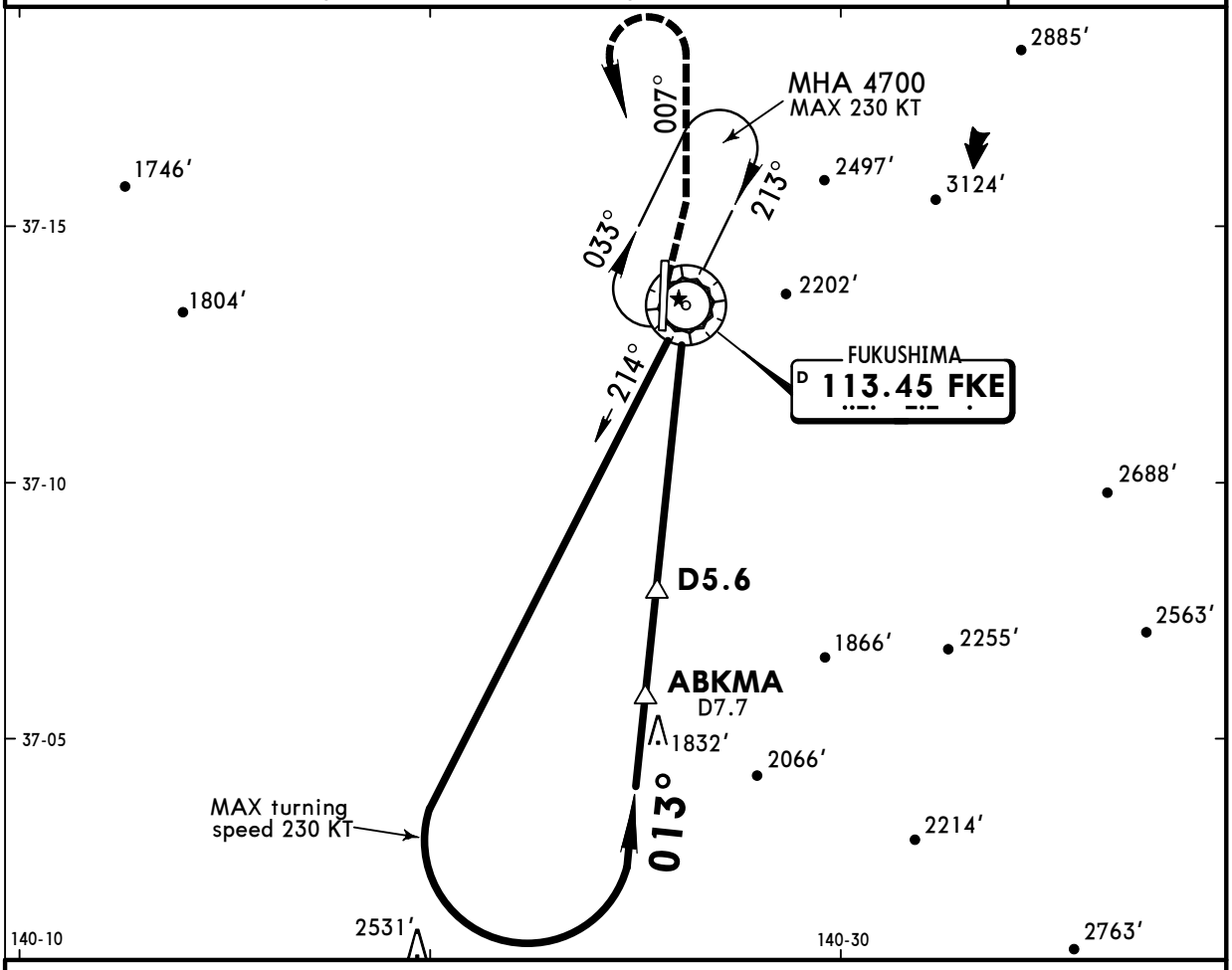
MISSED APCH: Climb to 3000′ via FKE VOR R-007, then turn LEFT, proceed to FKE VOR and hold at 4700′. Contact Fukushima RADIO.

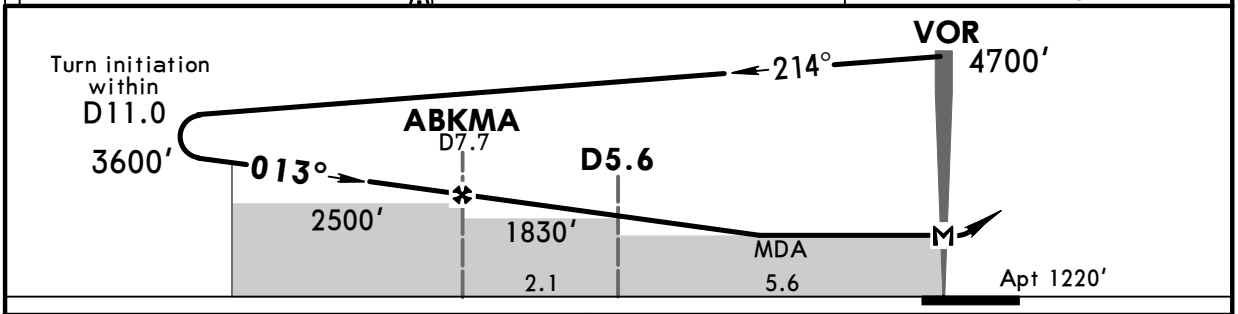
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

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



MSA FKE VOR





MAP at VOR	Lighting - Refer to Airport Chart	3000′ via	FKE 113.45 R-007

CIRCLE-TO-LAND
Not Authorized to Rwy 19

	Max Kts	MDA(H)
A	90	**1680′** (460′) - 1600m
B	120	
C	140	**1680′** (460′) - 2400m
D	165	**1770′** (550′) - 3200m

CHANGES: Control frequency, FKE VOR H24.

© JEPPESEN, 2007, 2016. ALL RIGHTS RESERVED.

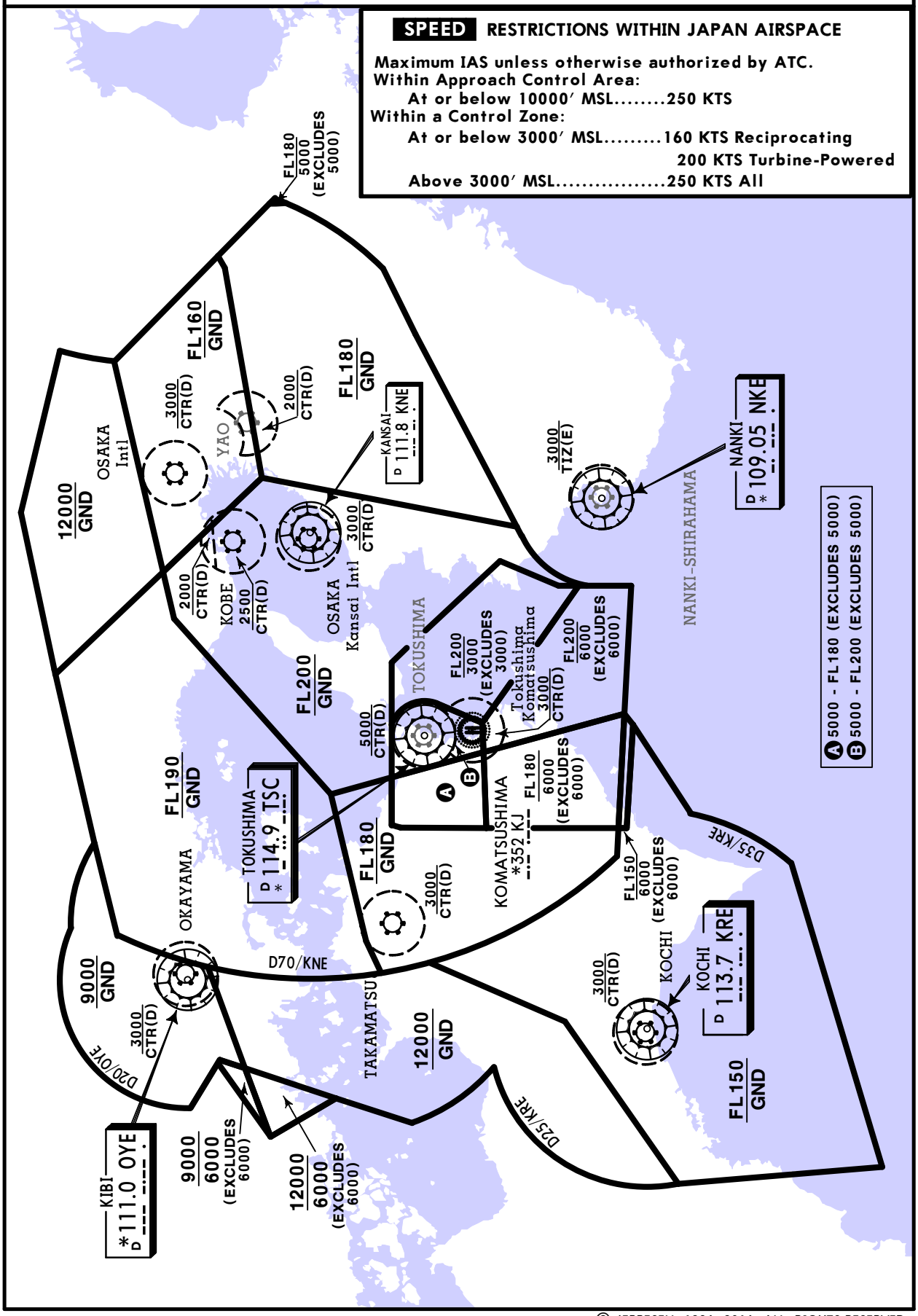
KANSAI APPROACH CONTROL AREA (E)

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

Kansai App **(R)** 120.25 120.4 120.45 120.85 121.15 121.2
124.7 124.8 125.0 125.5

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
Above 3000′ MSL.....250 KTS All



CHANGES: ATS system.

© JEPPESEN, 1986, 2016. ALL RIGHTS RESERVED.

ARRIVAL

1. CONTINUOUS DESCENT OPERATION (CDO)

Pilot shall comply with the following procedures when conducting CDO at Kansai APT.

1.1. APPLICABLE TIME

ETA at Kansai INTL APT between 1400UTC and 2200UTC.

1.2. ROUTES APPLICABLE FOR CDO

1.2.1. When RWY 24 in use

a) Arrival routes via KARIN and join BECKY DELTA ARRIVAL.
b) Arrival routes via RANDY and join BERTH DELTA ARRIVAL.
c) Arrival routes via EVERT and join CANDY DELTA ARRIVAL.

1.2.2. When RWY 06 in use

a) Arrival routes via KARIN and join BECKY ALFA ARRIVAL or BECKY BRAVO ARRIVAL.
b) Arrival routes via RANDY and join BERTH ALFA ARRIVAL or BERTH BRAVO ARRIVAL.
c) Arrival routes via EVERT and join CANDY ALFA ARRIVAL or CANDY BRAVO ARRIVAL.

1.3. PROCEDURES

1.3.1. Request and clearance for CDO

a) CDO routes listed under paragraph 2. are used when pilot requests CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.
b) ATC re-clears or cancels CDO when RWY in use is changed.

1.3.2. Timing for requesting CDO

a) Pilot should request CDO not later than 10 minutes before reaching Top of Descend (TOD) with position of TOD and estimated time over KARIN, RANDY or EVERT. However, pilots which depart from Saga APT (RJFS) should request CDO not later than 5 minutes before reaching TOD or estimated time over RANDY, whichever is earlier.

2. CDO ROUTES

2.1. RWY 24

CDO route name	Route
RWY24 CDO Number 1	SUC Y53 BECKY "BECKY DELTA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH DELTA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 4	TAPOP Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross MAYAH at 4000'.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

ARRIVAL

2.2. RWY 06L

CDO route name	Route
RWY06L CDO Number 1	SUC Y53 BECKY "BECKY BRAVO ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH BRAVO ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 4	TAPOP Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross BERRY at or above 4000'.

2.3. RWY 06R

CDO route name	Route
RWY06R CDO Number 1	SUC Y53 BECKY "BECKY ALFA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH ALFA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 4	TAPOP Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross ALLAN at or above 4000'.

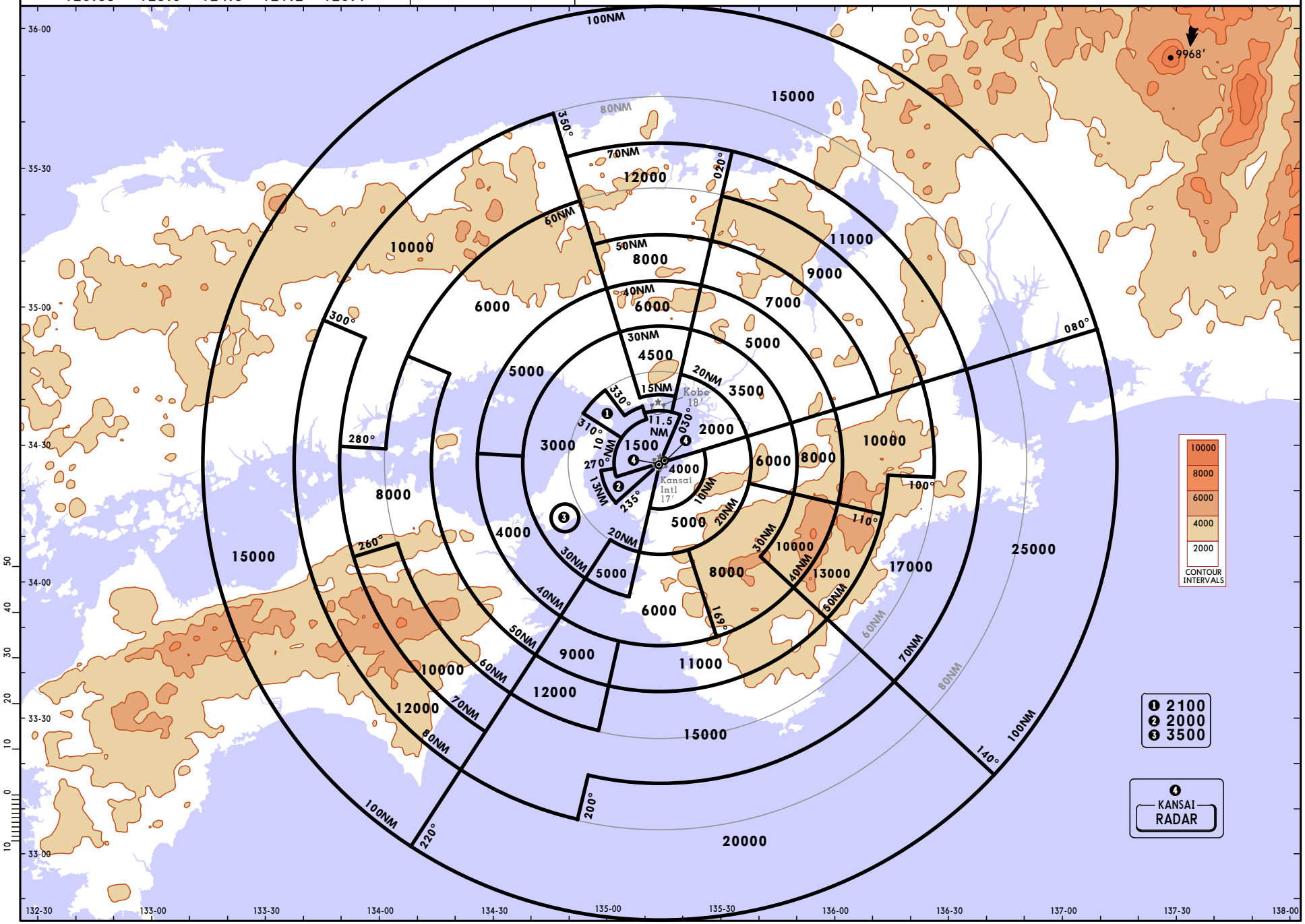
© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL (ALSO SERVES KOBE)

KANSAI Radar
120.25 120.45 125.5 124.7 121.15
120.85 125.0 124.8 121.2 120.4

Apt Elev
See Graphic

Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'



CHANGES: Reissue.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

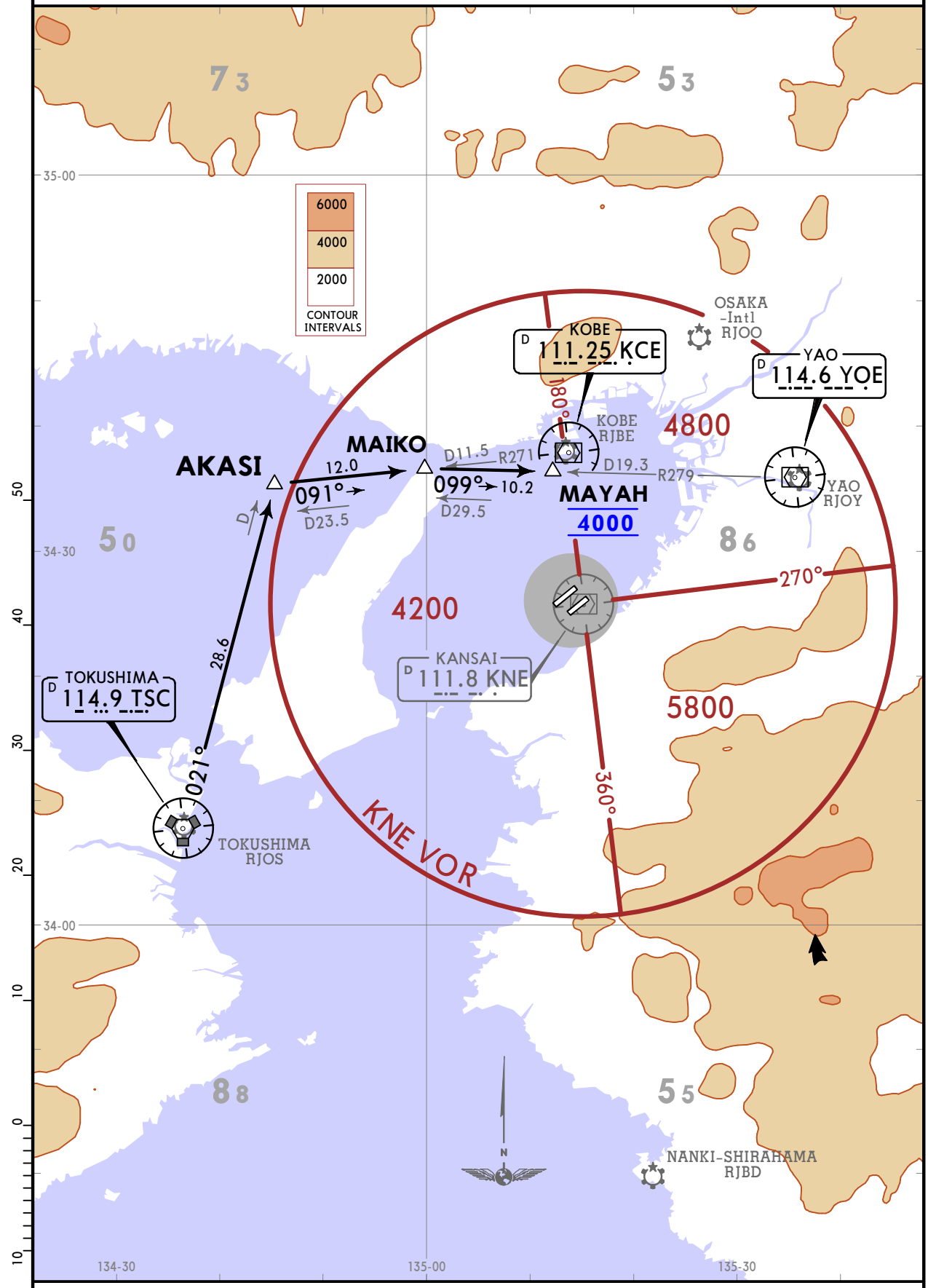
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 20-2

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	For arrival holding procedures refer to 20-2P, 20-2Q.

AKASI ARRIVAL [AKASI]



ROUTING

From over TSC VOR, proceed via TSC R021 to AKASI, via KCE R271 to MAIKO, via YOE R279 to MAYAH. Cross MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

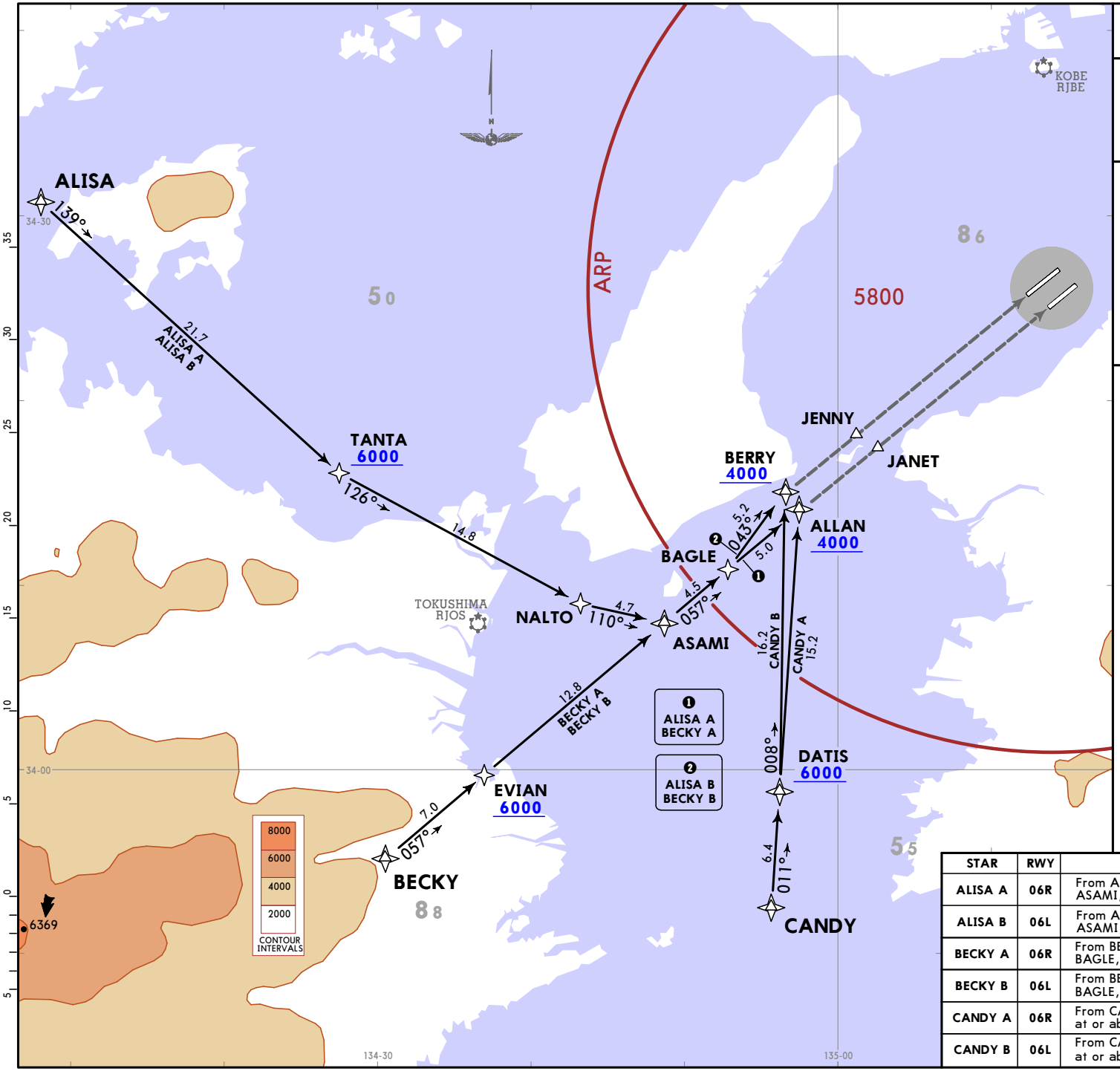
JEPPESEN 4 MAY 18 (20-2A)

OSAKA, JAPAN
RNAV STAR

D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA A [ALISAA]
ALISA B [ALISAB]
BECKY A [BECKYA]
BECKY B [BECKYB]
CANDY A [CANDYA]
CANDY B [CANDYB]
ARRIVALS



CRITICAL DME	
ALISA A	
DME	ROUTE SEGMENT
AJD	12.0 NM to NALTO - NALTO
KNE	1.7 NM to ASAMI - 4.0 NM to ALLAN
ALISA B	
DME	ROUTE SEGMENT
AJD	12.0 NM to NALTO - NALTO
KNE	1.7 NM to ASAMI - 4.2 NM to BERRY
BECKY A	
DME	ROUTE SEGMENT
KNE	ASAMI - 4.0 NM to ALLAN
BECKY B	
DME	ROUTE SEGMENT
KNE	ASAMI - 4.2 NM to BERRY
CANDY B	
DME	ROUTE SEGMENT
KNE	15.1 NM to BERRY - 14.1 NM to BERRY
	8.1 NM to BERRY - 6.1 NM to BERRY

STAR	RWY	ROUTING
ALISA A	06R	From ALISA to TANTA at or above 6000, to NALTO, to ASAMI, to BAGLE, to ALLAN at or above 4000.
ALISA B	06L	From ALISA to TANTA at or above 6000, to NALTO, to ASAMI, to BAGLE, to BERRY at or above 4000.
BECKY A	06R	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to ALLAN at or above 4000.
BECKY B	06L	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to BERRY at or above 4000.
CANDY A	06R	From CANDY to DATIS at or above 6000, to ALLAN at or above 4000.
CANDY B	06L	From CANDY to DATIS at or above 6000, to BERRY at or above 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

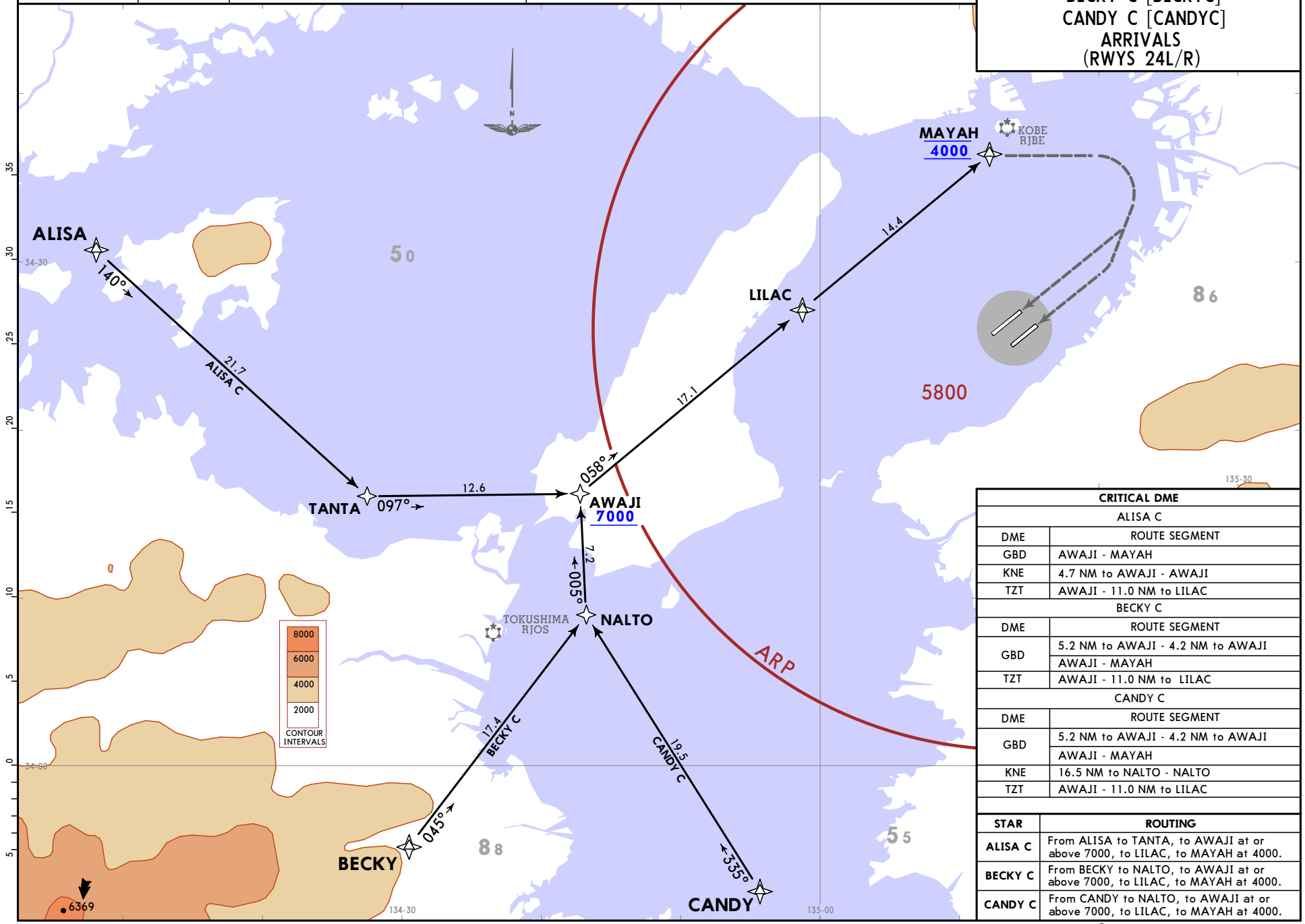
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-2B)

OSAKA, JAPAN
RNAV STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140	3. RADAR service required.
127.85	17	1. RNAV 1. 2. DME/DME/IRU or GNSS required.	4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA C [ALISAC]
BECKY C [BECKYC]
CANDY C [CANDYC]
ARRIVALS
(RWYS 24L/R)



CRITICAL DME	
ALISA C	
DME	ROUTE SEGMENT
GBD	AWAJI - MAYAH
KNE	4.7 NM to AWAJI - AWAJI
TZT	AWAJI - 11.0 NM to LILAC
BECKY C	
DME	ROUTE SEGMENT
GBD	5.2 NM to AWAJI - 4.2 NM to AWAJI
	AWAJI - MAYAH
TZT	AWAJI - 11.0 NM to LILAC
CANDY C	
DME	ROUTE SEGMENT
GBD	5.2 NM to AWAJI - 4.2 NM to AWAJI
	AWAJI - MAYAH
KNE	16.5 NM to NALTO - NALTO
TZT	AWAJI - 11.0 NM to LILAC

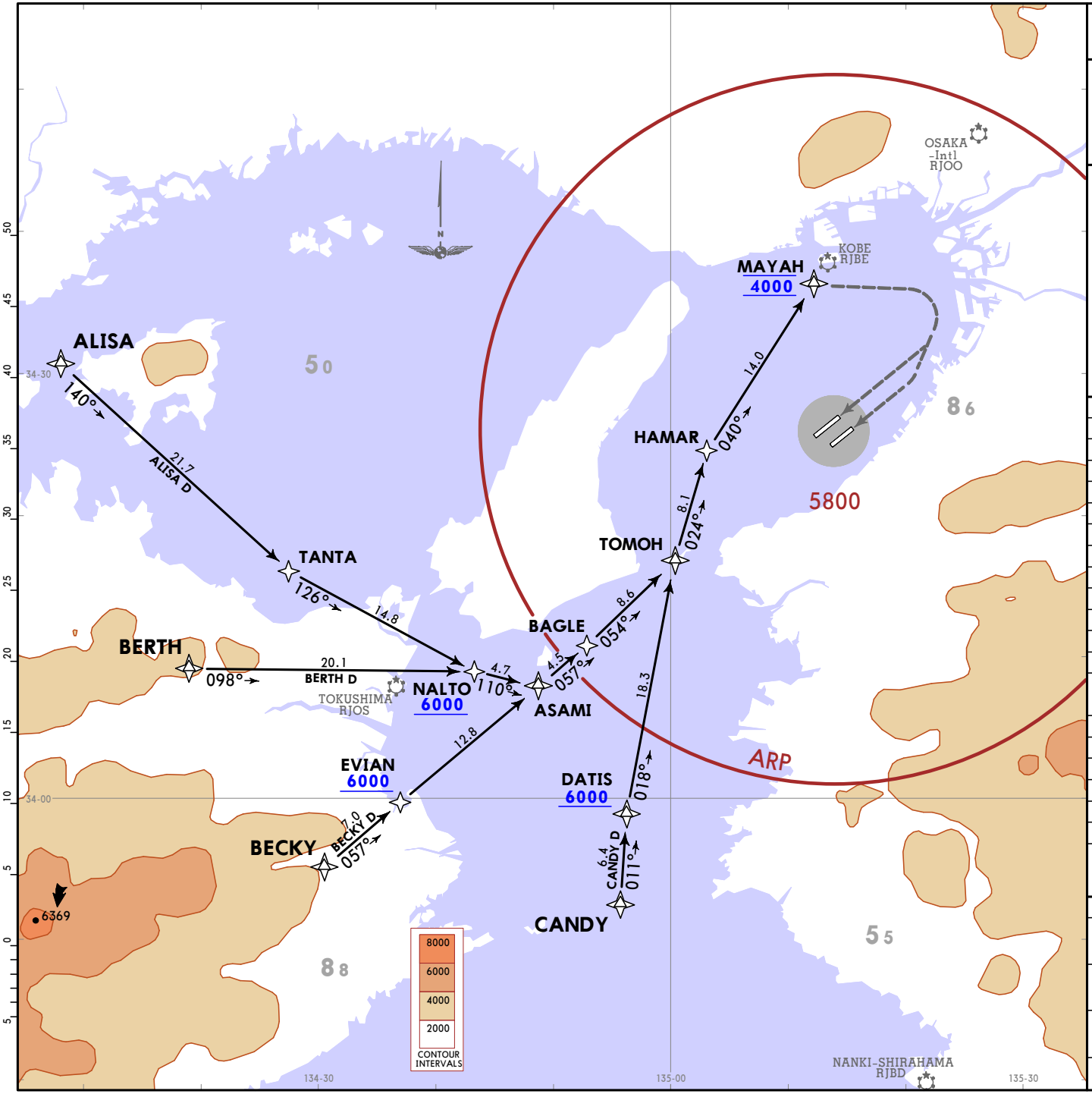
STAR	ROUTING
ALISA C	From ALISA to TANTA, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.
BECKY C	From BECKY to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.
CANDY C	From CANDY to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESEN OSAKA, JAPAN
4 MAY 18 (20-2C)
RNAV STAR



D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA D [ALISAD]
BECKY D [BECKYD]
BERTH D [BERTHD]
CANDY D [CANDYD]
ARRIVALS
(RWYS 24L/R)

CRITICAL DME	
ALISA D	
DME	ROUTE SEGMENT
AJD	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR
KNE	1.7 NM to ASAMI - BAGLE
BECKY D	
DME	ROUTE SEGMENT
AJD	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR
KNE	ASAMI - BAGLE
BERTH D	
DME	ROUTE SEGMENT
AJD	8.1 NM to NALTO - 5.1 NM to NALTO
	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR
KNE	1.7 NM to ASAMI - BAGLE
CANDY D	
DME	ROUTE SEGMENT
AJD	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR

STAR	ROUTING
ALISA D	From ALISA to TANTA, to NALTO at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
BECKY D	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
BERTH D	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
CANDY D	From CANDY to DATIS at or above 6000, to TOMOH, to HAMAR, to MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-2D)

OSAKA, JAPAN
RNAV STAR

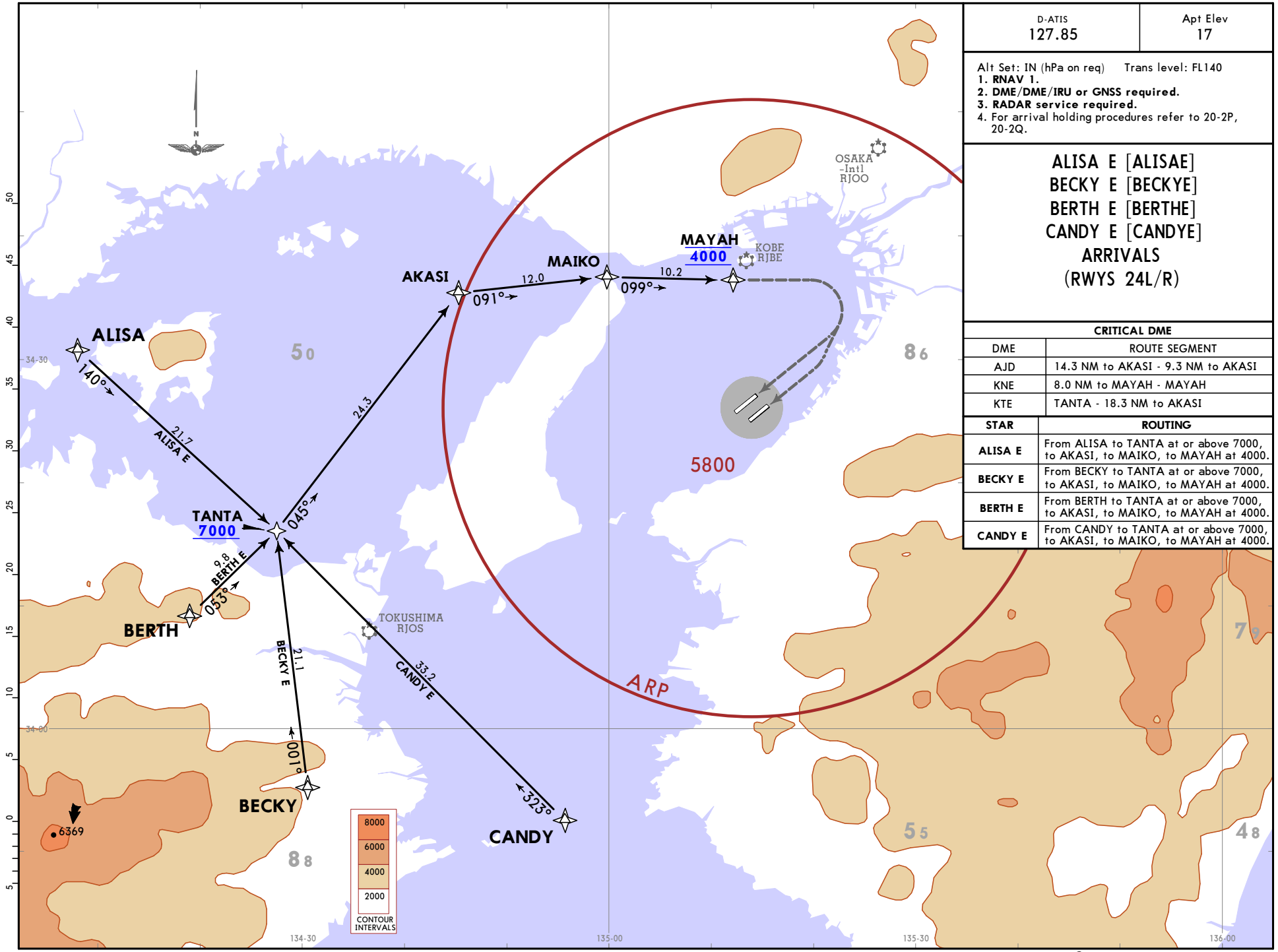
D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA E [ALISAE]
BECKY E [BECKYE]
BERTH E [BERTHE]
CANDY E [CANDYE]
ARRIVALS
(RWYS 24L/R)

CRITICAL DME	
DME	ROUTE SEGMENT
AJD	14.3 NM to AKASI - 9.3 NM to AKASI
KNE	8.0 NM to MAYAH - MAYAH
KTE	TANTA - 18.3 NM to AKASI

STAR	ROUTING
ALISA E	From ALISA to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
BECKY E	From BECKY to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
BERTH E	From BERTH to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
CANDY E	From CANDY to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

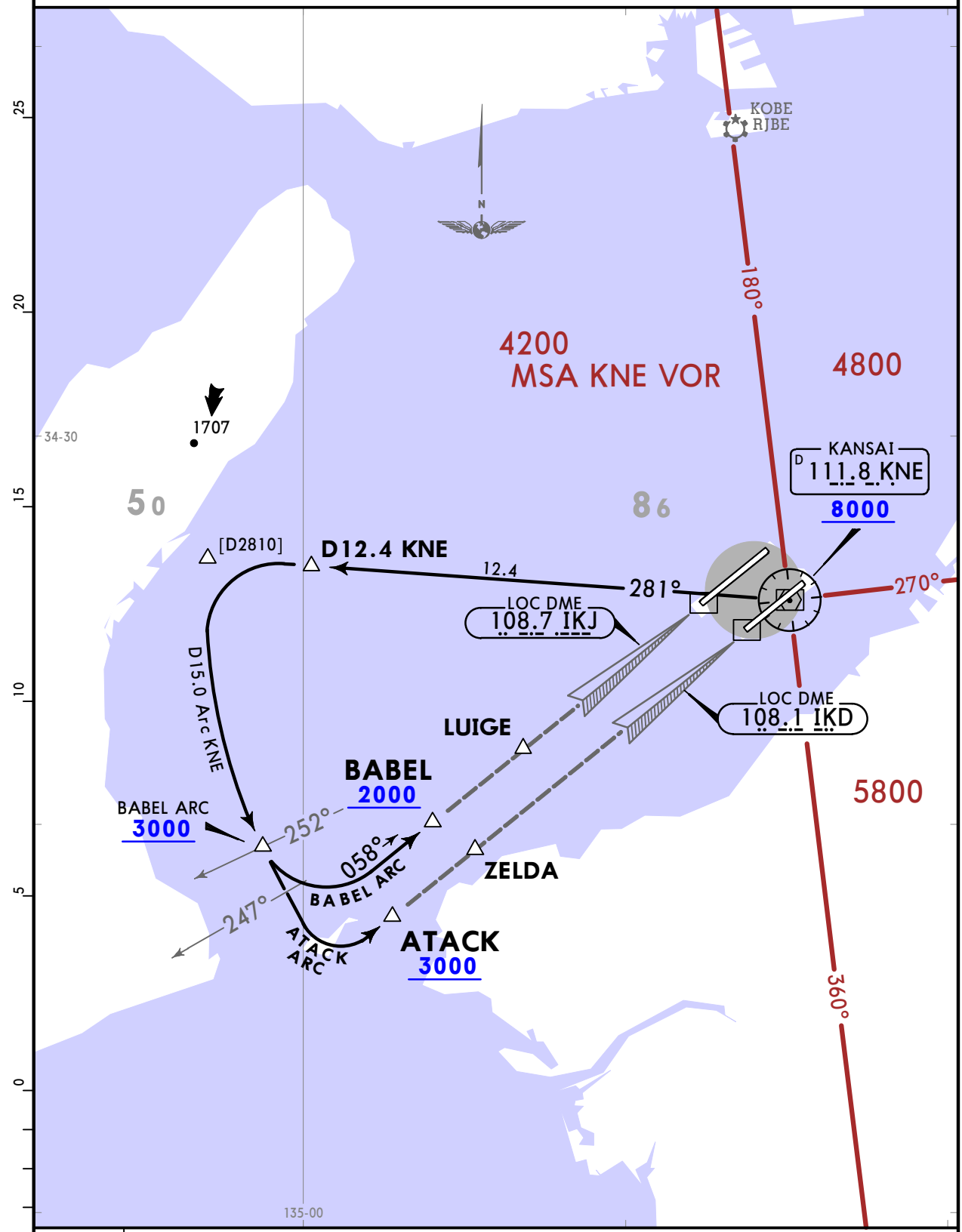
RJBB/KIX KANSAI INTL

JEPPESEN
4 MAY 18 (20-2E)

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	For arrival holding procedures refer to 20-2P, 20-2Q.

ATACK ARC [ATACK], BABEL ARC [BABELA] ARRIVALS



STAR	ROUTING
ATACK ARC	From over KNE VOR, proceed via KNE R281, turn LEFT via D15.0 Arc KNE counterclockwise, turn LEFT to intercept and proceed via IKD localizer to ATACK. Cross KNE VOR at or above 8000, cross ATACK at or above 3000.
BABEL ARC	From over KNE VOR, proceed via KNE R281, turn LEFT via D15.0 Arc KNE counterclockwise, turn LEFT to intercept and proceed via IKJ localizer to BABEL. Cross KNE VOR at or above 8000, cross KNE R252 at or above 3000, cross BABEL at or above 2000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

JEPPESEN 4 MAY 18 (20-2F)

OSAKA, JAPAN

RNAV STAR

BERTH A [BERTHA] BERTH B [BERTHB] ARRIVALS

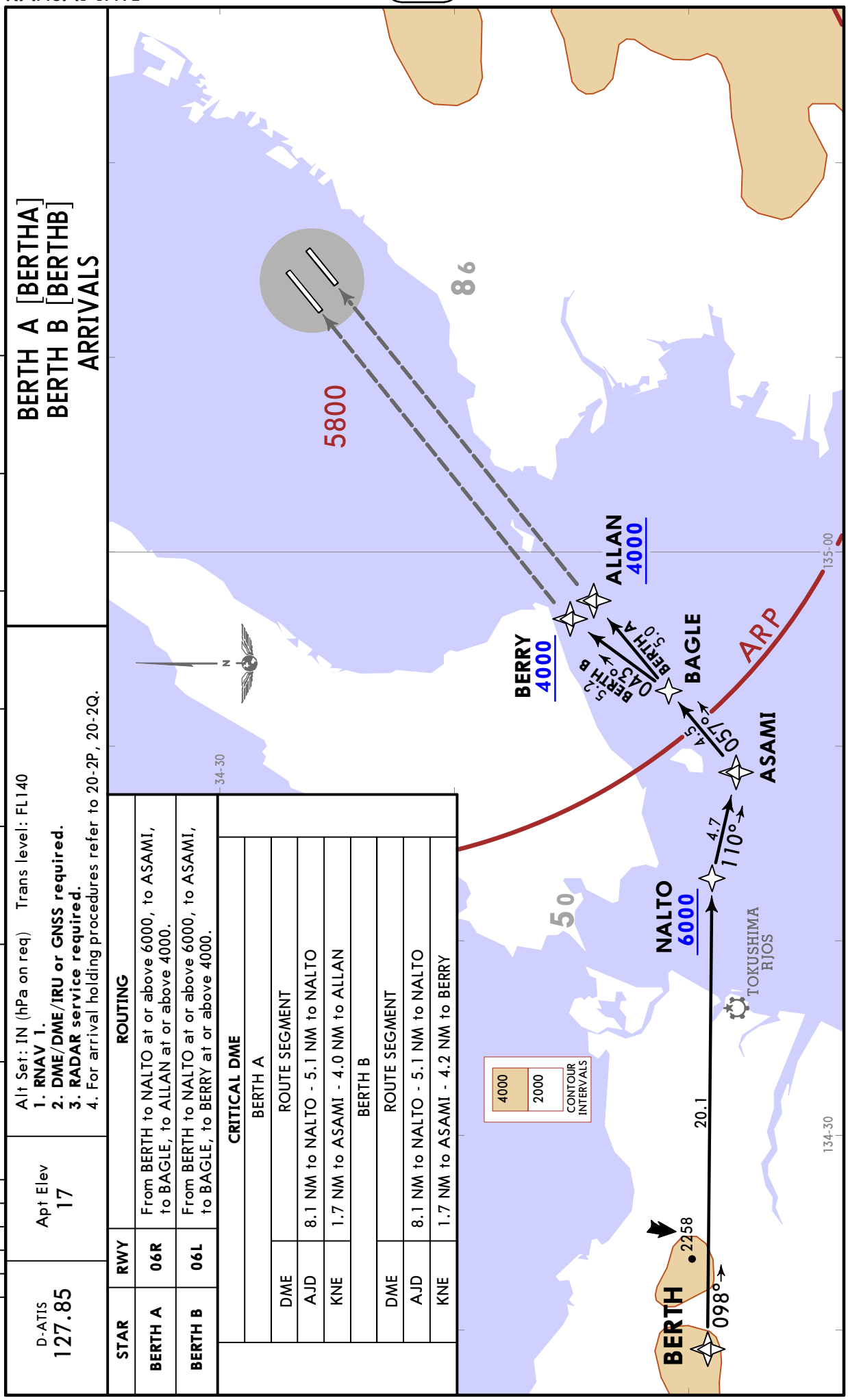
D-ATIS 127.85

Apt Elev 17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

STAR	RWY	ROUTING
BERTH A	06R	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to ALLAN at or above 4000.
BERTH B	06L	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to BERRY at or above 4000.

CRITICAL DME		
BERTH A		
DME	ROUTE SEGMENT	
AJD	8.1 NM to NALTO - 5.1 NM to NALTO	
KNE	1.7 NM to ASAMI - 4.0 NM to ALLAN	
BERTH B		
DME	ROUTE SEGMENT	
AJD	8.1 NM to NALTO - 5.1 NM to NALTO	
KNE	1.7 NM to ASAMI - 4.2 NM to BERRY	



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

JEPPESEN 4 MAY 18 (20-2G)

OSAKA, JAPAN

RNAV STAR

BERTH C ARRIVAL [BERTHC] (RWYS 24L/R)

D-ATIS 127.85

Apt Elev 17

Alt Set: IN (hPa on req) Trans level: FL140

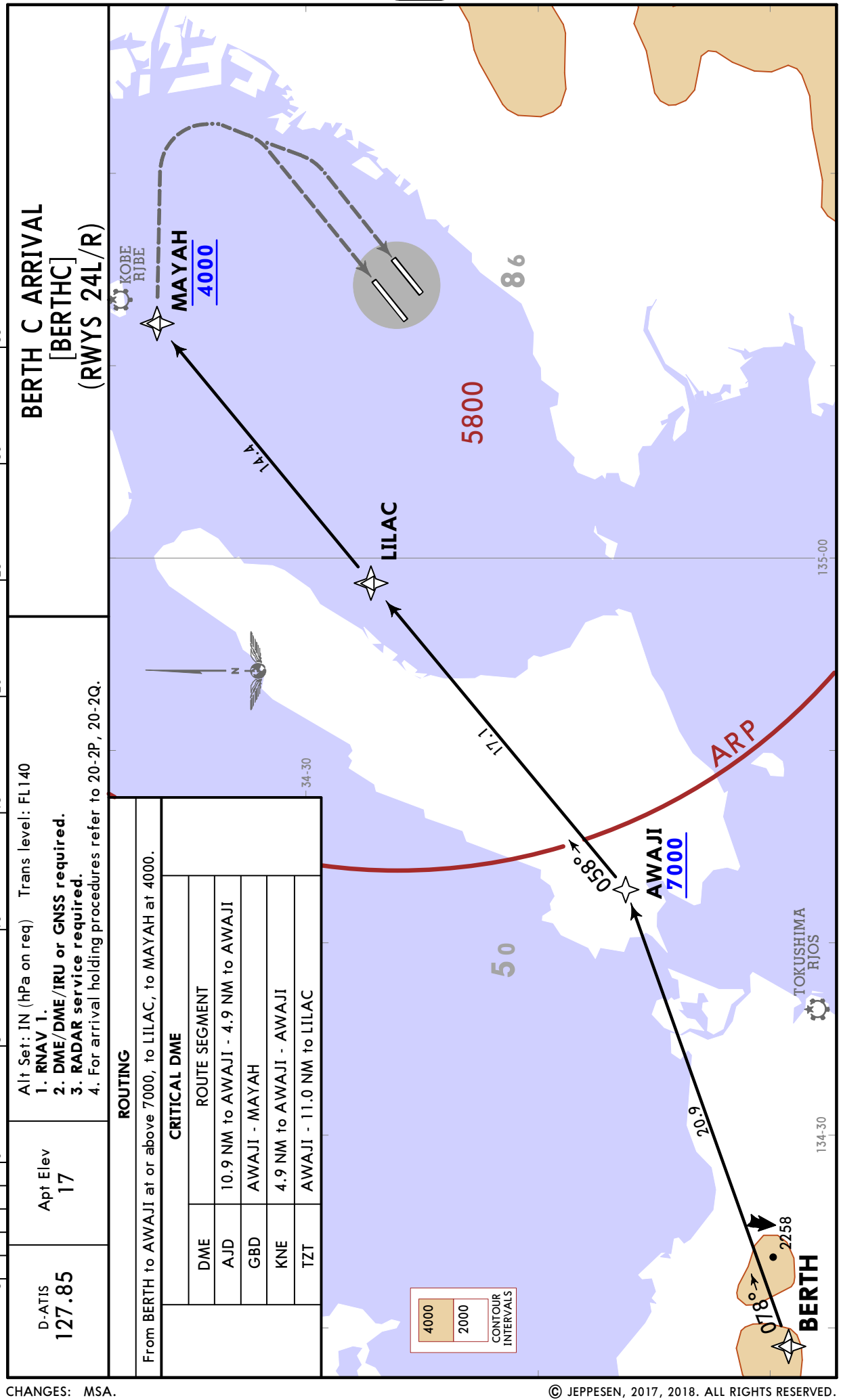
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ROUTING

From BERTH to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

CRITICAL DME

DME	ROUTE SEGMENT
AJD	10.9 NM to AWAJI - 4.9 NM to AWAJI
GBD	AWAJI - MAYAH
KNE	4.9 NM to AWAJI - AWAJI
TZT	AWAJI - 11.0 NM to LILAC



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

CHANGES: MSA.

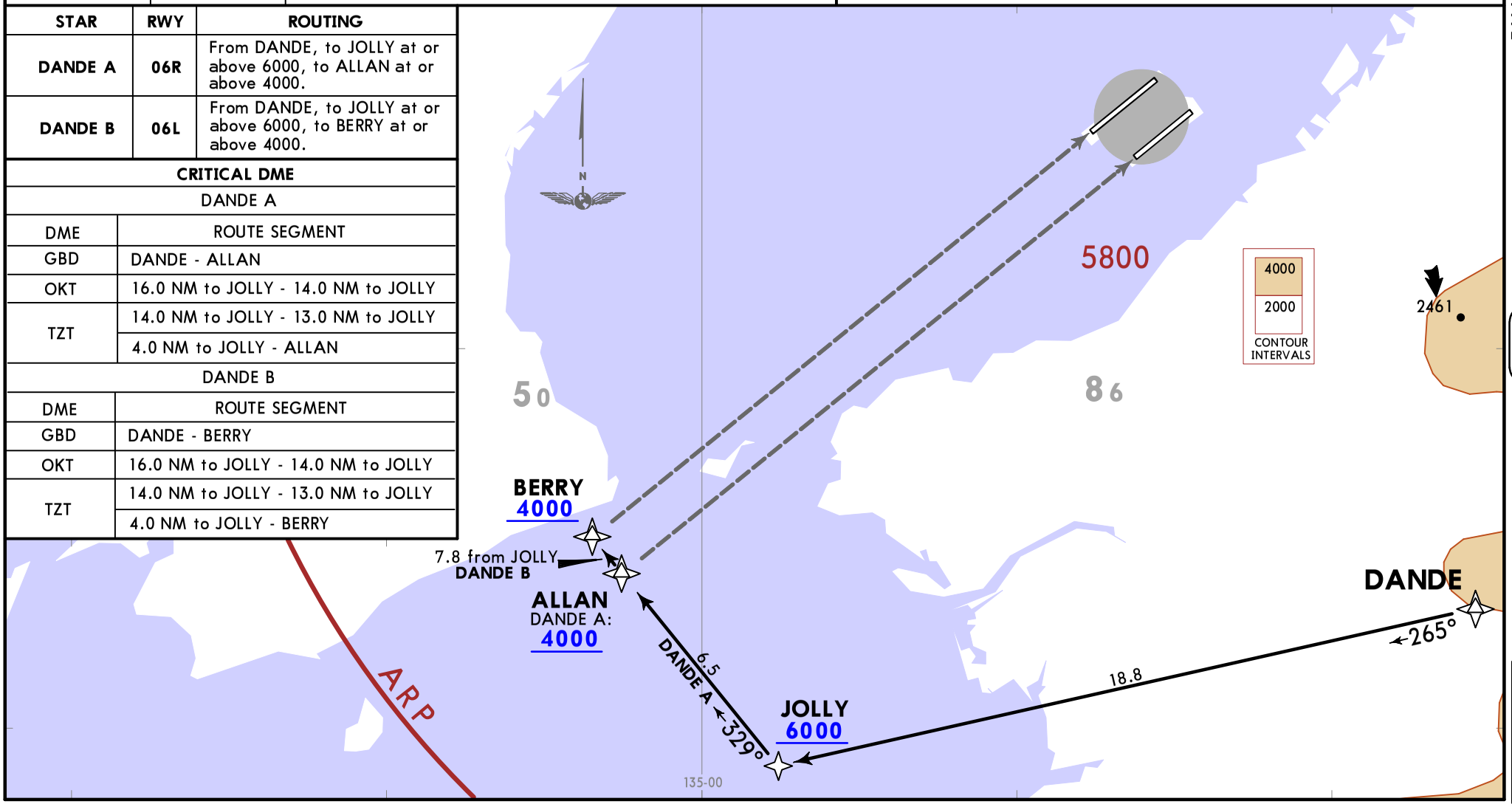
D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

DANDE A [DANDEA]
DANDE B [DANDEB]
ARRIVALS

STAR	RWY	ROUTING
DANDE A	**06R**	From DANDE, to JOLLY at or above 6000, to ALLAN at or above 4000.
DANDE B	**06L**	From DANDE, to JOLLY at or above 6000, to BERRY at or above 4000.

CRITICAL DME	
DANDE A	
DME	ROUTE SEGMENT
GBD	DANDE - ALLAN
OKT	16.0 NM to JOLLY - 14.0 NM to JOLLY
TZT	14.0 NM to JOLLY - 13.0 NM to JOLLY
	4.0 NM to JOLLY - ALLAN
DANDE B	
DME	ROUTE SEGMENT
GBD	DANDE - BERRY
OKT	16.0 NM to JOLLY - 14.0 NM to JOLLY
TZT	14.0 NM to JOLLY - 13.0 NM to JOLLY
	4.0 NM to JOLLY - BERRY



RJBB/KIX
KANSAI INTL

4 MAY 18 JEPPESEN 20-2H

OSAKA, JAPAN
RNAV STAR

9.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

CHANGES: MSA.

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	**1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.** 4. For arrival holding procedures refer to 20-2P, 20-2Q.

DANDE C ARRIVAL [DANDEC] (RWYS 24L/R)

ROUTING

From DANDE, to JOLLY at or above 8000, to GATES, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

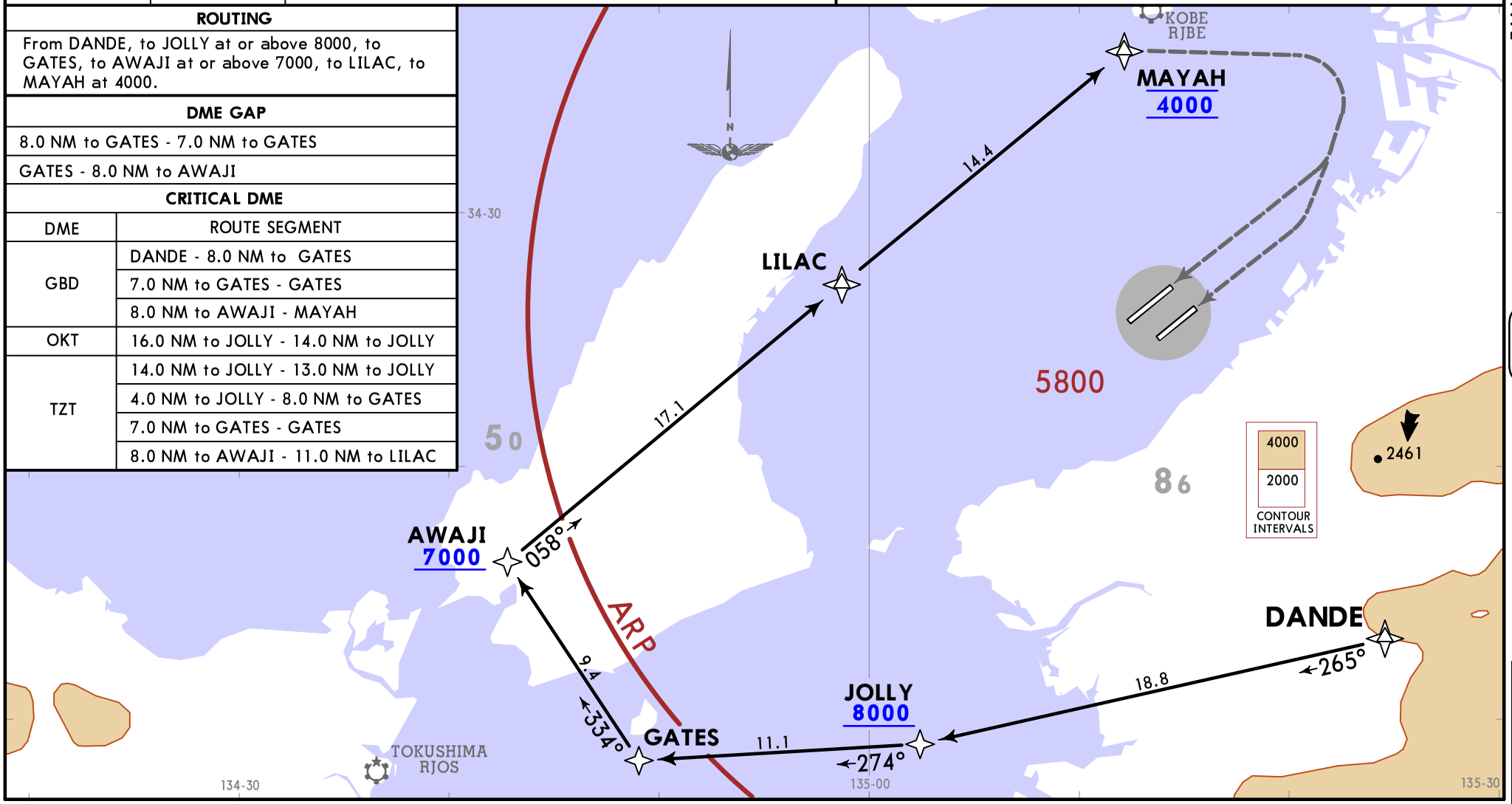
DME GAP

8.0 NM to GATES - 7.0 NM to GATES

GATES - 8.0 NM to AWAJI

CRITICAL DME

DME	ROUTE SEGMENT
GBD	DANDE - 8.0 NM to GATES
	7.0 NM to GATES - GATES
	8.0 NM to AWAJI - MAYAH
OKT	16.0 NM to JOLLY - 14.0 NM to JOLLY
TZT	14.0 NM to JOLLY - 13.0 NM to JOLLY
	4.0 NM to JOLLY - 8.0 NM to GATES
	7.0 NM to GATES - GATES
	8.0 NM to AWAJI - 11.0 NM to LILAC



RJBB/KIX
KANSAI INTL

4 MAY 18

JEPPESEN 20-2J

OSAKA, JAPAN
RNAV STAR

9.2.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

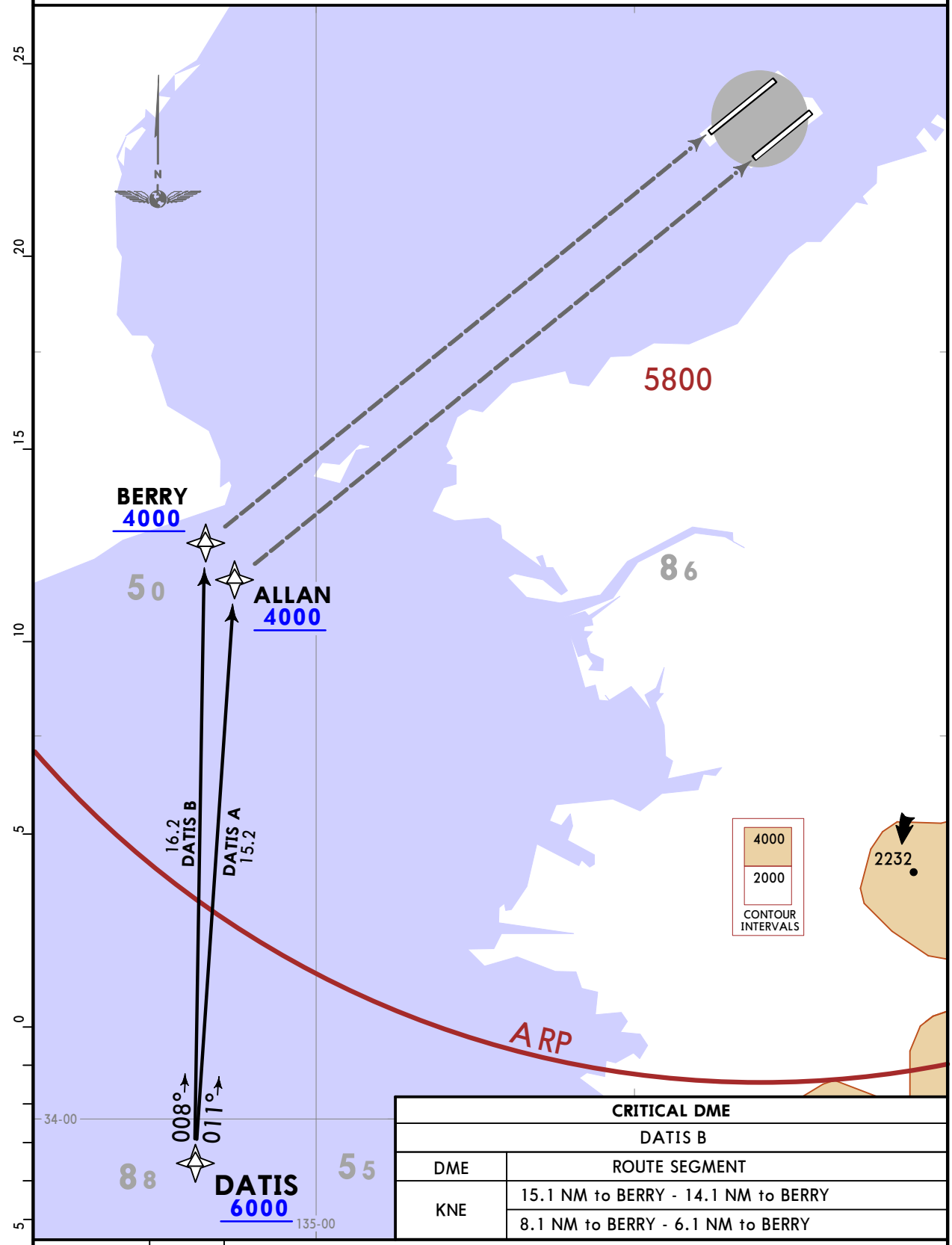
OSAKA, JAPAN

RNAV STAR

D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

DATIS A [DATISA], DATIS B [DATISB] ARRIVALS



CRITICAL DME	
DATIS B	
DME	ROUTE SEGMENT
KNE	15.1 NM to BERRY - 14.1 NM to BERRY
	8.1 NM to BERRY - 6.1 NM to BERRY

STAR	RWY	ROUTING
DATIS A	06R	From DATIS at or above 6000 to ALLAN at or above 4000.
DATIS B	06L	From DATIS at or above 6000 to BERRY at or above 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

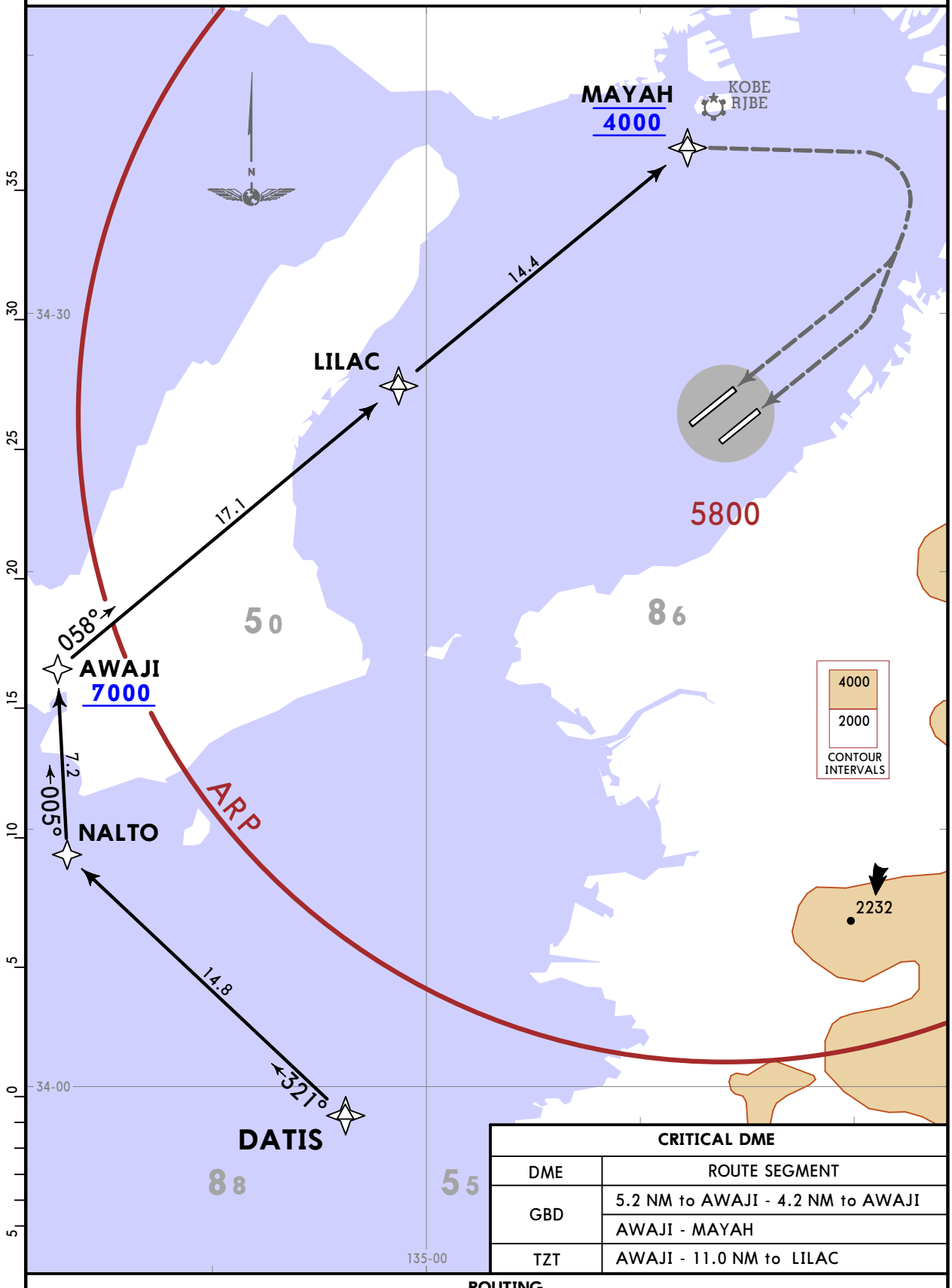
JEPPESEN
4 MAY 18 (20-2L)

OSAKA, JAPAN
RNAV STAR

D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

DATIS C ARRIVAL [DATISC]
(RWYS 24L/R)



CRITICAL DME	
DME	ROUTE SEGMENT
GBD	5.2 NM to AWAJI - 4.2 NM to AWAJI
	AWAJI - MAYAH
TZT	AWAJI - 11.0 NM to LILAC

ROUTING

From DATIS to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

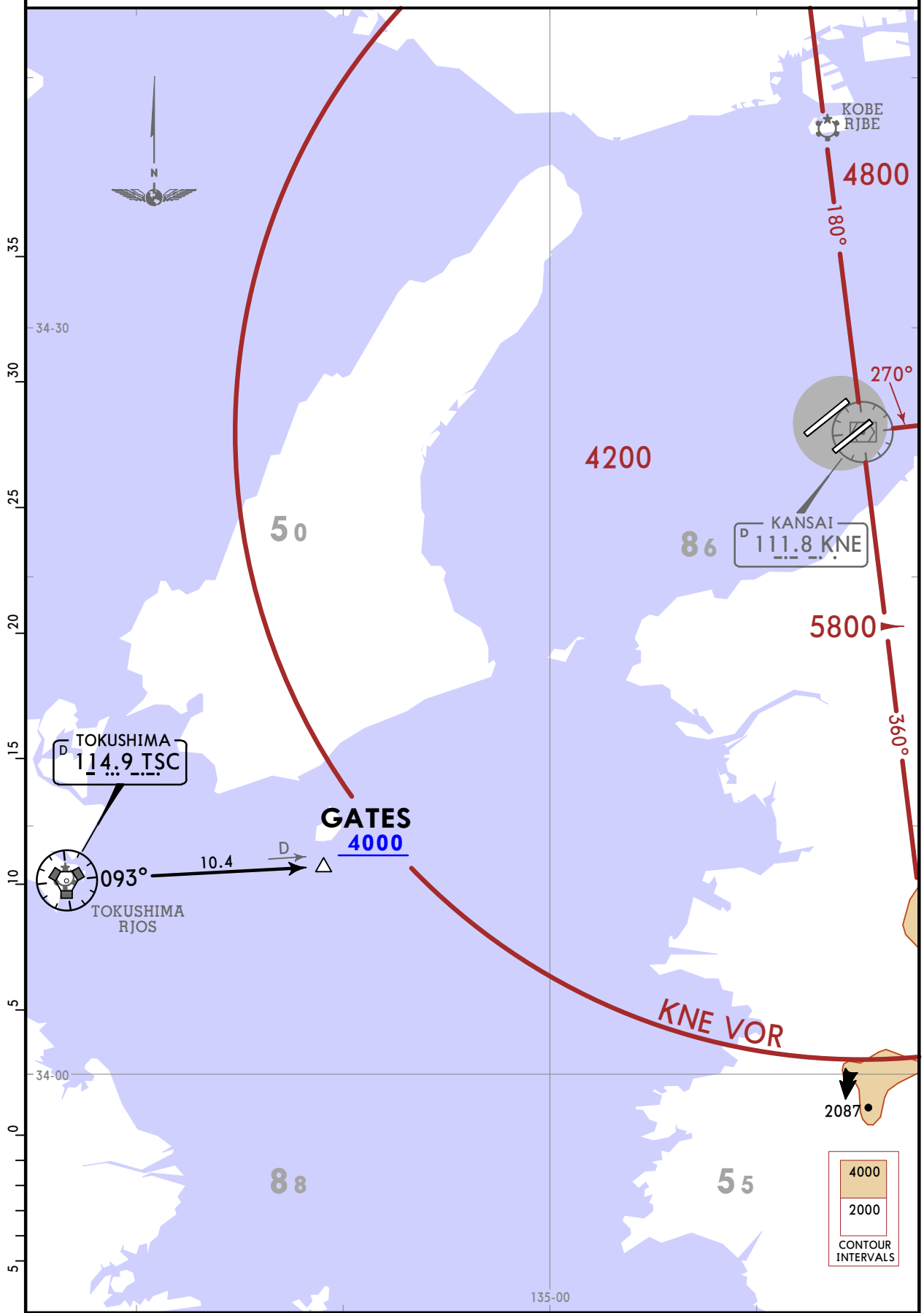
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-2M)

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140 For arrival holding procedures refer to 20-2P, 20-2Q.

GATES ARRIVAL [GATES]



ROUTING

From over TSC VOR, proceed via TSC R093 to GATES. Cross GATES at or above 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

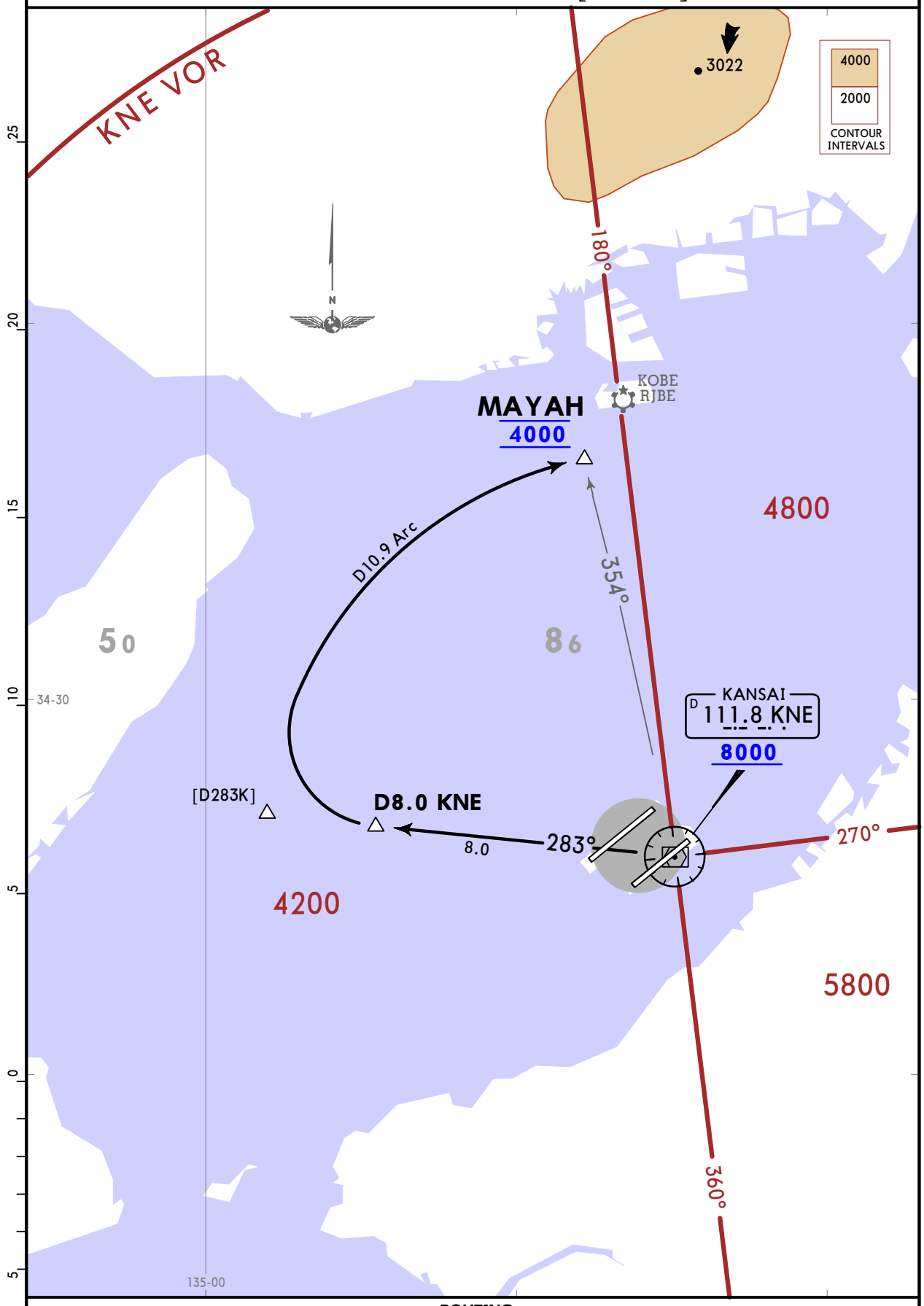
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 20-2N

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140 For arrival holding procedures refer to 20-2P, 20-2Q.

MAYAH ARC ARRIVAL [MAYAH]



ROUTING

From over KNE VOR, proceed via KNE R283, turn RIGHT via D10.9 Arc KNE clockwise to MAYAH.
Cross KNE VOR at or above 8000, cross MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

JEPPESEN 4 MAY 18 (20-2P)

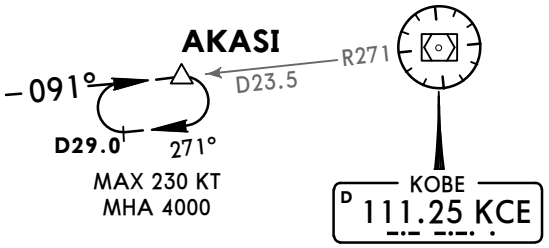
OSAKA, JAPAN

STAR

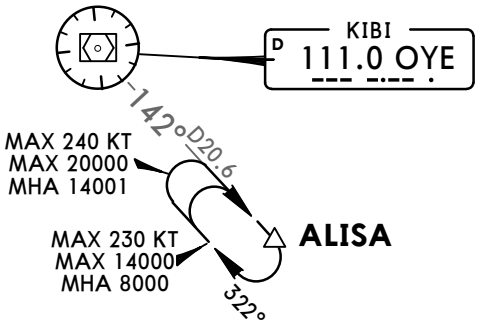
D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	

ARRIVAL HOLDING PROCEDURES

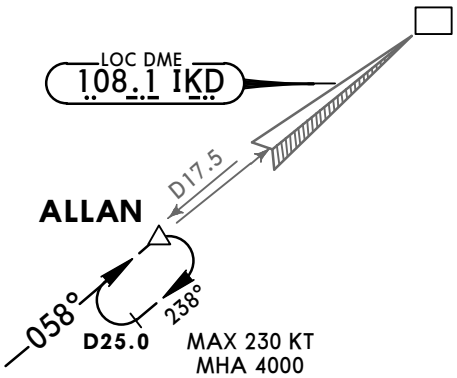
AKASI HOLD



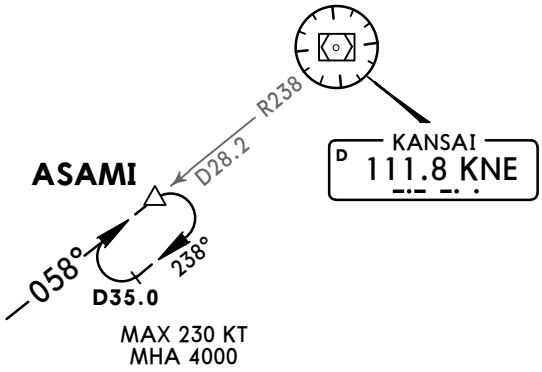
ALISA HOLD



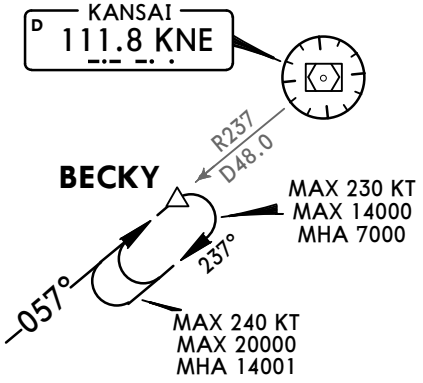
ALLAN HOLD



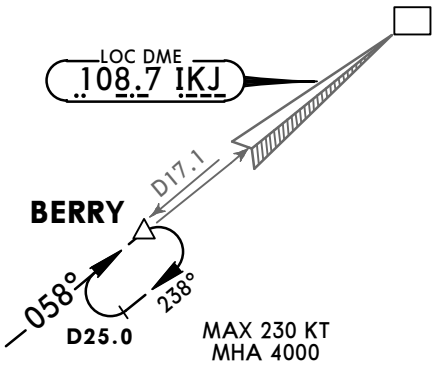
ASAMI HOLD



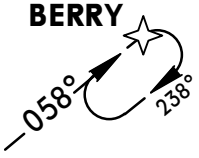
BECKY HOLD



BERRY HOLD

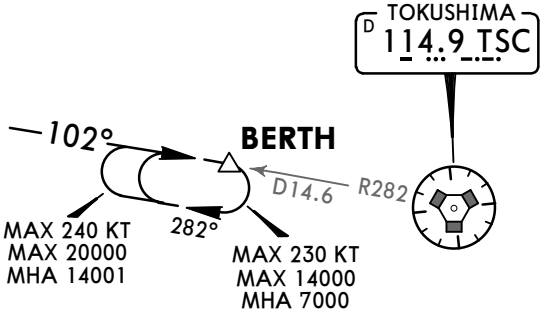


BERRY RNAV HOLD



MAX 230 KT (at or below FL140)
MAX 240 KT (above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

BERTH HOLD



ALL HOLDS NOT TO SCALE

CHANGES: None.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 (20-2Q) Eff 31 Jan 1500Z

OSAKA, JAPAN

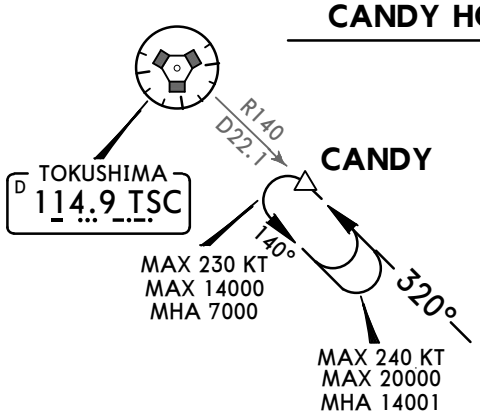
STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	

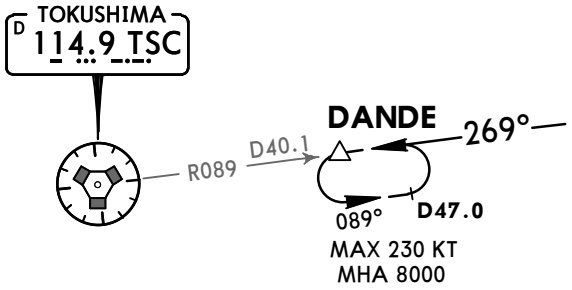
ARRIVAL HOLDING PROCEDURES (CONTD)

ALL HOLDS NOT TO SCALE

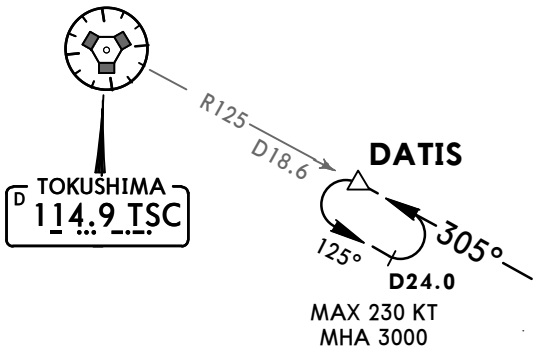
CANDY HOLD



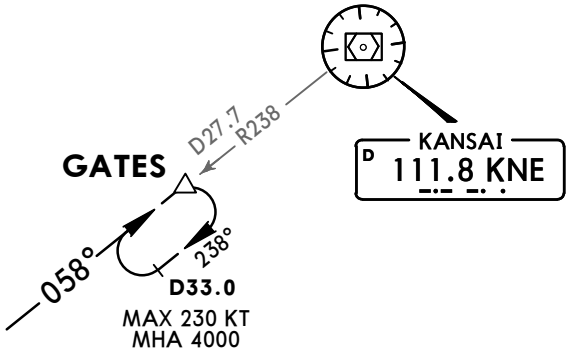
DANDE HOLD



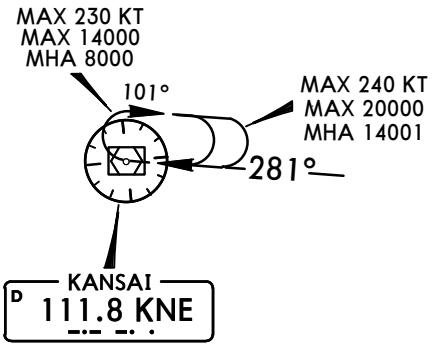
DATIS HOLD



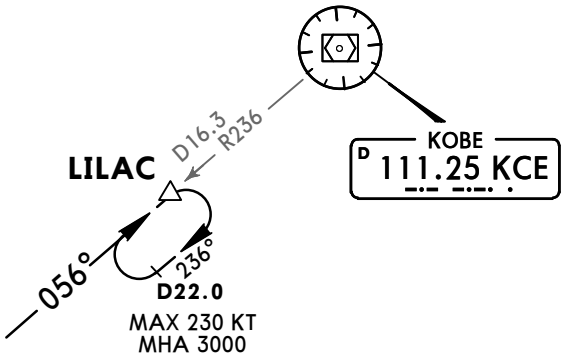
GATES HOLD



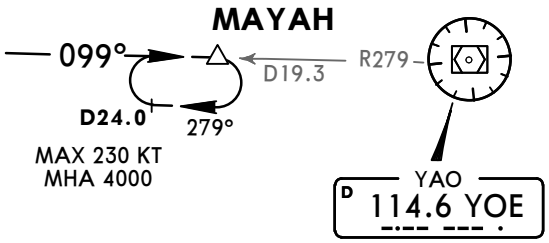
KANSAI HOLD



LILAC HOLD



MAYAH HOLD



CHANGES: New RNAV hold at BERRY.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

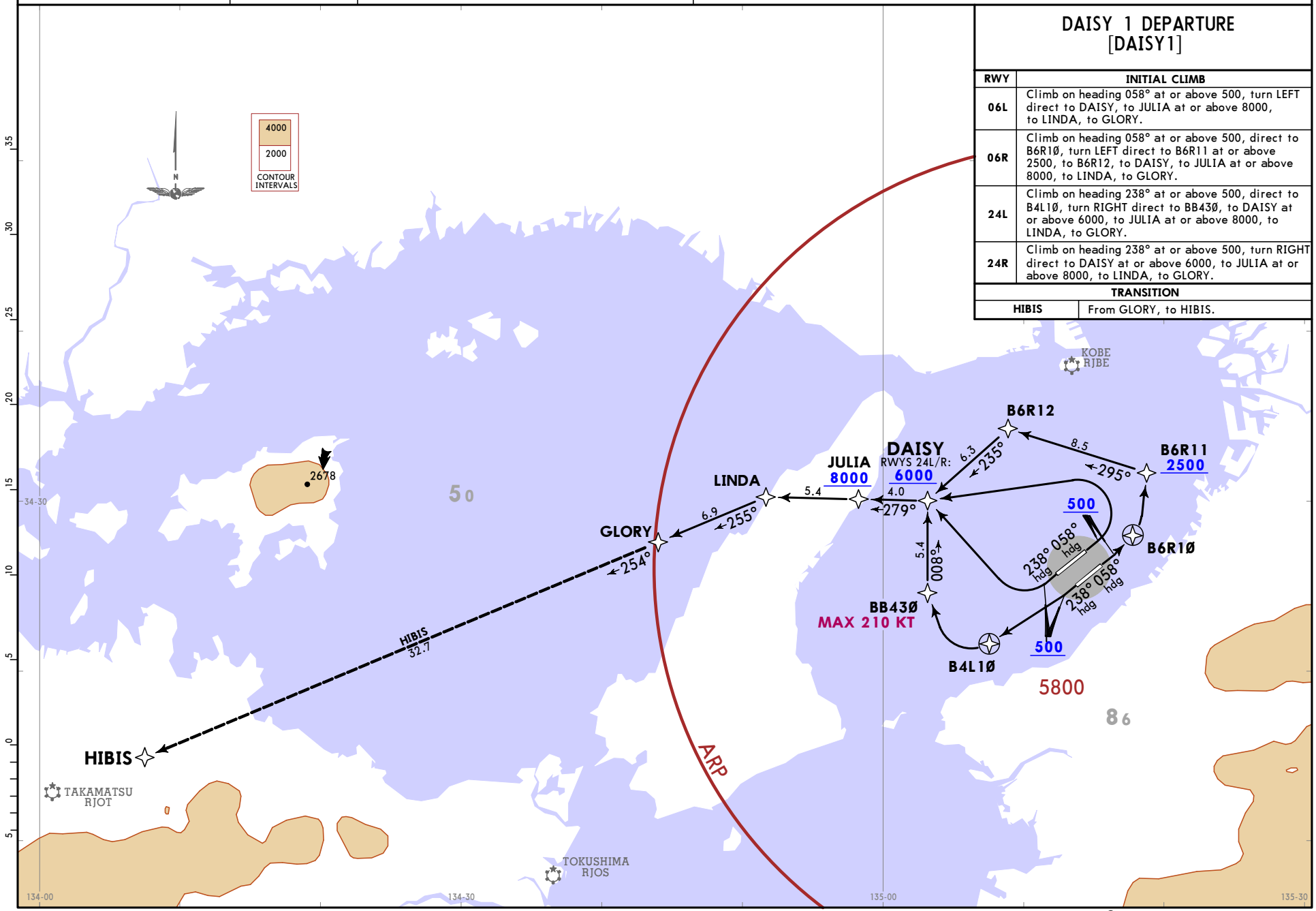
OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000	
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. **RNAV 1.** 2. **DME/DME/IRU or GNSS required.** 3. **RADAR service 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.

DAISY 1 DEPARTURE
[DAISY1]

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to DAISY, to JULIA at or above 8000, to LINDA, to GLORY.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R12, to DAISY, to JULIA at or above 8000, to LINDA, to GLORY.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to BB43Ø, to DAISY at or above 6000, to JULIA at or above 8000, to LINDA, to GLORY.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to DAISY at or above 6000, to JULIA at or above 8000, to LINDA, to GLORY.

TRANSITION	
HIBIS	From GLORY, to HIBIS.



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3A)

OSAKA, JAPAN
SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

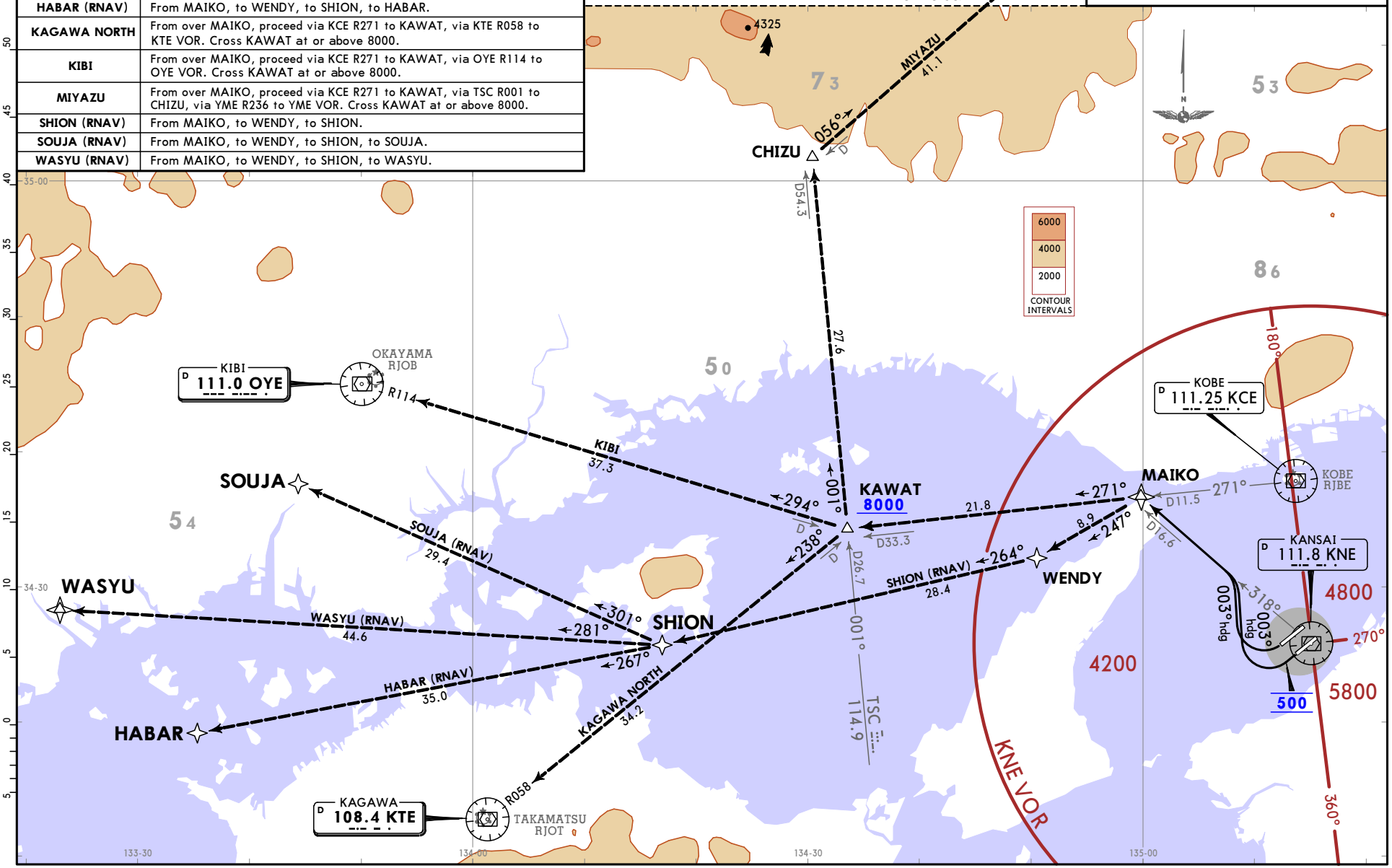
HABAR, SHION, SOUJA, WASYU Transitions:
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**

RWY	INITIAL CLIMB
24L	Climb runway heading to 500, turn RIGHT heading 003° to intercept and proceed via KNE R318 to MAIKO. Note: No turn before DER.
24R	Turn RIGHT, climb on heading 003° to intercept and proceed via KNE R318 to MAIKO.

TRANSITIONS	
HABAR (RNAV)	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
MIYAZU	From over MAIKO, proceed via KCE R271 to KAWAT, via TSC R001 to CHIZU, via YME R236 to YME VOR. Cross KAWAT at or above 8000.
SHION (RNAV)	From MAIKO, to WENDY, to SHION.
SOUJA (RNAV)	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU (RNAV)	From MAIKO, to WENDY, to SHION, to WASYU.

FERRY 5 DEPARTURE
[FERRY5]

NOT TO SCALE



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3B)

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

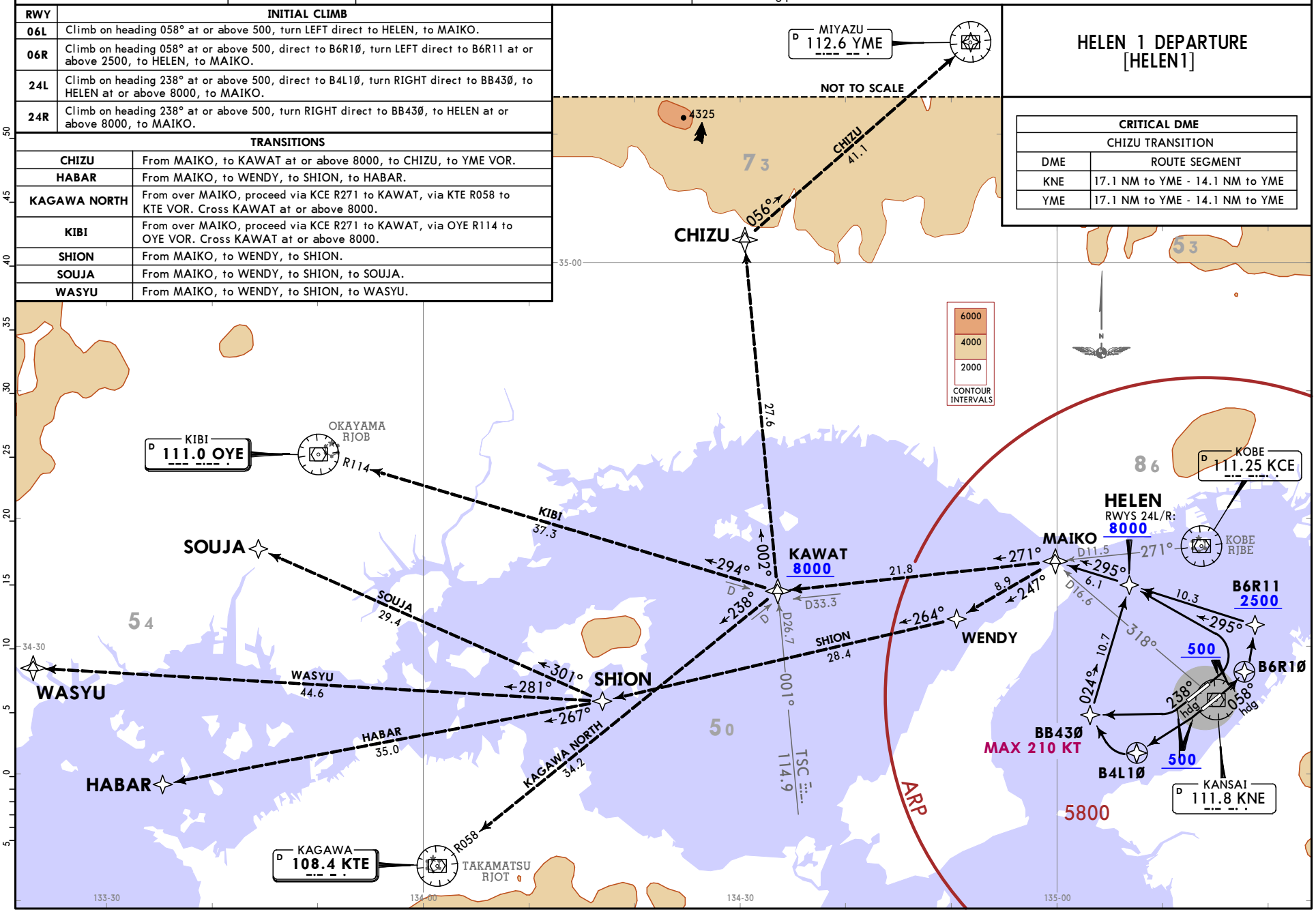
HELEN SID & CHIZU, HABAR, SHION, SOUJA, WASYU Transitions:
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.** 3. **RADAR service required.**
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to HELEN, to MAIKO.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to HELEN, to MAIKO.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO.

TRANSITIONS	
CHIZU	From MAIKO, to KAWAT at or above 8000, to CHIZU, to YME VOR.
HABAR	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
SHION	From MAIKO, to WENDY, to SHION.
SOUJA	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU	From MAIKO, to WENDY, to SHION, to WASYU.

HELEN 1 DEPARTURE
[HELEN1]

CRITICAL DME	
CHIZU TRANSITION	
DME	ROUTE SEGMENT
KNE	17.1 NM to YME - 14.1 NM to YME
YME	17.1 NM to YME - 14.1 NM to YME



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 20-3C

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

IWAYA SID & CHIZU, HABAR, SHION, SOUJA, WASYU Transitions:
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.** 3. **RADAR service 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.

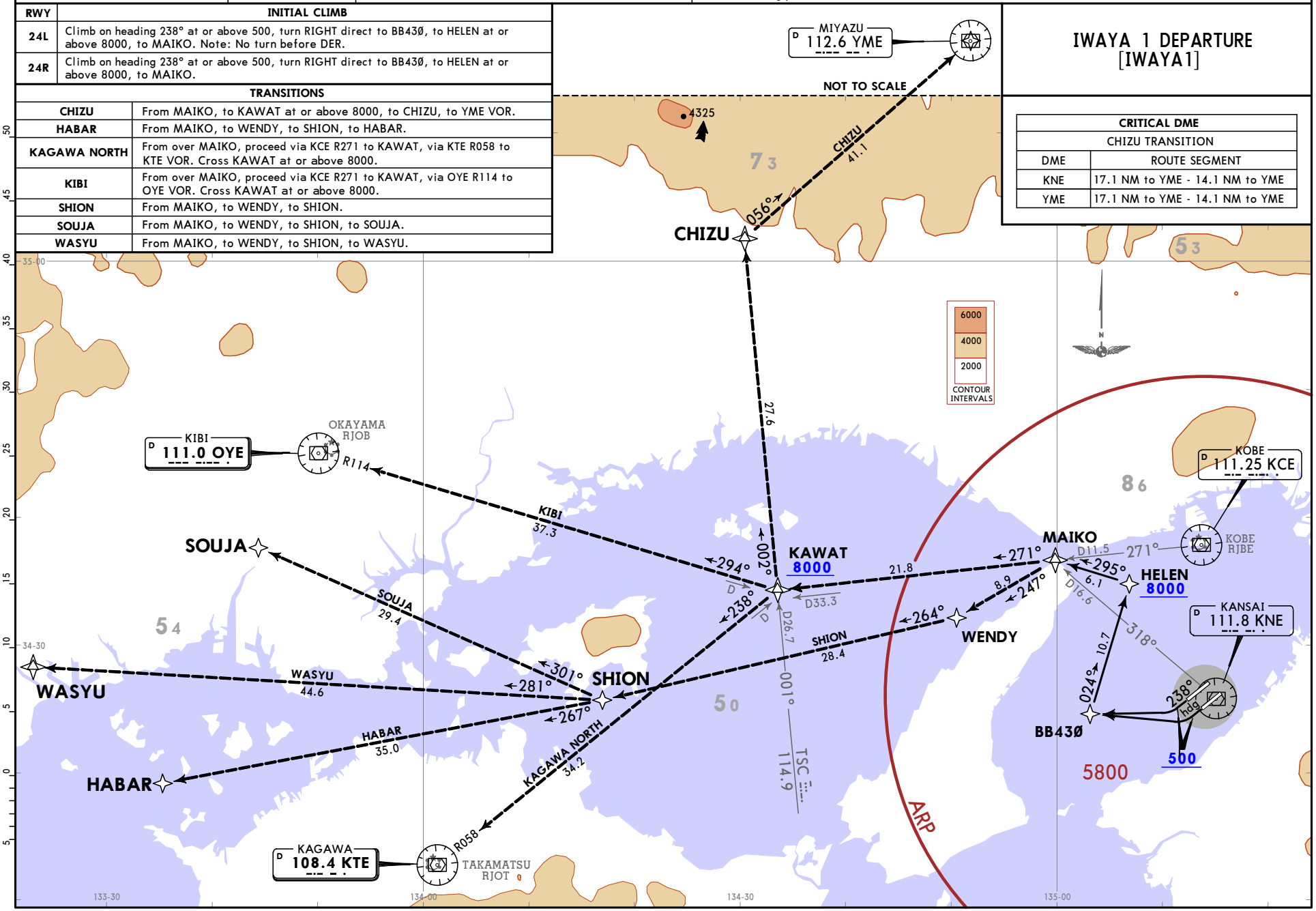
RWY	INITIAL CLIMB
24L	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO. Note: No turn before DER.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO.

TRANSITIONS	
CHIZU	From MAIKO, to KAWAT at or above 8000, to CHIZU, to YME VOR.
HABAR	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
SHION	From MAIKO, to WENDY, to SHION.
SOUJA	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU	From MAIKO, to WENDY, to SHION, to WASYU.

IWAYA 1 DEPARTURE
[IWAYA1]

NOT TO SCALE

CRITICAL DME	
CHIZU TRANSITION	
DME	ROUTE SEGMENT
KNE	17.1 NM to YME - 14.1 NM to YME
YME	17.1 NM to YME - 14.1 NM to YME



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

KANSAI Departure (R)	Apt Elev	
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	Trans alt: 14000 **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service 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.

KANSAI 1 DEPARTURE [KANSA1]

NOT TO SCALE

GUJYO
UENOH
036°
36.1
UENOH
SHTLE
NOT TO SCALE
SHTLE
51.7
YAGYU
078°
33.5
NARAH
060°
13.9
ARP
KOBE
RJBE
YAO
RJOY
6000
4000
2000
CONTOUR INTERVALS
B6R13
7.9
295°
B6R11
2500
B6L2Ø
500
B6R1Ø
086°
21.8
BAMBI
238°
058°
hdg
hdg
500
B4R2Ø
500
B4L1Ø
KANSAI
D
111.8 KNE
8000
5800
4026
34-30
135-30
136-00

CRITICAL DME	
UENOH TRANSITION	
DME	ROUTE SEGMENT
KCC	32.0 NM to GUJYO - 24.0 NM to GUJYO

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to B6L2Ø, turn LEFT direct to KNE VOR at or above 8000.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R13, turn LEFT direct to KNE VOR at or above 8000.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to KNE VOR at or above 8000.
24R	Climb on heading 238° at or above 500, direct to B4R2Ø, turn RIGHT direct to KNE VOR at or above 8000.

TRANSITIONS	
BAMBI	From KNE VOR, to NARAH.
SHTLE	From KNE VOR, to NARAH, to YAGYU, to SHTLE.
UENOH	From KNE VOR, to NARAH, to UENOH, to GUJYO.

9.2.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3E)

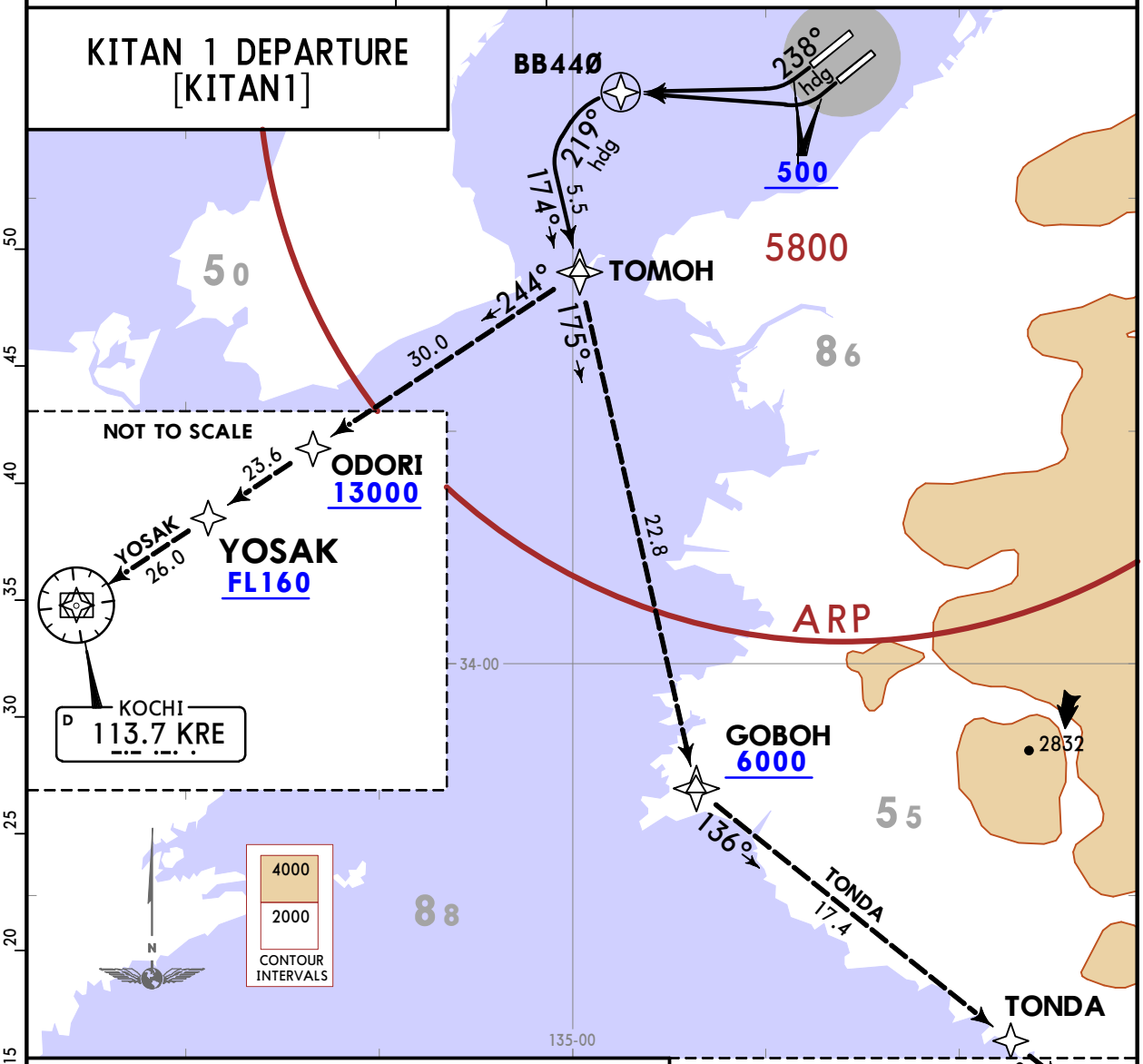
OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)
119.2 119.5 119.75
120.4 120.65 121.2
124.8 125.0

Apt Elev
17

Trans alt: 14000
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service 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.

KITAN 1 DEPARTURE [KITAN1]



CRITICAL DME	
TONDA TRANSITION	
DME	ROUTE SEGMENT
CUE	3.0 NM to GOBOH - 16.0 NM to TONDA
	14.0 NM to TONDA - 11.0 NM to TONDA
GBD	10.0 NM to GOBOH - 4.0 NM to GOBOH
KNE	17.0 NM to KEC - 11.0 NM to KEC
XMT	7.0 NM to KEC - KEC
YME	TOMOH - 20.0 NM to GOBOH

DME GAP
TONDA TRANSITION
16.0 NM to TONDA - 14.0 NM to TONDA
11.0 NM to TONDA - 10.0 NM to TONDA

RWY	INITIAL CLIMB
24L	Climb on heading 238° at or above 500, turn RIGHT direct to BB44Ø, turn LEFT heading 219° to TOMOH on course 174°. Note: No turn before DER.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB44Ø, turn LEFT heading 219° to TOMOH on course 174°.

TRANSITION	
TONDA	From TOMOH, to GOBOH at or above 6000, to TONDA to KEC VOR.
YOSAK	From TOMOH, to ODORI at or above 13000, to YOSAK at or above FL160, to KRE VOR.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3F)

OSAKA, JAPAN
SID

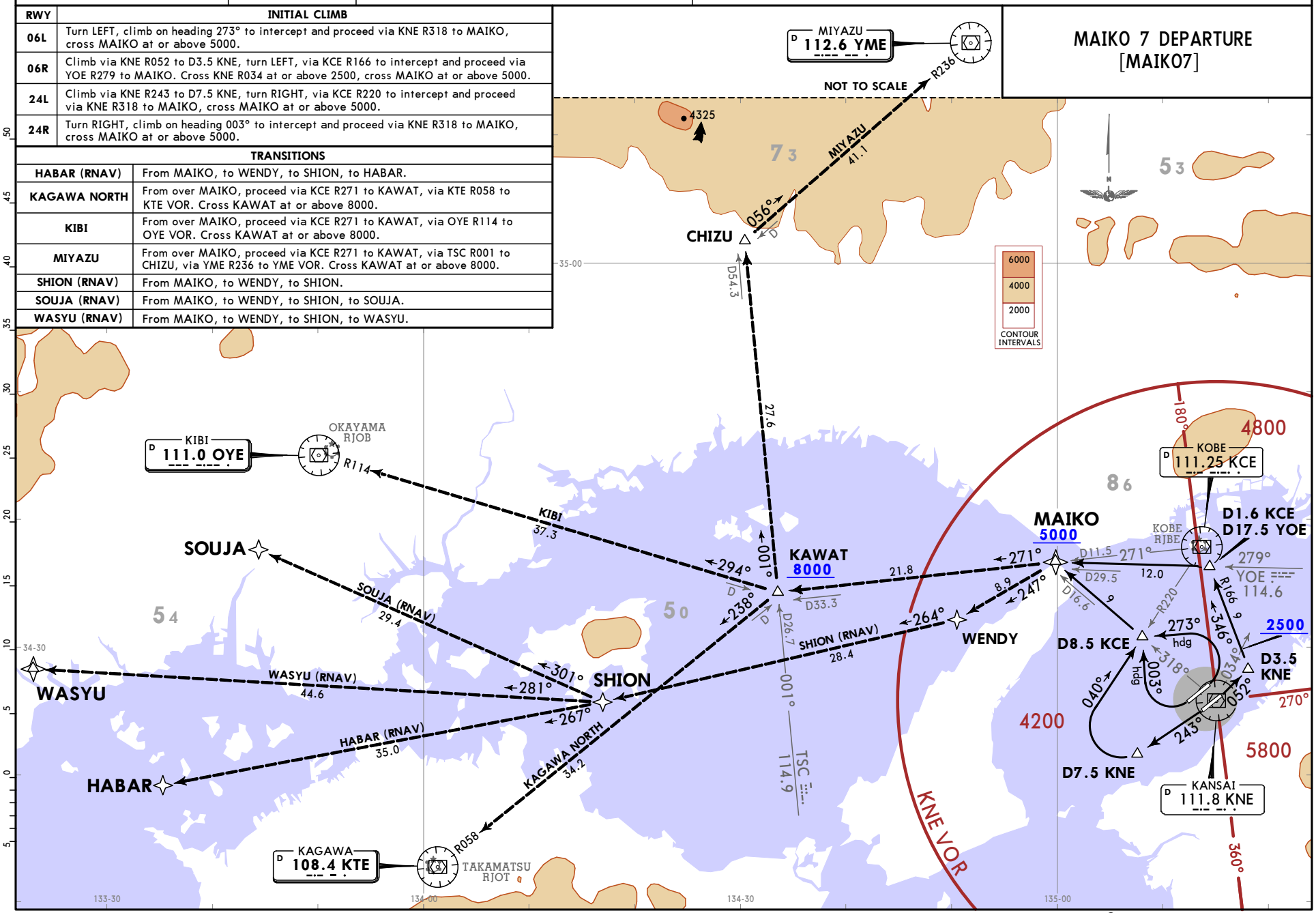
KANSAI Departure (R)	Apt Elev	Trans alt: 14000	HABAR, SHION, SOUJA, WASYU Transitions:
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.

RWY	INITIAL CLIMB
06L	Turn LEFT, climb on heading 273° to intercept and proceed via KNE R318 to MAIKO, cross MAIKO at or above 5000.
06R	Climb via KNE R052 to D3.5 KNE, turn LEFT, via KCE R166 to intercept and proceed via YOE R279 to MAIKO. Cross KNE R034 at or above 2500, cross MAIKO at or above 5000.
24L	Climb via KNE R243 to D7.5 KNE, turn RIGHT, via KCE R220 to intercept and proceed via KNE R318 to MAIKO, cross MAIKO at or above 5000.
24R	Turn RIGHT, climb on heading 003° to intercept and proceed via KNE R318 to MAIKO, cross MAIKO at or above 5000.

TRANSITIONS	
HABAR (RNAV)	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
MIYAZU	From over MAIKO, proceed via KCE R271 to KAWAT, via TSC R001 to CHIZU, via YME R236 to YME VOR. Cross KAWAT at or above 8000.
SHION (RNAV)	From MAIKO, to WENDY, to SHION.
SOUJA (RNAV)	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU (RNAV)	From MAIKO, to WENDY, to SHION, to WASYU.

MAIKO 7 DEPARTURE
[MAIKO7]

NOT TO SCALE



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

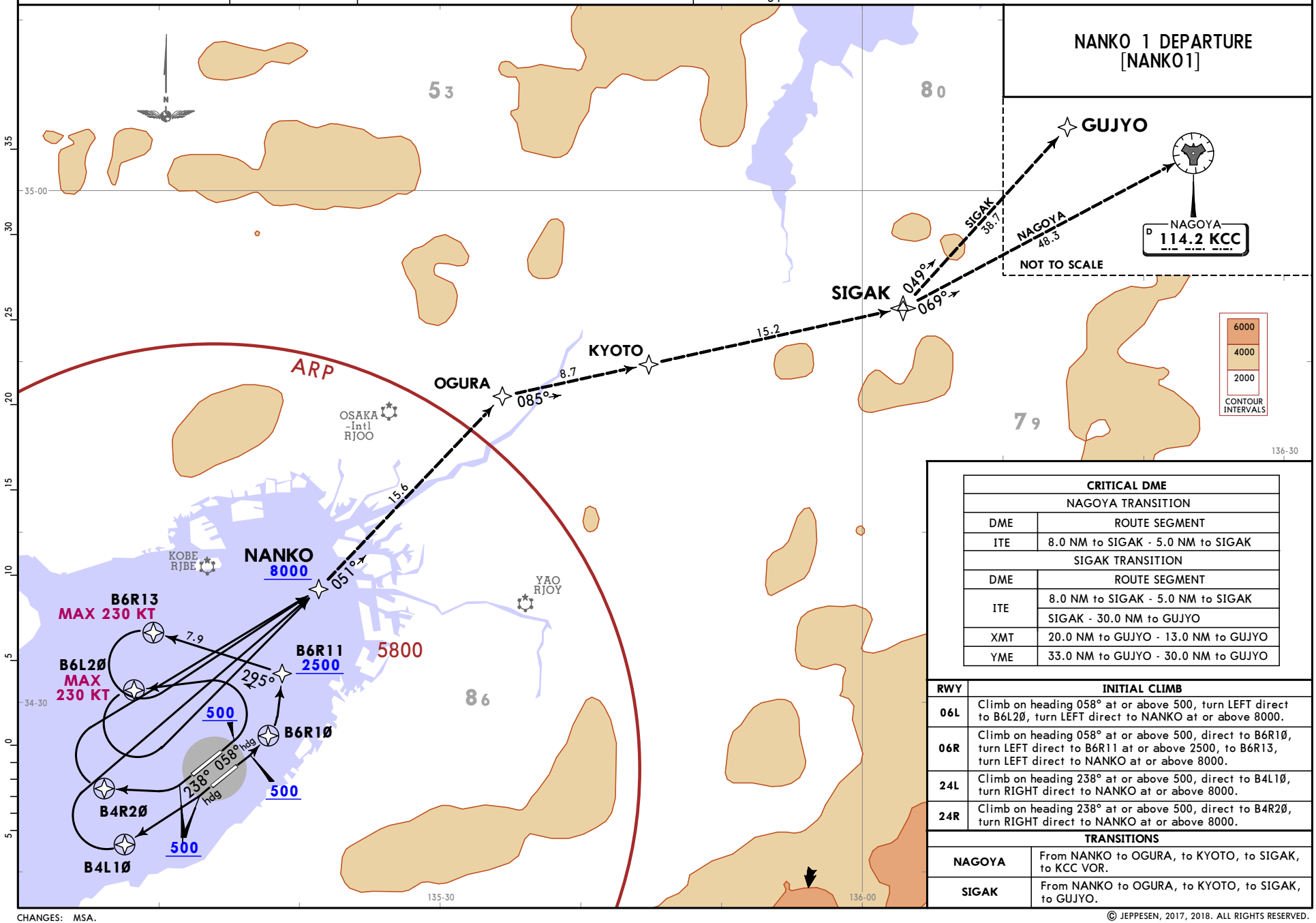
JEPPESEN
4 MAY 18 (20-3G)

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service 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.

NANKO 1 DEPARTURE [NANKO1]



CRITICAL DME	
NAGOYA TRANSITION	
DME	ROUTE SEGMENT
ITE	8.0 NM to SIGAK - 5.0 NM to SIGAK
SIGAK TRANSITION	
DME	ROUTE SEGMENT
ITE	8.0 NM to SIGAK - 5.0 NM to SIGAK
	SIGAK - 30.0 NM to GUJYO
XMT	20.0 NM to GUJYO - 13.0 NM to GUJYO
YME	33.0 NM to GUJYO - 30.0 NM to GUJYO

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to B6L2Ø, turn LEFT direct to NANKO at or above 8000.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R13, turn LEFT direct to NANKO at or above 8000.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to NANKO at or above 8000.
24R	Climb on heading 238° at or above 500, direct to B4R2Ø, turn RIGHT direct to NANKO at or above 8000.

TRANSITIONS	
NAGOYA	From NANKO to OGURA, to KYOTO, to SIGAK, to KCC VOR.
SIGAK	From NANKO to OGURA, to KYOTO, to SIGAK, to GUJYO.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3H)

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service 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.

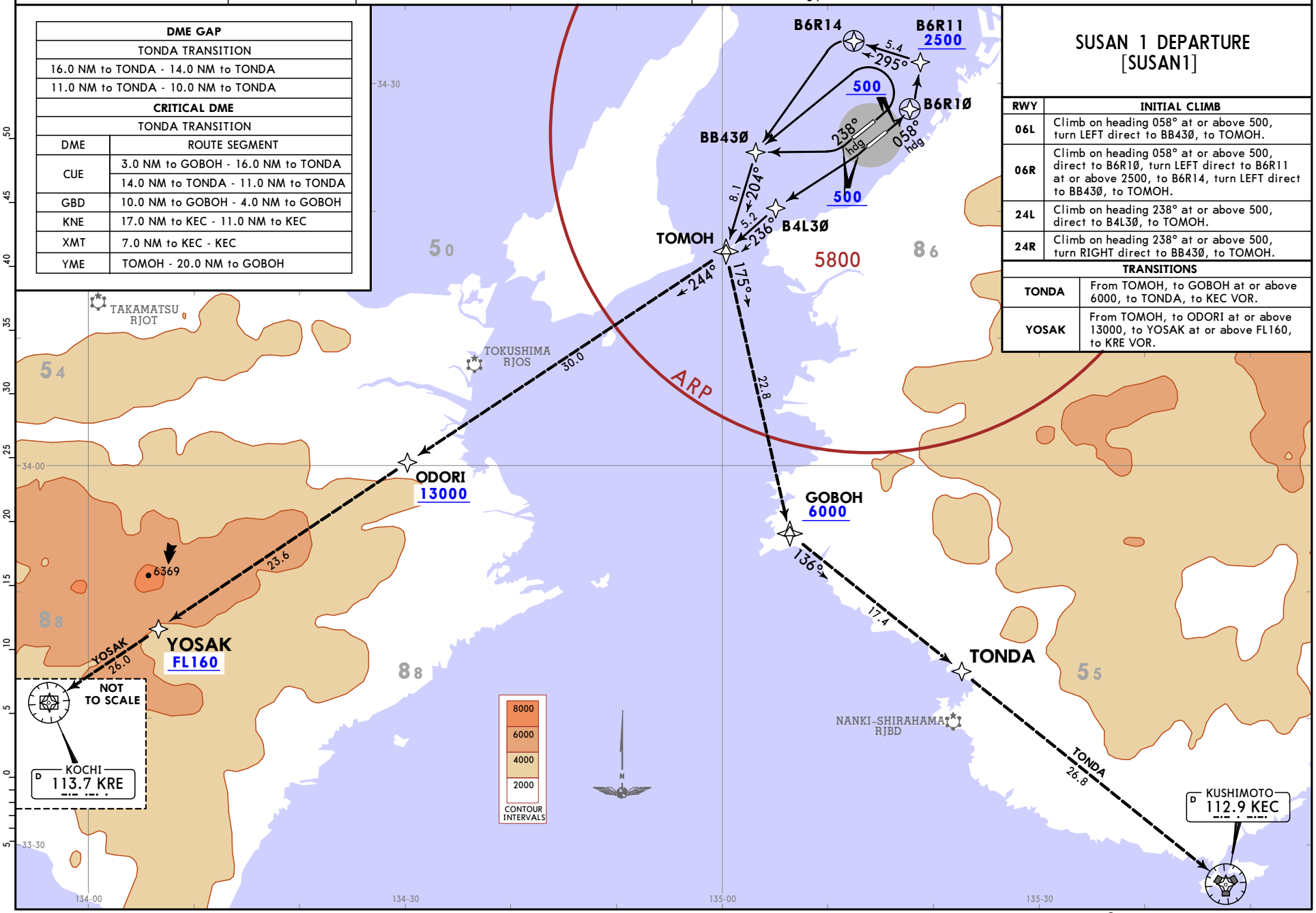
DME GAP
TONDA TRANSITION
16.0 NM to TONDA - 14.0 NM to TONDA
11.0 NM to TONDA - 10.0 NM to TONDA

CRITICAL DME	
TONDA TRANSITION	
DME	ROUTE SEGMENT
CUE	3.0 NM to GOBOH - 16.0 NM to TONDA
	14.0 NM to TONDA - 11.0 NM to TONDA
GBD	10.0 NM to GOBOH - 4.0 NM to GOBOH
KNE	17.0 NM to KEC - 11.0 NM to KEC
XMT	7.0 NM to KEC - KEC
YME	TOMOH - 20.0 NM to GOBOH

SUSAN 1 DEPARTURE
[SUSAN1]

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to BB43Ø, to TOMOH.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R14, turn LEFT direct to BB43Ø, to TOMOH.
24L	Climb on heading 238° at or above 500, direct to B4L3Ø, to TOMOH.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to TOMOH.

TRANSITIONS	
TONDA	From TOMOH, to GOBOH at or above 6000, to TONDA, to KEC VOR.
YOSAK	From TOMOH, to ODORI at or above 13000, to YOSAK at or above FL160, to KRE VOR.



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3J)

OSAKA, JAPAN
SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

TOMOH 1 DEPARTURE [TOMOH1]

RWY	INITIAL CLIMB
06L	Turn LEFT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.
06R	Climb via KNE R052 to D3.5 KNE, turn LEFT, via KCE R166 to intercept and proceed via YOE R269, via KCE R215 to TOMOH. Cross KNE R034 at or above 2500. Cross TOMOH at or above 4000.
24L	Climb via KNE R243 to D7.5 KNE, turn RIGHT heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.
24R	Turn RIGHT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.

TRANSITIONS	
KOCHI SOUTH	From over TOMOH, proceed via KNE R241 to UMAJI, via KRE R068 to KRE VOR.
KUSHIMOTO	From over TOMOH, proceed via KCE R215 to intercept and proceed via TSC R124 to GOBOH, via KEC R316 to KEC VOR. Cross GOBOH at or above 6000.

KOBE 111.25 KCE
KOBE RJBE
180°
215°
R166
D4.7 KCE
D16.6 YOE
269°
YAO RJOY
YAO 114.6 YOE
4800
D20.9 YOE
D5.6 KCE
4.3
346°
2500
6
034°
270° hdg
D3.5 KNE
270°
18.2
052°
4200
270° hdg
243°
270° hdg
D23.8
D7.5 KNE
KANSAI 111.8 KNE
TOMOH 4000
D15.2
241°
5800
TAKAMATSU RJOT
TOKUSHIMA 114.9 TSC
TOKUSHIMA RJOS
241°
215°
17.2
KNE VOR
360°
124°
KOCHI SOUTH
52.4
D41.0 KCE
D13.3 TSC
124°
14.8
D28.1
GOBOH 6000
136°
6369
D67.6
248°
UMAJI
R068
27.3
NOT TO SCALE
KOCHI 113.7 KRE
8000
6000
4000
2000
CONTOUR INTERVALS
NANKI-SHIRAHAMA RJBD
KUSHIMOTO
44.2
KUSHIMOTO 112.9 KEC
R316
34-30
34-00
33-30
134-00
134-30
135-00
135-30

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

9.2.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

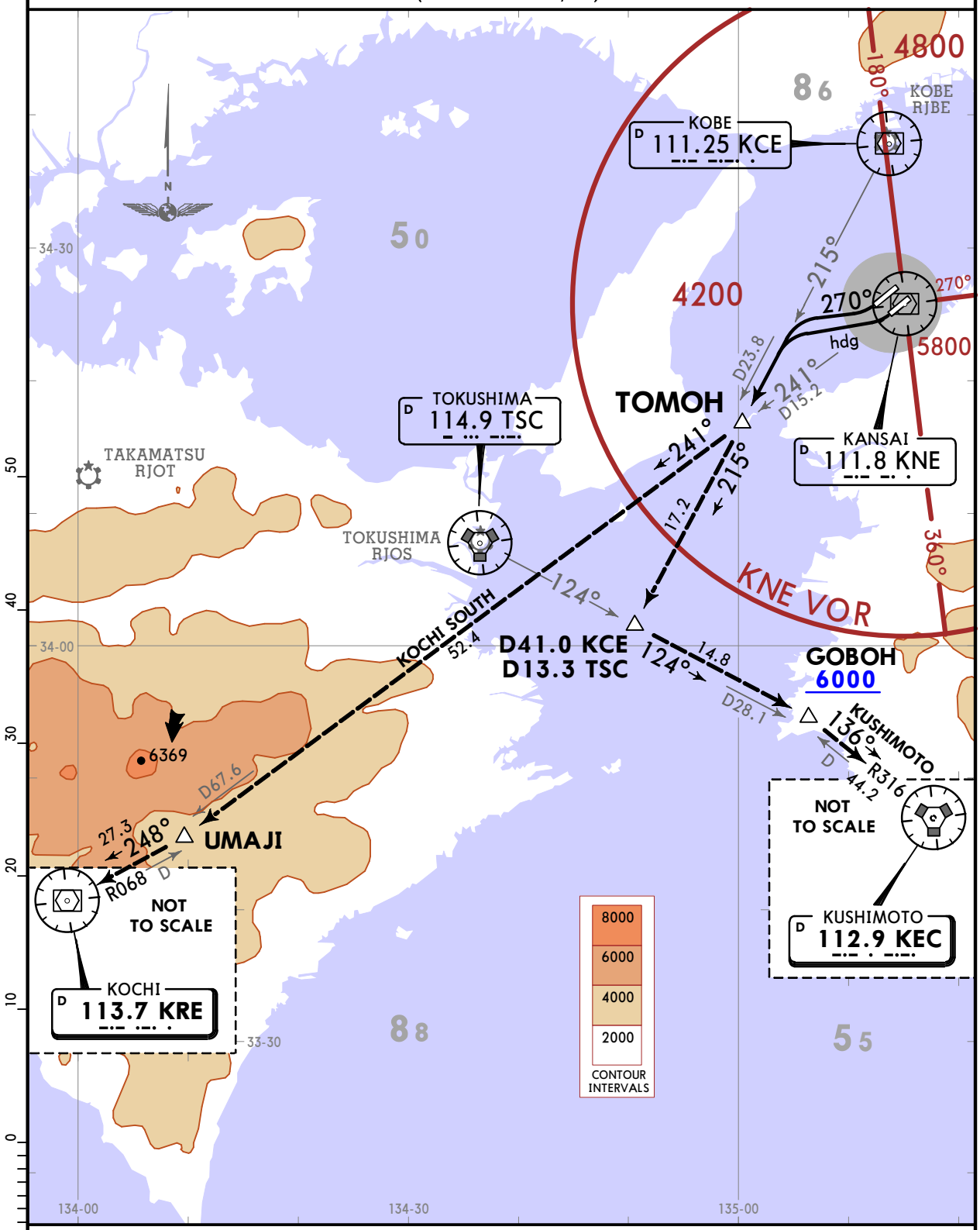
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3K)

OSAKA, JAPAN
SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

TOMOH WEST 1 DEPARTURE [TOMO1W]
(RWYS 24L/R)



INITIAL CLIMB

Turn RIGHT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH.

TRANSITIONS

KOCHI SOUTH	From over TOMOH, proceed via KNE R241 to UMAJI, via KRE R068 to KRE VOR.
KUSHIMOTO	From over TOMOH, proceed via KCE R215 to intercept and proceed via TSC R124 to GOBOH, via KEC R316 to KEC VOR. Cross GOBOH at or above 6000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

NOISE ABATEMENT

LOCAL TIME - 9 = UTC (Z)

1. Noise Abatement Operating Procedures

1.1. In order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance with them adversely affects the safety of aircraft operations. If the aircraft is unable to follow these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

a. For Take-off:
NIL

b. For Landing to Rwy 06R/06L:
1. Delayed Flap Approach Procedure
- Extend final landing flaps after leaving 1500′.
2. Extend landing gear after leaving 2500′.

c. Reverse Thrust:
NIL

1.2. Preferential Runway Procedures
NIL

1.3. Noise Preferential Routes
NIL

2. Use of SIDs

In order to reduce aircraft noise around the airport, all departure aircraft are requested to fly via the following SIDs.

EOBT between 2115UTC and 1329UTC	
Destination (area or airport)	SIDs
Europe/Middle East/Southeast Asia/Macau/ Hong Kong/Taiwan/China/Korea/ Northern Kyushu/Central Kyushu/Shikoku	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE
Okinawa/Southern Kyushu/Shikoku	DAISY DEPARTURE (for RNAV1)
Europe/Eastern part of North America/ Western part of Hokkaido/Hokuriku	NANKO DEPARTURE (for RNAV1)
Eastern part of Hokkaido/Tohoku/RJTT	KANSAI DEPARTURE (for RNAV1)
Eastern part of North America/ Western part of North America/Hawaii/ South Pacific/Australia/Southeast Asia/ Macau/Hong Kong/Taiwan/Okinawa/RJAA	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE

EOBT between 1330UTC and 2114UTC		
Destination (area or airport)	RWY	SIDs
Europe/Middle East/China/Korea/ Hokkaido/Tohoku/Hokuriku/ Northern Kyushu/Central Kyushu/ Shikoku	06R/L	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE
	24R/L	IWAYA DEPARTURE (for RNAV1) FERRY DEPARTURE
North America/Hawaii/South Pacific/Australia/ Southeast Asia/Macau/Hong Kong/ Taiwan/Okinawa/Southern Kyushu/ Kanto	06R/L	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE
	24R/L	KITAN DEPARTURE (for RNAV1) TOMOH WEST DEPARTURE

3. Restrictions on Use of Auxiliary Power Units (APU)

When an aircraft is using an aircraft parking stand with fixed power facilities, APU shall not be used outside the time periods specified below except when specifically acknowledged by the authority as necessary.

a. Less than 15 minutes prior to the estimated off-block time.
b. The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.
c. For the minimum time required for aircraft maintenance purposes if needed.

NOTE: Spots 1-41 and 201-215 are aircraft parking stands with fixed power facilities. Spots 1-41 are equipped with electric power units and preconditioned air units. Spots 201-215 are equipped with electric power units.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.

RJBB/KIX

Apt Elev 17′
N34 26.1 E135 14.0

27 JUL 18

JEPPESEN 20-9

OSAKA, JAPAN

KANSAI INTL

D-ATIS	KANSAI Delivery		Ground		
127.85	121.9	126.2	121.6	121.65	126.2

Tower			KANSAI Departure (R)							
118.2	118.05	126.2	119.2	119.5	119.75	120.4	120.65	121.2	124.8	125.0

The locations of Stop Bar Lights and Runway Guard Lights are 295′(90m) off Rwy 06R/24L center line and 353′(107.5m) off Rwy 06L/24R center line.
Stop Bar Lights will be operated when the visibility or the lowest RVR of Rwy 06R/24L and/or Rwy 06L/24R is at or less than 1969′(600m).
Stop Bar Lights on Twys A1, A2, A13, A14, B1 and B14 are controlled individually by ATC.
During the period Stop Bar Lights operated, Twys A3 thru A12, B3, B5 thru B10 and B12 are not available for departure aircraft.

Special Safeguards and Procedures (SSP)
CAT II Operations are available when SSP are applied.
SSP will be applied when the following conditions are met:
(1) Ceiling is at or less than 200′ and/or RVR is at or less than 550m.
(2) ILS Critical Area is protected.
In order to protect Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given following instruction by ATC.
"REPORT OUT OF ILS CRITICAL AREA"
The exit taxiway centerline lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, the pilot is expected to advise the ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

FOR PARKING POSITIONS SEE CHART 20-9C

Prior permission required.
P taxiway, from the junction of A1 taxiway to north end (59′ 18m in width) is only available to aircraft having a maximum take-off weight of 51,807lb (23,500kg) or less.

13,123′ 4000m

11,483′ 3500m

24R 238° — 197′60m Overrun — Elev 23′

24L 238° — 197′60m Overrun — Elev 13′

06L 058° — 197′60m Overrun — Elev 15′

06R 058° — 197′60m Overrun — Elev 5′

Fire Station

Control Tower 320′

AIS+MET

ARP

VOR

SEE INSET for parking positions

ROTOR CRAFT APRON See inset below

Fuel Farm

Blast Fence

07°W

FOR PARKING POSITIONS SEE CHART 20-9B

FOR PARKING POSITIONS SEE CHART 20-9C

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
251, 252	N34 26.0 E135 13.6
253	N34 26.0 E135 13.5
254, 255	N34 26.1 E135 13.5
256, 257	N34 26.1 E135 13.4

ROTOR CRAFT PARKING SPOT COORDINATES

SPOT No.	COORDINATES
601 thru 604	N34 26.4 E135 15.5

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

135-12 135-13 135-14 135-15
34-27 34-26 34-25
135-13.3 135-13.4 135-13.5 135-13.6
34-26.2 34-26.1 34-26.0
135-15.4 34-26.4

CHANGES: Stop Bar Lights notes, Rwys elevation, chart format.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

RJBB/KIX

JEPPESEN
27 JUL 18 (20-9A)

OSAKA, JAPAN
KANSAI INTL

GENERAL

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
06L ❶ 24R	HIRL CL HIALS ❷ SFL-V TDZ PAPI-L (angle 3.0°) RVR		12,149′ 3703m 12,086′ 3684m		197′ 60m
❶ Runway grooved (12,479′ 3804m). ❷ Variable light intensity.					
06R ❸ 24L	HIRL CL HIALS ❹ SFL-V TDZ PAPI-L (angle 3.0°) RVR		10,450′ 3185m 10,315′ 3144m		197′ 60m
❸ Runway grooved (10,827′ 3300m). ❹ Variable light intensity.					

TAKE-OFF

All Rwys

	Multi Engine Aircraft						Single Eng Acft
	With Take-Off Alternate Airport Filed					Without Take-off Altn Apt Filed	
	Special Safeguards & Procedures in Force						
	1 HIRL & CL & Multiple RVR	1 HIRL & CL	1 HIRL or CL or RCLM	1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)	
A B C	RVR 150m	200m	250m	400m		VIS 500m	Available Landing Minimums
D	RVR 200m	250m	300m				

1 HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

CHANGES: None.

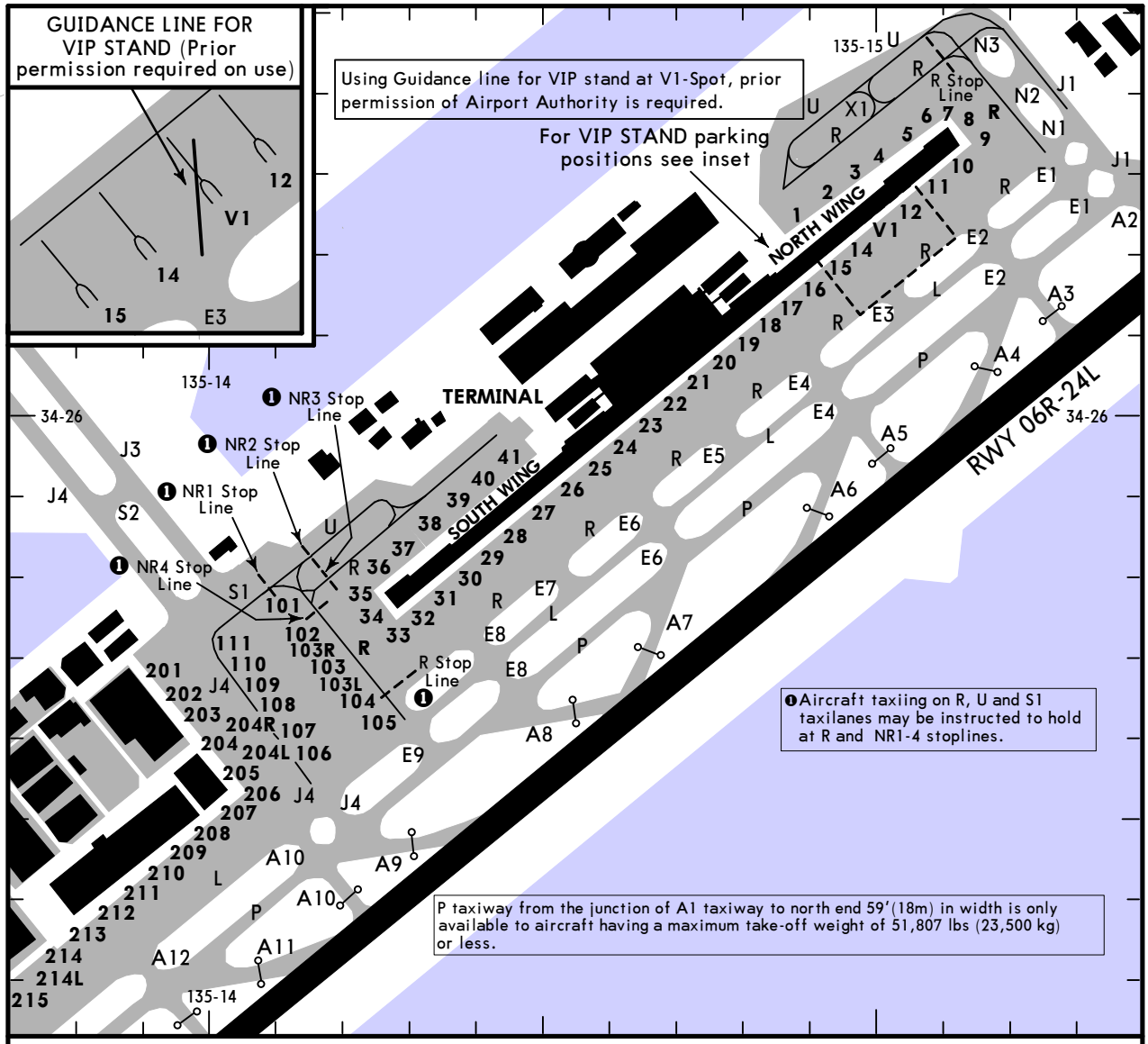
© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

9.2.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX

JEPPESEN
27 JUL 18 (20-9B)

OSAKA, JAPAN
KANSAI INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1	N34 26.2 E135 14.9	35	N34 25.8 E135 14.2
2	N34 26.3 E135 14.9	36, 37	N34 25.8 E135 14.3
3, 4	N34 26.3 E135 15.0	38	N34 25.9 E135 14.3
5	N34 26.3 E135 15.1	39, 40	N34 25.9 E135 14.4
6 thru 8	N34 26.4 E135 15.1	41	N34 25.9 E135 14.5
9	N34 26.3 E135 15.2	101	N34 25.8 E135 14.1
10 thru 12	N34 26.3 E135 15.1	102, 103, 103R	N34 25.7 E135 14.1
V1, 14	N34 26.2 E135 15.0	103L, 104	N34 25.7 E135 14.2
15, 16	N34 26.2 E135 14.9	105 thru 107	N34 25.6 E135 14.2
17	N34 26.1 E135 14.9	108 thru 111	N34 25.7 E135 14.1
18 thru 20	N34 26.1 E135 14.8	201, 202	N34 25.7 E135 13.9
21 thru 23	N34 26.0 E135 14.7	203 thru 205	N34 25.6 E135 14.0
24	N34 26.0 E135 14.6	206	N34 25.5 E135 14.1
25	N34 25.9 E135 14.6	207 thru 209	N34 25.5 E135 14.0
26 thru 28	N34 25.9 E135 14.5	210	N34 25.5 E135 13.9
29, 30	N34 25.8 E135 14.4	211, 212	N34 25.4 E135 13.9
31, 32	N34 25.8 E135 14.3	213, 214, 214L	N34 25.4 E135 13.8
33	N34 25.7 E135 14.3	215	N34 25.3 E135 13.7
34	N34 25.8 E135 14.3		

CHANGES: None.

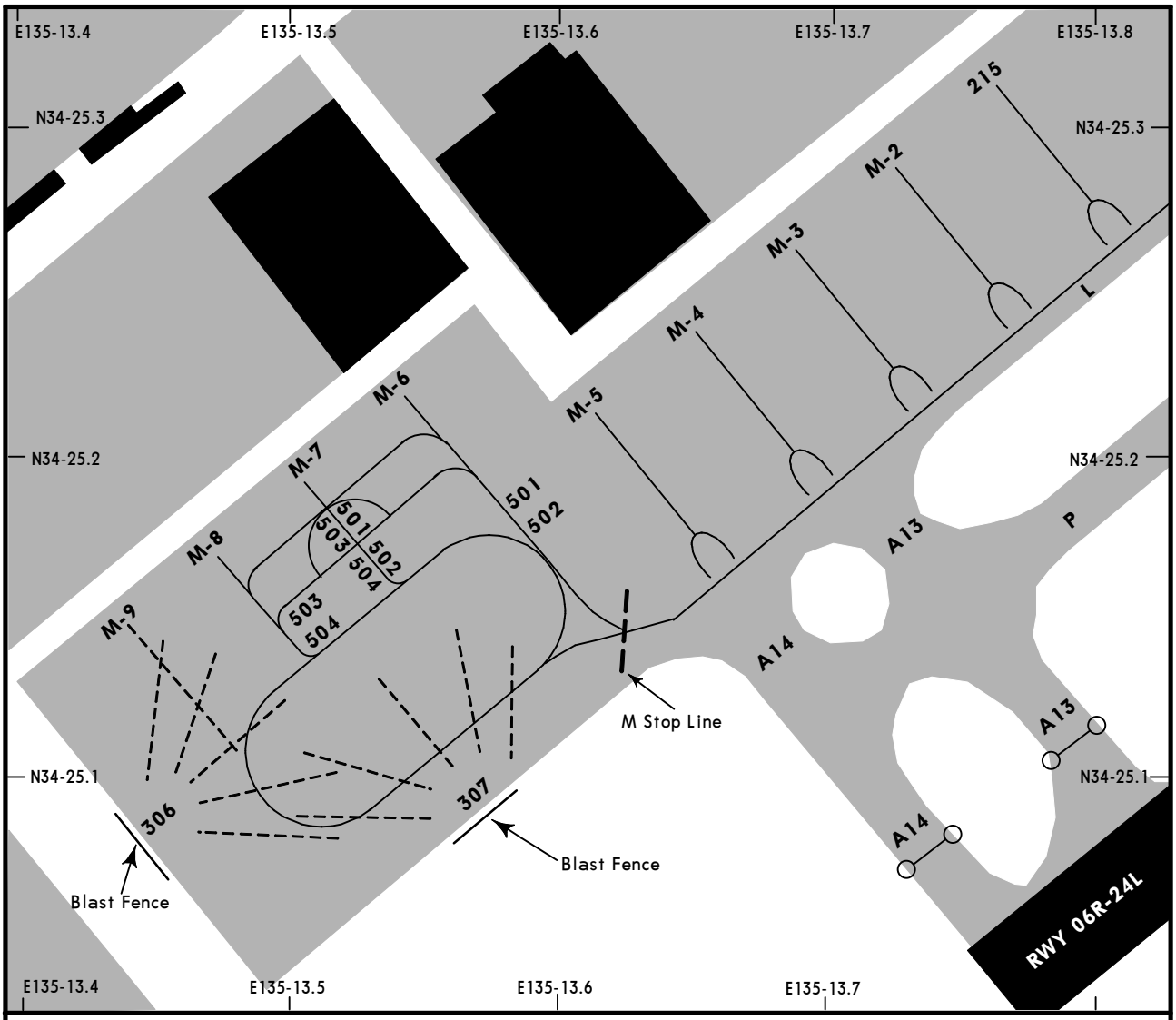
© JEPPESEN, 1994, 2014. ALL RIGHTS RESERVED.

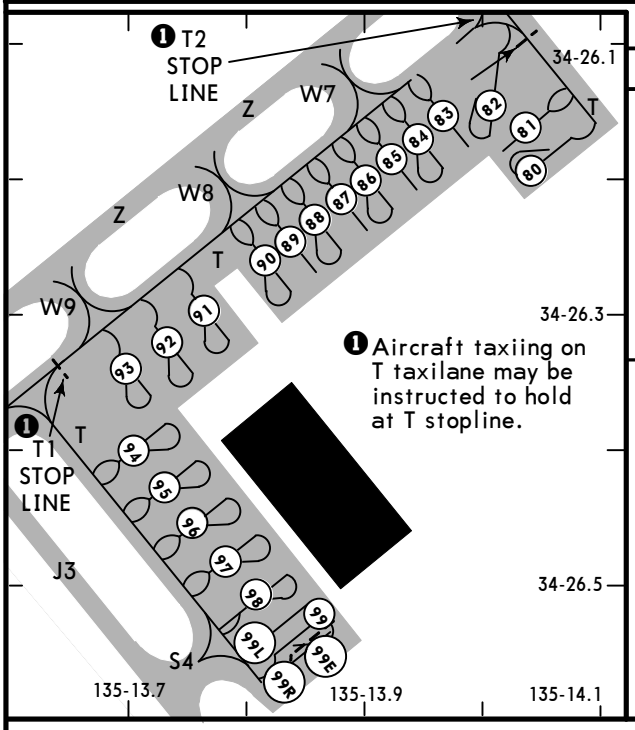
9.2.36 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX

JEPPESEN
27 JUL 18 (20-9C)

OSAKA, JAPAN
KANSAI INTL





PARKING SPOT COORDINATES

SPOT No.	COORDINATES
M2, M3	N34 25.3 E135 13.7
M4, M5	N34 25.2 E135 13.6
M6 thru M8	N34 25.2 E135 13.5
M9	N34 25.2 E135 13.4
306	N34 25.1 E135 13.4
307	N34 25.1 E135 13.6
80 thru 83	N34 26.4 E135 14.0
84 thru 89	N34 26.4 E135 13.9
90,91	N34 26.3 E135 13.8
92,93	N34 26.3 E135 13.7
94	N34 26.2 E135 13.7
95,96,97	N34 26.2 E135 13.8
98	N34 26.1 E135 13.8
99,99E,99R,99L	N34 26.1 E135 13.9

CHANGES: Chart format.

© JEPPESEN, 1995, 2018. ALL RIGHTS RESERVED.

RJBB/KIX

OSAKA, JAPAN
KANSAI INTL

Surface Painted Direction Signs and Surface Painted Location Signs

1. Type of Surface Painted Markings
   (1) Surface Painted Direction Sign
   This type of marking at a taxiway intersection indicates the designation and direction of the taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.
   (2) Surface Painted Location Sign
   This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and a yellow frame.
2. On each of the Taxiways A1, A2, P, L, N1, E9, U, R, A13, A14, J1, J4, S1, S4, S6 and T, surface painted markings are provided (see drawings below).

Fig. 1

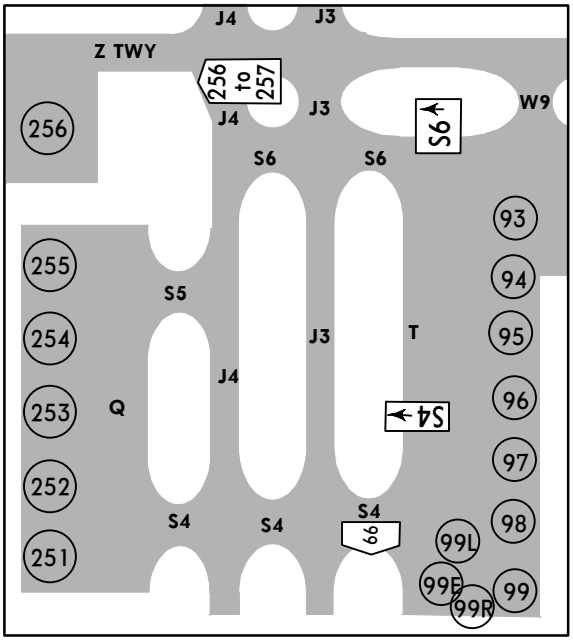


Fig. 2

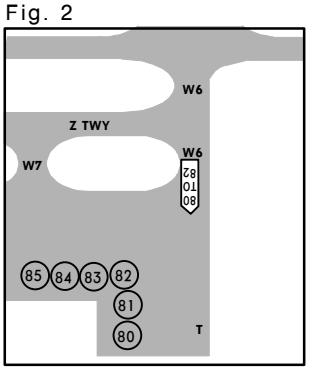




Fig. 3

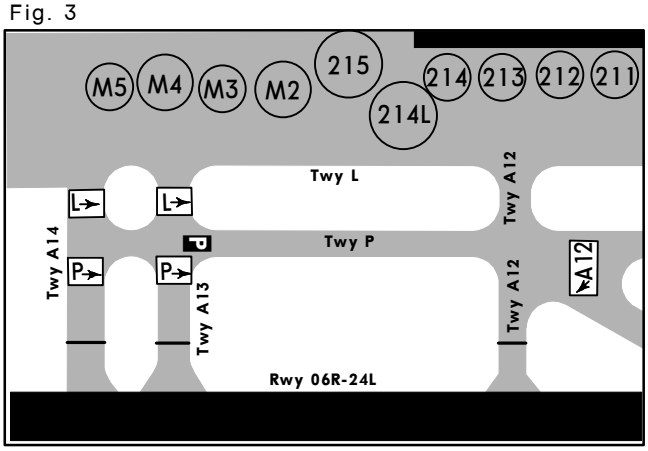


Fig. 4A

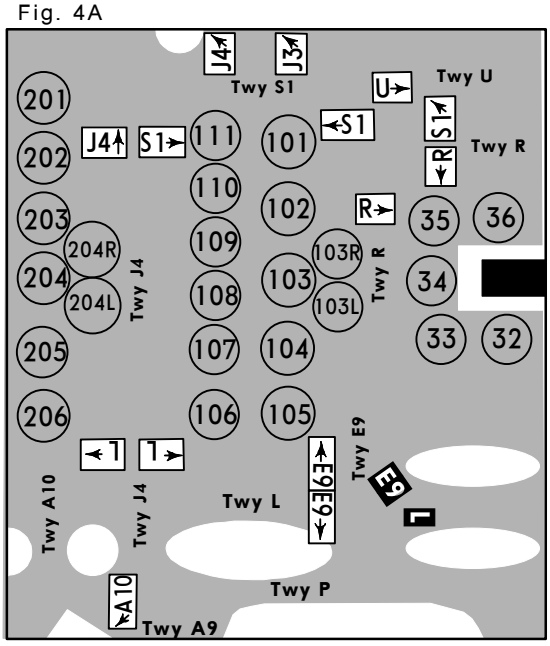


Fig. 4B

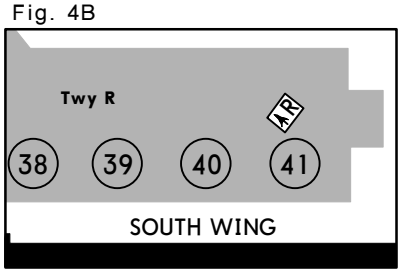
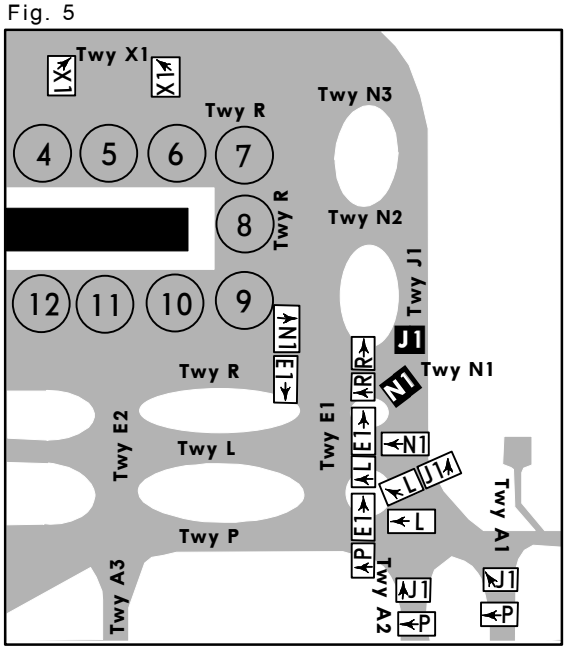


Fig. 5



CHANGES: Fig 4B added.

© JEPPESEN, 2006, 2017. ALL RIGHTS RESERVED.

RJBB/KIX

JEPPESEN
9 MAR 18 (20-9F)

AIRPORT
OSAKA, JAPAN
KANSAI INTL

ATC PROCEDURES

ON USE OF THIS AIRPORT

On use of this airport, aircraft operator is required to obtain the prior permission of the Airport Administrator, except scheduled flights or in an emergency.

Arriving aircraft is requested to have approvals for RNAV1.

Arriving aircraft without approvals of RNAV1 is prohibited from operating between 1400 UTC and 2330 UTC.

ILS Y or LOC Y RWY24L is used only for the following cases:

1. Aircraft encountered with an emergency.
2. RNAV1 non-approved aircraft and;
   a) aircraft operating for the purpose of by a search and rescue.
   b) aircraft operating for the support in the humanity.

   NOTE: For the aircraft operation correspond to any of the item (a) or (b), coordination is required beforehand with airport administrator.

DEPARTING AIRCRAFT

Departing aircraft shall comply with the following procedures

1. ATC Clearance
   Advise KANSAI DELIVERY 5 minutes prior to starting engines with the following items.
   a) call sign
   b) destination
   c) proposed flight level/altitude and alternative flight levels/altitudes, if any
   d) parking position (spot number)
   e) alternative flight routes, if any.
2. Taxi
   Aircraft taxing on R, T, U and S1 taxilanes may be instructed to hold at the R, T and NR1/2/3/4 stoplines shown on 20-9B.
3. Intersection Departure
   a) Separation for departures (3 minutes for LIGHT or MEDIUM aircraft behind HEAVY aircraft and LIGHT aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from Twy A2 or A13. Aircraft requiring separation of 3 minutes shall advise "Kansai Ground/Tower" accordingly.
   b) The remaining runway length for intersection departures are as follows:

Runway 06R	Remaining Rwy Length	Runway 24L	Remaining Rwy Length
Taxiway A13	10,900 ft (3320m)	Taxiway A2	10,900 ft (3320m)
Taxiway A12	9,640 ft (2940m)	Taxiway A3	9,820 ft (2990m)
Taxiway A11	8,220 ft (2500m)	Taxiway A4	8,390 ft (2560m)
Taxiway A10	8,120 ft (2470m)	Taxiway A5	8,180 ft (2490m)
Taxiway A9	6,700 ft (2040m)	Taxiway A6	6,750 ft (2060m)
Taxiway A8	5,160 ft (1570m)	Taxiway A7	5,110 ft (1560m)

Runway 06L	Remaining Rwy Length	Runway 24R	Remaining Rwy Length
Taxiway B12	11,280 ft (3440m)	Taxiway B3	11,280 ft (3440m)
Taxiway B10	8,200 ft (2500m)	Taxiway B5	8,200 ft (2500m)
Taxiway B9	6,560 ft (2000m)	Taxiway B6	6,560 ft (2000m)
Taxiway B7	5,180 ft (1570m)	Taxiway B8	5,020 ft (1530m)

NOTE: Numbers are rounded down to the nearest 10ft (10m) as measured from the point where the taxiway centerline meets the runway centerline to the runway threshold.

CHANGES: Use of airport note updated.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

ATC PROCEDURES (CONTD)

Wing tip clearance at the TWY intersection

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

When B744 holding at stop markings on TWY A2, A3, A5, A10, A12 or A13:
Aircraft with a wingspan of 23.4m (76.7 ft) or less, taxiing on TWY P, has at least 6.5m (21.3 ft) but less than 15m (49.2 ft) of wing tip clearance.
Aircraft with a wingspan of greater than 23.4m (76.7 ft), taxiing on TWY P, has less than 6.5m (21.3 ft) of wing tip clearance.

When B772 holding at stop markings on TWY B3 or B12:
Aircraft with a wingspan of 19.6m (64.3 ft) or less, taxiing on TWY Y, has at least 6.5m (21.3 ft) but less than 15m (49.2 ft) of wing tip clearance.
Aircraft with a wingspan of greater than 19.6m (64.3 ft) has less than 6.5m (21.3 ft) of wing tip clearance.

© JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

RJBB/KIX

OSAKA, JAPAN
KANSAI INTL

SAFETY MEASURES IN APRON

(1) While maneuvering in the apron area, follow strictly yellow guide lines.
(2) When aircraft maneuvering in the apron, reduce engine power to the extent practicable to avoid blast damage.
(3) The engine start positions are designated as follows, unless other positions are instructed.
a) Spot 8: The position that the main gear of the aircraft on the lead-in line of spot 8 in case of facing east or west pushback.
b) Spot 41: The position that the aircraft completed pushback
c) Pushback procedure and engine start position for other spots are listed in the regulation established by airport administrator.
d) Coordination with airport administrator is required in case of the situation unable to comply with the regulation.
(4) In order to avoid jet blast damage and ensure wingtip clearance, operators shall comply with the following power-out procedure on spots 80, 82, 84, 86, 88 and 90 through 99.
a) Only A320 may use the lead-out line.
b) Operators must confirm jet blast cause no damage when maneuvering on spot.
c) Follow the signals sent by the ground staff who is monitoring the deviation between circling line and nose gear.
d) Starting point for power-out is shown on (Figure 2), and while maneuvering on the curved section of the circling lines, nose gear steering angle shall be at or above 55°.
e) Following procedures shall be taken in case of a stop when maneuvering on spot.
1) Shut down all engines
2) Tow the aircraft to starting point for power-out or short of T aircraft stand taxilane.

Figure 1

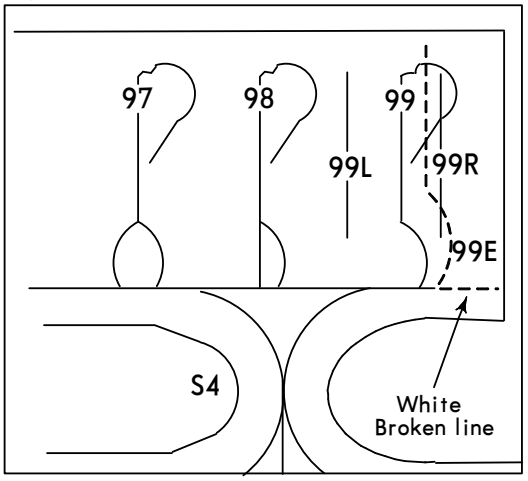
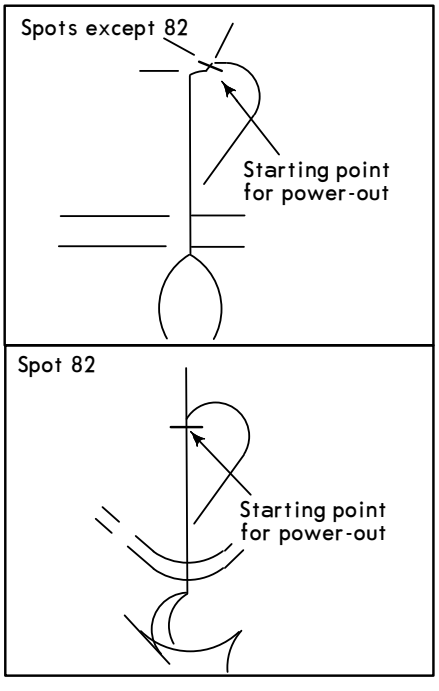


Figure 2



CHANGES: Figure 2.

© JEPPESEN, 2012, 2017. ALL RIGHTS RESERVED.

9.2.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-1)

OSAKA, JAPAN ILS Y or LOC Y Rwy 06L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP™

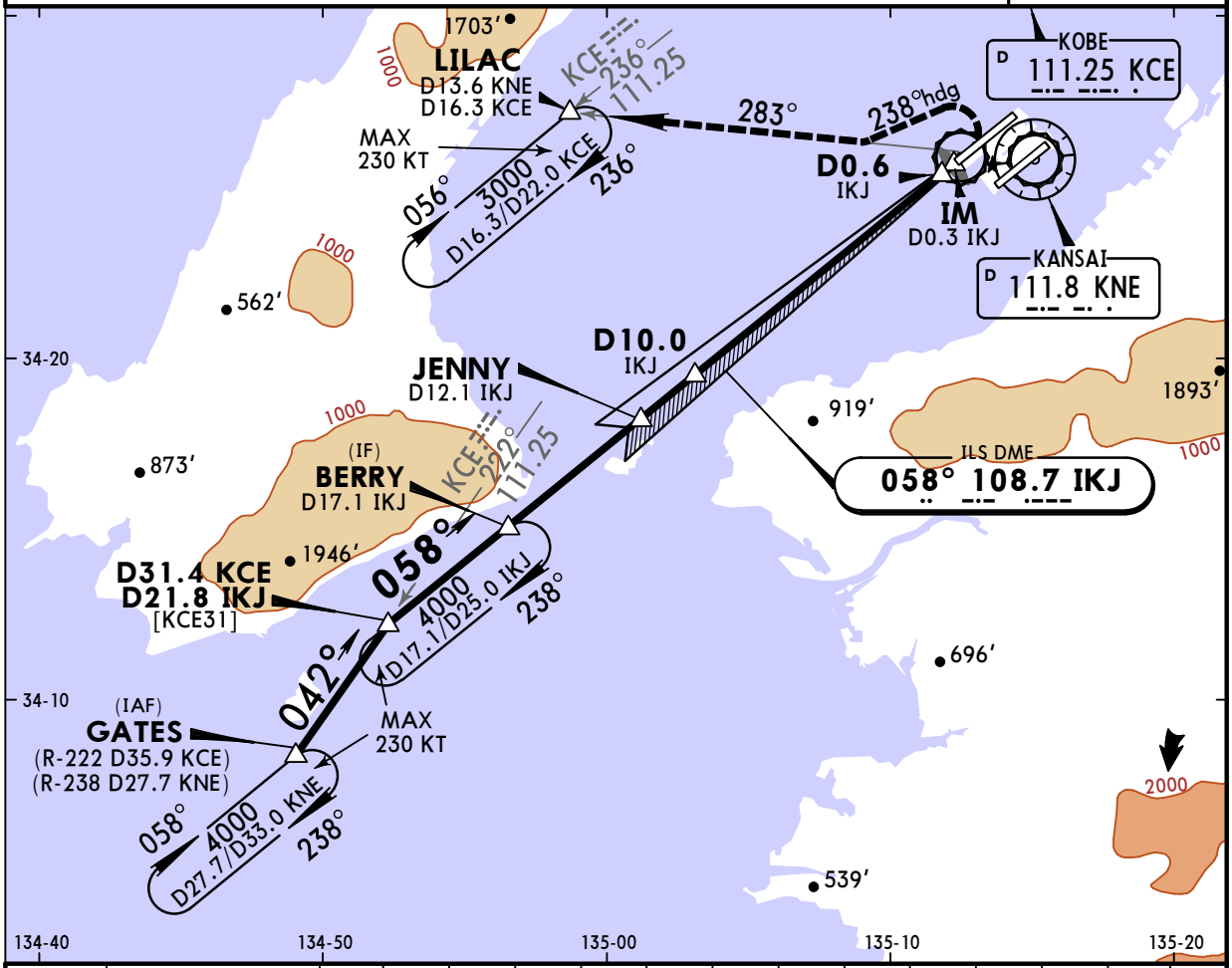
LOC	Final	GS	ILS	Apt Elev 17′
IKJ	Apch Crs	JENNY	DA(H)	Rwy 15′
108.7	058°	4000′ (3985′)	215′ (200′)	

MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

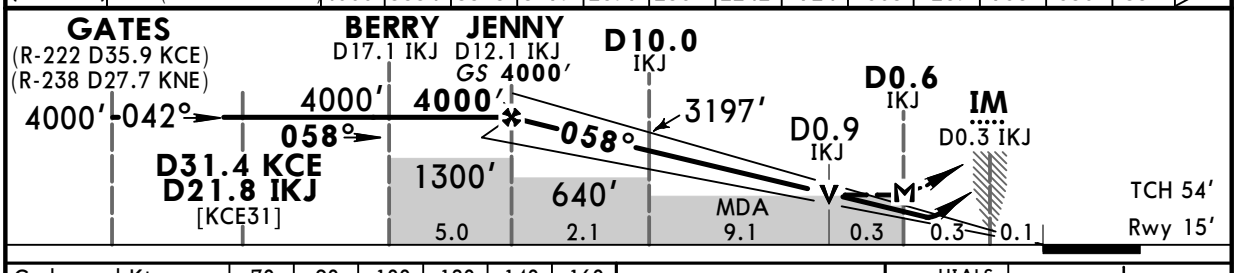
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

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

MSA KNE VOR
180° 4800′ 270° 4200′ 5800′ 360°



LOC (GS out)	IKJ DME	FAF	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
	ALT (3.0° APCH PATH	4000′	3834′	3515′	3197′	2879′	2561′	2242′	1924′	1605′	1287′	968′	650′	331′	



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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY 06L

	ILS DA(H) 215′ (200′)			LOC (GS out) MDA(H) 290′ (273′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts.	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m	90	610′ (593′) - 1600m
B						120	
C					RVR 1600m	140	610′ (593′) - 2400m
D				RVR 1200m	RVR 1800m	165	610′ (593′) - 3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-1A

26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN ILS Y Rwy 06L CAT II

BRIEFING STRIP ™

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

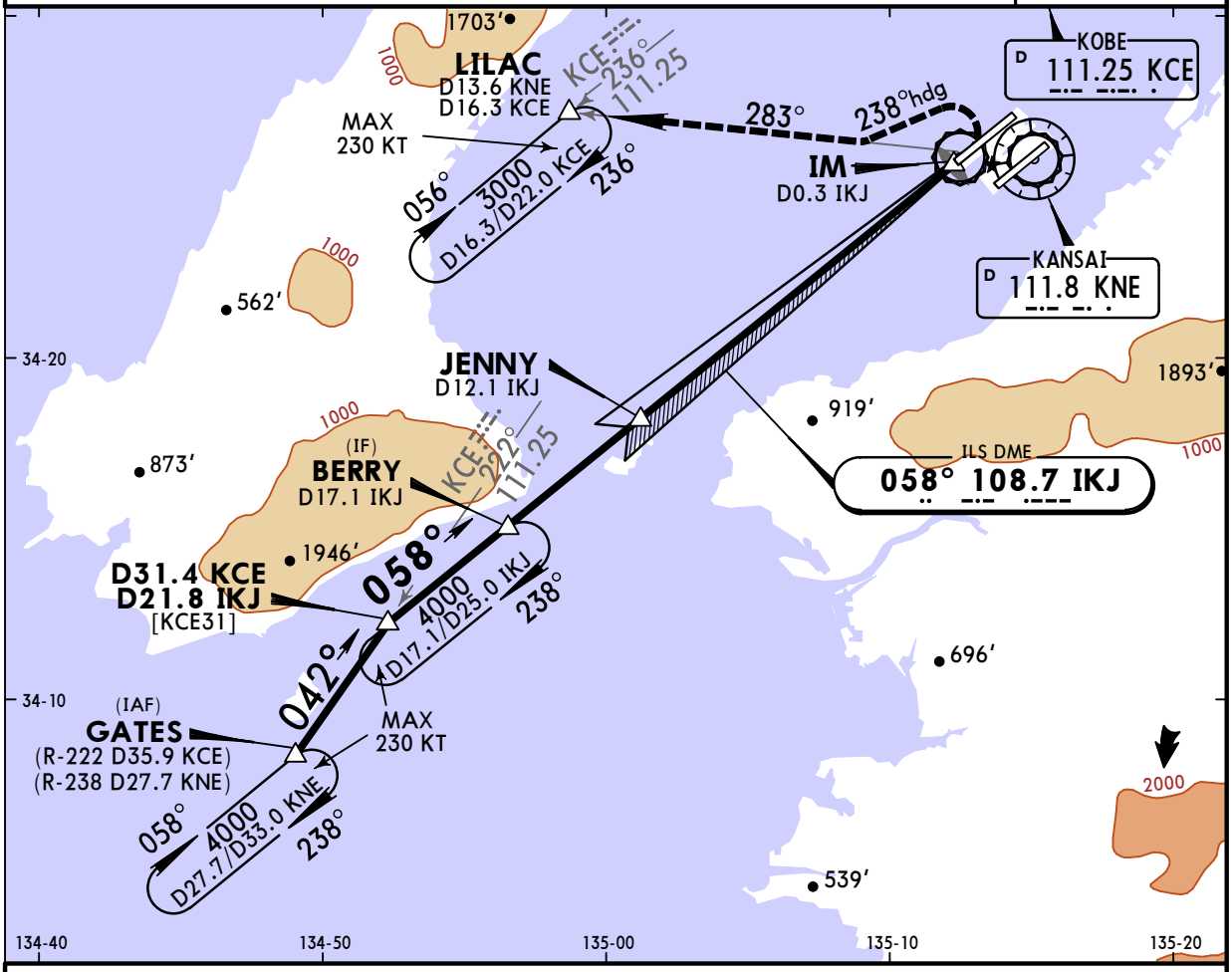
LOC	Final	GS	CAT II ILS	Apt Elev 17′
IKJ	Apch Crs	JENNY	RA 100′	
108.7	058°	4000′ (3985′)	DA(H) 115′ (100′)	Rwy 15′

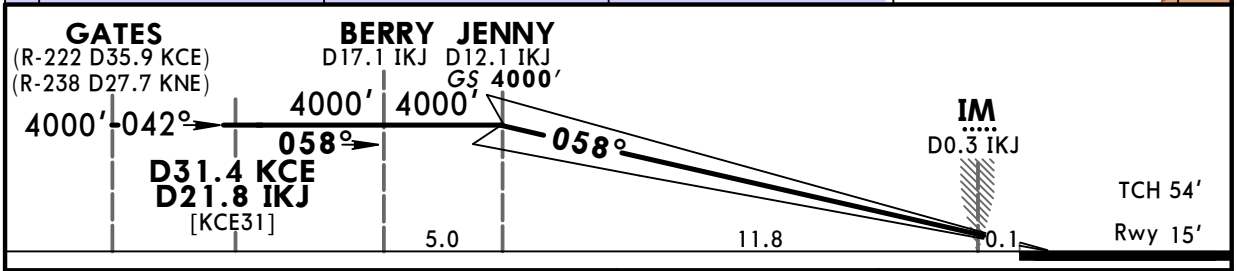
MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

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

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.

MSA KNE VOR
180° 4800′ 270° 4200′ 5800′ 360°





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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY **06L**

CAT II ILS

RA 100′

DA(H) **115′** (100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-2)

OSAKA, JAPAN ILS Z or LOC Z Rwy 06L

BRIEFING STRIP™

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKJ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.7	058°	LUIGE 2000′ (1985′)	215′ (200′)	Rwy 15′

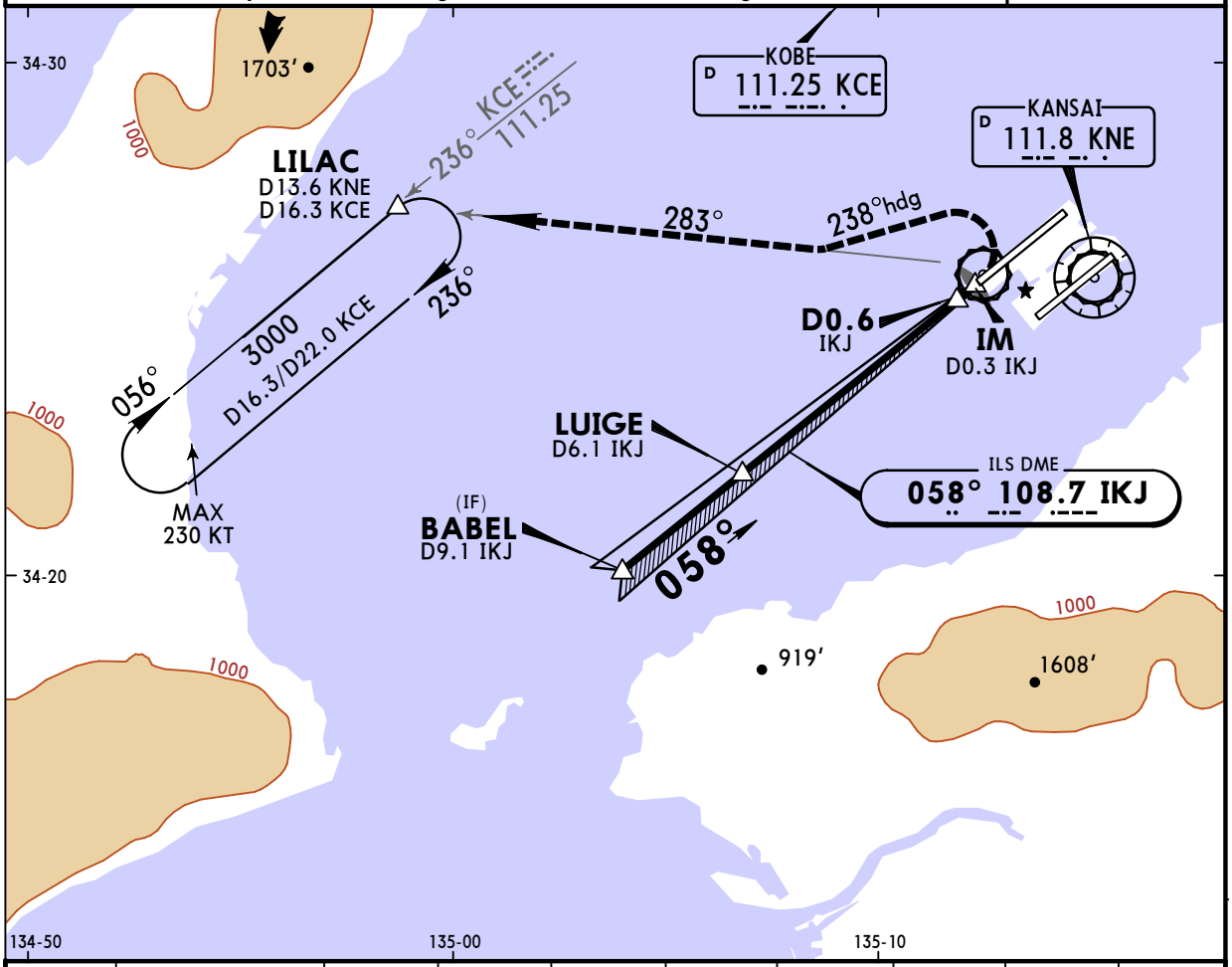
MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

MSA KNE VOR

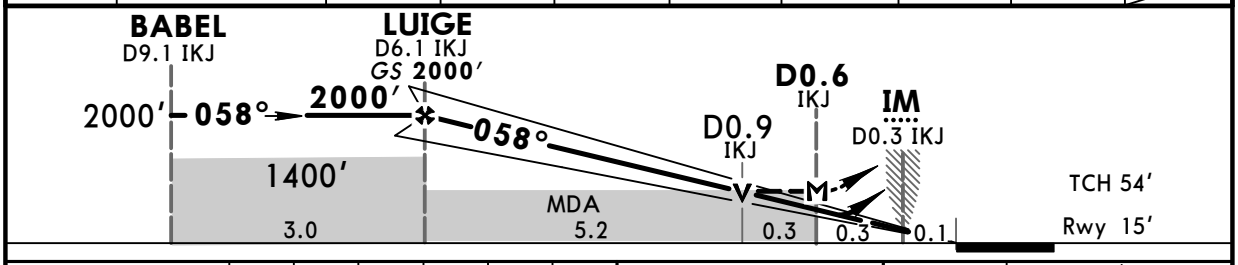
180° 4800′ 270° 4200′ 5800′ 360°

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.



LOC (GS out)	IKJ DME / ALT(3.0° APCH PATH)	FAF	6.0	5.0	4.0	3.0	2.0	1.0	MAP
		2000′	1924′	1605′	1287′	968′	650′	331′	



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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY 06L

	ILS DA(H) 215′ (200′)			LOC (GS out) MDA(H) 290′ (273′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m	90	610′ (593′) - 1600m
B						120	
C					RVR 1600m	140	610′ (593′) - 2400m
D				RVR 1200m	RVR 1800m	165	610′ (593′) - 3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-2A
26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN ILS Z Rwy 06L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

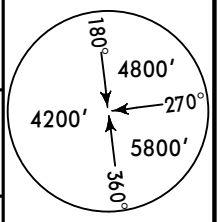
BRIEFING STRIP ™

LOC IKJ	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.7	**058°**	**LUIGE** **2000′** (1985′)	**RA 100′** DA(H) 115′ (100′)	Rwy 15′

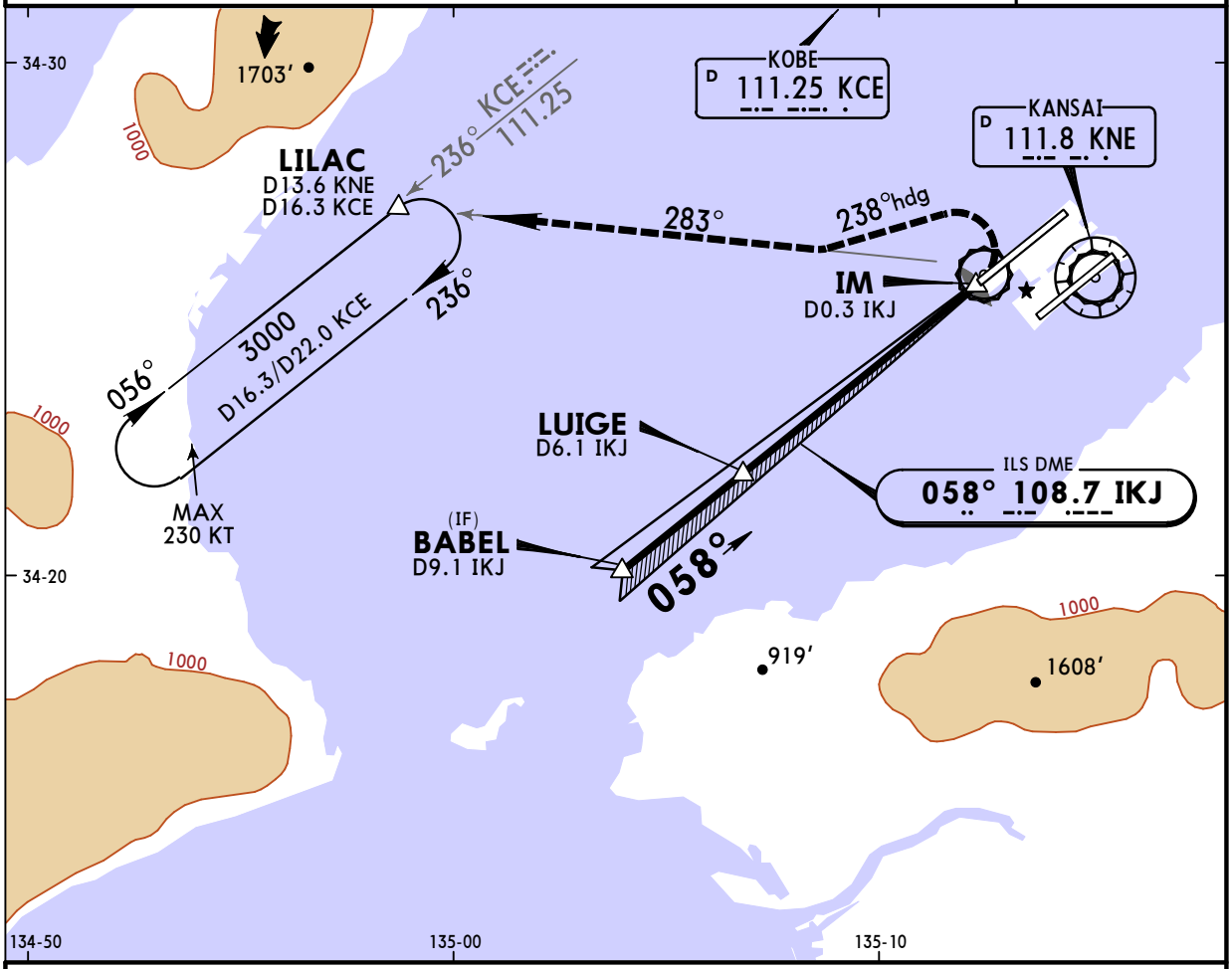
MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

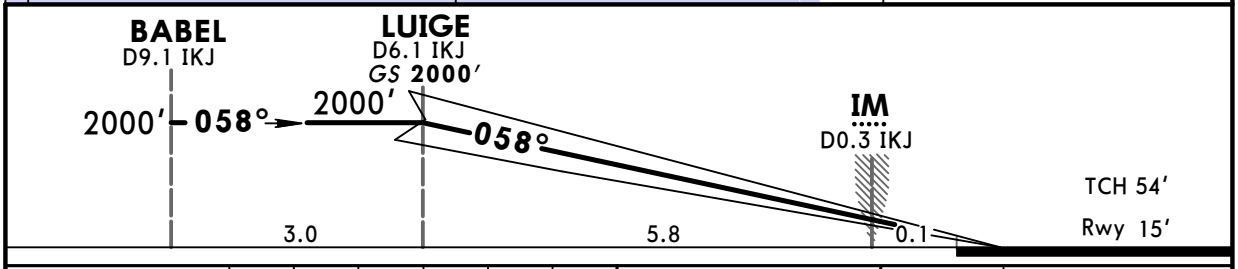
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Acft Certification Required. **2. VOR and DME required.**



MSA KNE VOR





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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY**06L**

CAT II ILS

RA 100′

DA(H) **115′** (100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-3)

OSAKA, JAPAN ILS Y or LOC Y Rwy 06R

BRIEFING STRIP ™

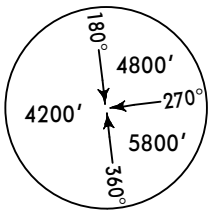
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.1	058°	JANET 4000′ (3995′)	205′ (200′)	Rwy 5′

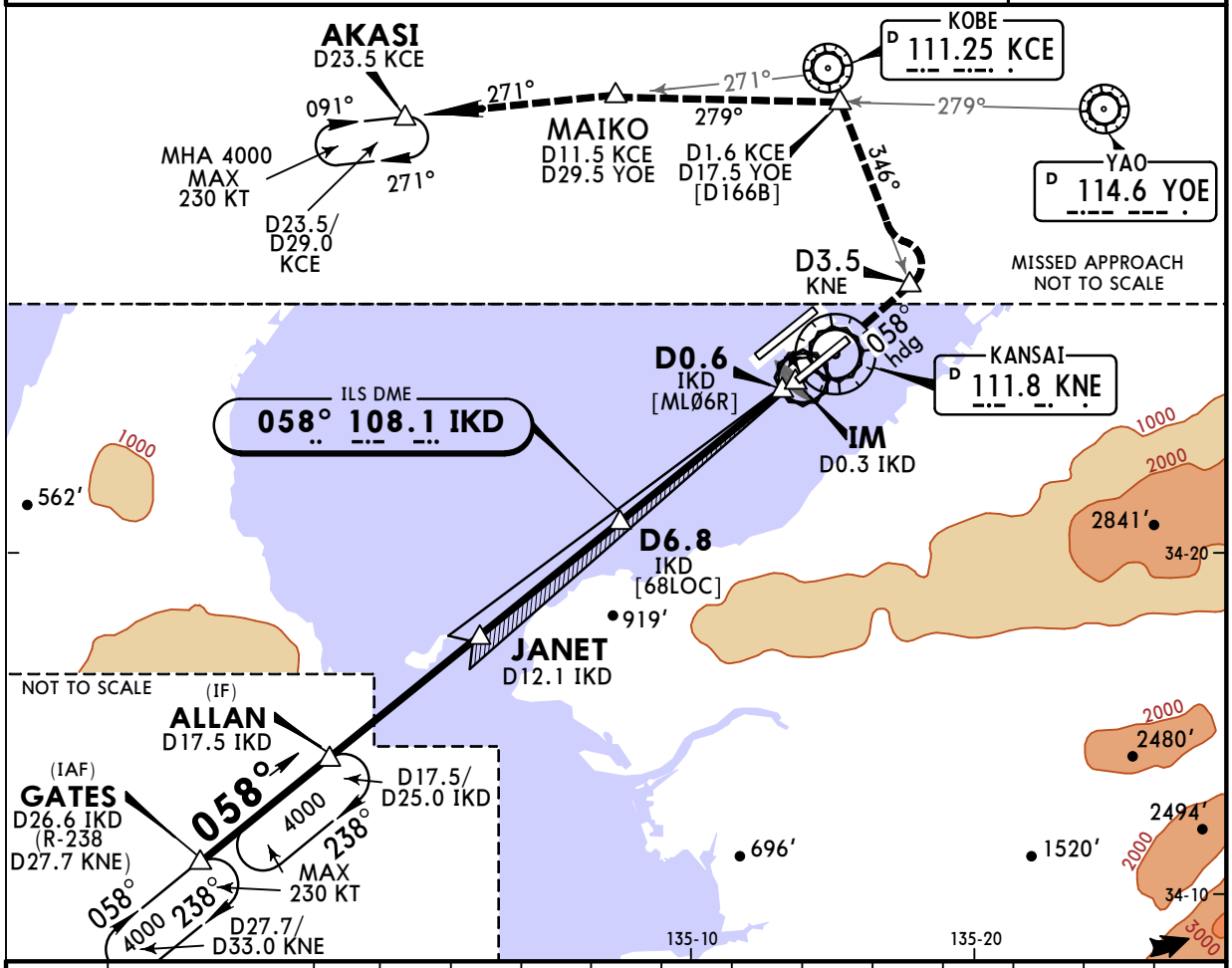
MISSED APCH: Climb to 4000′ via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE R-271 to AKASI and hold. Contact Kansai APP.

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

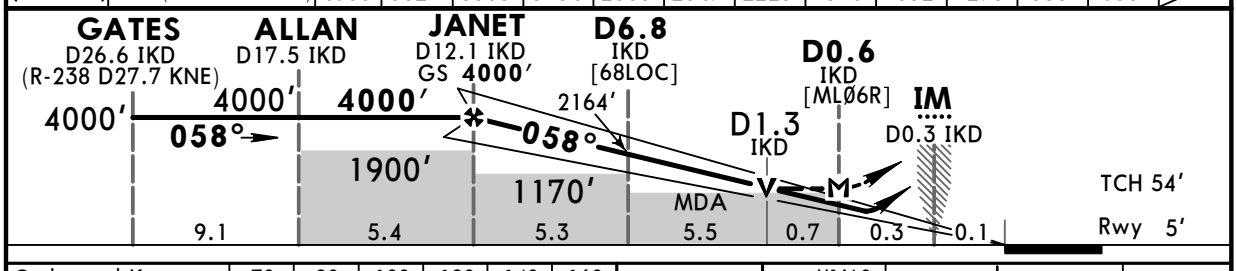
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKD DME / ALT (3.0° APCH PATH)	FAF	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
	ALT (3.0° APCH PATH)	4000′	3821′	3503′	3184′	2866′	2547′	2229′	1910′	1592′	1273′	955′	636′	



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

HIALS PAPI 4000′ via 058° hdg D3.5 KNE

STRAIGHT-IN LANDING RWY 06R

	ILS DA(H) 205′ (200′)			LOC (GS out) MDA(H) 390′ (385′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610′ (593′) - 1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610′ (593′) - 2400m
D				RVR 1400m	CMV 2000m	165	610′ (593′) - 3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

9.2.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z 21-3A

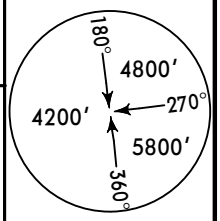
OSAKA, JAPAN ILS Y Rwy 06R CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP ™

LOC IKD	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.1	058°	JANET 4000′ (3995′)	RA 100′ DA(H) 105′(100′)	Rwy 5′

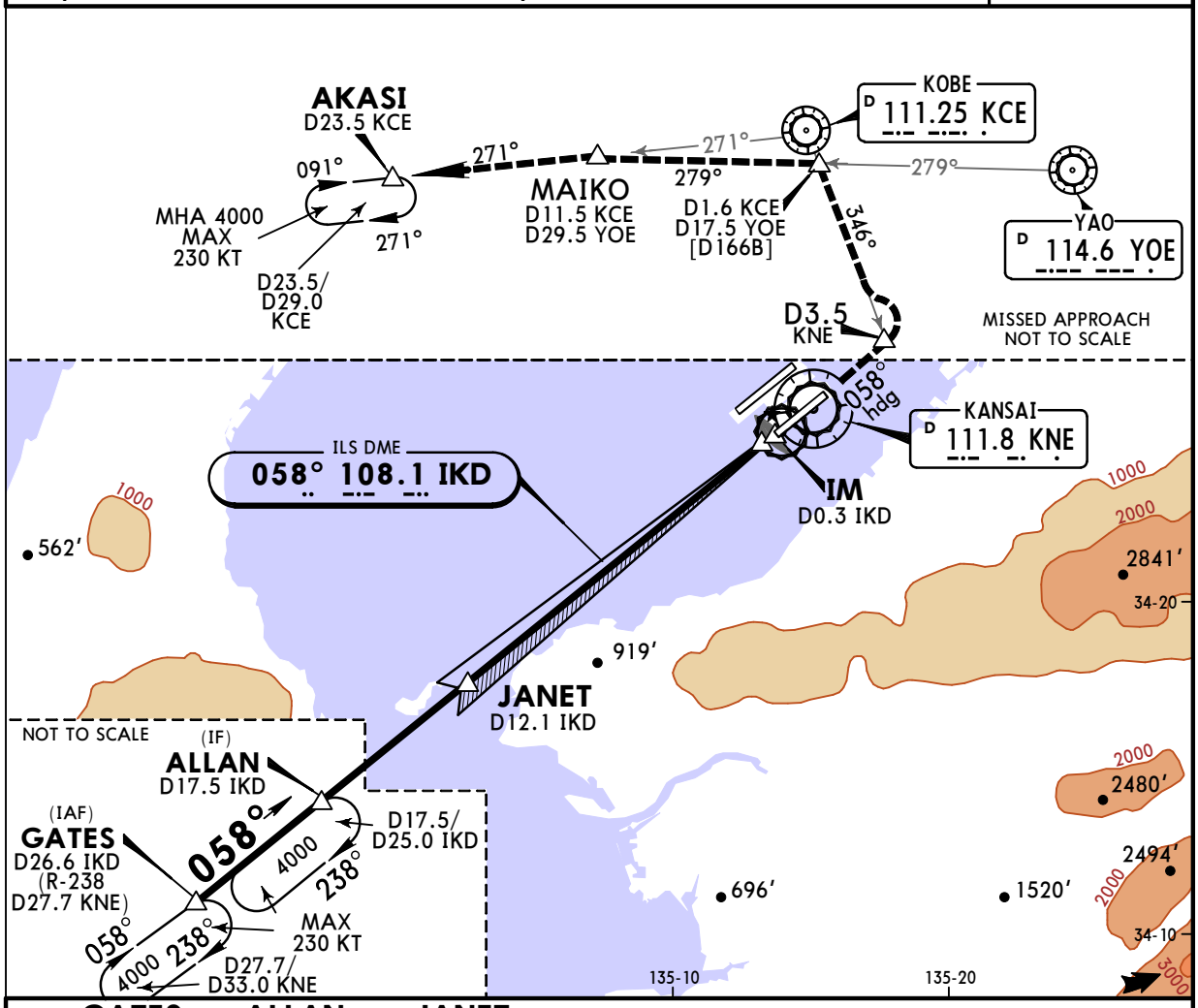
MISSED APCH: Climb to 4000′ via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.

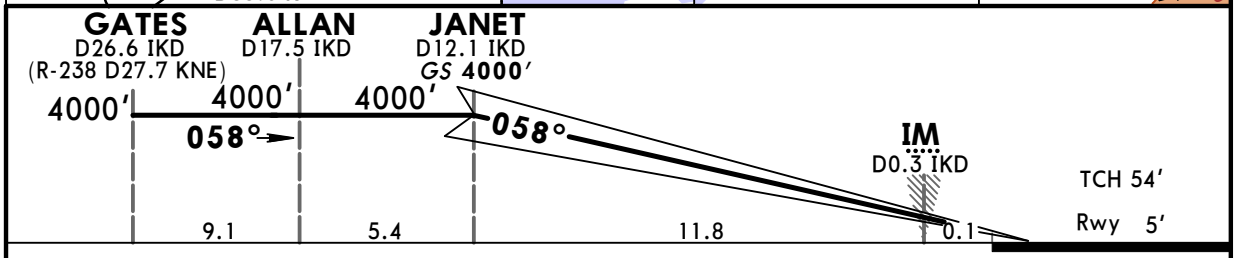


MSA KNE VOR

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

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.





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

HIALS PAPI 4000′ via 058° hdg D3.5 KNE

STRAIGHT-IN LANDING RWY**06R**

CAT II ILS

RA 100′

DA(H) **105′**(100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

9.2.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-4

OSAKA, JAPAN
ILS Z or LOC Z Rwy 06R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

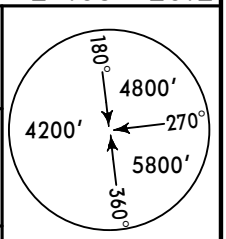
BRIEFING STRIP ™

LOC IKD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.1	058°	ZELDA 3000′ (2995′)	205′ (200′)	Rwy 5′

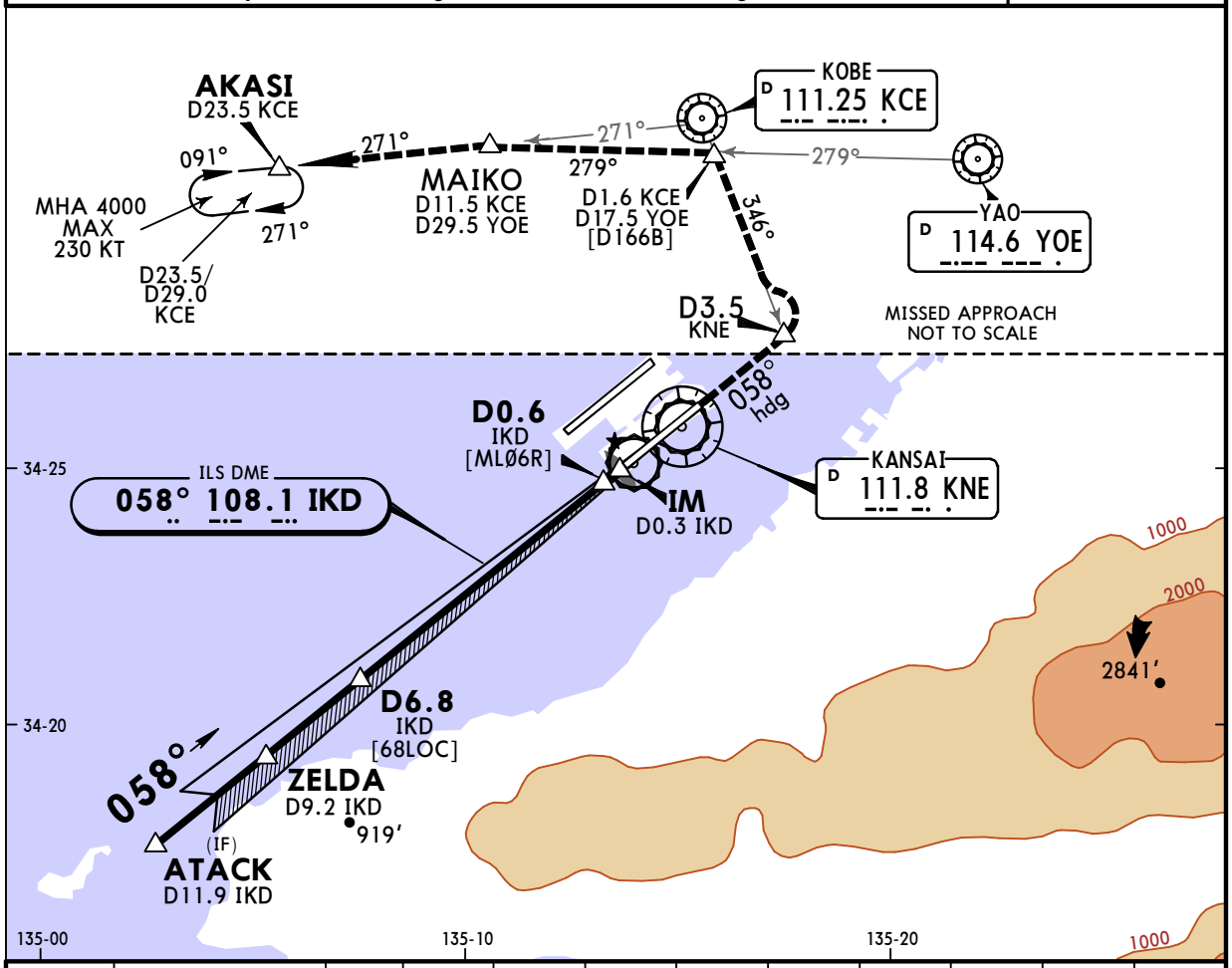
MISSED APCH: Climb to 4000′ via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.

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

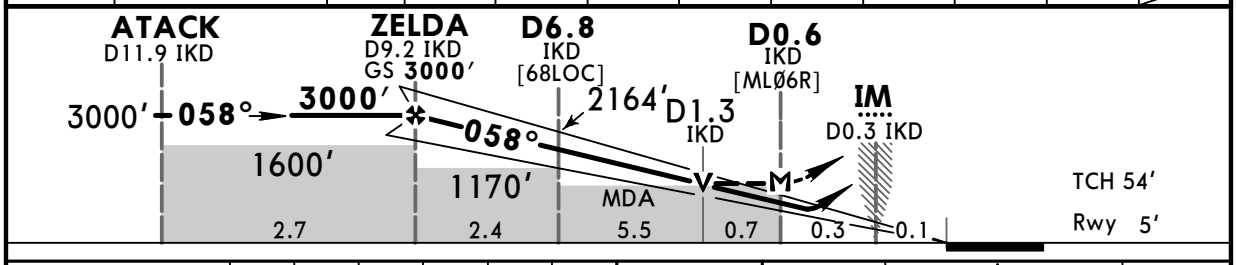
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKD DME	FAF	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
	ALT (3.0° APCH PATH)	3000′	2866′	2547′	2229′	1910′	1592′	1273′	955′	636′	



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

HIALS
PAPI

4000′ via 058° hdg

D3.5 KNE

STRAIGHT-IN LANDING RWY 06R

	ILS DA(H) 205′ (200′)			LOC (GS out) MDA(H) 390′ (385′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610′ (593′) - 1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610′ (593′) - 2400m
D				RVR 1400m	CMV 2000m	165	610′ (593′) - 3200m

CHANGES: Airport elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-4A

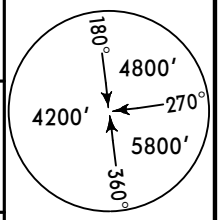
OSAKA, JAPAN
ILS Z Rwy 06R CAT II

BRIEFING STRIP ™

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

LOC IKD	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.1	**058°**	**ZELDA** **3000′**(2995′)	**RA 100′** DA(H) 105′(100′)	Rwy 5′

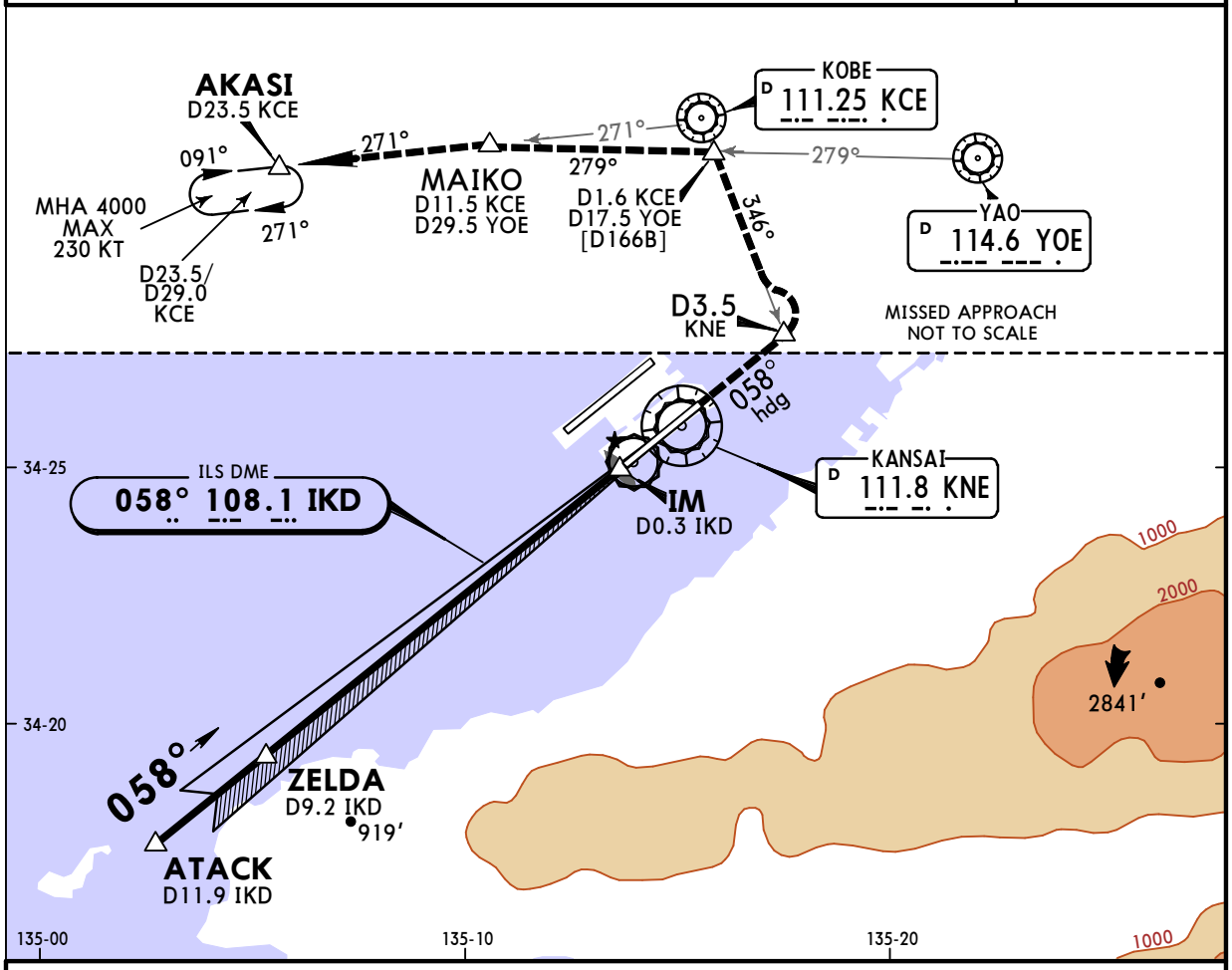
MISSED APCH: Climb to 4000′ via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.

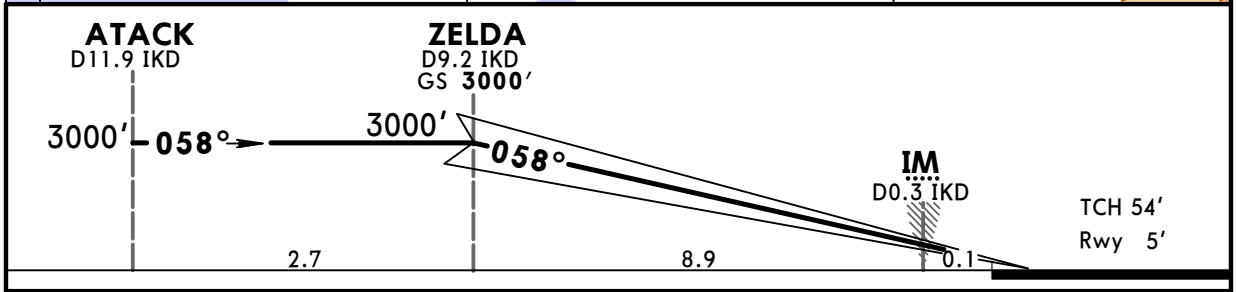


MSA KNE VOR

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

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.





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

PAPI HIALS **4000′** via **058°** hdg **D3.5** KNE

STRAIGHT-IN LANDING RWY**06R**
CAT II ILS
RA 100′
DA(H) **105′**(100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-5

OSAKA, JAPAN
ILS Z or LOC Z Rwy 24L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

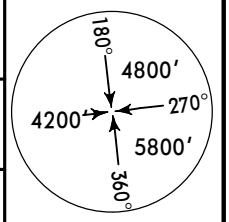
LOC IKN	Final Apch Crs	GS AGATE	ILS DA(H)	Apt Elev 17′
110.7	238°	1200′ (1187′)	213′ (200′)	Rwy 13′

BRIEFING STRIP ™

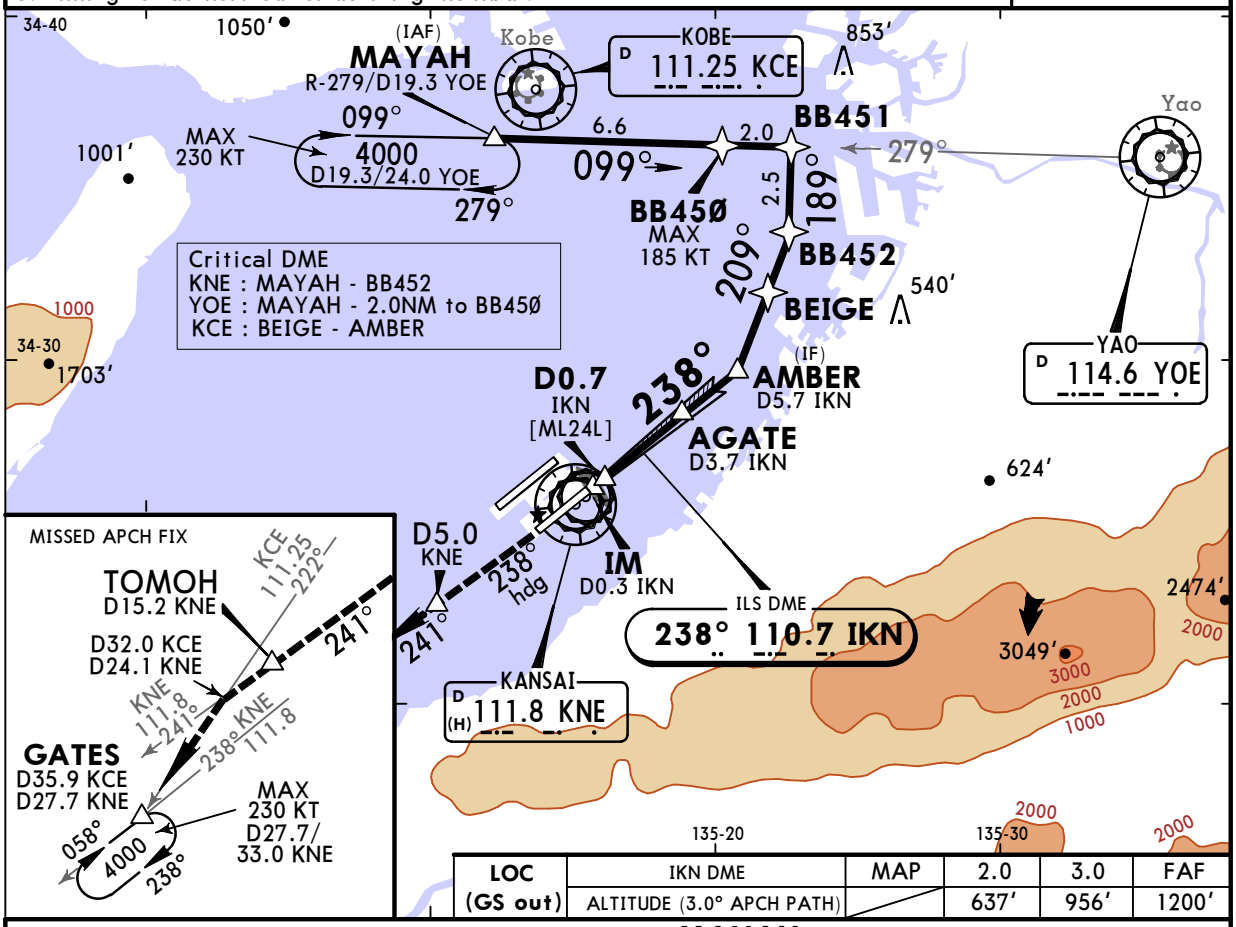
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

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

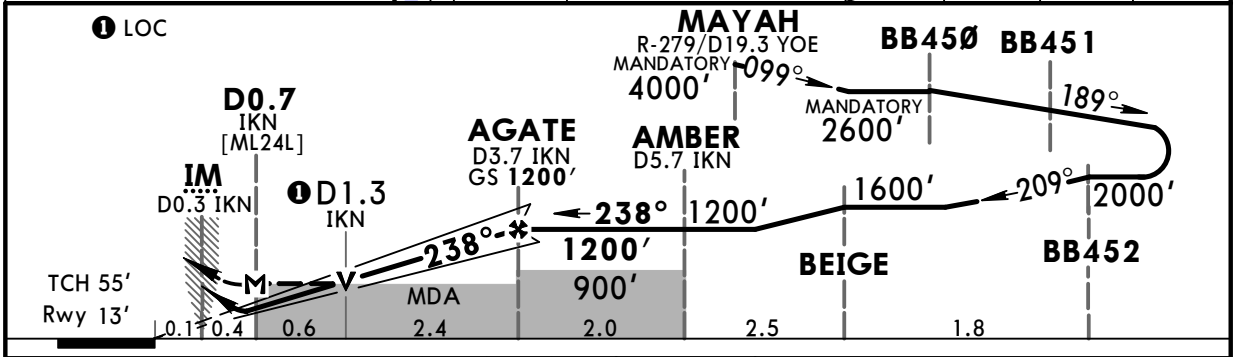
1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar required.
3. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKN DME	MAP	2.0	3.0	FAF
	ALTITUDE (3.0° APCH PATH)		637′	956′	1200′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 IKN							

HIALS PAPI 4000′ on 238° hdg D5.0 KNE

STRAIGHT-IN LANDING RWY24L

	ILS DA(H) 213′ (200′)			LOC (GS out) MDA(H) 390′ (373′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610′ (593′) -1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610′ (593′) -2400m
D/DL				RVR 1400m	RVR 2000m	165	610′ (593′) -3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

9.2.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-5A

OSAKA, JAPAN
ILS Z Rwy 24L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

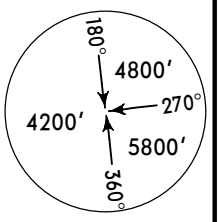
LOC IKN	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
110.7	238°	AGATE 1200′ (1187′)	RA 100′ DA(H) 113′(100′)	Rwy 13′

BRIEFING STRIP ™

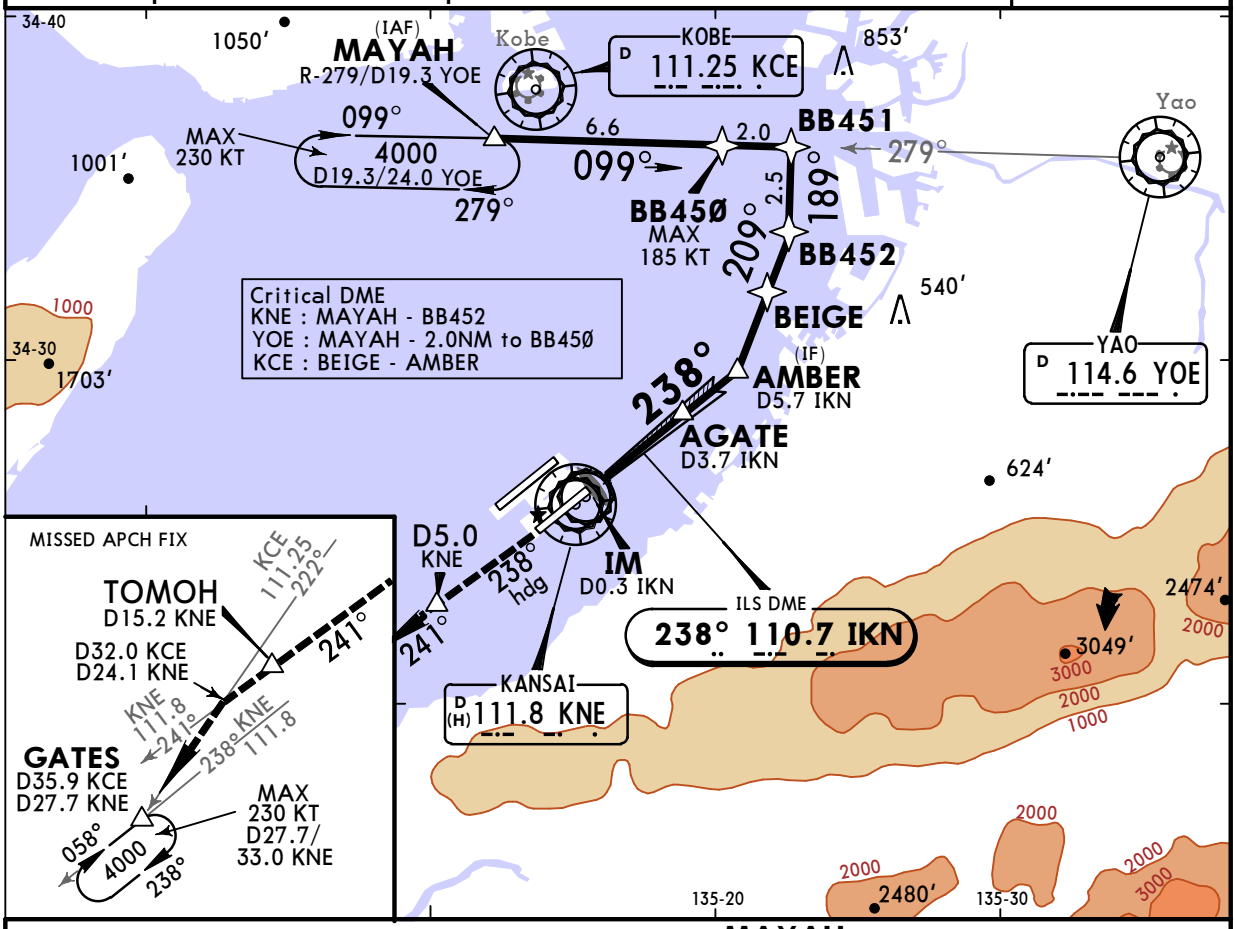
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

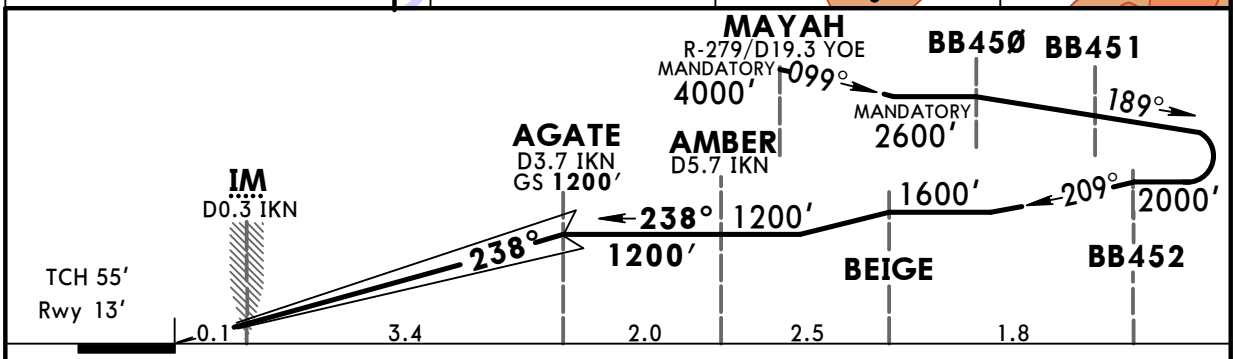
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.
3. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar service required.



MSA KNE VOR





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

HIALS
PAPI
4000′ on
238° hdg
D5.0 KNE

STRAIGHT-IN LANDING RWY **24L**

CAT II ILS
RA 100′
DA(H) **113′**(100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

9.2.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-6

OSAKA, JAPAN
ILS Y or LOC Y Rwy 24L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

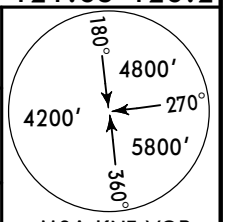
LOC IKN	Final Apch Crs	GS AGATE	ILS DA(H)	Apt Elev 17′
110.7	238°	1200′ (1187′)	213′ (200′)	Rwy 13′

BRIEFING STRIP™

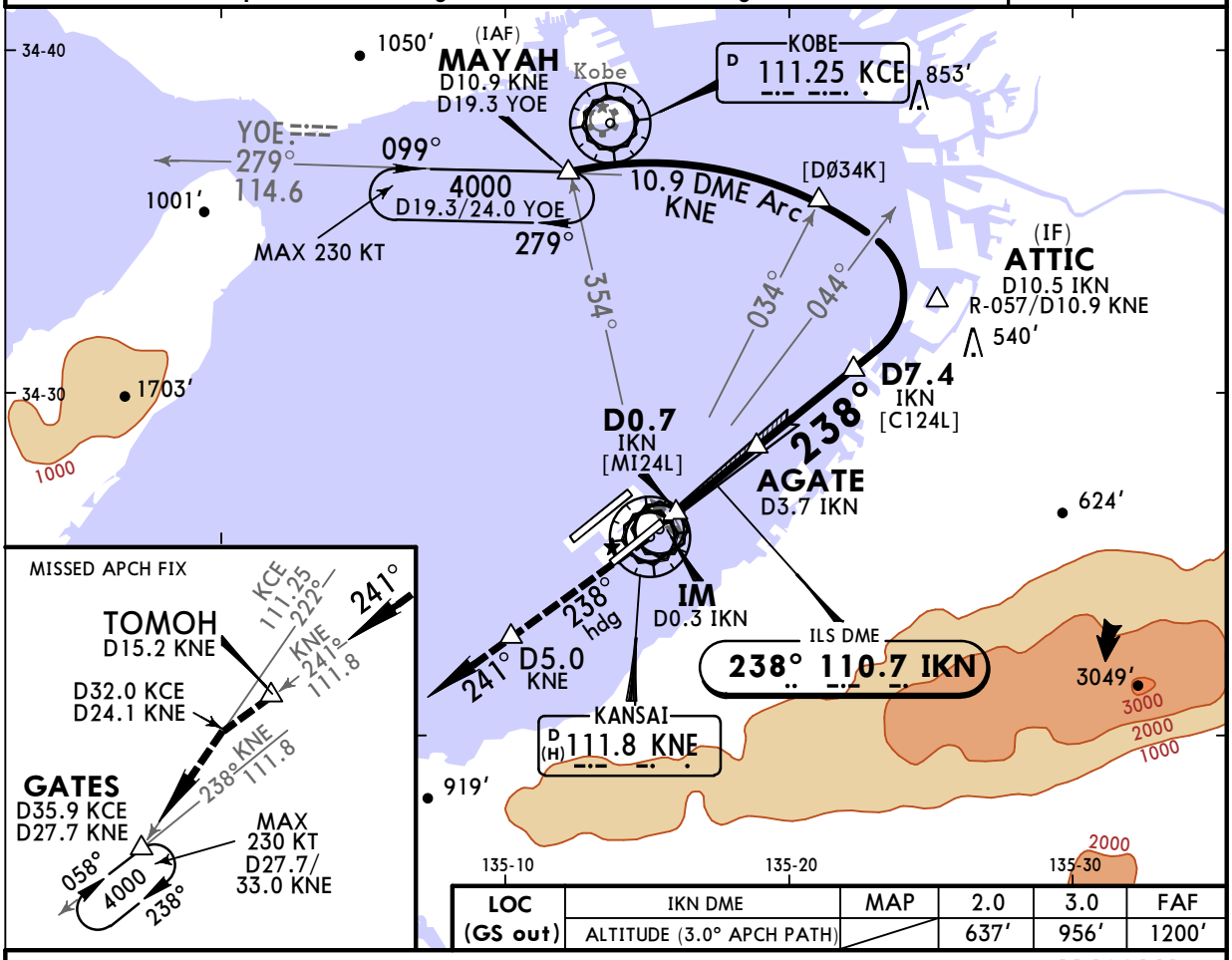
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

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

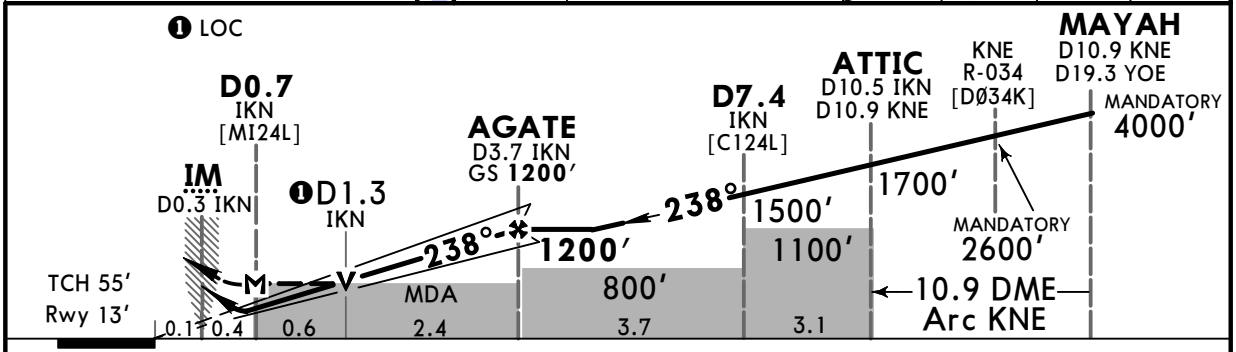
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKN DME	MAP	2.0	3.0	FAF
	ALTITUDE (3.0° APCH PATH)		637′	956′	1200′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 IKN						

PAPI HIALS 4000′ on 238° hdg D5.0 KNE

STRAIGHT-IN LANDING RWY24L

	ILS DA(H) 213′ (200′)			LOC (GS out) MDA(H) 390′ (373′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610′ (593′) -1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610′ (593′) -2400m
D/DL				RVR 1400m	RVR 2000m	165	610′ (593′) -3200m

CHANGES: Procedure title, runway elevation, minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

9.2.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-6A

26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN
ILS Y Rwy 24L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKN	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
110.7	238°	AGATE 1200′ (1187′)	RA 100′ DA(H) 113′(100′)	Rwy 13′

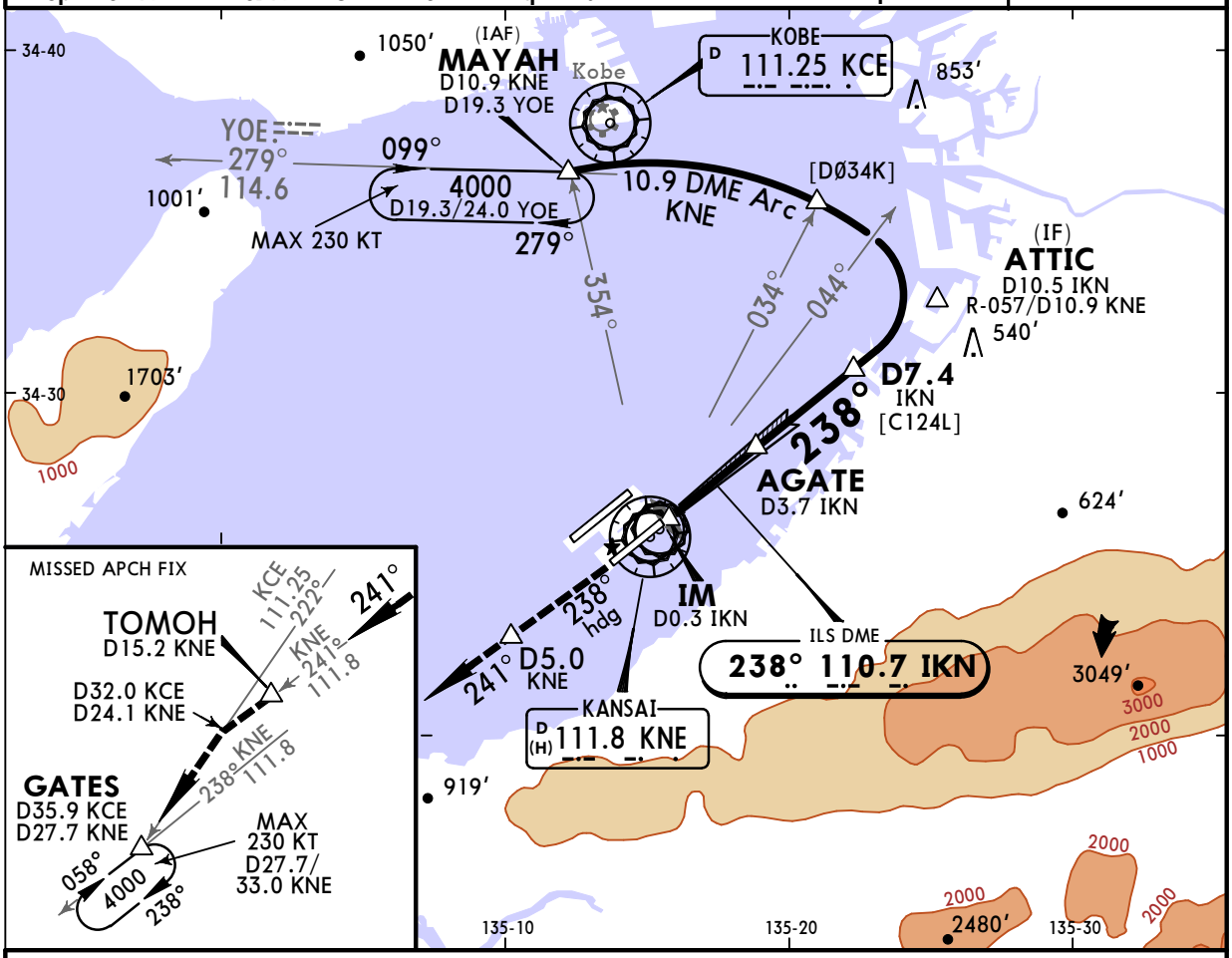
BRIEFING STRIP™

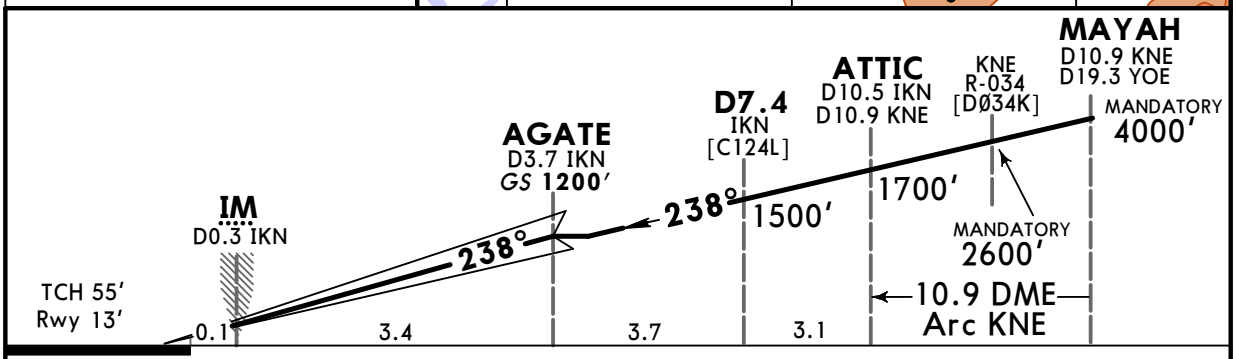
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

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

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.

MSA KNE VOR
180° 4800′ 270° 5800′ 360° 4200′





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

PAPI HIALS

4000′ on 238° hdg

D5.0 KNE

STRAIGHT-IN LANDING RWY **24L**
CAT II ILS
RA 100′
DA(H) **113′**(100′)

RVR 300m

CHANGES: Procedure title, runway elevation, minimums, MSA.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

9.2.53 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-7)

OSAKA, JAPAN ILS Z or LOC Z Rwy 24R

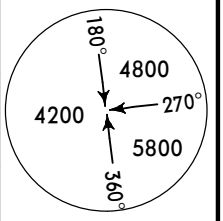
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.5	238°	BLOND 1600′ (1577′)	223′ (200′)	Rwy 23′

MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

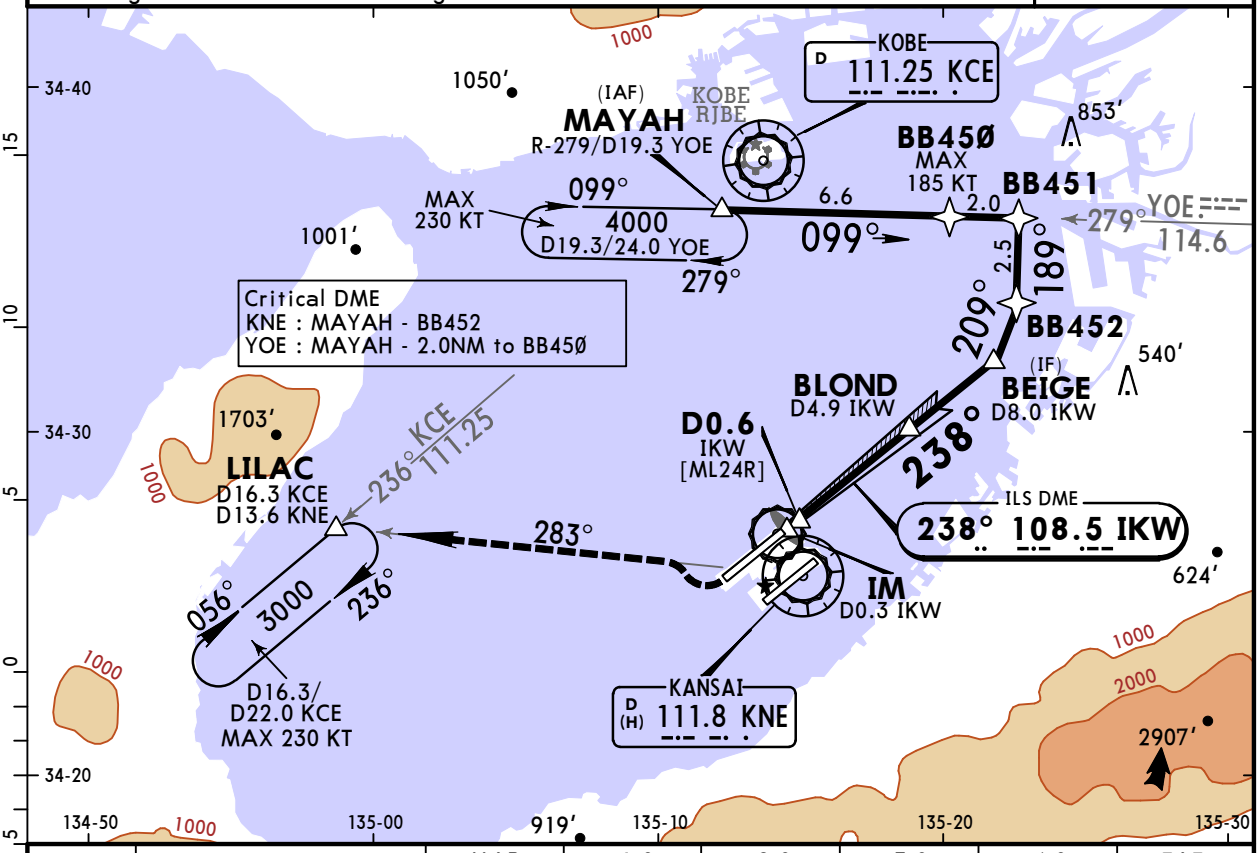
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar required.
3. Timing not authorized for defining the MAP.

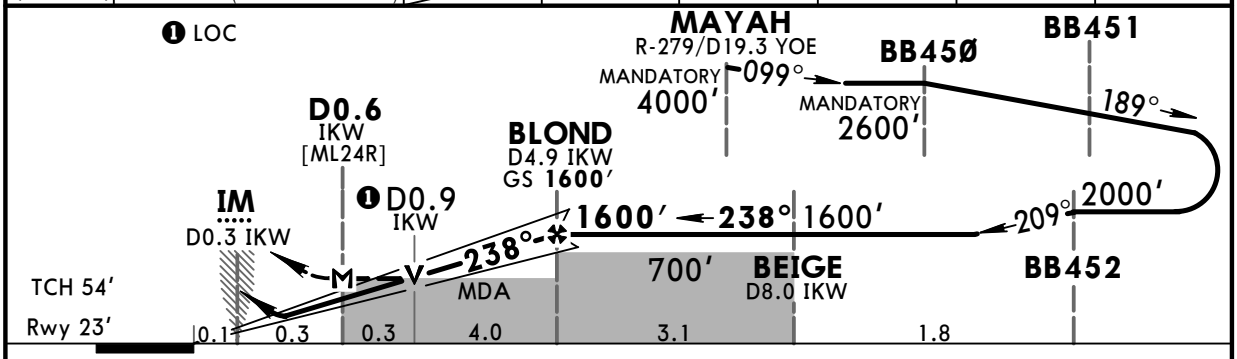


MSA KNE VOR

BRIEFING STRIP™



LOC (GS out)	IKW DME	MAP	1.0	2.0	3.0	4.0	FAF
	ALTITUDE (3.0° APCH PATH)		334′	653′	971′	1290′	1600′



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

PAPI HIALS

3000′ RT via KNE 111.8 R-283

LILAC

STRAIGHT-IN LANDING RWY 24R

	ILS DA(H) 223′ (200′)			LOC (GS out) MDA(H) 290′ (273′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m	90	610′ (593′) -1600m
B						120	
C					RVR 1600m	140	610′ (593′) -2400m
D/DL				RVR 1200m	RVR 1800m	165	610′ (593′) -3200m

CHANGES: Rwy elev, MSA, recommended altitudes, minimums, bearings, MAP.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

9.2.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-7A

OSAKA, JAPAN
ILS Z Rwy 24R CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

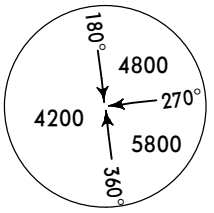
BRIEFING STRIP™

LOC IKW	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.5	238°	BLOND 1600′ (1577′)	RA 100′ DA(H) 123′ (100′)	Rwy 23′

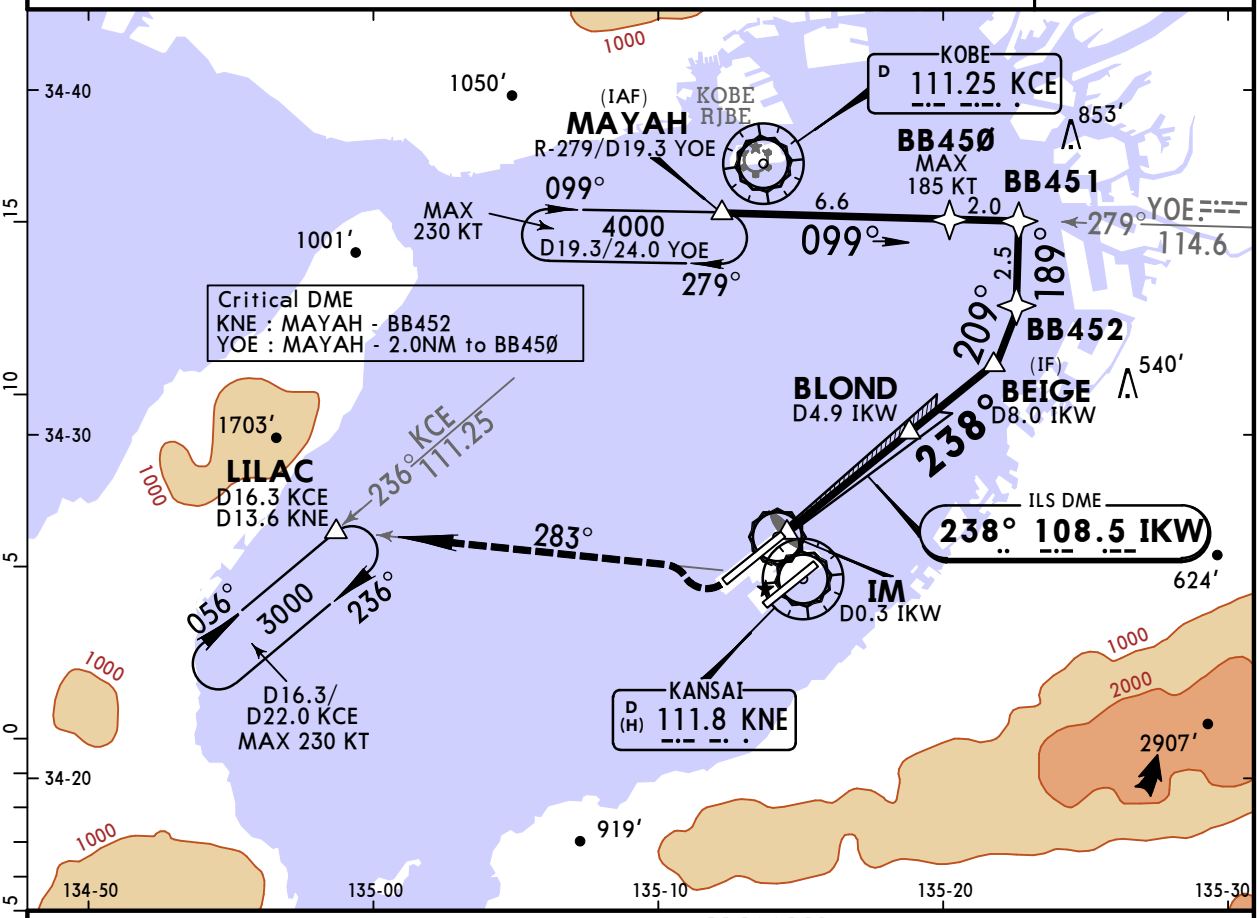
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

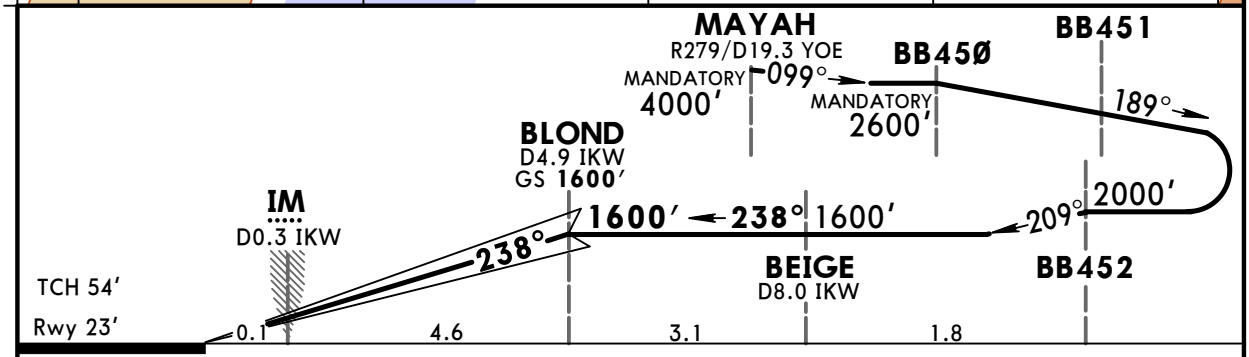
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar service required.



MSA KNE VOR





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

HIALS
PAPI

3000′
RT

KNE
via 111.8
R-283

LILAC

STRAIGHT-IN LANDING RWY24R

CAT II ILS

RA 100′

DA(H) 123′ (100′)

RVR 300m

CHANGES: MSA, runway elevation, bearings, minimums.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

9.2.55 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-8)

OSAKA, JAPAN ILS Y or LOC Y Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP™

LOC IKW	Final Apch Crs	GS BLOND	ILS DA(H)	Apt Elev 17′
108.5	238°	1600′ (1577′)	223′ (200′)	Rwy 23′

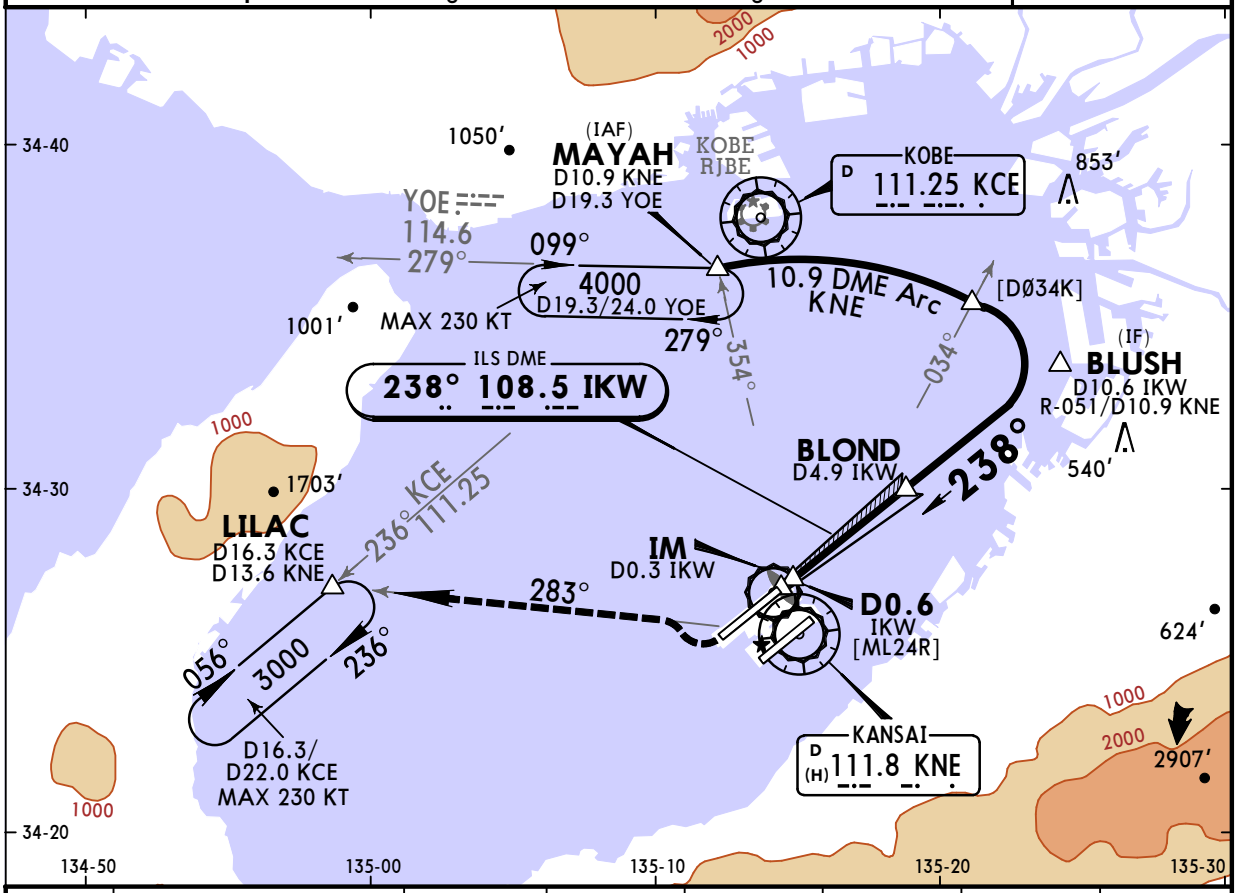
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

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

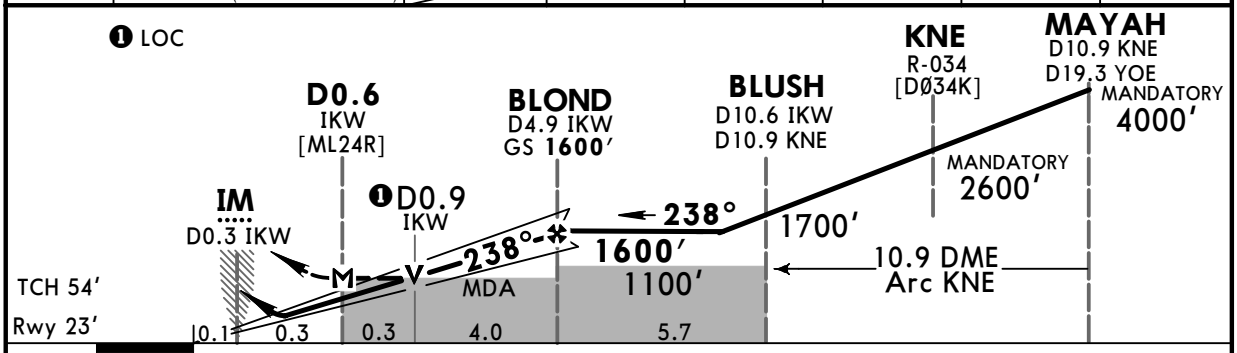
1. VOR and DME required. 2. Timing not authorized for defining the MAP.

MSA KNE VOR

180° 4800 270° 5800 360° 4200



LOC (GS out)	IKW DME	MAP	1.0	2.0	3.0	4.0	FAF
	ALTITUDE (3.0° APCH PATH)		334′	653′	971′	1290′	1600′



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

HIALS PAPI

3000′ RT

KNE via 111.8 R-283

LILAC

STRAIGHT-IN LANDING RWY 24R

	ILS DA(H) 223′ (200′) FULL	ILS TDZ and/or CL out	ILS ALS out	LOC (GS out) MDA(H) 290′ (273′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m
B					
C					RVR 1600m
D/DL				RVR 1200m	RVR 1800m

CIRCLE-TO-LAND

Not Authorized South of Rwy

Max Kts	MDA(H)
90	610′ (593′) -1600m
120	
140	610′ (593′) -2400m
165	610′ (593′) -3200m

CHANGES: Procedure title, rwy elevation, MSA, recommended alts, mims, MAP.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-8A

26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN ILS Y Rwy 24R CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

BRIEFING STRIP™

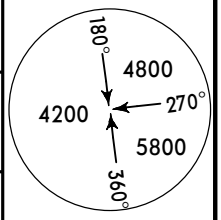
LOC IKW	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.5	238°	BLOND 1600′ (1577′)	RA 100′ DA(H) 123′ (100′)	Rwy 23′

MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

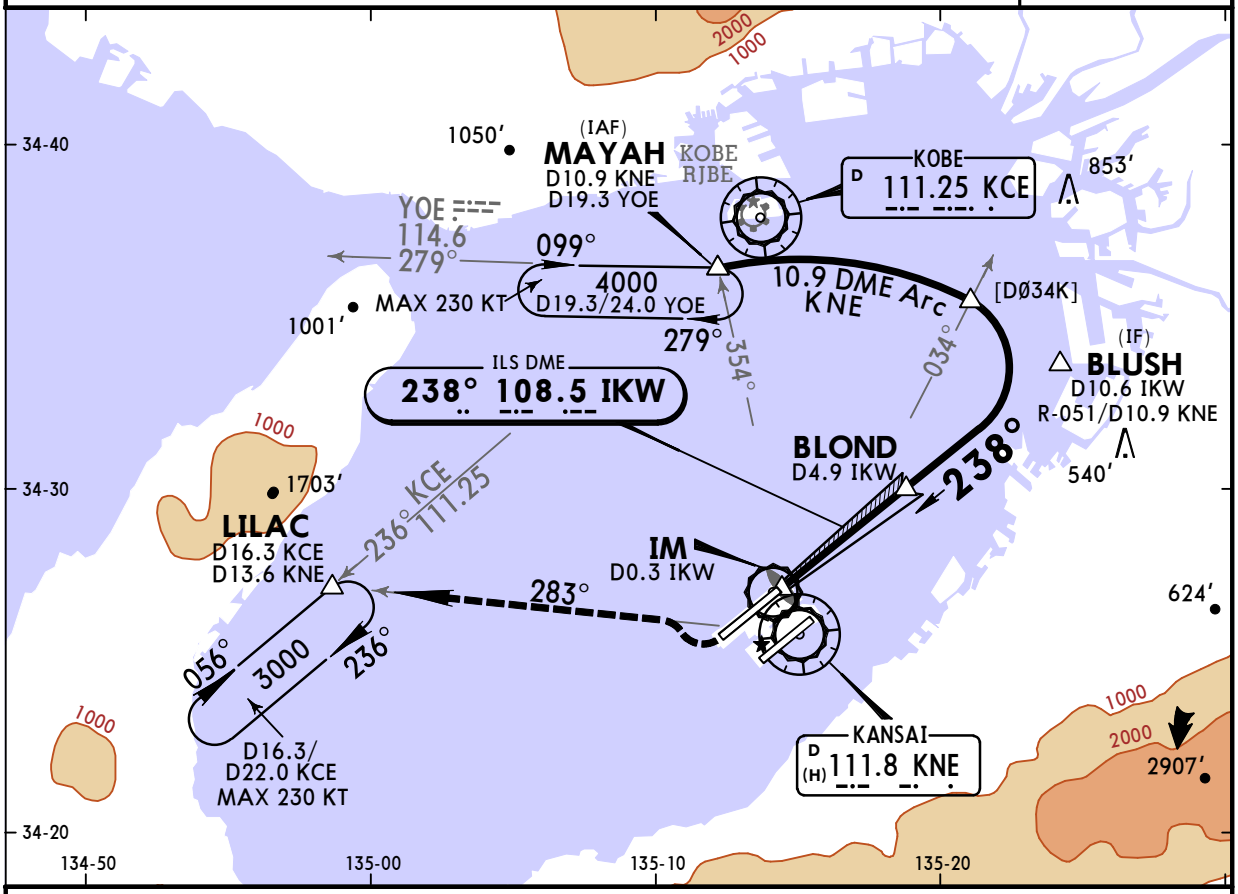
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

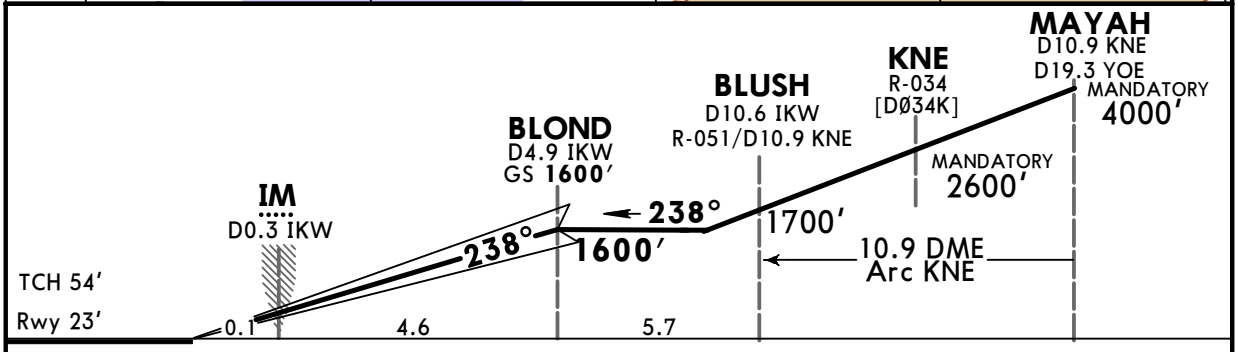
1. Special Aircrew & Acft Certification required.

2. VOR and DME required.



MSA KNE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	631	743	849

HIALS PAPI

3000′ RT

KNE via 111.8 R-283

LILAC

STRAIGHT-IN LANDING RWY 24R

CAT II ILS

RA 100′

DA(H) 123′ (100′)

RVR 300m

CHANGES: Procedure title, MSA, rwy elevation, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

9.2.57 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (22-1)

OSAKA, JAPAN RNAV (GNSS) Rwy 06L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP™

RNAV	Final Apch Crs 058°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 360′ (345′)	Apt Elev 17′ Rwy 15′

MISSED APCH: Turn LEFT direct to B6L51, to LILAC and hold at 3000′. Using VOR DME: Turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact KANSAI Approach.

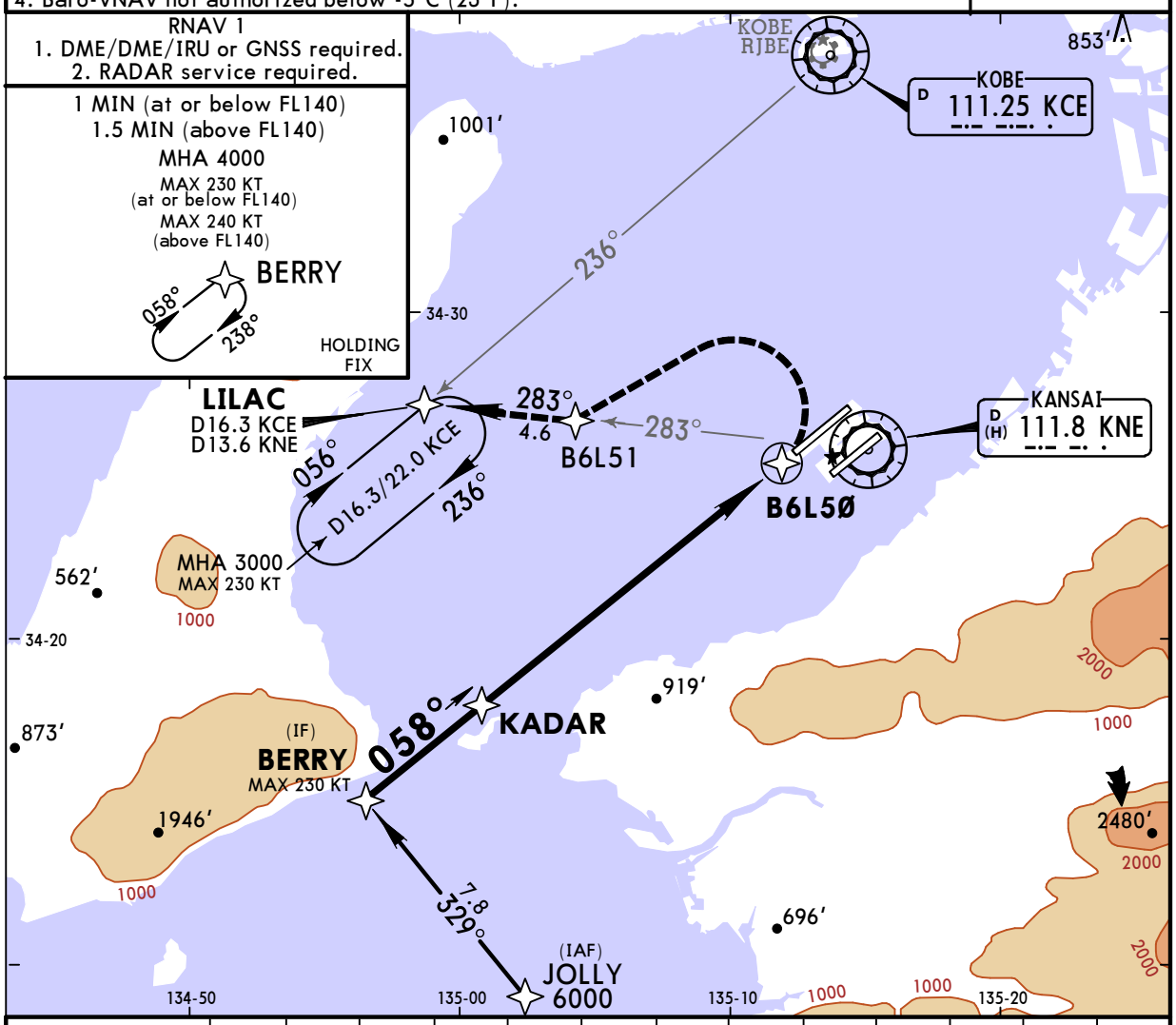
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt:14000′

1. GNSS required. 2. Radar service required. 3. DME/DME not authorized.
4. Baro-VNAV not authorized below -5°C (23°F).

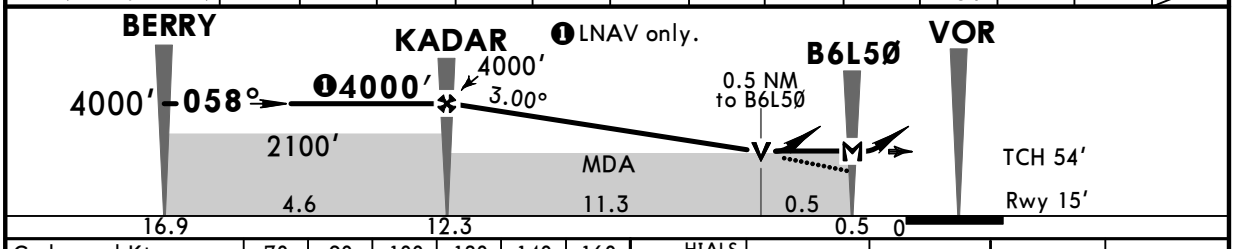
5800 MSA ARP

RNAV 1
1. DME/DME/IRU or GNSS required.
2. RADAR service required.

1 MIN (at or below FL140)
1.5 MIN (above FL140)
MHA 4000
MAX 230 KT (at or below FL140)
MAX 240 KT (above FL140)



NM to Next Fix	FAF	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
ALT (3.0° Apch Path)	4000′	3731′	3413′	3094′	2776′	2457′	2139′	1821′	1502′	1184′	865′	547′	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at B6L5Ø						

HIALS PAPI LT D LILAC 3000′

STRAIGHT-IN LANDING RWY 06L

	LNAV/VNAV DA(H) 360′ (345′)		LNAV MDA(H) 360′ (343′)	
		ALS out		ALS out
A	RVR 900m	RVR 1200m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C				RVR 1800m
D	RVR 1400m		RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Not Authorized South Side of Runway

Max Kts	MDA(H)
90	610′ (593′)-1600m
120	
140	610′ (593′)-2400m
165	610′ (593′)-3200m

CHANGES: New procedure.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

9.2.58 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
22-2

OSAKA, JAPAN
RNAV (GNSS) Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

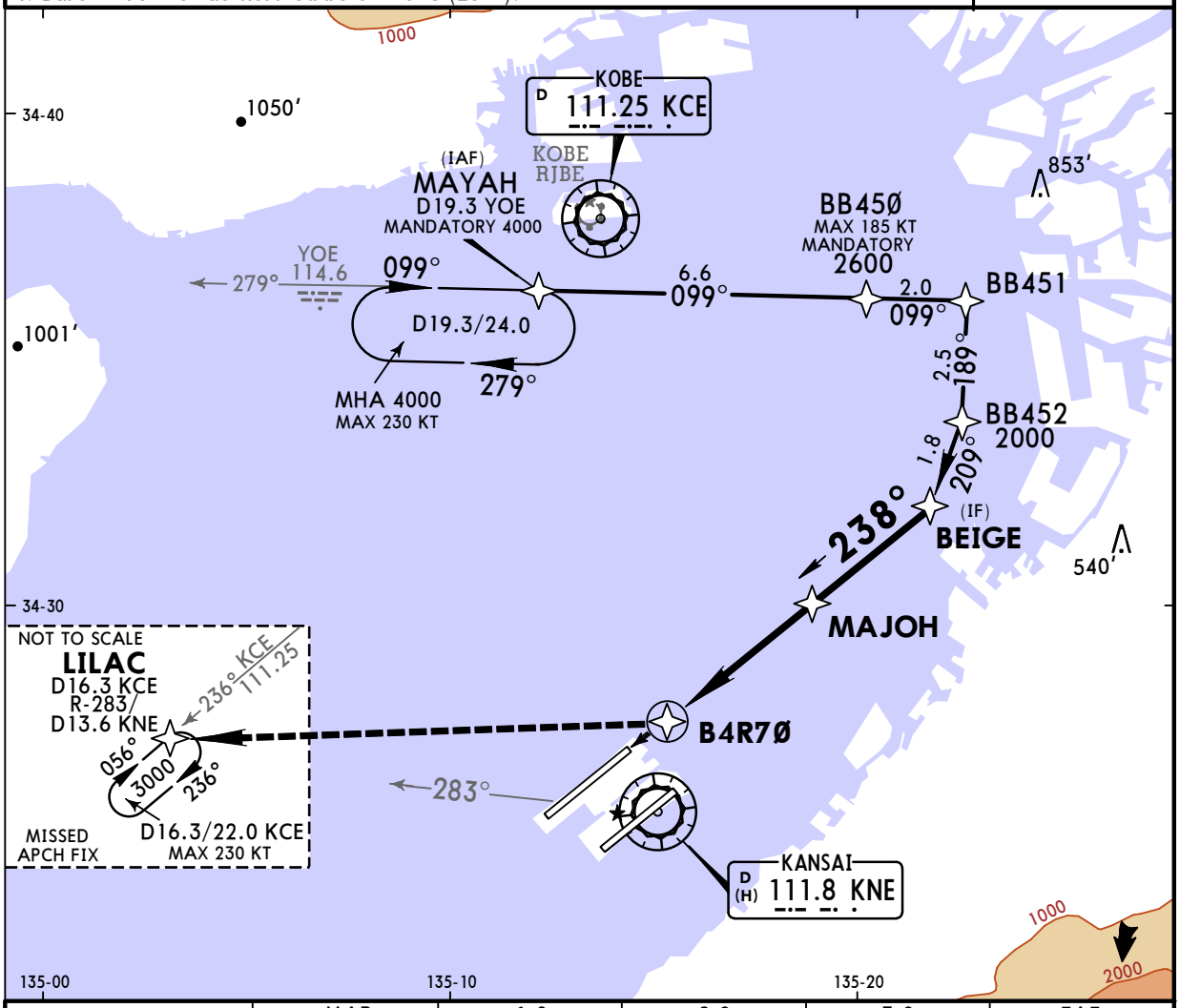
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 17′
	238°	Refer to Profile	400′ (377′)	Rwy 23′

BRIEFING STRIP™

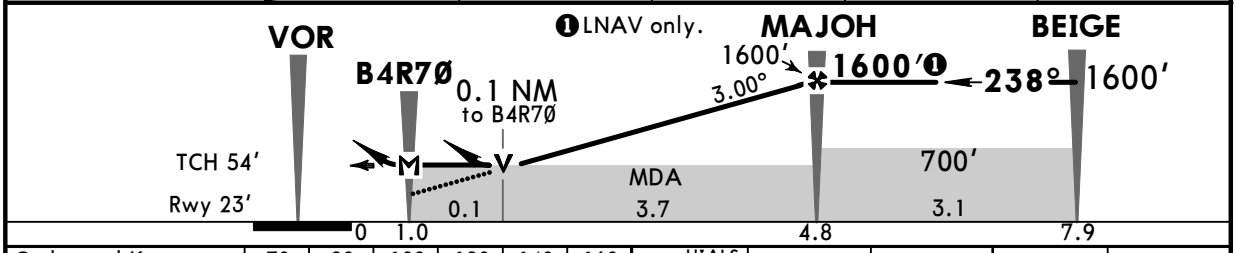
MISSED APCH: Turn RIGHT direct to LILAC and hold at 3000′.
Using VOR DME: Turn RIGHT, climb to 3000′, outbound via KNE VOR R-283 to LILAC and hold. Contact KANSAI Approach.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt:14000′
1. GNSS required. 2. Radar service required. 3. DME/DME not authorized.
4. Baro-VNAV not authorized below -5°C (23°F).

5800
MSA ARP



NM to NEXT FIX	MAP	1.0	2.0	3.0	FAF
ALT (3.0° APCH PATH)		714′	1032′	1351′	1600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at B4R7Ø						

HIALS | PAPI | RT | D | LILAC | 3000′

STRAIGHT-IN LANDING RWY 24R

	LNAV/VNAV DA(H) 400′ (377′)		LNAV MDA(H) 400′ (383′)	
		ALS out		ALS out
A	RVR 900m	RVR 1200m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C				RVR 1800m
D	RVR 1400m		RVR 1400m	CMV 2000m

CIRCLE-TO-LAND
Not Authorized
South Side of Runway

Max Kts	MDA(H)
90	610′ (593′)-1600m
120	
140	610′ (593′)-2400m
165	610′ (593′)-3200m

CHANGES: New procedure.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

9.2.59 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 23 FEB 18 (23-1)

OSAKA, JAPAN VOR Rwy 06R

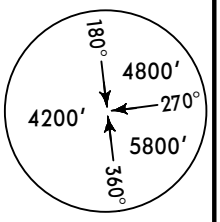
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP™

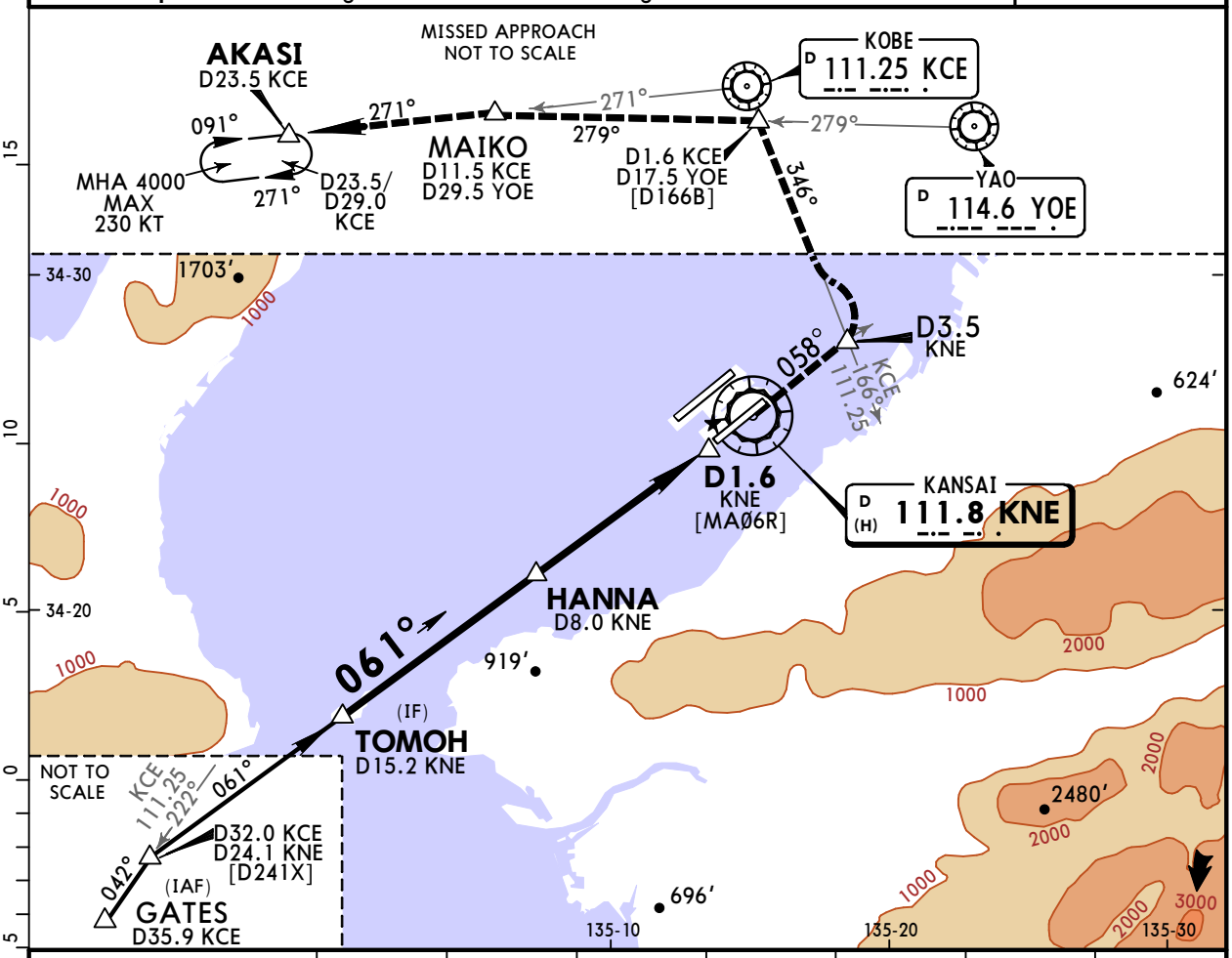
VOR KNE 111.8	Final Apch Crs 061°	Minimum Alt Refer to Profile	MDA(H) 420′ (415′)	Apt Elev 17′ Rwy 5′

MISSED APCH: Climb to 4000′ inbound via KNE VOR R-241 to KNE VOR, outbound via KNE VOR R-058 to D3.5 KNE, turn LEFT and proceed via KCE VOR R-166 to intercept and proceed via YOE VOR R-279 to MAIKO, via KCE R-271 to AKASI and hold. Contact Kansai APP.

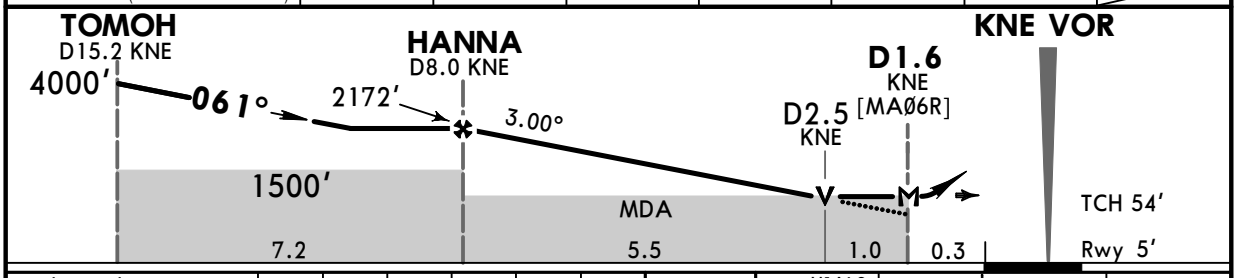
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′
1. DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



KNE DME	FAF	7.0	6.0	5.0	4.0	3.0	MAP
ALTITUDE (3.0° APCH PATH)	2172′	1853′	1535′	1216′	898′	579′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6 KNE							

HIALS
PAPI

4000′ via KNE 111.8 R-241

KNE 111.8

STRAIGHT-IN LANDING RWY 06R

MDA(H) 420′ (415′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Not Authorized South of Runway

Max Kts	MDA(H)
90	610′ (593′) - 1600m
120	
140	610′ (593′) - 2400m
165	610′ (593′) - 3200m

CHANGES: None.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

9.2.60 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 23 FEB 18 (23-2)

OSAKA, JAPAN VOR Rwy 24L

BRIEFING STRIP™

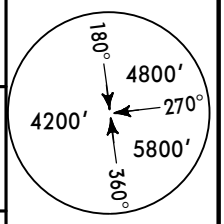
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

VOR KNE	Final Apch Crs	Minimum Alt Refer to Profile	MDA(H)	Apt Elev 17′ Rwy 13′
111.8	233°		450′ (433′)	

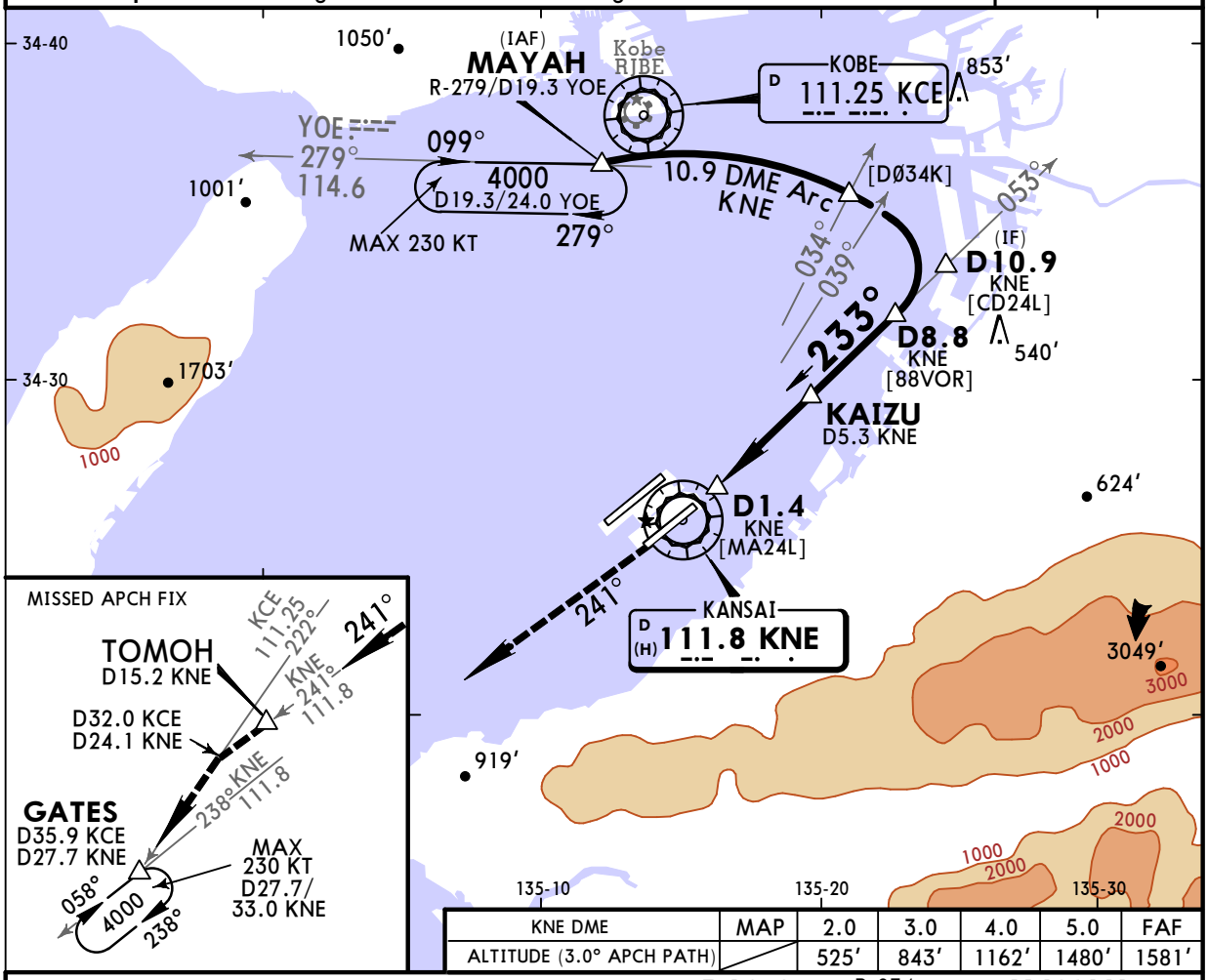
MISSED APCH: Climb to 4000′ inbound via KNE VOR R-053 to KNE VOR, KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold. Contact Kansai APP.

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

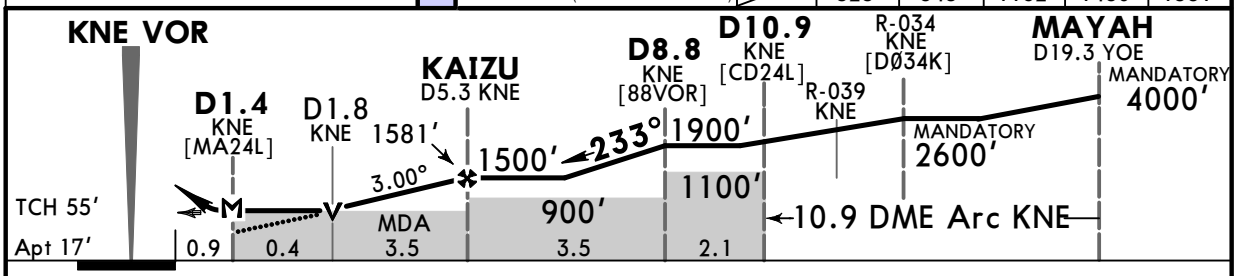
1. DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



KNE DME	MAP	2.0	3.0	4.0	5.0	FAF
ALTITUDE (3.0° APCH PATH)		525′	843′	1162′	1480′	1581′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 KNE							

HIALS PAPI

4000′ via KNE 111.8 R-053

KNE 111.8

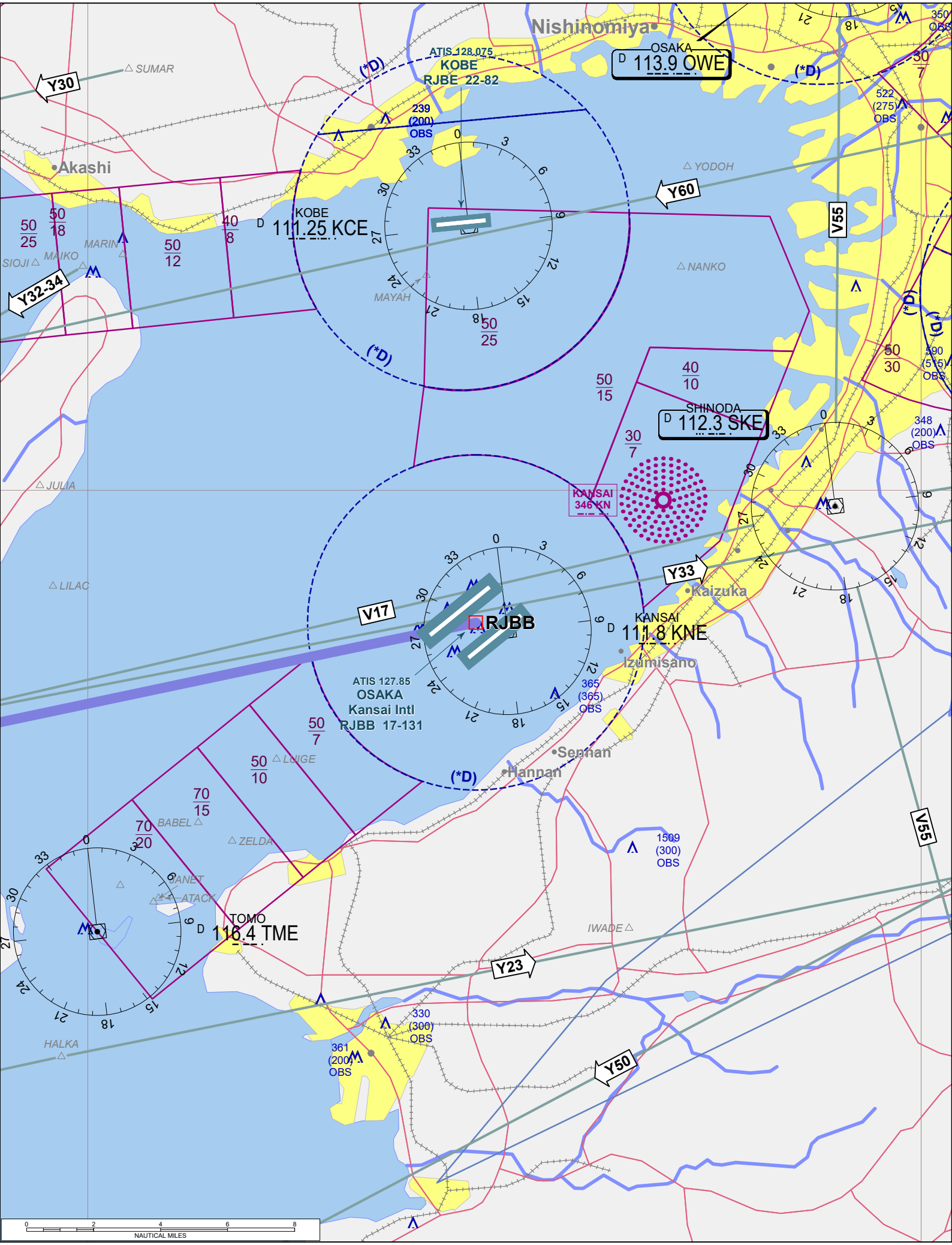
STRAIGHT-IN LANDING RWY 24L

MDA(H) 450′ (433′)

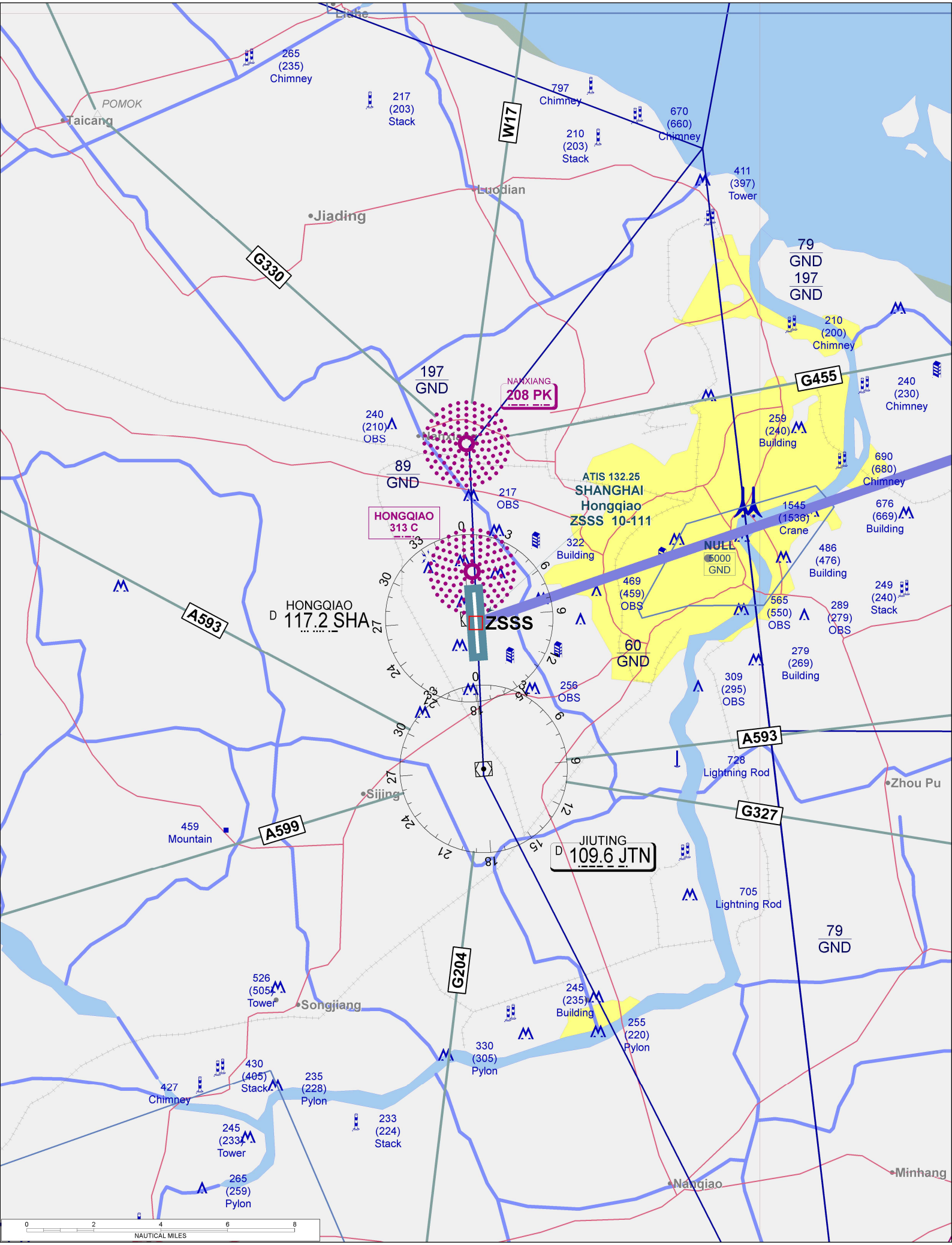
		ALS out	Max Kts.	CIRCLE-TO-LAND Not Authorized South of Runway MDA(H)
A	RVR 900m	RVR 1500m	90	610′ (593′) -1600m
B	RVR 1000m		120	
C		RVR 1800m	140	610′ (593′) -2400m
D	RVR 1400m	CMV 2000m	165	610′ (593′) -3200m

CHANGES: CNF's.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.



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



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

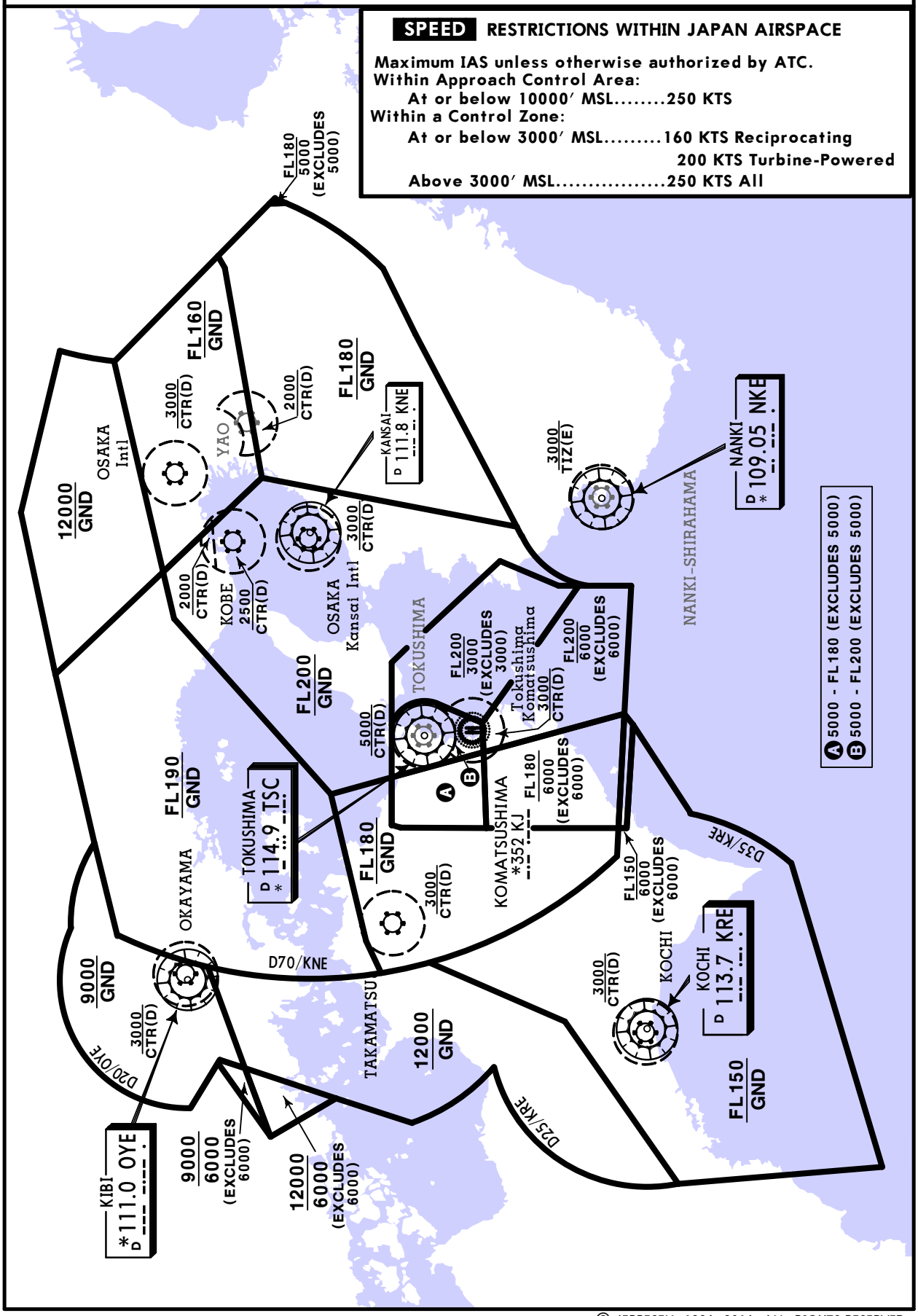
KANSAI APPROACH CONTROL AREA (E)

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

Kansai App **(R)** 120.25 120.4 120.45 120.85 121.15 121.2
124.7 124.8 125.0 125.5

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
Above 3000′ MSL.....250 KTS All



CHANGES: ATS system.

© JEPPESEN, 1986, 2016. ALL RIGHTS RESERVED.

ARRIVAL

1. CONTINUOUS DESCENT OPERATION (CDO)

Pilot shall comply with the following procedures when conducting CDO at Kansai APT.

1.1. APPLICABLE TIME

ETA at Kansai INTL APT between 1400UTC and 2200UTC.

1.2. ROUTES APPLICABLE FOR CDO

1.2.1. When RWY 24 in use

a) Arrival routes via KARIN and join BECKY DELTA ARRIVAL.
b) Arrival routes via RANDY and join BERTH DELTA ARRIVAL.
c) Arrival routes via EVERT and join CANDY DELTA ARRIVAL.

1.2.2. When RWY 06 in use

a) Arrival routes via KARIN and join BECKY ALFA ARRIVAL or BECKY BRAVO ARRIVAL.
b) Arrival routes via RANDY and join BERTH ALFA ARRIVAL or BERTH BRAVO ARRIVAL.
c) Arrival routes via EVERT and join CANDY ALFA ARRIVAL or CANDY BRAVO ARRIVAL.

1.3. PROCEDURES

1.3.1. Request and clearance for CDO

a) CDO routes listed under paragraph 2. are used when pilot requests CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.
b) ATC re-clears or cancels CDO when RWY in use is changed.

1.3.2. Timing for requesting CDO

a) Pilot should request CDO not later than 10 minutes before reaching Top of Descend (TOD) with position of TOD and estimated time over KARIN, RANDY or EVERT. However, pilots which depart from Saga APT (RJFS) should request CDO not later than 5 minutes before reaching TOD or estimated time over RANDY, whichever is earlier.

2. CDO ROUTES

2.1. RWY 24

CDO route name	Route
RWY24 CDO Number 1	SUC Y53 BECKY "BECKY DELTA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH DELTA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 4	TAPOP Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross MAYAH at 4000'.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

ARRIVAL

2.2. RWY 06L

CDO route name	Route
RWY06L CDO Number 1	SUC Y53 BECKY "BECKY BRAVO ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH BRAVO ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 4	TAPOP Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross BERRY at or above 4000'.

2.3. RWY 06R

CDO route name	Route
RWY06R CDO Number 1	SUC Y53 BECKY "BECKY ALFA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH ALFA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 4	TAPOP Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross ALLAN at or above 4000'.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

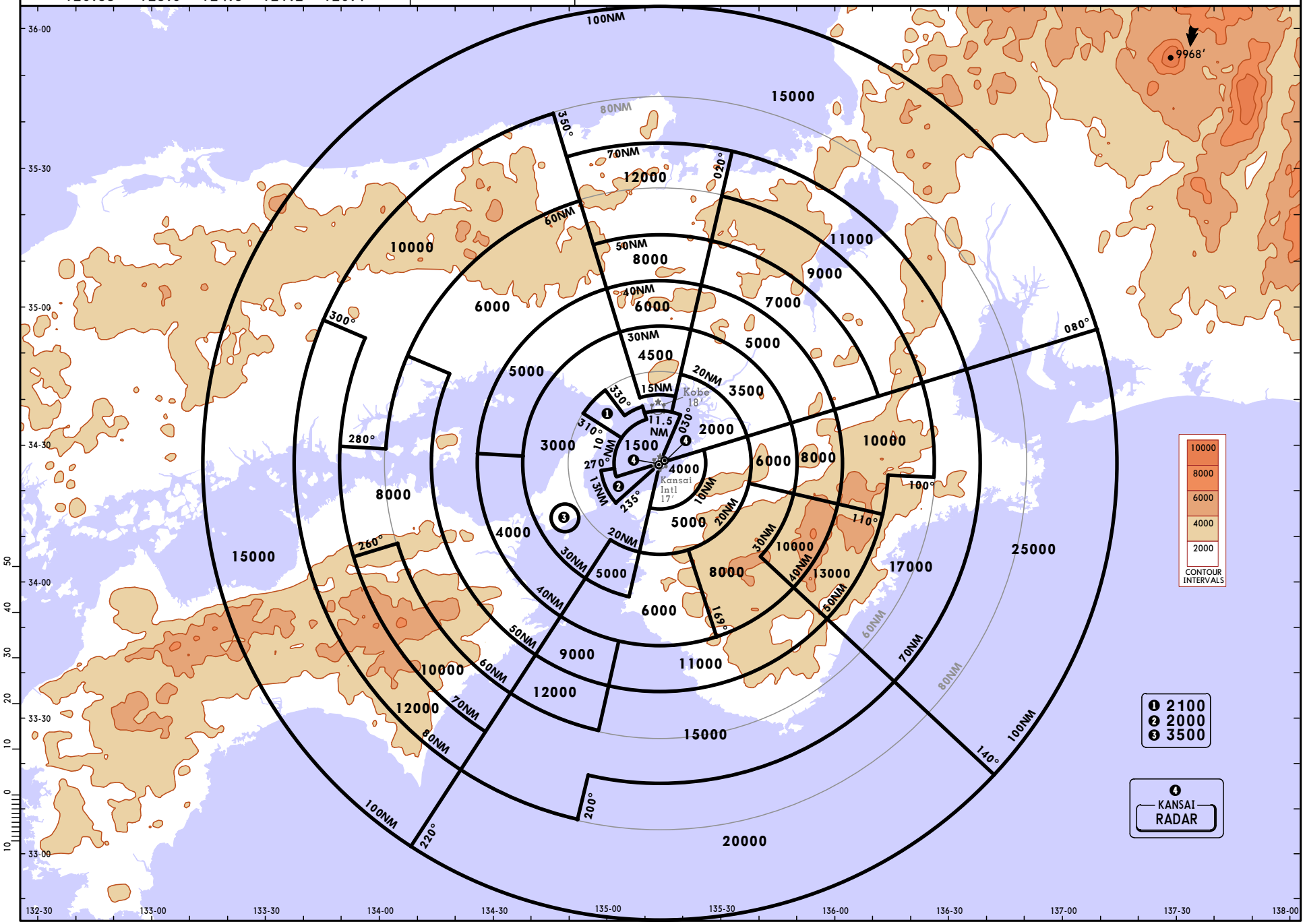
10.1.4 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL (ALSO SERVES KOBE)

KANSAI Radar
120.25 120.45 125.5 124.7 121.15
120.85 125.0 124.8 121.2 120.4

Apt Elev
See Graphic

Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'



CHANGES: Reissue.

© JEPPESEN, 2014, 2017. ALL RIGHTS RESERVED.

10.1.5 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

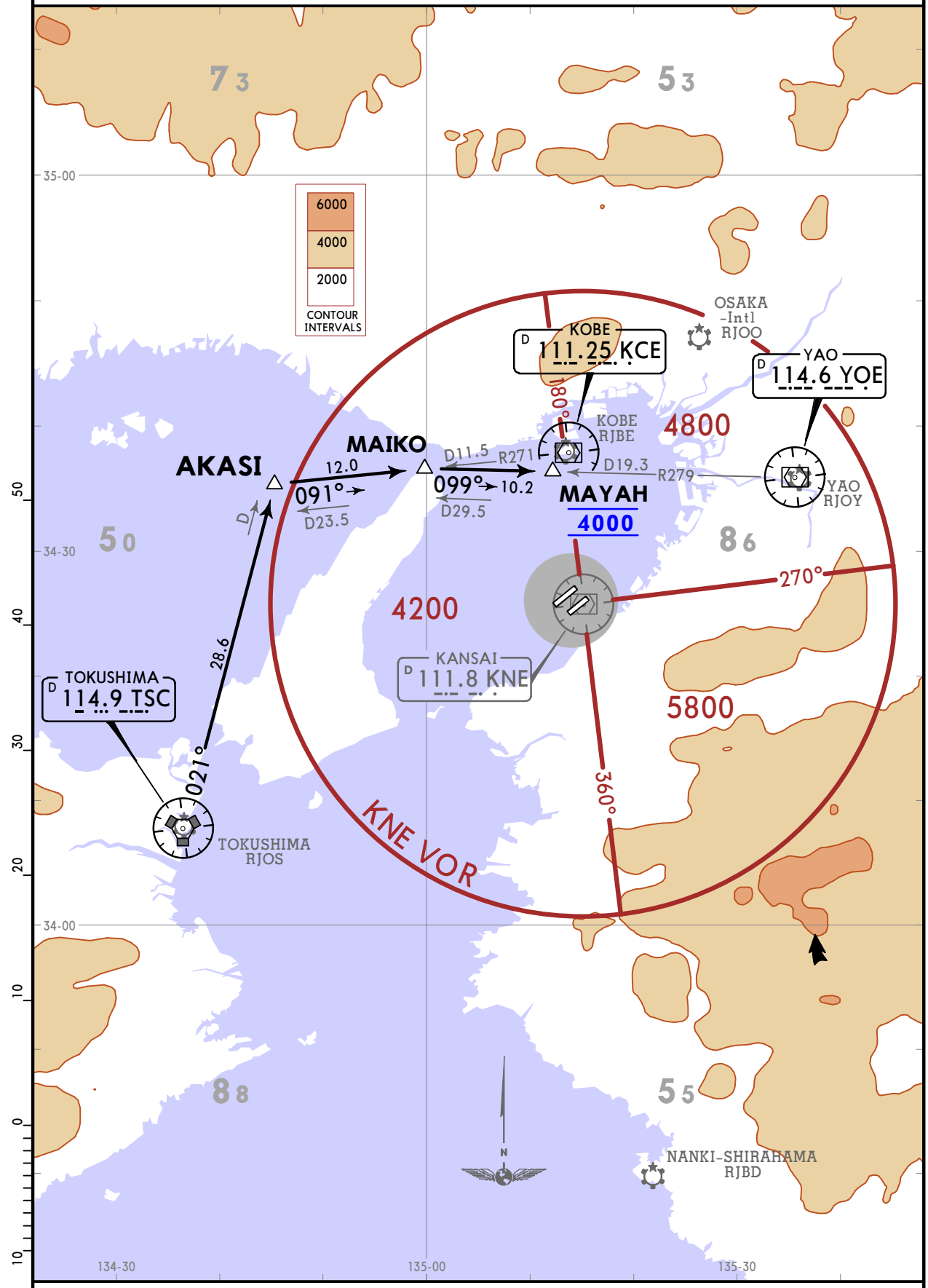
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 20-2

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	For arrival holding procedures refer to 20-2P, 20-2Q.

AKASI ARRIVAL [AKASI]



ROUTING

From over TSC VOR, proceed via TSC R021 to AKASI, via KCE R271 to MAIKO, via YOE R279 to MAYAH. Cross MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.6 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

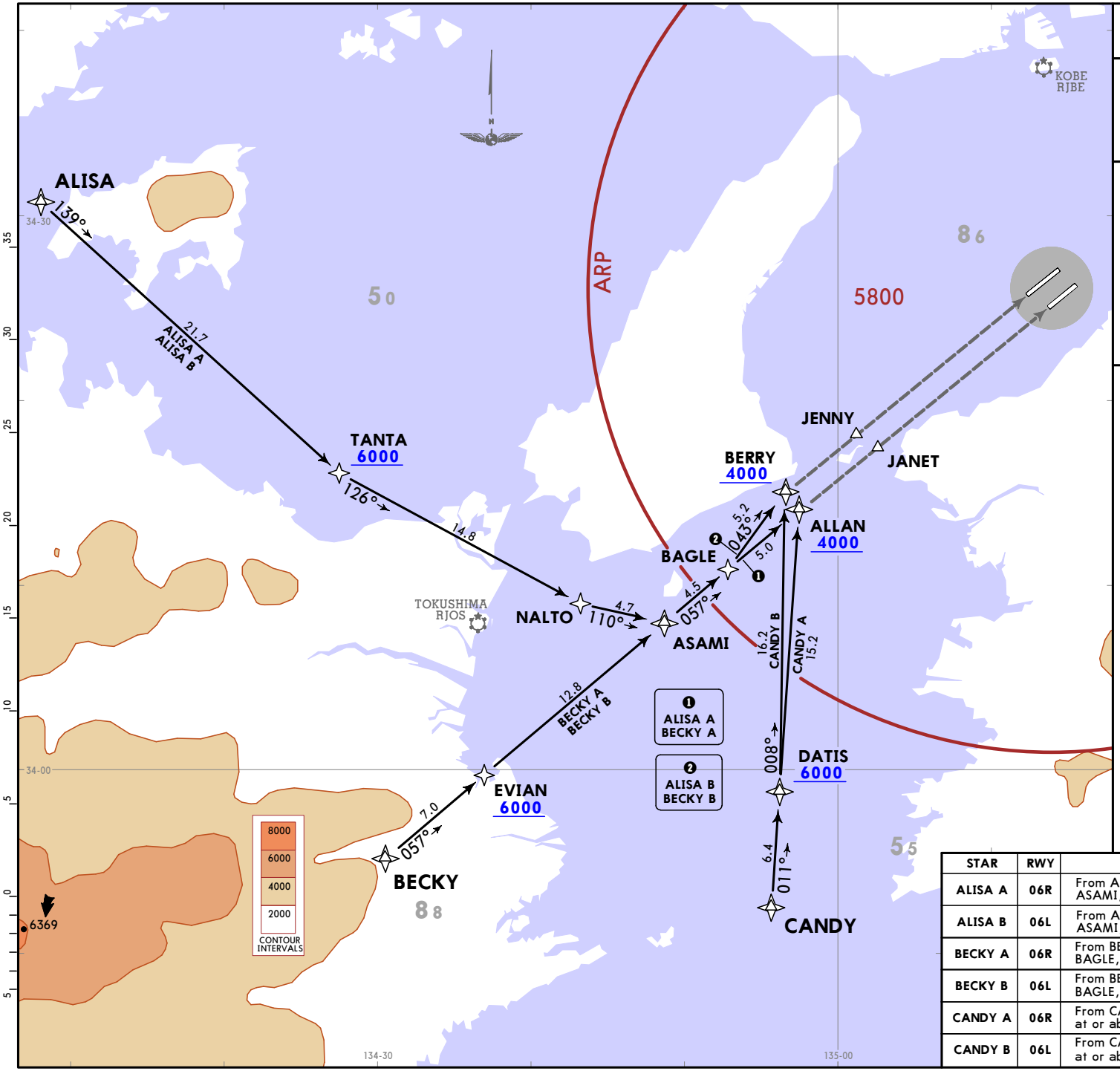
JEPPESEN 4 MAY 18 (20-2A)

OSAKA, JAPAN
RNAV STAR

D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA A [ALISAA]
ALISA B [ALISAB]
BECKY A [BECKYA]
BECKY B [BECKYB]
CANDY A [CANDYA]
CANDY B [CANDYB]
ARRIVALS



CRITICAL DME	
ALISA A	
DME	ROUTE SEGMENT
AJD	12.0 NM to NALTO - NALTO
KNE	1.7 NM to ASAMI - 4.0 NM to ALLAN
ALISA B	
DME	ROUTE SEGMENT
AJD	12.0 NM to NALTO - NALTO
KNE	1.7 NM to ASAMI - 4.2 NM to BERRY
BECKY A	
DME	ROUTE SEGMENT
KNE	ASAMI - 4.0 NM to ALLAN
BECKY B	
DME	ROUTE SEGMENT
KNE	ASAMI - 4.2 NM to BERRY
CANDY B	
DME	ROUTE SEGMENT
KNE	15.1 NM to BERRY - 14.1 NM to BERRY
	8.1 NM to BERRY - 6.1 NM to BERRY

STAR	RWY	ROUTING
ALISA A	06R	From ALISA to TANTA at or above 6000, to NALTO, to ASAMI, to BAGLE, to ALLAN at or above 4000.
ALISA B	06L	From ALISA to TANTA at or above 6000, to NALTO, to ASAMI, to BAGLE, to BERRY at or above 4000.
BECKY A	06R	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to ALLAN at or above 4000.
BECKY B	06L	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to BERRY at or above 4000.
CANDY A	06R	From CANDY to DATIS at or above 6000, to ALLAN at or above 4000.
CANDY B	06L	From CANDY to DATIS at or above 6000, to BERRY at or above 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.7 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

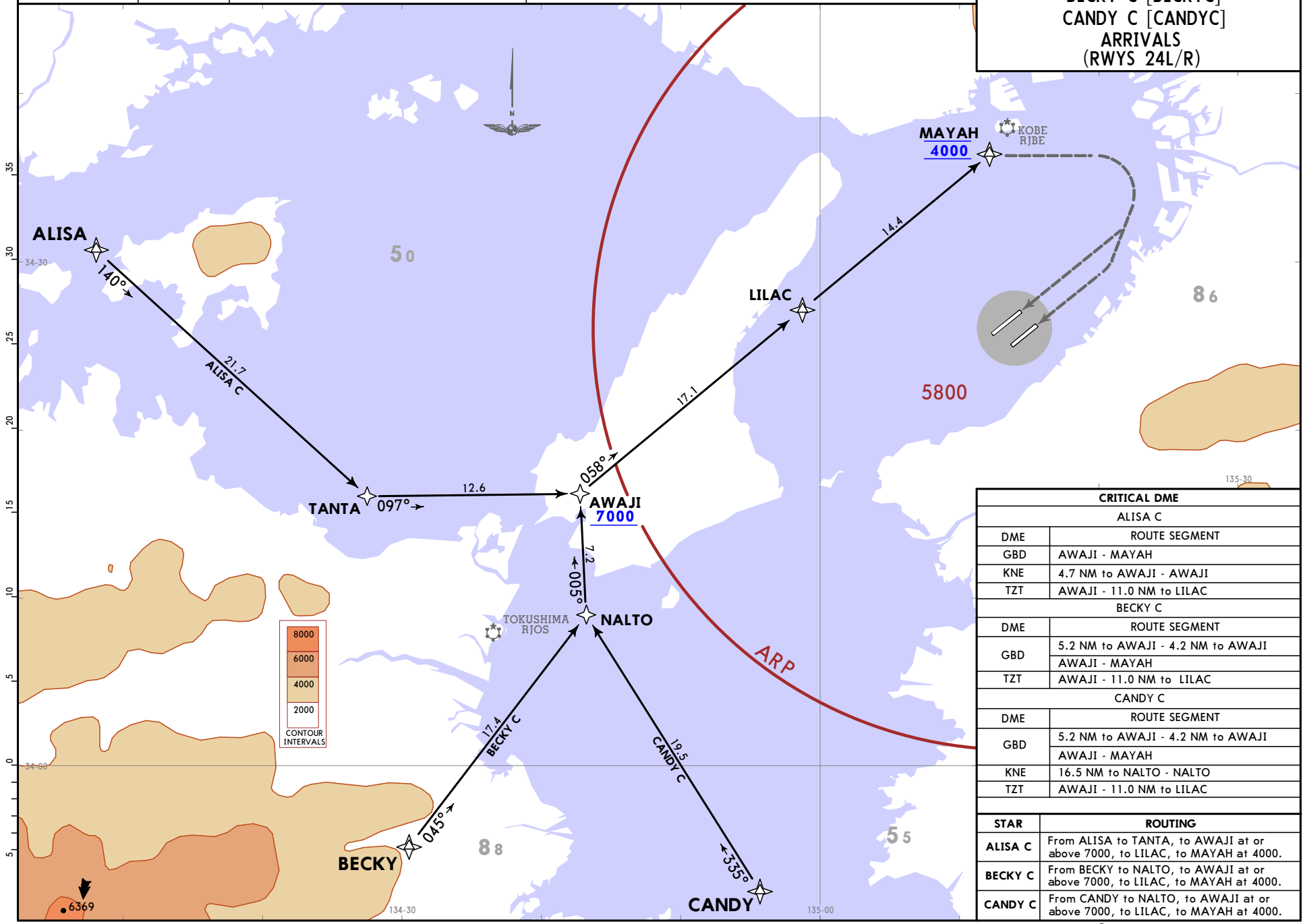
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-2B)

OSAKA, JAPAN
RNAV STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140	3. RADAR service required.
127.85	17	1. RNAV 1. 2. DME/DME/IRU or GNSS required.	4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA C [ALISAC]
BECKY C [BECKYC]
CANDY C [CANDYC]
ARRIVALS
(RWYS 24L/R)



CRITICAL DME	
ALISA C	
DME	ROUTE SEGMENT
GBD	AWAJI - MAYAH
KNE	4.7 NM to AWAJI - AWAJI
TZT	AWAJI - 11.0 NM to LILAC
BECKY C	
DME	ROUTE SEGMENT
GBD	5.2 NM to AWAJI - 4.2 NM to AWAJI
	AWAJI - MAYAH
TZT	AWAJI - 11.0 NM to LILAC
CANDY C	
DME	ROUTE SEGMENT
GBD	5.2 NM to AWAJI - 4.2 NM to AWAJI
	AWAJI - MAYAH
KNE	16.5 NM to NALTO - NALTO
TZT	AWAJI - 11.0 NM to LILAC

STAR	ROUTING
ALISA C	From ALISA to TANTA, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.
BECKY C	From BECKY to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.
CANDY C	From CANDY to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

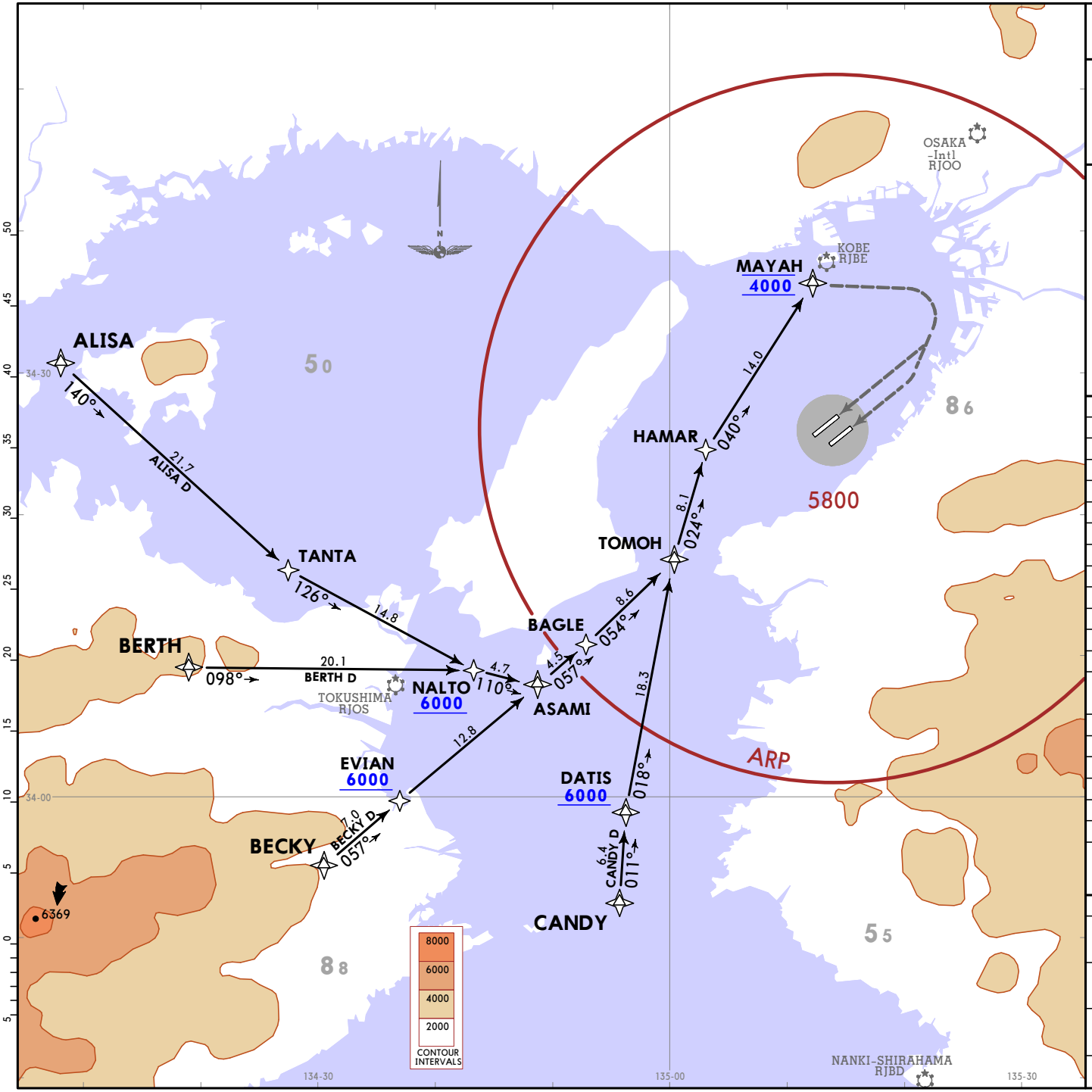
CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.8 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN OSAKA, JAPAN
4 MAY 18 (20-2C)
RNAV STAR



D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA D [ALISAD]
BECKY D [BECKYD]
BERTH D [BERTHD]
CANDY D [CANDYD]
ARRIVALS
(RWYS 24L/R)

CRITICAL DME	
ALISA D	
DME	ROUTE SEGMENT
AJD	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR
KNE	1.7 NM to ASAMI - BAGLE
BECKY D	
DME	ROUTE SEGMENT
AJD	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR
KNE	ASAMI - BAGLE
BERTH D	
DME	ROUTE SEGMENT
AJD	8.1 NM to NALTO - 5.1 NM to NALTO
	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR
KNE	1.7 NM to ASAMI - BAGLE
CANDY D	
DME	ROUTE SEGMENT
AJD	2.0 NM to MAYAH - MAYAH
GBD	7.1 NM to HAMAR - 5.1 NM to HAMAR

STAR	ROUTING
ALISA D	From ALISA to TANTA, to NALTO at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
BECKY D	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
BERTH D	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
CANDY D	From CANDY to DATIS at or above 6000, to TOMOH, to HAMAR, to MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.9 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-2D)

OSAKA, JAPAN
RNAV STAR

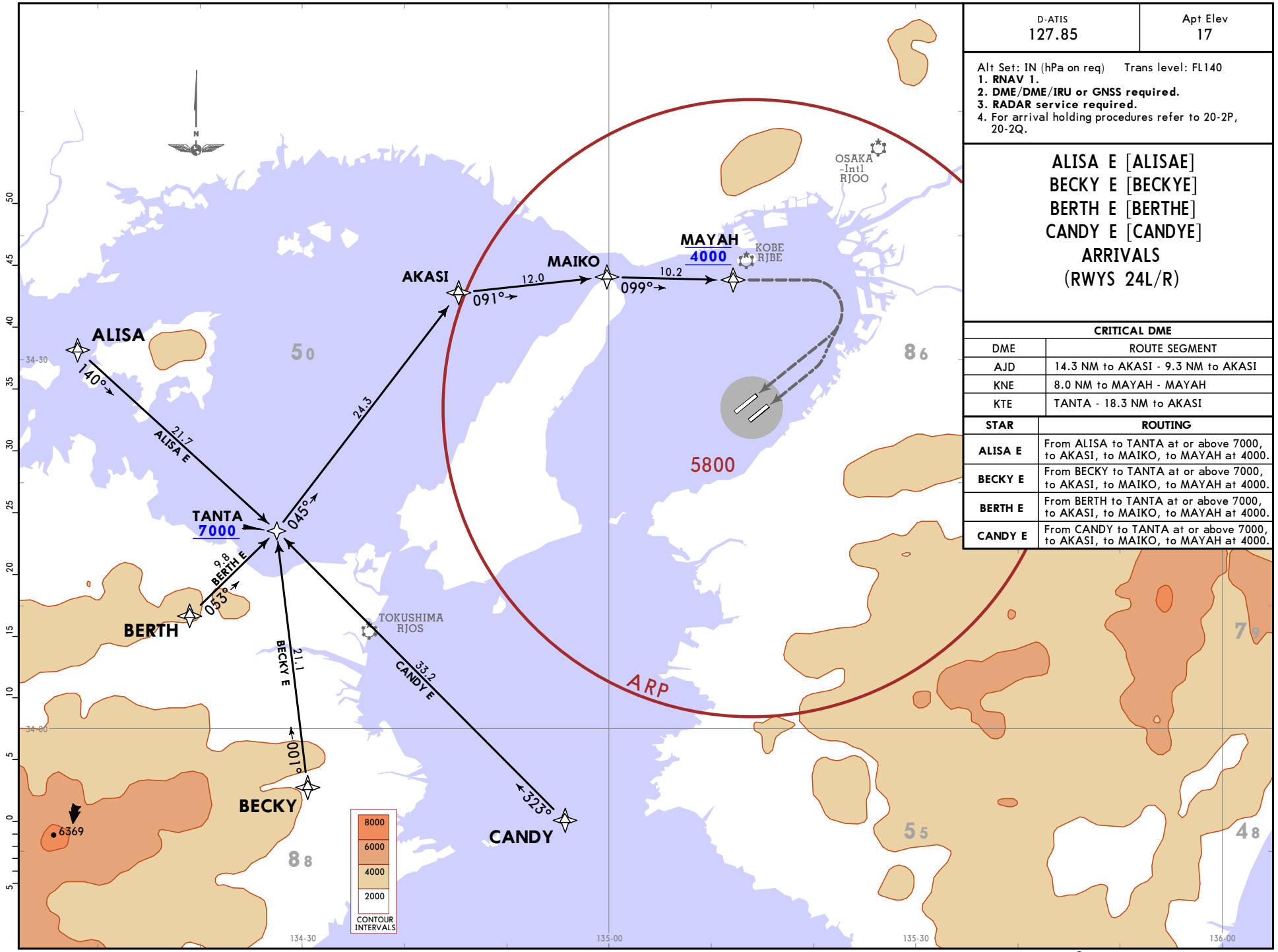
D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ALISA E [ALISAE]
BECKY E [BECKYE]
BERTH E [BERTHE]
CANDY E [CANDYE]
ARRIVALS
(RWYS 24L/R)

CRITICAL DME	
DME	ROUTE SEGMENT
AJD	14.3 NM to AKASI - 9.3 NM to AKASI
KNE	8.0 NM to MAYAH - MAYAH
KTE	TANTA - 18.3 NM to AKASI

STAR	ROUTING
ALISA E	From ALISA to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
BECKY E	From BECKY to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
BERTH E	From BERTH to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
CANDY E	From CANDY to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.10 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

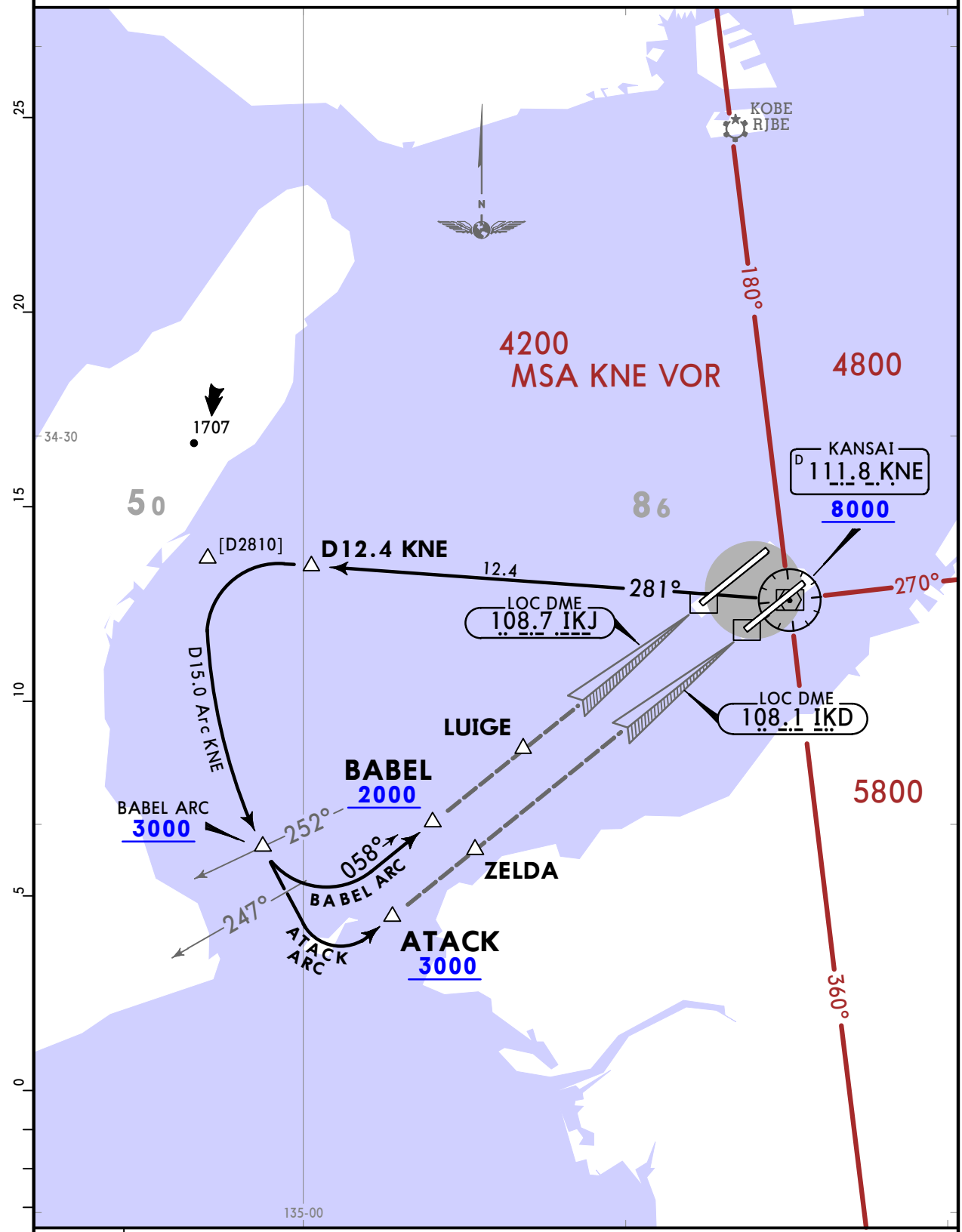
RJBB/KIX KANSAI INTL

JEPPESEN
4 MAY 18 (20-2E)

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	For arrival holding procedures refer to 20-2P, 20-2Q.

ATACK ARC [ATACK], BABEL ARC [BABELA] ARRIVALS



STAR	ROUTING
ATACK ARC	From over KNE VOR, proceed via KNE R281, turn LEFT via D15.0 Arc KNE counterclockwise, turn LEFT to intercept and proceed via IKD localizer to ATACK. Cross KNE VOR at or above 8000, cross ATACK at or above 3000.
BABEL ARC	From over KNE VOR, proceed via KNE R281, turn LEFT via D15.0 Arc KNE counterclockwise, turn LEFT to intercept and proceed via IKJ localizer to BABEL. Cross KNE VOR at or above 8000, cross KNE R252 at or above 3000, cross BABEL at or above 2000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-2F)

OSAKA, JAPAN
RNAV STAR

BERTH A [BERTHA]
BERTH B [BERTHB]
ARRIVALS

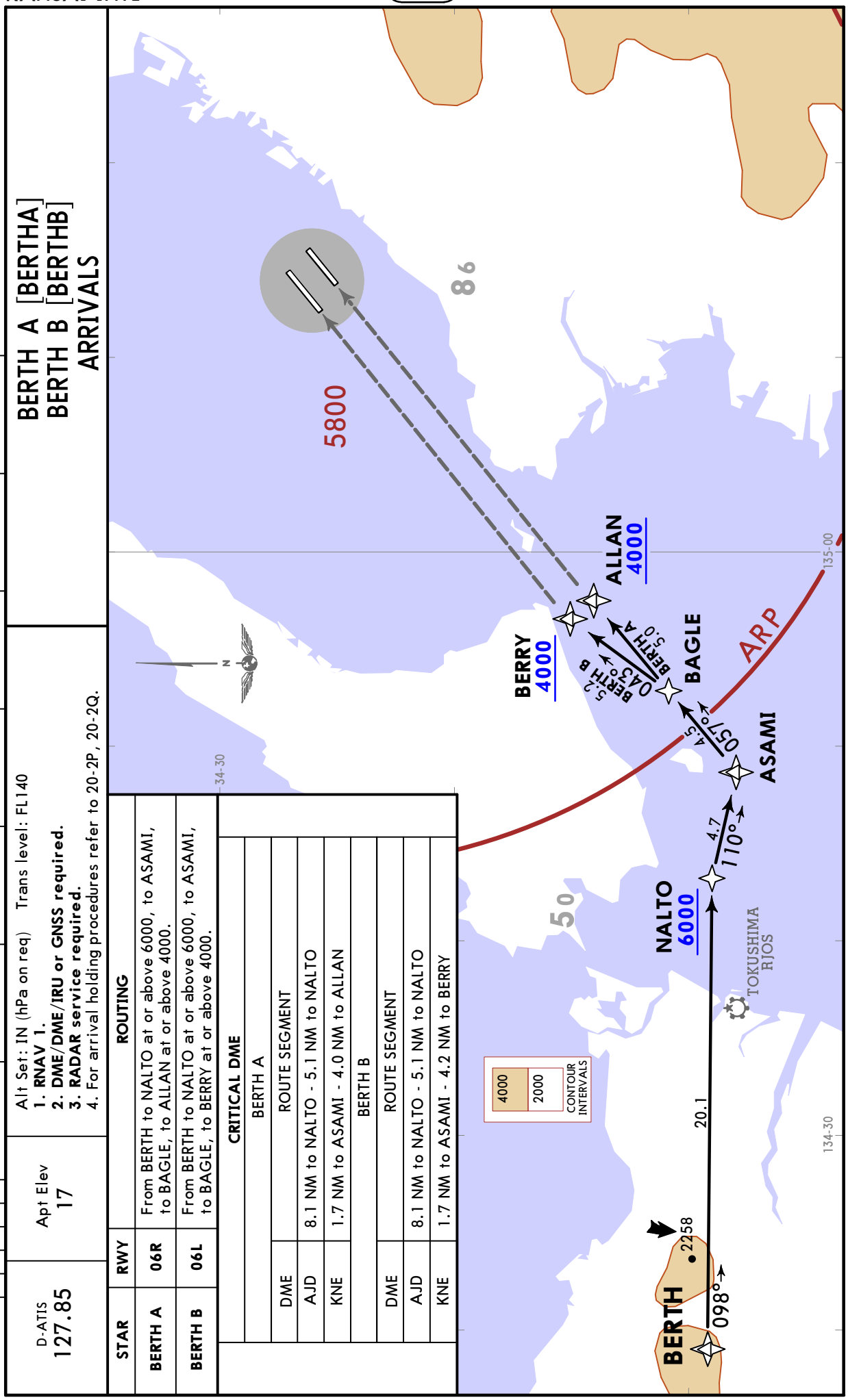
D-ATIS 127.85

Apt Elev 17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

STAR	RWY	ROUTING
BERTH A	06R	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to ALLAN at or above 4000.
BERTH B	06L	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to BERRY at or above 4000.

CRITICAL DME		
BERTH A		
DME	ROUTE SEGMENT	
AJD	8.1 NM to NALTO - 5.1 NM to NALTO	
KNE	1.7 NM to ASAMI - 4.0 NM to ALLAN	
BERTH B		
DME	ROUTE SEGMENT	
AJD	8.1 NM to NALTO - 5.1 NM to NALTO	
KNE	1.7 NM to ASAMI - 4.2 NM to BERRY	



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

JEPPESEN 4 MAY 18 (20-2G)

OSAKA, JAPAN

RNAV STAR

BERTH C ARRIVAL [BERTHC] (RWYS 24L/R)

D-ATIS 127.85

Apt Elev 17

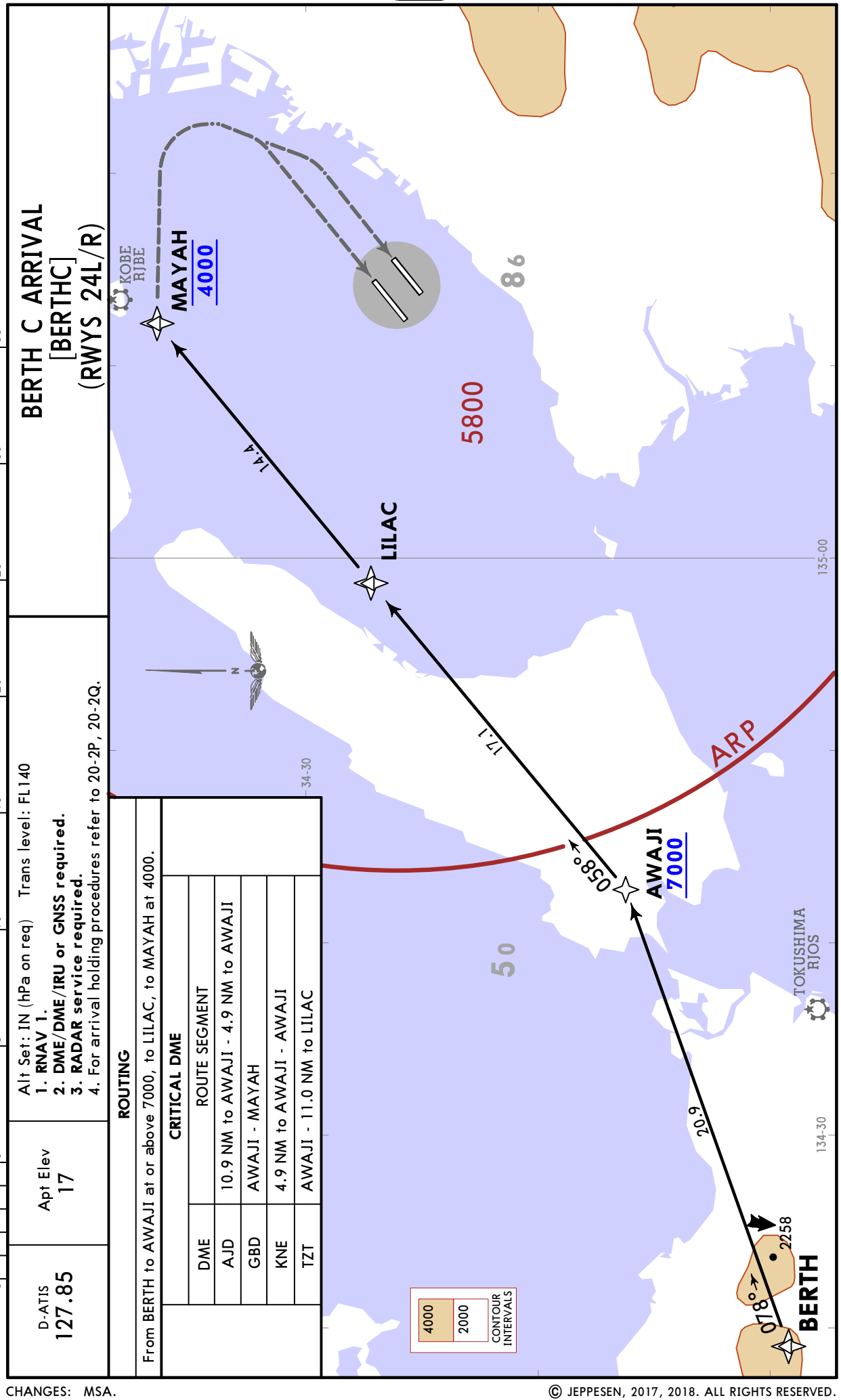
Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.
4. For arrival holding procedures refer to 20-2P, 20-2Q.

ROUTING

From BERTH to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

CRITICAL DME

DME	ROUTE SEGMENT
AJD	10.9 NM to AWAJI - 4.9 NM to AWAJI
GBD	AWAJI - MAYAH
KNE	4.9 NM to AWAJI - AWAJI
TZT	AWAJI - 11.0 NM to LILAC



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

CHANGES: MSA.

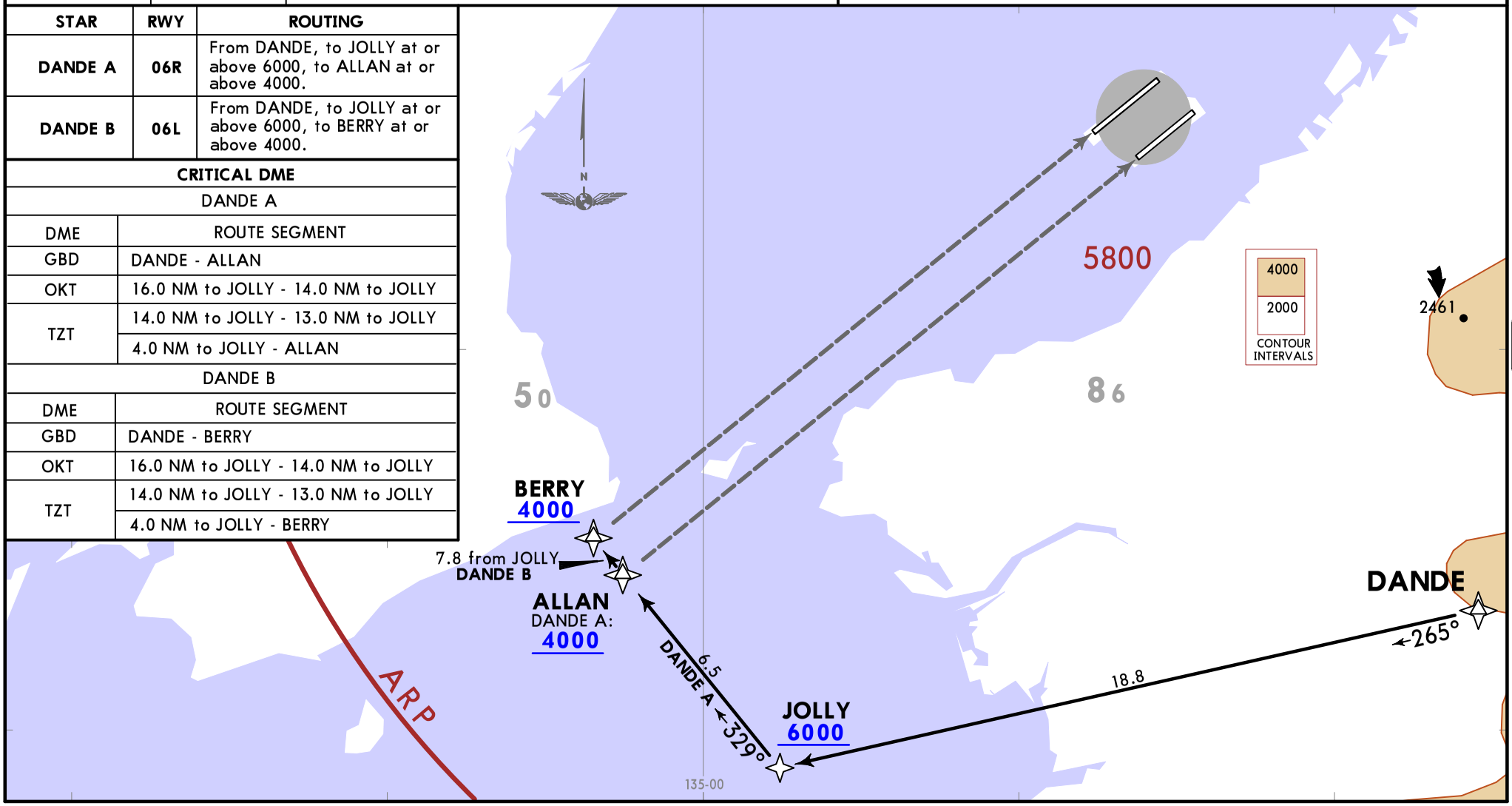
D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

DANDE A [DANDEA]
DANDE B [DANDEB]
ARRIVALS

STAR	RWY	ROUTING
DANDE A	**06R**	From DANDE, to JOLLY at or above 6000, to ALLAN at or above 4000.
DANDE B	**06L**	From DANDE, to JOLLY at or above 6000, to BERRY at or above 4000.

CRITICAL DME	
DANDE A	
DME	ROUTE SEGMENT
GBD	DANDE - ALLAN
OKT	16.0 NM to JOLLY - 14.0 NM to JOLLY
TZT	14.0 NM to JOLLY - 13.0 NM to JOLLY
	4.0 NM to JOLLY - ALLAN
DANDE B	
DME	ROUTE SEGMENT
GBD	DANDE - BERRY
OKT	16.0 NM to JOLLY - 14.0 NM to JOLLY
TZT	14.0 NM to JOLLY - 13.0 NM to JOLLY
	4.0 NM to JOLLY - BERRY



RJBB/KIX
KANSAI INTL

4 MAY 18
JEPPESEN
20-2H

OSAKA, JAPAN
RNAV STAR

10.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	**1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.** 4. For arrival holding procedures refer to 20-2P, 20-2Q.

DANDE C ARRIVAL [DANDEC] (RWYS 24L/R)

ROUTING

From DANDE, to JOLLY at or above 8000, to GATES, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

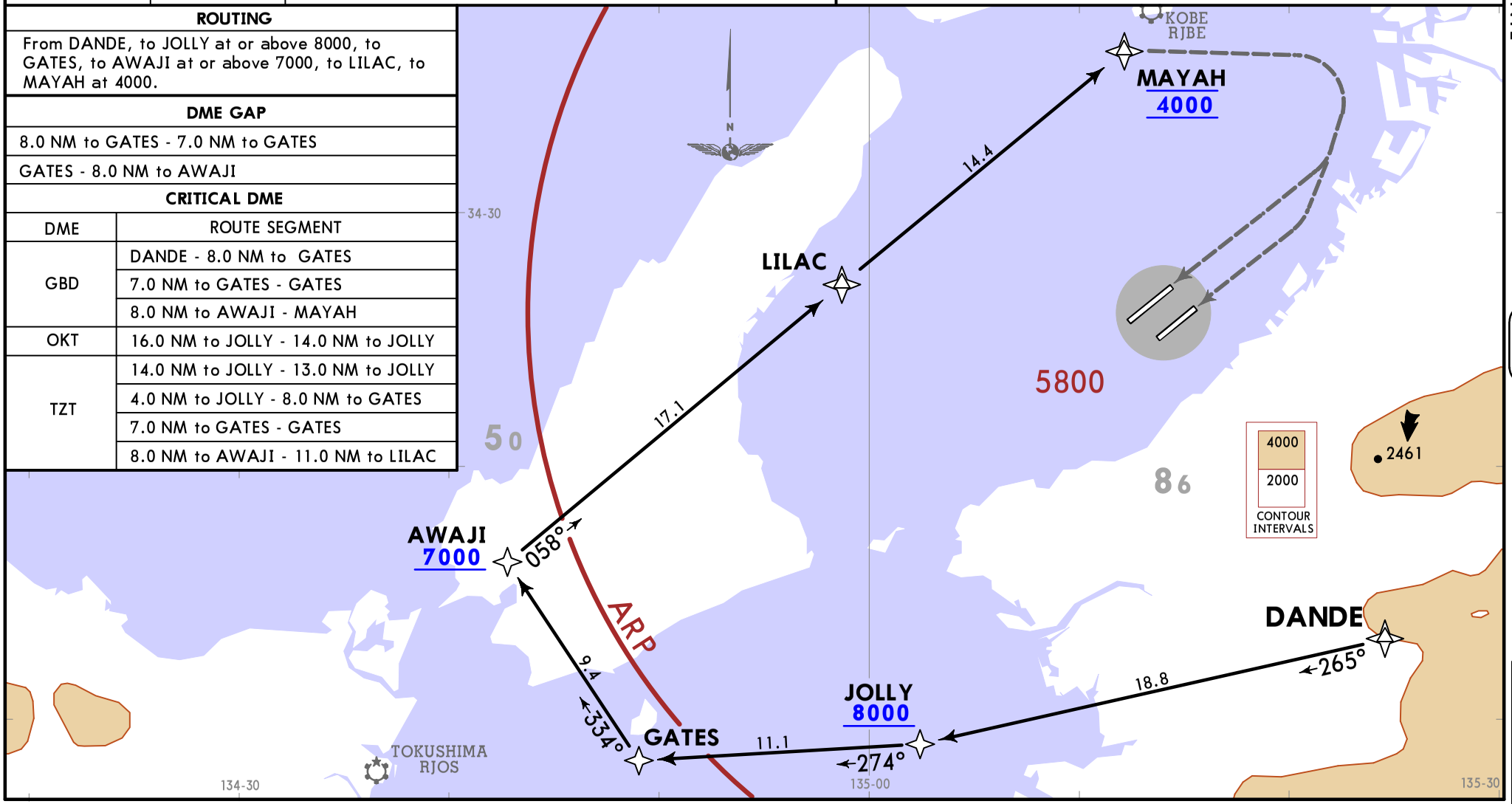
DME GAP

8.0 NM to GATES - 7.0 NM to GATES

GATES - 8.0 NM to AWAJI

CRITICAL DME

DME	ROUTE SEGMENT
GBD	DANDE - 8.0 NM to GATES
	7.0 NM to GATES - GATES
	8.0 NM to AWAJI - MAYAH
OKT	16.0 NM to JOLLY - 14.0 NM to JOLLY
TZT	14.0 NM to JOLLY - 13.0 NM to JOLLY
	4.0 NM to JOLLY - 8.0 NM to GATES
	7.0 NM to GATES - GATES
	8.0 NM to AWAJI - 11.0 NM to LILAC



RJBB/KIX
KANSAI INTL

OSAKA, JAPAN
RNAV STAR

4 MAY 18
20-2J

JEPPESEN

JEPPESEN
JeppView 3.6.2.0

10.1.14 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RJBB/KIX
KANSAI INTL

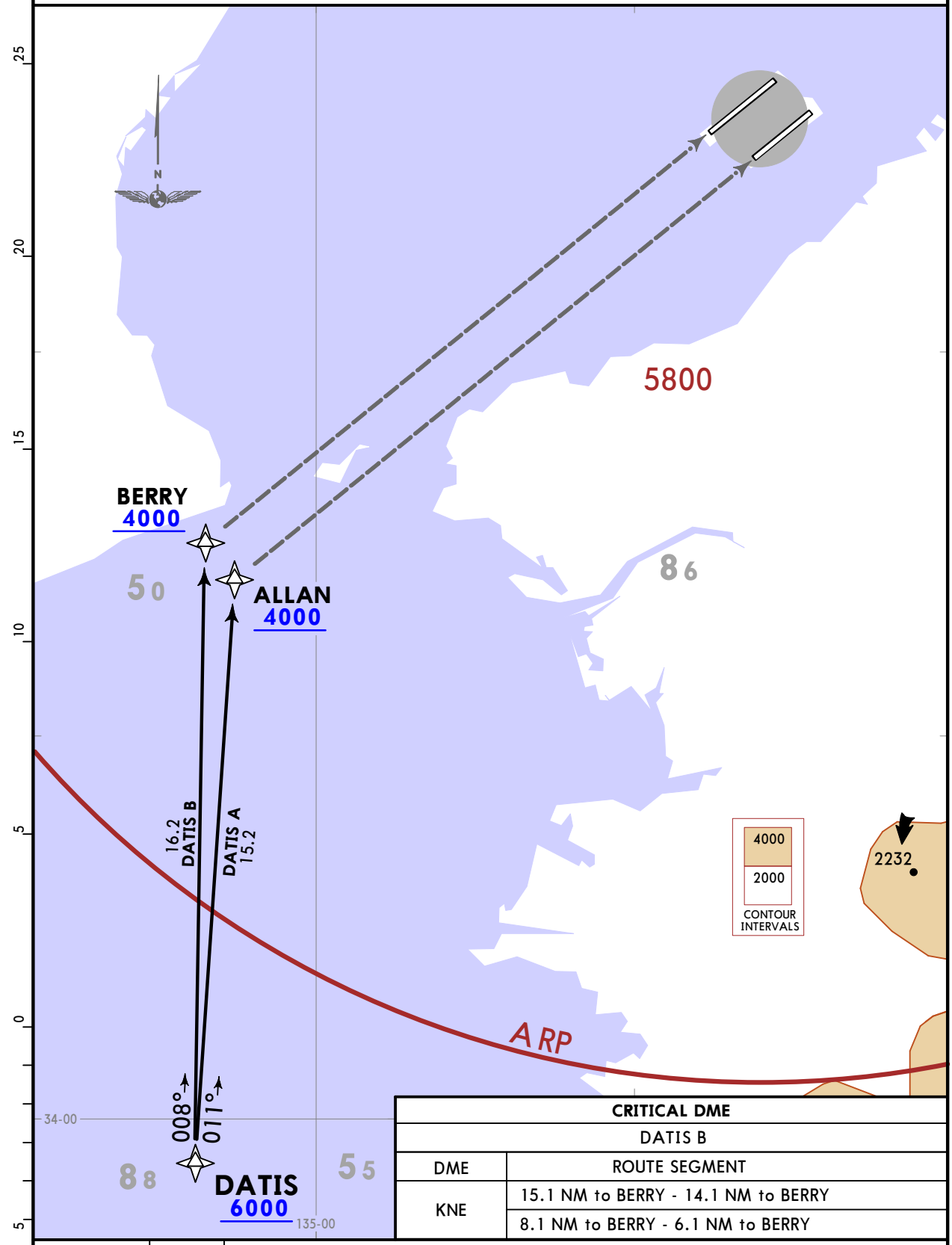
JEPPESEN
4 MAY 18 (20-2K)

OSAKA, JAPAN
RNAV STAR

D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

DATIS A [DATISA], DATIS B [DATISB] ARRIVALS



CRITICAL DME	
DATIS B	
DME	ROUTE SEGMENT
KNE	15.1 NM to BERRY - 14.1 NM to BERRY
	8.1 NM to BERRY - 6.1 NM to BERRY

STAR	RWY	ROUTING
DATIS A	06R	From DATIS at or above 6000 to ALLAN at or above 4000.
DATIS B	06L	From DATIS at or above 6000 to BERRY at or above 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.16 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

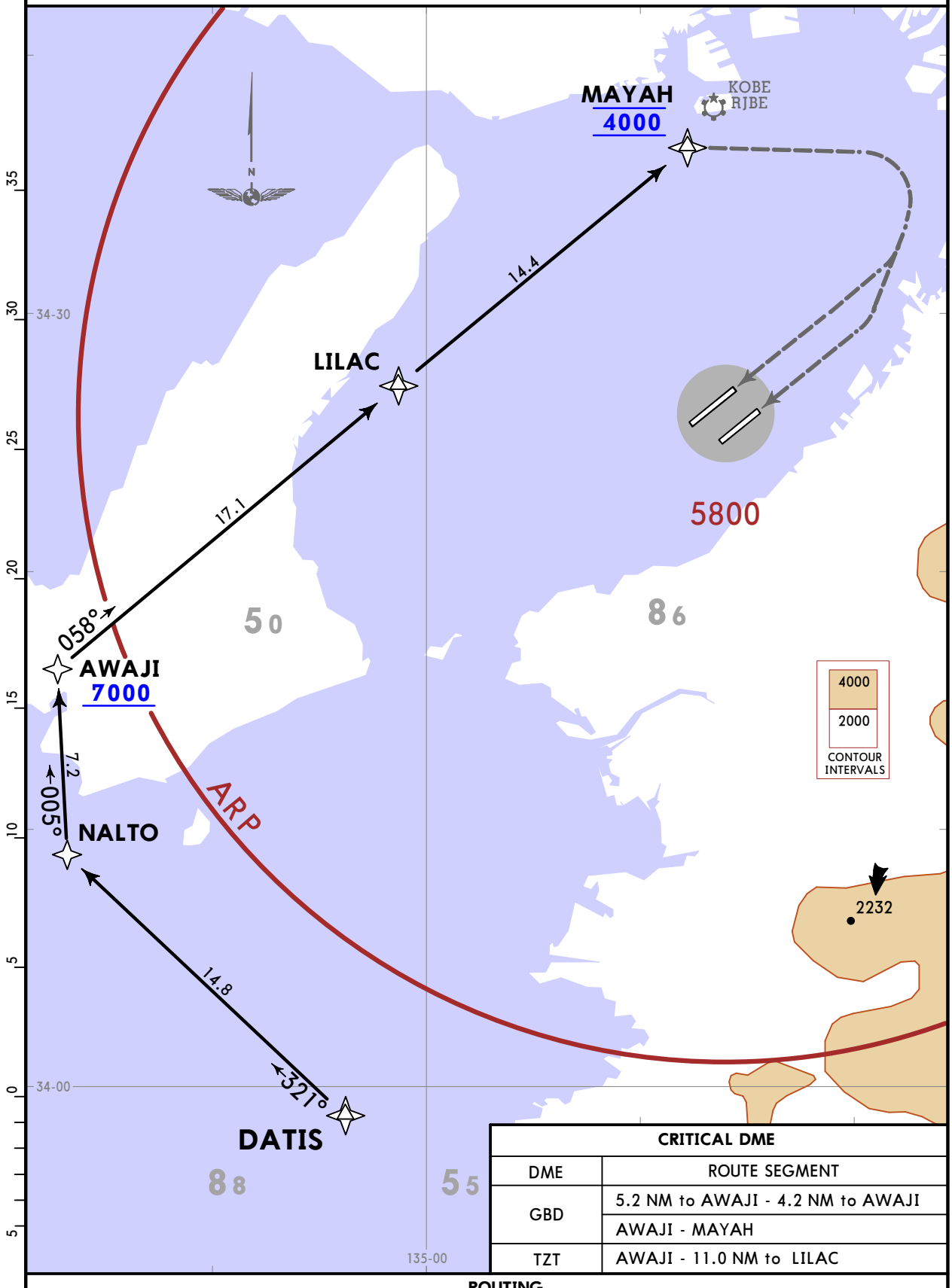
JEPPESEN
4 MAY 18 (20-2L)

OSAKA, JAPAN
RNAV STAR

D-ATIS	Apt Elev
127.85	17

Alt Set: IN (hPa on req) Trans level: FL140
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. For arrival holding procedures refer to 20-2P, 20-2Q.

DATIS C ARRIVAL [DATISC]
(RWYS 24L/R)



CRITICAL DME	
DME	ROUTE SEGMENT
GBD	5.2 NM to AWAJI - 4.2 NM to AWAJI
	AWAJI - MAYAH
TZT	AWAJI - 11.0 NM to LILAC

ROUTING

From DATIS to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.17 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

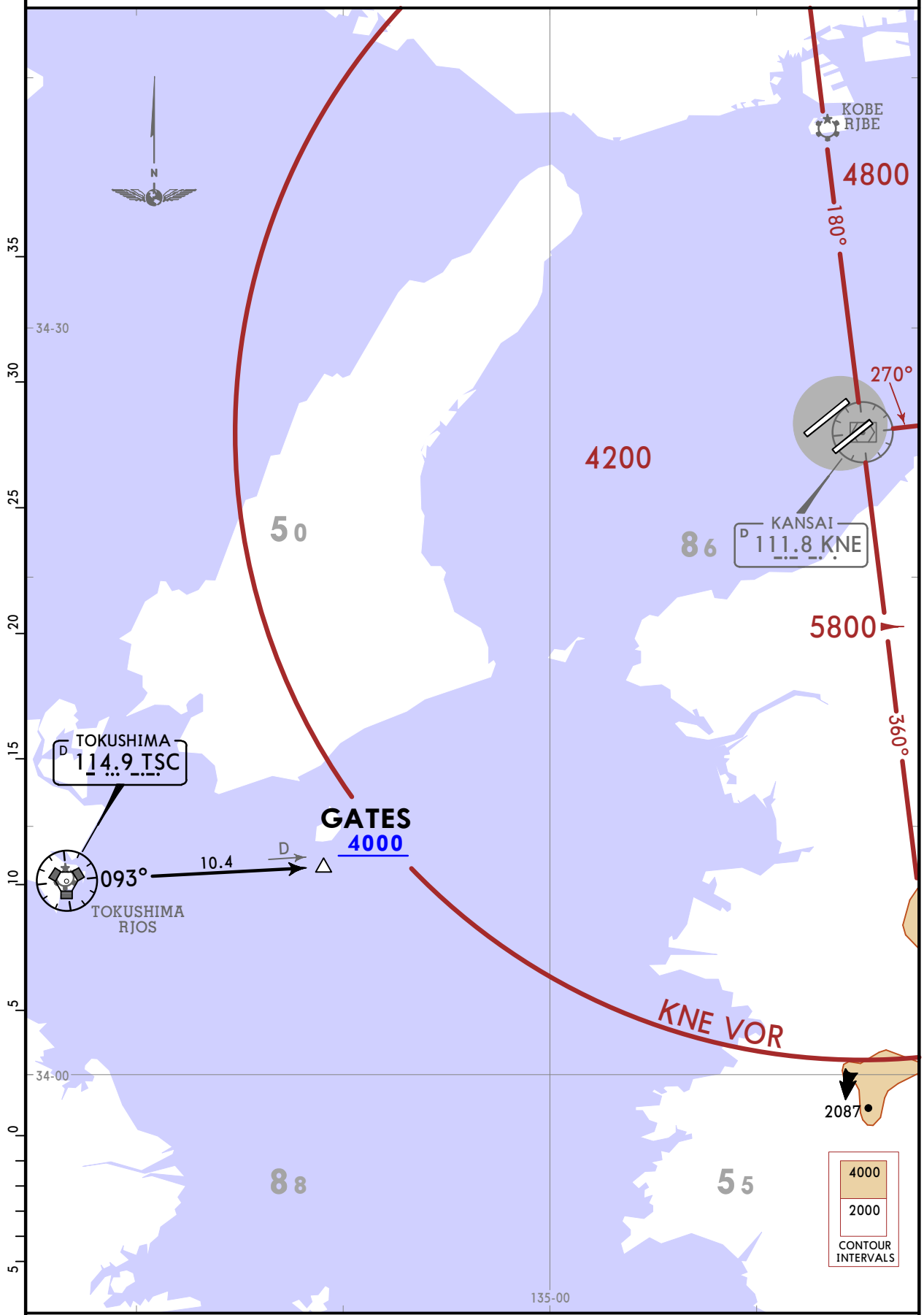
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 20-2M

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	For arrival holding procedures refer to 20-2P, 20-2Q.

GATES ARRIVAL [GATES]



ROUTING

From over TSC VOR, proceed via TSC R093 to GATES. Cross GATES at or above 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

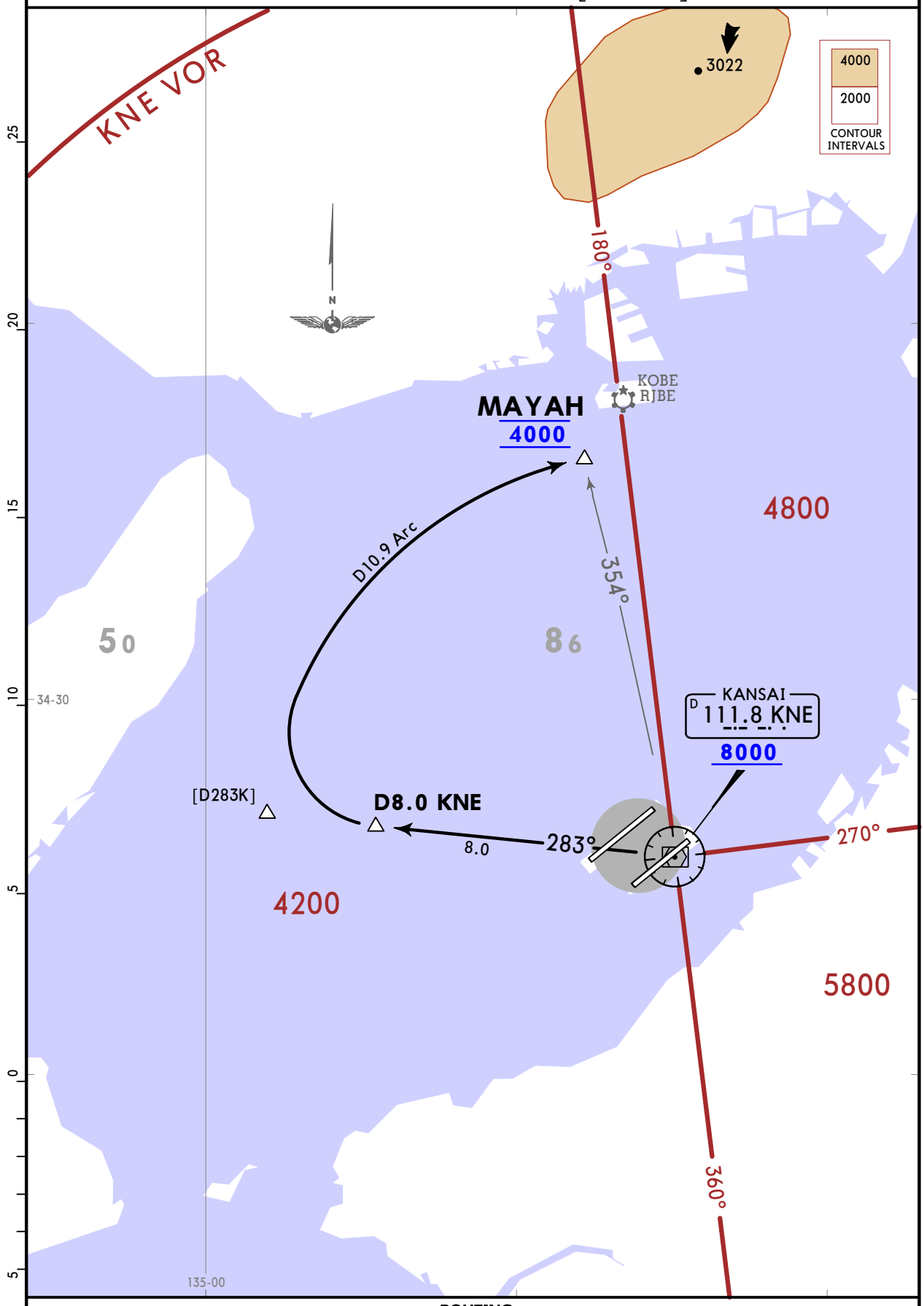
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 20-2N

OSAKA, JAPAN
STAR

D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140 For arrival holding procedures refer to 20-2P, 20-2Q.

MAYAH ARC ARRIVAL [MAYAH]



ROUTING

From over KNE VOR, proceed via KNE R283, turn RIGHT via D10.9 Arc KNE clockwise to MAYAH.
Cross KNE VOR at or above 8000, cross MAYAH at 4000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

JEPPESEN 4 MAY 18 (20-2P)

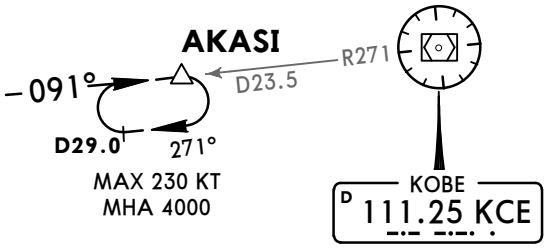
OSAKA, JAPAN

STAR

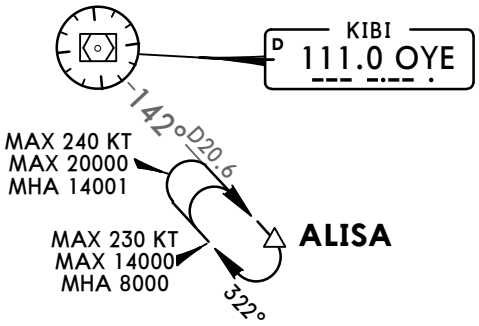
D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	

ARRIVAL HOLDING PROCEDURES

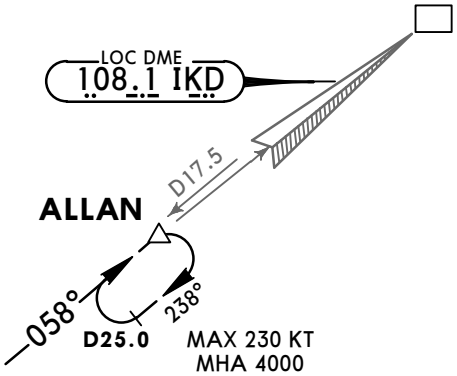
AKASI HOLD



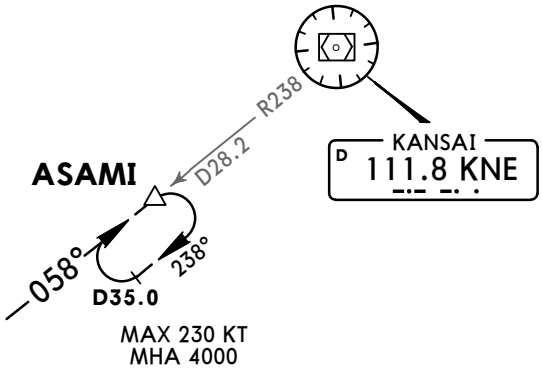
ALISA HOLD



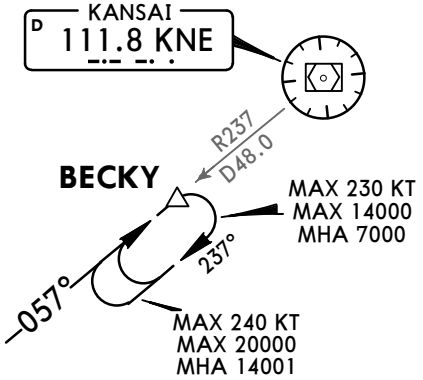
ALLAN HOLD



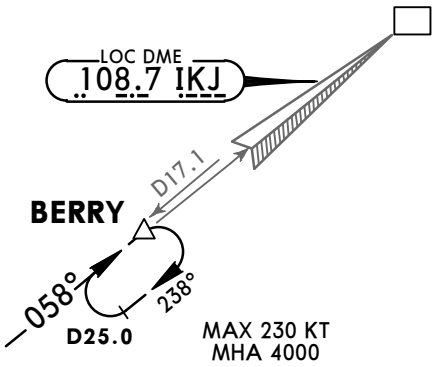
ASAMI HOLD



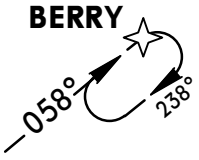
BECKY HOLD



BERRY HOLD

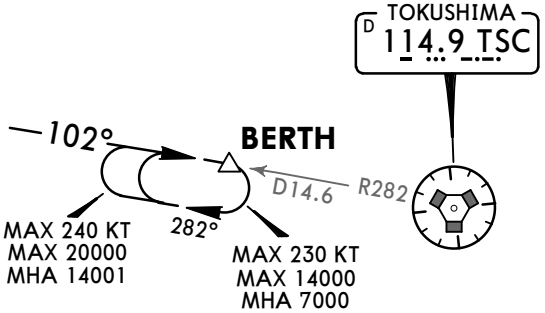


BERRY RNAV HOLD



MAX 230 KT (at or below FL140)
MAX 240 KT (above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

BERTH HOLD



ALL HOLDS NOT TO SCALE

CHANGES: None.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 (20-2Q) Eff 31 Jan 1500Z

OSAKA, JAPAN

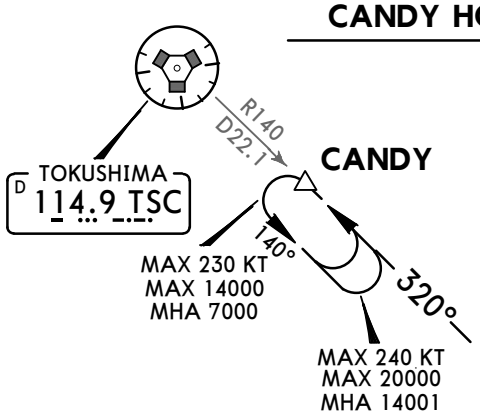
STAR

D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	

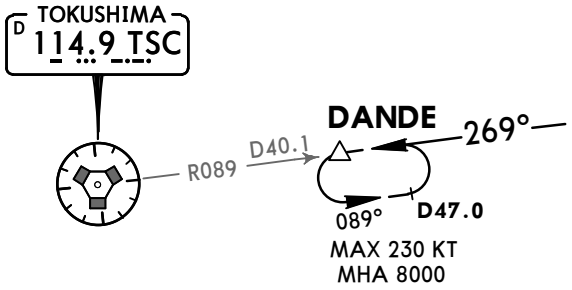
ARRIVAL HOLDING PROCEDURES (CONTD)

ALL HOLDS NOT TO SCALE

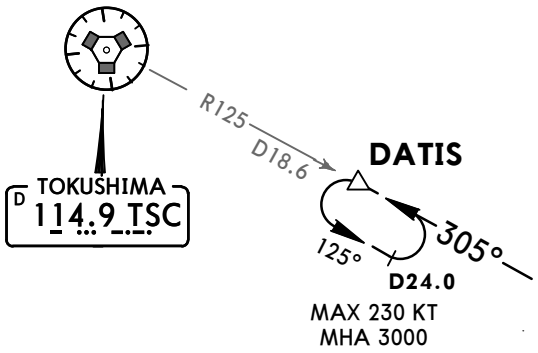
CANDY HOLD



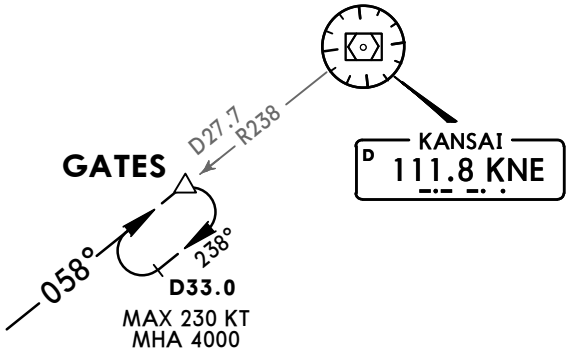
DANDE HOLD



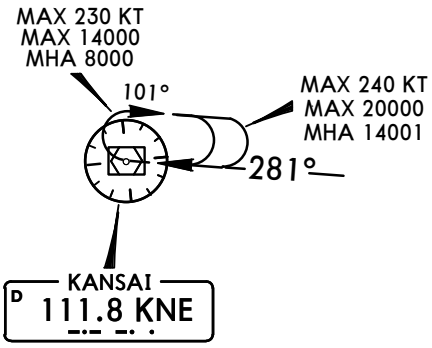
DATIS HOLD



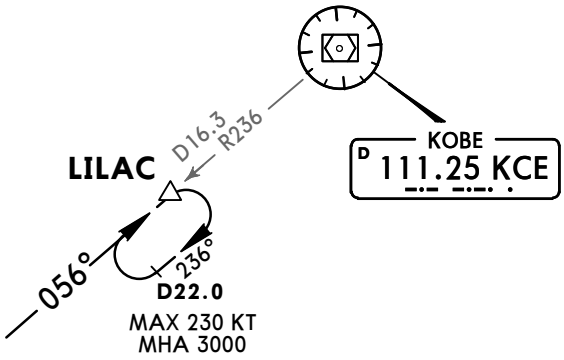
GATES HOLD



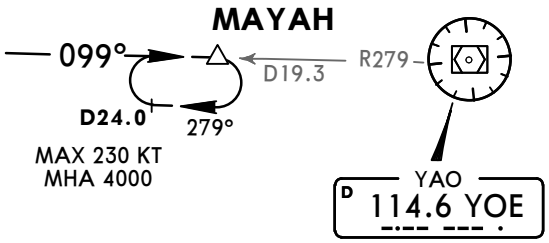
KANSAI HOLD



LILAC HOLD



MAYAH HOLD



CHANGES: New RNAV hold at BERRY.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

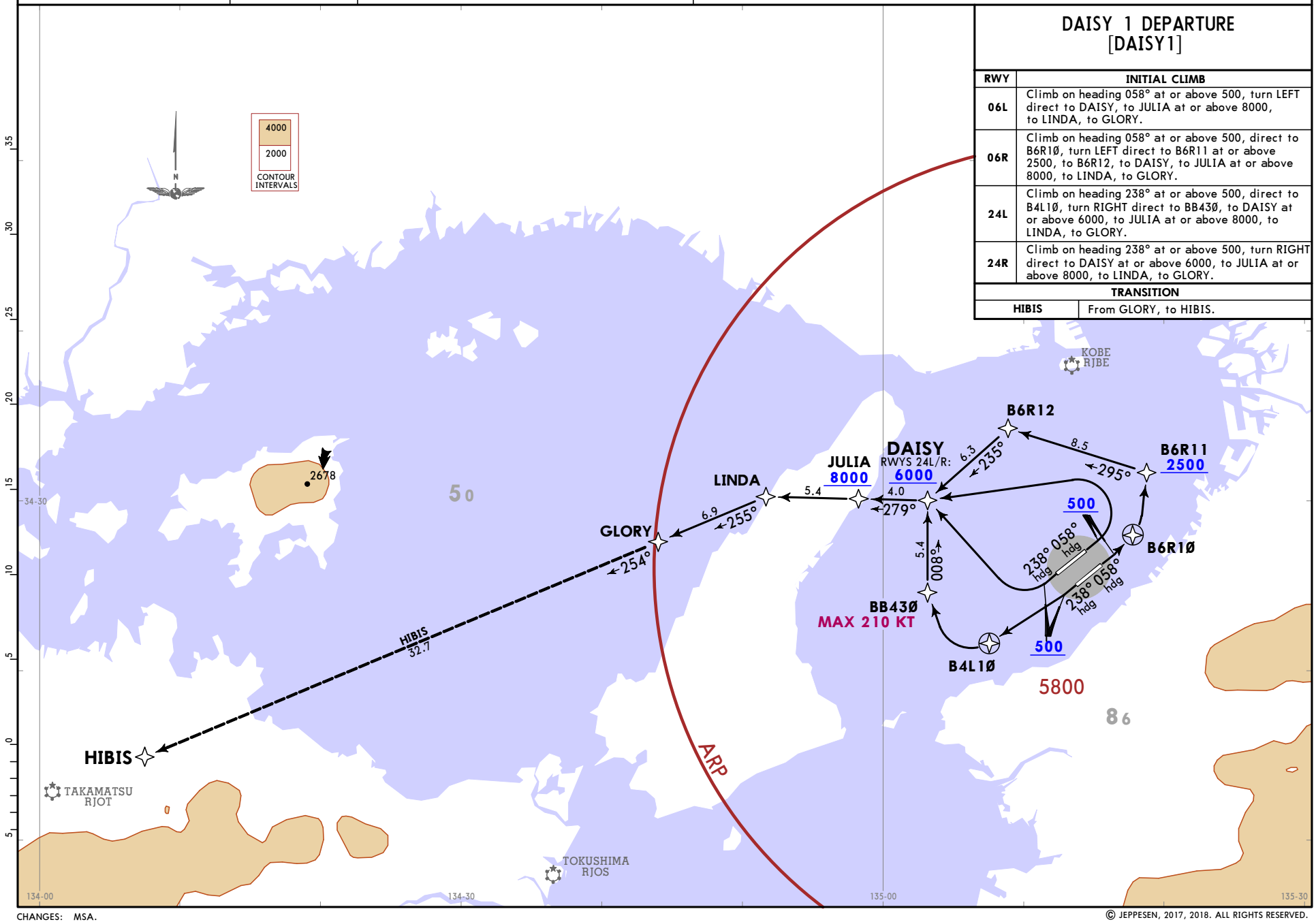
OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000	
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. **RNAV 1.** 2. **DME/DME/IRU or GNSS required.** 3. **RADAR service 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.

DAISY 1 DEPARTURE
[DAISY1]

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to DAISY, to JULIA at or above 8000, to LINDA, to GLORY.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R12, to DAISY, to JULIA at or above 8000, to LINDA, to GLORY.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to BB43Ø, to DAISY at or above 6000, to JULIA at or above 8000, to LINDA, to GLORY.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to DAISY at or above 6000, to JULIA at or above 8000, to LINDA, to GLORY.

TRANSITION	
HIBIS	From GLORY, to HIBIS.



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.22 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3A)

OSAKA, JAPAN
SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

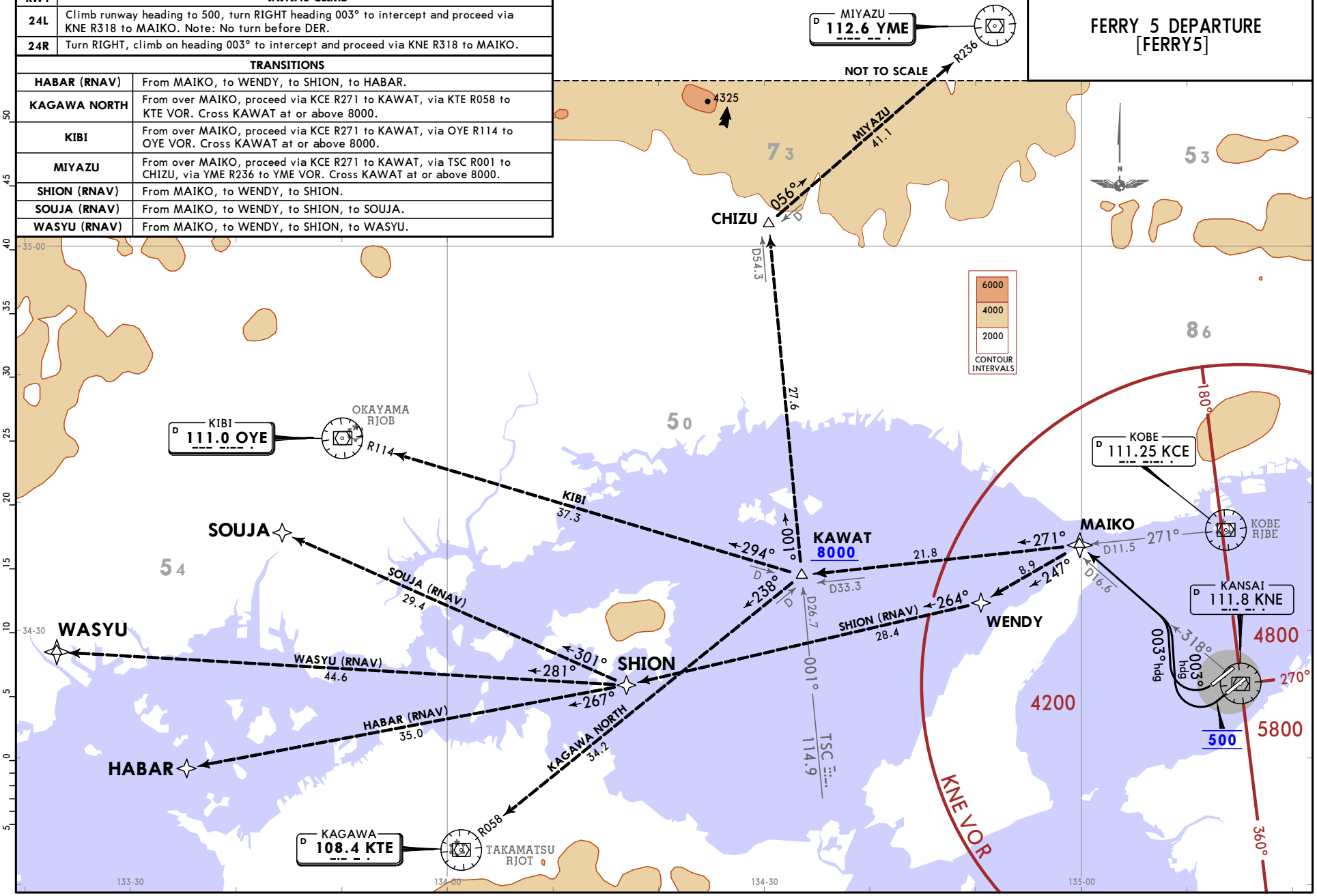
HABAR, SHION, SOUJA, WASYU Transitions:
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**

RWY	INITIAL CLIMB
24L	Climb runway heading to 500, turn RIGHT heading 003° to intercept and proceed via KNE R318 to MAIKO. Note: No turn before DER.
24R	Turn RIGHT, climb on heading 003° to intercept and proceed via KNE R318 to MAIKO.

TRANSITIONS	
HABAR (RNAV)	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
MIYAZU	From over MAIKO, proceed via KCE R271 to KAWAT, via TSC R001 to CHIZU, via YME R236 to YME VOR. Cross KAWAT at or above 8000.
SHION (RNAV)	From MAIKO, to WENDY, to SHION.
SOUJA (RNAV)	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU (RNAV)	From MAIKO, to WENDY, to SHION, to WASYU.

FERRY 5 DEPARTURE
[FERRY5]

NOT TO SCALE



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3B)

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

HELEN SID & CHIZU, HABAR, SHION, SOUJA, WASYU Transitions:
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.** 3. **RADAR service 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.

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to HELEN, to MAIKO.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to HELEN, to MAIKO.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO.

TRANSITIONS	
CHIZU	From MAIKO, to KAWAT at or above 8000, to CHIZU, to YME VOR.
HABAR	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
SHION	From MAIKO, to WENDY, to SHION.
SOUJA	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU	From MAIKO, to WENDY, to SHION, to WASYU.

HELEN 1 DEPARTURE
[HELEN1]

NOT TO SCALE

CRITICAL DME	
CHIZU TRANSITION	
DME	ROUTE SEGMENT
KNE	17.1 NM to YME - 14.1 NM to YME
YME	17.1 NM to YME - 14.1 NM to YME

MIYAZU D 112.6 YME
4325
CHIZU 056° 41.1
CHIZU
35-00
6000
4000
2000
CONTOUR INTERVALS
KIBI D 111.0 OYE
OKAYAMA RJOB
R114
KIBI 37.3
27.6
SOUJA
SOUJA 29.4
294°
002°
KAWAT 8000
21.8
271°
MAIKO
D11.5
271°
KOBE D 111.25 KCE
KOBE RJBE
HELEN
RWYS 24L/R:
8000
295°
6.1
D16.6
10.3
B6R11 2500
295°
B6R1Ø
500
318°
10.7
024°
238° hdg
058° hdg
BB43Ø
MAX 210 KT
B4L1Ø
500
KANSAI D 111.8 KNE
5800
ARP
238°
D
D26.7
D33.3
264°
WENDY
8.9
247°
SHION
28.4
34-30
WASYU
WASYU 44.6
301°
281°
SHION
267°
HABAR
HABAR 35.0
KAGAWA NORTH 34.2
001°
TSC 114.9
R058
KAGAWA D 108.4 KTE
TAKAMATSU RJOT
133-30
134-00
134-30
135-00

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3C)

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

IWAYA SID & CHIZU, HABAR, SHION, SOUJA, WASYU Transitions:
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.** 3. **RADAR service 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.

RWY	INITIAL CLIMB
24L	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO. Note: No turn before DER.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO.

TRANSITIONS	
CHIZU	From MAIKO, to KAWAT at or above 8000, to CHIZU, to YME VOR.
HABAR	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
SHION	From MAIKO, to WENDY, to SHION.
SOUJA	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU	From MAIKO, to WENDY, to SHION, to WASYU.

IWAYA 1 DEPARTURE
[IWAYA1]

CRITICAL DME	
CHIZU TRANSITION	
DME	ROUTE SEGMENT
KNE	17.1 NM to YME - 14.1 NM to YME
YME	17.1 NM to YME - 14.1 NM to YME

NOT TO SCALE

MIYAZU D 112.6 YME

CHIZU 056° 41.1

CONTOUR INTERVALS: 6000, 4000, 2000

KIBI D 111.0 OYE — OKAYAMA RJOB — R114 — KIBI 37.3

SOUJA — SOUJA 29.4

WASYU — WASYU 44.6

HABAR — HABAR 35.0

KAGAWA D 108.4 KTE — TAKAMATSU RJOT — R058 — KAGAWA NORTH 34.2

KAWAT 8000 — 294° / 002° / 238° — 27.6 — D33.3 — D26.7

SHION — 301° / 281° / 267° — SHION 28.4 — 001° — TSC 114.9

WENDY — 264° — 247° — 8.9

MAIKO — 271° — D11.5 — 271° — 21.8

HELEN 8000 — 295° — 6.1 — D16.6

KOBE D 111.25 KCE — KOBE RJBE

KANSAI D 111.8 KNE — 318° — 10.7 — 024°

BB43Ø — 238° hdg — 500

5800

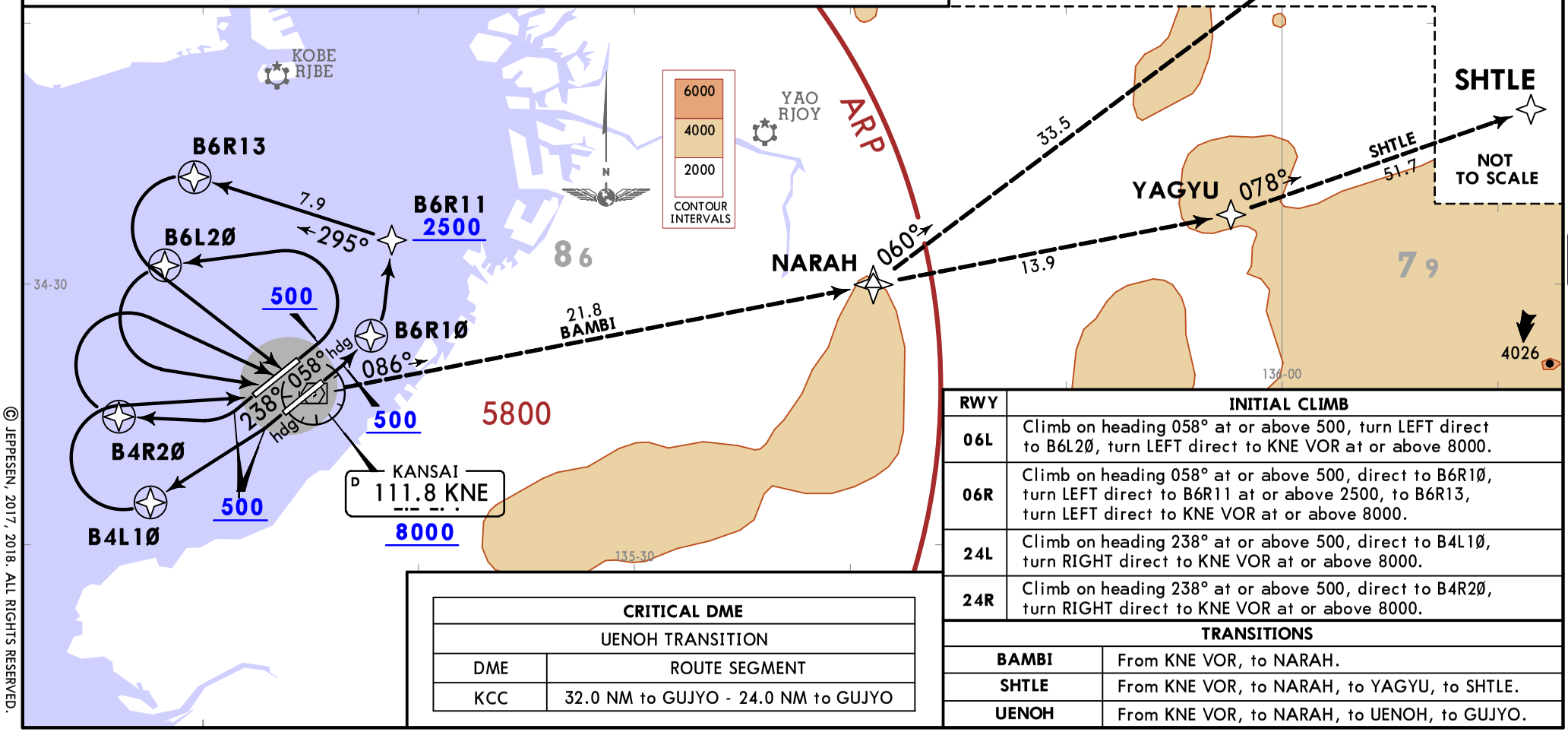
ARP

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	**1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service 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.

KANSAI 1 DEPARTURE [KANSA1]



CRITICAL DME	
UENOH TRANSITION	
DME	ROUTE SEGMENT
KCC	32.0 NM to GUJYO - 24.0 NM to GUJYO

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to B6L2Ø, turn LEFT direct to KNE VOR at or above 8000.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R13, turn LEFT direct to KNE VOR at or above 8000.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to KNE VOR at or above 8000.
24R	Climb on heading 238° at or above 500, direct to B4R2Ø, turn RIGHT direct to KNE VOR at or above 8000.

TRANSITIONS	
BAMBI	From KNE VOR, to NARAH.
SHTLE	From KNE VOR, to NARAH, to YAGYU, to SHTLE.
UENOH	From KNE VOR, to NARAH, to UENOH, to GUJYO.

CHANGES: MSA.
© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.
10.1.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

10.1.26 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

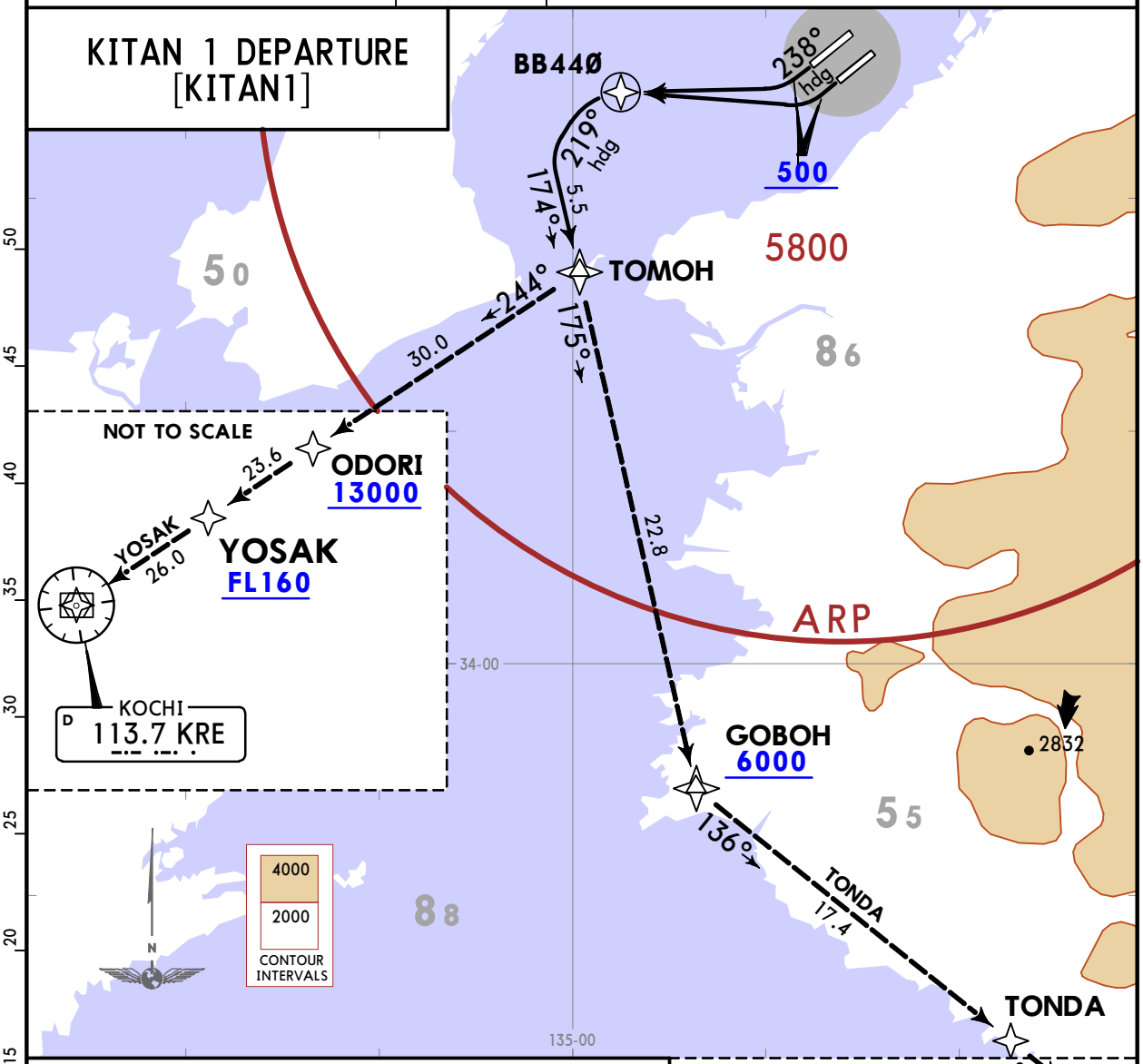
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3E)

OSAKA, JAPAN
RNAV SID

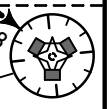
KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	1. **RNAV 1.** 2. **DME/DME/IRU or GNSS required.** 3. **RADAR service required.** 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

KITAN 1 DEPARTURE [KITAN1]



CRITICAL DME	
TONDA TRANSITION	
DME	ROUTE SEGMENT
CUE	3.0 NM to GOBOH - 16.0 NM to TONDA
	14.0 NM to TONDA - 11.0 NM to TONDA
GBD	10.0 NM to GOBOH - 4.0 NM to GOBOH
KNE	17.0 NM to KEC - 11.0 NM to KEC
XMT	7.0 NM to KEC - KEC
YME	TOMOH - 20.0 NM to GOBOH

NOT TO SCALE



D KUSHIMOTO 112.9 KEC

DME GAP
TONDA TRANSITION
16.0 NM to TONDA - 14.0 NM to TONDA
11.0 NM to TONDA - 10.0 NM to TONDA

RWY	INITIAL CLIMB
24L	Climb on heading 238° at or above 500, turn RIGHT direct to BB44Ø, turn LEFT heading 219° to TOMOH on course 174°. Note: No turn before DER.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB44Ø, turn LEFT heading 219° to TOMOH on course 174°.

TRANSITION	
TONDA	From TOMOH, to GOBOH at or above 6000, to TONDA to KEC VOR.
YOSAK	From TOMOH, to ODORI at or above 13000, to YOSAK at or above FL160, to KRE VOR.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3F)

OSAKA, JAPAN
SID

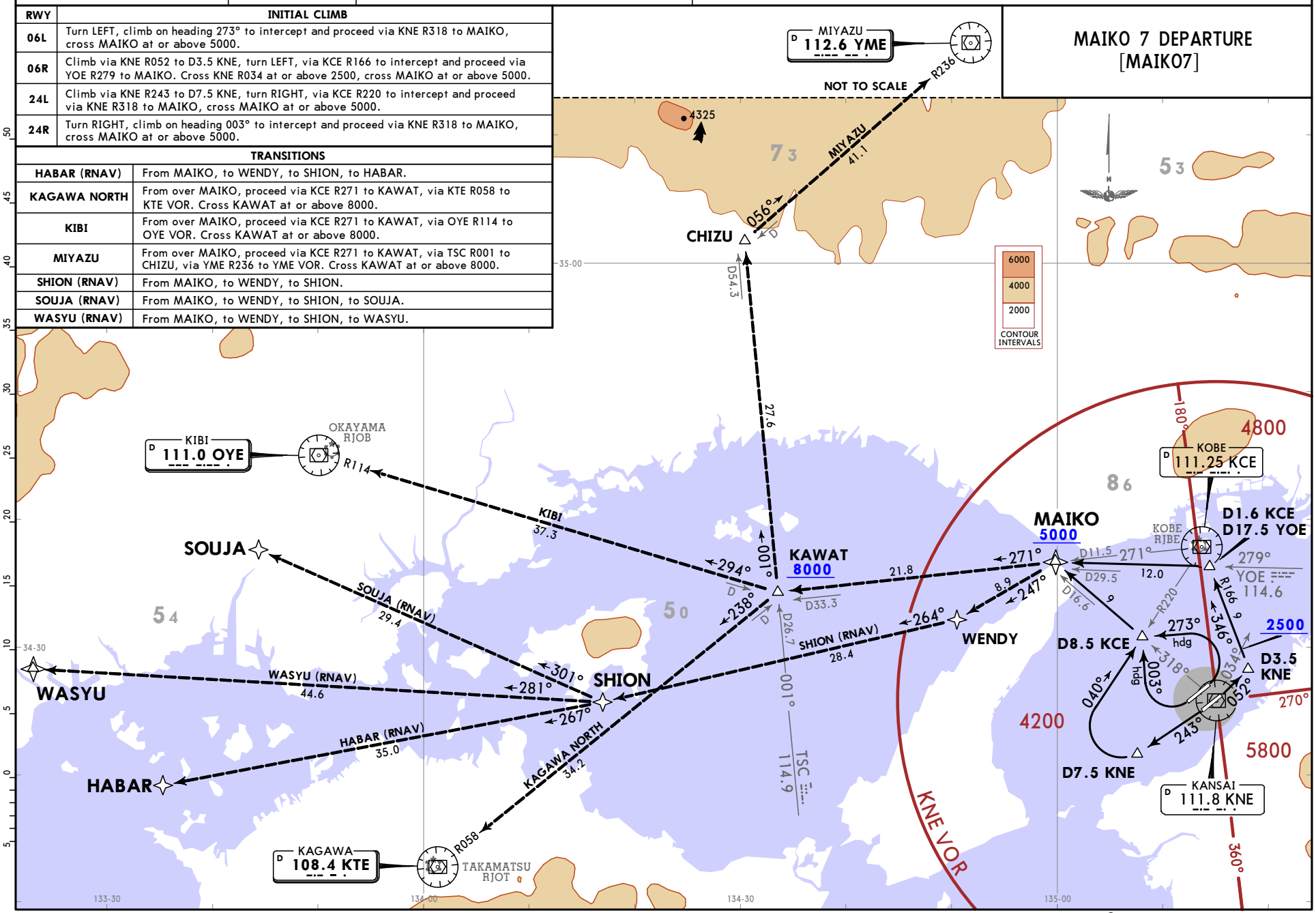
KANSAI Departure (R)	Apt Elev	Trans alt: 14000	HABAR, SHION, SOUJA, WASYU Transitions:
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.

RWY	INITIAL CLIMB
06L	Turn LEFT, climb on heading 273° to intercept and proceed via KNE R318 to MAIKO, cross MAIKO at or above 5000.
06R	Climb via KNE R052 to D3.5 KNE, turn LEFT, via KCE R166 to intercept and proceed via YOE R279 to MAIKO. Cross KNE R034 at or above 2500, cross MAIKO at or above 5000.
24L	Climb via KNE R243 to D7.5 KNE, turn RIGHT, via KCE R220 to intercept and proceed via KNE R318 to MAIKO, cross MAIKO at or above 5000.
24R	Turn RIGHT, climb on heading 003° to intercept and proceed via KNE R318 to MAIKO, cross MAIKO at or above 5000.

TRANSITIONS	
HABAR (RNAV)	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R271 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R271 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
MIYAZU	From over MAIKO, proceed via KCE R271 to KAWAT, via TSC R001 to CHIZU, via YME R236 to YME VOR. Cross KAWAT at or above 8000.
SHION (RNAV)	From MAIKO, to WENDY, to SHION.
SOUJA (RNAV)	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU (RNAV)	From MAIKO, to WENDY, to SHION, to WASYU.

MAIKO 7 DEPARTURE
[MAIKO7]

NOT TO SCALE



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

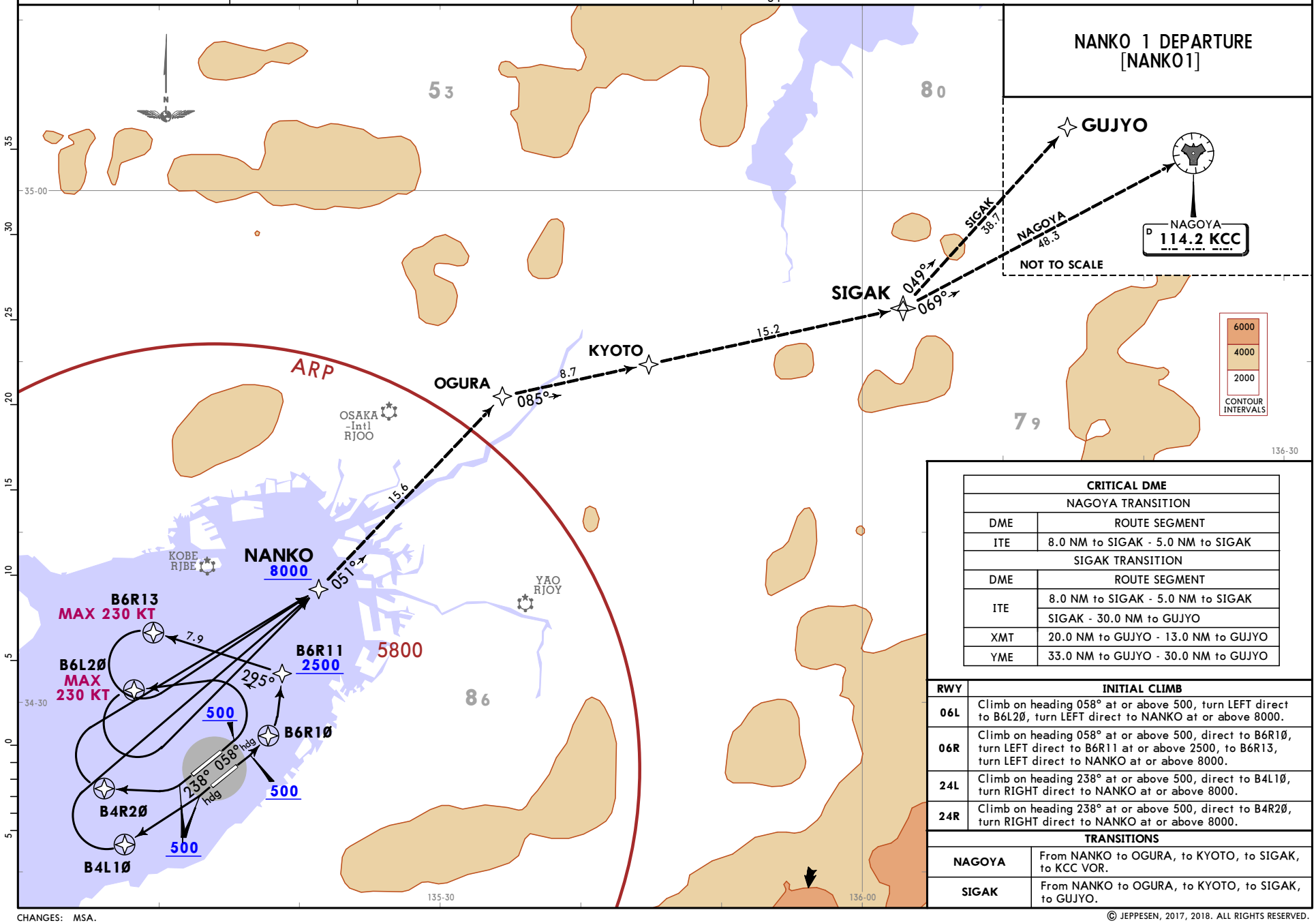
JEPPESEN
4 MAY 18 (20-3G)

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service 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.

NANKO 1 DEPARTURE [NANKO1]



CRITICAL DME	
NAGOYA TRANSITION	
DME	ROUTE SEGMENT
ITE	8.0 NM to SIGAK - 5.0 NM to SIGAK
SIGAK TRANSITION	
DME	ROUTE SEGMENT
ITE	8.0 NM to SIGAK - 5.0 NM to SIGAK SIGAK - 30.0 NM to GUJYO
XMT	20.0 NM to GUJYO - 13.0 NM to GUJYO
YME	33.0 NM to GUJYO - 30.0 NM to GUJYO

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to B6L2Ø, turn LEFT direct to NANKO at or above 8000.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R13, turn LEFT direct to NANKO at or above 8000.
24L	Climb on heading 238° at or above 500, direct to B4L1Ø, turn RIGHT direct to NANKO at or above 8000.
24R	Climb on heading 238° at or above 500, direct to B4R2Ø, turn RIGHT direct to NANKO at or above 8000.

TRANSITIONS	
NAGOYA	From NANKO to OGURA, to KYOTO, to SIGAK, to KCC VOR.
SIGAK	From NANKO to OGURA, to KYOTO, to SIGAK, to GUJYO.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3H)

OSAKA, JAPAN
RNAV SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

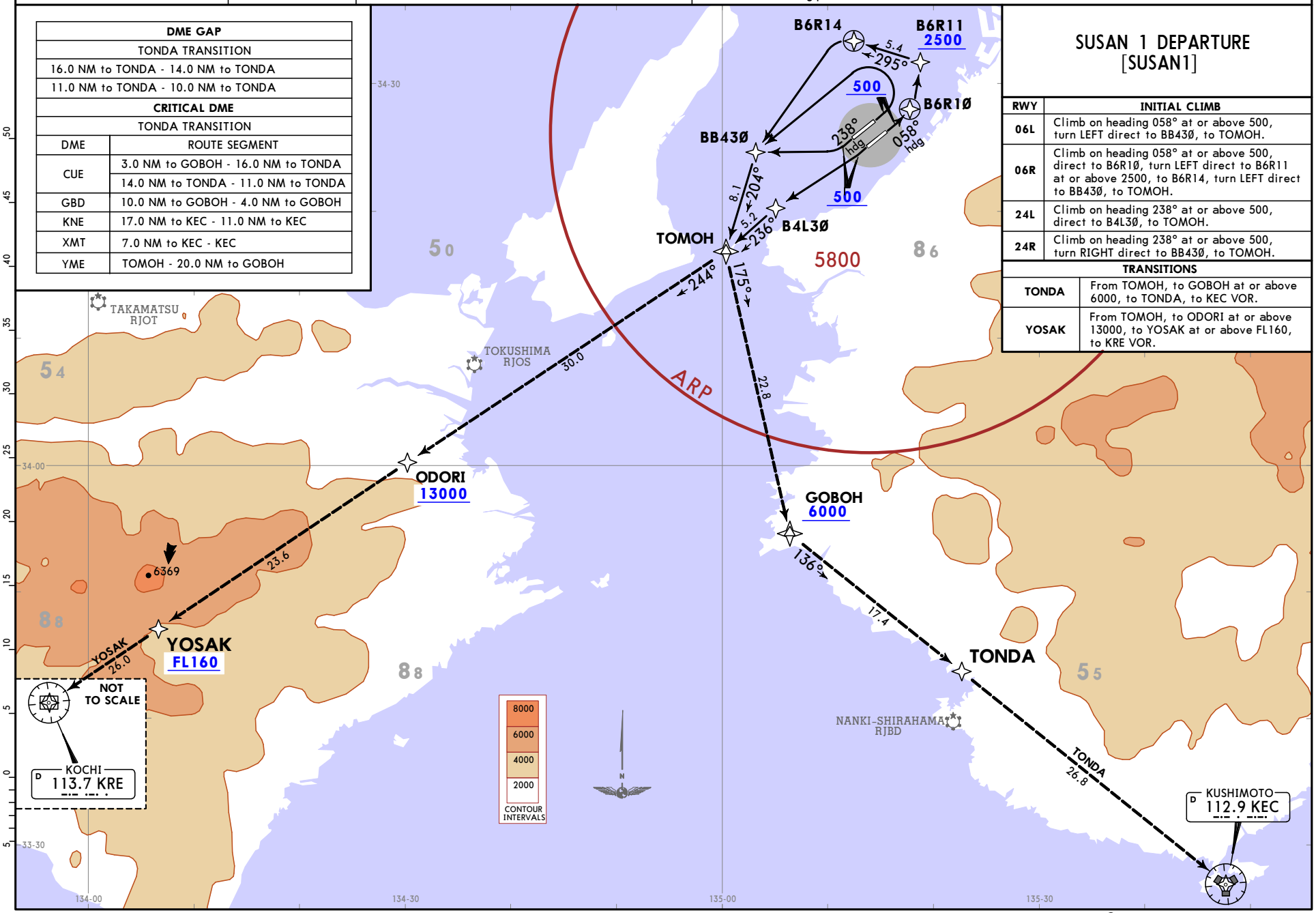
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

DME GAP	
TONDA TRANSITION	
16.0 NM to TONDA - 14.0 NM to TONDA	
11.0 NM to TONDA - 10.0 NM to TONDA	
CRITICAL DME	
TONDA TRANSITION	
DME	ROUTE SEGMENT
CUE	3.0 NM to GOBOH - 16.0 NM to TONDA
	14.0 NM to TONDA - 11.0 NM to TONDA
GBD	10.0 NM to GOBOH - 4.0 NM to GOBOH
KNE	17.0 NM to KEC - 11.0 NM to KEC
XMT	7.0 NM to KEC - KEC
YME	TOMOH - 20.0 NM to GOBOH

SUSAN 1 DEPARTURE
[SUSAN1]

RWY	INITIAL CLIMB
06L	Climb on heading 058° at or above 500, turn LEFT direct to BB43Ø, to TOMOH.
06R	Climb on heading 058° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R14, turn LEFT direct to BB43Ø, to TOMOH.
24L	Climb on heading 238° at or above 500, direct to B4L3Ø, to TOMOH.
24R	Climb on heading 238° at or above 500, turn RIGHT direct to BB43Ø, to TOMOH.

TRANSITIONS	
TONDA	From TOMOH, to GOBOH at or above 6000, to TONDA, to KEC VOR.
YOSAK	From TOMOH, to ODORI at or above 13000, to YOSAK at or above FL160, to KRE VOR.



CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3J)

OSAKA, JAPAN
SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

TOMOH 1 DEPARTURE [TOMOH1]

RWY	INITIAL CLIMB
06L	Turn LEFT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.
06R	Climb via KNE R052 to D3.5 KNE, turn LEFT, via KCE R166 to intercept and proceed via YOE R269, via KCE R215 to TOMOH. Cross KNE R034 at or above 2500. Cross TOMOH at or above 4000.
24L	Climb via KNE R243 to D7.5 KNE, turn RIGHT heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.
24R	Turn RIGHT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.

TRANSITIONS	
KOCHI SOUTH	From over TOMOH, proceed via KNE R241 to UMAJI, via KRE R068 to KRE VOR.
KUSHIMOTO	From over TOMOH, proceed via KCE R215 to intercept and proceed via TSC R124 to GOBOH, via KEC R316 to KEC VOR. Cross GOBOH at or above 6000.

KOBE 111.25 KCE
KOBE RJBE
180°
215°
R166
D4.7 KCE
D16.6 YOE
269°
YAO RJOY
YAO 114.6 YOE
4800
D20.9 YOE
D5.6 KCE
4.3
346°
2500
270° hdg
034°
D3.5 KNE
270°
18.2
052°
4200
270° hdg
243°
270° hdg
D23.8
D7.5 KNE
KANSAI 111.8 KNE
TOMOH 4000
D15.2
241°
5800
KNE VOR
360°
TAKAMATSU RJOT
TOKUSHIMA 114.9 TSC
TOKUSHIMA RJOS
241°
215°
17.2
124°
KOCHI SOUTH
52.4
D41.0 KCE
D13.3 TSC
124°
14.8
D28.1
GOBOH 6000
136°
6369
D67.6
248°
UMAJI
R068
27.3
NOT TO SCALE
KOCHI 113.7 KRE
8000
6000
4000
2000
CONTOUR INTERVALS
NANKI-SHIRAHAMA RJBD
KUSHIMOTO
44.2
R316
KUSHIMOTO 112.9 KEC
34-30
34-00
33-30
134-00
134-30
135-00
135-30

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

10.1.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

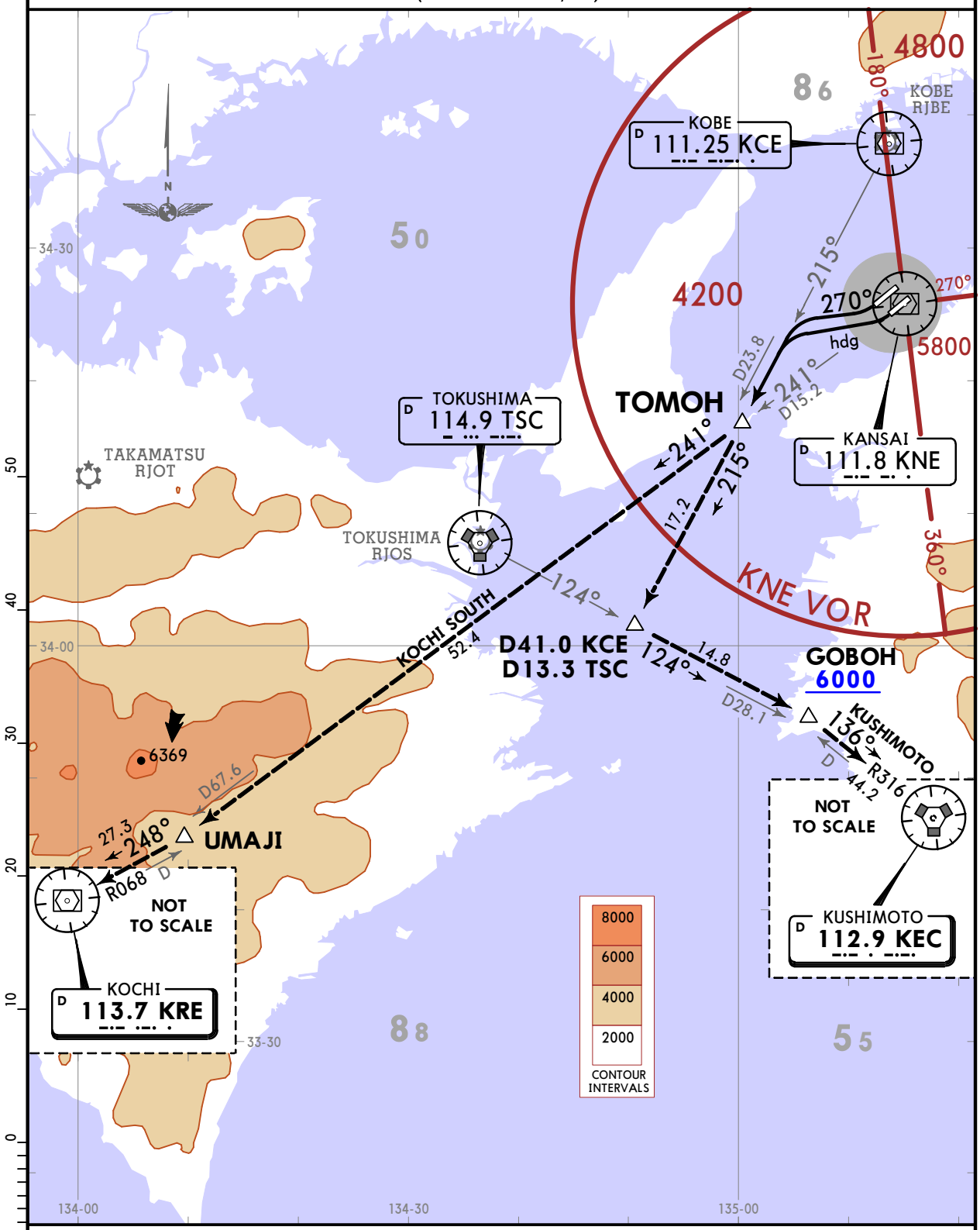
RJBB/KIX
KANSAI INTL

JEPPESEN
4 MAY 18 (20-3K)

OSAKA, JAPAN
SID

KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

TOMOH WEST 1 DEPARTURE [TOMO1W]
(RWYS 24L/R)



INITIAL CLIMB

Turn RIGHT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH.

TRANSITIONS

KOCHI SOUTH	From over TOMOH, proceed via KNE R241 to UMAJI, via KRE R068 to KRE VOR.
KUSHIMOTO	From over TOMOH, proceed via KCE R215 to intercept and proceed via TSC R124 to GOBOH, via KEC R316 to KEC VOR. Cross GOBOH at or above 6000.

CHANGES: MSA.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

NOISE ABATEMENT

LOCAL TIME - 9 = UTC (Z)

1. Noise Abatement Operating Procedures

1.1. In order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance with them adversely affects the safety of aircraft operations. If the aircraft is unable to follow these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

a. For Take-off:
NIL

b. For Landing to Rwy 06R/06L:
1. Delayed Flap Approach Procedure
- Extend final landing flaps after leaving 1500′.
2. Extend landing gear after leaving 2500′.

c. Reverse Thrust:
NIL

1.2. Preferential Runway Procedures
NIL

1.3. Noise Preferential Routes
NIL

2. Use of SIDs

In order to reduce aircraft noise around the airport, all departure aircraft are requested to fly via the following SIDs.

EOBT between 2115UTC and 1329UTC	
Destination (area or airport)	SIDs
Europe/Middle East/Southeast Asia/Macau/ Hong Kong/Taiwan/China/Korea/ Northern Kyushu/Central Kyushu/Shikoku	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE
Okinawa/Southern Kyushu/Shikoku	DAISY DEPARTURE (for RNAV1)
Europe/Eastern part of North America/ Western part of Hokkaido/Hokuriku	NANKO DEPARTURE (for RNAV1)
Eastern part of Hokkaido/Tohoku/RJTT	KANSAI DEPARTURE (for RNAV1)
Eastern part of North America/ Western part of North America/Hawaii/ South Pacific/Australia/Southeast Asia/ Macau/Hong Kong/Taiwan/Okinawa/RJAA	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE

EOBT between 1330UTC and 2114UTC		
Destination (area or airport)	RWY	SIDs
Europe/Middle East/China/Korea/ Hokkaido/Tohoku/Hokuriku/ Northern Kyushu/Central Kyushu/ Shikoku	06R/L	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE
	24R/L	IWAYA DEPARTURE (for RNAV1) FERRY DEPARTURE
North America/Hawaii/South Pacific/Australia/ Southeast Asia/Macau/Hong Kong/ Taiwan/Okinawa/Southern Kyushu/ Kanto	06R/L	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE
	24R/L	KITAN DEPARTURE (for RNAV1) TOMOH WEST DEPARTURE

3. Restrictions on Use of Auxiliary Power Units (APU)

When an aircraft is using an aircraft parking stand with fixed power facilities, APU shall not be used outside the time periods specified below except when specifically acknowledged by the authority as necessary.

a. Less than 15 minutes prior to the estimated off-block time.
b. The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.
c. For the minimum time required for aircraft maintenance purposes if needed.

NOTE: Spots 1-41 and 201-215 are aircraft parking stands with fixed power facilities.
Spots 1-41 are equipped with electric power units and preconditioned air units.
Spots 201-215 are equipped with electric power units.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.

10.1.33 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX

Apt Elev 17′
N34 26.1 E135 14.0

27 JUL 18

JEPPESEN OSAKA, JAPAN
20-9
KANSAI INTL

D-ATIS	KANSAI Delivery		Ground		
127.85	121.9	126.2	121.6	121.65	126.2

Tower			KANSAI Departure (R)							
118.2	118.05	126.2	119.2	119.5	119.75	120.4	120.65	121.2	124.8	125.0

The locations of Stop Bar Lights and Runway Guard Lights are 295′(90m) off Rwy 06R/24L center line and 353′(107.5m) off Rwy 06L/24R center line.
Stop Bar Lights will be operated when the visibility or the lowest RVR of Rwy 06R/24L and/or Rwy 06L/24R is at or less than 1969′(600m).
Stop Bar Lights on Twys A1, A2, A13, A14, B1 and B14 are controlled individually by ATC.
During the period Stop Bar Lights operated, Twys A3 thru A12, B3, B5 thru B10 and B12 are not available for departure aircraft.

Special Safeguards and Procedures (SSP)
CAT II Operations are available when SSP are applied.
SSP will be applied when the following conditions are met:
(1) Ceiling is at or less than 200′ and/or RVR is at or less than 550m.
(2) ILS Critical Area is protected.
In order to protect Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given following instruction by ATC.
"REPORT OUT OF ILS CRITICAL AREA"
The exit taxiway centerline lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, the pilot is expected to advise the ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

FOR PARKING POSITIONS SEE CHART 20-9C

Prior permission required.
P taxiway, from the junction of A1 taxiway to north end (59′ 18m in width) is only available to aircraft having a maximum take-off weight of 51,807lb (23,500kg) or less.

13,123′ 4000m

11,483′ 3500m

24R 238° — 197′60m Overrun — Elev 23′

24L 238° — 197′60m Overrun — Elev 13′

06L 058° — 197′60m Overrun — Elev 15′

06R 058° — 197′60m Overrun — Elev 5′

Fire Station

Control Tower 320′

AIS+MET

APP

VOR

SEE INSET for parking positions

ROTOR CRAFT APRON See inset below

Fuel Farm

Blast Fence

FOR PARKING POSITIONS SEE CHART 20-9C

FOR PARKING POSITIONS SEE CHART 20-9B

07°N

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
251, 252	N34 26.0 E135 13.6
253	N34 26.0 E135 13.5
254, 255	N34 26.1 E135 13.5
256, 257	N34 26.1 E135 13.4

ROTOR CRAFT PARKING SPOT COORDINATES

SPOT No.	COORDINATES
601 thru 604	N34 26.4 E135 15.5

ROTOR CRAFT APRON

CHANGES: Stop Bar Lights notes, Rwys elevation, chart format.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

RJBB/KIX

OSAKA, JAPAN
KANSAI INTL

GENERAL

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
06L ❶ 24R	HIRL CL HIALS ❷ SFL-V TDZ PAPI-L (angle 3.0°) RVR		12,149′ 3703m 12,086′ 3684m		197′ 60m
❶ Runway grooved (12,479′ 3804m). ❷ Variable light intensity.					
06R ❸ 24L	HIRL CL HIALS ❹ SFL-V TDZ PAPI-L (angle 3.0°) RVR		10,450′ 3185m 10,315′ 3144m		197′ 60m
❸ Runway grooved (10,827′ 3300m). ❹ Variable light intensity.					

TAKE-OFF

	All Rwys						
	Multi Engine Aircraft						Single Eng Acft
	With Take-Off Alternate Airport Filed					Without Take-off Altn Apt Filed	
	Special Safeguards & Procedures in Force						
	1 HIRL & CL & Multiple RVR	1 HIRL & CL	1 HIRL or CL or RCLM	1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)	
A	RVR 150m	200m	250m	400m		VIS 500m	Available Landing Minimums
B							
C							
D	RVR 200m	250m	300m				

1 HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

CHANGES: None.

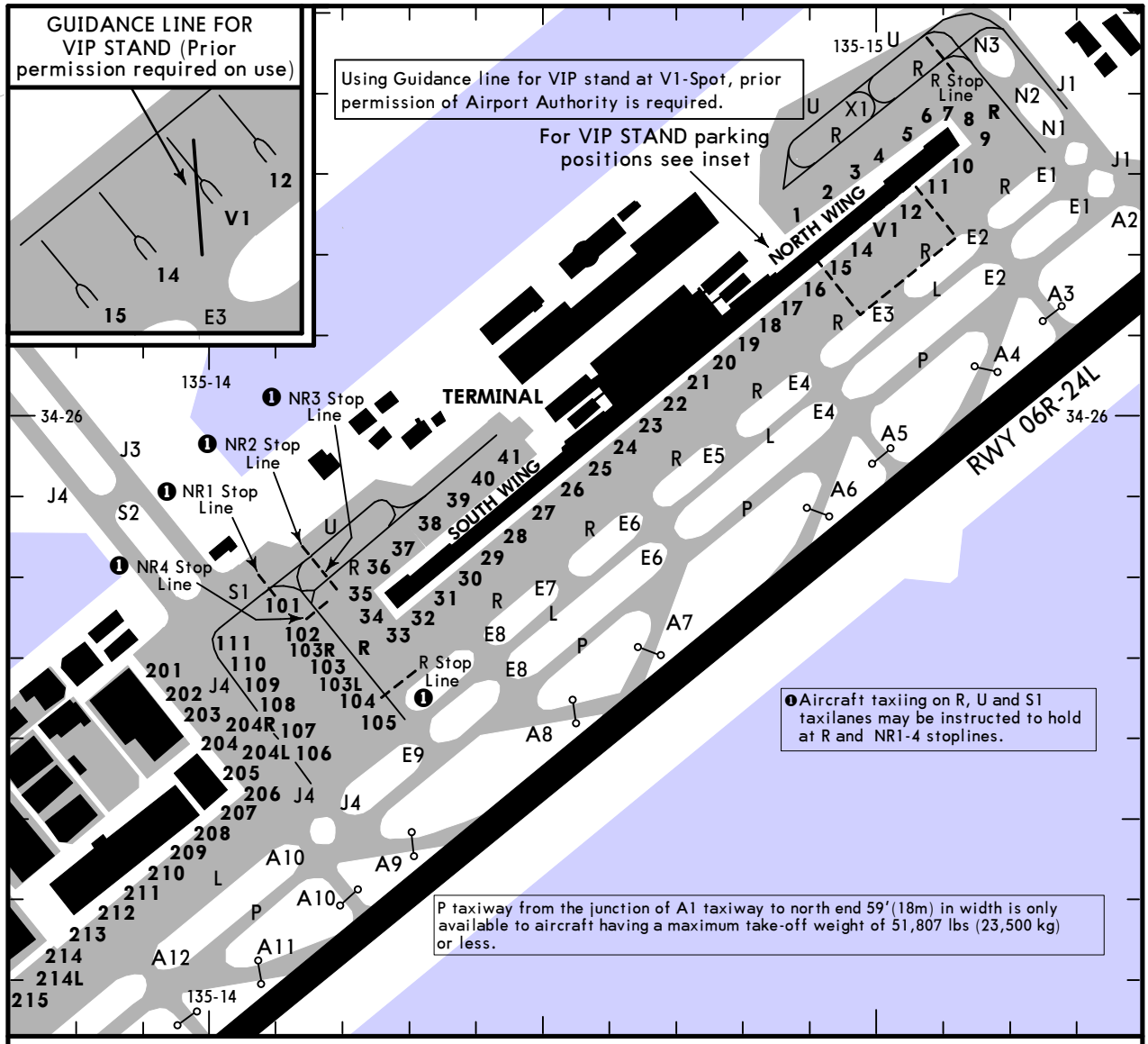
© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

10.1.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX

JEPPESEN
27 JUL 18 (20-9B)

OSAKA, JAPAN
KANSAI INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1	N34 26.2 E135 14.9	35	N34 25.8 E135 14.2
2	N34 26.3 E135 14.9	36, 37	N34 25.8 E135 14.3
3, 4	N34 26.3 E135 15.0	38	N34 25.9 E135 14.3
5	N34 26.3 E135 15.1	39, 40	N34 25.9 E135 14.4
6 thru 8	N34 26.4 E135 15.1	41	N34 25.9 E135 14.5
9	N34 26.3 E135 15.2	101	N34 25.8 E135 14.1
10 thru 12	N34 26.3 E135 15.1	102, 103, 103R	N34 25.7 E135 14.1
V1, 14	N34 26.2 E135 15.0	103L, 104	N34 25.7 E135 14.2
15, 16	N34 26.2 E135 14.9	105 thru 107	N34 25.6 E135 14.2
17	N34 26.1 E135 14.9	108 thru 111	N34 25.7 E135 14.1
18 thru 20	N34 26.1 E135 14.8	201, 202	N34 25.7 E135 13.9
21 thru 23	N34 26.0 E135 14.7	203 thru 205	N34 25.6 E135 14.0
24	N34 26.0 E135 14.6	206	N34 25.5 E135 14.1
25	N34 25.9 E135 14.6	207 thru 209	N34 25.5 E135 14.0
26 thru 28	N34 25.9 E135 14.5	210	N34 25.5 E135 13.9
29, 30	N34 25.8 E135 14.4	211, 212	N34 25.4 E135 13.9
31, 32	N34 25.8 E135 14.3	213, 214, 214L	N34 25.4 E135 13.8
33	N34 25.7 E135 14.3	215	N34 25.3 E135 13.7
34	N34 25.8 E135 14.3		

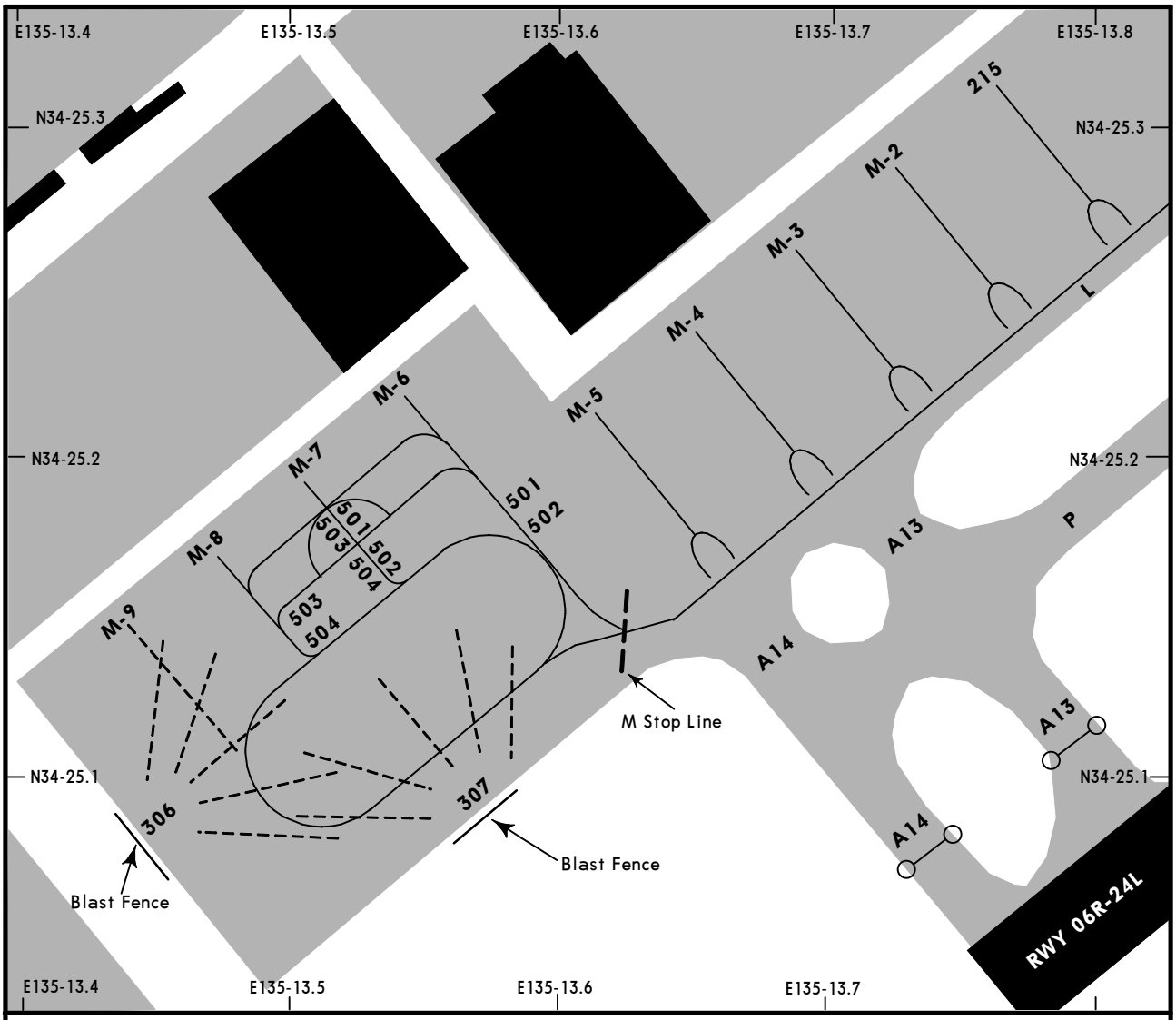
CHANGES: None.

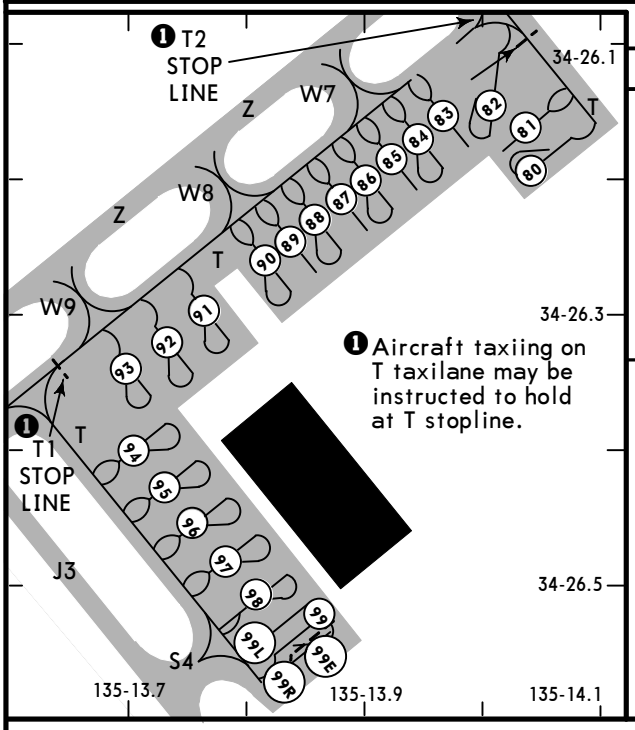
© JEPPESEN, 1994, 2014. ALL RIGHTS RESERVED.

RJBB/KIX

JEPPESEN
27 JUL 18 (20-9C)

OSAKA, JAPAN
KANSAI INTL





PARKING SPOT COORDINATES

SPOT No.	COORDINATES
M2, M3	N34 25.3 E135 13.7
M4, M5	N34 25.2 E135 13.6
M6 thru M8	N34 25.2 E135 13.5
M9	N34 25.2 E135 13.4
306	N34 25.1 E135 13.4
307	N34 25.1 E135 13.6
80 thru 83	N34 26.4 E135 14.0
84 thru 89	N34 26.4 E135 13.9
90,91	N34 26.3 E135 13.8
92,93	N34 26.3 E135 13.7
94	N34 26.2 E135 13.7
95,96,97	N34 26.2 E135 13.8
98	N34 26.1 E135 13.8
99,99E,99R,99L	N34 26.1 E135 13.9

CHANGES: Chart format.

© JEPPESEN, 1995, 2018. ALL RIGHTS RESERVED.

RJBB/KIX

JEPPESEN
22 SEP 17 20-9D

OSAKA, JAPAN
KANSAI INTL

Surface Painted Direction Signs and Surface Painted Location Signs

1. Type of Surface Painted Markings
   (1) Surface Painted Direction Sign
   This type of marking at a taxiway intersection indicates the designation and direction of the taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.
   (2) Surface Painted Location Sign
   This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and a yellow frame.
2. On each of the Taxiways A1, A2, P, L, N1, E9, U, R, A13, A14, J1, J4, S1, S4, S6 and T, surface painted markings are provided (see drawings below).

Fig. 1

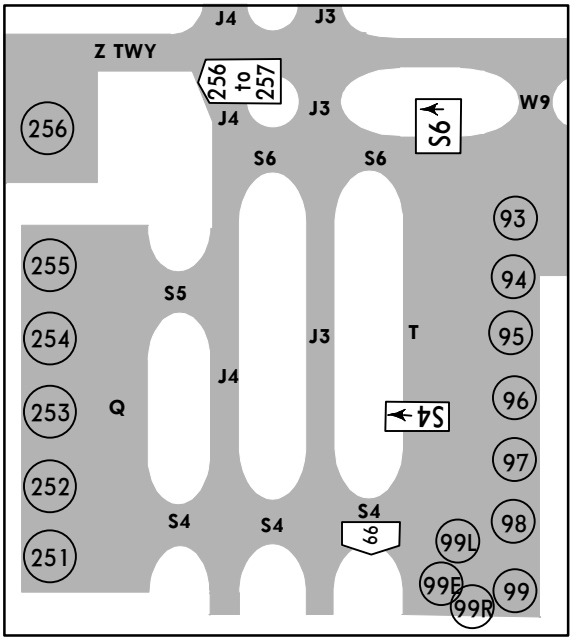
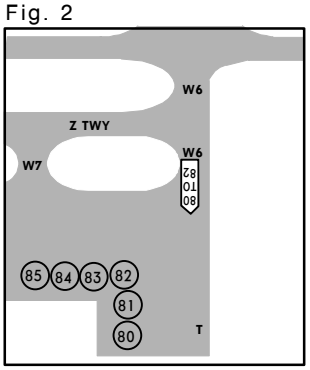


Fig. 2



LEGEND
H Surface Painted Direction Sign
D Surface Painted Location Sign

Fig. 3

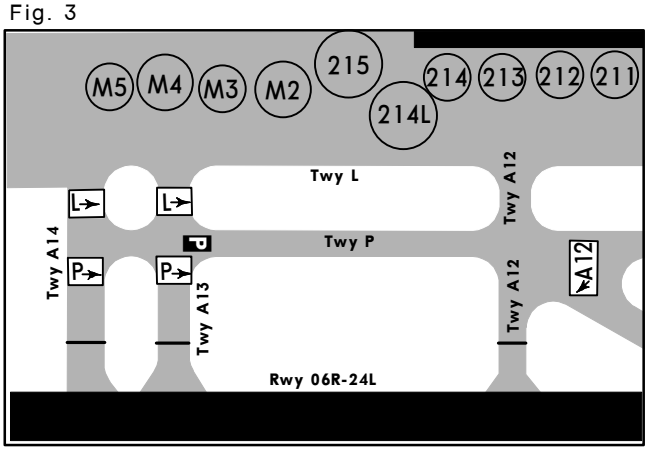


Fig. 4A

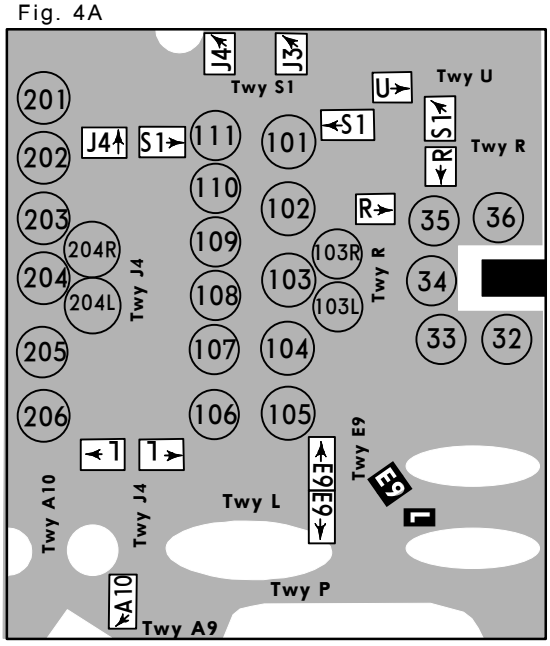


Fig. 4B

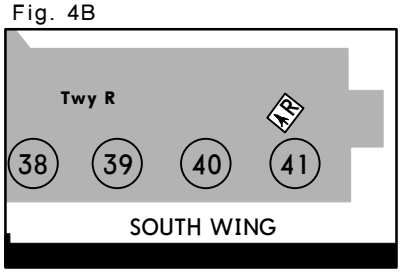
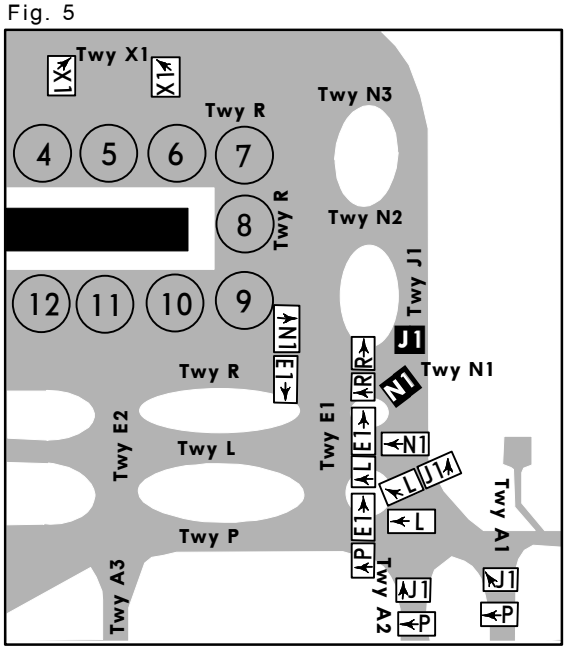


Fig. 5



CHANGES: Fig 4B added.

© JEPPESEN, 2006, 2017. ALL RIGHTS RESERVED.

RJBB/KIX

JEPPESEN
9 MAR 18 (20-9F)

AIRPORT
OSAKA, JAPAN
KANSAI INTL

ATC PROCEDURES

ON USE OF THIS AIRPORT

On use of this airport, aircraft operator is required to obtain the prior permission of the Airport Administrator, except scheduled flights or in an emergency.

Arriving aircraft is requested to have approvals for RNAV1.

Arriving aircraft without approvals of RNAV1 is prohibited from operating between 1400 UTC and 2330 UTC.

ILS Y or LOC Y RWY24L is used only for the following cases:

1. Aircraft encountered with an emergency.
2. RNAV1 non-approved aircraft and;
   a) aircraft operating for the purpose of by a search and rescue.
   b) aircraft operating for the support in the humanity.

   NOTE: For the aircraft operation correspond to any of the item (a) or (b), coordination is required beforehand with airport administrator.

DEPARTING AIRCRAFT

Departing aircraft shall comply with the following procedures

1. ATC Clearance
   Advise KANSAI DELIVERY 5 minutes prior to starting engines with the following items.
   a) call sign
   b) destination
   c) proposed flight level/altitude and alternative flight levels/altitudes, if any
   d) parking position (spot number)
   e) alternative flight routes, if any.
2. Taxi
   Aircraft taxing on R, T, U and S1 taxilanes may be instructed to hold at the R, T and NR1/2/3/4 stoplines shown on 20-9B.
3. Intersection Departure
   a) Separation for departures (3 minutes for LIGHT or MEDIUM aircraft behind HEAVY aircraft and LIGHT aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from Twy A2 or A13. Aircraft requiring separation of 3 minutes shall advise "Kansai Ground/Tower" accordingly.
   b) The remaining runway length for intersection departures are as follows:

Runway 06R	Remaining Rwy Length	Runway 24L	Remaining Rwy Length
Taxiway A13	10,900 ft (3320m)	Taxiway A2	10,900 ft (3320m)
Taxiway A12	9,640 ft (2940m)	Taxiway A3	9,820 ft (2990m)
Taxiway A11	8,220 ft (2500m)	Taxiway A4	8,390 ft (2560m)
Taxiway A10	8,120 ft (2470m)	Taxiway A5	8,180 ft (2490m)
Taxiway A9	6,700 ft (2040m)	Taxiway A6	6,750 ft (2060m)
Taxiway A8	5,160 ft (1570m)	Taxiway A7	5,110 ft (1560m)

Runway 06L	Remaining Rwy Length	Runway 24R	Remaining Rwy Length
Taxiway B12	11,280 ft (3440m)	Taxiway B3	11,280 ft (3440m)
Taxiway B10	8,200 ft (2500m)	Taxiway B5	8,200 ft (2500m)
Taxiway B9	6,560 ft (2000m)	Taxiway B6	6,560 ft (2000m)
Taxiway B7	5,180 ft (1570m)	Taxiway B8	5,020 ft (1530m)

NOTE: Numbers are rounded down to the nearest 10ft (10m) as measured from the point where the taxiway centerline meets the runway centerline to the runway threshold.

CHANGES: Use of airport note updated.

© JEPPESEN, 2001, 2018. ALL RIGHTS RESERVED.

ATC PROCEDURES (CONTD)

Wing tip clearance at the TWY intersection

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

When B744 holding at stop markings on TWY A2, A3, A5, A10, A12 or A13:
Aircraft with a wingspan of 23.4m (76.7 ft) or less, taxiing on TWY P, has at least 6.5m (21.3 ft) but less than 15m (49.2 ft) of wing tip clearance.
Aircraft with a wingspan of greater than 23.4m (76.7 ft), taxiing on TWY P, has less than 6.5m (21.3 ft) of wing tip clearance.

When B772 holding at stop markings on TWY B3 or B12:
Aircraft with a wingspan of 19.6m (64.3 ft) or less, taxiing on TWY Y, has at least 6.5m (21.3 ft) but less than 15m (49.2 ft) of wing tip clearance.
Aircraft with a wingspan of greater than 19.6m (64.3 ft) has less than 6.5m (21.3 ft) of wing tip clearance.

© JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

SAFETY MEASURES IN APRON

(1) While maneuvering in the apron area, follow strictly yellow guide lines.
(2) When aircraft maneuvering in the apron, reduce engine power to the extent practicable to avoid blast damage.
(3) The engine start positions are designated as follows, unless other positions are instructed.
a) Spot 8: The position that the main gear of the aircraft on the lead-in line of spot 8 in case of facing east or west pushback.
b) Spot 41: The position that the aircraft completed pushback
c) Pushback procedure and engine start position for other spots are listed in the regulation established by airport administrator.
d) Coordination with airport administrator is required in case of the situation unable to comply with the regulation.
(4) In order to avoid jet blast damage and ensure wingtip clearance, operators shall comply with the following power-out procedure on spots 80, 82, 84, 86, 88 and 90 through 99.
a) Only A320 may use the lead-out line.
b) Operators must confirm jet blast cause no damage when maneuvering on spot.
c) Follow the signals sent by the ground staff who is monitoring the deviation between circling line and nose gear.
d) Starting point for power-out is shown on (Figure 2), and while maneuvering on the curved section of the circling lines, nose gear steering angle shall be at or above 55°.
e) Following procedures shall be taken in case of a stop when maneuvering on spot.
1) Shut down all engines
2) Tow the aircraft to starting point for power-out or short of T aircraft stand taxilane.

Figure 1

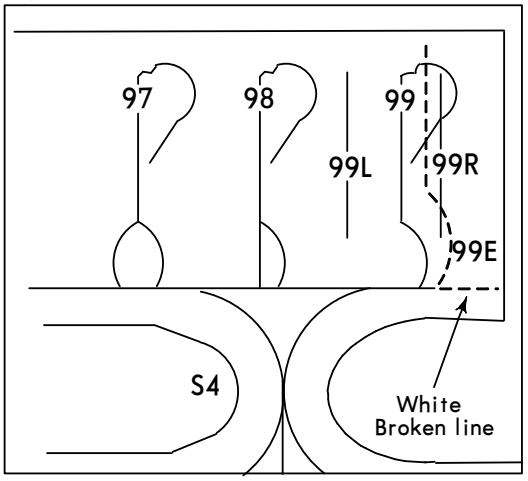
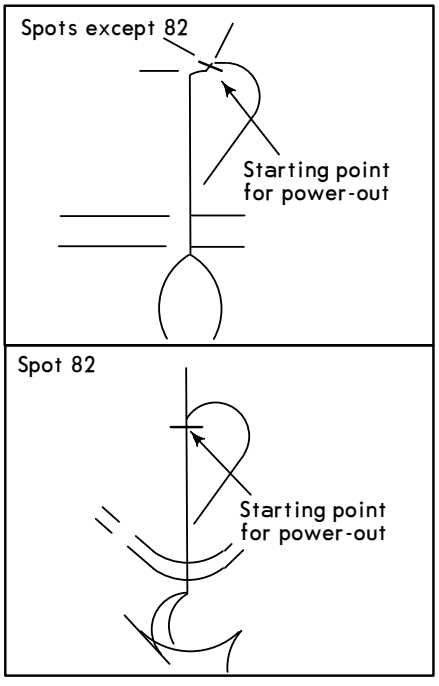


Figure 2



© JEPPESEN, 2012, 2017. ALL RIGHTS RESERVED.

10.1.41 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-1)

OSAKA, JAPAN ILS Y or LOC Y Rwy 06L

BRIEFING STRIP™

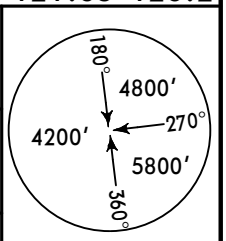
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKJ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.7	058°	JENNY 4000′ (3985′)	215′ (200′)	Rwy 15′

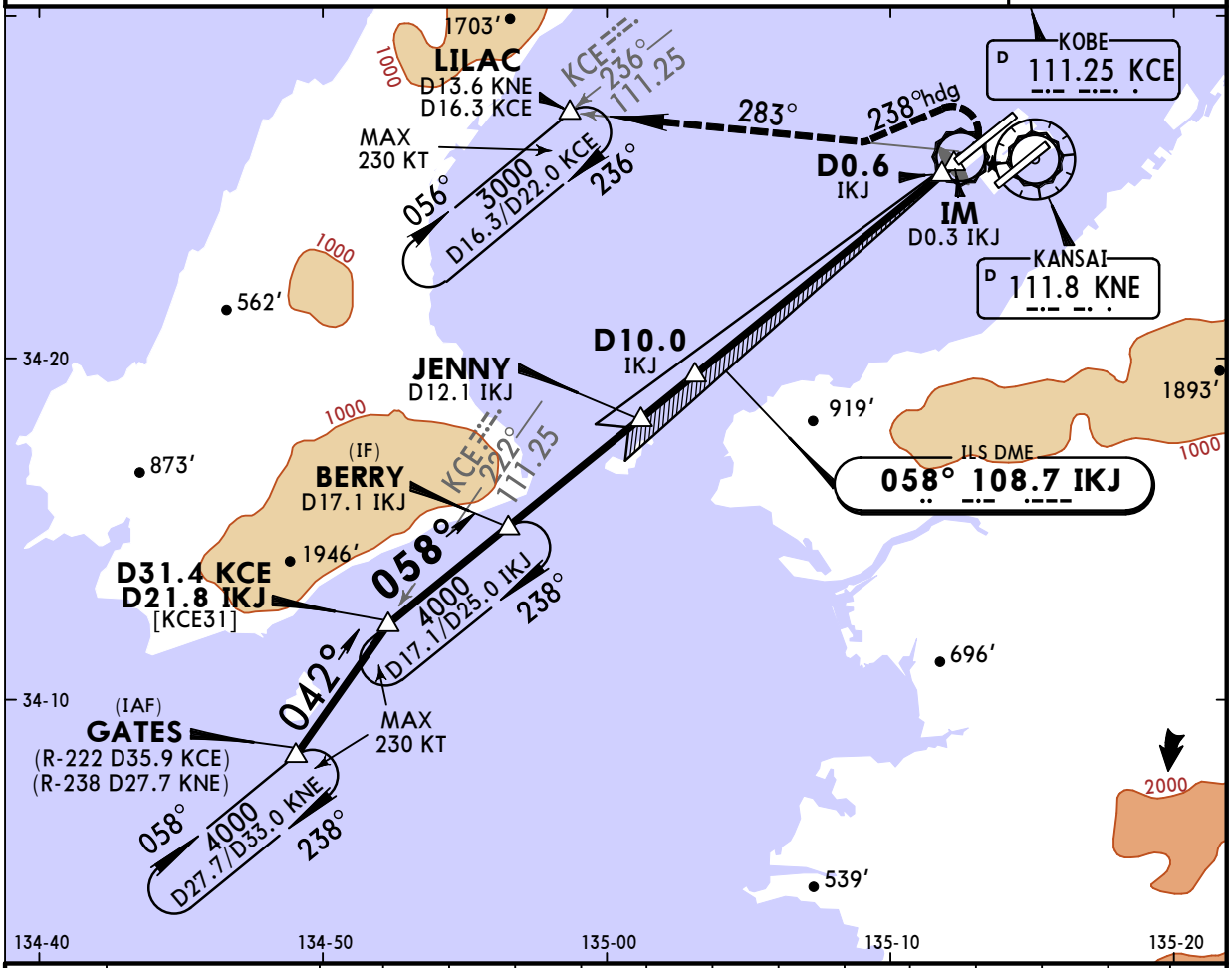
MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

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

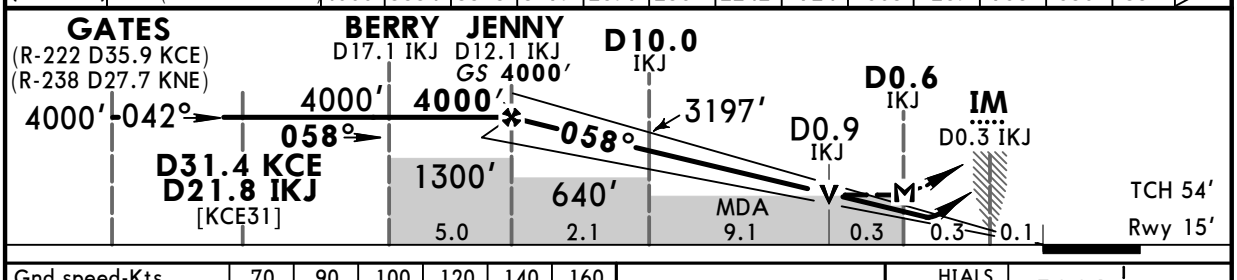
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKJ DME	FAF	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
	ALT (3.0° APCH PATH	4000′	3834′	3515′	3197′	2879′	2561′	2242′	1924′	1605′	1287′	968′	650′	331′	



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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY 06L

	ILS DA(H) 215′ (200′)			LOC (GS out) MDA(H) 290′ (273′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m	90	610′ (593′) - 1600m
B						120	
C					RVR 1600m	140	610′ (593′) - 2400m
D				RVR 1200m	RVR 1800m	165	610′ (593′) - 3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-1A

26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN ILS Y Rwy 06L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP ™

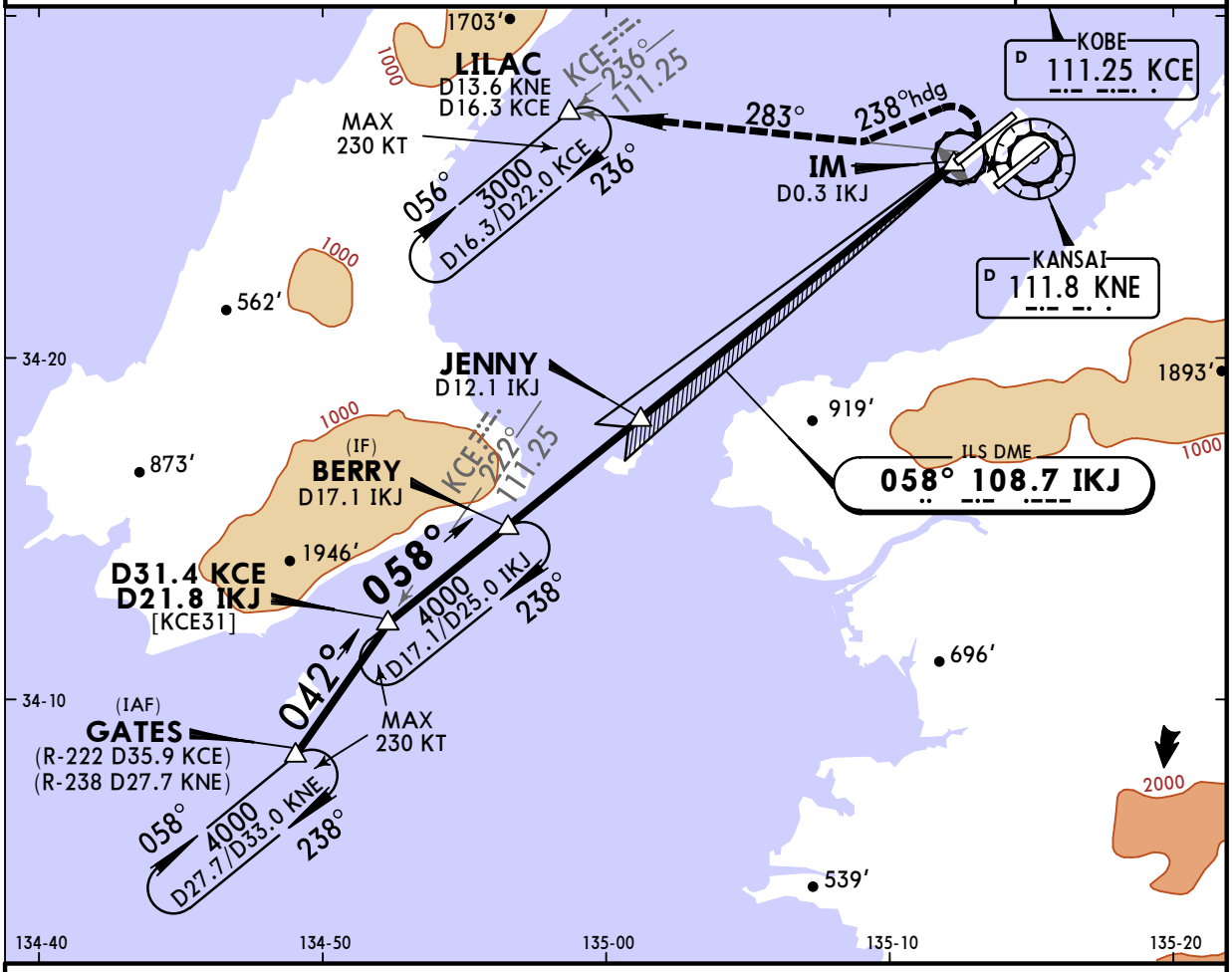
LOC IKJ	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.7	058°	JENNY 4000′ (3985′)	RA 100′ DA(H) 115′ (100′)	Rwy 15′

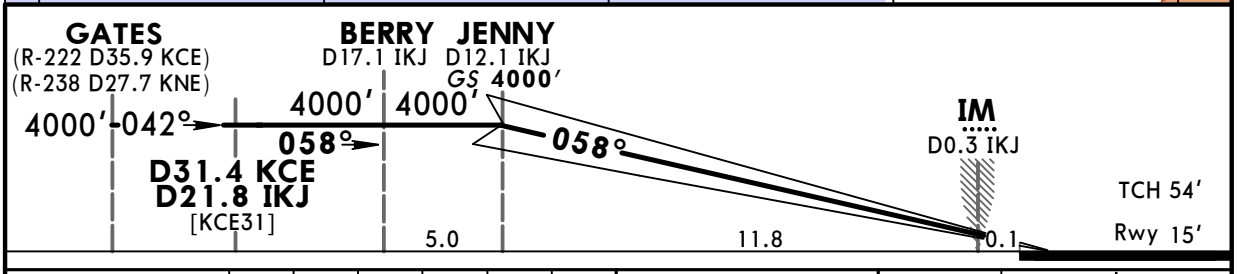
MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

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

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.

MSA KNE VOR
180° 4800′ 270° 4200′ 5800′ 360°





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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY **06L**

CAT II ILS

RA 100′

DA(H) **115′** (100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-2)

OSAKA, JAPAN ILS Z or LOC Z Rwy 06L

BRIEFING STRIP™

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

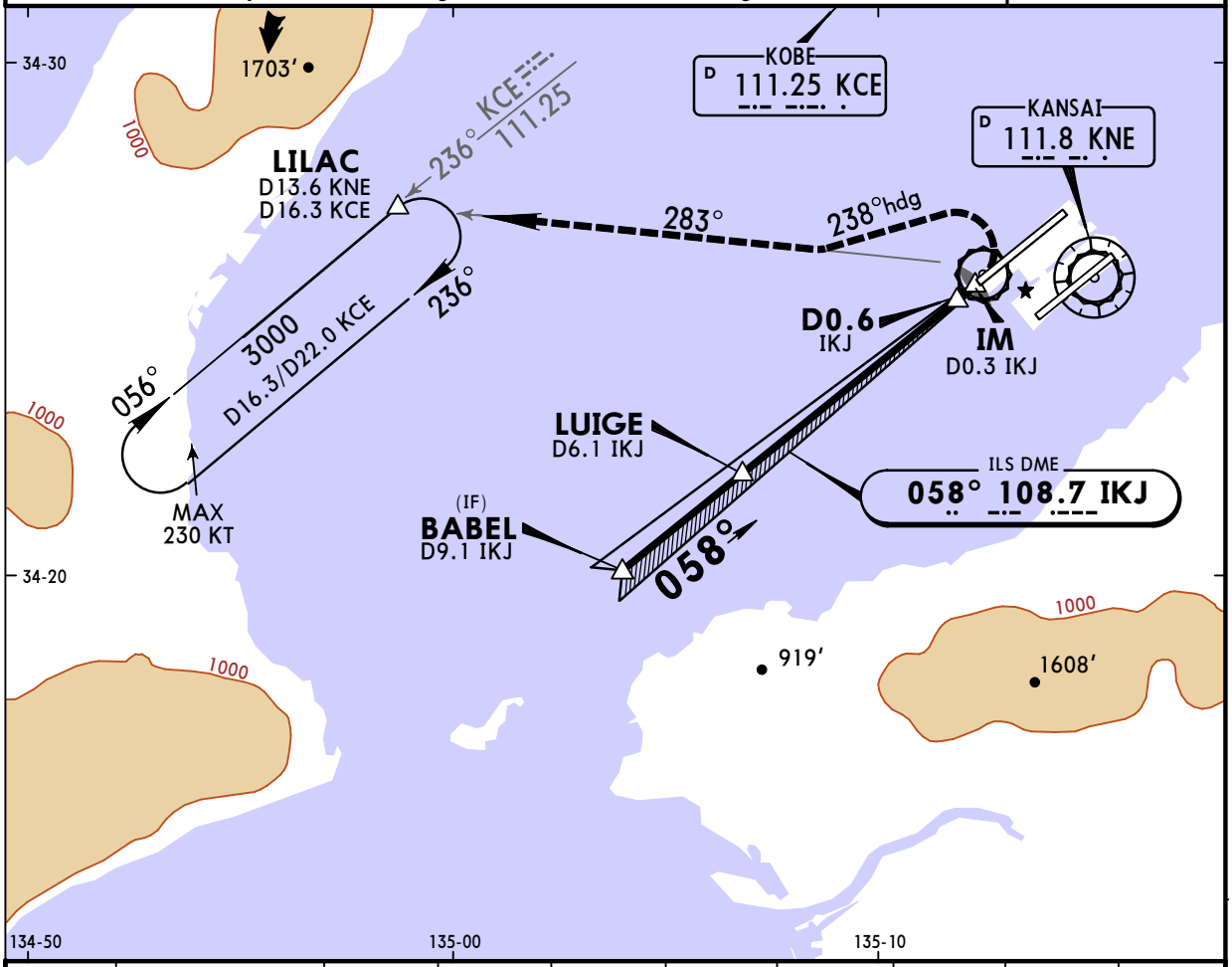
LOC IKJ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.7	058°	LUIGE 2000′ (1985′)	215′ (200′)	Rwy 15′

MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

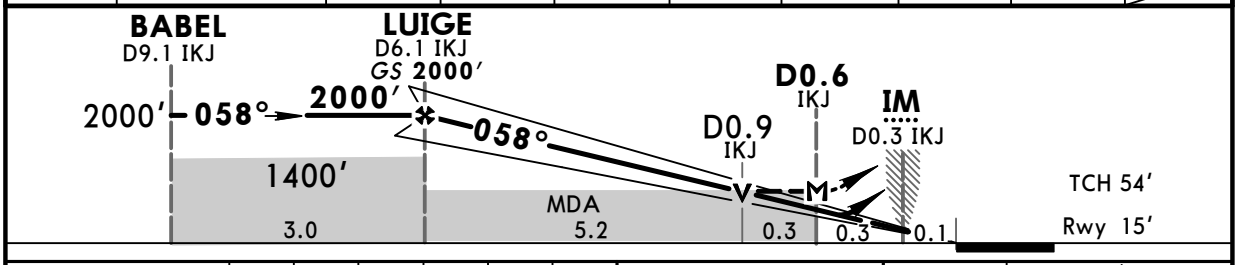
MSA KNE VOR: 180° 4800′ · 270° 4200′ · 5800′ · 360°

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.



LOC (GS out)	IKJ DME	FAF	6.0	5.0	4.0	3.0	2.0	1.0	MAP
	ALT(3.0° APCH PATH)	2000′	1924′	1605′	1287′	968′	650′	331′	



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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY 06L

	ILS DA(H) 215′ (200′)			LOC (GS out) MDA(H) 290′ (273′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m	90	610′ (593′) - 1600m
B						120	
C					RVR 1600m	140	610′ (593′) - 2400m
D				RVR 1200m	RVR 1800m	165	610′ (593′) - 3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z 21-2A

OSAKA, JAPAN ILS Z Rwy 06L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP™

LOC IKJ	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.7	058°	LUIGE 2000′ (1985′)	RA 100′ DA(H) 115′ (100′)	Rwy 15′

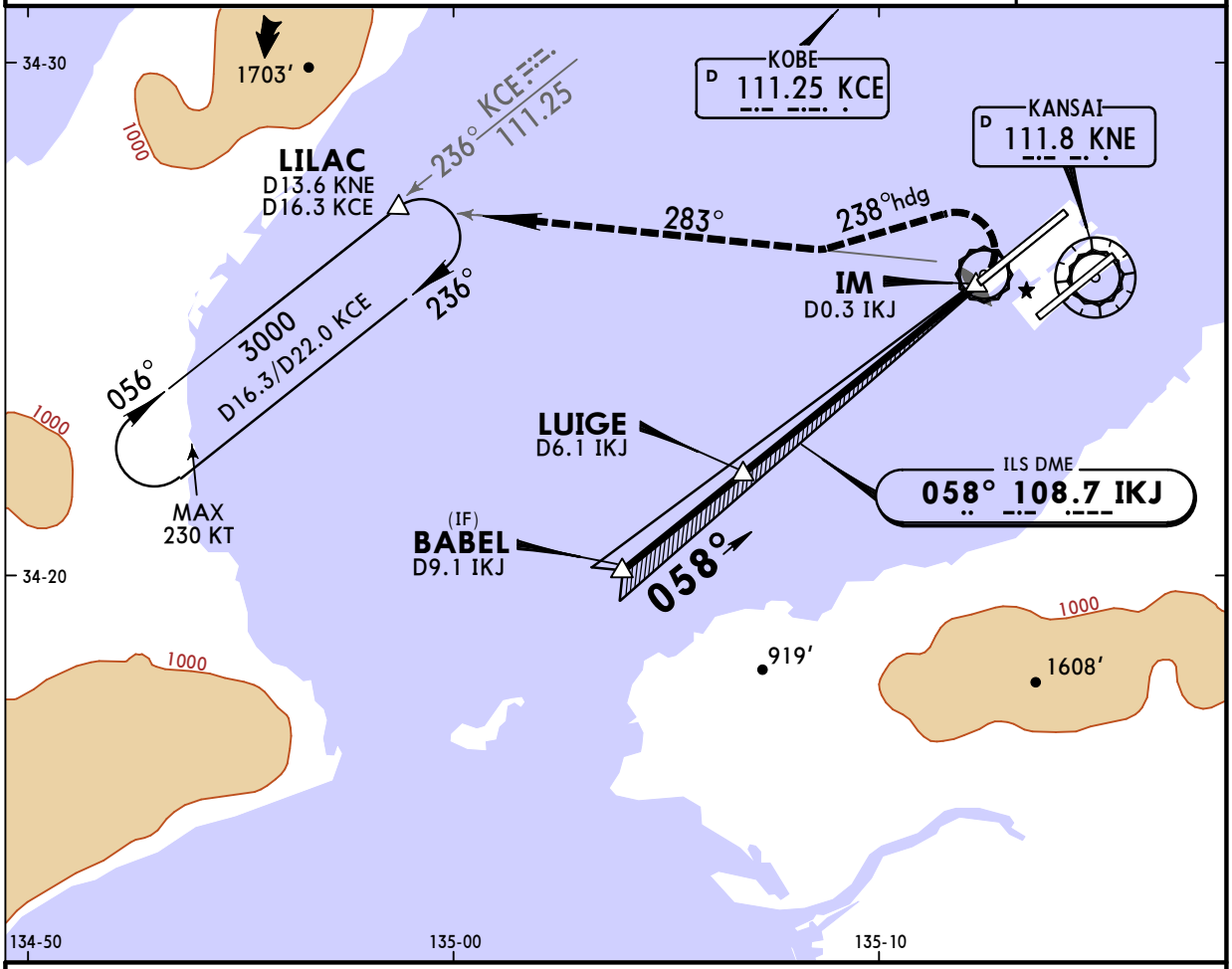
MISSED APCH: Climb to 500′ on heading 058°, turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact Kansai APP.

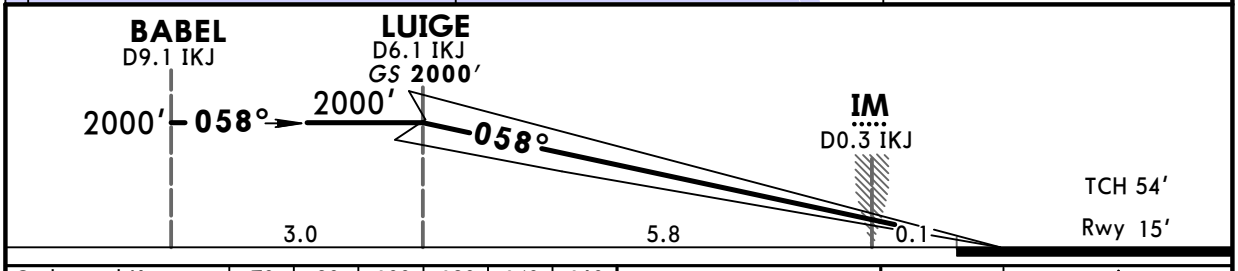
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Acft Certification Required. **2. VOR and DME required.**

MSA KNE VOR

180° 4800′ 270° 4200′ 5800′ 360°





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

HIALS PAPI 500′ on 058° hdg

STRAIGHT-IN LANDING RWY**06L**

CAT II ILS

RA 100′

DA(H) **115′** (100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-3)

OSAKA, JAPAN ILS Y or LOC Y Rwy 06R

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

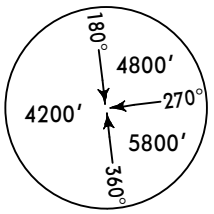
BRIEFING STRIP ™

LOC IKD	Final Apch Crs	GS JANET	ILS DA(H)	Apt Elev 17' Rwy 5'
108.1	058°	4000' (3995')	205' (200')	

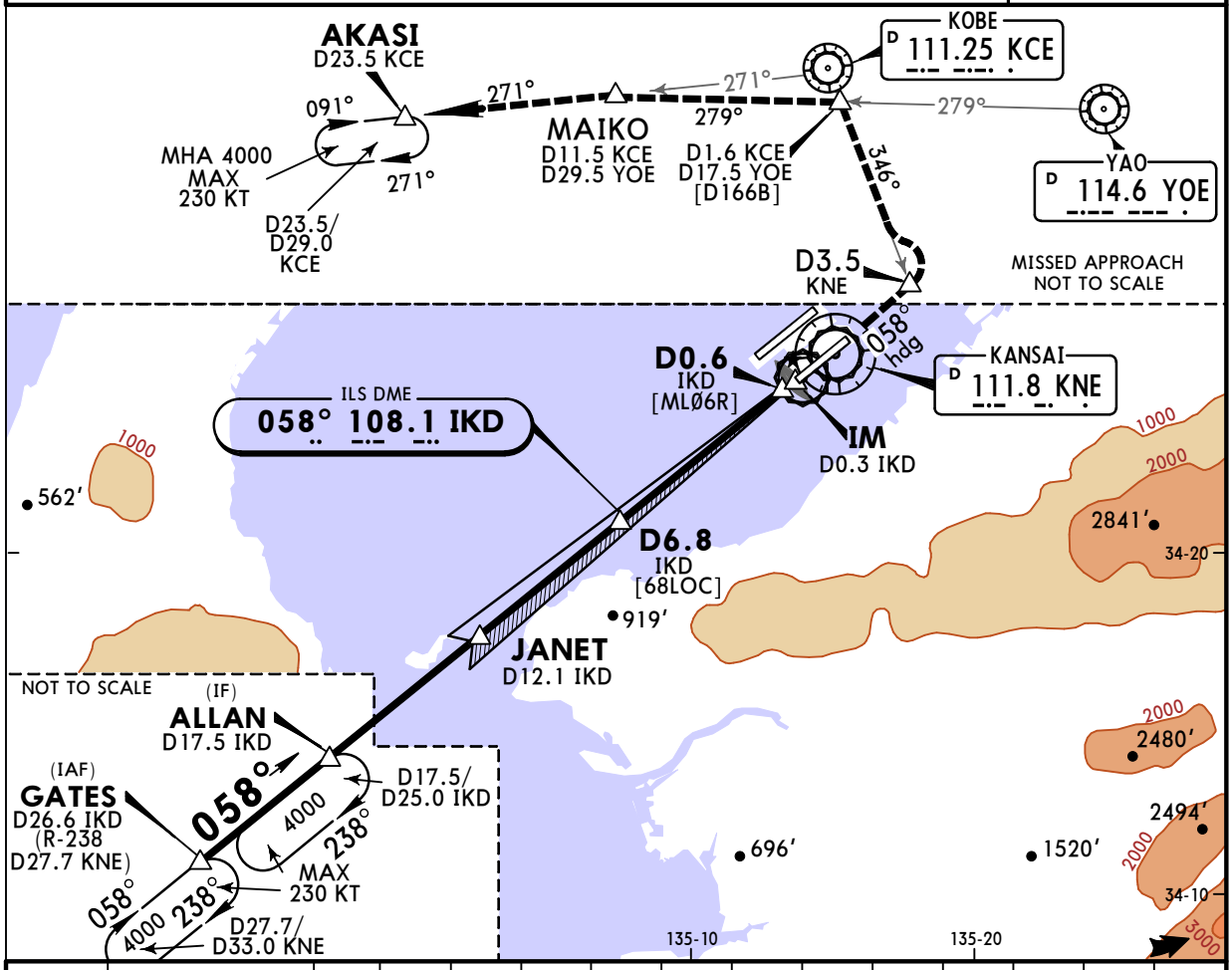
MISSED APCH: Climb to 4000' via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE R-271 to AKASI and hold. Contact Kansai APP.

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

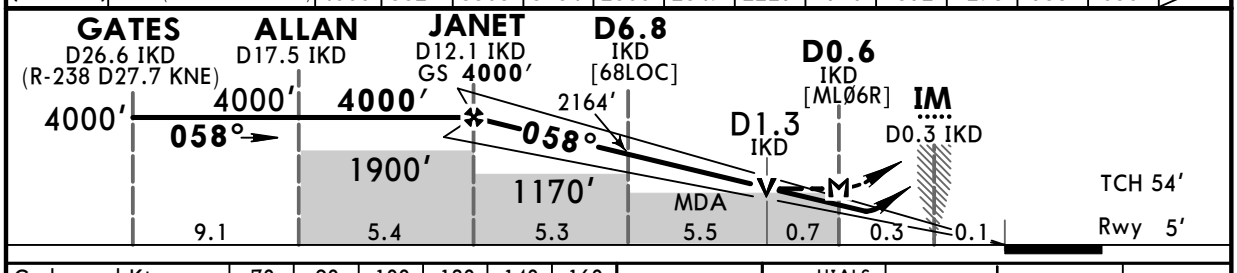
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKD DME / ALT (3.0° APCH PATH)	FAF	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
		4000'	3821'	3503'	3184'	2866'	2547'	2229'	1910'	1592'	1273'	955'	636'	



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

HIALS PAPI 4000' via 058° hdg D3.5 KNE

STRAIGHT-IN LANDING RWY06R

	ILS DA(H) 205' (200')			LOC (GS out) MDA(H) 390' (385')		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610' (593') - 1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610' (593') - 2400m
D				RVR 1400m	CMV 2000m	165	610' (593') - 3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

10.1.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RJBB/KIX
KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-3A

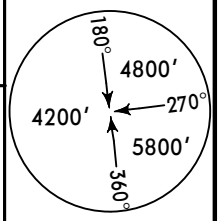
OSAKA, JAPAN
ILS Y Rwy 06R CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

BRIEFING STRIP ™

LOC IKD	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.1	058°	JANET 4000′ (3995′)	RA 100′ DA(H) 105′(100′)	Rwy 5′

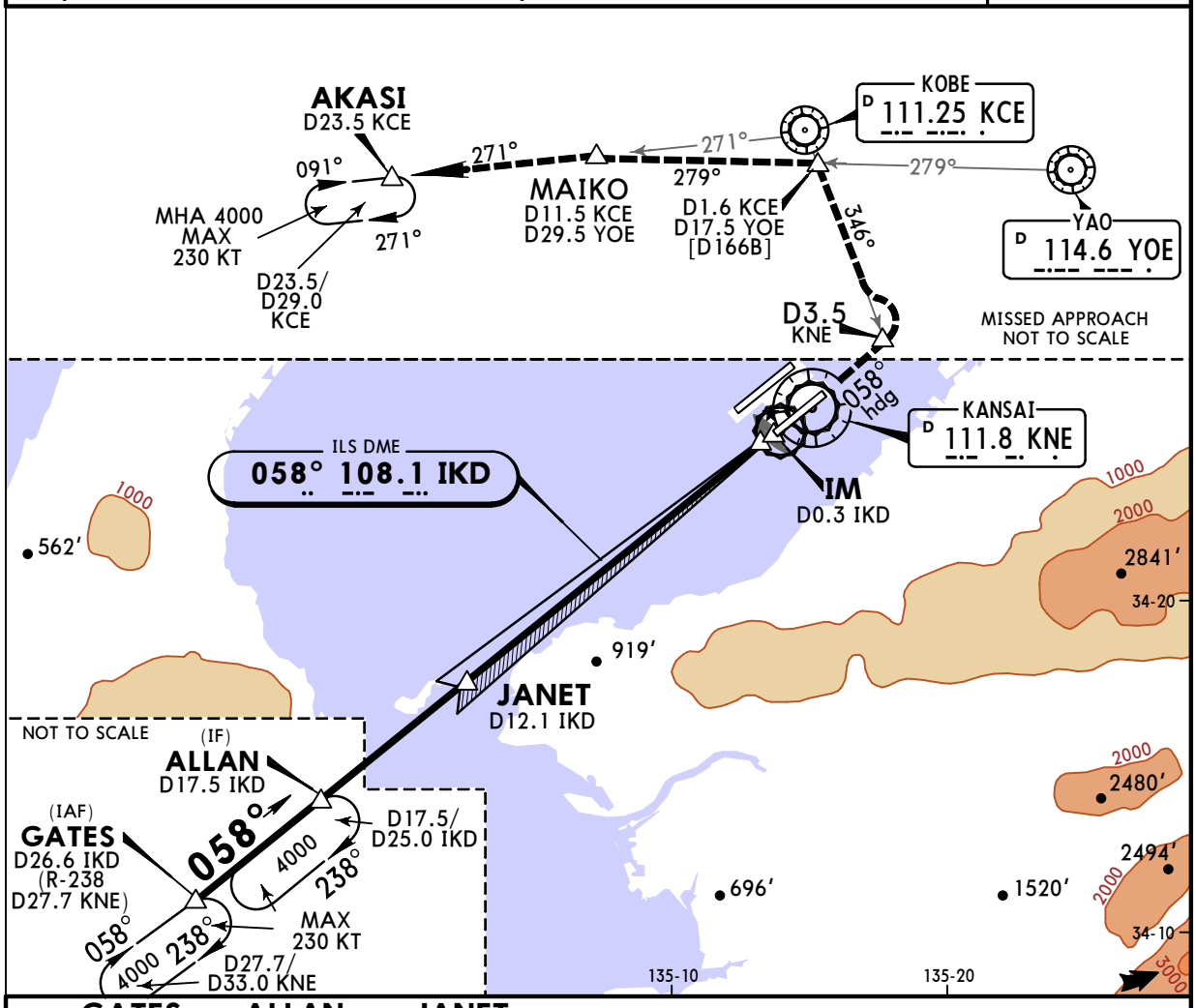
MISSED APCH: Climb to 4000′ via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.

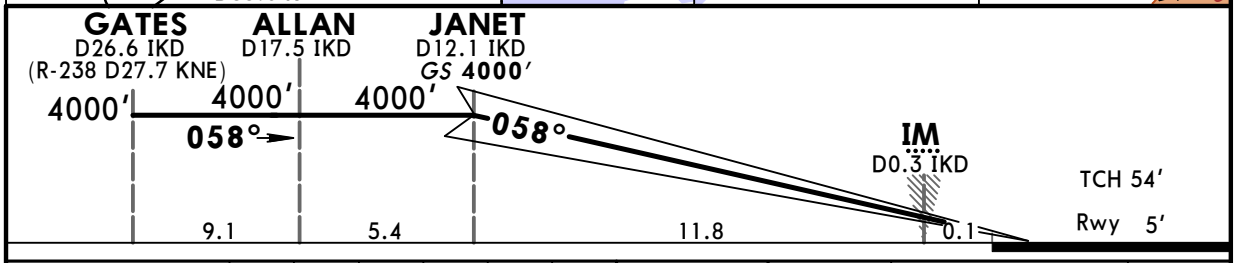


MSA KNE VOR

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

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.





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

HIALS PAPI | 4000′ via | 058° hdg | D3.5 KNE

STRAIGHT-IN LANDING RWY**06R**
CAT II ILS
RA 100′
DA(H) **105′**(100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

10.1.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-4

OSAKA, JAPAN
ILS Z or LOC Z Rwy 06R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

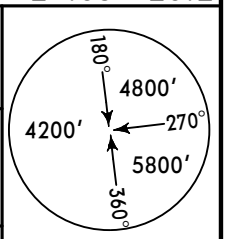
BRIEFING STRIP ™

LOC IKD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.1	058°	ZELDA 3000′ (2995′)	205′ (200′)	Rwy 5′

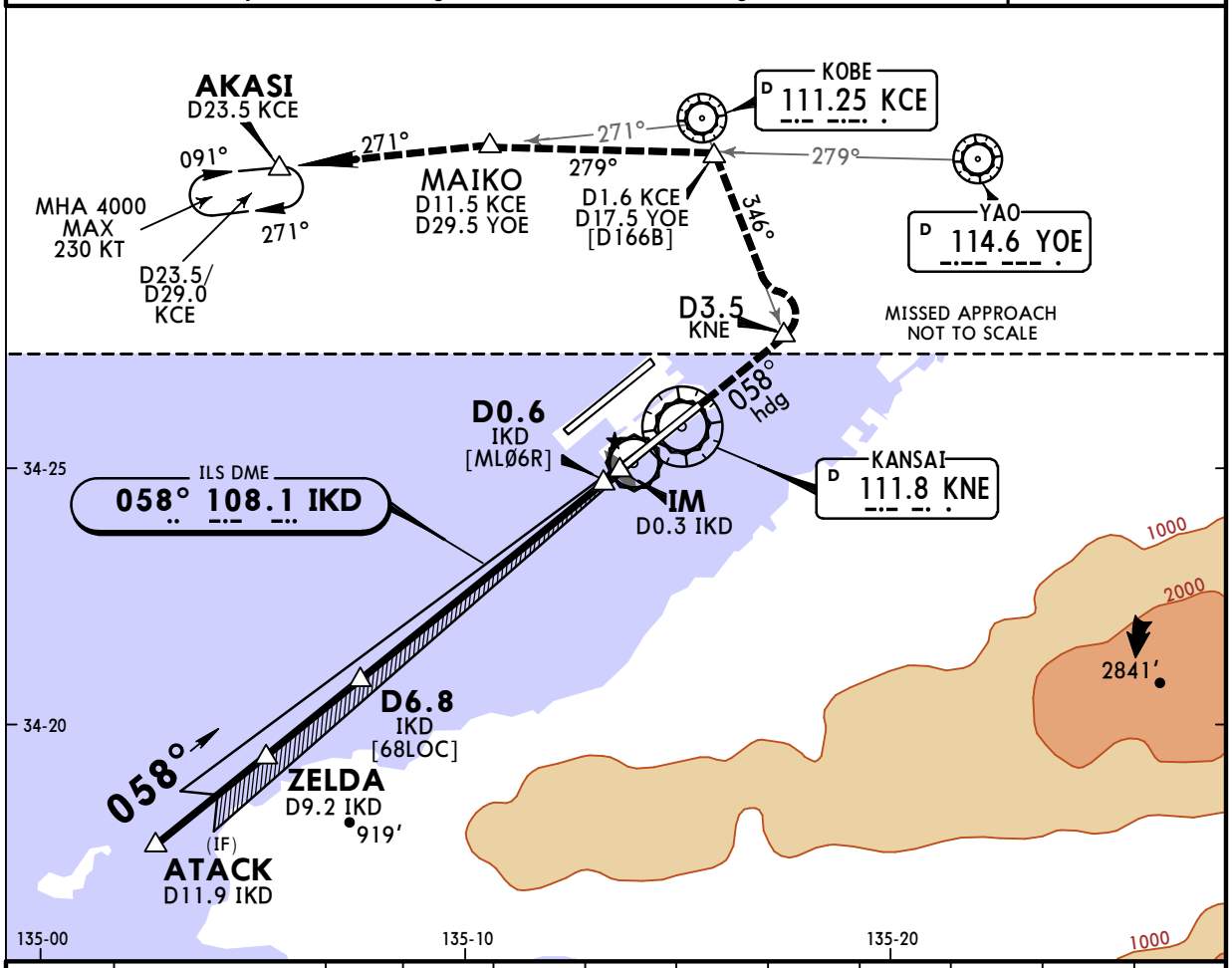
MISSED APCH: Climb to 4000′ via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.

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

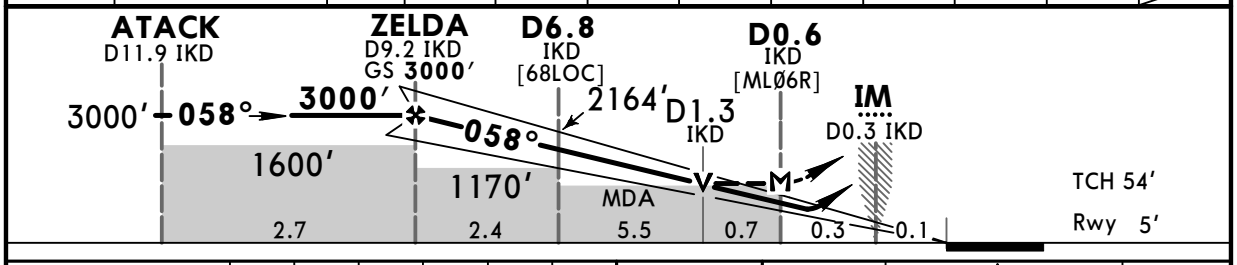
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKD DME	FAF	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
	ALT (3.0° APCH PATH)	3000′	2866′	2547′	2229′	1910′	1592′	1273′	955′	636′	



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

HIALS
PAPI

4000′ via 058° hdg

D3.5 KNE

STRAIGHT-IN LANDING RWY 06R

	ILS DA(H) 205′ (200′)			LOC (GS out) MDA(H) 390′ (385′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610′ (593′) - 1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610′ (593′) - 2400m
D				RVR 1400m	CMV 2000m	165	610′ (593′) - 3200m

CHANGES: Airport elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN
JeppView 3.6.2.0

RJBB/KIX
KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-4A

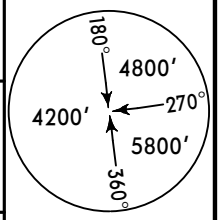
OSAKA, JAPAN
ILS Z Rwy 06R CAT II

BRIEFING STRIP ™

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

LOC IKD	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.1	**058°**	**ZELDA** **3000′**(2995′)	**RA 100′** DA(H) 105′(100′)	Rwy 5′

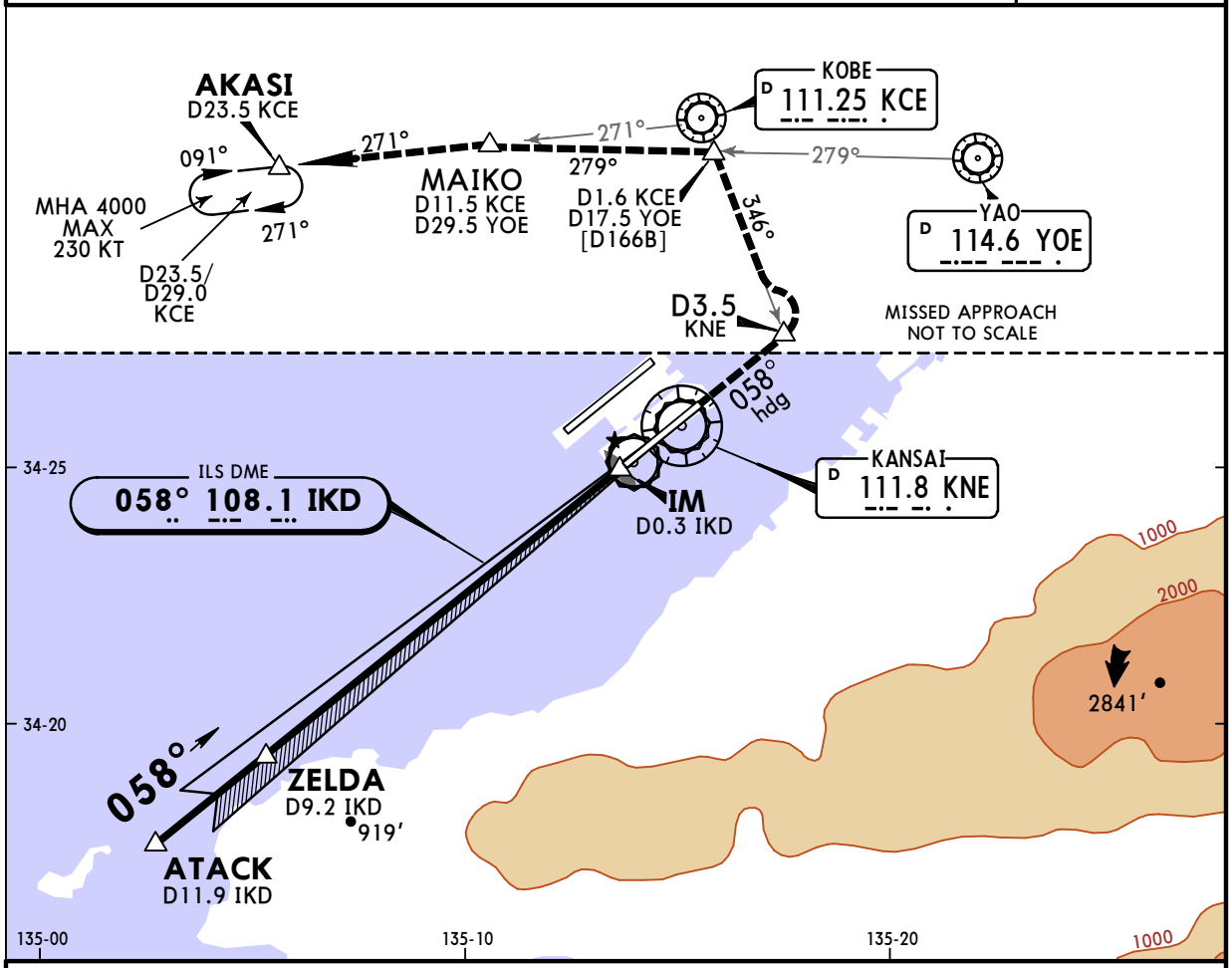
MISSED APCH: Climb to 4000′ via heading 058° to D3.5 KNE VOR, turn LEFT climb inbound via KCE VOR R-166 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.

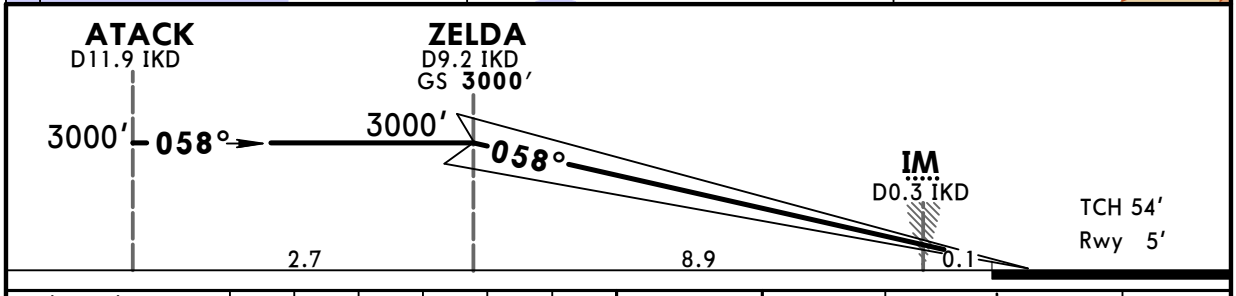


MSA KNE VOR

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

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.





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

PAPI HIALS **4000′** via **058°** hdg **D3.5** KNE

STRAIGHT-IN LANDING RWY**06R**
CAT II ILS
RA 100′
DA(H) **105′**(100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-5

OSAKA, JAPAN
ILS Z or LOC Z Rwy 24L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKN	Final Apch Crs	GS AGATE	ILS DA(H)	Apt Elev 17′
110.7	238°	1200′ (1187′)	213′ (200′)	Rwy 13′

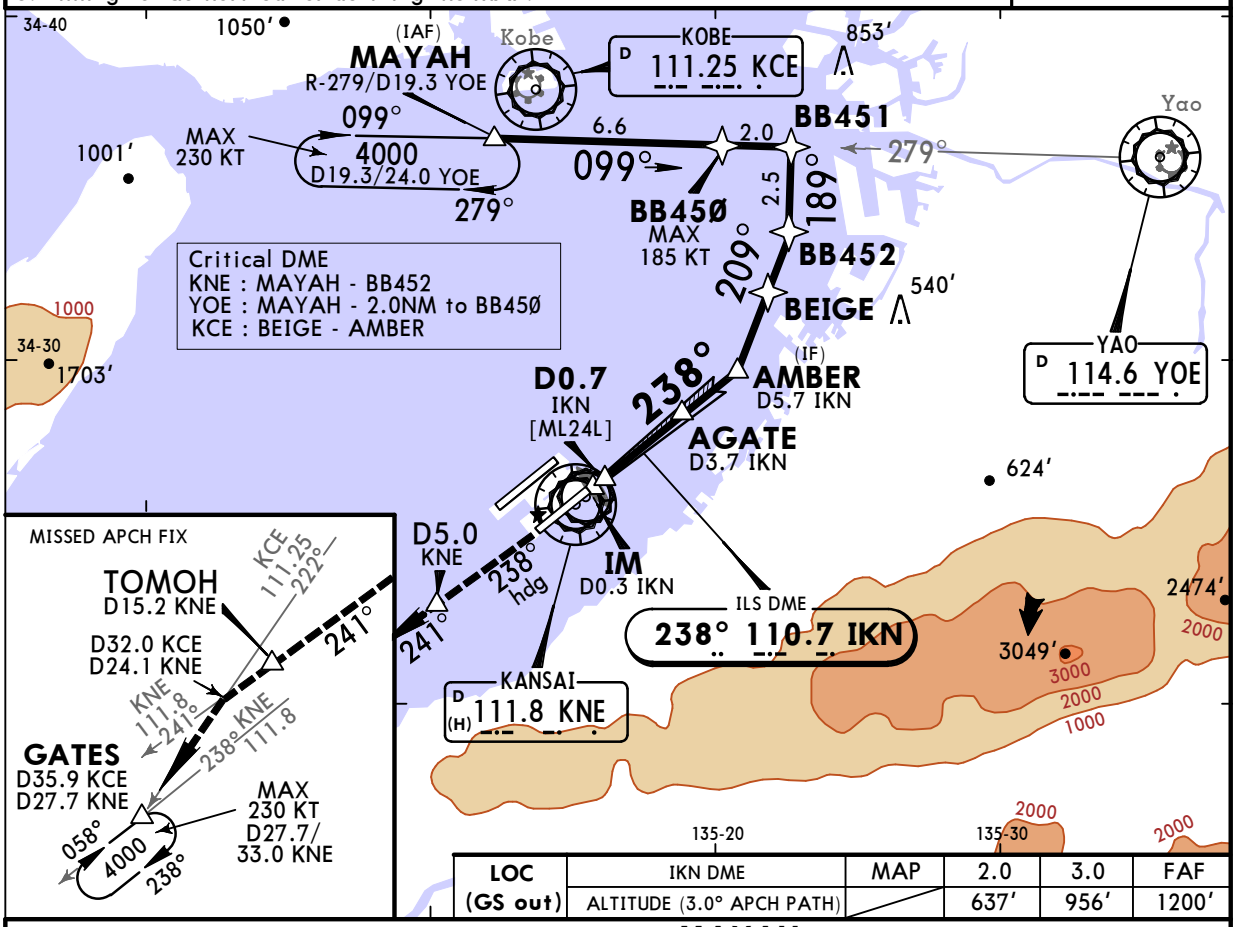
BRIEFING STRIP ™

MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

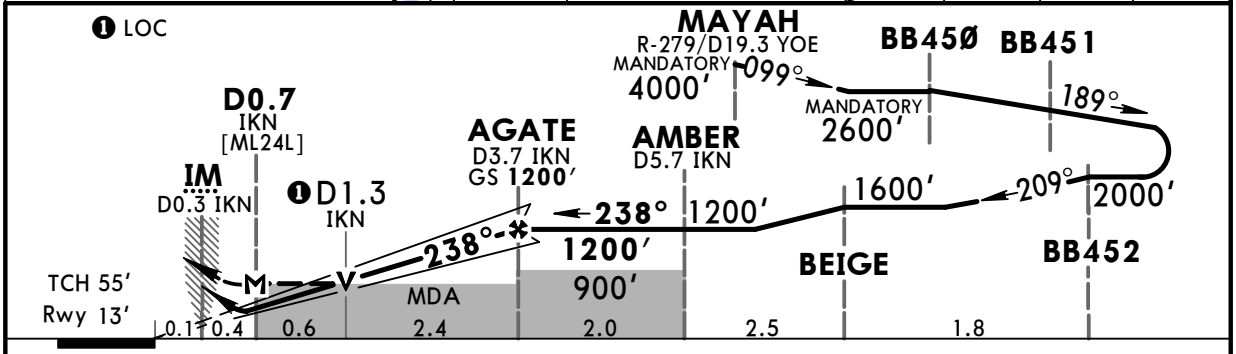
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar required.
3. Timing not authorized for defining the MAP.

MSA KNE VOR
180° 4800′
270° 4200′
5800′ 360°



LOC (GS out)	IKN DME	MAP	2.0	3.0	FAF
	ALTITUDE (3.0° APCH PATH)		637′	956′	1200′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 IKN						

PAPI HIALS 4000′ on 238° hdg D5.0 KNE

STRAIGHT-IN LANDING RWY24L

	ILS DA(H) 213′ (200′)			LOC (GS out) MDA(H) 390′ (373′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610′ (593′) -1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610′ (593′) -2400m
D/DL				RVR 1400m	RVR 2000m	165	610′ (593′) -3200m

CHANGES: Runway elevation, minimums, recommended altitudes, MSA.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.1.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
21-5A

OSAKA, JAPAN
ILS Z Rwy 24L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKN	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
110.7	238°	AGATE 1200′ (1187′)	RA 100′ DA(H) 113′(100′)	Rwy 13′

MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

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

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.
3. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar service required.

BRIEFING STRIP™

MSA KNE VOR
180° 4800′ 270° 4200′ 5800′ 360°

34-40 1050′ (IAF) MAYAH R-279/D19.3 YOE
Kobe
D KOBE 111.25 KCE
853′
099° MAX 230 KT 4000 D19.3/24.0 YOE 279°
6.6 099° 2.0 BB451 279°
1001′
BB450 MAX 185 KT 2.5 209° 189° BB452
Yao
Critical DME
KNE : MAYAH - BB452
YOE : MAYAH - 2.0NM to BB450
KCE : BEIGE - AMBER
1000 34-30 1703′
540′
BEIGE
(IF) AMBER D5.7 IKN
238°
AGATE D3.7 IKN
D YAO 114.6 YOE
624′
D5.0 KNE 238° hdg
IM D0.3 IKN
ILS DME 238° 110.7 IKN
2474′ 3049′ 2000 3000 2000 1000
D KANSAI (H) 111.8 KNE
2000 2000 2000 3000
2480′
135-20 135-30

MISSED APCH FIX
TOMOH D15.2 KNE
D32.0 KCE D24.1 KNE
KCE 111.25 222° 241°
KNE 111.8 241° 238° KNE 111.8
GATES D35.9 KCE D27.7 KNE
MAX 230 KT D27.7/ 33.0 KNE
058° 4000 238°

MAYAH R-279/D19.3 YOE MANDATORY 4000′ 099°
BB450 BB451
MANDATORY 2600′ 189°
AGATE D3.7 IKN GS 1200′
AMBER D5.7 IKN
IM D0.3 IKN
1600′ 209° 2000′
238° 1200′
238° 1200′
BEIGE
BB452
TCH 55′
Rwy 13′
0.1 3.4 2.0 2.5 1.8

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

HIALS PAPI 4000′ on 238° hdg D5.0 KNE

STRAIGHT-IN LANDING RWY 24L

CAT II ILS
RA 100′
DA(H) 113′(100′)

RVR 300m

CHANGES: Runway elevation, minimums, MSA.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.1.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-6)

OSAKA, JAPAN ILS Y or LOC Y Rwy 24L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

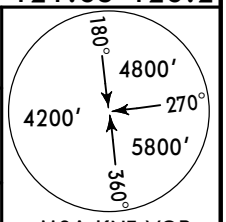
LOC IKN	Final Apch Crs	GS AGATE	ILS DA(H)	Apt Elev 17′
110.7	238°	1200′ (1187′)	213′ (200′)	Rwy 13′

BRIEFING STRIP™

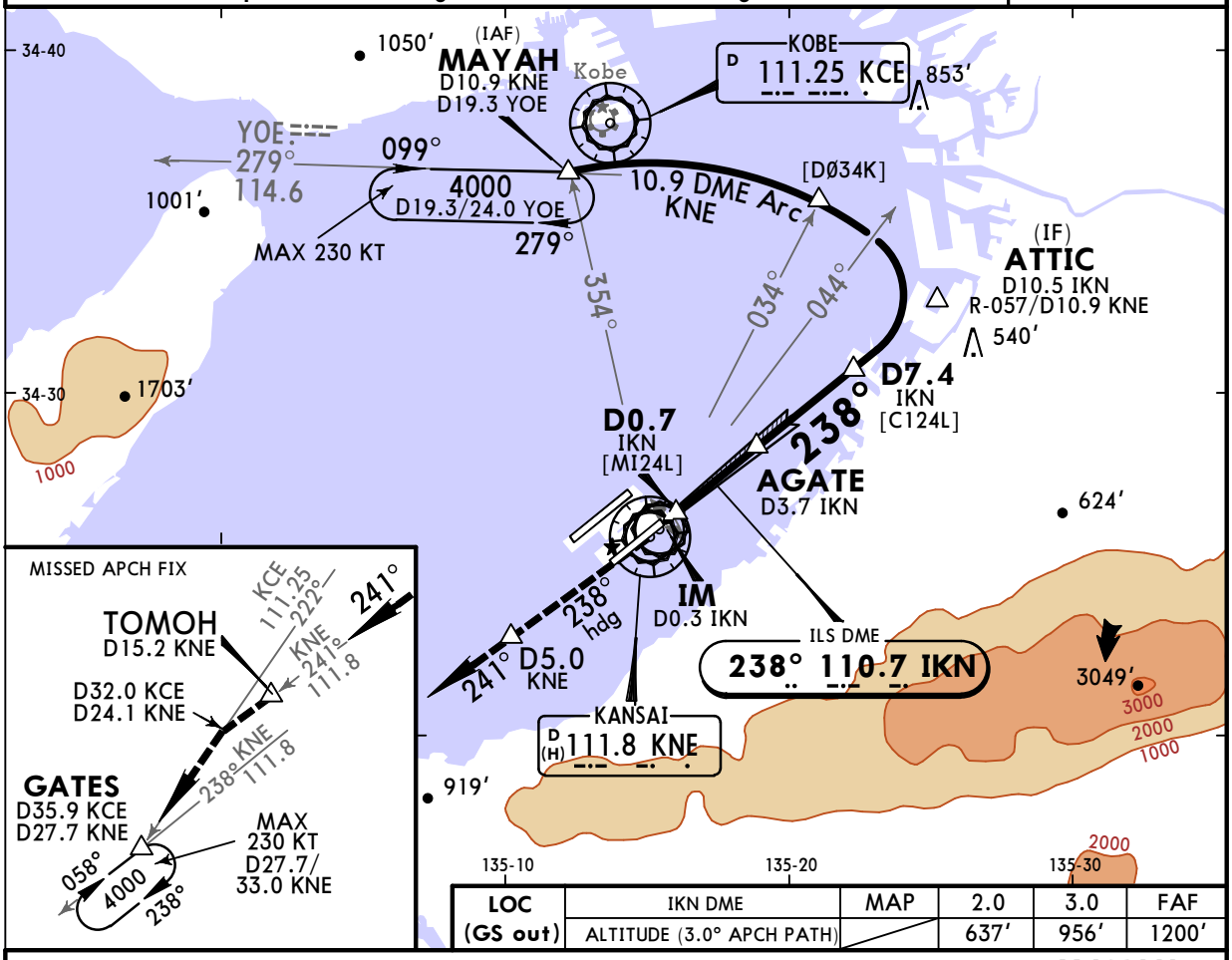
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

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

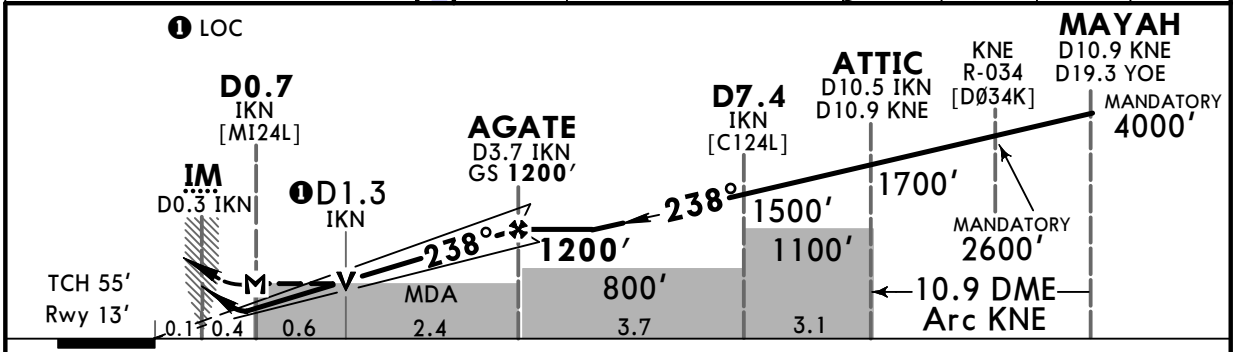
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKN DME	MAP	2.0	3.0	FAF
	ALTITUDE (3.0° APCH PATH)		637′	956′	1200′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 IKN						

PAPI HIALS 4000′ on 238° hdg D5.0 KNE

STRAIGHT-IN LANDING RWY24L

	ILS DA(H) 213′ (200′)			LOC (GS out) MDA(H) 390′ (373′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	610′ (593′) -1600m
B				RVR 1000m		120	
C					RVR 1800m	140	610′ (593′) -2400m
D/DL				RVR 1400m	RVR 2000m	165	610′ (593′) -3200m

CHANGES: Procedure title, runway elevation, minimums.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

10.1.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-6A)

OSAKA, JAPAN ILS Y Rwy 24L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

LOC IKN	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
110.7	238°	AGATE 1200′ (1187′)	RA 100′ DA(H) 113′(100′)	Rwy 13′

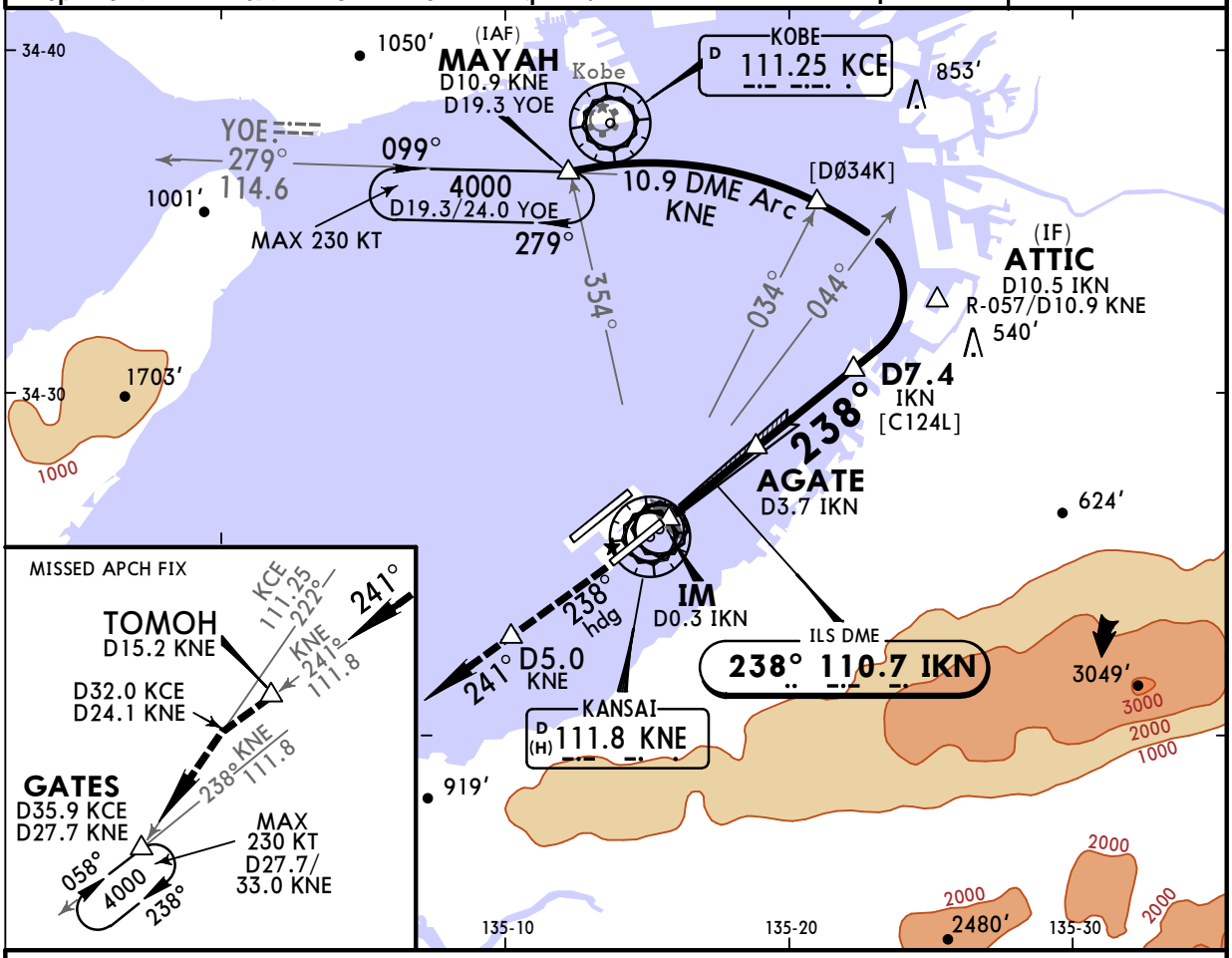
BRIEFING STRIP™

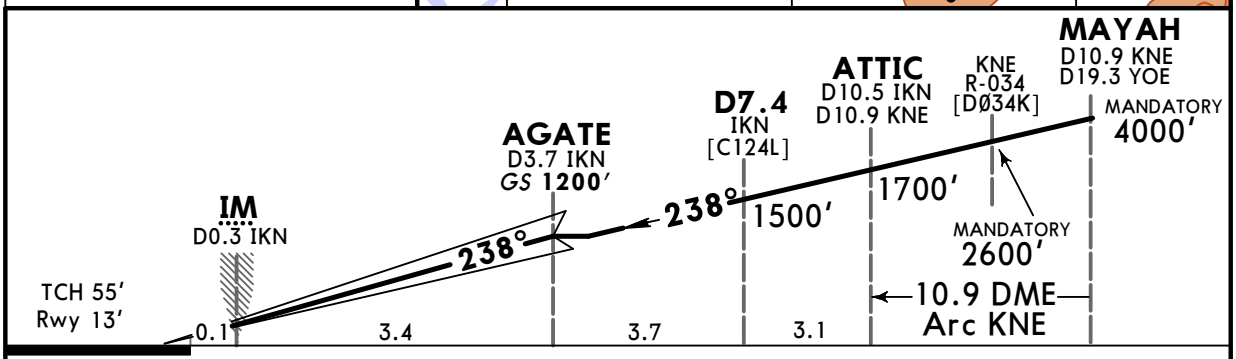
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed outbound via KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold at 4000′. Contact Kansai APP.

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

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.

MSA KNE VOR: 180° 4800′; 270° 4200′; 5800′; 360°





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

PAPI HIALS 4000′ on 238° hdg D5.0 KNE

STRAIGHT-IN LANDING RWY **24L**
CAT II ILS
RA 100′
DA(H) **113′**(100′)

RVR 300m

CHANGES: Procedure title, runway elevation, minimums, MSA.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

10.1.53 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-7

26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN
ILS Z or LOC Z Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

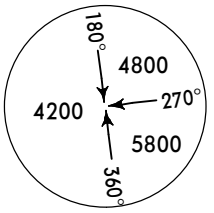
LOC IKW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 17′
108.5	238°	BLOND 1600′ (1577′)	223′ (200′)	Rwy 23′

BRIEFING STRIP™

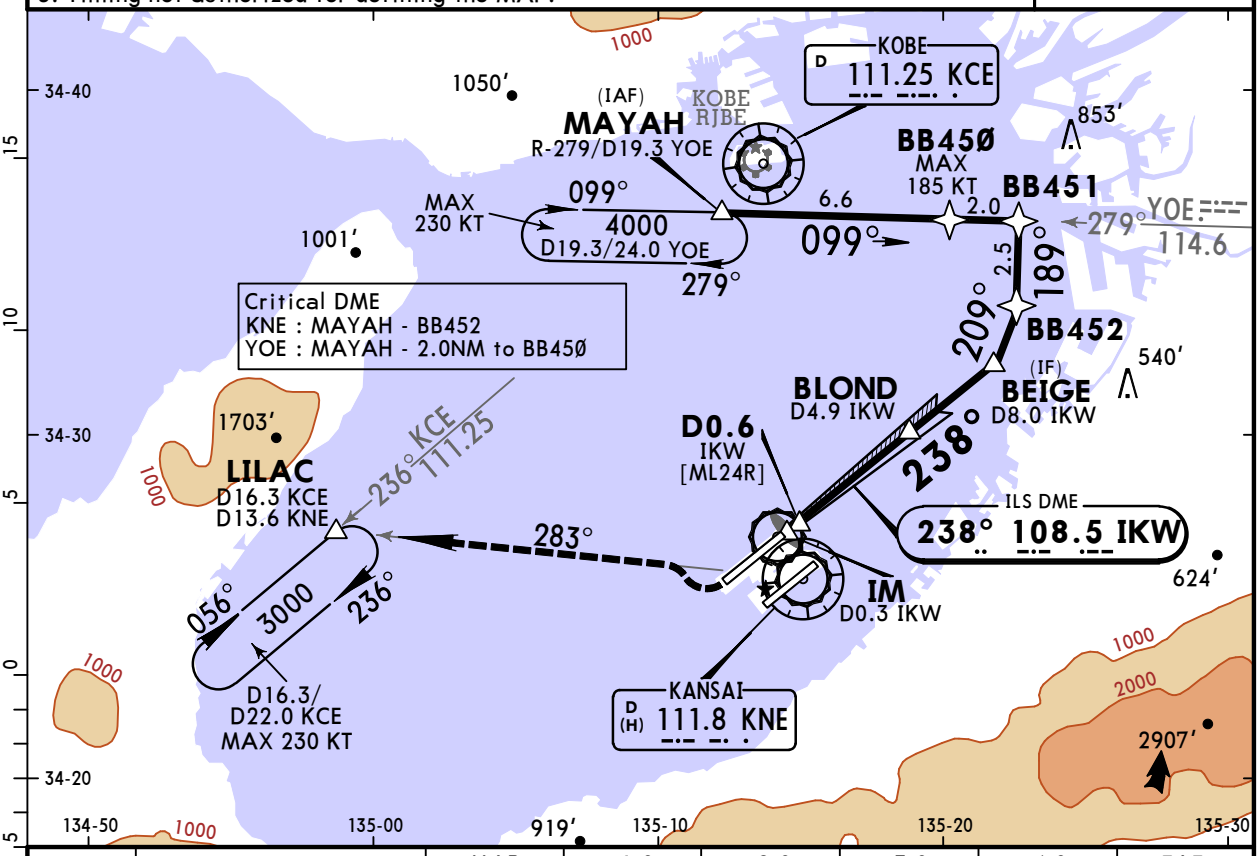
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

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

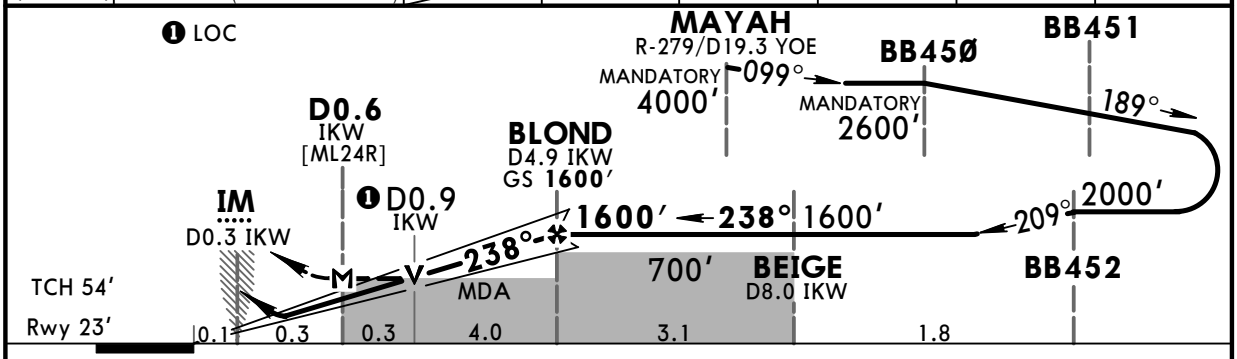
1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar required.
3. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKW DME	MAP	1.0	2.0	3.0	4.0	FAF
	ALTITUDE (3.0° APCH PATH)		334′	653′	971′	1290′	1600′



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

PAPI HIALS

3000′ RT via KNE 111.8 R-283

LILAC

STRAIGHT-IN LANDING RWY 24R

	ILS DA(H) 223′ (200′)			LOC (GS out) MDA(H) 290′ (273′)		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m	90	610′ (593′) -1600m
B						120	
C					RVR 1600m	140	610′ (593′) -2400m
D/DL				RVR 1200m	RVR 1800m	165	610′ (593′) -3200m

CHANGES: Rwy elev, MSA, recommended altitudes, minimums, bearings, MAP.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.1.54 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-7A

26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN ILS Z Rwy 24R CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

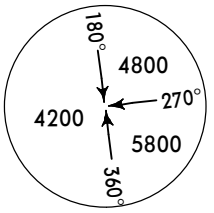
BRIEFING STRIP™

LOC IKW	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.5	238°	BLOND 1600′ (1577′)	RA 100′ DA(H) 123′ (100′)	Rwy 23′

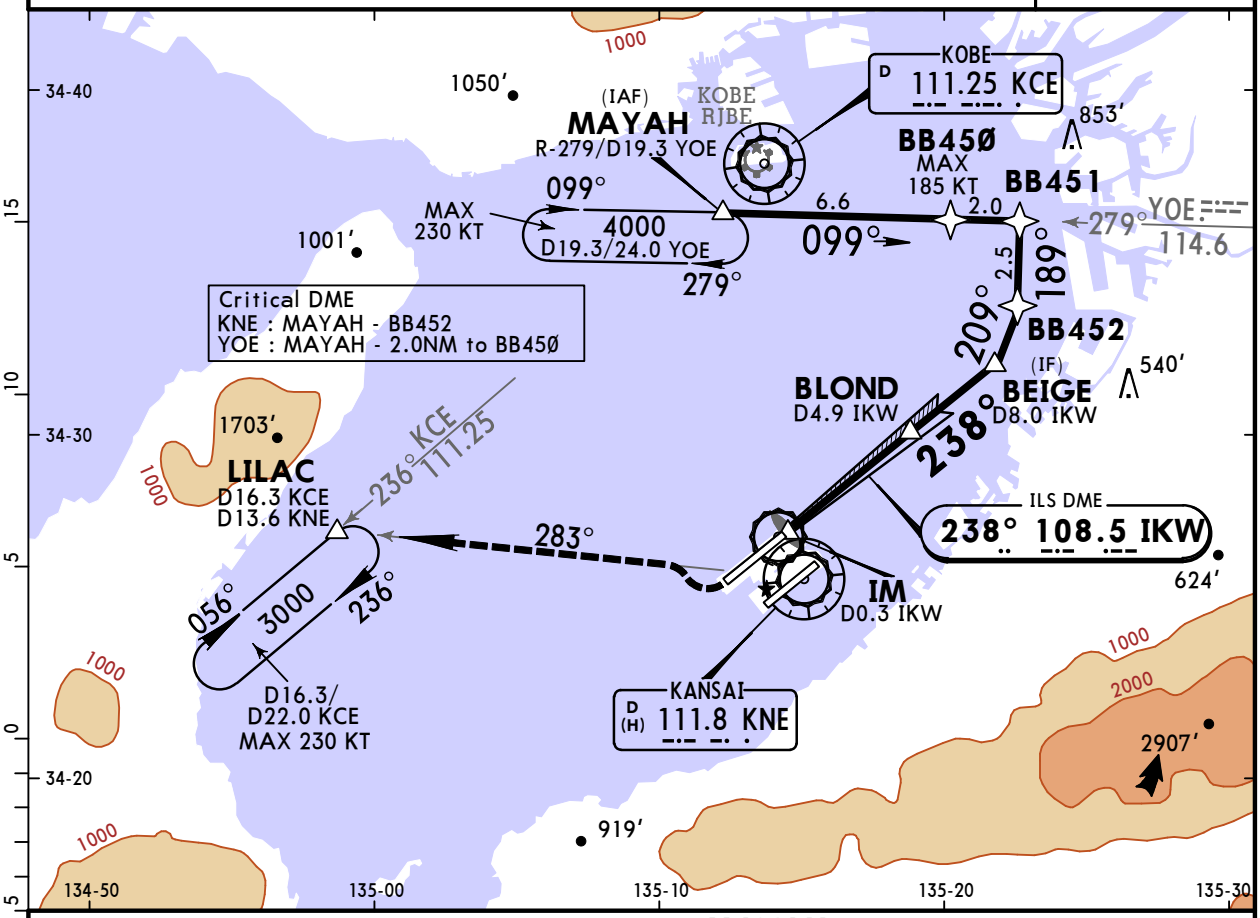
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

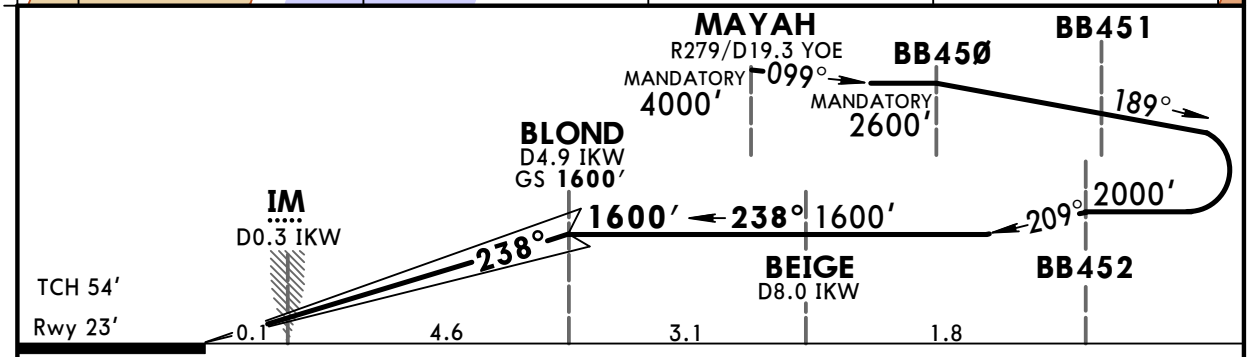
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar service required.



MSA KNE VOR





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

HIALS PAPI

3000′ RT via KNE 111.8 R-283

LILAC

STRAIGHT-IN LANDING RWY24R

CAT II ILS

RA 100′

DA(H) 123′ (100′)

RVR 300m

CHANGES: MSA, runway elevation, bearings, minimums.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.1.55 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (21-8)

OSAKA, JAPAN ILS Y or LOC Y Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

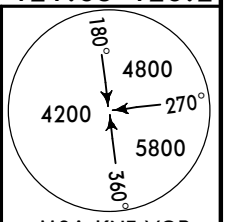
BRIEFING STRIP™

LOC IKW	Final Apch Crs	GS BLOND	ILS DA(H)	Apt Elev 17′
108.5	238°	1600′ (1577′)	223′ (200′)	Rwy 23′

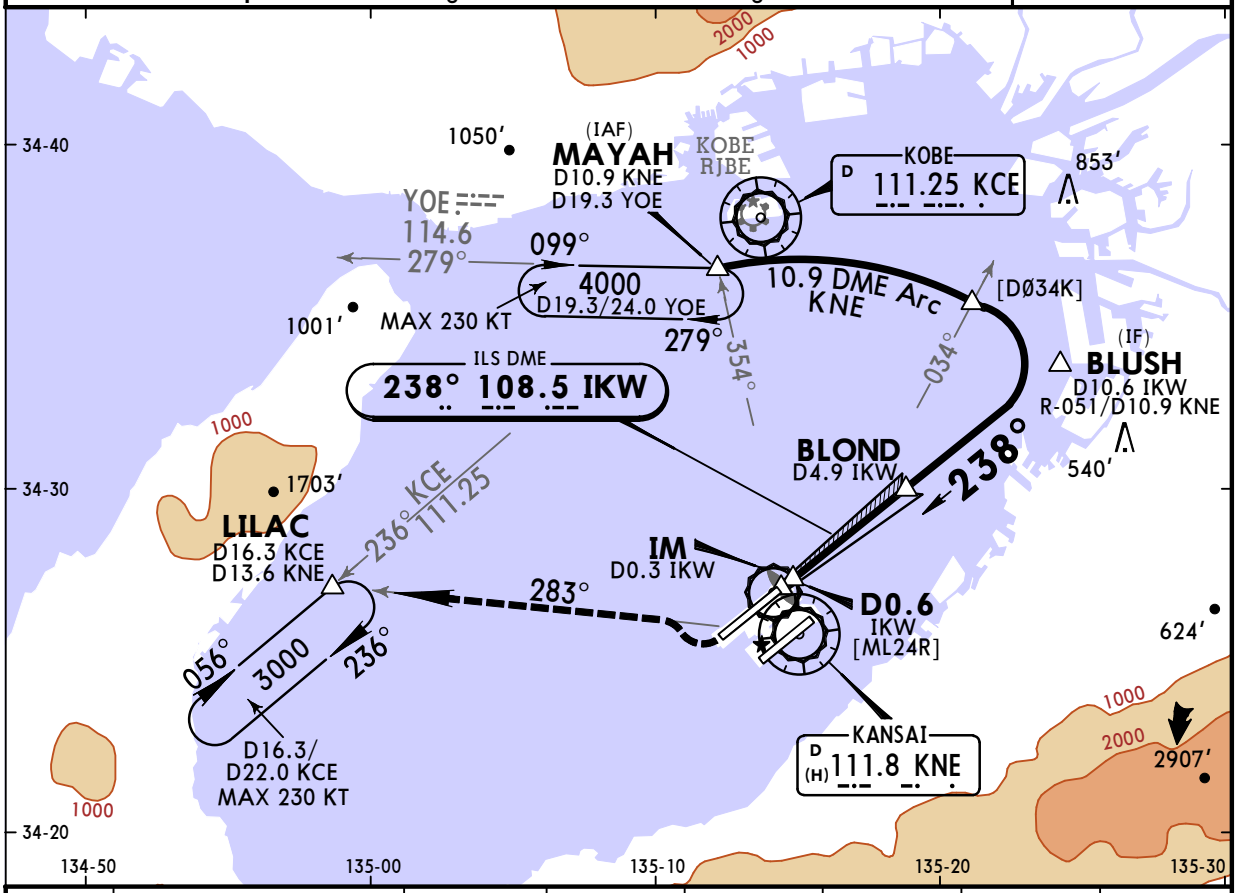
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

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

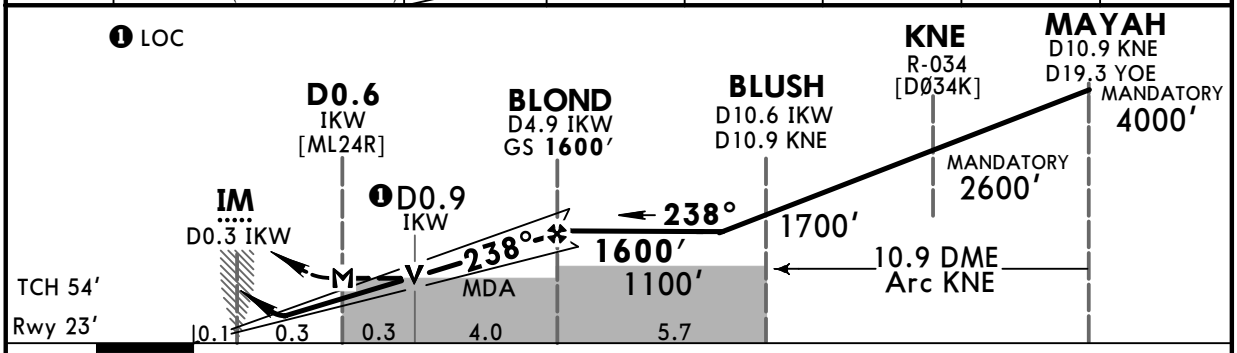
1. VOR and DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



LOC (GS out)	IKW DME	MAP	1.0	2.0	3.0	4.0	FAF
	ALTITUDE (3.0° APCH PATH)		334′	653′	971′	1290′	1600′



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

HIALS PAPI

3000′ RT

KNE via 111.8 R-283

LILAC

STRAIGHT-IN LANDING RWY 24R

	ILS DA(H) 223′ (200′) FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 290′ (273′)	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m
B					
C					RVR 1600m
D/DL				RVR 1200m	RVR 1800m

CIRCLE-TO-LAND

Not Authorized South of Rwy

Max Kts	MDA(H)
90	610′ (593′) -1600m
120	
140	610′ (593′) -2400m
165	610′ (593′) -3200m

CHANGES: Procedure title, rwy elevation, MSA, recommended alts, mims, MAP.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.56 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 21-8A

26 JAN 18
Eff 31 Jan 1500Z

OSAKA, JAPAN ILS Y Rwy 24R CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

BRIEFING STRIP™

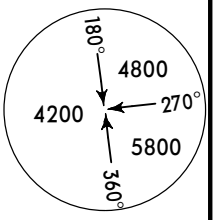
LOC IKW	Final Apch Crs	GS	CAT II ILS	Apt Elev 17′
108.5	238°	BLOND 1600′ (1577′)	RA 100′ DA(H) 123′ (100′)	Rwy 23′

MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

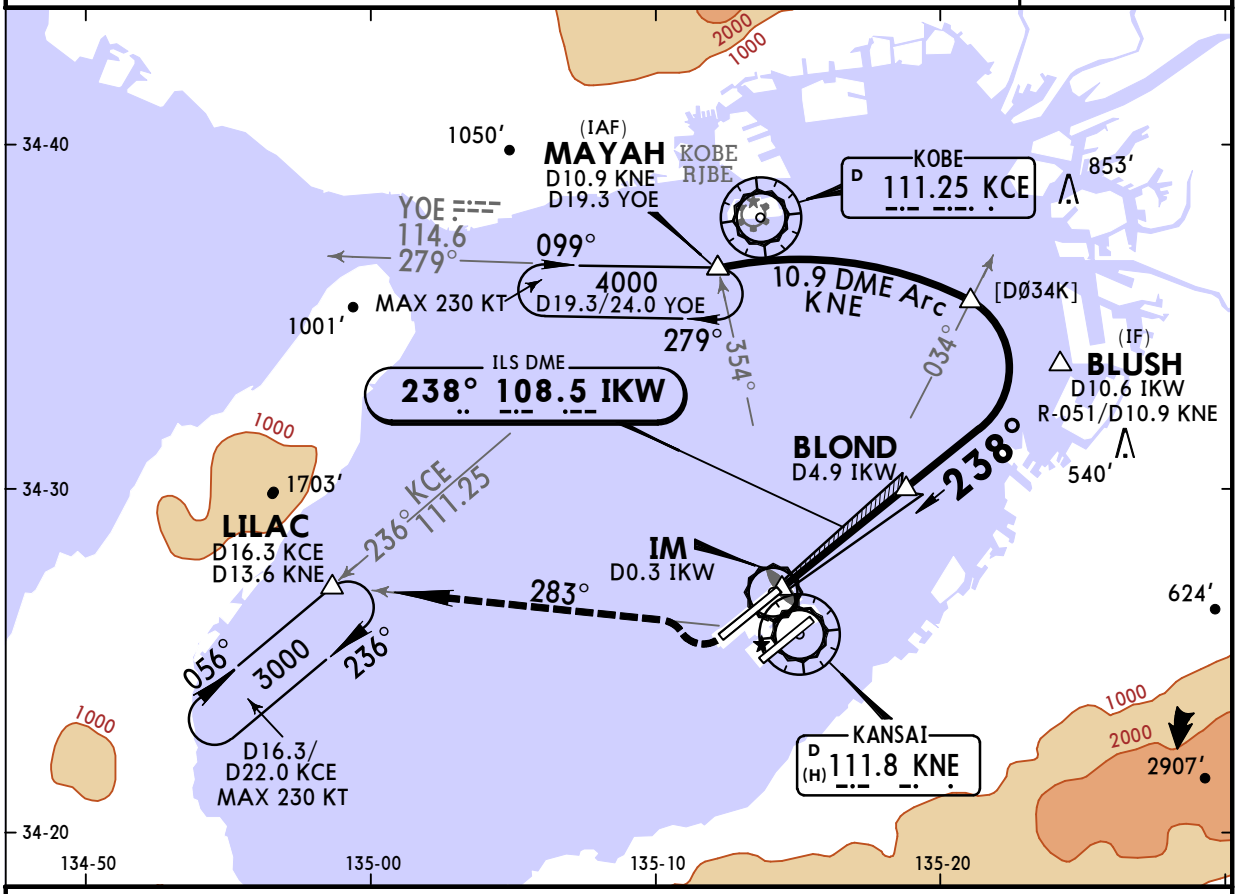
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

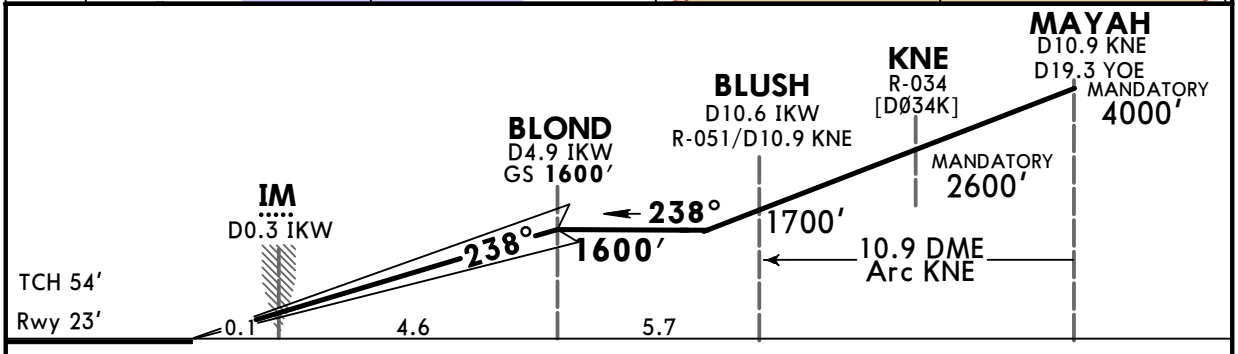
1. Special Aircrew & Acft Certification required.

2. VOR and DME required.



MSA KNE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	631	743	849

HIALS
PAPI

3000′ RT | KNE via 111.8 R-283 | LILAC

STRAIGHT-IN LANDING RWY **24R**

CAT II ILS

RA 100′

DA(H) **123′** (100′)

RVR 300m

CHANGES: Procedure title, MSA, rwy elevation, minimums.

© JEPPESEN, 2007, 2018. ALL RIGHTS RESERVED.

10.1.57 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 26 JAN 18 Eff 31 Jan 1500Z (22-1)

OSAKA, JAPAN RNAV (GNSS) Rwy 06L

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 126.2

BRIEFING STRIP™

RNAV	Final Apch Crs 058°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 360′ (345′)	Apt Elev 17′ Rwy 15′

MISSED APCH: Turn LEFT direct to B6L51, to LILAC and hold at 3000′. Using VOR DME: Turn LEFT heading 238° to intercept and proceed outbound via KNE VOR R-283 to LILAC and hold at 3000′. Contact KANSAI Approach.

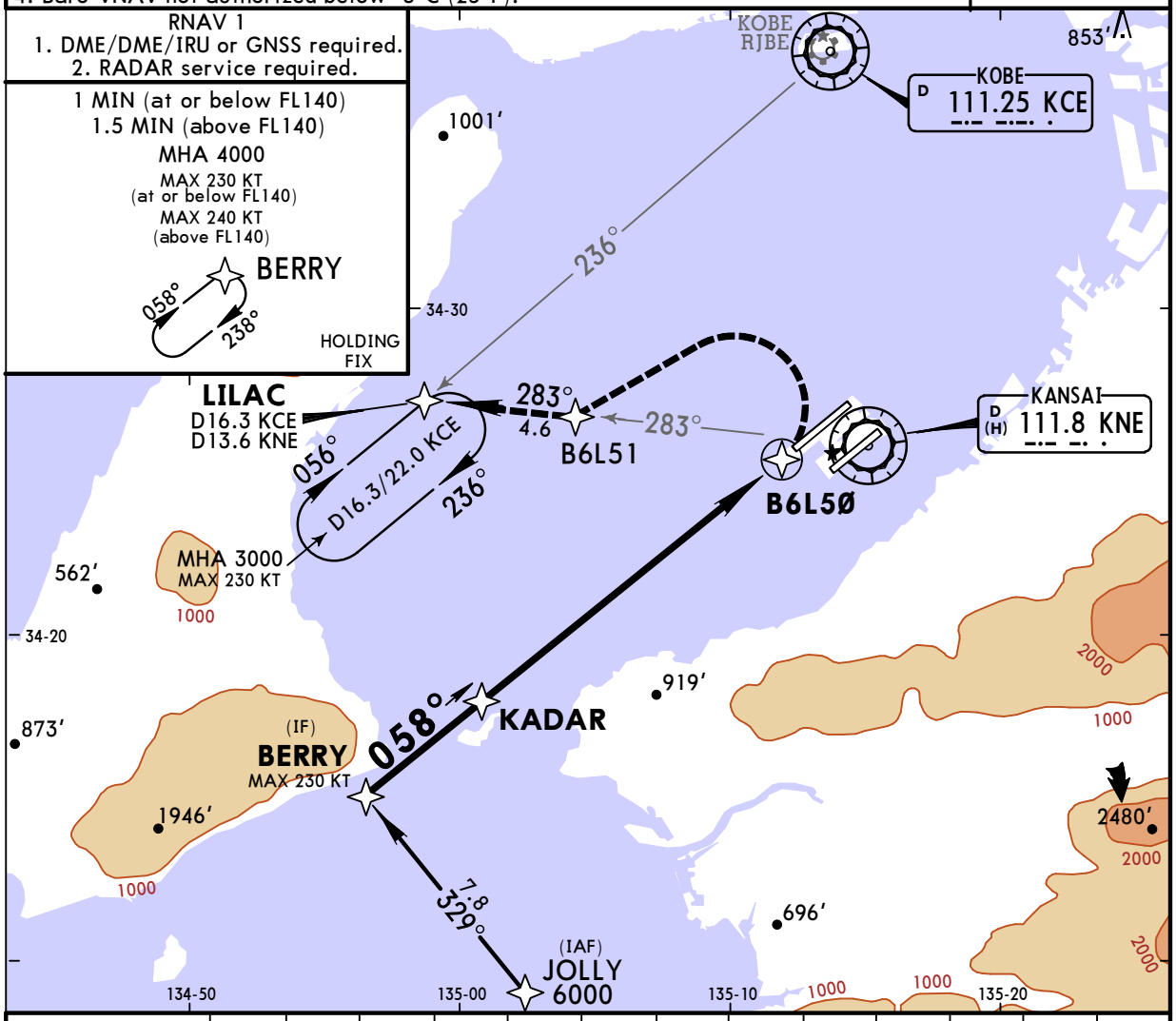
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt:14000′

1. GNSS required. 2. Radar service required. 3. DME/DME not authorized.
4. Baro-VNAV not authorized below -5°C (23°F).

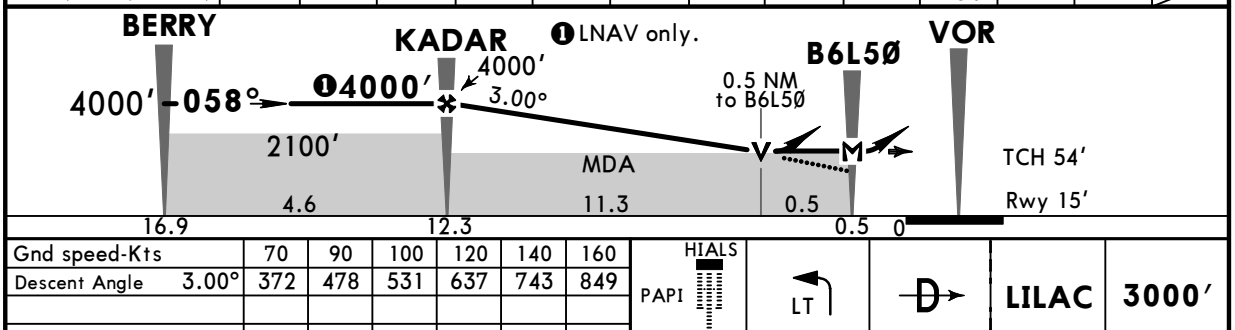
5800 MSA ARP

RNAV 1
1. DME/DME/IRU or GNSS required.
2. RADAR service required.

1 MIN (at or below FL140)
1.5 MIN (above FL140)
MHA 4000
MAX 230 KT (at or below FL140)
MAX 240 KT (above FL140)



NM to Next Fix	FAF	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
ALT (3.0° Apch Path)	4000′	3731′	3413′	3094′	2776′	2457′	2139′	1821′	1502′	1184′	865′	547′	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at B6L5Ø						

HIALS PAPI LT D LILAC 3000′

STRAIGHT-IN LANDING RWY 06L

	LNAV/VNAV DA(H) 360′ (345′)		LNAV MDA(H) 360′ (343′)	
		ALS out		ALS out
A	RVR 900m	RVR 1200m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C				RVR 1800m
D	RVR 1400m		RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Not Authorized South Side of Runway

Max Kts	MDA(H)
90	610′ (593′)-1600m
120	
140	610′ (593′)-2400m
165	610′ (593′)-3200m

CHANGES: New procedure.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

10.1.58 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

RJBB/KIX
KANSAI INTL

JEPPESEN
26 JAN 18
Eff 31 Jan 1500Z
22-2

OSAKA, JAPAN
RNAV (GNSS) Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

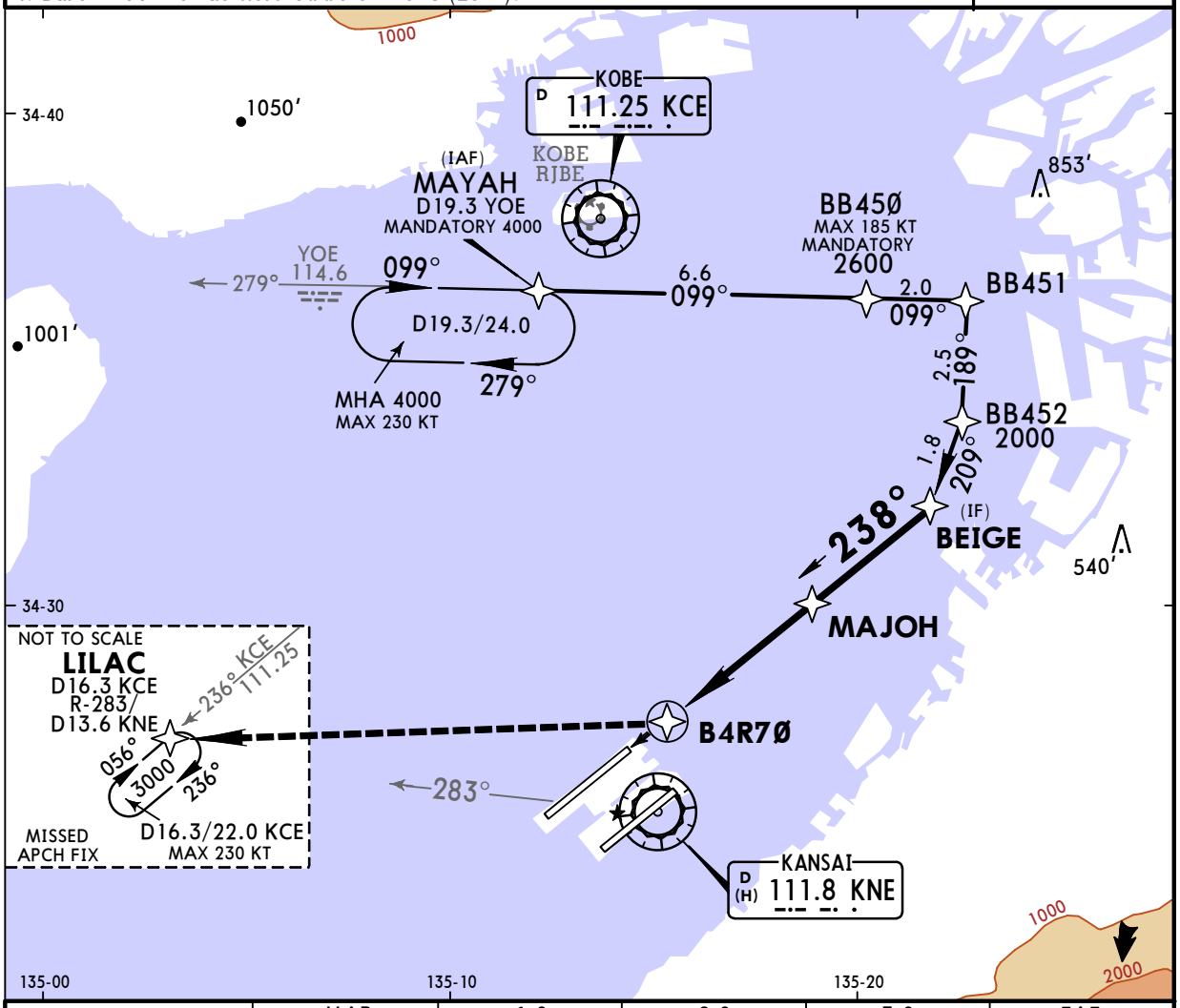
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 17′
	238°	Refer to Profile	400′ (377′)	Rwy 23′

BRIEFING STRIP™

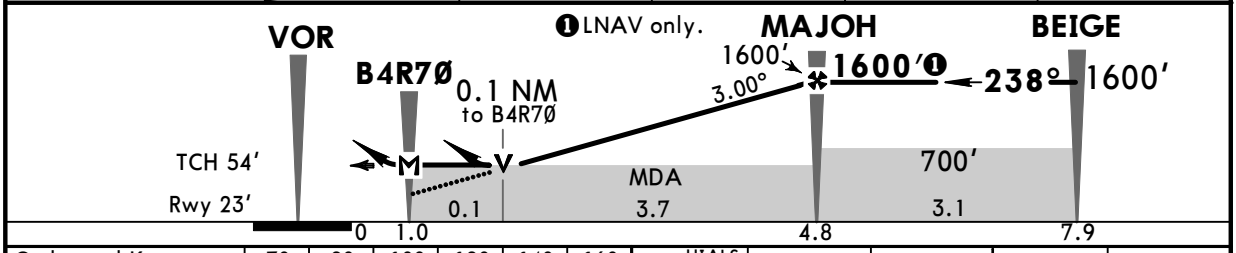
MISSED APCH: Turn RIGHT direct to LILAC and hold at 3000′.
Using VOR DME: Turn RIGHT, climb to 3000′, outbound via KNE VOR R-283 to LILAC and hold. Contact KANSAI Approach.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt:14000′
1. GNSS required. 2. Radar service required. 3. DME/DME not authorized.
4. Baro-VNAV not authorized below -5°C (23°F).

5800
MSA ARP



NM to NEXT FIX	MAP	1.0	2.0	3.0	FAF
ALT (3.0° APCH PATH)		714′	1032′	1351′	1600′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at B4R7Ø							

HIALS | PAPI | RT | D | LILAC | 3000′

STRAIGHT-IN LANDING RWY 24R

	LNAV/VNAV DA(H) 400′ (377′)		LNAV MDA(H) 400′ (383′)	
		ALS out		ALS out
A	RVR 900m	RVR 1200m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C				RVR 1800m
D	RVR 1400m		RVR 1400m	CMV 2000m

CIRCLE-TO-LAND
Not Authorized
South Side of Runway

Max Kts	MDA(H)
90	610′ (593′)-1600m
120	
140	610′ (593′)-2400m
165	610′ (593′)-3200m

CHANGES: New procedure.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

10.1.59 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 23 FEB 18 (23-1)

OSAKA, JAPAN VOR Rwy 06R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

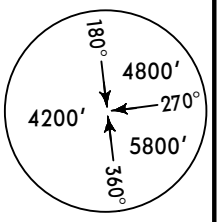
BRIEFING STRIP™

VOR KNE 111.8	Final Apch Crs 061°	Minimum Alt Refer to Profile	MDA(H) 420′ (415′)	Apt Elev 17′ Rwy 5′

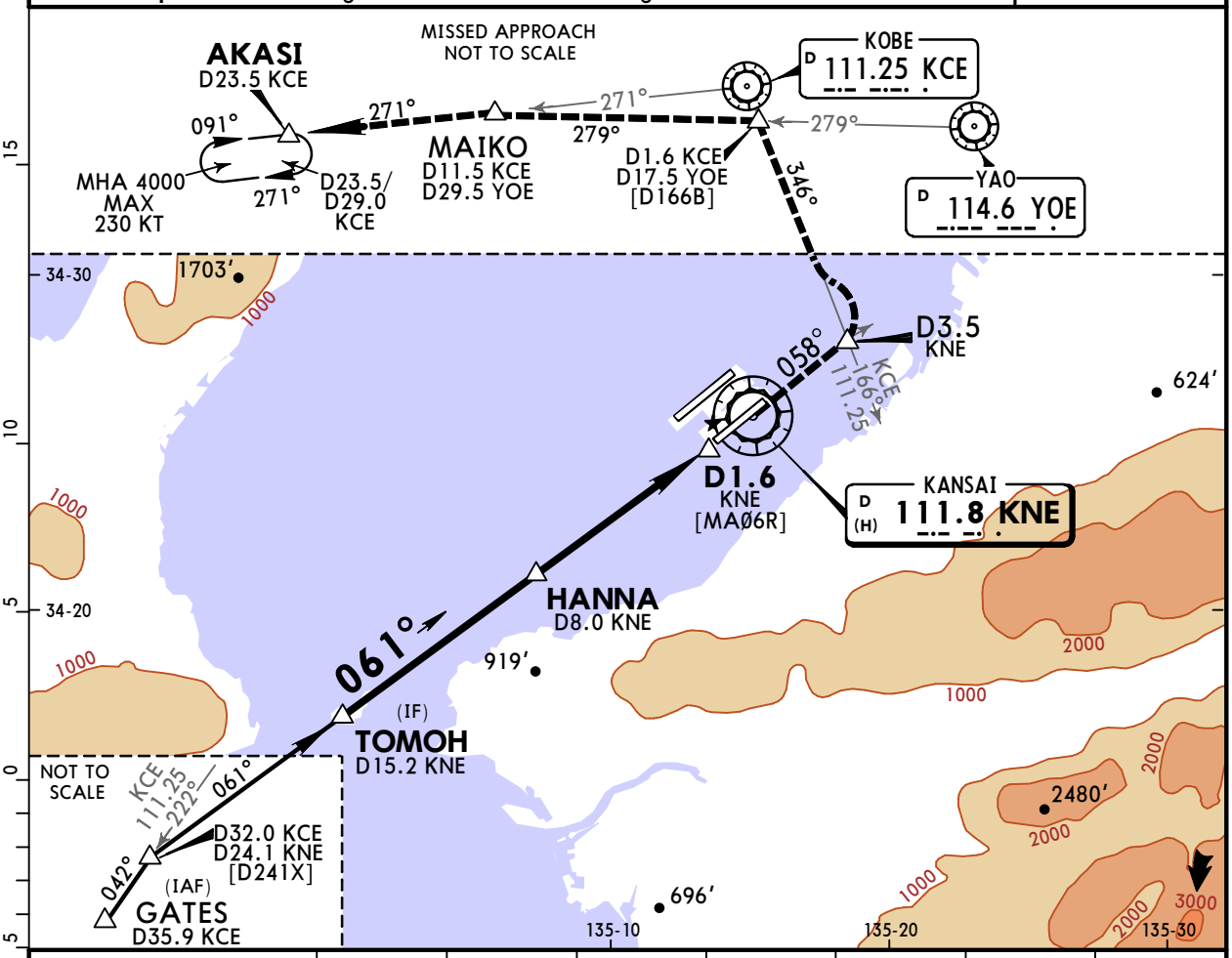
MISSED APCH: Climb to 4000′ inbound via KNE VOR R-241 to KNE VOR, outbound via KNE VOR R-058 to D3.5 KNE, turn LEFT and proceed via KCE VOR R-166 to intercept and proceed via YOE VOR R-279 to MAIKO, via KCE R-271 to AKASI and hold. Contact Kansai APP.

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

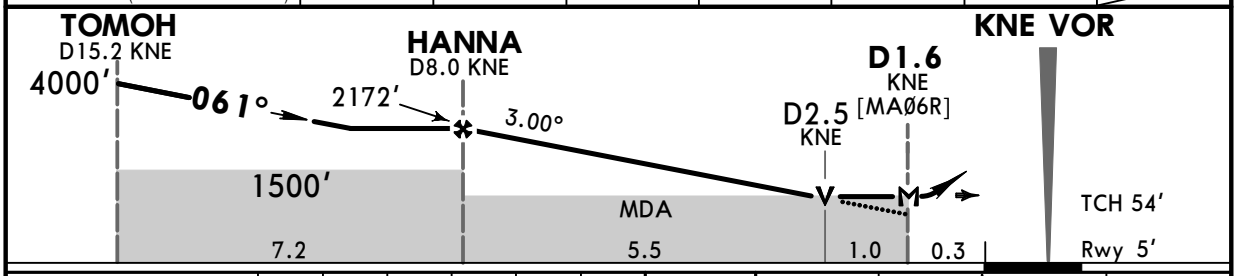
1. DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



KNE DME	FAF	7.0	6.0	5.0	4.0	3.0	MAP
ALTITUDE (3.0° APCH PATH)	2172′	1853′	1535′	1216′	898′	579′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6 KNE							

HIALS PAPI

4000′ via KNE 111.8 R-241

KNE 111.8

STRAIGHT-IN LANDING RWY 06R

MDA(H) 420′ (415′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Not Authorized South of Runway

Max Kts	MDA(H)
90	610′ (593′) - 1600m
120	
140	610′ (593′) - 2400m
165	610′ (593′) - 3200m

CHANGES: None.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

10.1.60 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

RJBB/KIX KANSAI INTL

JEPPESEN 23 FEB 18 (23-2)

OSAKA, JAPAN VOR Rwy 24L

BRIEFING STRIP™

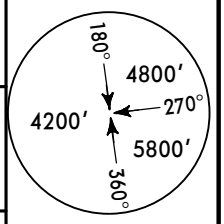
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	126.2

VOR KNE	Final Apch Crs	Minimum Alt Refer to Profile	MDA(H)	Apt Elev 17′ Rwy 13′
111.8	233°		450′ (433′)	

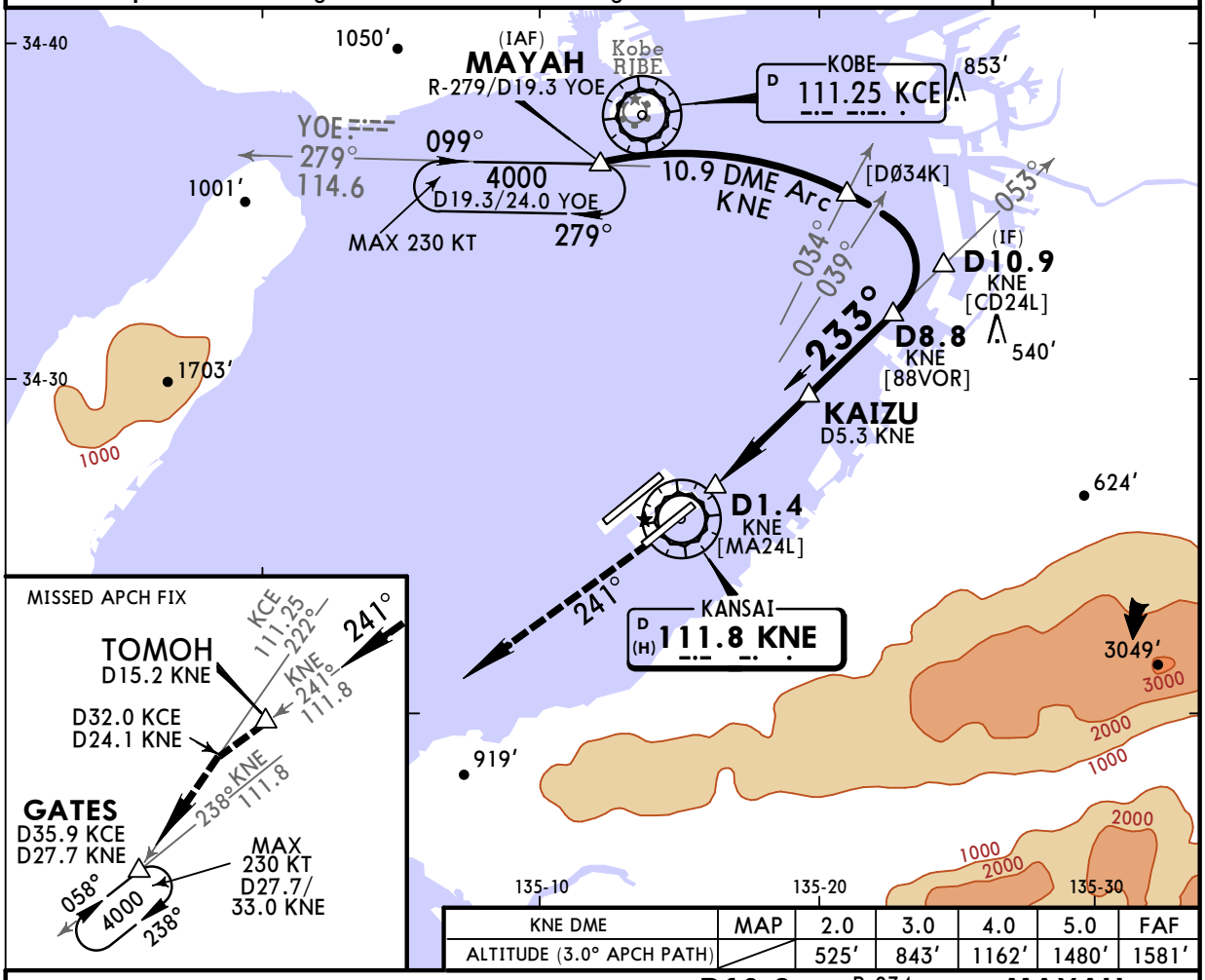
MISSED APCH: Climb to 4000′ inbound via KNE VOR R-053 to KNE VOR, KNE VOR R-241 to TOMOH, via KNE VOR R-241 to intercept and proceed via KCE VOR R-222 to GATES and hold. Contact Kansai APP.

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

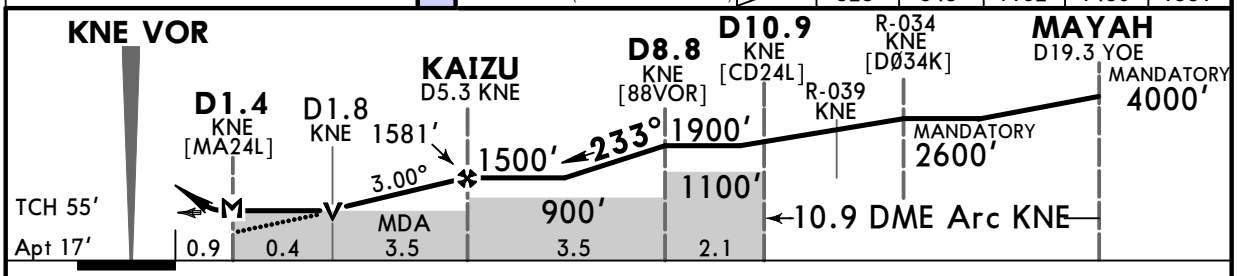
1. **DME required.** 2. Timing not authorized for defining the MAP.



MSA KNE VOR



KNE DME	MAP	2.0	3.0	4.0	5.0	FAF
ALTITUDE (3.0° APCH PATH)		525′	843′	1162′	1480′	1581′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 KNE							

HIALS PAPI

4000′ via KNE 111.8 R-053

KNE 111.8

STRAIGHT-IN LANDING RWY 24L

MDA(H) 450′ (433′)

		ALS out	Max Kts.	CIRCLE-TO-LAND Not Authorized South of Runway MDA(H)
A	RVR 900m	RVR 1500m	90	610′ (593′) -1600m
B	RVR 1000m		120	
C		RVR 1800m	140	610′ (593′) -2400m
D	RVR 1400m	CMV 2000m	165	610′ (593′) -3200m

CHANGES: CNF's.

© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.1. ATIS

D-ATIS 132.25

1.2. NOISE ABATEMENT

1.2.1. NIGHT TIME RESTRICTION

Landing RWY 36L/18R forbidden 2400-0700LT except when emergency alternate.

1.2.2. RUN-UP TESTS

GENERAL

Engine run-ups are subject to AOC permission and Tower clearance and are monitored by a specialized officer.

During engine run-ups people and vehicle are forbidden to pass through engine danger area. Engine run-ups area must have clear markings. Engine run-ups must stop immediately if there come out any safety hazards. Specialized officer is responsible for new permission.

COOL RUNNING TESTS

All parking stands are available for cool running tests.

ENGINE IDLE TESTS

Available on parking stands 286-290, 313-327, 338-342, 401-413, 501, 502, 504, 506, 508, 510-514, 517-525, 601-608. During idle tests ACFT on near-by stands are forbidden to taxi in or out. It is not allowed to pass through (for ACFT, vehicle and people) on TWY behind ACFT running up its engines.

ACFT on stands 11-16, 101, 102, 109 thru 115, 120, 121, 126, 127, 212-285, 301-312, 328-332 and ACFT with engine on tail part shall be pushed back to holding point for engine idle test; ACFT parking on stands 333-337 shall be pushed back to TWY L20 for engine idle tests.

FAST RUN-UPS

Available on apron 4, 273'/83m west of TWY D CL, between stands 402-405. Engine run-up stand on apron 4 can only be used while TWY L11 between stands 401 and 407 is not in use. Only B747-8 or an ACFT with wingspan less than 213.2'/65m can carry out run-ups on run-ups stand with nose to South. Stands 401-406 must be vacated before run-ups by 747-8 take place on apron 4.

If weather or stand situation does not permit fast engine run-ups, they could be carried out on RWY. They must be implemented between finishing the last flight and 1 hour before the first flight on next day.

1.2.3. AUXILIARY POWER UNITS (APU)

All ACFT parking on boarding bridge stands shall turn off APU and use bridge equipment (400Hz) and special air conditioning.

Following exceptions exist:

- Bridge equipment is unavailable.
- ACFT needs APU to start engine.
- APU is under maintenance.
- Exceptional circumstances influencing operation safety, such as extreme weather, special plane support or insufficient flight transition time.

If pilots require to use APU, contact APT Equipment and Information via Tel. 86-21-22381500.

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.3. RWY OPERATIONS

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWYs L01, L10, L16, L18, L19, Y1 thru Y3 and M1 thru M6 restricted to B747-8 and ACFT with wingspan less than 213.2'/65m.

TWY L11 wingspan restricted to less than 171'/52m.

TWYs L12 thru L15, L17 and L20 wingspan restricted to less than 118'/36m.

TWY L08 wingspan restricted to less than 79'/24m.

Two or more ACFT forbidden to operate simultaneously in following hot spot, or in the hot spot and adjacent parking stand:

- HS05;
- HS05 and parking stand 215;
- HS05 and parking stand 229;
- HS06;
- HS06 and parking stand 237;
- HS06 and parking stand 260;
- HS07;
- HS07 and parking stand 268;
- HS07 and parking stand 282.

Two or more ACFT forbidden to operate simultaneously on each of TWYs Y1 thru Y3, M1 thru M6 and L15 thru L17.

TWYs L11 thru L17 only available for departure ACFT.

1.4.2. RWY CROSSING

TWYs H1, H4 and H7 used for crossing RWY 18L/36R.
TWYs H1 thru H7 used for crossing RWY 18R/36L.

Cross the RWY immediately upon receiving the crossing clearance.
Repeat all ATC instructions concerning "hold short of RWY or cross the RWY".
Any questions shall be clarified before crossing RWY.
Finally, report to controller "RWY vacated".

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

1. GENERAL

1.5. OPERATIONAL RULES FOR B747-8

RWY 18L/36R mainly used for arrivals, 18R/36L for departures.

Pilots shall follow ATC instructions for taxi routes of B747-8. For TWYs unusable for B747-8 refer to 10-9A1 chart.

B747-8 can normally use stand 248 or use stands 250, 411, 508 or 511 with restrictions.

B747-8 shall be guided into stands by Follow-me.

Use judgmental steering at following TWY corner sections:

- TWYs A1 thru A4, H1, H7, T1, T6, K6 and K7 into TWY A;
- TWYs H1, H7, T1 and T6 into RWY 18L/36R;
- TWY L01 into TWYs K6 and K7.

1.6. PARKING INFORMATION

Visual docking guidance system available for stands 101, 102, 109 thru 115, 120, 121, 126, 127 and 221 thru 275.

Stands guidance system available for stands 12 thru 16.

ACFT shall be guided by Follow-me to taxi into parking stands on apron 2, except parking stands 232 thru 235, 262 thru 265 and 286 thru 290.

On adjacent parking stands, two ACFT forbidden to move simultaneously, including taxi into/out by own power and push-back.

All stands are taxi in/push-back.

On stands TP01 and TP02 parking nose to North and TP03 thru TP08 parking nose to South.

Stands 604B, 605 and 606 are available for emergency flights and under Follow-me guidance only.

Entry/exit of stand 232 forbidden while ACFT parking nose to South on TWY L12.
Entry/exit of stand 235 forbidden while ACFT parking nose to North on TWY L12.
Entry/exit of stand 262 forbidden while ACFT parking nose to South on TWY L13.
Entry/exit of stand 265 forbidden while ACFT parking nose to North on TWY L13.

Enter stand 301 from TWY L08 via TWY K1.

1.7. FUEL DUMPING AREA

For fuel dumping area refer to chart 10-3Z.

1.8. OTHER INFORMATION

1.8.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

Turns of more than 90° on RWY or TWY are forbidden.

1.8.2. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

Within 10NM from RWY end, if there is no wake separation between ACFT, and ACFT is able to vacate the RWY within 50 seconds after touchdown, the minimum radar separation is reduced to 5km (except for wet or contaminated RWY).

© JEPPESEN, 2010, 2018. ALL RIGHTS RESERVED.

2. ARRIVAL

2.1. GENERAL

RNAV flight procedures are primary procedures, pilot shall execute these procedures without special reasons.

2.2. COMMUNICATION FAILURE PROCEDURE

Landing to North:

Proceed to JTN according to the last instructed altitude (climb to 4930'-1500m if not reached), then join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 36R instrument approach procedure.

Landing to South:

Proceed to PK according to the last instructed altitude (climb to 4930'-1500m if not reached), join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 18L instrument approach procedure.

2.3. RWY OPERATIONS

RWY 18L/36R mainly used for arrival.

If ACFT can not use the rapid exit TWY, pilot shall inform controller in advance.

TWYs H3 thru H5 can not be used for vacating RWY.

2.4. TAXI PROCEDURES

- **Requirements for ACFT occupying RWY (except for wet or contaminated RWY):**
  ACFT shall fully vacate RWY within 50 seconds after touchdown. If flight crew considers they cannot fulfill the process within the required time, pilot shall inform the controller no later than 5 minutes before touching down.

Arrival ACFT shall stop on TWYs before turning into parking stand lead-in lines, then observe and keep slow speed to taxi into parking stand.

Arrival ACFT shall stop at AH01 thru AH03 before taxiing into HS05 thru HS07, then observe and keep slow speed to taxi into parking stand.

2.5. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR. Pilots shall strictly follow ATC instructions.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

Crew may apply for departure clearance via DCL 20 minutes prior to estimated start-up time.

Upon receiving of departure information via DCL, crew shall transmit a confirm information within 10 minutes, or the service will be regarded a failure.

Upon completion of DCL service, crew shall repeat RWY designator and initial climb altitude to ATC.

3.2. DE-ICING

DE-ICING POSITION	ENTRY	EXIT	REMARKS
1	TWY D (nose to South)	TWY D - H7	De-icing positions 1, 2, 4, 5, 6 can be used independently.
2		TWY D - H6	
3	TWY D - de-icing guideline (blue) (nose to South)	De-icing guideline - H7	ACFT de-icing on position 3 can taxi out only if position 1 is vacant.
4		De-icing guideline - H6 or H7	ACFT de-icing on positions 3 and 4:
5	TWY D (nose to North)	TWY D - H1	Stands 601 thru 608 are forbidden to use;
6		TWY D - H2 or H1	ACFT entering or exiting from China Eastern Airlines hangar are forbidden;
7	L01 (nose to South)	L01 - H7	TWY L14 (South of stand 601) is forbidden to use.
8	L01 (nose to North)	L01 - K1	

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

Departing ACFT shall contact Delivery for delivery clearance within 10 minutes prior to start-up.

Before push-back and start-up, departing ACFT shall contact HONGQIAO Ground for push-back and start-up clearance and conduct within 5 minutes, otherwise, apply the clearance once more.

HONGQIAO Ground will notify the ACFT at appropriate time to contact Tower for further ATC instructions.

In order to avoid frequency congestion, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the frequency assigned in the delivery clearance immediately.

ACFT using stands 266 thru 285: When exiting, push-back nosewheel to holding position, then start-up to enter corresponding TWY by ATC instructions.

ACFT on stands 232 thru 235 shall be pushed back to holding point on TWY L12, then start-up and taxi to TWY D.

ACFT on stands 262 thru 265 shall be pushed back to holding point on TWY L13, then start-up and taxi to TWY D.

ACFT on stands 286 thru 290 shall be pushed back to holding point on TWY L14, then start-up and taxi to TWY D.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

ACFT on stands 301 thru 312 shall be pushed back to holding point on TWY L08.

Normally, ACFT on stands 301, 306, 307, 313 and 314 shall be pushed back with nose to North and stands 302 thru 305 and 308 thru 312 with nose to South, except when ATC instructs otherwise.

ACFT on stands 315 thru 342 shall be pushed back with nose direction by ATC.

ACFT on stands 401 thru 413 shall be pushed back to holding point on TWY L11, then start-up and taxi to TWY D.

ACFT on stands 412 and 413 shall be pushed back to holding point on TWY L11 with nose to South. If ACFT needs to change direction after being pushed back, ACFT shall get ATC clearance and shall be pushed to TWY D by ATC instructions.

ACFT on stands 406 and 411 with wingspan no less than 171'/52m shall be pushed out directly to TWY D.

ACFT on stands 601 thru 603, 604A and 605 thru 608 with wingspan less than 118'/36m shall be pushed back to holding point on TWY L14 then start-up and enter TWY D.

ACFT on stands 602, 603, 605 and 606 with wingspan more than 118'/36m shall be pushed to TWY D directly.

ACFT on stand 604B shall be pushed back to holding point for TWY D.

ACFT on stands 604B and 605 thru 608 are forbidden to push-back while towing ACFT taxi in/out hangar of China Eastern Airlines on apron 6.

ACFT on stands 604A are forbidden to push-back nose to North while towing ACFT taxi in/out hangar of China Eastern Airlines on apron 6.

- **Requirements for ACFT occupying RWY (except for wet or contaminated RWY):**
  ACFT shall finish RWY alignment within 60 seconds from holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR before entering RWY.

3.3.1. END OF PUSH POINTS

End of push points to be used for parking stands.

Stands	End of push points
212 thru 216	Tangency point between push-back lines and TWY M1
217 thru 221	EOP01
222 thru 227	EOP02
228 thru 231	Tangency point between push-back lines and TWY M2
236 thru 238	Tangency point between push-back lines and TWY M3
239 thru 248	EOP03
250 thru 257	EOP04
258 thru 261	Tangency point between push-back lines and TWY M4
266 thru 270	Tangency point between push-back lines and TWY M5
271 thru 275	EOP05
276 thru 280	EOP06
281 thru 285	Tangency point between push-back lines and TWY M6

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented:

The derated take-off is strongly recommended, if take-off performance of ACFT permits.

At 450m (1500') - reduce thrust to not less than climb power;
- climb at V_2 + 20km/h (10 KT) with flaps/slats in take-off configuration;

At 910m (3000') - accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb.

If the procedures can not be implemented due to any reason other than ATC, controller shall be informed by the pilot.

3.5. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

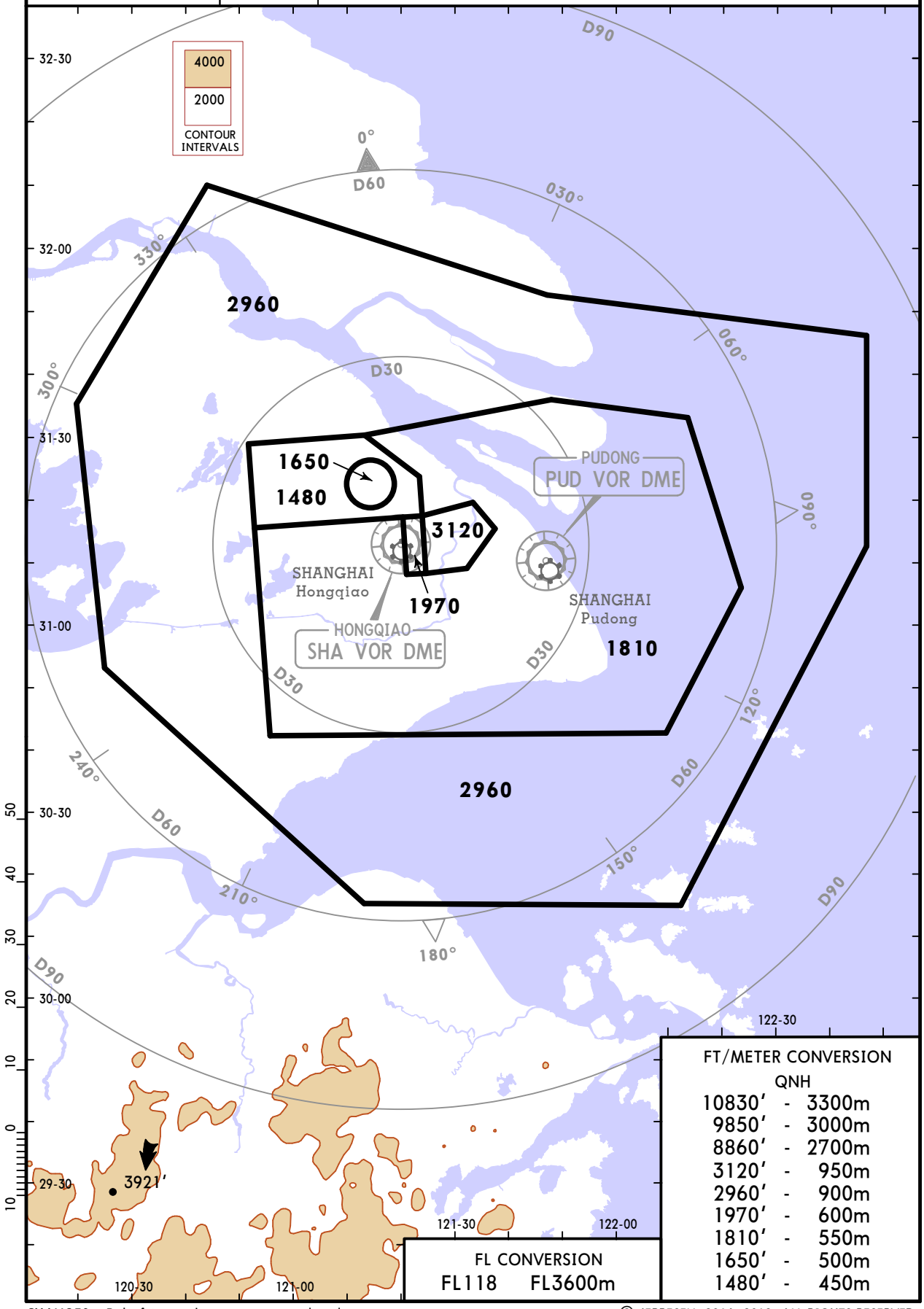
ZSSS/SHA HONGQIAO

JEPPESEN
30 MAR 18 (10-1R)

SHANGHAI, CHINA
RADAR MINIMUM ALTITUDES

SHANGHAI Approach (R)	Apt Elev
120.3 125.4	10′

Alt Set: hPa
Trans level: FL118
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
3120′	950m
2960′	900m
1970′	600m
1810′	550m
1650′	500m
1480′	450m

FL CONVERSION	
FL118	FL3600m

CHANGES: Relief in south west corner updated.

© JEPPESEN, 2016, 2018. ALL RIGHTS RESERVED.

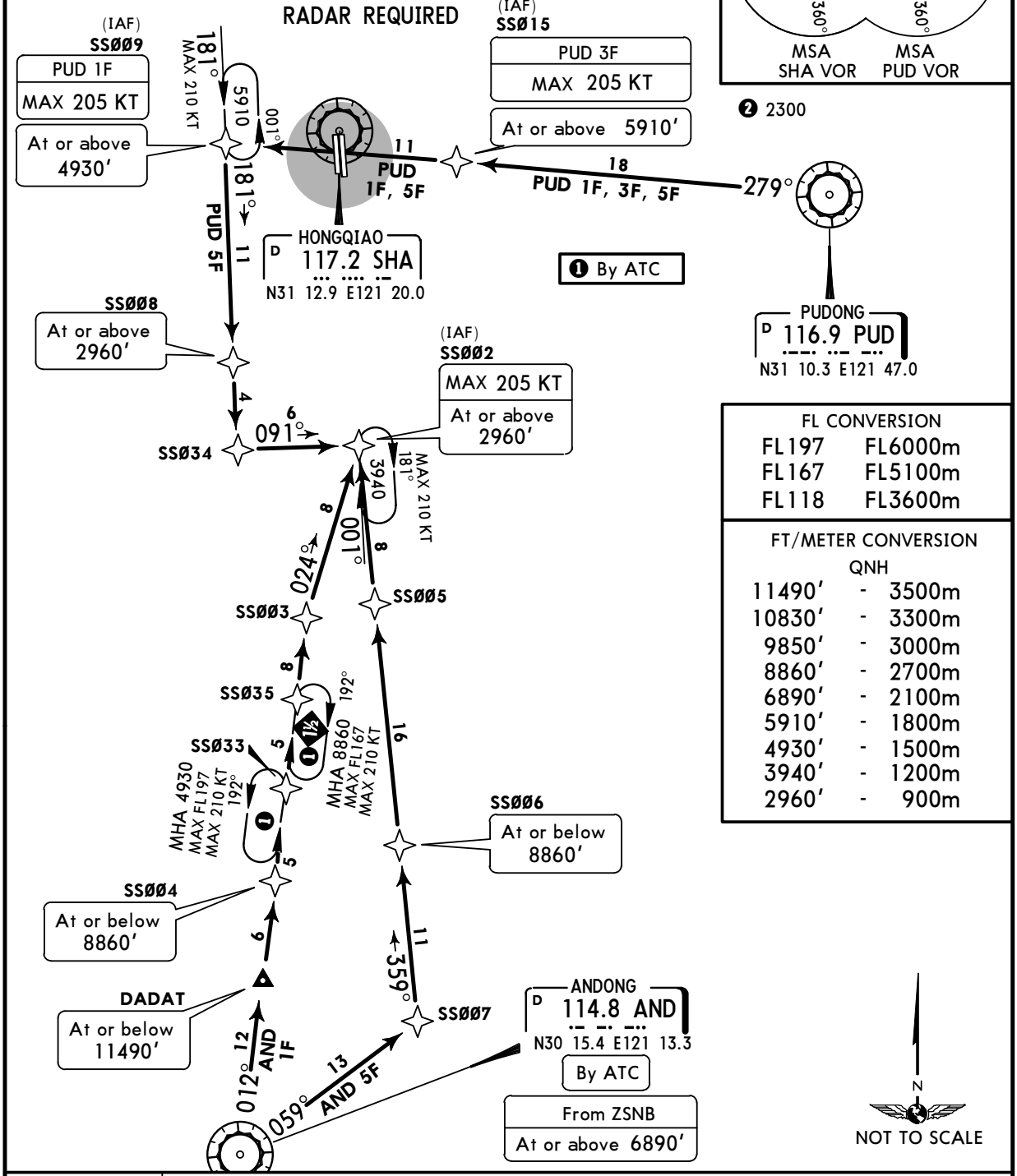
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

10 AUG 18 | 10-2 | Eff 15 Aug 1600Z | RNAV STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 1F, AND 5F ❶, PUD 1F, PUD 3F, PUD 5F ❶
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION	
FL197	FL6000m
FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION QNH	
11490′	3500m
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m

STAR	ROUTING
AND 1F	AND (6890′+ or by ATC) - DADAT (11490′-) - SS004 (8860′-) - SS033 - SS035 - SS003 - SS002 (K205-; 2960′+).
AND 5F ❶	AND (6890′+ or by ATC) - SS007 - SS006 (8860′-) - SS005 - SS002 (K205-; 2960′+).
PUD 1F	PUD - SS015 (5910′+) - SS009 (K205-; 4930′+).
PUD 3F	PUD - SS015 (K205-; 5910′+).
PUD 5F ❶	PUD - SS015 (5910′+) - SS009 (4930′+) - SS008 (2960′+) - SS034 - SS002 (K205-; 2960′+).

CHANGES: Speed restrictions at IAFs and holdings.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

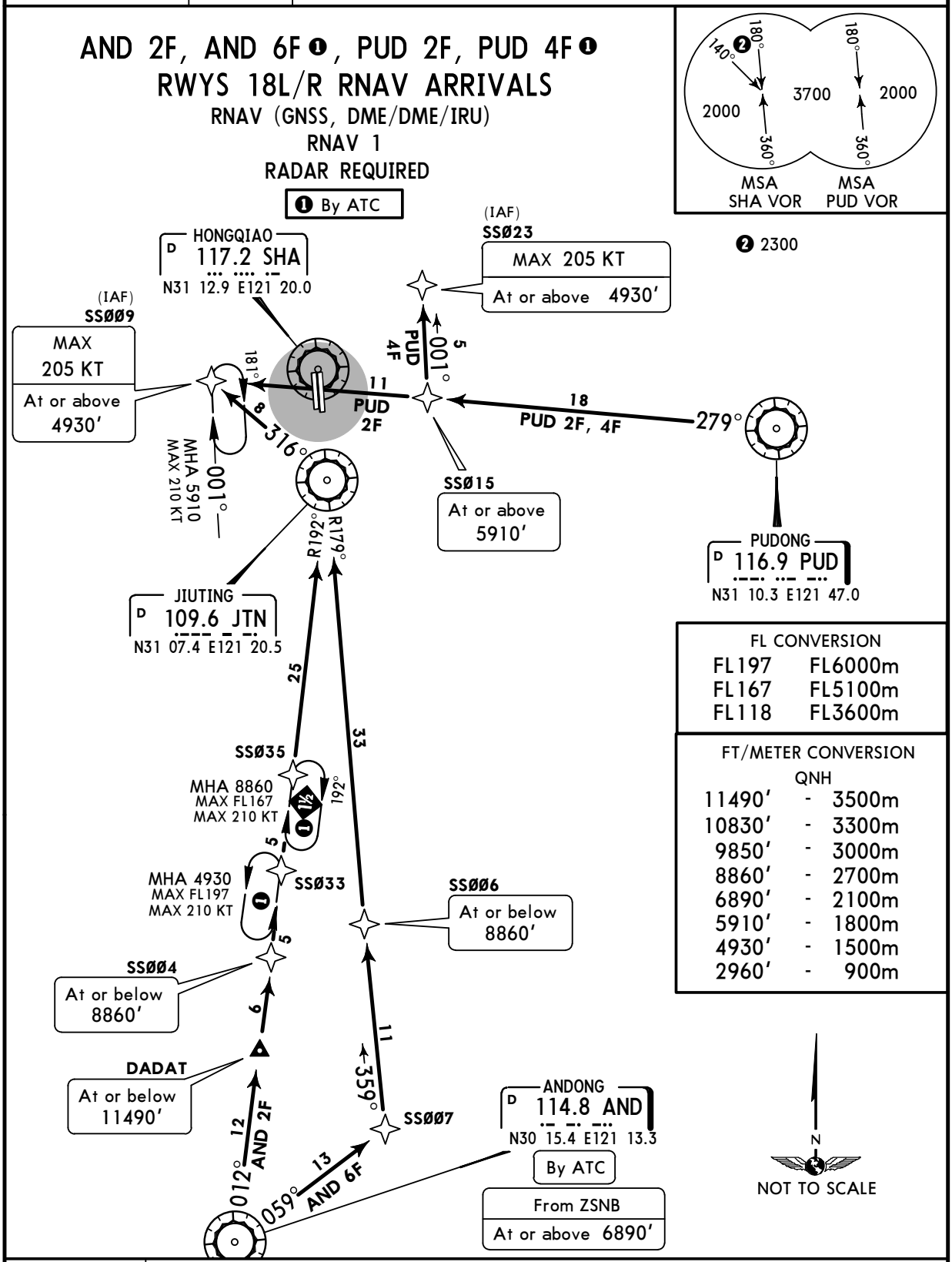
10 AUG 18 (10-2A) Eff 15 Aug 1600Z

RNAV STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 2F, AND 6F ❶, PUD 2F, PUD 4F ❶
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

❶ By ATC



FL CONVERSION	
FL197	FL6000m
FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION QNH	
11490′	3500m
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m
2960′	900m

STAR	ROUTING
AND 2F	AND (6890′+ or by ATC) - DADAT (11490′-) - SS004 (8860′-) - SS033 - SS035 - JTN - SS009 (K205-; 4930′+).
AND 6F ❶	AND (6890′+ or by ATC) - SS007 - SS006 (8860′-) - JTN - SS009 (K205-; 4930′+).
PUD 2F	PUD - SS015 (5910′+) - SS009 (K205-; 4930′+).
PUD 4F ❶	PUD - SS015 (5910′+) - SS023 (K205-; 4930′+).

CHANGES: Speed restrictions at IAFs and holdings.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.2.11 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

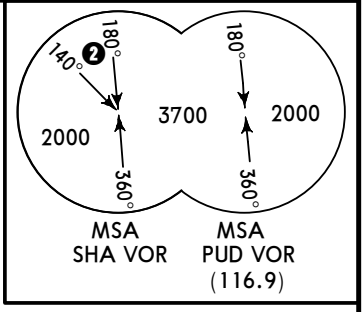
JEPPESEN SHANGHAI, PR OF CHINA

10 AUG 18 (10-2B) Eff 15 Aug 1600Z

RNAV STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SAS 1F, SAS 3F ❶
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



❷ 2300

❶ By ATC

SASAN

CAT C & D: At FL207 or at FL148 or at FL128

CAT B: At FL128

CAT A: At 4930′

115° 29 SAS 1F, 3F

SS032

❶ 295° MHA 9850 MAX FL197 MAX 210 KT

5

SS011: At or above 4930′

9

EKIMU

6

SS010

N

NOT TO SCALE

HONGQIAO D 117.2 SHA ... .- N31 12.9 E121 20.0

7

181°

(IAF) SS009: SAS 1F, MAX 205 KT, At or above 4930′

5910

MAX 210 KT

001°

SAS 3F 11

SS008: At or above 2960′

4

SS034

6

091°

(IAF) SS002: MAX 205 KT, At or above 2960′

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
5910′	-	1800m
4930′	-	1500m
2960′	-	900m

STAR	ROUTING
SAS 1F	SASAN - SS032 - SS011 (4930′+) - EKIMU - SS010 - SS009 (K205-; 4930′+).
SAS 3F ❶	SASAN - SS032 - SS011 (4930′+) - EKIMU - SS010 - SS009 (4930′+) - SS008 (2960′+) - SS034 - SS002 (K205-; 2960′+).

CHANGES: Speed restrictions at IAFs and holding over SS032.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.2.12 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

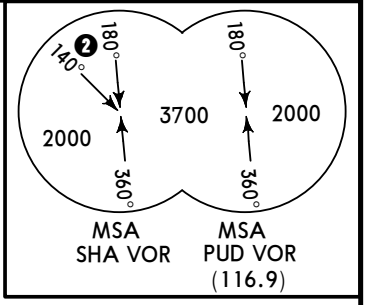
10 AUG 18 (10-2C) Eff 15 Aug 1600Z

RNAV STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SAS 2F, SAS 4F ❶
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

❶ By ATC



❷ 2300



NOT TO SCALE

SASAN

CAT C & D
At FL207 or at FL148 or at FL128

CAT B
At FL128

CAT A
At 4930′

115° 29 SAS 2F, 4F

(IAF)
SSØ32

SAS 4F
MAX 205 KT

At or above 4930′

SSØ11

At or above 4930′

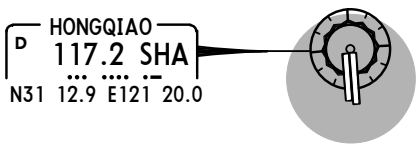
❶ 295° MHA 9850 MAX FL197 MAX 210 KT

5 SAS 2F

9

(IAF)
EKIMU

MAX
205 KT
At or above 3940′



FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m

STAR	ROUTING
SAS 2F	SASAN - SS032 (4930′+) - SS011 (4930′+) - EKIMU (K205-; 3940′+).
SAS 4F ❶	SASAN - SS032 (K205-; 4930′+).

CHANGES: Speed restrictions at IAFs and holding.

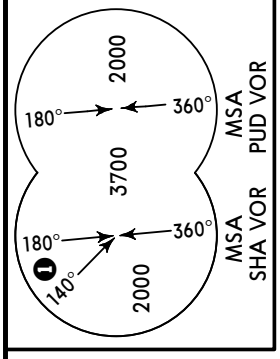
© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.2.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

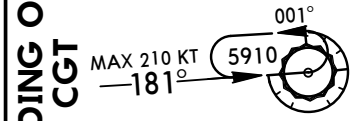
PUD 1A
RWYS 36L/R ARRIVAL



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m

HOLDING OVER CGT



CHANGES: Termination of PUD 1A changed to CGT.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

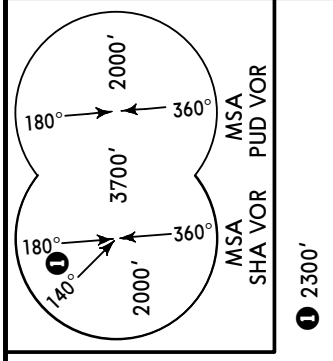
JEPPESEN SHANGHAI, PR OF CHINA

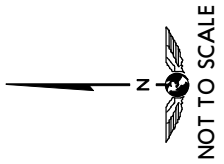
23 MAR 18 (10-2E) Eff 28 Mar 1600Z

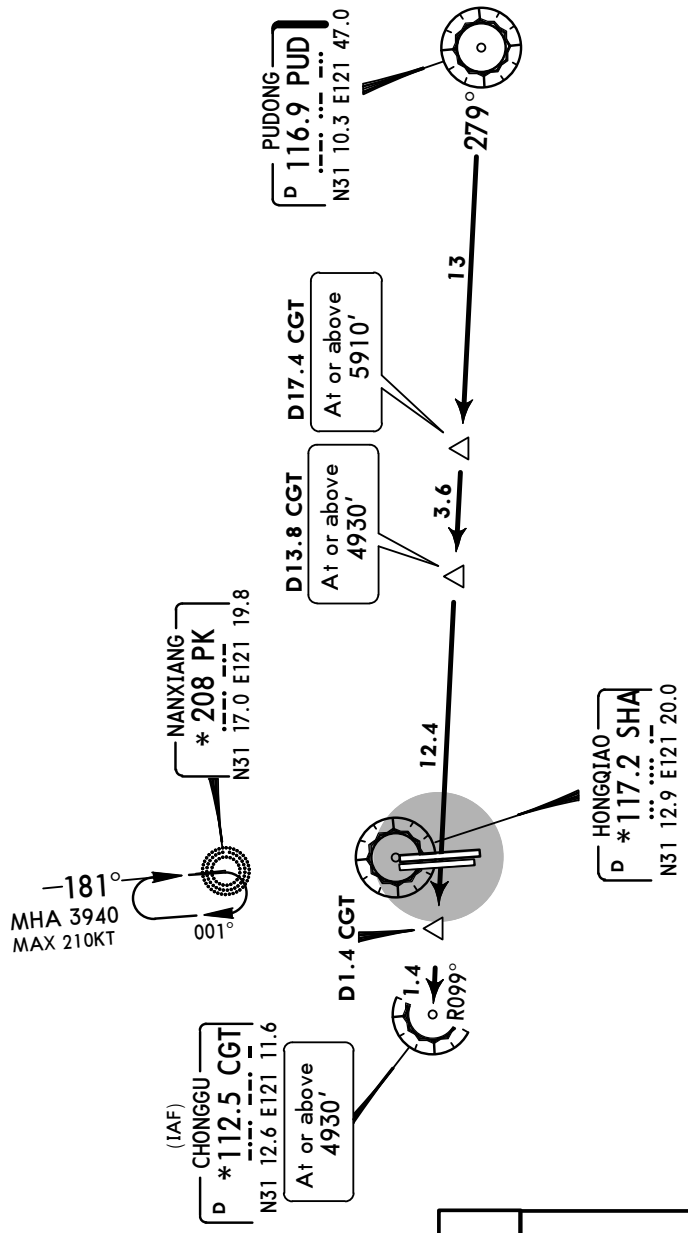
STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

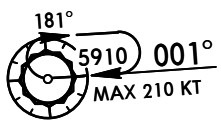
PUD 2A
RWYS 18L/R ARRIVAL







HOLDING OVER CGT



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
5910′ -	1800m
4930′ -	1500m
3940′ -	1200m
2960′ -	900m

CHANGES: Termination of PUD 2A changed to CGT.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

10.2.15 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

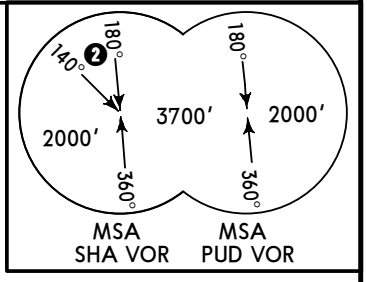
23 MAR 18 (10-2E1) Eff 28 Mar 1600Z

STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 1A, AND 5A ❶
RWYS 36L/R ARRIVALS

❶ By ATC



❷ 2300′

HONGQIAO
D *117.2 SHA
N31 12.9 E121 20.0

PUDONG
D 116.9 PUD
N31 10.3 E121 47.0

JIUTING
D *109.6 JTN
N31 07.4 E121 20.5

181° MAX 210 KT
MHA 3940
001°
R192°
R174°

(IAF)
D14.4 JTN
At or above 4930′

(IAF)
D11.0 JTN
At or above 3940′

10
D27.5 AND
5
MHA 8860
MAX FL167
MAX 210 KT

20.2
D31.2

BELOP
At or below 8860′

MHA 4930
MAX FL197
D30.0 JTN
4.5

D34.5 JTN
At or below 8860′

6

DADAT
At or below 11490′

11
354°

IDNIK
At or below FL148

D

12.0
AND 1A

18.0
AND 5A ❶

012°
059°

ANDONG
D *114.8 AND
N30 15.4 E121 13.3

By ATC

From ZSNB
At or above 6890′

N
NOT TO SCALE

FL CONVERSION

FL197	FL6000m
FL167	FL5100m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION
QNH

11490′	- 3500m
10830′	- 3300m
9850′	- 3000m
8860′	- 2700m
6890′	- 2100m
4930′	- 1500m
3940′	- 1200m
2960′	- 900m

CHANGES: Termination of AND 1A changed to D14.4 JTN, for AND 5A to D11.0 JTN.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

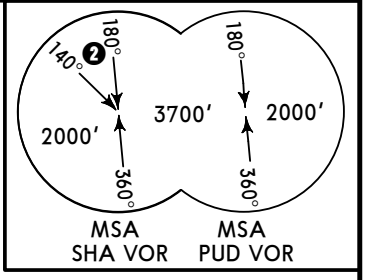
23 MAR 18 (10-2E2) Eff 28 Mar 1600Z

STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 2A, AND 6A ❶
RWYS 18L/R ARRIVALS

❶ By ATC



❷ 2300′

(IAF)
CHONGGU
D *112.5 CGT
N31 12.6 E121 11.6
At or above 4930′

HONGQIAO
D *117.2 SHA
N31 12.9 E121 20.0

PUDONG
D 116.9 PUD
N31 10.3 E121 47.0

JIUTING
D *109.6 JTN
N31 07.4 E121 20.5

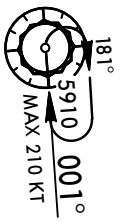
R130° 9 310°
R192° R174°
25 22.0
5 ½
MHA 8860 MAX FL167 MAX 210 KT
MHA 4930 MAX FL197
4.5 6 20
354°
12.0 AND 2A
18.0 AND 6A ❶
012° 059°

D27.5 AND
D30.0 JTN
D34.5 JTN
At or below 8860′
D22.0 JTN
At or below 8860′
DADAT
At or below 11490′
IDNIK
At or below FL148

ANDONG
D *114.8 AND
N30 15.4 E121 13.3
By ATC
From ZSNB
At or above 6890′

N
NOT TO SCALE

HOLDING OVER CGT



FL CONVERSION

FL197	FL6000m
FL167	FL5100m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION

QNH	
11490′	- 3500m
10830′	- 3300m
9850′	- 3000m
8860′	- 2700m
6890′	- 2100m
5910′	- 1800m
4930′	- 1500m
2960′	- 900m

CHANGES: None.

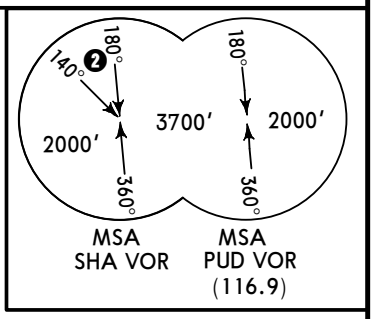
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SASAN 1A [SASA1A]
RWYS 36L/R ARRIVAL

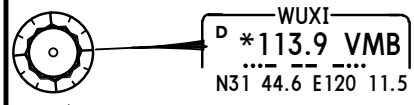
❶ By ATC



❷ 2300′



NOT TO SCALE



D11.3
150°

115°
29

D22.5 SHA
(SHA R-304)
At or above
4930′

D28.0 SHA
(SHA R-302)

❶
295°
MHA 9850
MAX FL197

5
9

SASAN

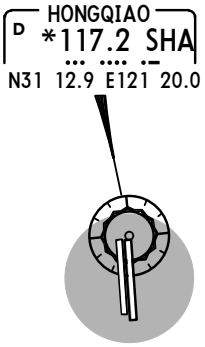
CAT C & D
At FL207 or at FL148 or at FL128

CAT B
At FL128

CAT A
At 4930′

EKIMU

158°
D
9.6



MAX 210 KT
181°
R338°
5910
001°

(IAF)
CHONGGU
D
*112.5 CGT
N31 12.6 E121 11.6

At or above
4930′

FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
5910′	-	1800m
4930′	-	1500m
2960′	-	900m

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

CHANGES: None.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.18 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

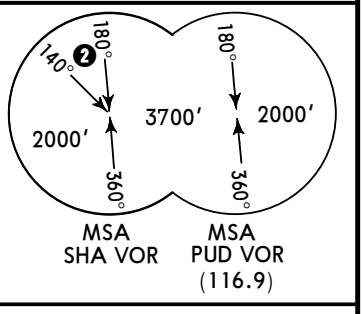
23 MAR 18 (10-2G) Eff 28 Mar 1600Z

STAR

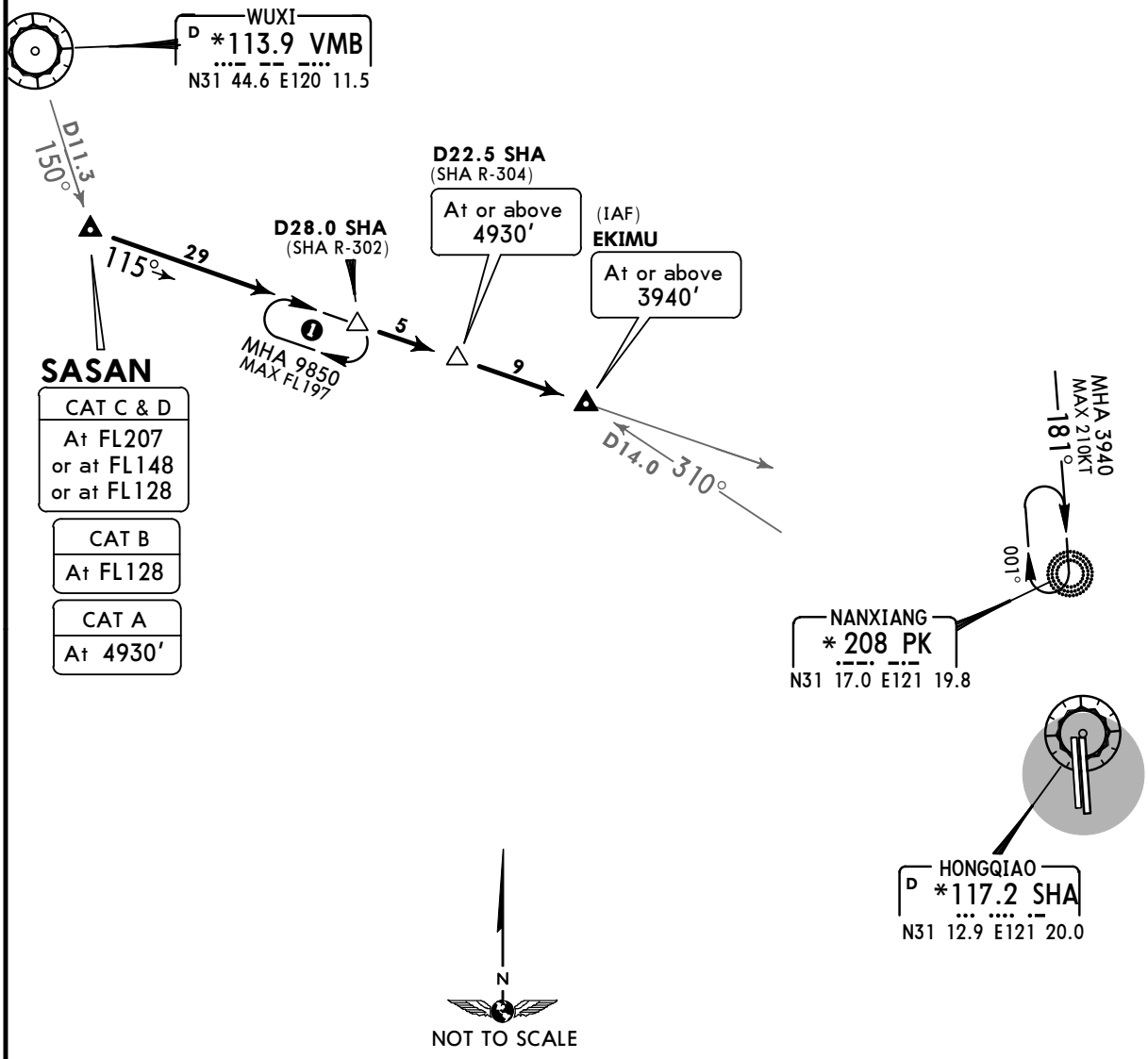
D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SASAN 2A [SASA2A]
RWYS 18L/R ARRIVAL

❶ By ATC



❷ 2300′



FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

CHANGES: Termination of SASAN 2A changed to EKIMU.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

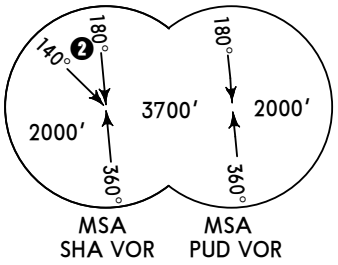
3 JUN 16 (10-3)

RNAV SID

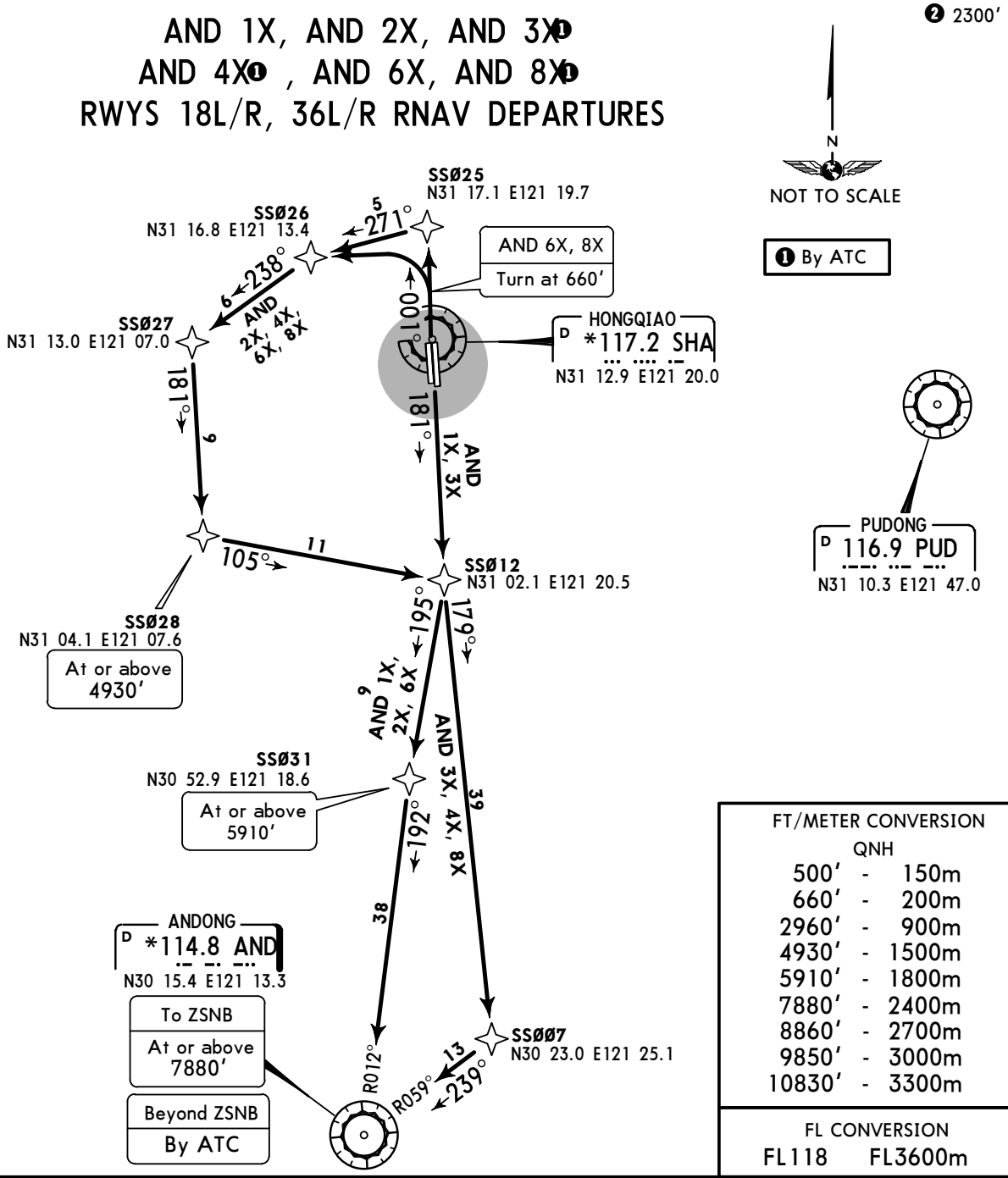
Apt Elev 10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



AND 1X, AND 2X, AND 3X❶ AND 4X❶ , AND 6X, AND 8X❶ RWYS 18L/R, 36L/R RNAV DEPARTURES



FT/METER CONVERSION

QNH

500′	-	150m
660′	-	200m
2960′	-	900m
4930′	-	1500m
5910′	-	1800m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118 FL3600m

SID	RWY	ROUTING
AND 1X	**18L/R**	(500′) - SS012 - SS031 (5910′+) - AND (7880′+ or by ATC).
AND 2X	**36L/R**	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - SS031 (5910′+) - AND (7880′+ or by ATC).
AND 3X ❶	**18L/R**	(500′) - SS012 - SS007 - AND (7880′+ or by ATC).
AND 4X ❶	**36L/R**	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - SS007- AND (7880′+ or by ATC).
AND 6X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - SS031 (5910′+) - AND (7880′+ or by ATC).
AND 8X ❶		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - SS007 - AND (7880′+ or by ATC).

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

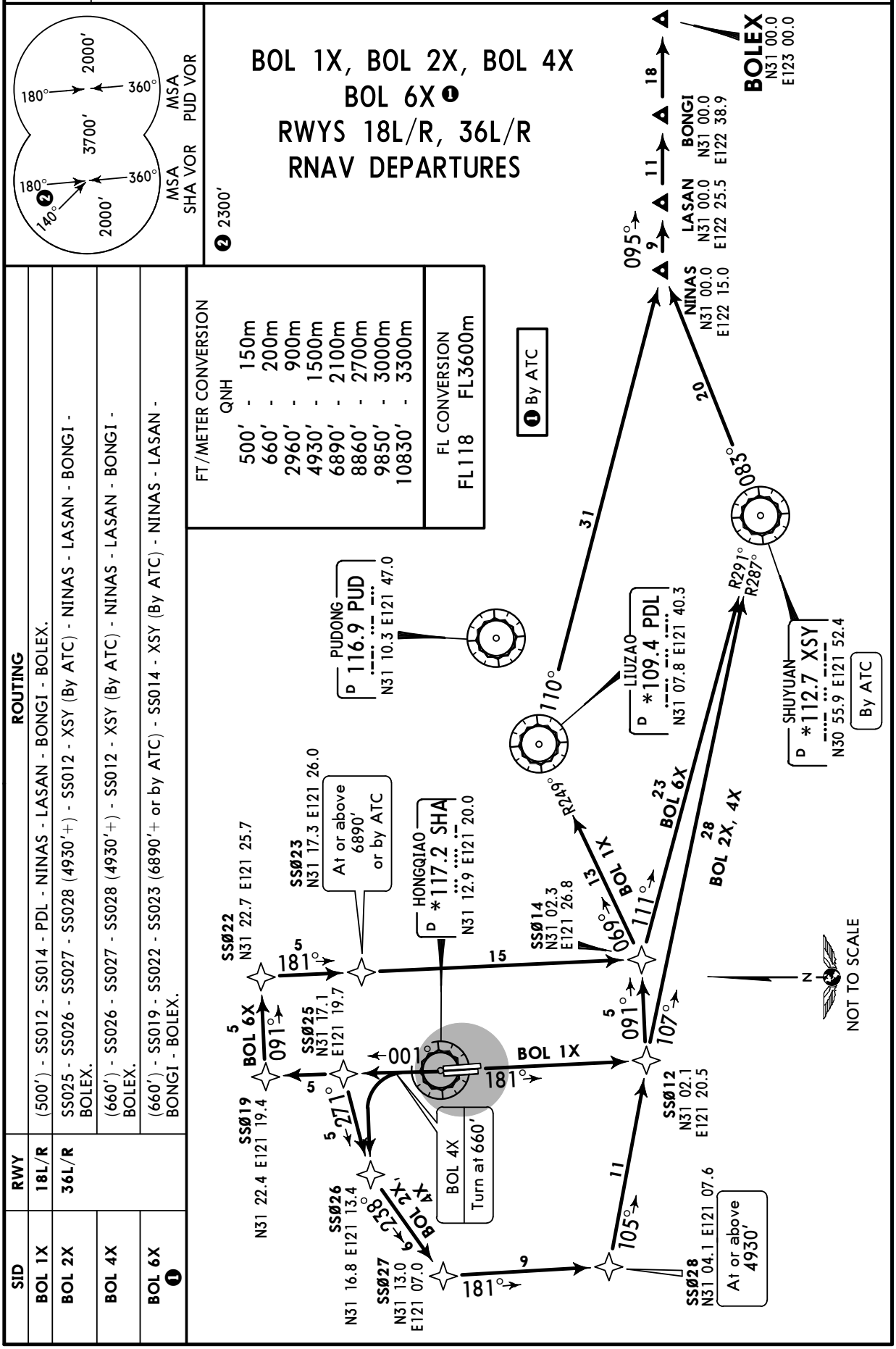
3 JUN 16 (10-3A)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.



SID	RWY	ROUTING
BOL 1X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX.
BOL 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 4X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 6X ❶		(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.21 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

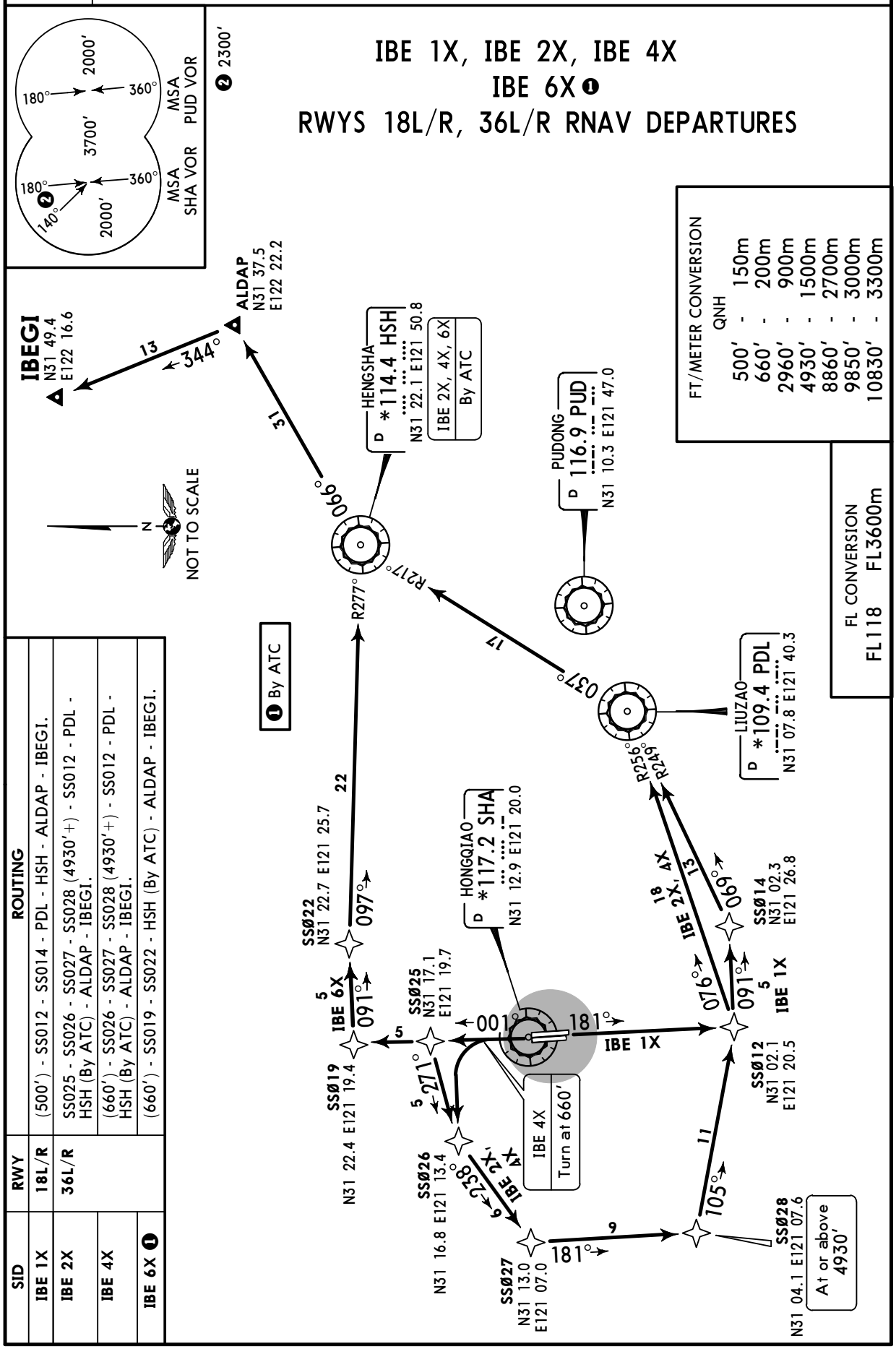
3 JUN 16 (10-3B)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.
1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.

IBE 1X, IBE 2X, IBE 4X
IBE 6X ❶
RWYS 18L/R, 36L/R RNAV DEPARTURES



SID	RWY	ROUTING
IBE 1X	18L/R	(500′) - SS012 - SS014 - PDL - HSH - ALDAP - IBEGI.
IBE 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBE 4X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBE 6X ❶		(660′) - SS019 - SS022 - HSH (By ATC) - ALDAP - IBEGI.

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3C)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.
1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.

LAM 1X, LAM 4X, LAM 6X
LAM 52X ❶
RWYS 18L/R, 36L/R RNAV DEPARTURES

SID	RWY	ROUTING
LAM 1X	18L/R	(500′) - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK - LAMEN.
LAM 4X	36L/R	(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
LAM 6X		SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
LAM 52X ❶		(660′) - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.

MSA PUD VOR: 180°–360° 2000′; 360°–180° 3700′; 180°–360° 2000′
MSA SHA VOR: 360°–180° 2000′; 180°–140° ❷ 2300′

FT/METER CONVERSION

QNH	
500′ -	150m
660′ -	200m
2960′ -	900m
4930′ -	1500m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION
FL118 FL3600m

❶ By ATC

LAM 4X
Turn at 660′

LAM 4X, 6X
By ATC

At or above 4930′

NOT TO SCALE

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.23 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

2 FEB 18 (10-3D)

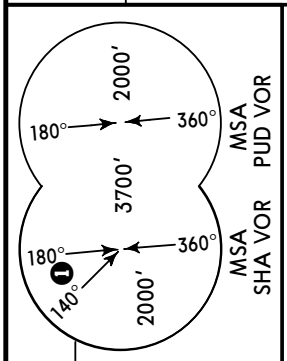
RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.

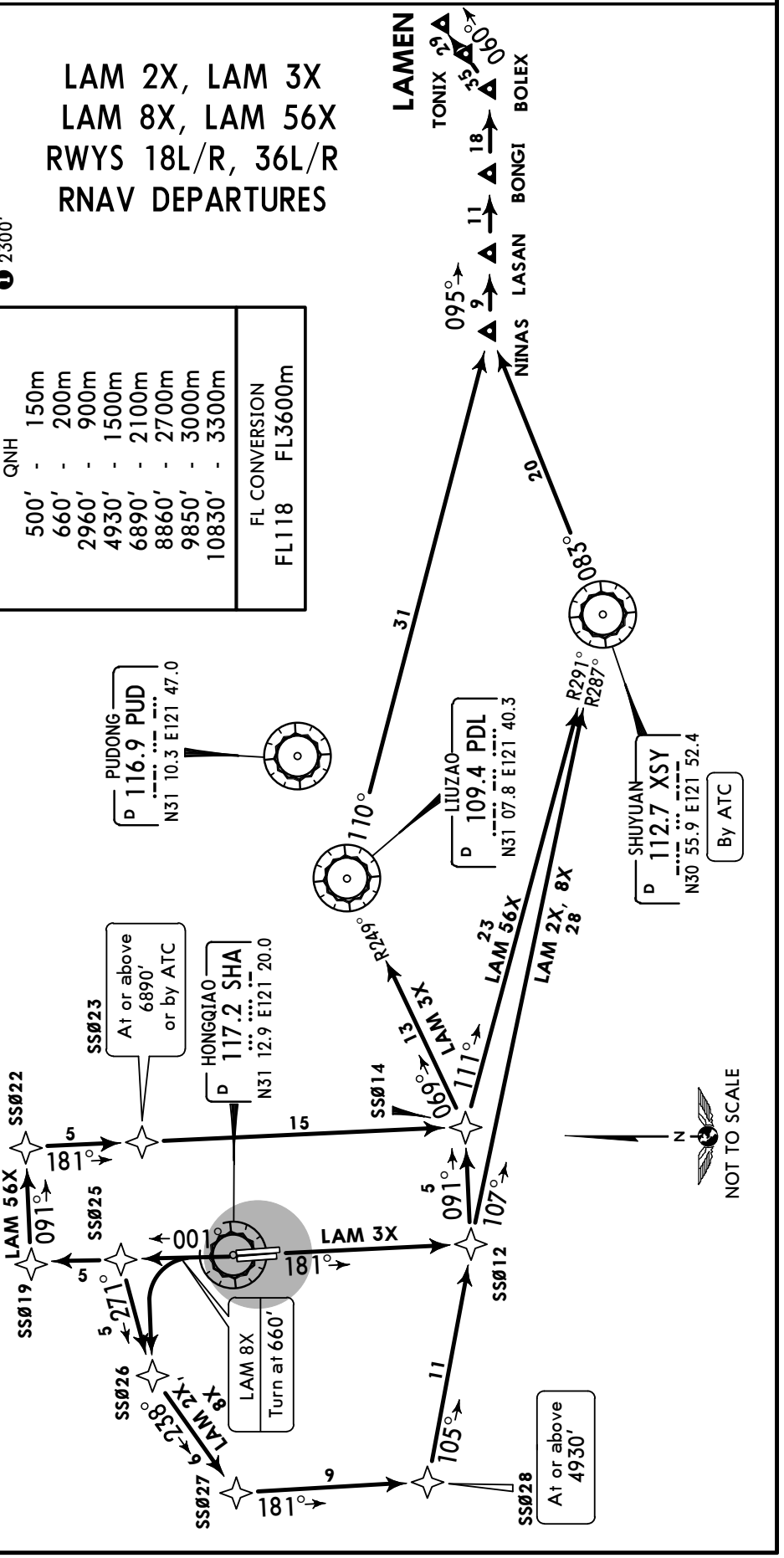
LAM 2X, LAM 3X
LAM 8X, LAM 56X
RWYS 18L/R, 36L/R
RNAV DEPARTURES



SID	RWY	ROUTING
LAM 3X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 8X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 56X By ATC		(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.

FT/METER CONVERSION QNH	
500′ -	150m
660′ -	200m
2960′ -	900m
4930′ -	1500m
6890′ -	2100m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m



CHANGES: None.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.24 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

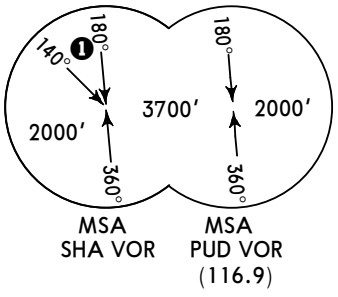
2 FEB 18 (10-3E)

RNAV SID

Apt Elev
10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



1 2300′

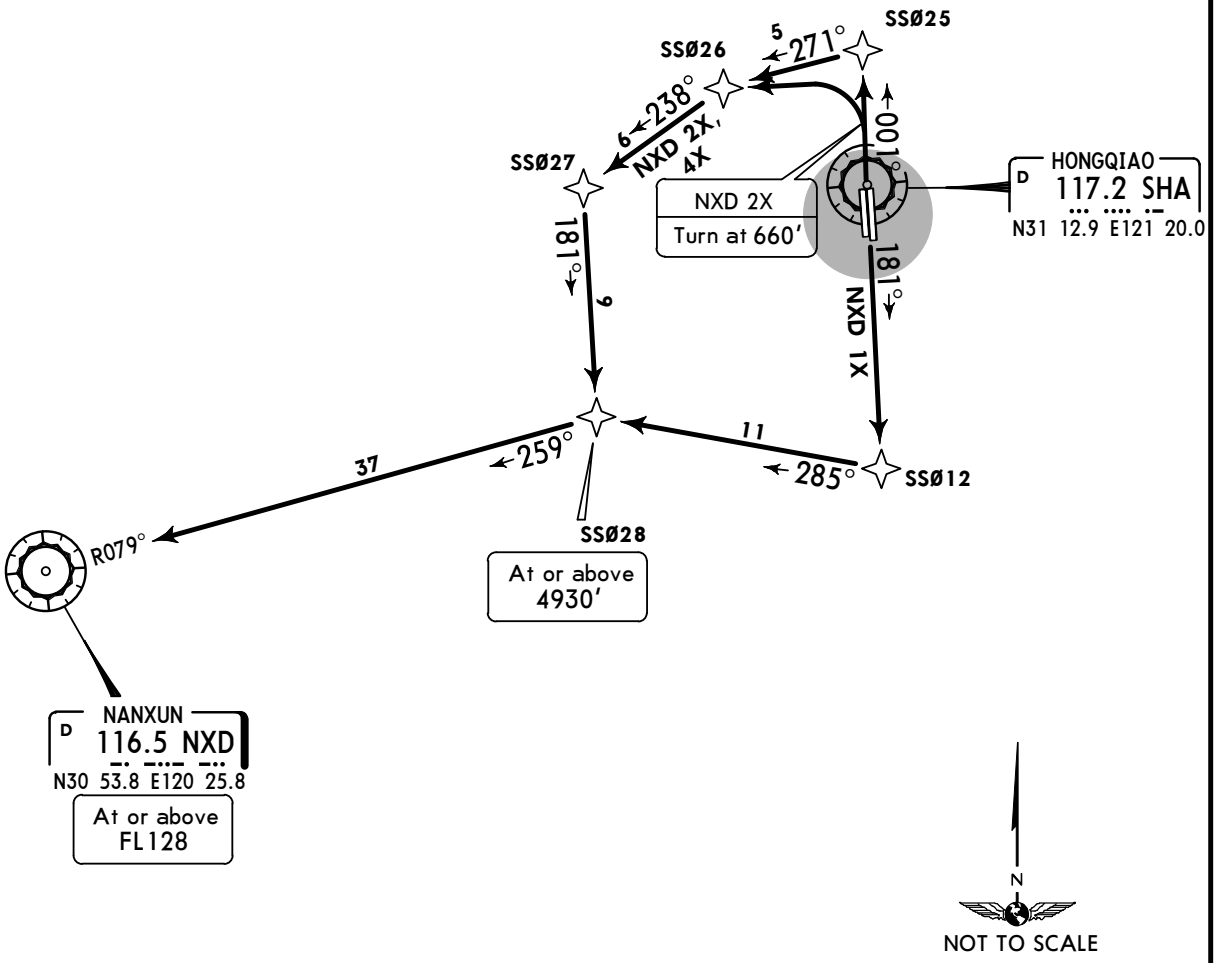
NXD 1X, NXD 2X, NXD 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES

FT/METER CONVERSION
QNH

500′	-	150m
660′	-	200m
2960′	-	900m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m



SID	RWY	ROUTING
NXD 1X	**18L/R**	(500′) - SS012 - SS028 (4930′+) - NXD (FL128+).
NXD 2X	**36L/R**	(660′) - SS026 - SS027 - SS028 (4930′+) - NXD (FL128+).
NXD 4X		SS025 - SS026 - SS027 - SS028 (4930′+) - NXD (FL128+).

CHANGES: Reissue.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

10.2.25 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

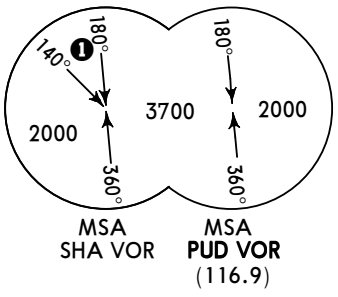
2 FEB 18 (10-3F)

RNAV SID

Apt Elev 10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**

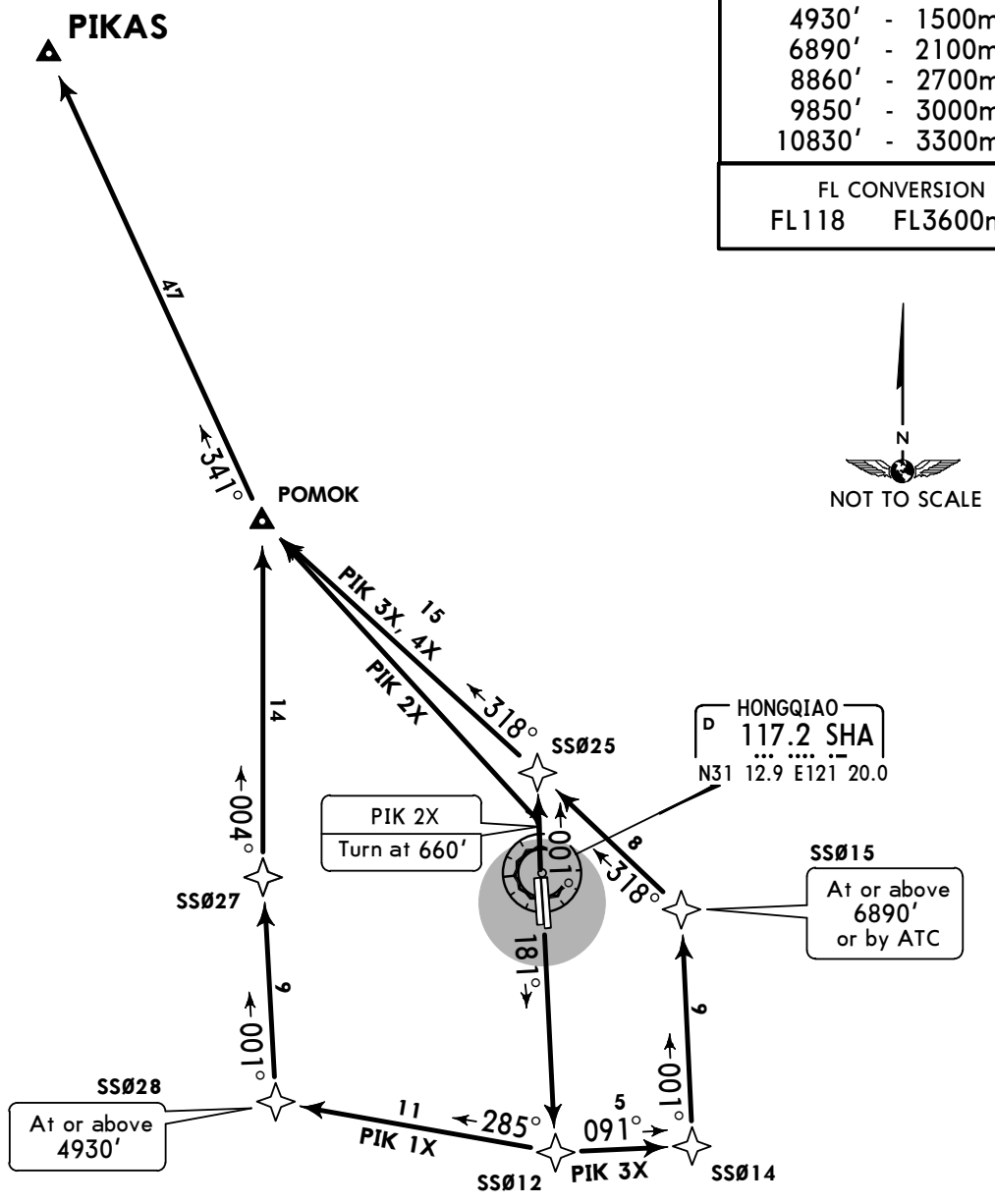


1 2300

PIK 1X, PIK 2X, PIK 3X, PIK 4X RNAV DEPARTURES

FT/METER CONVERSION QNH	
500′	150m
660′	200m
2960′	900m
4930′	1500m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m



SID	RWY	ROUTING
PIK 1X	**18L/R**	(500′) - SS012 - SS028 (4930′+) - SS027 - POMOK - PIKAS.
PIK 2X	**36L/R**	(660′) - POMOK - PIKAS.
PIK 3X By ATC	**18L/R**	(500′) - SS012 - SS014 - SS015 (6890′+ or by ATC) - SS025 - POMOK - PIKAS.
PIK 4X	**36L/R**	SS025 - POMOK - PIKAS.

CHANGES: Reissue.

© JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

2 FEB 18 (10-3H)

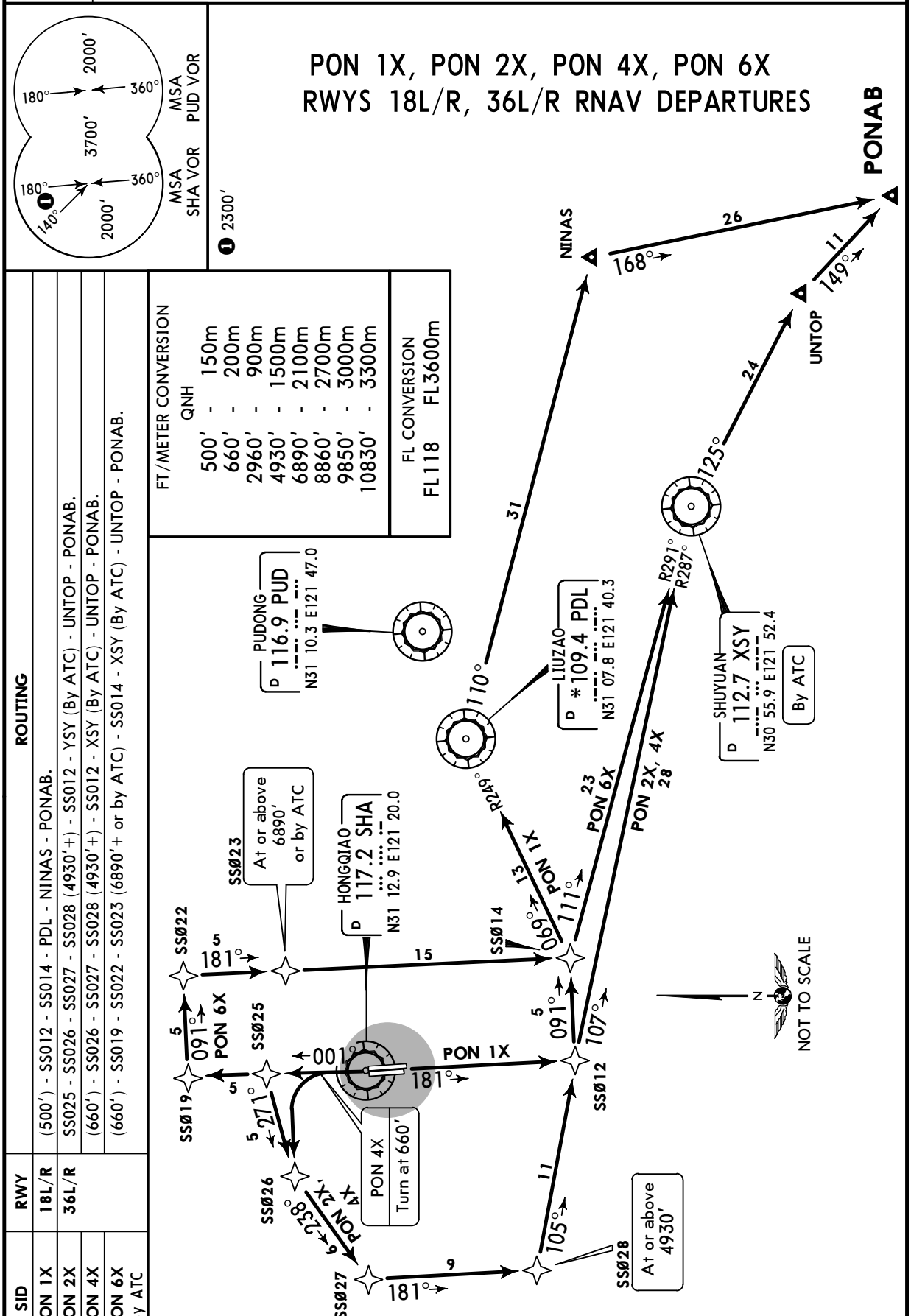
RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.

PON 1X, PON 2X, PON 4X, PON 6X RWYS 18L/R, 36L/R RNAV DEPARTURES



SID	RWY	ROUTING
PON 1X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - PONAB.
PON 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - YSY (By ATC) - UNTOP - PONAB.
PON 4X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - UNTOP - PONAB.
PON 6X By ATC		(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - UNTOP - PONAB.

FT/METER CONVERSION

QNH	
500′ -	150m
660′ -	200m
2960′ -	900m
4930′ -	1500m
6890′ -	2100m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION
FL118 FL3600m

CHANGES: None.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.27 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

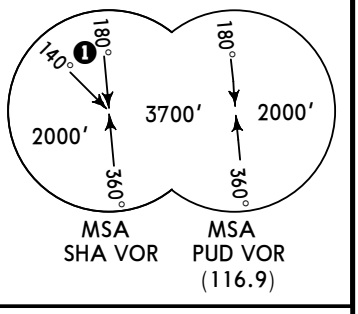
2 FEB 18 (10-3J)

RNAV SID

Apt Elev
10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**

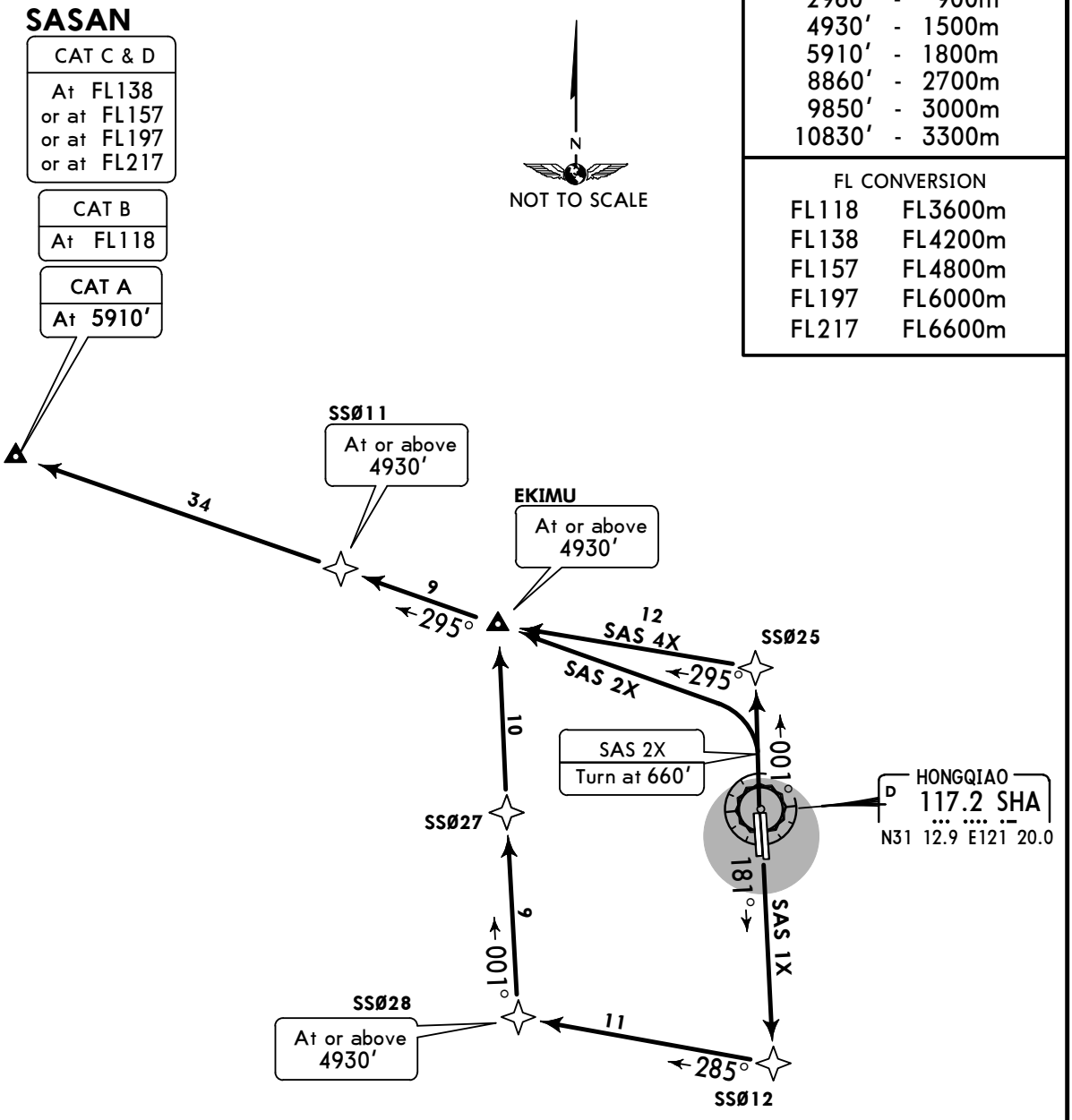


1 2300′

SAS 1X, SAS 2X, SAS 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES

FT/METER CONVERSION QNH	
500′	150m
660′	200m
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m



SID	RWY	ROUTING
SAS 1X	18L/R	(500′) - SS012 - SS028 (4930′+) - SS027 - EKIMU (4930′+) - SS011 (4930′+) - SASAN.
SAS 2X	36L/R	(660′) - EKIMU (4930′+) - SS011 (4930′+) - SASAN
SAS 4X		SS025 - EKIMU (4930′+) - SS011 (4930′+) - SASAN

CHANGES: Reissue.

© JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3K)

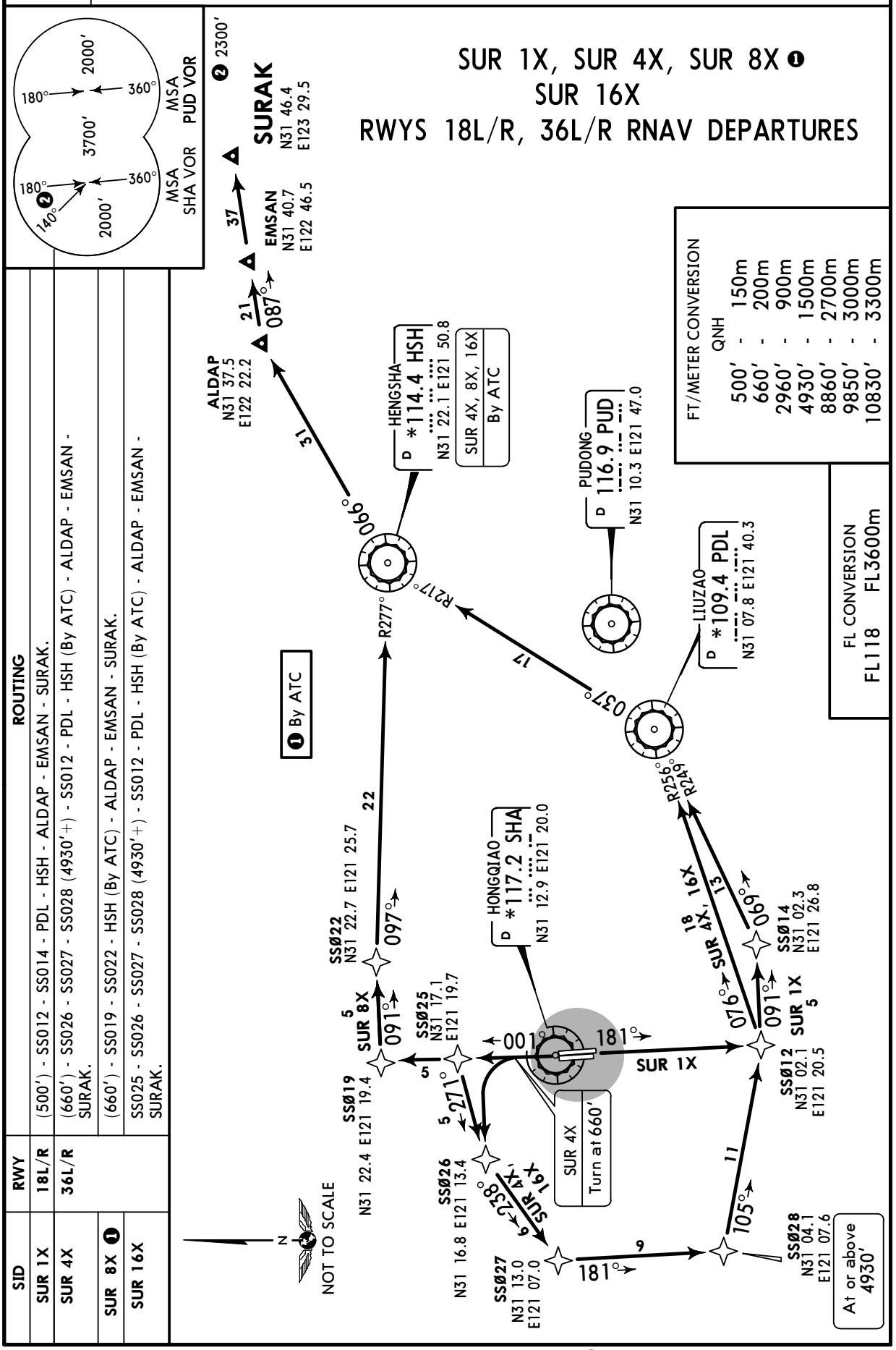
RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.

SUR 1X, SUR 4X, SUR 8X ❶
SUR 16X
RWYS 18L/R, 36L/R RNAV DEPARTURES



SID	RWY	ROUTING
SUR 1X	18L/R	(500′) - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK.
SUR 4X	36L/R	(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 8X ❶		(660′) - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 16X		SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3L)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.

SUR 2X, SUR 3X SUR 6X ❶, SUR 10X RWYS 36L/R, 18L/R RNAV DEPARTURES

NOT TO SCALE

SID	RWY	ROUTING
SUR 2X	36L/R	(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 3X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 6X ❶	36L/R	(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 10X		SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.

SURAK N31 46.4 E123 29.5
AKARA N31 30.0 E123 30.0
BOLEX N31 00.0 E123 00.0
TONIX N31 19.9 E123 32.6
BONGI N31 00.0 E122 38.9
LASAN N31 00.0 E122 25.5
NINAS N31 00.0 E122 15.0
SHUYUAN N30 55.9 E121 52.4
PUDONG D 116.9 PUD N31 10.3 E121 47.0
LIUZAO D *109.4 PDL N31 07.8 E121 40.3
HONGQIAO D *117.2 SHA N31 12.9 E121 20.0
SS019 N31 22.4 E121 19.4
SS022 N31 22.7 E121 25.7
SS023 N31 17.3 E121 26.0
SS025 N31 17.1 E121 19.7
SS026 N31 16.8 E121 13.4
SS027 N31 13.0 E121 07.0
SS028 N31 04.1 E121 07.6
SS012 N31 02.1 E121 20.5
SS014 N31 02.3 E121 26.8

MSA PUD VOR: 180°→2000′, 360°→3700′
MSA SHA VOR: 180°/140°→2000′, 360°→2300′

❶ By ATC
At or above 6890′ or by ATC
At or above 4930′
SUR 2X Turn at 660′

FT/METER CONVERSION QNH
500′ - 150m
660′ - 200m
2960′ - 900m
4930′ - 1500m
6890′ - 2100m

FT/METER CONVERSION QNH
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL118 FL3600m

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

10 NOV 17 (10-3M)

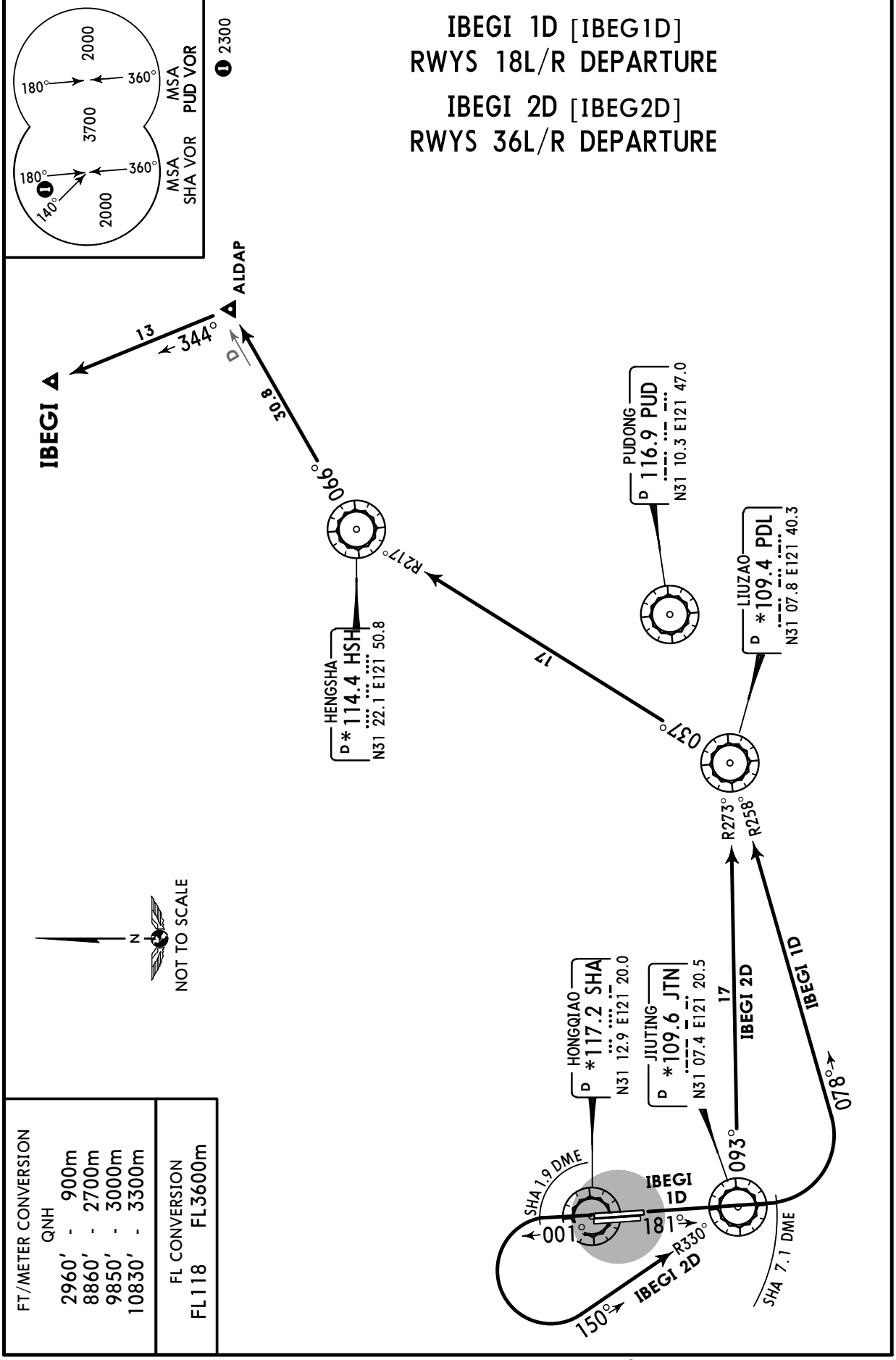
SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

IBEGI 1D [IBEG1D]
RWYS 18L/R DEPARTURE

IBEGI 2D [IBEG2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION
QNH
2960′ - 900m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL118 FL3600m

CHANGES: SIDs withdrawn & transferred.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

10.2.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3P)

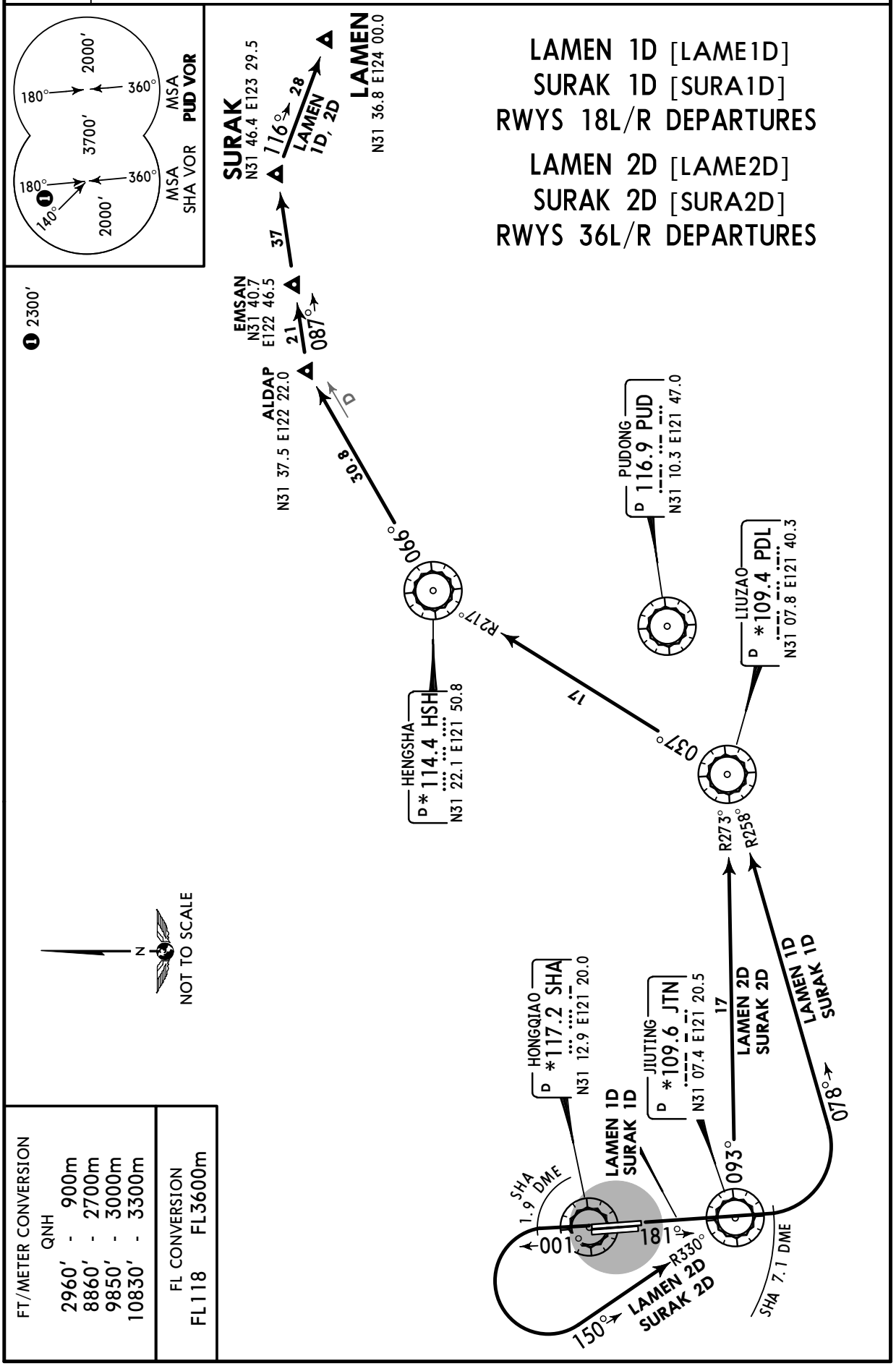
SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

LAMEN 1D [LAME1D]
SURAK 1D [SURA1D]
RWYS 18L/R DEPARTURES

LAMEN 2D [LAME2D]
SURAK 2D [SURA2D]
RWYS 36L/R DEPARTURES



FT/METER CONVERSION QNH	
2960′	900m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.32 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

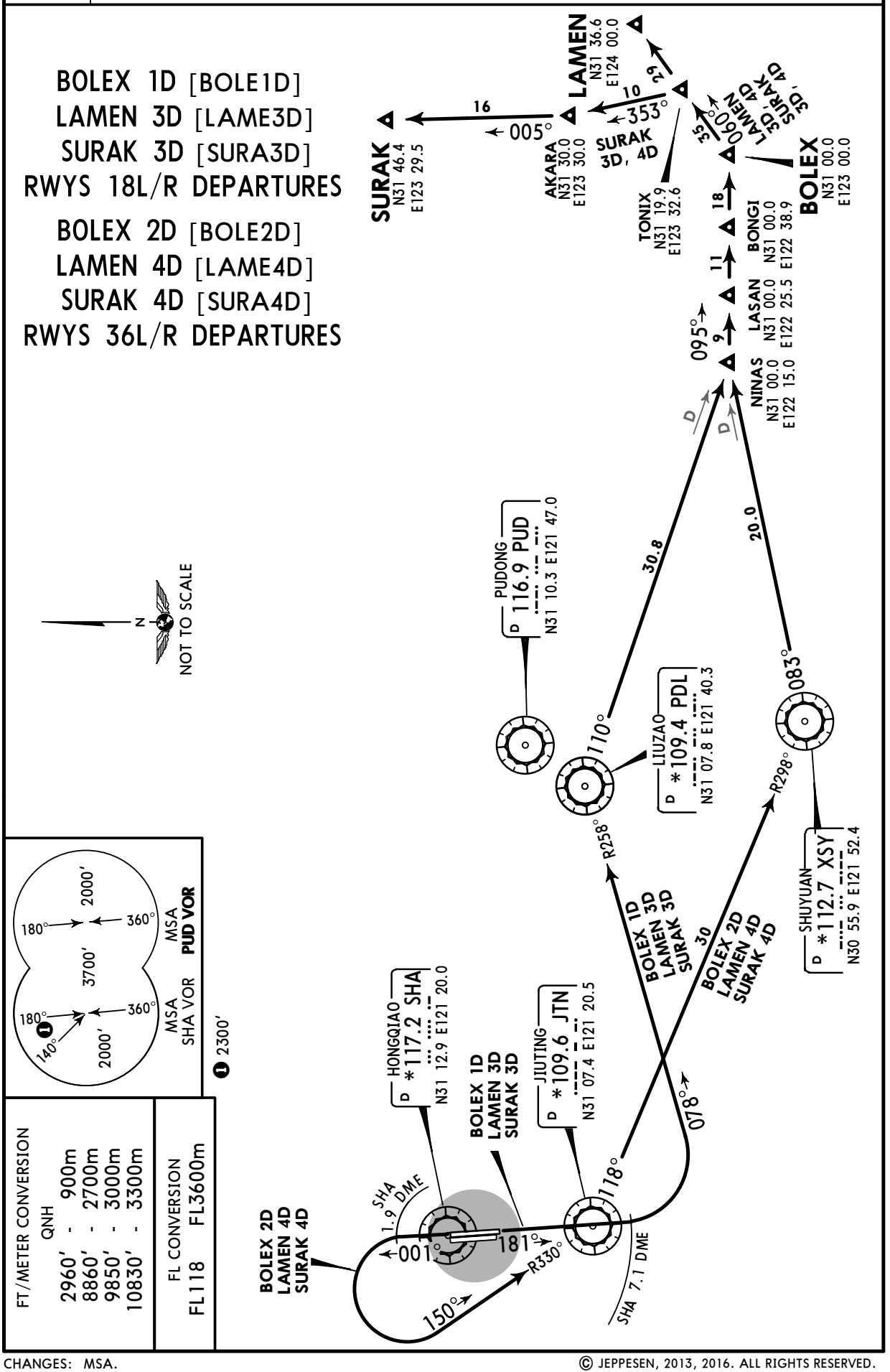
3 JUN 16 (10-3Q)

SID

Apt Elev	Trans level: FL118	Trans alt: 9850′
10′		10830′ 1031 hPa or above 8860′ 979 hPa or below Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

BOLEX 1D [BOLE1D]
LAMEN 3D [LAME3D]
SURAK 3D [SURA3D]
RWYS 18L/R DEPARTURES

BOLEX 2D [BOLE2D]
LAMEN 4D [LAME4D]
SURAK 4D [SURA4D]
RWYS 36L/R DEPARTURES



FT/METER CONVERSION QNH	
2960′ -	900m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

ZSSS/SHA HONGQIAO

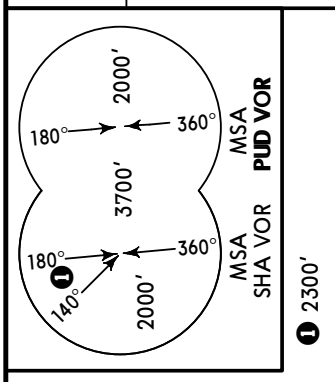
JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3S)

SID

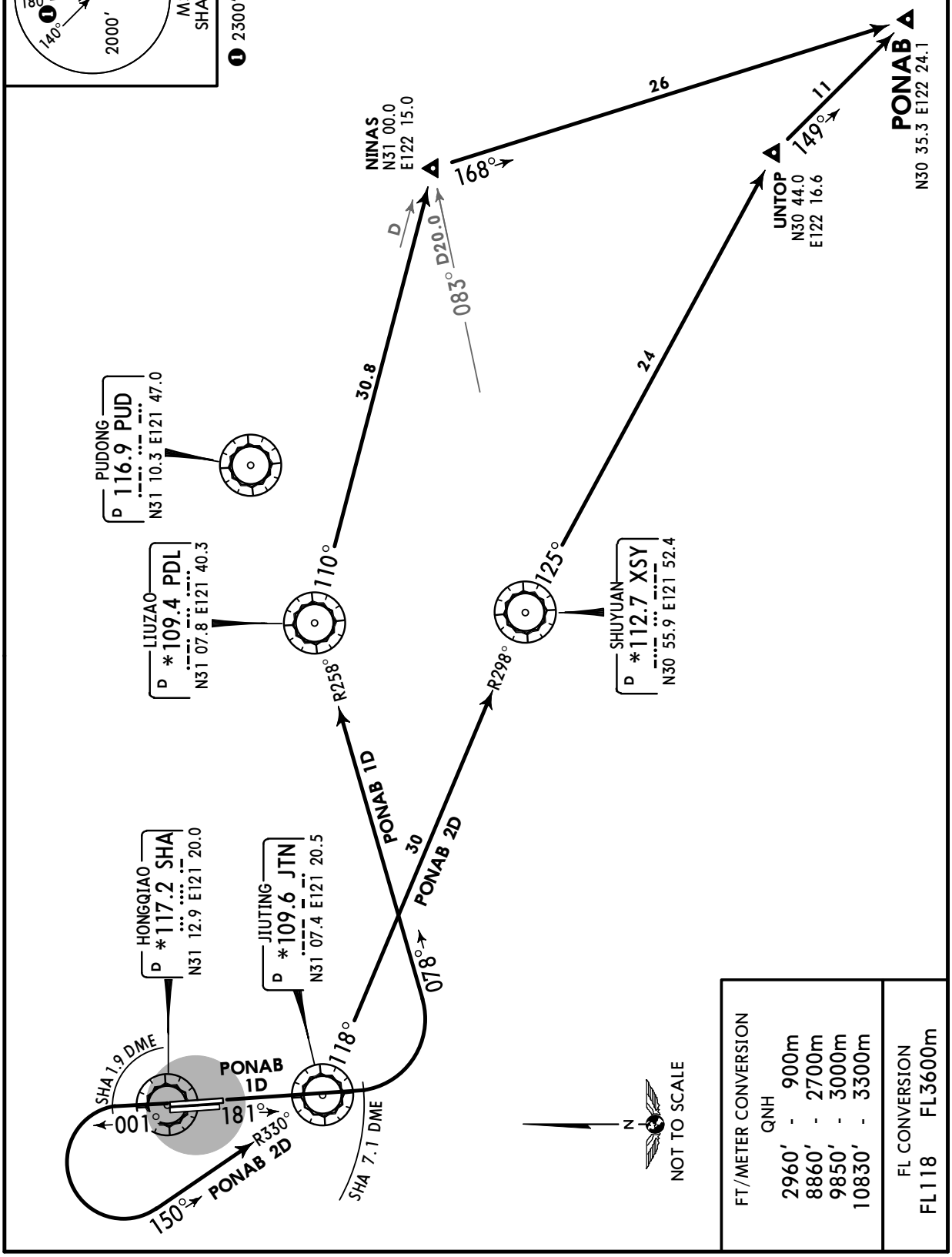
Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.



PONAB 1D [PONA1D]
RWYS 18L/R DEPARTURE

PONAB 2D [PONA2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION QNH	
2960′ -	900m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

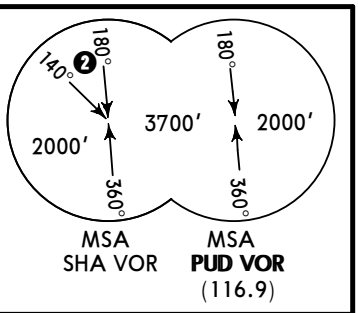
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3T)

SID

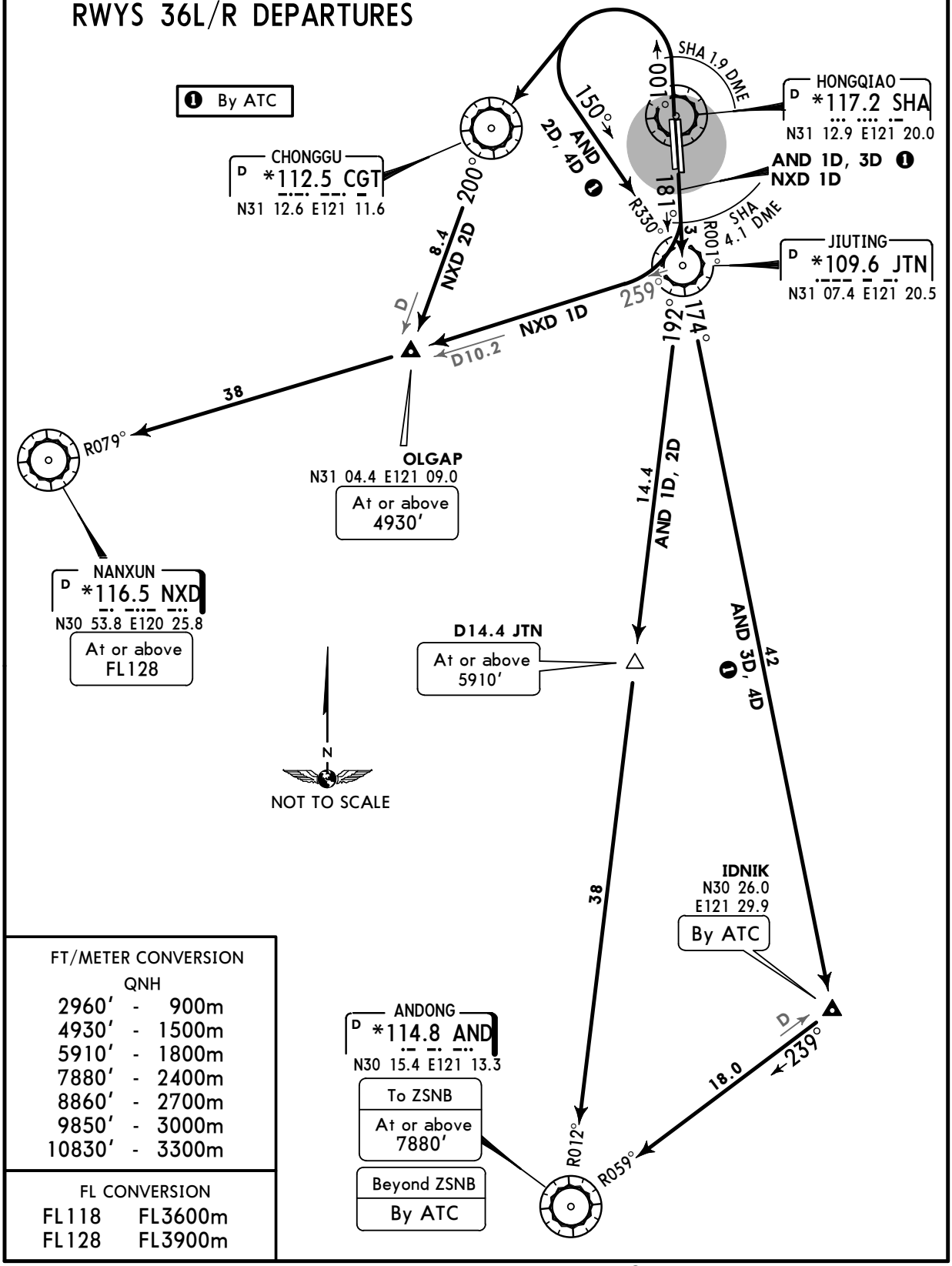
Apt Elev	
10′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.



❷ 2300′

AND 1D, AND 3D❶ , NXD 1D RWYS 18L/R DEPARTURES

AND 2D, AND 4D❶ , NXD 2D RWYS 36L/R DEPARTURES



FT/METER CONVERSION QNH	
2960′	900m
4930′	1500m
5910′	1800m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

10.2.35 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

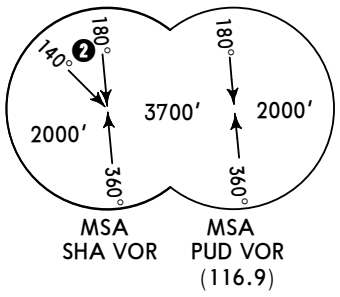
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3U)

SID

Apt Elev	
10′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.



2 2300′

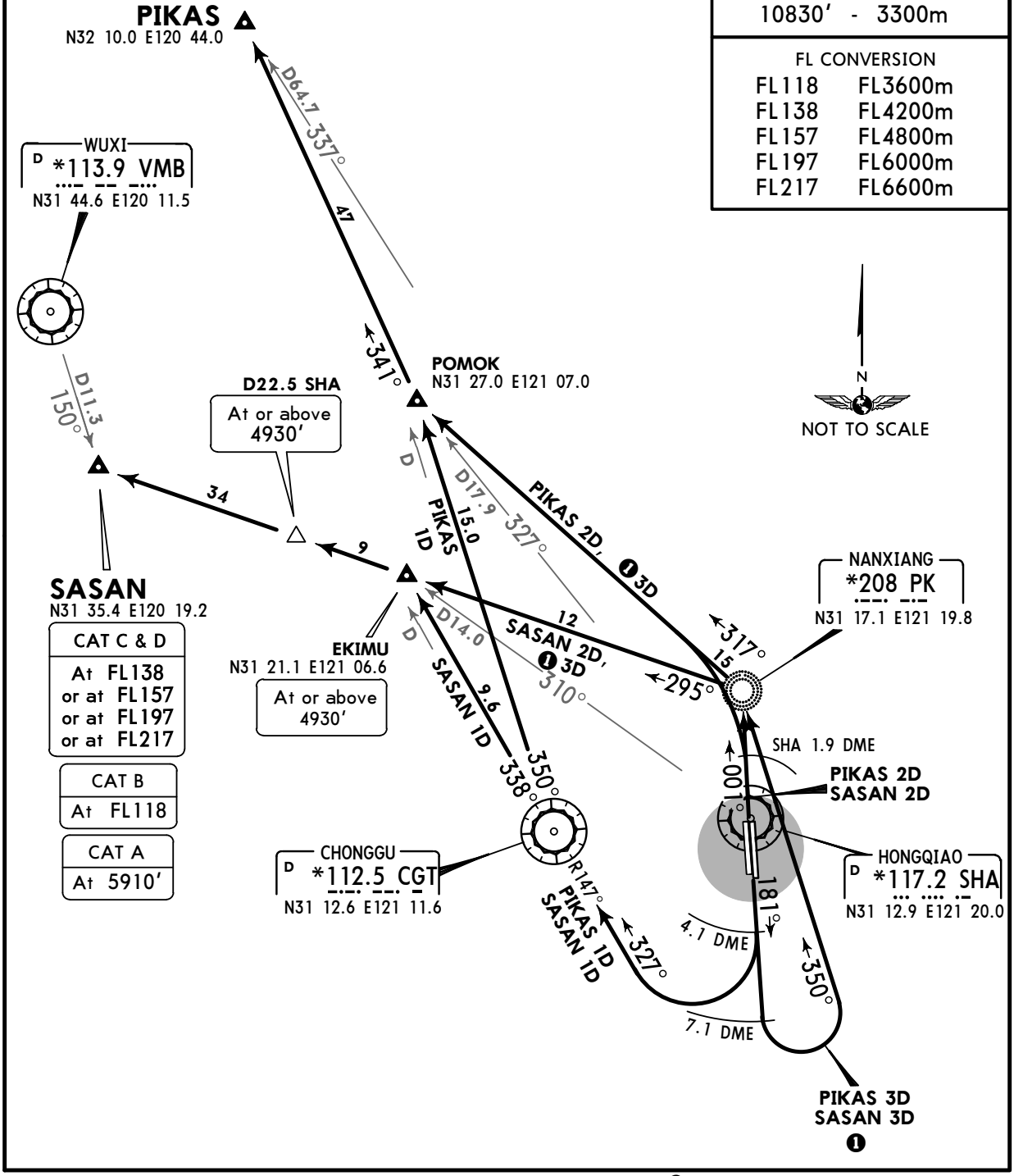
PIKAS 1D [PIKA1D], PIKAS 3D [PIKA3D] 1
SASAN 1D [SASA1D], SASAN 3D [SASA3D] 1
RWYS 18L/R DEPARTURES

PIKAS 2D [PIKA2D], SASAN 2D [SASA2D]
RWYS 36L/R DEPARTURES

FT/METER CONVERSION QNH	
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m

1 By ATC



CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

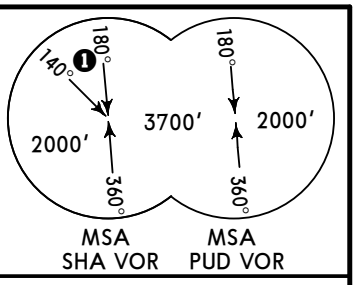
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3V)

SID

Apt Elev	
10′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.



1 2300′

JTN 12D, PK 12D

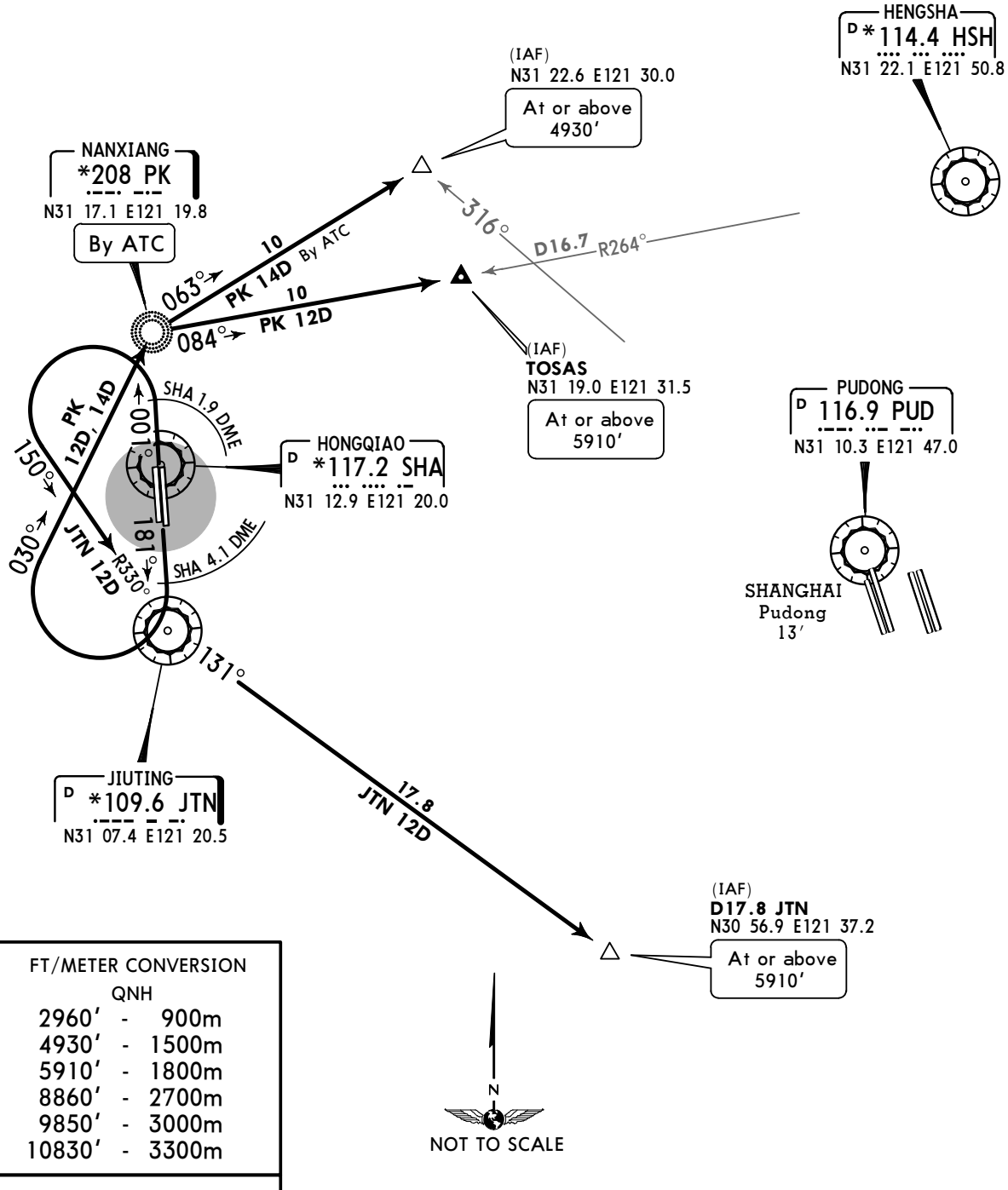
PK 14D

BY ATC

RWYS 18L/R, 36L/R FERRY ROUTES

TO SHANGHAI PUDONG

FOLLOW JTN 12D, PK 12D OR PK 14D, THEN FOLLOW SHANGHAI PUDONG APPROACH PROCEDURES



FT/METER CONVERSION	
QNH	
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: MSA.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

CHANGES: New chart.

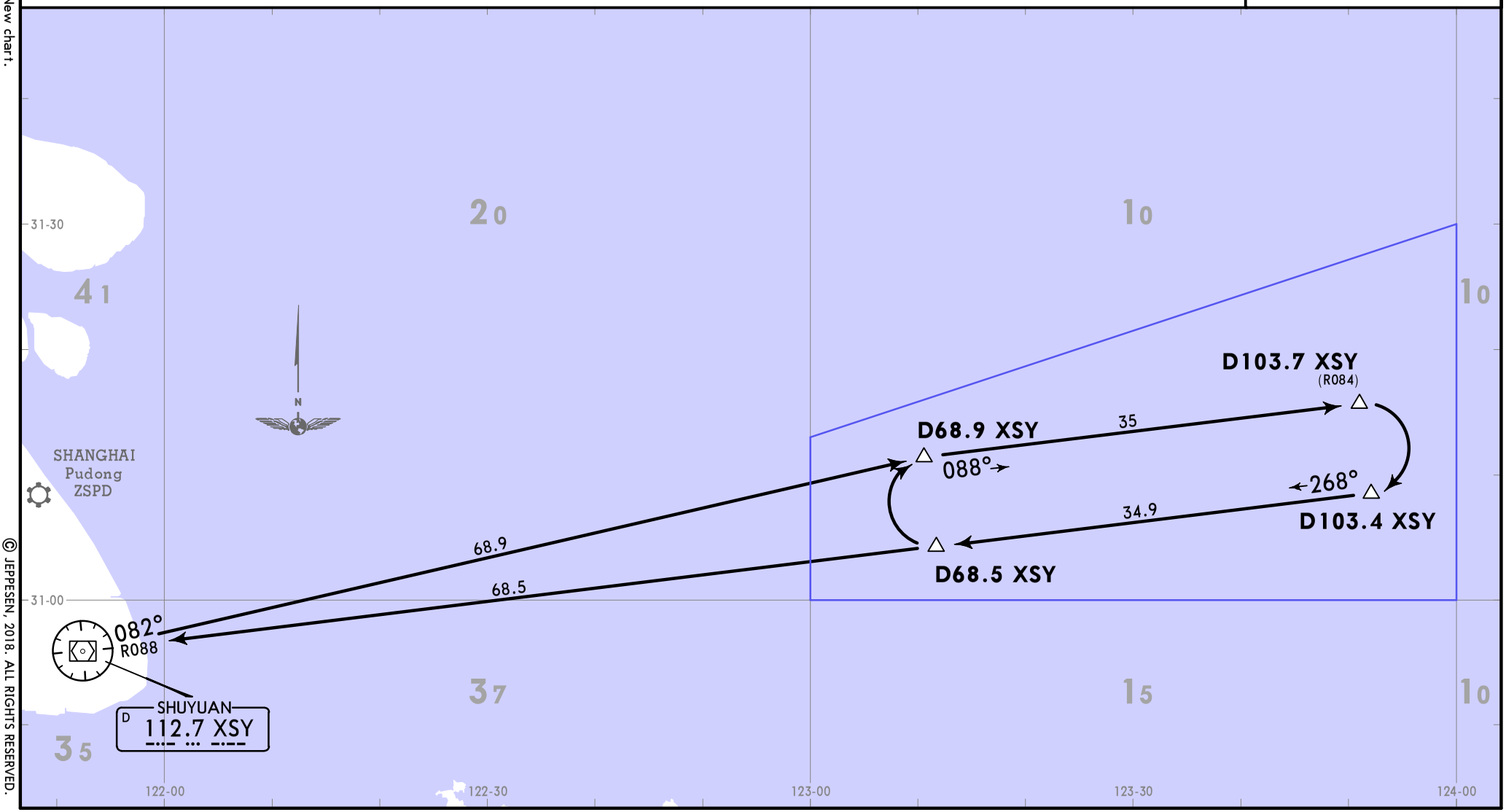
© JEPPESEN, 2018. ALL RIGHTS RESERVED.

10 0 10 20 30 40 50

SPEED: MAX FUEL DUMPING SPEED 270 KT

ALTITUDE: MINIMUM FUEL DUMPING ALTITUDE 9850

FT/METER CONVERSION
QNH
9850 - 3000m



ZSSS/SHA
HONGQIAO

17 AUG 18 (10-3Z)

JEPPESEN SHANGHAI, PR OF CHINA

FUEL DUMPING AREA

10.2.37 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN
JeppView 3.6.2.0

10.2.38 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA

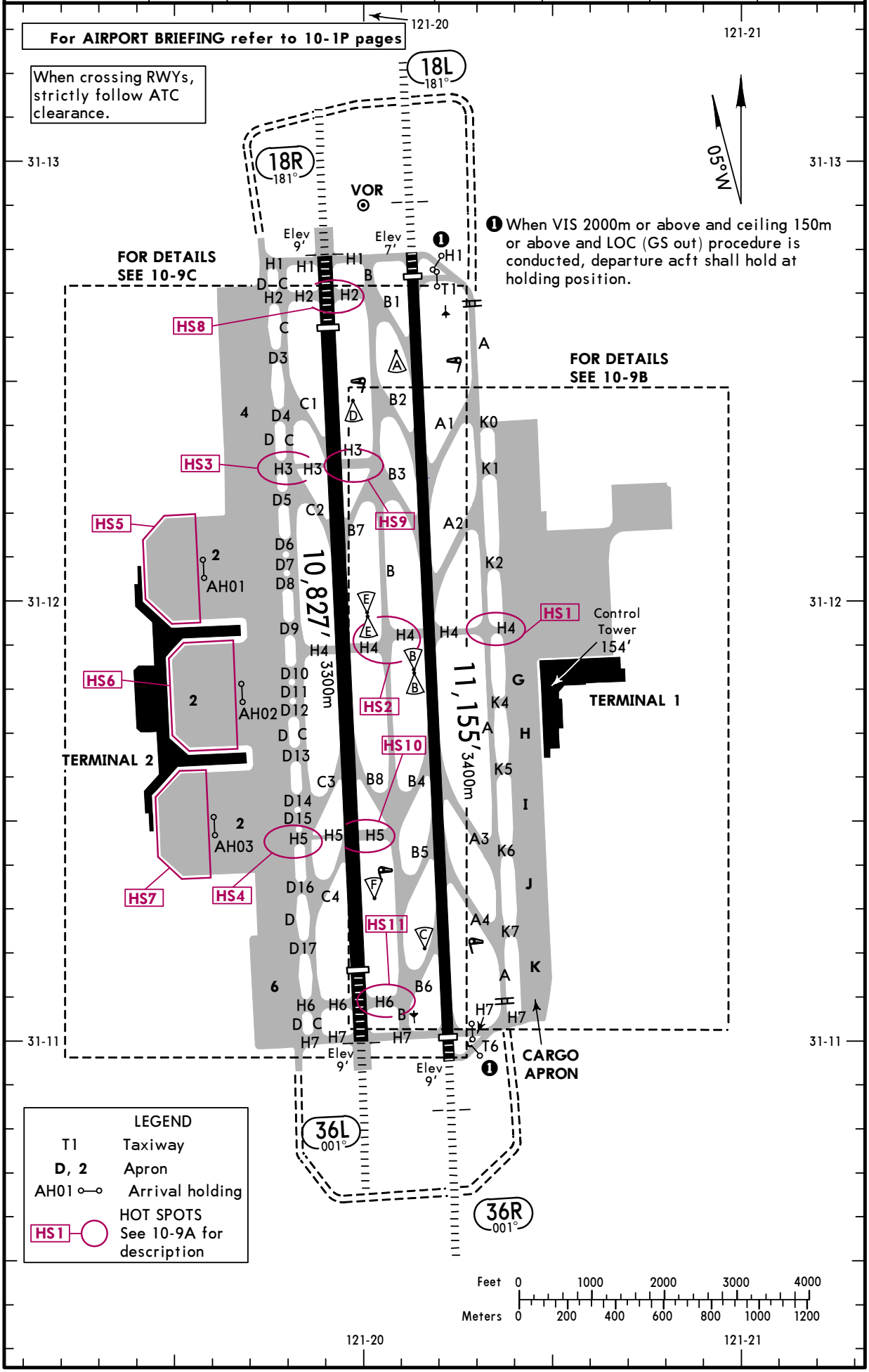
Apt Elev 10′
N31 11.8 E121 20.1

JEPPESEN SHANGHAI, PR OF CHINA
2 MAR 18 (10-9)
HONGQIAO

D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	Ground East	Ground West	Tower East	Tower West
132.25		121.75	121.6	121.85	118.1	118.65

For AIRPORT BRIEFING refer to 10-1P pages

When crossing RWYs, strictly follow ATC clearance.



CHANGES: None.

© JEPPESEN, 1999, 2017. ALL RIGHTS RESERVED.

ZSSS/SHA JEPPESEN SHANGHAI, PR OF CHINA

2 MAR 18 (10-9A) HONGQIAO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) RVR	10,499′ 3200m	9498′ 2895m	❹	148′ 45m
36R	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) RVR				
18R ❶	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) ❷ RVR	9843′ 3000m	8823′ 2689m	❺	197′ 60m
36L	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) ❸ RVR				

❶ grooved.
❷ HST-B8, C3 & C4.
❸ HST-B7, C1 & C2.

❹ TAKE-OFF RUN AVAILABLE

RWY 18L:
From rwy head 10,827′ (3300m)
twy T1 int 10,459′ (3188m)

RWY 36R:
From rwy head 10,827′ (3300m)
twy H7 int 10,459′ (3188m)

❺ TAKE-OFF RUN AVAILABLE

RWY 18R:
From rwy head 10,827′ (3300m)
twy H2 int 10,295′ (3138m)

RWY 36L:
From rwy head 10,827′ (3300m)
twy H6 int 10,295′ (3138m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 TWY H4 connected area of TWY L01 and RWY 18L/36R:
RWY crossing area. Pilot must be careful when crossing RWY.
Strictly follow ATC instructions when crossing RWY. Taxiing busy area.

HS2 TWY H4 connected area of RWY 18L/36R and 18R/36L: Strictly follow ATC instructions when vacating RWY 18L/36R.

HS3 Connected area of TWY H3 and TWY D: Taxiing busy area. Strictly follow ATC instructions when vacating RWY 18R/36L.

HS4 Connected area of TWY H5 and TWY D: Taxiing busy area. Strictly follow ATC instructions when vacating RWY 18R/36L.

HS5 Area of stands 216 thru 228: Arrival ACFT and follow-me shall stop at AH01 before taxiing into HS5, then observe and keep slow speed to taxi into parking stand.
Two or more ACFT forbidden to operate simultaneously within HS5 and adjacent stands 215 and 229.

HS6 Area of stands 238A thru 259: Arrival ACFT and follow-me shall stop at AH02 before taxiing into HS6, then observe and keep slow speed to taxi into parking stand.
Two or more ACFT forbidden to operate simultaneously within HS6 and adjacent stands 237 and 260.

HS7 Area of stands 269 thru 281: Arrival ACFT and follow-me shall stop at AH03 before taxiing into HS7, then observe and keep slow speed to taxi into parking stand.
Two or more ACFT forbidden to operate simultaneously within HS7 and adjacent stands 268 and 282.

HS8 TWY H2 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

HS9 TWY H3 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

HS10 TWY H5 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

HS11 TWY H6 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

Standard

TAKE-OFF

	RL	NIL (DAY only)
A B C D	RVR 400m VIS 800m	RVR 500m VIS 800m

CHANGES: Usable lengths.

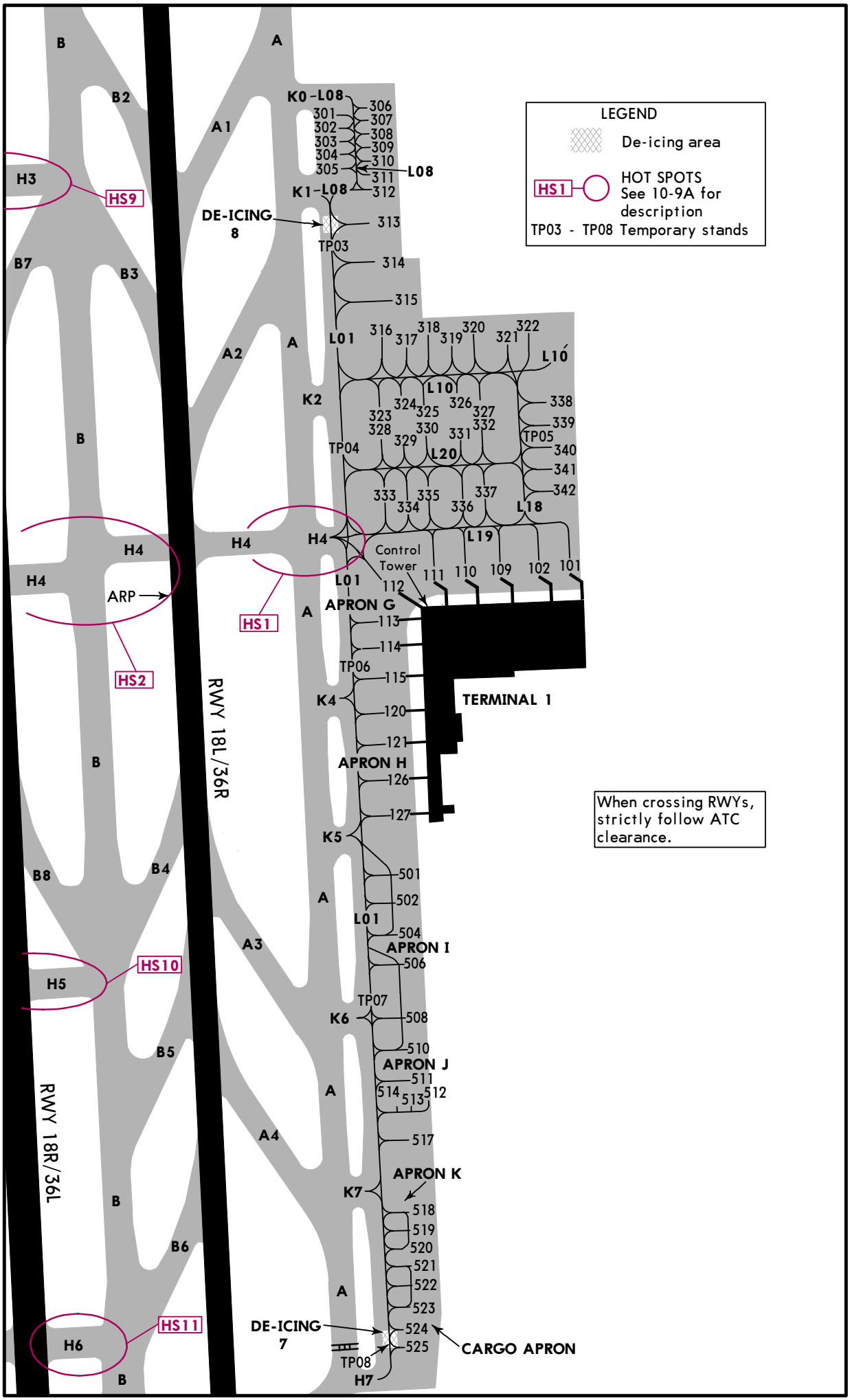
© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA

JEPPESEN SHANGHAI, PR OF CHINA

31 AUG 18 (10-9B) Eff 12 Sep

HONGQIAO



CHANGES: Stands renamed.

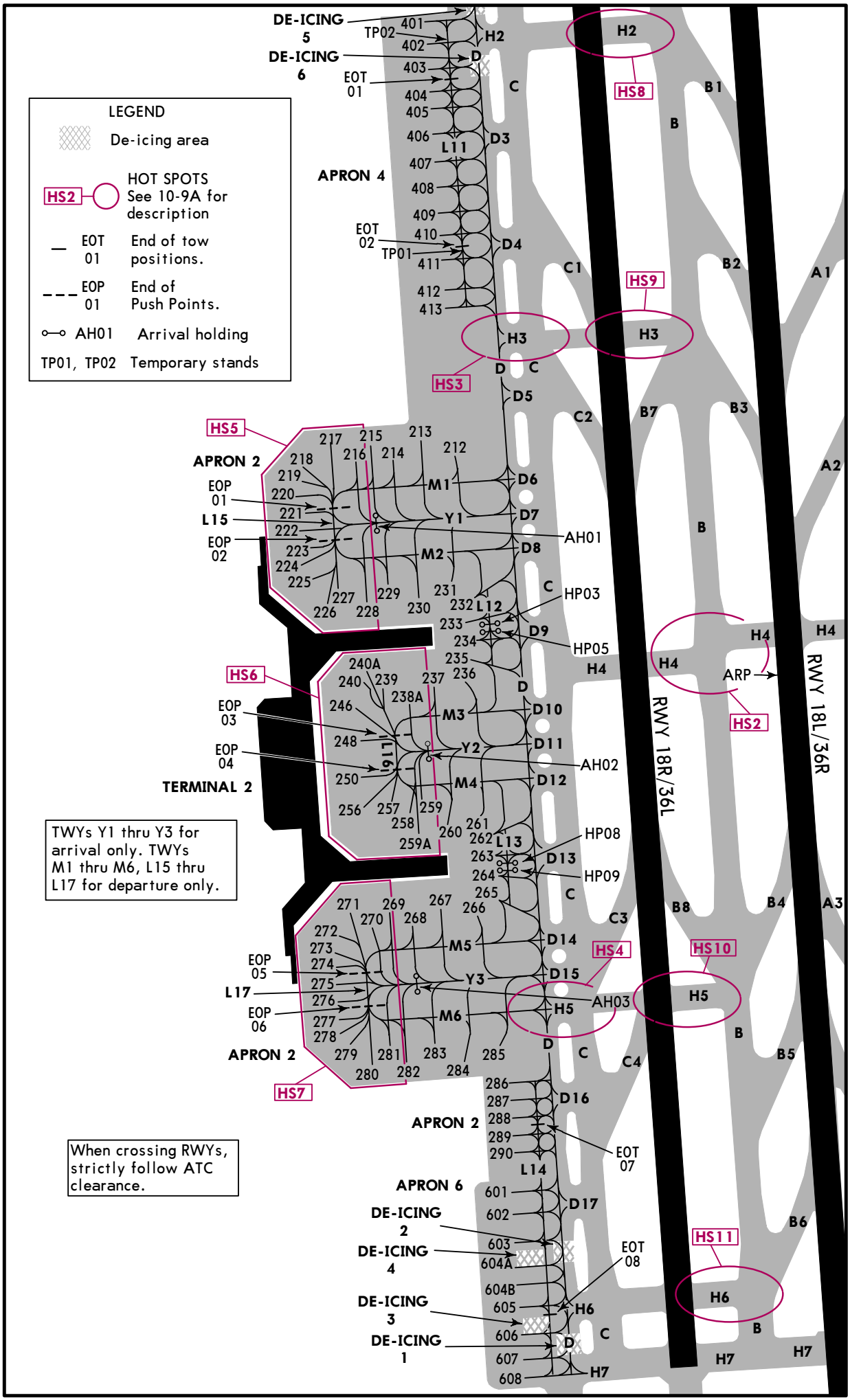
© JEPPESEN, 1999, 2018. ALL RIGHTS RESERVED.

ZSSS/SHA

JEPPESEN SHANGHAI, PR OF CHINA

31 AUG 18 (10-9C) Eff 12 Sep

HONGQIAO



CHANGES: None.

© JEPPESEN, 2010, 2017. ALL RIGHTS RESERVED.

10.2.42 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-1)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 18L

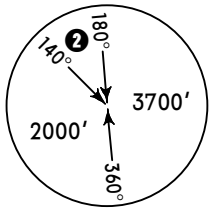
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

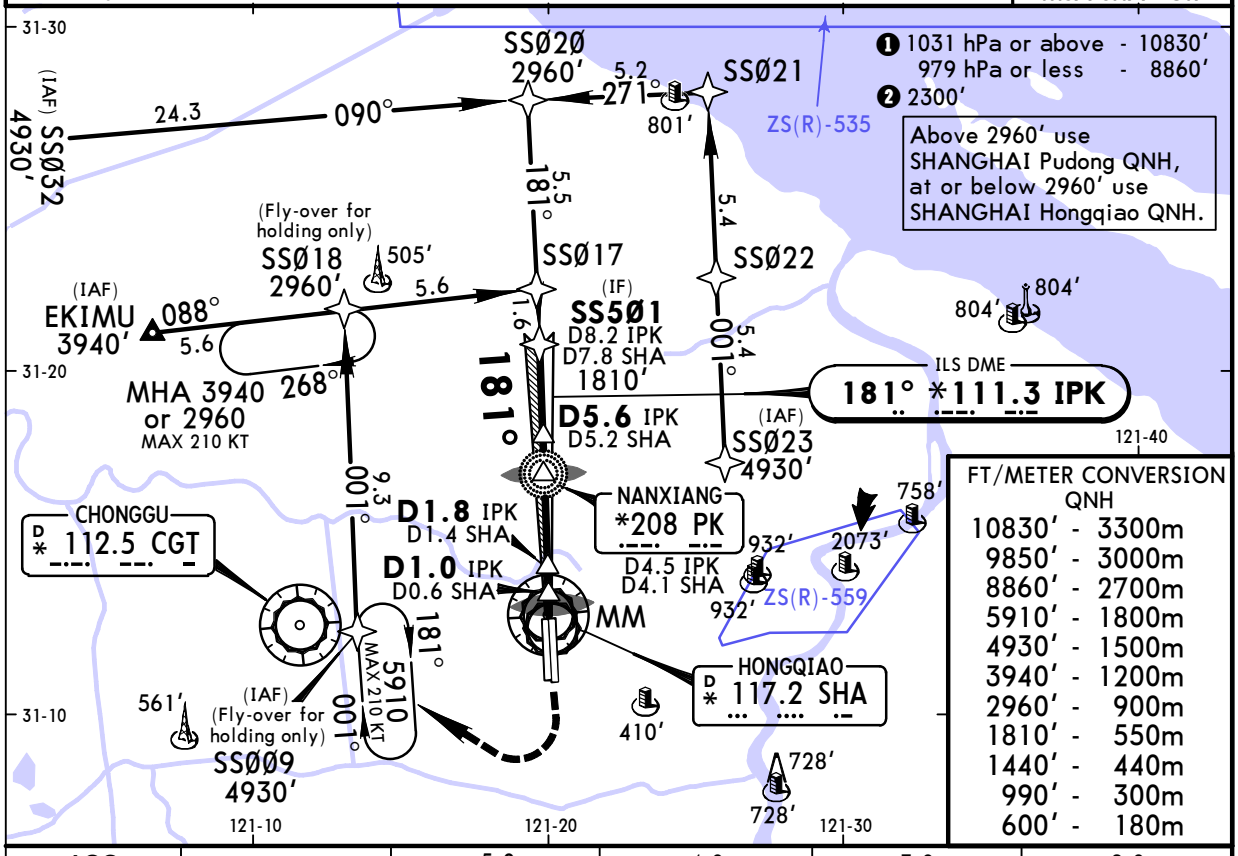
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 10′ Rwy 7′
*111.3	181°	1437′ (1430′)	207′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



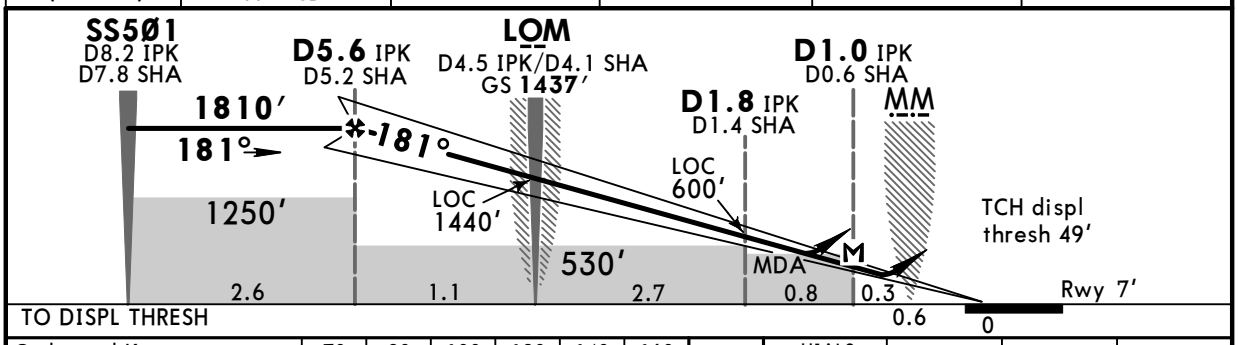
MSA SHA VOR



FT/METER CONVERSION

QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1440′	440m
990′	300m
600′	180m

LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA							

HIALS PAPI

990′ ↑ 2960′ ↱ RT CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 207′ (200′) FULL	ILS DA(H) 207′ (200′) Limited	ILS DA(H) 207′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (423′)	LOC (GS out) CDFA MDA(H) 430′ (423′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	2000m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

10.2.43 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-2)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 18L

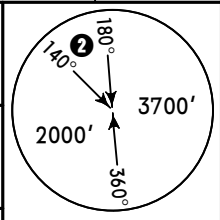
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 10′ Rwy 7′
*111.3	181°	1437′ (1430′)	207′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

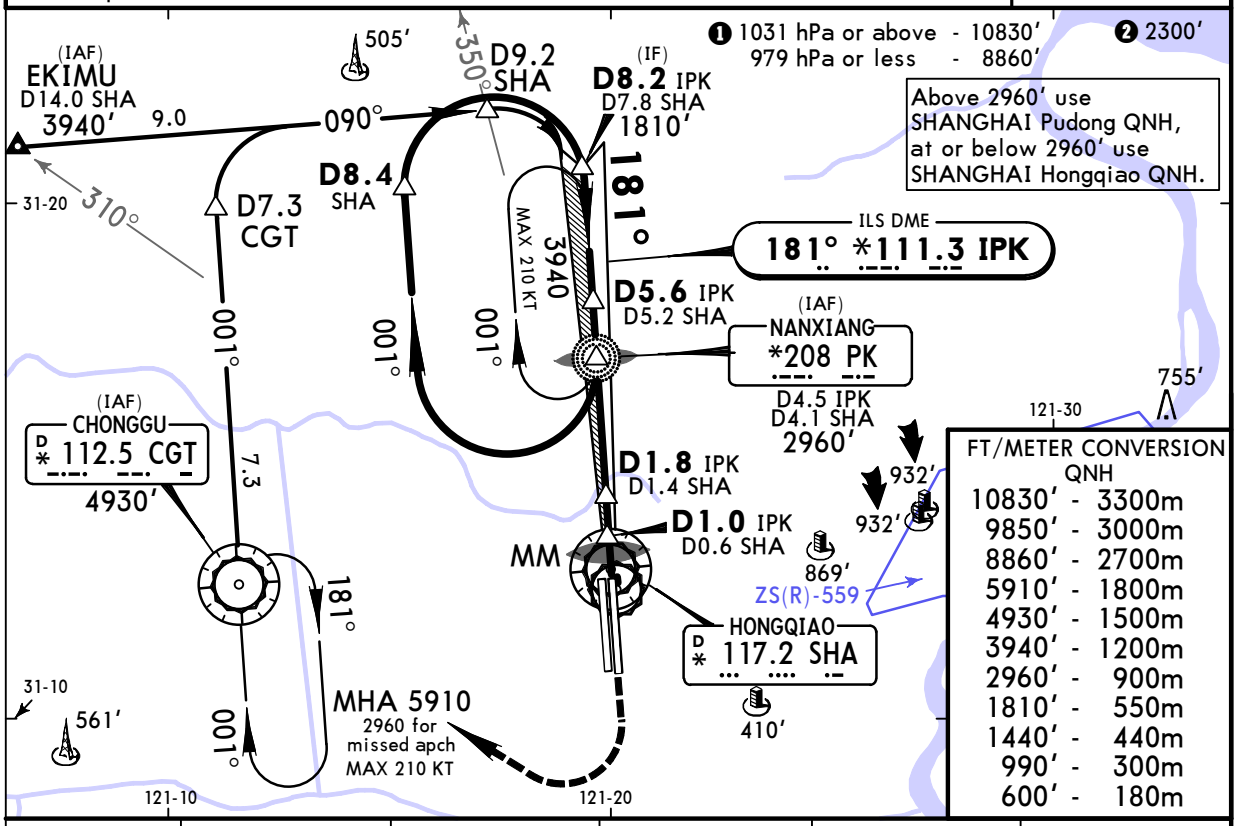
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
❷ 2300′

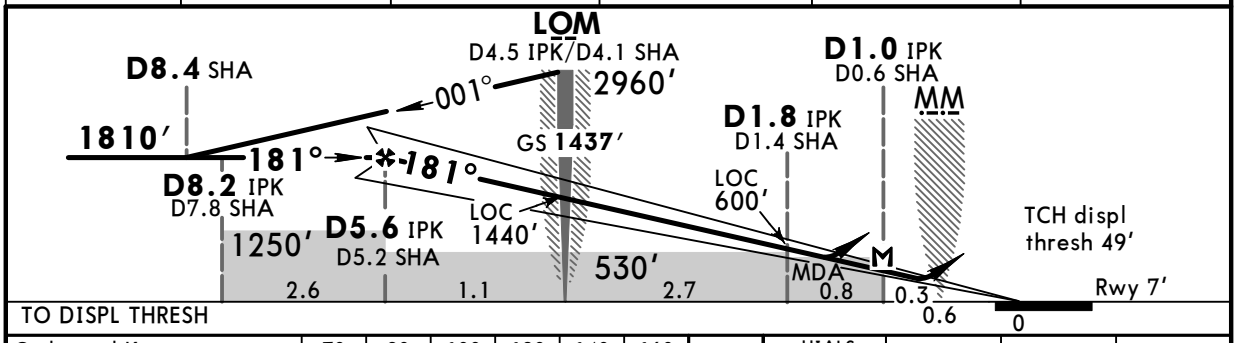
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1440′	440m
990′	300m
600′	180m

LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA							

HIALS PAPI

990′ ↑ 2960′ RT CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 207′ (200′) FULL	ILS DA(H) 207′ (200′) Limited	ILS DA(H) 207′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (423′)	LOC (GS out) CDFA MDA(H) 430′ (423′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	2000m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.

10.2.44 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-3)

SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 18R

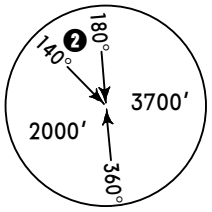
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

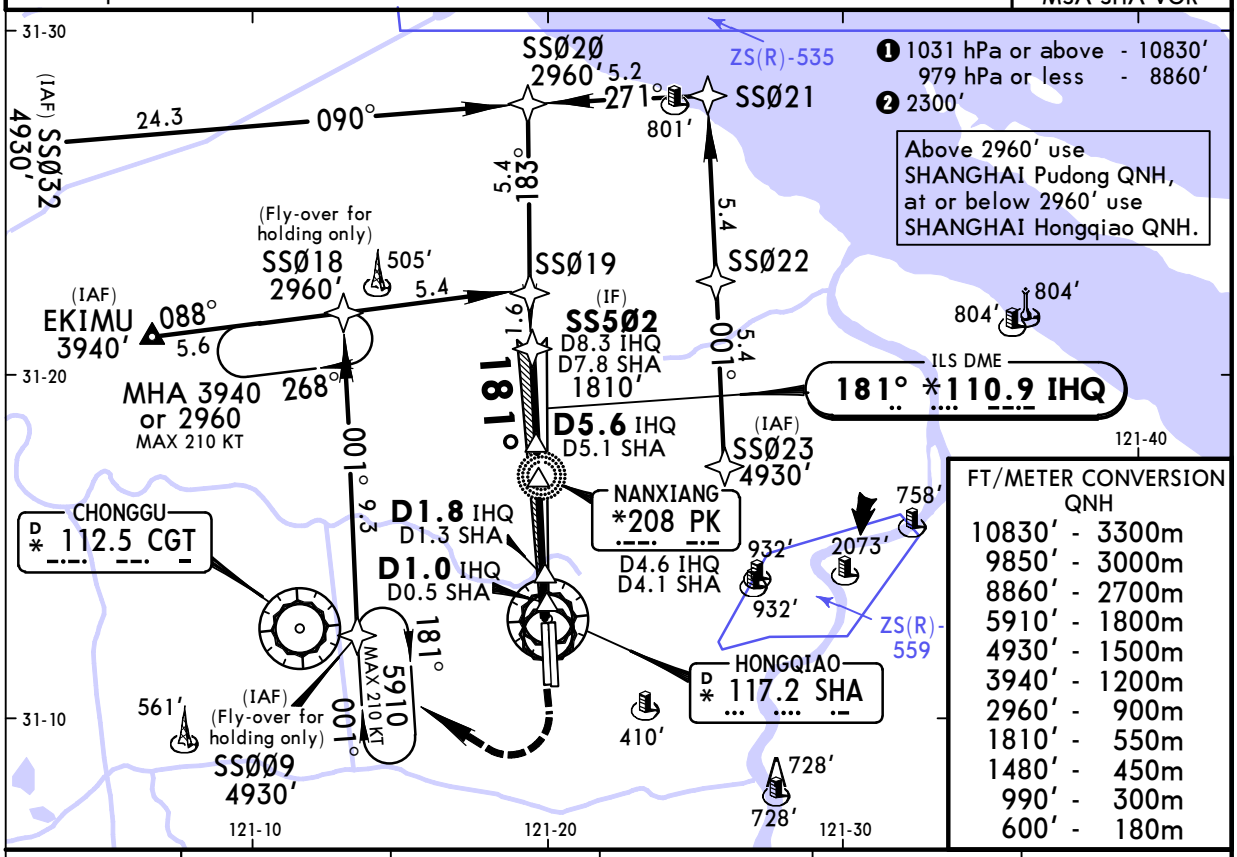
LOC IHQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.9	181°	1473′ (1463′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



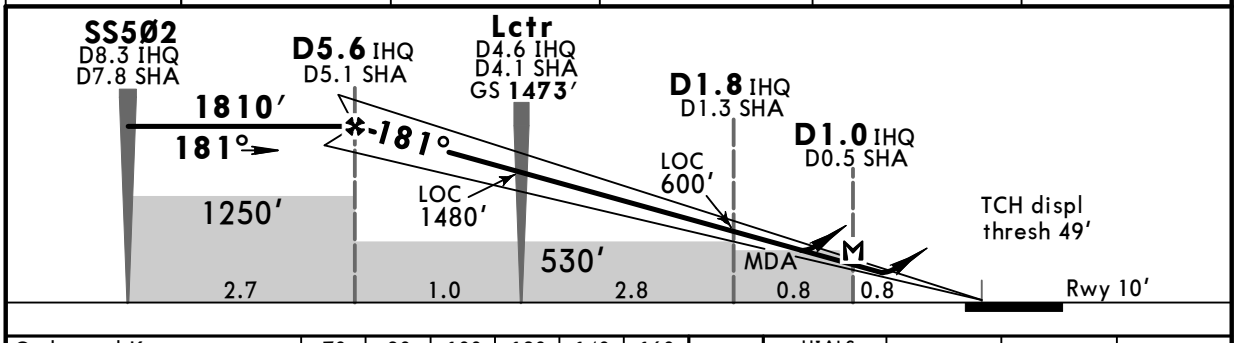
MSA SHA VOR



FT/METER CONVERSION

QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1480′	450m
990′	300m
600′	180m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IHQ/D0.5 SHA							

HIALS PAPI

990′ ↑

2960′ RT

CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) Limited	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

© JEPPESEN, 2011, 2016. ALL RIGHTS RESERVED.

10.2.45 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-4)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18R

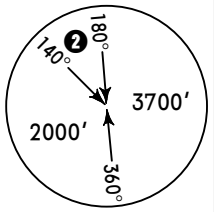
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

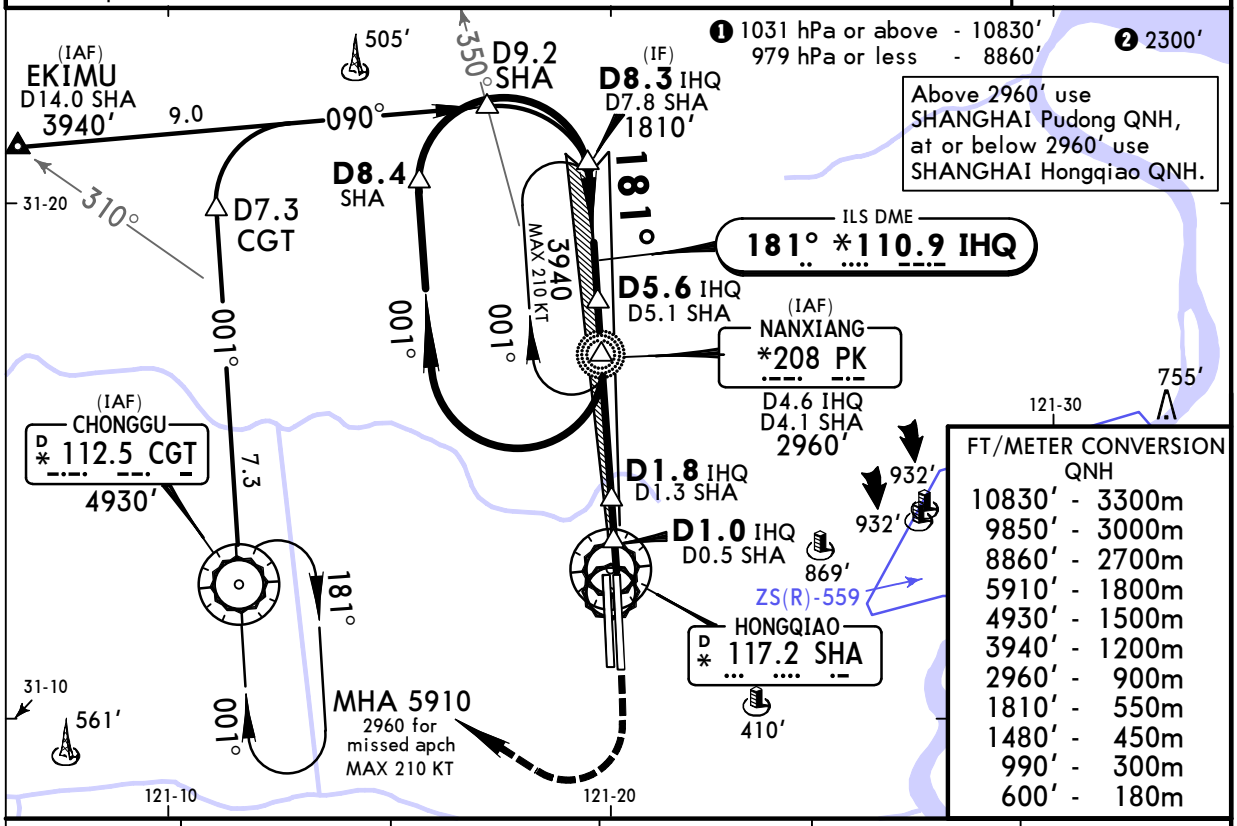
LOC IHQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.9	181°	1473′ (1463′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.

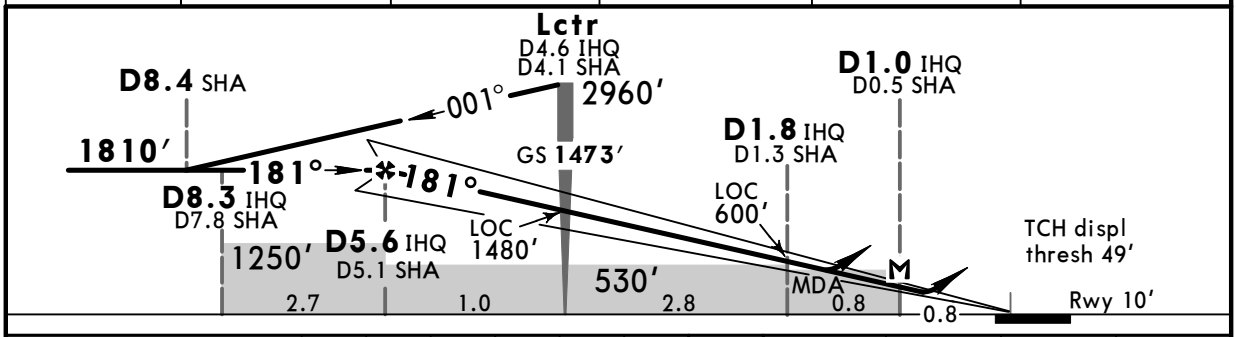


MSA SHA VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1480′	450m
990′	300m
600′	180m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IHQ/D0.5 SHA							

HIALS PAPI | 990′ | 2960′ RT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) Limited	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

10.2.46 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-5)

SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 36L

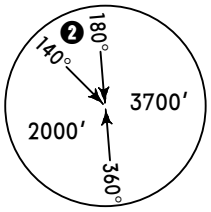
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP™

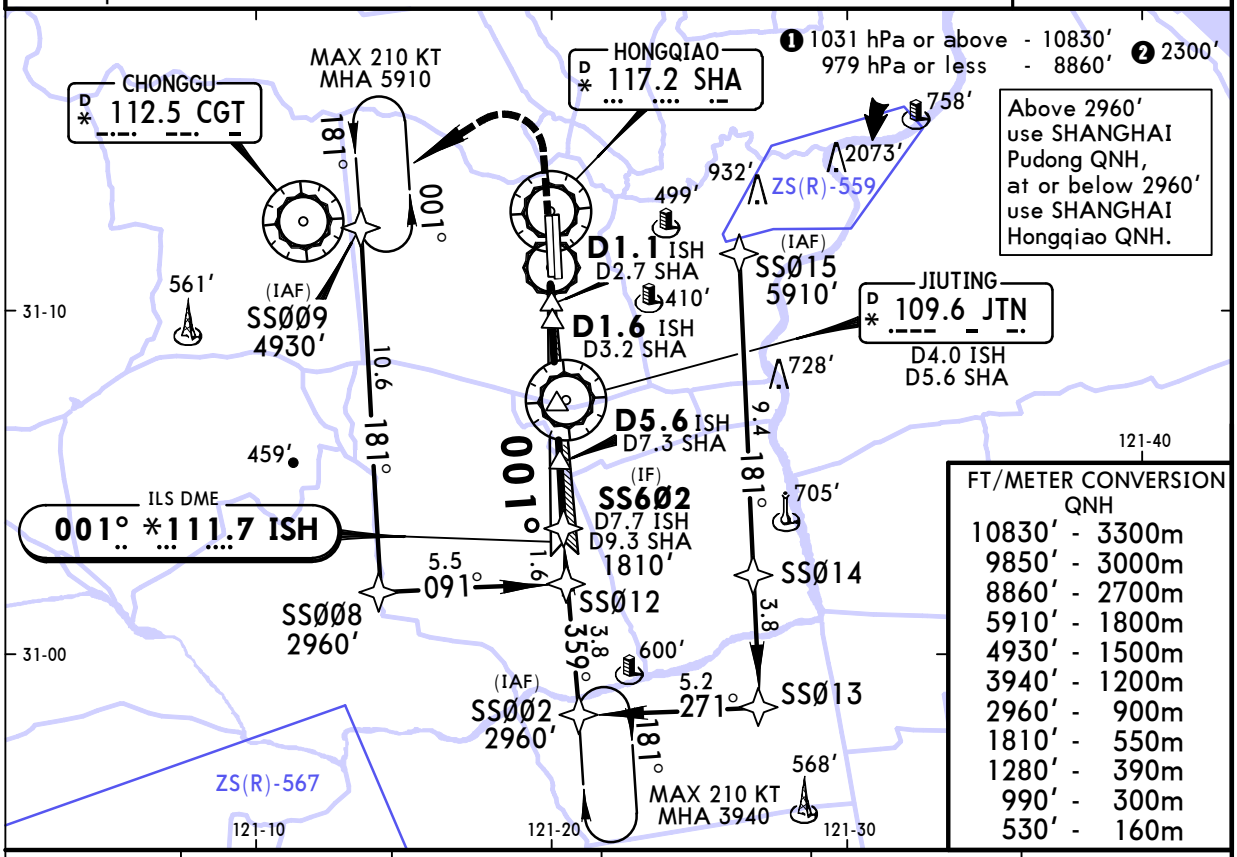
LOC ISH	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*111.7	001°	1280′ (1270′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.

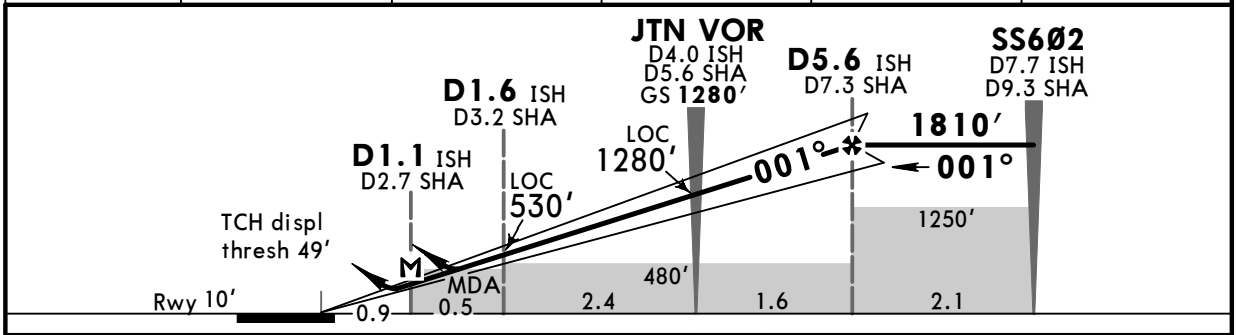


MSA SHA VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1280′	390m
990′	300m
530′	160m

LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA							

HIALS — PAPI

990′ ↑ | 2960′ ↰ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36L**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: Arrival transition withdrawn.

© JEPPESEN, 2011, 2018. ALL RIGHTS RESERVED.

10.2.47 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-6)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36L

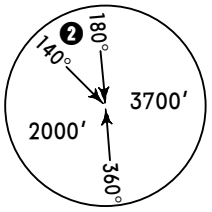
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP ™

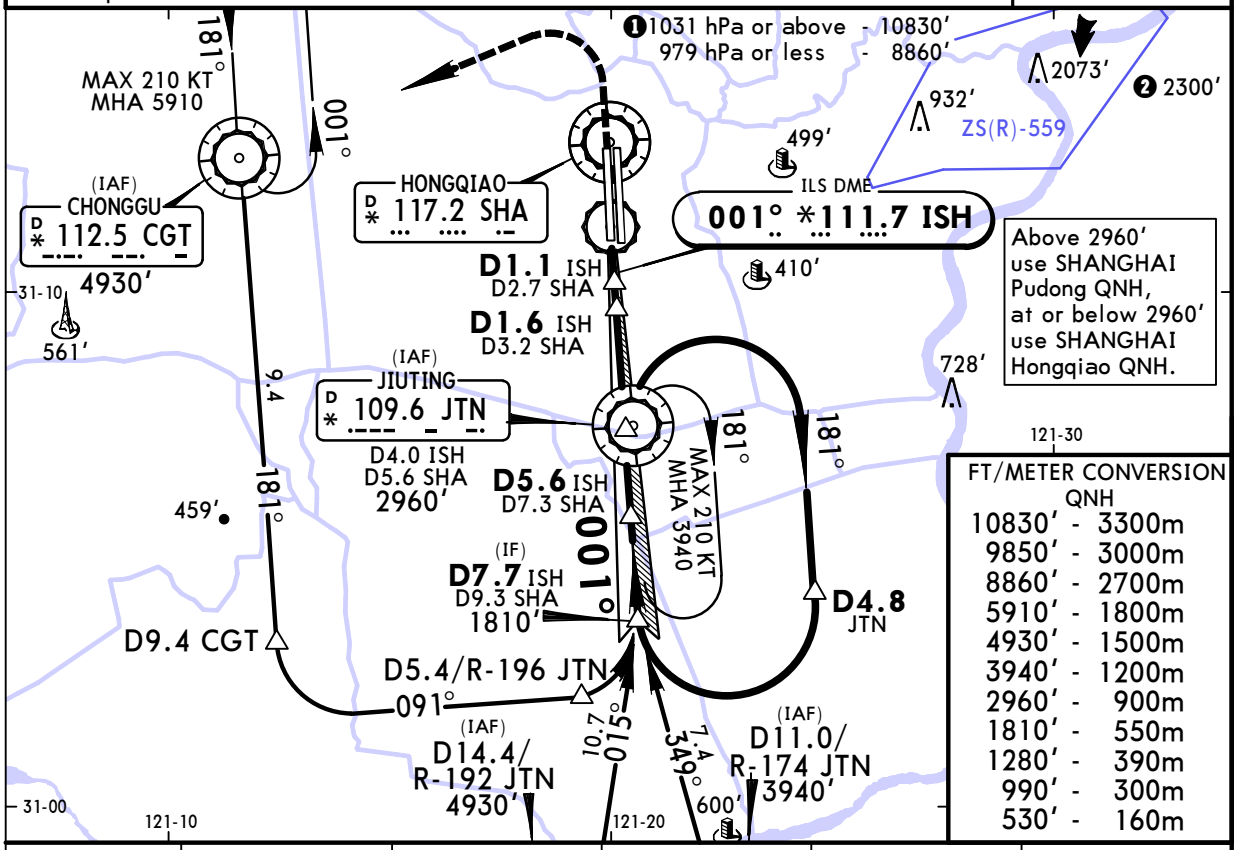
LOC ISH	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*111.7	001°	1280′ (1270′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



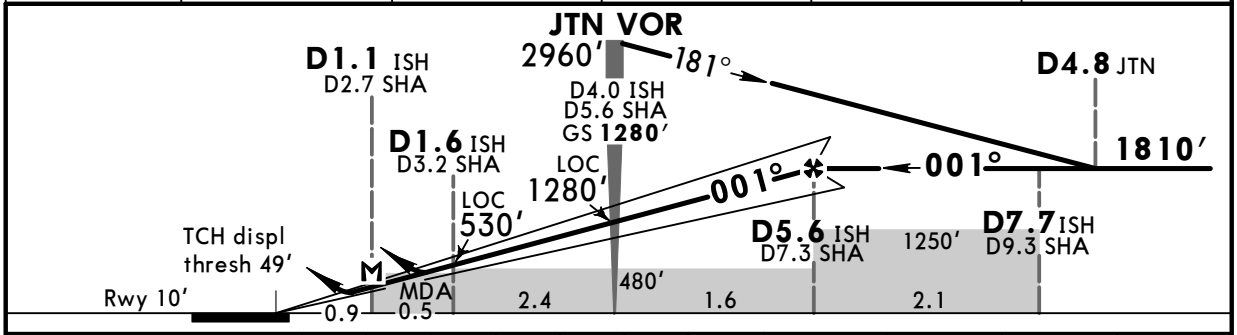
MSA SHA VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1280′	390m
990′	300m
530′	160m

LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA							

HIALS PAPI | 990′ | 2960′ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: None.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

10.2.48 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-7)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 36R

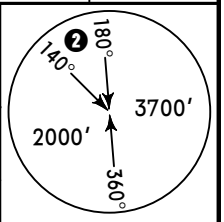
BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

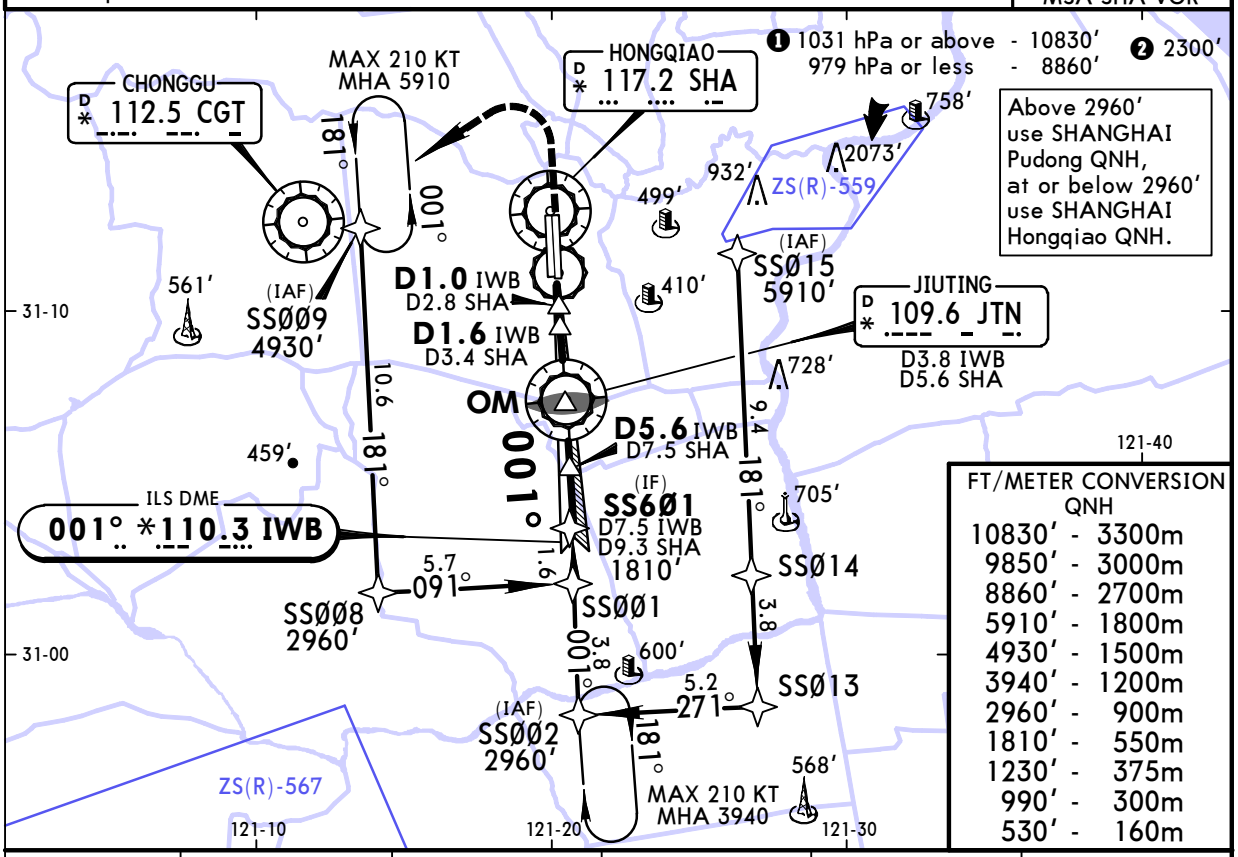
LOC IWB	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.3	001°	1227′ (1217′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

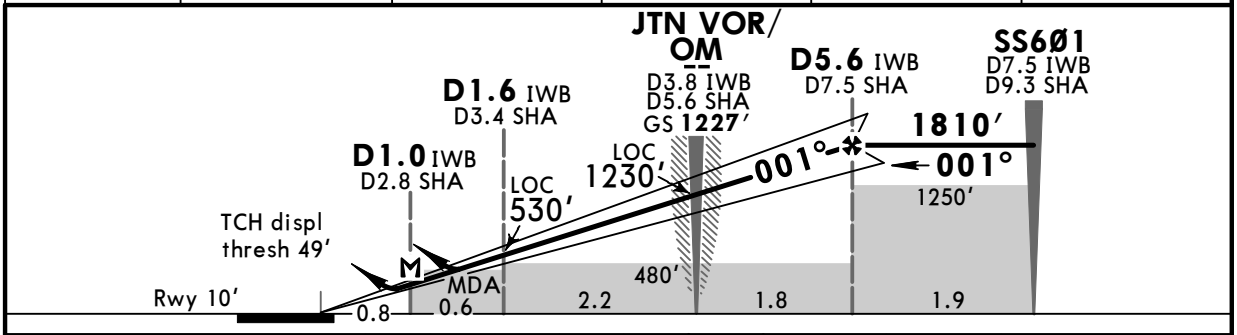
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IWB/D2.8 SHA							

HIALS — PAPI | 990′ | 2960′ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: Arrival transition withdrawn.

© JEPPESEN, 2011, 2018. ALL RIGHTS RESERVED.

10.2.49 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-8)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 36R

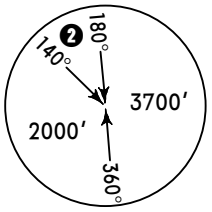
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP™

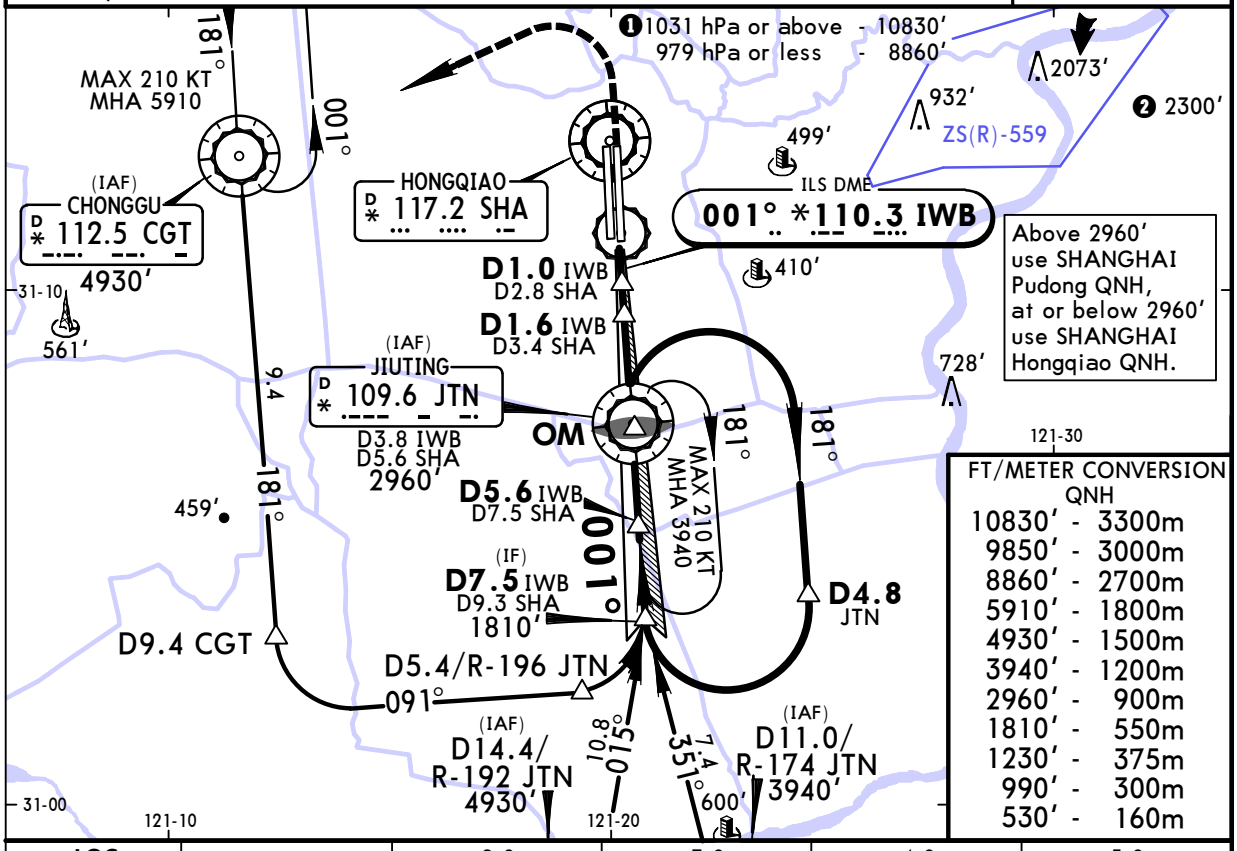
LOC IWB	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.3	001°	1227′ (1217′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

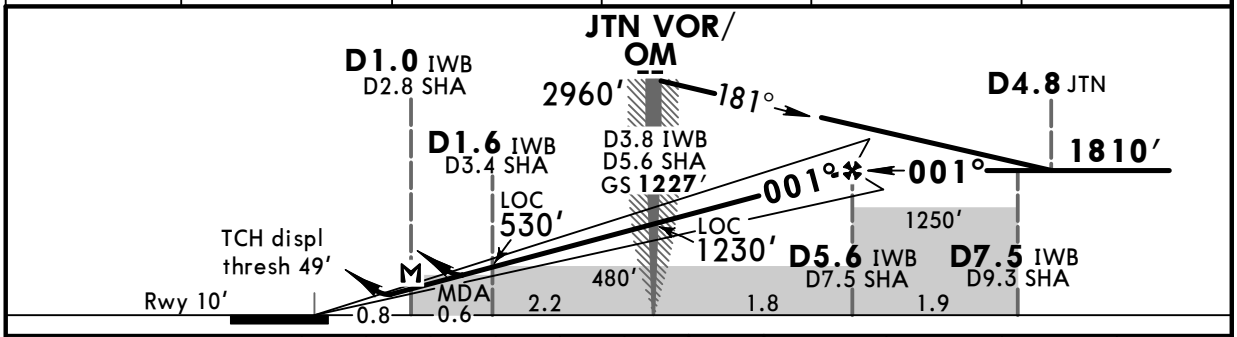
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IWB/D2.8 SHA							

HIALS PAPI | 990′ | 2960′ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: None.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

10.2.50 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (13-1)

SHANGHAI, PR OF CHINA VOR DME Rwy 18L

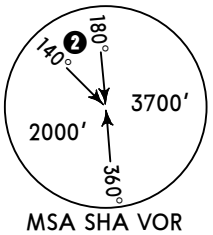
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP™

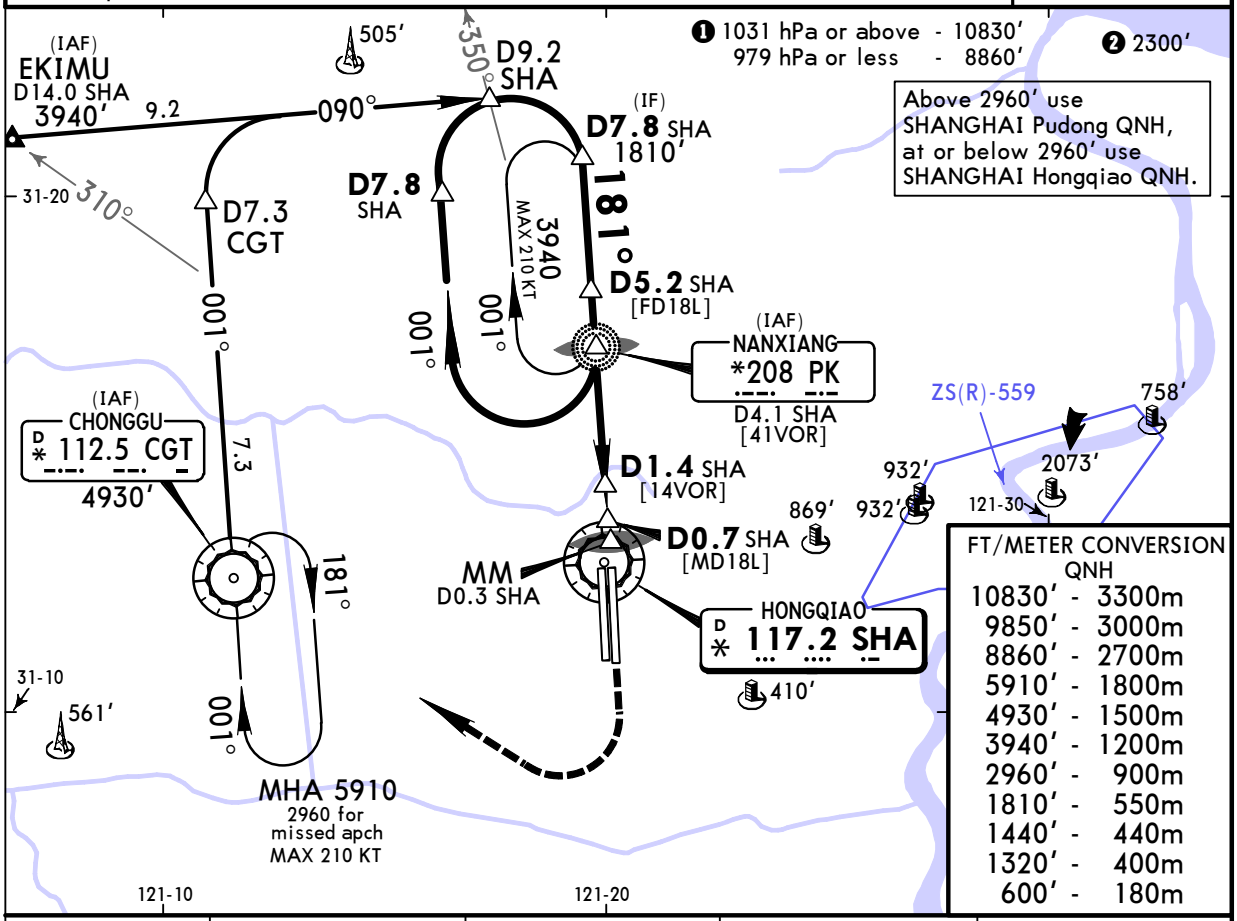
VOR SHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy
*117.2	181°	D5.2 SHA 1810′ (1803′)	460′ (453′)	Apt Elev 10′ Rwy 7′

MISSED APCH: Climb STRAIGHT AHEAD to 1320′, then turn RIGHT to reach CGT VOR at 2960′.

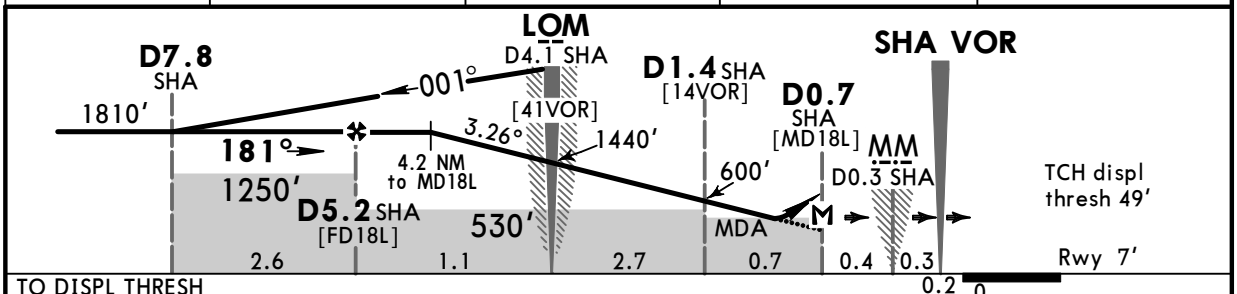
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



SHA DME	5.0	4.0	3.0	2.0
ALTITUDE	1730′	1410′	1090′	780′



TO DISPL THRESH

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.26°	404	519	577	692	808	923
MAP at D0.7 SHA							

ALSF-II PAPI

1320′ | 2960′ RT | CGT 112.5

Standard STRAIGHT-IN LANDING RWY **18L**

CDFA

MDA(H) **460′** (453′)

ALS out

A	2200m
B	2200m
C	2400m
D	2600m

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

PANS OPS

CHANGES: MSA.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.

10.2.51 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (13-2)

SHANGHAI, PR OF CHINA VOR DME Rwy 36L

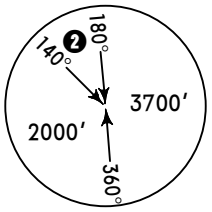
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP ™

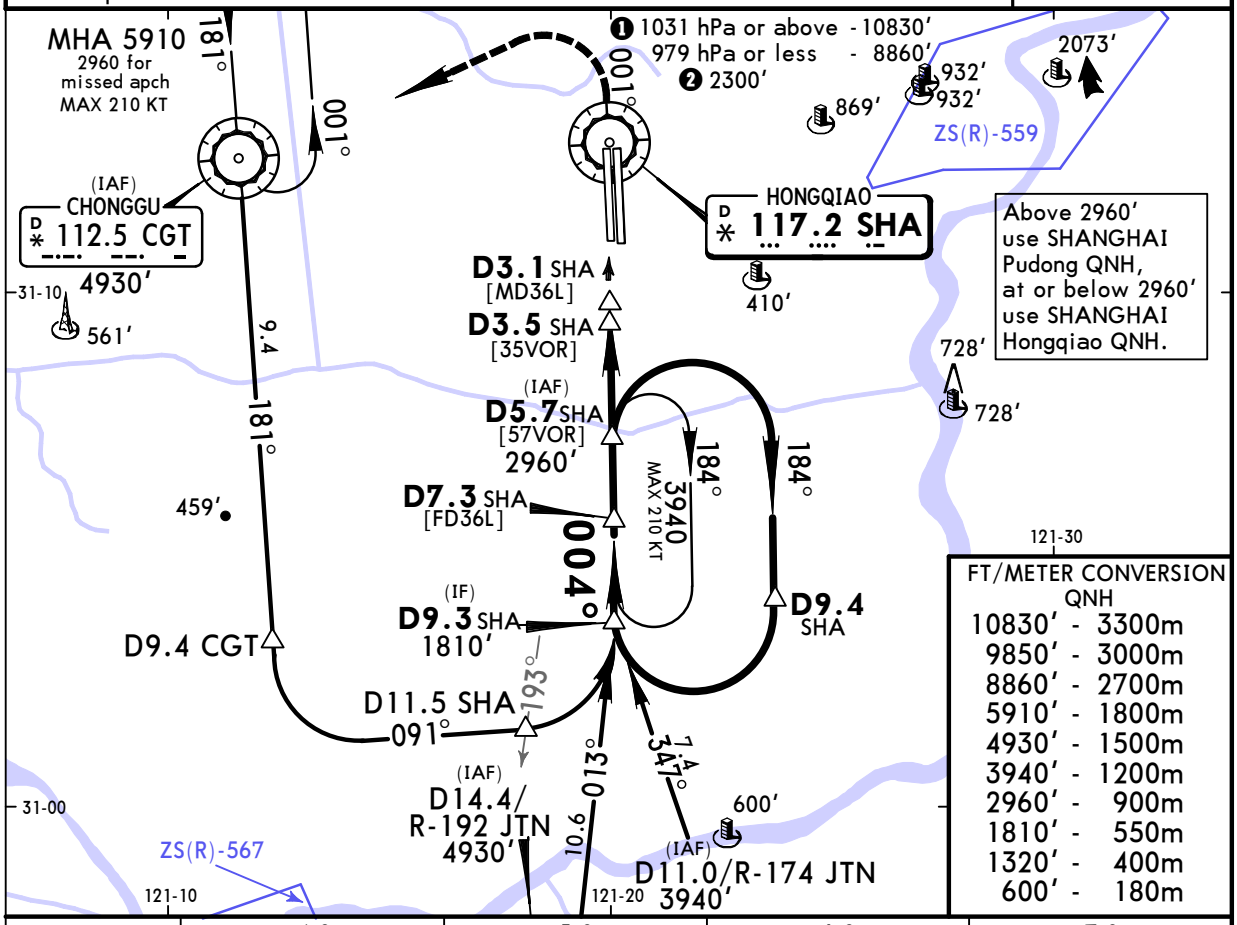
VOR SHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′ / Rwy 10′
*117.2	004°	D7.3 SHA 1810′ (1800′)	460′ (450′)	

MISSED APCH: Climb STRAIGHT AHEAD to SHA VOR. Intercept R-001 SHA, passing 1320′ turn LEFT to reach CGT VOR at 2960′.

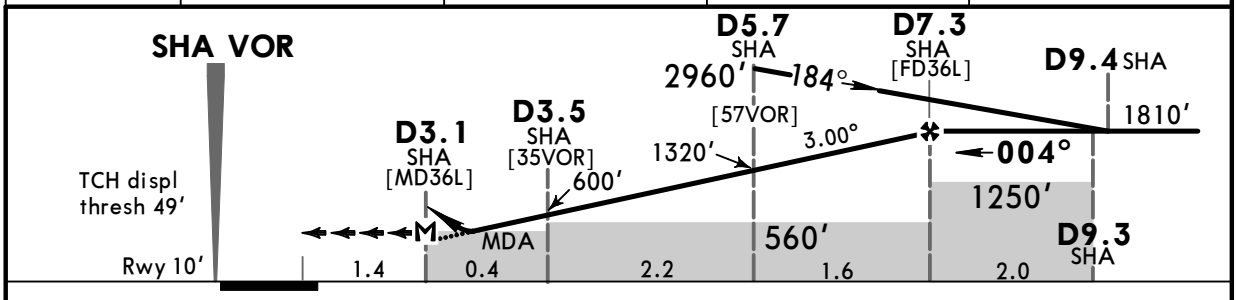
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	760′	1080′	1400′	1720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.1 SHA							

HIALS PAPI

SHA 117.2 R-001 | 1320′ | CGT 112.5 LT

Standard STRAIGHT-IN LANDING RWY **36L**

CDFA

MDA(H) **460′** (450′)

ALS out

A	2600m
B	2600m
C	2800m
D	3000m

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

PANS OPS

CHANGES: MSA.

© JEPPESEN, 2010, 2016. ALL RIGHTS RESERVED.

10.2.52 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018
JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (13-3)

SHANGHAI, PR OF CHINA VOR DME Rwy 36R

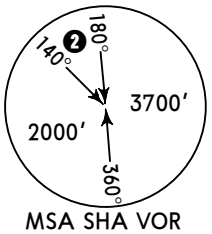
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP ™

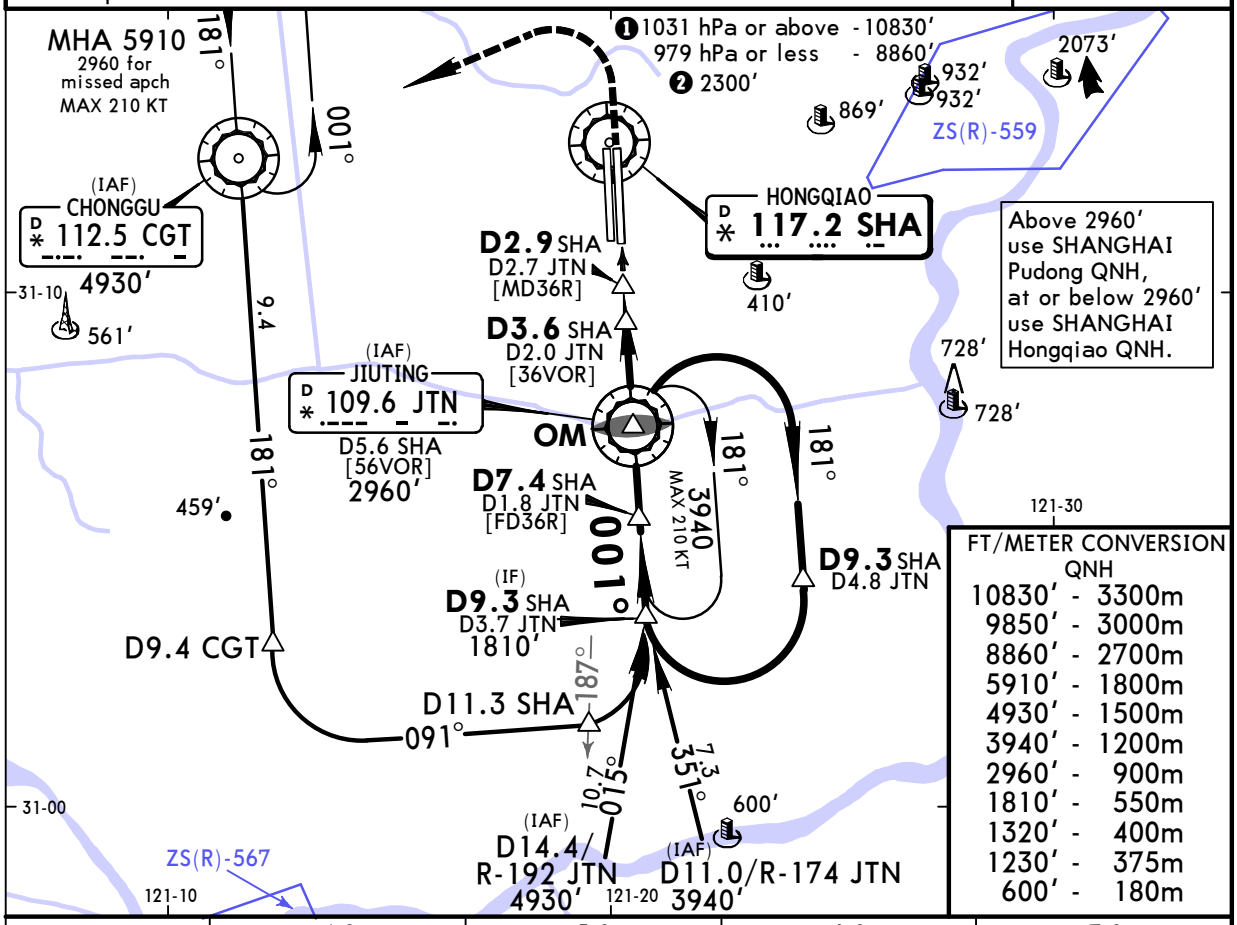
VOR SHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy
*117.2	001°	D7.4 SHA 1810′ (1800′)	460′ (450′)	Apt Elev 10′ / Rwy 10′

MISSED APCH: Climb STRAIGHT AHEAD to 1320′, then turn LEFT to reach CGT VOR at 2960′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.

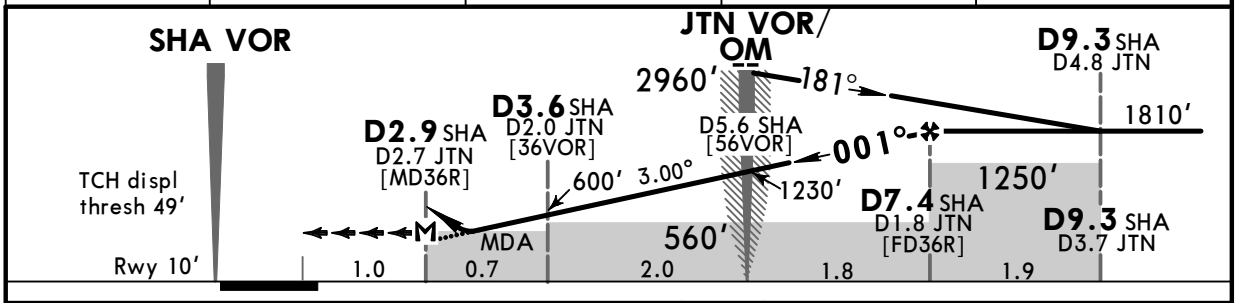


MSA SHA VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1320′	400m
1230′	375m
600′	180m

SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	710′	1030′	1350′	1660′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.9 SHA/D2.7 JTN							

HIALS PAPI | 1320′ | 2960′ LT | CGT 112.5

Standard STRAIGHT-IN LANDING RWY **36R**

CDFA

MDA(H) **460′** (450′)

ALS out

A	2200m
B	2200m
C	2400m
D	2600m

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

PANS OPS

CHANGES: MSA.

© JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.