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Revision Letter For Cycle 01-2015

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General Information

Location: Sapporo Jpn
IATA Code: CTS
Lat/Long: N42° 46.5' E141° 41.5'
Elevation: 70 ft

Airport Use: Public
Magnetic Variation: 9.1°W

Fuel Types: Jet A, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2204 Z
Sunset: 0714 Z,

Runway Information

Runway: 01L
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 01R
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 19L
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 19R
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 82 ft
Lighting: Edge, ALS, Centerline, TDZ

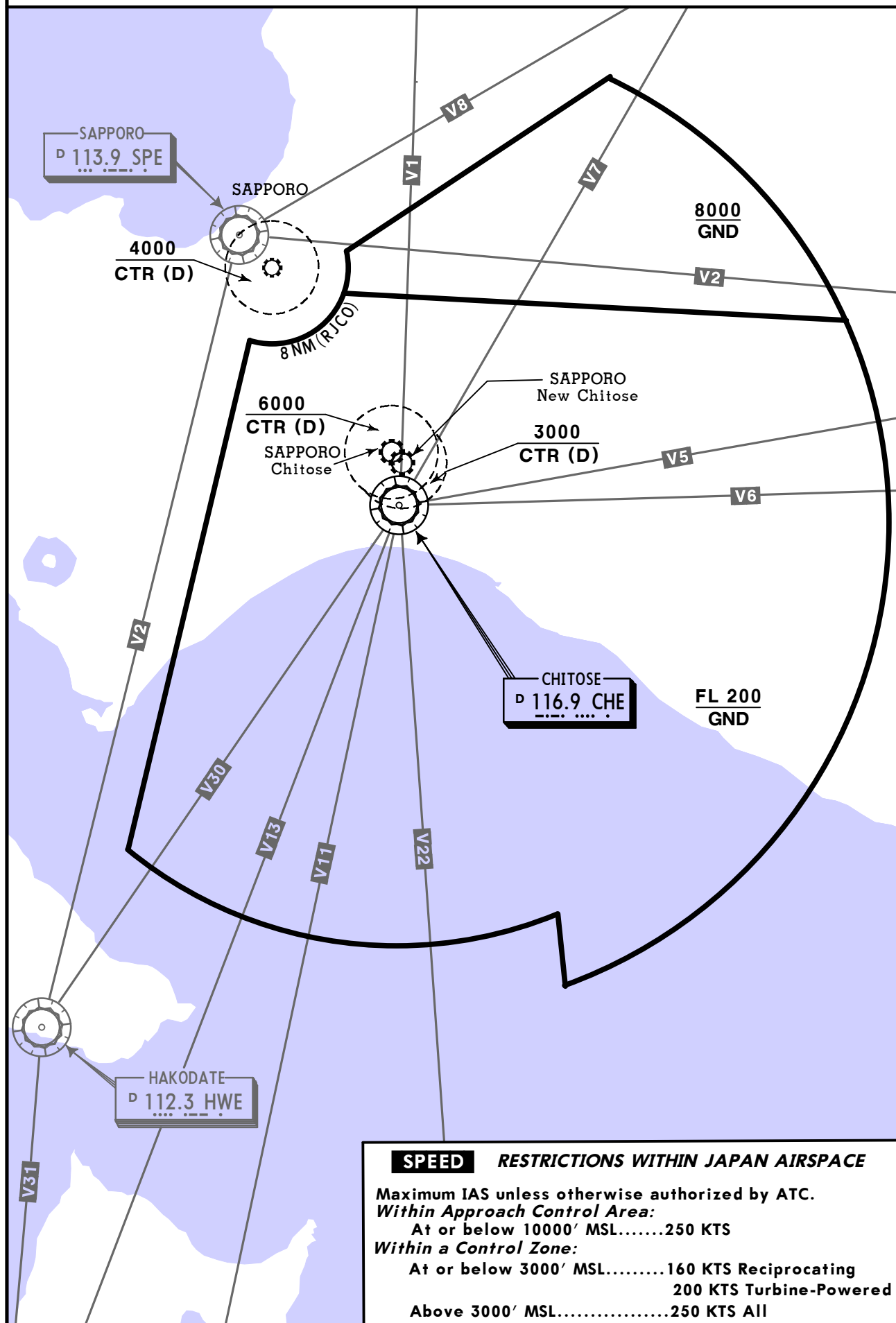
Stopway: 197 ft

Communication Information

- ATIS 128.6
- New Chitose Tower 126.2 Secondary
- New Chitose Tower 118.8
- New Chitose Ground Control 121.6
- New Chitose Clearance Delivery 121.9
- Chitose Approach Control 124.7 Secondary
- Chitose Approach Control 120.1
- Chitose TCA 25.61 Military
- Chitose TCA 127.7
- Chitose Departure Control 124.7
- New Chitose Radar 134.1 Secondary
- New Chitose Radar 125.3 Secondary
- New Chitose Radar 124.0 Secondary
- New Chitose Radar 120.1
- New Chitose Radar 119.5 Secondary
- New Chitose Radar 119.1 Secondary

CHITOSE APPROACH CONTROL AREA (E)

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



Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.

KURIS
N43 09.3 E141 42.4

LOC DME
110.9 ICN

YOSHA
N42 35.3
E141 52.1

At or above
4,000/

HOKKI
N42 31.8
E141 52.4

BAMBI
N42 31.0
E141 44.1

At or above
2000'

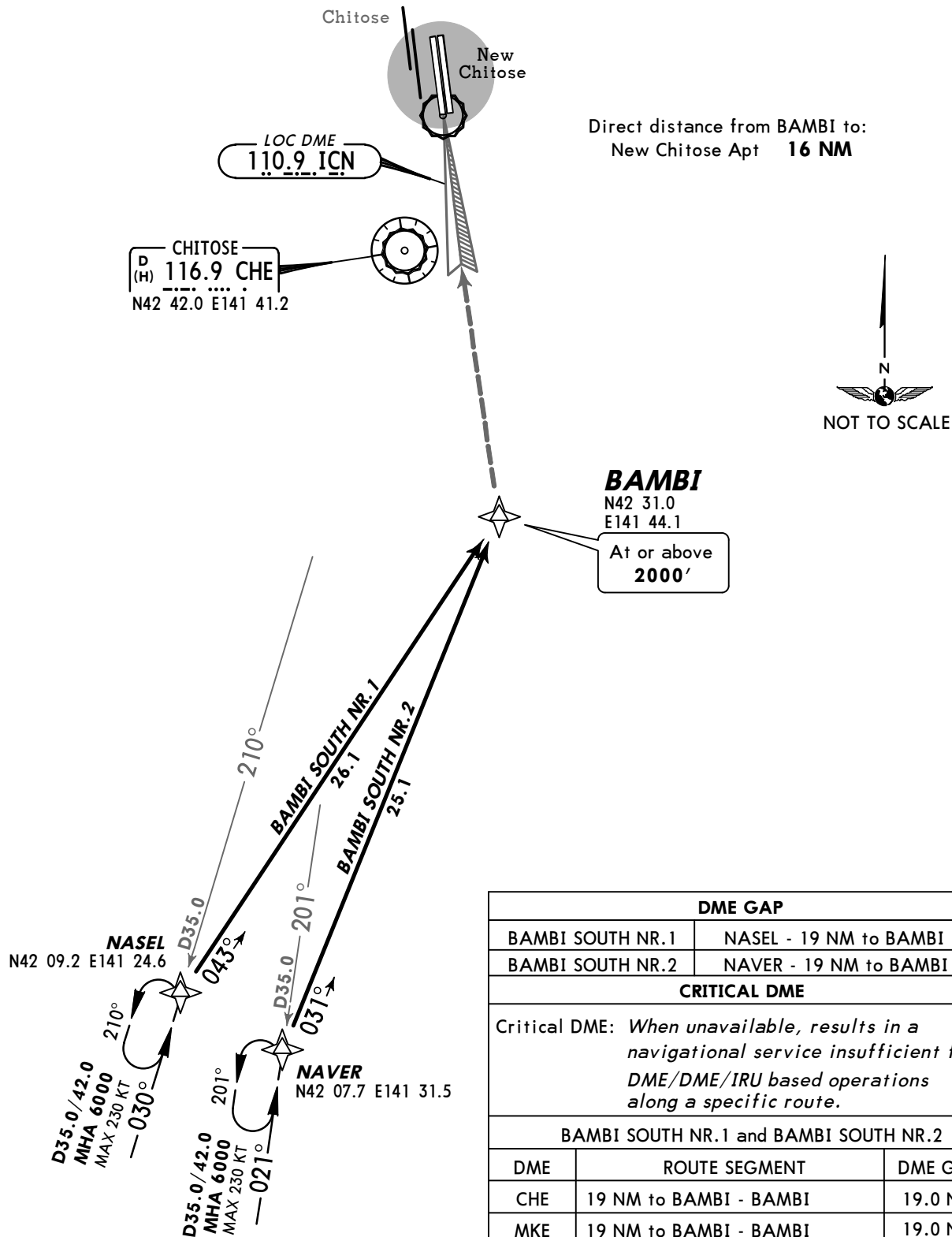


From KURIS, to GUFFI, to YOSHA, to HOKKI, to BAMBI.

*D-ATIS
128.6Apt Elev
70'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.

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



STAR

ROUTING

**BAMBI
SOUTH NR.1**

From NASEL to BAMBI.

**BAMBI
SOUTH NR.2**

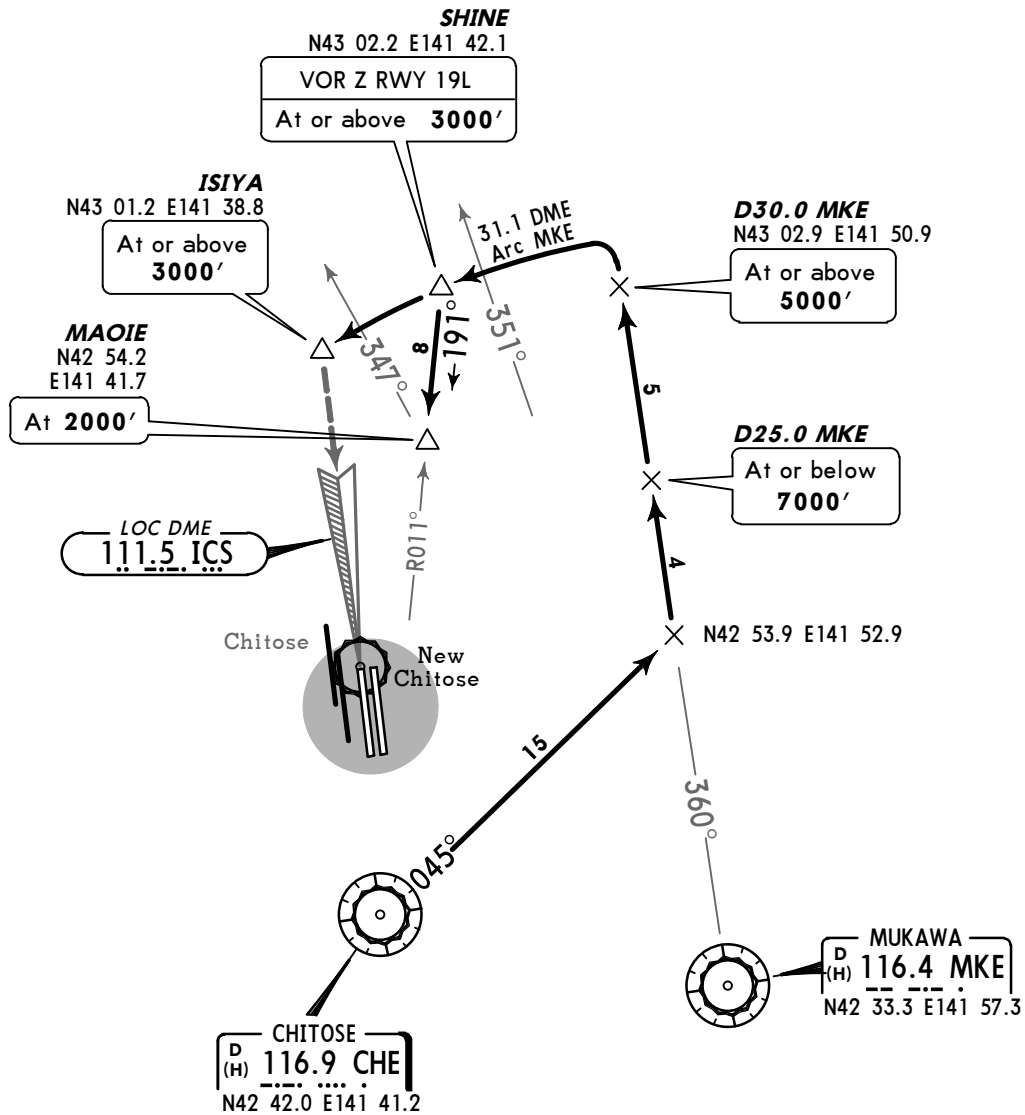
From NAVER to BAMBI.

*D-ATIS
128.6

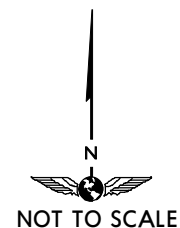
Apt Elev
70'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'

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



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



ROUTING

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

LANDING

For ILS or LOC RWY 19R

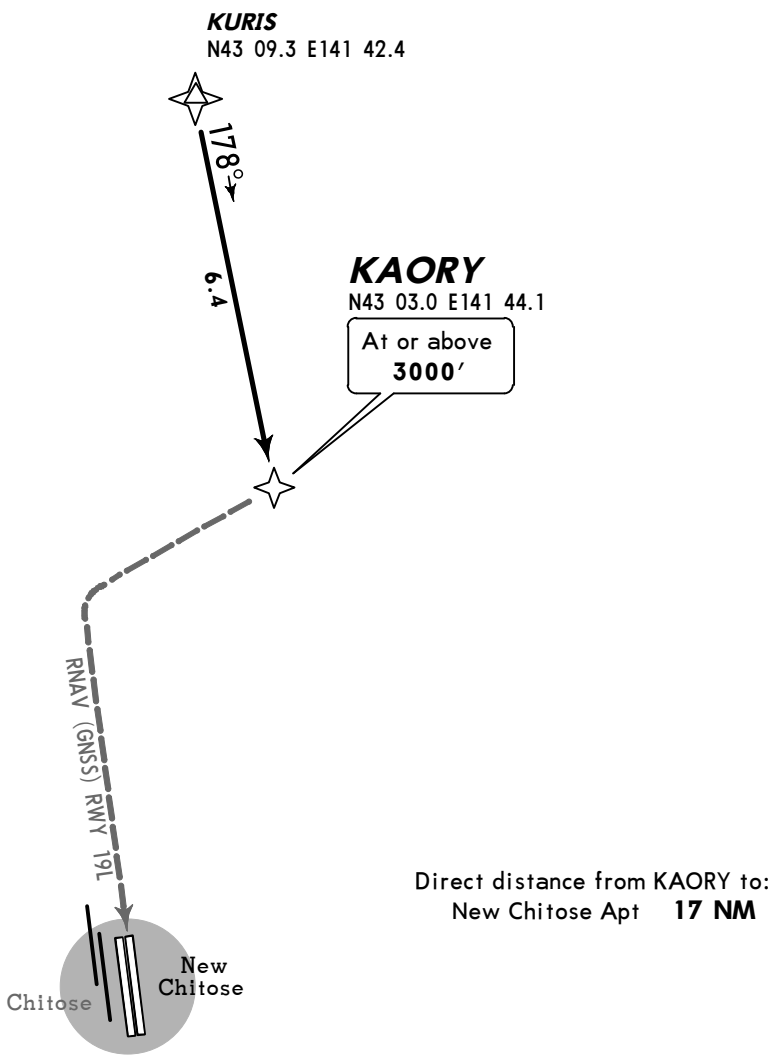
To ISIYA.

For VOR Z RWY 19L

To SHINE, via CHE R-011 to MAOIE.

*D-ATIS 128.6	Apt Elev 70'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.
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KAORY NORTH ARRIVAL
[KAORYN]
(RWY 19L)



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

ROUTING
From KURIS, to KAORY.

*D-ATIS
128.6Apt Elev
70'

Alt Set: IN (hPa on req)

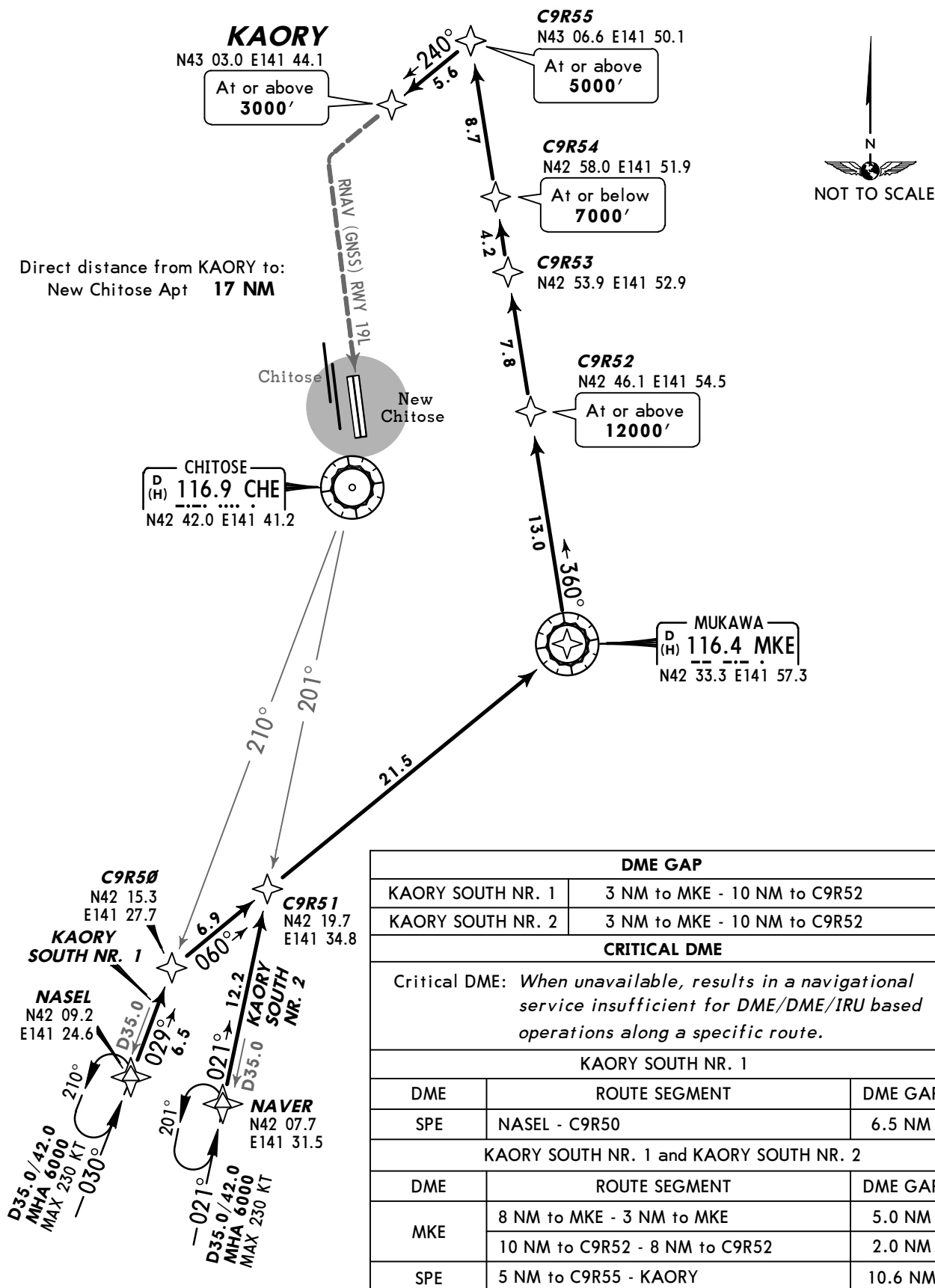
Trans level: FL140

Trans alt: 14000'

1. RNAV 1.

2. DME/DME/IRU or GNSS required.

3. RADAR required.

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

From NASEL to C9R50, to C9R51, to MKE, to C9R52, to C9R53, to C9R54, to C9R55, to KAORY.

**KAORY
SOUTH NR. 2**

From NAVER to C9R51, to MKE, to C9R52, to C9R53, to C9R54, to C9R55, to KAORY.

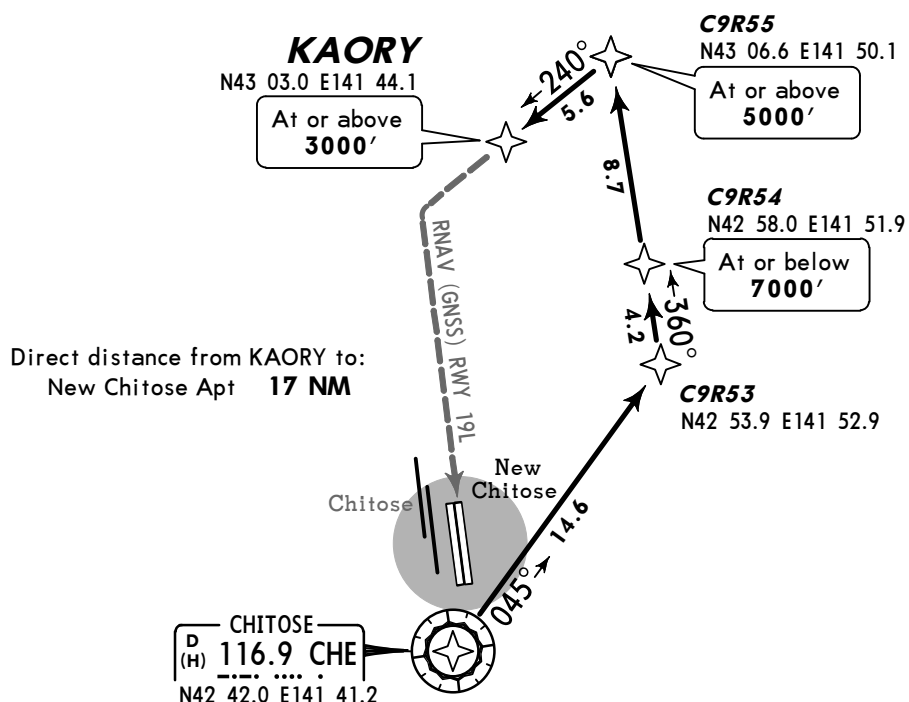
ROUTING

*D-ATIS
128.6Apt Elev
70'

Alt Set: IN (hPa on req)

Trans level: FL140

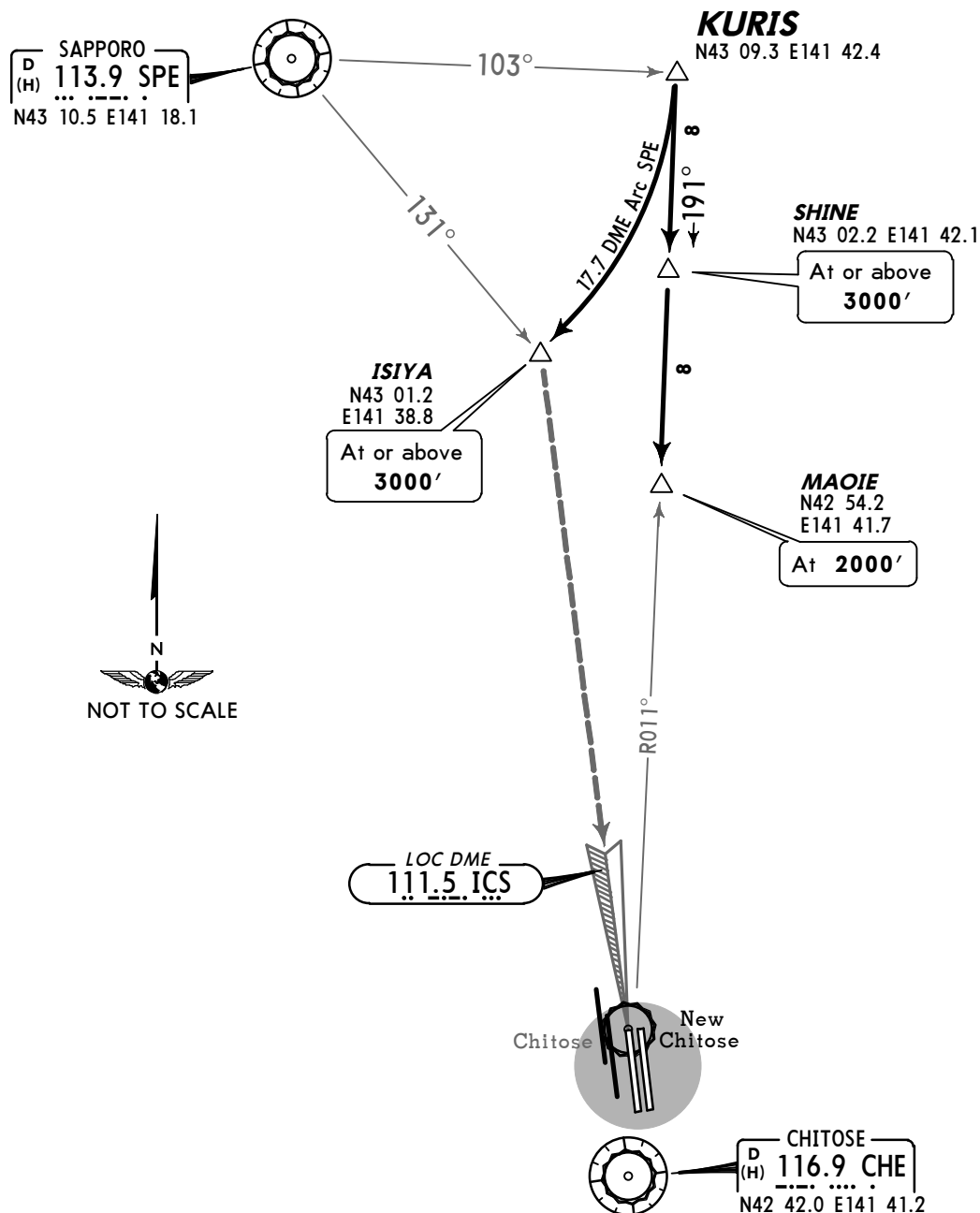
Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required. 3. RADAR required.KAORY SOUTH NR. 3 ARRIVAL
[KAORS3]
(RWY 19L)

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

ROUTING

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

*D-ATIS
128.6Apt Elev
70'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'KURIS ARRIVAL
[KURIS]
(RWYS 19L/R)

Direct distance to New Chitose Apt from:

ISIYA **15 NM**

MAOIE **8 NM**

ROUTING

For ILS or LOC RWY 19R

From over KURIS, via 17.7 DME SPE Arc clockwise to ISIYA.

For VOR Z RWY 19L

From over KURIS via CHE R-011 to MAOIE via SHINE.

***D-ATIS**
128.6

Apt Elev
70'

Alt Set: IN (hPa on req)

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.

2. DME/DME/IRU or GNSS required.

3. RADAR required.

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

NACKS
N43 00.0 E141 39.0
At or above 3000'
LOC DME 111.5 ICS

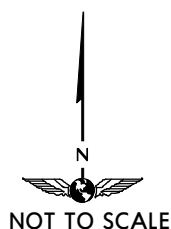
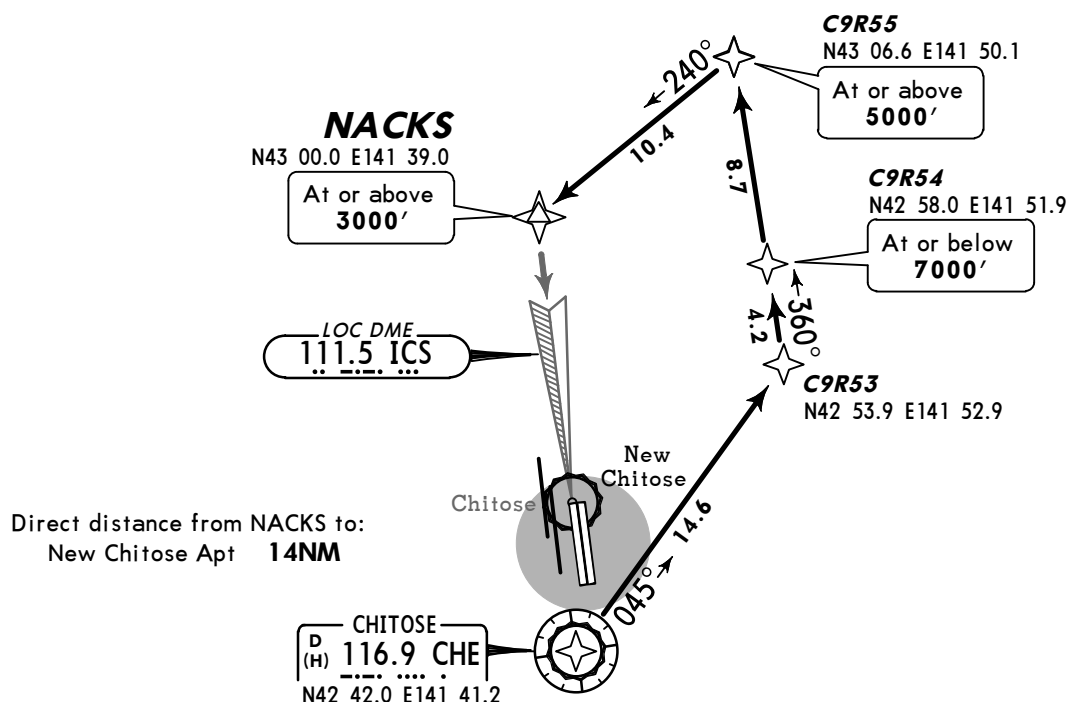
CHITOSE
^{D(H)} 116.9 CHE
N42 42.0 E141 41.2

MUKAWA
^{D(H)} 116.4 MKE
N42 33.3 E141 57.3

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

CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
NACKS NR. 1		
DME	ROUTE SEGMENT	DME GAP
SPE	NASEL - C9R50	6.5 NM
NACKS NR. 1 and NACKS NR. 2		
DME	ROUTE SEGMENT	DME GAP
MKE	8 NM to MKE - 3 NM to MKE	5.0 NM
	10 NM to C9R52 - 8 NM to C9R52	2.0 NM
SPE	5 NM to C9R55 - NACKS	15.4 NM

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

*D-ATIS
128.6Apt Elev
70'Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required. 3. RADAR required.NACKS NR. 3 ARRIVAL
[NACKS3]
(RWY 19R)

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

ROUTING

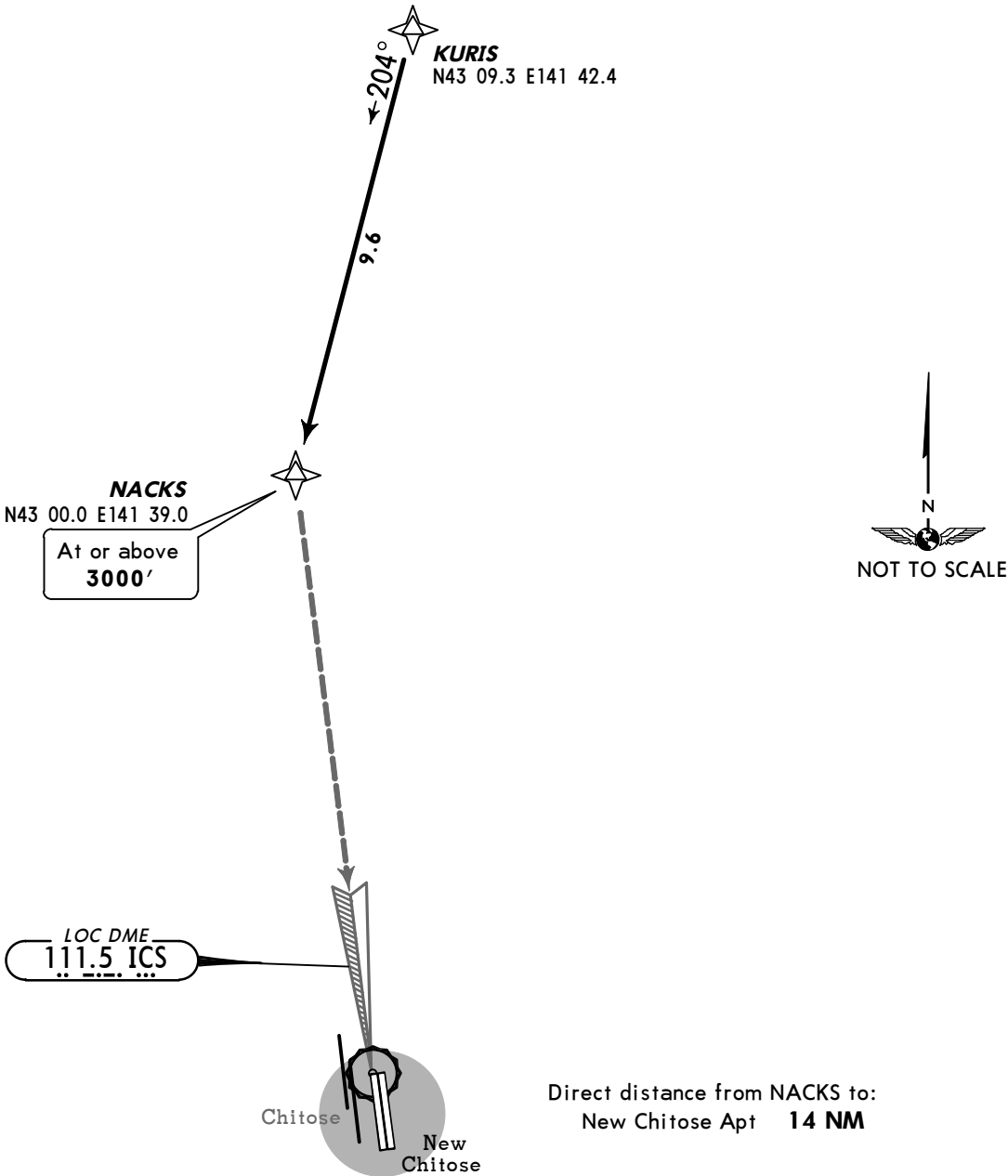
From CHE, C9R53, to C9R54, to C9R55, to NACKS.

*D-ATIS
128.6

Apt Elev
70'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.

NAGANUMA NORTH ARRIVAL
[NAGANN]
(RWY 19R)



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

ROUTING

From KURIS to NACKS.

*D-ATIS
128.6Apt Elev
70'

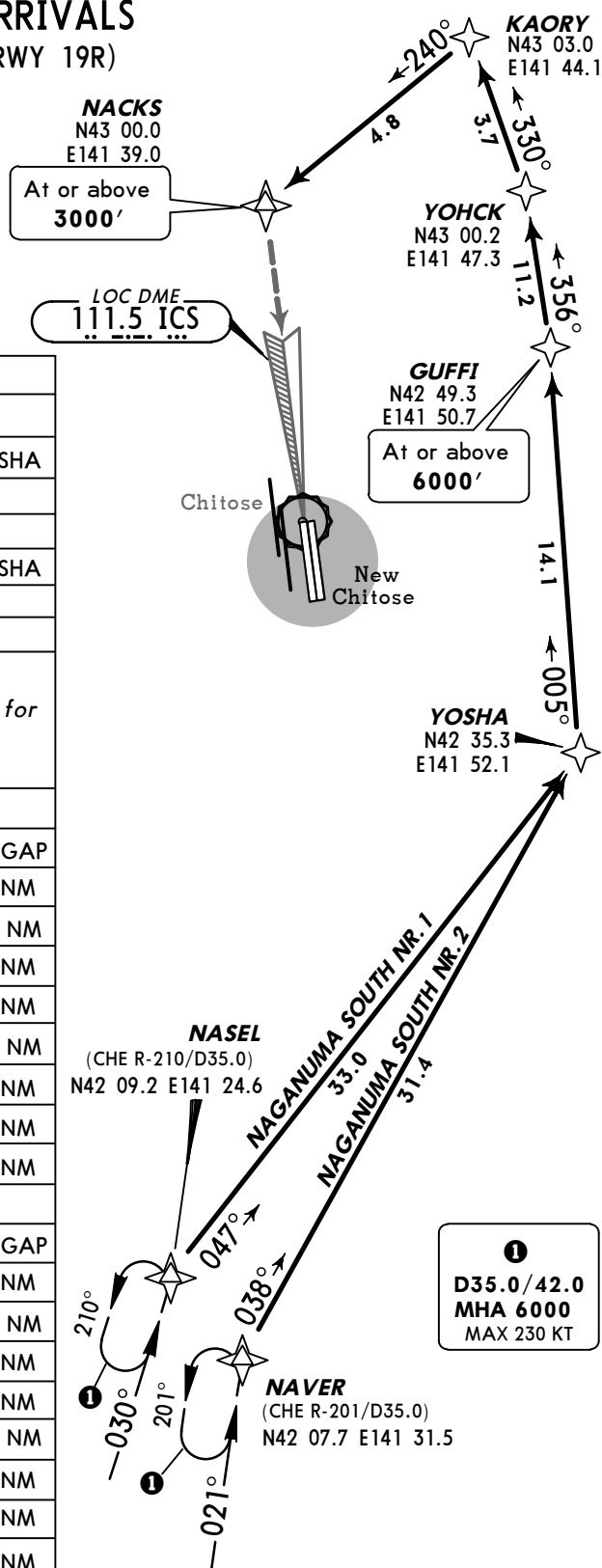
Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.

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



Direct distance from NACKS to:
New Chitose Apt 14 NM

DME GAP		
NAGANUMA SOUTH NR.1	NASEL - 26 NM to YOSHA	
	3 NM to YOSHA - 1 NM to YOSHA	
	YOSHA - 10 NM to GUFFI	
NAGANUMA SOUTH NR.2	NAVER - 25 NM to YOSHA	
	3 NM to YOSHA - 1 NM to YOSHA	
	YOSHA - 10 NM to GUFFI	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
NAGANUMA SOUTH NR.1		
DME	ROUTE SEGMENT	DME GAP
CHE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
	1 NM to NACKS - NACKS	1.0 NM
MKE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM
SPE	YOHCK - KAORY - 1 NM to NACKS	7.5 NM
	1 NM to NACKS - NACKS	1.0 NM
NAGANUMA SOUTH NR.2		
DME	ROUTE SEGMENT	DME GAP
CHE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
	1 NM to NACKS - NACKS	1.0 NM
MKE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM
SPE	YOHCK - KAORY - 1 NM to NACKS	7.5 NM
	1 NM to NACKS - NACKS	1.0 NM



STAR

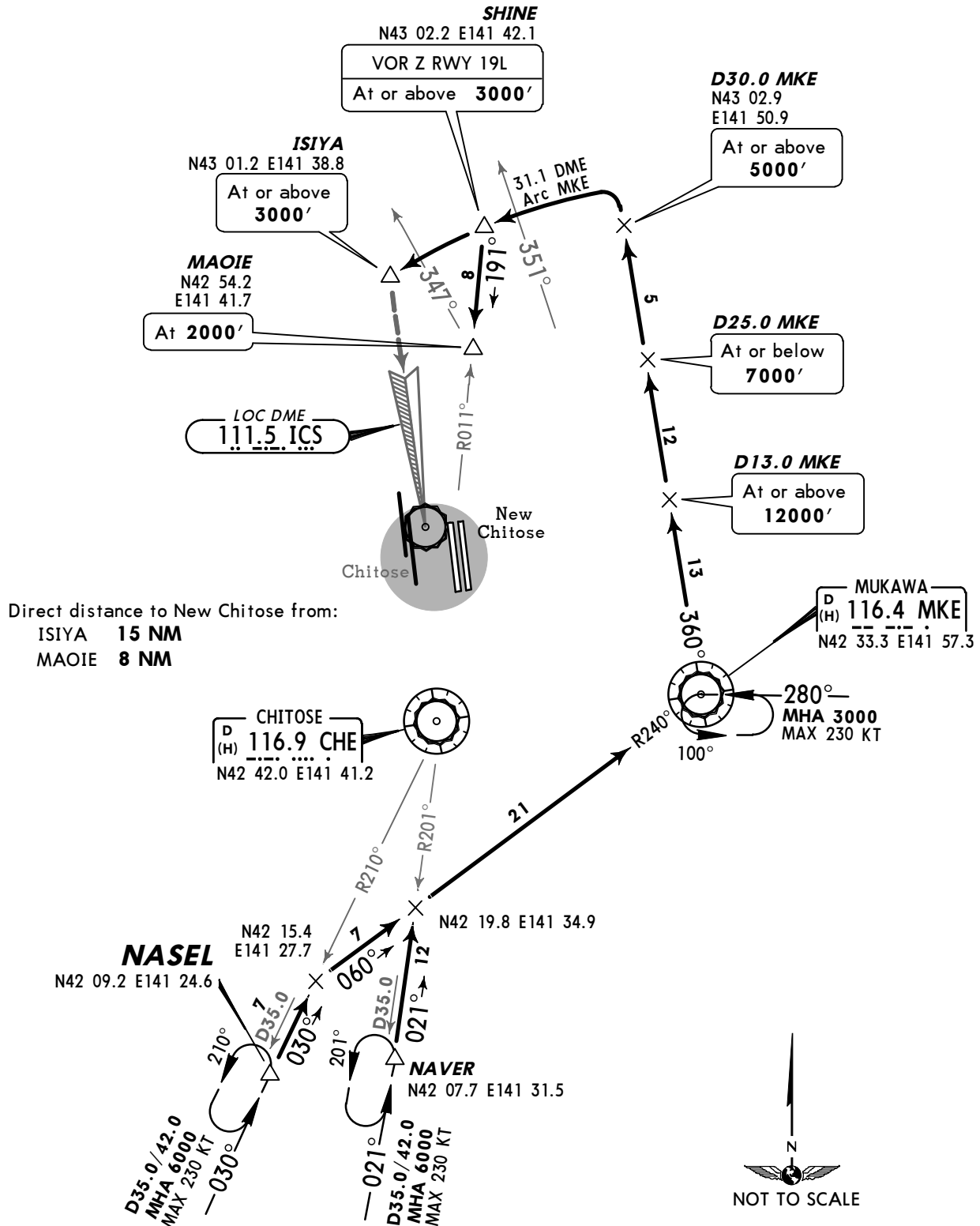
ROUTING

NAGANUMA
SOUTH NR.1

From NASEL to YOSHA, to GUFFI, to YOHCK, to KAORY, to NACKS.

NAGANUMA
SOUTH NR.2

From NAVER to YOSHA, to GUFFI, to YOHCK, to KAORY, to NACKS.

*D-ATIS
128.6Apt Elev
70'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'NASEL ARRIVAL
[NASEL]
(RWYS 19L/R)

*D-ATIS
128.6

Apt Elev
70'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.

YOTEI NORTH ARRIVAL

[YOTEIN]
(RWY 01R)

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

KURIS
N43 09.3 E141 42.4
172°
20.9

GUFFI
N42 49.3 E141 50.7
185°
14.1

YOSHA
N42 35.3 E141 52.1
At or above
6000'

HOKKI
N42 31.8 E141 52.4
272°
6.0

New Chitose
Chitose

Direct distance from YOTEI to:
New Chitose Apt 16 NM

YOTEI
N42 31.0 E141 44.4
At or above
2000'

LOC DME
110.75 ICH



ROUTING

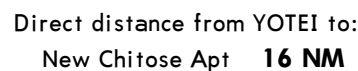
From KURIS, to GUFFI, to YOSHA, to HOKKI, to YOTEI.

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.

ARRIVALS

(RWY 01R)



DME GAP		
YOTEI SOUTH NR.1	NASEL - 19 NM to YOTEI	
YOTEI SOUTH NR.2	NAVER - 19 NM to YOTEI	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
YOTEI SOUTH NR.1 and YOTEI SOUTH NR.2		
DME	ROUTE SEGMENT	DME GAP
CHE	19 NM to YOTEI - YOTEI	19.0 NM
MKE	19 NM to YOTEI - YOTEI	19.0 NM

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

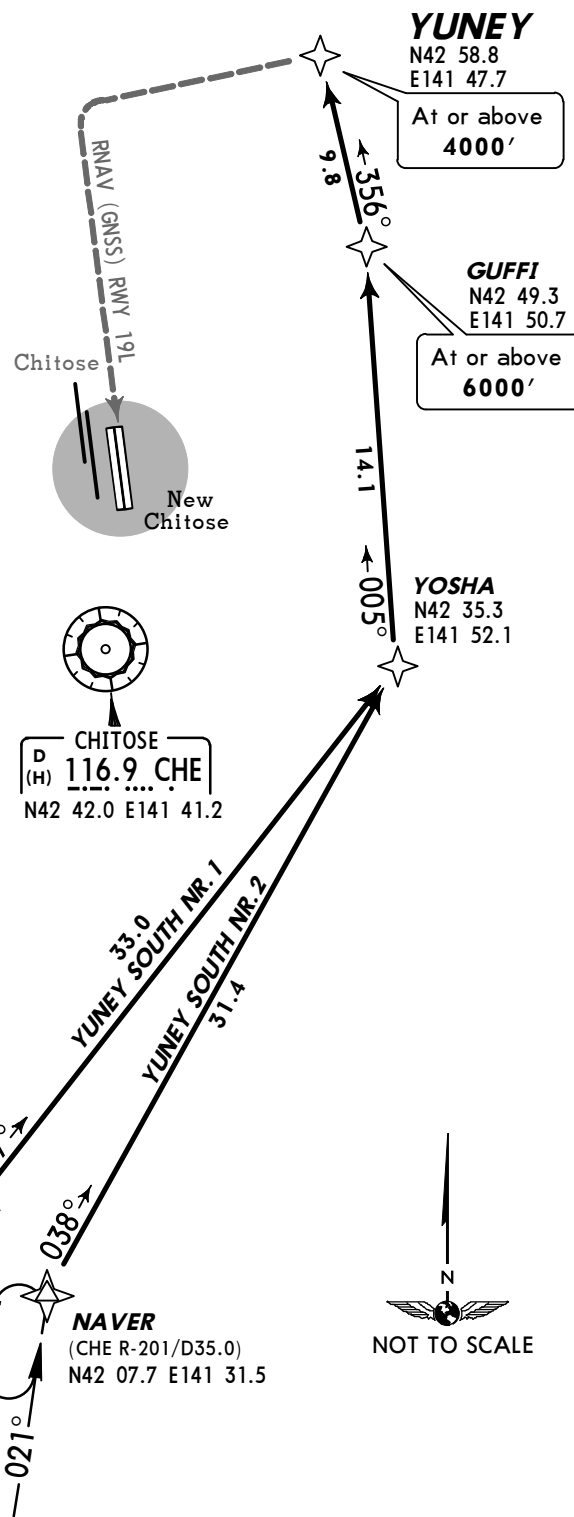
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*D-ATIS
128.6Apt Elev
70'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.

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

DME GAP		
YUNY SOUTH NR.1	NASEL - 26 NM to YOSHA	
	3 NM to YOSHA - 1 NM to YOSHA	
	YOSHA - 10 NM to GUFFI	
YUNY SOUTH NR.2	NAVER - 25 NM to YOSHA	
	3 NM to YOSHA - 1 NM to YOSHA	
	YOSHA - 10 NM to GUFFI	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
YUNY SOUTH NR.1		
DME	ROUTE SEGMENT	DME GAP
CHE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
MKE	26 NM to YOSHA - 22 NM to YOSHA	4.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM
YUNY SOUTH NR.2		
DME	ROUTE SEGMENT	DME GAP
CHE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	10 NM to GUFFI - GUFFI	10.0 NM
MKE	25 NM to YOSHA - 22 NM to YOSHA	3.0 NM
	22 NM to YOSHA - 3 NM to YOSHA	19.0 NM
	1 NM to YOSHA - YOSHA	1.0 NM



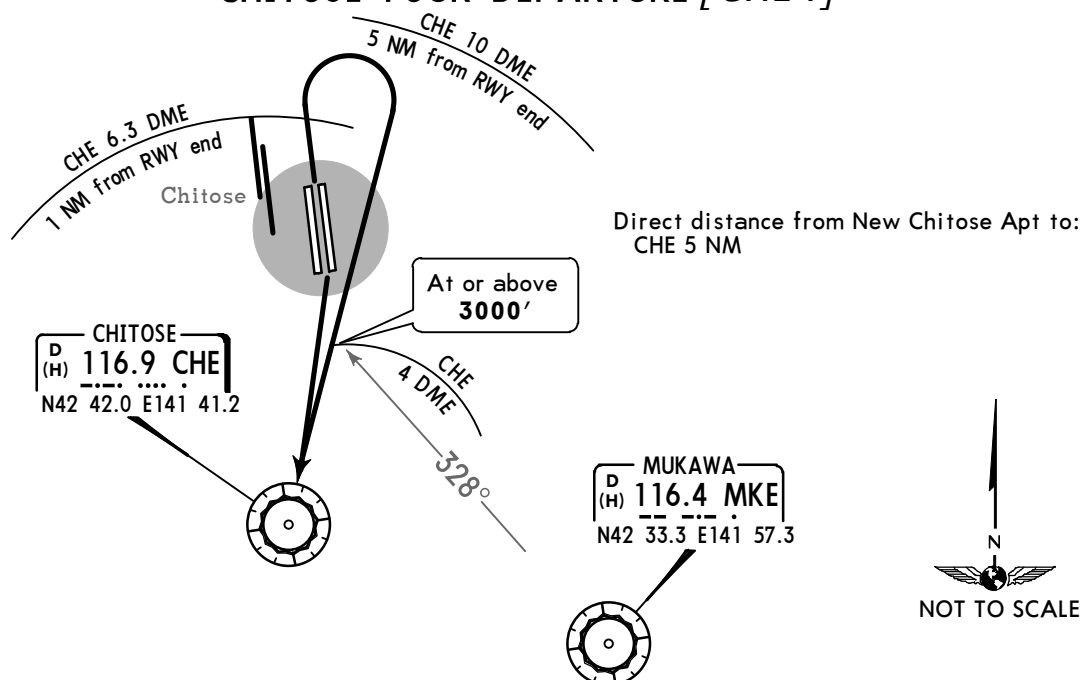
Direct distance from YUNY to:
New Chitose Apt **13 NM**

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

CHITOSE
Departure (R)
124.7Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

CHITOSE FOUR DEPARTURE [CHE4]



RWY

INITIAL CLIMB

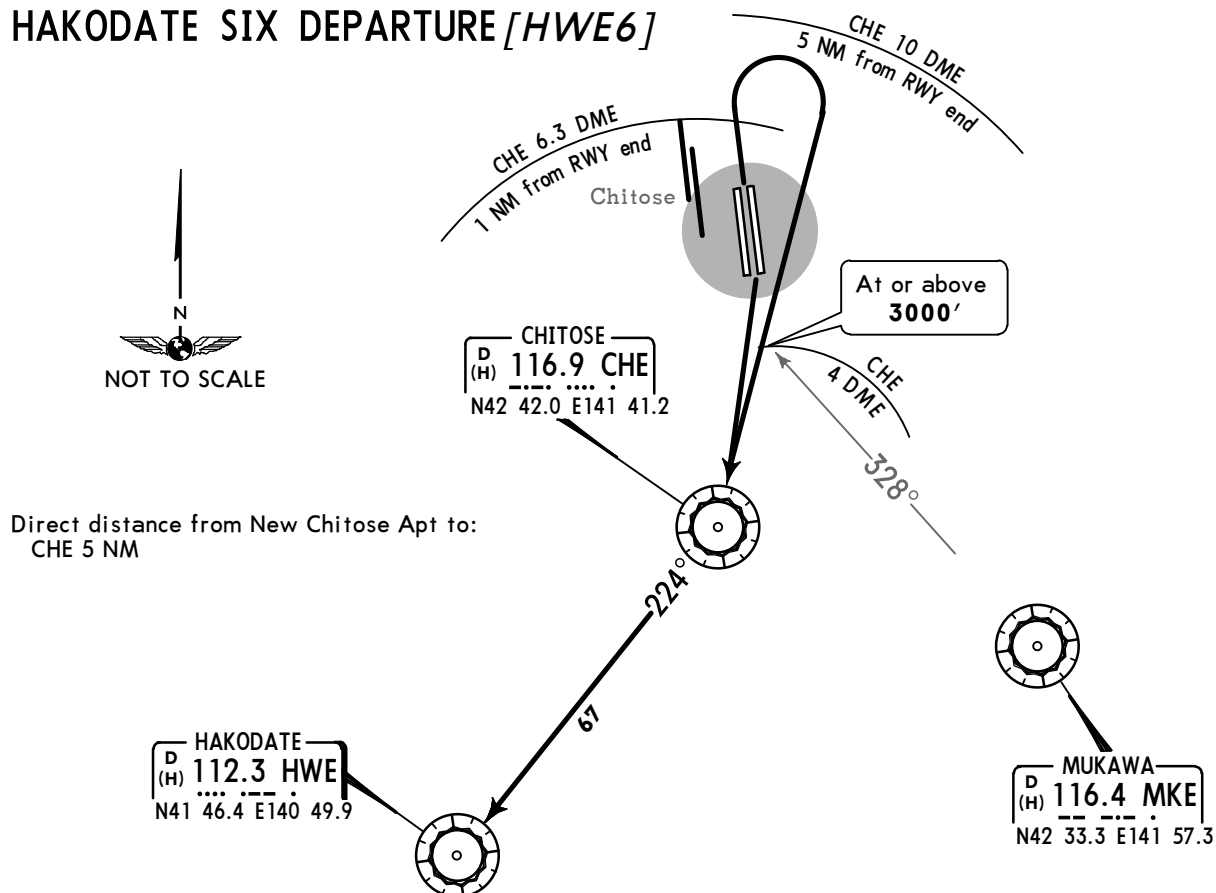
01L/R

Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end).

19L/R

Climb direct to CHE.

HAKODATE SIX DEPARTURE [HWE6]



RWY

INITIAL CLIMB

01L/R

Climb via runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end).

19L/R

Climb direct to CHE.

ROUTING

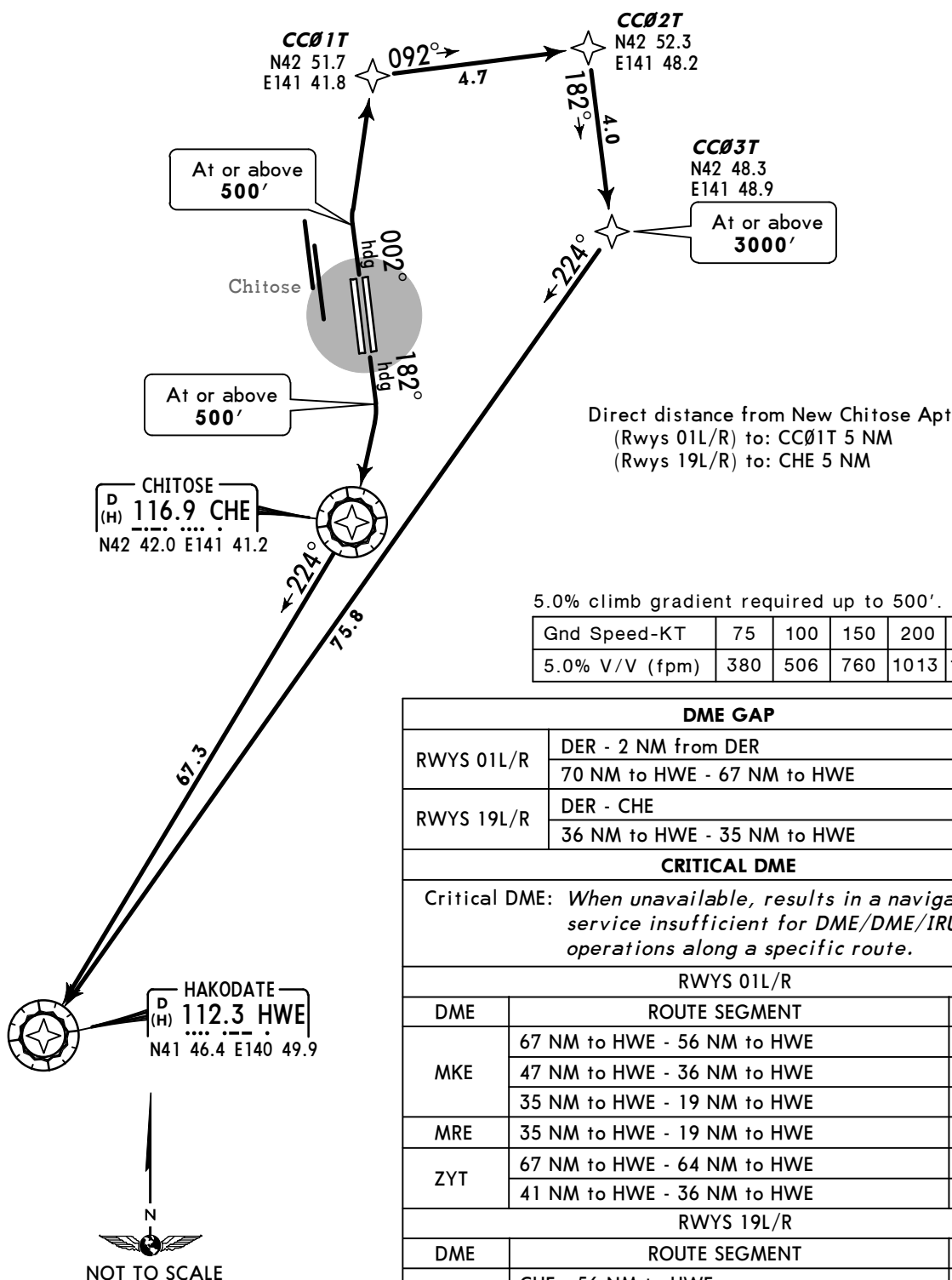
From CHE, via CHE R-224 to HWE.

CHITOSE
Departure (R)
124.7Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
4. RADAR service required.

GEFFY ONE DEPARTURE[GEFFY1]



DME GAP		
RWYS 01L/R	DER - 2 NM from DER	
	70 NM to HWE - 67 NM to HWE	
RWYS 19L/R	DER - CHE	
	36 NM to HWE - 35 NM to HWE	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
RWYS 01L/R		
DME	ROUTE SEGMENT	DME GAP
MKE	67 NM to HWE - 56 NM to HWE	11.0 NM
	47 NM to HWE - 36 NM to HWE	11.0 NM
	35 NM to HWE - 19 NM to HWE	16.0 NM
MRE	35 NM to HWE - 19 NM to HWE	16.0 NM
ZYT	67 NM to HWE - 64 NM to HWE	3.0 NM
	41 NM to HWE - 36 NM to HWE	5.0 NM
RWYS 19L/R		
DME	ROUTE SEGMENT	DME GAP
MKE	CHE - 56 NM to HWE	11.3 NM
	47 NM to HWE - 36 NM to HWE	11.0 NM
	35 NM to HWE - 19 NM to HWE	16.0 NM
MRE	35 NM to HWE - 19 NM to HWE	16.0 NM
ZYT	CHE - 64 NM to HWE	3.3 NM
	41 NM to HWE - 36 NM to HWE	5.0 NM

RWY

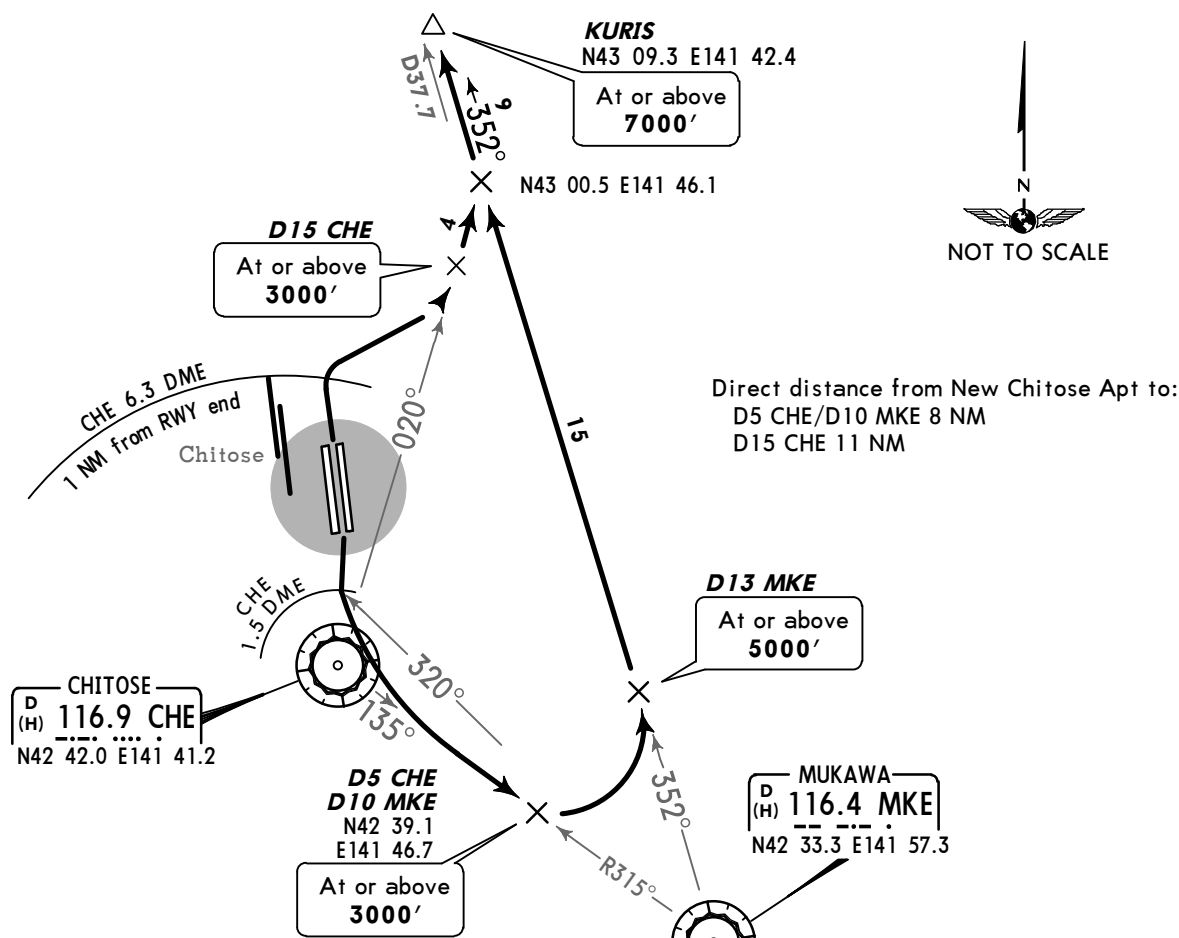
INITIAL CLIMB

01L/R	Climb on heading 002° to at or above 500', direct to CC01T, to CC02T, to CC03T, to HWE.
19L/R	Climb on heading 182° to at or above 500', direct to CHE, to HWE.

CHITOSE
Departure (R)
124.7Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

HOKUTO SIX DEPARTURE [HOKUT6]



RWY

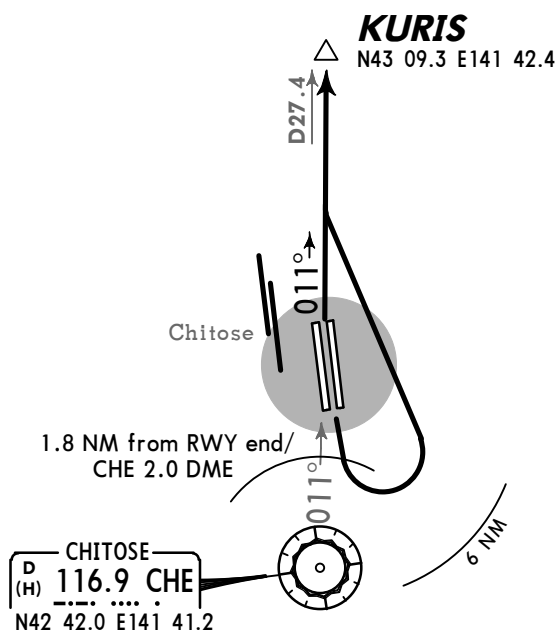
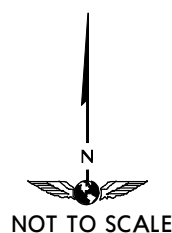
INITIAL CLIMB

01L/R

Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT via CHE R-020, via MKE R-352 to KURIS.

19L/R

Climb direct to CHE until CHE 1.5 DME prior to CHE (until crossing MKE R-320), turn LEFT, via CHE R-135 (MKE R-315) to D5 CHE (D10 MKE), turn LEFT, via MKE R-352 to KURIS.

KURIS SEVEN DEPARTURE
[KURIS7]Direct distance from New Chitose Apt to:
KURIS 23 NM

RWY

INITIAL CLIMB

01L/R

Climb via CHE R-011 to KURIS.

19L/R

Climb runway heading until 1.8 NM from runway end/CHE 2.0 DME, turn LEFT within 6 NM, via CHE R-011 to KURIS.

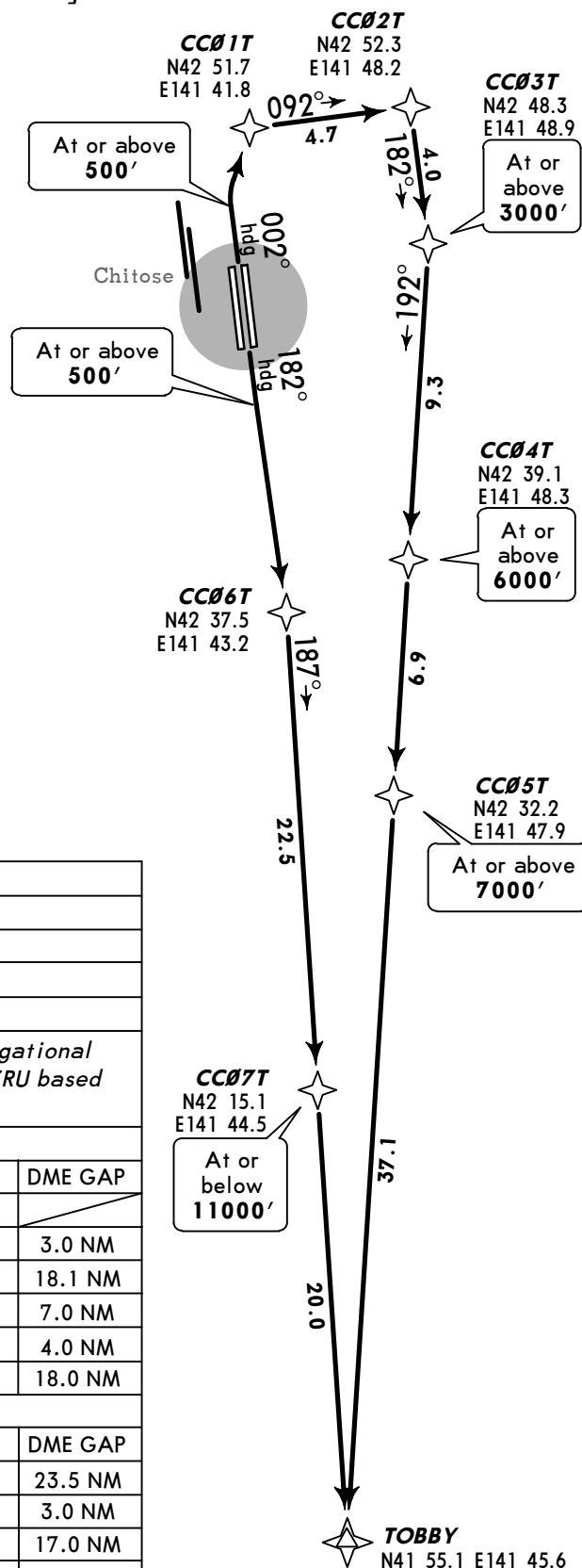
CHITOSE
Departure (R)
124.7Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
4. RADAR service required.

JUGGLAR ONE DEPARTURE

[JUGGL1]

Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC01T 5 NM
(Rwys 19L/R) to: CC06T 9 NM

5.0% climb gradient required up to 500'.

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

DME GAP		
RWYS 01L/R	DER - 2 NM from DER	
	CC04T - 4 NM to CC05T	
RWYS 19L/R	DER - 3 NM to CC06T	
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
RWYS 01L/R		
DME	ROUTE SEGMENT	DME GAP
CHE	2 NM from DER - 2 NM to CC01T	
	3 NM to CC04T - CC04T	3.0 NM
MKE	4 NM to CC05T - 23 NM to TOBBY	18.1 NM
	12 NM to TOBBY - 5 NM to TOBBY	7.0 NM
MWE	4 NM to TOBBY - TOBBY	4.0 NM
SPE	18 NM to TOBBY - TOBBY	18.0 NM
RWYS 19L/R		
DME	ROUTE SEGMENT	DME GAP
MKE	3 NM to CC06T - 2 NM to CC07T	23.5 NM
MWE	3 NM to TOBBY - TOBBY	3.0 NM
SPE	17 NM to TOBBY - TOBBY	17.0 NM
ZYT	3 NM to CC06T - 1 NM to CC06T	2.0 NM

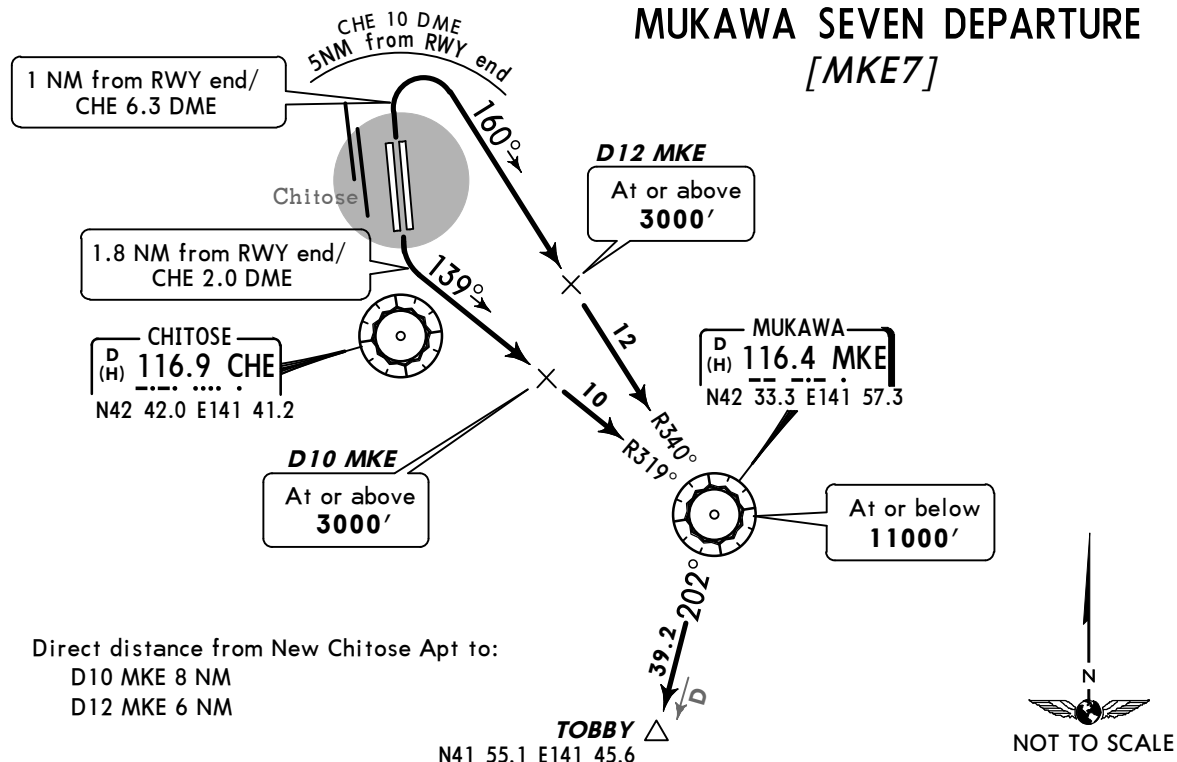
RWY

INITIAL CLIMB

01L/R	Climb on heading 002° to at or above 500', direct to CC01T, to CC02T, to CC03T, to CC04T, to CC05T, to TOBBY.
19L/R	Climb on heading 182° to at or above 500', direct to CC06T, to CC07T, to TOBBY.

CHITOSE
Departure (R)
124.7Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

MUKAWA SEVEN DEPARTURE
[MKE7]

RWY

INITIAL CLIMB

01L/R

Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT within CHE 10 DME (5 NM from runway end), via MKE R-340 to MKE, then via MKE R-202 to TOBBY.

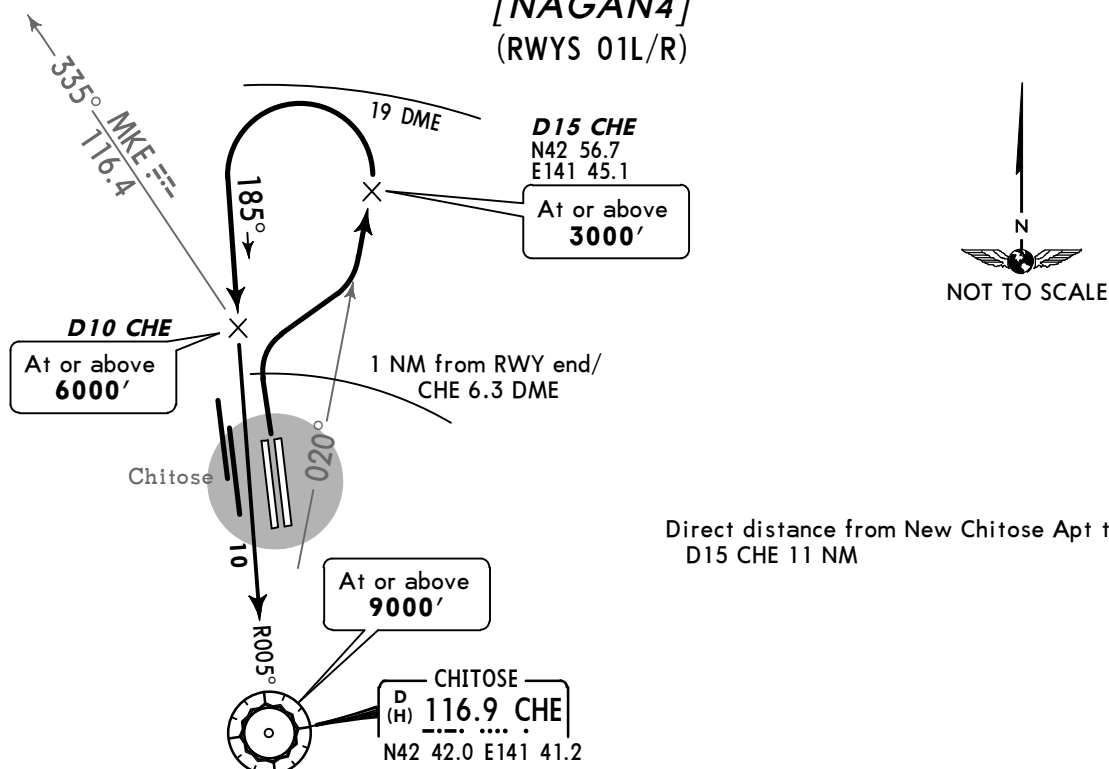
19L/R

Climb runway heading until 1.8 NM from runway end/CHE 2.0 DME, turn LEFT, via MKE R-319 to MKE, via MKE R-202 to TOBBY.

NAGANUMA FOUR DEPARTURE

[NAGAN4]

(RWYS 01L/R)



INITIAL CLIMB

Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT to intercept and proceed via CHE R-020 to D15 CHE, turn LEFT, via CHE R-005 to CHE within CHE 19 DME.

CHITOSE
Departure (R)
124.7Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
4. RADAR service required.

PATRUSH ONE DEPARTURE [PATRU1]

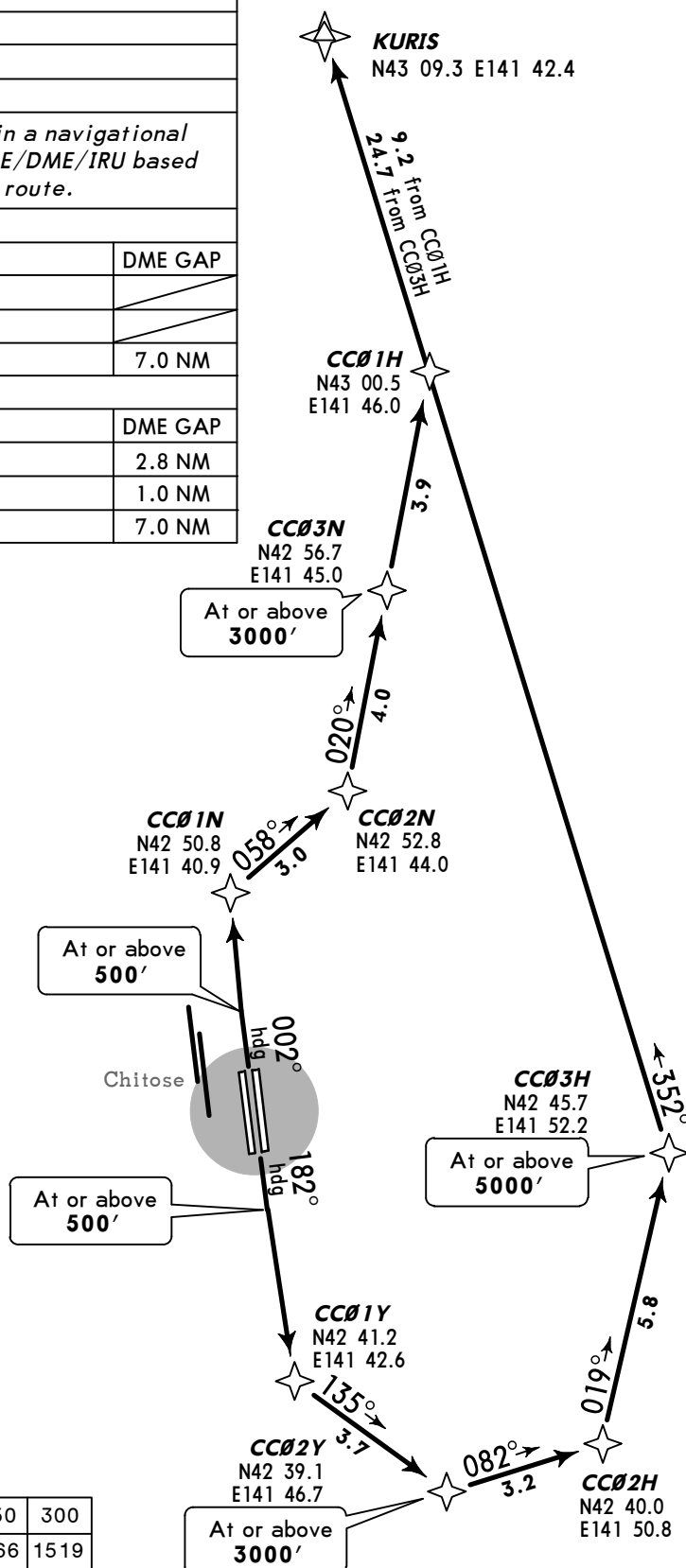
DME GAP		
RWYS 01L/R	DER - 2 NM from DER	
RWYS 19L/R	DER - 1 NM to CC02H	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
RWYS 01L/R		
DME	ROUTE SEGMENT	DME GAP
CHE	2 NM from DER - 3 NM to CC01N	
MKE	2 NM from DER - 3 NM to CC01N	
SPE	7 NM to KURIS - KURIS	7.0 NM
RWYS 19L/R		
DME	ROUTE SEGMENT	DME GAP
CHE	1 NM to CC02H - 4 NM to CC03H	2.8 NM
SPE	1 NM to CC02H - CC02H	1.0 NM
	7 NM to KURIS - KURIS	7.0 NM



Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC01N 4 NM
(Rwys 19L/R) to: CC01Y 5 NM

5.0% climb gradient required up to 500'.

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



RWY

INITIAL CLIMB

01L/R	Climb on heading 002° to at or above 500', direct to CC01N, to CC02N, to CC03N, to CC01H, to KURIS.
19L/R	Climb on heading 182° to at or above 500', direct to CC01Y, to CC02Y, to CC02H, to CC03H, to KURIS.

CHITOSE
Departure (R)
124.7**Apt Elev**
70'

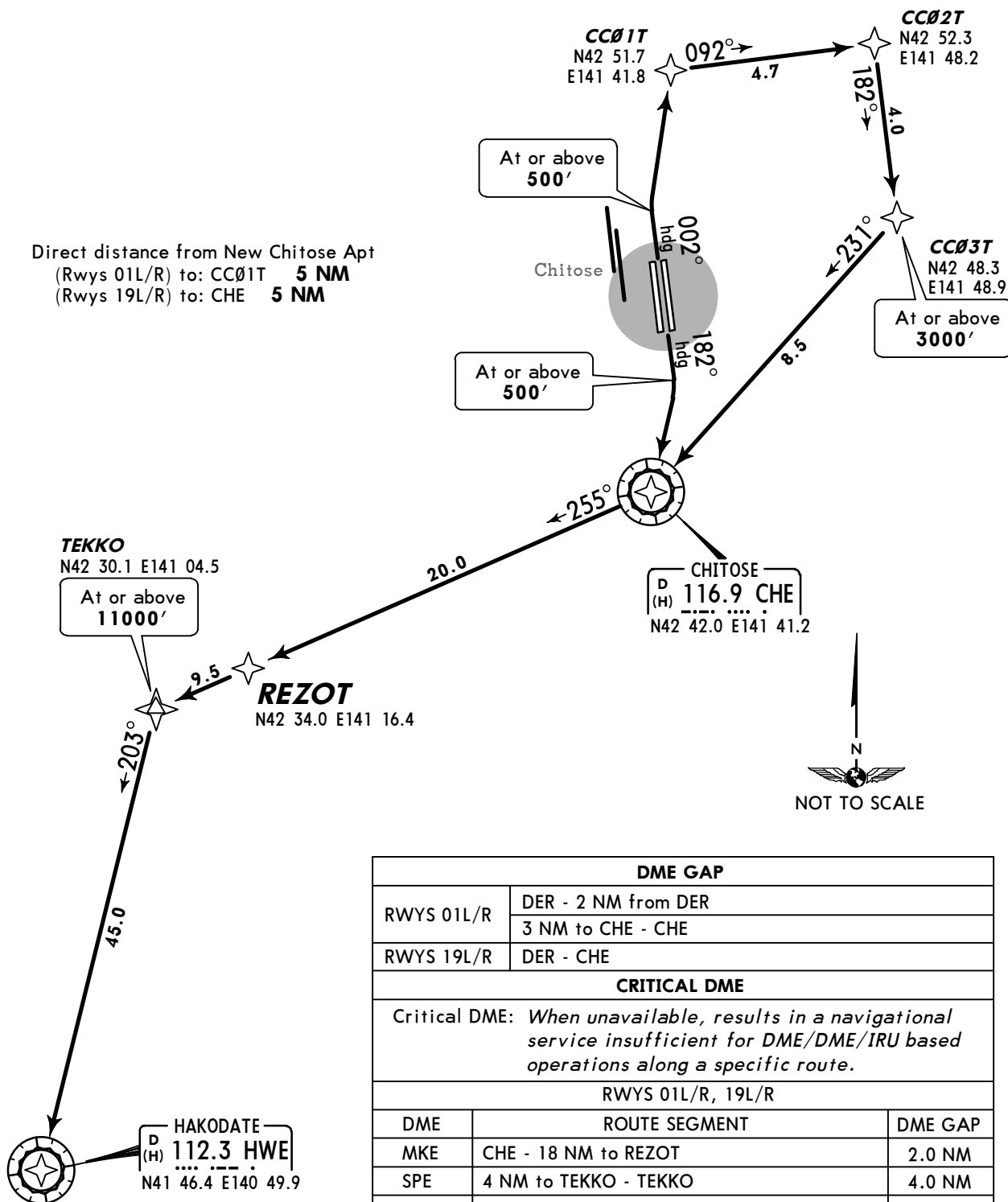
Trans level: FL140 Trans alt: 14000'

1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
4. **RADAR required.**

REZOT ONE DEPARTURE

[REZOT1]

Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC01T **5 NM**
(Rwys 19L/R) to: CHE **5 NM**



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

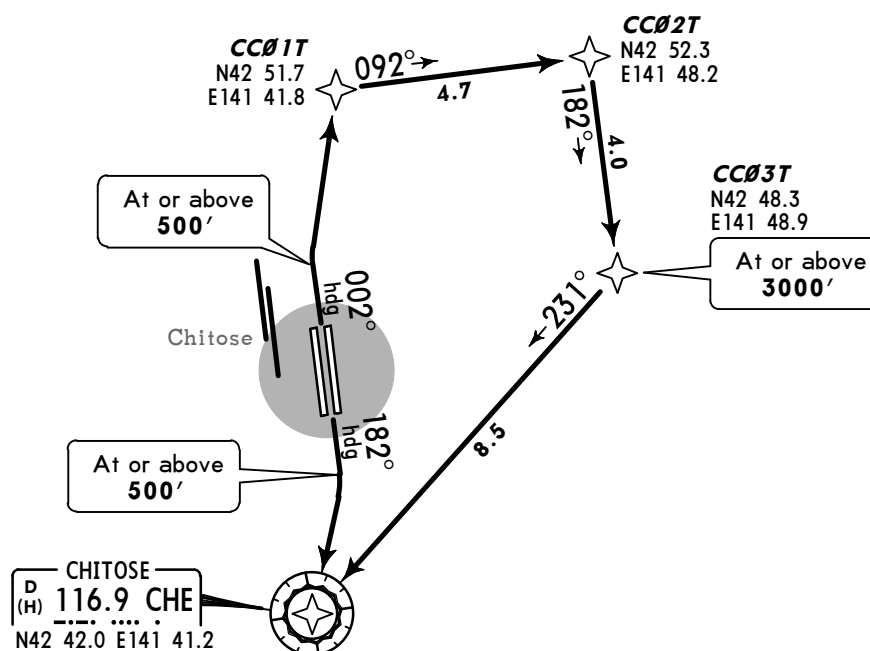
Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
01L/R	Climb on heading 002° to at or above 500' , direct to CC01T, to CC02T, to CC03T, to CHE, to REZOT, to TEKKO, to HWE.
19L/R	Climb on heading 182° to at or above 500' , direct to CHE, to REZOT, to TEKKO, to HWE.

CHITOSE
Departure (R)
124.7Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
4. RADAR required.

SOSHU ONE DEPARTURE
[SOSHU1]

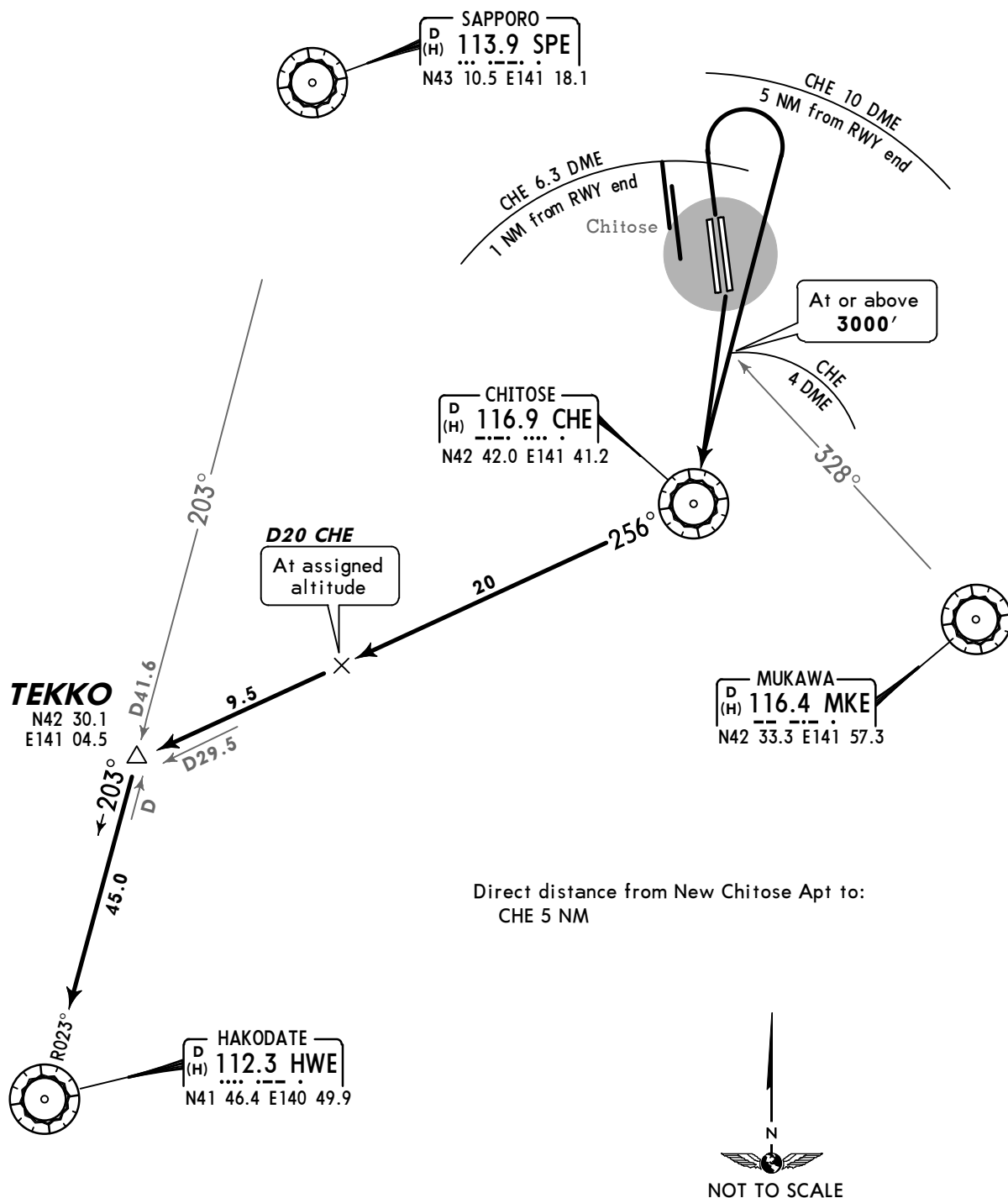
Direct distance from New Chitose Apt
(Rwys 01L/R) to: CC01T 5 NM
(Rwys 19L/R) to: CHE 5 NM

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

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

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

RWY	INITIAL CLIMB
01L/R	Climb on heading 002° to at or above 500', direct to CC01T, to CC02T, to CC03T, to CHE.
19L/R	Climb on heading 182° to at or above 500', direct to CHE.

CHITOSE
Departure (R)
124.7Apt Elev
70'Trans level: FL140 Trans alt: 14000'
Aircraft unable to comply with the flight restriction, inform ATC for
alternate procedure before departure.TEKKO NINE DEPARTURE
[TEKKO9]

RWY

INITIAL CLIMB

01L/R

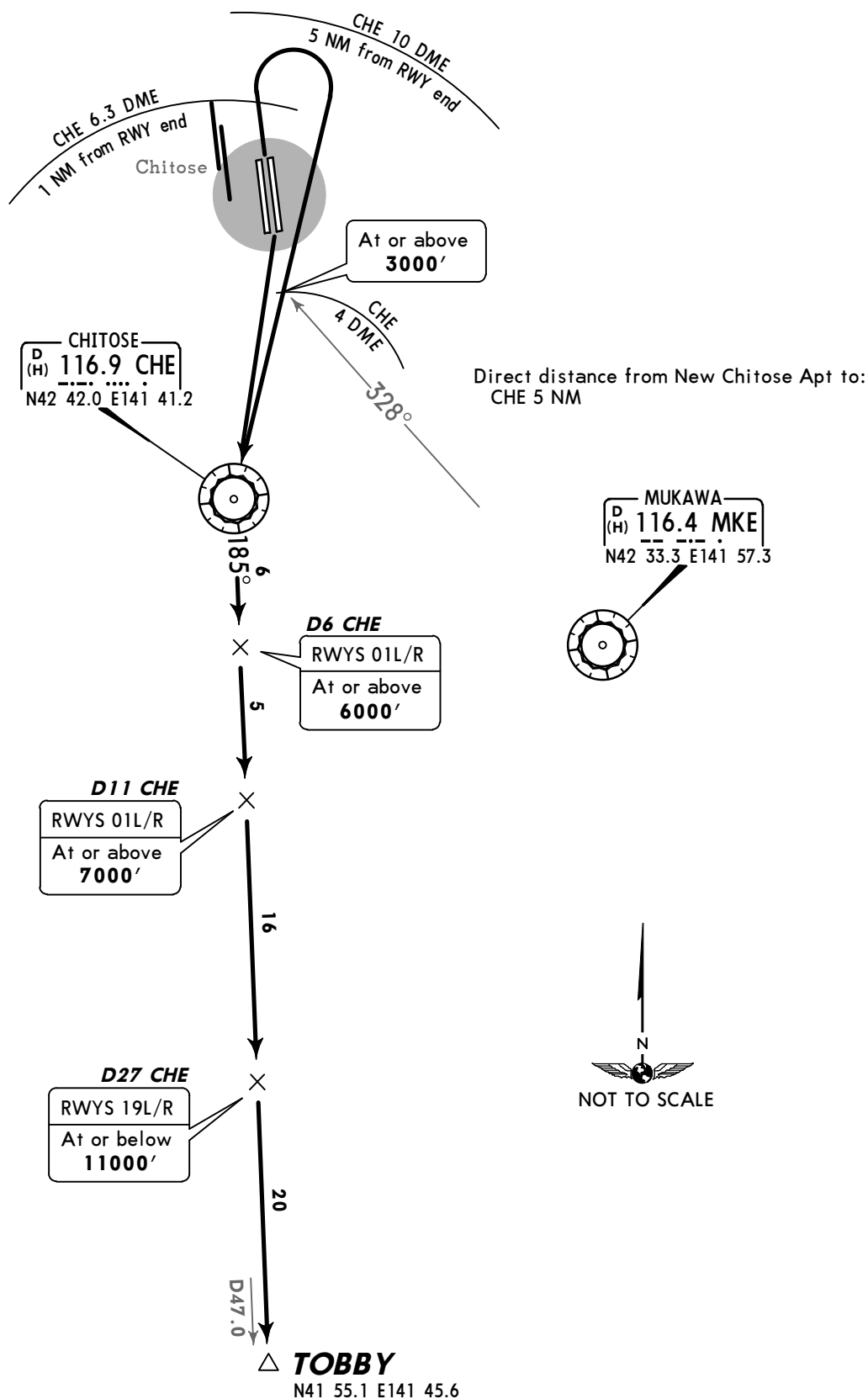
Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT, direct to CHE within CHE 10 DME (5 NM from runway end).

19L/R

Climb direct to CHE.

ROUTING

From CHE, via CHE R-256 to TEKKO, via SPE R-203/HWE R-023 to HWE.

CHITOSE
Departure (R)
124.7Apt Elev
70'Trans level: FL140 Trans alt: 14000'
Aircraft unable to comply with flight restriction, inform ATC for
alternate procedure before departure.TOBBY EIGHT DEPARTURE
[TOBBY8]

RWY

INITIAL CLIMB

01L/R

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

19L/R

Climb direct to CHE, via CHE R-185 to TOBBY.

CHITOSE
Departure (R)
124.7

Apt Elev
70'

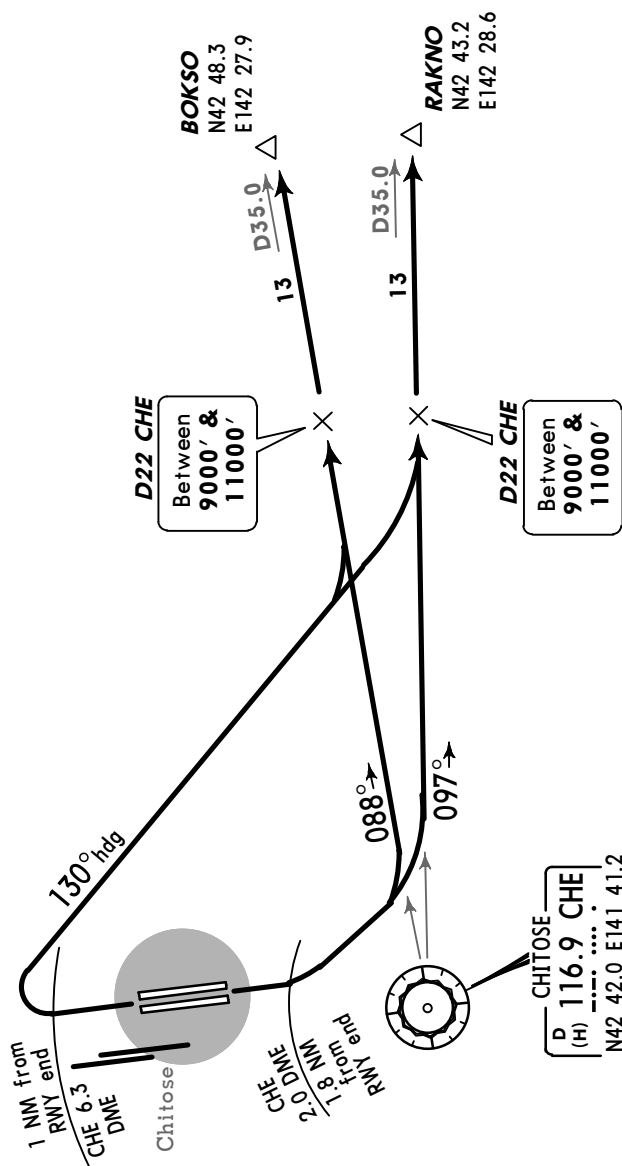
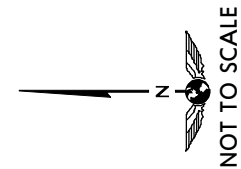
Trans level: FL140 Trans alt: 14000'

TOKACHI ONE DEPARTURE

[TO1BOK]
[TO1RAK]

Direct distance from New Chitose Apt to:

CHE R-088/D22 21 NM
CHE R-097/D22 22 NM



RWY	INITIAL CLIMB
01L/R	Climb runway heading until 1 NM from runway end/CHE 6.3 DME, turn RIGHT heading 130° to intercept and proceed via CHE R-088 to BOKSO or CHE R-097 to RAKNO.
19L/R	Climb runway heading until 1.8 NM from runway end/CHE 2.0 DME, turn LEFT, via CHE R-088 to BOKSO or CHE R-097 to RAKNO.

CHITOSE
Departure (R)
124.7

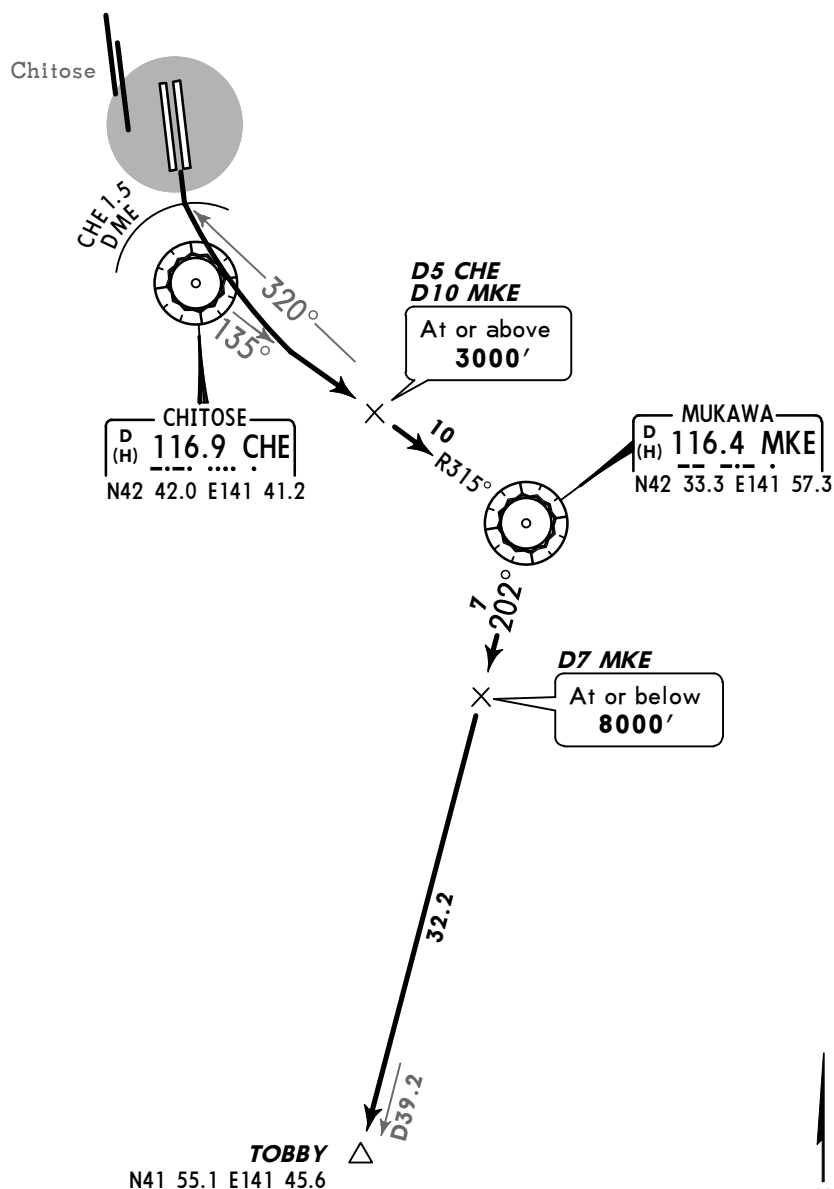
Apt Elev
70'

Trans level: FL140 Trans alt: 14000'

YUFUTSU FOUR DEPARTURE

[YUFUT4]
(RWYS 19L/R)

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



INITIAL CLIMB

Climb direct to CHE until CHE 1.5 DME prior to CHE (until crossing MKE R-320), turn LEFT via CHE R-135 (MKE R-315) to MKE or after MKE, via MKE R-202 to TOBBY.

NOISE ABATEMENT PROCEDURES

Local Time minus **9 HOURS** =UTC

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

- a. Stops for non-traffic purposes and training flights shall not be permitted.
- b. Landings and take-offs shall be limited to up to 6, excepting aircraft in an emergency or unavoidable situation.
- c. In order to reduce aircraft noise around the airport, all jet aircraft are requested to fly via the following SIDs and STARs during the hours from 1300 UTC (2200 JST) to 2200 UTC (0700 JST), except aircraft in an emergency or unavoidable situation.

1. Take-off from runway 01R/01L:
NAGANUMA DEPARTURE or HOKUTO DEPARTURE

2. Take-off from runway 19R/19L:
YUFUTSU DEPARTURE or HOKUTO DEPARTURE

3. Landing on runway 01R/01L:
YUKII WEST ARRIVAL or YUKII EAST ARRIVAL

4. Landing on runway 19R/19L:
KAORY SOUTH NR. 1 ARRIVAL, KAORY SOUTH NR. 2 ARRIVAL, KAORY SOUTH NR. 3 ARRIVAL, NACKS NR. 1 ARRIVAL, NACKS NR. 2 ARRIVAL, NACKS NR. 3 ARRIVAL, NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL, NASEL ARRIVAL or KURIS ARRIVAL

NOTES:

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

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

- a. *Aircraft encountered with an abnormal situation.*
- b. *Aircraft in which an abnormal situation arose among crew or passengers.*
- c. *Aircraft operating for the purpose of search-and-rescue activities, etc.*
- d. *Aircraft which need to follow routes other than the above mentioned SIDs and STARs due to request by ATC or other reasons.*

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GENERAL**Use of Runway**

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

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

Low-level wind shear alert system.

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

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

ADDITIONAL RUNWAY INFORMATION

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

① Runway grooved.

01L ②	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°) RVR		8849' 2697m		197' 60m
	19R HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		8770' 2673m		

② Runway grooved.

TAKE-OFF FOR RNAV DEPARTURE

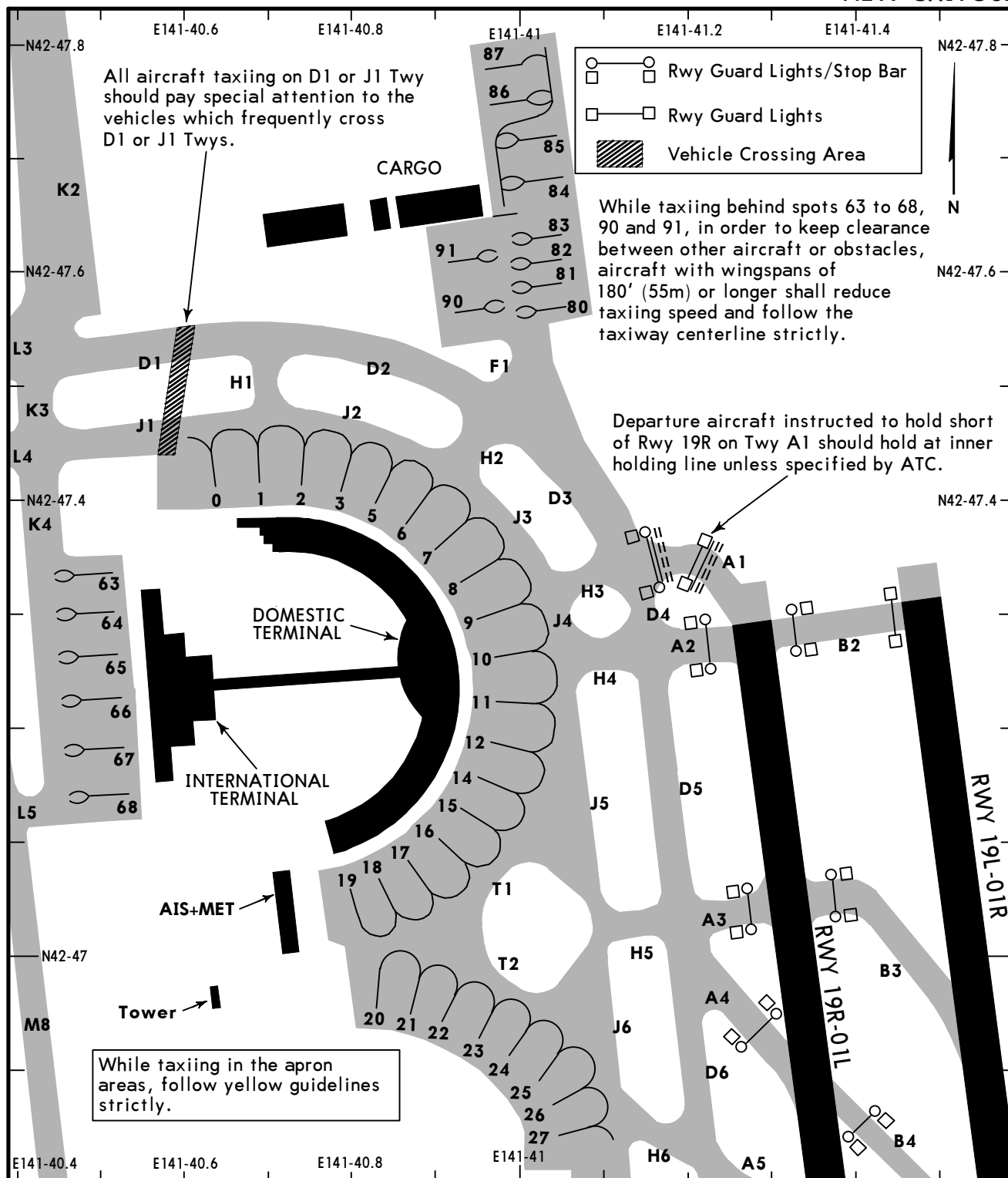
Rwy 01L/19R						
Multi Eng Acft					Single Eng Acft	
With Take-off Altn Apt. Filed				Without Take-off Altn Apt. Filed		
Special Safeguards & Procedures in Force		1 HIRL or CL or RCLM	NIL (DAY ONLY)			
1 HIRL & CL & Multiple RVR	1 HIRL & CL					
A	RVR 150m	200m	400m	VIS 500m	Available Landing Minimums	Available Landing Minimums
B						
C						
D	RVR 200m	250m				
Rwy 01R/19L						
Multi Eng Acft					Single Eng Acft	
With Take-off Altn Apt. Filed			Without Take-off Altn Apt. Filed			
1 HIRL or CL or RCLM		NIL (DAY ONLY)				
A	400m		VIS 500m	Available Landing Minimums	Available Landing Minimums	
B						
C						
D						

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

TAKE-OFF

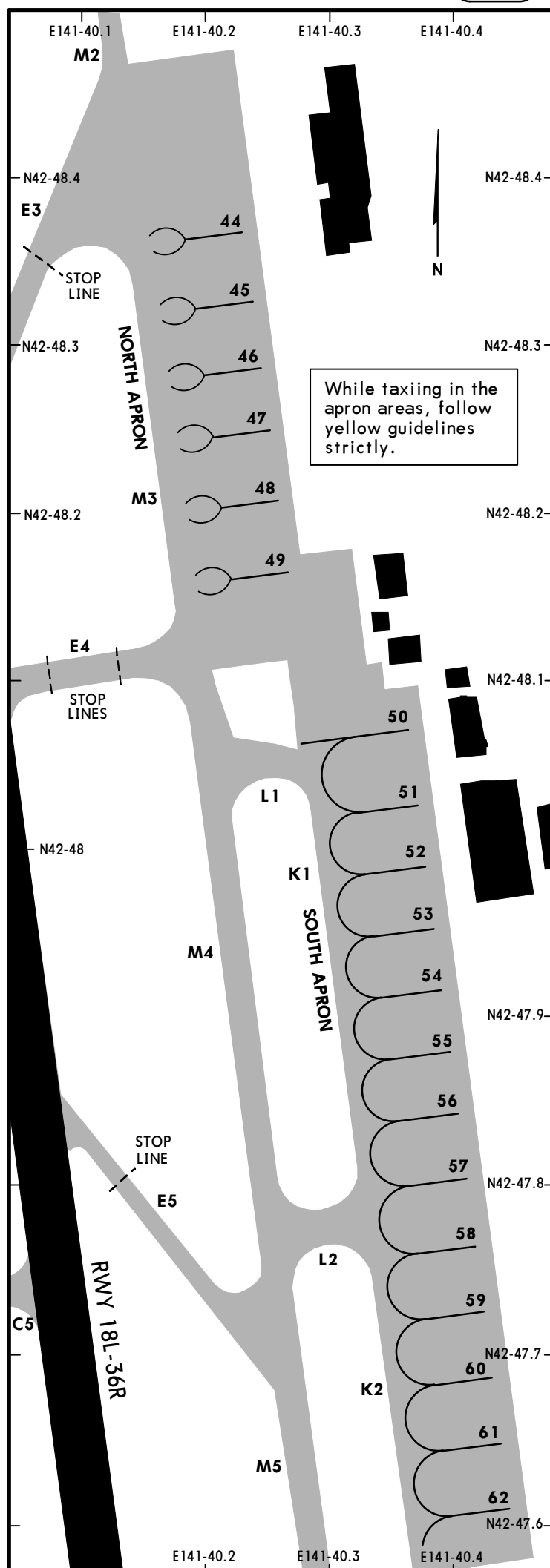
Rwy 01L/19R						
With Take-off Altn Apt. Filed					Without Take-off Altn Apt. Filed	Single Eng Acft
1 HIRL & CL & 3 RVR	1 HIRL & CL & 2 RVR	1 HIRL & CL	1 HIRL or CL	HIRL & CL out		
A						
B	RVR 200m	RVR 300m	RVR 500m VIS 400m	600m	VIS 800m	Available Landing Minimums
C						Available Landing Minimums
D						
Rwy 01R/19L						
With Take-off Altn Apt. Filed				Without Take-off Altn Apt. Filed	Single Eng Acft	
1 HIRL & CL	1 HIRL or CL	HIRL & CL out				
A						
B	RVR 500m VIS 400m	600m	VIS 800m		Available Landing Minimums	Available Landing Minimums
C						
D						

① HIRL and Runway Threshold Lights (which indicate DER) required for night operations.



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
0	N42 47.4 E141 40.6	24, 25	N42 46.9 E141 41.0
1, 2	N42 47.4 E141 40.7	26, 27	N42 46.8 E141 41.0
3, 5	N42 47.4 E141 40.8	63, 64	N42 47.3 E141 40.5
6, 7	N42 47.4 E141 40.9	65 thru 67	N42 47.2 E141 40.5
8, 9	N42 47.3 E141 40.9	68	N42 47.1 E141 40.5
10	N42 47.3 E141 41.0	80 thru 83	N42 47.6 E141 41.1
11	N42 47.2 E141 41.0	84, 85	N42 47.7 E141 41.1
12, 14	N42 47.2 E141 40.9	86	N42 47.8 E141 41.0
15 thru 17	N42 47.1 E141 40.9	87	N42 47.8 E141 40.9
18, 19	N42 47.1 E141 40.8	90, 91	N42 47.6 E141 40.9
20	N42 46.9 E141 40.8		
21 thru 23	N42 46.9 E141 40.9		



PARKING SPOT COORDINATES

SPOT No.

COORDINATES

44, 45	N42 48.4 E141 40.3
46, 47	N42 48.3 E141 40.3
48, 49	N42 48.2 E141 40.3
50	N42 48.1 E141 40.4
51, 52	N42 48.0 E141 40.4
53	N42 48.0 E141 40.4
54, 55	N42 47.9 E141 40.4
56 thru 58	N42 47.8 E141 40.4
59	N42 47.7 E141 40.4
60	N42 47.7 E141 40.5
61, 62	N42 47.6 E141 40.5

**OPERATIONAL TRIAL OF RUNWAY STATUS LIGHTS (RWSL)
AT NEW CHITOSE AIRPORT (RJCC)****(See 10-9F for Diagram)**

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

1. Objectives

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

2. Aircraft Subject to the Trial

-Aircraft which depart from RWY 01L/19R

3. Type and Location of Lights

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

-THL are installed on the RWYs as below.

RWY 01L, 19R

-See 10-9F for Diagram

4. Actions that Pilots Shall Take

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

- a. While THL is lighting up, aircraft shall not begin takeoff roll.
- b. Aircraft shall not begin takeoff roll without ATC clearance etc. even if THL have been extinguished.
- c. If the THL remain illuminated despite the ATC clearance etc, aircraft shall not begin takeoff roll and pilots shall inform ATC accordingly by the following phraseology for further clearance etc.
- "Verify, THL is illuminated."
- d. When stopping is impractical for safety reasons, the crew shall proceed according to their best judgment while understanding the illuminated THL indicate the continuing the takeoff is unsafe. Contact ATC at the earliest possible opportunity.

5. Suspension of the Operational Trial

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

- a. Any failures occur in THL.
- b. Necessary for other reasons.

6. For Further Information

Visual Aids and Electrical Systems Office

Air Navigation Services Department, Civil Aviation Bureau, Ministry of Land, Infrastructure,
Transport and Tourism

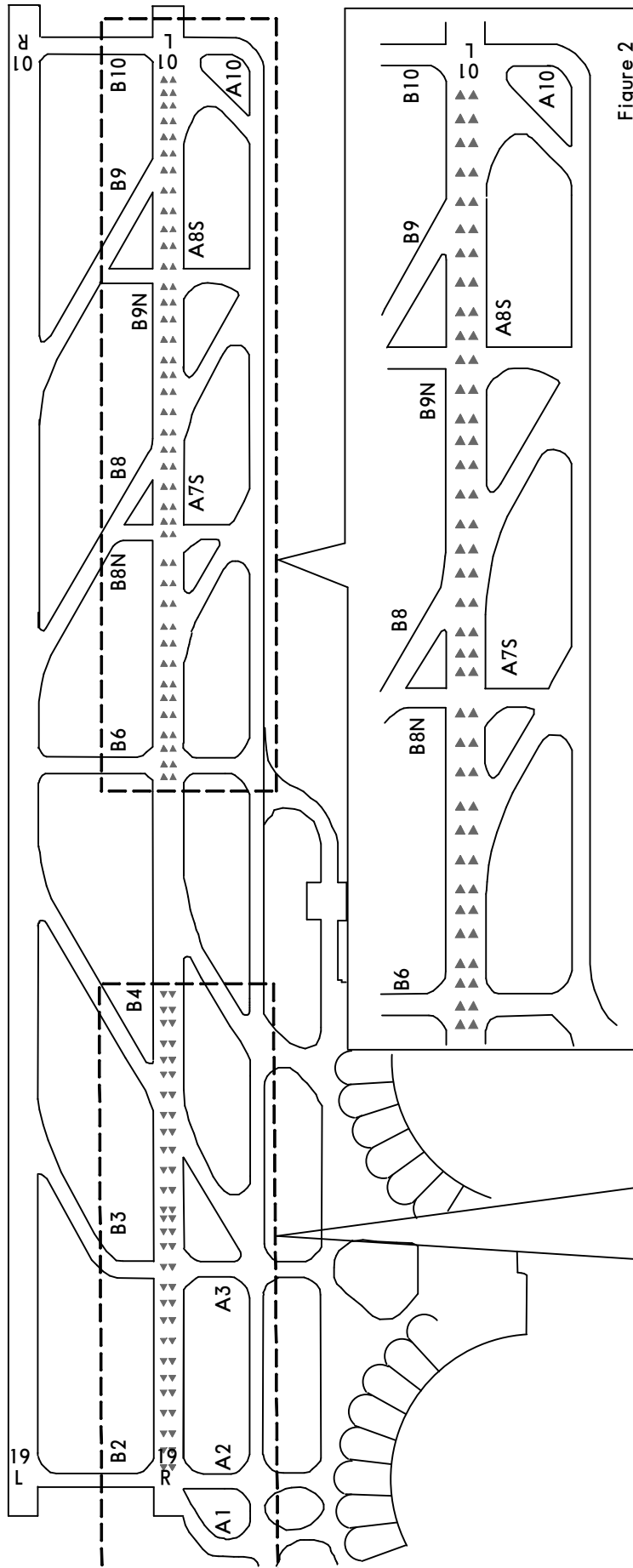
Postal: 2-1-3 Kasumigaseki, Chiyoda-ku Tokyo, Japan, 100-8918

TEL: +81-3-5253-8745

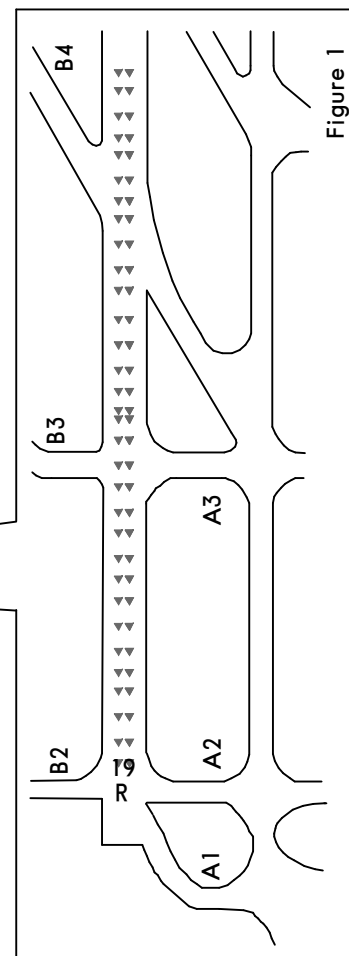
FAX: +81-3-5253-1663

E-mail: toudenshitu@mlit.go.jp

TAKEOFF HOLD LIGHTS (THL)



Legend
 ▲ Takeoff Hold Lights (THL)



RUNWAY ENTRANCE LIGHTS (REL) and TAKEOFF HOLD LIGHTS (THL)

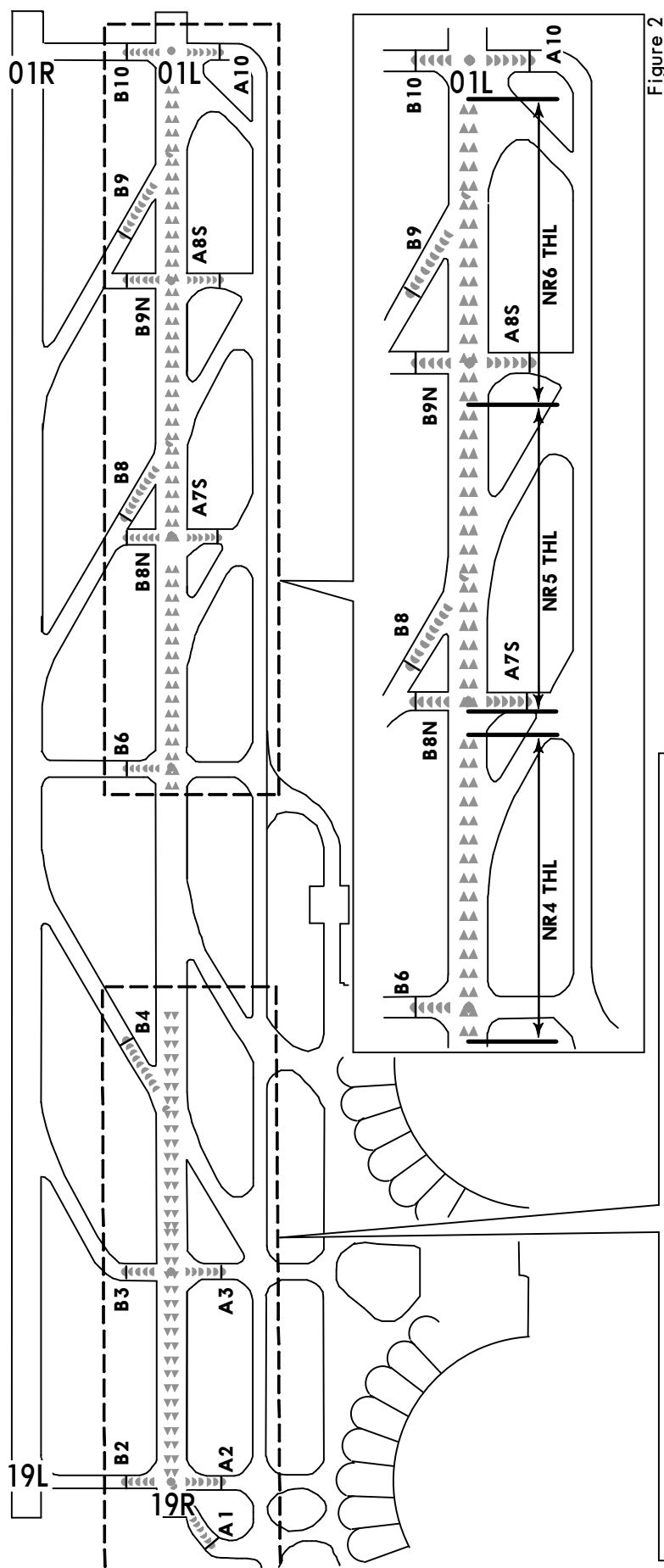


Figure 2

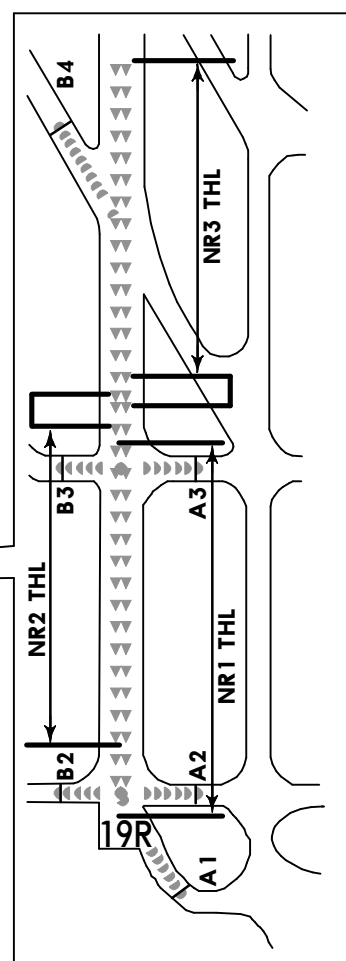
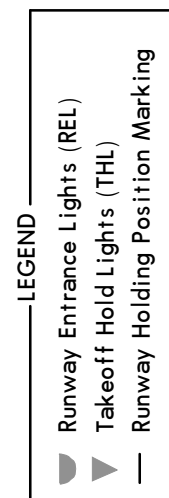
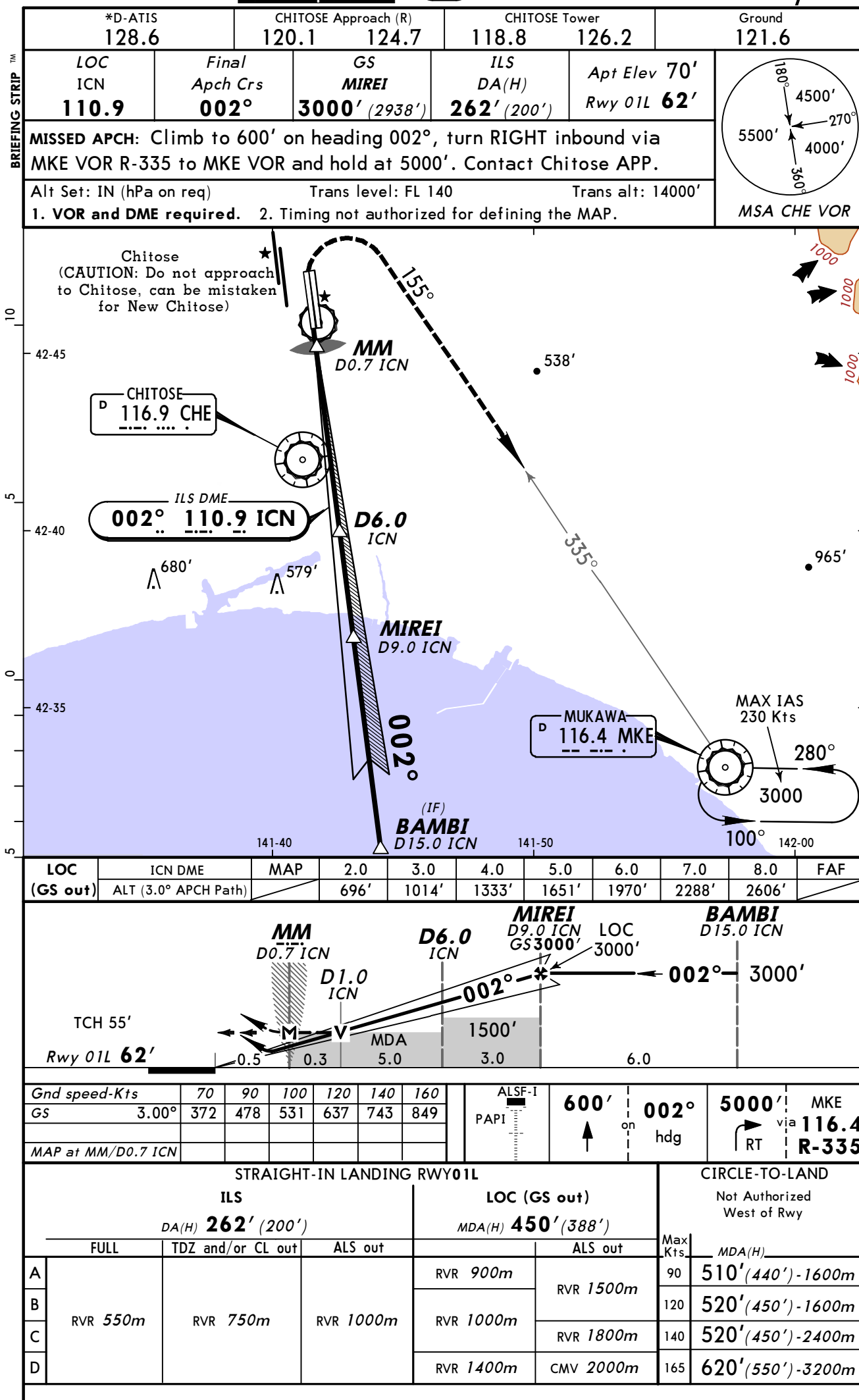


Figure 1



NOTE: Taxiway names and Runway Holding Position Markings are depicted only for taxiways where REL are installed.

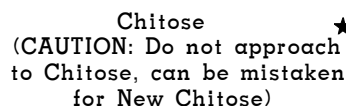


MSA CHE VOR

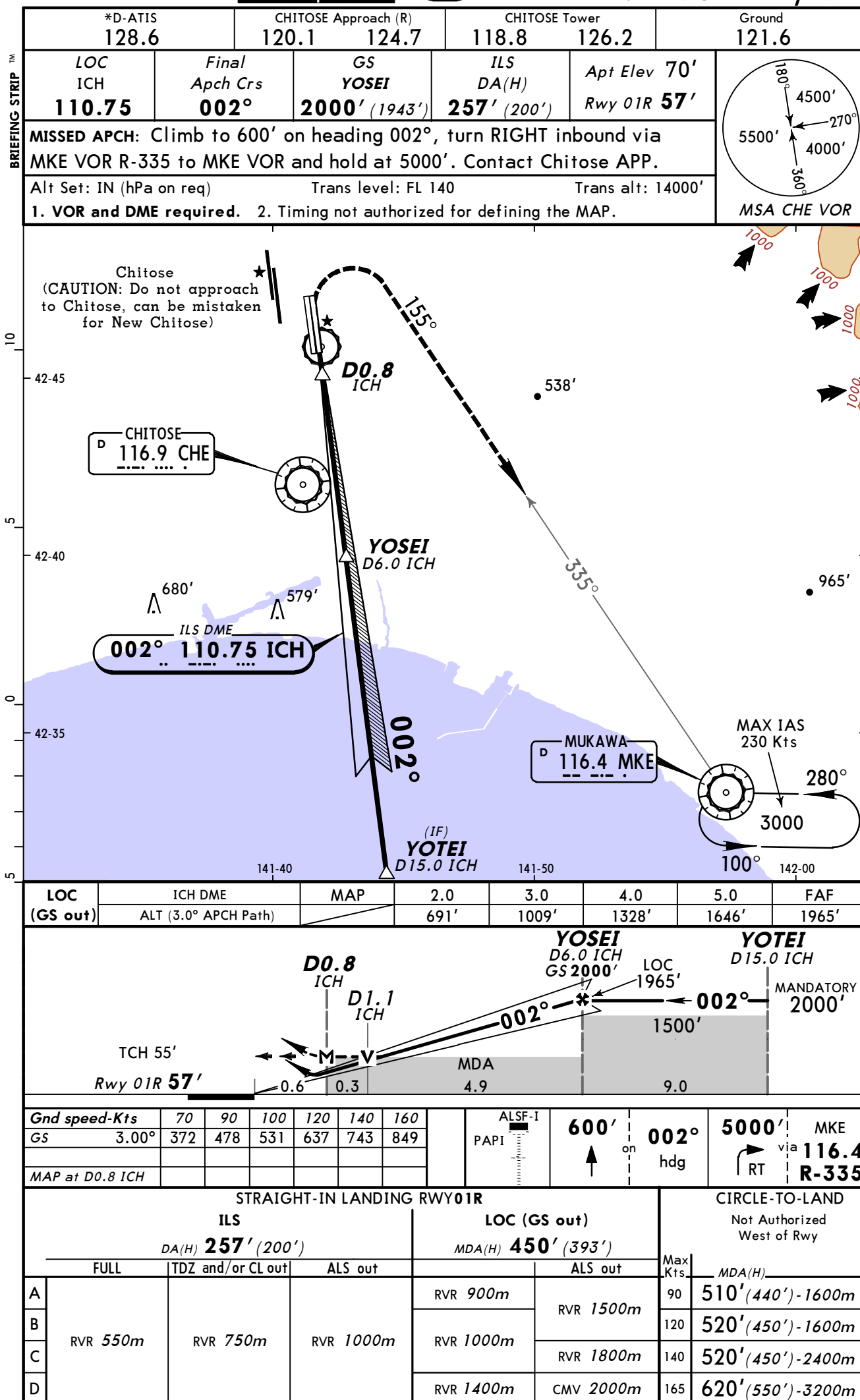


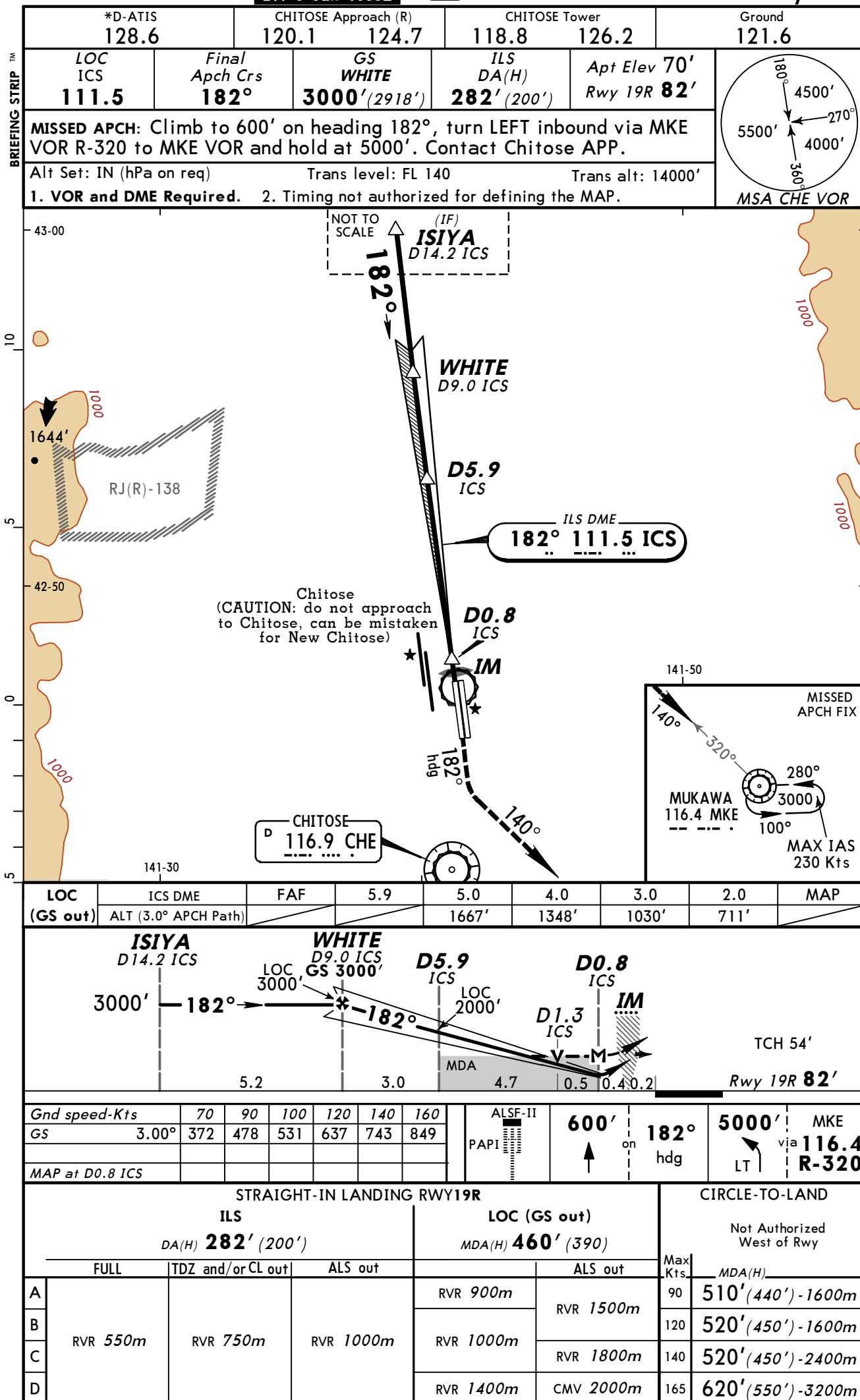
STRAIGHT-IN LANDING RWY 01L						CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 262' (200')				LOC (GS out) <i>MDA(H)</i> 450' (388')		Not Authorized West of Rwy	
FULL		TDZ and/or CL out	ALS out			Max Kts.	<i>MDA(H)</i>
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	510' (440') - 1600m
B				RVR 1000m		120	520' (450') - 1600m
C					RVR 1800m	140	520' (450') - 2400m
D				RVR 1400m	CMV 2000m	165	620' (550') - 3200m

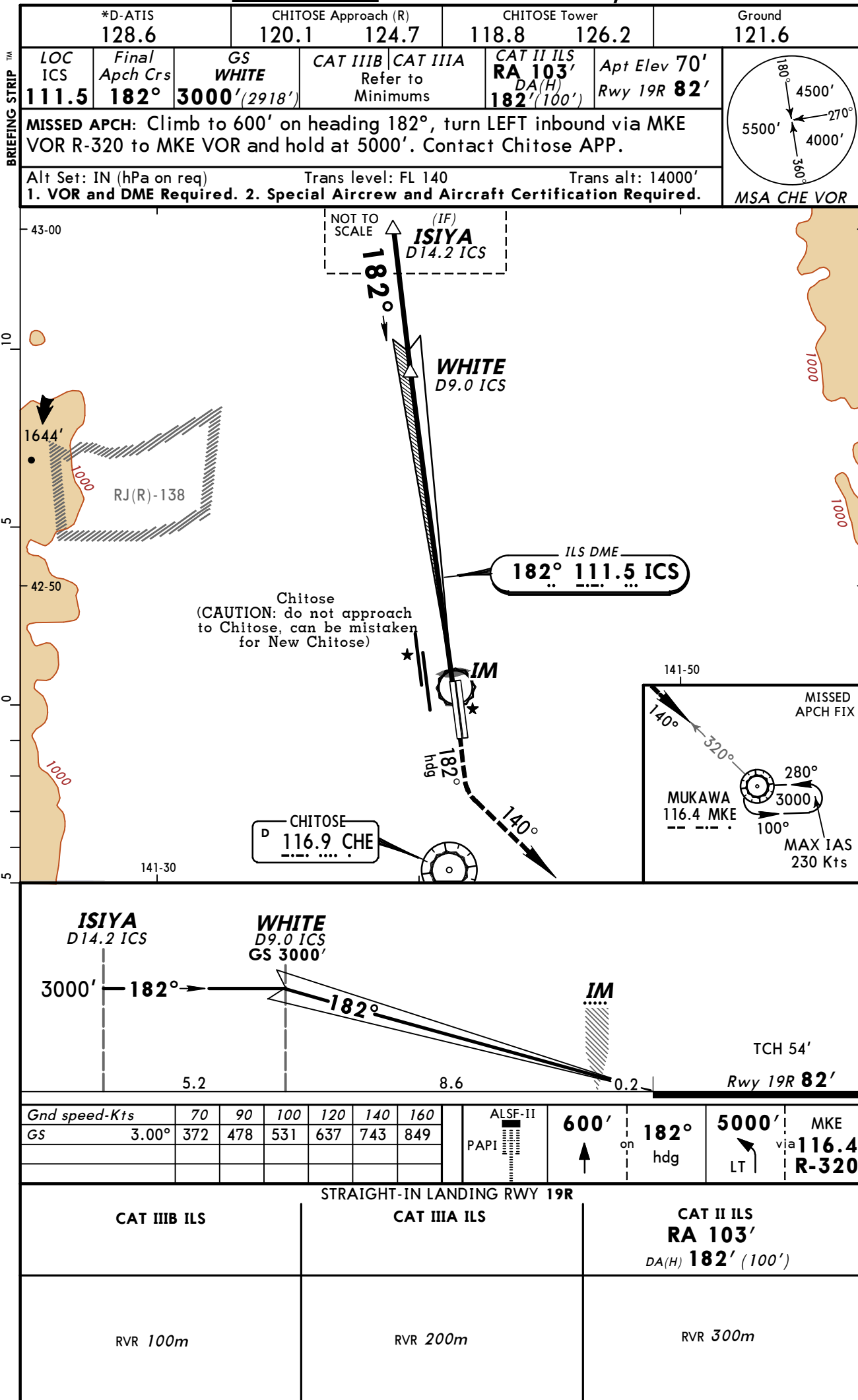
A circular sector is shown with a central angle of 270° . The radius is labeled as $5500'$. The arc length is labeled as $4500'$. The chord length is labeled as $4000'$. The sector is shaded gray.

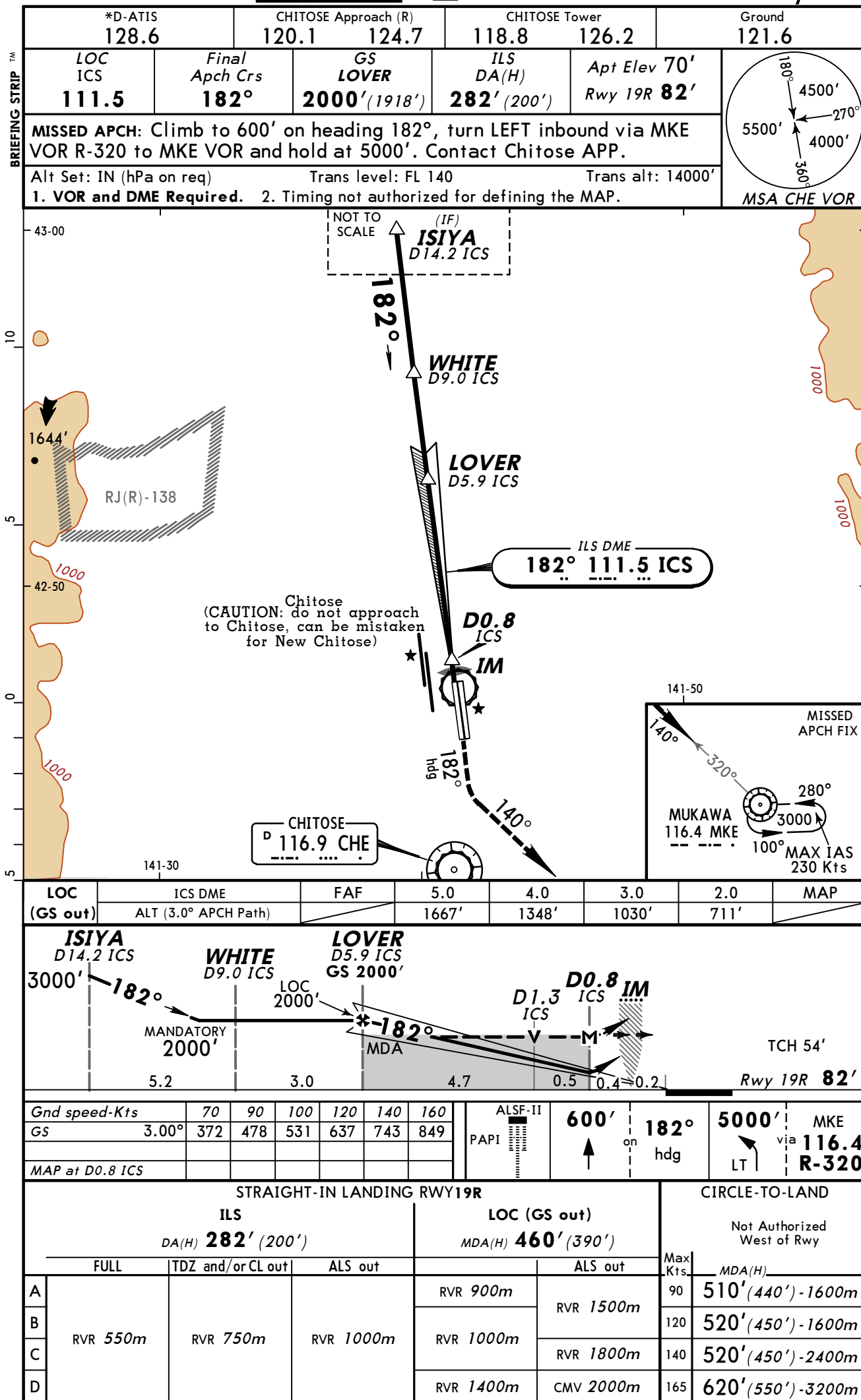


STRAIGHT-IN LANDING RWY01R							CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not Authorized West of Rwy		
DA(H) 257' (200')				MDA(H) 450' (393')				
FULL		TDZ and/or CL out	ALS out	ALS out		Max Kts.	MDA(H)	
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	510' (440') - 1600m	
B				RVR 1000m		120	520' (450') - 1600m	
C					RVR 1800m	140	520' (450') - 2400m	
D					RVR 1400m	CMV 2000m	165	620' (550') - 3200m







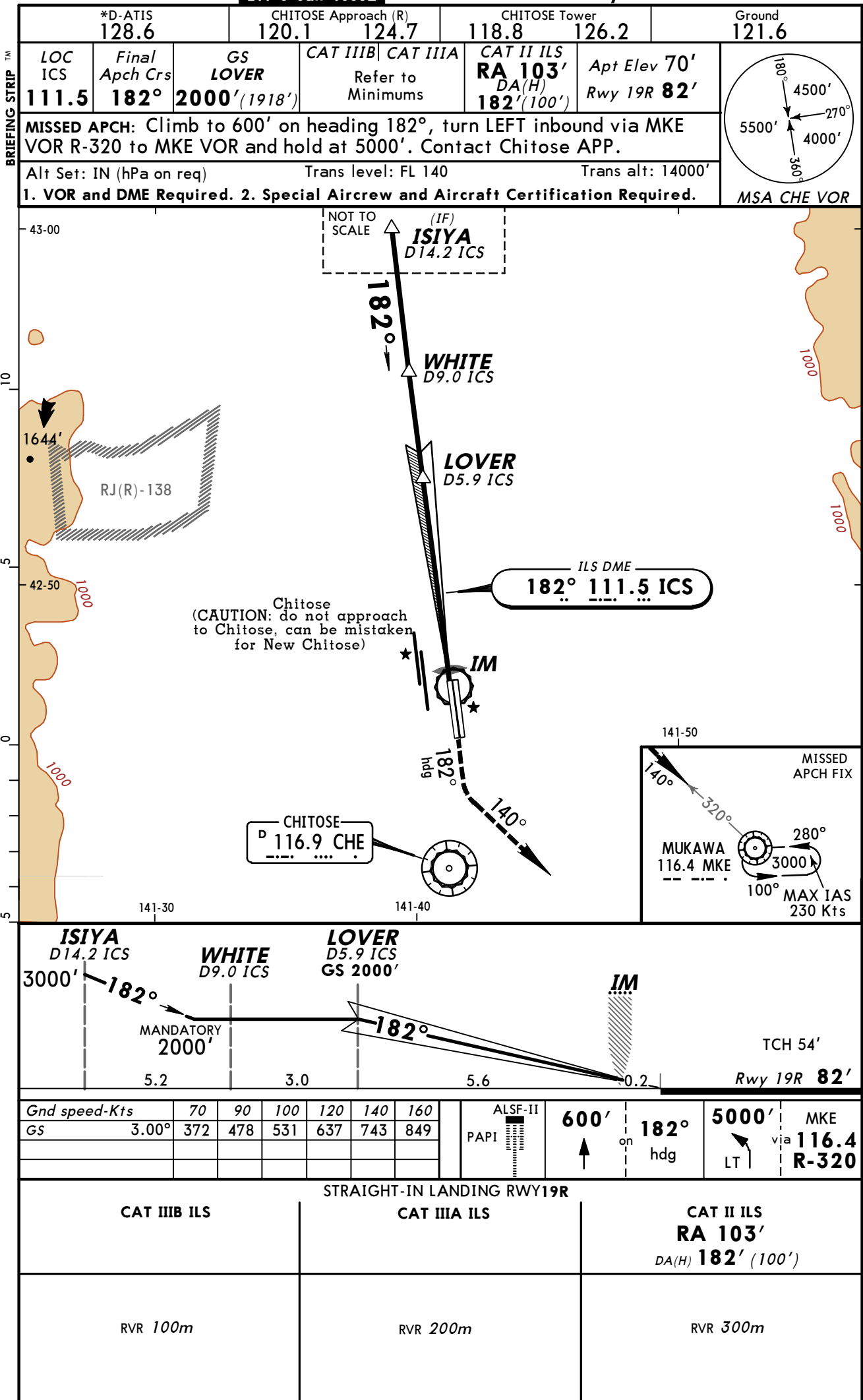


RJCC/CTS
NEW CHITOSE

3 JAN 14
Eff 8 Jan 1500Z

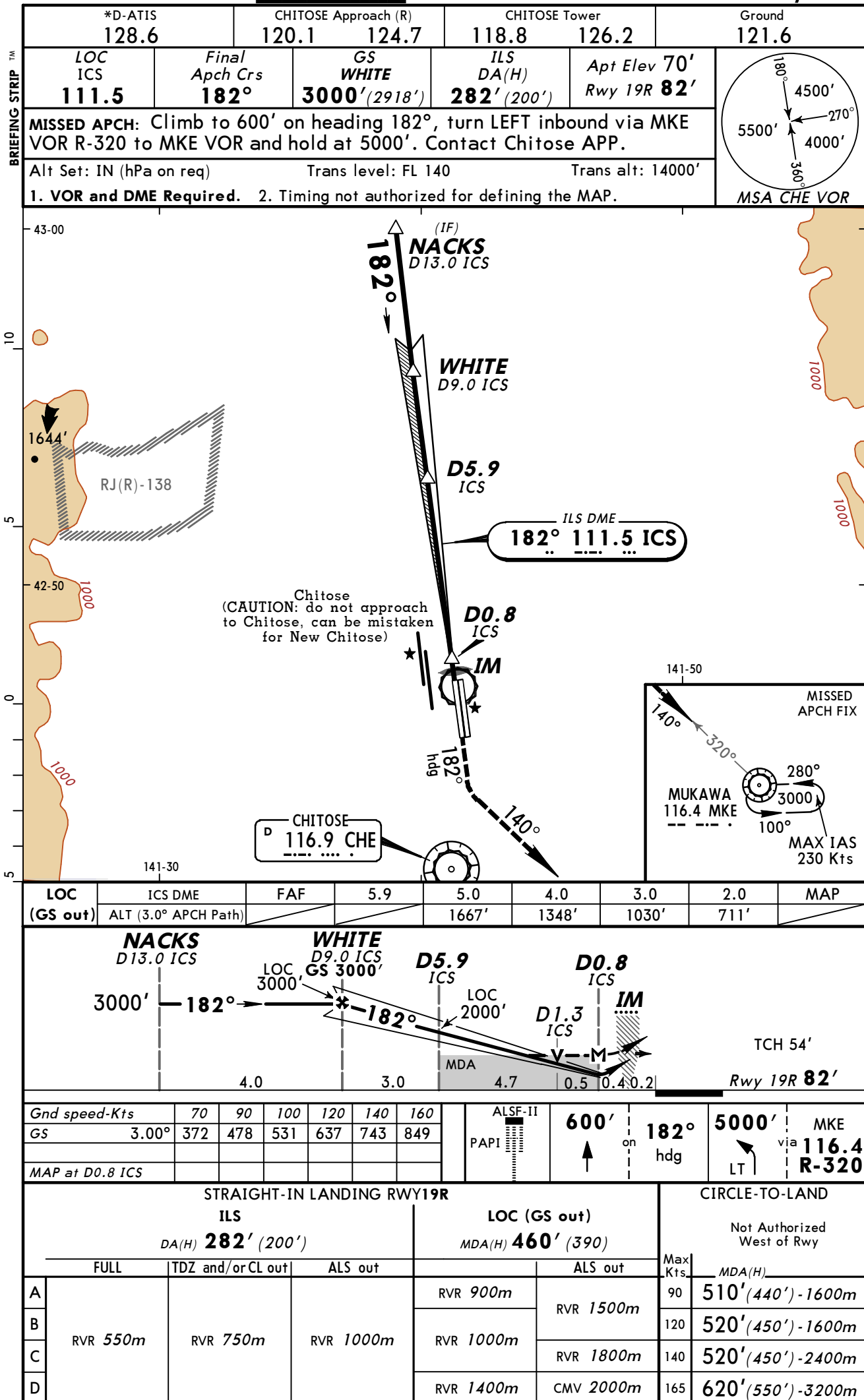
11-6A

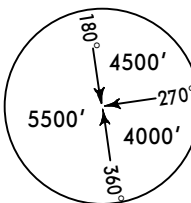
JEPPESEN
SAPPORO, JAPAN
ILS X Rwy 19R CAT II & III

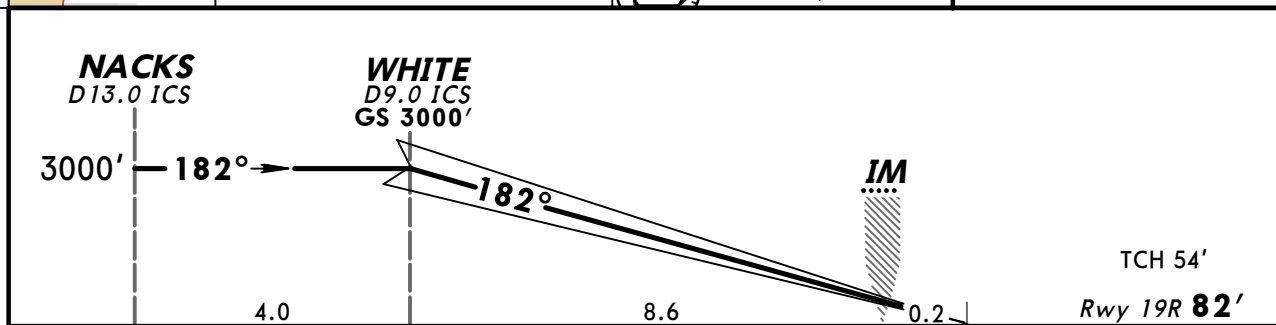
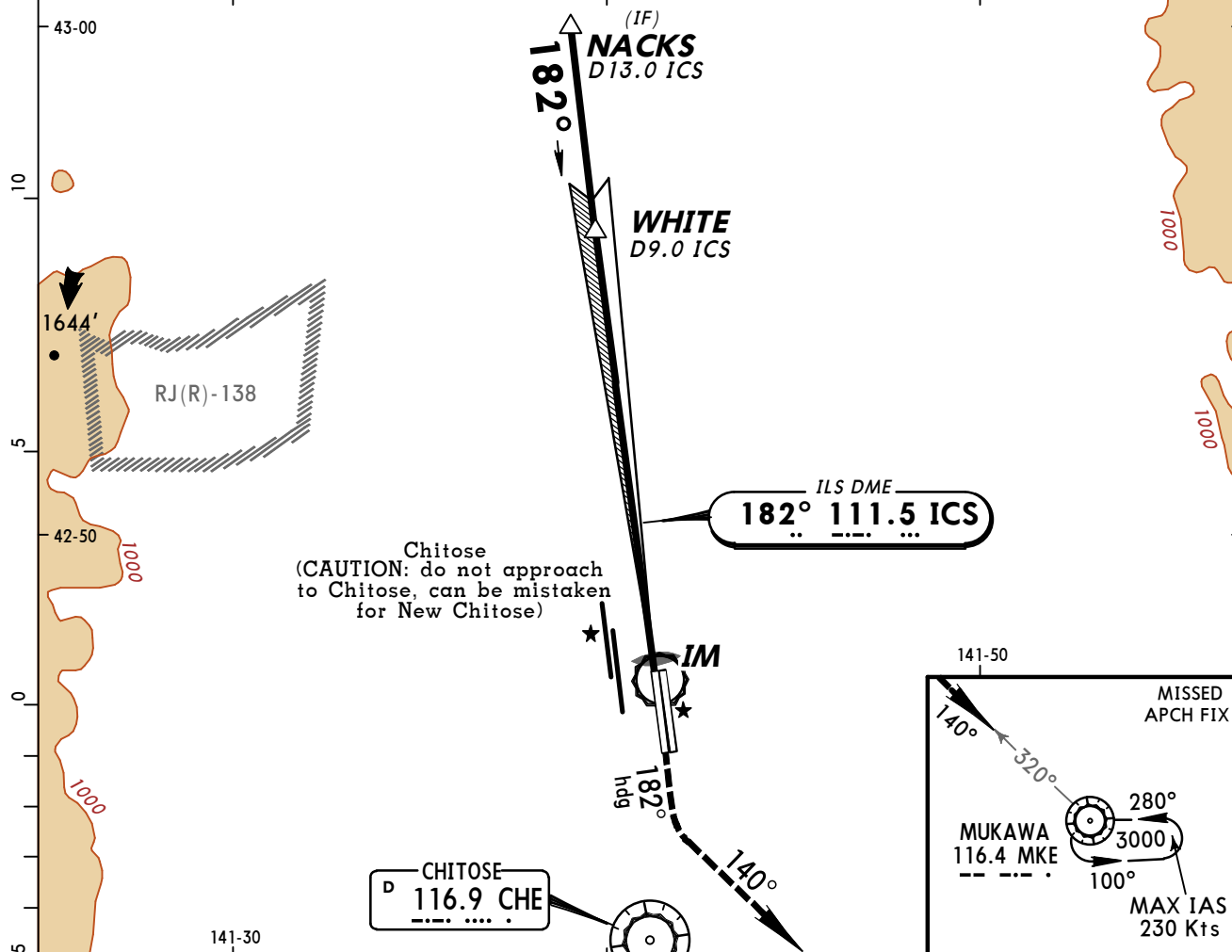


CHANGES: MSA, missed approach.

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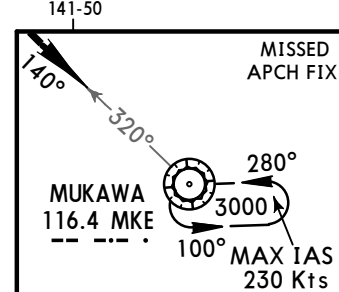


BRIEFING STRIP™	*D-ATIS 128.6		CHITOSE Approach (R) 120.1 124.7		CHITOSE Tower 118.8 126.2		Ground 121.6
	LOC ICS 111.5	Final Apch Crs 182°	GS WHITE 3000' (2918')	CAT IIIB CAT IIIA Refer to Minimums	CAT II ILS RA 103' DA(H) 182' (100')	Apt Elev 70' Rwy 19R 82'	
	MISSED APCH: Climb to 600' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP.						
	Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		
	1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required.						
MSA CHE VOR							

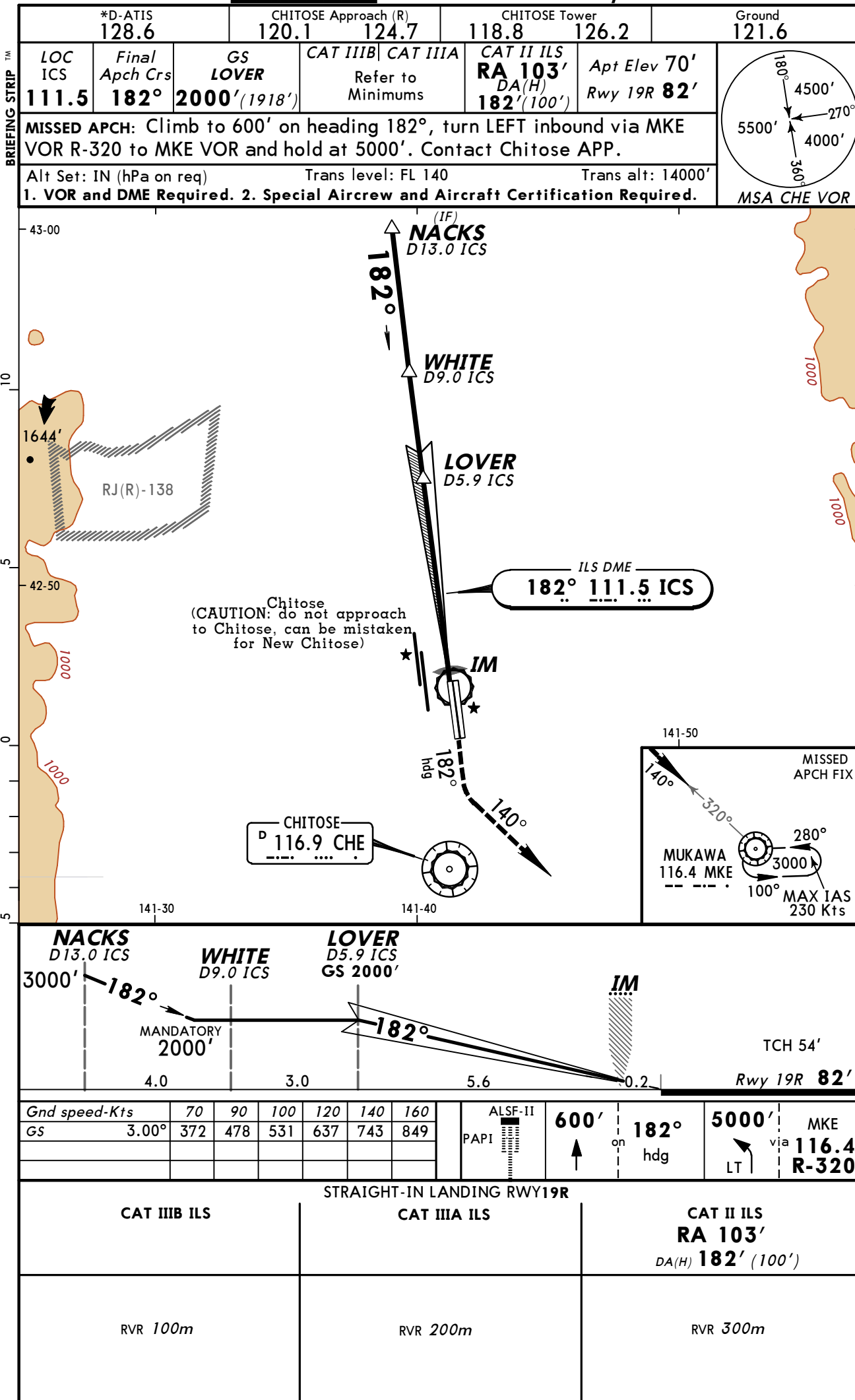


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	600' on 182° hdg	5000' LT via 116.4 R-320
GS	3.00°	372	478	531	637	743			

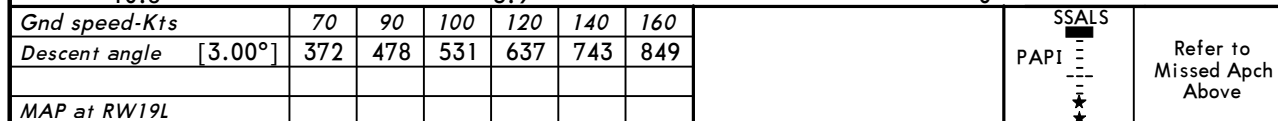
STRAIGHT-IN LANDING RWY 19R			CAT II ILS RA 103' DA(H) 182' (100')	
CAT IIIB ILS	CAT IIIA ILS			
RVR 100m	RVR 200m		RVR 300m	



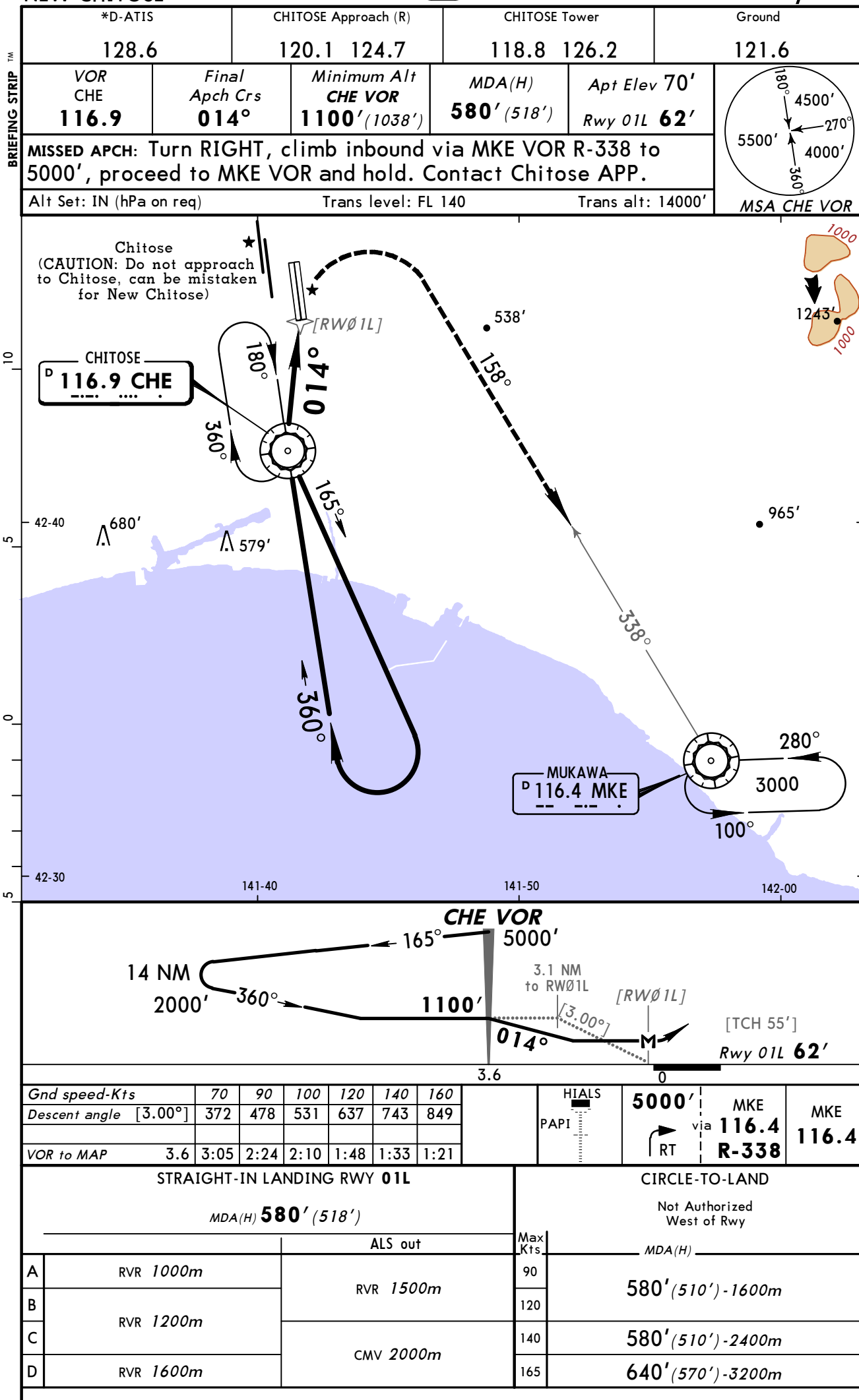
STRAIGHT-IN LANDING RWY19R						CIRCLE-TO-LAND	
ILS DA(H) 282' (200')				LOC (GS out) MDA(H) 460' (390')		Not Authorized West of Rwy	
FULL		TDZ and/or CL out	ALS out		ALS out	Max Kts.	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	510' (440') - 1600m
B				RVR 1000m		120	520' (450') - 1600m
C					RVR 1800m	140	520' (450') - 2400m
D				RVR 1400m	CMV 2000m	165	620' (550') - 3200m



BRIEFING STRIP™

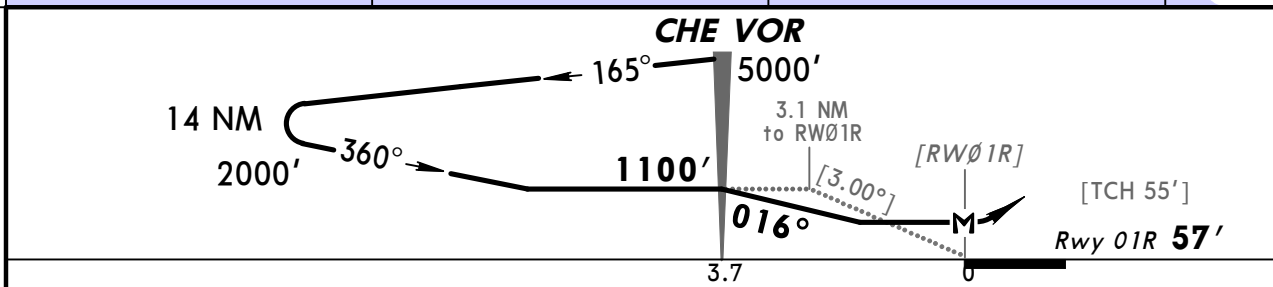
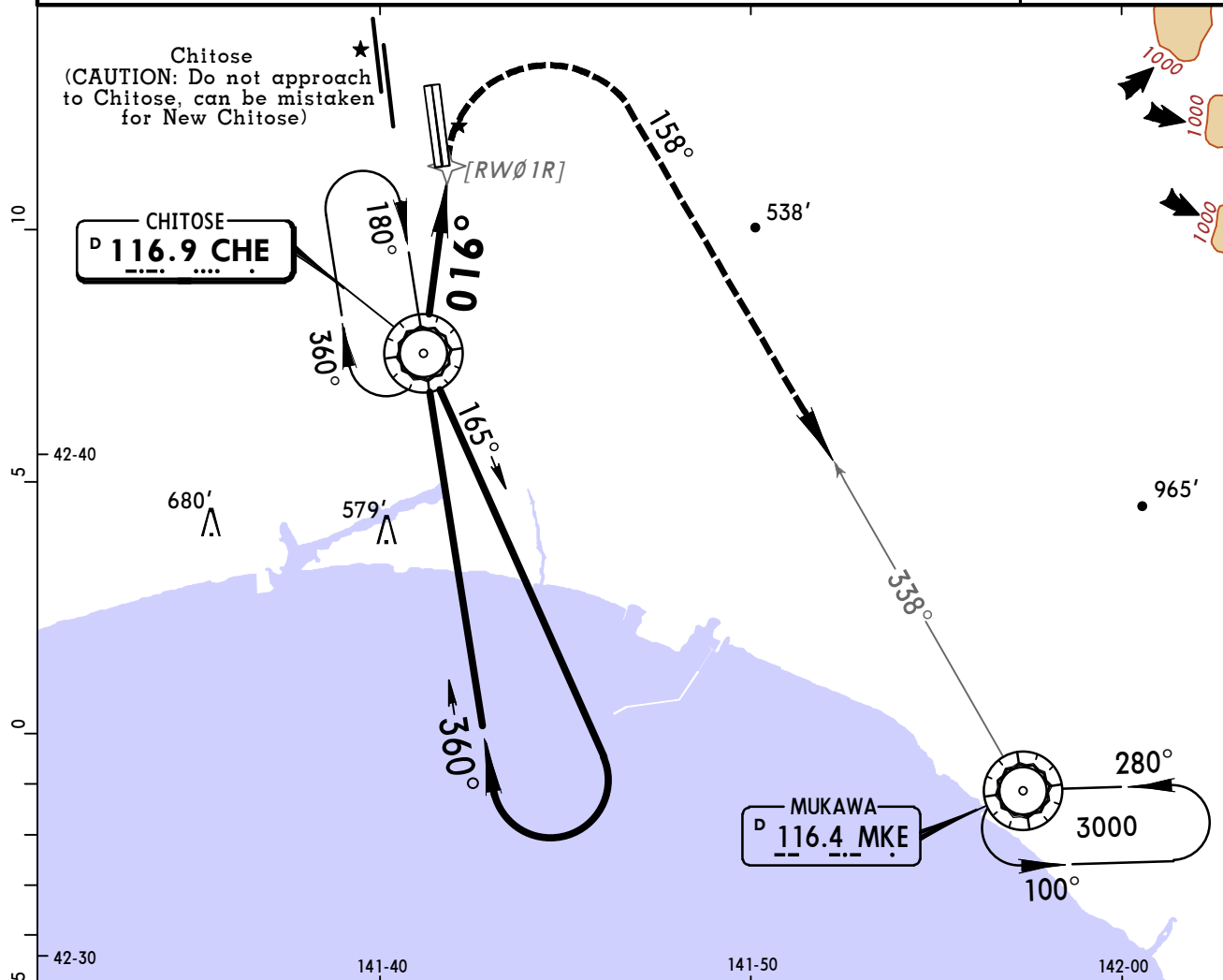


STRAIGHT-IN LANDING RWY19L						CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 570' (493')			LNAV MDA(H) 570' (500')			Max Kts.	Not Authorized West of Rwy MDA(H) _____
		ALS out			ALS out		
A	CMV 1400m	CMV 1500m	CMV 1400m	CMV 1500m	90	580' (510') - 1600m	
B	CMV 1500m		CMV 1500m				
C	CMV 1600m	CMV 2000m	CMV 1600m	CMV 2000m	140	580' (510') - 2400m	
D	CMV 1800m		CMV 1800m		165	640' (570') - 3200m	



BRIEFING STRIP™

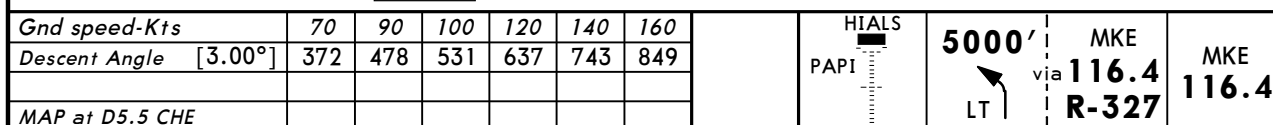
*D-ATIS 128.6		CHITOSE Approach (R) 120.1 124.7		CHITOSE Tower 118.8 126.2		Ground 121.6
VOR CHE 116.9	Final Apch Crs 016°	Minimum Alt CHE VOR 1100' (1043')	MDA(H) 600' (543')	Apt Elev 70' Rwy 01R 57'	 MSA CHE VOR	
MISSED APCH: Turn RIGHT, climb inbound via MKE VOR R-338 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.						
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		



Gnd speed-Kts	70	90	100	120	140	160		5000'	MKE	MKE
Descent Angle [3.00°]	372	478	531	637	743	849		via 116.4	R-338	116.4
VOR to MAP	3.7	3:10	2:28	2:13	1:51	1:35		RT		

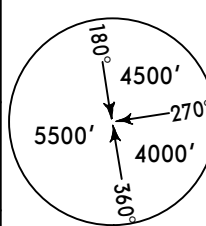
STRAIGHT-IN LANDING RWY 01R				CIRCLE-TO-LAND			
MDA(H) 600' (543')				Not Authorized West of Rwy			
			ALS out	Max Kts			
A	RVR 1000m	RVR 1500m		90	600' (530') - 1600m		
B	RVR 1200m			120			
C	RVR 1600m	CMV 2000m		140	600' (530') - 2400m		
D	RVR 1600m			165	640' (570') - 3200m		

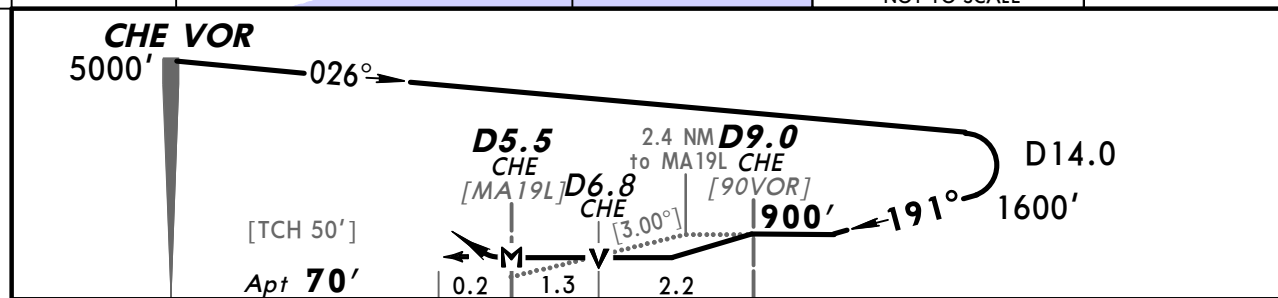
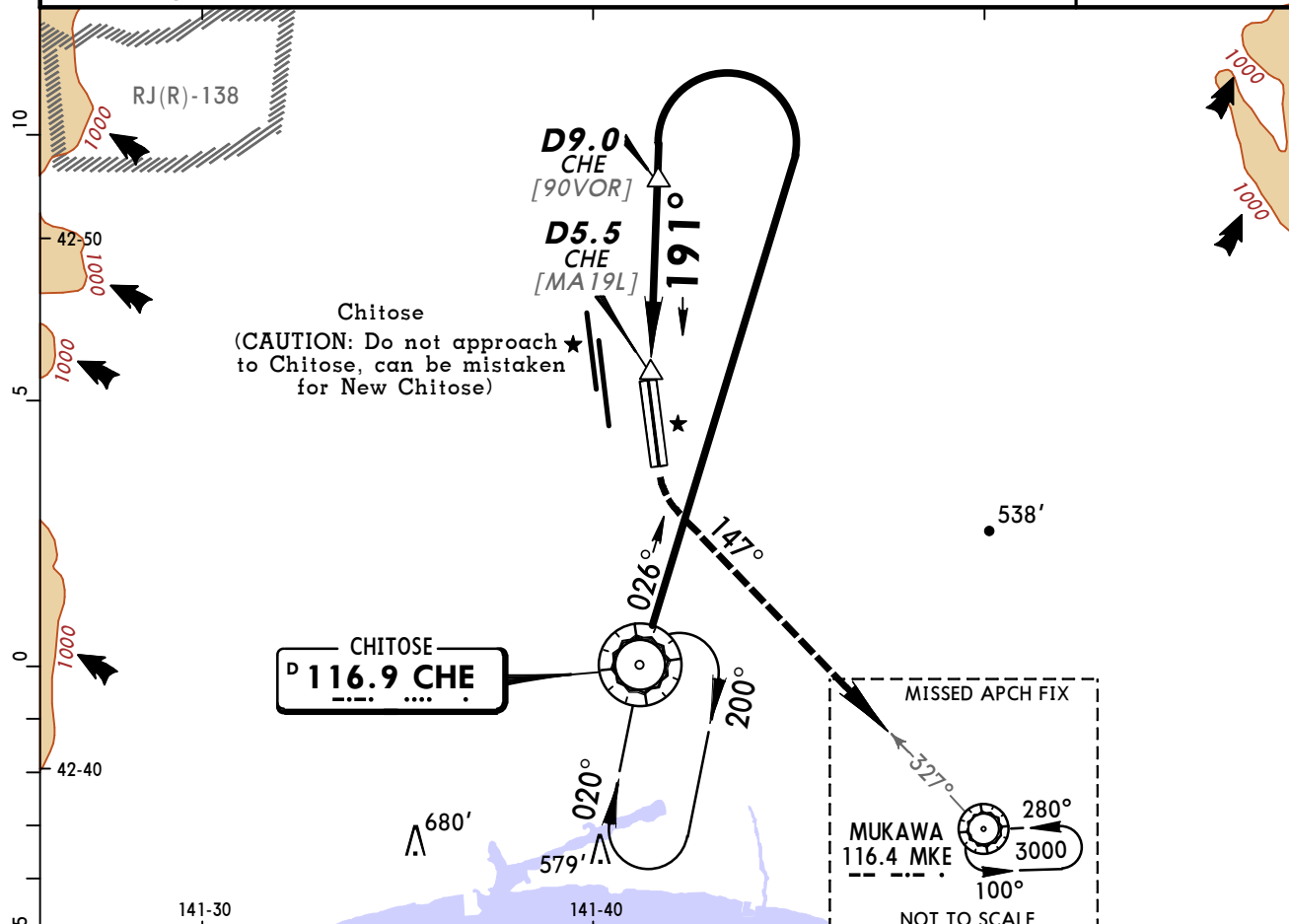
BRIEFING STRIP TM



STRAIGHT-IN LANDING RWY 19R			CIRCLE-TO-LAND Not Authorized West of Rwy	
MDA(H) 620' (550')			Max	
		ALS out	Kts.	MDA(H)
A	RVR 1000m	RVR 1500m	90	620' (550') - 1600m
B	RVR 1200m		120	
C		CMV 2000m	140	620' (550') - 2400m
D	RVR 1600m		165	640' (570') - 3200m

BRIEFING STRIP™

*D-ATIS		CHITOSE Approach (R)		CHITOSE Tower		Ground
128.6		120.1	124.7	118.8	126.2	121.6
VOR CHE 116.9	Final Apch Crs 191°	Minimum Alt D9.0 CHE 900' (830')	MDA(H) 620' (550')	Apt Elev 70' Rwy 19L 77'	 MSA CHE VOR	
MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-327 to 5000', proceed to MKE VOR and hold. Contact Chitose APP.						
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		
1. DME required.						



Gnd speed-Kts	70	90	100	120	140	160	SSALS PAPI	5000'	MKE via 116.4 R-327	MKE 116.4
Descent Angle [3.00°]	372	478	531	637	743	849		LT		
MAP at D5.5 CHE										

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

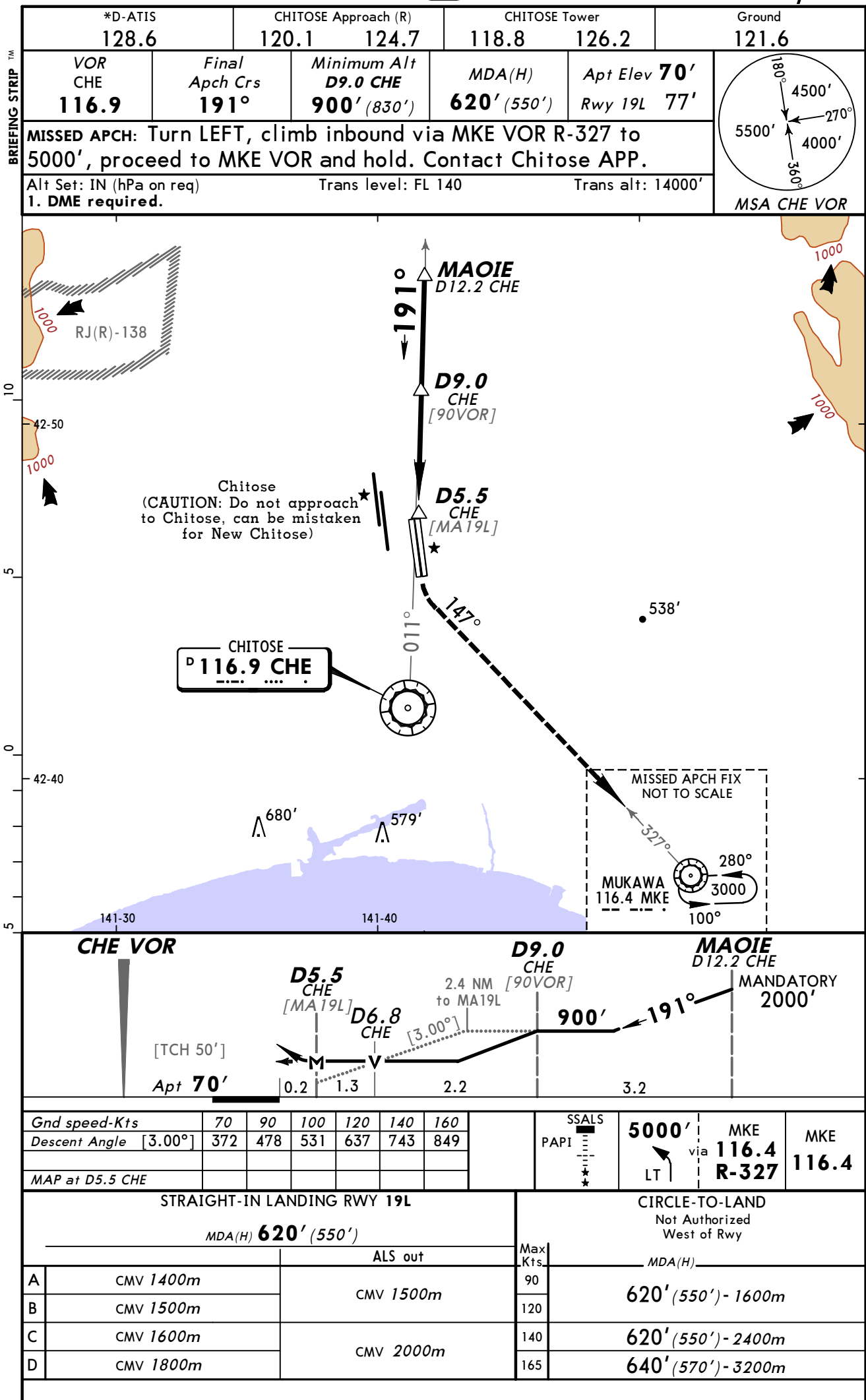


Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SAPPORO, (NEW CHITOSE - RJCC)				
REV	RUNWAY ENTRANCE LIGHTS	10-9G	05 Dec 2014	10 Dec 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJCC

Chart Change Notices for Country JPN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All approach procedures-When RVR is available for the landing runway, all landing visibilities shown as CMV 1800m are changed to RVR 1800m.