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Airport Information For RJCC

Terminal Charts For RJCC

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: SAPPORO JPN
ICAO/IATA: RJCC / CTS
Lat/Long: N42° 46.52', E141° 41.55'
Elevation: 70 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 9.0° W

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

Sunrise: 1858 Z
Sunset: 1005 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, TDZ
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: 128.600

Chitose Tower: 118.800

Chitose Tower: 126.200

Chitose Ground: 121.950

Chitose Ground: 121.600

Chitose Ground: 121.700

Chitose Clearance Delivery: 121.900

Chitose Approach: 120.100

Chitose Approach: 124.700 Secondary

Chitose Terminal Control Area: 127.700

Chitose Departure: 124.700

Chitose Radar: 119.100

Chitose Radar: 134.100

Chitose Radar: 119.500

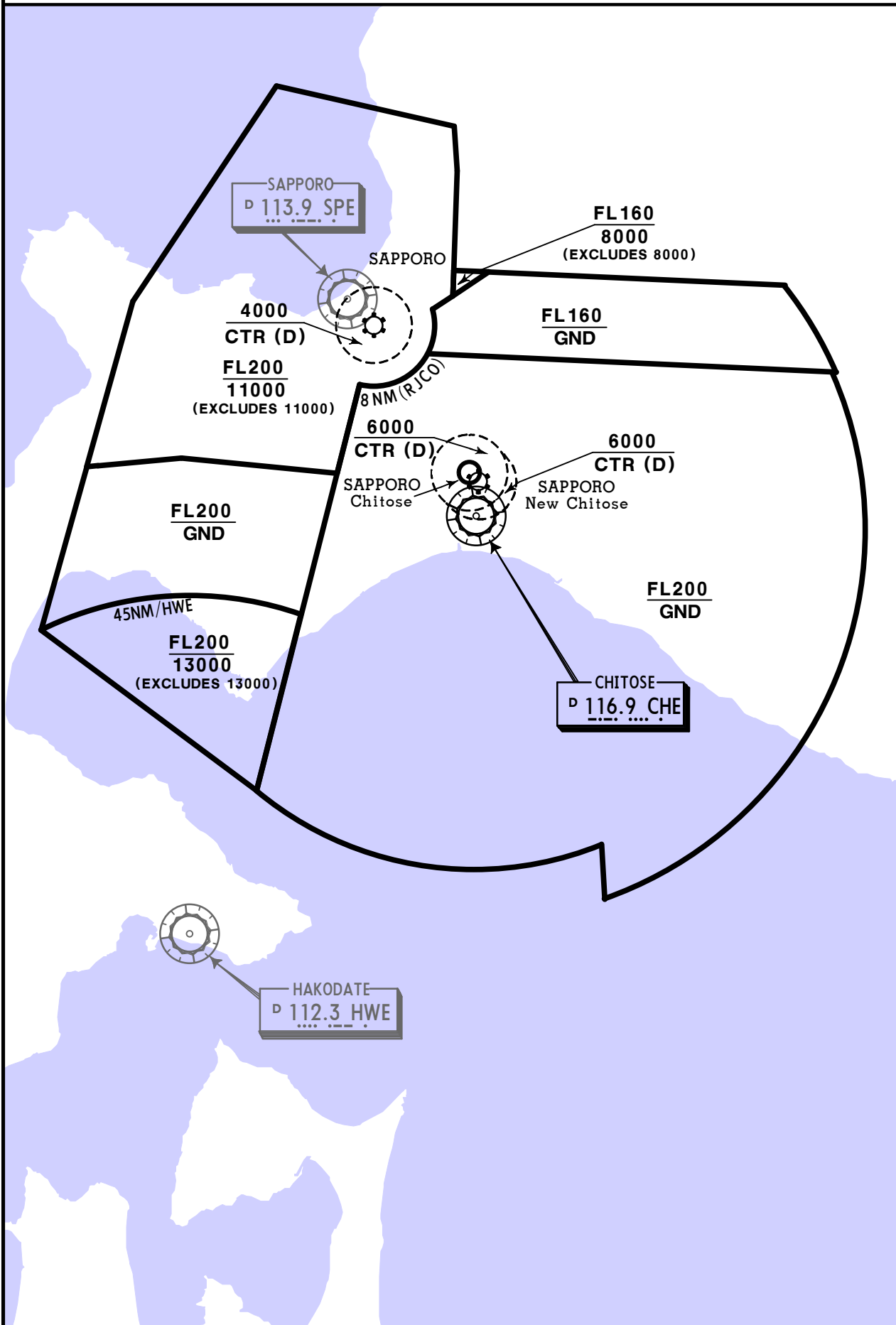
Chitose Radar: 120.100

Chitose Radar: 124.000

Chitose Radar: 125.300

CHITOSE APPROACH CONTROL AREA (E)

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



1. GENERAL**1.1 ATIS**

D-ATIS 128.6

1.2. Airport regulations

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 of Chitose aerodrome, ALSF, HIALS 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) consist of Variable Message Signs (VMS) or Runway Entrance Lights (REL) and/or Take-off Hold Lights (THL). See RJCC Runway Entrance Lights/Airport, Airport Info, Safety Measures in Apron for additional information. If the status of these lights differ from tower instructions, re-contact tower.

Prior permission required:

Aircraft operations other than scheduled flights or in an emergency.

Prior permission required for transient aircraft.

1.3 Taxiing limitations

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

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

| Wing span(WS) of ACFT taxiing on Twy D3-D4 | WS = <38.0m(125') | 38.0m(125') <WS = <47.0m(154') | WS > 47.0m(154') |
|--|-------------------|--------------------------------|------------------|
| Wing tip clearance | *A | **B | **C |

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

| Wing span(WS) of ACFT taxiing on Twy D4-D5 | WS = <19.0m(62') | 19.0m(62') <WS = <36.0m(118') | WS > 36.0m(118') |
|--|------------------|-------------------------------|------------------|
| Wing tip clearance | *A | *B | *C |

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

| Wing span(WS) of ACFT taxiing on Twy D4-D7 | WS = < 52.0m(171') | 52.0m(171') <WS = <69.0m(226') | WS > 69.0m(226') |
|--|--------------------|--------------------------------|------------------|
| Wing tip clearance | *A | *B | *C |

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

| Wing span(WS) of ACFT taxiing on Twy D10-D11 | WS = < 54.0m(177') | 54.0m(177') <WS = <71.0m(233') | WS > 71.0m(233') |
|--|--------------------|--------------------------------|------------------|
| Wing tip clearance | *A | *B | *C |

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

| Wing span(WS) of ACFT taxiing on Twy D11-D12 | WS = < 12.0m(39') | 12.0m(39') <WS = <29.0m(95') | WS > 29.0m(95') |
|--|-------------------|------------------------------|-----------------|
| Wing tip clearance | *A | *B | *C |

Legend

*A: wing tip clearance $\geq 15.0\text{m}(49')$ *B: $6.5\text{m}(21') \leq$ wing tip clearance $< 15.0\text{m}(49')$ **B: $10.5\text{m}(34') \leq$ wing tip clearance $< 15.0\text{m}(49')$ *C: wing tip clearance $< 6.5\text{m}(21')$ **C: wing tip clearance $< 10.5\text{m}(34')$ **1.4 LVP**

LVP will be available when the following conditions are met:

- 1) Ceiling is at or less than 200' and/or RVR is at or less than 550m.
- 2) Facilities listed 2.2.1 are operational.
- 3) ILS Critical Area is protected.

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

" REPORT OUT OF ILS CRITICAL AREA"

The exit taxiway centerline lights are fixed alternate green and yellow inside the ILS Critical Area.

If an aircraft is given the above instruction, advise the ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

1.5 Restrictions about the use of auxiliary power units (APU)

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

Exceptions apply when airport authority deems it necessary.

- (1) Within 30 minutes prior to the estimated time of departure (ETD).
- (2) For the minimum time required for switching over to the fixed power facilities.
- (3) For the minimum time required for aircraft maintenance purposes, if needed.

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

1. GENERAL (CONTD)

1.6 PDA (parts departing aircraft) reporting to Airport Administration

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

2. ARRIVAL

2.1 Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with CHITOSE Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and:

- (I) 1) Contact CHITOSE Radar/Tower.
2) If unable, proceed in accordance with visual flight rules.
3) If unable, proceed to CHITOSE VOR/DME at last assigned altitude or 7000' whichever is higher, and execute instrument approach.

(II) Procedure other than above will be issued when situation required.

2.2 Category II/ III operations at New Chitose Airport

2.2.1 Facilities

The following facilities are available:

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

2.2.2 Conditions

A. The following systems must be operative:

| For ILS RWY19R approach (CAT II) | For ILS RWY19R approach (CAT III) |
|---|--|
| 1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 19R with standby transmitter • ILS-GP 19R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM19R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 19R | 1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 19R with standby transmitter (including far field monitor) • ILS-GP 19R with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 19R |
| 2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 19R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL | 2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 19R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL |
| 3) Secondary power supply | 3) Secondary power supply |
| 4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway). | 4) RVR by forward-scatter meters at the touchdown zone, mid-point and stop-end of the runway. |

B. The following information must be currently available:

- 1) Surface wind speed and direction
2) RVR

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

2.2.3 Approval for CAT II/ III Operations

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

2.2.4 Taxiway available for CAT II/ III Operations

Exit taxiway: A7-A12

RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

9 JUN 23

10-1P2

Eff 14 Jun 1500Z

AIRPORT BRIEFING

3. DEPARTURE

3.1 Low Visibility Take-Off (LVTO) at New Chitose Airport

3.1.1 Facilities

The following facilities are available:

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

3.1.2 Conditions

A. The following systems must be operative:

| |
|---|
| For LVTO |
| 1) Lighting system comprising; <ul style="list-style-type: none"> • High Intensity Runway Edge Lights • High Intensity Runway End Lights • Runway Center Line Lights |
| 2) Secondary power supply |

B. The following information must be currently available:

- a) Surface wind speed and direction
- b) RVR or VIS

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

3.1.3 Low Visibility Procedures/Low Visibility Procedures for Departure (LVP/LVPD)

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

- a) RVR is at or less than 550m.
- b) Facilities listed 3.1.1 above are operational.

RJCC/CTS
NEW CHITOSE

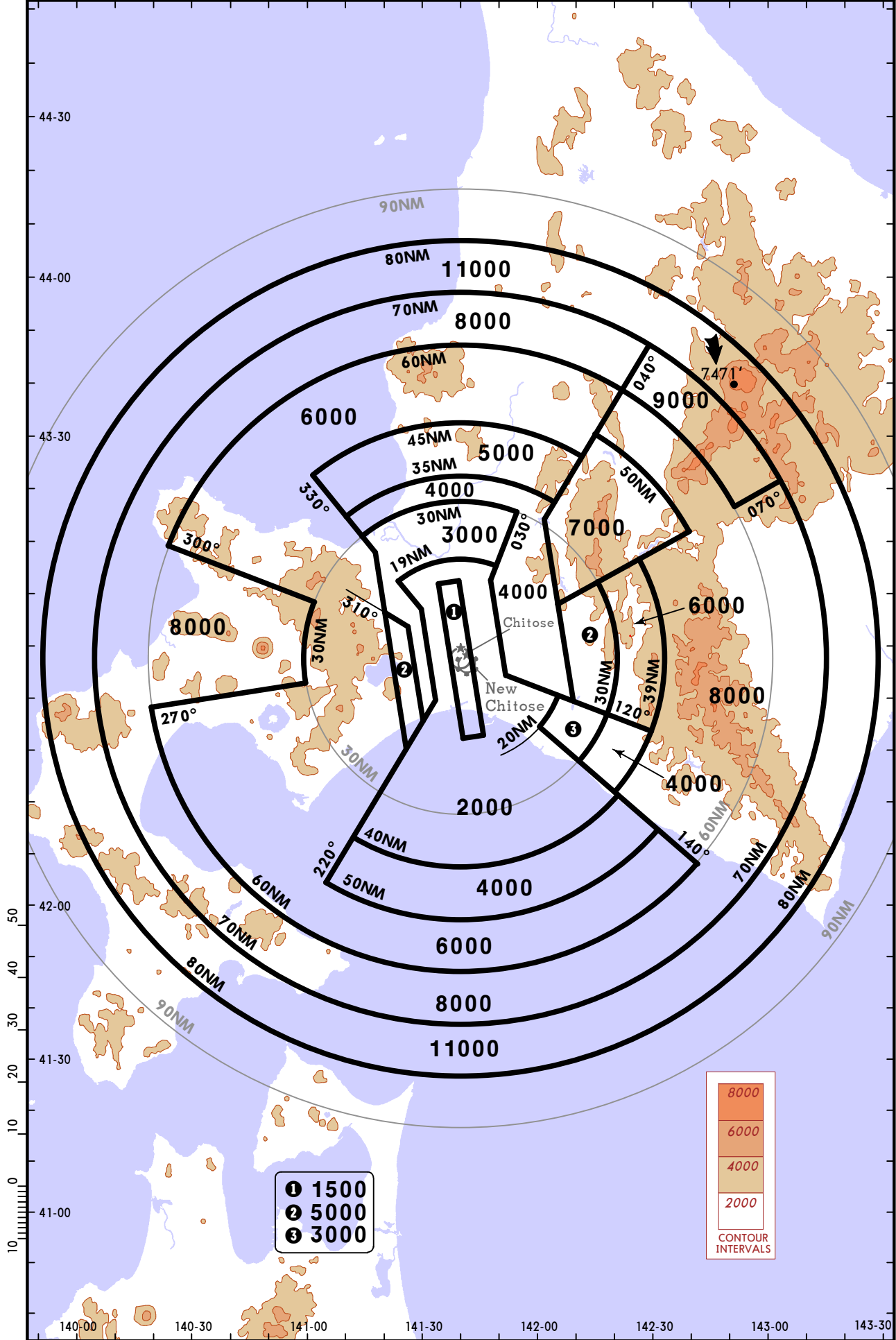


SAPPORO, JAPAN

2 JAN 15 (10-1R)

RADAR MINIMUM ALTITUDES

| | | | | | |
|---------------|-------|-------|-----------------|--------------------------------------|--|
| CHITOSE Radar | | | Apt Elev 70' | Alt Set: IN (hPa on req) | |
| 120.1 | 119.1 | 119.5 | | Trans level: FL140 Trans alt: 14000' | |
| 124.0 | 125.3 | 134.1 | | | |



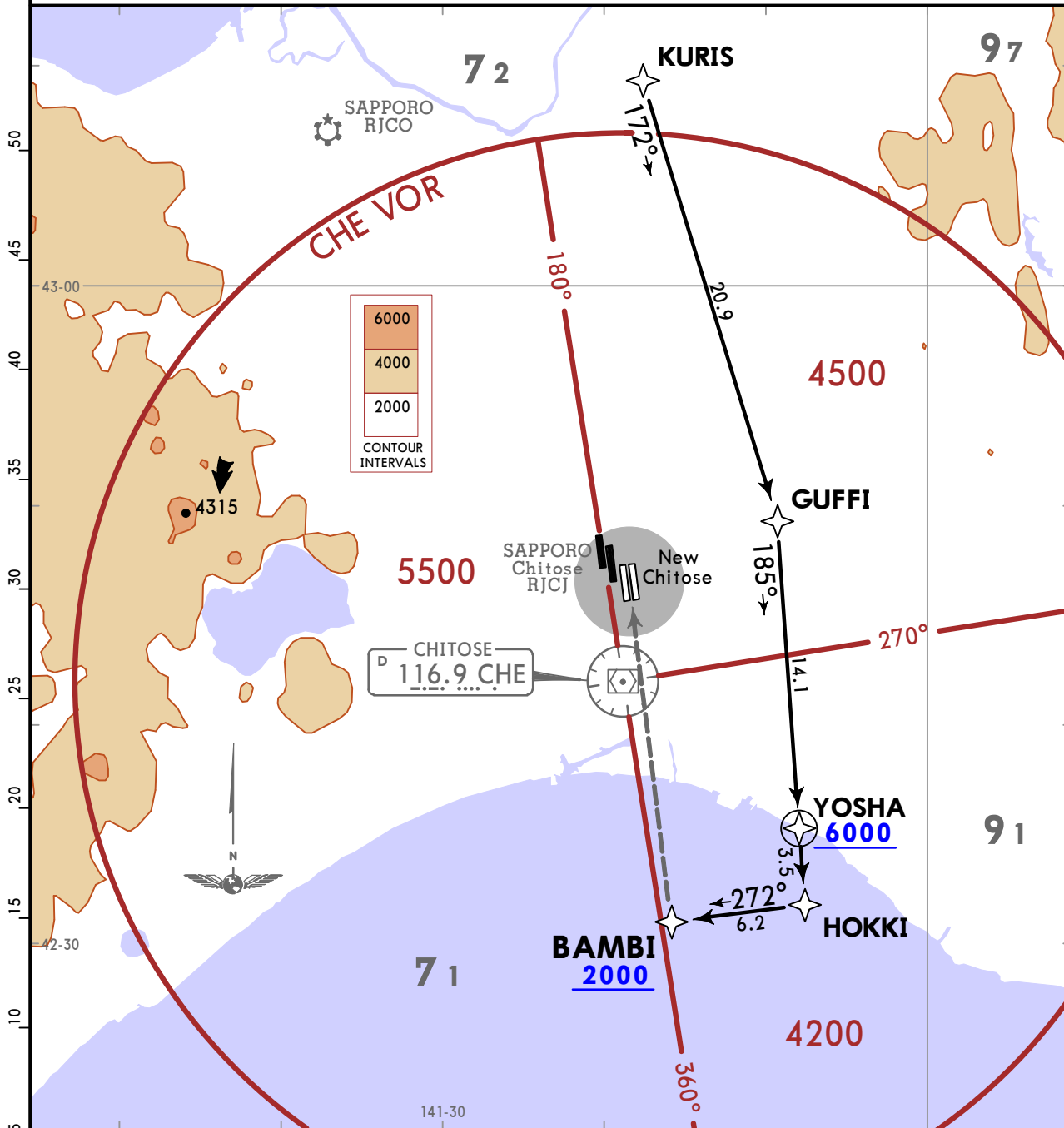
RJCC/CTS
NEW CHITOSE

JEPPESEN
13 OCT 23 (10-2)

SAPPORO, JAPAN
RNAV STAR

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

BAMBI NORTH ARRIVAL
[BAMBIN]
(RWY 01L)



| DME GAP | |
|-------------------------|---|
| 3.0 NM to YOSHA - HOKKI | |
| CRITICAL DME | |
| DME | ROUTE SEGMENT |
| CHE | 13.0 NM to YOSHA - 3.0 NM to YOSHA HOKKI - BAMBI |
| MKE | HOKKI - BAMBI |
| SPE | KURIS - 10.0 NM to GUFFI |

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

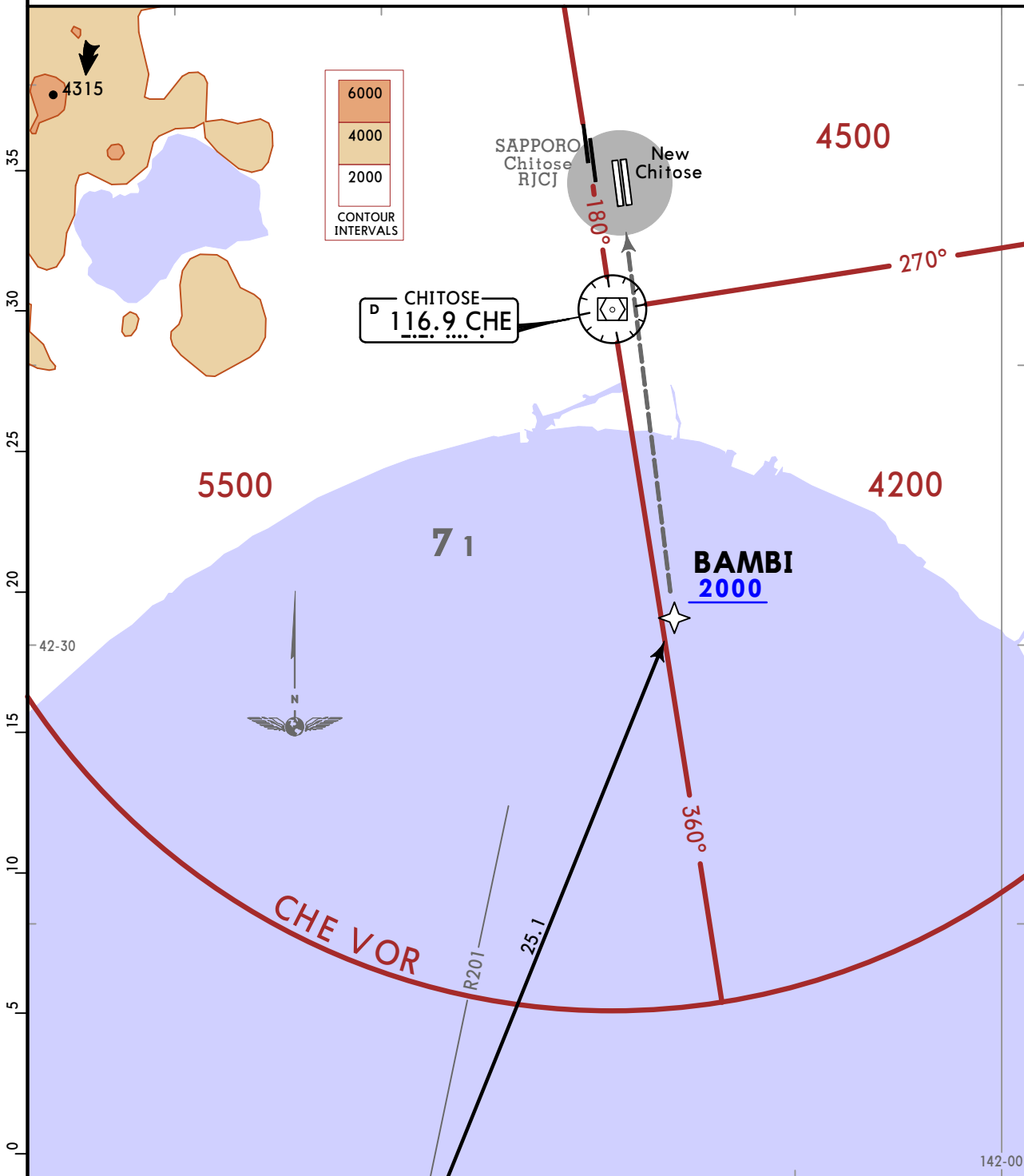
RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 (10-2A)

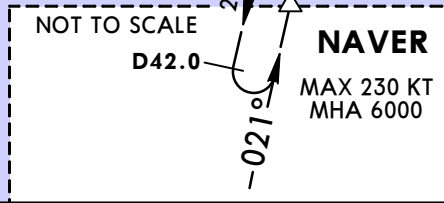
SAPPORO, JAPAN
RNAV STAR

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

BAMBI SOUTH ARRIVAL
[BAMBIS]
(RWY 01L)



| ROUTING | |
|--|--------------------------|
| From NAVER, to BAMBI at or above 2000. | |
| DME GAP | |
| NAVER - 19.0 NM to BAMBI | |
| CRITICAL DME | |
| DME | ROUTE SEGMENT |
| CHE | 19.0 NM to BAMBI - BAMBI |
| MKE | 19.0 NM to BAMBI - BAMBI |



CHANGES: Reissued.

RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

1 OCT 21

10-2B

Eff 6 Oct 1500Z

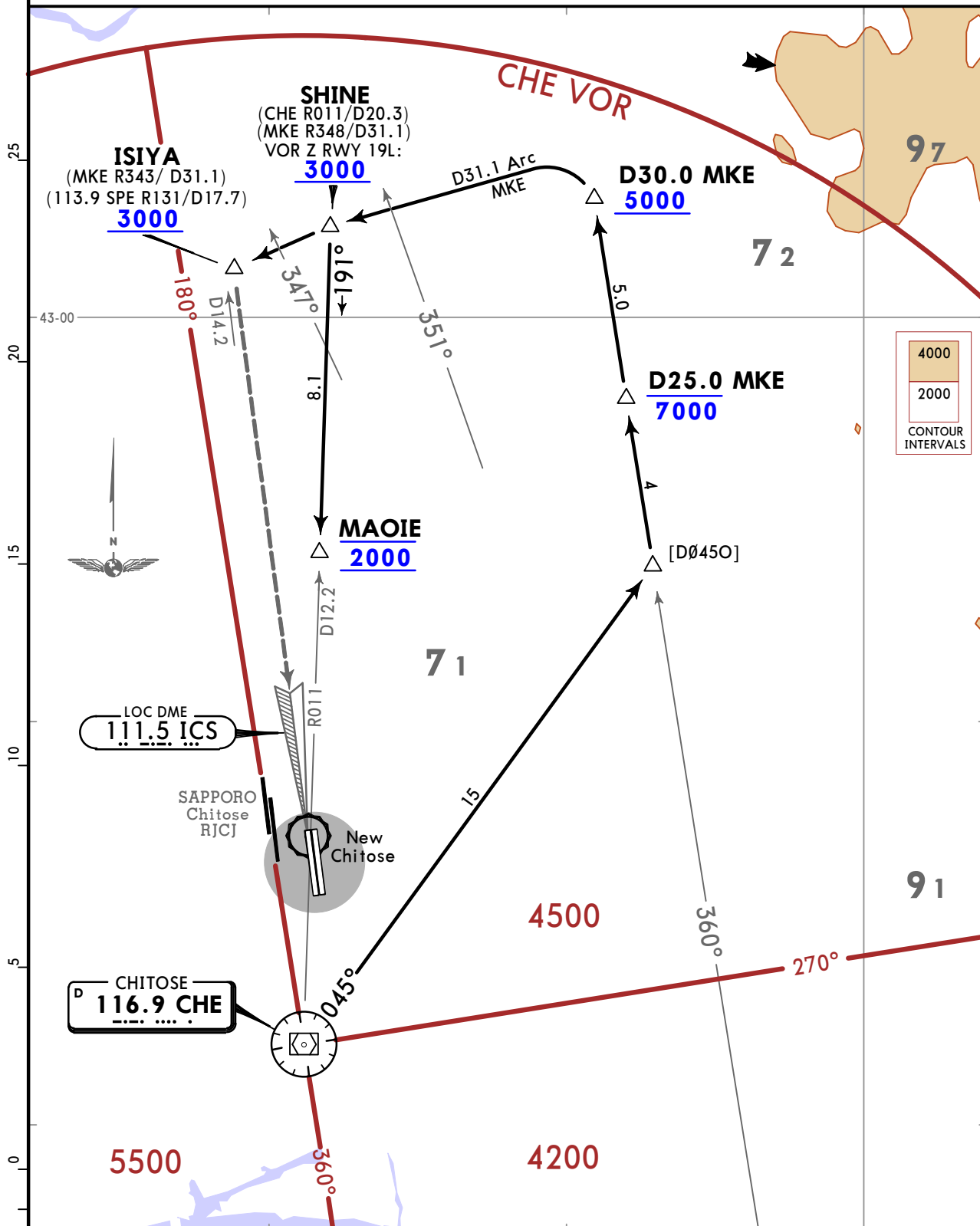
STAR

*D-ATIS
128.6

Apt Elev
70

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

CHITOSE NR.1 ARRIVAL [CHE1]



| ROUTING | |
|--|---|
| From over CHE VOR, via CHE R045 to intercept and proceed via MKE R360, via D31.1 Arc MKE counterclockwise. | |
| LANDING | |
| For ILS or LOC RWY 19R | To ISIYA. Cross D25.0 MKE at or below 7000, cross D30.0 MKE at or above 5000, cross ISIYA at or above 3000. |
| For VOR Z RWY 19L | To SHINE, via CHE R011 to MAOIE. Cross D25.0 MKE at or below 7000, cross D30.0 MKE at or above 5000, cross SHINE at or above 3000, cross MAOIE at 2000. |

CHANGES: MSA.

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RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

1 OCT 21

10-2C

Eff 6 Oct 1500Z

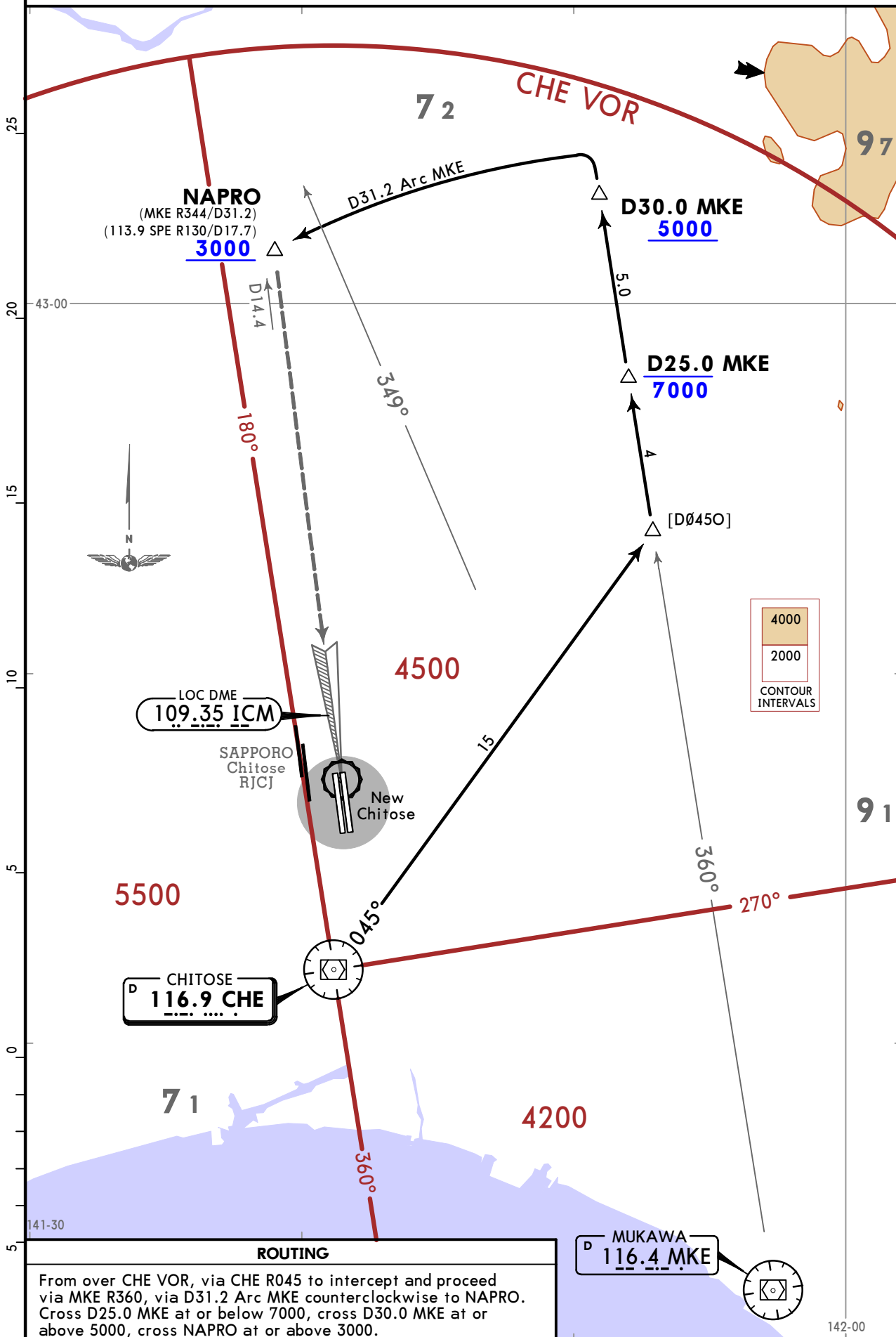
STAR

*D-ATIS
128.6

Apt Elev
70

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

CHITOSE NR.2 ARRIVAL [CHE2]



CHANGES: MSA.

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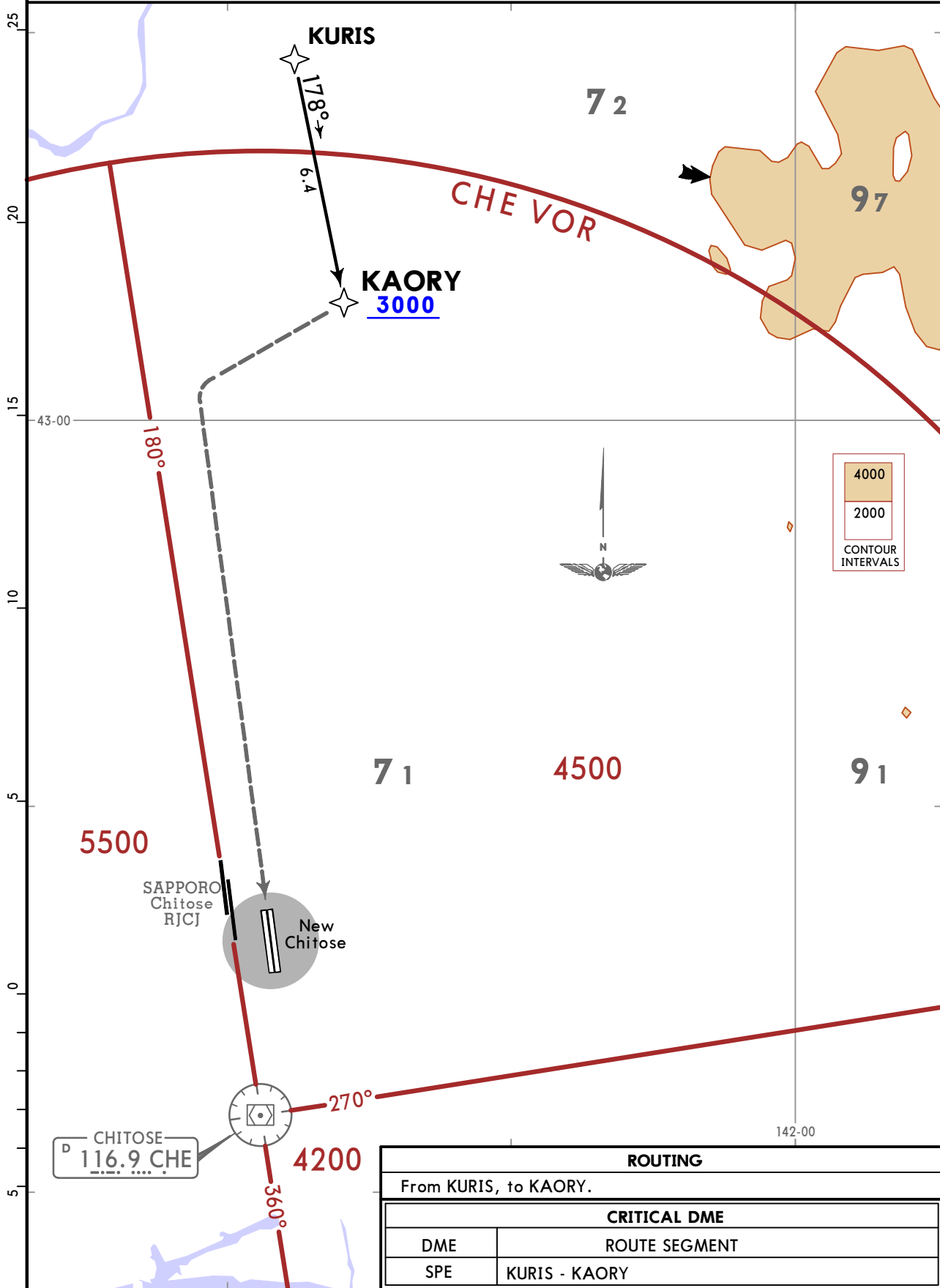
RJCC/CTS
NEW CHITOSE

JEPPESEN
13 OCT 23 (10-2D)

SAPPORO, JAPAN
RNAV STAR

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

KAORY NORTH ARRIVAL
[KAORYN]
(RWY 19L)



CHANGES: None.

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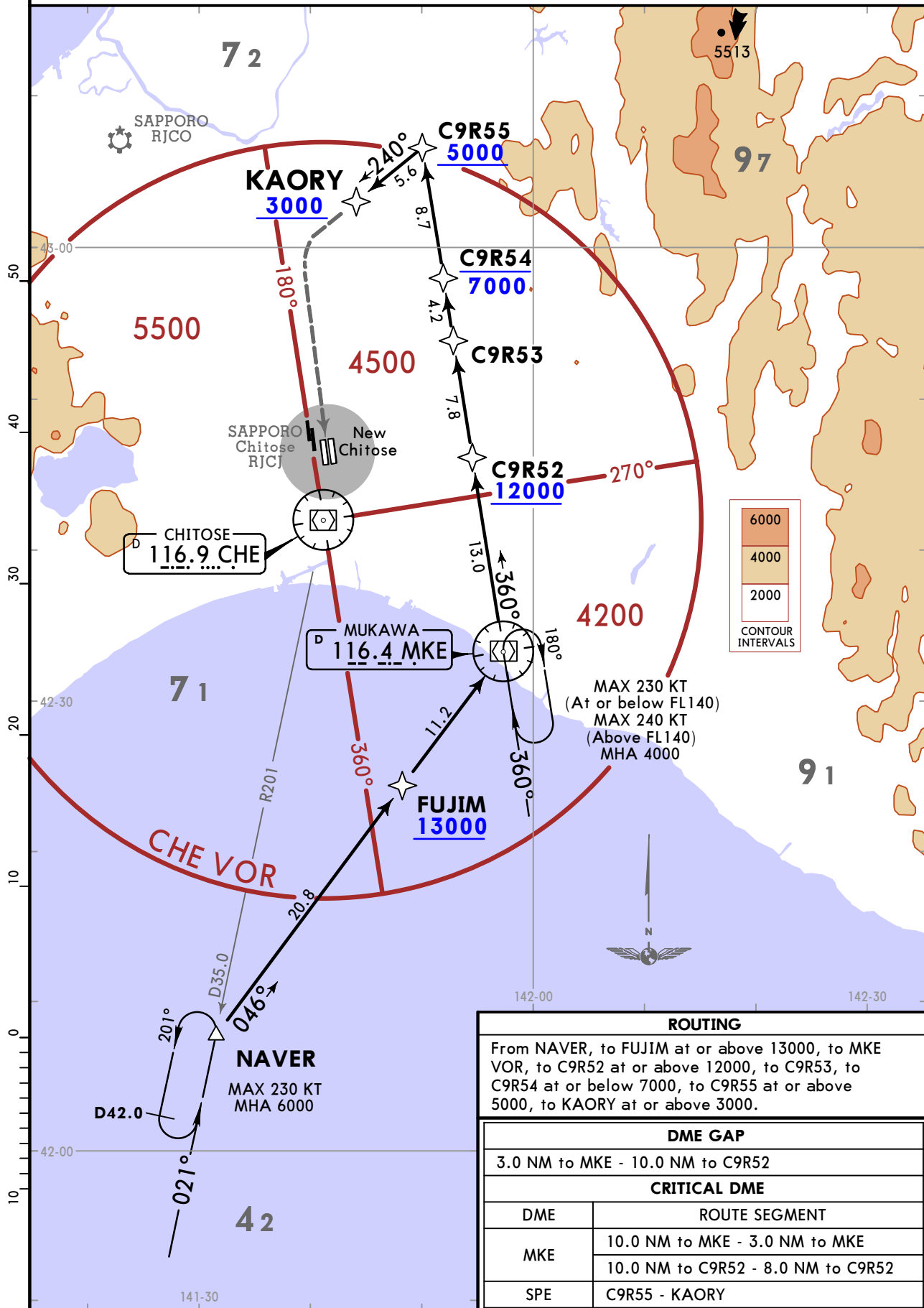
RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 (10-2E)

SAPPORO, JAPAN
RNAV STAR

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

KAORY A ARRIVAL
[KAORYA]
(RWY 19L)



RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

1 OCT 21

10-2F

Eff 6 Oct 1500Z

RNAV STAR

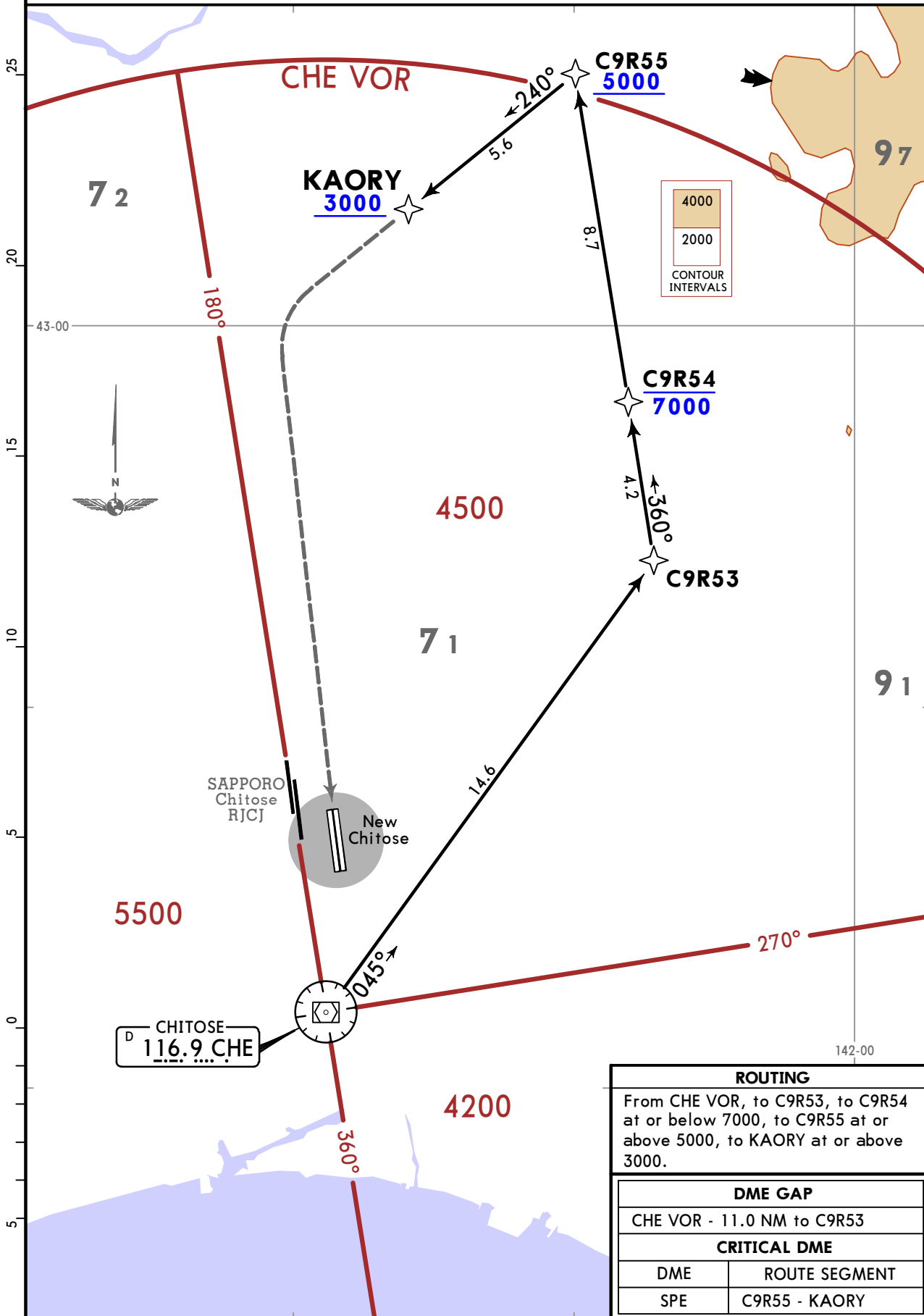
*D-ATIS
128.6

Apt Elev
70

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

KAORY B ARRIVAL

[KAORYB]
(RWY 19L)



RJCC/CTS
NEW CHITOSE

JEPPESSEN

SAPPORO, JAPAN

1 OCT 21

10-2G

Eff 6 Oct 1500Z

STAR

*D-ATIS
128.6

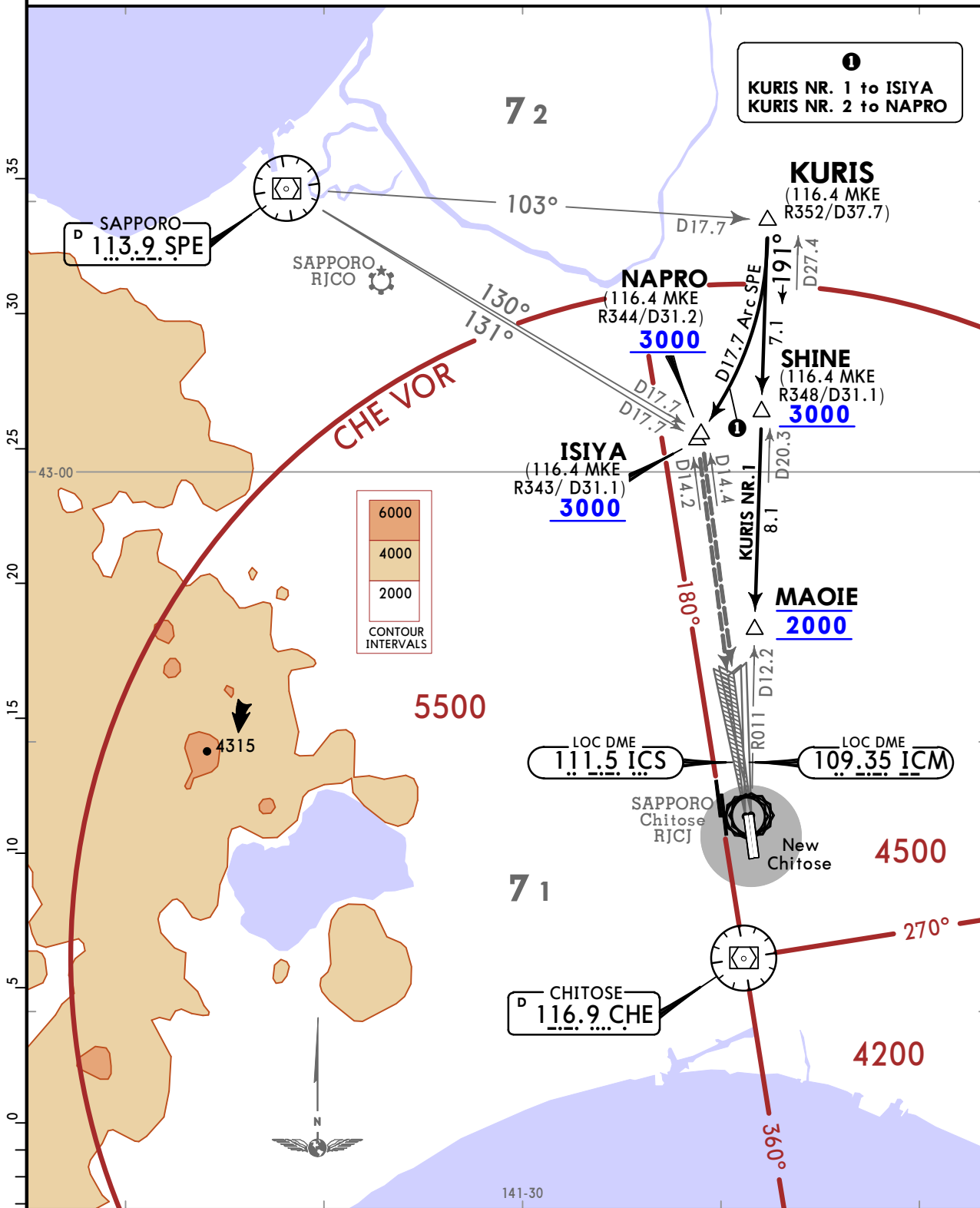
Apt Elev
70

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

KURIS NR. 1
[KURIS1]
(RWY 19L/R)

KURIS NR. 2
[KURIS2]
(RWY 19L)

ARRIVALS



1
KURIS NR. 1 to ISIYA
KURIS NR. 2 to NAPRO

KURIS
(116.4 MKE
R352/D37.7)

NAPRO
(116.4 MKE
R344/D31.2)
3000

SHINE
(116.4 MKE
R348/D31.1)
3000

ISIYA
(116.4 MKE
R343/D31.1)
3000

MAOIE
2000

LOC DME
111.5 ICS

LOC DME
109.35 ICM

CHITOSE
116.9 CHE

| STAR | RWY | ROUTING |
|--------------------|-------------------------------|--|
| KURIS NR. 1 | For ILS or LOC RWY 19R | From over KURIS, via D17.7 Arc SPE clockwise to ISIYA. Cross ISIYA at or above 3000. |
| | For VOR Z RWY 19L | From over KURIS, via CHE R011 to MAOIE via SHINE. Cross SHINE at or above 3000, cross MAOIE at 2000. |
| KURIS NR. 2 | | From over KURIS, via D17.7 Arc SPE clockwise to NAPRO. Cross NAPRO at or above 3000. |

RJCC/CTS
NEW CHITOSE

JEPPESEN
13 OCT 23 (10-2H)

SAPPORO, JAPAN
RNAV STAR

*D-ATIS
128.6

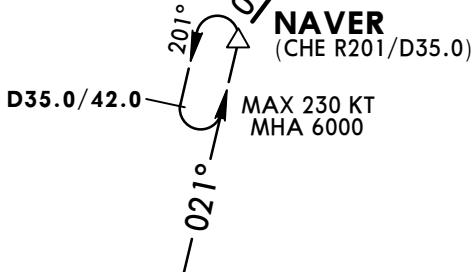
Apt Elev
70

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

NACKS A ARRIVAL
[NACKSA]
(RWY 19R)



NOT TO SCALE



ROUTING

From NAVER, to FUJIM at or above 13000, to MKE VOR, to C9R52 at or above 12000, to C9R53, to C9R54 at or below 7000, to C9R55 at or above 5000, to NACKS at or above 3000.

DME GAP

3.0 NM to MKE - 10.0 NM to C9R52

CRITICAL DME

| DME | ROUTE SEGMENT |
|-----|--|
| MKE | 10.0 NM to MKE - 3.0 NM to MKE 10.0 NM to C9R52 - 8.0 NM to C9R52 |
| SPE | C9R55 - NACKS |

RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

13 OCT 23 (10-2J)

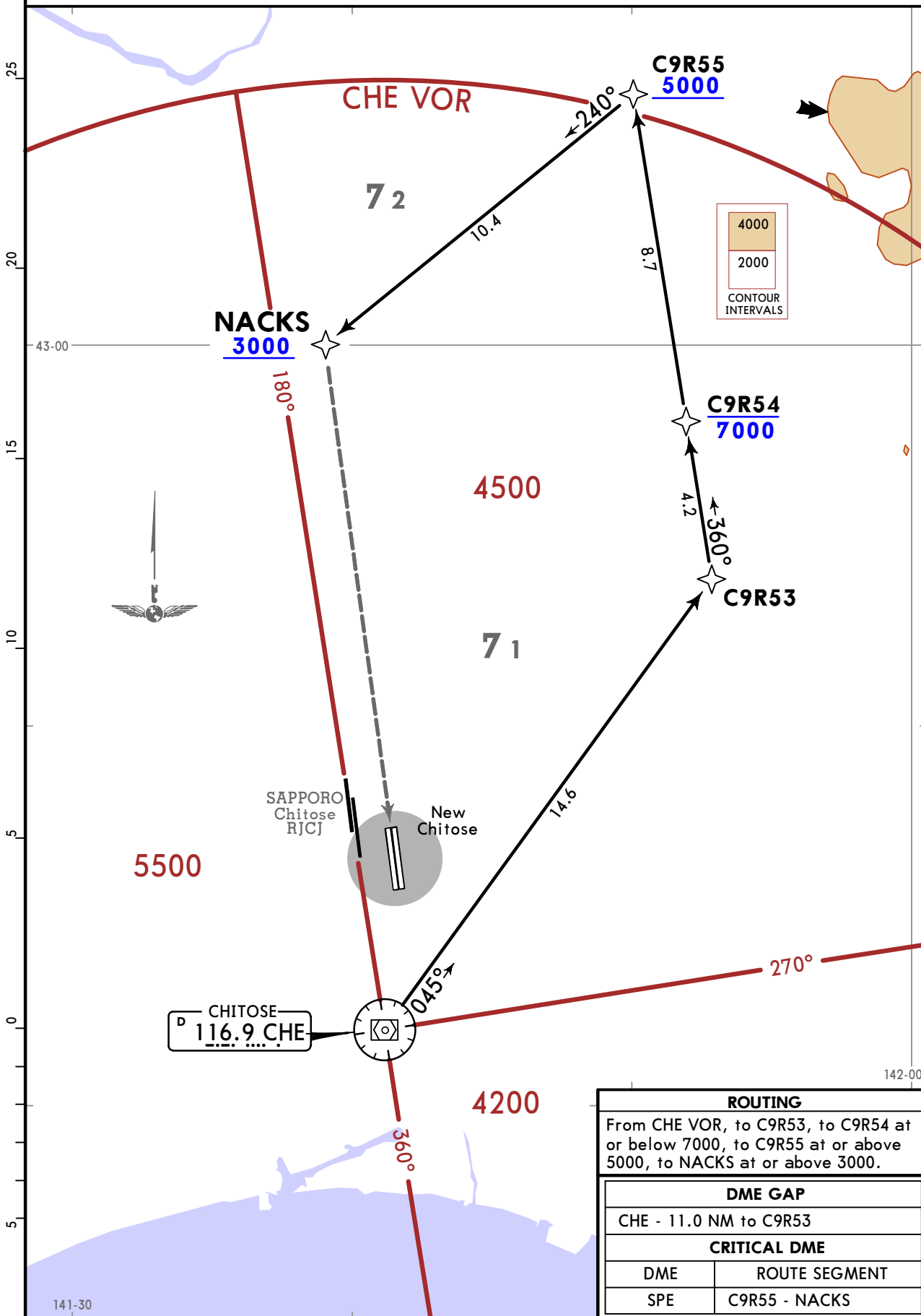
RNAV STAR

*D-ATIS
128.6

Apt Elev
70

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

NACKS B ARRIVAL
[NACKSB]
(RWY 19R)



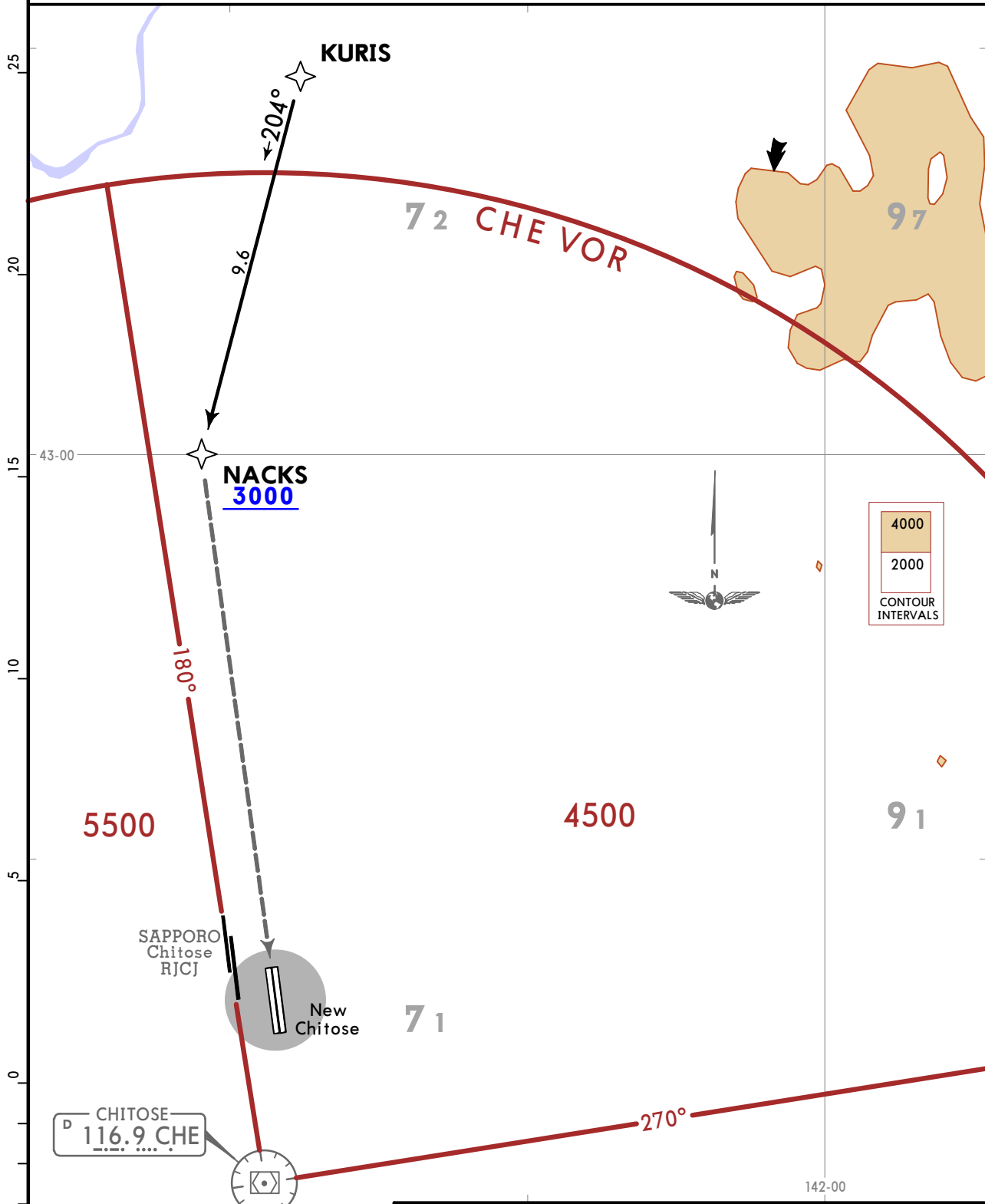
RJCC/CTS
NEW CHITOSE

JEPPESEN
27 OCT 23 (10-2K)

SAPPORO, JAPAN
RNAV STAR

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

NAGANUMA NORTH ARRIVAL [NAGANN]
(RWY 19R)



| ROUTING | |
|---------------------------------------|-------------------------|
| From KURIS to NACKS at or above 3000. | |
| CRITICAL DME | |
| DME | ROUTE SEGMENT |
| CHE | 1.0 NM to NACKS - NACKS |
| SPE | KURIS - NACKS |

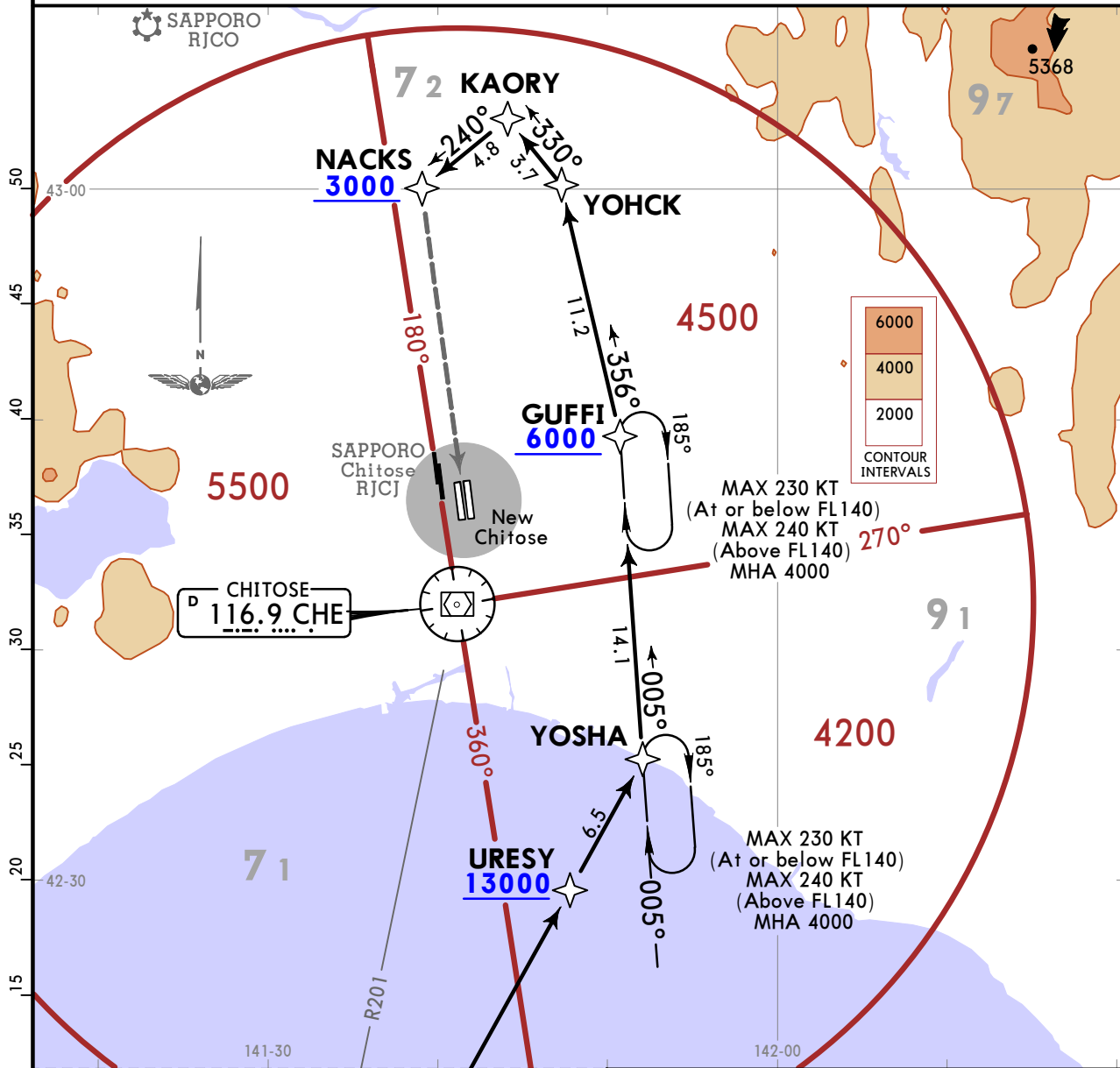
RJCC/CTS
NEW CHITOSE

JEPPESEN
27 OCT 23 **10-2L**

SAPPORO, JAPAN
RNAV STAR

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

NAGANUMA SOUTH ARRIVAL
[NAGANS]
(RWY 19R)



NOT TO SCALE

ROUTING

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

DME GAP

| |
|-----------------------------------|
| NAVER - 18.5 NM to URESY |
| 3.0 NM to YOSHA - 1.0 NM to YOSHA |
| YOSHA - 10.0 NM to GUFFI |

CRITICAL DME

| DME | ROUTE SEGMENT |
|-----|-------------------------------------|
| | 18.5 NM to URESY - 15.5 NM to URESY |
| CHE | 10.0 NM to GUFFI - GUFFI |
| | 1.0 NM to NACKS - NACKS |
| MKE | 18.5 NM to URESY - 3.0 NM to YOSHA |
| | 1.0 NM to YOSHA - YOSHA |
| SPE | YOHCK - NACKS |

NAVER
MAX 230 KT
MHA 6000

RJCC/CTS
NEW CHITOSE

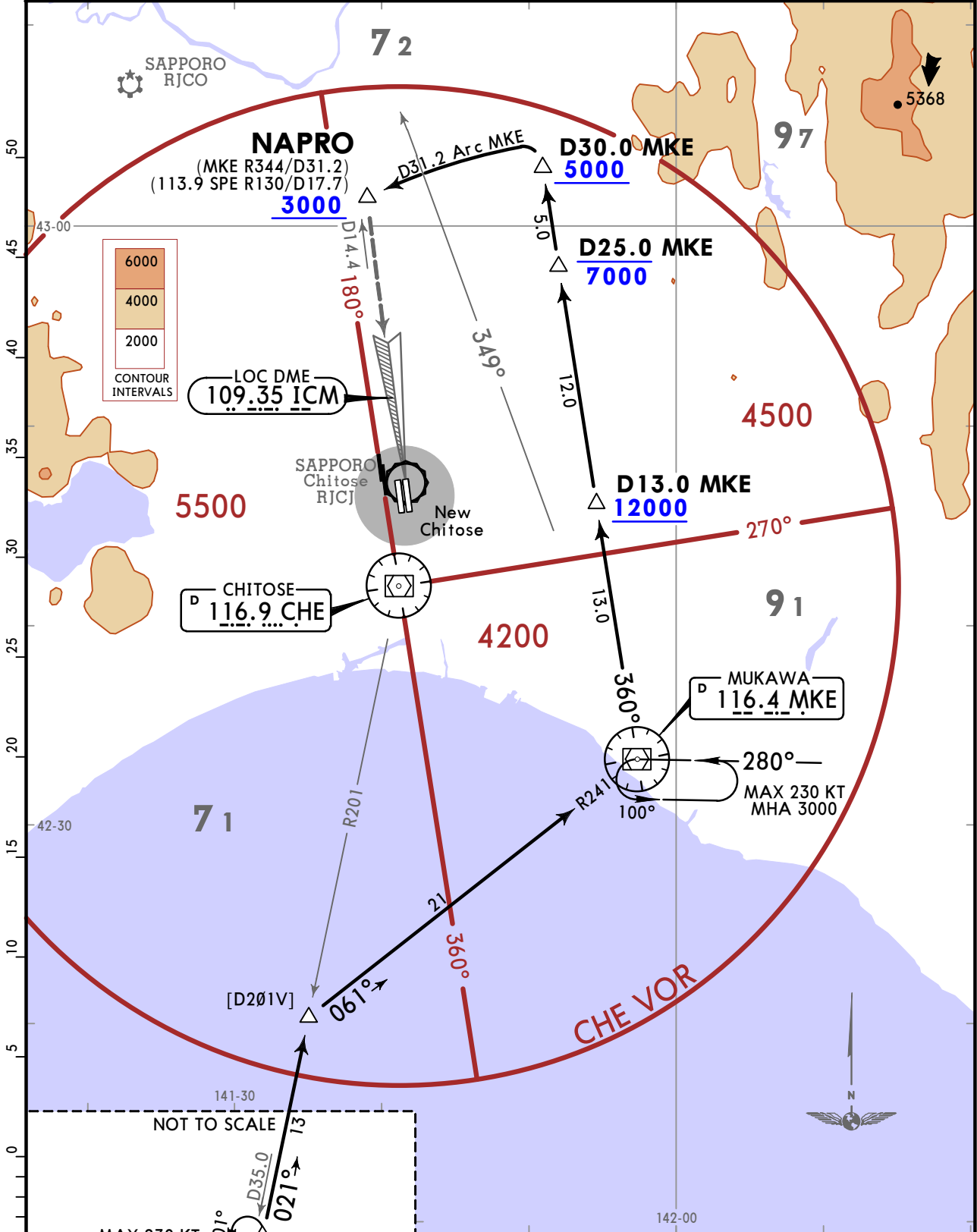
JEPPESEN
13 OCT 23 (10-2M)

SAPPORO, JAPAN

STAR

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

NAPRO EAST ARRIVAL [NAPROE] (RWY 19L)



ROUTING

From over NAVER, via CHE R201 to intercept and proceed via MKE R241 to MKE VOR, via MKE R360, via D31.2 Arc MKE counterclockwise to NAPRO. Cross D13.0 MKE at or above 12000, cross D25.0 MKE at or below 7000, cross D30.0 MKE at or above 5000, cross NAPRO at or above 3000.

RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 **(10-2N)**

SAPPORO, JAPAN
RNAV STAR

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

NAVER ARRIVAL
[NAVER]
(RWY 19L)



CHITOSE
D 116.9 CHE

NOT TO SCALE

MAX 230 KT
MHA 6000
D35.0/42.0

NAVER
(CHE R201/D35.0)

038°

24.9

201°

-021°

ROUTING

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

DME GAP

NAVER - 18.5 NM to URESY
3.0 NM to YOSHA - 1.0 NM to YOSHA
YOSHA - 10.0 NM to GUFFI

CRITICAL DME

| DME | ROUTE SEGMENT |
|-----|-------------------------------------|
| CHE | 18.5 NM to URESY - 15.5 NM to URESY |
| | 10.0 NM to GUFFI - GUFFI |
| MKE | 18.5 NM to URESY - 3.0 NM to YOSHA |
| | 1.0 NM to YOSHA - YOSHA |
| SPE | YOHCK - KAORY |

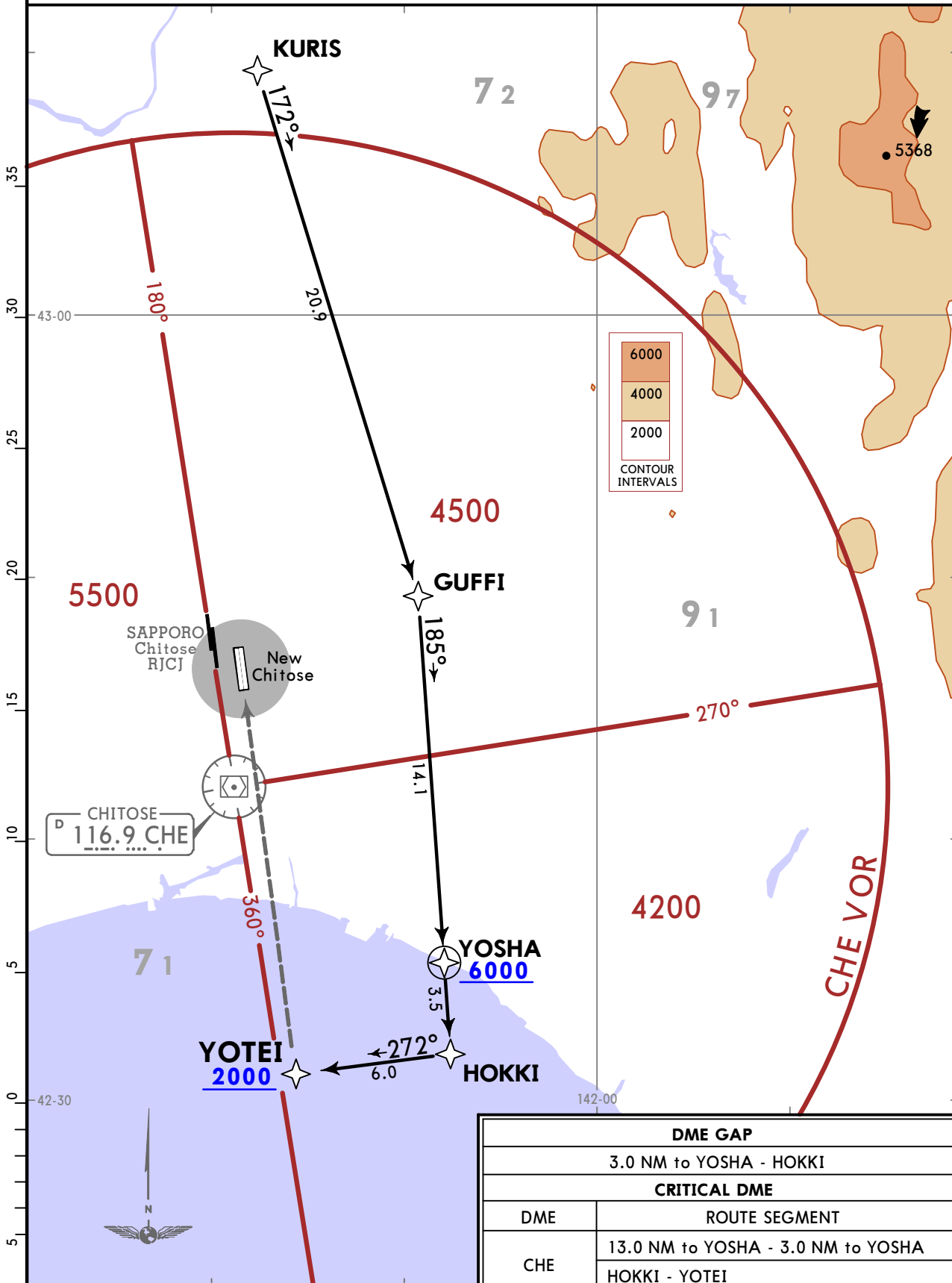
RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 (10-2P)

SAPPORO, JAPAN
RNAV STAR

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

**YOTEI NORTH ARRIVAL [YOTEIN]
(RWY 01R)**



ROUTING

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

CHANGES: None.

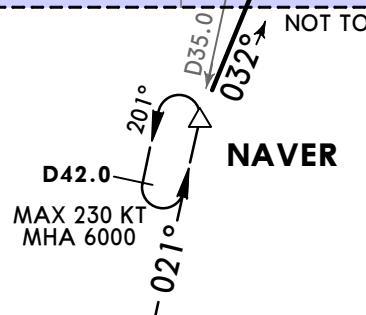
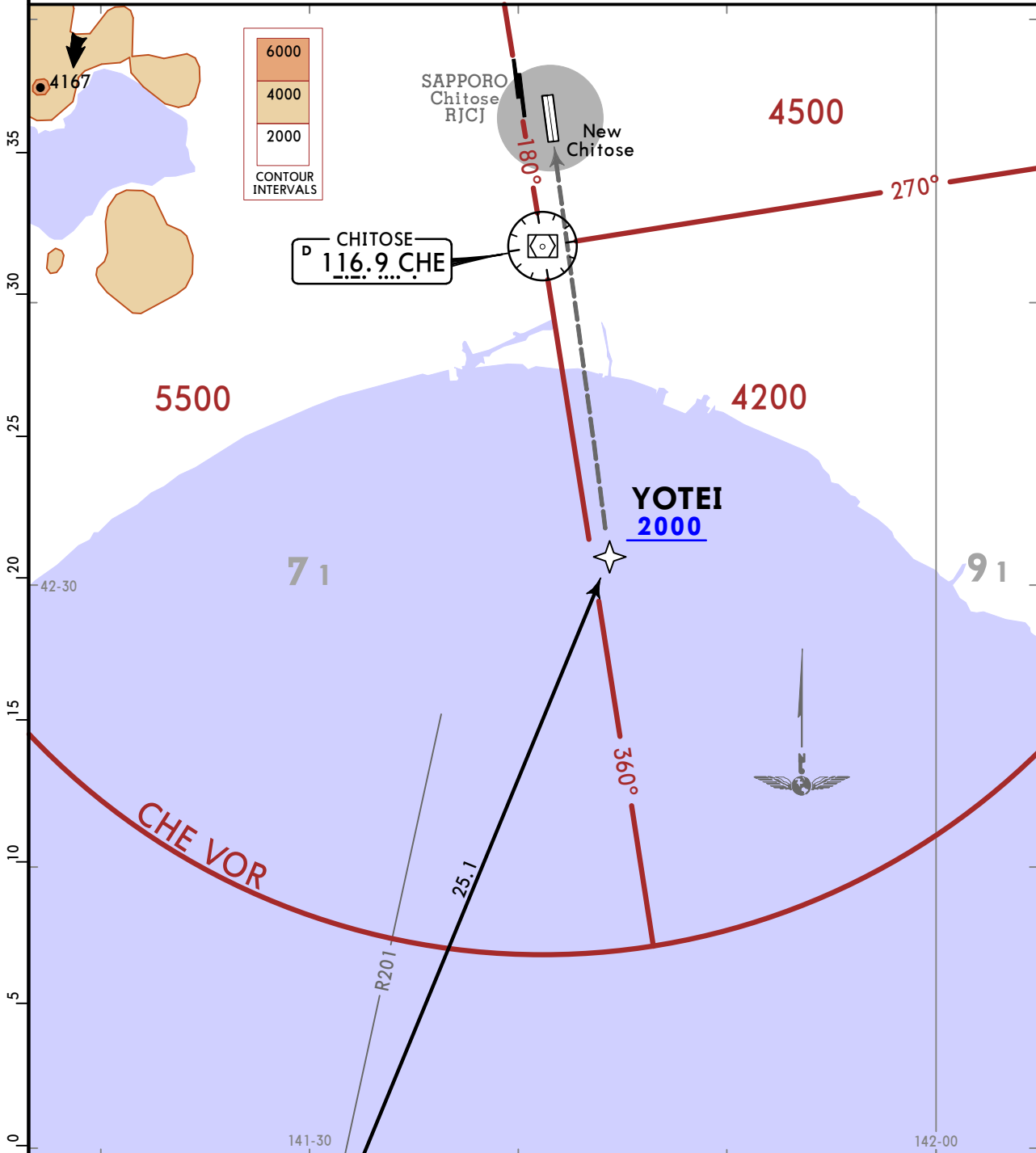
RJCC/CTS
NEW CHITOSE

JEPPESEN
13 OCT 23 (10-2Q)

SAPPORO, JAPAN
RNAV STAR

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

YOTEI SOUTH ARRIVAL
[YOTEIS]
(RWY 01R)



| ROUTING | |
|--|--------------------------|
| From NAVER, to YOTEI at or above 2000. | |
| DME GAP | |
| NAVER - 19.0 NM to YOTEI | |
| CRITICAL DME | |
| DME | ROUTE SEGMENT |
| CHE | 19.0 NM to YOTEI - YOTEI |
| MKE | 19.0 NM to YOTEI - YOTEI |

RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

1 OCT 21

10-2S

Eff 6 Oct 1500Z

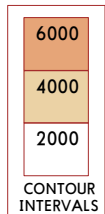
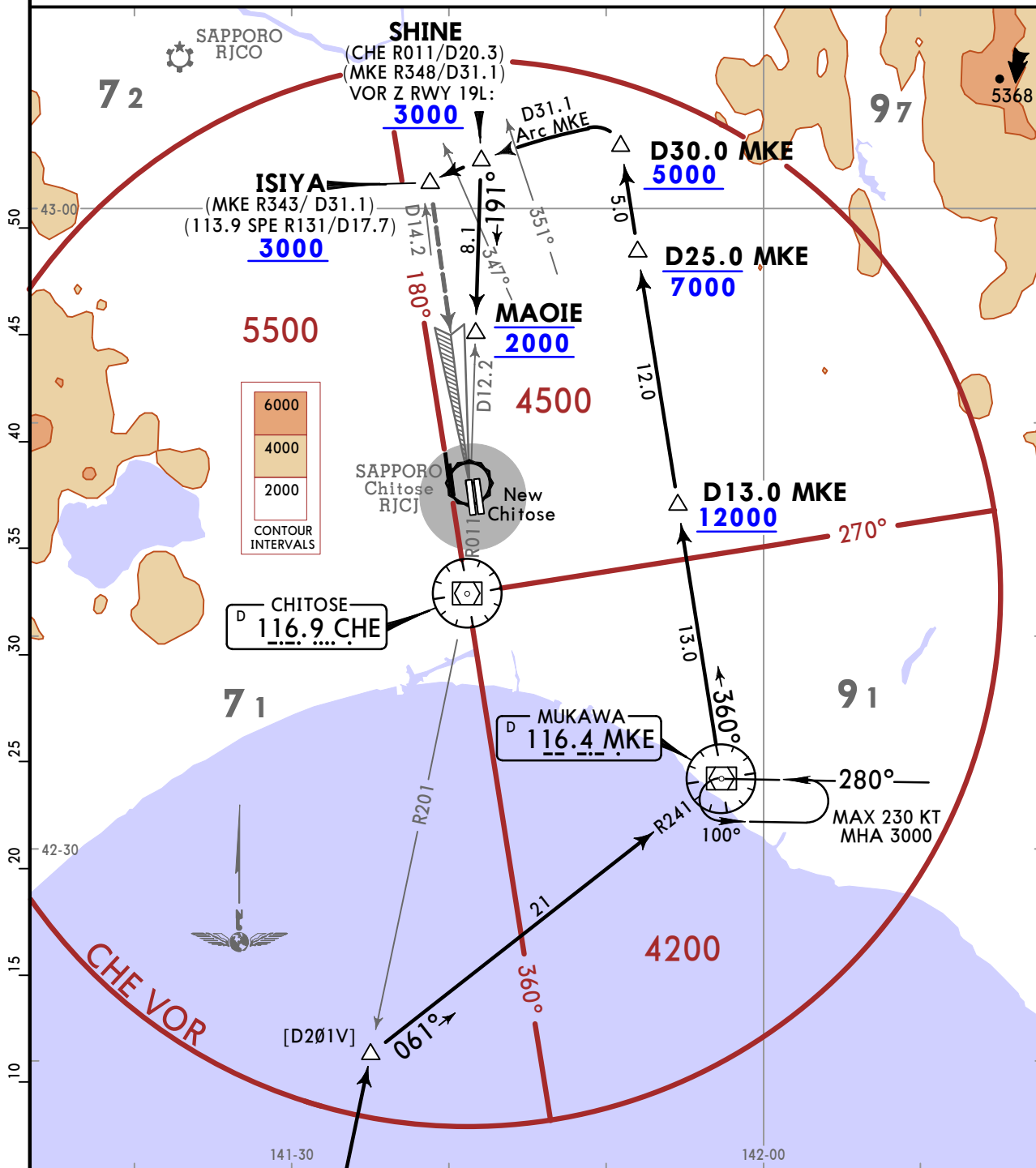
STAR

*D-ATIS
128.6

Apt Elev
70

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

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



CHITOSE
D 116.9 CHE

MUKAWA
D 116.4 MKE

NAVER
MAX 230 KT
MHA 6000

ROUTING

From over NAVER, via CHE R201 to intercept and proceed via MKE R241 to MKE VOR, via MKE R360, via D31.1 Arc MKE counterclockwise.

LANDING

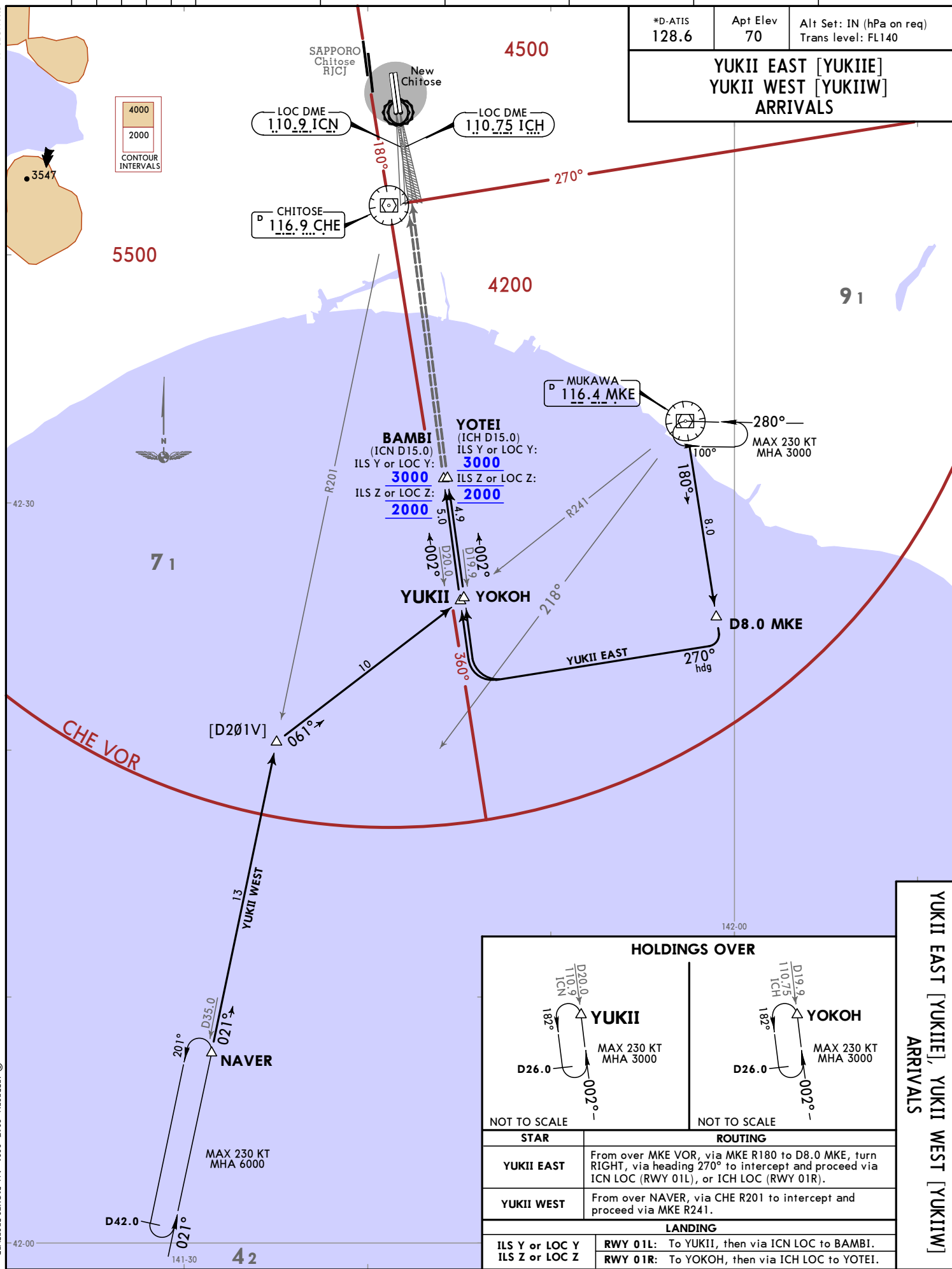
For ILS or LOC RWY 19R

To ISIYA. Cross D13.0 MKE at or above 12000, cross D25.0 MKE at or below 7000, cross D30.0 MKE at or above 5000, cross ISIYA at or above 3000.

For VOR Z RWY 19L

To SHINE, via CHE R011 to MAOIE. Cross D13.0 MKE at or above 12000, cross D25.0 MKE at or below 7000, cross D30.0 MKE at or above 5000, cross SHINE at or above 3000, cross MAOIE at 2000.

CHANGES: None



| | | |
|---|----------------|--|
| *D-ATIS 128.6 | Apt Elev 70 | Alt Set: IN (hPa on req) Trans level: FL140 |
| YUKII EAST [YUKIIE] YUKII WEST [YUKIIW] ARRIVALS | | |

| HOLDINGS OVER | |
|---|---|
| <p>YUKII MAX 230 KT MHA 3000</p> | <p>YOKOH MAX 230 KT MHA 3000</p> |
| NOT TO SCALE | |
| STAR | ROUTING |
| YUKII EAST | From over MKE VOR, via MKE R180 to D8.0 MKE, turn RIGHT, via heading 270° to intercept and proceed via ICN LOC (RWY 01L), or ICH LOC (RWY 01R). |
| YUKII WEST | From over NAVER, via CHE R201 to intercept and proceed via MKE R241. |
| LANDING | |
| ILS Y or LOC Y | RWY 01L: To YUKII, then via ICN LOC to BAMBI. |
| ILS Z or LOC Z | RWY 01R: To YOKOH, then via ICH LOC to YOTEI. |

RJCC/CTS
 New Chitose
JEPPesen
 13 OCT 23 (10-2T)
SAPPORO, JAPAN
 STAR

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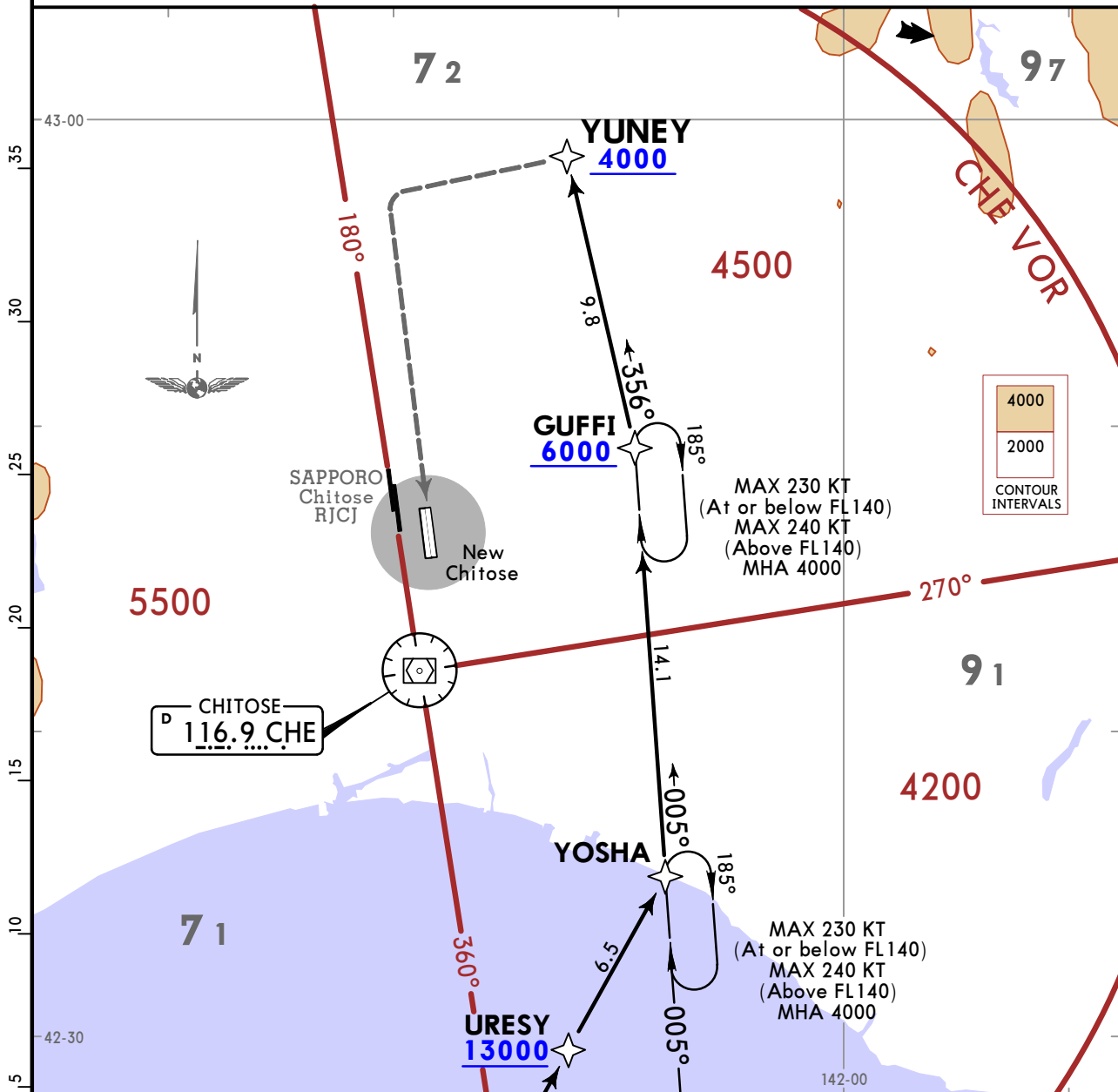
RJCC/CTS
NEW CHITOSE

JEPPESEN
13 OCT 23 (10-2U)

SAPPORO, JAPAN
RNAV STAR

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

YUNNEY SOUTH ARRIVAL
[YUNEYS]
(RWY 19L)



ROUTING
From NAVER, to URESY at or above 13000, to YOSHA, to GUFFI at or above 6000, to YUNNEY at or above 4000.

| DME GAP | |
|-----------------|-------------------------------------|
| NAVER | 18.5 NM to URESY |
| 3.0 NM to YOSHA | 1.0 NM to YOSHA |
| YOSHA | 10.0 NM to GUFFI |
| CRITICAL DME | |
| DME | ROUTE SEGMENT |
| CHE | 18.5 NM to URESY - 15.5 NM to URESY |
| | 10.0 NM to GUFFI - GUFFI |
| MKE | 18.5 NM to URESY - 3.0 NM to YOSHA |
| | 1.0 NM to YOSHA - YOSHA |

RJCC/CTS
NEW CHITOSE

JEPPESEN

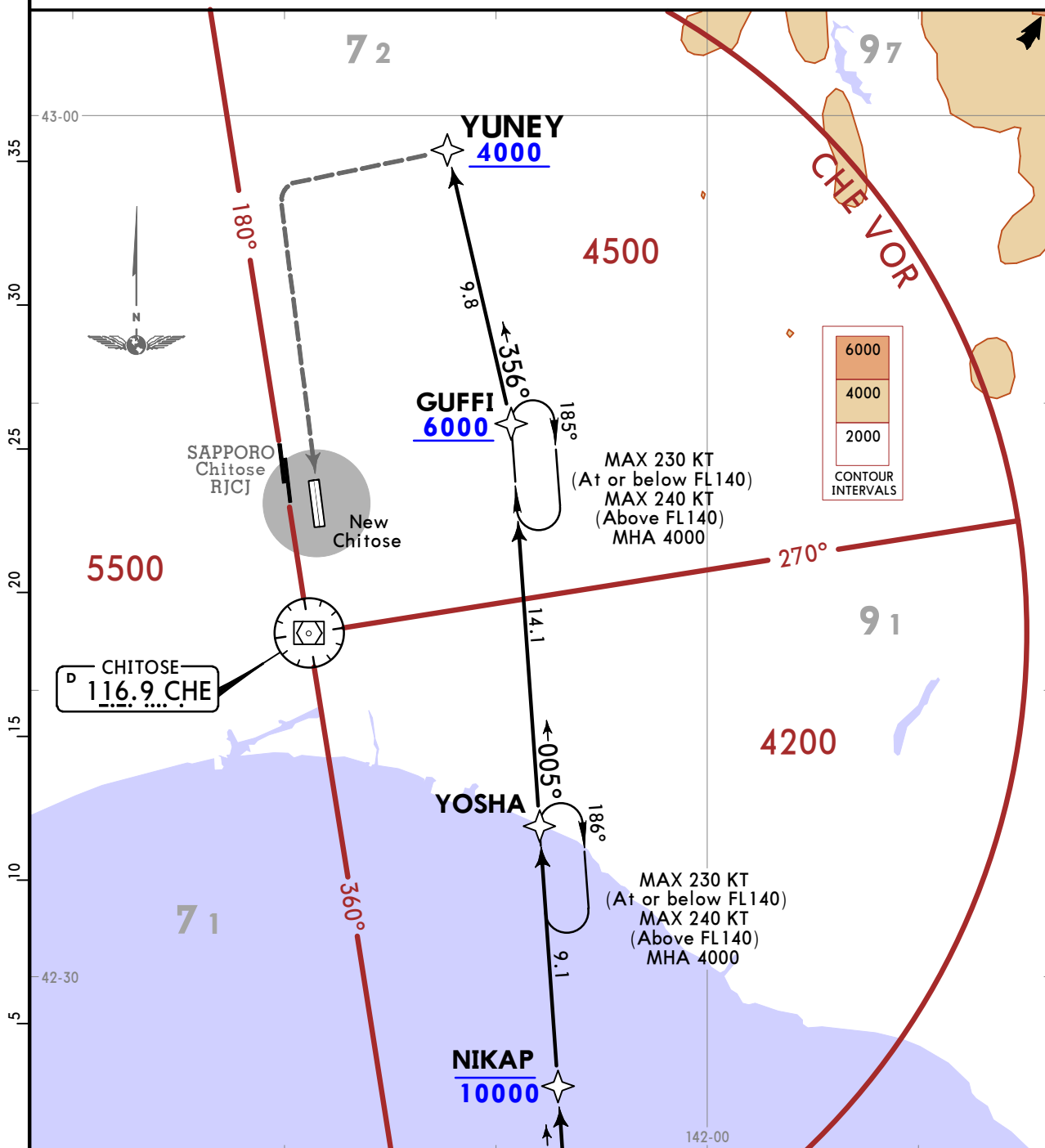
SAPPORO, JAPAN

13 OCT 23 **10-2V**

RNAV STAR

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

YUNEY EAST ARRIVAL
[YUNEYE]
(RWY 19L)



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

| DME GAP | |
|--------------------------|--------------------------|
| YOSHA - 10.0 NM to GUFFI | |
| CRITICAL DME | |
| DME | ROUTE SEGMENT |
| CHE | 10.0 NM to GUFFI - GUFFI |
| MKE | 7.0 NM to VANKM - YOSHA |

RJCC/CTS
NEW CHITOSE

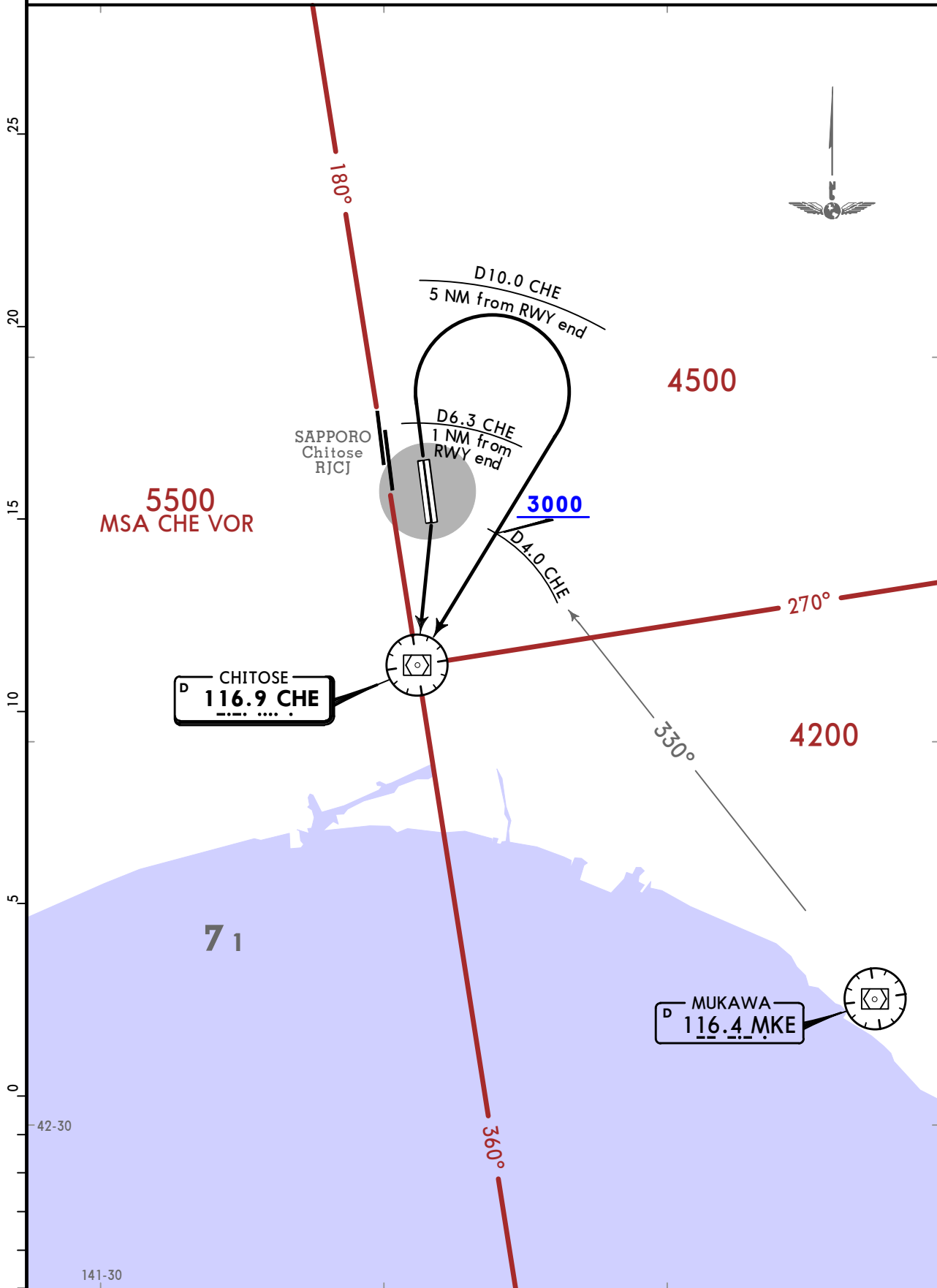
JEPPESEN
1 OCT 21 10-3 Eff 6 Oct 1500Z

SAPPORO, JAPAN

SID

| | | |
|-----------------------------------|----------------|------------------|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 |
|-----------------------------------|----------------|------------------|

CHITOSE 4 DEPARTURE [CHE4]



| RWY | INITIAL CLIMB |
|-------|--|
| 01L/R | Climb runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT, direct to CHE VOR within D10.0 CHE (5 NM from runway end). |
| 19L/R | Climb direct to CHE VOR. |

CHANGES: MSA.

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RJCC/CTS
NEW CHITOSE

JEPPESEN
13 OCT 23 (10-3-0)

SAPPORO, JAPAN

SID

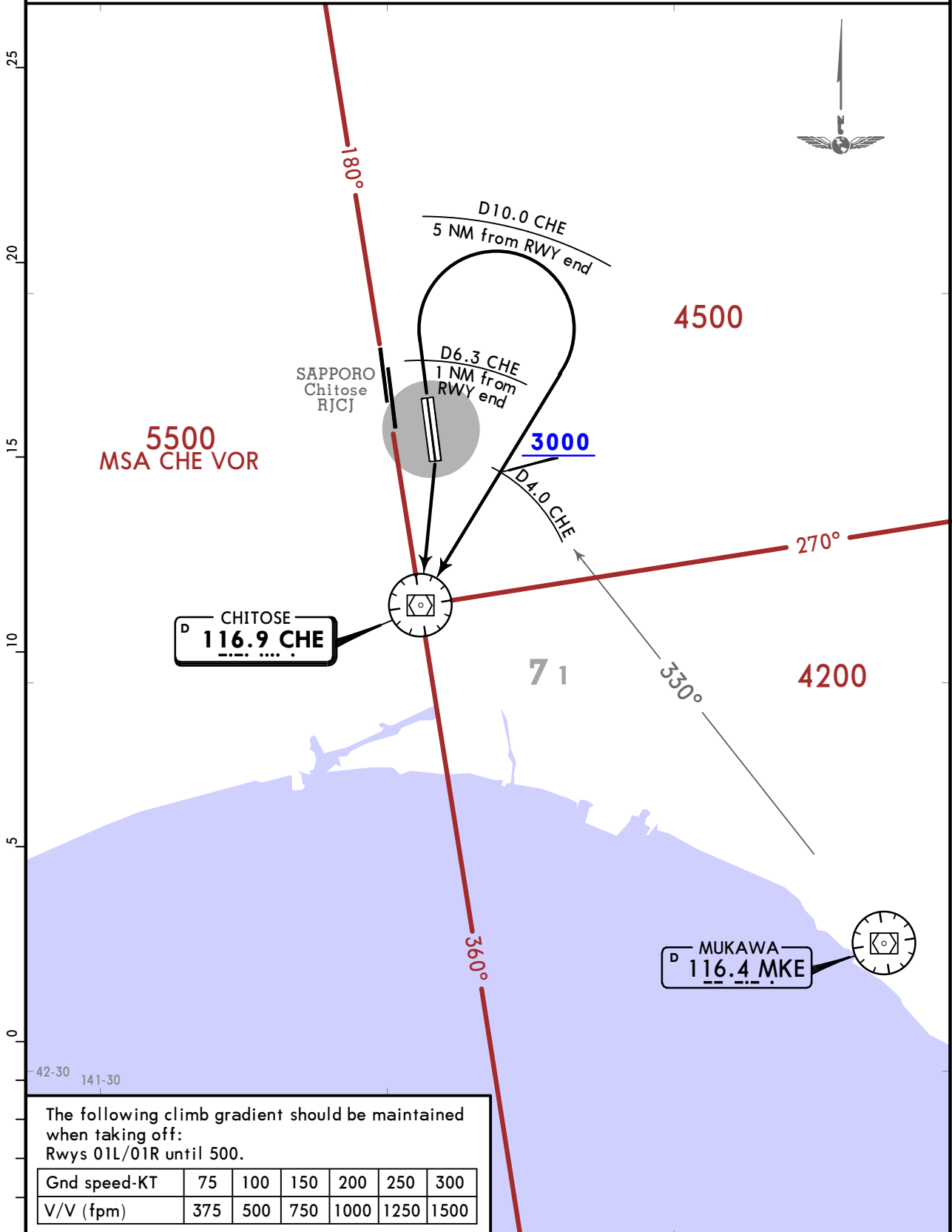
FROM 1500 UTC 6 SEP 2023 TO 1500 UTC 30 NOV 2025

CHITOSE
Departure (R)
124.7

Apt Elev
70

Trans alt: 14000

CHITOSE 4 DEPARTURE



The following climb gradient should be maintained when taking off:
Rwys 01L/01R until 500.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| V/V (fpm) | 375 | 500 | 750 | 1000 | 1250 | 1500 |

RWY

INITIAL CLIMB

01L/R

Climb runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT, direct to CHE VOR within D10.0 CHE (5 NM from runway end).

19L/R

Climb direct to CHE VOR.

RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

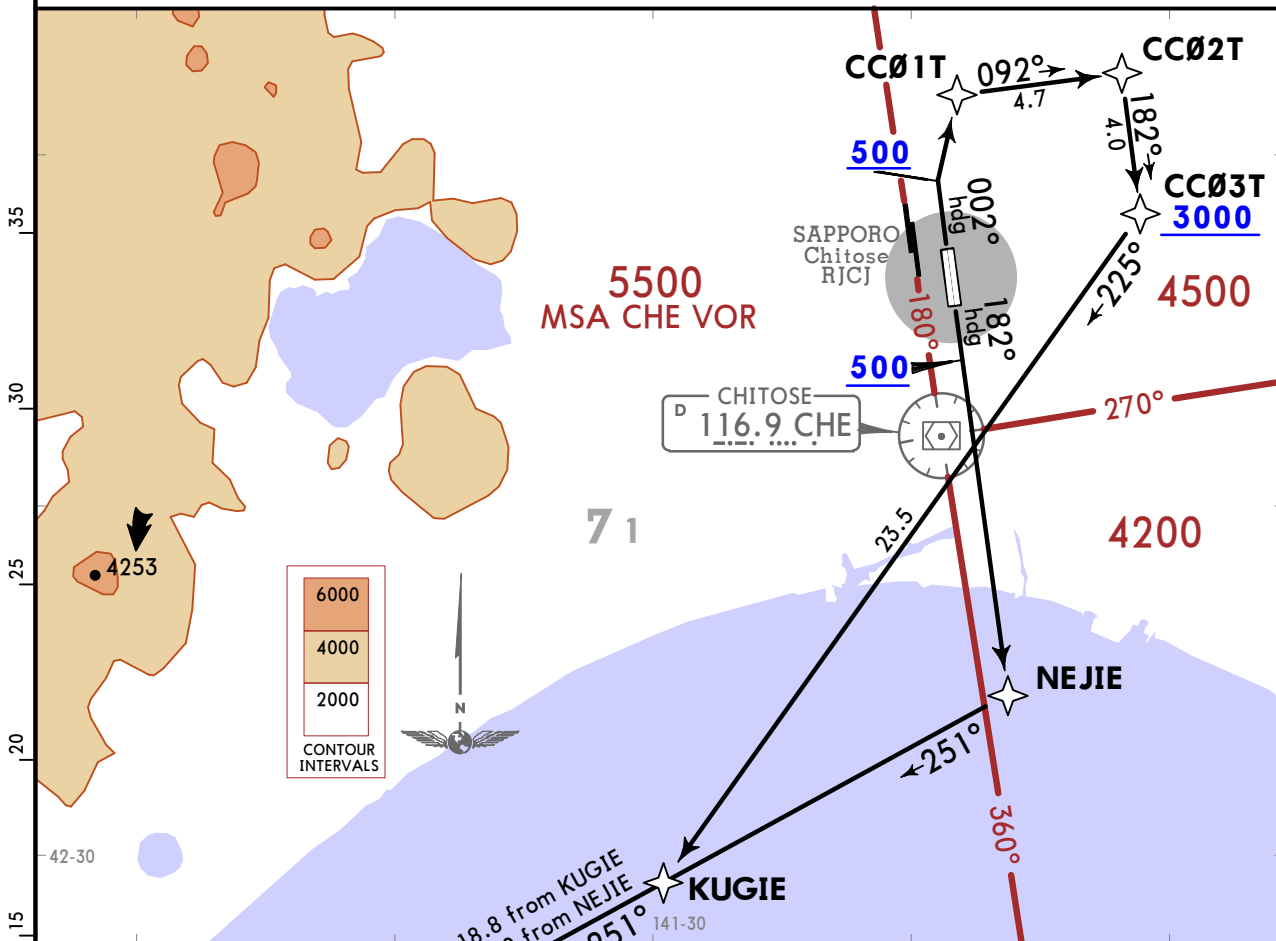
1 OCT 21 10-3A

Eff 6 Oct 1500Z

RNAV SID

| | | |
|--|-----------------------|--|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | 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. |
|--|-----------------------|--|

DALBI 1 DEPARTURE
[DALBI1]



NOT TO SCALE

| | | | | | | |
|---|-------------------------------------|-----|-----|------|------|------|
| 5.0% climb gradient required up to 500. | | | | | | |
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| DME GAP | | | | | | |
| RWYS 01L/R | DER - 2.0 NM from DER | | | | | |
| | 18.0 NM to KUGIE - 15.0 NM to KUGIE | | | | | |
| RWYS 19L/R | DER - 6.0 NM to NEJIE | | | | | |
| CRITICAL DME | | | | | | |
| RWYS 01L/R | | | | | | |
| DME | ROUTE SEGMENT | | | | | |
| CHE | 2.0 NM from DER - 2.0 NM to CC01T | | | | | |
| | 19.0 NM to KUGIE - 18.0 NM to KUGIE | | | | | |
| ZYT | 16.0 NM to KUGIE - 13.0 NM to KUGIE | | | | | |
| MKE | 16.0 NM to KUGIE - 12.0 NM to KUGIE | | | | | |
| RWYS 19L/R | | | | | | |
| DME | ROUTE SEGMENT | | | | | |
| MKE | 6.0 NM to NEJIE - 2.0 NM to NEJIE | | | | | |
| | NEJIE - 26.8 NM to POWAN | | | | | |

| | |
|--------------|--|
| RWY | INITIAL CLIMB |
| 01L/R | Climb on heading 002° at or above 500, direct to CC01T, to CC02T, to CC03T at or above 3000, to KUGIE, to POWAN at or above FL150, to ZALAR, to DALBI. |
| 19L/R | Climb on heading 182° at or above 500, direct to NEJIE, to POWAN at or above FL150, to ZALAR, to DALBI. |

RJCC/CTS
NEW CHITOSE

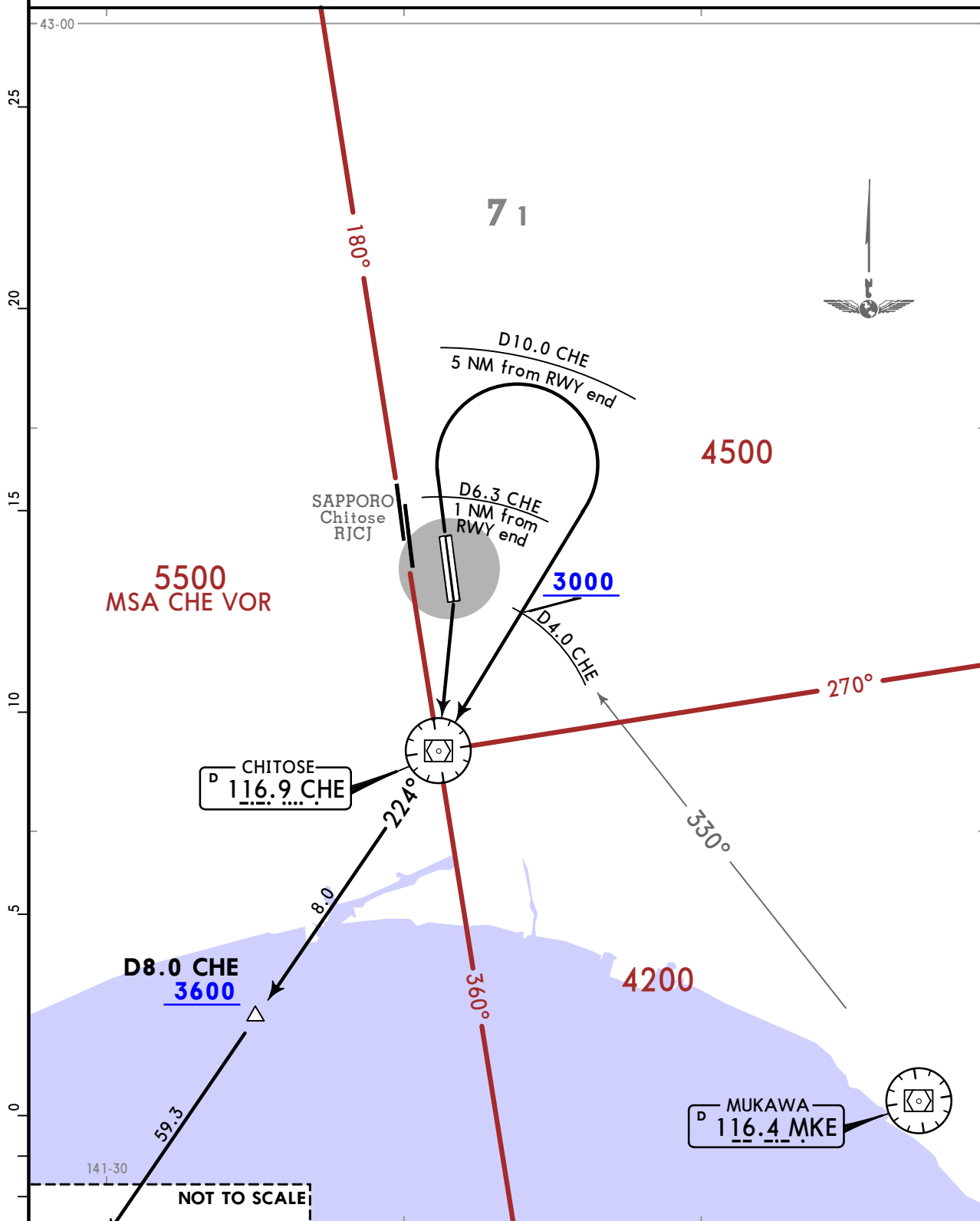
JEPPESEN
26 NOV 21 10-3B Eff 1 Dec 1500Z

SAPPORO, JAPAN

SID

| | | |
|-----------------------------------|----------------|------------------|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 |
|-----------------------------------|----------------|------------------|

HAKODATE 7 DEPARTURE [HWE7]
(ALL RWYS)



| RWY | INITIAL CLIMB |
|---------------------------------------|--|
| 01L/R | Climb via runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT, direct to CHE VOR within D10.0 CHE (5 NM from runway end), via CHE R224 to HWE VOR. Cross D4.0 prior to CHE VOR (MKE R330) at or above 3000. |
| 19L/R | Climb direct to CHE VOR, via CHE R224 to HWE VOR. |
| ROUTING | |
| Cross CHE R224/D8.0 at or above 3600. | |

CHANGES: Procedure renumbered.

RJCC/CTS
NEW CHITOSE

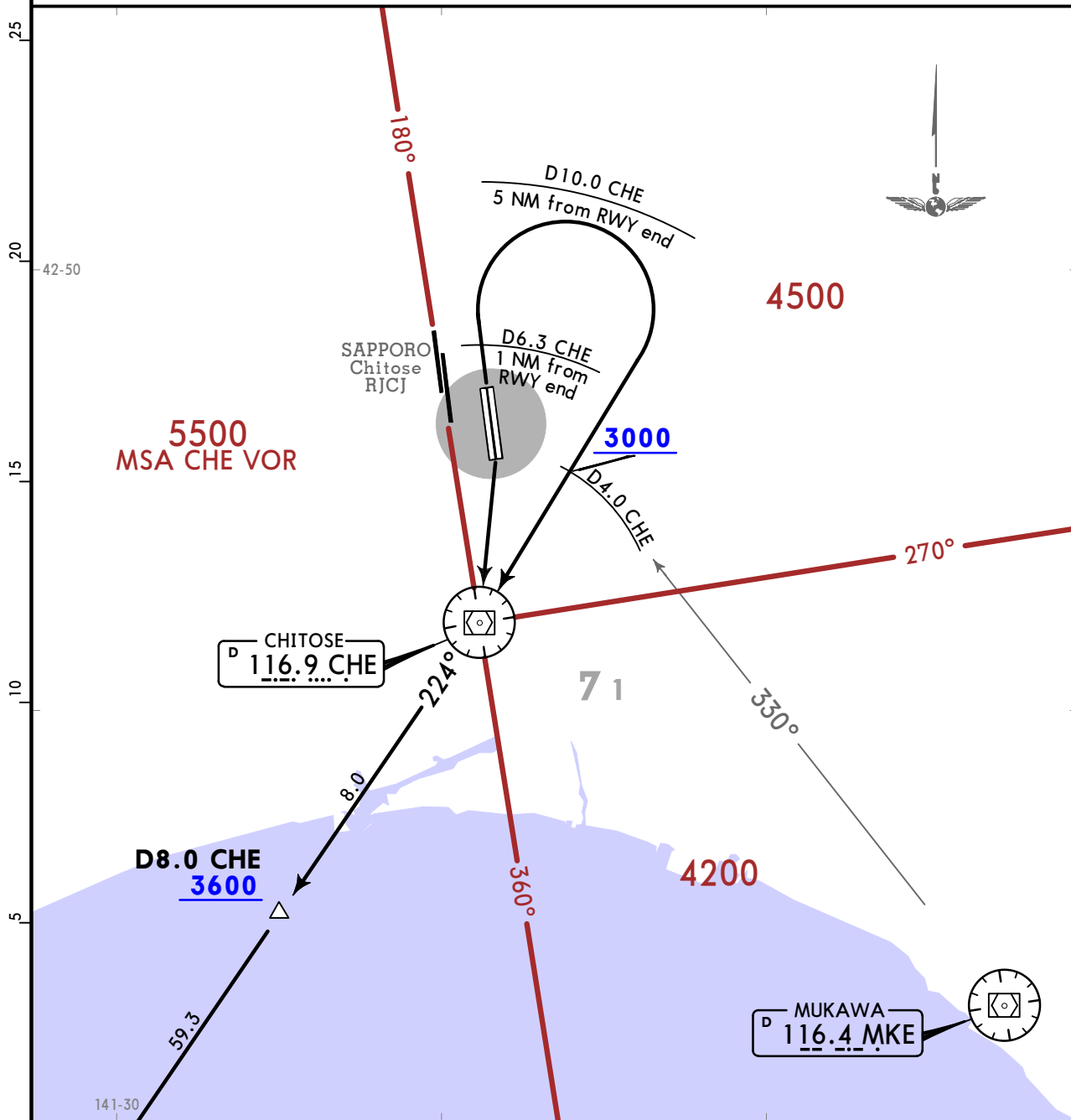
JEPPESEN
13 OCT 23 (10-3B-0)

SAPPORO, JAPAN
SID

FROM 1500 UTC 6 SEP 2023 TO 1500 UTC 30 NOV 2025

| | | |
|--|-----------------------|------------------|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 |
|--|-----------------------|------------------|

**HAKODATE 7 DEPARTURE
(ALL RWYS)**



CHITOSE
D 116.9 CHE

MUKAWA
D 116.4 MKE

HAKODATE
D 112.3 HWE

The following climb gradient should be maintained when taking off:
Rwys 01L/01R until 500.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| V/V (fpm) | 375 | 500 | 750 | 1000 | 1250 | 1500 |

| RWY | INITIAL CLIMB | INITIAL CLIMB |
|-------|--|---------------|
| 01L/R | Climb via runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT, direct to CHE VOR within D10.0 CHE (5 NM from runway end), via CHE R224 to HWE VOR. Cross D4.0 prior to CHE VOR (MKE R330) at or above 3000. | |
| 19L/R | Climb direct to CHE VOR, via CHE R224 to HWE VOR. | |

ROUTING

Cross CHE R224/D8.0 at or above 3600.

RJCC/CTS
NEW CHITOSE

JEPPESSEN
26 NOV 21 10-3C Eff 1 Dec 1500Z

SAPPORO, JAPAN

SID

| | | |
|-----------------------------------|----------------|------------------|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 |
|-----------------------------------|----------------|------------------|

HOKUTO 7 DEPARTURE [HOKUT7]



| RWY | INITIAL CLIMB |
|-------|--|
| 01L/R | Climb runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT via CHE R021, via MKE R352 to KURIS. Cross CHE R021/D15.0 at or above 3000, cross KURIS at or above 7000. |
| 19L/R | Climb direct to CHE VOR until D1.5 CHE prior to CHE VOR (until crossing MKE R320), turn LEFT, via CHE R136 (MKE R315) to D5.0 CHE (D10.0 MKE), turn LEFT, via MKE R352 to KURIS. Cross CHE R136/D5.0 (MKE R315/D10.0 MKE) at or above 3000, cross MKE R352/D13.0 at or above 5000, cross KURIS at or above 7000. |

CHANGES: None.

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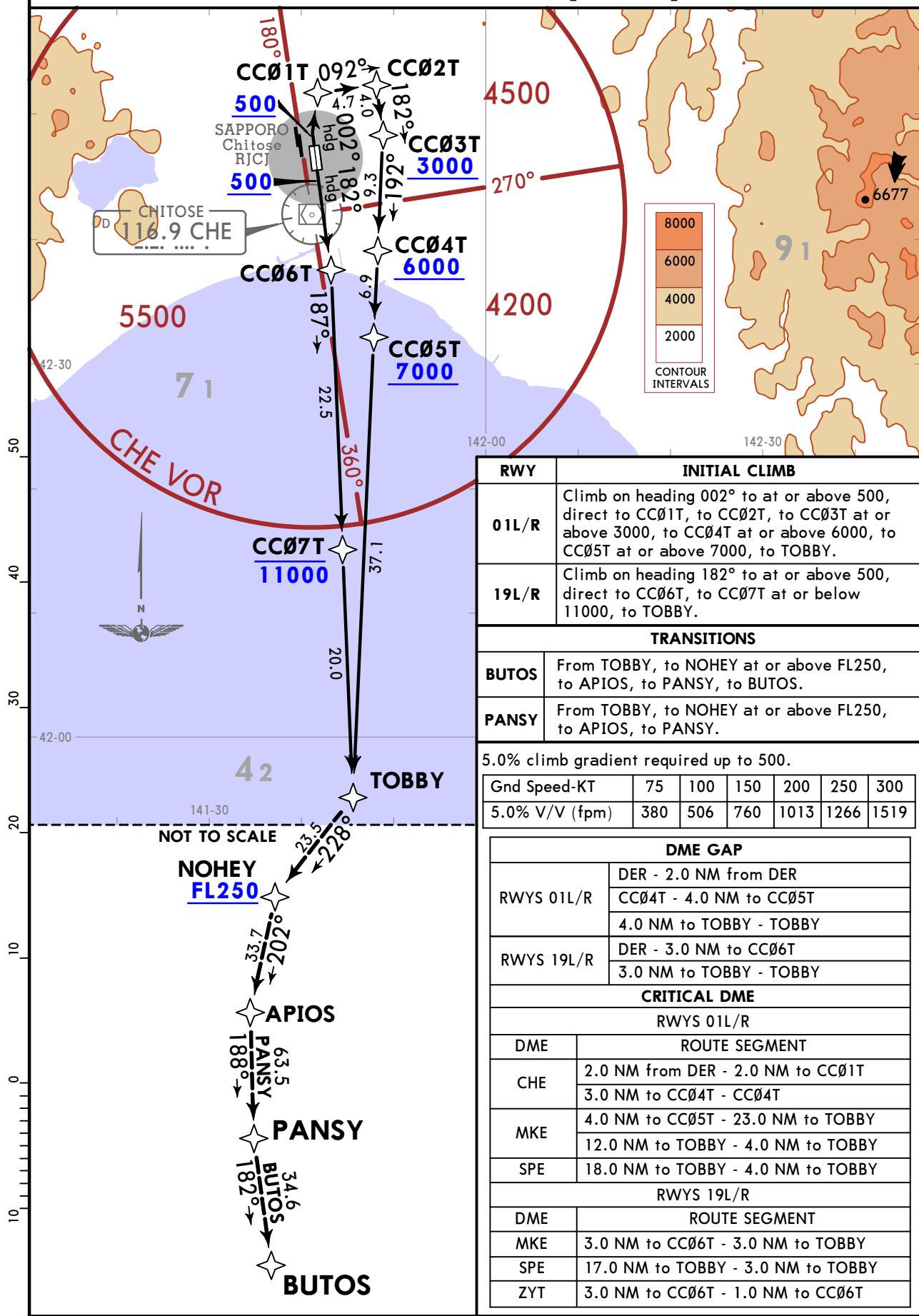
RJCC/CTS
NEW CHITOSE

JEPPESSEN
15 SEP 23 **(10-3D)**

SAPPORO, JAPAN
RNAV SID

| | | |
|--|-----------------------|--|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | 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. |
|--|-----------------------|--|

JUGGLAR 1 DEPARTURE [JUGGL1]



| RWY | INITIAL CLIMB |
|-------|---|
| 01L/R | Climb on heading 002° to at or above 500, direct to CC01T, to CC02T, to CC03T at or above 3000, to CC04T at or above 6000, to CC05T at or above 7000, to TOBBY. |
| 19L/R | Climb on heading 182° to at or above 500, direct to CC06T, to CC07T at or below 11000, to TOBBY. |

| TRANSITIONS | |
|-------------|---|
| BUTOS | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS. |
| PANSY | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY. |

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 - 2.0 NM from DER |
| | CC04T - 4.0 NM to CC05T 4.0 NM to TOBBY - TOBBY |
| RWYS 19L/R | DER - 3.0 NM to CC06T |
| | 3.0 NM to TOBBY - TOBBY |

| CRITICAL DME | |
|--------------|------------------------------------|
| RWYS 01L/R | |
| DME | ROUTE SEGMENT |
| CHE | 2.0 NM from DER - 2.0 NM to CC01T |
| | 3.0 NM to CC04T - CC04T |
| MKE | 4.0 NM to CC05T - 23.0 NM to TOBBY |
| | 12.0 NM to TOBBY - 4.0 NM to TOBBY |
| SPE | 18.0 NM to TOBBY - 4.0 NM to TOBBY |
| RWYS 19L/R | |
| DME | ROUTE SEGMENT |
| MKE | 3.0 NM to CC06T - 3.0 NM to TOBBY |
| SPE | 17.0 NM to TOBBY - 3.0 NM to TOBBY |
| ZYT | 3.0 NM to CC06T - 1.0 NM to CC06T |

CHANGES: Depiction of TOBBY waypoint.

RJCC/CTS
NEW CHITOSE

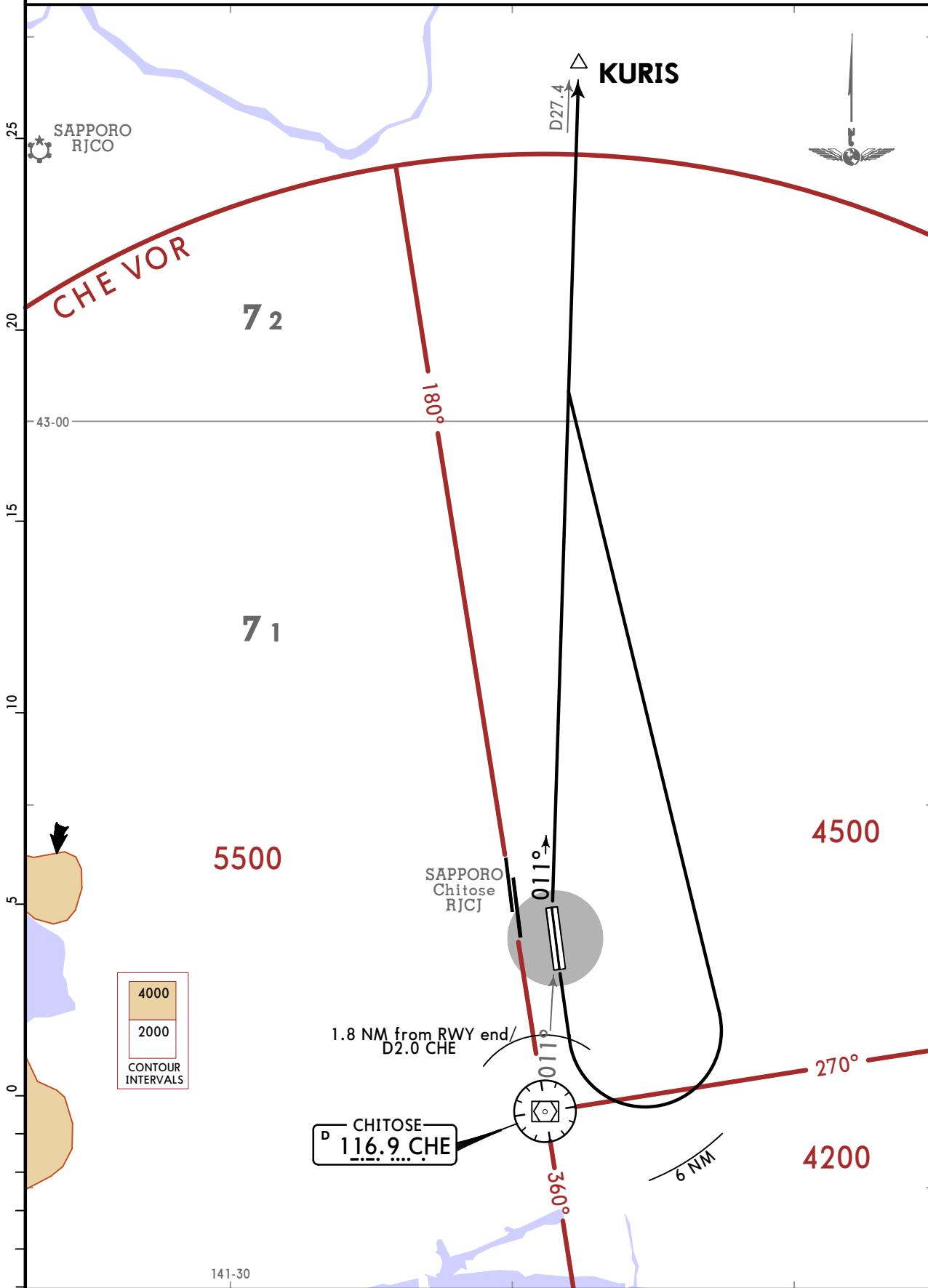
JEPPESSEN
15 SEP 23 (10-3E)

SAPPORO, JAPAN

SID

| | | |
|--|-----------------------|------------------|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 |
|--|-----------------------|------------------|

KURIS 7 DEPARTURE [KURIS7]



| | |
|--------------|---|
| RWY | INITIAL CLIMB |
| 01L/R | Climb via CHE R011 to KURIS. |
| 19L/R | Climb runway heading until 1.8 NM from runway end/D2.0 CHE, turn LEFT within 6 NM, via CHE R011 to KURIS. |

CHANGES: None.

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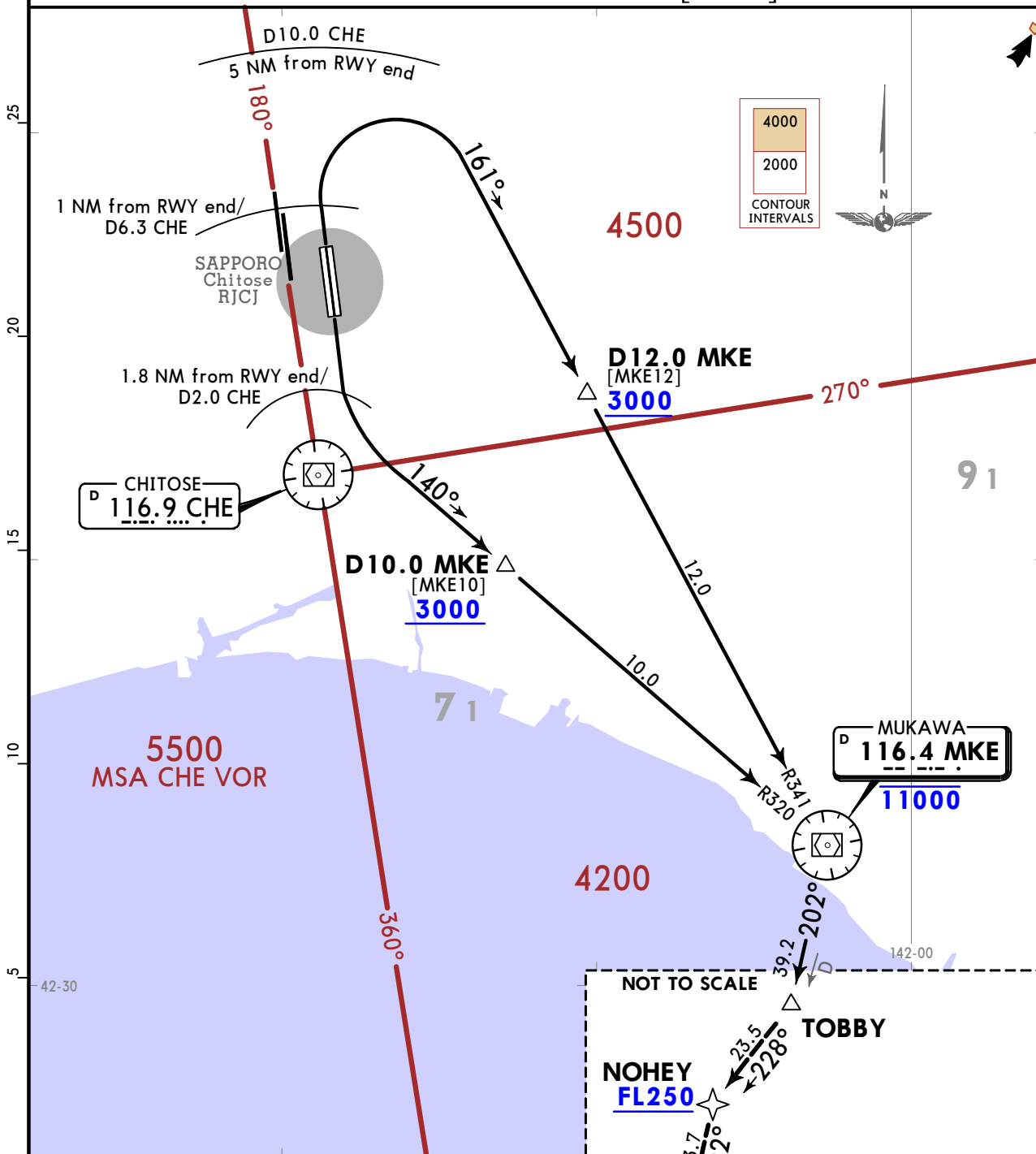
RJCC/CTS
NEW CHITOSE

JEPPESSEN
15 SEP 23 **10-3F**

SAPPORO, JAPAN
SID

| | | |
|--|-----------------------|--|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 BUTOS and PANSY Transitions: 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. |
|--|-----------------------|--|

MUKAWA 8 DEPARTURE [MKE8]



| RWY | INITIAL CLIMB |
|-----------------|---|
| 01L/R | Climb runway heading until 1 NM from runway end/ D6.3 CHE, turn RIGHT within D10.0 CHE (5 NM from runway end), via MKE R341 to MKE VOR, then via MKE R202 to TOBBY. Cross MKE R341/D12.0 at or above 3000, cross MKE VOR at or below 11000. |
| 19L/R | Climb runway heading until 1.8 NM from runway end/ D2.0 CHE, turn LEFT, via MKE R320 to MKE VOR, via MKE R202 to TOBBY. Cross MKE R320/D10.0 at or above 3000, cross MKE VOR at or below 11000. |
| TRANSITIONS | |
| BUTOS (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS. |
| PANSY (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY. |

CHANGES: Depiction of TOBBY waypoint.

RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 (10-3F-0)

SAPPORO, JAPAN
SID

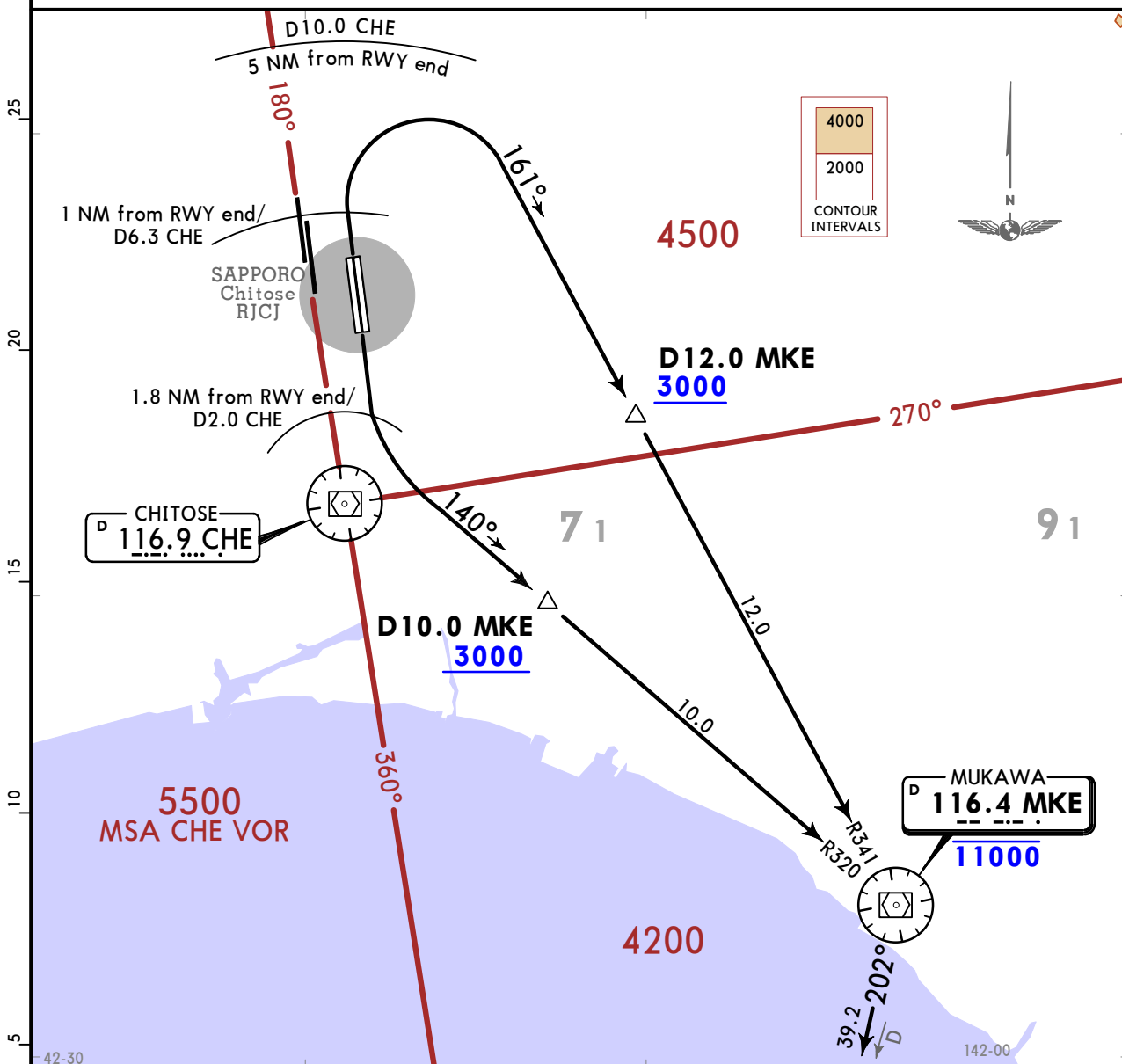
FROM 1500 UTC 6 SEP 2023 TO 1500 UTC 30 NOV 2025

CHITOSE
Departure (R)
124.7

Apt Elev
70

Trans alt: 14000
BUTOS and PANSY Transitions:
1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.

MUKAWA 8 DEPARTURE



The following climb gradient should be maintained when taking off:
Rwys 01L/01R until 500.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| V/V (fpm) | 375 | 500 | 750 | 1000 | 1250 | 1500 |

| RWY | INITIAL CLIMB |
|-------|---|
| 01L/R | Climb runway heading until 1 NM from runway end/ D6.3 CHE, turn RIGHT within D10.0 CHE (5 NM from runway end), via MKE R341 to MKE VOR, then via MKE R202 to TOBBY. Cross MKE R341/D12.0 at or above 3000, cross MKE VOR at or below 11000. |
| 19L/R | Climb runway heading until 1.8 NM from runway end/ D2.0 CHE, turn LEFT, via MKE R320 to MKE VOR, via MKE R202 to TOBBY. Cross MKE R320/D10.0 at or above 3000, cross MKE VOR at or below 11000. |

| TRANSITIONS | |
|---------------------|---|
| BUTOS (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS. |
| PANSY (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY. |

CHANGES: Reissue.

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RJCC/CTS
NEW CHITOSE

JEPPESEN

SAPPORO, JAPAN

15 SEP 23 (10-3G)

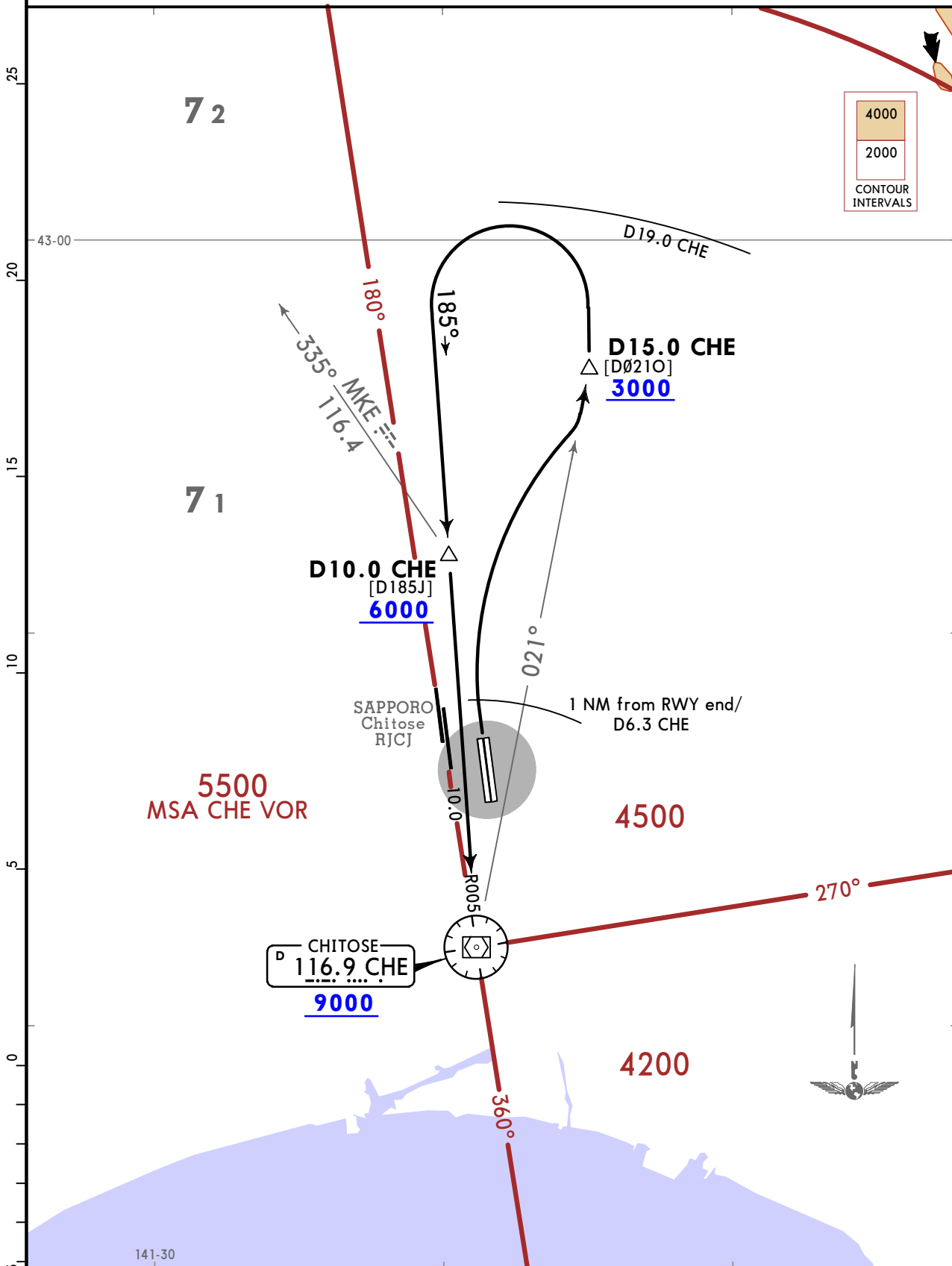
SID

CHITOSE
Departure (R)
124.7

Apt Elev
70

Trans alt: 14000

NAGANUMA 5 DEPARTURE [NAGAN5] (RWYS 01L/R)



INITIAL CLIMB
Climb runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT to intercept and proceed via CHE R021 to D15.0 CHE, turn LEFT, via CHE R005 to CHE VOR within D19.0 CHE. Cross CHE R021/D15.0 at or above 3000, cross CHE R005/D10.0 (MKE R335) at or above 6000, cross CHE VOR at or above 9000.

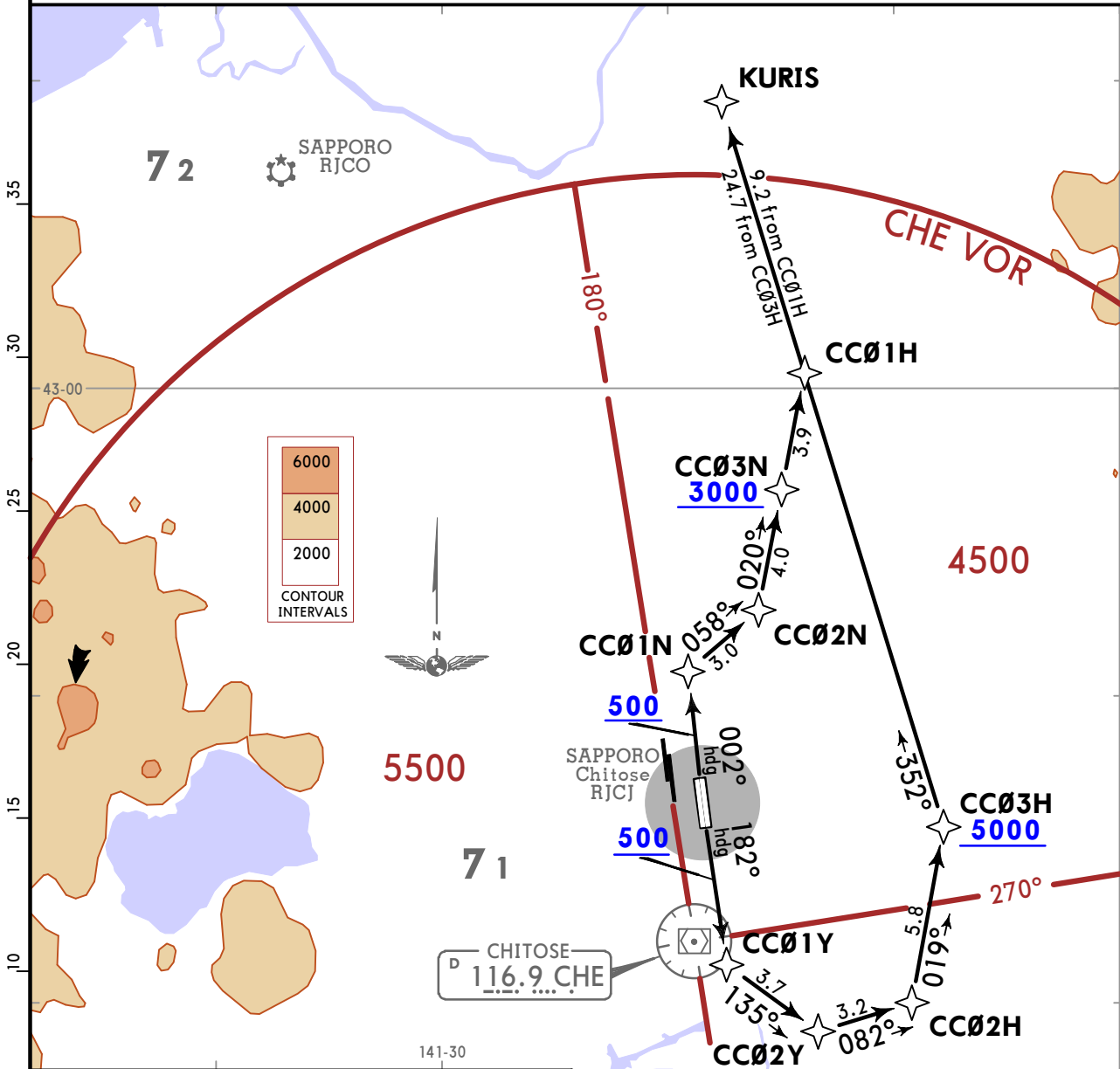
RJCC/CTS
NEW CHITOSE

JEPPESEN
15 SEP 23 10-3H

SAPPORO, JAPAN
RNAV SID

| | | |
|--|-----------------------|--|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | 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. |
|--|-----------------------|--|

PATRUSH 1 DEPARTURE
[PATRU1]



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 - 2.0 NM from DER |
| RWYS 19L/R | DER - 1.0 NM to CC02H |
| CRITICAL DME | |
| RWYS 01L/R | |
| DME | ROUTE SEGMENT |
| SPE | 7.0 NM to KURIS - KURIS |
| RWYS 19L/R | |
| DME | ROUTE SEGMENT |
| CHE | 1.0 NM to CC02H - 4.0 NM to CC03H |
| SPE | 1.0 NM to CC02H - CC02H |
| | 7.0 NM to KURIS - KURIS |

| RWY | INITIAL CLIMB |
|-------|--|
| 01L/R | Climb on heading 002° to at or above 500, direct to CC01N, to CC02N, to CC03N at or above 3000, to CC01H, to KURIS. |
| 19L/R | Climb on heading 182° to at or above 500, direct to CC01Y, to CC02Y at or above 3000, to CC02H, to CC03H at or above 5000, to KURIS. |

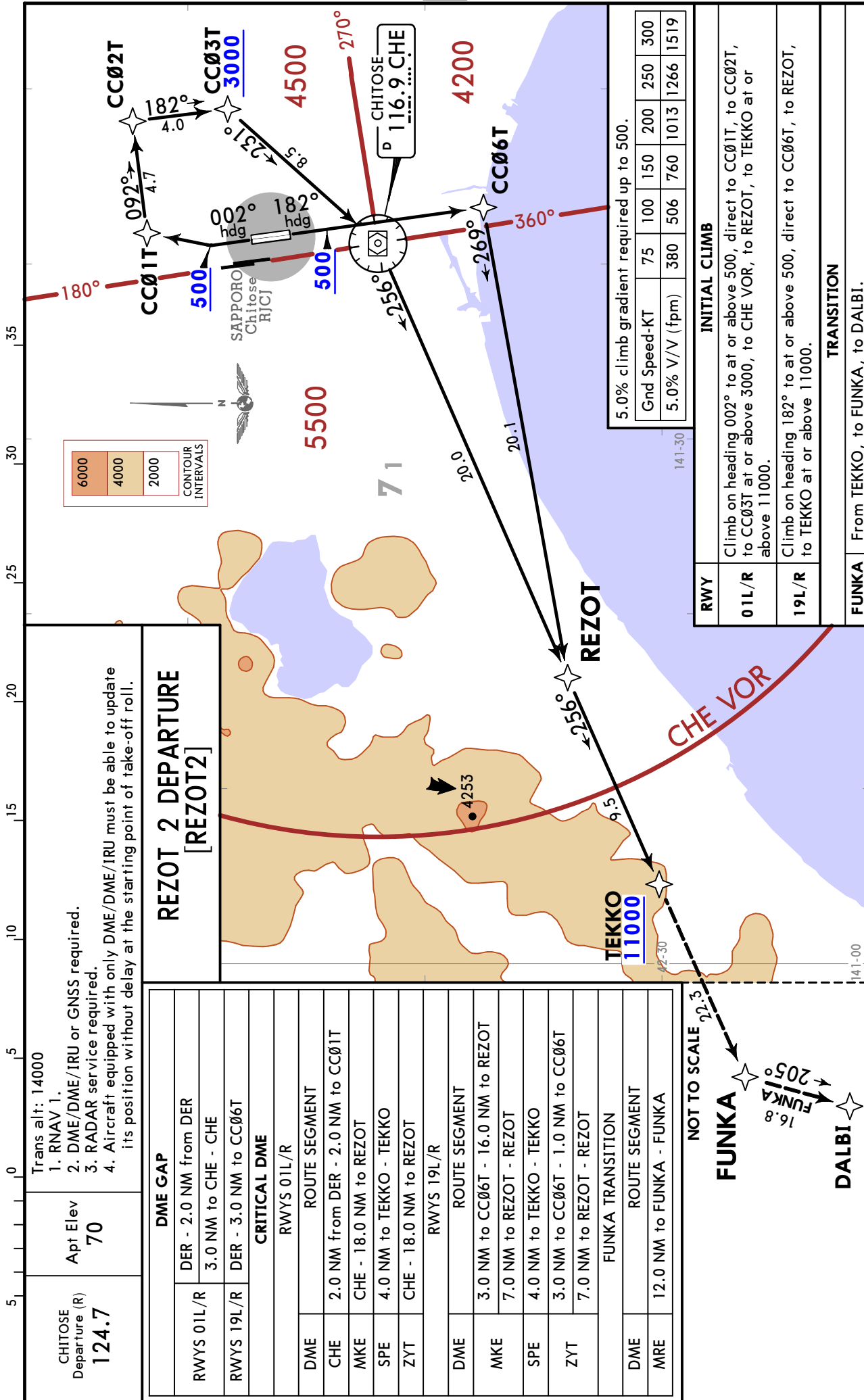
CHANGES: Depiction of KURIS waypoint.

RJCC/CTS
NEW CHITOSE

JEPPESSEN
15 SEP 23 (10-3J)

SAPPORO, JAPAN

RNAV SID



CHANGES: Depiction of TEKKO waypoint.

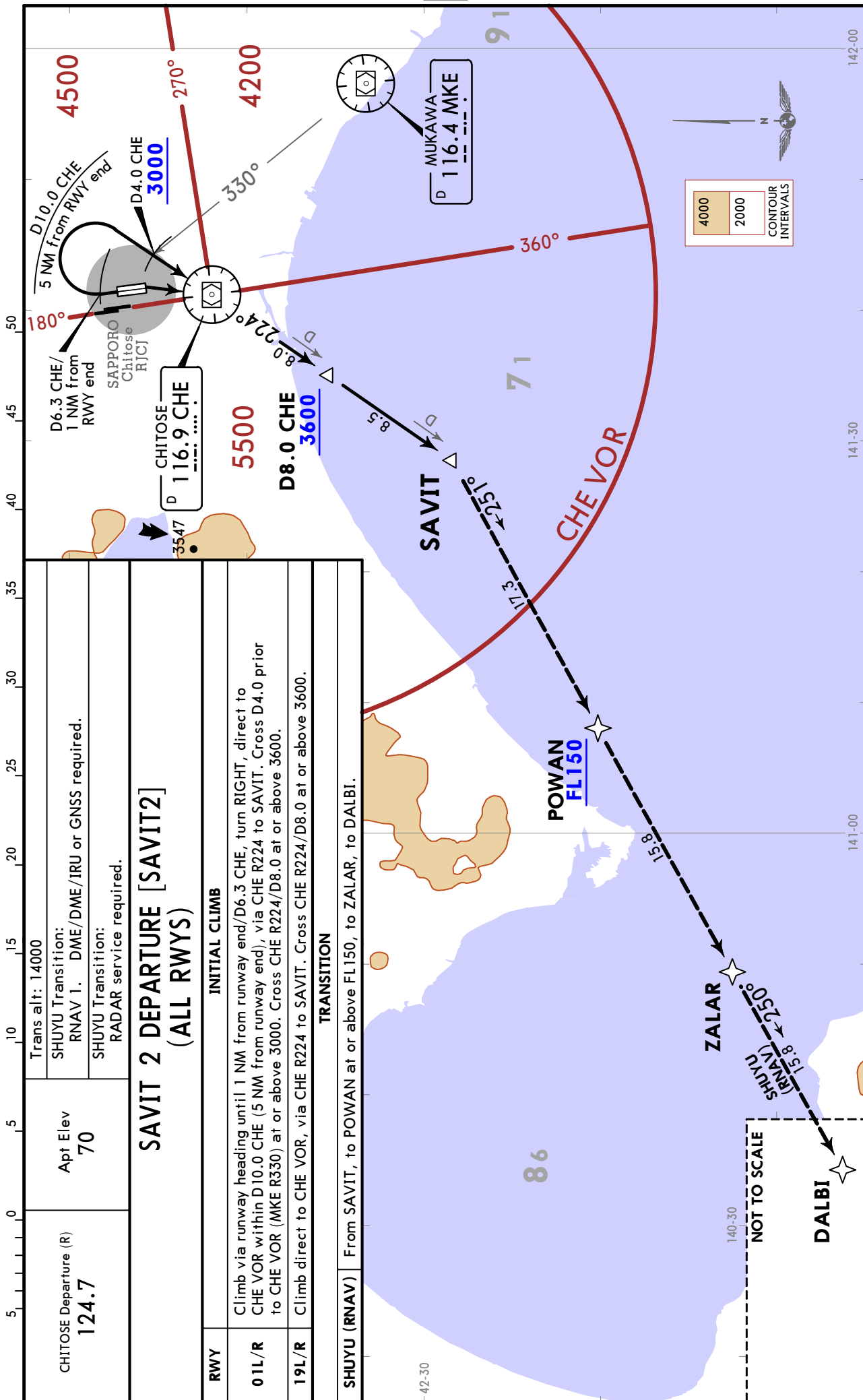
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RJCC/CTS
NEW CHITOSE

JEPPESSEN
26 NOV 21 10-3K Eff 1 Dec 1500Z

SAPPORO, JAPAN

SID



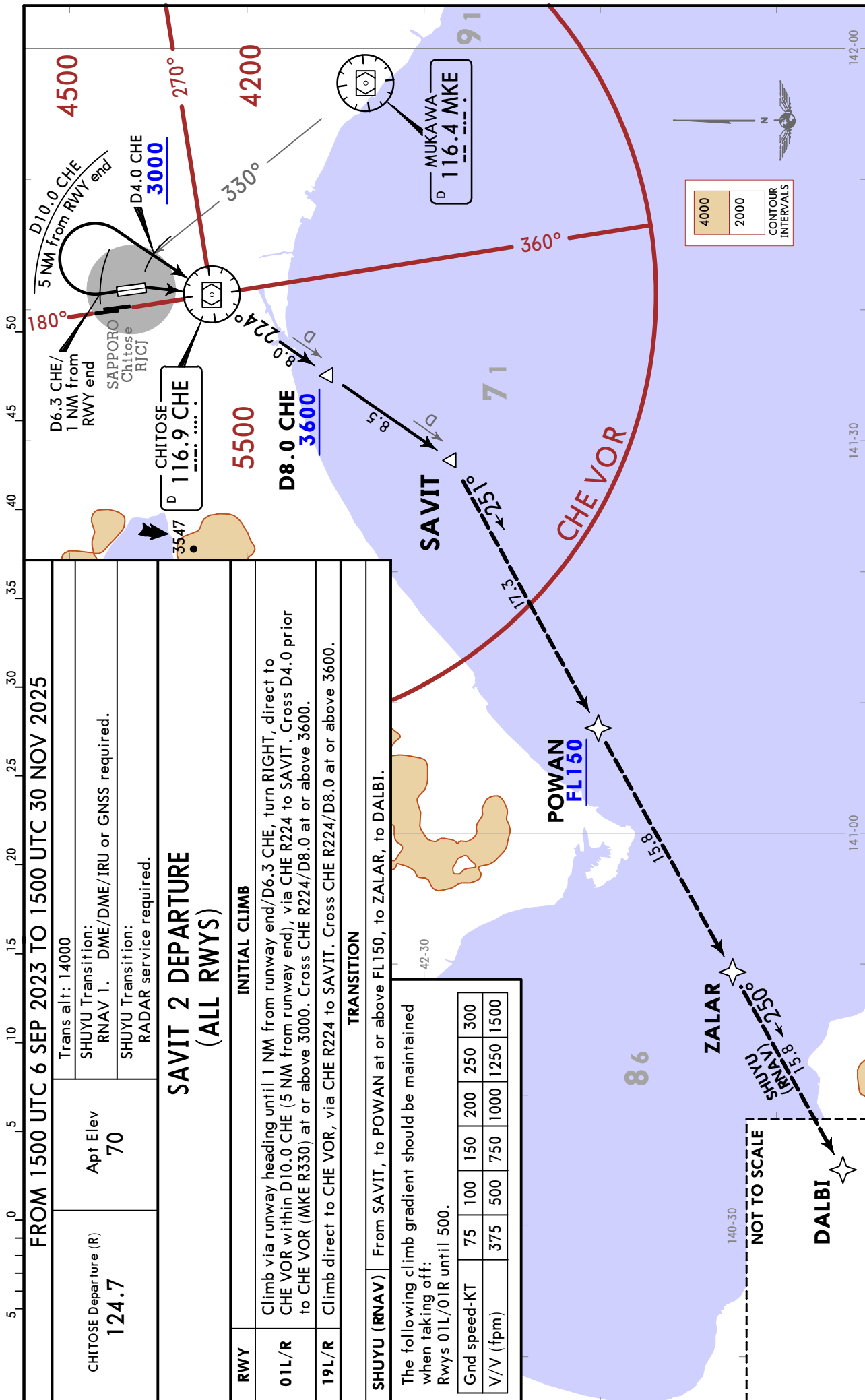
CHANGES: Procedure renumbered.

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RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 10-3K-0

SAPPORO, JAPAN
SID



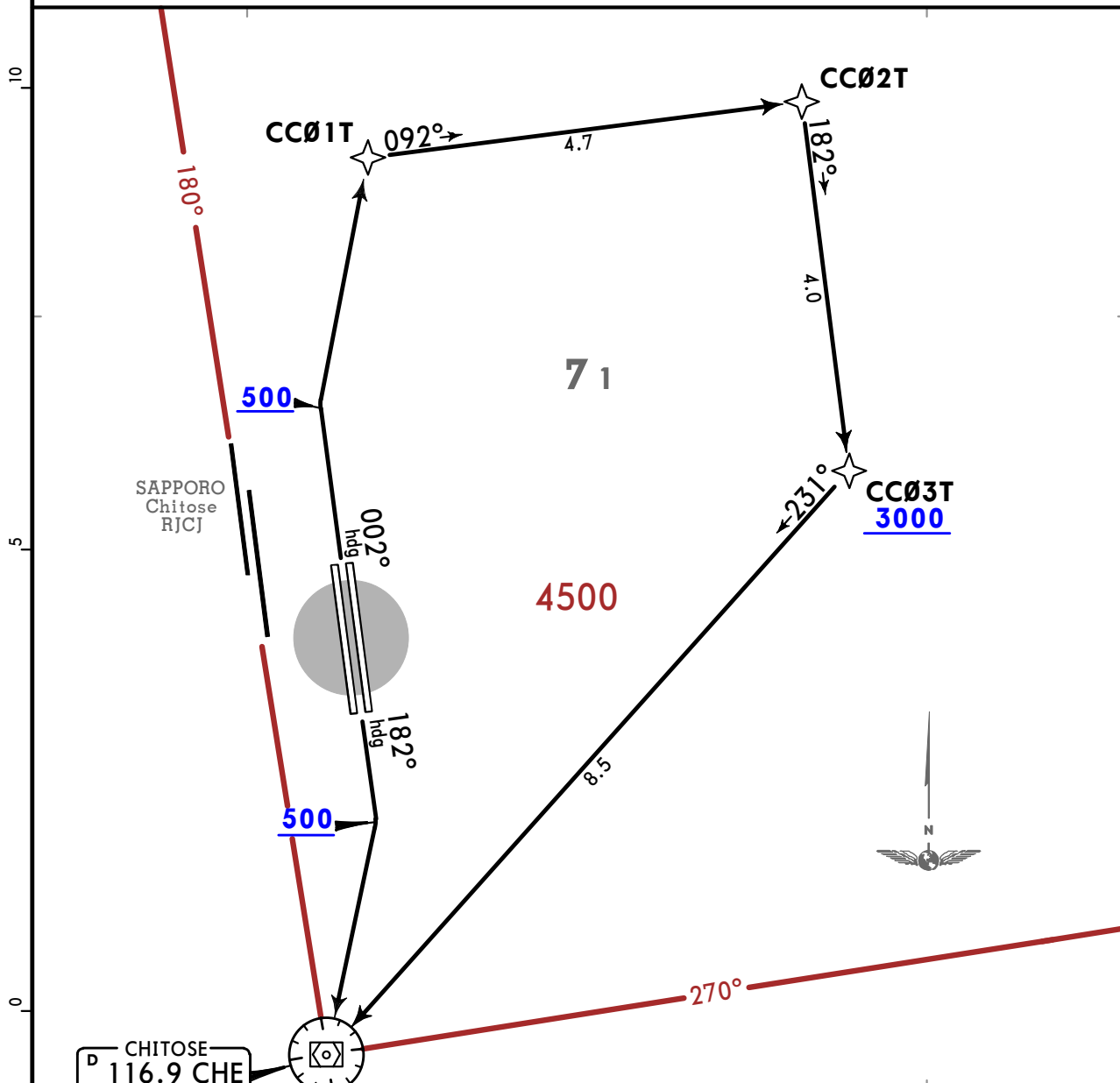
RJCC/CTS
NEW CHITOSE

JEPPESEN
26 NOV 21 (10-3L) Eff 1 Dec 1500Z

SAPPORO, JAPAN
RNAV SID

| | | |
|-----------------------------------|----------------|--|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | 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. |
|-----------------------------------|----------------|--|

SOSHU 1 DEPARTURE [SOSHU1]



| RWY | INITIAL CLIMB | | | | | |
|---|---|-----|-----|------|------|------|
| 01L/R | Climb on heading 002° to at or above 500, direct to CC01T, to CC02T, to CC03T at or above 3000, to CHE VOR. | | | | | |
| 19L/R | Climb on heading 182° to at or above 500, direct to CHE VOR. | | | | | |
| 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 - 2.0 NM from DER 3.0 NM to CHE - CHE | | | | | |
| RWYS 19L/R | DER - CHE | | | | | |
| CRITICAL DME | | | | | | |
| RWYS 01L/R | | | | | | |
| DME | ROUTE SEGMENT | | | | | |
| CHE | 2.0 NM from DER - 2.0 NM to CC01T | | | | | |

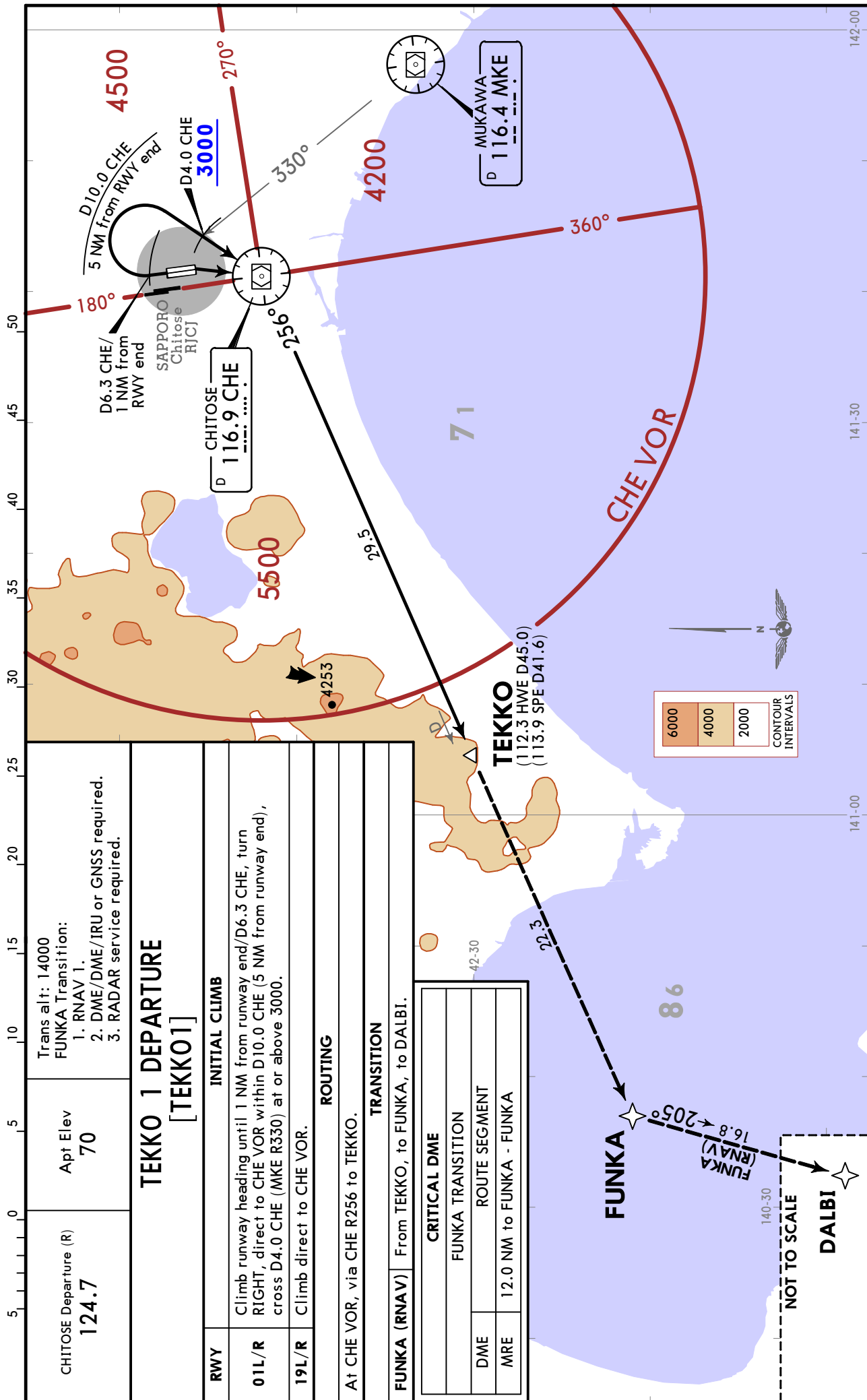
RJCC/CTS
NEW CHITOSE

JEPPESSEN

SAPPORO, JAPAN

15 SEP 23 10-3M

SID



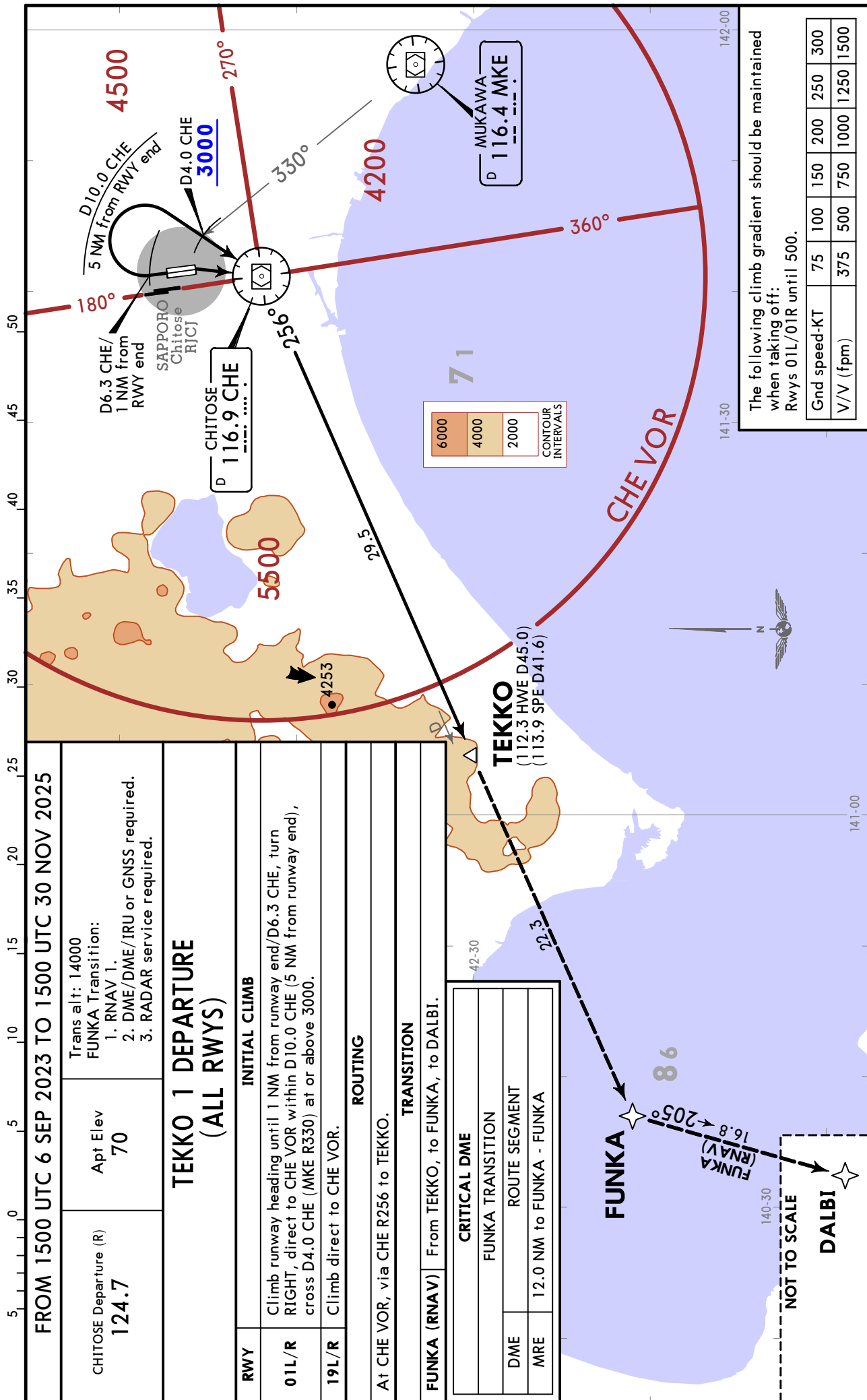
CHANGES: Depiction of TEKKO waypoint.

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RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 10-3M-0

SAPPORO, JAPAN
SID



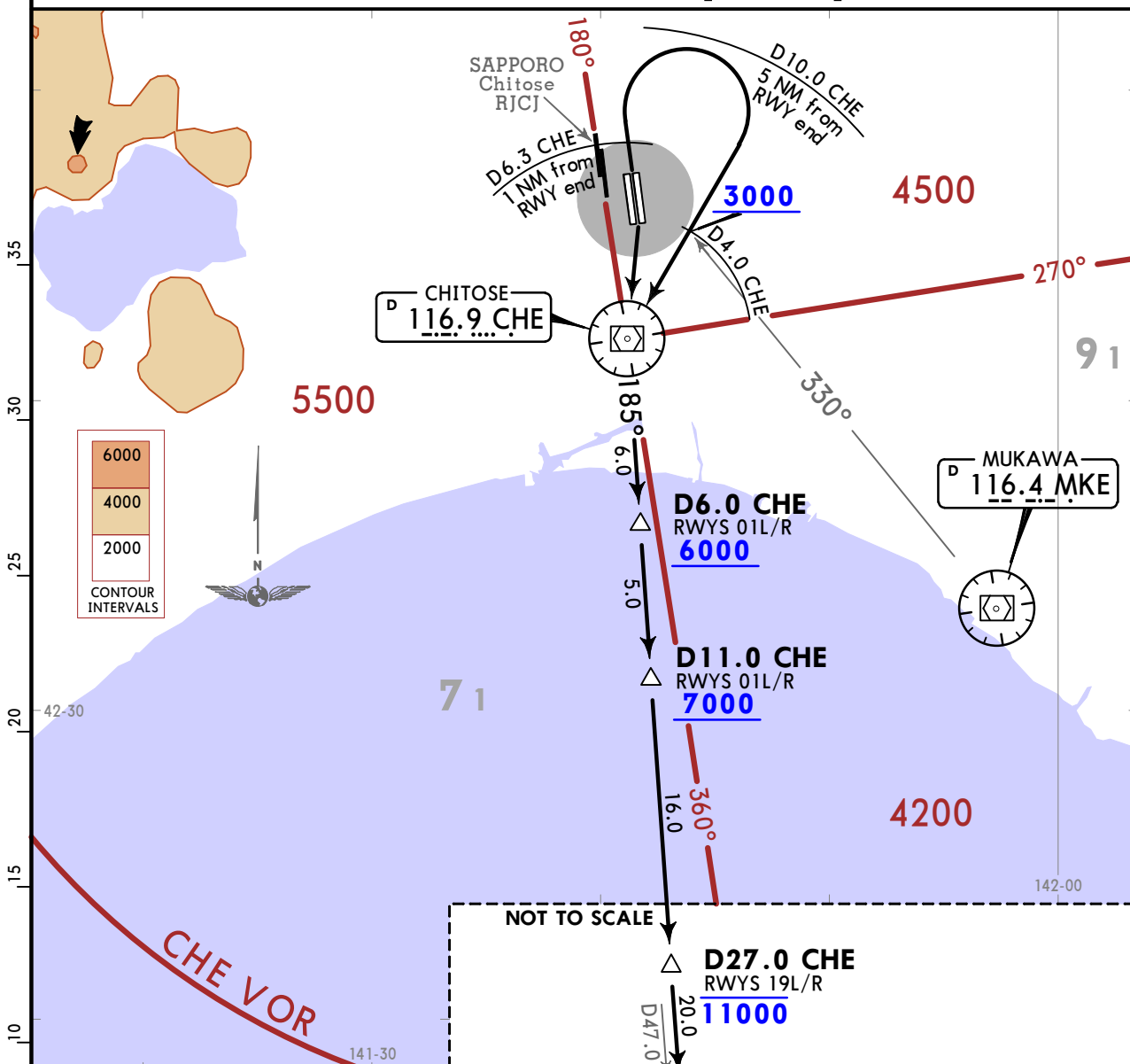
RJCC/CTS
NEW CHITOSE

JEPPESSEN
15 SEP 23 **10-3N**

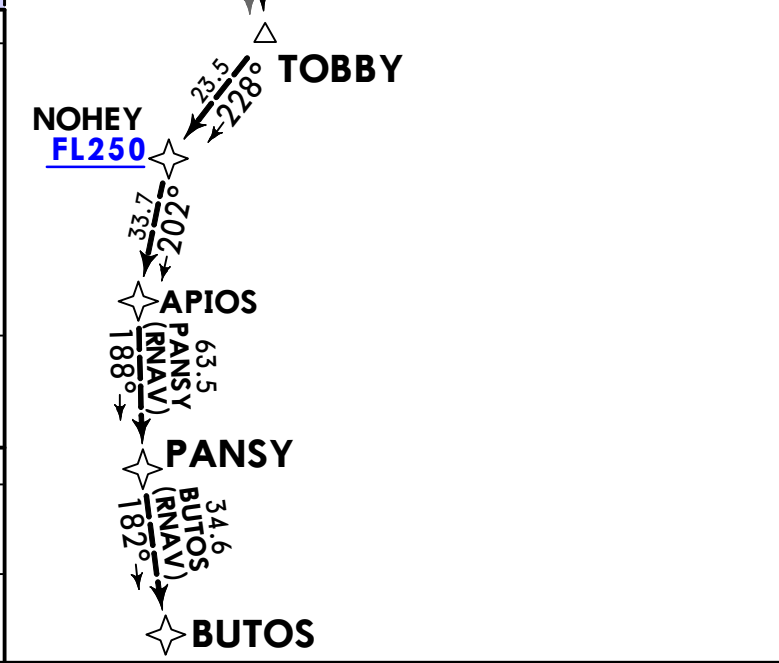
SAPPORO, JAPAN
SID

| | | |
|--|-----------------------|---|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 1. Aircraft unable to comply with flight restriction, inform ATC for alternate procedure before departure. 2. BUTOS and PANSY Transitions: RNAV 1. DME/DME/IRU or GNSS required. RADAR service required. |
|--|-----------------------|---|

TOBBY 8 DEPARTURE [TOBBY8]



| RWY | INITIAL CLIMB |
|--------------|---|
| 01L/R | Climb runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT, direct to CHE VOR within D10.0 CHE (5 NM from runway end), via CHE R185 to TOBBY. Cross D4.0 prior to CHE VOR (MKE R330) at or above 3000, cross CHE R185/D6.0 at or above 6000, cross CHE R185/D11.0 at or above 7000. |
| 19L/R | Climb direct to CHE VOR, via CHE R185 to TOBBY. Cross CHE R185/D27.0 at or below 11000. |
| TRANSITIONS | |
| BUTOS (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS. |
| PANSY (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY. |



CHANGES: Depiction of TOBBY waypoint.

RJCC/CTS
NEW CHITOSE

JEPPESSEN
13 OCT 23 **10-3N-0**

SAPPORO, JAPAN

SID

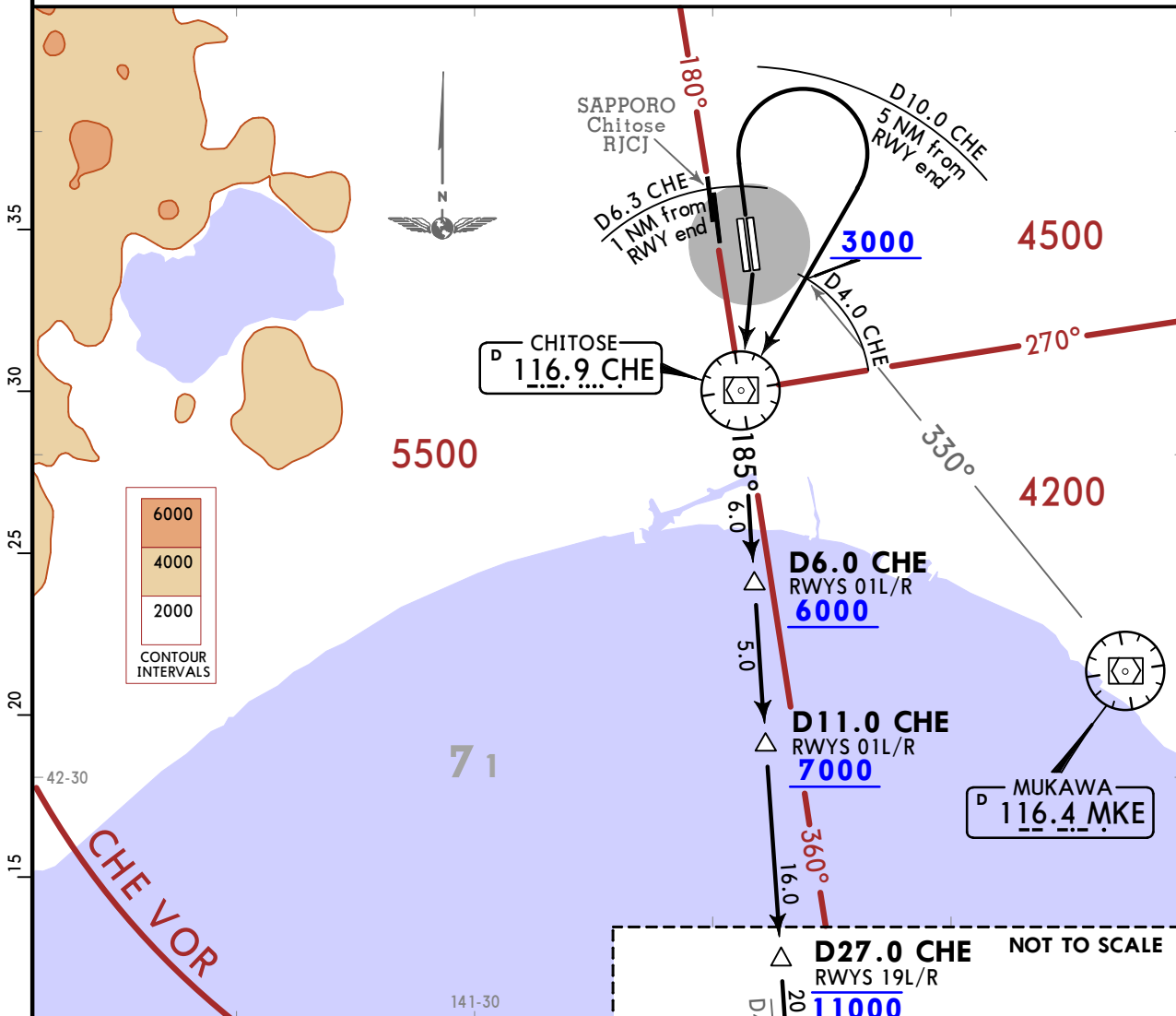
FROM 1500 UTC 6 SEP 2023 TO 1500 UTC 30 NOV 2025

CHITOSE
Departure (R)
124.7

Apt Elev
70

Trans alt: 14000
1. Aircraft unable to comply with flight restriction, inform ATC for alternate procedure before departure.
2. BUTOS and PANSY Transitions: RNAV 1. DME/DME/IRU or GNSS required. RADAR service required.

TOBBY 8 DEPARTURE

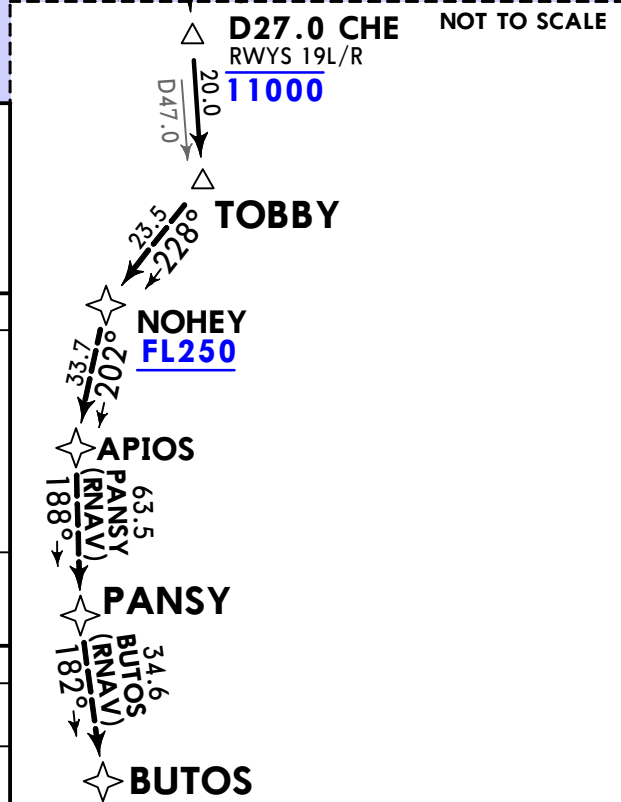


The following climb gradient should be maintained when taking off:
Rwys 01L/01R until 500.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| V/V (fpm) | 375 | 500 | 750 | 1000 | 1250 | 1500 |

| RWY | INITIAL CLIMB |
|-------|---|
| 01L/R | Climb runway heading until 1 NM from runway end/D6.3 CHE, turn RIGHT, direct to CHE VOR within D10.0 CHE (5 NM from runway end), via CHE R185 to TOBBY. Cross D4.0 prior to CHE VOR (MKE R330) at or above 3000, cross CHE R185/D6.0 at or above 6000, cross CHE R185/D11.0 at or above 7000. |
| 19L/R | Climb direct to CHE VOR, via CHE R185 to TOBBY. Cross CHE R185/D27.0 at or below 11000. |

| TRANSITIONS | |
|---------------------|---|
| BUTOS (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS. |
| PANSY (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY. |

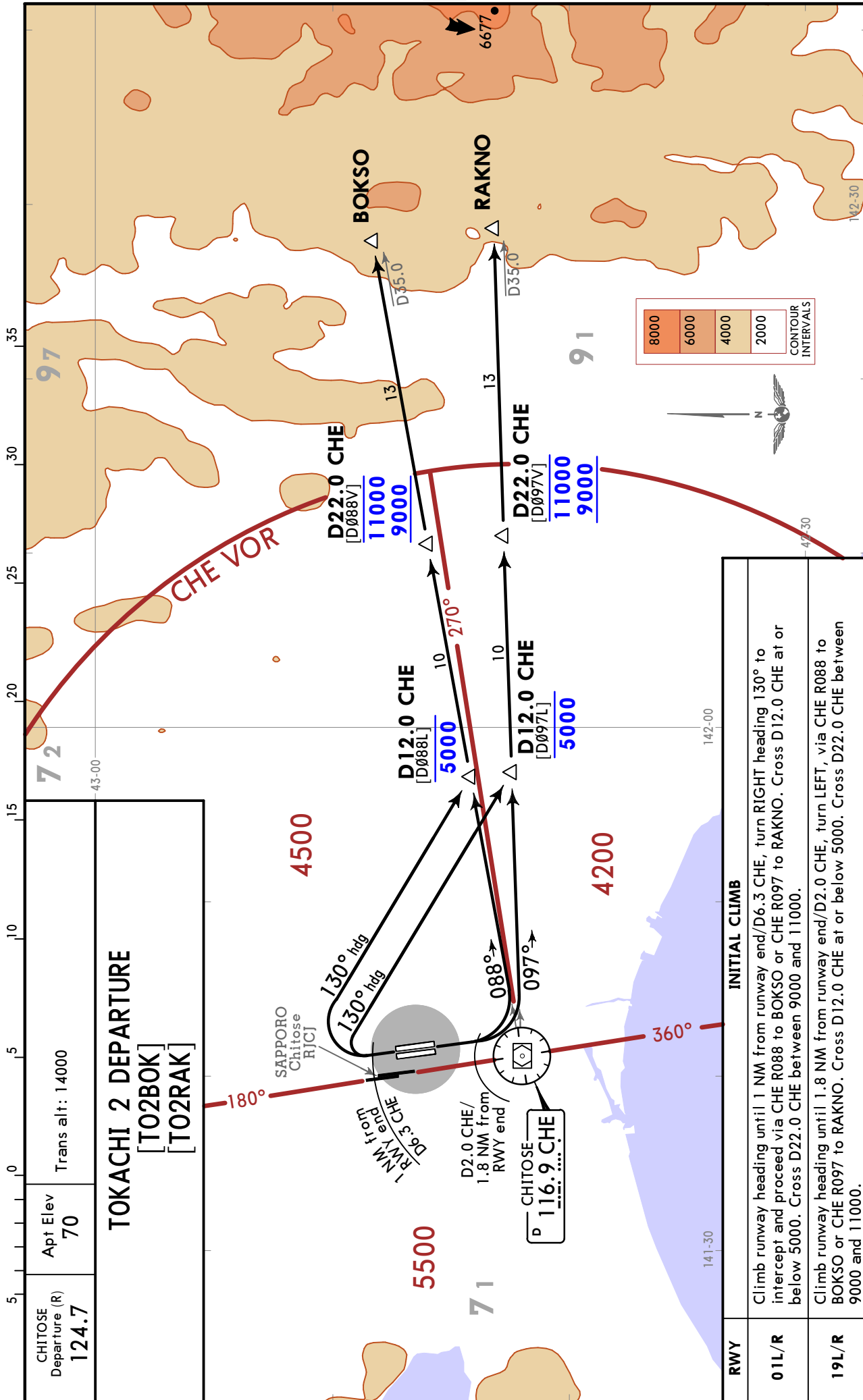


RJCC/CTS
NEW CHITOSE

JEPPESSEN
15 SEP 23 10-3P

SAPPORO, JAPAN

SID

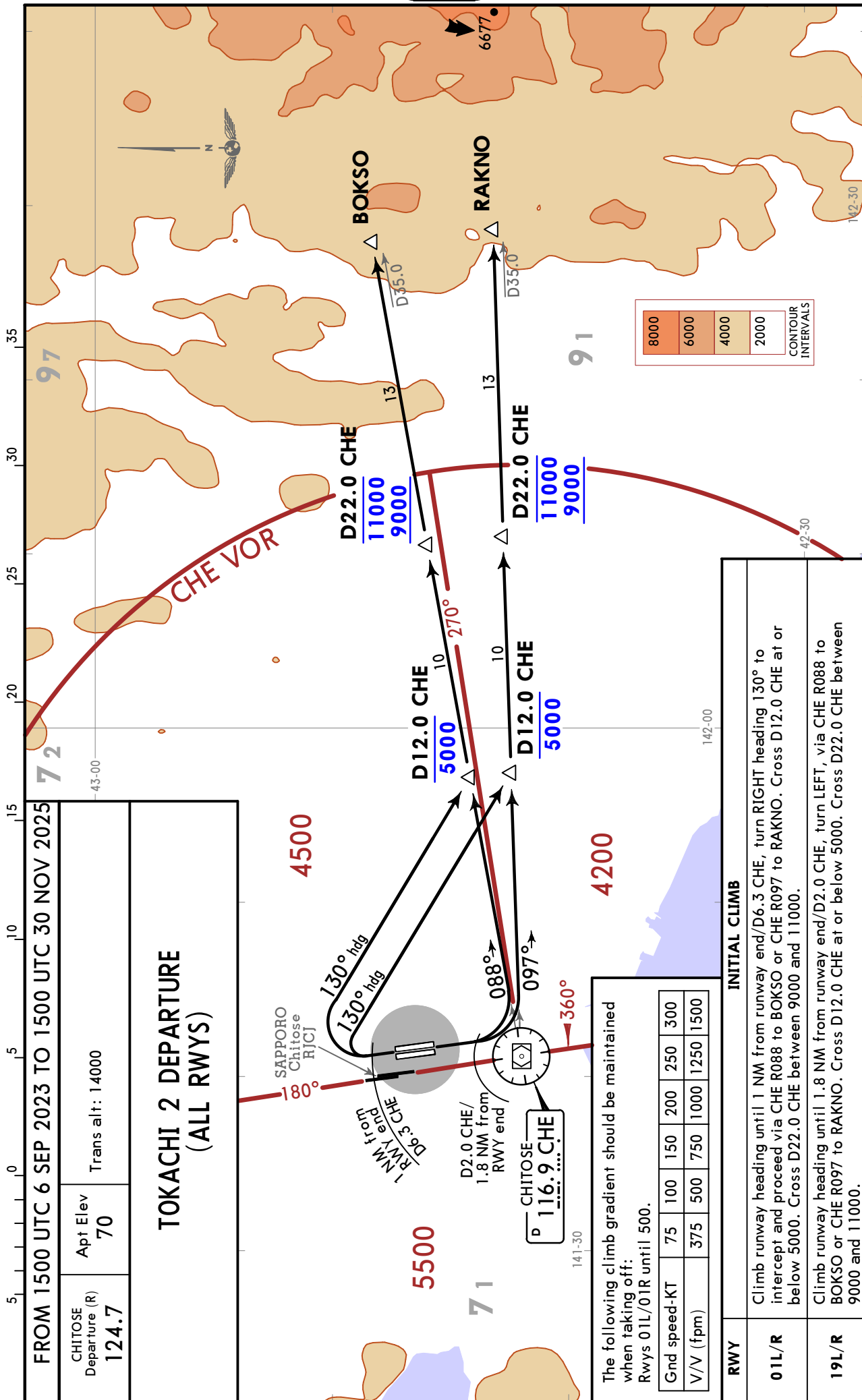


RJCC/CTS
NEW CHITOSE

JEPPesen
13 OCT 23 10-3P-0

SAPPORO, JAPAN

SID



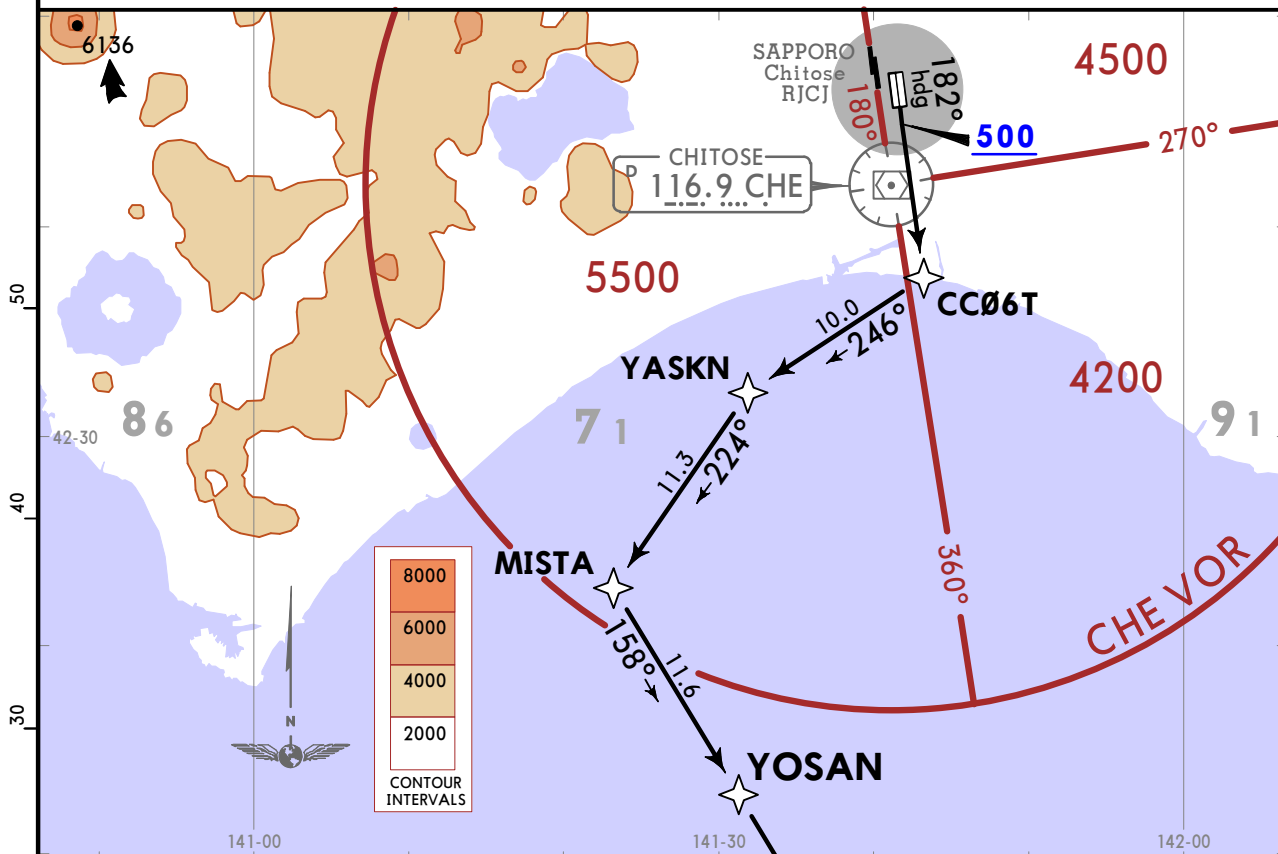
RJCC/CTS
NEW CHITOSE

JEPPESEN
15 SEP 23 **(10-3Q)**

SAPPORO, JAPAN
RNAV SID

| | | |
|--|-----------------------|---|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | 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. |
|--|-----------------------|---|

YOSAN 1 DEPARTURE
[YOSAN1]
(RWYS 19L/R)



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

DER - 3.0 NM to CC06T

CRITICAL DME

| DME | ROUTE SEGMENT |
|-----|---|
| HWE | 19.0 NM to TOBBY - 17.0 NM to TOBBY 4.0 NM to TOBBY - TOBBY |
| MKE | 3.0 NM to CC06T - 6.0 NM to YASKN 3.0 NM to YASKN - 1.0 NM to YASKN YASKN - 3.0 NM to YOSAN |
| SPE | 5.0 NM to TOBBY - 3.0 NM to TOBBY |
| ZYT | 3.0 NM to CC06T - 1.0 NM to CC06T YASKN - 5.0 NM to MISTA |

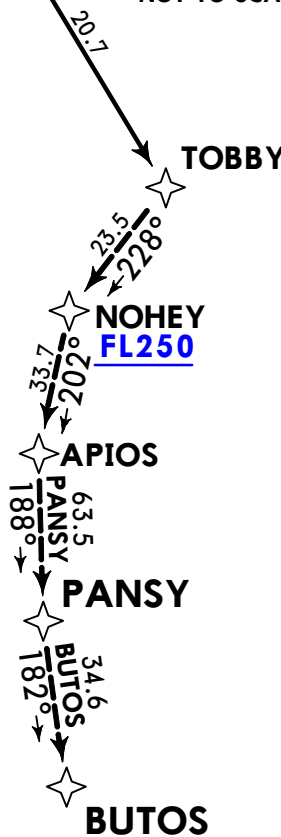
INITIAL CLIMB

Climb on heading 182° to at or above 500, direct to CC06T, to YASKN, to MISTA, to YOSAN, to TOBBY.

TRANSITIONS

| | |
|--------------|---|
| BUTOS | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS. |
| PANSY | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY. |

NOT TO SCALE



CHANGES: Depiction of TOBBY waypoint.

RJCC/CTS
NEW CHITOSE

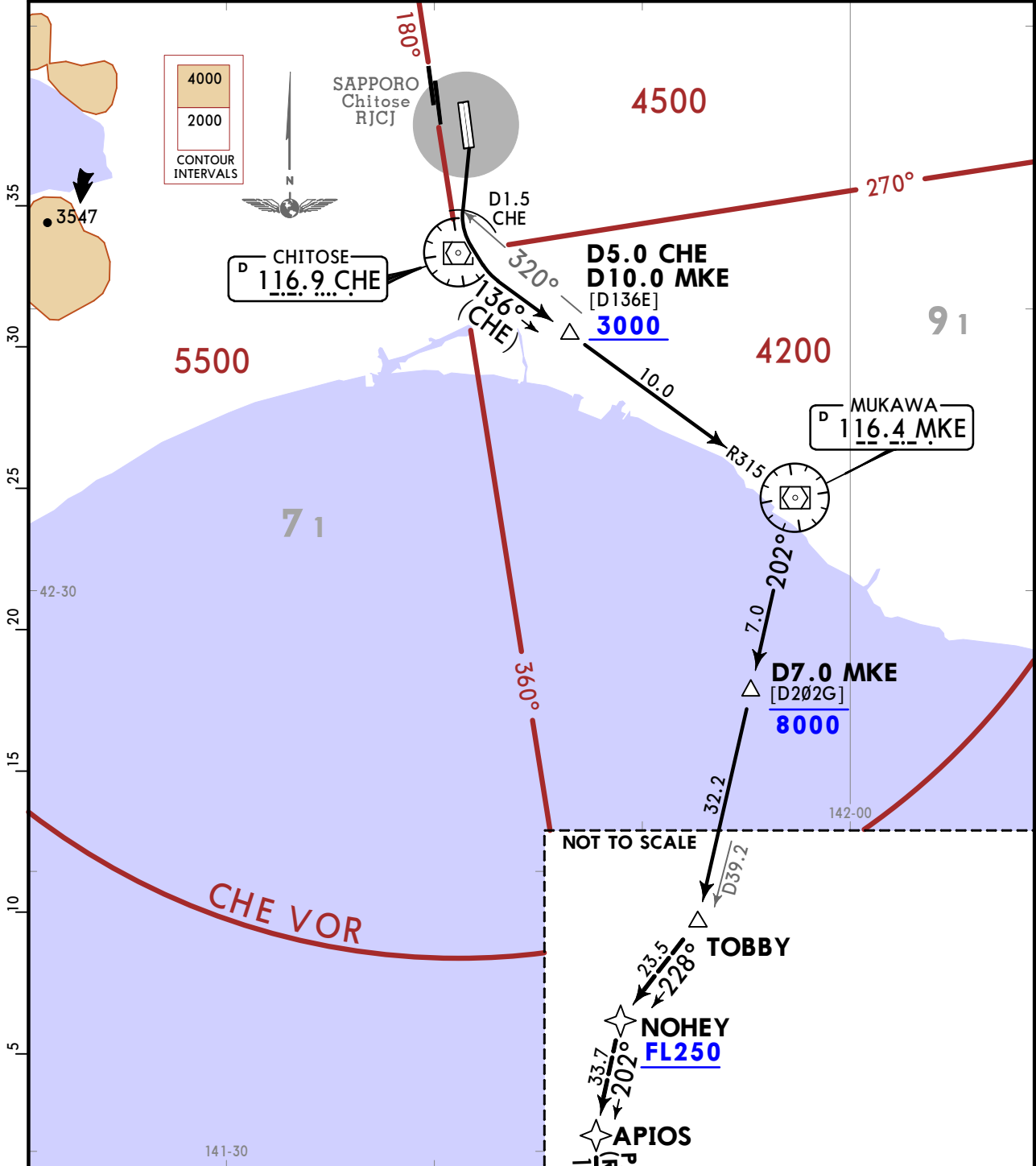
JEPPESSEN
15 SEP 23 (10-3S)

SAPPORO, JAPAN

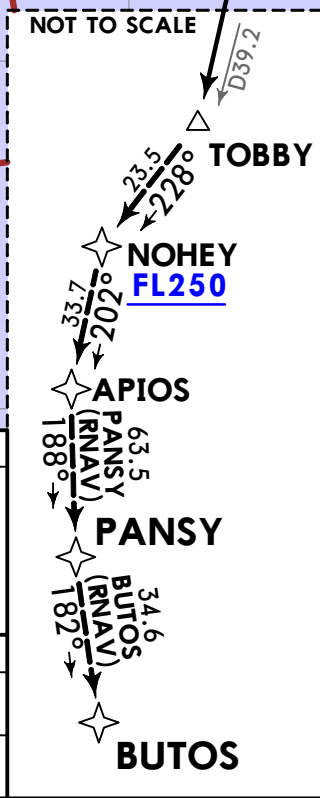
SID

| | | |
|--|-----------------------|--|
| CHITOSE Departure (R) 124.7 | Apt Elev 70 | Trans alt: 14000 BUTOS and PANSY Transitions: 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. |
|--|-----------------------|--|

**YUFUTSU 5 DEPARTURE [YUFUT5]
(RWYS 19L/R)**



| INITIAL CLIMB | |
|---|---|
| Climb direct to CHE VOR until D1.5 CHE prior to CHE VOR (until crossing MKE R320), turn LEFT via CHE R136 (MKE R315) to MKE VOR or after MKE VOR, via MKE R202 to TOBBY. Cross CHE R136/D5.0 (MKE R315/D10.0) at or above 3000, cross MKE R202/D7.0 at or below 8000. | |
| TRANSITIONS | |
| BUTOS (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY, to BUTOS. |
| PANSY (RNAV) | From TOBBY, to NOHEY at or above FL250, to APIOS, to PANSY. |



CHANGES: Depiction of TOBBY waypoint.

NOISE ABATEMENT PROCEDURES

Local Time minus **9 HOURS** =UTC

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

- a. Technical landing for non-traffic purposes and training flight shall not be permitted.
- b. The number of take-offs and landings shall be limited up to 30 except aircraft in an emergency or in an unavoidable situation. Furthermore, the number of landing and take-offs shall be limited up to 6 between 1500 UTC and 2100 UTC.
- 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 ALFA ARRIVAL, KAORY BRAVO ARRIVAL, NACKS ALFA ARRIVAL,
NACKS BRAVO ARRIVAL, NAGANUMA NORTH ARRIVAL, CHITOSE ARRIVAL,
YUBARI ARRIVAL or KURIS ARRIVAL

NOTES:

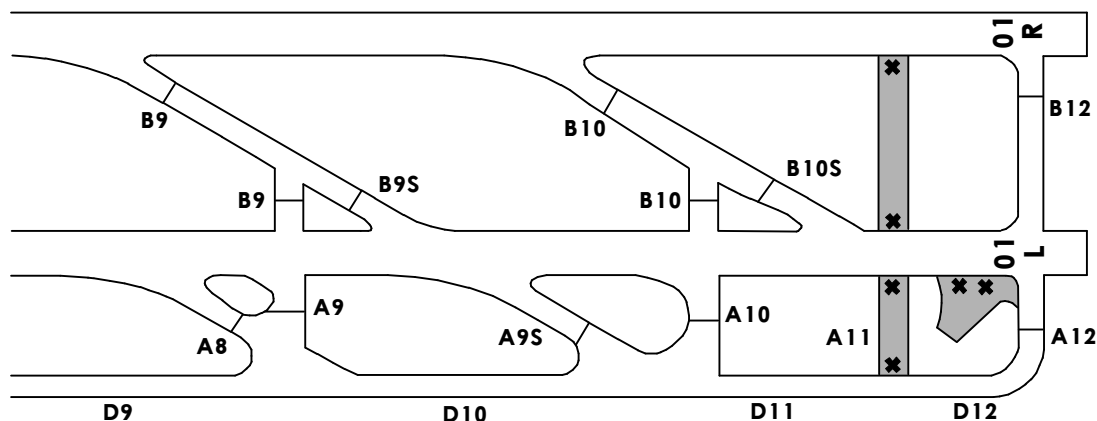
1. Visual approach shall not be permitted during the hours from 1300 UTC (2200 JST) to 2200 UTC (0700 JST).
2. *"Aircraft in an emergency or unavoidable situation", as described above shall be limited to the following ones:*
 - a. Aircraft encountered with an abnormal situation.
 - b. Aircraft in which 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.
 - e. Aircraft for typhoon evacuation or other unavoidable reasons.

OPERATIONAL RESTRICTIONS AT NEW CHITOSE AIRPORT
(SUP 048/24)

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

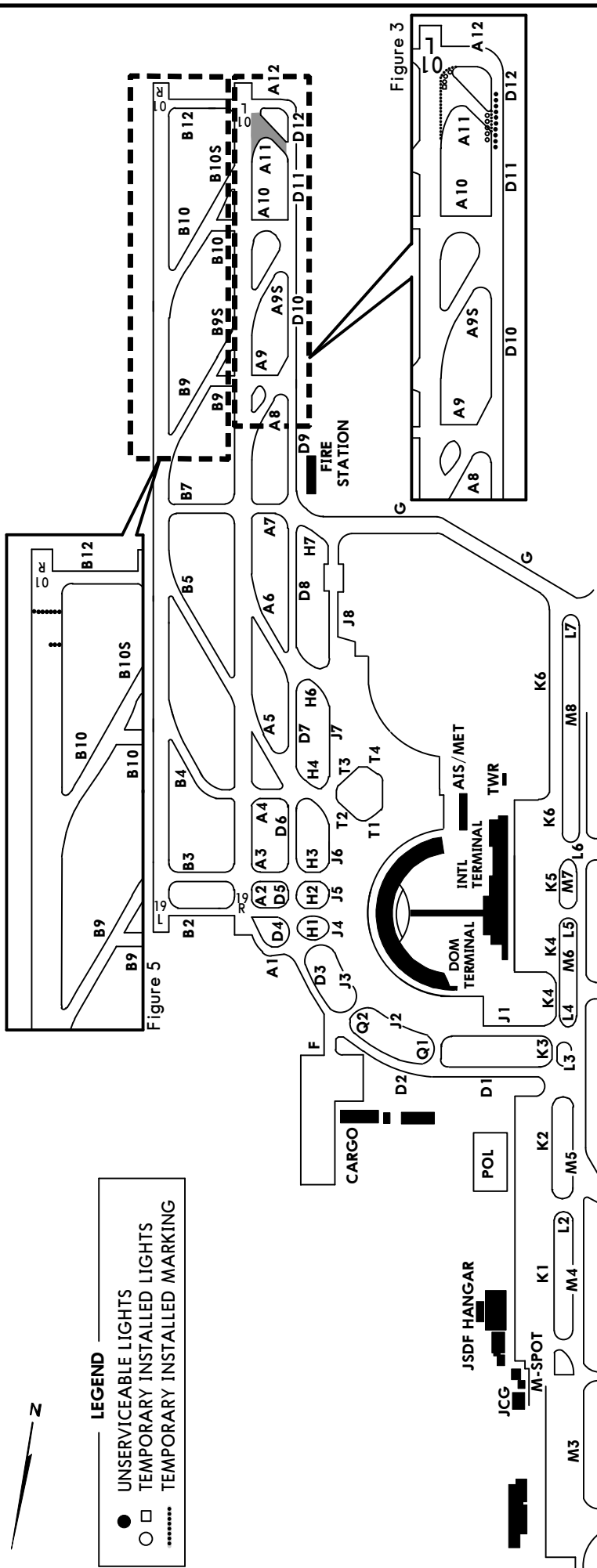
| Item | Operational Restrictions | | Planning Period (UTC) | | | Figure NR | Remarks |
|----------------|--|-----------------------|-----------------------|-----------------|---------------------|-----------|--|
| | Facility | Condition | Start of Validity | End of Validity | Specified Date/Time | | |
| RUNWAY | | | | | | | |
| 1 | Runway centerline lights for Rwy 01R/19L | partly unserviceable | MAY 2024 | DEC 2024 | H24 | 5 | Available for take off/landing |
| 10 | Rwy side stripe marking for Rwy 01L/19R | temporarily installed | — | MAR 2025 | H24 | 3 | Intersection of Twy A11 |
| 12 | Rwy touchdown zone lights for Rwy 01R | partly unserviceable | — | DEC 2024 | H24 | 5 | Available for landing |
| TAXIWAY | | | | | | | |
| A | Twy A11 | closed | — | MAR 2025 | H24 | | Closed marking installed * See cautions notes and figure below. |
| B | Twy E2, E3, E5, M2 | closed | — | MAY 2025 | H24 | | |
| 1 | Twy side stripe marking for A12, D12 | temporarily installed | — | MAR 2025 | H24 | 3 | |
| 2 | Twy edge lights for A12, D12 | temporarily installed | — | MAR 2025 | H24 | 3 | |
| 5 | Twy center line lights for D11, D12 | partly unserviceable | — | AUG 2024 | H24 | 3 | |

* Cautions on construction work on and around Twy A11 at New Chitose Airport:
 The following locations are undergoing construction involving changes in the shape of Twy A11 and the construction of a new Twy, and closed markings are installed on modified Twy A11, the new Twy and old Twy A11. Modified Twy A11, the new Twy and old Twy A11 are visible. Accordingly, aircraft should pay special attention not to enter modified Twy A11, the new Twy and old Twy A11 when traveling near Twy A11, when leaving Rwy 19R to Twy A12, when leaving Rwy 19L to Twy B12 and when entering Rwy 01L from Twy A12. Commencement of operating the new Twy will remain current until further notice.



LEGEND
 * Closed marking

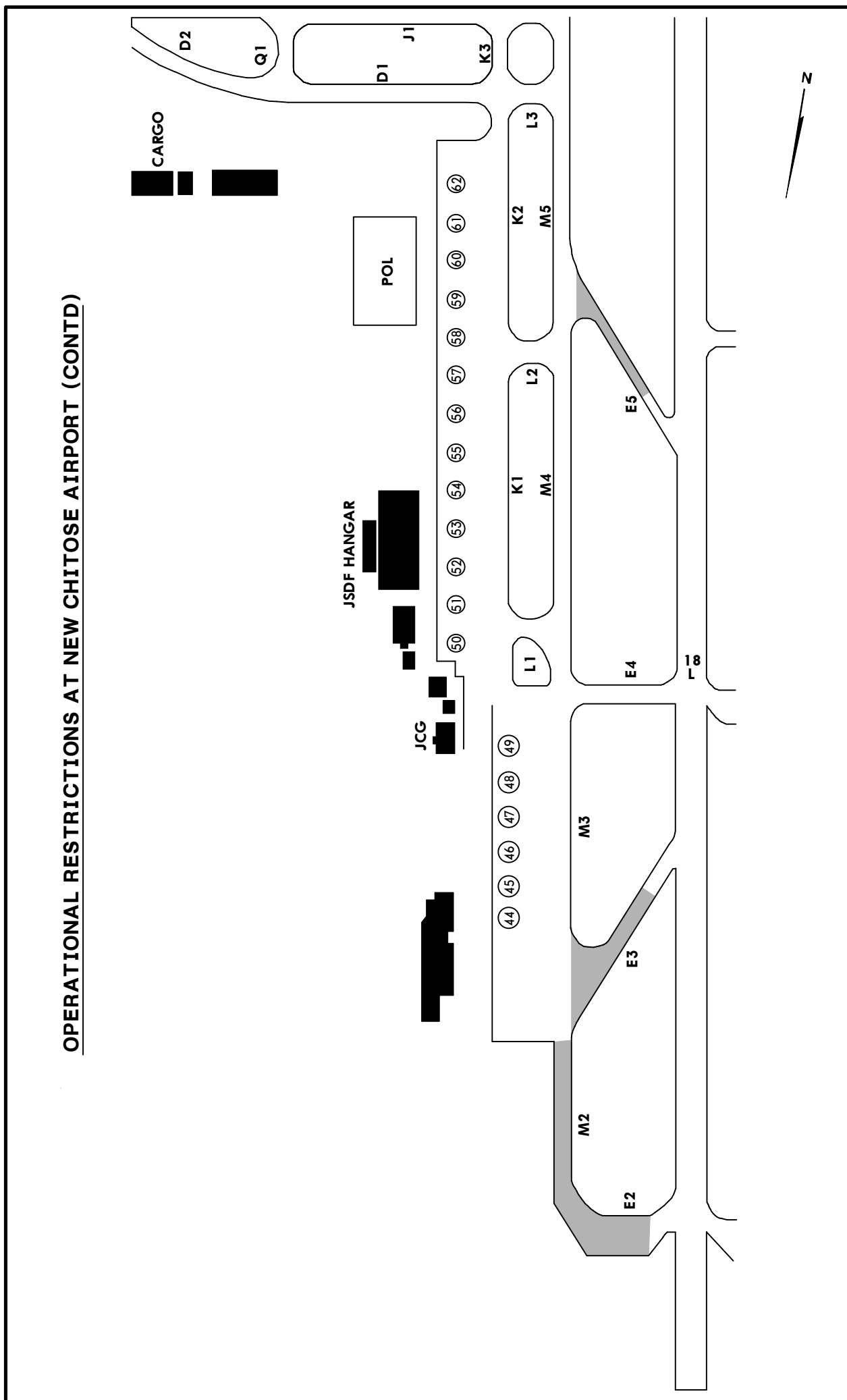
OPERATIONAL RESTRICTIONS AT NEW CHITOSE AIRPORT (CONTD)

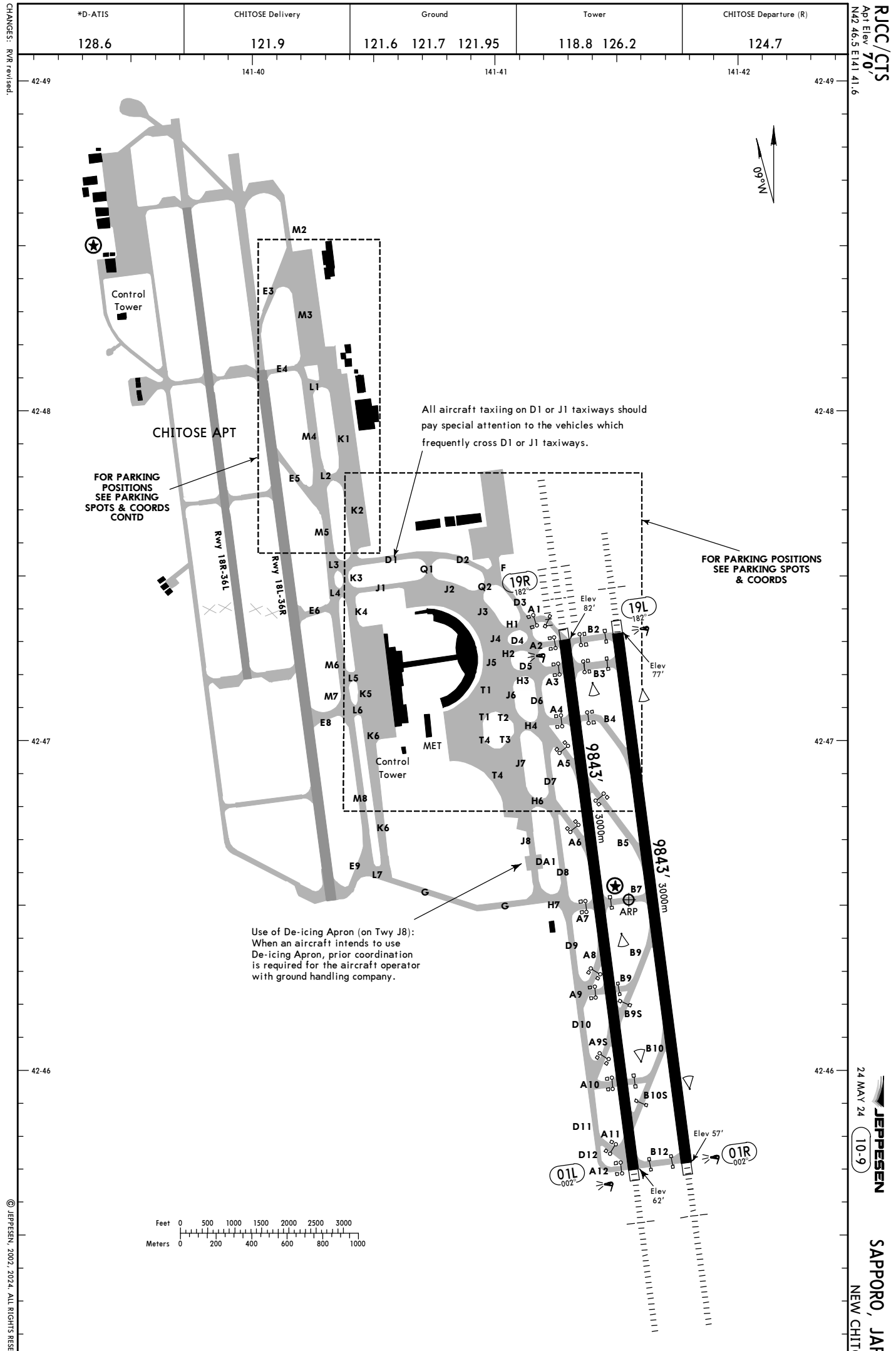


- LEGEND**
- UNSERVICEABLE LIGHTS
 - □ TEMPORARY INSTALLED LIGHTS
 - TEMPORARY INSTALLED MARKING



OPERATIONAL RESTRICTIONS AT NEW CHITOSE AIRPORT (CONTD)





| | | | | | | | |
|---------|------------------|--------|-------|--------|-------|-------|-----------------------|
| *D-ATIS | CHITOSE Delivery | Ground | | | Tower | | CHITOSE Departure (R) |
| 128.6 | 121.9 | 121.6 | 121.7 | 121.95 | 118.8 | 126.2 | 124.7 |

RJCC/CTS
 Apt Elev 70'
 N42 46.5 E141 41.6

CHANGES: RWY revised.

FOR PARKING POSITIONS SEE PARKING SPOTS & COORDS CONTD

All aircraft taxiing on D1 or J1 taxiways should pay special attention to the vehicles which frequently cross D1 or J1 taxiways.

FOR PARKING POSITIONS SEE PARKING SPOTS & COORDS

Use of De-icing Apron (on Twy J8):
 When an aircraft intends to use De-icing Apron, prior coordination is required for the aircraft operator with ground handling company.



24 MAY 24
 JEPPISEN 10-9
 SAPPORO, JAPAN
 NEW CHITOSE

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ADDITIONAL RUNWAY INFORMATION

| RWY | USABLE LENGTHS | | LANDING BEYOND | | TAKE-OFF | WIDTH |
|-----|---|--------------------------------|----------------|-------------|----------|----------|
| | Threshold | Glide Slope | Threshold | Glide Slope | | |
| 01R | HIRL(60m) CL(30m) | ALSF-I TDZ PAPI-L (angle 3.0°) | RVR | 8849' 2697m | 6 | 197' 60m |
| 01L | HIRL(60m) CL(30m) | ALSF-I TDZ PAPI-L (angle 3.0°) | RVR | 8770' 2673m | 6 | 197' 60m |
| 01R | Runway grooved. Length 900m. Runway grooved. Length 570m. | | | | | |
| 01L | Runway grooved. Length 900m. Runway grooved. Length 570m. | | | | | |
| 01R | Runway grooved. Length 900m. Runway grooved. Length 570m. | | | | | |
| 01L | Runway grooved. Length 900m. Runway grooved. Length 570m. | | | | | |

INTERSECTION TAKE-OFF POSITIONS & DISTANCES

| FROM TAXIWAY | RUNWAY REMAINING | RUNWAY | FROM TAXIWAY | RUNWAY REMAINING |
|--------------|------------------|--------|--------------|------------------|
| TWY A11 | 9144' (2787m) | 19R | TWY A3 | 8940' (2725m) |
| TWY A10 | 8045' (2452m) | 19R | TWY A4 | 8153' (2485m) |
| TWY A9S | 6726' (2050m) | 19R | TWY A5 | 6821' (2079m) |
| TWY A9 | 6329' (1929m) | 19L | TWY A6 | 5407' (1648m) |
| TWY A8 | 5249' (1600m) | 19L | TWY A7 | 4724' (1440m) |
| TWY A7 | 4724' (1440m) | 19L | TWY B3 | 8819' (2688m) |
| TWY B10 | 6955' (2120m) | 19L | TWY B4 | 6890' (2100m) |
| TWY B9 | 5020' (1530m) | 19L | TWY B5 | 5246' (1599m) |
| TWY B7 | 4724' (1440m) | 19L | TWY B7 | 4724' (1440m) |

TAKE-OFF FOR RNAV DEPARTURE

| Rwy 01L/19R | | Multi: Eng Acft | | Without Take-off Altn Apt. Filed | | Without Take-off Altn Apt. Filed | | Single Eng Acft | |
|-------------------------------|--------------------|-------------------------------|--------------------|----------------------------------|--------------------|----------------------------------|--------------------|-------------------------------|----------------------------|
| With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | |
| 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| HIRL & CL or RVR | HIRL or CL or RCLM | HIRL & CL | HIRL or CL or RCLM | HIRL & CL | HIRL or CL or RCLM | HIRL & CL | HIRL or CL or RCLM | Available Landing Minimums | Available Landing Minimums |
| A | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |
| B | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |
| C | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |
| D | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |

TAKE-OFF FOR RNAV DEPARTURE

| Rwy 01R/19L | | Multi: Eng Acft | | Without Take-off Altn Apt. Filed | | Without Take-off Altn Apt. Filed | | Single Eng Acft | |
|-------------------------------|--------------------|-------------------------------|--------------------|----------------------------------|--------------------|----------------------------------|--------------------|-------------------------------|----------------------------|
| With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | | With Take-off Altn Apt. Filed | |
| 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| HIRL & CL or RVR | HIRL or CL or RCLM | HIRL & CL | HIRL or CL or RCLM | HIRL & CL | HIRL or CL or RCLM | HIRL & CL | HIRL or CL or RCLM | Available Landing Minimums | Available Landing Minimums |
| A | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |
| B | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |
| C | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |
| D | 200m | 250m | 400m | 250m | 400m | 250m | 400m | Available Landing Minimums | Available Landing Minimums |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

Low Visibility Procedures / Low Visibility Procedures for Departure in Force.

| 1 | 2 | 3 |
|--|--|----------|
| HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | HIRL and Runway Threshold Lights (which indicate DER) required for night operations. | TAKE-OFF |
| A | 200m | 250m |
| B | 200m | 250m |
| C | 200m | 250m |
| D | 200m | 250m |

GENERAL
 Stop bar lights are installed at each taxi holding position associated with Runway 01L/19R.
 Stop bar lights will be operated when the visibility or the lowest RVR of runway 01L/19R is at or less than 600m.
 Stop bar lights on taxiways A2, A4, A10, A12, B2, B4 and B5 are controlled individually by ATIS.
 Stop bar light on taxiways A1, A3, A5, through A9S, A11, B3 are not controlled individually by ATIS.
 During the period Stop Bar Lights operated, taxiways A1, A3, A5 through A9S, A11 and B3 are not available for departure aircraft.
 Pilots of B777-300 are requested to pay special attention at taxiways E2-E9, L1, and K1. At the corner section of these taxiways, the minimum clearance distances between the main wheel and the edge of the taxiways are less than 15'(4.5m) when the nose wheel of B777-300 follows taxiway centerline markings.

3 SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.
 CHANGES: None.

RJCC/CTS

JEPPesen

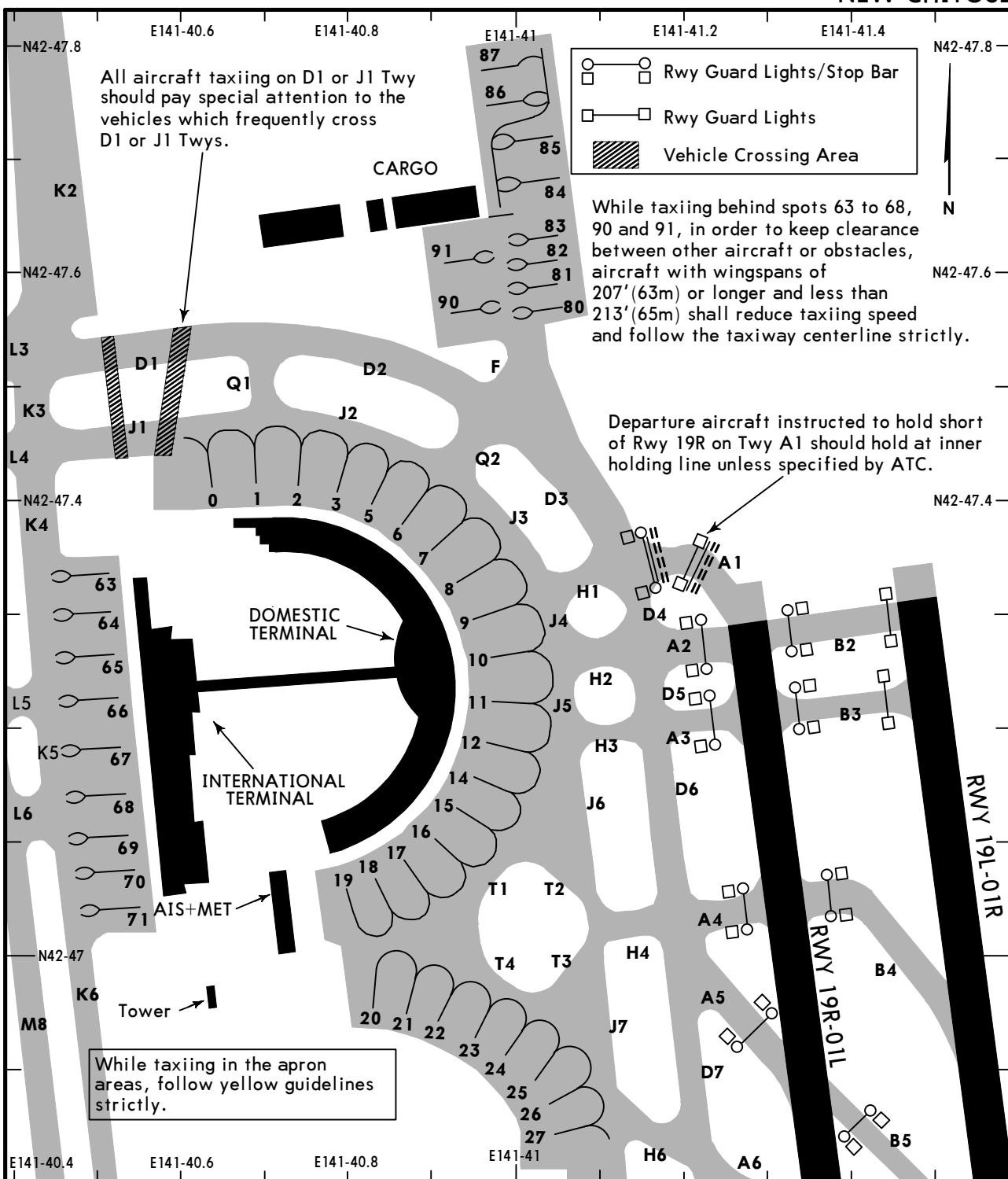
SAPPORO, JAPAN

09 JUN 23

10-9B

Eff 14 Jun 1500Z

NEW CHITOSE



PARKING SPOT COORDINATES

| SPOT No. | COORDINATES | SPOT No. | COORDINATES |
|------------|--------------------|------------|--------------------|
| 0 | N42 47.4 E141 40.6 | 24, 25 | N42 46.9 E141 41.0 |
| 1, 2 | N42 47.4 E141 40.7 | 26, 27 | N42 46.8 E141 41.0 |
| 3, 5 | N42 47.4 E141 40.8 | 63, 64 | N42 47.3 E141 40.5 |
| 6, 7 | N42 47.4 E141 40.9 | 65 thru 67 | N42 47.2 E141 40.5 |
| 8, 9 | N42 47.3 E141 40.9 | 68, 69, 70 | N42 47.1 E141 40.5 |
| 10 | N42 47.3 E141 41.0 | 71 | N42 47.0 E141 40.5 |
| 11 | N42 47.2 E141 41.0 | 80 thru 83 | N42 47.6 E141 41.1 |
| 12, 14 | N42 47.2 E141 40.9 | 84, 85 | N42 47.7 E141 41.1 |
| 15 thru 17 | N42 47.1 E141 40.9 | 86 | N42 47.8 E141 41.0 |
| 18, 19 | N42 47.1 E141 40.8 | 87 | N42 47.8 E141 40.9 |
| 20 | N42 46.9 E141 40.8 | 90, 91 | N42 47.6 E141 40.9 |
| 21 thru 23 | N42 46.9 E141 40.9 | | |

RJCC/CTS

JEPPesen

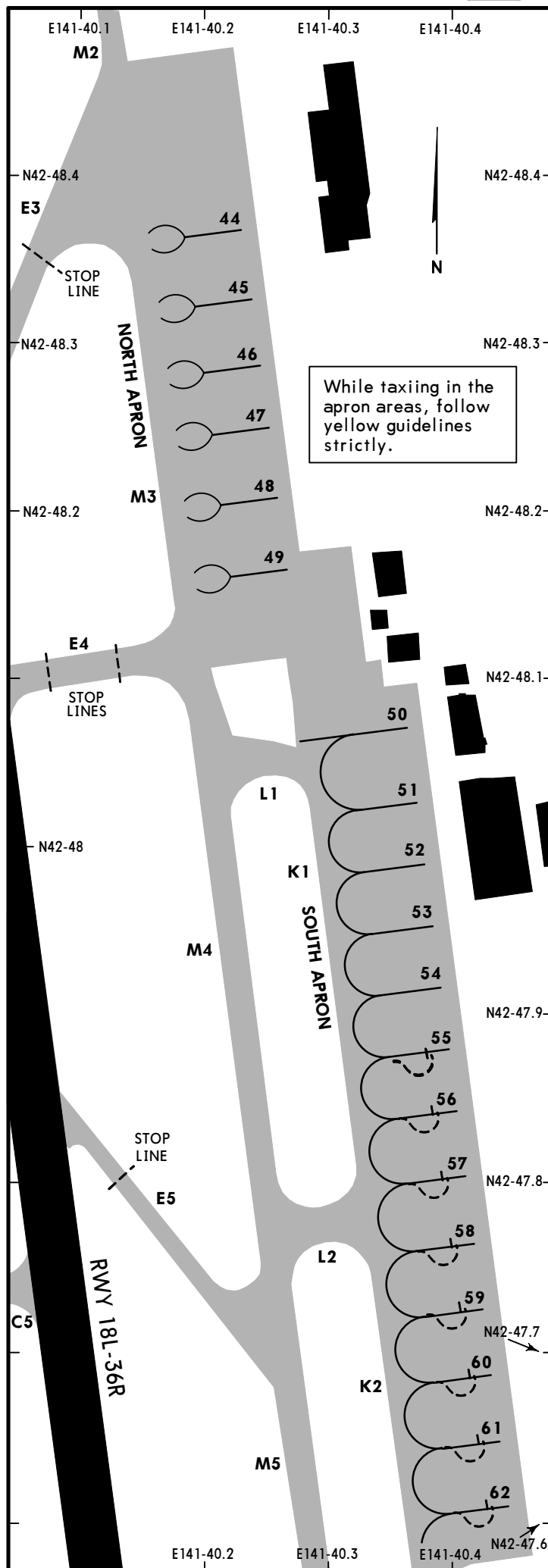
SAPPORO, JAPAN

09 JUN 23

10-9C

Eff 14 Jun 1500Z

NEW CHITOSE



| 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 |

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

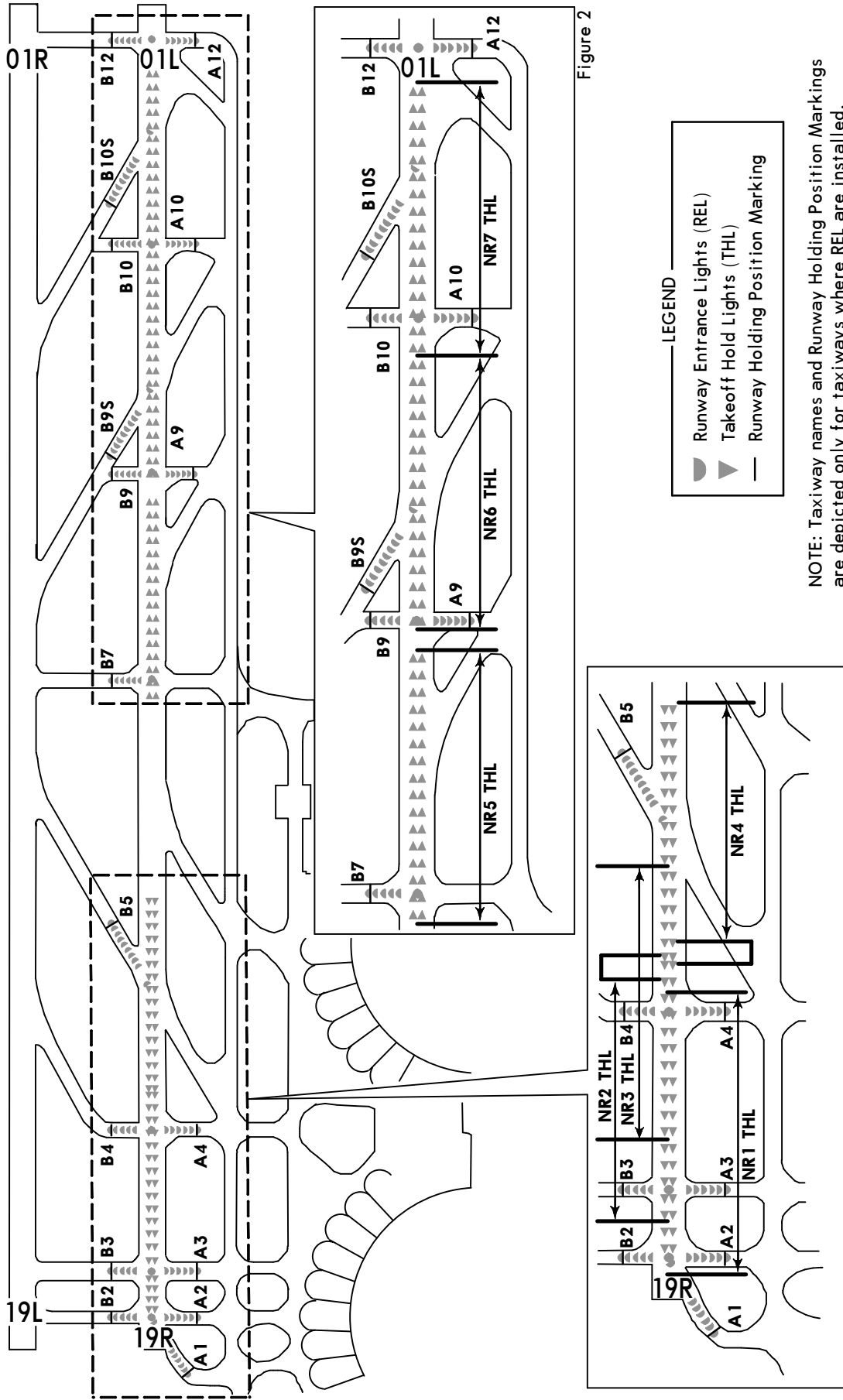


Figure 2

Figure 1

LEGEND

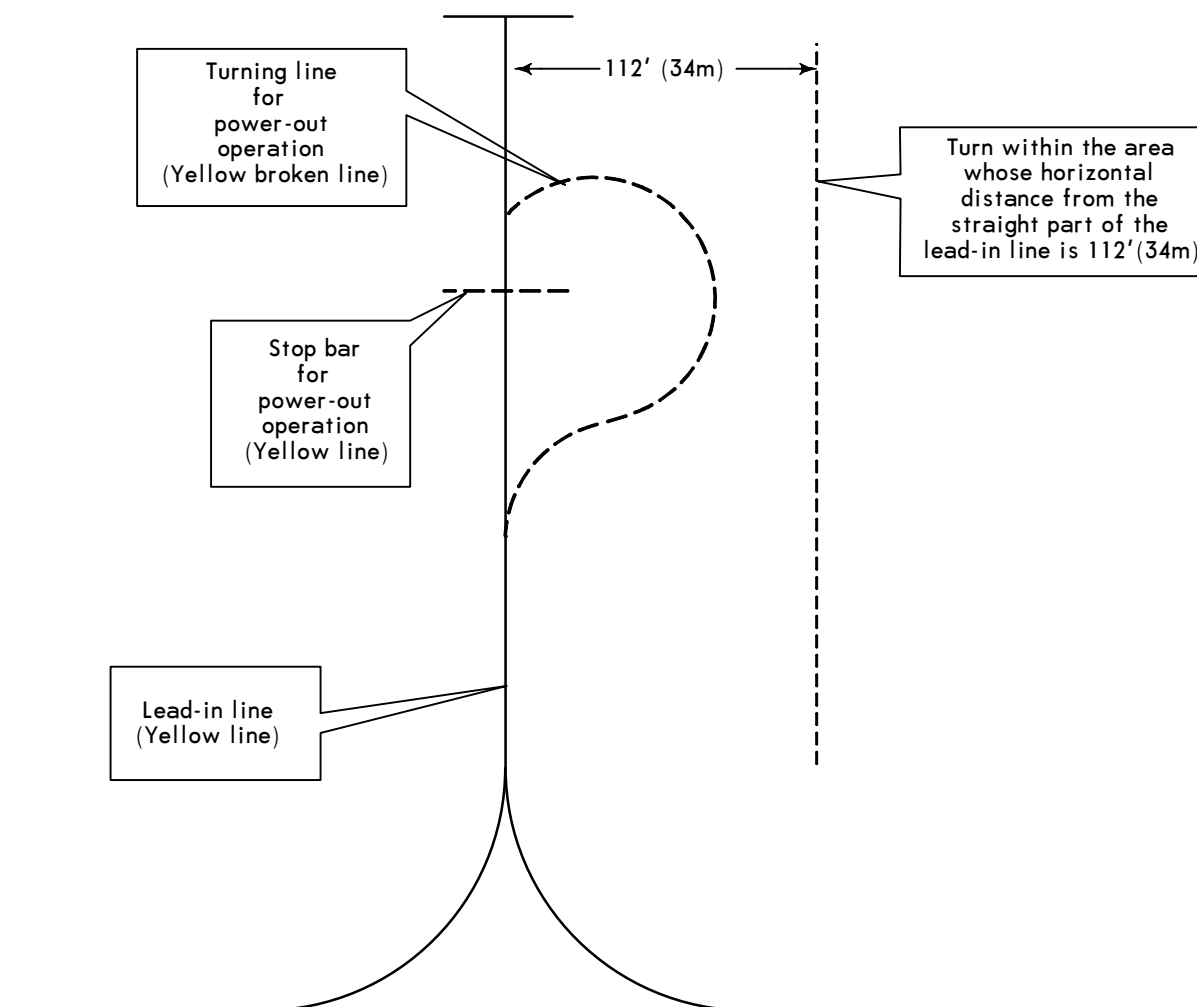
- Runway Entrance Lights (REL)
- ▲ Takeoff Hold Lights (THL)
- Runway Holding Position Marking

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

TAXIING TO AND FROM STANDS

In order to keep the clearance with other aircraft or obstacles and avoid jet blast damage operators shall comply with the following power-out procedure on spot 55 through 62. Although the case that approved by AD administration is excluded.

- a) Only the aircraft whose turning radius is within 85' (26m) and which is available to turn within the area whose horizontal distance from the straight part of the lead-in line is 112' (34m) is permitted to use this power-out procedure.
- b) Operators must confirm jet blast cause no damage when maneuvering on aircraft stands.
- c) Commence turning of the power-out procedure at or before the starting point of the turning line.
- d) After completing the turn, intercept the lead-in line and use the line as the lead-out line.



VISUAL DOCKING GUIDANCE SYSTEM

1. GENERAL

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

The above information is provided equally to the pilots in both the left and right seat.

2. AIRCRAFT TYPE INDICATION

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

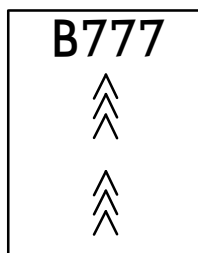


Figure 1

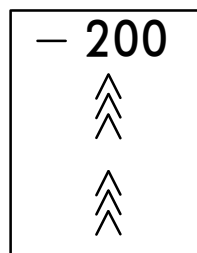


Figure 2

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

NOTE: At this moment, the pilots must stop the aircraft immediately. When the operator re-input the correct aircraft type into the system and the system finds it correct, it resumes normal operations indicating the correct aircraft type on its display screen.



Figure 3

VISUAL DOCKING GUIDANCE SYSTEM

3. TAXIING AND LATERAL CENTERLINE GUIDANCE

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

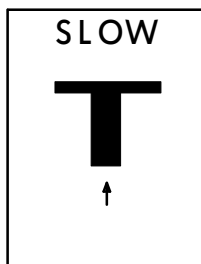


Figure 4

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

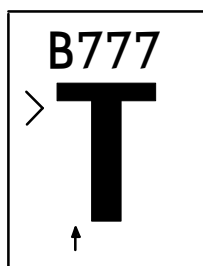


Figure 5

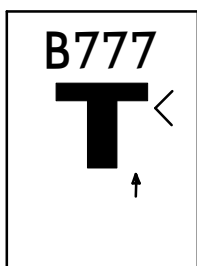


Figure 6

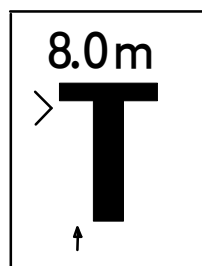


Figure 7

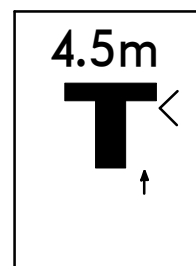


Figure 8

4. STOP GUIDANCE

(1) When the approaching aircraft is within 20 meters from the stopping position, the shaft of the illuminated "T" will start to reduce in its length from the bottom to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively (Figures 9, 10, 11 & 12).

As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.3 meters.

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

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

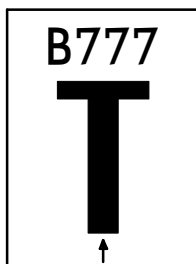


Figure 9

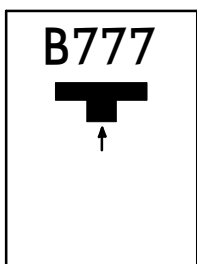


Figure 10

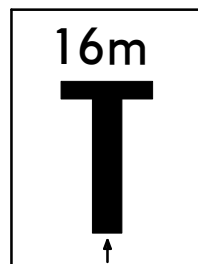


Figure 11

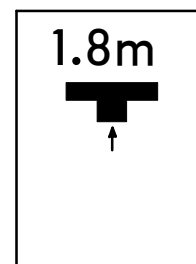


Figure 12

VISUAL DOCKING GUIDANCE SYSTEM**4. STOP GUIDANCE (CONTD)**

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

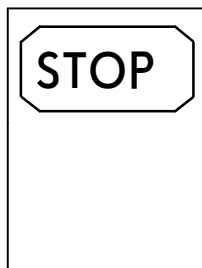


Figure 13

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

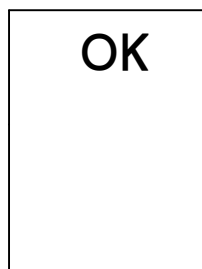


Figure 14

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

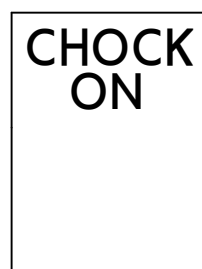


Figure 15

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

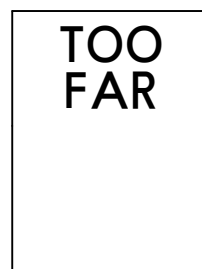


Figure 16

VISUAL DOCKING GUIDANCE SYSTEM**5. CAUTIONS AND SAFETY**

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

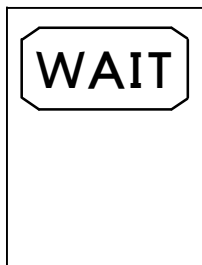


Figure 17

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

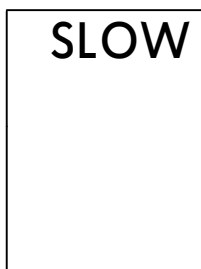


Figure 18

CHANGE OF MDA(H) AND TAKE-OFF MINIMA FOR NEW CHITOSE AIRPORT

From 1500 UTC 29 NOV 2023 to 1500 UTC 30 NOV 2025.
Minimums for New Chitose Airport will be changed temporarily due to crane:

VOR A
Apt Elev 70'

| | | CIRCLE-TO-LAND |
|---|---------------|--------------------------------------|
| | | Not Authorized West of Rwy MDA(H) |
| A | Max Kts 90 | |
| B | 120 | 760' (690') -1600m |
| C | 140 | 760' (690') -2400m |
| D | 165 | 760' (690') -3200m |

TAKE-OFF

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

1 SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.
2 Take-off minima for CHITOSE FOUR DEPARTURE, TOKACHI TWO DEPARTURE, TEKKO ONE DEPARTURE, MUKAWA EIGHT DEPARTURE, TOBBY EIGHT DEPARTURE, HAKODATE SEVEN DEPARTURE, SAVIT TWO DEPARTURE

| 3 TAKE-OFF | | | | | | |
|-------------------------------|----------------------|----------------------|----------------------|------------------|-------------------------------------|----------------------------------|
| 4 Rwy 01L/19R | | | | | | |
| With Take-off Altn Apt. Filed | | | | | Without Take-off Altn Apt. Filed | Single Eng Acft |
| HIRL & CL & 3 RVR | HIRL & CL & 2 RVR | HIRL & CL | HIRL or CL | HIRL & CL out | | |
| A | | | | | Available Landing Minimums | Available Landing Minimums |
| B | RVR 200m | RVR 300m | RVR 500m VIS 400m | 600m | VIS 800m | |
| C | | | | | | |
| D | | | | | | |
| 4 Rwy 01R/19L | | | | | | |
| With Take-off Altn Apt. Filed | | | | | Without Take-off Altn Apt. Filed | Single Eng Acft |
| HIRL & CL & 2 RVR | HIRL & CL | HIRL or CL | HIRL & CL out | | | |
| A | | | | | Available Landing Minimums | Available Landing Minimums |
| B | RVR 300m | RVR 500m VIS 400m | 600m | VIS 800m | | |
| C | | | | | | |
| D | | | | | | |

3 SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.
4 Take-off minima for KURIS SEVEN DEPARTURE, NAGANUMA FIVE DEPARTURE, YUFUTSU FIVE DEPARTURE, HOKUTO SEVEN DEPARTURE

RJCC/CTS


JEPPesen
 25 AUG 17 **11-0A**
PARALLEL ILS/PAR APP
SAPPORO, JAPAN
NEW CHITOSE

IMPLEMENTATION OF SIMULTANEOUS PARALLEL ILS/PAR APPROACHES

Simultaneous Parallel ILS/PAR Approaches mean a type of approaches to parallel runways with centerlines spaced by at least 4,300 feet and with No Transgression Zone (NTZ) established between extended runway centerlines, where radar separation minima between aircraft on adjacent extended centerlines are not prescribed. ATC instructions are issued as necessary to ensure aircraft do not enter the NTZ.

1. APPLICABLE RUNWAY

- a. Runway 01L/01R at New Chitose Airport and Runway 36L/36R at Chitose Aerodrome.
- b. Runway 19L/19R at New Chitose Airport and Runway 18L/18R at Chitose Aerodrome.

2. REQUIRED CONDITIONS

Simultaneous Parallel ILS/PAR Approaches may be cleared when the following conditions are met. However, Simultaneous Parallel ILS/PAR Approaches shall not be applied under certain adverse weather conditions which might affect safe operations (e.g. wind shear on the final approach course, etc.).

- a. Straight-in landings will be made.
- b. ILS, PAR, radar, and appropriate frequencies are operating normally.
- c. Missed approach courses are diverged by at least 30°.
- d. NTZ is depicted on the radar display and ATC is monitoring the approaches to each runway.

3. INFORMATION ON SIMULTANEOUS PARALLEL ILS/PAR APPROACHES

Aircraft shall be advised that Simultaneous Parallel ILS/PAR Approaches are in force. This information may be provided through the ATIS broadcasts.

- a. "Simultaneous Parallel ILS and PAR Approaches to ... are in progress."

4. ATC PROCEDURE

- a. ATC shall provide a minimum of 1000 ft vertical or minimum of 3.0 NM radar separation until an aircraft intercepts localizer course and the other aircraft contacts GCA FREQUENCY and then aircraft at the higher altitude intercepts glide path or starts descending.
- b. ATC shall continue radar monitor even after aircraft is switched to TWR frequency and instruct aircraft as prescribed in (c.) below on the frequency when necessary.
- c. ATC shall instruct aircraft to return to the correct final approach course when aircraft is observed to over-shoot or to continue on a track which will penetrate NTZ, and instruct aircraft on the adjacent final approach course to avoid the deviating aircraft when an aircraft is observed penetrating the NTZ.

[PHRASEOLOGY]

Instruction to return to the correct localizer course:

TURN LEFT/RIGHT AND RETURN TO THE LOCALIZER COURSE.

Instruction to avoid the deviating aircraft:

TRAFFIC ALERT, [repeat aircraft identification], TURN LEFT/RIGHT IMMEDIATELY, HEADING [number], CLIMB AND MAINTAIN [altitude].

- d. ATC shall terminate radar monitor when visual separation is applied by ATC, but shall not advise the aircraft that radar monitoring is terminated.

5. RESPONSE TO "TRAFFIC ALERT"

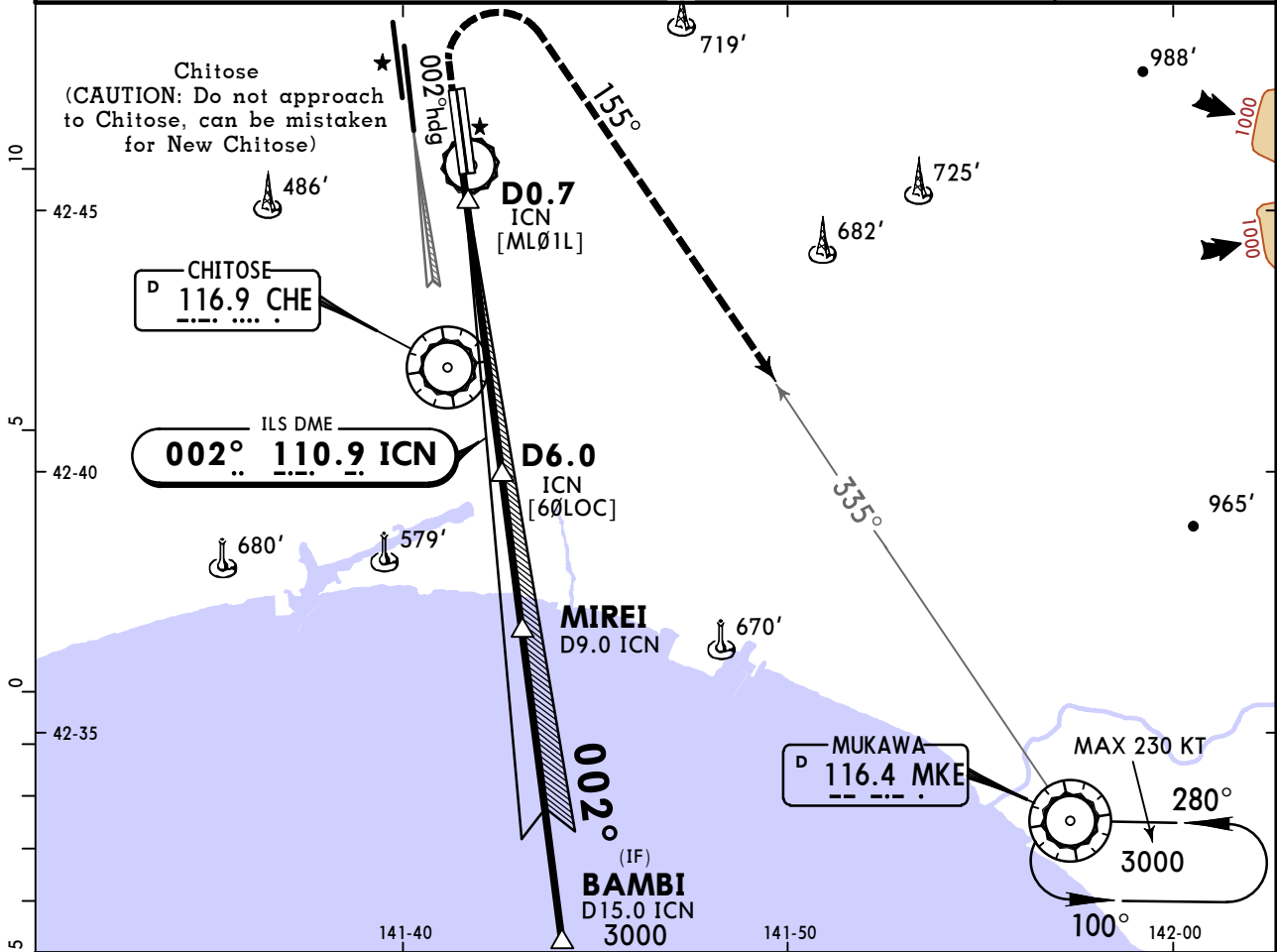
All breakouts in response to ATC's instructions shall be accomplished quickly. These instructions will be issued on TOWER or GCA FREQUENCY when situation required.

RJCC/CTS
NEW CHITOSE

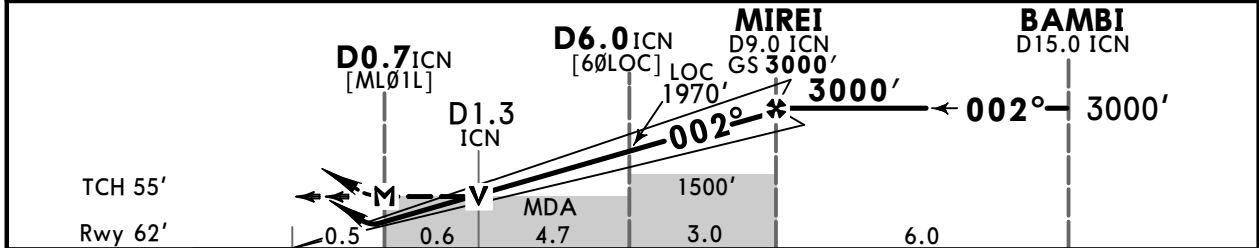
JEPPESSEN
18 AUG 23 (11-1)

SAPPORO, JAPAN
ILS Y or LOC Y Rwy 01L

| | | | | | | |
|--|--|-------------------------------|-------------------------------------|-------------------------|-------------------------------------|-------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICN 110.9 | Final Apch Crs 002° | MIREI 3000' (2938') | ILS DA(H) 262' (200') | Apt Elev 70' Rwy 62' | | |
| MISSED APCH: Climb to 600' on heading 002°, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP. | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | |
| 1. VOR and DME required. 2. Simultaneous approach authorized with RJCJ Rwy 36L (PAR) or Rwy 36R (PAR). | | | | | | MSA CHE VOR |



| LOC (GS out) | ICN DME | 0.7 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | MIREI |
|--------------|----------|-----|------|-------|-------|-------|-------|-------|-------|-------|
| | ALTITUDE | | 696' | 1014' | 1333' | 1651' | 1970' | 2288' | 2606' | |



| | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--------------------|------------------------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI | 5000' MKE via 116.4 RT R-335 | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at D0.7 ICN | | | | | | | | | |

Timing not authorized for defining the MAP.

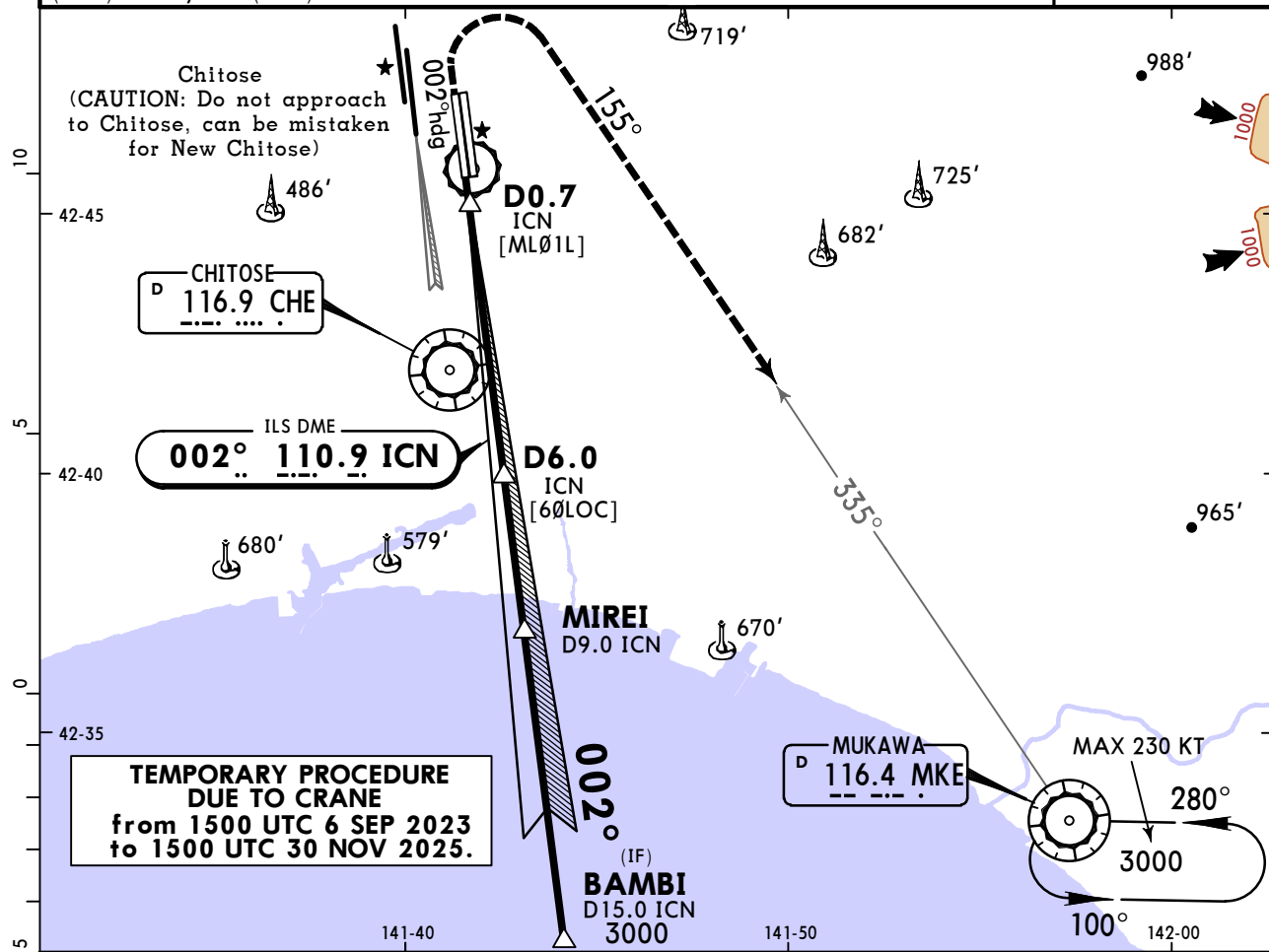
| STRAIGHT-IN LANDING RWY01L | | | | CIRCLE-TO-LAND | |
|----------------------------|-------------------|----------|---------------------------|----------------|----------------------------|
| ILS | | | LOC (GS out) | | Not Authorized West of Rwy |
| DA(H) 262' (200') | | | MDA(H) 470' (408') | | |
| FULL | TDZ and/or CL out | ALS out | ALS out | | Max Kts |
| A | | | RVR 900m | RVR 1500m | 90 |
| B | RVR 550m | RVR 750m | RVR 1000m | RVR 1800m | 120 |
| C | | | RVR 1400m | RVR 2000m | 140 |
| D | | | | | 165 |
| | | | | | MDA(H) |
| | | | | | 510'(440') -1600m |
| | | | | | 520'(450') -1600m |
| | | | | | 520'(450') -2400m |
| | | | | | 620'(550') -3200m |

RJCC/CTS
NEW CHITOSE

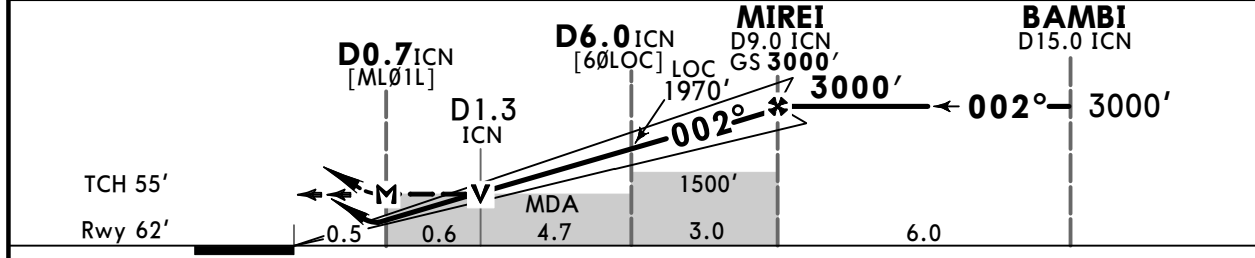
JEPPESSEN
1 SEP 23
Eff 6 Sep 1500Z (11-1-T)

SAPPORO, JAPAN
ILS Y or LOC Y Rwy 01L

| | | | |
|--|--|-------------------------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 |
| LOC ICN 110.9 | Final Apch Crs 002° | MIREI 3000' (2938') | ILS DA(H) 262' (200') |
| Apt Elev 70' Rwy 62' | | | |
| MISSED APCH: Climb to 700' on heading 002°, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | Trans alt: 14000' |
| 1. VOR and DME required. 2. Simultaneous approach authorized with RJCJ Rwy 36L (PAR) or Rwy 36R (PAR). | | | MSA CHE VOR |



| LOC (GS out) | ICN DME ALTITUDE | 0.7 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | MIREI |
|--------------|------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|
| | | | 696' | 1014' | 1333' | 1651' | 1970' | 2288' | 2606' | |



| | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|---|------|------|-------|---------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-I PAPI | 700' | 002° | 5000' | MKE via 116.4 R-335 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | |
| MAP at D0.7 ICN | | | | | | | Timing not authorized for defining the MAP. | | | | |

| STRAIGHT-IN LANDING RWY 01L | | | | CIRCLE-TO-LAND | |
|------------------------------|-------------------|----------|--|----------------|-----|
| ILS DA(H) 262' (200') | | | LOC (GS out) MDA(H) 470' (408') | | |
| FULL | TDZ and/or CL out | ALS out | ALS out | Max Kts | |
| A | | | RVR 900m | RVR 1500m | 90 |
| B | | | RVR 1000m | RVR 1800m | 120 |
| C | RVR 550m | RVR 750m | RVR 1000m | RVR 1800m | 140 |
| D | | | RVR 1400m | RVR 2000m | 165 |
| | | | MDA(H) | | |
| | | | 760'(690') -1600m | | |
| | | | 760'(690') -2400m | | |
| | | | 760'(690') -3200m | | |

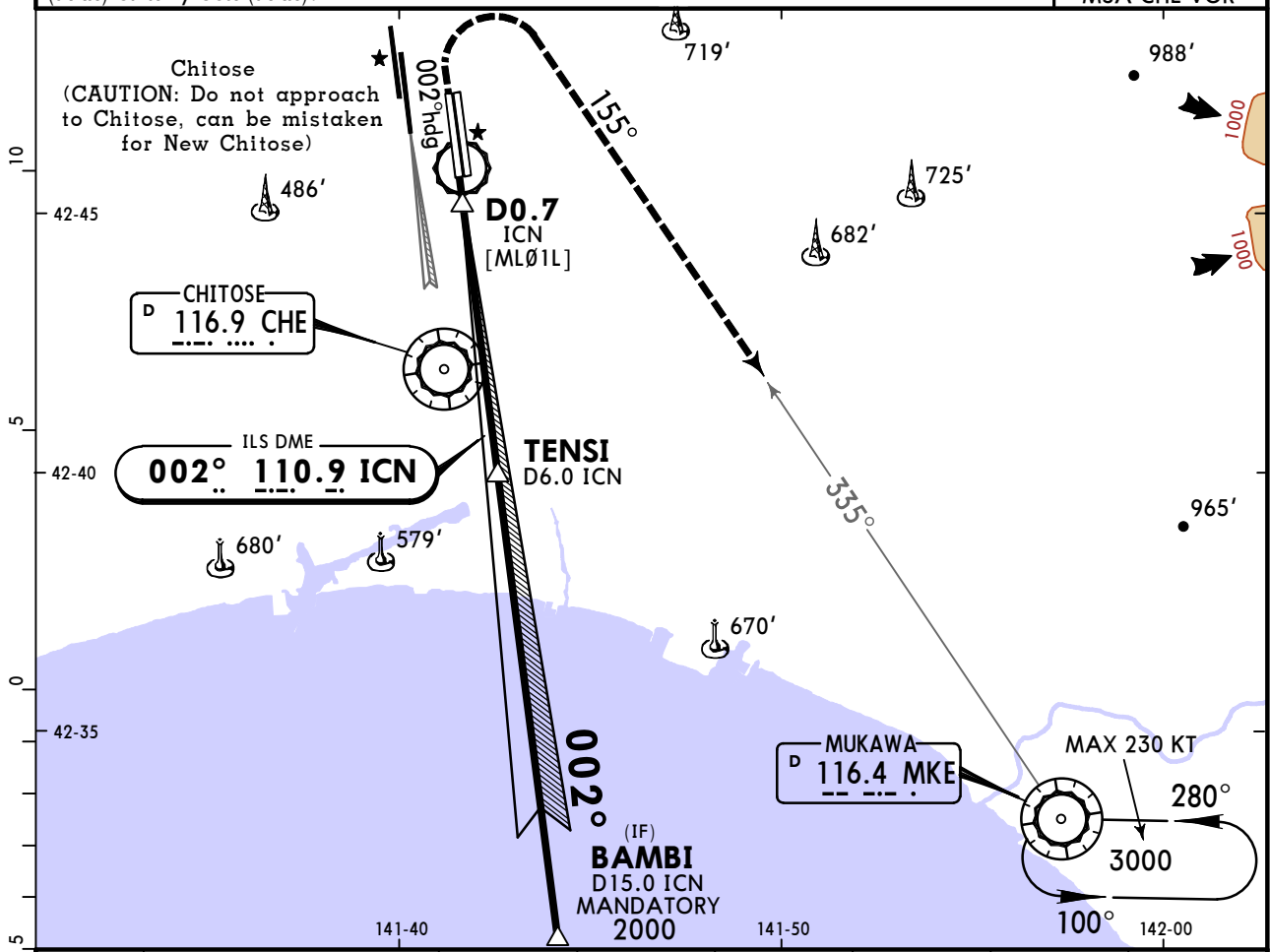
Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESSEN, 2023. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

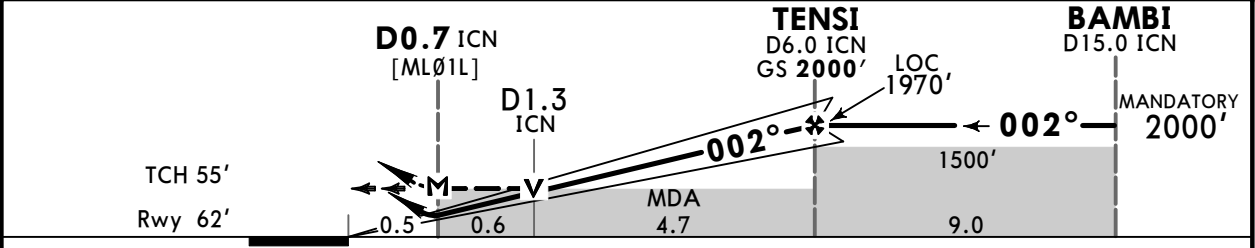
JEPPESSEN
18 AUG 23 (11-2)

SAPPORO, JAPAN
ILS Z or LOC Z Rwy 01L

| | | | | |
|--|--|-------------------------------------|-------------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 | |
| LOC ICN 110.9 | Final Apch Crs 002° | TENSI 2000' (1938') | ILS DA(H) 262' (200') | |
| Apt Elev 70' Rwy 62' | | | | |
| MISSED APCH: Climb to 600' on heading 002°, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP. | | | | |
| Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' | | | | |
| 1. VOR and DME required. 2. Simultaneous approach authorized with RJCJ Rwy 36L (PAR) or Rwy 36R (PAR). | | | | |



| LOC (GS out) | ICN DME | 0.7 | 2.0 | 3.0 | 4.0 | 5.0 | TENSI |
|--------------|----------|-----|------|-------|-------|-------|-------|
| | ALTITUDE | | 696' | 1014' | 1333' | 1651' | 1970' |



| | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|---|--------------|--------------|-----------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSf-I PAPI | 600' on 002° | 5000' via RT | MKE R-335 | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | 849 |
| MAP at D0.7 ICN | | | | | | | Timing not authorized for defining the MAP. | | | | |

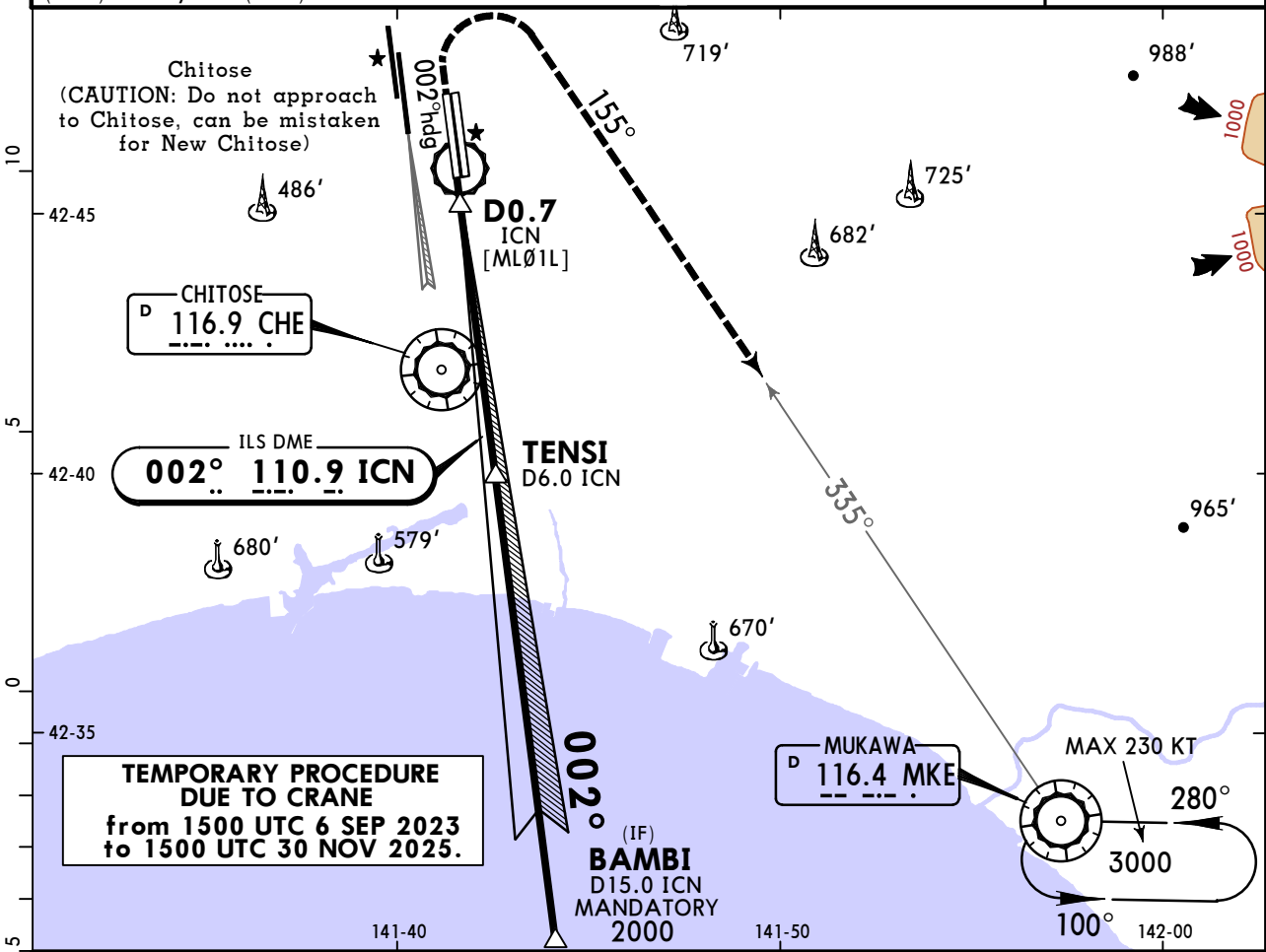
| STRAIGHT-IN LANDING RWY 01L | | | | CIRCLE-TO-LAND | |
|-----------------------------|-------------------|-----------|--------------------|----------------|----------------------------|
| ILS | | | LOC (GS out) | | Not Authorized West of Rwy |
| DA(H) 262' (200') | | | MDA(H) 470' (408') | | |
| FULL | TDZ and/or CL out | ALS out | ALS out | | Max Kts |
| A | | | RVR 900m | RVR 1500m | 90 |
| B | RVR 550m | RVR 750m | RVR 1000m | RVR 1800m | 120 |
| C | | RVR 1000m | | RVR 2000m | 140 |
| D | | | RVR 1400m | | 165 |
| | | | | | MDA(H) |
| | | | | | 510'(440') -1600m |
| | | | | | 520'(450') -1600m |
| | | | | | 520'(450') -2400m |
| | | | | | 620'(550') -3200m |

RJCC/CTS
NEW CHITOSE

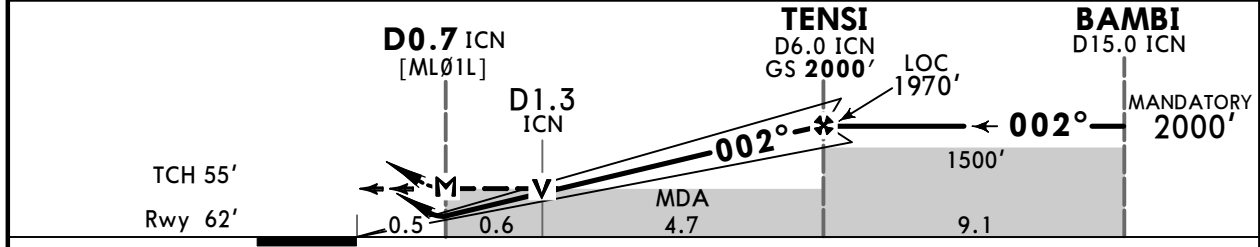
JEPPESSEN
1 SEP 23
Eff 6 Sep 1500Z (11-2-0)

SAPPORO, JAPAN
ILS Z or LOC Z Rwy 01L

| | | | | |
|--|-------------------------------------|-------------------------------|---------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 | |
| LOC ICN 110.9 | Final Apch Crs 002° | TENSI 2000' (1938') | ILS DA(H) 262' (200') | |
| Apt Elev 70' Rwy 62' | | | | |
| MISSED APCH: Climb to 700' on heading 002°, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | |
| Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' | | | | |
| 1. VOR and DME required. 2. Simultaneous approach authorized with RJCJ Rwy 36L (PAR) or Rwy 36R (PAR). | | | | |



| LOC (GS out) | ICN DME | 0.7 | 2.0 | 3.0 | 4.0 | 5.0 | TENSI |
|--------------|----------|-----|------|-------|-------|-------|-------|
| | ALTITUDE | | 696' | 1014' | 1333' | 1651' | 1970' |



| | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-I PAPI 700' on 002° hdg 5000' via MKE R-335 116.4 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| MAP at D0.7 ICN | | | | | | | |

Timing not authorized for defining the MAP.

| STRAIGHT-IN LANDING RWY01L | | | | CIRCLE-TO-LAND Not Authorized West of Rwy | |
|------------------------------|-------------------|----------|--|---|---------------------------|
| ILS DA(H) 262' (200') | | | LOC (GS out) MDA(H) 470' (408') | | |
| FULL | TDZ and/or CL out | ALS out | ALS out | Max Kts | MDA(H) |
| A | | | RVR 900m | 90 | 760' (690') -1600m |
| B | | | RVR 1000m | 120 | |
| C | RVR 550m | RVR 750m | RVR 1000m | 140 | |
| D | | | RVR 1400m | 165 | |

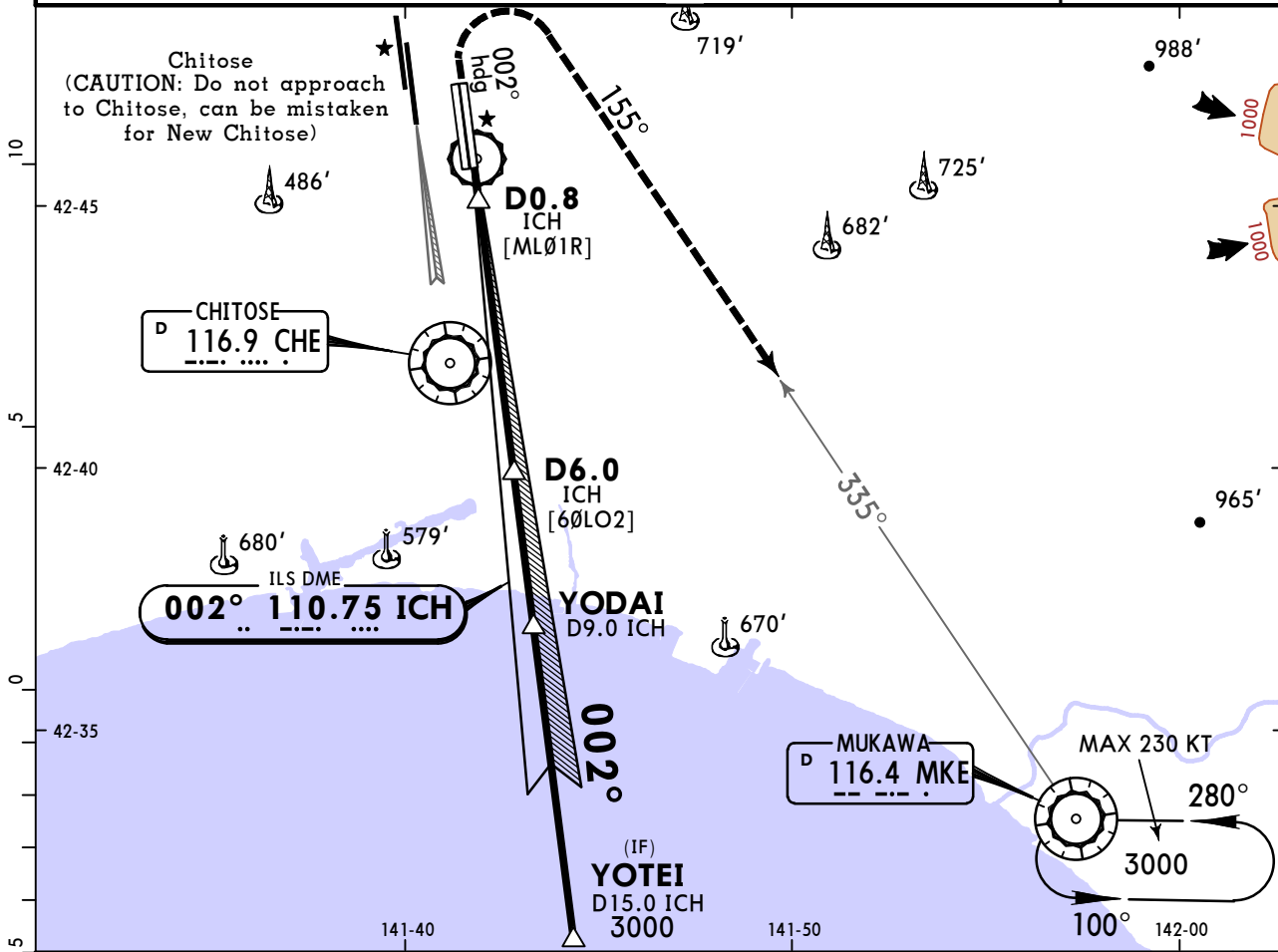
Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESSEN, 2023. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

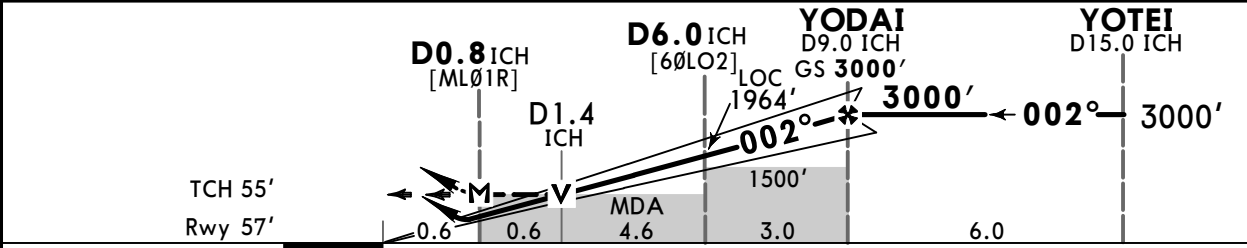
JEPPESSEN
18 AUG 23 **(11-3)**

SAPPORO, JAPAN
ILS Y or LOC Y Rwy 01R

| | | | | | | | |
|--|--|-------------------------------|-------------------------------------|---------------------------------------|-------------------------------------|--|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | | |
| LOC ICH 110.75 | Final Apch Crs 002° | YODAI 3000' (2943') | ILS DA(H) 257' (200') | Apt Elev 70' Rwy 57' | | | |
| MISSED APCH: Climb to 600' on heading 002°, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP. | | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| 1. VOR and DME required. 2. Simultaneous approach authorized with RJCJ Rwy 36L (PAR) or Rwy 36R (PAR). | | | | | | | |



| LOC (GS out) | ICH DME | 0.8 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | YODAI |
|--------------|----------|-----|------|-------|-------|-------|-------|-------|-------|-------|
| | ALTITUDE | | 691' | 1009' | 1328' | 1646' | 1964' | 2283' | 2601' | |



| | | | | | | | | | | | | |
|---|-------|-----|-----|-----|-----|-----|-----|---------|-------------|-------------|--------------|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | ALS-F-I | 600' | 002° | 5000' | MKE |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | on hdg | RT | via 116.4 R-335 |
| MAP at D0.8 ICH | | | | | | | | | | | | |
| Timing not authorized for defining the MAP. | | | | | | | | | | | | |

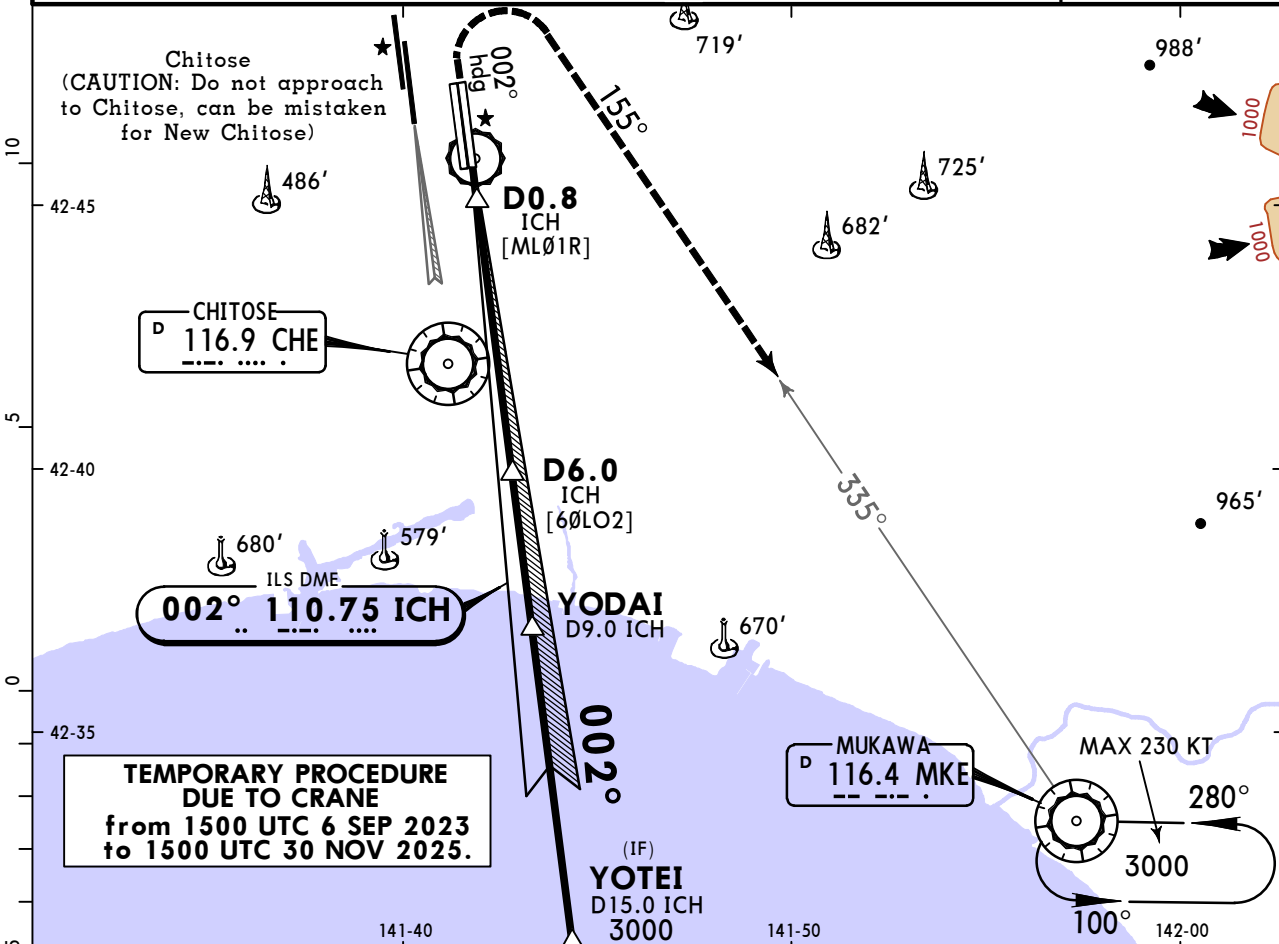
| STRAIGHT-IN LANDING RWY01R | | | | | | CIRCLE-TO-LAND | | |
|----------------------------|----------|-------------------|---------------------------|--|-----------|----------------------------|---------------------------|--|
| ILS | | | LOC (GS out) | | | Not Authorized West of Rwy | | |
| DA(H) 257' (200') | | | MDA(H) 470' (413') | | | | | |
| FULL | | TDZ and/or CL out | ALS out | | ALS out | Max Kts | MDA(H) | |
| A | | | | | RVR 900m | 90 | 510' (440') -1600m | |
| B | RVR 550m | RVR 750m | RVR 1000m | | RVR 1000m | 120 | 520' (450') -1600m | |
| C | | | | | RVR 1800m | 140 | 520' (450') -2400m | |
| D | | | | | RVR 2000m | 165 | 620' (550') -3200m | |

RJCC/CTS
NEW CHITOSE

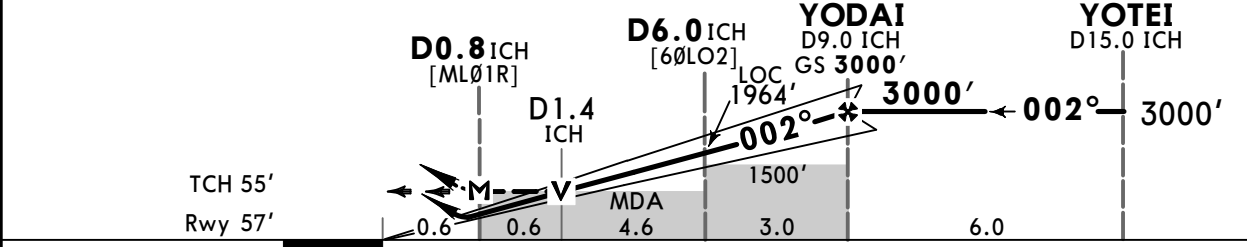
JEPPESSEN
1 SEP 23
Eff 6 Sep 1500Z (11-3-0)

SAPPORO, JAPAN
ILS Y or LOC Y Rwy 01R

| | | | | |
|--|--|-------------------------------------|-------------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 | |
| LOC ICH 110.75 | Final Apch Crs 002° | YODAI 3000' (2943') | ILS DA(H) 292' (235') | |
| Apt Elev 70' Rwy 57' | | | | |
| MISSED APCH: Climb to 700' on heading 002° , turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000' . Contact Chitose APP . Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | |
| Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' | | | | |
| 1. VOR and DME required. 2. Simultaneous approach authorized with RJCJ Rwy 36L (PAR) or Rwy 36R (PAR) . | | | | |



| LOC (GS out) | ICH DME | 0.8 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | YODAI |
|--------------|----------|-----|------|-------|-------|-------|-------|-------|-------|-------|
| | ALTITUDE | | 691' | 1009' | 1328' | 1646' | 1964' | 2283' | 2601' | |



| | | | | | | | | | | | | |
|---|-------|-----|-----|-----|-----|-----|--|--------|-------------|-------------|--------------|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | ALSF-I | 700' | 002° | 5000' | MKE |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | PAPI | ↑ | on | hdg | via 116.4 |
| MAP at D0.8 ICH | | | | | | | | | | | | R-335 |
| Timing not authorized for defining the MAP. | | | | | | | | | | | | |

| 1 STRAIGHT-IN LANDING RWY01R | | | | | | 1 CIRCLE-TO-LAND | | | | |
|------------------------------|----------|-------------------|-----------|-----------|-----------|----------------------------|-----------|---------|---------------------------|--|
| ILS | | | | | | Not Authorized West of Rwy | | | | |
| DA(H) 292' (235') | | | | | | MDA(H) 470' (413') | | | | |
| FULL | | TDZ and/or CL out | | ALS out | | ALS out | | Max Kts | MDA(H) | |
| A | | | | | | RVR 900m | RVR 1500m | 90 | 760' (690') -1600m | |
| B | RVR 600m | RVR 750m | RVR 1000m | RVR 1000m | RVR 1000m | RVR 1000m | RVR 1800m | 120 | 760' (690') -2400m | |
| C | | | | | | RVR 1400m | RVR 2000m | 140 | 760' (690') -3200m | |
| D | | | | | | | | 165 | 760' (690') -3200m | |

1 Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESSEN, 2023. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

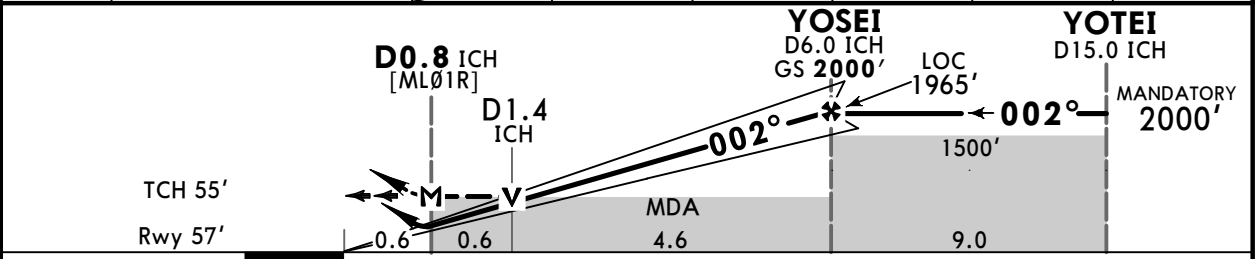
JEPPESSEN
18 AUG 23 **(11-4)**

SAPPORO, JAPAN
ILS Z or LOC Z Rwy 01R

| | | | | | | | |
|--|--|-------------------------------|-------------------------------------|---------------------------------------|-------------------------------------|--|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | | |
| LOC ICH 110.75 | Final Apch Crs 002° | YOSEI 2000' (1943') | ILS DA(H) 257' (200') | Apt Elev 70' Rwy 57' | | | |
| MISSED APCH: Climb to 600' on heading 002° , turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000' . Contact Chitose APP . | | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| 1. VOR and DME required. 2. Simultaneous approach authorized with RJCJ Rwy 36L (PAR) or Rwy 36R (PAR) . | | | | | | | |



| LOC (GS out) | ICH DME | 0.8 | 2.0 | 3.0 | 4.0 | 5.0 | YOSEI |
|--------------|----------|-----|------|-------|-------|-------|-------|
| | ALTITUDE | | 691' | 1009' | 1328' | 1646' | 1965' |



| | | | | | | | | | | | | |
|---|-------|-----|-----|-----|-----|-----|--|--------|-------------|-------------|--------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | ALSF-I | 600' | 002° | 5000' | MKE |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | PAPI | on | hdg | via | 116.4 |
| MAP at D0.8 ICH | | | | | | | | | | | RT | R-335 |
| Timing not authorized for defining the MAP. | | | | | | | | | | | | |

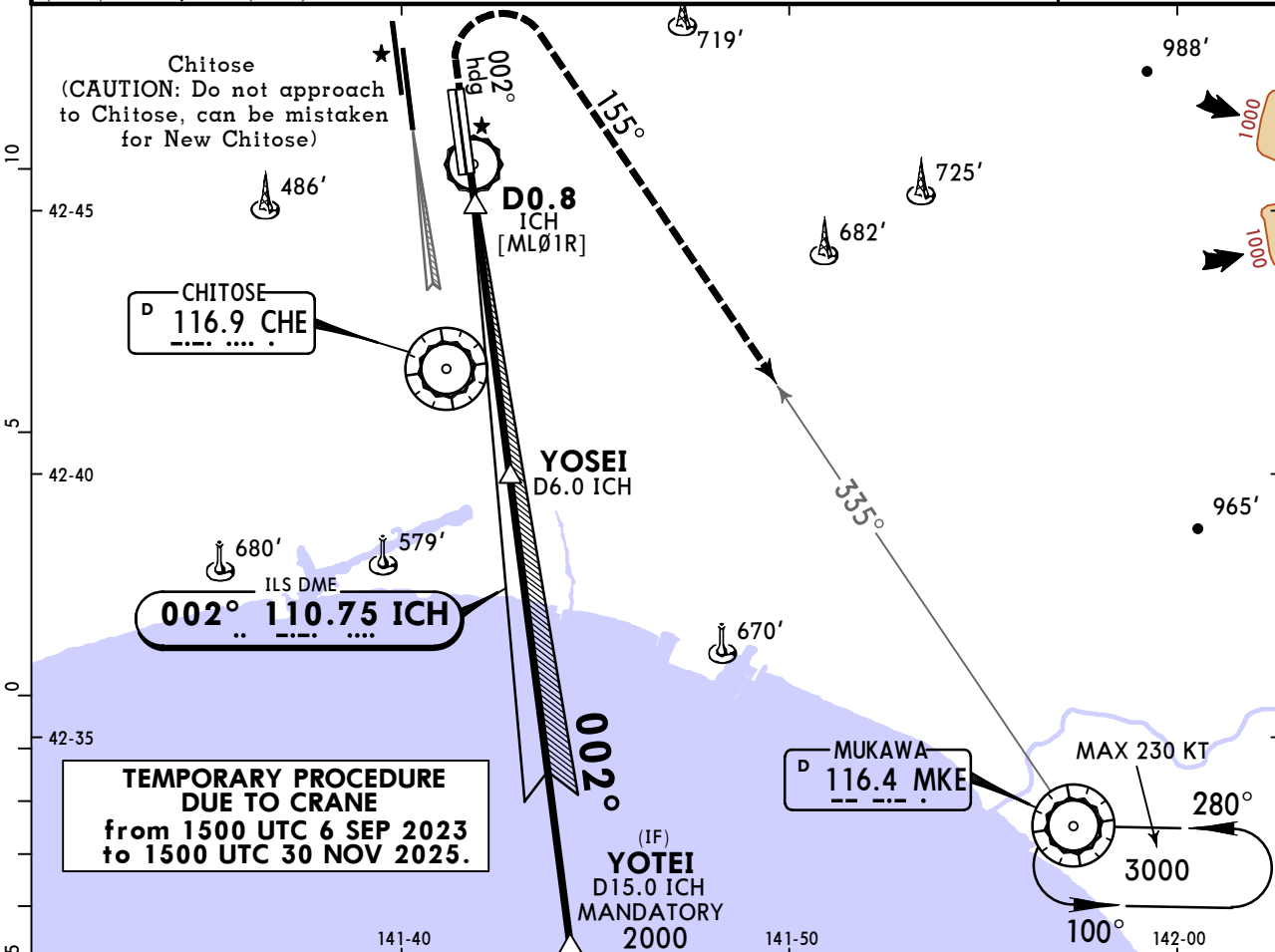
| STRAIGHT-IN LANDING RWY 01R | | | | | | CIRCLE-TO-LAND | | |
|-----------------------------|-------------------|----------|---------------------------|-----------|---------|----------------------------|--|--|
| ILS | | | LOC (GS out) | | | Not Authorized West of Rwy | | |
| DA(H) 257' (200') | | | MDA(H) 470' (413') | | | | | |
| FULL | TDZ and/or CL out | ALS out | ALS out | | Max Kts | MDA(H) | | |
| A | | | RVR 900m | RVR 1500m | 90 | 510' (440') -1600m | | |
| B | | | | | 120 | 520' (450') -1600m | | |
| C | RVR 550m | RVR 750m | RVR 1000m | RVR 1800m | 140 | 520' (450') -2400m | | |
| D | | | RVR 1400m | RVR 2000m | 165 | 620' (550') -3200m | | |

RJCC/CTS NEW CHITOSE

JEPPESEN
1 SEP 23
Eff 6 Sep 1500Z (11-4-0)

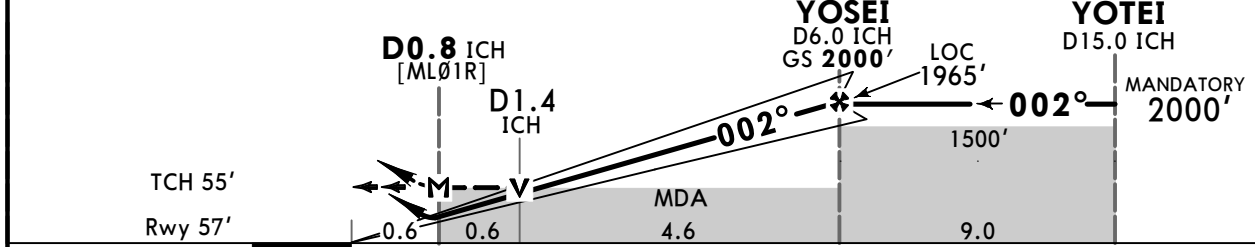
SAPPORO, JAPAN ILS Z or LOC Z Rwy 01R

| | | | | | | | |
|---|--|---|-------------------------------------|-------------------------|-------------------------------------|--|--------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | | |
| LOC ICH 110.75 | Final Apch Crs 002° | YOSEI 2000' (1943') | ILS DA(H) 292' (235') | Apt Elev 70' Rwy 57' | | | |
| MISSED APCH: Climb to 700' on heading 002°, turn RIGHT inbound via MKE VOR R-335 to MKE VOR and hold at 5000'. Contact Chitose APP. <small>Missed approach requires a minimum climb gradient of 5.0% (304'/NM).</small> | | | | | | | <p>MSA CHE VOR</p> |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| 1. VOR and DME required. (PAR) or Rwy 36R (PAR). | | 2. Simultaneous approach authorized with RJCJ Rwy 36L | | | | | |



TEMPORARY PROCEDURE DUE TO CRANE
from 1500 UTC 6 SEP 2023 to 1500 UTC 30 NOV 2025.

| LOC (GS out) | ICH DME ALTITUDE | 0.8 | 2.0 | 3.0 | 4.0 | 5.0 | YOSEI |
|--------------|------------------|-----|------|-------|-------|-------|-------|
| | | | 691' | 1009' | 1328' | 1646' | 1965' |



| | | | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|---------|------|---------|----------|-----------|-----------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-I | PAPI | 700' on | 002° hdg | 5000' via | MKE R-335 | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | | | 849 |
| MAP at D0.8 ICH | | | | | | | | | | | | | |

Timing not authorized for defining the MAP.

| STRAIGHT-IN LANDING RWY 01R | | | | CIRCLE-TO-LAND | |
|------------------------------|-------------------|----------|--|----------------|----------------------------|
| ILS DA(H) 292' (235') | | | LOC (GS out) MDA(H) 470' (413') | | Not Authorized West of Rwy |
| FULL | TDZ and/or CL out | ALS out | ALS out | Max Kts | MDA(H) |
| A | | | RVR 900m | 90 | 760'(690') -1600m |
| B | | | RVR 1000m | 120 | |
| C | RVR 600m | RVR 750m | RVR 1000m | 140 | 760'(690') -2400m |
| D | | | RVR 1400m | 165 | 760'(690') -3200m |

Minima with missed approach climb gradient of 2.5% are not established.
CHANGES: New temporary procedure. © JEPPESEN, 2023. ALL RIGHTS RESERVED.

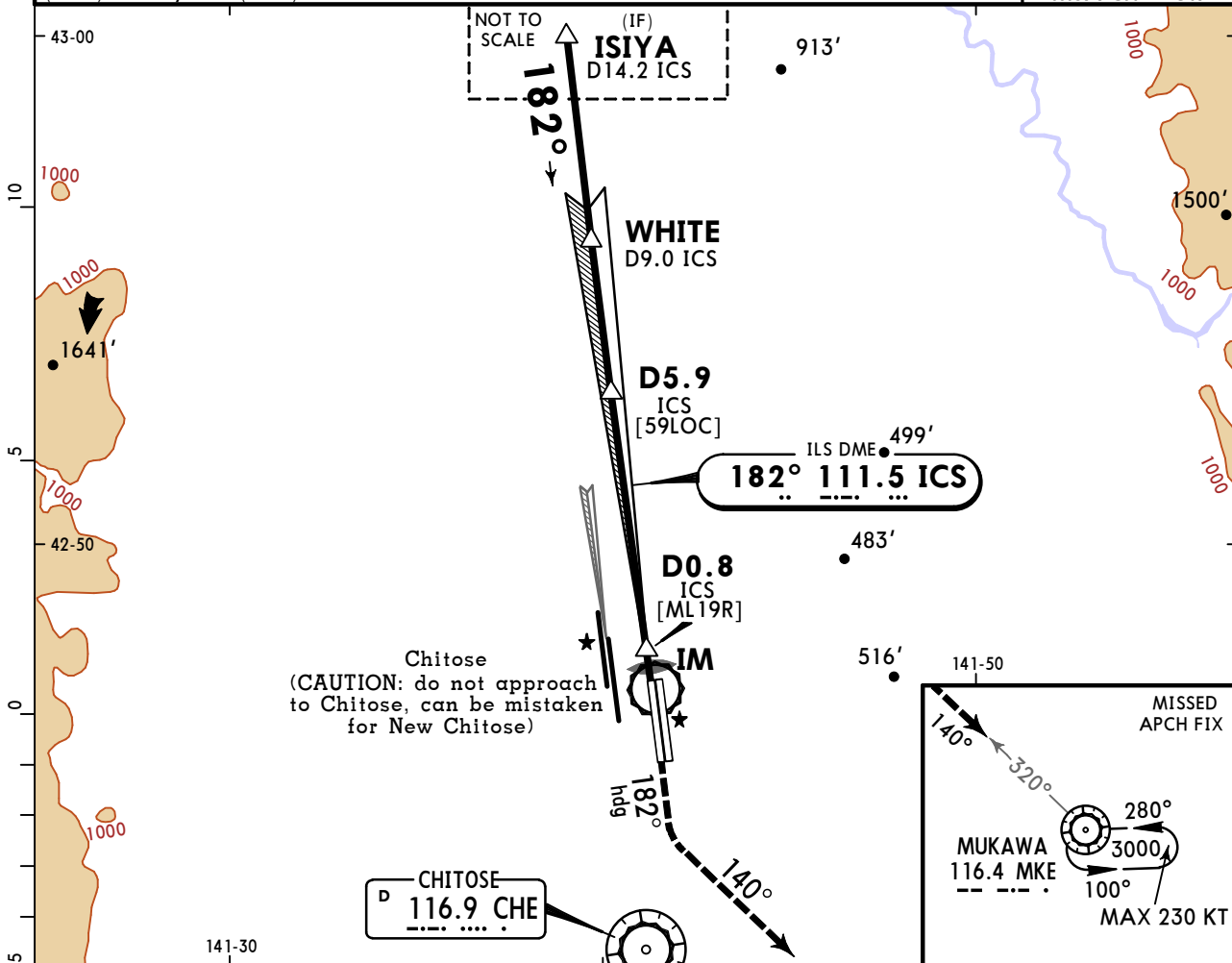
RJCC/CTS NEW CHITOSE

1 OCT 21
Eff 6 Oct 1500Z

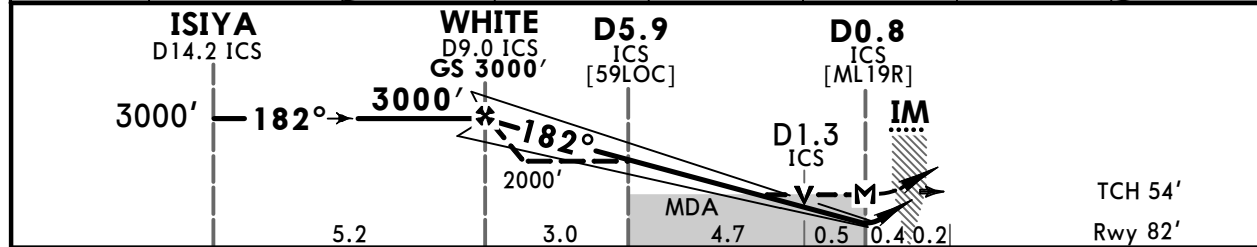
(11-5)

SAPPORO, JAPAN ILS W or LOC W Rwy 19R

| | | | | | | | |
|---|--|---|-------------------------------------|-------------------------|-------------------------------------|--|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | | |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt WHITE 3000' (2918') | ILS DA(H) 282' (200') | Apt Elev 70' Rwy 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. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



| LOC (GS out) | ICS DME ALTITUDE | FAF | 5.0 | 4.0 | 3.0 | 2.0 | MAP |
|--------------|------------------|-----|-------|-------|-------|------|-----|
| | | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|---------|------|--------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 600' | 182° | 5000' | MKE |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | on hdg | via | 116.4 |
| MAP at D0.8 ICS | | | | | | | | | | LT | R-320 |

Timing not authorized for defining the MAP.

| STRAIGHT-IN LANDING RWY 19R | | | | 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 900m | 90 | 510'(440') -1600m | |
| B | RVR 550m | RVR 750m | RVR 1000m | 120 | 520'(450') -1600m | |
| C | | | RVR 1000m | 140 | 520'(450') -2400m | |
| D | | | RVR 1400m | 165 | 620'(550') -3200m | |

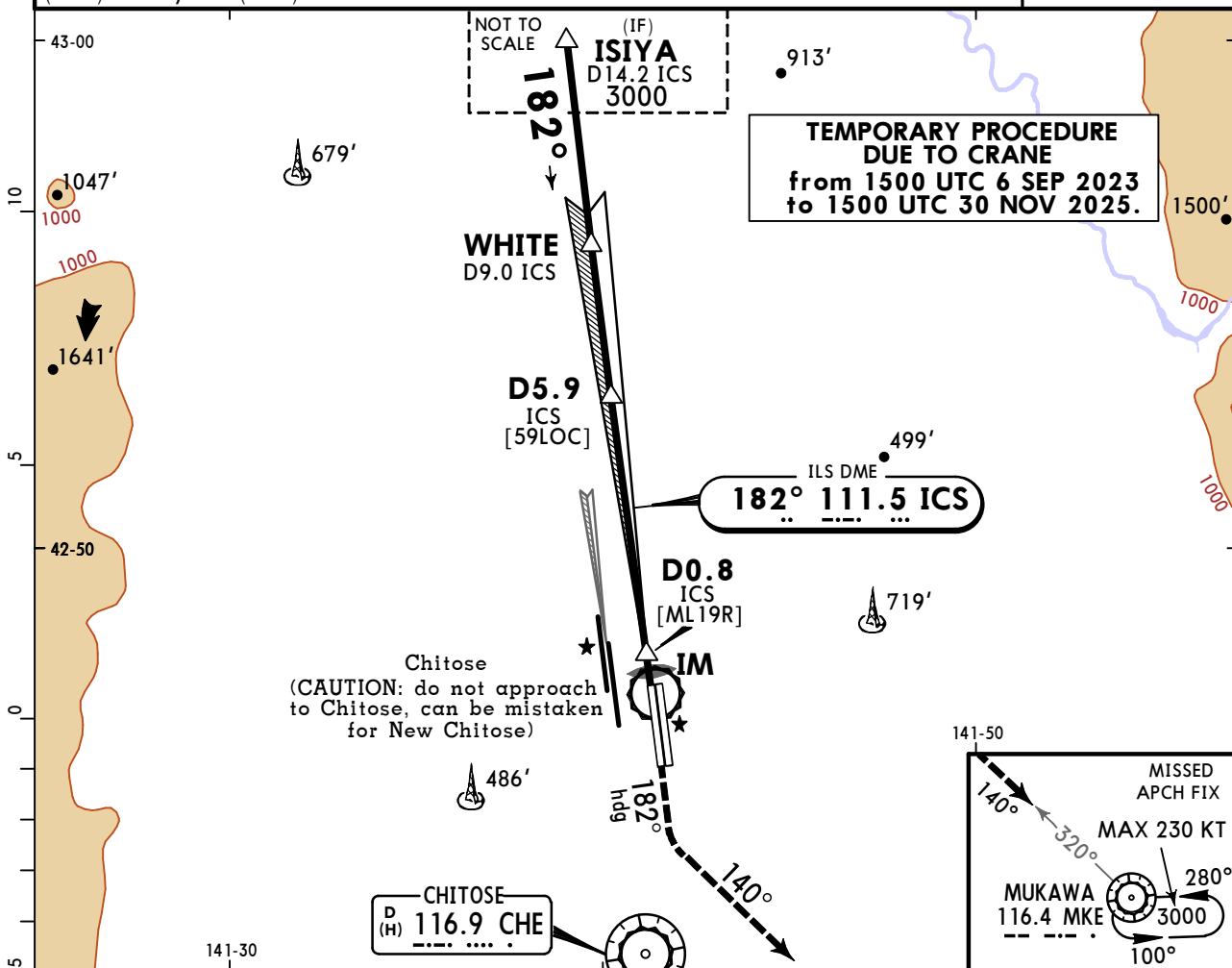
RJCC/CTS
NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

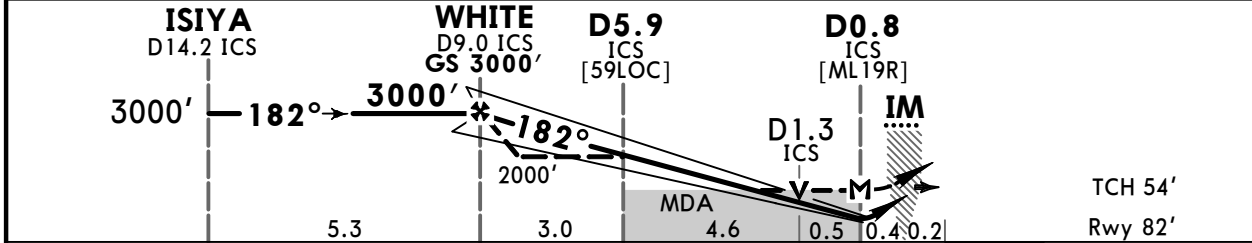
11-5-0

SAPPORO, JAPAN
ILS W or LOC W Rwy 19R

| | | | | |
|---|--|-------------------------------------|-------------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | WHITE 3000' (2918') | ILS DA(H) 282' (200') | |
| Apt Elev 70' Rwy 82' | | | <p>MSA CHE VOR</p> | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | |
| Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. VOR and DME Required. 2. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | |



| LOC (GS out) | ICS DME ALTITUDE | WHITE | 5.0 | 4.0 | 3.0 | 2.0 | 0.8 |
|--------------|------------------|-------|-------|-------|-------|------|-----|
| | | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II 700' on 182° hdg 5000' MKE via 116.4 R-320 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| MAP at D0.8 ICS | | | | | | | |

Timing not authorized for defining the MAP.

| 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 900m | 90 | 760' (690') -1600m |
| B | | | RVR 1000m | 120 | |
| C | RVR 550m | RVR 750m | RVR 1000m | 140 | 760' (690') -2400m |
| D | | | RVR 1400m | 165 | |
| D Minima with missed approach climb gradient of 2.5% are not established. | | | | | |

RJCC/CTS
NEW CHITOSE

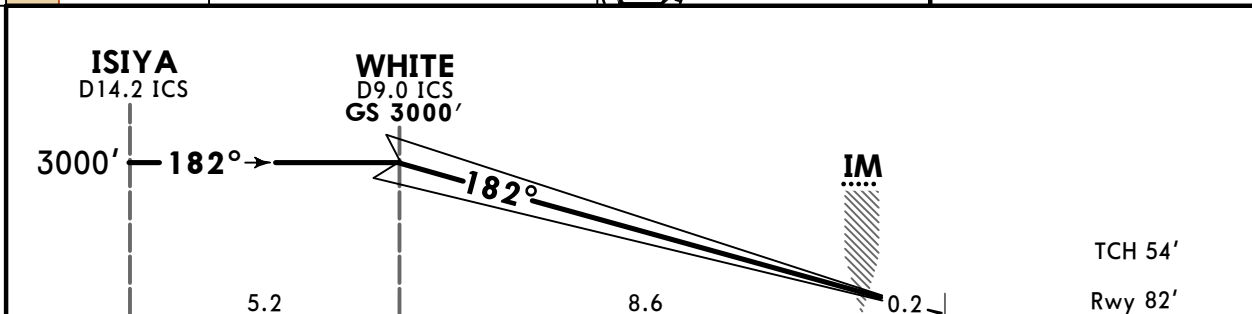
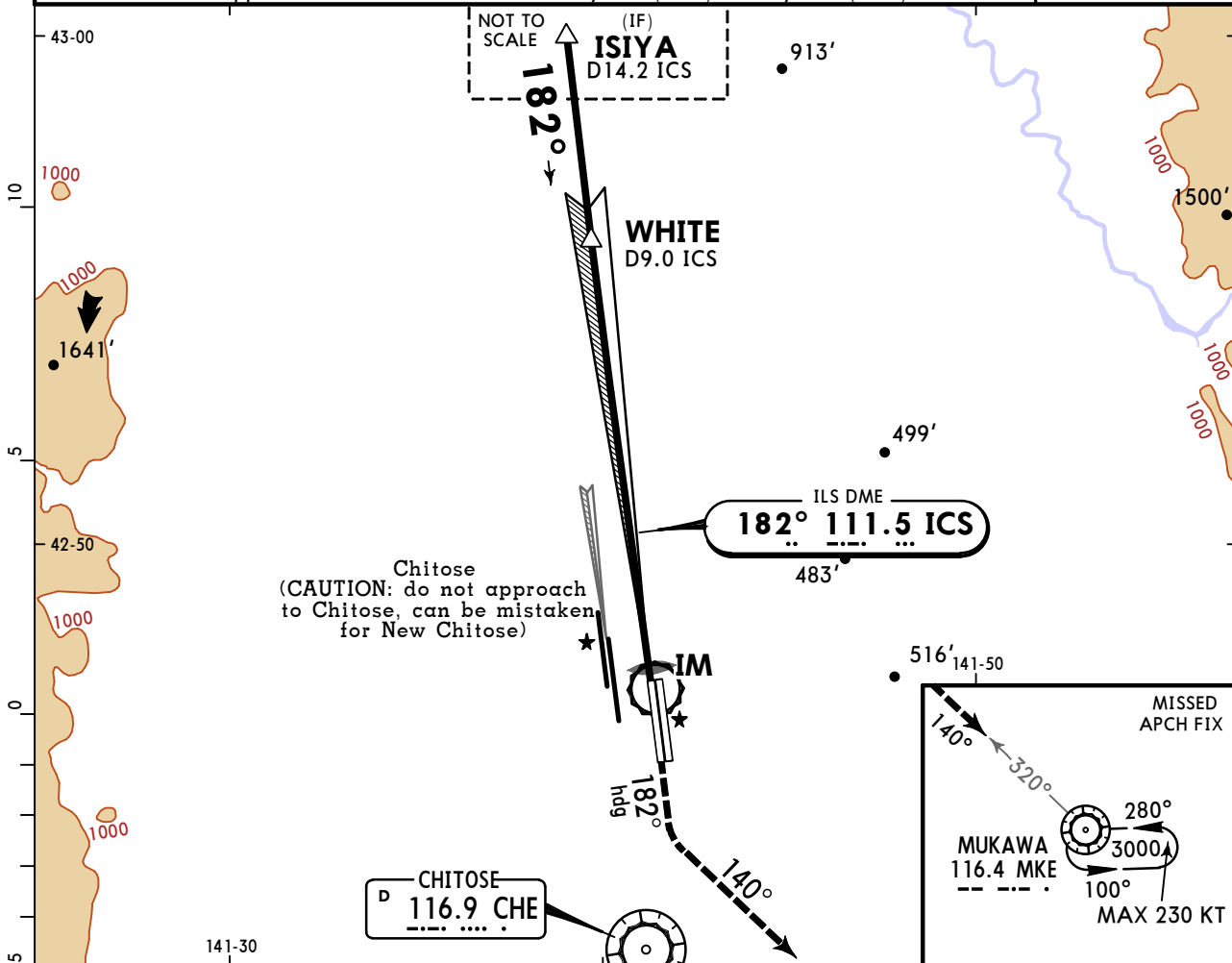
1 OCT 21
Eff 6 Oct 1500Z

(11-5A)

ILS W Rwy 19R CAT II & III

SAPPORO, JAPAN

| | | | | | | | |
|---|-------------------------------|---|---------------------------|-------------------------------------|---|-------------------------------------|--|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt WHITE 3000' (2918') | CAT III Refer to Minimums | | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 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. 3. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



| | | | | | | | | | | | |
|---------------|-----|-----|-----|-----|-----|-----|-----------------|---------------|------|-------------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 600' ↑ on hdg | 182° | 5000' ↓ via 116.4 R-320 | MKE |
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | | |

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

RJCC/CTS
NEW CHITOSE

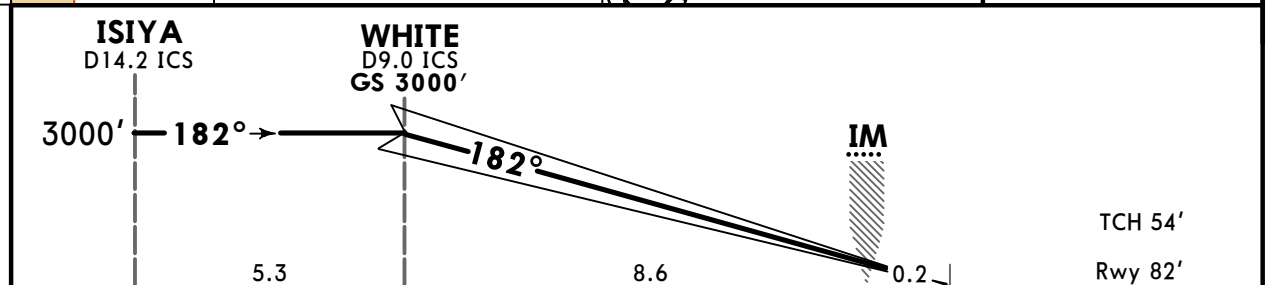
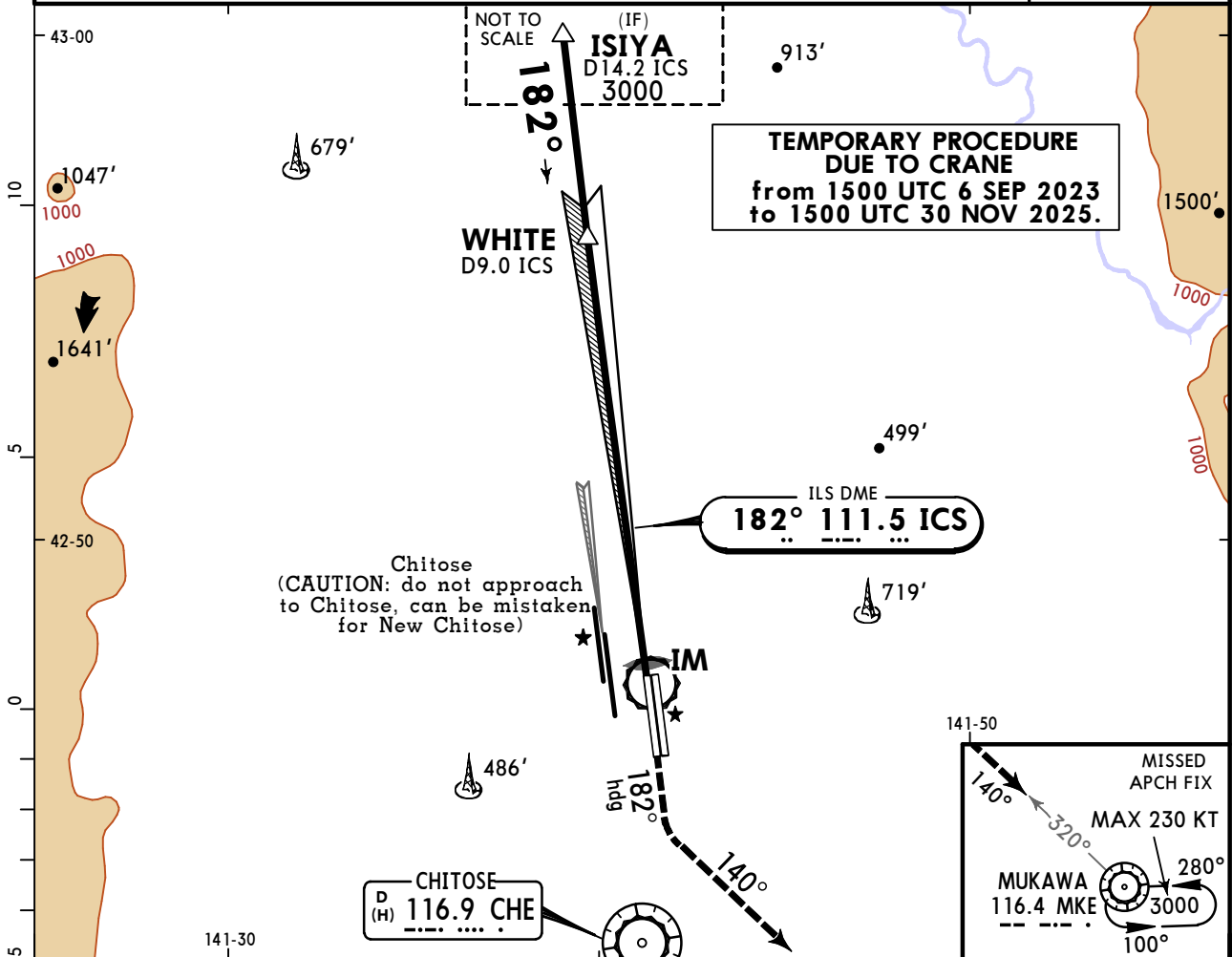
1 SEP 23
Eff 6 Sep 1500Z

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11-5A-0

SAPPORO, JAPAN
ILS W Rwy 19R CAT II & III

| | | | | | | | |
|--|-------------------------------|--|---------------------------------|-------------------------------------|---|-------------------------------------|--|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | WHITE 3000' (2918') | CAT III Refer to Minimums | | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 82' | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. <i>Missed approach requires a minimum climb gradient of 5.0% (304'/NM).</i> | | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| 1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required. 3. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|------|----------------|-------|---------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 700' | 182° on hdg | 5000' | MKE via 116.4 R-320 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | |

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

Minima with missed approach climb gradient of 2.5% are not established.

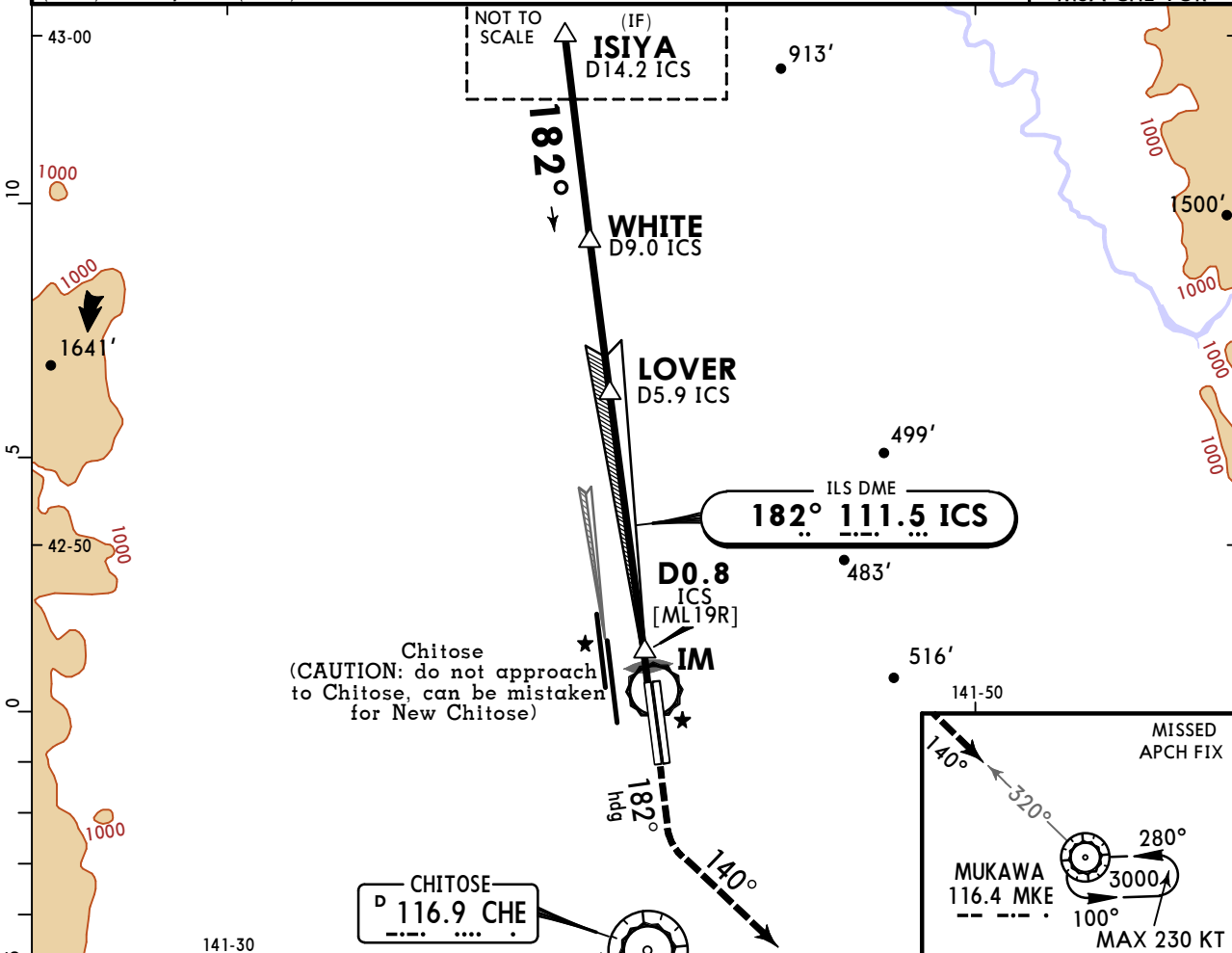
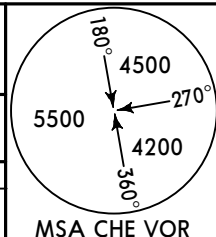
RJCC/CTS NEW CHITOSE

1 OCT 21
Eff 6 Oct 1500Z

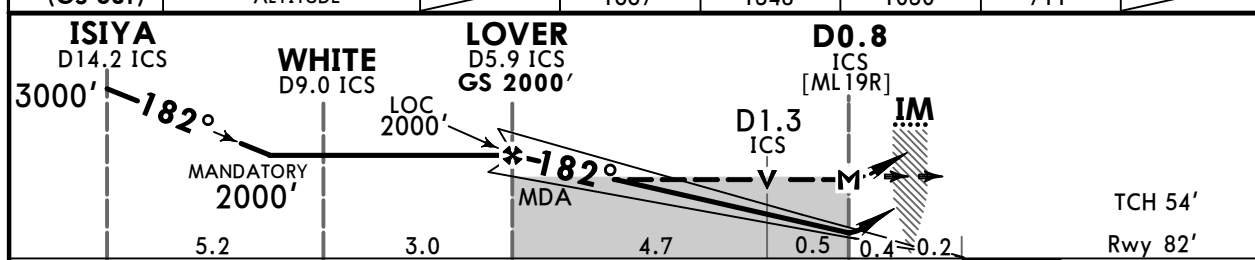
(11-6)

SAPPORO, JAPAN ILS X or LOC X Rwy 19R

| | | | | | |
|---|--|---|-------------------------------------|-------------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt LOVER 2000' (1918') | ILS DA(H) 282' (200') | Apt Elev 70' Rwy 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. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | |



| | | | | | | | |
|--------------|------------------|-----|-------|-------|-------|------|-----|
| LOC (GS out) | ICS DME ALTITUDE | FAF | 5.0 | 4.0 | 3.0 | 2.0 | MAP |
| | | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|---|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II PAPI 600' on 182° hdg 5000' via MKE R-320 | |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | 849 |
| MAP at D0.8 ICS | | | | | | | | |

| 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 900m | 90 | 510'(440') -1600m | |
| B | RVR 550m | RVR 750m | RVR 1000m | 120 | 520'(450') -1600m | |
| C | | RVR 1000m | RVR 1400m | 140 | 520'(450') -2400m | |
| D | | RVR 1000m | RVR 1400m | 165 | 620'(550') -3200m | |

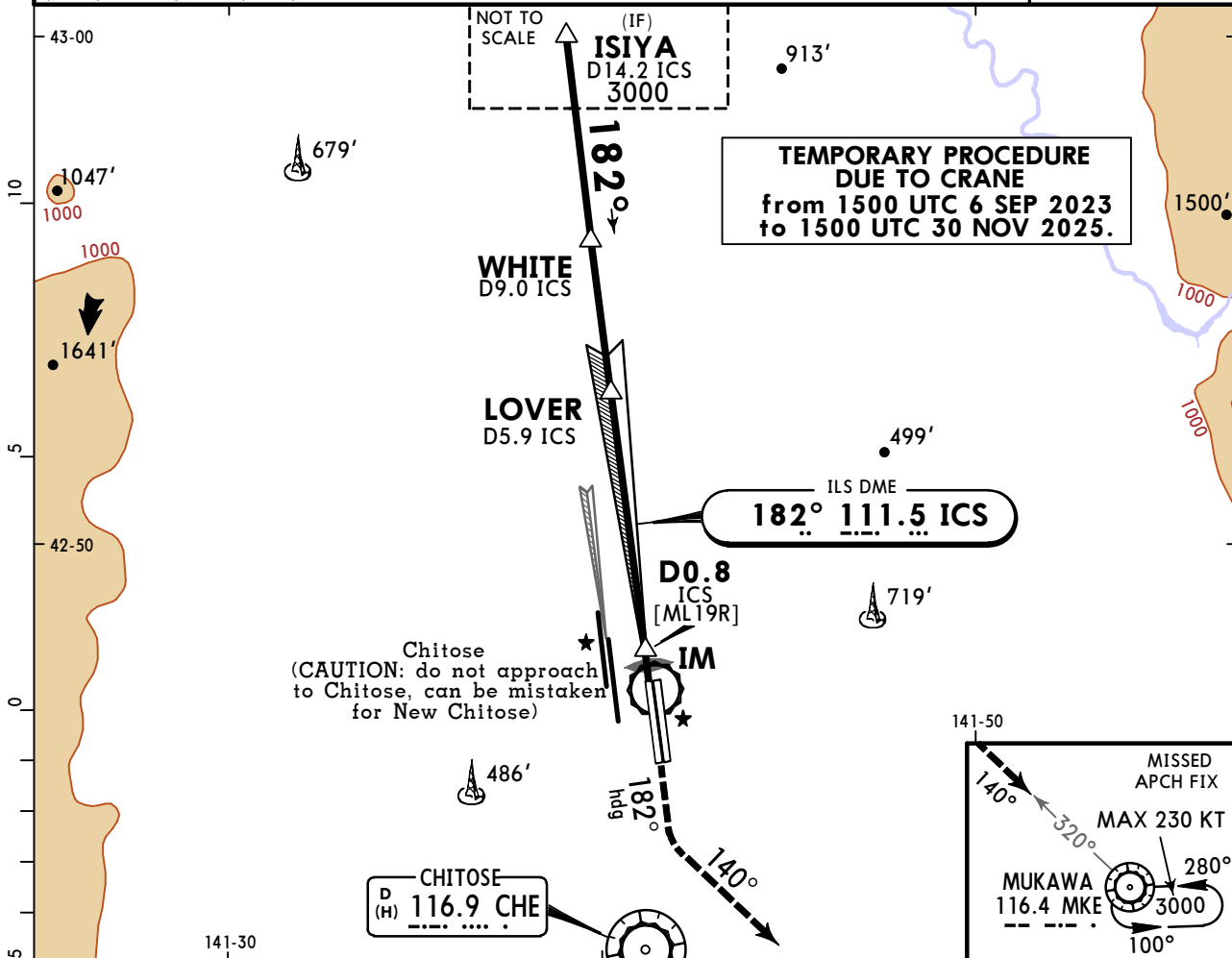
RJCC/CTS NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

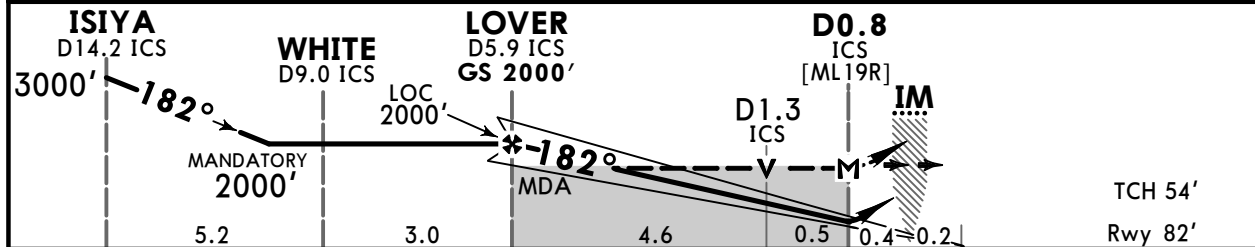
11-6-0

SAPPORO, JAPAN ILS X or LOC X Rwy 19R

| | | | | |
|---|--|-------------------------------------|-------------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | LOVER 2000' (1918') | ILS DA(H) 282' (200') | |
| Apt Elev 70' Rwy 82' | | | <p>MSA CHE VOR</p> | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | |
| Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. VOR and DME Required. 2. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | |



| LOC (GS out) | ICS DME ALTITUDE | LOVER | 5.0 | 4.0 | 3.0 | 2.0 | 0.8 |
|--------------|------------------|-------|-------|-------|-------|------|-----|
| | | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI 700' on 182° hdg 5000' via 116.4 MKE R-320 LT |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| MAP at D0.8 ICS | | | | | | | |

Timing not authorized for defining the MAP.

| 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 900m | 90 | 760' (690') -1600m | |
| B | RVR 550m | RVR 750m | RVR 1000m | 120 | | |
| C | | | RVR 1400m | 140 | | 760' (690') -2400m |
| D | | | | 165 | | |

Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESEN, 2023. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

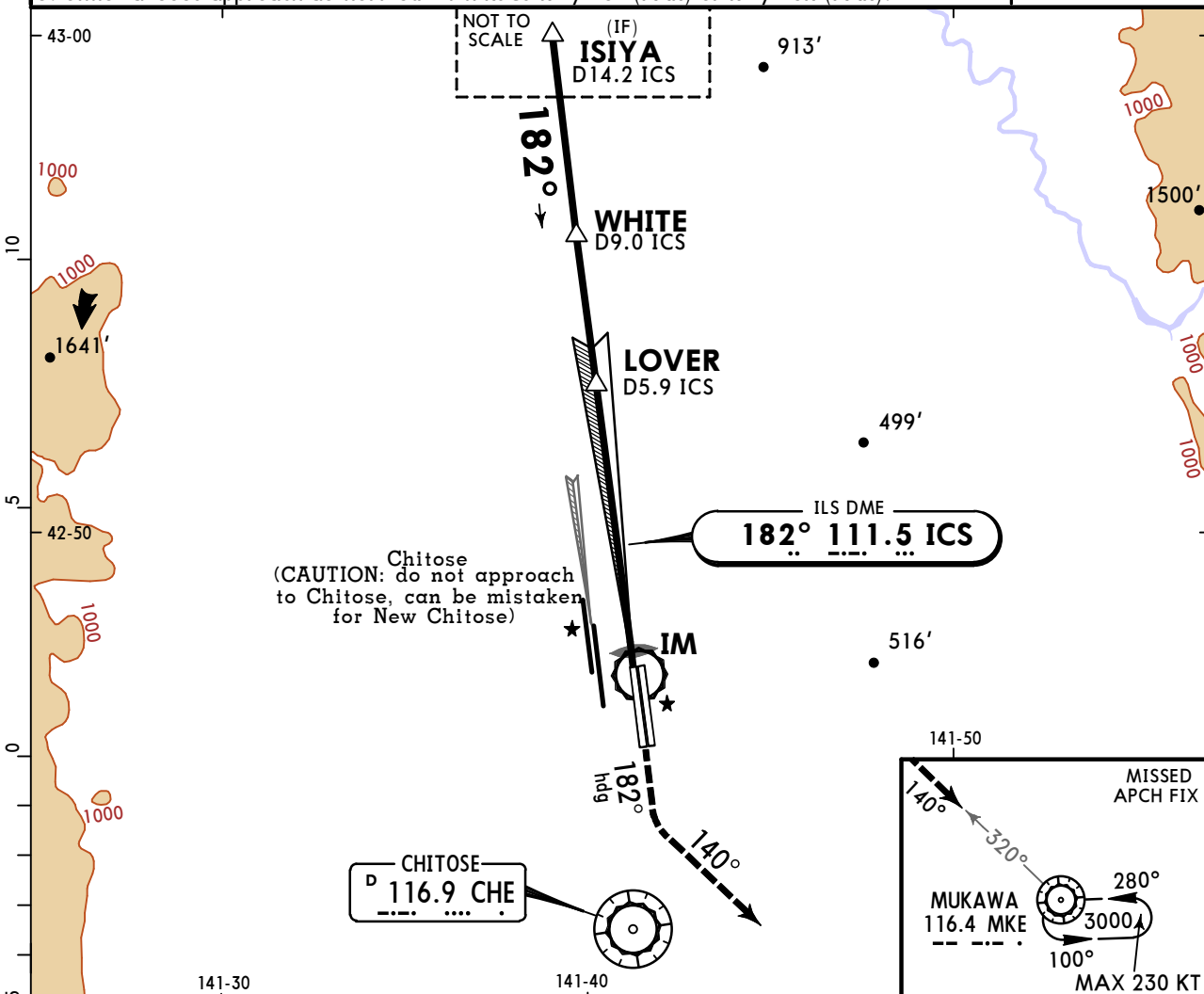
1 OCT 21
Eff 6 Oct 1500Z

(11-6A)

ILS X Rwy 19R

SAPPORO, JAPAN
19R CAT II & III

| | | | | | | | |
|---|-------------------------------|---|---------------------------|-------------------------------------|---|-------------------------------------|--|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt LOVER 2000' (1918') | CAT III Refer to Minimums | | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 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. 3. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



| | | | | |
|------------------------------------|---|--------------------------------------|-----------|--------------------|
| ISIYA D14.2 ICS 3000' | WHITE D9.0 ICS MANDATORY 2000' | LOVER D5.9 ICS GS 2000' | IM | TCH 54' Rwy 82' |
| 5.2 | 3.0 | 5.6 | 0.2 | |

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

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

RJCC/CTS
NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

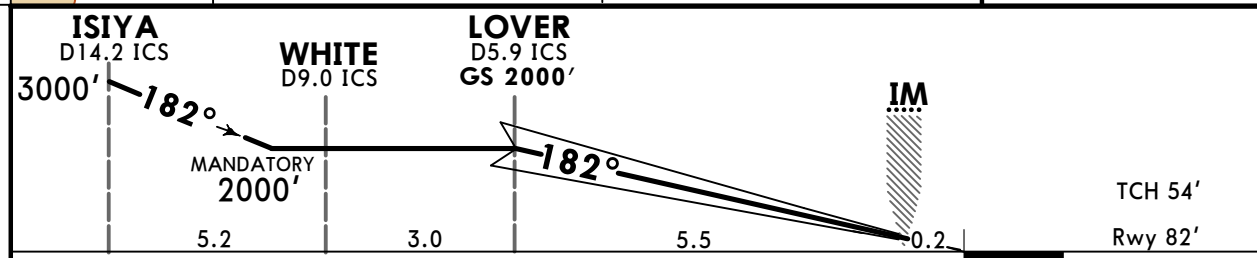
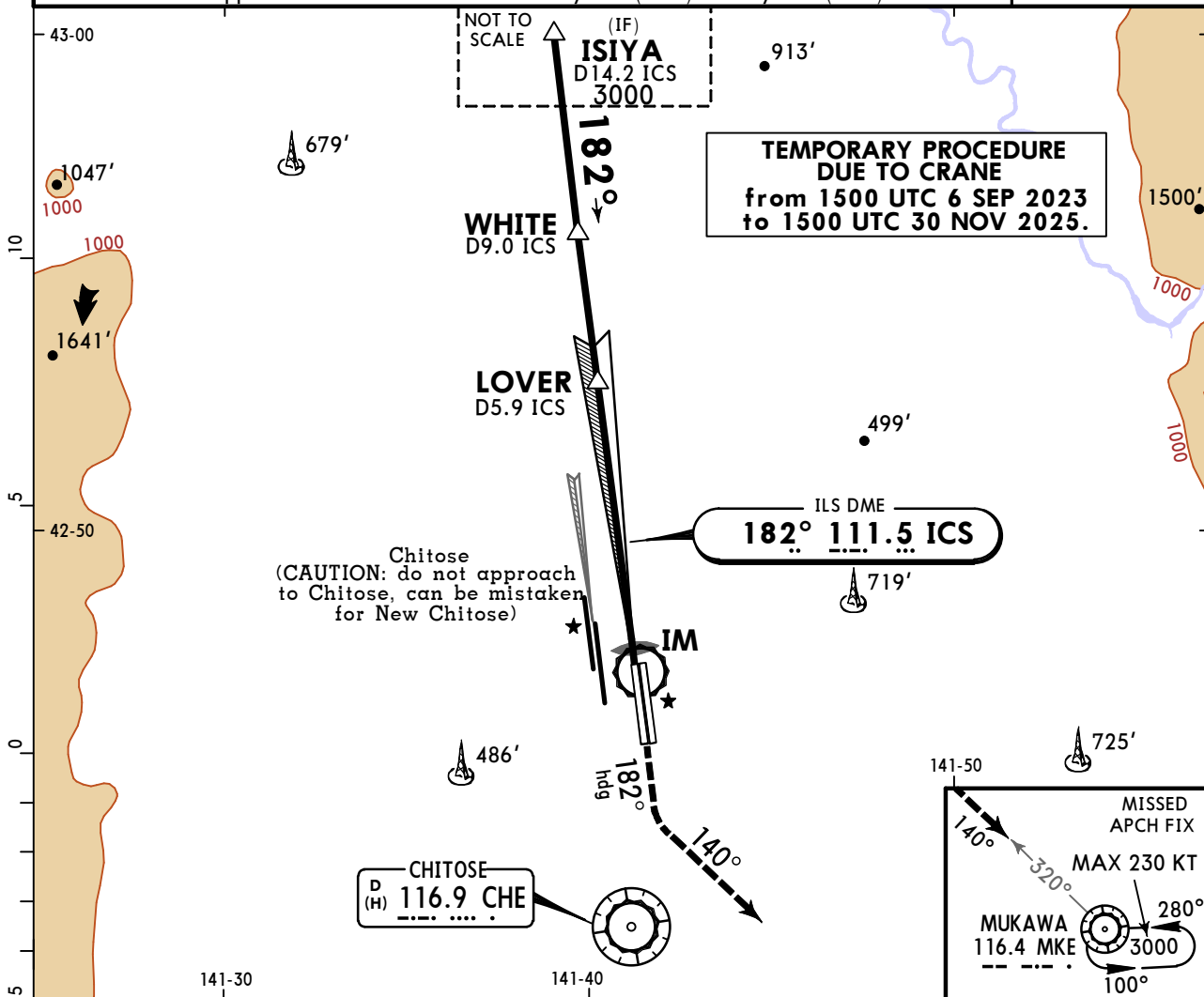
JEPPESEN

11-6A-0

SAPPORO, JAPAN

ILS X Rwy 19R CAT II & III

| | | | | | | | |
|---|-------------------------------|-------------------------------------|---------------------------------|--|-------------------------|------------------------------|-------------|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | LOVER 2000' (1918') | CAT III Refer to Minimums | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 82' | | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| 1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required. 3. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | MSA CHE VOR |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------|------|------|-------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 700' | 182° | 5000' | MKE |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| R-320 | | | | | | | | | | | |

| | |
|-------------------------------------|---|
| 1 STRAIGHT-IN LANDING RWY19R | |
| CAT III ILS | CAT II ILS RA 103' DA(H) 182' (100') |
| RVR 100m | RVR 300m |

1 Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESEN, 2023. ALL RIGHTS RESERVED.

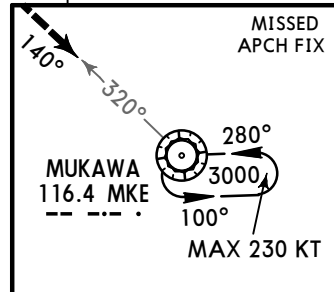
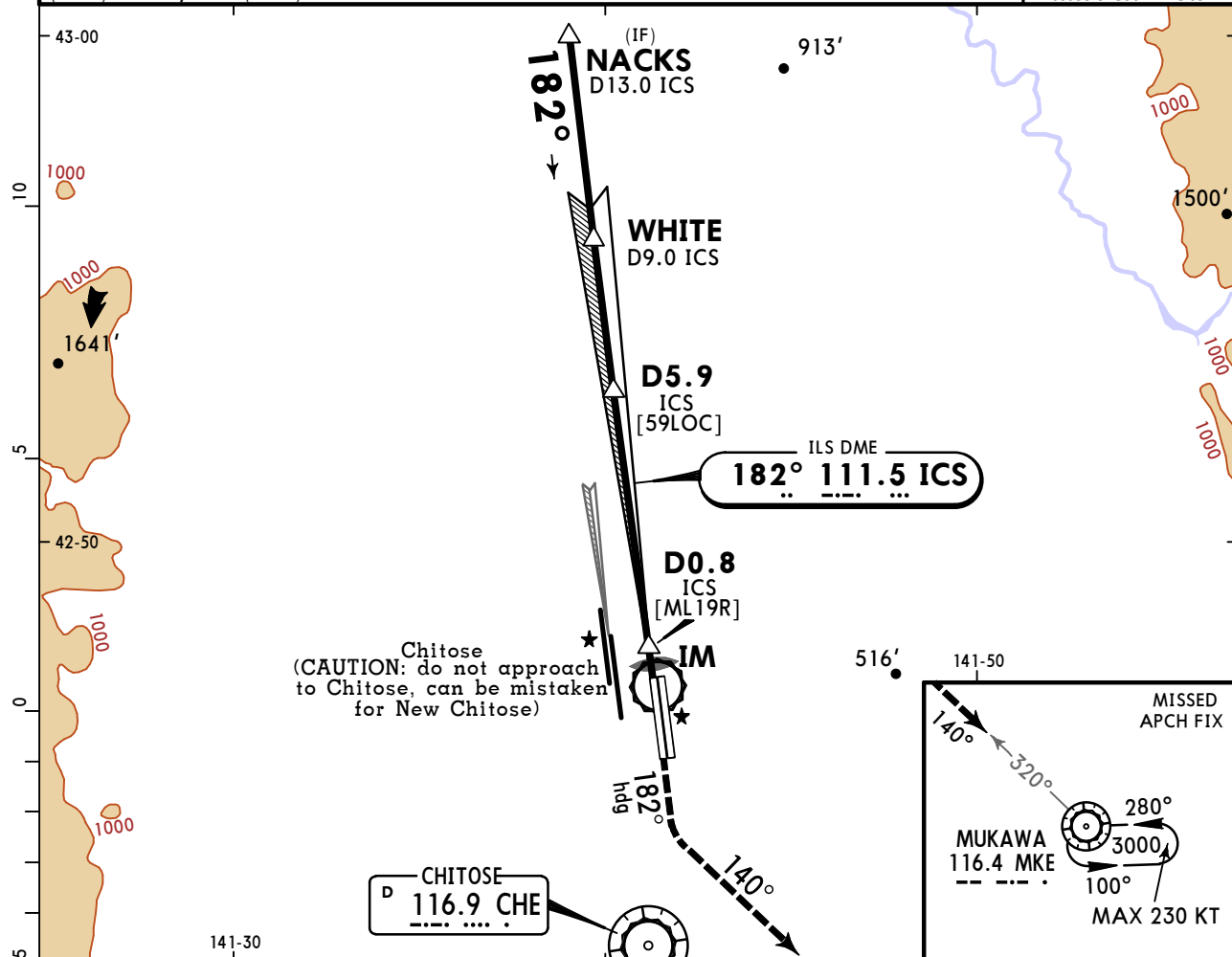
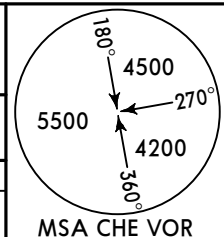
RJCC/CTS
NEW CHITOSE

1 OCT 21
Eff 6 Oct 1500Z

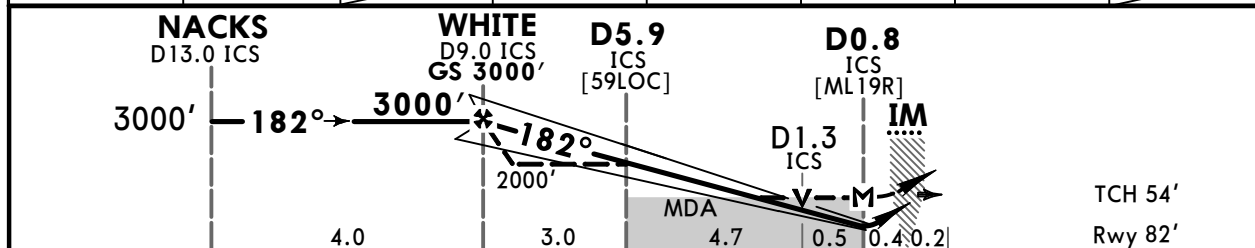
(11-7)

SAPPORO, JAPAN
ILS Y or LOC Y Rwy 19R

| | | | | | |
|---|--|---|-------------------------------------|-------------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt WHITE 3000' (2918') | ILS DA(H) 282' (200') | Apt Elev 70' Rwy 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. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | |



| LOC (GS out) | ICS DME ALTITUDE | FAF | 5.0 | 4.0 | 3.0 | 2.0 | MAP |
|--------------|------------------|-----|-------|-------|-------|------|-----|
| | | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | | | | | |
|---|-------|-----|-----|-----|-----|-----|---------|------|--------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 600' | 182° | 5000' | MKE |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | on hdg | via | 116.4 |
| MAP at D0.8 ICS | | | | | | | | | | LT | R-320 |
| Timing not authorized for defining the MAP. | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 19R | | | | 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 900m | 90 | 510'(440') -1600m | |
| B | RVR 550m | RVR 750m | RVR 1000m | 120 | 520'(450') -1600m | |
| C | | | | 140 | 520'(450') -2400m | |
| D | | | RVR 1400m | 165 | 620'(550') -3200m | |

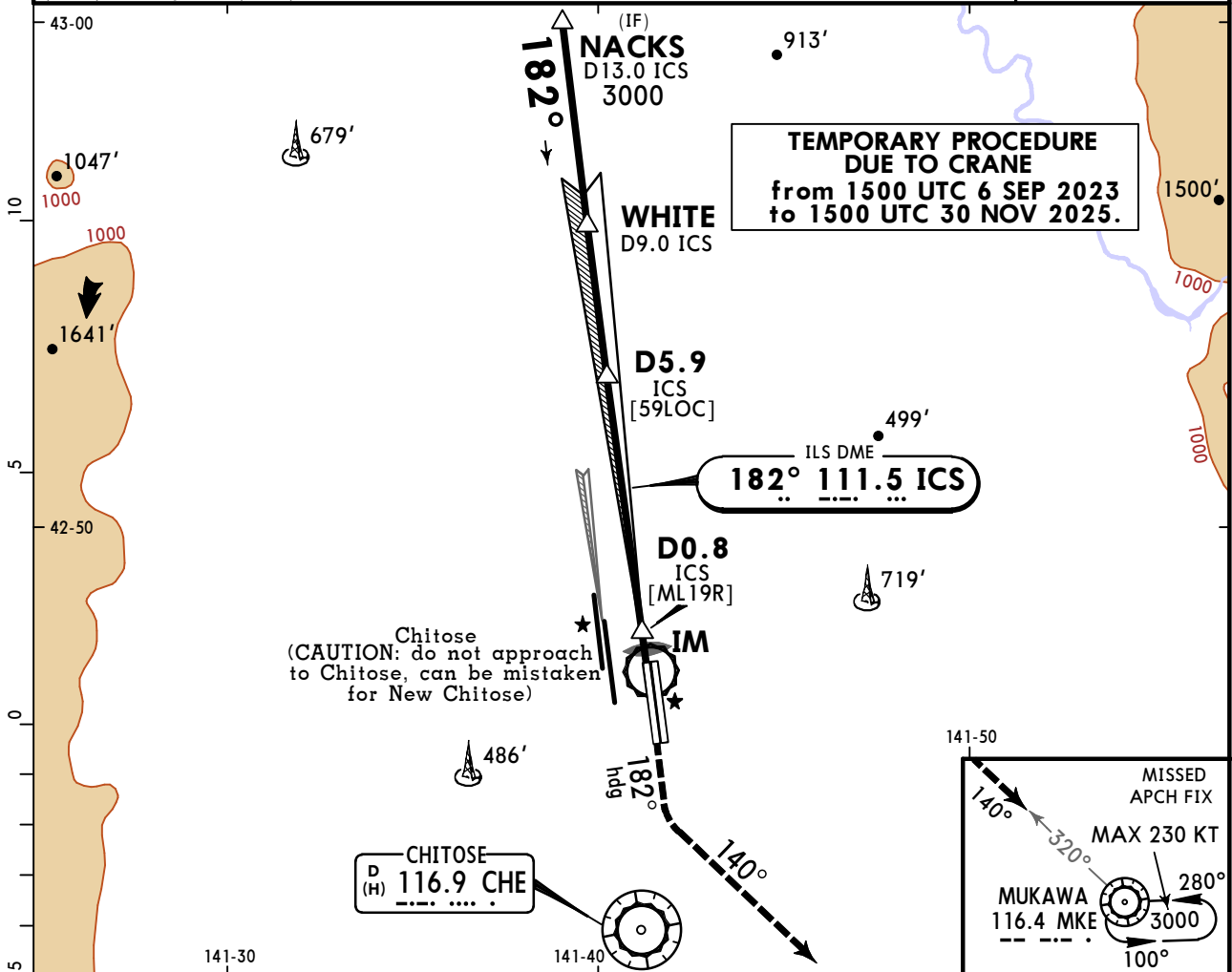
RJCC/CTS NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

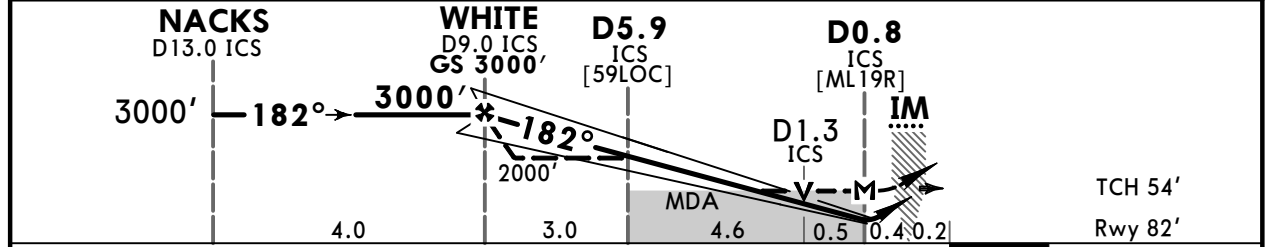
11-7-0

SAPPORO, JAPAN ILS Y or LOC Y Rwy 19R

| | | | | |
|---|--|-------------------------------------|-------------------------------------|-------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | WHITE 3000' (2918') | ILS DA(H) 282' (200') | |
| Apt Elev 70' Rwy 82' | | | <p>MSA CHE VOR</p> | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' |
| 1. VOR and DME Required. 2. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | |



| LOC (GS out) | ICS DME | WHITE | 5.0 | 4.0 | 3.0 | 2.0 | 0.8 |
|--------------|----------|-------|-------|-------|-------|------|-----|
| | ALTITUDE | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | | | | | |
|-----------------|---|-----|-----|-----|-----|-----|-----------------|------|------|-------|--------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 700' | 182° | 5000' | MKE |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| MAP at D0.8 ICS | Timing not authorized for defining the MAP. | | | | | | | | | | |
| | | | | | | | | | | | LT via 116.4 R-320 |

| 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 900m | 90 | 760'(690') -1600m |
| B | RVR 550m | RVR 750m | RVR 1000m | 120 | |
| C | | | RVR 1400m | 140 | 760'(690') -2400m |
| D | | | RVR 2000m | 165 | |

Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESEN, 2023. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

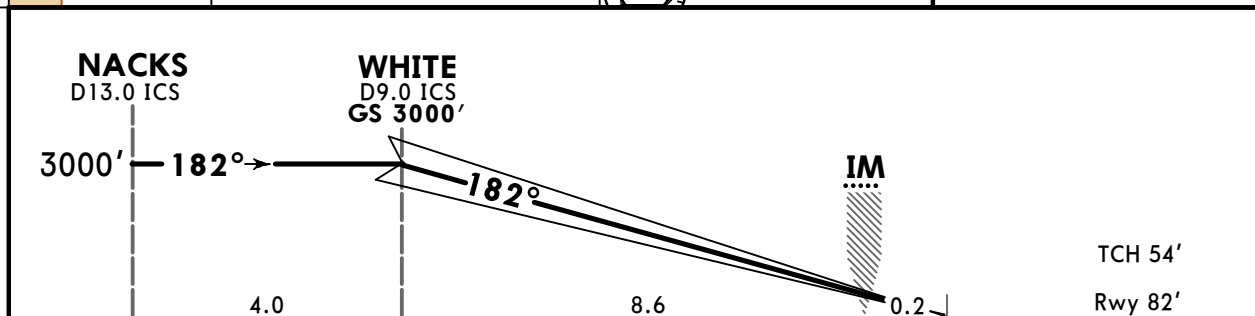
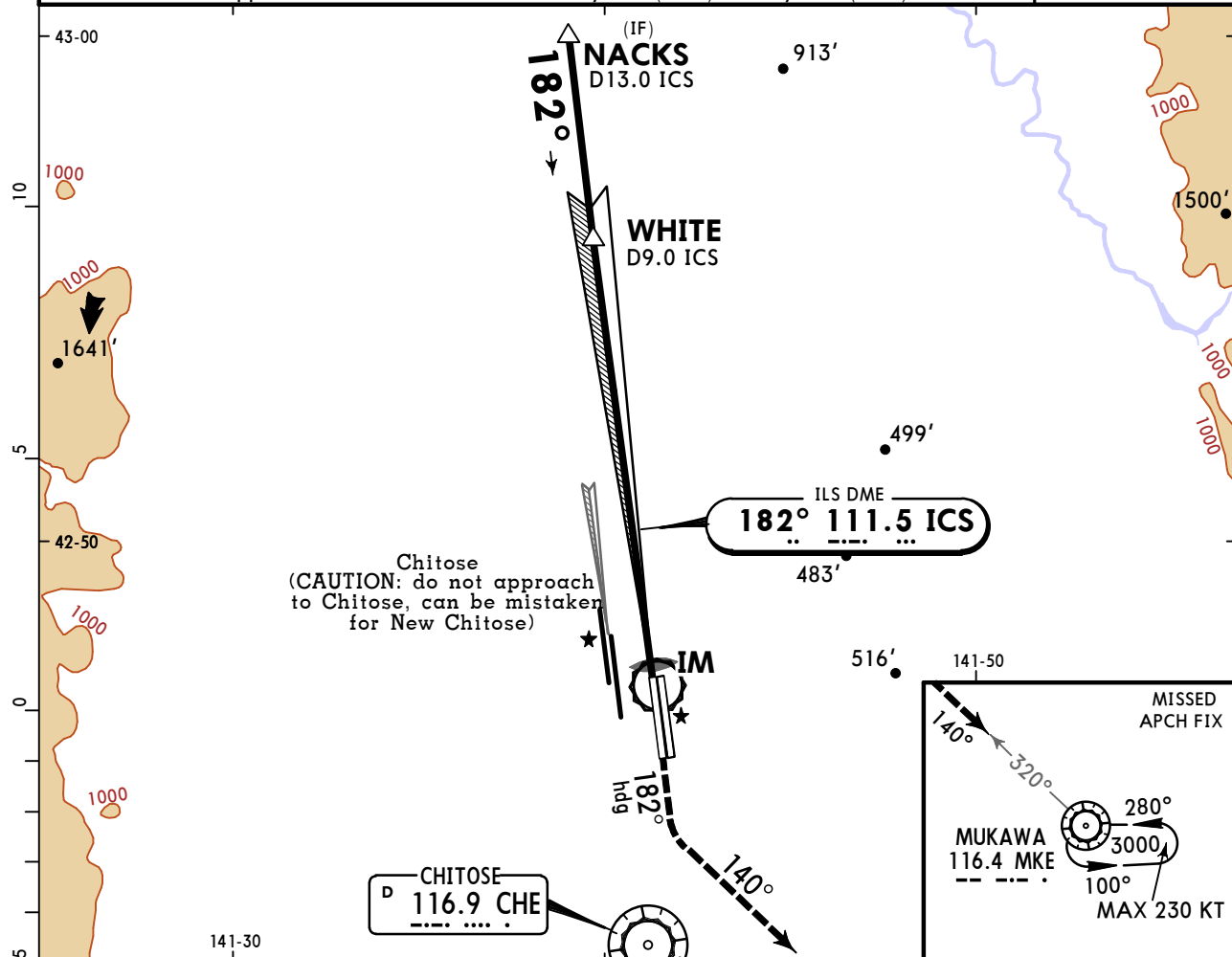
1 OCT 21
Eff 6 Oct 1500Z

(11-7A)

ILS Y Rwy 19R CAT II & III

SAPPORO, JAPAN

| | | | | | | | |
|---|-------------------------------|---|---------------------------|-------------------------------------|---|-------------------------------------|--------------------|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt WHITE 3000' (2918') | CAT III Refer to Minimums | | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 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. | | | | | | | <p>MSA CHE VOR</p> |
| 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. 3. Simultaneous approach authorized with RJCC Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



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

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

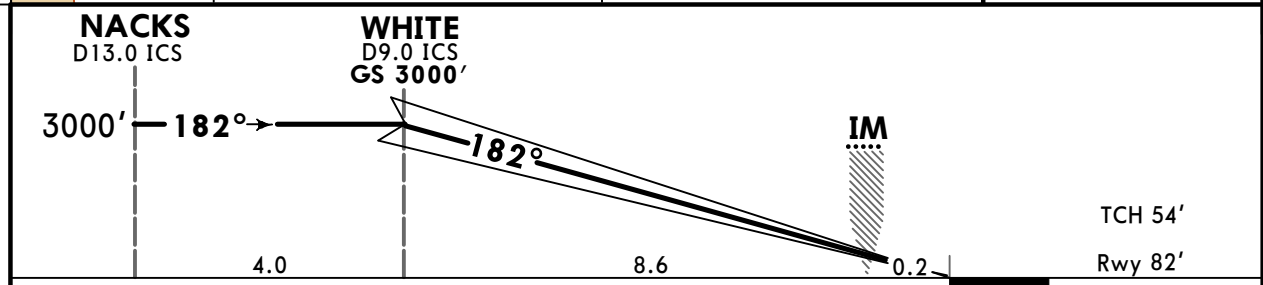
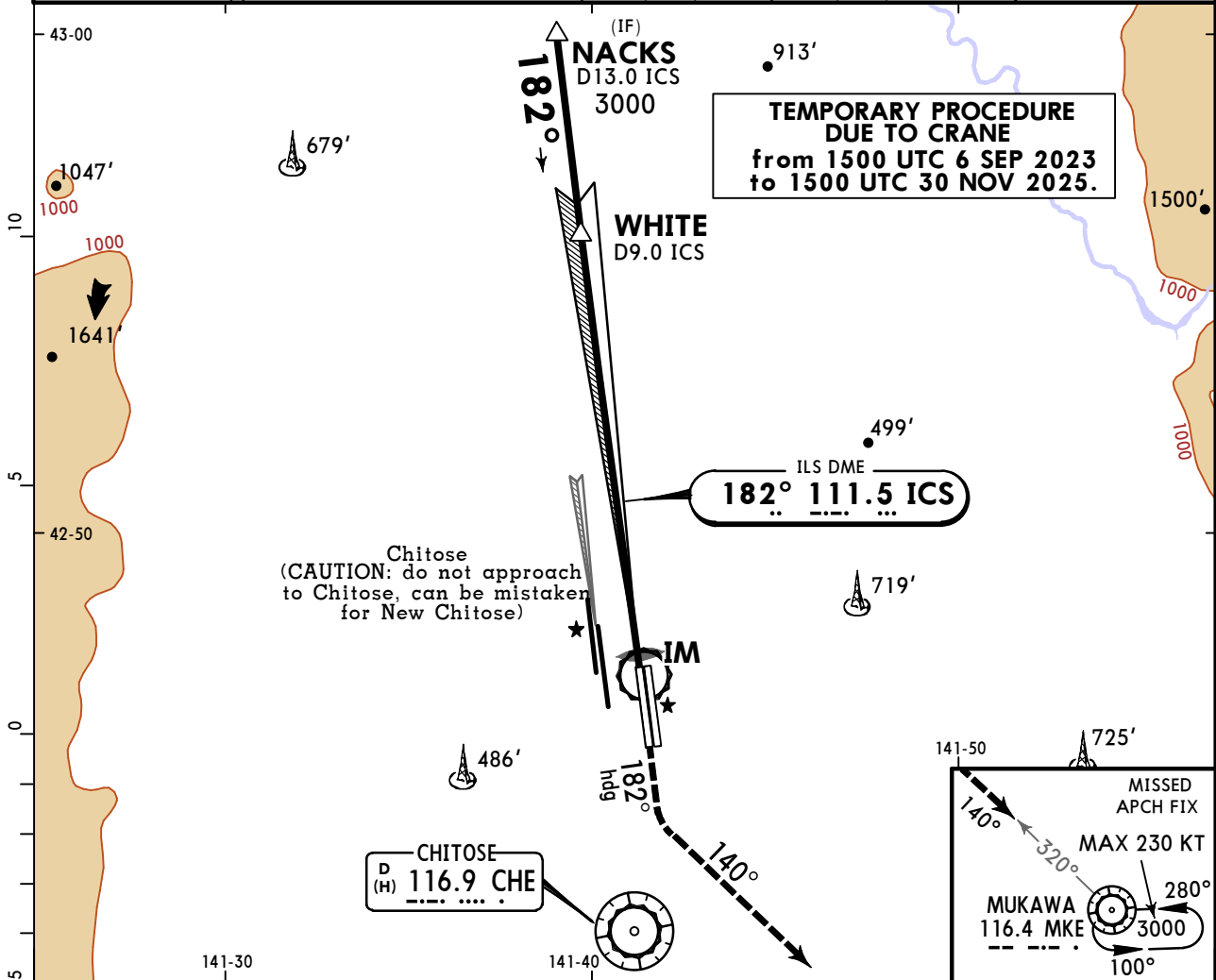
RJCC/CTS
NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

JEPPESSEN
11-7A-0 ILS Y Rwy 19R CAT II & III

SAPPORO, JAPAN
19R CAT II & III

| | | | | | | | |
|---|-------------------------------|-------------------------------------|------------------------------|------------------------------|---|------------------------------|--|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | WHITE 3000' (2918') | CAT III Refer to Minimums | | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 82' | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| 1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required. 3. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|------------------|-----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 700' on 182° hdg | 5000' via 116.4 R-320 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

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

Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESSEN, 2023. ALL RIGHTS RESERVED.

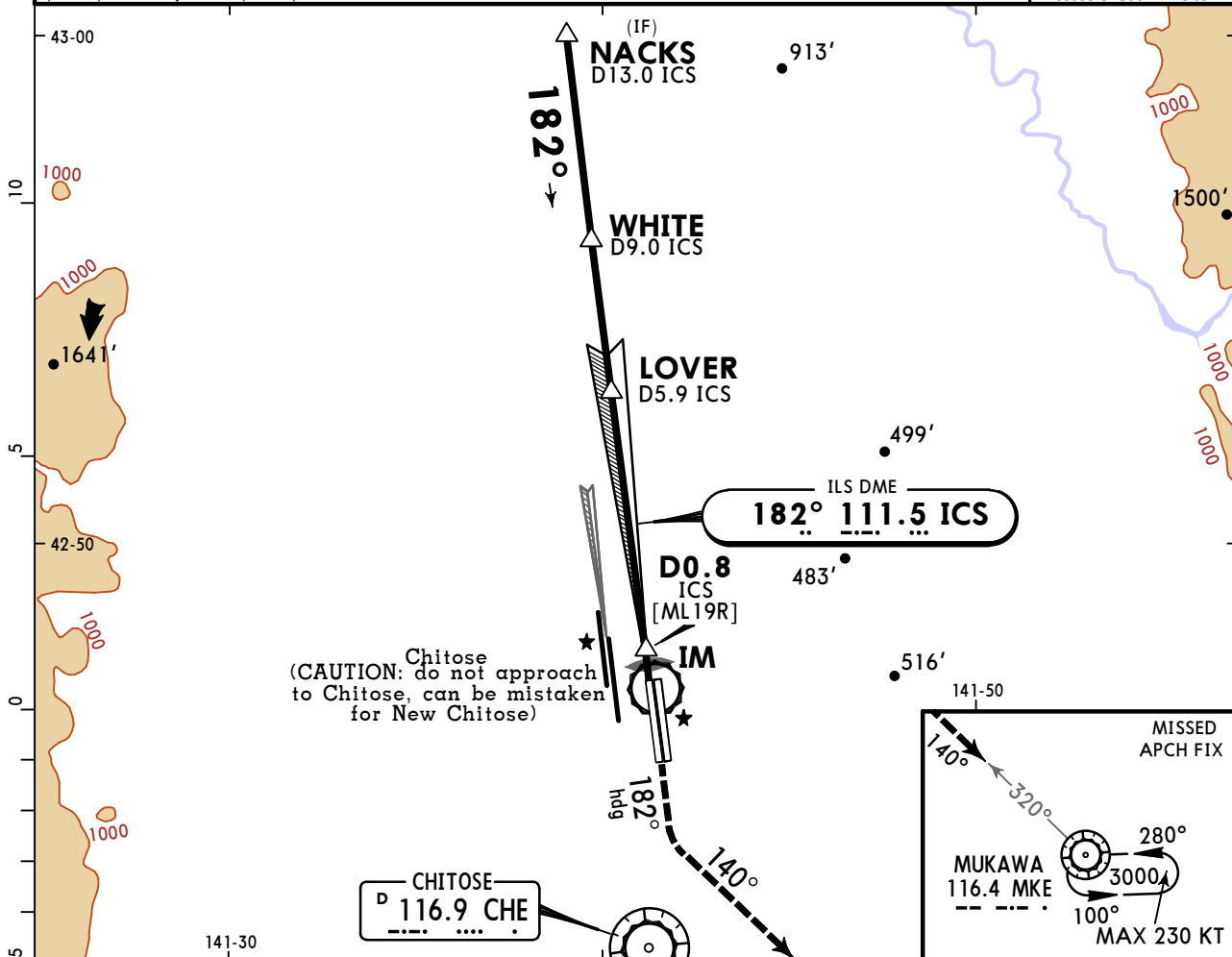
RJCC/CTS
NEW CHITOSE

1 OCT 21
Eff 6 Oct 1500Z

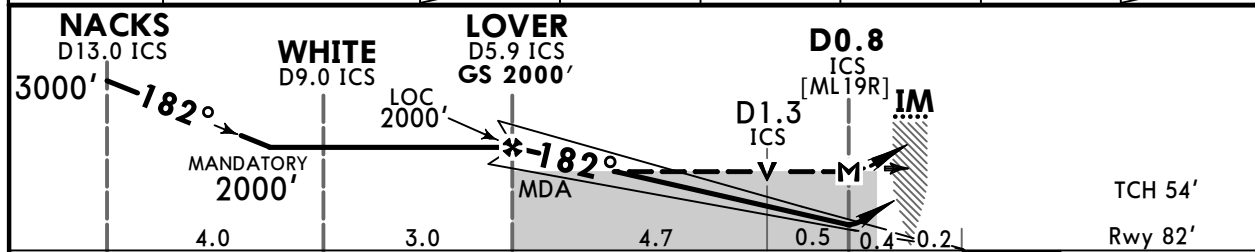
(11-8)

SAPPORO, JAPAN
ILS Z or LOC Z Rwy 19R

| | | | | | | |
|---|--|---|-------------------------------------|-------------------------|-------------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt LOVER 2000' (1918') | ILS DA(H) 282' (200') | Apt Elev 70' Rwy 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. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | |



| LOC (GS out) | ICS DME ALTITUDE | FAF | 5.0 | 4.0 | 3.0 | 2.0 | MAP |
|--------------|------------------|-----|-------|-------|-------|------|-----|
| | | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI 600' on 182° hdg 5000' via MKE R-320 LT 116.4 |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| MAP at D0.8 ICS | | | | | | | |

| STRAIGHT-IN LANDING RWY 19R | | | | 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 900m | 90 | 510'(440') -1600m | |
| B | RVR 550m | RVR 750m | RVR 1000m | 120 | 520'(450') -1600m | |
| C | | RVR 1000m | RVR 1400m | 140 | 520'(450') -2400m | |
| D | | RVR 1000m | RVR 1400m | 165 | 620'(550') -3200m | |

CHANGES: MSA.

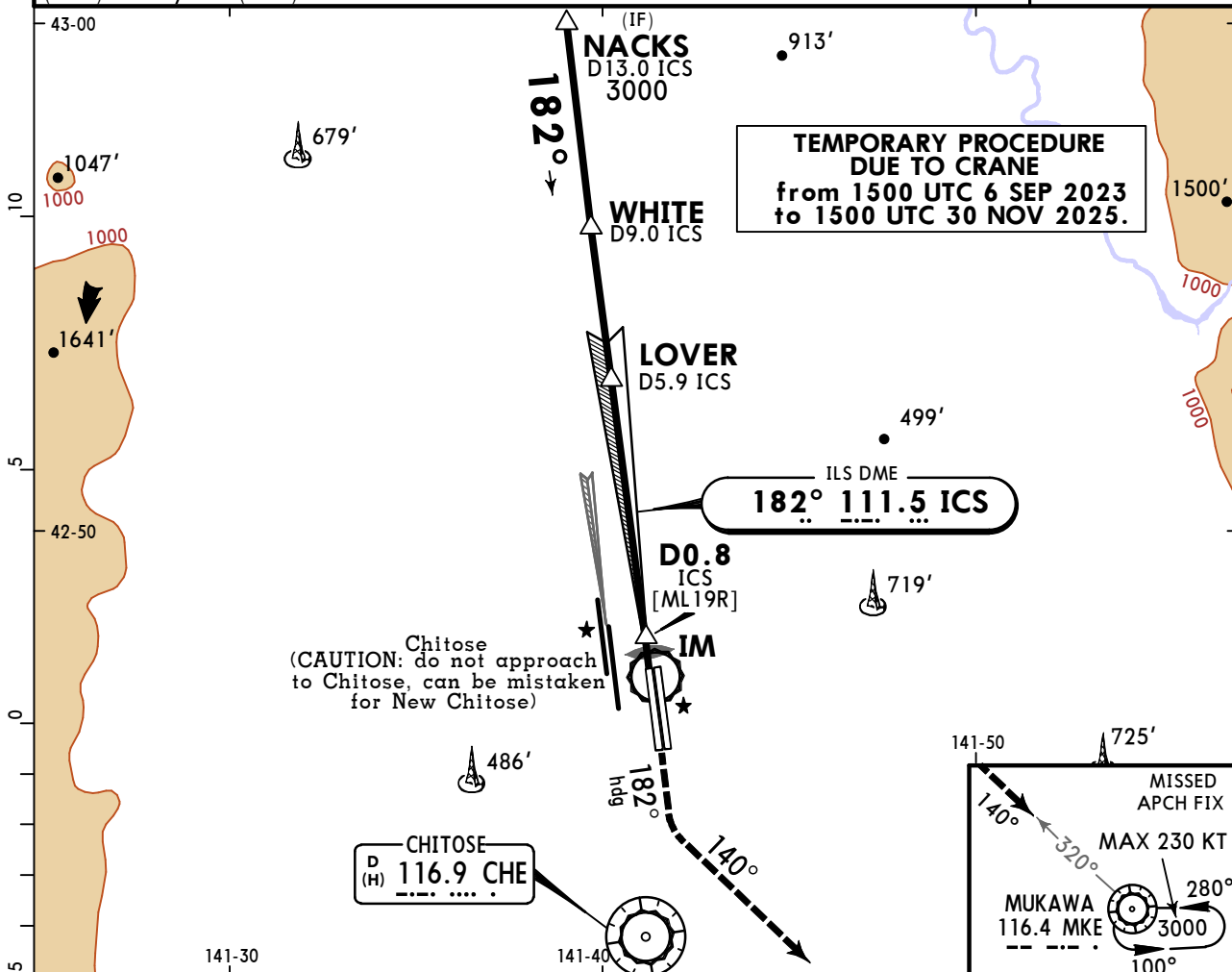
RJCC/CTS NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

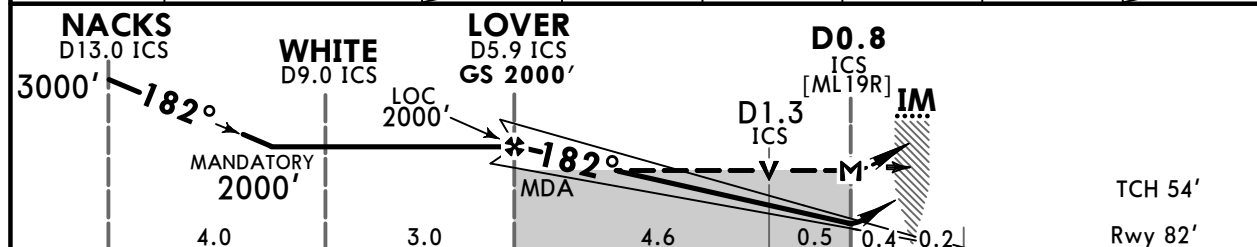
11-8-0

SAPPORO, JAPAN ILS Z or LOC Z Rwy 19R

| | | | |
|--|--|-------------------------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 |
| LOC ICS 111.5 | Final Apch Crs 182° | LOVER 2000' (1918') | ILS DA(H) 282' (200') |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | |
| Alt Set: IN (hPa on req) | | Trans alt: 14000' | |
| 1. VOR and DME Required. 2. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | MSA CHE VOR | |



| LOC (GS out) | ICS DME ALTITUDE | LOVER | 5.0 | 4.0 | 3.0 | 2.0 | 0.8 |
|--------------|------------------|-------|-------|-------|-------|------|-----|
| | | | 1667' | 1348' | 1030' | 711' | |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------|------|------|-------|-----------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 700' | 182° | 5000' | MKE |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI | ↑ on | hdg | LT | via 116.4 R-320 |

| 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 | | | | 90 | 760' (690') -1600m |
| B | RVR 550m | RVR 750m | RVR 1000m | 120 | 760' (690') -2400m |
| C | | | | 140 | 760' (690') -3200m |
| D | | | | 165 | 760' (690') -3200m |

Minima with missed approach climb gradient of 2.5% are not established. CHANGES: New temporary procedure. © JEPPESEN, 2023. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

1 OCT 21
Eff 6 Oct 1500Z

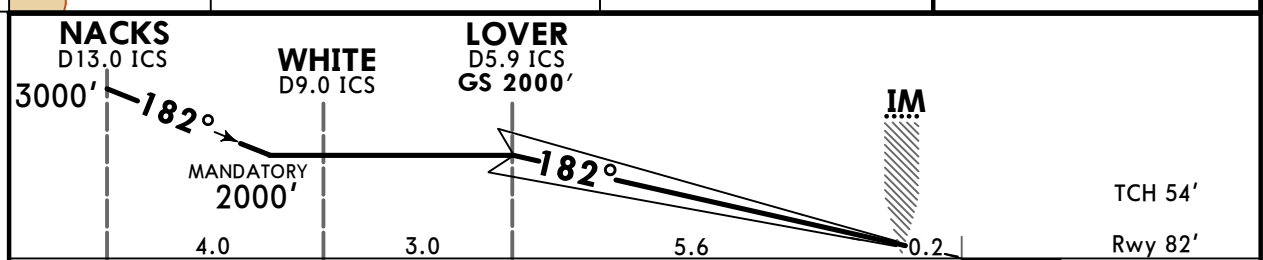
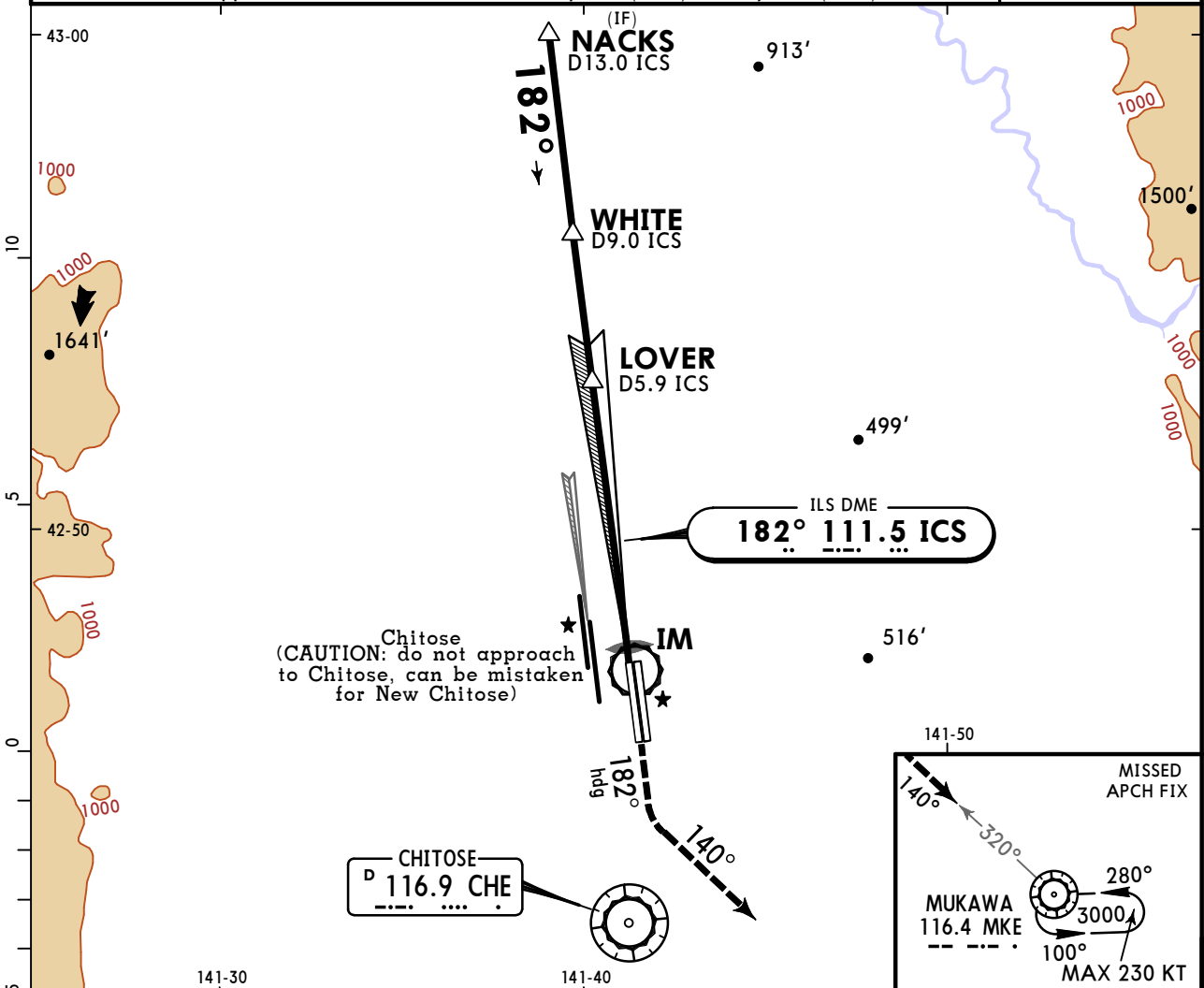
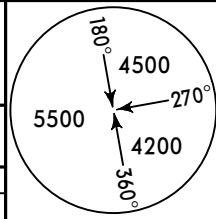
JEPPESEN

(11-8A)

SAPPORO, JAPAN

ILS Z Rwy 19R CAT II & III

| | | | | | | | |
|---|-------------------------------|---|------------------------------|------------------------------|--|------------------------------|--|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | Procedure Alt LOVER 2000' (1918') | CAT III Refer to Minimums | | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 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. 3. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|------------------|---------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 600' on 182° hdg | 5000' via 116.4 MKE R-320 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |

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

RJCC/CTS
NEW CHITOSE

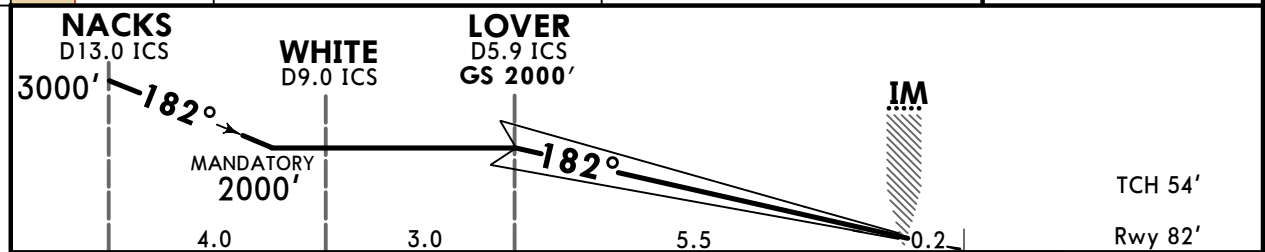
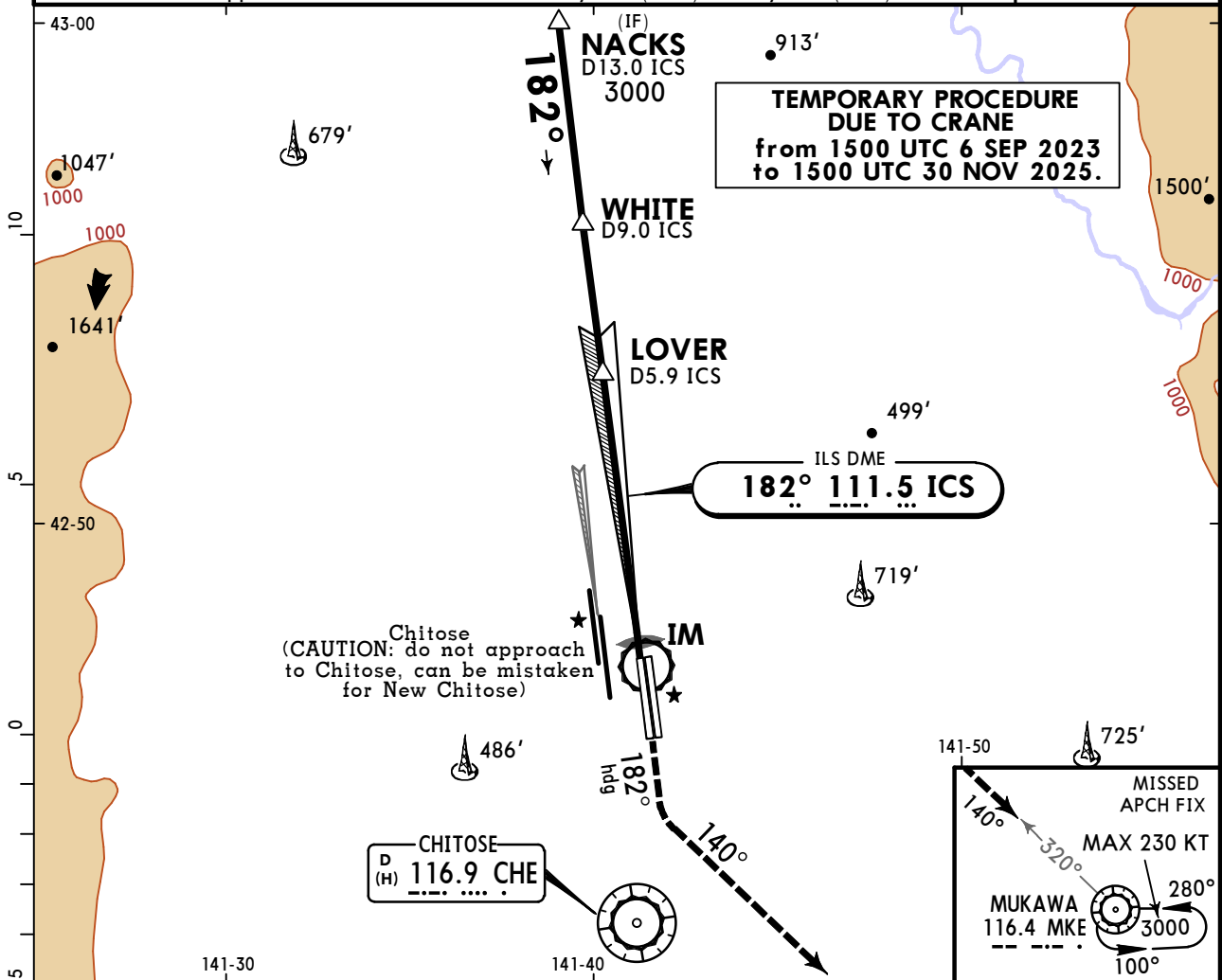
1 SEP 23
Eff 6 Sep 1500Z

JEPPESEN

SAPPORO, JAPAN

(11-8A-0) ILS Z Rwy 19R CAT II & III

| | | | | | | | |
|---|-------------------------------|--|---------------------------------|---|-------------------------|-------------------------------------|--|
| *D-ATIS 128.6 | | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICS 111.5 | Final Apch Crs 182° | LOVER 2000' (1918') | CAT III Refer to Minimums | CAT II ILS RA 103' DA(H) 182' (100') | Apt Elev 70' Rwy 82' | | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| 1. VOR and DME Required. 2. Special Aircrew and Aircraft Certification Required. 3. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | | |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|------|------|-------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 700' | 182° | 5000' | MKE |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | 849 | ↑ on | hdg | LT ↓ |

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

Minima with missed approach climb gradient of 2.5% are not established.

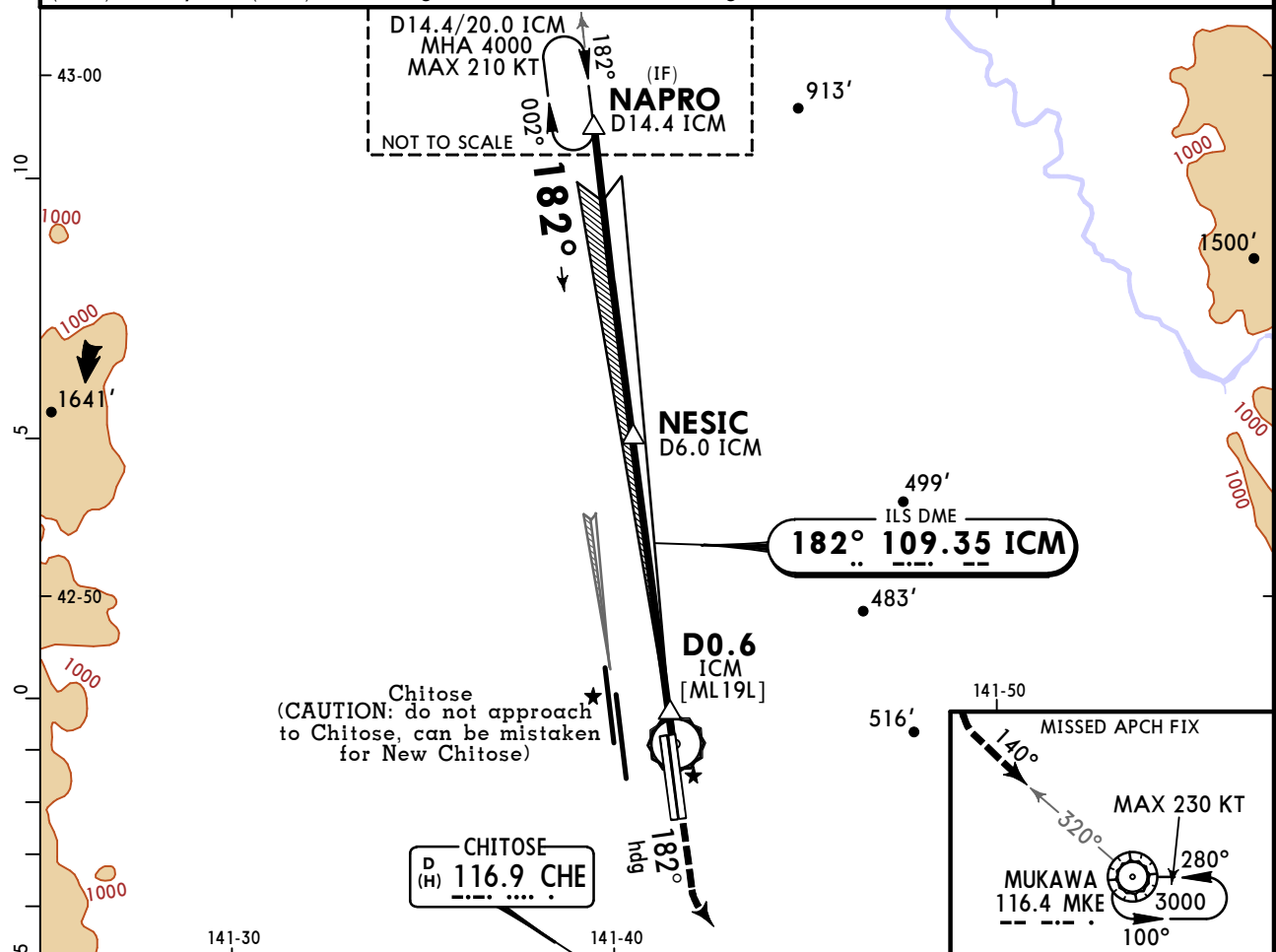
RJCC/CTS NEW CHITOSE

1 OCT 21
Eff 6 Oct 1500Z

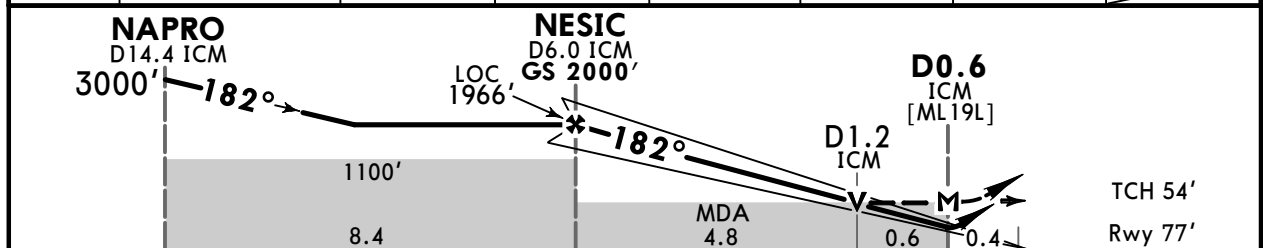
11-9

SAPPORO, JAPAN ILS Y or LOC Y Rwy 19L

| | | | | | | |
|---|--|--------------------------------|-------------------------------------|-------------------------|-------------------------------|-------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.95 | |
| LOC ICM 109.35 | Final Apch Crs 182° | NESSIC 2000' (1923') | ILS DA(H) 277' (200') | Apt Elev 70' Rwy 77' | | |
| 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. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). 3. Timing not authorized for defining the MAP. | | | | | | |



| LOC (GS out) | NM to ICM | FAF | 5.0 | 4.0 | 3.0 | 2.0 | MAP |
|--------------|----------------------|-------|-------|-------|-------|------|-----|
| | ALT (3.0° APCH Path) | 1966' | 1661' | 1342' | 1024' | 705' | |



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

HIALS
PAPI

600' ↑ on 182° hdg

5000' via MKE R-320

116.4 R-320

| STRAIGHT-IN LANDING RWY 19L | | | | | | CIRCLE-TO-LAND | |
|-----------------------------|----------|-------------------|--------------------|-----------|-----------|----------------------------|-------------------|
| ILS | | | LOC (GS out) | | | Not Authorized West of Rwy | |
| DA(H) 277' (200') | | | MDA(H) 450' (380') | | | Max Kts | |
| FULL | | TDZ and/or CL out | ALS out | | ALS out | MDA(H) | |
| A | | | | RVR 1200m | RVR 1500m | 90 | 580'(510') -1600m |
| B | RVR 700m | RVR 750m | RVR 1000m | RVR 1300m | RVR 1800m | 120 | 580'(510') -2400m |
| C | | | | RVR 1400m | RVR 2000m | 140 | 640'(570') -3200m |
| D | | | | RVR 1600m | | 165 | |

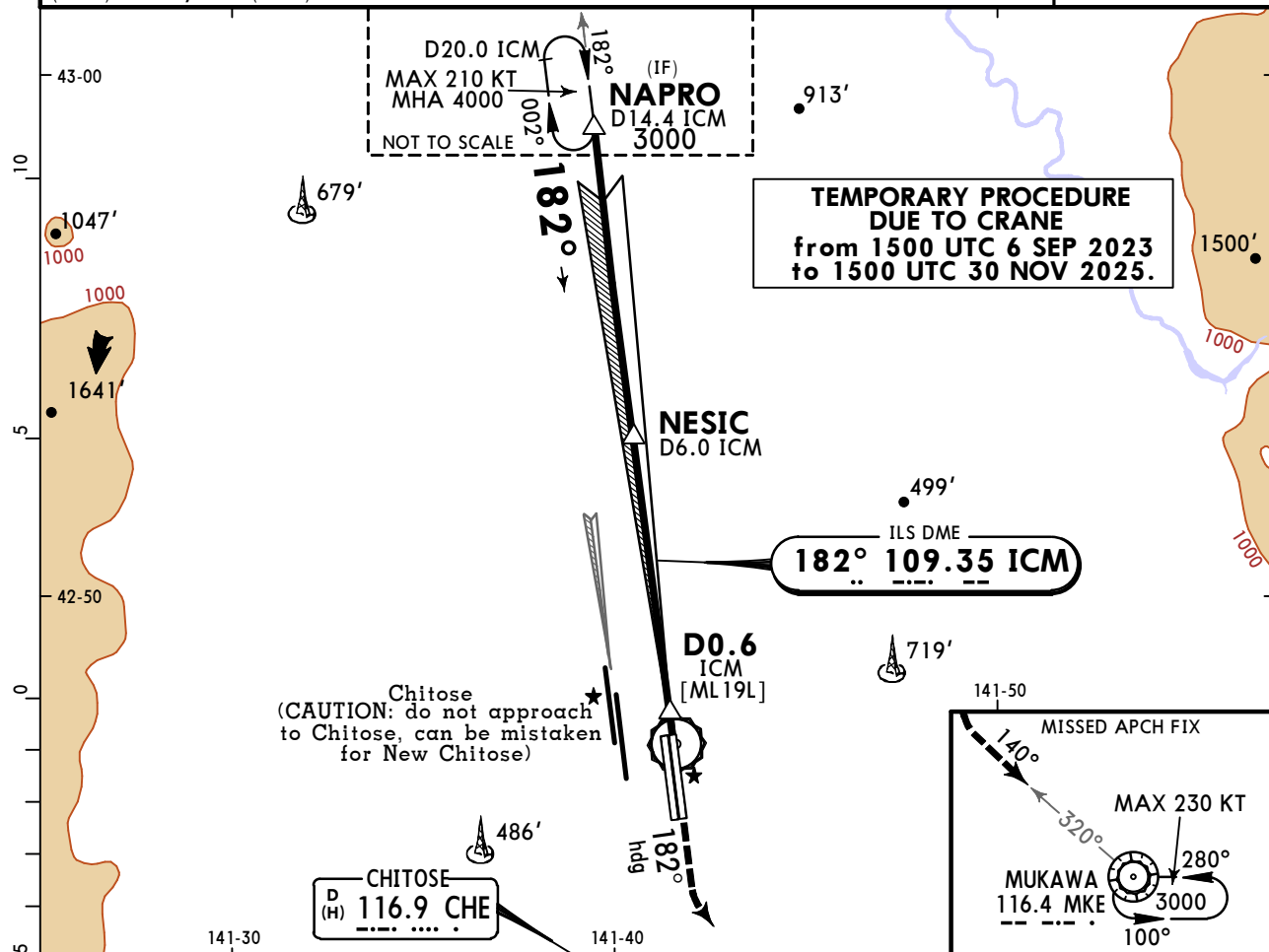
RJCC/CTS NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

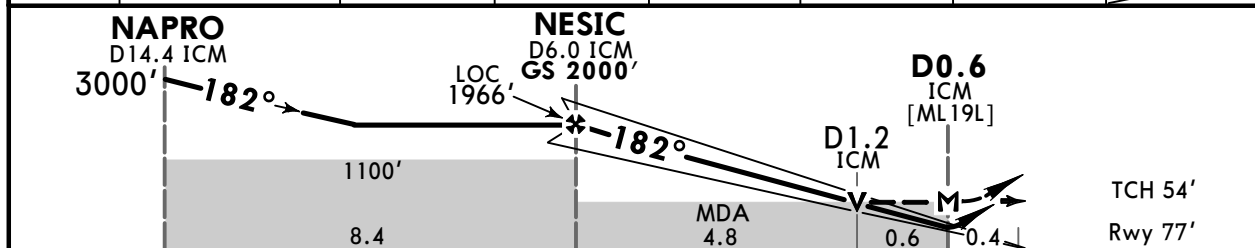
11-9-0

SAPPORO, JAPAN ILS Y or LOC Y Rwy 19L

| | | | | | | |
|---|-------------------------------------|--------------------------------|---------------------------------|-------------------------|------------------------------|--------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| LOC ICM 109.35 | Final Apch Crs 182° | NESSIC 2000' (1923') | ILS DA(H) 277' (200') | Apt Elev 70' Rwy 77' | | <p>MSA CHE VOR</p> |
| <p>MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM).</p> | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | |
| 1. VOR and DME Required. 2. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | | | | |



| LOC (GS out) | ICM DME ALTITUDE | NESSIC | 5.0 | 4.0 | 3.0 | 2.0 | 0.6 |
|--------------|------------------|--------|-------|-------|-------|------|-----|
| | | 1966' | 1661' | 1342' | 1024' | 705' | |



| | | | | | | | | |
|-----------------|-----|-----|-----|-----|-----|-----|--|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | 700' on 182° hdg 5000' via MKE R-320 |
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at D0.6 ICM | | | | | | | | |

Timing not authorized for defining the MAP.

| STRAIGHT-IN LANDING RWY19L | | | | CIRCLE-TO-LAND | |
|------------------------------|-------------------|-----------|--|----------------|--|
| ILS DA(H) 277' (200') | | | LOC (GS out) MDA(H) 450' (380') | | Not Authorized West of Rwy MDA(H) _____ |
| FULL | TDZ and/or CL out | ALS out | ALS out | Max Kts | |
| A | | | RVR 1200m | 90 | 760'(690') -1600m |
| B | | | RVR 1300m | 120 | |
| C | RVR 700m | RVR 750m | RVR 1400m | 140 | 760'(690') -2400m |
| D | | RVR 1000m | RVR 1600m | 165 | 760'(690') -3200m |

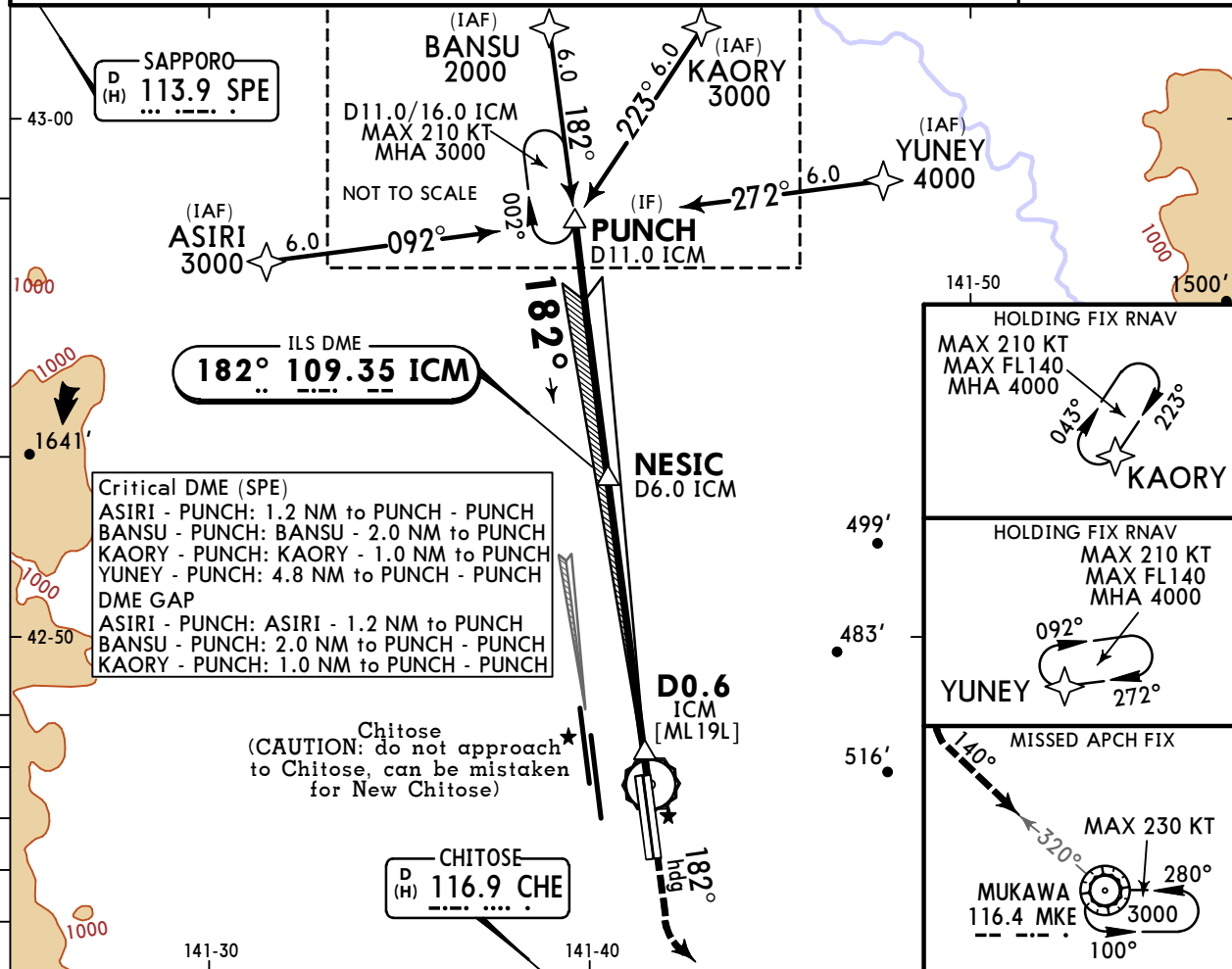
Minima with missed approach climb gradient of 2.5% are not established.
 CHANGES: New temporary procedure. © JEPPESEN, 2023. ALL RIGHTS RESERVED.

RJCC/CTS
NEW CHITOSE

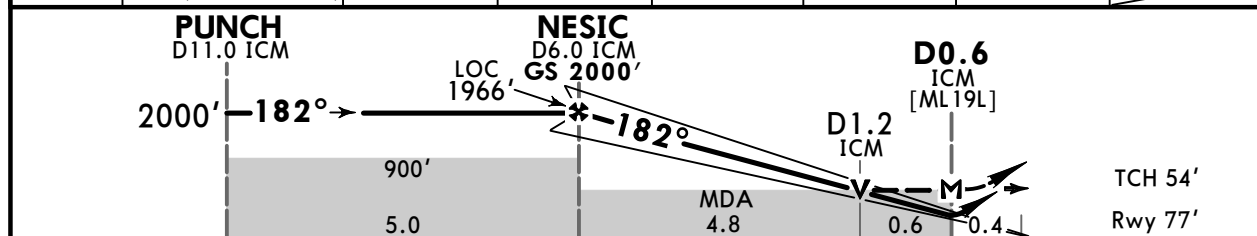
JEPPESEN
1 OCT 21
Eff 6 Oct 1500Z (11-10)

SAPPORO, JAPAN
ILS Z or LOC Z Rwy 19L

| | | | | |
|---|--|-------------------------------------|-------------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 | |
| LOC ICM 109.35 | Final Apch Crs 182° | NESIC 2000' (1923') | ILS DA(H) 277' (200') | |
| Apt Elev 70' Rwy 77' | | | <p>MSA CHE VOR</p> | |
| 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' | | | | |



| LOC (GS out) | NM to ICM | FAF | 5.0 | 4.0 | 3.0 | 2.0 | MAP |
|--------------|----------------------|-------|-------|-------|-------|------|-----|
| | ALT (3.0° APCH Path) | 1966' | 1661' | 1342' | 1024' | 705' | |



| | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI 600' on 182° hdg 5000' via 116.4 R-320 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| MAP at D0.6 ICM | | | | | | | |

| STRAIGHT-IN LANDING RWY19L | | | | CIRCLE-TO-LAND | |
|--|----------|-------------------|--|----------------|----------------------------|
| ILS DA(H) 277' (200') | | | LOC (GS out) MDA(H) 450' (380') | | Not Authorized West of Rwy |
| | FULL | TDZ and/or CL out | ALS out | ALS out | Max Kts |
| A | | | | RVR 1200m | 90 |
| B | | | | RVR 1300m | 120 |
| C | RVR 700m | RVR 750m | RVR 1000m | RVR 1400m | 140 |
| D | | | | RVR 1600m | 165 |
| | | | | | MDA(H) |
| | | | | | 580' (510') -1600m |
| | | | | | 580' (510') -2400m |
| | | | | | 640' (570') -3200m |

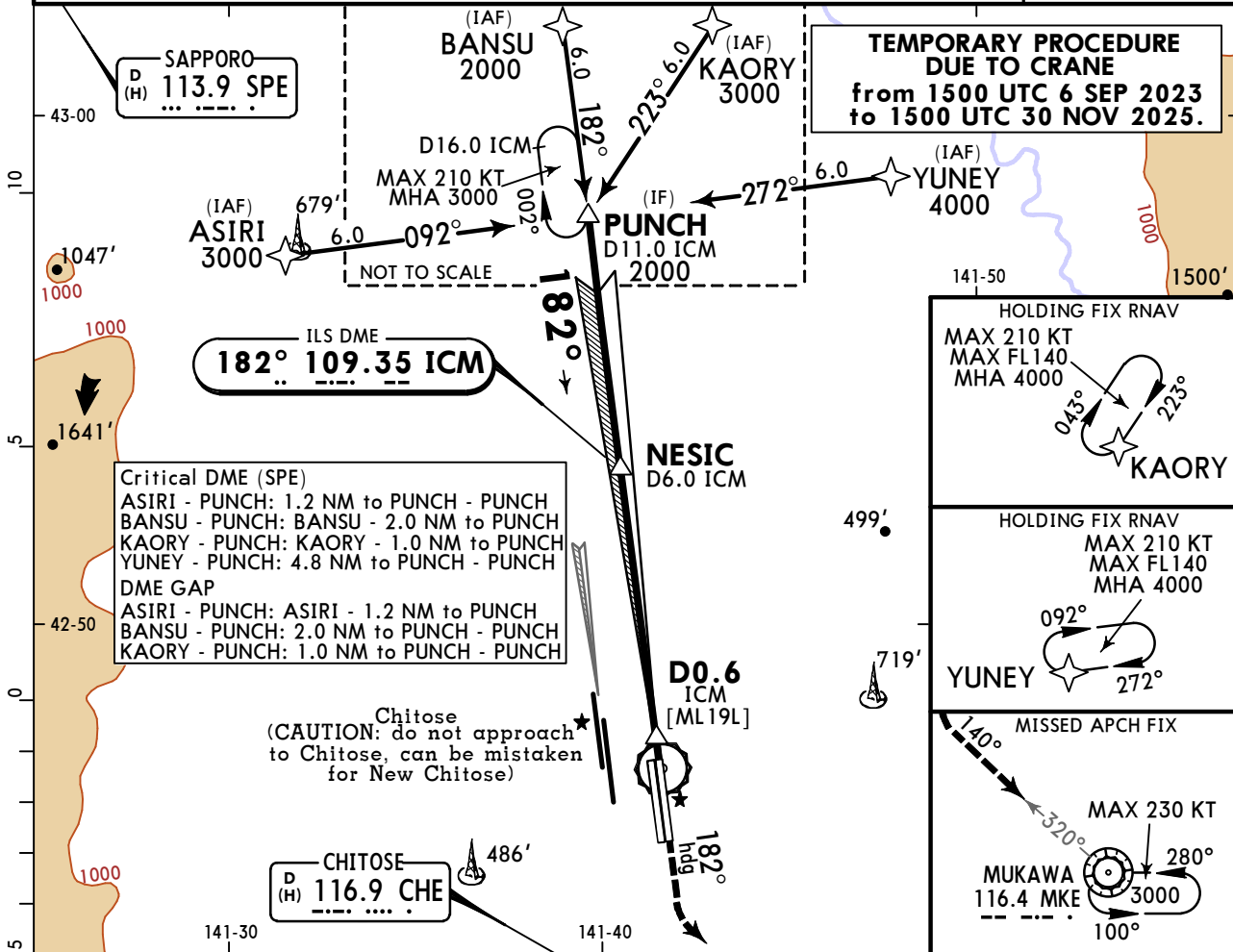
RJCC/CTS NEW CHITOSE

1 SEP 23
Eff 6 Sep 1500Z

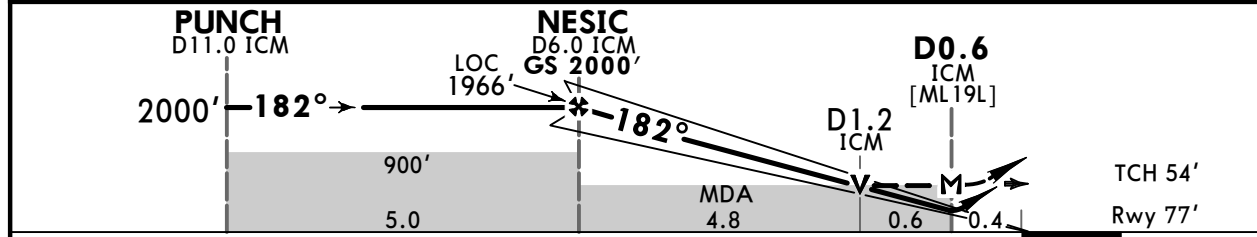
11-10-0

SAPPORO, JAPAN ILS Z or LOC Z Rwy 19L

| | | | |
|---|--|-------------------------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 |
| LOC ICM 109.35 | Final Apch Crs 182° | NESIC 2000' (1923') | ILS DA(H) 277' (200') |
| Apt Elev 70' Rwy 77' | | | |
| MISSED APCH: Climb to 700' on heading 182°, turn LEFT inbound via MKE VOR R-320 to MKE VOR and hold at 5000'. Contact Chitose APP. Missed approach requires a minimum climb gradient of 5.0% (304'/NM). | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | Trans alt: 14000' |
| 1. VOR and DME required. 2. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required. 3. Radar required. 4. Simultaneous approach authorized with RJCJ Rwy 18L (PAR) or Rwy 18R (PAR). | | | |



| | | | | | | | |
|---------------------|----------|-------|-------|-------|-------|------|-----|
| LOC (GS out) | ICM DME | NESIC | 5.0 | 4.0 | 3.0 | 2.0 | 0.6 |
| | ALTITUDE | 1966' | 1661' | 1342' | 1024' | 705' | |



| | | | | | | | |
|---|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI 700' on 182° hdg 5000' via 116.4 R-320 LT |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | |
| MAP at D0.6 ICM | | | | | | | |
| Timing not authorized for defining the MAP. | | | | | | | |

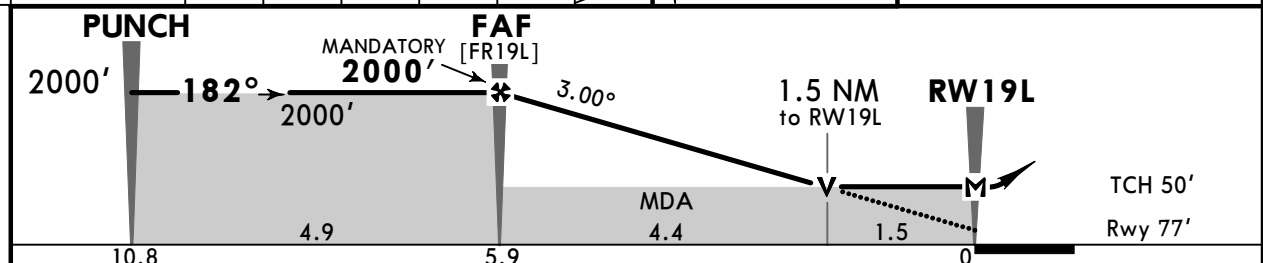
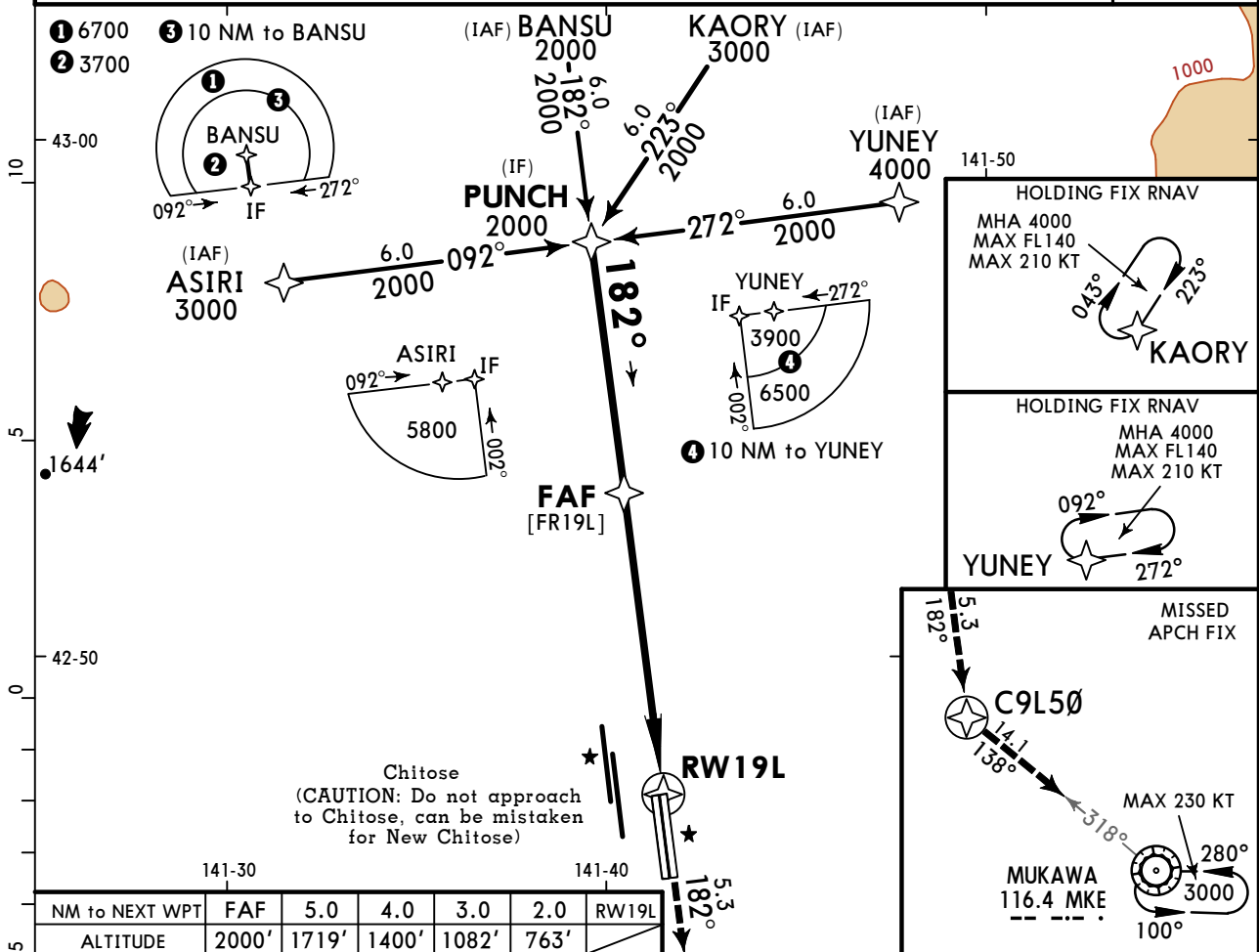
| | | | | | | | |
|---|----------|-------------------|-----------|--|-----------|---|-------------------|
| STRAIGHT-IN LANDING RWY19L ILS DA(H) 277' (200') | | | | LOC (GS out) MDA(H) 450' (380') | | CIRCLE-TO-LAND Not Authorized West of Rwy | |
| FULL | | TDZ and/or CL out | | ALS out | | Max Kts | |
| A | | | | RVR 1200m | RVR 1500m | 90 | 760'(690') -1600m |
| B | RVR 700m | RVR 750m | RVR 1000m | RVR 1300m | RVR 1800m | 120 | |
| C | | | | RVR 1400m | RVR 2000m | 140 | |
| D | | | | RVR 1600m | | 165 | |
| Minima with missed approach climb gradient of 2.5% are not established. | | | | | | | |

RJCC/CTS
NEW CHITOSE

JEPPESSEN
30 SEP 22 **(12-1)** **Eff 5 Oct 1500Z**

SAPPORO, JAPAN
RNP Rwy 19L

| | | | | | | | |
|---|-------------------------------------|--|--|-------------------|------------------------------|---------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | | |
| RNAV | Final Apch Crs 182° | FAF MANDATORY 2000' (1923') | LNAV/VNAV DA(H) 570' (493') | | Apt Elev 70' Rwy 77' | | |
| MISSED APCH: Climb to 3000' to C9L50 on track 182°, turn LEFT to MKE VOR and hold. Contact Chitose APP. Using VOR DME: Climb to 3000' on heading 182° to intercept and proceed inbound via MKE VOR R-318 to MKE VOR and hold. Contact Chitose APP. | | | | | | TAA 25 NM IAF | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| RNP Apch | | | | | | | |
| Baro-VNAV not authorized below -15°C. | | | | | | | |



| | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI Refer to Missed Apch Above |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |
| MAP at RW19L | | | | | | | |

| STRAIGHT-IN LANDING RWY19L | | | | CIRCLE-TO-LAND | |
|---------------------------------------|-----------|-----------------------------------|-----------|----------------------------|---------------------------|
| LNAV/VNAV DA(H) 570' (493') | | LNAV MDA(H) 570' (500') | | Not Authorized West of Rwy | |
| | ALS out | | ALS out | Max Kts | MDA(H) |
| A | RVR 1400m | RVR 1500m | RVR 1400m | 90 | 580' (510') -1600m |
| B | RVR 1500m | | RVR 1500m | 120 | |
| C | RVR 1600m | RVR 2000m | RVR 1600m | 140 | 580' (510') -2400m |
| D | RVR 1800m | | RVR 1800m | 165 | |

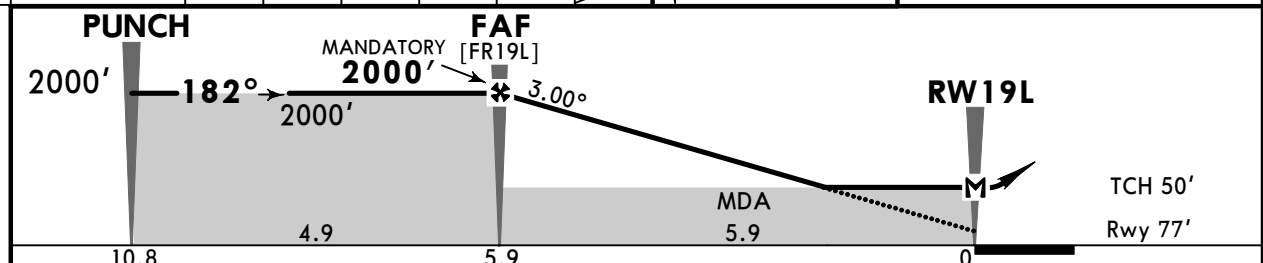
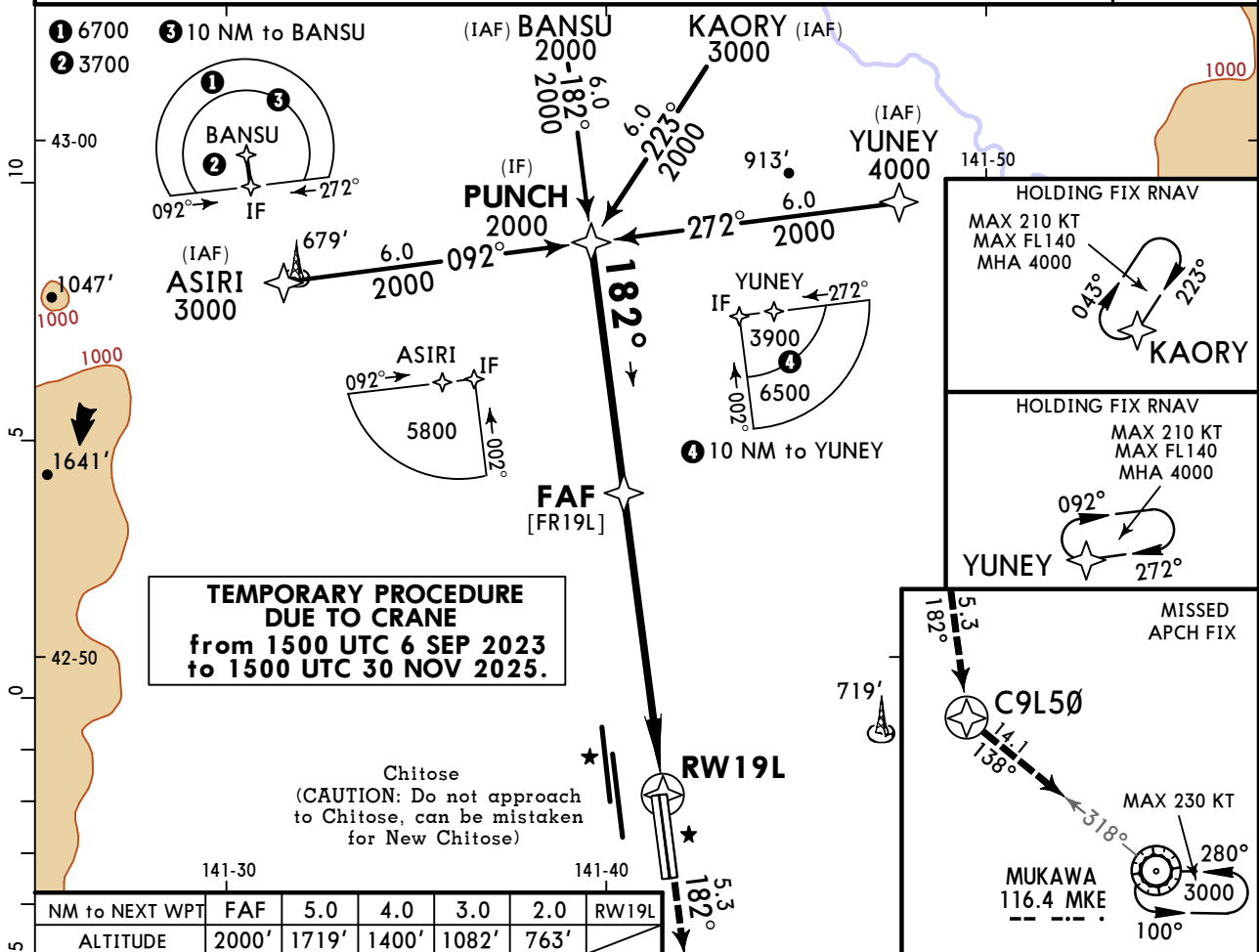
RJCC/CTS NEW CHITOSE



SAPPORO, JAPAN RNP Rwy 19L

1 SEP 23 **12-1-0** Eff 6 Sep 1500Z

| | | | | | | | |
|---|-------------------------------------|--|--|-------------------|------------------------------|--|---------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | | |
| RNAV | Final Apch Crs 182° | FAF MANDATORY 2000' (1923') | LNAV/VNAV DA(H) 710' (633') | | Apt Elev 70' Rwy 77' | | |
| MISSED APCH: Climb to 3000' to C9L50 on track 182°, turn LEFT to MKE VOR and hold. Contact Chitose APP. Using VOR DME: Climb to 3000' on heading 182° to intercept and proceed inbound via MKE VOR R-318 to MKE VOR and hold. Contact Chitose APP. | | | | | | | TAA 25 NM IAF |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| RNP Apch | | | | | | | |
| Baro-VNAV not authorized below -15°C. | | | | | | | |



| | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|---------------|----------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | Refer to Missed Apch Above |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at RW19L | | | | | | | | |

| STRAIGHT-IN LANDING RWY19L | | | | CIRCLE-TO-LAND | |
|----------------------------|-----------|--------------------|-----------|----------------------------|-------------------|
| LNAV/VNAV | | LNAV | | Not Authorized West of Rwy | |
| DA(H) 710' (633') | | MDA(H) 710' (640') | | Max Kts MDA(H) | |
| ALS out | | ALS out | | | |
| A | RVR 1400m | RVR 1500m | RVR 1400m | 90 | 760'(690') -1600m |
| B | RVR 1500m | RVR 2000m | RVR 1500m | 120 | |
| C | RVR 1600m | RVR 2000m | RVR 1600m | 140 | 760'(690') -2400m |
| D | RVR 1800m | RVR 2000m | RVR 1800m | 165 | |

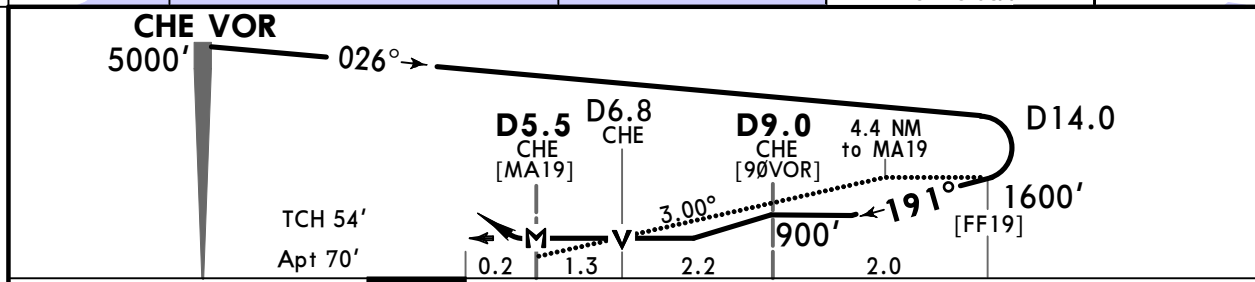
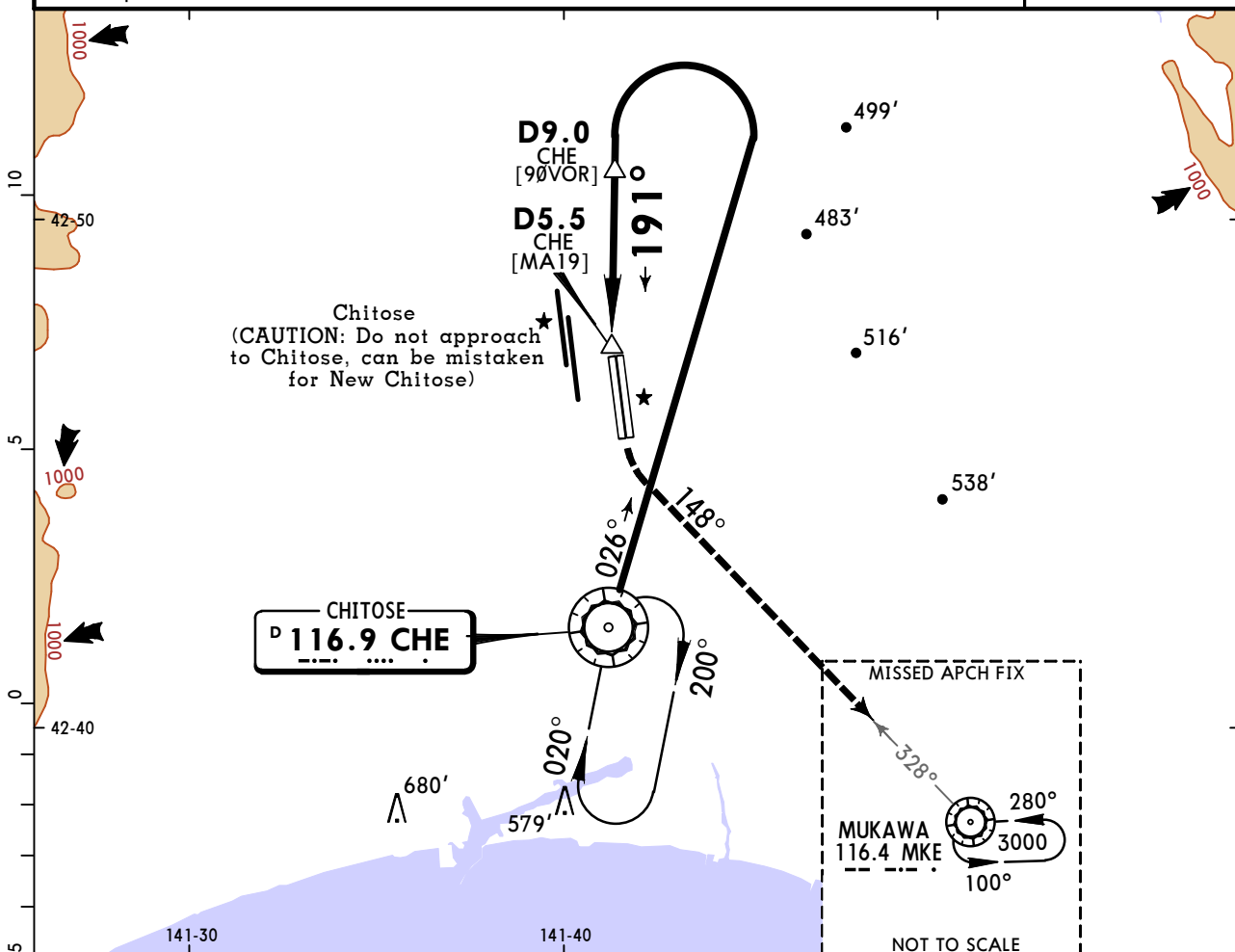
RJCC/CTS
NEW CHITOSE



1 OCT 21 (13-1) Eff 6 Oct 1500Z

SAPPORO, JAPAN
VOR Rwy 19R

| | | | | | |
|--|--|---------------------|-------------------------------------|-------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 |
| VOR CHE 116.9 | Final Apch Crs 191° | No FAF | MDA(H) 620' (550') | Apt Elev 70' | |
| MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-328 to 5000', proceed to MKE VOR and hold. Contact Chitose APP. | | | | | <p>MSA CHE VOR</p> |
| Alt Set: IN (hPa on req) | | Trans level: FL 140 | | Trans alt: 14000' | |
| DME required. | | | | | |



| | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|---------------------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 5000' LT via 116.4 R-328 MKE 116.4 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | |
| MAP at D5.5 CHE | | | | | | | | |

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

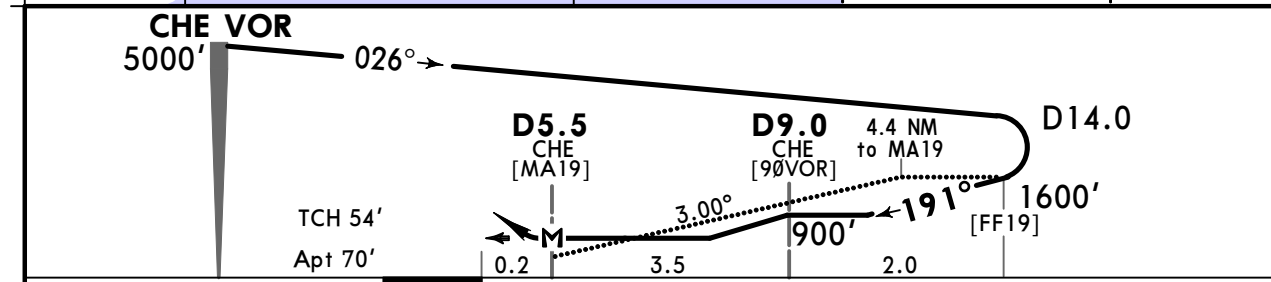
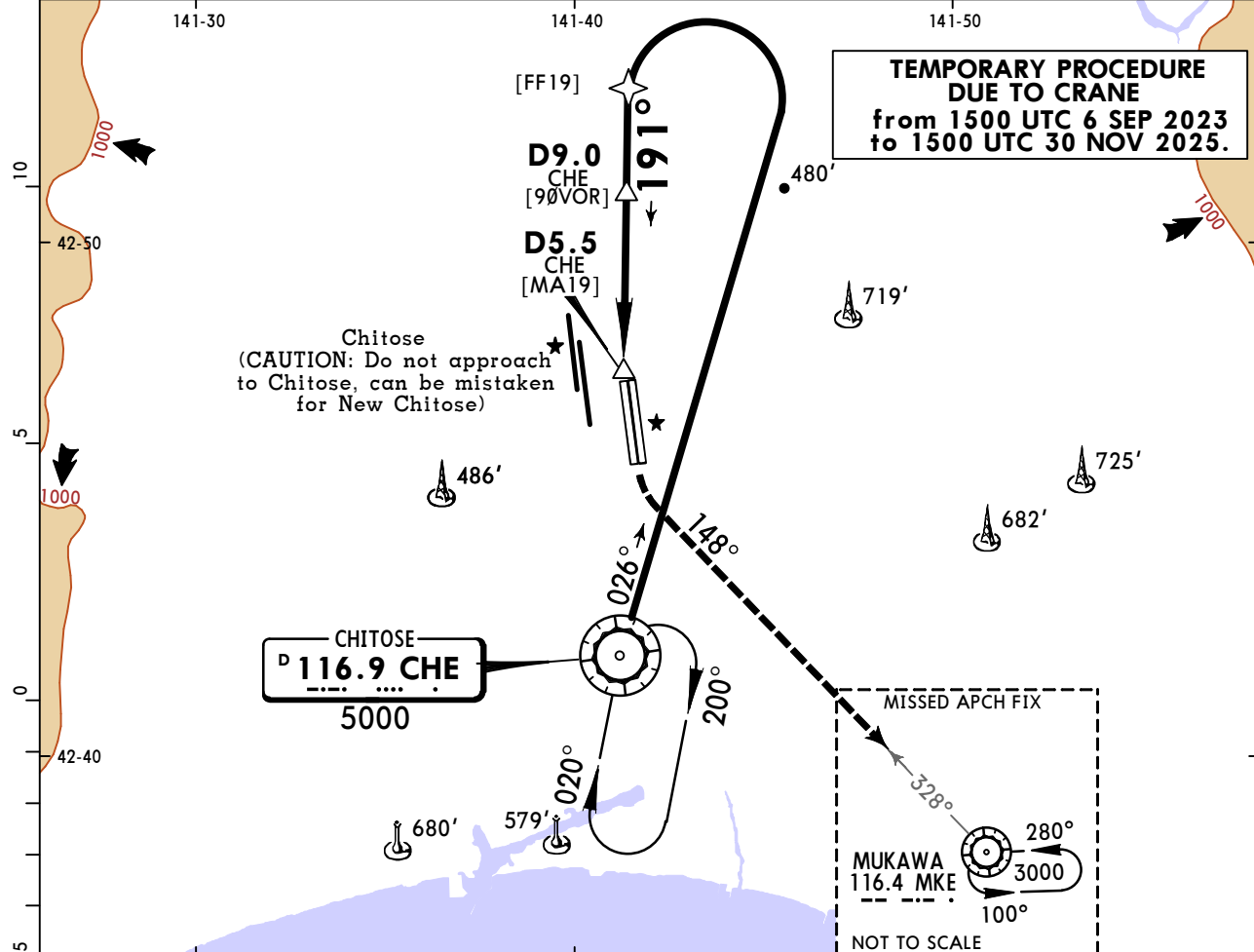
RJCC/CTS
NEW CHITOSE



SAPPORO, JAPAN
VOR Rwy 19R

1 SEP 23 **13-1-0** Eff 6 Sep 1500Z

| | | | | | |
|--|--|--------------------|-------------------------------------|-------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 |
| VOR CHE 116.9 | Final Apch Crs 191° | No FAF | MDA(H) 760' (690') | Apt Elev 70' | |
| MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-328 to 5000', proceed to MKE VOR and hold. Contact Chitose APP. | | | | | <p>MSA CHE VOR</p> |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | |
| DME required. | | | | | |



| | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--|---|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | 5000' via 116.4 LT R-328 | MKE 116.4 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |
| MAP at D5.5 CHE | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 19R | | | CIRCLE-TO-LAND | | |
|-----------------------------|-----------|---------|----------------------------|----------------------------|--|
| MDA(H) 760' (690') | | | Not Authorized West of Rwy | | |
| | | ALS out | Max Kts | MDA(H) | |
| A | RVR 1200m | | 90 | 760' (690') - 1600m | |
| B | RVR 1400m | | 120 | 760' (690') - 2400m | |
| C | RVR 1800m | | 140 | 760' (690') - 3200m | |
| D | RVR 1800m | | 165 | 760' (690') - 3200m | |

RJCC/CTS
NEW CHITOSE



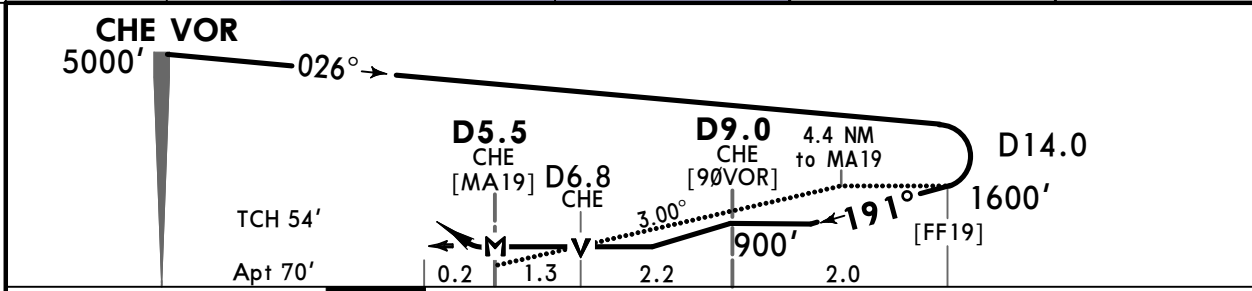
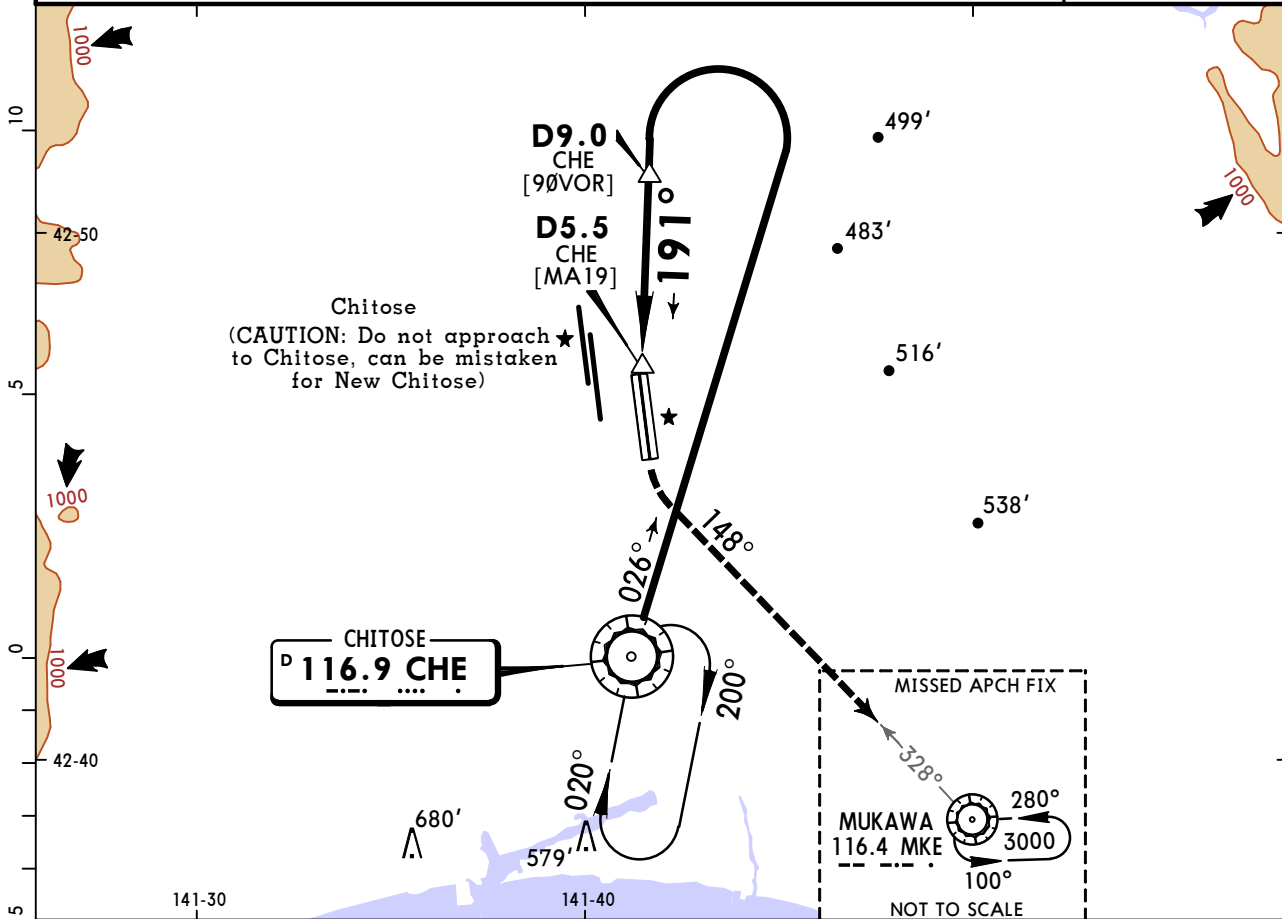
1 OCT 21

(13-2)

Eff 6 Oct 1500Z

SAPPORO, JAPAN
VOR Y Rwy 19L

| | | | | | | | | |
|--|---|---------------------|--|-------------------|---|--------------------|--|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | | | |
| VOR CHE 116.9 | Final Apch Crs 191° | No FAF | MDA(H) 620' (550') | Apt Elev 70' | | | | |
| MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-328 to 5000', proceed to MKE VOR and hold. Contact Chitose APP. | | | | | | <p>MSA CHE VOR</p> | | |
| Alt Set: IN (hPa on req) | | Trans level: FL 140 | | Trans alt: 14000' | | | | |
| DME required. | | | | | | | | |



| | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--|---|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | 5000' via 116.4 R-328 | MKE 116.4 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |
| 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 | RVR 1400m | RVR 1500m | 90 | 620' (550') - 1600m | |
| B | RVR 1500m | | 120 | 620' (550') - 2400m | |
| C | RVR 1600m | RVR 2000m | 140 | 620' (550') - 2400m | |
| D | RVR 1800m | | 165 | 640' (570') - 3200m | |

RJCC/CTS
NEW CHITOSE



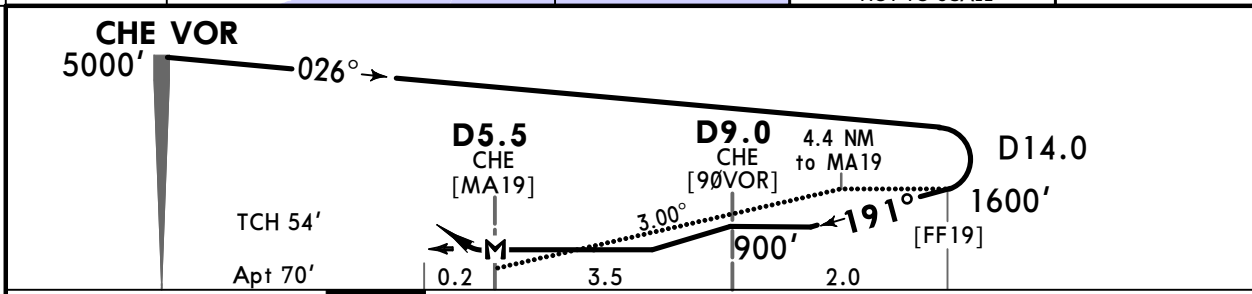
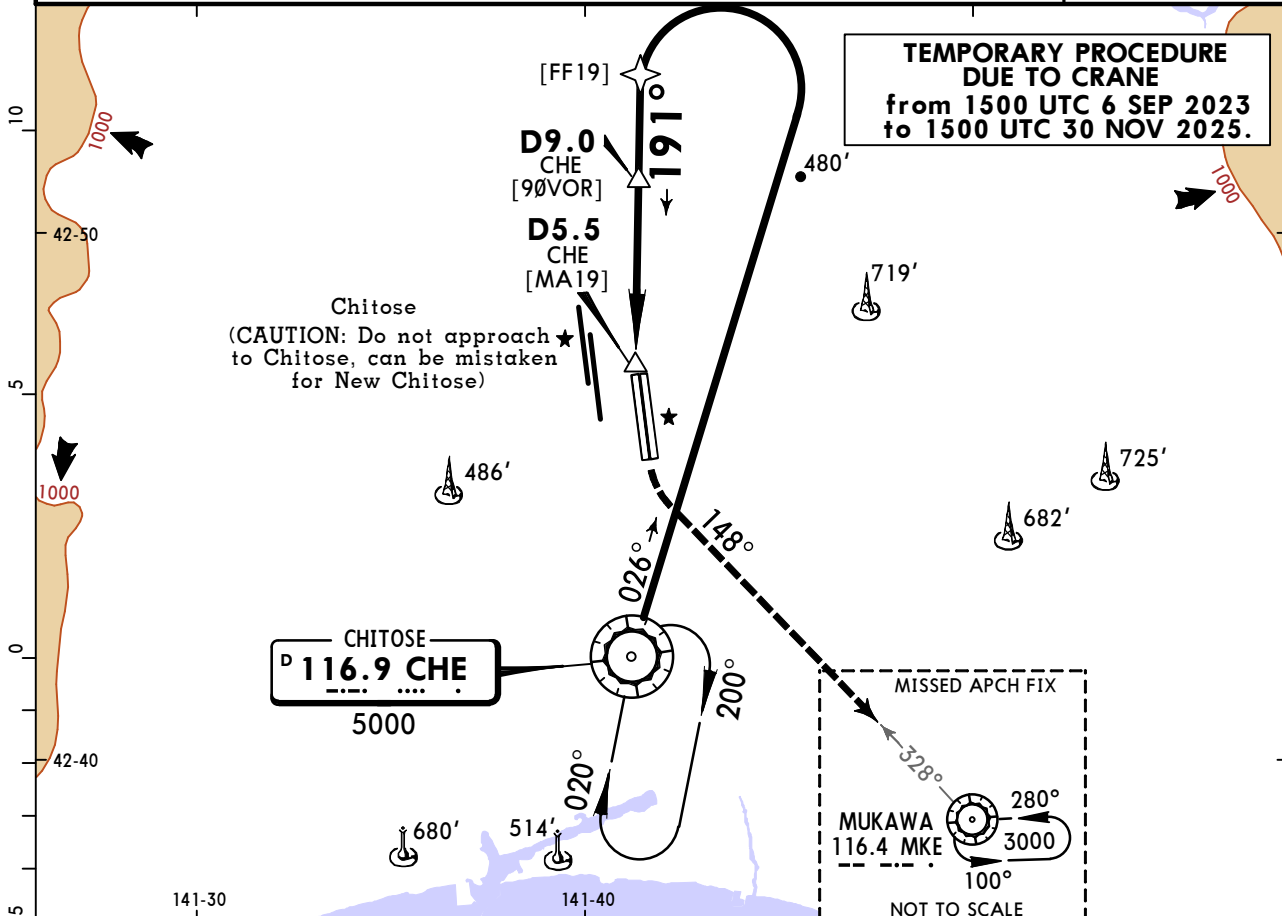
1 SEP 23

13-2-0

Eff 6 Sep 1500Z

SAPPORO, JAPAN
VOR Y Rwy 19L

| | | | | | | | |
|--|-------------------------------|--------------------|------------------------------|-------------------|--------|-------------|--------|
| *D-ATIS | CHITOSE Approach (R) | | CHITOSE Tower | | Ground | | |
| 128.6 | 120.1 | 124.7 | 118.8 | 126.2 | 121.6 | 121.7 | 121.95 |
| VOR CHE 116.9 | Final Apch Crs 191° | No FAF | MDA(H) 760' (690') | Apt Elev 70' | | | |
| MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-328 to 5000', proceed to MKE VOR and hold. Contact Chitose APP. | | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | | |
| DME required. | | | | | | MSA CHE VOR | |



| | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--|--|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | 5000' via 116.4 R-328 | MKE 116.4 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |
| MAP at D5.5 CHE | | | | | | | | | |

| | | | | | | | | | |
|------------------------------------|-----------|--|-----------|--|----------------------------|--|--|--|--|
| STRAIGHT-IN LANDING RWY 19L | | | | | CIRCLE-TO-LAND | | | | |
| MDA(H) 760' (690') | | | | | Not Authorized West of Rwy | | | | |
| ALS out | | | | | Max Kts | | | | |
| A | RVR 1500m | | RVR 1500m | | 760' (690') - 1600m | | | | |
| B | RVR 1500m | | RVR 1500m | | 760' (690') - 2400m | | | | |
| C | RVR 1800m | | RVR 2000m | | 760' (690') - 3200m | | | | |
| D | RVR 2000m | | RVR 2000m | | 760' (690') - 3200m | | | | |

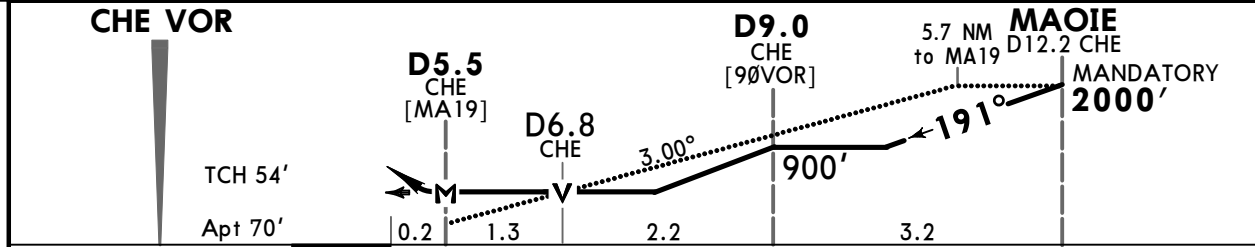
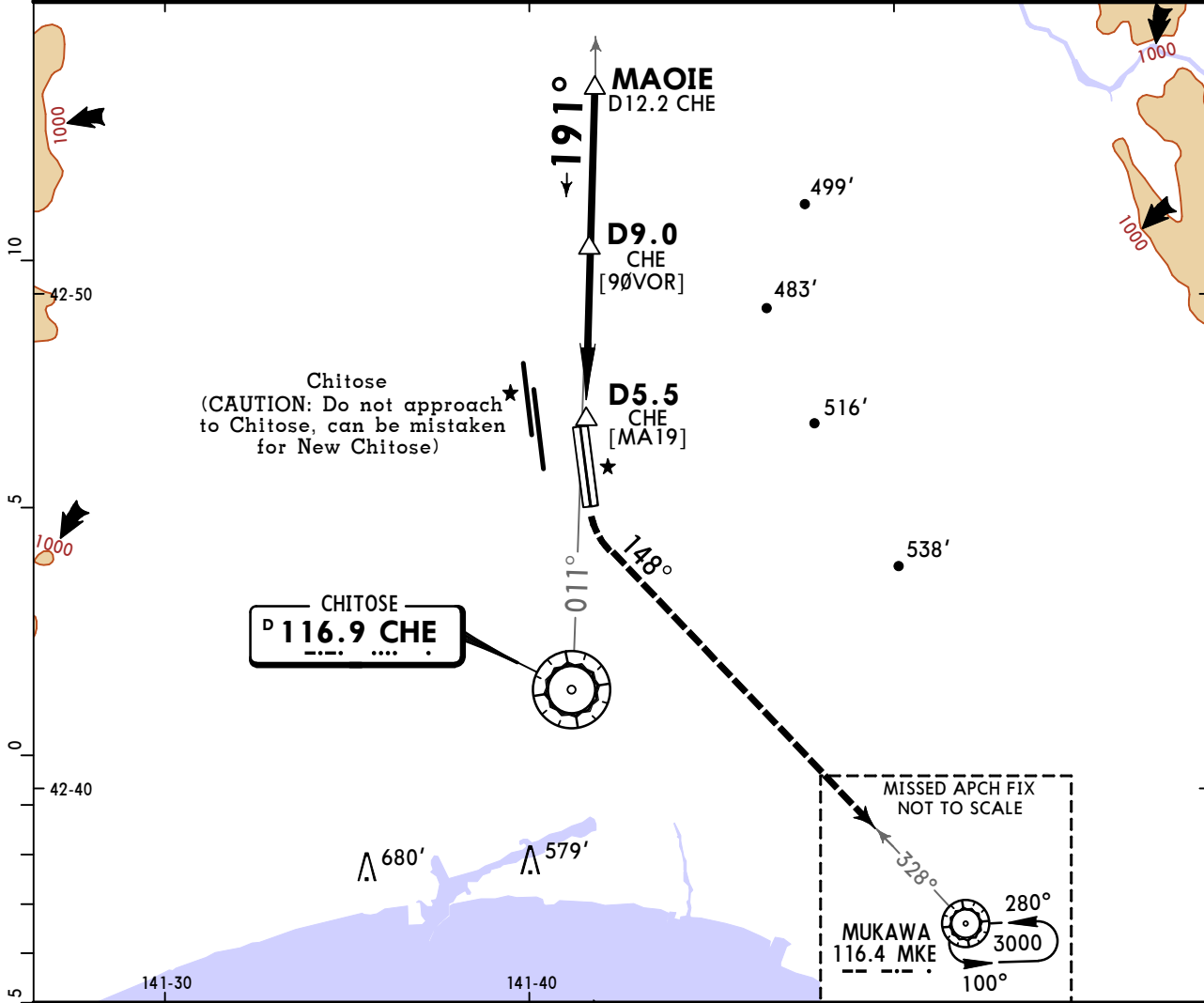
RJCC/CTS
NEW CHITOSE



SAPPORO, JAPAN
VOR Z Rwy 19L

1 OCT 21 (13-3) Eff 6 Oct 1500Z

| | | | | | |
|--|--|---|-------------------------------------|-------------------|-------------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 |
| VOR CHE 116.9 | Final Apch Crs 191° | MAOIE MANDATORY 2000' (1930') | MDA(H) 620' (550') | Apt Elev 70' | |
| MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-328 to 5000', proceed to MKE VOR and hold. Contact Chitose APP. | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL 140 | | Trans alt: 14000' | |
| DME required. | | | | | |



| | | | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|---------------|------------------------------|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | 5000' via MKE R-328 LT | MKE 116.4 MKE 116.4 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |
| 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 | RVR 1400m | RVR 1500m | 90 | 620' (550') - 1600m | |
| B | RVR 1500m | | 120 | 620' (550') - 2400m | |
| C | RVR 1600m | RVR 2000m | 140 | 620' (550') - 2400m | |
| D | RVR 1800m | | 165 | 640' (570') - 3200m | |

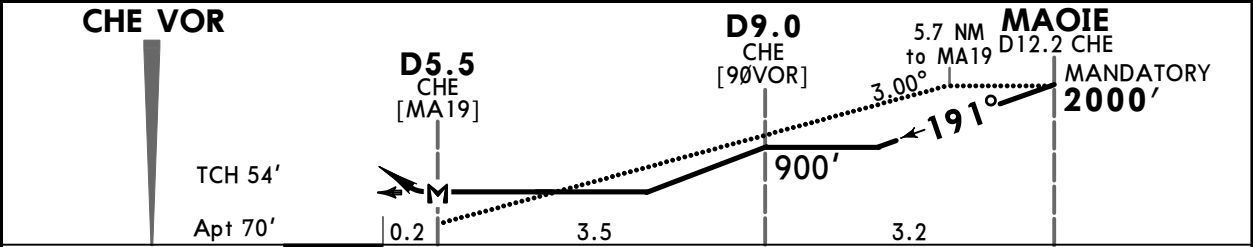
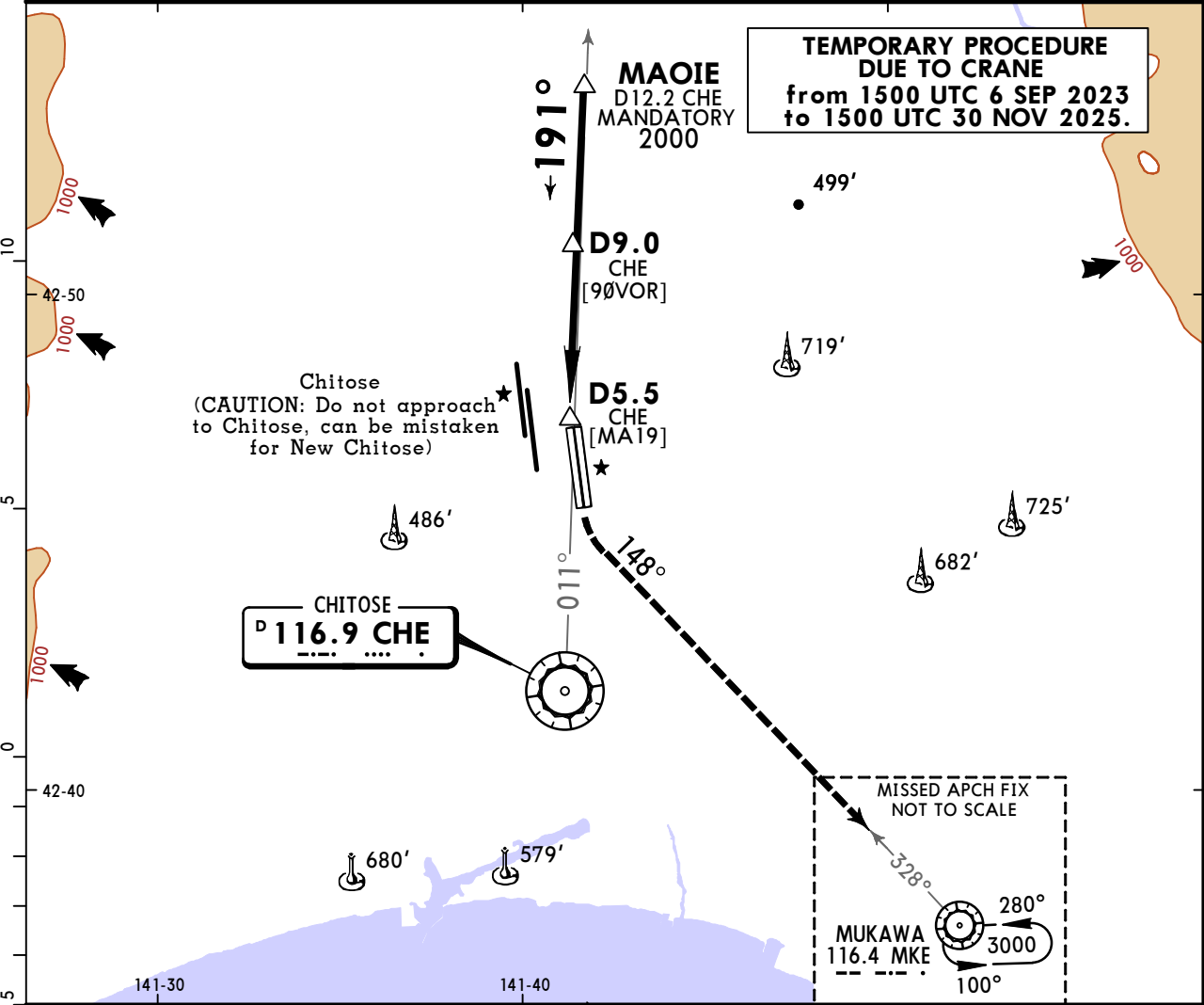
RJCC/CTS
NEW CHITOSE



SAPPORO, JAPAN
VOR Z Rwy 19L

1 SEP 23 **(13-3-0)** Eff 6 Sep 1500Z

| | | | | | | |
|--|--|---|-------------------------------------|-------------------|-------------------------------------|--|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | | CHITOSE Tower 118.8 126.2 | | Ground 121.6 121.7 121.95 | |
| VOR CHE 116.9 | Final Apch Crs 191° | MAOIE MANDATORY 2000' (1930') | MDA(H) 760' (690') | Apt Elev 70' | | |
| MISSED APCH: Turn LEFT, climb inbound via MKE VOR R-328 to 5000', proceed to MKE VOR and hold. Contact Chitose APP. | | | | | | |
| Alt Set: IN (hPa on req) | | Trans level: FL140 | | Trans alt: 14000' | | |
| DME required. | | | | | | |



| | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|-------------------|--|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | 5000' LT via MKE 116.4 R-328 MKE 116.4 | |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at D5.5 CHE | | | | | | | | | |

| | | | | | |
|-----------------------------|-----------|-----------|----------------------------|---------------------|--|
| STRAIGHT-IN LANDING RWY 19L | | | CIRCLE-TO-LAND | | |
| MDA(H) 760' (690') | | | Not Authorized West of Rwy | | |
| ALS out | | | MDA(H) | | |
| Max Kts | | | | | |
| A | RVR 1500m | RVR 1500m | 90 | 760' (690') - 1600m | |
| B | RVR 1500m | RVR 1500m | 120 | 760' (690') - 2400m | |
| C | RVR 1800m | RVR 2000m | 140 | 760' (690') - 3200m | |
| D | RVR 2000m | RVR 2000m | 165 | 760' (690') - 3200m | |

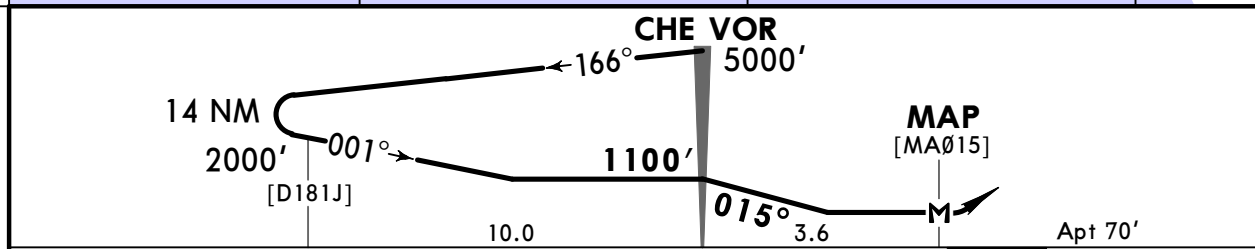
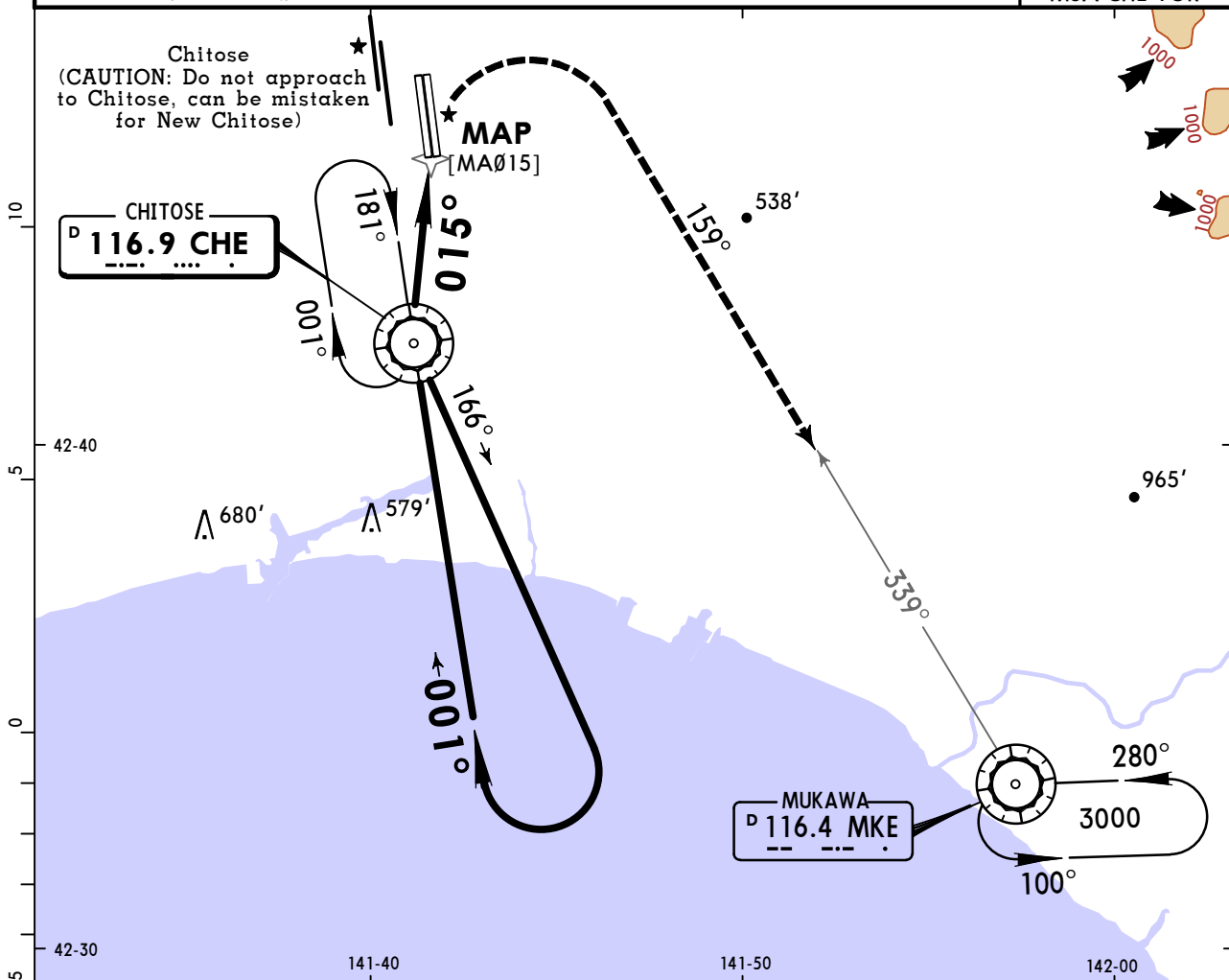
RJCC/CTS
NEW CHITOSE



SAPPORO, JAPAN
VOR A

1 OCT 21 (13-4) Eff 6 Oct 1500Z

| | | | |
|---|-------------------------------------|---------------------------------|--------------------------------|
| *D-ATIS 128.6 | CHITOSE Approach (R) 120.1 124.7 | CHITOSE Tower 118.8 126.2 | Ground 121.6 121.7 121.95 |
| VOR CHE 116.9 | Final Apch Crs 015° | CHE VOR 1100' (1030') | MDA(H) Refer to Minimums |
| Apt Elev 70' | | | |
| MISSED APCH: Turn RIGHT, climb inbound via MKE VOR R-339 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 | Lighting - Refer to Airport Chart | 5000' | MKE via 116.4 R-339 | MKE 116.4 |
| VOR to MAP | 3.6 | 3:05 | 2:24 | 2:10 | 1:48 | 1:33 | | | | |

| CIRCLE-TO-LAND | |
|----------------------------|-------------------|
| Not Authorized West of Rwy | |
| Max Kts | MDA(H) |
| A 90 | 580'(510') -1600m |
| B 120 | 580'(510') -2400m |
| C 140 | 580'(510') -2400m |
| D 165 | 640'(570') -3200m |

CHANGES: MSA, bearings.

Chart changes since cycle 10-2024

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|--------------------------------------|------------------------------|-------|-------------|----------|
| SAPPORO, (NEW CHITOSE - RJCC) | | | | |
| REV | AIRPORT | 10-9 | 24 May 2024 | |
| REV | AIRPORT INFO, TAKE-OFF MN... | 10-9A | 24 May 2024 | |

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RJCC

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All approach procedure straight-in minimums up to and including 2000m should be read as RVR.