

AD 2 AERODROMES

RJEB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJEB - MONBETSU

RJEB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 441815N 1432415E 132°/1km FM RWY 32 THR |
| 2 | Direction and distance from (city) | 3.8NM NW of MONBETSU city |
| 3 | Elevation/ Reference temperature | 58ft / 24°C(2004-2008) |
| 4 | Geoid undulation at AD ELEV PSN | 99.25ft |
| 5 | MAG VAR/ Annual change | 9°W(2000) / 2.1'E |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | HOKKAIDO. PUBLIC.AP Okhotsk-Monbetsu Airport Administration Office (Hokkaido prefectural government) 19-3 Komukai Monbetsu-city Hokkaido Tel 0158-24-1336 , 1337 Fax 0158-24-1338 URL: http://www.abashiri.pref.hokkaido.lg.jp/ds/adg/rjeb1.htm |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJEB AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 0000 - 0800 |
| 2 | Customs and immigration | On Request Customs: 0158-23-3500 Immigration: 0166-38-6755 |
| 3 | Health and sanitation | Quarantine(human): On request(0166-83-5180) Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24(NEW CHITOSE) |
| 7 | ATS | 0000 - 0800 Remarks: AFIS provided by New Chitose Airport Office. |
| 8 | Fuelling | Nil |
| 9 | Handling | 0000 - 0800 |
| 10 | Security | 0000 - 0800 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJEB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|-----|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | Nil |
| 3 | Fuelling facilities/ capacity | Nil |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJEB AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-------------------------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | Coffee Shop 0200-0500 |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | Hospital in Monbetsu city 7km |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJEB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 7 |
| 2 | Rescue equipment | Chemical fire fighting truck x 2 , Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJEB AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow Removal Equipments : truck x 5 , motor grader x 1, rotary x 3 , dozer x 3, snow sweeper x 3, anti-freezing-agent spreader x 1 Available period: from NOV to MAY |
| 2 | Clearance priorities | 1.RWY 2.TWY 3.APRON |
| 3 | Remarks | Nil |

RJEB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Surface:cement-concrete Strength:PCN 48/R/B/X/T |
| 2 | Taxiway width, surface and strength | Width:23m, Surface:asphalt-concrete Strength:PCN 52/F/B/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1 441820.93N 1432425.33E 2 441821.90N 1432423.82E 3 441822.88N 1432422.31E |
| 6 | Remarks | Nil |

RJEB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

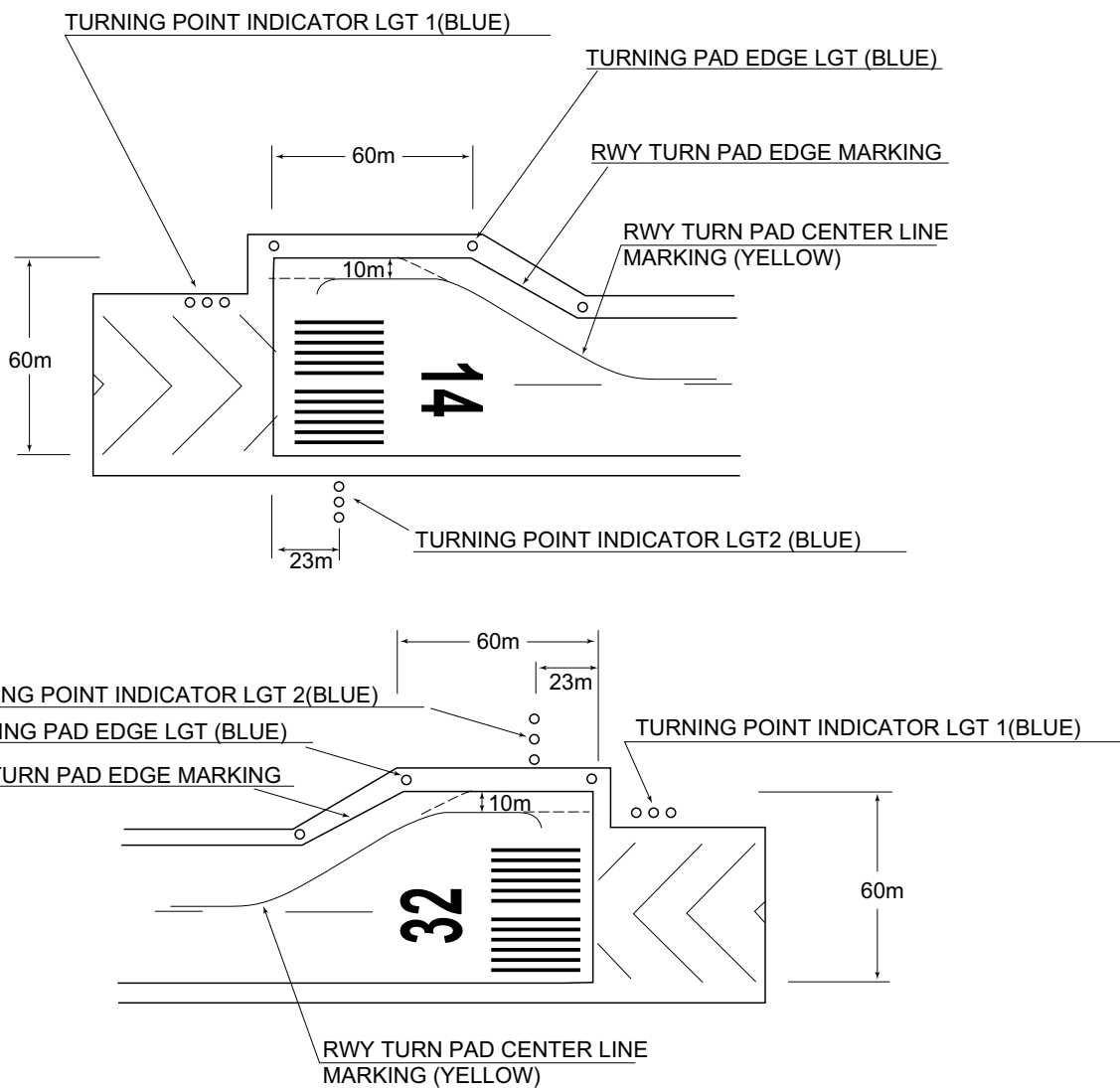
| | | |
|---|--|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Nil |
| 2 | RWY and TWY markings and LGT | RWY:14/32 (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe, RWY turn pad CL, RWY turn pad edge (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY32), WBAR(RWY32), Turning point indicator LGT, RWY DIST marker LGT TWY: (Marking) TWY CL, RWY HLDG PSN, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area (LGT) Apron flood LGT |

滑走路180° 転回実施要領

1. 滑走路中心線からターニングパッド中心線標識に従って進行する。
2. 転回灯1が一直線に見えるように進行し、転回灯2が一直線に見えた時転回を開始する。

Procedure of 180° turn on RWY

1. Proceed along the RWY Center Line Marking to the starting point of the RWY Turn Pad Center Line Marking ; then
2. Proceed along the RWY Turn Pad Center Line Marking to see the Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see the Turning Point Indicator Light 2 on a straight line at an angle of 9 o'clock.



RJEB AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

| OBST ID/designation | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---------------------|---------------|-------------|-----------|--------------|------------------------|
| RJEB1 | MT | - | 1,094.8ft | Nil | See RJEB AD2.14 Figure |

In Area3 To be developed

RJEB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|---|
| 1 | Associated MET Office | NEW CHITOSE |
| 2 | Hours of service MET Office outside hours | H24(NEW CHITOSE) |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at NEW CHITOSE |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U ₂ /T _r , P _S , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW} (domestic), E, C, W _E , W _F , W _G , W _I , W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | RADIO |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJEB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|--------------------------|--|--|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 131.93° | 2000x45 | PCN 58/F/D/X/T 52/F/B/X/T(1) Asphalt Concrete | 441835.73N 1432340.93E 97.4ft | THR ELEV : 80ft |
| 32 | 311.93° | 2000x45 | PCN 58/F/D/X/T 52/F/B/X/T(1) Asphalt Concrete | 441752.44N 1432448.06E 97.4ft | THR ELEV : 71.85ft TDZ ELEV : 71.85ft |
| Slope of RWY | Strip Dimensions(M) | RESA (Overrun) Dimensions (M) | Remarks | | |
| 7 | 10 | 11 | 14 | | |
| see AD 2.24 AD Chart | 2120x300 2120x300 | 90x(MNM:90 MAX:300)* 190x(MNM:137 MAX:300)* *For detail, ask airport administrator | RWY Grooving:2000x45m (1)BTN 70m and 470m FM RWY 32 THR. BTN 820m and 1270m FM RWY 32 THR. BTN 130m and 590m FM RWY 14 THR. | | |

RJEB AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 2000 | 2000 | 2000 | 2000 | Nil |
| 32 | 2000 | 2000 | 2000 | 2000 | Nil |

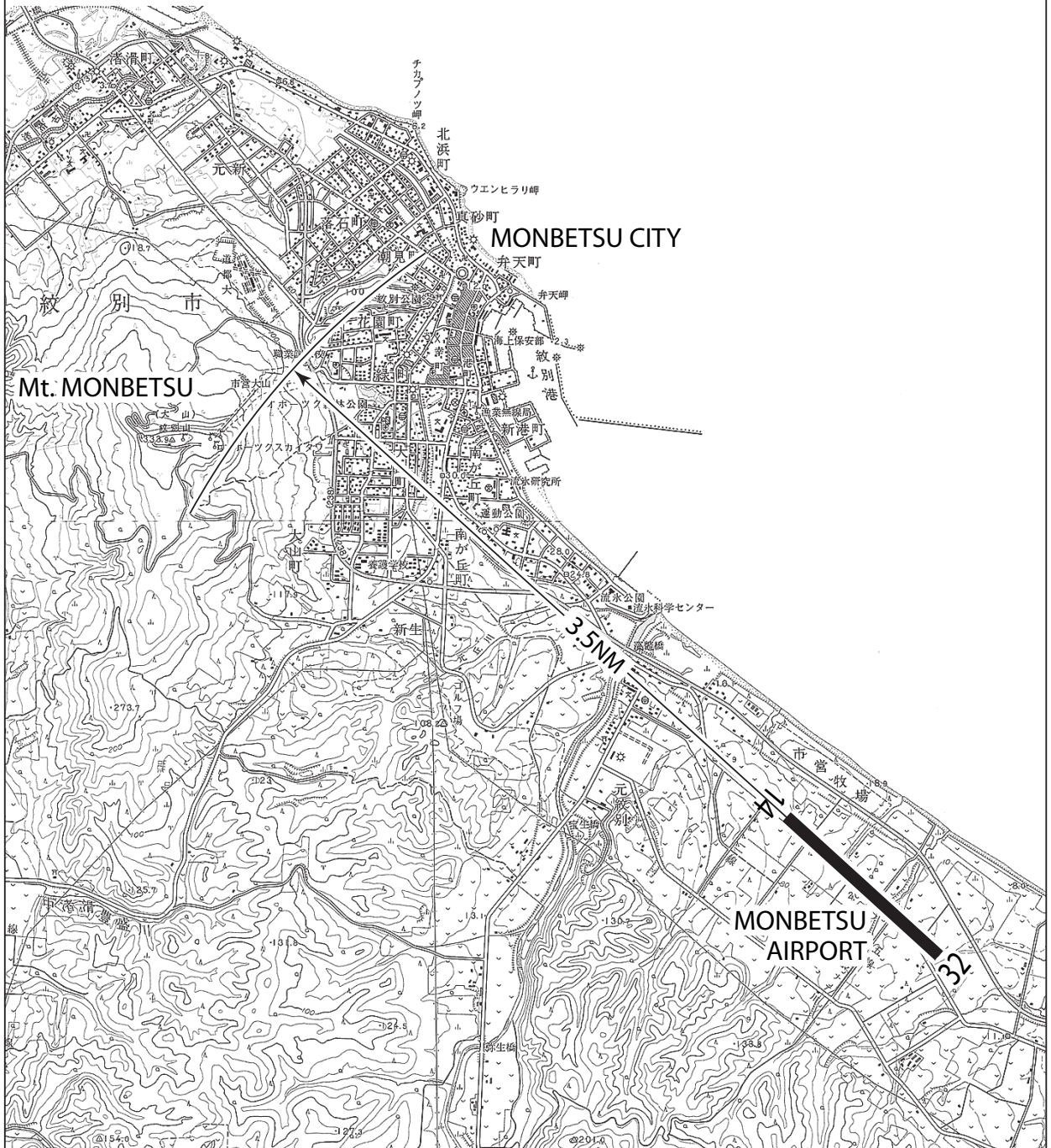
RJEB AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|--|-------------------------------------|-----------------------|---|-------------|---|--|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 14 | SALS (*1) 420m LIH | Green Nil | PAPI 3.0°/Left 445.5m 61ft | Nil | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| 32 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/Left 391.6m 61ft | 900m | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon (600m and 900m FM RWY THR) (*1) Overrun area edge LGT(LEN60m color:Red) (*2) CGL for RWY 14 Usable area of PAPI of RWY14 is within 3.5 NM FM RWY 14 THR (See Below Figure) | | | | | | | | |

Usable area of PAPI

滑走路14末端側進入角指示灯の使用範囲は、障害物（山）のため滑走路14側末端から3.5NM以内とする。

Usable area of PAPI for runway 14 is within 3.5NM from runway 14 threshold due to obstructions (mountain).



RJEB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 441823N/1432434E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer: RWY14:300m from RWY14 THR, LGTD RWY32:295m from RWY32 THR, LGTD |
| 3 | TWY edge and centerline lighting | TWY edge and center line lights installed, see AD 2.9 |
| 4 | Secondary power supply/switch-over time | Within 1sec : REDL, RCLL, RTHL, RENL, WBAR, Turning point indicator LGT, Overrun area edge LGT Within 15sec : Other LGT |
| 5 | Remarks | WDI LGT |

RJEB AD 2.16 HELICOPTER LANDING AREA

| |
|-----|
| Nil |
|-----|

RJEB AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Transition altitude | Remarks |
|--------------------------------|--|----------------------|-------------------------|-----------------------------|---------------------|---------|
| 1 | | 2 | 3 | 4 | 5 | 6 |
| Monbetsu Information Zone | Area within a radius of 5NM(9km) of Monbetsu ARP | 3,000 or below | E | Monbetsu Radio En | Nil | |

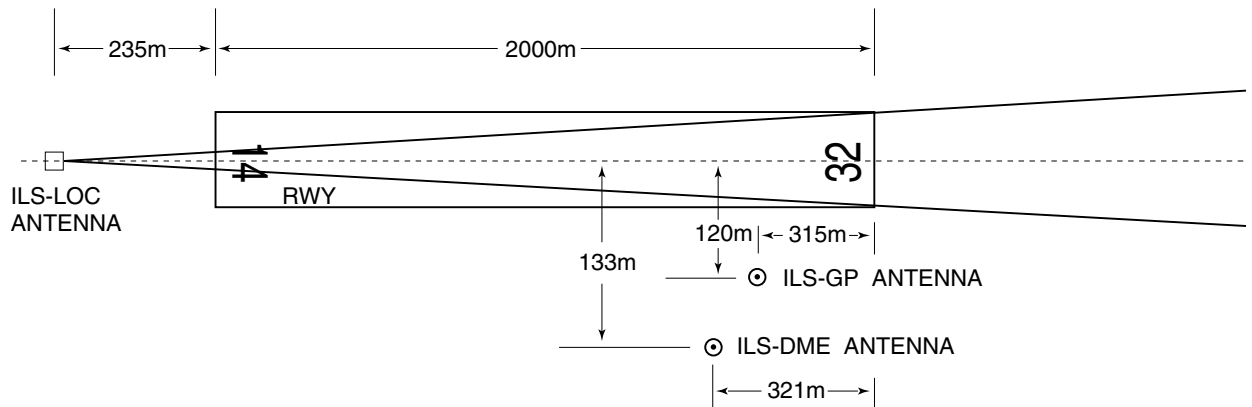
RJEB AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|----------------|-----------|--------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | Monbetsu Radio | 118.15MHz | 0000 - 0800 | Operated by New Chitose Airport Office |

RJEB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|----------------------------------|-----|---------------------|--------------------|--|---------------------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (9°W/2016) | MVE | 112.9MHz | H24 | 441818.96N 1432342.33E | | |
| DME | MVE | 1163MHz (CH-76X) | H24 | 441818.96N 1432342.33E | 159ft | DME Unusable: 150°-170° beyond 30nm BLW 4000ft. 170°-200° beyond 30nm BLW 6000ft. 260°-280° beyond 30nm BLW 6000ft. |
| ILS-LOC 32 | IMV | 111.55MHz | 0000 - 0800 | 441840.82N 1432333.00E | | LOC: 235m(771ft)away FM RWY14 THR, BRG(MAG)321°. |
| ILS-GP 32 | - | 332.75MHz | 0000 - 0800 | 441756.35N 1432433.82E | | GP: 315m(1033ft) inside FM RWY32 THR, 120m(394ft) SW of RCL. HGT of ILS Ref datum 16.5m (54ft). GP angle 3.0° |
| ILS-DME 32 | IMV | 1139MHz (CH-52Y) | 0000 - 0800 | 441756.18N 1432433.23E | 87ft | DME: 321m(1053ft) inside FM RWY32 THR, 133m(436ft) SW of RCL. |

ILS



- REMARKS :
- | | |
|-------------------------|-------------|
| 1. LOC beam BRG(MAG) | 321° |
| 2. HGT of ILS REF datum | 16.5m(54ft) |
| 3. GP Angle | 3.0° |
| 4. ELEV of ILS-DME | 26.6m(87ft) |

RJEB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Aircraft operations other than scheduled flights or in an emergency
On use of this airport, aircraft operator is required to obtain the prior permission of the Airport Administrator.

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJEB AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJEB AD 2.22 FLIGHT PROCEDURES

TAKE OFF MINIMA

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|---|-----|----------|-----------------|------|-----------------------------|------|--------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 14 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 32 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 14 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 32 | A,B,C,D | | | | | | |

RJEB AD 2.23 ADDITIONAL INFORMATION

Nil

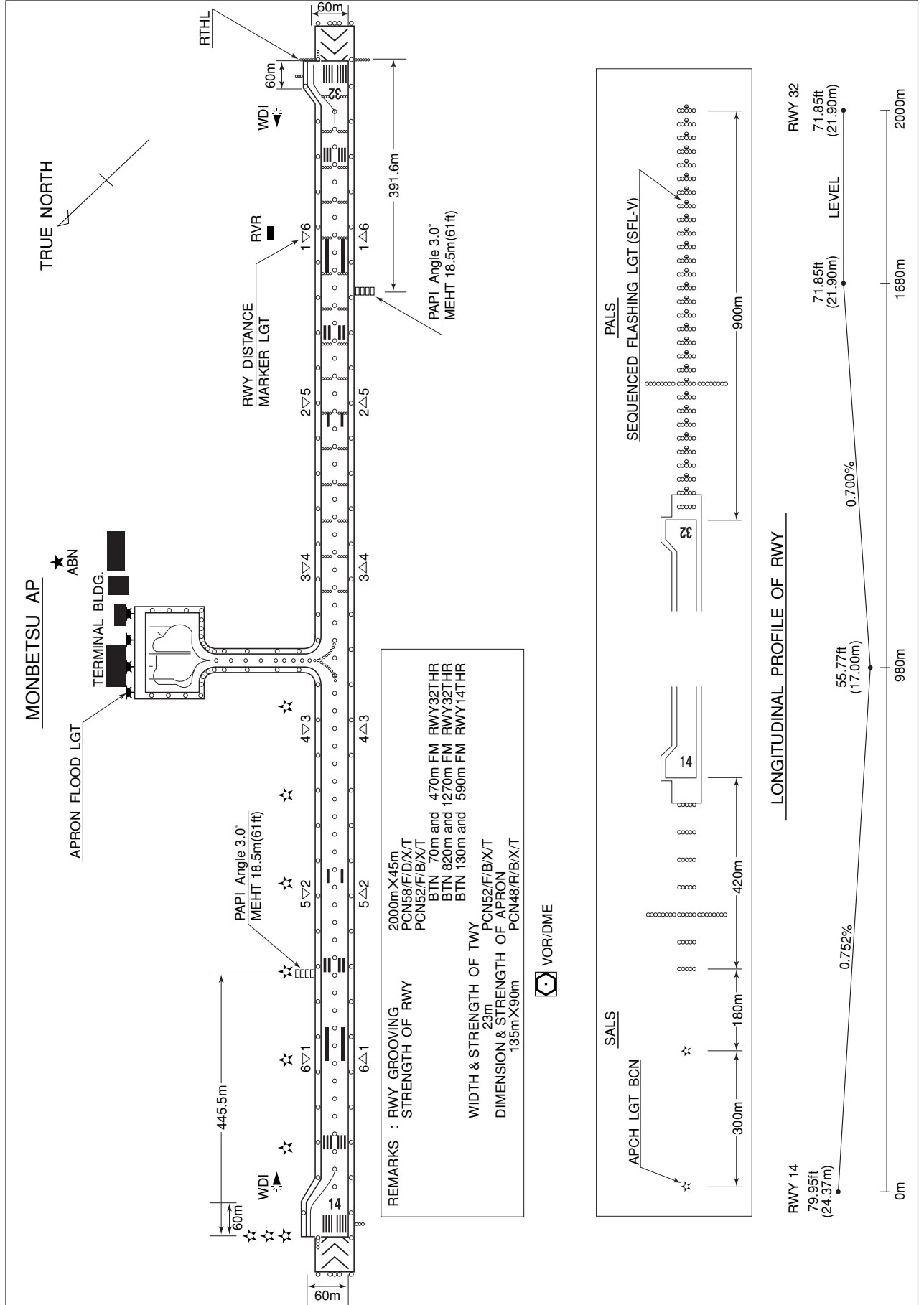
RJEB AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart - Instrument (MONBETSU REVERSAL)
 Standard Departure Chart - Instrument (LUBEK-RNAV)
 Instrument Approach Chart (ILS or LOC RWY32)
 Instrument Approach Chart (RNP RWY14(AR))
 Instrument Approach Chart (RNP RWY32(AR))
 Instrument Approach Chart (VOR A)
 Other Chart (Visual REP)
 Other Chart (MVA CHART)

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RJEB / MONBETSU

AD CHART



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STANDARD DEPARTURE CHART-INSTRUMENT

RJEB / MONBETSU

SID and TRANSITION

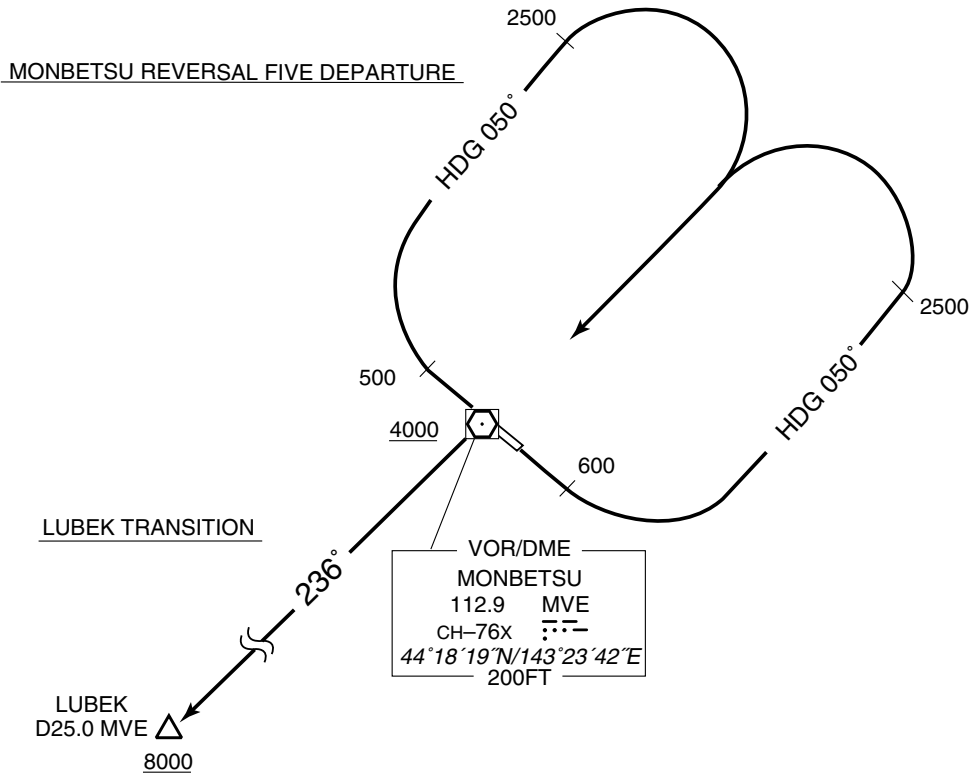
MONBETSU REVERSAL FIVE DEPARTURE

RWY14 : Climb RWY HDG to 600FT, turn left HDG050°, to 2500FT turn left,...
RWY32 : Climb RWY HDG to 500FT, turn right HDG050°, to 2500FT turn right,...
...direct to MVE VOR/DME.
Cross MVE VOR/DME at or above 4000FT.

Note RWY14 : 5.0% climb gradient required up to 900FT.
OBST ALT 591FT located at 2.7NM 156° FM end of RWY14.
RWY32: 4.3% climb gradient required up to 800FT.
OBST ALT 657FT located at 3.5NM 316° FM end of RWY32.

LUBEK TRANSITION

From over MVE VOR/DME, proceed via MVE R236 to LUBEK.
Cross LUBEK at or above 8000FT.



STANDARD DEPARTURE CHART-INSTRUMENT

RJEB / MONBETSU

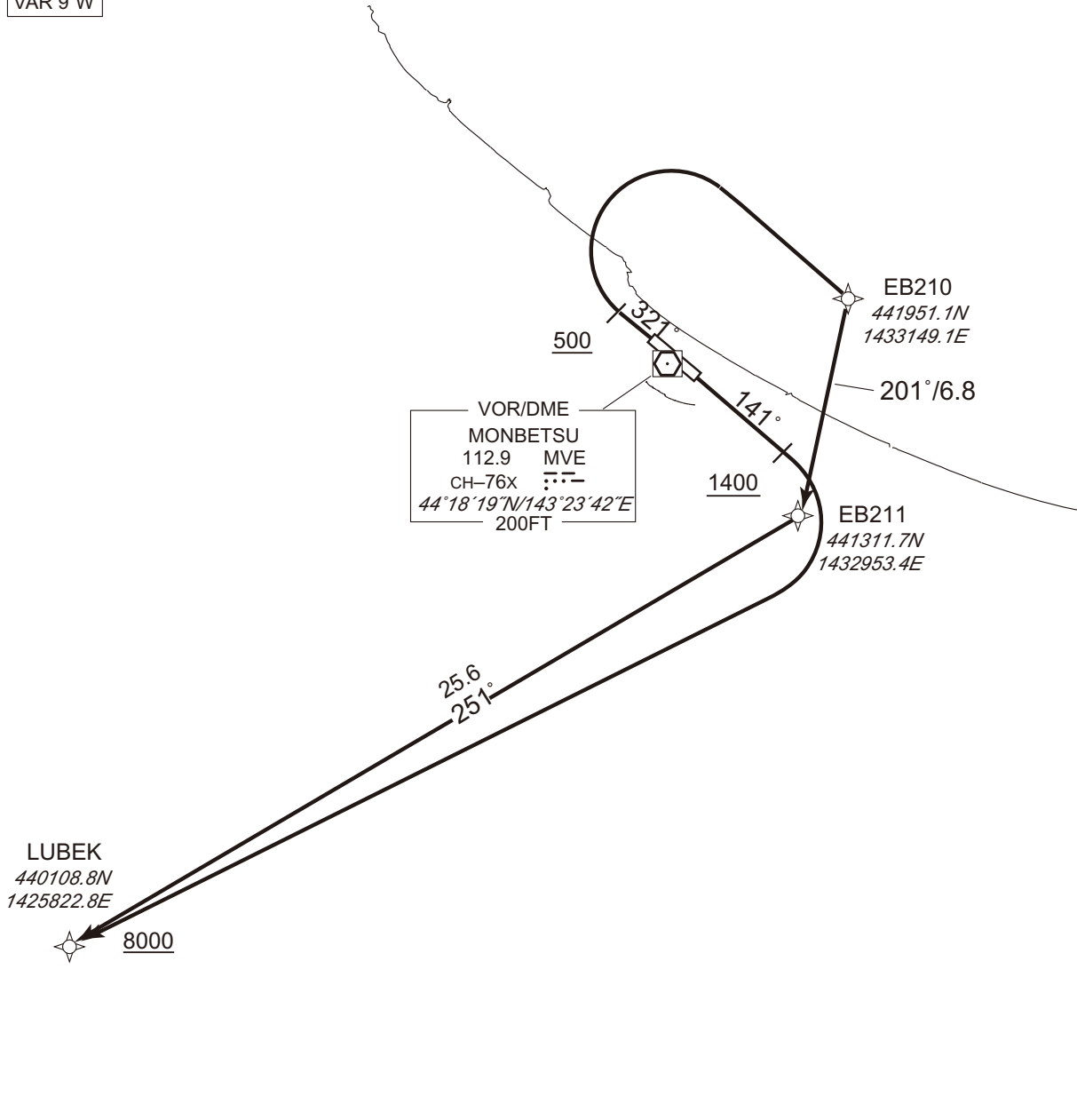
RNAV SID

LUBEK ONE DEPARTURE

RNP1

Note GNSS required.

VAR 9°W



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

RWY14 : Climb on HDG141° at or above 1400FT, turn right direct to LUBEK at or above 8000FT.

RWY32 : Climb on HDG321° at or above 500FT, turn right direct to EB210, to EB211, to LUBEK at or above 8000FT.

Note RWY14 : 5.0% climb gradient required up to 1400FT.
OBST ALT 1182FT located at 2.9NM 172° FM end of RWY14.

RWY32 : 5.0% climb gradient required up to 700FT.
OBST ALT 657FT located at 3.4NM 318° FM end of RWY32.

STANDARD DEPARTURE CHART-INSTRUMENT

RJEB / MONBETSU

RNAV SID

LUBEK ONE DEPARTURE

RWY14

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | - | - | 141 (132.0) | -9.2 | - | - | +1400 | - | - | RNP1 |
| 002 | DF | LUBEK | - | - | -9.2 | - | R | +8000 | - | - | RNP1 |

RWY32

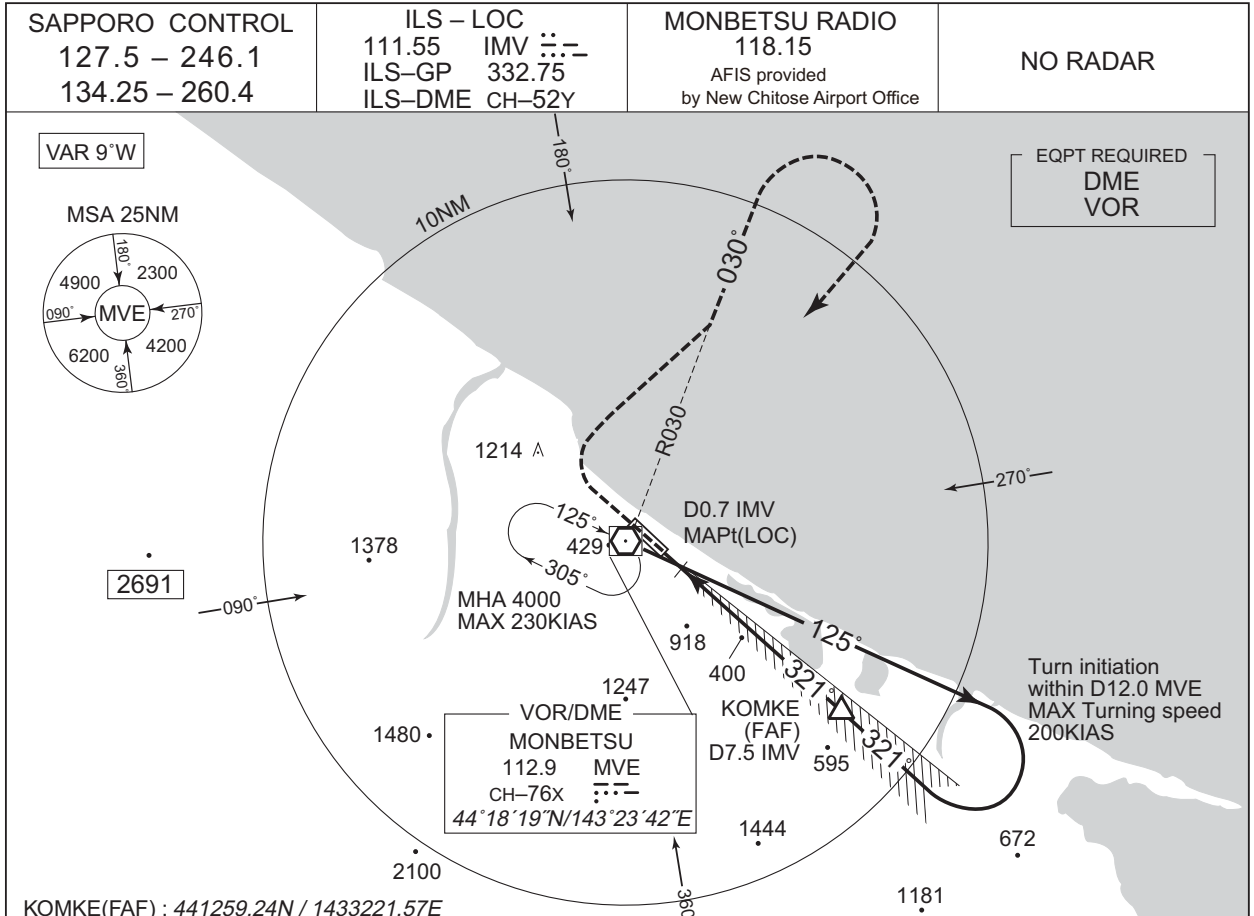
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | - | - | 321 (312.0) | -9.2 | - | - | +500 | - | - | RNP1 |
| 002 | DF | EB210 | - | - | -9.2 | - | R | - | - | - | RNP1 |
| 003 | TF | EB211 | - | 201 (191.7) | -9.2 | 6.8 | - | - | - | - | RNP1 |
| 004 | TF | LUBEK | - | 251 (242.1) | -9.2 | 25.6 | - | +8000 | - | - | RNP1 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

INSTRUMENT APPROACH CHART

RJEB / MONBETSU

ILS or LOC RWY32



| | | | | | | | | |
|----------------------|------|-----|------|------|------|------|------|------|
| NM to IMV | MAPt | 2 | 3 | 4 | 5 | 6 | 7 | FAF |
| ALT (3.0° APCH Path) | - | 703 | 1022 | 1340 | 1659 | 1977 | 2296 | 2448 |

MISSED APPROACH

Turn right, climb via MVE R030 to 2500FT, turn right, direct to MVE VOR/DME and hold at 4000FT. Contact MONBETSU RADIO.

Timing not authorized for defining the MAPt. No turn before IMV 0.7DME.

*Not applicable for CAT D circling

Turn initiation within D12.0 MVE

MVE 4000

125°

MAPt (LOC)

*SDF (LOC)

2500 2448 (LOC)

KOMKE (FAF)

321°

2500

926

VDP (LOC)

GP 3.0°

321°

RDH 54

MDA 840 (782)

1800 (1742)

| | | | | | |
|------------|-----|-----|-----|-----|-----|
| DME to IMV | 0.2 | 0.7 | 1.5 | 2.7 | 7.5 |
| NM to THR | 0 | 0.5 | 1.3 | 2.5 | 7.3 |

Missed APCH climb gradient MNM 4.0%

| MINIMA | | THR elev. 72 | | AD elev. 58 | | |
|--------|-----------|--------------|-----------|-------------|-------------|------|
| CAT | CAT I | | LOC | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 272 (200) | 550 | 510 (452) | 1000 | 510 (452) | 1600 |
| B | | | | 1200 | 530 (472) | |
| C | | | | 830 (772) | 2400 | |
| D | | | | 1600 | 1150 (1092) | 3200 |

Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

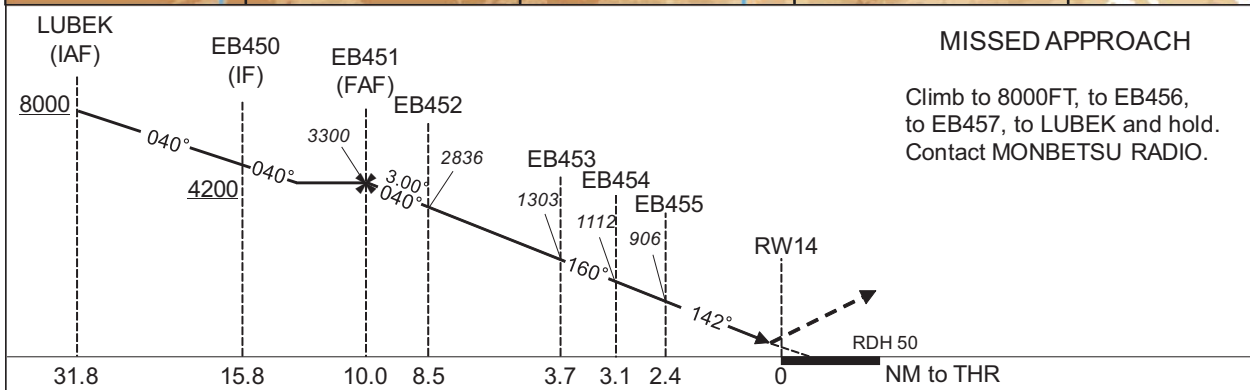
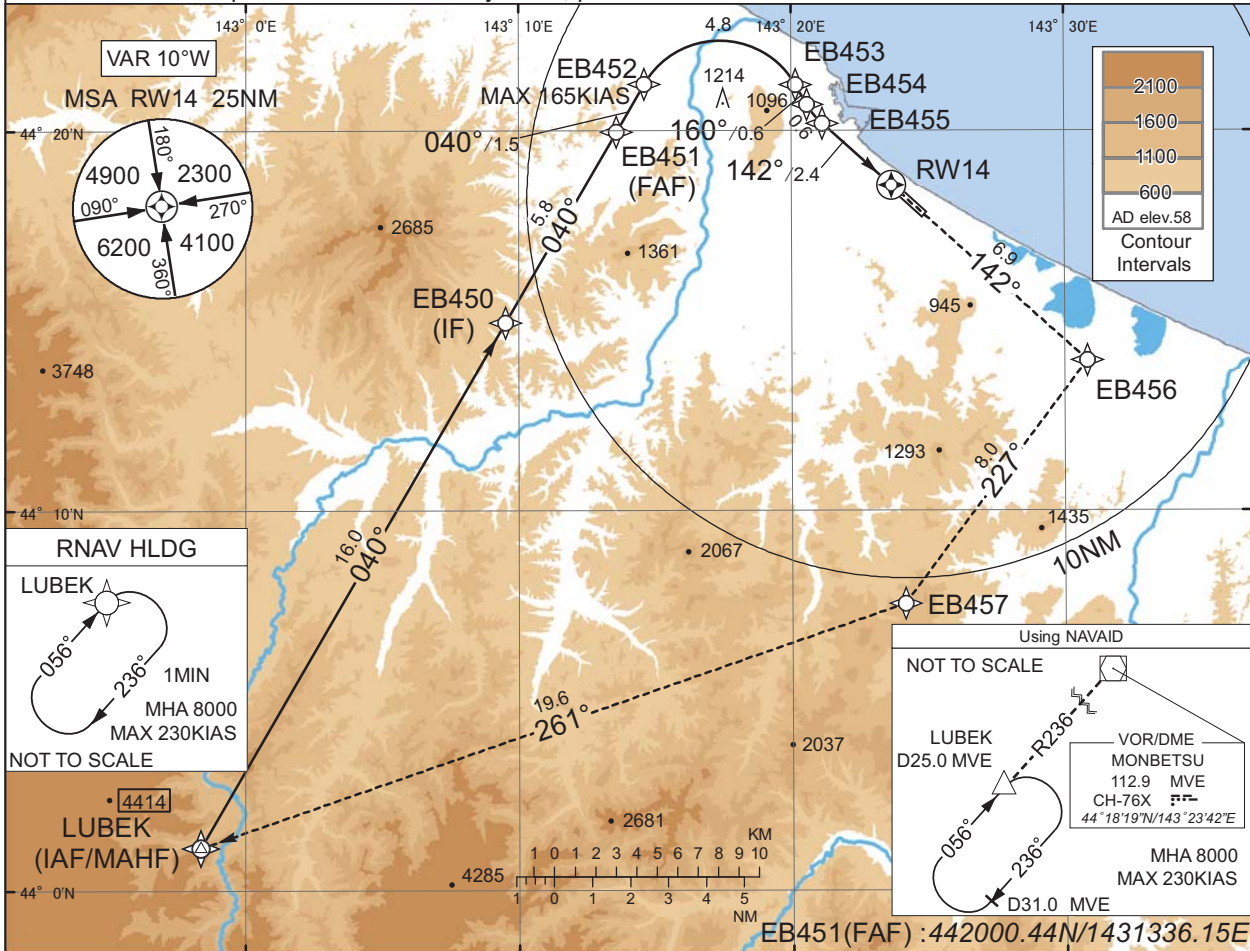
INSTRUMENT APPROACH CHART

RJEB / MONBETSU

RNP RWY14(AR)

| | | | |
|--|------------------------|--|----------|
| SAPPORO CONTROL 127.5 - 246.1 134.25 - 260.4 | RNP AR RF required. | MONBETSU RADIO 118.15 AFIS provided by New Chitose Airport Office | NO RADAR |
|--|------------------------|--|----------|

For uncompensated Baro-VNAV systems, procedure not authorized below -20°C / above 45°C



MISSED APPROACH
Climb to 8000FT, to EB456, to EB457, to LUBEK and hold. Contact MONBETSU RADIO.

Missed APCH climb gradient MNM 5.0%

| MINIMA | THR elev. 80 | | AD elev. 58 | |
|--------|--------------|------|-------------|------|
| | RNP 0.10 | | RNP 0.30 | |
| CAT | DA(H) | CMV | DA(H) | CMV |
| A | - | - | - | - |
| B | - | - | - | - |
| C | 384(304) | 1400 | 653(573) | 1600 |
| D | | 1600 | | 1800 |

MINIMA with Missed APCH climb gradient of 2.5% are not established.

Authorization Required

CHANGE : VAR. PROC course. Missed APCH course. RNAV HLDG established.

INSTRUMENT APPROACH CHART

RJEB / MONBETSU

RNP RWY14(AR)

Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|-----------------|--------------|
| 001 | IF | LUBEK | - | - | -9.8 | - | - | +8000 | - | - | - |
| 002 | TF | EB450 | - | 040 (030.0) | -9.8 | 16.0 | - | +4200 | - | - | 1.0 |
| 003 | TF | EB451 | - | 040 (030.1) | -9.8 | 5.8 | - | 3300 | - | - | 1.0 |
| 004 | TF | EB452 | - | 040 (030.2) | -9.8 | 1.5 | - | 2836 | -165 | -3.00 | 0.10 0.30 |
| 005 | RF Center: EBRF1 r=2.30NM | EB453 | - | - | -9.8 | 4.8 | R | 1303 | - | -3.00 | 0.10 0.30 |
| 006 | TF | EB454 | - | 160 (150.4) | -9.8 | 0.6 | - | 1112 | - | -3.00 | 0.10 0.30 |
| 007 | RF Center: EBRF2 r=2.01NM | EB455 | - | - | -9.8 | 0.6 | L | 906 | - | -3.00 | 0.10 0.30 |
| 008 | TF | RW14 | Y | 142 (132.0) | -9.8 | 2.4 | - | 130 | - | -3.00/50 | 0.10 0.30 |
| 009 | TF | EB456 | - | 142 (132.0) | -9.8 | 6.9 | - | - | - | - | 1.0 |
| 010 | TF | EB457 | - | 227 (216.9) | -9.8 | 8.0 | - | - | - | - | 1.0 |
| 011 | TF | LUBEK | - | 261 (251.0) | -9.8 | 19.6 | - | 8000 | - | - | 1.0 |

CHANGE : VAR. PROC course. RNAV HLDG established. Missed APCH course.

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|------------------|-----------|
| Hold | LUBEK | 056 (046.6) | -9.8 | 1.0 (-14000) | R | 8000 | FL140 | -230 (-14000) | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| LUBEK | 440108.77N / 1425822.82E | EBRF1 | 442006.33N / 1431723.55E |
| EB450 | 441459.20N / 1430931.88E | EBRF2 | 442143.27N / 1432301.39E |
| EB451 | 442000.44N / 1431336.15E | | |
| EB452 | 442115.89N / 1431437.46E | | |
| EB453 | 442114.78N / 1432010.52E | | |
| EB454 | 442043.51N / 1432035.39E | | |
| EB455 | 442013.50N / 1432109.15E | | |
| RW14 | 441835.73N / 1432340.93E | | |
| EB456 | 441358.25N / 1433050.46E | | |
| EB457 | 440734.71N / 1432409.46E | | |

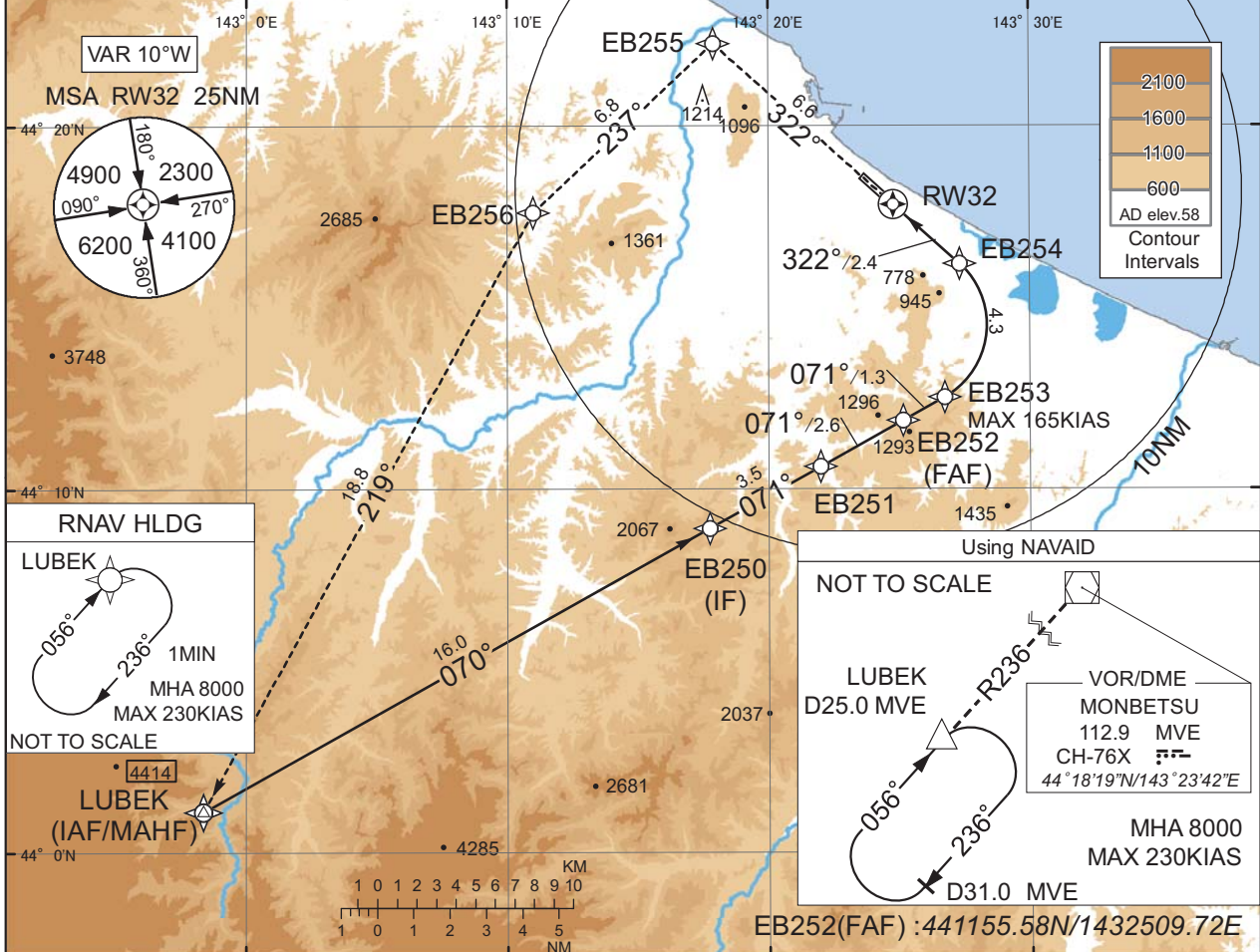
INSTRUMENT APPROACH CHART

RJEB / MONBETSU

RNP RWY32(AR)

| | | | |
|--|------------------------|--|----------|
| SAPPORO CONTROL 127.5 - 246.1 134.25 - 260.4 | RNP AR RF required. | MONBETSU RADIO 118.15 AFIS provided by New Chitose Airport Office | NO RADAR |
|--|------------------------|--|----------|

For uncompensated Baro-VNAV systems, procedure not authorized below -20°C / above 45°C



RNAV HLDG

LUBEK

056° / 236°

1 MIN

MHA 8000

MAX 230KIAS

NOT TO SCALE

Using NAVAID

NOT TO SCALE

LUBEK

D25.0 MVE

R236

VOR/DME

MONBETSU

112.9 MVE

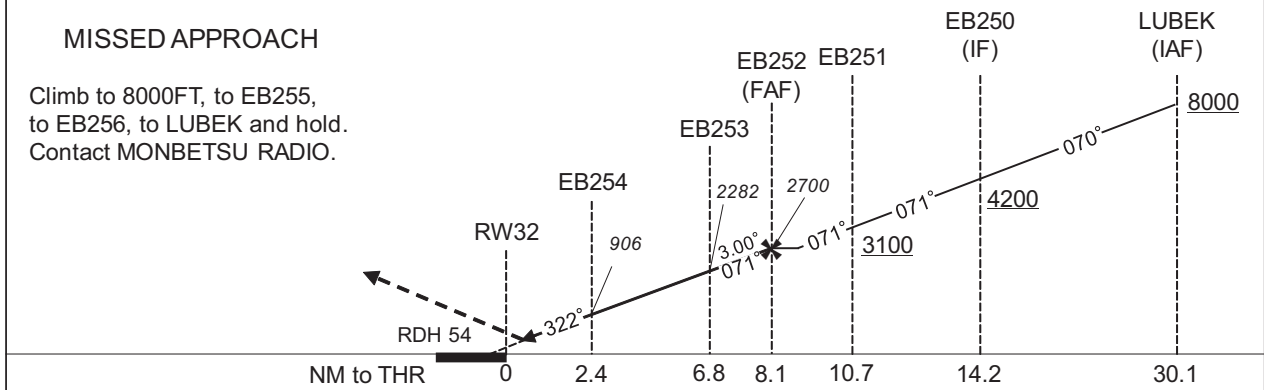
CH-76X

44°18'19"N/143°23'42"E

MHA 8000

MAX 230KIAS

D31.0 MVE



Missed APCH climb gradient MNM 4.0%

| MINIMA | THR elev. 72 | | AD elev. 58 | |
|--------|--------------|---------|-------------|---------|
| | RNP 0.14 | | RNP 0.30 | |
| CAT | DA(H) | RVR/CMV | DA(H) | RVR/CMV |
| A | - | - | - | - |
| B | - | - | - | - |
| C | 372(300) | 1000 | 606(534) | 1200 |
| D | - | 1400 | - | 1600 |

Authorization Required

MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR. PROC course. Missed APCH course. RNAV HLDG established.

INSTRUMENT APPROACH CHART

RJEB / MONBETSU

RNP RWY32(AR)

Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|-----------------|--------------|
| 001 | IF | LUBEK | - | - | -9.8 | - | - | +8000 | - | - | - |
| 002 | TF | EB250 | - | 070 (060.6) | -9.8 | 16.0 | - | +4200 | - | - | 1.0 |
| 003 | TF | EB251 | - | 071 (060.8) | -9.8 | 3.5 | - | +3100 | - | - | 1.0 |
| 004 | TF | EB252 | - | 071 (060.8) | -9.8 | 2.6 | - | 2700 | - | - | 1.0 |
| 005 | TF | EB253 | - | 071 (060.9) | -9.8 | 1.3 | - | 2282 | -165 | -3.00 | 0.14 0.30 |
| 006 | RF Center: EBRF3 r=2.27NM | EB254 | - | - | -9.8 | 4.3 | L | 906 | - | -3.00 | 0.14 0.30 |
| 007 | TF | RW32 | Y | 322 (312.1) | -9.8 | 2.4 | - | 126 | - | -3.00/54 | 0.14 0.30 |
| 008 | TF | EB255 | - | 322 (312.0) | -9.8 | 6.6 | - | - | - | - | 1.0 |
| 009 | TF | EB256 | - | 237 (226.8) | -9.8 | 6.8 | - | - | - | - | 1.0 |
| 010 | TF | LUBEK | - | 219 (208.8) | -9.8 | 18.8 | - | 8000 | - | - | 1.0 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|------------------|-----------|
| Hold | LUBEK | 056 (046.6) | -9.8 | 1.0 (-14000) | R | 8000 | FL140 | -230 (-14000) | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| LUBEK | 440108.77N / 1425822.82E | EBRF3 | 441432.89N / 1432513.59E |
| EB250 | 440857.66N / 1431745.13E | | |
| EB251 | 441039.77N / 1432200.05E | | |
| EB252 | 441155.58N / 1432509.72E | | |
| EB253 | 441233.80N / 1432645.48E | | |
| EB254 | 441614.19N / 1432720.26E | | |
| RW32 | 441752.44N / 1432448.06E | | |
| EB255 | 442218.71N / 1431754.45E | | |
| EB256 | 441739.47N / 1431100.00E | | |

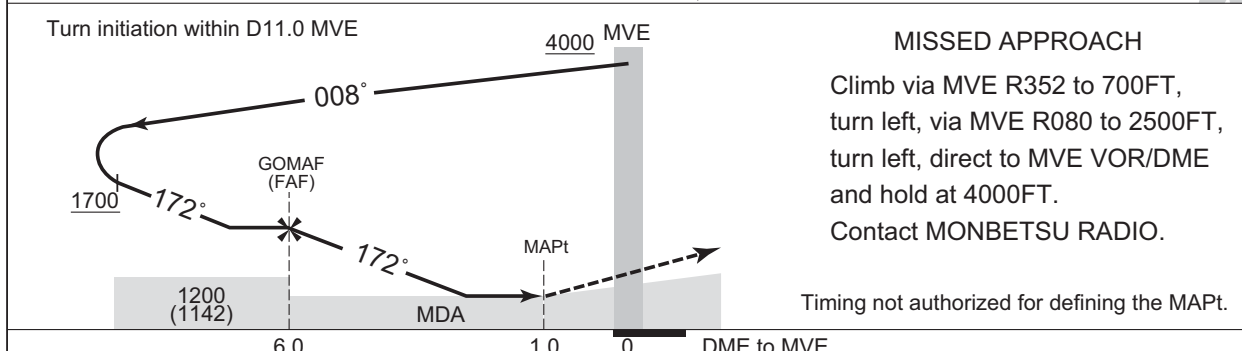
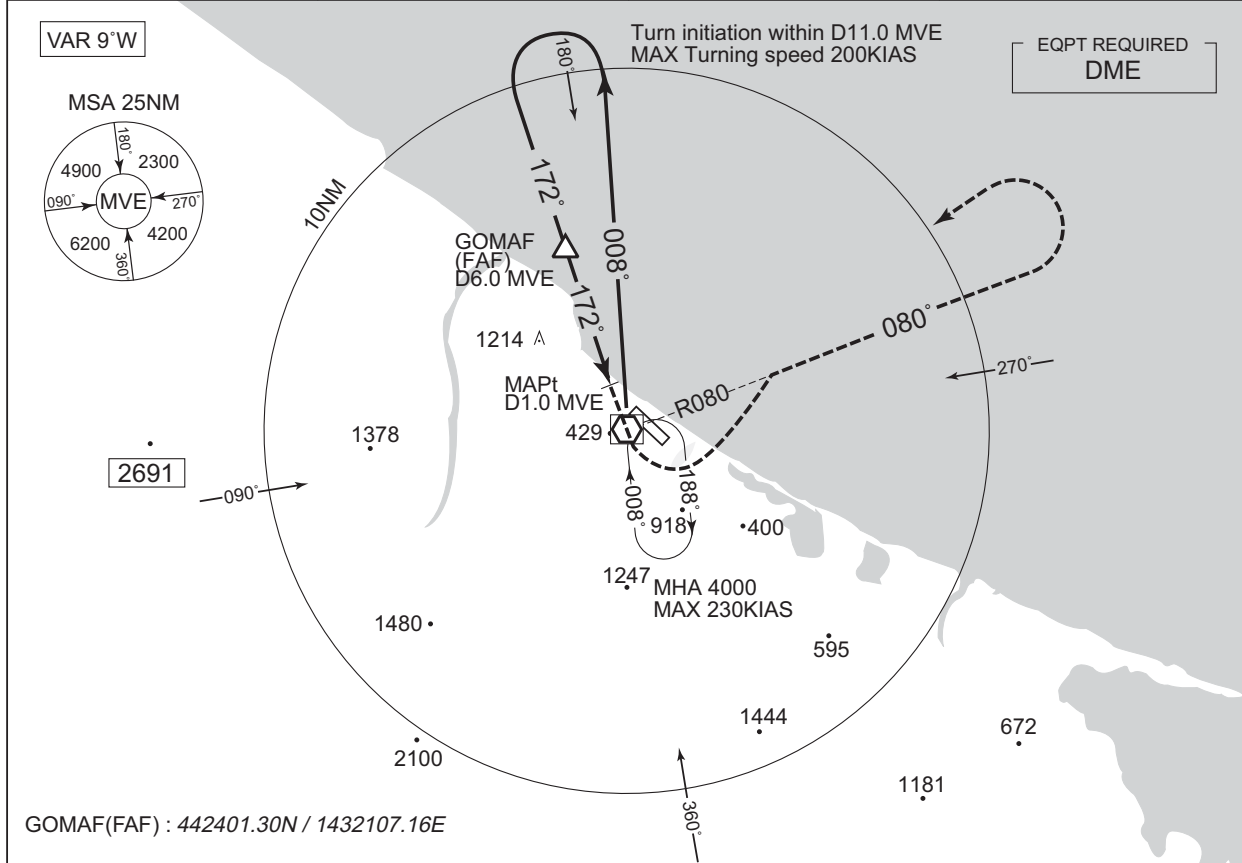
CHANGE : VAR. PROC course. RNAV HLDG established. Missed APCH course.

INSTRUMENT APPROACH CHART

RJEB / MONBETSU

VOR A

| | | | |
|--|---|--|----------|
| SAPPORO CONTROL 127.5 – 246.1 134.25 – 260.4 | MONBETSU VOR/DME 112.9 MVE CH-76X 44°18'19"N/143°23'42"E | MONBETSU RADIO 118.15 AFIS provided by New Chitose Airport Office | NO RADAR |
|--|---|--|----------|



Missed APCH climb gradient MNM 3.5%

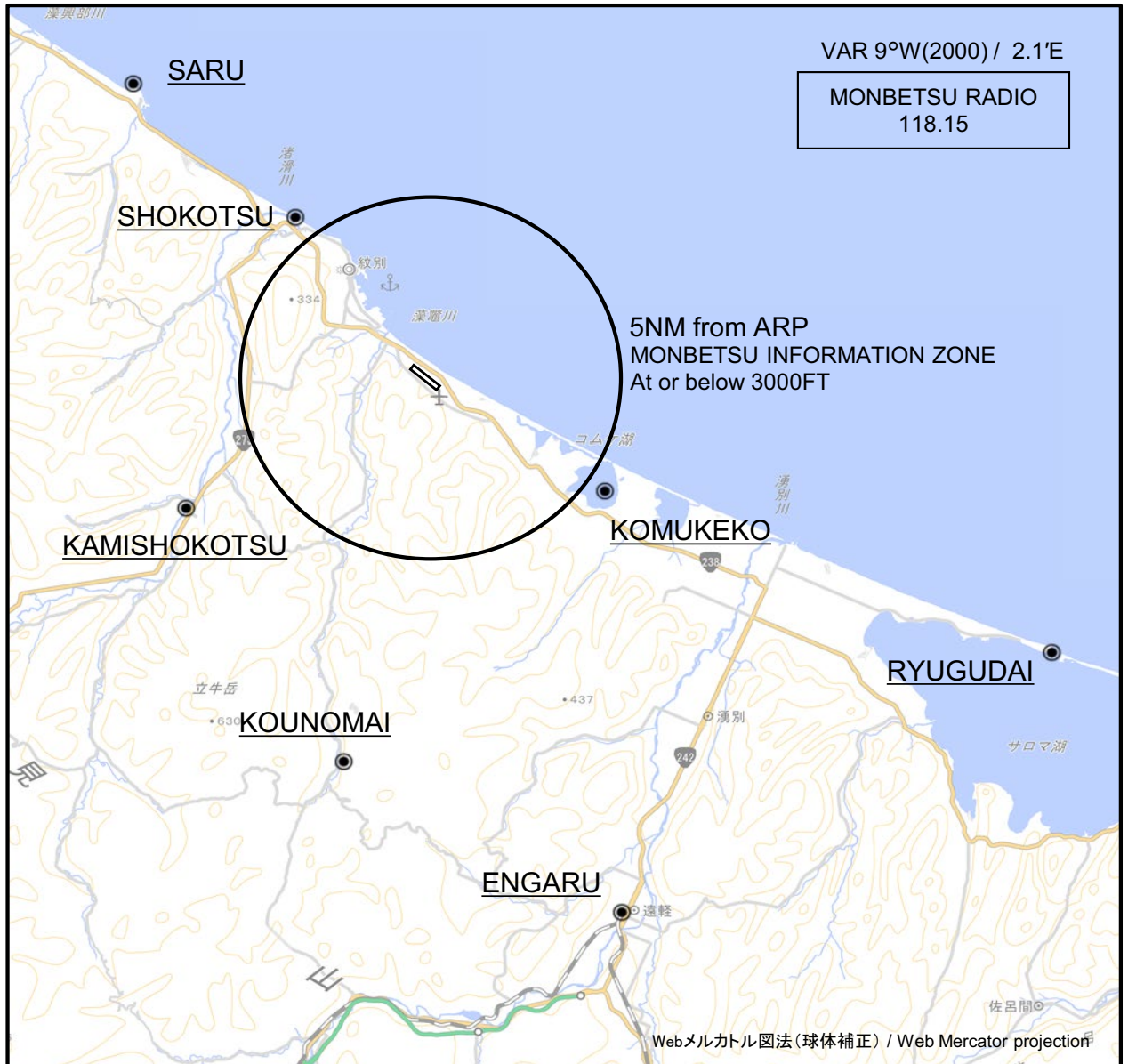
| | | |
|--------|-------------|-------------|
| MINIMA | | AD elev. 58 |
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 580 (522) | 1600 |
| B | 830 (772) | 2400 |
| C | 1150 (1092) | 3200 |

Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : Description of VAR.

RJEB / MONBETSU

Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : Call sign(REMOTE→RADIO).

| Call sign | BRG / DIST from ARP | Remarks |
|---------------------|---------------------|----------------------------------|
| 沙留 Saru | 317°T / 11.3NM | 岬 Cape |
| 渚滑 Shokotsu | 323°T / 5.8NM | 渚滑川河口 Mouth of Shokotsu river |
| コムケ湖 Komukeko | 123°T / 5.5NM | 湖 Lake |
| 上渚滑 Kamishokotsu | 242°T / 7.3NM | 橋 Bridge |
| 竜宮台 Ryugudai | 114°T / 18.0NM | 灯台 Lighthouse |
| 鴻之舞 Kounomai | 193°T / 10.6NM | 発電所 Power Station |
| 遠軽 Engaru | 161°T / 15.5NM | 駅 JR Station |

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Minimum Vectoring Altitude CHART

