

27-OCT-2016

OKJ-RJOB

1-10

AOI

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** 2200-1300**Airport Information****RFF:** CAT 9**PCN:** RWY 07/25: 63/F/B/X/T**Customs:** Not AVBL**Operation****Traffic Note**

A filed flight plan is not accepted at Okayama AD branch, but relayed and accepted at Osaka ATC.

**TWY Restriction**

When B772 HLDG at stop marking on TWY T2 or T6

Wing Span (WS) of ACFT taxiing on TWY P1-P2 or P5-P6	WS ≤14.6m	WS >14.6
Wing tip CLR	10.5m ≤ wing tip CLR < 15m	wing tip CLR <10.5m

**ARRIVAL****Speed**

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater at or below 3000ft.

**Communication****COM Failure****Under Radar Guidance**

If COM with Kansai APCH/RAD are lost for 1min:

- Contact Okayama TWR.
- If unable, proceed in accordance with VFR.
- If unable:
  - When ACFT is at or above 4000ft, proceed to KIBI VOR/DME maintaining last assigned ALT or 4000ft whichever is higher and execute INST APCH.
  - When ACFT is below 4000ft
    - A. and established on a segment of INST APCH, execute INST APCH.
    - B. and not yet established on a segment of INST APCH, climb and maintain 4000ft and proceed to KIBI VOR/DME and execute INST APCH.

**DEPARTURE****Take-off Minima**

RWY		07	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
RWY		25	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Speed**

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater at or below 3000ft.

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**Kansai APP/RAD**

121.200	2200-1300
120.400	2200-1300

**Kansai DEP**

120.400	2200-1300
121.200	2200-1300

**TWR**

124.300	2200-1300
126.200	2200-1300

**Landing RWY system:**

**RWY 07**

- 83.0°
- 60 HL
- 30 HL
- RWY grooved 3000x30

**RWY 25**

- 45 G 3000
- 3.0°
- 420
- 0.0% TDZ 804 (---%) / THR 804 (29hPa)
- HL-S

**HL-P1F** THR 806 (29hPa) / TDZ 806 (---%) 0.0%

Changes: Navaid OV, TZ removed

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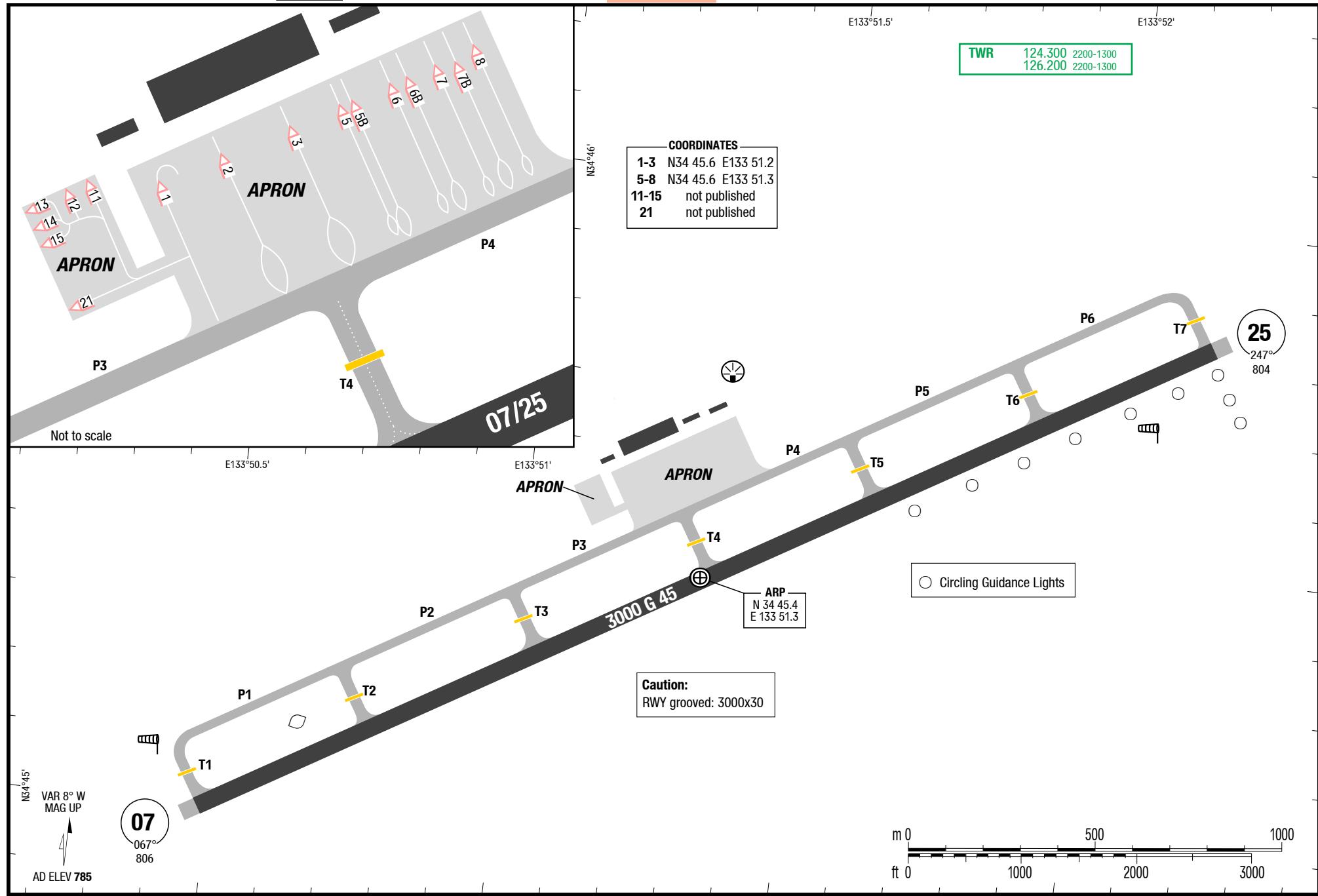
Japan Okayama

AGC

Okayama Japan

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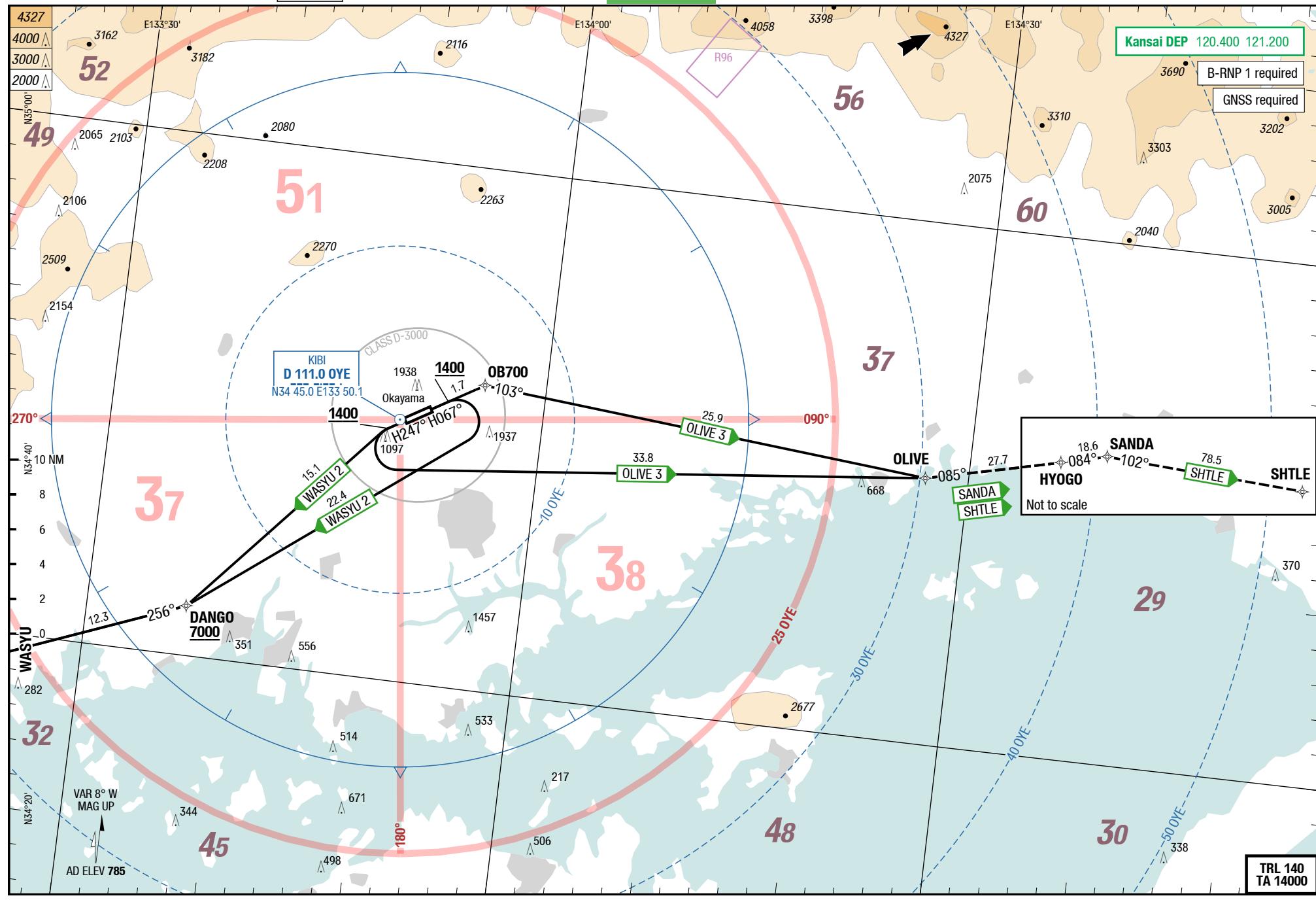
Japan Okayama

RNAV SIDs  
SIDs

Okayama Japan

RNAV SIDs  
SIDs

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Japan Okayama

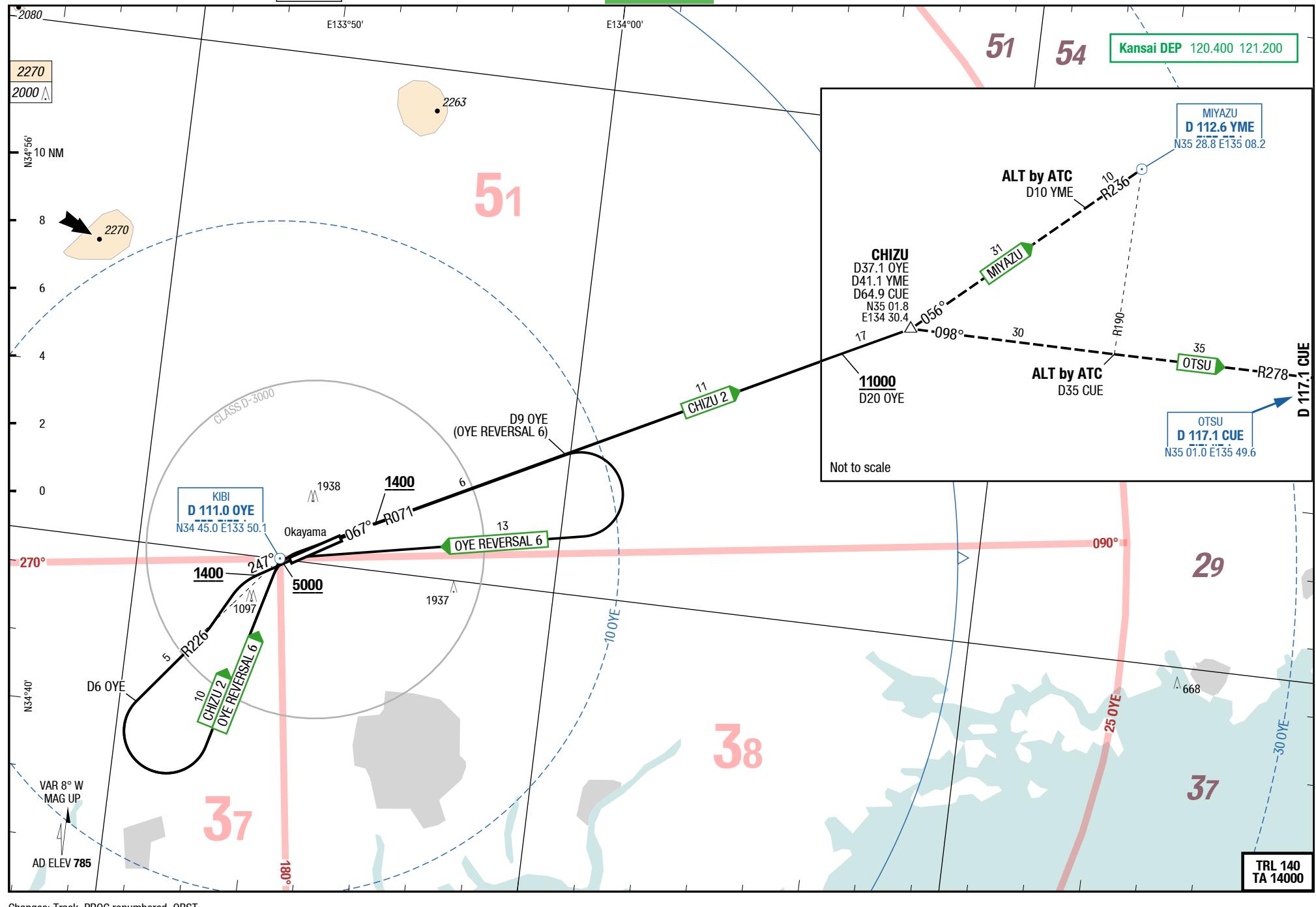
Okayama Japan

SIDs

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SDs

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**OKJ-RJOB****5-10****RNAV SIDs****OLIVE 3 / WASYU 2**

RWYs 07 (067°) / 25 (247°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>OLIVE 3</b> 5.4% to 1400 <b>120.400</b>	HDG 067° at MNM <b>1400</b> direct OB700 - OLIVE  <b>FMS</b> [A1400+] - OB700 - OLIVE	
	<b>TRANSITION</b>	
	<b>SANDA</b> OLIVE - HYOGO - SANDA	
	<b>SHTLE</b> OLIVE - HYOGO - SANDA - SHTLE	
<b>WASYU 2</b> 5.4% to 2300 <b>120.400</b>	HDG 067° at MNM <b>1400 RT</b> direct DANGO - WASYU  <b>FMS</b> [A1400+ ;R] - DANGO - WASYU	DANGO MNM <b>7000</b>  DANGO MNM <b>7000</b>
	<b>Runway 25</b>	
<b>OLIVE 3</b> 4.0% to 1600 <b>120.400</b>	HDG 247° at MNM <b>1400 LT</b> direct OLIVE  <b>FMS</b> [A1400+ ;L] - OLIVE	
	<b>TRANSITION</b>	
	<b>SANDA</b> OLIVE - HYOGO - SANDA	
	<b>SHTLE</b> OLIVE - HYOGO - SANDA - SHTLE	
<b>WASYU 2</b> 4.0% to 1400 <b>120.400</b>	HDG 247° at MNM <b>1400 LT</b> direct DANGO - WASYU  <b>FMS</b> [A1400+] - DANGO - WASYU	DANGO MNM <b>7000</b>  DANGO MNM <b>7000</b>

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SIDs

**CHIZU 2 / KIBI REVERSAL 6**

RWYs 07 (067°) / 25 (247°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500

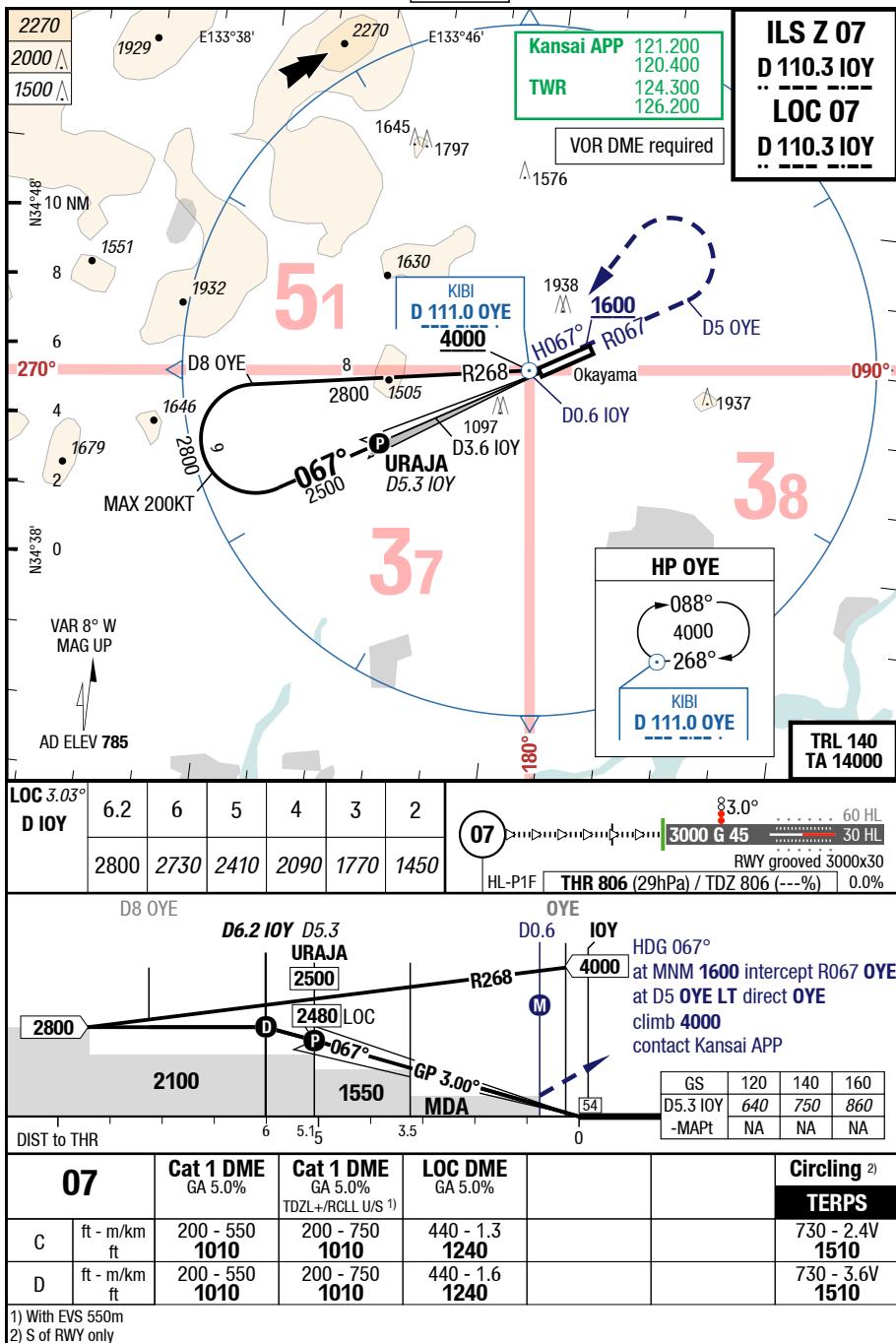
DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>CHIZU 2</b> 5.3% to 1400 <b>120.400</b>	at MNM 1400 intercept R071 <b>OYE</b> to CHIZU	R071/D20 <b>OYE</b> MNM 11000
	<b>TRANSITION</b>	
	<b>MIYAZU (YME)</b> CHIZU - intercept R236 <b>YME</b> to <b>YME</b>	D10 <b>YME</b> altitude by ATC
	<b>OTSU (CUE)</b> CHIZU - intercept R278 <b>CUE</b> to <b>CUE</b>	D35 <b>CUE</b> altitude by ATC
<b>KIBI REVERSAL 6</b> <b>OYE REVERSAL 6</b> 5.3% to 1400 <b>120.400</b>	at MNM 1400 intercept R071 <b>OYE</b> - at D9 <b>OYE RT</b> direct <b>OYE</b>	<b>OYE</b> MNM 5000
	<b>Runway 25</b>	
<b>CHIZU 2</b> 4.0% to 1400 <b>120.400</b>	at MNM 1400 <b>LT</b> intercept R226 <b>OYE</b> - at D6 <b>OYE LT</b> direct <b>OYE</b> - <b>RT</b> intercept R071 <b>OYE</b> to CHIZU	<b>OYE</b> MNM 5000 R071/D20 <b>OYE</b> MNM 11000
	<b>TRANSITION</b>	
	<b>MIYAZU (YME)</b> CHIZU - intercept R236 <b>YME</b> to <b>YME</b>	D10 <b>YME</b> altitude by ATC
	<b>OTSU (CUE)</b> CHIZU - intercept R278 <b>CUE</b> to <b>CUE</b>	D35 <b>CUE</b> altitude by ATC
<b>KIBI REVERSAL 6</b> <b>OYE REVERSAL 6</b> 4.0% to 1400 <b>120.400</b>	at MNM 1400 <b>LT</b> intercept R226 <b>OYE</b> - at D6 <b>OYE LT</b> direct <b>OYE</b>	<b>OYE</b> MNM 5000

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ILS Z / LOC 07



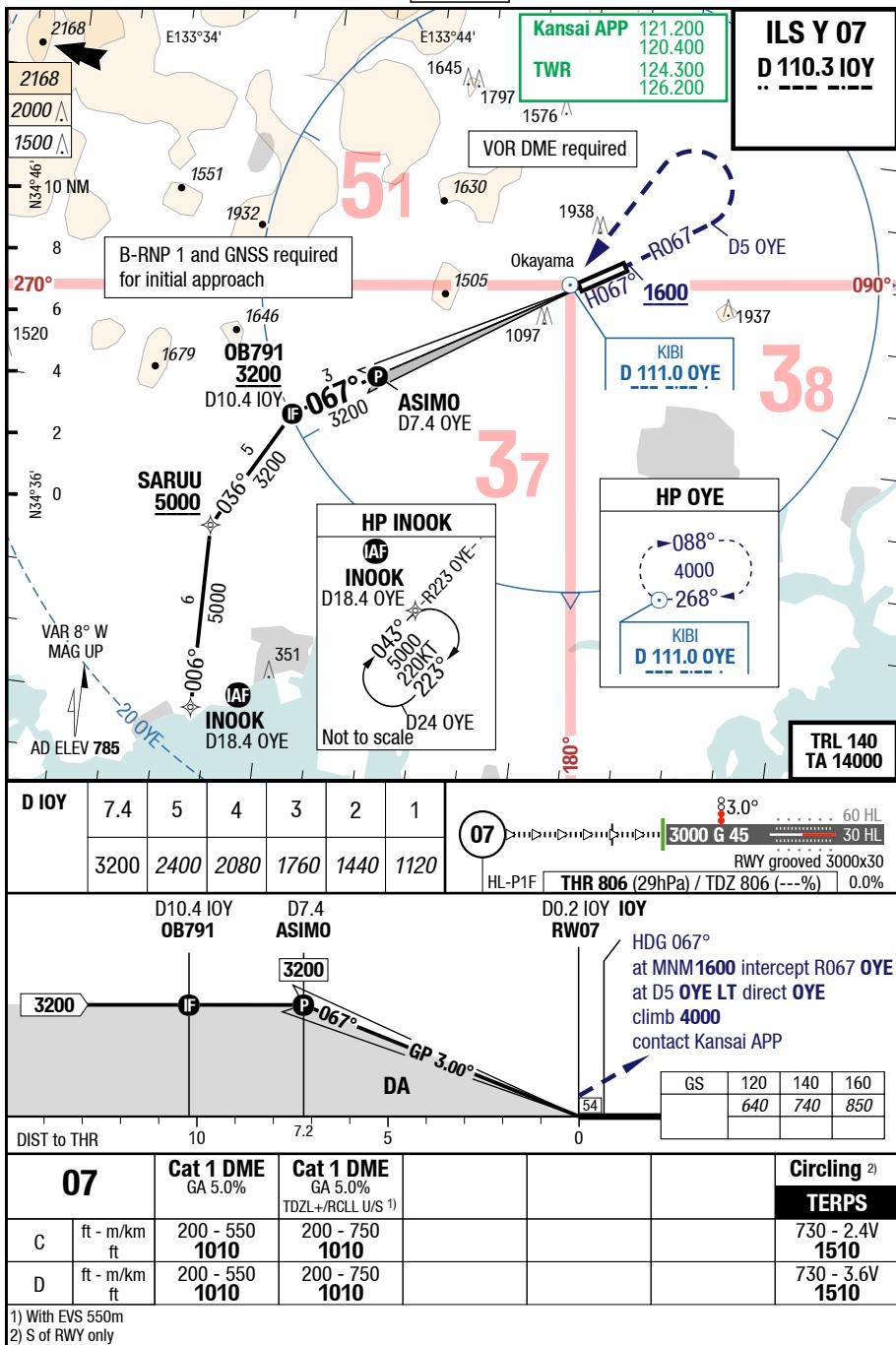
Changes: Completely revised

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## ILS Y 07



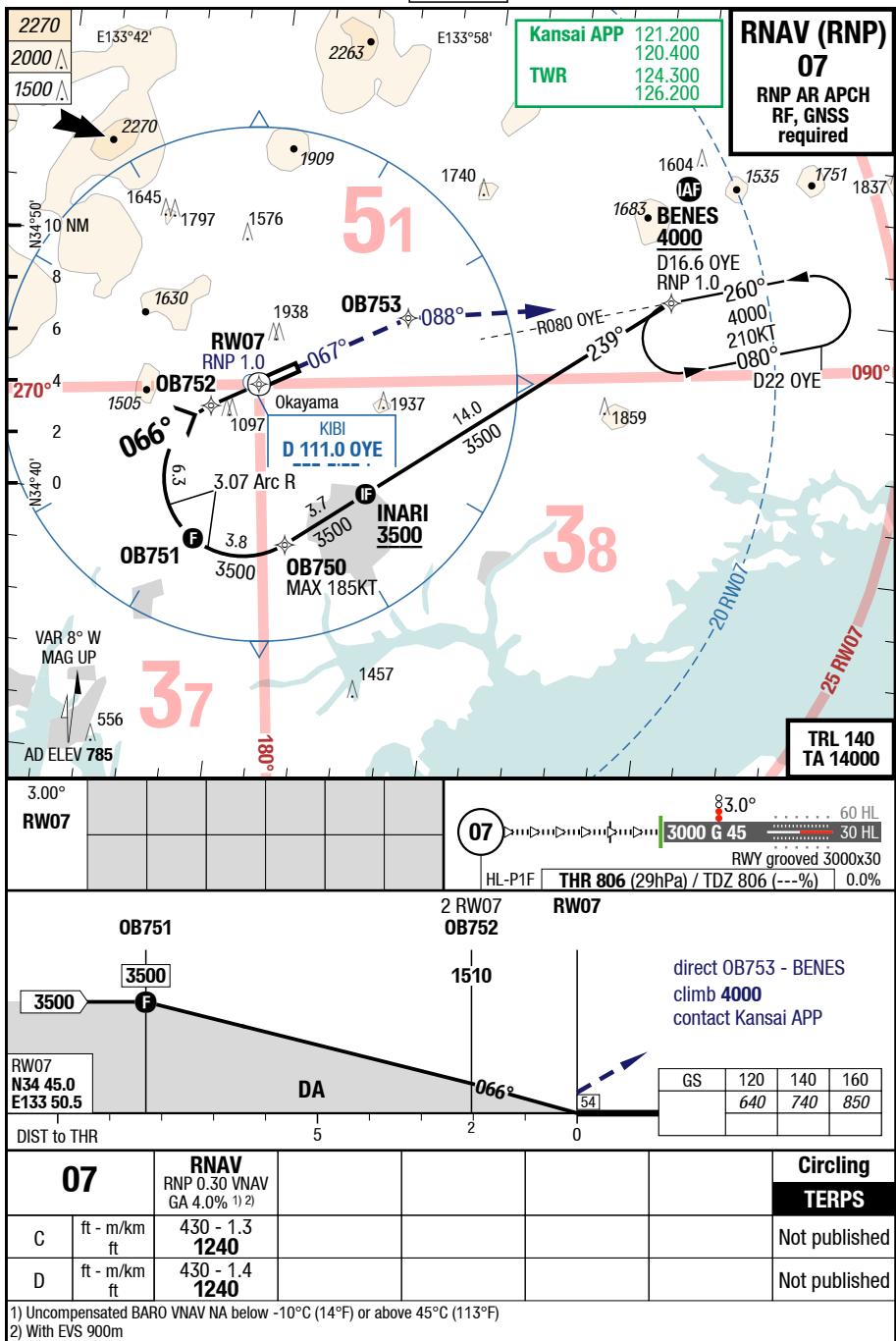
Changes: Completely revised

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RNAV (RNP) 07



Changes: Track, MISAP, FAT, APL, HLDG, Profile, Note

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**RNAV (RNP) 25**

## Changes: MAPt, Track, FAT, APL, Note, HLDG

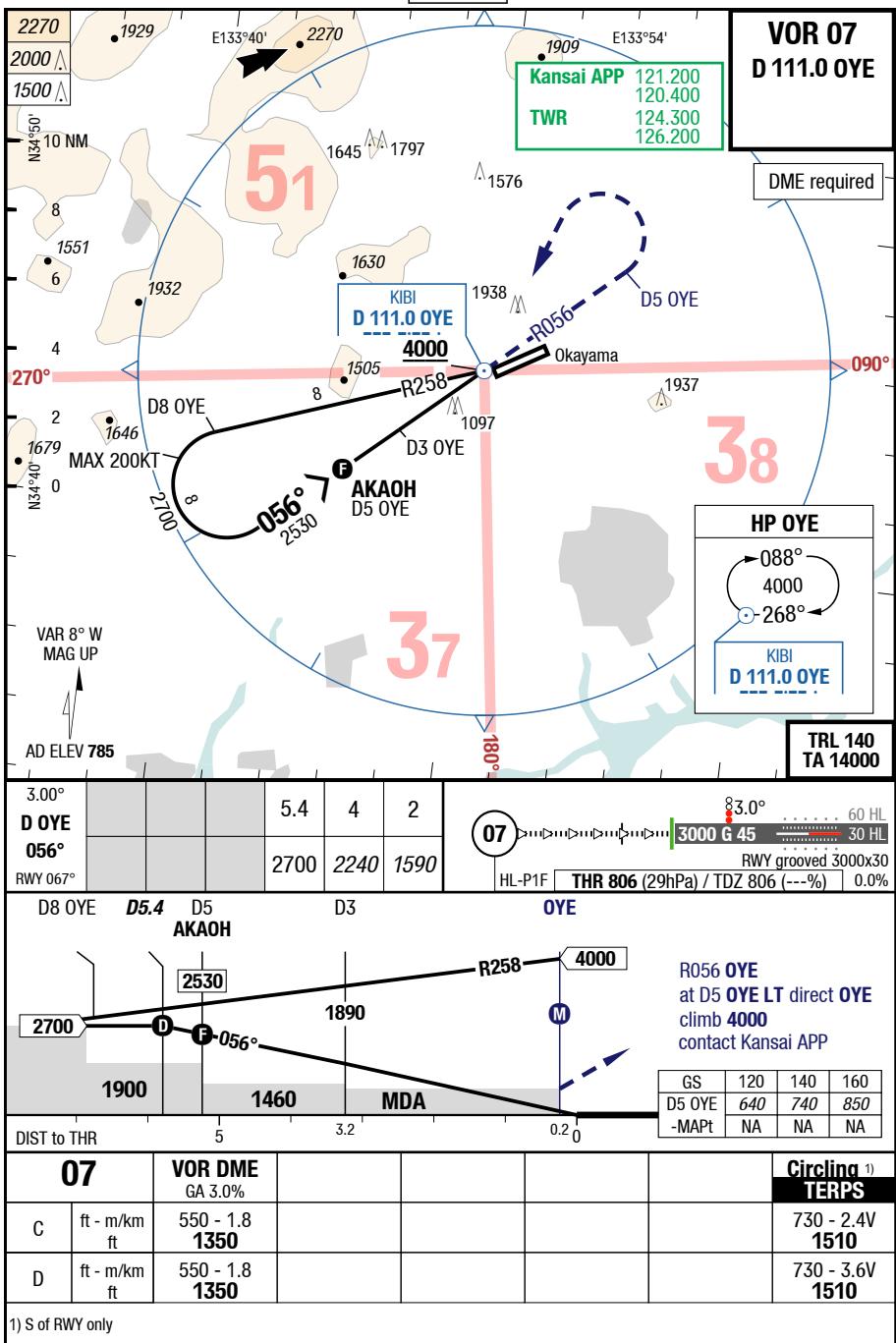
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VOR 07



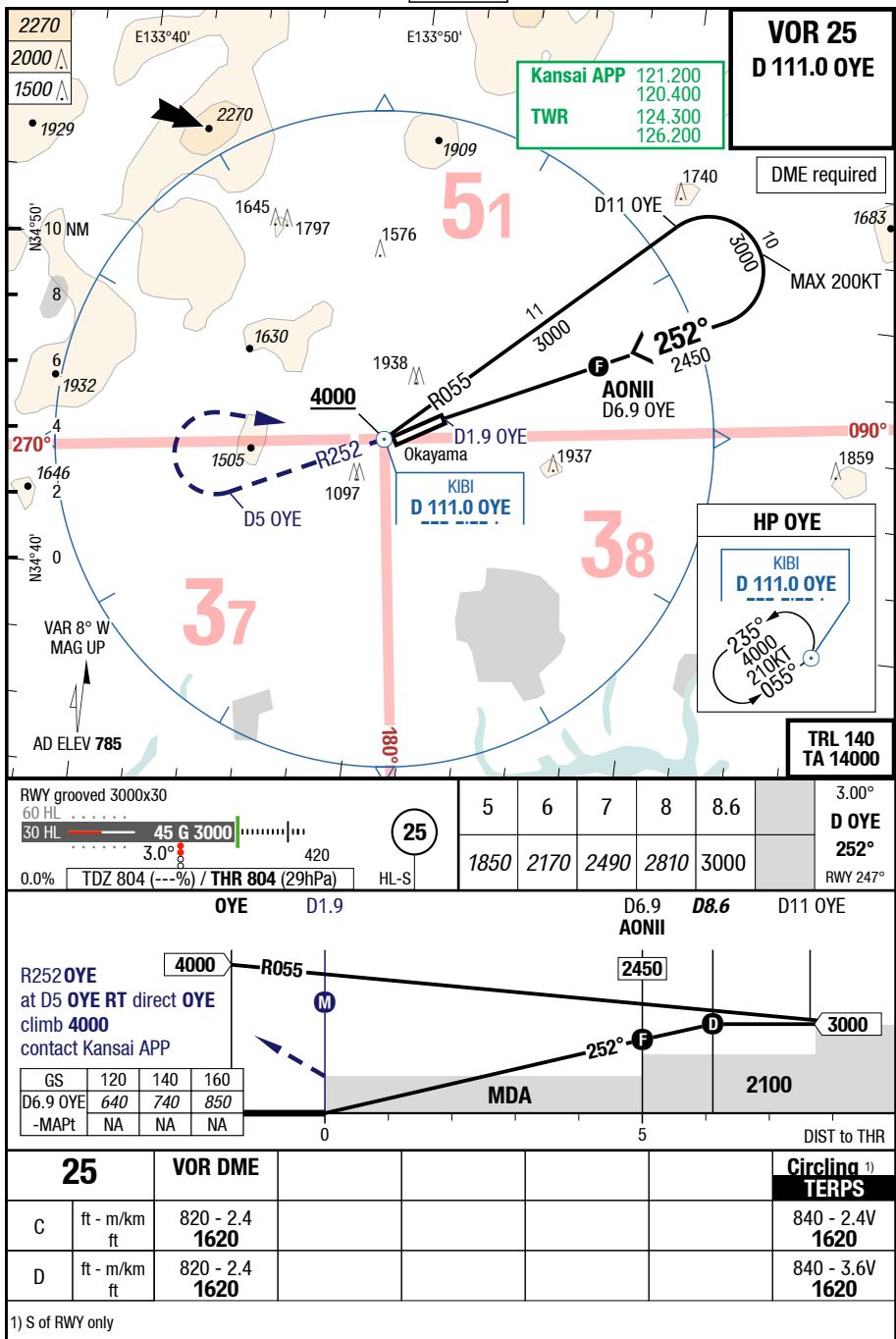
Changes: Track, MISAP, FAT, APL, HLDG, Profile, MEA

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VOR 25



Changes: Completely revised

16-JUN-2016

OKJ-RJOB

Japan Okayama

Okayama Japan

**MRC**

MDC

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