

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.

13-JUL-2017
OKJ-RJOB

Japan Okayama

AGC
AFC

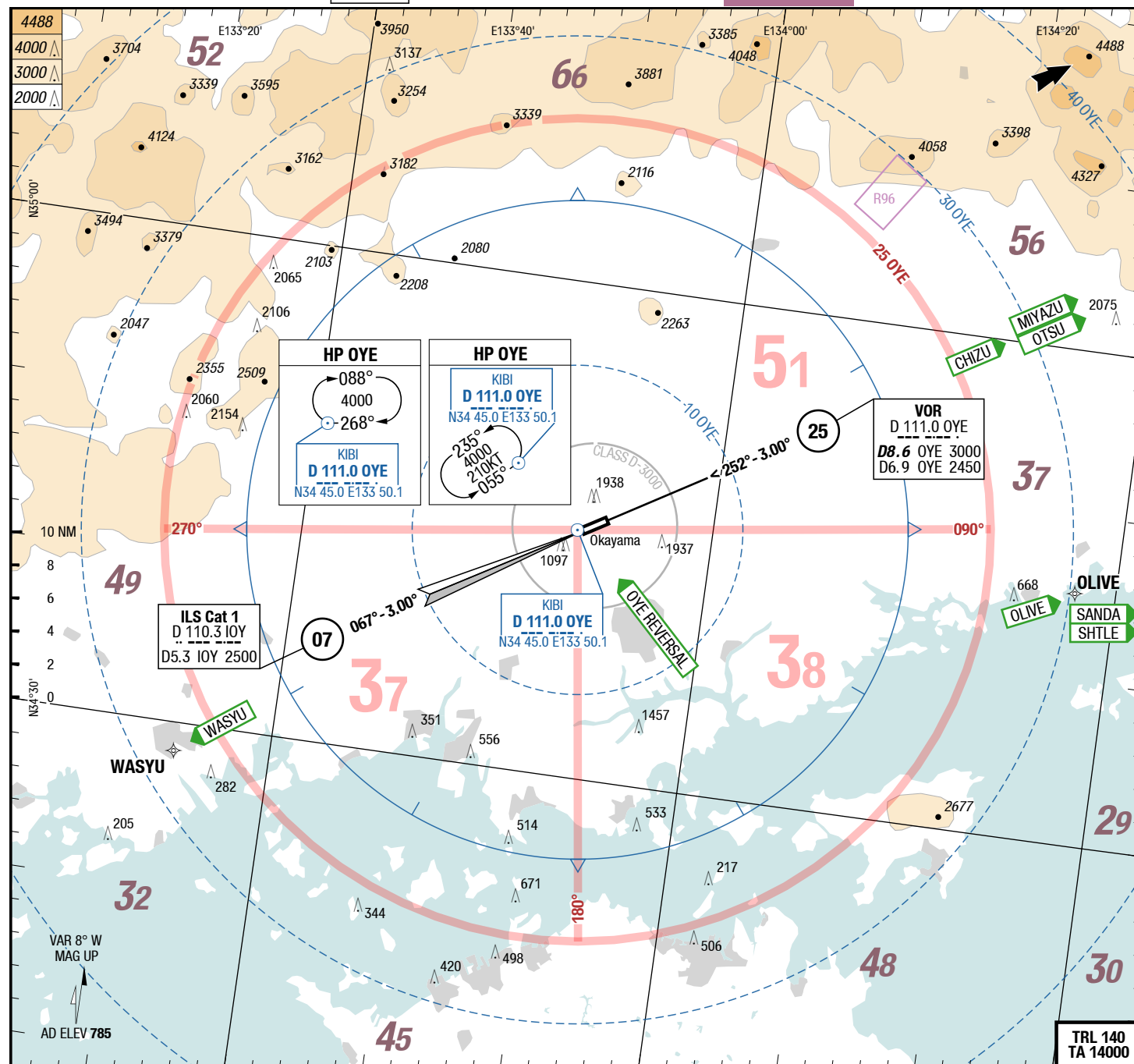
AFC

AFC

Okayama Japan

AGC
AFC

2-10



| | |
|----------------|-------------------|
| Kansai APP/RAD | 121.200 2200-1300 |
| Kansai DEP | 120.400 2200-1300 |
| TWR | 121.200 2200-1300 |
| | 124.300 2200-1300 |
| | 126.200 2200-1300 |

Landing RWY system:

| | | | | |
|--------|----------------------------------|-------|-------|---------------------|
| 07 | 3000 G 45 | 60 HL | 30 HL | RWY grooved 3000x30 |
| HL-P1F | THR 806 (29hPa) / TDZ 806 (---%) | 0.0% | | |
| | RWY grooved 3000x30 | | | |
| 60 HL | 45 G 3000 | 30 HL | | |
| | 3.0° | 420 | | |
| 0.0% | TDZ 804 (---%) / THR 804 (29hPa) | HL-S | | |

Changes: Navaid OV, TZ removed

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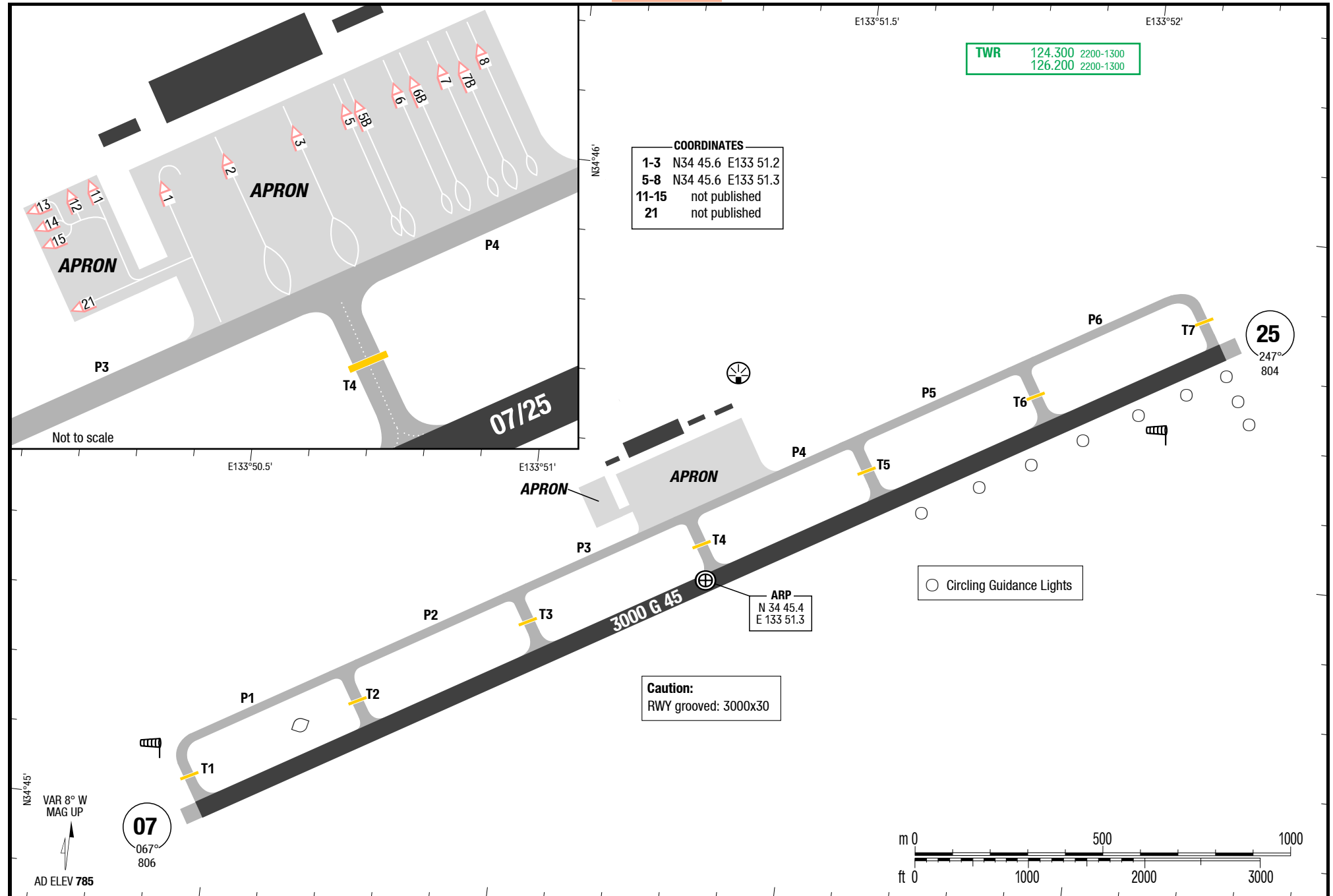
Japan Okayama
AGC

AGC

AGC

Okayama Japan
AGC

3-20



Changes: Nil

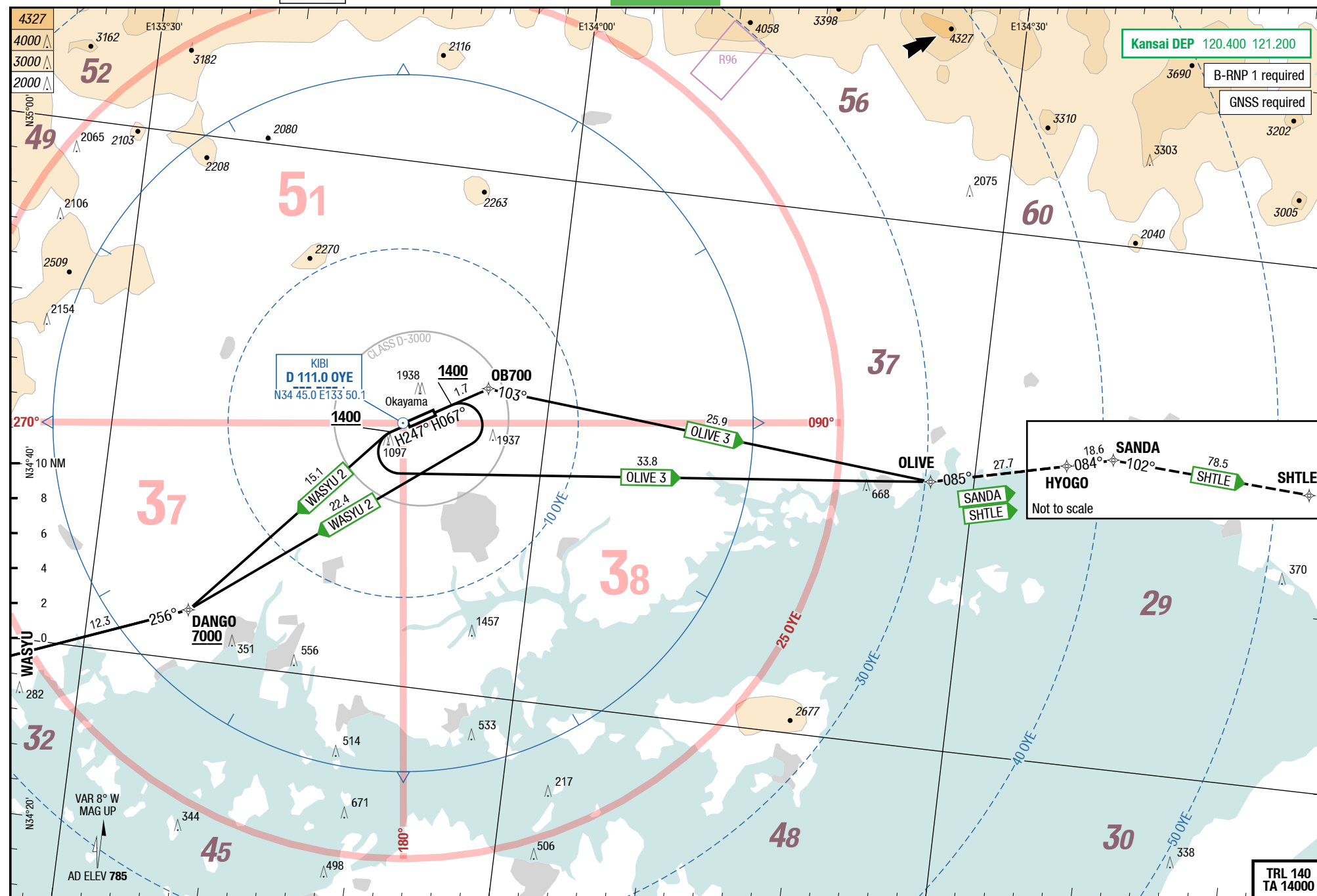
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RNAV SIDs

SID

SID

SIDs



Changes: OBST

TRL 140
TA 14000

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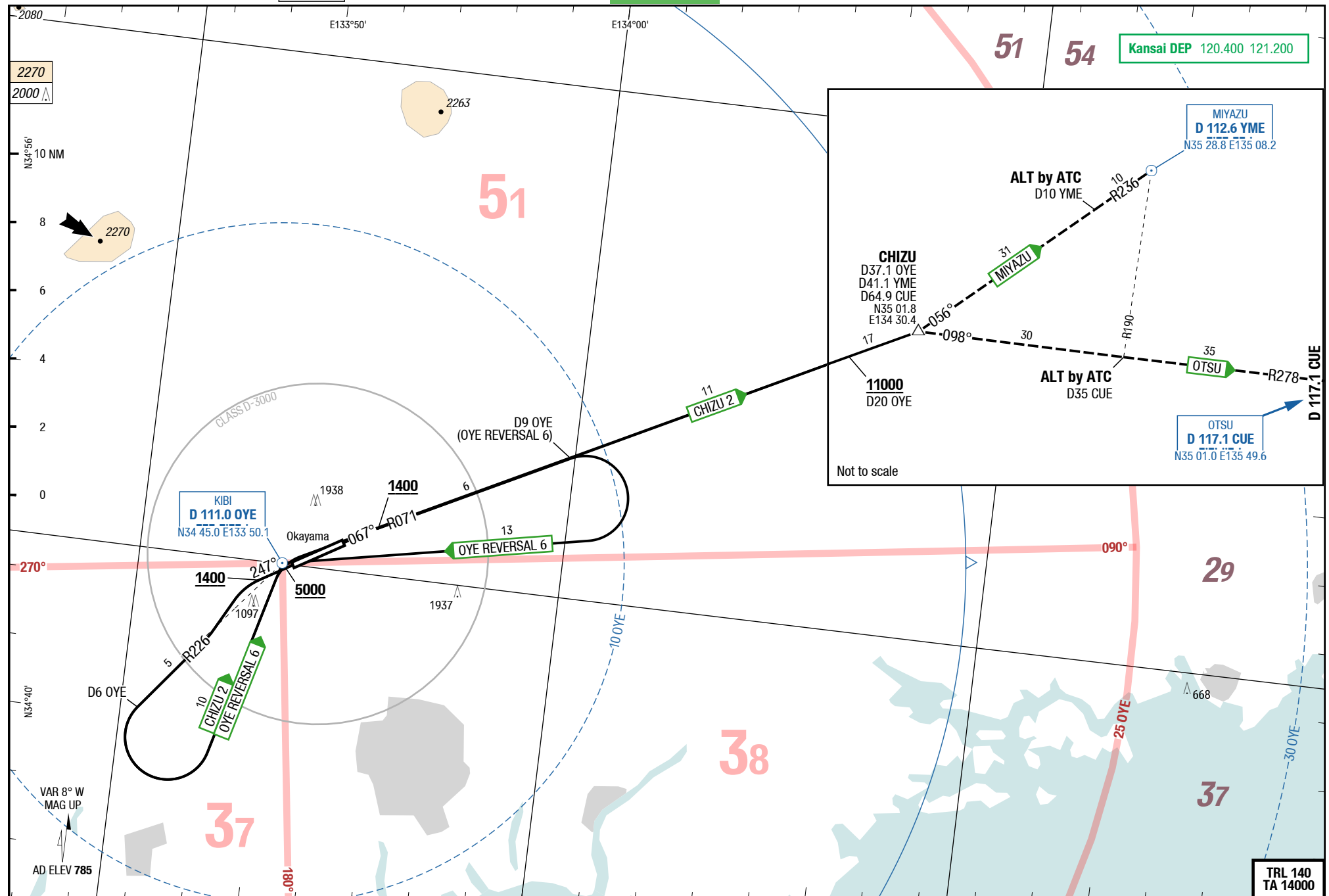
Japan Okayama
SIDs

SID

SID

Okayama Japan
SIDs

4-20



Changes: Track, PROC renumbered, OBST

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

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

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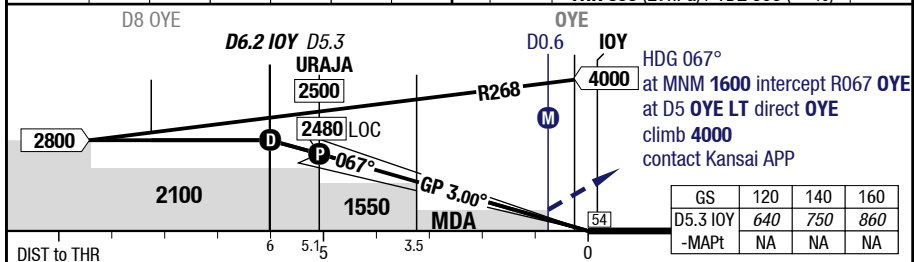
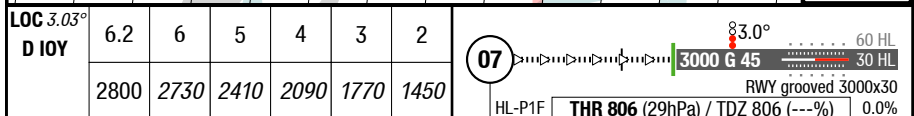
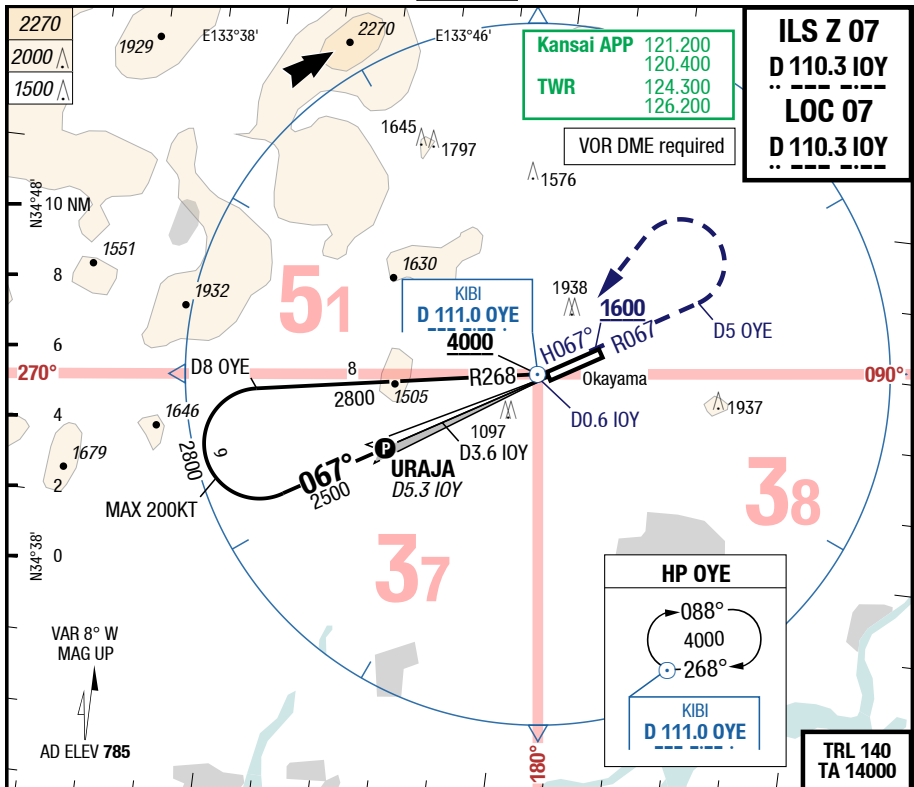
OKJ-RJOB

Japan Okayama

IAC

7-10

ILS Z / LOC 07

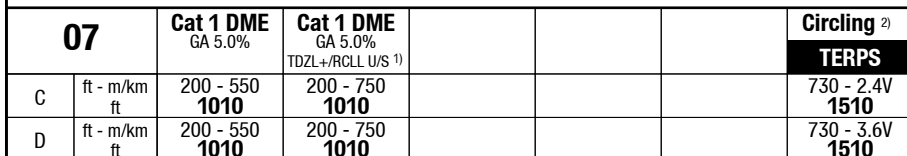


| 07 | | Cat 1 DME GA 5.0% | Cat 1 DME GA 5.0% TDZL+RCLL U/S 1) | LOC DME GA 5.0% | Circling 2) | |
|----|-----------------|----------------------|--|--------------------|--------------------|--|
| | | TERPS | | | | |
| C | ft - m/km ft | 200 - 550 1010 | 200 - 750 1010 | 440 - 1.3 1240 | 730 - 2.4V 1510 | |
| D | ft - m/km ft | 200 - 550 1010 | 200 - 750 1010 | 440 - 1.6 1240 | 730 - 3.6V 1510 | |

1) With EVS 550m

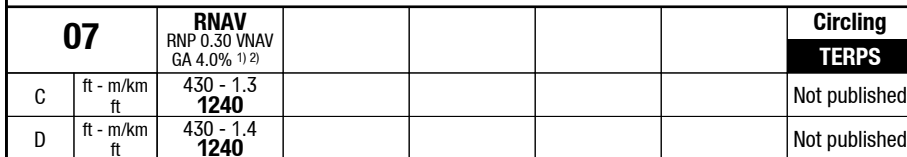
2) S of RWY only

Changes: Completely revised



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RNAV (RNP) 07



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

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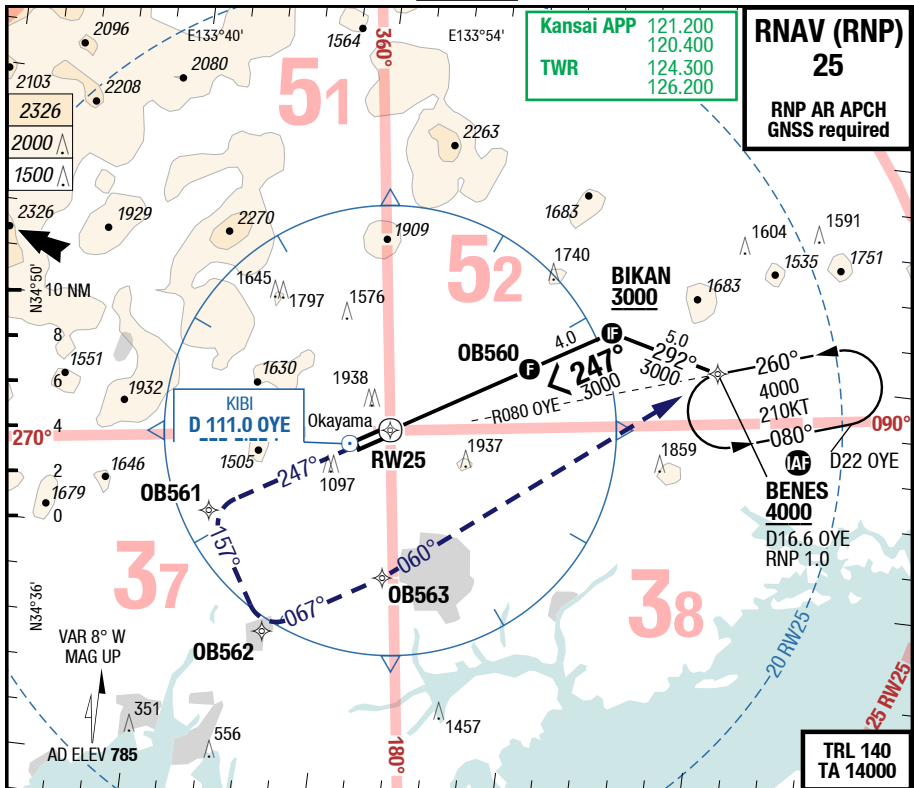
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7-40

RNAV (RNP) 25



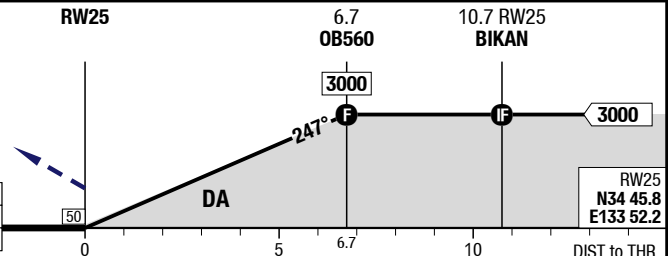
RWY grooved 3000x30
60 HL
30 HL
45 G 3000
3.0°
0.0% TDZ 804 (---%) / THR 804 (29hPa)

25

| 3 | 4 | 5 | 6 | 6.7 | 3.00° RW25 |
|------|------|------|------|------|---------------|
| 1810 | 2130 | 2450 | 2770 | 3000 | |

direct OB561 - OB562
OB563 - BENES
climb 4000
contact Kansai APP

| GS | 120 | 140 | 160 |
|----|-----|-----|-----|
| | 640 | 740 | 850 |



| 25 | | RNAV RNP 0.10 VNAV 1) 2) | RNAV RNP 0.30 VNAV 1) 3) | | | | Circling TERPS |
|----|-----------------|--------------------------------|--------------------------------|--|--|--|-------------------|
| C | ft - m/km ft | 480 - 1.8 1280 | 760 - 2.4 1570 | | | | Not published |
| D | ft - m/km ft | 480 - 1.8 1280 | 760 - 2.4 1570 | | | | Not published |

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 45°C (113°F) 2) With EVS 1.2km 3) With EVS 1.6km

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

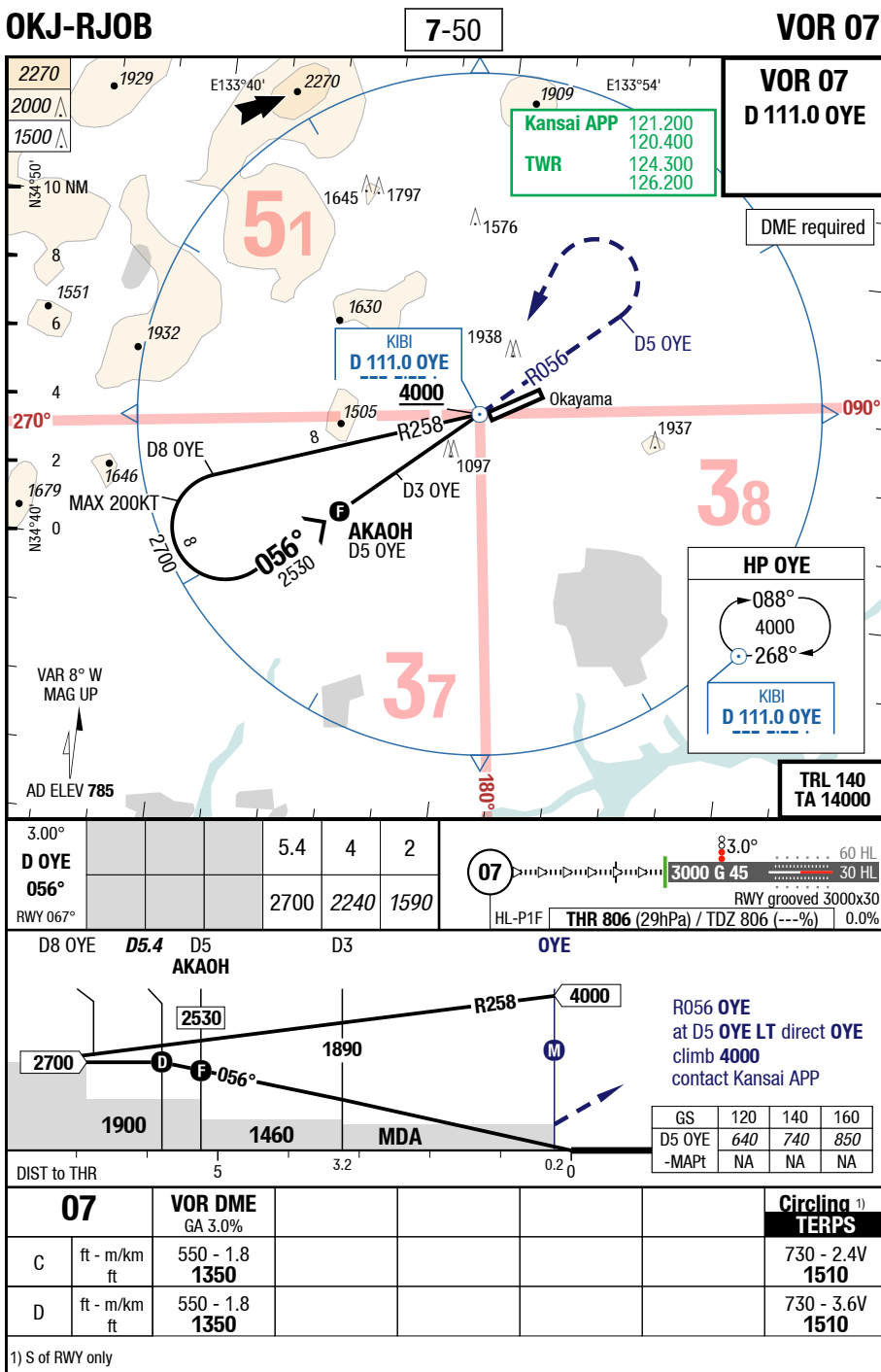
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IAC

VOR 07



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

17-NOV-2016

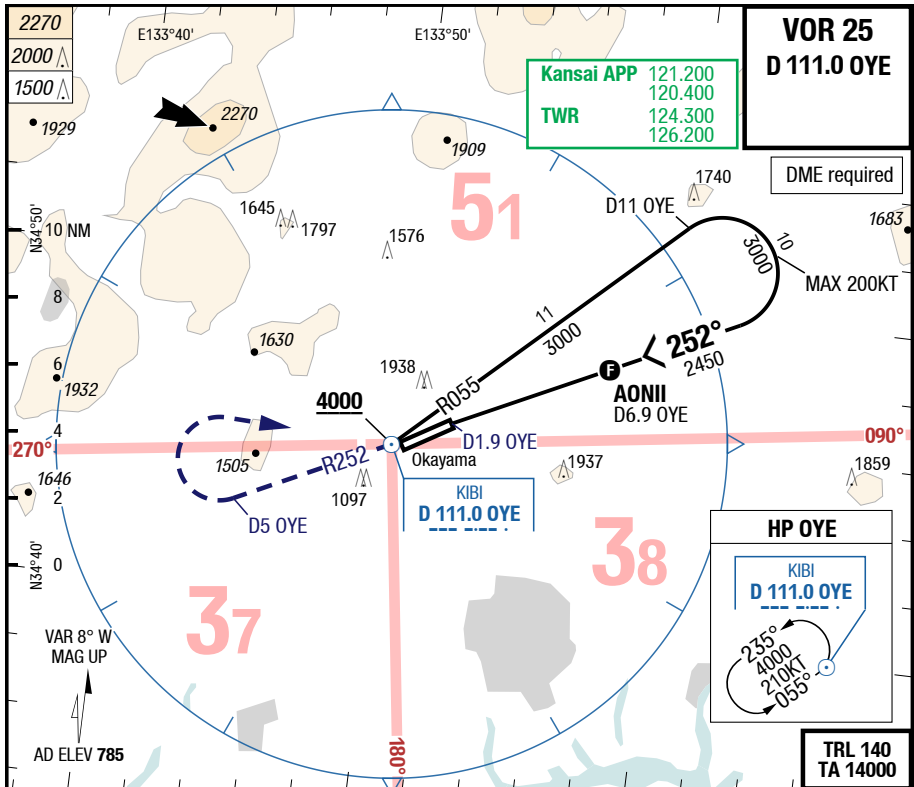
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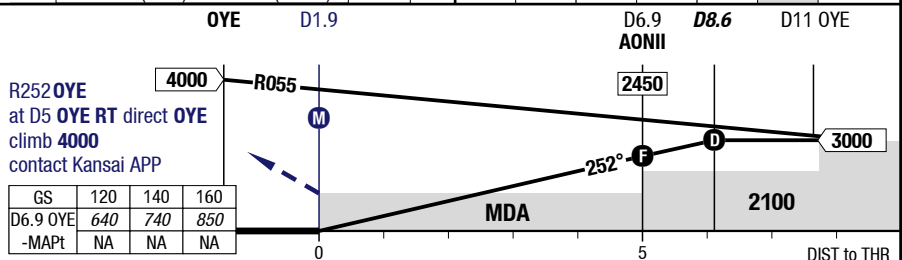
IAC

7-60

VOR 25



| | | | | | |
|------|------|------|------|------|----------|
| 5 | 6 | 7 | 8 | 8.6 | 3.00° |
| 1850 | 2170 | 2490 | 2810 | 3000 | D OYE |
| | | | | | 252° |
| | | | | | RWY 247° |



| 25 | VOR DME | | | | | | Circling 1) |
|----|-----------------|-------------------|--|--|--|--|--------------------|
| C | ft - m/km ft | 820 - 2.4 1620 | | | | | 840 - 2.4V 1620 |
| D | ft - m/km ft | 820 - 2.4 1620 | | | | | 840 - 3.6V 1620 |

1) S of RWY only

Changes: Completely revised

OKJ-RJOB

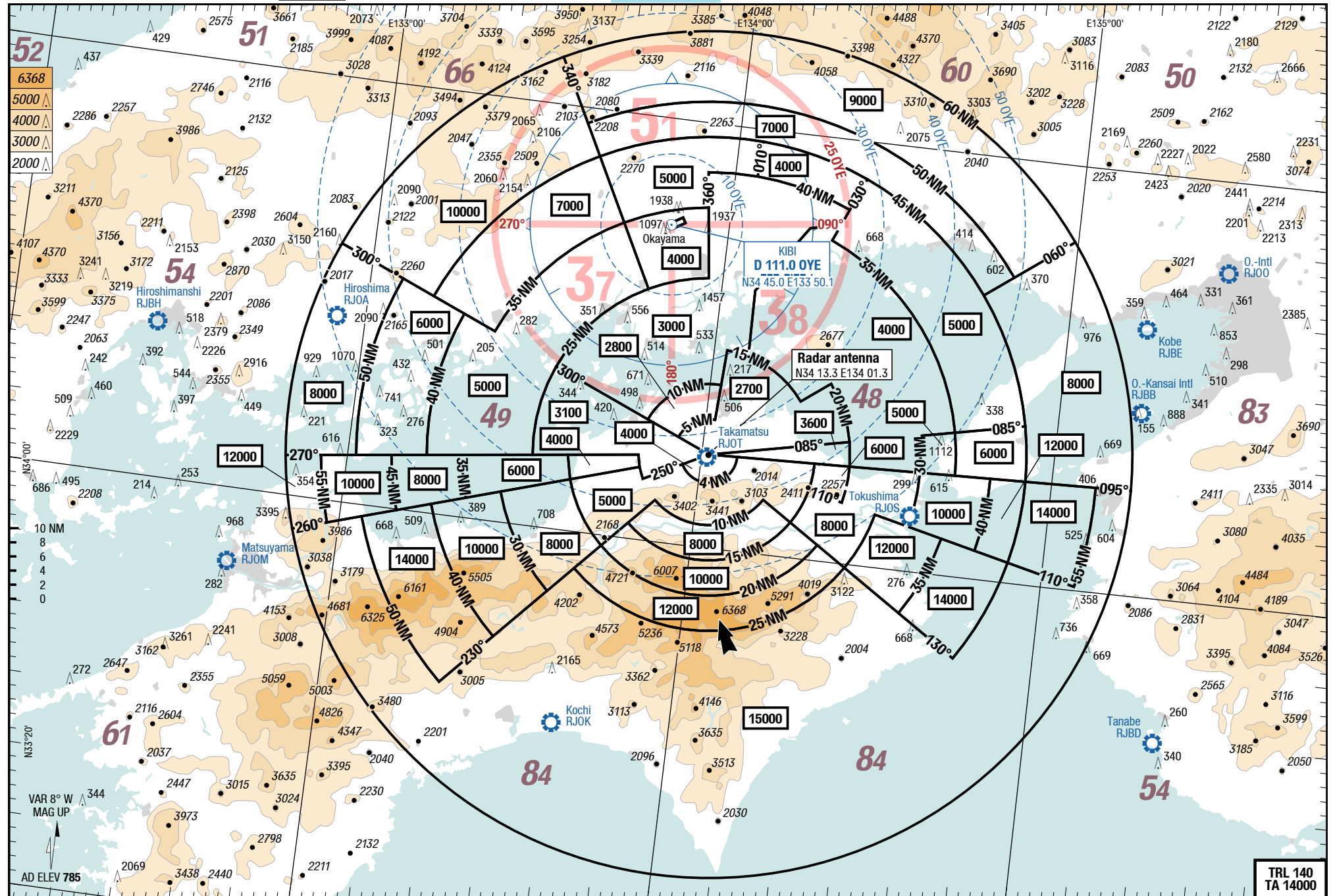
NIL
MRC

MRC

MRC

NIL
MRC

8-10



Changes: OBST

TRL 140
TA 14000

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