

**GENERAL****Operational Hours**

ATS Hours / AD ADMIN Hours: 2230-1330

**Airport Information**

**RFF:** CAT 9  
**Fuel:** 2100-1330  
**PCN:** RWY 10/28: 72/F/A/X/T  
**Customs:** 2300-1330

**Operation****Low Visibility Procedures**

CAT 3A, 3B: In use when CEIL is 200ft or below and/or RVR is 600m or below.

TWY T1 and T6 AVBL for CAT 3A, 3B.

**TWY Restriction**

SUB TWY width 18m / 59ft.

**Taxi/Parking**

Wing tip CLR at the TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows:

When B773 holding at the stop marking on TWY T2 - T5.

Wingspan (WS) of ACFT taxiing on TWY P1-P2 or P4-P5	WS ≤ 15.2m	15.2m < WS ≤ 24.2m	WS > 24.2m
Wing tip CLR	wing tip CLR ≥ 15m	10.5m ≤ wing tip CLR < 15m	wing tip CLR < 10.5m

**ARRIVAL****Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP).

**Communication****COM Failure**

If radio COM with Hiroshima APCH/RAD is lost for 30sec.

Contact Hiroshima TWR.

- If unable, proceed in accordance with VFR.
- If unable, proceed to HONGO VOR/DME at last assigned ALT or 4100ft whichever is higher and execute instrument APCH.

Procedure other than above will be issued when situation required.

**ARRIVAL****Arrival Procedure****Critical DME for DME/DME/IRU navigation on RNAV STARs**

MISEN

- RNAV Critical DME

**RWY 10:** HGE: SAILA - 25NM to SEAWA

IWT: 25NM to SEAWA - 20NM to SEAWA  
SEAWA - MISEN

**Non-standard GP intercept position on RWY 10**

GP intercepts RWY 10 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2686m / 8813ft.

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

RWY		10/28		
A, B, C, D	Multi ENG	ft-m/km	0 - 150R	-
	other		Applicable LDG MIN	-

**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP).

**Departure Procedure****Critical DME and DME Gap for DME/DME/IRU navigation on RNAV SIDs**

MARCO 1 RNAV

- RNAV DME GAP

**RWY 10:** DER - OA021

**RWY 28:** DER - 2NM to OA811

KIJYY 2 RNAV

- RNAV Critical DME

**HGE:** OA021 - 27NM to TOJKYO

**TZT:** OA021 - 24NM to TOJKYO

- RNAV DME GAP

**RWY 10:** DER - OA021

**RWY 28:** DER - 2NM to OA811

MOMOT 2 RNAV

- RNAV Critical DME

**HGE:** OA021 - 27NM to TOJKYO

**TZT:** OA021 - 24NM to TOJKYO

**OKT:** 25NM to IKUNO - 19NM to IKUNO

- RNAV DME GAP

**RWY 10:** DER - OA021

**RWY 28:** DER - 2NM to OA811

**DEPARTURE**

SINFO 2 RNAV

- RNAV Critical DME
  - MYE:** OA021 - 31NM to AKANA
  - TRE:** SINFO - STAGE
- RNAV DME GAP
  - RWY 10: DER - OA021
  - RWY 28: DER - 2NM to OA811

Effective 12-OCT-2017

05-OCT-2017

HIJ-RJOA

Japan Hiroshima

AFC  
AFC

Hiroshima Japan

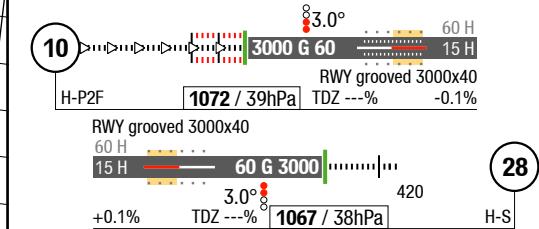
AFC  
AFC

2-10



ATIS	127.250	2230-1330
RAD	119.900	2230-1330
	124.050	2230-1330
	125.150	2230-1330
APP	124.050	2230-1330
	119.900	2230-1330
DEP	119.900	2230-1330
TWR	118.600	2230-1330
	126.200	2230-1330

Landing RWY system:



Changes: FREQ

Effective 12-OCT-2017

05-OCT-2017

HIJ-RJOA

Japan Hiroshima

AGC

Hiroshima Japan

AGC

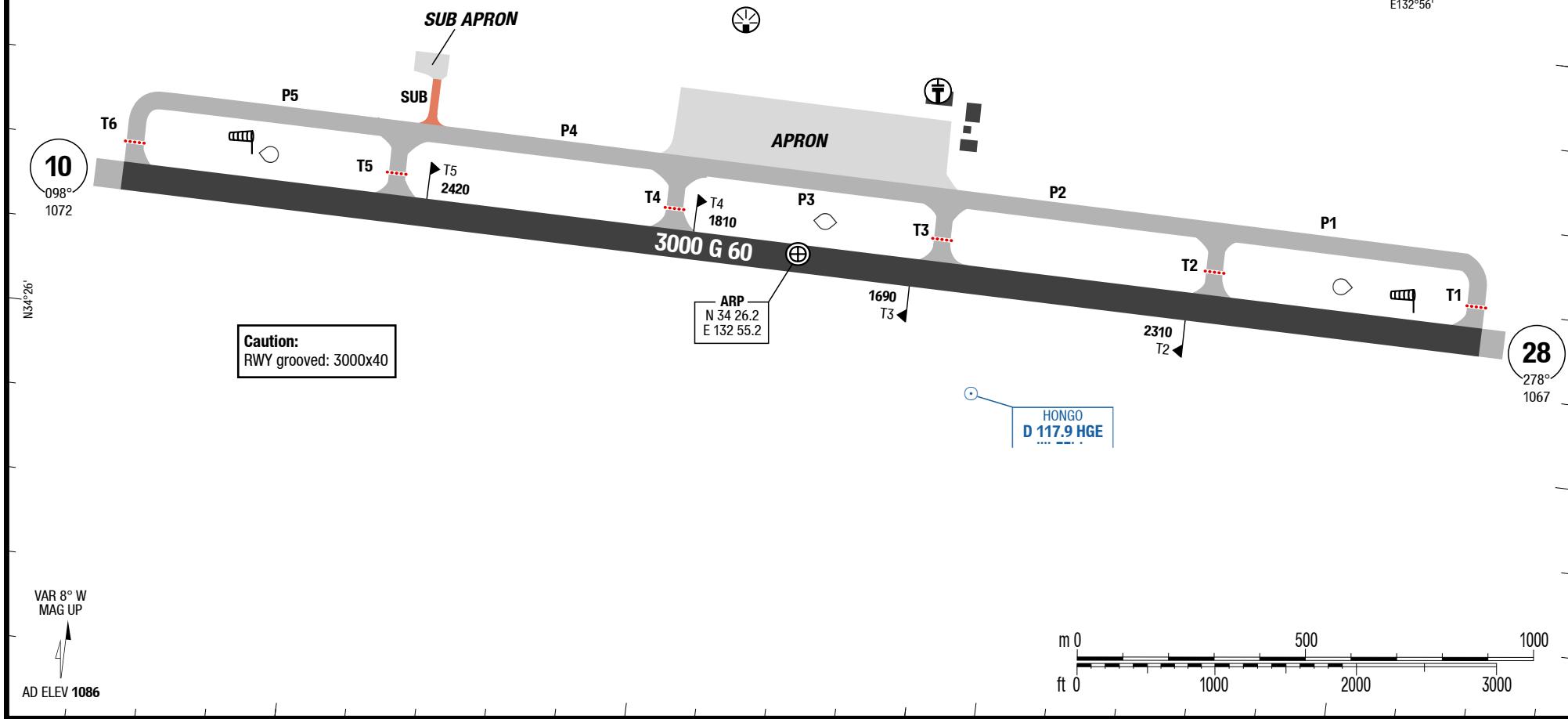
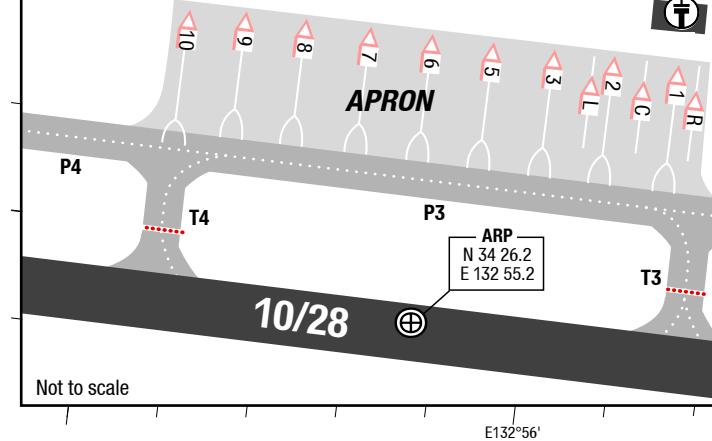
3-20

E132°54.5'

E132°55'

ATIS	127.250	2230-1330
TWR	118.600	2230-1330
	126.200	2230-1330

COORDINATES	
1, 2	N34 26.4 E132 55.3
3, 5	N34 26.4 E132 55.2
6, 7	N34 26.4 E132 55.1
8, 9	N34 26.4 E132 55.0
10	N34 26.4 E132 54.9
L	N34 26.4 E132 55.2
C,R	N34 26.4 E132 55.3



Changes: FREQ

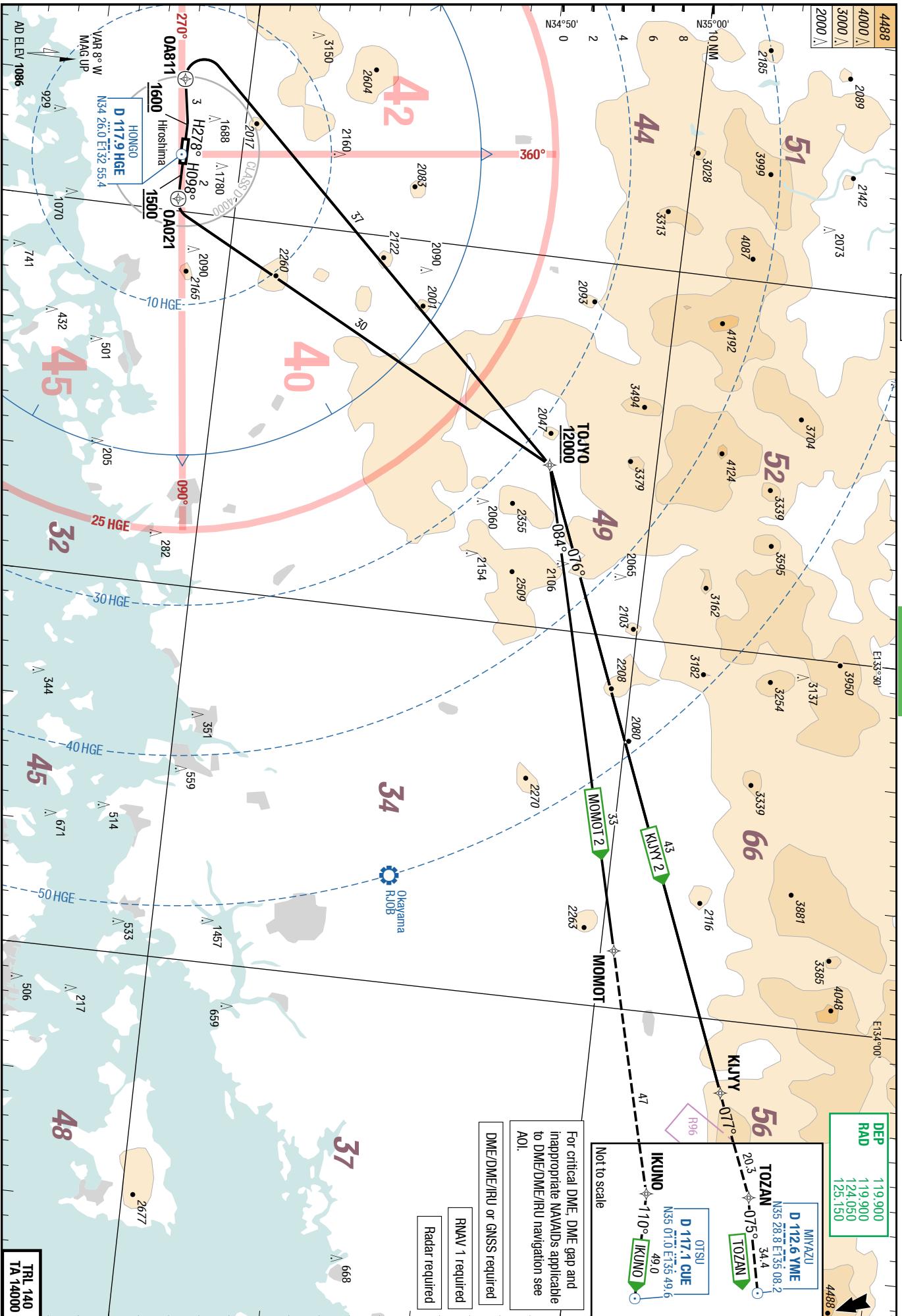
29-DEC-2016

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**4-10** RNAV SIDS KIJYY 2 / MOMOT 2

SID

**Hiroshima Japan**  
**RNAV SID MARCO 1 / SINFO 2 /**  
**RNAV SID KLJYY 2 /**



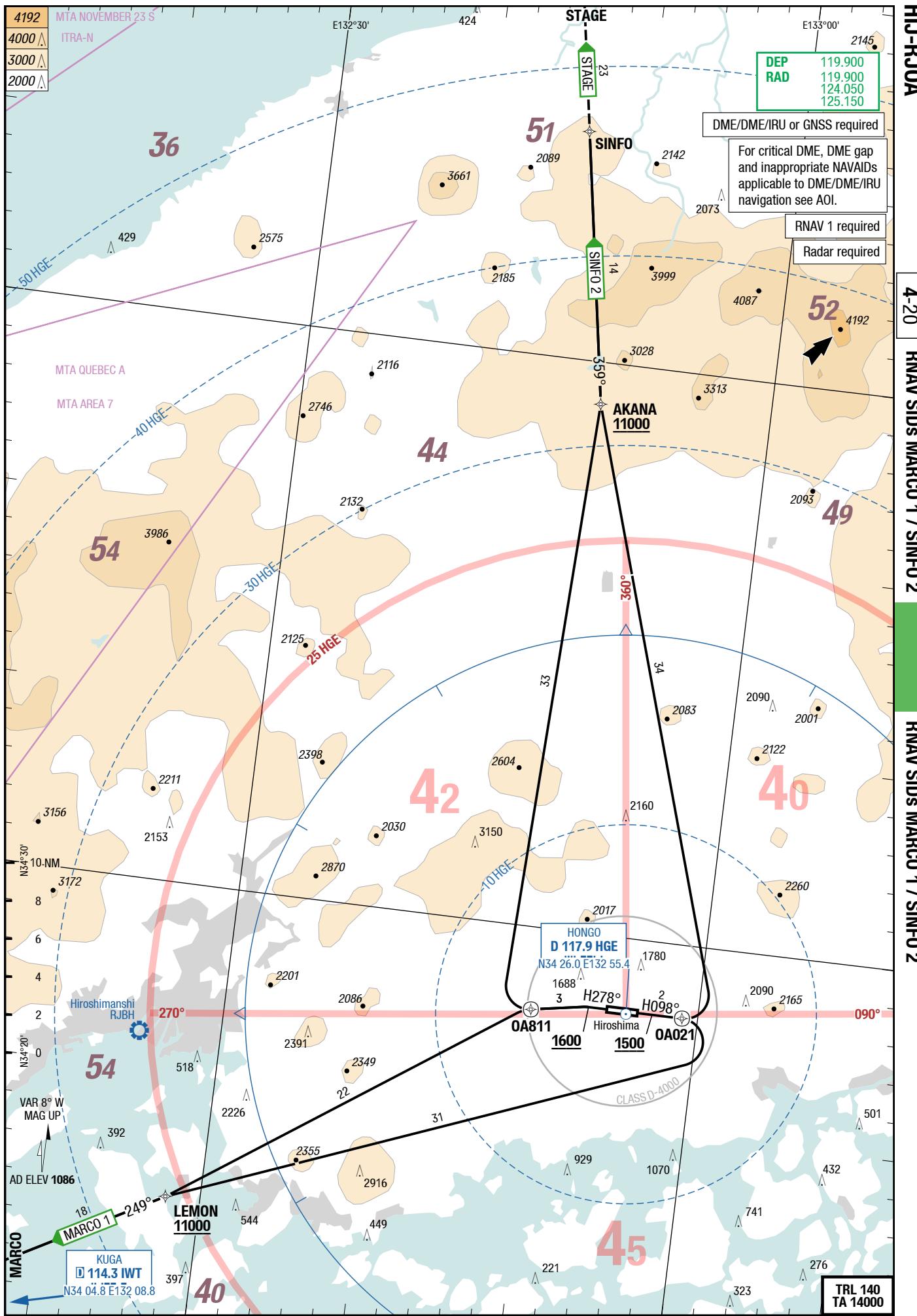
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HJ-RJOA

Japan Hiroshima

10

Hiroshima Japan



29-DEC-2016

HIJ-RJOA

## Japan Hiroshima

[SIDs OPERA 3 / TOJOY 3]

4-30

SIDs BINGO 4 / HGE 3 / KINOE 5

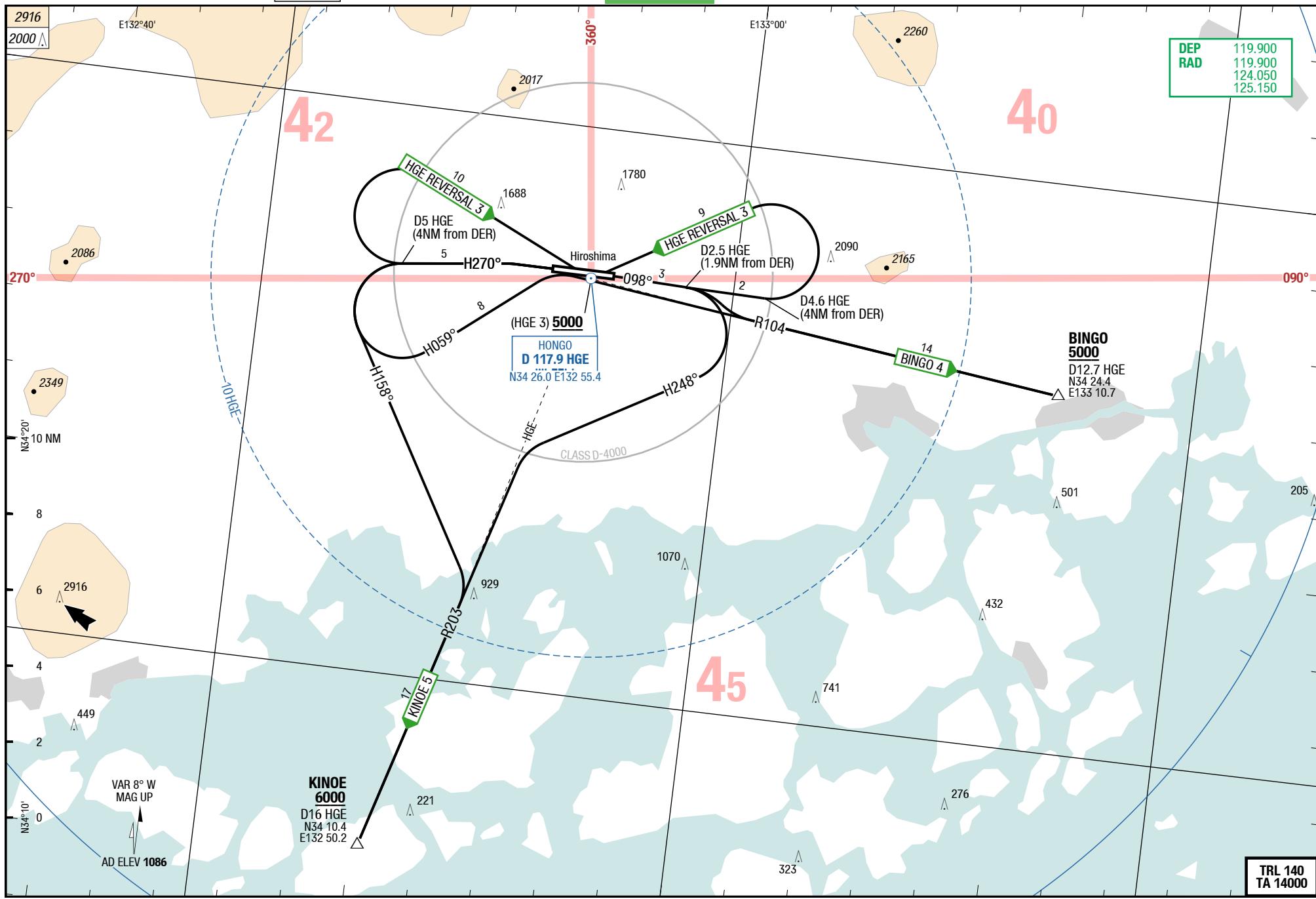
SID

SID

## Hiroshima Japan

[SIDs OPERA 3 / TOJOY 3]

SIDs BINGO 4 / HGE 3 / KINOE 5



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# Japan Hiroshima

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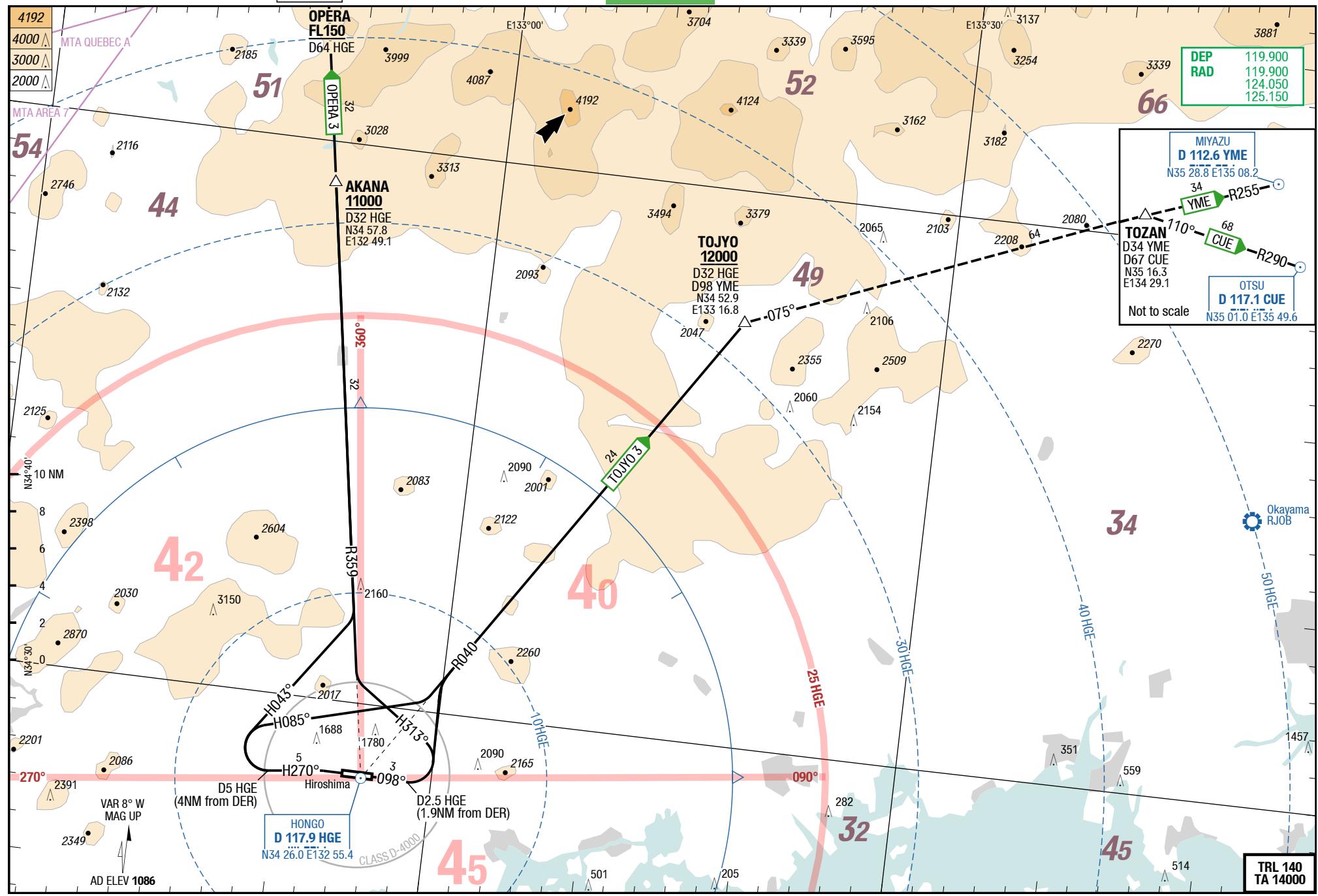
4-40

# SIDs OPERA 3 / TOJYO 3

SID

SID

# SIDs OPERA 3 / TOJYO 3



## Changes: OBST

## HIJ-RJOA

5-10

RNAV SIDs KIJYY 2 / MOMOT 2

## KIJYY 2 / MOMOT 2

RWYs 10 (098°) / 28 (278°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>KIJYY 2</b> 5.0% to 1600 <b>119,900</b> ①	HDG 098° - at MNM <b>1500</b> direct OA021 - <b>LT</b> direct TOJYO - KIJYY  <b>FMS</b> [A1500+] - <u>OA021</u> [L] - TOJYO - KIJYY	TOJYO MNM <b>12000</b>  TOJYO MNM <b>12000</b>
	<b>TRANSITION</b>	
	<b>TOZAN</b> KIJYY - TOZAN - YME	
<b>MOMOT 2</b> 5.0% to 1600 <b>119,900</b> ①	HDG 098° - at MNM <b>1500</b> direct OA021 - <b>LT</b> direct TOJYO - MOMOT  <b>FMS</b> [A1500+] - <u>OA021</u> [L] - TOJYO - MOMOT	TOJYO MNM <b>12000</b>  TOJYO MNM <b>12000</b>
	<b>TRANSITION</b>	
	<b>IKUNO</b> MOMOT - IKUNO - CUE	
	<b>Runway 28</b>	
<b>KIJYY 2</b> 3.6% to 2700 <b>119,900</b> ②	HDG 278° - at MNM <b>1600</b> direct OA811 - <b>RT</b> direct TOJYO - KIJYY  <b>FMS</b> [A1600+] - <u>OA811</u> [R] - TOJYO - KIJYY	TOJYO MNM <b>12000</b>  TOJYO MNM <b>12000</b>
	<b>TRANSITION</b>	
	<b>TOZAN</b> KIJYY - TOZAN - YME	

① OBST ALT 2090ft located at 087°/5.74NM from end of RWY10.

② OBST ALT 2570ft located at 337°/7.71NM from end of RWY28.

**HIJ-RJOA****5-20****RNAV SIDs KIJYY 2 / MOMOT 2****MOMOT 2**

RWY 28 (278°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>MOMOT 2</b> 3.6% to 2700 <b>119,900</b> ①	HDG 278° - at MNM <b>1600</b> direct OA811 - <b>RT</b> direct TOJYO - MOMOT  <b>FMS</b> [A1600+] - OA811 [R] - TOJYO - KIJYY	TOJYO MNM <b>12000</b>
	<b>TRANSITION</b>	TOJYO MNM <b>12000</b>
	<b>IKUNO</b> MOMOT - IKUNO - <b>CUE</b>	

① OBST ALT 2570ft located at 337°/7.71NM from end of RWY28.

**HIJ-RJOA****5-30****RNAV SIDs MARCO 1 / SINFO 2****MARCO 1 / SINFO 2**

RWYs 10 (098°) / 28 (278°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 10</b>		
<b>MARCO 1</b> 5.0% to 1500 <b>119.900</b> ①	HDG 098° - at MNM <b>1500</b> direct OA021 - <b>RT</b> direct LEMON - MARCO  <b>FMS</b> [A1500+] - <u>OA021 [R]</u> - LEMON - MARCO	LEMON MNM <b>11000</b>  LEMON MNM <b>11000</b>
<b>SINFO 2</b> 5.0% to 1800 <b>119.900</b> ②	HDG 098° - at MNM <b>1500</b> direct OA021 - <b>LT</b> direct AKANA - SINFO  <b>FMS</b> [A1500+] - <u>OA021 [L]</u> - AKANA - SINFO  <b>TRANSITION</b>  <b>STAGE</b> SINFO - STAGE	AKANA MNM <b>11000</b>  AKANA MNM <b>11000</b>
<b>Runway 28</b>		
<b>MARCO 1</b> 3.6% to 1600 <b>119.900</b>	HDG 278° - at MNM <b>1600</b> direct OA811 - <b>LT</b> direct LEMON - MARCO  <b>FMS</b> [A1600+] - <u>OA811 [L]</u> - LEMON - MARCO	LEMON MNM <b>11000</b>  LEMON MNM <b>11000</b>
<b>SINFO 2</b> 3.8% to 3700 <b>119.900</b> ②	HDG 278° - at MNM <b>1600</b> direct OA811 - <b>RT</b> direct AKANA - SINFO  <b>FMS</b> [A1600+] - <u>OA811 [R]</u> - AKANA - SINFO  <b>TRANSITION</b>  <b>STAGE</b> SINFO - STAGE	AKANA MNM <b>11000</b>  AKANA MNM <b>11000</b>

① OBST ALT 1780ft located 006°/2.3NM from end of RWY10.

② OBST ALT 3150ft located 322°/11.02NM from end of RWY28.

HIJ-RJOA

5-40

SIDs BINGO 4 / HGE 3 / KINOE 5

## BINGO 4 / HONGO REVERSAL 3 / KINOE 5

RWYs 10 (098°) / 28 (278°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 10</b>	
<b>BINGO 4 119.900 ①</b>	at D2.5 <b>HGE</b> (1.9NM from DER) <b>RT</b> intercept R104 <b>HGE</b> to BINGO	<b>BINGO MNM 5000</b>
<b>HONGO REVERSAL 3 HGE REVERSAL 3 3.8% to 2300 119.900 ①</b>	at D4.6 <b>HGE</b> (4NM from DER) <b>LT</b> direct <b>HGE</b>	<b>HGE MNM 5000</b>
<b>KINOE 5 119.900</b>	at D2.5 <b>HGE</b> (1.9NM from DER) <b>RT</b> HDG 248° - intercept R203 <b>HGE</b> to KINOE	<b>KINOE MNM 6000</b>
	<b>Runway 28</b>	
<b>BINGO 4 119.900</b>	HDG 270° - at D5 <b>HGE</b> (4NM from DER) <b>LT</b> HDG 059° - intercept R104 <b>HGE</b> to BINGO	<b>BINGO MNM 5000</b>
<b>HONGO REVERSAL 3 HGE REVERSAL 3 3.4% to 1600 119.900 ②</b>	HDG 270° - at D5 <b>HGE</b> (4NM from DER) <b>RT</b> direct <b>HGE</b>	<b>HGE MNM 5000</b>
<b>KINOE 5 119.900</b>	HDG 270° - at D5 <b>HGE</b> (4NM from DER) <b>LT</b> HDG 158° - intercept R203 <b>HGE</b> to KINOE	<b>KINOE MNM 6000</b>

- ① OBST ALT 2002ft located at 093°/5.73NM from DER.  
 ② OBST ALT 2484ft located at 337°/7.77NM from DER.

## HIJ-RJOA

5-50

## SIDs OPERA 3 / TOJYO 3

## OPERA 3 / TOJYO 3

RWYs 10 (098°) / 28 (278°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.5%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 10</b>		
<b>OPERA 3</b> 3.5% to 1900 <b>119.900</b> ①	at D2.5 <b>HGE</b> (1.9NM from DER) <b>LT</b> HDG 313° - intercept R359 <b>HGE</b> to AKANA - OPERA	AKANA MNM <b>11000</b> OPERA MNM <b>FL150</b>
<b>TOJYO 3</b> 3.5% to 1900 <b>119.900</b> ①		
<b>TRANSITION</b>		
<b>MIYAZU (YME)</b> at TOJYO intercept R255 <b>YME</b> to <b>YME</b>		
<b>OTSU (CUE)</b> at TOJYO intercept R255 <b>YME</b> to TOZAN - <b>RT</b> intercept R290 <b>CUE</b> to <b>CUE</b>		
<b>Runway 28</b>		
<b>OPERA 3</b> 3.8% to 3300 <b>119.900</b> ②	HDG 270° - at D5 <b>HGE</b> (4NM from DER) <b>RT</b> HDG 043° - intercept R359 <b>HGE</b> to AKANA - OPERA	AKANA MNM <b>11000</b> OPERA MNM <b>FL150</b>
<b>TOJYO 3</b> 3.4% to 1600 <b>119.900</b> ③		
<b>TRANSITION</b>		
<b>MIYAZU (YME)</b> at TOJYO intercept R255 <b>YME</b> to <b>YME</b>		
<b>OTSU (CUE)</b> at TOJYO intercept R255 <b>YME</b> to TOZAN - <b>RT</b> intercept R290 <b>CUE</b> to <b>CUE</b>		

① OBST ALT 1579ft located at 023°/3.31NM from DER.

② OBST ALT 3025ft located at 329°/11NM from DER.

③ OBST ALT 2484ft located at 337°/7.77NM from DER.

Effective 05-JAN-2017

29-DEC-2016

HIJ-RJOA

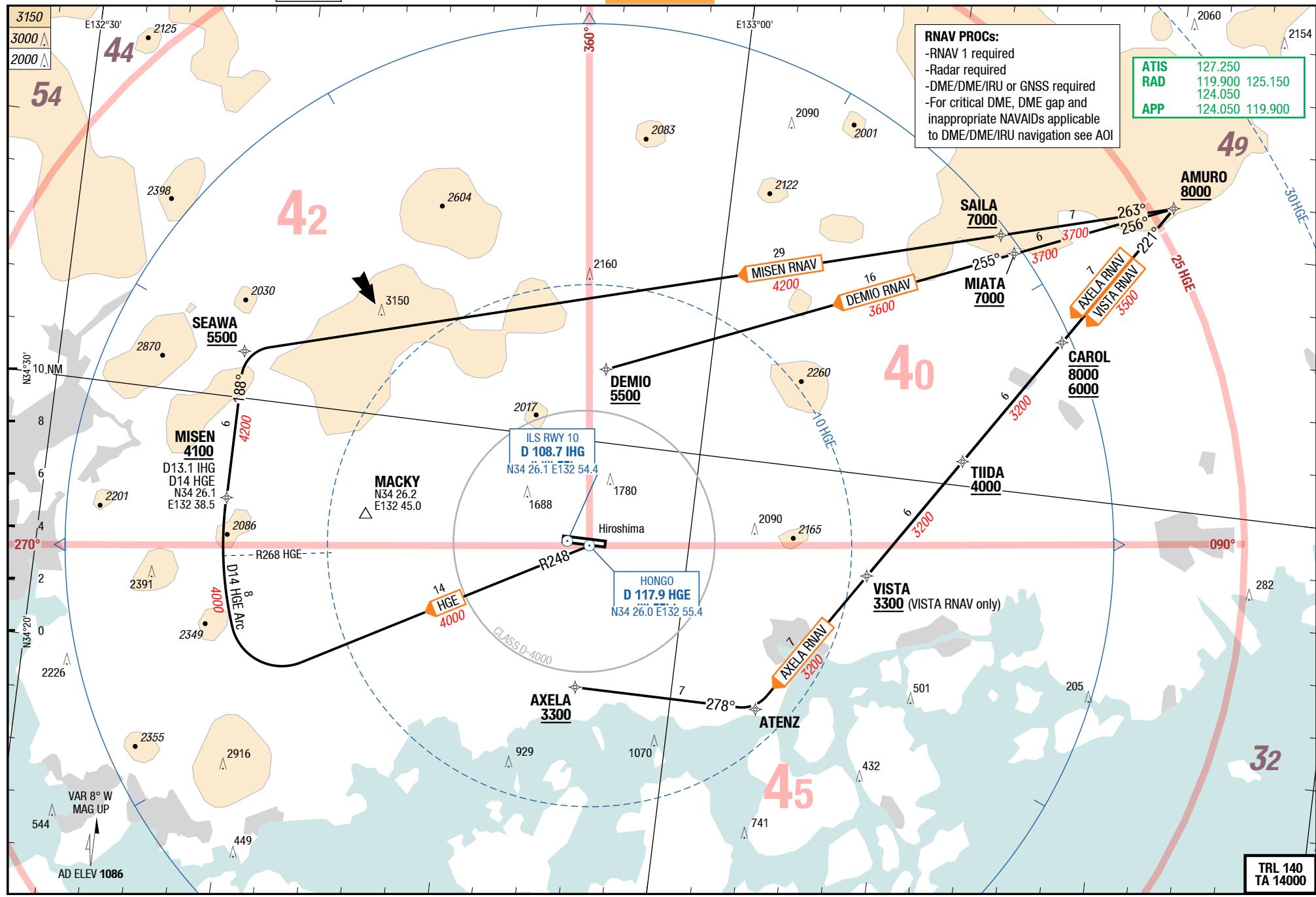
6-10

Japan Hiroshima

## **RNAV STARs / STARs**

Hiroshima Japa

## **RNAV STARs / STARS**



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29-DEC-2016

HIJ-RJOA

Japan Hiroshima

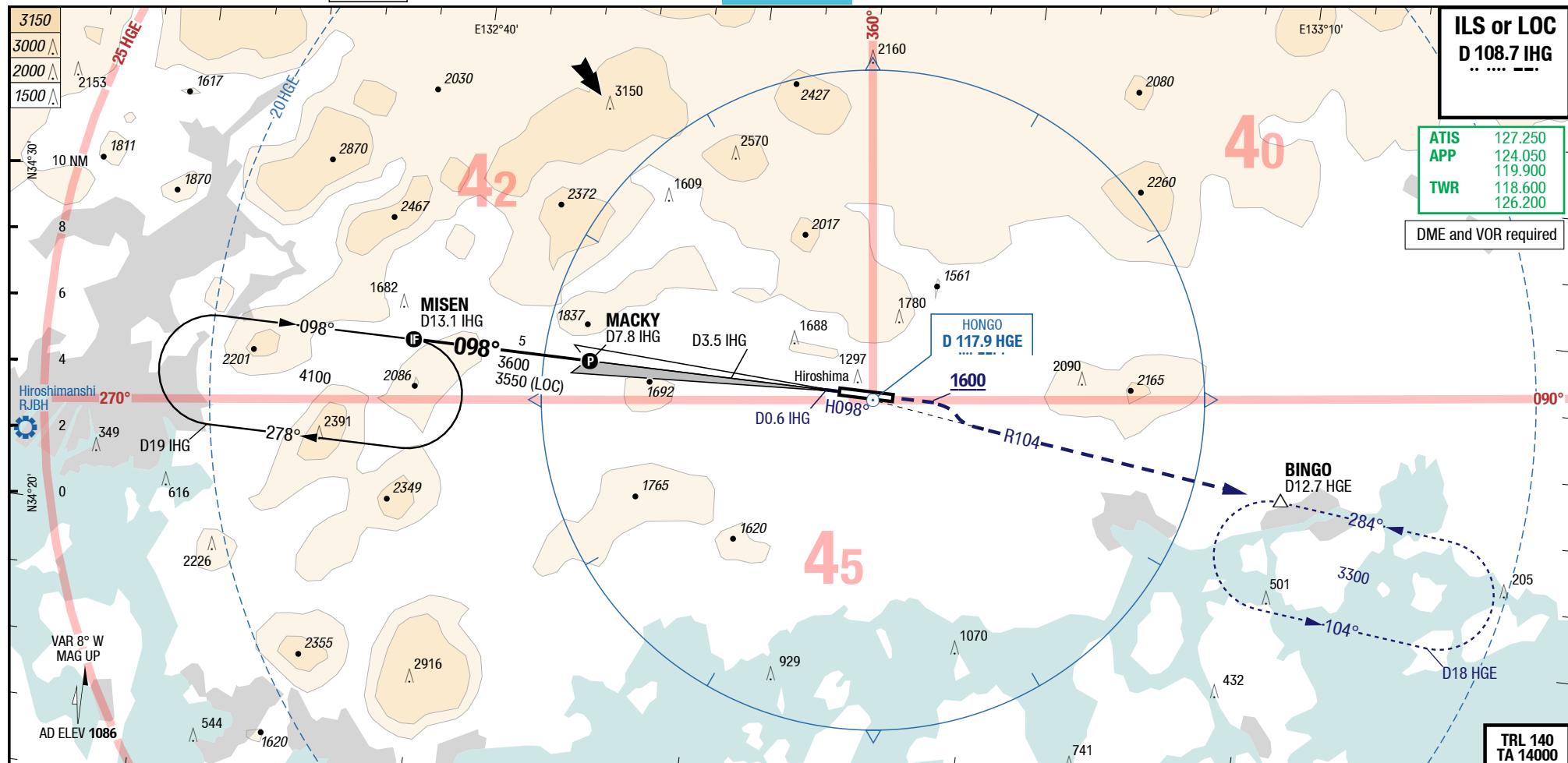
IAC

Hiroshima Japan

IAC

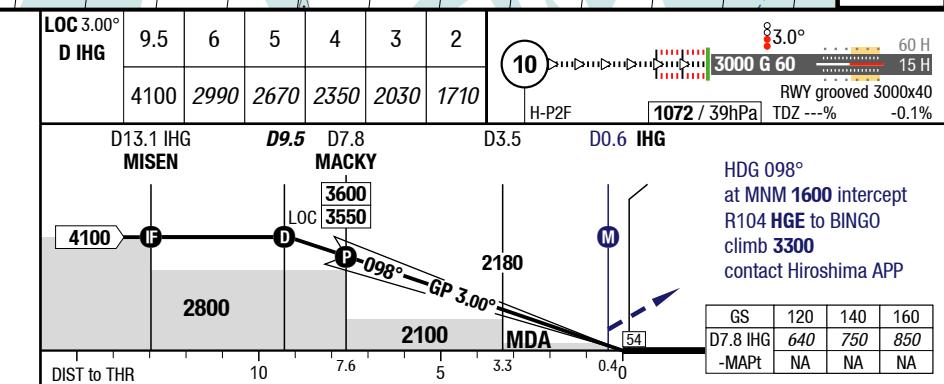
ILS or LOC 10

7-10



10		Cat 3b DME GA 5.0%	Cat 2 DME GA 5.0%	Cat 1 DME GA 5.0% 1)	Cat 1 DME GA 5.0% 1)	Cat 1 DME GA 5.0% TDL+/RCLL U/S 2)	Circling 3) TERPS
C	ft - m/km ft	0 - 100R <b>Company</b>	Not authorized	200 - 400 <b>1290</b>	200 - 550 <b>1290</b>	200 - 750 <b>1290</b>	600 - 2.4V <b>1690</b>
D	ft - m/km ft	0 - 100R <b>Company</b>	Not authorized	200 - 400 <b>1290</b>	200 - 550 <b>1290</b>	200 - 750 <b>1290</b>	700 - 3.6V <b>1790</b>

1) With EVS 350m  
2) With EVS 500m  
3) S of RWY only



Changes: ALT, OBST, MISAP text

Effective 05-JAN-2017

29-DEC-2016

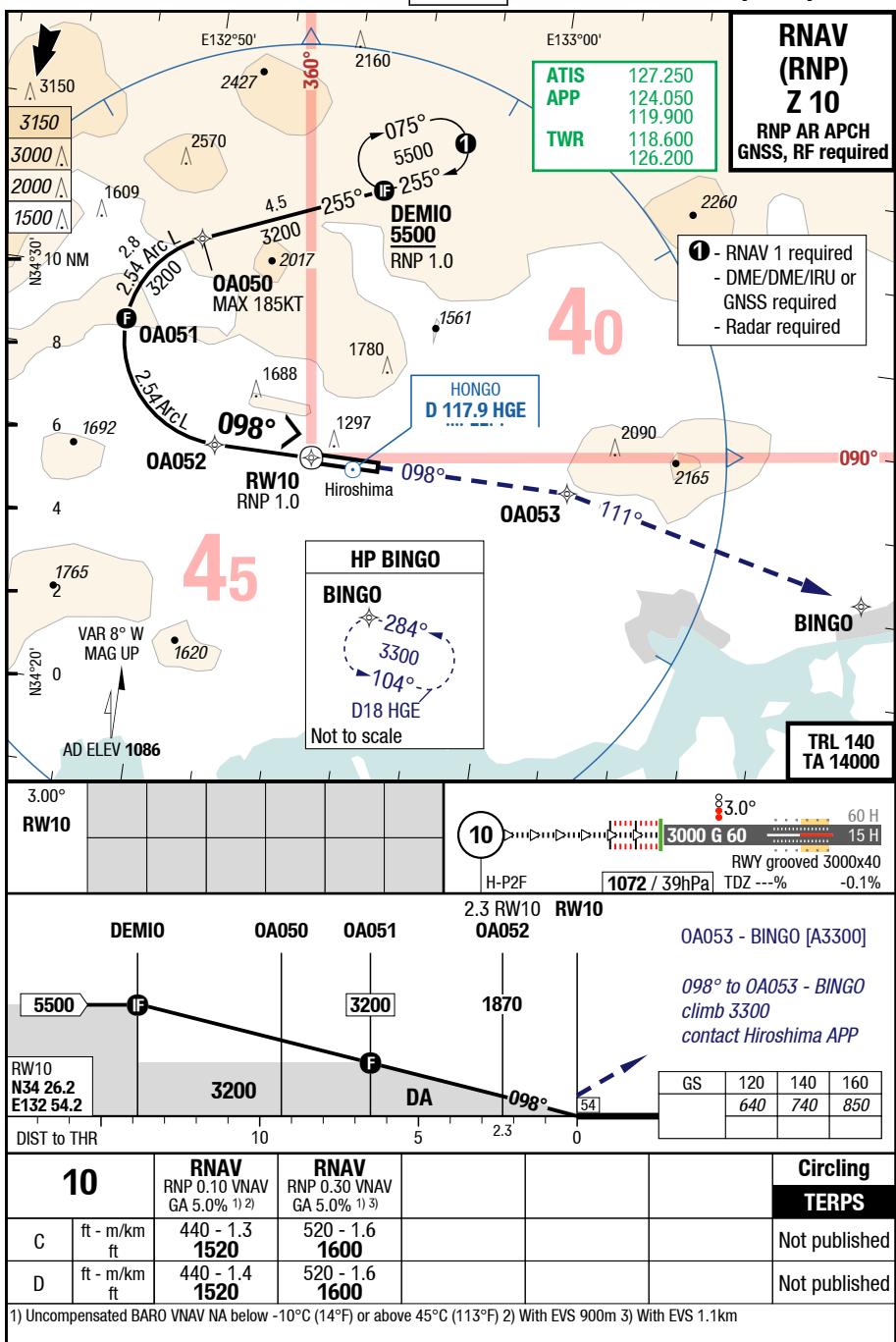
HIJ-RJOA

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7-30

RNAV (RNP) Z 10

IAC



Changes: New

Effective 05-JAN-2017

29-DEC-2016

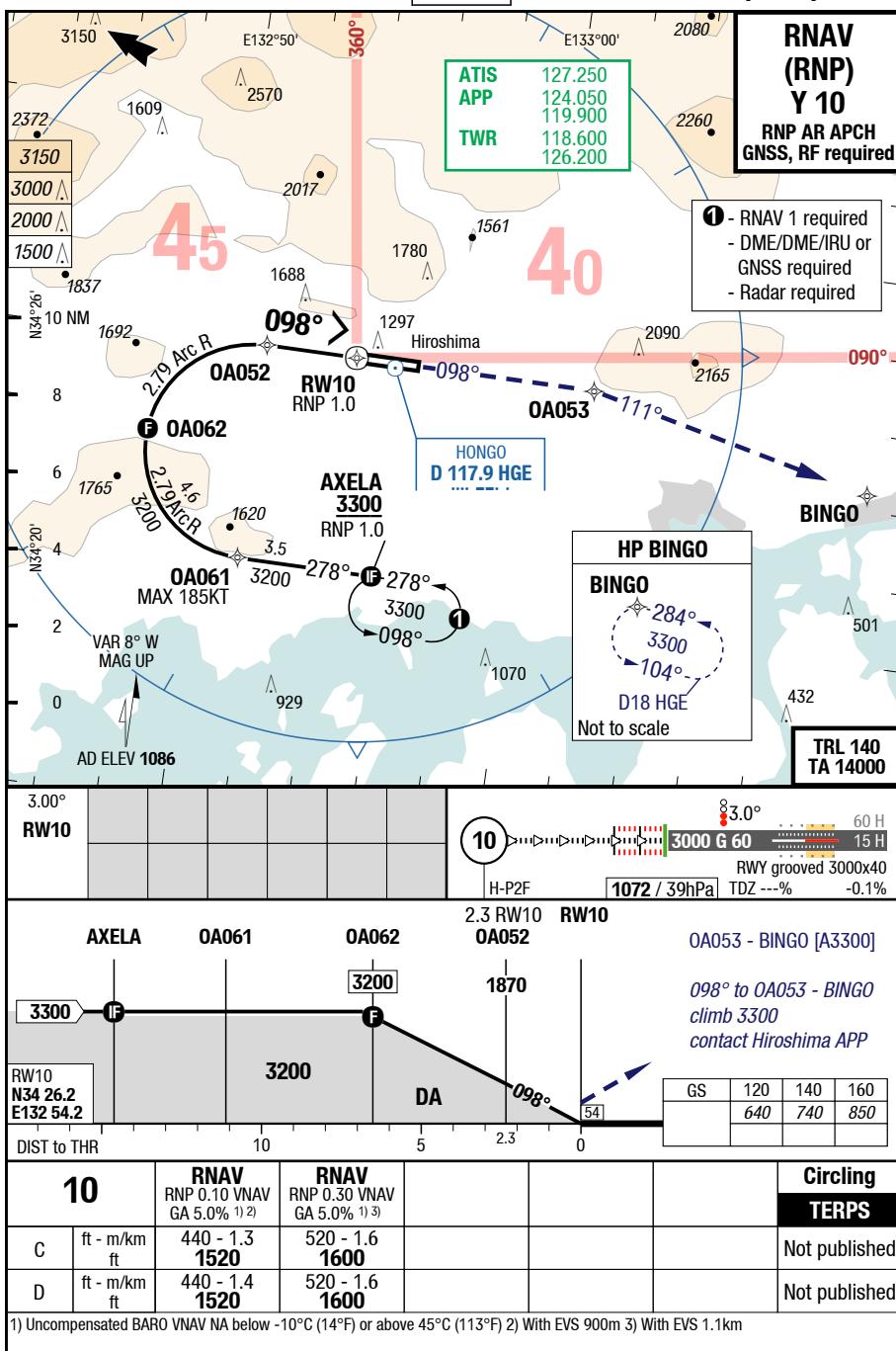
HIJ-RJOA

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7-40

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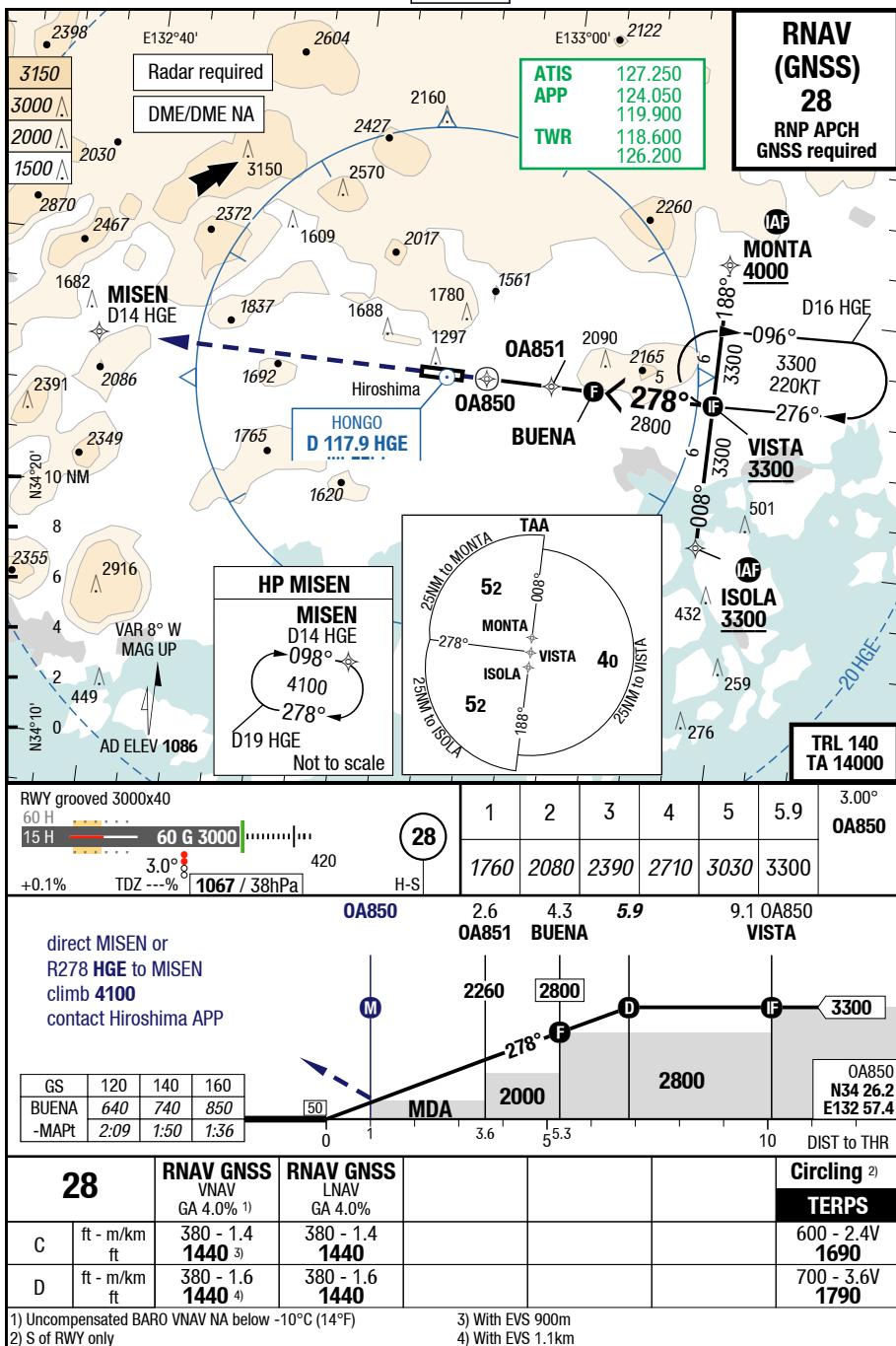
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Changes: New

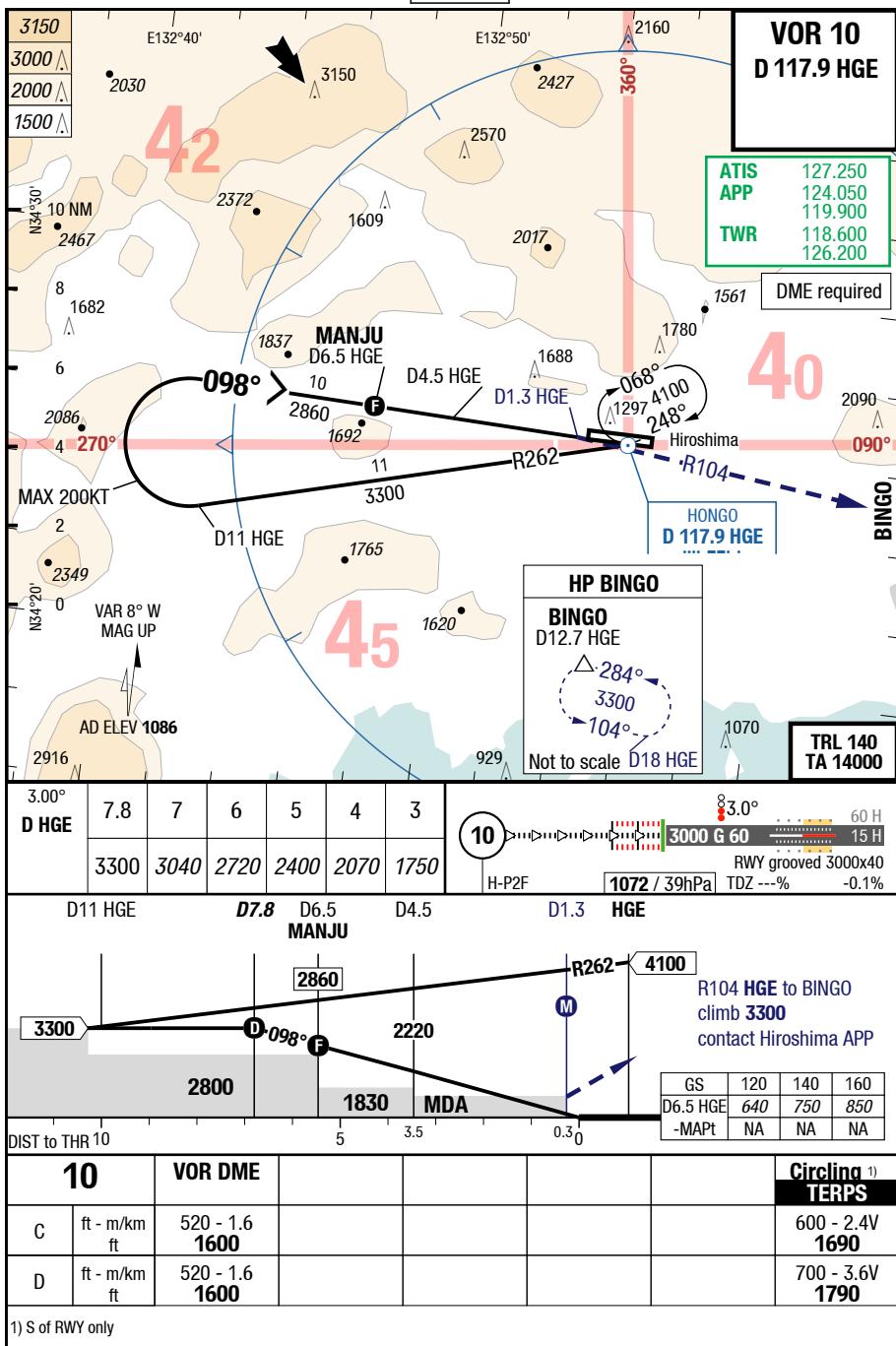
7-50

## RNAV (GNSS) 28



7-70

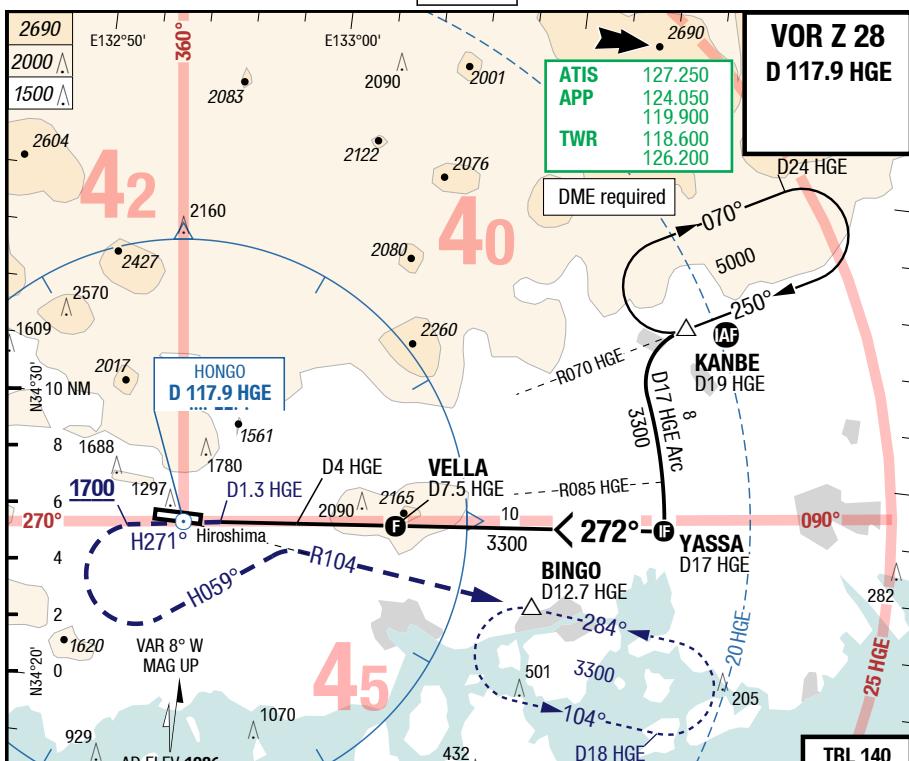
VOR 10



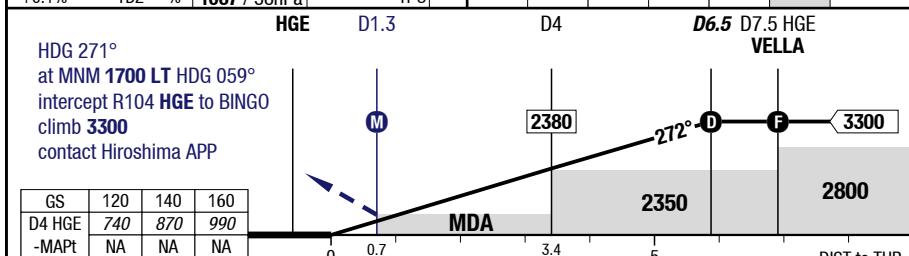
## HIJ-RJOA

7-80

VOR Z 28

VOR Z 28  
D 117.9 HGE

RWY grooved 3000x40										3.50°
60 H										D HGE
15 H	60 G 3000									272°
3.0%										RWY 278°
+0.1%										
TDZ ---%	1067 / 38hPa									



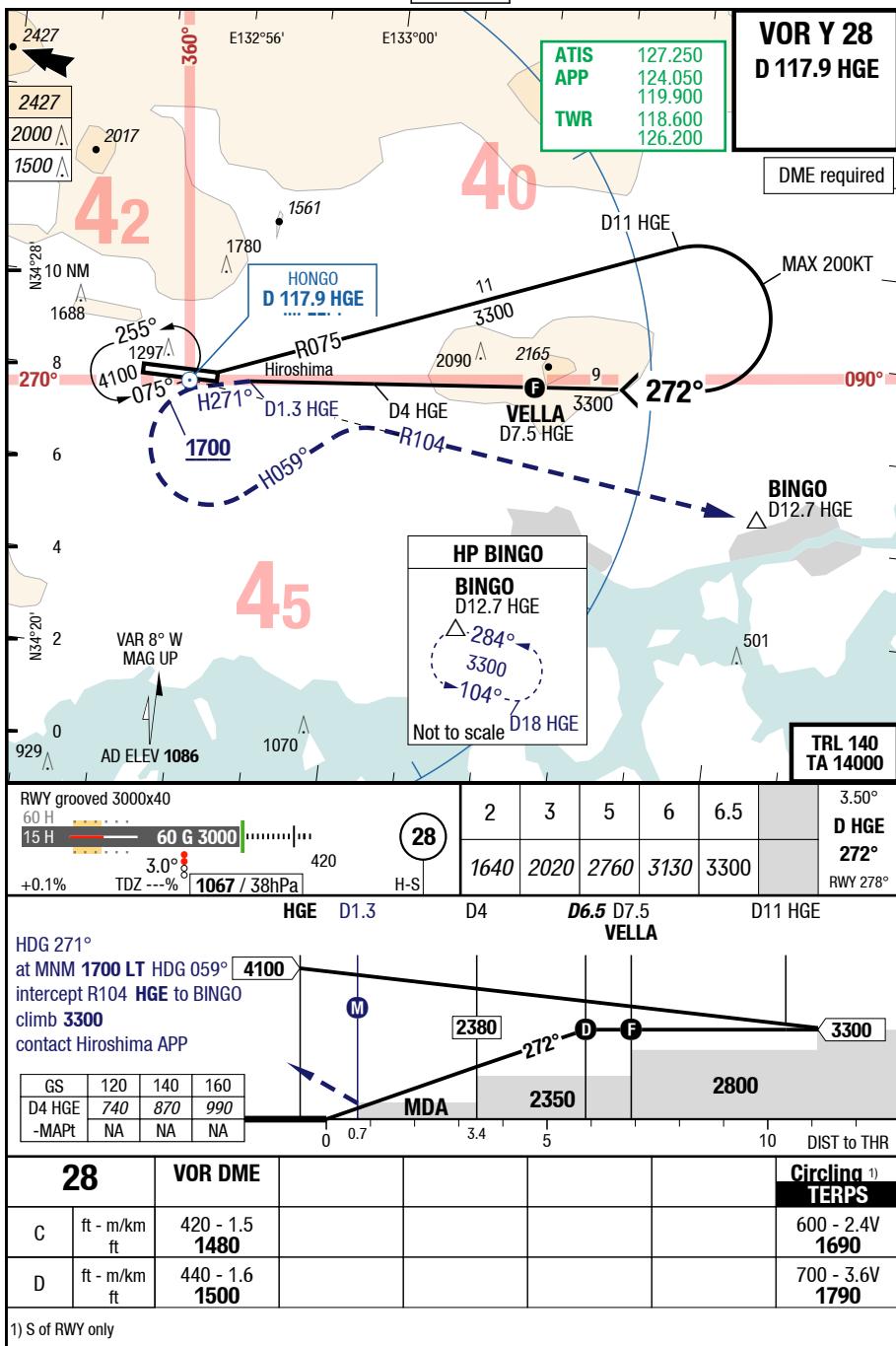
(1) S of RWY only

Changes: ALT, Page Number, OBST, MISAP text

## HIJ-RJOA

7-90

VOR Y 28



**HIJ-RJOA**

**7-110**

**WxMinima Overflow**

10		LOC DME GA 5.0%					
C	ft - m/km ft	330 - 1.0 <b>1410</b>					
D	ft - m/km ft	330 - 1.4 <b>1410</b>					

**Effective 05-JAN-2017**

29-DEC-2016

HIJ-RJOA

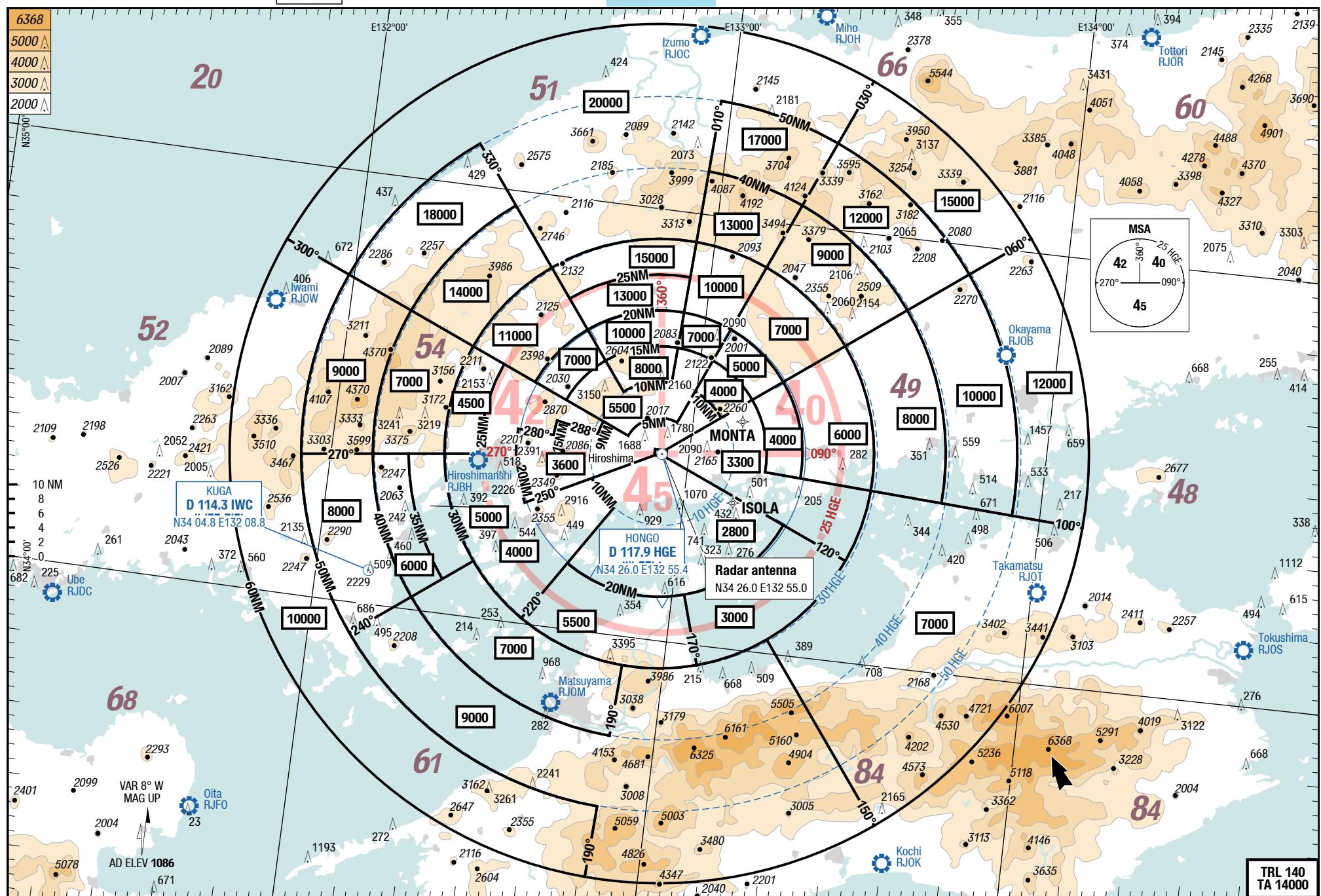
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**MRC**

MR

8-10



## Changes: WPT , OBST