

**GENERAL****Operational Hours**

**ATS Hours / AD ADMIN Hours:** 2230-1330

**Airport Information**

**RFF:** CAT 8

**PCN:** RWY 01/19: 98/F/C/X/T

**Customs:** O/R

**Operation****Transponder OPS**

ASDE in use, operate transponder Mode C on all RWYs, TWYs.

**Warnings**

**ITF ILS LOC 01** unusable: beyond 16NM

**TFE DME** unusable: R270-R290 beyond 15NM below 6000ft.

**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**

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

- Contact Oita TWR.
- If unable, proceed in accordance with visual flight rules.
- If unable, proceed to TFE VOR/DME at last assigned ALT or 3500ft whichever is higher and execute instrument APCH.

Procedures other than above will be issued when situation required.

**Arrival Procedure**

**Noise Abatement Procedure:** See CRAR Japan and in addition;

Limit the use of reverse thrust to idle reverse after LDG,

unless it adversely affects the safety of ACFT OPS.

**Non-standard GP intercept position on RWY 01**

GP intercepts RWY 01 at *314m / 1030ft* after landing threshold.

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

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

RWY		01	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		19	
All ACFT	ft - m/km	0 - 400V	-

**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.

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

- RNAV DME GAP
  - RWY 01: DER - 19NM to YANAI.
  - RWY 19: DER - 26NM to YANAI.

**TOYO RNAV**

- RNAV DME GAP
  - RWY 01: DER - 9NM to TACHI.
  - RWY 19: DER - 3NM to F0901.

**FUSHA RNAV**

- RNAV Critical DME
  - RWY 01: **MYE:** 25NM to FUSHA - 24NM to FUSHA.
- RNAV DME GAP
  - RWY 01: DER - 25NM to FUSHA.
  - RWY 19: DER - 23NM to FUSHA.

**DONAR, DOUGO, FIATO, SALTY, SPIDE, ASHIZURI TR**

- RNAV Critical DME
  - SALTY TR: **SUC:** 8.3NM to SALTY - 4.3NM to SALTY.
  - FIATO TR: **SUC:** 8.3NM to SALTY - 4.3NM to SALTY.
  - SWE:** SALTY - FIATO.

**Noise Abatement Procedure:** See CRAR Japan.

**De-Icing**

Not AVBL.

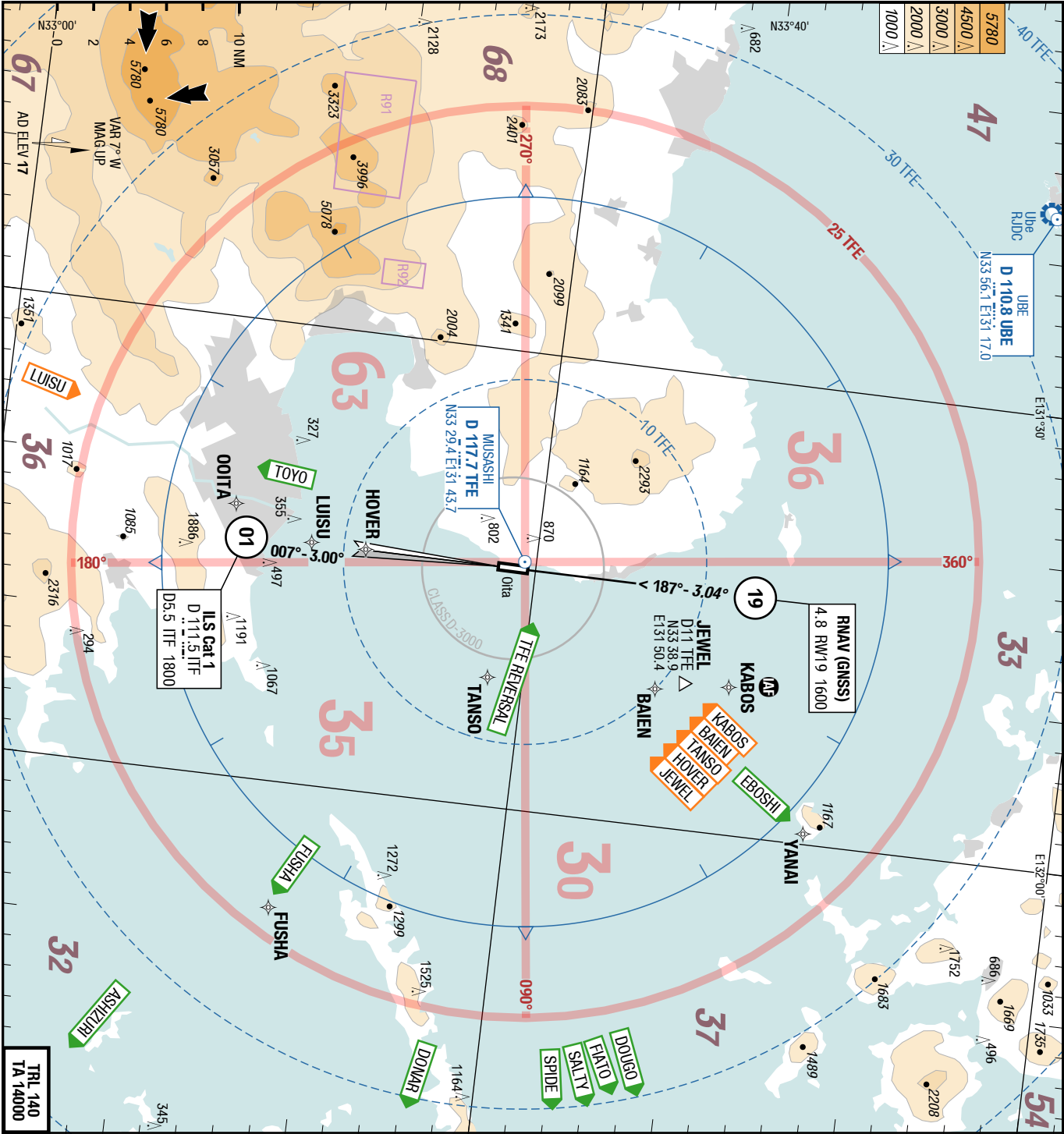
22-MAR-2018  
OIT-RJFO

2-10

Japan Oita  
AGC  
AFC

AFC

Oita Japan  
AGC  
AFC



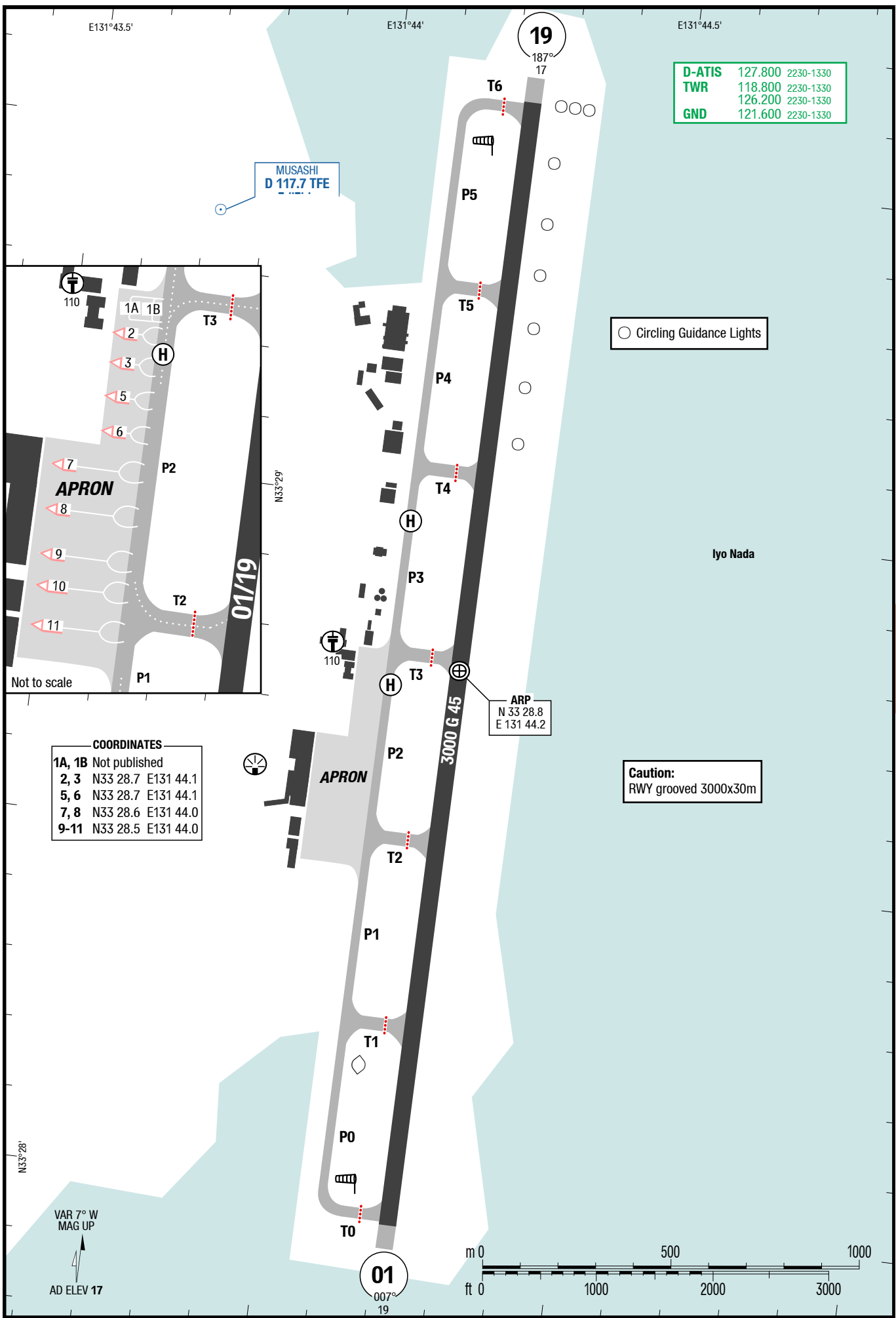
D-ATIS	127.800 2230-1330
RAD	119.050 2230-1330
APP	120.600 2230-1330
DEP	127.700 2230-1330
TWR	118.800 2230-1330
GND	121.600 2230-1330

Landing RWY system:

01	3000 G 45	83.0°	60 HL
HL-P1F	THR 19 (1HPa) / TDZ 19 (---%)	0.0%	30 HL
RWY	grooved 3000x30m	BCN LGT before APL	
60 HL	45 G 3000	420	
30 HL	3.0°		
0.0%	TDZ --- (---%) / THR 17 (1HPa)	HL-S	

Changes: FREQ, TDZE, OBST

Changes: FREQ



**OIT-RJF0**

4-10

TFE REVERSAL 2

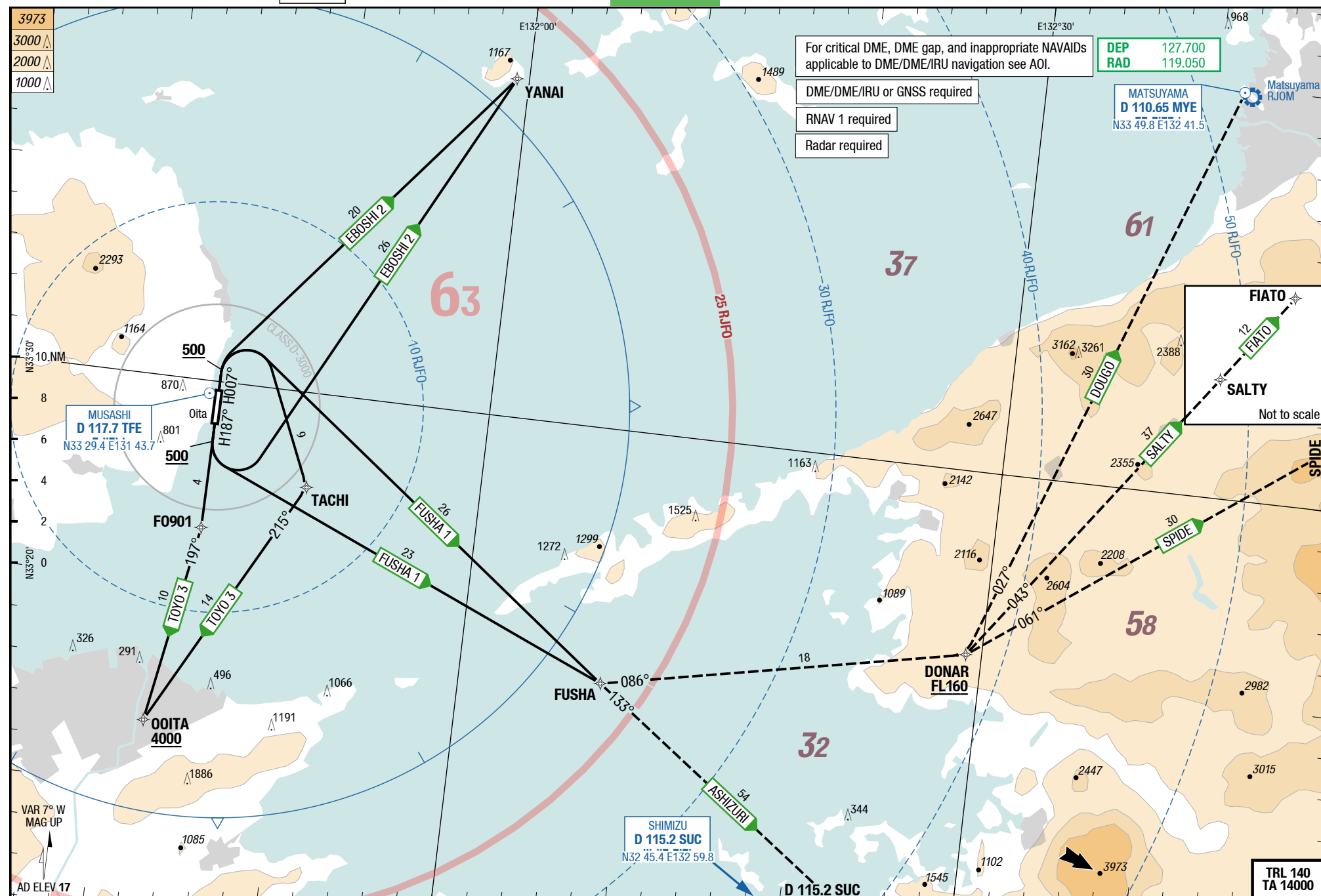
## RNAV SIDs

SID

SID

TFE REVERSAL 2

## RNAV SIDs



Changes: Navaid , PROC

TRL 140  
TA 14000

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Effective 20-JUL-2017

13-JUL-2017

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4-20

TFE REVERSAL 2

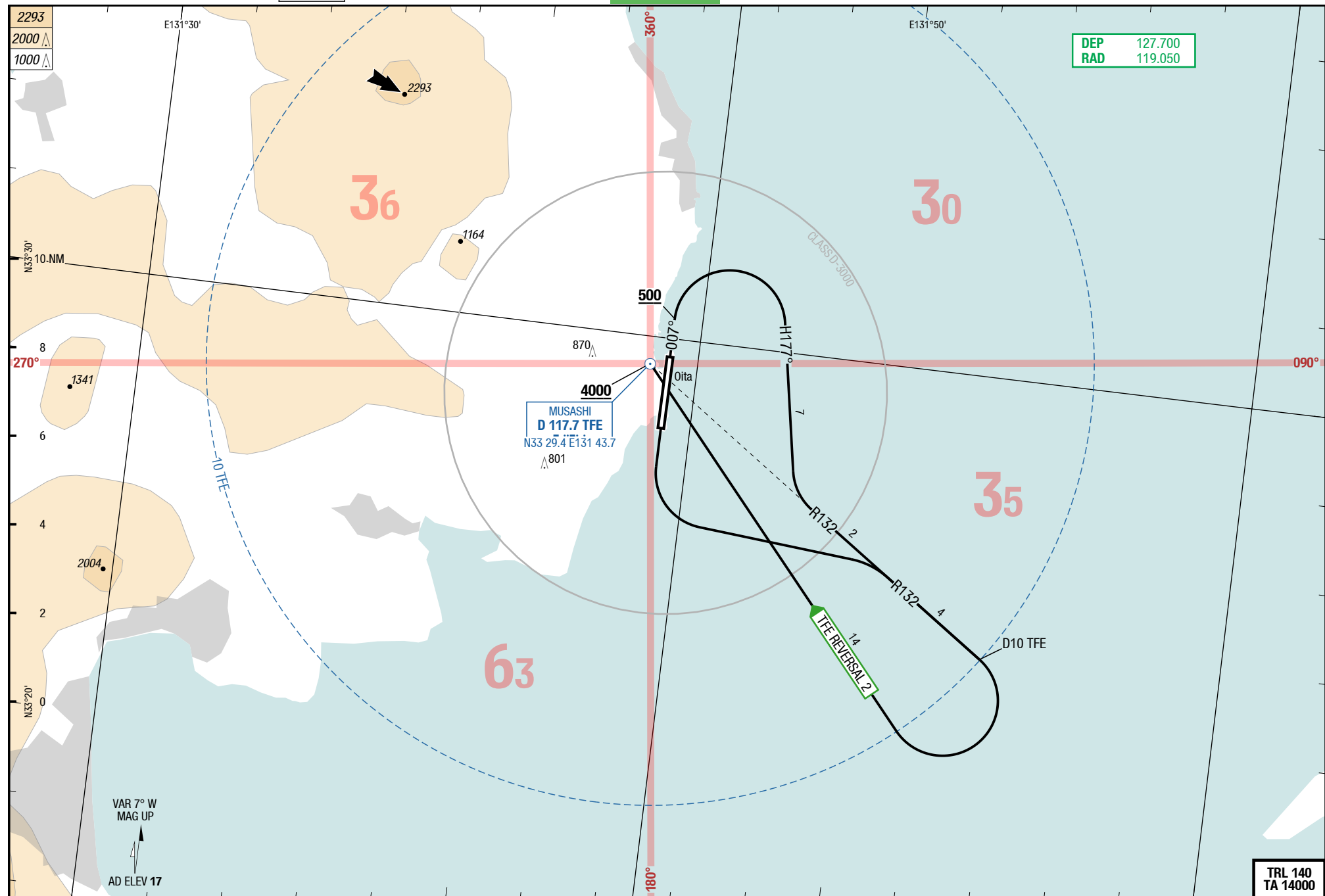
Japan Oita

SID

SID

Oita Japan

TFE REVERSAL 2



**EBOSHI 2 / FUSHA 1 / TOYO 3**

RWYs 01 (007°) / 19 (187°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>EBOSHI 2</b> 5.0% to 500 <b>127.700</b> ①	HDG 007° - [A500+ ;R] - YANAI	
<b>FUSHA 1</b> 5.0% to 500 <b>127.700</b> ①	HDG 007° - [A500+ ;R] - FUSHA	
	<b>TRANSITION</b>	
	<b>ASHIZURI</b> FUSHA - SUC	
	<b>DONAR</b> FUSHA - DONAR	DONAR MNM <b>FL160</b>
	<b>DOUGO</b> FUSHA - DONAR - MYE	DONAR MNM <b>FL160</b>
	<b>FIATO</b> FUSHA - DONAR - SALTY - FIATO	DONAR MNM <b>FL160</b>
	<b>SALTY</b> FUSHA - DONAR - SALTY	DONAR MNM <b>FL160</b>
	<b>SPIDE</b> FUSHA - DONAR - SPIDE	DONAR MNM <b>FL160</b>
<b>TOYO 3</b> 5.0% to 500 <b>127.700</b> ①	HDG 007° - [A500+ ;R] - TACHI - OOITA	OOITA MNM <b>4000</b>
	<b>Runway 19</b>	
<b>EBOSHI 2</b> <b>127.700</b>	HDG 187° - [A500+ ;L] - YANAI	
<b>FUSHA 1</b> <b>127.700</b>	HDG 187° - [A500+ ;L] - FUSHA	
	<b>TRANSITION</b>	
	<b>ASHIZURI</b> FUSHA - SUC	
	<b>DONAR</b> FUSHA - DONAR	DONAR MNM <b>FL160</b>

① Obstacle 266ft, located 351°/2.5NM from DER.

**FUSHA 1 / TOYO 3**

RWY 19 (187°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
	TRANSITION	
<b>FUSHA 1</b> <b>127.700</b>	<b>DOUGO</b> FUSHA - DONAR - MYE	DONAR MNM <b>FL160</b>
	<b>FIATO</b> FUSHA - DONAR - SALTY - FIATO	DONAR MNM <b>FL160</b>
	<b>SALTY</b> FUSHA - DONAR - SALTY	DONAR MNM <b>FL160</b>
	<b>SPIDE</b> FUSHA - DONAR - SPIDE	DONAR MNM <b>FL160</b>
<b>TOYO 3</b> <b>127.700</b>	HDG 187° - [A500+] - F0901 - OOITA	OOITA MNM <b>4000</b>



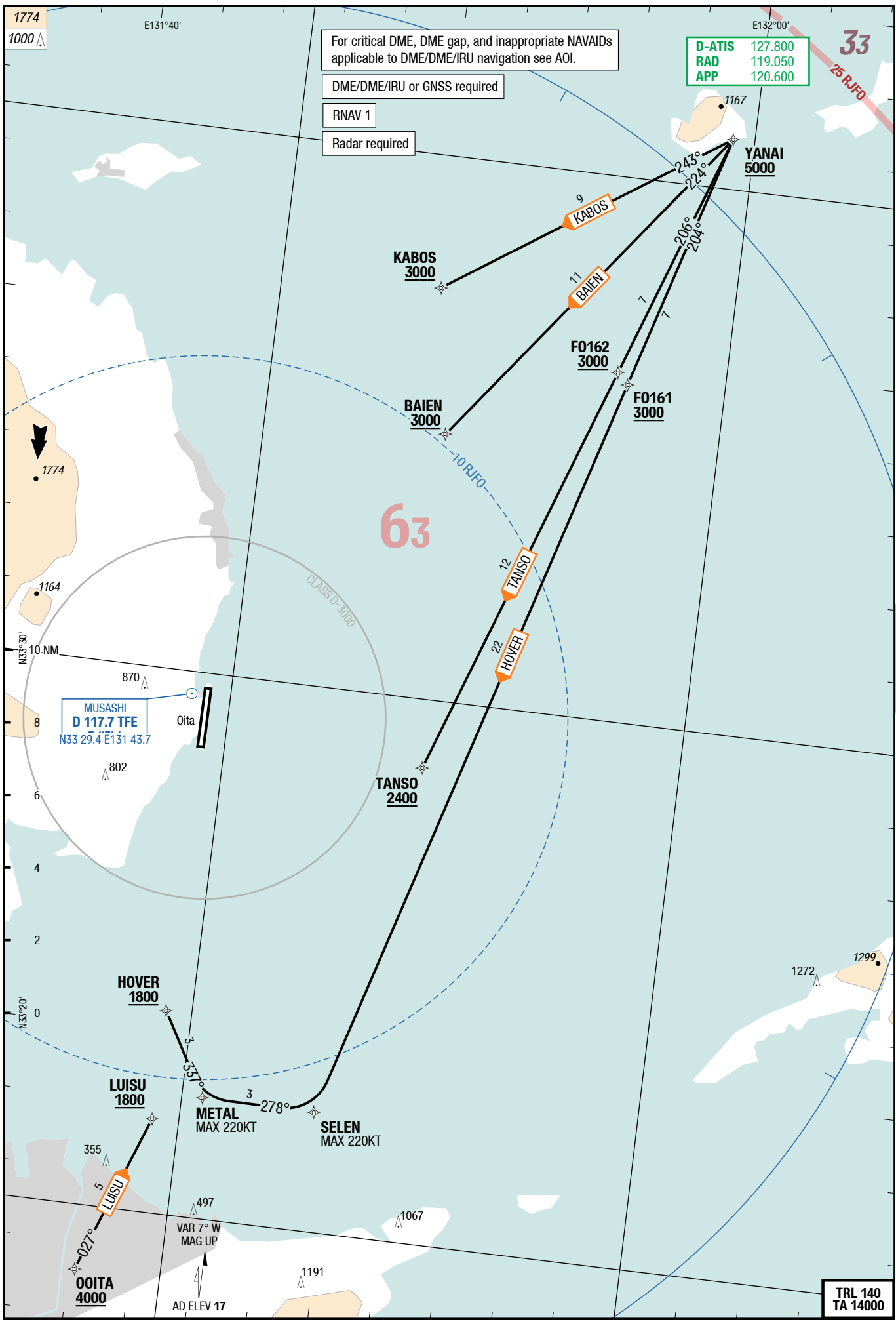
**MUSASHI REVERSAL 2**

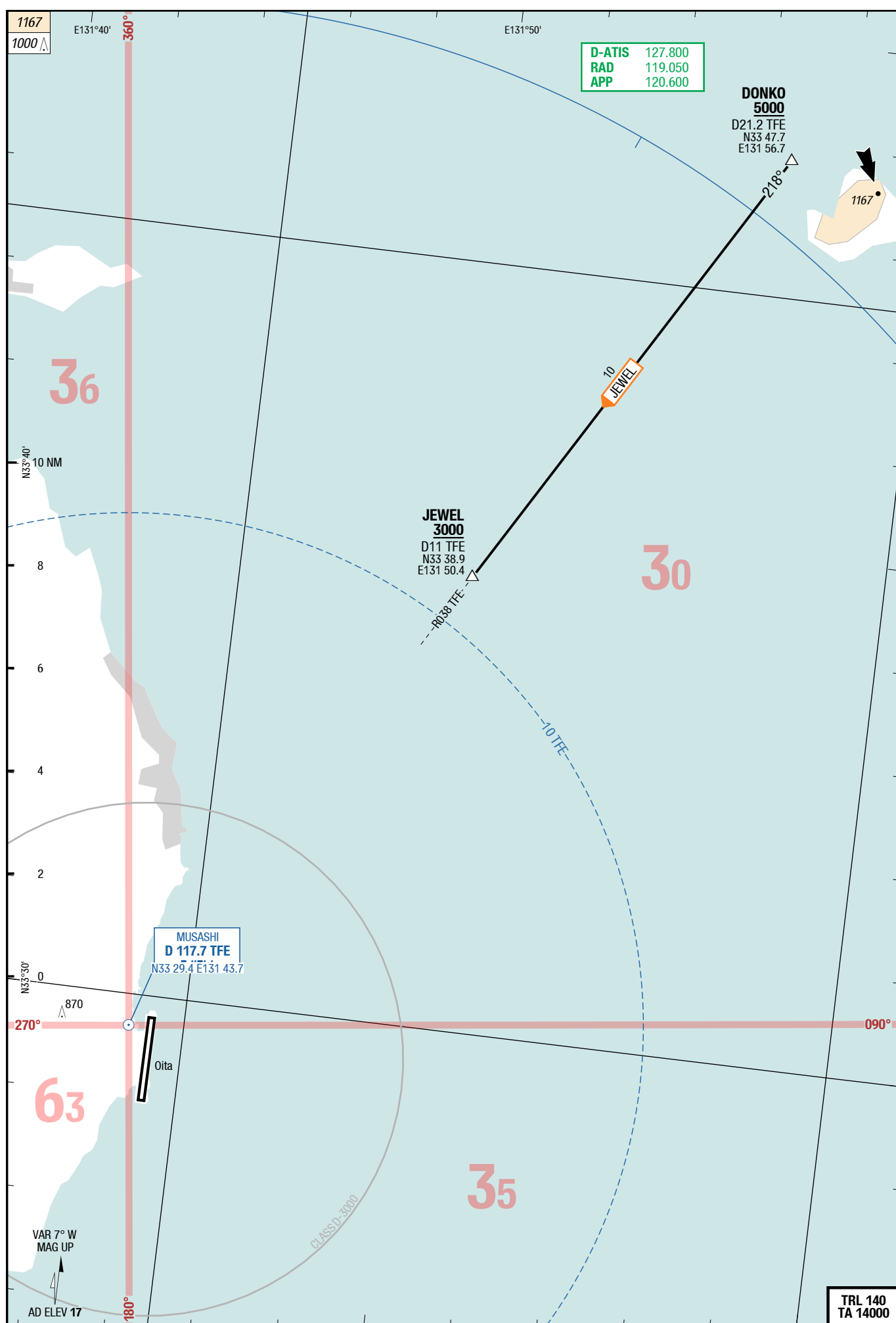
RWYs 01 (007°) / 19 (187°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>MUSASHI REVERSAL 2</b> <b>TFE REVERSAL 2</b> 5% to 500 <b>127.700</b> ①	at MNM 500 RT HDG 177° - intercept R132 TFE - at D10 TFE RT direct TFE	<b>TFE MNM 4000</b>
	<b>Runway 19</b>	
<b>MUSASHI REVERSAL 2</b> <b>TFE REVERSAL 2</b> <b>127.700</b>	LT intercept R132 TFE - at D10 TFE RT direct TFE	<b>TFE MNM 4000</b>

① OBST 266ft, located 351°/2.5NM from DER.





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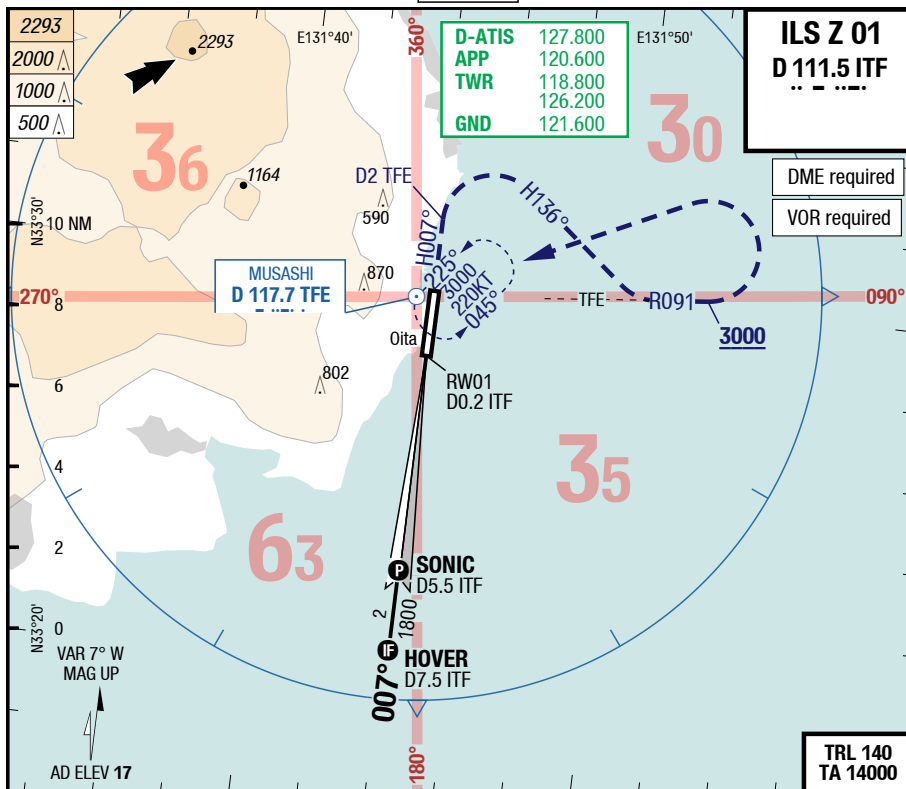
Japan Oita

IAC

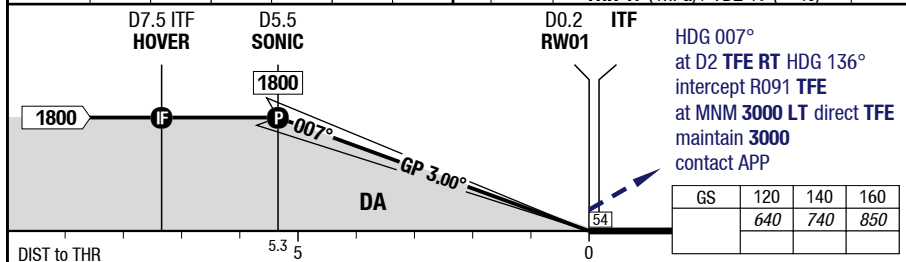
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7-10

ILS Z 01



D ITF	5.5	5	4	3	2	1	<div>01</div> <div>83.0°</div> <div>3000 G 45</div> <div>60 HL</div> <div>30 HL</div> <div>RWY grooved 3000x30m</div> <div>HL-P1F</div> <div>THR 19 (1hPa) / TDZ 19 (---%)</div> <div>0.0%</div>	
	1800	1640	1310	990	660	340		



01		Cat 1 DME	Cat 1 DME	LOC	Circling <sup>2)</sup>	
		GA 4.0%	TDZL+RCLL U/S GA 4.0% <sup>1)</sup>	GA 4.0%	TERPS	
C	ft - m/km ft	200 - 550 220	200 - 750 220	Not published		680 - 2.4V 690
D	ft - m/km ft	200 - 550 220	200 - 750 220	Not published		750 - 3.6V 760

1) With EVS 550m

2) E of RWY only

Changes: FREQ, TDZE, OBST

22-MAR-2018

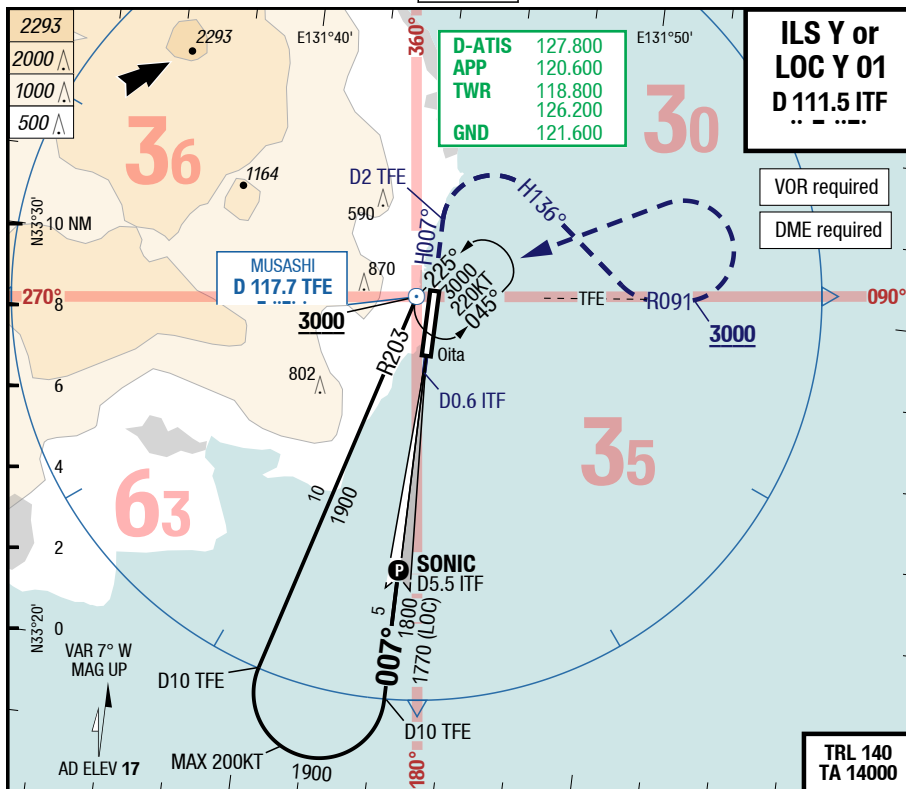
Japan Oita

IAC

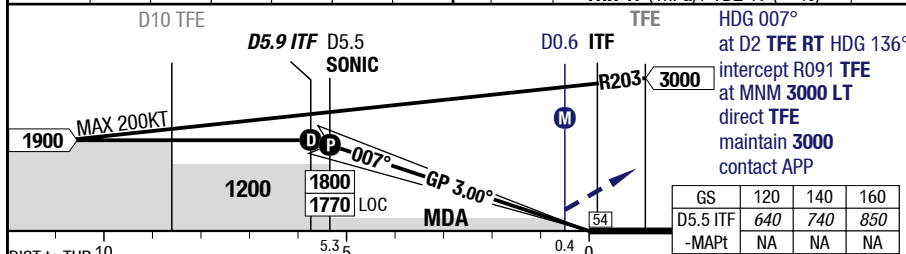
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7-20

ILS Y or LOC Y 01



LOC 3.00° D ITF	5.9	5	4	3	2	1	01	83.0°	60 HL	30 HL
	1900	1610	1290	970	650	330				



01		Cat 1 DME	Cat 1 DME	LOC DME		Circling <sup>2)</sup>
		GA 4.0%	TDZL+RCLL U/S GA 4.0% <sup>1)</sup>	GA 4.0%		<b>TERPS</b>
C	ft - m/km ft	200 - 550 220	200 - 750 220	260 - 800 270		680 - 2.4V 690
D	ft - m/km ft	200 - 550 220	200 - 750 220	260 - 1.2 270		750 - 3.6V 760

1) With EVS 550m

2) E of RWY only

Changes: FREQ, TDZE, OBST

22-MAR-2018

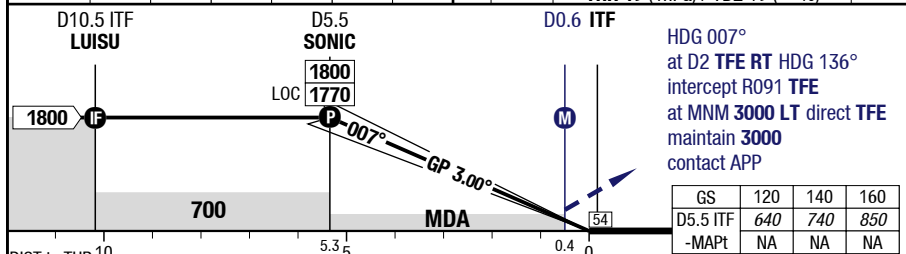
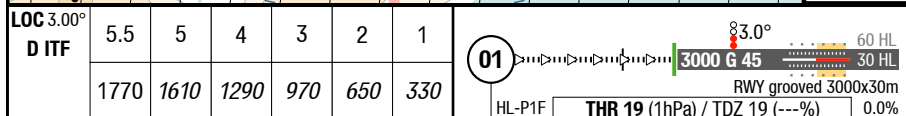
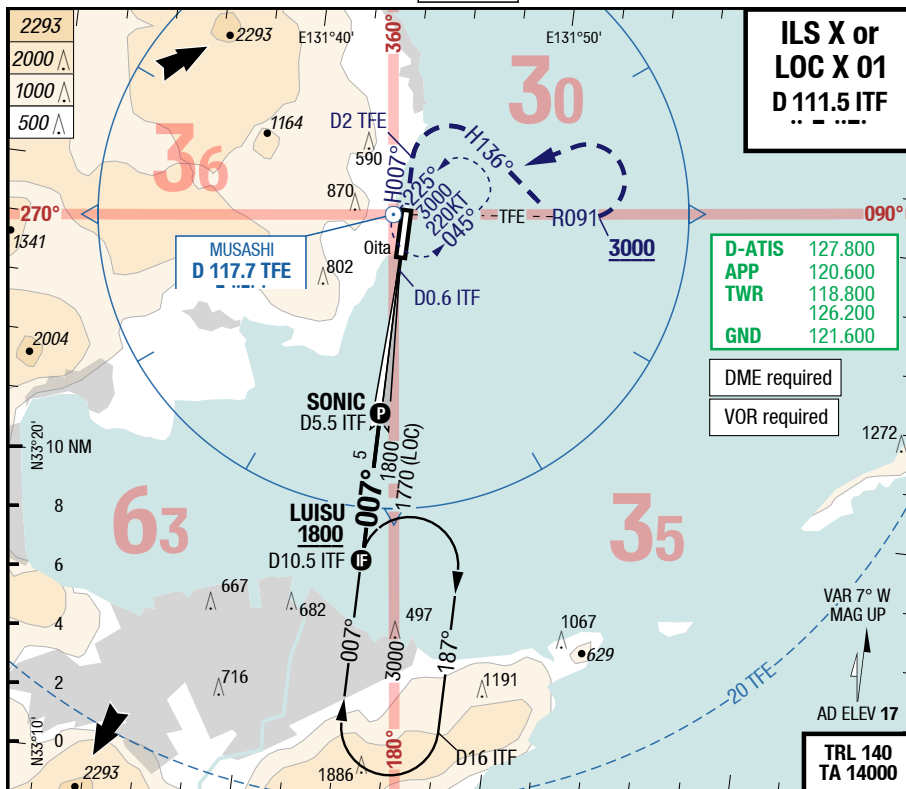
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7-30

ILS X or LOC X 01

IAC



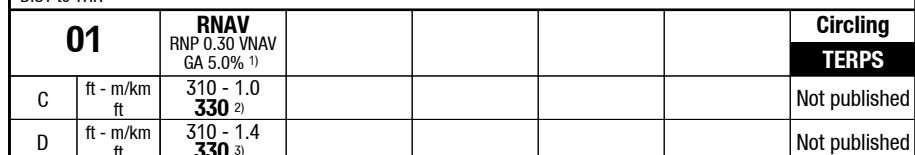
01		Cat 1 DME	Cat 1 DME	LOC DME	Circling <sup>2)</sup>	
		GA 4.0%	TDZL+/RCLL U/S GA 4.0% <sup>1)</sup>	GA 4.0%	TERPS	
C	ft - m/km ft	200 - 550 220	200 - 750 220	260 - 800 270	680 - 2.4V 690	
D	ft - m/km ft	200 - 550 220	200 - 750 220	260 - 1.2 270	750 - 3.6V 760	

1) With EVS 550m

2) E of RWY only

Changes: FREQ, TDZE, OBST

## RNAV (RNP) 01



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Changes: FREQ, TDZE, OBST

22-MAR-2018

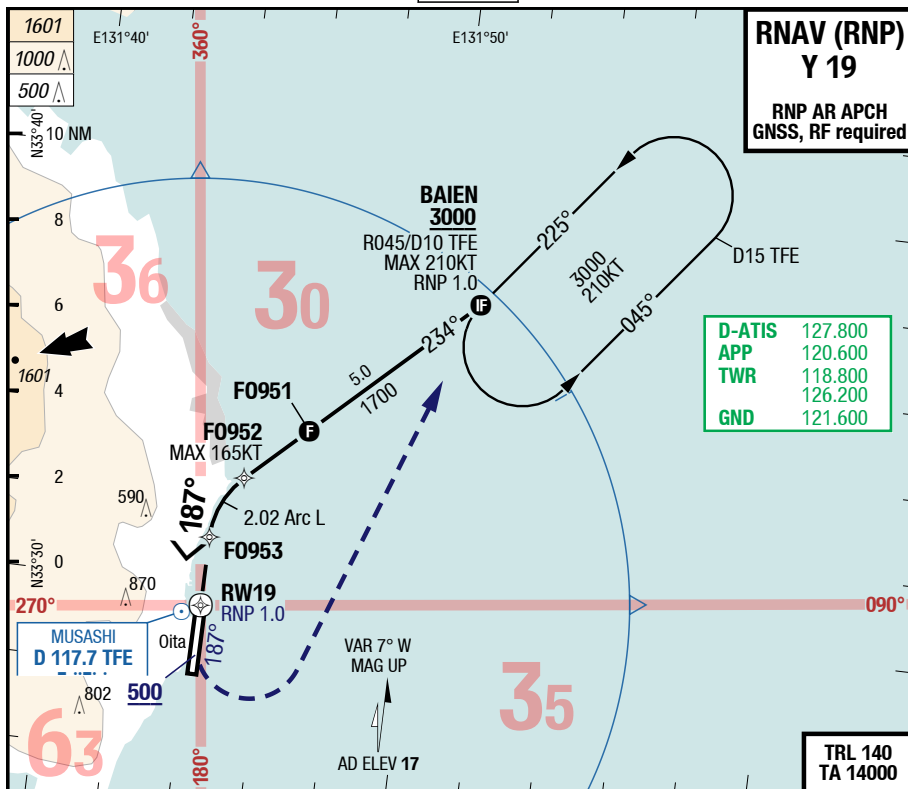
OIT-RJFO

7-60

RNAV (RNP) Y 19

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IAC



RWY grooved 3000x30m

BCN LGT before APL

60 HL

30 HL

45 G 3000

3.0°

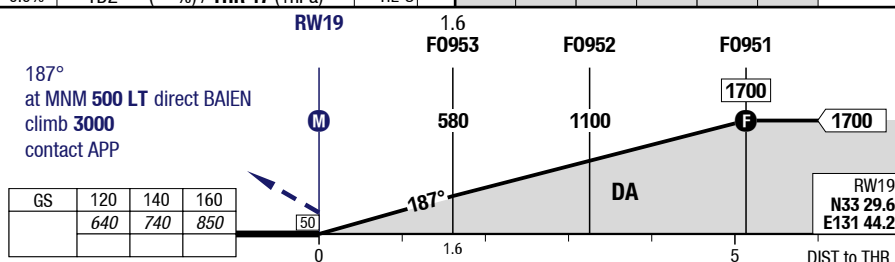
0.0% TDZ --- (---%) / THR 17 (1hPa)

HL-S

19

3.00°

RW19



19		RNAV RNP 0.30 VNAV GA 5.0% 1)					Circling TERPS
C	ft - m/km ft	320 - 1.4 340 2)					Not published
D	ft - m/km ft	320 - 1.6 340 3)					Not published

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 45°C (113°F) 2) With EVS 900m 3) With EVS 1.1km

Changes: FREQ, TDZE, OBST



22-MAR-2018

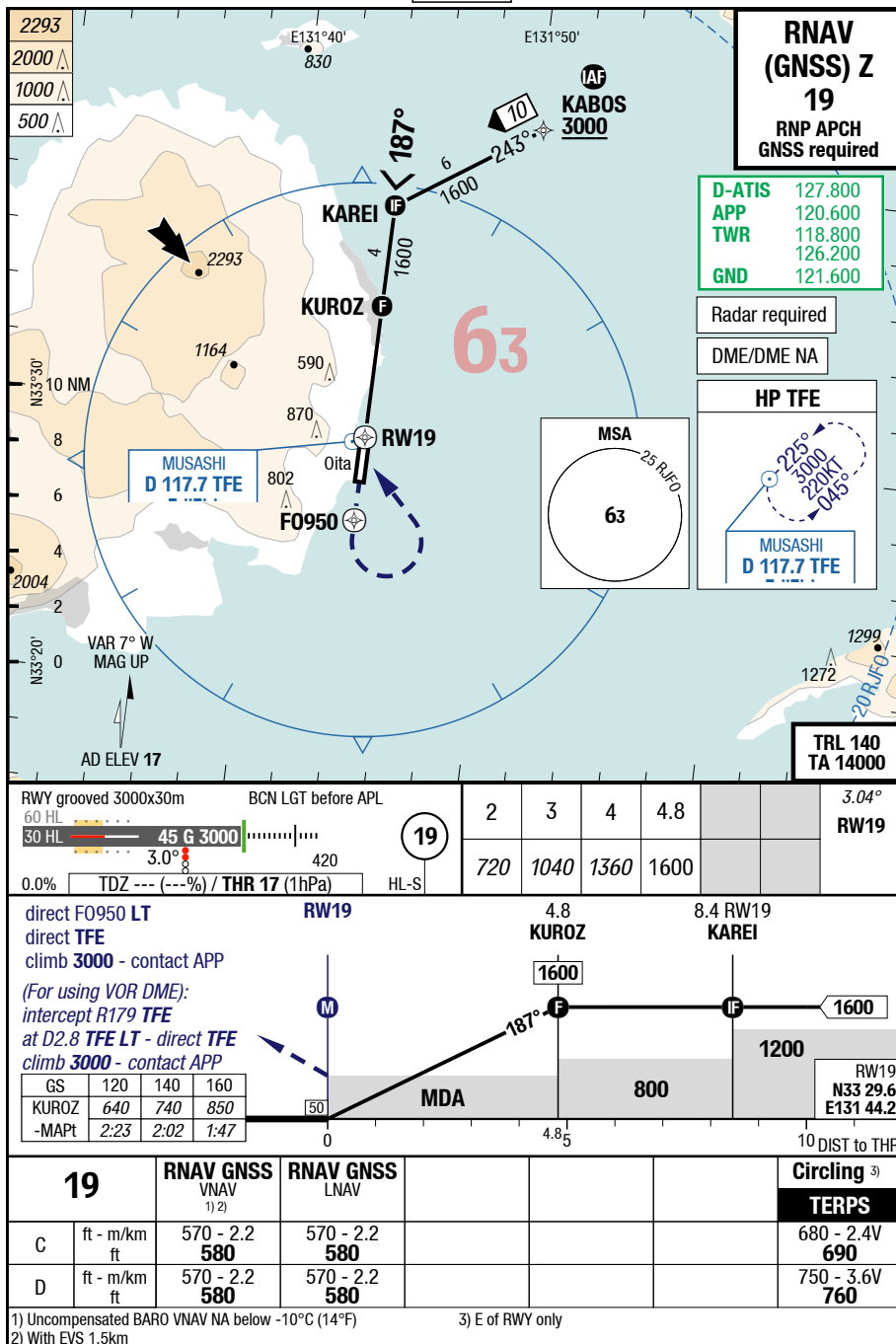
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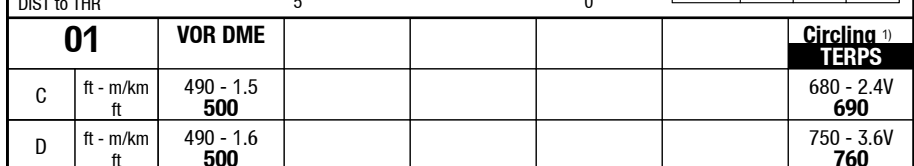
7-70

RNAV (GNSS) Z 19



Changes: FREQ, TDZE, OBST

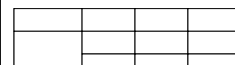
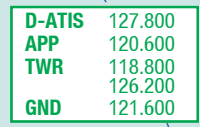
# VOR 01



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Changes: FREQ, ALT, DIST ALT table, TDZE, Profile, OBST

**VOR A**



**Circling <sup>1)</sup>**  
**TERPS**

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Changes: FREQ, TDZE, OBST

26-JAN-2017

OIT-RJFO

8-10

Japan Oita

NIL

MRC

MRC

MRC

Oita Japan

NIL

MRC

