# AD 2 AERODROMES

## RJFO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJFO - OITA

## RJFO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *332846N/1314414E*<br>007 Degrees /1.5KM FM RWY 01 THR |
| 2 | Direction and distance from (city) | 16NM NE FM OITA City |
| 3 | Elevation/ Reference temperature | 17FT / 30°C |
| 4 | Geoid undulation at AD ELEV PSN | 104FT |
| 5 | MAG VAR/ Annual change | 7°W(2009) / 2'W |
| 6 | AD Administration, address,<br>telephone, telefax, telex, AFS,<br>e-mail and/or Web-site addresses | JCAB<br>Aza Omida, Itoharu, Musashi-machi, Kunisaki-shi, Oita Pref.<br>873-0421 JAPAN.<br>Tel:0978(67)3771, 0978(67)3773<br>Fax:0978(67)3780, 0978(67)3781(AIS)<br>AFS:RJFOYFYX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

## RJFO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2230 - 1330 |
| 2 | Customs and immigration | INTL SKED FLT hours only |
| 3 | Health and sanitation | INTL SKED FLT hours only |
| 4 | AIS Briefing Office | 2230 - 1330 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (FUKUOKA) |
| 7 | ATS | 2230 - 1330 |
| 8 | Fuelling | 2230 - 1330 |
| 9 | Handling | 2230 - 1330 |
| 10 | Security | 2230 - 1330 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

## RJFO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that with the weight thing to Boeing 747 type freighter. |
| 2 | Fuel/ oil types | JET A-1 |
| 3 | Fuelling facilities/ capacity | Fuel Truck / Not Limitation |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

## RJFO AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Near FM Airport |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Buses and Taxis |
| 4 | Medical facilities | Hospital in Aki-town 3km |
| 5 | Bank and Post Office | BANK ATM at Airport |
| 6 | Tourist Office | At Airport |
| 7 | Remarks | Nil |

## RJFO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 9 |
| 2 | Rescue equipment | Chemical fire fighting truck x 3<br>Water-supply truck<br>Lighting power supply truck<br>Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Ask AD Administration |
| 4 | Remarks | Nil |

## RJFO AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Clearing equipments: Sweeper x 1<br>Snow removal equipments: NIL(commission) |
| 2 | Clearance priorities | (1) RWY, TWY T0 T6 P, Spot 7-9<br>(2) TWY T1 T5, Spot 5-6<br>(3) TWY T2 T3 T4, Spot 1-3 10 11 |
| 3 | Remarks | Snow removal will be commenced when the RWY and TWY are covered with snow its depth 3cm or more(Ask AD administration for details) |

## RJFO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: Asphalt-concrete and concrete<br>Strength :<br>Spot NR1A, 1B, 2, 3 : PCN 55/F/C/X/T<br>Spot NR5, 6 : PCN 53/R/B/X/T<br>Spot NR7, 8, 9, 10 : PCN 62/R/B/X/T<br>Spot NR11 : PCN 74/R/B/X/T |
| 2 | Taxiway width, surface and strength | Surface: Asphalt-concrete and concrete<br>Strength :<br>TWY T0, P0, P3, P4: PCN 80/F/B/X/T<br>TWY T1: PCN 91/F/C/X/T<br>TWY T2, T4, P1: PCN 88/F/C/X/T<br>TWY T3: PCN 101/F/C/X/T<br>TWY T5, P5: PCN 76/F/B/X/T<br>TWY T6: PCN 72/F/B/X/T<br>TWY P2: PCN 74/R/B/X/T<br>Width:<br>TWY T1, T2, T3, T4, T5: 34m<br>TWY T0, T6: 28.5m<br>TWY P0, P1, P2, P3, P4, P5: 23m |
| 3 | ACL and elevation | Not Available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | (Spot NR)<br><br>2 : *332844.43N,1314403.07E*<br>3 : *332842.98N,1314403.05E*<br>5 : *332841.51N,1314403.02E*<br>6 : *332840.05N,1314403.01E*<br>7 : *332837.39N,1314359.83E*<br>8 : *332835.12N,1314359.81E*<br>9 : *332832.85N,1314359.79E*<br>10 : *332830.58N,1314359.77E*<br>11 : *332828.47N,1314359.71E* |
| 6 | Remarks | Nil |

## RJFO 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 | ACFT stand ID signs: Spot 1-11 |
| 2 | RWY and TWY markings and LGT | RWY:RWY01/19(SEE RJFO AD2.24)<br>(Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe<br>(LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY01), WBAR(RWY01)<br><br>TWY:ALL TWY<br>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe<br>(LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area<br>(LGT) Apron flood LGT |

## RJFO AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|---|---|---|---|---|---|
| Nil | | | | | |

## RJFO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | FUKUOKA |
| 2 | Hours of service<br>MET Office outside hours | H24 (FUKUOKA) |
| 3 | Office responsible for TAF preparation<br>Periods of validity | FUKUOKA<br>30 Hours |
| 4 | Trend forecast<br>Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at FUKUOKA |
| 6 | Flight documentation<br>Language(s) used | C<br>En |
| 7 | Charts and other information available for briefing or consultation | $S_6$, $U_{85}$, $U_7$, $U_5$, $U_3$, $U_{25}$, $U_2$/Tr, $P_S$, $P_5$, $P_3$, $P_{25}$, $P_{SWE}$, $P_{SWF}$, $P_{SWG}$, $P_{SWI}$, $P_{SWM}$, $P_{SW}$(domestic), E, C, $W_E$, $W_F$, $W_G$, $W_I$, W, N |
| 8 | Supplementary equipment<br>available for providing information | Nil |
| 9 | ATS units provided with information | TWR, APP, ATIS |
| 10 | Additional information(limitation of service, etc.) | Nil |

## RJFO 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 |
| 01 | 000° | 3000×45 | PCN 98/F/C/X/T<br>Asphalt-Concrete | *332757.53N*<br>*1314413.22E*<br>104F*T* | THR ELEV:19FT<br>TDZ ELEV:19FT |
| 19 | 180° | 3000×45 | PCN 98/F/C/X/T<br>Asphalt-Concrete | *332934.89N*<br>*1314414.08E*<br>104FT | THR ELEV:17FT |

| Slope of RWY | Strip Dimensions(M) | RESA (Overrun) Dimensions (M) | Remarks |
|---|---|---|---|
| 7 | 10 | 11 | 14 |
| See AD CHART | 3120×300 | 190×(MNM:152 MAX:300)* | RWY Grooving 3000m × 30m |
| | 3120×300 | 40×300<br>*For detail, ask airport administrator | |

## RJFO AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 3000 | 3000 | 3000 | 3000 | Nil |
| 19 | 3000 | 3000 | 3000 | 3000 | Nil |

## RJFO 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 |
| 01 | PALS<br>(CAT I)<br>900M<br>LIH | Green<br>Green | PAPI<br>3.0°/LEFT<br>413M<br>66FT | 900M | 3000M<br>30M<br>Coded color<br>(White/Red)<br>LIH | 3000M<br>60M<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil<br>(*2) |
| 19 | SALS<br>(*1)<br>420M<br>LIH | Green<br>- | PAPI<br>3.0°/LEFT<br>457M<br>74FT | Nil | 3000M<br>30M<br>Coded color<br>(White/Red)<br>LIH | 3000M<br>60M<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil<br>(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(600m and 900m FM RWY THR)(*1)<br>Overrun area edge LGT(LEN:60m Color:Red)(*2)<br>CGL for RWY 19 | | | | | | | | |

## RJFO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *332833N/1314353E*, White/Green EV4.3sec, HO<br>Operating in night, IMC, and when requested |
| 2 | LDI location and LGT<br>Anemometer location and LGT | LDI:Nil<br>Anemometer: RWY01: 355m from RWY 01 THR, LGTD<br>RWY19: 300m from RWY 19 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply / switch-over time | Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT<br>Within 15 sec : Other LGT |
| 5 | Remarks | WDI LGT |

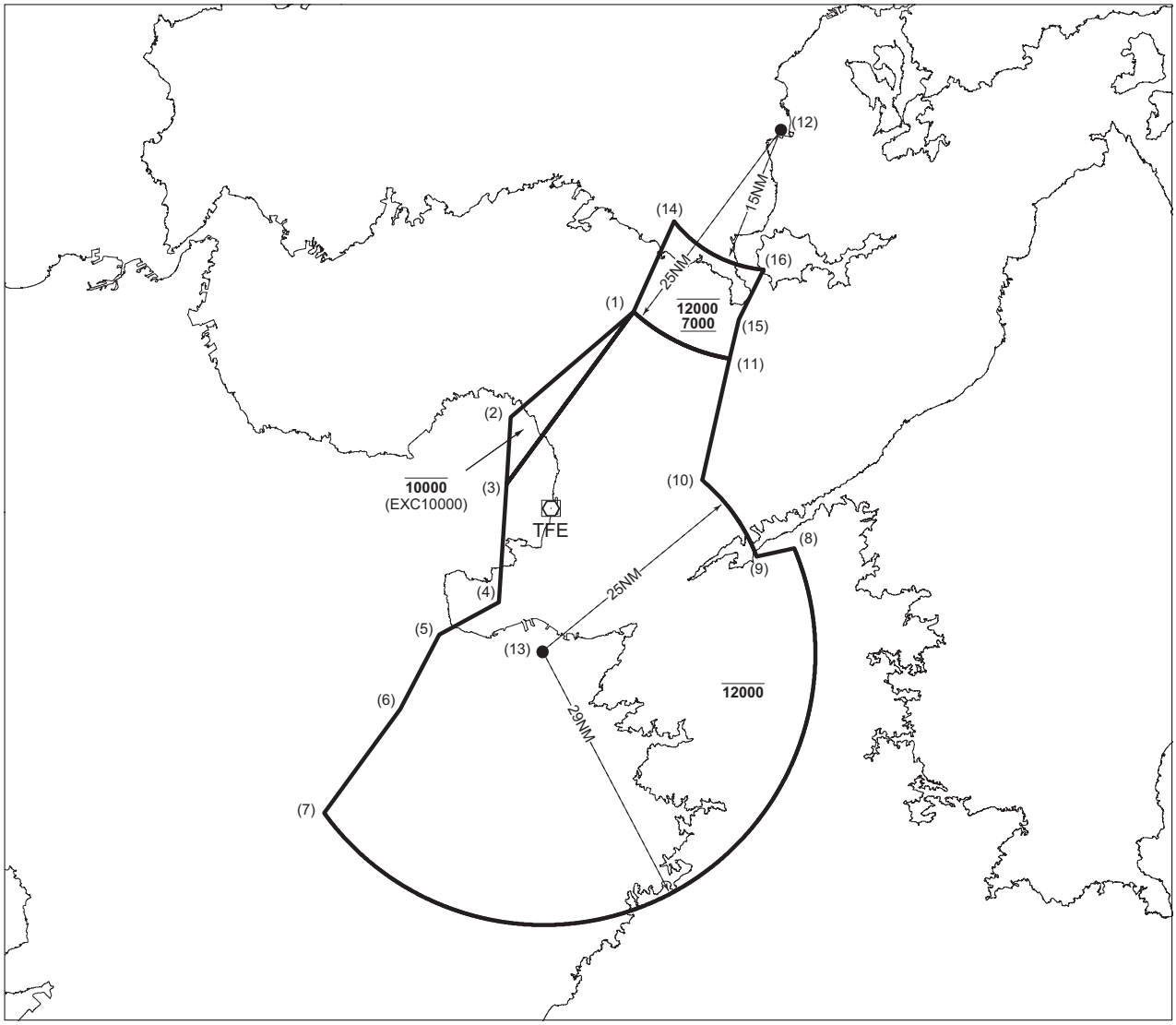
## RJFO AD 2.16 HELICOPTER LANDING AREA

| |
|---|
| Nil |

## RJFO AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|---|---|---|---|---|---|
| 1 | | 2 | 3 | 4 | 6 |
| OITA CTR | Area within a radius of 5nm of OITA ARP | 3000 or below | D | OITA TOWER | |
| OITA ACA | SEE RJFO ATTACHED CHART | | | | |

大分進入管制区
Oita Approach Control Area




Point list

(1) *334923N1315428E*
(2) *333820N1313835E*
(3) *333112N1313754E*
(4) *331835N1313643E*
(5) *331513N1312903E*
(6) *330719N1312355E*
(7) *325619N1311408E*
(8) *332346N1321425E*
(9) *332258N1320939E*
(10) *333116N1320253E*
(11) *334410N1320642E*
(12) *340827N1321357E*
(13) *331313N1314212E*
(14) *335858N1315956E*
(15) *334822N1320757E*
(16) *335336N1321117E*

## RJFO AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Oita Approach | 120.6MHz(1)<br>127.7MHz<br>119.05MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2230 - 1330 | (1)Primary |
| ASR | Oita Radar | 119.05MHz<br>120.6MHz<br>127.7MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2230 - 1330 | |
| DEP | Oita Departure | 127.7MHz<br>120.6MHz<br>119.05MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2230 - 1330 | |
| TWR | Oita Tower | 118.8MHz(1)<br>126.2MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2230 - 1330 | |
| GND | Oita Ground | 121.6MHz | 2230 - 1330 | |
| ATIS | Oita Airport | 127.8MHz | 2230 - 1330 | |

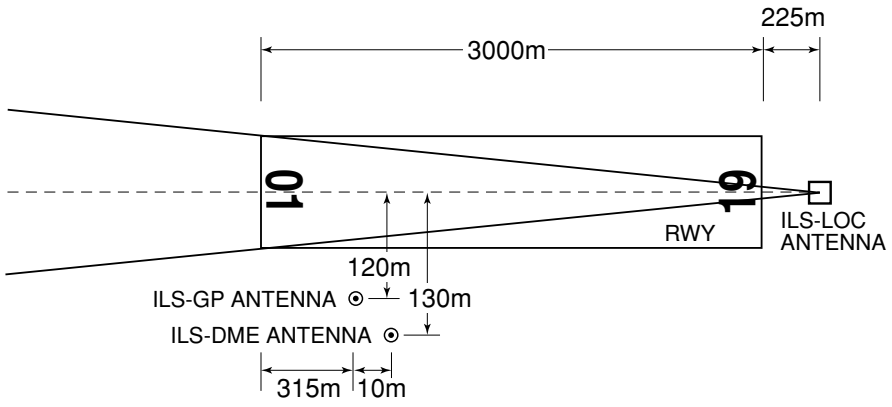
## RJFO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| 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 |
| ILS-LOC 01 | ITF | 111.5MHz | 2230 - 1330 | *332942.19N/ 1314414.15E* | | LOC:225m(738ft) away FM RWY19 THR, BRG(MAG)007°. Unusable beyond 16nm. |
| ILS-GP 01 | - | 332.9MHz | 2230 - 1330 | *332807.70N/ 1314417.95E* | | GP:315m (1034ft) inside FM RWY 01 THR,120m(394ft) E of RCL. HGT of ILS Ref datum16.5m (54ft) GP angle 3.0°. |
| ILS-DME 01 | ITF | 1013MHz (CH-52X) | 2230 - 1330 | *332808.01N/ 1314418.31E* | 37ft | DME: 325m(1066ft) inside FM RWY 01 THR, 130m(427ft) E of RCL. |
| VOR (7°W/2016) | TFE | 117.7MHz | H24 | *332922.97N/ 1314343.52E* | | VOR Unusable: 210°-220° beyond 35NM below 8,000FT. 240°-260° beyond 35NM below 8,000FT. 270°-330° beyond 30NM below 6,000FT. |
| DME | TFE | 1211MHz (CH-124X) | H24 | *332922.97N/ 1314343.52E* | 100ft | DME Unusable: 260°-270° beyond 35NM below 8,000FT. 270°-290° beyond 15NM below 6,000FT. 290°-330° beyond 30NM below 6,000FT. 330°-340° beyond 30NM below 5,000FT. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

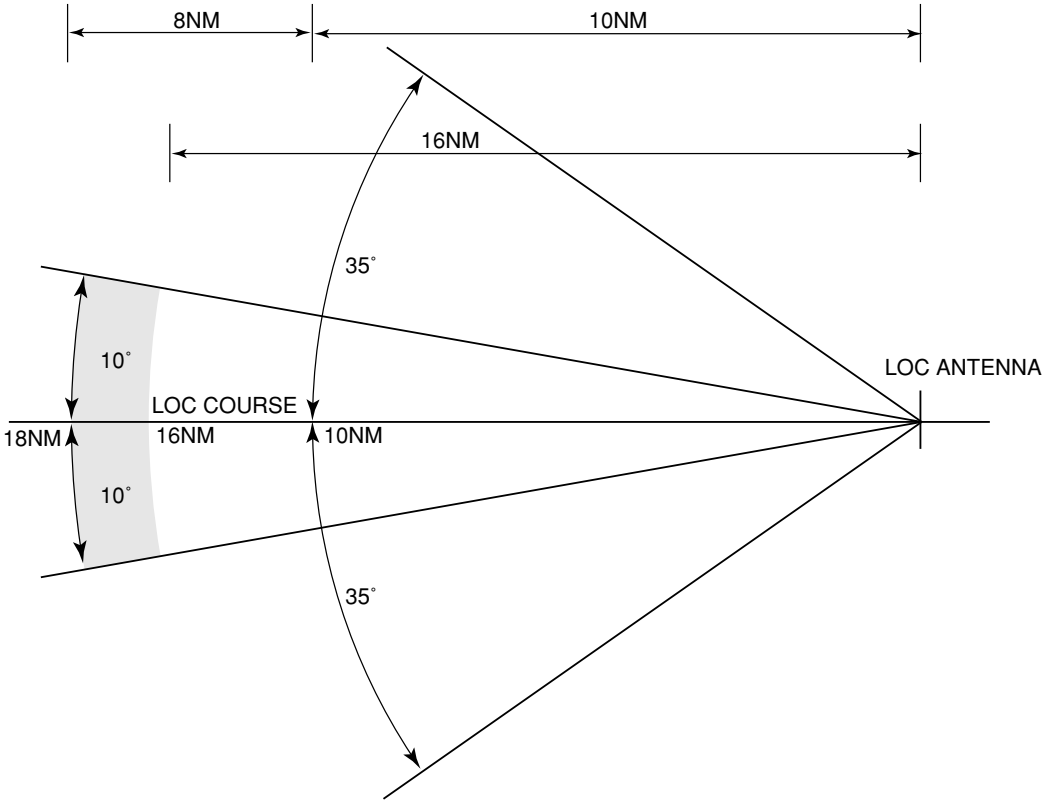
RJFO / OITA

ILS

## ILS




| | | |
|---|---|---|
| REMARKS : | 1. LOC beam BRG(MAG) | 007° |
| | 2. HGT of ILS REF datum | 16.5m(54ft) |
| | 3. GP angle | 3.0° |
| | 4. ELEV of ILS-DME | 11.2m(37ft) |




LOC UNUSABLE : BEYOND 16NM.

## RJFO AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

On use of this airport by transient ACFT, the operator is required to obtain the prior permission of the airport administrator in order to adjust of parking area, except scheduled flight and ACFT in an emergency.

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

## RJFO AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## RJFO AD 2.22 FLIGHT PROCEDURES

**1. 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 | 01 | A,B,C,D | 400 | 400 | 400 | 400 | - | 500 |
| | 19 | A,B,C,D | - | 400 | - | 400 | - | 500 |
| OTHER | 01 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 19 | A,B,C,D | | | | | | |

**2. Lost Communication Procedures for Arrival Aircraft under radar navigational guidance**

If radio Communications with Oita Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7600 and;

I 1. Contact Oita Tower.
2. If unable, proceed in accordance with Visual Flight Rules.
3. If unable, proceed to Musashi VOR/DME at last assigned altitude or 3500 feet whichever is higher and execute Instrument Approach.

II Procedures other than above will be issued when situation required.

**3. Trajectorized Airport Traffic Data Processing System (TAPS)**

Aircraft flying in Oita approach control area under its control will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft has no capability of replying with discrete code, the pilot shall report ATC if so instructed.

大分アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。
二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制機関に対しその旨通報すること。

## RJFO AD 2.23 ADDITIONAL INFORMATION

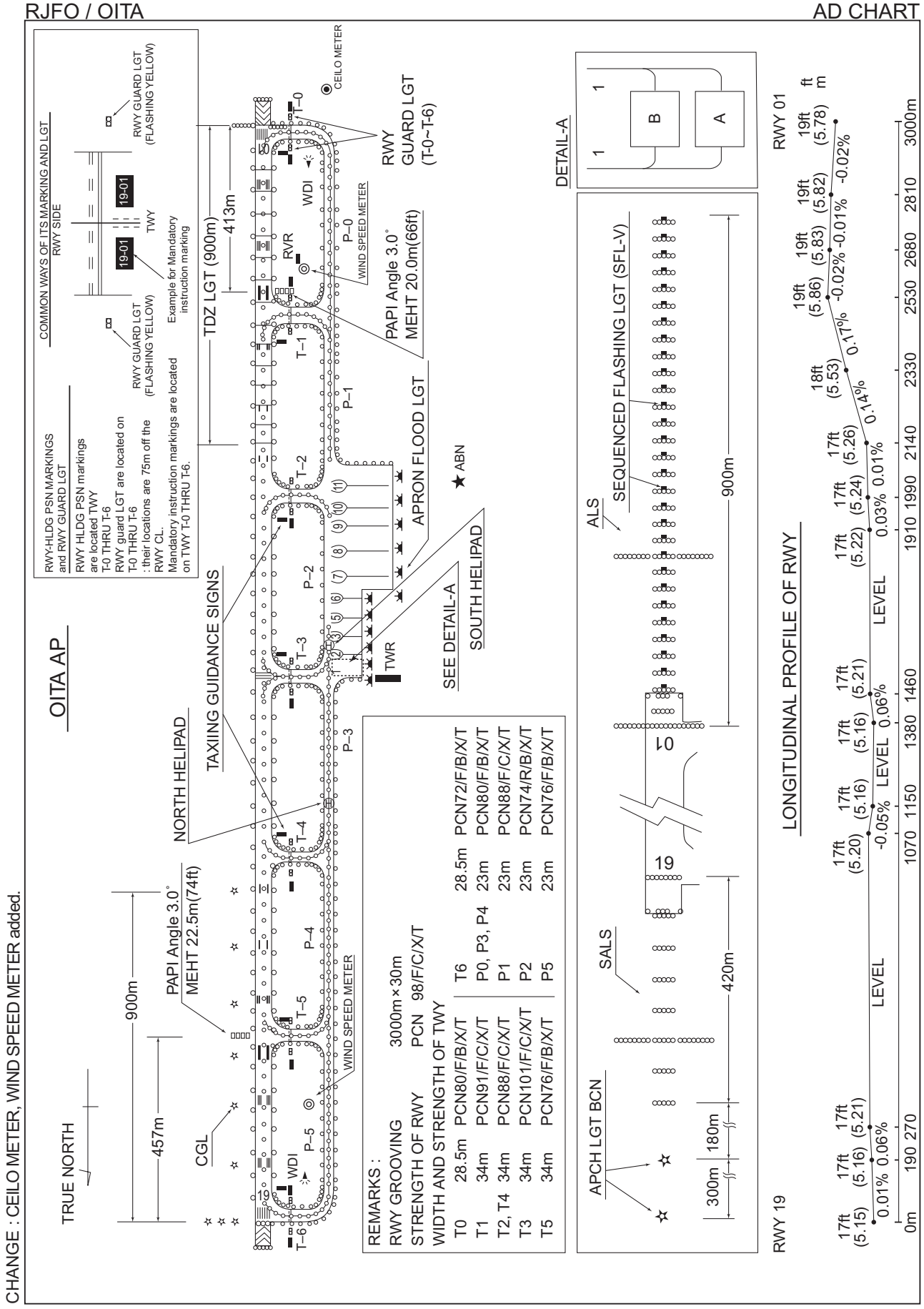
Nil

## RJFO AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart
Aerodrome Obstacle Chart-ICAO type A (RWY01/19)
Aerodrome Obstacle Chart-ICAO type B
Standard Departure Chart-Instrument (MUSASHI)
Standard Departure Chart-Instrument (EBOSHI-RNAV)
Standard Departure Chart-Instrument (TOYO-RNAV)
Standard Departure Chart-Instrument (FUSHA-RNAV)
Standard Departure Chart-Instrument (TRANSITION-RNAV)
Standard Arrival Chart-Instrument (JEWEL)
Standard Arrival Chart-Instrument (KABOS, BAIEN, HOVER, TANSO, LUISU-RNAV)
Instrument Approach Chart (ILS Z RWY01)
Instrument Approach Chart (ILS Y or LOC Y RWY01)
Instrument Approach Chart (ILS X or LOC X RWY01)
Instrument Approach Chart (VOR RWY01)
Instrument Approach Chart (VOR A)
Instrument Approach Chart (RNAV(GNSS) Z RWY19)
Instrument Approach Chart (RNAV(RNP) RWY01)
Instrument Approach Chart (RNAV(RNP) Y RWY19)
Other Chart (Visual REP)
Other Chart (MVA CHART)

RJFO / OITA

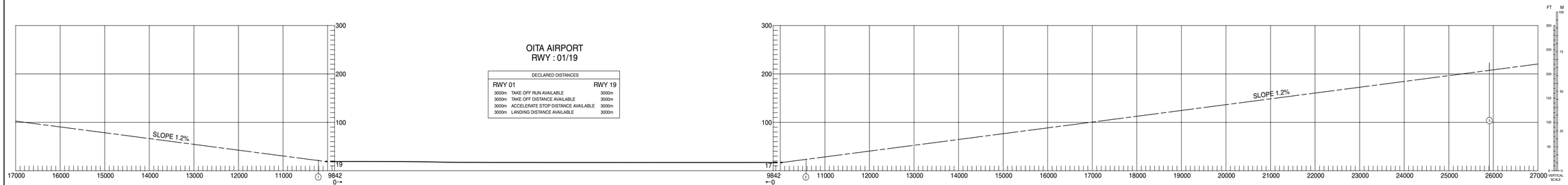
AD CHART



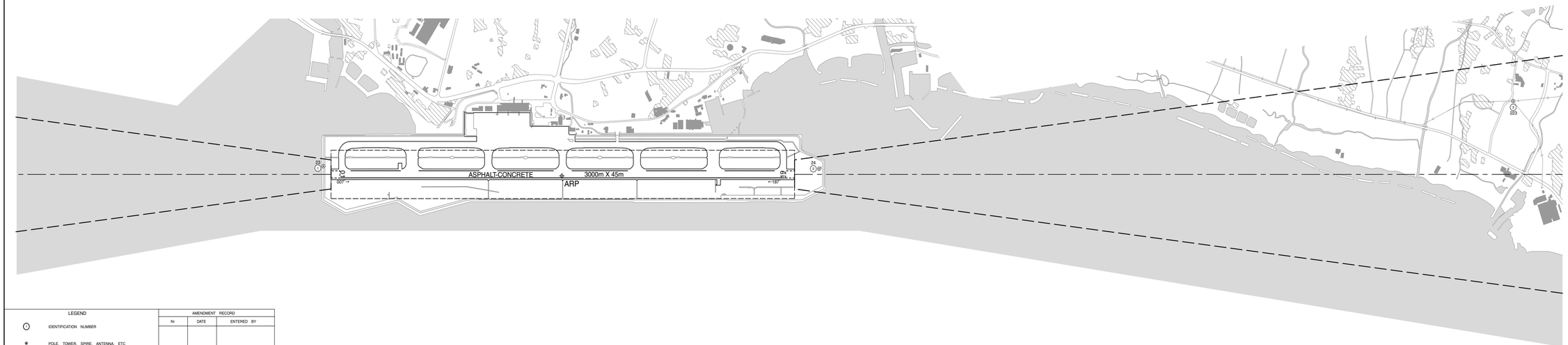
# AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 7°17' W-APR 2016




| DECLARED DISTANCES | | |
|---|---|---|
| RWY 01 | | RWY 19 |
| 3000m | TAKE OFF RUN AVAILABLE | 3000m |
| 3000m | TAKE OFF DISTANCE AVAILABLE | 3000m |
| 3000m | ACCELERATE STOP DISTANCE AVAILABLE | 3000m |
| 3000m | LANDING DISTANCE AVAILABLE | 3000m |

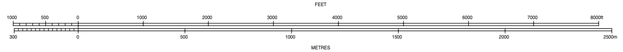



LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- TREE
- LEVEE
- RAILROAD
- RIVER
- TRANSMISSION LINE OR OVERHEAD CABLE
- TRIANGULATION POINT
- AERONAUTICAL GROUND LIGHT

| AMENDMENT RECORD | | |
|---|---|---|
| Nr | DATE | ENTERED BY |
| | | |

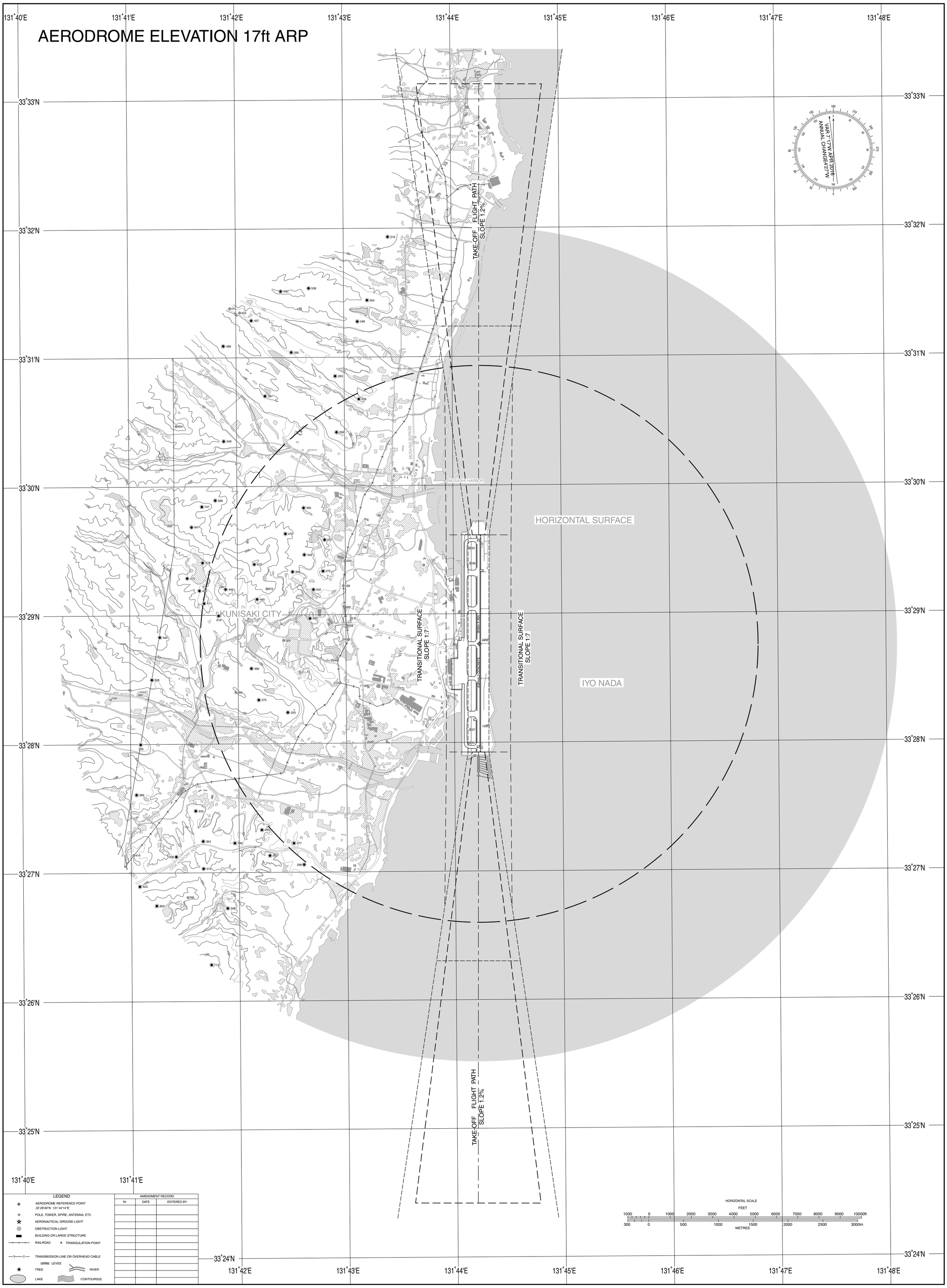
HORIZONTAL SCALE



# AERODROME OBSTACLE CHART-ICAO

TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



STANDARD DEPARTURE CHART - INSTRUMENT

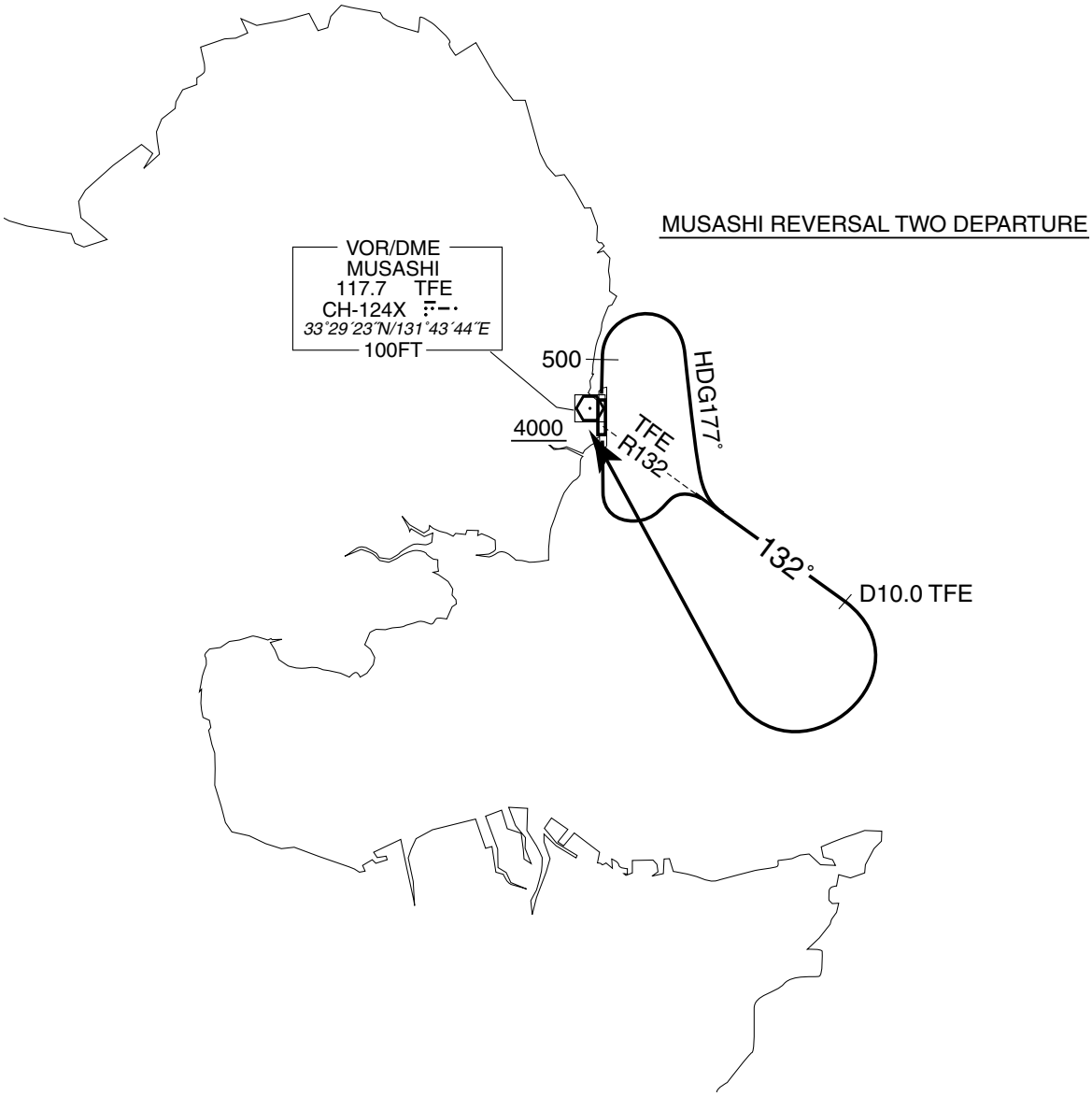
RJFO / OITA SID

MUSASHI REVERSAL TWO DEPARTURE

RWY01 : Climb RWY HDG to 500FT, turn right HDG177˚ to intercept and proceed via TFE R132 to TFE 10.0DME,...

RWY19 : Turn left, climb via TFE R132 to TFE 10.0DME,...
...turn right, direct to TFE VOR/DME.
Cross TFE VOR/DME at or above 4000FT.

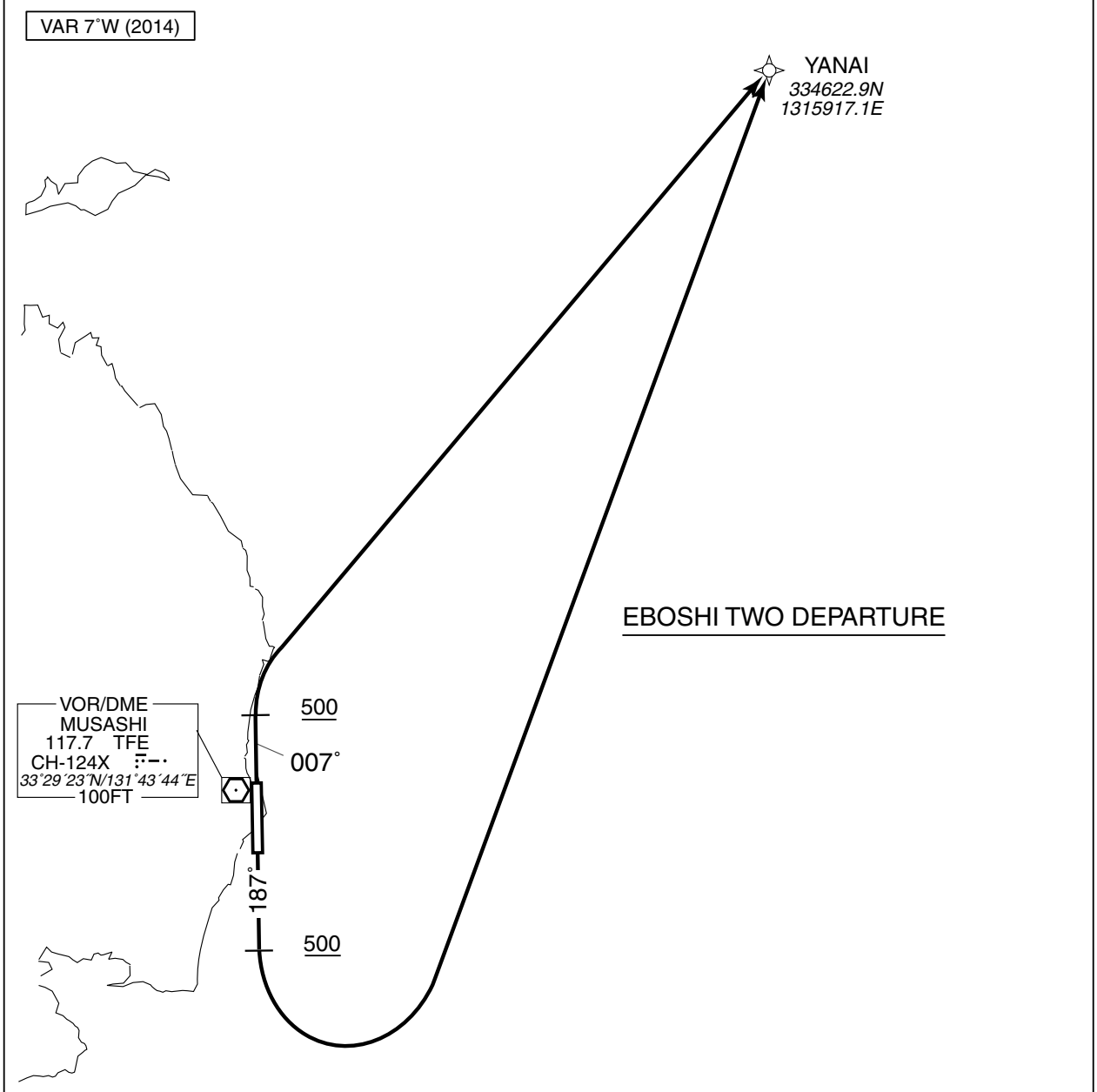
Note RWY01 : 5.0% climb gradient required up to 500FT.
OBST ALT 266FT located at 2.5NM 351˚ FM end of RWY01.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA RNAV SID

| EBOSHI TWO DEPARTURE | | RNAV1 |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.<br>2 ) RADAR service required. | Critical DME | – |
| | DME GAP | RWY01 : DER ～ 19NM to YANAI<br>RWY19 : DER ～ 26NM to YANAI |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |




EBOSHI TWO DEPARTURE

RWY01 : Climb on HDG007˚ at or above 500FT, turn right direct to YANAI.

RWY19 : Climb on HDG187˚ at or above 500FT, turn left direct to YANAI.

Note RWY01 : 5.0% climb gradient required up to 500FT.
OBST ALT 266FT located at 2.5NM 351˚ FM end of RWY01.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA RNAV SID

## EBOSHI TWO DEPARTURE

### RWY01

| 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 | — | — | 007 (000.4) | -7.0 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | YANAI | — | — | -7.0 | — | R | — | — | — | RNAV1 |

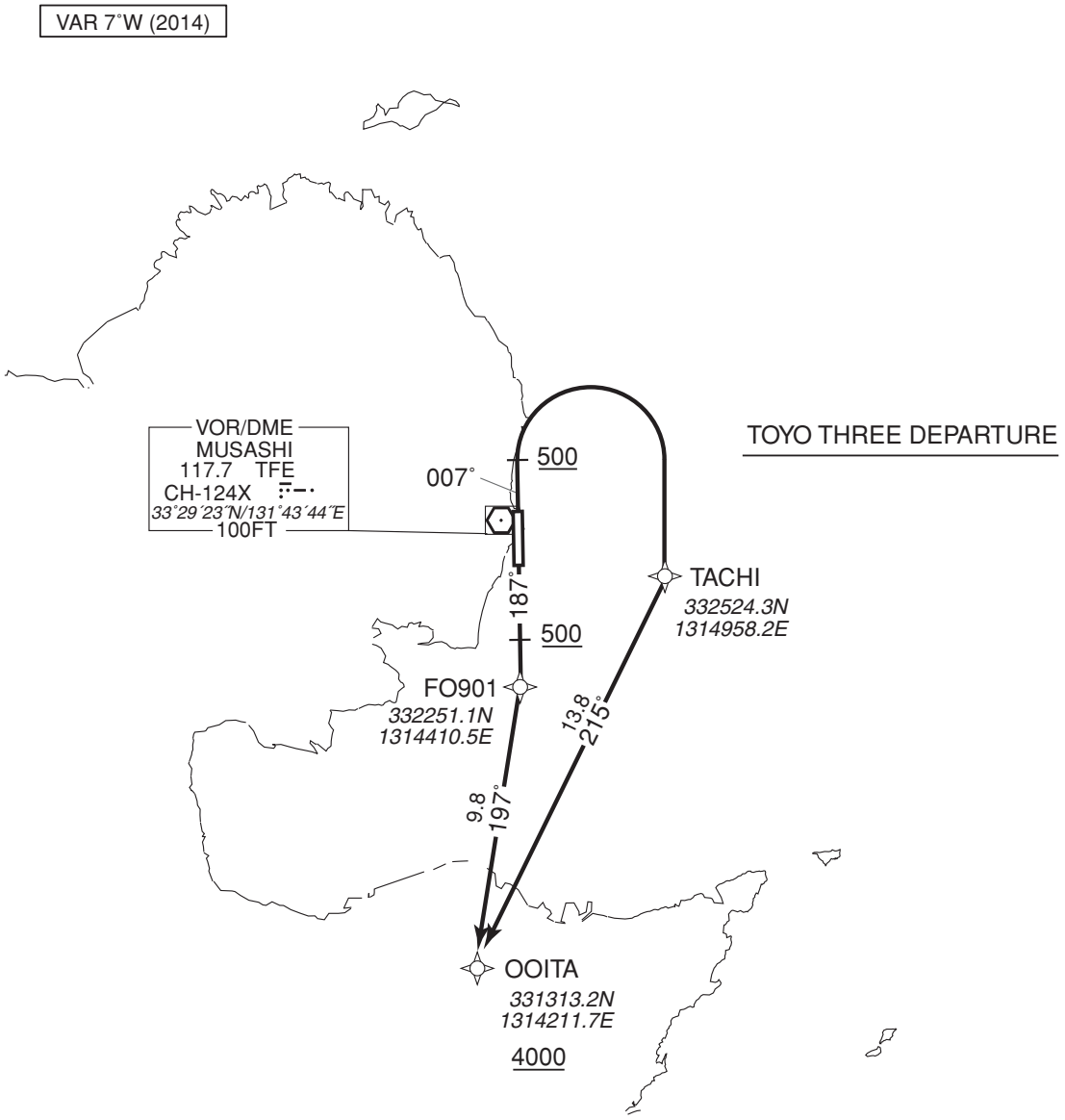
### RWY19

| 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 | — | — | 187 (180.4) | -7.0 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | YANAI | — | — | -7.0 | — | L | — | — | — | RNAV1 |

**STANDARD DEPARTURE CHART- INSTRUMENT**

RJFO / OITA RNAV SID

| TOYO THREE DEPARTURE | | RNAV1 |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.<br>2 ) RADAR service required. | Critical DME | – |
| | DME GAP | RWY01 : DER ～ 9NM to TACHI<br>RWY19 : DER ～ 3NM to FO901 |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |




TOYO THREE DEPARTURE

RWY01 : Climb on HDG007˚ at or above 500FT, turn right direct to TACHI,...

RWY19 : Climb on HDG187˚ at or above 500FT, direct to FO901,...
...to OOITA at or above 4000FT.

Note RWY01 : 5.0% climb gradient required up to 500FT.
OBST ALT 266FT located at 2.5NM 351˚ FM end of RWY01.

STANDARD DEPARTURE CHART- INSTRUMENT

RJFO / OITA RNAV SID

## TOYO THREE DEPARTURE

### RWY01

| 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 | – | – | 007 (000.4) | -7.0 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | TACHI | – | – | -7.0 | – | R | – | – | – | RNAV1 |
| 003 | TF | OOITA | – | 215 (208.1) | -7.0 | 13.8 | – | +4000 | – | – | RNAV1 |

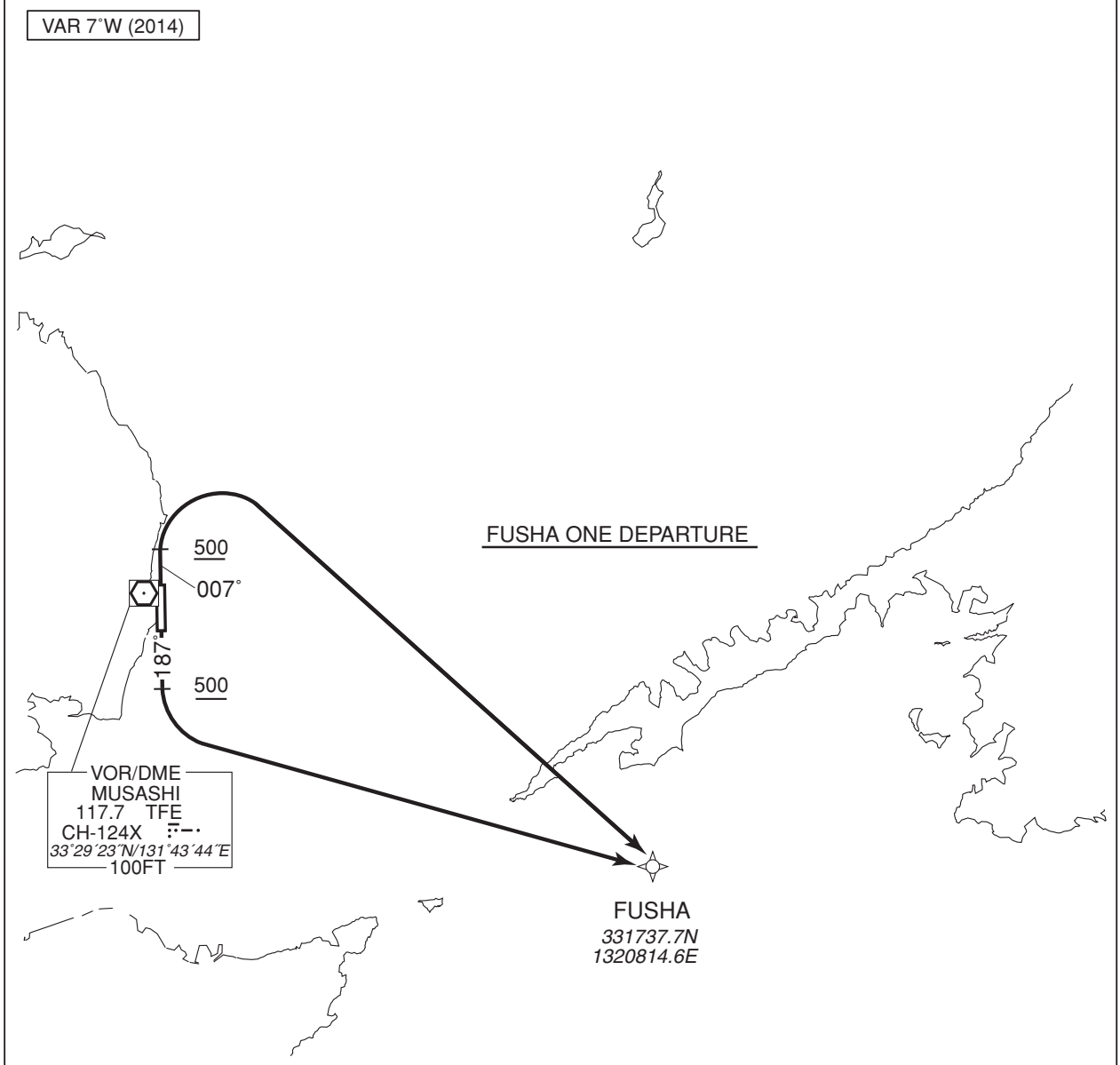
### RWY19

| 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 | – | – | 187 (180.4) | -7.0 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | FO901 | – | – | -7.0 | – | – | – | – | – | RNAV1 |
| 003 | TF | OOITA | – | 197 (189.8) | -7.0 | 9.8 | – | +4000 | – | – | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA RNAV SID

| FUSHA ONE DEPARTURE | | RNAV1 |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.<br>2 ) RADAR service required. | Critical DME | RWY01 : MYE 25NM to FUSHA ～ 24NM to FUSHA |
| | DME GAP | RWY01 : DER ～ 25NM to FUSHA<br>RWY19 : DER ～ 23NM to FUSHA |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |




FUSHA ONE DEPARTURE

RWY01 : Climb on HDG007˚ at or above 500FT, turn right direct to FUSHA.

RWY19 : Climb on HDG187˚ at or above 500FT, turn left direct to FUSHA.

Note RWY01 : 5.0% climb gradient required up to 500FT.
OBST ALT 266FT located at 2.5NM 351˚ FM end of RWY01.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA RNAV SID

## FUSHA ONE DEPARTURE

### RWY01

| 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 | — | — | 007 (000.4) | -7.0 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | FUSHA | — | — | -7.0 | — | R | — | — | — | RNAV1 |

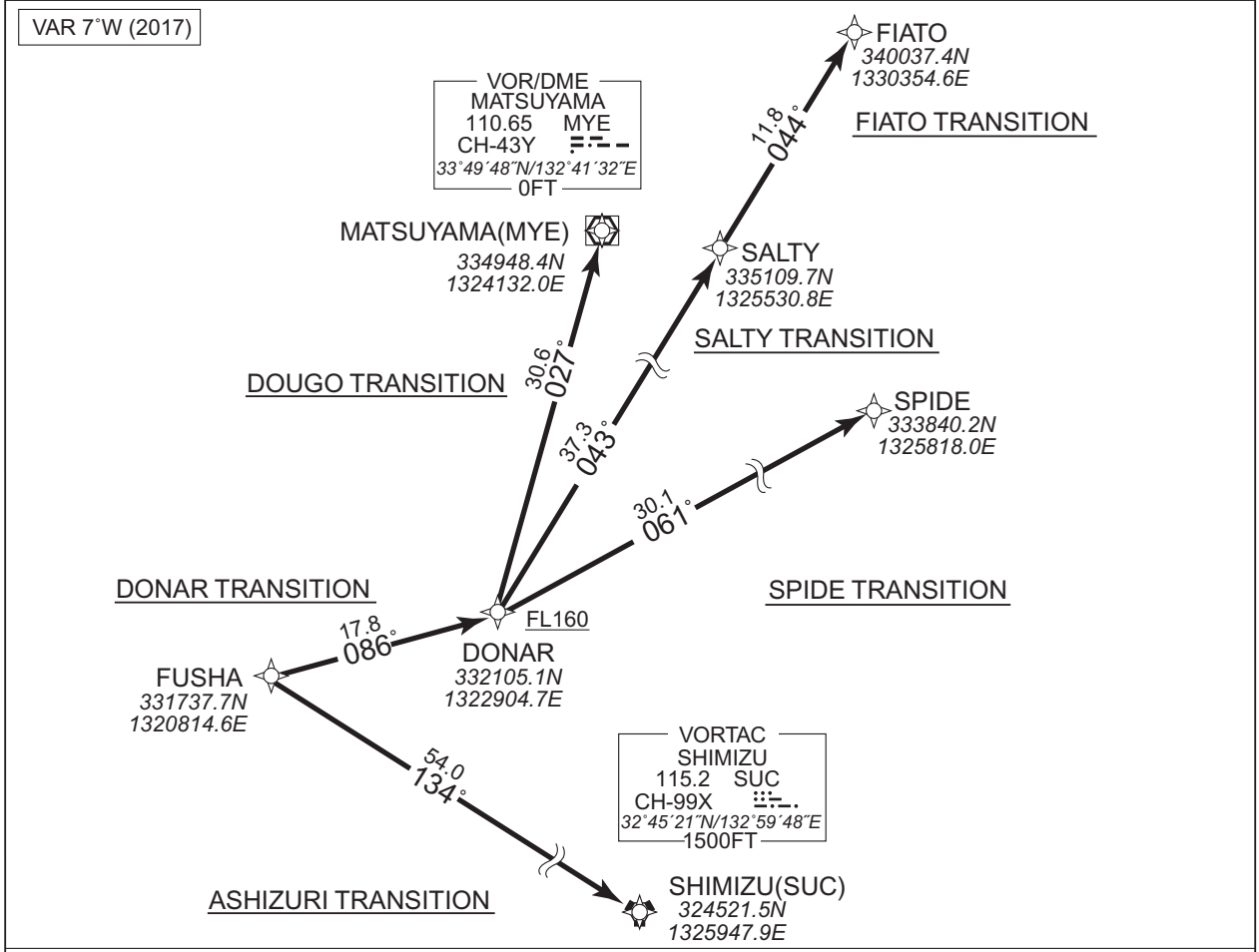
### RWY19

| 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 | — | — | 187 (180.4) | -7.0 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | FUSHA | — | — | -7.0 | — | L | — | — | — | RNAV1 |

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJFO / OITA — RNAV TRANSITION

| DONAR TRANSITION / DOUGO TRANSITION / FIATO TRANSITION<br>SALTY TRANSITION / SPIDE TRANSITION / ASHIZURI TRANSITION | | RNAV1 |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>2 ) RADAR service required. | Critical DME | – |
| | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |




DONAR TRANSITION
From FUSHA, to DONAR at or above FL160.

DOUGO TRANSITION
From FUSHA, to DONAR at or above FL160, to MYE.

FIATO TRANSITION
From FUSHA, to DONAR at or above FL160, to SALTY, to FIATO.

SALTY TRANSITION
From FUSHA, to DONAR at or above FL160, to SALTY.

SPIDE TRANSITION
From FUSHA, to DONAR at or above FL160, to SPIDE.

ASHIZURI TRANSITION
From FUSHA, to SUC.

CHANGE : Critical DME deleted.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA RNAV TRANSITION

DONAR TRANSITION

| 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 | IF | FUSHA | – | – | -7.4 | – | – | – | – | – | RNAV1 |
| 002 | TF | DONAR | – | 086 (078.7) | -7.4 | 17.8 | – | +FL160 | – | – | RNAV1 |

DOUGO TRANSITION

| 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 | IF | FUSHA | – | – | -7.4 | – | – | – | – | – | RNAV1 |
| 002 | TF | DONAR | – | 086 (078.7) | -7.4 | 17.8 | – | +FL160 | – | – | RNAV1 |
| 003 | TF | MYE | – | 027 (019.8) | -7.4 | 30.6 | – | – | – | – | RNAV1 |

FIATO TRANSITION

| 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 | IF | FUSHA | – | – | -7.4 | – | – | – | – | – | RNAV1 |
| 002 | TF | DONAR | – | 086 (078.7) | -7.4 | 17.8 | – | +FL160 | – | – | RNAV1 |
| 003 | TF | SALTY | – | 043 (036.1) | -7.4 | 37.3 | – | – | – | – | RNAV1 |
| 004 | TF | FIATO | – | 044 (036.3) | -7.4 | 11.8 | – | – | – | – | RNAV1 |

SALTY TRANSITION

| 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 | IF | FUSHA | – | – | -7.4 | – | – | – | – | – | RNAV1 |
| 002 | TF | DONAR | – | 086 (078.7) | -7.4 | 17.8 | – | +FL160 | – | – | RNAV1 |
| 003 | TF | SALTY | – | 043 (036.1) | -7.4 | 37.3 | – | – | – | – | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA RNAV TRANSITION

SPIDE TRANSITION

| 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 | IF | FUSHA | – | – | -7.4 | – | – | – | – | – | RNAV1 |
| 002 | TF | DONAR | – | 086 (078.7) | -7.4 | 17.8 | – | +FL160 | – | – | RNAV1 |
| 003 | TF | SPIDE | – | 061 (054.1) | -7.4 | 30.1 | – | – | – | – | RNAV1 |

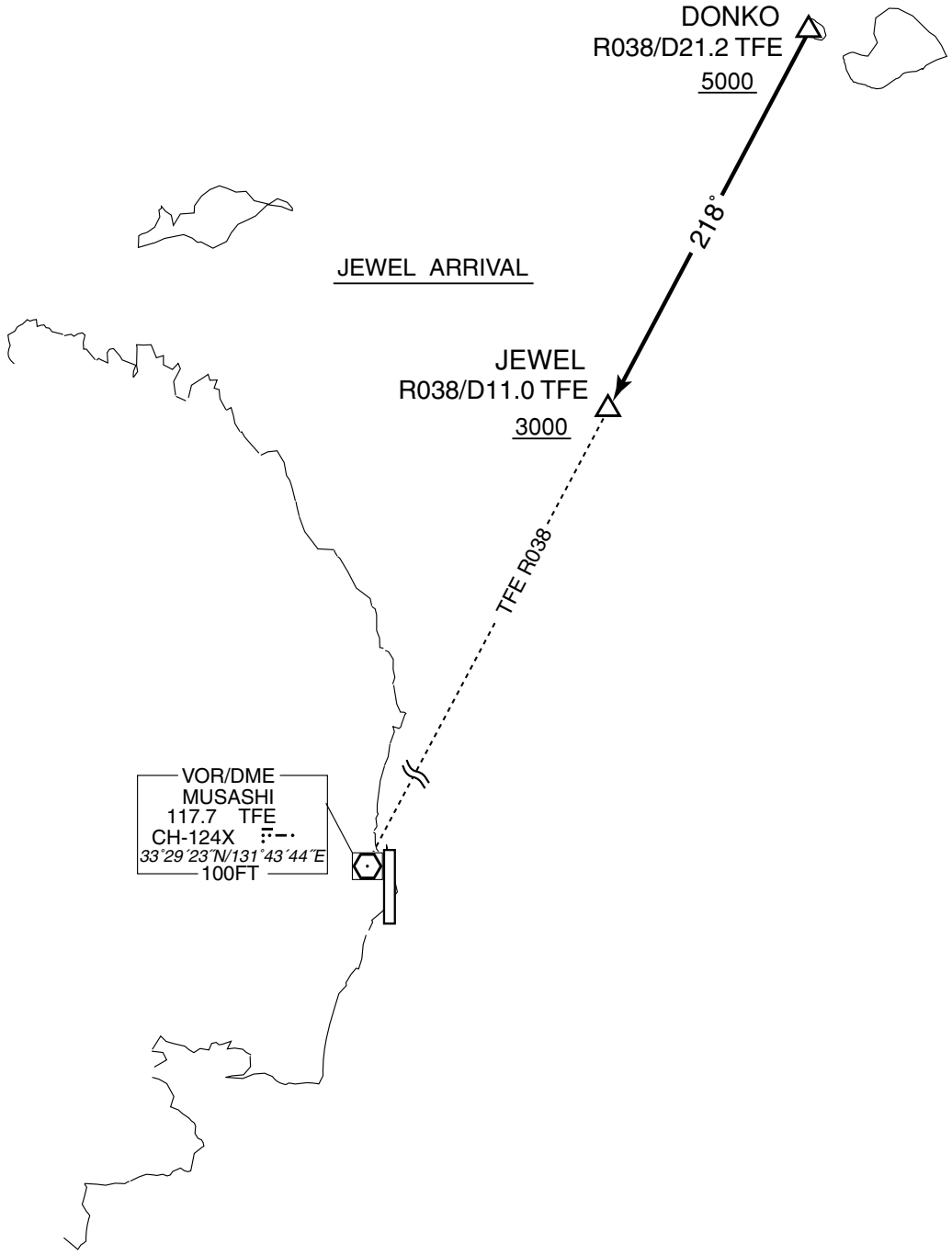
ASHIZURI TRANSITION

| 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 | IF | FUSHA | – | – | -7.4 | – | – | – | – | – | RNAV1 |
| 002 | TF | SUC | – | 134 (126.5) | -7.4 | 54.0 | – | – | – | – | RNAV1 |

STANDARD ARRIVAL CHART- INSTRUMENT

RJFO / OITA STAR

JEWEL ARRIVAL
From over DONKO, via TFE R038 to JEWEL.
Cross DONKO at or above 5000FT, cross JEWEL at or above 3000FT.



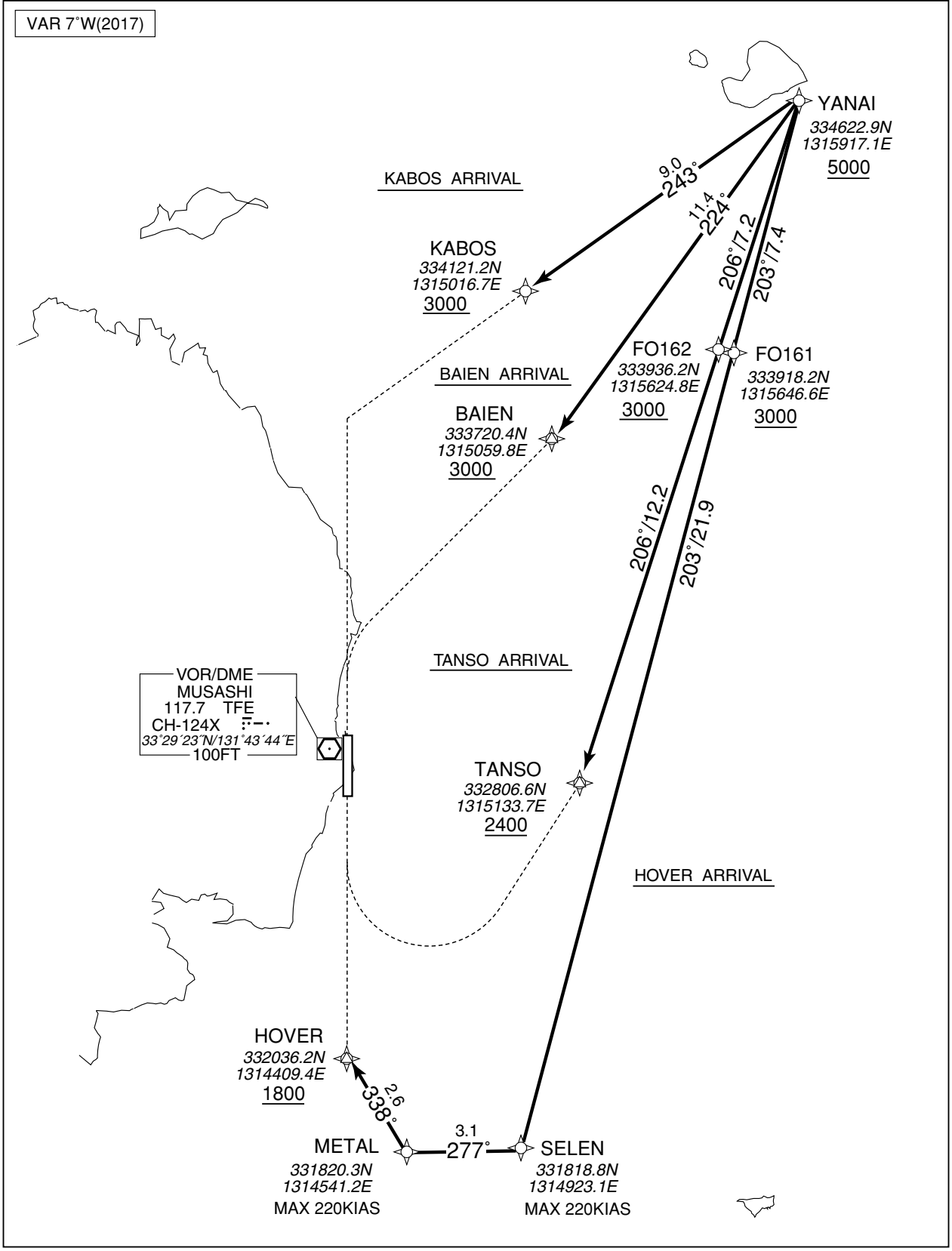
**STANDARD ARRIVAL CHART- INSTRUMENT**

RJFO / OITA

RNAV STAR

| KABOS ARRIVAL / BAIEN ARRIVAL<br>HOVER ARRIVAL / TANSO ARRIVAL | RNAV1 |
|---|---|

Note 1 ) DME/DME/IRU or GNSS required.
2 ) RADAR service required.



STANDARD ARRIVAL CHART - INSTRUMENT

RJFO / OITA RNAV STAR

## KABOS ARRIVAL

From YANAI at or above 5000FT, to KABOS at or above 3000FT.

| | |
|---|---|
| Critical DME | – |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | IF | YANAI | – | – | -7.4 | – | – | +5000 | – | – | RNAV1 |
| 002 | TF | KABOS | – | 243 (236.2) | -7.4 | 9.0 | – | +3000 | – | – | RNAV1 |

## HOVER ARRIVAL

From YANAI at or above 5000FT, to FO161 at or above 3000FT, to SELEN, to METAL, to HOVER at or above 1800FT.

| | |
|---|---|
| Critical DME | – |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | IF | YANAI | – | – | -7.4 | – | – | +5000 | – | – | RNAV1 |
| 002 | TF | FO161 | – | 203 (196.4) | -7.4 | 7.4 | – | +3000 | – | – | RNAV1 |
| 003 | TF | SELEN | – | 203 (196.4) | -7.4 | 21.9 | – | – | -220 | – | RNAV1 |
| 004 | TF | METAL | – | 277 (270.5) | -7.4 | 3.1 | – | – | -220 | – | RNAV1 |
| 005 | TF | HOVER | – | 338 (330.5) | -7.4 | 2.6 | – | +1800 | – | – | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJFO / OITA RNAV STAR

## BAIEN ARRIVAL

From YANAI at or above 5000FT, to BAIEN at or above 3000FT.

| | |
|---|---|
| Critical DME | – |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | IF | YANAI | – | – | -7.4 | – | – | +5000 | – | – | RNAV1 |
| 002 | TF | BAIEN | – | 224 (217.4) | -7.4 | 11.4 | – | +3000 | – | – | RNAV1 |

## TANSO ARRIVAL

From YANAI at or above 5000FT, to FO162 at or above 3000FT, to TANSO at or above 2400FT.

| | |
|---|---|
| Critical DME | – |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | IF | YANAI | – | – | -7.4 | – | – | +5000 | – | – | RNAV1 |
| 002 | TF | FO162 | – | 206 (199.4) | -7.4 | 7.2 | – | +3000 | – | – | RNAV1 |
| 003 | TF | TANSO | – | 206 (199.4) | -7.4 | 12.2 | – | +2400 | – | – | RNAV1 |

**STANDARD ARRIVAL CHART - INSTRUMENT**

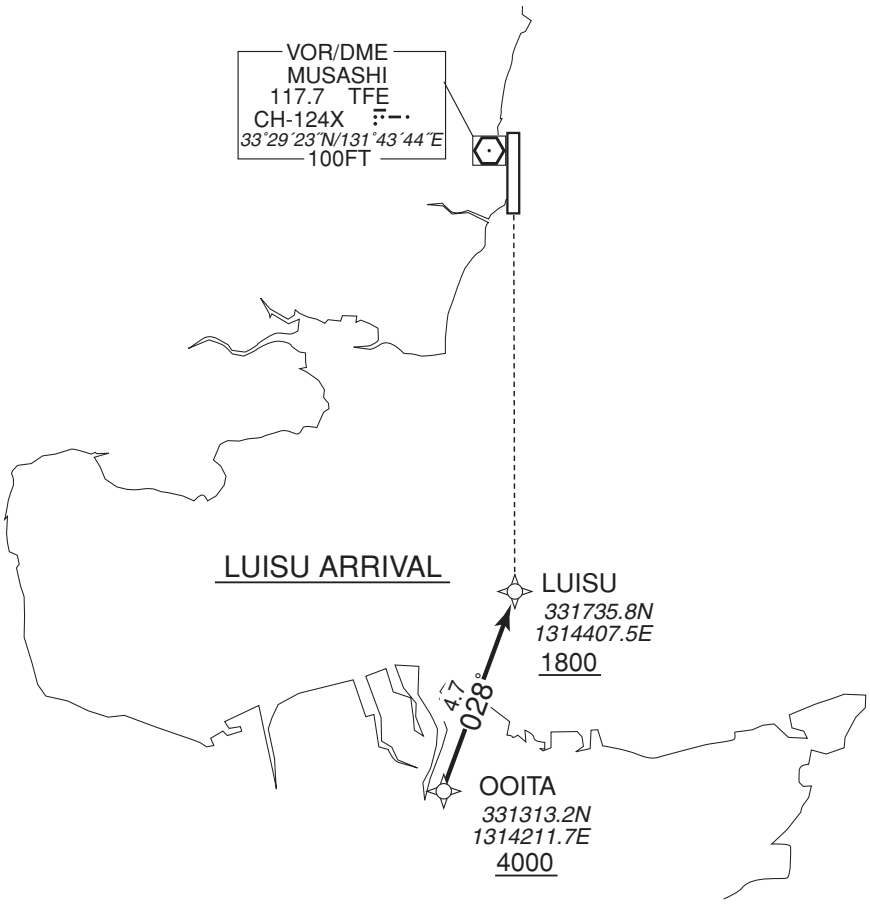
RJFO / OITA

RNAV STAR

| LUISU ARRIVAL | RNAV1 |
|---|---|

Note 1 ) DME/DME/IRU or GNSS required.
2 ) RADAR service required.

VAR 7˚W(2016)




LUISU ARRIVAL

From OOITA at or above 4000FT, to LUISU at or above 1800FT.

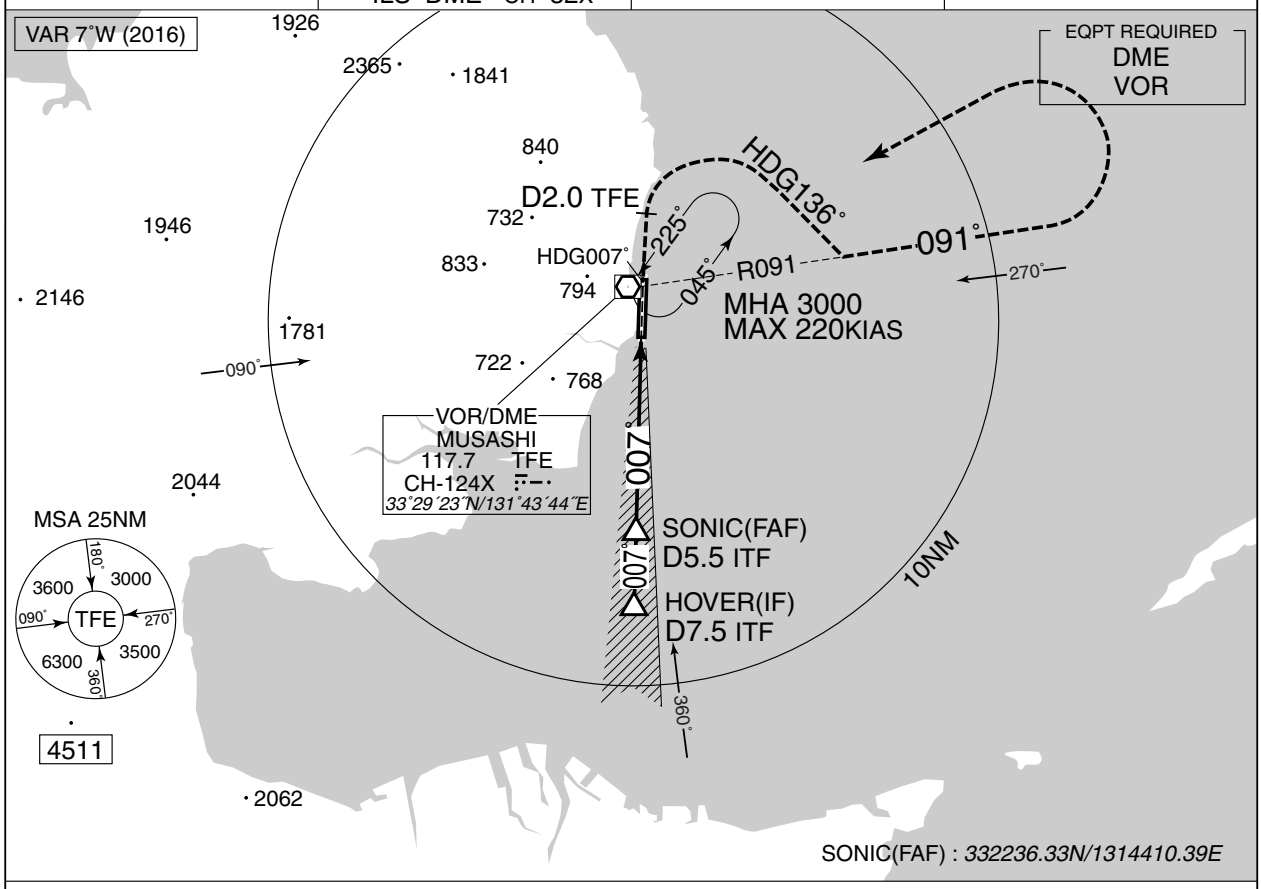
| | |
|---|---|
| Critical DME | – |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

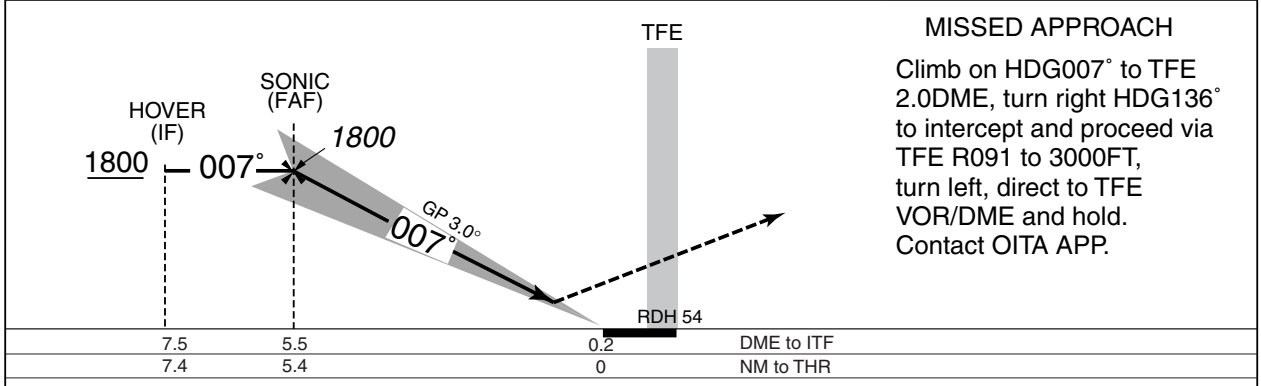
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | OOITA | – | – | -7.3 | – | – | +4000 | – | – | RNAV1 |
| 002 | TF | LUISU | – | 028 (020.2) | -7.3 | 4.7 | – | +1800 | – | – | RNAV1 |

**INSTRUMENT APPROACH CHART**

RJFO / OITA — ILS Z RWY01

| OITA APP | ILS-LOC | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | 111.5 ITF<br>ILS–GP 332.9<br>ILS–DME CH–52X | 118.8 – 126.2 | ATIS 127.8 |




MISSED APPROACH

Climb on HDG007˚ to TFE 2.0DME, turn right HDG136˚ to intercept and proceed via TFE R091 to 3000FT, turn left, direct to TFE VOR/DME and hold. Contact OITA APP.

Missed APCH climb gradient MNM 4.0%.

MINIMA THR elev. 19 AD elev. 17

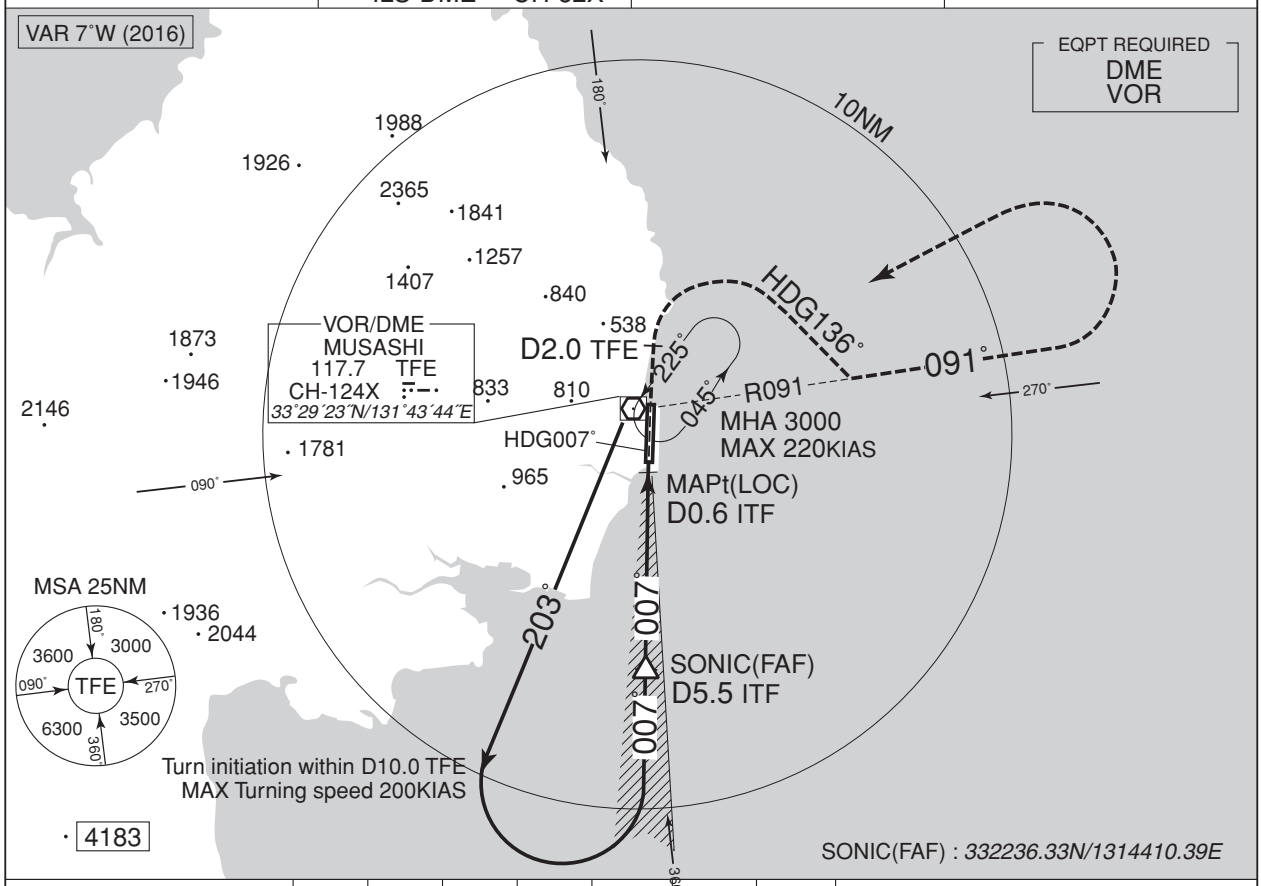
| CAT | CAT I | | CIRCLING | |
|---|---|---|---|---|
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 219 (200) | 550 | 430 (413) | 1600 |
| B | | | 470 (453) | |
| C | | | 690 (673) | 2400 |
| D | | | 760 (743) | 3200 |

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

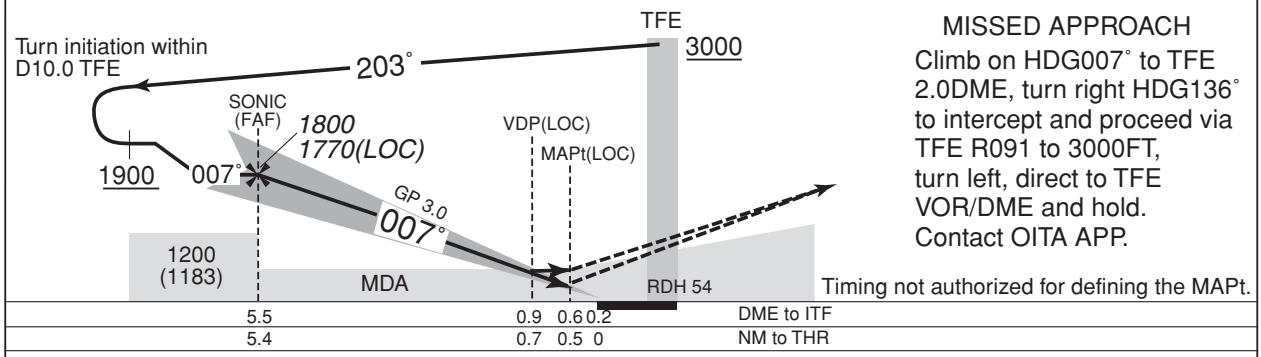
**INSTRUMENT APPROACH CHART**

RJFO / OITA — ILS Y or LOC Y RWY01

| OITA APP | ILS-LOC | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | 111.5 ITF<br>ILS-GP 332.9<br>ILS-DME CH-52X | 118.8 - 126.2 | ATIS 127.8 |




| NM to ITF | FAF | 5 | 4 | 3 | 2 | 1 | MAPt |
|---|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 1770 | 1604 | 1286 | 968 | 649 | 330 | – |




MISSED APPROACH
Climb on HDG007° to TFE 2.0DME, turn right HDG136° to intercept and proceed via TFE R091 to 3000FT, turn left, direct to TFE VOR/DME and hold. Contact OITA APP.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 4.0%.

MINIMA THR elev. 19 AD elev. 17

| CAT | CAT I DA(H) | CAT I RVR/CMV | LOC MDA(H) | LOC RVR/CMV | CIRCLING MDA(H) | CIRCLING VIS |
|---|---|---|---|---|---|---|
| A | 219 (200) | 550 | 300 (283) | 800 | 430 (413) | 1600 |
| B | | | | | 470 (453) | |
| C | | | | | 690 (673) | 2400 |
| D | | | | 1200 | 760 (743) | 3200 |

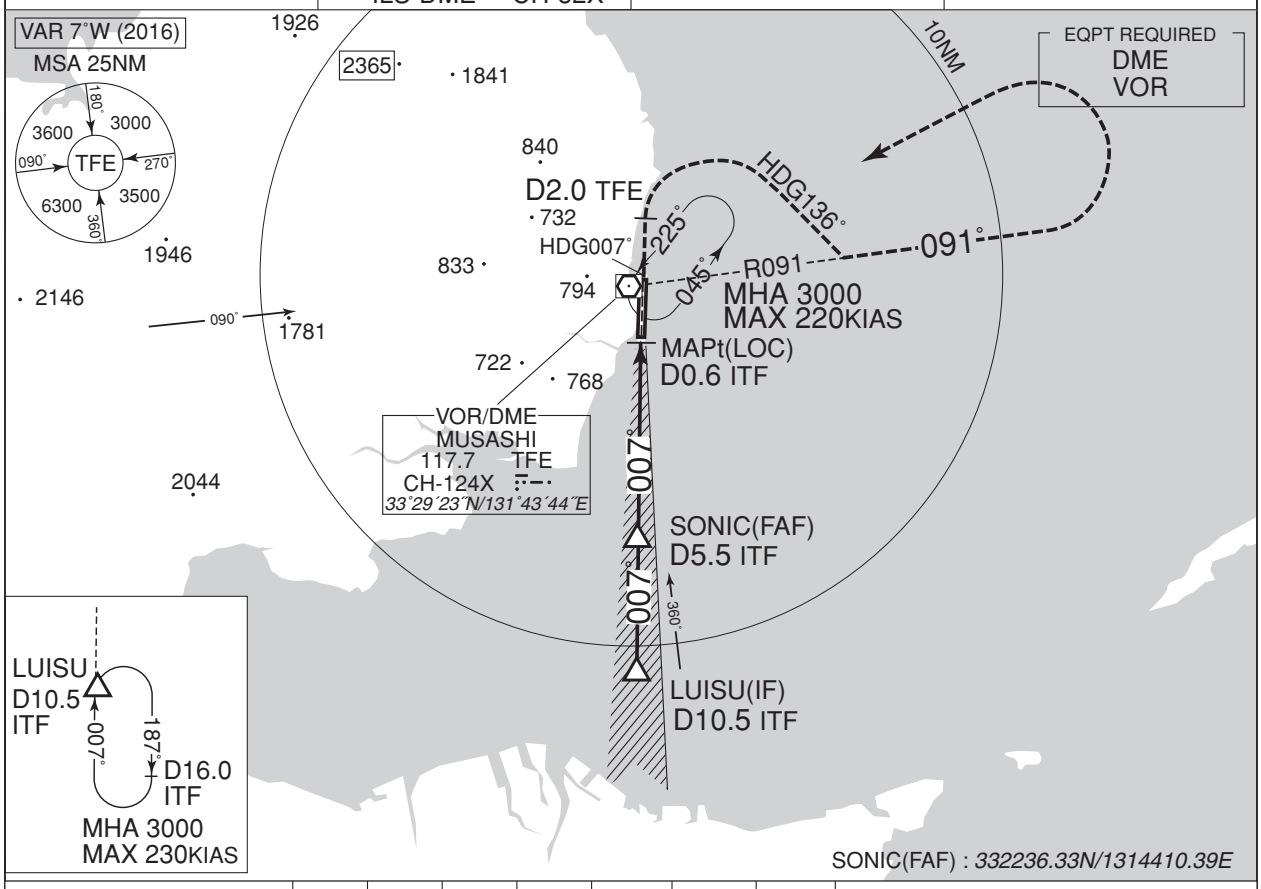
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to EAST side of RWY only.

CHANGE : MDA(H), VDP

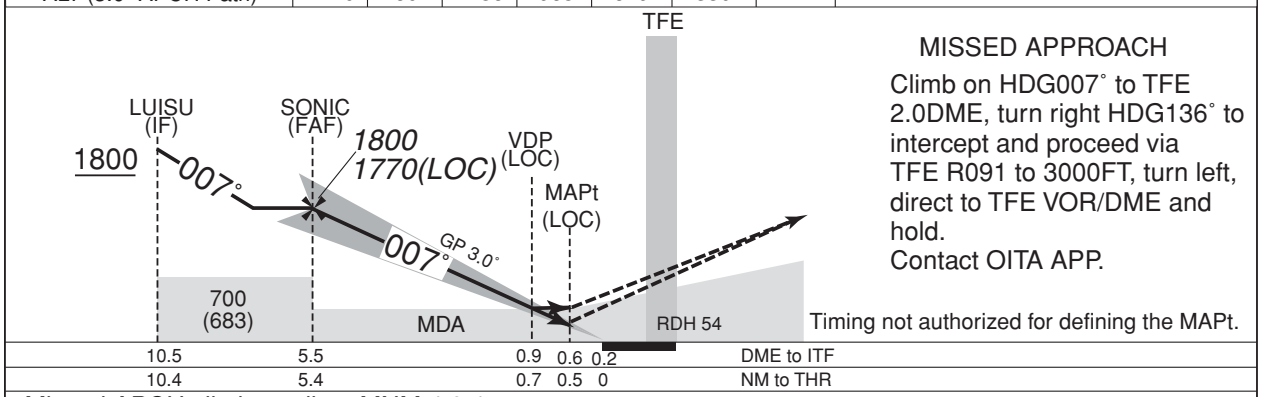
**INSTRUMENT APPROACH CHART**

RJFO / OITA — ILS X or LOC X RWY01

| OITA APP | ILS - LOC | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | 111.5 ITF<br>ILS-GP 332.9<br>ILS-DME CH-52X | 118.8 - 126.2 | ATIS 127.8 |




| NM to ITF | FAF | 5 | 4 | 3 | 2 | 1 | MAPt |
|---|---|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | 1770 | 1604 | 1286 | 968 | 649 | 330 | – |




MISSED APPROACH

Climb on HDG007˚ to TFE 2.0DME, turn right HDG136˚ to intercept and proceed via TFE R091 to 3000FT, turn left, direct to TFE VOR/DME and hold.
Contact OITA APP.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 4.0%.

MINIMA THR elev. 19 AD elev. 17

| CAT | CAT I | | LOC | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 219 (200) | 550 | 300 (283) | 800 | 430 (413) | 1600 |
| B | | | | | 470 (453) | |
| C | | | | | 690 (673) | 2400 |
| D | | | | 1200 | 760 (743) | 3200 |

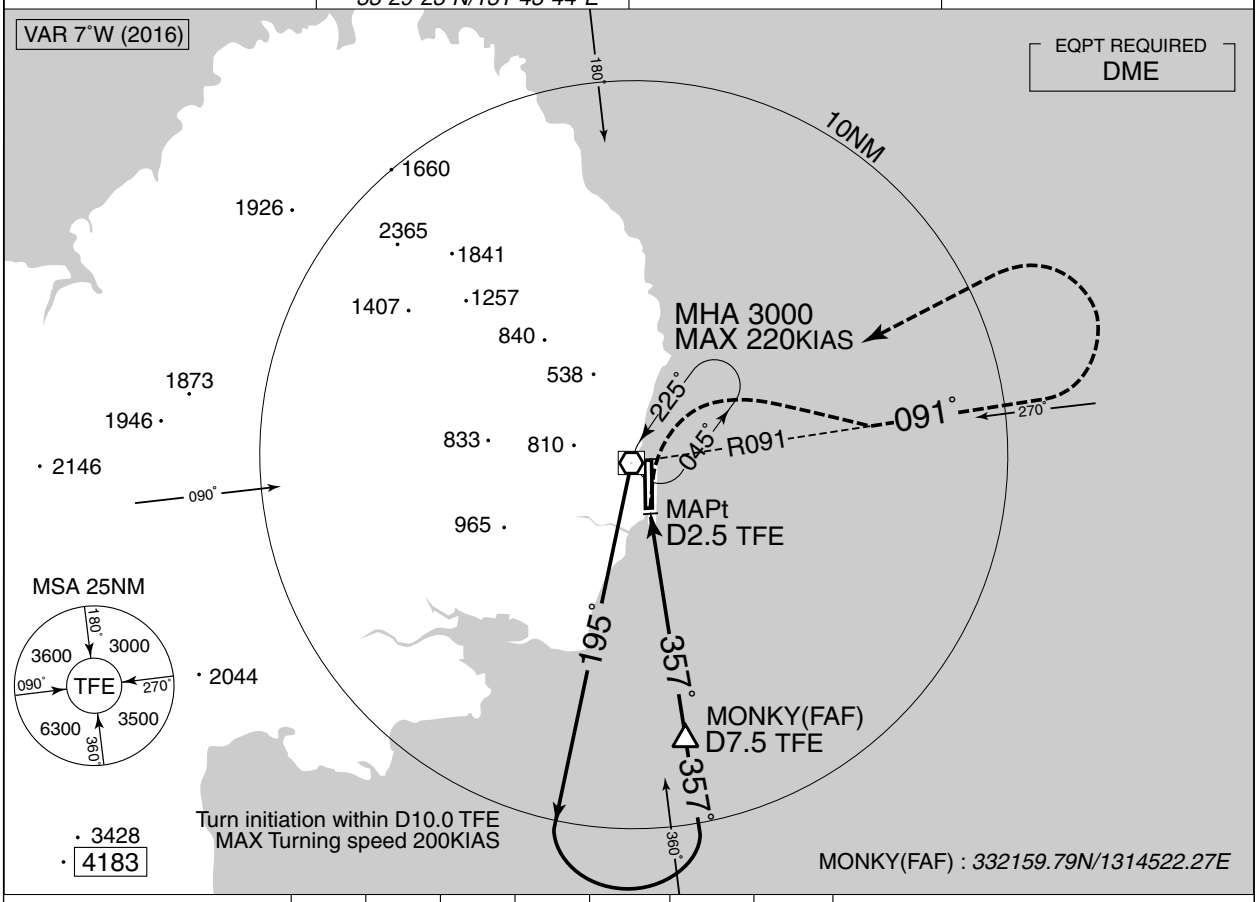
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to EAST side of RWY only.

CHANGE : MDA(H), VDP

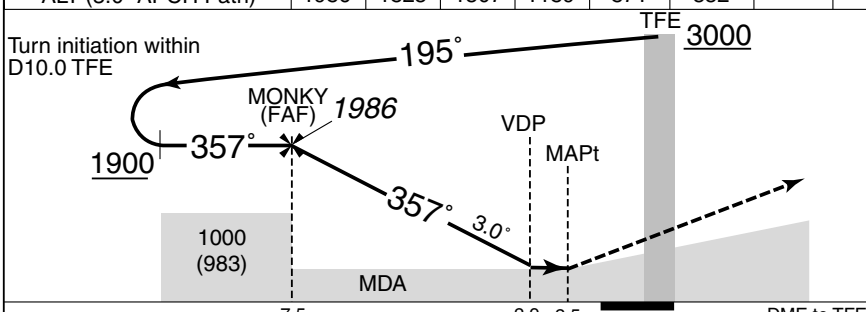
**INSTRUMENT APPROACH CHART**

RJFO / OITA VOR RWY01

| OITA APP | MUSASHI VOR/DME 117.7 TFE CH–124X 33°29′23″N/131°43′44″E | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | | 118.8 – 126.2 | ATIS 127.8 |




| NM to TFE | FAF | 7 | 6 | 5 | 4 | 3 | MAPt |
|---|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 1986 | 1825 | 1507 | 1189 | 871 | 552 | – |




MISSED APPROACH

Turn right, climb to 3000FT via TFE R091, turn left, direct to TFE VOR/DME and hold. Contact OITA APP.

Timing not authorized for defining the MAPt.

MINIMA THR elev. 19 AD elev. 17

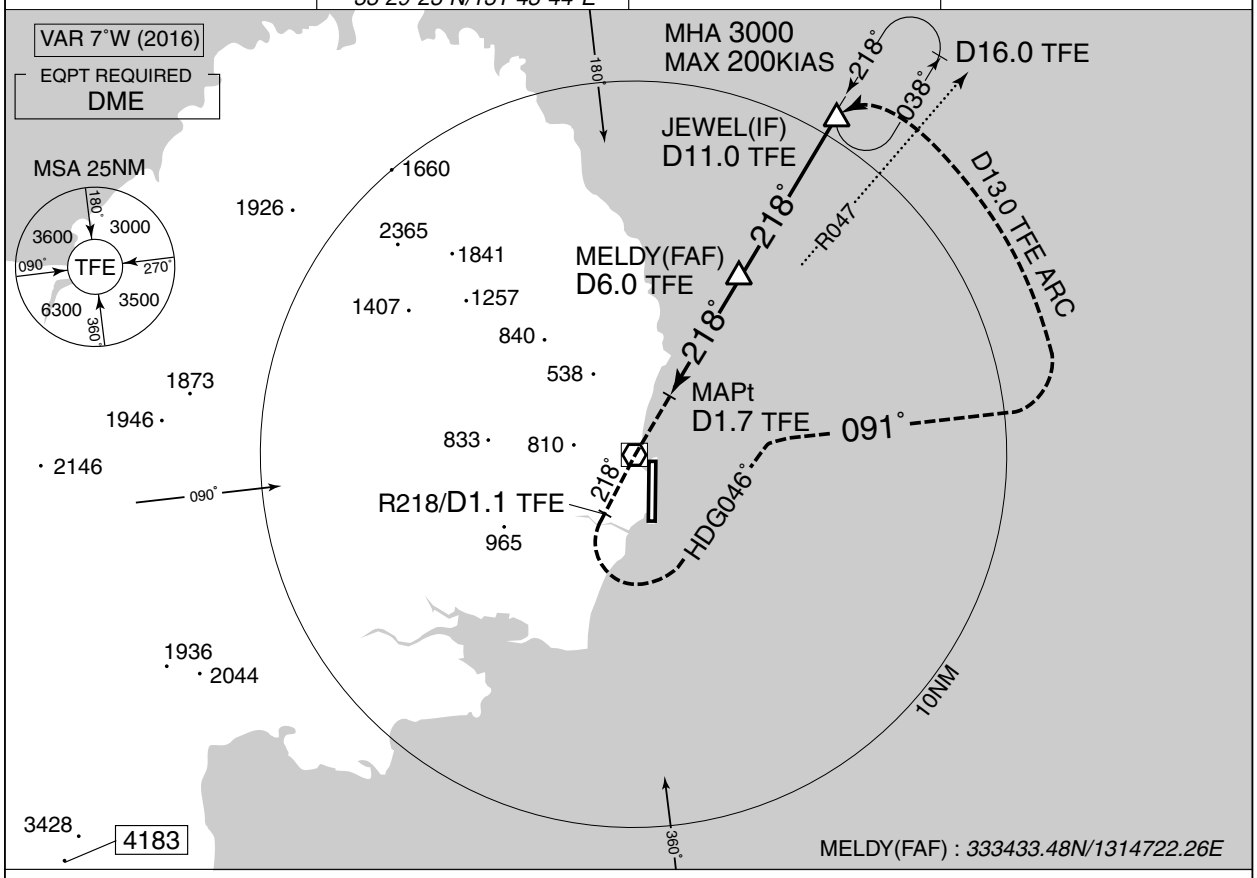
| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 500 (483) | 1000 | 500 (483) | 1600 |
| B | | 1200 | | |
| C | | | 690 (673) | 2400 |
| D | | 1600 | 760 (743) | 3200 |

Circling to EAST side of RWY only.

**INSTRUMENT APPROACH CHART**

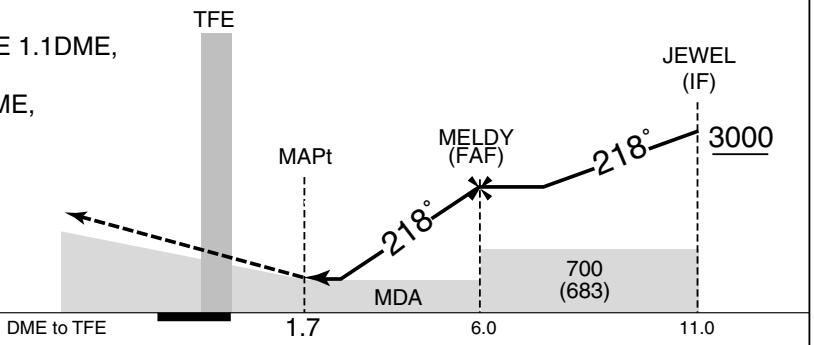
RJFO / OITA VOR A

| OITA APP | MUSASHI VOR/DME 117.7 TFE | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | CH–124X 33˚29´23˜N/131˚43´44˜E | 118.8 – 126.2 | ATIS 127.8 |




MISSED APPROACH
Climb to 3000FT via TFE R218 to TFE 1.1DME, turn left HDG046˚ to intercept and proceed via TFE R091 to TFE 13.0DME, turn left, via TFE 13.0DME counterclockwise ARC to intercept and proceed via TFE R038 to JEWEL and hold.
Contact OITA APP.

Timing not authorized for defining the MAPt.




Missed APCH climb gradient MNM 5.0%.

| MINIMA | | AD elev. 17 |
|---|---|---|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 440 (423) | 1600 |
| B | 480 (463) | |
| C | 660 (643) | 2400 |
| D | 760 (743) | 3200 |

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

**INSTRUMENT APPRAOCH CHART**

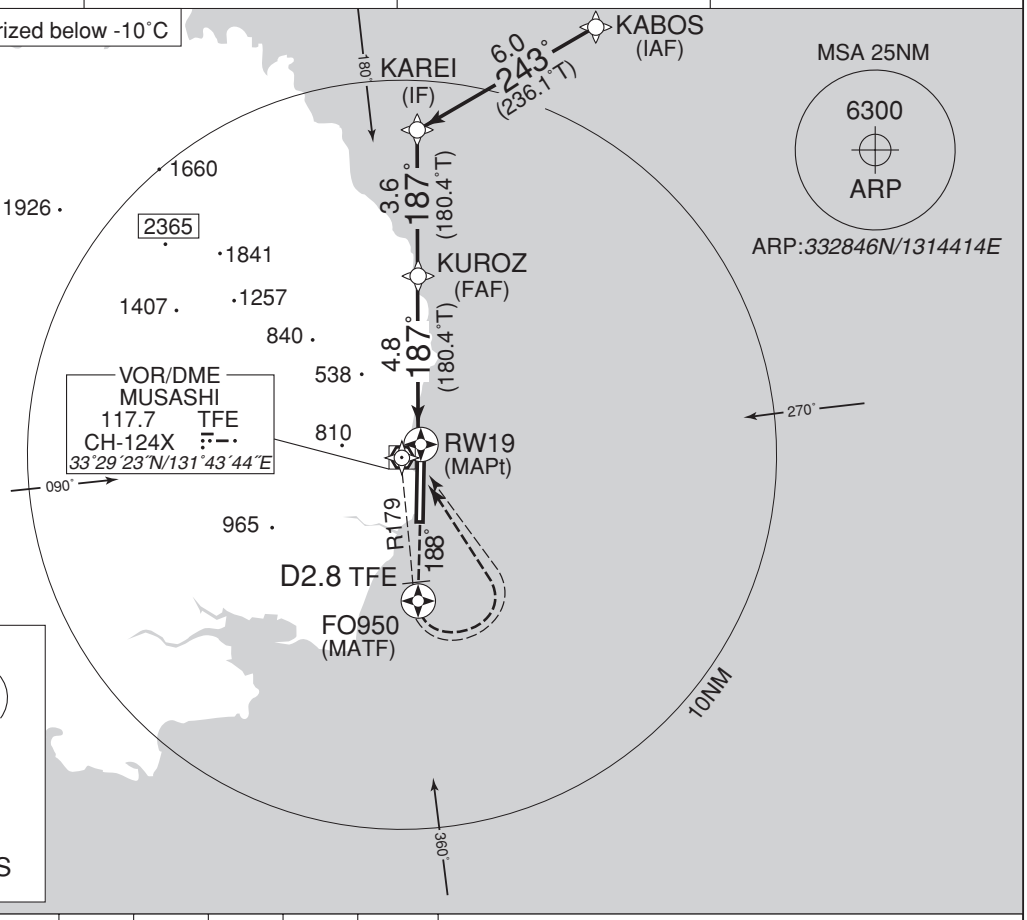
RJFO / OITA — RNAV(GNSS) Z RWY19

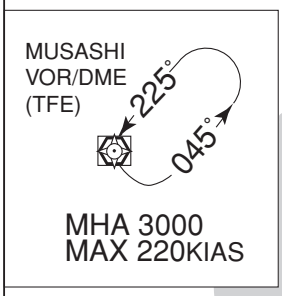
| OITA APP | | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | 1. DME/DME not authorized.<br>2. RADAR service required.<br>3. GNSS required. | 118.8 – 126.2 | ATIS 127.8 |

Baro-VNAV not authorized below -10˚C

VAR 7˚W (2016)

| | |
|---|---|
| KABOS (IAF) | 334121.16N 1315016.71E |
| KAREI (IF) | 333800.48N 1314418.57E |
| KUROZ (FAF) | 333420.67N 1314416.61E |
| RW19 (MAPt) | 332934.89N 1314414.08E |
| FO950 (MATF) | 332634.63N 1314412.49E |
| TFE (MAHF) | 332922.97N 1314343.52E |



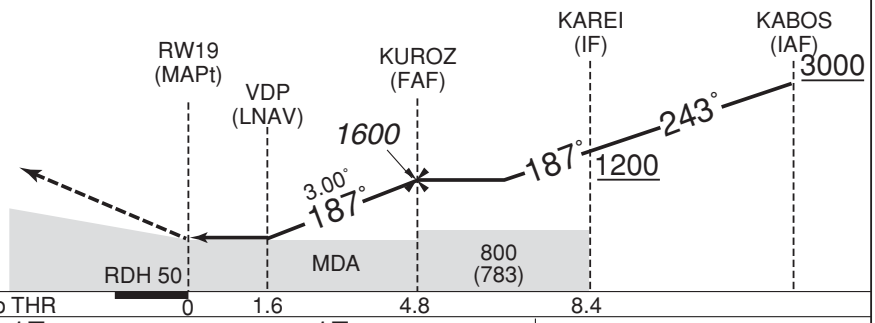




| NM to Next Fix | MAPt | 2 | 3 | 4 | FAF |
|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | – | 703 | 1021 | 1340 | 1600 |

MISSED APPROACH

Climb direct to FO950, turn left direct to TFE and hold at 3000FT.
Contact OITA APP.

(For using VOR/DME)
Climb via TFE R179 to TFE 2.8DME, turn left, direct to TFE VOR/DME and hold at 3000FT.
Contact OITA APP.




MINIMA THR elev. 17 AD elev. 17

| CAT | LNAV/VNAV DA(H) | LNAV/VNAV CMV | LNAV MDA(H) | LNAV CMV | CIRCLING MDA(H) | CIRCLING VIS |
|---|---|---|---|---|---|---|
| A | 580 (563) | 1400 | 580 (563) | 1400 | 580 (563) | 1600 |
| B | | 1500 | | 1500 | | |
| C | | 1600 | | 1600 | 690 (673) | 2400 |
| D | | 1800 | | 1800 | 760 (743) | 3200 |

Circling to EAST side of RWY only

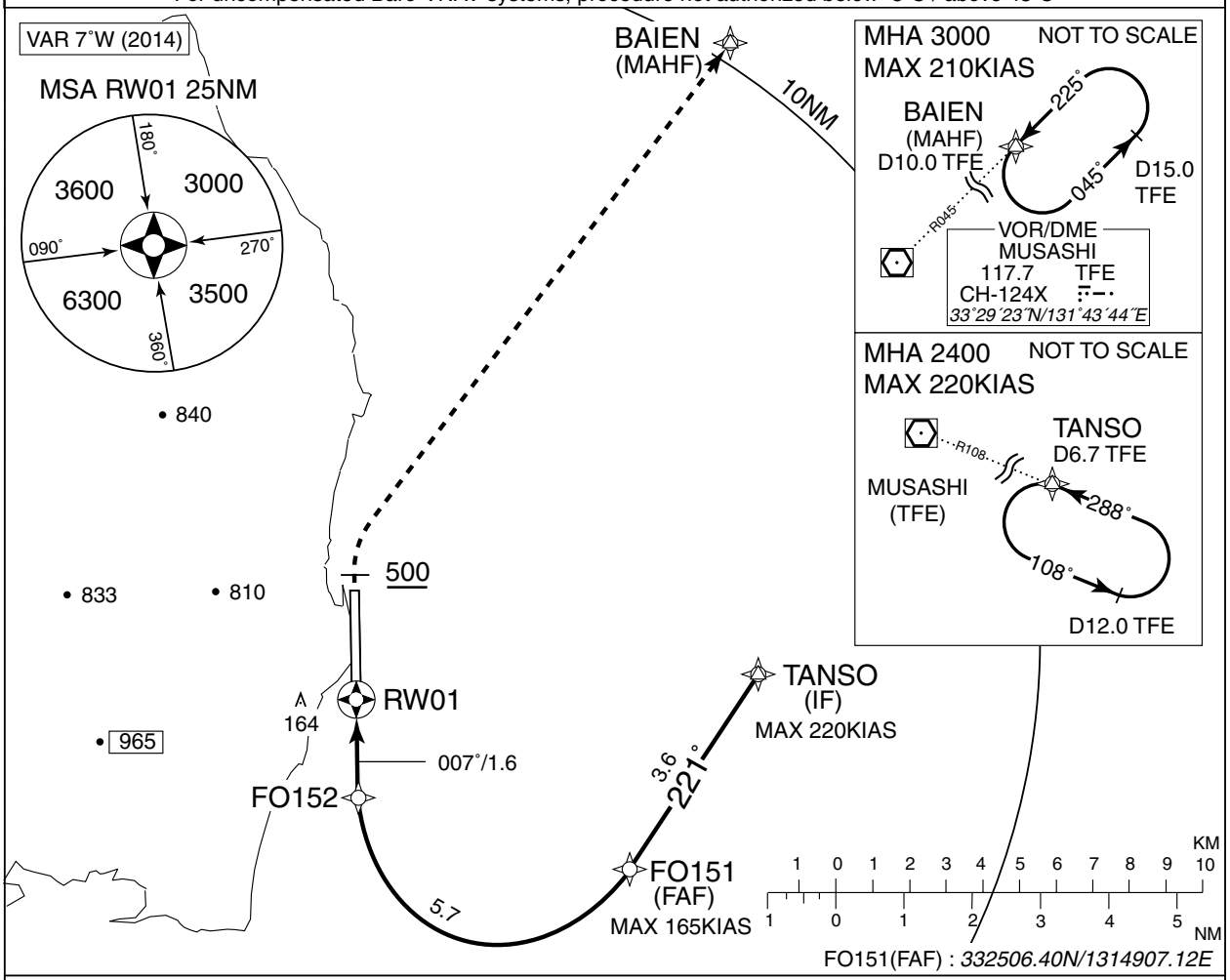
CHANGE : : Editorial

**INSTRUMENT APPRAOCH CHART**

RJFO / OITA — RNAV(RNP) RWY01

| OITA APP | GNSS and RF required. | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | | 118.8 – 126.2 | ATIS 127.8 |

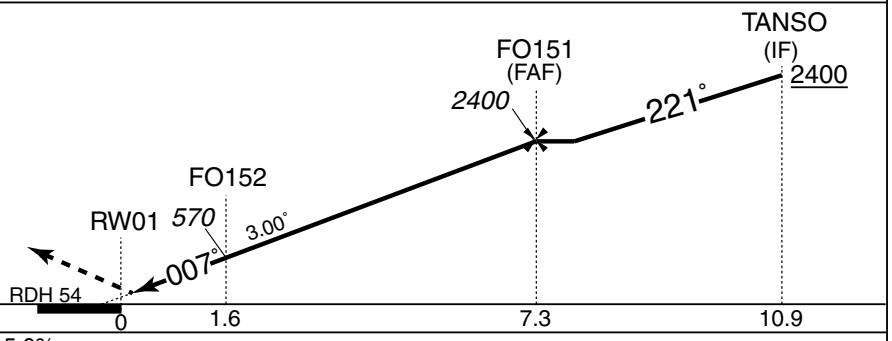
For uncompensated Baro-VNAV systems, procedure not authorized below -5˚C / above 45˚C




MISSED APPROACH

From RW01 on track 007˚, at or above 500FT turn right, direct to BAIEN and hold at 3000FT.

Contact OITA APP.




Missed APCH climb gradient MNM 5.0%

| MINIMA THR elev. 19 AD elev. 17 | | |
|---|---|---|
| CAT | RNP 0.30 | |
| | DA(H) | RVR/CMV |
| A | - | - |
| B | | |
| C | 326 (307) | 1000 |
| D | | 1400 |

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

# RNP AR
## Special Authorization Required

INSTRUMENT APPRAOCH CHART

RJFO / OITA RNAV(RNP) RWY01

RNAV(RNP) RWY01

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 | TANSO | — | — | -7.0 | — | — | +2400 | -220 | — | — |
| 002 | TF | FO151 | — | 221 (214.2) | -7.0 | 3.6 | — | 2400 | -165 | — | 1.0 |
| 003 | RF Center: FORF1 r=2.25NM | FO152 | — | — | -7.0 | 5.7 | R | 570 | — | -3.00 | 0.3 |
| 004 | TF | RW01 | Y | 007 (000.4) | -7.0 | 1.6 | — | 73 | — | -3.00/54 | 0.3 |
| 005 | FA | — | — | 007 (000.4) | -7.0 | — | — | +500 | — | — | 1.0 |
| 006 | DF | BAIEN | — | — | -7.0 | — | R | 3000 | — | — | 1.0 |

Waypoint Coordinates

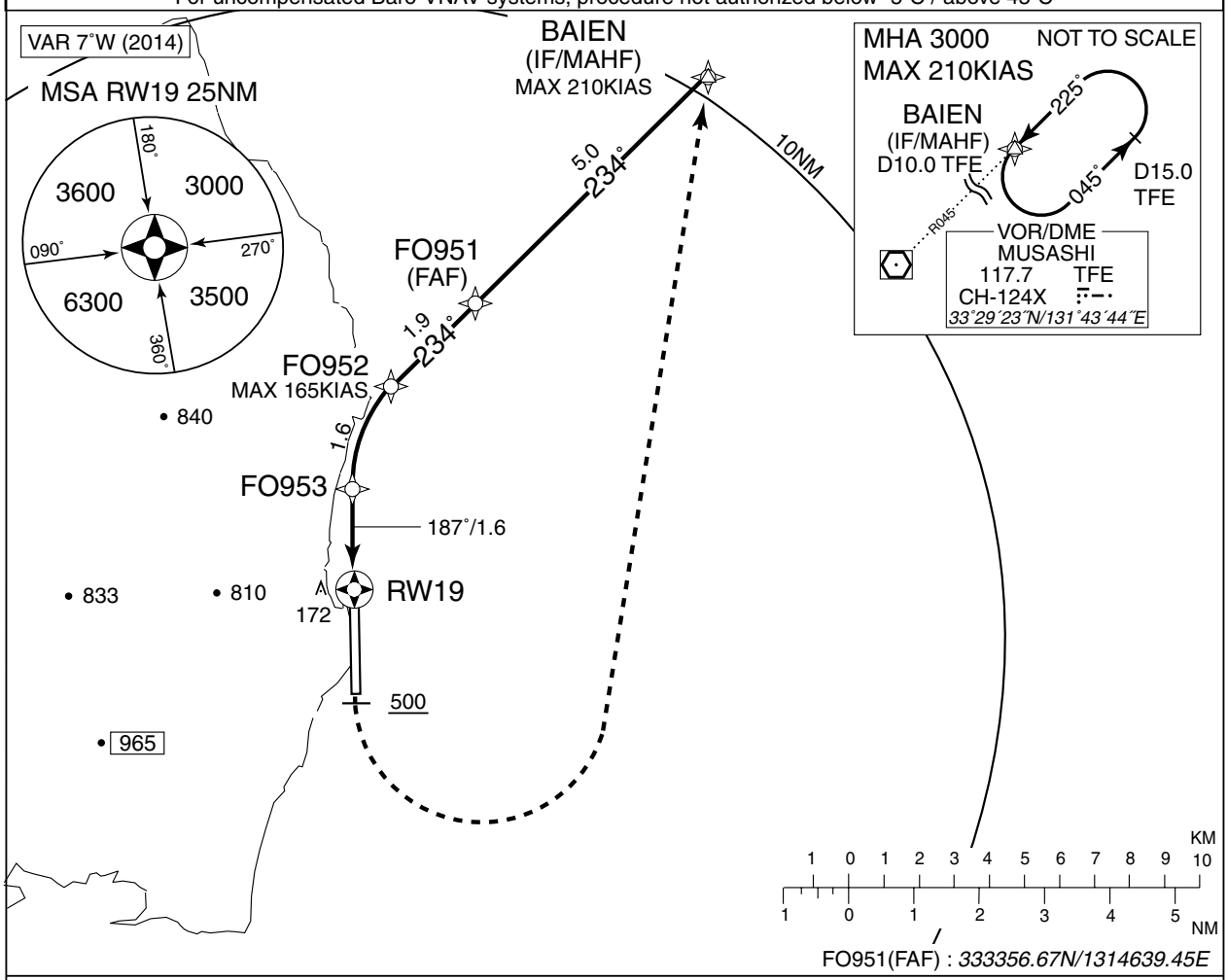
| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---|---|---|---|
| TANSO | *332806.56N/1315133.74E* | FORF1 | *332622.64N/1314653.79E* |
| FO151 | *332506.40N/1314907.12E* | | |
| FO152 | *332623.67N/1314412.39E* | | |
| RW01 | *332757.53N/1314413.22E* | | |
| BAIEN | *333720.39N/1315059.77E* | | |

**INSTRUMENT APPRAOCH CHART**

RJFO / OITA — RNAV(RNP) Y RWY19

| OITA APP | GNSS and RF required. | OITA TOWER | RADAR AVBL |
|---|---|---|---|
| 120.6 | | 118.8 – 126.2 | ATIS 127.8 |

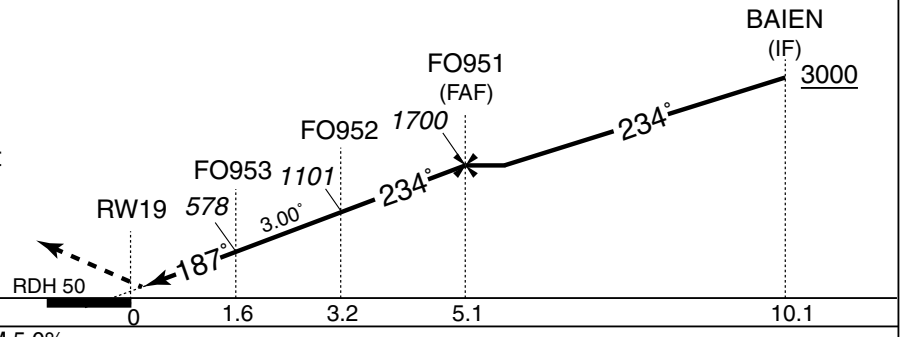
For uncompensated Baro-VNAV systems, procedure not authorized below -5˚C / above 45˚C




MISSED APPROACH

From RW19 on track 187˚, at or above 500FT turn left, direct to BAIEN and hold at 3000FT.

Contact OITA APP.




Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 17 AD elev. 17

| CAT | RNP 0.30 | |
|---|---|---|
| | DA(H) | CMV |
| A | - | - |
| B | | |
| C | 334 (317) | 1400 |
| D | | 1600 |

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

# RNP AR

## Special Authorization Required

INSTRUMENT APPRAOCH CHART

RJFO / OITA RNAV(RNP) Y RWY19

RNAV(RNP) Y RWY19

Coding Table

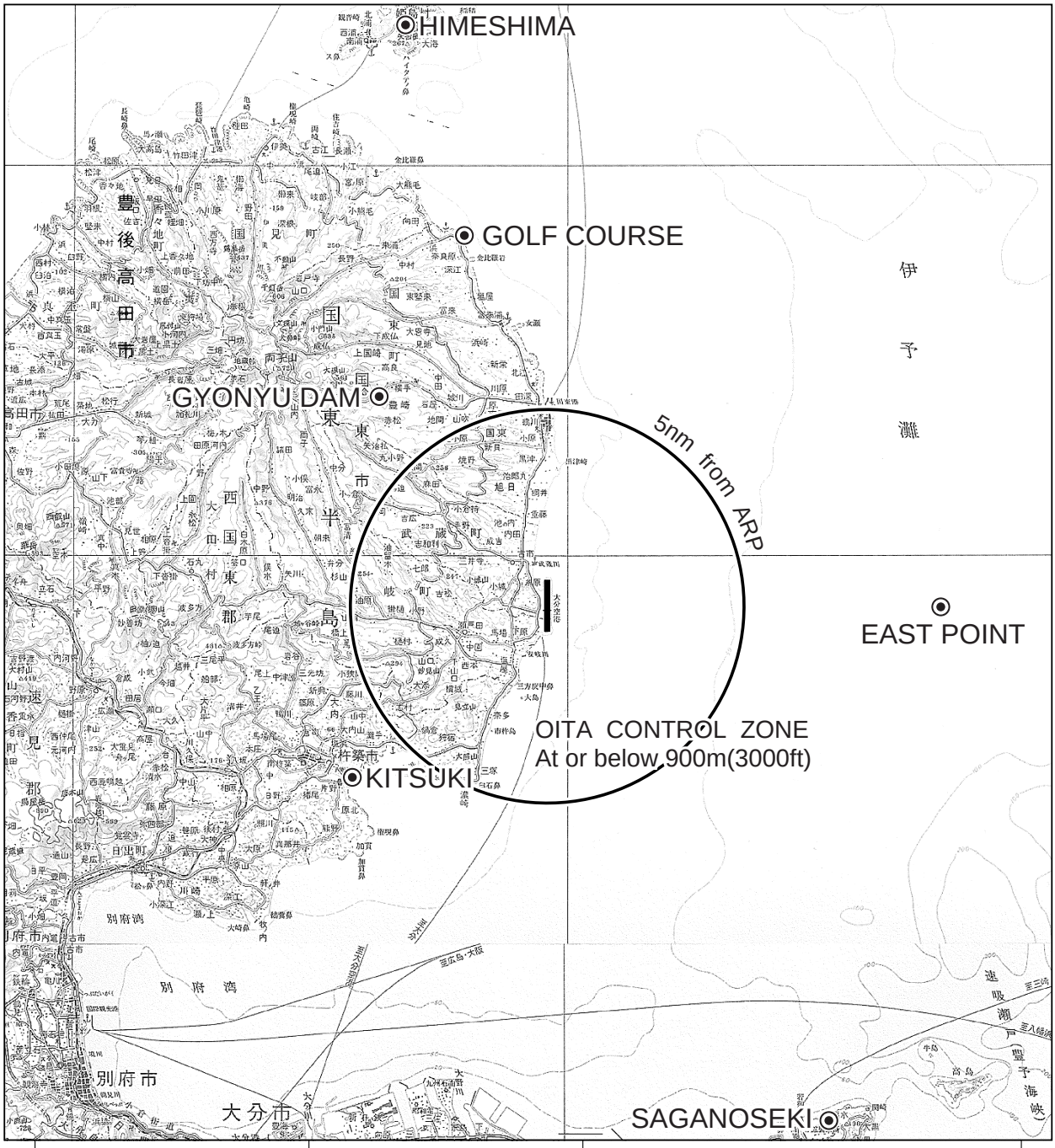
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (˚/FT) | RNP Value |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | BAIEN | — | — | -7.0 | — | — | +3000 | -210 | — | — |
| 002 | TF | FO951 | — | 234 (226.8) | -7.0 | 5.0 | — | 1700 | — | — | 1.0 |
| 003 | TF | FO952 | — | 234 (226.8) | -7.0 | 1.9 | — | 1101 | -165 | -3.00 | 0.3 |
| 004 | RF Center: FORF2 r=2.02NM | FO953 | — | — | -7.0 | 1.6 | L | 578 | — | -3.00 | 0.3 |
| 005 | TF | RW19 | Y | 187 (180.4) | -7.0 | 1.6 | — | 67 | — | -3.00/50 | 0.3 |
| 006 | FA | — | — | 187 (180.4) | -7.0 | — | — | +500 | — | — | 1.0 |
| 007 | DF | BAIEN | — | — | -7.0 | — | L | 3000 | — | — | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---|---|---|---|
| BAIEN | *333720.39N/1315059.77E* | FORF2 | *333110.65N/1314640.11E* |
| FO951 | *333356.67N/1314639.45E* | | |
| FO952 | *333239.42N/1314500.88E* | | |
| FO953 | *333111.58N/1314414.94E* | | |
| RW19 | *332934.89N/1314414.08E* | | |

RJFO / OITA

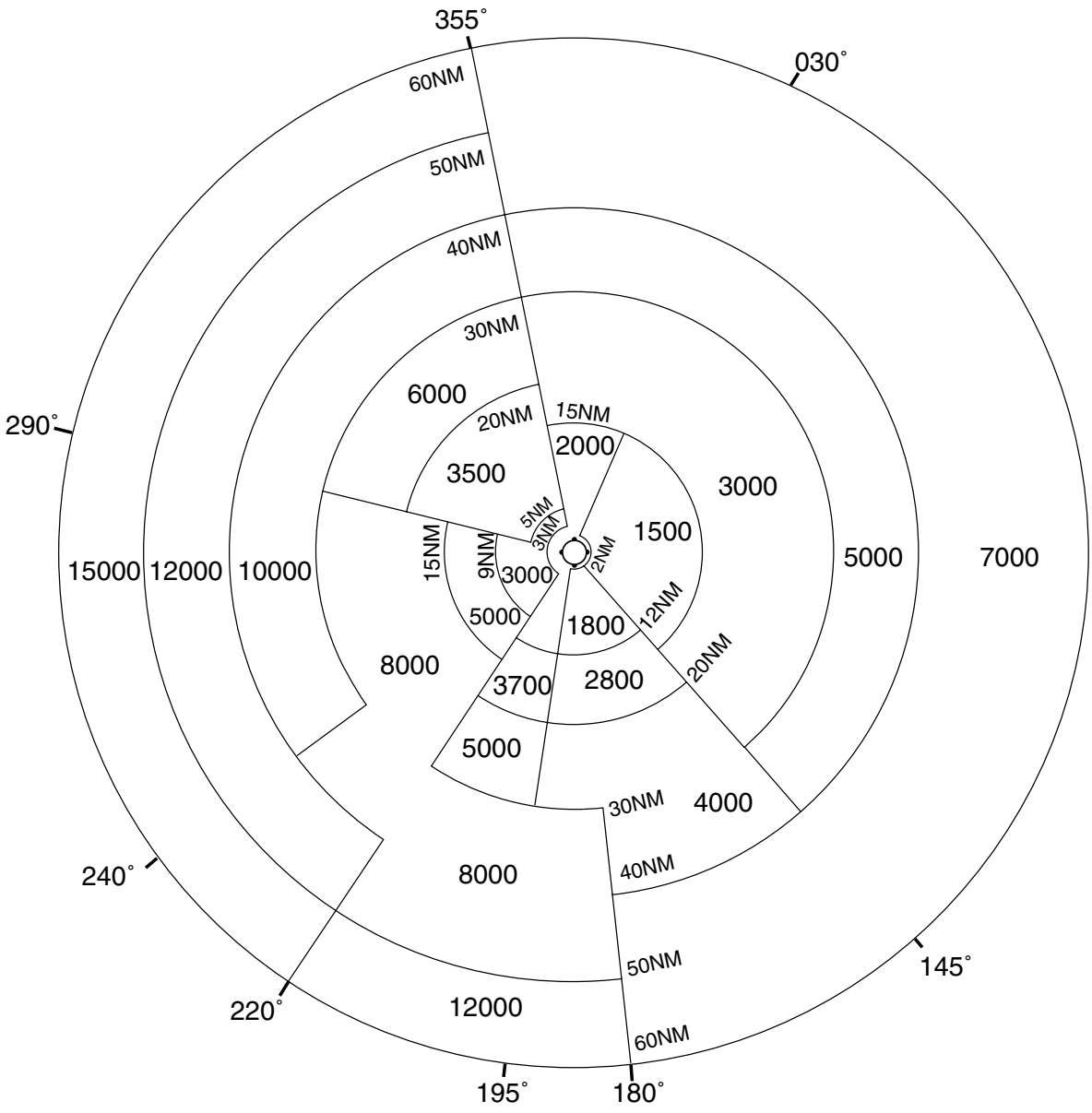
Visual REP




| Call sign | BRG / DIST from ARP | Remarks |
|---|---|---|
| 佐賀の関<br>Saganoseki | 159˚/15NM | 精錬所煙突<br>Chimney |
| 杵築<br>Kitsuki | 240˚/6.8NM | 八坂川河口<br>River-mouth (The Yasaka) |
| 姫島<br>Himeshima | 351˚/15NM | 島<br>Island |
| イーストポイント<br>East point | 090˚/10NM | 海上<br>Over the sea |
| ゴルフコース<br>Golf course | 351˚/9.5NM | ゴルフ場<br>Golf course |
| 行入ダム<br>Gyonyu dam | 326˚/7NM | ダム<br>Dam |

RJFO / OITA Minimum Vectoring Altitude CHART

VAR 7˚W (2008)




CENTER : *332842N/1314351E* ( RADAR SITE)