

AD 2 AERODROMES**RJOK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJOK - KOCHI****RJOK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 333246N /1334010E 266° / 560m FM TWR |
| 2 | Direction and distance from (city) | 7NM E from Kochi city |
| 3 | Elevation/ Reference temperature | 29ft / 31°C (2004-2008) |
| 4 | Geoid undulation at AD ELEV PSN | 120ft |
| 5 | MAG VAR/ Annual change | 7°W (2006) / 1.0'W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Civil Aviation Bureau, Kochi Airport Office Monobe, Nankoku - shi, Kochi Pref. TEL: 088(863)2620, FAX: 088(863)2956 |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJOK AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | 2200 - 1200 |
| 2 | Customs and immigration | On request Customs: 088-832-6131 Immigration: 088-871-7030 |
| 3 | Health and sanitation | On request Quarantine(human): 0877-46-4279 Quarantine(animal): 087-879-4654 Quarantine(plant): 088-832-3690 |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 2200 - 1200 |
| 8 | Fuelling | 2200 - 1200 |
| 9 | Handling | 2200 - 1200 |
| 10 | Security | 2200 - 1200 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJOK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--------------------------|
| 1 | Cargo-handling facilities | AVBL up to B777-200 ACFT |
| 2 | Fuel/ oil types | JET A-1, AVGAS 100 |
| 3 | Fuelling facilities/ capacity | Fuel Truck Refueling |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJOK AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----------------|
| 1 | Hotels | In Nankoku City |
| 2 | Restaurants | At airport |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | In Nankoku City |
| 5 | Bank and Post Office | ATM in airport |
| 6 | Tourist Office | At airport |
| 7 | Remarks | Nil |

RJOK 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, Water-supply truck x 1 Lighting power supply truck x 1 Emergency medical equipment conveyance truck x 1 |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJOK AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Motor grader x 7 |
| 2 | Clearance priorities | 1) RWY, 2) TWY T1 T6 A1-A5, 3) TWY T2-T5 and APRON |
| 3 | Remarks | Snow removal will be commenced when the RWY and TWY are covered with snow its depth 5cm or more |

RJOK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | SPOT NR 0-5 Surface: Cement-Concrete, Strength: PCR 1132/R/B/W/T SPOT NR 6 Surface: Cement-Concrete, Strength: PCR 785/R/B/W/T |
| 2 | Taxiway width, surface and strength | T2 THRU T5 Width: 34m, Surface: Asphalt-concrete, Strength: PCR 754/F/A/X/T T1, T6 Width: 28.5m, Surface: Asphalt-concrete, Strength: PCR 754/F/A/X/T A1 THRU A5 Width: 23m, Surface: Asphalt-concrete, Strength: PCR 754/F/A/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 0: 333253.60N/1334019.95E 1: 333251.95N/1334021.08E 2: 333251.32N/1334023.49E 3: 333250.05N/1334025.25E 4: 333248.79N/1334027.02E 5: 333247.49N/1334028.75E |
| 6 | Remarks | Nil |

RJOK 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 | Aircraft stand ID signs: Spot NR2-4 |
| 2 | RWY and TWY markings and LGT | RWY 14/32: (Marking): RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT): RCLL, REDL, RENL, RTHL, RTZL(RWY32), WBAR(RWY32) TWY: All TWY (Marking): TWY CL, RWY HLDG PSN, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT, Taxiing guidance sign(T1-T6), RWY guard LGT(T1-T6) |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking): Overrun area (LGT): Apron flood LGT |

RJOK AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

| OBST ID/ designation | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------------|---------------|----------------------|-----------|---------------|------------------------|
| RJOK1 | Mountain | 333401.1N/1333838.6E | 182ft | -/LIM | Under APCH SFC |
| RJOK2 | Pole | 333328.3N/1333919E | 62ft | -/LIL | Under APCH SFC |
| RJOK3 | Pole | 333318.3N/1333923E | 53ft | -/LIL | Under APCH SFC |
| RJOK4 | Dike | 333210.1N/1334059.6E | 38ft | -/LIL | Under APCH SFC |
| RJOK5 | Tower | 333257N/1333936E | 104ft | -/LIL | Under transitional SFC |

In Area3 To be developed

RJOK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | KANSAI |
| 2 | Hours of service MET Office outside hours | H24 (KANSAI) |
| 3 | Office responsible for TAF preparation Periods of validity | KANSAI 30 Hours |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at KANSAI |
| 6 | Flight documentation Language(s) used | C 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 /T _r , 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 available for providing information | Nil |
| 9 | ATS units provided with information | TWR, APP, ATIS |
| 10 | Additional information (limitation of service, etc.) | Nil |

RJOK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCR) 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 | | |
| 14 | 130.51° | 2500 x 45 | PCR 754/F/A/X/T Asphalt Concrete | 333312.04N 1333932.98E 120.4ft | THR ELEV: 42ft | | |
| 32 | 310.51° | 2500 x 45 | PCR 754/F/A/X/T Asphalt Concrete | 333219.33N 1334046.67E 120.3ft | THR ELEV: 17.8ft TDZ ELEV: 23ft | | |
| Slope of RWY | | Strip Dimensions (M) | RESA (Overrun) Dimensions(M) | | Remarks | | |
| 7 | 10 | | 11 | | 14 | | |
| See below figure | | 2620 x 300 | 40 x (MNM:242 MAX:300)* | RWY Grooving 2500x30m | | | |
| | | 2620 x 300 | 180 x (MNM:127 MAX:300)* | | | | |
| *For detail, ask airport administrator | | | | | | | |
| | | | | | | | |

RJOK AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 2500 | 2500 | 2500 | 2500 | Nil |
| 32 | 2500 | 2500 | 2500 | 2500 | Nil |

RJOK 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 |
| 14 | SALS 420m (*1) LIH | Green - | PAPI 3.0°/Left 583.5m 84ft | - Coded color (White/Red) LIH | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| 32 | PALS (CAT I) 420m LIH | Green Green | PAPI 3.0°/Left 404.4m 66ft | 900m | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon (589.358m and 952.287m FM RWY 14 THR)(*1) Overrun area edge LGT(LEN:60m Color:Red) (*2) CGL for RWY 14 | | | | | | | | |

RJOK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 333255N/1334030E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer : 430m FM RWY 14 THR, LGTD 430m FM RWY 32 THR, LGTD |
| 3 | TWY edge and centerline 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 Within 15 sec : Other LGT |
| 5 | Remarks | WDI LGT |

RJOK AD 2.16 HELICOPTER LANDING AREA

Nil

RJOK AD 2.17 ATS AIRSPACE

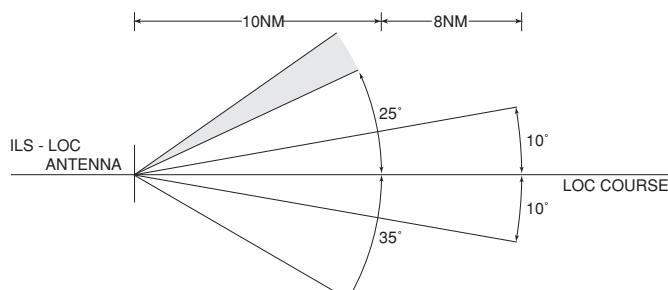
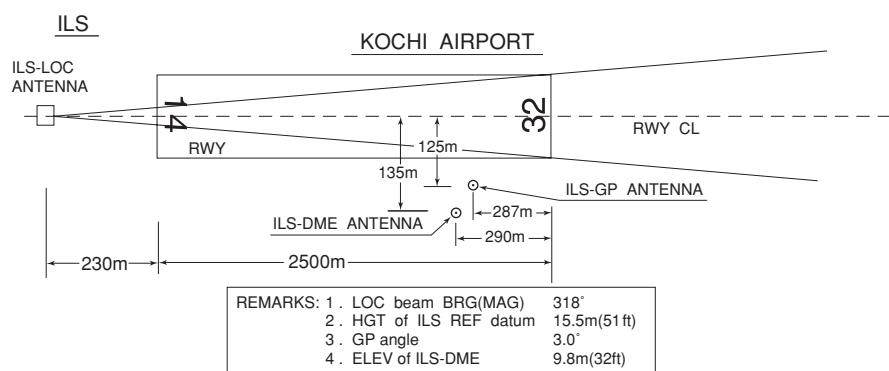
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|--|---------|
| 1 | | 2 | 3 | 4 | 6 |
| Kochi CTR | Area within a radius of 5nm of KOCHI ARP (33° 33'N/133° 40'E). | 3000 or below | D | Kochi TOWER En | |
| Kansai ACA | See RJBB attached chart | | E | Kansai APP Kansai DEP Kansai RADAR En | |

RJOK AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--------------------------------|--|--------------------|-------------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Kansai Approach / Kansai Radar | 125.0 MHz 124.8 MHz 121.5 MHz(E) 243.0 MHz(E) | 2200 - 1200 | APP service provided by KANSAI APP. |
| DEP | Kansai Departure | 124.8 MHz(1) 125.0 MHz 121.5 MHz(E) 243.0 MHz(E) | 2200 - 1200 | (1)Primary |
| TWR | Kochi Tower | 118.75 MHz(1) 126.2 MHz 121.5 MHz(E) 243.0 MHz(E) | 2200 - 1200 | (1)Primary |
| ATIS | Kochi Airport | 126.45MHz | 2200 - 1200 | |

RJOK 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 |
| VOR (7°W / 2008) | KRE | 113.7MHz | H24 | 333230.42N/ 1334048.57E | | VOR/DME Unusable: 010°-040° beyond 30nm BLW 8,000ft. |
| DME | KRE | 1171MHz (CH-84X) | H24 | 333230.42N/ 1334048.57E | 16.3m (54ft) | 040°-060° beyond 30nm BLW 9,000ft. 340°-010° beyond 30nm BLW 9,000ft. |
| ILS-LOC 32 | IKR | 110.9MHz | 2200 -1200 | 333316.90N/ 1333926.24E | | LOC: 230m (755ft) away FM RWY 14 THR, BRG (MAG) 318°. Unusable : beyond 25° NE Side of course due to Terrain. |
| ILS-GP 32 | - | 330.8MHz | 2200-1200 | 333222.28N/ 1334035.09E | | GP: 287m (942ft) inside FM RWY 32 THR, 125m (410ft) SW of RCL. Angle 3.0°, HGT of ILS REF datum 15.5m(51ft). |
| ILS-DME 32 | IKR | 1007MHz | 2200-1200 | 333222.10N/ 1334034.73E | 9.8m (32ft) | DME: 290m (951ft) inside FM RWY 32 THR, 135m (443ft) SW of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |



RJOK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Aircraft operations other than scheduled flights or in an emergency.
Prior permission required for transient aircraft.
Call : 088-863-2620(OPS)

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

Wing tip clearance at the TWY intersection (REF AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

When B772 holding at the stop marking on TWY T2 or T5

| Wing Span (WS) of aircraft taxiing on TWY A1-A2 or A4-A5 | WS =<35.4m | 35.4m < WS =<52.4m | WS >52.4m |
|--|------------|--------------------|-----------|
| Wing tip clearance | *A | *B | *C |

Legend:

*A : wing tip clearance \geq 15m
*B : 6.5m \leq wing tip clearance $<$ 15m
*C : wing tip clearance $<$ 6.5m

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

RJOK AD 2.21 NOISE ABATEMENT PROCEDURES

| | |
|---|---|
| 1. 騒音軽減運航方式 すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。 ただし、これらの方によることのできない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。 (1) 離陸について（滑走路 32） 急上昇方式 (2) 着陸について（滑走路 14） ディレイド・フラップ進入方式及び 低フラップ角着陸方式 (3) リバース・スラストについて なし | 1. Noise Abatement Operating Procedures For all jet aircraft, in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent. (1) For take-off from RWY32 Steepest Climb Procedure (2) For landing to RWY14 Delayed Flap Approach Procedure and Reduced Flap Setting Procedure (3) Reverse Thrust Nil |
| 2. 優先滑走路方式 なし | 2. Preferential Runways Procedures Nil |
| 3. 優先飛行経路 なし | 3. Noise Preferential Routes Nil |

RJOK 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 | 14 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 32 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 14 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 32 | A,B,C,D | | | | | | |

2. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with Kansai Approach/Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and:

1. Contact Kochi Tower.
2. If unable, proceed in accordance with Visual Flight Rules.
3. If unable,
 - A) When assigned altitude at or above 5,000 feet, proceed to KRE VOR/DME maintaining last assigned altitude and execute instrument approach.
 - B) When assigned altitude below 5,000 feet,
 - a) If established on a segment of the Instrument Approach Procedure, execute that Instrument Approach.
 - b) If not yet established on a segment of the Instrument Approach Procedure, climb and maintain 5,000 feet and proceed to KRE VOR/DME and execute instrument approach.

NOTE: Procedures other than above will be issued when situation required.

RJOK AD 2.23 ADDITIONAL INFORMATION

| |
|-----|
| Nil |
|-----|

RJOK AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart-Instrument (SHIMIZU)
Standard Departure Chart-Instrument (KOCHI REVERSAL)
Standard Departure Chart-Instrument (URADO REVERSAL)

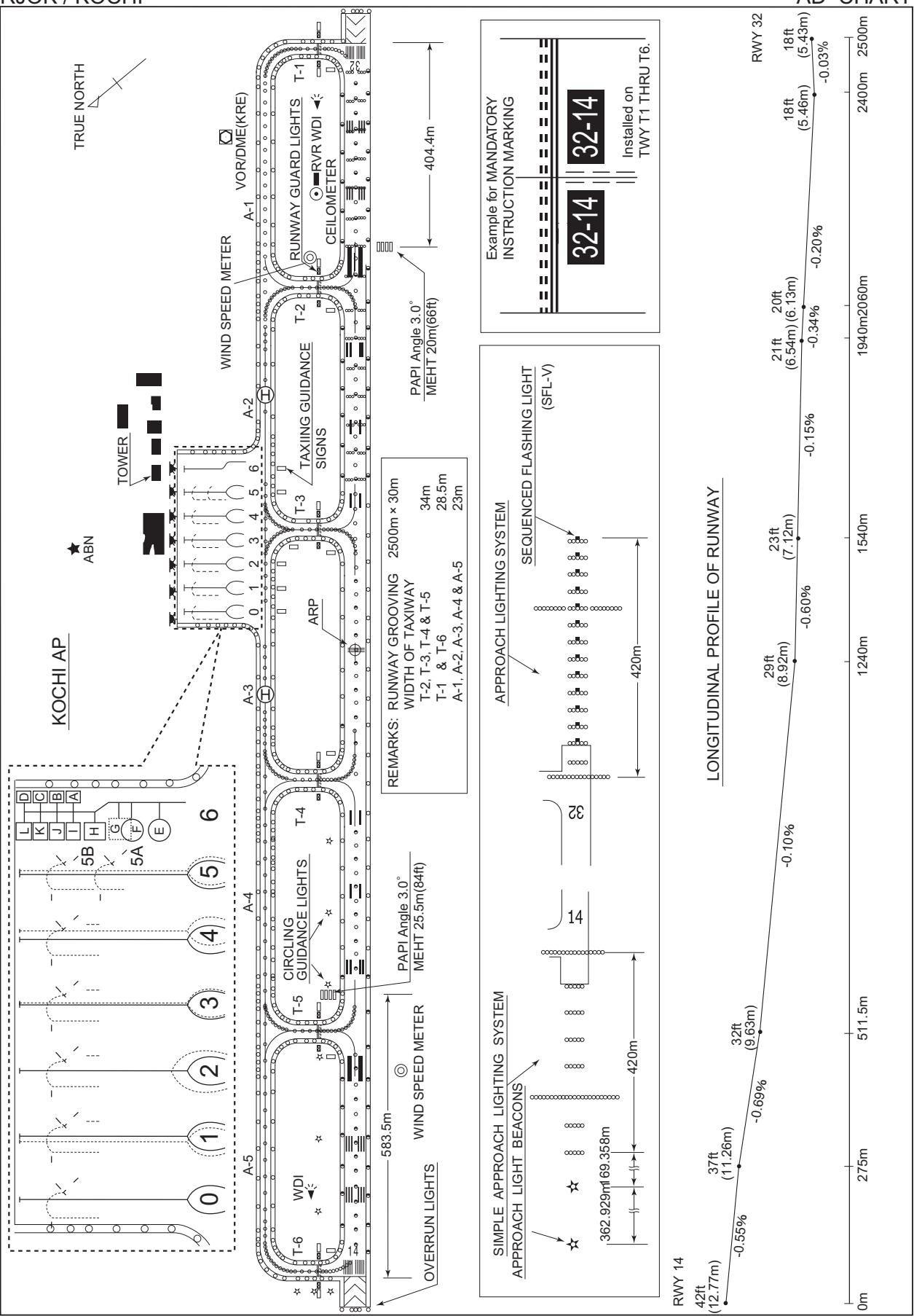
Standard Departure Chart-Instrument (KAIFU-RNAV)
Standard Departure Chart-Instrument (MUROT-RNAV)
Standard Departure Chart-Instrument (OMOGO-RNAV)
Standard Departure Chart-Instrument (RUSEV-RNAV)
Standard Arrival Chart-Instrument (YOSAKOI NORTH-RNAV)
Standard Arrival Chart-Instrument (YOSAKOI EAST-RNAV)
Standard Arrival Chart-Instrument (YOSAKOI SOUTH-RNAV)
Standard Arrival Chart-Instrument (YOSAKOI WEST-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY32)
Instrument Approach Chart (ILS Y or LOC Y RWY32)
Instrument Approach Chart (VOR RWY32)
Instrument Approach Chart (RNP Z RWY14 (AR))
Instrument Approach Chart (RNP Y RWY14 (AR))
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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RJOK / KOCHI

AD CHART

CHANGE : RVR, WIND SPEED METAR, CEILOMETAR added.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOK / KOCHI

SID

SHIMIZU SEVEN DEPARTURE

RWY 14 : Climb RWY HDG to 500FT, turn right HDG 268°...

RWY 32 : Climb RWY HDG to 800FT, turn right...

...to intercept and proceed via KRE R223/SUC R043 to SUC VORTAC.

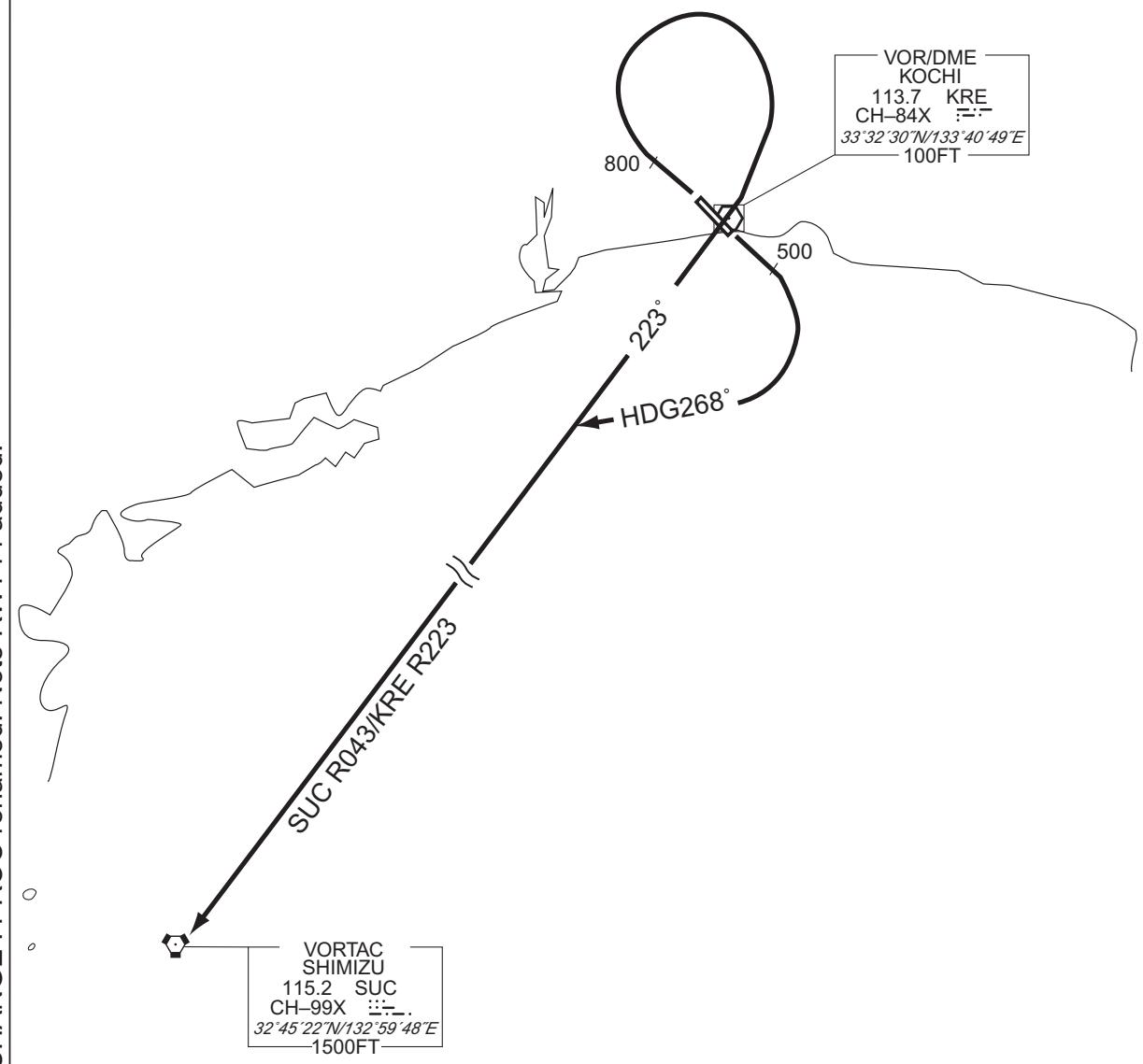
Note RWY14 : 5.0% climb gradient required up to 500FT.

OBST ALT 61FT located at 0.2NM 179° FM end of RWY14.

RWY32 : 6.0% climb gradient required up to 2500FT.

OBST ALT 2165FT located at 6.6NM 359° FM end of RWY32.

CHANGE : PROC renamed. Note RWY14 added.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOK / KOCHI

SID

KOCHI REVERSAL SIX DEPARTURE

RWY 14 : Climb RWY HDG to 500FT, turn right...

RWY 32 : Climb RWY HDG to 800FT, turn right HDG 205°...

...to intercept and proceed via KRE R160 to KRE 10.0DME, turn left
proceed to KRE VOR/DME.

Cross KRE VOR/DME at or above 6000FT.

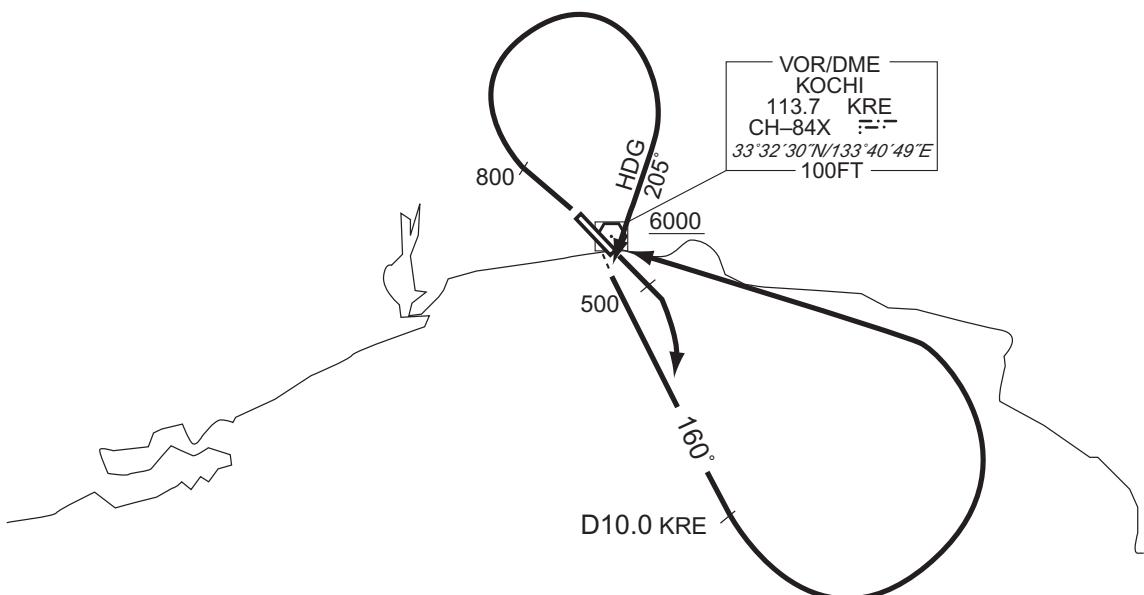
Note RWY14 : 5.0% climb gradient required up to 500FT.

OBST ALT 61FT located at 0.2NM 179° FM end of RWY14.

RWY32 : 6.0% climb gradient required up to 2500FT.

OBST ALT 2165FT located at 6.6NM 359° FM end of RWY32.

CHANGE : PROC renamed. Note RWY14 added.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOK / KOCHI

SID

URADO REVERSAL FOUR DEPARTURE

RWY 14 : Climb RWY HDG to 500FT, turn right HDG 255° ...

RWY 32 : Climb RWY HDG to 800FT, turn right...

...to intercept and proceed via KRE R210 to KRE 15.0DME, turn right proceed to KRE VOR/DME.

Cross KRE VOR/DME at or above 6000FT.

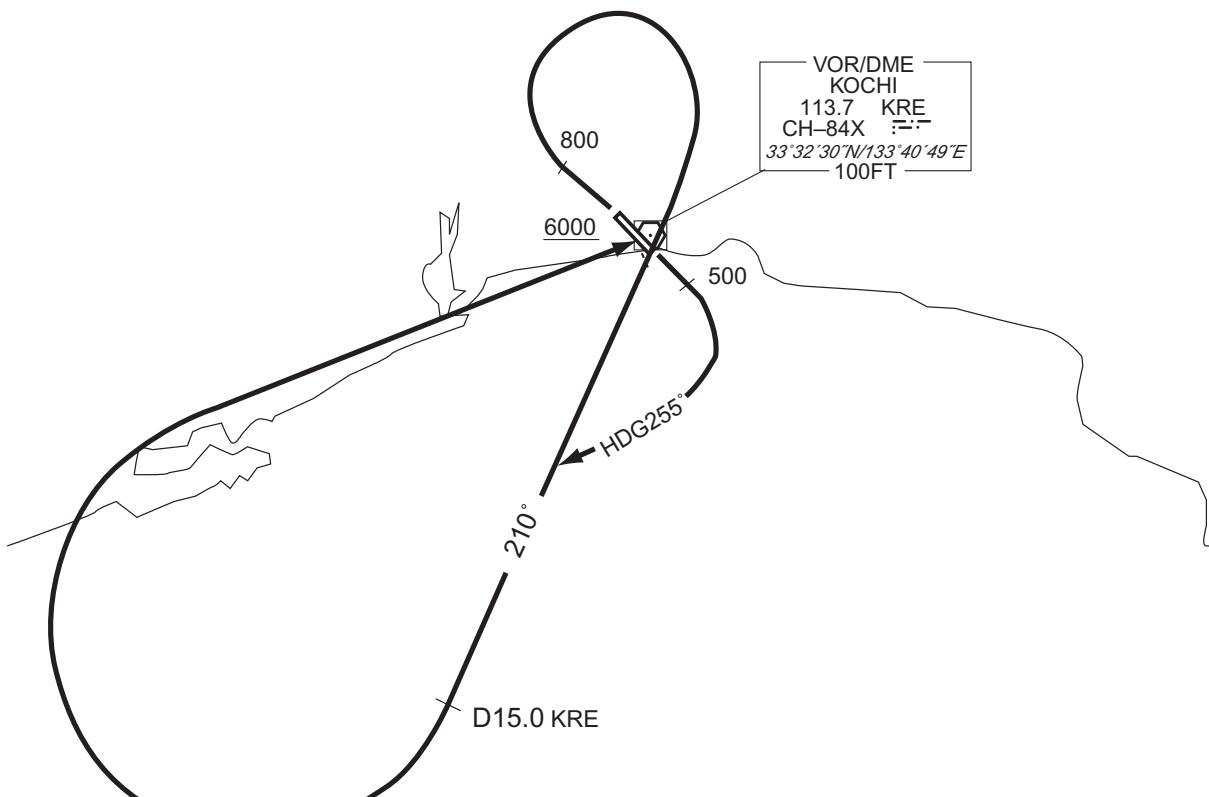
Note RWY14 : 5.0% climb gradient required up to 500FT.

OBST ALT 61FT located at 0.2NM 179° FM end of RWY14.

RWY32 : 6.0% climb gradient required up to 2500FT.

OBST ALT 2165FT located at 6.6NM 359° FM end of RWY32.

CHANGE : PROC renamed. Note RWY14 added.



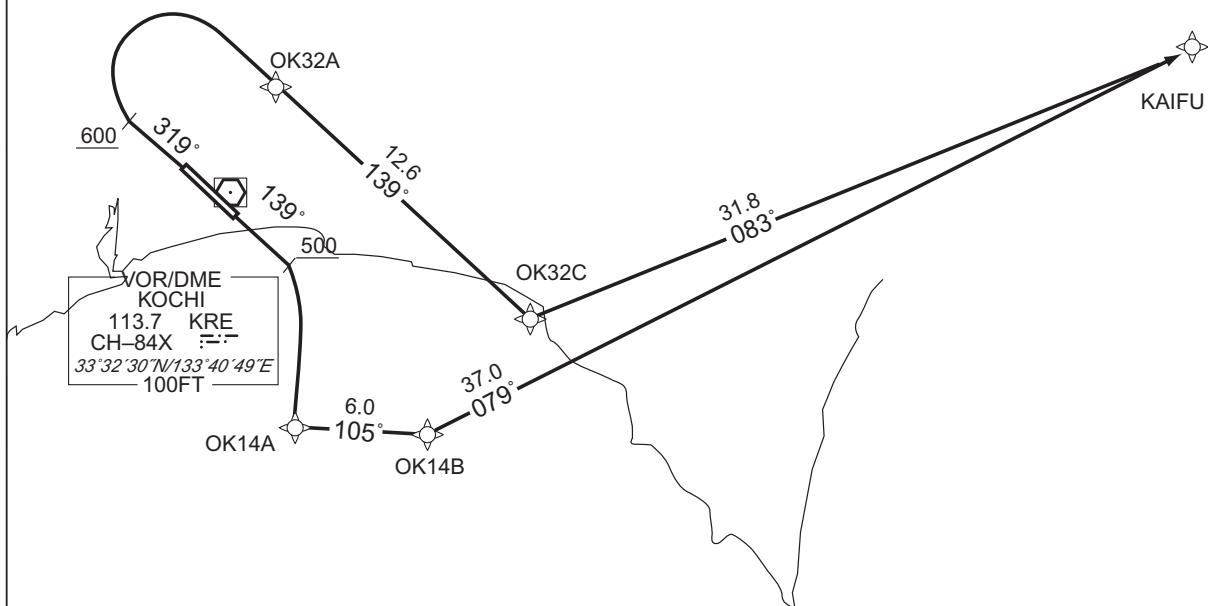
STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

| KAIFU TWO DEPARTURE | | RNAV 1 |
|--|-----------------------|---|
| Note 1) DME/DME/IRU or GNSS required. ※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. | Critical DME | RWY14 : KRE 3.0NM FM DER - 23NM to KAIFU SUC 3.0NM FM DER - 32NM to KAIFU RWY32 : KRE 9NM to OK32C - 28NM to KAIFU SUC 9NM to OK32C - 4NM to OK32C |
| 2) RADAR service required. | DME GAP | RWY14 : DER - 3.0NM FM DER RWY32 : DER - 9NM to OK32C |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 8° W



CHANGE : PROC renamed. VAR. PROC course. Note RWY14 added.

RWY14 : Climb on HDG139° at or above 500FT, turn right direct to OK14A, to OK14B, to KAIFU.

RWY32 : Climb on HDG319° at or above 600FT, turn right direct to OK32A, to OK32C, to KAIFU.

Note RWY14 : 5.0% climb gradient required up to 500FT.

OBST ALT 61FT located at 0.2NM 179° FM end of RWY14.

RWY32 : 6.0% climb gradient required up to 2300FT.

OBST ALT 1970FT located at 6.1NM 005° FM end of RWY32.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

KAIFU TWO DEPARTURE

RWY14

| 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 | — | — | 139 (130.6) | -7.9 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OK14A | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | OK14B | — | 105 (097.5) | -7.9 | 6.0 | — | — | — | — | RNAV1 |
| 004 | TF | KAIFU | — | 079 (070.7) | -7.9 | 37.0 | — | — | — | — | RNAV1 |

RWY32

| 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 | — | — | 319 (310.6) | -7.9 | — | — | +600 | — | — | RNAV1 |
| 002 | DF | OK32A | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | OK32C | — | 139 (130.7) | -7.9 | 12.6 | — | — | — | — | RNAV1 |
| 004 | TF | KAIFU | — | 083 (075.0) | -7.9 | 31.8 | — | — | — | — | RNAV1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| OK14A | 332450.3N / 1334334.2E | KAIFU | 333610.0N / 1343231.2E |
| OK14B | 332402.9N / 1335040.3E | | |
| OK32A | 333615.7N / 1334417.5E | | |
| OK32C | 332804.1N / 1335542.6E | | |

CHANGE : PROC renamed. PROC course. VAR added. Navigation Specification. Waypoint Coordinates added.

STANDARD DEPARTURE CHART -INSTRUMENT

| RJOK / KOCHI | | RNAV SID and TRANSITION |
|---|--|---|
| MUROT TWO DEPARTURE / KUSHIMOTO TRANSITION | | RNAV 1 |
| <p>Note 1) DME/DME/IRU or GNSS required.</p> <p>※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.</p> <p>2) RADAR service required.</p> | | <p>Critical DME</p> <p>RWY14 : KRE 3.0NM FM DER - 5.0NM to MUROT SUC 3.0NM FM DER - 24.0NM to MUROT</p> <p>RWY32 : KRE 18.0NM to OK32D - 5.0NM to MUROT SUC 18.0NM to OK32D - 11.0NM to OK32D</p> |
| <p>VAR 8° W</p> <p>VOR/DME Kochi 113.7 KRE CH-84X 33°32'30"N/133°40'49"E 100FT</p> | <p>DME GAP</p> <p>RWY14 : DER - 3.0NM FM DER RWY32 : DER - 18.0NM to OK32D</p> | <p>Inappropriate Navaids</p> <p>See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1</p> |
| <p><u>MUROT TWO DEPARTURE</u></p> <p>RWY14 : Climb on HDG139° at or above 500FT, turn right direct to OK14A, to MUROT.</p> <p>RWY32 : Climb on HDG319° at or above 600FT, turn right direct to OK32A, to OK32D, to MUROT.</p> <p>Note RWY14 : 5.0% climb gradient required up to 500FT. OBST ALT 61FT located at 0.2NM 179° FM end of RWY14.</p> <p>RWY32 : 6.0% climb gradient required up to 2300FT. OBST ALT 1970FT located at 6.1NM 005° FM end of RWY32.</p> | | <p><u>KUSHIMOTO TRANSITION</u></p> <p>From MUROT, to MIYAT, to MERID, to KEC.</p> |

CHANGE : PROC renamed. Critical DME, VAR, Note RWY14 added. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID and TRANSITION

MUROT TWO DEPARTURE

RWY14

| 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 | — | — | 139 (130.6) | -7.9 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OK14A | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | MUROT | — | 105 (097.6) | -7.9 | 30.9 | — | — | — | — | RNAV1 |

RWY32

| 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 | — | — | 319 (310.6) | -7.9 | — | — | +600 | — | — | RNAV1 |
| 002 | DF | OK32A | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | OK32D | — | 139 (130.7) | -7.9 | 20.9 | — | — | — | — | RNAV1 |
| 004 | TF | MUROT | — | 106 (097.7) | -7.9 | 14.3 | — | — | — | — | RNAV1 |

KUSHIMOTO 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 | MUROT | — | — | -7.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | MIYAT | — | 101 (093.3) | -7.9 | 19.0 | — | — | — | — | RNAV1 |
| 003 | TF | MERID | — | 090 (082.0) | -7.9 | 12.3 | — | — | — | — | RNAV1 |
| 004 | TF | KEC | — | 090 (082.2) | -7.9 | 42.3 | — | — | — | — | RNAV1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| OK14A | 332450.3N / 1334334.2E | MIYAT | 331934.3N / 1344250.9E |
| OK32A | 333615.7N / 1334417.5E | MERID | 332115.9N / 1345728.1E |
| OK32D | 332238.0N / 1340314.9E | KEC | 332651.9N / 1354740.2E |
| MUROT | 332041.6N / 1342010.7E | | |

CHANGE : PROC renamed. PROC course. VAR added. Navigation Specification. Waypoint Coordinates added.

STANDARD DEPARTURE CHART -INSTRUMENT

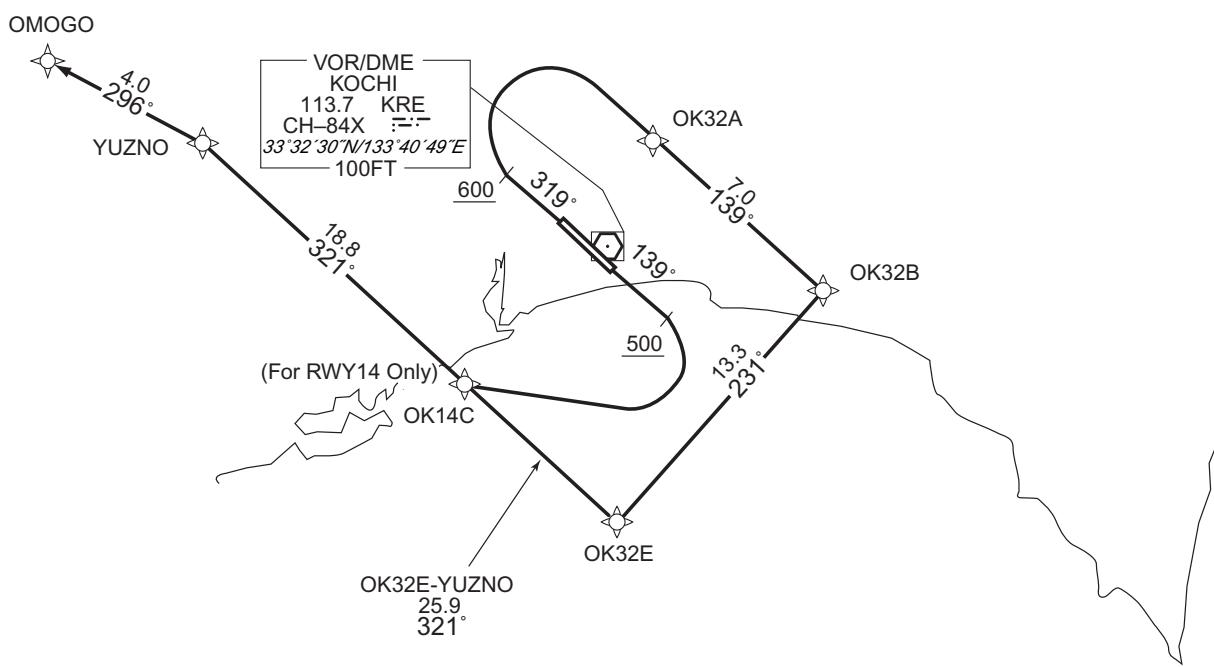
RJOK / KOCHI

RNAV SID

| OMOGO THREE DEPARTURE | | RNAV 1 |
|--|-----------------------|--|
| Note 1) DME/DME/IRU or GNSS required. ※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. | Critical DME | RWY14 : KRE 16NM to YUZNO - 7NM to YUZNO SUC 16NM to YUZNO - 7NM to YUZNO RWY32 : KRE 4NM to OK32B - 25NM to YUZNO SUC 4NM to OK32B - 25NM to YUZNO |
| 2) RADAR service required. | DME GAP | RWY14 : DER - 16NM to YUZNO RWY32 : DER - 4NM to OK32B 25NM to YUZNO - 18NM to YUZNO |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 8° W

CHANGE : PROC renamed. VAR. PROC course. Note RWY14 added.



RWY14 : Climb on HDG139° at or above 500FT, turn right direct to OK14C, to YUZNO, to OMOGO.

RWY32 : Climb on HDG319° at or above 600FT, turn right direct to OK32A, to OK32B, to OK32E, to YUZNO, to OMOGO.

Note RWY14 : 5.0% climb gradient required up to 500FT.

OBST ALT 61FT located at 0.2NM 179° FM end of RWY14.

RWY32 : 6.0% climb gradient required up to 2300FT.

OBST ALT 1970FT located at 6.1NM 005° FM end of RWY32.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

OMOGO THREE DEPARTURE

RWY14

| 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 | — | — | 139 (130.6) | -7.9 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OK14C | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | YUZNO | — | 321 (312.9) | -7.9 | 18.8 | — | — | — | — | RNAV1 |
| 004 | TF | OMOGO | — | 296 (288.5) | -7.9 | 4.0 | — | — | — | — | RNAV1 |

RWY32

| 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 | — | — | 319 (310.6) | -7.9 | — | — | +600 | — | — | RNAV1 |
| 002 | DF | OK32A | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | OK32B | — | 139 (130.7) | -7.9 | 7.0 | — | — | — | — | RNAV1 |
| 004 | TF | OK32E | — | 231 (222.8) | -7.9 | 13.3 | — | — | — | — | RNAV1 |
| 005 | TF | YUZNO | — | 321 (312.9) | -7.9 | 25.9 | — | — | — | — | RNAV1 |
| 006 | TF | OMOGO | — | 296 (288.5) | -7.9 | 4.0 | — | — | — | — | RNAV1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| OK14C | 332650.1N / 1333334.8E | YUZNO | 333934.0N / 1331704.7E |
| OK32A | 333615.7N / 1334417.5E | OMOGO | 334049.7N / 1331233.1E |
| OK32B | 333143.9N / 1335036.8E | | |
| OK32E | 332159.2N / 1333949.8E | | |

CHANGE : PROC renamed. PROC course, VAR. Waypoint Coordinates added.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

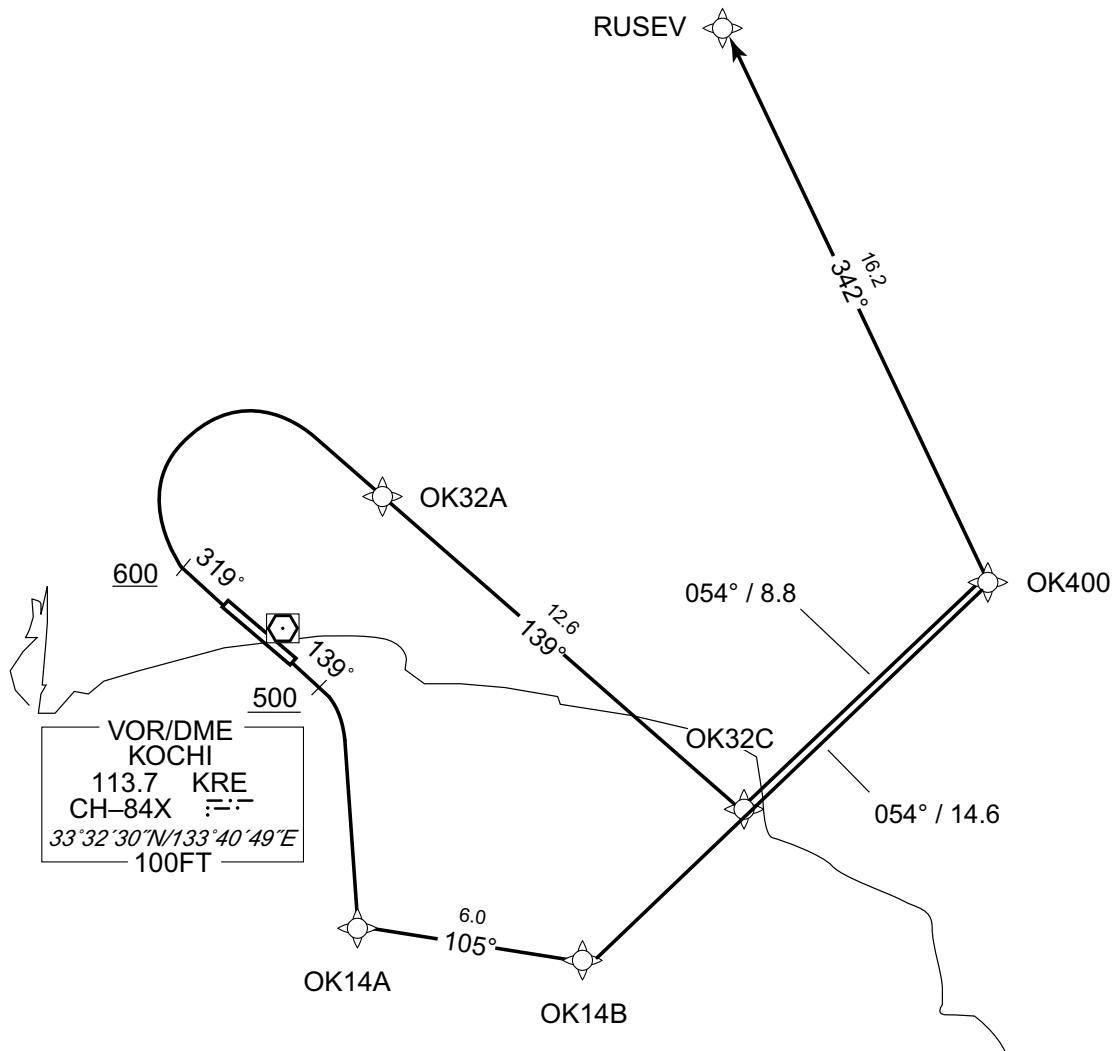
RNAV SID

RUSEV ONE DEPARTURE

RNAV 1

| | | |
|---|-----------------------|---|
| Note 1) DME/DME/IRU or GNSS required. ※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. 2) RADAR service required. | Critical DME | RWY14 : KRE 3.0NM FM DER - 10.0NM to OK400 SUC 3.0NM FM DER - 10.0NM to OK400 5.0NM to OK400 - 13.0NM to RUSEV RWY32 : KRE 9.0NM to OK32C - OK32C SUC 9.0NM to OK32C - 4.0NM to OK32C 5.0NM to OK400 - 13.0NM to RUSEV |
| | DME GAP | RWY14 : DER - 3.0NM FM DER RWY32 : DER - 9.0NM to OK32C |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 8° W



RWY14 : Climb on HDG139° at or above 500FT, turn right direct to OK14A, to OK14B, to OK400, to RUSEV.

RWY32 : Climb on HDG319° at or above 600FT, turn right direct to OK32A, to OK32C, to OK400, to RUSEV.

Note RWY14 : 5.0% climb gradient required up to 1200FT.

OBST ALT 61FT located at 0.2NM 179° FM end of RWY14.

OBST ALT 4560FT located at 16.9NM 068° FM end of RWY14.

RWY32 : 6.0% climb gradient required up to 2300FT.

OBST ALT 1970FT located at 6.1NM 005° FM end of RWY32.

CHANGE : New PROC.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

RUSEV ONE DEPARTURE

RWY14

| 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 | — | — | 139 (130.6) | -7.9 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OK14A | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | OK14B | — | 105 (097.5) | -7.9 | 6.0 | — | — | — | — | RNAV1 |
| 004 | TF | OK400 | — | 054 (046.3) | -7.9 | 14.6 | — | — | — | — | RNAV1 |
| 005 | TF | RUSEV | — | 342 (334.2) | -7.9 | 16.2 | — | — | — | — | RNAV1 |

RWY32

| 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 | — | — | 319 (310.6) | -7.9 | — | — | +600 | — | — | RNAV1 |
| 002 | DF | OK32A | — | — | -7.9 | — | R | — | — | — | RNAV1 |
| 003 | TF | OK32C | — | 139 (130.7) | -7.9 | 12.6 | — | — | — | — | RNAV1 |
| 004 | TF | OK400 | — | 054 (046.3) | -7.9 | 8.8 | — | — | — | — | RNAV1 |
| 005 | TF | RUSEV | — | 342 (334.2) | -7.9 | 16.2 | — | — | — | — | RNAV1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| OK14A | 332450.3N / 1334334.2E | OK400 | 333408.5N / 1340320.6E |
| OK14B | 332402.9N / 1335040.3E | RUSEV | 334844.3N / 1335450.3E |
| OK32A | 333615.7N / 1334417.5E | | |
| OK32C | 332804.1N / 1335542.6E | | |

CHANGE : New PROC.

STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

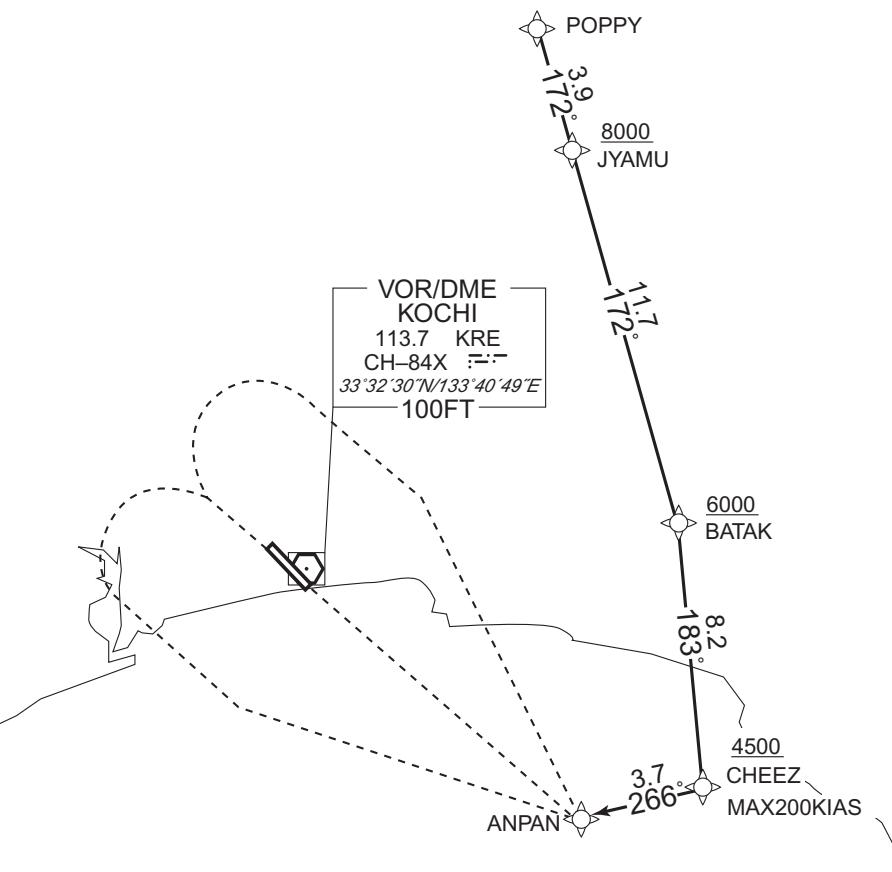
RNAV STAR

YOSAKOI NORTH ARRIVAL

RNAV 1

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

VAR 8° W



From POPPY, to JYAMU at or above 8000FT, to BATAK at or above 6000FT, to CHEEZ at or above 4500FT, to ANPAN.

| | | |
|-----------------------|---|---------------|
| Critical DME | SUC | BATAK - ANPAN |
| | KRE | BATAK - ANPAN |
| 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 | POPPY | — | — | -7.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | JYAMU | — | 172 (164.2) | -7.9 | 3.9 | — | +8000 | — | — | RNAV1 |
| 003 | TF | BATAK | — | 172 (164.2) | -7.9 | 11.7 | — | +6000 | — | — | RNAV1 |
| 004 | TF | CHEEZ | — | 183 (175.5) | -7.9 | 8.2 | — | +4500 | -200 | — | RNAV1 |
| 005 | TF | ANPAN | — | 266 (257.6) | -7.9 | 3.7 | — | — | — | — | RNAV1 |

CHANGE : VAR. PROC course.

STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

RNAV STAR

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| POPPY | 334905.1N / 1334915.3E | CHEEZ | 332555.0N / 1335507.1E |
| JYAMU | 334518.9N / 1335032.4E | ANPAN | 332507.5N / 1335048.5E |
| BATAK | 333404.3N / 1335421.3E | | |

CHANGE : Waypoint Coordinates added.

STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

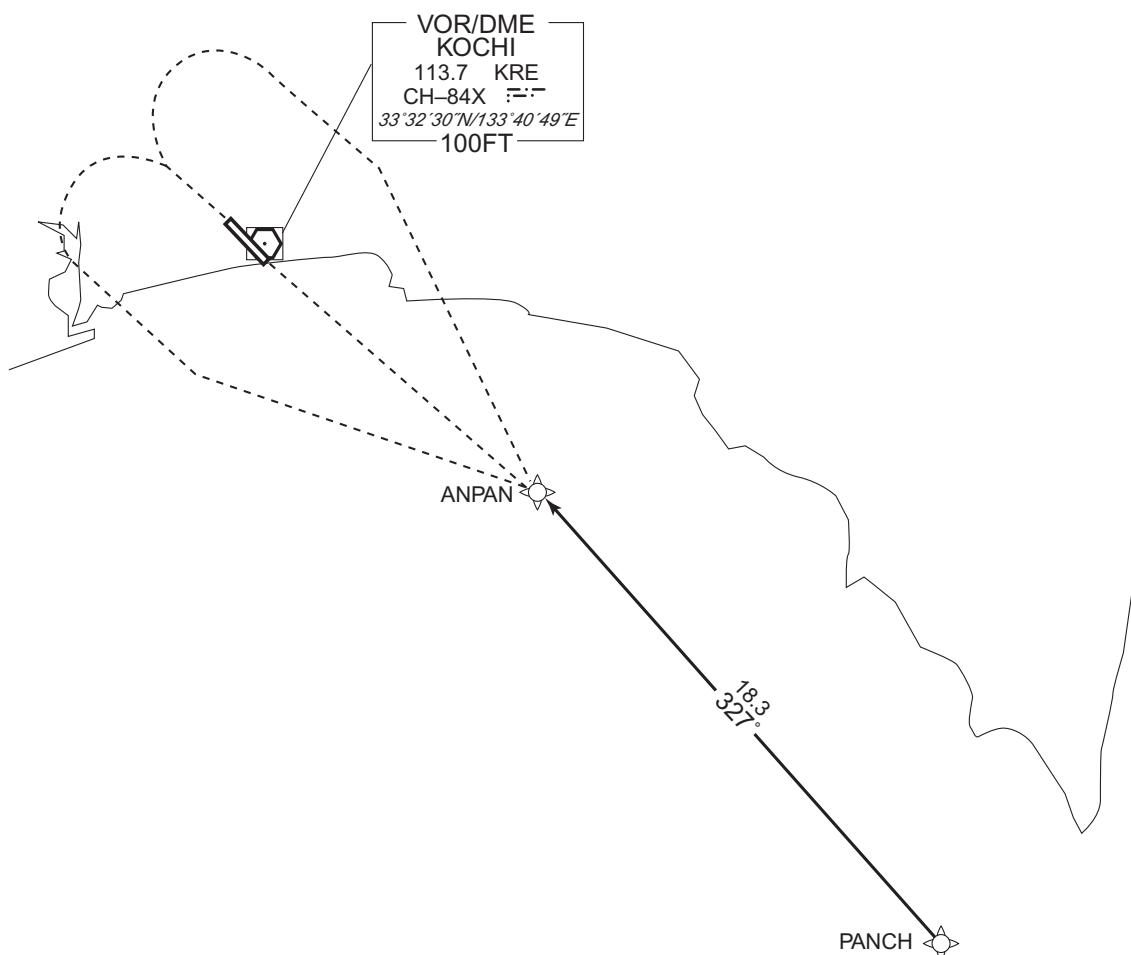
RNAV STAR

YOSAKOI EAST ARRIVAL

RNAV 1

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

VAR 8° W



From PANCH, to ANPAN.

| | | |
|-----------------------|---|----------------------|
| Critical DME | KRE | PANCH - ANPAN |
| | SUC | 8NM to ANPAN - ANPAN |
| DME GAP | - | |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 | |

CHANGE : VAR. PROC course.

| 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 | PANCH | — | — | -7.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | ANPAN | — | 327 (318.7) | -7.9 | 18.3 | — | — | — | — | RNAV1 |

STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

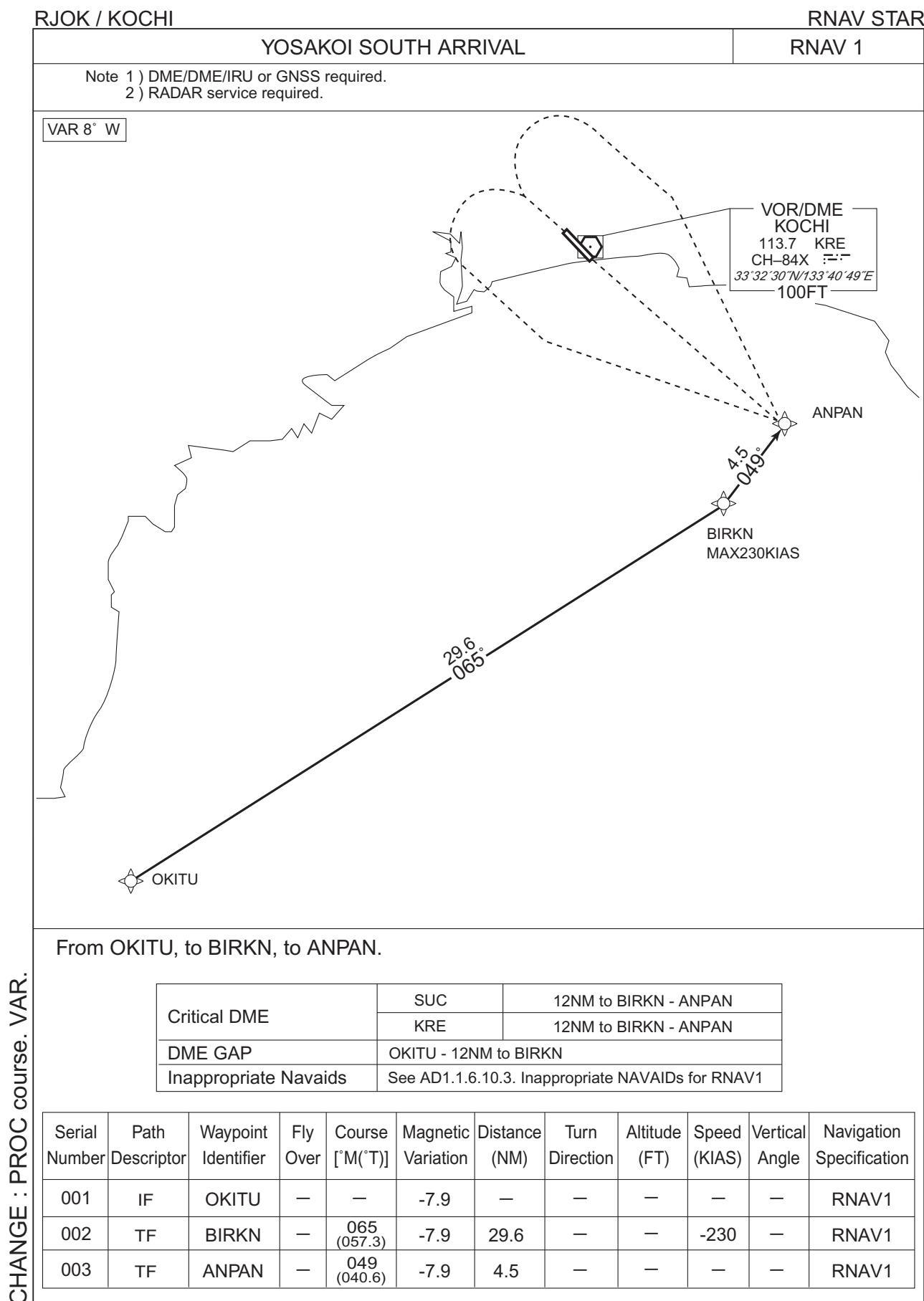
RNAV STAR

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| PANCH | 331121.3N / 1340517.6E | ANPAN | 332507.5N / 1335048.5E |

CHANGE : Waypoint Coordinates added.

STANDARD ARRIVAL CHART -INSTRUMENT



STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

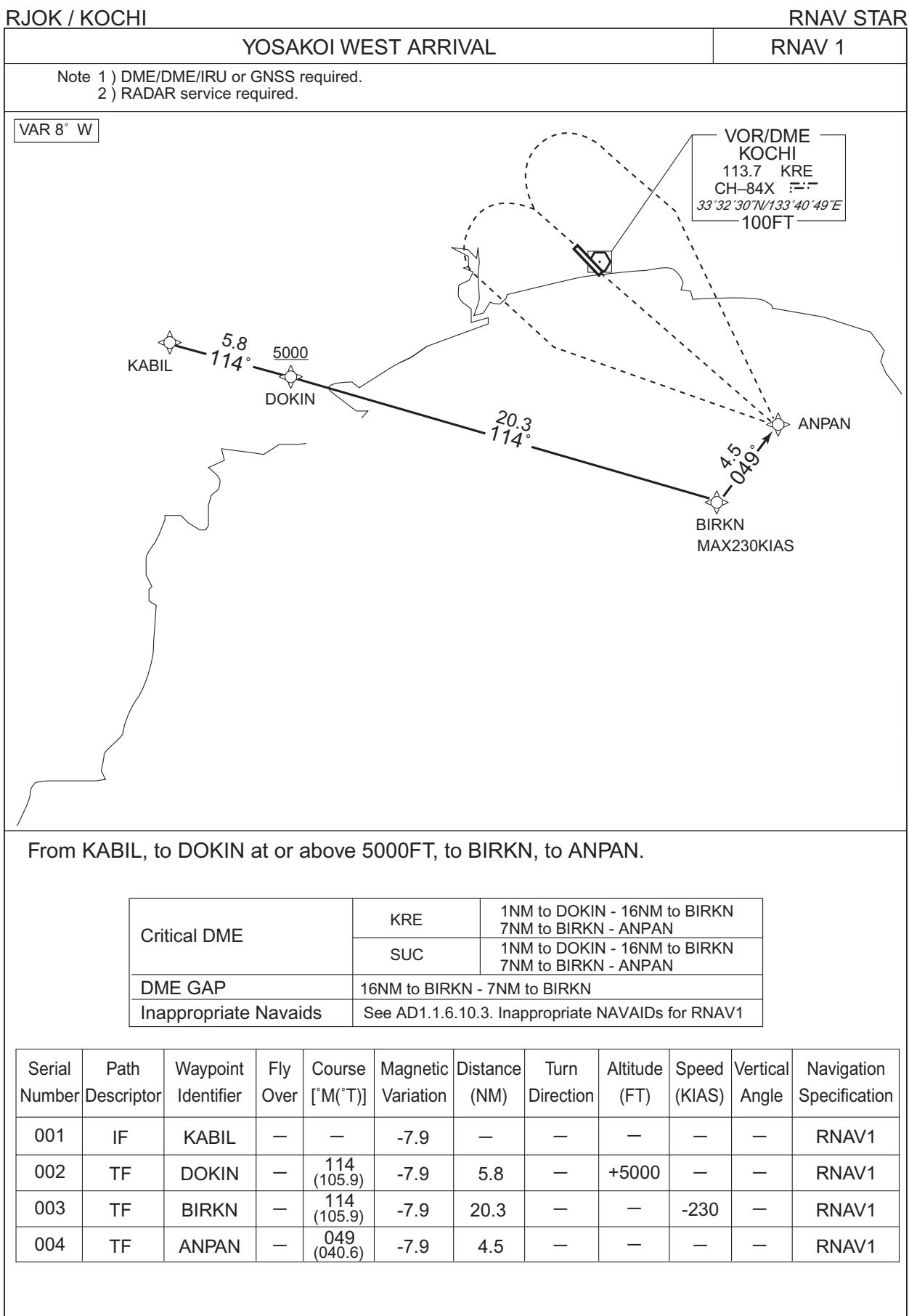
RNAV STAR

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| OKITU | 330547.5N / 1331731.5E | ANPAN | 332507.5N / 1335048.5E |
| BIRKN | 332142.6N / 1334717.9E | | |

CHANGE : Waypoint Coordinates added.

STANDARD ARRIVAL CHART -INSTRUMENT



STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

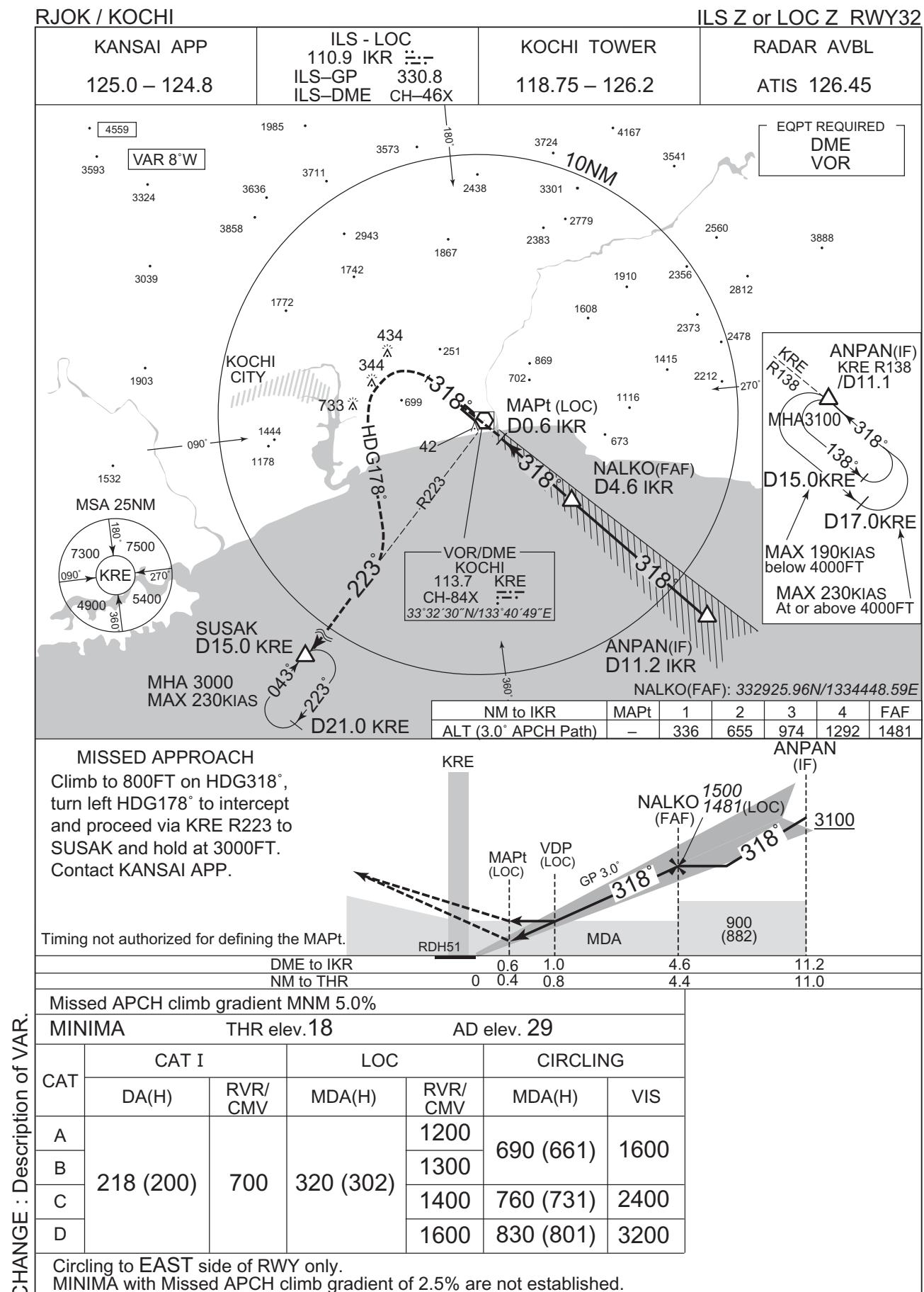
RNAV STAR

Waypoint Coordinates

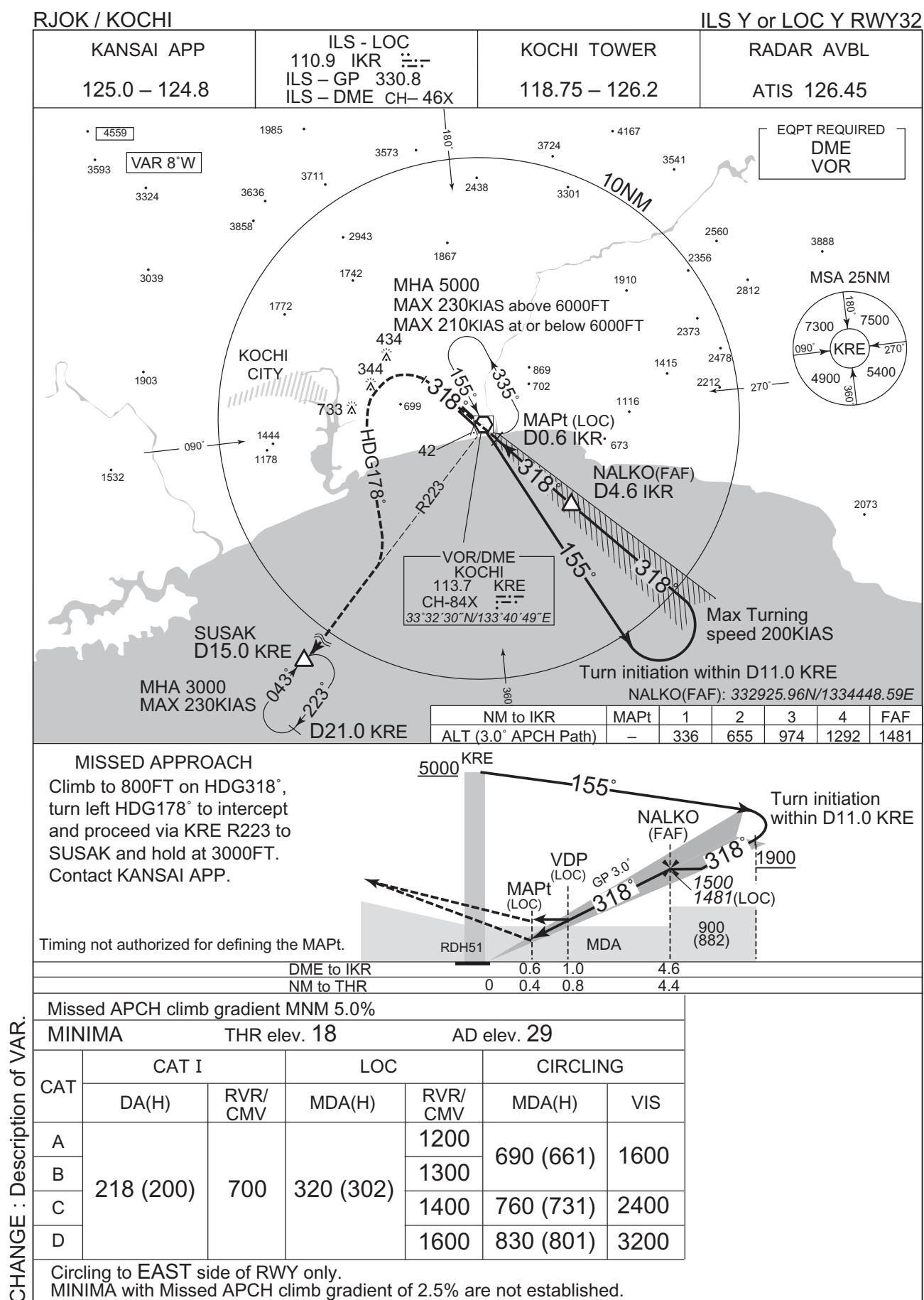
| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| KABIL | 332854.0N / 1331717.4E | BIRKN | 332142.6N / 1334717.9E |
| DOKIN | 332718.9N / 1332357.6E | ANPAN | 332507.5N / 1335048.5E |

CHANGE : Waypoint Coordinates added.

INSTRUMENT APPROACH CHART



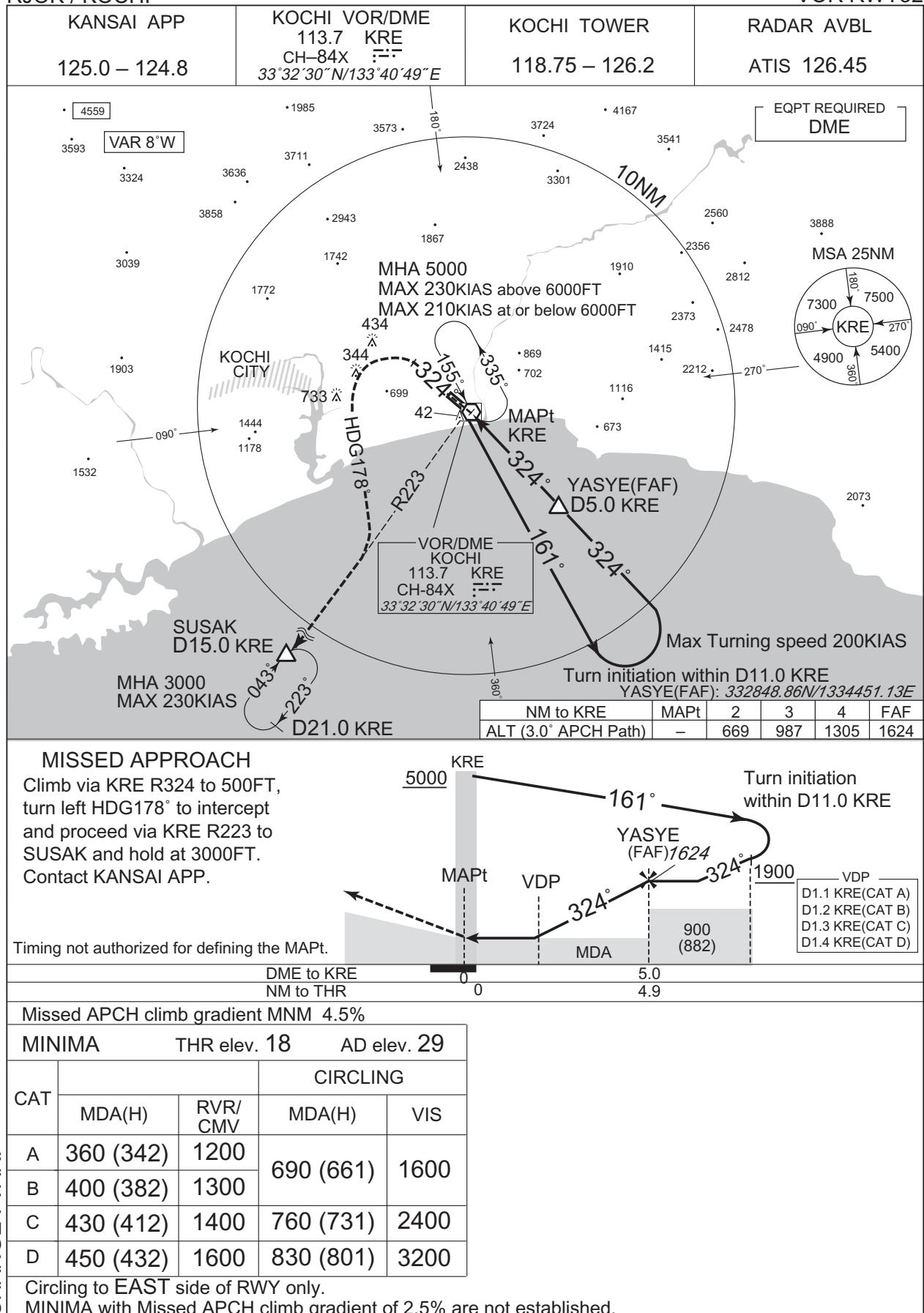
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJOK / KOCHI

VOR RWY32



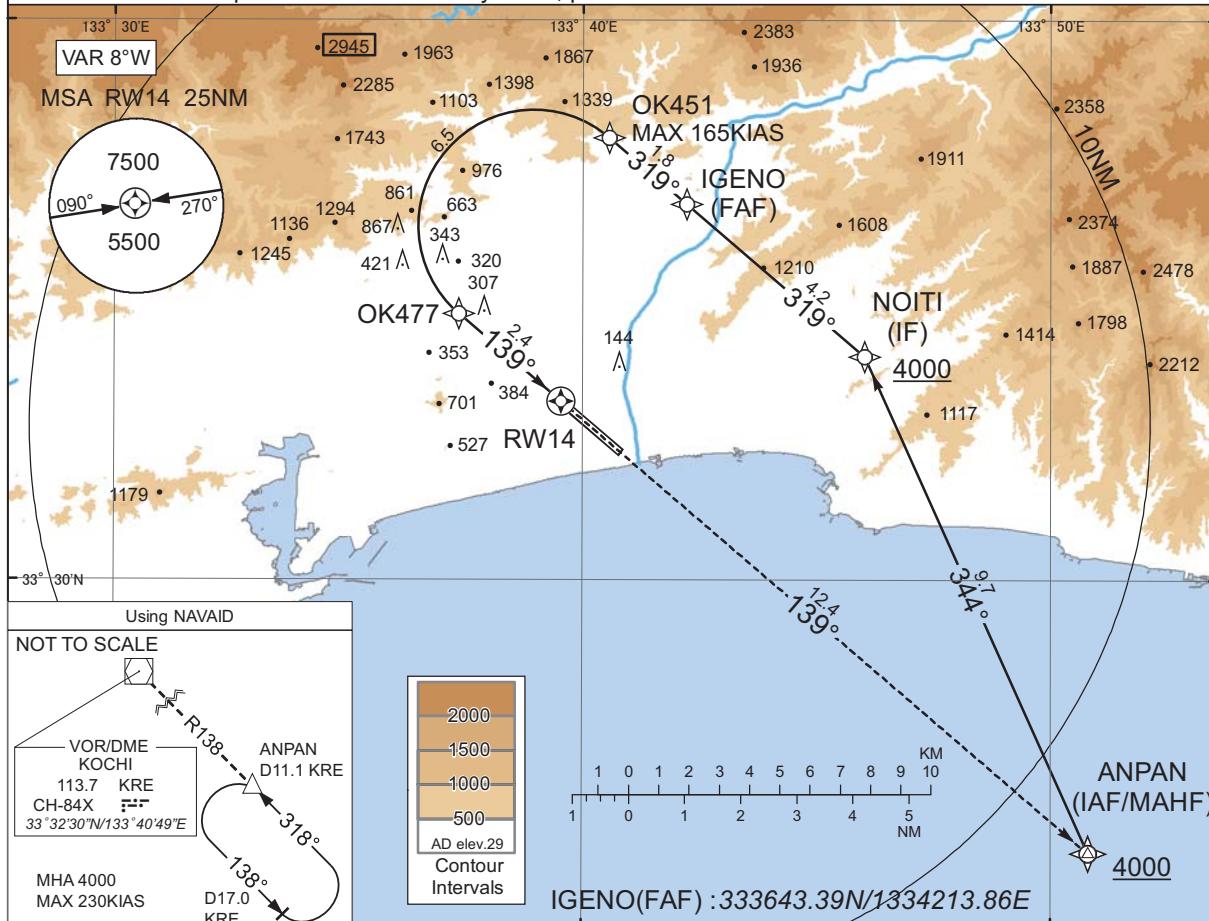
INSTRUMENT APPROACH CHART

RJOK / KOCHI

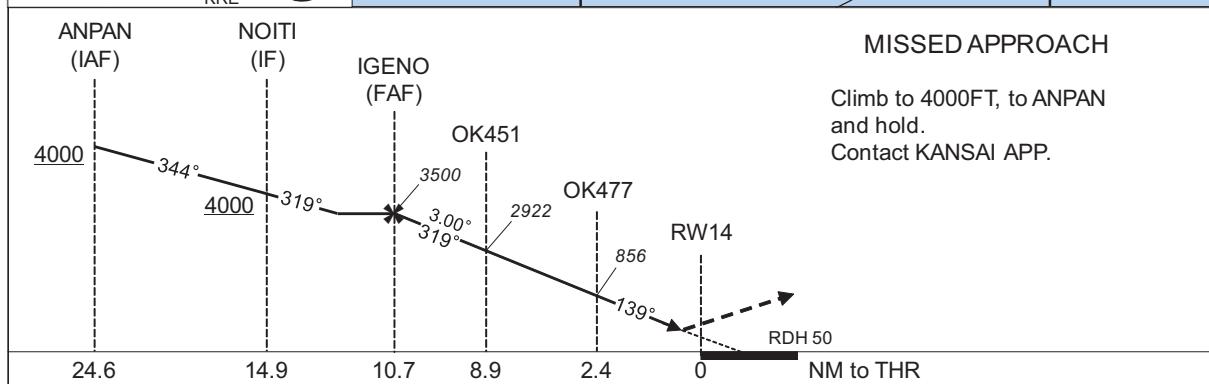
RNP Z RWY14(AR)

| | | | |
|-----------------------------|------------------------|-------------------------------|---------------------------|
| KANSAI APP 125.0 - 124.8 | RNP AR RF required. | KOCHI TOWER 118.75 - 126.2 | RADAR AVBL ATIS 126.45 |
|-----------------------------|------------------------|-------------------------------|---------------------------|

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



CHANGE : PROC course. VAR. MSA. RNAV HLDG abolished.



Authorization Required

| MINIMA | | THR elev. 42 | | AD elev. 29 | |
|--------|----------|--------------|----------|-------------|--|
| CAT | RNP 0.14 | | RNP 0.30 | | |
| | DA(H) | CMV | DA(H) | CMV | |
| A | - | - | - | - | |
| B | | | | | |
| C | 342(300) | 1400 | 611(569) | 1600 | |
| D | | 1600 | | 1800 | |

INSTRUMENT APPROACH CHART

RJOK / KOCHI

RNP Z RWY14(AR)

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 | ANPAN | - | - | -7.9 | - | - | +4000 | - | - | - |
| 002 | TF | NOITI | - | 344 (335.9) | -7.9 | 9.7 | - | +4000 | - | - | 1.0 |
| 003 | TF | IGENO | - | 319 (310.7) | -7.9 | 4.2 | - | 3500 | - | - | 1.0 |
| 004 | TF | OK451 | - | 319 (310.7) | -7.9 | 1.8 | - | 2922 | -165 | -3.00 | 0.14 0.30 |
| 005 | RF Center: OKRF1 r=2.07NM | OK477 | - | - | -7.9 | 6.5 | L | 856 | - | -3.00 | 0.14 0.30 |
| 006 | TF | RW14 | Y | 139 (130.6) | -7.9 | 2.4 | - | 92 | - | -3.00/50 | 0.14 0.30 |
| 007 | TF | ANPAN | - | 139 (130.6) | -7.9 | 12.4 | - | 4000 | - | - | 1.0 |

Waypoint Coordinates

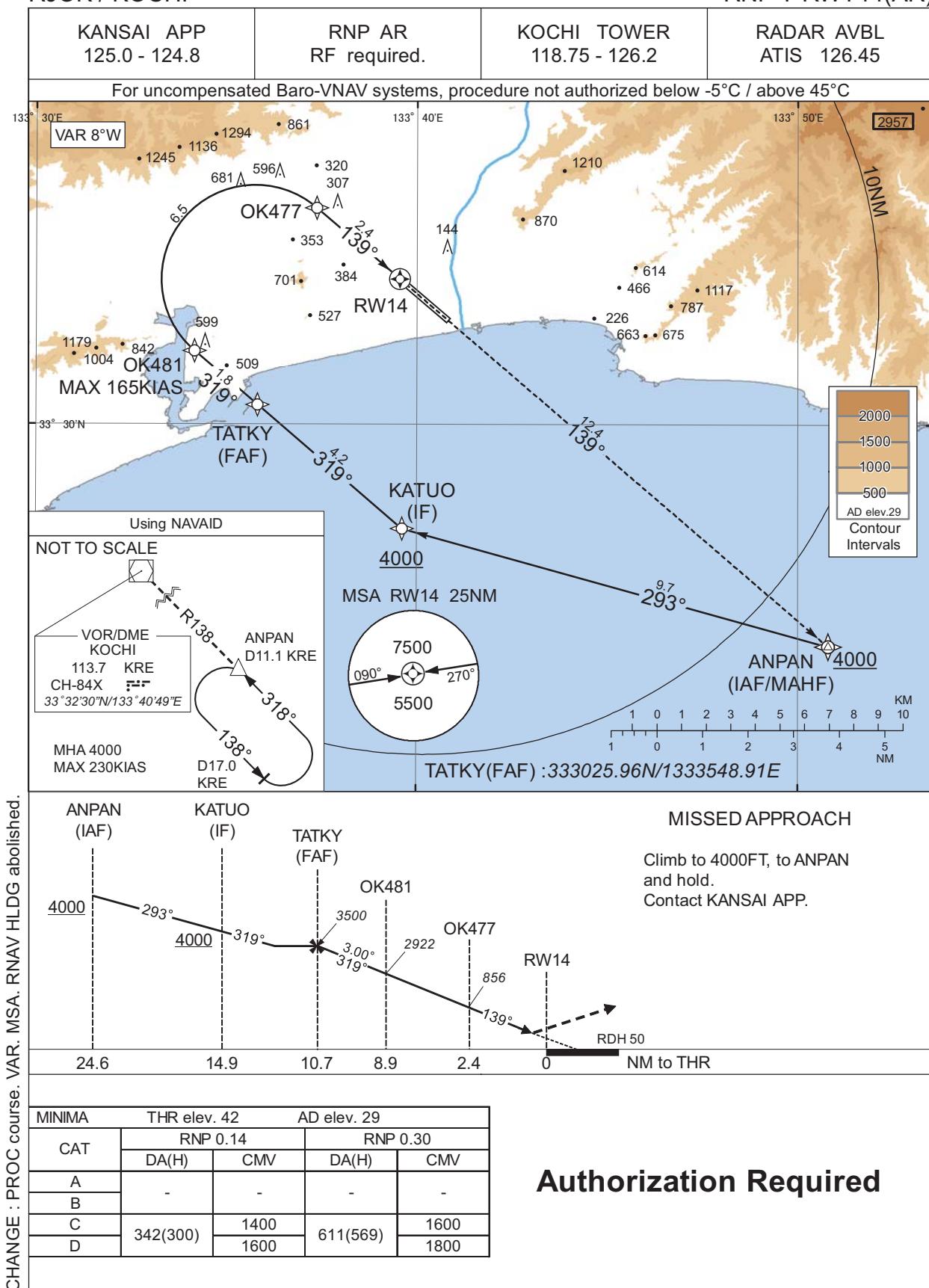
| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| ANPAN | 332507.54N / 1335048.52E | OKRF1 | 333620.13N / 1333858.11E |
| NOITI | 333400.03N / 1334602.07E | | |
| IGENO | 333643.39N / 1334213.86E | | |
| OK451 | 333754.48N / 1334034.43E | | |
| OK477 | 333445.76N / 1333721.85E | | |
| RW14 | 333312.04N / 1333932.98E | | |

CHANGE : PROC course. VAR.

INSTRUMENT APPROACH CHART

RJOK / KOCHI

RNP Y RWY14(AR)

**Authorization Required**

INSTRUMENT APPROACH CHART

RJOK / KOCHI

RNP Y RWY14(AR)

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 | ANPAN | - | - | -7.9 | - | - | +4000 | - | - | - |
| 002 | TF | KATUO | - | 293 (285.5) | -7.9 | 9.7 | - | +4000 | - | - | 1.0 |
| 003 | TF | TATKY | - | 319 (310.6) | -7.9 | 4.2 | - | 3500 | - | - | 1.0 |
| 004 | TF | OK481 | - | 319 (310.6) | -7.9 | 1.8 | - | 2922 | -165 | -3.00 | 0.14 0.30 |
| 005 | RF Center: OKRF2 r=2.07NM | OK477 | - | - | -7.9 | 6.5 | R | 856 | - | -3.00 | 0.14 0.30 |
| 006 | TF | RW14 | Y | 139 (130.6) | -7.9 | 2.4 | - | 92 | - | -3.00/50 | 0.14 0.30 |
| 007 | TF | ANPAN | - | 139 (130.6) | -7.9 | 12.4 | - | 4000 | - | - | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| ANPAN | 332507.54N / 1335048.52E | OKRF2 | 333311.37N / 1333545.65E |
| KATUO | 332742.79N / 1333937.02E | | |
| TATKY | 333025.96N / 1333548.91E | | |
| OK481 | 333136.96N / 1333409.51E | | |
| OK477 | 333445.76N / 1333721.85E | | |
| RW14 | 333312.04N / 1333932.98E | | |

CHANGE : PROC course. VAR.

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Visual REP



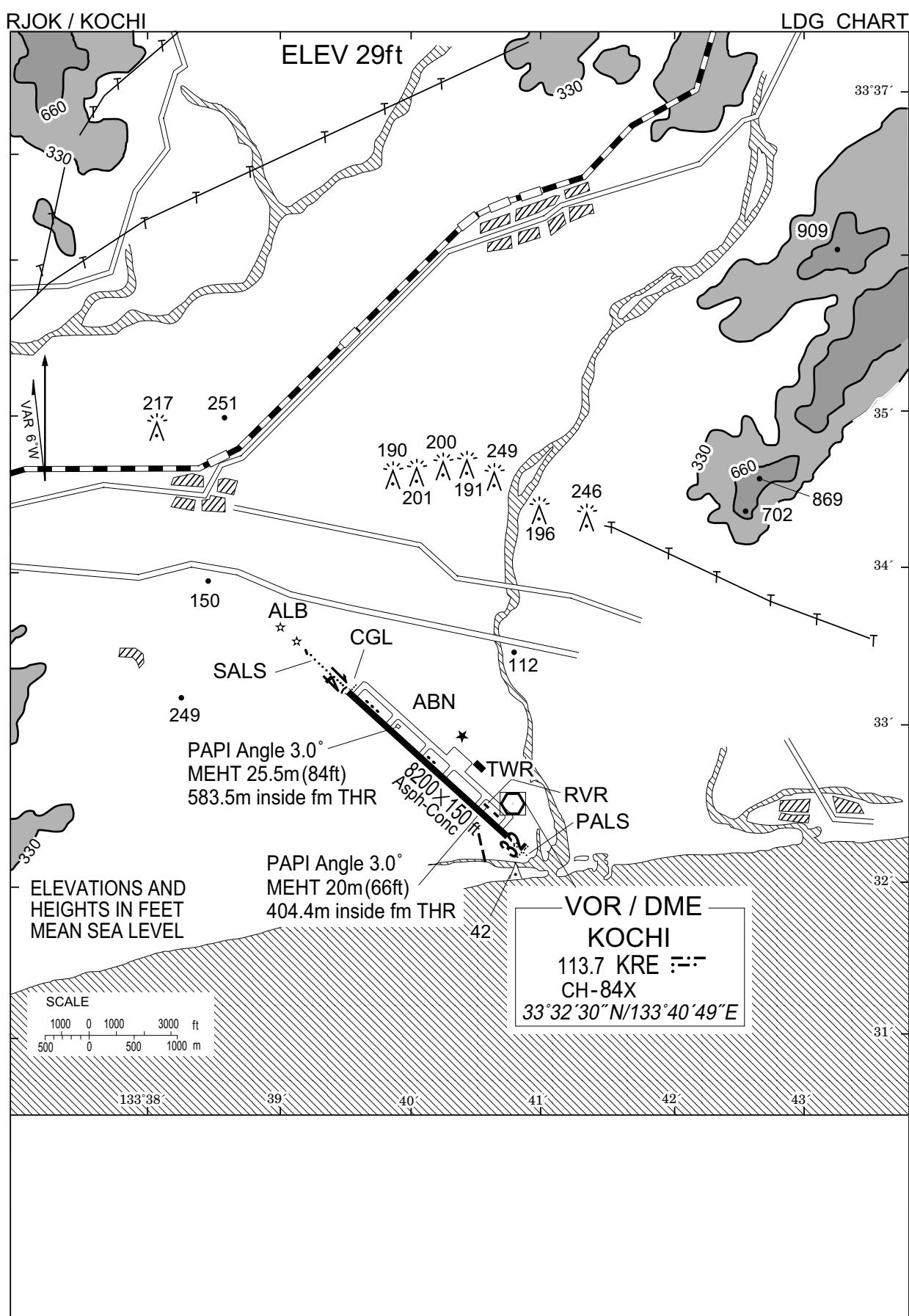
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

| Call sign | BRG / DIST from ARP | Remarks |
|----------------------|---------------------|--|
| 植野 Ueno | 349°T / 5.0NM | ゴルフ場 Golf Course |
| 工科大 Kokadai | 029°T / 5.2NM | 高知工科大学 Kochi University of Technology |
| 高知駅 Kochi Station | 281°T / 6.4NM | JR高知駅 Station |
| 伊野 Ino | 270°T / 10.2NM | JR伊野駅 Station |
| 芸西 Geisei | 104°T / 6.0NM | ホテル Hotel |
| 桂浜 Katsurahama | 242°T / 5.8NM | 浦戸大橋 Bridge |
| 安芸 Aki | 104°T / 12.5NM | 安芸川河口 River mouth |
| 横浪 Yokonami | 236°T / 13.0NM | ホテル Hotel |

CHANGE : Call sign(ino), Note established.

注: 有視界飛行方式により高知空港に着陸しようとする航空機又は高知航空交通管制圏を通過しようとする航空機は、競合する航空機の交通情報の提供を早期に受けるため、特に北西～北東方向から進入する場合、飛行場標点から10NM以遠で、高知タワーと通信設定することが推奨される。

NOTE: When VFR flight is going to enter the control zone for landing or passing through, the pilot is recommended to contact the control tower before passing 10NM from ARP especially in case of coming from northwest to northeast in order to be provided related traffic information as soon as possible.



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Minimum Vectoring Altitude CHART

