

**AD 2 AERODROMES****RJOB AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJOB - OKAYAMA****RJOB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD   | 344525N/1335119E<br>059°/1.5km FM RWY 07 THR   |
| 2 | Direction and distance from (city)   | 11.5km(6.2nm) NW of Okayama Station (Japan Railway)  |
| 3 | Elevation/ Reference temperature   | 785ft / 32°C(2017-2022)  |
| 4 | Geoid undulation at AD ELEV PSN  | 117ft  |
| 5 | MAG VAR/ Annual change   | 8°W(2015) / 4'W  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Okayama Pref Public AP.<br>1277 Nichiouji, Kita-ku, Okayama-shi, Okayama Pref.<br>Tel : 086-294-5550 Fax : 086-294-4178<br>E-mail : kukokanri@pref.okayama.lg.jp<br>Web site : <a href="http://www.pref.okayama.jp/doboku/kukokanri/kukokanri.htm">http://www.pref.okayama.jp/doboku/kukokanri/kukokanri.htm</a> |
| 7 | Types of traffic permitted (IFR/ VFR)  | IFR/VFR  |
| 8 | Remarks  | Okayama airport branch<br>1277 Nichiouji, Kita-ku, Okayama-shi, Okayama Pref.<br>Tel : 086-294-2326 Fax : 086-294-4351   |

**RJOB AD 2.3 OPERATIONAL HOURS**

|    |                           |  |
|----|---------------------------|--|
| 1  | AD Administration         | 2200 - 1300  |
| 2  | Customs and immigration   | Customs: 2230-1230<br>Immigration: INTL SKED FLT hours only  |
| 3  | Health and sanitation     | Quarantine(human): 2330-1230<br>Quarantine(animal): 2330-0800<br>Quarantine(plant): INTL SKED FLT hours only |
| 4  | AIS Briefing Office       | Nil  |
| 5  | ATS Reporting Office(ARO) | Nil  |
| 6  | MET Briefing Office       | H24 (KANSAI)   |
| 7  | ATS                       | 2200 - 1300  |
| 8  | Fuelling                  | 2100 - 1100  |
| 9  | Handling                  | Nil  |
| 10 | Security                  | Nil  |
| 11 | De-icing                  | Nil  |
| 12 | Remarks                   | Nil  |

**RJOB AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |   |
|---|---|---|
| 1 | Cargo-handling facilities               | AVBL up to B747-400 aircraft                              |
| 2 | Fuel/ oil types                         | JET A-1   |
| 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                                 | Fueling spot 1, 1A, 1B, 2, 3, 5, 5B, 6, 6B, 7, 7B, 8 only |

**RJOB AD 2.5 PASSENGER FACILITIES**

|   |                      |                            |
|---|----------------------|----------------------------|
| 1 | Hotels               | Nil                        |
| 2 | Restaurants          | At airport, not continuous |
| 3 | Transportation       | Busses and Taxis           |
| 4 | Medical facilities   | In Okayama city            |
| 5 | Bank and Post Office | Nil                        |
| 6 | Tourist Office       | Nil                        |
| 7 | Remarks              | Nil                        |

**RJOB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |  |
|---|---|--|
| 1 | AD category for fire fighting               | CAT 9  |
| 2 | Rescue equipment                            | Fire fighting truck x 3, Pumper truck x 1, Medical truck x 1 |
| 3 | Capability for removal of disabled aircraft | Nil  |
| 4 | Remarks                                     | Nil  |

**RJOB AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |   |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Antifreezing agent spreader x 2, Motor grader x 2, Tractor shovel x 2 |
| 2 | Clearance priorities        | Nil   |
| 3 | Remarks                     | Seasonal availability : mid DEC - mid MAR                             |

**RJOB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | Spot 1-8<br>Surface : Cement-concrete, Strength : PCN 62/R/B/X/T<br>Spot11-15<br>Surface : Asphalt-concrete, Strength : AUW 5700kg/0.28Mpa<br>Spot21<br>Surface : Asphalt-concrete, Strength : PCN 12/F/B/X/T  |
| 2 | Taxiway width, surface and strength | T1,T7<br>Width : 26.5m, Surface : Asphalt-concrete, PCN 63/F/B/X/T<br>T2,T3,T5,T6<br>Width : 30m, Surface : Asphalt-concrete, PCN 58/F/A/X/T<br>T4<br>Width : 30m, Surface : Asphalt-concrete,PCN 63/F/B/X/T<br>P1,P3,P4,P5,P6<br>Width : 23m, Surface : Asphalt-concrete, PCN 63/F/B/X/T<br>P2<br>Width : 23m, Surface : Asphalt-concrete, PCN 58/F/A/X/T                           |
| 3 | ACL and elevation                   | Not available  |
| 4 | VOR checkpoints                     | Not available  |
| 5 | INS checkpoints                     | Spot NR<br>1 : 344533.14N/1335108.77E<br>1A : 344532.89N/1335108.12E<br>1B : 344533.56N/1335109.49E<br>2 : 344534.22N/1335111.30E<br>3 : 344535.54N/1335113.66E<br>5 : 344536.66N/1335115.93E<br>5B : 344536.45N/1335116.47E<br>6 : 344537.56N/1335117.63E<br>6B : 344537.89N/1335118.31E<br>7 : 344538.21N/1335118.96E<br>7B : 344538.56N/1335119.69E<br>8 : 344538.88N/1335120.33E |
| 6 | Remarks                             | Nil  |

**RJOB 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 | Nil  |
| 2 | RWY and TWY markings and LGT  | RWY:RWY07/25<br>(Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe<br>(LGT) RCLL, REDL, RTHL, RENL, WBAR(RWY07), RTZL(RWY07)<br>TWY:<br>(Marking) TWY CL, TWY side stripe, RWY HLDG PSN, Mandatory instruction<br>(LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT(T1-T7), Taxiing guidance sign(T1-T7) |
| 3 | Stop bars   | Nil  |
| 4 | Remarks   | (Marking) Overrun area<br>(LGT) Apron flood LGT  |

**RJOB AD 2.10 AERODROME OBSTACLES**

- In Area2 See Obstacle data
- In Area3 To be developed

**RJOB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |   |   |
|----|---|---|
| 1  | Associated MET Office   | KANSAI  |
| 2  | Hours of service<br>MET Office outside hours                        | H24 (KANSAI)  |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | KANSAI<br>30 Hours  |
| 4  | Trend forecast<br>Interval of issuance                              | Nil   |
| 5  | Briefing/ consultation provided                                     | Briefing is available upon inquiry at KANSAI  |
| 6  | Flight documentation<br>Language(s) used                            | C<br>En   |
| 7  | Charts and other information available for briefing or consultation | S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2/T</sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N |
| 8  | Supplementary equipment available for providing information         | Nil   |
| 9  | ATS units provided with information                                 | TWR   |
| 10 | Additional information(limitation of service, etc.)                 | Nil   |

## RJOB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR                 | TRUE BRG | Dimensions of<br>RWY(M) | Strength(PCN) and<br>surface of RWY | THR coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|--|----------|-------------------------|-------------------------------------|---|---|
| 1                                      | 2        | 3                       | 4                                   | 5                                       | 6   |
| 07                                     | 059.23°  | 3000x45                 | PCN 63/F/B/X/T<br>Asphalt-Concrete  | 344500.07N<br>1335028.89E<br>117.1ft    | THR ELEV : 806ft<br>TDZ : 805.9ft                                     |
| 25                                     | 239.23°  | 3000x45                 | PCN 63/F/B/X/T<br>Asphalt-Concrete  | 344549.88N<br>1335210.24E<br>117.3ft    | THR ELEV : 804ft  |
| Slope of RWY                           |          | Strip<br>Dimensions(M)  | RESA (Overrun)<br>Dimensions (M)    |   | Remarks   |
| 7                                      | 10       |                         | 11                                  |   | 14  |
| See AD2.24 AD chart                    |          | 3120x300                | 190x(MNM:160 MAX:300)*              |   |   |
|  |          | 3120x300                | 40x280                              |   | RWY Grooving:3000x30m   |
| *For detail, ask airport administrator |          |                         |                                     |   |   |

## RJOB AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
| 07             | 3000        | 3000        | 3000        | 3000       | Nil     |
| TWY:T2         | 2500        | 2500        | 2500        |            |         |
| TWY:T3         | 2000        | 2000        | 2000        |            |         |
| TWY:T4         | 1500        | 1500        | 1500        |            |         |
| 25             | 3000        | 3000        | 3000        | 3000       | Nil     |
| TWY:T6         | 2489        | 2489        | 2489        |            |         |
| TWY:T5         | 2000        | 2000        | 2000        |            |         |
| TWY:T4         | 1500        | 1500        | 1500        |            |         |

**RJOB 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              |
| 07   | PALS (CAT I)<br>900m<br>LIH | Green<br>Green  | PAPI 3.0°/LEFT<br>413m<br>66ft      | 900m     | 3000m<br>30m<br>Coded color (White/Red)<br>LIH | 3000m<br>60m<br>Coded color (White/Yellow)<br>LIH | Red             | Nil (*1)       |
| 25   | SALS<br>420m<br>LIH         | Green           | PAPI 3.0°/LEFT<br>511.6m<br>74ft    | Nil      | 3000m<br>30m<br>Coded color (White/Red)<br>LIH | 3000m<br>60m<br>Coded color (White/Yellow)<br>LIH | Red             | Nil (*1)       |
| Remarks  |                             |                 |                                     |          |  |   |                 |                |
| 10   |                             |                 |                                     |          |  |   |                 |                |
| Overrun area edge LGT(LEN:60m Color:Red)(*1)<br>CGL for RWY 25 |                             |                 |                                     |          |  |   |                 |                |

**RJOB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 344544N/1335120E, White/Green EV4.3sec, HO  |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI : Nil<br>Anemometer :<br>RWY 07 : 45m away from RWY 07 THR, 220.5m N of RCL.<br>RWY 25 : 250m inside from RWY 25 THR, 120m S of RCL. |
| 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 : RCLL, REDL, RTHL, RENL, WBAR, Overrun area edge LGT<br>Within 15 sec : Other LGT  |
| 5 | Remarks  | WDI LGT  |

**RJOB AD 2.16 HELICOPTER LANDING AREA**

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

**RJOB 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       |
| OKAYAMA CTR                    | Area within a radius of 5nm of OKAYAMA ARP(34°45'N/133°51'E) | 3000 or below        | D                       | OKAYAMA TOWER En            |         |

**RJOB AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign                        | Frequency   | Hours of operation | Remarks  |
|---------------------|----------------------------------|---|--------------------|--|
| 1                   | 2                                | 3   | 4                  | 5  |
| APP/ASR             | Kansai Approach/<br>Kansai Radar | 121.2MHz(1)<br>120.4MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2200 - 1300        | (1) Primary<br>APP Service Provided by<br>Kansai APP |
| DEP                 | Kansai Departure                 | 120.4MHz<br>121.2MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E)    | 2200 - 1300        |  |
| TWR                 | Okayama Tower                    | 124.3MHz(1)<br>126.2MHz   | 2200 - 1300        | (1)Primary   |

**RJOB AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type of aid<br>(VOR<br>declination) | ID  | Frequency           | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks   |
|-------------------------------------|-----|---------------------|-----------------------|---|--|---|
| 1                                   | 2   | 3                   | 4                     | 5   | 6  | 7   |
| VOR<br>(8°W/2016)                   | OYE | 111.0MHz            | H24                   | 344501.38N/<br>1335006.20E                            |  |   |
| DME                                 | OYE | 1008MHz<br>(CH-47X) | H24                   | 344501.38N/<br>1335006.20E                            | 880ft  |   |
| ILS-LOC 07                          | IOY | 110.3MHz            | 2200-1300             | 344553.74N/<br>1335218.11E                            |  | LOC:233m(764ft) away FM<br>RWY 25 THR,<br>BRG(MAG) 067°   |
| ILS-GP 07                           | -   | 335.0MHz            | 2200-1300             | 344501.76N/<br>1335042.01E                            |  | GP:315m(1034ft) inside FM<br>RWY 07 THR, 126m(413ft) S<br>of RCL.<br>HGT of ILS REF datum<br>16.5m(54ft)<br>GP angle 3.0° |
| ILS-DME 07                          | IOY | 1001MHz<br>(CH-40X) | 2200-1300             | 344501.70N/<br>1335042.50E                            | 819ft  | DME:324m(1063ft) inside FM<br>RWY 07 THR, 133m(436ft) S<br>of RCL.  |
| MSAS                                |     | 1575.42MHz          | H24                   |   |  | Transmitting antennas are<br>satellite based.   |



REMARKS : 1. ILS - LOC beam BRG(MAG) 067°  
           2. HGT of ILS REF datum 16.5m(54ft)  
           3. ILS - GP Angle 3.0°  
           4. ELEV of ILS - DME 249.5m(819ft)

### RJOB AD 2.20 LOCAL TRAFFIC REGULATIONS

#### 1. Airport regulations

Nil

#### 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

##### 1.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 T6

| Wing Span (WS) of aircraft taxiing on TWY P1-P2 or P5-P6 | WS <=14.6m | WS >14.6m |
|--|------------|-----------|
| Wing tip clearance                                       | *B         | *C        |

##### Legend:

- \*A : wing tip clearance >= 15m
- \*B : 10.5m <= wing tip clearance < 15m
- \*C : wing tip clearance < 10.5m

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

10. Remarks

Nil

## RJOB AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## RJOB 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 | 07  | A, B, C, D | 400m            | 400m | 400m                        | 400m | -                  | 500m |
|   | 25  | A, B, C, D | -               | 400m | -                           | 400m | -                  | 500m |
| OTHER                                     | 07  | A, B, C, D | AVBL LDG MINIMA |      |                             |      |                    |      |
|   | 25  |            |                 |      |                             |      |                    |      |

### 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;

- (I)
  1. Contact Okayama Tower.
  2. If unable, proceed in accordance with Visual Flight Rules.
  3. If unable,
    - (1)When the aircraft is at or above 4,000ft, proceed to Kibi VOR/DME maintaining the last assigned altitude or 4,000ft whichever is higher and execute instrument approach.
    - (2)When the aircraft is below 4,000ft,
      - a. and established on a segment of the Instrument Approach Procedure, execute that Instrument Approach.
      - b. and not yet established on a segment of the Instrument Approach Procedure, climb and maintain 4,000ft and proceed to Kibi VOR/DME and execute instrument approach.
  - (II) Procedures other than above will be issued when situation required.

## RJOB AD 2.23 ADDITIONAL INFORMATION

Nil

**RJOB AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome/Heliport Chart  
Aerodrome Obstacle Chart - ICAO type A (RWY07)  
Aerodrome Obstacle Chart - ICAO type A (RWY25)  
Aerodrome Obstacle Chart - ICAO type B  
Standard Departure Chart - Instrument (KIBI)  
Standard Departure Chart - Instrument (CHIZU)  
Standard Departure Chart - Instrument (MIYAZU TRANSITION)  
Standard Departure Chart - Instrument (OLIVE-RNAV)  
Standard Departure Chart - Instrument (WASYU-RNAV)  
Instrument Approach Chart (ILS Z RWY07)  
Instrument Approach Chart (ILS Y RWY07)  
Instrument Approach Chart (LOC RWY07)  
Instrument Approach Chart (VOR RWY07)  
Instrument Approach Chart (VOR RWY25)  
Instrument Approach Chart (RNP Z RWY07 (AR))  
Instrument Approach Chart (RNP Y RWY07 (AR))  
Instrument Approach Chart (RNP Z RWY25 (AR))  
Instrument Approach Chart (RNP Y RWY25 (AR))  
Other Chart (Visual REP)  
Other Chart (LDG Chart)  
Other Chart (MVA Chart)

RJOB / OKAYAMA

## AD CHART

CHANGE : Spot 1A, 1B installed.

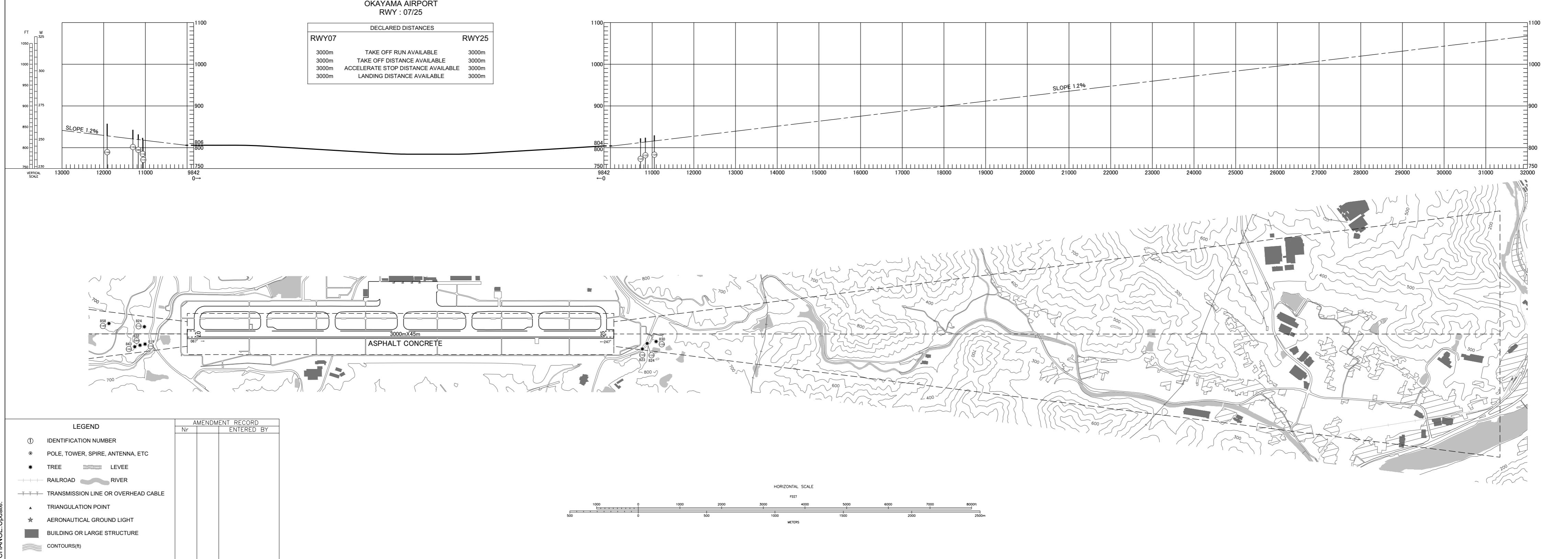


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DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC  
Transverse Mercator Projection

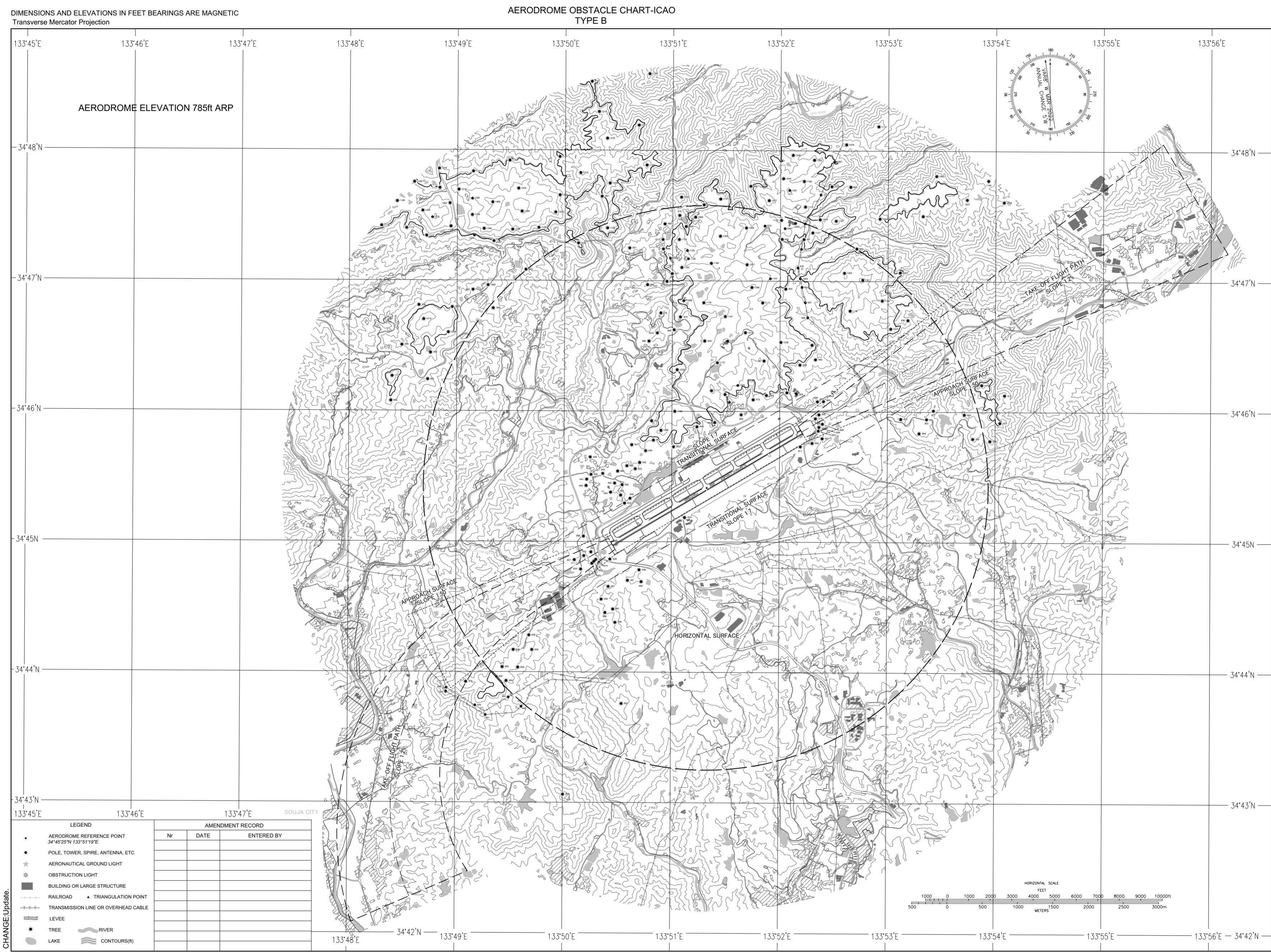
MAGNETIC VARIATION 8°W - MAR 2022

AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)





DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC  
Transverse Mercator Projection



CHANGE:Update.

STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

SID

KIBI REVERSAL SIX DEPARTURE

RWY 07 : Climb RWY HDG to 1400FT, via OYE R071 to 9.0DME, turn right,...  
RWY 25 : Climb RWY HDG to 1400FT, turn left, via OYE R226 to 6.0DME, turn left,...  
...direct to OYE VOR/DME.  
Cross OYE VOR/DME at or above 5000FT.

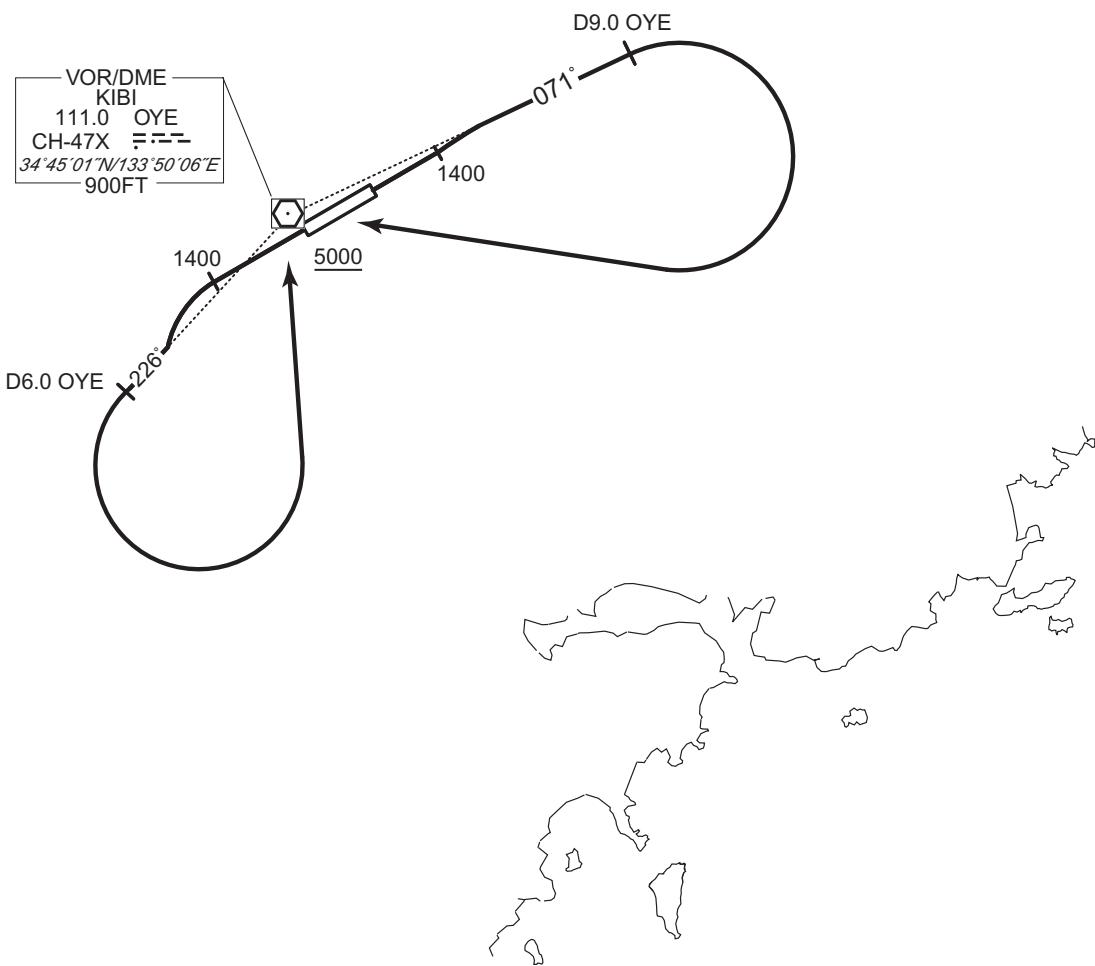
Note RWY07 : 5.3% climb gradient required up to 1400FT.

OBST ALT 1083FT located at 1.0NM 047° FM end of RWY07.

RWY25 : 4.0% climb gradient required up to 1400FT.

OBST ALT 1017FT located at 1.1NM 228° FM end of RWY25.

CHANGE : Description of PROC name.



## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

SID

CHIZU TWO DEPARTURE

RWY 07 : Climb RWY HDG to 1400FT, via OYE R071 to CHIZU.  
 Cross OYE R071/20.0DME at or above 11000FT.

RWY 25 : Climb RWY HDG to 1400FT, turn left, via OYE R226 to 6.0DME, turn left,  
 direct to OYE VOR/DME, via OYE R071 to CHIZU.

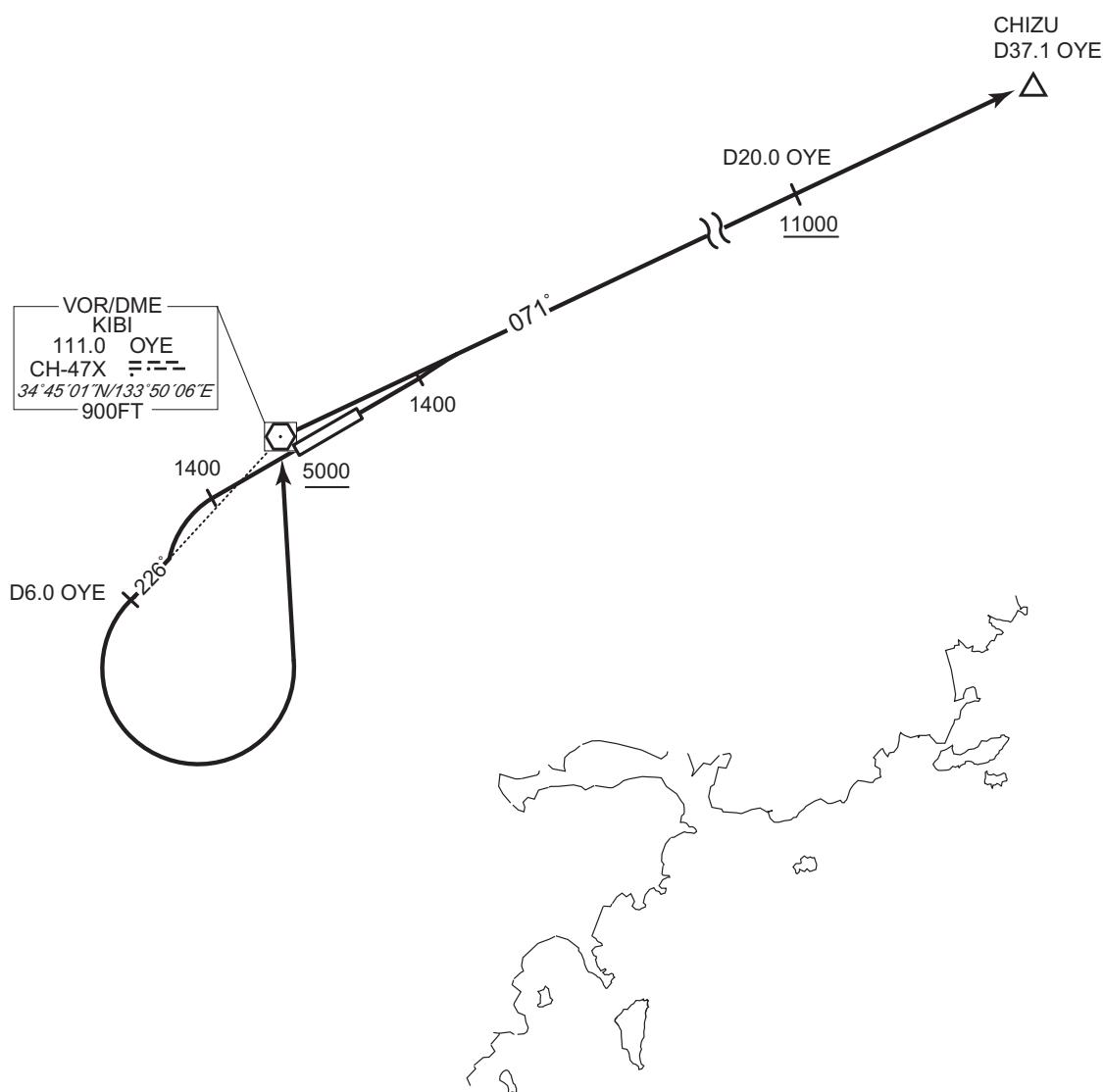
Cross OYE VOR/DME at or above 5000FT.  
 Cross OYE R071/20.0DME at or above 11000FT.

Note RWY07 : 5.3% climb gradient required up to 1400FT.

OBST ALT 1083FT located at 1.0NM 047° FM end of RWY07.

RWY25 : 4.0% climb gradient required up to 1400FT.

OBST ALT 1017FT located at 1.1NM 228° FM end of RWY25.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

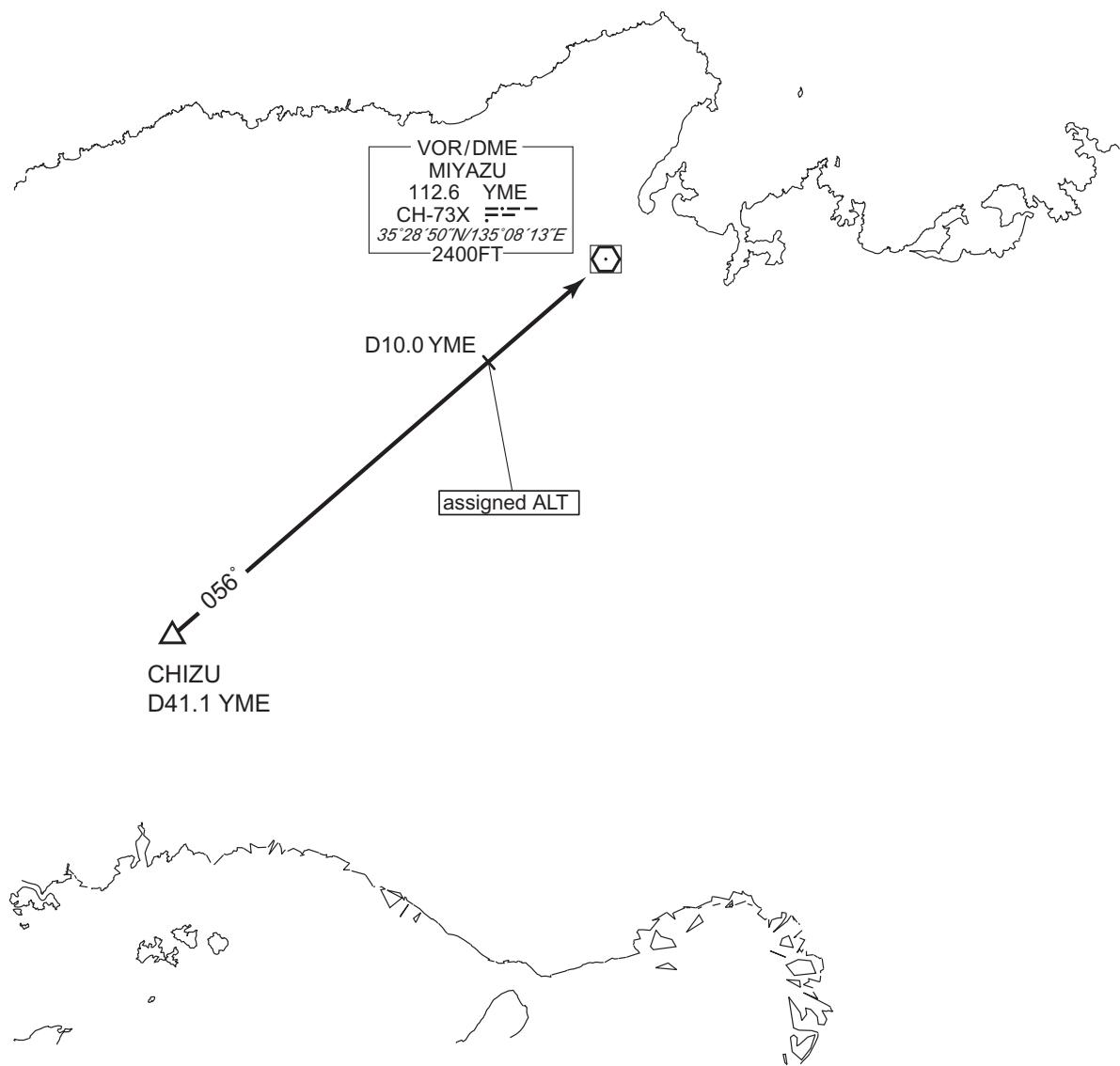
RJOB / OKAYAMA

TRANSITION

MIYAZU TRANSITION

From over CHIZU, via YME R236 to YME VOR/DME.  
Cross YME R236/10.0DME at assigned altitude.

CHANGE : Description of PROC name.



## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

RNAV SID and TRANSITION

OLIVE THREE DEPARTURE  
SANDA TRANSITION

RNP1

Note GNSS required.

VAR 8°W

VOR/DME  
KIBI  
111.0 OYE  
CH-47X 34°45'01"N/133°50'06"E  
900FT

OLIVE THREE DEPARTUREOB700  
344734.2N  
1335542.5E25.8  
103°HYOGO  
345130.6N  
1345944.0ESANDA  
345550.2N  
1352143.9EOLIVE  
344517.7N  
1342700.2E27.6  
085°18.6  
084°SANDA TRANSITIONOLIVE THREE DEPARTURE

RWY07 : Climb on HDG067° at or above 1400FT, direct to OB700, to OLIVE.

RWY25 : Climb on HDG247° at or above 1400FT, turn left direct to OLIVE.

Note RWY07 : 5.4% climb gradient required up to 1400FT.

RWY25 : 4.0% climb gradient required up to 1600FT.

OBST ALT 1922FT located at 5.0NM 104° FM end of RWY25.

SANDA TRANSITION

From OLIVE, to HYOGO, to SANDA.

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

RNAV SID and TRANSITION

OLIVE THREE DEPARTURE

## RWY07

| 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              | -                   | -        | 067 (059.1)   | -8.1               | -             | -              | +1400         | -            | -              | RNP1                     |
| 002           | DF              | OB700               | -        | -             | -8.1               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | OLIVE               | -        | 103 (094.9)   | -8.1               | 25.8          | -              | -             | -            | -              | RNP1                     |

## RWY25

| 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              | -                   | -        | 247 (239.1)   | -8.1               | -             | -              | +1400         | -            | -              | RNP1                     |
| 002           | DF              | OLIVE               | -        | -             | -8.1               | -             | L              | -             | -            | -              | RNP1                     |

SANDA 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              | OLIVE               | -        | -             | -8.1               | -             | -              | -             | -            | -              | RNP1                     |
| 002           | TF              | HYOGO               | -        | 085 (076.8)   | -8.1               | 27.6          | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | SANDA               | -        | 084 (076.4)   | -8.1               | 18.6          | -              | -             | -            | -              | RNP1                     |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

RNAV SID

## WASYU TWO DEPARTURE

RNP1

Note GNSS required.

VAR 8°W

VOR/DME  
KIBI  
111.0 OYE  
CH-47X  
34°45'01"N/133°50'06"E  
900FT



RWY07 : Climb on HDG067° at or above 1400FT, turn right direct to DANGO at or above 7000FT, to WASYU.

RWY25 : Climb on HDG247° at or above 1400FT, turn left direct to DANGO at or above 7000FT, to WASYU.

Note RWY07 : 5.4% climb gradient required up to 2300FT.

OBST ALT 1922FT located at 3.8NM 118° FM end of RWY07.

RWY25 : 4.0% climb gradient required up to 1400FT.

OBST ALT 1018FT located at 1.1NM 227° FM end of RWY25.

## RWY07

| 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              | —                   | —        | 067<br>(059.1) | -8.1               | —             | —              | +1400         | —            | —              | RNP1                     |
| 002           | DF              | DANGO               | —        | —              | -8.1               | —             | R              | +7000         | —            | —              | RNP1                     |
| 003           | TF              | WASYU               | —        | 256<br>(248.3) | -8.1               | 12.3          | —              | —             | —            | —              | RNP1                     |

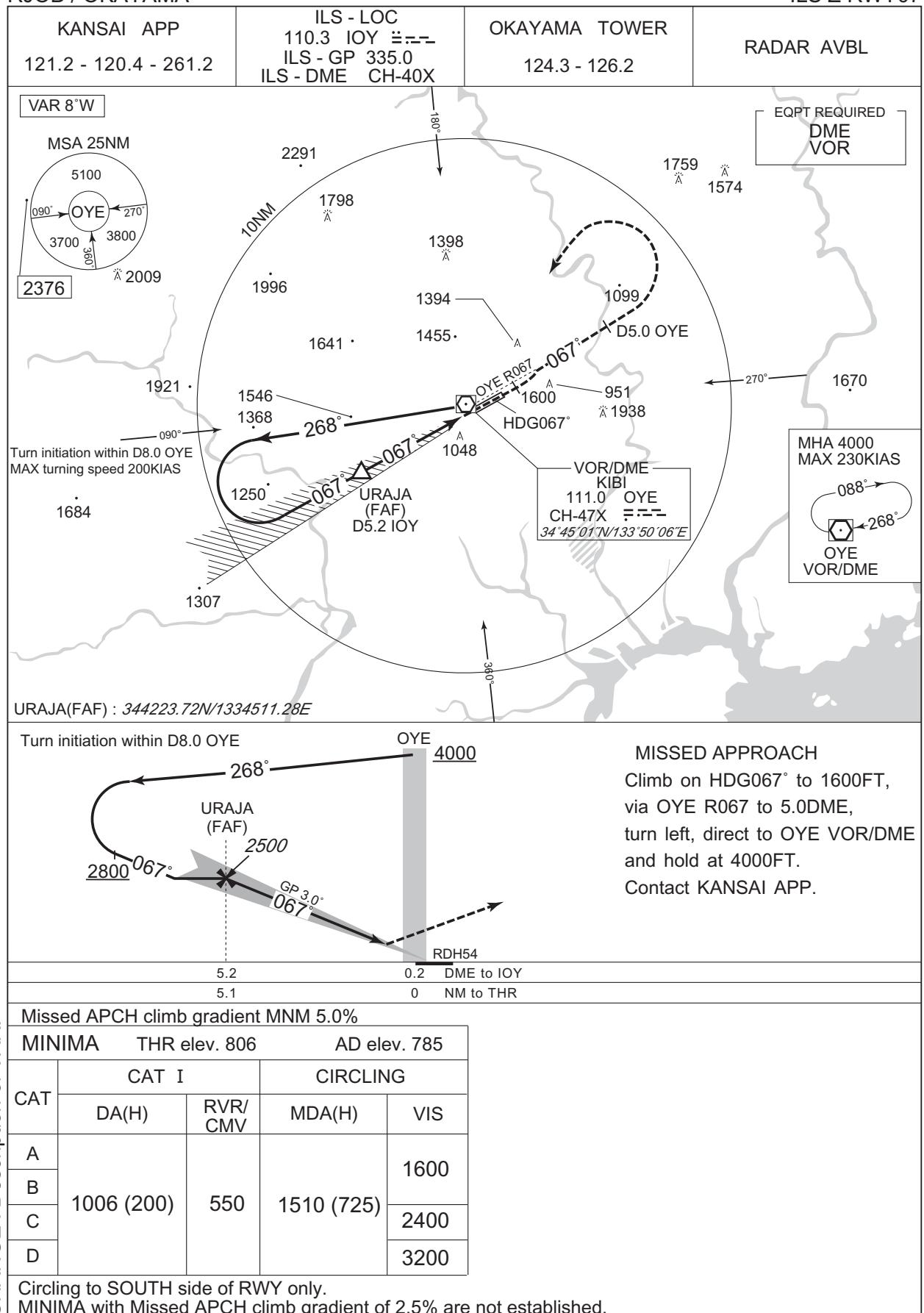
## RWY25

| 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              | —                   | —        | 247<br>(239.1) | -8.1               | —             | —              | +1400         | —            | —              | RNP1                     |
| 002           | DF              | DANGO               | —        | —              | -8.1               | —             | L              | +7000         | —            | —              | RNP1                     |
| 003           | TF              | WASYU               | —        | 256<br>(248.3) | -8.1               | 12.3          | —              | —             | —            | —              | RNP1                     |

INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

ILS Z RWY07

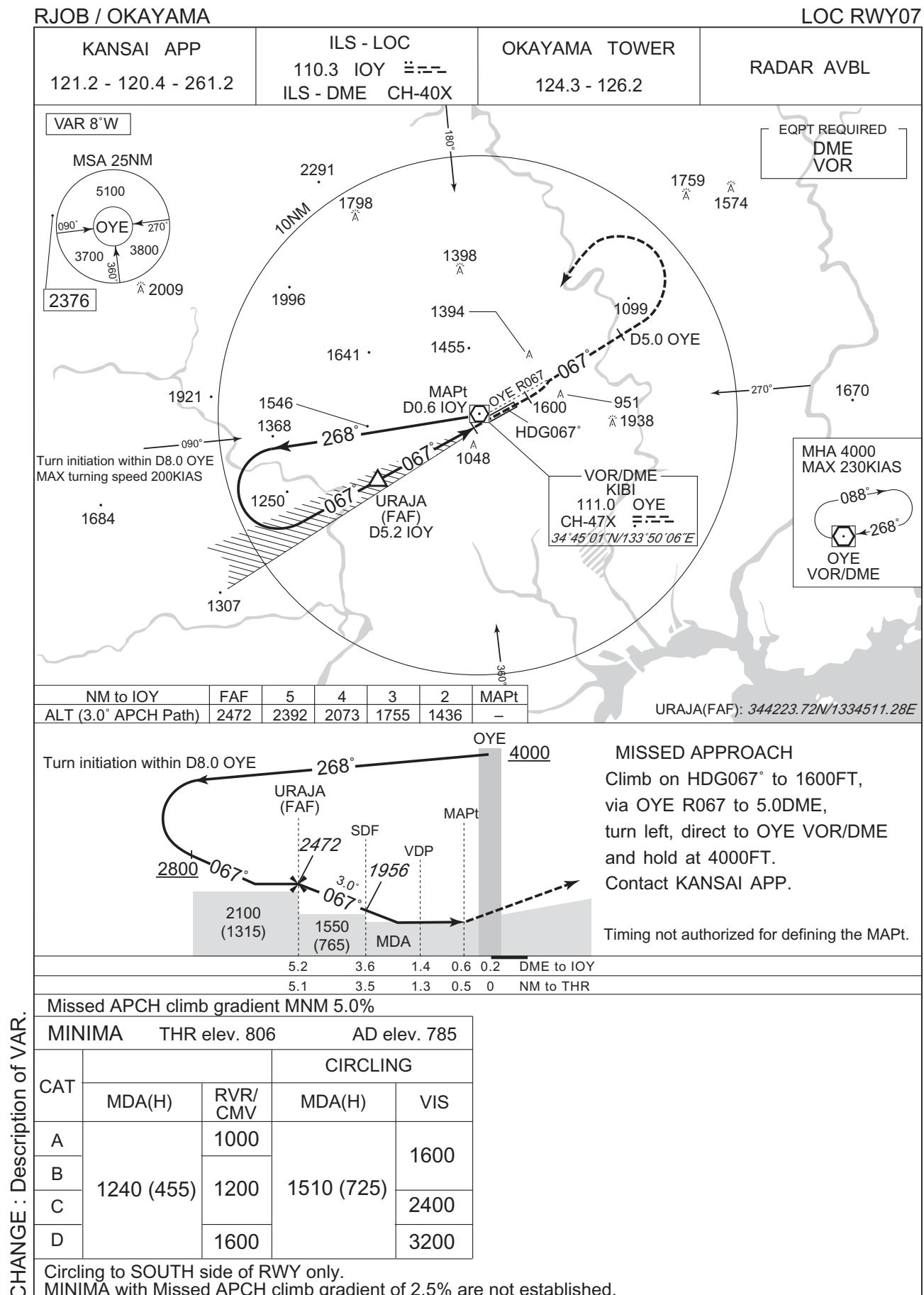


CHANGE : Description of VAR.

## INSTRUMENT APPROACH CHART



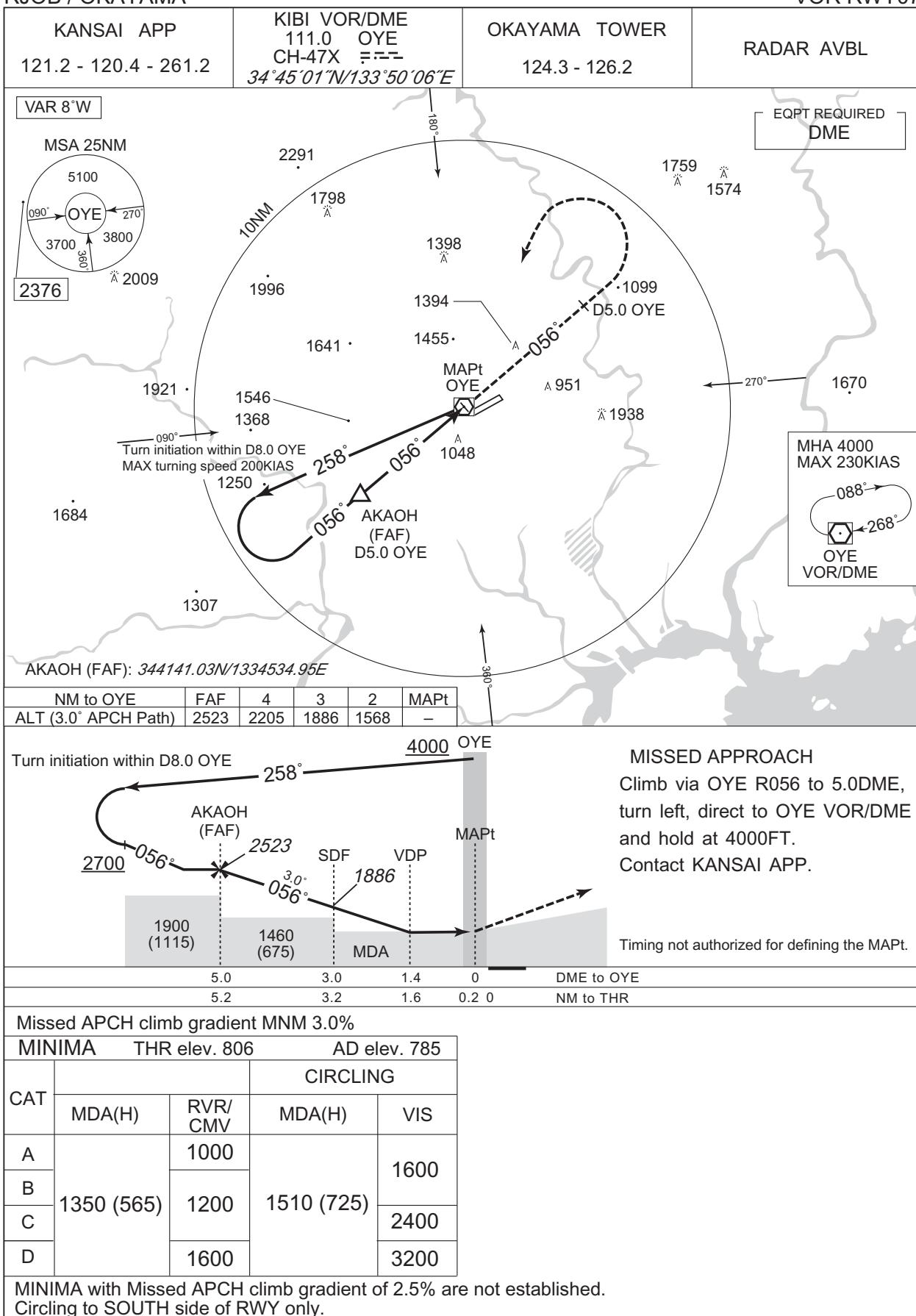
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

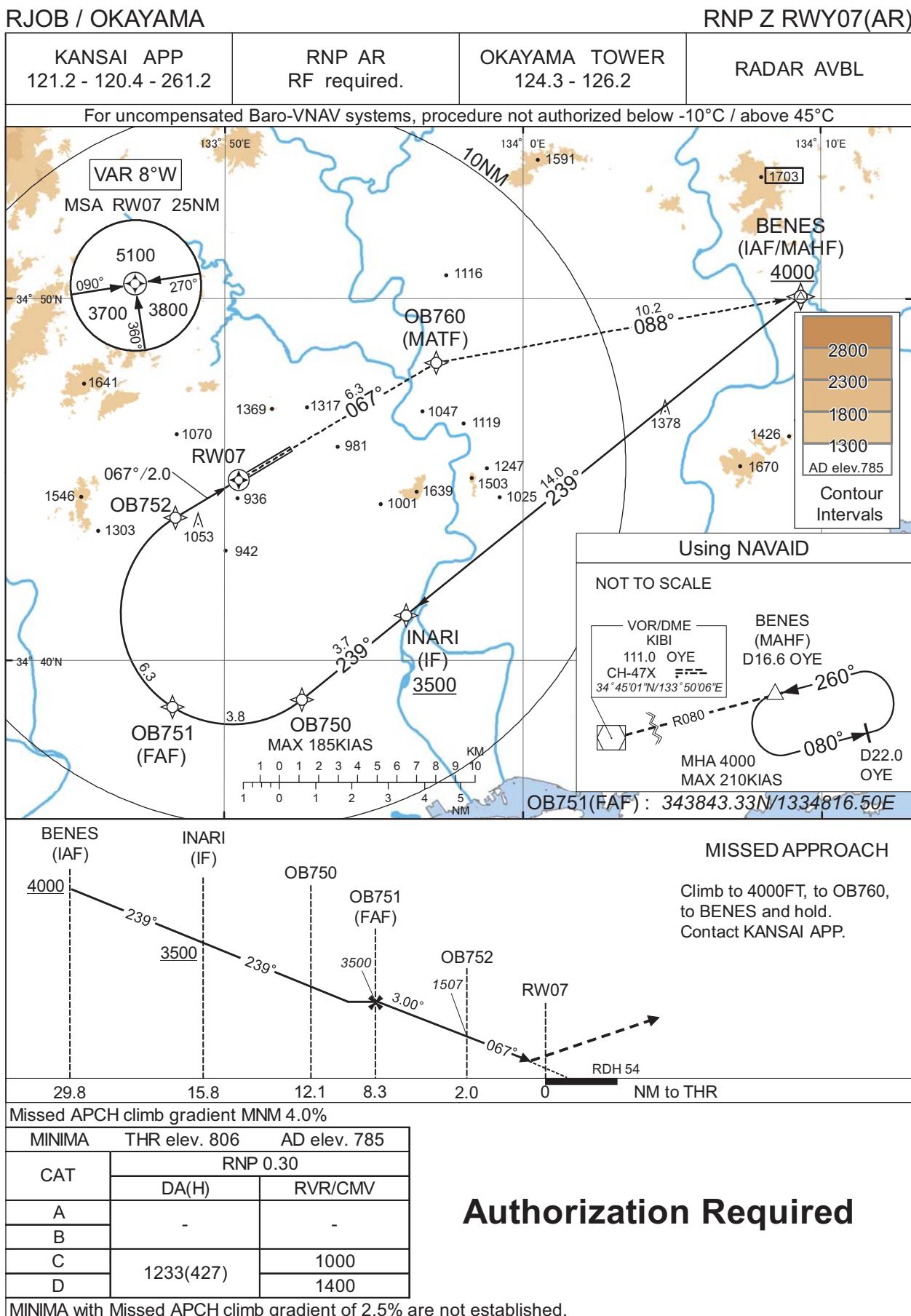
VOR RWY07



INSTRUMENT APPROACH CHART



## **INSTRUMENT APPROACH CHART**



## Authorization Required

INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Z RWY07(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                        | BENES               | -        | -             | -8.1               | -             | -              | +4000         | -            | -               | -         |
| 002           | TF                        | INARI               | -        | 239 (231.0)   | -8.1               | 14.0          | -              | +3500         | -            | -               | 1.0       |
| 003           | TF                        | OB750               | -        | 239 (230.9)   | -8.1               | 3.7           | -              | -             | -185         | -               | 1.0       |
| 004           | RF Center: OBRF1 r=3.07NM | OB751               | -        | -             | -8.1               | 3.8           | R              | 3500          | -            | -               | 1.0       |
| 005           | RF Center: OBRF1 r=3.07NM | OB752               | -        | -             | -8.1               | 6.3           | R              | 1507          | -            | -3.00           | 0.3       |
| 006           | TF                        | RW07                | Y        | 067 (059.1)   | -8.1               | 2.0           | -              | 860           | -            | -3.00/54        | 0.3       |
| 007           | TF                        | OB760               | -        | 067 (059.1)   | -8.1               | 6.3           | -              | -             | -            | -               | 1.0       |
| 008           | TF                        | BENES               | -        | 088 (079.6)   | -8.1               | 10.2          | -              | 4000          | -            | -               | 1.0       |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| INARI               | 344115.72N / 1335605.70E | OBRF1                    | 344119.08N / 1335015.95E |
| OB750               | 343855.80N / 1335236.42E |                          |                          |
| OB751               | 343843.33N / 1334816.50E |                          |                          |
| OB752               | 344357.48N / 1334821.64E |                          |                          |
| RW07                | 344500.07N / 1335028.89E |                          |                          |
| OB760               | 344814.99N / 1335705.97E |                          |                          |
| BENES               | 345004.35N / 1340919.47E |                          |                          |

CHANGE : PROC renamed.

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Y RWY07(AR)



CHANGE : Description of VAR.

Missed APCH climb gradient MNM 4.0%

| MINIMA |           | THR elev. 806 | AD elev. 785 |
|--------|-----------|---------------|--------------|
| CAT    | RNP 0.30  |               |              |
|        | DA(H)     | RVR/CMV       |              |
| A      | -         | -             |              |
| B      | -         | -             |              |
| C      | 1233(427) | 1000          |              |
| D      | -         | 1400          |              |

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

**Authorization Required**

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Y RWY07(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                              | INOOK               | -        | -             | -8.1               | -             | -              | +5000         | -            | -               | -         |
| 002           | TF                              | MOMOU               | -        | 031 (023.3)   | -8.1               | 6.4           | -              | +5000         | -            | -               | 0.3       |
| 003           | TF                              | OB754               | -        | 031 (023.3)   | -8.1               | 4.7           | -              | 3500          | -            | -               | 0.3       |
| 004           | TF                              | OB755               | -        | 031 (023.4)   | -8.1               | 0.6           | -              | 3295          | -            | -3.00           | 0.3       |
| 005           | RF Center:<br>OBRF2<br>r=2.89NM | OB756               | -        | -             | -8.1               | 1.8           | R              | 2722          | -            | -3.00           | 0.3       |
| 006           | TF                              | RW07                | Y        | 067 (059.0)   | -8.1               | 5.8           | -              | 860           | -            | -3.00/54        | 0.3       |
| 007           | TF                              | OB760               | -        | 067 (059.1)   | -8.1               | 6.3           | -              | -             | -            | -               | 1.0       |
| 008           | TF                              | OB761               | -        | 157 (149.4)   | -8.1               | 7.4           | -              | -             | -            | -               | 1.0       |
| 009           | TF                              | OB762               | -        | 247 (239.2)   | -8.1               | 17.4          | -              | 5000          | -            | -               | 1.0       |
| 010           | TF                              | INOOK               | -        | 247 (239.0)   | -8.1               | 6.0           | -              | 5000          | -            | -               | 1.0       |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| INOOK               | 342952.48N / 1333718.65E | OBRF2                    | 343930.88N / 1334610.90E |
| MOMOU               | 343543.45N / 1334022.43E |                          |                          |
| OB754               | 344004.70N / 1334239.54E |                          |                          |
| OB755               | 344040.07N / 1334258.12E |                          |                          |
| OB756               | 344200.00N / 1334423.17E |                          |                          |
| RW07                | 344500.07N / 1335028.89E |                          |                          |
| OB760               | 344814.99N / 1335705.97E |                          |                          |
| OB761               | 344152.88N / 1340140.81E |                          |                          |
| OB762               | 343257.58N / 1334332.75E |                          |                          |

CHANGE : PROC renamed.

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Z RWY25(AR)



## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Z RWY25(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              | BENES               | -        | -             | -8.1               | -             | -              | +4000         | -            | -               | -            |
| 002           | TF              | BIKAN               | -        | 293 (284.5)   | -8.1               | 5.0           | -              | +3000         | -            | -               | 1.0          |
| 003           | TF              | OB560               | -        | 247 (239.2)   | -8.1               | 4.0           | -              | 3000          | -            | -               | 1.0          |
| 004           | TF              | RW25                | Y        | 247 (239.1)   | -8.1               | 6.7           | -              | 854           | -            | -3.00/50        | 0.10<br>0.30 |
| 005           | TF              | OB561               | -        | 247 (239.1)   | -8.1               | 8.8           | -              | -             | -            | -               | 1.0          |
| 006           | TF              | OB562               | -        | 157 (149.3)   | -8.1               | 5.8           | -              | -             | -            | -               | 1.0          |
| 007           | TF              | OB563               | -        | 067 (059.1)   | -8.1               | 5.8           | -              | -             | -            | -               | 1.0          |
| 008           | TF              | BENES               | -        | 060 (051.6)   | -8.1               | 17.4          | -              | 4000          | -            | -               | 1.0          |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|-------------|
| BIKAN               | 345119.60N / 1340323.18E | —                        | —           |
| OB560               | 344916.90N / 1335912.35E |                          |             |
| RW25                | 344549.88N / 1335210.24E |                          |             |
| OB561               | 344119.10N / 1334300.25E |                          |             |
| OB562               | 343617.70N / 1334637.94E |                          |             |
| OB563               | 343917.37N / 1335242.76E |                          |             |
| BENES               | 345004.35N / 1340919.47E |                          |             |

CHANGE : PROC renamed.

## INSTRUMENT APPROACH CHART

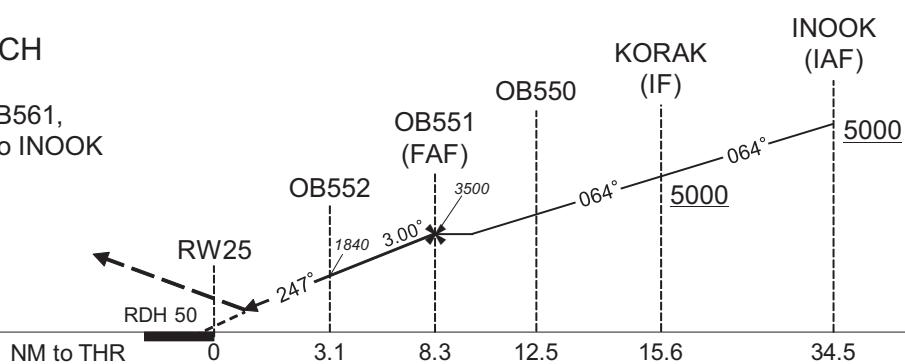
RJOB / OKAYAMA

RNP Y RWY25(AR)



## MISSSED APPROACH

Climb to 5000FT, to OB561,  
to OB564 at 5000FT, to INOOK  
and hold.  
Contact KANSAI APP.



Missed APCH climb gradient MNM 5.0% for RNP 0.10

| MINIMA |           | THR elev. 804 | AD elev. 785 |      |
|--------|-----------|---------------|--------------|------|
| CAT    | RNP 0.10  |               | RNP 0.30     |      |
|        | DA(H)     | CMV           | DA(H)        | CMV  |
| A      | -         | -             | -            | -    |
| B      |           |               |              |      |
| C      | 1276(472) | 1600          | 1564(760)    | 1800 |
| D      |           | 1800          |              | 2000 |

**Authorization Required**

CHANGE : Description of VAR.

MINIMA with Missed APCH climb gradient of 2.5% are not established for RNP 0.10.

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Y RWY25(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                        | INOOK               | -        | -             | -8.1               | -             | -              | +5000         | -            | -               | -            |
| 002           | TF                        | KORAK               | -        | 064 (055.7)   | -8.1               | 18.9          | -              | +5000         | -            | -               | 1.0          |
| 003           | TF                        | OB550               | -        | 064 (055.8)   | -8.1               | 3.1           | -              | -             | -185         | -               | 1.0          |
| 004           | RF Center: OBRF3 r=3.06NM | OB551               | -        | -             | -8.1               | 4.2           | L              | 3500          | -            | -               | 1.0          |
| 005           | RF Center: OBRF3 r=3.06NM | OB552               | -        | -             | -8.1               | 5.2           | L              | 1840          | -            | -3.00           | 0.10<br>0.30 |
| 006           | TF                        | RW25                | Y        | 247 (239.2)   | -8.1               | 3.1           | -              | 854           | -            | -3.00/50        | 0.10<br>0.30 |
| 007           | TF                        | OB561               | -        | 247 (239.1)   | -8.1               | 8.8           | -              | -             | -            | -               | 1.0          |
| 008           | TF                        | OB564               | -        | 210 (202.3)   | -8.1               | 4.1           | -              | 5000          | -            | -               | 1.0          |
| 009           | TF                        | INOOK               | -        | 210 (202.3)   | -8.1               | 8.3           | -              | 5000          | -            | -               | 1.0          |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| INOOK               | 342952.48N / 1333718.65E | OBRF3                    | 344446.88N / 1335718.07E |
| KORAK               | 344031.39N / 1335618.17E |                          |                          |
| OB550               | 344214.38N / 1335922.79E |                          |                          |
| OB551               | 344559.10N / 1340043.14E |                          |                          |
| OB552               | 344725.06N / 1335524.13E |                          |                          |
| RW25                | 344549.88N / 1335210.24E |                          |                          |
| OB561               | 344119.10N / 1334300.25E |                          |                          |
| OB564               | 343730.82N / 1334106.50E |                          |                          |

CHANGE : PROC renamed.

RJOB / OKAYAMA

Visual REP



CHANGE : Map updated. BRG/DIST from ARP. Location indicator of Kohnan AD added.

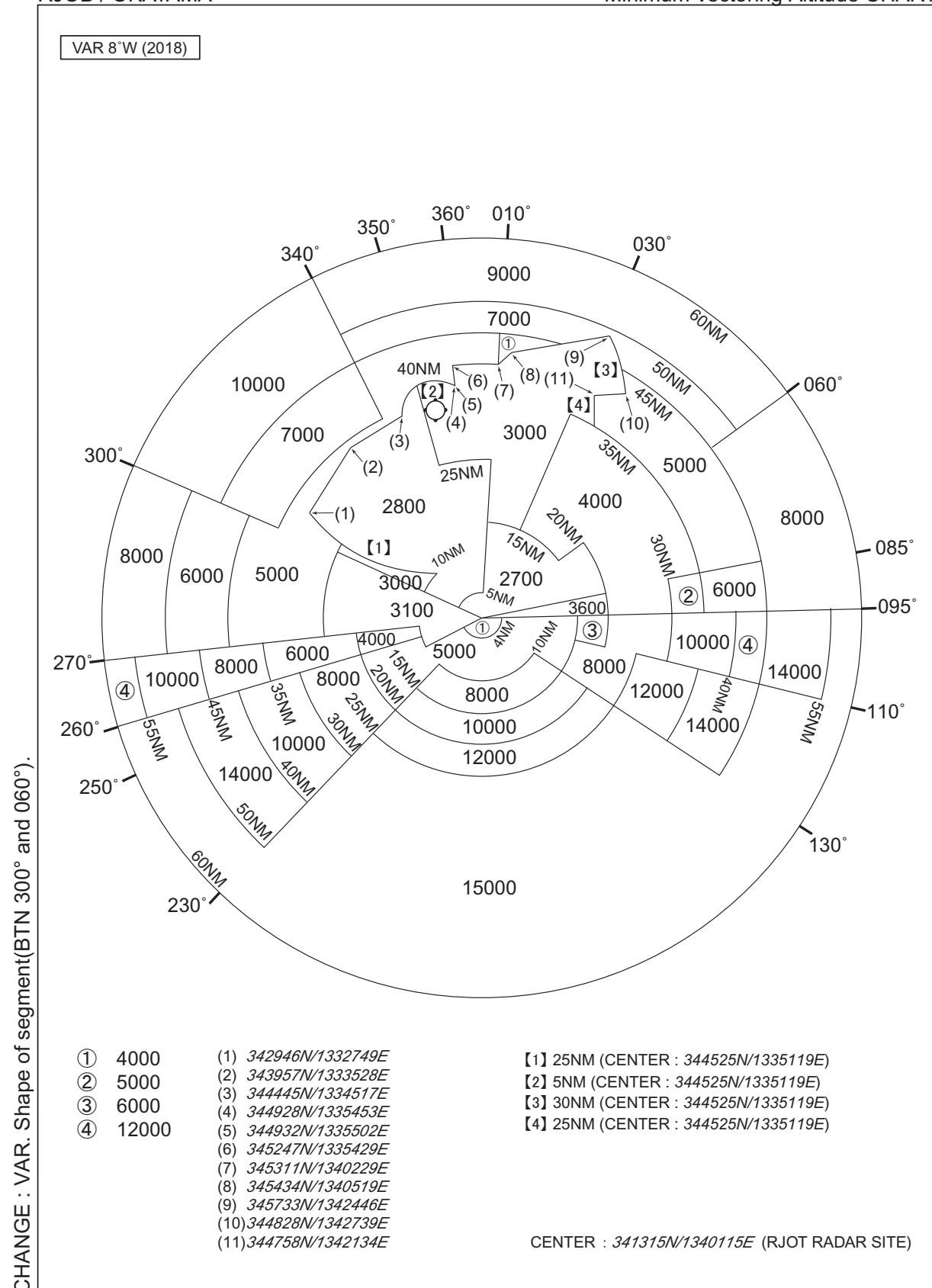
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

| Call sign        | BRG / DIST from ARP | Remarks                                 |
|------------------|---------------------|---|
| 江与味<br>Eyomi     | 349°T / 11.6NM      | 江与味橋<br>Bridge                          |
| 高梁<br>Takahashi  | 279°T / 12.0NM      | JR駅<br>JR Station                       |
| 倉敷<br>Kurashiki  | 205°T / 10.3NM      | JR駅<br>JR Station                       |
| 岡山<br>Okayama    | 150°T / 6.2NM       | JR駅<br>JR Station                       |
| 山陽IC<br>Sanyo IC | 096°T / 8.4NM       | 山陽インターチェンジ<br>Sanyo Highway Interchange |



RJOB / OKAYAMA

Minimum Vectoring Altitude CHART



**INTENTIONALLY LEFT BLANK**