

## AD 2 AERODROMES

## RJOS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJOS - TOKUSHIMA

## RJOS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD   | 340756N/1343633E   |
| 2 | Direction and distance from (city)   | 4NM ENE FM Tokushima   |
| 3 | Elevation/ Reference temperature   | 37ft / -   |
| 4 | Geoid undulation at AD ELEV PSN  | Nil  |
| 5 | MAG VAR/ Annual change   | 7° W(2010)/ -  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Japan Maritime Self Defense Force. Public AD   |
| 7 | Types of traffic permitted(IFR/ VFR)   | IFR/VFR  |
| 8 | Remarks  | Tokushima Airport Office(CAB)<br>16-2 Aza Asahino Toyohisa Matsushige-cho Itano-gun Tokushima Pref<br>Tel : 088-699-6527<br>Fax : 088-699-4470 |

## RJOS AD 2.3 OPERATIONAL HOURS

|    |                           |  |
|----|---------------------------|--|
| 1  | AD Administration         | H24  |
| 2  | Customs and immigration   | On request<br>Customs: 0885-32-0326<br>Immigration: 0885-32-1530   |
| 3  | Health and sanitation     | On request<br>Quarantine(human): 0877-46-4279<br>Quarantine(animal): 087-879-4654<br>Quarantine(plant): 0885-32-1227 |
| 4  | AIS Briefing Office       | H24(CAB:Nil)   |
| 5  | ATS Reporting Office(ARO) | Nil  |
| 6  | MET Briefing Office       | H24(KANSAI)  |
| 7  | ATS                       | H24  |
| 8  | Fuelling                  | 2100-1030  |
| 9  | Handling                  | 2100-1100  |
| 10 | Security                  | Nil  |
| 11 | De-icing                  | Nil  |
| 12 | Remarks                   | HR of service at CAB OPS Section: 2200 - 1230(Daily)   |

**RJOS AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |                                   |
|---|---|-----------------------------------|
| 1 | Cargo-handling facilities               | Nil                               |
| 2 | Fuel/ oil types                         | JET A-1(CIV only) JP-5(JSDF only) |
| 3 | Fuelling facilities/ capacity           | Fuel truck(CIV)                   |
| 4 | De-icing facilities                     | Nil                               |
| 5 | Hangar space for visiting aircraft      | Nil                               |
| 6 | Repair facilities for visiting aircraft | Nil                               |
| 7 | Remarks                                 | Nil                               |

**RJOS AD 2.5 PASSENGER FACILITIES**

|   |                      |                 |
|---|----------------------|-----------------|
| 1 | Hotels               | Nil             |
| 2 | Restaurants          | At Airport      |
| 3 | Transportation       | Buses and Taxis |
| 4 | Medical facilities   | Nil             |
| 5 | Bank and Post Office | Nil             |
| 6 | Tourist Office       | Nil             |
| 7 | Remarks              | Nil             |

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

|   |   |                    |
|---|---|--------------------|
| 1 | AD category for fire fighting               | To be issued later |
| 2 | Rescue equipment                            | To be issued later |
| 3 | Capability for removal of disabled aircraft | To be issued later |
| 4 | Remarks                                     | Nil                |

**RJOS AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |                    |
|---|-----------------------------|--------------------|
| 1 | Types of clearing equipment | To be issued later |
| 2 | Clearance priorities        | To be issued later |
| 3 | Remarks                     | Nil                |

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

|   |                                     |   |
|---|-------------------------------------|---|
| 1 | Apron surface and strength          | NORTH APRON<br>Surface : Concrete<br>Strength : PCN 72/R/B/X/U  |
| 2 | Taxiway width, surface and strength | Surface : Asphalt-concrete<br>N-1(NORTH-1)<br>Width : 28.5m, Strength : PCN 75/F/B/X/U<br>SOUTH-1<br>Width : 23m, Strength : PCN 43/F/C/X/T<br>N-2(NORTH-2), N-3(NORTH-3), N-4(NORTH-4), N-5(NORTH-5)<br>Width : 34m, Strength : PCN 75/F/B/X/U<br>SOUTH-2, SOUTH PARL TWY(BTN SOUTH-2 and SOUTH-5)<br>Width : 23m, Strength : PCN 40/F/C/X/T<br>SOUTH-3<br>Width : 23m, Strength : PCN 25/F/C/Y/T<br>SOUTH-4, SOUTH-5<br>Width : 23m, Strength : PCN 41/F/A/X/T<br>N-6(NORTH-6)<br>Width : 28.5m PCN 70/F/A/X/U<br>SOUTH-6, SOUTH PARL TWY(BTN SOUTH-5 and SOUTH-6)<br>Width : 18m, Strength : PCN 28/F/A/Y/T<br>NORTH PARL TWY(BTN N-1(NORTH-1) and N-5(NORTH-5) )<br>Width : 23m, Strength : PCN 75/F/B/X/U<br>NORTH PARL TWY(BTN N-5(NORTH-5) and N-6(NORTH-6) )<br>Width : 23m, Strength : PCN 70/F/A/X/U<br><br>Surface : Concrete<br>SOUTH PARL TWY(BTN WEST SIDE END and SOUTH-2)<br>Width : 18m, Strength : To be issued later |
| 3 | ACL and elevation                   | Not available   |
| 4 | VOR checkpoints                     | Nil   |
| 5 | INS checkpoints                     | To be issued later  |
| 6 | Remarks                             | Nil   |

**RJOS 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:11/29<br>(Marking) RWY designation, RWY CL, RWY THR, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, WBAR, RWY DIST marker, TKOF aiming LGT<br><br>TWY:<br>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction (LGT) TWY edge LGT, TWY CL LGT(N-1(NORTH-1) THRU N-6(NORTH-6) AND NORTH PARL TWY), Taxiing guidance sign(N-1(NORTH-1) THRU N-6(NORTH-6)) |
| 3 | Stop bars  | Nil   |
| 4 | Remarks  | (Marking) Overrun area<br>(LGT) APN flood LGT   |

## RJOS AD 2.10 AERODROME OBSTACLES

In approach / TKOF Areas

| RWY/Area affected | Obstacle type | Coordinates         | Elevation | Markings / LGT     | Remarks |
|-------------------|---------------|---------------------|-----------|--------------------|---------|
| RWY29             | Antenna       | 340608.2N1343549.5E | 296FT     | Marking / LIM, LIL | Nil     |

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|---------------|-------------|-----------|---------------|---------|
| Nil           |             |           |               |         |

## RJOS 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          | Nil   |
| 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                               | Nil   |
| 7  | Charts and other information available<br>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</sub> /T <sub>r</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<br>available for providing information         | Nil   |
| 9  | ATS units provided with information                                    | TWR, APP, ATIS  |
| 10 | Additional information(limitation of service, etc.)                    | Observation is made by the Ministry of Defence.   |

## RJOS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE<br>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   |
| 11                     | 102.53°     | 2500×45                 | PCN 70/F/A/X/T<br>SW90000kg<br>(198400lbs)<br>DW124000kg<br>(273400lbs)<br>DTW182000kg<br>(401300lbs)<br>TTTW216000kg<br>(476200lbs)<br>Asphalt-Concrete | Nil                                     | THR EVEV : 6ft  |
| 29                     | 282.53°     | 2500×45                 | PCN 70/F/A/X/T<br>SW90000kg<br>(198400lbs)<br>DW124000kg<br>(273400lbs)<br>DTW182000kg<br>(401300lbs)<br>TTTW216000kg<br>(476200lbs)<br>Asphalt-Concrete | Nil                                     | THR EVEV : 37ft<br>TDZ ELEV : 37ft                                    |
| Slope of RWY           |             | Strip<br>Dimensions(M)  | Remarks  |   |   |
| 7                      |             | 10                      | 12   |   |   |
| SEE AD2.24 AD chart    |             | 2760×300<br>2760×300    | RWY Grooving 30×2500m  |   |   |

## RJOS 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       |
| 11             | 2500        | 2500        | 2500        | 2500       | Nil     |
| 29             | 2500        | 2500        | 2500        | 2500       | Nil     |

## RJOS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator  | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR | PAPI<br>(VASIS)<br>Angle<br>DIST FM<br>THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST          | REDL<br>LEN<br>Spacing<br>Color<br>INTST             | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|--|-------------------------------------|-----------------------|--|-------------|---|--|-----------------------|----------------------|
| 1  | 2                                   | 3                     | 4  | 5           | 6   | 7  | 8                     | 9                    |
| 11   | SALS<br>(*1)<br>420m                | Green<br>-            | PAPI<br>3.0°/Left<br>454m<br>73ft                  | Nil         | 2500M<br>30M<br>Coded color<br>(White/Red)<br>LIH | 2500M<br>60M<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*2)              |
| 29   | Nil                                 | Green<br>Green        | PAPI<br>3.0°/Left<br>488m<br>65.6ft                | Nil         | 2500M<br>30M<br>Coded color<br>(White/Red)<br>LIH | 2500M<br>60M<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*2)              |
| Remarks  |                                     |                       |  |             |   |  |                       |                      |
| 10   |                                     |                       |  |             |   |  |                       |                      |
| SALS with APCH LGT beacon (600m and 841m FM RWY 11 THR) (*1)<br>Overrun area edge LGT(Color: Red)(*2)<br>CGL for RWY 11(Color: Yellow)<br>RWY THR ID LGT for RWY 11/29 THR(Color: White) |                                     |                       |  |             |   |  |                       |                      |

## RJOS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

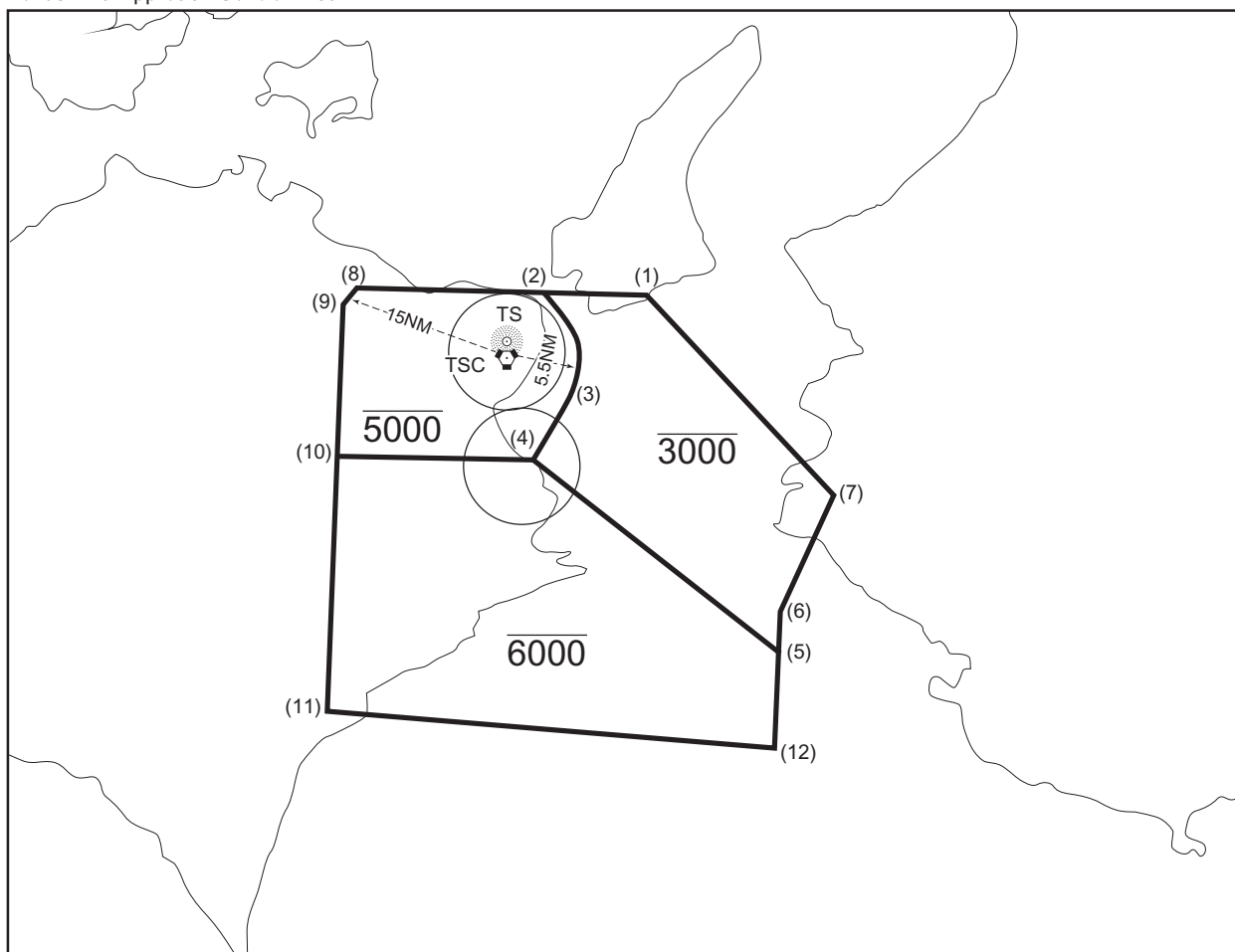
|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 340752N/1343546E, White/Green EV 4.3sec, HO   |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI : AVBL   |
| 3 | TWY edge and center line lighting                        | TWY edge and center line lights installed, see AD2.9   |
| 4 | Secondary power supply/<br>switch-over time              | Within 15 sec: TWY edge LGT(TWY N-1(NORTH-1) THRU N-6(NORTH-6), NORTH PARL)<br>TWY CL LGT(TWY N-1(NORTH-1) THRU N-6(NORTH-6), NORTH PARL),<br>Apron flood LGT(CIV) |
| 5 | Remarks  | WDI LGT, OBST LGT  |

## RJOS AD 2.16 HELICOPTER LANDING AREA

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

## RJOS 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       |
| TOKUSHIMA CTR                  | Area within a radius of 5nm of TOKUSHIMA ARP (34°08'N/134°37'E) | 5000 or below        | D                       | Tokushima Tower En  |         |
| TOKUSHIMA ACA                  | See below figure  |                      | E                       | Tokushima Approach<br>Tokushima Departure<br>Tokushima Radar En |         |

徳島進入管制区  
Tokushima Approach Control Area

## Point list

- |                      |                       |
|----------------------|-----------------------|
| (1) 341300N/1345028E | (7) 335551N/1350941E  |
| (2) 341300N/1343838E | (8) 341300N/1341932E  |
| (3) 340527N/1344232E | (9) 341136N/1341900E  |
| (4) 335837N/1343856E | (10) 335801N/1341900E |
| (5) 334323N/1350500E | (11) 333545N/1341900E |
| (6) 334636N/1350500E | (12) 333338N/1350500E |

## RJOS AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                               | Frequency   | Hours of operation  | Remarks  |
|---------------------|---|---|---|--|
| 1                   | 2                                       | 3   | 4   | 5  |
| TWR                 | Tokushima Tower                         | 236.8MHz<br>126.2MHz(1)<br>233.8MHz<br>118.0MHz<br>123.1MHz(2)<br>243.0MHz(E)<br>121.5MHz(E)  | H24   | (1) Primary<br>(2) For rescue only<br>(3) AVBL on request  |
| GND                 | Tokushima Ground                        | 233.8MHz<br>118.0MHz  | H24   |  |
| DEP/ASR             | Tokushima Departure<br>/Tokushima Radar | 284.6MHz<br>124.0MHz(1)<br>120.1MHz<br>261.2MHz<br>362.3MHz<br>122.45MHz(3)<br>126.2MHz(3)<br>228.2MHz(3)<br>121.5MHz(E)<br>243.0MHz(E) | 2200 - 1230<br>Other time 1HR PN                                    |  |
| APP                 | Tokushima Approach                      | 284.6MHz<br>124.0MHz(1)<br>120.1MHz<br>261.2MHz<br>362.3MHz<br>122.45MHz(3)<br>126.2MHz(3)<br>228.2MHz(3)<br>121.5MHz(E)<br>243.0MHz(E) | H24(4)  | (4) Terminal Rader SER<br>2200-1230.<br>Other time 1 HR PN.  |
| GCA-ASR<br>-PAR     | Tokushima Radar<br>/Tokushima GCA       | 335.6MHz<br>270.8MHz<br>134.1MHz<br>125.3MHz<br>303.8MHz<br>258.6MHz<br>141.2MHz<br>139.55MHz<br>243.0MHz(E)<br>121.5MHz(E)             | 2200- 1230<br>Other time 1HR PN                                     | ASR,PAR RWY 29<br>Glide path 3.0°<br>Maintenance period:<br>2300-0300 FRI in VMC.<br>Blind zone lies<br>BTN 010°-050°,060°-070°<br>10nm ARC and<br>weak zone lies<br>140° BTN 23-25nm<br>BLW 1100ft FM ASR site<br>(34°07'51"N 134°35'52"E). |
| ATIS                | Tokushima Airport                       | 246.8MHz  | 2300- 1100<br>EXC FRI1101- SUN2259<br>and HOL.<br>Other time 1HR PN |  |



## RJOS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID  | Frequency           | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks   |
|-------------|-----|---------------------|--------------------|--|---------------------------------------|---|
| 1           | 2   | 3                   | 4                  | 5  | 6                                     | 7   |
| NDB         | TS  | 332.5KHz            | H24                | 340741N<br>1343622E                          |                                       | NDB Unusable :<br>296° beyond 10NM BLW 5000ft.<br>315° beyond 30NM BLW 5000ft.<br>040° -050° within 50NM BLW 10000ft.<br>240° -250° within 50NM BLW 10000ft.  |
| VOR         | TSC | 114.9MHz            | H24                | 340747N<br>1343631E                          |                                       | VOR Unusable:<br>R360 - 010 beyond 33NM BLW 3000ft.<br>R010 - 030 beyond 25NM BLW 2000ft.<br>R030 - 050 beyond 35NM BLW 4000ft.<br>R050 - 060 beyond 30NM BLW 2000ft.<br>R060 - 070 beyond 30NM BLW 4000ft.<br>R080 - 100 beyond 30NM BLW 5000ft.<br>R120 - 130 beyond 30NM BLW 4000ft.<br>R130 - 140 beyond 32NM BLW 2000ft.<br>R140 - 180 beyond 25NM BLW 2000ft.<br>R180 - 200 beyond 33NM BLW 4000ft.<br>R200 - 220 beyond 30NM BLW 6000ft.<br>R220 - 240 beyond 35NM BLW 9000ft.<br>R280 - 290 beyond 20NM BLW 5000ft.<br>R290 - 300 beyond 20NM BLW 4000ft.<br>R300 - 310 beyond 20NM BLW 3000ft.<br>R310 - 330 beyond 20NM BLW 4000ft.<br>R330 - 340 beyond 25NM BLW 4000ft.<br>R340 - 350 beyond 30NM BLW 4000ft.<br>R350 - 360 beyond 33NM BLW 4000ft. |
| TACAN       | TSC | 1183MHz<br>(CH-96X) | H24                | 340748N<br>1343636E                          | 17ft                                  | TACAN Unusable :<br>R360-010 beyond 34nm BLW 4000ft.<br>R010-020 beyond 29nm BLW 4000ft.<br>R020-030 beyond 38nm BLW 5000ft.<br>R060-070 beyond 36nm BLW 5000ft.<br>R100-110 beyond 38nm BLW 6000ft.<br>R180-190 beyond 37nm BLW 3000ft.<br>R200-210 beyond 28nm BLW 6000ft.<br>R210-220 beyond 35nm BLW 7000ft.<br>R220-240 beyond 24nm BLW 9000ft.<br>R240-250 beyond 33nm BLW 9000ft.<br>R250-270 beyond 35nm BLW 9000ft.<br>R270-280 beyond 35nm BLW 8000ft.<br>R280-290 beyond 28nm BLW 6000ft.<br>R290-300 beyond 30nm BLW 6000ft.<br>R300-310 beyond 15nm BLW 4000ft.<br>R310-340 beyond 15nm BLW 5000ft.<br>R340-350 beyond 31nm BLW 5000ft.<br>R350-360 beyond 22nm BLW 4000ft.  |
| ILS-LOC 29  | ITS | 108.9MHz            | H24                | 340809N<br>1343526E                          |                                       | LOC:510m(1673ft) away FM RWY 11 THR,<br>BRG(MAG) 290°   |
| ILS-GP 29   | -   | 329.3MHz            | H24                | 340746.35N<br>1343704.47E                    |                                       | GP:405.9m(1332ft) inside FM RWY 29 THR,<br>122m(401ft) S of RCL.<br>HGT of ILS Ref datum 16.5m(54ft).<br>GP Angle 3.0°  |
| ILS-DME 29  | ITS | 987MHz<br>(CH-26X)  | H24                | 340746.04N<br>1343704.39E                    | 22ft                                  | DME:405.9m(1332ft) inside FM RWY 29<br>THR, 132m(433ft) S of RCL.   |
| MSAS        |     | 1575.42MHz          | H24                |  |                                       | Transmitting antennas are satellite based.  |

ILS

REMARKS : 1. LOC beam BRG(MAG) 290°  
 2. HGT of ILS REF datum 16.5m(54ft)  
 3. GP angle 3.0°  
 4. ELEV of ILS-DME 6.7m(22ft)

**RJOS AD 2.20 LOCAL TRAFFIC REGULATIONS**

## 1. Airport regulations

PPR Civil transient aircraft must make prior coordination 10days in advance.(088-699-5111)

## 2. Taxiing to and from stands

Nil

## 3. Parking area for small aircraft(General aviation)

Nil

## 4. Parking area for helicopters

Nil

## 5. Apron - taxiing during winter conditions

Nil

## 6. Taxiing - limitations

Nil

## 7. School and training flights - technical test flights - use of runways

Nil

## 8. Helicopter traffic - limitation

Nil

## 9. Removal of disabled aircraft from runways

Nil

**RJOS AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

## RJOS AD 2.22 FLIGHT PROCEDURES

## 1. TAKE OFF MINIMA

|                       | RWY | REDL & RCLL<br>AVBL |          | REDL or RCLL<br>AVBL |          | REDL & RCLL<br>OUT |          |
|-----------------------|-----|---------------------|----------|----------------------|----------|--------------------|----------|
|                       |     | CEIL-RVR            | CEIL-VIS | CEIL-RVR             | CEIL-VIS | CEIL-RVR           | CEIL-VIS |
| TKOF ALTN<br>AP FILED | 11  | -                   | 0'400m   | -                    | 0'600m   | -                  | 0'800m   |
|                       | 29  | 300'800m            | 300'800m | 300'800m             | 300'800m | -                  | 300'800m |
| OTHER                 | 11  | AVBL LDG MINIMA     |          |                      |          |                    |          |
|                       | 29  |                     |          |                      |          |                    |          |

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

## 2. TAKE OFF MINIMA for RNAV DEPARTURE

|  | RWY | ACFT<br>CAT | REDL & RCLL     |      | REDL or RCLL<br>or RCL Marking |      | NIL<br>(DAYTIME ONLY) |      |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
|  |     |             | RVR             | VIS  | RVR                            | VIS  | RVR                   | VIS  |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP FILED | 11  | A,B,C,D     | -               | 400m | -                              | 400m | -                     | 500m |
|  | 29  |             | 400m            | 400m | 400m                           | 400m | -                     | 500m |
| OTHER  | 11  | A,B,C,D     | AVBL LDG MINIMA |      |                                |      |                       |      |
|  | 29  |             |                 |      |                                |      |                       |      |

## 3. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

PAR RWY 29

| MINIMA |          | THR elev. 37 | AD elev. 37 |      |
|--------|----------|--------------|-------------|------|
| CAT    |          |              | CIRCLING    |      |
|        | DA(H)    | RVR/CMV      | MDA(H)      | VIS  |
| A      | 237(200) | 1000         | 580(543)    | 1600 |
| B      |          |              | 600(563)    | 2400 |
| C      |          |              | 840(803)    | 3200 |
| D      |          |              |             |      |

ASR RWY 29

| MINIMA |          | THR elev. 37 | AD elev. 37 |      |
|--------|----------|--------------|-------------|------|
| CAT    |          |              | CIRCLING    |      |
|        | MDA(H)   | RVR/CMV      | MDA(H)      | VIS  |
| A      | 500(463) | 1500         | 580(543)    | 1600 |
| B      |          |              | 600(563)    | 2400 |
| C      |          | 2000         | 840(803)    | 3200 |
| D      |          |              |             |      |

## 4. Automated Radar Terminal System(ARTS)

徳島進入管制所の指示のもとに、徳島進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

モード A/3 またはモード C 応答用の ATC トランスポンダーを搭載していない航空機が当該コードによる応答を指示された場合は、徳島進入管制所に対し、その旨通報すること。

Aircraft flying within the approach control area under the control of Tokushima approach control will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft non equipped with ATC transponder of Mode A/3 or Mode C instructed to reply such Modes, it shall report a Tokushima approach control accordingly.

## 5. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with Tokushima Radar/Approach/GCA are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and ;

- (I)
- Contact TOKUSHIMA Tower.
  - If unable, proceed in accordance with visual flight rules.
  - If unable, proceed to TOKUSHIMA VORTAC/NDB at last assigned altitude or 3,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

**RJOS AD 2.23 ADDITIONAL INFORMATION**

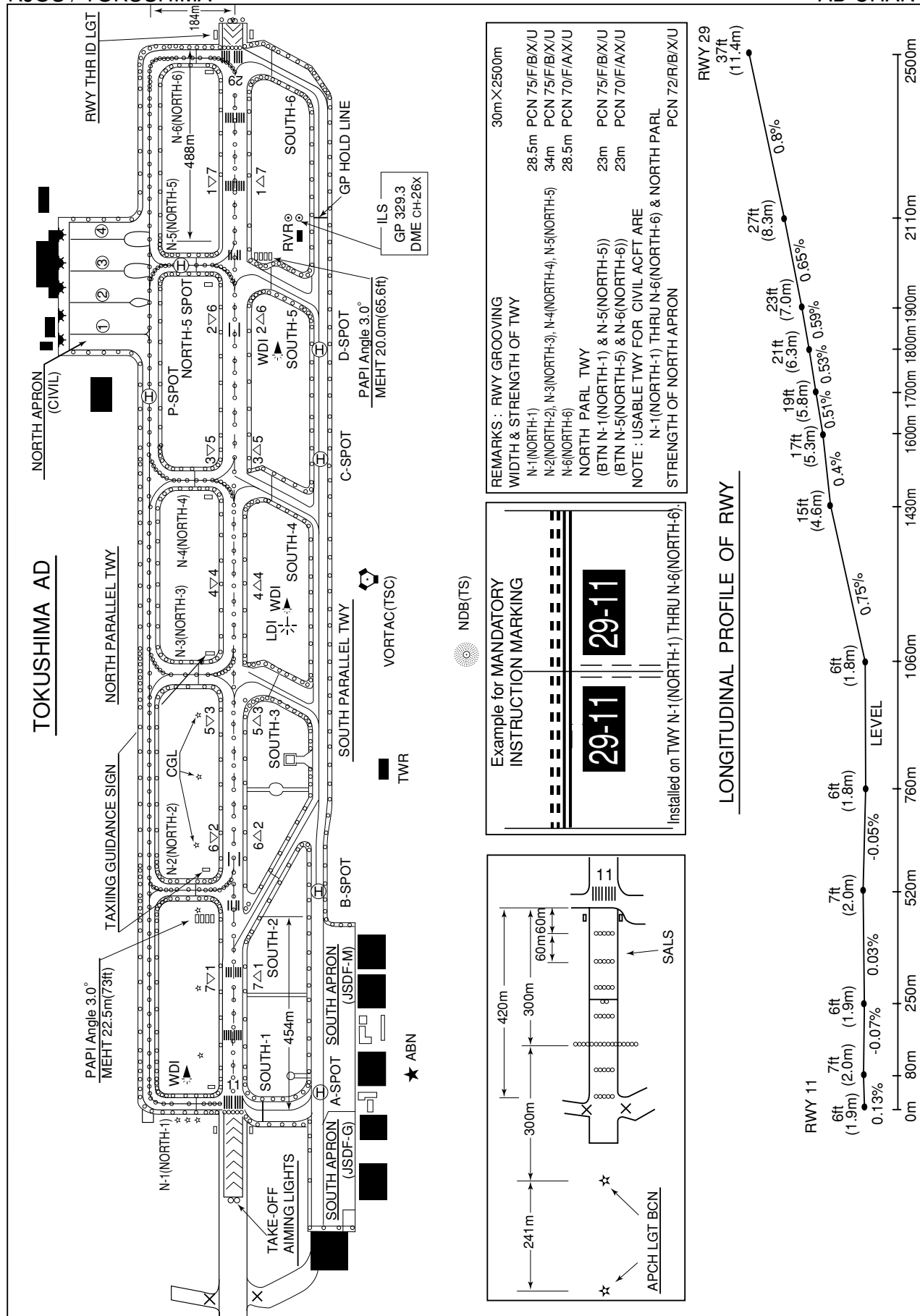
Nil

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

Aerodrome/Heliport Chart  
Standard Departure Chart-Instrument (HONMA-RNAV)  
Standard Departure Chart-Instrument (TOSAR, TOKUSHIMA REVERSAL)\*  
Standard Departure Chart-Instrument (MIYAZU)\*  
Standard Departure Chart-Instrument (MISAKI)\*  
Standard Arrival Chart-Instrument\*  
Instrument Approach Chart (ILS Z OR LOC Z RWY29)\*  
Instrument Approach Chart (ILS Y OR LOC Y RWY29)\*  
Instrument Approach Chart (ILS X OR LOC X RWY29)\*  
Instrument Approach Chart (ILS W OR LOC W RWY29)\*  
Instrument Approach Chart (VOR RWY29)\*  
Instrument Approach Chart (NDB RWY29)\*  
Instrument Approach Chart (TACAN A)\*  
Instrument Approach Chart (RNAV(RNP) Z RWY11)  
Instrument Approach Chart (RNAV(RNP) Y RWY11)  
Instrument Approach Chart (RNAV(GNSS) Z RWY29)  
Instrument Approach Chart (RNAV(RNP) Y RWY29)  
Other Chart (Visual REP)  
Other Chart (LDG CHART)  
Other Chart (MVA CHART)

\*: Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

## AD CHART



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## STANDARD DEPARTURE CHART-INSTRUMENT

## RJOS / TOKUSHIMA

## RNAV SID and TRANSITION

| HONMA ONE DEPARTURE / KILAP TRANSITION  |                        | RNAV1   |
|---|------------------------|---|
| <p>Note 1 ) DME/DME/IRU or GNSS required.<br/>※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off rolling.</p> <p>2 ) RADAR service required.</p>  | Critical DME           | RWY29<br>AJD : 3.0NM to HATIS – HATIS<br>KILAP TRANSITION<br>AJD : 4.0NM to KMANO – KMANO |
|   | DME GAP                | —   |
|   | Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1   |
| <p>VAR 8°W (2018)</p> <p><u>HONMA ONE DEPARTURE</u></p> <p><u>KILAP TRANSITION</u></p>  |                        |   |
| <p><u>HONMA ONE DEPARTURE</u></p> <p>RWY11 : Climb on HDG110° at or above 500FT, turn right direct to HATIS, to SIJIL at 3000FT, to HONMA at or above 5000FT.</p> <p>RWY29 : Climb on HDG290° at or above 500FT, turn left direct to HATIS, to SIJIL at 3000FT, to HONMA at or above 5000FT.</p> <p>Note RWY29 : 5.0% climb gradient required up to 1200FT.<br/>OBST ALT 1115FT located at 4.9NM FM end of RWY29.</p> |                        |   |
| <p><u>KILAP TRANSITION</u></p> <p>From HONMA at or above 5000FT, to KMANO, to KILAP.</p>  |                        |   |

## STANDARD DEPARTURE CHART-INSTRUMENT

## RJOS / TOKUSHIMA

## RNAV SID and TRANSITION

HONMA ONE DEPARTURE

## RWY11

| 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              | —                   | —        | 110<br>(102.6) | -7.6               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | HATIS               | —        | —              | -7.6               | —             | R              | —             | —            | —              | RNAV1                    |
| 003           | TF              | SIJIL               | —        | 144<br>(136.9) | -7.6               | 3.6           | —              | 3000          | —            | —              | RNAV1                    |
| 004           | TF              | HONMA               | —        | 144<br>(136.9) | -7.6               | 13.0          | —              | +5000         | —            | —              | RNAV1                    |

## RWY29

| 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              | —                   | —        | 290<br>(282.6) | -7.6               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | HATIS               | —        | —              | -7.6               | —             | L              | —             | —            | —              | RNAV1                    |
| 003           | TF              | SIJIL               | —        | 144<br>(136.9) | -7.6               | 3.6           | —              | 3000          | —            | —              | RNAV1                    |
| 004           | TF              | HONMA               | —        | 144<br>(136.9) | -7.6               | 13.0          | —              | +5000         | —            | —              | RNAV1                    |

KILAP 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              | HONMA               | —        | —              | -7.6               | —             | —              | +5000         | —            | —              | RNAV1                    |
| 002           | TF              | KMANO               | —        | 113<br>(105.2) | -7.6               | 8.9           | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | KILAP               | —        | 104<br>(095.9) | -7.6               | 82.2          | —              | —             | —            | —              | RNAV1                    |



STANDARD DEPARTURE CHART-INSTRUMENT

RJOS / TOKUSHIMA

SID

TOSAR FOUR DEPARTURE

RWY 29 : Turn left within 3NM....

RWY 11 : Turn right....

....climb via TSC R160 (160° from TS NDB) to TSC 13.0DME (13NM of TS NDB), turn right to intercept and proceed via TSC R187 (187° from TS NDB) to TOSAR.

Cross TSC 13.0DME (13NM of TS NDB) at 3000FT, cross TSC 20.0DME (20NM of TS NDB) at 6000FT, cross TOSAR at assigned altitude.

\* See Note.

TOKUSHIMA REVERSAL FIVE DEPARTURE

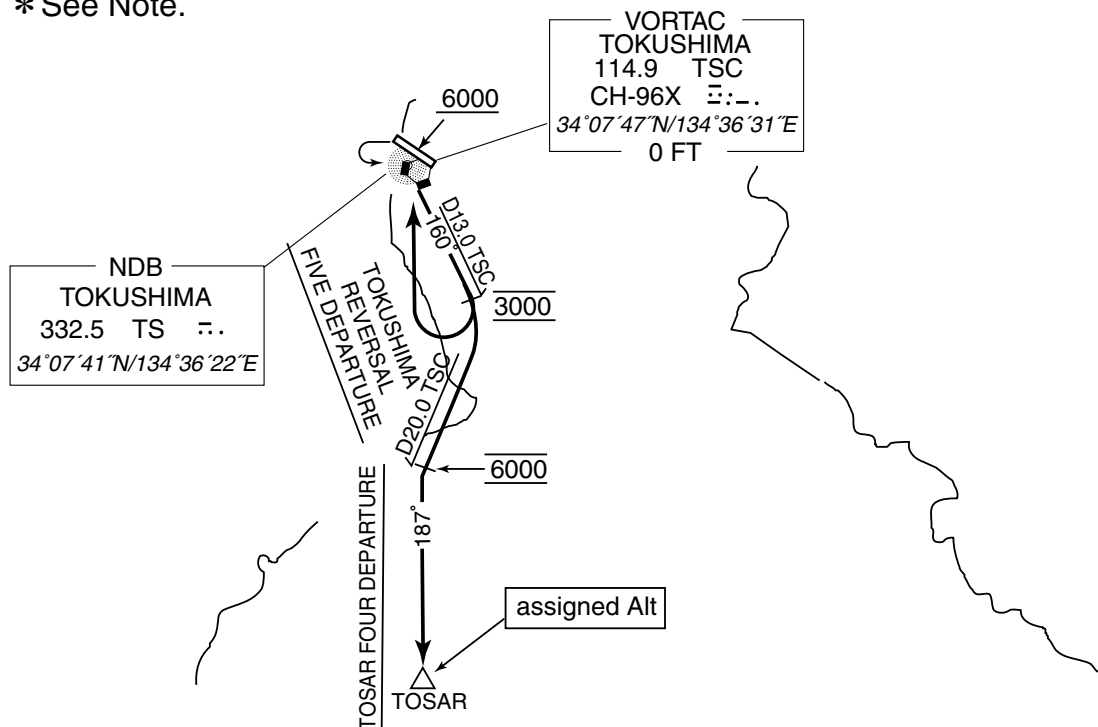
RWY 29 : Turn left within 3NM....

RWY 11 : Turn right....

.... climb via TSC R160 (160° from TS NDB) to TSC 13.0DME (13NM of TS NDB), then turn right proceed to TSC VORTAC (TS NDB).

Cross TSC 13.0DME (13NM of TS NDB) at 3000FT, cross TSC VORTAC (TS NDB) at or above 6000FT.

\* See Note.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJOS / TOKUSHIMA

SID

MIYAZU EIGHT DEPARTURE

RWY 29 : Turn left within 3NM....

RWY 11 : Turn right....

....cross TS NDB at or above 1000FT, climb via 026° from TS NDB until intercepting ITE R297, climb via ITE 22.2DME clockwise ARC to intercept and proceed via YME R170 to YME VOR/DME.

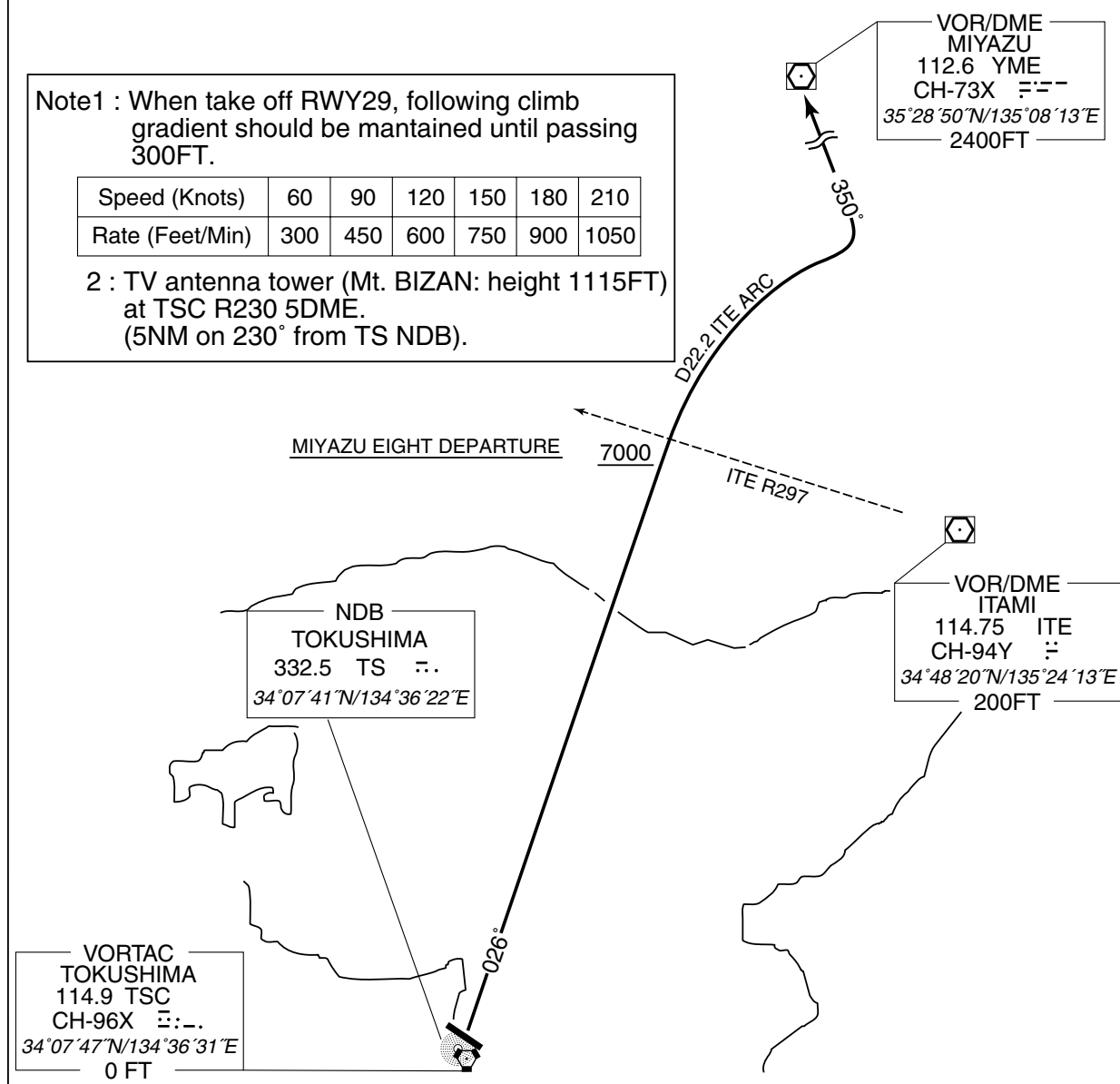
Cross ITE R297 at or above 7000FT.

\* See Note.

Note1 : When take off RWY29, following climb gradient should be maintained until passing 300FT.

|                 |     |     |     |     |     |      |
|-----------------|-----|-----|-----|-----|-----|------|
| Speed (Knots)   | 60  | 90  | 120 | 150 | 180 | 210  |
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |

2 : TV antenna tower (Mt. BIZAN: height 1115FT) at TSC R230 5DME.  
(5NM on 230° from TS NDB).



STANDARD DEPARTURE CHART -INSTRUMENT

RJOS / TOKUSHIMA

SID and TRANSITION

MISAKI ONE DEPARTURE

RWY29 : Turn left within 3NM,...

RWY11 : Turn right,...

...climb via TSC R143 (143° from TS NDB) to HONMA.

Cross TSC 12.0DME (12NM of TS NDB) at 3000FT, cross HONMA at or above 8000FT.

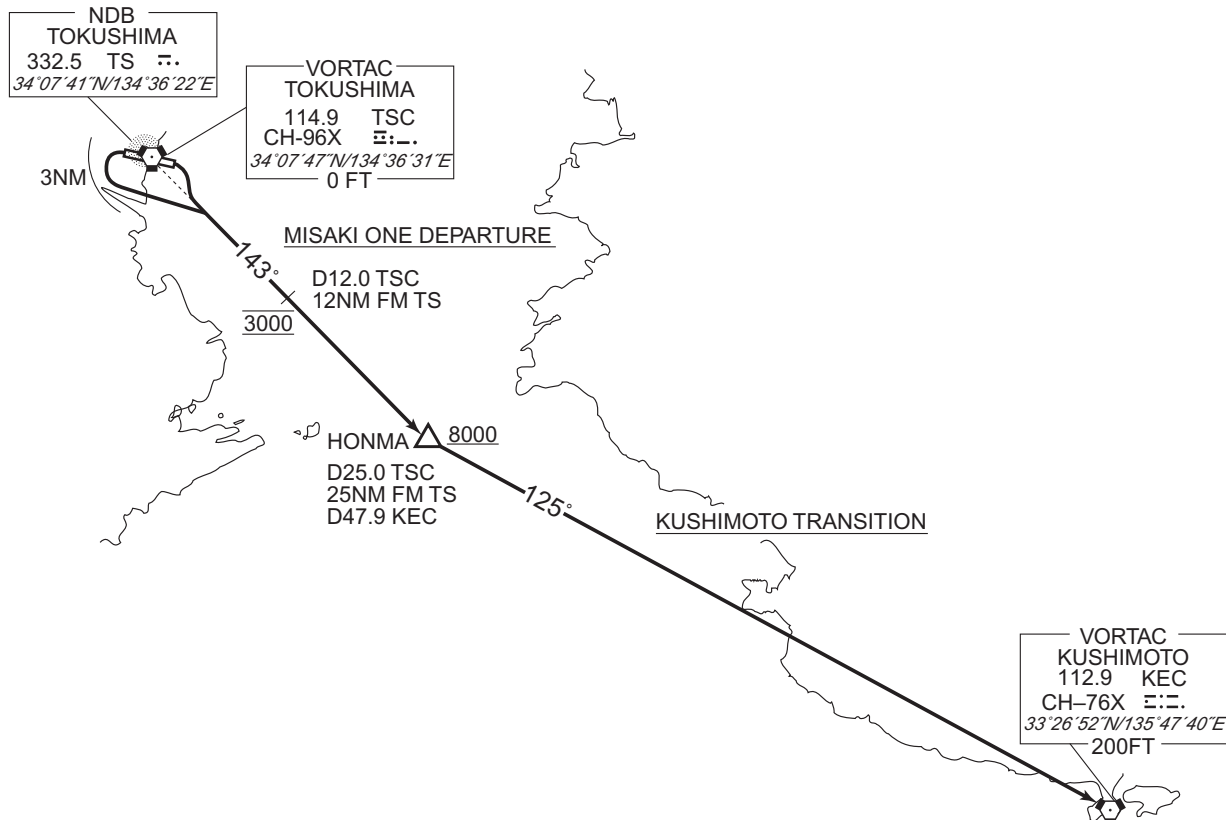
Note1 : When take off RWY29, following climb gradient should be maintained until passing 300FT

| Speed (Knots)   | 60  | 90  | 120 | 150 | 180 | 210  |
|-----------------|-----|-----|-----|-----|-----|------|
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |

Note2 : TV antenna tower (Mt. BIZAN : height 1115FT) at TSC R230 5DME.  
(5NM on 230° from TS NDB).

KUSHIMOTO TRANSITION

From over HONMA, via KEC R305 to KEC VORTAC.



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STANDARD ARRIVAL CHART-INSTRUMENT

RJOS / TOKUSHIMA

STAR

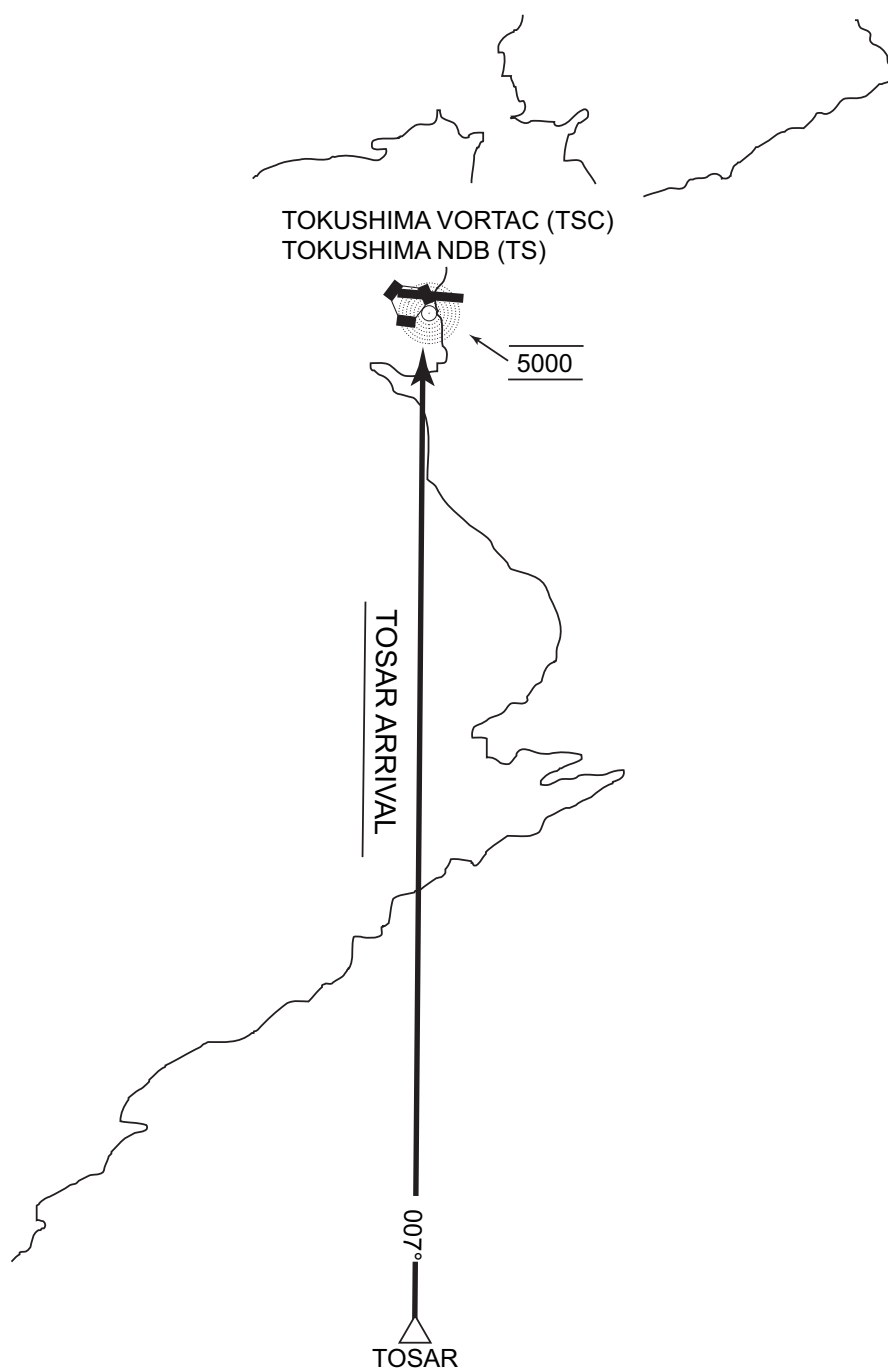
**STAR**

TOSAR ARRIVAL

From over TOSAR, proceed via TSC R-187 to TSC VORTAC (007DEG to TS NDB).

Cross TSC VORTAC (TS NDB) at 5,000 feet.

STAR



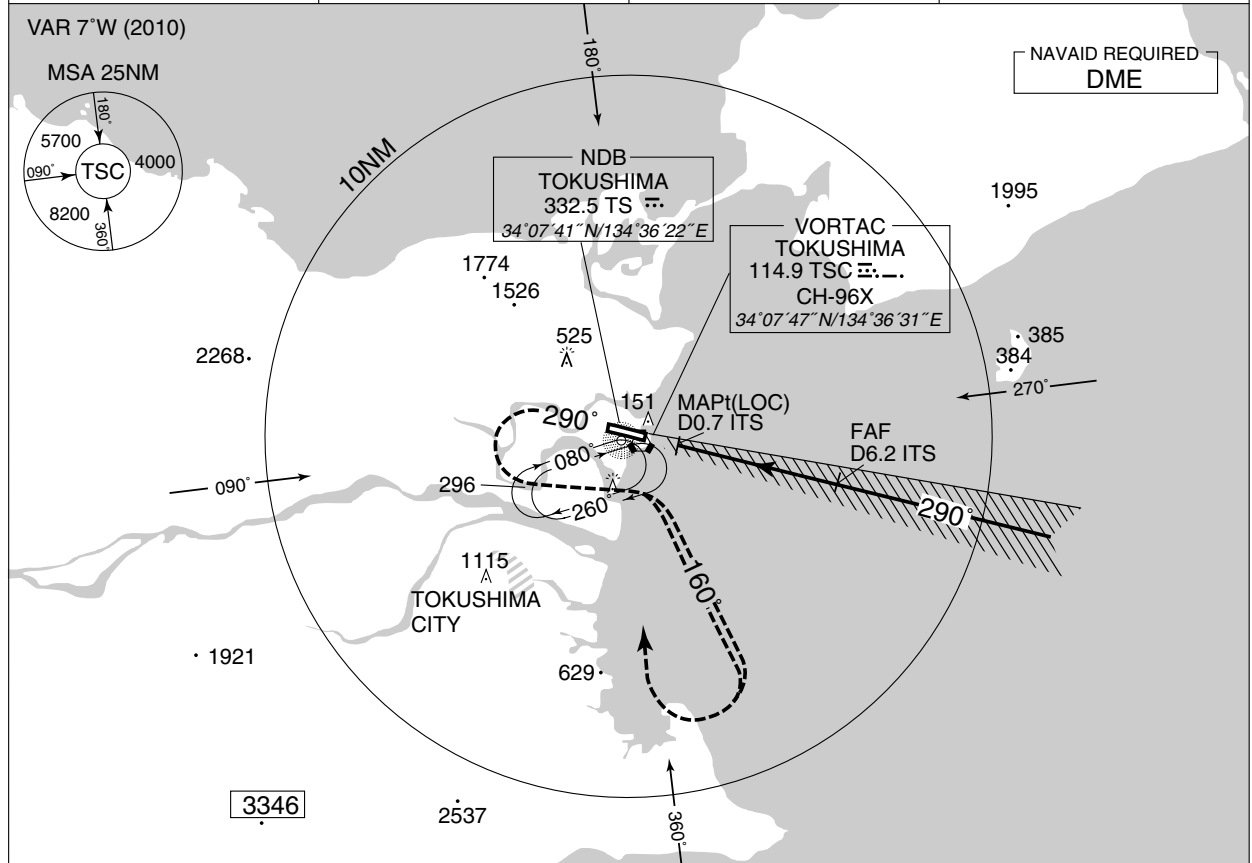
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INSTRUMENT APPROACH CHART

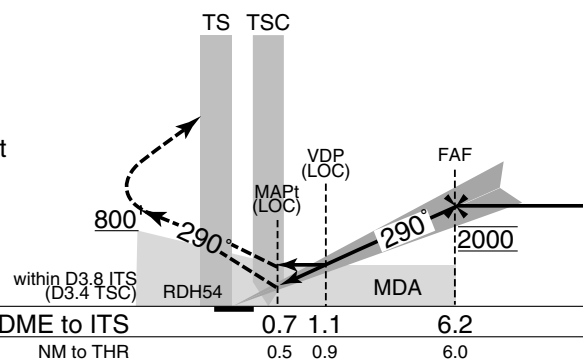
RJOS / TOKUSHIMA

ILS Z or LOC Z RWY 29

|   |  |   |                                   |
|---|--|---|-----------------------------------|
| TOKUSHIMA APP<br>120.1 - 124.0<br>261.2 - 284.6 | ILS-LOC<br>108.9 ITS 329.3<br>ILS-GP 329.3<br>ILS-DME CH-26X | TOKUSHIMA TOWER<br>118.0 - 126.2<br>233.8 - 236.8 | GCA AVBL<br>CALL<br>TOKUSHIMA APP |
|---|--|---|-----------------------------------|



**MISSED APPROACH**  
Climb on 290° to 800FT or above within ITS 3.8DME(TSC3.4DME), turn left and climb via TSC R160(on160° from TS NDB) to 3000FT, then turn right within TSC 10DME(10nm of TS NDB), proceed to TSC VORTAC(TS NDB) and hold.  
Contact TOKUSHIMA APP.

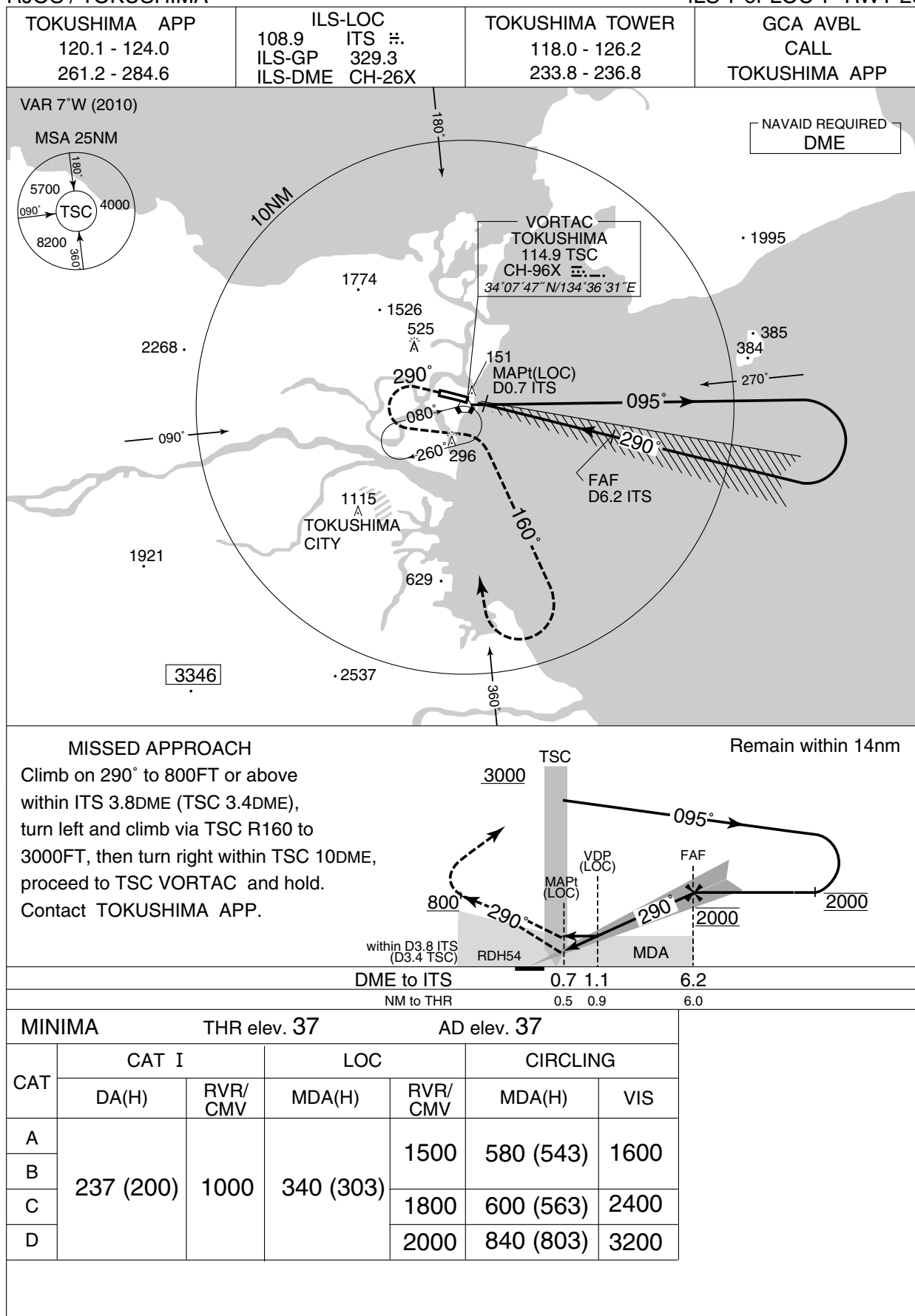


| MINIMA |           |         | THR elev. 37 |         | AD elev. 37 |      |
|--------|-----------|---------|--------------|---------|-------------|------|
| CAT    | CAT I     |         | LOC          |         | CIRCLING    |      |
|        | DA(H)     | RVR/CMV | MDA(H)       | RVR/CMV | MDA(H)      | VIS  |
| A      | 237 (200) | 1000    | 340 (303)    | 1500    | 580 (543)   | 1600 |
| B      |           |         |              | 1800    | 600 (563)   | 2400 |
| C      |           |         |              | 2000    | 840 (803)   | 3200 |
| D      |           |         |              |         |             |      |

## INSTRUMENT APPROACH CAHRT

RJOS / TOKUSHIMA

ILS Y or LOC Y RWY 29



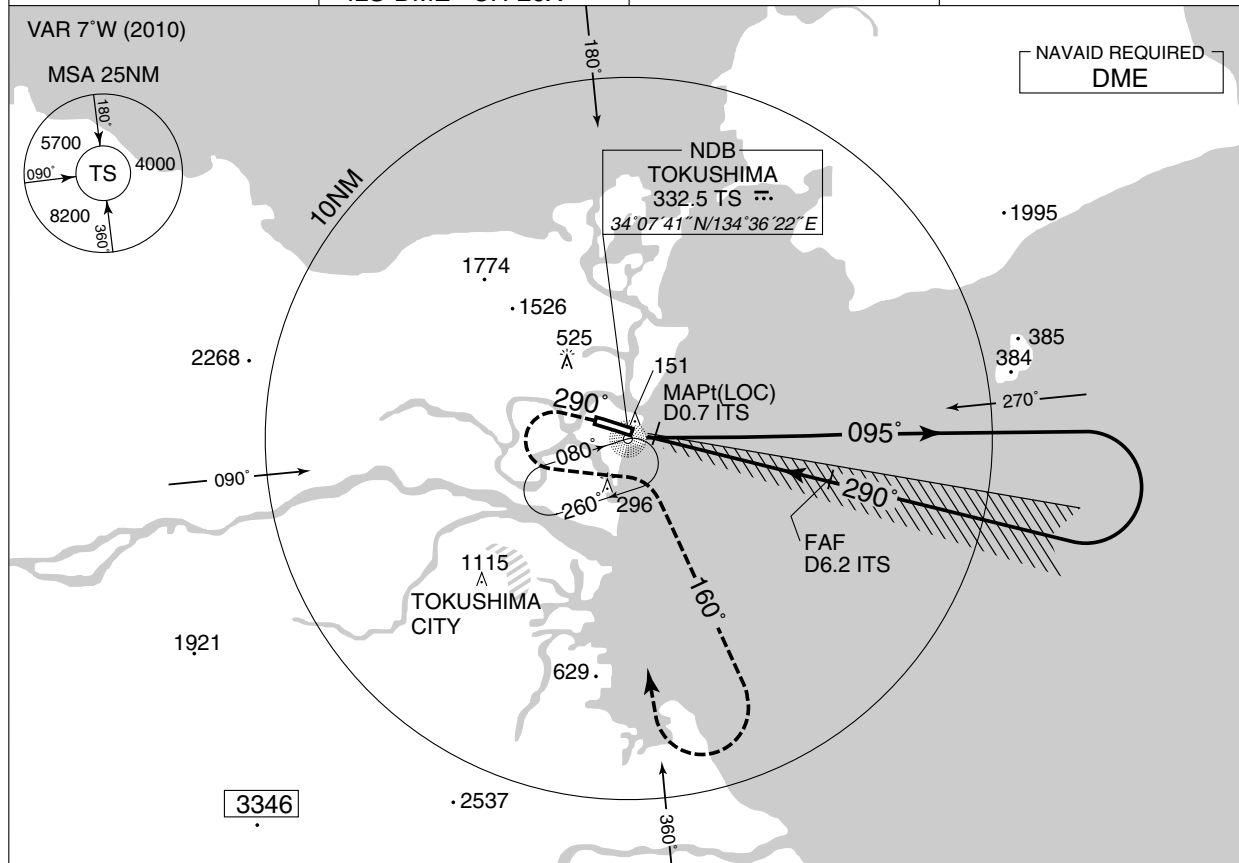


INSTRUMENT APPROACH CHART

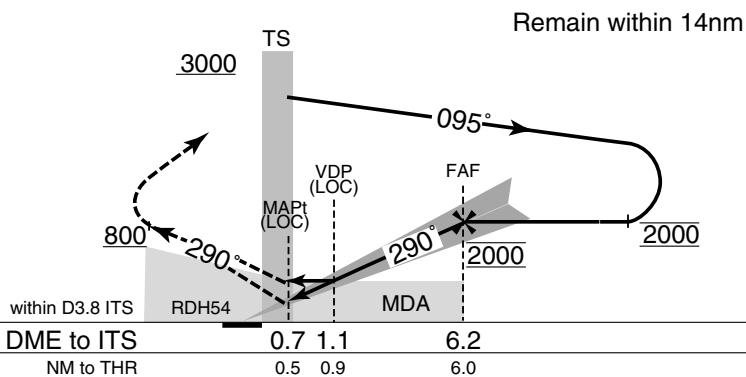
RJOS / TOKUSHIMA

ILS X or LOC X RWY 29

|   |   |   |                                   |
|---|---|---|-----------------------------------|
| TOKUSHIMA APP<br>120.1 - 124.0<br>261.2 - 284.6 | ILS-LOC<br>108.9 ITS #.<br>ILS-GP 329.3<br>ILS-DME CH-26X | TOKUSHIMA TOWER<br>118.0 - 126.2<br>233.8 - 236.8 | GCA AVBL<br>CALL<br>TOKUSHIMA APP |
|---|---|---|-----------------------------------|



**MISSED APPROACH**  
Climb on 290° to 800FT or above within ITS 3.8DME, turn left and climb via 160° from TS NDB to 3000FT, then turn right within 10nm of TS NDB, proceed to TS NDB and hold.  
Contact TOKUSHIMA APP.

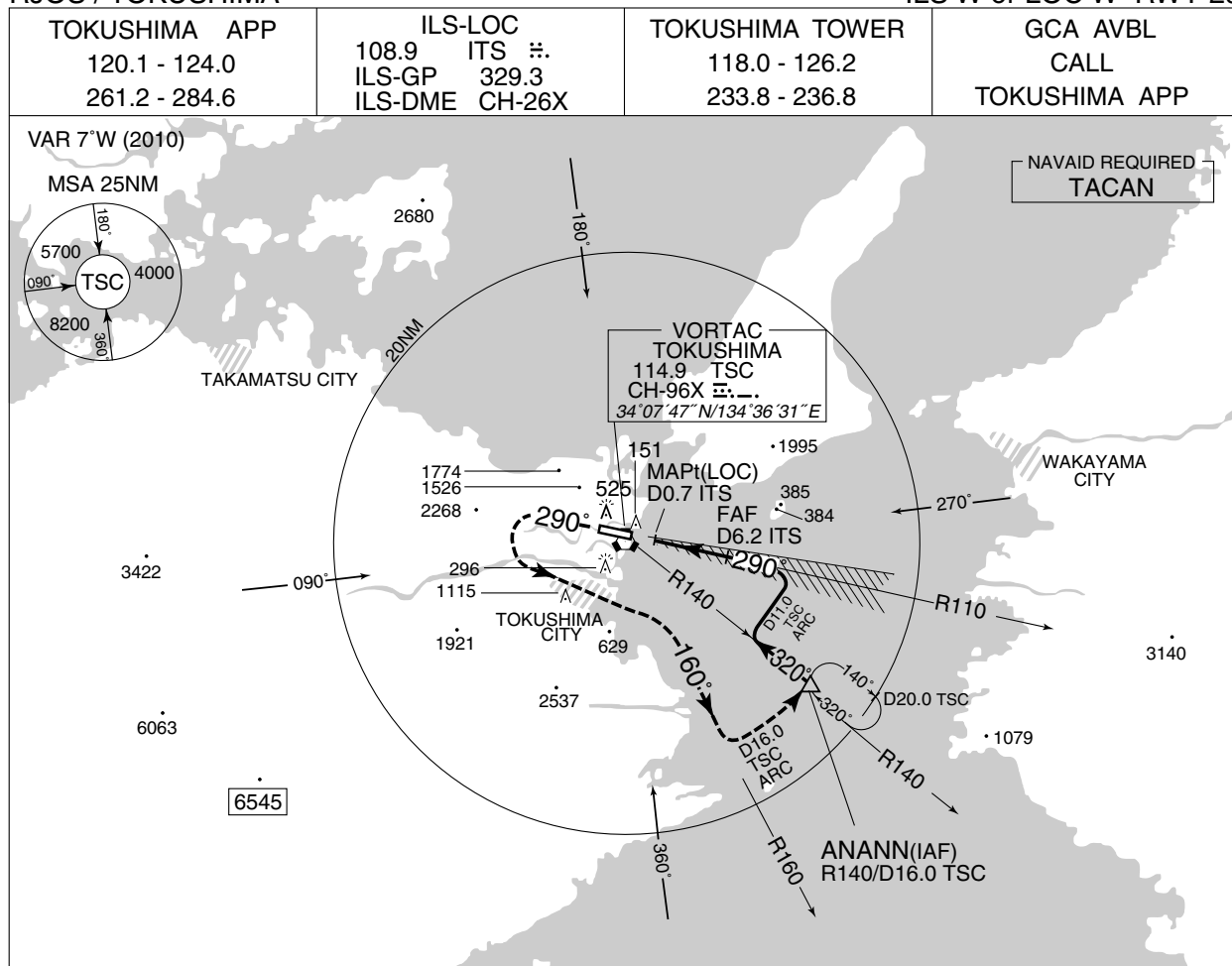


| MINIMA |           | THR elev. 37 |           | AD elev. 37 |           |      |
|--------|-----------|--------------|-----------|-------------|-----------|------|
| CAT    | CAT I     |              | LOC       |             | CIRCLING  |      |
|        | DA(H)     | RVR/<br>CMV  | MDA(H)    | RVR/<br>CMV | MDA(H)    | VIS  |
| A      | 237 (200) | 1000         | 340 (303) | 1500        | 580 (543) | 1600 |
| B      |           |              |           |             |           |      |
| C      |           |              |           | 1800        | 600 (563) | 2400 |
| D      |           |              |           | 2000        | 840 (803) | 3200 |
|        |           |              |           |             |           |      |

## INSTRUMENT APPROACH CHART

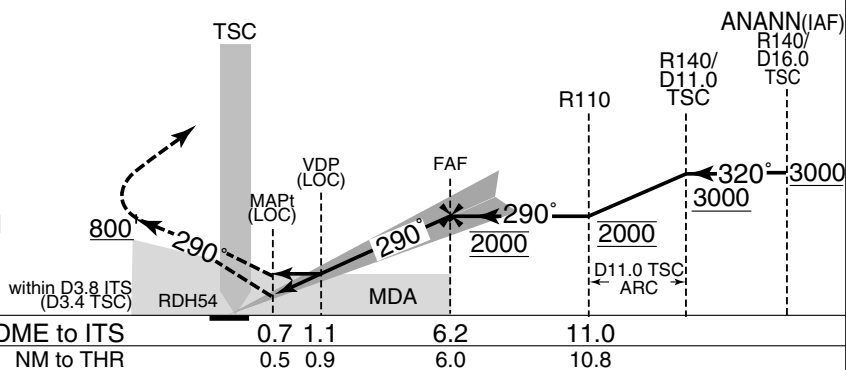
RJOS / TOKUSHIMA

ILS W or LOC W RWY 29



## MISSED APPROACH

Climb on 290° to 800FT  
or above within ITS 3.8DME  
(TSC 3.4DME), then turn left and  
climb via TSC R160 to intercept  
and proceed via TSC 16.0DME  
counterclockwise ARC to ANANN  
IAF and hold at 3000FT.  
Contact TOKUSHIMA APP.



## MINIMA

THR elev. 37

AD elev. 37

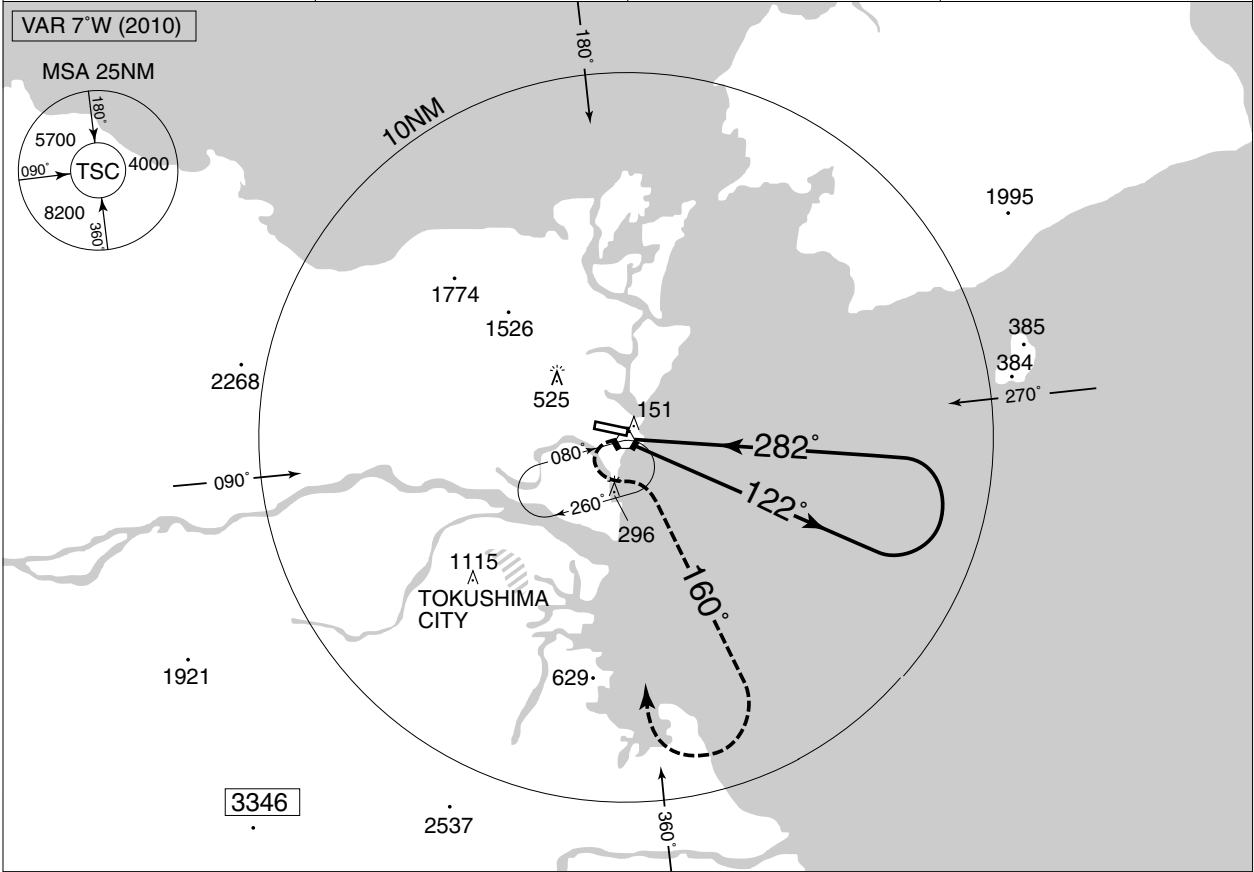
| CAT | CAT I     |         | LOC       |         | CIRCLING  |      |
|-----|-----------|---------|-----------|---------|-----------|------|
|     | DA(H)     | RVR/CMV | MDA(H)    | RVR/CMV | MDA(H)    | VIS  |
| A   | 237 (200) | 1000    | 340 (303) | 1500    | 580 (543) | 1600 |
| B   |           |         |           | 1800    | 600 (563) | 2400 |
| C   |           |         |           | 2000    | 840 (803) | 3200 |
| D   |           |         |           |         |           |      |

INSTRUMENT APPROACH CHART

RJOS / TOKUSHIMA

VOR RWY 29

|   |   |   |                                   |
|---|---|---|-----------------------------------|
| TOKUSHIMA APP<br>120.1 - 124.0<br>261.2 - 284.6 | TOKUSHIMA VORTAC<br>114.9 TSC $\Xi$ :..<br>CH-96X<br>34°07'47"N / 134°36'31"E | TOKUSHIMA TOWER<br>118.0 - 126.2<br>233.8 - 236.8 | GCA AVBL<br>CALL<br>TOKUSHIMA APP |
|---|---|---|-----------------------------------|



**MISSED APPROACH**

At TSC VORTAC, turn left and climb via TSC R160 to 3000FT, then turn right within 10NM of TSC, proceed to TSC VORTAC and hold.  
Contact TOKUSHIMA APP.

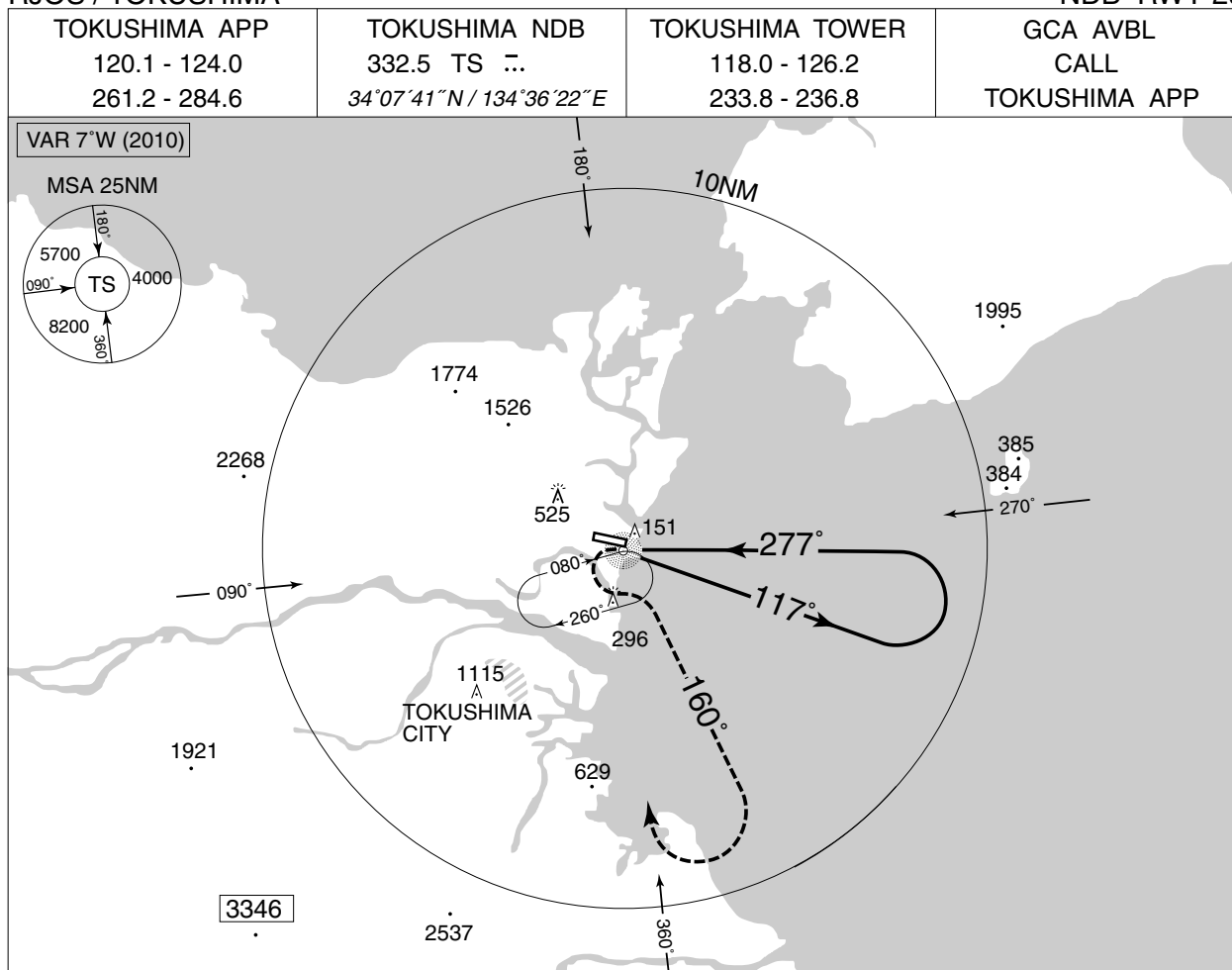
Remain within 10NM

| MINIMA |           | THR elev. 37 | AD elev. 37 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/CMV      | MDA(H)      | VIS  |
| A      | 580 (543) | 1500         | 580 (543)   | 1600 |
| B      |           |              |             |      |
| C      |           | 2000         | 600 (563)   | 2400 |
| D      |           |              | 840 (803)   | 3200 |

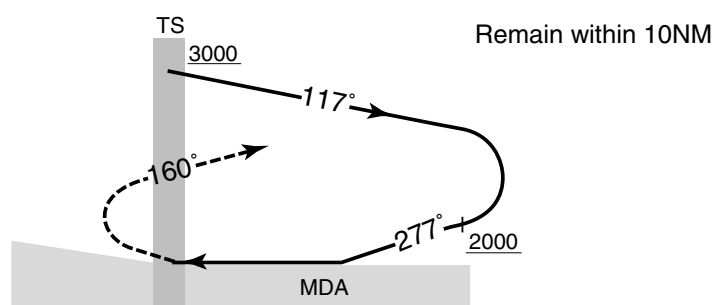
## INSTRUMENT APPROACH CHART

RJOS / TOKUSHIMA

NDB RWY 29

**MISSED APPROACH**

At TS NDB, turn left and climb via 160° from TS NDB to 3000FT, then turn right within 10NM of TS NDB, proceed to TS NDB and hold.  
Contact TOKUSHIMA APP.



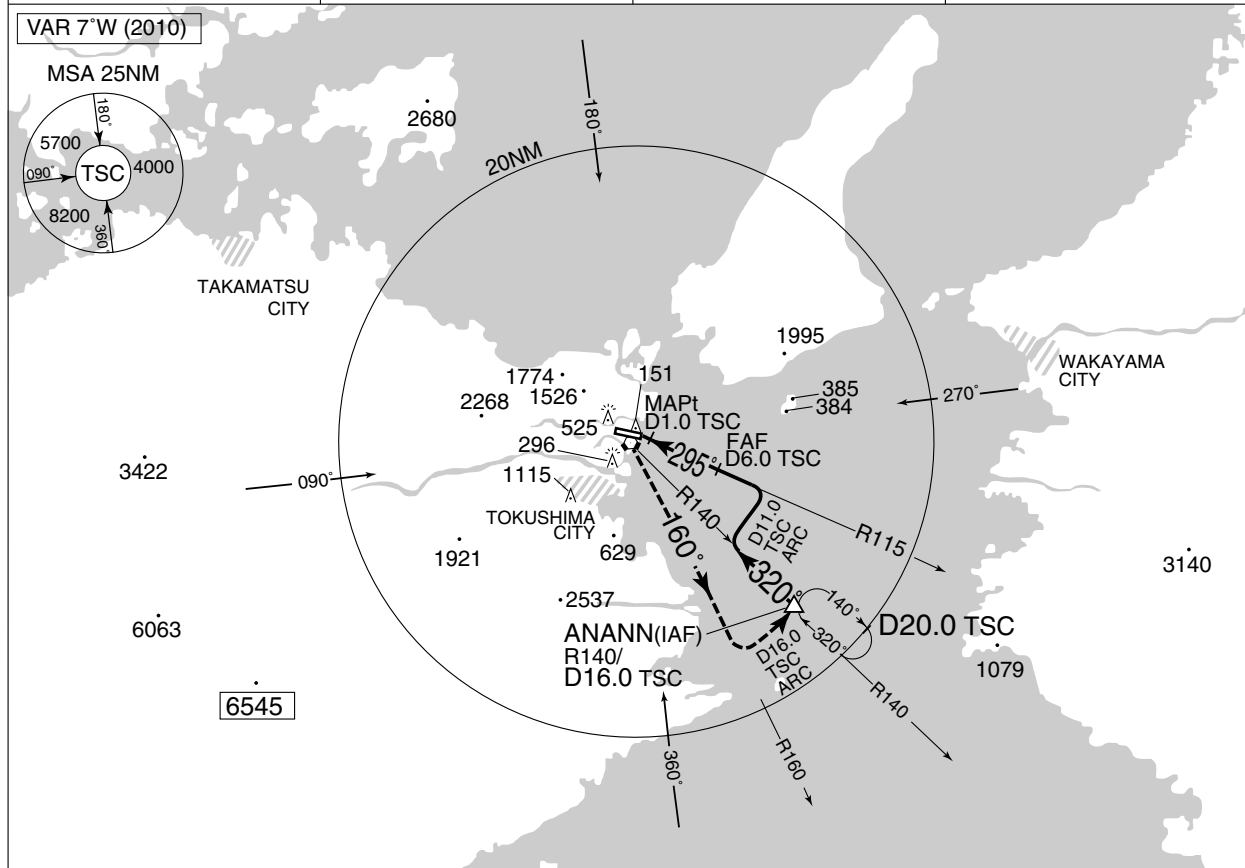
| MINIMA |           | THR elev. 37 | AD elev. 37 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/CMV      | MDA(H)      | VIS  |
| A      | 580 (543) | 1500         | 580 (543)   | 1600 |
| B      |           |              |             |      |
| C      |           | 2000         | 600 (563)   | 2400 |
| D      |           |              | 840 (803)   | 3200 |

INSTRUMENT APPROACH CHART

RJOS / TOKUSHIMA

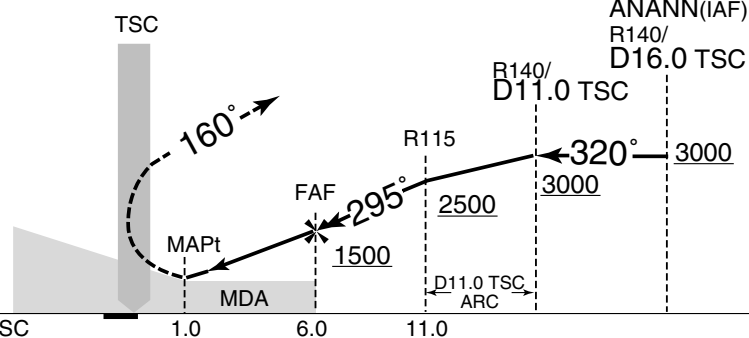
TACAN A

|   |  |   |                                   |
|---|--|---|-----------------------------------|
| TOKUSHIMA APP<br>120.1 - 124.0<br>261.2 - 284.6 | TOKUSHIMA TACAN<br>CH-96X TSC 三三<br>34°07'48"N / 134°36'36"E | TOKUSHIMA TOWER<br>118.0 - 126.2<br>233.8 - 236.8 | GCA AVBL<br>CALL<br>TOKUSHIMA APP |
|---|--|---|-----------------------------------|



MISSED APPROACH

1.0DME prior to TSC VORTAC, turn left and climb via TSC R160 to intercept and proceed via TSC 16.0DME counterclockwise ARC to ANANN and hold at 3000FT. Contact TOKUSHIMA APP.

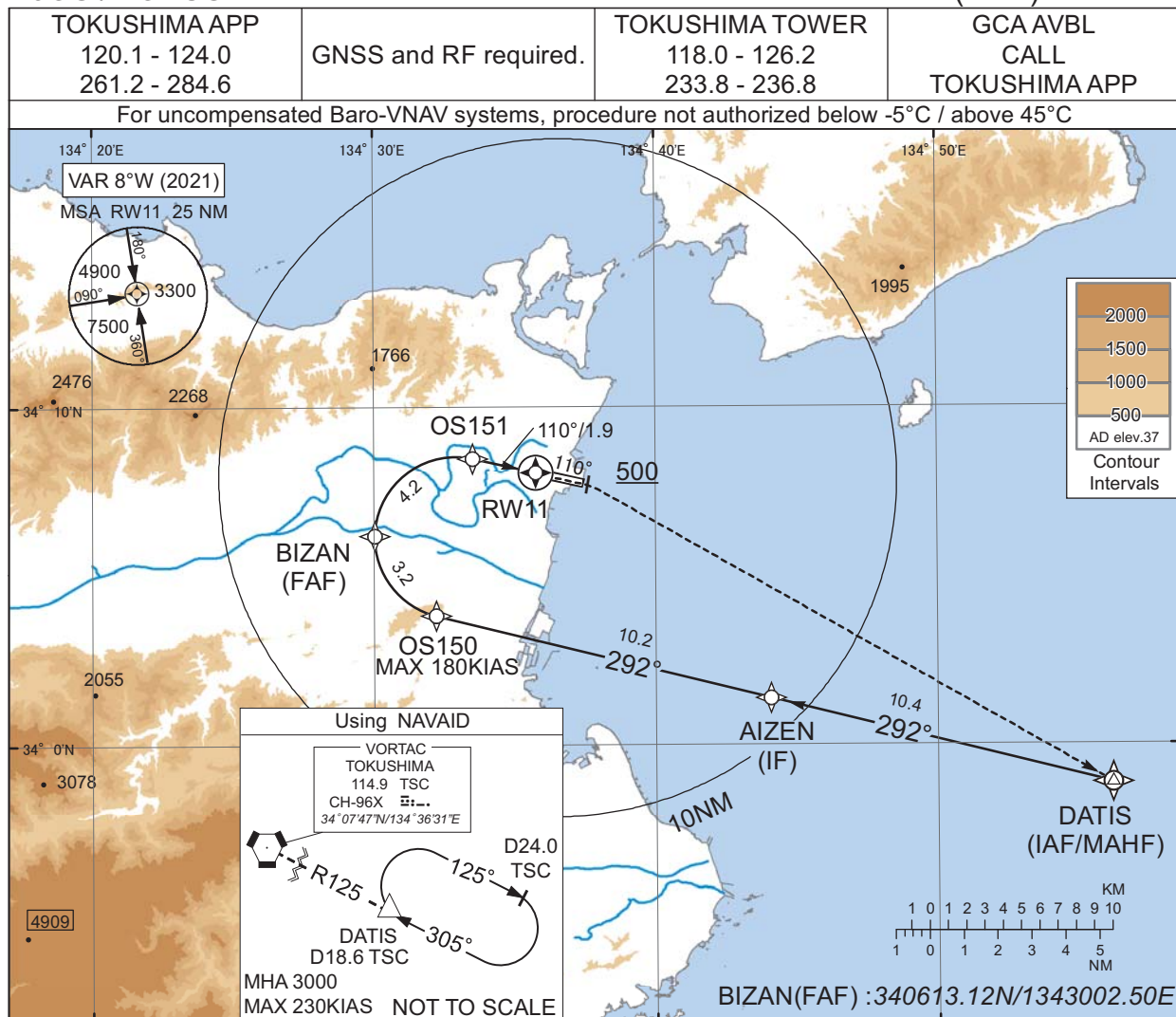


| DME to TSC |              |             |
|------------|--------------|-------------|
| 1.0        | 6.0          | 11.0        |
| MINIMA     | THR elev. 37 | AD elev. 37 |
| CAT        | CIRCLING     |             |
|            | MDA(H)       | VIS         |
| A          | 580 (543)    | 1600        |
| B          |              |             |
| C          | 600 (563)    | 2400        |
| D          | 840 (803)    | 3200        |

## INSTRUMENT APPROACH CHART

RJOS / TOKUSHIMA

RNAV(RNP) Z RWY11

DATIS  
(IAF)AIZEN  
(IF)

OS150

BIZAN  
(FAF)

OS151

RW11

RDH 50

29.9

19.5

9.3

6.1

1.9

0

NM to THR

## MISSED APPROACH

From RW11 on track 110° , at or above 500FT turn right, direct to DATIS and hold at 3000FT. Contact TOKUSHIMA APP.

Missed APCH climb gradient MNM 5.0%

| CAT | RNP 0.15 |      | RNP 0.30 |      |
|-----|----------|------|----------|------|
|     | DA(H)    | CMV  | DA(H)    | CMV  |
| A   | -        | -    | -        | -    |
| B   | -        | -    | -        | -    |
| C   | 306(300) | 1400 | 362(356) | 1400 |
| D   |          | 1600 |          | 1600 |

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

**RNP AR**

Special Authorization Required

CHANGE : New PROC.

## INSTRUMENT APPROACH CHART

RJOS / TOKUSHIMA

RNAV(RNP) Z RWY11

RNAV(RNP) Z RWY11Coding 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                                 | DATIS               | -        | -              | -7.8               | -             | -              | +3000         | -            | -               | -            |
| 002           | TF                                 | AIZEN               | -        | 292<br>(284.2) | -7.8               | 10.4          | -              | -             | -            | -               | 1.0          |
| 003           | TF                                 | OS150               | -        | 292<br>(284.1) | -7.8               | 10.2          | -              | +3000         | -180         | -               | 0.3          |
| 004           | RF<br>Center:<br>OSRF2<br>r=2.38NM | BIZAN               | -        | -              | -7.8               | 3.2           | R              | 2000          | -            | -               | 0.3          |
| 005           | RF<br>Center:<br>OSRF2<br>r=2.38NM | OS151               | -        | -              | -7.8               | 4.2           | R              | 661           | -            | -3.00           | 0.15<br>0.30 |
| 006           | TF                                 | RW11                | Y        | 110<br>(102.6) | -7.8               | 1.9           | -              | 56            | -            | -3.00/50        | 0.15<br>0.30 |
| 007           | FA                                 | -                   | -        | 110<br>(102.6) | -7.8               | -             | -              | +500          | -            | -               | 1.0          |
| 008           | DF                                 | DATIS               | -        | -              | -7.8               | -             | R              | 3000          | -            | -               | 1.0          |

Waypoint Coordinates

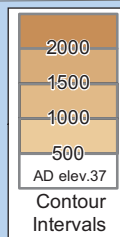
| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| DATIS               | 335851.96N / 1345613.14E | OSRF2                    | 340610.26N / 1343254.26E |
| AIZEN               | 340123.97N / 1344405.59E |                          |                          |
| OS150               | 340351.55N / 1343212.95E |                          |                          |
| BIZAN               | 340613.12N / 1343002.50E |                          |                          |
| OS151               | 340829.79N / 1343331.39E |                          |                          |
| RW11                | 340804.98N / 1343545.74E |                          |                          |

CHANGE : New PROC.

## RJOS / TOKUSHIMA

RNAV(RNP) Y RWY11

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



From RW11 on track 110° , at or above 500FT turn right, direct to DATIS and hold at 3000FT.  
Contact TOKUSHIMA APP.

Missed APCH climb gradient MNM 5.0%

# RNP AR

Special Authorization Required

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

CHANGE : New PROC.



## INSTRUMENT APPROACH CHART

RJOS / TOKUSHIMA

RNAV(RNP) Y RWY11

RNAV(RNP) Y RWY11Coding 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                                 | KULUL               | -        | -              | -7.8               | -             | -              | +5000         | -210         | -               | -            |
| 002           | TF                                 | DOCHU               | -        | 179<br>(171.2) | -7.8               | 2.7           | -              | +3100         | -            | -               | 0.3          |
| 003           | TF                                 | OS152               | -        | 179<br>(171.2) | -7.8               | 2.0           | -              | -             | -180         | -               | 0.3          |
| 004           | RF<br>Center:<br>OSRF1<br>r=2.88NM | OS153               | -        | -              | -7.8               | 7.5           | L              | -             | -            | -               | 0.3          |
| 005           | TF                                 | FUDOU               | -        | 030<br>(022.4) | -7.8               | 1.8           | -              | 2000          | -            | -               | 0.3          |
| 006           | TF                                 | OS154               | -        | 030<br>(022.4) | -7.8               | 0.9           | -              | 1717          | -            | -3.00           | 0.15<br>0.30 |
| 007           | RF<br>Center:<br>OSRF2<br>r=2.38NM | OS151               | -        | -              | -7.8               | 3.3           | R              | 661           | -            | -3.00           | 0.15<br>0.30 |
| 008           | TF                                 | RW11                | Y        | 110<br>(102.6) | -7.8               | 1.9           | -              | 56            | -            | -3.00/50        | 0.15<br>0.30 |
| 009           | FA                                 | -                   | -        | 110<br>(102.6) | -7.8               | -             | -              | +500          | -            | -               | 1.0          |
| 010           | DF                                 | DATIS               | -        | -              | -7.8               | -             | R              | 3000          | -            | -               | 1.0          |

Waypoint Coordinates

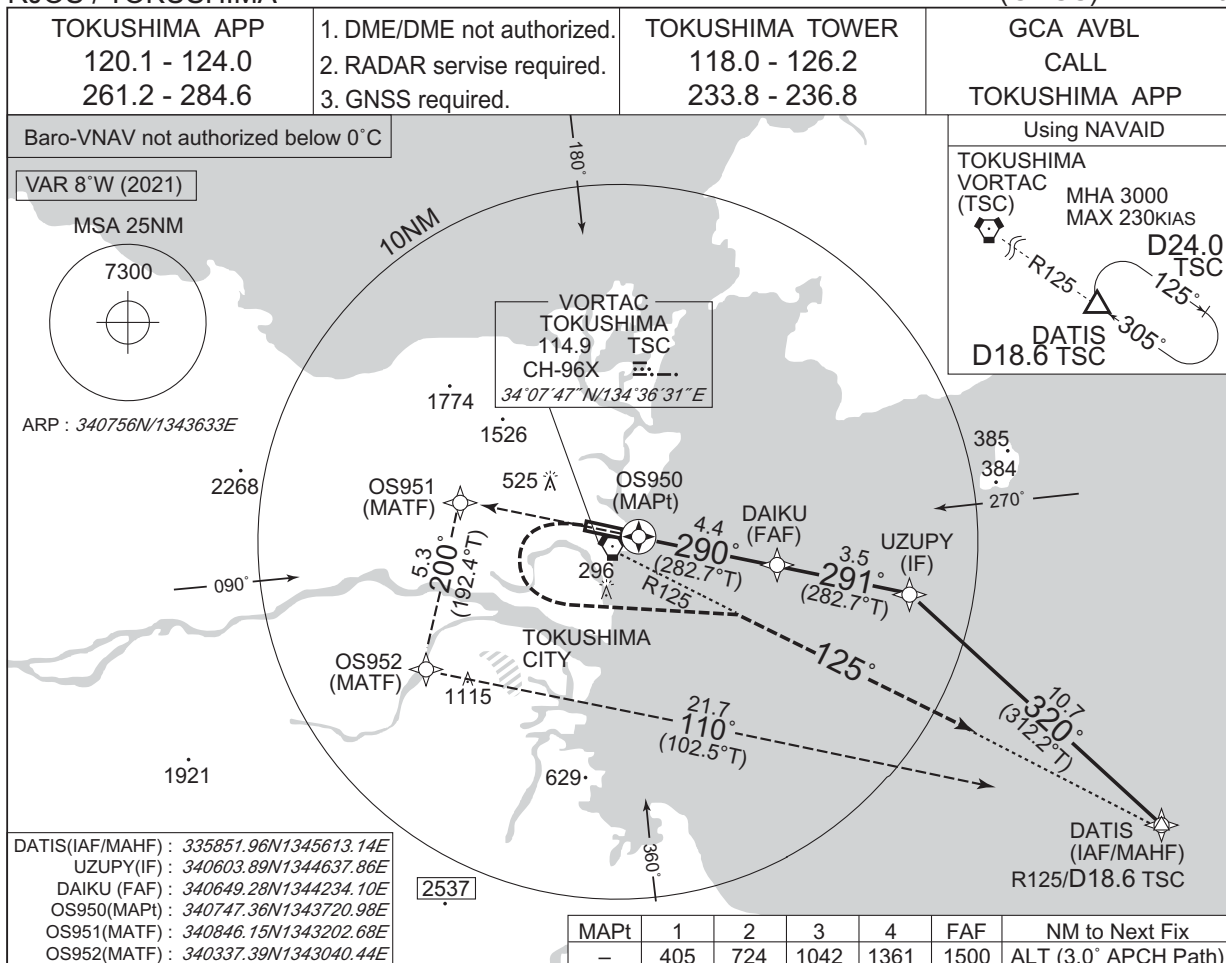
| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| KULUL               | 340954.74N / 1342131.22E | OSRF1                    | 340544.73N / 1342549.48E |
| DOCHU               | 340716.80N / 1342200.89E | OSRF2                    | 340610.26N / 1343254.26E |
| OS152               | 340517.99N / 1342223.19E |                          |                          |
| OS153               | 340438.24N / 1342902.35E |                          |                          |
| FUDOU               | 340615.76N / 1342950.98E |                          |                          |
| OS154               | 340705.08N / 1343015.59E |                          |                          |
| OS151               | 340829.79N / 1343331.39E |                          |                          |
| RW11                | 340804.98N / 1343545.74E |                          |                          |
| DATIS               | 335851.96N / 1345613.14E |                          |                          |

CHANGE : New PROC.

## INSTRUMENT APPROACH CHART

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RNAV(GNSS) Z RWY29

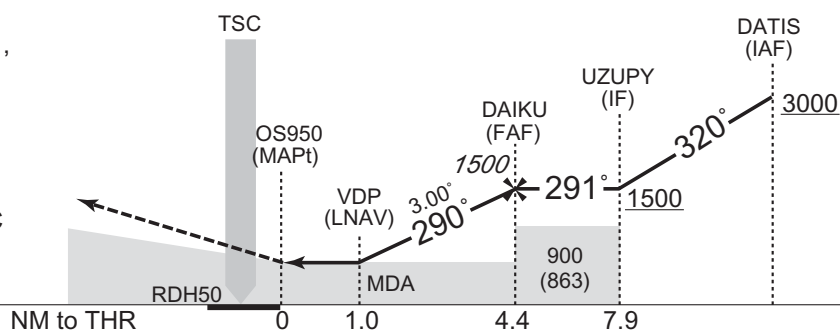


## MISSED APPROACH

Climb to 3000FT direct to OS951, to OS952, to DATIS and hold.  
Contact TOKUSHIMA APP.

(For using VORTAC)

Climb on HDG290° to 800FT, turn left climb to 3000FT via TSC R125 to DATIS and hold.  
Contact TOKUSHIMA APP.



Missed APCH climb gradient MNM 5.0%

| MINIMA |           | THR elev. 37 |           | AD elev. 37 |           |      |
|--------|-----------|--------------|-----------|-------------|-----------|------|
| CAT    | LNAV/VNAV |              | LNAV      |             | CIRCLING  |      |
|        | DA(H)     | RVR/<br>CMV  | MDA(H)    | RVR/<br>CMV | MDA(H)    | VIS  |
| A      | 380 (343) | 1500         | 380 (343) | 1500        | 580 (543) | 1600 |
| B      |           | 1800         |           | 1800        | 600 (563) | 2400 |
| C      |           |              |           |             |           |      |
| D      |           |              |           |             |           |      |

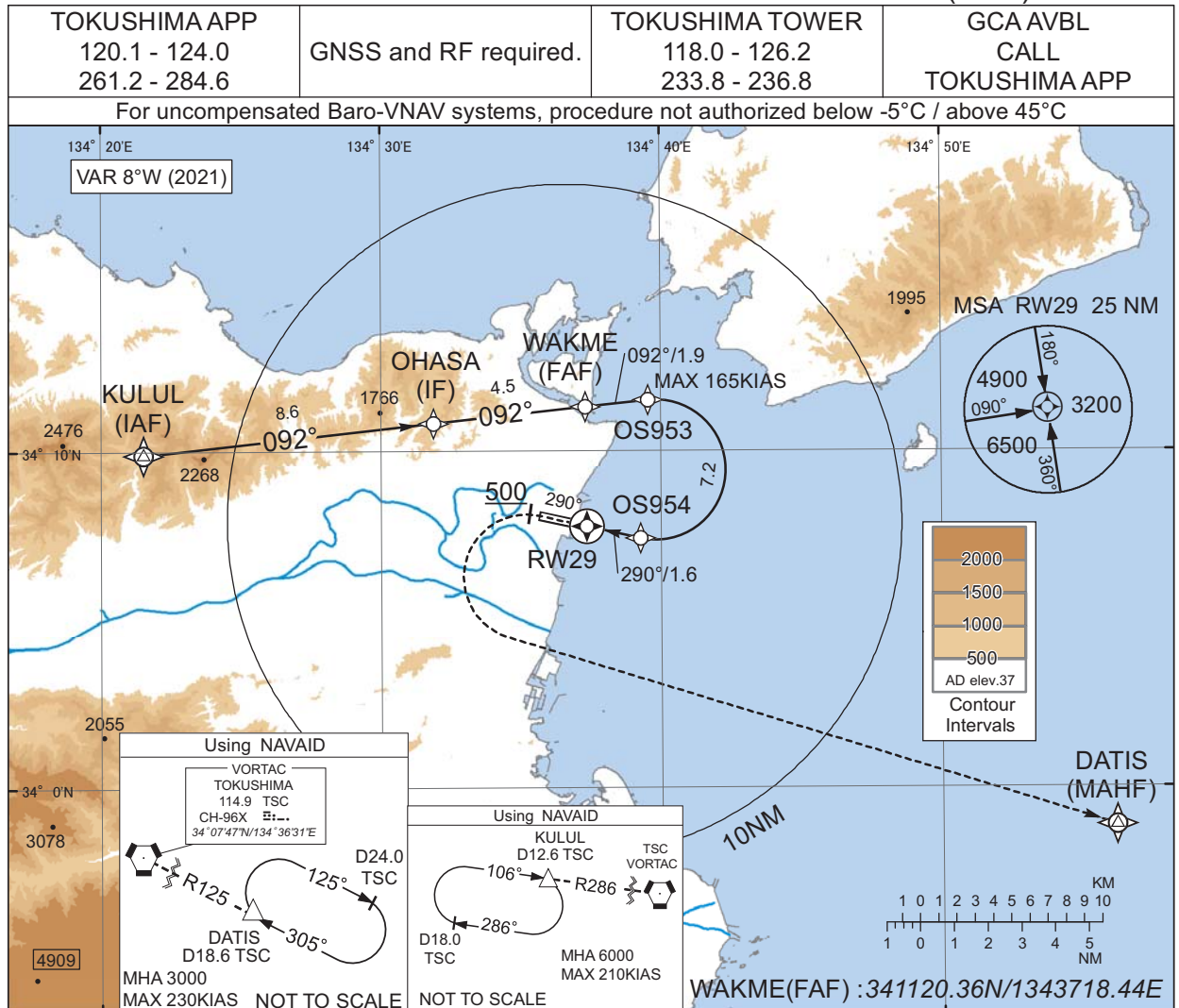
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR. MSA. PROC renamed. Required navigation sensor. PROC course. MISSED APPROACH course. RWY29, OS293, OS294 abolished. OS950, OS951, OS952 established. FIX name added(FAF).

INSTRUMENT APPROACH CHART

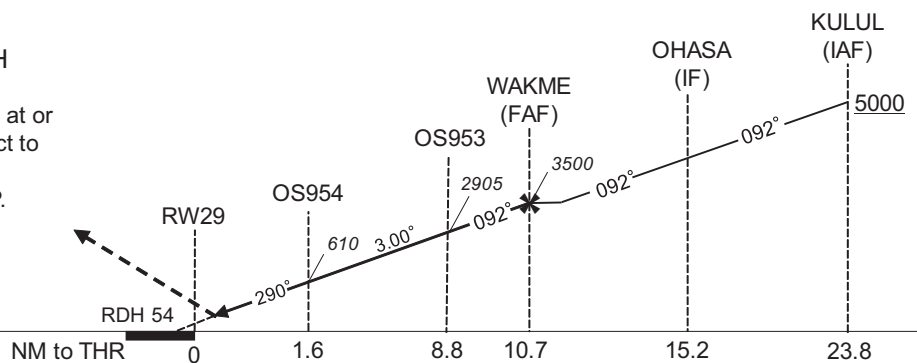
RJOS / TOKUSHIMA

RNAV(RNP) Y RWY29



**MISSED APPROACH**

From RW29 on track 290°, at or above 500FT turn left, direct to DATIS and hold at 3000FT. Contact TOKUSHIMA APP.



Missed APCH climb gradient MNM 5.0%

| CAT | RNP 0.27 |         | RNP 0.30 |         |
|-----|----------|---------|----------|---------|
|     | DA(H)    | RVR/CMV | DA(H)    | RVR/CMV |
| A   | -        | -       | -        | -       |
| B   | -        | -       | -        | -       |
| C   | 337(300) | 1800    | 364(327) | 1800    |
| D   |          | 2000    |          | 2000    |

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

**RNP AR**

Special Authorization Required

CHANGE : New PROC.

## INSTRUMENT APPROACH CHART

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RNAV(RNP) Y RWY29

RNAV(RNP) Y RWY29Coding 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                                 | KULUL               | -        | -              | -7.8               | -             | -              | +5000         | -            | -               | -            |
| 002           | TF                                 | OHASA               | -        | 092<br>(083.7) | -7.8               | 8.6           | -              | -             | -            | -               | 1.0          |
| 003           | TF                                 | WAKME               | -        | 092<br>(083.8) | -7.8               | 4.5           | -              | 3500          | -            | -               | 0.7          |
| 004           | TF                                 | OS953               | -        | 092<br>(083.8) | -7.8               | 1.9           | -              | 2905          | -165         | -3.00           | 0.27<br>0.30 |
| 005           | RF<br>Center:<br>OSRF3<br>r=2.08NM | OS954               | -        | -              | -7.8               | 7.2           | R              | 610           | -            | -3.00           | 0.27<br>0.30 |
| 006           | TF                                 | RW29                | Y        | 290<br>(282.6) | -7.8               | 1.6           | -              | 91            | -            | -3.00/54        | 0.27<br>0.30 |
| 007           | FA                                 | -                   | -        | 290<br>(282.6) | -7.8               | -             | -              | +500          | -            | -               | 1.0          |
| 008           | DF                                 | DATIS               | -        | -              | -7.8               | -             | L              | 3000          | -            | -               | 1.0          |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| KULUL               | 340954.74N / 1342131.22E | OSRF3                    | 340928.04N / 1343948.74E |
| OHASA               | 341051.19N / 1343153.12E |                          |                          |
| WAKME               | 341120.36N / 1343718.44E |                          |                          |
| OS953               | 341132.33N / 1343932.73E |                          |                          |
| OS954               | 340726.04N / 1343916.02E |                          |                          |
| RW29                | 340747.36N / 1343720.97E |                          |                          |
| DATIS               | 335851.96N / 1345613.14E |                          |                          |

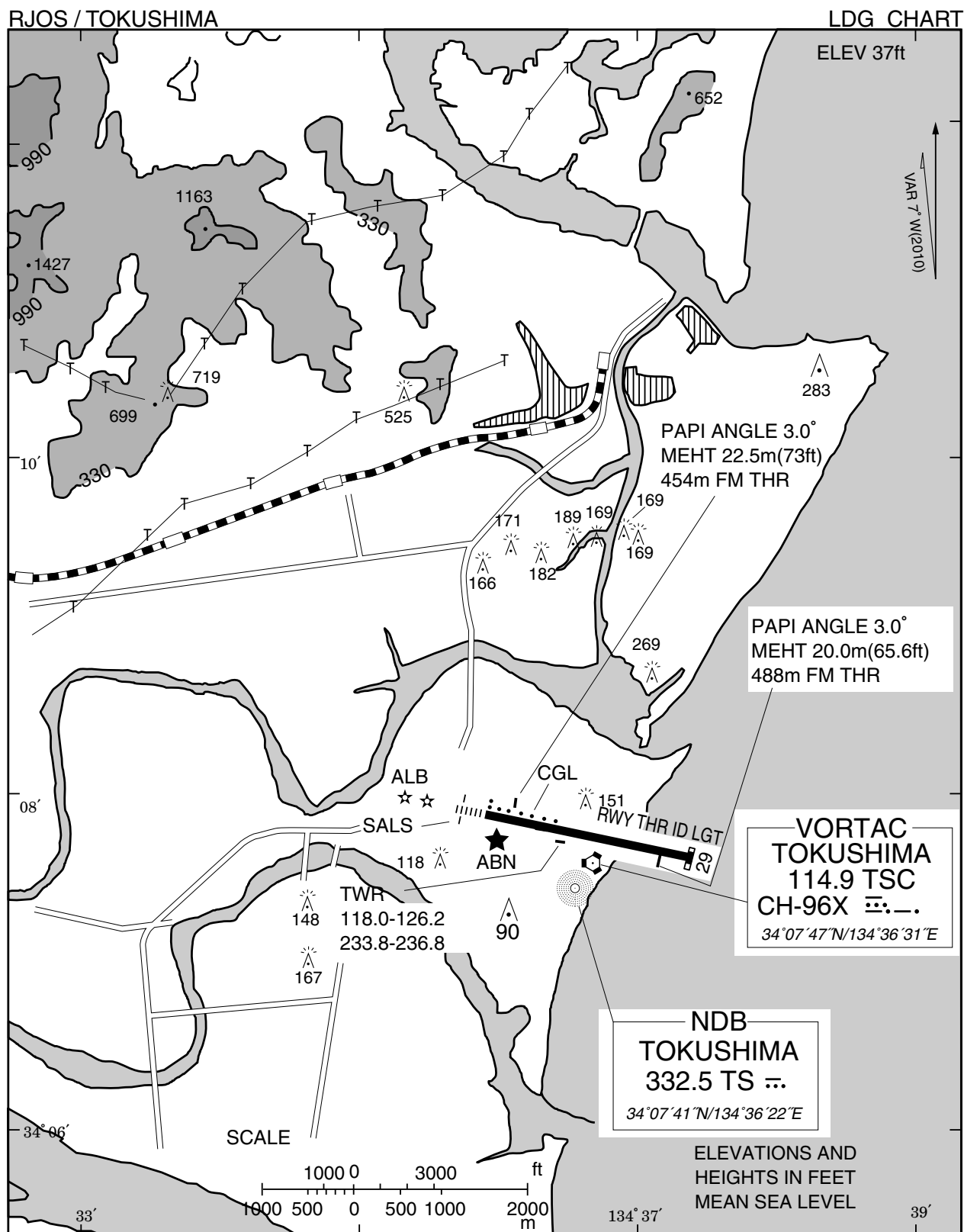
CHANGE : New PROC.

RJOS / TOKUSHIMA

Visual REP



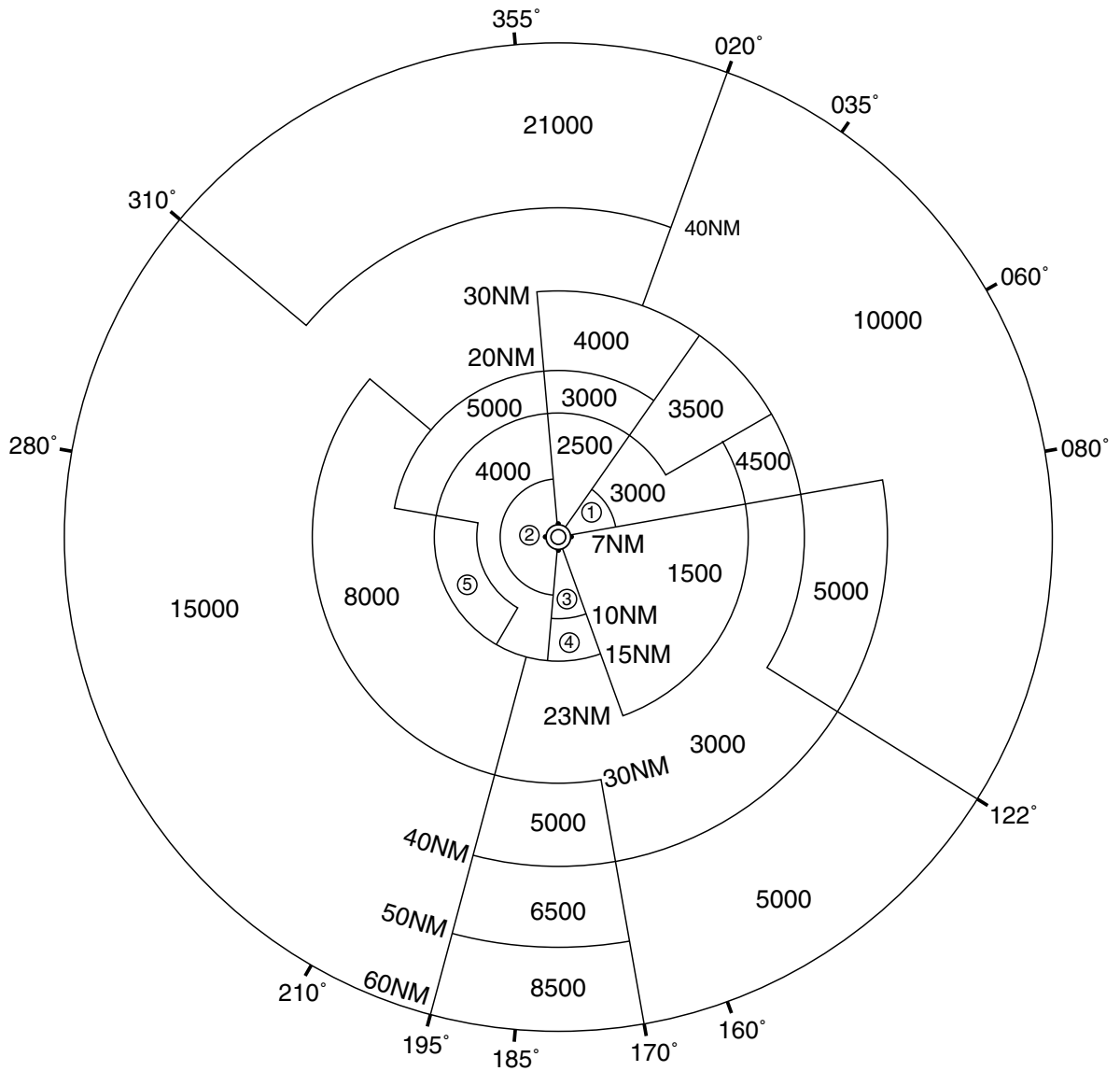
| Call sign                  | BRG / DIST from ARP | Remarks                            |
|----------------------------|---------------------|------------------------------------|
| 沼 島<br>Nushima             | 086°/11.0NM         | 灯台<br>Lighthouse                   |
| 福 良<br>Fukura              | 042°/8.5NM          | 港<br>Harbor                        |
| 吉野イニシャル<br>Yoshino Initial | 254°/4.5NM          | 鉄道橋中央<br>the center of iron bridge |
| 岡 崎<br>Okazaki             | 036°/3.3NM          | 灯台<br>Lighthouse                   |
| 吉野リバー<br>Yoshino River     | 195°/3.3NM          | 吉野川河口<br>River-mouth               |



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Minimum Vectoring Altitude CHART

VAR 7°W (2013)



**INTENTIONALLY LEFT BLANK**