## AD 2 AERODROMES

### RJOC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

# RJOC - IZUMO

### RJOC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *352449N/1325324E*<br>059° / 1km from RWY 07 THR |
| 2 | Direction and distance from (city) | 13.7km ENE of JR IZUMO STATION |
| 3 | Elevation/ Reference temperature | 6ft / 33° C(2002-2006) |
| 4 | Geoid undulation at AD ELEV PSN | 113ft |
| 5 | MAG VAR/ Annual change | 7°W (2006) / 1.0' W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Shimane Pref. Public AP. IZUMO airport administration office<br>2633-1, Okisu, Hikawa-cho, Izumo-city, Shimane, 699-0551 JAPAN<br>Tel: 0853-72-0224 Fax: 0853-72-9732<br>AFS: Nil<br>E-mail: izumokukokanri@pref.shimane.lg.jp<br>Web: http://www.pref.shimane.jp |
| 7 | Types of traffic permitted(IFR/VFR) | IFR / VFR |
| 8 | Remarks | IZUMO Airport Branch(CAB)<br>2636-1, Okisu, Hikawa-cho, Izumo-city, Shimane, 699-0551 JAPAN<br>Tel: 0853-72-0129 Fax: 0853-72-2118<br>AFS: Nil |

### RJOC AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2230 - 1130 |
| 2 | Customs and immigration | On request<br>Customs: 0859-42-2228<br>Immigration: 0852-21-3834 |
| 3 | Health and sanitation | On request<br>Quarantine(human): 0859-42-3517<br>Quarantine(animal): 0859-45-3800<br>Quarantine(plant): 0859-42-2513 |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 2230 - 1130 |
| 8 | Fuelling | 2230 - 1030 |
| 9 | Handling | 2130 - 1200 |
| 10 | Security | 2230 - 1130 |
| 11 | De-icing | 2230 - 1130 |
| 12 | Remarks | Nil |

## RJOC AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the aircraft to Airbus A300 |
| 2 | Fuel/ oil types | Fuel grades : JetA1·Avgas100<br>Oil grades : Nil |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling / No limitations |
| 4 | De-icing facilities | TYPE-4 ABC-S<br>TYPE-1 DF-PLUS |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

## RJOC AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In Izumo-city |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Busses and Taxis |
| 4 | Medical facilities | Hospital in Izumo-city 12km |
| 5 | Bank and Post Office | At Airport |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## RJOC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 8 |
| 2 | Rescue equipment | Chemical fire fighting truck × 3<br>Emergency Medical equipments Conveyance truck × 1 |
| 3 | Capability for removal of disabled aircraft | Ask AD Administration |
| 4 | Remarks | Nil |

## RJOC AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Snow plow x 3, Snow sweeper x 3, Snow grader x 4, Tractor shovel x 2 |
| 2 | Clearance priorities | (1) RWY 07/25<br>(2) TWY, APRON |
| 3 | Remarks | TWY/APN to measure the coefficient of friction : Nil |

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

| | | |
|---|---|---|
| 1 | Apron surface and strength | Apron :<br>Surface: cement-concrete,<br>Spot 1<br>Strength: PCN 35/F/C/X/T<br>Spot 2-5<br>Strength : PCN 53/R/C/X/T<br>Spot 6-10<br>Strength : AUW 11000kg |
| 2 | Taxiway width, surface and strength | TWY T1<br>Width : 30m, Surface: Asphalt-concrete, Strength: PCN 58/F/C/X/T<br>TWY T2<br>Width : 30m, Surface: Asphalt-concrete, Strength: PCN 48/F/B/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | Spot NR<br>1 : *352449.28N 1325308.83E*<br>2 : *352451.39N 1325309.61E*<br>3 : *352452.38N 1325311.64E*<br>4W: *352453.16N 1325313.66E*<br>4 : *352453.39N 1325313.71E*<br>5 : *352454.17N 1325314.81E* |
| 6 | Remarks | Nil |

## RJOC 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: RWY 07/25<br>(Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe, RWY turn pad edge, RWY turn pad CL<br>(LGT) RCLL, REDL, RTHL, RENL, Turning point indicator LGT, RWY DIST marker LGT<br><br>TWY: All TWY<br>(MARKING) TWY CL, RWY HLDG PSN, TWY side stripe<br>(LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area, APN TWY CL, ACFT PRKG PSN<br>(LGT) APN flood LGT |

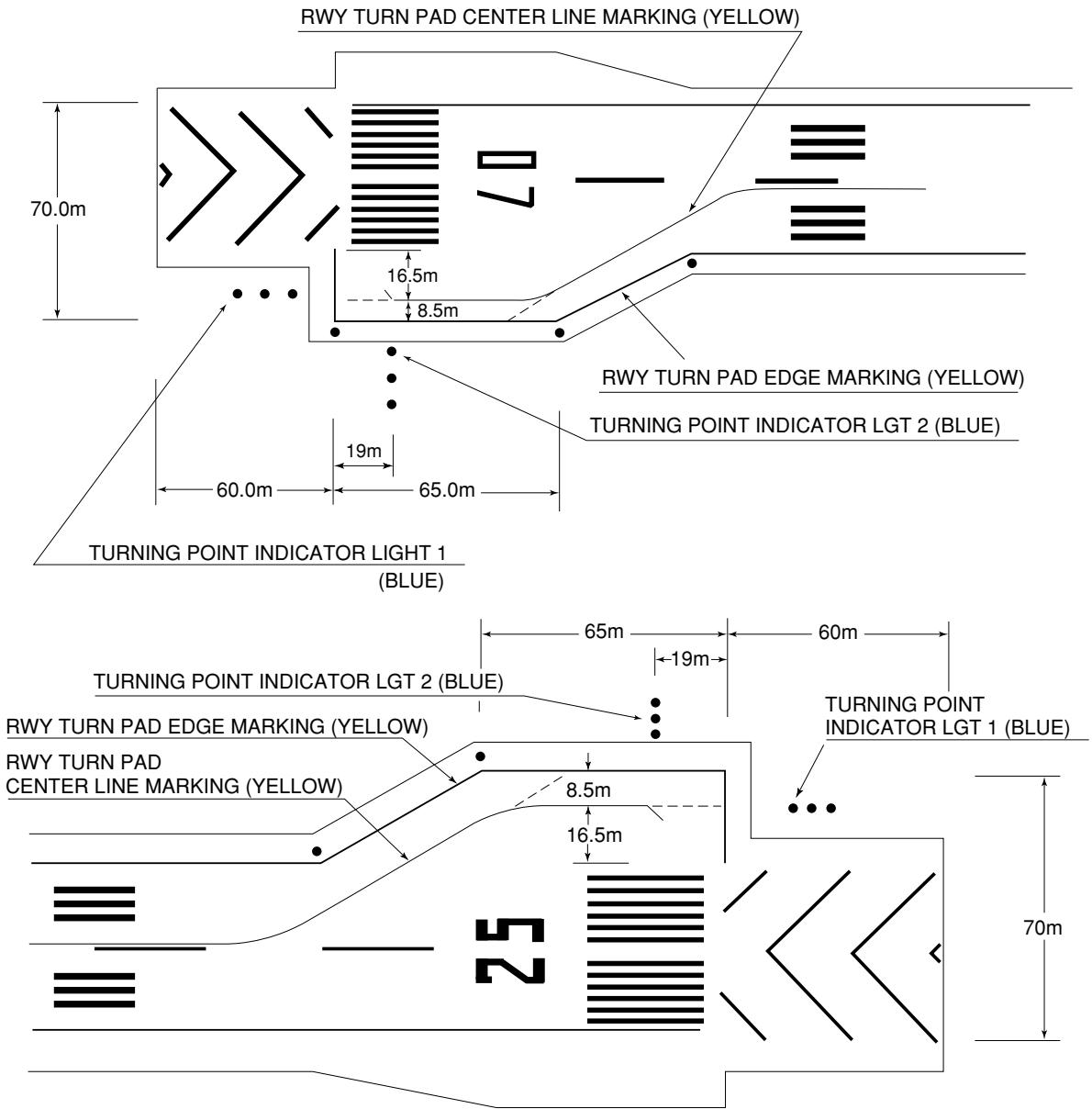
RJOC / IZUMO 180˚turn on RWY

A-300型機用の滑走路180˚転回要領

1. 滑走路中心線からターニングパッド中心線標識に従って進行する。
2. 転回灯1が一直線に見えるように進行し,転回灯2が一直線に見えた時転回を開始する。
   転回時はMAX STEERING ANGLEを使用する。

180˚turn on runway of A-300 aircraft

1. Proceed along the RWY Turn Pad Center Line Marking.
2. Procced along the RWY Turn Pad Center Line Marking to see the Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see the Turning Point Indicator Light 2 on a straight line at an angle of 9 o'clock. When turning, take MAX STEERING ANGLE.



## RJOC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---|---|---|---|---|---|
| To be developed | | | | | |

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---|---|---|---|---|
| Panzer mast | *352325.0N/1325353E* | 328ft | - /LIM(White) | Obstacle above the horizontal surface |
| Panzer mast | *352335.0N/1325329E* | 235ft | - / LIM(Red) | Obstacle above the horizontal surface |
| Panzer mast | *352348.0N/1325407E* | 245ft | - / LIM(Red) | Obstacle above the horizontal surface |

## RJOC 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 | $S_6$, $U_{85}$, $U_7$, $U_5$, $U_3$, $U_{25}$, $U_2/T_r$, $P_S$, $P_5$, $P_3$, $P_{25}$, $P_{SWE}$, $P_{SWF}$, $P_{SWG}$, $P_{SWI}$, $P_{SWM}$, $P_{SW}$(domestic), E, C, $W_E$, $W_F$, $W_G$, $W_I$, W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | RADIO |
| 10 | Additional information(limitation of service, etc.) | Nil |

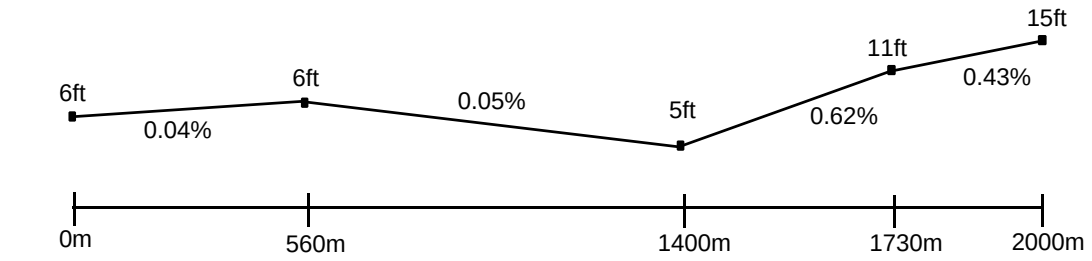
## RJOC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | To be issued later | 2000×45 | PCN 58/F/C/X/T Asphalt-Concrete | *352432.83N* *1325249.80E* | THR ELEV: 6ft TDZ ELEV: 6ft |
| 25 | | 2000×45 | PCN 58/F/C/X/T Asphalt-Concrete | *352505.82N* *1325358.07E* | THR ELEV: 15ft |

| Slope of RWY | Strip Dimensions(M) | RESA (Overrun) Dimensions(M) | Remarks |
|---|---|---|---|
| 7 | 10 | 11 | 14 |
| See below figure | 2120×150 | 40 × (MNM:146 MAX:150)* | RWY Grooving: 2000m × 30m |
| See below figure | 2120×150 | 200 × (MNM:141 MAX:150)* *For detail, ask airport administrator | RWY Grooving: 2000m × 30m |

Slope of RWY

LONGITUDINAL PROFILE OF RUNWAY




## RJOC AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2000 | 2000 | 2000 | 2000 | Nil |
| 25 | 2000 | 2000 | 2000 | 2000 | Nil |

## RJOC 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 | - | Green<br>- | PAPI<br>3.0°/Left<br>369.8m<br>61ft | - | 2,000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2,000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil<br>(*2) |
| 25 | SALS<br>(*1)<br>420m<br>LIH | Green<br>- | PAPI<br>3.0°/Left<br>422.7m<br>61ft | - | 2,000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2,000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil<br>(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with RAI(LEN:480m)(*1)<br>Overrun area edge LGT(LEN:60m Color:Red)(*2)<br>CGL for RWY 07<br>RWY THR ID LGT for RWY 07 THR(Color:White) | | | | | | | | |

## RJOC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *352449N/1325302E*,White/Green EV4.3sec,HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT | Nil<br>Aemometer : AVBL |
| 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 15 Sec: All Lights |
| 5 | Remarks | WDI LGT |

## RJOC AD 2.16 HELICOPTER LANDING AREA

| |
|---|
| Nil |

## RJOC AD 2.17 ATS AIRSPACE

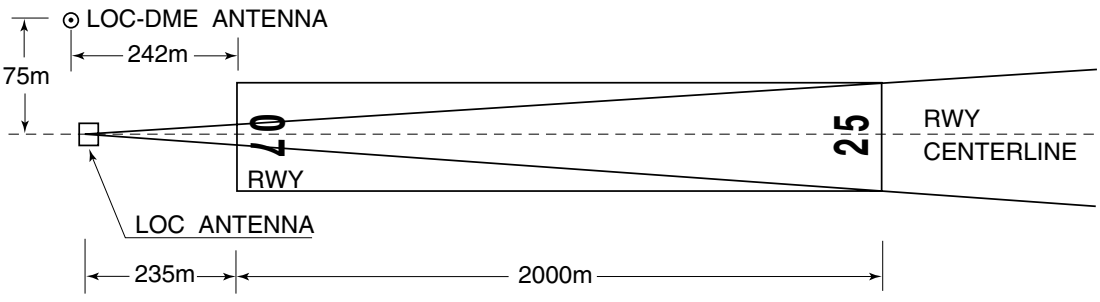
| Designation and lateral limits | | Vertial limits (ft) | Airspace classificaion | ATS unit call sign Language | Remarks |
|---|---|---|---|---|---|
| 1 | | 2 | 3 | 4 | 6 |
| IZUMO Information zone | Area within a radius of 5nm(9km) of IZUMO ARP(*3525N/13253E*) | 3000 or below | E | IZUMO RADIO En | |

## RJOC AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | IZUMO RADIO | 122.7MHz(1)<br>126.2MHz | 2230-1130 | (1)Primary |

## RJOC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (8°W/2010) | XZE | 113.4MHz | H24 | *352502.06N*<br>*1325332.54E* | | |
| DME | XZE | 1168MHz (CH-81X) | H24 | *352502.06N*<br>*1325332.54E* | 43ft | |
| LOC 25 | IXZ | 111.7MHz | 2230-1130 | *352428.95N*<br>*1325241.79E* | | LOC:235m(771ft) away FM RWY 07 THR, BRG(MAG) 247° |
| LOC-DME 25 | IXZ | 1015MHz | 2230-1130 | *352431.10N*<br>*1325239.91E* | 18ft | DME:242m(794ft) away FM RWY 07 THR, 75m(246ft) NW of RCL |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |




REMARKS : 1. LOC beam BRG(MAG) 247˚
2. ELEV of LOC-DME 5.4m(18ft )

## RJOC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

| |
|---|
| On use of IZUMO airport , aircraft operator is required to notify Shimane Pref. in advance. |

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 |

## RJOC AD 2.21 NOISE ABATEMENT PROCEDURES

| |
|---|
| Ask AD administration |

## RJOC AD 2.22 FLIGHT PROCEDURES

**1. TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|---|---|---|---|---|---|---|---|---|
| | | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 07 | A,B,C,D | - | 0'-400m | - | 0'-400m | - | 0'-500m |
| | 25 | A,B,C,D | - | 200'-800m | - | 200'-800m | - | 200'-800m |
| OTHER | 07 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 25 | A,B,C,D | | | | | | |

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

If radio communications with MIHO Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and;

(I) 1. Contact MIHO Tower.

2. If unable, proceed in accordance with visual flight rules.

3. If unable, proceed to XZE VOR/DME at last assigned altitude or 3,000FT whichever is higher, and execute instrument approach.

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

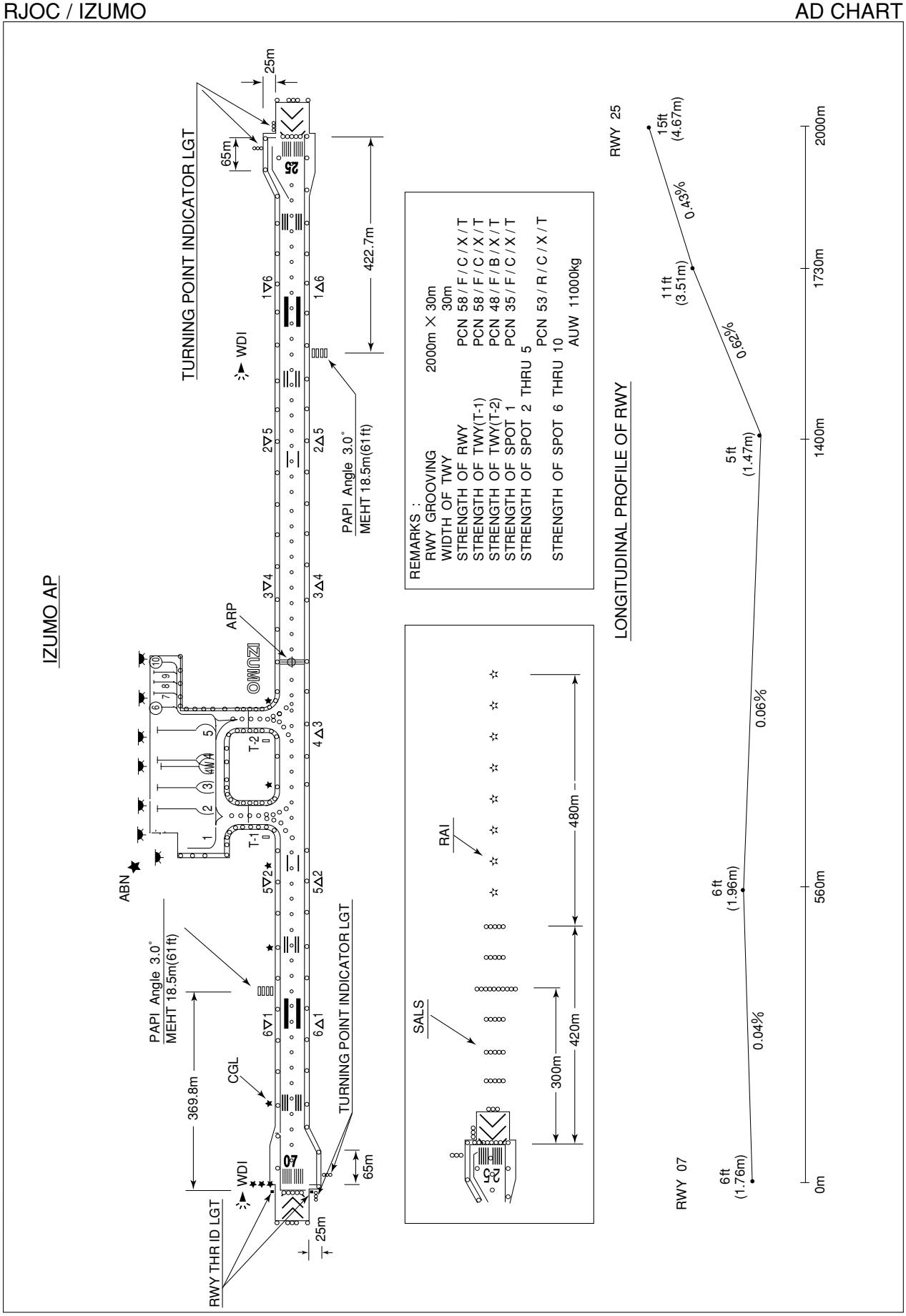
## RJOC AD 2.23 ADDITIONAL INFORMATION

Ask AD administration

## RJOC AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart-Instrument (DOZEN)
Standard Departure Chart-Instrument (IZUMO)
Standard Departure Chart-Instrument (MATSUE, TAKHI, SAIGO, KYOKA - RNAV)
Standard Arrival Chart-Instrument (SUSAR-RNAV)
Standard Arrival Chart-Instrument (OKUNI-RNAV)
Standard Arrival Chart-Instrument (NAKAU-RNAV)
Instrument Approach Chart (LOC Z RWY25)
Instrument Approach Chart (LOC Y RWY25)
Instrument Approach Chart (VOR RWY25)
Instrument Approach Chart (RNP RWY07)
Instrument Approach Chart (RNP RWY25)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

RJOC / IZUMO AD CHART



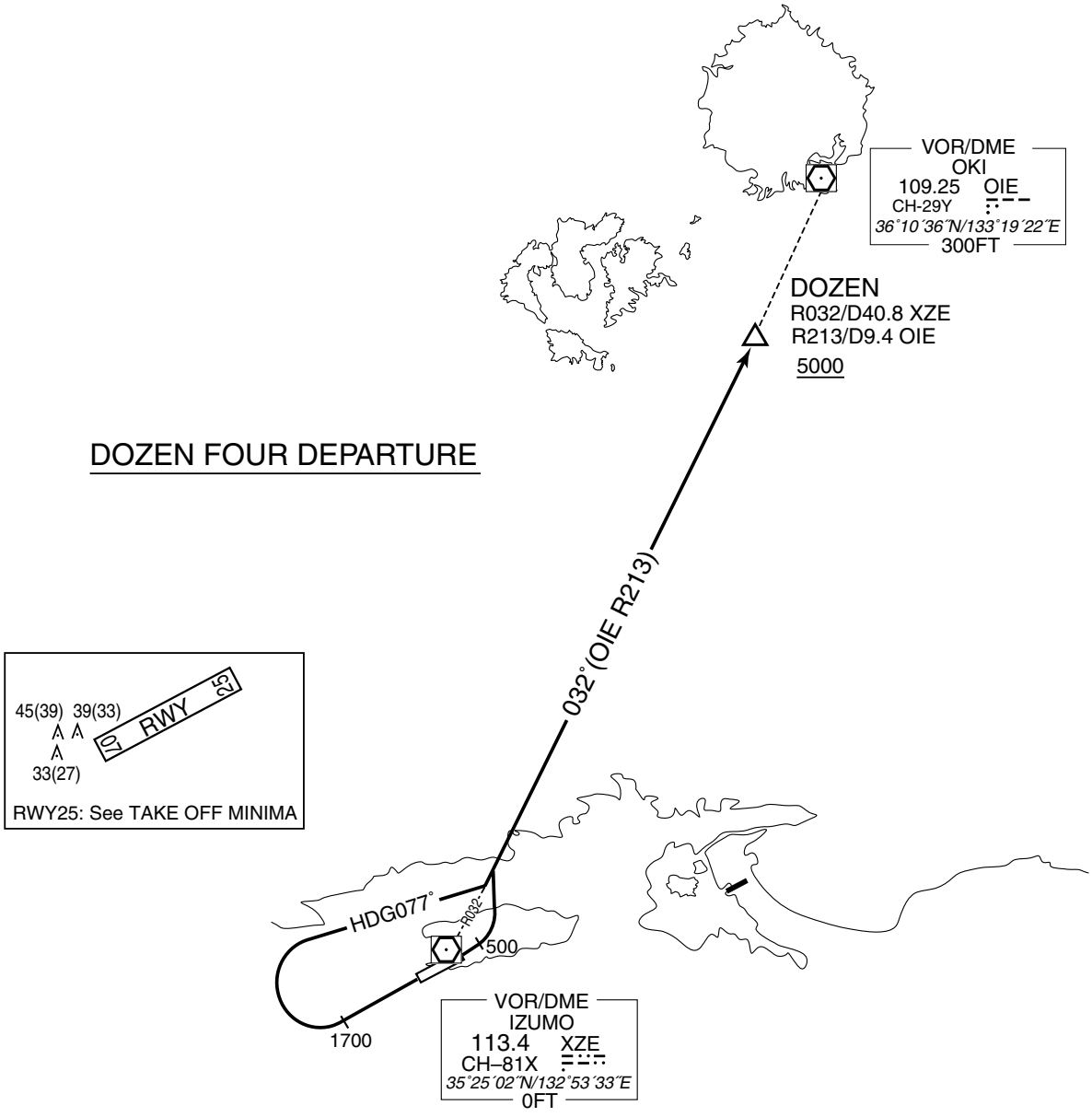
STANDARD DEPARTURE CHART -INSTRUMENT

RJOC / IZUMO SID

## DOZEN FOUR DEPARTURE

RWY07 : Climb RWY HDG to 500FT, turn left ...
RWY25 : Climb RWY HDG to 1700FT, turn right HDG077˚...
... to intercept and proceed via XZE R032(OIE R213) to DOZEN.
Cross DOZEN at or above 5000FT.

Note RWY07: 4.6% climb gradient required up to 1300FT.
OBST ALT 1074FT located at 4.8NM 028˚ FM end of RWY07.
RWY25: 4.7% climb gradient required up to 2200FT.
OBST ALT 1838FT located at 6.3NM 279˚ FM end of RWY25.



STANDARD DEPARTURE CHART -INSTRUMENT

RJOC / IZUMO SID

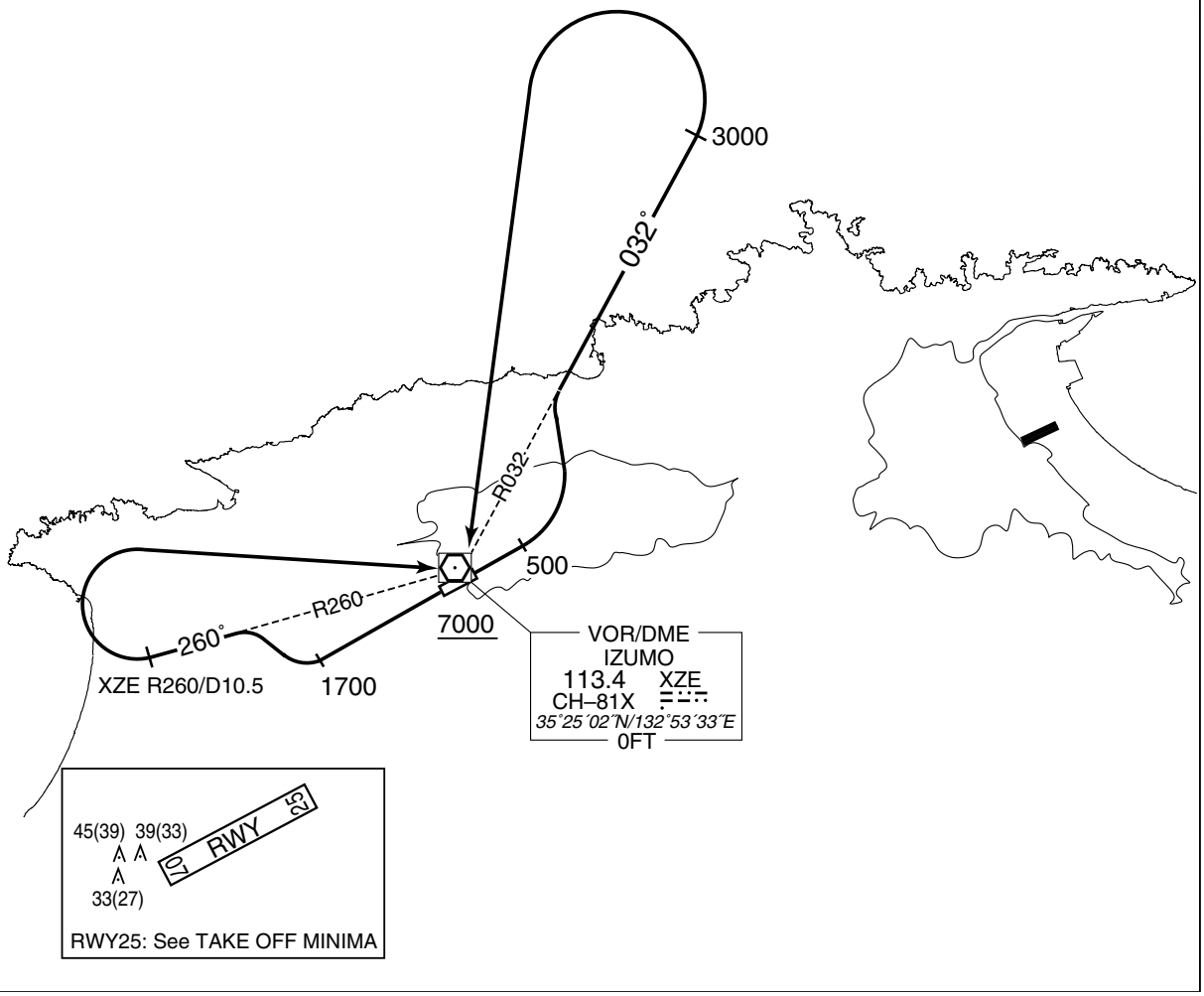
## IZUMO REVERSAL FOUR DEPARTURE

RWY07 : Climb RWY HDG to 500FT, turn left to intercept and proceed via XZE R032 to 3000FT, turn left direct to XZE VOR/DME.
Cross XZE VOR/DME at or above 7000FT.

RWY25 : Climb RWY HDG to 1700FT, turn right to intercept and proceed via XZE R260 to XZE 10.5DME, turn right direct to XZE VOR/DME.
Cross XZE VOR/DME at or above 7000FT.

Note RWY07: 4.6% climb gradient required up to 1300FT.
OBST ALT 1074FT located at 4.8NM 028˚ FM end of RWY07.
RWY25: 4.7% climb gradient required up to 2200FT.
OBST ALT 1838FT located at 6.3NM 279˚ FM end of RWY25.

## IZUMO REVERSAL FOUR DEPARTURE

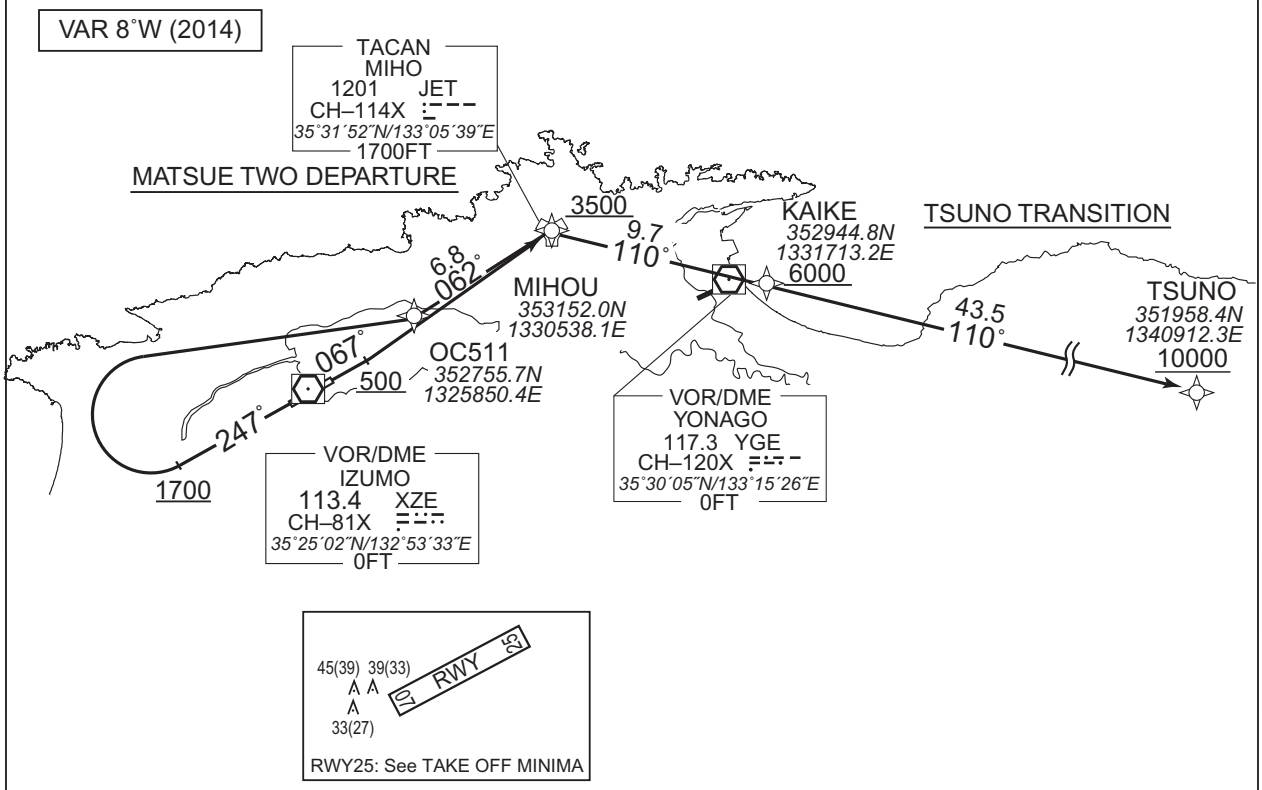


**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO — RNAV SID and TRANSITION

| MATSUE TWO DEPARTURE<br>TSUNO TRANSITION | Basic RNP1 |
|---|---|

Note GNSS required.




MATSUE TWO DEPARTURE

RWY07 : Climb on HDG067˚ at or above 500FT, direct to MIHOU at or above 3500FT.

RWY25 : Climb on HDG247˚ at or above 1700FT, turn right direct to OC511, to MIHOU at or above 3500FT.

NOTE RWY07 : 3.5% climb gradient required up to 1300FT.
OBST ALT 1739FT located at 10.9NM 058˚ FM end of RWY07.

RWY25 : 4.7% climb gradient required up to 2200FT.
OBST ALT 1838FT located at 6.3NM 279˚ FM end of RWY25.

TSUNO TRANSITION

From MIHOU, to KAIKE at or above 6000FT, to TSUNO at or above 10000FT.

CHANGE : FIX symbol(TSUNO).

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO RNAV SID and TRANSITION

MATSUE TWO 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 (059.3) | -7.6 | – | – | +500 | – | – | Basic RNP1 |
| 002 | DF | MIHOU | – | – | -7.6 | – | – | +3500 | – | – | Basic 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 (239.3) | -7.6 | – | – | +1700 | – | – | Basic RNP1 |
| 002 | DF | OC511 | – | – | -7.6 | – | R | – | – | – | Basic RNP1 |
| 003 | TF | MIHOU | – | 062 (054.5) | -7.6 | 6.8 | – | +3500 | – | – | Basic RNP1 |

TSUNO TRANSITION

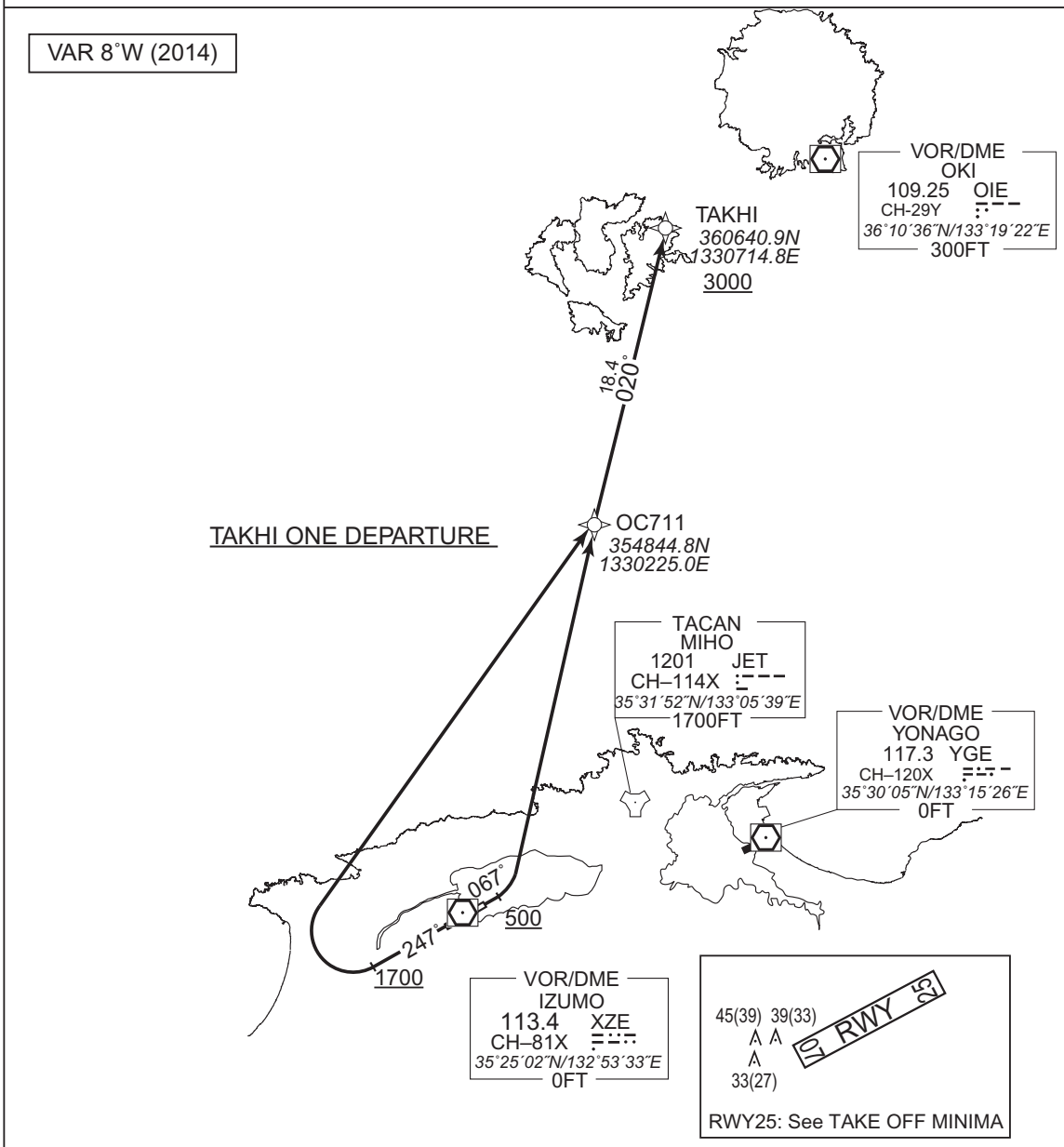
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | MIHOU | – | – | -7.6 | – | – | +3500 | – | – | Basic RNP1 |
| 002 | TF | KAIKE | – | 110 (102.6) | -7.6 | 9.7 | – | +6000 | – | – | Basic RNP1 |
| 003 | TF | TSUNO | – | 110 (102.7) | -7.6 | 43.5 | – | +10000 | – | – | Basic RNP1 |

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO — RNAV SID

| TAKHI ONE DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




TAKHI ONE DEPARTURE

RWY07 : Climb on HDG067˚ at or above 500FT, turn left direct to OC711, to TAKHI at or above 3000FT.

RWY25 : Climb on HDG247˚ at or above 1700FT, turn right direct to OC711, to TAKHI at or above 3000FT.

NOTE RWY07 : 4.6% climb gradient required up to 1300FT.
OBST ALT 1074FT located at 4.8NM 028˚ FM end of RWY07.

RWY25 : 4.7% climb gradient required up to 2200FT.
OBST ALT 1838FT located at 6.3NM 279˚ FM end of RWY25.

CHANGE : FIX symbol(TAKHI).

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO RNAV SID

TAKHI ONE 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 (059.3) | -7.6 | — | — | +500 | — | — | Basic RNP1 |
| 002 | DF | OC711 | — | — | -7.6 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | TAKHI | — | 020 (012.3) | -7.6 | 18.4 | — | +3000 | — | — | Basic 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 (239.3) | -7.6 | — | — | +1700 | — | — | Basic RNP1 |
| 002 | DF | OC711 | — | — | -7.6 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | TAKHI | — | 020 (012.3) | -7.6 | 18.4 | — | +3000 | — | — | Basic RNP1 |

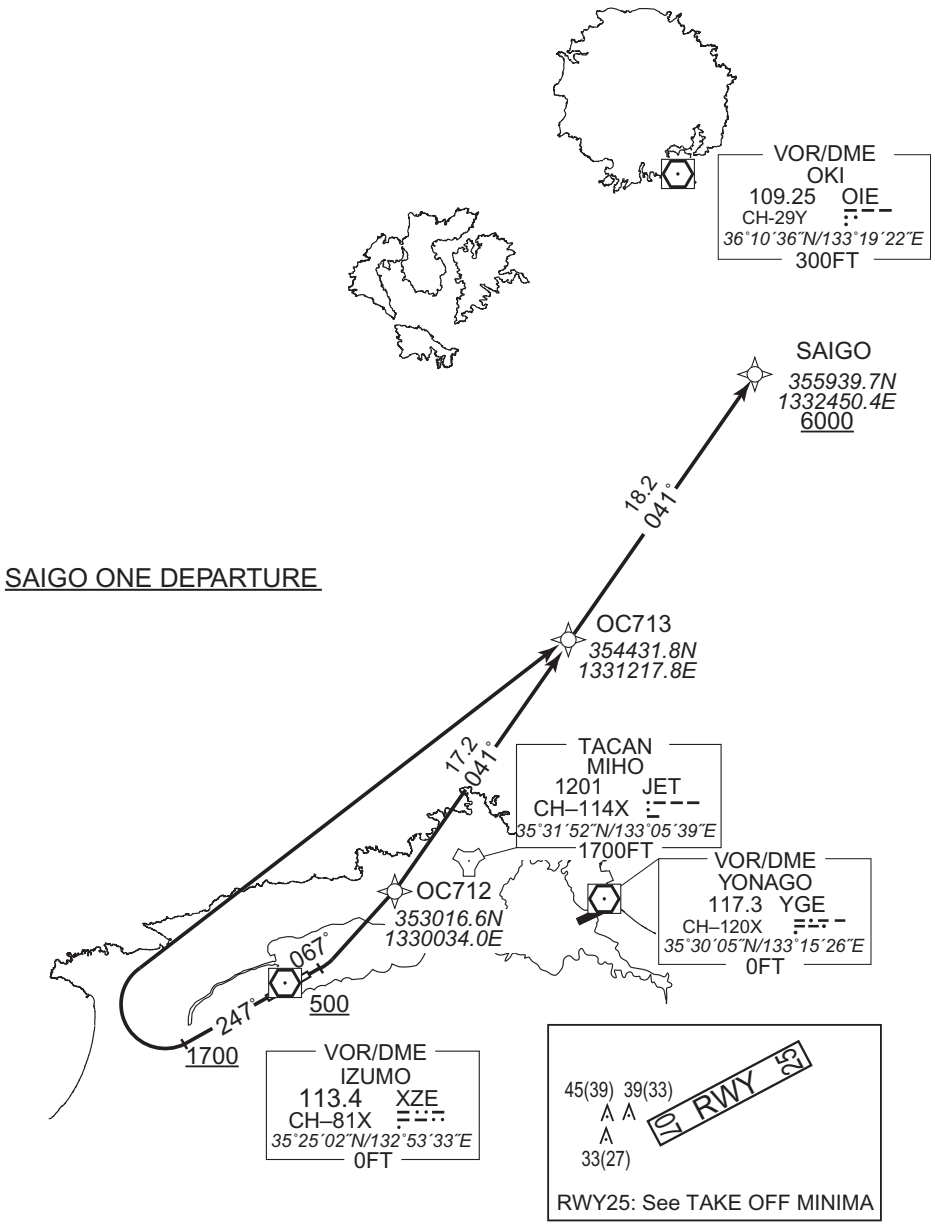
**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO — RNAV SID

| SAIGO ONE DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.

VAR 8˚W (2014)




SAIGO ONE DEPARTURE

RWY07 : Climb on HDG067˚ at or above 500FT, turn left direct to OC712,
to OC713, to SAIGO at or above 6000FT.

RWY25 : Climb on HDG247˚ at or above 1700FT, turn right direct to OC713,
to SAIGO at or above 6000FT.

NOTE RWY07 : 4.6% climb gradient required up to 800FT.
OBST ALT 1214FT located at 6.8NM 044˚ FM end of RWY07.

RWY25 : 4.7% climb gradient required up to 2200FT.
OBST ALT 1838FT located at 6.3NM 279˚ FM end of RWY25.

CHANGE : FIX symbol(SAIGO).

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO RNAV SID

SAIGO ONE 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 (059.3) | -7.6 | — | — | +500 | — | — | Basic RNP1 |
| 002 | DF | OC712 | — | — | -7.6 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | OC713 | — | 041 (033.7) | -7.6 | 17.2 | — | — | — | — | Basic RNP1 |
| 004 | TF | SAIGO | — | 041 (033.8) | -7.6 | 18.2 | — | +6000 | — | — | Basic RNP1 |

RWY25

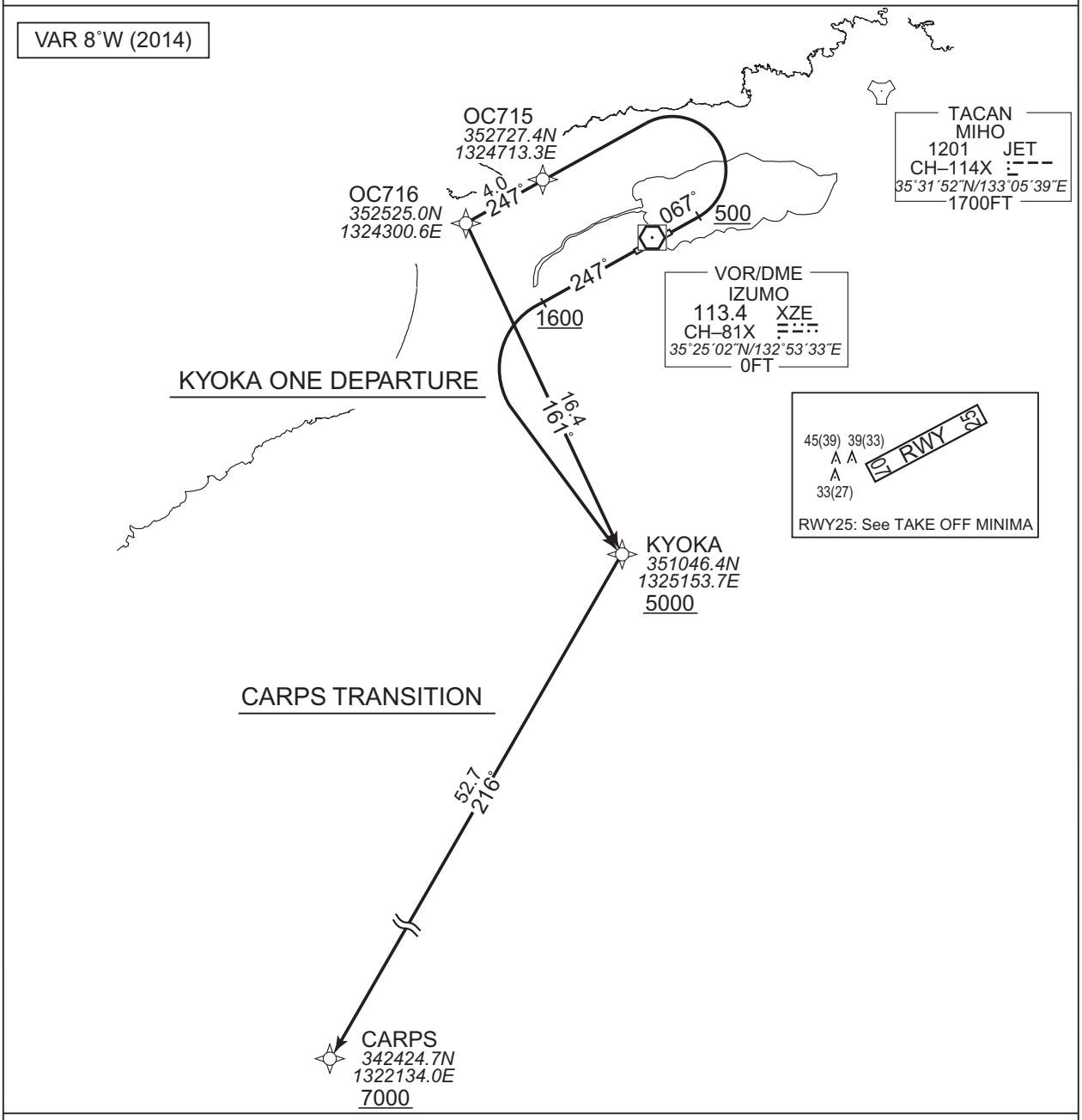
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | — | — | 247 (239.3) | -7.6 | — | — | +1700 | — | — | Basic RNP1 |
| 002 | DF | OC713 | — | — | -7.6 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | SAIGO | — | 041 (033.8) | -7.6 | 18.2 | — | +6000 | — | — | Basic RNP1 |

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO — RNAV SID and TRANSITION

| KYOKA ONE DEPARTURE<br>CARPS TRANSITION | Basic RNP1 |
|---|---|

Note GNSS required.




KYOKA ONE DEPARTURE

RWY07 : Climb on HDG067˚ at or above 500FT, turn left direct to OC715, to OC716,to KYOKA at or above 5000FT.

RWY25 : Climb on HDG247˚ at or above 1600FT, turn left direct to KYOKA at or above 5000FT.

NOTE RWY07 : 4.6% climb gradient required up to 1800FT.
OBST ALT 1739FT located at 6.3NM 280˚ FM end of RWY07.

RWY25 : 3.8% climb gradient required up to 2400FT.
OBST ALT 1969FT located at 10.8NM 222˚FM end of RWY25.

CARPS TRANSITION

From KYOKA, to CARPS at or above 7000FT.

CHANGE : FIX symbol(KYOKA).

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOC / IZUMO RNAV SID and TRANSITION

KYOKA ONE 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 (059.3) | -7.6 | — | — | +500 | — | — | Basic RNP1 |
| 002 | DF | OC715 | — | — | -7.6 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | OC716 | — | 247 (239.3) | -7.6 | 4.0 | — | — | — | — | Basic RNP1 |
| 004 | TF | KYOKA | — | 161 (153.6) | -7.6 | 16.4 | — | +5000 | — | — | Basic 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 (239.3) | -7.6 | — | — | +1600 | — | — | Basic RNP1 |
| 002 | DF | KYOKA | — | — | -7.6 | — | L | +5000 | — | — | Basic RNP1 |

CARPS 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 | KYOKA | — | — | -7.6 | — | — | +5000 | — | — | Basic RNP1 |
| 002 | TF | CARPS | — | 216 (208.4) | -7.6 | 52.7 | — | +7000 | — | — | Basic RNP1 |

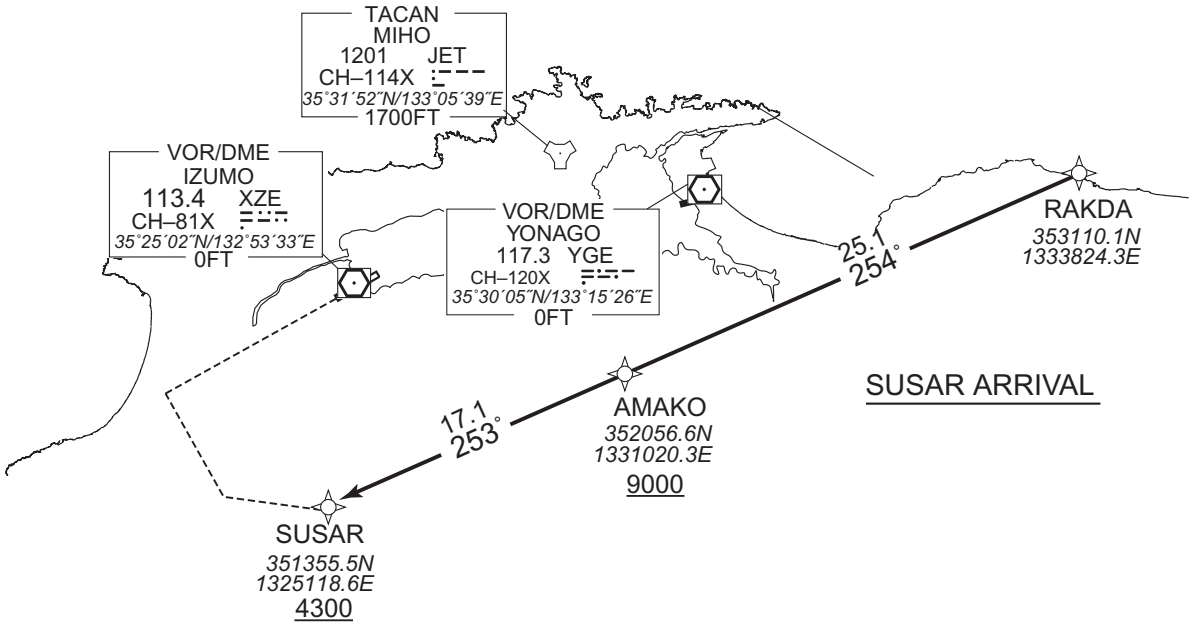
**STANDARD ARRIVAL CHART - INSTRUMENT**

RJOC / IZUMO — RNAV STAR RWY07

| SUSAR ARRIVAL | Basic RNP1 |
|---|---|

Note GNSS required.

VAR 8˚W (2014)




SUSAR ARRIVAL

From RAKDA, to AMAKO at or above 9000FT, to SUSAR at or above 4300FT.

| 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 | RAKDA | – | – | -7.6 | – | – | – | – | – | Basic RNP1 |
| 002 | TF | AMAKO | – | 254 (246.0) | -7.6 | 25.1 | – | +9000 | – | – | Basic RNP1 |
| 003 | TF | SUSAR | – | 253 (245.8) | -7.6 | 17.1 | – | +4300 | – | – | Basic RNP1 |

CHANGE : FIX symbol(SUSAR).

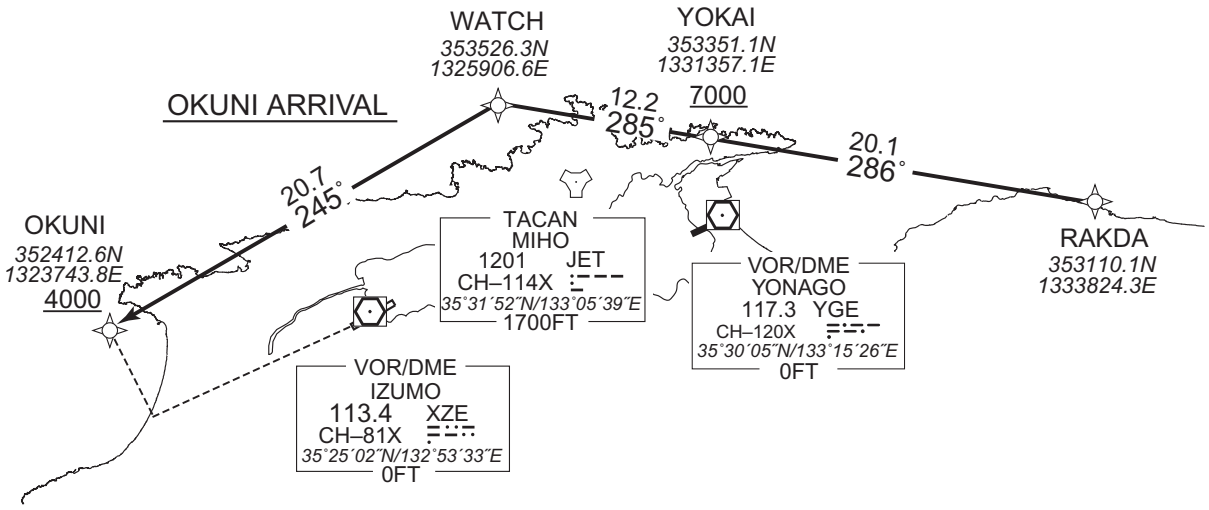
**STANDARD ARRIVAL CHART - INSTRUMENT**

RJOC / IZUMO — RNAV STAR RWY07

| OKUNI ARRIVAL | Basic RNP1 |
|---|---|

Note GNSS required.

VAR 8˚W (2016)




OKUNI ARRIVAL

From RAKDA, to YOKAI at or above 7000FT, to WATCH, to OKUNI at or above 4000FT.

| 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 | RAKDA | – | – | -7.9 | – | – | – | – | – | Basic RNP1 |
| 002 | TF | YOKAI | – | 286 (277.8) | -7.9 | 20.1 | – | +7000 | – | – | Basic RNP1 |
| 003 | TF | WATCH | – | 285 (277.6) | -7.9 | 12.2 | – | – | – | – | Basic RNP1 |
| 004 | TF | OKUNI | – | 245 (237.3) | -7.9 | 20.7 | – | +4000 | – | – | Basic RNP1 |

CHANGE : FIX symbol(OKUNI).

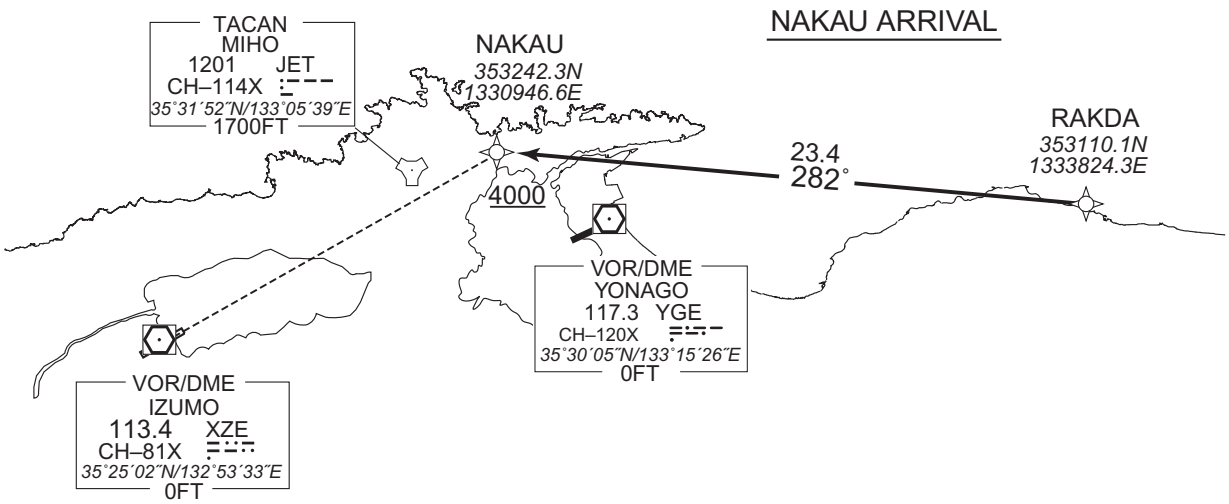
**STANDARD ARRIVAL CHART - INSTRUMENT**

RJOC / IZUMO — RNAV STAR RWY25

| NAKAU ARRIVAL | Basic RNP1 |
|---|---|

Note GNSS required.

VAR 8˚W (2014)




NAKAU ARRIVAL

From RAKDA, to NAKAU at or above 4000FT.

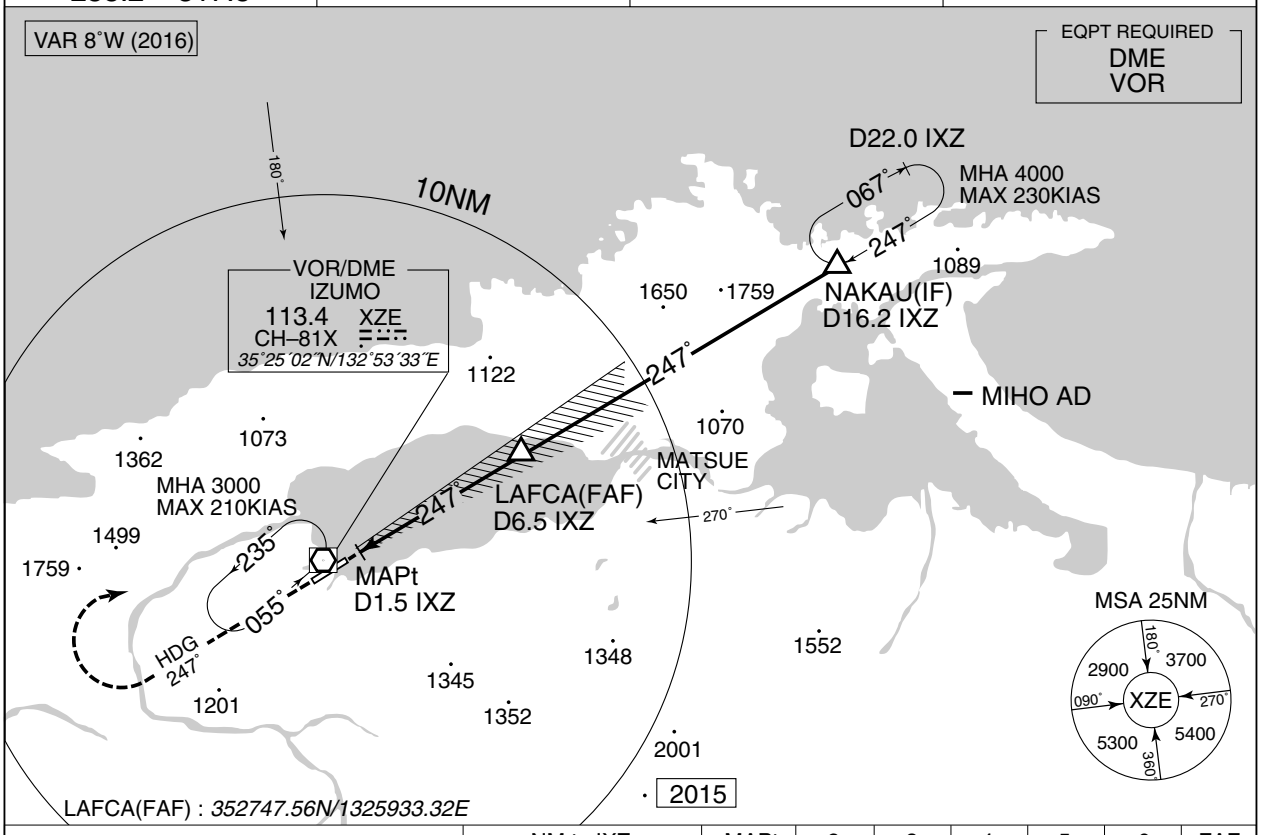
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | RAKDA | – | – | -7.6 | – | – | – | – | – | Basic RNP1 |
| 002 | TF | NAKAU | – | 282 (273.9) | -7.6 | 23.4 | – | +4000 | – | – | Basic RNP1 |

CHANGE : FIX symbol(NAKAU).

**INSTRUMENT APPROACH CHART**

RJOC / IZUMO LOC Z RWY25

| MIHO APP | LOC | IZUMO RADIO | RADAR AVBL |
|---|---|---|---|
| 120.1 – 125.4<br>258.2 – 317.8 | 111.7 IXZ<br>LOC–DME CH–54X | 122.7 – 126.2 | |

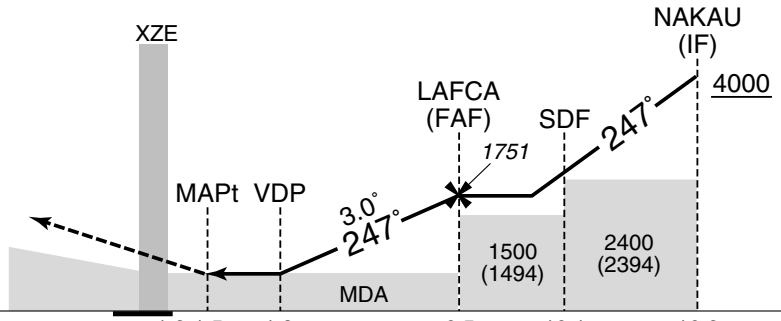



| | NM to IXZ | MAPt | 2 | 3 | 4 | 5 | 6 | FAF |
|---|---|---|---|---|---|---|---|---|
| | ALT (3.0° APCH Path) | – | 317 | 635 | 954 | 1272 | 1591 | 1751 |

MISSED APPROACH

Climb on HDG247° to 1600FT, turn right direct to XZE VOR/DME and hold at 3000FT.
Contact IZUMO RADIO.

Timing not authorized for defining the MAPt.




| | | | | | | |
|---|---|---|---|---|---|---|
| DME to IXZ | 1.2 | 1.5 | 1.9 | 6.5 | 10.1 | 16.2 |
| NM to THR | 0 | 0.3 | 0.6 | 5.3 | 9.0 | 15.0 |

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 6

| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 270 (264) | 800 | 390 (384) | 1600 |
| B | | | 460 (454) | |
| C | | | 560 (554) | 2400 |
| D | | 1200 | 630 (624) | 3200 |

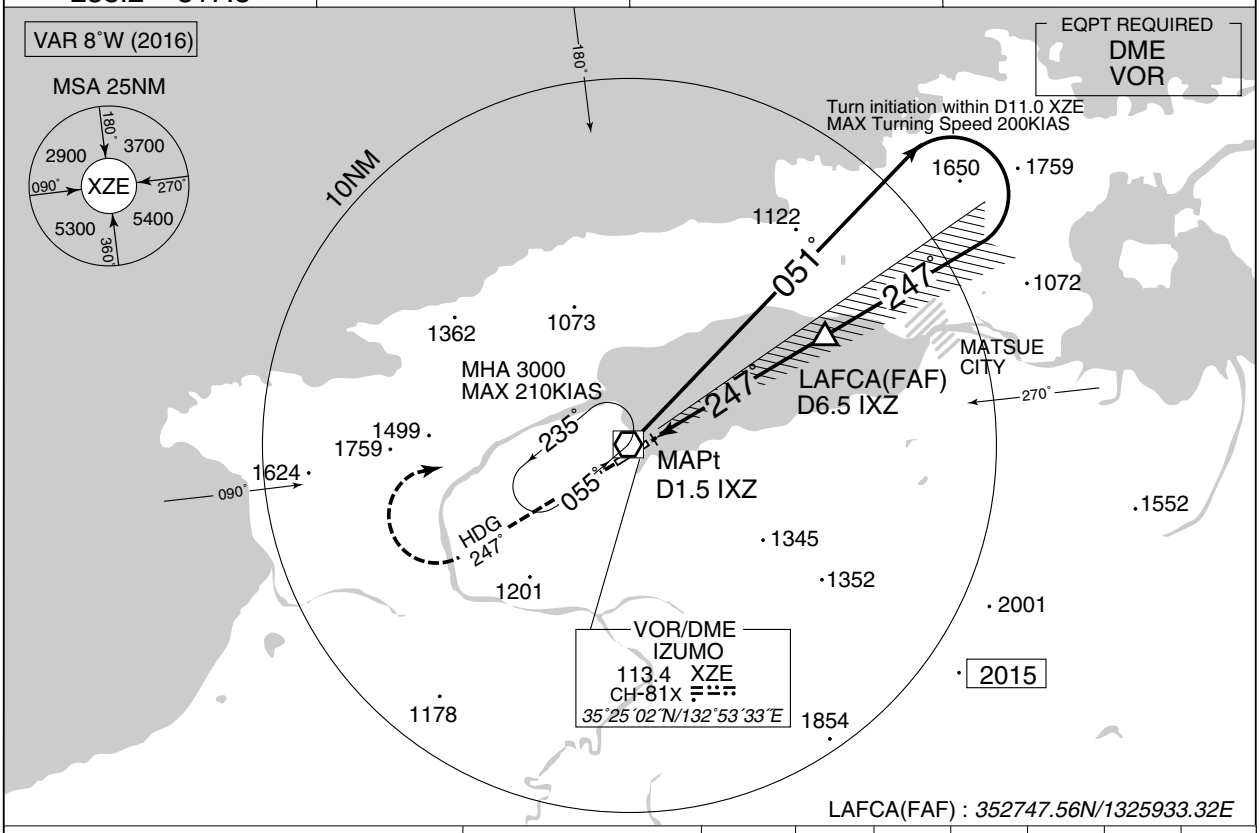
Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

**INSTRUMENT APPROACH CHART**

RJOC / IZUMO

LOC Y RWY25

| MIHO APP | LOC | IZUMO RADIO | RADAR AVBL |
|---|---|---|---|
| 120.1 – 125.4<br>258.2 – 317.8 | 111.7 IXZ<br>LOC–DME CH—54X | 122.7 – 126.2 | |

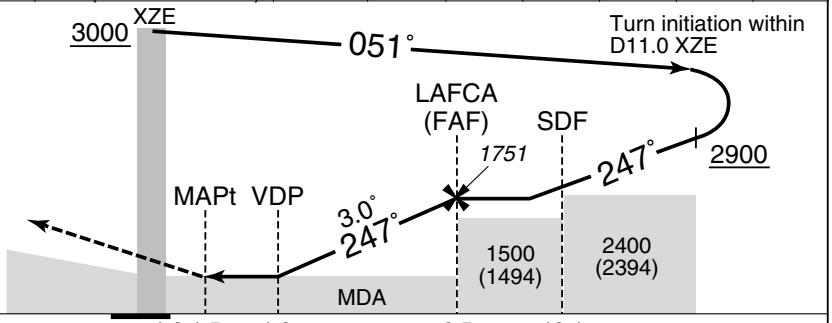



| NM to IXZ | MAPt | 2 | 3 | 4 | 5 | 6 | FAF |
|---|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | – | 317 | 635 | 954 | 1272 | 1591 | 1751 |

MISSED APPROACH

Climb on HDG247° to 1600FT,
turn right direct to XZE
VOR/DME and hold at 3000FT.
Contact IZUMO RADIO.

Timing not authorized for defining the MAPt.




| DME to IXZ | 1.2 | 1.5 | 1.9 | 6.5 | 10.1 |
|---|---|---|---|---|---|
| NM to THR | 0 | 0.3 | 0.6 | 5.3 | 9.0 |

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 6

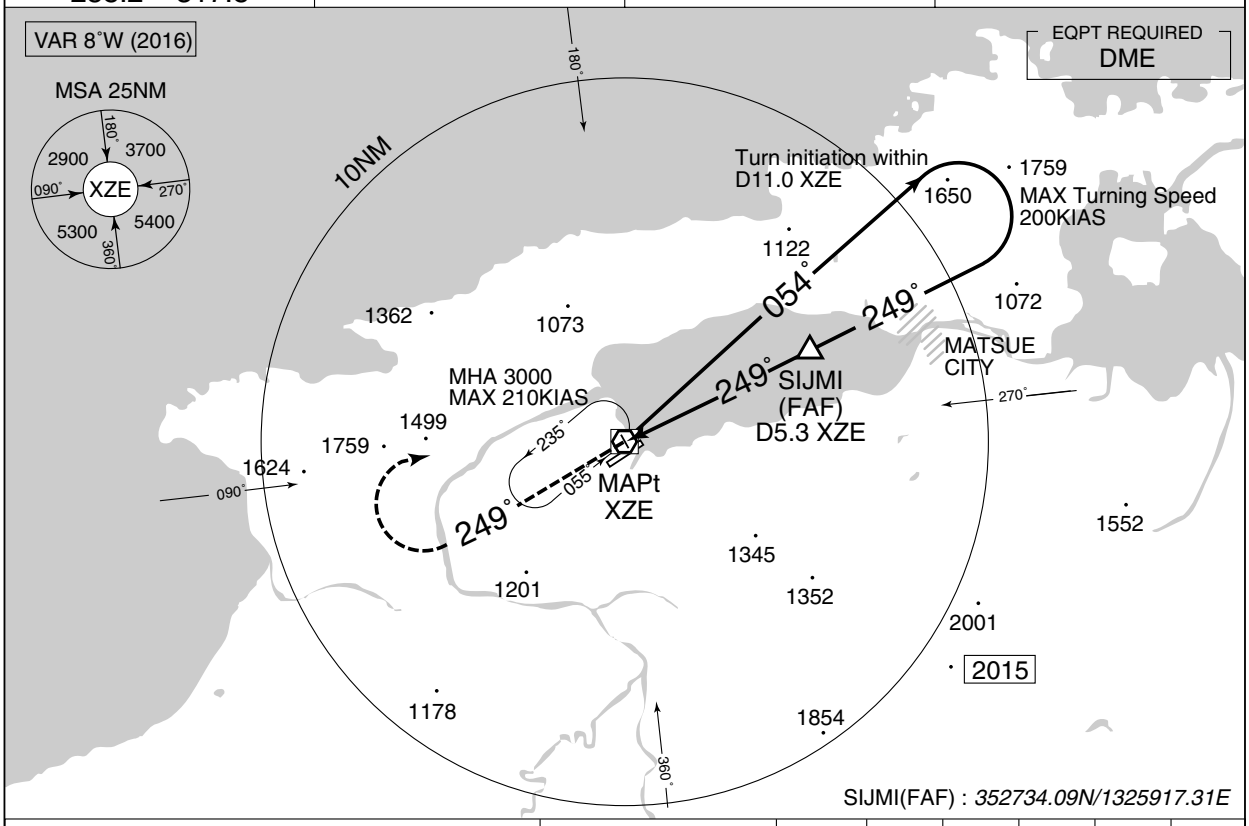
| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 270 (264) | 800 | 390 (384) | 1600 |
| B | | | 460 (454) | |
| C | | | 560 (554) | 2400 |
| D | | 1200 | 630 (624) | 3200 |

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

**INSTRUMENT APPROACH CHART**

RJOC / IZUMO VOR RWY25

| MIHO APP | IZUMO VOR/DME | IZUMO RADIO | RADAR AVBL |
|---|---|---|---|
| 120.1 – 125.4<br>258.2 – 317.8 | 113.4 XZE<br>CH–81X<br>*35°25′02″N/132°53′33″E* | 122.7 – 126.2 | |

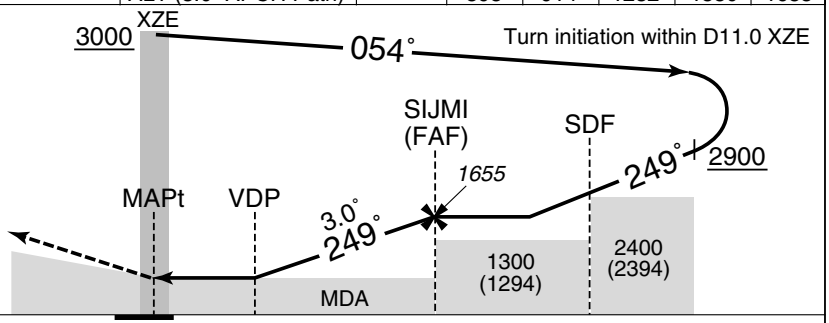



| NM to XZE | MAPt | 2 | 3 | 4 | 5 | FAF |
|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | – | 595 | 914 | 1232 | 1550 | 1655 |

MISSED APPROACH

Climb via XZE R249 to 1600FT,
turn right direct to XZE
VOR/DME and hold at 3000FT.
Contact IZUMO RADIO.

Timing not authorized for defining the MAPt.




| DME to XZE | 0.3 | 1.3 | 5.3 | 9.2 |
|---|---|---|---|---|
| NM to THR | 0 | 1.0 | 5.0 | 8.9 |

Missed APCH climb gradient MNM 5.0%

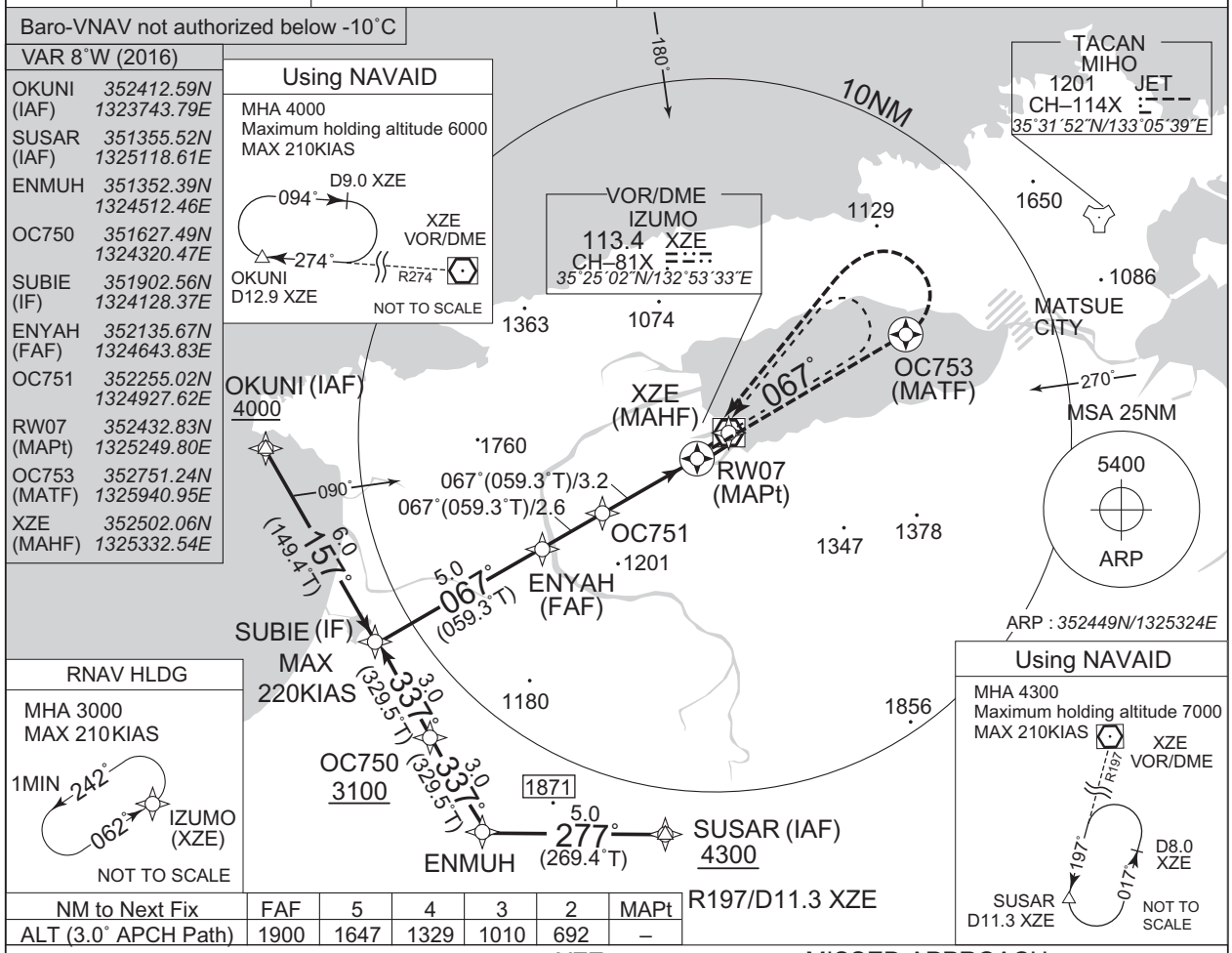
| MINIMA | THR elev. 15 | | AD elev. 6 | |
|---|---|---|---|---|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 380 (374) | 900 | 390 (384) | 1600 |
| B | | 1000 | 460 (454) | |
| C | | | 560 (554) | 2400 |
| D | | 1400 | 630 (624) | 3200 |

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

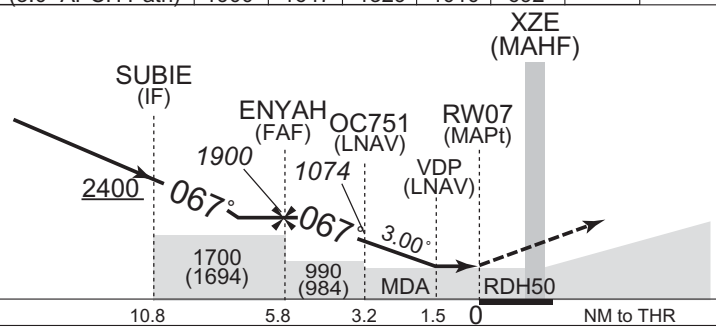
**INSTRUMENT APPROACH CHART**

RJOC / IZUMO — RNP RWY07

| MIHO APP | RNP APCH | IZUMO RADIO | RADAR AVBL |
|---|---|---|---|
| 120.1 – 125.4<br>258.2 – 317.8 | | 122.7 – 126.2 | |




| NM to Next Fix | FAF | 5 | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | 1900 | 1647 | 1329 | 1010 | 692 | – |




MISSED APPROACH

Climb direct to OC753, turn left direct to XZE and hold at 3000FT.
Contact IZUMO RADIO.

(For using VOR/DME)

Climb to 1300FT via XZE R067, turn left, direct to XZE VOR/DME and hold at 3000FT.
Contact IZUMO RADIO.

MINIMA — THR elev. 6 — AD elev. 6

| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 510 (504) | 1500 | 510 (504) | 1500 | 510 (504) | 1600 |
| B | | | | | | |
| C | | 2000 | | 2000 | 560 (554) | 2400 |
| D | | | | | 630 (624) | 3200 |

Circling to NORTH side of RWY only.

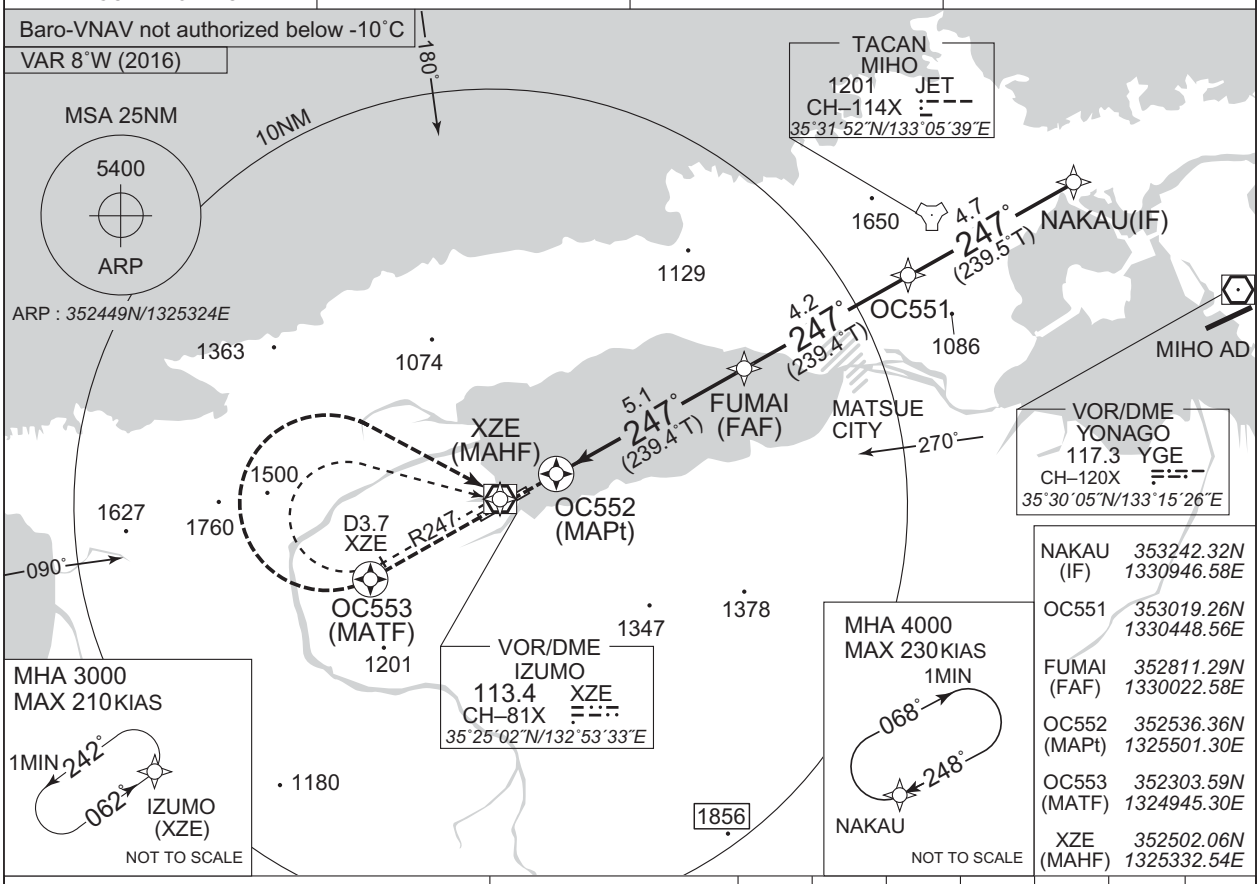
CHANGE:PROC renamed. Requirement for RNP.

**INSTRUMENT APPROACH CHART**

RJOC / IZUMO

RNP RWY25

| MIHO APP | RNP APCH | IZUMO RADIO | RADAR AVBL |
|---|---|---|---|
| 120.1 – 125.4<br>258.2 – 317.8 | | 122.7 – 126.2 | |



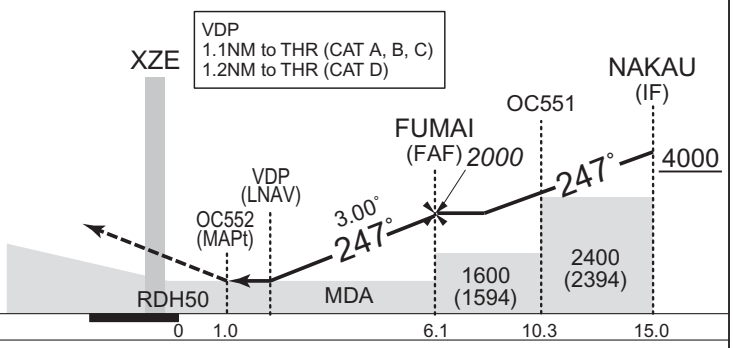

| NM to Next Fix | MAPt | 1 | 2 | 3 | 4 | 5 | FAF |
|---|---|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | – | 701 | 1020 | 1338 | 1657 | 1975 | 2000 |

MISSED APPROACH

Climb direct to OC553, turn right direct to XZE and hold at 3000FT.
Contact IZUMO RADIO.

(For using VOR/DME)

Climb via XZE R247 to XZE 3.7DME, turn right direct to XZE VOR/DME and hold at 3000FT.
Contact IZUMO RADIO.




Missed APCH climb gradient MNM 5.0%

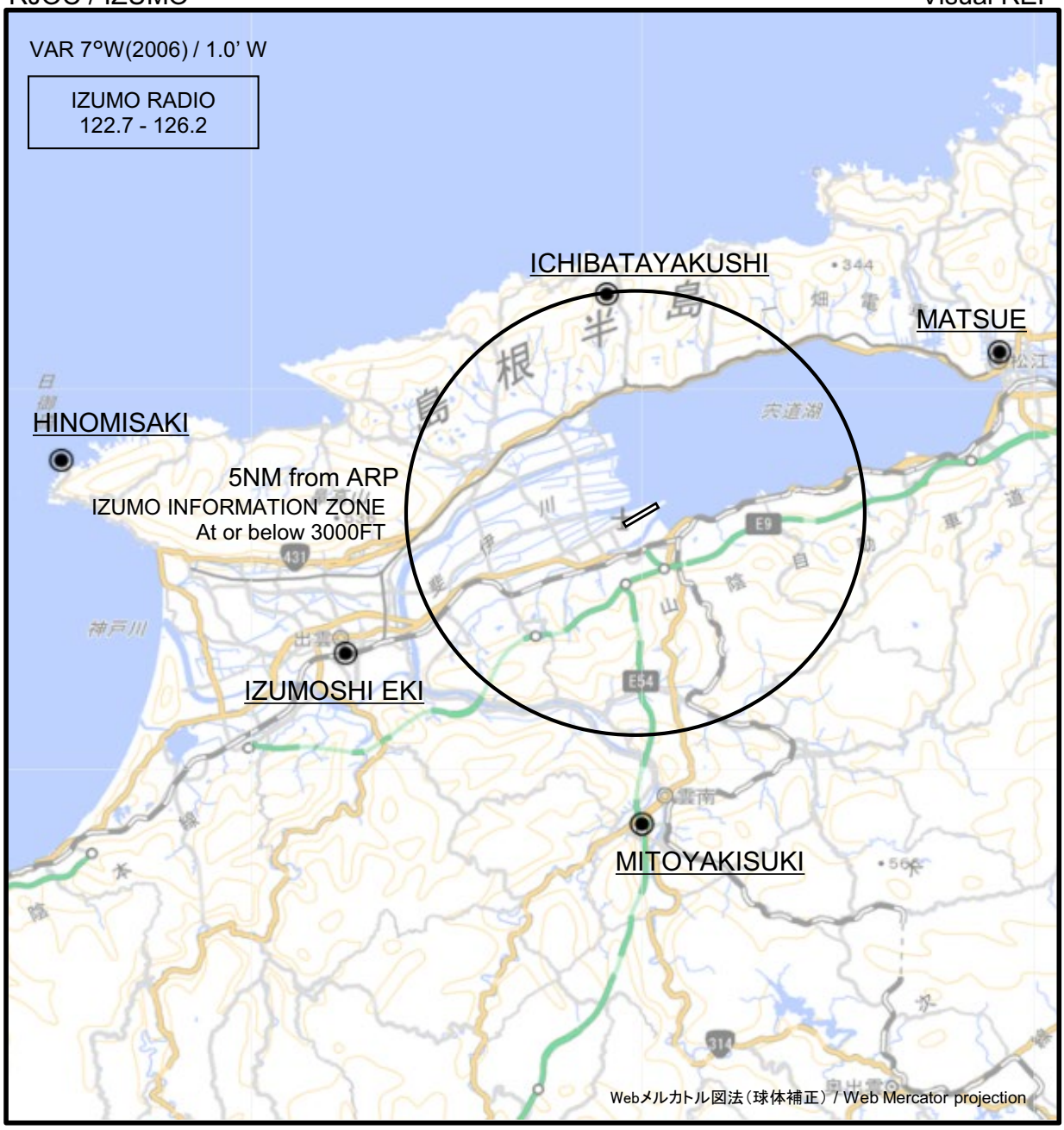
| MINIMA | THR elev. 15 | | AD elev. 6 | | | |
|---|---|---|---|---|---|---|
| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 400 (385) | 900 | 400 (394) | 900 | 400 (394) | 1600 |
| B | | 1000 | | 1000 | 460 (454) | |
| C | | | | | 560 (554) | 2400 |
| D | 430 (415) | 1400 | 430 (424) | 1400 | 630 (624) | 3200 |

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

CHANGE:PROC renamed. Requirement for RNP.

RJOC / IZUMO

Visual REP

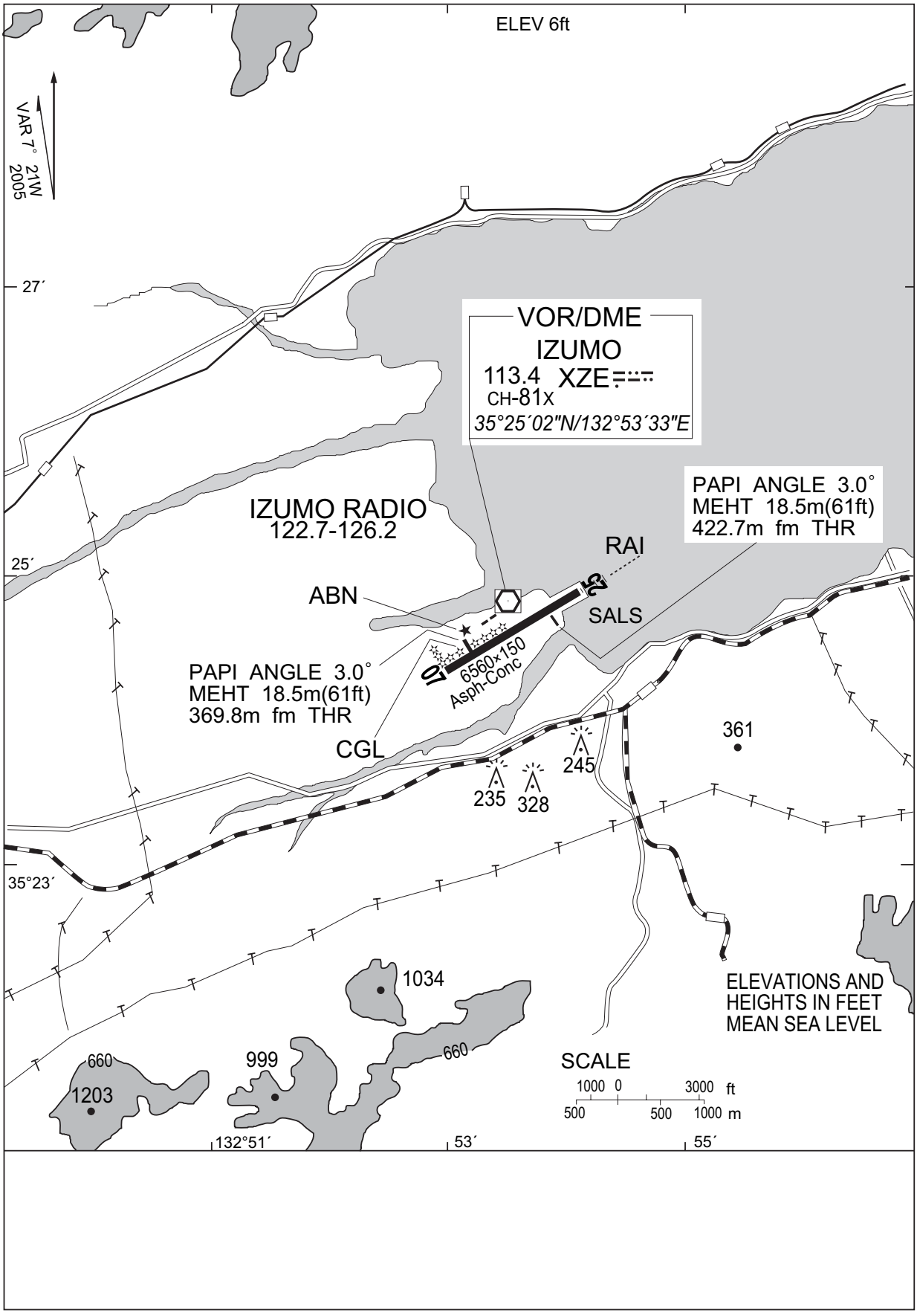



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

| Call sign | BRG / DIST from ARP | Remarks |
|---|---|---|
| 一畑薬師<br>Ichibatayakushi | 351°T / 5.0NM | 寺<br>Temple |
| 松江<br>Matsue | 064°T / 8.7NM | 城<br>Castle |
| 日御碕<br>Hinomisaki | 275°T / 12.8NM | 灯台<br>Lighthouse |
| 出雲市駅<br>Izumoshi Eki | 244°T / 7.2NM | JR駅<br>Station |
| 三刀屋木次<br>Mitoyakisuki | 180°T / 7.0NM | IC<br>Interchange |

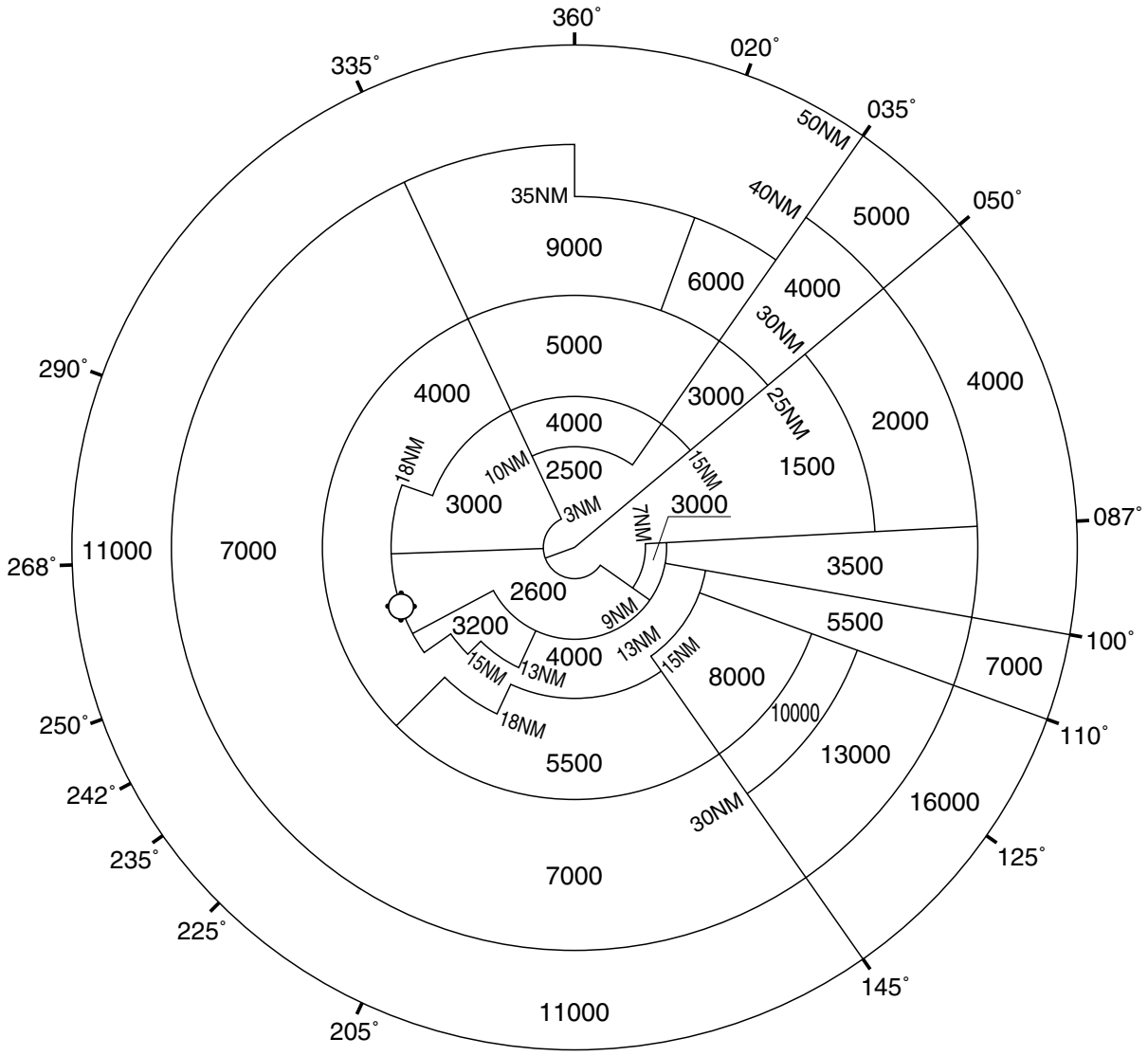
CHANGE : Map updated. BRG/DIST from ARP. Mitoyakisuki established. Kisuki abolished.

RJOC / IZUMO LDG CHART



RJOC / IZUMO Minimum Vectoring Altitude CHART

VAR 8˚W (2013)




CENTER：*353003N/1331413E* (RJOH RADAR SITE)