# AD 2 AERODROMES

## RJNO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJNO - OKI

## RJNO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *361042N/1331924E*<br>068° /1.00km FM RWY 08 THR |
| 2 | Direction and distance from (city) | 83km N FM YONAGO City |
| 3 | Elevation/ Reference temperature | 262FT / 29°C (2001-2005) |
| 4 | Geoid undulation at AD ELEV PSN | 112FT |
| 5 | MAG VAR/ Annual change | 8°W(2007) / 1.3'W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | SHIMANE PREF. PUBLIC AP.<br>OKI Airport Administration Office, Misakimachi, Okinoshima-cho, Oki-gun, Shimane Pref.<br>Tel: 08512-2-0703 Fax:08512-2-6250<br>E-mail: okikukokanri@pref.shimane.lg.jp<br>Web: http://www.pref.shimane.jp/ |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Nil |

## RJNO AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 0000 - 0800 |
| 2 | Customs and immigration | On request<br>Customs: 0859-42-2228<br>Immigration: 0859-47-3600 |
| 3 | Health and sanitation | Quarantine(human): On request(0859-42-3517)<br>Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 0000-0800<br>Remarks: AFIS provided by Osaka Airport Office. |
| 8 | Fuelling | 0000-0800 |
| 9 | Handling | 0000-0800 |
| 10 | Security | Ask AD administration |
| 11 | De-icing | Ask AD administration |
| 12 | Remarks | Nil |

## RJNO AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Ask AD administration |
| 2 | Fuel/ oil types | Fuel grade :JET A1/ Ask AD administration |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling / Ask AD administration |
| 4 | De-icing facilities | Ask AD administration |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

## RJNO AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in Okinoshima-cho |
| 2 | Restaurants | Restaurants in Okinoshima-cho |
| 3 | Transportation | Busses and Taxi |
| 4 | Medical facilities | Hospital in Okinoshima-cho 5km from airport |
| 5 | Bank and Post Office | Bank and Post Office in Okinoshima-cho |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## RJNO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 7 |
| 2 | Rescue equipment | Chemical fire fighting truck × 2, Emergency medical equipments conveyance truck × 1 |
| 3 | Capability for removal of disabled aircraft | Ask AD administration |
| 4 | Remarks | Nil |

## RJNO AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Snow plow × 2, Spreader × 1, Snow sweeper × 1,<br>Tractor shovel x 2 |
| 2 | Clearance priorities | (1)RWY 08/26 (2)TWY, APRON |
| 3 | Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: Cement-Concrete, Strength: PCN 52/R/B/X/T |
| 2 | Taxiway width, surface and strength | Width: 23m,<br>Surface: asphalt-concrete, Strength: PCN 45/F/B/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR<br>1: *361042.62N 1331948.74E*<br>2: *361041.97N 1331946.89E*<br>3: *361041.16N 1331945.75E*<br>4: *361041.11N 1331944.26E* |
| 6 | Remarks | Nil |

## RJNO 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 08/26<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:<br>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe<br>(LGT) TWY edge LGT, TWY CL LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area, ACFT PRKG PSN, APN TWY CL<br>(LGT)APN flood LGT |

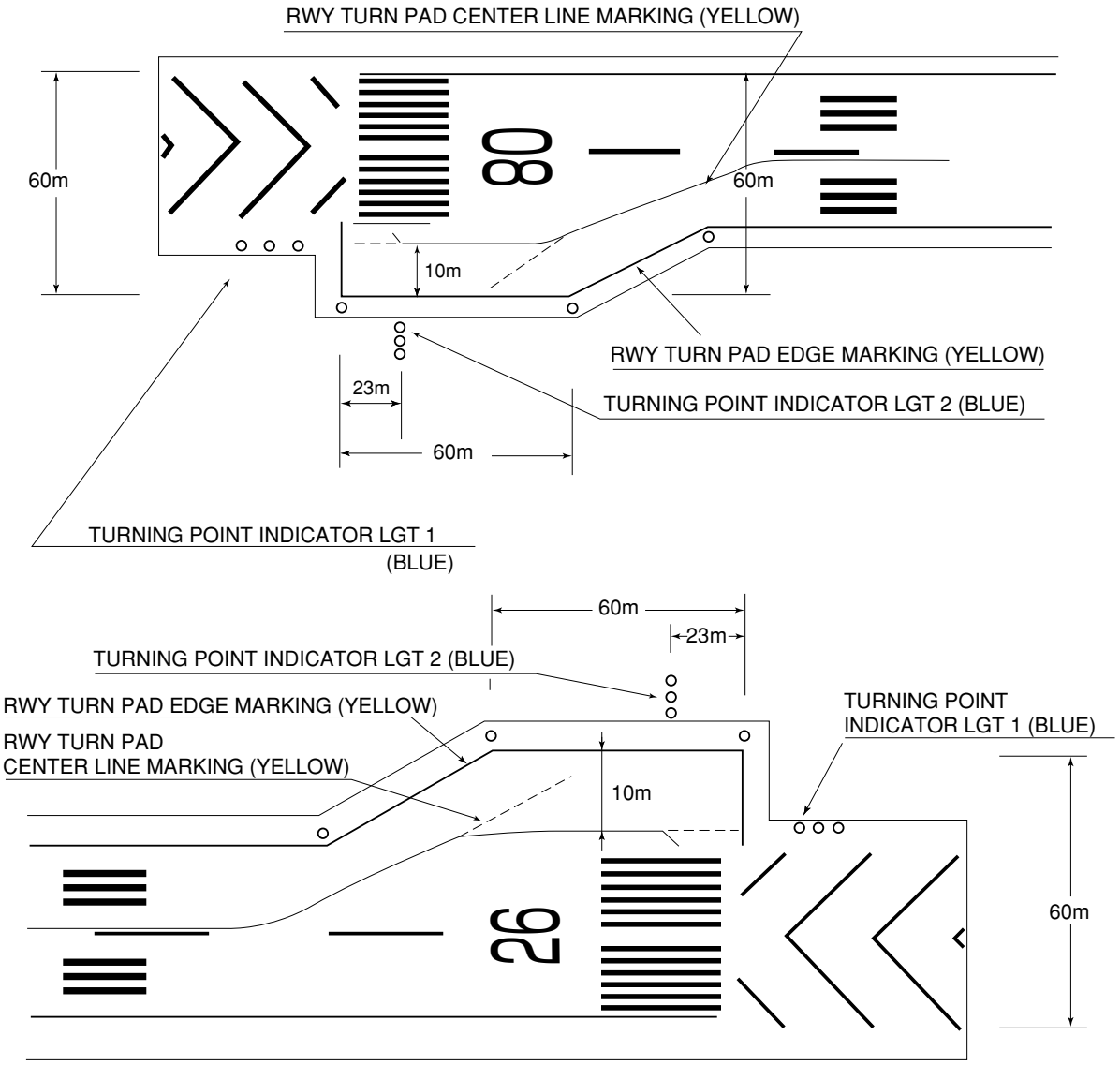
RJNO / OKI 180˚ Turn on RWY

小型ジェット機用の滑走路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 SJ 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.



## RJNO AD 2.10 AERODROME OBSTACLES

In Area 2 See Obstacle data

Other obstacles

| OBST ID/ designation | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|---|---|---|---|---|---|
| RJNO1 | Concrete pole | *361023.2N/1332015.0E* | 409ft | -/LIM(Red) | Under horizontal surface |

In Area 3 To be developed

## RJNO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

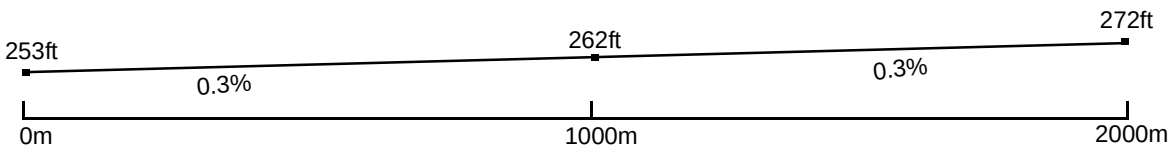
| | | |
|---|---|---|
| 1 | Associated MET Office | KANSAI |
| 2 | Hours of service<br>MET Office outside hours | H24 (KANSAI) |
| 3 | Office responsible for TAF preparation<br>Periods of validity | Nil |
| 4 | Trend forecast<br>Interval of issuance | Nil. |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at KANSAI |
| 6 | Flight documentation<br>Language(s) used | 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 |

## RJNO 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 |
| 08 | 067.89° | 2000×45 | PCN 45/F/B/X/T Asphalt-Concrete | *361030.04N 1331847.67E* 112ft | THR ELEV:253ft |
| 26 | 247.89° | 2000×45 | PCN 45/F/B/X/T Asphalt-Concrete | *361054.47N 1332001.82E* 112ft | THR ELEV:272ft |

| Slope of RWY | Strip Dimensions(M) | RESA(Overrun) Dimensions(M) | Remarks |
|---|---|---|---|
| 7 | 10 | 11 | 14 |
| See below Figure | 2120x150<br>2120x150 | 40x(MNM:149 MAX:150)*<br>40x(MNM:148 MAX:150)*<br>*For detail, ask airport administrator | RWY Grooving: 2000m x 30m |

LONGITUDINAL PROFILE RUNWAY




## RJNO AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 2000 | 2000 | 2000 | 2000 | Nil |
| 26 | 2000 | 2000 | 2000 | 2000 | Nil |

## RJNO 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 |
| 08 | Nil | Green<br>- | PAPI<br>3.0° /LEFT<br>355m<br>61ft | Nil | 2,000m<br>30m<br>Coded color<br>LIH | 2,000m<br>60m<br>Coded color<br>LIH | Red | Nil<br>(*1) |
| 26 | Nil | Green<br>- | PAPI<br>3.0° /LEFT<br>400m<br>61ft | Nil | 2,000m<br>30m<br>Coded color<br>LIH | 2,000m<br>60m<br>Coded color<br>LIH | Red | Nil<br>(*1) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| Overrun area edge LGT(LEN:60m Color:Red)(*1)<br>CGL for RWY 26<br>RWY THR ID LGT for RWY 08/26 THR(Color:White) | | | | | | | | |

## RJNO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *361039N/1331956E*, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT | Nil |
| 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 |

## RJNO AD 2.16 HELICOPTER LANDING AREA

| |
|---|
| Nil |

## RJNO 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 |
| Oki Information zone | Area within a radius of 5NM (9km) of Oki ARP | 3000 or below | E | OKI RADIO En | |

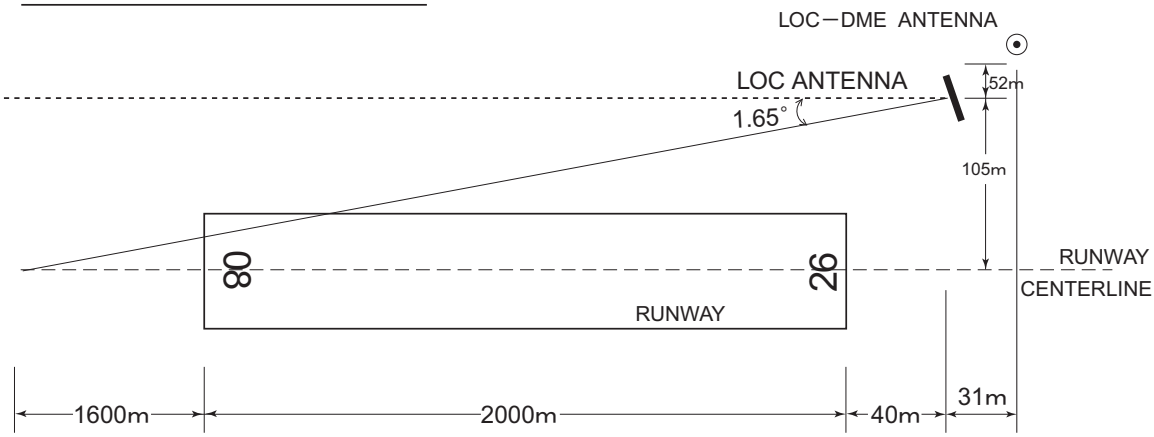
## RJNO AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | OKI RADIO | 118.65MHz | 0000 - 0800 | Operated by Osaka Airport Office. |

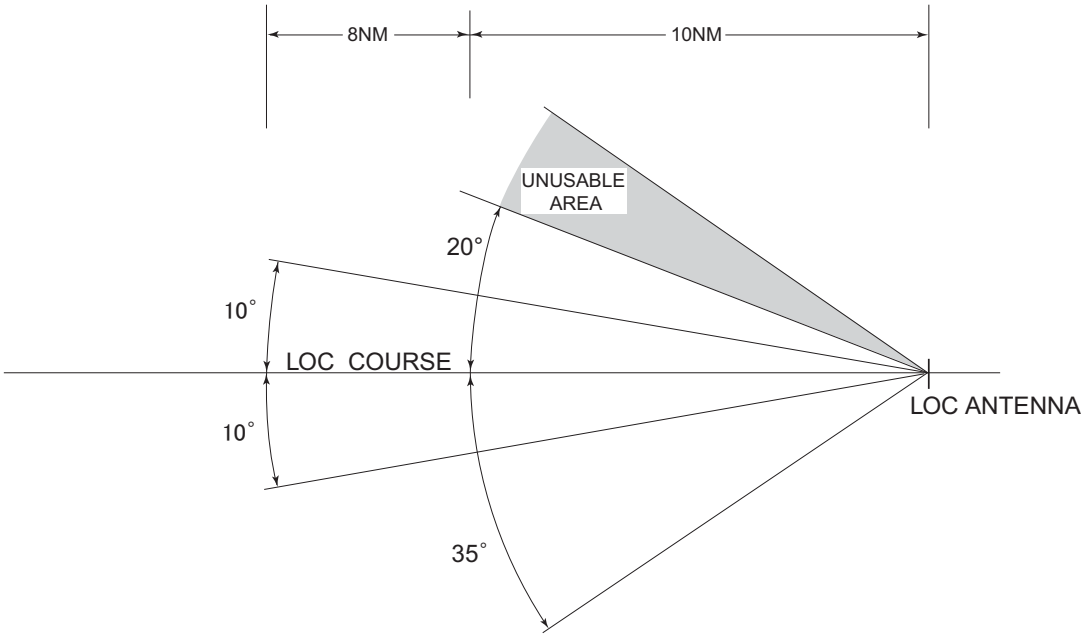
## RJNO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| 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/2012) | OIE | 109.25MHz | H24 | *361036.27N 1331922.16E* | | VOR/DME Unusable: 020°-030° beyond 15NM BLW 3000ft. 200°-240° beyond 20NM BLW 3000ft. 290°-020° beyond 15NM BLW 4000ft. |
| DME | OIE | 1116MHz (CH-29Y) | H24 | *361036.27N 1331922.16E* | 270ft | |
| LOC 08 | IOA | 111.55MHz | 0000 - 0800 | *361058.12N 1332001.74E* | | LOC 08: 40m(131ft) away FM RWY 26 THR, 105m(344ft) N of RCL, LOC offset angle 1.65° BRG (MAG) 074.59°. Unusable: beyond 20° N (90Hz) side of LOC course. |
| LOC-DME 08 | IOA | 1139MHz (CH-52Y) | 0000 - 0800 | *361100.05N 1332002.09E* | 286ft | DME 08: 71m(233ft) away FM RWY 26 THR, 157m(515ft) N of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |

LOC and LOC－DME for RWY08




REMARKS : 1. LOC OFFSET ANGLE 1.65°
2. LOC BEAM BRG(MAG) 074.59°
3. ELEV of LOC－DME 87.1m(286ft)




UNUSABLE : BEYOND 20DEG NORTH(90Hz) SIDE OF LOC COURSE.

## RJNO AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

| |
|---|
| On use of OKI 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 |

## RJNO AD 2.21 NOISE ABATEMENT PROCEDURES

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

## RJNO AD 2.22 FLIGHT PROCEDURES

**TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAY TIME ONLY) | |
|---|---|---|---|---|---|---|---|---|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 08 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 26 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| OTHER | 08 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 26 | A,B,C,D | | | | | | |

## RJNO AD 2.23 ADDITIONAL INFORMATION

Ask AD administration

## RJNO AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (DOZEN, NAKAU, OKUNI, TSUNO)
Standard Arrival Chart - Instrument (SAIGO)
Instrument Approach Chart (LOC Z RWY08)
Instrument Approach Chart (LOC Y RWY08)
Instrument Approach Chart (VOR RWY26)
Instrument Approach Chart (RNP RWY08)
Instrument Approach Chart (RNP RWY26)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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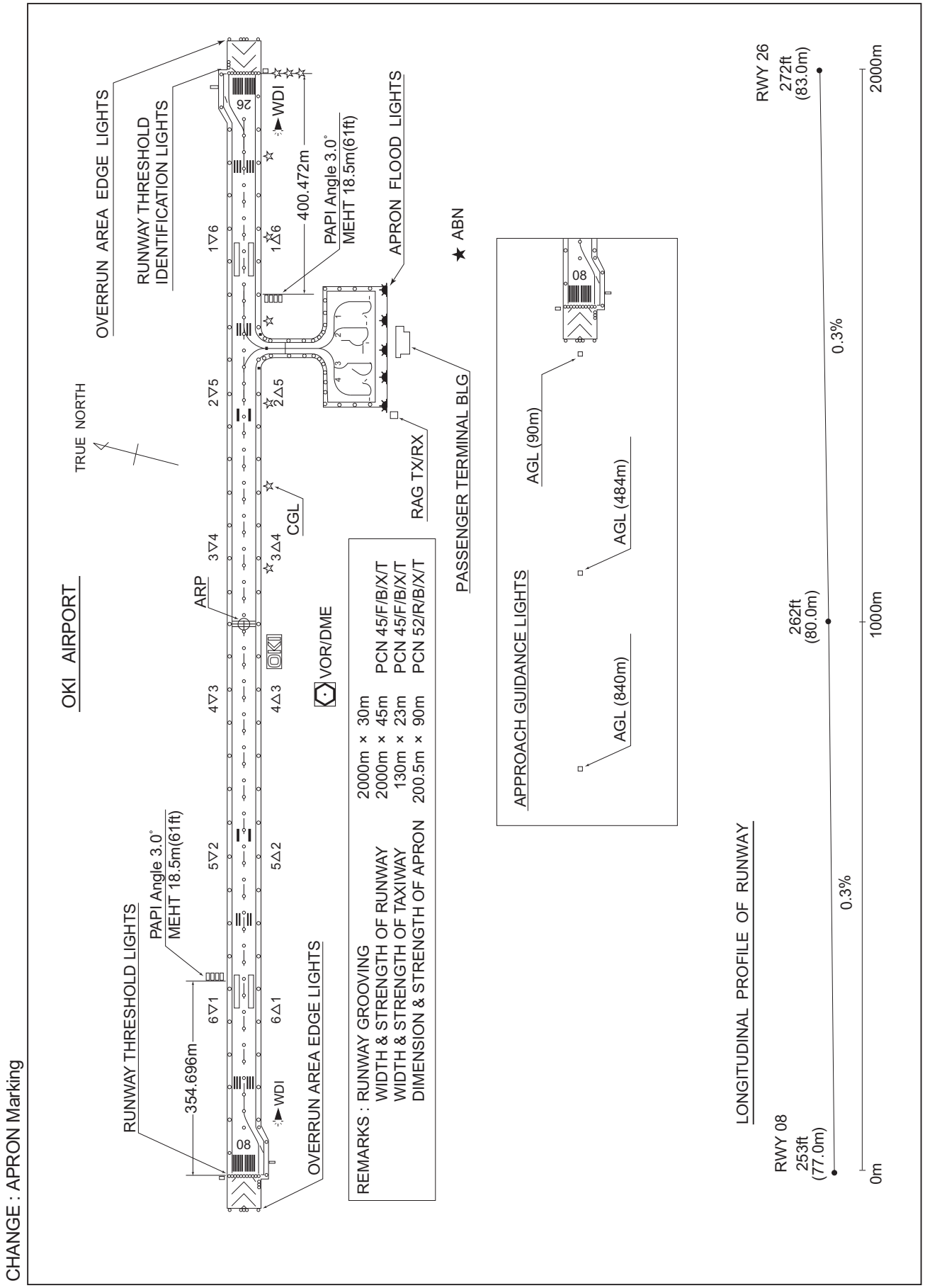
RJNO / OKI

AD CHART



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STANDARD DEPARTURE CHART -INSTRUMENT

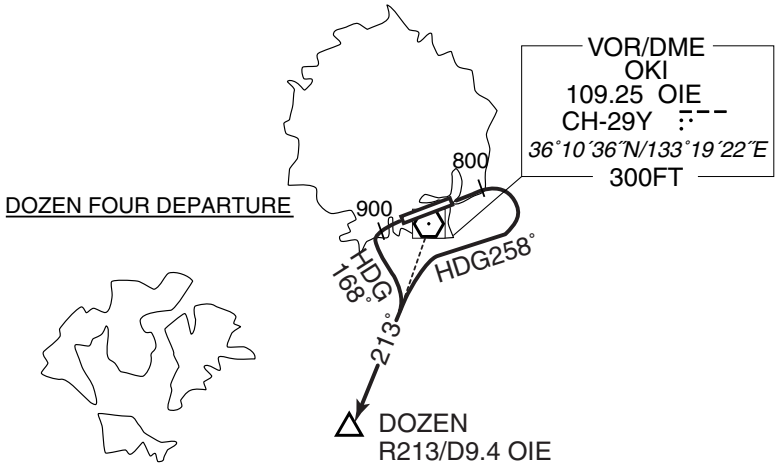
RJNO / OKI SID

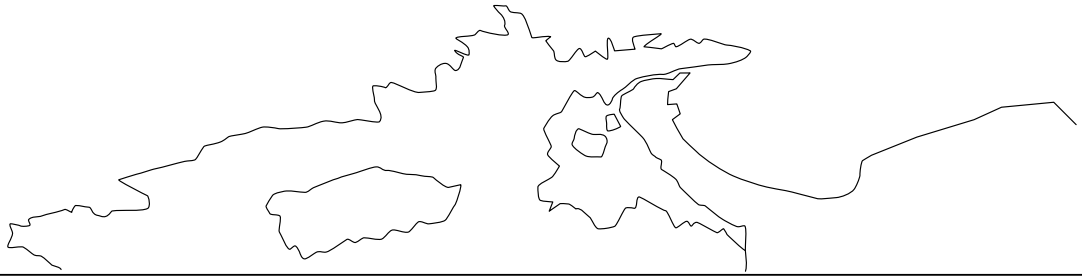
DOZEN FOUR DEPARTURE

RWY08 ：Climb RWY HDG to 800FT, turn right HDG258˚...

RWY26 ：Climb RWY HDG to 900FT, turn left HDG168˚...

...to intercept and proceed via OIE R213 to DOZEN.



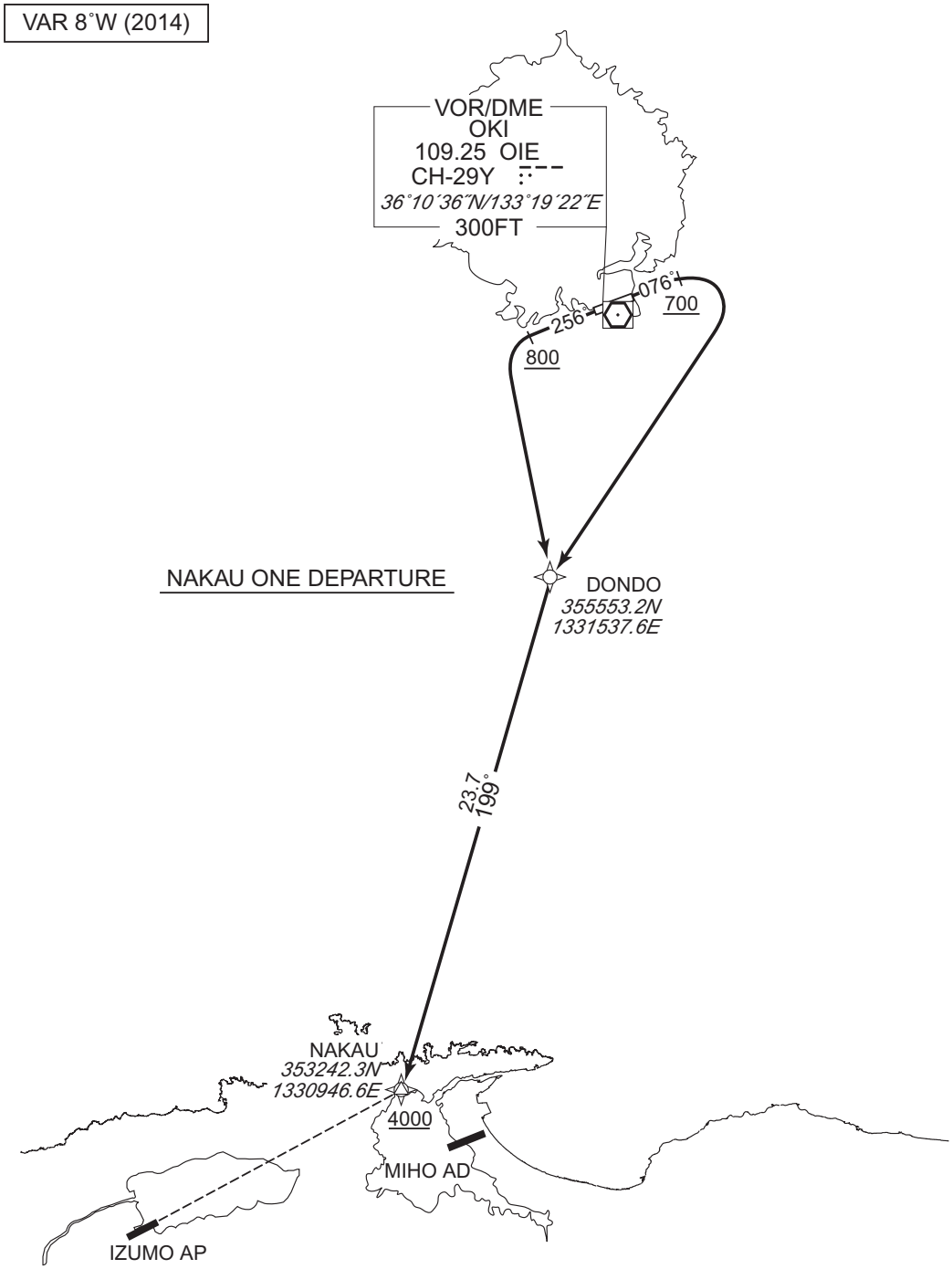



STANDARD DEPARTURE CHART -INSTRUMENT

RJNO / OKI RNAV SID

| NAKAU ONE DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




NAKAU ONE DEPARTURE

RWY08 : Climb on HDG 076˚ at or above 700FT, turn right direct to DONDO, to NAKAU at or above 4000FT.

RWY26 : Climb on HDG 256˚ at or above 800FT, turn left direct to DONDO, to NAKAU at or above 4000FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNO / OKI RNAV SID

NAKAU ONE DEPARTURE

RWY08

| 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 | — | — | 076 (067.8) | -7.9 | — | — | +700 | — | — | Basic RNP1 |
| 002 | DF | DONDO | — | — | -7.9 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | NAKAU | — | 199 (191.6) | -7.9 | 23.7 | — | +4000 | — | — | Basic RNP1 |

RWY26

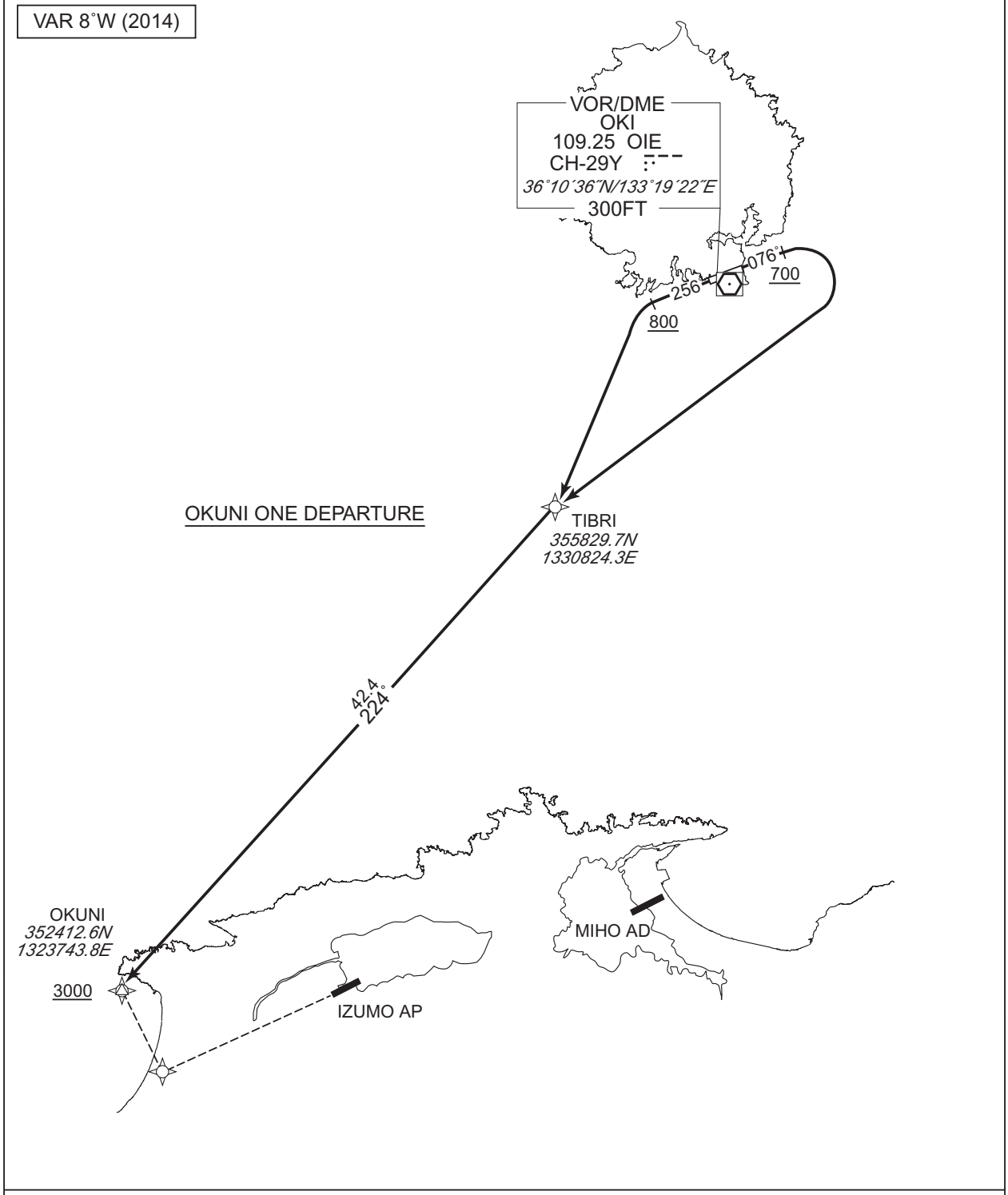
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | — | — | 256 (247.8) | -7.9 | — | — | +800 | — | — | Basic RNP1 |
| 002 | DF | DONDO | — | — | -7.9 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | NAKAU | — | 199 (191.6) | -7.9 | 23.7 | — | +4000 | — | — | Basic RNP1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJNO / OKI RNAV SID

| OKUNI ONE DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




OKUNI ONE DEPARTURE

RWY08 : Climb on HDG 076˚ at or above 700FT, turn right direct to TIBRI, to OKUNI at or above 3000FT.

RWY26 : Climb on HDG 256˚ at or above 800FT, turn left direct to TIBRI, to OKUNI at or above 3000FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNO / OKI RNAV SID

OKUNI ONE DEPARTURE

RWY08

| 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 | — | — | 076 (067.8) | -7.9 | — | — | +700 | — | — | Basic RNP1 |
| 002 | DF | TIBRI | — | — | -7.9 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | OKUNI | — | 224 (216.2) | -7.9 | 42.4 | — | +3000 | — | — | Basic RNP1 |

RWY26

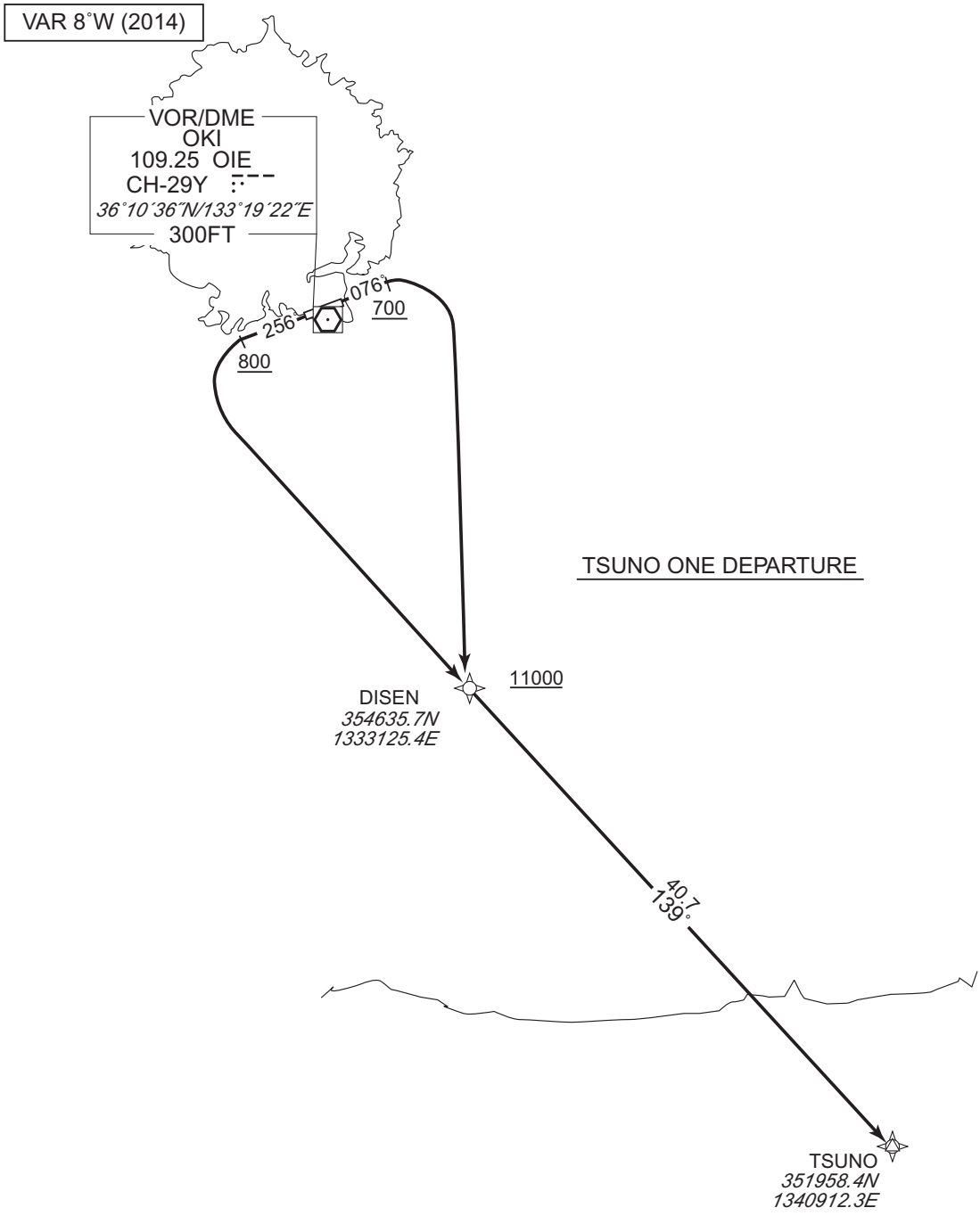
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | — | — | 256 (247.8) | -7.9 | — | — | +800 | — | — | Basic RNP1 |
| 002 | DF | TIBRI | — | — | -7.9 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | OKUNI | — | 224 (216.2) | -7.9 | 42.4 | — | +3000 | — | — | Basic RNP1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJNO / OKI RNAV SID

| TSUNO ONE DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




TSUNO ONE DEPARTURE

RWY08 : Climb on HDG 076˚ at or above 700FT, turn right direct to DISEN at or above 11000FT, to TSUNO.

RWY26 : Climb on HDG 256˚ at or above 800FT, turn left direct to DISEN at or above 11000FT, to TSUNO.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNO / OKI RNAV SID

TSUNO ONE DEPARTURE

RWY08

| 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 | — | — | 076 (067.8) | -7.9 | — | — | +700 | — | — | Basic RNP1 |
| 002 | DF | DISEN | — | — | -7.9 | — | R | +11000 | — | — | Basic RNP1 |
| 003 | TF | TSUNO | — | 139 (130.7) | -7.9 | 40.7 | — | — | — | — | Basic RNP1 |

RWY26

| 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 | — | — | 256 (247.8) | -7.9 | — | — | +800 | — | — | Basic RNP1 |
| 002 | DF | DISEN | — | — | -7.9 | — | L | +11000 | — | — | Basic RNP1 |
| 003 | TF | TSUNO | — | 139 (130.7) | -7.9 | 40.7 | — | — | — | — | Basic RNP1 |

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**STANDARD ARRIVAL CHART-INSTRUMENT**

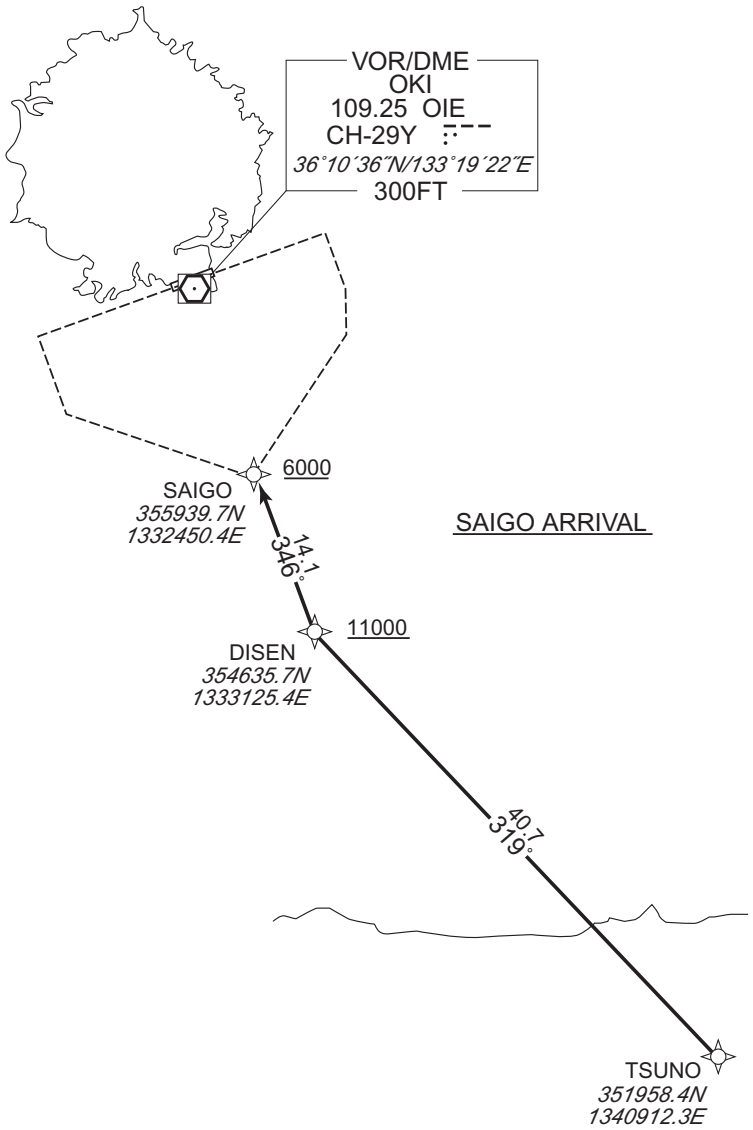
RJNO / OKI

RNAV STAR

| SAIGO ARRIVAL | Basic RNP1 |
|---|---|

Note GNSS required.

VAR 8˚W (2014)




SAIGO ARRIVAL

From TSUNO, to DISEN at or above 11000FT, to SAIGO at or above 6000FT.

| 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 | TSUNO | — | — | -7.9 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | DISEN | — | 319 (311.1) | -7.9 | 40.7 | — | +11000 | — | — | Basic RNP1 |
| 003 | TF | SAIGO | — | 346 (337.8) | -7.9 | 14.1 | — | +6000 | — | — | Basic RNP1 |

CHANGE : FIX symbol(SAIGO,TSUNO).

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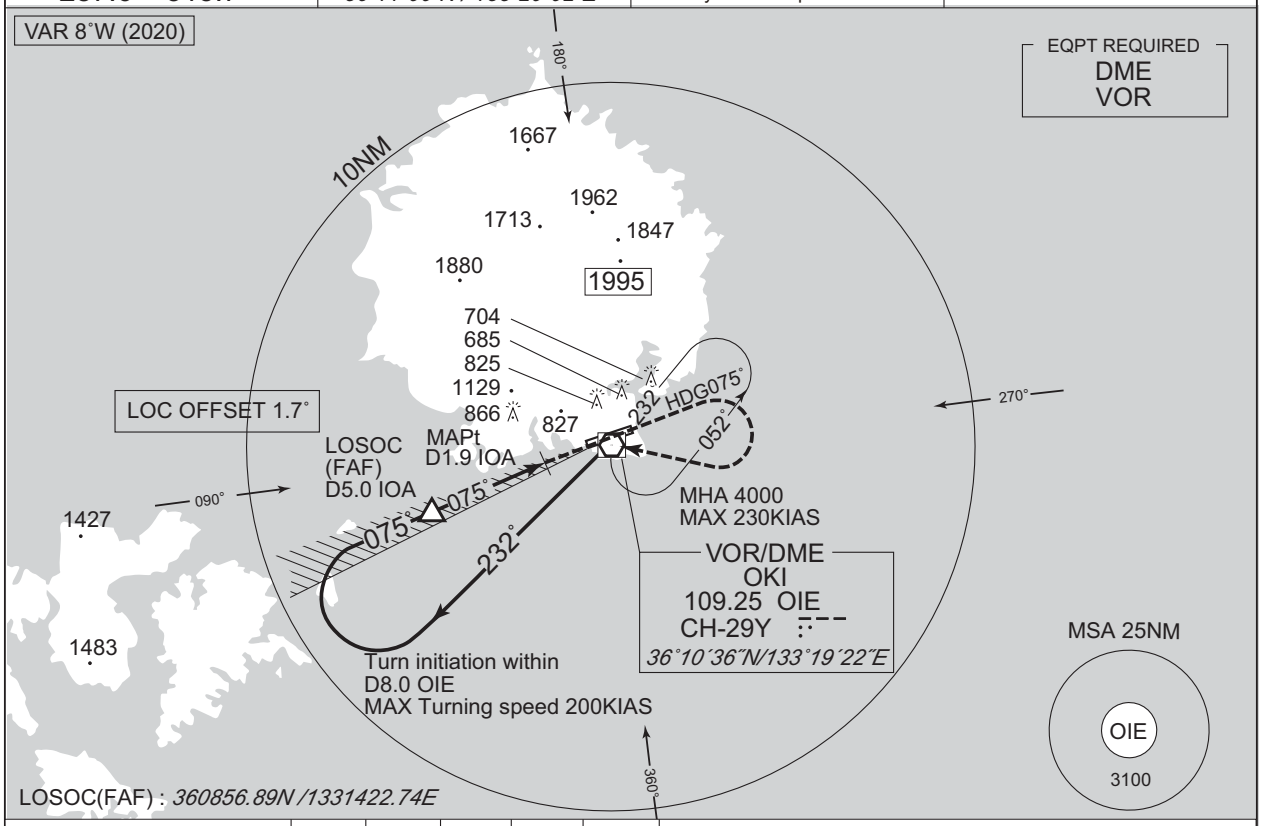
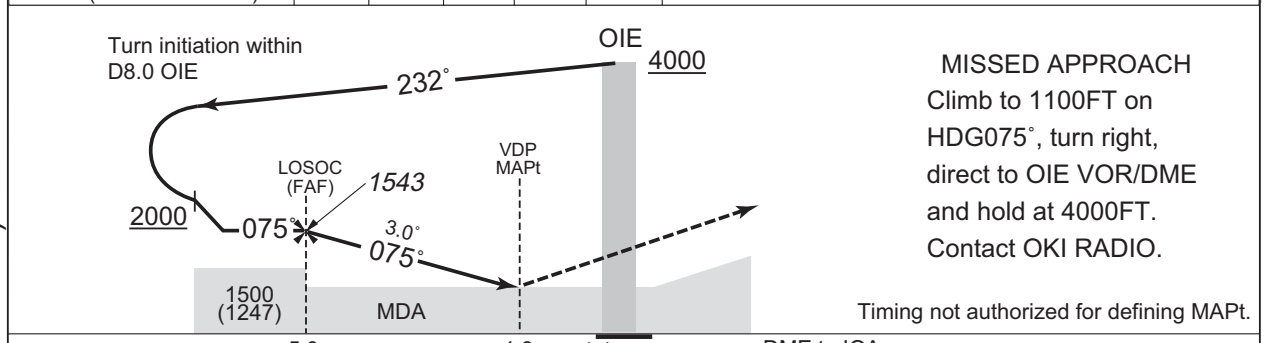
**INSTRUMENT APPROACH CHART**

RJNO / OKI — LOC Z RWY08

| TOKYO CONTROL | OKI LOC | OKI RADIO | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | 111.55 IOA<br>LOC - DME CH–52Y<br>*36˚11´00˝N / 133˚20´02˝E* | 118.65<br>AFIS provided<br>by Osaka Airport Office | |




| NM to IOA | FAF | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | 1543 | 1219 | 901 | 582 | – |




MISSED APPROACH
Climb to 1100FT on HDG075˚, turn right, direct to OIE VOR/DME and hold at 4000FT.
Contact OKI RADIO.

Timing not authorized for defining MAPt.

| | | | | |
|---|---|---|---|---|
| 5.0 | 1.9 | 1.1 | DME to IOA |
| 3.9 | 0.8 | 0 | NM to THR |

Missed APCH climb gradient MNM 4.0%

MINIMA THR elev. 253 AD elev. 262

| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 550 (297) | 1500 | 730 (468) | 1600 |
| B | | | | |
| C | | 1600 | 830 (568) | 2400 |
| D | | 1800 | 960 (698) | 3200 |

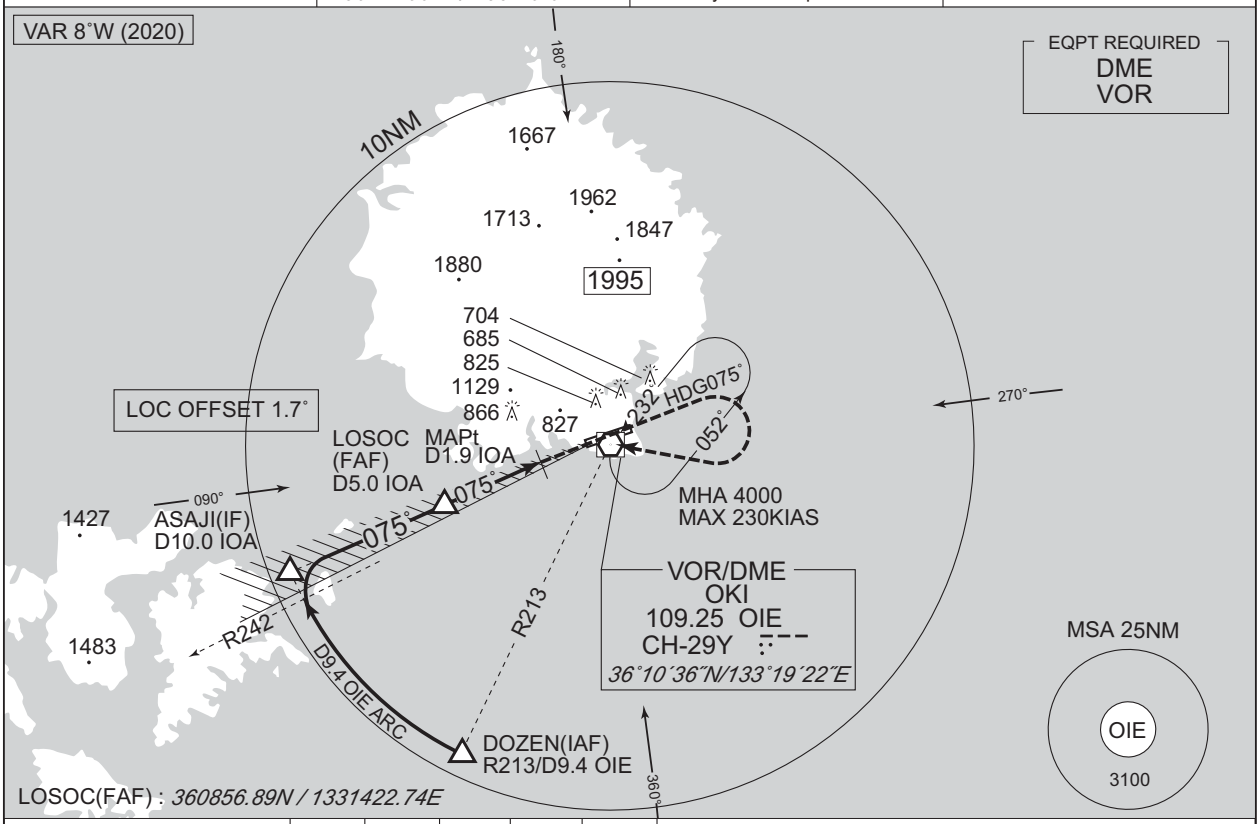
Circling to SOUTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : Call sign(REMOTE→RADIO). AFIS unit added.

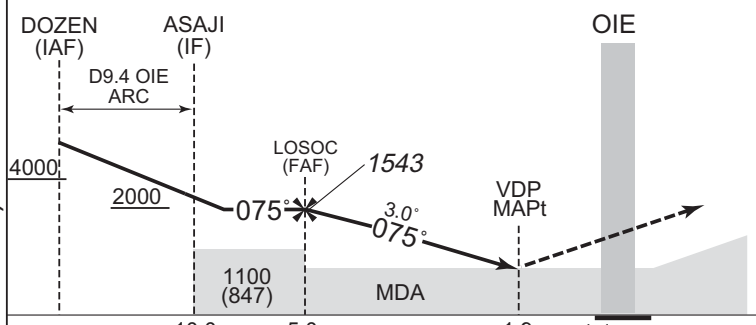
**INSTRUMENT APPROACH CHART**

RJNO / OKI — LOC Y RWY08

| TOKYO CONTROL | OKI LOC | OKI RADIO | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | 111.55 IOA<br>LOC - DME CH–52Y<br>*36˚11´00˝N / 133˚20´02˝E* | 118.65<br>AFIS provided<br>by Osaka Airport Office | |




| NM to IOA | FAF | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | 1543 | 1219 | 901 | 582 | – |




MISSED APPROACH
Climb to 1100FT on HDG075˚, turn right, direct to OIE VOR/DME and hold at 4000FT. Contact OKI RADIO.

Timing not authorized for defining MAPt.

| | | | | | |
|---|---|---|---|---|---|
| 10.0 | 5.0 | | 1.9 | 1.1 | DME to IOA |
| 8.9 | 3.9 | | 0.8 | 0 | NM to THR |

Missed APCH climb gradient MNM 4.0%

MINIMA THR elev. 253 AD elev. 262

| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 550 (297) | 1500 | 730 (468) | 1600 |
| B | | | | |
| C | | 1600 | 830 (568) | 2400 |
| D | | 1800 | 960 (698) | 3200 |

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

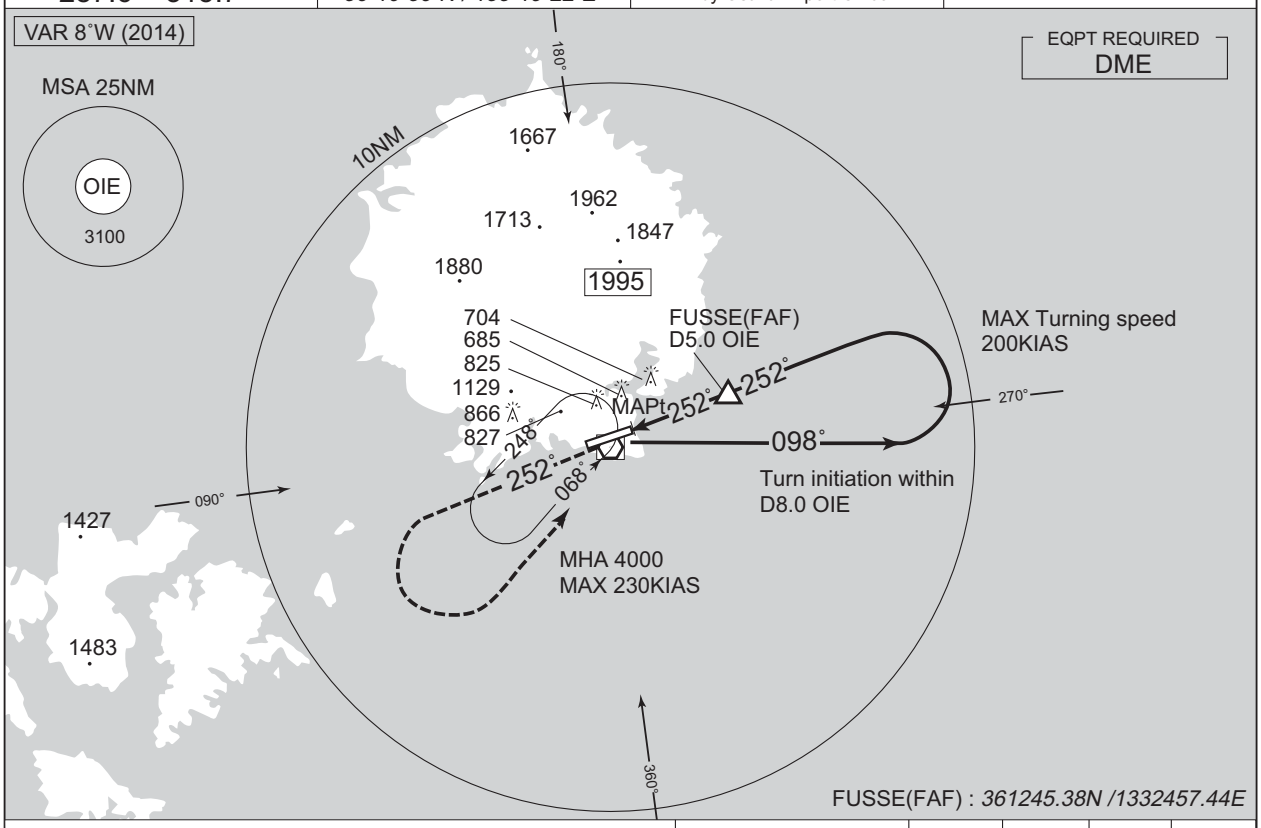
CHANGE : Call sign(REMOTE→RADIO). AFIS unit added.

**INSTRUMENT APPROACH CHART**

RJNO / OKI

VOR RWY26

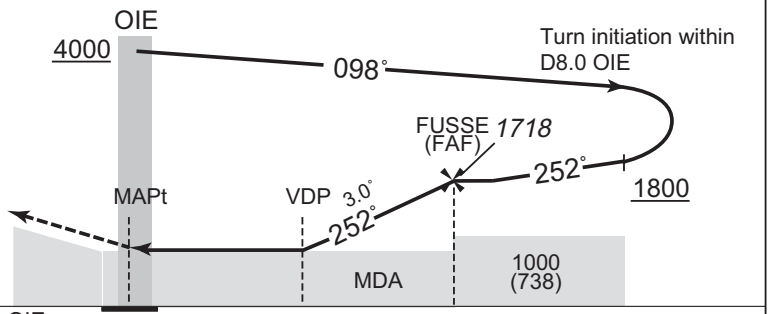
| TOKYO CONTROL | OKI VOR/DME | OKI RADIO | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | 109.25 OIE<br>CH–29Y<br>*36˚10´36˝N / 133˚19´22˝E* | 118.65<br>AFIS provided<br>by Osaka Airport Office | |




| NM to OIE | MAPt | 3 | 4 | FAF |
|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | – | 1081 | 1400 | 1718 |

MISSED APPROACH
Climb to 1800FT via OIE
R252, turn left, direct to OIE
VOR/DME and hold at 4000FT.
Contact OKI RADIO.

Timing not authorized for defining MAPt.




| | | | | |
|---|---|---|---|---|
| DME to OIE | 0 | 0.7 | 2.7 | 5.0 |
| NM to THR | 0 | | 2.0 | 4.4 |

MINIMA THR elev. 272 AD elev. 262

| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 920 (658) | 1500 | 920 (658) | 1600 |
| B | | | | |
| C | | 2000 | | 2400 |
| D | | | 960 (698) | 3200 |

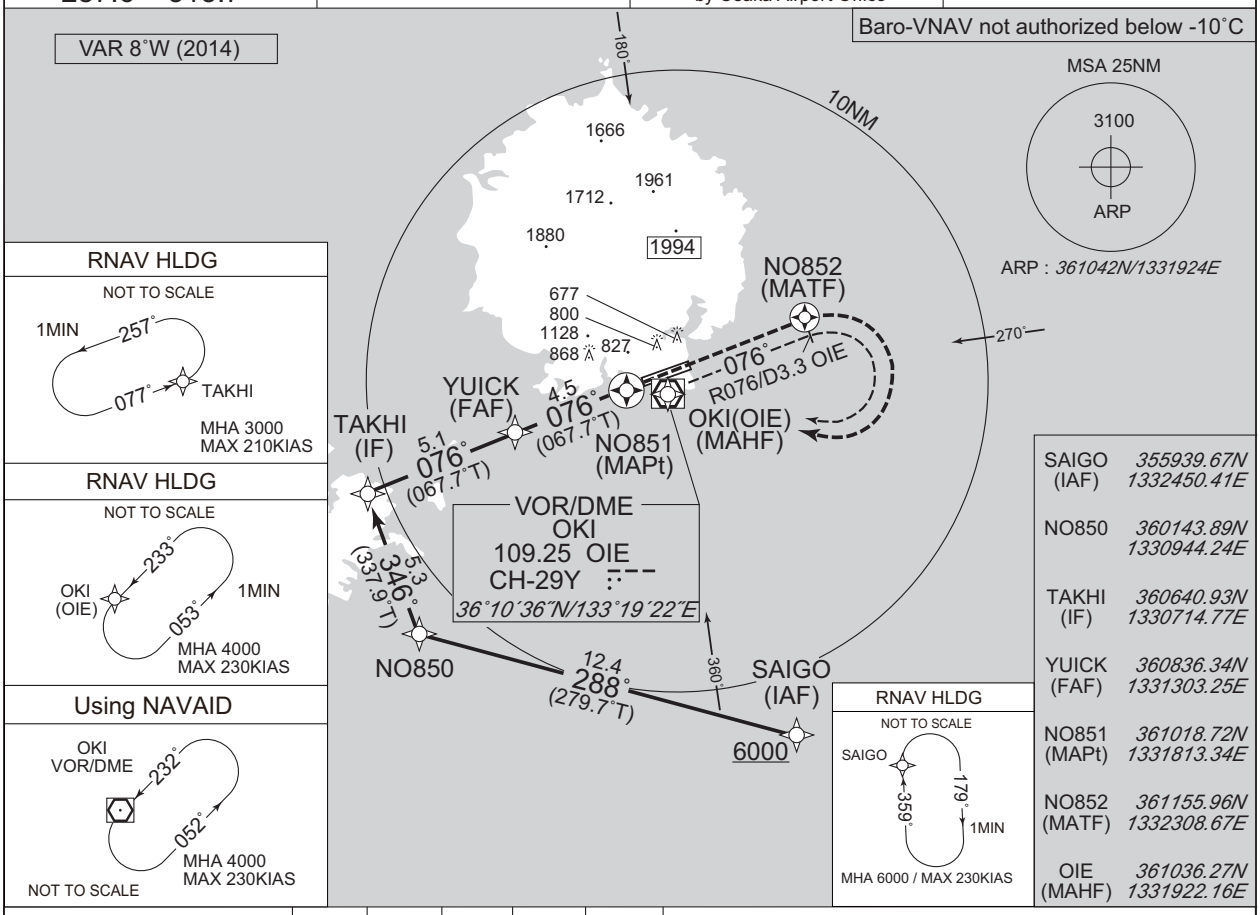
Circling to SOUTH side of RWY only.

CHANGE : Call sign(REMOTE→RADIO). AFIS unit added.

**INSTRUMENT APPROACH CHART**

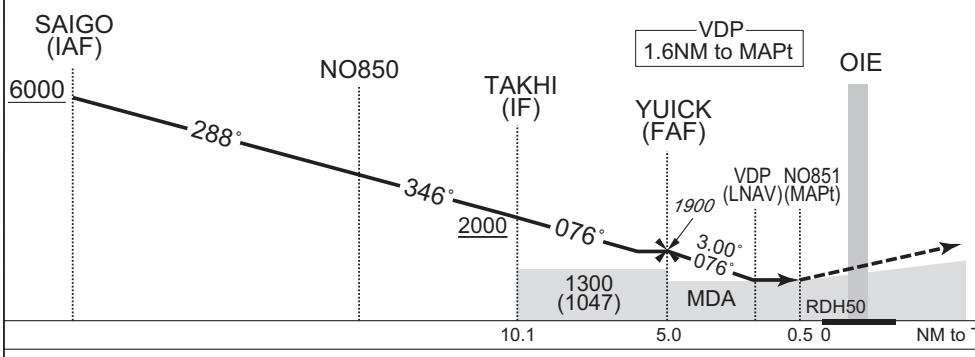
RJNO / OKI — RNP RWY08

| TOKYO CONTROL | RNP APCH | OKI RADIO | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | | 118.65<br>AFIS provided by Osaka Airport Office | |




| | |
|---|---|
| SAIGO (IAF) | 355939.67N 1332450.41E |
| NO850 | 360143.89N 1330944.24E |
| TAKHI (IF) | 360640.93N 1330714.77E |
| YUICK (FAF) | 360836.34N 1331303.25E |
| NO851 (MAPt) | 361018.72N 1331813.34E |
| NO852 (MATF) | 361155.96N 1332308.67E |
| OIE (MAHF) | 361036.27N 1331922.16E |

| NM to Next Fix | FAF | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | 1900 | 1735 | 1416 | 1098 | – |




MISSED APPROACH
Climb direct to NO852, turn right, direct to OIE and hold at 4000FT.
Contact OKI RADIO.

(For using VOR/DME)
Climb via OIE R076 to OIE 3.3DME, turn right, direct to OIE VOR/DME and hold at 4000FT.
Contact OKI RADIO.

MINIMA — THR elev. 253 — AD elev. 262

| CAT | LNAV/VNAV DA(H) | LNAV/VNAV CMV | LNAV MDA(H) | LNAV CMV | CIRCLING MDA(H) | CIRCLING VIS |
|---|---|---|---|---|---|---|
| A | 940 (687) | 1500 | 940 (687) | 1500 | 940 (678) | 1600 |
| B | | | | | | |
| C | | 2000 | | 2000 | | 2400 |
| D | | | | | 960 (698) | 3200 |

Circling to SOUTH side of RWY only.

CHANGE:PROC renamed. Requirement for RNP.

**INSTRUMENT APPROACH CHART**

RJNO / OKI — RNP RWY26

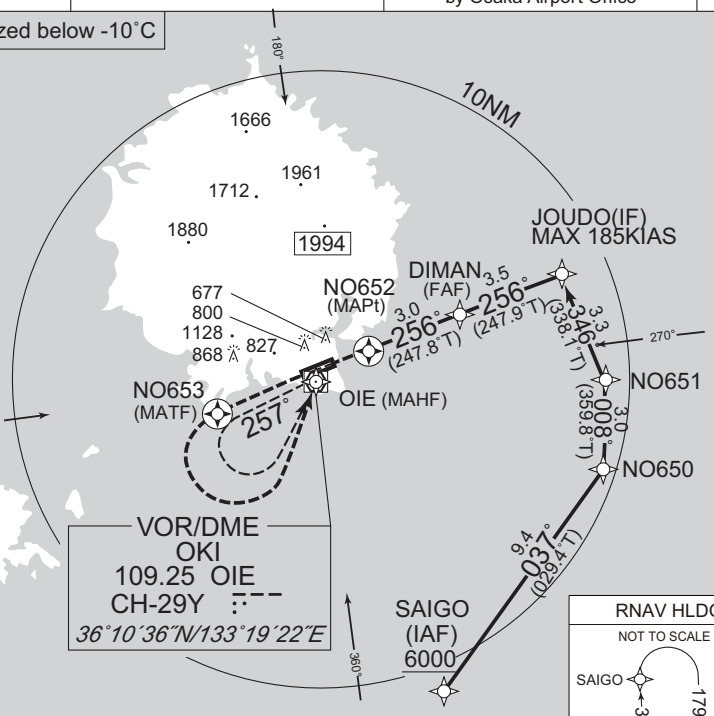
| TOKYO CONTROL | RNP APCH | OKI RADIO | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | | 118.65<br>AFIS provided by Osaka Airport Office | |

Baro-VNAV not authorized below -10˚C

VAR 8˚W (2014)

MSA 25NM

ARP : *361042N/1331924E*



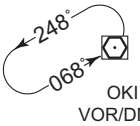

RNAV HLDG

MHA 4000
MAX 230KIAS

NOT TO SCALE

Using NAVAID

MHA 4000
MAX 230KIAS

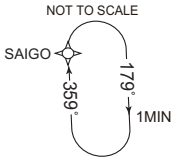



NOT TO SCALE

VOR/DME
OKI
109.25 OIE
CH-29Y
*36˚10´36˝N/133˚19´22˝E*

RNAV HLDG

NOT TO SCALE




MHA 6000 / MAX 230KIAS

| | |
|---|---|
| SAIGO (IAF) | *355939.67N 1332450.41E* |
| NO650 | *360750.32N 1333032.29E* |
| NO651 | *361050.61N 1333031.61E* |
| JOUDO (IF) | *361351.70N 1332901.26E* |
| DIMAN (FAF) | *361231.63N 1332457.23E* |
| NO652 (MAPt) | *361123.86N 1332131.11E* |
| NO653 (MATF) | *360925.05N 1331530.66E* |
| OIE (MAHF) | *361036.27N 1331922.16E* |

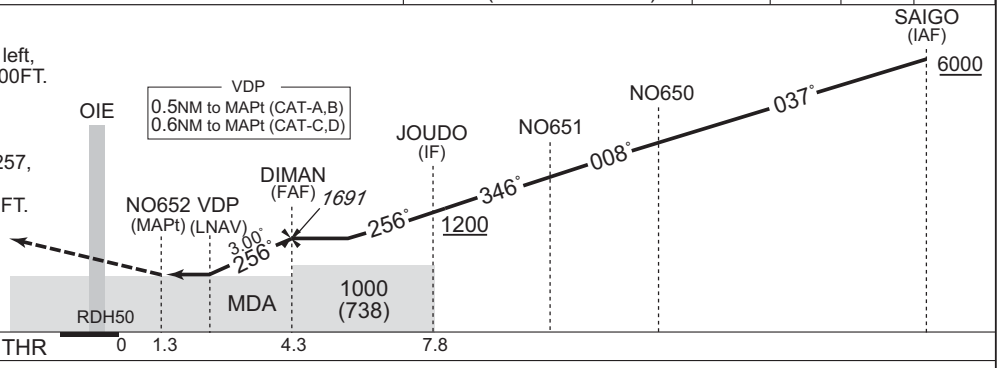
| NM to Next Fix | MAPt | 1 | 2 | FAF |
|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | – | 1054 | 1372 | 1691 |

MISSED APPROACH

Climb direct to NO653, turn left, direct to OIE and hold at 4000FT. Contact OKI RADIO.

(For using VOR/DME)

Climb to 1500FT via OIE R257, turn left, direct to OIE VOR/DME and hold at 4000FT. Contact OKI RADIO.




MINIMA — THR elev. 272 — AD elev. 262

| CAT | LNAV/VNAV DA(H) | LNAV/VNAV CMV | LNAV MDA(H) | LNAV CMV | CIRCLING MDA(H) | CIRCLING VIS |
|---|---|---|---|---|---|---|
| A | 860 (588) | 1500 | 860 (598) | 1500 | 860 (598) | 1600 |
| B | 870 (598) | | 870 (608) | | 870 (608) | |
| C | 890 (618) | 2000 | 890 (628) | 2000 | 890 (628) | 2400 |
| D | 900 (628) | | 900 (638) | | 960 (698) | 3200 |

Circling to SOUTH side of RWY only.

CHANGE:PROC renamed. Requirement for RNP.

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RJNO / OKI

Visual REP

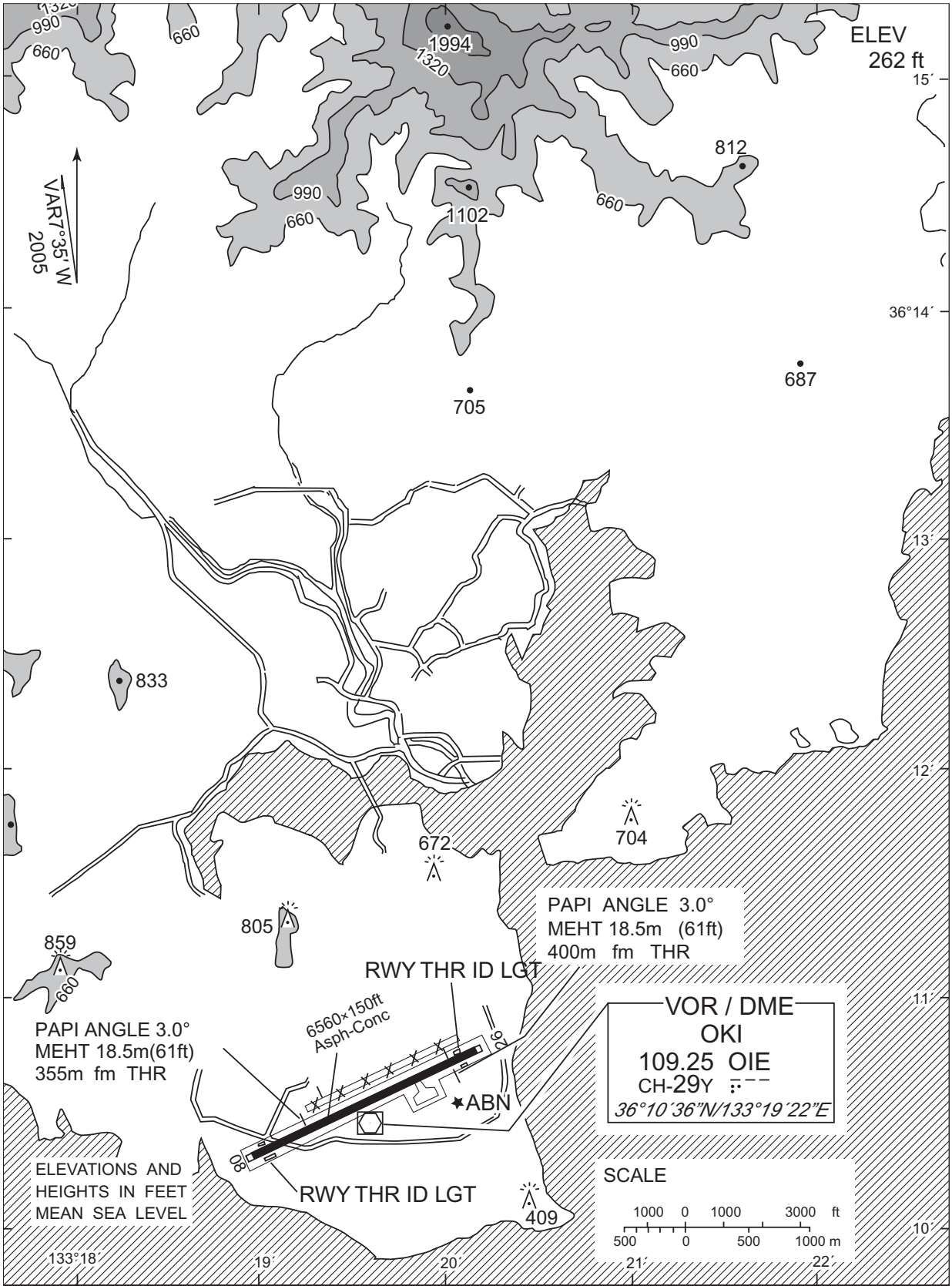
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : Call sign(REMOTE→RADIO).

| Call sign | BRG / DIST from ARP | Remarks |
|---|---|---|
| ポイント　アルファ<br>Point Alfa | 212°T / 10.0NM | 海上<br>Over the sea |
| ポイント　ブラボー<br>Point Bravo | 193°T / 10.0NM | 海上<br>Over the sea |
| ポイント　チャーリー<br>Point Charlie | 149°T / 10.0NM | 空港標点と倉吉市（JR倉吉駅）とを結ぶ直線上<br>On the straight line connecting ARP and Kurayoshi City.(JR Kurayoshi Station) |

RJNO / OKI

LDG CHART



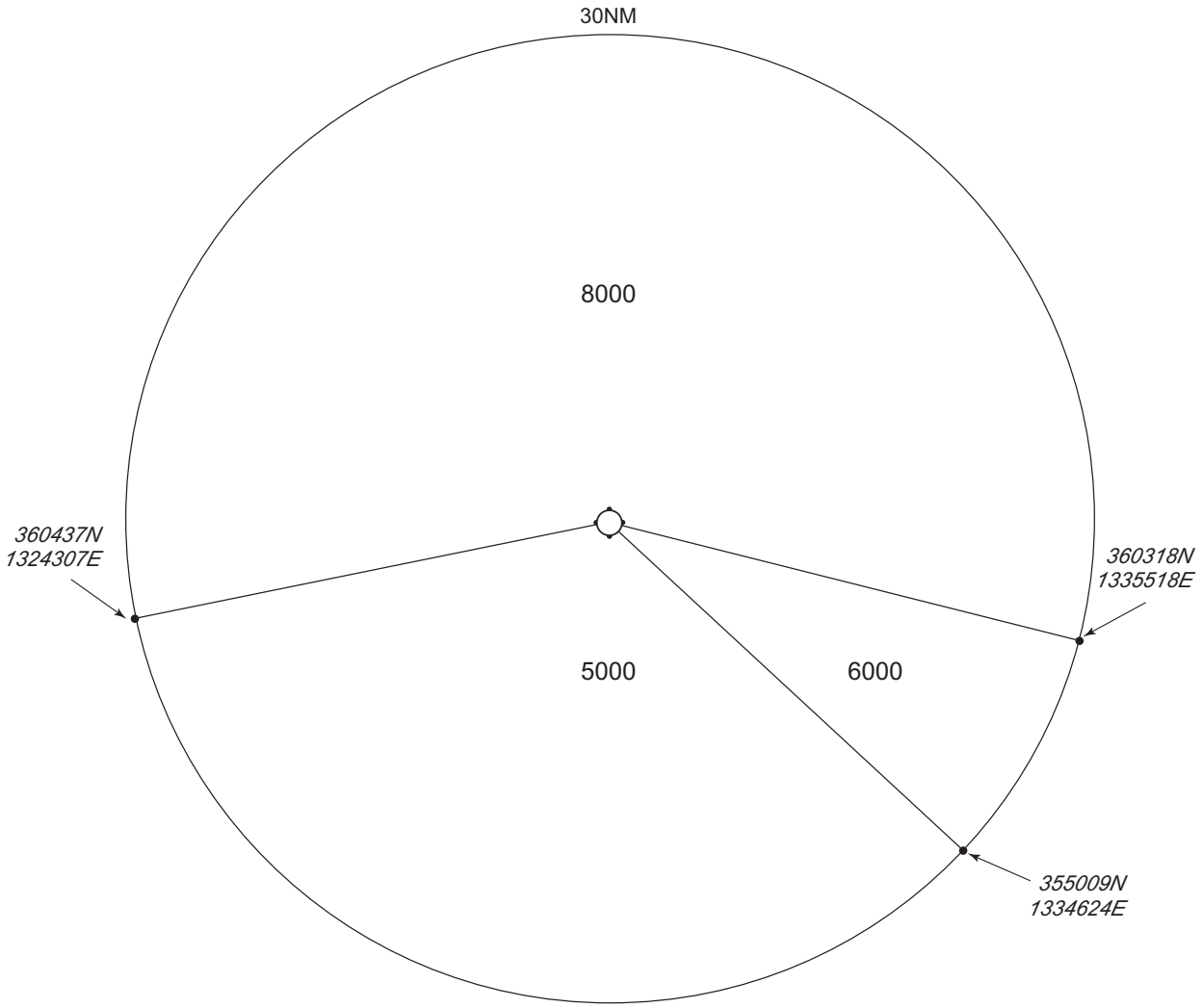

CHANGE : OBST ALT.

注： 隠岐空港の北側に廃止された滑走路が（なお、禁止標識が6カ所設置されている）視認できる状態であるので、隠岐空港に着陸する航空機は当該滑走路と誤認しないように注意すること。

NOTE: There is remained the abolished runway with 6 closed markings at north side of Oki Airport. As the abolished runway in sharp is visible, the aircraft which will land on Oki airport shall pay a special attention not to confuse the runway.

RJNO / OKI

Minimum Vectoring Altitude CHART




CENTER : *361042N/1331924E* (ARP)