

AD 2 AERODROMES

RJSF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJSF - FUKUSHIMA

RJSF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 371339N 1402541E 2°/1.25km FM RWY 01 THR |
| 2 | Direction and distance from (city) | 19.4km(10.5nm) SSE of Koriyama station |
| 3 | Elevation/ Reference temperature | 1220ft / 29°C(2004-2008) |
| 4 | Geoid undulation at AD ELEV PSN | 139ft |
| 5 | MAG VAR/ Annual change | 7°W(2009) / 0' W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Fukushima Airport office(Fukushima prefectural government) 21 habakita kitasugama tamakawa-mura ishikawa-gun fukushima pref 963-6304 Japan Tel:0247-57-1111 Fax:0247-57-1257 e-mail:fukushimakuukou@pref.fukushima.lg.jp URL:http:// www.pref.fukushima.lg.jp/sec/41410a/ |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Fukushima Airport Branch(Civil Aviation Bureau) 21 habakita kitasugama tamakawa-mura ishikawa-gun fukushima pref 963-6304 Japan Tel.0247-57-1101 Fax.0247-57-1104 |

RJSF AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2300 - 1200 |
| 2 | Customs and immigration | Customs: 2330-0815 Immigration: On request(024-962-7221) |
| 3 | Health and sanitation | Quarantine(human): 2330-0815 Quarantine(animal): On request(022-383-2302) Quarantine(plant): On request(022-362-6916) |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (TOKYO) |
| 7 | ATS | 2300 - 1200 |
| 8 | Fuelling | 2300 - 1200 |
| 9 | Handling | 2200 - 1100 |
| 10 | Security | 2200 - 1030 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJSF AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to Boeing 767 type freighter. |
| 2 | Fuel/ oil types | Fuel grades:JET A-1 |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling / 200KL |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJSF AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--------------------------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Buses,Taxi and rental car |
| 4 | Medical facilities | Hospital in Sukagawa city 10km |
| 5 | Bank and Post Office | Cash Service ,Post |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJSF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | CAT 9 |
| 2 | Rescue equipment | Chemical fire fighting truck x 3, Water-supply truck, Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Ask AD Administration |
| 4 | Remarks | Nil |

RJSF AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow Removal Equipments : snow plows x 4, roturies x 2, snow sweepers x 5, urea sprinkler equipments x 2 |
| 2 | Clearance priorities | 1. RWY, TWY(parallel ,T1,T6 ,A1) 2. TWY(T2 - T5 , A2) ,Apron |
| 3 | Remarks | Seasonal availability: All seasons Snow removal will be commenced,if the RWY and TWY are covered with a depth of 3cm snow or more. |

RJSF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Surface:Concrete Strength:PCN 52/R/B/X/T |
| 2 | Taxiway width, surface and strength | Width: T2 - T5, A1 and A2 : 34m T1 and T6 : 32m P1 - P6 : 30m Surface: Asphalt-Concrete Strength: PCN 58/F/A/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1: 371340.87N 1402558.67E 2: 371339.17N 1402558.59E 3: 371337.05N 1402558.26E 5: 371334.95N 1402558.39E 6: 371333.26N 1402558.20E 7: 371331.39N 1402558.05E |
| 6 | Remarks | Nil |

RJSF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Aircraft stand identification signs:Spot 1-3,5-7 Aircraft stand taxi lane:A1,A2 Visual docking guidance system:Nil |
| 2 | RWY and TWY markings and LGT | RWY:01/19 (Marking)RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT)RCLL, REDL, RTHL, RENL, RTZL(for RWY01), WBAR(for RWY01), RWY DIST marker LGT TWY: (Marking)TWY CL, RWY HLDG PSN, TWY side stripe (LGT)TWY edge LGT, TWY CL LGT, RWY guard LGT(T1-T6), Taxiing guidance sign(T1-T6) |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area, ACFT PRKG PSN, Apron TWY CL (LGT) Apron flood LGT |

RJSF AD 2.10 AERODROME OBSTACLES

■ In Area2 See Obstacle data

■ In Area3 To be developed

RJSF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | TOKYO |
| 2 | Hours of service MET Office outside hours | H24 (TOKYO) |
| 3 | Office responsible for TAF preparation Periods of validity | TOKYO 30 Hours |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at TOKYO |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , P _S , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW} (domestic), U ₂ /Tr, 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 |

RJSF 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 |
| 01 | 002.20° | 2500x60 | PCN 58/F/A/X/T Asphalt Concrete | 371258.23N 1402538.76E 139ft | THR ELEV: 1200ft TDZ ELEV: 1218ft |
| 19 | 182.20° | 2500x60 | PCN 58/F/A/X/T Asphalt Concrete | 371419.26N 1402542.65E 139ft | THR ELEV: 1209ft |
| Slope of RWY | Strip Dimensions(M) | | RESA (Overrun) Dimensions(M) | | Remarks |
| 7 | 10 | | 11 | | 14 |
| See AD2.24 AD CHART | 2620x300 2620x300 | | 192 x (MNM:200 MAX:300)* 42 x (MNM:275 MAX:300)* *For detail, ask airport administrator | | RWY Grooving:2500x60m |

RJSF AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 2500 | 2500 | 2500 | 2500 | Nil |
| 19 | 2500 | 2500 | 2500 | 2500 | Nil |

RJSF 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 |
| 01 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/Left 362.2m 66ft | 900m | 2500m 30m Coded Color (White/Red) LIH | 2500m 60m Coded Color (White/Yellow) LIH | Red | Nil (*2) |
| 19 | SALS (*1) 420m LIH | Green Nil | PAPI 3.0°/Left 429.8m 74ft | Nil | 2500m 30m Coded Color (White/Red) LIH | 2500m 60m Coded Color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon (600m and 900m FM RWY THR) (*1) Overrun area edge LGT(LEN60m color:Red) (*2) | | | | | | | | |

RJSF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 371343N/1402601E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer: RWY01:246m FM RWY01 THR, LGTD RWY19:283m FM RWY19 THR. LGTD |
| 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 1sec : REDL, RCLL, RTHL, RENL, WBAR, Overrun area edge LGT Within 15sec : Other LGT |
| 5 | Remarks | WDI LGT |

RJSF AD 2.16 HELICOPTER LANDING AREA

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

RJSF 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 |
| Fukushima Information Zone | Area within a radius of 5nm(9km) of Fukushima ARP | 4,000 or below | E | Fukushima Radio En | |

RJSF AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|-----------------|--------------------------|--------------------|------------|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | Fukushima Radio | 118.05MHz(1) 126.2MHz | 2300 - 1200 | (1)Primary |

The diagram illustrates the layout of the Instrument Landing System (ILS) components. It shows the ILS-DME ANTENNA, ILS-GP ANTENNA, and ILS - LOC ANTENNA. Key dimensions include a 289.6m distance between the DME and GP antennas, a 287.6m distance from the GP antenna to the start of the runway, a 125m height for the GP antenna, a 137m height for the DME antenna, a 2500m runway length, and a 235m distance from the runway end to the LOC antenna. A 10° beam width is indicated for the LOC antenna's coverage area.

Civil Aviation Bureau, Japan (EFF:22 APR 2021) 22/4/21

RJSF AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

On use of this airport, the operator is required to obtain the prior permission of the airport administrator 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

RJSF AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJSF AD 2.22 FLIGHT PROCEDURES**1. TAKE OFF MINIMA**

| | RWY | REDL and RCLL | | REDL or RCLL or RCL Marking | | NIL (DAY ONLY) | |
|---|-----|-----------------|------|-----------------------------|------|----------------|------|
| | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP Filed | 01 | 400m | 400m | 400m | 400m | - | 500m |
| | 19 | - | 400m | - | 400m | - | 500m |
| OTHER | 01 | AVBL LDG MINIMA | | | | | |
| | 19 | | | | | | |

2. Other

- 1) VFR aircraft intending to land on or fly around Fukushima AP is required to make initial contact with Fukushima RADIO to obtain traffic information at least 15nm far from the AP.
- 2) The operator needs to keep at or above 2200ft for insight of the whole RWY.

RJSF AD 2.23 ADDITIONAL INFORMATION

Nil

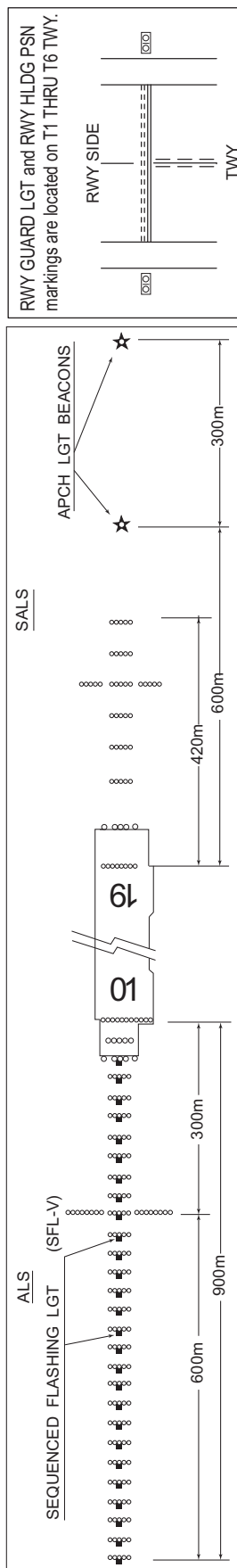
RJSF AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart - Instrument (NASNO)
 Standard Departure Chart - Instrument (FUKUSHIMA REVERSAL)
 Standard Departure Chart - Instrument (SOUTH-RNAV)
 Standard Departure Chart - Instrument (WEST-RNAV)
 Standard Arrival Chart - Instrument (OKUJI)
 Standard Arrival Chart - Instrument (WAKAH NORTH, SOUMA NORTH-RNAV)
 Standard Arrival Chart - Instrument (WAKAH SOUTH, SOUMA SOUTH-RNAV)
 Instrument Approach Chart (ILS Z or LOC Z RWY01)
 Instrument Approach Chart (ILS Y or LOC Y RWY01)
 Instrument Approach Chart (VOR RWY19)
 Instrument Approach Chart (VOR A)
 Instrument Approach Chart (RNP RWY19)
 Other Chart (Visual REP)
 Other Chart (LDG CHART)
 Other Chart (MVA CHART)

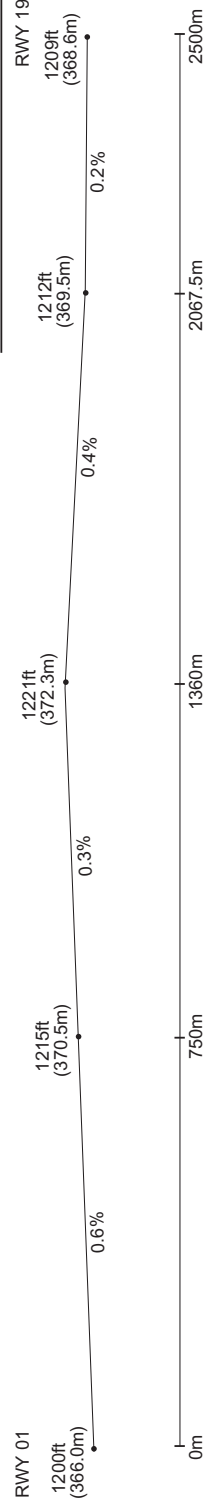
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AD CHART

FUKUSHIMA AP
ELEV 372m (1,220ft)



LONGITUDINAL PROFILE OF RWY



STANDARD DEPARTURE CHART-INSTRUMENT

RJSF / FUKUSHIMA

SID

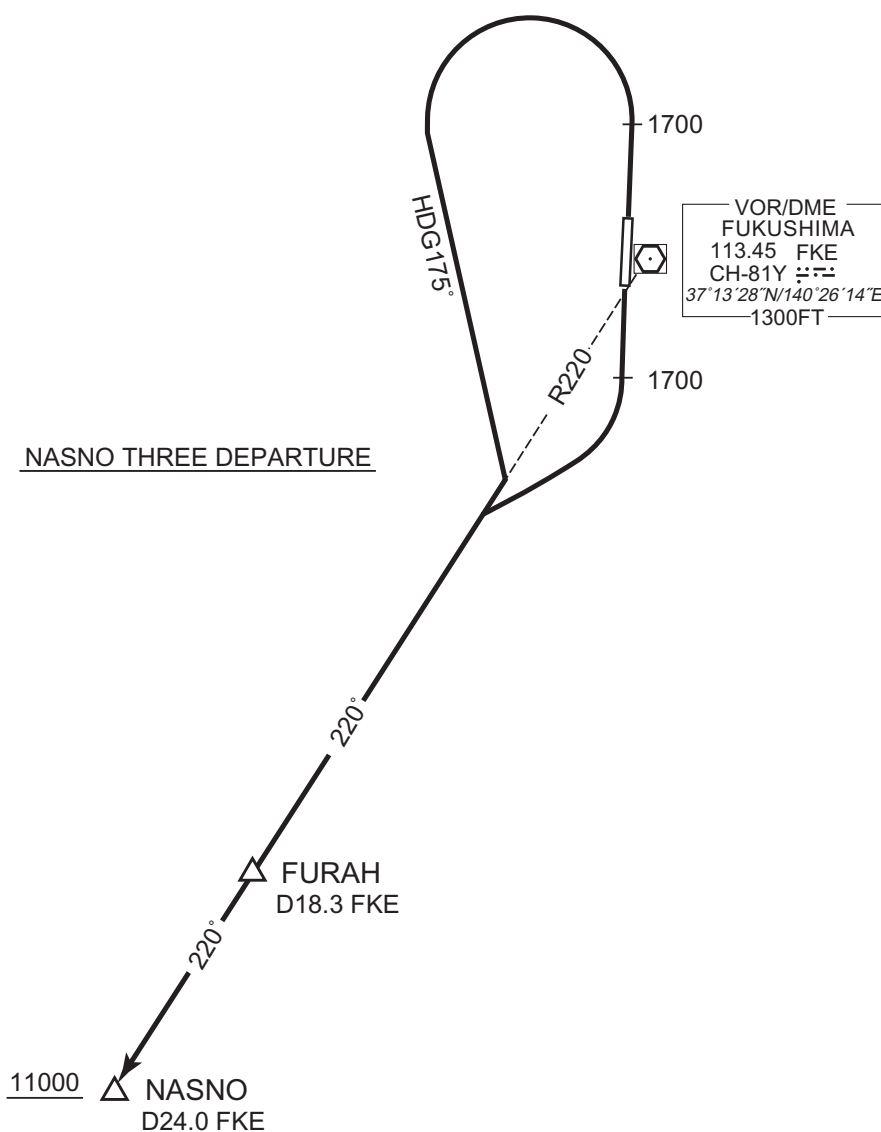
NASNO THREE DEPARTURE

RWY01 : Climb RWY HDG to 1700FT, turn left HDG175°...

RWY19 : Climb RWY HDG to 1700FT, turn right...

...to intercept and proceed via FKE R220 to NASNO via FURAH.

Cross NASNO at or above 11000FT.



CHANGE : PROC renamed. PROC course.

STANDARD DEPARTURE CHART-INSTRUMENT

RJSF / FUKUSHIMA

SID

FUKUSHIMA REVERSAL TWO DEPARTURE

RWY 01 : Climb RWY HDG to 1700FT, turn left, ...

RWY 19 : Climb RWY HDG to 1700FT, turn right, ...

... via FKE R208 to 4000FT, turn left, direct to FKE VOR/DME.

Cross FKE VOR/DME at or above 7000FT.



CHANGE : PROC renamed. Radial FM FKE.

STANDARD DEPARTURE CHART-INSTRUMENT

RJSF / FUKUSHIMA

TRANSITION

HATRI TRANSITION

From over FKE VOR/DME, climb via FKE R313 to HATRI. Cross FKE R313/9.0DME at or above 9000FT.



CHANGE : DME FM FKE added(HATRI).

STANDARD DEPARTURE CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV SID

SOUTH ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 8°W (2016)



SOUTH ONE DEPARTURE

RWY01 : Climb on HDG010° at or above 1700FT, turn left direct to SF100, to NASNO at or above 11000FT.

RWY19 : Climb on HDG190° at or above 1700FT, turn right direct to NASNO at or above 11000FT.

CHANGE : FIX symbol(NASNO).

STANDARD DEPARTURE CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV SID

SOUTH ONE DEPARTURE

RWY01

| 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 | — | — | 010 (002.2) | -7.8 | — | — | +1700 | — | — | Basic RNP1 |
| 002 | DF | SF100 | — | — | -7.8 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | NASNO | — | 208 (200.1) | -7.8 | 18.1 | — | +11000 | — | — | Basic RNP1 |

RWY19

| 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 | — | — | 190 (182.2) | -7.8 | — | — | +1700 | — | — | Basic RNP1 |
| 002 | DF | NASNO | — | — | -7.8 | — | R | +11000 | — | — | Basic RNP1 |

STANDARD DEPARTURE CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV SID

WEST ONE DEPARTURE

Basic RNP1

Note GNSS required.

VAR 8°W (2016)

WEST ONE DEPARTURE



WEST ONE DEPARTURE

RWY01 : Climb on HDG010° at or above 1700FT, direct to SF120, to SF121, to SF122, to SF123 at or above 9000FT, to HATRI.

RWY19 : Climb on HDG190° at or above 1600FT, direct to SF920, to SF921, to SF922, to SF923 at or above 9000FT, to HATRI.

Note RWY19 : 3.9% climb gradient required up to 2800FT.

OBST ALT 2577FT located at 7.1NM 144° FM end of RWY19.

CHANGE : FIX symbol(HATRI).

STANDARD DEPARTURE CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV SID

WEST ONE DEPARTURE

RWY01

| 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 | — | — | 010 (002.2) | -7.8 | — | — | +1700 | — | — | Basic RNP1 |
| 002 | DF | SF120 | — | — | -7.8 | — | — | — | — | — | Basic RNP1 |
| 003 | TF | SF121 | — | 100 (092.2) | -7.8 | 8.5 | — | — | — | — | Basic RNP1 |
| 004 | TF | SF122 | — | 190 (182.3) | -7.8 | 12.0 | — | — | — | — | Basic RNP1 |
| 005 | TF | SF123 | — | 280 (272.3) | -7.8 | 13.5 | — | +9000 | — | — | Basic RNP1 |
| 006 | TF | HATRI | — | 326 (318.2) | -7.8 | 12.1 | — | — | — | — | Basic RNP1 |

RWY19

| 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 | — | — | 190 (182.2) | -7.8 | — | — | +1600 | — | — | Basic RNP1 |
| 002 | DF | SF920 | — | — | -7.8 | — | — | — | — | — | Basic RNP1 |
| 003 | TF | SF921 | — | 100 (092.2) | -7.8 | 6.2 | — | — | — | — | Basic RNP1 |
| 004 | TF | SF922 | — | 010 (002.3) | -7.8 | 5.5 | — | — | — | — | Basic RNP1 |
| 005 | TF | SF923 | — | 305 (297.6) | -7.8 | 14.8 | — | +9000 | — | — | Basic RNP1 |
| 006 | TF | HATRI | — | 305 (297.4) | -7.8 | 6.9 | — | — | — | — | Basic RNP1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJSF / FUKUSHIMA

STAR

OKUJI ARRIVAL

From over OKUJI, via IXE R241 to intercept and proceed via FKE R192 to SOUMA.
Cross SOUMA at or above 4600FT.



STANDARD ARRIVAL CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV STAR RWY01/19

WAKAH NORTH ARRIVAL
SOUMA NORTH ARRIVAL

Basic RNP1

Note GNSS required.

VAR 8°W (2016)

WAKAH NORTH ARRIVAL9.9 for WAKAH
31.5 for ADTRAHERON
373155.9N
1403555.6E
8000

190°

WAKAH
372200.3N
1403525.6E
5200VOR/DME
FUKUSHIMA
113.45 FKE
CH-81Y 𠄎𠄎𠄎
37°13'28"N/140°26'14"E
1300FTSOUMA NORTH ARRIVALSOUMA
370045.1N
1402503.6E
46007.4°
280°ADTRA
370027.6N
1403420.9E

CHANGE : FIX symbol(HERON, WAKAH, SOUMA).

STANDARD ARRIVAL CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV STAR RWY01/19

WAKAH NORTH ARRIVAL

From HERON at or above 8000FT, to WAKAH at or above 5200FT.

| 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 | HERON | — | — | -7.8 | — | — | +8000 | — | — | Basic RNP1 |
| 002 | TF | WAKAH | — | 190 (182.3) | -7.8 | 9.9 | — | +5200 | — | — | Basic RNP1 |

SOUMA NORTH ARRIVAL

From HERON at or above 8000FT, to ADTRA, to SOUMA at or above 4600FT.

| 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 | HERON | — | — | -7.8 | — | — | +8000 | — | — | Basic RNP1 |
| 002 | TF | ADTRA | — | 190 (182.3) | -7.8 | 31.5 | — | — | — | — | Basic RNP1 |
| 003 | TF | SOUMA | — | 280 (272.3) | -7.8 | 7.4 | — | +4600 | — | — | Basic RNP1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV STAR RWY01/19

WAKAH SOUTH ARRIVAL
SOUMA SOUTH ARRIVAL

Basic RNP1

Note GNSS required.

VAR 8°W (2016)



CHANGE : FIX symbol(DAIGO, SOUMA, WAKAH).

STANDARD ARRIVAL CHART-INSTRUMENT

RJSF / FUKUSHIMA

RNAV STAR RWY01/19

WAKAH SOUTH ARRIVAL

From DAIGO, to WISHU, to WAKAH at or above 5200FT.

| 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 | DAIGO | — | — | -7.8 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | WISHU | — | 033 (024.8) | -7.8 | 26.1 | — | — | — | — | Basic RNP1 |
| 003 | TF | WAKAH | — | 010 (002.3) | -7.8 | 13.7 | — | +5200 | — | — | Basic RNP1 |

SOUMA SOUTH ARRIVAL

From DAIGO, to SOUMA at or above 4600FT.

| 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 | DAIGO | — | — | -7.8 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | SOUMA | — | 019 (011.4) | -7.8 | 16.4 | — | +4600 | — | — | Basic RNP1 |

INSTRUMENT APPROACH CHART

RJSF / FUKUSHIMA

ILS Z or LOC Z RWY01



CHANGE : VAR. PROC course. MAX turning speed. Missed APCH course. MINIMA for circling established. HLDG course.
Additional EQPT requirements. OCA added. Circling restriction.

RJSF / FUKUSHIMA

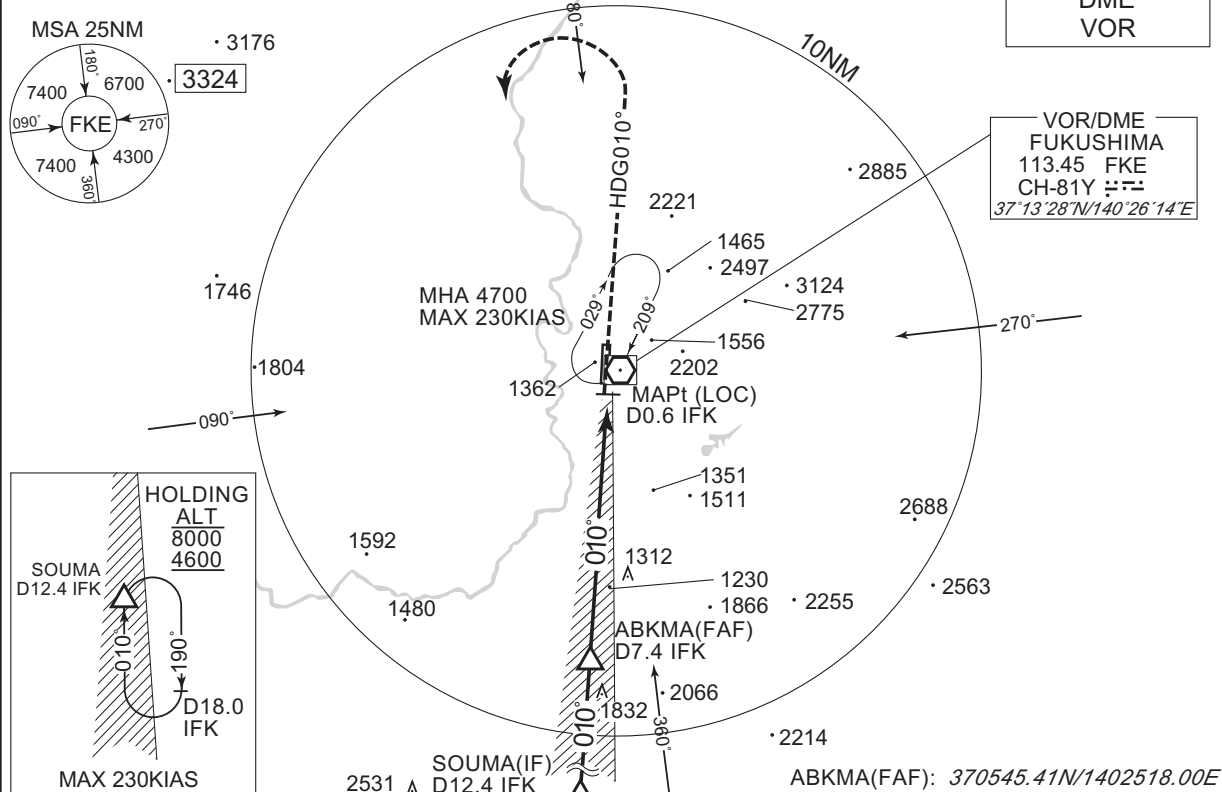
ILS Y or LOC Y RWY01

| | | | |
|---|---|-----------------------------------|----------|
| TOKYO CONTROL 128.2 - 134.0 297.5 - 255.4 | ILS-LOC 110.5 IFK ILS-GP 329.6 進 ILS-DME CH-42X | FUKUSHIMA RADIO 118.05 - 126.2 | NO RADAR |
|---|---|-----------------------------------|----------|

VAR 8°W (2020)

EQPT REQUIRED
DME
VOR

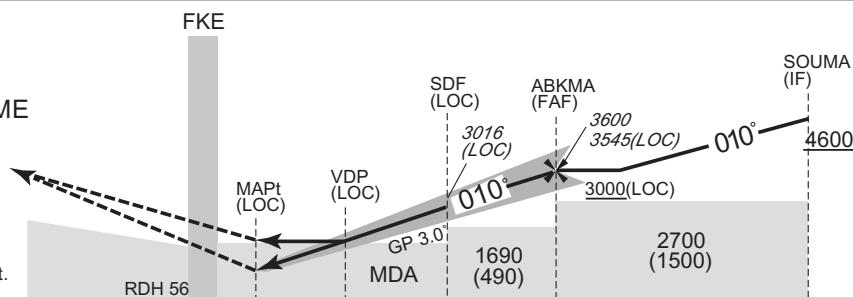
VOR/DME
FUKUSHIMA
113.45 FKE
CH-81Y 27.7
37°13'28"N/140°26'14"E



| NM to IFK | MAPt | 2 | 3 | 4 | 5 | 6 | 7 | FAF |
|---------------------|------|------|------|------|------|------|------|------|
| ALT(3.0° APCH Path) | — | 1837 | 2156 | 2474 | 2793 | 3111 | 3430 | 3545 |

Climb to 3000FT on HDG010°,
turn left, direct to FKE VOR/DME
and hold at 4700FT.
Contact FUKUSHIMA RADIO. ➤

Timing not authorized for defining the MAPt.



| | | | | | | |
|------------|-----|-----|-----|-----|-----|------|
| DME to IFK | 0.2 | 0.6 | 1.2 | 5.7 | 7.4 | 12.4 |
| NM to THR | 0 | 0.5 | 1.1 | 5.5 | 7.2 | 12.2 |

Missed APCH climb gradient MNM 4.0%

| | | |
|--------|----------------|---------------|
| MINIMA | THR elev. 1200 | AD elev. 1220 |
|--------|----------------|---------------|

| CAT | CAT I | | LOC | | CIRCLING | |
|-----|------------|-------------|------------|-------------|-----------|------|
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 1400 (200) | 550 | 1560 (360) | 900 | 1670(450) | 1600 |
| B | | | | 1000 | | |
| C | | | | | | |
| D | | | | 1400 | 1770(550) | 3200 |

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

INSTRUMENT APPROACH CHART

RJSF / FUKUSHIMA

VOR RWY19

| | | | |
|---|---|---------------------------------|----------|
| TOKYO CONTROL 128.2 - 134.0 297.5 - 255.4 | FUKUSHIMA VOR/DME 113.45 FKE CH-81Y 37°13'28"N/140°26'14"E | FUKUSHIMA RADIO 118.05-126.2 | NO RADAR |
|---|---|---------------------------------|----------|

VAR 8°W (2020)

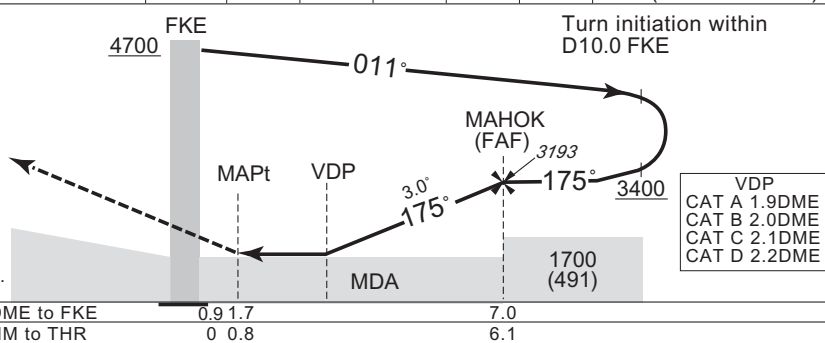


CHANGE : VAR. PROC course. MAHOK(FAF) established. Turn initiation. MAX turning speed. MINIMA for circling established. HLDG course. Circling restriction.



MISSED APPROACH
Climb to 3000FT via FKE
R175, turn right,
direct to FKE VOR/DME
and hold at 4700FT.
Contact FUKUSHIMA RADIO.

* Timing not authorized for defining the MAPt.



| MINIMA | | THR elev. 1209 | AD elev. 1220 |
|--------|------------|----------------|---------------|
| CAT | CIRCLING | | VIS |
| | MDA(H) | CMV | |
| A | 1550 (341) | 1200 | 1600 |
| B | 1590 (381) | 1300 | |
| C | 1620 (411) | 1400 | 2400 |
| D | 1640 (431) | 1600 | 3200 |

Circling to WEST side of RWY only.

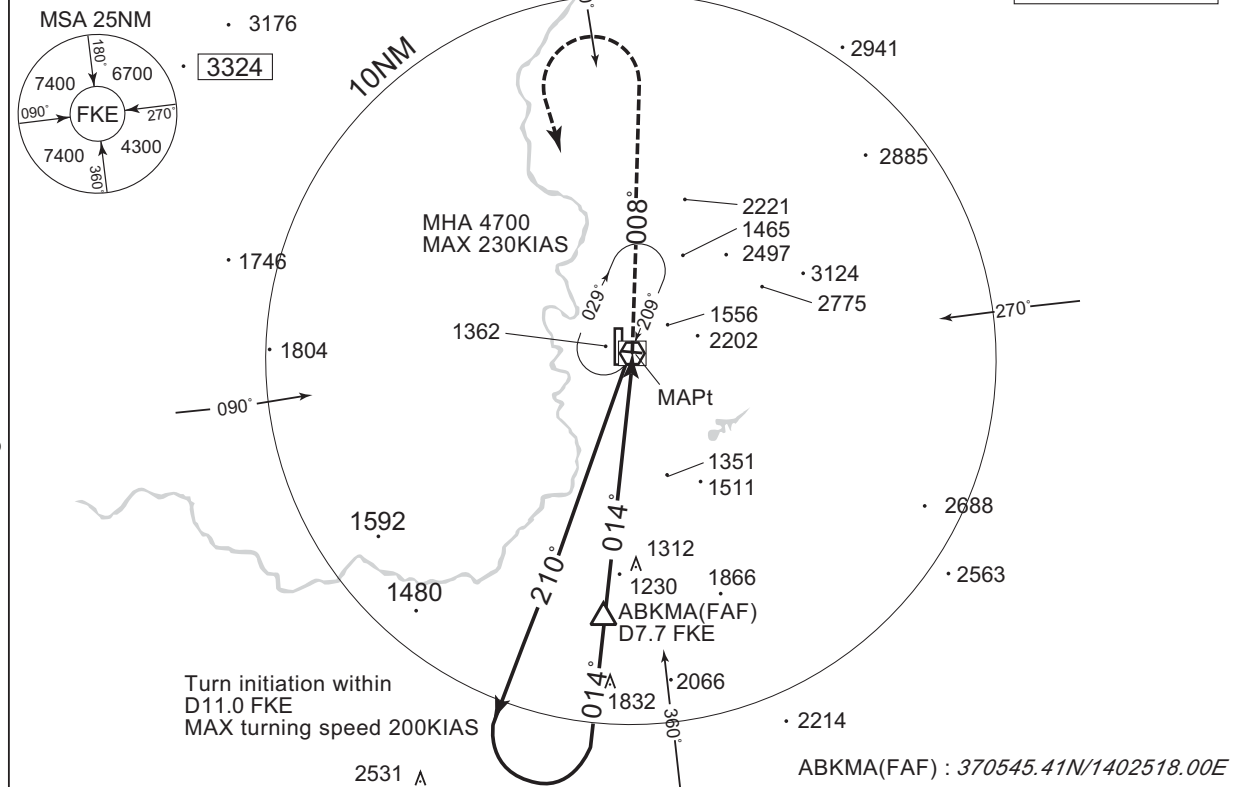
VOR A

TOKYO CONTROL
128.2 - 134.0
297.5 - 255.4

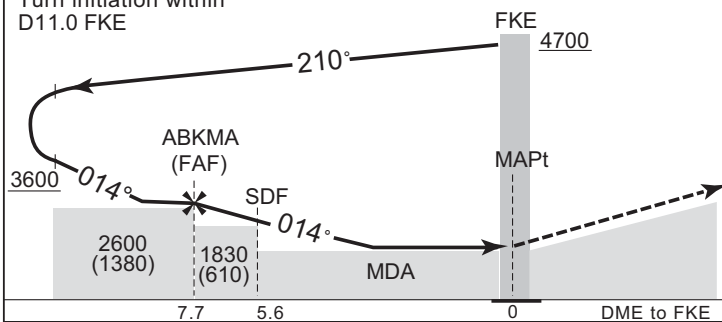
FUKUSHIMA VOR/DME
113.45 FKE
CH-81Y ㊦㊧
37°13'28"N/140°26'14"E

FUKUSHIMA RADIO
118.05 - 126.2

NO RADAR



Turn initiation within D11.0 FKE



MISSED APPROACH
Climb to 3000FT via FKE
R008, turn left,
direct to FKE VOR/DME
and hold at 4700FT.
Contact FUKUSHIMA RADIO.

*Timing not authorized for defining the MAPt.

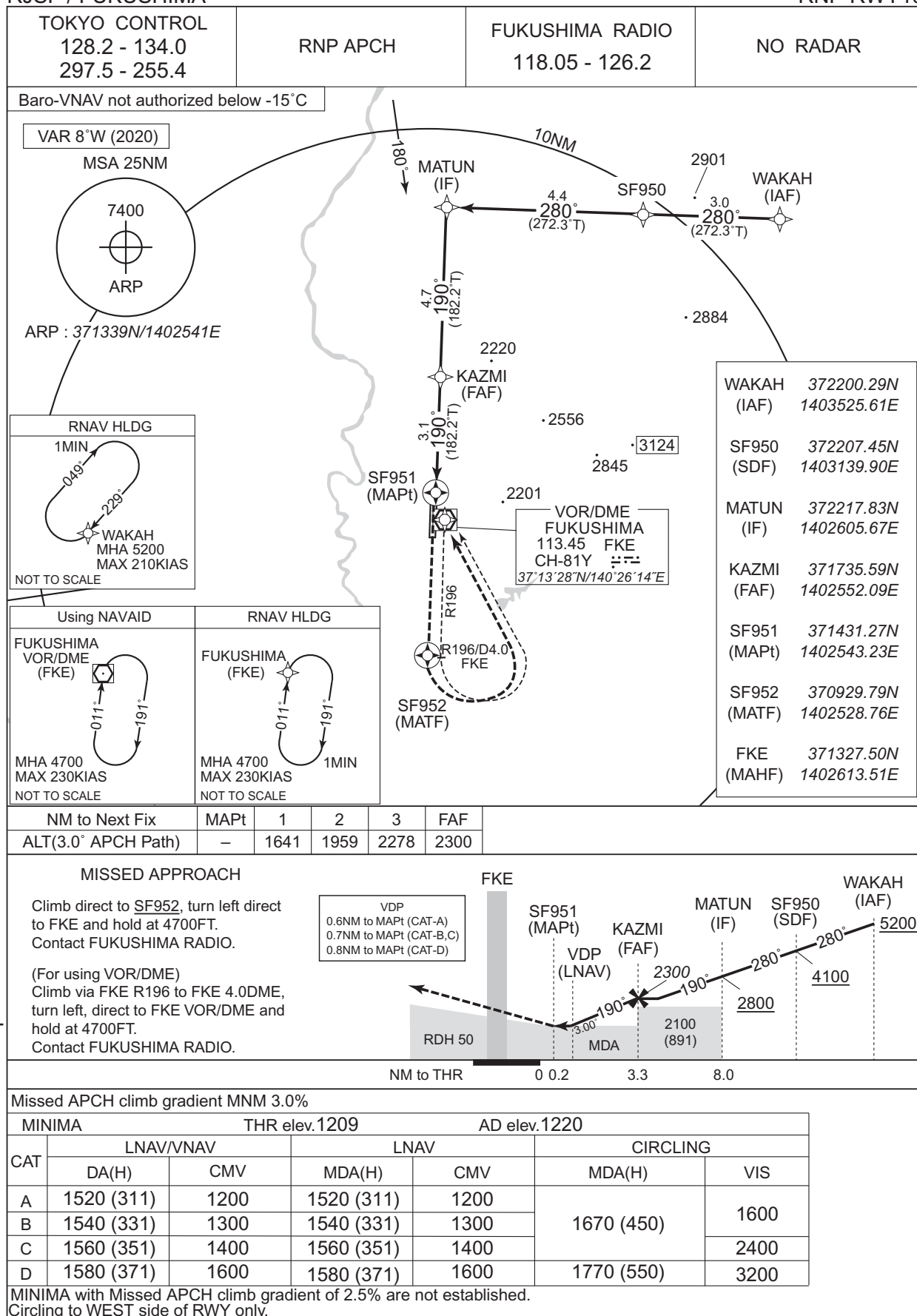
| | | |
|--------|------------|---------------|
| MINIMA | | AD elev. 1220 |
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 1680 (460) | 1600 |
| B | | |
| C | | 2400 |
| D | 1770 (550) | 3200 |

Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

RJSF / FUKUSHIMA

RNP RWY19



CHANGE:PROC renamed. Requirement for RNP.

RJSF / FUKUSHIMA

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 : Map updated. BRG/DIST from ARP.

| Call sign | BRG / DIST from ARP | Remarks |
|-----------------|---------------------|----------------------|
| 郡山 Koriyama | 326°T / 10.1NM | 郡山南IC Interchange |
| 須賀川 Sukagawa | 316°T / 5.3NM | 須賀川IC Interchange |
| 小野 Ono | 074°T / 10.4NM | JR小野新町駅 Station |
| 白河 Shirakawa | 242°T / 14.3NM | 白河IC Interchange |



Note : RWY may be invisible on down-wind leg of westside traffic pattern depending on altitude.

RJSF / FUKUSHIMA

Minimum Vectoring Altitude CHART

CHANGE : Shape of Minimum Vectoring Altitude.

