

AD 2 AERODROMES

RJOA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJOA - HIROSHIMA

RJOA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	342610N/1325510E 097°/1.5km FM RWY 10 THR
2	Direction and distance from (city)	50km E FM Hiroshima city
3	Elevation/ Reference temperature	1086ft / 32.2°C(2019-2023)
4	Geoid undulation at AD ELEV PSN	114ft
5	MAG VAR/ Annual change	8°W(2022)/4.8°W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Hiroshima International Airport Co., Ltd. 64-31,Zennyuji, Hongo-cho, Mihara-city, Hiroshima Pref. TEL: +81-848-60-8108 FAX: +81-848-60-8103
7	Types of traffic permitted(IFR/ VFR)	IFR/VFR
8	Remarks	Hiroshima Airport Office (Civil Aviation Bureau) 64-34, Zennyuji, Hongo-cho, Mihara-city, Hiroshima Pref. TEL: 0848-86-8650

RJOA AD 2.3 OPERATIONAL HOURS

1	AD Administration	2230 - 1330
2	Customs and immigration	Customs: 2200 - 1300 Immigration: 2330 - 0800
3	Health and sanitation	Quarantine(human): 2330 - 0815 Quarantine(animal): 2330 - 1230 Quarantine(plant): 2330 - 0800
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (KANSAI)
7	ATS	2230 - 1330
8	Fuelling	2100 - 1330
9	Handling	2100 - 1400
10	Security	2115 - 1135
11	De-icing	Nil
12	Remarks	Nil

RJOA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All the modern institutions that deal with the weight thing to a Boeing 747 type freighter.
2	Fuel/ oil types	Fuel grades : JET A-1
3	Fuelling facilities/ capacity	Fuel truck / Ask AD administration
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJOA AD 2.5 PASSENGER FACILITIES

1	Hotels	Not at Airport, but near Airport
2	Restaurants	At Airport
3	Transportation	Buses and Taxi
4	Medical facilities	Not at Airport, but near Airport Hospital in Mihara city 8km
5	Bank and Post Office	At Airport
6	Tourist Office	At Airport
7	Remarks	Nil

RJOA 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 Lighting power supply truck Emergency medical equipments conveyance truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJOA AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow remove equipments: Motor graders x 6-12, Wheel loader x 2
2	Clearance priorities	(1) RWY 10/28, TWY T1, T6, P1 - P5 (2) SUB TWY, APRON, SUB APRON
3	Remarks	Seasonal availability: DEC MID - MAR MID Snow removal will be commenced, if the runway and taxiways are covered with a depth of 3cm or more.

RJOA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Spot NR 1 - 10 Surface: cement-concrete, Strength: PCR 1132/R/B/W/T Sub apron Surface: asphalt-concrete and cement-concrete, Strength: PCR 330/R/B/W/T
2	Taxiway width, surface and strength	TWY T2 - T5 Width: 34m, Surface: asphalt-concrete, Strength: PCR 1341/F/A/X/T TWY T1,T6 Width: 32m, Surface: asphalt-concrete, Strength: PCR 1341/F/A/X/T TWY P1 - P5 Width: 30m, Surface: asphalt-concrete, Strength: PCR 1341/F/A/X/T SUB TWY Width: 18m, Surface: asphalt-concrete, Strength: PCR 203/F/B/Y/T
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	Spot NR 1 : 342621.10N/1325517.84E 2 : 342621.09N/1325515.09E 3 : 342621.09N/1325512.35E 5 : 342621.09N/1325509.61E 6 : 342620.86N/1325506.74E 6R : 342621.13N/1325507.25E 6L : 342620.29N/1325505.47E 7 : 342621.09N/1325503.83E 7L : 342620.99N/1325503.69E 8 : 342621.09N/1325500.89E 9 : 342621.11N/1325458.60E 10: 342621.08N/1325456.33E
6	Remarks	Nil

RJOA 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 sign: Spot NR 2, 3, 5 - 8
2	RWY and TWY markings and LGT	<p>RWY: RWY 10/28 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY10), WBAR(RWY10)</p> <p>TWY: TWY T1 - T6 (Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction marking (LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign Stop Bar LGT TWY: TWY P1 - P5 (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p>
3	Stop bars	<p>Stop Bar LGT : T1-T6 Stop Bar System operations are as follows;</p> <ol style="list-style-type: none"> 1) Stop bar system are installed at each taxi holding position associated with RWY 10/28. 2) Stop bar system will be operated when the visibility or the lowest RVR of RWY 10/28 is at or less than 600m. 3) Stop bar system on TWY T1 and T6 are controlled individually by ATC. 4) Stop bar system on TWY T2 through T5 are not controlled individually by ATC. 5) During the period stop bar system are operated, TWY T2 through T5 are not available for departing aircraft.
4	Remarks	<p>(Marking): Overrun area, ACFT PRKG PSN, Apron TWY CL, ACFT stand taxi lane. (LGT): Apron flood LGT</p>

RJOA AD 2.10 AERODROME OBSTACLES

See AD2.24 Aerodrome Obstacle Chart

In approach/TKOF areas

RWY/Area affected	Obstacle type	Coordinates	Elevation	Markings/LGT	Remarks
RWY 10	Tower	342604N/1325305E	1008ft	Marking / LIL	
RWY 10	Tower	342616N/1325304E	1160ft	Marking / LIL	
RWY 10	Tower	342626N/1325301E	1208ft	Marking / LIL	

In circling area and at AD

Obstacle type	Coordinates	Elevation	Markings/LGT	Remarks
Mountain	342644N1325451E	1475ft	- / LIM	above the horizontal surface
Mountain	342702N1325442E	1485ft	- / LIM	above the horizontal surface
Mountain	342722N1325354E	1659ft	- / LIM	above the horizontal surface
Mountain & Tower	342751N1325540E	1623ft	- / LIM	above the horizontal surface
Mountain	342802N1325628E	1390ft	- / LIM	above the horizontal surface
Mountain	342736N1325219E	1688ft	- / LIM	
Mountain	342728N1325317E	1585ft	- / LIM	above the horizontal surface
Mountain	342826N1325451E	1616ft	- / LIM	above the horizontal surface

RJOA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KANSAI
2	Hours of service MET Office outside hours	H24 (KANSAI)
3	Office responsible for TAF preparation Periods of validity	KANSAI 30 Hours
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at KANSAI
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 , 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	TWR, APP, ATIS
10	Additional information(limitation of ser- vice, etc.)	Nil

RJOA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCR) 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
10	090.00°	3000×60	PCR 1096/F/A/X/T Asphalt Concrete	342609.69N 1325411.25E 113.2ft	THR ELEV:1071.7ft TDZ ELEV:1080.8ft
28	270.00°	3000×60	PCR 1096/F/A/X/T Asphalt Concrete	342609.69N 1325608.75E 113.4ft	THR ELEV:1067.2ft
Slope of RWY		Strip Dimensions(M)	RESA (Overrun) Dimensions(M)		Remarks
7		10	11		14
See below figure		3120 × 300	240 × (MNM:167 MAX:300)*		RWY Grooving : 3000×40m
		3120 × 300	40 × (MNM:292 MAX:300)*		
*For detail, ask airport administrator					
<div><div><div>RWY10</div><div><div><div><div>LONGITUDINAL PROFILE OF RUNWAY</div></div></div><div><div><div><div><div>1087. 7ft</div></div><div><div>1071. 7ft</div></div><div><div>1067. 2ft</div></div></div><div><div>0. 3%</div><div>0. 5%</div></div></div><div><div><div>0m</div><div>1680. 845m</div><div>3000m</div></div></div></div><div>RWY28</div></div></div></div>					

RJOA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	3000	3000	3000	3000	Nil
TWY:T5	2420	2420	2420		
TWY:T4	1810	1810	1810		
28	3000	3000	3000	3000	Nil
TWY:T2	2310	2310	2310		
TWY:T3	1685	1685	1685		

TORA,TODA and ASDA for TWY Indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.

RJOA 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
10	PALS (CAT III) 900m LIH	Green Green	PAPI 3.0°/Left 397m 66ft	900m	3000m 15m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
28	SALS 420m LIH	Green -	PAPI 3.0°/Left 416.3m 73.8ft		3000m 15m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
CGL and Wide angle approach lights are installed for south side circling to RWY 28, ALB is not installed. Overrun area edge LGT(LEN:60m Color:Red)(*1)								

RJOA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 342631N/1325459E, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer : RWY10 : 460m from RWY10 THR, LGTD RWY28 : 380m from RWY28 THR, LGTD
3	TWY edge and centerline lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply/ switch-over time	Within 1 sec : PALS, SALS, REDL, RENL, RTHL, WBAR, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT and TWY CL LGT at TWY T1 , T6, P1 - P5 Within 15 sec: Other LGT
6	Remarks	WDI LGT

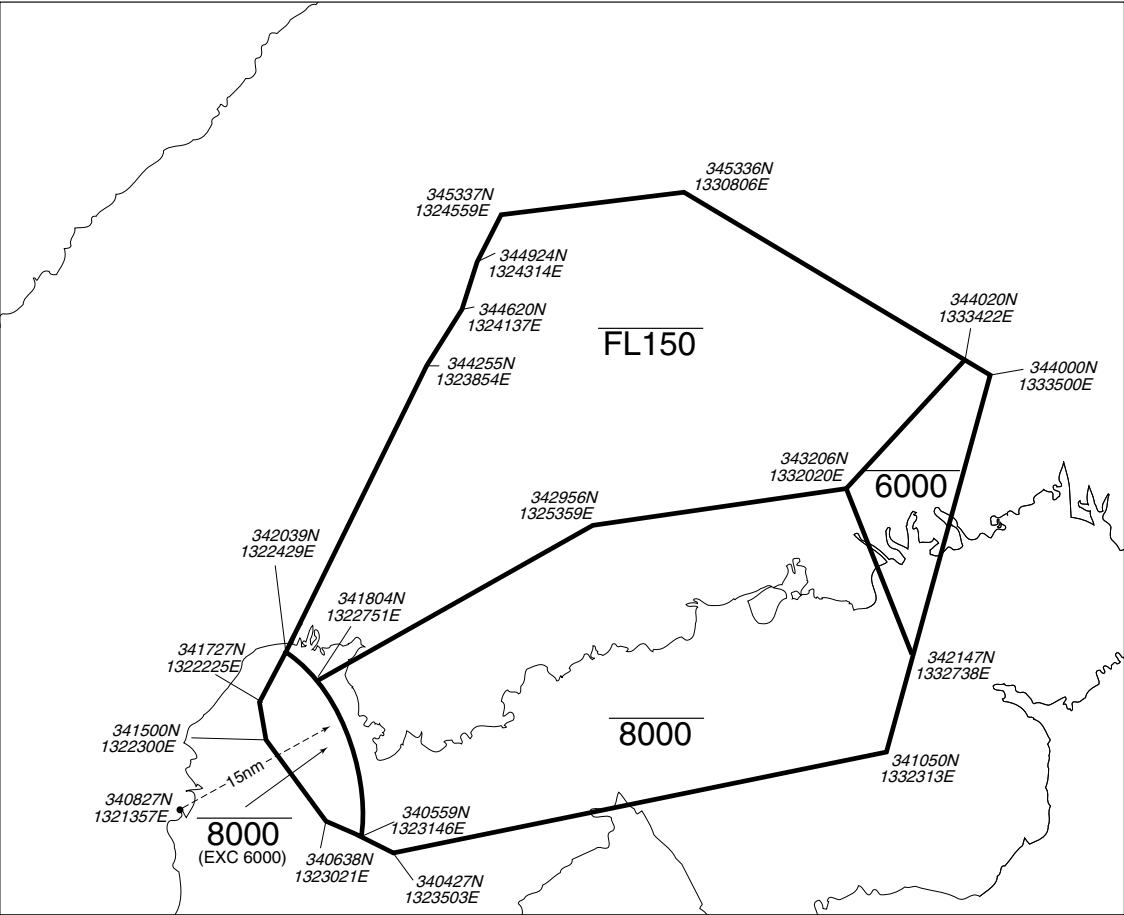
RJOA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	W-HELIPAD: 342615.66N/1325421.28E, Nil E-HELIPAD: 342618.23N/1325434.77E, Nil
2	TLOF and/or FATO elevation	W-HELIPAD: 1070ft E-HELIPAD: 1073ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF and FATO area dimensions: W-HELIPAD: 24mx20m E-HELIPAD: 21mx17m Surface: Asphalt - Concrete Strength: W-HELIPAD: 11ton E-HELIPAD: 6.8ton Marking: See AIP AD2.24 AD chart
4	True BRG of FATO	W-HELIPAD: 090.00°/270.00° E-HELIPAD: 246.00°/066.00°, 294.00°/114.00°
5	Declared distance available	Nil
6	APCH and FATO lighting	Nil
7	Remarks	W-HELIPAD: MAX helicopter type: EC25 E-HELIPAD: MAX helicopter type: B412 • only available to specific operators • daytime use only

RJOA 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
HIROSHIMA CTR	Area within a radius of 5NM of HIROSHIMA ARP(3426N/13255E).	4000 or below	D	HIROSHIMA TOWER En	
HIROSHIMA ACA	See below chart		E	HIROSHIMA APP HIROSHIMA DEP HIROSHIMA RADAR En	

広島進入管制区
Hiroshima Approach Control Area

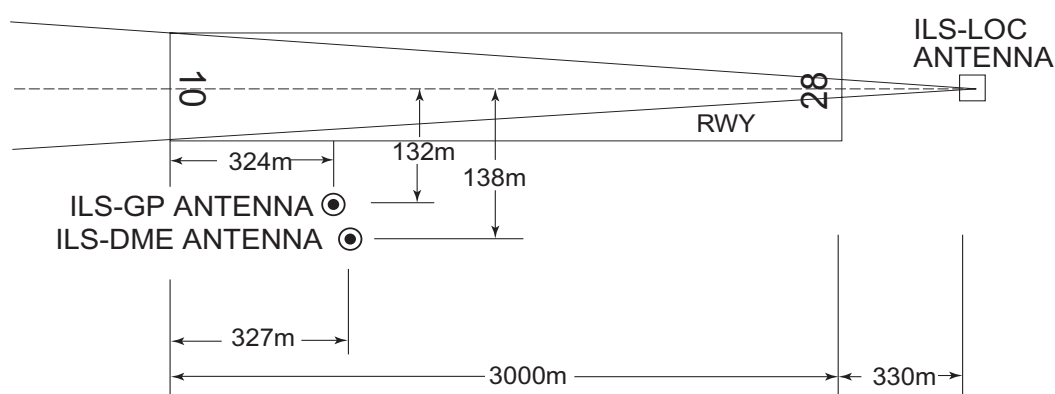


RJOA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Hiroshima Approach	124.05MHz 119.9MHz 121.5MHz(E) 243.0MHz(E)	2230 - 1330	
ASR	Hiroshima Radar	119.9MHz 124.05MHz 125.15MHz 121.5MHz(E) 243.0MHz(E)	2230 - 1330	
DEP	Hiroshima Departure	119.9MHz 121.5MHz(E) 243.0MHz(E)	2230 - 1330	
TWR	Hiroshima Tower	118.6MHz 126.2MHz 121.5MHz(E) 243.0MHz(E)	2230 - 1330	
ATIS	Hiroshima Airport	127.25MHz	2230 - 1330	

RJOA 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 /2021)	HGE	117.9MHz	H24	342601.59N/ 1325526.29E		VOR unusable: 270° - 320° beyond 30nm BLW 7000ft. 320° - 360° beyond 30nm BLW 6000ft.
DME	HGE	1213MHz (CH-126X)	H24	342601.59N/ 1325526.29E	1124ft	DME unusable: 050° - 060° beyond 30nm BLW 5000ft. 270° - 320° beyond 30nm BLW 7000ft. 320° - 360° beyond 25nm BLW 6000ft.
ILS-LOC 10 (CAT III)	IHG	108.7MHz	2230-1330	342609.69N/ 1325621.68E		LOC: 330m (1083ft) away FM RWY 28 THR. BRG (MAG) 097.93°
ILS-GP 10	-	330.5MHz	2230-1330	342605.40N/ 1325423.92E		GP: 324m (1063ft) inside FM RWY 10 THR, 132m (433ft) S of RCL GP angle 3.0° ILS REF datum 16.5m (54ft).
ILS-DME 10	IHG	985MHz (CH-24X)	2230-1330	342605.22N/ 1325424.03E	1088ft	DME: 327m (1073ft) inside FM RWY 10 THR, 138m (453ft) S of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.

ILS for RWY 10HIROSHIMA AP

REMARKS : 1.ILS-LOC beam BRG(MAG) 097.93°
 2.HGT of ILS REF datum 16.5m(54ft)
 3.GP Angle 3.0°
 4.ELEV of ILS-DME 331.5m(1088ft)

RJOA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 定期便または緊急事態以外の航空機の取り扱い

当空港の使用について、航空機の運航者は、空港管理者の許可を得ること

TEL: 0848(86)8323 FAX: 0848(86)8327

1.1 Aircraft operations other than scheduled flights or in an emergency

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

TEL: +81-848-86-8323 FAX: +81-848-86-8327

1.2 管制方式

出発機は次に掲げる方式に従うこと。

1) 管制承認

出発機はエンジン始動5分前の通報に合わせて、次に掲げる項目を広島タワーに通報すること

- ・ 航空機呼出符号
- ・ 目的地
- ・ 要求高度（代替要求高度がある場合は、当該高度）
- ・ 駐機位置（スポット番号）
- ・ 代替飛行経路がある場合は当該飛行経路

2) 管制承認はエンジン始動準備完了の通報を行った航空機から順に発出される。

3) パイロットはプッシュバック及び／またはエンジン始動時期が遅れることが予想される場合は、広島タワーに対しその旨通報すること。ただし、他の航空機の地上交通による遅延または出発制御時刻等が付加されたために生じる遅延を除く。

1.2 ATC Procedures

Departing aircraft shall comply with the following procedures.

1) ATC clearance

Advise HIROSHIMA TOWER 5 minutes prior to starting engines with the following items

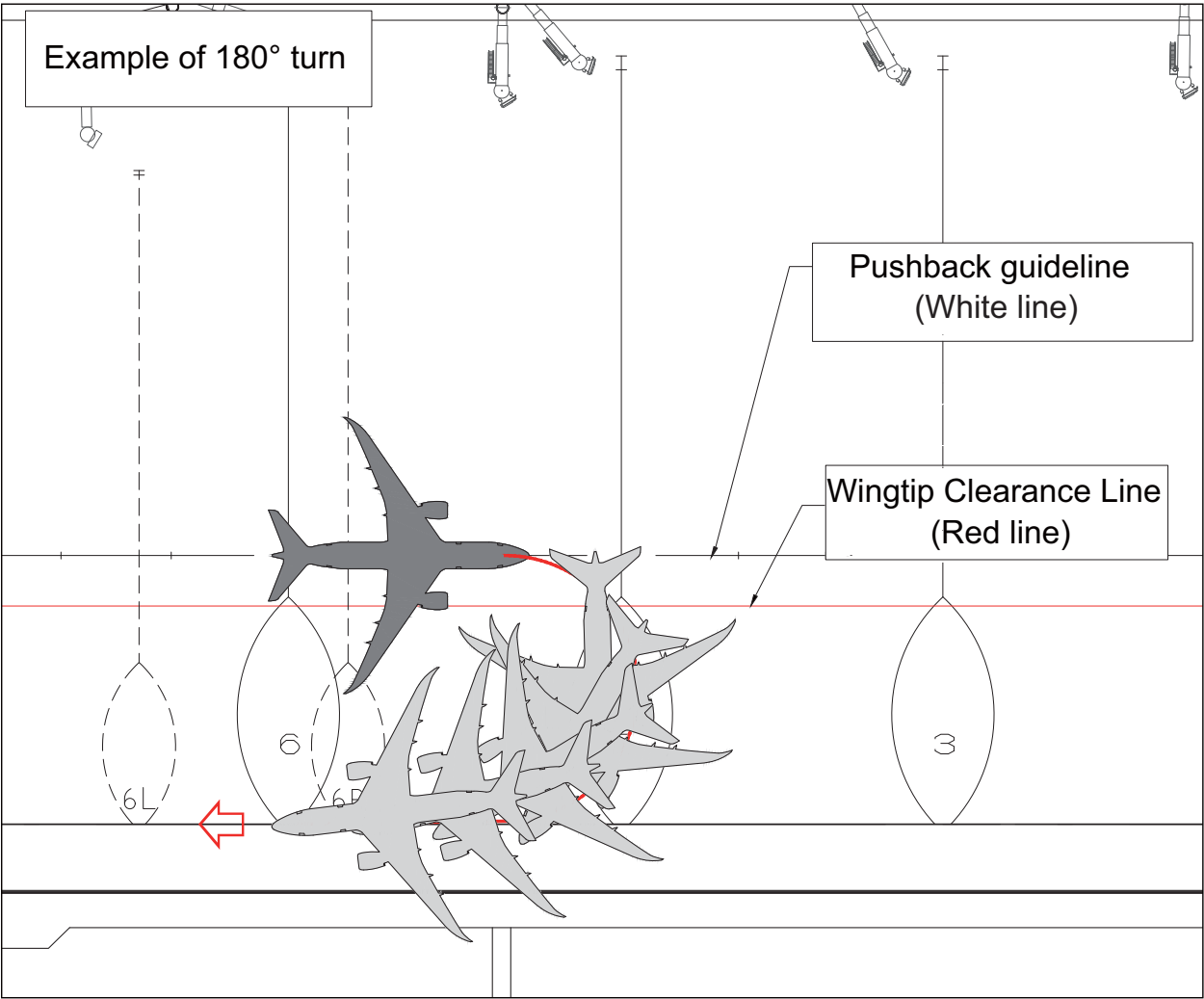
- call sign
- destination
- proposed flight level/altitude (alternative flight levels/altitude, if any)
- parking position (spot number)
- alternative flight routes, if any

2) Clearance will be issued in the order of reporting ready to start engines.

3) Pilots shall advise HIROSHIMA TOWER if any delay in push-back and/or engine start-up is anticipated except when delay has been caused by other ground traffic or departure time restriction such as released time.

2. Taxiing to and from stands

<p>2.1 プッシュバック方式について</p> <p>1) プッシュバックは、プッシュバックガイドライン上へ実施すること。但し、次の航空機、スポットからのプッシュバックはP3誘導路上へ実施すること。</p> <p>※1 全幅 61m 以上の航空機</p> <p>※2 スポット 1、2 番から機首を西向きプッシュバック</p> <p>※3 スポット 8、9、10 番から機首を東向きプッシュバック（スポット 8 番については、翼幅 36m 以上の航空機）</p> <p>プッシュバックに関する詳細は、空港管理者に確認すること。</p> <p>2) B787-8 及び翼幅 52m 未満の航空機は管制官により、プッシュバックガイドライン上から P3 誘導路上への 180 度ターンが必要となる方向へのプッシュバックを指示されることがある。</p> <p>2.2 プッシュバック後の地上走行</p> <p>プッシュバックガイドラインからの地上走行開始後は、速やかに P3 誘導路へ合流すること。</p>	<p>2.1 Pushback procedures</p> <p>1) Pushback should be made onto pushback guideline. However, pushbacks for aircraft and from SPOTs will be carried out onto the TWY P3.</p> <p>*1 Aircraft with a wingspan is 61m or longer.</p> <p>*2 Pushback facing west from SPOT1, 2</p> <p>*3 Pushback facing east from SPOT8, 9, 10 (For SPOT8, only aircraft with a wingspan of 36m or longer.)</p> <p>Pushback procedures are listed in the regulation established by airport administrator.</p> <p>2) Aircrafts (B787-8 and wingspan shorter than 52m) may be instructed by ATC to pushback in a direction that requires a 180° turn from the pushback guideline to TWY P3.</p> <p>2.2 Taxiing after pushback</p> <p>After the aircraft commence taxiing from the pushback guideline, join the TWY P3 as soon as possible.</p>
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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

<p>6.1 誘導路交差点の翼端クリアランス (AD1.1.6.8 参照)</p> <p>誘導路上の停止位置に待機中の航空機と後方の誘導路を走行する航空機の翼端クリアランスは以下のとおりである。</p> <p>誘導路 T2, T3, T4, T5 の停止位置標識で B773 型機が一時停止している場合、当該航空機の後方を通過しようとする航空機との間に必要最小限度の安全余裕が確保されていない。</p>	<p>6.1 Wing tip clearance at the TWY intersection (REF AD1.1.6.8)</p> <p>Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.</p> <p>When B773 holding at the stop marking on TWY T2, T3, T4 and T5, there is no minimum safety buffer between the aircraft holding at the stop marking on the TWY and the aircraft passing behind it.</p>
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7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

10. Remarks

Nil

RJOA AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJOA AD 2.22 FLIGHT PROCEDURES

1.TAKE OFF MINIMA								
	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		Nil (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP filed	10/28	A,B,C	400m *200m **150m	400m *200m	400m *250m	400m *250m	-	500m
		D	400m *250m **200m	400m *250m	400m *300m	400m *300m	-	500m
OTHER	10/28	A,B,C,D	AVBL LDG MINIMA					

* Applicable when LVP/LVPD IN FORCE

** Applicable when LVP/LVPD IN FORCE and MULTIPLE RVRs AVAILABLE

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

If radio communications with HIROSHIMA Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7600 and;

- (I) 1. Contact HIROSHIMA Tower.
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable, proceed to HONGO VOR/DME at last assigned altitude or 4,100 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

3.Trajectorized Airport Traffic Data Processing System (TAPS)

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

If an aircraft with non-discrete capability be instructed to reply with the discrete code, it shall report a controller accordingly.

広島アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。
 二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対しその旨通報すること。

4. Category III Operations at Hiroshima Airport 広島空港におけるカテゴリⅢ運航

4.1 Facilities

The following facilities are available:

Runway 10
<ul style="list-style-type: none">• ILS Runway 10-CAT III• Lighting system Runway 10-CAT III• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

4.2 Conditions

A. The following systems must be operative:

For ILS RWY 10 approach (CAT III)
(1) ILS comprising; <ul style="list-style-type: none">• ILS-LOC 10 with standby transmitter(including far field monitor)• ILS-GP 10 with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.)• ILS-DME 10
(2) Lighting system comprising; <ul style="list-style-type: none">• PALS 10 (including side row barrettes)• High INTST REDL• High INTST RTHL• RCLL and RTZL
(3) Secondary power supply
(4) RVR by forward-scatter meters at the touchdown zone, mid-point and stop-end of the runway.

B. The following information must be currently available:

- 1) Surface wind speed and direction
- 2) RVR

C. ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

4.3 Precision Approach Terrain Chart

See RJOA AD2.24

4.4 Operating Minimum

Approach minima stated in AD2.24 (Instrument Approach Chart) are observed.

4.5 LVP

LVP will be available when the following conditions are met:

- 1) Ceiling is at or less than 200ft and/or RVR is at or less than 600m.
- 2) Facilities listed 4.1 above are operational.
- 3) ILS Critical Area is protected.

In order to protect ILS Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given following instruction by ATC.

"REPORT OUT OF ILS CRITICAL AREA "

The exit taxiway centerline lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, she is expected to advise the ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

4.6 Approval for CAT III Operations

Operators must obtain operational approval from the State of Registry or the State of Operator, as appropriate, to conduct CAT III Operations. (See GEN1.5)

5. LVTO at Hiroshima Airport

5.1. Facilities

The following facilities are available:

RWY 10	RWY 28
<ul style="list-style-type: none">• Lighting system RWY 10 for LVTO• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	<ul style="list-style-type: none">• Lighting system RWY 28 for LVTO• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

5.2. Conditions

A. The following systems must be operative:

For LVTO
(1) Lighting system comprising; <ul style="list-style-type: none">• High INTST REDL• High INTST RENL• RCLL
(2) Secondary power supply

B. The following information must be currently available:

- a) Surface wind speed and direction.
- b) RVR or VIS

C. ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

5.3. Operating Minima

Take-off minima stated in AD2.22(TAKE-OFF MINIMA) are observed.

5.4. LVP/LVPD

(1)LVP/LVPD will be available when the following conditions are met:

- a)RVR is at or less than 600m.
- b)Facilities listed 5.1 above are operational.

(2)Taxiway available for LVTO

Entering taxiway: T1 and T6

RJOA AD 2.23 ADDITIONAL INFORMATION

Nil

RJOA AD 2.24 CHARTS RELATED TO AN AERODROME

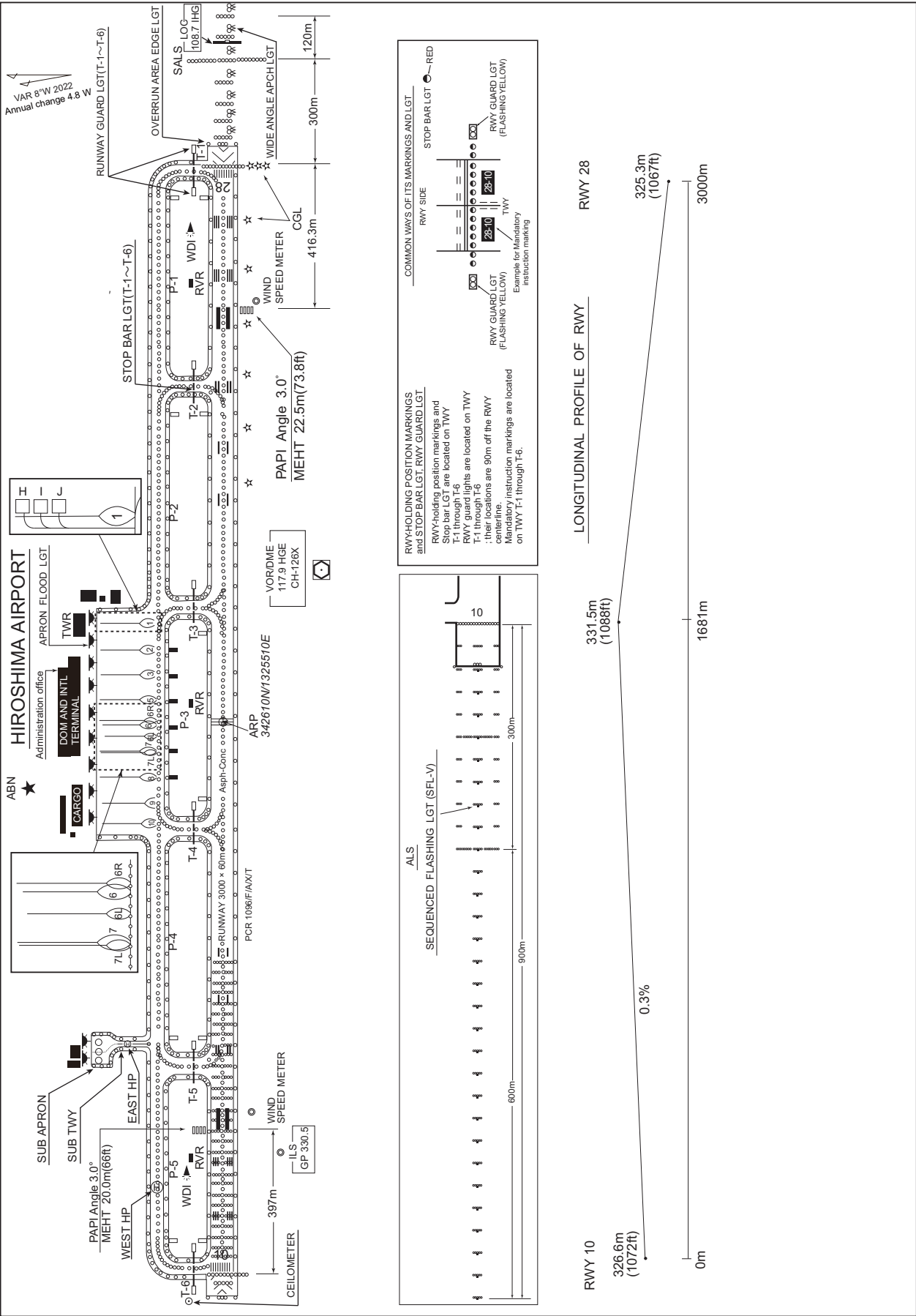
Aerodrome/Heliport Chart
Aerodrome Obstacle Chart type A (RWY10/28)
Aerodrome Obstacle Chart type B (RWY10/28)
Precision Approach Terrain Chart
Standard Departure Chart - Instrument (HONGO)
Standard Departure Chart - Instrument (MARCO-RNAV)
Standard Departure Chart - Instrument (KIJYY-RNAV)
Standard Departure Chart - Instrument (BOLIG-RNAV)
Standard Departure Chart - Instrument (SINFO-RNAV)
Standard Arrival Chart - Instrument (HONGO)
Standard Arrival Chart - Instrument (MISEN-RNAV)
Standard Arrival Chart - Instrument (AXELA-RNAV)
Standard Arrival Chart - Instrument (DEMIO-RNAV)
Standard Arrival Chart - Instrument (VISTA-RNAV)
Standard Arrival Chart - Instrument (PUNUP-RNAV)
Instrument Approach Chart (ILS Z or LOC RWY10 (CAT III))
Instrument Approach Chart (ILS Y RWY10 (CAT III))
Instrument Approach Chart (VOR RWY10)
Instrument Approach Chart (VOR RWY28)
Instrument Approach Chart (RNP RWY28)
Instrument Approach Chart (RNP Z RWY10(AR))
Instrument Approach Chart (RNP Y RWY10(AR))
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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RJOA / HIROSHIMA

AD CHART

CHANGE : Spot L, C, R abolished.



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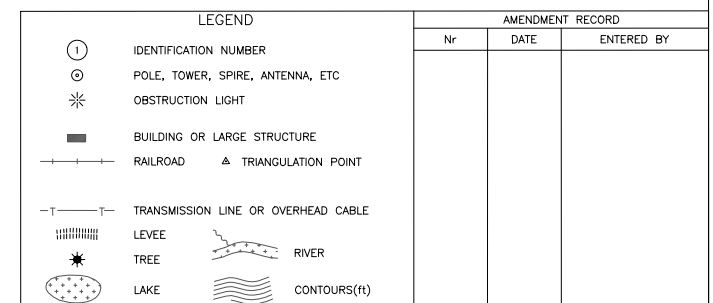
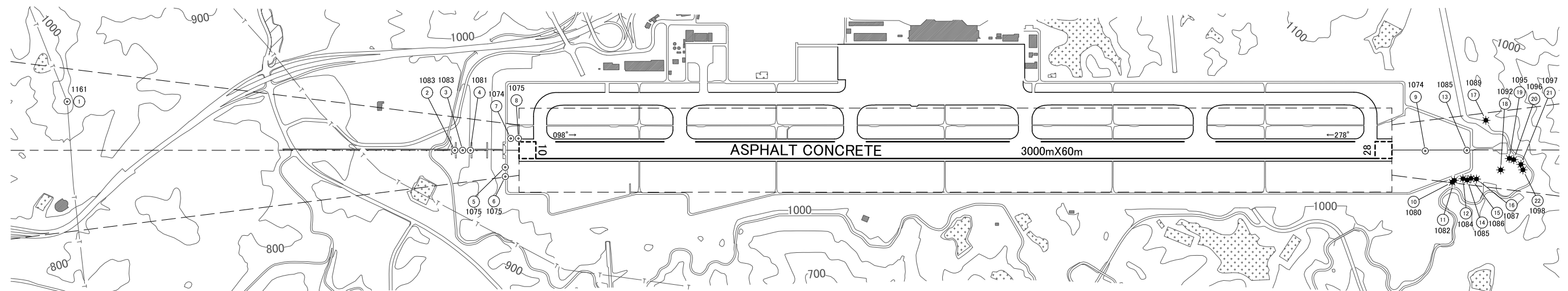
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

HIROSHIMA AIRPORT
RWY : 10/28

HIROSHIMA AIRPORT
RWY : 10/28

DECLARED DISTANCES	
RWY 10	RWY 28
3000m TAKE OFF RUN AVAILABLE	3000m
3000m TAKE OFF DISTANCE AVAILABLE	3000m
3000m ACCELERATE STOP DISTANCE AVAILABLE	3000m
3000m LANDING DISTANCE AVAILABLE	3000m

The profile view shows the runway elevation from 9842 to 16000 feet. The runway slope is 1.2%. The elevation at the start of the runway is 1072 feet. The elevation at the end of the runway is 1067 feet. The profile view also shows the declared distances for RWY 10 and RWY 28.

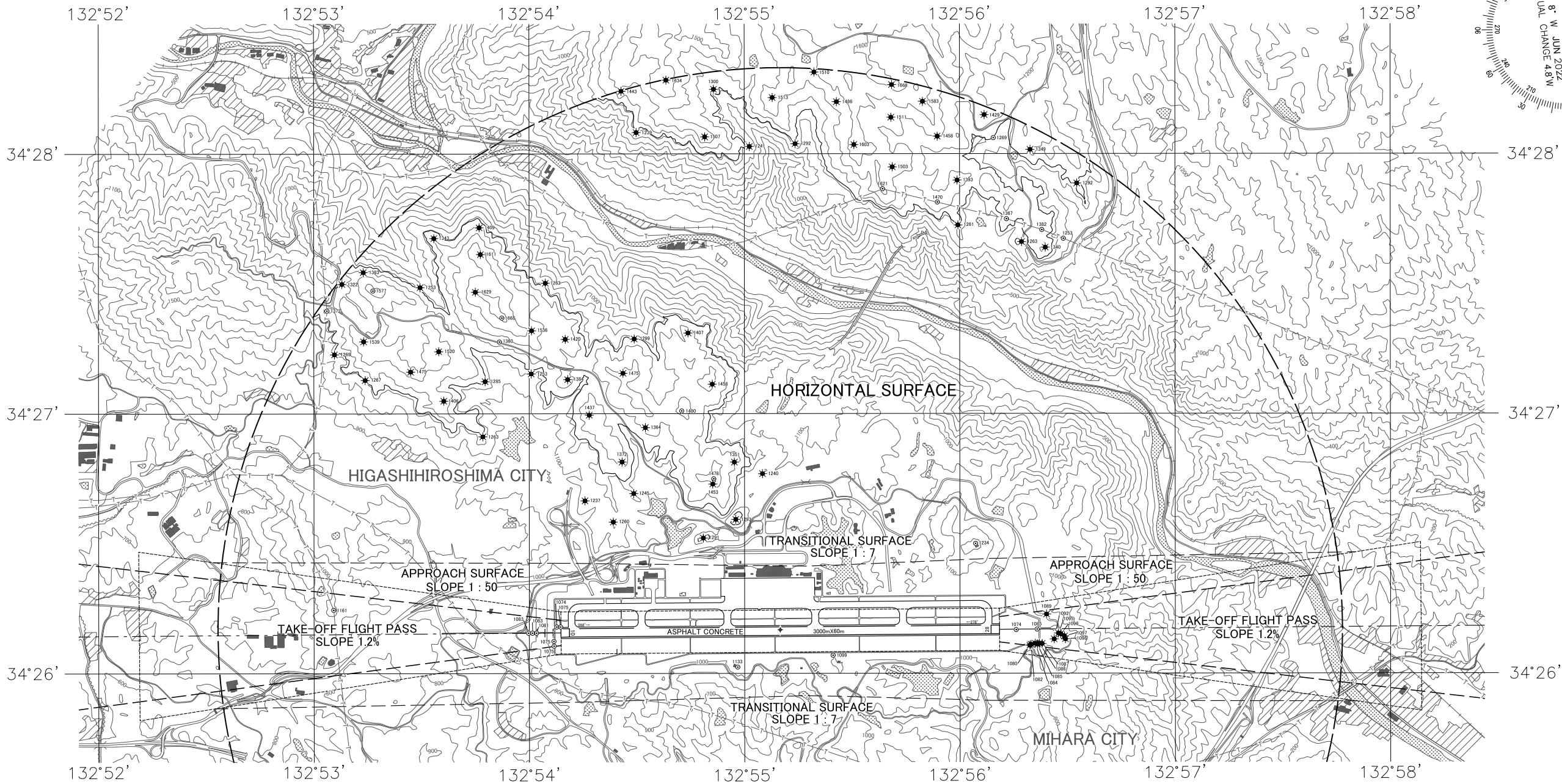


11/8/22

AERODROME OBSTACLE CHART-ICAO
TYPE B (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME ELEVATION 1086ft ARP

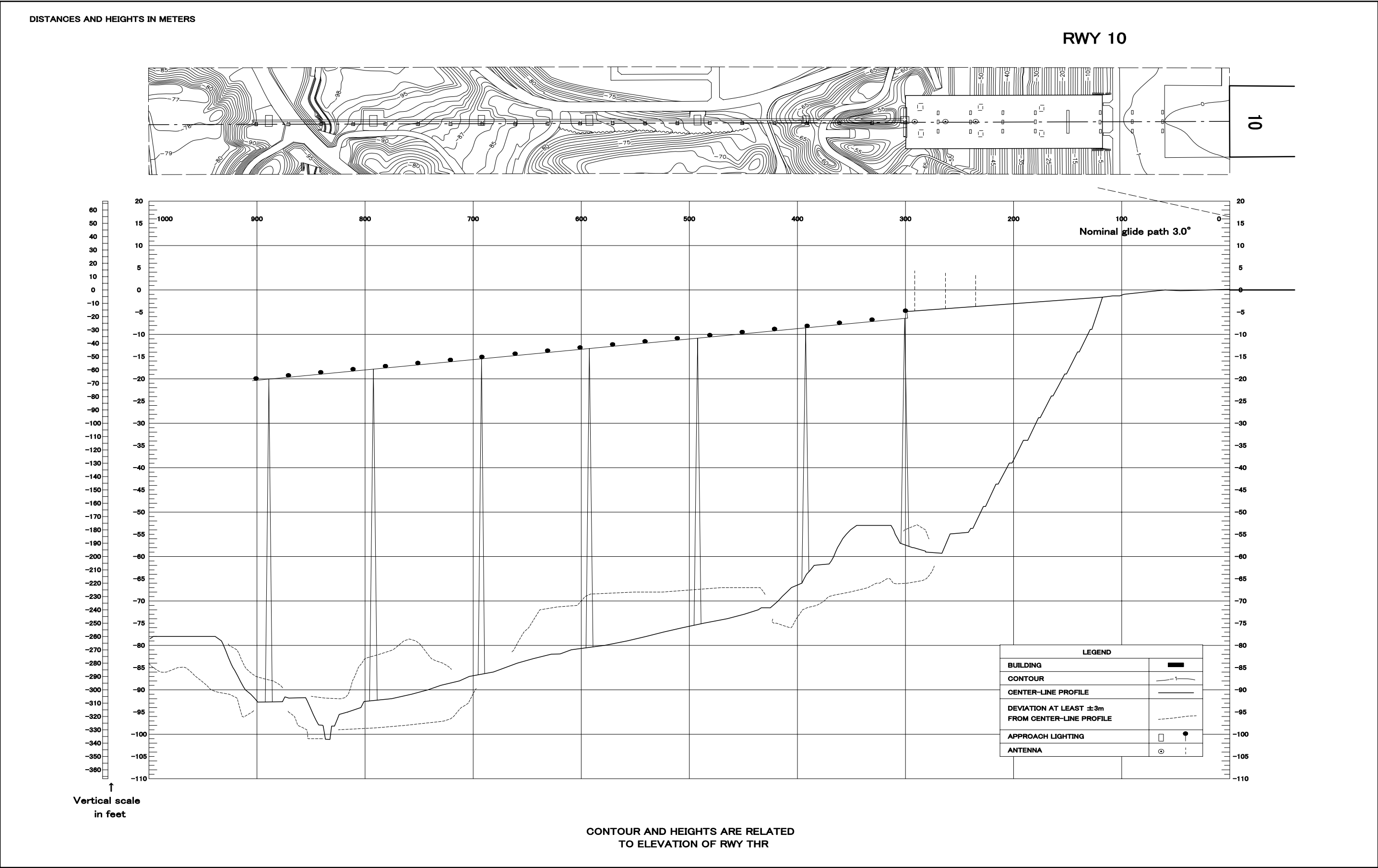


LEGEND	AMENDMENT RECORD		
	NO	DATE	ENTERED BY
✦ AERODROME REFERENCE POINT 54°26'10"N 132°55'10"E			
⊙ POLE, TOWER, SPIRE, ANTENNA, ETC			
★ AERONAUTICAL GROUND LIGHT			
✧ OBSTRUCTION LIGHT			
■ BUILDING OR LARGE STRUCTURE			
—+—+— TERRAIN PENETRATING OBSTACLE PLANE			
—T—T— TRANSMISSION LINE OR OVERHEAD CABLE			
— LEVEE			
✧ TREE			
⊙ LAKE			
— RIVER			
— CONTOURS(11)			

CHANGE : VAR.

PRECISION APPROACH TERRAIN CHART-ICAO

PRCISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART - INSTRUMENT

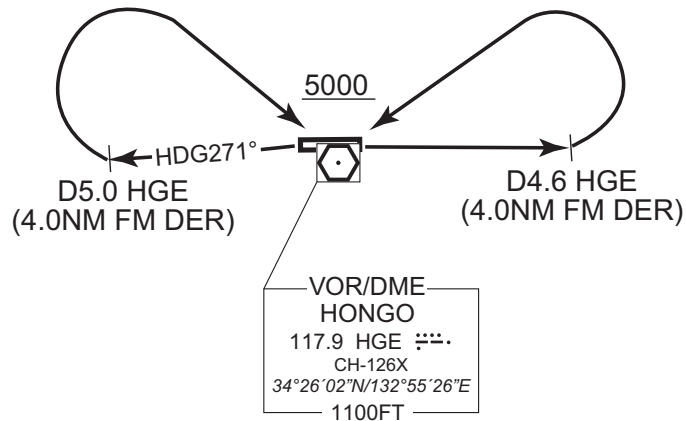
RJOA / HIROSHIMA

SID

HONGO REVERSAL FOUR DEPARTURE

RWY 10 : Climb RWY HDG to HGE 4.6DME(4.0NM FM DER), turn left....,
RWY 28 : Climb on HDG 271° to HGE 5.0DME(4.0NM FM DER), turn right....,
....direct to HGE VOR/DME. Cross HGE VOR/DME at or above 5000FT.

Note : RWY10 : 3.8% climb gradient required up to 2300FT.
OBST ALT 2002FT located at 088°/5.7NM FM DER.
RWY28 : 3.8% climb gradient required up to 1600FT.
OBST ALT 2559FT located at 338°/7.7NM FM DER.



CHANGE : PROC renamed. PROC course. Note RWY10(OBST). Note RWY28(Climb gradient, OBST).

STANDARD DEPARTURE CHART - INSTRUMENT

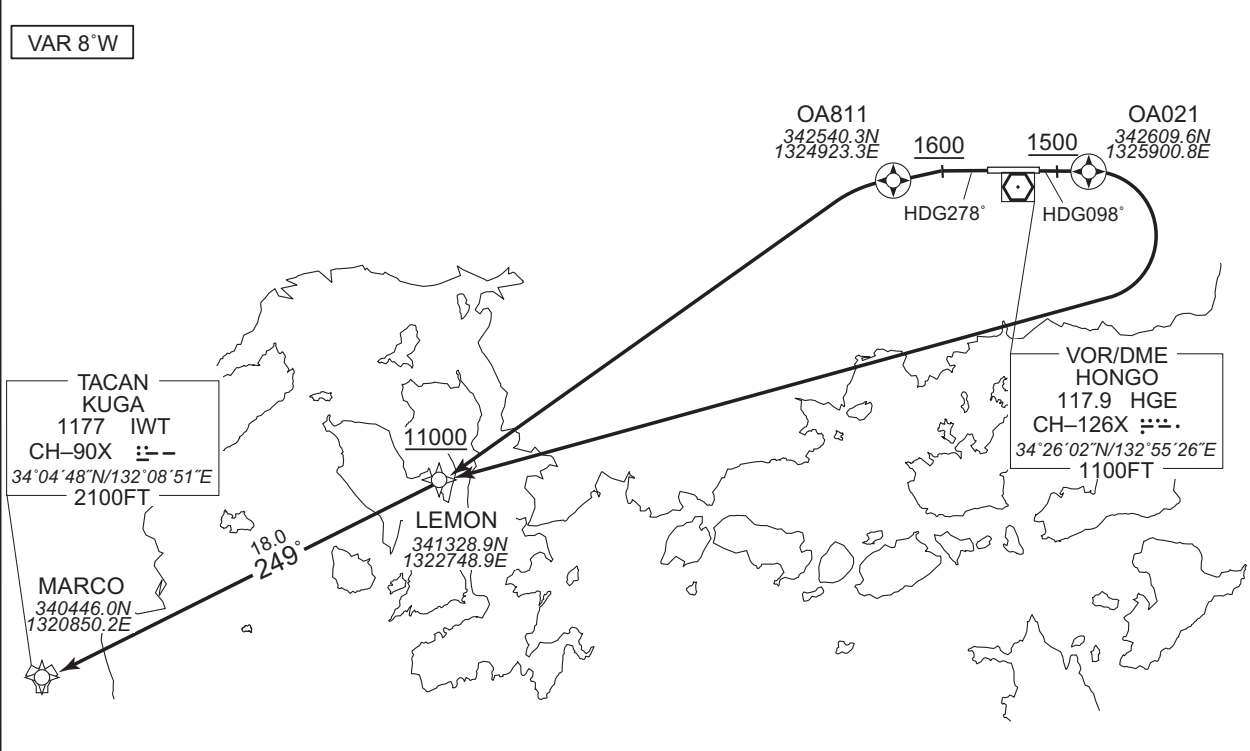
RJOA / HIROSHIMA

RNAV SID

MARCO TWO DEPARTURE

RNP1

Note GNSS required.



RWY10 : Climb on HDG098° at or above 1500FT, direct to OA021, turn right direct to LEMON at or above 11000FT, to MARCO.

RWY28 : Climb on HDG278° at or above 1600FT, direct to OA811, turn left direct to LEMON at or above 11000FT, to MARCO.

NOTE RWY10 : 5.0% climb gradient required up to 1500FT.
RWY28 : 3.6% climb gradient required up to 1600FT.

RWY10											
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	—	—	098 (090.0)	-8.1	—	—	+1500	—	—	RNP1
002	DF	OA021	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	LEMON	—	—	-8.1	—	R	+11000	—	—	RNP1
004	TF	MARCO	—	249 (241.1)	-8.1	18.0	—	—	—	—	RNP1

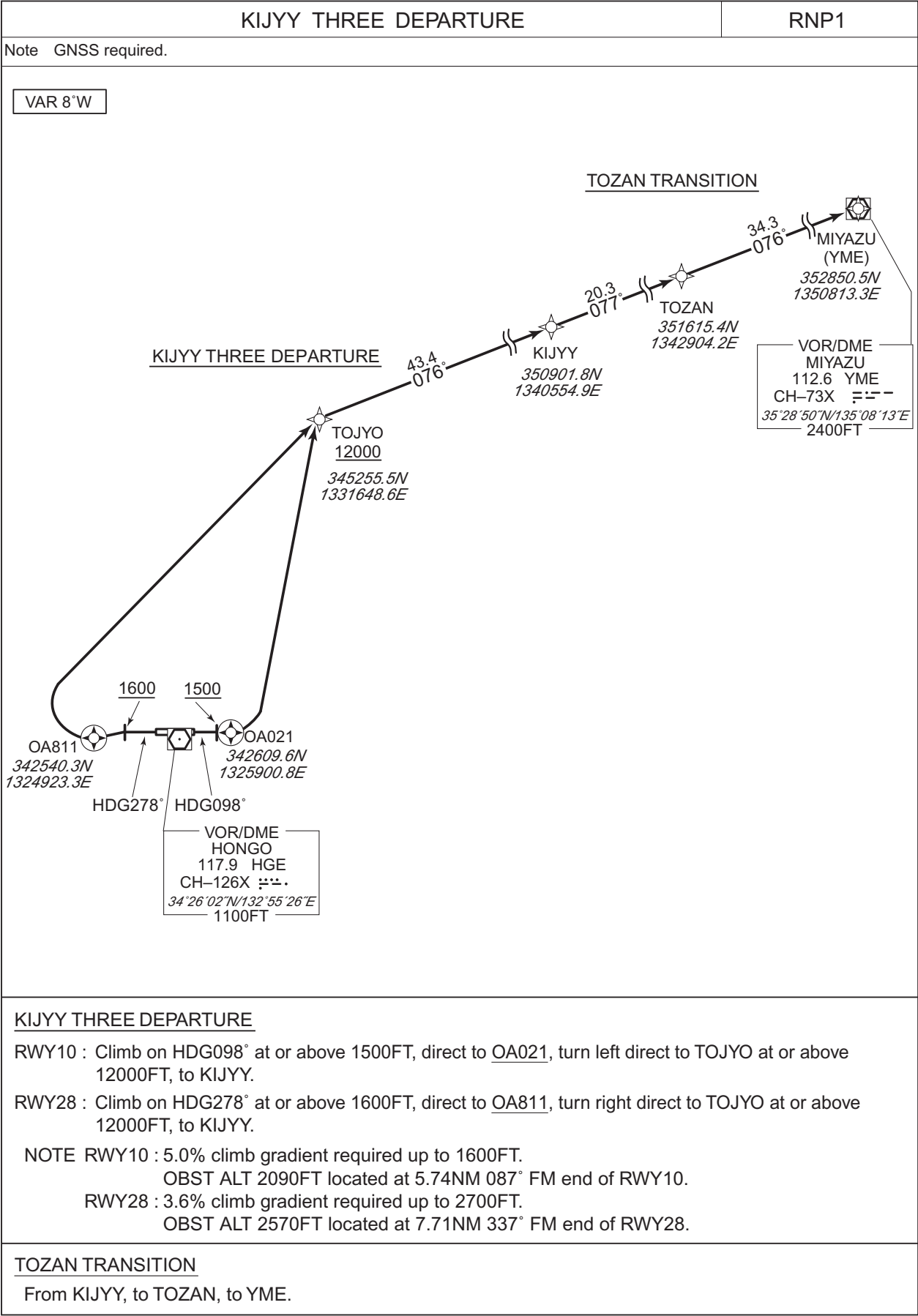
RWY28											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	278 (270.0)	-8.1	—	—	+1600	—	—	RNP1
002	DF	OA811	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	LEMON	—	—	-8.1	—	L	+11000	—	—	RNP1
004	TF	MARCO	—	249 (241.1)	-8.1	18.0	—	—	—	—	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

KIJYY THREE DEPARTURE

RWY10

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	-	-	098 (090.0)	-8.1	-	-	+1500	-	-	RNP1
002	DF	OA021	Y	-	-8.1	-	-	-	-	-	RNP1
003	DF	TOJYO	-	-	-8.1	-	L	+12000	-	-	RNP1
004	TF	KIJYY	-	076 (067.9)	-8.1	43.4	-	-	-	-	RNP1

RWY28

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	-	-	278 (270.0)	-8.1	-	-	+1600	-	-	RNP1
002	DF	OA811	Y	-	-8.1	-	-	-	-	-	RNP1
003	DF	TOJYO	-	-	-8.1	-	R	+12000	-	-	RNP1
004	TF	KIJYY	-	076 (067.9)	-8.1	43.4	-	-	-	-	RNP1

TOZAN 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	KIJYY	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	TOZAN	-	077 (069.0)	-8.1	20.3	-	-	-	-	RNP1
003	TF	YME	-	076 (068.3)	-8.1	34.3	-	-	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

RJOA / HIROSHIMA
RNAV SID and TRANSITION

BOLIG TWO DEPARTURE MIDER TRANSITION	RNP1
Note GNSS required.	
<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 10px;">VAR 8°W</div> <div style="text-align: center; margin-bottom: 10px;"> <u>MIDER TRANSITION</u> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <u>BOLIG TWO DEPARTURE</u> </div> </div>	
<div style="display: flex;"> <div style="width: 30%; border-right: 1px solid black; padding-right: 10px;"> <u>BOLIG TWO DEPARTURE</u> RWY10 : Climb on HDG098° at or above 1500FT, direct to <u>OA021</u>, turn left direct to TOJYO at or above 12000FT, to BOLIG. RWY28 : Climb on HDG278° at or above 1600FT, direct to <u>OA811</u>, turn right direct to TOJYO at or above 12000FT, to BOLIG. NOTE RWY10 : 5.0% climb gradient required up to 1600FT. OBST ALT 2090FT located at 5.74NM 087° FM end of RWY10. RWY28 : 3.6% climb gradient required up to 2700FT. OBST ALT 2570FT located at 7.71NM 337° FM end of RWY28. </div> <div style="width: 70%; padding-left: 10px;"> <u>MIDER TRANSITION</u> From BOLIG, to IKUNO, to MIDER. </div> </div>	

STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

BOLIG TWO DEPARTURE

RWY10

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	—	—	098 (090.0)	-8.2	—	—	+1500	—	—	RNP1
002	DF	OA021	Y	—	-8.2	—	—	—	—	—	RNP1
003	DF	TOJYO	—	—	-8.2	—	L	+12000	—	—	RNP1
004	TF	BOLIG	—	084 (075.7)	-8.2	45.4	—	—	—	—	RNP1

RWY28

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	—	—	278 (270.0)	-8.2	—	—	+1600	—	—	RNP1
002	DF	OA811	Y	—	-8.2	—	—	—	—	—	RNP1
003	DF	TOJYO	—	—	-8.2	—	R	+12000	—	—	RNP1
004	TF	BOLIG	—	084 (075.7)	-8.2	45.4	—	—	—	—	RNP1

MIDER TRANSITION

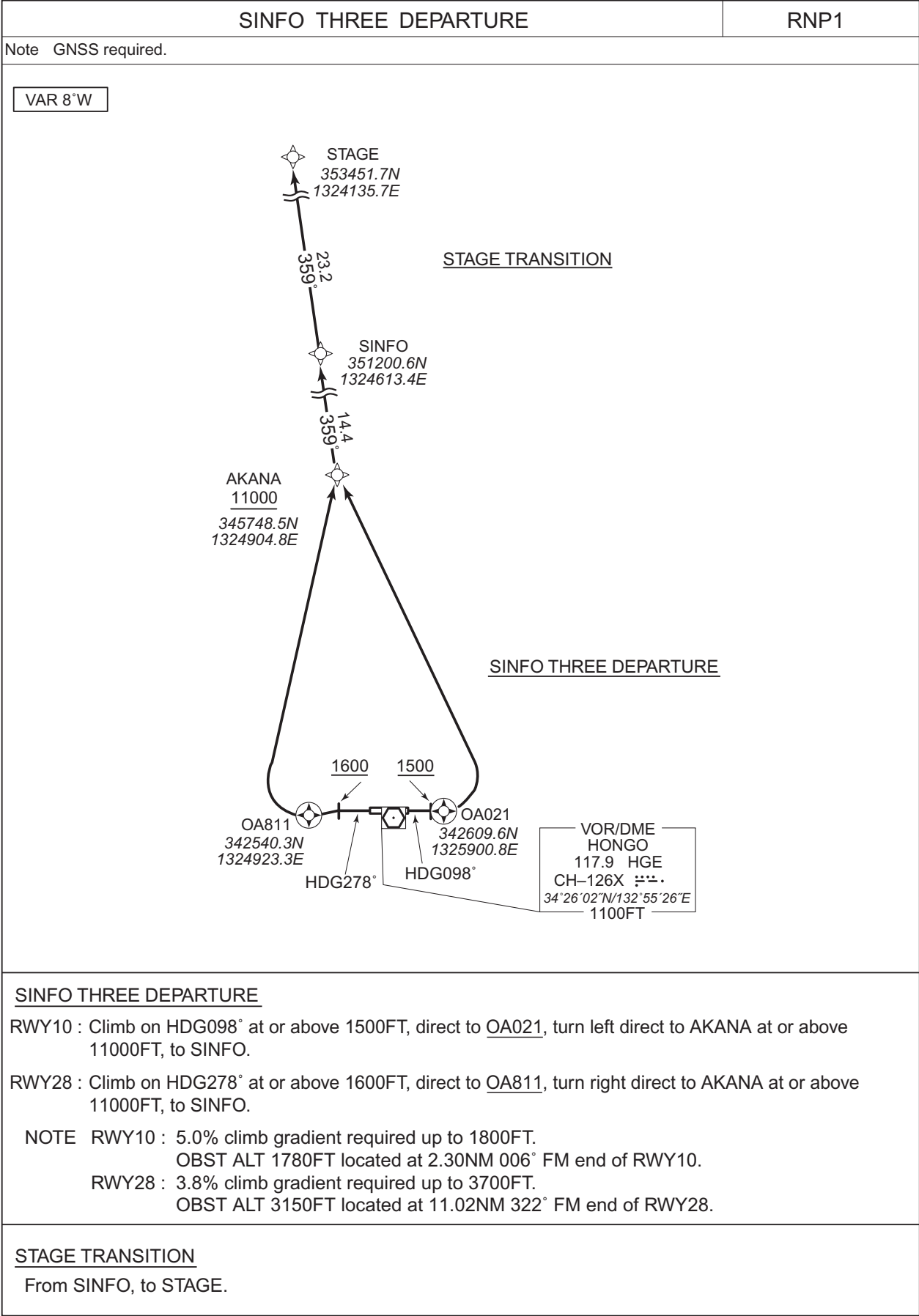
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	BOLIG	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	IKUNO	—	084 (076.2)	-8.2	34.4	—	—	—	—	RNP1
003	TF	MIDER	—	111 (102.8)	-8.2	48.9	—	—	—	—	RNP1

CHANGE : PROC renamed. Navigation Specification.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

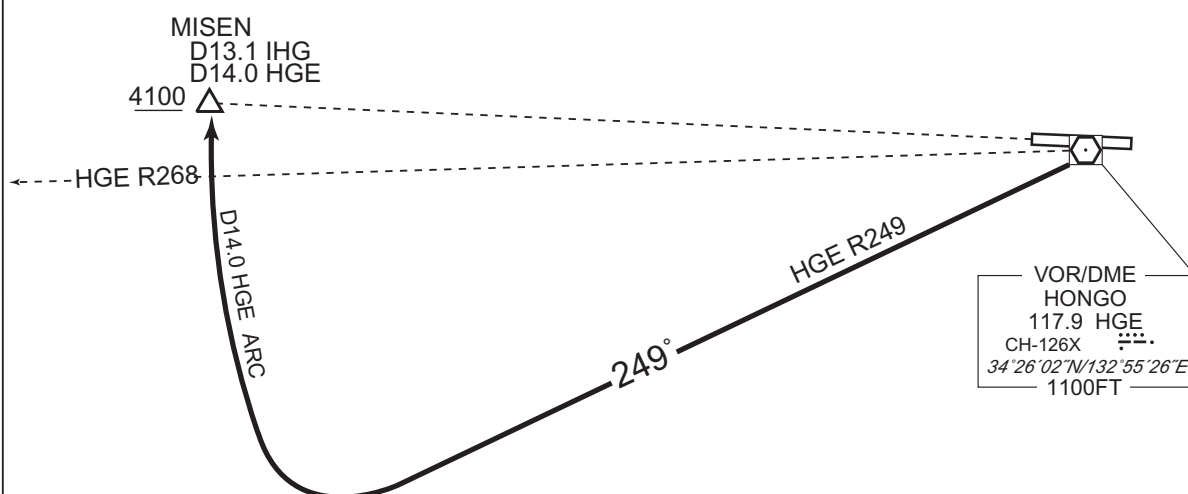
SINFO THREE DEPARTURE											
RWY10											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	098 (090.0)	-8.1	-	-	+1500	-	-	RNP1
002	DF	OA021	Y	-	-8.1	-	-	-	-	-	RNP1
003	DF	AKANA	-	-	-8.1	-	L	+11000	-	-	RNP1
004	TF	SINFO	-	359 (350.7)	-8.1	14.4	-	-	-	-	RNP1
RWY28											
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	-	-	278 (270.0)	-8.1	-	-	+1600	-	-	RNP1
002	DF	OA811	Y	-	-8.1	-	-	-	-	-	RNP1
003	DF	AKANA	-	-	-8.1	-	R	+11000	-	-	RNP1
004	TF	SINFO	-	359 (350.7)	-8.1	14.4	-	-	-	-	RNP1
STAGE 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	SINFO	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	STAGE	-	359 (350.6)	-8.1	23.2	-	-	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

RJOA / HIROSHIMA

STAR

From over HGE VOR/DME, via HGE R249 to intercept and proceed via HGE 14.0DME clockwise ARC to MISEN.
Cross MISEN at or above 4100FT.

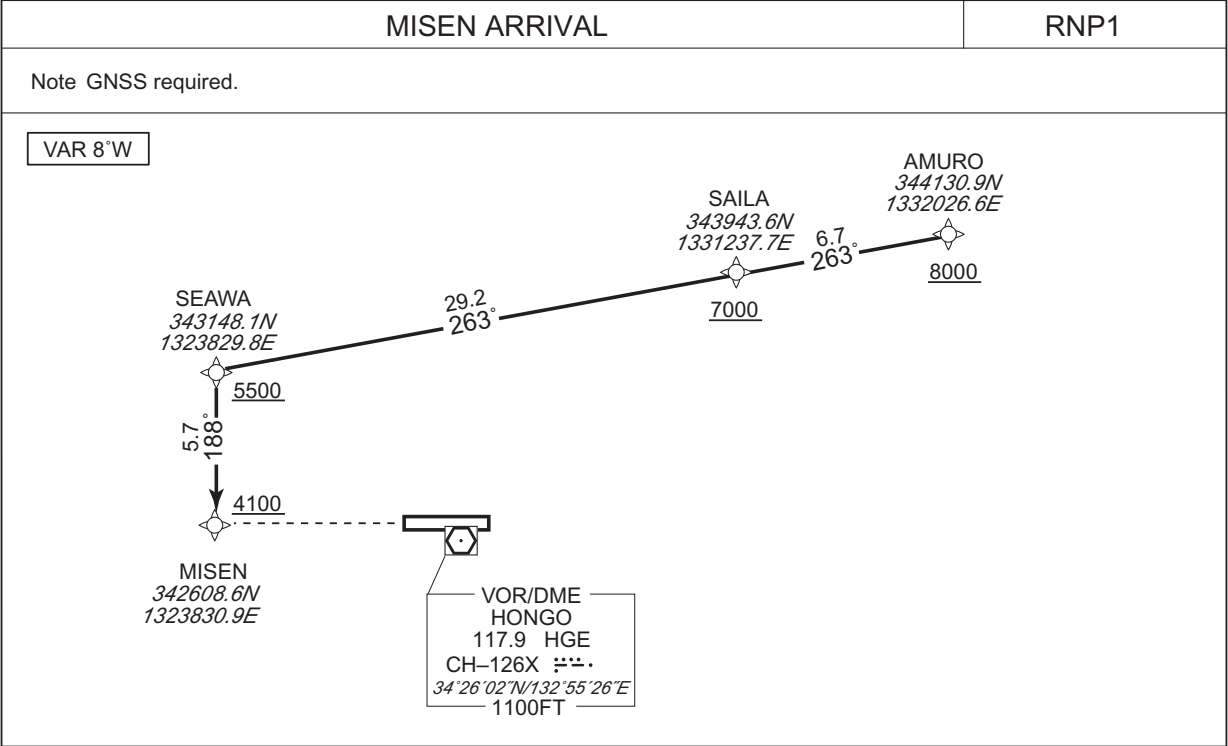


CHANGE : Course FM HGE to MISEN.

STANDARD ARRIVAL CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10



From AMURO at or above 8000FT, to SAILA at or above 7000FT, to SEAWA at or above 5500FT, to MISEN at or above 4100FT.

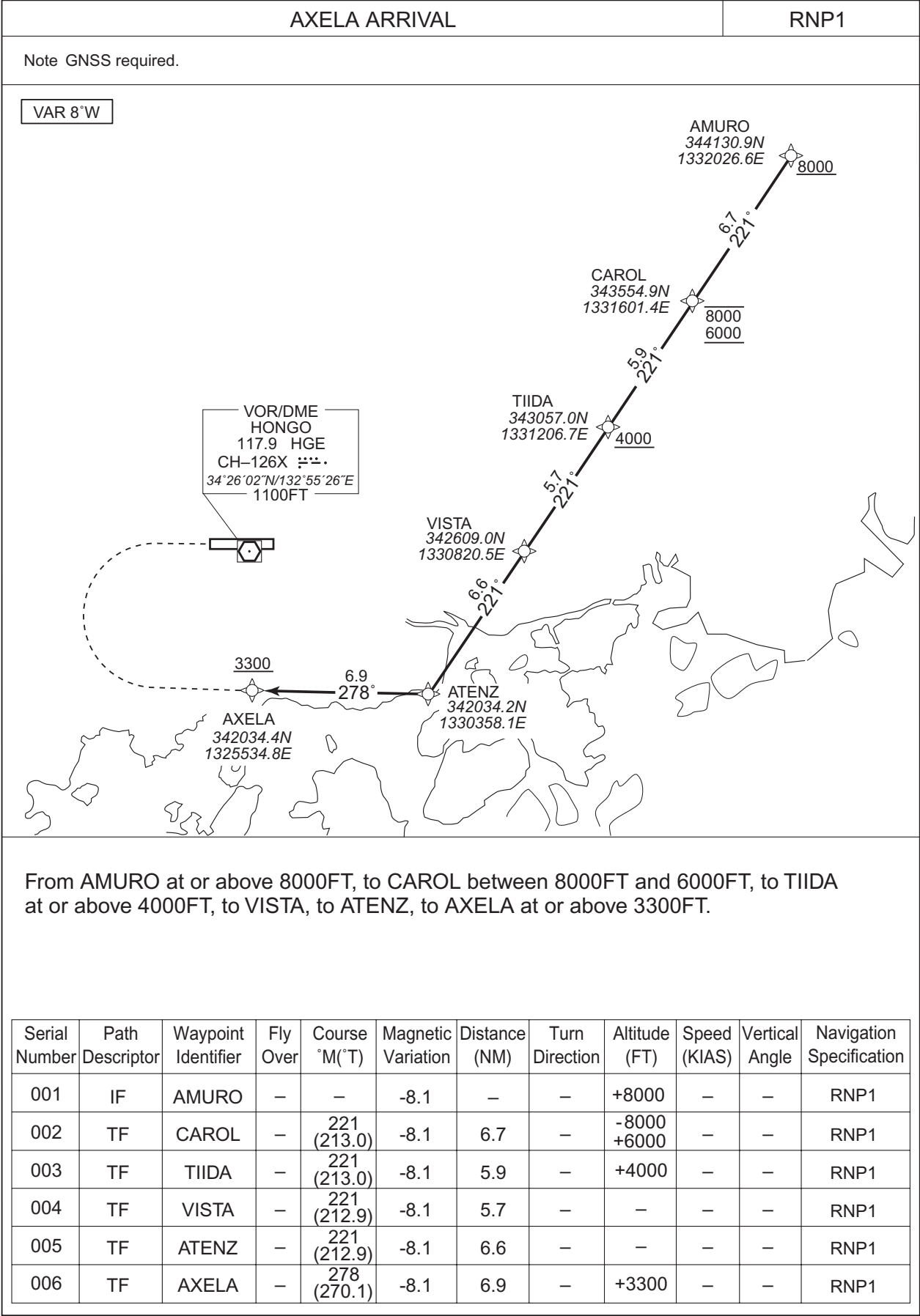
CHANGE : PROC course. Note. Navigation Specification. VAR.

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	AMURO	—	—	-8.1	—	—	+8000	—	—	RNP1
002	TF	SAILA	—	263 (254.5)	-8.1	6.7	—	+7000	—	—	RNP1
003	TF	SEAWA	—	263 (254.4)	-8.1	29.2	—	+5500	—	—	RNP1
004	TF	MISEN	—	188 (179.8)	-8.1	5.7	—	+4100	—	—	RNP1

STANDARD ARRIVAL CHART-INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART-INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10

DEMIO ARRIVAL

RNP1

Note GNSS required.

VAR 8°W

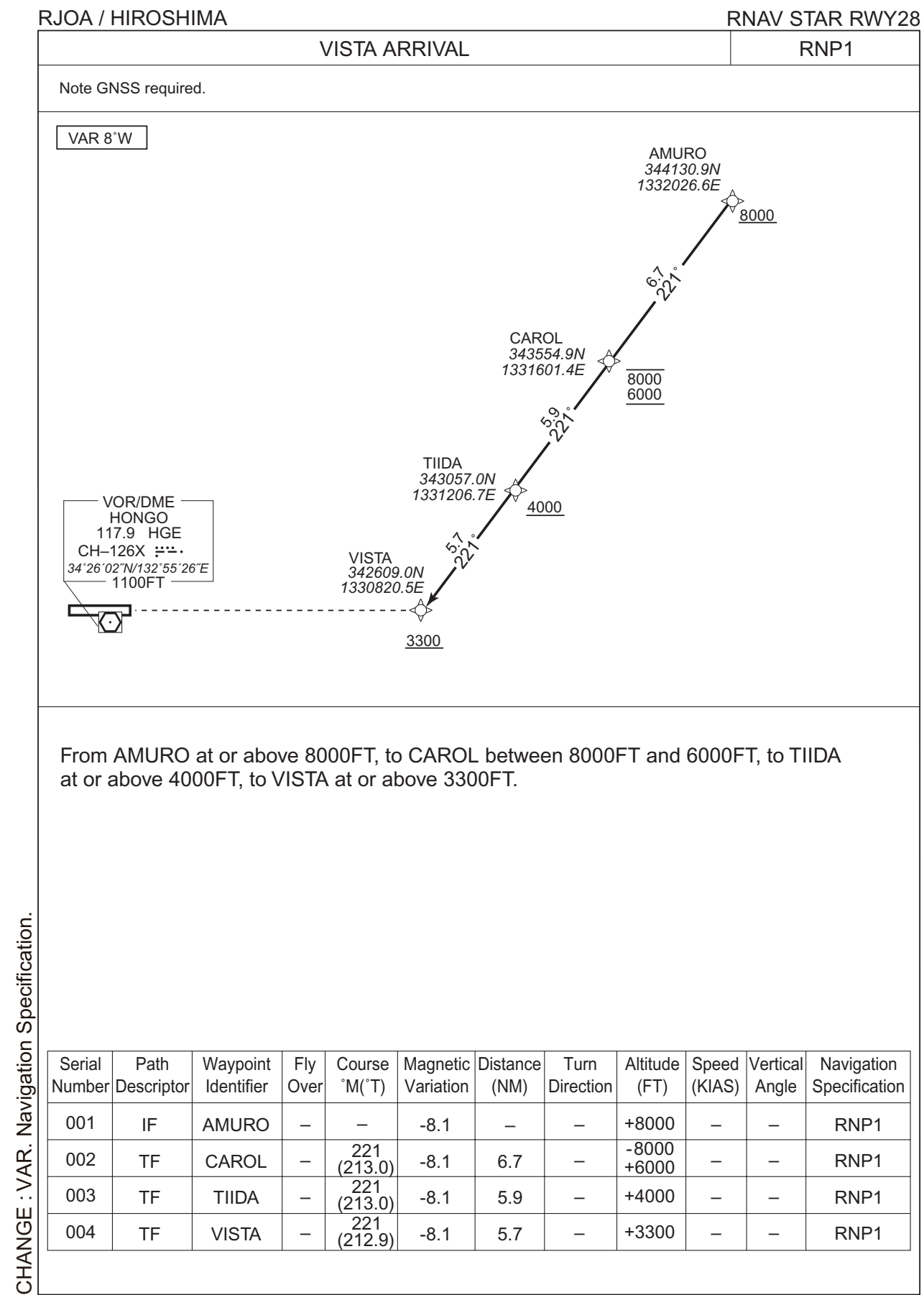
The chart illustrates the DEMIO ARRIVAL RNAV STAR RWY10. It begins at the AMURO waypoint (344130.9N, 1332026.6E) at an altitude of 8000 feet. The first leg is a 6.3 NM turn to 255 degrees to reach the MIATA waypoint (343904.6N, 1331320.6E) at 7000 feet. The second leg is a 16.2 NM turn to 255 degrees to reach the DEMIO waypoint (343248.5N, 1325512.5E) at 5500 feet. A dashed line indicates a procedure turn from DEMIO to the VOR/DME HONGO station (117.9 HGE, CH-126X, 34°26'02"N/132°55'26"E, 1100FT). A box specifies a magnetic variation of 8°W.

From AMURO at or above 8000FT, to MIATA at or above 7000FT, to DEMIO at or above 5500FT.

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	AMURO	—	—	-8.1	—	—	+8000	—	—	RNP1
002	TF	MIATA	—	255 (247.4)	-8.1	6.3	—	+7000	—	—	RNP1
003	TF	DEMIO	—	255 (247.3)	-8.1	16.2	—	+5500	—	—	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART -INSTRUMENT



CHANGE : VAR. Navigation Specification.

STANDARD ARRIVAL CHART -INSTRUMENT

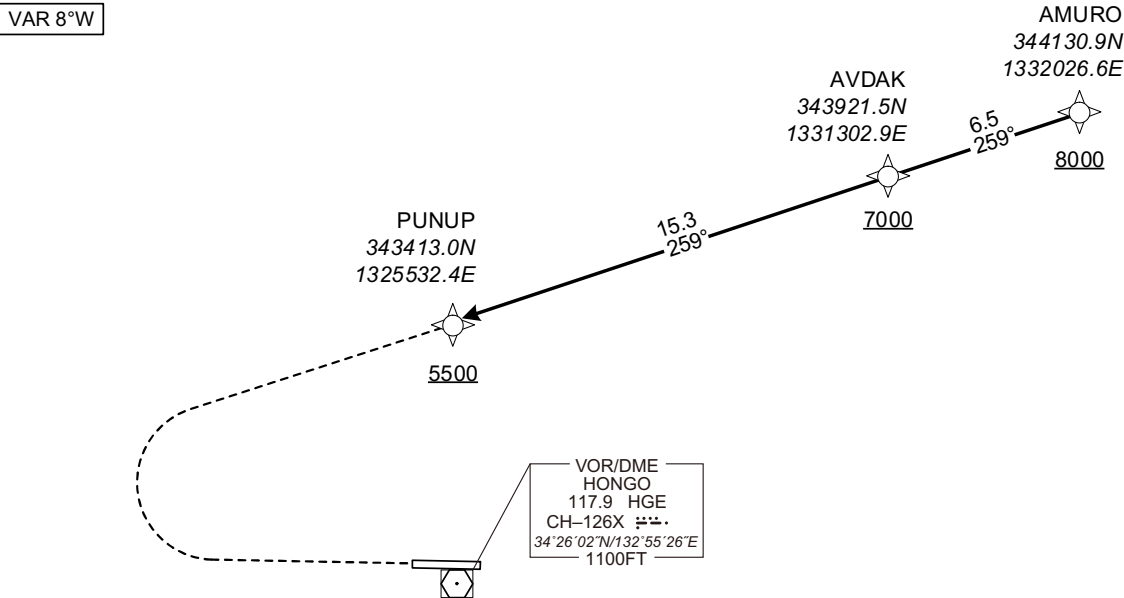
RJOA / HIROSHIMA

RNAV STAR RWY10

PUNUP ARRIVAL

RNP1

Note GNSS required.



From AMURO at or above 8000FT, to AVDAK at or above 7000FT, to PUNUP at or above 5500FT.

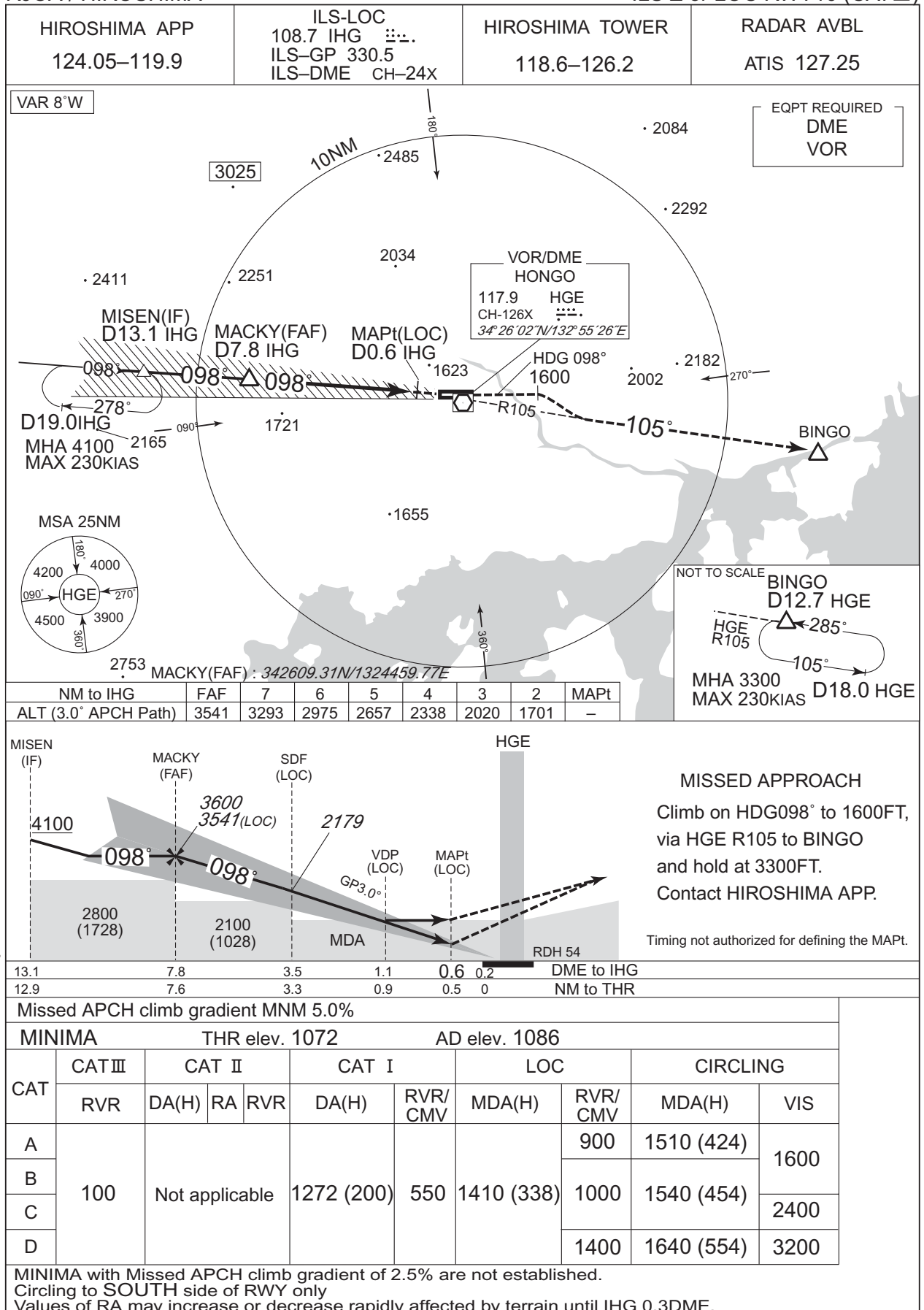
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	AMURO	—	—	-8.1	—	—	+8000	—	—	RNP1
002	TF	AVDAK	—	259 (250.5)	-8.1	6.5	—	+7000	—	—	RNP1
003	TF	PUNUP	—	259 (250.4)	-8.1	15.3	—	+5500	—	—	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

ILS Z or LOC RWY10 (CAT III)



CHANGE : PROC renamed. Description of VAR.

RJOA / HIROSHIMA

ILS Y RWY10(CATⅢ)



Climb on course 098°, at or above
1600FT turn right, direct to BINGO and
hold at 5000FT.
Contact HIROSHIMA APP.

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to SOUTH side of RWY only
Values of RA may increase or decrease rapidly affected by terrain until IHG 0.3DME.

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

ILS Y RWY10(CATⅢ)

Coding Table

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	PUNUP	-	-	-8.1	-	-	+5500	-	-	RNP1
002	TF	PEGLU	-	258 (250.3)	-8.1	4.2	-	-	-	-	RNP1
003	TF	OA054	-	258 (250.2)	-8.1	5.0	-	+3600	-200	-	RNP1
004	RF Center: OARF3 r=2.55NM	OA055	-	-	-8.1	3.6	L	+3100	-	-	RNP1
005	RF Center: OARF3 r=2.55NM	OA056	-	-	-8.1	3.5	L	2800	-	-	RNP1
001	CA	-	-	098 (090.0)	-8.1	-	-	+1600	-	-	RNP1
002	DF	BINGO	-	-	-8.1	-	R	5000	-	-	RNP1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	PUNUP	258 (250.3)	-8.1	1.0 (-14000)	R	5500	FL140	-230 (-14000)	RNP1
Hold	BINGO	304 (296.1)	-8.1	1.0 (-14000)	L	5000	FL140	-210 (-14000)	RNP1

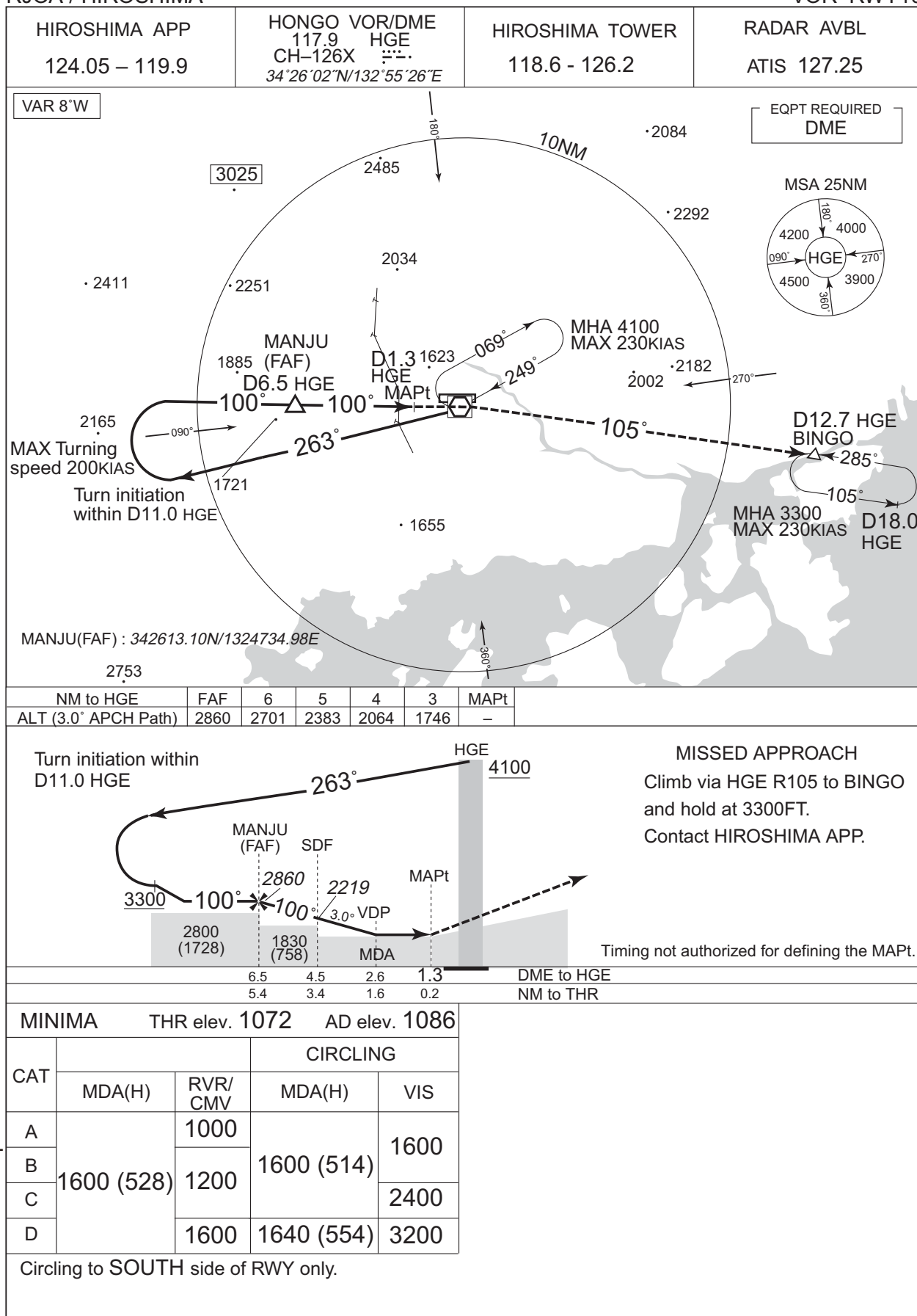
Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
PUNUP	343412.97N / 1325532.36E	OARF3	342842.60N / 1324606.23E
PEGLU	343248.19N / 1325045.55E		
OA054	343106.85N / 1324503.74E		
OA055	342814.80N / 1324304.26E		
OA056	342609.36N / 1324606.51E		
BINGO	342425.72N / 1331040.68E		

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

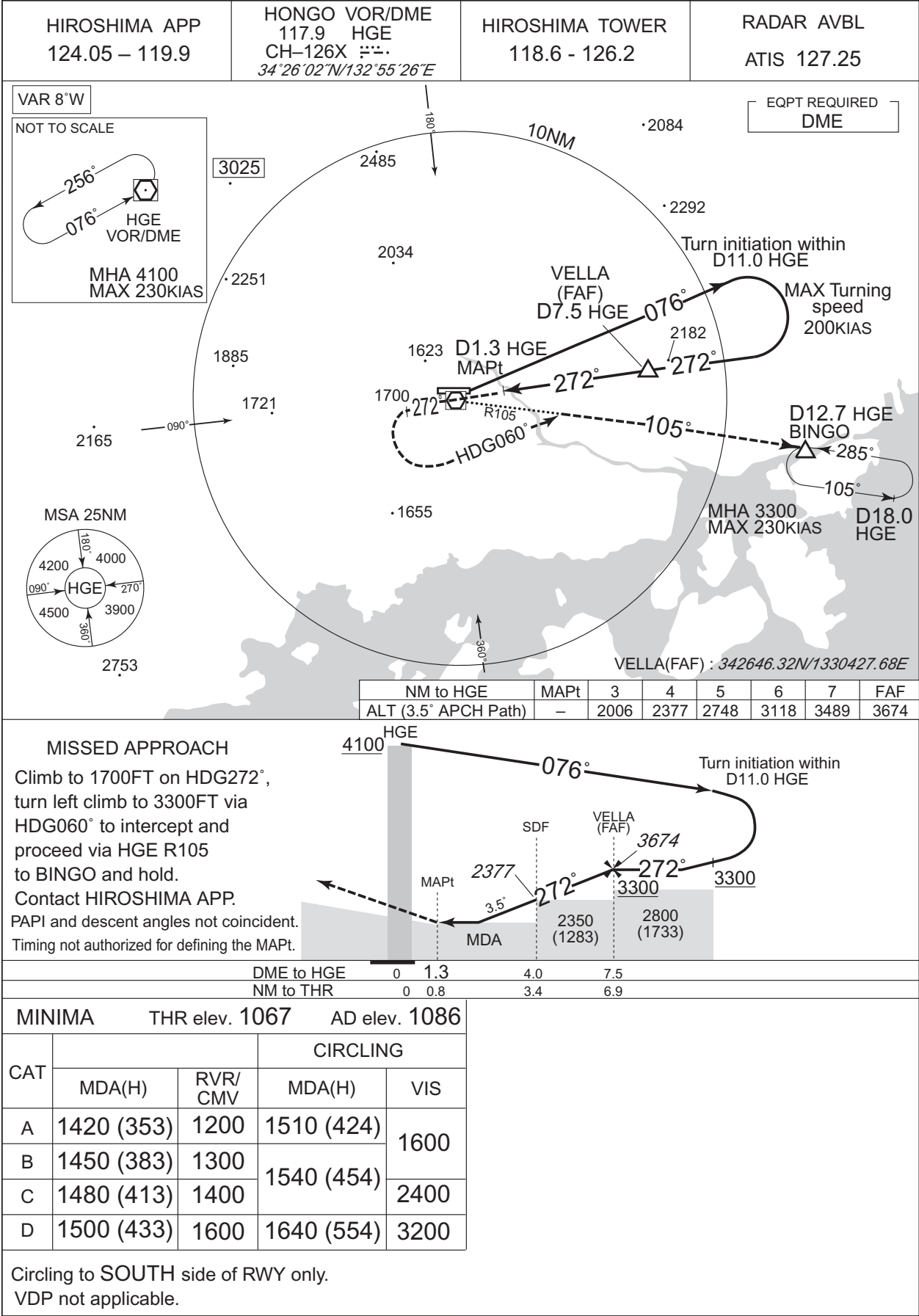
VOR RWY10



INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

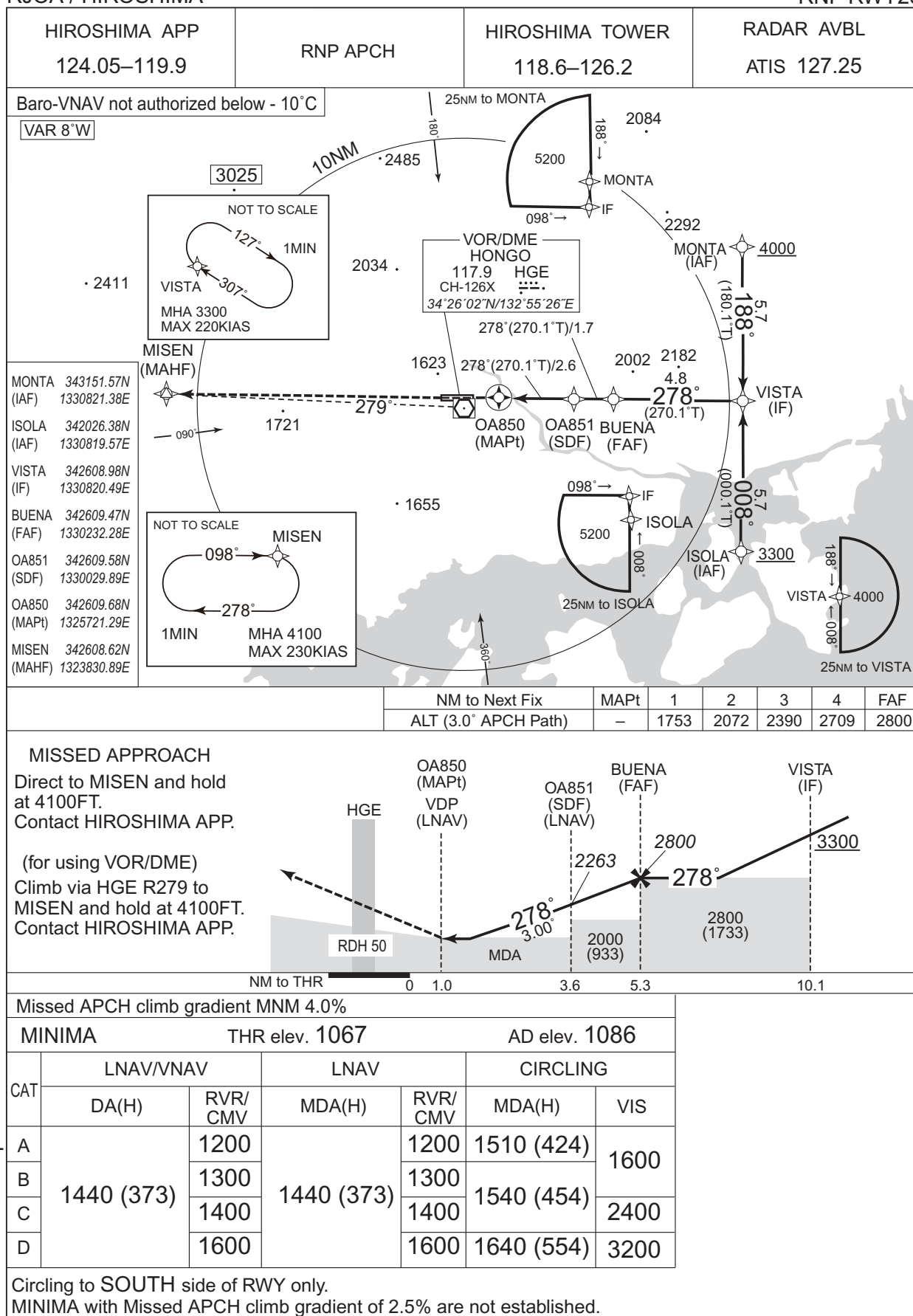
VOR RWY28



INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

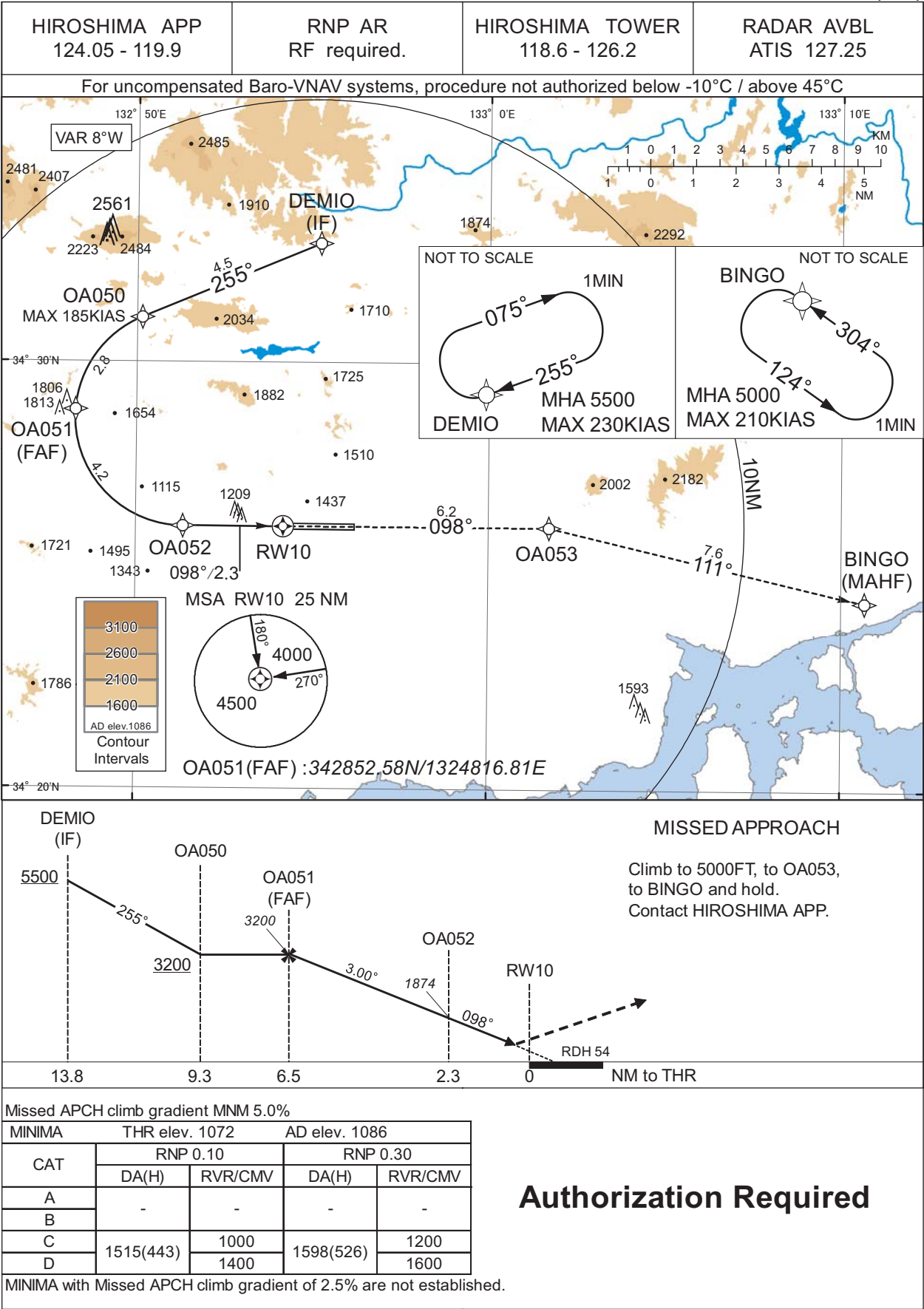
RNP RWY28



INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNP Z RWY10(AR)



CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNP Z RWY10(AR)

Coding Table

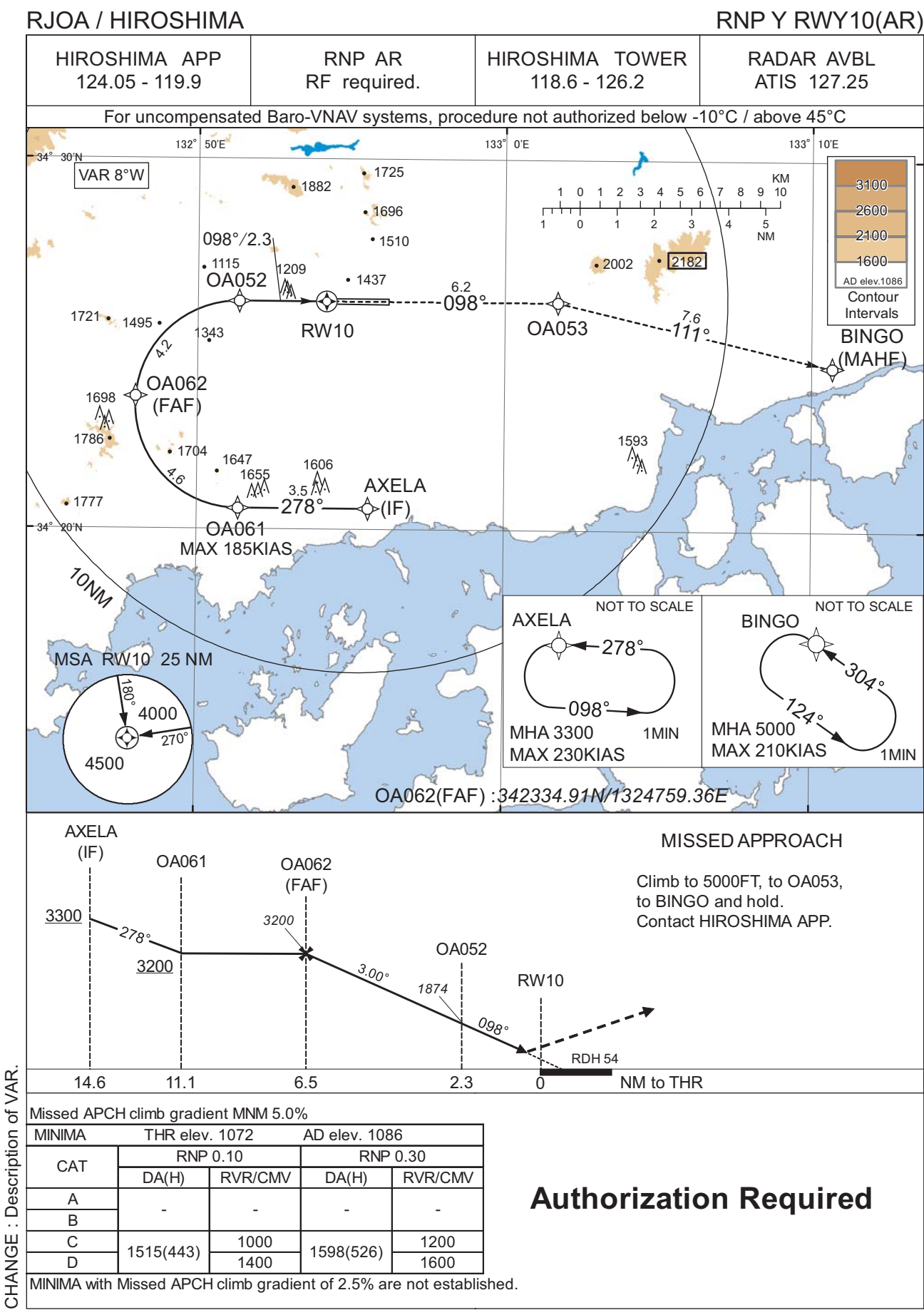
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/RDH (°/FT)	RNP Value
001	IF	DEMIO	-	-	-8.1	-	-	+5500	-	-	-
002	TF	OA050	-	255 (247.1)	-8.1	4.5	-	+3200	-185	-	1.0
003	RF Center: OARF1 r=2.54NM	OA051	-	-	-8.1	2.8	L	3200	-	-	1.0
004	RF Center: OARF1 r=2.54NM	OA052	-	-	-8.1	4.2	L	1874	-	-3.00	0.10 0.30
005	TF	RW10	Y	098 (090.0)	-8.1	2.3	-	1126	-	-3.00/54	0.10 0.30
006	TF	OA053	-	098 (090.0)	-8.1	6.2	-	-	-	-	1.0
007	TF	BINGO	-	111 (103.2)	-8.1	7.6	-	5000	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	DEMIO	255 (247.1)	-8.1	1.0 (-14000)	R	5500	FL140	-230(-14000)	1.0
Hold	BINGO	304 (296.1)	-8.1	1.0 (-14000)	L	5000	FL140	-210(-14000)	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
DEMIO	343248.47N / 1325512.50E	OARF1	342842.28N / 1325120.72E
OA050	343102.99N / 1325009.23E		
OA051	342852.58N / 1324816.81E		
OA052	342609.63N / 1325120.84E		
RW10	342609.69N / 1325411.25E		
OA053	342609.67N / 1330143.51E		
BINGO	342425.72N / 1331040.68E		

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNP Y RWY10(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	AXELA	-	-	-8.1	-	-	+3300	-	-	1.0
002	TF	OA061	-	278 (270.0)	-8.1	3.5	-	+3200	-185	-	1.0
003	RF Center: OARF2 r=2.79NM	OA062	-	-	-8.1	4.6	R	3200	-	-	1.0
004	RF Center: OARF2 r=2.79NM	OA052	-	-	-8.1	4.2	R	1874	-	-3.00	0.10 0.30
005	TF	RW10	Y	098 (090.0)	-8.1	2.3	-	1126	-	-3.00/54	0.10 0.30
006	TF	OA053	-	098 (090.0)	-8.1	6.2	-	-	-	-	1.0
007	TF	BINGO	-	111 (103.2)	-8.1	7.6	-	5000	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	AXELA	278 (270.0)	-8.1	1.0 (-14000)	L	3300	FL140	-230(-14000)	1.0
Hold	BINGO	304 (296.1)	-8.1	1.0 (-14000)	L	5000	FL140	-210(-14000)	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
AXELA	342034.40N / 1325534.80E	OARF2	342321.96N / 1325120.96E
OA061	342034.29N / 1325121.21E		
OA062	342334.91N / 1324759.36E		
OA052	342609.63N / 1325120.84E		
RW10	342609.69N / 1325411.25E		
OA053	342609.67N / 1330143.51E		
BINGO	342425.72N / 1331040.68E		

RJOA / HIROSHIMA

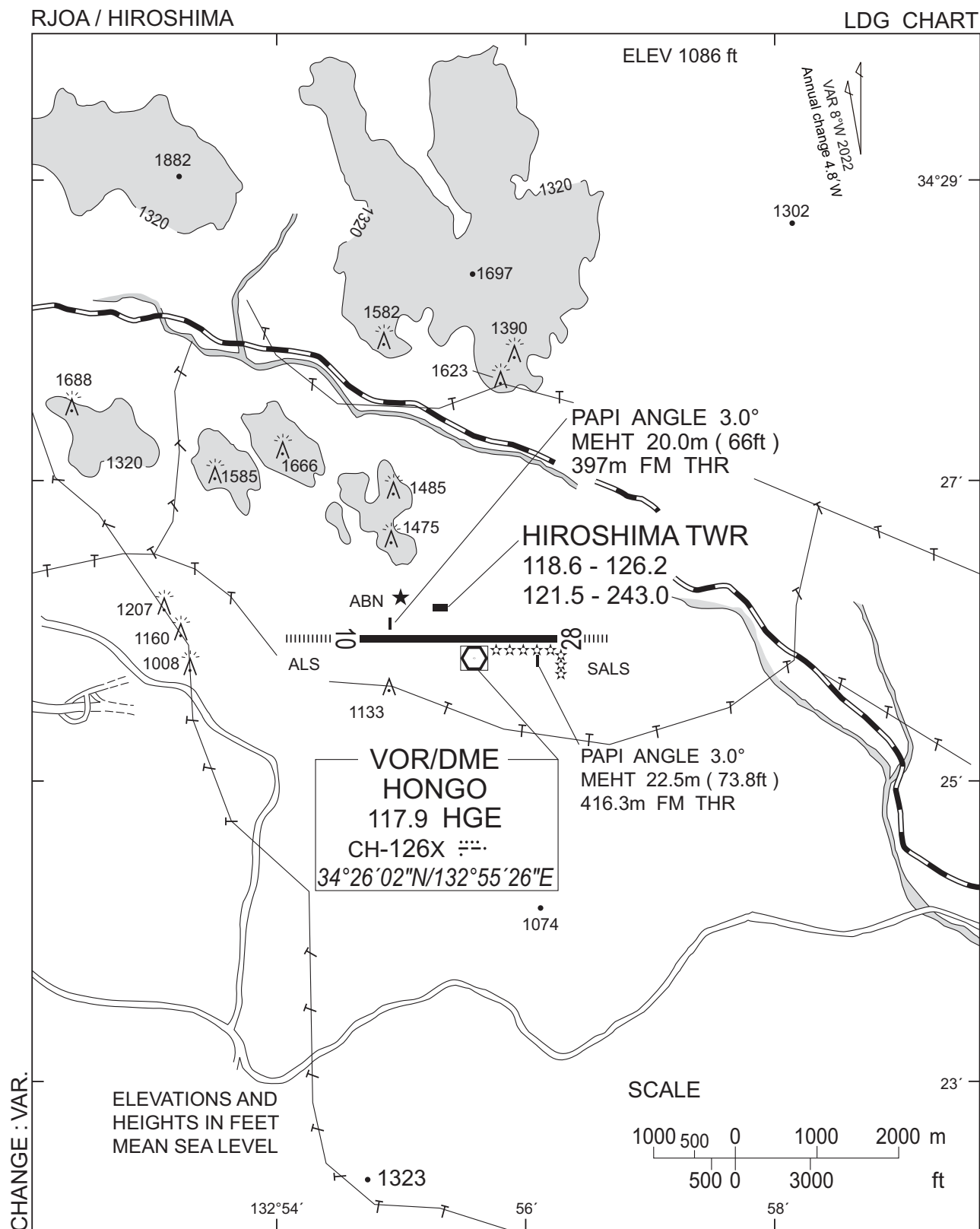
Visual REP



※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 : VAR.

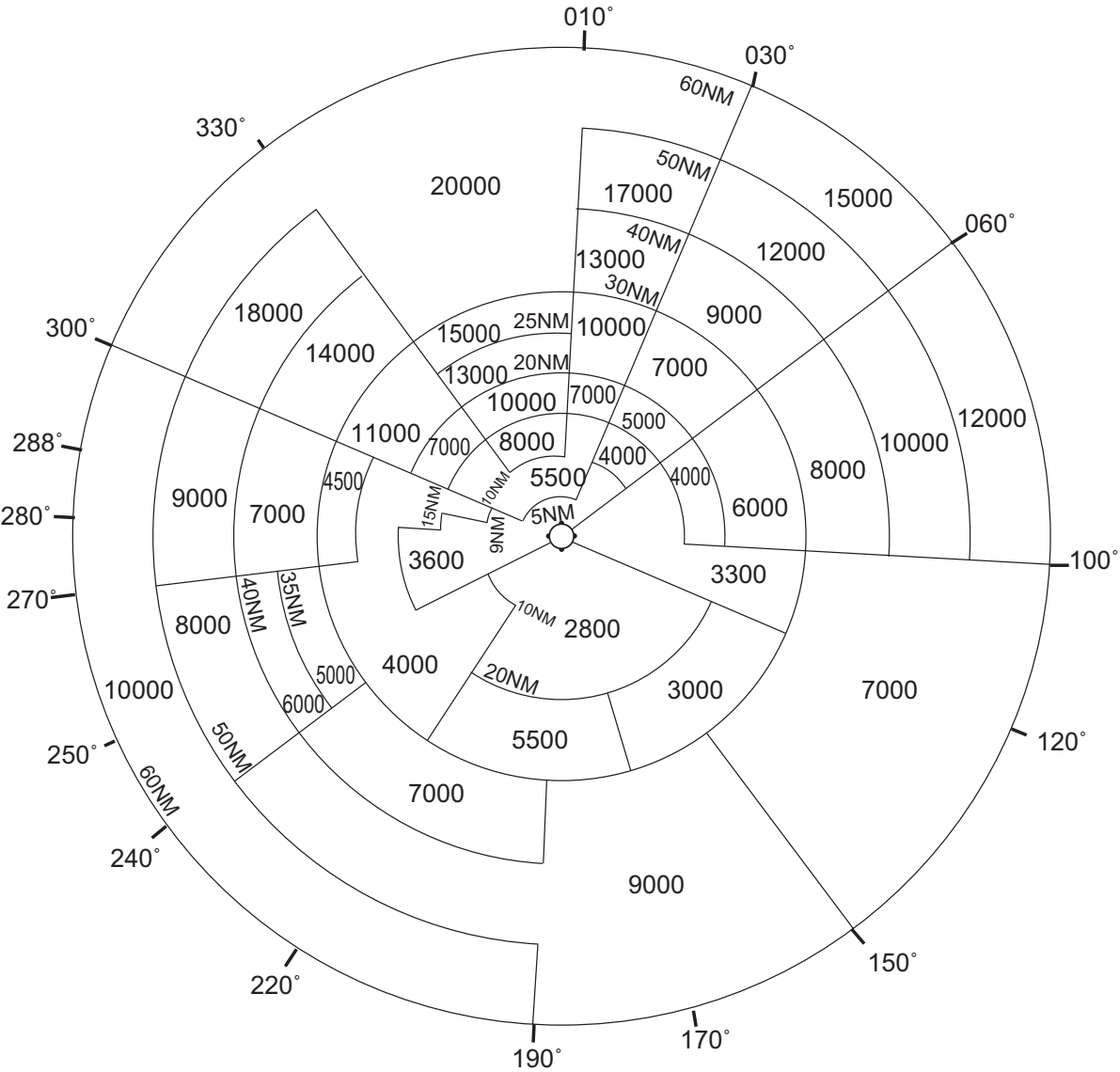
Call sign	BRG / DIST from ARP	Remarks
白竜 Hakuryu	345°T / 4.3NM	湖 Lake
小佐木 Kosagi	115°T / 10.1NM	小佐木島 Kosagi - Island
竹原 Takehara	184°T / 5.8NM	竹原駅 Railway Station
三永サウス Minaga South	251°T / 8.4NM	東広島駅 Railway Station
新庄 Shinjo	209°T / 2.9NM	新庄交差点 Shinjo Intersection



RJOA / HIROSHIMA

Minimum Vectoring Altitude CHART

VAR 8°W (2022)



CENTER : 342602N/1325458E (RADAR SITE)

CHANGE : VAR.