

AD 2 AERODROMES

RJOH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJOH - MIHO

RJOH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 352936N/1331421E |
| 2 | Direction and distance from (city) | 7.5nm NW YONAGO |
| 3 | Elevation/ Reference temperature | 13ft / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | Nil |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Japan Air Self Defense Force. PUBLIC AD. |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Miho Airport Office(CAB) 2064-Sainokami-cho, Sakaiminato-city, Tottori, 684-0055 Japan Tel: 0859(45)6114, Fax: 0859(47)2050 |

RJOH AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | INTL SKED FLT hours only |
| 3 | Health and sanitation | Quarantine (human): INTL SKED FLT hours only Quarantine (animal): 2330-0800 EXC FRI 2330-SUN 0800 and HOL Quarantine (plant): INTL SKED FLT hours only |
| 4 | AIS Briefing Office | H24(CAB:Nil) |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24(KANSAI) |
| 7 | ATS | H24 |
| 8 | Fuelling | 2200-1300 |
| 9 | Handling | 2200-1300 |
| 10 | Security | Scheduled flight only |
| 11 | De-icing | Nil |
| 12 | Remarks | HR of service at CAB OPS section 2200 - 1300(Daily) |

RJOH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | Deal with the weight thing to a Boeing 767-300 type |
| 2 | Fuel/ oil types | Fuel Grades: (CIV) JET A-1, (JSDF) JET A-1, JET A-1 PLUS |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling(CIV) |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJOH AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---------------------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | AVBL |
| 3 | Transportation | Railways, Buses and Taxis |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Information desk |
| 7 | Remarks | Nil |

RJOH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | To be issued later |
| 2 | Rescue equipment | (CAB) Emergency medical equipments conveyance truck x 1 Lighting power supply truck x 1 |
| 3 | Capability for removal of disabled aircraft | To be issued later |
| 4 | Remarks | Nil |

RJOH AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow remove equipments (JSDF):To be issued later *(CAB): Sprinkler equipment x 1 , Snow plow X 2, Tractor shovel X 1 |
| 2 | Clearance priorities | To be issued later |
| 3 | Remarks | *For B1, B2 TWY and CIVIL APRON TWY/APN to measure the coefficient of friction: TWY B1, B2 and CIVIL APN(CAB) TWY MAIN, A1-A5, B5(JSDF) |

RJOH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | Civil apron : Surface : Cement concrete Strength : PCR 845/R/B/W/T |
| 2 | Taxiway width, surface and strength | MAIN TWY Width : 23m Strength : PCR 747/F/A/X/T A1, A5 Width : 28.5m Strength : PCR 747/F/A/X/T A2, A3, A4 Width : 34m Strength : PCR 747/F/A/X/T B1, B2 Width : 34m Surface : Asphalt concrete Strength : PCR 773/F/A/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1 352958.57N 1331438.72E 2 352959.40N 1331440.76E 3 353000.23N 1331443.09E 4 353001.25N 1331445.59E 5 353002.09N 1331447.56E |
| 6 | Remarks | Nil |

RJOH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Nil |
| 2 | RWY and TWY markings and LGT | RWY: RWY 07/25 (Marking) RWY designation, RWY CL, RWY THR, TDZ, RWY side stripe (LGT) REDL, RTHL, RENL, RWY DIST marker LGT TWY: (Marking) TWY side stripe, RWY HLDG PSN, Mandatory instruction(A1-A5 TWY), TWY CL(B1, B2 TWY) (LGT): TWY edge LGT, TWY CL LGT (B1, B2 TWY), Taxiing guidance sign(A1-A5 TWY and B1, B2 TWY) |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area (LGT) APN flood LGT |

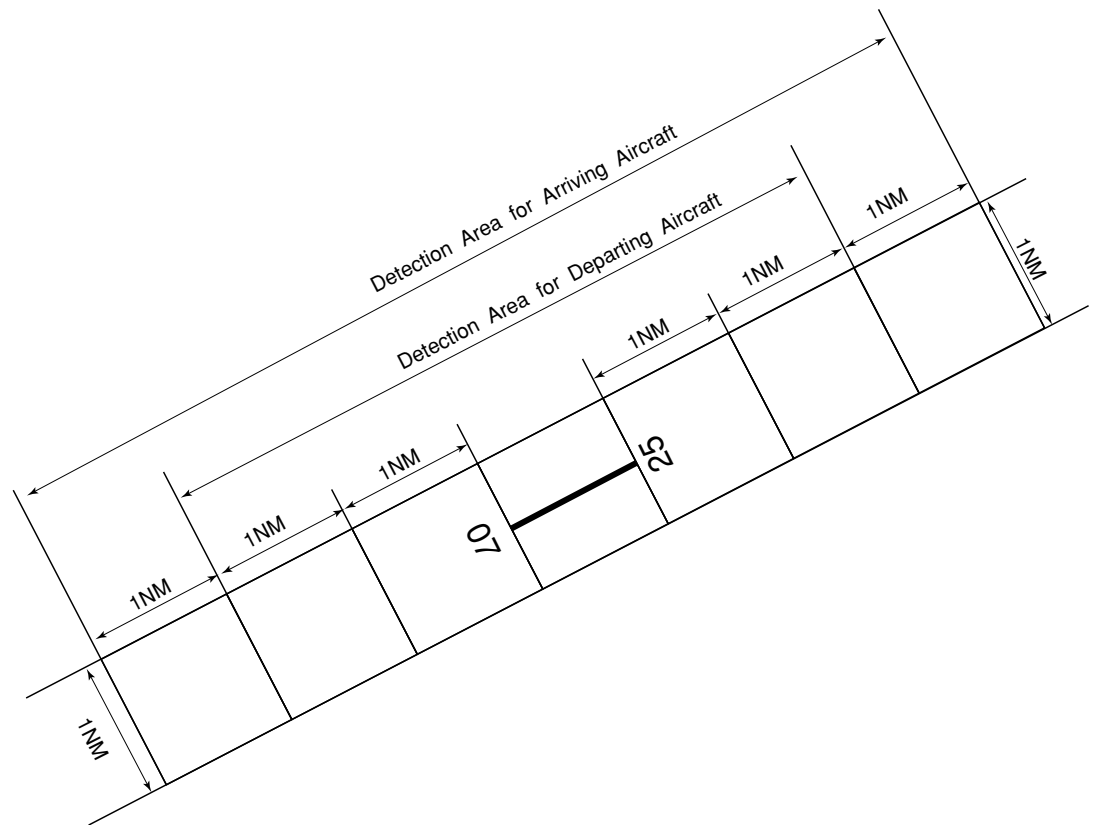
RJOH AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil | | | | | |

RJOH 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 ₇ , U ₈₅ , 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 | Doppler Radar for Airport Weather (See below figure) |
| 9 | ATS units provided with information | TWR, APP |
| 10 | Additional information (limitation of service, etc.) | Observation is made by the Ministry of Defense. |

Airspace for the advisory service concerning low level wind shear



UPPER LIMIT : 1600ft above FIELD ELEV LEVEL

LOWER LIMIT : FIELD ELEV LEVEL

RJOH 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 |
| 07 | 063.74° | 2500×45 | PCR 875/F/B/X/T SW 82000kg (180779lbs) DW 89000kg (196211lbs) | Nil | THR ELEV: 9.3ft TDZ ELEV: 10.8ft |
| 25 | 243.74° | 2500×45 | DTW 175000kg (385809lbs) TTTW 217000kg (478403lbs) Asphalt Concrete | Nil | THR ELEV: 20.4ft TDZ ELEV: 20.4ft |
| Slope of RWY | | Strip Dimensions(M) | Remarks | | |
| 7 | | 10 | 12 | | |
| See AD2.24 AD CHART | | 2620×300 2620×300 | RWY Grooving:2500×30m | | |

RJOH AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2500 | 2500 | 2500 | 2500 | Nil |
| 25 | 2500 | 2500 | 2500 | 2500 | Nil |

RJOH AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|---|-------------------------------------|-----------------------|--|-------------|--|--|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 07 | SALS (*1) 420m | GREEN Nil | PAPI 3.0°/LEFT 422m 65.6ft | Nil | Nil | 2500m 60m Coded color (White/Yellow) LIH | RED Nil | Nil (*2) |
| 25 | PALS (CAT I) 900m | GREEN GREEN | PAPI 3.0°/LEFT 419m 66.0ft | Nil | Nil | 2500m 60m Coded color (White/Yellow) LIH | RED Nil | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(600m and 900m FM RWY 07 THR)(*1) Overrun area edge LGT(LEN:60M, Color:Red)(*2) CGL for RWY 07 | | | | | | | | |

RJOH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

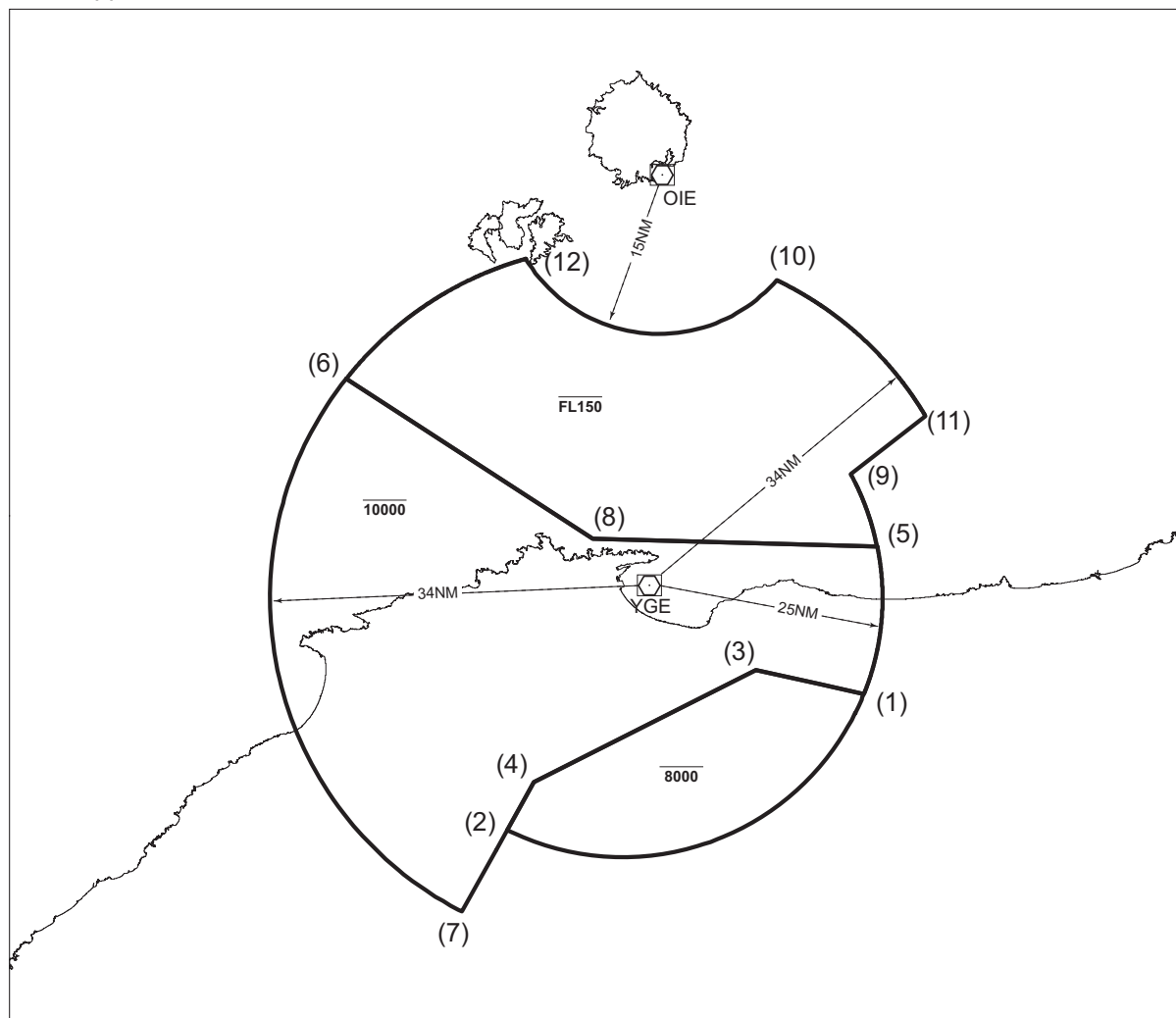
| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 352959N/1331354E, White/Green EV10sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | Nil |
| 3 | TWY edge and center line lighting | TWY edge LGT: Blue(B1, B2 TWY) TWY CL LGT: Green(B1, B2 TWY) |
| 4 | Secondary power supply/ switch-over time | 10 sec :TWY edge LGT(B1, B2 TWY), TWY CL LGT(B1, B2 TWY) |
| 5 | Remarks | WDI LGT, OBST LGT |

RJOH AD 2.16 HELICOPTER LANDING AREA

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

RJOH 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 |
| MIHO CTR | Area within radius of 5nm of MIHO ARP(35°30'N133°14'E) | 3500 or below | D | MIHO TOWER En | |
| MIHO ACA | See attached chart | | E | MIHO APP MIHO DEP MIHO RADAR En | |

美保進入管制区
Miho Approach Control Area

Point list

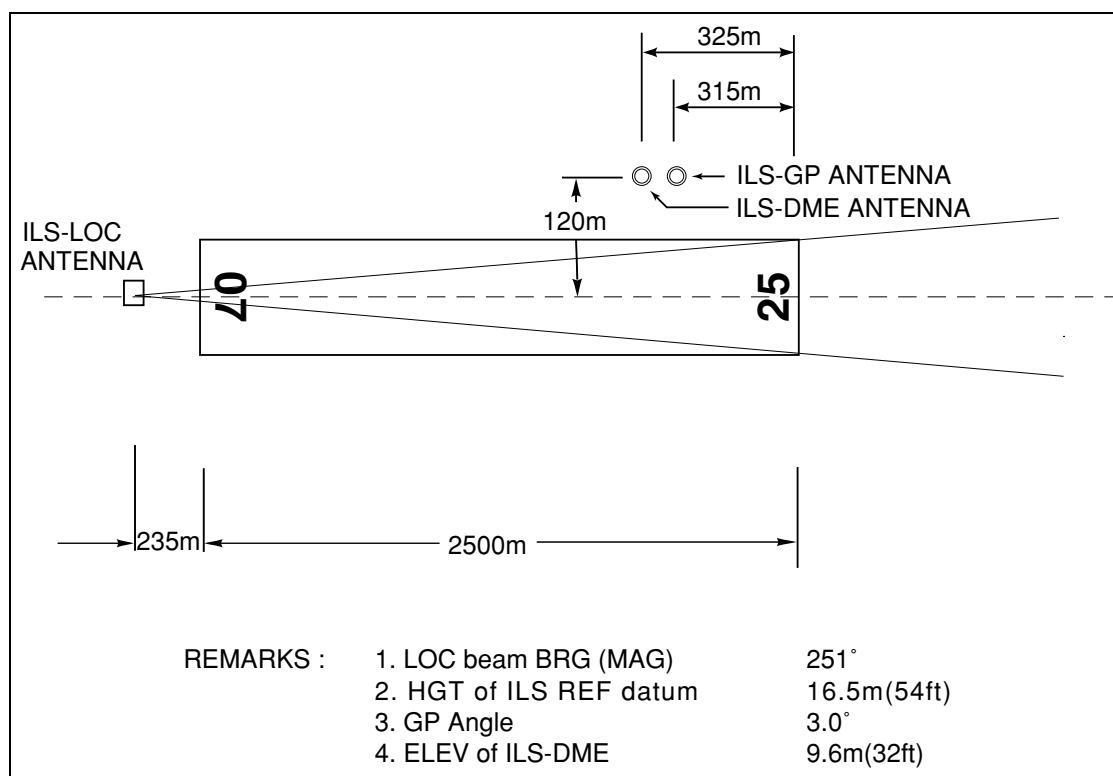
- | | |
|---------------------|----------------------|
| (1) 352053N1334353E | (7) 345939N1325649E |
| (2) 350734N1330203E | (8) 353546N1331150E |
| (3) 352311N1333110E | (9) 354209N1334218E |
| (4) 351212N1330506E | (10) 360049N1333325E |
| (5) 353507N1334527E | (11) 354745N1335107E |
| (6) 355055N1324226E | (12) 360244N1330336E |

RJOH AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|------------------------------|--|--|---|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Miho Approach/ Miho Radar | 120.1MHz 125.4MHz 258.2MHz 317.8MHz 121.5MHz(E) 243.0MHz(E) | H24 | ASR SERVICE 2200-1200 Other time 1HR PN |
| DEP | Miho Departure | 120.1MHz 125.4MHz 258.2MHz 317.8MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1200 Other time 1HR PN | |
| TWR | Miho Tower | 236.8MHz 126.2MHz 302.4MHz 247.0MHz(1)(2) 123.1MHz(1)(2) 118.0MHz 243.0MHz(E) 121.5MHz(E) | H24 | (1) For Rescue only. (2) AVBL on request. |
| GND | Miho Ground | 275.8MHz 118.0MHz | H24 | |
| MET | Miho Metro | 344.6MHz | 2030 - 1130 DLY except 2030 FRI - 1130 SAT, 2030 SAT - 1130 SUN, and HOL | Pilot forecaster SER(MIL) |
| GCA-ASR PAR | Miho Radar | 335.6MHz 270.8MHz 134.1MHz 125.3MHz 228.2MHz 250.4MHz 289.4MHz 316.0MHz 141.8MHz 243.0MHz(E) 121.5MHz(E) | 2200 - 1200 Other time 1HR PN | ASR RWY 07/25 PAR RWY 07/25 Glide path 3.0° |

RJOH 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 |
| TACAN | JET | 1201MHz (CH-114X) | H24 | 353151.77N/ 1330538.72E | 1696ft | TACAN AZM unusable 010° BTN 10nm and 20nm BLW 12000ft. 167° BTN 10nm and 20nm BLW 12000ft. |
| VOR (8°W / 2020) | YGE | 117.3MHz | H24 | 353004.96N/ 1331525.94E | | VOR unusable: 360°-020° beyond 35nm BLW 4000ft. 120°-130° beyond 25nm BLW 8000ft. 290°-310° beyond 35nm BLW 4000ft. 330°-340° beyond 35nm BLW 4000ft. |
| DME | YGE | 1207MHz (CH-120X) | H24 | 353004.96N/ 1331525.94E | 43ft | DME unusable: 360°-040° beyond 35nm BLW 4000ft. 040°-060° beyond 30nm BLW 3000ft. 110°-120° beyond 35nm BLW 7000ft. 120°-130° beyond 25nm BLW 8000ft. 280°-310° beyond 25nm BLW 4000ft. 320°-330° beyond 25nm BLW 4000ft. 330°-340° beyond 30nm BLW 4000ft. 340°-350° beyond 25nm BLW 4000ft. 350°-360° beyond 20nm BLW 4000ft. |
| ILS-LOC 25 | IYV | 108.95MHz | 2200 - 1300 | 352915.00N/ 1331328.21E | | LOC: 235m away FM RWY 07 THR, BRG (MAG) 251°. |
| ILS-GP 25 | - | 329.15MHz | 2200 - 1300 | 352952.93N/ 1331452.43E | | GP:315m(1033ft) inside FM RWY 25 THR. 120m(394ft) N of RCL HGT of ILS Ref Datum 16.5m(54ft). Angle 3.0° |
| ILS-DME 25 | IYV | 1113MHz (CH-26Y) | 2200 - 1300 | 352952.79N/ 1331452.07E | 32ft | DME:325m(1066ft) inside FM RWY 25 THR. 120m(394ft) N of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |



RJOH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Civil transient aircraft:

- 1) PPR to CAB Miho Airport Office(0859-45-6114) for parking.
- 2) 2weeks PPR to 3rd Tactical Air Lift Wing Defense Division(0859-45-0211 EXT 232 or 236) for landing.
MON - FRI 2300-0800(except holiday)

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

RJOH AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJOH 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 | 07 | A,B,C,D | - | - | 400m | 400m | - | 500m |
| | 25 | A,B,C,D | | | | | | |
| OTHER | 07 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 25 | A,B,C,D | | | | | | |

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

PAR RWY 07

| MINIMA | | THR ELEV:9 | AD ELEV: 13 | |
|--------|----------|-------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 210(201) | 750 | 460(447) | 1600 |
| B | | | 530(517) | |
| C | | | | 2400 |
| D | | | 570(557) | 3200 |

PAR RWY 25

| MINIMA | | THR ELEV:20 | AD ELEV: 13 | |
|--------|----------|-------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 231(211) | 750 | 460(447) | 1600 |
| B | | | 530(517) | |
| C | | | | |
| D | | | 570(557) | 3200 |

ASR RWY 07

| MINIMA | | THR ELEV:9 | AD ELEV: 13 | |
|--------|----------|-------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 910(897) | 1500 | 910(897) | 1600 |
| B | | | | |
| C | | 1800 | | 2400 |
| D | | 2000 | | 3200 |

ASR RWY 25

| MINIMA | | THR ELEV:20 | AD ELEV: 13 | |
|--------|----------|-------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 600(587) | 1000 | 600(587) | 1600 |
| B | | 1200 | | |
| C | | | | 2400 |
| D | | 1600 | | 3200 |

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

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

- (I) 1. Contact Miho Tower.
 2. If unable, proceed in accordance with Visual Flight Rules.
 3. If unable, proceed to YGE VOR/DME at last assigned altitude or 4,000ft whichever is higher, and execute instrument approach
- (II) Procedures other than above will be issued when situation required.

RJOH AD 2.23 ADDITIONAL INFORMATION

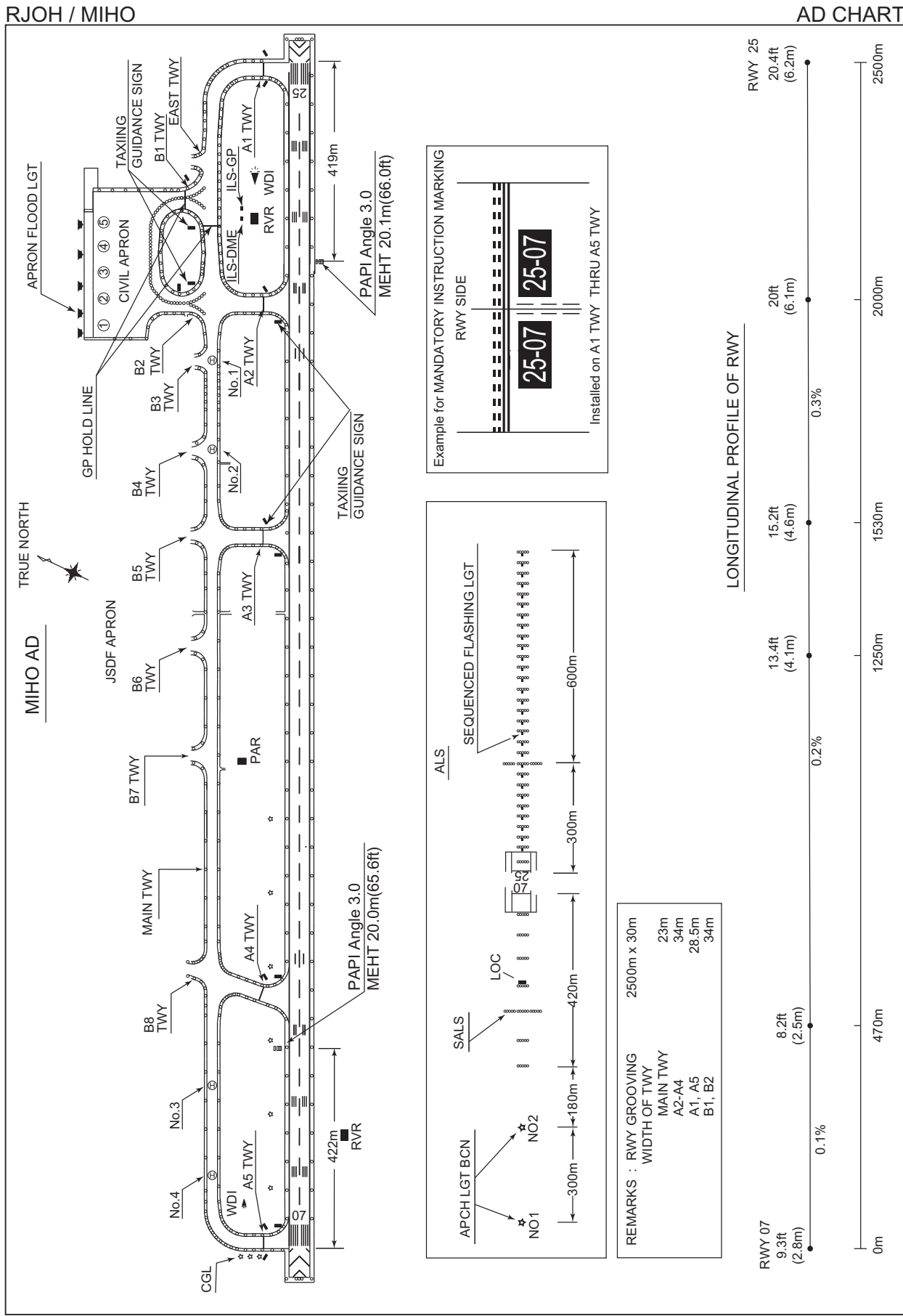
Nil

RJOH AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (MIHO)
Standard Departure Chart - Instrument (YONAGO)
Standard Departure Chart - Instrument (INABA)
Standard Departure Chart - Instrument (SOUTH)
Standard Departure Chart - Instrument (DOZEN)
Standard Departure Chart - Instrument (STAGE-RNAV)
Standard Departure Chart - Instrument (USAGI-RNAV)
Standard Departure Chart - Instrument (KITARO-RNAV)
Standard Arrival Chart - Instrument (GAINA, KYURI-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY25)
Instrument Approach Chart (ILS Y or LOC Y RWY25)
Instrument Approach Chart (ILS X or LOC X RWY25)
Instrument Approach Chart (VOR RWY25)
Instrument Approach Chart (VOR RWY07)
Instrument Approach Chart (TACAN A)
Instrument Approach Chart (RNP Z RWY07)
Instrument Approach Chart (RNP Y RWY07(AR))
Other Chart (MVA CHART)

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CHANGE : TWY B7 established.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHO

SID

MIHO REVERSAL FIVE DEPARTURE

RWY 07 : Climb RWY HDG to 900FT, ...

RWY 25 : Climb RWY HDG to 500FT, ...

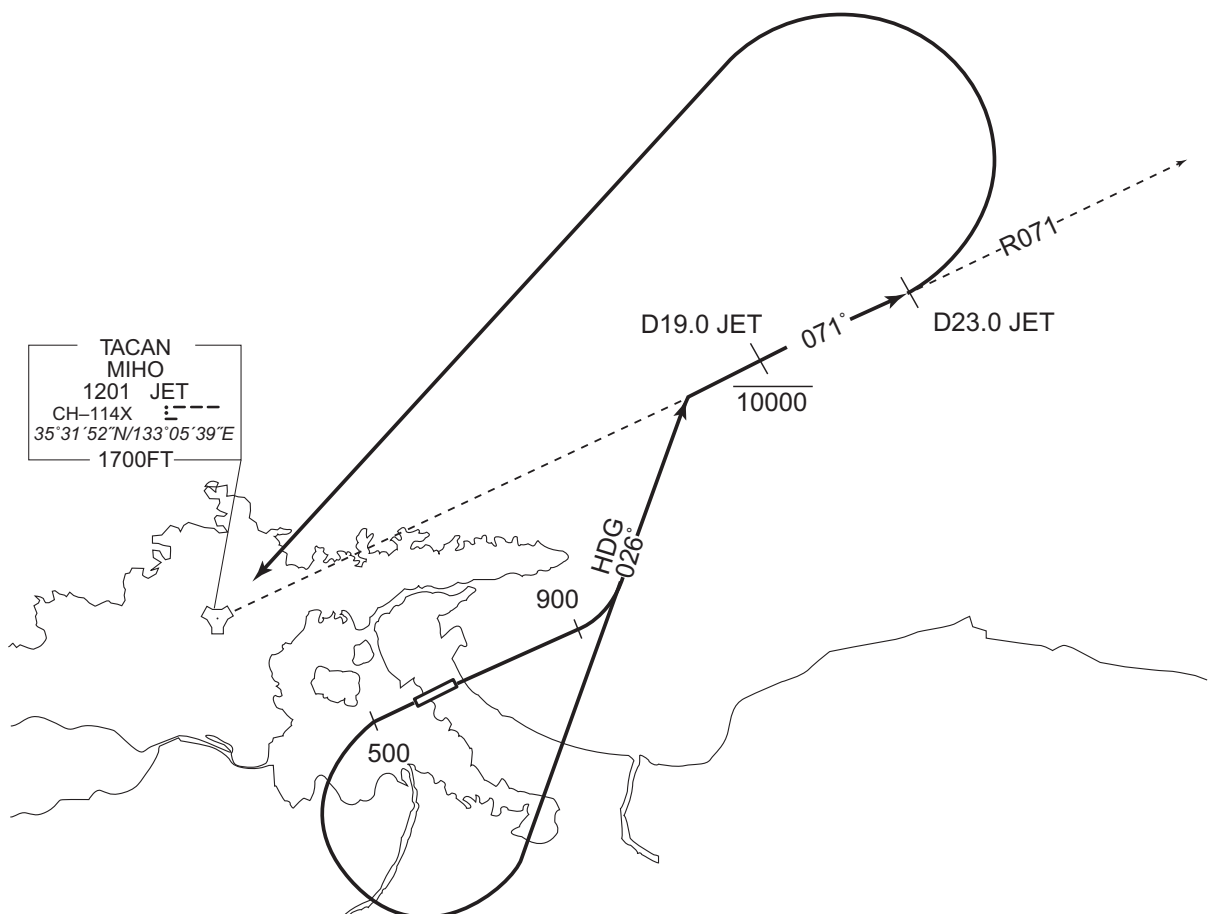
...turn left HDG026° to intercept and proceed via JET R071 to JET 23.0DME,
turn left direct to JET TACAN.

Cross JET R071/19.0DME at or below 10000FT.

Note RWY25 : 5.0% climb gradient required up to 1200FT.

OBST ALT 1182FT located at 4.33NM 016° FM end of RWY25.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHO

SID

YONAGO REVERSAL SEVEN DEPARTURE

RWY 07 : Climb RWY HDG to 900FT, turn left ...

RWY 25 : Climb RWY HDG to 500FT, turn left HDG015° ...

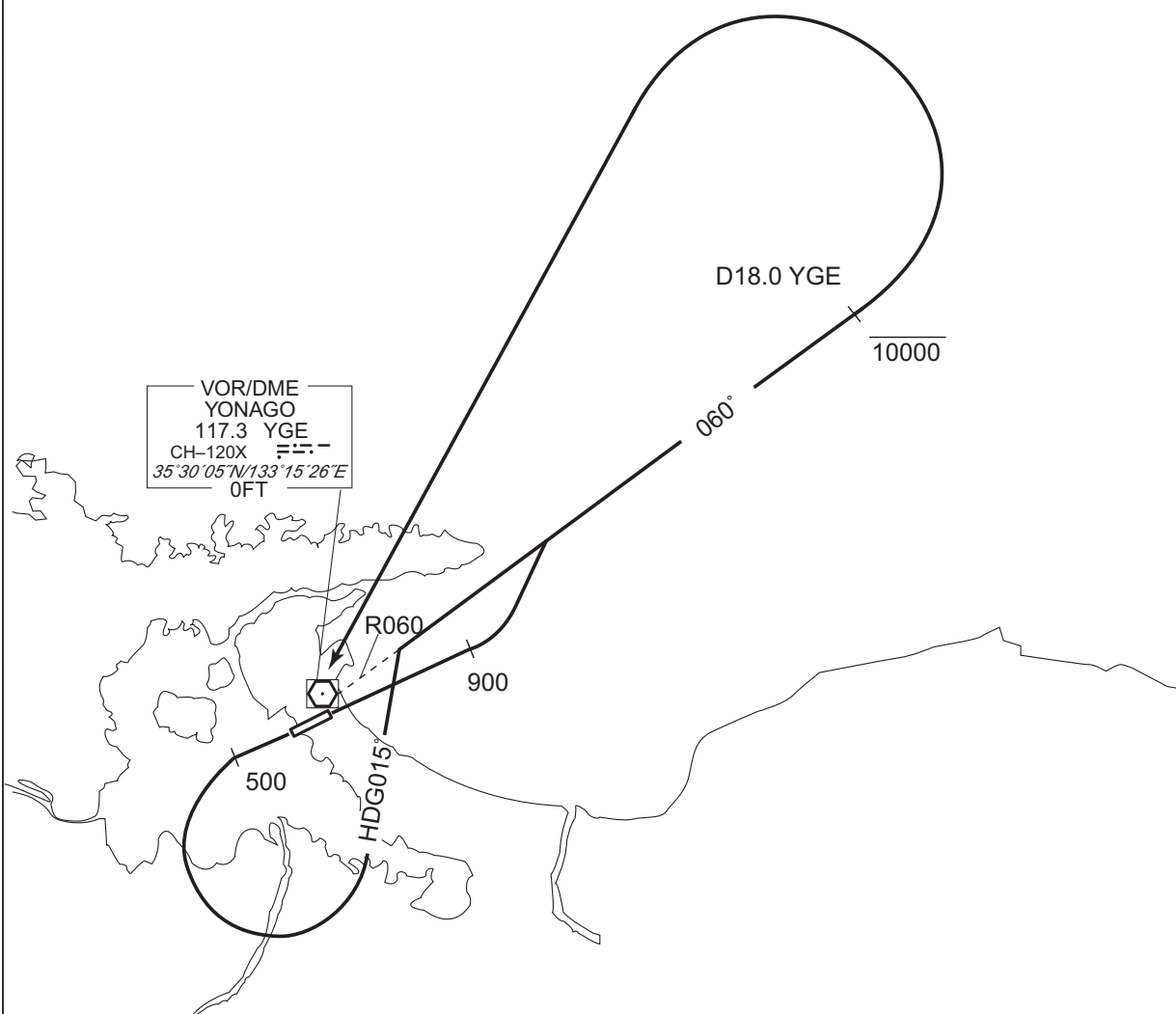
... to intercept and proceed via YGE R060 to YGE 18.0DME, turn left direct to YGE VOR/DME.

Cross YGE R060/18.0DME at or below 10000FT.

Note RWY25 : 5.0% climb gradient required up to 700FT.

OBST ALT 1116FT located at 6.1NM 213° FM end of RWY25.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJOH / MIHO

SID and TRANSITION

INABA FIVE DEPARTURE

RWY07 : Climb RWY HDG to 900FT, turn left ...

RWY25 : Climb RWY HDG to 500FT, turn left HDG015° ...

... to intercept and proceed via YGE R060 to INABA.

Cross YGE R060/18.0DME (TRE R295) at or below 10000FT.

Cross INABA at or above 8000FT.

Note RWY25 : 5.0% climb gradient required up to 700FT.

OBST ALT 1116FT located at 6.1NM 213° FM end of RWY25.

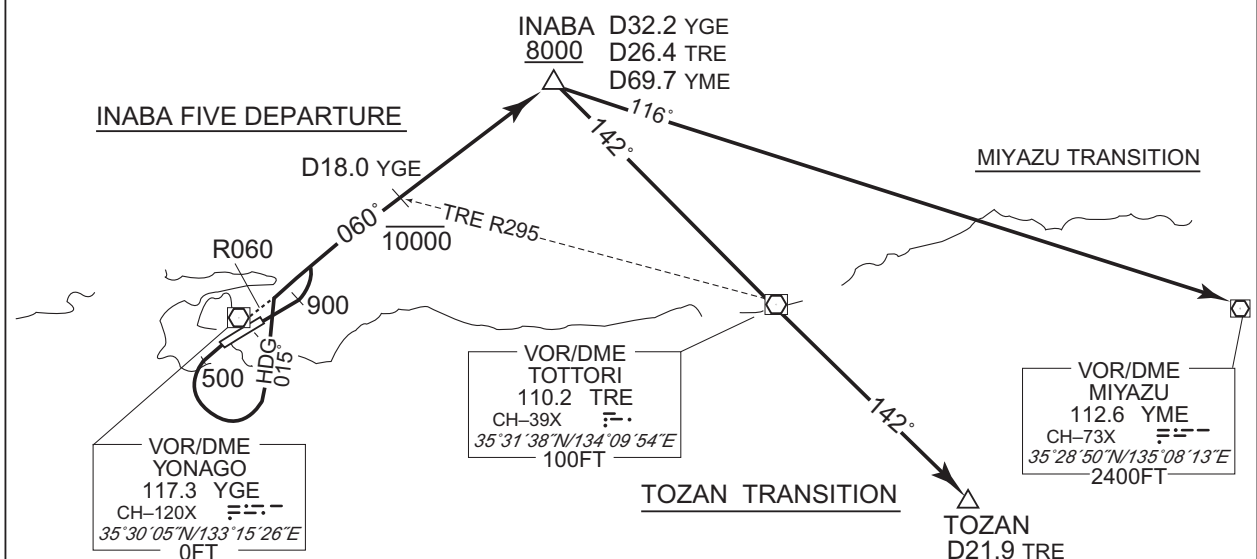
TOZAN TRANSITION

From over INABA, proceed via TRE R322 to TRE VOR/DME, via TRE R142 to TOZAN.

MIYAZU TRANSITION

From over INABA, proceed via YME R296 to YME VOR/DME.

CHANGE : SID. Note RWY25(OBST). YONAGO VOR/DME.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHO

SID and TRANSITION

SOUTH EIGHT DEPARTURE

RWY07 : Climb RWY HDG to 500FT, turn right HDG220° ...

RWY25 : Climb RWY HDG to 500FT, turn left HDG130° ...

... to intercept and proceed via YGE R175 to NIIMI.

Cross YGE R175/12.5DME at or below 10000FT,

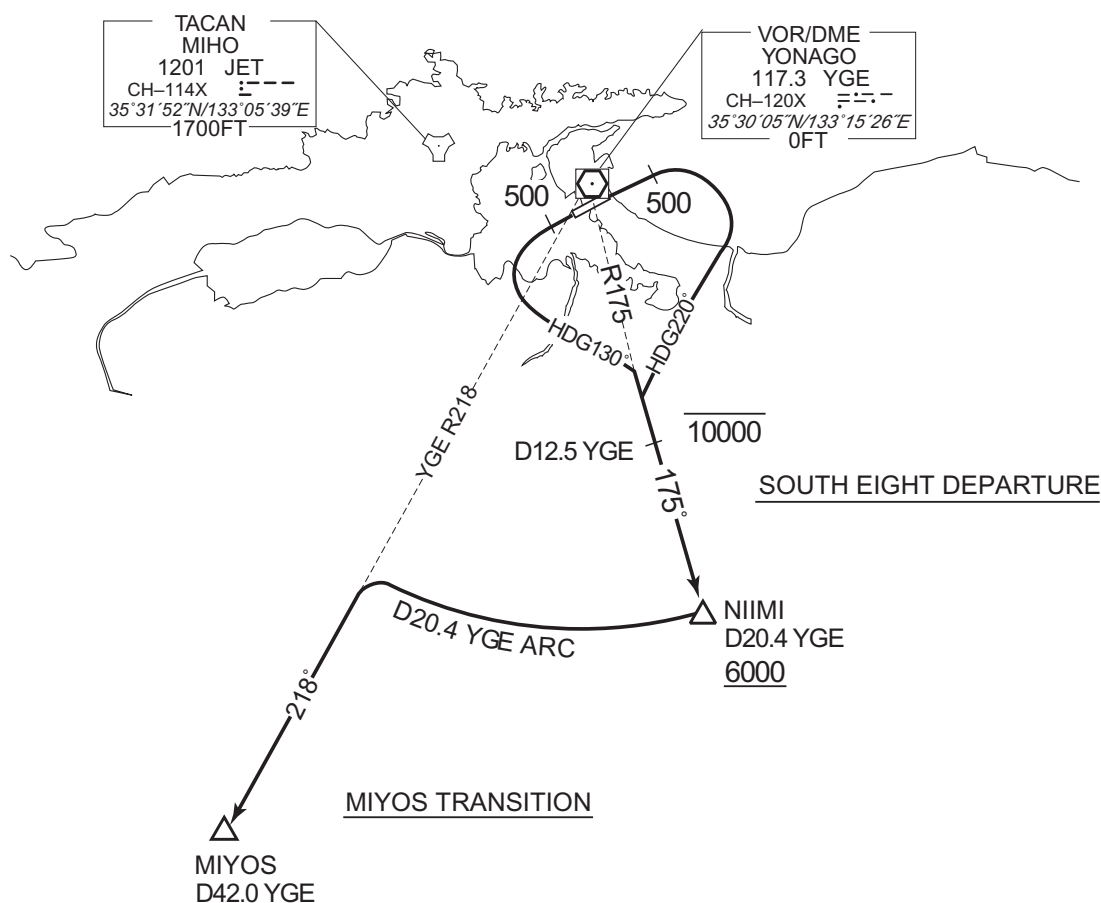
Cross NIIMI at or above 6000FT.

Note RWY25 : 5.0% climb gradient required up to 700FT.

OBST ALT 1116FT located at 6.1NM 213° FM end of RWY25.

MIYOS TRANSITION

From over NIIMI, proceed via YGE 20.4DME clockwise ARC to intercept and proceed via YGE R218 to MIYOS.



CHANGE : SID. Note RWY25(OBST). TRANSITION. YONAGO VOR/DME.

STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHO

SID

DOZEN SIX DEPARTURE

RWY 07 : Climb RWY HDG to 1000FT, turn left HDG322°...

RWY 25 : Climb RWY HDG to 500FT, turn left ...

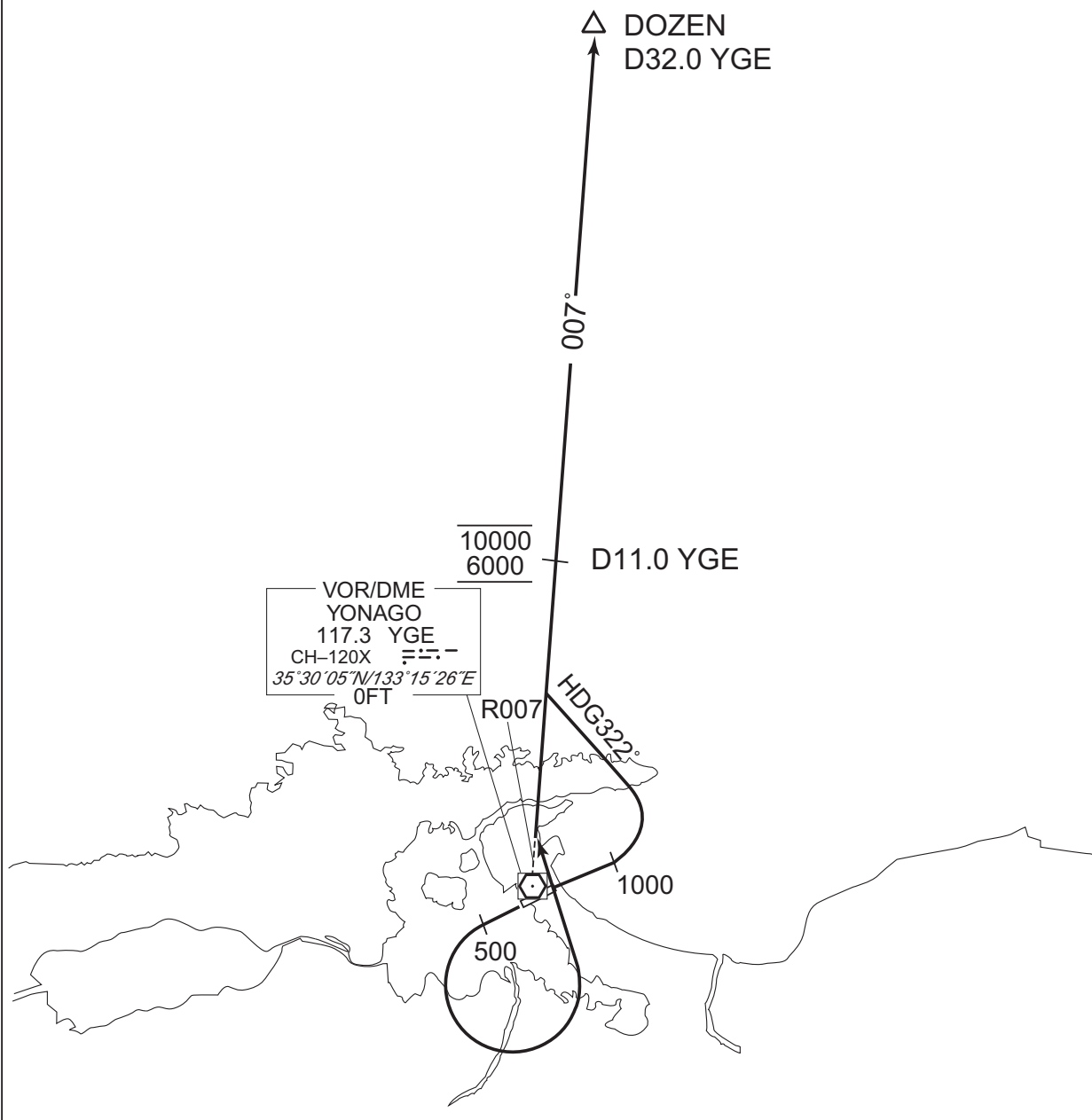
... to intercept and proceed via YGE R007 to DOZEN.

Cross YGE R007/11.0DME between 6000FT and 10000FT.

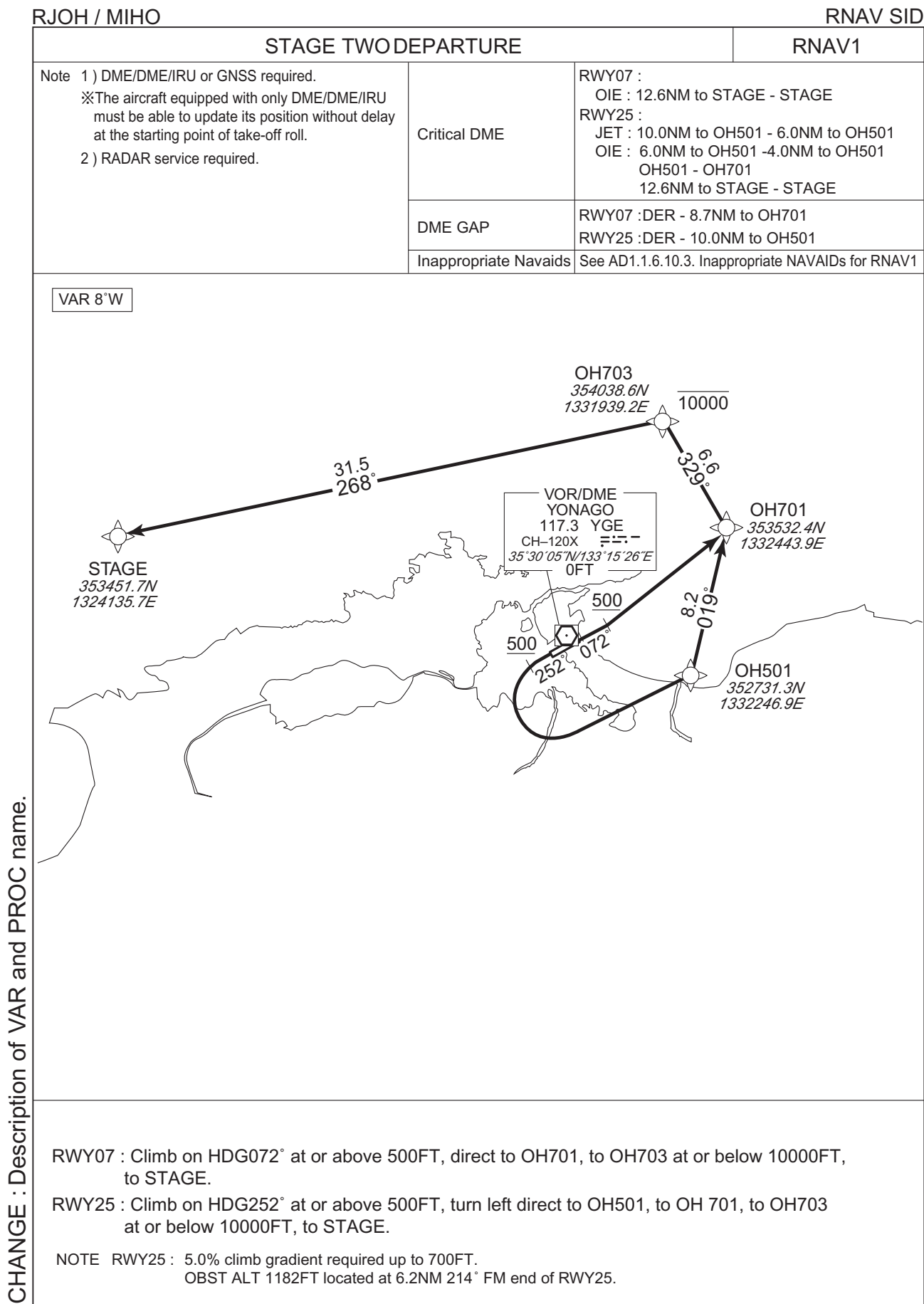
Note RWY25 : 5.0% climb gradient required up to 1000FT.

OBST ALT 1182FT located at 4.3NM 016° FM end of RWY25.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART - INSTRUMENT



CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHO

RNAV SID

STAGE TWO DEPARTURE

RWY07

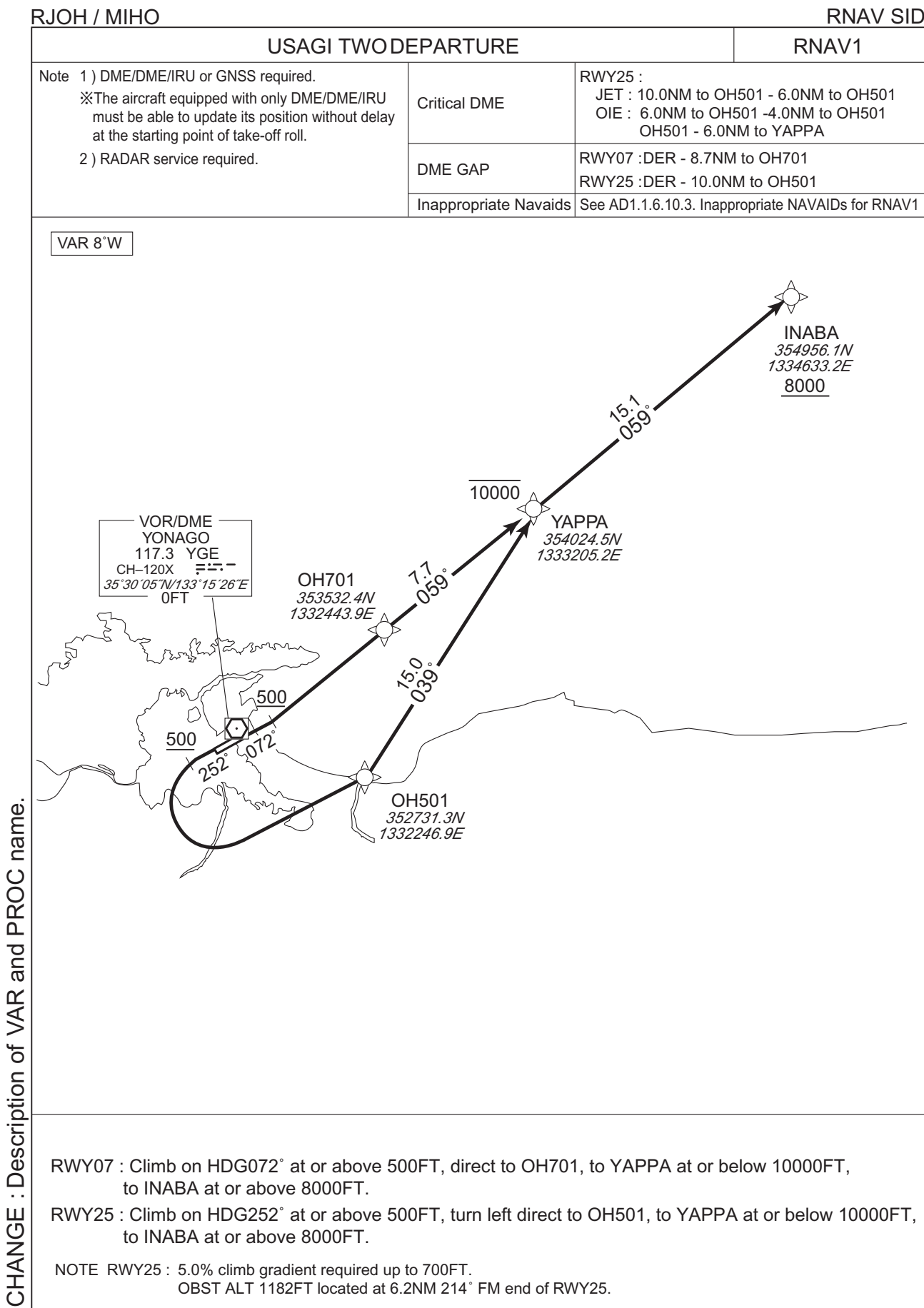
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 072 (063.9) | -8.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OH701 | — | — | -8.3 | — | — | — | — | — | RNAV1 |
| 003 | TF | OH703 | — | 329 (321.1) | -8.3 | 6.6 | — | -10000 | — | — | RNAV1 |
| 004 | TF | STAGE | — | 268 (259.6) | -8.3 | 31.5 | — | — | — | — | RNAV1 |

RWY25

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 252 (243.9) | -8.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OH501 | — | — | -8.3 | — | L | — | — | — | RNAV1 |
| 003 | TF | OH701 | — | 019 (011.2) | -8.3 | 8.2 | — | — | — | — | RNAV1 |
| 004 | TF | OH703 | — | 329 (321.1) | -8.3 | 6.6 | — | -10000 | — | — | RNAV1 |
| 005 | TF | STAGE | — | 268 (259.6) | -8.3 | 31.5 | — | — | — | — | RNAV1 |

CHANGE : VAR. PROC renamed, PROC course.

STANDARD DEPARTURE CHART - INSTRUMENT



CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHO

RNAV SID

USAGI TWO DEPARTURE

RWY07

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 072 (063.9) | -8.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OH701 | — | — | -8.3 | — | — | — | — | — | RNAV1 |
| 003 | TF | YAPPA | — | 059 (050.8) | -8.3 | 7.7 | — | -10000 | — | — | RNAV1 |
| 004 | TF | INABA | — | 059 (050.9) | -8.3 | 15.1 | — | +8000 | — | — | RNAV1 |

RWY25

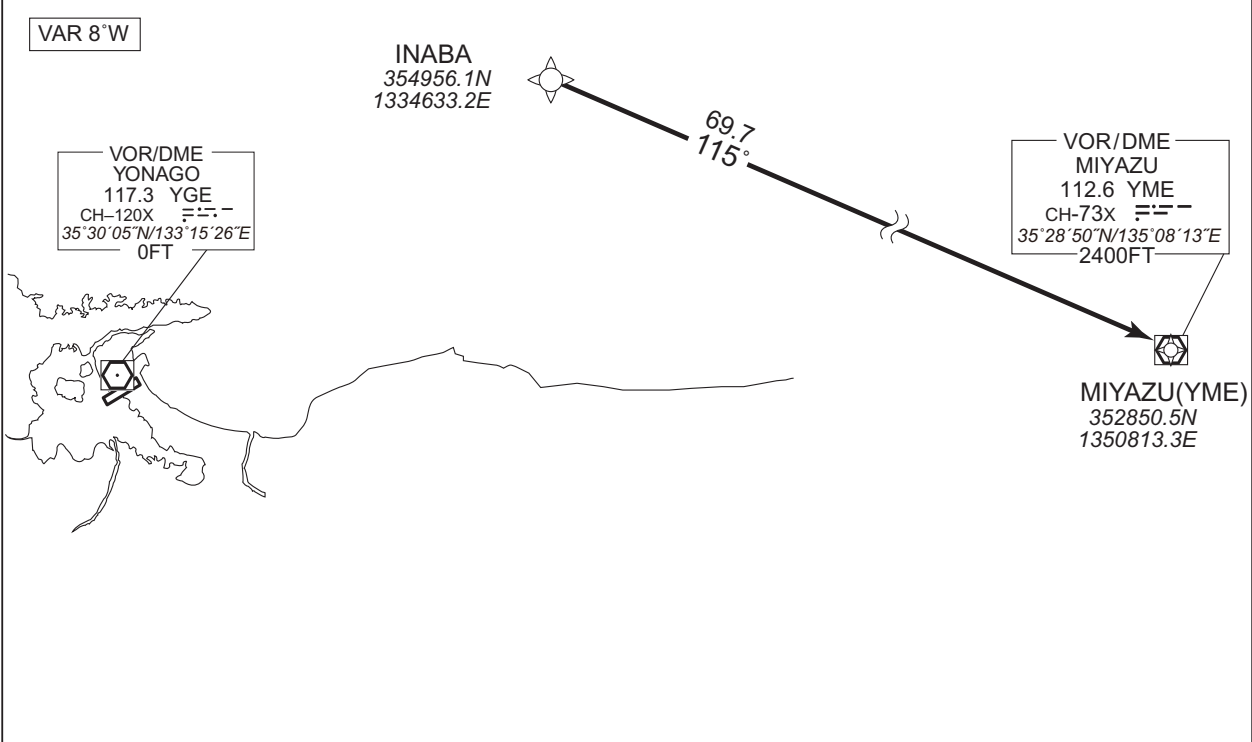
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 252 (243.9) | -8.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OH501 | — | — | -8.3 | — | L | — | — | — | RNAV1 |
| 003 | TF | YAPPA | — | 039 (030.4) | -8.3 | 15.0 | — | -10000 | — | — | RNAV1 |
| 004 | TF | INABA | — | 059 (050.9) | -8.3 | 15.1 | — | +8000 | — | — | RNAV1 |

CHANGE : VAR. PROC renamed.PROC course.

STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHORNAV TRANSITION

| ALBINO TRANSITION | | | RNAV1 |
|---|-----------------------|--|-------|
| Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required. | Critical DME | TRE : 42.0NM to YME - 40.0NM to YME STD : 5.0NM to YME - 1.0NM to YME | |
| | DME GAP | 26.0NM to YME - 25.0NM to YME | |
| | Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |



RJOH / MIHO

RNAV TRANSITION

RNAV1

| | |
|-----------------------|---|
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |
|-----------------------|---|

VORTAC
KOMATSU
112.0 KMC
CH-57X $\equiv \equiv \cdot$
36°23'47"N/136°24'15"E

KUMIK
354959.9N
1340510.3E
FL160

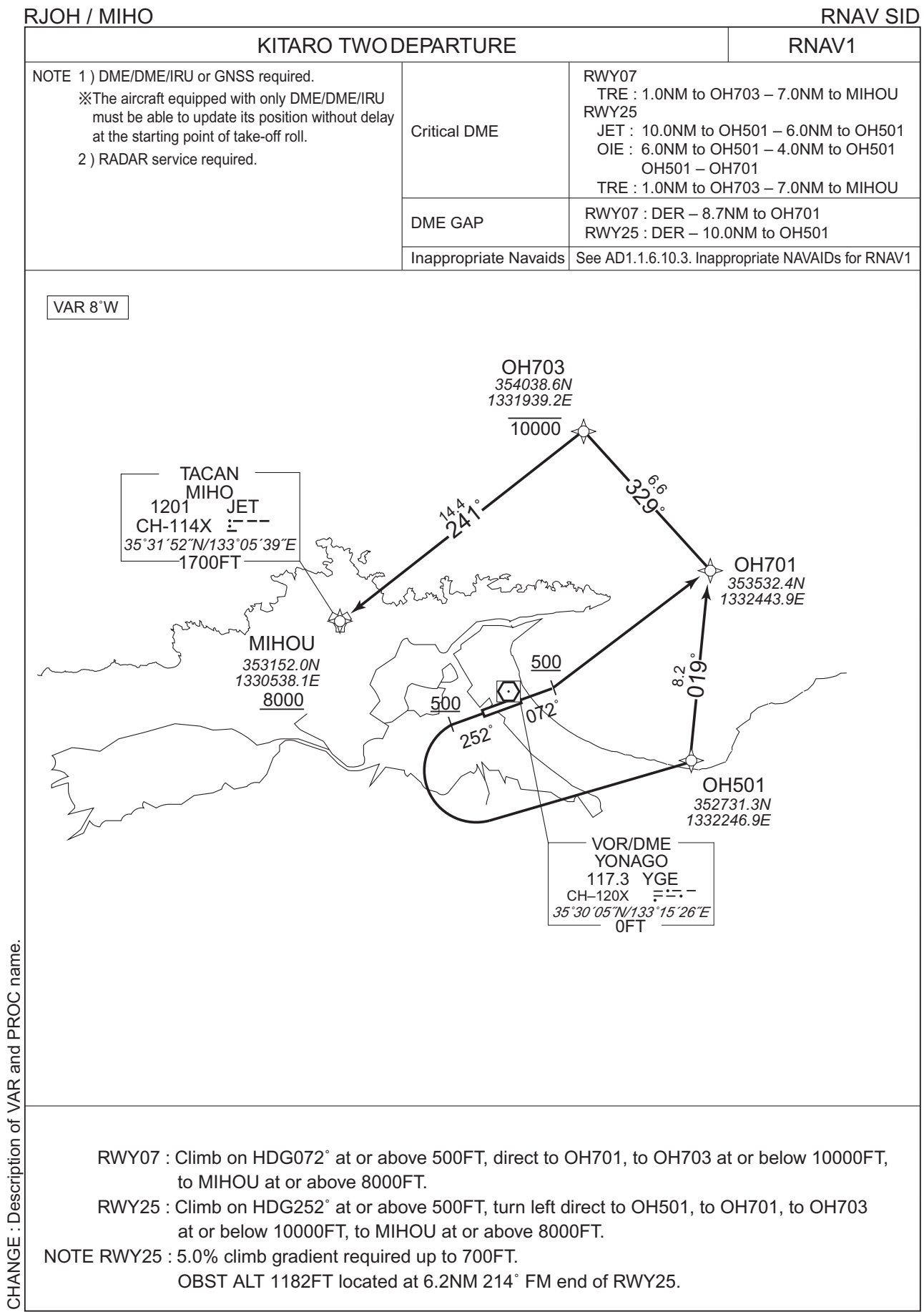
117.4
- 081

From INABA at or above 8000FT, to KUMIK at or above FL160, to KMC.

| 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 | INABA | — | — | -8.3 | — | — | +8000 | — | — | RNAV1 |
| 002 | TF | KUMIK | — | 098 (089.7) | -8.3 | 15.1 | — | +FL160 | — | — | RNAV1 |
| 003 | TF | KMC | — | 081 (072.6) | -8.3 | 117.4 | — | — | — | — | RNAV1 |

CHANGE : Critical DME deleted.

STANDARD DEPARTURE CHART - INSTRUMENT



CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

RJOH / MIHO

RNAV SID

KITARO TWO DEPARTURE

RWY07

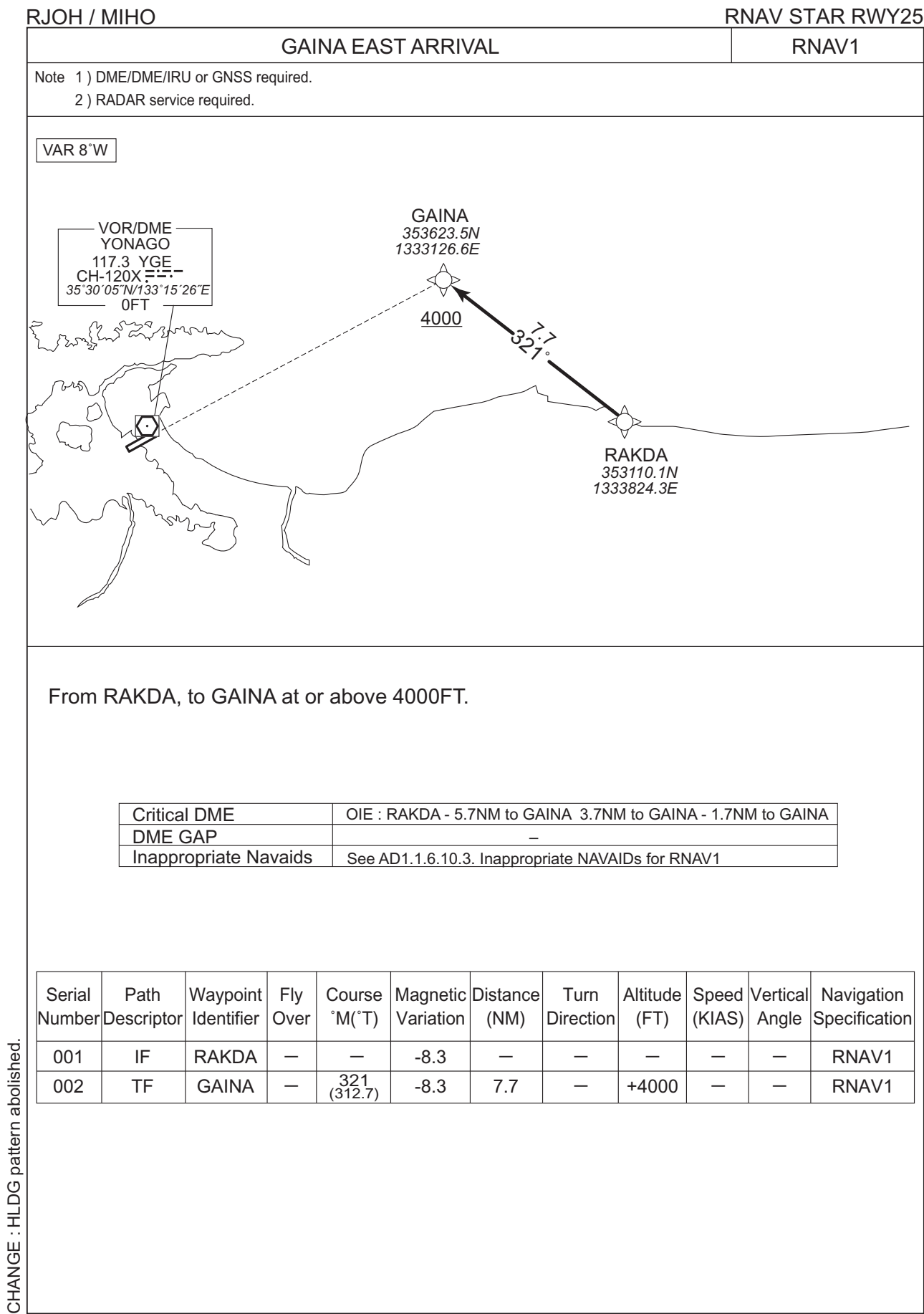
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 072 (063.9) | -8.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OH701 | — | — | -8.3 | — | — | — | — | — | RNAV1 |
| 003 | TF | OH703 | — | 329 (321.1) | -8.3 | 6.6 | — | -10000 | — | — | RNAV1 |
| 004 | TF | MIHOU | — | 241 (232.5) | -8.3 | 14.4 | — | +8000 | — | — | RNAV1 |

RWY25

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 252 (243.9) | -8.3 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OH501 | — | — | -8.3 | — | L | — | — | — | RNAV1 |
| 003 | TF | OH701 | — | 019 (011.2) | -8.3 | 8.2 | — | — | — | — | RNAV1 |
| 004 | TF | OH703 | — | 329 (321.1) | -8.3 | 6.6 | — | -10000 | — | — | RNAV1 |
| 005 | TF | MIHOU | — | 241 (232.5) | -8.3 | 14.4 | — | +8000 | — | — | RNAV1 |

CHANGE : VAR. PROC renamed. Course FM OH703 to MIHOU.

STANDARD ARRIVAL CHART - INSTRUMENT



STANDARD ARRIVAL CHART - INSTRUMENT

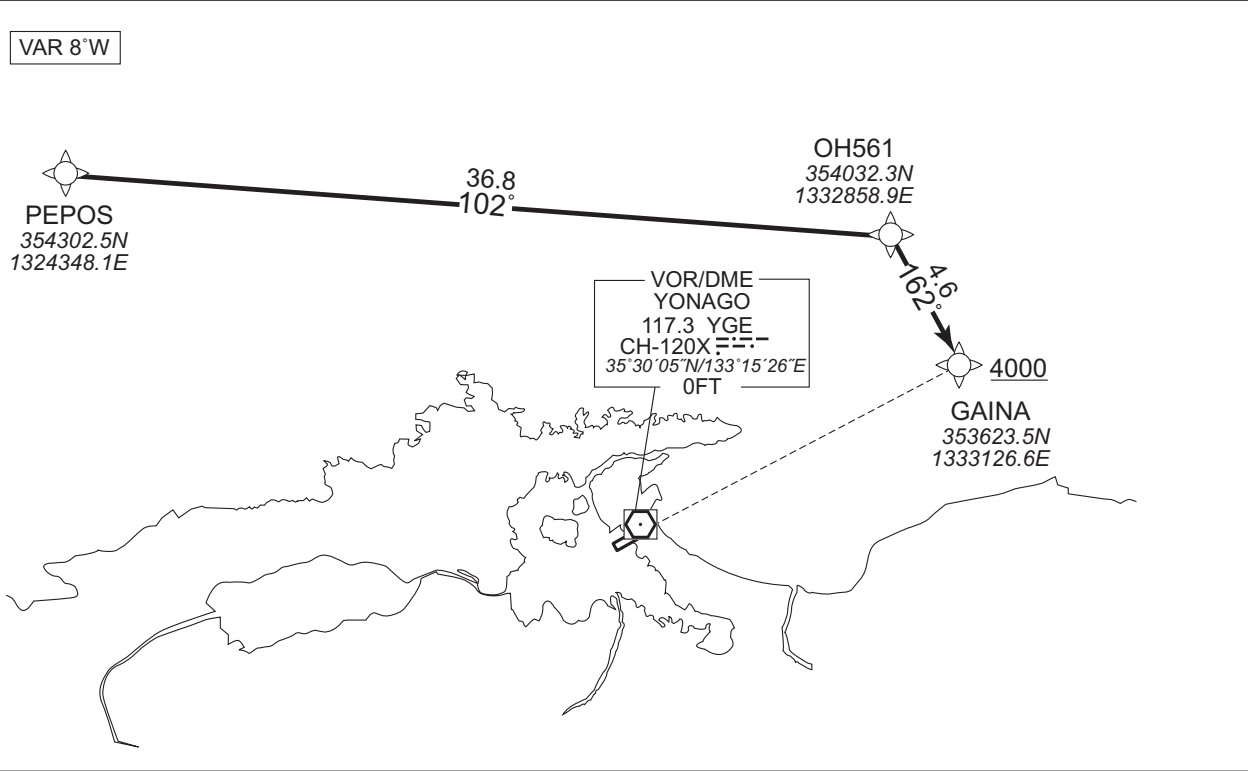
RJOH / MIHO

RNAV STAR RWY25

GAINA WEST ARRIVAL

RNAV1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.



From PEPOS, to OH561, to GAINA at or above 4000FT.

| | |
|------------------------|---|
| Critical DME | OIE : PEPOS - 32NM to OH561 |
| DME GAP | — |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | PEPOS | — | — | -8.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | OH561 | — | 102 (093.7) | -8.3 | 36.8 | — | — | — | — | RNAV1 |
| 003 | TF | GAINA | — | 162 (154.2) | -8.3 | 4.6 | — | +4000 | — | — | RNAV1 |

CHANGE : HLDG pattern abolished.

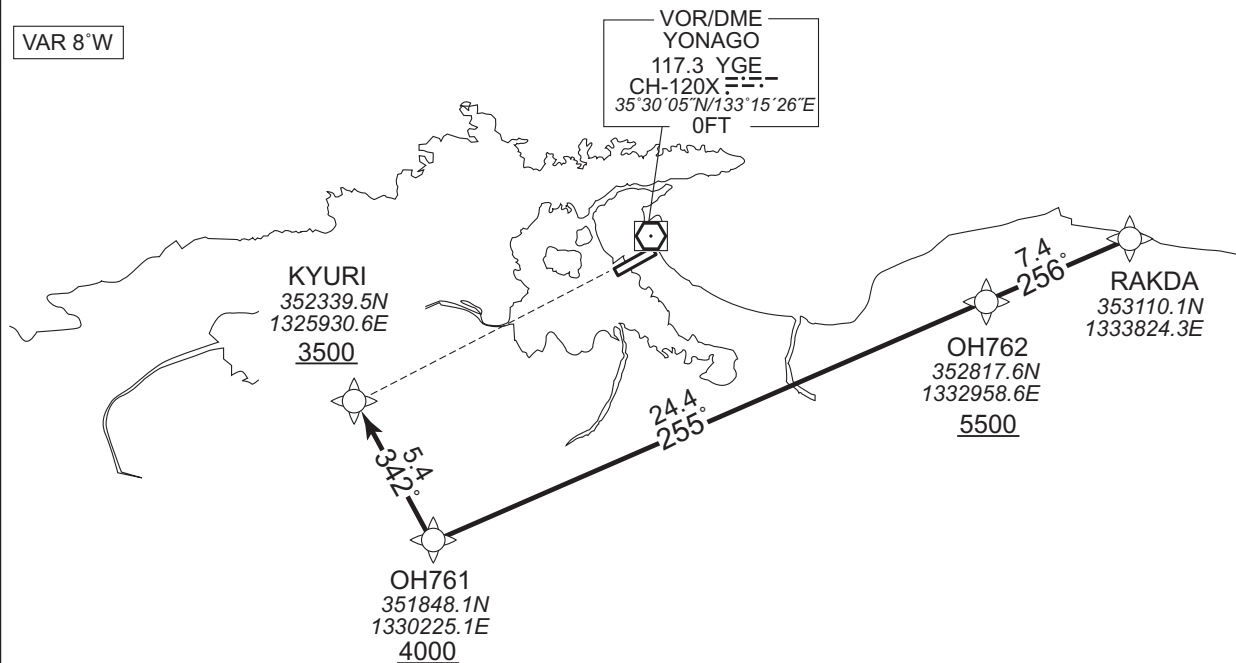
RJOH / MIHO

RNAV STAR RWY07

KYURI EAST ARRIVAL

RNAV1

VAR 8°W



From RAKDA, to OH762 at or above 5500FT, to OH761 at or above 4000FT, to KYURI at or above 3500FT.

| | |
|-----------------------|---|
| Critical DME | — |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | RAKDA | — | — | -8.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | OH762 | — | 256 (247.3) | -8.3 | 7.4 | — | +5500 | — | — | RNAV1 |
| 003 | TF | OH761 | — | 255 (247.2) | -8.3 | 24.4 | — | +4000 | — | — | RNAV1 |
| 004 | TF | KYURI | — | 342 (334.0) | -8.3 | 5.4 | — | +3500 | — | — | RNAV1 |

CHANGE : HLDG pattern abolished.

STANDARD ARRIVAL CHART - INSTRUMENT

RJOH / MIHO

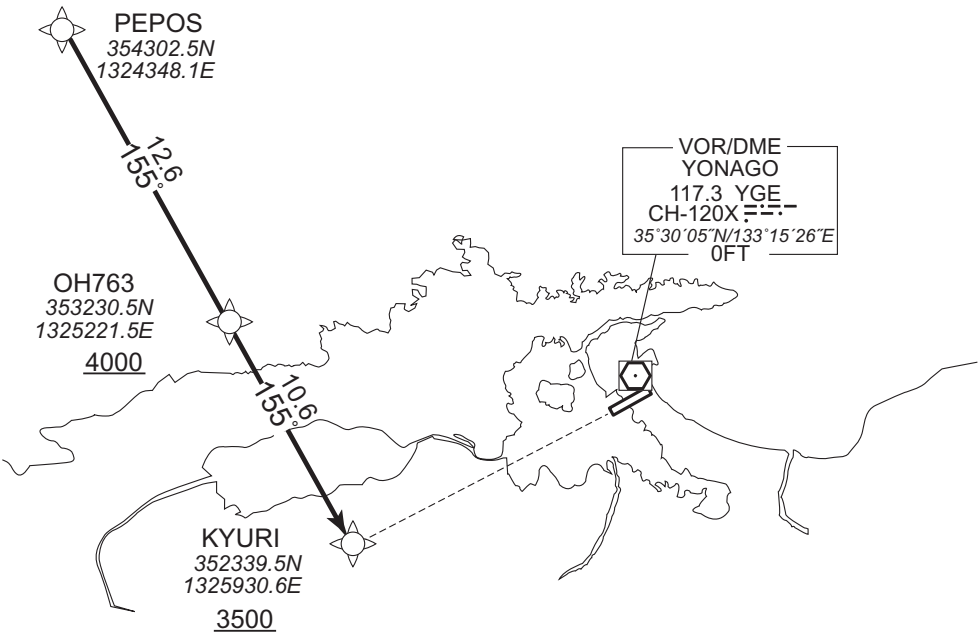
RNAV STAR RWY07

KYURI WEST ARRIVAL

RNAV1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 8°W



From PEPOS, to OH763 at or above 4000FT, to KYURI at or above 3500FT.

| | |
|-----------------------|---|
| Critical DME | OIE : 3NM to KYURI - 2NM to KYURI |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | PEPOS | — | — | -8.3 | — | — | — | — | — | RNAV1 |
| 002 | TF | OH763 | — | 155 (146.5) | -8.3 | 12.6 | — | +4000 | — | — | RNAV1 |
| 003 | TF | KYURI | — | 155 (146.6) | -8.3 | 10.6 | — | +3500 | — | — | RNAV1 |

CHANGE : HLDG pattern abolished.

CHANGE : OBST HGT(141→161).

ILS Z or LOC Z RWY25

VAR 8°W

MSA 25NM

**EQPT REQUIRED
DME
VOR**

MHA 4000 MAX 230KIAS
D21.0 IYV
071°
△251°
GAINA
D15.0 IYV
NOT TO SCALE

NOT TO SCALE YGE VOR/DME
061°
△
241°
MHA 3000 MAX 230KIAS

VOR/DME YONAGO
117.3 YGE
CH-120X
35°30'05"N/133°15'26"E

GAINA(IF)
D15.0 IYV
251°
R078

DAIEI(IAF)
R097/
D21.8 YGE

ATMIK(IAF)
R111/
D21.8 YGE

YUMII(FAF)
D6.1 IYV
251°
076°

YONAGO CITY

MATSUE CITY

10NM

180°

090°

270°

360°

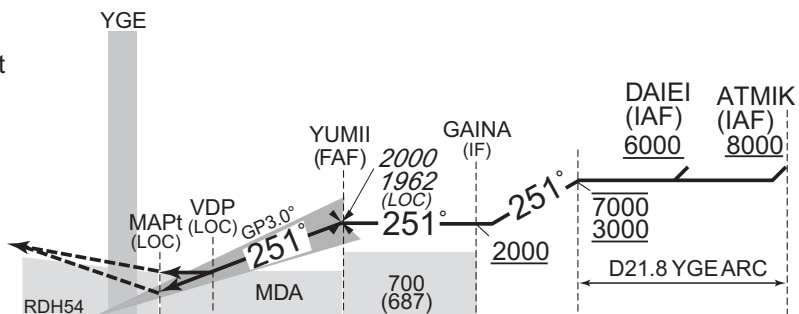
2014

YUMII(FAF): 353230.28N/1332138.45E

| | | | | | | |
|----------------------|------|-----|-----|------|------|------|
| NM to IYV | MAPt | 2 | 3 | 4 | 5 | FAF |
| ALT (3.0° APCH Path) | – | 652 | 970 | 1289 | 1607 | 1962 |

Climb on HDG251° to 500FT, turn left
HDG031° to intercept and proceed
via YGE R076 to 3000FT, turn left,
direct to YGE VOR/DME within YGE
10.0DME and hold.
Contact MIHO APP.

Timing not authorized for defining the MAPt.



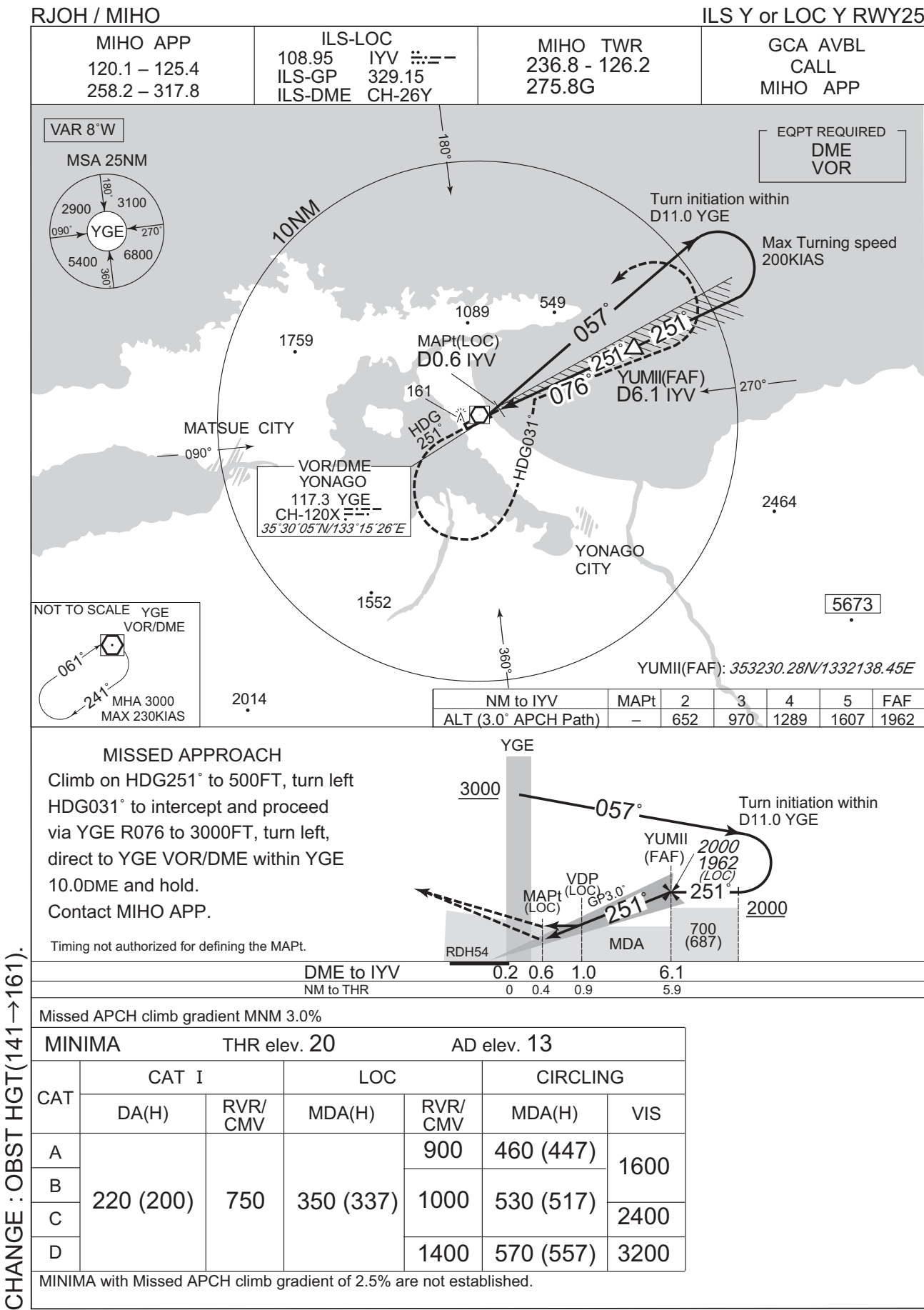
| | | | | | | |
|--|------------|-----|-----|-----|-----|------|
| | DME to IVV | 0.2 | 0.6 | 1.0 | 6.1 | 15.0 |
| | NM to THR | 0 | 0.4 | 0.9 | 5.9 | 14.8 |

Missed APCH climb gradient MNM 3.0%

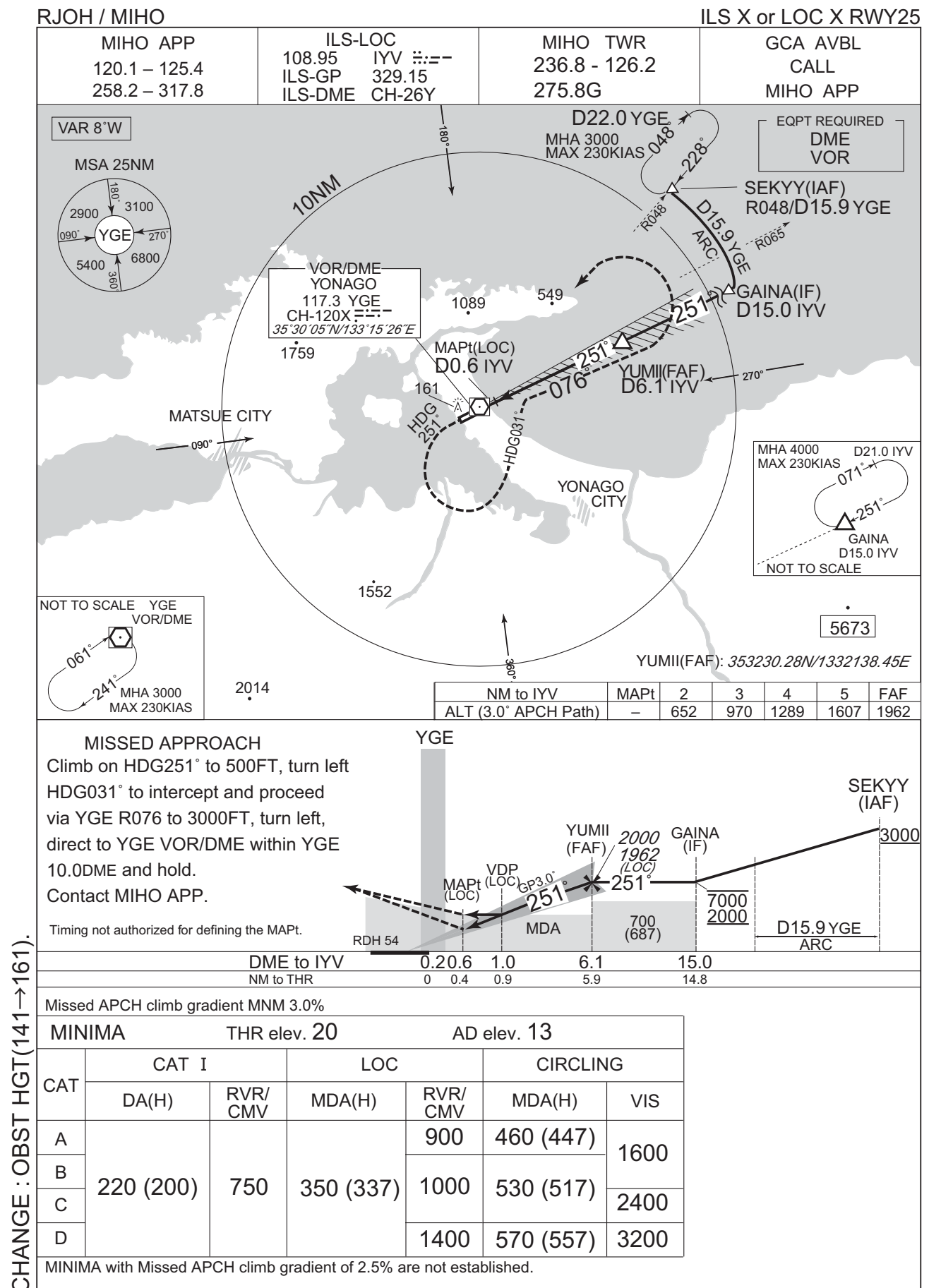
| MINIMA | | | | | | | THR elev. 20 | | AD elev. 13 | |
|--------|-----------|-------------|-----------|-------------|-----------|------|--------------|-----------|-------------|--|
| CAT | CAT I | | LOC | | CIRCLING | | | | | |
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS | | | | |
| A | 220 (200) | 750 | 350 (337) | 900 | 460 (447) | 1600 | | | | |
| B | | | | 1000 | 530 (517) | | | | | |
| C | | | | | | 2400 | | | | |
| D | | | | | | | 1400 | 570 (557) | 3200 | |

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

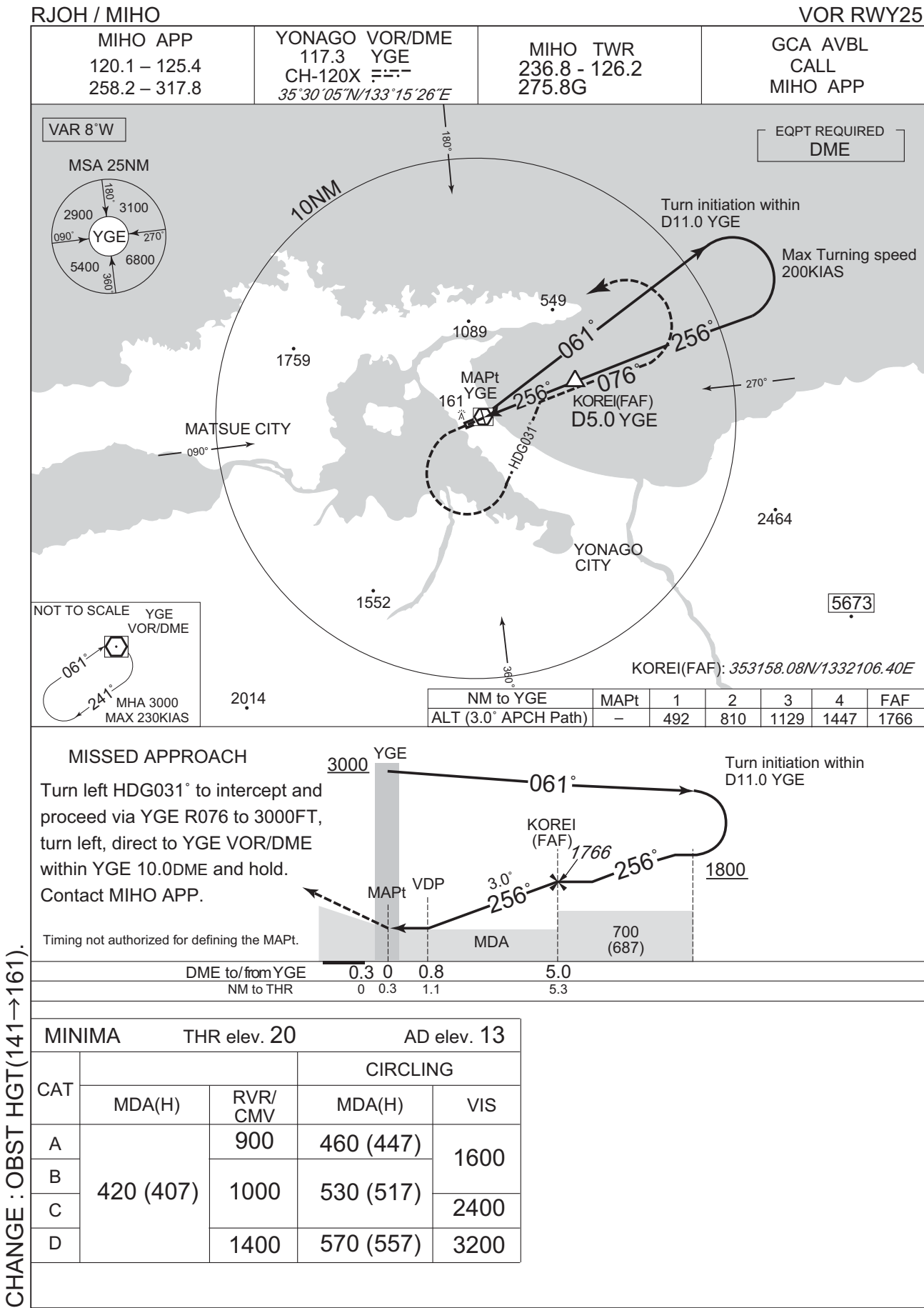
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

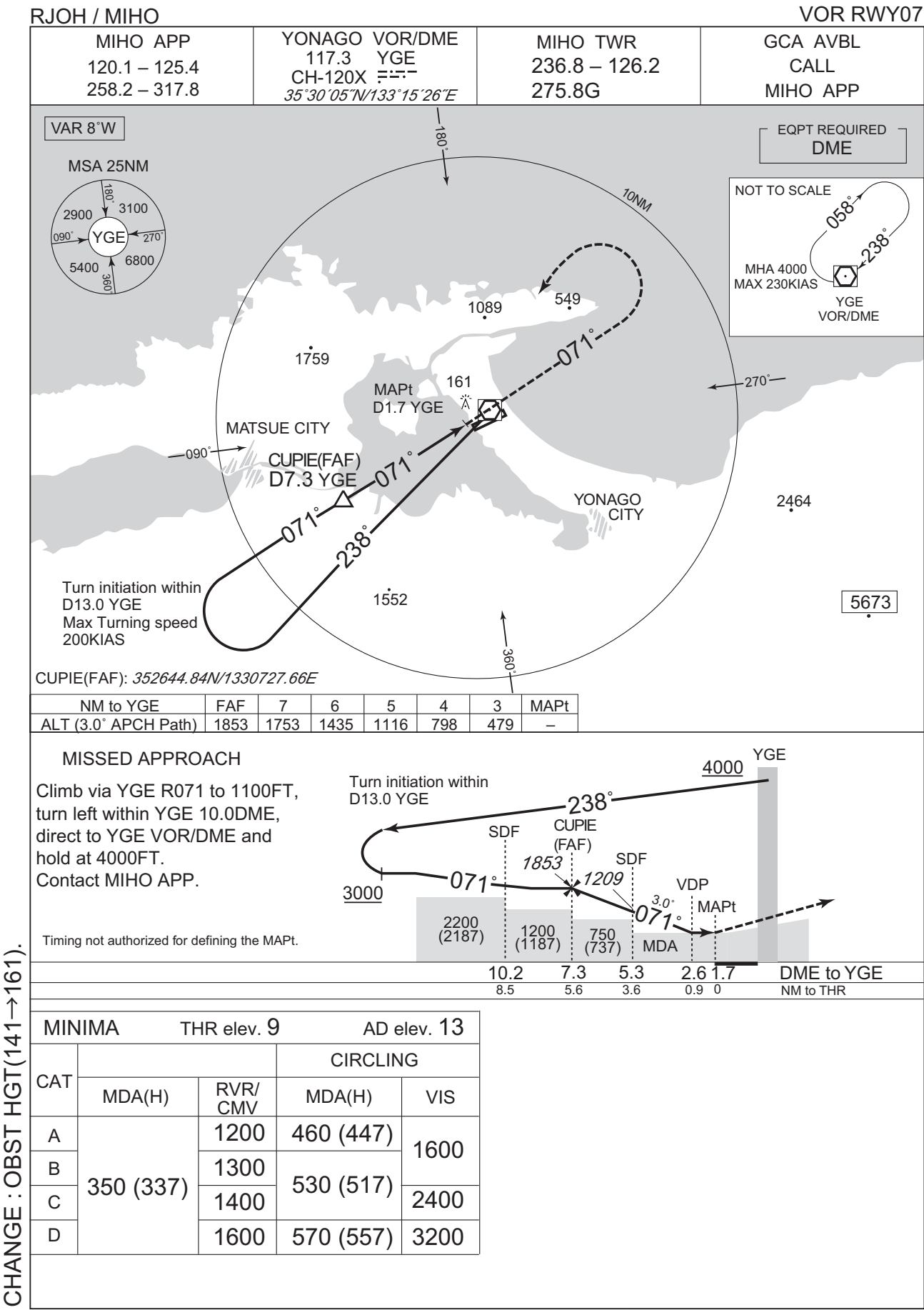


INSTRUMENT APPROACH CHART



CHANGE : OBST HGT(141→161).

INSTRUMENT APPROACH CHART



CHANGE : OBST HGT(141→161).

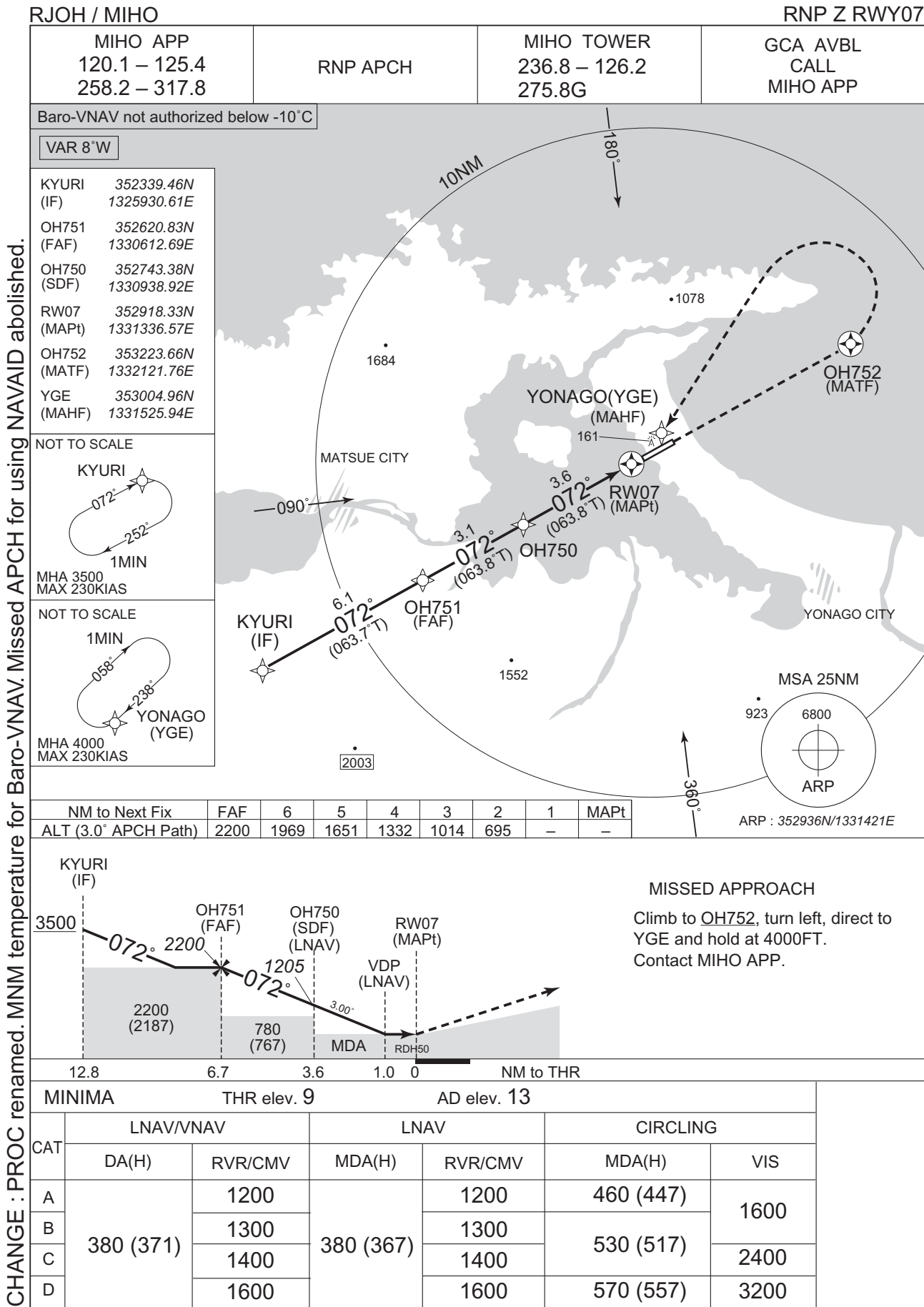
RJOH / MIHO

| | | | |
|--|---|-------------------------------------|------------------------------|
| MIHO APP 120.1 – 125.4 258.2 – 317.8 | MIHO TACAN 1201 JET CH-114X 35°31'52"N/133°05'39"E | MIHO TWR 236.8 - 126.2 275.8G | GCA AVBL CALL MIHO APP |
|--|---|-------------------------------------|------------------------------|

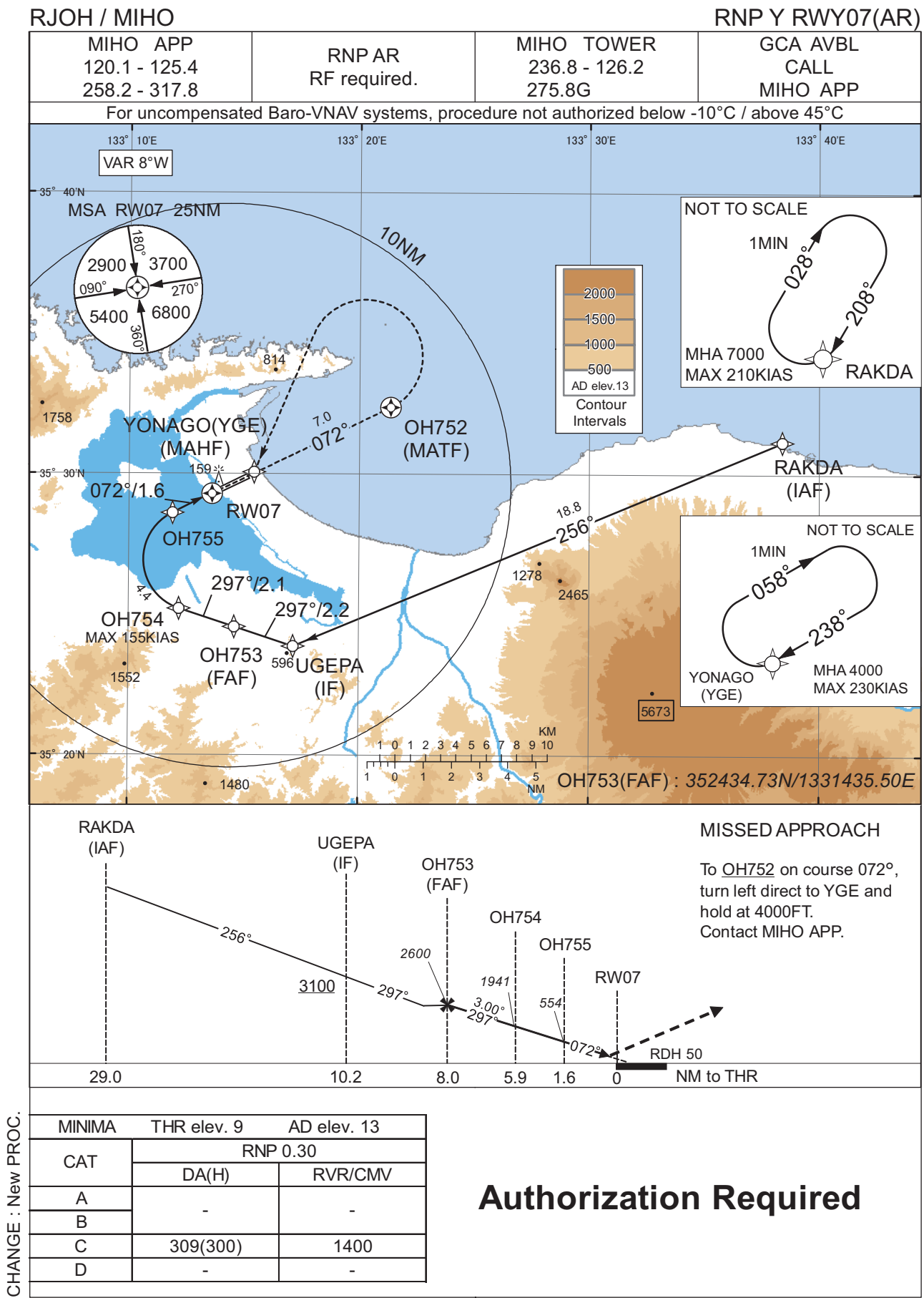


10/8/23

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



CHANGE : New PROC.

INSTRUMENT APPROACH CHART

RJOH / MIHO

RNP Y RWY07(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 | RAKDA | - | - | -8.5 | - | - | - | - | - | - |
| 002 | TF | UGEPA | - | 256 (247.3) | -8.5 | 18.8 | - | +3100 | - | - | 0.3 |
| 003 | TF | OH753 | - | 297 (288.2) | -8.5 | 2.2 | - | 2600 | - | - | 0.3 |
| 004 | TF | OH754 | - | 297 (288.1) | -8.5 | 2.1 | - | 1941 | -155 | -3.00 | 0.3 |
| 005 | RF Center: OHRF1 r=1.84NM | OH755 | - | - | -8.5 | 4.4 | R | 554 | - | -3.00 | 0.3 |
| 006 | TF | RW07 | Y | 072 (063.9) | -8.5 | 1.6 | - | 59 | - | -3.00/50 | 0.3 |
| 007 | CF | OH752 | Y | 072 (063.9) | -8.5 | 7.0 | - | - | - | - | 1.0 |
| 008 | DF | YGE | - | - | -8.5 | - | L | 4000 | - | - | 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 | RAKDA | 208 (199.9) | -8.5 | 1.0 (-14000) | R | 7000 | FL140 | -210 (-14000) | 1.0 |
| Hold | YGE | 238 (229.7) | -8.5 | 1.0 (-14000) | R | 4000 | FL140 | -230 (-14000) | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| RAKDA | 353110.12N / 1333824.27E | OHRF1 | 352658.12N / 1331252.91E |
| UGEPA | 352353.68N / 1331709.24E | | |
| OH753 | 352434.73N / 1331435.50E | | |
| OH754 | 352513.21N / 1331211.18E | | |
| OH755 | 352837.26N / 1331153.73E | | |
| RW07 | 352918.33N / 1331336.57E | | |
| OH752 | 353223.66N / 1332121.76E | | |
| YGE | 353004.96N / 1331525.94E | | |

CHANGE : New PROC.

RJOH / MIHO

Minimum Vectoring Altitude CHART

VAR 8°W (2023)

CHANGE : VAR. Update(BTN 205°and 210°).

