

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 / 29.9°C(2001-2005)
4	Geoid undulation at AD ELEV PSN	114ft
5	MAG VAR/ Annual change	7°W(2008)/1.56'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Hiroshima Airport Office(CIVIL AVIATION BUREAU) 64-34, Aza-Hiraiwa, Zennyuji, Hongocho, Mihara-city, Hiroshima Pref. Tel: 0848-86-8650 Fax:0848-86-8656 AFS: RJOAYFYX
7	Types of traffic permitted(IFR/ VFR)	IFR/VFR
8	Remarks	Nil

RJOA AD 2.3 OPERATIONAL HOURS

1	AD Administration	2230 - 1330
2	Customs and immigration	Customs: 2230-1230 Immigration: 2230-1250
3	Health and sanitation	Quarantine(human): (SUN,MON,THU)2300-1215 (TUE,WED,FRI,SAT)2330-1215 Quarantine(animal): 2330-1230 Quarantine(plant): 2300-1250
4	AIS Briefing Office	2230 - 1330
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: PCN 74/R/B/X/T Sub apron Surface: asphalt-concrete, Strength: PCN 16/F/B/Y/T
2	Taxiway width, surface and strength	TWY T2 - T5 Width: 34m, Surface: asphalt-concrete, Strength: PCN 72/F/A/X/T TWY T1,T6 Width: 32m, Surface: asphalt-concrete, Strength: PCN 72/F/A/X/T TWY P1 - P5 Width: 30m, Surface: asphalt-concrete, Strength: PCN 72/F/A/X/T SUB TWY Width: 18m, Surface: asphalt-concrete, Strength: PCN 16/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 L: 342621.08N/1325514.71E C: 342621.08N/1325516.47E R: 342621.08N/1325518.24E
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(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
10	090.00°	3000x60	PCN72/F/A/X/T Asphalt Concrete	342609.69N 1325411.25E 113.2ft	THR ELEV:1071.7ft TDZ ELEV:1080.8ft
28	270.00°	3000x60	PCN72/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 x 300	240 x (MNM:167 MAX:300)*		RWY Grooving : 3000x40m
		3120 x 300	40 x (MNM:292 MAX:300)*		
*For detail, ask airport administrator					

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
28	3000	3000	3000	3000	Nil

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 : 360m from RWY10 THR, LGTD RWY28 : 330m 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

Nil

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

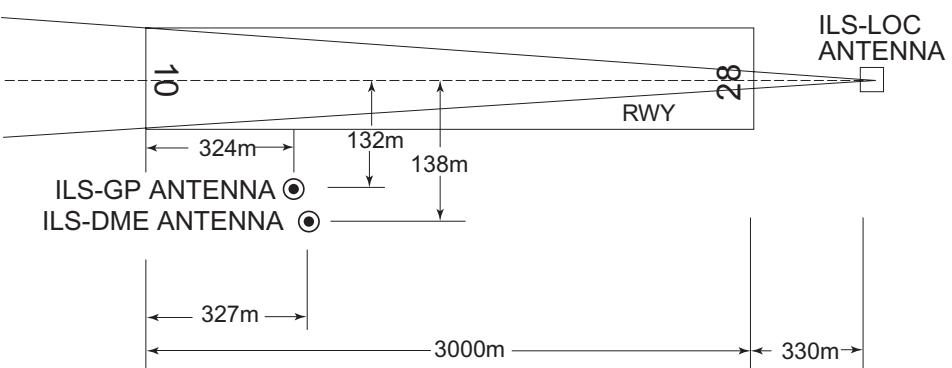


RJOA AD 2.18 ATS COMMUNICATION FACILITIES

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 (7°W /2008)	HGE	117.9MHz	H24	342601.59N/ 1325526.29E		
DME	HGE	1213MHz (CH-126X)	H24	342601.59N/ 1325526.29E	1119ft	
ILS-LOC 10 (CAT III)	IHG	108.7MHz	2230-1330	342609.69N/ 1325621.68E		LOC: 330m (1083ft) away FM RWY 28 THR. BRG (MAG) 098°
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) 098°
 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

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.

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。

4) インターセクション・ディバーチャー

各インターフェクション・ディバーチャーによる滑走路残距離は次のとおり。

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.

4) Intersection departure

The remaining runway length for intersection departures are as follows.

RWY	TWY	Remaining RWY length
28	T2	2,310m (7,570ft)
	T3	1,690m (5,540ft)
	T4	1,060m (3,470ft)
	T5	450m (1,470ft)
10	T5	2,420m (7,930ft)
	T4	1,810m (5,930ft)
	T3	1,190m (3,900ft)
	T2	560m (1,830ft)

* 誘導路中心線と滑走路中心線の交点から滑走路末端までの距離で10m(10ft)の端数を切り捨てた値

* Rounded down to the nearest 10m (10ft) from the measurement between the point where TWY CL meets RCL and RWY THR.

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

6.1 誘導路交差地点の翼端クリアランス
(AD1.1.6.8 参照)

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。

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。

その他の型式の航空機が停止位置標識で一時停止している場合は当該航空機の後方を通過しようとする航空機との間に十分な安全余裕がとれない可能性がある。

6.1 Wing tip clearance at the TWY intersection
(REF AD1.1.6.8)

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.

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.

When other aircraft holding at the stop marking on TWY T2, T3, T4 and T5, there might be no safety buffer between the aircraft holding at the stop marking on the TWY and the aircraft passing behind it.

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	400 *200 **150	400 *200	400 *250	400 *250	-	500
		D	400 *250 **200	400 *250	400 *300	400 *300	-	500
OTHER	10/28	A,B,C,D	AVBL LDG MINIMA					

* Applicable when SSP IN FORCE

** Applicable when SSP 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 A / III B Operations at Hiroshima Airport

広島空港におけるカテゴリーIII A / III B 航行

4.1 Facilities

The following Categories are available: 2230-1330UTC(Daily)

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 A / III B)
(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 Special Safeguards and Procedures (SSP)

CAT III A /III B Operations are available when SSP are applied.

SSP will be applied when the following conditions are met:

- a) Ceiling is at or less than 200ft and/or RVR is at or less than 600m.
- b) Facilities listed 4.1 above are operational.
- c) 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 A / III B Operations

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

4.7 Taxiway available for CAT III A / III B Operations.

Taxiway available for CAT III A / III B Operations are T1, T6 and the parallel taxiway.

RJOA AD 2.23 ADDITIONAL INFORMATION

Nil

RJOA AD 2.24 CHARTS RELATED TO AN AERODROME

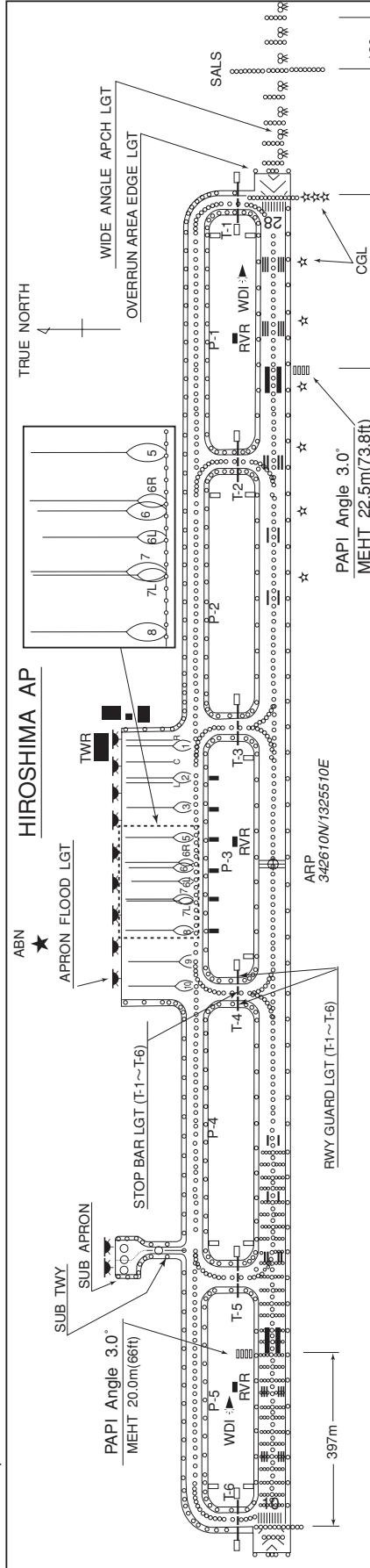
Aerodrome/Heliport Chart
Aerodrome Obstacle Chart type A (RWY10/28)
Aerodrome Obstacle Chart type B (RWY10/28)
Precision Approach Terrain Chart
Standard Departure Chart - Instrument (TOJYO, OPERA, BINGO, KINOE, HONGO)
Standard Departure Chart - Instrument (MARCO-RNAV)
Standard Departure Chart - Instrument (KIJYY-RNAV)
Standard Departure Chart - Instrument (MOMOT-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)
Instrument Approach Chart (ILS or LOC RWY10 (CAT III))
Instrument Approach Chart (VOR RWY10)
Instrument Approach Chart (VOR Z RWY28)
Instrument Approach Chart (VOR Y RWY28)
Instrument Approach Chart (RNAV(GNSS) RWY28)
Instrument Approach Chart (RNAV(RNP) Z RWY10)
Instrument Approach Chart (RNAV(RNP) Y RWY10)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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RJOA / HIROSHIMA

AD CHART

CHANGE : Spot 6L, 6R, 7L INSTL



RWY-HOLDING POSITION MARKINGS
and STOP BAR LGT, RWY GUARD LGT

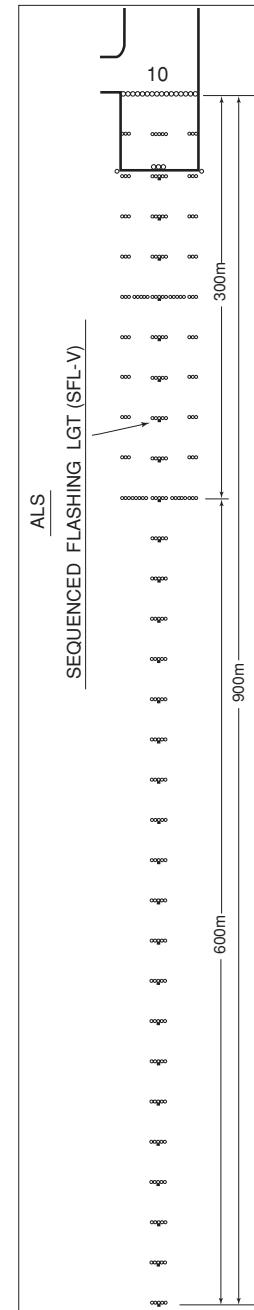
RWY-holding position markings and Stop bar LGT are located on RWY T-1 through T-6. RWY guard lights are located on RWY T-1 through T-6; their locations are 90m off the RWY centerline. Mandatory instruction markings are located on RWY T-1 through T-6.

COMMON WAYS OF IT'S MARKINGS AND LGT

The diagram illustrates a railway signal system. On the left, a red circle with a horizontal bar through it represents the 'STOP BAR LGT - RED' signal. To its right, a yellow square with a black border and a diagonal line through it represents the 'TWY GUARD LGT (FLASHING YELLOW)' signal. Between these two signals, there is a vertical line with several circular markers. The top marker is a red circle with a horizontal bar. Below it are several black circles, some with horizontal bars and some without. A horizontal line with three vertical tick marks passes through these circles. The bottom part of the diagram shows a red circle with a horizontal bar, followed by a yellow square with a black border and a diagonal line, and finally another red circle with a horizontal bar.

REMARKS : RWY GROOVING
RWY STRENGTH

RWY STRENGTH WIDTH & STRENGTH OF TWY	PCN 2/F/A/X/T
T-2, T-3, T-4, T-5	34m PCN 72/F/A/X/T
T-1, T-6	32m PCN 72/F/A/X/T
P-1 thru P-5	30m PCN 72/F/A/X/T
SUB TWY	18m PCN 16/F/B/Y/T
APRON	619.5m x 190m 55m x 80m



LONGITUDINAL PROFILE OF RWY 331.5m

RWY 28

A slope profile diagram illustrating the elevation changes along a horizontal distance of 3000m. The vertical axis represents elevation, and the horizontal axis represents distance. The profile starts at 0m and rises to 325.3m (1067ft) over a horizontal distance of 1681m. The gradient is labeled as 0.5%.

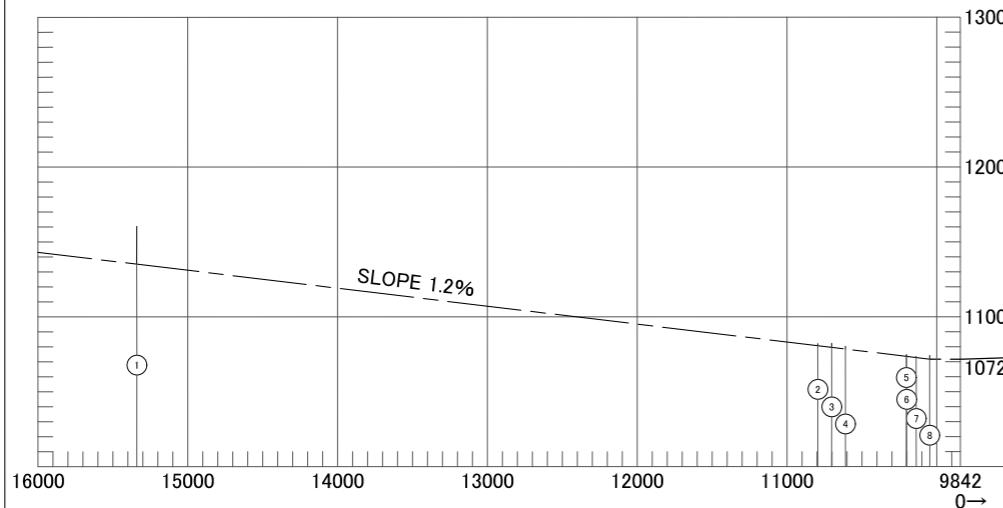
Horizontal Distance	Elevation Change	Gradient (%)
0m to 1681m	325.3m (1067ft)	0.5%
1681m to 3000m	3000m	-

INTENTIONALLY LEFT BLANK

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

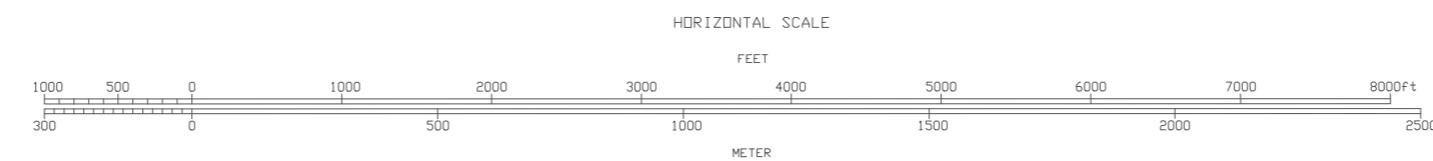
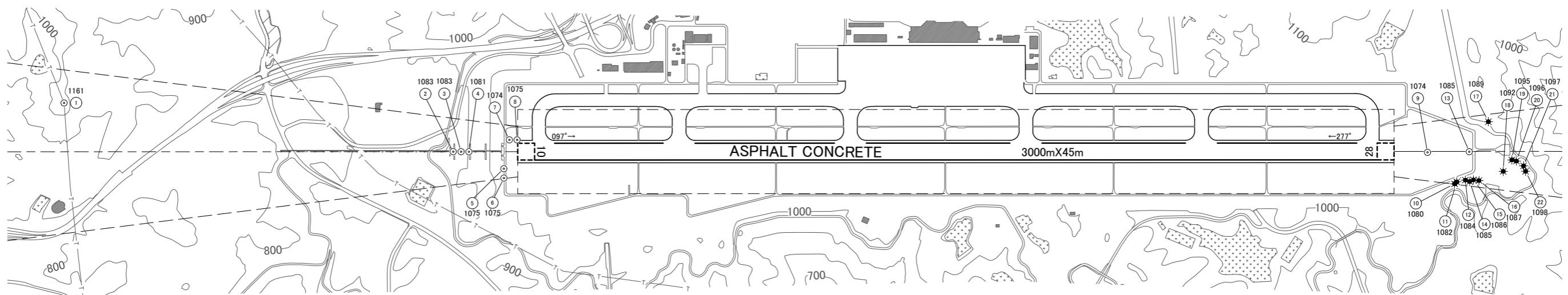
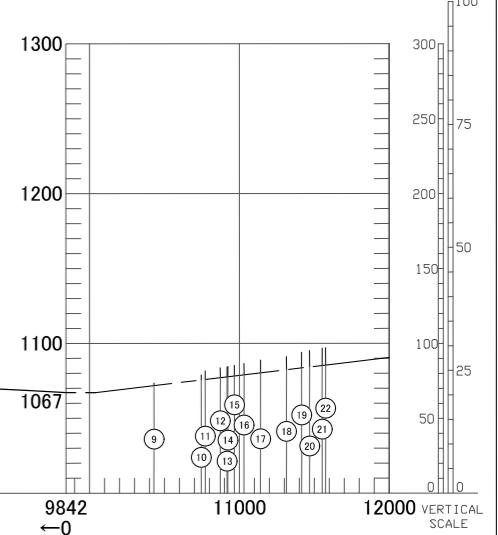
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7° W-APR 2019



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

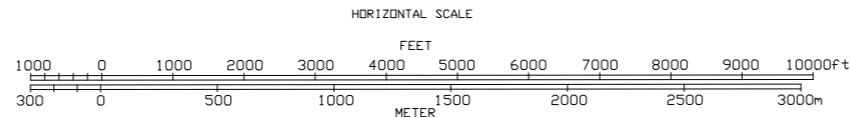
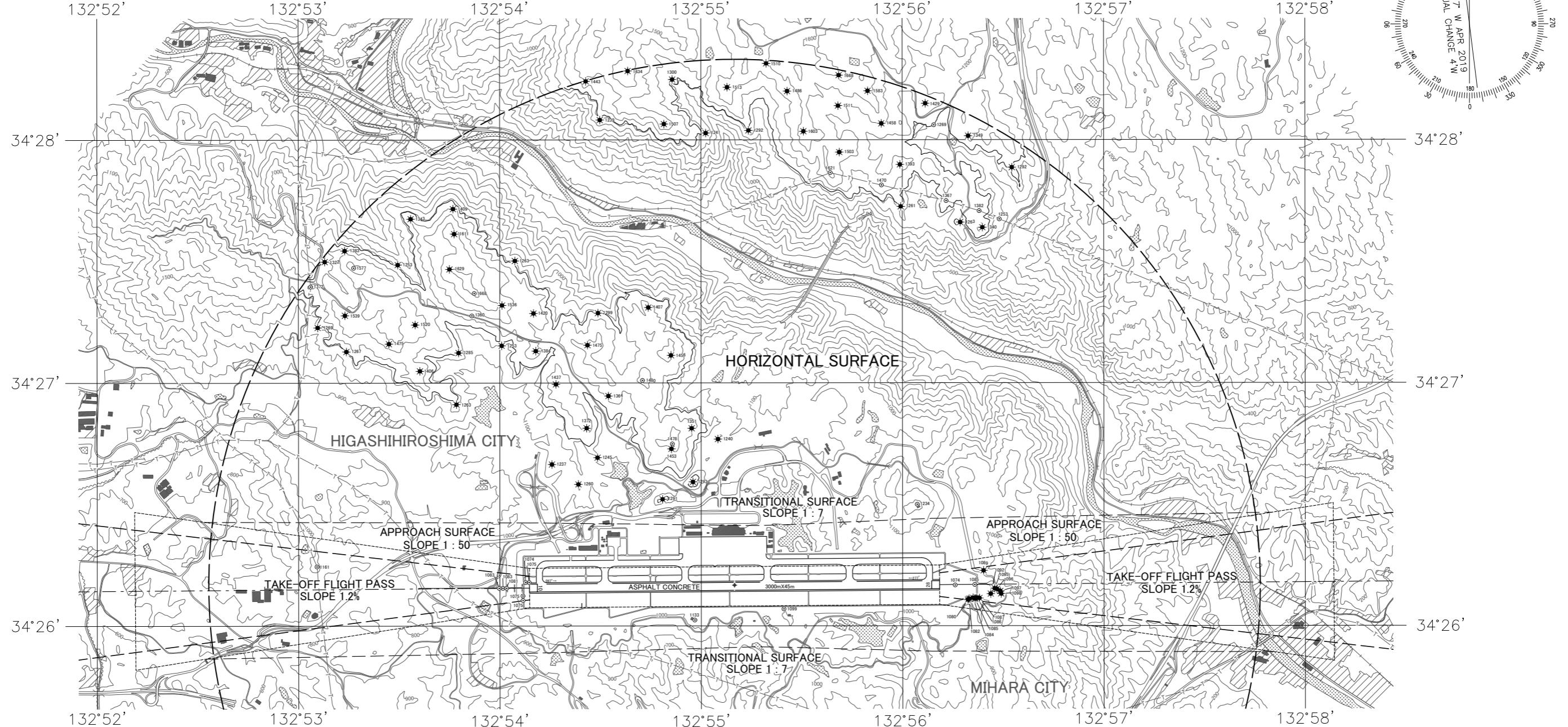


LEGEND			AMENDMENT RECORD		
Nr	DATE	ENTERED BY			
(1)	IDENTIFICATION NUMBER				
(2)	POLE, TOWER, SPIRE, ANTENNA, ETC				
*	OBSTRUCTION LIGHT				
[Building icon]	BUILDING OR LARGE STRUCTURE				
—	RAILROAD	△	TRIANGULATION POINT		
-T-T-	TRANSMISSION LINE OR OVERHEAD CABLE				
	LEVEE				
*	TREE				
~~~~~	RIVER				
contours	CONTOURS(ft)				

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

**AERODROME OBSTACLE CHART-ICAO**  
TYPE B (OPERATING LIMITATIONS)

AERODROME ELEVATION 1086ft ARP



LEGEND			AMENDMENT RECORD		
NO	DATE	ENTERED BY			
			+ AERODROME REFERENCE POINT 34°26'10"N 132°55'10"E		
			◎ POLE, TOWER, SPIRE, ANTENNA, ETC		
			★ AERONAUTICAL GROUND LIGHT		
			* OBSTRUCTION LIGHT		
			- BUILDING OR LARGE STRUCTURE		
			— RAILROAD	○ TERRAIN PENETRATING OBSTACLE PLANE	
			- - TRANSMISSION LINE OR OVERHEAD CABLE		
			*	LEVEE	
				RIVER	
				LAKE	
				WAVES	
				CONTOURS(ft)	

CHANGE:Update

PRECISION APPROACH TERRAIN CHART-ICAO

PRCISION APPROACH TERRAIN CHART



## STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

SID and TRANSITION

TOJYO THREE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn left to intercept and proceed via HGE R040 to TOJYO...

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn right HDG 085° to intercept and proceed via HGE R-040 to TOJYO...  
...Cross TOJYO at or above 12000FT.

Note : RWY10 : 3.5% climb gradient required up to 1900FT.

OBST ALT 1579FT located at 023°/3.31NM FM DER.

RWY28 : 3.4% climb gradient required up to 1600FT.

OBST ALT 2484FT located at 337°/7.77NM FM DER.

MIYAZU TRANSITION

From over TOJYO, proceed via YME R256 to YME VOR/DME.

OTSU TRANSITION

From over TOJYO, proceed via YME R256 to TOZAN, via CUE R291 to CUE VOR/DME.

OPERA THREE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn left HDG 313°....

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn right HDG 043°....  
...to intercept and proceed via HGE R358 to OPERA, via AKANA.

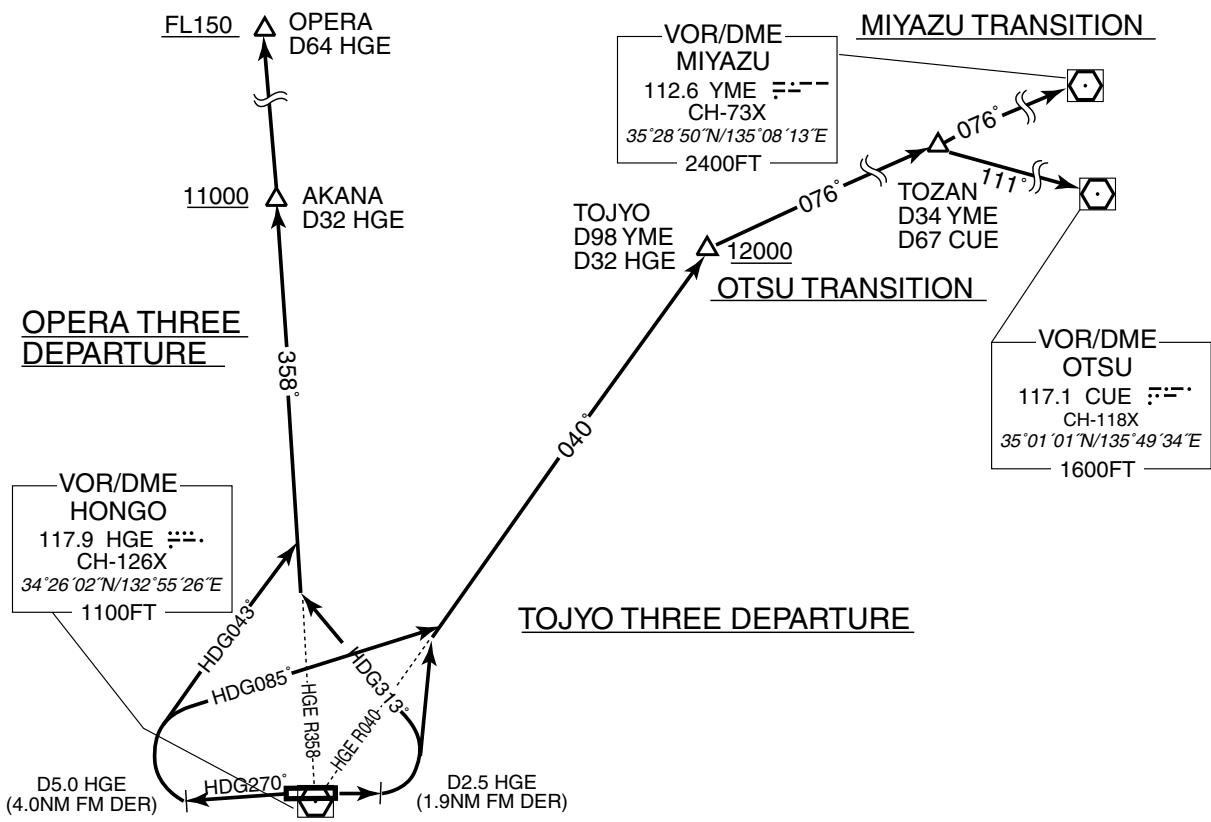
Cross AKANA at or above 11000FT, cross OPERA at or above FL150.

Note : RWY10 : 3.5% climb gradient required up to 1900FT.

OBST ALT 1579FT located at 023°/3.31NM FM DER.

RWY28 : 3.8% climb gradient required up to 3300FT.

OBST ALT 3025FT located at 329°/11.0NM FM DER.



## STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

SID

BINGO FOUR DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn right....

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn left HDG 059°....  
....to intercept and proceed via HGE R104 to BINGO.

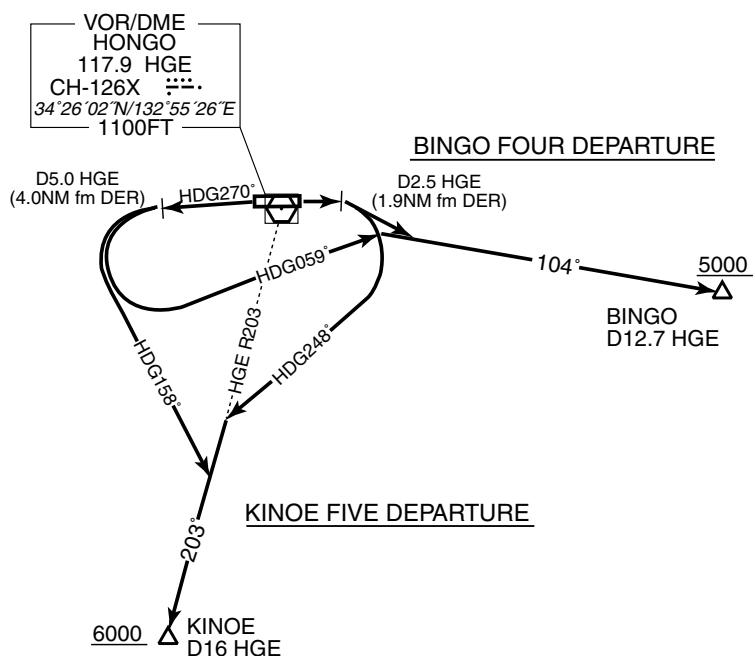
Cross BINGO at or above 5000FT.

KINOE FIVE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn right HDG 248°....

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn left HDG 158°....  
....to intercept and proceed via HGE R203 to KINOE.

Cross KINOE at or above 6000FT.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

SID and TRANSITION

HONGO REVERSAL THREE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 4.6DME(4.0NM FM DER), turn left....,

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn right....,  
....direct to HGE VOR/DME. Cross HGE VOR/DME at or above 5000FT.

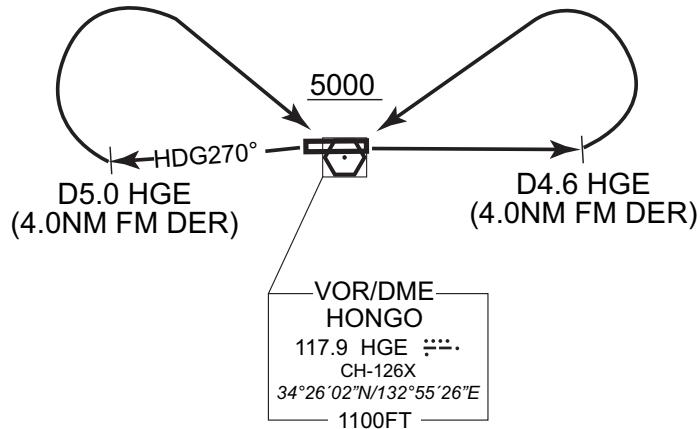
Note : RWY10 : 3.8% climb gradient required up to 2300FT.

OBST ALT 2002FT located at 093°/5.73NM FM DER.

RWY28 : 3.4% climb gradient required up to 1600FT.

OBST ALT 2484FT located at 337°/7.77NM FM DER.

HONGO REVERSAL THREE DEPARTURE



## STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID

MARCO ONE DEPARTURE			RNAV1
Note 1 ) DME/DME/IRU or GNSS required. ※ The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off rolling.		Critical DME	—
2 ) RADAR service required.		DME GAP	RWY10 : DER – OA021 RWY28 : DER – 2NM to OA811
Inappropriate Navaids		See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	
VAR 8°W (2016)			<p>The map shows the departure route from Marco. It starts at MARCO (34°04'48"N/132°08'51"E, 2100FT) and heads towards LEMON (34°13'28.9"N/132°27'48.9"E). From LEMON, the route continues to OA811 (34°25'40.3"N/132°49'23.3"E, 1600FT) and OA021 (34°26'09.6"N/132°59'00.8"E, 1500FT). The route is labeled HDG278° and HDG098°. A callout box for VOR/DME HONGO (117.9 HGE, CH-126X, 34°26'02"N/132°55'26"E, 1100FT) is also shown.</p>

MARCO ONE DEPARTURE

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.

MARCO ONE 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)	-7.6	—	—	+1500	—	—	RNAV1
002	DF	OA021	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	LEMON	—	—	-7.6	—	R	+11000	—	—	RNAV1
004	TF	MARCO	—	249 (241.1)	-7.6	18.0	—	—	—	—	RNAV1

## 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)	-7.6	—	—	+1600	—	—	RNAV1
002	DF	OA811	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	LEMON	—	—	-7.6	—	L	+11000	—	—	RNAV1
004	TF	MARCO	—	249 (241.1)	-7.6	18.0	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

KIJYY TWO DEPARTURE		RNAV1
Note 1 ) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.	Critical DME	HGE : OA021 ~ 27NM to TOJYO TGT : OA021 ~ 24NM to TOJYO
2 ) RADAR service required.	DME GAP	RWY10 : DER - OA021 RWY28 : DER - 2NM to OA811
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVADS for RNAV1

VAR 8°W (2016)

CHANGE: Correction of misdescription (Course FM TOZAN to MIYAZU).

KIJYY TWO DEPARTURE



KIJYY TWO DEPARTURE

RWY10 : Climb on HDG098° at or above 1500FT, direct to OA021, turn left direct to TOJYO at or above 12000FT, to KIJYY.

RWY28 : Climb on HDG278° at or above 1600FT, direct to OA811, turn right direct to TOJYO at or above 12000FT, to KIJYY.

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.

TOZAN TRANSITION

From KIJYY, to TOZAN, to YME.

## STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

KIJYY 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)	-7.6	—	—	+1500	—	—	RNAV1
002	DF	OA021	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	TOJYO	—	—	-7.6	—	L	+12000	—	—	RNAV1
004	TF	KIJYY	—	076 (067.9)	-7.6	43.4	—	—	—	—	RNAV1

## 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)	-7.6	—	—	+1600	—	—	RNAV1
002	DF	OA811	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	TOJYO	—	—	-7.6	—	R	+12000	—	—	RNAV1
004	TF	KIJYY	—	076 (067.9)	-7.6	43.4	—	—	—	—	RNAV1

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	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	TOZAN	—	077 (069.0)	-7.6	20.3	—	—	—	—	RNAV1
003	TF	YME	—	076 (068.3)	-7.6	34.3	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

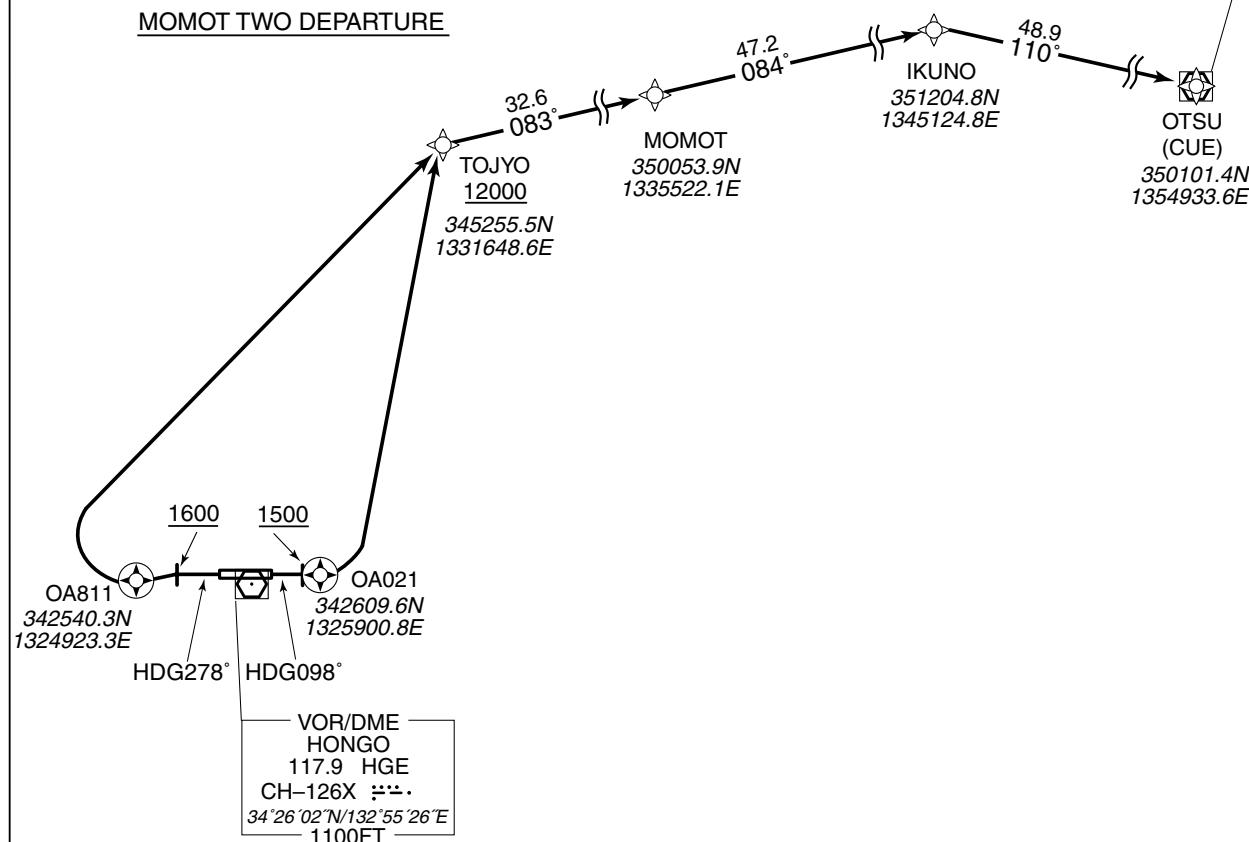
RNAV SID and TRANSITION

MOMOT TWO DEPARTURE		RNAV1
Note 1 ) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.	Critical DME	HGE : OA021 ~ 27NM to TOJYO TZT : OA021 ~ 24NM to TOJYO OKT : 25NM to IKUNO ~ 19NM to IKUNO
2 ) RADAR service required.	DME GAP	RWY10 : DER – OA021 RWY28 : DER – 2NM to OA811
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8°W (2016)

IKUNO TRANSITION

VOR/DME  
OTSU  
117.1 CUE  
CH-118X 35°01'01"N/135°49'34"E  
1600FT



MOMOT TWO DEPARTURE

RWY10 : Climb on HDG098° at or above 1500FT, direct to OA021, turn left direct to TOJYO at or above 12000FT, to MOMOT.

RWY28 : Climb on HDG278° at or above 1600FT, direct to OA811, turn right direct to TOJYO at or above 12000FT, to MOMOT.

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.

IKUNO TRANSITION

From MOMOT, to IKUNO, to CUE.

## STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

MOMOT 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)	-7.6	—	—	+1500	—	—	RNAV1
002	DF	OA021	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	TOJYO	—	—	-7.6	—	L	+12000	—	—	RNAV1
004	TF	MOMOT	—	083 (075.7)	-7.6	32.6	—	—	—	—	RNAV1

## 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)	-7.6	—	—	+1600	—	—	RNAV1
002	DF	OA811	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	TOJYO	—	—	-7.6	—	R	+12000	—	—	RNAV1
004	TF	MOMOT	—	083 (075.7)	-7.6	32.6	—	—	—	—	RNAV1

IKUNO 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	MOMOT	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	IKUNO	—	084 (076.0)	-7.6	47.2	—	—	—	—	RNAV1
003	TF	CUE	—	110 (102.8)	-7.6	48.9	—	—	—	—	RNAV1

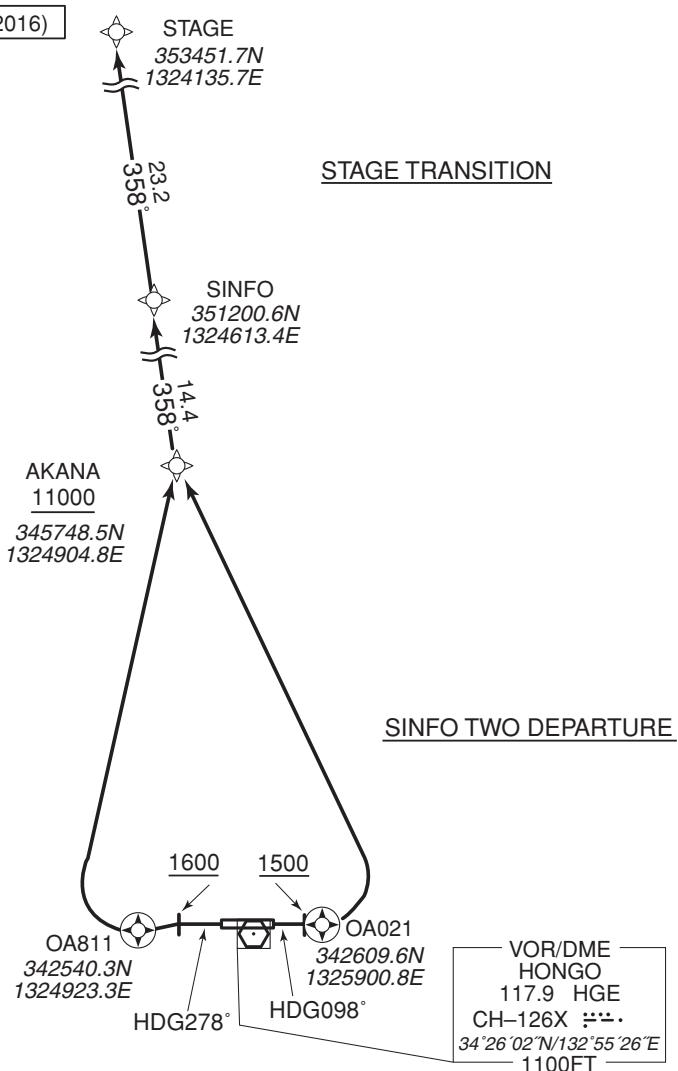
STANDARD DEPARTURE CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

SINFO TWO DEPARTURE		RNAV1
Note 1 ) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.	Critical DME	MYE : OA021 ~ 31NM to AKANA TRE : SINFO ~ STAGE
2 ) RADAR service required.	DME GAP	RWY10 : DER – OA021 RWY28 : DER – 2NM to OA811
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8°W (2016)



SINFO TWO DEPARTURE

RWY10 : Climb on HDG098° at or above 1500FT, direct to OA021, turn left direct to AKANA at or above 11000FT, to SINFO.

RWY28 : Climb on HDG278° at or above 1600FT, direct to OA811, turn right direct to AKANA at or above 11000FT, to SINFO.

NOTE RWY10 : 5.0% climb gradient required up to 1800FT.

OBST ALT 1780FT located at 2.30NM 006° FM end of RWY10.

RWY28 : 3.8% climb gradient required up to 3700FT.

OBST ALT 3150FT located at 11.02NM 322° FM end of RWY28.

STAGE TRANSITION

From SINFO, to STAGE.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

SINFO 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)	-7.6	—	—	+1500	—	—	RNAV1
002	DF	OA021	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	AKANA	—	—	-7.6	—	L	+11000	—	—	RNAV1
004	TF	SINFO	—	358 (350.7)	-7.6	14.4	—	—	—	—	RNAV1

## 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)	-7.6	—	—	+1600	—	—	RNAV1
002	DF	OA811	Y	—	-7.6	—	—	—	—	—	RNAV1
003	DF	AKANA	—	—	-7.6	—	R	+11000	—	—	RNAV1
004	TF	SINFO	—	358 (350.7)	-7.6	14.4	—	—	—	—	RNAV1

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	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	STAGE	—	358 (350.6)	-7.6	23.2	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJOA / HIROSHIMA

STAR

HONGO ARRIVAL

From over HGE VOR/DME, via HGE R248 to intercept and proceed via HGE 14.0DME clockwise ARC to MISEN.

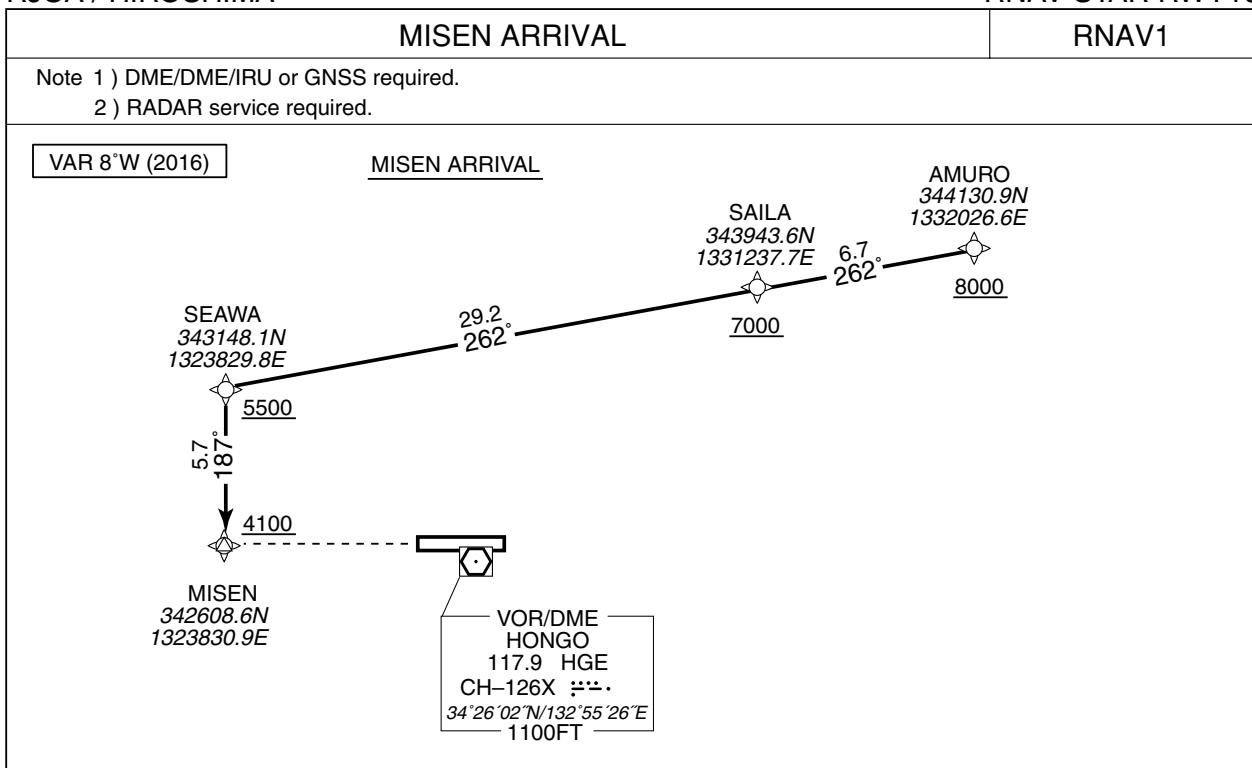
Cross MISEN at or above 4100FT.



## STANDARD ARRIVAL CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10

MISEN ARRIVAL

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

Critical DME	HGE	SAILA - 25NM to SEAWA
	IWT	25NM to SEAWA - 20NM to SEAWA SEAWA - MISEN
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	AMURO	-	-	-7.6	-	-	+8000	-	-	RNAV1
002	TF	SAILA	-	262 (254.5)	-7.6	6.7	-	+7000	-	-	RNAV1
003	TF	SEAWA	-	262 (254.4)	-7.6	29.2	-	+5500	-	-	RNAV1
004	TF	MISEN	-	187 (179.8)	-7.6	5.7	-	+4100	-	-	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10



AXELA ARRIVAL

From AMURO at or above 8000FT, to CAROL between 8000FT and 6000FT, to TIIDA at or above 4000FT, to VISTA, to ATENZ, to AXELA at or above 3300FT.

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	AMURO	-	-	-7.6	-	-	+8000	-	-	RNAV1
002	TF	CAROL	-	221 (213.0)	-7.6	6.7	-	-8000 +6000	-	-	RNAV1
003	TF	TIIDA	-	221 (213.0)	-7.6	5.9	-	+4000	-	-	RNAV1
004	TF	VISTA	-	221 (212.9)	-7.6	5.7	-	-	-	-	RNAV1
005	TF	ATENZ	-	221 (212.9)	-7.6	6.6	-	-	-	-	RNAV1
006	TF	AXELA	-	278 (270.1)	-7.6	6.9	-	+3300	-	-	RNAV1

## STANDARD ARRIVAL CHART-INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10

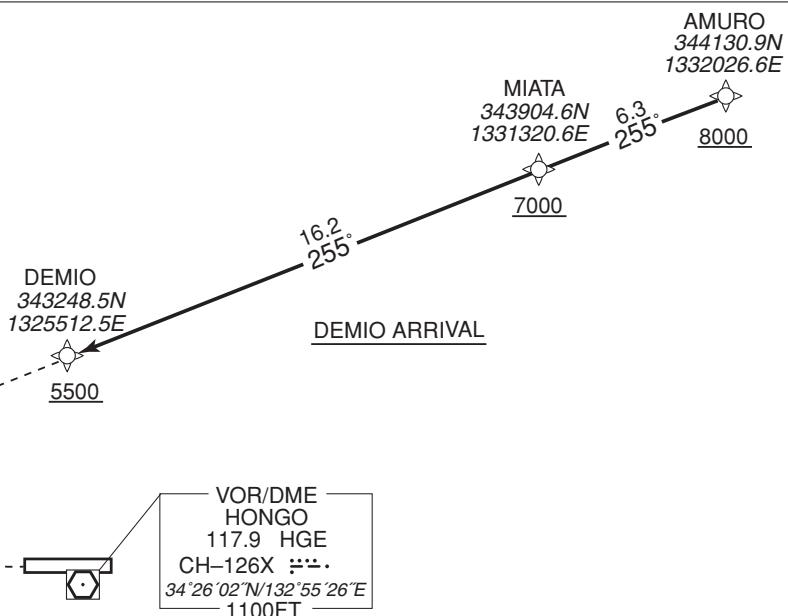
## DEMIO ARRIVAL

## RNAV1

Note 1 ) DME/DME/IRU or GNSS required.

2 ) RADAR service required.

VAR 8°W (2016)

DEMIO ARRIVAL

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

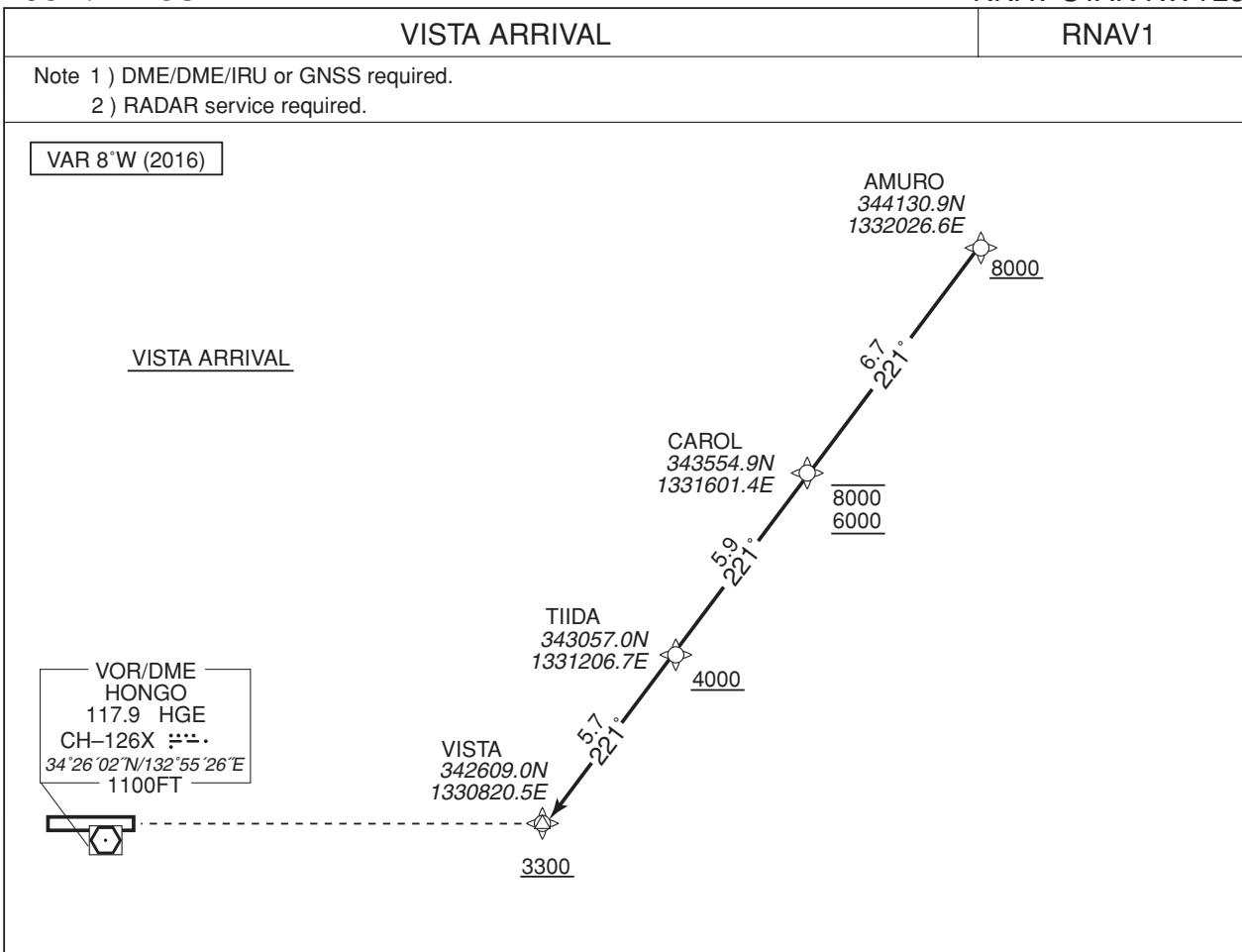
Critical DME	-
DME GAP	-
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

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	AMURO	-	-	-7.6	-	-	+8000	-	-	RNAV1
002	TF	MIATA	-	255 (247.4)	-7.6	6.3	-	+7000	-	-	RNAV1
003	TF	DEMIO	-	255 (247.3)	-7.6	16.2	-	+5500	-	-	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY28



**VISTA ARRIVAL**

From AMURO at or above 8000FT, to CAROL between 8000FT and 6000FT, to TIIDA at or above 4000FT, to VISTA at or above 3300FT.

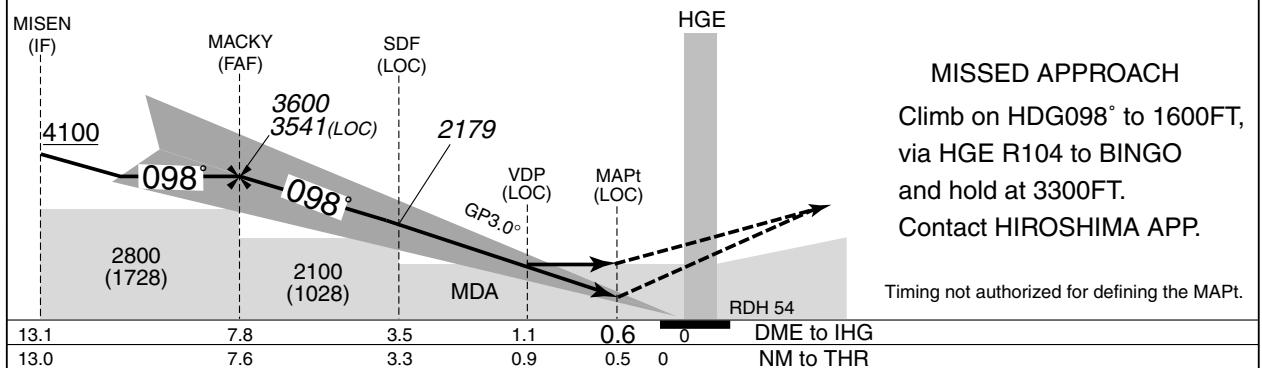
Critical DME	-
DME GAP	-
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

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	AMURO	-	-	-7.6	-	-	+8000	-	-	RNAV1
002	TF	CAROL	-	221 (213.0)	-7.6	6.7	-	-8000 +6000	-	-	RNAV1
003	TF	TIIDA	-	221 (213.0)	-7.6	5.9	-	+4000	-	-	RNAV1
004	TF	VISTA	-	221 (212.9)	-7.6	5.7	-	+3300	-	-	RNAV1

## INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

ILS or LOC RWY10 (CAT III)



Missed APCH climb gradient MNM 5.0%

MINIMA      THR elev. 1072      AD elev. 1086

CAT	CAT III B		CAT III A		CAT II		CAT I		LOC		CIRCLING	
	RVR	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS	
A									900	1510 (424)		1600
B	100	200	Not applicable		1272 (200)	550	1410 (338)		1000	1540 (454)		2400
C									1400	1640 (554)		3200
D												

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



## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

VOR Y RWY28



## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNAV(RNP) Z RWY10

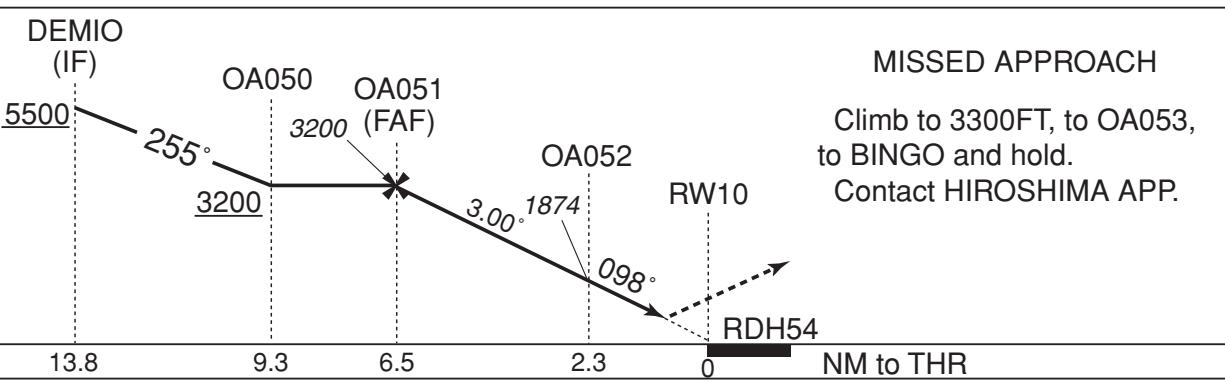
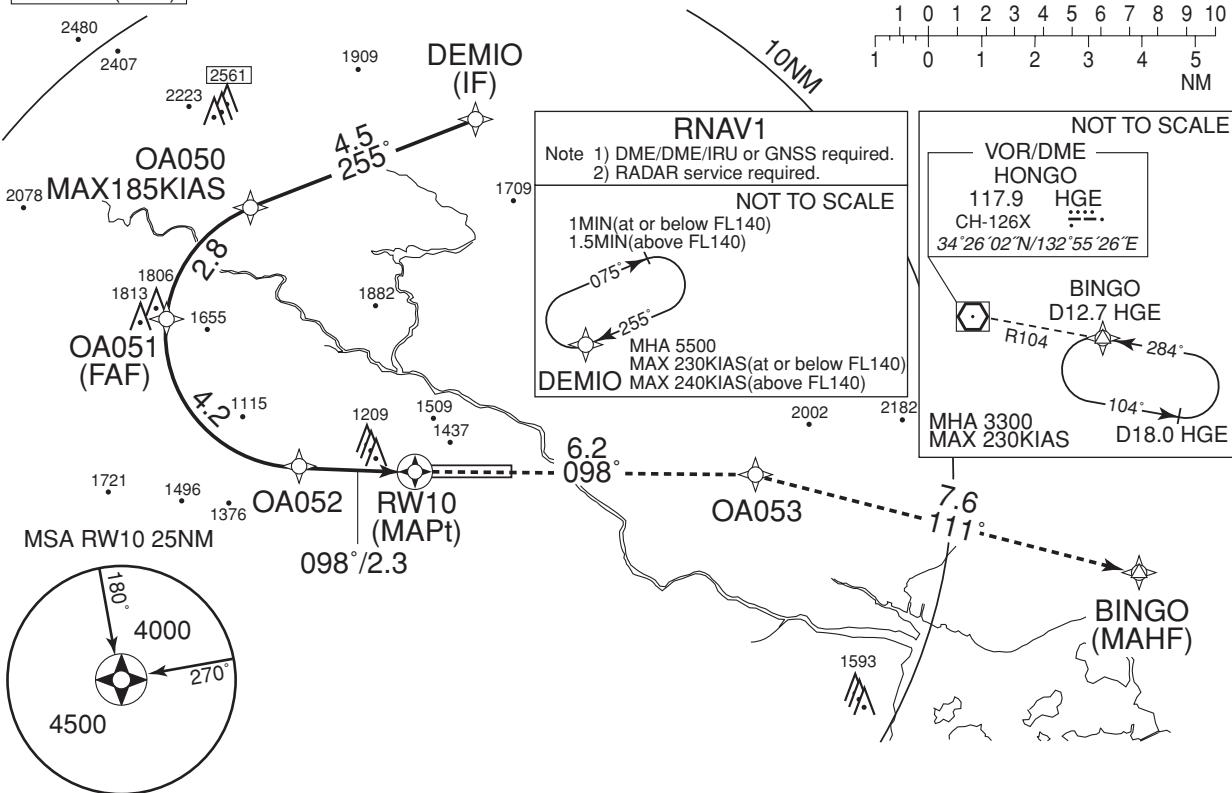
HIROSHIMA APP  
124.05–119.9

GNSS and RF required.

HIROSHIMA TOWER  
118.6–126.2RADAR AVBL  
ATIS 127.25

For uncompensated Baro-VNAV systems, procedure not authorized below -10°C / above 45°C

VAR 8°W (2016)



Missed APCH climb gradient MNM 5.0%

MINIMA		THR elev. 1072		AD elev. 1086	
CAT	RNP 0.10		RNP 0.30		
	DA(H)	RVR/CMV	DA(H)	RVR/CMV	
A	-	-	-	-	
B					
C	1515(443)	1000	1598(526)	1200	
D		1400		1600	

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

**RNP AR**  
Special Authorization Required

## INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNAV(RNP) Z RWY10

RNAV(RNP) Z RWY10Coding 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	—	—	-7.6	—	—	+5500	—	—	—
002	TF	OA050	—	255 (247.1)	-7.6	4.5	—	+3200	-185	—	1.0
003	RF Center: OARF1 r=2.54NM	OA051	—	—	-7.6	2.8	L	3200	—	—	1.0
004	RF Center: OARF1 r=2.54NM	OA052	—	—	-7.6	4.2	L	1874	—	-3.00	0.10 0.30
005	TF	RW10	Y	098 (090.0)	-7.6	2.3	—	1126	—	-3.00/54	0.10 0.30
006	TF	OA053	—	098 (090.0)	-7.6	6.2	—	—	—	—	1.0
007	TF	BINGO	—	111 (103.2)	-7.6	7.6	—	3300	—	—	1.0

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	DEMIO	255 (247.1)	-7.6	1.0(-14000) 1.5(+14001)	R	5500	—	-230(-14000) -240(+14001)	RNAV1

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

RJOA / HIROSHIMA

RNAV(RNP) Y RWY10

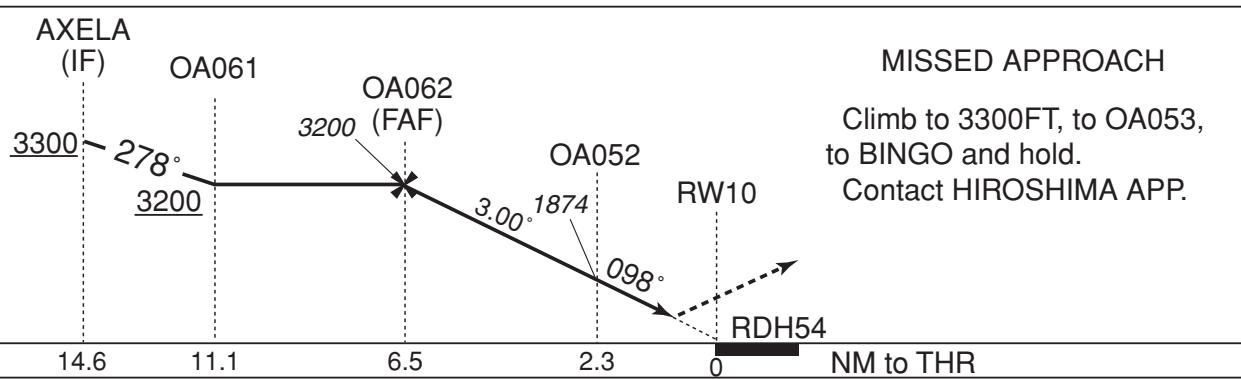
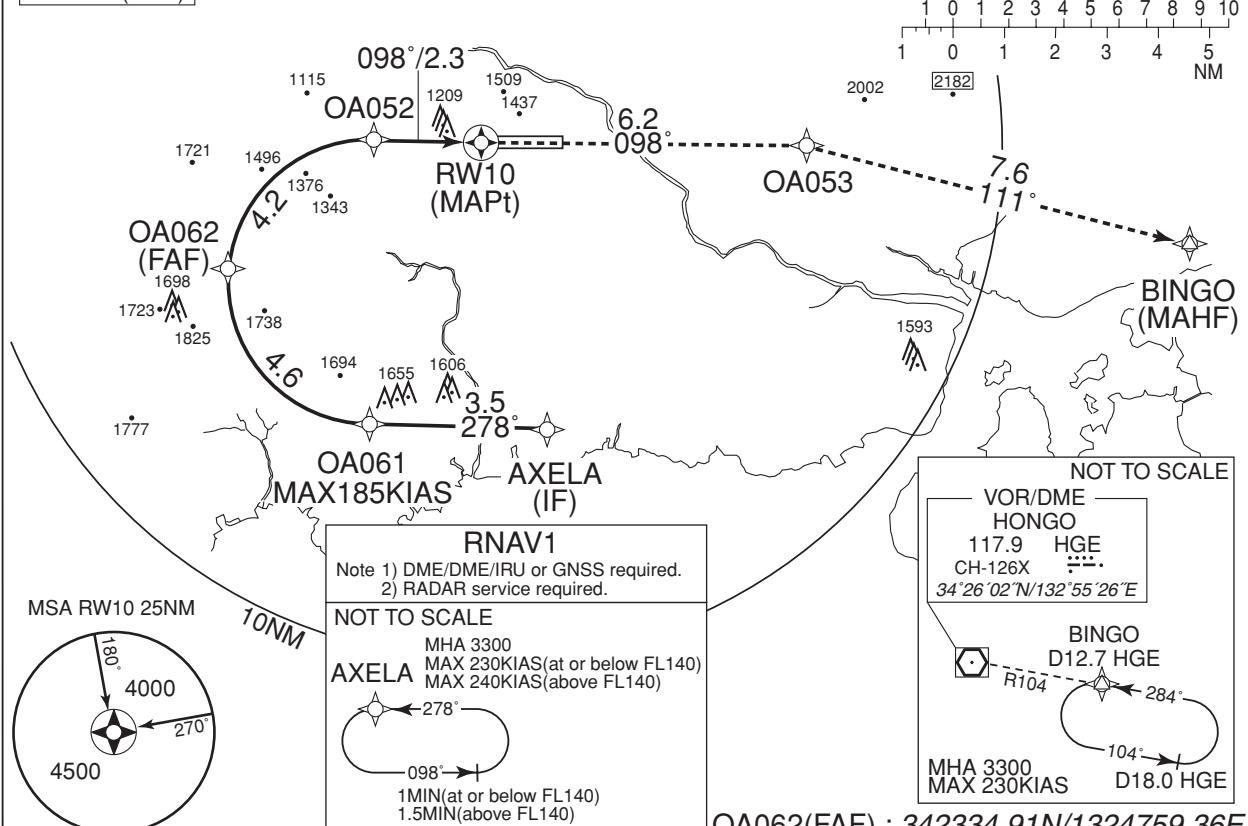
HIROSHIMA APP  
124.05–119.9

GNSS and RF required.

HIROSHIMA TOWER  
118.6–126.2RADAR AVBL  
ATIS 127.25

For uncompensated Baro-VNAV systems, procedure not authorized below -10°C / above 45°C

VAR 8°W (2016)



## MISSSED APPROACH

Climb to 3300FT, to OA053,  
to BINGO and hold.  
Contact HIROSHIMA APP.

Missed APCH climb gradient MNM 5.0%

MINIMA		THR elev. 1072		AD elev. 1086	
CAT	RNP 0.10		RNP 0.30		
	DA(H)	RVR/CMV	DA(H)	RVR/CMV	
A	—	—	—	—	
B					
C	1515(443)	1000	1598(526)	1200	
D		1400		1600	

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

**RNP AR**  
Special Authorization Required

## INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNAV(RNP) Y RWY10

RNAV(RNP) Y RWY10Coding 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	—	—	-7.6	—	—	+3300	—	—	1.0
002	TF	OA061	—	278 (270.0)	-7.6	3.5	—	+3200	-185	—	1.0
003	RF Center: OARF2 r=2.79NM	OA062	—	—	-7.6	4.6	R	3200	—	—	1.0
004	RF Center: OARF2 r=2.79NM	OA052	—	—	-7.6	4.2	R	1874	—	-3.00	0.10 0.30
005	TF	RW10	Y	098 (090.0)	-7.6	2.3	—	1126	—	-3.00/54	0.10 0.30
006	TF	OA053	—	098 (090.0)	-7.6	6.2	—	—	—	—	1.0
007	TF	BINGO	—	111 (103.2)	-7.6	7.6	—	3300	—	—	1.0

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	AXELA	278 (270.0)	-7.6	1.0(-14000) 1.5(+14001)	L	3300	—	-230(-14000) -240(+14001)	RNAV1

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

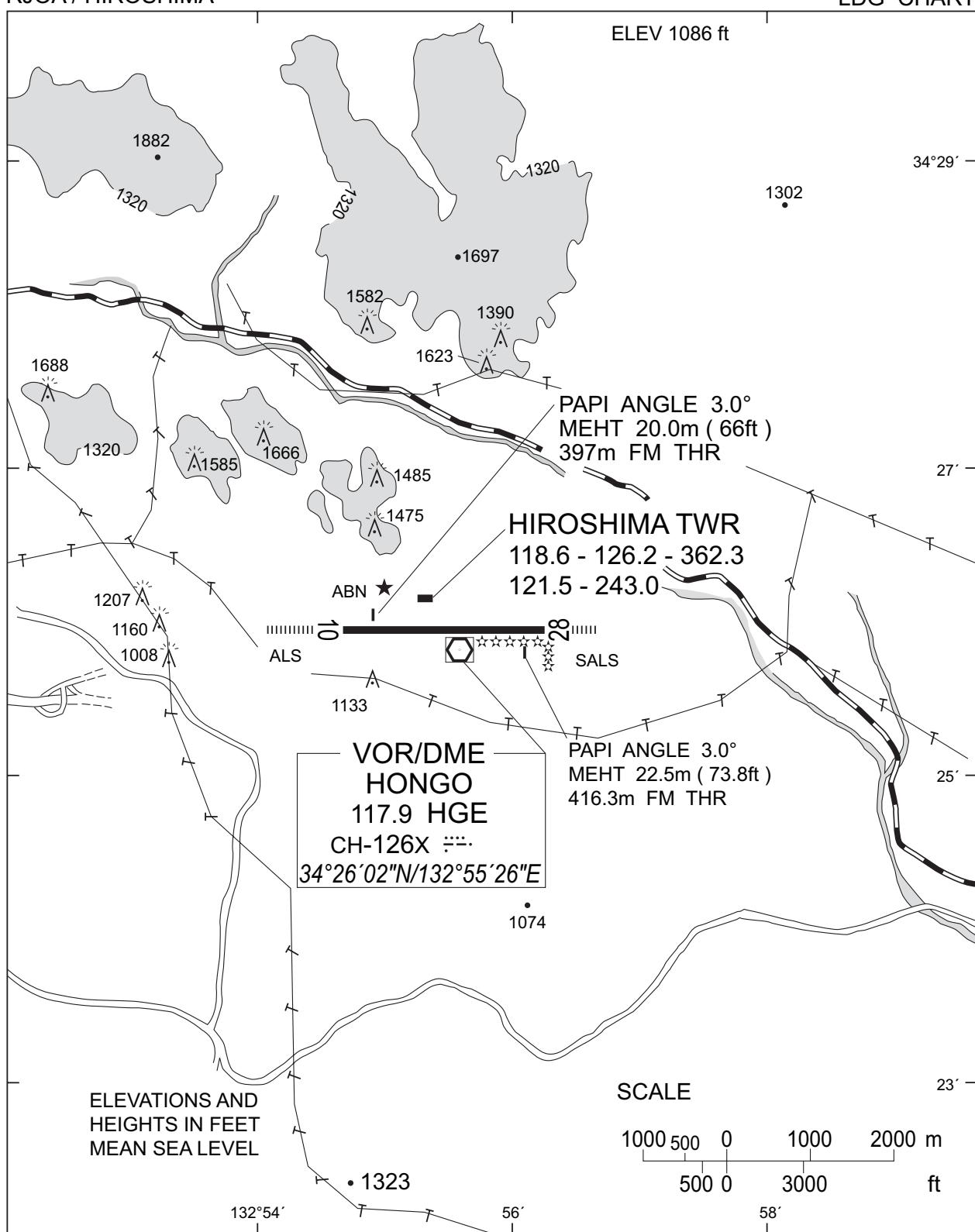
Visual REP



Call sign	BRG / DIST from ARP	Remarks
白竜 Hakuryu	352° / 4.3NM	湖 Lake
小佐木 Kosagi	122°/10.1NM	小佐木島 Kosagi - Island
竹原 Takehara	192° / 5.8NM	竹原駅 Railway station
三永サウス Minaga South	257° / 8.4NM	東広島駅 Railway station
新庄 Shinjo	215° / 2.9NM	新庄交差点 Shinjo Intersection

RJOA / HIROSHIMA

LDG CHART



RJOA / HIROSHIMA

Minimum Vectoring Altitude CHART

VAR 7°W (2009)



CENTER : 342602N/1325458E (RADAR SITE)