

**AD 2 AERODROMES****RJNK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJNK - KOMATSU****RJNK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD   | 362338N/1362427E  |
| 2 | Direction and distance from (city)   | 4.2km(2.6nm) WSW from Komatsu City (Komatsu Station)  |
| 3 | Elevation/ Reference temperature   | 22FT / -  |
| 4 | Geoid undulation at AD ELEV PSN  | Nil   |
| 5 | MAG VAR/ Annual change   | 8°W (2006)/   |
| 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  | KOMATSU AIRPORT OFFICE(Civil Aviation Bureau)<br>Ukiyanagi-machi Yo 21, Komatsu-shi, Ishikawa Pref.<br>Tel:0761-24-0828<br>Fax:0761-22-4632 |

**RJNK AD 2.3 OPERATIONAL HOURS**

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | H24   |
| 2  | Customs and immigration   | Customs: 2330-0815<br>Immigration: INTL SKED FLT hours only                                       |
| 3  | Health and sanitation     | Quarantine(human): 2330-0815<br><br>Quarantine(animal): 2330-0800<br>Quarantine(plant): 2330-0815 |
| 4  | AIS Briefing Office       | H24 (CAB:Nil)   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24 (TOKYO)   |
| 7  | ATS                       | H24   |
| 8  | Fuelling                  | 2230-1330 (Scheduled FLT only)  |
| 9  | Handling                  | 2230-1330   |
| 10 | Security                  | 2230-1330   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | HR of service at CAB OPS section 2230 - 1330 (Daily)  |

**RJNK AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |  |
|---|---|--|
| 1 | Cargo-handling facilities               | All the modern institutions that deal with weight thing to B748 type freighter |
| 2 | Fuel/ oil types                         | JET A1   |
| 3 | Fuelling facilities/ capacity           | Fuel truck refueling   |
| 4 | De-icing facilities                     | Nil  |
| 5 | Hangar space for visiting aircraft      | Nil  |
| 6 | Repair facilities for visiting aircraft | Nil  |
| 7 | Remarks                                 | Nil  |

**RJNK AD 2.5 PASSENGER FACILITIES**

|   |                      |                                  |
|---|----------------------|----------------------------------|
| 1 | Hotels               | Hotels in the city               |
| 2 | Restaurants          | At airport                       |
| 3 | Transportation       | Buses and Taxis                  |
| 4 | Medical facilities   | Hospital in the city             |
| 5 | Bank and Post Office | Bank and post office in the city |
| 6 | Tourist Office       | Tourist offices in the city      |
| 7 | Remarks              | Nil                              |

**RJNK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

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

**RJNK AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |   |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow remove equipments<br>(JSDF): To be issued later<br>(CAB): Snow sweeper X 2, Snow plow X 3 , Rotary X 2, Anti-freezing sprayer X 1, Tractor shovel X 3, Truck X 1, Swamp bulldozer and Dump truck |
| 2 | Clearance priorities        | (JSDF): To be issued later<br>(CAB):<br>1.TWY C1,C5, CIVIL PARALLEL and APRON<br>2.TWY C4,C2 and C3   |
| 3 | Remarks                     | (CAB)<br>Seasonal availability : All seasons<br>Snow removal will be commenced, in the case of the snow depth is greater than or equal to the prohibited depth for scheduled flight                   |

**RJNK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

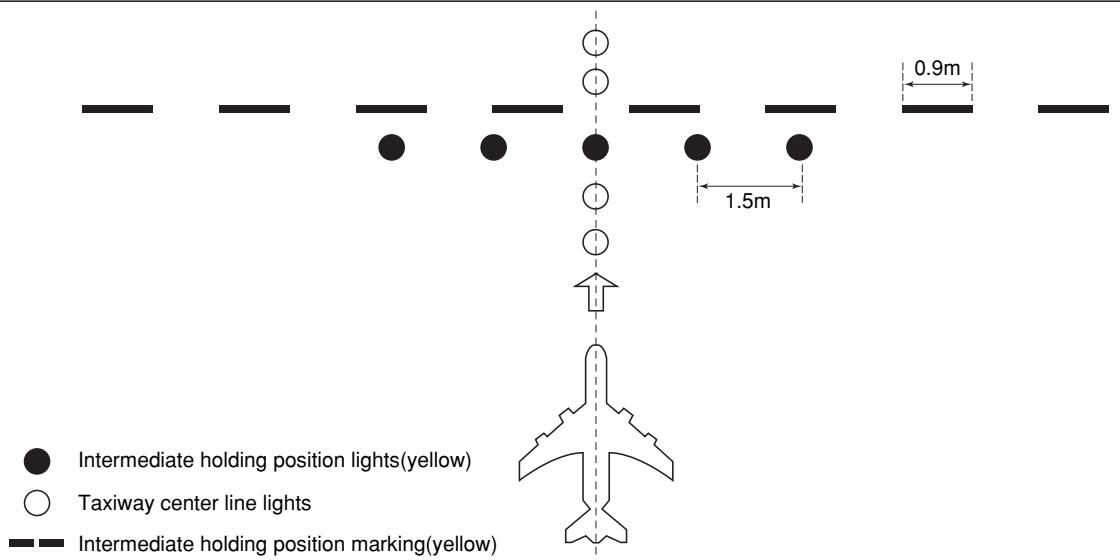
|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | Surface: Cement concrete<br>Strength:<br>Spot NR2 - NR8: PCR 1132/R/B/W/T  |
| 2 | Taxiway width, surface and strength | Width:<br>C1, C5: 26.5m<br>C2, C3: 30m<br>C4: 34m<br>CIVIL PARALLEL TWY: 23m<br>Surface: Asphalt concrete<br>Strength:<br>C1 - C5: PCR 924/F/C/X/T<br><br>CIVIL PARALLEL TWY: PCR 924/F/C/X/T                      |
| 3 | ACL and elevation                   | Not Available  |
| 4 | VOR checkpoints                     | Not Available  |
| 5 | INS checkpoints                     | Spot NR<br>2: 362410.87N 1362500.30E<br>3: 362409.47N 1362457.78E<br>4: 362408.26N 1362455.61E<br>5: 362406.89N 1362453.50E<br>6: 362405.61N 1362451.19E<br>7: 362404.32N 1362448.87E<br>8: 362403.03N 1362446.55E |
| 6 | Remarks                             | Nil  |

**RJNK 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 | ACFT stand ID signs: Spot NR5, 6, 7, 8<br>Visual docking/ parking guidance system: Nil  |
| 2 | RWY and TWY markings and LGT   | RWY: RWY06/24:<br>(Marking):RWY designation, RWY CL, RWY THR, Fixed DIST, TDZ, RWY side stripe<br>(LGT):REDL, RTHL, RENL<br><br>TWY:<br>(C1 THRU C5)<br>(Marking):TWY CL, TWY side stripe, Mandatory instruction<br>(LGT):TWY edge LGT, TWY CL LGT, Taxiing guidance sign<br>(CIVIL PARALLEL)<br>(Marking):TWY CL, TWY side stripe, Intermediate holding position<br>(LGT):TWY edge LGT, TWY CL LGT(not installed from spot NR3 to NR8),<br>Intermediate holding position |
| 3 | Stop bars  | Nil   |
| 4 | Remarks  | (Marking):Overrun area<br>(LGT):Apron flood LGT   |

## GP HOLD LINE

The "GP HOLD LINE" is installed on CIVIL PARALLEL TWY, consists of Intermediate holding position lights and marking.  
(see below figure, and AD2-24.1 AD CHART)



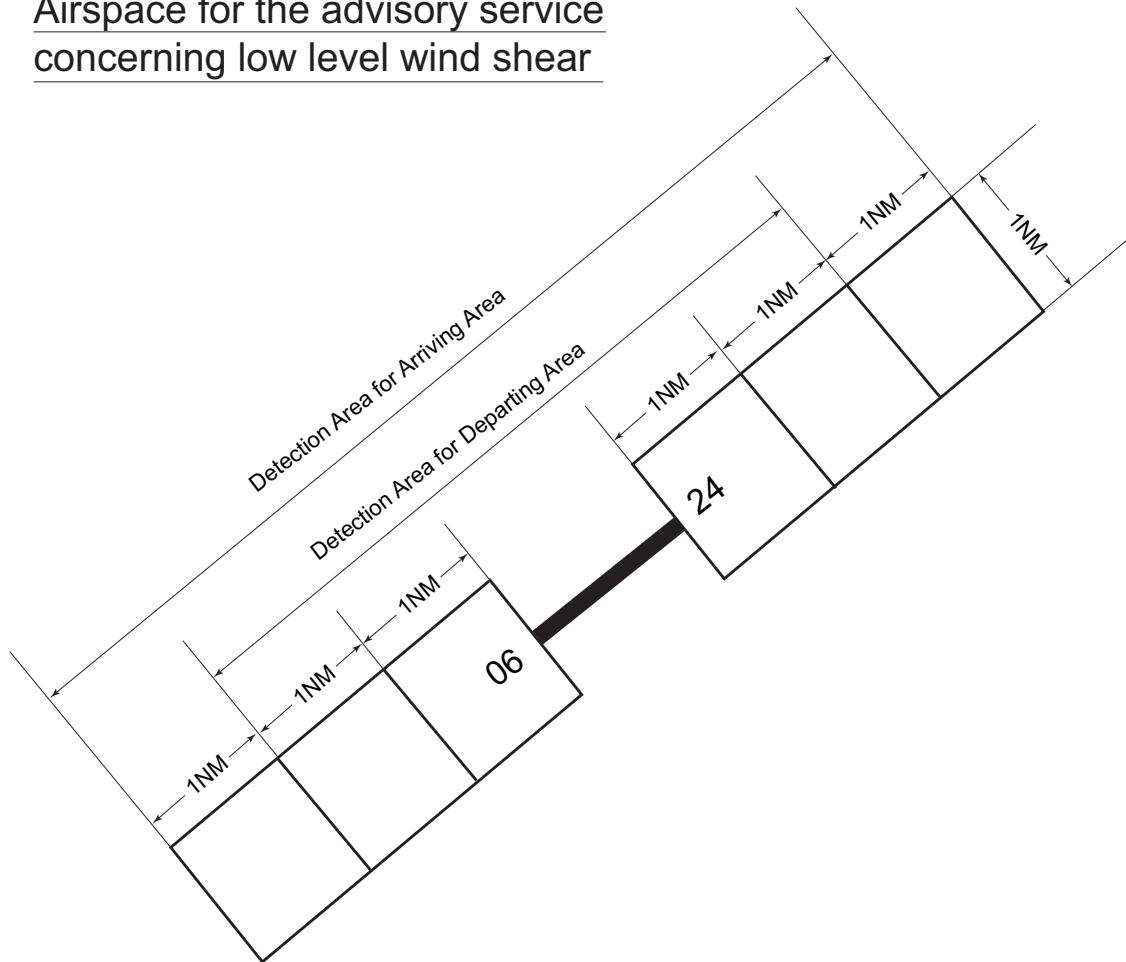
## RJNK AD 2.10 AERODROME OBSTACLES

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

## RJNK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |  |   |
|----|--|---|
| 1  | Associated MET Office  | TOKYO   |
| 2  | Hours of service<br>MET Office outside hours                           | H24(TOKYO)  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | TOKYO<br>30 Hours   |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil   |
| 5  | Briefing/ consultation provided  | Briefing is available upon inquiry at TOKYO   |
| 6  | Flight documentation<br>Language(s) used                               | C<br>En   |
| 7  | Charts and other information available<br>for briefing or consultation | S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2</sub> /T <sub>r</sub> , P <sub>s</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N |
| 8  | Supplementary equipment<br>available for providing information         | Doppler Radar for Airport Weather(See below figure)   |
| 9  | ATS units provided with information                                    | TWR, APP  |
| 10 | Additional information<br>(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

## RJNK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR                          | TRUE<br>BRG              | Dimensions of<br>RWY(M) | Strength(PCR) and<br>surface of RWY  | THR coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |  |  |
|---|--------------------------|-------------------------|--|---|---|--|--|
| 1   | 2                        | 3                       | 4  | 5                                       | 6   |  |  |
| 06  | 055°                     | 2700 × 45               | PCR 1158/R/A/W/T<br>SW66000kg<br>(145460lbs)<br>DW100000kg<br>(220500lbs)<br>DTW396000kg<br>(872780lbs)<br>TTTW330000kg<br>(727650lbs)<br>Concrete | 362312.93N/1362342.53E                  | THR ELEV: 38.1FT  |  |  |
| 24  | 235°                     | 2700 × 45               |  | 362403.07N/1362511.48E                  | THR ELEV: 18.4FT  |  |  |
| Slope of RWY                                    |                          |                         |  | Remarks                                 |   |  |  |
| 7   | 10                       |                         |  | 12                                      |   |  |  |
| See below figure                                | 3300 × 450<br>3300 × 450 |                         |  | RWY grooving: 2700m × 30m               |   |  |  |
| Slope of RWY                                    |                          |                         |  |   |   |  |  |
| RWY 06  |                          |                         |  |   |   |  |  |
| 38.1ft  |                          |                         |  |   |   |  |  |
| 0. 50%  |                          |                         |  |   |   |  |  |
| 26. 7ft 24. 3ft 23. 2ft 22. 4ft                 |                          |                         |  |   |   |  |  |
| 0. 53% 0. 46% 0. 04%                            |                          |                         |  |   |   |  |  |
| 0. 05%  |                          |                         |  |   |   |  |  |
| 21. 8ft   |                          |                         |  |   |   |  |  |
| 0. 03%  |                          |                         |  |   |   |  |  |
| 21. 5ft 21. 5ft                                 |                          |                         |  |   |   |  |  |
| 0. 02%  |                          |                         |  |   |   |  |  |
| 18. 4ft   |                          |                         |  |   |   |  |  |
| 0. 14%  |                          |                         |  |   |   |  |  |
| 0m 679m 818m 909m 1289m 1658m 1974m 2024m 2700m |                          |                         |  |   |   |  |  |

## RJNK AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
| 06             | 2700        | 2700        | 2700        | 2700       | Nil     |
| 24             | 2700        | 2700        | 2700        | 2700       | Nil     |

**RJNK AD 2.14 APPROACH AND RUNWAY LIGHTING**

| RWY Designator | APCH LGT type LEN           | RTHL INTST | 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              |
| 06             | PALS (CAT I)<br>839m<br>LIH | Green      | PAPI<br>3.0%LEFT<br>454.43m<br>66ft | Nil      | Nil                          | 2700m<br>60.0m<br>Coded color<br>(White/Yellow)<br>LIH | Red             | Nil            |
| 24             | PALS (CAT I)<br>597m<br>LIH | Green      | PAPI<br>3.0%LEFT<br>408.06m<br>66ft | Nil      | Nil                          | 2700m<br>60.0m<br>Coded color<br>(White/Yellow)<br>LIH | Red             | Nil            |
| Remarks        |                             |            |                                     |          |                              |  |                 |                |
| 10             |                             |            |                                     |          |                              |  |                 |                |
| Nil            |                             |            |                                     |          |                              |  |                 |                |

**RJNK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 362335N/1362500E, White/Green EV6sec, HO  |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | Nil  |
| 3 | TWY edge and centerline lighting                         | (TWY C1 THRU C5 and CIVIL PARALLEL TWY)<br>TWY edge and center line lights installed, see AD2.9  |
| 4 | Secondary power supply/ switch-over time                 | Within 15 sec:<br>TWY edge LGT, TWY CL LGT(TWY C1 THRU C5 and CIVIL PARALLEL TWY),<br>Taxiing guidance sign(TWY C1 THRU C5), Apron flood LGT, OBST LGT |
| 5 | Remarks  | WDI LGT, OBST LGT  |

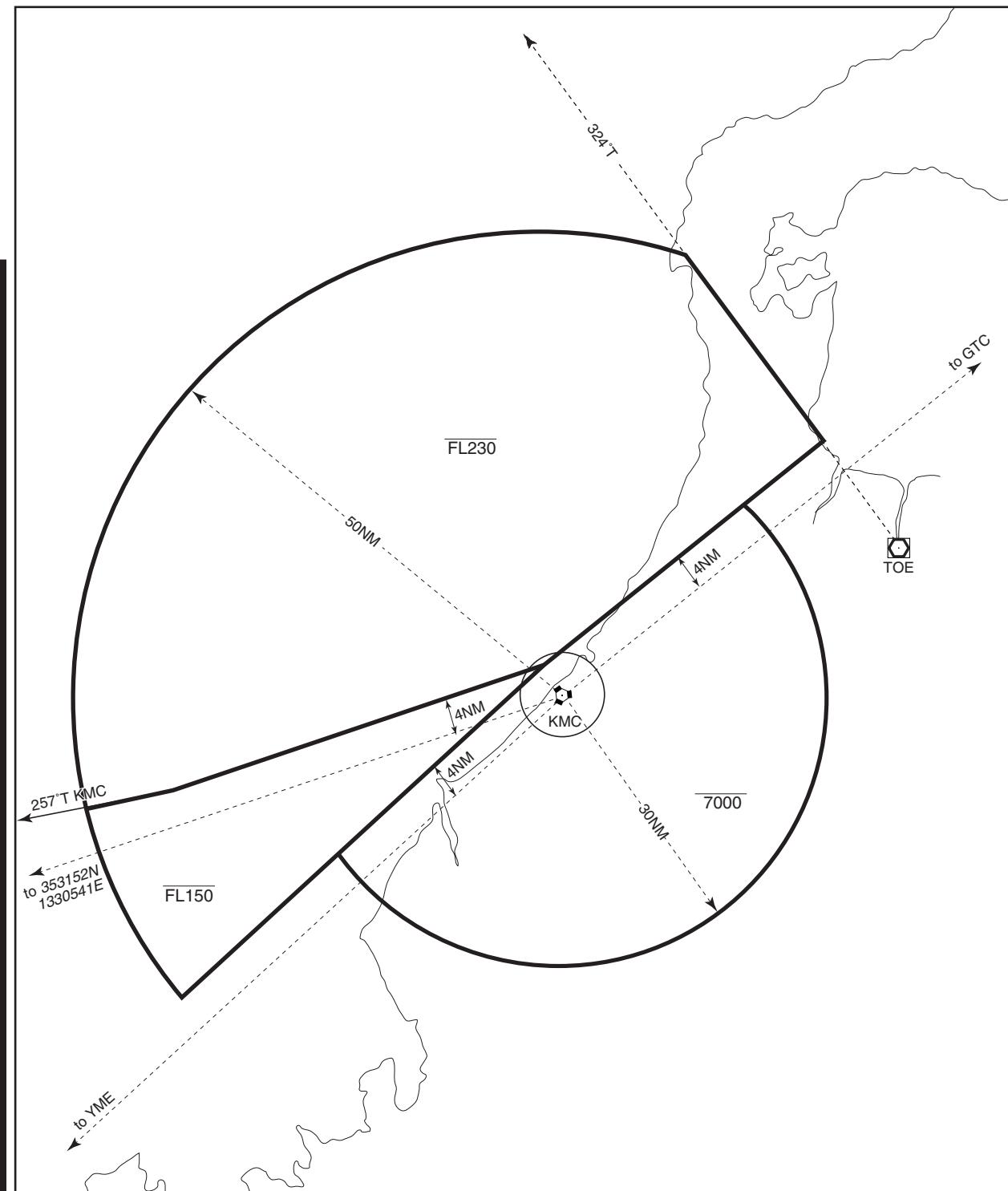
**RJNK AD 2.16 HELICOPTER LANDING AREA**

|   |  |   |
|---|--|---|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation          | EAST-HELIPAD: 362407.23N/1362501.96E, Nil<br>CENTER-HELIPAD: 362349.23N/1362429.72E, Nil  |
| 2 | TLOF and/or FATO elevation                                   | EAST-HELIPAD: 18ft<br>CENTER-HELIPAD: 22ft  |
| 3 | TLOF and FATO area dimensions,<br>surface, strength, marking | TLOF and FATO area dimensions: 23mx20m<br>Surface: Asphalt Concrete<br>Strength: 9ton<br>Marking: TDZ, See AIP AD2.24 AD chart                            |
| 4 | True BRG of FATO   | 055.00°/235.00°   |
| 5 | Declared distance available                                  | Nil   |
| 6 | APCH and FATO lighting                                       | Nil   |
| 7 | Remarks  | <ul style="list-style-type: none"> <li>• MAX helicopter type: AS32</li> <li>• only available to specific operators</li> <li>• daytime use only</li> </ul> |

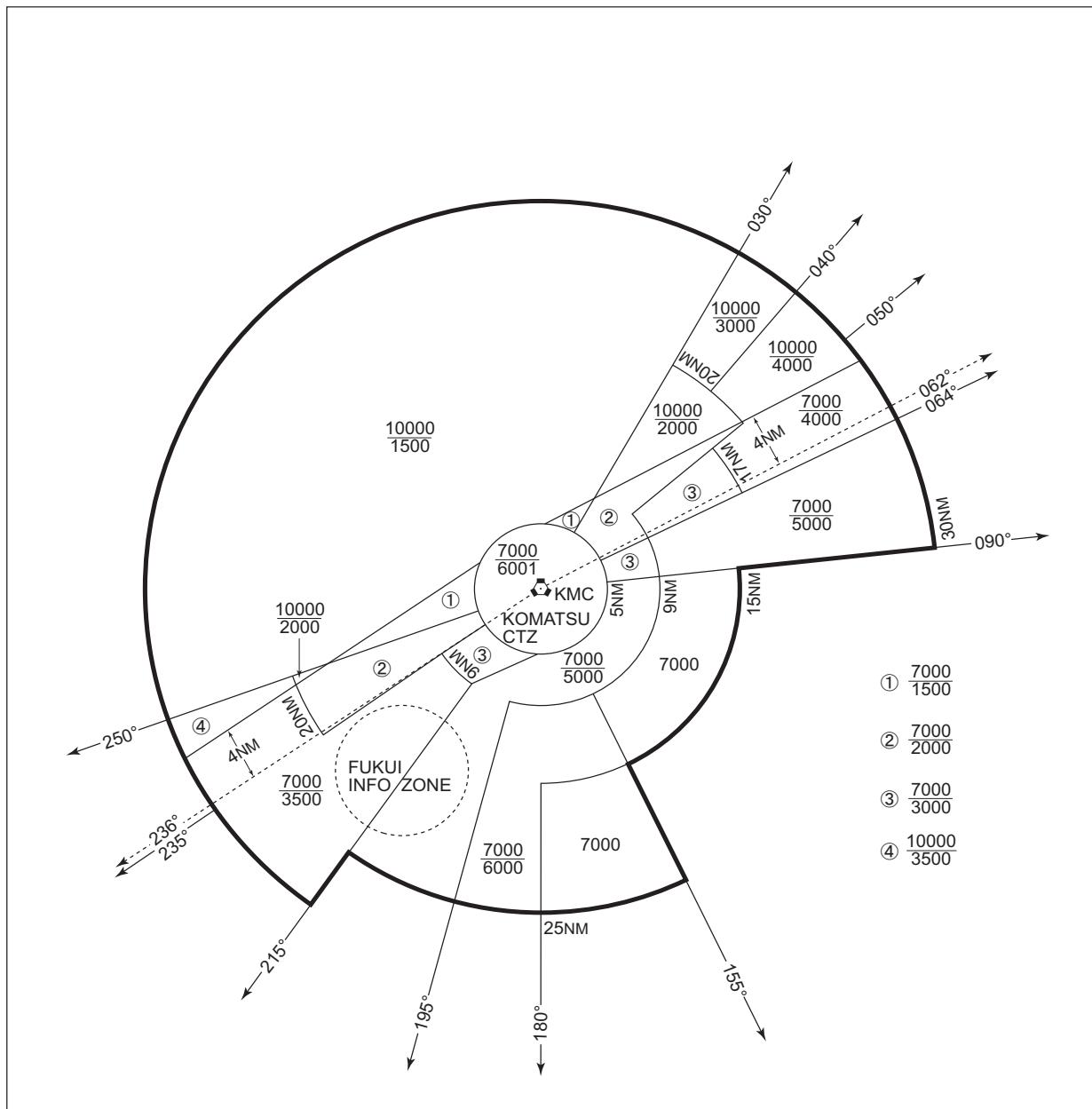
**RJNK AD 2.17 ATS AIRSPACE**

| Designation and lateral limits |  | Vertical limits (ft) | Airspace classification | ATS unit call sign Language                       | Remarks |
|--------------------------------|--|----------------------|-------------------------|---|---------|
| 1                              |  | 2                    | 3                       | 4   | 6       |
| KOMATSU CTR                    | Area within a radius of 5nm of KOMATSU ARP (36°24'N/136°24'E). | 6000 or below        | D                       | KOMATSU TOWER En                                  |         |
| KOMATSU ACA                    | See attached chart   |                      | E                       | KOMATSU APP<br>KOMATSU RADAR<br>KOMATSU DEP<br>En |         |
| KOMATSU TCA                    | See attached chart   |                      |                         | KOMATSU TCA<br>En                                 |         |

小松進入管制区  
Komatsu Approach Control Area



小松ターミナルコントロールエリア  
KOMATSU TERMINAL CONTROL AREA

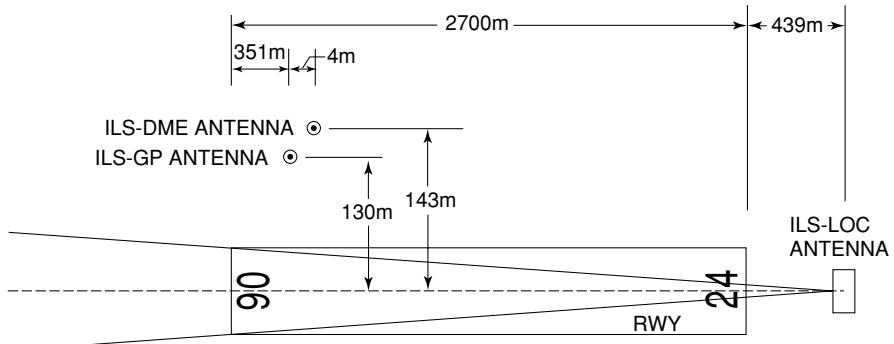


## RJNK AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                          | Frequency  | Hours of operation                    | Remarks                                       |
|---------------------|------------------------------------|--|---------------------------------------|---|
| 1                   | 2                                  | 3  | 4                                     | 5   |
| APP/ASR             | Komatsu Approach/<br>Komatsu Radar | 261.2MHz<br>120.1 MHz<br>121.25 MHz<br>243.0 MHz(E)<br>121.5 MHz(E)  | H24                                   |   |
| DEP                 | Komatsu Departure                  | 362.3MHz<br>120.1MHz<br>121.25MHz<br>121.5MHz(E)<br>243.0MHz(E)  | H24                                   |   |
| TCA                 | Komatsu TCA                        | 127.95MHz<br>292.2MHz  | 2300 - 1100<br>SUN - THU<br>(EXC HOL) |   |
| TWR                 | Komatsu Tower                      | 236.8MHz<br>126.2MHz<br>304.8MHz<br>118.25MHz<br>247.0MHz(1)(2)<br>138.05MHz(1)<br>123.1MHz(1)(2)<br>243.0MHz(E)<br>121.5MHz(E)                                | H24                                   | (1)For rescue only.<br>(2)AVBL on request.    |
| GND                 | Komatsu Ground                     | 275.8MHz<br>121.7MHz   | H24                                   |   |
| GCA-ASR<br>-PAR     | Komatsu Radar                      | 335.6 MHz<br>270.8 MHz<br>134.1 MHz<br>125.3 MHz<br>315.0 MHz<br>300.7 MHz<br>304.6 MHz<br>247.3 MHz<br>302.2 MHz<br>319.0 MHz<br>243.0 MHz(E)<br>121.5 MHz(E) | H24                                   | ASR RWY 06, PAR RWY 06/24.<br>Glide path 3.0° |

## RJNK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>(VOR<br>declination) | ID  | Frequency           | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks   |
|-------------------------------------|-----|---------------------|-----------------------|---|--|---|
| 1                                   | 2   | 3                   | 4                     | 5   | 6  | 7   |
| VOR<br>(8°W /2018)                  | KMC | 112.0MHz            | H24                   | 362347.29N/<br>1362415.31E                            |  | VOR Unusable:<br>100°-110° beyond 30nm BLW 8000ft.<br>130°-150° beyond 30nm BLW 11000ft.<br>150°-170° beyond 30nm BLW 8000ft.   |
| TACAN                               | KMC | 1018MHz<br>(CH-57X) | H24                   | 362347.36N/<br>1362418.49E                            |  | TACAN Unusable:<br>R080-090 beyond 25nm BLW 8000ft.<br>R090-110 beyond 27nm BLW 9000ft.<br>R110-130 beyond 33nm BLW 11000ft.<br>R130-140 beyond 27nm BLW 11000ft.<br>R140-150 beyond 30nm BLW 11000ft.<br>R150-160 beyond 36nm BLW 11000ft.<br>R160-180 beyond 25nm BLW 8000ft.<br>R180-190 beyond 35nm BLW 8000ft.<br>R190-200 beyond 32nm BLW 8000ft.<br>R210-220 beyond 33nm BLW 5000ft. |
| ILS-LOC 06                          | IKM | 110.1MHz            | 2230 - 1330           | 362411.09N/<br>1362526.06E                            |  | LOC: 439m (1440ft) FM RWY<br>24 THR on the extended<br>RCL. BRG (MAG) 063°.   |
| ILS-GP 06                           | -   | 334.4MHz            | 2230 - 1330           | 362323.29N/<br>1362350.88E                            |  | GP: 351m (1152ft) FM RWY<br>06 THR. 130m (427ft) NW<br>of RCL.<br>HGT of ILS Ref datum 16.5m (54ft).<br>Angle 3.0°.   |
| ILS-DME 06                          | IKM | 999 MHz<br>(CH-38X) | 2230 - 1330           | 362323.72N/<br>1362350.72E                            | 46ft   | DME : 355m (1165ft) FM<br>RWY 06 THR. 143m (469ft)<br>NW of RCL.  |
| MSAS                                |     | 1575.42MHz          | H24                   |   |  | Transmitting antennas are satellite<br>based  |



- REMARKS :
1. ILS-LOC beam BRG(MAG) 063 °
  2. HGT of ILS REF datum 16.5m(54ft)
  3. ILS-GP Angle 3.0°
  4. ELEV of ILS-DME 13.8m(46ft)

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## RJNK AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Airport regulations

PPR for transient civil ACFT (ext HEL) to use this AD.

### 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

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## RJNK AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

**RJNK 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 | 06  | A,B,C,D  | -               | -   | 400m                        | 400m | -                  | 500m |
|   | 24  | A,B,C,D  | -               | -   | 400m                        | 400m | -                  | 500m |
| OTHER                                     | 06  | A,B,C,D  | AVBL LDG MINIMA |     |                             |      |                    |      |
|   | 24  | A,B,C,D  |                 |     |                             |      |                    |      |

**2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE**

PAR RWY 06

| MINIMA THR ELEV: 38 AD ELEV: 22 |          |         |          |      |
|---------------------------------|----------|---------|----------|------|
| CAT                             | CIRCLING |         |          |      |
|                                 | DA(H)    | RVR/CMV | MDA(H)   | VIS  |
| A                               | 245(207) | 750     | 510(488) | 1600 |
|                                 |          |         |          | 2400 |
|                                 |          |         | 580(558) | 3200 |
|                                 |          |         |          |      |

PAR RWY 24

| MINIMA THR ELEV: 18 AD ELEV: 22 |          |         |          |      |
|---------------------------------|----------|---------|----------|------|
| CAT                             | CIRCLING |         |          |      |
|                                 | DA(H)    | RVR/CMV | MDA(H)   | VIS  |
| A                               | 218(200) | 750     | 510(488) | 1600 |
|                                 |          |         |          | 2400 |
|                                 |          |         | 580(558) | 3200 |
|                                 |          |         |          |      |

ASR RWY 06

| MINIMA THR ELEV: 38 AD ELEV: 22 |          |         |          |      |
|---------------------------------|----------|---------|----------|------|
| CAT                             | CIRCLING |         |          |      |
|                                 | MDA(H)   | RVR/CMV | MDA(H)   | VIS  |
| A                               | 660(638) | 1200    | 660(638) | 1600 |
|                                 |          |         |          | 2400 |
|                                 |          |         | 1600     | 3200 |
|                                 |          |         |          |      |

ASR RWY 24

| MINIMA THR ELEV: 18 AD ELEV: 22 |          |         |          |      |
|---------------------------------|----------|---------|----------|------|
| CAT                             | CIRCLING |         |          |      |
|                                 | MDA(H)   | RVR/CMV | MDA(H)   | VIS  |
| A                               | 580(558) | 1800    | 580(558) | 1400 |
|                                 |          |         |          | 1500 |
|                                 |          |         | 1600     | 2400 |
|                                 |          |         |          | 3200 |

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

If radio communications with KOMATSU 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 KOMATSU Radar /Tower.  
 2. If unable, proceed in accordance with Visual Flight Rules.  
 3. If unable, proceed to TACAN IAF or KOMATSU VOR at last assigned altitude or 4,000 feet whichever is higher, and execute instrument approach.
- (II)    Procedures other than above will be issued when situation required.

**4. Automated Radar Terminal System (ARTS)**

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

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

小松ターミナル管制所の指示のもとに、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を通報すること。

**RJNK AD 2.23 ADDITIONAL INFORMATION**

Nil

**RJNK AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome Chart

Standard Departure Chart - Instrument (OHNNO, GINJO, SONBU-RNAV)

Standard Departure Chart - Instrument (NOTO, KOMATSU, KAGA)

Standard Arrival Chart - Instrument (KOMATSU, HIMMY, IMIZU, YARII, SONBU-RNAV)

Instrument Approach Chart (ILS Z or LOC Z RWY06)

Instrument Approach Chart (ILS Y or LOC Y RWY06)

Instrument Approach Chart (VOR RWY06)

Instrument Approach Chart (RNP RWY24)

Instrument Approach Chart (TACAN Z RWY06)

Instrument Approach Chart (TACAN Y RWY06)

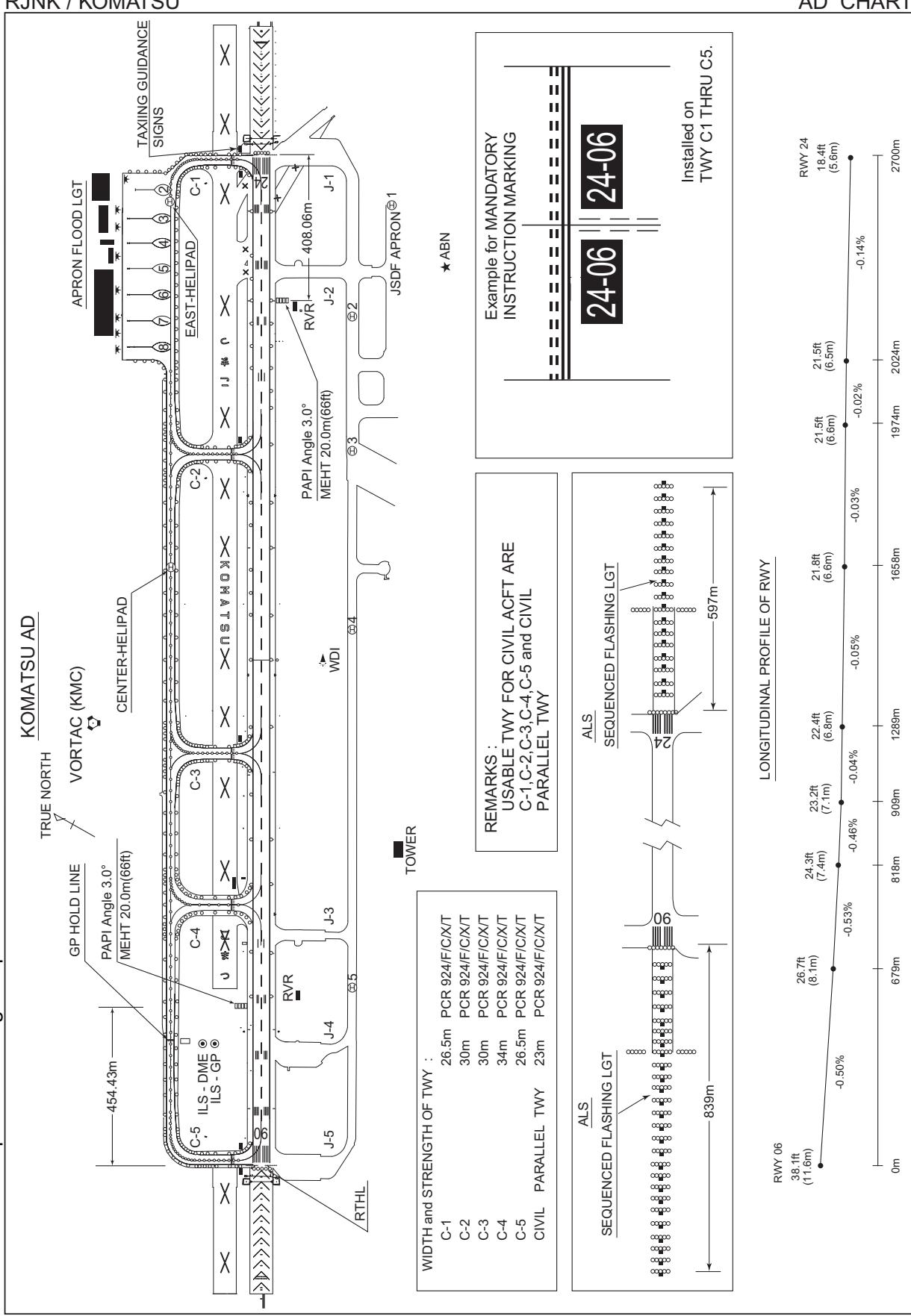
Instrument Approach Chart (TACAN A)

Other Chart (LDG CHART)

Other Chart (MVA CHART)

**INTENTIONALLY LEFT BLANK**

**CHANGE : Description of strength of pavement.**



STANDARD DEPARTURE CHART -INSTRUMENT

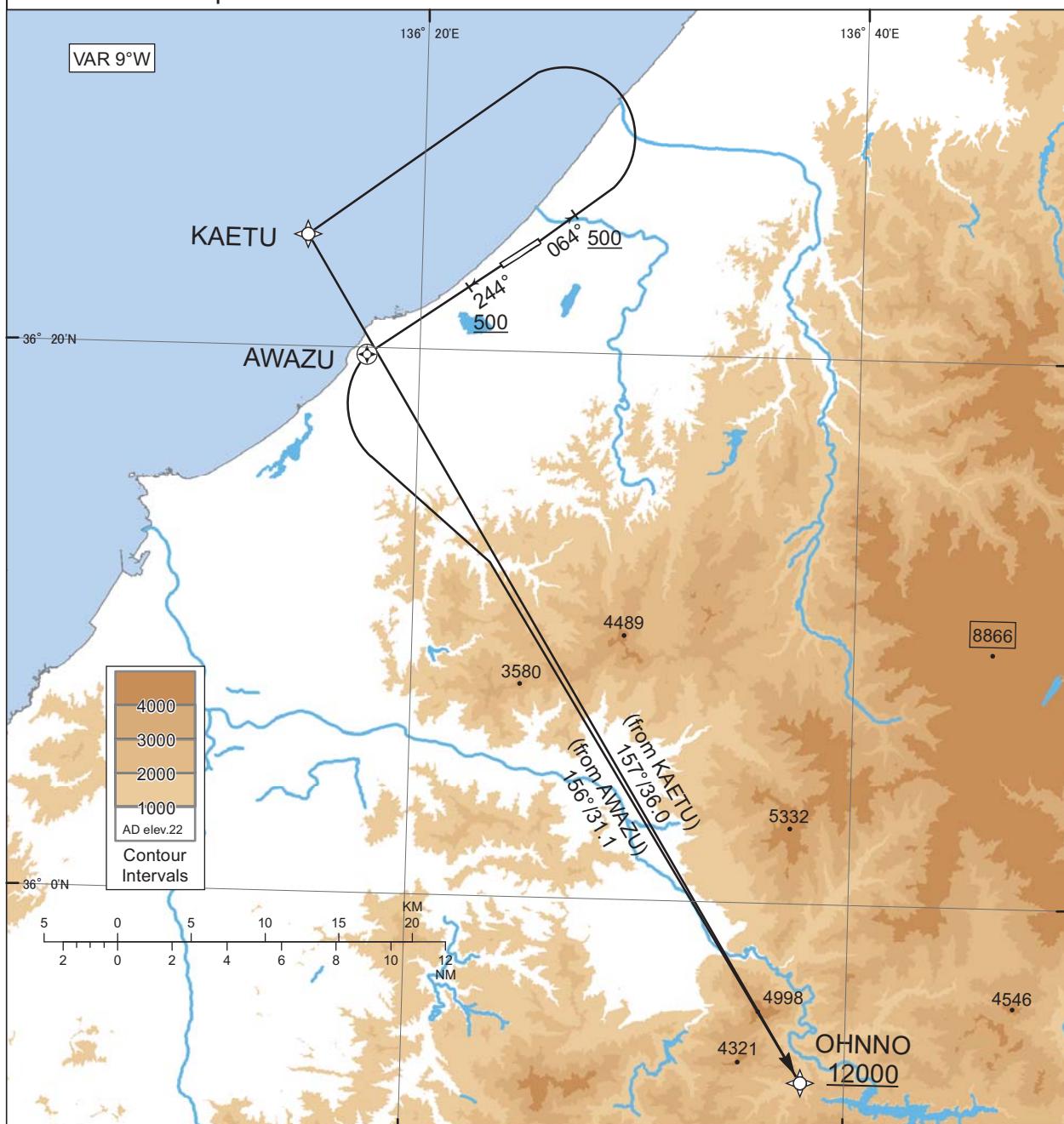
RJNK / KOMATSU

RNAV SID

OHNNO ONE DEPARTURE

RNP1

Note GNSS required.



CHANGE : New PROC.

RWY06 : Climb on HDG064° at or above 500FT, turn left direct to KAETU, to OHNNO at or above 12000FT.  
 RWY24 : Climb on HDG244° at or above 500FT, direct to AWAZU, to OHNNO at or above 12000FT.

Note RWY06 : 4.0% climb gradient required up to 4500FT.  
 OBST ALT 4397FT located at 15.0NM 177°FM end of RWY06.  
 Note RWY24 : 4.8% climb gradient required up to 3900FT.  
 OBST ALT 3183FT located at 12.0NM 196°FM end of RWY24.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID

OHNNO ONE DEPARTURE

## RWY06

| 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              | -                   | -        | 064 (055.0)   | -8.6               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | KAETU               | -        | -             | -8.6               | -             | L              | -             | -            | -              | RNP1                     |
| 003           | TF              | OHNNO               | -        | 157 (148.4)   | -8.6               | 36.0          | -              | +12000        | -            | -              | RNP1                     |

## RWY24

| 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              | -                   | -        | 244 (235.0)   | -8.6               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | AWAZU               | Y        | -             | -8.6               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | OHNNO               | -        | 156 (147.8)   | -8.6               | 31.1          | -              | +12000        | -            | -              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| KAETU               | 362407.8N / 1361447.7E |
| AWAZU               | 361946.6N / 1361737.0E |
| OHNNO               | 355328.3N / 1363803.4E |

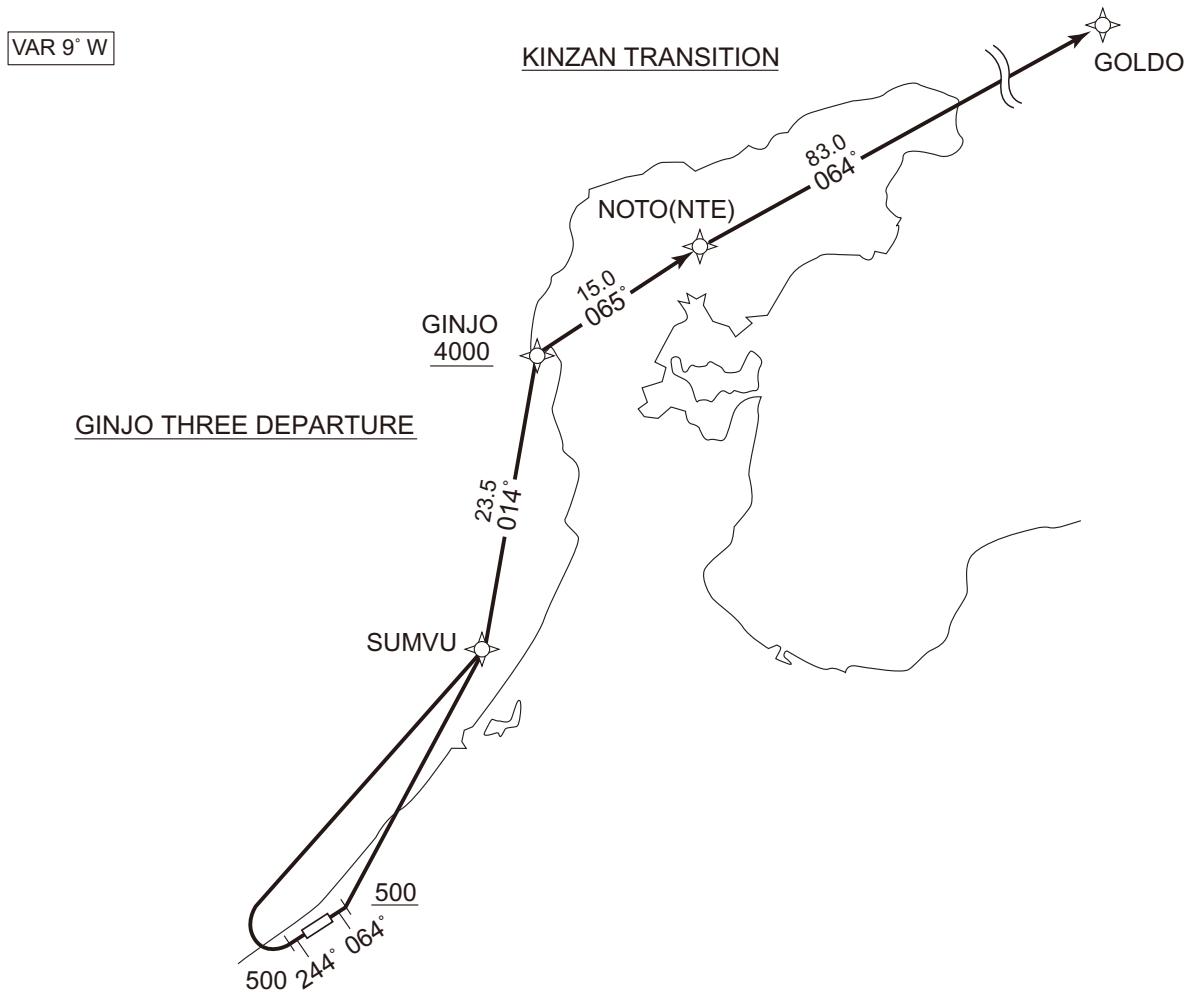
CHANGE : New PROC.

STANDARD DEPARTURE CHART -INSTRUMENT

| RJNK / KOMATSU                             | RNAV SID and TRANSITION |
|--|-------------------------|
| GINJO THREE DEPARTURE<br>KINZAN TRANSITION | RNP1                    |

Note GNSS required.

CHANGE : SUMVU established. HAKU1 abolished. SID renamed. PROC course. ALT restriction at GINJO added.



GINJO THREE DEPARTURE

RWY06 : Climb on HDG $064^{\circ}$  at or above 500FT, turn left direct to SUMVU, to GINJO at or above 4000FT, to NTE.

RWY24 : Climb on HDG $244^{\circ}$  at or above 500FT, turn right direct to SUMVU, to GINJO at or above 4000FT, to NTE.

KINZAN TRANSITION

From NTE, to GOLDO.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID and TRANSITION

GINJO THREE DEPARTURERWY06

| 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              | —                   | —        | 064 (055.0)   | -8.6               | —             | —              | +500          | —            | —              | RNP1                     |
| 002           | DF              | SUMVU               | —        | —             | -8.6               | —             | L              | —             | —            | —              | RNP1                     |
| 003           | TF              | GINJO               | —        | 014 (005.3)   | -8.6               | 23.5          | —              | +4000         | —            | —              | RNP1                     |
| 004           | TF              | NTE                 | —        | 065 (056.0)   | -8.6               | 15.0          | —              | —             | —            | —              | RNP1                     |

RWY24

| 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              | —                   | —        | 244 (235.0)   | -8.6               | —             | —              | +500          | —            | —              | RNP1                     |
| 002           | DF              | SUMVU               | —        | —             | -8.6               | —             | R              | —             | —            | —              | RNP1                     |
| 003           | TF              | GINJO               | —        | 014 (005.3)   | -8.6               | 23.5          | —              | +4000         | —            | —              | RNP1                     |
| 004           | TF              | NTE                 | —        | 065 (056.0)   | -8.6               | 15.0          | —              | —             | —            | —              | RNP1                     |

KINZAN 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              | NTE                 | —        | —             | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | GOLDO               | —        | 064 (055.4)   | -8.6               | 83.0          | —              | —             | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| SUMVU               | 364539.8N / 1363927.2E |
| GINJO               | 370902.0N / 1364210.5E |
| NTE                 | 371723.9N / 1365746.5E |
| GOLDO               | 380356.9N / 1382435.5E |

CHANGE : SUMVU established. HAKU abolished. SID renamed. Waypoint Coordinates added.  
 PROC course. VAR. Dist FM SUMVU to GINJO. ALT restriction at GINJO.

STANDARD DEPARTURE CHART -INSTRUMENT

| RJNK / KOMATSU  | RNAV SID and TRANSITION |
|---|-------------------------|
| SONBU THREE DEPARTURE<br>TANGO TRANSITION   | RNP1                    |
| Note GNSS required.   |                         |
| <p>VAR 9°W</p> <p>The chart shows a map of the KOMATSU area. It features two main departure routes originating from SONBU. The first route, labeled 'SONBU THREE DEPARTURE', branches off to the right at an altitude of 500ft, heading towards UGEDO and then MIYAZU(YME). The second route, labeled 'TANGO TRANSITION', branches off to the left at an altitude of 500ft, heading towards UGEDO and then MIYAZU(YME). Both routes are marked with a series of waypoints and headings: SONBU (13.0), UGEDO (205°), and MIYAZU(YME) (35.2, 220°). A note indicates that VAR 9°W is required. A vertical column on the left side of the chart states: 'CHANGE : TANGO TRANSITION, UGEDO established. SID renamed. VAR. PROC course.'</p> |                         |
| <p><b>SONBU THREE DEPARTURE</b></p> <p>RWY06 : Climb on HDG064° at or above 500FT, turn left direct to SONBU.<br/>RWY24 : Climb on HDG244° at or above 500FT, turn right direct to SONBU.</p>   |                         |
| <p><b>TANGO TRANSITION</b></p> <p>From SONBU, to UGEDO, to YME.</p>   |                         |

## STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID and TRANSITION

CHANGE : TANGO TRANSITION, Waypoint Coordinates, UGEDO established. SID renamed. PROC course. VAR. Navigation Specification.

SONBU THREE DEPARTURE

## RWY06

| 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              | —                   | —        | 064 (055.0)   | -8.6               | —             | —              | +500          | —            | —              | RNP1                     |
| 002           | DF              | SONBU               | —        | —             | -8.6               | —             | L              | —             | —            | —              | RNP1                     |

## RWY24

| 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              | —                   | —        | 244 (235.0)   | -8.6               | —             | —              | +500          | —            | —              | RNP1                     |
| 002           | DF              | SONBU               | —        | —             | -8.6               | —             | R              | —             | —            | —              | RNP1                     |

TANGO 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              | SONBU               | —        | —             | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | UGEDO               | —        | 205 (196.3)   | -8.6               | 13.0          | —              | —             | —            | —              | RNP1                     |
| 003           | TF              | YME                 | —        | 220 (211.1)   | -8.6               | 35.2          | —              | —             | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| SONBU               | 361132.3N / 1353502.9E |
| UGEDO               | 355902.0N / 1353032.1E |
| YME                 | 352850.5N / 1350813.3E |

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID

NOTO THREE DEPARTURE

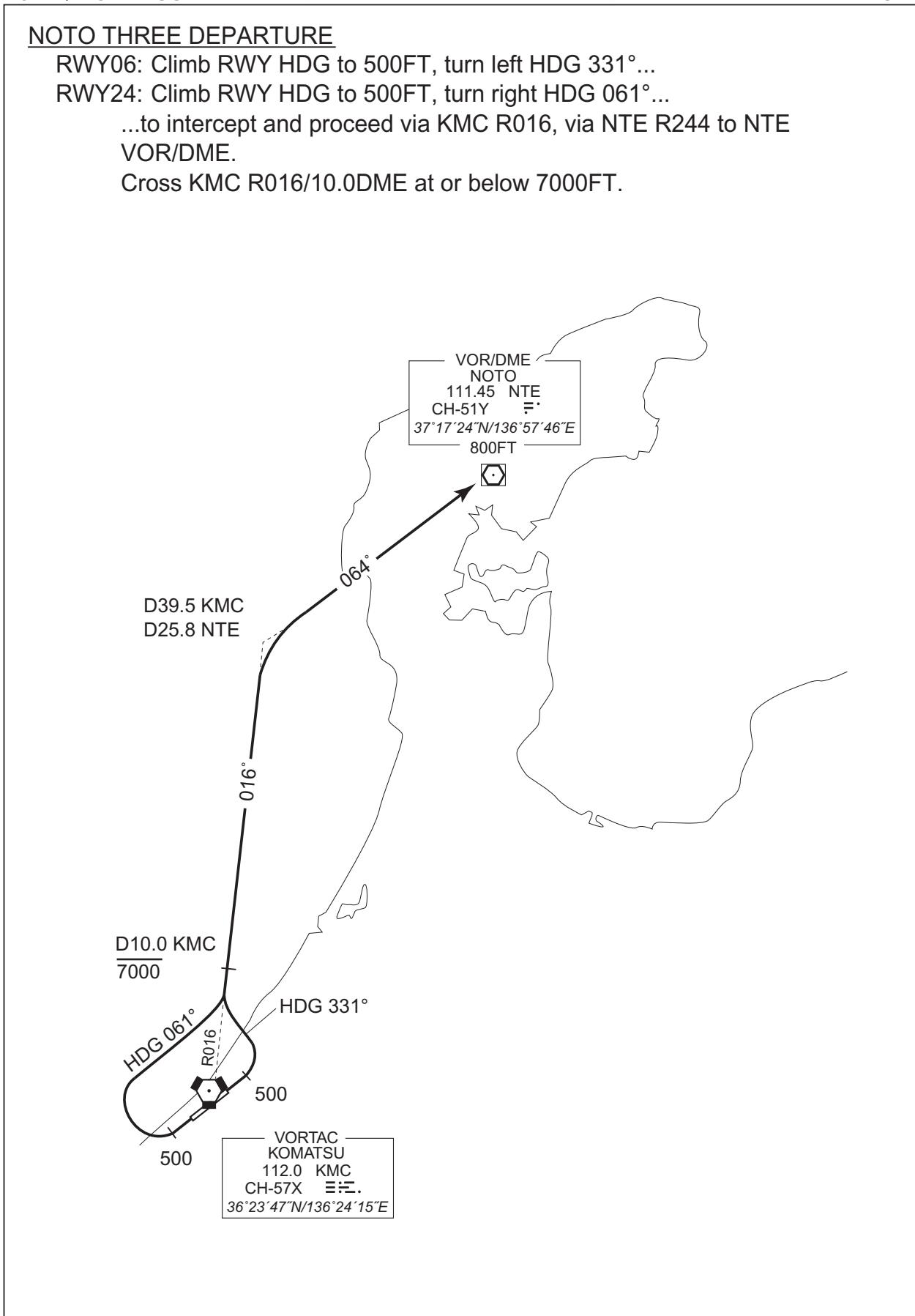
RWY06: Climb RWY HDG to 500FT, turn left HDG 331°...

RWY24: Climb RWY HDG to 500FT, turn right HDG 061°...

...to intercept and proceed via KMC R016, via NTE R244 to NTE VOR/DME.

Cross KMC R016/10.0DME at or below 7000FT.

CHANGE : SID renamed. PROC course.



## STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID

KOMATSU REVERSAL FOUR DEPARTURE

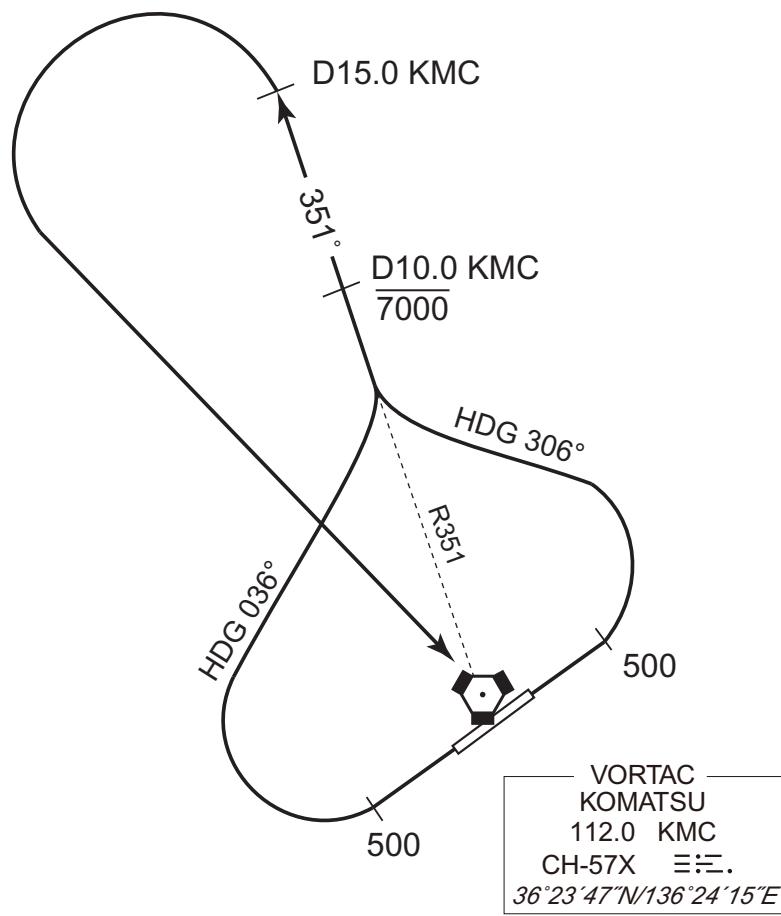
RWY 06 : Climb RWY HDG to 500FT, turn left HDG 306°...

RWY 24 : Climb RWY HDG to 500FT, turn right HDG 036°...

...to intercept and proceed via KMC R351 to 15.0DME, turn left, direct to KMC VORTAC.

Cross KMC R351/10.0DME at or below 7000FT.

CHANGE : SID renamed. PROC course. MIYAZU FOUR DEPARTURE abolished.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID and TRANSITION

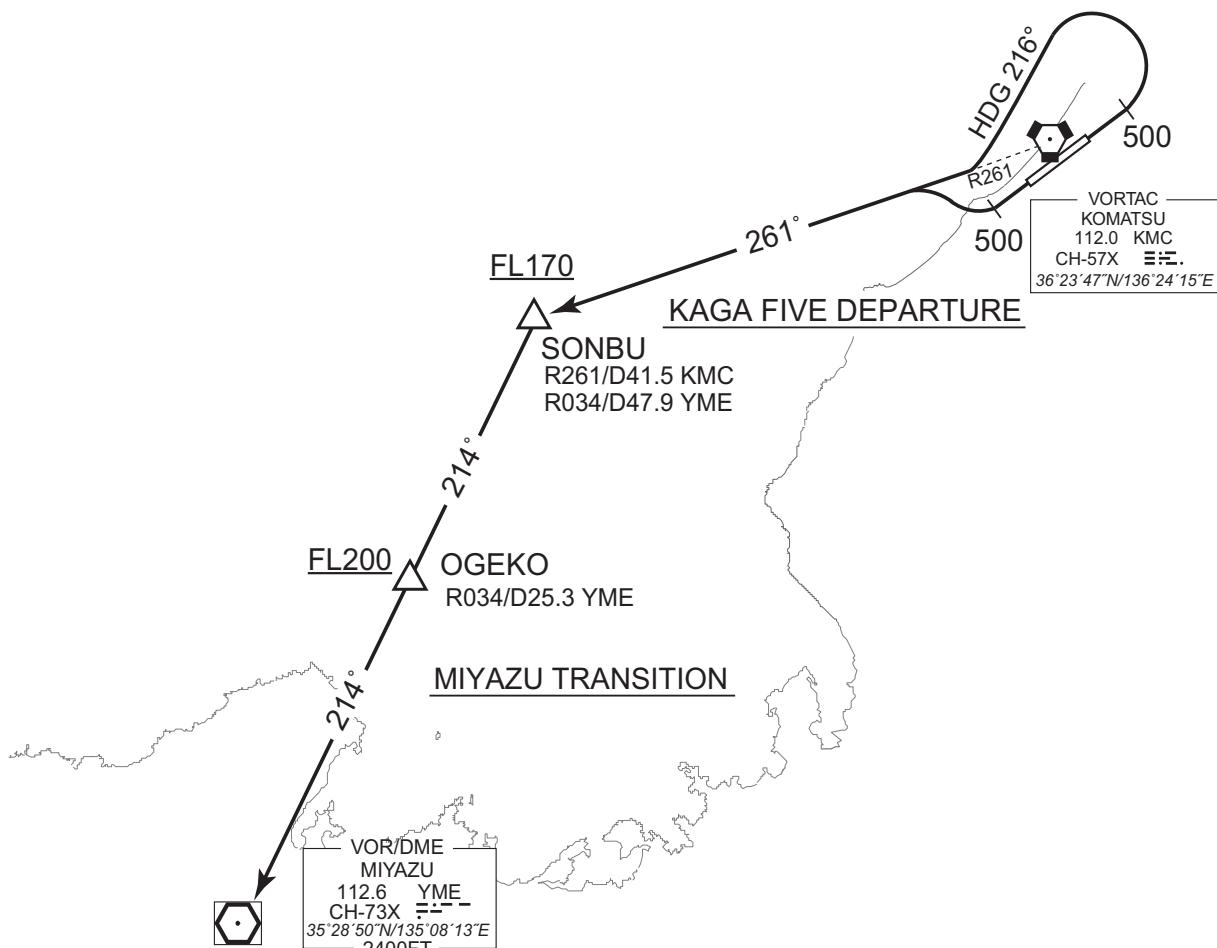
KAGA FIVE DEPARTURE

RWY 06 : Climb RWY HDG to 500FT, turn left HDG 216°...  
RWY 24 : Climb RWY HDG to 500FT, turn right,...  
...to intercept and proceed via KMC R261 to SONBU.  
Cross SONBU at or above FL170.

MIYAZU TRANSITION

From over SONBU, via YME R034 to YME VOR/DME via OGEKO.  
Cross OGEKO at or above FL200.

CHANGE : Correction of description.



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STANDARD ARRIVAL CHART-INSTRUMENT

| RJNK / KOMATSU   |                        | RNAV STAR RWY06     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
|--|------------------------|---------------------|----------|---------------------|--------------------|---------------------|------------------------|---------------|------------------------|----------------|--------------------------|---------------|------------------------|----------------|--------------------------|-----|----|-----|---|---|------|---|---|---|---|---|------|-----|----|-------|---|-------------|------|-----|---|---|---|---|------|-----|----|-------|---|-------------|------|-----|---|-------|---|---|------|-----|----|-------|---|-------------|------|-----|---|---|---|---|------|-----|----|-------|---|-------------|------|-----|---|-------|---|---|------|
| KOMATSU WEST ARRIVAL   |                        | RNP1                |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| Note GNSS required.  |                        |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| <p>The diagram illustrates the RNAV STAR RWY06 arrival route. It starts at KOMATSU(KMC) and follows a curved path upwards. Key waypoints include SAWRA, MEGIS (4000ft), KANOH, and DAIJO (2000ft). The route is defined by various headings and distances. A variation of 9°W is indicated. The route ends at SAWRA.</p> <p>VAR 9°W</p> <p>SAWRA</p> <p>MEGIS 4000</p> <p>KANOH</p> <p>DAIJO 2000</p> <p>9.9 301°</p> <p>8.3 225°</p> <p>4.4 184°</p> <p>4.3 094°</p> <p>KOMATSU(KMC)</p>  |                        |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| <p>From KMC, to SAWRA, to MEGIS at or above 4000FT, to KANOH, to DAIJO at or above 2000FT.</p>   |                        |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(°T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>IF</td> <td>KMC</td> <td>-</td> <td>-</td> <td>-8.6</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNP1</td> </tr> <tr> <td>002</td> <td>TF</td> <td>SAWRA</td> <td>-</td> <td>301 (292.6)</td> <td>-8.6</td> <td>9.9</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNP1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>MEGIS</td> <td>-</td> <td>225 (216.5)</td> <td>-8.6</td> <td>8.3</td> <td>-</td> <td>+4000</td> <td>-</td> <td>-</td> <td>RNP1</td> </tr> <tr> <td>004</td> <td>TF</td> <td>KANOH</td> <td>-</td> <td>184 (175.0)</td> <td>-8.6</td> <td>4.4</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNP1</td> </tr> <tr> <td>005</td> <td>TF</td> <td>DAIJO</td> <td>-</td> <td>094 (084.9)</td> <td>-8.6</td> <td>4.3</td> <td>-</td> <td>+2000</td> <td>-</td> <td>-</td> <td>RNP1</td> </tr> </tbody> </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 | KMC | - | - | -8.6 | - | - | - | - | - | RNP1 | 002 | TF | SAWRA | - | 301 (292.6) | -8.6 | 9.9 | - | - | - | - | RNP1 | 003 | TF | MEGIS | - | 225 (216.5) | -8.6 | 8.3 | - | +4000 | - | - | RNP1 | 004 | TF | KANOH | - | 184 (175.0) | -8.6 | 4.4 | - | - | - | - | RNP1 | 005 | TF | DAIJO | - | 094 (084.9) | -8.6 | 4.3 | - | +2000 | - | - | RNP1 |
| 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                     | KMC                 | -        | -                   | -8.6               | -                   | -                      | -             | -                      | -              | RNP1                     |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| 002  | TF                     | SAWRA               | -        | 301 (292.6)         | -8.6               | 9.9                 | -                      | -             | -                      | -              | RNP1                     |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| 003  | TF                     | MEGIS               | -        | 225 (216.5)         | -8.6               | 8.3                 | -                      | +4000         | -                      | -              | RNP1                     |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| 004  | TF                     | KANOH               | -        | 184 (175.0)         | -8.6               | 4.4                 | -                      | -             | -                      | -              | RNP1                     |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| 005  | TF                     | DAIJO               | -        | 094 (084.9)         | -8.6               | 4.3                 | -                      | +2000         | -                      | -              | RNP1                     |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| <p><u>Waypoint Coordinates</u></p> <table border="1"> <thead> <tr> <th>Waypoint Identifier</th> <th>Coordinates</th> </tr> </thead> <tbody> <tr> <td>KMC</td> <td>362347.3N / 1362415.3E</td> </tr> <tr> <td>SAWRA</td> <td>362735.2N / 1361253.1E</td> </tr> <tr> <td>MEGIS</td> <td>362054.4N / 1360645.1E</td> </tr> <tr> <td>KANOH</td> <td>361631.0N / 1360713.9E</td> </tr> <tr> <td>DAIJO</td> <td>361653.7N / 1361231.8E</td> </tr> </tbody> </table>  |                        |                     |          | Waypoint Identifier | Coordinates        | KMC                 | 362347.3N / 1362415.3E | SAWRA         | 362735.2N / 1361253.1E | MEGIS          | 362054.4N / 1360645.1E   | KANOH         | 361631.0N / 1360713.9E | DAIJO          | 361653.7N / 1361231.8E   |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| Waypoint Identifier  | Coordinates            |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| KMC  | 362347.3N / 1362415.3E |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| SAWRA  | 362735.2N / 1361253.1E |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| MEGIS  | 362054.4N / 1360645.1E |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| KANOH  | 361631.0N / 1360713.9E |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |
| DAIJO  | 361653.7N / 1361231.8E |                     |          |                     |                    |                     |                        |               |                        |                |                          |               |                        |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |

CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

## STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

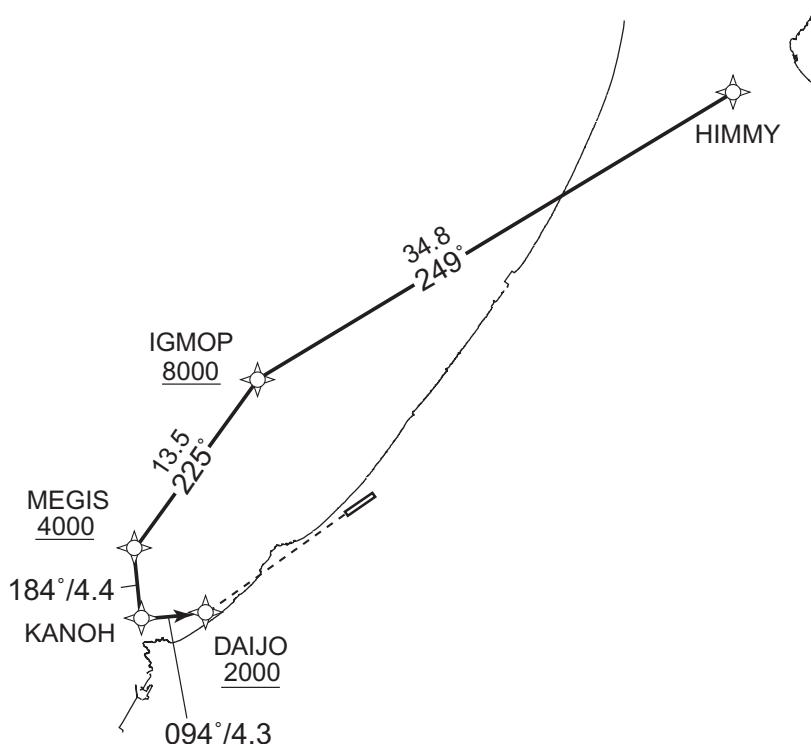
RNAV STAR RWY06

HIMMY WEST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



From HIMMY, to IGMOP at or above 8000FT, to MEGIS at or above 4000FT,  
to KANOH, to DAIJO at or above 2000FT.

| 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              | HIMMY               | —        | —              | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | IGMOP               | —        | 249<br>(239.9) | -8.6               | 34.8          | —              | +8000         | —            | —              | RNP1                     |
| 003           | TF              | MEGIS               | —        | 225<br>(216.5) | -8.6               | 13.5          | —              | +4000         | —            | —              | RNP1                     |
| 004           | TF              | KANOH               | —        | 184<br>(175.0) | -8.6               | 4.4           | —              | —             | —            | —              | RNP1                     |
| 005           | TF              | DAIJO               | —        | 094<br>(084.9) | -8.6               | 4.3           | —              | +2000         | —            | —              | RNP1                     |

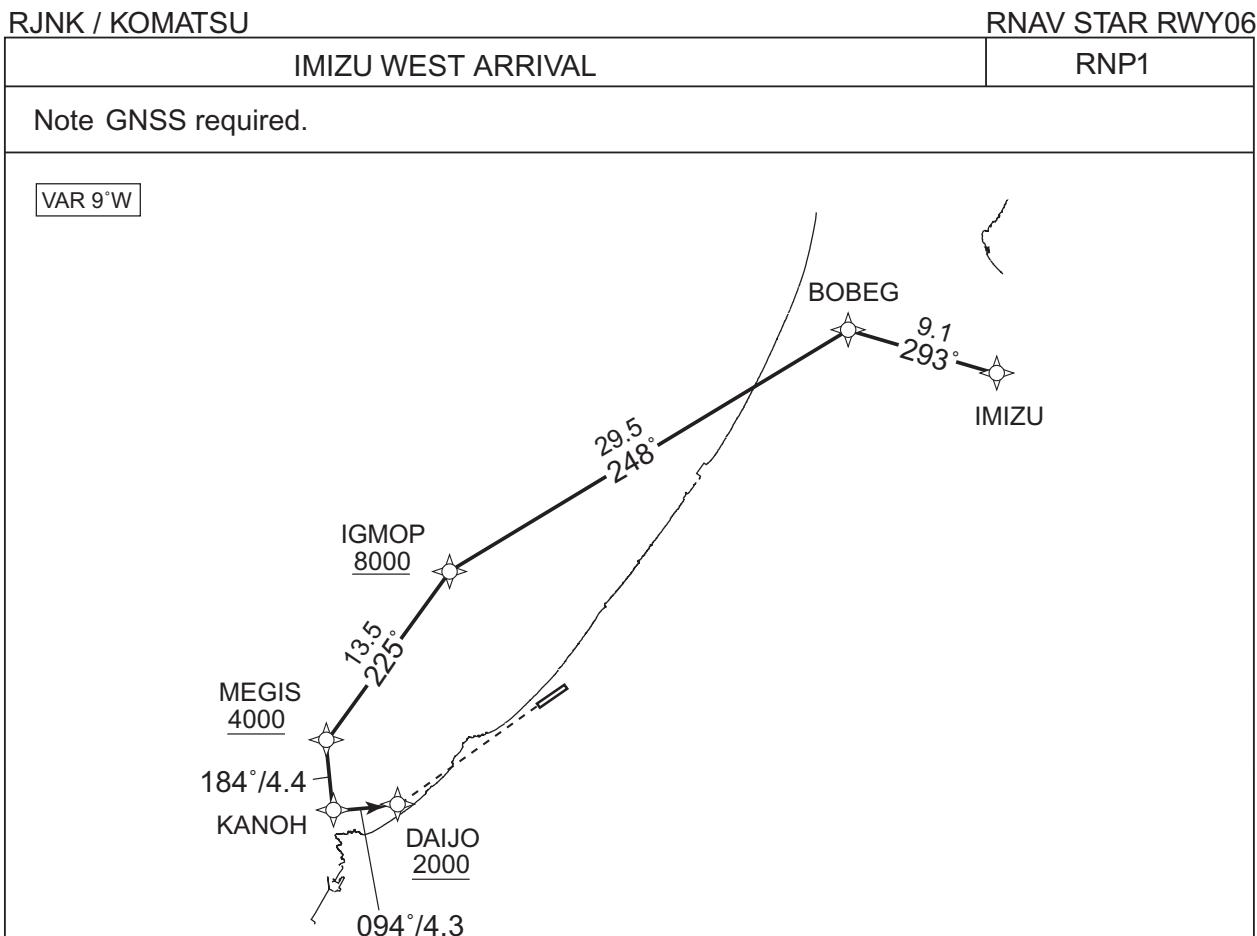
Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| HIMMY               | 364916.0N / 1365406.9E |
| IGMOP               | 363143.7N / 1361642.1E |
| MEGIS               | 362054.4N / 1360645.1E |
| KANOH               | 361631.0N / 1360713.9E |
| DAIJO               | 361653.7N / 1361231.8E |

CHANGE : IGMOP established. PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

CHANGE : BOBEG, IGMOP established. PROC course. VAR. DIST FM IMIZU to IGMOP. Navigation Specification. Waypoint Coordinates added.



From IMIZU, to BOBEG, to IGMOP at or above 8000FT, to MEGIS at or above 4000FT, to KANOH, to DAIJO at or above 2000FT.

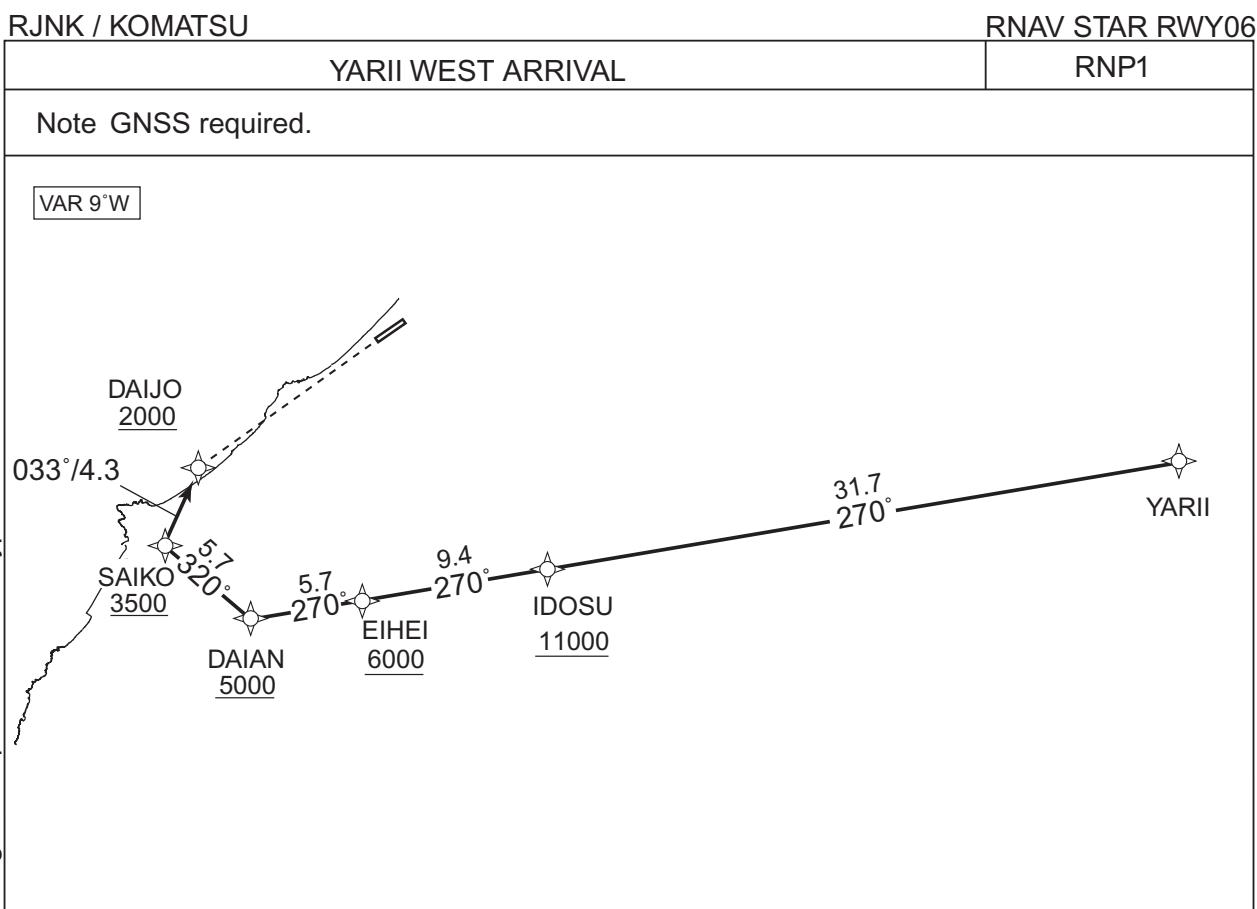
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | IMIZU               | —        | —             | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | BOBEG               | —        | 293 (284.4)   | -8.6               | 9.1           | —              | —             | —            | —              | RNP1                     |
| 003           | TF              | IGMOP               | —        | 248 (239.8)   | -8.6               | 29.5          | —              | +8000         | —            | —              | RNP1                     |
| 004           | TF              | MEGIS               | —        | 225 (216.5)   | -8.6               | 13.5          | —              | +4000         | —            | —              | RNP1                     |
| 005           | TF              | KANOH               | —        | 184 (175.0)   | -8.6               | 4.4           | —              | —             | —            | —              | RNP1                     |
| 006           | TF              | DAIJO               | —        | 094 (084.9)   | -8.6               | 4.3           | —              | +2000         | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            | Waypoint Identifier | Coordinates            |
|---------------------|------------------------|---------------------|------------------------|
| IMIZU               | 364422.4N / 1365925.6E | MEGIS               | 362054.4N / 1360645.1E |
| BOBEG               | 364637.5N / 1364826.0E | KANOH               | 361631.0N / 1360713.9E |
| IGMOP               | 363143.7N / 1361642.1E | DAIJO               | 361653.7N / 1361231.8E |

## STANDARD ARRIVAL CHART-INSTRUMENT

CHANGE : IDOSU established. HESEN abolished. HESEN established. VAR. Navigation Specification. VAR. Waypoint Coordinates added.



From YARII, to IDOSU at or above 11000FT, to EIHEI at or above 6000FT, to DAIAN at or above 5000FT, to SAIKO at or above 3500FT, to DAIJO at or above 2000FT.

| 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              | YARII               | —        | —             | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | IDOSU               | —        | 270 (261.6)   | -8.6               | 31.7          | —              | +11000        | —            | —              | RNP1                     |
| 003           | TF              | EIHEI               | —        | 270 (261.3)   | -8.6               | 9.4           | —              | +6000         | —            | —              | RNP1                     |
| 004           | TF              | DAIAN               | —        | 270 (261.1)   | -8.6               | 5.7           | —              | +5000         | —            | —              | RNP1                     |
| 005           | TF              | SAIKO               | —        | 320 (311.3)   | -8.6               | 5.7           | —              | +3500         | —            | —              | RNP1                     |
| 006           | TF              | DAIJO               | —        | 033 (024.9)   | -8.6               | 4.3           | —              | +2000         | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            | Waypoint Identifier | Coordinates            |
|---------------------|------------------------|---------------------|------------------------|
| YARII               | 361613.6N / 1371252.5E | DAIAN               | 360912.7N / 1361231.8E |
| IDOSU               | 361131.0N / 1363400.2E | SAIKO               | 361259.4N / 1361017.1E |
| EIHEI               | 361005.1N / 1362232.5E | DAIJO               | 361653.7N / 1361231.8E |

## STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

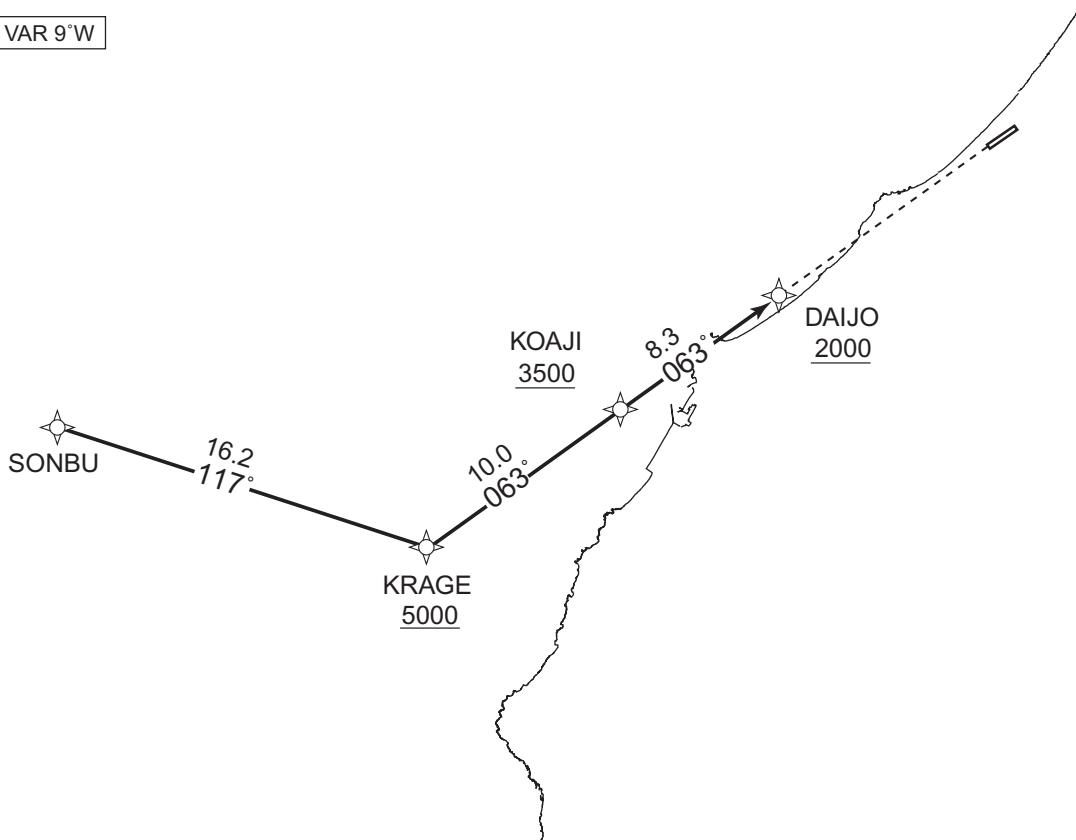
RNAV STAR RWY06

SONBU WEST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



From SONBU, to KRAGE at or above 5000FT, to KOAJI at or above 3500FT,  
to DAIJO at or above 2000FT.

CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

| 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              | SONBU               | —        | —              | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | KRAGE               | —        | 117<br>(108.5) | -8.6               | 16.2          | —              | +5000         | —            | —              | RNP1                     |
| 003           | TF              | KOAJI               | —        | 063<br>(054.7) | -8.6               | 10.0          | —              | +3500         | —            | —              | RNP1                     |
| 004           | TF              | DAIJO               | —        | 063<br>(054.8) | -8.6               | 8.3           | —              | +2000         | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| SONBU               | 361132.3N / 1353502.9E |
| KRAGE               | 360622.8N / 1355404.3E |
| KOAJI               | 361208.8N / 1360410.4E |
| DAIJO               | 361653.7N / 1361231.8E |

## STANDARD ARRIVAL CHART-INSTRUMENT

CHANGE : IKIKI, NOKAB established. ZEBRA, HIRMO abolished.

| RJNK / KOMATSU   |                        | RNAV STAR RWY24     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
|--|------------------------|---------------------|----------|---------------|--------------------|---------------------|----------------|---------------|--------------------|----------------|--------------------------|---------------|--------------|----------------|--------------------------|-----|----|-----|---|---|------|---|---|---|---|---|------|-----|----|-------|---|-------------|------|-----|---|---|---|---|------|-----|----|-------|---|-------------|------|-----|---|-------|---|---|------|-----|----|-------|---|-------------|------|-----|---|-------|---|---|------|---------------------|-------------|-----|------------------------|-------|------------------------|-------|------------------------|-------|------------------------|
| KOMATSU EAST ARRIVAL   |                        | RNP1                |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| Note GNSS required.  |                        |                     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| <p>The diagram shows an arrival route starting from KOMATSU(KMC) at the bottom. A dashed line extends upwards from KMC. A solid line branches off to the left towards YAMJI, labeled with a 9.6° climb. From YAMJI, a solid line continues straight with a 4.5° climb and a 081° course. This leads to IKIKI at 4000ft, which has a 5.0° climb and a 084° course. Finally, the route leads to NOKAB at 2600ft. A note in the top-left corner says 'VAR 9°W'.</p>   |                        |                     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| <p>From KMC, to YAMJI, to IKIKI at or above 4000FT, to NOKAB at or above 2600FT.</p> <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>IF</td> <td>KMC</td> <td>—</td> <td>—</td> <td>-8.6</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNP1</td> </tr> <tr> <td>002</td> <td>TF</td> <td>YAMJI</td> <td>—</td> <td>001 (352.5)</td> <td>-8.6</td> <td>9.6</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNP1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>IKIKI</td> <td>—</td> <td>081 (072.2)</td> <td>-8.6</td> <td>4.5</td> <td>—</td> <td>+4000</td> <td>—</td> <td>—</td> <td>RNP1</td> </tr> <tr> <td>004</td> <td>TF</td> <td>NOKAB</td> <td>—</td> <td>084 (075.6)</td> <td>-8.6</td> <td>5.0</td> <td>—</td> <td>+2600</td> <td>—</td> <td>—</td> <td>RNP1</td> </tr> </tbody> </table> <p><u>Waypoint Coordinates</u></p> <table border="1"> <thead> <tr> <th>Waypoint Identifier</th> <th>Coordinates</th> </tr> </thead> <tbody> <tr> <td>KMC</td> <td>362347.3N / 1362415.3E</td> </tr> <tr> <td>YAMJI</td> <td>363316.8N / 1362242.5E</td> </tr> <tr> <td>IKIKI</td> <td>363438.8N / 1362801.2E</td> </tr> <tr> <td>NOKAB</td> <td>363553.0N / 1363402.3E</td> </tr> </tbody> </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 | KMC | — | — | -8.6 | — | — | — | — | — | RNP1 | 002 | TF | YAMJI | — | 001 (352.5) | -8.6 | 9.6 | — | — | — | — | RNP1 | 003 | TF | IKIKI | — | 081 (072.2) | -8.6 | 4.5 | — | +4000 | — | — | RNP1 | 004 | TF | NOKAB | — | 084 (075.6) | -8.6 | 5.0 | — | +2600 | — | — | RNP1 | Waypoint Identifier | Coordinates | KMC | 362347.3N / 1362415.3E | YAMJI | 363316.8N / 1362242.5E | IKIKI | 363438.8N / 1362801.2E | NOKAB | 363553.0N / 1363402.3E |
| 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                     | KMC                 | —        | —             | -8.6               | —                   | —              | —             | —                  | —              | RNP1                     |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| 002  | TF                     | YAMJI               | —        | 001 (352.5)   | -8.6               | 9.6                 | —              | —             | —                  | —              | RNP1                     |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| 003  | TF                     | IKIKI               | —        | 081 (072.2)   | -8.6               | 4.5                 | —              | +4000         | —                  | —              | RNP1                     |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| 004  | TF                     | NOKAB               | —        | 084 (075.6)   | -8.6               | 5.0                 | —              | +2600         | —                  | —              | RNP1                     |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| Waypoint Identifier  | Coordinates            |                     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| KMC  | 362347.3N / 1362415.3E |                     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| YAMJI  | 363316.8N / 1362242.5E |                     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| IKIKI  | 363438.8N / 1362801.2E |                     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |
| NOKAB  | 363553.0N / 1363402.3E |                     |          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |     |   |   |      |   |   |   |   |   |      |     |    |       |   |             |      |     |   |   |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |     |    |       |   |             |      |     |   |       |   |   |      |                     |             |     |                        |       |                        |       |                        |       |                        |

## STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

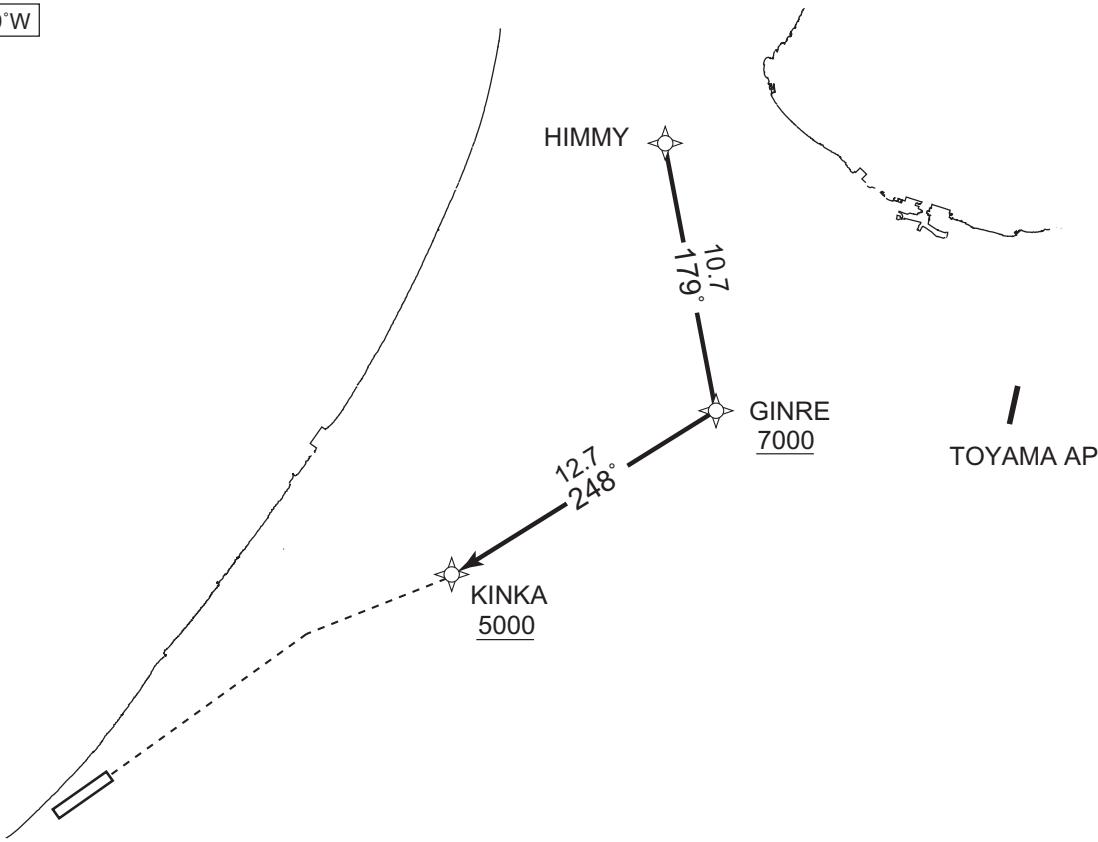
RNAV STAR RWY24

HIMMY EAST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

From HIMMY, to GINRE at or above 7000FT, to KINKA at or above 5000FT.

| 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              | HIMMY               | -        | -              | -8.6               | -             | -              | -             | -            | -              | RNP1                     |
| 002           | TF              | GINRE               | -        | 179<br>(170.4) | -8.6               | 10.7          | -              | +7000         | -            | -              | RNP1                     |
| 003           | TF              | KINKA               | -        | 248<br>(239.1) | -8.6               | 12.7          | -              | +5000         | -            | -              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| HIMMY               | 364916.0N / 1365406.9E |
| GINRE               | 363841.4N / 1365621.2E |
| KINKA               | 363210.7N / 1364250.6E |

## STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

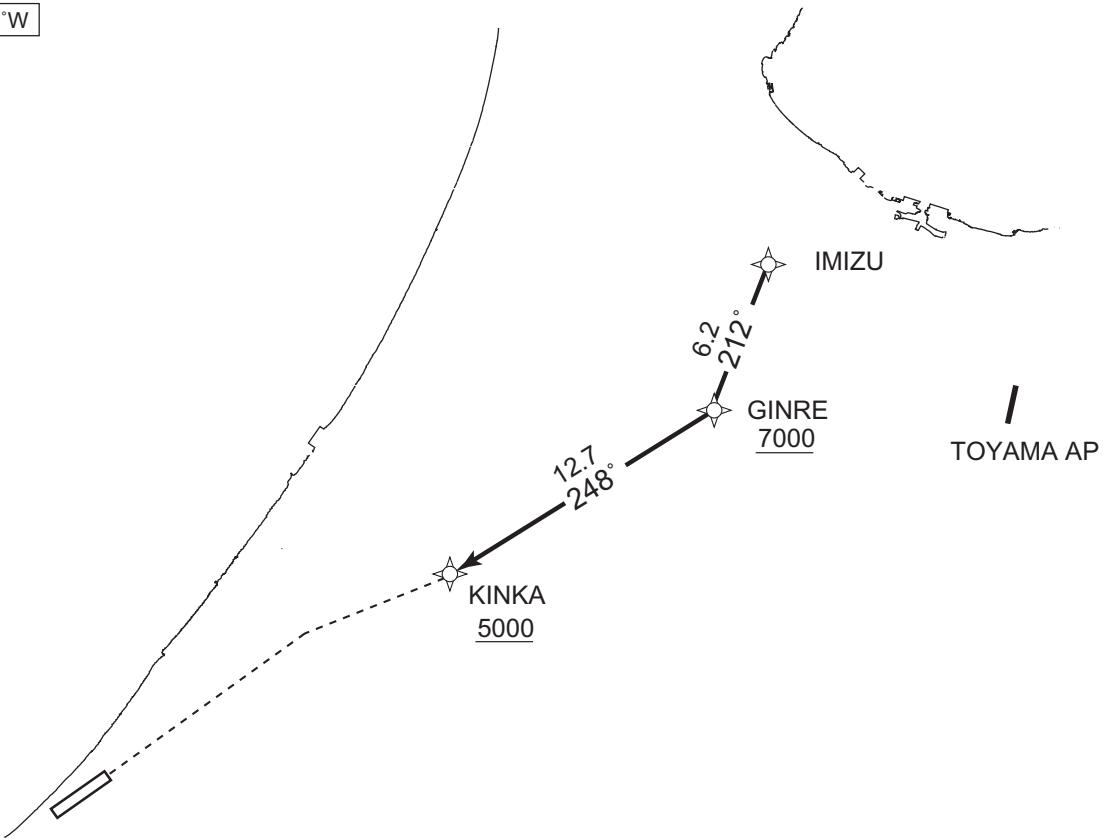
RNAV STAR RWY24

IMIZU EAST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



From IMIZU, to GINRE at or above 7000FT, to KINKA at or above 5000FT.

| 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              | IMIZU               | —        | —              | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | GINRE               | —        | 212<br>(203.4) | -8.6               | 6.2           | —              | +7000         | —            | —              | RNP1                     |
| 003           | TF              | KINKA               | —        | 248<br>(239.1) | -8.6               | 12.7          | —              | +5000         | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| IMIZU               | 364422.4N / 1365925.6E |
| GINRE               | 363841.4N / 1365621.2E |
| KINKA               | 363210.7N / 1364250.6E |

CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

## STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

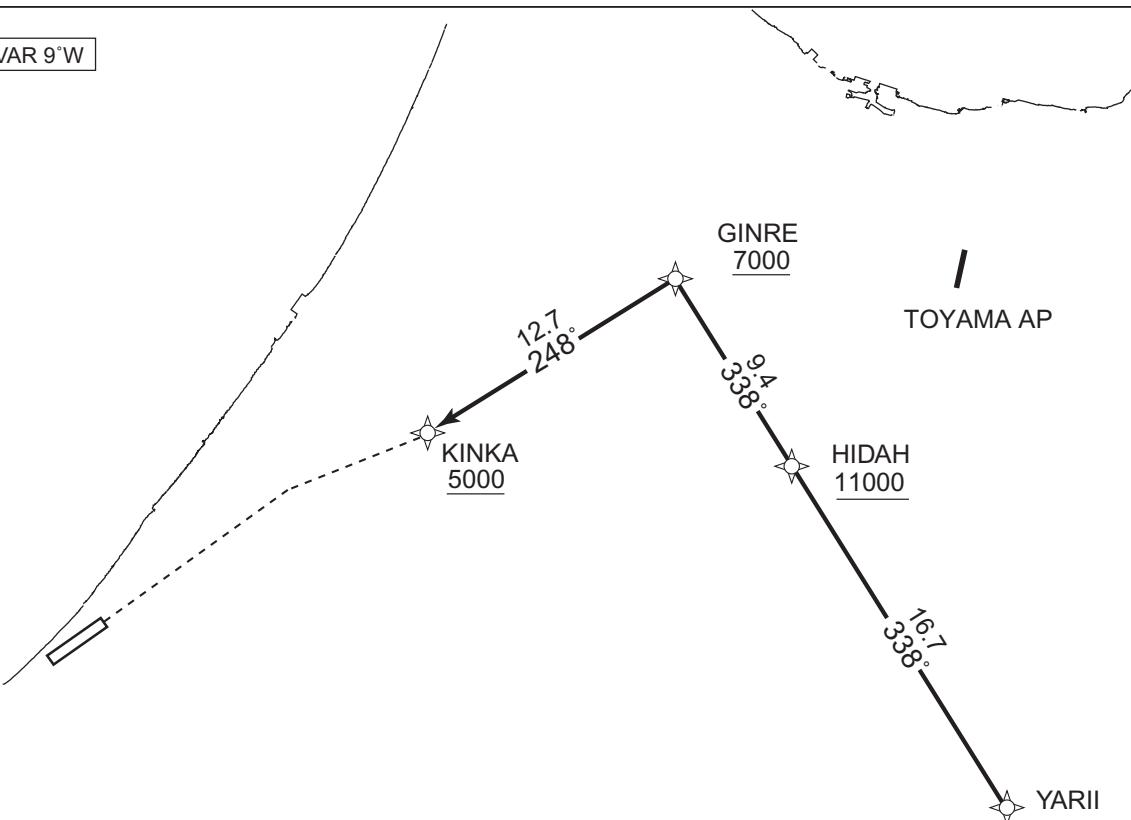
RNAV STAR RWY24

YARII EAST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



From YARII, to HIDAH at or above 11000FT, to GINRE at or above 7000FT, to KINKA at or above 5000FT.

| 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              | YARII               | —        | —             | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | HIDAH               | —        | 338 (329.5)   | -8.6               | 16.7          | —              | +11000        | —            | —              | RNP1                     |
| 003           | TF              | GINRE               | —        | 338 (329.4)   | -8.6               | 9.4           | —              | +7000         | —            | —              | RNP1                     |
| 004           | TF              | KINKA               | —        | 248 (239.1)   | -8.6               | 12.7          | —              | +5000         | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| YARII               | 361613.6N / 1371252.5E |
| HIDAH               | 363035.8N / 1370219.6E |
| GINRE               | 363841.4N / 1365621.2E |
| KINKA               | 363210.7N / 1364250.6E |

CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

## STANDARD ARRIVAL CHART-INSTRUMENT

CHANGE : IGMOP, IKIKI, NOKAB established. BURRI, ZEBRA, HIMRO abolished.

RJNK / KOMATSU

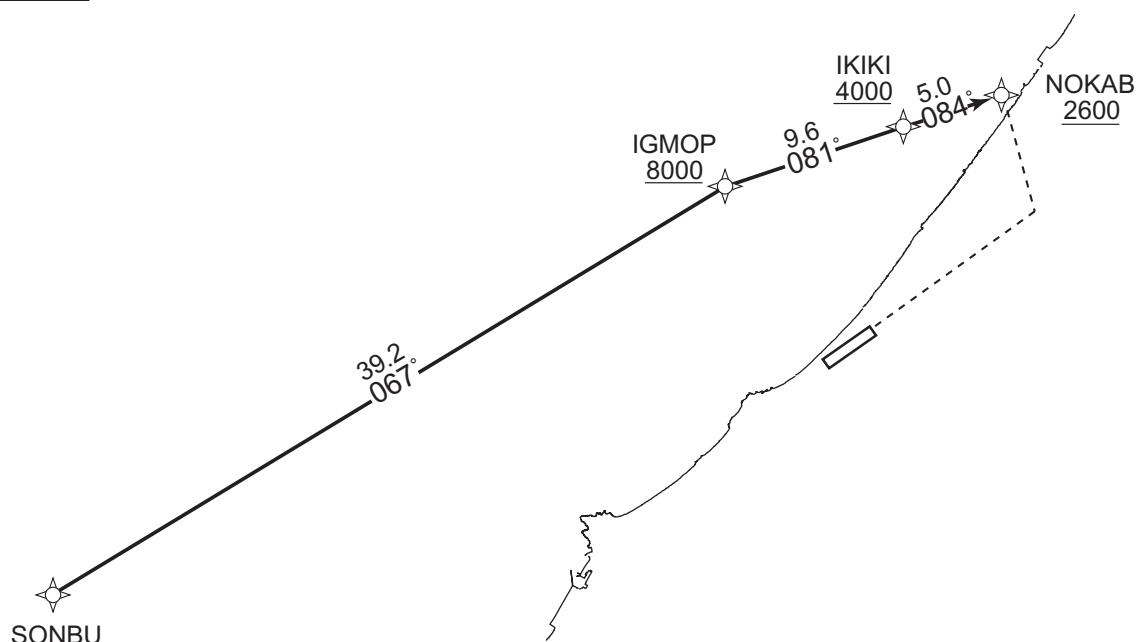
RNAV STAR RWY24

SONBU EAST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



From SONBU, to IGMOP at or above 8000FT, to IKIKI at or above 4000FT,  
to NOKAB at or above 2600FT.

| 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              | SONBU               | —        | —              | -8.6               | —             | —              | —             | —            | —              | RNP1                     |
| 002           | TF              | IGMOP               | —        | 067<br>(058.8) | -8.6               | 39.2          | —              | +8000         | —            | —              | RNP1                     |
| 003           | TF              | IKIKI               | —        | 081<br>(072.1) | -8.6               | 9.6           | —              | +4000         | —            | —              | RNP1                     |
| 004           | TF              | NOKAB               | —        | 084<br>(075.6) | -8.6               | 5.0           | —              | +2600         | —            | —              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| SONBU               | 361132.3N / 1353502.9E |
| IGMOP               | 363143.7N / 1361642.1E |
| IKIKI               | 363438.8N / 1362801.2E |
| NOKAB               | 363553.0N / 1363402.3E |

## **INSTRUMENT APPROACH CHART**

**RJNK / KOMATSU**

|                                       |  |   |   |
|---------------------------------------|--|---|---|
| KOMATSU APP<br>121.25 – 261.2 – 120.1 | ILS - LOC<br>110.1 IKM<br>ILS-GP 334.4<br>ILS-DME CH-38X | KOMATSU TOWER<br>118.25–304.8<br>126.2–236.8<br>121.7G–275.8G | ILS Z or LOC Z RWY06<br>RADAR AVBL<br>CALL<br>KOMATSU APP |
|---------------------------------------|--|---|---|

**VAR 9°W**

MSA 25NM

110.1 IKM  
ILS-GP 334.4  
ILS-DME CH-38X

KOMATSU TOWER  
118.25–304.8  
126.2–236.8  
121.7G–275.8G

EQPT REQUIRED  
DME  
VOR

1798 .

3117

5082 .

5328

AMAGO(FAF): 361950.13N/1361743.42E

NM to IKM | FAF | 6 | 5 | 4 | 3 | 2 | MAPt |

ALT (3.0° APCH Path) | 1964 | 1936 | 1618 | 1299 | 981 | 662 | – |

DAIJO (IF)  
2000  
063°  
AMAGO (FAF) 2000 1964(LOC)  
1100 (1078)  
700 (678)

KMC  
1188(LOC)  
SDF (LOC)  
VDP (LOC)  
GP 3.0°  
MAPt (LOC)  
MDA  
RDH54

MISSED APPROACH  
Climb to 500FT on HDG063°, turn left, via KMC R035 to 7.0DME, turn left, direct to KMC VORTAC and hold at 4000FT. Contact KOMATSU APP.

Timing not authorized for defining the MAPt.

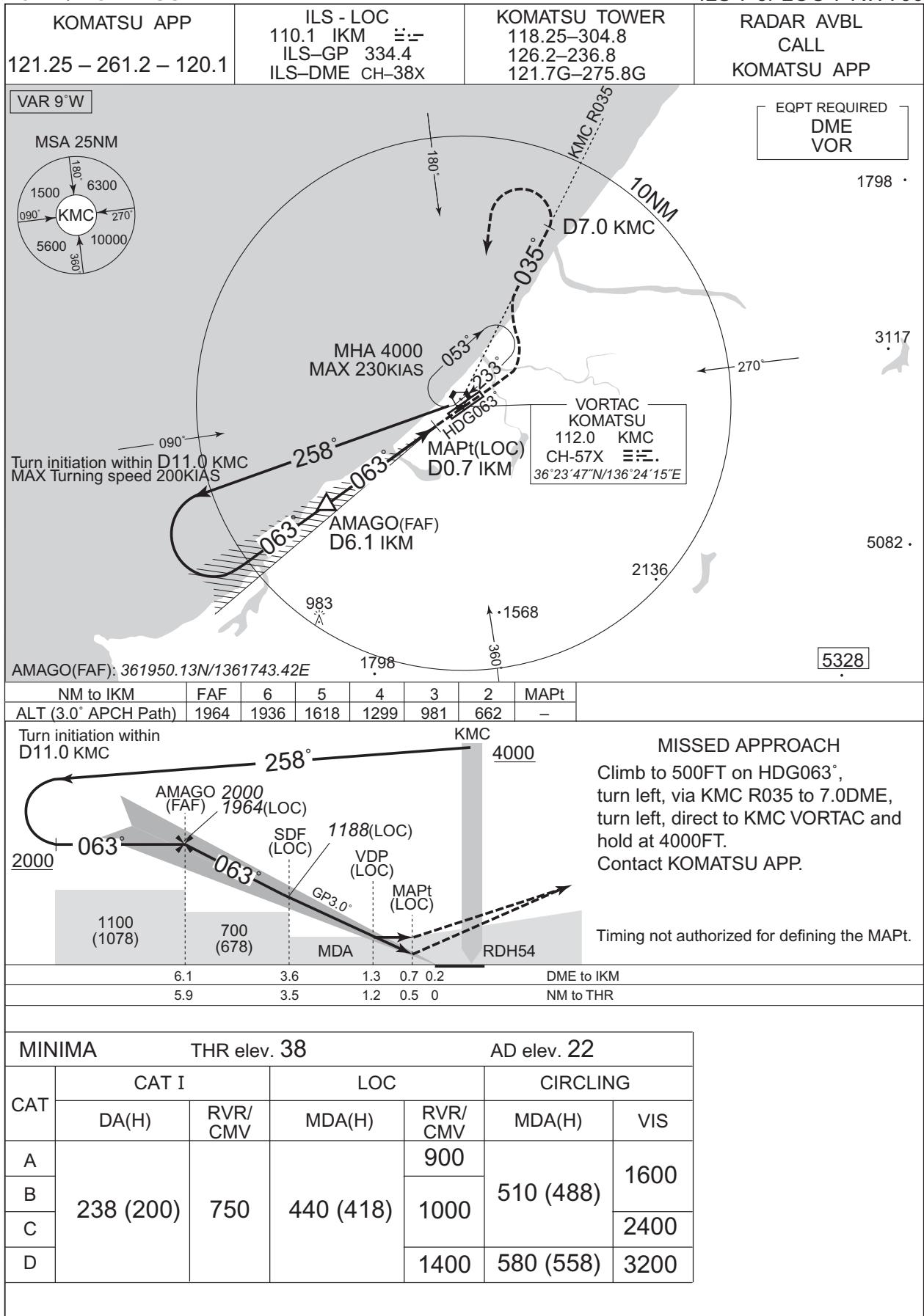
MINIMA      THR elev. 38      AD elev. 22

| CAT | CAT I     |         | LOC       |         | CIRCLING  |           |
|-----|-----------|---------|-----------|---------|-----------|-----------|
|     | DA(H)     | RVR/CMV | MDA(H)    | RVR/CMV | MDA(H)    | VIS       |
| A   | 238 (200) | 750     | 440 (418) | 900     | 510 (488) | 1600      |
| B   |           |         |           | 1000    |           | 2400      |
| C   |           |         |           |         |           |           |
| D   |           |         |           | 1400    |           | 580 (558) |

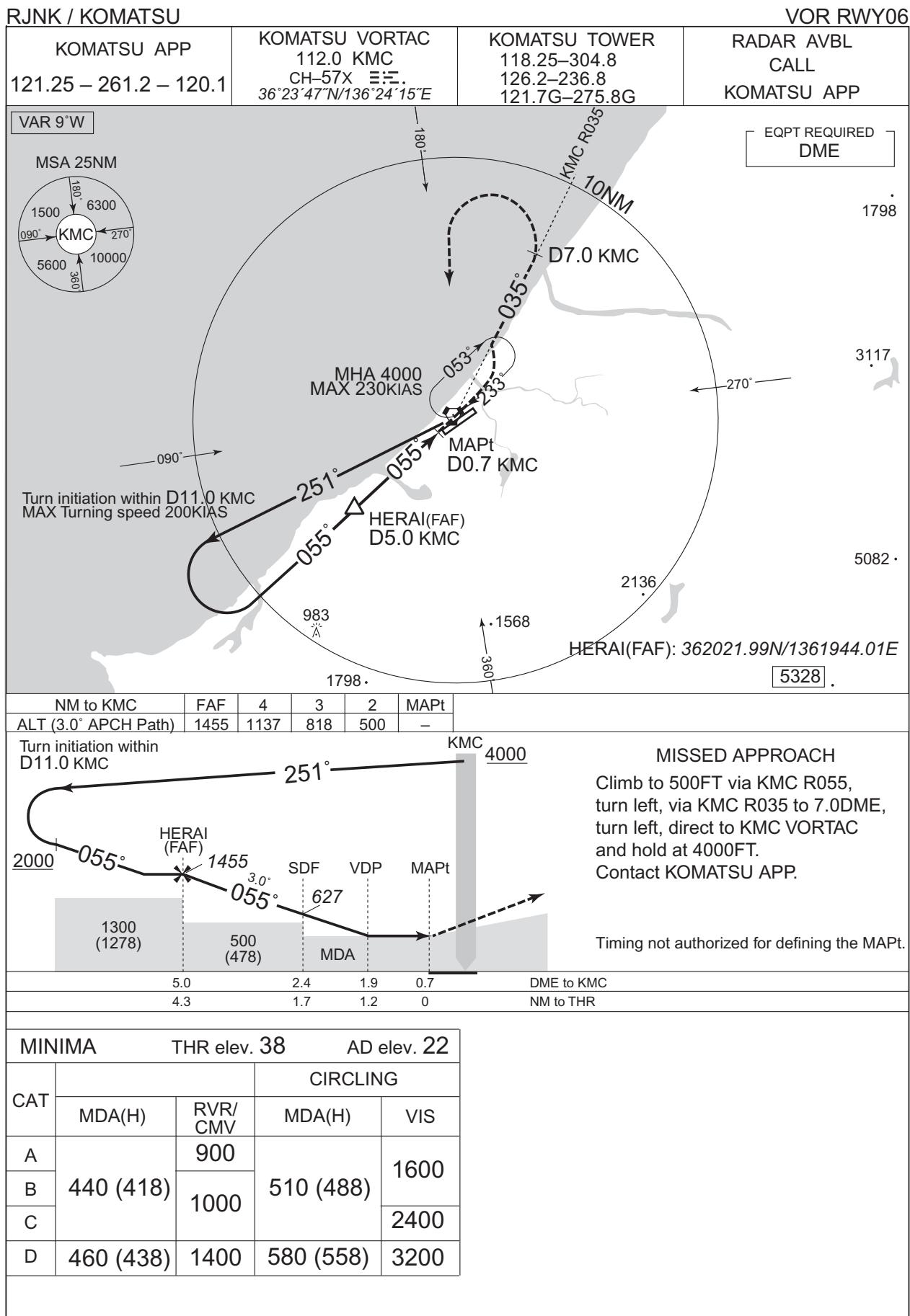
## INSTRUMENT APPROACH CHART

RJNK / KOMATSU

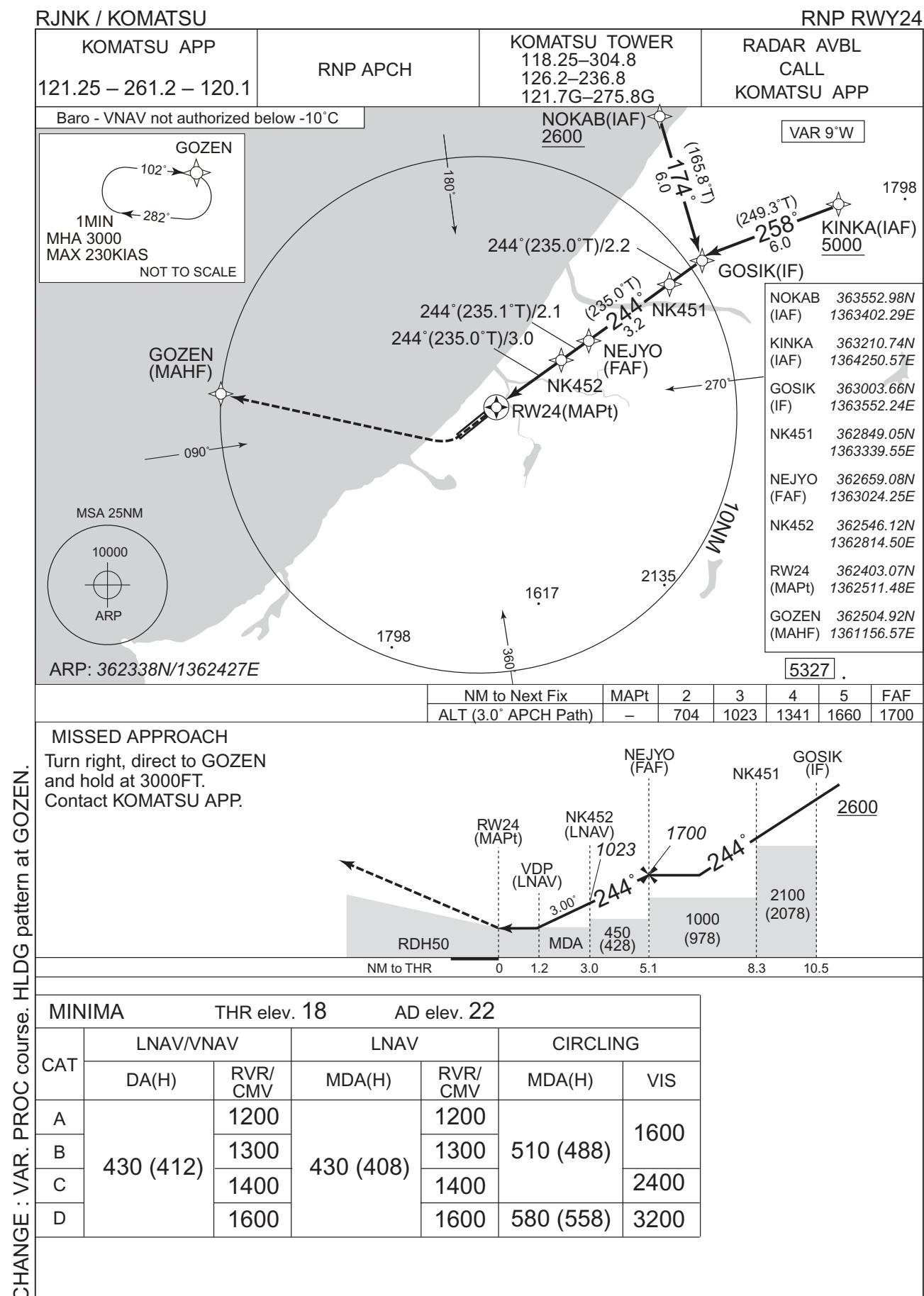
ILS Y or LOC Y RWY06



INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

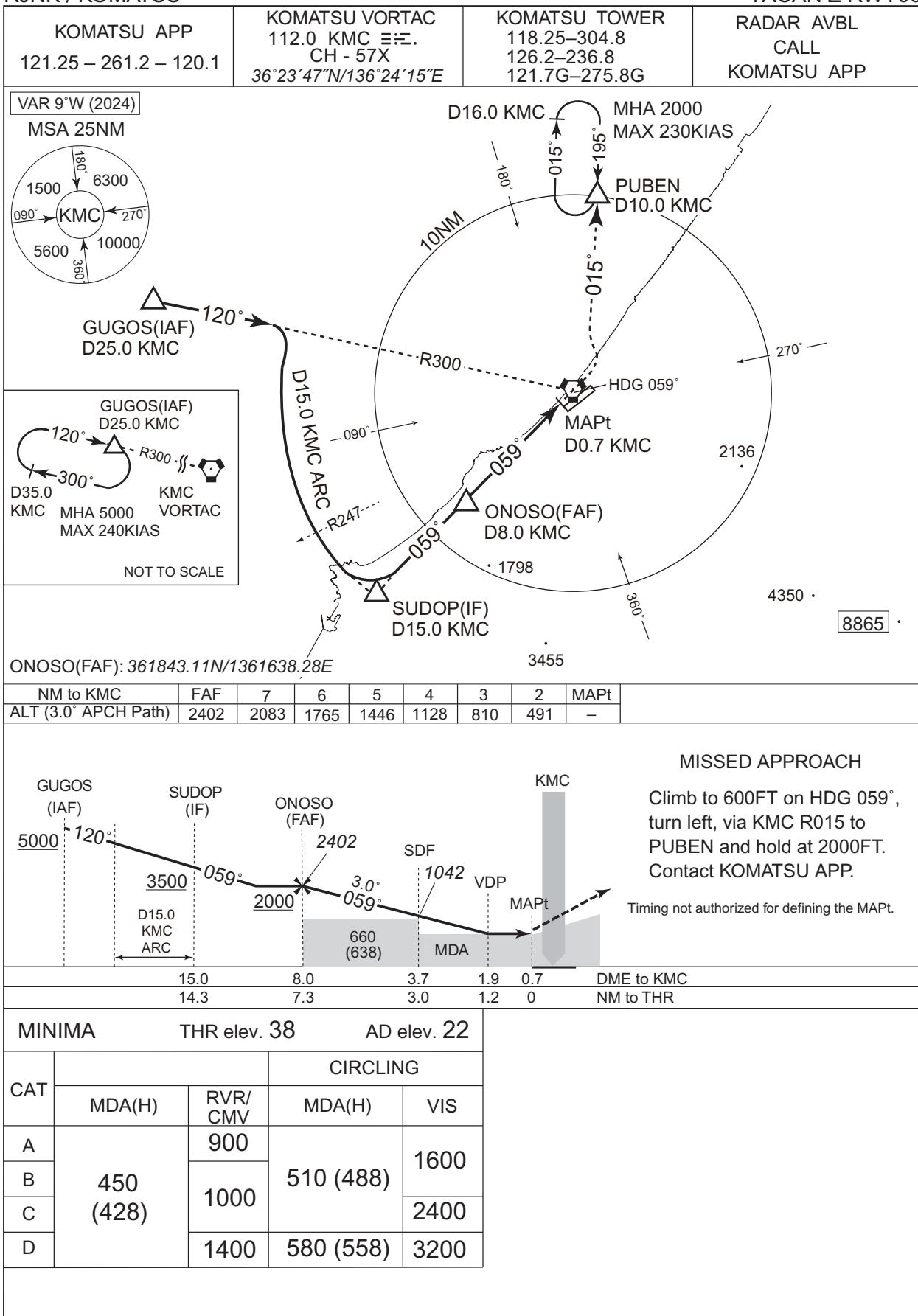


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## INSTRUMENT APPROACH CHART

RJNK / KOMATSU

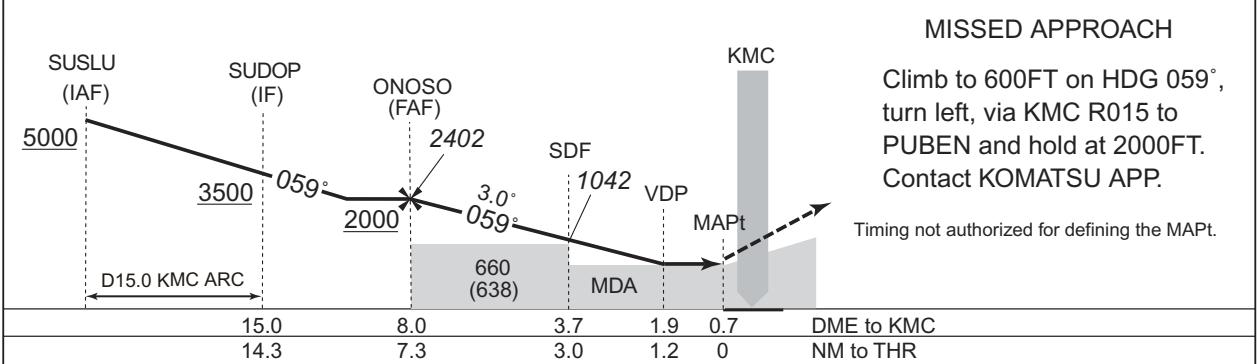
TACAN Z RWY06



## **INSTRUMENT APPROACH CHART**

RJNK / KOMATSU

TACAN Y RWY06

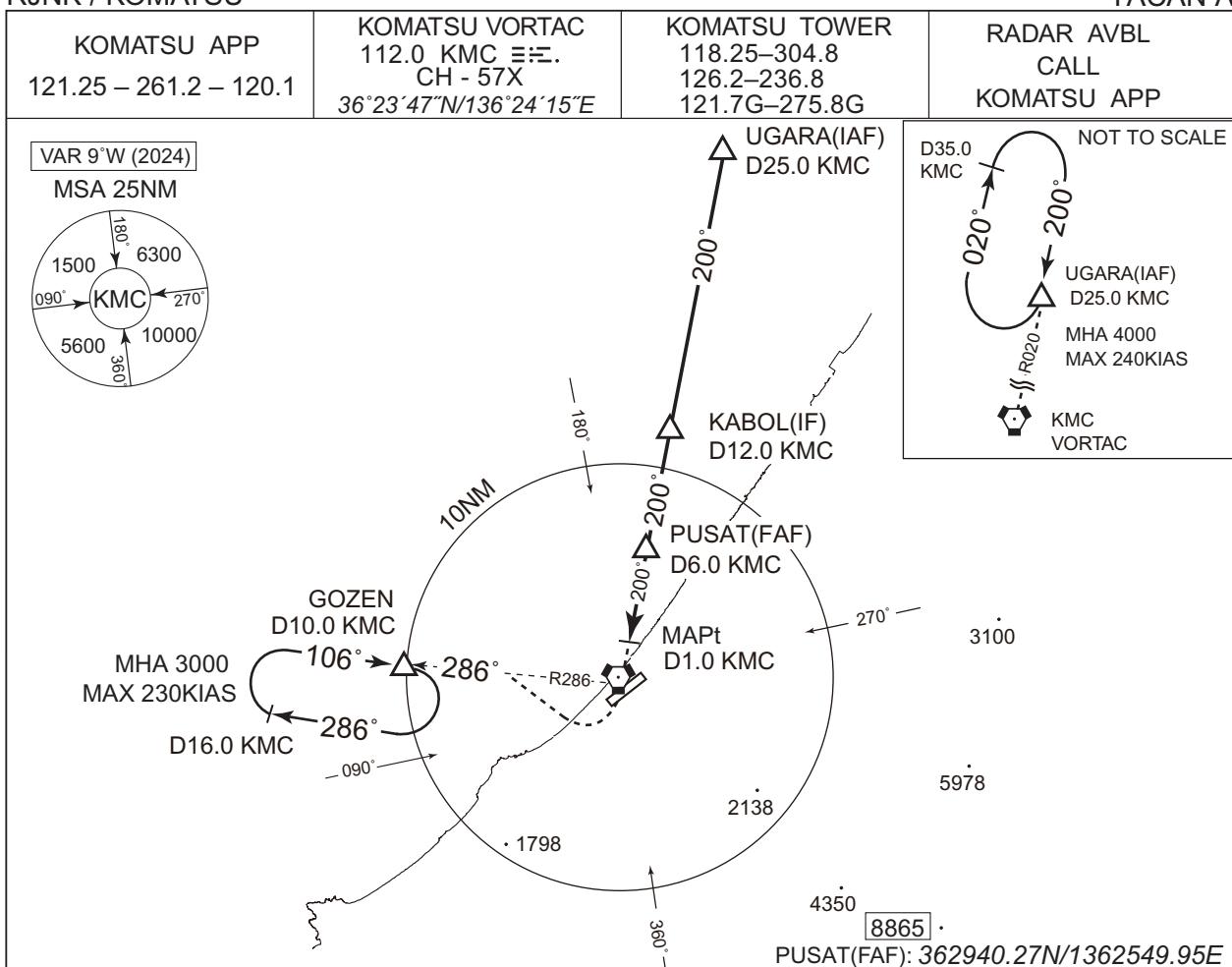


CHANGE : New PROC.

| MINIMA |              | THR elev. 38 | AD elev. 22 |      |
|--------|--------------|--------------|-------------|------|
| CAT    |              |              | CIRCLING    |      |
|        | MDA(H)       | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 450<br>(428) | 900          | 510 (488)   | 1600 |
| B      |              | 1000         |             | 2400 |
| C      |              | 1400         | 580 (558)   | 3200 |
| D      |              |              |             |      |

## INSTRUMENT APPROACH CHART

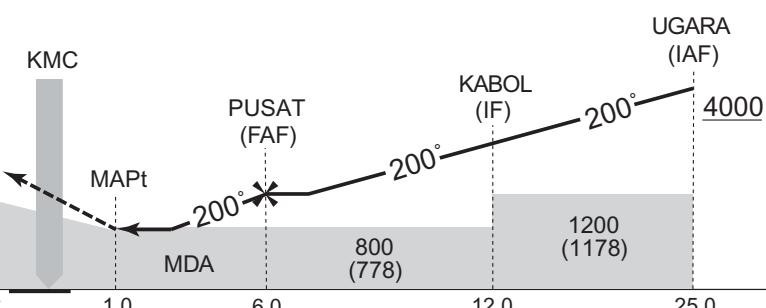
## RJNK / KOMATSU



## MISSED APPROACH

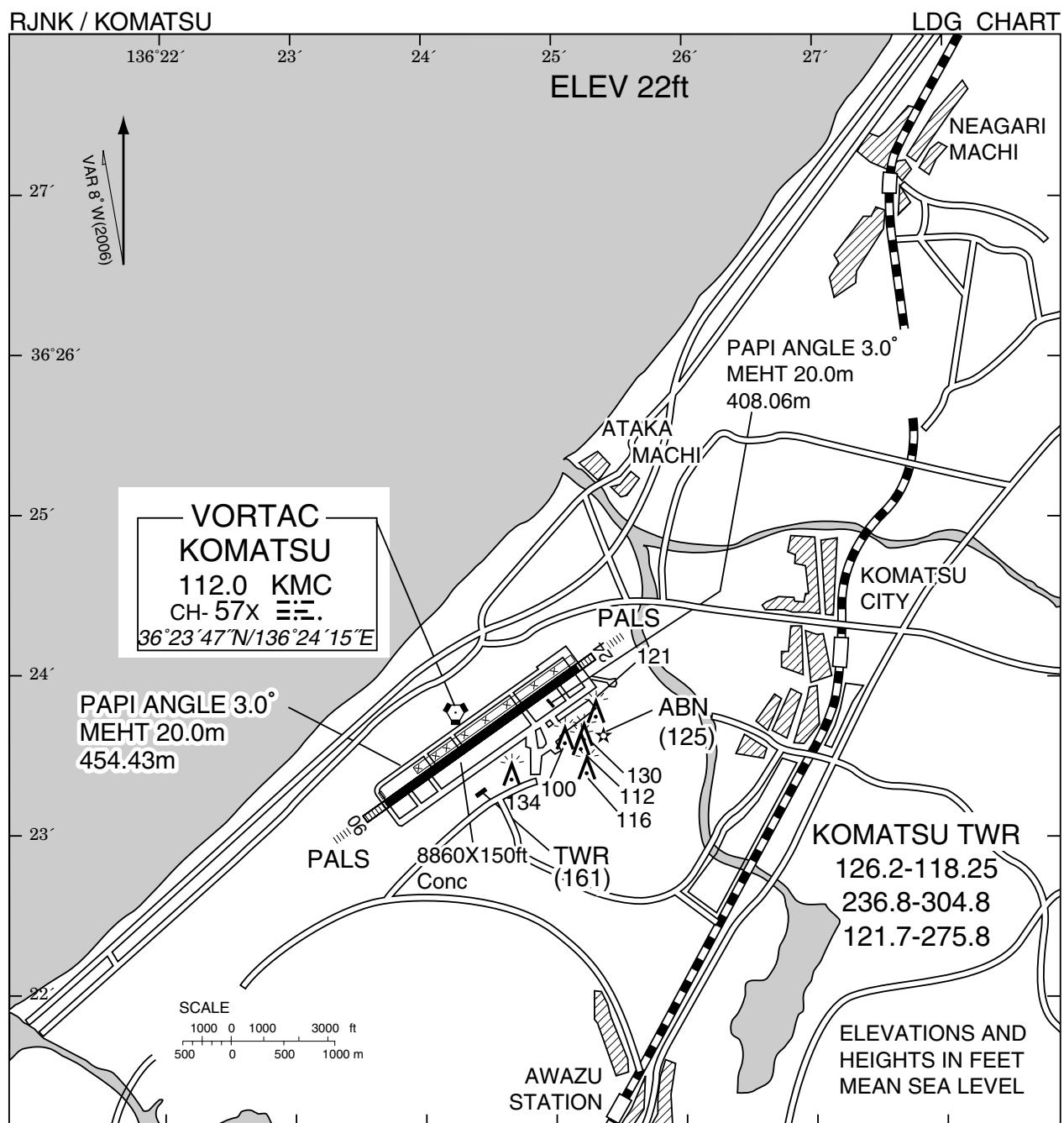
Turn right, climb to 3000FT via KMC R286 to GOZEN and hold.  
Contact KOMATSU APP.

Timing not authorized for defining the MAPt.



CHANGE : New PROC.

| MINIMA AD elev. 22 |           |      |
|--------------------|-----------|------|
| CAT                | CIRCLING  |      |
|                    | MDA(H)    | VIS  |
| A                  |           | 1600 |
| B                  | 800 (778) |      |
| C                  |           | 2400 |
| D                  |           | 3200 |



注： 小松飛行場の本滑走路の供用開始に伴い、着陸する航空機は、運用を廃止した仮設滑走路に誤認着陸しないように注意すること。

Note: With an in-service start of this runway of Komatsu aerodrome, warn a landing aircraft not to land at the out-service temporary runway.

- 備考 : 1. 仮設滑走路には禁止標識が設置される (300m以内に1個標準)。  
 2. 航空機の到着機がある場合は、気象状態にかかわらず着陸滑走路の進入灯が常時点灯される。  
 3. 管制官からの着陸許可発出後に注意喚起のため、次の用語が通報される場合がある。

用語例：「VERIFY LANDING RUNWAY.」

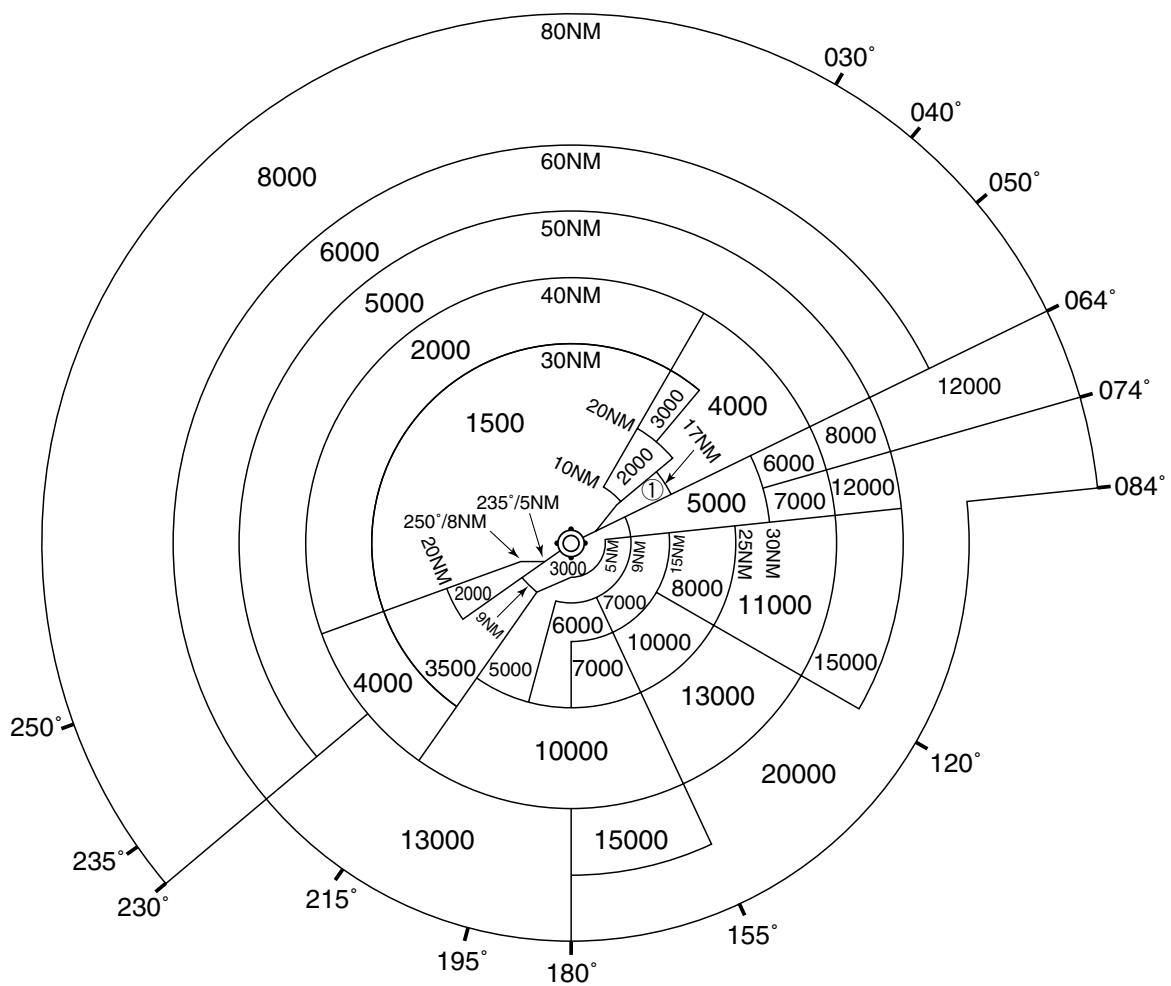
- Rem: 1. A closed marking is installed in a temporary runway (one less than 300m, standard).  
 2. When there is arrival aircraft, approach lights of a landing runway is always turned on regardless of a weather state.  
 3. There is the case that the next term is reported to for attention awakening after a landing permission from a ATC.  
 A term example : 「VERIFY LANDING RUNWAY.」

RJNK / KOMATSU

## Minimum Vectoring Altitude CHART

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VAR 8°W (2009)



CENTER : 362322N/1362441E (RADAR SITE)

