

AD 2 AERODROMES

RJDC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJDC - YAMAGUCHI-UBE

RJDC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	335548N/1311643E 062 Degrees / 1.25km from RWY 07 THR
2	Direction and distance from (city)	4.6km (2.5NM) SE of Ube-Shinkawa station(JR)
3	Elevation/ Reference temperature	15ft / 30°C(2000-2004)
4	Geoid undulation at AD ELEV PSN	107ft
5	MAG VAR/ Annual change	8°W(2024) / 5°W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Yamaguchi Pref. Public AP. 625 Oki-Ube Ube-shi, Yamaguchi Pref. TEL: 0836-21-5841 FAX: 0836-22-1034 e-mail: a18701@pref.yamaguchi.lg.jp
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Yamaguchi-Ube Airport Branch, Civil Aviation Bureau, MLIT 625-17 Aza-Hachioji Oki-Ube Ube-shi, Yamaguchi Pref. TEL: 0836-21-9860 FAX: 0836-22-8534

RJDC AD 2.3 OPERATIONAL HOURS

1	AD Administration	2230 - 1230
2	Customs and immigration	On request Customs: 0836-21-7391 Immigration: 083-261-1211
3	Health and sanitation	On request Quarantine(human): 0834-21-1091 Quarantine(animal): 093-321-1116 Quarantine(plant): 083-266-4442
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (FUKUOKA)
7	ATS	2230 - 1230
8	Fuelling	2230 - 1230
9	Handling	Ask AD Administration
10	Security	2230 - 1130
11	De-icing	Nil
12	Remarks	Nil

RJDC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil (Only Baggages)
2	Fuel/ oil types	Fuel grade: Jet A1 Oil grade: Nil
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

RJDC AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurants	At Airport
3	Transportation	Buses, Taxis
4	Medical facilities	Nil: Hospital in Ube city 2km
5	Bank and Post Office	At Airport(ATM)
6	Tourist Office	Nil
7	Remarks	Nil

RJDC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical Fire Fighting Truck x 3 Water-Supply Truck Emergency Medical Equipments Conveyance Truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJDC AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow removal equipment: grader
2	Clearance priorities	(1) RWY07/25, TWY A1, A2, T1, T6, P1 - P6, A APRON (2) TWY T2 - T5, B APRON
3	Remarks	Snow removal will be commenced, if the RWY and TWY are covered with a depth of 3cm snow or more.

RJDC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	<p>A APRON Surface: Cement-concrete Strength: PCR 1132/R/B/W/T</p> <p>B APRON</p> <p>(spot A-C) Surface: Cement-concrete Strength: AUW5700kg/0.28MPa</p> <p>(spot D-H) Surface: Asphalt-concrete Strength: AUW5700kg/0.28MPa</p>
2	Taxiway width, surface and strength	<p>Surface: Asphalt-concrete</p> <p>Width and Strength:</p> <p>A1, A2: Width: 30m Strength: PCR 880/F/A/X/T</p> <p>AT: Width: 30m Strength: PCR 1132/R/B/W/T</p> <p>B1: Width: 9m Strength: AUW5700kg/0.28MPa</p> <p>T1, T2, T3, T4, T5, T6: Width: 30m Strength: PCR 880/F/A/X/T</p> <p>P1, P2, P3, P4, P5, P6: Width: 30m Strength: PCR 880/F/A/X/T</p>
3	ACL and elevation	Not Available
4	VOR checkpoints	Not Available
5	INS checkpoints	<p>(Spot NR)</p> <p>1: 335559.36N/1311635.56E</p> <p>2: 335558.51N/1311633.57E</p> <p>3: 335557.45N/1311631.16E</p> <p>5: 335556.29N/1311628.99E</p> <p>6: 335555.24N/1311626.79E</p>
6	Remarks	Nil

RJDC 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	<p>Aircraft stand taxi lane : See AD2.24</p> <p>A Apron : Spot 1-3, 5, 6</p> <p>B Apron : Spot A,B,C,D,E,F,G,H</p>
2	RWY and TWY markings and LGT	<p>RWY: RWY07/25</p> <p>(Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe</p> <p>(LGT) RCLL, REDL, RTHL, RTZL, WBAR</p> <p>TWY: ALL TWY</p> <p>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe</p> <p>(LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> <p>TWY: T1 - T6</p> <p>(LGT) RWY guard LGT</p>
3	Stop bars	Nil
4	Remarks	<p>(Marking) Overrun area, Apron TWY CL</p> <p>(LGT) Apron flood LGT</p>

RJDC AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

OBST ID/ designation	Obstacle type	Coordinates	Elevation	Markings/LGT	Remarks
RJDC1	Pole	335530.8N/1311551.1E	26ft		Under APCH SFC
RJDC2	Pole	335530.1N/1311550.6E	27ft		Under APCH SFC
RJDC3	Pole	335529.8N/1311548.0E	31ft		Under APCH SFC
RJDC4	Pole	335529.8N/1311548.6E	31ft		Under APCH SFC
RJDC5	Pole	335530.8N/1311551.4E	31ft	- / LIL	Under APCH SFC
RJDC6	Pole	335529.9N/1311549.3E	31ft		Under APCH SFC
RJDC7	Pole	335530.4N/1311551.1E	31ft		Under APCH SFC
RJDC8	Pole	335529.9N/1311550.0E	30ft		Under APCH SFC
RJDC9	Pole	335529.9N/1311550.6E	31ft		Under APCH SFC
RJDC10	Tree	335614.6N/1311722.4E	76ft	- / LIM	Under transitional SFC
RJDC11	Pole	335532.2N/1311552.2E	26ft		Under transitional SFC
RJDC12	Pole	335531.5N/1311551.6E	26ft		Under transitional SFC
RJDC13	Pole	335534.0N/1311554.2E	51ft		Under transitional SFC
RJDC14	Pole	335533.1N/1311553.1E	47ft		Under transitional SFC
RJDC15	Pole	335532.4N/1311552.6E	35ft		Under transitional SFC
RJDC16	Pole	335531.7N/1311552.0E	31ft	- / LIL	Under transitional SFC
RJDC17	Pole	335531.2N/1311551.7E	32ft		Under transitional SFC
RJDC18	Pole	335532.0N/1311552.3E	31ft		Under transitional SFC
RJDC19	Tree	335539.4N/1311603.0E	66ft		Under transitional SFC
RJDC20	Tree	335532.3N/1311554.1E	33ft		Under transitional SFC

In Area3 To be developed

RJDC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	FUKUOKA
2	Hours of service MET Office outside hours	H24 (FUKUOKA)
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at FUKUOKA
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U ₂ /T _r , P _S , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW} (domestic), E, C, W _E , W _F , W _G , W _I , W, N
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	RADIO
10	Additional information(limitation of service, etc.)	Nil

RJDC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCR) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	062.27°	2500x45	PCR 880/F/A/X/T Asphalt-Concrete	335528.81N/1311600.47E 107ft	THR ELEV:23.3FT TDZ ELEV:22.0FT
25	242.27°	2500x45		335606.56N/1311726.64E 107ft	THR ELEV:21.7FT
Slope of RWY		Strip Dimensions(M)	RESA(Overrun) Dimensions(M)		Remarks
7		10	11		14
See AD 2.24 AD Chart		2620x300	194x(MNM:155 MAX:300)*		
		2620x300	46x(MNM:283 MAX:300)*		
RWY Grooving:2500x30m					
*For detail, ask airport administrator					

RJDC AD 2.13 DECLARED DISTANCES

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

RJDC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
07	PALS (CAT I) 900M LIH	Green Green	PAPI 3.0°/LEFT 445.1M 66FT	900M	2500M 30M Coded color (White/Red) LIH	2500M 60M Coded color (White/Yellow) LIH	Red	Nil (*2)
25	SALS (*1) 420M LIH	Green Nil	PAPI 3.0°/LEFT 479.8M 74FT	Nil	2500M 30M Coded color (White/Red) LIH	2500M 60M Coded color (White/Yellow) LIH	Red	Nil (*2)
Remarks								
10								
SALS with APCH LGT beacon(600m and 900m FM RWY THR)(*1) Overrun area edge LGT(LEN:60m Color:Red)(*2) CGL for RWY 25								

RJDC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/ IBN location,characteristics and hours of operation	ABN: 335608N/1311630E, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: RWY07: 310m from RWY 07 THR, LGTD RWY25: 260m from RWY 25 THR, LGTD
3	TWY edge and centerline lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply/ switch-over time	Within 1 sec: REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT Within 15 sec: Other LGT
5	Remarks	WDI LGT

RJDC AD 2.16 HELICOPTER LANDING AREA

Nil

RJDC 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
Yamaguchi-Ube Information Zone	Area within a radius of 5nm(9km) of Yamaguchi-Ube ARP	3,000 or Below	E	Ube Radio En	

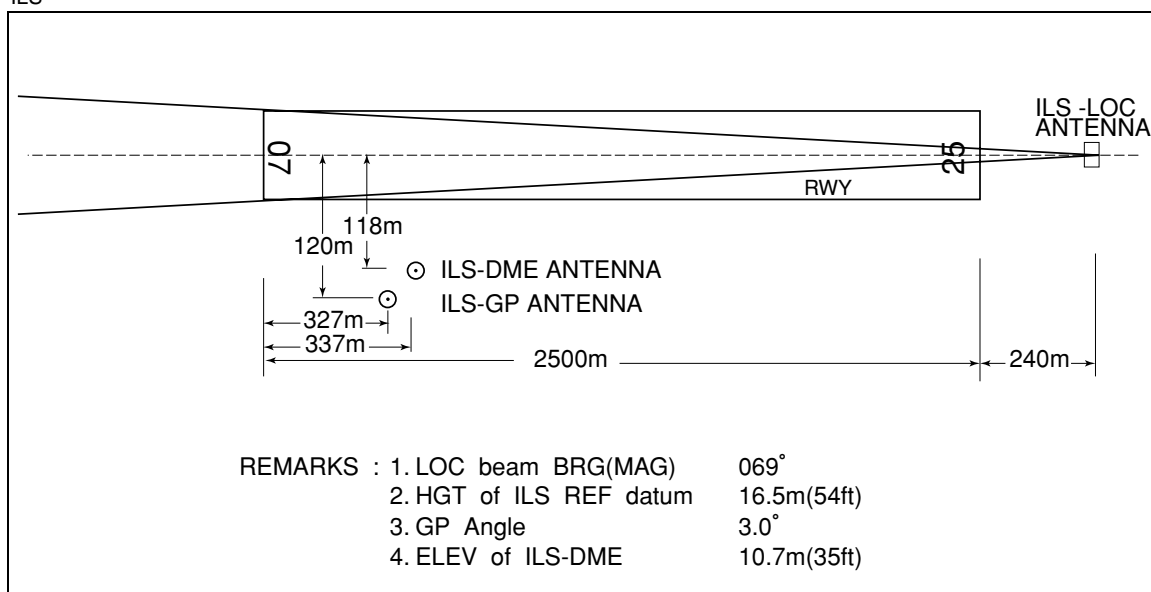
RJDC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Ube Radio	118.05MHz(1) 126.2MHz	2230 - 1230	(1)Primary

RJDC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (7°W/2015)	UBE	110.8MHz	H24	335608.26N/ 1311700.71E		
DME	UBE	1006MHz (CH-45X)	H24	335608.26N/ 1311700.71E	64ft	
ILS-LOC 07	IUB	110.1MHz	2230 - 1230	335610.19N/ 1311734.91E		LOC: 240m(787ft) away FM RWY25 THR, BRG(MAG)069°
ILS-GP 07	-	334.4MHz	2230 - 1230	335530.31N/ 1311613.93E		GP : 327m(1073ft) inside FM RWY07 THR,120m(394ft) S of RCL. Angle : 3.0° HGT of ILS Ref datum 16.5m(54ft).
ILS-DME 07	IUB	999MHz (CH-38X)	2230 - 1230	335530.50N/ 1311614.27E	35ft	DME: 337m(1106ft) inside FM RWY07 THR, 118m(387ft) S of RCL

ILS



RJDC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

On use of this airport, Aircraft operator is required to obtain the prior permission of the Airport Administrator.
B773 cannot use this airport due to unsuitable TWY structure, except in an emergency.

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Spot D, E, F, G, H in B Apron as general.

4. Parking area for helicopters

Spot A, B, C in B Apron as general.

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

7. School and training flights - technical test flights - use of runways

PPR on TGL, Low APCH and Simulated APCH.

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Ask AD administration.

RJDC AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJDC AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA								
	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	07	A,B,C,D	400m	400m	400	400m	-	500
	25	A,B,C,D	-	400m	-	400m	-	500
OTHER	07	A,B,C,D	AVBL LDG MINIMA					
	25	A,B,C,D						

2. Automated Radar Terminal System (ARTS)

築城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。

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

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

3. Lost Communication Procedures for Arrival Aircraft under Radar Navigational Guidance.

If radio communications with TSUIKI Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and;

- I
 - 1) Contact UBE Radio.
 - 2) If unable, proceed in accordance with Visual Flight Rules.
 - 3) If unable, proceed to UBE VOR last assigned altitude or 6000 FT whichever is higher and execute ILS approach.
- II Procedures other than above will be issued when situation required.

RJDC AD 2.23 ADDITIONAL INFORMATION

Nil

RJDC AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart (UBE REVERSAL, HIMEH)
 Standard Departure Chart (HIMESHIMA-RNAV)
 Instrument Approach Chart (ILS or LOC RWY07)
 Instrument Approach Chart (VOR RWY07)
 Instrument Approach Chart (RNP RWY07(AR))
 Instrument Approach Chart (RNP RWY25(AR))
 Other Chart (Visual REP)
 Other Chart (LDG CHART)
 Other Chart (MVA CHART)

INTENTIONALLY LEFT BLANK

AD CHART

YAMAGUCHI-UBE AIRPORT

VAR 8° W (2024)
ANNUAL CHANGE 5'W

ABN ★

REMARKS:
 RUNWAY GROOVING 2500m x 30m
 RUNWAY STRENGTH PCR880/F/A/X/T
 WIDTH & STRENGTH OF TAXIWAY
 T-1, T-2, T-3, T-4, T-5, T-6 30m PCR880/F/A/X/T
 P-1, P-2, P-3, P-4, P-5, P-6 30m PCR880/F/A/X/T
 A-T 30m PCR1132/R/B/W/T
 A-1, A-2 30m PCR880/F/A/X/T
 B-1 9m AUW5700kg/0.28MPa
 DIMENSION & STRENGTH OF APRON
 A APRON 315m x 135m PCR1132/R/B/W/T
 B APRON 80m x 78m AUW5700kg/0.28MPa

LONGITUDINAL PROFILE OF RUNWAY

LEVEL	14.9ft (4.54m)	14.9ft (4.54m)	18.2ft (5.61m)
0.26%	0.20%	0.21%	

APPROACH LIGHTING SYSTEM
 SEQUENCED FLASHING LIGHTS
 SIMPLE APPROACH LIGHTING SYSTEM
 APPROACH LIGHT BEACONS

RUNWAY THRESHOLD LIGHTS
 RUNWAY THRESHOLD LIGHTS
 RUNWAY THRESHOLD LIGHTS
 RUNWAY THRESHOLD LIGHTS

TAXIWAY GUIDANCE SIGNS
 TAXIWAY GUIDANCE SIGNS
 TAXIWAY GUIDANCE SIGNS
 TAXIWAY GUIDANCE SIGNS

APRON FLOOD LIGHTS
 APRON FLOOD LIGHTS
 APRON FLOOD LIGHTS
 APRON FLOOD LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS
 EDGE LIGHTS

CEILOMETER
 CEILOMETER
 CEILOMETER
 CEILOMETER

WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER
 WIND SPEED METER

PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°
 PAPI Angle 3.0°

MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)
 MEHT 20.0m(66ft)

MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)
 MEHT 22.5m(74ft)

OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS
 OVERRUN LIGHTS

WIND DME(UBE)
 WIND DME(UBE)
 WIND DME(UBE)

INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE

SID

UBE REVERSAL TWO DEPARTURE

RWY07 : Climb RWY HDG to 500FT, turn right HDG178°...

RWY25 : Climb RWY HDG to 500FT, turn left HDG088°...

...to intercept and proceed via UBE R133 to 4000FT, turn right, direct to UBE VOR/DME.

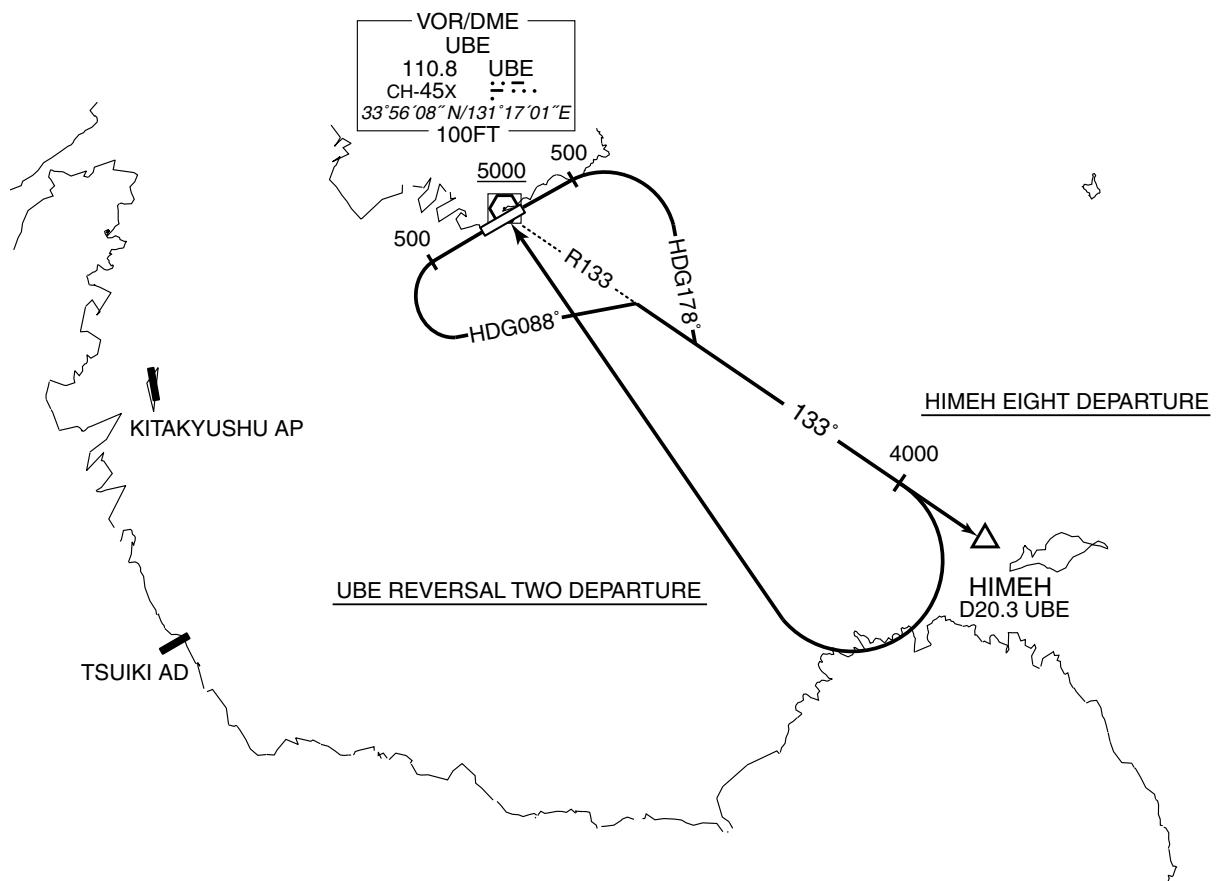
Cross UBE VOR/DME at or above 5000FT.

HIMEH EIGHT DEPARTURE

RWY07 : Climb RWY HDG to 500FT, turn right HDG178°...

RWY25 : Climb RWY HDG to 500FT, turn left HDG088°...

...to intercept and proceed via UBE R133 to HIMEH.



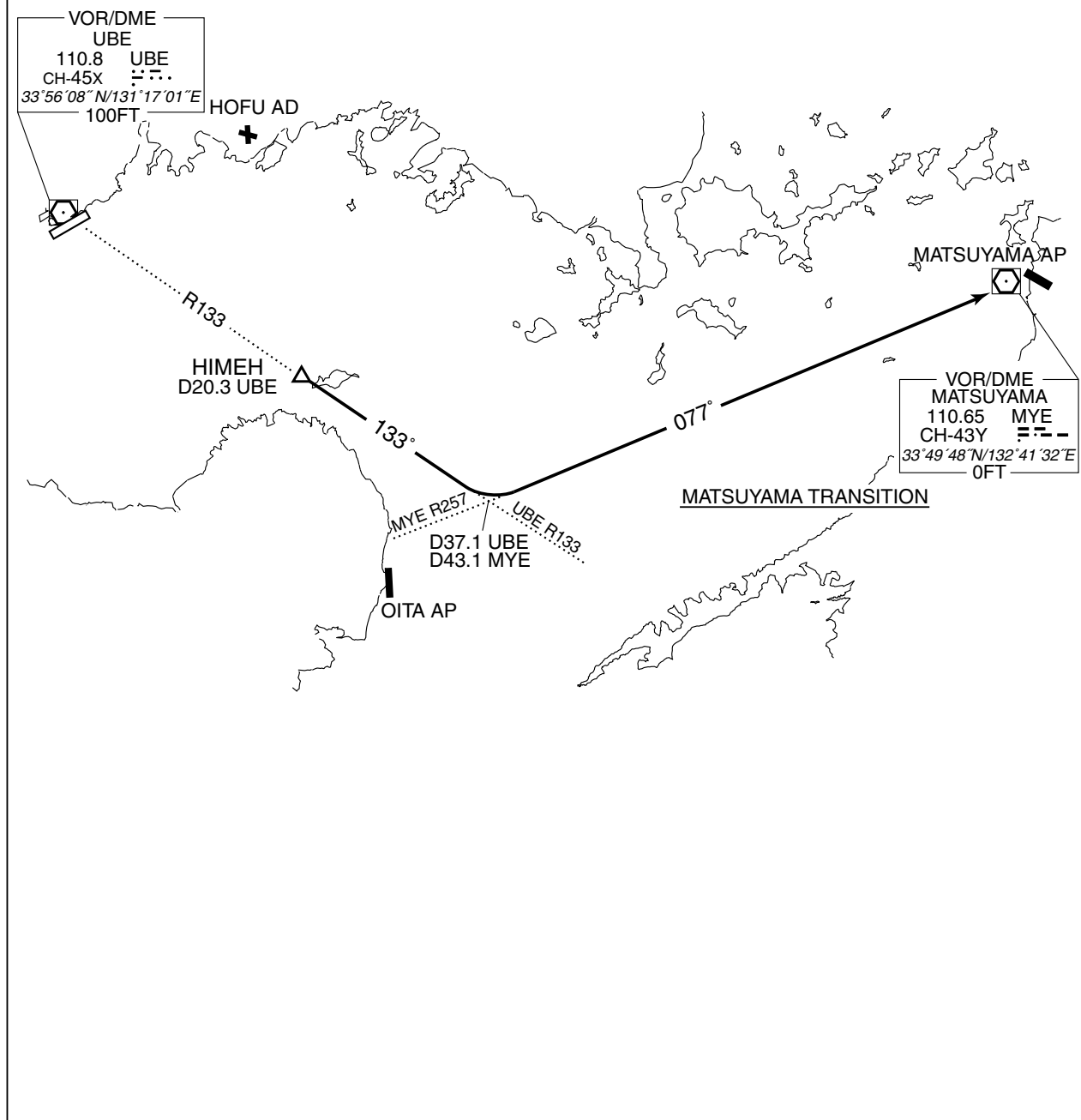
STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE

TRANSITION

MATSUYAMA TRANSITION

From over HIMEH, via UBE R133 to intercept and proceed via MYE R257 to MYE VOR/DME.



STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE

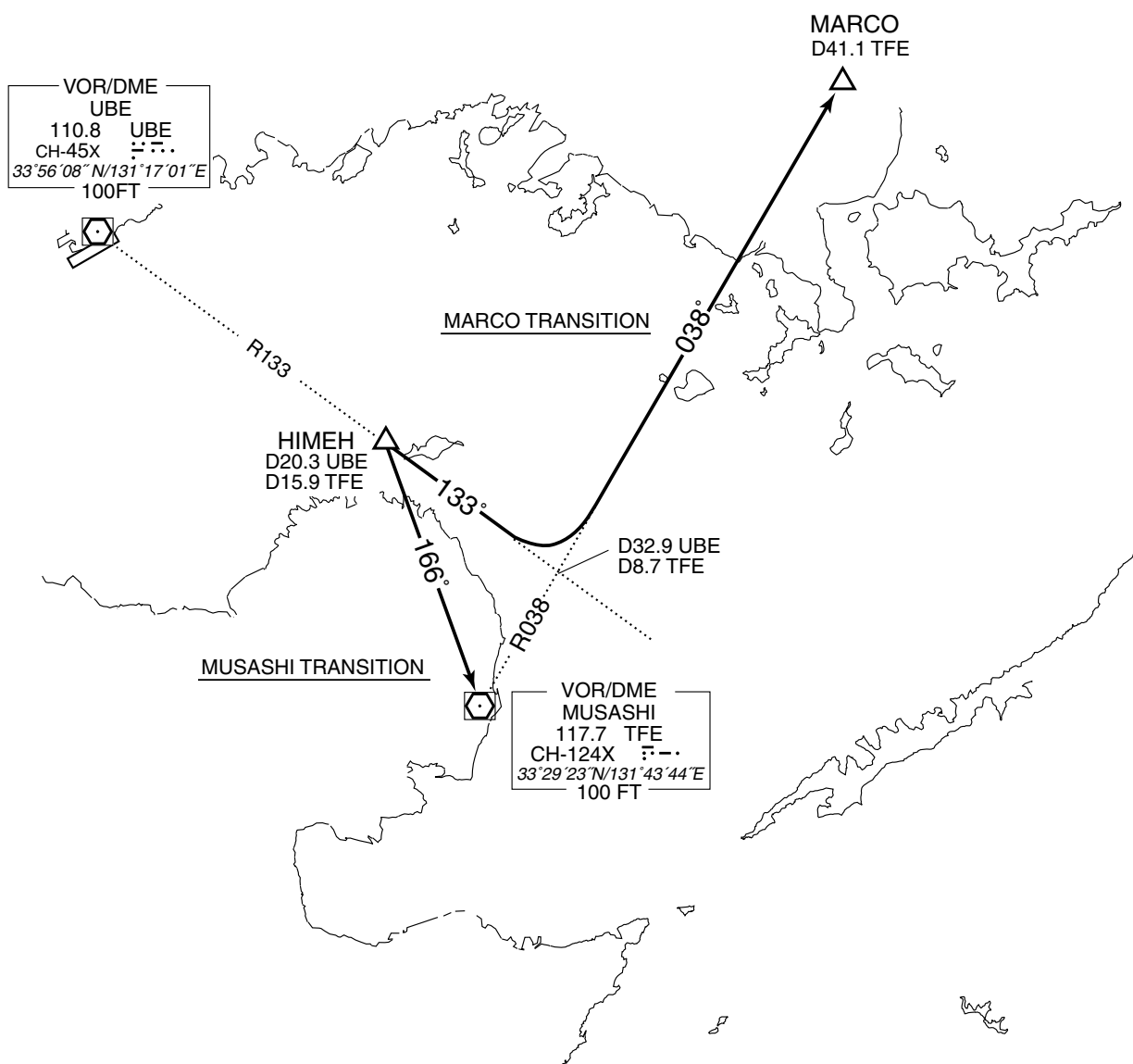
TRANSITION

MARCO TRANSITION

From over HIMEH, via UBE R133 to intercept and proceed via TFE R038 to MARCO.

MUSASHI TRANSITION

From over HIMEH, via TFE R346 to TFE VOR/DME.



STANDARD DEPARTURE CHART - INSTRUMENT

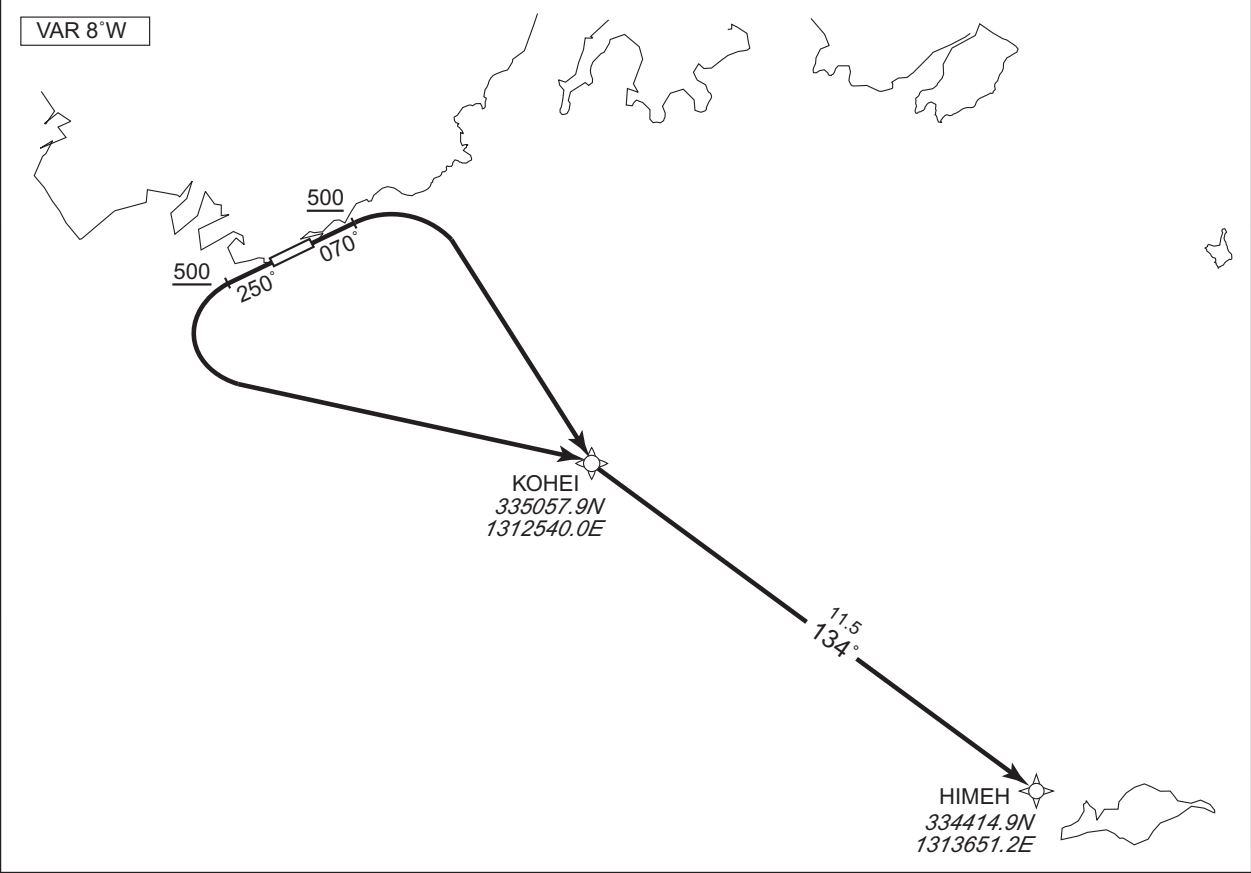
RJDC / YAMAGUCHI-UBE

HIMESHIMA TWO DEPARTURE

RNAV SID

RNP1

Note GNSS required.



RWY07 : Climb on HDG 070° at or above 500FT, turn right direct to KOHEI, to HIMEH.
RWY25 : Climb on HDG 250° at or above 500FT, turn left direct to KOHEI, to HIMEH.

CHANGE : PROC renamed. VAR. PROC Course.

RWY07

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	070 (062.2)	-8.2	—	—	+500	—	—	RNP1
002	DF	KOHEI	—	—	-8.2	—	R	—	—	—	RNP1
003	TF	HIMEH	—	134 (125.8)	-8.2	11.5	—	—	—	—	RNP1

RWY25

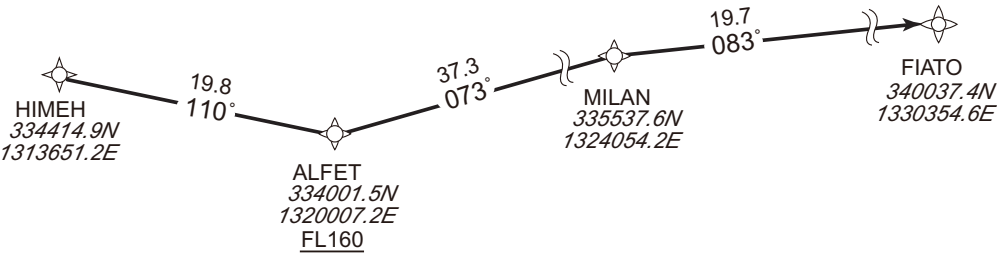
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	250 (242.2)	-8.2	—	—	+500	—	—	RNP1
002	DF	KOHEI	—	—	-8.2	—	L	—	—	—	RNP1
003	TF	HIMEH	—	134 (125.8)	-8.2	11.5	—	—	—	—	RNP1

STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE	RNAV TRANSITION
ABARTO TRANSITION	RNP1

Note GNSS required.

VAR 8°W

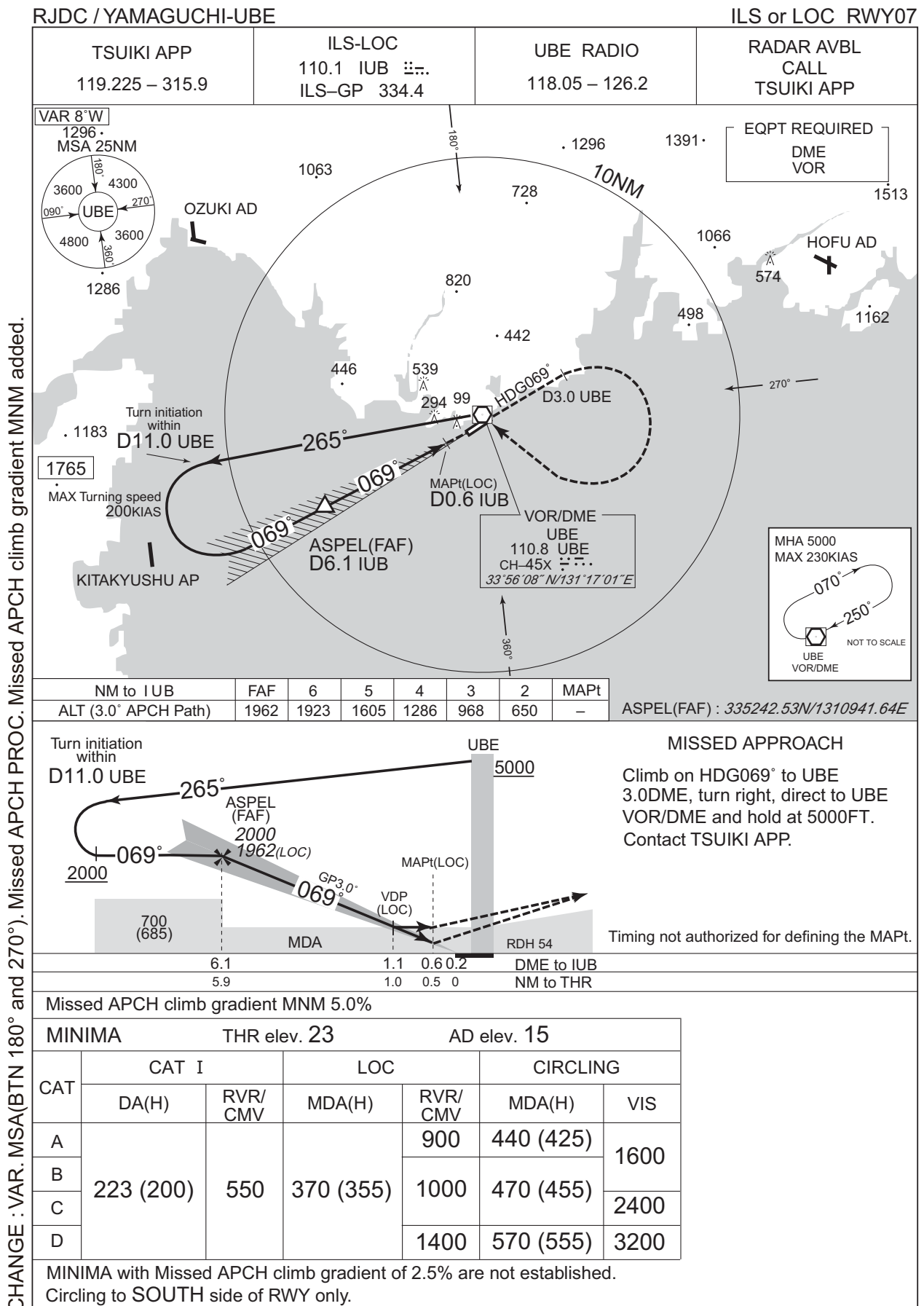


From HIMEH, to ALFET at or above FL160, to MILAN, to FIATO.

CHANGE : PROC Course. Navigation Specification. VAR.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	HIMEH	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	ALFET	—	110 (102.2)	-8.2	19.8	—	+FL160	—	—	RNP1
003	TF	MILAN	—	073 (065.1)	-8.2	37.3	—	—	—	—	RNP1
004	TF	FIATO	—	083 (075.2)	-8.2	19.7	—	—	—	—	RNP1

INSTRUMENT APPROACH CHART



RJDC / YAMAGUCHI-UBE

TSUIKI APP
119.225 – 315.9

UBE VOR/DME
110.8 UBE
CH-45X
33°56'08"N/131°17'01"E

UBE RADIO
118.05 – 126.2

RADAR AVBL
CALL
TSUIKI APP

VAR 8°W
1296
MSA 25NM

EQPT REQUIRED
DME

NM to UBE	FAF	6	5	4	3	MAPt
ALT (3.0° APCH Path)	1665	1646	1328	1009	691	—

GILUS(FAF) : 335245.50N/1311057.85E

MISSED APPROACH

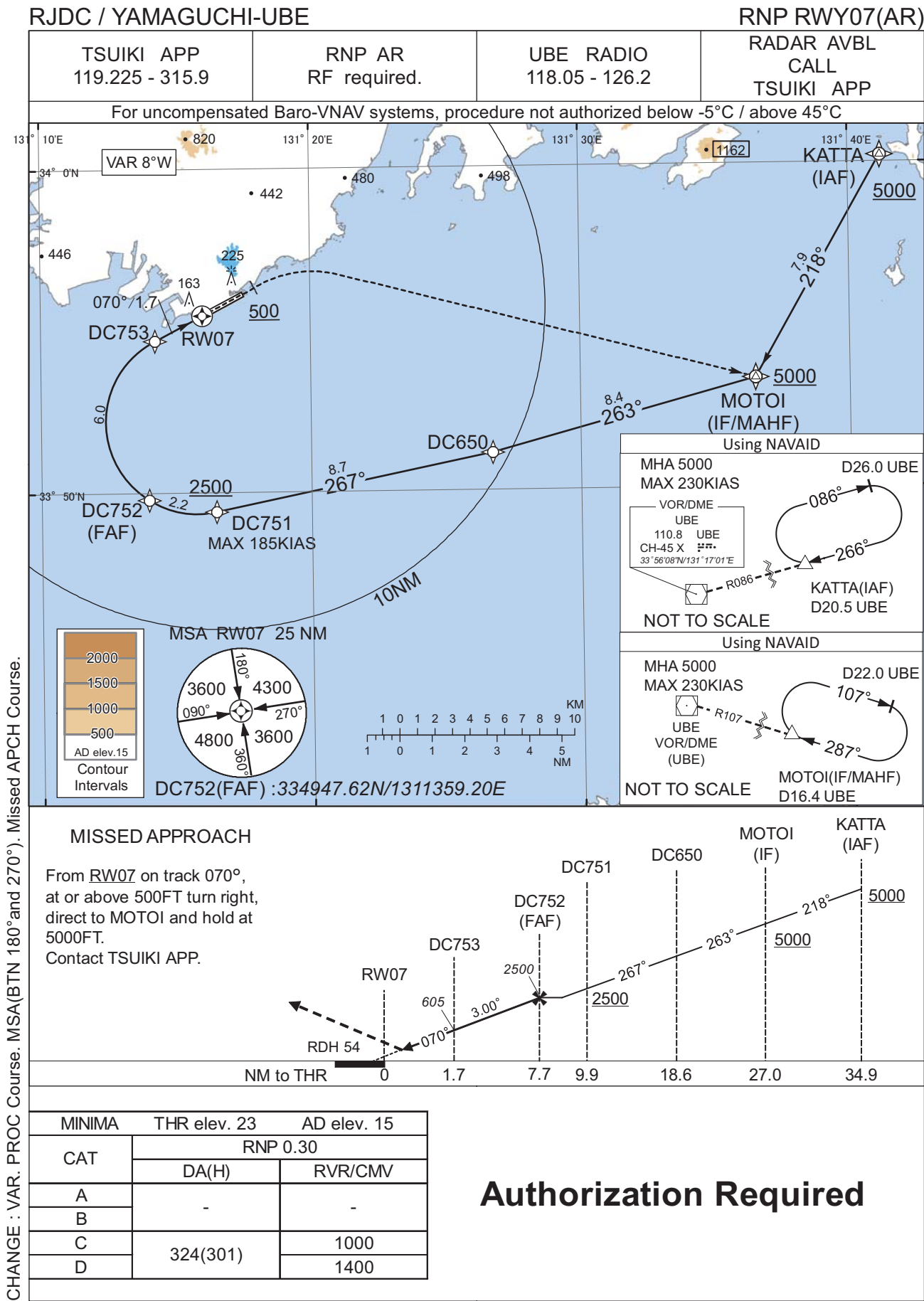
Climb via UBE R073 to 3.0DME, turn right, direct to UBE VOR/DME and hold at 5000FT. Contact TSUIKI APP.

Timing not authorized for defining the MAPt

Missed APCH climb gradient MNM 5.0%	
MINIMA	THR elev. 23 AD elev. 15
CAT	CIRCLING
	MDA(H) RVR/CMV MDA(H) VIS
A	900 450 (435) 1600
B	450 (435) 1000 470 (455) 2400
C	
D	1400 570 (555) 3200

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

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE

RNP RWY07(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	KATTA	-	-	-8.2	-	-	+5000	-	-	-
002	TF	MOTOI	-	218 (209.7)	-8.2	7.9	-	+5000	-	-	1.0
003	TF	DC650	-	263 (254.7)	-8.2	8.4	-	-	-	-	1.0
004	TF	DC751	-	267 (258.4)	-8.2	8.7	-	+2500	-185	-	1.0
005	RF Center: DCRF1 r=2.83NM	DC752	-	-	-8.2	2.2	R	2500	-	-	1.0
006	RF Center: DCRF1 r=2.83NM	DC753	-	-	-8.2	6.0	R	605	-	-3.00	0.3
007	TF	RW07	Y	070 (062.1)	-8.2	1.7	-	77	-	-3.00/54	0.3
008	FA	-	-	070 (062.1)	-8.2	-	-	+500	-	-	1.0
009	DF	MOTOI	-	-	-8.2	-	R	5000	-	-	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
KATTA	340013.04N / 1314112.84E	DCRF1	335211.33N / 1311547.68E
MOTOI	335323.26N / 1313630.85E		
DC650	335109.96N / 1312644.12E		
DC751	334924.96N / 1311628.63E		
DC752	334947.62N / 1311359.20E		
DC753	335442.44N / 1311414.70E		
RW07	335528.81N / 1311600.47E		

CHANGE : PROC Course. VAR.

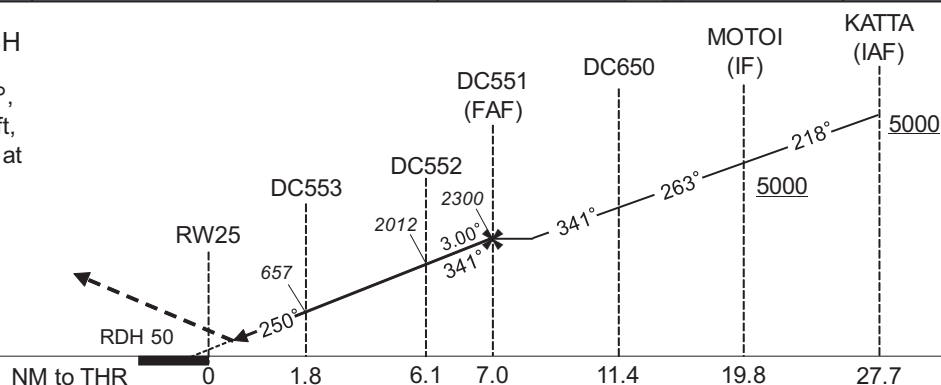
RJDC / YAMAGUCHI-UBE

RNP RWY25(AR)

For uncompensated Baro-VNAV systems, procedure not authorized below -5°C / above 45°C



From RW25 on track 250°,
at or above 500FT turn left,
direct to MOTOI and hold at
5000FT.
Contact TSUIKI APP.



MINIMA	THR elev. 22	AD elev. 15
CAT	RNP 0.30	
	DA(H)	CMV
A	-	-
B		
C	386(364)	1400
D		1600

Authorization Required

INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE

RNP RWY25(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	KATTA	-	-	-8.2	-	-	+5000	-	-	-
002	TF	MOTOI	-	218 (209.7)	-8.2	7.9	-	+5000	-	-	1.0
003	TF	DC650	-	263 (254.7)	-8.2	8.4	-	-	-	-	1.0
004	TF	DC551	-	341 (332.5)	-8.2	4.4	-	2300	-	-	1.0
005	TF	DC552	-	341 (332.5)	-8.2	0.9	-	2012	-	-3.00	0.3
006	RF Center: DCRF2 r=2.71NM	DC553	-	-	-8.2	4.3	L	657	-	-3.00	0.3
007	TF	RW25	Y	250 (242.2)	-8.2	1.8	-	72	-	-3.00/50	0.3
008	FA	-	-	250 (242.2)	-8.2	-	-	+500	-	-	1.0
009	DF	MOTOI	-	-	-8.2	-	L	5000	-	-	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
KATTA	340013.04N / 1314112.84E	DCRF2	335434.00N / 1312055.44E
MOTOI	335323.26N / 1313630.85E		
DC650	335109.96N / 1312644.12E		
DC551	335502.02N / 1312418.38E		
DC552	335549.64N / 1312348.45E		
DC553	335657.98N / 1311924.10E		
RW25	335606.56N / 1311726.64E		

CHANGE : PROC Course. VAR.

RJDC / YAMAGUCHI-UBE

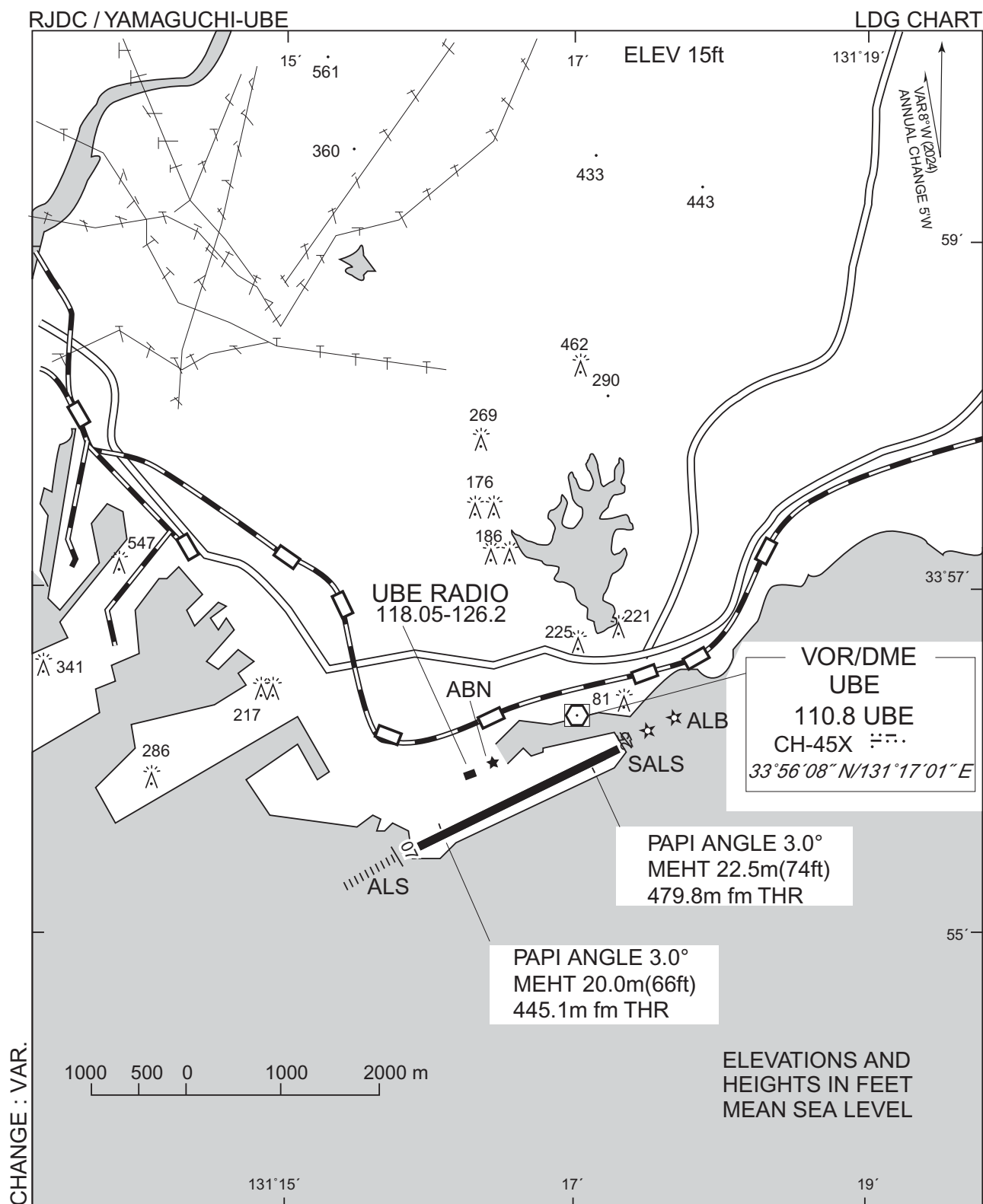
Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : VAR.

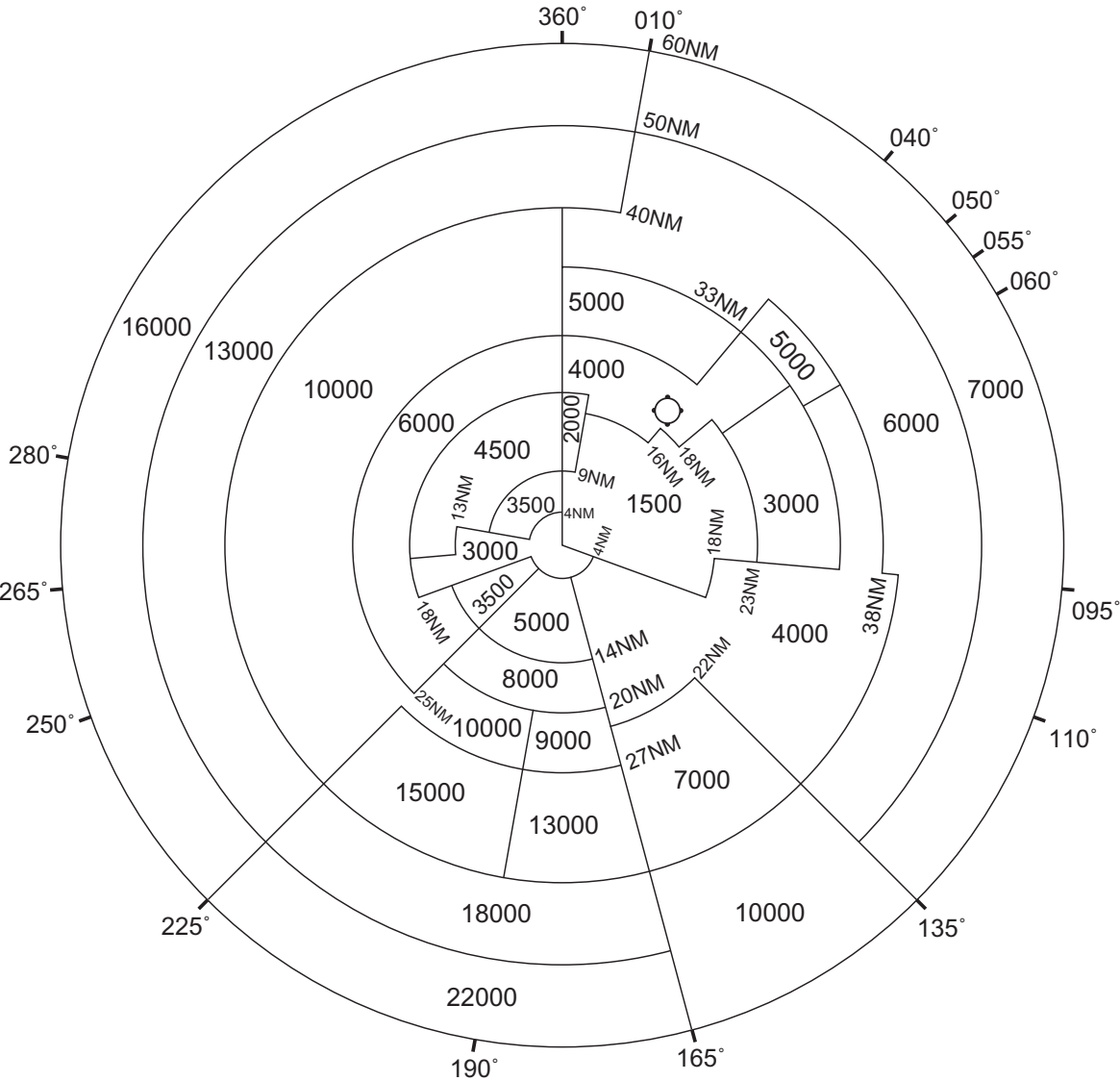
Call sign	BRG / DIST from ARP	Remarks
小郡 Ogori	031°T / 11.4NM	JR駅 Station
丸山ダム Maruyama Dam	001°T / 7.3NM	ダム Dam
周防大橋 Suo-ohashi	042°T / 8.3NM	橋 Bridge
小野田 Onoda	320°T / 7.3NM	高速道路インターチェンジ Interchange
竹島 Takeshima	072°T / 7.5NM	島 Island
本山岬 Motoyamamisaki	271°T / 4.9NM	岬 Cape



RJDC / YAMAGUCHI-UBE

Minimum Vectoring Altitude CHART

VAR 8°W (2024)



CENTER : 334041N/1310204E (RJFZ RADAR SITE)

CHANGE : VAR.