

## AD 2 AERODROMES

## RJFO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJFO - OITA

## RJFO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD   | 332846N/1314414E<br>007 Degrees /1.5KM FM RWY 01 THR  |
| 2 | Direction and distance from (city)   | 16NM NE FM OITA City  |
| 3 | Elevation/ Reference temperature   | 17FT / 30°C   |
| 4 | Geoid undulation at AD ELEV PSN  | 104FT   |
| 5 | MAG VAR/ Annual change   | 7°W(2009) / 2'W   |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JCAB<br>Aza Omida, Itoharu, Musashi-machi, Kunisaki-shi, Oita Pref.<br>873-0421 JAPAN.<br>Tel:0978(67)3771, 0978(67)3773<br>Fax:0978(67)3780, 0978(67)3781(AIS)<br>AFS:RJFOYFYX |
| 7 | Types of traffic permitted (IFR/VFR)   | IFR/VFR   |
| 8 | Remarks  | Nil   |

## RJFO AD 2.3 OPERATIONAL HOURS

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | 2230 - 1330   |
| 2  | Customs and immigration   | Customs:2330-0815<br>Immigration:INTL SKED FLT hours only |
| 3  | Health and sanitation     | INTL SKED FLT hours only                                  |
| 4  | AIS Briefing Office       | 2230 - 1330   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24 (FUKUOKA)   |
| 7  | ATS                       | 2230 - 1330   |
| 8  | Fuelling                  | 2230 - 1330   |
| 9  | Handling                  | 2230 - 1330   |
| 10 | Security                  | 2230 - 1330   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | Nil   |

**RJFO AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |  |
|---|---|--|
| 1 | Cargo-handling facilities               | All the modern institutions that with the weight thing to Boeing 747 type freighter. |
| 2 | Fuel/ oil types                         | JET A-1  |
| 3 | Fuelling facilities/ capacity           | Fuel Truck / Not Limitation  |
| 4 | De-icing facilities                     | Nil  |
| 5 | Hangar space for visiting aircraft      | Nil  |
| 6 | Repair facilities for visiting aircraft | Nil  |
| 7 | Remarks                                 | Nil  |

**RJFO AD 2.5 PASSENGER FACILITIES**

|   |                      |                          |
|---|----------------------|--------------------------|
| 1 | Hotels               | Near FM Airport          |
| 2 | Restaurants          | At Airport               |
| 3 | Transportation       | Buses and Taxis          |
| 4 | Medical facilities   | Hospital in Aki-town 3km |
| 5 | Bank and Post Office | BANK ATM at Airport      |
| 6 | Tourist Office       | At Airport               |
| 7 | Remarks              | Nil                      |

**RJFO 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<br>Water-supply truck<br>Lighting power supply truck<br>Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Ask AD Administration  |
| 4 | Remarks                                     | Nil  |

**RJFO AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |  |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Clearing equipments: Sweeper x 1<br>Snow removal equipments: NIL(commission)   |
| 2 | Clearance priorities        | (1) RWY, TWY T0 T6 P, Spot 7-9<br>(2) TWY T1 T5, Spot 5-6<br>(3) TWY T2 T3 T4, Spot 1-3 10 11                                      |
| 3 | Remarks                     | Snow removal will be commenced when the RWY and TWY are covered with snow its depth 3cm or more(Ask AD administration for details) |

## RJFO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

|   |                                     |   |
|---|-------------------------------------|---|
| 1 | Apron surface and strength          | Surface: Asphalt-concrete and Cement-concrete<br>Strength :<br>Spot NR1A, 1B, 2, 3 : PCR 640/F/D/X/T<br>Spot NR5, 6 : PCR 797/R/B/W/T<br>Spot NR7, 8, 9, 10 : PCR 925/R/B/W/T<br>Spot NR11 : PCR 1132/R/B/W/T   |
| 2 | Taxiway width, surface and strength | Surface: Asphalt-concrete and Cement-concrete<br>Strength :<br>TWY T0, T1, T2, T3, T4, T5, T6: PCR 1041/F/C/X/T<br>TWY P0, P1, P3, P4, P5: PCR 1041/F/C/X/T<br>TWY P2: PCR 1132/R/B/W/T<br>Width:<br>TWY T1, T2, T3, T4, T5: 34m<br>TWY T0, T6: 28.5m<br>TWY P0, P1, P2, P3, P4, P5: 23m      |
| 3 | ACL and elevation                   | Not Available   |
| 4 | VOR checkpoints                     | Not Available   |
| 5 | INS checkpoints                     | (Spot NR)<br><br>2 : 332844.43N,1314403.07E<br>3 : 332842.98N,1314403.05E<br>5 : 332841.51N,1314403.02E<br>6 : 332840.05N,1314403.01E<br>7 : 332837.39N,1314359.83E<br>8 : 332835.12N,1314359.81E<br>9 : 332832.85N,1314359.79E<br>10 : 332830.58N,1314359.77E<br>11 : 332828.47N,1314359.71E |
| 6 | Remarks                             | Nil   |

RJFO 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 1-11   |
| 2 | RWY and TWY markings and LGT   | <div>RWY:RWY01/19(SEE RJFO AD2.24)</div> <div>(Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe</div> <div>(LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY01), WBAR(RWY01)</div> <div>TWY:ALL TWY</div> <div>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe</div> <div>(LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign</div> |
| 3 | Stop bars  | Nil  |
| 4 | Remarks  | <div>(Marking) Overrun area</div> <div>(LGT) Apron flood LGT</div>   |

RJFO AD 2.10 AERODROME OBSTACLES

- In Area2    See Obstacle data
- In Area3    To be developed

## RJFO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |  |   |
|----|--|---|
| 1  | Associated MET Office  | FUKUOKA   |
| 2  | Hours of service<br>MET Office outside hours                           | H24 (FUKUOKA)   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | FUKUOKA<br>30 Hours   |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil   |
| 5  | Briefing/ consultation provided  | Briefing is available upon inquiry at FUKUOKA   |
| 6  | Flight documentation<br>Language(s) used                               | C<br>En   |
| 7  | Charts and other information available for<br>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> /Tr, 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> ,<br>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         | Nil   |
| 9  | ATS units provided with information                                    | TWR, APP, ATIS  |
| 10 | Additional information(limitation of service,<br>etc.)                 | Nil   |

## RJFO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR                 | TRUE 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   |
| 01                                     | 000°     | 3000×45                 | PCR 1041/F/C/X/T<br>Asphalt-Concrete | 332757.53N<br>1314413.22E<br>104FT      | THR ELEV:19FT<br>TDZ ELEV:19FT  |
| 19                                     | 180°     | 3000×45                 | PCR 1041/F/C/X/T<br>Asphalt-Concrete | 332934.89N<br>1314414.08E<br>104FT      | THR ELEV:17FT   |
|  |          |                         |                                      |   |   |
| Slope of RWY                           |          | Strip<br>Dimensions(M)  | RESA (Overrun)<br>Dimensions (M)     |   | Remarks   |
| 7                                      |          | 10                      | 11                                   |   | 14  |
| See AD CHART                           |          | 3120×300                | 190x(MNM:152 MAX:300)*               |   | RWY Grooving 3000m × 30m  |
|  |          | 3120×300                | 40×300                               |   |   |
| *For detail, ask airport administrator |          |                         |                                      |   |   |

## RJFO 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       |
| 01             | 3000        | 3000        | 3000        | 3000       | Nil     |
| 19             | 3000        | 3000        | 3000        | 3000       | Nil     |

## RJFO AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator   | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR | PAPI<br>(VASIS)<br>Angle<br>DIST FM THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST          | REDL<br>LEN<br>Spacing<br>Color<br>INTST             | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|---|-------------------------------------|-----------------------|---|-------------|---|--|-----------------------|----------------------|
| 1   | 2                                   | 3                     | 4   | 5           | 6   | 7  | 8                     | 9                    |
| 01  | PALS<br>(CAT I)<br>900M<br>LIH      | Green<br>Green        | PAPI<br>3.0°/LEFT<br>413M<br>66FT               | 900M        | 3000M<br>30M<br>Coded color<br>(White/Red)<br>LIH | 3000M<br>60M<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil<br>(*2)          |
| 19  | SALS<br>(*1)<br>420M<br>LIH         | Green<br>-            | PAPI<br>3.0°/LEFT<br>457M<br>74FT               | Nil         | 3000M<br>30M<br>Coded color<br>(White/Red)<br>LIH | 3000M<br>60M<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil<br>(*2)          |
| Remarks   |                                     |                       |   |             |   |  |                       |                      |
| 10  |                                     |                       |   |             |   |  |                       |                      |
| SALS with APCH LGT beacon(600m and 900m FM RWY THR)(*1)<br>Overrun area edge LGT(LEN:60m Color:Red)(*2)<br>CGL for RWY 19 |                                     |                       |   |             |   |  |                       |                      |

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

|   |  |   |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 332833N/1314353E, White/Green EV4.3sec, HO<br>Operating in night, IMC, and when requested  |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI:Nil<br>Anemometer: RWY01: 355m from RWY 01 THR, LGTD<br>RWY19: 300m from RWY 19 THR, LGTD   |
| 3 | TWY edge and center line lighting                        | TWY edge and center line lights installed, see AD2.9  |
| 4 | Secondary power supply /<br>switch-over time             | Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT<br>Within 15 sec : Other LGT |
| 5 | Remarks  | WDI LGT   |

**RJFO AD 2.16 HELICOPTER LANDING AREA**

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

**RJFO 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       |
| OITA CTR                       | Area within a radius of 5nm of OITA ARP | 3000 or below        | D                       | OITA TOWER                  |         |
| OITA ACA                       | SEE RJFO ATTACHED CHART                 |                      |                         |                             |         |

大分進入管制区  
Oita Approach Control Area

## Point list

|                      |                      |
|----------------------|----------------------|
| (1) 334923N1315428E  | (11) 334410N1320642E |
| (2) 333820N1313835E  | (12) 340827N1321357E |
| (3) 333112N1313754E  | (13) 331313N1314212E |
| (4) 331835N1313643E  | (14) 335858N1315956E |
| (5) 331513N1312903E  | (15) 334822N1320757E |
| (6) 330719N1312355E  | (16) 335336N1321117E |
| (7) 325619N1311408E  |                      |
| (8) 332346N1321425E  |                      |
| (9) 332258N1320939E  |                      |
| (10) 333116N1320253E |                      |



## RJFO AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign      | Frequency  | Hours of operation | Remarks    |
|---------------------|----------------|--|--------------------|------------|
| 1                   | 2              | 3  | 4                  | 5          |
| APP                 | Oita Approach  | 120.6MHz(1)<br>127.7MHz<br>119.05MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2230 - 1330        | (1)Primary |
| ASR                 | Oita Radar     | 119.05MHz<br>120.6MHz<br>127.7MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E)    | 2230 - 1330        |            |
| DEP                 | Oita Departure | 127.7MHz<br>120.6MHz<br>119.05MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E)    | 2230 - 1330        |            |
| TWR                 | Oita Tower     | 118.8MHz(1)<br>126.2MHz<br>261.2MHz<br>121.5MHz(E)<br>243.0MHz(E)              | 2230 - 1330        |            |
| GND                 | Oita Ground    | 121.6MHz   | 2230 - 1330        |            |
| ATIS                | Oita Airport   | 127.8MHz   | 2230 - 1330        |            |

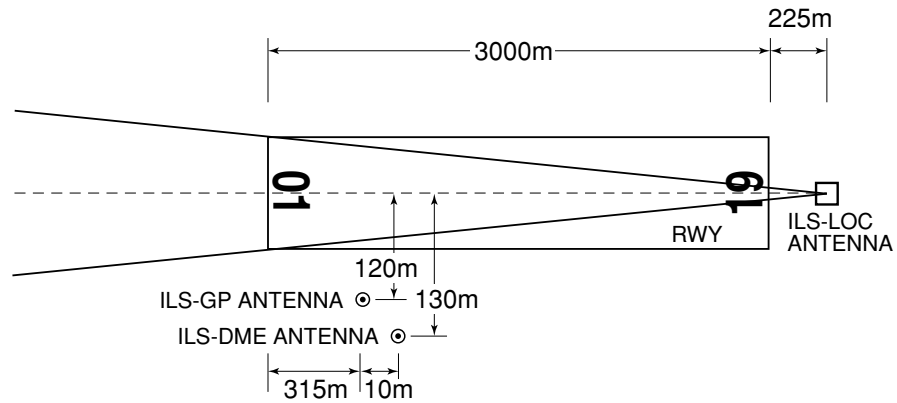
## RJFO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| 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   |
| ILS-LOC 01                          | ITF | 111.5MHz             | 2230 - 1330           | 332942.19N/<br>1314414.15E                            |  | LOC:225m(738ft) away FM<br>RWY19 THR,<br>BRG(MAG)007°.<br>Unusable beyond 16nm.   |
| ILS-GP 01                           | -   | 332.9MHz             | 2230 - 1330           | 332807.70N/<br>1314417.95E                            |  | GP:315m (1034ft) inside FM<br>RWY 01 THR,120m(394ft) E<br>of RCL.<br>HGT of ILS Ref datum16.5m<br>(54ft)<br>GP angle 3.0°.  |
| ILS-DME 01                          | ITF | 1013MHz<br>(CH-52X)  | 2230 - 1330           | 332808.01N/<br>1314418.31E                            | 37ft   | DME: 325m(1066ft) inside<br>FM RWY 01 THR,<br>130m(427ft) E of RCL.   |
| VOR<br>(7°W/2016)                   | TFE | 117.7MHz             | H24                   | 332922.97N/<br>1314343.52E                            |  | VOR Unusable:<br>210°-220° beyond 35NM<br>below 8,000FT.<br>240°-260° beyond 35NM<br>below 8,000FT.<br>270°-330° beyond 30NM<br>below 6,000FT.  |
| DME                                 | TFE | 1211MHz<br>(CH-124X) | H24                   | 332922.97N/<br>1314343.52E                            | 100ft  | DME Unusable:<br>260°-270° beyond 35NM<br>below 8,000FT.<br>270°-290° beyond 15NM<br>below 6,000FT.<br>290°-330° beyond 30NM<br>below 6,000FT.<br>330°-340° beyond 30NM<br>below 5,000FT. |
| MSAS                                |     | 1575.42MHz           | H24                   |   |  | Transmitting antennas are<br>satellite based.   |

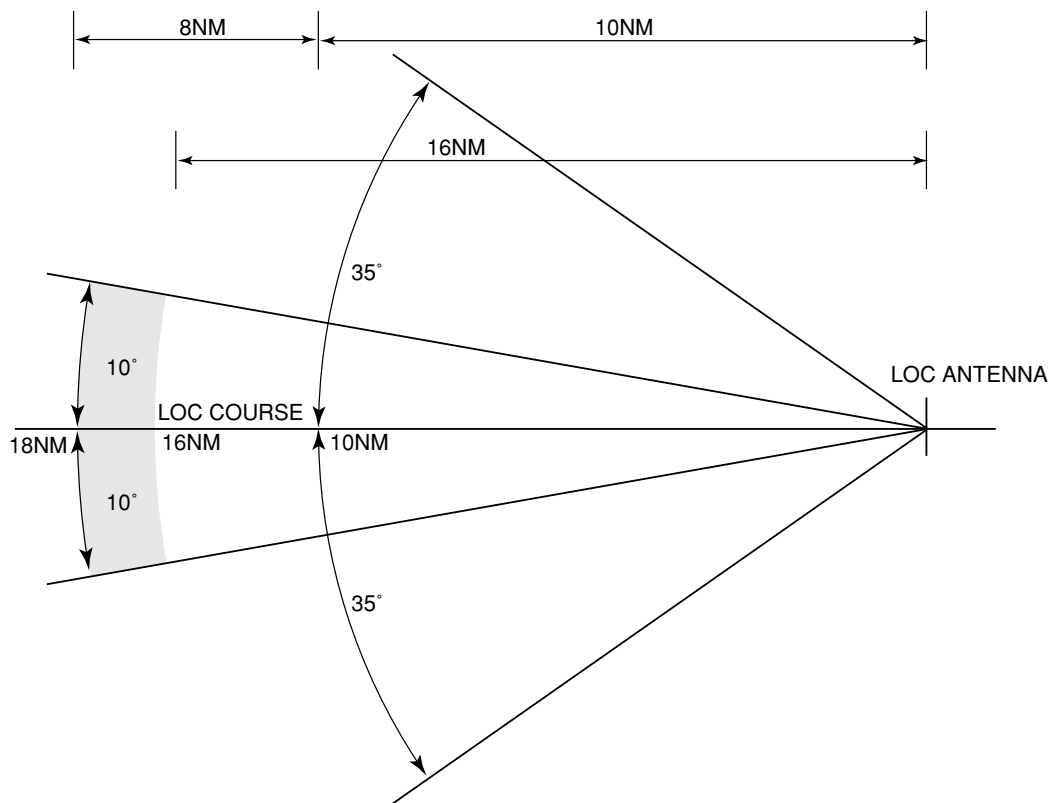
RJFO / OITA

ILS

ILS



REMARKS : 1. LOC beam BRG(MAG) 007°  
 2. HGT of ILS REF datum 16.5m(54ft)  
 3. GP angle 3.0°  
 4. ELEV of ILS-DME 11.2m(37ft)



LOC UNUSABLE : BEYOND 16NM.

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**RJFO AD 2.20 LOCAL TRAFFIC REGULATIONS**

## 1. Airport regulations

|  |
|--|
| On use of this airport by transient ACFT, the operator is required to obtain the prior permission of the airport administrator in order to adjust of parking area, except scheduled flight and ACFT in an emergency. |
|--|

## 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 |
|-----|

**RJFO AD 2.21 NOISE ABATEMENT PROCEDURES**

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

## RJFO AD 2.22 FLIGHT PROCEDURES

## 1. TAKE OFF MINIMA

|  | RWY | ACFT<br>CAT | REDL & RCLL     |     | REDL or RCLL or<br>RCL<br>marking |     | NIL<br>(DAYTIME ONLY) |     |
|--|-----|-------------|-----------------|-----|-----------------------------------|-----|-----------------------|-----|
|  |     |             | RVR             | VIS | RVR                               | VIS | RVR                   | VIS |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP Filed | 01  | A,B,C,D     | 400             | 400 | 400                               | 400 | -                     | 500 |
|  | 19  | A,B,C,D     | -               | 400 | -                                 | 400 | -                     | 500 |
| OTHER  | 01  | A,B,C,D     | AVBL LDG MINIMA |     |                                   |     |                       |     |
|  | 19  | A,B,C,D     |                 |     |                                   |     |                       |     |

## 2. Lost Communication Procedures for Arrival Aircraft under radar navigational guidance

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

- I
  1. Contact Oita Tower.
  2. If unable, proceed in accordance with Visual Flight Rules.
  3. If unable, proceed to Musashi VOR/DME at last assigned altitude or 3500 feet whichever is higher and execute Instrument Approach.
- II Procedures other than above will be issued when situation required.

## 3. Trajectory-based Airport Traffic Data Processing System (TAPS)

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

If an aircraft has no capability of replying with discrete code, the pilot shall report ATC if so instructed.

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

## RJFO AD 2.23 ADDITIONAL INFORMATION

Nil

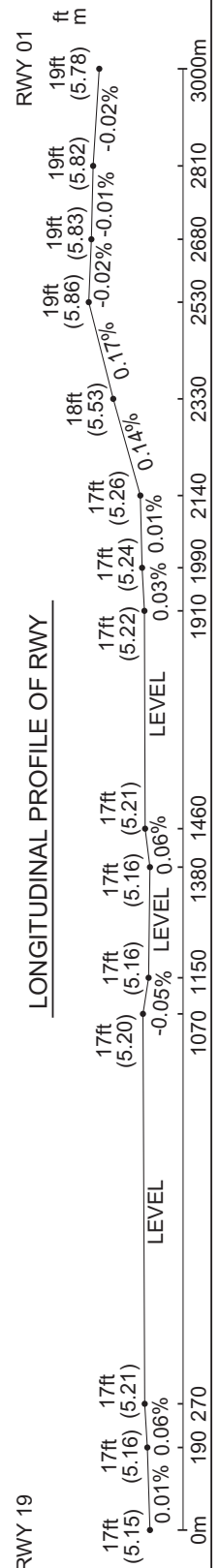
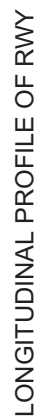
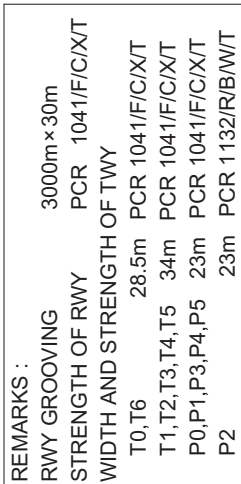
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**RJFO AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome Chart  
Aerodrome Obstacle Chart-ICAO type A (RWY01/19)  
Aerodrome Obstacle Chart-ICAO type B  
Standard Departure Chart-Instrument (MUSASHI)  
Standard Departure Chart-Instrument (EBOSHI-RNAV)  
Standard Departure Chart-Instrument (TOYO-RNAV)  
Standard Departure Chart-Instrument (FUSHA-RNAV)  
Standard Departure Chart-Instrument (TRANSITION-RNAV)  
Standard Arrival Chart-Instrument (JEWEL)  
Standard Arrival Chart-Instrument (KAGEX, BAIEN, NOLEL, TANSO, OOTA-RNAV)  
Instrument Approach Chart (ILS Z RWY01)  
Instrument Approach Chart (ILS Y or LOC RWY01)  
Instrument Approach Chart (ILS X RWY01)  
Instrument Approach Chart (VOR RWY01)  
Instrument Approach Chart (VOR A)  
Instrument Approach Chart (RNP Z RWY19)  
Instrument Approach Chart (RNP RWY01(AR))  
Instrument Approach Chart (RNP Y RWY19(AR))  
Other Chart (Visual REP)  
Other Chart (MVA CHART)

## RJFO / OITA

## OITA AP



AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 7°17' W-APR 2016





AERODROME OBSTACLE CHART-ICAO  
TYPE B

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA

SID

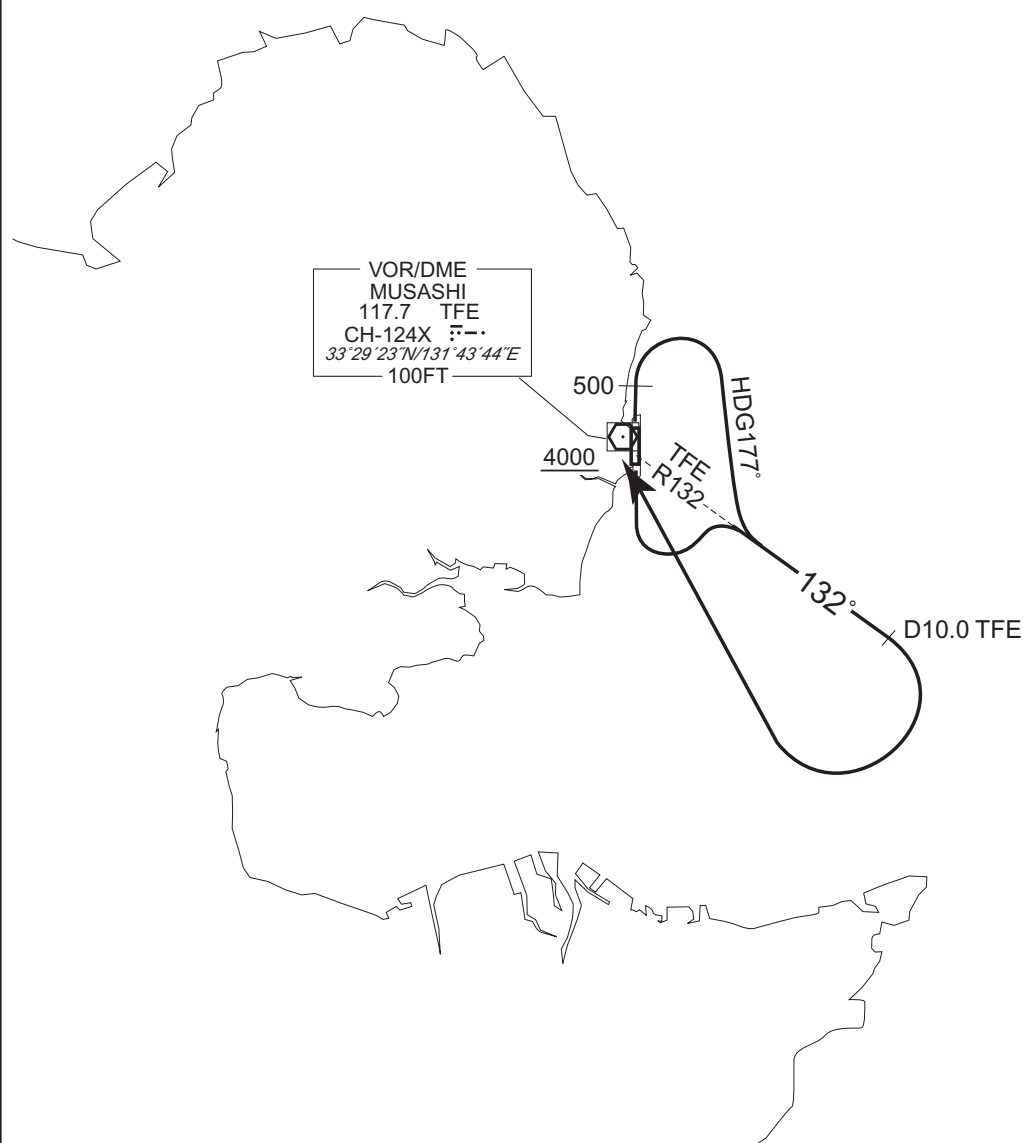
MUSASHI REVERSAL TWO DEPARTURE

RWY01 : Climb RWY HDG to 500FT, turn right HDG177° to intercept and proceed via TFE R132 to TFE 10.0DME,...

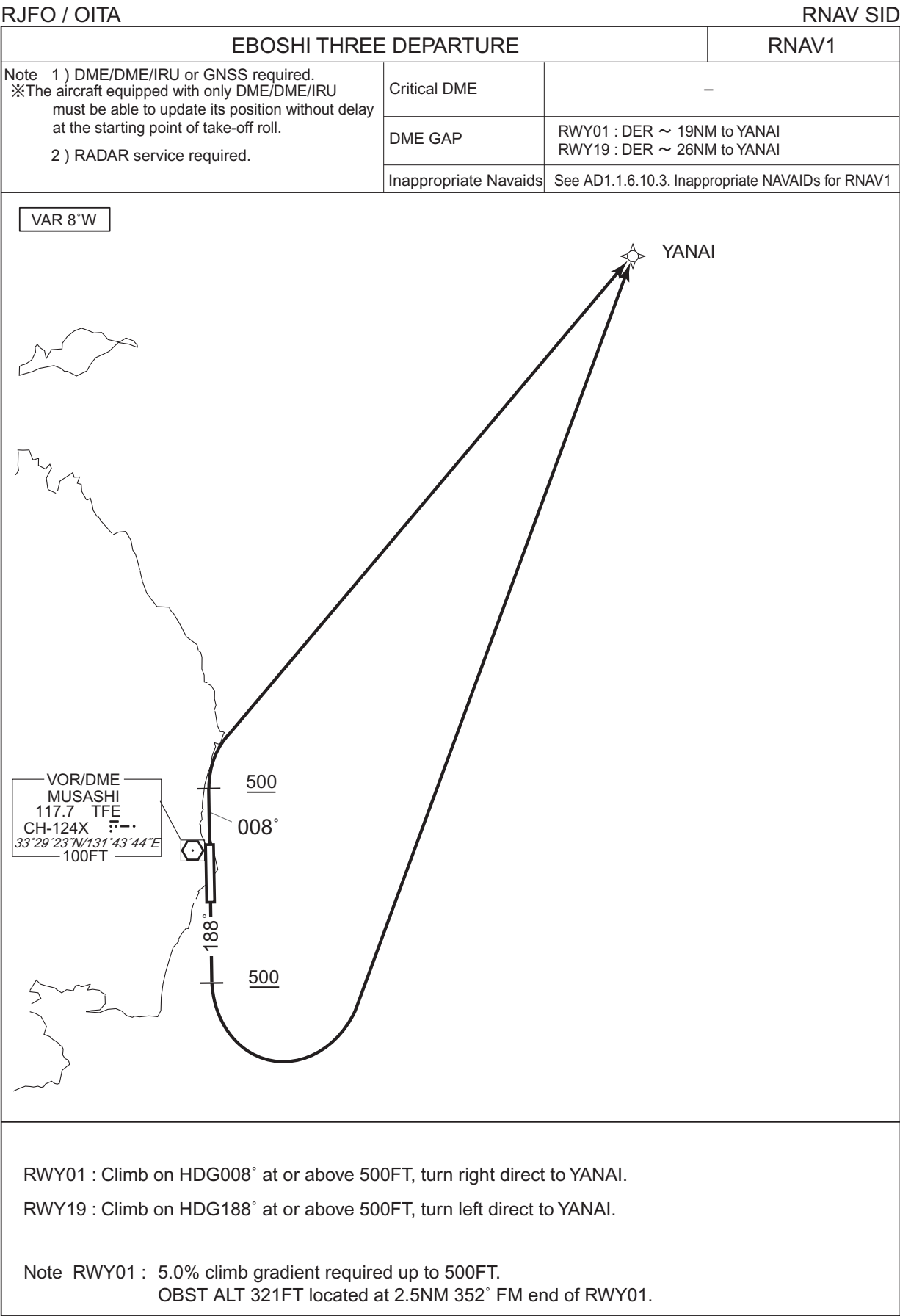
RWY19 : Turn left, climb via TFE R132 to TFE 10.0DME,...  
...turn right, direct to TFE VOR/DME.  
Cross TFE VOR/DME at or above 4000FT.

Note RWY01 : 5.0% climb gradient required up to 500FT.  
OBST ALT 321FT located at 2.5NM 352° FM end of RWY01.

CHANGE : OBST.



STANDARD DEPARTURE CHART - INSTRUMENT



CHANGE : PROC renamed. VAR. PROC course. OBST.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA

RNAV SID

EBOSHI THREE DEPARTURE

RWY01

| 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              | —                   | —        | 008<br>(000.4) | -8.0               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | YANAI               | —        | —              | -8.0               | —             | R              | —             | —            | —              | RNAV1                    |

RWY19

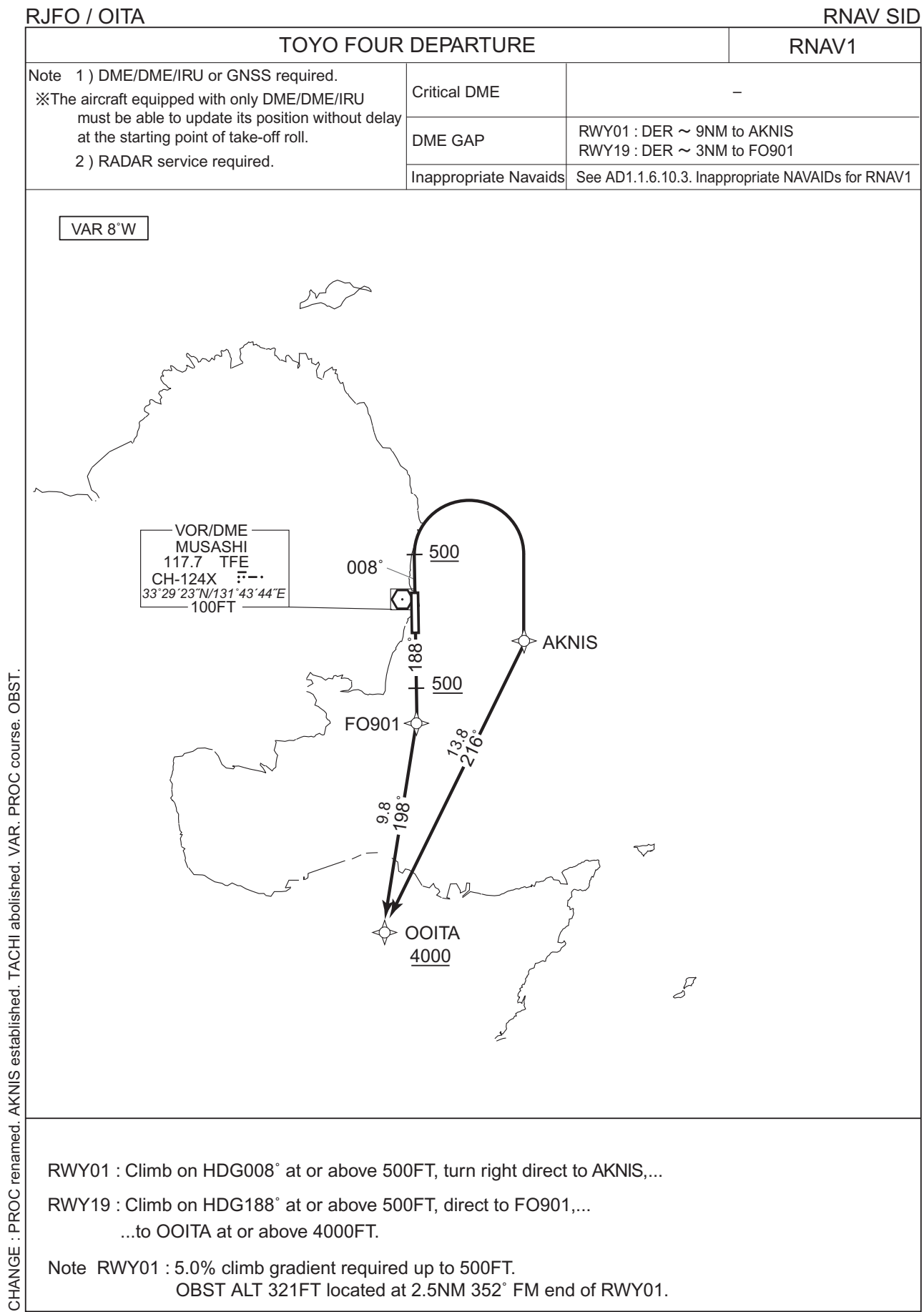
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 188<br>(180.4) | -8.0               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | YANAI               | —        | —              | -8.0               | —             | L              | —             | —            | —              | RNAV1                    |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| YANAI               | 334622.9N / 1315917.1E |

CHANGE : PROC renamed. PROC course. Waypoint Coordinates added.

STANDARD DEPARTURE CHART- INSTRUMENT



CHANGE : PROC renamed. AKNIS established. TACHI abolished. VAR. PROC course. OBST.

STANDARD DEPARTURE CHART- INSTRUMENT

RJFO / OITA

RNAV SID

TOYO FOUR DEPARTURE

RWY01

| 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              | —                   | —        | 008<br>(000.4) | -8.0               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | AKNIS               | —        | —              | -8.0               | —             | R              | —             | —            | —              | RNAV1                    |
| 003           | TF              | OOITA               | —        | 216<br>(208.1) | -8.0               | 13.8          | —              | +4000         | —            | —              | RNAV1                    |

RWY19

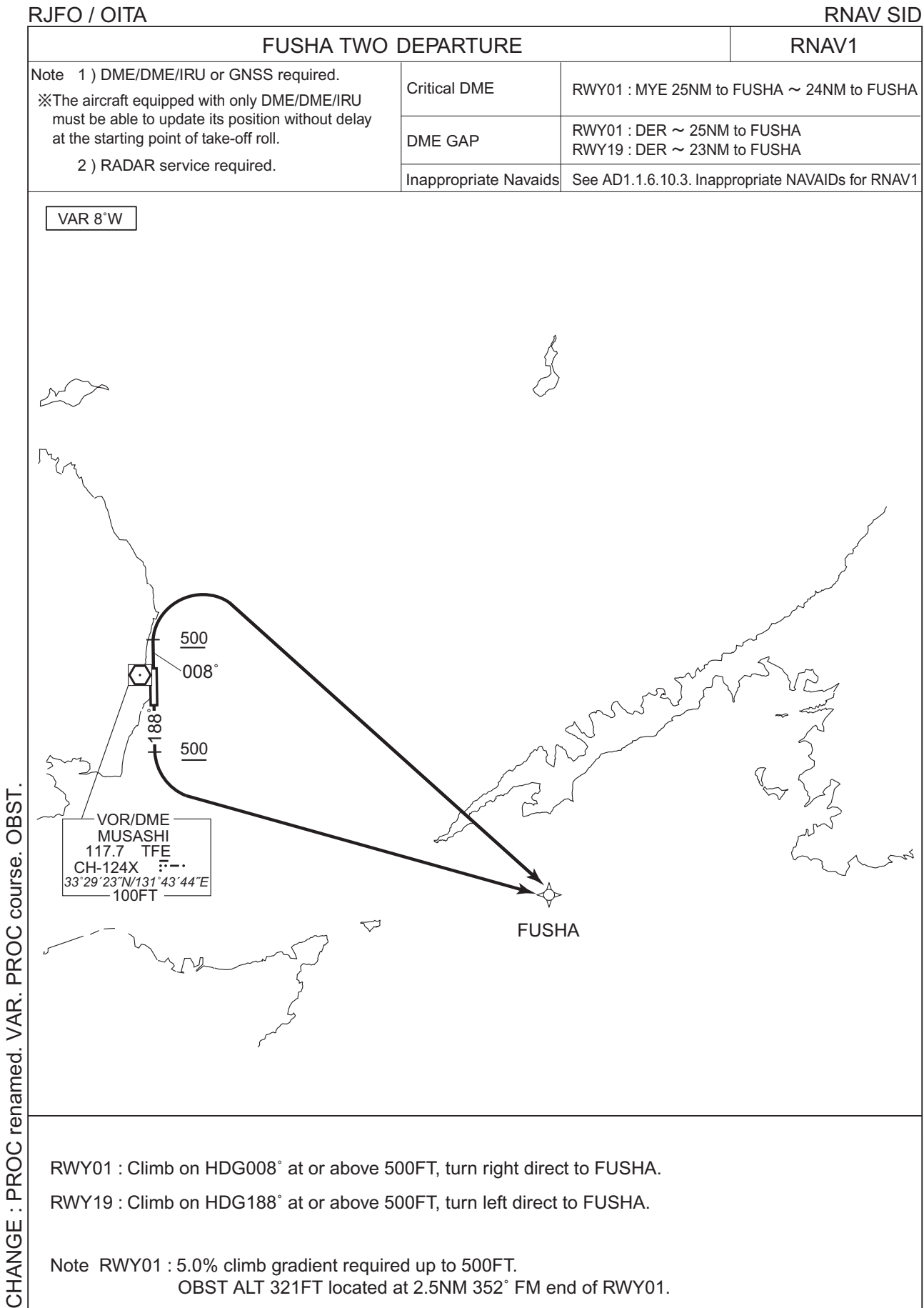
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 188<br>(180.4) | -8.0               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | FO901               | —        | —              | -8.0               | —             | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | OOITA               | —        | 198<br>(189.8) | -8.0               | 9.8           | —              | +4000         | —            | —              | RNAV1                    |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| AKNIS               | 332524.3N / 1314958.2E |
| FO901               | 332251.1N / 1314410.5E |
| OOITA               | 331313.2N / 1314211.7E |

CHANGE : AKNIS established. TACHI abolished. PROC course. Waypoint Coordinates added.

STANDARD DEPARTURE CHART - INSTRUMENT



CHANGE : PROC renamed. VAR. PROC course. OBST.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA

RNAV SID

FUSHA TWO DEPARTURE

RWY01

| 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              | —                   | —        | 008<br>(000.4) | -8.0               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | FUSHA               | —        | —              | -8.0               | —             | R              | —             | —            | —              | RNAV1                    |

RWY19

| 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              | —                   | —        | 188<br>(180.4) | -8.0               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | FUSHA               | —        | —              | -8.0               | —             | L              | —             | —            | —              | RNAV1                    |

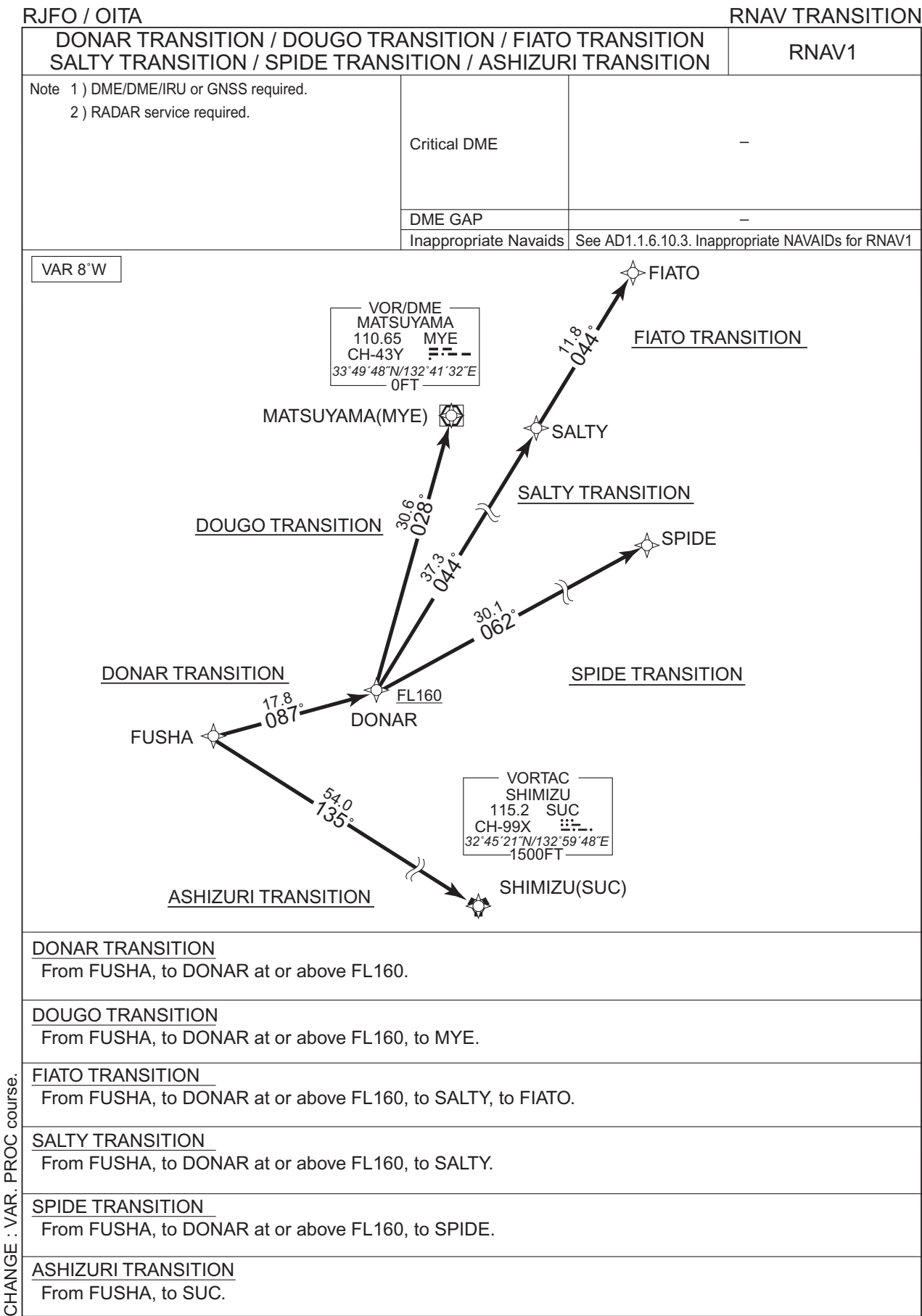
Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| FUSHA               | 331737.7N / 1320814.6E |

CHANGE : PROC renamed. PROC course. VAR. Waypoint Coordinates added.



STANDARD DEPARTURE CHART - INSTRUMENT



CHANGE : VAR. PROC course.

## STANDARD DEPARTURE CHART - INSTRUMENT

## RJFO / OITA

## RNAV TRANSITION

DONAR 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              | FUSHA               | —        | —              | -8.0               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | DONAR               | —        | 087<br>(078.7) | -8.0               | 17.8          | —              | +FL160        | —            | —              | RNAV1                    |

DOUGO 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              | FUSHA               | —        | —              | -8.0               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | DONAR               | —        | 087<br>(078.7) | -8.0               | 17.8          | —              | +FL160        | —            | —              | RNAV1                    |
| 003           | TF              | MYE                 | —        | 028<br>(019.8) | -8.0               | 30.6          | —              | —             | —            | —              | RNAV1                    |

FIATO 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              | FUSHA               | —        | —              | -8.0               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | DONAR               | —        | 087<br>(078.7) | -8.0               | 17.8          | —              | +FL160        | —            | —              | RNAV1                    |
| 003           | TF              | SALTY               | —        | 044<br>(036.1) | -8.0               | 37.3          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | FIATO               | —        | 044<br>(036.3) | -8.0               | 11.8          | —              | —             | —            | —              | RNAV1                    |

SALTY 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              | FUSHA               | —        | —              | -8.0               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | DONAR               | —        | 087<br>(078.7) | -8.0               | 17.8          | —              | +FL160        | —            | —              | RNAV1                    |
| 003           | TF              | SALTY               | —        | 044<br>(036.1) | -8.0               | 37.3          | —              | —             | —            | —              | RNAV1                    |

CHANGE : PROC course. VAR.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFO / OITA

RNAV TRANSITION

SPIDE 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              | FUSHA               | —        | —              | -8.0               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | DONAR               | —        | 087<br>(078.7) | -8.0               | 17.8          | —              | +FL160        | —            | —              | RNAV1                    |
| 003           | TF              | SPIDE               | —        | 062<br>(054.1) | -8.0               | 30.1          | —              | —             | —            | —              | RNAV1                    |

ASHIZURI 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              | FUSHA               | —        | —              | -8.0               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | SUC                 | —        | 135<br>(126.5) | -8.0               | 54.0          | —              | —             | —            | —              | RNAV1                    |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| FUSHA               | 331737.7N / 1320814.6E |
| DONAR               | 332105.1N / 1322904.7E |
| MYE                 | 334948.4N / 1324132.0E |
| SALTY               | 335109.7N / 1325530.8E |
| FIATO               | 340037.4N / 1330354.6E |
| SPIDE               | 333840.2N / 1325818.0E |
| SUC                 | 324521.5N / 1325947.9E |

CHANGE : PROC course. VAR. Waypoint Coordinates added.

STANDARD ARRIVAL CHART- INSTRUMENT

RJFO / OITA

STAR

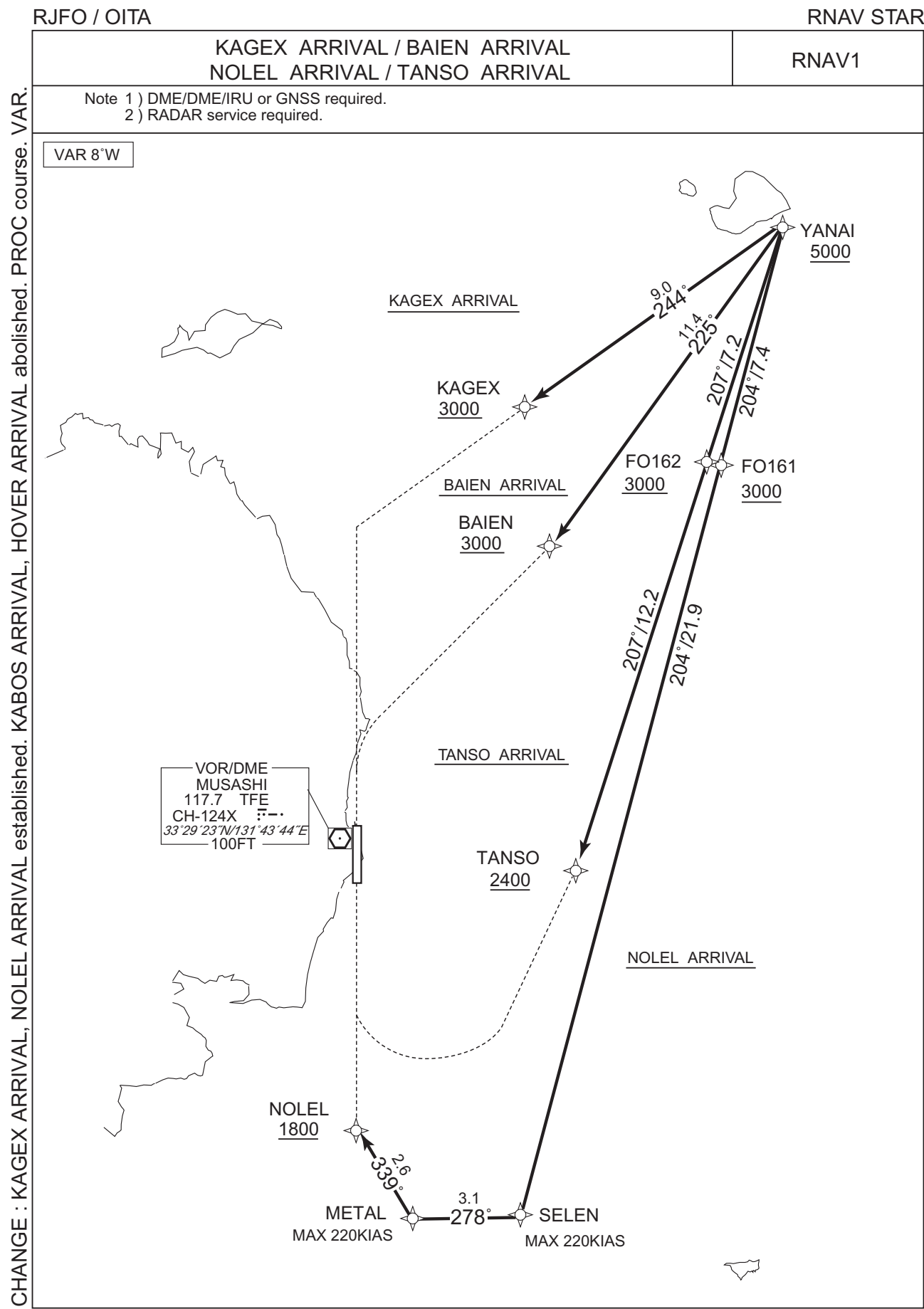
JEWEL ARRIVAL

From over DONKO, via TFE R038 to JEWEL.

Cross DONKO at or above 5000FT, cross JEWEL at or above 3000FT.



STANDARD ARRIVAL CHART- INSTRUMENT



## STANDARD ARRIVAL CHART - INSTRUMENT

RJFO / OITA

RNAV STAR

KAGEX ARRIVAL

From YANAI at or above 5000FT, to KAGEX at or above 3000FT.

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | YANAI               | —        | —              | -8.0               | —             | —              | +5000         | —            | —              | RNAV1                    |
| 002           | TF              | KAGEX               | —        | 244<br>(236.2) | -8.0               | 9.0           | —              | +3000         | —            | —              | RNAV1                    |

BAIEN ARRIVAL

From YANAI at or above 5000FT, to BAIEN at or above 3000FT.

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | YANAI               | —        | —              | -8.0               | —             | —              | +5000         | —            | —              | RNAV1                    |
| 002           | TF              | BAIEN               | —        | 225<br>(217.4) | -8.0               | 11.4          | —              | +3000         | —            | —              | RNAV1                    |

TANSO ARRIVAL

From YANAI at or above 5000FT, to FO162 at or above 3000FT, to TANSO at or above 2400FT.

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | YANAI               | —        | —              | -8.0               | —             | —              | +5000         | —            | —              | RNAV1                    |
| 002           | TF              | FO162               | —        | 207<br>(199.4) | -8.0               | 7.2           | —              | +3000         | —            | —              | RNAV1                    |
| 003           | TF              | TANSO               | —        | 207<br>(199.4) | -8.0               | 12.2          | —              | +2400         | —            | —              | RNAV1                    |

CHANGE : KAGEX ARRIVAL established. PROC course. VAR.

STANDARD ARRIVAL CHART - INSTRUMENT

RJFO / OITA

RNAV STAR

NOLEL ARRIVAL  
From YANAI at or above 5000FT, to FO161 at or above 3000FT, to SELEN, to METAL, to NOLEL at or above 1800FT.

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | YANAI               | —        | —              | -8.0               | —             | —              | +5000         | —            | —              | RNAV1                    |
| 002           | TF              | FO161               | —        | 204<br>(196.4) | -8.0               | 7.4           | —              | +3000         | —            | —              | RNAV1                    |
| 003           | TF              | SELEN               | —        | 204<br>(196.4) | -8.0               | 21.9          | —              | —             | -220         | —              | RNAV1                    |
| 004           | TF              | METAL               | —        | 278<br>(270.5) | -8.0               | 3.1           | —              | —             | -220         | —              | RNAV1                    |
| 005           | TF              | NOLEL               | —        | 339<br>(330.5) | -8.0               | 2.6           | —              | +1800         | —            | —              | RNAV1                    |

Waypoint Coordinates

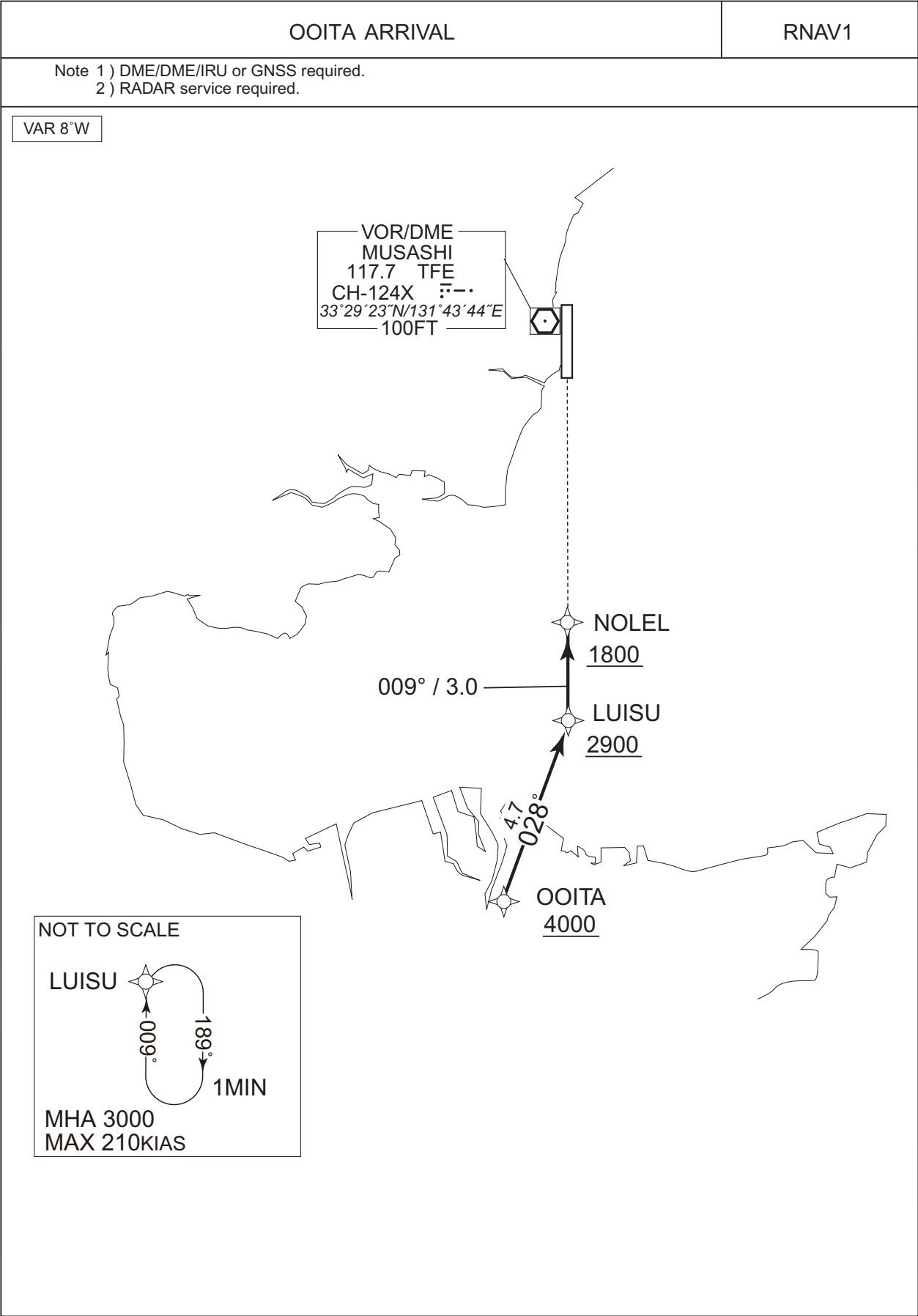
| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| YANAI               | 334622.9N / 1315917.1E |
| KAGEX               | 334121.2N / 1315016.7E |
| BAIEN               | 333720.4N / 1315059.8E |
| FO162               | 333936.2N / 1315624.8E |
| TANSO               | 332806.6N / 1315133.7E |
| FO161               | 333918.2N / 1315646.6E |
| SELEN               | 331818.8N / 1314923.1E |
| METAL               | 331820.3N / 1314541.2E |
| NOLEL               | 332036.2N / 1314409.4E |

CHANGE : NOLEL ARRIVAL established. Waypoint Coordinates added. .

STANDARD ARRIVAL CHART - INSTRUMENT

RJFO / OITA

RNAV STAR RWY01



CHANGE : New PROC.



STANDARD ARRIVAL CHART - INSTRUMENT

RJFO / OITA

RNAV STAR

OOITA ARRIVAL

From OOITA at or above 4000FT, to LUISU at or above 2900FT, to NOLEL at or above 1800FT.

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | OOITA               | —        | —              | -8.0               | —             | —              | +4000         | —            | —              | RNAV1                    |
| 002           | TF              | LUISU               | —        | 028<br>(020.2) | -8.0               | 4.7           | —              | +2900         | —            | —              | RNAV1                    |
| 003           | TF              | NOLEL               | —        | 009<br>(000.5) | -8.0               | 3.0           | —              | +1800         | —            | —              | RNAV1                    |

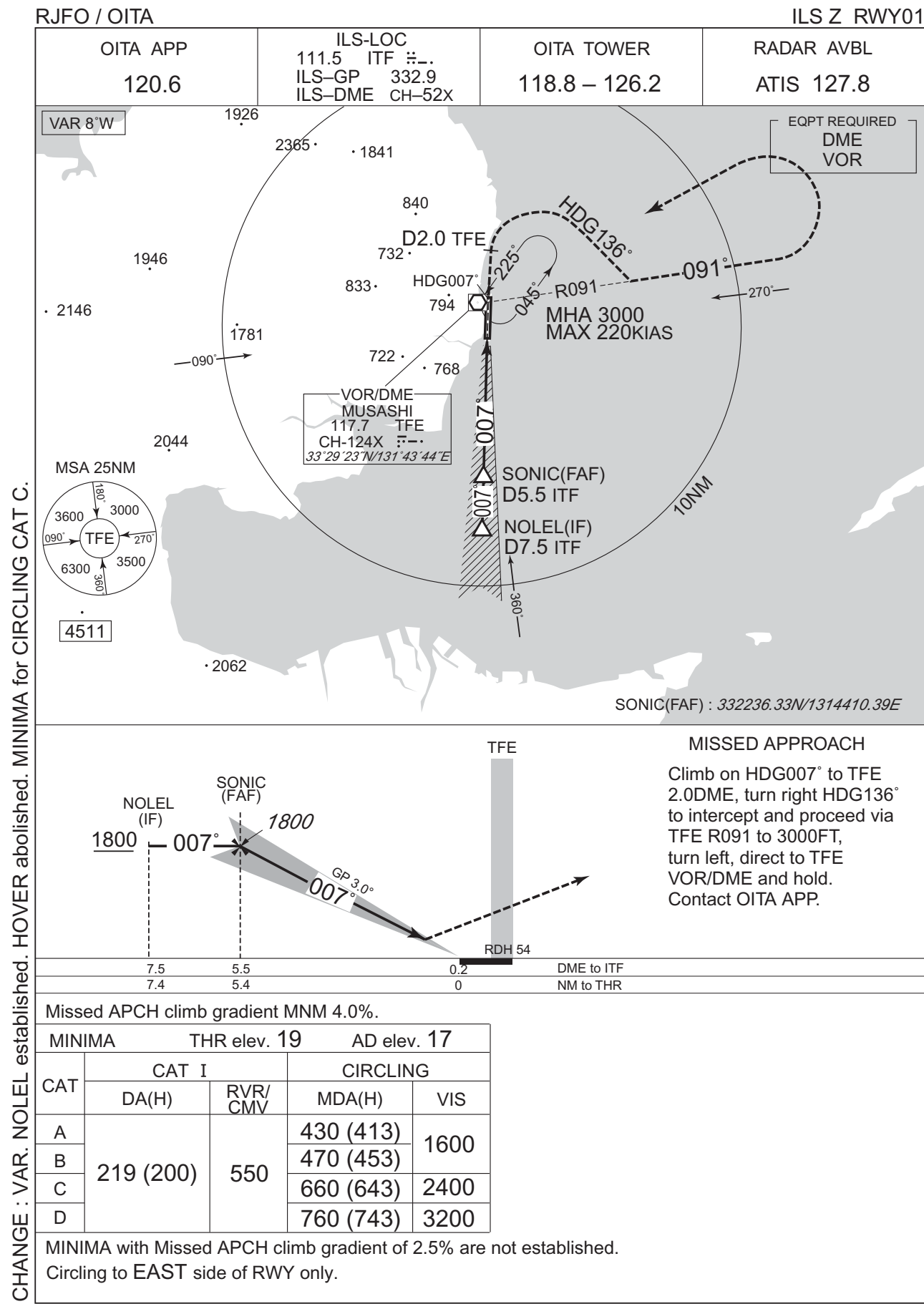
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | LUISU               | 009<br>(000.5)        | -8.0               | 1.0(-14000)         | R              | 3000                  | FL140                 | -210(-14000) | RNAV1                    |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| OOITA               | 331313.2N / 1314211.7E |
| LUISU               | 331735.8N / 1314407.5E |
| NOLEL               | 332036.2N / 1314409.4E |

CHANGE : New PROC.

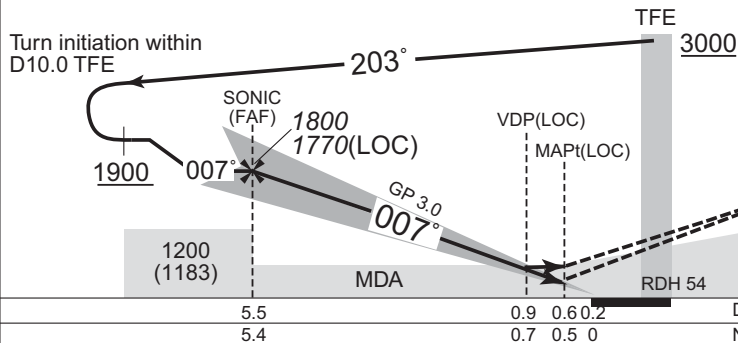
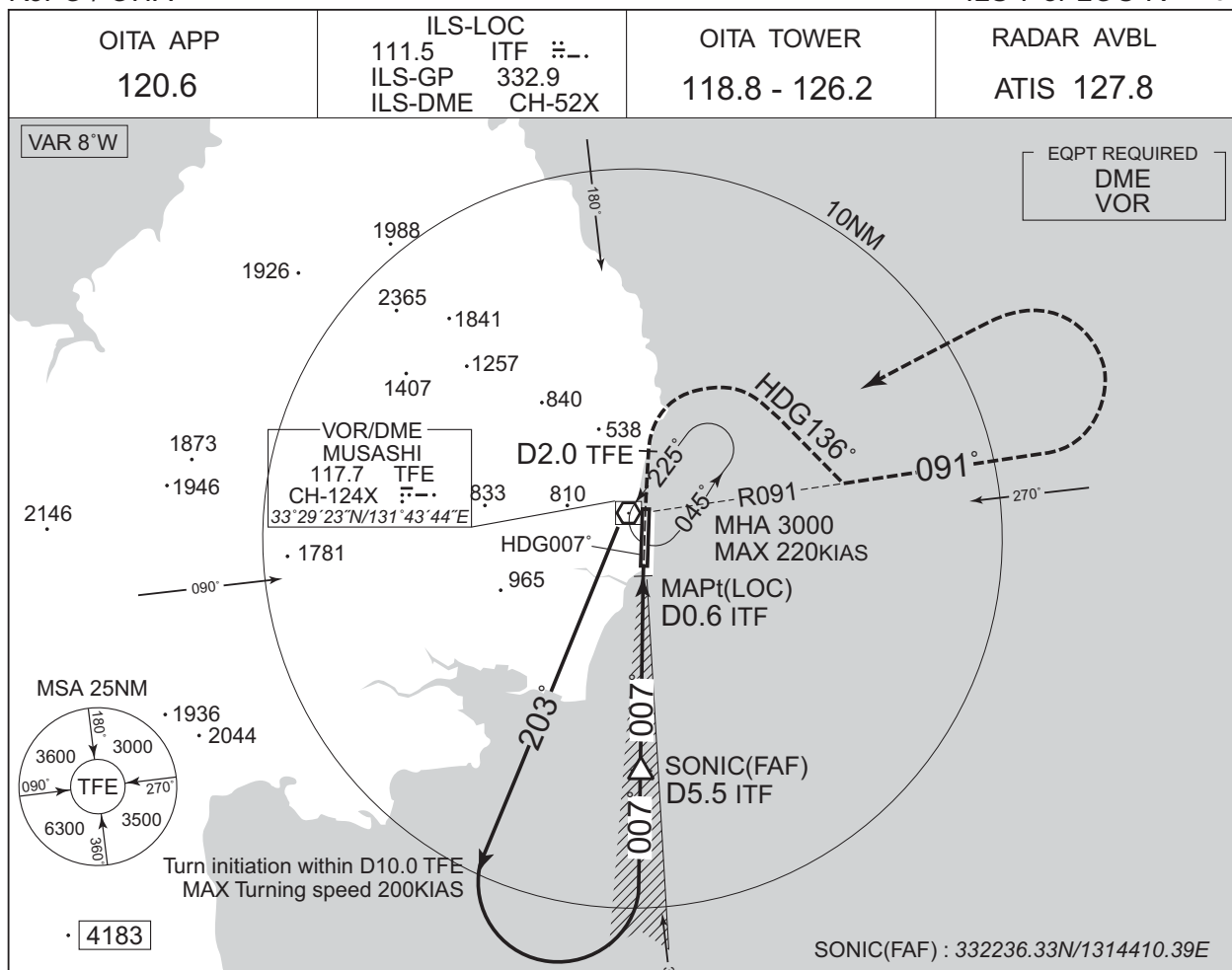
INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJFO / OITA

ILS Y or LOC RWY01



Missed APCH climb gradient MNM 4.0%.

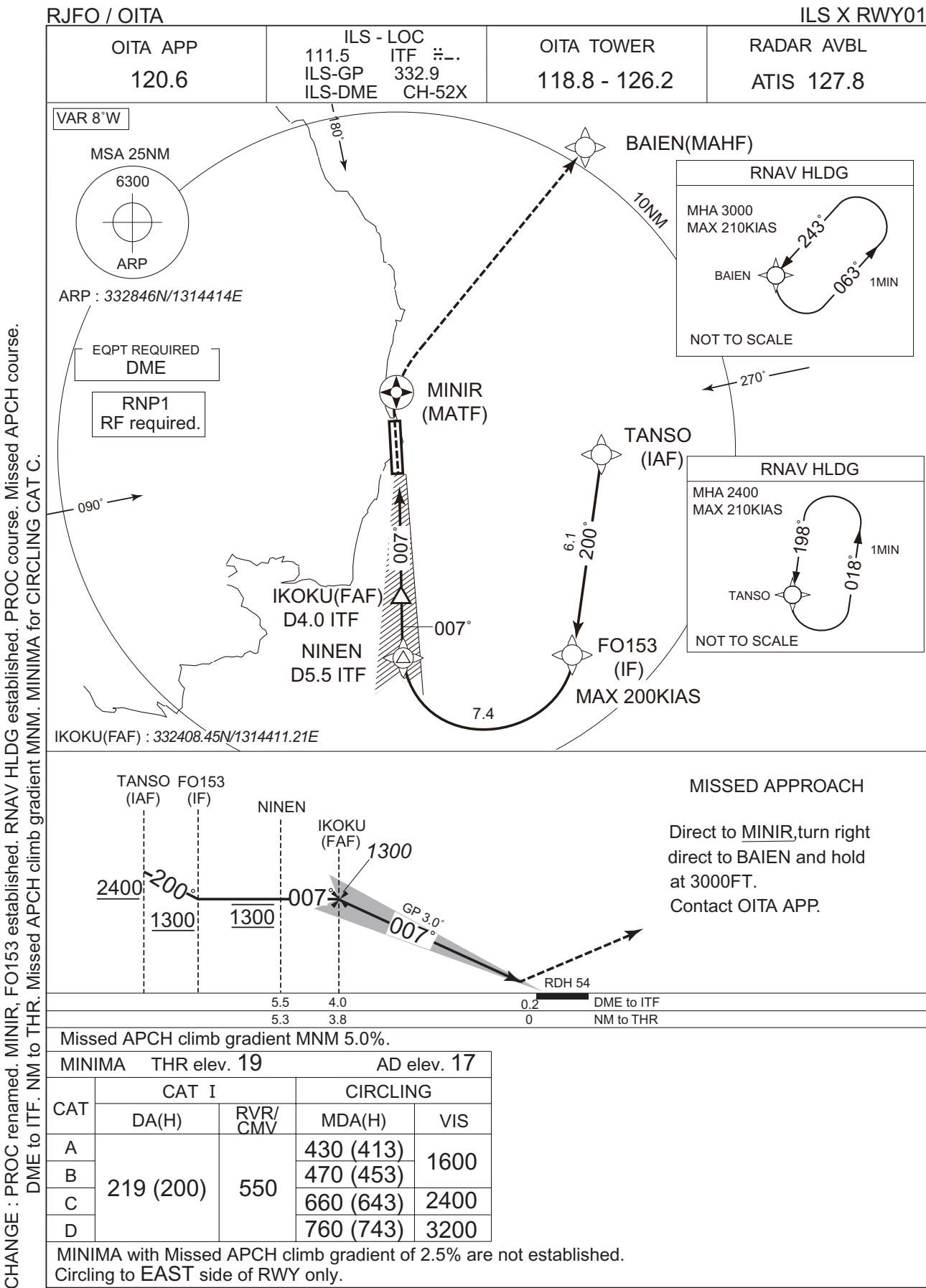
| MINIMA |           | THR elev. 19 |           | AD elev. 17 |            |
|--------|-----------|--------------|-----------|-------------|------------|
| CAT    | CAT I     | LOC          |           | CIRCLING    |            |
|        | DA(H)     | RVR/CMV      | MDA(H)    | RVR/CMV     | MDA(H) VIS |
| A      | 219 (200) | 550          | 300 (283) | 800         | 430 (413)  |
| B      |           |              |           |             | 470 (453)  |
| C      |           |              |           |             | 660 (643)  |
| D      |           |              |           |             | 760 (743)  |

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

Circling to EAST side of RWY only.

CHANGE : PROC renamed.

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJFO / OITA

ILS X RWY01

Coding Table

| Serial Number | Path Descriptor                    | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF                                 | TANSO               | -        | -              | -8.0               | -             | -              | +2400         | -            | -              | RNP1                     |
| 002           | TF                                 | FO153               | -        | 200<br>(191.7) | -8.0               | 6.1           | -              | +1300         | -200         | -              | RNP1                     |
| 003           | RF<br>Center:<br>FORF3<br>r=2.50NM | NINEN               | -        | -              | -8.0               | 7.4           | R              | 1300          | -            | -              | RNP1                     |

|     |    |       |   |   |      |   |   |      |   |   |      |
|-----|----|-------|---|---|------|---|---|------|---|---|------|
| 001 | DF | MINIR | Y | - | -8.0 | - | - | -    | - | - | RNP1 |
| 002 | DF | BAIEN | - | - | -8.0 | - | R | 3000 | - | - | RNP1 |

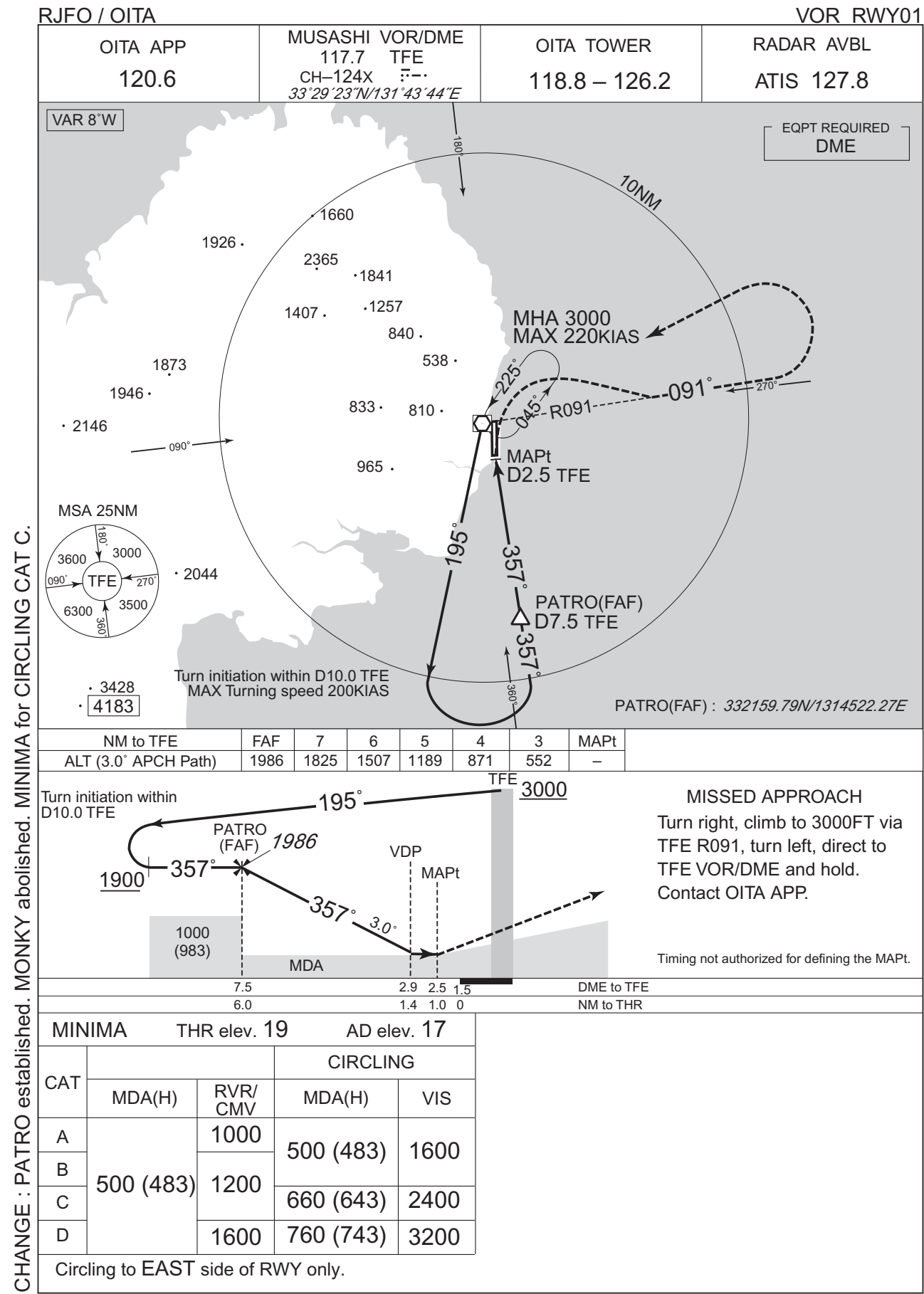
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | TANSO               | 198<br>(190.0)        | -8.0               | 1.0(-14000)         | L              | 2400                  | FL140                 | -210(-14000) | RNP1                     |
| Hold | BAIEN               | 243<br>(234.9)        | -8.0               | 1.0(-14000)         | L              | 3000                  | FL140                 | -210(-14000) | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| TANSO               | 332806.56N / 1315133.74E | FORF3                    | 332237.18N / 1314709.46E |
| FO153               | 332206.75N / 1315004.78E |                          |                          |
| NINEN               | 332238.32N / 1314410.42E |                          |                          |
| MINIR               | 333001.00N / 1314414.31E |                          |                          |
| BAIEN               | 333720.39N / 1315059.77E |                          |                          |

CHANGE : PROC renamed. MINIR, FO153 established. HLDG pattern. Waypoint Coordinates added.

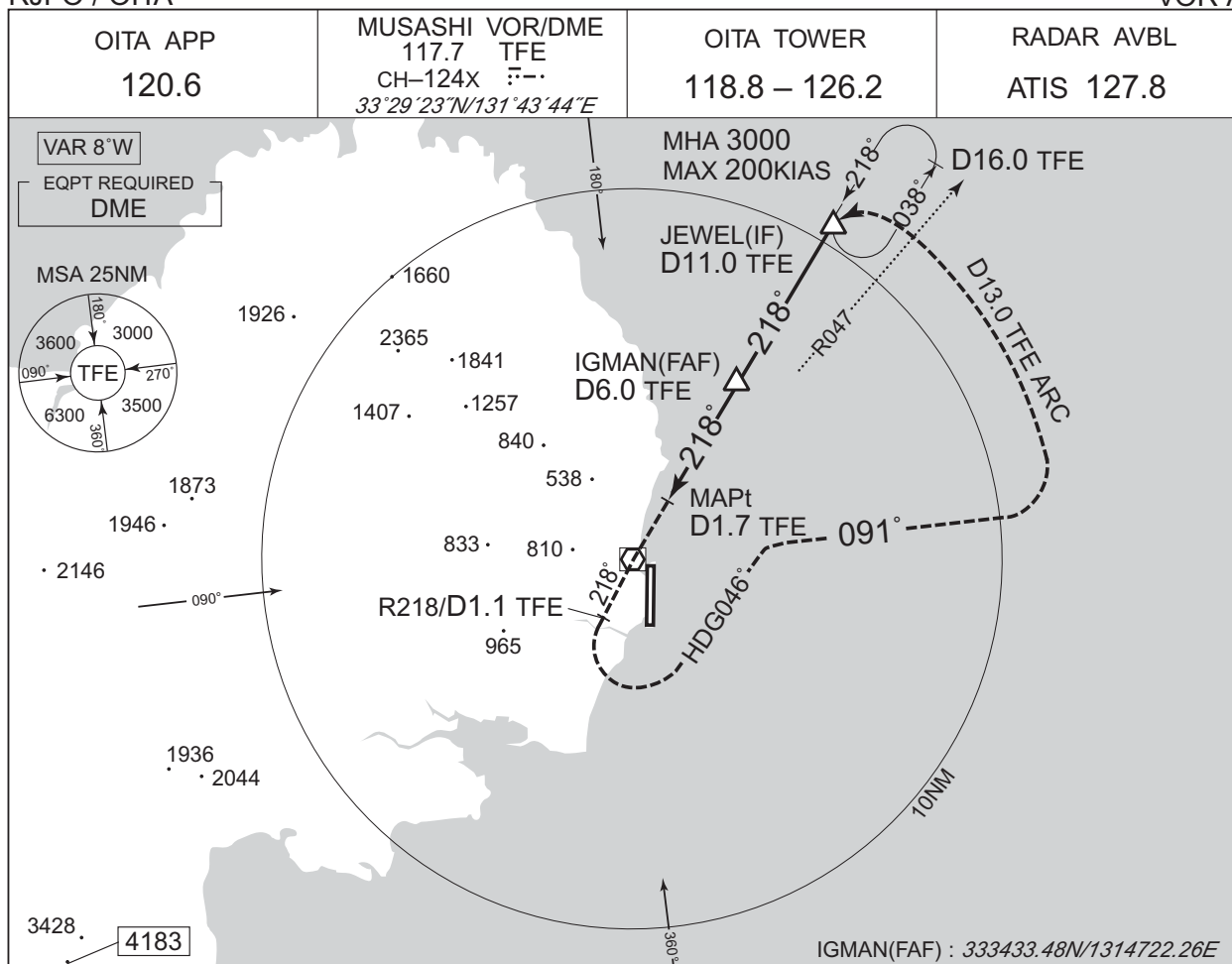
INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

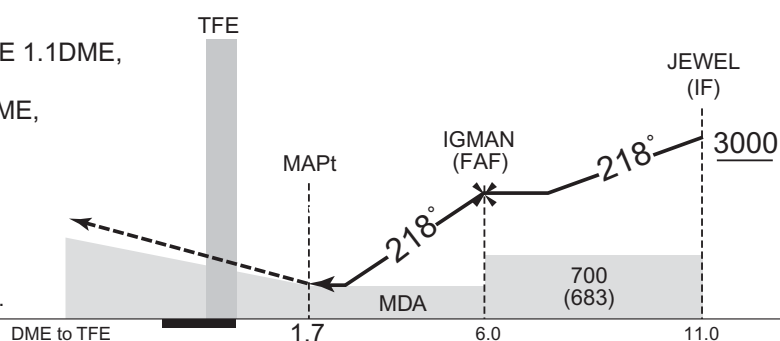
RJFO / OITA

VOR A

**MISSED APPROACH**

Climb to 3000FT via TFE R218 to TFE 1.1DME, turn left HDG046° to intercept and proceed via TFE R091 to TFE 13.0DME, turn left, via TFE 13.0DME counterclockwise ARC to intercept and proceed via TFE R038 to JEWEL and hold. Contact OITA APP.

Timing not authorized for defining the MAPt.



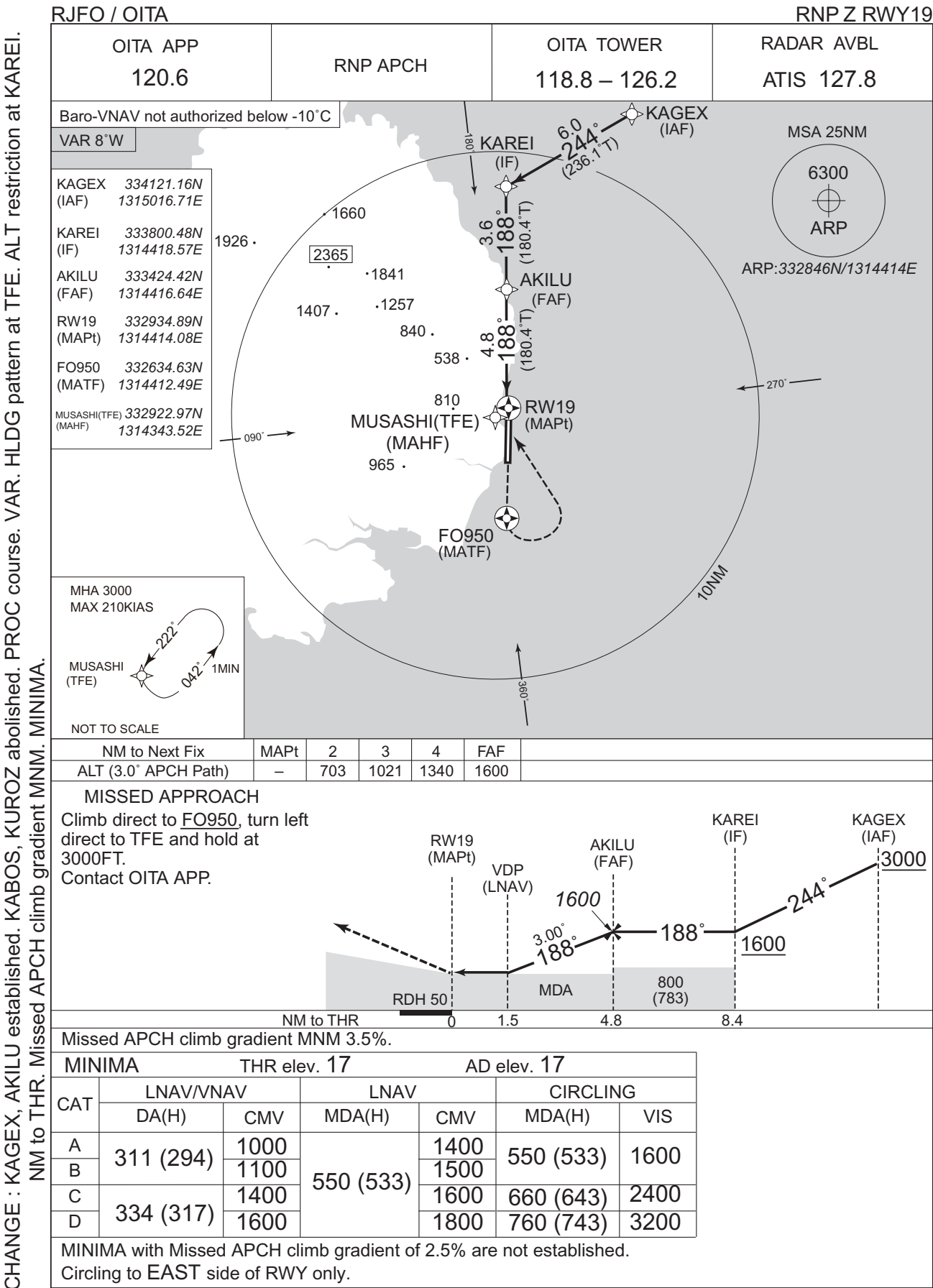
Missed APCH climb gradient MNM 5.0%.

| MINIMA |           |  | AD elev. 17 |
|--------|-----------|--|-------------|
| CAT    | CIRCLING  |  | VIS         |
|        | MDA(H)    |  |             |
| A      | 440 (423) |  | 1600        |
| B      | 480 (463) |  |             |
| C      | 660 (643) |  | 2400        |
| D      | 760 (743) |  | 3200        |

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

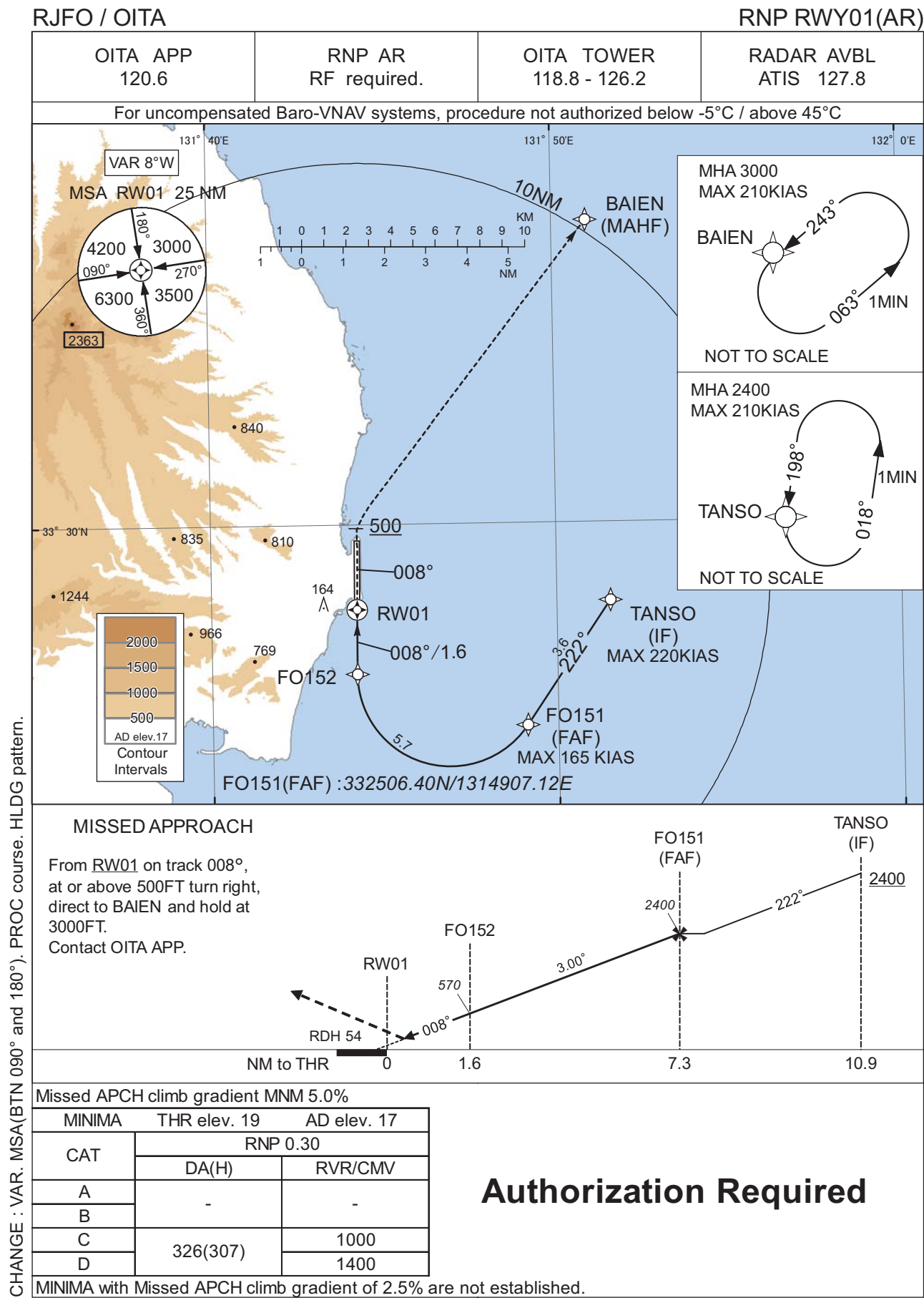
CHANGE : IGMAN established. MELDY abolished. VAR.

INSTRUMENT APPROACH CHART





INSTRUMENT APPROACH CHART



CHANGE : VAR. MSA(BTN 090° and 180°). PROC course. HLDG pattern.

INSTRUMENT APPROACH CHART

RJFO / OITA

RNP RWY01(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                        | TANSO               | -        | -             | -8.0               | -             | -              | +2400         | -220         | -               | -         |
| 002           | TF                        | FO151               | -        | 222 (214.2)   | -8.0               | 3.6           | -              | 2400          | -165         | -               | 1.0       |
| 003           | RF Center: FORF1 r=2.25NM | FO152               | -        | -             | -8.0               | 5.7           | R              | 570           | -            | -3.00           | 0.3       |
| 004           | TF                        | RW01                | Y        | 008 (000.4)   | -8.0               | 1.6           | -              | 73            | -            | -3.00/54        | 0.3       |
| 005           | FA                        | -                   | -        | 008 (000.4)   | -8.0               | -             | -              | +500          | -            | -               | 1.0       |
| 006           | DF                        | BAIEN               | -        | -             | -8.0               | -             | R              | 3000          | -            | -               | 1.0       |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|-----------|
| Hold | TANSO               | 198 (190.0)           | -8.0               | 1.0 (-14000)        | L              | 2400                  | FL140                 | -210(-14000) | 1.0       |
| Hold | BAIEN               | 243 (234.9)           | -8.0               | 1.0 (-14000)        | L              | 3000                  | FL140                 | -210(-14000) | 1.0       |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| TANSO               | 332806.56N / 1315133.74E | FORF1                    | 332622.64N / 1314653.79E |
| FO151               | 332506.40N / 1314907.12E |                          |                          |
| FO152               | 332623.67N / 1314412.39E |                          |                          |
| RW01                | 332757.53N / 1314413.22E |                          |                          |
| BAIEN               | 333720.39N / 1315059.77E |                          |                          |

CHANGE : PROC course. VAR. HLDG pattern added.

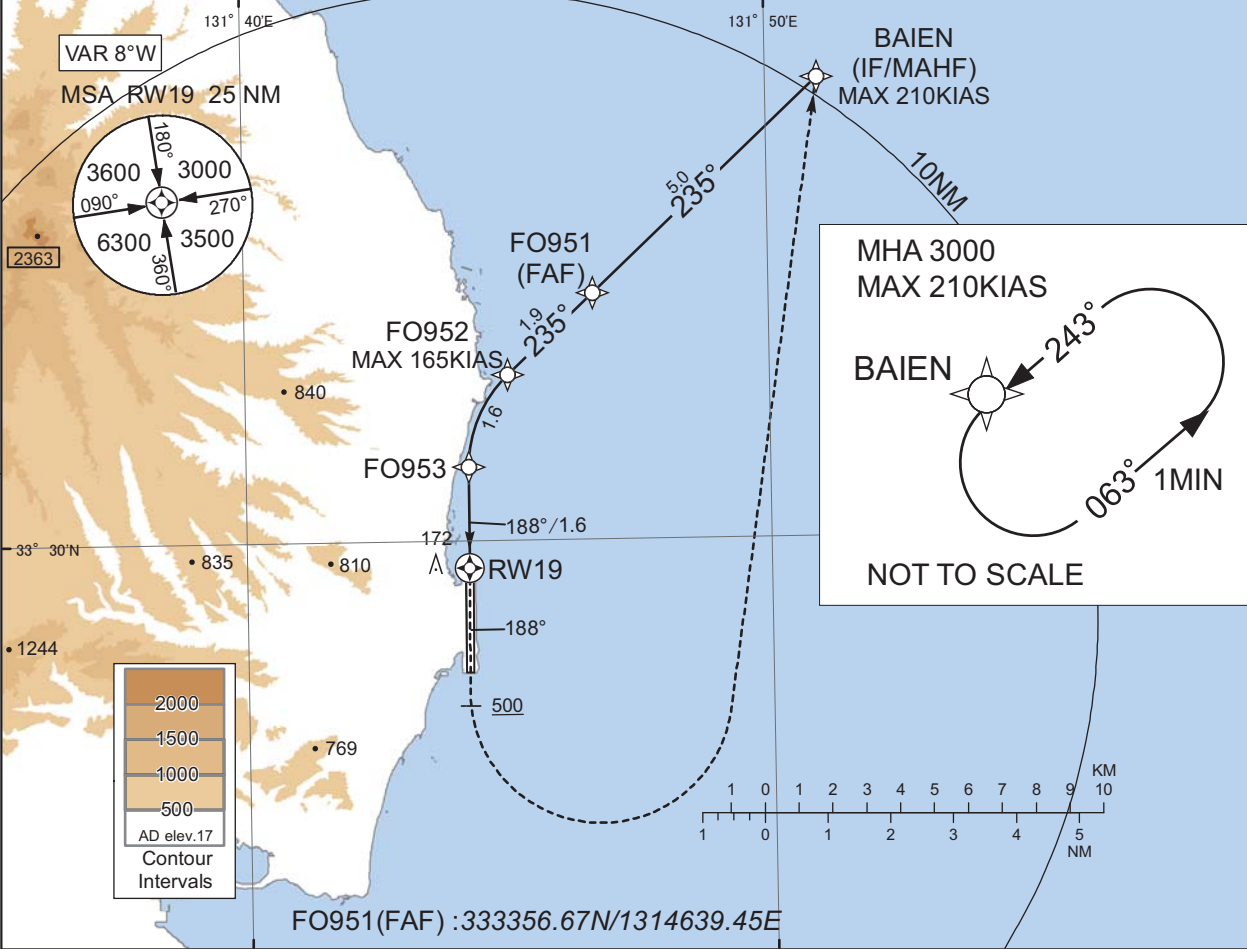
INSTRUMENT APPROACH CHART

RJFO / OITA

RNP Y RWY19(AR)

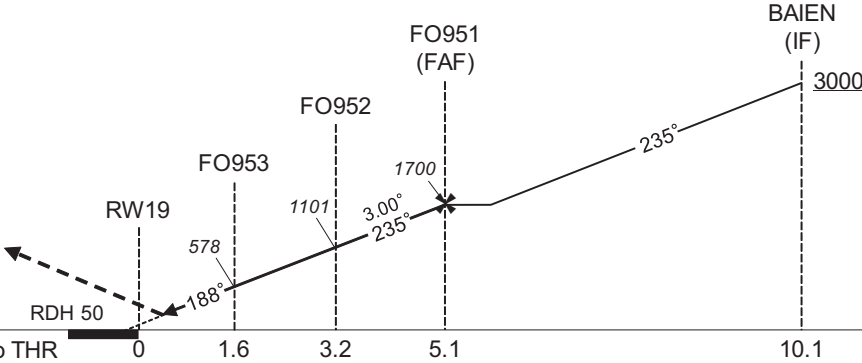
|                   |                        |                             |                          |
|-------------------|------------------------|-----------------------------|--------------------------|
| OITA APP<br>120.6 | RNP AR<br>RF required. | OITA TOWER<br>118.8 - 126.2 | RADAR AVBL<br>ATIS 127.8 |
|-------------------|------------------------|-----------------------------|--------------------------|

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



MISSED APPROACH

From RW19 on track 188°, at or above 500FT turn left, direct to BAIEN and hold at 3000FT.  
Contact OITA APP.



Missed APCH climb gradient MNM 5.0%

| MINIMA | THR elev. 17 | AD elev. 17 |
|--------|--------------|-------------|
| CAT    | RNP 0.30     |             |
|        | DA(H)        | CMV         |
| A      | -            | -           |
| B      | -            | -           |
| C      | 334(317)     | 1400        |
| D      |              | 1600        |

Authorization Required

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

CHANGE : VAR. PROC course. HLDG pattern.

INSTRUMENT APPROACH CHART

RJFO / OITA

RNP Y RWY19(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                        | BAIEN               | -        | -             | -8.0               | -             | -              | +3000         | -210         | -               | -         |
| 002           | TF                        | FO951               | -        | 235 (226.8)   | -8.0               | 5.0           | -              | 1700          | -            | -               | 1.0       |
| 003           | TF                        | FO952               | -        | 235 (226.8)   | -8.0               | 1.9           | -              | 1101          | -165         | -3.00           | 0.3       |
| 004           | RF Center: FORF2 r=2.02NM | FO953               | -        | -             | -8.0               | 1.6           | L              | 578           | -            | -3.00           | 0.3       |
| 005           | TF                        | RW19                | Y        | 188 (180.4)   | -8.0               | 1.6           | -              | 67            | -            | -3.00/50        | 0.3       |
| 006           | FA                        | -                   | -        | 188 (180.4)   | -8.0               | -             | -              | +500          | -            | -               | 1.0       |
| 007           | DF                        | BAIEN               | -        | -             | -8.0               | -             | L              | 3000          | -            | -               | 1.0       |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|-----------|
| Hold | BAIEN               | 243 (234.9)           | -8.0               | 1.0 (-14000)        | L              | 3000                  | FL140                 | -210(-14000) | 1.0       |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| BAIEN               | 333720.39N / 1315059.77E | FORF2                    | 333110.65N / 1314640.11E |
| FO951               | 333356.67N / 1314639.45E |                          |                          |
| FO952               | 333239.42N / 1314500.88E |                          |                          |
| FO953               | 333111.58N / 1314414.94E |                          |                          |
| RW19                | 332934.89N / 1314414.08E |                          |                          |

CHANGE : PROC course. VAR. HLDG pattern added.

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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 : Map updated. BRG/DIST from ARP.

| Call sign              | BRG / DIST from ARP | Remarks                           |
|------------------------|---------------------|-----------------------------------|
| 姫島<br>Himeshima        | 346°T / 15.3NM      | 島<br>Island                       |
| ゴルフコース<br>Golf course  | 345°T / 9.7NM       | ゴルフ場<br>Golf course               |
| 行入ダム<br>Gyonyu dam     | 321°T / 7.0NM       | ダム<br>Dam                         |
| イーストポイント<br>East point | 090°T / 10.0NM      | 海上<br>Over the sea                |
| 杵築<br>Kitsuki          | 232°T / 6.7NM       | 八坂川河口<br>River mouth (The Yasaka) |
| 佐賀関<br>Saganoseki      | 152°T / 15.0NM      | 精錬所煙突<br>Chimney                  |

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Minimum Vectoring Altitude CHART

