

**AD 2 AERODROMES****RJOB AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJOB - OKAYAMA****RJOB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	344525N/1335119E 059°/1.5km FM RWY 07 THR
2	Direction and distance from (city)	11.5km(6.2nm) NW of Okayama Station (Japan Railway)
3	Elevation/ Reference temperature	785ft / 32°C(2010-2014)
4	Geoid undulation at AD ELEV PSN	117ft
5	MAG VAR/ Annual change	8°W(2015) / 4'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Okayama Pref Public AP. 1277 Nichiouji, Kita-ku, Okayama-shi, Okayama Pref. Tel : 086-294-5550 Fax : 086-294-4178 E-mail : kukokanri@pref.okayama.lg.jp Web site : <a href="http://www.pref.okayama.jp/doboku/kukokanri/kukokanri.htm">http://www.pref.okayama.jp/doboku/kukokanri/kukokanri.htm</a>
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Okayama airport branch 1277 Nichiouji, Kita-ku, Okayama-shi, Okayama Pref. Tel : 086-294-2326 Fax : 086-294-4351

**RJOB AD 2.3 OPERATIONAL HOURS**

1	AD Administration	2200 - 1300
2	Customs and immigration	Customs: 2230-1230 Immigration: INTL SKED FLT hours only
3	Health and sanitation	Quarantine(human): 2330-1230 Quarantine(animal): 2330-0800 EXC FRI 2330-SUN 0800 and HOL Quarantine(plant): INTL SKED FLT hours only
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (KANSAI)
7	ATS	2200 - 1300
8	Fuelling	2200 - 1300
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

**RJOB AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	AVBL up to B747-400 aircraft
2	Fuel/ oil types	JET A-1
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	Fueling spot 1, 1A, 1B, 2, 3, 5, 5B, 6, 6B, 7, 7B, 8 only

**RJOB AD 2.5 PASSENGER FACILITIES**

1	Hotels	Nil
2	Restaurants	At airport, not continuous
3	Transportation	Busses and Taxis
4	Medical facilities	In Okayama city
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

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

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Fire fighting truck x 3, Pumper truck x 1, Medical truck x 1
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

**RJOB AD 2.7 SEASONAL AVAILABILITY-CLEARING**

1	Types of clearing equipment	Antifreezing agent spreader x 2, Motor grader x 2, Tractor shovel x 2
2	Clearance priorities	Nil
3	Remarks	Seasonal availability : mid DEC - mid MAR

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

1	Apron surface and strength	Spot 1-8 Surface : Cement-concrete, Strength : PCN 62/R/B/X/T Spot11-15 Surface : Asphalt-concrete, Strength : AUW 5700kg/0.28Mpa Spot21 Surface : Asphalt-concrete, Strength : PCN 12/F/B/X/T
2	Taxiway width, surface and strength	T1,T7 Width : 26.5m, Surface : Asphalt-concrete, PCN 63/F/B/X/T T2,T3,T5,T6 Width : 30m, Surface : Asphalt-concrete, PCN 58/F/A/X/T T4 Width : 30m, Surface : Asphalt-concrete,PCN 63/F/B/X/T P1,P3,P4,P5,P6 Width : 23m, Surface : Asphalt-concrete, PCN 63/F/B/X/T P2 Width : 23m, Surface : Asphalt-concrete, PCN 58/F/A/X/T
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	Spot NR 1 : 344533.14N/1335108.77E 1A : 344532.89N/1335108.12E 1B : 344533.56N/1335109.49E 2 : 344534.36N/1335111.41E 3 : 344535.52N/1335113.78E 5 : 344536.66N/1335115.93E 5B : 344536.45N/1335116.47E 6 : 344537.56N/1335117.63E 6B : 344537.89N/1335118.31E 7 : 344538.21N/1335118.96E 7B : 344538.56N/1335119.69E 8 : 344538.88N/1335120.33E
6	Remarks	Nil

**RJOB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking/parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY:RWY07/25 (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, WBAR(RWY07), RTZL(RWY07) TWY: (Marking) TWY CL, TWY side stripe, RWY HLDG PSN, Mandatory instruction (LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT(T1-T7), Taxiing guidance sign(T1-T7)
3	Stop bars	Nil
4	Remarks	(Marking) Overrun area (LGT) Apron flood LGT

**RJOB AD 2.10 AERODROME OBSTACLES**

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

**RJOB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

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

## RJOB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	059.23°	3000x45	PCN 63/F/B/X/T Asphalt-Concrete	344500.07N 1335028.89E 117.1ft	THR ELEV : 806ft TDZ : 805.9ft
25	239.23°	3000x45	PCN 63/F/B/X/T Asphalt-Concrete	344549.88N 1335210.24E 117.3ft	THR ELEV : 804ft
Slope of RWY			RESA (Overrun) Dimensions (M)		Remarks
7	10		11		14
See AD2.24 AD chart		3120x300	190x(MNM:160 MAX:300)*		
		3120x300	40x280		RWY Grooving:3000x30m
*For detail, ask airport administrator					

## RJOB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	3000	3000	3000	3000	Nil
25	3000	3000	3000	3000	Nil

## RJOB 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 413m 66ft	900m	3000m 30m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
25	SALS 420m LIH	Green	PAPI 3.0°/LEFT 511.6m 74ft	Nil	3000m 30m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red)(*1) CGL for RWY 25								

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

1	ABN/IBN location, characteristics and hours of operation	ABN: 344544N/1335120E, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer : RWY 07 : 45m away from RWY 07 THR, 220.5m N of RCL. RWY 25 : 250m inside from RWY 25 THR, 120m S of RCL.
3	TWY edge and center line lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply / switch-over time	Within 1 sec : RCLL, REDL, RTHL, RENL, WBAR, Overrun area edge LGT Within 15 sec : Other LGT
5	Remarks	WDI LGT

**RJOB AD 2.16 HELICOPTER LANDING AREA**

Nil
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**RJOB AD 2.17 ATS AIRSPACE**

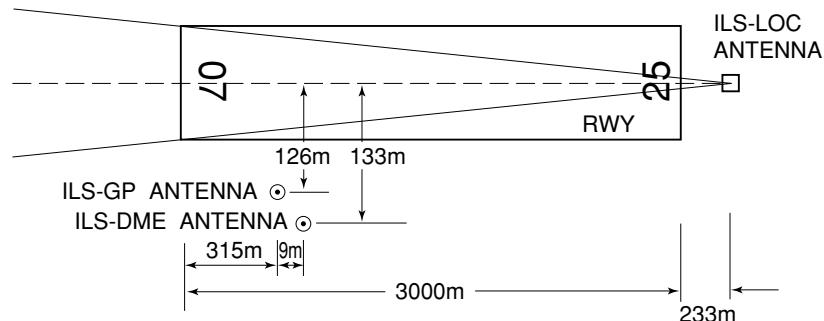
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1	2	3	4	6	
OKAYAMA CTR	Area within a radius of 5nm of OKAYAMA ARP(34°45'N/133°51'E)	3000 or below	D	OKAYAMA TOWER En	

**RJOB AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP/ASR	Kansai Approach/ Kansai Radar	121.2MHz(1) 120.4MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	(1) Primary APP Service Provided by Kansai APP
DEP	Kansai Departure	120.4MHz 121.2MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	
TWR	Okayama Tower	124.3MHz(1) 126.2MHz	2200 - 1300	(1)Primary

## RJOB 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 (8°W/2016)	OYE	111.0MHz	H24	344501.38N/ 1335006.20E		
DME	OYE	1008MHz (CH-47X)	H24	344501.38N/ 1335006.20E	880ft	
ILS-LOC 07	IOY	110.3MHz	2200-1300	344553.74N/ 1335218.11E		LOC:233m(764ft) away FM RWY 25 THR, BRG(MAG) 067°
ILS-GP 07	-	335.0MHz	2200-1300	344501.76N/ 1335042.01E		GP:315m(1034ft) inside FM RWY 07 THR, 126m(413ft) S of RCL. HGT of ILS REF datum 16.5m(54ft) GP angle 3.0°
ILS-DME 07	IOY	1001MHz (CH-40X)	2200-1300	344501.70N/ 1335042.50E	819ft	DME:324m(1063ft) inside FM RWY 07 THR, 133m(436ft) S of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.



REMARKS : 1. ILS - LOC beam BRG(MAG) 067°  
 2. HGT of ILS REF datum 16.5m(54ft)  
 3. ILS - GP Angle 3.0°  
 4. ELEV of ILS - DME 249.5m(819ft)

**RJOB AD 2.20 LOCAL TRAFFIC REGULATIONS**

1. Airport regulations

Nil

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

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

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

When B772 holding at the stop marking on TWY T2 or T6

Wing Span (WS) of aircraft taxiing on TWY P1-P2 or P5-P6	WS =<14.6m	WS >14.6m
Wing tip clearance	*B	*C

## Legend:

- \*A : wing tip clearance >= 15m
- \*B : 10.5m =< wing tip clearance < 15m
- \*C : wing tip clearance < 10.5m

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

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

10. Remarks

Nil

**RJOB AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

**RJOB 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	400m	400m	-	500m
	25	A, B, C, D	-	400m	-	400m	-	500m
OTHER	07	A, B, C, D	AVBL LDG MINIMA					
	25							

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

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

- (I)    1. Contact Okayama Tower.  
 2. If unable, proceed in accordance with Visual Flight Rules.  
 3. If unable,
  - (1)When the aircraft is at or above 4,000ft,  
 proceed to Kibi VOR/DME maintaining the last assigned altitude or 4,000ft whichever is higher  
 and execute instrument approach.
  - (2)When the aircraft is below 4,000ft,
    - a. and established on a segment of the Instrument Approach Procedure, execute that Instrument Approach.
    - b. and not yet established on a segment of the Instrument Approach Procedure, climb and maintain 4,000ft and  
 proceed to Kibi VOR/DME and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

**RJOB AD 2.23 ADDITIONAL INFORMATION**

Nil

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

Aerodrome/Heliport Chart  
 Aerodrome Obstacle Chart - ICAO type A (RWY07)  
 Aerodrome Obstacle Chart - ICAO type A (RWY25)  
 Aerodrome Obstacle Chart - ICAO type B  
 Standard Departure Chart - Instrument (KIBI)  
 Standard Departure Chart - Instrument (CHIZU)  
 Standard Departure Chart - Instrument (MIYAZU TRANSITION)  
 Standard Departure Chart - Instrument (OLIVE-RNAV)  
 Standard Departure Chart - Instrument (WASYU-RNAV)  
 Instrument Approach Chart (ILS Z RWY07)  
 Instrument Approach Chart (ILS Y RWY07)  
 Instrument Approach Chart (LOC RWY07)  
 Instrument Approach Chart (VOR RWY07)  
 Instrument Approach Chart (VOR RWY25)  
 Instrument Approach Chart (RNP Z RWY07 (AR))  
 Instrument Approach Chart (RNP Y RWY07 (AR))  
 Instrument Approach Chart (RNP Z RWY25 (AR))  
 Instrument Approach Chart (RNP Y RWY25 (AR))  
 Other Chart (Visual REP)  
 Other Chart (LDG Chart)  
 Other Chart (MVA Chart)

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RJOB / OKAYAMA

## AD CHART

CHANGE : Spot 1A, 1B installed.



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DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 8° W-MAR 2017



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

## AERODROME OBSTACLE CHART-ICAO TYPE B



STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

SID

KIBI REVERSAL SIX DEPARTURE

RWY 07 : Climb RWY HDG to 1400FT, via OYE R071 to 9.0DME, turn right,...

RWY 25 : Climb RWY HDG to 1400FT, turn left, via OYE R226 to 6.0DME, turn left,...  
...direct to OYE VOR/DME.

Cross OYE VOR/DME at or above 5000FT.

Note RWY07 : 5.3% climb gradient required up to 1400FT.

OBST ALT 1083FT located at 1.0NM 047° FM end of RWY07.

RWY25 : 4.0% climb gradient required up to 1400FT.

OBST ALT 1017FT located at 1.1NM 228° FM end of RWY25.

KIBI REVERSAL SIX DEPARTURE



## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

SID

CHIZU TWO DEPARTURE

RWY 07 : Climb RWY HDG to 1400FT, via OYE R071 to CHIZU.  
 Cross OYE R071/20.0DME at or above 11000FT.

RWY 25 : Climb RWY HDG to 1400FT, turn left, via OYE R226 to 6.0DME, turn left,  
 direct to OYE VOR/DME, via OYE R071 to CHIZU.  
 Cross OYE VOR/DME at or above 5000FT.  
 Cross OYE R071/20.0DME at or above 11000FT.

Note RWY07 : 5.3% climb gradient required up to 1400FT.

OBST ALT 1083FT located at 1.0NM 047° FM end of RWY07.

RWY25 : 4.0% climb gradient required up to 1400FT.  
 OBST ALT 1017FT located at 1.1NM 228° FM end of RWY25.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

TRANSITION

MIYAZU TRANSITION

From over CHIZU, via YME R236 to YME VOR/DME.  
Cross YME R236/10.0DME at assigned altitude.

CHANGE: OTSU TRANSITION abolished. OTSU VOR/DME(CUE) abolished.



## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

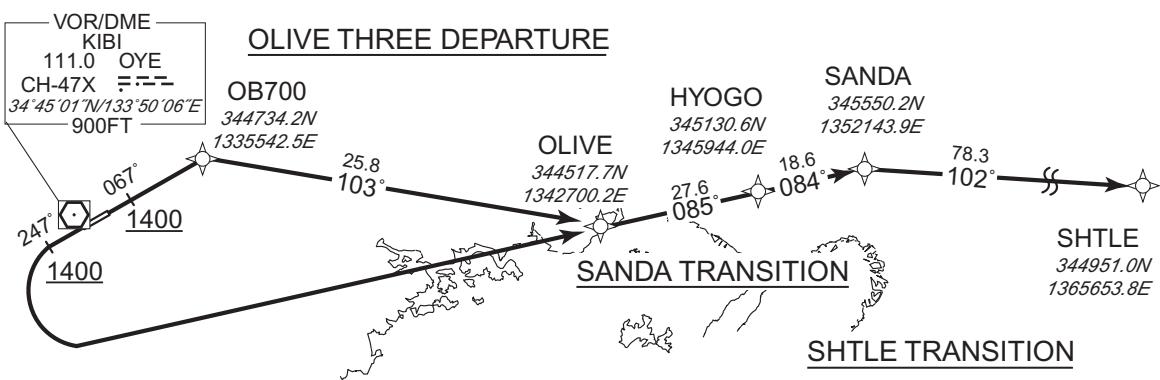
RNAV SID and TRANSITION

OLIVE THREE DEPARTURE  
SANDA TRANSITION / SHTLE TRANSITION

Basic RNP1

Note GNSS required.

VAR 8°W (2021)

OLIVE THREE DEPARTURE

RWY07 : Climb on HDG067° at or above 1400FT, direct to OB700, to OLIVE.

RWY25 : Climb on HDG247° at or above 1400FT, turn left direct to OLIVE.

Note RWY07 : 5.4% climb gradient required up to 1400FT.

RWY25 : 4.0% climb gradient required up to 1600FT.

OBST ALT 1922FT located at 5.0NM 104° FM end of RWY25.

SANDA TRANSITION

From OLIVE, to HYOGO, to SANDA.

SHTLE TRANSITION

From OLIVE, to HYOGO, to SANDA, to SHTLE.

CHANGE: VAR.

## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

RNAV SID and TRANSITION

OLIVE THREE DEPARTURE

## RWY07

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	067 (059.1)	-8.1	—	—	+1400	—	—	Basic RNP1
002	DF	OB700	—	—	-8.1	—	—	—	—	—	Basic RNP1
003	TF	OLIVE	—	103 (094.9)	-8.1	25.8	—	—	—	—	Basic 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	—	—	247 (239.1)	-8.1	—	—	+1400	—	—	Basic RNP1
002	DF	OLIVE	—	—	-8.1	—	L	—	—	—	Basic RNP1

SANDA 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	OLIVE	—	—	-8.1	—	—	—	—	—	Basic RNP1
002	TF	HYOGO	—	085 (076.8)	-8.1	27.6	—	—	—	—	Basic RNP1
003	TF	SANDA	—	084 (076.4)	-8.1	18.6	—	—	—	—	Basic RNP1

SHTLE 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	OLIVE	—	—	-8.1	—	—	—	—	—	Basic RNP1
002	TF	HYOGO	—	085 (076.8)	-8.1	27.6	—	—	—	—	Basic RNP1
003	TF	SANDA	—	084 (076.4)	-8.1	18.6	—	—	—	—	Basic RNP1
004	TF	SHTLE	—	102 (093.9)	-8.1	78.3	—	—	—	—	Basic RNP1

CHANGE: VAR.

## STANDARD DEPARTURE CHART - INSTRUMENT

RJOB / OKAYAMA

RNAV SID

## WASYU TWO DEPARTURE

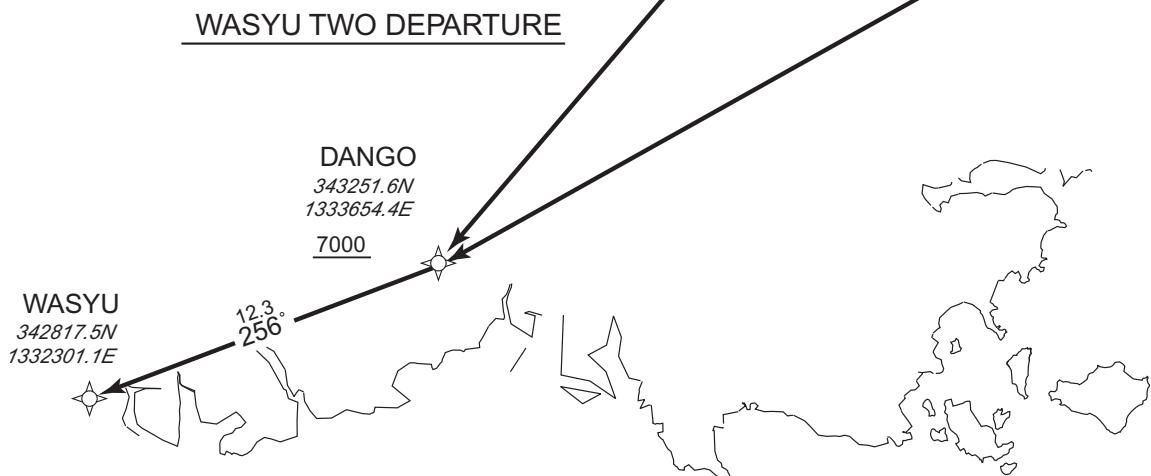
Basic RNP1

Note GNSS required.

VAR 8°W (2021)

VOR/DME  
KIBI  
111.0 OYE  
CH-47X  
34°45'01"N/133°50'06"E  
900FT

067°  
1400  
247°

WASYU TWO DEPARTURE

RWY07 : Climb on HDG067° at or above 1400FT, turn right direct to DANGO at or above 7000FT, to WASYU.

RWY25 : Climb on HDG247° at or above 1400FT, turn left direct to DANGO at or above 7000FT, to WASYU.

Note RWY07 : 5.4% climb gradient required up to 2300FT.

OBST ALT 1922FT located at 3.8NM 118° FM end of RWY07.

RWY25 : 4.0% climb gradient required up to 1400FT.

OBST ALT 1018FT located at 1.1NM 227° FM end of RWY25.

## 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	—	—	067 (059.1)	-8.1	—	—	+1400	—	—	Basic RNP1
002	DF	DANGO	—	—	-8.1	—	R	+7000	—	—	Basic RNP1
003	TF	WASYU	—	256 (248.3)	-8.1	12.3	—	—	—	—	Basic 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	—	—	247 (239.1)	-8.1	—	—	+1400	—	—	Basic RNP1
002	DF	DANGO	—	—	-8.1	—	L	+7000	—	—	Basic RNP1
003	TF	WASYU	—	256 (248.3)	-8.1	12.3	—	—	—	—	Basic RNP1

CHANGE:VAR.

## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

ILS Y RWY07



## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

VOR RWY07

**KANSAI APP**  
121.2 - 120.4 - 261.2

**KIBI VOR/DME**  
111.0 OYE  
CH-47X  $\frac{1}{2}$   
 $34^{\circ}45'01''N/133^{\circ}50'06''E$

**OKAYAMA TOWER**  
124.3 - 126.2

**RADAR AVBL**

**VAR 8°W (2016)**

**MSA 25NM**  
5100  
3700 3800  
2375 1985

**DISTANCES**  
2287  
10NM  
1740  
1571  
1985  
1919  
1667  
1657  
1309  
1250  
1368  
1515  
1995  
1640  
1568  
1352  
1394  
1296  
1457  
1047  
948  
1919  
1457  
1002

**BEARINGS**  
081°  
090°  
099° Turn initiation within D8.0 OYE MAX turning speed 200KIAS  
258°  
056°  
056° AKAOH (FAF)  
D5.0 OYE  
MAPt OYE  
088°  
268° OYE VOR/DME

**AKAOH (FAF):**  $344141.03N/1334534.95E$

**NM to OYE** FAF 4 3 2 MAPt  
**ALT (3.0° APCH Path)** 2523 2205 1886 1568 -

**Turn initiation within D8.0 OYE**

**4000 OYE**

**AKAOH (FAF)**

**2700** 2523 1886 1568 MAPt

**1900 (1115)** 1460 (675) MDA

**258°**  
**056°**  
**056°**  
**SDF**  
**VDP**

**Timing not authorized for defining the MAPt.**

**MISSED APPROACH**  
Climb via OYE R056 to 5.0DME, turn left, direct to OYE VOR/DME and hold at 4000FT. Contact KANSAI APP.

**Missed APCH climb gradient MNM 3.0%**

MINIMA		THR elev. 806	AD elev. 785	
<b>CAT</b>			<b>CIRCLING</b>	
	<b>MDA(H)</b>	<b>RVR/CMV</b>	<b>MDA(H)</b>	<b>VIS</b>
A	1000		1600	
B	1350 (565)		1510 (725)	
C	1200		2400	
D	1600		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

RJOB / OKAYAMA

RNP Z RWY07(AR)

**KANSAI APP**  
121.2 - 120.4 - 261.2

**RNP AR**  
RF required.

**OKAYAMA TOWER**  
124.3 - 126.2

**RADAR AVBL**

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

**VAR 8°W (2021)**  
MSA RW07 25 NM

5100  
3700 3800  
090° 270°  
360°

133° 50E 134° 0'E 134° 10'E

1070 RW07 1053 936 1369 1317 1047 1116 1119 1247 1639 1503 1025 1426 1670

OB752 (IAF) 067°/2.0 OB751 (FAF) 063° 3.8 OB750 MAX 185KIAS 3.1 239° INARI (IF) 3500 KM

OB760 (MATF) 061° 10.2 088° 1378 140° 239°

BENES (IAF/MAHF) 4000 2800 2300 1800 1300 AD elev. 785 Contour Intervals

Using NAVAID  
NOT TO SCALE  
VOR/DME KIBI 111.0 OYE CH-47X --- 34°45'01"N/133°50'06"E  
BENES (MAHF) D16.6 OYE MHA 4000 MAX 210KIAS 260° 080° D22.0 OYE

OB751(FAF) : 343843.33N/1334816.50E

**MISSSED APPROACH**  
Climb to 4000FT, to OB760, to BENES and hold. Contact KANSAI APP.

**Missed APCH climb gradient MNM 4.0%**

**MINIMA** THR elev. 806 AD elev. 785

CAT	RNP 0.30	
	DA(H)	RVR/CMV
A	-	-
B		
C	1233(427)	1000
D		1400

**Authorization Required**

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

# Authorization Required

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Z 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	BENES	-	-	-8.1	-	-	+4000	-	-	-
002	TF	INARI	-	239 (231.0)	-8.1	14.0	-	+3500	-	-	1.0
003	TF	OB750	-	239 (230.9)	-8.1	3.7	-	-	-185	-	1.0
004	RF Center: OBRF1 r=3.07NM	OB751	-	-	-8.1	3.8	R	3500	-	-	1.0
005	RF Center: OBRF1 r=3.07NM	OB752	-	-	-8.1	6.3	R	1507	-	-3.00	0.3
006	TF	RW07	Y	067 (059.1)	-8.1	2.0	-	860	-	-3.00/54	0.3
007	TF	OB760	-	067 (059.1)	-8.1	6.3	-	-	-	-	1.0
008	TF	BENES	-	088 (079.6)	-8.1	10.2	-	4000	-	-	1.0

Waypoint Coordinates

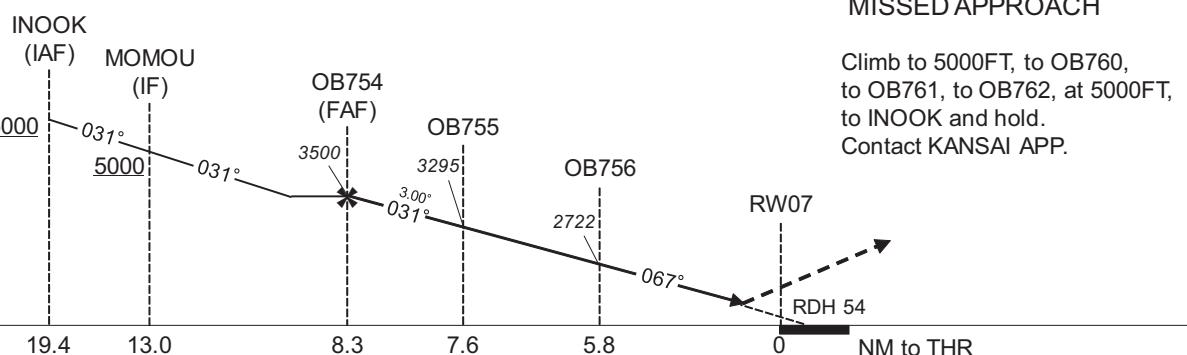
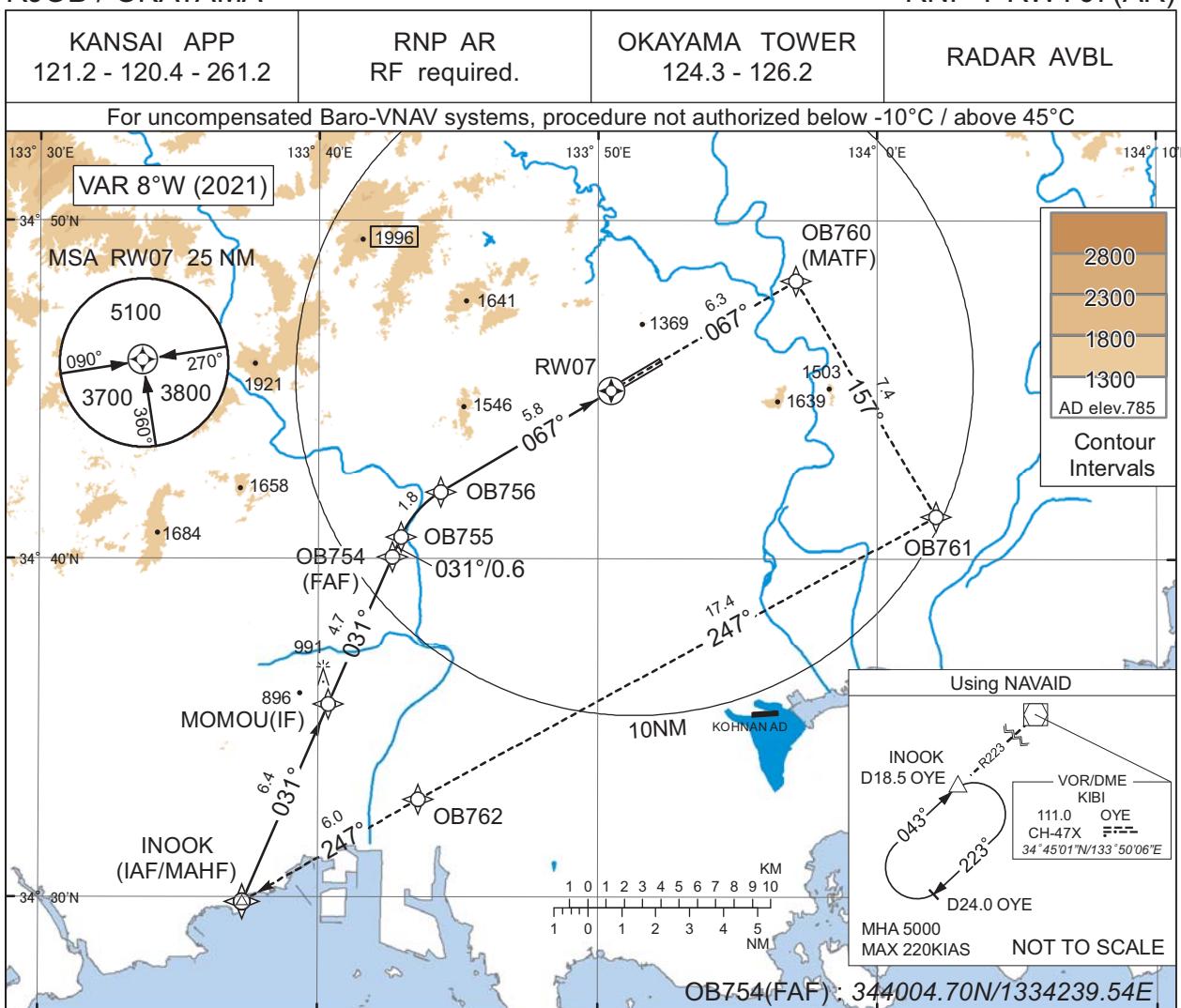
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
INARI	344115.72N / 1335605.70E	OBRF1	344119.08N / 1335015.95E
OB750	343855.80N / 1335236.42E		
OB751	343843.33N / 1334816.50E		
OB752	344357.48N / 1334821.64E		
RW07	344500.07N / 1335028.89E		
OB760	344814.99N / 1335705.97E		
BENES	345004.35N / 1340919.47E		

CHANGE : PROC renamed.

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Y RWY07(AR)



Missed APCH climb gradient MNM 4.0%

MINIMA		THR elev. 806	AD elev. 785
CAT	RNP 0.30		
	DA(H)	RVR/CMV	
A	-	-	
B	-	-	
C	1233(427)	1000	
D	-	1400	

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

**Authorization Required**

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Y RWY07(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	INOOK	-	-	-8.1	-	-	+5000	-	-	-
002	TF	MOMOU	-	031 (023.3)	-8.1	6.4	-	+5000	-	-	0.3
003	TF	OB754	-	031 (023.3)	-8.1	4.7	-	3500	-	-	0.3
004	TF	OB755	-	031 (023.4)	-8.1	0.6	-	3295	-	-3.00	0.3
005	RF Center: OBRF2 r=2.89NM	OB756	-	-	-8.1	1.8	R	2722	-	-3.00	0.3
006	TF	RW07	Y	067 (059.0)	-8.1	5.8	-	860	-	-3.00/54	0.3
007	TF	OB760	-	067 (059.1)	-8.1	6.3	-	-	-	-	1.0
008	TF	OB761	-	157 (149.4)	-8.1	7.4	-	-	-	-	1.0
009	TF	OB762	-	247 (239.2)	-8.1	17.4	-	5000	-	-	1.0
010	TF	INOOK	-	247 (239.0)	-8.1	6.0	-	5000	-	-	1.0

Waypoint Coordinates

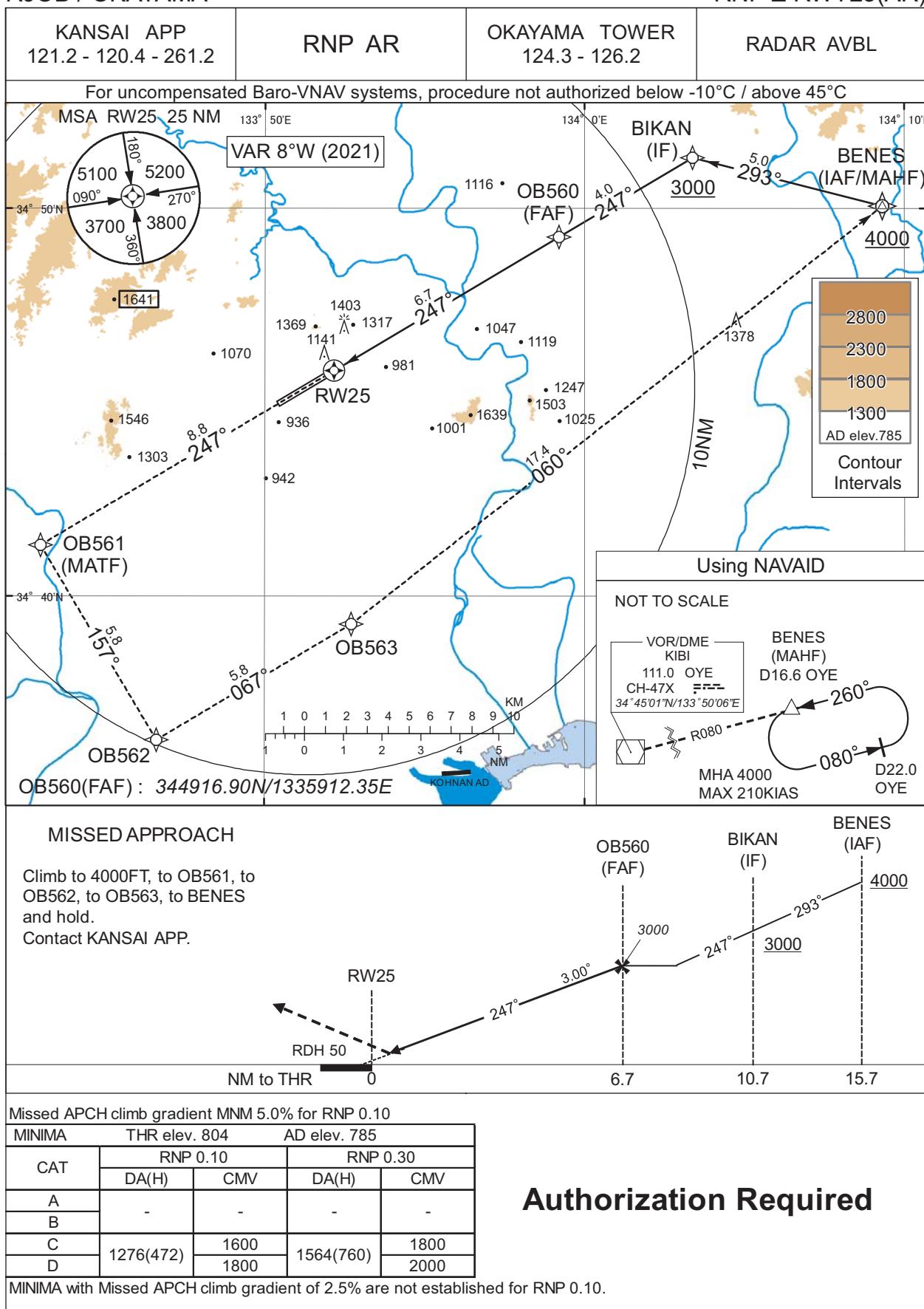
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
INOOK	342952.48N / 1333718.65E	OBRF2	343930.88N / 1334610.90E
MOMOU	343543.45N / 1334022.43E		
OB754	344004.70N / 1334239.54E		
OB755	344040.07N / 1334258.12E		
OB756	344200.00N / 1334423.17E		
RW07	344500.07N / 1335028.89E		
OB760	344814.99N / 1335705.97E		
OB761	344152.88N / 1340140.81E		
OB762	343257.58N / 1334332.75E		

CHANGE : PROC renamed.

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Z RWY25(AR)



## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Z 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	BENES	-	-	-8.1	-	-	+4000	-	-	-
002	TF	BIKAN	-	293 (284.5)	-8.1	5.0	-	+3000	-	-	1.0
003	TF	OB560	-	247 (239.2)	-8.1	4.0	-	3000	-	-	1.0
004	TF	RW25	Y	247 (239.1)	-8.1	6.7	-	854	-	-3.00/50	0.10 0.30
005	TF	OB561	-	247 (239.1)	-8.1	8.8	-	-	-	-	1.0
006	TF	OB562	-	157 (149.3)	-8.1	5.8	-	-	-	-	1.0
007	TF	OB563	-	067 (059.1)	-8.1	5.8	-	-	-	-	1.0
008	TF	BENES	-	060 (051.6)	-8.1	17.4	-	4000	-	-	1.0

Waypoint Coordinates

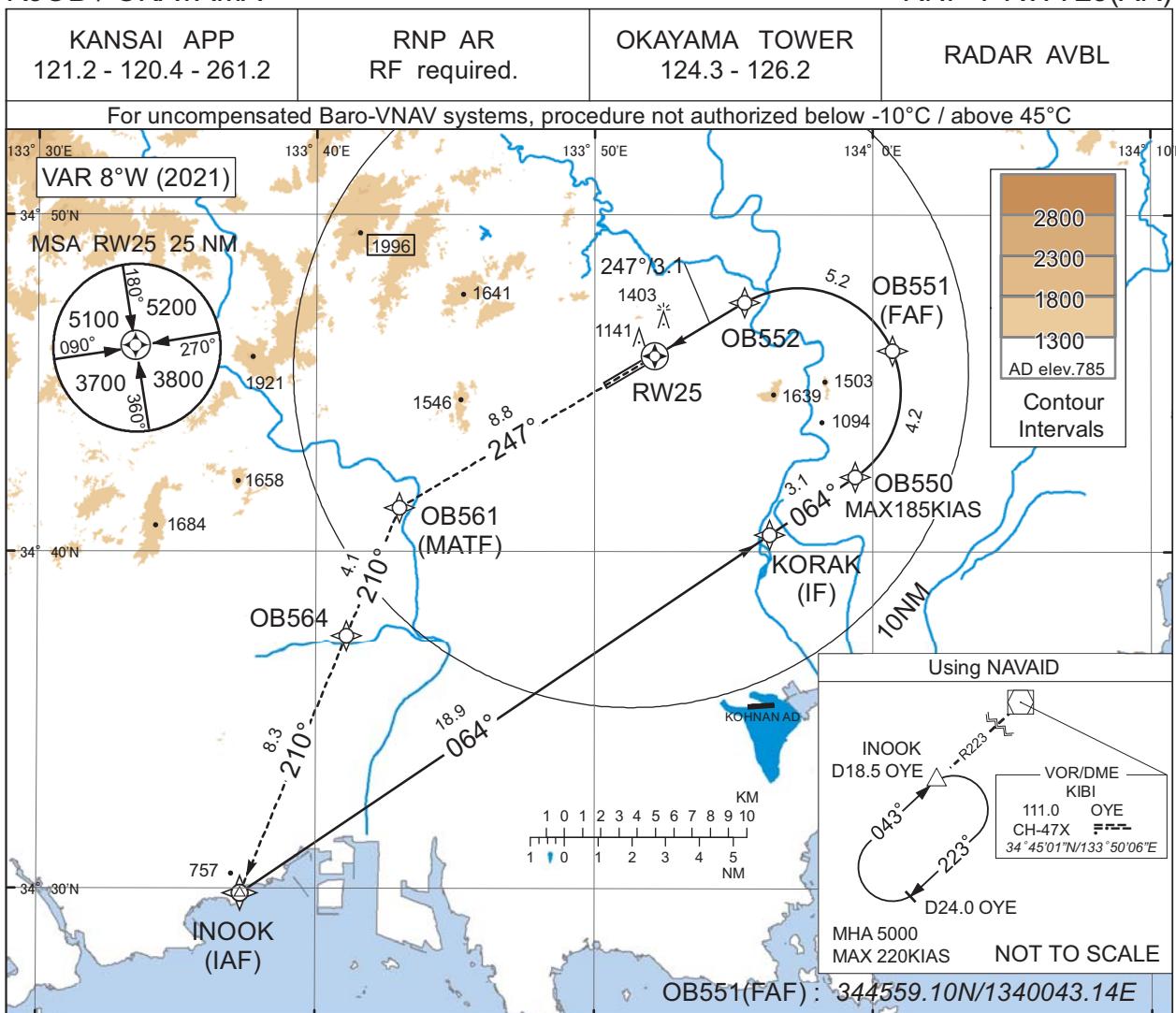
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
BIKAN	345119.60N / 1340323.18E	—	—
OB560	344916.90N / 1335912.35E		
RW25	344549.88N / 1335210.24E		
OB561	344119.10N / 1334300.25E		
OB562	343617.70N / 1334637.94E		
OB563	343917.37N / 1335242.76E		
BENES	345004.35N / 1340919.47E		

CHANGE : PROC renamed.

## INSTRUMENT APPROACH CHART

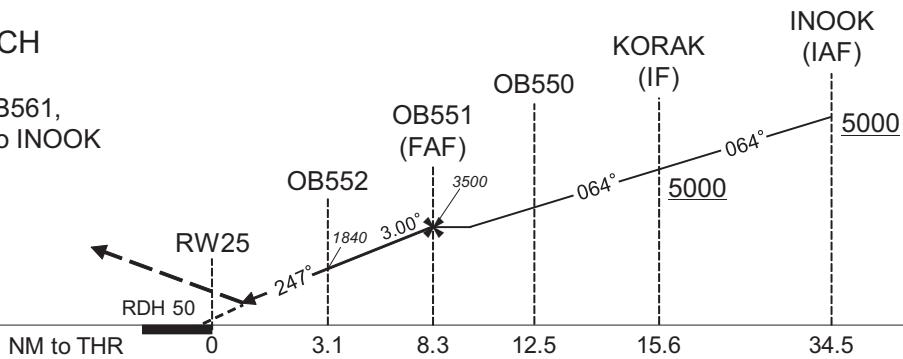
RJOB / OKAYAMA

RNP Y RWY25(AR)



## MISSSED APPROACH

Climb to 5000FT, to OB561,  
to OB564 at 5000FT, to INOOK  
and hold.  
Contact KANSAI APP.



Missed APCH climb gradient MNM 5.0% for RNP 0.10

	MINIMA THR elev. 804		AD elev. 785	
CAT	RNP 0.10		RNP 0.30	
	DA(H)	CMV	DA(H)	CMV
A	-	-	-	-
B				
C	1276(472)	1600	1564(760)	1800
D	1800		2000	

MINIMA with Missed APCH climb gradient of 2.5% are not established for RNP 0.10.

Authorization Required

## INSTRUMENT APPROACH CHART

RJOB / OKAYAMA

RNP Y 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	INOOK	-	-	-8.1	-	-	+5000	-	-	-
002	TF	KORAK	-	064 (055.7)	-8.1	18.9	-	+5000	-	-	1.0
003	TF	OB550	-	064 (055.8)	-8.1	3.1	-	-	-185	-	1.0
004	RF Center: OBRF3 r=3.06NM	OB551	-	-	-8.1	4.2	L	3500	-	-	1.0
005	RF Center: OBRF3 r=3.06NM	OB552	-	-	-8.1	5.2	L	1840	-	-3.00	0.10 0.30
006	TF	RW25	Y	247 (239.2)	-8.1	3.1	-	854	-	-3.00/50	0.10 0.30
007	TF	OB561	-	247 (239.1)	-8.1	8.8	-	-	-	-	1.0
008	TF	OB564	-	210 (202.3)	-8.1	4.1	-	5000	-	-	1.0
009	TF	INOOK	-	210 (202.3)	-8.1	8.3	-	5000	-	-	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
INOOK	342952.48N / 1333718.65E	OBRF3	344446.88N / 1335718.07E
KORAK	344031.39N / 1335618.17E		
OB550	344214.38N / 1335922.79E		
OB551	344559.10N / 1340043.14E		
OB552	344725.06N / 1335524.13E		
RW25	344549.88N / 1335210.24E		
OB561	344119.10N / 1334300.25E		
OB564	343730.82N / 1334106.50E		

CHANGE : PROC renamed.

RJOB / OKAYAMA

Visual REP



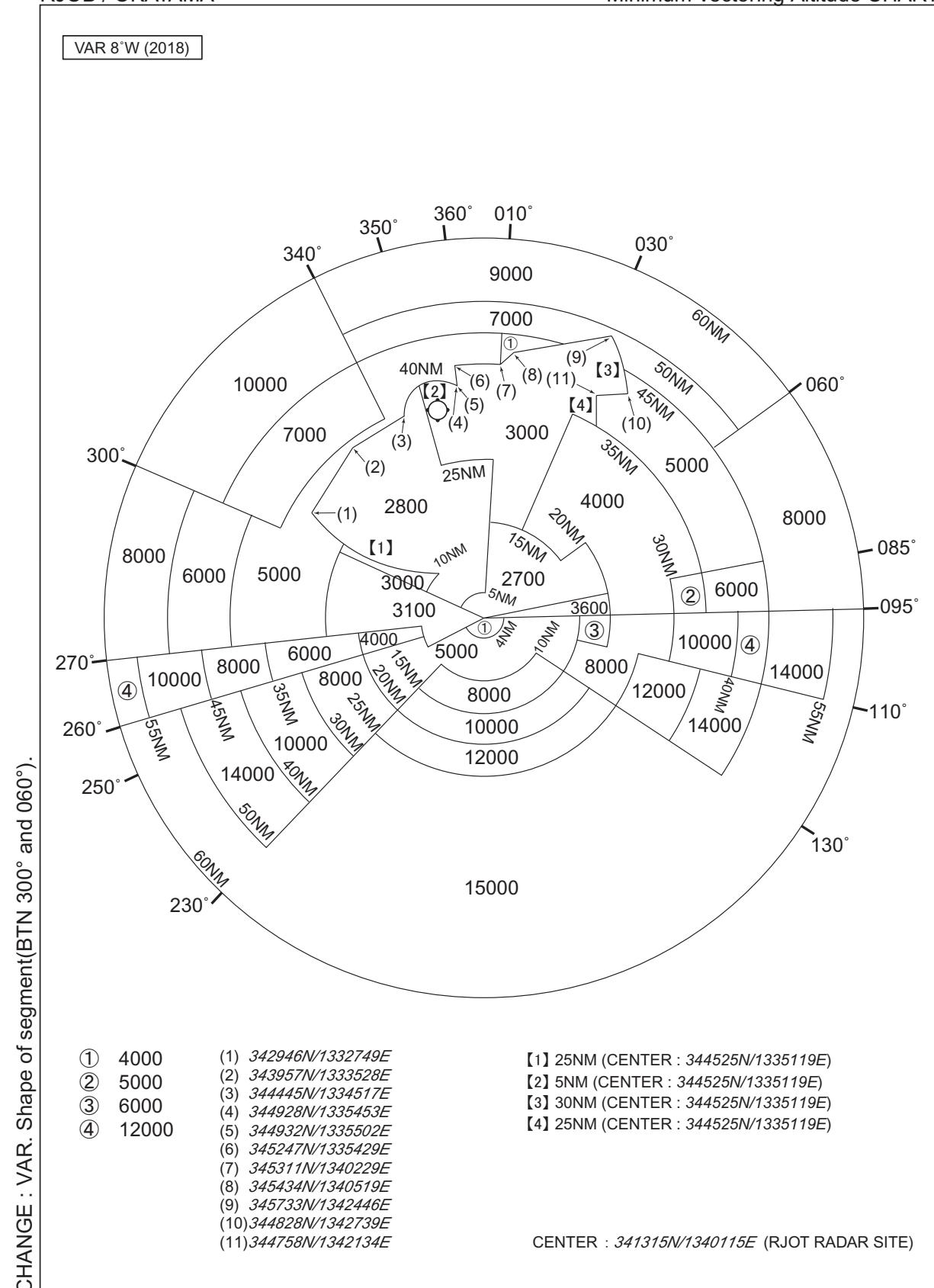
CHANGE : Map updated. BRG/DIST from ARP. Location indicator of Kohnan AD added.

Call sign	BRG / DIST from ARP	Remarks
江与味 Eyomi	349°T / 11.6NM	江与味橋 Bridge
高梁 Takahashi	279°T / 12.0NM	JR駅 JR Station
倉敷 Kurashiki	205°T / 10.3NM	JR駅 JR Station
岡山 Okayama	150°T / 6.2NM	JR駅 JR Station
山陽IC Sanyo IC	096°T / 8.4NM	山陽インターチェンジ Sanyo Highway Interchange



RJOB / OKAYAMA

Minimum Vectoring Altitude CHART



**INTENTIONALLY LEFT BLANK**