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	A APRON Surface: Cement-concrete Strength: PCR 1132/R/B/W/T B APRON (spot A-C) Surface: Cement-concrete Strength: AUW5700kg/0.28MPa (spot D-H) Surface: Asphalt-concrete Strength: AUW5700kg/0.28MPa
2	Taxiway width, surface and strength	Surface: Asphalt-concrete Width and Strength: A1, A2: Width: 30m Strength: PCR 880/F/A/X/T AT: Width: 30m Strength: PCR 1132/R/B/W/T B1: Width: 9m Strength: AUW5700kg/0.28MPa T1, T2, T3, T4, T5, T6: Width: 30m Strength: PCR 880/F/A/X/T P1, P2, P3, P4, P5, P6: Width: 30m Strength: PCR 880/F/A/X/T
3	ACL and elevation	Not Available
4	VOR checkpoints	Not Available
5	INS checkpoints	(Spot NR) *1: 335559.36N/1311635.56E* *2: 335558.51N/1311633.57E* *3: 335557.45N/1311631.16E* *5: 335556.29N/1311628.99E* *6: 335555.24N/1311626.79E*
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	Aircraft stand taxi lane : See AD2.24 A Apron : Spot 1-3, 5, 6 B Apron : Spot A,B,C,D,E,F,G,H
2	RWY and TWY markings and LGT	RWY: RWY07/25 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RTZL, WBAR TWY: ALL TWY (Marking) TWY CL, RWY HLDG PSN, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign TWY: T1 - T6 (LGT) RWY guard LGT
3	Stop bars	Nil
4	Remarks	(Marking) Overrun area, Apron TWY CL (LGT) Apron flood LGT

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°	2500×45	PCR 880/F/A/X/T Asphalt-Concrete	*335528.81N/1311600.47E* 107ft	THR ELEV:23.3FT TDZ ELEV:22.0FT
25	242.27°	2500×45		*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 2620x300	194x(MNM:155 MAX:300)* 46x(MNM:283 MAX:300)* *For detail, ask airport administrator	RWY Grooving:2500x30m

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 Anemometor: 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	

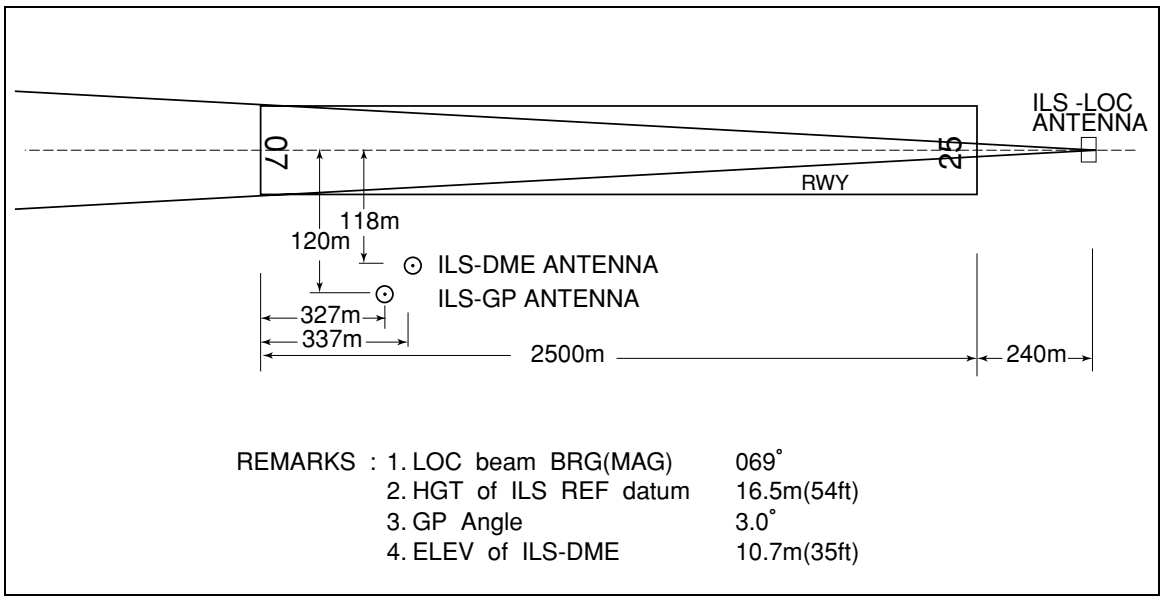
RJDC AD 2.18 ATS COMMUNICATION FACILITIES

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



REMARKS : 1. LOC beam BRG(MAG) 069°
2. HGT of ILS REF datum 16.5m(54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 10.7m(35ft)

RJDC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

On use of this airport, Aircraft operater is required to obtain the prior permision 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.

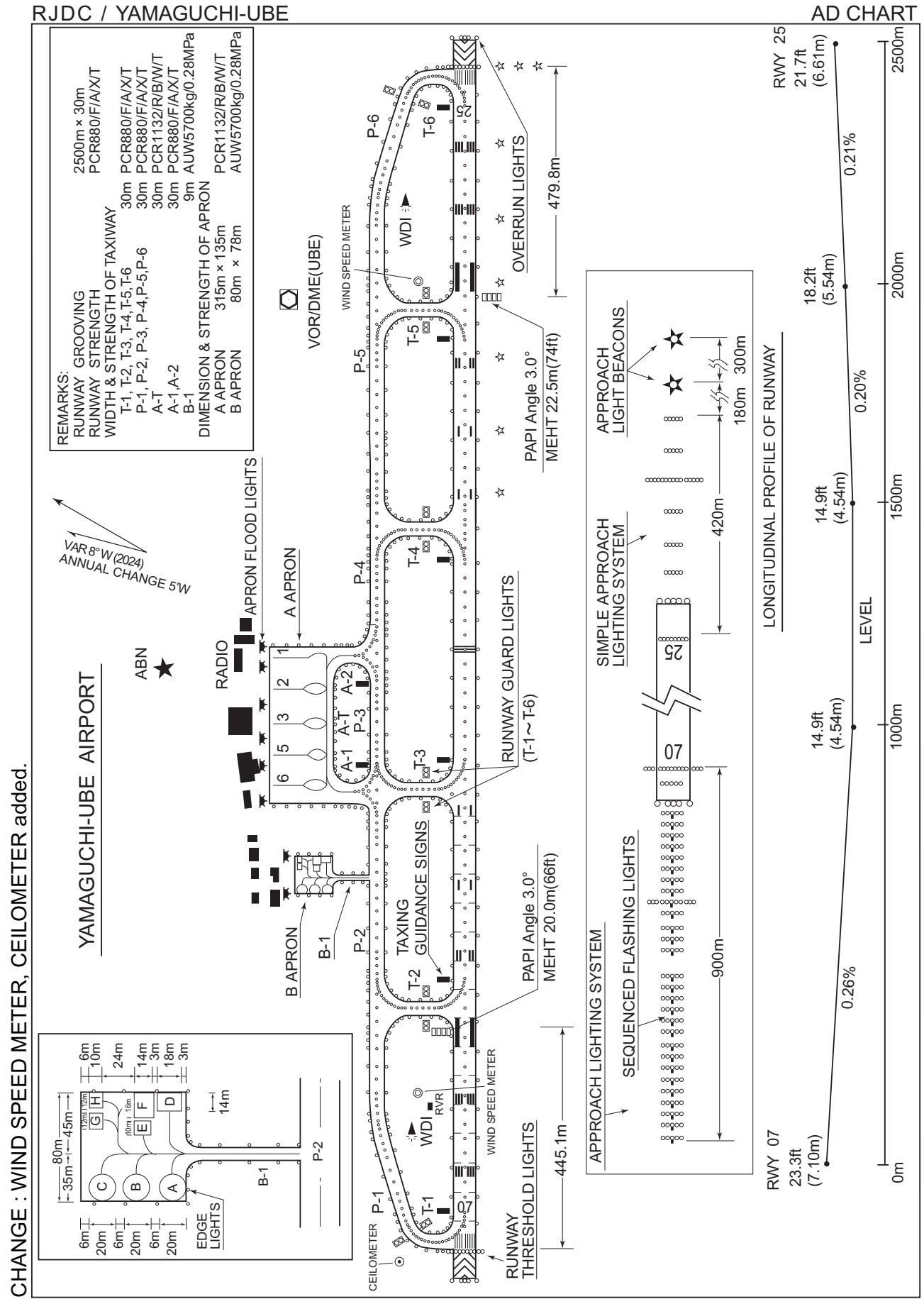
RJDC AD 2.23 ADDITIONAL INFORMATION

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


RJDC / YAMAGUCHI-UBE
AD CHART
CHANGE : WIND SPEED METER, CEILOMETER added.
YAMAGUCHI-UBE AIRPORT
REMARKS:
RUNWAY GROOVING 2500m × 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 × 135m PCR1132/R/B/W/T
B APRON 80m × 78m AUW5700kg/0.28MPa
VAR 8°W (2024)
ANNUAL CHANGE 5'W
ABN
RADIO
APRON FLOOD LIGHTS
A APRON
B APRON
B-1
P-1
P-2
P-4
P-5
P-6
T-1
T-2
T-3
T-4
T-5
T-6
A-1
A-T
A-2
P-3
1
2
3
5
6
07
25
WDI
RVR
WIND SPEED METER
VOR/DME(UBE)
CEILOMETER
EDGE LIGHTS
TAXING GUIDANCE SIGNS
RUNWAY GUARD LIGHTS (T-1～T-6)
RUNWAY THRESHOLD LIGHTS
OVERRUN LIGHTS
PAPI Angle 3.0°
MEHT 22.5m(74ft)
479.8m
PAPI Angle 3.0°
MEHT 20.0m(66ft)
445.1m
APPROACH LIGHTING SYSTEM
SEQUENCED FLASHING LIGHTS
SIMPLE APPROACH LIGHTING SYSTEM
APPROACH LIGHT BEACONS
420m
180m
300m
900m
80m
35m
45m
6m
10m
24m
14m
3m
18m
3m
14m
6m
20m
112m
112m
10m
16m
A
B
C
D
E
F
G
H
LONGITUDINAL PROFILE OF RUNWAY
RWY 25
21.7ft
(6.61m)
18.2ft
(5.54m)
14.9ft
(4.54m)
0.21%
0.20%
LEVEL
0.26%
14.9ft
(4.54m)
RWY 07
23.3ft
(7.10m)
0m
1000m
1500m
2000m
2500m

INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI–UBE SID

UBE REVERSAL TWO DEPARTURE

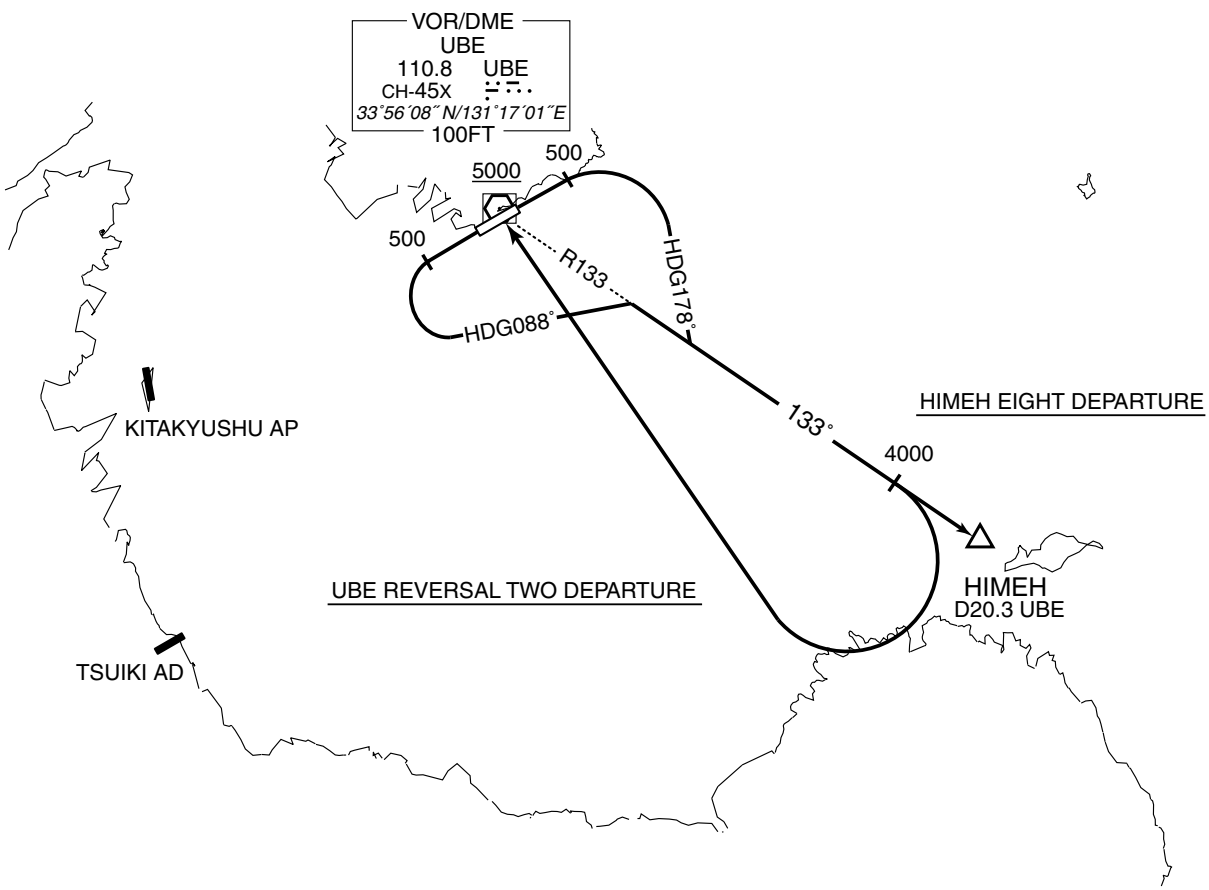
RWY07 : Climb RWY HDG to 500FT, turn right HDG178˚...
RWY25 : Climb RWY HDG to 500FT, turn left HDG088˚...

...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.

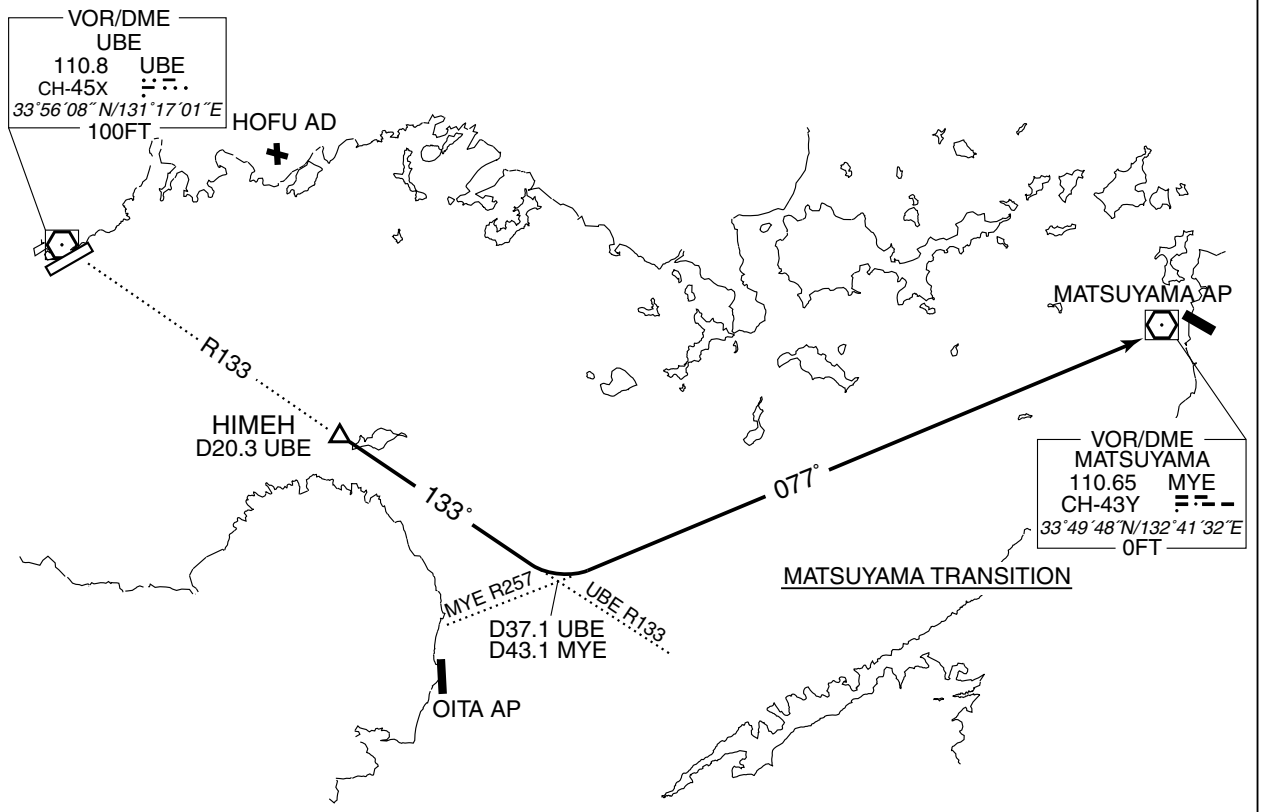


STANDARD DEPARTURE CHART - INSTRUMENT

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

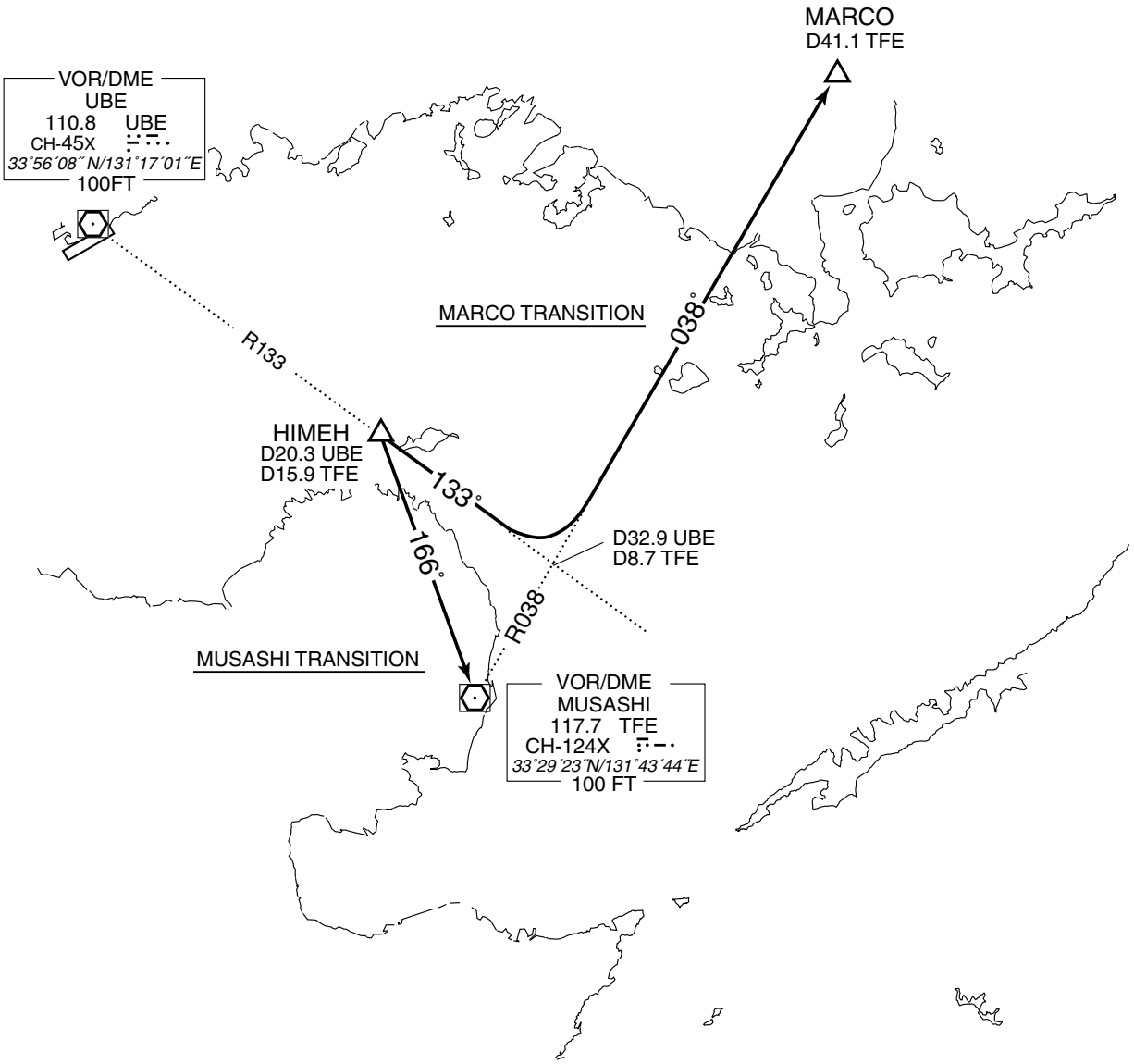
RJDC / YAMAGUCHI–UBE TRANSITION

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.

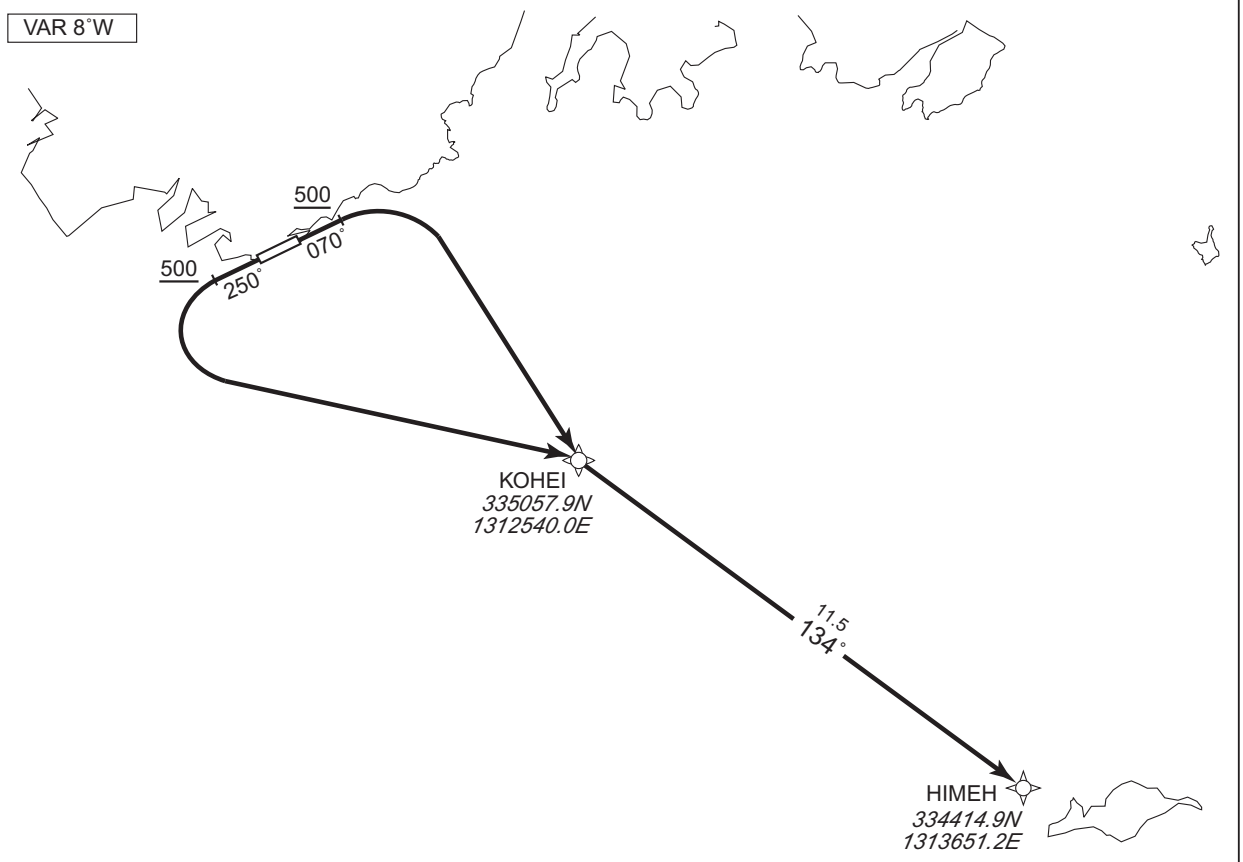


STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI–UBE RNAV SID

HIMESHIMA TWO DEPARTURE — 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.

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

CHANGE : PROC renamed. VAR. PROC Course.

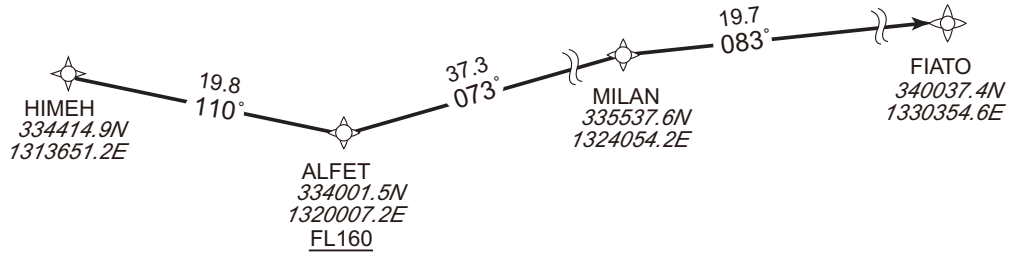
STANDARD DEPARTURE CHART - INSTRUMENT

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.

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

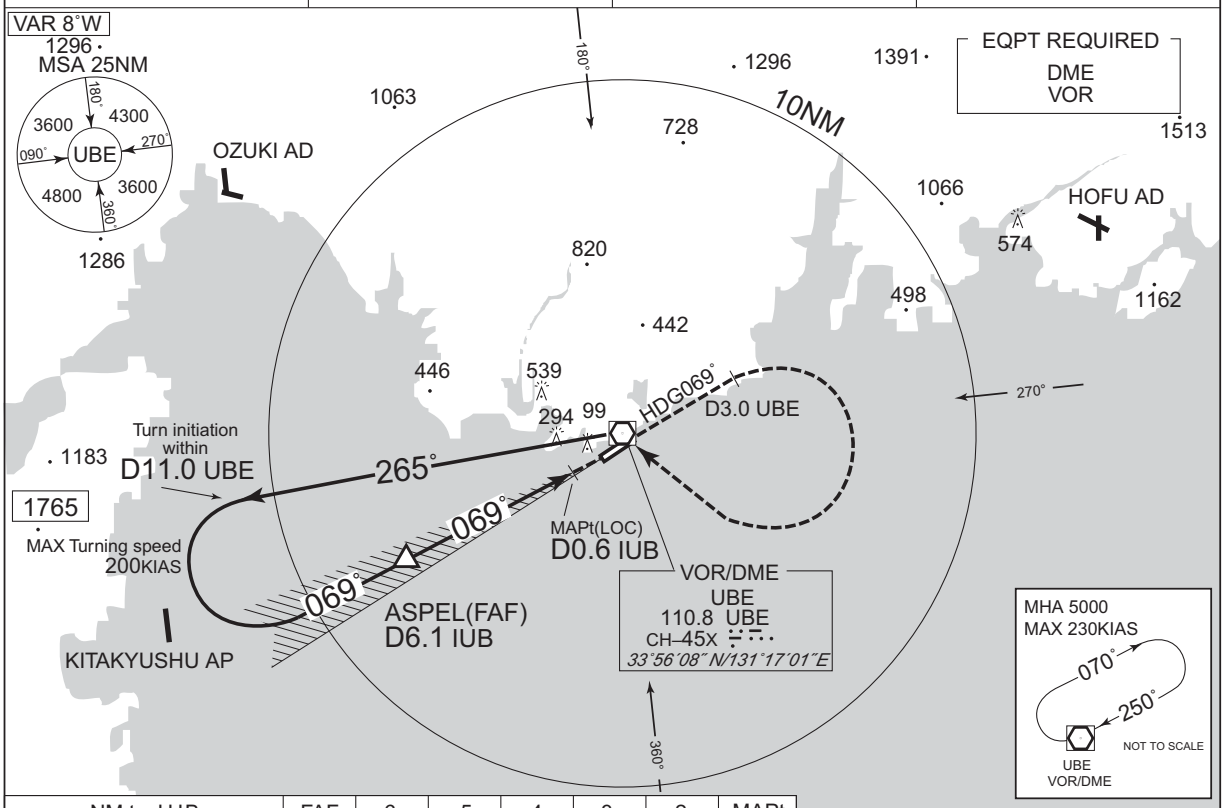
CHANGE : PROC Course. Navigation Specification. VAR.

INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE — ILS or LOC RWY07

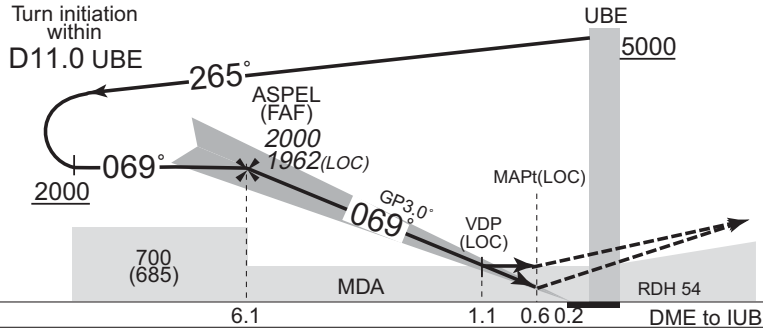
CHANGE : VAR. MSA(BTN 180° and 270°). Missed APCH PROC. Missed APCH climb gradient MNM added.

TSUIKI APP	ILS-LOC	UBE RADIO	RADAR AVBL
119.225 – 315.9	110.1 IUB ILS–GP 334.4	118.05 – 126.2	CALL TSUIKI APP



NM to I UB	FAF	6	5	4	3	2	MAPt
ALT (3.0° APCH Path)	1962	1923	1605	1286	968	650	–

ASPEL(FAF) : *335242.53N/1310941.64E*



MISSED APPROACH

Climb on HDG069° to UBE 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

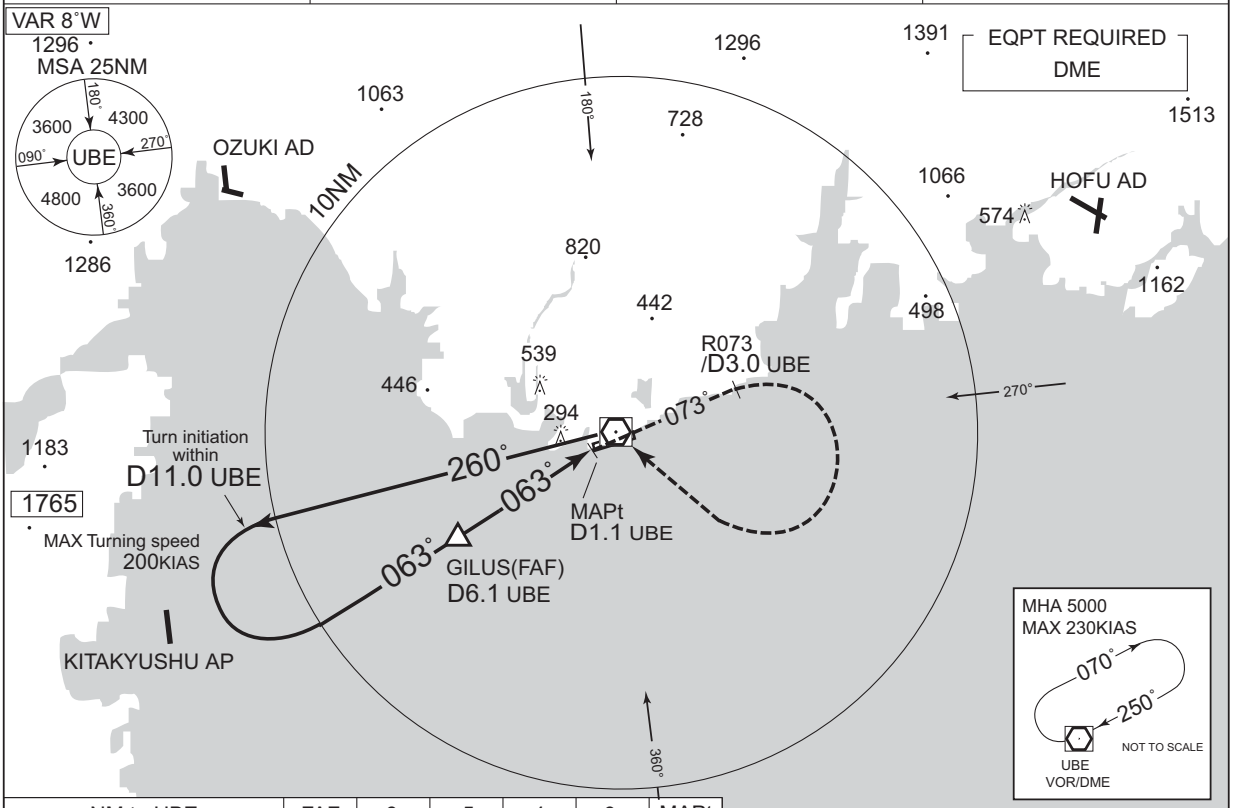
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	223 (200)	550	370 (355)	900	440 (425)	1600
B				1000	470 (455)	
C						2400
D				1400	570 (555)	3200

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

INSTRUMENT APPROACH CHART

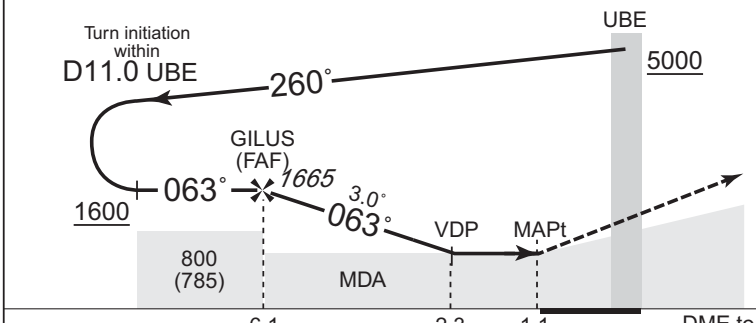
RJDC / YAMAGUCHI-UBE VOR RWY07

TSUIKI APP	UBE VOR/DME 110.8 UBE CH–45X	UBE RADIO	RADAR AVBL CALL TSUIKI APP
119.225 – 315.9	*33°56′08″N /131°17′01″E*	118.05 – 126.2	



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.

6.1	2.3	1.1	DME to UBE
5.0	1.2	0	NM to THR

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 23 AD elev. 15

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	450 (435)	900	450 (435)	1600
B		1000	470 (455)	
C				2400
D		1400	570 (555)	3200

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

CHANGE : VAR. MSA(BTN 180° and 270°). Missed APCH PROC. Missed APCH climb gradient MNM added.

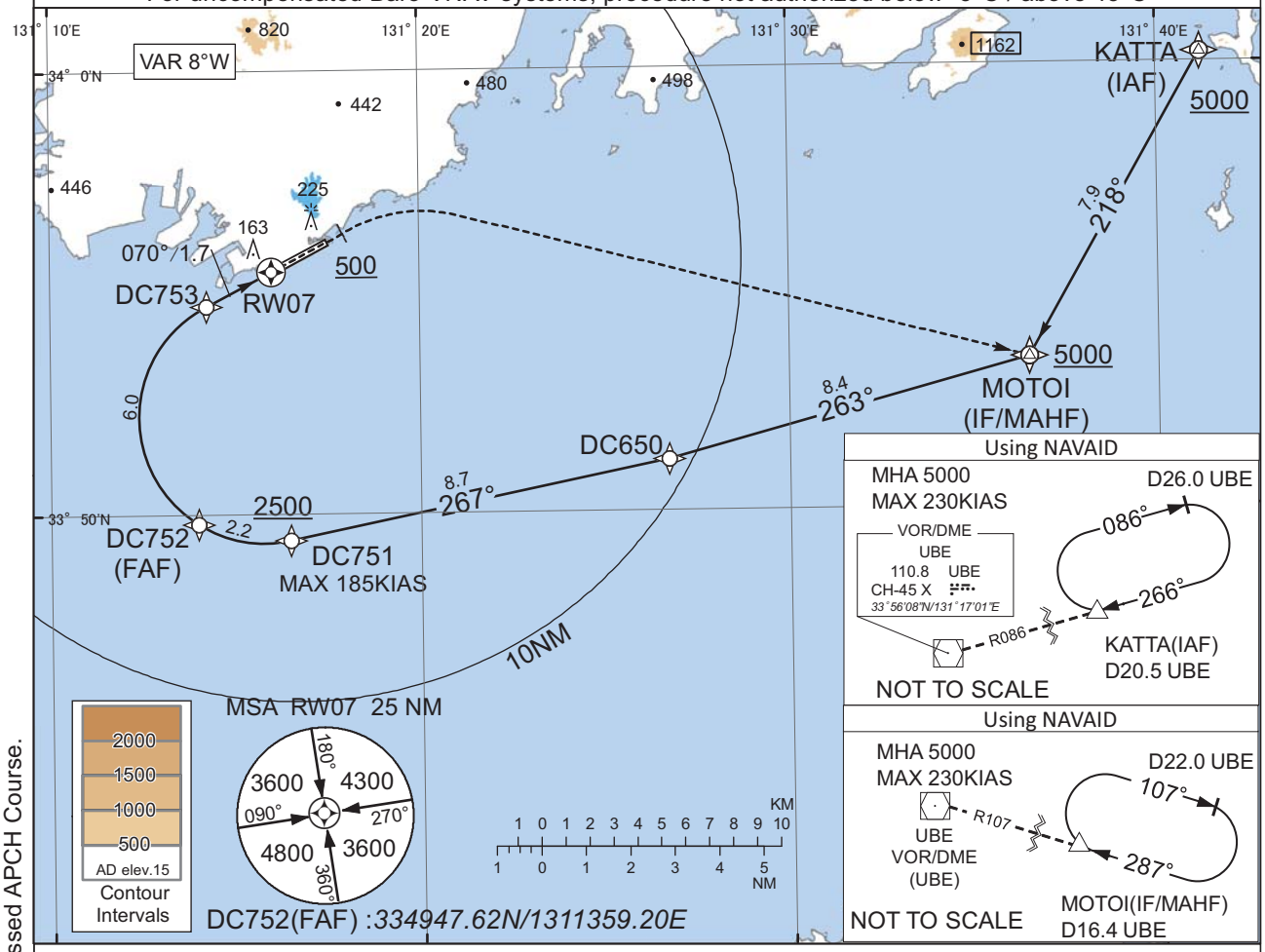
INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE

RNP RWY07(AR)

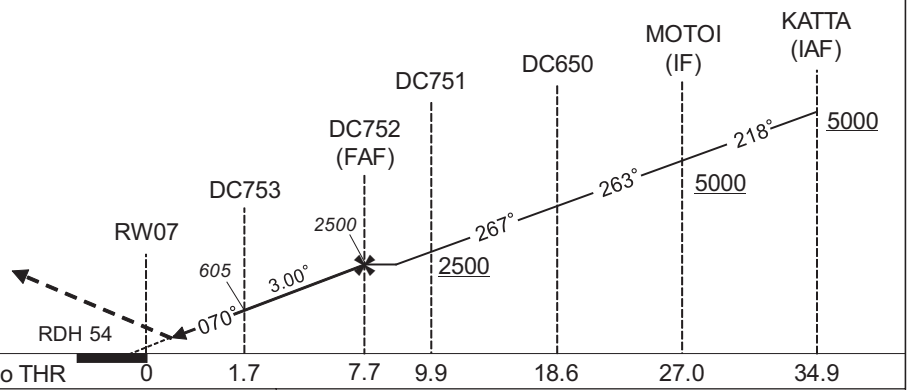
TSUIKI APP 119.225 - 315.9	RNP AR RF required.	UBE RADIO 118.05 - 126.2	RADAR AVBL CALL TSUIKI APP

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



MISSED APPROACH

From RW07 on track 070°,
at or above 500FT turn right,
direct to MOTOI and hold at
5000FT.
Contact TSUIKI APP.



MINIMA	THR elev. 23	AD elev. 15
CAT	RNP 0.30	
	DA(H)	RVR/CMV
A	-	-
B		
C	324(301)	1000
D		1400

Authorization Required

CHANGE : VAR. PROC Course. MSA(BTN 180°and 270°). Missed APCH Course.

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*		

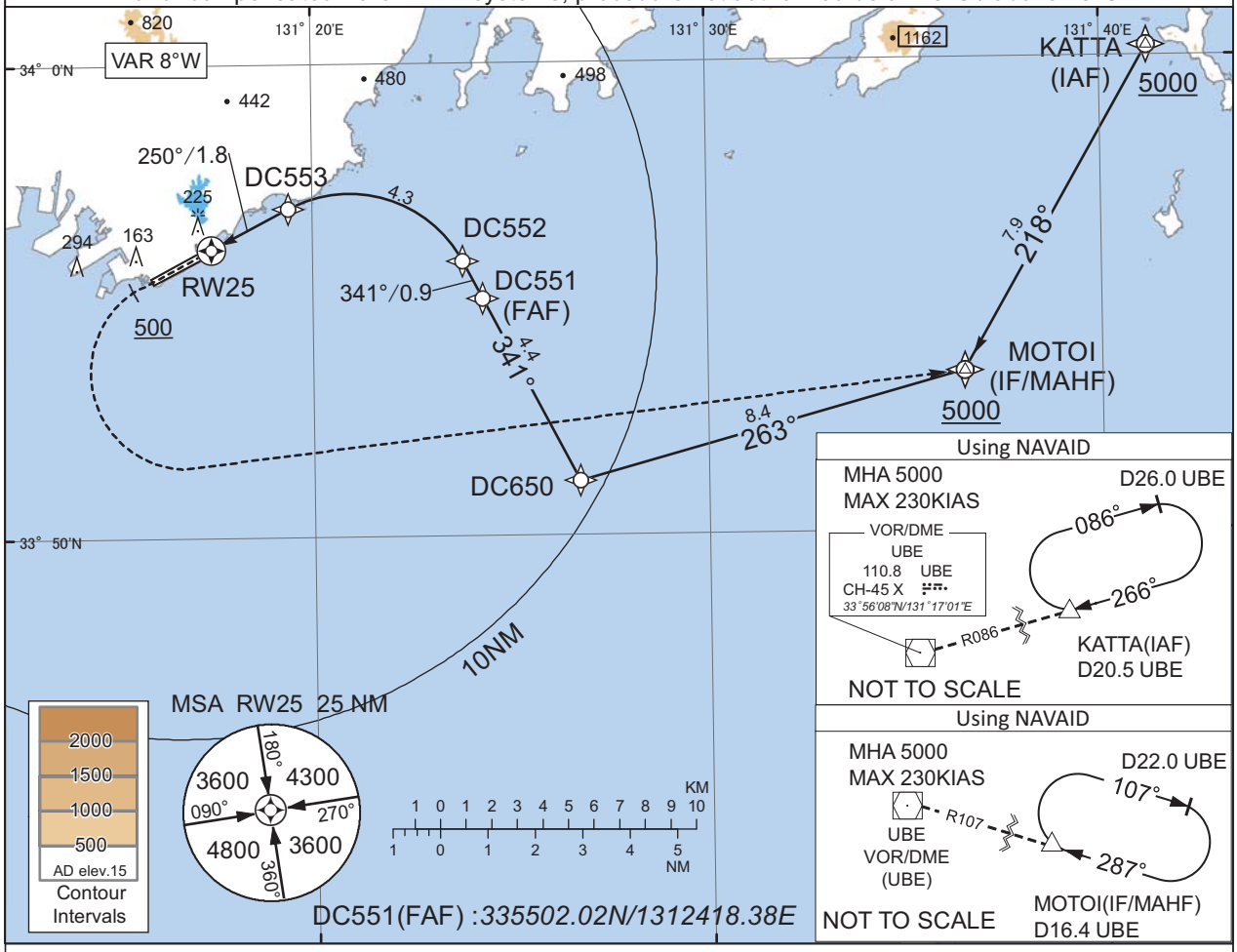
CHANGE : PROC Course. VAR.

INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE — RNP RWY25(AR)

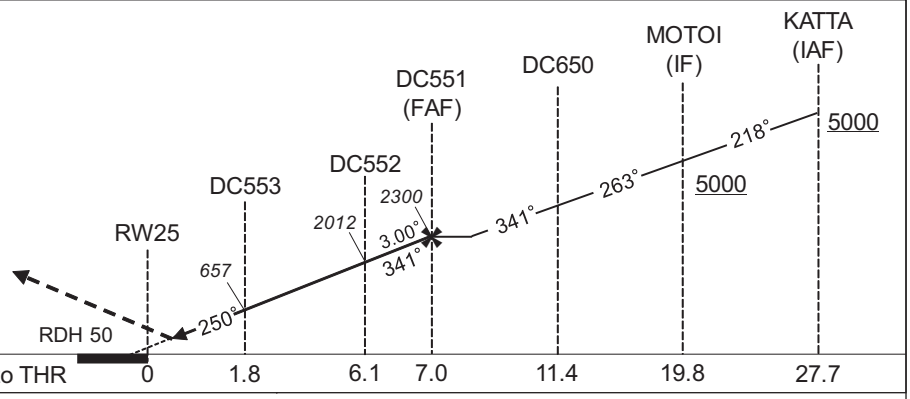
TSUIKI APP 119.225 - 315.9	RNP AR RF required.	UBE RADIO 118.05 - 126.2	RADAR AVBL CALL TSUIKI APP

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



MISSED APPROACH

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

CHANGE : VAR. PROC Course. MSA(BTN 180°and 270°). Missed APCH Course.

INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE RNP RWY25(AR)

CHANGE : PROC Course. VAR.

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

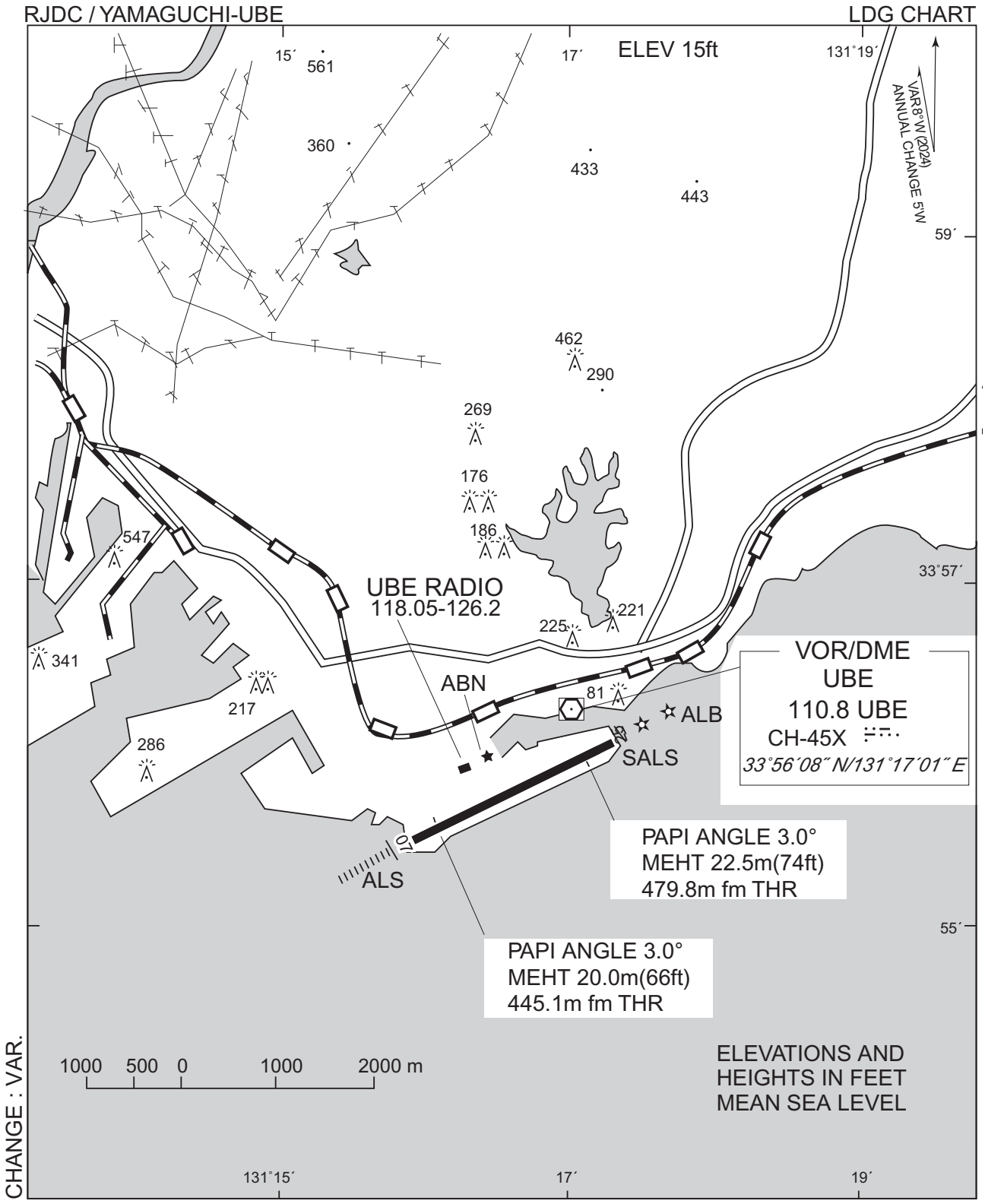
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
KATTA	*340013.04N / 1314112.84E*	DCRF2	*335434.00N / 1312055.44E*
MOTOI	*335323.26N / 1313630.85E*		
DC650	*335109.96N / 1312644.12E*		
DC551	*335502.02N / 1312418.38E*		
DC552	*335549.64N / 1312348.45E*		
DC553	*335657.98N / 1311924.10E*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

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).

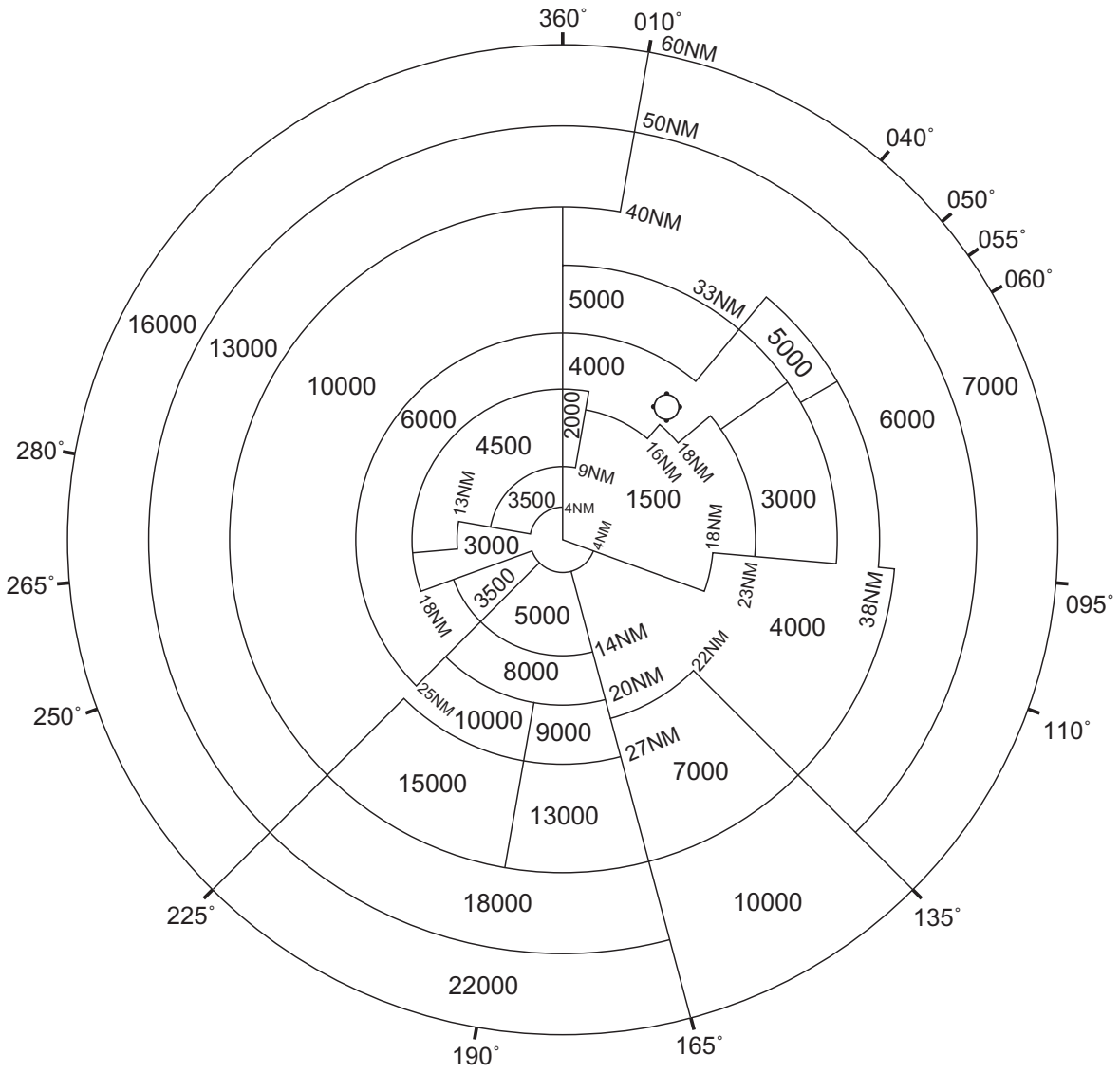
CHANGE : VAR.

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
LDG CHART
ELEV 15ft
15′
17′
131°19′
59′
55′
33°57′
131°15′
17′
19′
561
360
433
443
462
290
269
176
186
547
341
217
286
UBE RADIO
118.05-126.2
225
221
ABN
81
ALB
SALS
VOR/DME
UBE
110.8 UBE
CH-45X
33°56′08″N/131°17′01″E
PAPI ANGLE 3.0°
MEHT 22.5m(74ft)
479.8m fm THR
PAPI ANGLE 3.0°
MEHT 20.0m(66ft)
445.1m fm THR
ALS
10
VAR 8°W (2024)
ANNUAL CHANGE 5'W
1000 500 0 1000 2000 m
ELEVATIONS AND
HEIGHTS IN FEET
MEAN SEA LEVEL
CHANGE : VAR.

RJDC / YAMAGUCHI-UBE Minimum Vectoring Altitude CHART

VAR 8˚W (2024)



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

CHANGE : VAR.