## AD 2 AERODROMES

### RJBT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

# RJBT - TAJIMA

### RJBT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *353046N/1344713E*<br>003°/0.6km FM RWY 01 THR |
| 2 | Direction and distance from (city) | 2.6NM SW from TOYOOKA city |
| 3 | Elevation/ Reference temperature | 578ft / 31°C(2015-2019) |
| 4 | Geoid undulation at AD ELEV PSN | To be developed |
| 5 | MAG VAR/ Annual change | 8°W(2020) / 5'W |
| 6 | AD Administration, address,<br>telephone, telefax, telex, AFS,<br>e-mail and/or Web-site addresses | TAJIMA AIRPORT TERMINAL CO.,LTD.<br>1598-34, Aza-Kodani, Iwai, Toyooka-city, Hyogo Pref.<br>Tel: 0796-26-1500 Fax: 0796-26-1501 |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

### RJBT AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2330 - 0930 |
| 2 | Customs and immigration | On request<br>Customs: 078-333-3010<br>Immigration: 078-391-6377 |
| 3 | Health and sanitation | Quarantine(human): On request(078-672-9653)<br>Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | 2330 - 0930<br>Remarks: Airport Remote Mobile Communication Service provided by Osaka FSC. |
| 8 | Fuelling | 2330 - 0930 |
| 9 | Handling | 2330 - 0930 |
| 10 | Security | 0015 - 0915 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

## RJBT AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JET A-1, AVGAS 100LL |
| 3 | Fuelling facilities/ capacity | Fuel truck(200L/min) |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

## RJBT AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Not at Airport, but in Toyooka city |
| 2 | Restaurants | Not at Airport, but in Toyooka city |
| 3 | Transportation | Busses and Taxis |
| 4 | Medical facilities | Not at Airport, but in Toyooka city |
| 5 | Bank and Post Office | Not at Airport, but in Toyooka city |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## RJBT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 4 on scheduled FLT OPS<br>CAT 3 on other OPS |
| 2 | Rescue equipment | Chemical fire fighting truck x 2 on scheduled FLT OPS<br>Chemical fire fighting truck x 1 on other OPS |
| 3 | Capability for removal of disabled aircraft | Ask AD administration |
| 4 | Remarks | Nil |

## RJBT AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Snow removal equipments: Snow plow x 2, Wheel loader x 1, Snow rotary x 2, Snow sweeper x 2 |
| 2 | Clearance priorities | 1.RWY 2.TWY 3.APRON |
| 3 | Remarks | Seasonal availability: Winter season only<br>Snow removal will be commenced, if RWY are covered with snow a depth of 3cm or more in principle. |

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

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: asphalt-concrete Strength: PCN 12/F/B/Y/T |
| 2 | Taxiway width, surface and strength | Terminal apron<br>Width: 18m Surface: asphalt-concrete Strength: PCN 12/F/B/Y/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | Spot NR<br>1: *353057.11N/1344719.04E*<br>2: *353058.83N/1344719.15E*<br>3: *353100.45N/1344719.25E* |
| 6 | Remarks | Nil |

## RJBT 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:01/19<br>(Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe<br>(LGT) REDL, RTHL, RENL, RWY DIST marker LGT<br>TWY:<br>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe Mandatory instruction<br>(LGT) TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area<br>(LGT) Apron flood LGT |

## RJBT AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

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

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---|---|---|---|---|
| Building | *353046N/1344732E* | 636ft | Nil / LIL | Transitional Surface |
| Structure | *353054N/1344720E* | 594ft | Nil / LIL | Transitional Surface |
| Mountain | *353050N/1344647E* | 899ft | Nil / LIM(Red) | Horizontal Surface |

## RJBT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | TAJIMA AIRPORT TERMINAL CO.,LTD |
| 2 | Hours of service<br>MET Office outside hours | 2330 - 0930<br>Nil |
| 3 | Office responsible for TAF preparation<br>Periods of validity | Nil |
| 4 | Trend forecast<br>Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight documentation<br>Language(s) used | C, En, Jp |
| 7 | Charts and other information available for briefing or consultation | $S_6$, $U_{85}$, $U_7$, $U_5$, $U_3$, $U_{25}$, $P_S$, $P_5$, $P_3$, $P_{25}$, $P_{SW}$(Domestic), $U_2/T_r$, C, N, E |
| 8 | Supplementary equipment<br>available for providing information | Nil |
| 9 | ATS units provided with information | Osaka FSC (using RAG)<br>TAJIMA AIRPORT TERMINAL CO.,LTD.(Flight Advisory Service Station) |
| 10 | Additional information<br>(limitation of service, etc.) | Nil |

## RJBT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates<br>THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 003.00° | 1200×30 | PCN 12/F/B/Y/T<br>Asphalt-Concrete | *353026.83N*<br>*1344711.94E* | THR ELEV: 583.5FT |
| 19 | 183.00° | 1200×30 | PCN 12/F/B/Y/T<br>Asphalt-Concrete | *353105.71N*<br>*1344714.43E* | THR ELEV: 572.7FT |

| Slope of RWY | Strip Dimensions(M) | RESA (Overrun) Dimensions(M) | Remarks |
|---|---|---|---|
| 7 | 10 | 11 | 14 |
| See AD2.24 AD Chart | 1320×120 | 40×120 | RWY grooving : 1200m × 30m |
| See AD2.24 AD Chart | 1320×120 | 40×120 | RWY grooving : 1200m × 30m |

## RJBT AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01 | 1200 | 1200 | 1200 | 1200 | Nil |
| 19 | 1200 | 1200 | 1200 | 1200 | Nil |

## RJBT 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 |
| 01 | Nil | Green<br>- | PAPI<br>3.0°/LEFT<br>294.0m<br>45ft | Nil | Nil | 1200m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil<br>(*1) |
| 19 | Nil | Green<br>- | PAPI<br>3.0°/LEFT<br>263.8m<br>45ft | Nil | Nil | 1200m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil<br>(*1) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| Overrun area edge LGT(LEN:60m Color:Red)(*1)<br>CGL for RWY 01/19, East side only<br>RWY THR ID LGT for RWY 01/19 THR (Color: White) | | | | | | | | |

## RJBT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *353055N/1344722E*,White/Green EV4.3sec,HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT | LDI: Nil<br>Anemometer: RWY01: 225m inside FM RWY01 THR, LGTD<br>RWY19: 90m inside FM RWY19 THR, near WDI LGT |
| 3 | TWY edge and center line lighting | TWY edge LGT: Blue<br>TWY centerline LGT: Nil |
| 4 | Secondary power supply/ switch-over time | All lights within 15 seconds |
| 5 | Remarks | WDI LGT |

## RJBT AD 2.16 HELICOPTER LANDING AREA

| |
|---|
| Nil |

## RJBT AD 2.17 ATS AIRSPACE

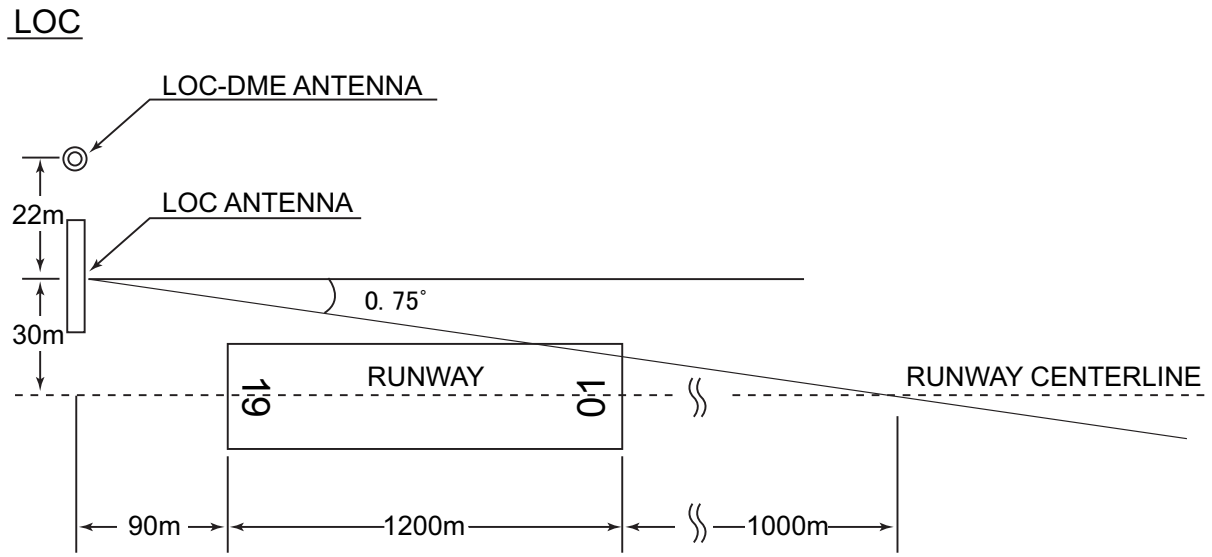
| Designation and lateral limits | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 6 |
| Nil | | | | |

## RJBT AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| A/G | TAJIMA REMOTE | 118.4MHz | 2330 - 0930 | Remote air-ground facility controlled by Osaka FSC |
| A/G | TAJIMA FLIGHT SERVICE | 130.8MHz | 2330 - 0930 | FOR AD INFO ONLY |

## RJBT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR | THE | 110.45MHz | 2330 - 0930 | *353104.66N/ 1344729.27E* | | |
| DME | THE | 1128MHz (CH-41Y) | 2330 - 0930 | *353104.66N/ 1344729.27E* | 688.6ft | |
| LOC 01 | ITH | 108.55MHz | 2330 - 0930 | *353108.56N/ 1344715.81E* | | LOC:90m(295ft) away FM RWY 19 THR, 30m(98ft) E of RCL, BRG(MAG)11°, Offset angle 0.75°. |
| LOC-DME 01 | ITH | 1109MHz (CH-22Y) | 2330 - 0930 | *353108.53N/ 1344716.68E* | 572ft | DME:90m(295ft) away FM RWY 19 THR, 52m(171ft) E of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |




REMARKS : 1. LOC OFF SET ANGLE 0.75°
2. LOC beam BRG(MAG) 11°
3. ELEV of LOC-DME 174.2m(572ft)

## RJBT AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1. On use of Tajima airport, aircraft operator is required to notify AD administrator in advance.
2. Training flight is subject to the coordination with AD administrator in advance.
Contact Number: 0796-26-1500

1. 空港の使用について、航空機の運航者はあらかじめ但馬空港ターミナル株式会社に届け出ること。
2. 訓練飛行を行うときは、但馬空港ターミナル株式会社と事前に調整すること。
連絡先：0796-26-1500

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Ask AD Administrator

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

## RJBT AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## RJBT 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 | 01 | A,B,C | - | - | - | 400m | - | 500m |
| | 19 | A,B,C | - | - | - | 400m | - | 500m |
| OTHER | 01 | A,B,C | AVBL LDG MINIMA | | | | | |
| | 19 | A,B,C | | | | | | |

**2.IFR Operation Procedures at Tajima Aerodrome**

2.1 Departure
1) Pilot shall request ATC clearance on 118.4MHz to Tajima Remote, thereafter, follow the instructions from ATC via Tajima Remote. (ATC does not instruct to change to Tajima Flight Service frequency.)
2) Tajima Flight Service provides the aerodrome information on 130.8MHz.
3) Pilot shall report the airborne time to Tajima Remote.

2.2 Arrival
1) Pilot shall monitor Tajima Remote frequency at all times, follow the instructions from ATC via Tajima Remote. (ATC does not instruct to change to Tajima Flight Service frequency.)
2) Tajima Flight Service provides the aerodrome information on 130.8MHz.
3) Pilot shall report the landing time to Tajima Remote.

2.3 Radio Communication Equipment
Aircraft intended to fly in accordance with IFR at Tajima aerodrome shall be equipped with two sets or more of radio communication equipment.

2. 但馬飛行場における計器飛行方式の運用方法

2.1 出発機
1）管制承認は、118.4MHz で但馬リモートに要求し、以後は管制機関（但馬リモート経由）の指示に従うこと。
（管制機関は但馬フライトサービスへの周波数の切り替えを指示しない。）
2）離陸に係る飛行場情報の提供は、但馬フライトサービス（130.8MHz）により行われる。
3）離陸時刻を但馬リモートに通報すること。

2.2 到着機
1）但馬リモートの周波数を常時聴取し、管制機関（但馬リモート経由）の指示に従うこと。
（管制機関は但馬フライトサービスへの周波数の切り替えを指示しない。）
2）着陸に係る飛行場情報の提供は、但馬フライトサービス（130.8MHz）により行われる。
3）着陸時刻を但馬リモートに通報すること。

2.3 無線通信機
但馬飛行場において計器飛行方式により飛行する航空機は、常時２局以上と交信可能な無線機器の搭載が必要である。

## RJBT AD 2.23 ADDITIONAL INFORMATION

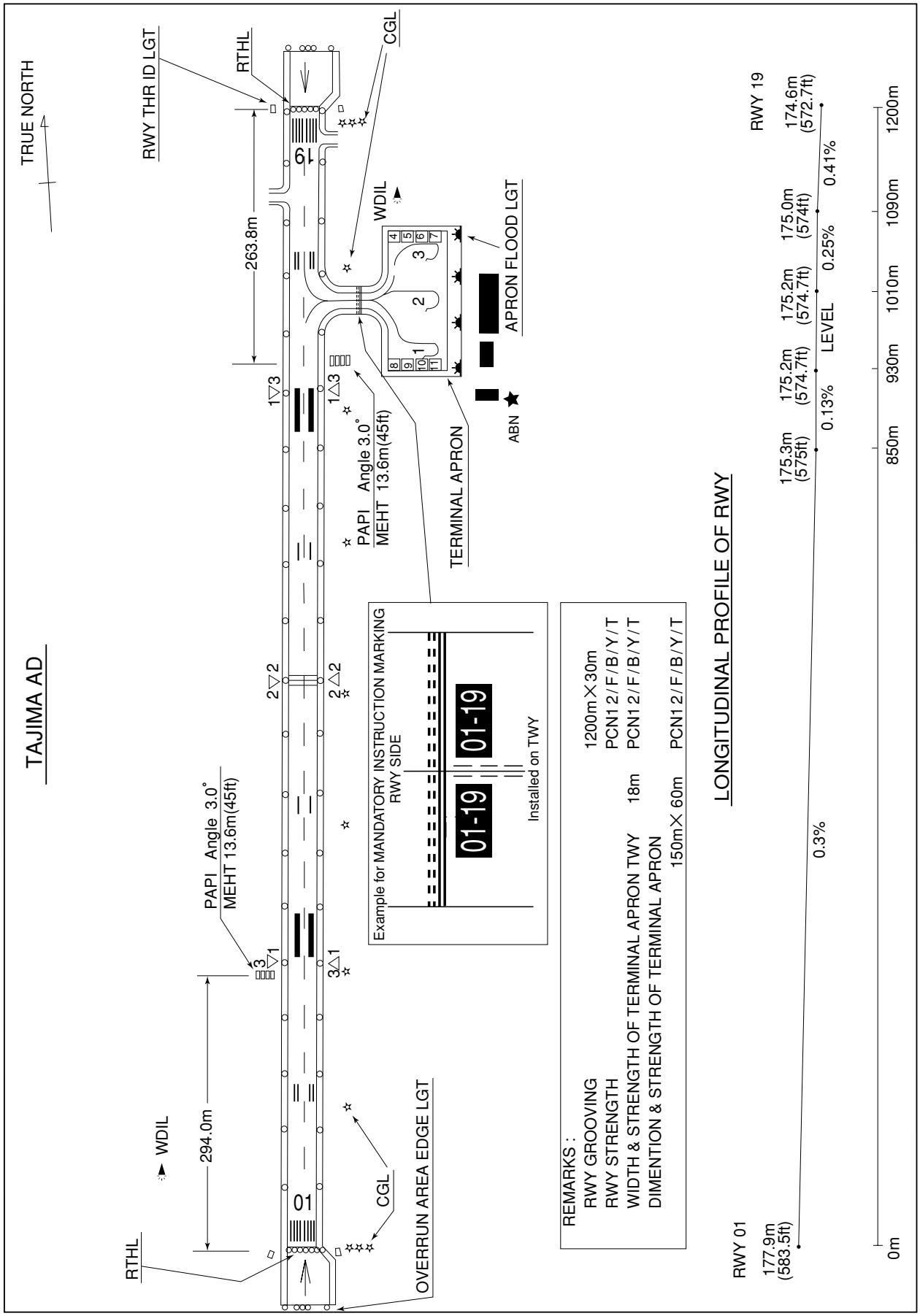
Nil

## RJBT AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (MIYAZU)
Standard Departure Chart - Instrument (TAJIMA REVERSAL)
Standard Departure Chart - Instrument (ROKKO)
Instrument Approach Chart (LOC Z RWY01)
Instrument Approach Chart (LOC Y RWY01)
Instrument Approach Chart (VOR A)*
Instrument Approach Chart (RNAV(GNSS) RWY01)
Instrument Approach Chart (RNAV(GNSS) RWY19)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

*: Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

RJBT / TAJIMA AD CHART



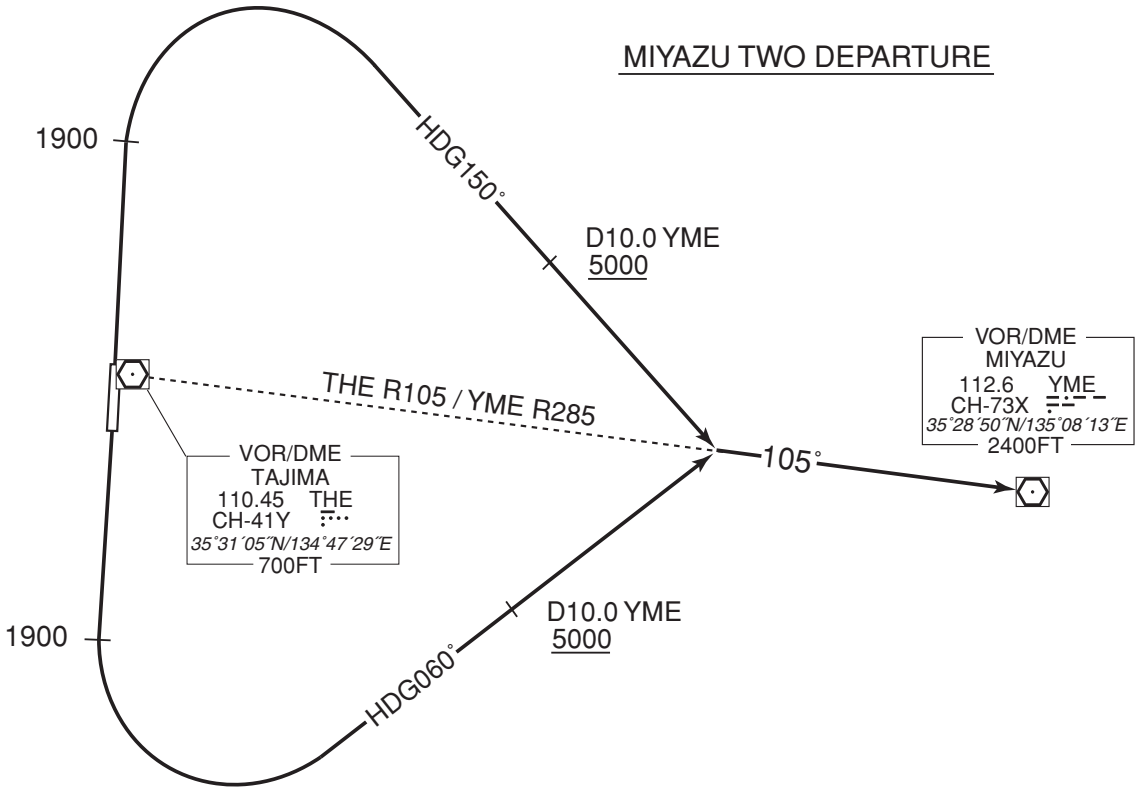
**STANDARD DEPARTURE CHART-INSTRUMENT**

RJBT / TAJIMA SID

## MIYAZU TWO DEPARTURE

RWY01 : Climb RWY HDG to 1900FT, turn right HDG150˚...
RWY19 : Climb RWY HDG to 1900FT, turn left HDG060˚...
... to intercept and proceed via THE R105/YME R285 to YME VOR/DME.
Cross YME 10.0DME at or above 5000FT.

Note RWY01 : 5.0% climb gradient required up to 2200FT.
OBST ALT 1956FT located at 5.6NM 007˚ FM end of RWY01.
RWY19 : 5.0% climb gradient required up to 3200FT.
OBST ALT 2888FT located at 8.3NM 144˚ FM end of RWY19.

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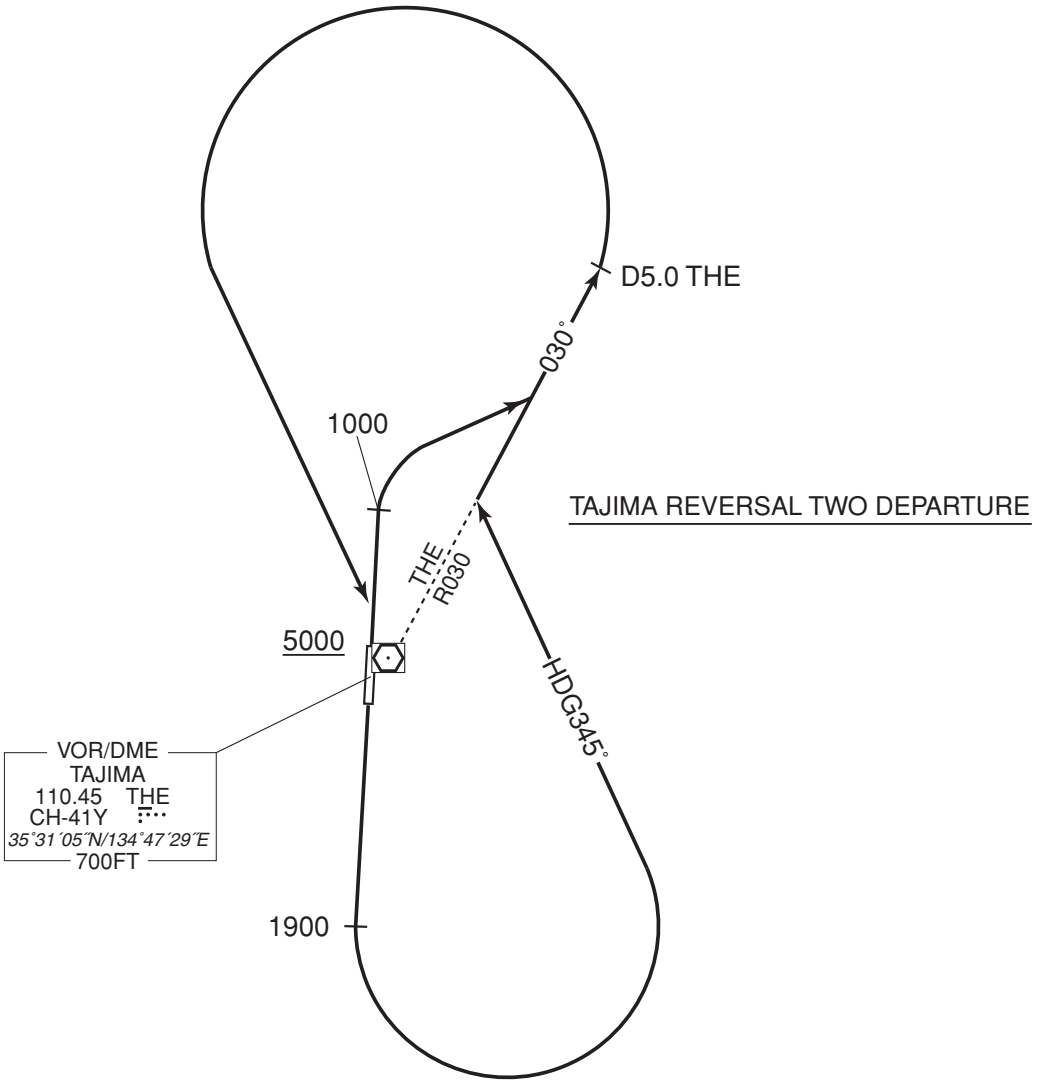
STANDARD DEPARTURE CHART-INSTRUMENT

RJBT / TAJIMA SID

## TAJIMA REVERSAL TWO DEPARTURE

RWY01 : Climb RWY HDG to 1000FT, turn right ...
RWY19 : Climb RWY HDG to 1900FT, turn left HDG345˚...
... to intercept and proceed via THE R030 to THE 5.0DME, turn left, direct to THE VOR/DME.
Cross THE VOR/DME at or above 5000FT.

Note RWY01 : 5.0% climb gradient required up to 2100FT.
OBST ALT 1956FT located at 5.6NM 007˚ FM end of RWY01.
RWY19 : 5.0% climb gradient required up to 3200FT.
OBST ALT 2888FT located at 8.3NM 144˚ FM end of RWY19.

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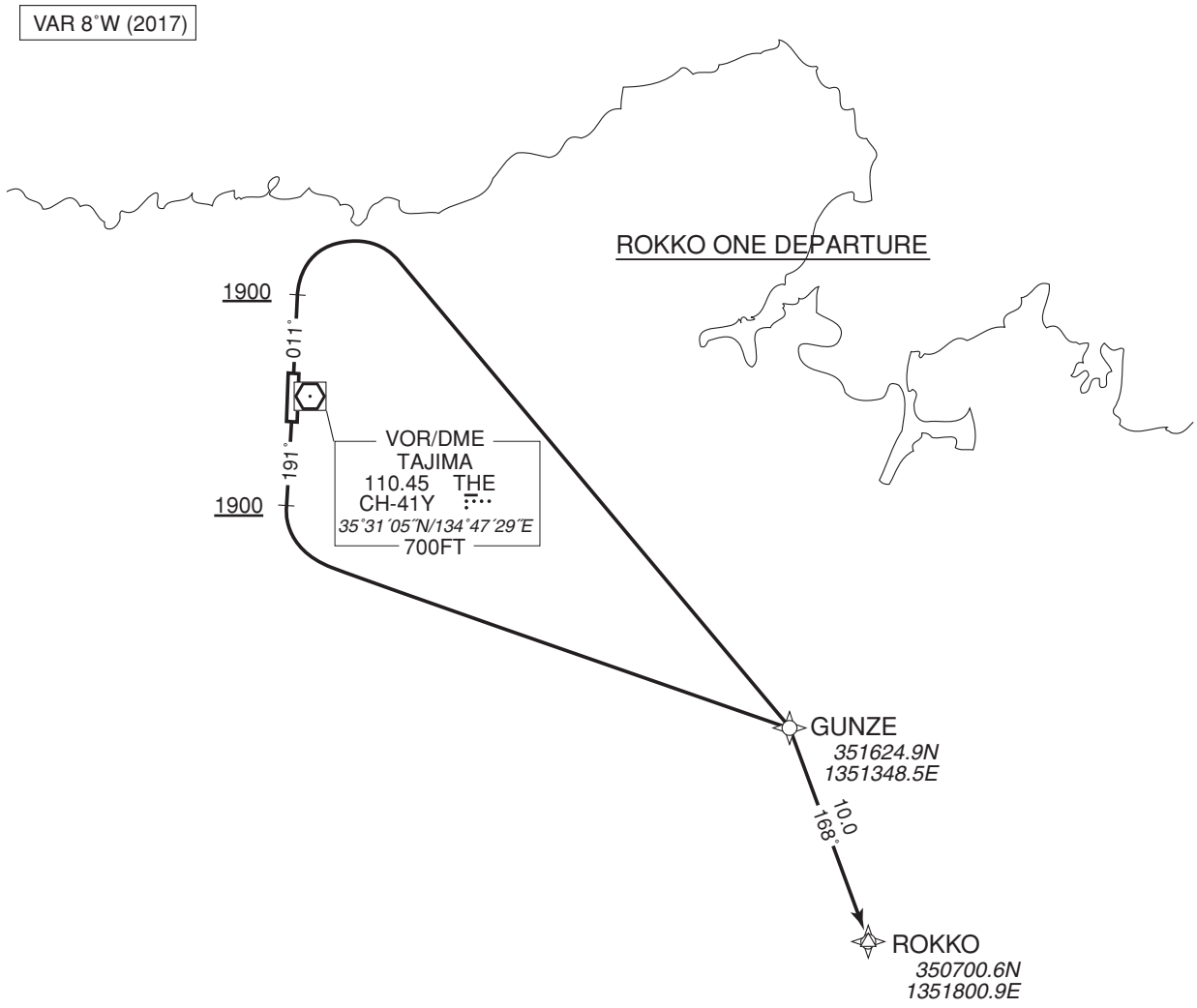
**STANDARD DEPARTURE CHART-INSTRUMENT**

RJBT / TAJIMA

RNAV SID

| ROKKO ONE DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




ROKKO ONE DEPARTURE

RWY01 : Climb on HDG011˚ at or above 1900FT, turn right direct to GUNZE, to ROKKO.
RWY19 : Climb on HDG191˚ at or above 1900FT, turn left direct to GUNZE, to ROKKO.

Note RWY01 : 5.0% climb gradient required up to 2200FT.
OBST ALT 1956FT located at 5.6NM 007˚ FM end of RWY01.
Note RWY19 : 5.0% climb gradient required up to 3200FT.
OBST ALT 2854FT located at 8.2NM 144˚ FM end of RWY19.

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STANDARD DEPARTURE CHART-INSTRUMENT

RJBT / TAJIMA ➡ RNAV SID

ROKKO ONE 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 | – | – | 011 (003.0) | -7.9 | – | – | +1900 | – | – | Basic RNP1 |
| 002 | DF | GUNZE | – | – | -7.9 | – | R | – | – | – | Basic RNP1 |
| 003 | TF | ROKKO | – | 168 (159.9) | -7.9 | 10.0 | – | – | – | – | Basic RNP1 |

RWY19

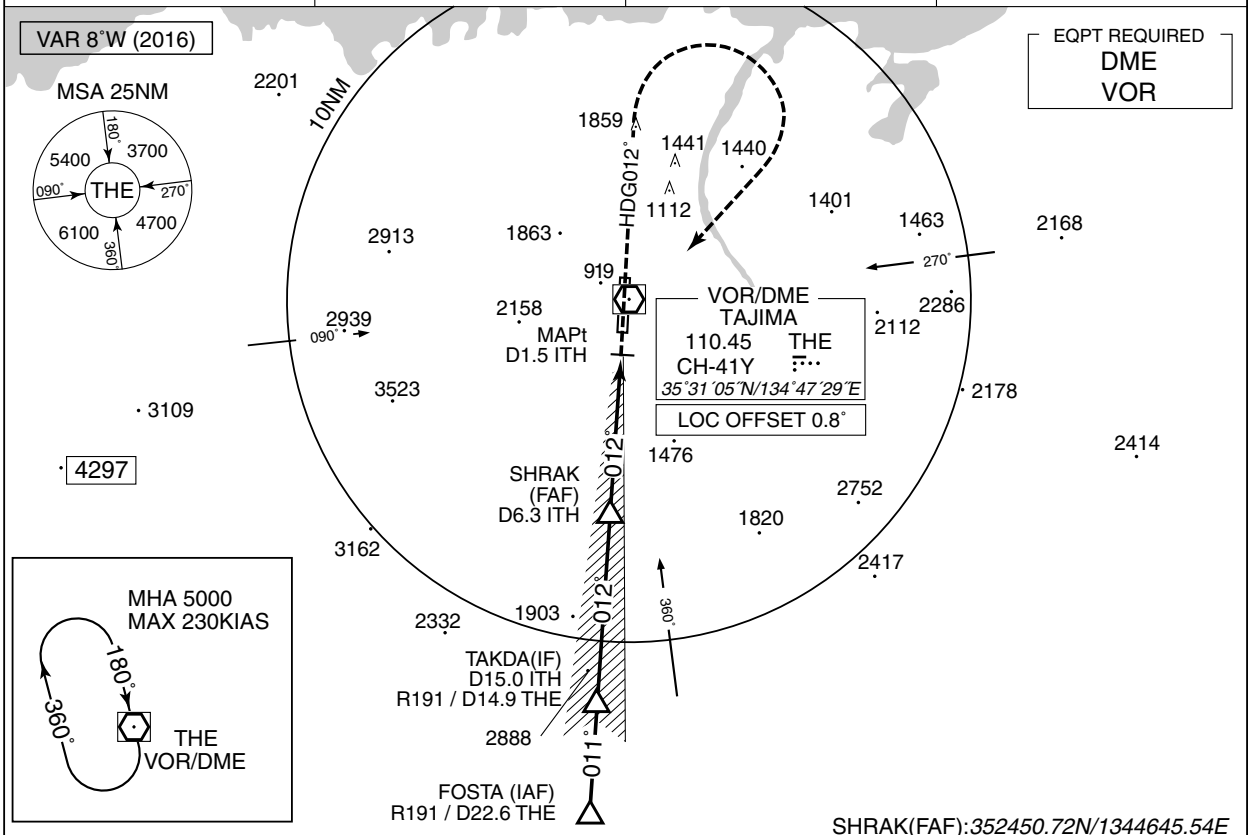
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | – | – | 191 (183.0) | -7.9 | – | – | +1900 | – | – | Basic RNP1 |
| 002 | DF | GUNZE | – | – | -7.9 | – | L | – | – | – | Basic RNP1 |
| 003 | TF | ROKKO | – | 168 (159.9) | -7.9 | 10.0 | – | – | – | – | Basic RNP1 |

CHANGE : New PROC

**INSTRUMENT APPROACH CHART**

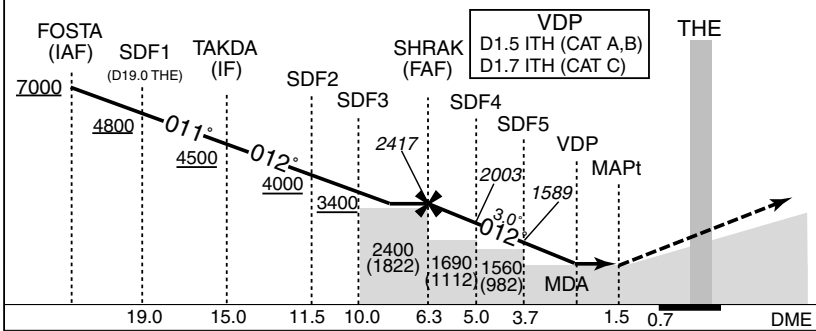
RJBT / TAJIMA LOC Z RWY01

| TOKYO CONTROL | LOC | TAJIMA REMOTE | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | 108.55 ITH<br>LOC-DME CH–22Y | 118.4 | |




SHRAK(FAF):*352450.72N/1344645.54E*

| NM to ITH | FAF | 6 | 5 | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 2417 | 2321 | 2003 | 1685 | 1366 | 1048 | – |




MISSED APPROACH

Climb on HDG 012° to 3000FT, turn right, direct to THE VOR/DME and hold at 5000FT.

Contact TAJIMA REMOTE.

Timing not authorized for defining the MAPt.

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19.0 | 15.0 | 11.5 | 10.0 | 6.3 | 5.0 | 3.7 | | 1.5 | 0.7 | DME to ITH |
| 18.3 | 14.3 | 10.8 | 9.3 | 5.6 | 4.3 | 3.0 | | 0.8 | 0 | NM to THR |

Missed APCH climb gradient MNM 5.0%

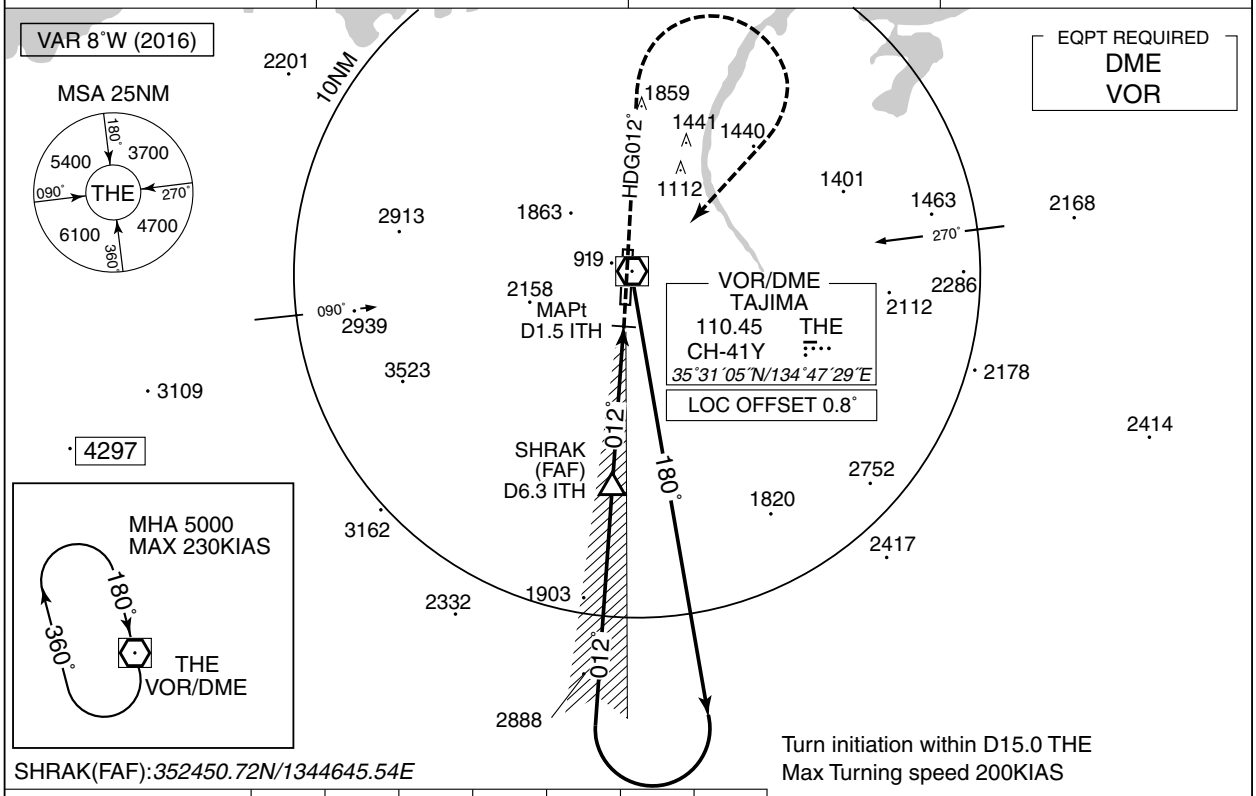
| MINIMA | THR elev. 584 | | AD elev. 578 | |
|---|---|---|---|---|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 860(282) | 1500 | 1020(442) | 1600 |
| B | | | 1030(452) | |
| C | 920(342) | 1800 | | 2400 |
| D | – | – | – | – |

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

**INSTRUMENT APPROACH CHART**

RJBT / TAJIMA LOC Y RWY01

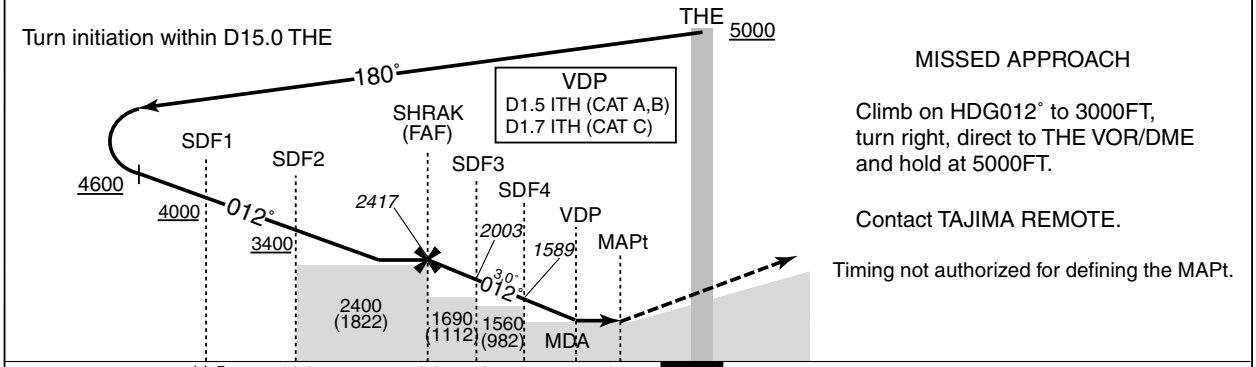
| TOKYO CONTROL | LOC | TAJIMA REMOTE | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | 108.55 ITH<br>LOC-DME CH–22Y | 118.4 | |




SHRAK(FAF):*352450.72N/1344645.54E*

Turn initiation within D15.0 THE
Max Turning speed 200KIAS

| NM to ITH | FAF | 6 | 5 | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 2417 | 2321 | 2003 | 1685 | 1366 | 1048 | – |




MISSED APPROACH

Climb on HDG012° to 3000FT,
turn right, direct to THE VOR/DME
and hold at 5000FT.

Contact TAJIMA REMOTE.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5.0%

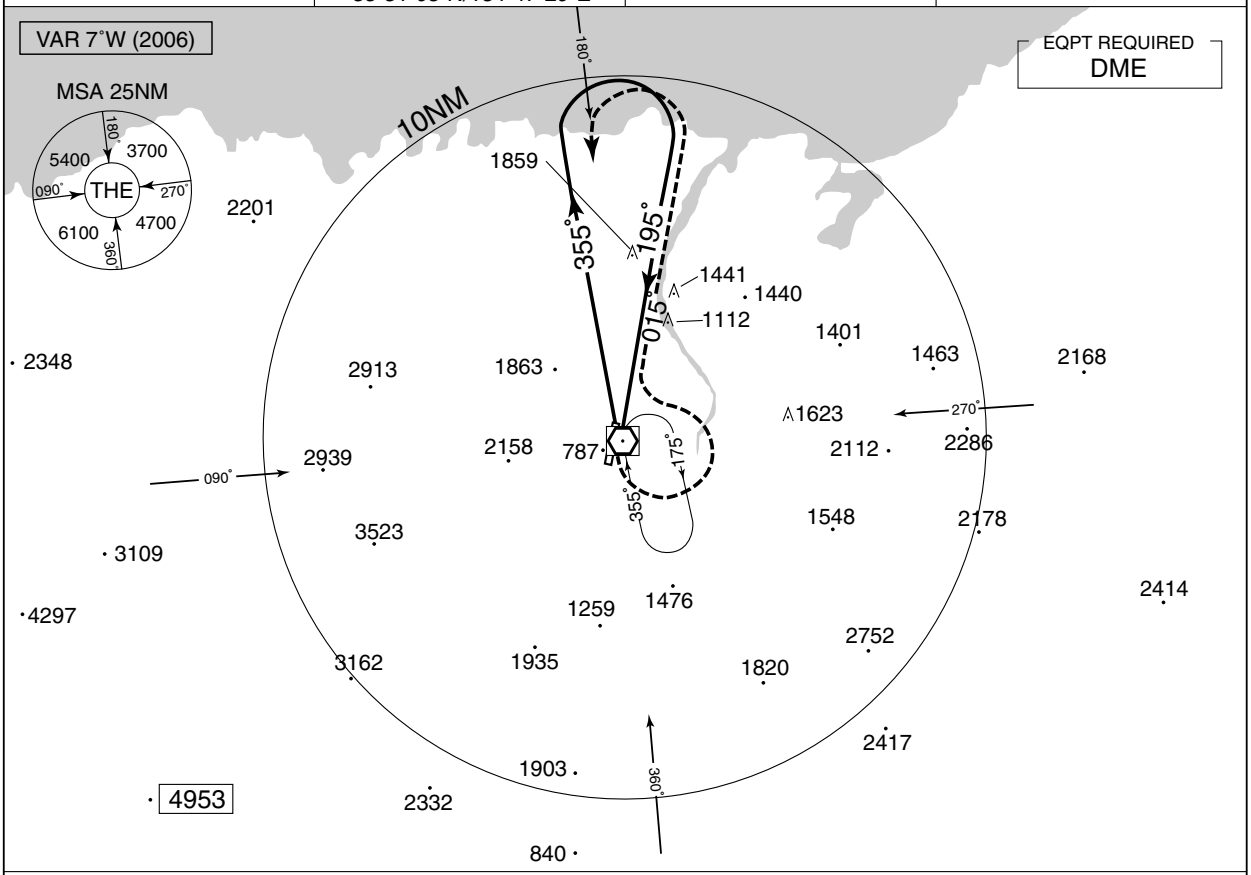
| MINIMA | THR elev. 584 | | AD elev. 578 | |
|---|---|---|---|---|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 860(282) | 1500 | 1020(442) | 1600 |
| B | | | 1030(452) | |
| C | 920(342) | 1800 | | 2400 |
| D | – | – | – | – |

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

**INSTRUMENT APPROACH CHART**

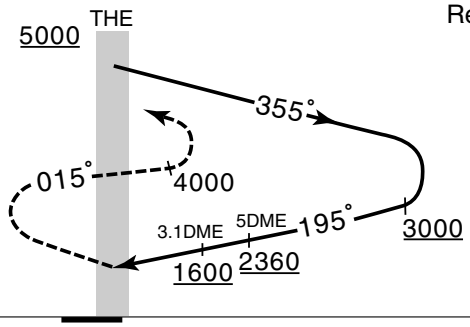
RJBT / TAJIMA VOR A

| TOKYO CONTROL | TAJIMA VOR / DME | TAJIMA REMOTE | NO RADAR |
|---|---|---|---|
| 133.8 - 124.95<br>287.6 - 315.7 | 110.45 THE<br>CH-41Y<br>*35°31′05″N/134°47′29″E* | 118.4 | |




MISSED APPROACH

Turn left, climb via THE R015 to 4000FT, turn left, direct to THE VOR/DME within 10.0DME, and hold at 5000FT.
Contact TAJIMA REMOTE.




Remain within 10DME

MINIMA AD elev. 578

| CAT | CIRCLING | |
|---|---|---|
| | MDA(H) | VIS |
| A | 1480 (902) | 1600 |
| B | | |
| C | | 2400 |
| D | – | – |

Circling to EAST side of RWY only

**INSTRUMENT APPROACH CHART**

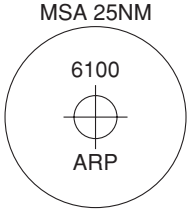
RJBT / TAJIMA — RNAV(GNSS) RWY01

| TOKYO CONTROL | 1. DME/DME RNP0.3 not authorized. | TAJIMA REMOTE | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95 | 2. RNP0.3 required. | 118.4 | |
| 287.6 – 315.7 | 3. GNSS required. | | |

Baro-VNAV not authorized below -10˚C

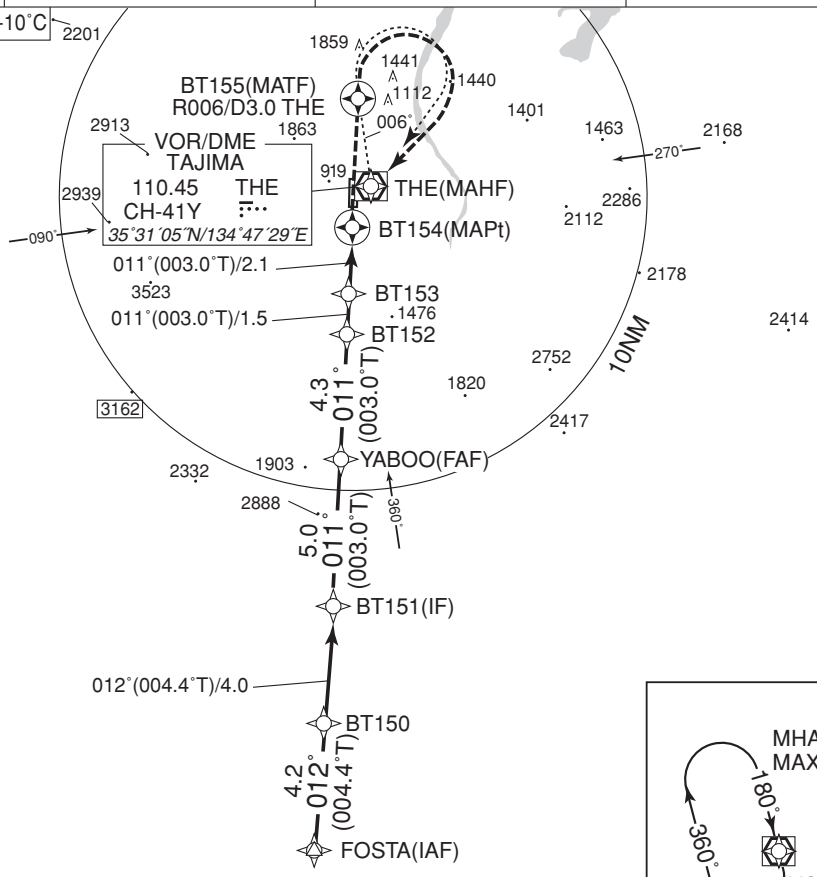
VAR 8˚W (2017)

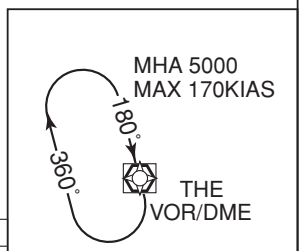
MSA 25NM



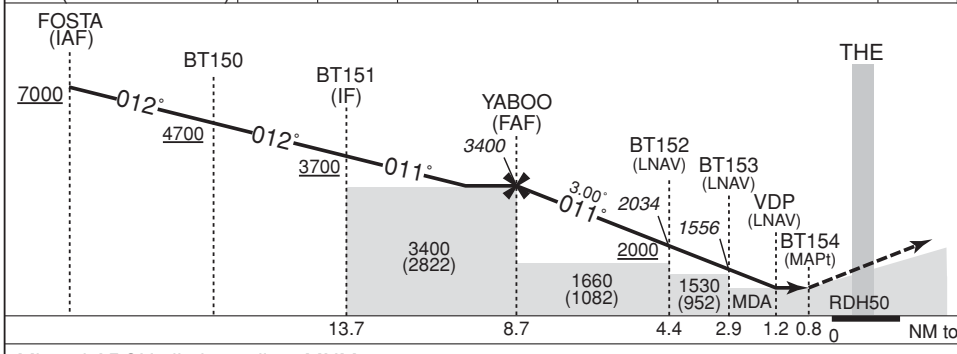

ARP : *353046N/1344713E*

| | |
|---|---|
| FOSTA (IAF) | *350832.91N 1344532.83E* |
| BT150 | *351245.22N 1344556.72E* |
| BT151 (IF) | *351644.97N 1344619.46E* |
| YABOO (FAF) | *352145.15N 1344638.59E* |
| BT152 | *352602.68N 1344655.04E* |
| BT153 | *352732.73N 1344700.80E* |
| BT154 (MAPt) | *352938.80N 1344708.87E* |
| BT155 (MATF) | *353404.99N 1344725.92E* |
| THE (MAHF) | *353104.66N 1344729.27E* |




| NM to Next Fix | FAF | 8 | 7 | 6 | 5 | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | 3400 | 3180 | 2862 | 2543 | 2225 | 1907 | 1588 | 1270 | – |




MISSED APPROACH

Direct to BT155, turn right direct THE and hold at 5000FT.
Contact TAJIMA REMOTE.

(For using VOR/DME)
Climb via THE R006 to THE 3.0DME, turn right, direct to THE VOR/DME and hold at 5000FT.
Contact TAJIMA REMOTE.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 584 AD elev. 578

| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 990 (406) | 1500 | 990 (412) | 1500 | 1020 (442) | 1600 |
| B | | | | | 1030 (452) | |
| C | – | – | – | – | – | – |
| D | | | | | | |

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

CHANGE : ALT (BT150)

**INSTRUMENT APPROACH CHART**

RJBT / TAJIMA ➡ RNAV(GNSS) RWY19

| TOKYO CONTROL | 1. DME/DME RNP0.3 not authorized. | TAJIMA REMOTE | NO RADAR |
|---|---|---|---|
| 133.8 – 124.95<br>287.6 – 315.7 | 2. RNP0.3 required.<br>3. GNSS required. | 118.4 | |

Baro-VNAV not authorized below -5˚C

VAR 8˚W (2017)

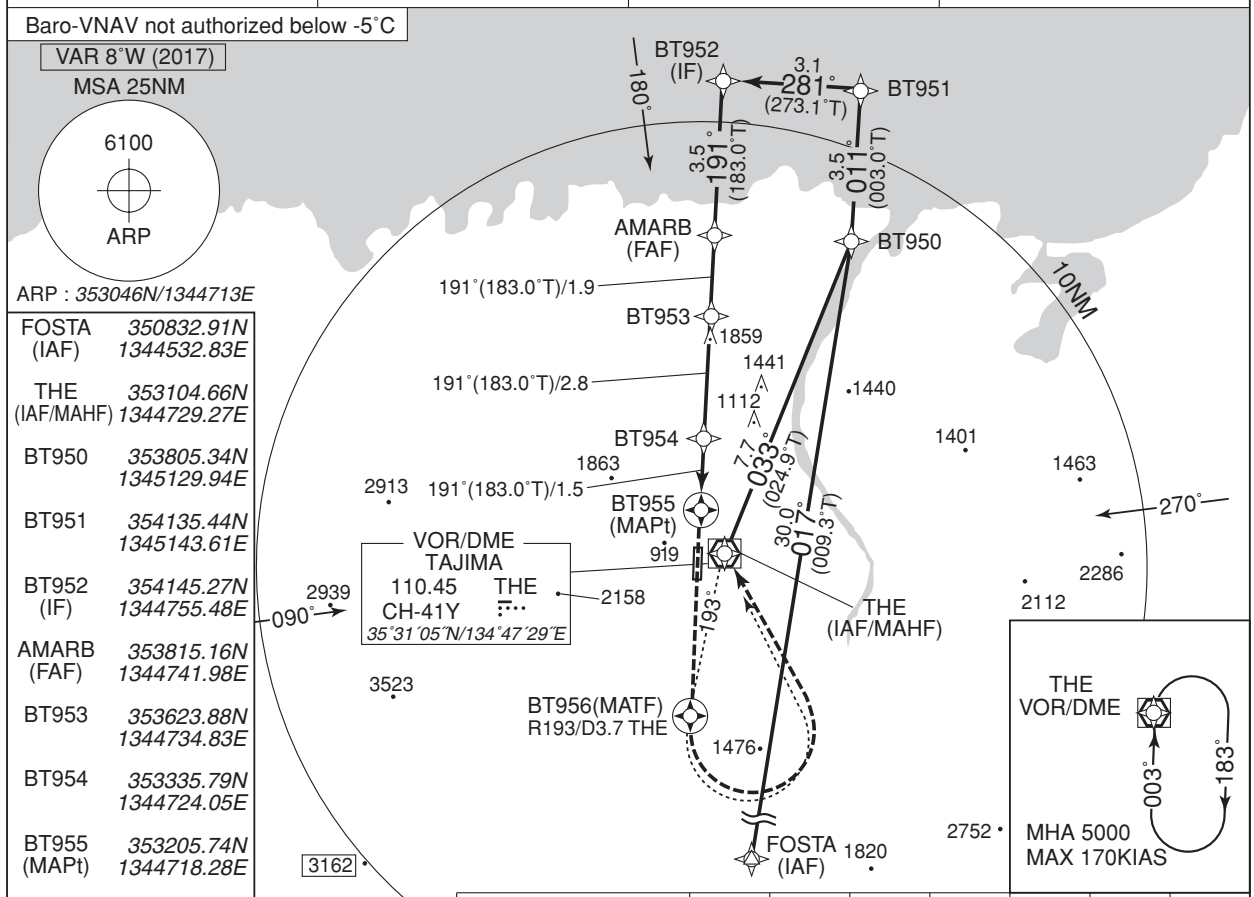
MSA 25NM

6100

ARP

ARP : *353046N/1344713E*

| | |
|---|---|
| FOSTA (IAF) | *350832.91N 1344532.83E* |
| THE (IAF/MAHF) | *353104.66N 1344729.27E* |
| BT950 | *353805.34N 1345129.94E* |
| BT951 | *354135.44N 1345143.61E* |
| BT952 (IF) | *354145.27N 1344755.48E* |
| AMARB (FAF) | *353815.16N 1344741.98E* |
| BT953 | *353623.88N 1344734.83E* |
| BT954 | *353335.79N 1344724.05E* |
| BT955 (MAPt) | *353205.74N 1344718.28E* |
| BT956 (MATF) | *352723.58N 1344700.21E* |

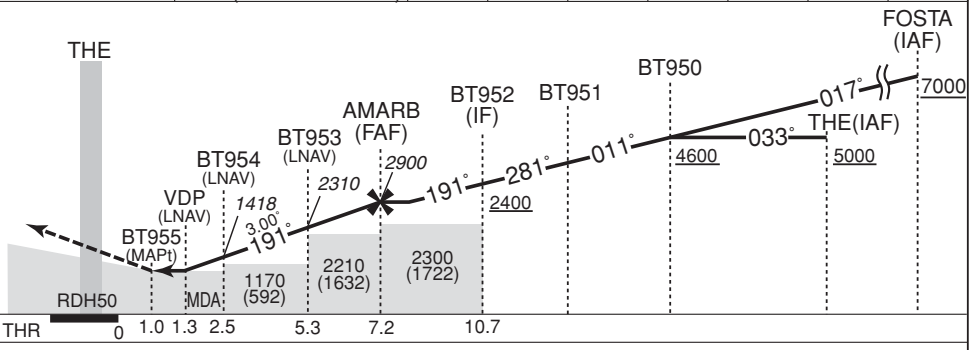



| NM to Next Fix | MAPt | 2 | 3 | 4 | 5 | 6 | FAF |
|---|---|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | – | 1259 | 1577 | 1896 | 2214 | 2533 | 2900 |

MISSED APPROACH

Direct to BT956, turn left direct THE and hold at 5000FT.
Contact TAJIMA REMOTE.

(For using VOR/DME)
Climb via THE R193 to THE 3.7DME, turn left, direct to THE VOR/DME and hold at 5000FT.
Contact TAJIMA REMOTE.




Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 573 AD elev. 578

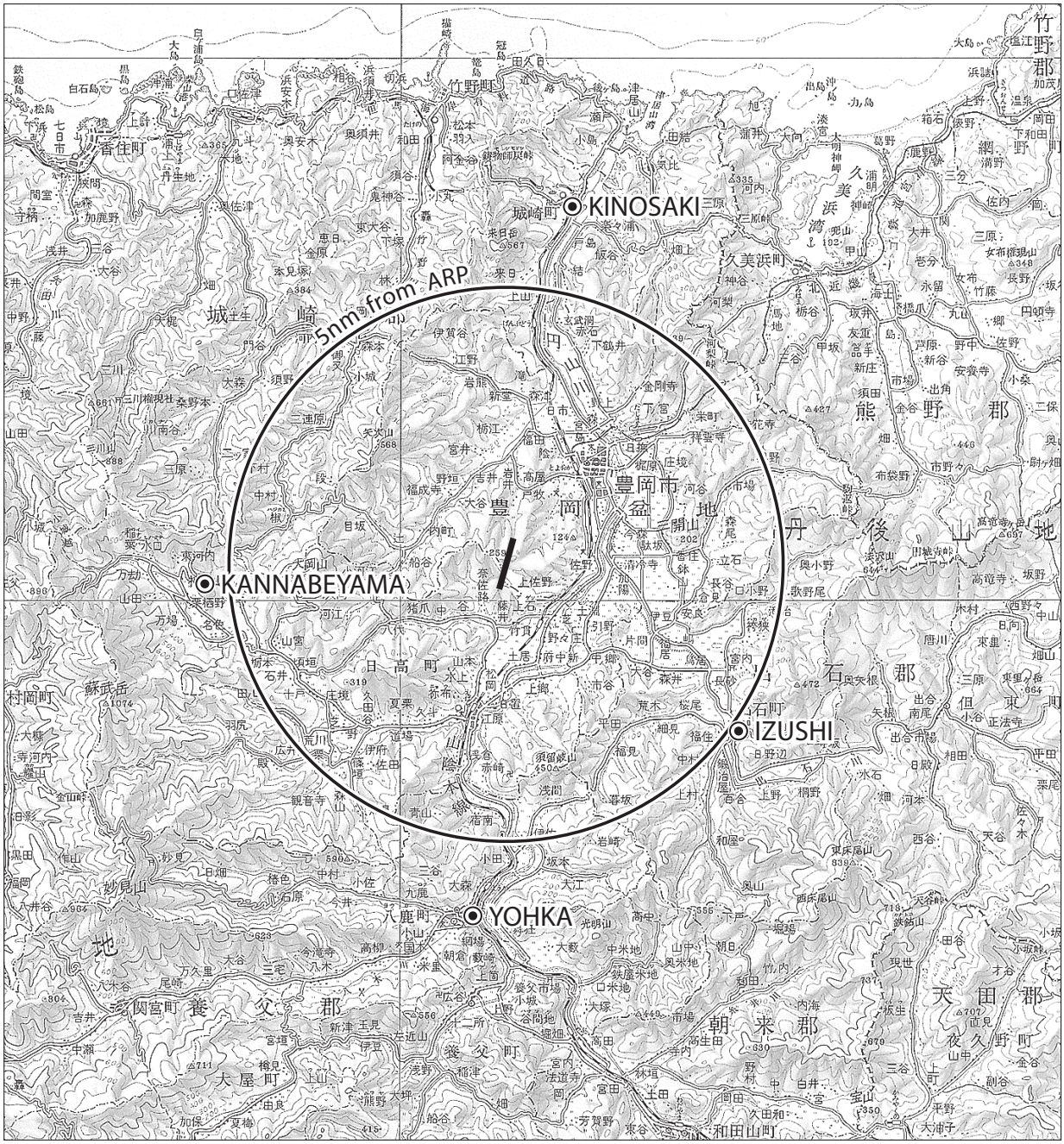
| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 1000 (427) | 1500 | 1000 (422) | 1500 | 1020 (442) | 1600 |
| B | | | | | 1030 (452) | |
| C | – | – | – | – | – | – |
| D | | | | | | |

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

CHANGE : New PROC

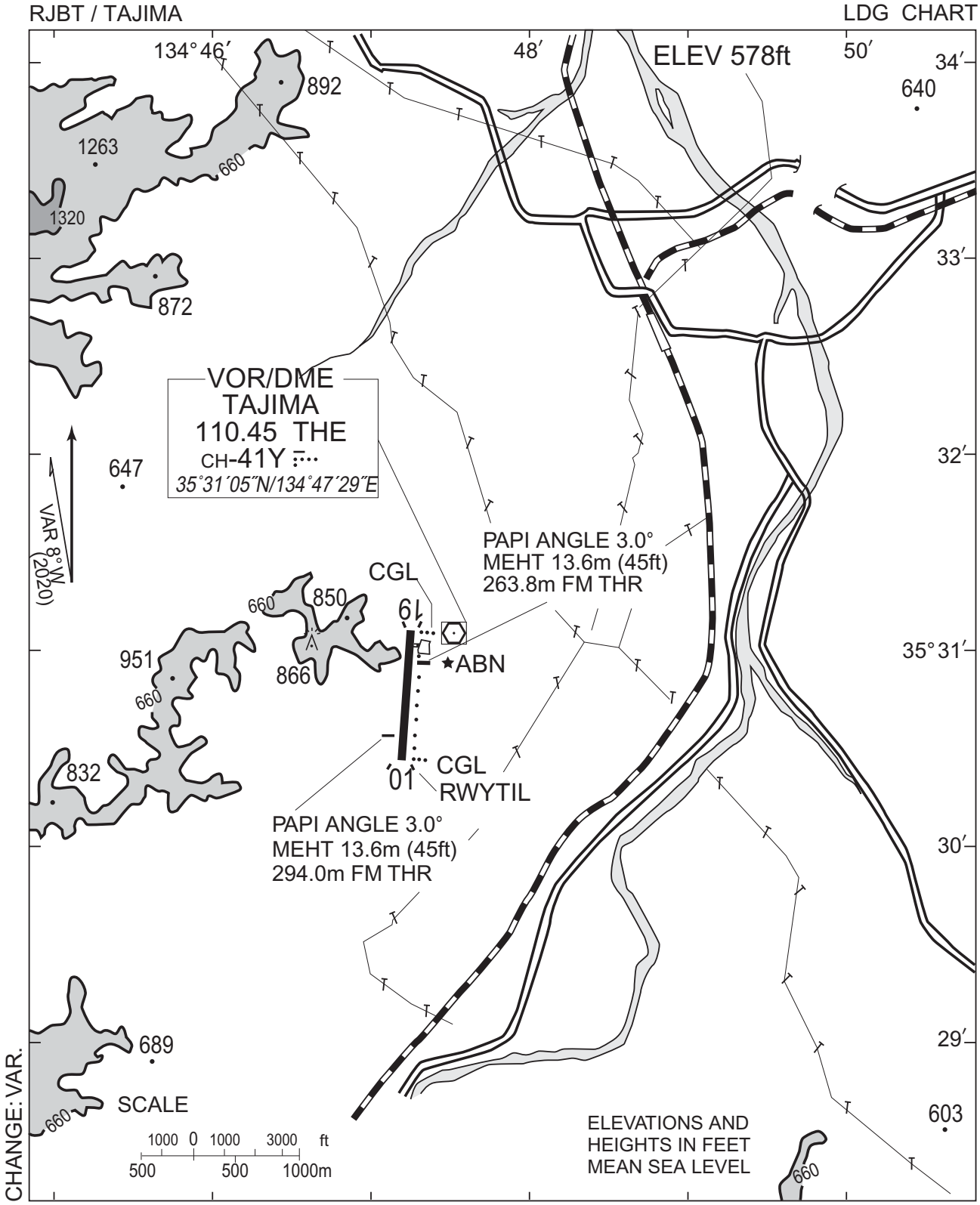
RJBT / TAJIMA

Visual REP




※TAJIMA FLIGHT SERVICE : 130.8MHz

| Call sign | BRG / DIST from ARP | Remarks |
|---|---|---|
| 城　崎<br>Kinosaki | 018°/6.8NM | JR城崎駅<br>Station |
| 神鍋山<br>Kannabeyama | 273°/5.5NM | 山<br>Mountain |
| 出　石<br>Izushi | 132°/5.0NM | 出石市街<br>Town |
| 八　鹿<br>Yohka | 189°/6.0NM | JR八鹿駅<br>Station |


RJBT / TAJIMA
LDG CHART
134° 46′
48′
50′
34′
33′
32′
35° 31′
30′
29′
ELEV 578ft
892
640
1263
660
1320
872
VOR/DME
TAJIMA
110.45 THE
CH-41Y
35°31′05″N/134°47′29″E
647
VAR 8°W
(2020)
PAPI ANGLE 3.0°
MEHT 13.6m (45ft)
263.8m FM THR
CGL
61
660
850
951
866
ABN
660
832
01
CGL
RWYTIL
PAPI ANGLE 3.0°
MEHT 13.6m (45ft)
294.0m FM THR
689
660
603
660
CHANGE: VAR.
SCALE
1000 0 1000 3000 ft
500 500 1000m
ELEVATIONS AND
HEIGHTS IN FEET
MEAN SEA LEVEL

RJBT / TAJIMA Minimum Vectoring Altitude CHART