

AD 2 AERODROMES

RJOW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJOW - IWAMI

RJOW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 344035N / 1314725E 105°/1km FM RWY 11 THR |
| 2 | Direction and distance from (city) | 2.8NM W of MASUDA City |
| 3 | Elevation/ Reference temperature | 177ft / 30°C(2003-2007) |
| 4 | Geoid undulation at AD ELEV PSN | 108ft |
| 5 | MAG VAR/ Annual change | 7°W(2008) / 1.3°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Shimane Pref. Public AP Iwami airport administration office. 1597, Uchida-cho, Masuda-city, Shimane, 698-0051 JAPAN Tel : 0856-24-0002 Fax : 0856-23-5491 AFS : Nil E-mail : iwamikukokanri@pref.shimane.lg.jp Web : http://www.pref.shimane.jp/ |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJOW AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2300 - 1030 |
| 2 | Customs and immigration | On request Customs: 0855-27-0366 Immigration: 0852-21-3834 |
| 3 | Health and sanitation | Quarantine(human): On request(082-251-1836) Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 2300 - 1030 Remarks : AFIS provided by Osaka Airport Office. |
| 8 | Fuelling | 2300 - 1030 |
| 9 | Handling | 2300 - 1030 |
| 10 | Security | 2300 - 1030 |
| 11 | De-icing | 2300 - 1030 |
| 12 | Remarks | Nil |

RJOW AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the aircraft to B737-500 |
| 2 | Fuel/ oil types | Fuel grades : JET-A-1 Oil grades : Nil |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling / Not limitation |
| 4 | De-icing facilities | TYPE-4 ABC-S, TYPE-1 DF-PLUS |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJOW AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--------------------|
| 1 | Hotels | In Masuda city |
| 2 | Restaurants | At airport |
| 3 | Transportation | Busses and taxis |
| 4 | Medical facilities | In Masuda city 5km |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJOW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | CAT 7 |
| 2 | Rescue equipment | Chemical fire fighting truck x 2, Emergency medical equipments conveyance truck x 1 |
| 3 | Capability for removal of disabled aircraft | Ask AD administration |
| 4 | Remarks | Nil |

RJOW AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow plow x 2, Snow sweeper x 1, Rotary x 1 |
| 2 | Clearance priorities | (1) RWY 11/29 (2)TWY, Apron |
| 3 | Remarks | Nil |

RJOW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | Surface : cement-concrete, Strength : PCN 53/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width:30m, Surface : asphalt-concrete, Strength:PCN 58/F/C/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1: 344041.11N 1314746.35E 2: 344040.68N 1314748.34E 3: 344040.18N 1314750.62E |
| 6 | Remarks | Nil |

RJOW 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:11/29 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe, RWY turn pad edge, RWY turn pad CL, RWY turn pad aiming (LGT)RCLL, REDL, RTHL, RENL, RTZL(RWY11), WBAR(RWY11), Turning point indicator LGT TWY: (Marking)TWY CL, TWY side stripe, RWY HLDG PSN (LGT)TWY edge LGT, TWY CL |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area (LGT) APN flood LGT |

180° turn on RWY

RWY Turn pads are installed as shown in below figure, and procedures for 180° turn on RWY is established for RWY 11 and 29 as follows:

- Proceed along the RWY Center Line to the starting point of the RWY Turn Pad Center Line Marking; then,
- proceed along the RWY Turn Pad Center Line Marking to see the Turning Point Indicator Lights 1 on a straight line, then commence turn at the spot where you (pilot) can see the Turning Point Indicator Lights 2 on a straight line at an angle of 9 o'clock. When turning, take MAX STEERING ANGLE.



RJOW AD 2.10 AERODROME OBSTACLES

See AD2.24 chart

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 |
|---------------|----------------------|-----------|----------------|---------------------------------------|
| Panzer mast | 343955.5N/1314634.1E | 314ft | - / LIM (Red) | Obstacle near the horizontal surface |
| Panzer mast | 343921.5N/1314637.1E | 361ft | - / LIM (Red) | Obstacle above the horizontal surface |
| Panzer mast | 343923.5N/1314739.1E | 319ft | - / LIM (Red) | Obstacle near the horizontal surface |
| Panzer mast | 343929.5N/1314850.1E | 319ft | - / LIL (Red) | Obstacle near the horizontal surface |

RJOW 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 | Nil |
| 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 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 |

RJOW 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 |
| 11 | 104.78° | 2000×45 | PCN 42/F/A/X/T Asphalt Concret | 344043.28N 1314647.11E 108.2ft | THR ELEV : 183.7ft TDZ ELEV : 182.8ft |
| 29 | 284.78° | 2000×45 | PCN 42/F/A/X/T Asphalt Concrete | 344026.72N 1314803.07E 108.3ft | THR ELEV : 170.6ft |
| Slope of RWY | | Strip Dimensions(M) | RESA (Overrun) Dimensions(M) | | Remarks |
| 7 | | 10 | 11 | | 14 |
| SEE AD2.24 AD chart | | 2120×300 | 190 × (MNM:160 MAX:300)* | | RWY Grooving : 2000m×30m |
| | | 2120×300 | 40 × (MNM:272 MAX:300)* | | |
| | | *For detail, ask airport administrator | | | |

RJOW AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 11 | 2000 | 2000 | 2000 | 2000 | Nil |
| 29 | 2000 | 2000 | 2000 | 2000 | Nil |

RJOW 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 |
| 11 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/Left 402.2m 61ft | 900m | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| 29 | SALS (*1) 420m LIH | Green - | PAPI 3.0°/Left 362.0m 61ft | - | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon (585m and 852m FM RWY 29 THR) (*1) Overrun area edge LGT(LEN:60m Color:Red)(*2) CGL for RWY 29 | | | | | | | | |

RJOW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 344049N/1314751E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : Nil Anemometer : RWY 11 : 330m FM RWY 11 THR, LGTD RWY 29 : 260m FM RWY 29 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge LGT: Blue TWY CL LGT: ALTN Green/Yelow FM RWY leaving Report point, other Green |
| 4 | Secondary power supply / switch-over time | Within 1sec : REDL, RTHL, RENL, WBAR, RCLL, Overrun area edge LGT, Turnig point indicator LGT Within 15sec : Other LGT |
| 5 | Remarks | WDI LGT |

RJOW AD 2.16 HELICOPTER LANDING AREA

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

RJOW 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 |
| Iwami Information Zone | Area within a radius of 5nm(9km)of Iwami ARP | 3,000 | E | Iwami Radio En | |

RJOW AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|-------------|-----------|--------------------|-----------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | Iwami Radio | 122.2MHz | 2300 - 1030 | Operated by Osaka Airport Office. |

RJOW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

表 1 :

| 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/ 2008) | IME | 115.05MHz | 2300- 1030 | 344034.48N 1314647.57E | | |
| DME | IME | 1058 MHz (CH-97Y) | 2300- 1030 | 344034.48N 1314647.57E | 228ft | |
| ILS-LOC 11 | IWA | 108.1MHz | 2300- 1030 | 344024.80N 1314812.02E | | LOC : 235m away FM RWY 29 THR, BRG (MAG) 112° LOC unusable : beyond 20° south(150Hz) side of LOC course. |
| ILS-GP 11 | - | 334.7MHz | 2300- 1030 | 344044.37N 1314700.71E | | GP : 327m inside FM RWY 11 THR, 120m N of RCL. HGT of ILS Ref datum 16.5m (54ft) GP angle 3.0. GP unusable : beyond 5° north(90Hz) side of LOC course. |
| ILS-DME 11 | IWA | 979 MHz (CH-18X) | 2300- 1030 | 344044.68N 1314700.85E | 194ft | DME : 327m inside FM RWY 11THR, 130m N of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

ILS

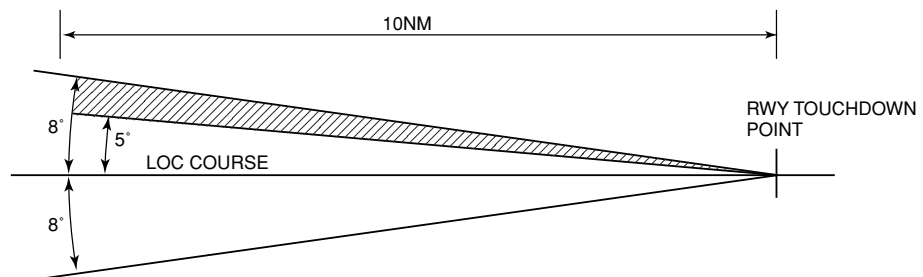
IWAMI AP



REMARKS : 1. LOC beam BRG(MAG) 112°
 2. GP angle 3.0°
 3. HGT of ILS REF datum 16.5m(54ft)
 4. ELEV of ILS-DME 59.1m(194ft)



LOC unusable : Beyond 20° south (150Hz) side of LOC course.



GP unusable : Beyond 5° north (90Hz) side of LOC course.

RJOW AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

| |
|---|
| On use of Iwami airport, aircraft operator is required to notify Shimane Pref in advance. |
|---|

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 |
|-----|

RJOW AD 2.21 NOISE ABATEMENT PROCEDURES

| |
|-----------------------|
| Ask AD administration |
|-----------------------|

RJOW AD 2.22 FLIGHT PROCEDURES**TAKE OFF MINIMA**

| | RWY | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAY ONLY) | |
|--|-----|-----------------|------|--------------------------------|------|-------------------|------|
| | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP Filed | 11 | 400m | 400m | 400m | 400m | - | 500m |
| | 29 | - | 400m | - | 400m | - | 500m |
| OTHER | 11 | AVBL LDG MINIMA | | | | | |
| | 29 | | | | | | |

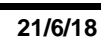
RJOW AD 2.23 ADDITIONAL INFORMATION

Ask AD administration

RJOW AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (SAMBA)
Standard Departure Chart - Instrument (RNAV TRANSITION)
Instrument Approach Chart (ILS or LOC RWY11)
Instrument Approach Chart (VOR RWY11)
Instrument Approach Chart (VOR A)
Instrument Approach Chart (RNAV(RNP)RWY11)
Instrument Approach Chart (RNAV(RNP)RWY29)
Other Chart (Visual REP)
Other Chart(LDG CHART)
Other Chart(MVA CHART)

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STANDARD DEPARTURE CHART-INSTRUMENT

RJOW / IWAMI

SID and TRANSITION

SAMBA TWO DEPARTURE

RWY11 : Climb RWY HDG to 800FT, turn left HDG351°, ...
RWY29 : Climb RWY HDG to 700FT, turn right HDG081°, ...
...to intercept and proceed via IME R036 to SAMBA.
Cross SAMBA at or above 7000FT.

Note RWY11 : 5.7% climb gradient required up to 1700FT.
OBST ALT 1177FT located at 4.83NM 093° FM end of RWY11.

IZUMO TRANSITION

From over SAMBA, via XZE R252 to XZE VOR/DME.
Cross CARNY at or below 13000FT, cross BAARU at or below FL230.



STANDARD DEPARTURE CHART-INSTRUMENT

RJOW / IWAMI

➔ RNAV TRANSITION

VIBEL TRANSITION

RNAV1

Note 1) DME/DME/IRU or GNSS required.

2) RADAR service required.

VAR 8°W (2017)

VIBEL TRANSITION

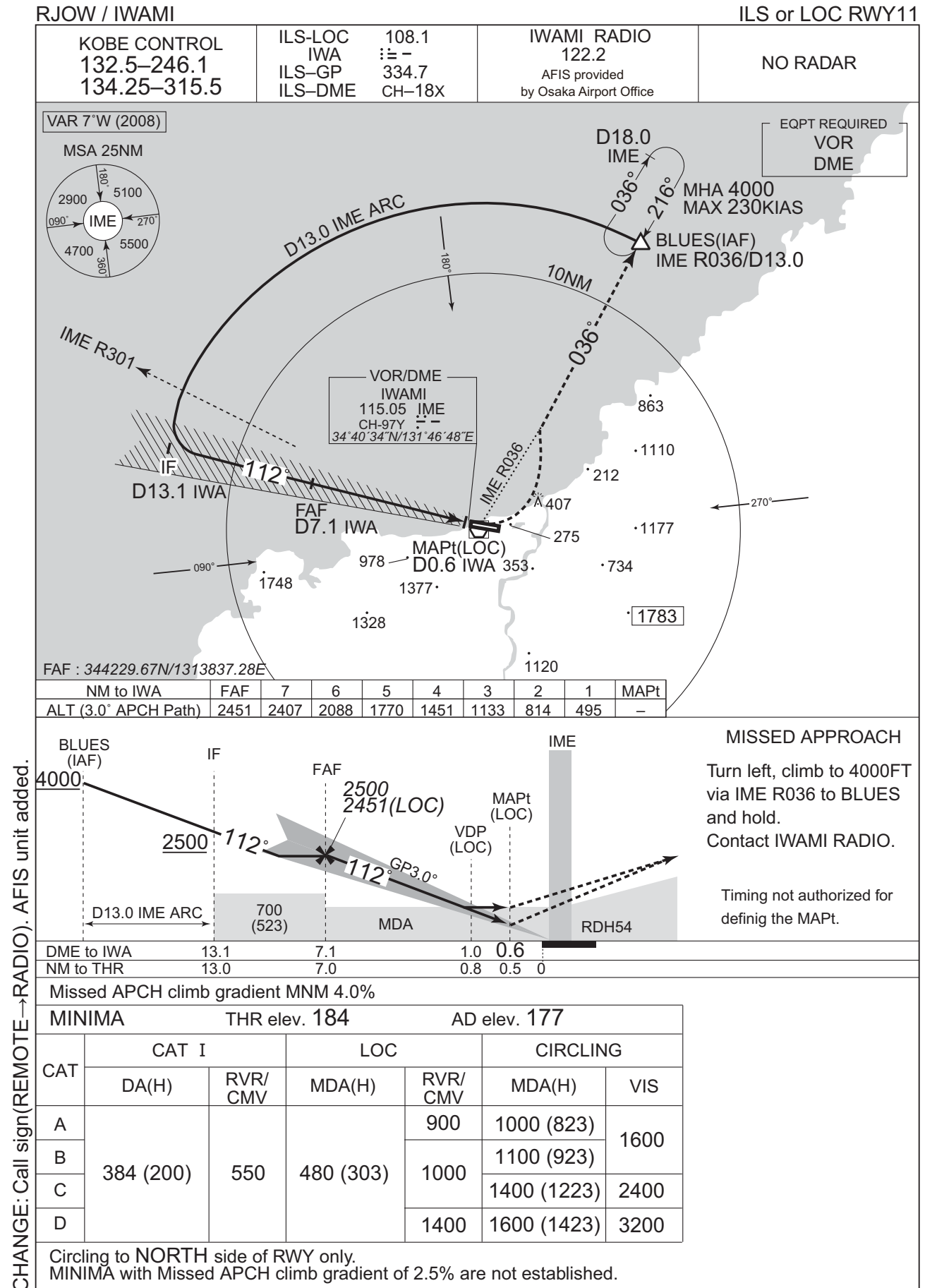
From SAMBA at or above 7000FT, to OSPEL at or below 13000FT, to VIBEL at or below FL230.

| | |
|-----------------------|--|
| Critical DME | STD : SAMBA – VIBEL |
| 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 | SAMBA | – | – | -7.8 | – | – | +7000 | – | – | RNAV1 |
| 002 | TF | OSPEL | – | 077 (069.7) | -7.8 | 10.5 | – | -13000 | – | – | RNAV1 |
| 003 | TF | VIBEL | – | 078 (069.8) | -7.8 | 10.2 | – | -FL230 | – | – | RNAV1 |

CHANGE : New PROC

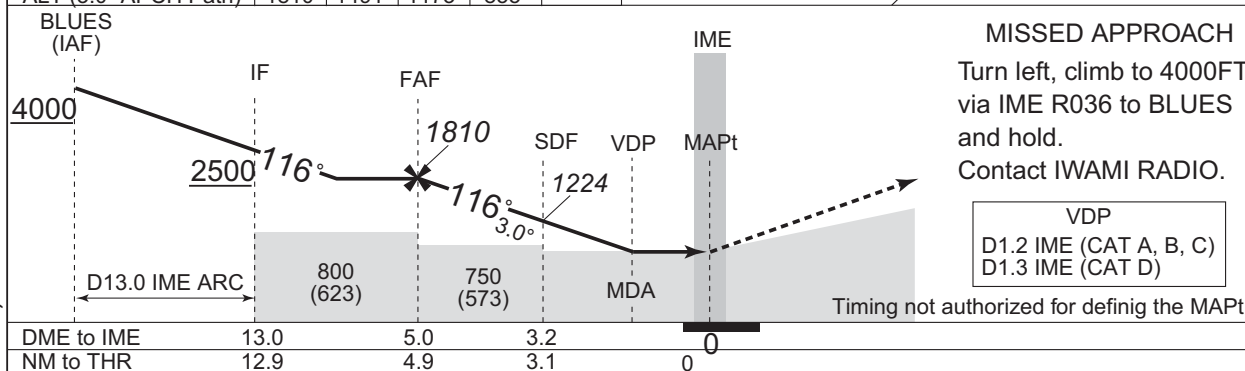
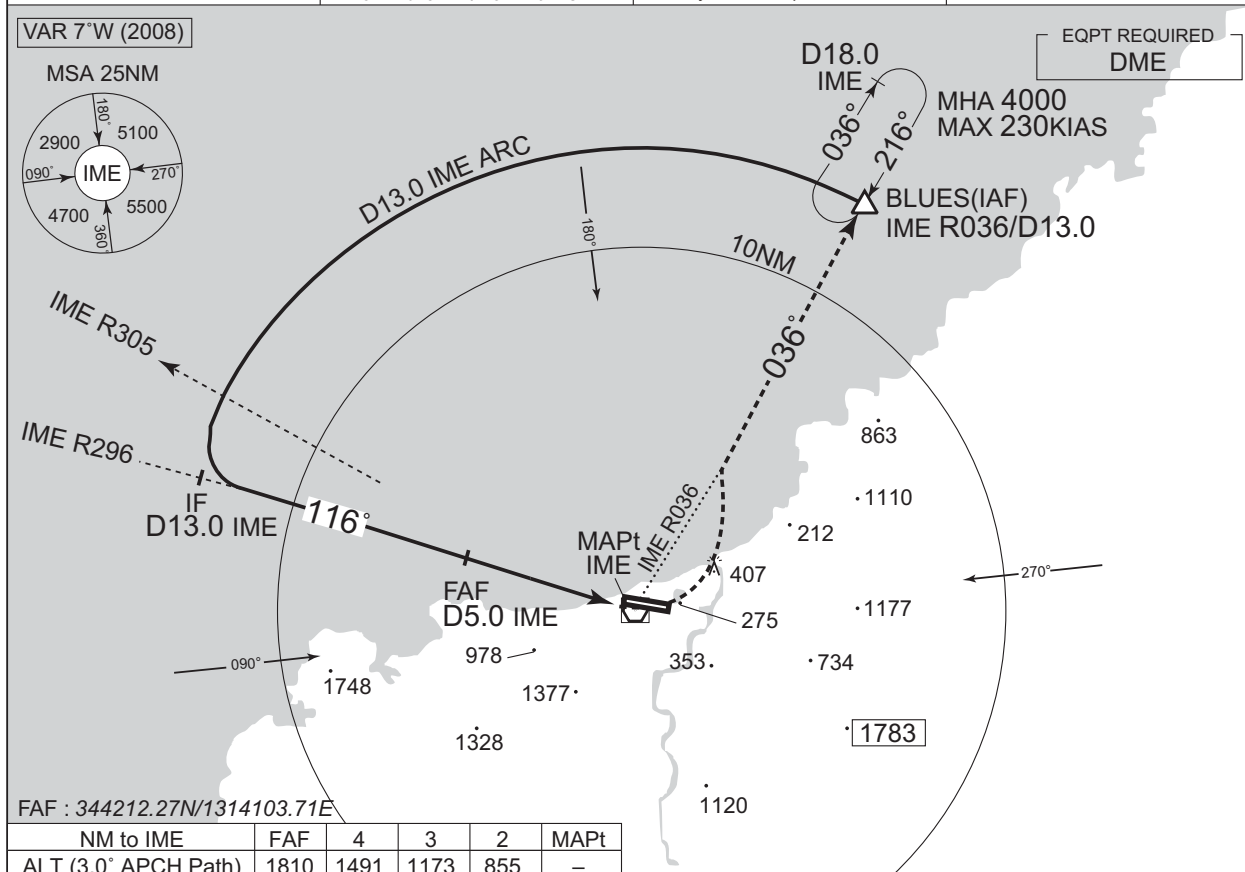
INSTRUMENT APPROACH CHART



RJOW / IWAMI

VOR RWY11

| | | | |
|--------------|-------------------------------|--|----------|
| KOBE CONTROL | IWAMI VOR/DME | IWAMI RADIO | |
| 132.5-246.1 | 115.05 IME | 122.2 | NO RADAR |
| 134.25-315.5 | CH-97Y 34°40'34"N/131°46'48"E | AFIS provided by Osaka Airport Office | |

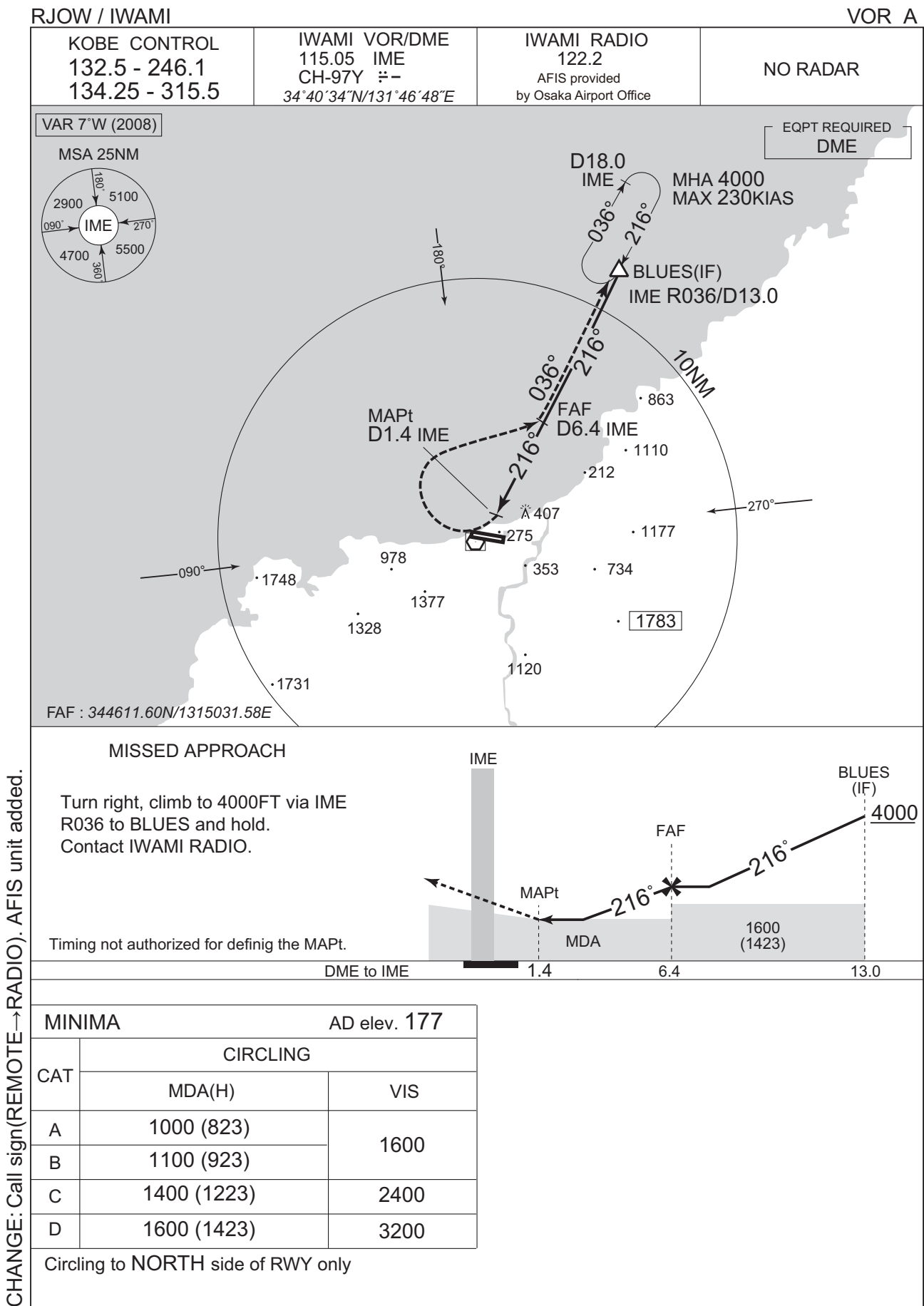


| MINIMA | | THR elev. 184 | AD elev. 177 | |
|--------|-----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 590 (413) | 900 | 1000 (823) | 1600 |
| B | | 1000 | 1100 (923) | |
| C | | | 1400 (1223) | 2400 |
| D | 610 (433) | 1400 | 1600 (1423) | 3200 |

Circling to NORTH side of RWY only

CHANGE: Call sign(REMOTE→RADIO). AFIS unit added.

INSTRUMENT APPROACH CHART



CHANGE: Call sign(REMOTE→RADIO). AFIS unit added.

INSTRUMENT APPROACH CHART

RJOW / IWAMI

RNAV(RNP) RWY11

KOBE CONTROL
132.5 - 246.1
134.25 - 315.5

GNSS and RF required.

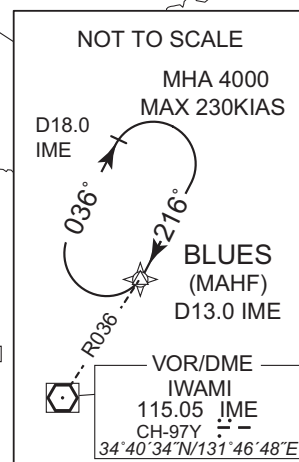
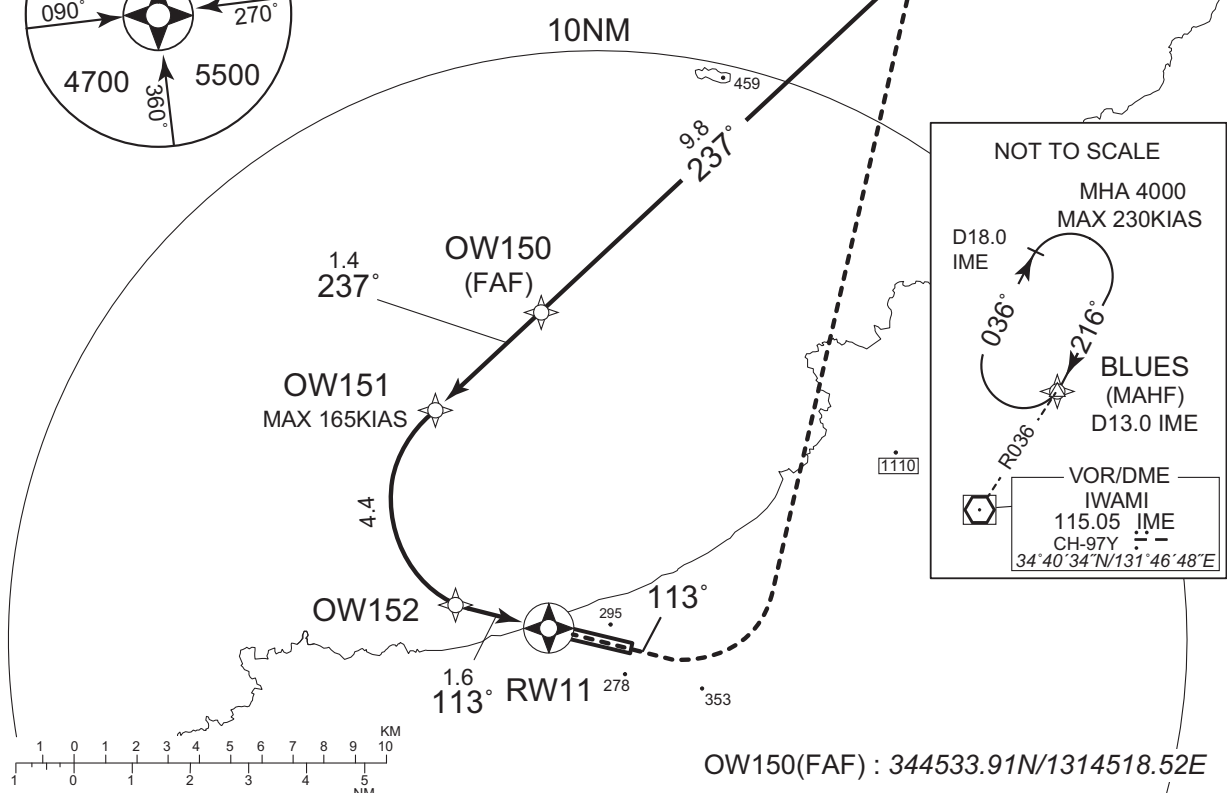
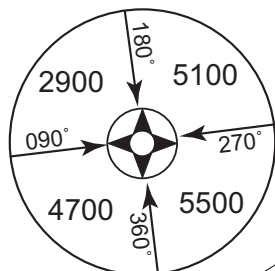
IWAMI RADIO
122.2
AFIS provided
by Osaka Airport Office

NO RADAR

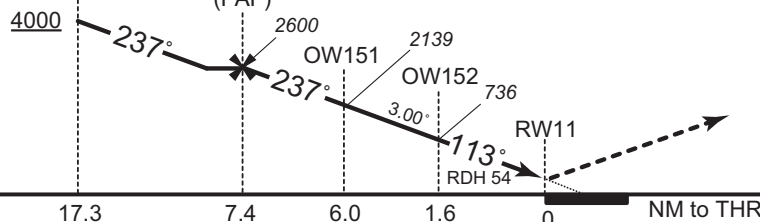
For uncompensated Baro-VNAV systems, procedure not authorized below -5 °C / above 45°C

VAR 8°W (2017)

MSA RW11 25NM



OW150(FAF) : 344533.91N/1314518.52E

BLUES
(IF)OW150
(FAF)

MISSED APPROACH

From RW11 on track 113°,
at or above 600FT turn left,
direct to BLUES and hold at
4000FT.

Contact IWAMI RADIO.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 184 AD elev. 177

| CAT | RNP 0.30 | |
|-----|----------|---------|
| | DA(H) | RVR/CMV |
| A | - | - |
| B | - | - |
| C | 484(300) | 1000 |
| D | - | - |

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

RNP AR

Special Authorization Required

CHANGE: Call sign(REMOTE→RADIO). AFIS unit added.

INSTRUMENT APPROACH CHART

RJOW / IWAMI

➔ RNAV(RNP) RWY11

RNAV(RNP) RWY11Coding 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 | BLUES | — | — | -7.8 | — | — | +4000 | — | — | 1.0 |
| 002 | TF | OW150 | — | 237 (229.3) | -7.8 | 9.8 | — | 2600 | — | — | 1.0 |
| 003 | TF | OW151 | — | 237 (229.2) | -7.8 | 1.4 | — | 2139 | -165 | -3.00 | 0.3 |
| 004 | RF Center: OWRF1 r=2.03NM | OW152 | — | — | -7.8 | 4.4 | L | 736 | — | -3.00 | 0.3 |
| 005 | TF | RW11 | Y | 113 (104.8) | -7.8 | 1.6 | — | 238 | — | -3.00/54 | 0.3 |
| 006 | FA | — | — | 113 (104.8) | -7.8 | — | — | +600 | — | — | 1.0 |
| 007 | DF | BLUES | — | — | -7.8 | — | L | 4000 | — | — | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| BLUES | 345159.02N/1315423.09E | OWRF1 | 344304.90N/1314534.53E |
| OW150 | 344533.91N/1314518.52E | | |
| OW151 | 344437.18N/1314358.51E | | |
| OW152 | 344107.26N/1314456.99E | | |
| RW11 | 344043.28N/1314647.11E | | |

CHANGE : New PROC

INSTRUMENT APPROACH CHART

RJOW / IWAMI

RNAV(RNP) RWY29

KOBE CONTROL
132.5 - 246.1
134.25 - 315.5

GNSS and RF required.

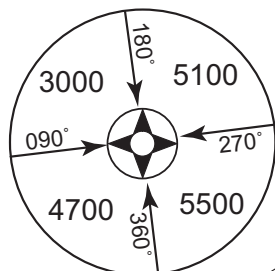
IWAMI RADIO
122.2
AFIS provided
by Osaka Airport Office

NO RADAR

For uncompensated Baro-VNAV systems, procedure not authorized below -5 °C / above 39°C

VAR 8°W (2017)

MSA RW29 25NM



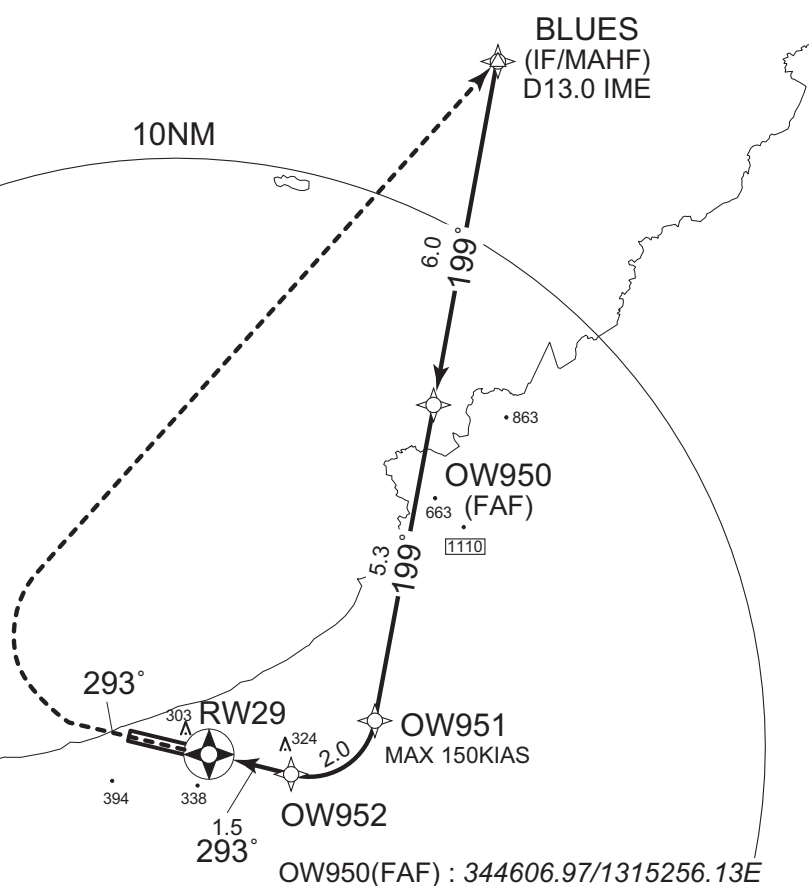
NOT TO SCALE

MHA 4000
MAX 230KIASD18.0
IME

036°

216°

R036

BLUES
(MAHF)
D13.0 IMEVOR/DME
IWAMI
115.05 IME
CH-97Y
34°40'34"N/131°46'48"E

MISSED APPROACH

From RW29 on track 293°, at or
above 600FT turn right, direct to
BLUES and hold at 4000FT.Contact IWAMI RADIO.
PAPI not coincident with VPA.

NM to THR 0 1.5 3.5 8.8 14.8

Missed APCH climb gradient MNM 4.0%

MINIMA THR elev. 171 AD elev. 177

| CAT | RNP 0.16 | | RNP 0.30 | |
|-----|----------|------|----------|------|
| | DA(H) | CMV | DA(H) | CMV |
| A | — | — | — | — |
| B | — | — | — | — |
| C | 471(300) | 1400 | 489(318) | 1400 |
| D | — | — | — | — |

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

RNP AR
Special Authorization Required

CHANGE: Call sign(REMOTE→RADIO). AFIS unit added.

INSTRUMENT APPROACH CHART

RJOW / IWAMI

➡ RNAV(RNP) RWY29

RNAV(RNP) RWY29Coding 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 | BLUES | — | — | -7.8 | — | — | +4000 | — | — | 1.0 |
| 002 | TF | OW950 | — | 199 (191.5) | -7.8 | 6.0 | — | 3100 | — | — | 1.0 |
| 003 | TF | OW951 | — | 199 (191.5) | -7.8 | 5.3 | — | 1374 | -150 | -3.10 | 0.16 0.3 |
| 004 | RF Center: OWRF2 r=1.20NM | OW952 | — | — | -7.8 | 2.0 | R | 731 | — | -3.10 | 0.16 0.3 |
| 005 | TF | RW29 | Y | 293 (284.9) | -7.8 | 1.5 | — | 221 | — | -3.10/50 | 0.16 0.3 |
| 006 | FA | — | — | 293 (284.9) | -7.8 | — | — | +600 | — | — | 1.0 |
| 007 | DF | BLUES | — | — | -7.8 | — | R | 4000 | — | — | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| BLUES | 345159.02N/1315423.09E | OWRF2 | 344112.62N/1315014.52E |
| OW950 | 344606.97N/1315256.13E | | |
| OW951 | 344058.27N/1315140.08E | | |
| OW952 | 344002.90N/1314952.21E | | |
| RW29 | 344026.72N/1314803.07E | | |

CHANGE : New PROC

RJOW / IWAMI

Visual REP



CHANGE : Call sign(REMOTE→RADIO).

※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).

| Call sign | BRG / DIST from ARP | Remarks |
|-----------------|---------------------|--------------|
| 魚待 Uomachi | 038°T / 6.0NM | 岬 Cape |
| 高山 Takayama | 266°T / 8.8NM | 岬 Cape |
| 日原 Nichihara | 166°T / 8.9NM | 駅 Station |



RJOW / IWAMI

Minimum Vectoring Altitude CHART



CENTER : 344035N/1314725E (ARP)