

AD 2 AERODROMES

RJOK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJOK - KOCHI

RJOK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 333246N / 1334010E 266° / 560m FM TWR |
| 2 | Direction and distance from (city) | 7NM E from Kochi city |
| 3 | Elevation/ Reference temperature | 29ft / 31°C (2004-2008) |
| 4 | Geoid undulation at AD ELEV PSN | 120ft |
| 5 | MAG VAR/ Annual change | 7°W (2006) / 1.0°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Civil Aviation Bureau, Kochi Airport Office Monobe, Nankoku - shi, Kochi Pref. TEL: 088(863)2620, FAX: 088(863)2956 AFS: RJOKYFYX AND RJOKZPZX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJOK AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | 2200 - 1200 |
| 2 | Customs and immigration | On request Customs: 088-832-6131 Immigration: 088-871-7030 |
| 3 | Health and sanitation | On request Quarantine(human): 0877-46-4279 Quarantine(animal): 087-879-4654 Quarantine(plant): 088-832-3690 |
| 4 | AIS Briefing Office | 2200 - 1200 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 2200 - 1200 |
| 8 | Fuelling | 2200 - 1200 |
| 9 | Handling | 2200 - 1200 |
| 10 | Security | 2200 - 1200 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJOK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--------------------------|
| 1 | Cargo-handling facilities | AVBL up to B777-200 ACFT |
| 2 | Fuel/ oil types | JET A-1, AVGAS 100 |
| 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 |

RJOK AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----------------|
| 1 | Hotels | In Nankoku City |
| 2 | Restaurants | At airport |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | In Nankoku City |
| 5 | Bank and Post Office | ATM in airport |
| 6 | Tourist Office | At airport |
| 7 | Remarks | Nil |

RJOK 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 x 1 Lighting power supply truck x 1 Emergency medical equipment conveyance truck x 1 |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJOK AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Motor grader x 7 |
| 2 | Clearance priorities | 1) RWY, 2) TWY T1 T6 A1-A5, 3) TWY T2-T5 and APRON |
| 3 | Remarks | Snow removal will be commenced when the RWY and TWY are covered with snow its depth 5cm or more |

RJOK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | Surface : Concrete, Strength : PCN 52/R/B/X/T |
| 2 | Taxiway width, surface and strength | T2 THRU T5 Width : 34m, Surface : Asphalt-concrete, Strength : PCN 42/F/A/X/T T1, T6 Width : 28.5m, Surface : Asphalt-concrete, Strength : PCN 42/F/A/X/T A1 THRU A5 Width : 23m, Surface : Asphalt-concrete, Strength : PCN 42/F/A/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 0: 333253.60N/1334019.95E 1: 333251.95N/1334021.08E 2: 333251.32N/1334023.49E 3: 333250.05N/1334025.25E 4: 333248.79N/1334027.02E 5: 333247.49N/1334028.75E |
| 6 | Remarks | Nil |

RJOK 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 ID signs: Spot NR2-4 |
| 2 | RWY and TWY markings and LGT | RWY 14/32: (Marking): RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT): RCLL, REDL, RENL, RTHL, RTZL(RWY32), WBAR(RWY32) TWY: All TWY (Marking): TWY CL, RWY HLDG PSN, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT, Taxiing guidance sign(T1-T6), RWY guard LGT(T1-T6) |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking): Overrun area (LGT): Apron flood LGT |

RJOK AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

| OBST ID/ designation | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------------|---------------|----------------------|-----------|---------------|------------------------|
| RJOK1 | Mountain | 333401.1N/1333838.6E | 182ft | -/LIM | Under APCH SFC |
| RJOK2 | Pole | 333328.3N/1333919E | 62ft | -/LIL | Under APCH SFC |
| RJOK3 | Pole | 333318.3N/1333923E | 53ft | -/LIL | Under APCH SFC |
| RJOK4 | Dike | 333210.1N/1334059.6E | 38ft | -/LIL | Under APCH SFC |
| RJOK5 | Tower | 333257N/1333936E | 104ft | -/LIL | Under transitional SFC |

In Area3 To be developed

RJOK 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 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 | TWR, APP, ATIS |
| 10 | Additional information (limitation of service, etc.) | Nil |

RJOK 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 |
| 14 | 130.51° | 2500 × 45 | PCN 80/F/B/X/T Asphalt Concrete | 333312.04N 1333932.98E 120.4ft | THR ELEV: 42ft |
| 32 | 310.51° | 2500 × 45 | PCN 80/F/B/X/T Asphalt Concrete | 333219.33N 1334046.67E 120.3ft | THR ELEV: 17.8ft TDZ ELEV: 23ft |

| Slope of RWY | Strip Dimensions (M) | RESA (Overrun) Dimensions(M) | Remarks |
|------------------|-------------------------|--|-----------------------|
| 7 | 10 | 11 | 14 |
| See below figure | 2620 × 300 | 40 × (MNM:242 MAX:300)* | RWY Grooving 2500x30m |
| | 2620 × 300 | 180 × (MNM:127 MAX:300)* *For detail, ask airport administrator | |

The profile view shows the elevation of the runway surface from 0m to 2500m. Runway 14 starts at 42FT (12.8m) and ends at 18FT (5.2m). Runway 32 starts at 18FT (5.2m) and ends at 18FT (5.2m). The profile is divided into two sections: Runway 14 (0m to 1240m) and Runway 32 (1240m to 2500m). The slope of Runway 14 is -0.55, -0.69, and -0.10. The slope of Runway 32 is -0.60, -0.15, -0.34, and -0.03. The profile also shows the strip dimensions (2620m x 300m) and the RESA (Overrun) dimensions (40m and 180m).

RJOK AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 2500 | 2500 | 2500 | 2500 | Nil |
| 32 | 2500 | 2500 | 2500 | 2500 | Nil |

RJOK 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 |
| 14 | SALS 420m (*1) LIH | Green - | PAPI 3.0°/Left 583.5m 84ft | - | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| 32 | PALS (CAT I) 420m LIH | Green Green | PAPI 3.0°/Left 404.4m 66ft | 900m | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon (589.358m and 952.287m FM RWY 14 THR)(*1) Overrun area edge LGT(LEN:60m Color:Red) (*2) CGL for RWY 14 | | | | | | | | |

RJOK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 333255N/1334030E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer : 430m FM RWY 14 THR, LGTD 430m FM RWY 32 THR, LGTD |
| 3 | TWY edge and centerline lighting | TWY edge LGT: Blue TWY CL LGT: ALTN Green/Yellow FM RWY leaving Report point, other Green |
| 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 |

RJOK AD 2.16 HELICOPTER LANDING AREA

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

RJOK AD 2.17 ATS AIRSPACE

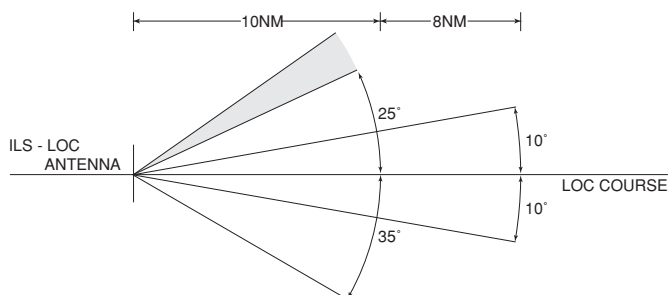
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|-------------------------|-------------------------|--|---------|
| 1 | | 2 | 3 | 4 | 6 |
| Kochi CTR | Area within a radius of 5nm of KOCHI ARP (33° 33'N/133° 40'E). | 3000 or below | D | Kochi TOWER En | |
| Kansai ACA | See RJBB attached chart | | E | Kansai APP Kansai DEP Kansai RADAR En | |

RJOK 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 | 125.0 MHz 124.8 MHz 121.5 MHz(E) 243.0 MHz(E) | 2200 - 1200 | APP service provided by KANSAI APP. |
| DEP | Kansai Departure | 124.8 MHz(1) 125.0 MHz 121.5 MHz(E) 243.0 MHz(E) | 2200 - 1200 | (1)Primary |
| TWR | Kochi Tower | 118.75 MHz(1) 126.2 MHz 121.5 MHz(E) 243.0 MHz(E) | 2200 - 1200 | (1)Primary |
| ATIS | Kochi Airport | 126.45MHz | 2200 - 1200 | |

RJOK 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 / 2008) | KRE | 113.7MHz | H24 | 333230.42N/ 1334048.57E | | VOR/DME Unusable: 010°-040° beyond 30nm BLW 8,000ft. |
| DME | KRE | 1171MHz (CH-84X) | H24 | 333230.42N/ 1334048.57E | 16.3m (54ft) | 040°-060° beyond 30nm BLW 9,000ft. 340°-010° beyond 30nm BLW 9,000ft. |
| ILS-LOC 32 | IKR | 110.9MHz | 2200 -1200 | 333316.90N/ 1333926.24E | | LOC: 230m (755ft) away FM RWY 14 THR, BRG (MAG) 318°. Unusable : beyond 25° NE Side of course due to Terrain. |
| ILS-GP 32 | - | 330.8MHz | 2200-1200 | 333222.28N/ 1334035.09E | | GP: 287m (942ft) inside FM RWY 32 THR, 125m (410ft) SW of RCL. Angle 3.0°, HGT of ILS REF datum 15.5m(51ft). |
| ILS-DME 32 | IKR | 1007MHz | 2200-1200 | 333222.10N/ 1334034.73E | 9.8m (32ft) | DME: 290m (951ft) inside FM RWY 32 THR, 135m (443ft) SW of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |



UNUSABLE : BEYOND 25DEG NORTH EAST(150Hz) SIDE OF COURSE DUE TO TERRAIN.

RJOK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Aircraft operations other than scheduled flights or in an emergency.
Prior permission required for transient aircraft.
Call : 088-863-2620(OPS)

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

RJOK AD 2.21 NOISE ABATEMENT PROCEDURES

1. 騒音軽減運航方式

すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。

ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。

- (1) 離陸について（滑走路 32）
急上昇方式
- (2) 着陸について（滑走路 14）
ディレイド・フラップ進入方式及び
低フラップ角着陸方式
- (3) リバース・スラストについて
なし

2. 優先滑走路方式

なし

3. 優先飛行経路

なし

1. Noise Abatement Operating Procedures

For all jet aircraft, in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations.

In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

- (1) For take-off from RWY32
Steepest Climb Procedure
- (2) For landing to RWY14
Delayed Flap Approach Procedure and
Reduced Flap Setting Procedure
- (3) Reverse Thrust
Nil

2. Preferential Runways Procedures

Nil

3. Noise Preferential Routes

Nil

RJOK AD 2.22 FLIGHT PROCEDURES**1. TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|---|-----|----------|-----------------|-----------|-----------------------------|-----------|--------------------|-----------|
| | | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS | RVR-VIS | CEIL-VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 14 | A,B,C,D | - | 200'-800m | - | 200'-800m | - | 200'-800m |
| | 32 | A,B,C,D | 0'-400m | 0'-400m | 0'-400m | 0'-400m | - | 0'-500m |
| OTHER | 14 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 32 | A,B,C,D | | | | | | |

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:

1. Contact Kochi Tower.
2. If unable, proceed in accordance with Visual Flight Rules.
3. If unable,
 - A) When assigned altitude at or above 5,000 feet, proceed to KRE VOR/DME maintaining last assigned altitude and execute instrument approach.
 - B) When assigned altitude below 5,000 feet,
 - a) If established on a segment of the Instrument Approach Procedure, execute that Instrument Approach.
 - b) If not yet established on a segment of the Instrument Approach Procedure, climb and maintain 5,000 feet and proceed to KRE VOR/DME and execute instrument approach.

NOTE: Procedures other than above will be issued when situation required.

RJOK AD 2.23 ADDITIONAL INFORMATION

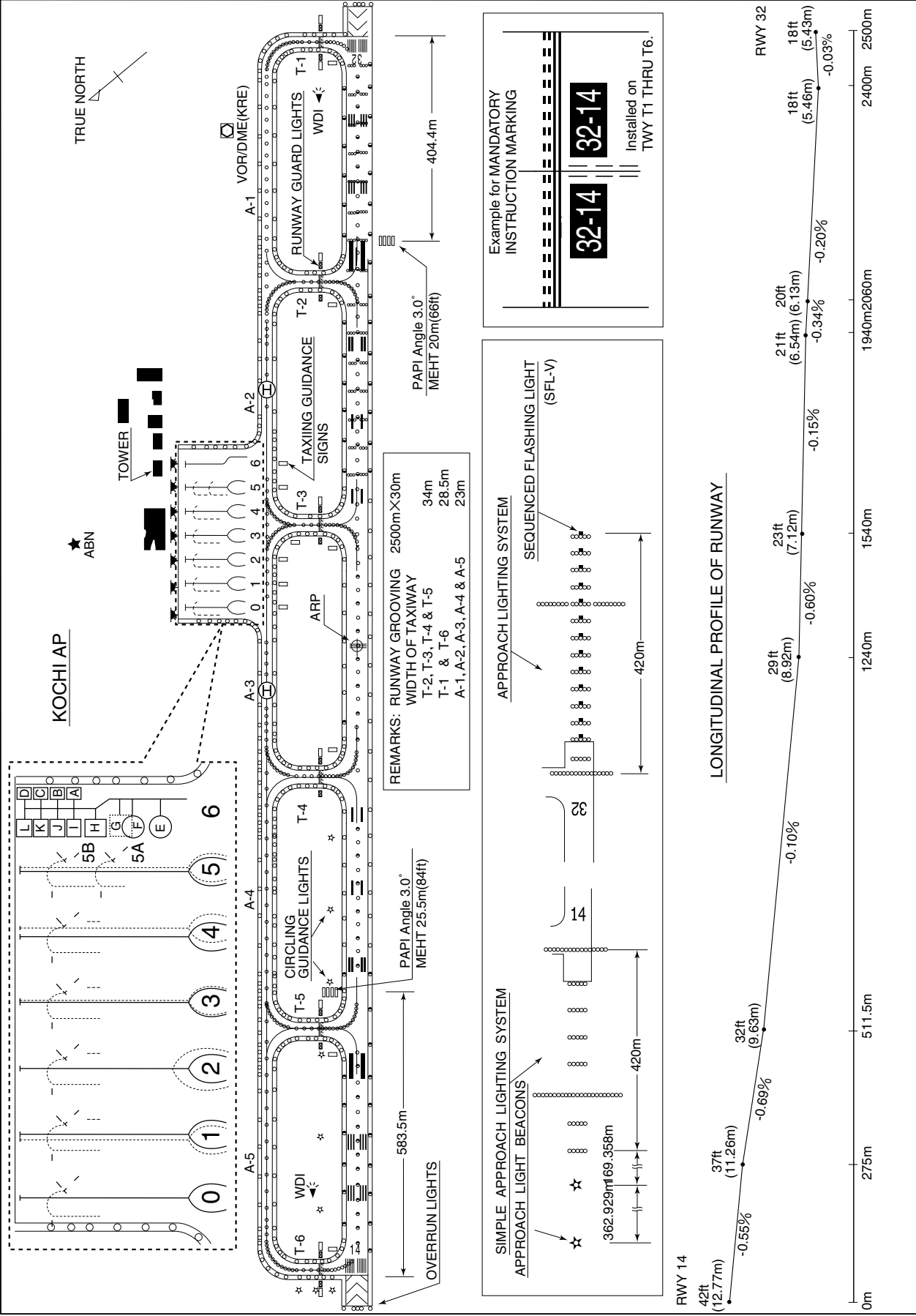
Nil

RJOK AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart-Instrument (SHIMIZU)
 Standard Departure Chart-Instrument (KOCHI REVERSAL)
 Standard Departure Chart-Instrument (URADO REVERSAL)
 Standard Departure Chart-Instrument (KARIN-RNAV)
 Standard Departure Chart-Instrument (KAIFU-RNAV)
 Standard Departure Chart-Instrument (MUROT-RNAV)
 Standard Departure Chart-Instrument (OMOGO-RNAV)
 Standard Arrival Chart-Instrument (YOSAKOI NORTH-RNAV)
 Standard Arrival Chart-Instrument (YOSAKOI EAST-RNAV)
 Standard Arrival Chart-Instrument (YOSAKOI SOUTH-RNAV)
 Standard Arrival Chart-Instrument (YOSAKOI WEST-RNAV)
 Instrument Approach Chart (ILS Z or LOC Z RWY32)
 Instrument Approach Chart (ILS Y or LOC Y RWY32)
 Instrument Approach Chart (VOR RWY32)
 Instrument Approach Chart (RNP Z RWY14 (AR))
 Instrument Approach Chart (RNP Y RWY14 (AR))
 Other Chart (Visual REP)
 Other Chart (LDG CHART)
 Other Chart (MVA CHART)

RJOK / KOCHI

AD CHART



STANDARD DEPARTURE CHART - INSTRUMENT

RJOK / KOCHI

SID

SHIMIZU SIX DEPARTURE

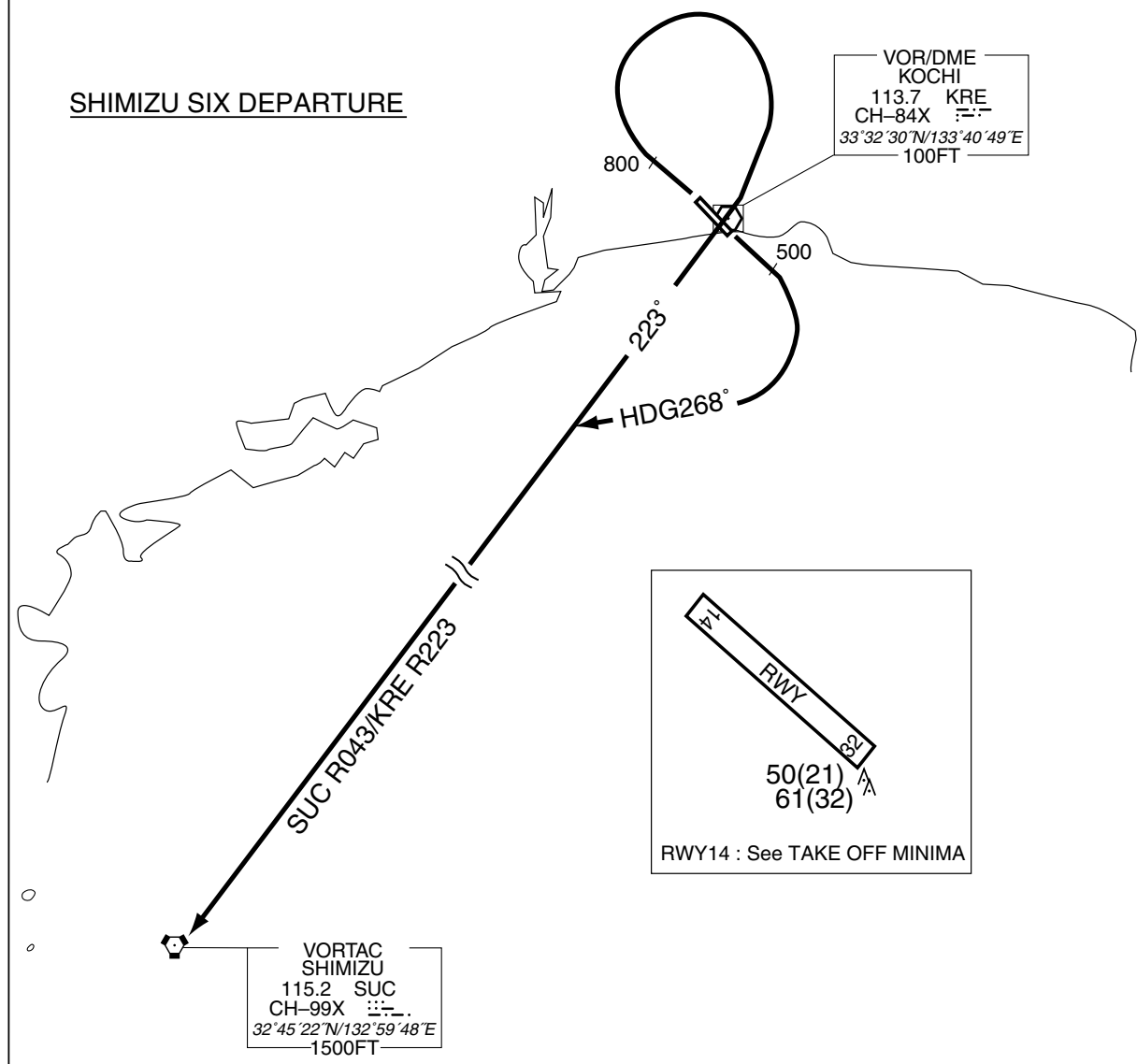
RWY 14 : Climb RWY HDG to 500FT, turn right HDG 268°...

RWY 32 : Climb RWY HDG to 800FT, turn right...

...to intercept and proceed via KRE R223/SUC R043 to SUC VORTAC.

Note RWY32 : 6.0% climb gradient required up to 2500FT.

OBST ALT 2165FT located at 6.6NM 358° FM end of RWY32.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOK / KOCHI

SID

KOCHI REVERSAL FIVE DEPARTURE

RWY 14 : Climb RWY HDG to 500FT, turn right...

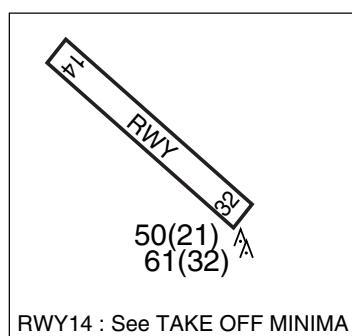
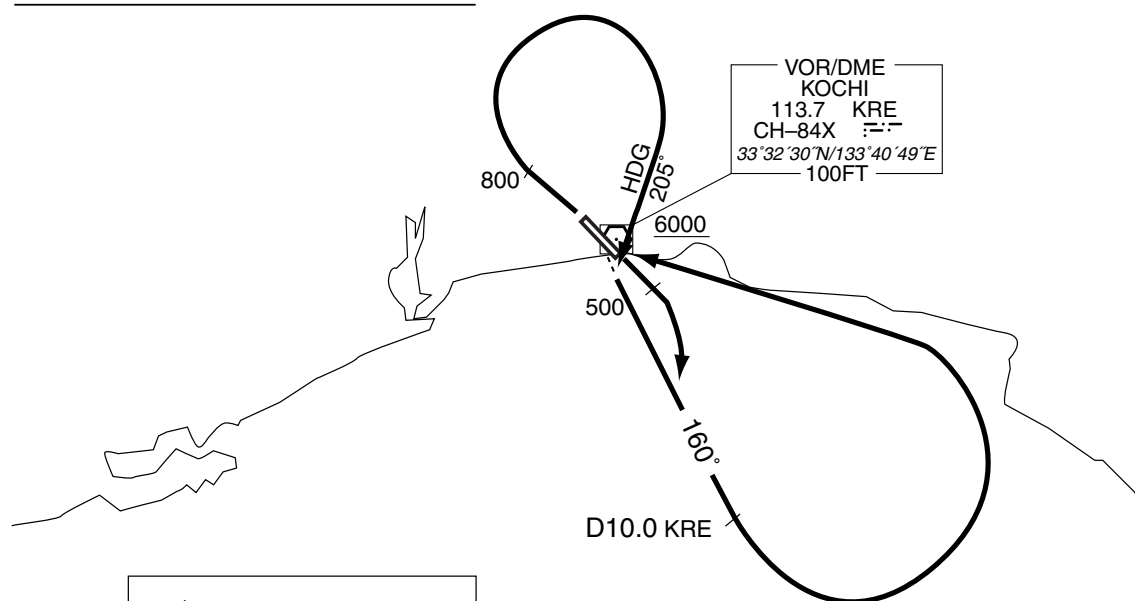
RWY 32 : Climb RWY HDG to 800FT, turn right HDG 205°...

...to intercept and proceed via KRE R160 to KRE 10.0DME, then turn left
proceed to KRE VOR/DME.

Cross KRE VOR/DME at or above 6000FT.

Note RWY32 : 6.0% climb gradient required up to 2500FT.

OBST ALT 2165FT located at 6.6NM 358° FM end of RWY32.

KOCHI REVERSAL FIVE DEPARTURE

STANDARD DEPARTURE CHART - INSTRUMENT

RJOK / KOCHI

SID

URADO REVERSAL THREE DEPARTURE

RWY 14 : Climb RWY HDG to 500FT, turn right HDG 255°...

RWY 32 : Climb RWY HDG to 800FT, turn right...

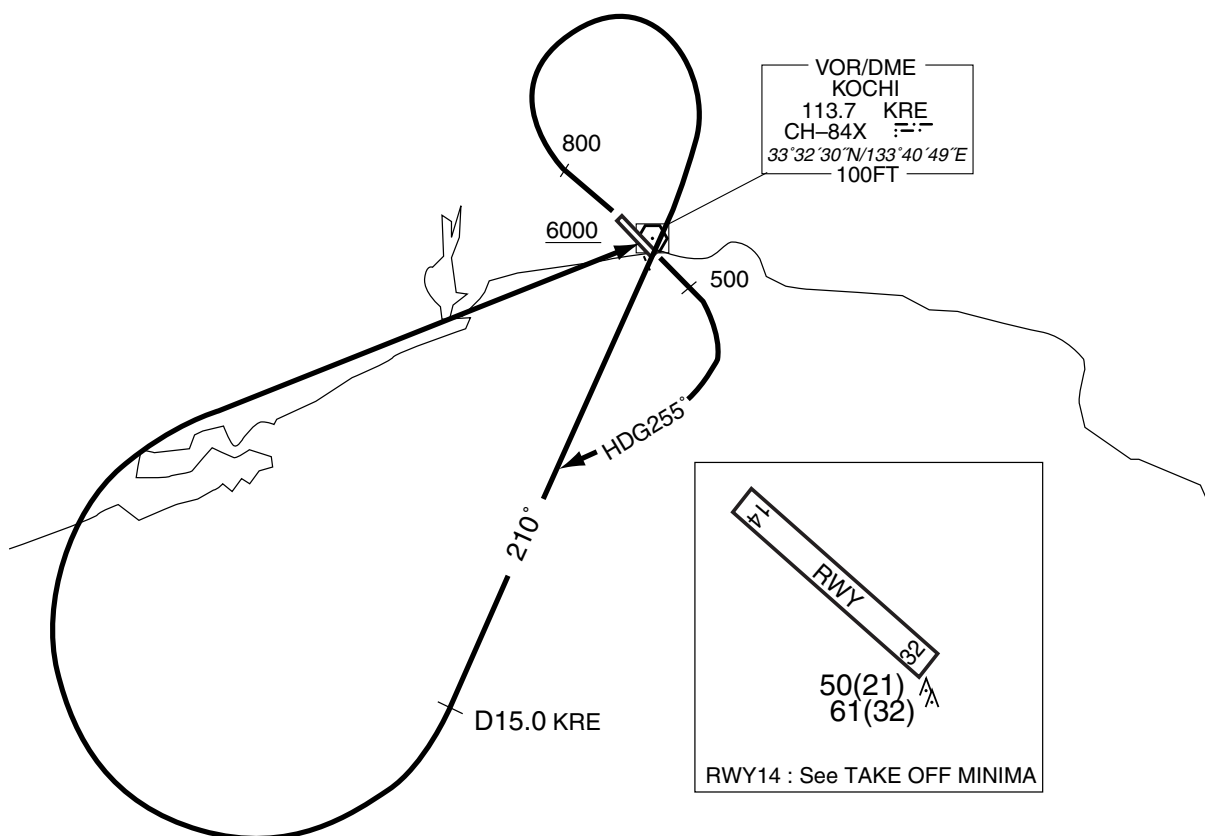
...to intercept and proceed via KRE R210 to KRE 15.0DME, then turn right
proceed to KRE VOR/DME.

Cross KRE VOR/DME at or above 6000FT.

Note RWY32 : 6.0% climb gradient required up to 2500FT.

OBST ALT 2165FT located at 6.6NM 358° FM end of RWY32.

URADO REVERSAL THREE DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

KARIN ONE RNAV DEPARTURE

RNAV 1

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

※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

2) RADAR service required.

Critical DME

RWY14 : KRE 3.0NM fm DER - 7NM to KARIN
SUC 3.0NM fm DER - 10NM to KARIN
RWY32 : KRE 9NM to OK32C - 10NM to KARIN
SUC 9NM to OK32C - 4NM to OK32C

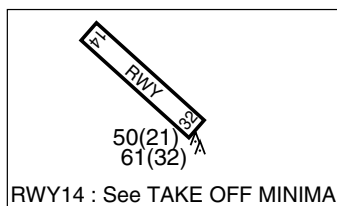
DME GAP

RWY14 : DER - 3.0NM fm DER
RWY32 : DER - 9NM fm OK32C

Inappropriate NavAids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2009)



| DESIGNATION | COORDINATES |
|-------------|--------------------------|
| OK14A | 33 24 50.3N 133 43 34.2E |
| OK14B | 33 24 02.9N 133 50 40.3E |
| OK32A | 33 36 15.7N 133 44 17.5E |
| OK32C | 33 28 04.1N 133 55 42.6E |
| KARIN | 33 40 24.4N 134 11 14.9E |

Note RWY32: 6.0% climb gradient required up to 2300FT.

RWY14 : Climb on HDG137° at or above 500FT, turn right direct to OK14A, to OK14B, to KARIN at or above 8000FT.

RWY32 : Climb on HDG317° at or above 600FT, turn right direct to OK32A, to OK32C, to KARIN at or above 8000FT.

Note RWY32: 6.0% climb gradient required up to 2300FT.

OBST ALT 1970FT located at 6.13NM 004° FM end of RWY32.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

KARIN ONE RNAV DEPARTURE

RWY14

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 137° (130.6°) | — | +500 | — | — | RNAV1 |
| DF | OK14A | — | — | — | R | — | — | — | RNAV1 |
| TF | OK14B | — | 6.0 | 104° (097.5°) | — | — | — | — | RNAV1 |
| TF | KARIN | — | 23.7 | 053° (046.3°) | — | +8000 | — | — | RNAV1 |

RWY32

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 317° (310.6°) | — | +600 | — | — | RNAV1 |
| DF | OK32A | — | — | — | R | — | — | — | RNAV1 |
| TF | OK32C | — | 12.6 | 138° (130.7°) | — | — | — | — | RNAV1 |
| TF | KARIN | — | 17.9 | 053° (046.3°) | — | +8000 | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

KAIFU ONE RNAV DEPARTURE

RNAV 1

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

※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

2) RADAR service required.

Critical DME

RWY14 : KRE 3.0NM fm DER - 23NM to KAIFU
SUC 3.0NM fm DER - 32NM to KAIFU
RWY32 : KRE 9NM to OK32C - 28NM to KAIFU
SUC 9NM to OK32C - 4NM to OK32C

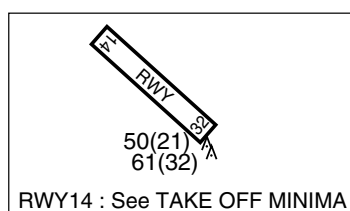
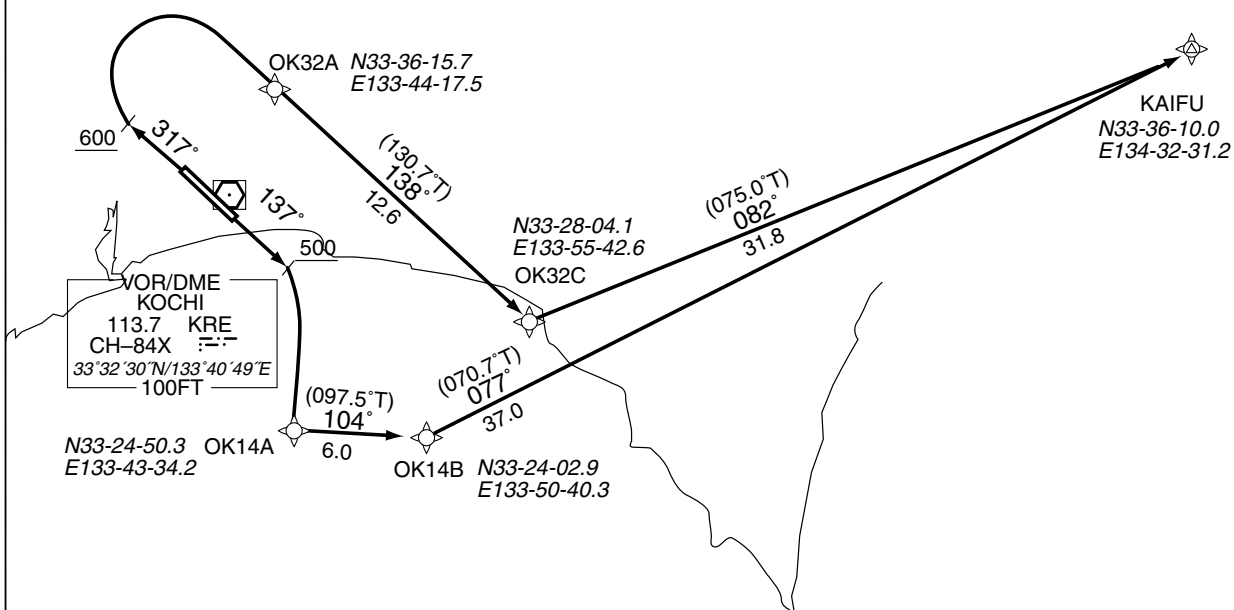
DME GAP

RWY14 : DER - 3.0NM fm DER
RWY32 : DER - 9NM to OK32C

Inappropriate NavAids

See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1

VAR 7° W(2009)



| DESIGNATION | COORDINATES |
|-------------|--------------------------|
| OK14A | 33 24 50.3N 133 43 34.2E |
| OK14B | 33 24 02.9N 133 50 40.3E |
| OK32A | 33 36 15.7N 133 44 17.5E |
| OK32C | 33 28 04.1N 133 55 42.6E |
| KAIFU | 33 36 10.0N 134 32 31.2E |

Note RWY32: 6.0% climb gradient required up to 2300FT.

RWY14 : Climb on HDG137° at or above 500FT, turn right direct to OK14A, to OK14B, to KAIFU.

RWY32 : Climb on HDG317° at or above 600FT, turn right direct to OK32A, to OK32C, to KAIFU.

Note RWY32: 6.0% climb gradient required up to 2300FT.

OBST ALT 1970FT located at 6.13NM 004° FM end of RWY32.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

KAIFU ONE RNAV DEPARTURE

RWY14

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 137° (130.6°) | — | +500 | — | — | RNAV1 |
| DF | OK14A | — | — | — | R | — | — | — | RNAV1 |
| TF | OK14B | — | 6.0 | 104° (097.5°) | — | — | — | — | RNAV1 |
| TF | KAIFU | — | 37.0 | 077° (070.7°) | — | — | — | — | RNAV1 |

RWY32

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 317° (310.6°) | — | +600 | — | — | RNAV1 |
| DF | OK32A | — | — | — | R | — | — | — | RNAV1 |
| TF | OK32C | — | 12.6 | 138° (130.7°) | — | — | — | — | RNAV1 |
| TF | KAIFU | — | 31.8 | 082° (075.0°) | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID and TRANSITION

MUROT ONE RNAV DEPARTURE

RNAV 1

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

※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

2) RADAR service required.

Critical DME

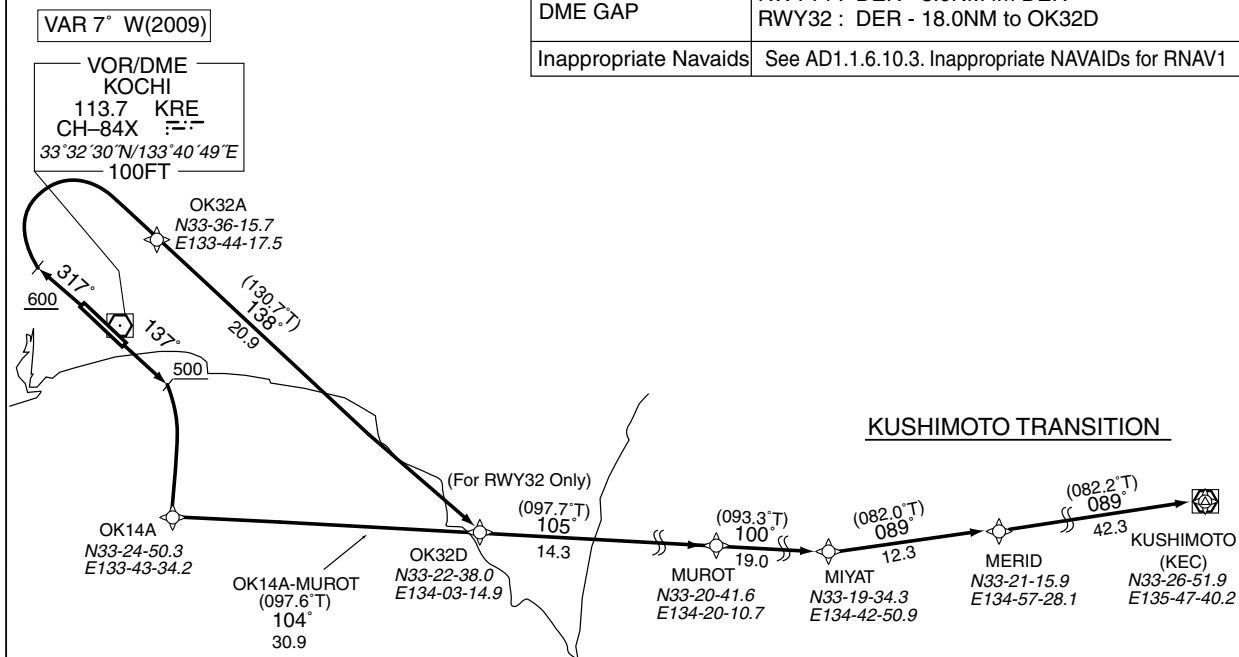
-

DME GAP

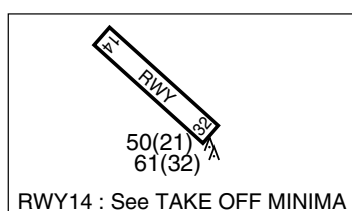
RWY14 : DER - 3.0NM fm DER
RWY32 : DER - 18.0NM to OK32D

Inappropriate Nav aids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



MUROT ONE RNAV DEPARTURE



| DESIGNATION | COORDINATES |
|----------------|--------------------------|
| OK14A | 33 24 50.3N 133 43 34.2E |
| OK32A | 33 36 15.7N 133 44 17.5E |
| OK32D | 33 22 38.0N 134 03 14.9E |
| MUROT | 33 20 41.6N 134 20 10.7E |
| MIYAT | 33 19 34.3N 134 42 50.9E |
| MERID | 33 21 15.9N 134 57 28.1E |
| KUSHIMOTO(KEC) | 33 26 51.9N 135 47 40.2E |

Note RWY32: 6.0% climb gradient required up to 2300FT.

MUROT ONE RNAV DEPARTURE

RWY14 : Climb on HDG137° at or above 500FT, turn right direct to OK14A, to MUROT.

RWY32 : Climb on HDG317° at or above 600FT, turn right direct to OK32A, to OK32D, to MUROT.

KUSHIMOTO TRANSITION

From MUROT to MIYAT, to MERID, to KUSHIMOTO(KEC).

Note RWY32: 6.0% climb gradient required up to 2300FT.

OBST ALT 1970FT located at 6.13NM 004° FM end of RWY32.

STANDARD DEPARTURE CHART -INSTRUMENT

AIP JAPAN

RJOK / KOCHI

RNAV SID and TRANSITION

MUROT ONE RNAV DEPARTURE

RWY14

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 137° (130.6°) | — | +500 | — | — | RNAV1 |
| DF | OK14A | — | — | — | R | — | — | — | RNAV1 |
| TF | MUROT | — | 30.9 | 104° (097.6°) | — | — | — | — | RNAV1 |

RWY32

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 317° (310.6°) | — | +600 | — | — | RNAV1 |
| DF | OK32A | — | — | — | R | — | — | — | RNAV1 |
| TF | OK32D | — | 20.9 | 138° (130.7°) | — | — | — | — | RNAV1 |
| TF | MUROT | — | 14.3 | 105° (097.7°) | — | — | — | — | RNAV1 |

KUSHIMOTO TRANSITION

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| IF | MUROT | — | — | — | — | — | — | — | RNAV1 |
| TF | MIYAT | — | 19.0 | 100° (093.3°) | — | — | — | — | RNAV1 |
| TF | MERID | — | 12.3 | 089° (082.0°) | — | — | — | — | RNAV1 |
| TF | KUSHIMOTO (KEC) | — | 42.3 | 089° (082.2°) | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

OMOGO TWO RNAV DEPARTURE

RNAV 1

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

※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

2) RADAR service required.

Critical DME

RWY14 : KRE 16NM to YUZNO - 7NM to YUZNO
SUC 16NM to YUZNO - 7NM to YUZNO
RWY32 : KRE 4NM to OK32B - 25NM to YUZNO
SUC 4NM to OK32B - 25NM to YUZNO

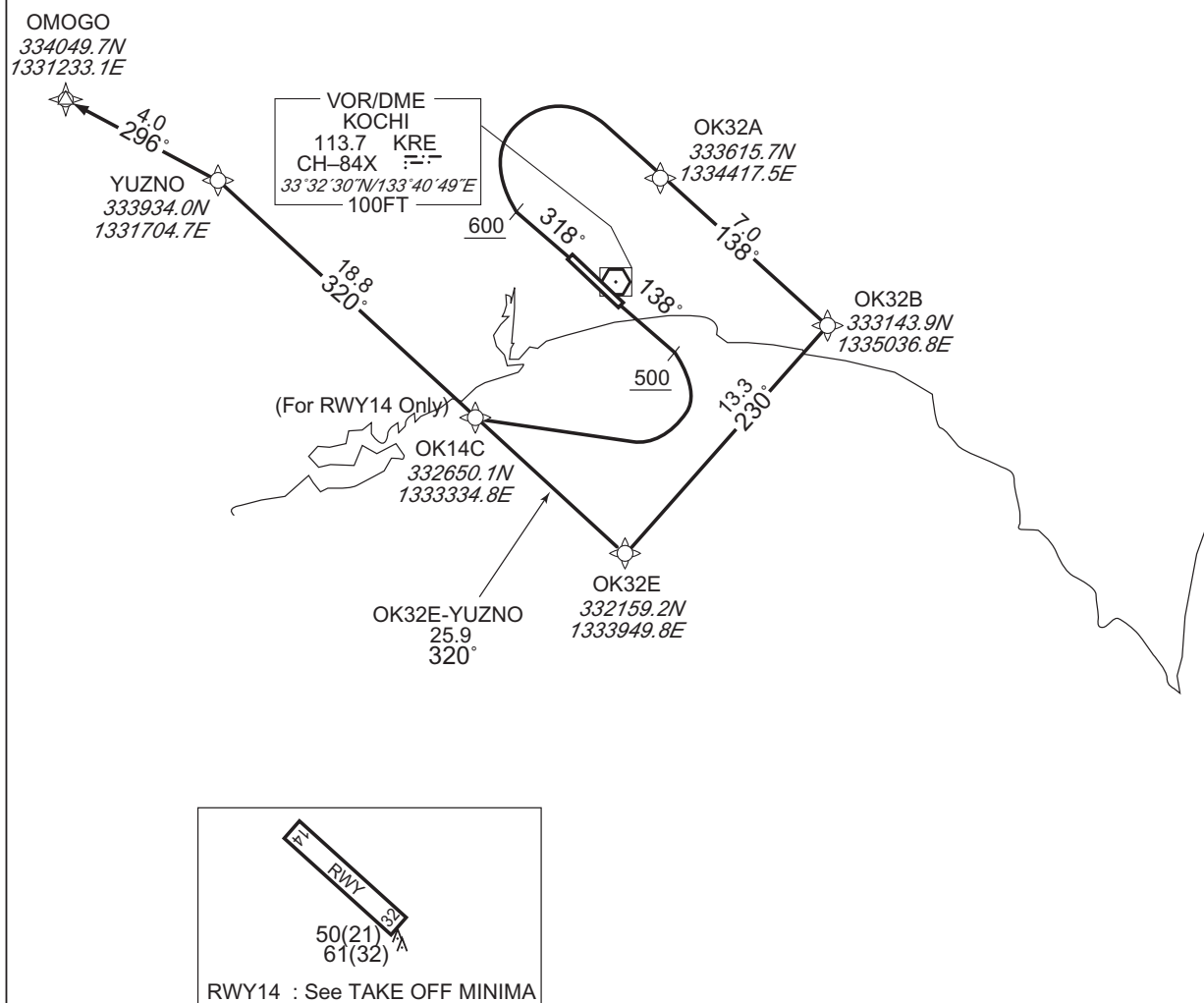
DME GAP

RWY14 : DER - 16NM to YUZNO
RWY32 : DER - 4NM to OK32B
25NM to YUZNO - 18NM to YUZNO

Inappropriate NavAids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2017)



RWY14 : Climb on HDG138° at or above 500FT, turn right direct to OK14C, to YUZNO, to OMOGO.

RWY32 : Climb on HDG318° at or above 600FT, turn right direct to OK32A, to OK32B, to OK32E,
to YUZNO, to OMOGO.

Note RWY32: 6.0% climb gradient required up to 2300FT.

OBST ALT 1970FT located at 6.1NM 004° FM end of RWY32.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOK / KOCHI

RNAV SID

OMOGO TWO RNAV DEPARTURE

RWY14

| 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 | — | — | 138 (130.6) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | OK14C | — | — | -7.4 | — | R | — | — | — | RNAV1 |
| 003 | TF | YUZNO | — | 320 (312.9) | -7.4 | 18.8 | — | — | — | — | RNAV1 |
| 004 | TF | OMOGO | — | 296 (288.5) | -7.4 | 4.0 | — | — | — | — | RNAV1 |

RWY32

| 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 | — | — | 318 (310.6) | -7.4 | — | — | +600 | — | — | RNAV1 |
| 002 | DF | OK32A | — | — | -7.4 | — | R | — | — | — | RNAV1 |
| 003 | TF | OK32B | — | 138 (130.7) | -7.4 | 7.0 | — | — | — | — | RNAV1 |
| 004 | TF | OK32E | — | 230 (222.8) | -7.4 | 13.3 | — | — | — | — | RNAV1 |
| 005 | TF | YUZNO | — | 320 (312.9) | -7.4 | 25.9 | — | — | — | — | RNAV1 |
| 006 | TF | OMOGO | — | 296 (288.5) | -7.4 | 4.0 | — | — | — | — | RNAV1 |

STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

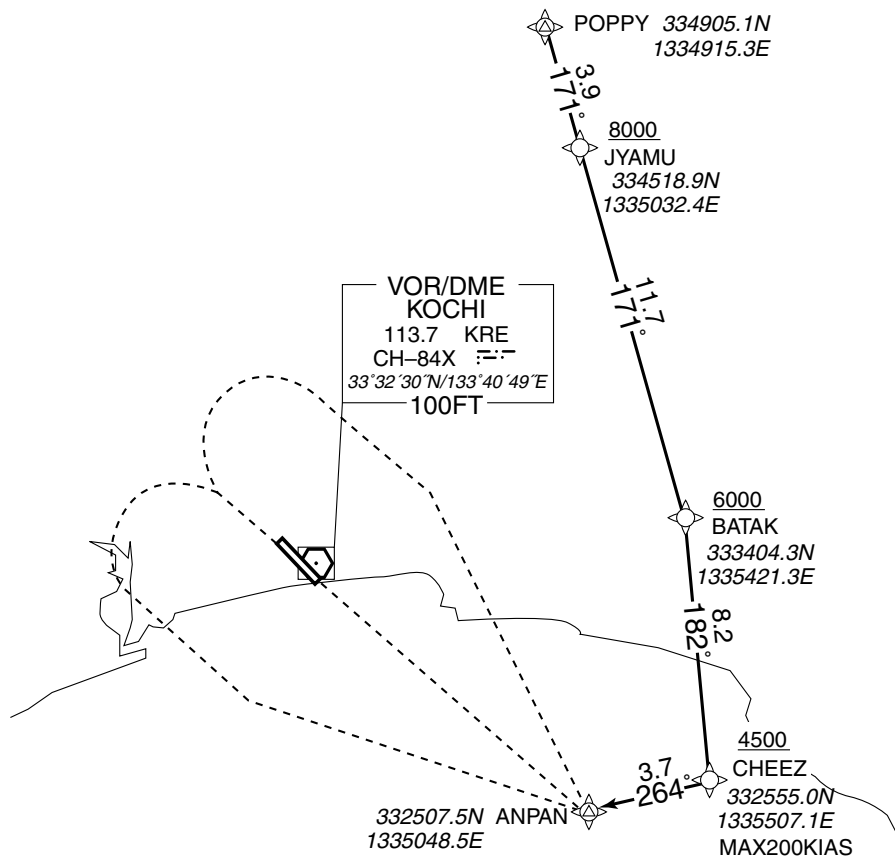
RNAV STAR

YOSAKOI NORTH ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 7° W(2012)



From POPPY, to JYAMU at or above 8000FT, to BATAK at or above 6000FT, to CHEEZ at or above 4500FT, to ANPAN.

| | | |
|------------------------|---|----------------------|
| Critical DME | GBD | POPPY - 2NM to BATAK |
| | SUC | 7NM to BATAK - ANPAN |
| | KRE | 1NM to BATAK - ANPAN |
| DME GAP | - | |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course [°M(°T)] | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|-----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | POPPY | — | — | -6.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | JYAMU | — | 171 (164.2) | -6.9 | 3.9 | — | +8000 | — | — | RNAV1 |
| 003 | TF | BATAK | — | 171 (164.2) | -6.9 | 11.7 | — | +6000 | — | — | RNAV1 |
| 004 | TF | CHEEZ | — | 182 (175.5) | -6.9 | 8.2 | — | +4500 | -200 | — | RNAV1 |
| 005 | TF | ANPAN | — | 264 (257.6) | -6.9 | 3.7 | — | — | — | — | RNAV1 |

STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

RNAV STAR

YOSAKOI EAST ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 7° W(2012)

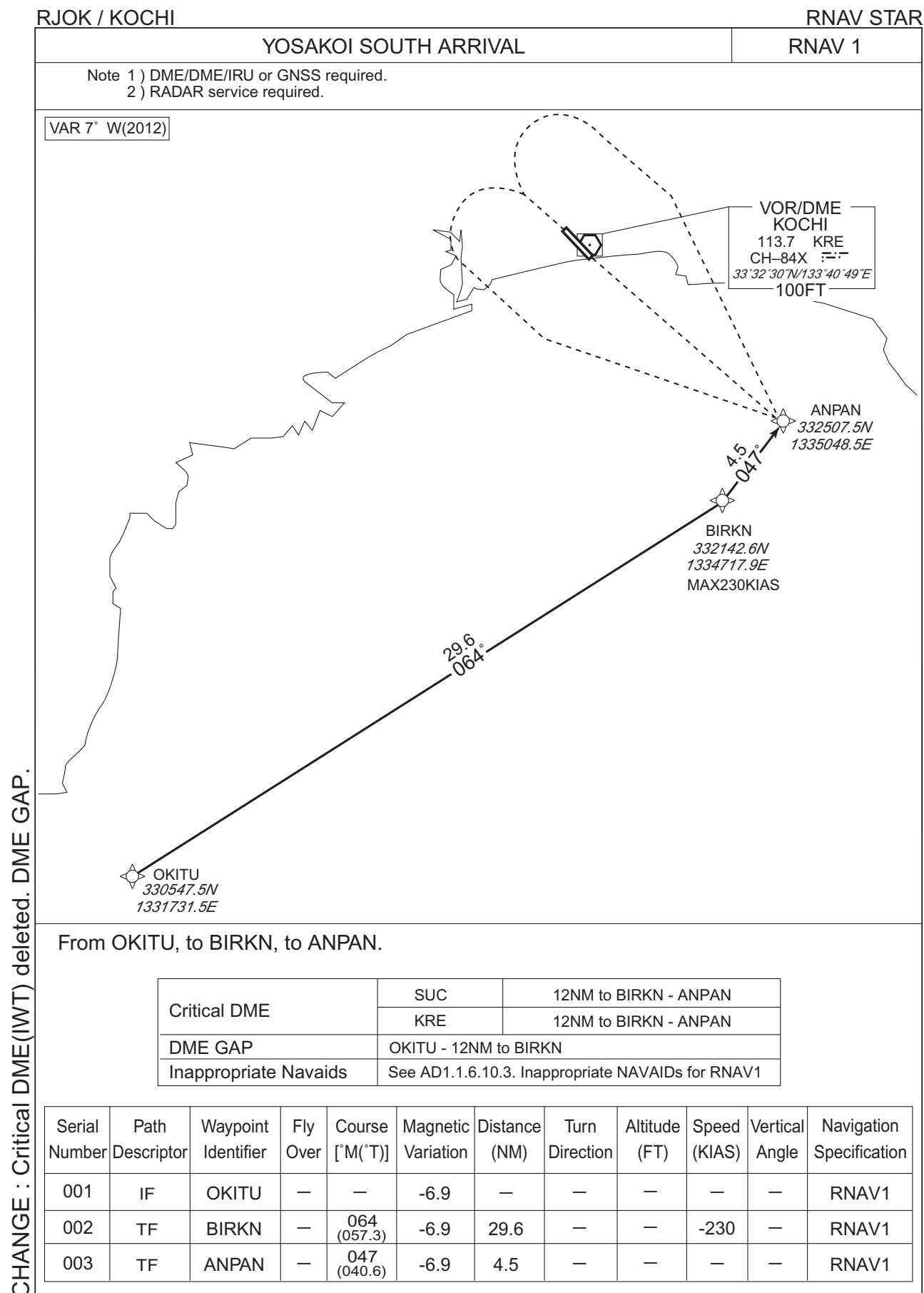


From PANCH, to ANPAN.

| | | |
|-----------------------|---|----------------------|
| Critical DME | KRE | PANCH - ANPAN |
| | SUC | 8NM to ANPAN - ANPAN |
| 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 | PANCH | — | — | -6.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | ANPAN | — | 326 (318.7) | -6.9 | 18.3 | — | — | — | — | RNAV1 |

STANDARD ARRIVAL CHART -INSTRUMENT



STANDARD ARRIVAL CHART -INSTRUMENT

RJOK / KOCHI

RNAV STAR

YOSAKOI WEST ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 7° W(2012)



From KABIL, to DOKIN at or above 5000FT, to BIRKN, to ANPAN.

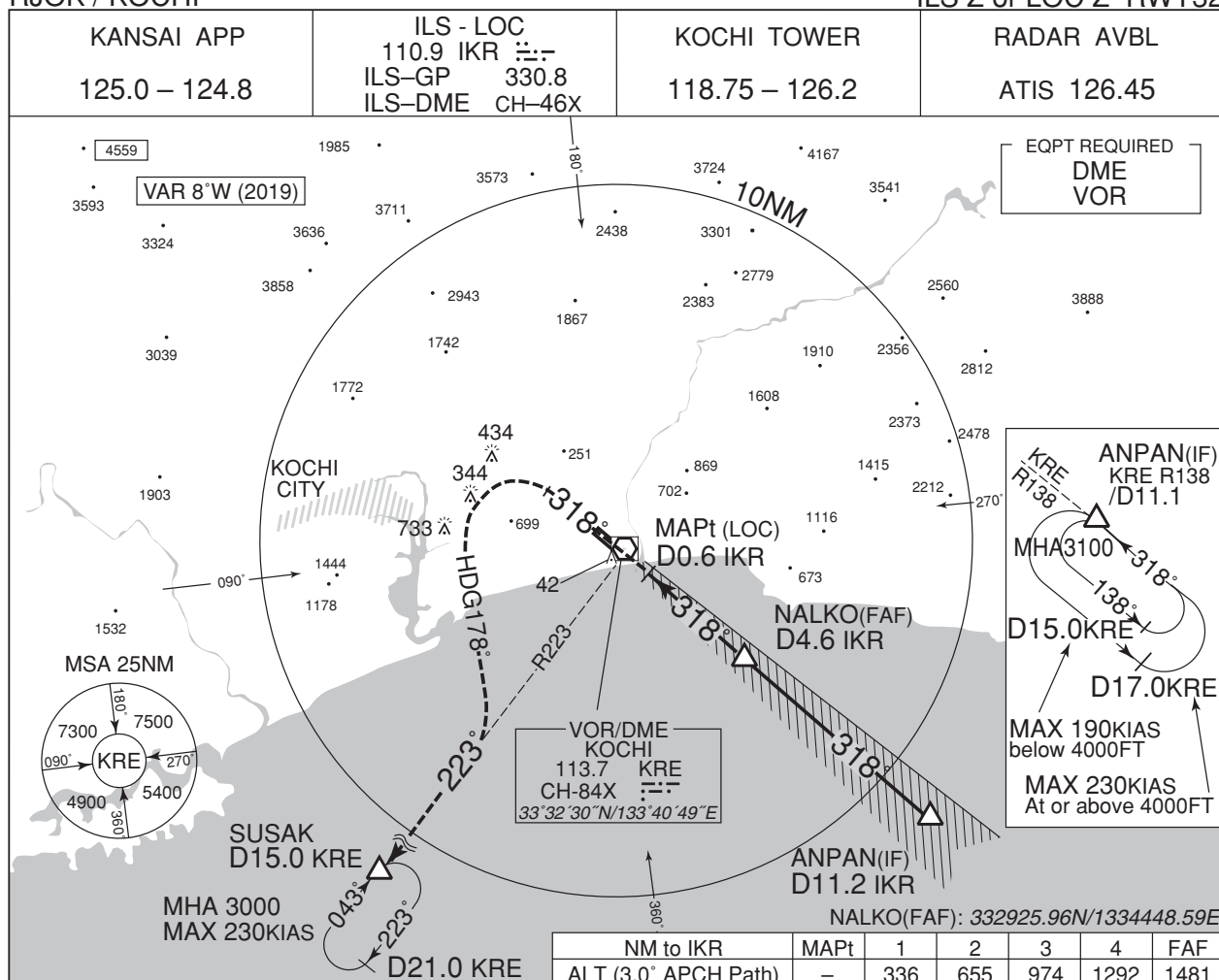
| | | |
|------------------------|---|--|
| Critical DME | KRE | 1NM to DOKIN - 16NM to BIRKN 7NM to BIRKN - ANPAN |
| | SUC | 1NM to DOKIN - 16NM to BIRKN 7NM to BIRKN - ANPAN |
| DME GAP | 16NM to BIRKN - 7NM to BIRKN | |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 | |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course [°M(°T)] | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|-----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | KABIL | — | — | -6.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | DOKIN | — | 113 (105.9) | -6.9 | 5.8 | — | +5000 | — | — | RNAV1 |
| 003 | TF | BIRKN | — | 113 (105.9) | -6.9 | 20.3 | — | — | -230 | — | RNAV1 |
| 004 | TF | ANPAN | — | 047 (040.6) | -6.9 | 4.5 | — | — | — | — | RNAV1 |

INSTRUMENT APPROACH CHART

RJOK / KOCHI

ILS Z or LOC Z RWY32



MISSED APPROACH

Climb to 800FT on HDG318°, turn left HDG178° to intercept and proceed via KRE R223 to SUSAK and hold at 3000FT. Contact KANSAI APP.

Timing not authorized for defining the MAPt.

| | | | | |
|------------|-----|-----|-----|------|
| DME to IKR | 0.6 | 1.0 | 4.6 | 11.2 |
| NM to THR | 0 | 0.4 | 0.8 | 4.4 |

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 18 AD elev. 29

| CAT | CAT I | | LOC | | CIRCLING | |
|-----|-----------|---------|-----------|---------|-----------|------|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 218 (200) | 700 | 320 (302) | 1200 | 690 (661) | 1600 |
| B | | | | 1300 | | |
| C | | | | 1400 | 760 (731) | 2400 |
| D | | | | 1600 | 830 (801) | 3200 |

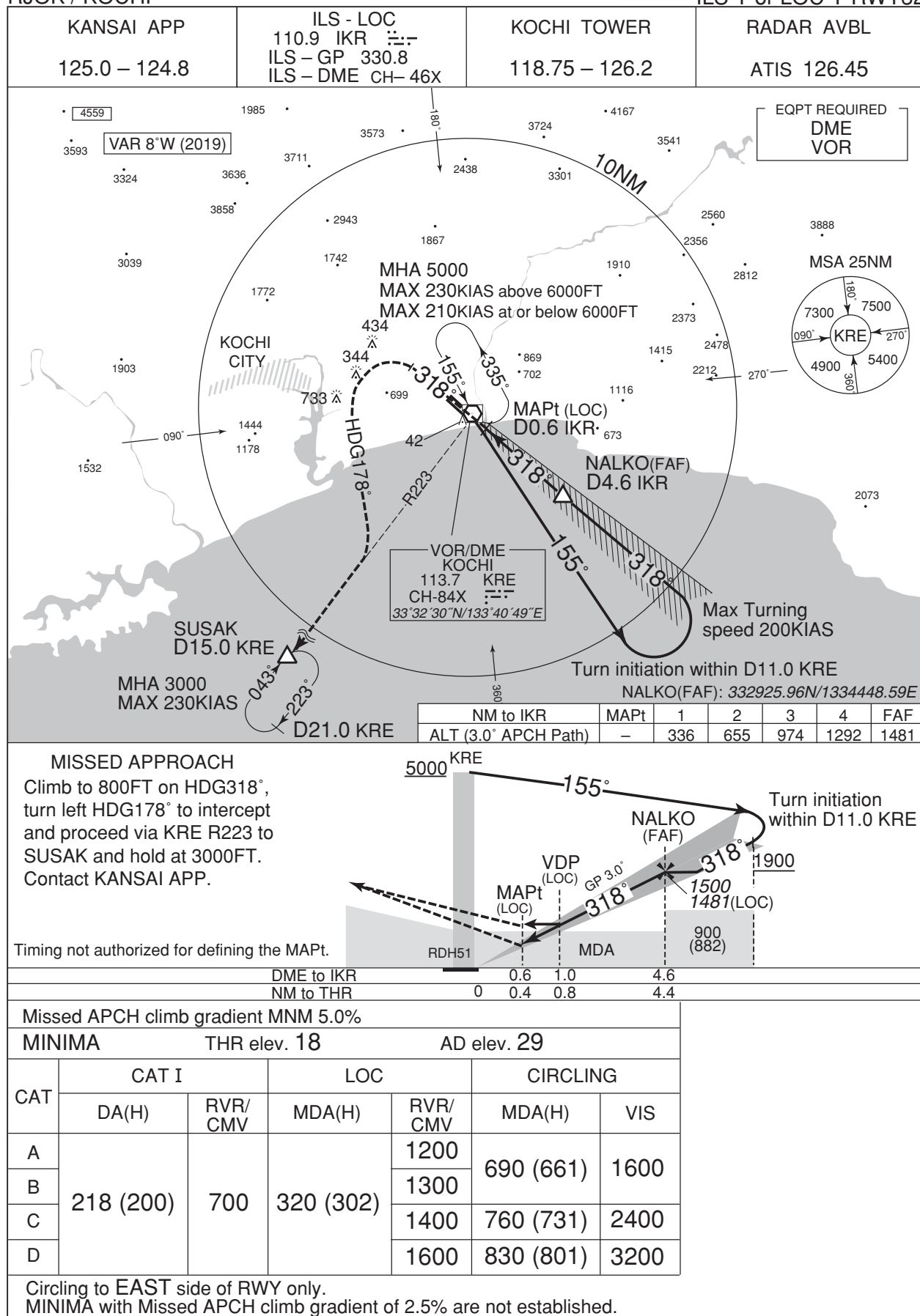
Circling to EAST side of RWY only.

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

INSTRUMENT APPROACH CHART

RJOK / KOCHI

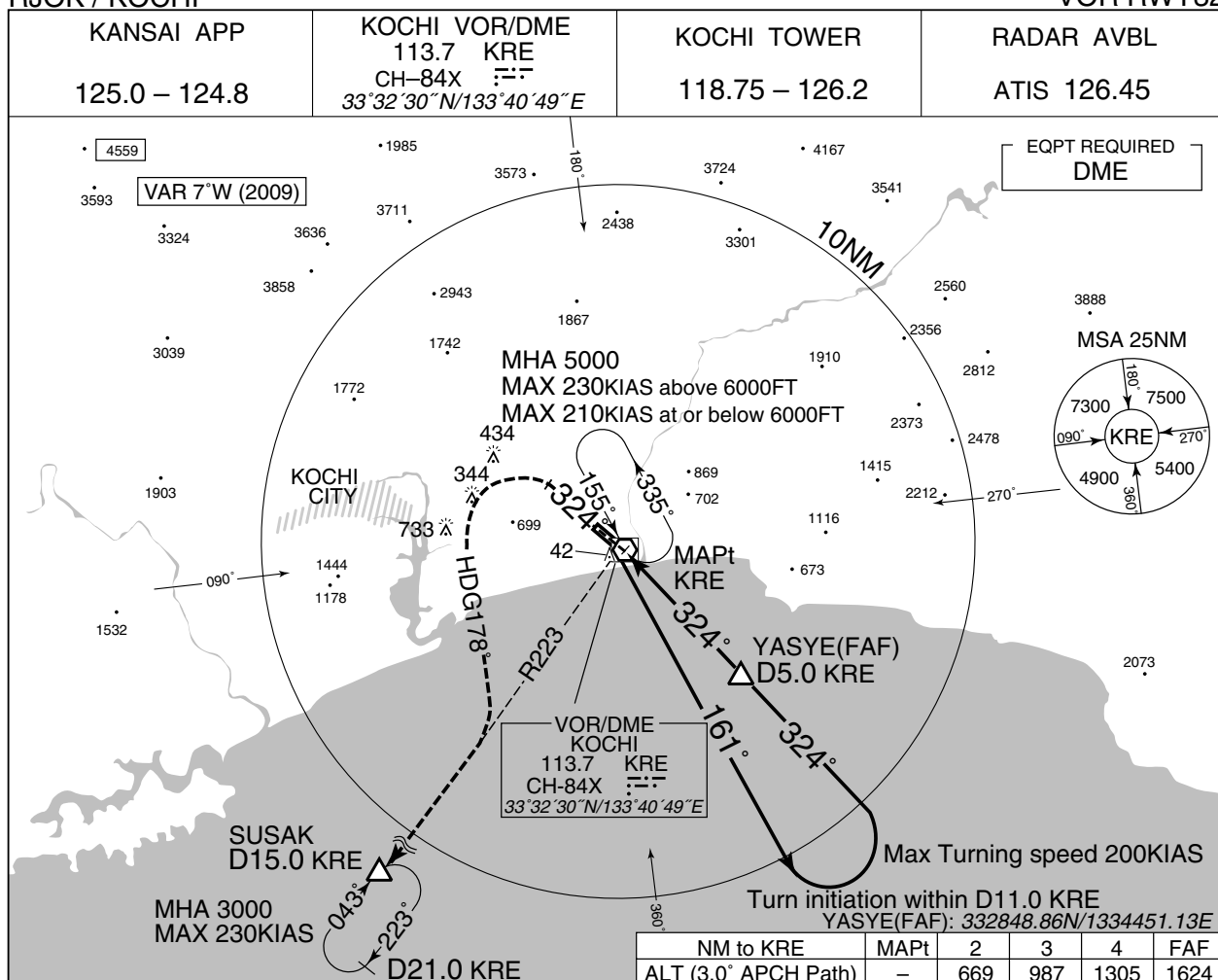
ILS Y or LOC Y RWY32



INSTRUMENT APPROACH CHART

RJOK / KOCHI

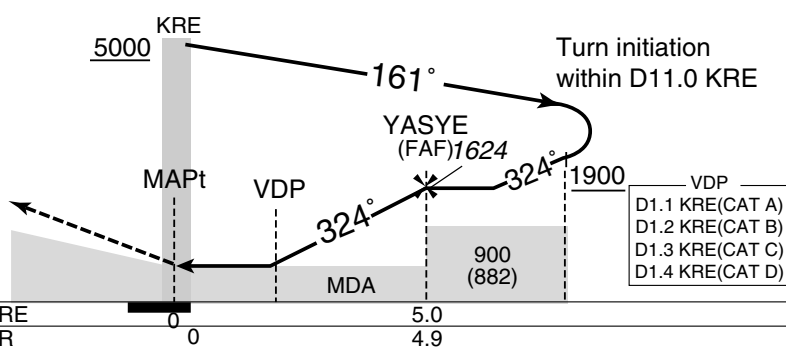
VOR RWY32



MISSED APPROACH

Climb via KRE R324 to 500FT,
turn left HDG178° to intercept
and proceed via KRE R223 to
SUSAK and hold at 3000FT.
Contact KANSAI APP.

Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 4.5%

MINIMA THR elev. 18 AD elev. 29

| CAT | MINIMA | | CIRCLING | |
|-----|-----------|---------|-----------|------|
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 360 (342) | 1200 | 690 (661) | 1600 |
| B | 400 (382) | 1300 | | |
| C | 430 (412) | 1400 | 760 (731) | 2400 |
| D | 450 (432) | 1600 | 830 (801) | 3200 |

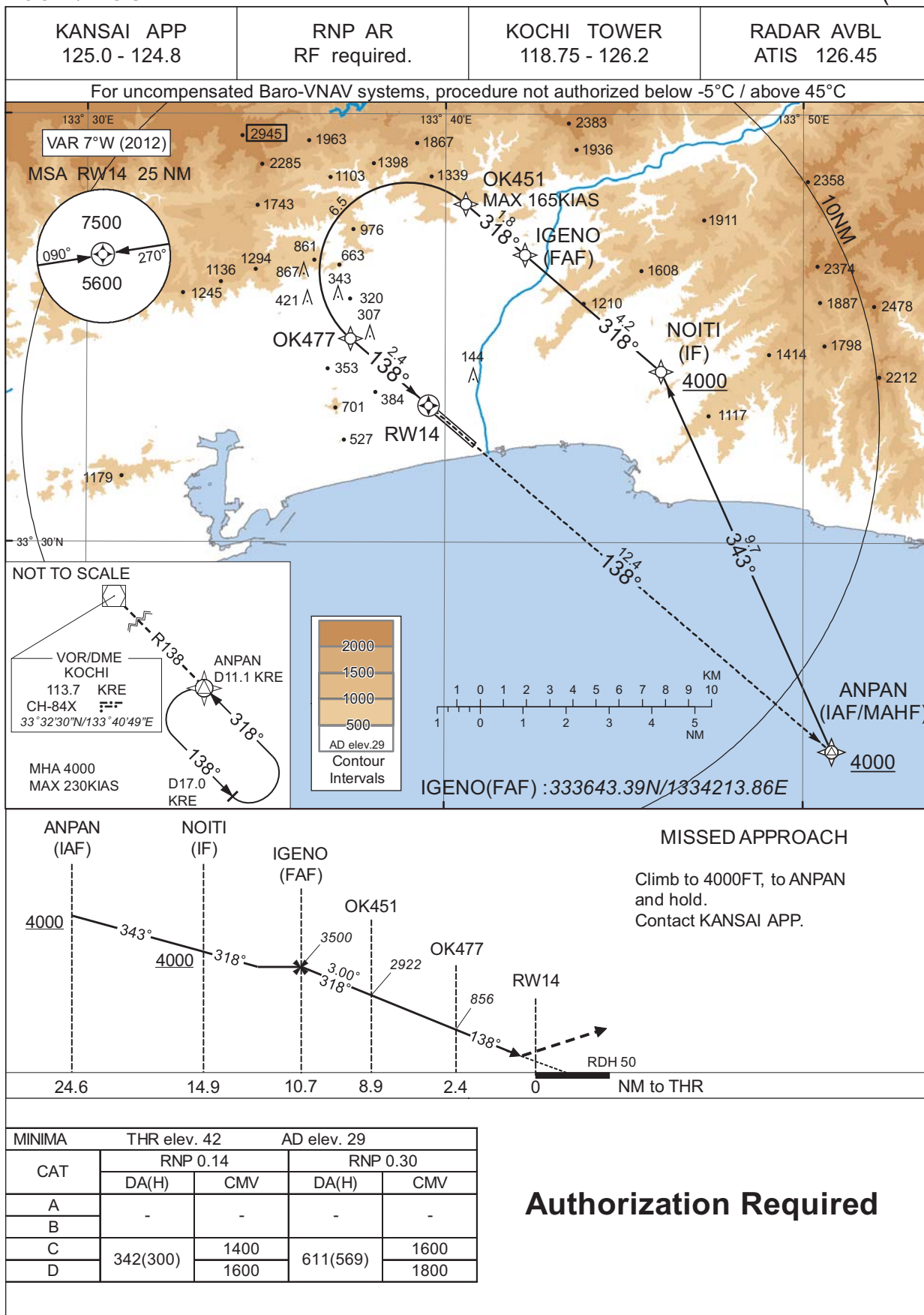
Circling to EAST side of RWY only.

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

INSTRUMENT APPROACH CHART

RJOK / KOCHI

RNP Z RWY14(AR)



CHANGE : PROC renamed. Requirement for RNP.

INSTRUMENT APPROACH CHART

RJOK / KOCHI

RNP Z RWY14(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 | ANPAN | - | - | -6.9 | - | - | +4000 | - | - | - |
| 002 | TF | NOITI | - | 343 (335.9) | -6.9 | 9.7 | - | +4000 | - | - | 1.0 |
| 003 | TF | IGENO | - | 318 (310.7) | -6.9 | 4.2 | - | 3500 | - | - | 1.0 |
| 004 | TF | OK451 | - | 318 (310.7) | -6.9 | 1.8 | - | 2922 | -165 | -3.00 | 0.14 0.30 |
| 005 | RF Center: OKRF1 r=2.07NM | OK477 | - | - | -6.9 | 6.5 | L | 856 | - | -3.00 | 0.14 0.30 |
| 006 | TF | RW14 | Y | 138 (130.6) | -6.9 | 2.4 | - | 92 | - | -3.00/50 | 0.14 0.30 |
| 007 | TF | ANPAN | - | 138 (130.6) | -6.9 | 12.4 | - | 4000 | - | - | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| ANPAN | 332507.54N / 1335048.52E | OKRF1 | 333620.13N / 1333858.11E |
| NOITI | 333400.03N / 1334602.07E | | |
| IGENO | 333643.39N / 1334213.86E | | |
| OK451 | 333754.48N / 1334034.43E | | |
| OK477 | 333445.76N / 1333721.85E | | |
| RW14 | 333312.04N / 1333932.98E | | |

CHANGE : PROC renamed.

RNP Y RWY14(AR)

INSTRUMENT APPROACH CHART

RJOK / KOCHI

RNP Y RWY14(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 | ANPAN | - | - | -6.9 | - | - | +4000 | - | - | - |
| 002 | TF | KATUO | - | 292 (285.5) | -6.9 | 9.7 | - | +4000 | - | - | 1.0 |
| 003 | TF | TATKY | - | 318 (310.6) | -6.9 | 4.2 | - | 3500 | - | - | 1.0 |
| 004 | TF | OK481 | - | 318 (310.6) | -6.9 | 1.8 | - | 2922 | -165 | -3.00 | 0.14 0.30 |
| 005 | RF Center: OKRF2 r=2.07NM | OK477 | - | - | -6.9 | 6.5 | R | 856 | - | -3.00 | 0.14 0.30 |
| 006 | TF | RW14 | Y | 138 (130.6) | -6.9 | 2.4 | - | 92 | - | -3.00/50 | 0.14 0.30 |
| 007 | TF | ANPAN | - | 138 (130.6) | -6.9 | 12.4 | - | 4000 | - | - | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| ANPAN | 332507.54N / 1335048.52E | OKRF2 | 333311.37N / 1333545.65E |
| KATUO | 332742.79N / 1333937.02E | | |
| TATKY | 333025.96N / 1333548.91E | | |
| OK481 | 333136.96N / 1333409.51E | | |
| OK477 | 333445.76N / 1333721.85E | | |
| RW14 | 333312.04N / 1333932.98E | | |

CHANGE : PROC renamed.

RJOK / KOCHI

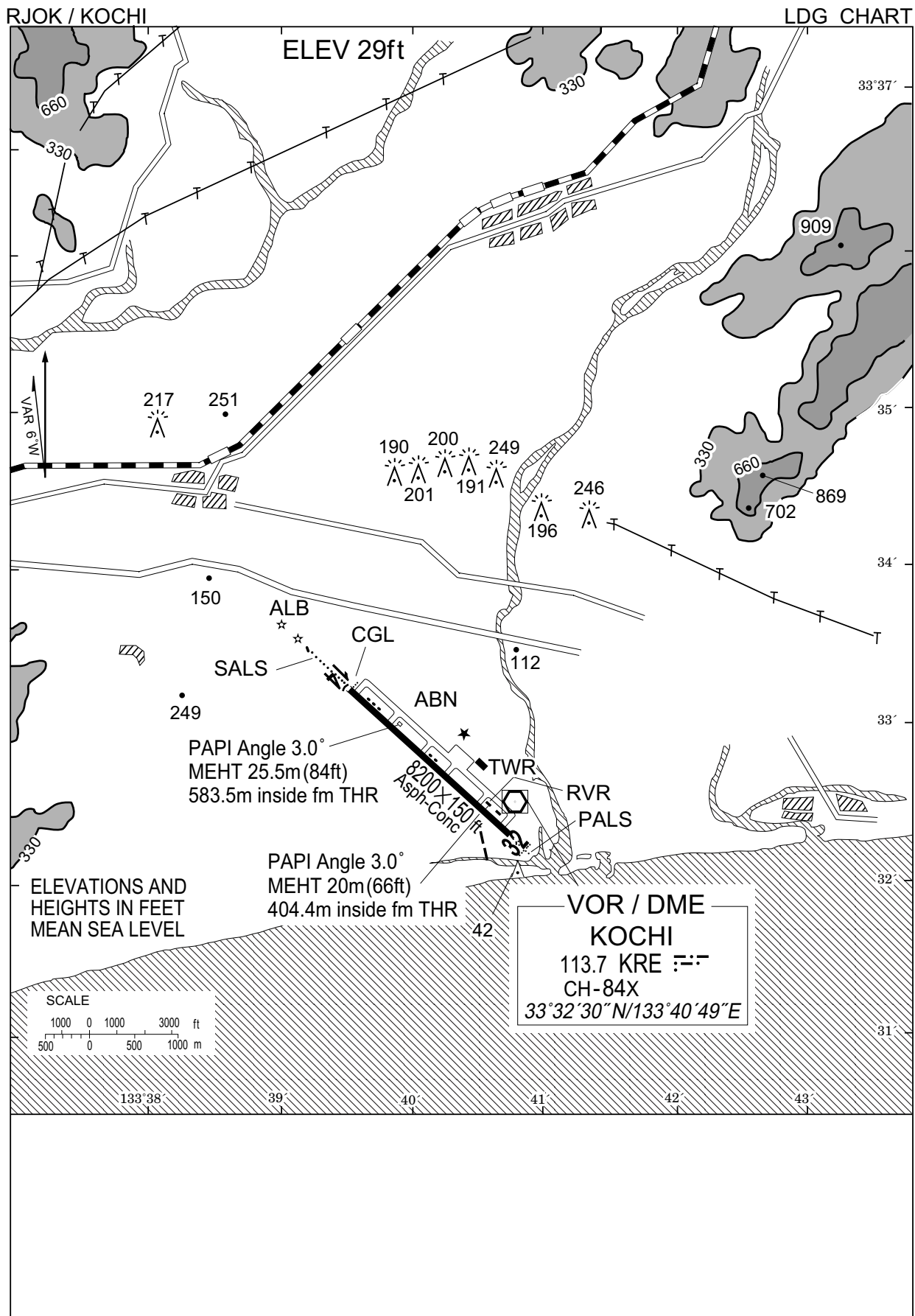
Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : Map updated. BRG/DIST from ARP: Call sign(Kochi city → Kochi Station). Remarks(Geisei, Yokonami).

| Call sign | BRG / DIST from ARP | Remarks |
|----------------------|---------------------|--|
| 植野 Ueno | 349°T / 5.0NM | ゴルフ場 Golf Course |
| 工科大 Kokadai | 029°T / 5.2NM | 高知工科大学 Kochi University of Technology |
| 高知駅 Kochi Station | 281°T / 6.4NM | JR高知駅 Station |
| 芸西 Geisei | 104°T / 6.0NM | ホテル Hotel |
| 桂浜 Katsurahama | 242°T / 5.8NM | 浦戸大橋 Bridge |
| 安芸 Aki | 104°T / 12.5NM | 安芸川河口 River mouth |
| 横浪 Yokonami | 236°T / 13.0NM | ホテル Hotel |



RJOK / KOCHI

Minimum Vectoring Altitude CHART

VAR 7°W (2009)

