

AD CHART

YAMAGUCHI-UBE AIRPORT

VAR 8° W (2024)
ANNUAL CHANGE 5'W

ABN ★

REMARKS:
 RUNWAY GROOVING 2500m x 30m
 RUNWAY STRENGTH PCR880/F/A/X/T
 WIDTH & STRENGTH OF TAXIWAY
 T-1, T-2, T-3, T-4, T-5, T-6 30m PCR880/F/A/X/T
 P-1, P-2, P-3, P-4, P-5, P-6 30m PCR880/F/A/X/T
 A-T 30m PCR1132/R/B/W/T
 A-1, A-2 30m PCR880/F/A/X/T
 B-1 9m AUW5700kg/0.28MPa
 DIMENSION & STRENGTH OF APRON
 A APRON 315m x 135m PCR1132/R/B/W/T
 B APRON 80m x 78m AUW5700kg/0.28MPa

LONGITUDINAL PROFILE OF RUNWAY

LEVEL	1000m	1500m	2000m	2500m
14.9ft (4.54m)	14.9ft (4.54m)	18.2ft (5.61m)	21.7ft (6.61m)	25.0ft (7.62m)
0.26%	0.20%	0.21%	0.21%	0.21%

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STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE

SID

UBE REVERSAL TWO DEPARTURE

RWY07 : Climb RWY HDG to 500FT, turn right HDG178°...

RWY25 : Climb RWY HDG to 500FT, turn left HDG088°...

...to intercept and proceed via UBE R133 to 4000FT, turn right, direct to UBE VOR/DME.

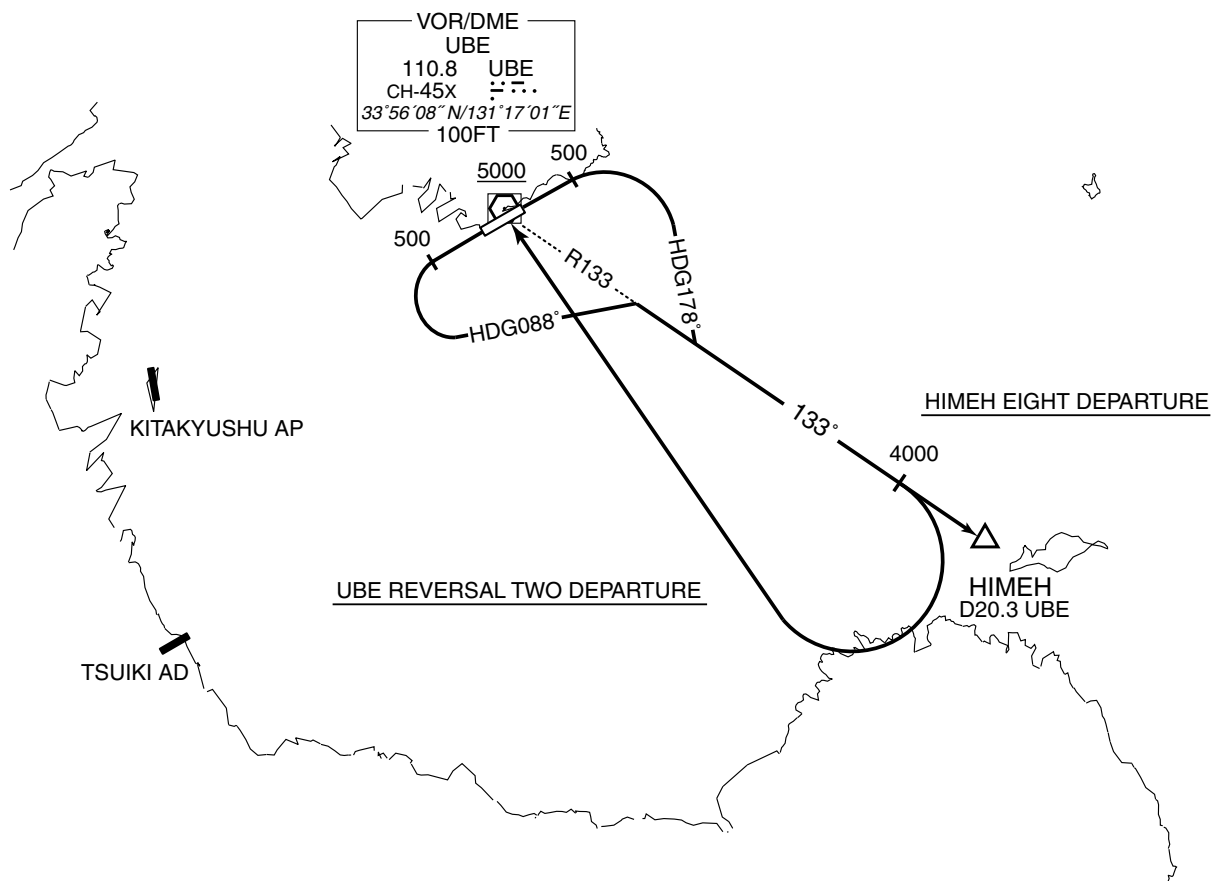
Cross UBE VOR/DME at or above 5000FT.

HIMEH EIGHT DEPARTURE

RWY07 : Climb RWY HDG to 500FT, turn right HDG178°...

RWY25 : Climb RWY HDG to 500FT, turn left HDG088°...

...to intercept and proceed via UBE R133 to HIMEH.



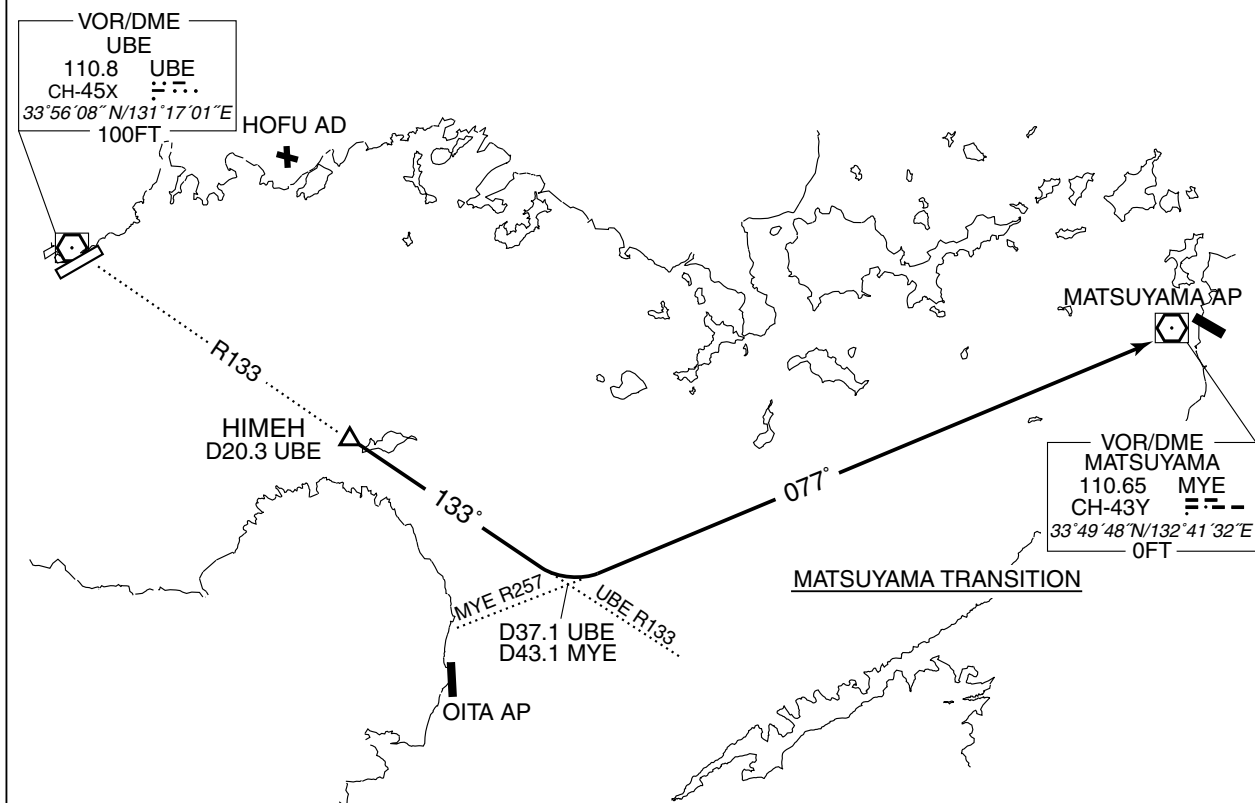
STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE

TRANSITION

MATSUYAMA TRANSITION

From over HIMEH, via UBE R133 to intercept and proceed via MYE R257 to MYE VOR/DME.



STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE

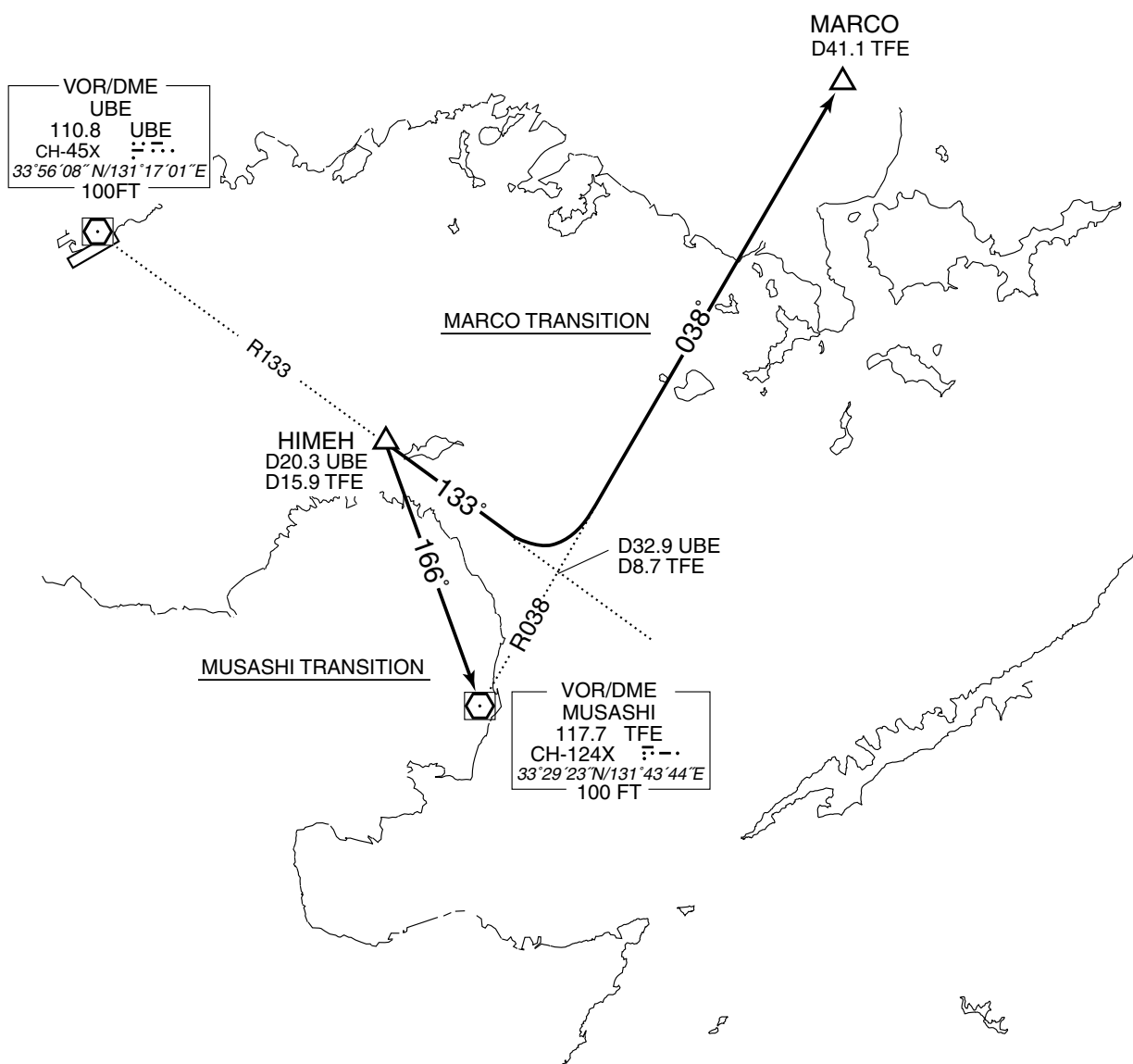
TRANSITION

MARCO TRANSITION

From over HIMEH, via UBE R133 to intercept and proceed via TFE R038 to MARCO.

MUSASHI TRANSITION

From over HIMEH, via TFE R346 to TFE VOR/DME.



STANDARD DEPARTURE CHART - INSTRUMENT

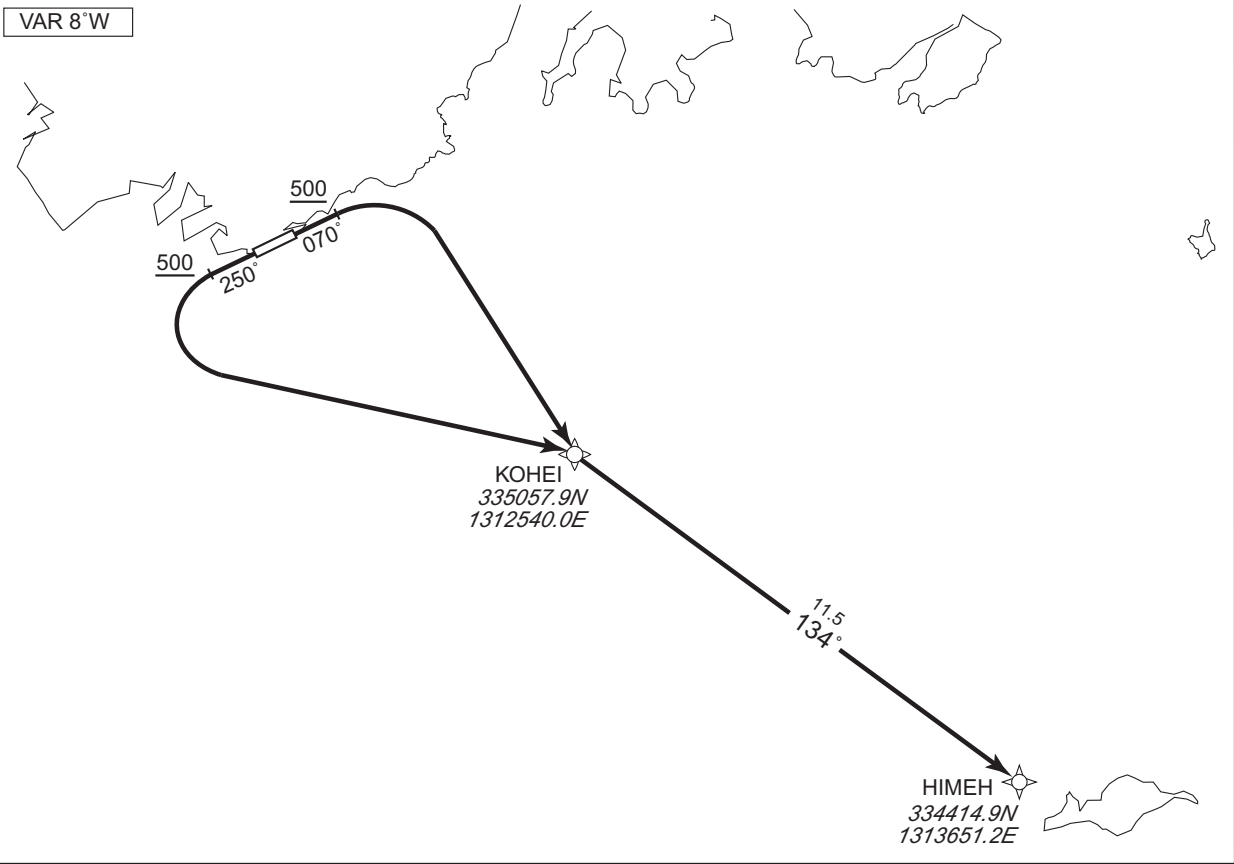
RJDC / YAMAGUCHI-UBE

RNAV SID

HIMESHIMA TWO DEPARTURE

RNP1

Note GNSS required.



RWY07 : Climb on HDG 070° at or above 500FT, turn right direct to KOHEI, to HIMEH.
RWY25 : Climb on HDG 250° at or above 500FT, turn left direct to KOHEI, to HIMEH.

RWY07

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	070 (062.2)	-8.2	—	—	+500	—	—	RNP1
002	DF	KOHEI	—	—	-8.2	—	R	—	—	—	RNP1
003	TF	HIMEH	—	134 (125.8)	-8.2	11.5	—	—	—	—	RNP1

RWY25

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	250 (242.2)	-8.2	—	—	+500	—	—	RNP1
002	DF	KOHEI	—	—	-8.2	—	L	—	—	—	RNP1
003	TF	HIMEH	—	134 (125.8)	-8.2	11.5	—	—	—	—	RNP1

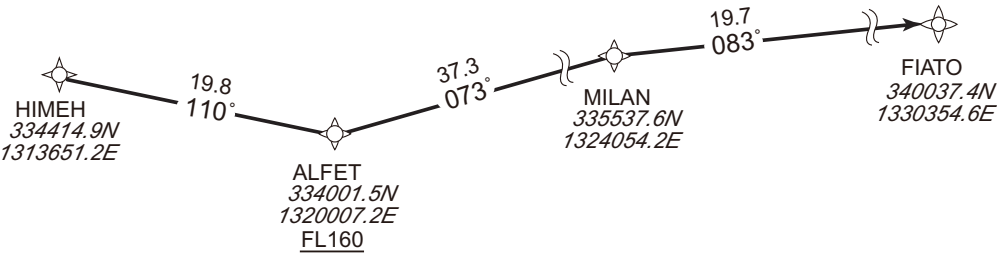
CHANGE : PROC renamed. VAR. PROC Course.

STANDARD DEPARTURE CHART - INSTRUMENT

RJDC / YAMAGUCHI-UBE	RNAV TRANSITION
ABARTO TRANSITION	RNP1

Note GNSS required.

VAR 8°W

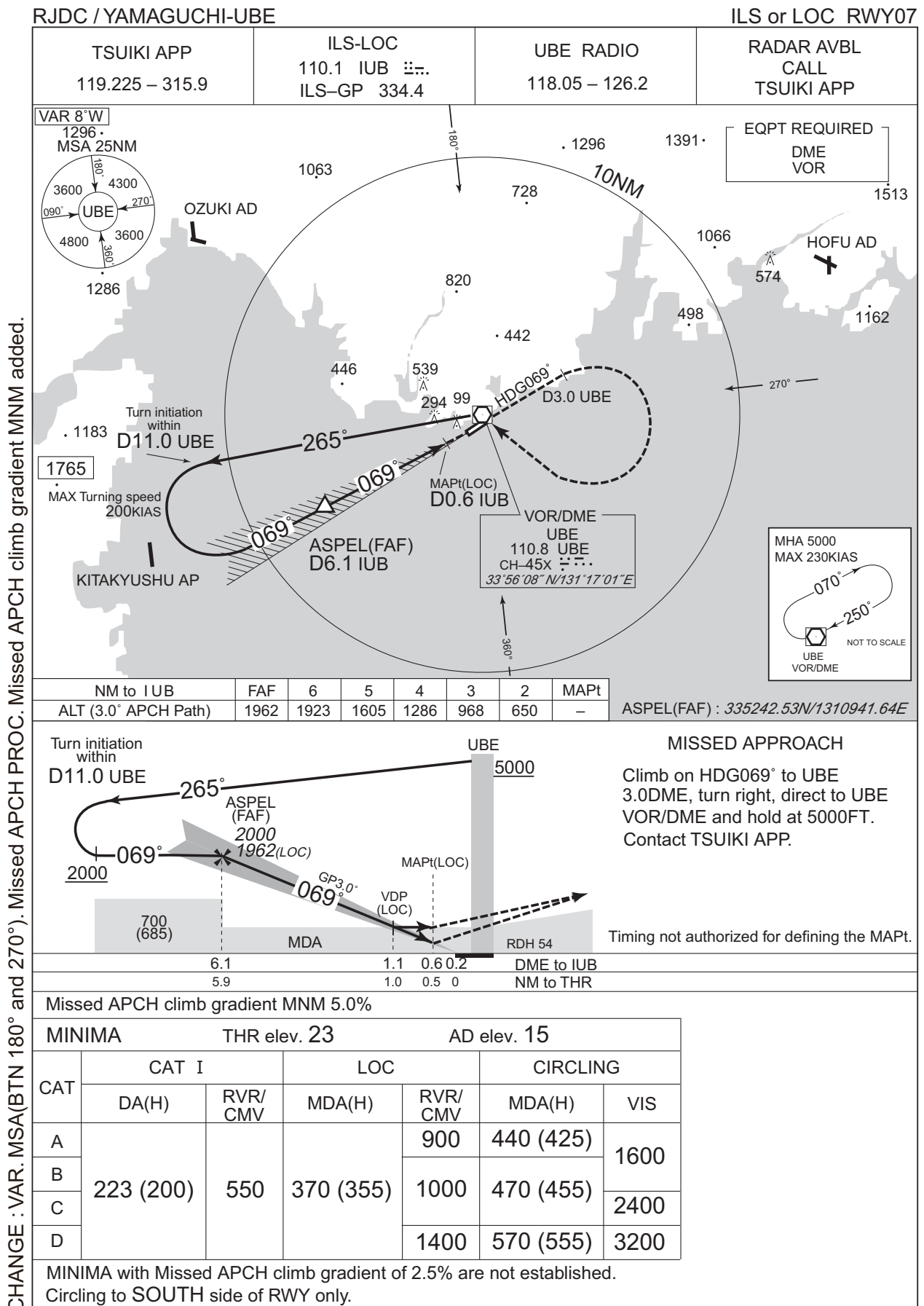


From HIMEH, to ALFET at or above FL160, to MILAN, to FIATO.

CHANGE : PROC Course. Navigation Specification. VAR.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	HIMEH	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	ALFET	—	110 (102.2)	-8.2	19.8	—	+FL160	—	—	RNP1
003	TF	MILAN	—	073 (065.1)	-8.2	37.3	—	—	—	—	RNP1
004	TF	FIATO	—	083 (075.2)	-8.2	19.7	—	—	—	—	RNP1

INSTRUMENT APPROACH CHART



RJDC / YAMAGUCHI-UBE

TSUIKI APP
119.225 – 315.9

UBE VOR/DME
110.8 UBE
CH-45X
33°56'08"N/131°17'01"E

UBE RADIO
118.05 – 126.2

RADAR AVBL
CALL
TSUIKI APP

VAR 8°W
1296
MSA 25NM

EQPT REQUIRED
DME

NM to UBE	FAF	6	5	4	3	MAPt
ALT (3.0° APCH Path)	1665	1646	1328	1009	691	—

MISSED APPROACH

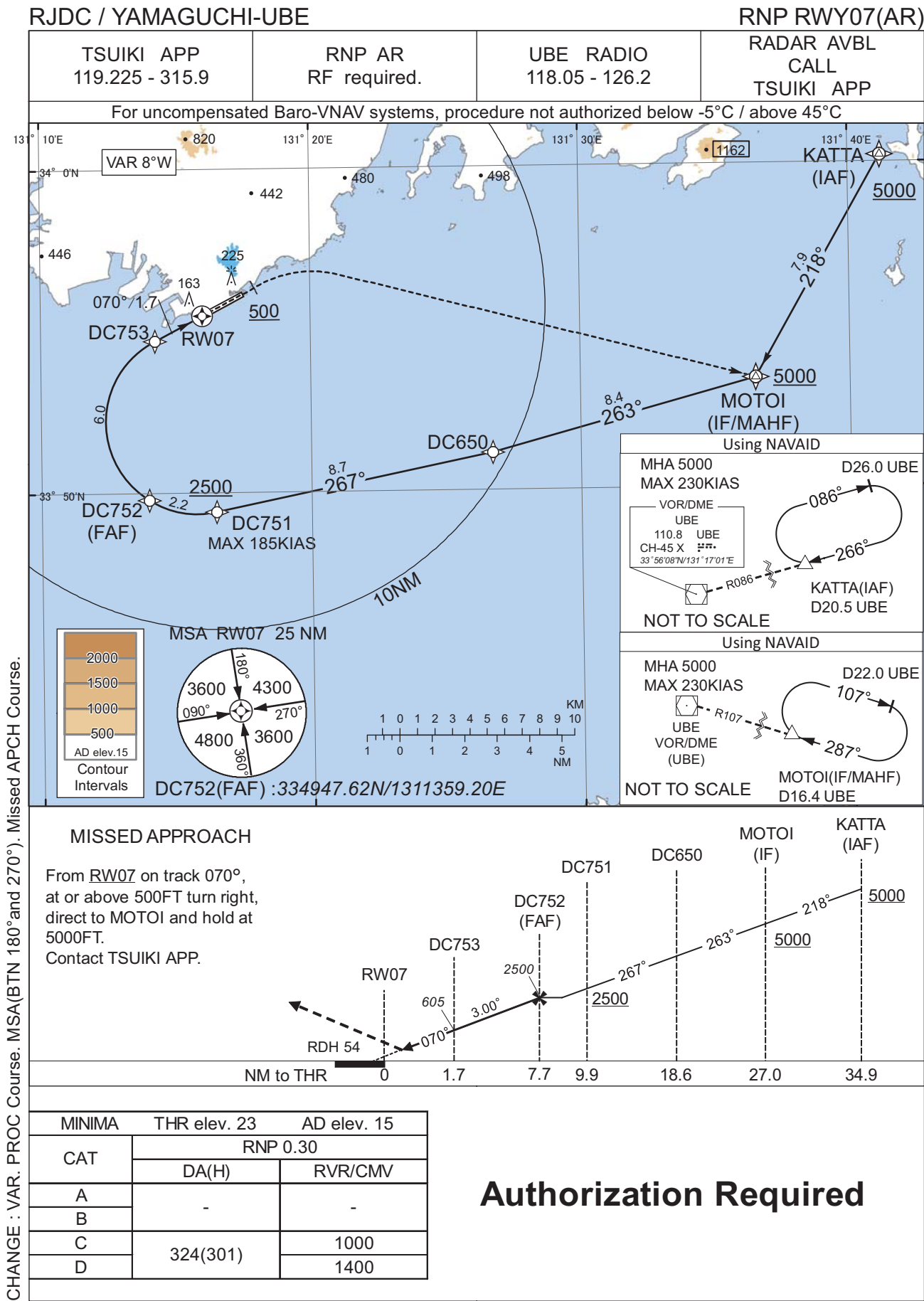
Climb via UBE R073 to 3.0DME, turn right, direct to UBE VOR/DME and hold at 5000FT. Contact TSUIKI APP.

Timing not authorized for defining the MAPt

Missed APCH climb gradient MNM 5.0%																		
MINIMA	THR elev. 23 AD elev. 15																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">CAT</th> <th style="width: 20%;">MDA(H)</th> <th style="width: 10%;">RVR/CMV</th> <th style="width: 20%;">CIRCLING MDA(H)</th> <th style="width: 20%;">VIS</th> </tr> <tr> <td>A</td> <td rowspan="4">450 (435)</td> <td>900</td> <td>450 (435)</td> <td rowspan="2">1600</td> </tr> <tr> <td>B</td> <td rowspan="3">1000</td> <td rowspan="3">470 (455)</td> </tr> <tr> <td>C</td> <td rowspan="2">2400</td> </tr> <tr> <td>D</td> <td>3200</td> </tr> </table>	CAT	MDA(H)	RVR/CMV	CIRCLING MDA(H)	VIS	A	450 (435)	900	450 (435)	1600	B	1000	470 (455)	C	2400	D	3200	
CAT	MDA(H)	RVR/CMV	CIRCLING MDA(H)	VIS														
A	450 (435)	900	450 (435)	1600														
B		1000	470 (455)															
C				2400														
D					3200													

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

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE

RNP RWY07(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	KATTA	-	-	-8.2	-	-	+5000	-	-	-
002	TF	MOTOI	-	218 (209.7)	-8.2	7.9	-	+5000	-	-	1.0
003	TF	DC650	-	263 (254.7)	-8.2	8.4	-	-	-	-	1.0
004	TF	DC751	-	267 (258.4)	-8.2	8.7	-	+2500	-185	-	1.0
005	RF Center: DCRF1 r=2.83NM	DC752	-	-	-8.2	2.2	R	2500	-	-	1.0
006	RF Center: DCRF1 r=2.83NM	DC753	-	-	-8.2	6.0	R	605	-	-3.00	0.3
007	TF	RW07	Y	070 (062.1)	-8.2	1.7	-	77	-	-3.00/54	0.3
008	FA	-	-	070 (062.1)	-8.2	-	-	+500	-	-	1.0
009	DF	MOTOI	-	-	-8.2	-	R	5000	-	-	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
KATTA	340013.04N / 1314112.84E	DCRF1	335211.33N / 1311547.68E
MOTOI	335323.26N / 1313630.85E		
DC650	335109.96N / 1312644.12E		
DC751	334924.96N / 1311628.63E		
DC752	334947.62N / 1311359.20E		
DC753	335442.44N / 1311414.70E		
RW07	335528.81N / 1311600.47E		

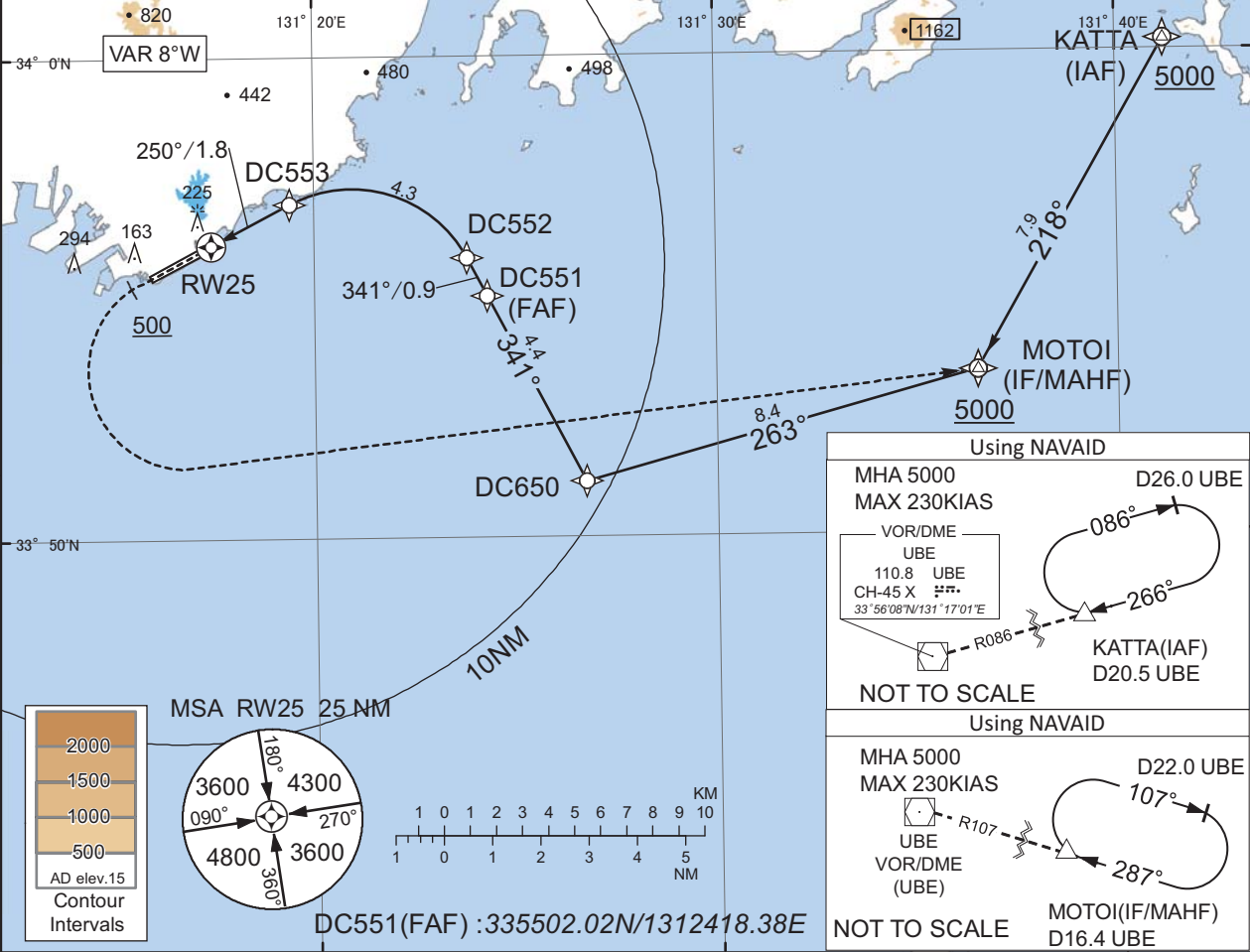
CHANGE : PROC Course. VAR.

INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE RNP RWY25(AR)

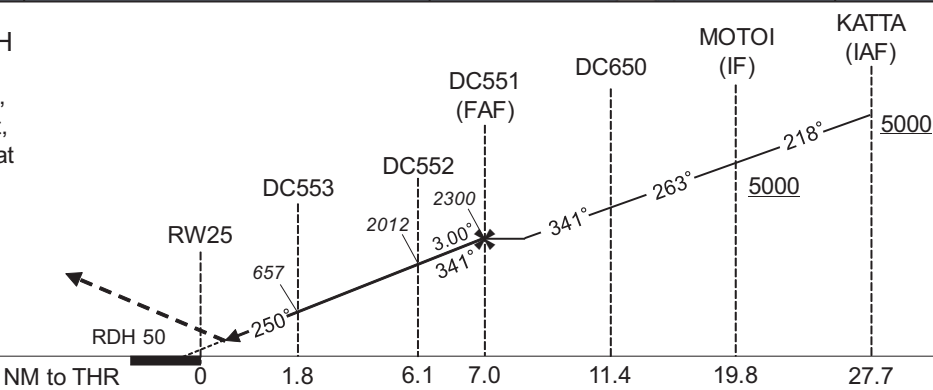
TSUIKI APP 119.225 - 315.9	RNP AR RF required.	UBE RADIO 118.05 - 126.2	RADAR AVBL CALL TSUIKI APP
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For uncompensated Baro-VNAV systems, procedure not authorized below -5°C / above 45°C



MISSED APPROACH

From RW25 on track 250°,
at or above 500FT turn left,
direct to MOTOI and hold at
5000FT.
Contact TSUIKI APP.



MINIMA	THR elev. 22	AD elev. 15
CAT	RNP 0.30	
	DA(H)	CMV
A	-	-
B	-	-
C	386(364)	1400
D		1600

Authorization Required

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

INSTRUMENT APPROACH CHART

RJDC / YAMAGUCHI-UBE

RNP RWY25(AR)

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	KATTA	-	-	-8.2	-	-	+5000	-	-	-
002	TF	MOTOI	-	218 (209.7)	-8.2	7.9	-	+5000	-	-	1.0
003	TF	DC650	-	263 (254.7)	-8.2	8.4	-	-	-	-	1.0
004	TF	DC551	-	341 (332.5)	-8.2	4.4	-	2300	-	-	1.0
005	TF	DC552	-	341 (332.5)	-8.2	0.9	-	2012	-	-3.00	0.3
006	RF Center: DCRF2 r=2.71NM	DC553	-	-	-8.2	4.3	L	657	-	-3.00	0.3
007	TF	RW25	Y	250 (242.2)	-8.2	1.8	-	72	-	-3.00/50	0.3
008	FA	-	-	250 (242.2)	-8.2	-	-	+500	-	-	1.0
009	DF	MOTOI	-	-	-8.2	-	L	5000	-	-	1.0

Waypoint Coordinates

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

CHANGE : PROC Course. VAR.

RJDC / YAMAGUCHI-UBE

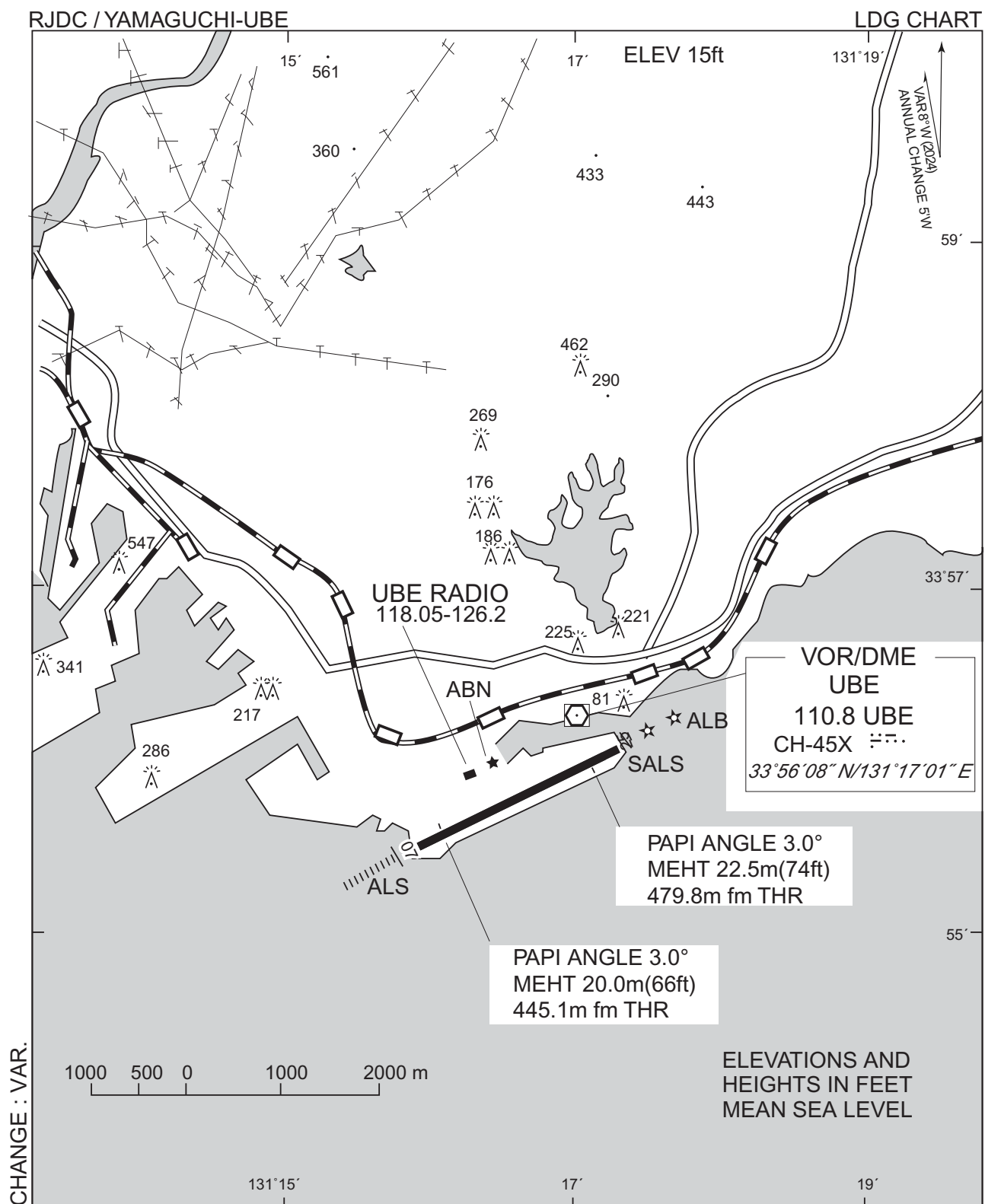
Visual REP



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

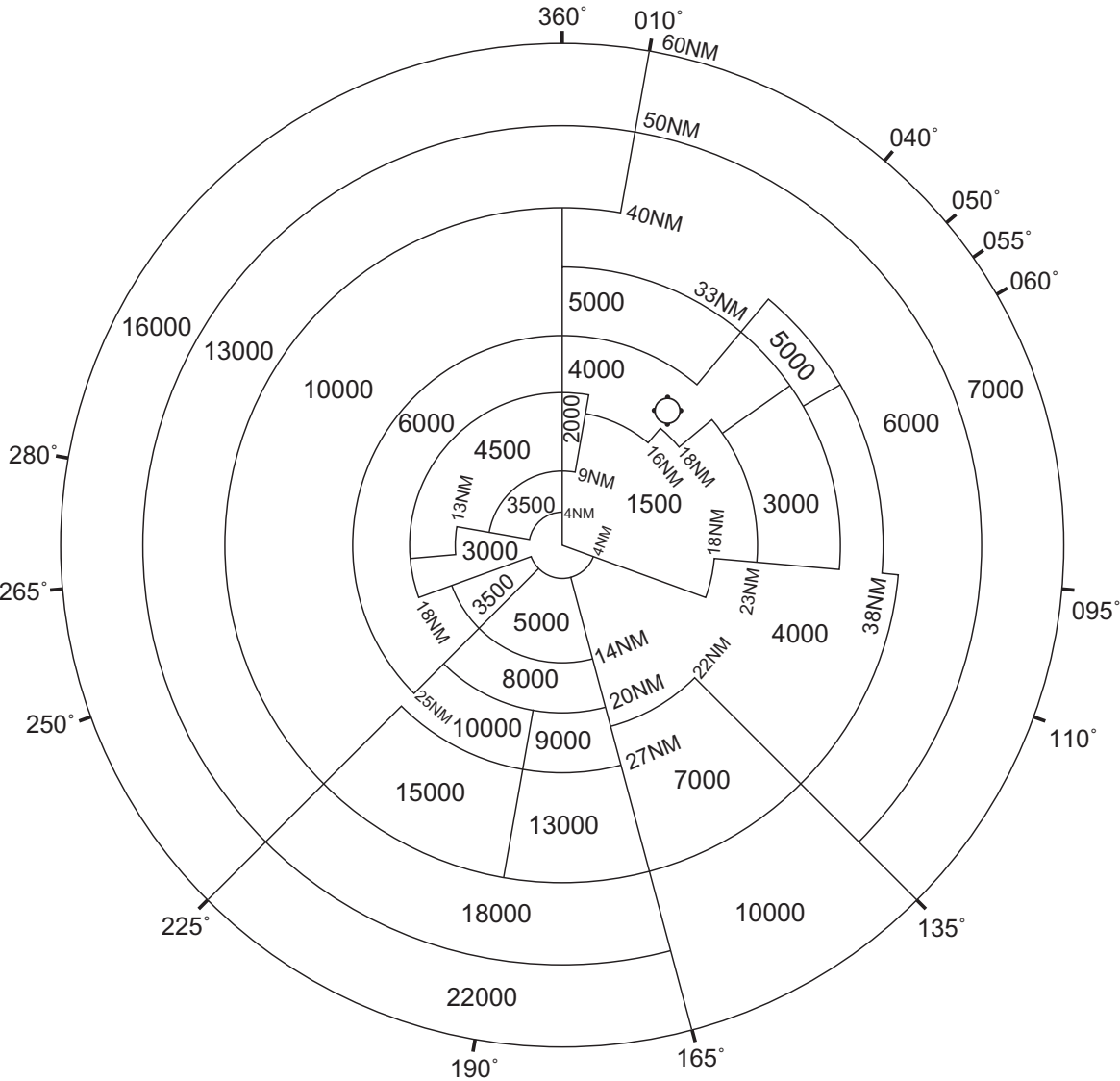
CHANGE : VAR.

Call sign	BRG / DIST from ARP	Remarks
小郡 Ogori	031°T / 11.4NM	JR駅 Station
丸山ダム Maruyama Dam	001°T / 7.3NM	ダム Dam
周防大橋 Suo-ohashi	042°T / 8.3NM	橋 Bridge
小野田 Onoda	320°T / 7.3NM	高速道路インターチェンジ Interchange
竹島 Takeshima	072°T / 7.5NM	島 Island
本山岬 Motoyamamisaki	271°T / 4.9NM	岬 Cape



RJDC / YAMAGUCHI-UBE Minimum Vectoring Altitude CHART

VAR 8°W (2024)



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

CHANGE : VAR.