

AD 2 AERODROMES

RJOA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJOA - HIROSHIMA

RJOA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 342610N/1325510E 097°/1.5km FM RWY 10 THR |
| 2 | Direction and distance from (city) | 50km E FM Hiroshima city |
| 3 | Elevation/ Reference temperature | 1086ft / 29.9°C(2001-2005) |
| 4 | Geoid undulation at AD ELEV PSN | 114ft |
| 5 | MAG VAR/ Annual change | 7°W(2008)/1.56°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Hiroshima International Airport Co., Ltd. 64-31,Zennyuji, Hongo-cho, Mihara-city, Hiroshima Pref. TEL: +81-848-60-8108 FAX: +81-848-60-8103 |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Hiroshima Airport Office (Civil Aviation Bureau) 64-34, Zennyuji, Hongo-cho, Mihara-city, Hiroshima Pref. TEL: 0848-86-8650 |

RJOA AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2230 - 1330 |
| 2 | Customs and immigration | Customs: 2230-1230 Immigration: 2330-0815 |
| 3 | Health and sanitation | Quarantine(human): (SUN,MON,THU)2300-1215 (TUE,WED,FRI,SAT)2330-1215 Quarantine(animal): 2330-1230 Quarantine(plant): INTL SKED FLT hours only |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 2230 - 1330 |
| 8 | Fuelling | 2100 - 1330 |
| 9 | Handling | 2100 - 1400 |
| 10 | Security | 2115 - 1135 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJOA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to a Boeing 747 type freighter. |
| 2 | Fuel/ oil types | Fuel grades : JET A-1 |
| 3 | Fuelling facilities/ capacity | Fuel truck / Ask AD administration |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJOA AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---|
| 1 | Hotels | Not at Airport, but near Airport |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | Not at Airport, but near Airport Hospital in Mihara city 8km |
| 5 | Bank and Post Office | At Airport |
| 6 | Tourist Office | At Airport |
| 7 | Remarks | Nil |

RJOA 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 Lighting power supply truck Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJOA AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow remove equipments: Motor graders x 6-12, Wheel loader x 2 |
| 2 | Clearance priorities | (1) RWY 10/28, TWY T1, T6, P1 - P5 (2) SUB TWY, APRON, SUB APRON |
| 3 | Remarks | Seasonal availability: DEC MID - MAR MID Snow removal will be commenced, if the runway and taxiways are covered with a depth of 3cm or more. |

RJOA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Spot NR 1 - 10 Surface: cement-concrete, Strength: PCN 74/R/B/X/T Sub apron Surface: asphalt-concrete, Strength: PCN 16/F/B/Y/T |
| 2 | Taxiway width, surface and strength | TWY T2 - T5 Width: 34m, Surface: asphalt-concrete, Strength: PCN 72/F/A/X/T TWY T1, T6 Width: 32m, Surface: asphalt-concrete, Strength: PCN 72/F/A/X/T TWY P1 - P5 Width: 30m, Surface: asphalt-concrete, Strength: PCN 72/F/A/X/T SUB TWY Width: 18m, Surface: asphalt-concrete, Strength: PCN 16/F/B/Y/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1 : 342621.10N/1325517.84E 2 : 342621.09N/1325515.09E 3 : 342621.09N/1325512.35E 5 : 342621.09N/1325509.61E 6 : 342620.86N/1325506.74E 6R : 342621.13N/1325507.25E 6L : 342620.29N/1325505.47E 7 : 342621.09N/1325503.83E 7L : 342620.99N/1325503.69E 8 : 342621.09N/1325500.89E 9 : 342621.11N/1325458.60E 10: 342621.08N/1325456.33E L: 342621.08N/1325514.71E C: 342621.08N/1325516.47E R: 342621.08N/1325518.24E |
| 6 | Remarks | Nil |

RJOA 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 identification sign: Spot NR 2, 3, 5 - 8 |
| 2 | RWY and TWY markings and LGT | <p>RWY: RWY 10/28 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY10), WBAR(RWY10)</p> <p>TWY: TWY T1 - T6 (Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction marking (LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign Stop Bar LGT TWY: TWY P1 - P5 (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> |
| 3 | Stop bars | <p>Stop Bar LGT : T1-T6 Stop Bar System operations are as follows;</p> <ol style="list-style-type: none"> 1) Stop bar system are installed at each taxi holding position associated with RWY 10/28. 2) Stop bar system will be operated when the visibility or the lowest RVR of RWY 10/28 is at or less than 600m. 3) Stop bar system on TWY T1 and T6 are controlled individually by ATC. 4) Stop bar system on TWY T2 through T5 are not controlled individually by ATC. 5) During the period stop bar system are operated, TWY T2 through T5 are not available for departing aircraft. |
| 4 | Remarks | <p>(Marking): Overrun area, ACFT PRKG PSN, Apron TWY CL, ACFT stand taxi lane. (LGT): Apron flood LGT</p> |

RJOA AD 2.10 AERODROME OBSTACLES

See AD2.24 Aerodrome Obstacle Chart

In approach/TKOF areas

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|-------------------|---------------|------------------|-----------|---------------|---------|
| RWY 10 | Tower | 342604N/1325305E | 1008ft | Marking / LIL | |
| RWY 10 | Tower | 342616N/1325304E | 1160ft | Marking / LIL | |
| RWY 10 | Tower | 342626N/1325301E | 1208ft | Marking / LIL | |

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|------------------|-----------------|-----------|--------------|------------------------------|
| Mountain | 342644N1325451E | 1475ft | - / LIM | above the horizontal surface |
| Mountain | 342702N1325442E | 1485ft | - / LIM | above the horizontal surface |
| Mountain | 342722N1325354E | 1659ft | - / LIM | above the horizontal surface |
| Mountain & Tower | 342751N1325540E | 1623ft | - / LIM | above the horizontal surface |
| Mountain | 342802N1325628E | 1390ft | - / LIM | above the horizontal surface |
| Mountain | 342736N1325219E | 1688ft | - / LIM | |
| Mountain | 342728N1325317E | 1585ft | - / LIM | above the horizontal surface |
| Mountain | 342826N1325451E | 1616ft | - / LIM | above the horizontal surface |

RJOA 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 |

RJOA 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 |
| 10 | 090.00° | 3000x60 | PCN72/F/A/X/T Asphalt Concrete | 342609.69N 1325411.25E 113.2ft | THR ELEV:1071.7ft TDZ ELEV:1080.8ft |
| 28 | 270.00° | 3000x60 | PCN72/F/A/X/T Asphalt Concrete | 342609.69N 1325608.75E 113.4ft | THR ELEV:1067.2ft |

| Slope of RWY | Strip Dimensions(M) | RESA (Overrun) Dimensions(M) | Remarks |
|--|------------------------|---------------------------------|-------------------------|
| 7 | 10 | 11 | 14 |
| See below figure | 3120 × 300 | 240 × (MNM:167 MAX:300)* | RWY Grooving : 3000x40m |
| | 3120 × 300 | 40 × (MNM:292 MAX:300)* | |
| *For detail, ask airport administrator | | | |

RWY10

LONGITUDINAL PROFILE OF RUNWAY

1071. 7ft

0. 3%

1087. 7ft

0. 5%

1067. 2ft

0m

1680. 845m

3000m

RWY28

RJOA AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 3000 | 3000 | 3000 | 3000 | Nil |
| 28 | 3000 | 3000 | 3000 | 3000 | Nil |

RJOA 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 |
| 10 | PALS (CAT III) 900m LIH | Green Green | PAPI 3.0°/Left 397m 66ft | 900m | 3000m 15m Coded color (White/Red) LIH | 3000m 60m Coded color (White/Yellow) LIH | Red | Nil (*1) |
| 28 | SALS 420m LIH | Green - | PAPI 3.0°/Left 416.3m 73.8ft | | 3000m 15m Coded color (White/Red) LIH | 3000m 60m Coded color (White/Yellow) LIH | Red | Nil (*1) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| CGL and Wide angle approach lights are installed for south side circling to RWY 28, ALB is not installed. Overrun area edge LGT(LEN:60m Color:Red)(*1) | | | | | | | | |

RJOA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 342631N/1325459E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : Nil Anemometer : RWY10 : 360m from RWY10 THR, LGTD RWY28 : 330m from RWY28 THR, LGTD |
| 3 | TWY edge and centerline lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1 sec : PALS, SALS, REDL, RENL, RTHL, WBAR, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT and TWY CL LGT at TWY T1 , T6, P1 - P5 Within 15 sec: Other LGT |
| 6 | Remarks | WDI LGT |

RJOA AD 2.16 HELICOPTER LANDING AREA

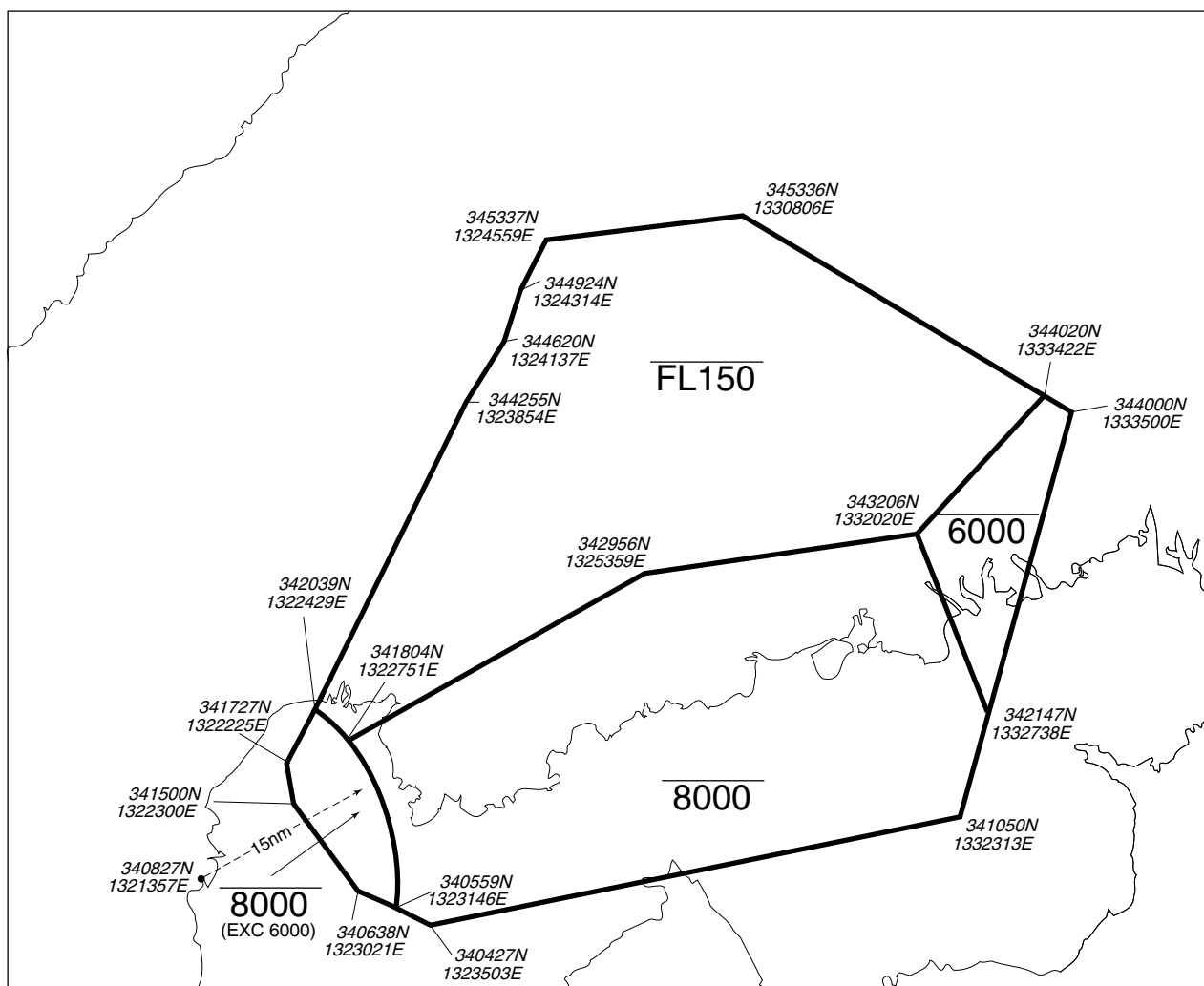
| |
|-----|
| Nil |
|-----|

RJOA 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 |
| HIROSHIMA CTR | Area within a radius of 5NM of HIROSHIMA ARP(3426N/13255E). | 4000 or below | D | HIROSHIMA TOWER En | |
| HIROSHIMA ACA | See below chart | | E | HIROSHIMA APP HIROSHIMA DEP HIROSHIMA RADAR En | |

広島進入管制区

Hiroshima Approach Control Area

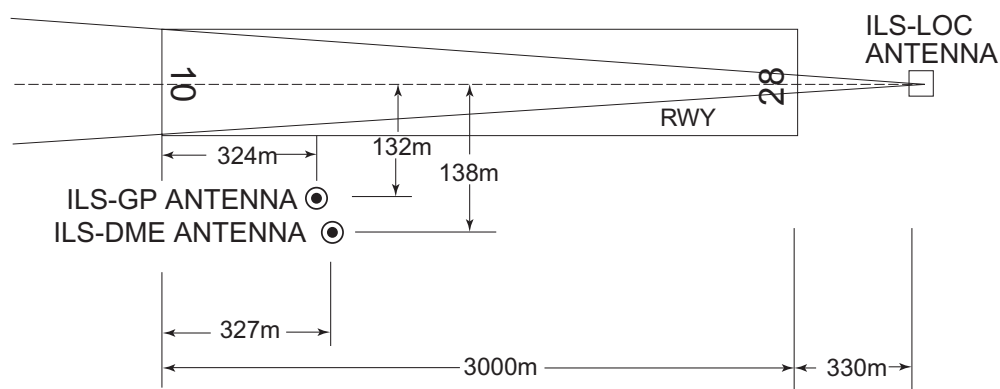


RJOA AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---------------------|--|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Hiroshima Approach | 124.05MHz 119.9MHz 121.5MHz(E) 243.0MHz(E) | 2230 - 1330 | |
| ASR | Hiroshima Radar | 119.9MHz 124.05MHz 125.15MHz 121.5MHz(E) 243.0MHz(E) | 2230 - 1330 | |
| DEP | Hiroshima Departure | 119.9MHz 121.5MHz(E) 243.0MHz(E) | 2230 - 1330 | |
| TWR | Hiroshima Tower | 118.6MHz 126.2MHz 121.5MHz(E) 243.0MHz(E) | 2230 - 1330 | |
| ATIS | Hiroshima Airport | 127.25MHz | 2230 - 1330 | |

RJOA 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) | HGE | 117.9MHz | H24 | 342601.59N/ 1325526.29E | | |
| DME | HGE | 1213MHz (CH-126X) | H24 | 342601.59N/ 1325526.29E | 1119ft | |
| ILS-LOC 10 (CAT III) | IHG | 108.7MHz | 2230-1330 | 342609.69N/ 1325621.68E | | LOC: 330m (1083ft) away FM RWY 28 THR. BRG (MAG) 097.93° |
| ILS-GP 10 | - | 330.5MHz | 2230-1330 | 342605.40N/ 1325423.92E | | GP: 324m (1063ft) inside FM RWY 10 THR, 132m (433ft) S of RCL GP angle 3.0° ILS REF datum 16.5m (54ft). |
| ILS-DME 10 | IHG | 985MHz (CH-24X) | 2230-1330 | 342605.22N/ 1325424.03E | 1088ft | DME: 327m (1073ft) inside FM RWY 10 THR, 138m (453ft) S of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

ILS for RWY 10HIROSHIMA AP

REMARKS : 1.ILS-LOC beam BRG(MAG) 097.93°
 2.HGT of ILS REF datum 16.5m(54ft)
 3.GP Angle 3.0°
 4.ELEV of ILS-DME 331.5m(1088ft)

RJOA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 定期便または緊急事態以外の航空機の取り扱い

当空港の使用について、航空機の運航者は、空港管理者の許可を得ること

TEL: 0848(60)8108 FAX: 0848(60)8103

1.1 Aircraft operations other than scheduled flights or in an emergency

On use of this airport, aircraft operator is required to obtain the prior permission of the airport administrator.

TEL: +81-848-60-8108 FAX: +81-848-60-8103

1.2 管制方式

出発機は次に掲げる方式に従うこと。

1) 管制承認

出発機はエンジン始動5分前の通報に合わせて、次に掲げる項目を広島タワーに通報すること

- ・ 航空機呼出符号
- ・ 目的地
- ・ 要求高度（代替要求高度がある場合は、当該高度）
- ・ 駐機位置（スポット番号）
- ・ 代替飛行経路がある場合は当該飛行経路

2) 管制承認はエンジン始動準備完了の通報を行った航空機から順に発出される。

3) パイロットはプッシュバック及び／またはエンジン始動時期が遅れることが予想される場合は、広島タワーに対しその旨通報すること。ただし、他の航空機の地上交通による遅延または出発制御時刻等が付加されたために生じる遅延を除く。

4) インターセクション・ディパーチャー

各インターセクション・ディパーチャーによる滑走路残距離は次のとおり。

| RWY | TWY | Remaining RWY length |
|-----|-----|----------------------|
| 28 | T2 | 2,310m (7,570ft) |
| | T3 | 1,690m (5,540ft) |
| | T4 | 1,060m (3,470ft) |
| | T5 | 450m (1,470ft) |
| 10 | T5 | 2,420m (7,930ft) |
| | T4 | 1,810m (5,930ft) |
| | T3 | 1,190m (3,900ft) |
| | T2 | 560m (1,830ft) |

* 誘導路中心線と滑走路中心線の交点から滑走路末端までの距離で 10m (10ft) の端数を切り捨てた値

1.2 ATC Procedures

Departing aircraft shall comply with the following procedures.

1) ATC clearance

Advise HIROSHIMA TOWER 5 minutes prior to starting engines with the following items

- call sign
- destination
- proposed flight level/altitude (alternative flight levels/altitude, if any)
- parking position (spot number)
- alternative flight routes, if any

2) Clearance will be issued in the order of reporting ready to start engines.

3) Pilots shall advise HIROSHIMA TOWER if any delay in push-back and/or engine start-up is anticipated except when delay has been caused by other ground traffic or departure time restriction such as released time.

4) Intersection departure

The remaining runway length for intersection departures are as follows.

* Rounded down to the nearest 10m (10ft) from the measurement between the point where TWY CL meets RCL and RWY THR.

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

6.1 誘導路交差点の翼端クリアランス
(AD1.1.6.8 参照)

誘導路上の停止位置に待機中の航空機と後方の誘導路を走行する航空機の翼端クリアランスは以下のとおりである。

誘導路 T2, T3, T4, T5 の停止位置標識で B773 型機が一時停止している場合、当該航空機の後方を通過しようとする航空機との間に必要最小限度の安全余裕が確保されていない。

その他の型式の航空機が停止位置標識で一時停止している場合は当該航空機の後方を通過しようとする航空機との間に十分な安全余裕がとれない可能性がある。

6.1 Wing tip clearance at the TWY intersection
(REF AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

When B773 holding at the stop marking on TWY T2, T3, T4 and T5, there is no minimum safety buffer between the aircraft holding at the stop marking on the TWY and the aircraft passing behind it.

When other aircraft holding at the stop marking on TWY T2, T3, T4 and T5, there might be no safety buffer between the aircraft holding at the stop marking on the TWY and the aircraft passing behind it.

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

10. Remarks

Nil

RJOA AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJOA 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 | 10/28 | A,B,C | 400m *200m **150m | 400m *200m | 400m *250m | 400m *250m | - | 500m |
| | | D | 400m *250m **200m | 400m *250m | 400m *300m | 400m *300m | - | 500m |
| OTHER | 10/28 | A,B,C,D | AVBL LDG MINIMA | | | | | |

* Applicable when LVP/LVPD IN FORCE

** Applicable when LVP/LVPD IN FORCE and MULTIPLE RVRs AVAILABLE

2. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with HIROSHIMA Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7600 and;

- (I)
1. Contact HIROSHIMA Tower.
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable, proceed to HONGO VOR/DME at last assigned altitude or 4,100 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

3.Trajectorized Airport Traffic Data Processing System (TAPS)

Aircraft flying under control of Hiroshima approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete capability be instructed to reply with the discrete code, it shall report a controller accordingly.

広島アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対しその旨通報すること。

4. Category III Operations at Hiroshima Airport 広島空港におけるカテゴリーⅢ運航

4.1 Facilities

The following facilities are available:

| Runway 10 |
|--|
| <ul style="list-style-type: none"> • ILS Runway 10-CAT III • Lighting system Runway 10-CAT III • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) |

4.2 Conditions

A. The following systems must be operative:

| For ILS RWY 10 approach (CAT III) |
|---|
| (1) ILS comprising; <ul style="list-style-type: none"> • ILS-LOC 10 with standby transmitter(including far field monitor) • ILS-GP 10 with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 10 |
| (2) Lighting system comprising; <ul style="list-style-type: none"> • PALS 10 (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL |
| (3) Secondary power supply |
| (4) RVR by forward-scatter meters at the touchdown zone, mid-point and stop-end of the runway. |

B. The following information must be currently available:

- 1) Surface wind speed and direction
- 2) RVR

C. ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

4.3 Precision Approach Terrain Chart

See RJOA AD2.24

4.4 Operating Minimum

Approach minima stated in AD2.24 (Instrument Approach Chart) are observed.

4.5 LVP

LVP will be available when the following conditions are met:

- 1) Ceiling is at or less than 200ft and/or RVR is at or less than 600m.
- 2) Facilities listed 4.1 above are operational.
- 3) ILS Critical Area is protected.

In order to protect ILS Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given following instruction by ATC.

"REPORT OUT OF ILS CRITICAL AREA "

The exit taxiway centerline lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, she is expected to advise the ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

4.6 Approval for CAT III Operations

Operators must obtain operational approval from the State of Registry or the State of Operator, as appropriate, to conduct CAT III Operations. (See GEN1.5)

5. LVTO at Hiroshima Airport

5.1. Facilities

The following facilities are available:

| RWY 10 | RWY 28 |
|--|--|
| <ul style="list-style-type: none">• Lighting system RWY 10 for LVTO• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) | <ul style="list-style-type: none">• Lighting system RWY 28 for LVTO• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) |

5.2. Conditions

A. The following systems must be operative:

| For LVTO |
|--|
| (1) Lighting system comprising; <ul style="list-style-type: none">• High INTST REDL• High INTST RENL• RCLL |
| (2) Secondary power supply |

B. The following information must be currently available:

- a) Surface wind speed and direction.
- b) RVR or VIS

C. ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

5.3. Operating Minima

Take-off minima stated in AD2.22(TAKE-OFF MINIMA) are observed.

5.4. LVP/LVPD

(1)LVP/LVPD will be available when the following conditions are met:

- a)RVR is at or less than 600m.
- b)Facilities listed 5.1 above are operational.

(2)Taxiway available for LVTO

Entering taxiway: T1 and T6

RJOA AD 2.23 ADDITIONAL INFORMATION

Nil

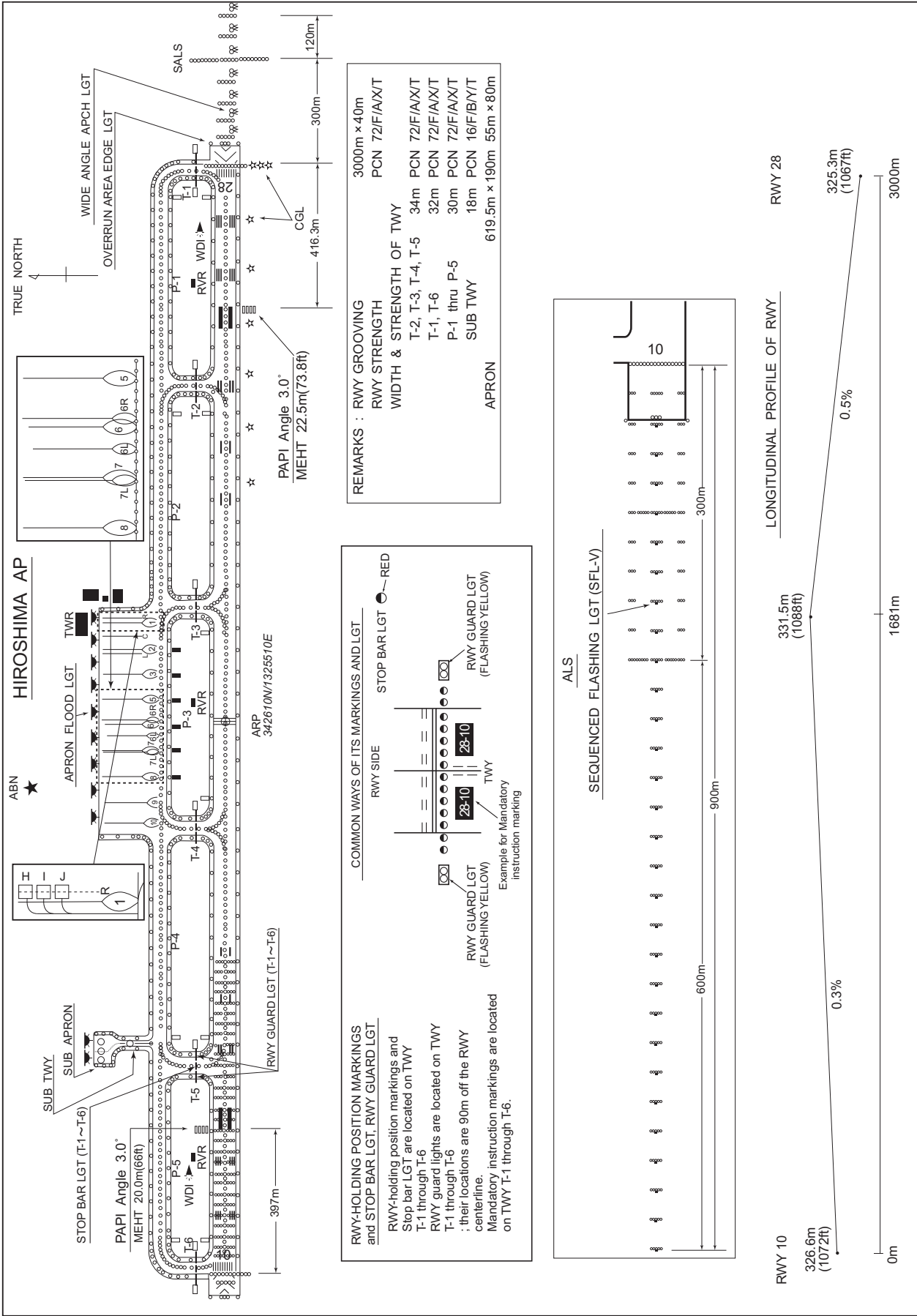
RJOA AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Aerodrome Obstacle Chart type A (RWY10/28)
Aerodrome Obstacle Chart type B (RWY10/28)
Precision Approach Terrain Chart
Standard Departure Chart - Instrument (TOJYO, OPERA, BINGO, KINOE, HONGO)
Standard Departure Chart - Instrument (MARCO-RNAV)
Standard Departure Chart - Instrument (KIJYY-RNAV)
Standard Departure Chart - Instrument (MOMOT-RNAV)
Standard Departure Chart - Instrument (SINFO-RNAV)
Standard Arrival Chart - Instrument (HONGO)
Standard Arrival Chart - Instrument (MISEN-RNAV)
Standard Arrival Chart - Instrument (AXELA-RNAV)
Standard Arrival Chart - Instrument (DEMIO-RNAV)
Standard Arrival Chart - Instrument (VISTA-RNAV)
Instrument Approach Chart (ILS or LOC RWY10 (CAT III))
Instrument Approach Chart (VOR RWY10)
Instrument Approach Chart (VOR Z RWY28)
Instrument Approach Chart (VOR Y RWY28)
Instrument Approach Chart (RNAV(GNSS) RWY28)
Instrument Approach Chart (RNAV(RNP) Z RWY10)
Instrument Approach Chart (RNAV(RNP) Y RWY10)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

RJOA / HIROSHIMA

AD CHART

CHANGE : Marking added (spot H,I,J).



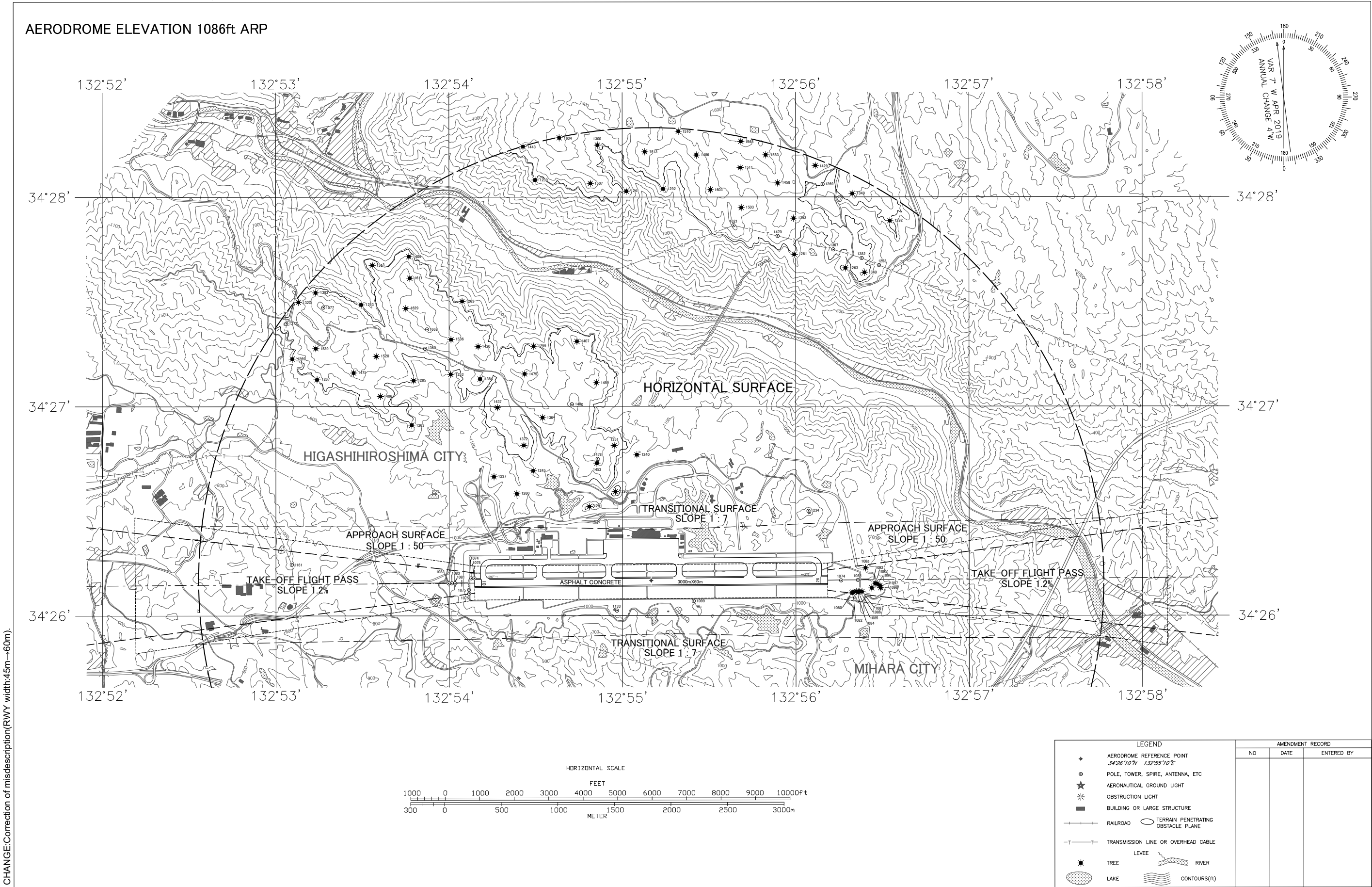
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DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



AERODROME OBSTACLE CHART-ICAO
TYPE B (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



PRECISION APPROACH TERRAIN CHART-ICAO

PRCISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

SID and TRANSITION

TOJYO THREE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn left to intercept and proceed via HGE R040 to TOJYO...

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn right HDG 085° to intercept and proceed via HGE R-040 to TOJYO...
...Cross TOJYO at or above 12000FT.

Note : RWY10 : 3.5% climb gradient required up to 1900FT.

OBST ALT 1579FT located at 023°/3.31NM FM DER.

RWY28 : 3.4% climb gradient required up to 1600FT.

OBST ALT 2484FT located at 337°/7.77NM FM DER.

MIYAZU TRANSITION

From over TOJYO, proceed via YME R256 to YME VOR/DME.

OPERA THREE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn left HDG 313°....

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn right HDG 043°....
....to intercept and proceed via HGE R358 to OPERA, via AKANA.

Cross AKANA at or above 11000FT, cross OPERA at or above FL150.

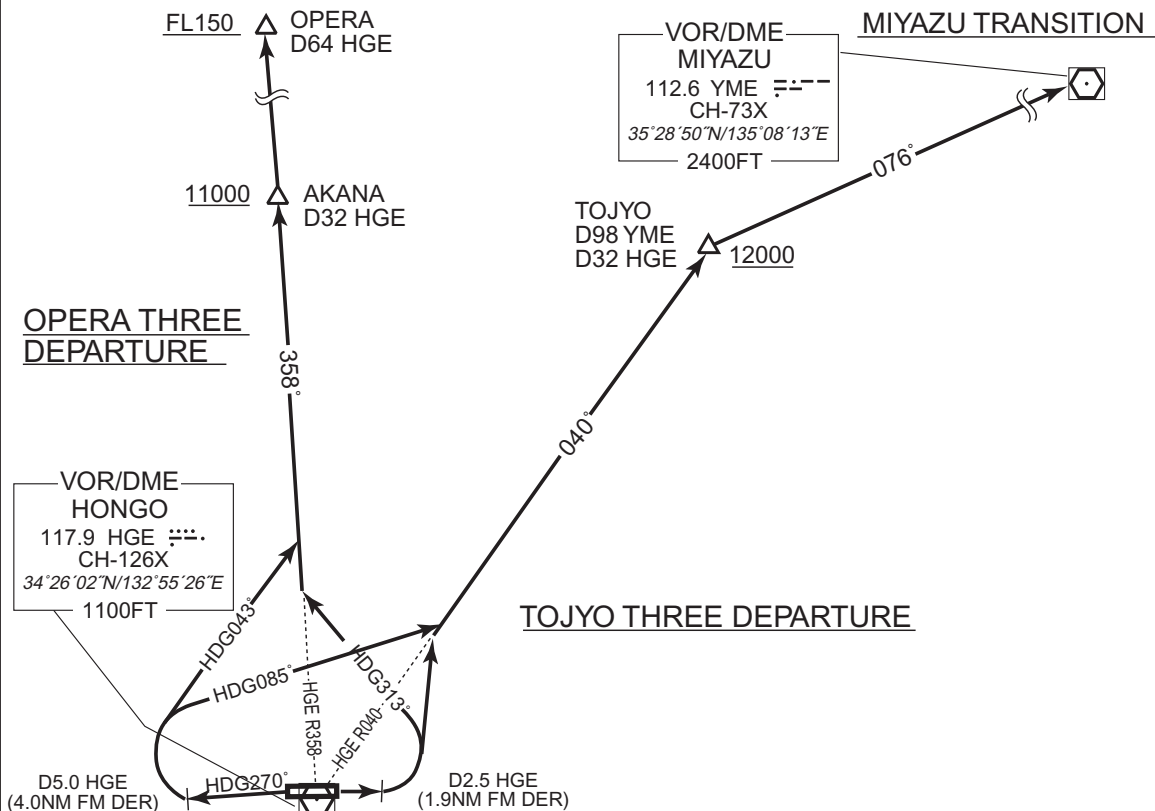
Note : RWY10 : 3.5% climb gradient required up to 1900FT.

OBST ALT 1579FT located at 023°/3.31NM FM DER.

RWY28 : 3.8% climb gradient required up to 3300FT.

OBST ALT 3025FT located at 329°/11.0NM FM DER.

CHANGE: OTSU TRANSITION abolished. OTSU VOR/DME(CUE) abolished.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

SID

BINGO FOUR DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn right....

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn left HDG 059°
....to intercept and proceed via HGE R104 to BINGO.

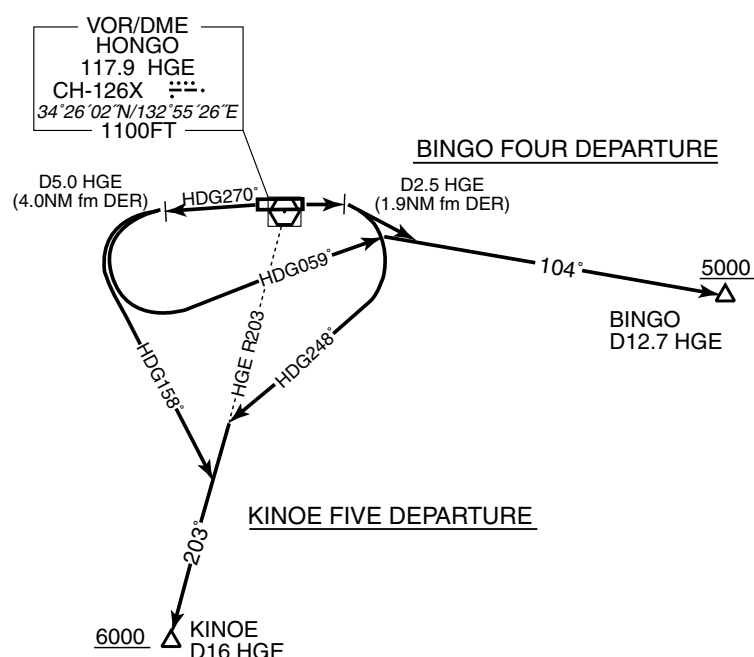
Cross BINGO at or above 5000FT.

KINOE FIVE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 2.5DME(1.9NM FM DER), turn right HDG 248°....

RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn left HDG 158°
....to intercept and proceed via HGE R203 to KINOE.

Cross KINOE at or above 6000FT.



STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

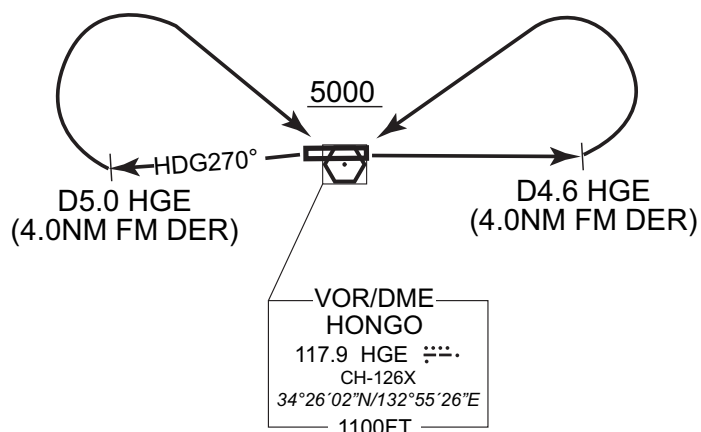
SID and TRANSITION

HONGO REVERSAL THREE DEPARTURE

RWY 10 : Climb RWY HDG to HGE 4.6DME(4.0NM FM DER), turn left....,
RWY 28 : Climb on HDG 270° to HGE 5.0DME(4.0NM FM DER), turn right....,
....direct to HGE VOR/DME. Cross HGE VOR/DME at or above 5000FT.

Note : RWY10 : 3.8% climb gradient required up to 2300FT.
OBST ALT 2002FT located at 093°/5.73NM FM DER.
RWY28 : 3.4% climb gradient required up to 1600FT.
OBST ALT 2484FT located at 337°/7.77NM FM DER.

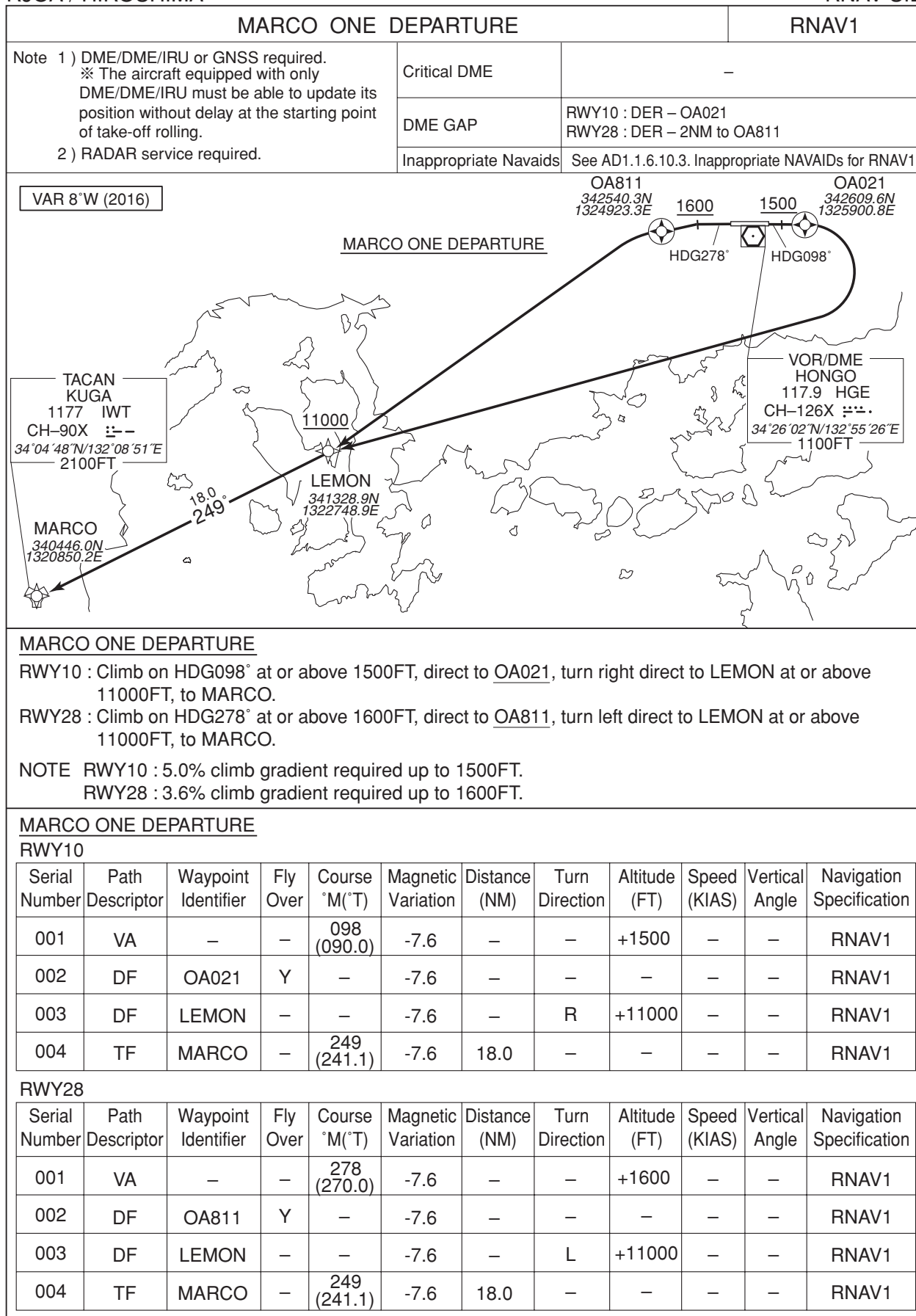
HONGO REVERSAL THREE DEPARTURE



STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

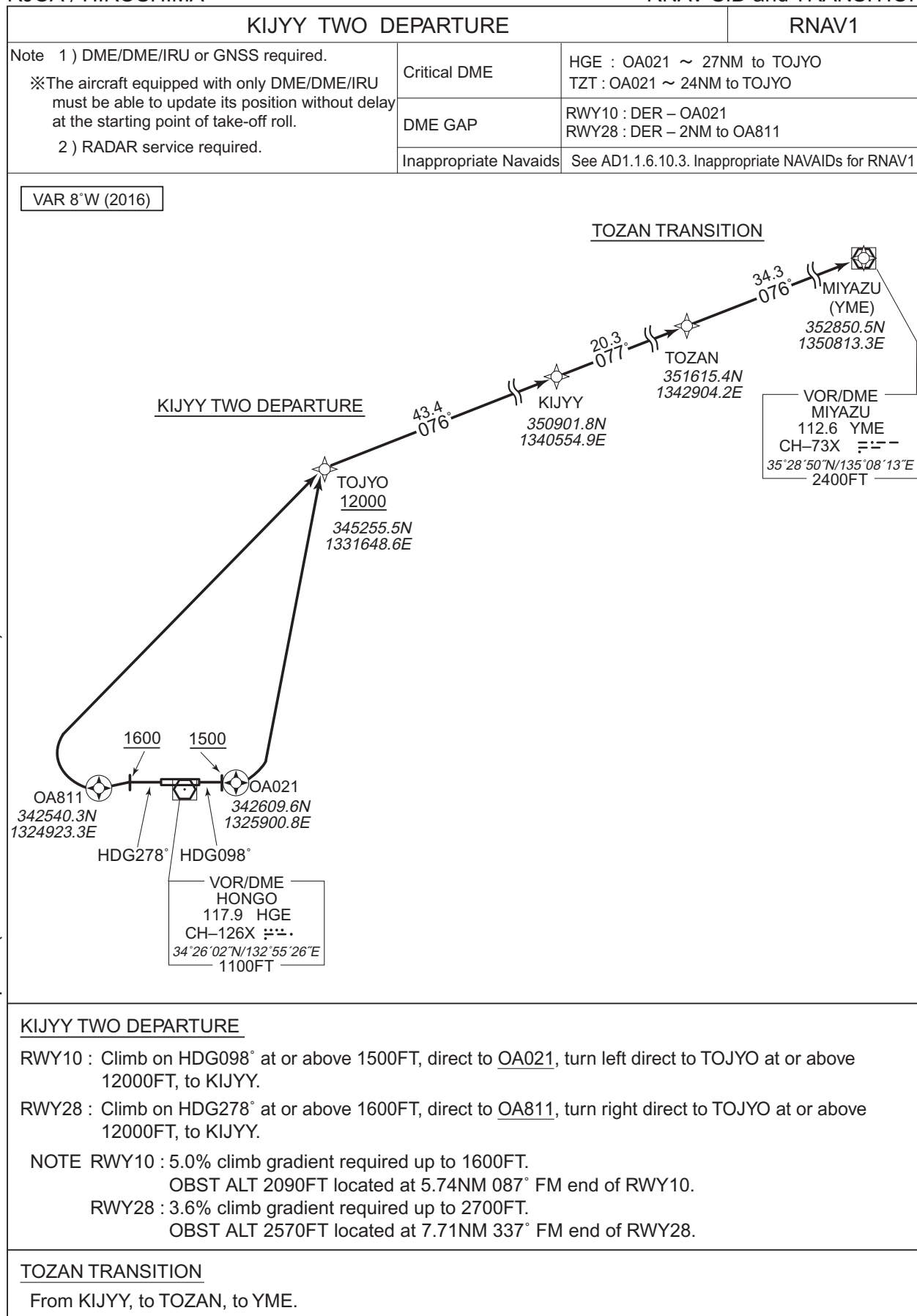
RNAV SID



STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION



CHANGE: Correction of misdescription (Course FM TOZAN to MIYAZU).

STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

KIJYY TWO DEPARTURE

RWY10

| 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 | — | — | 098 (090.0) | -7.6 | — | — | +1500 | — | — | RNAV1 |
| 002 | DF | OA021 | Y | — | -7.6 | — | — | — | — | — | RNAV1 |
| 003 | DF | TOJYO | — | — | -7.6 | — | L | +12000 | — | — | RNAV1 |
| 004 | TF | KIJYY | — | 076 (067.9) | -7.6 | 43.4 | — | — | — | — | RNAV1 |

RWY28

| 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 | — | — | 278 (270.0) | -7.6 | — | — | +1600 | — | — | RNAV1 |
| 002 | DF | OA811 | Y | — | -7.6 | — | — | — | — | — | RNAV1 |
| 003 | DF | TOJYO | — | — | -7.6 | — | R | +12000 | — | — | RNAV1 |
| 004 | TF | KIJYY | — | 076 (067.9) | -7.6 | 43.4 | — | — | — | — | RNAV1 |

TOZAN TRANSITION

| 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 | KIJYY | — | — | -7.6 | — | — | — | — | — | RNAV1 |
| 002 | TF | TOZAN | — | 077 (069.0) | -7.6 | 20.3 | — | — | — | — | RNAV1 |
| 003 | TF | YME | — | 076 (068.3) | -7.6 | 34.3 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

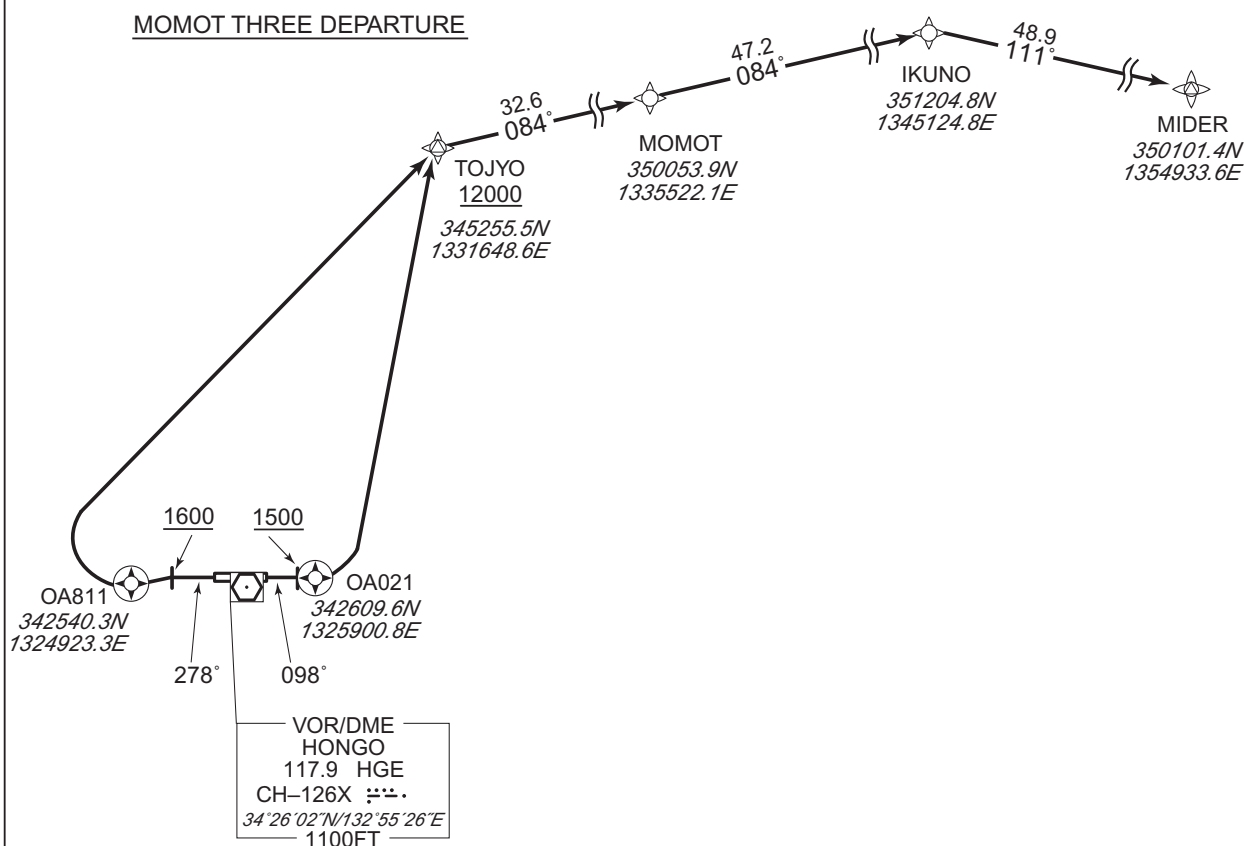
RJOA / HIROSHIMA

RNAV SID and TRANSITION

| MOMOT THREE DEPARTURE | | RNAV1 |
|---|-----------------------|---|
| 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 | HGE : OA021 ~ 27NM to TOJYO TZX : OA021 ~ 24NM to TOJYO OKT : 25NM to IKUNO ~ 19NM to IKUNO |
| | DME GAP | RWY10 : DER - OA021 RWY28 : DER - 2NM to OA811 |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 |

VAR 8°W (2020)

IKUNO TRANSITION

MOMOT THREE DEPARTURE

RWY10 : Climb on HDG098° at or above 1500FT, direct to OA021, turn left direct to TOJYO at or above 12000FT, to MOMOT.

RWY28 : Climb on HDG278° at or above 1600FT, direct to OA811, turn right direct to TOJYO at or above 12000FT, to MOMOT.

NOTE RWY10 : 5.0% climb gradient required up to 1600FT.
OBST ALT 2090FT located at 5.74NM 087° FM end of RWY10.
RWY28 : 3.6% climb gradient required up to 2700FT.
OBST ALT 2570FT located at 7.71NM 337° FM end of RWY28.

IKUNO TRANSITION

From MOMOT, to IKUNO, to MIDER.

CHANGE: VAR. PROC course. SID renamed. OTSU VOR/DME(CUE) abolished. MIDER established.

STANDARD DEPARTURE CHART - INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

MOMOT THREE DEPARTURE

RWY10

| 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 | — | — | 098 (090.0) | -7.9 | — | — | +1500 | — | — | RNAV1 |
| 002 | DF | OA021 | Y | — | -7.9 | — | — | — | — | — | RNAV1 |
| 003 | DF | TOJYO | — | — | -7.9 | — | L | +12000 | — | — | RNAV1 |
| 004 | TF | MOMOT | — | 084 (075.7) | -7.9 | 32.6 | — | — | — | — | RNAV1 |

RWY28

| 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 | — | — | 278 (270.0) | -7.9 | — | — | +1600 | — | — | RNAV1 |
| 002 | DF | OA811 | Y | — | -7.9 | — | — | — | — | — | RNAV1 |
| 003 | DF | TOJYO | — | — | -7.9 | — | R | +12000 | — | — | RNAV1 |
| 004 | TF | MOMOT | — | 084 (075.7) | -7.9 | 32.6 | — | — | — | — | RNAV1 |

IKUNO TRANSITION

| 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 | MOMOT | — | — | -7.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | IKUNO | — | 084 (076.0) | -7.9 | 47.2 | — | — | — | — | RNAV1 |
| 003 | TF | MIDER | — | 111 (102.8) | -7.9 | 48.9 | — | — | — | — | RNAV1 |

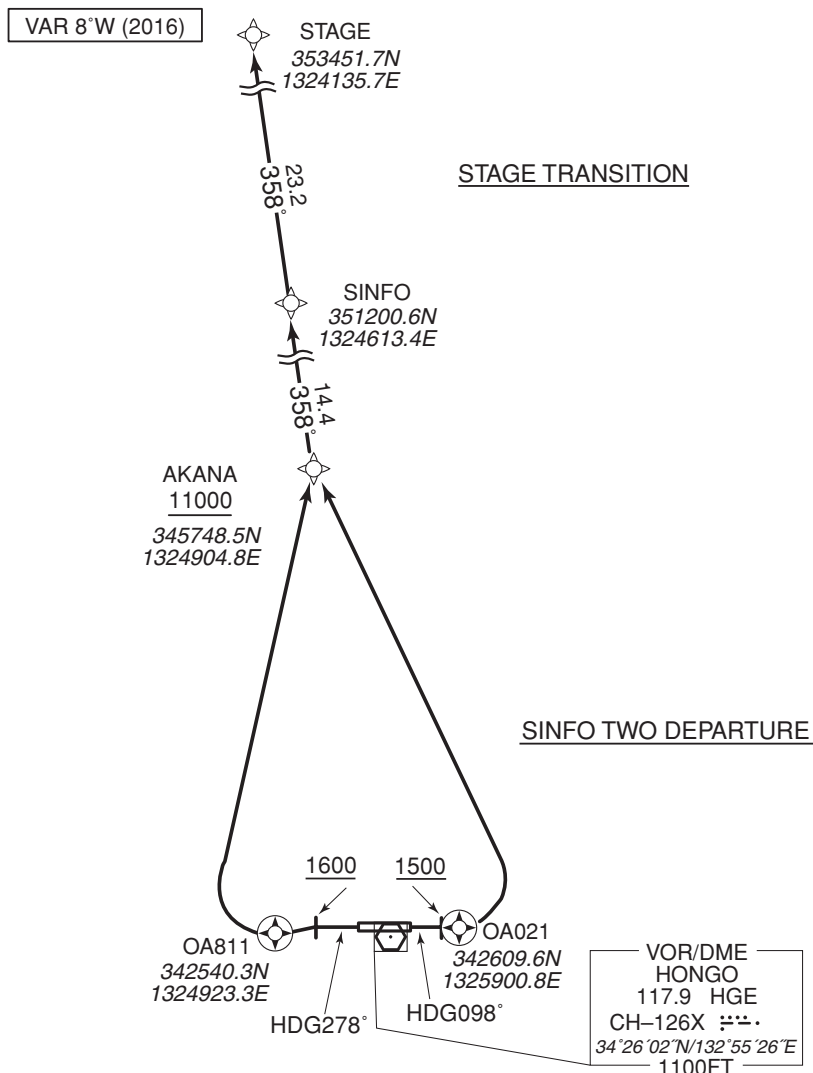
CHANGE: VAR. Course FM TOJYO to MOMOT. CUE abolished. MIDER established.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

| SINFO TWO DEPARTURE | | RNAV1 |
|--|-----------------------|--|
| 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 | MYE : OA021 ~ 31NM to AKANA TRE : SINFO ~ STAGE |
| | DME GAP | RWY10 : DER – OA021 RWY28 : DER – 2NM to OA811 |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

SINFO TWO DEPARTURE

RWY10 : Climb on HDG098° at or above 1500FT, direct to OA021, turn left direct to AKANA at or above 11000FT, to SINFO.

RWY28 : Climb on HDG278° at or above 1600FT, direct to OA811, turn right direct to AKANA at or above 11000FT, to SINFO.

NOTE RWY10 : 5.0% climb gradient required up to 1800FT.

OBST ALT 1780FT located at 2.30NM 006° FM end of RWY10.

RWY28 : 3.8% climb gradient required up to 3700FT.

OBST ALT 3150FT located at 11.02NM 322° FM end of RWY28.

STAGE TRANSITION

From SINFO, to STAGE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV SID and TRANSITION

SINFO TWO DEPARTURE

RWY10

| 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 | — | — | 098 (090.0) | -7.6 | — | — | +1500 | — | — | RNAV1 |
| 002 | DF | OA021 | Y | — | -7.6 | — | — | — | — | — | RNAV1 |
| 003 | DF | AKANA | — | — | -7.6 | — | L | +11000 | — | — | RNAV1 |
| 004 | TF | SINFO | — | 358 (350.7) | -7.6 | 14.4 | — | — | — | — | RNAV1 |

RWY28

| 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 | — | — | 278 (270.0) | -7.6 | — | — | +1600 | — | — | RNAV1 |
| 002 | DF | OA811 | Y | — | -7.6 | — | — | — | — | — | RNAV1 |
| 003 | DF | AKANA | — | — | -7.6 | — | R | +11000 | — | — | RNAV1 |
| 004 | TF | SINFO | — | 358 (350.7) | -7.6 | 14.4 | — | — | — | — | RNAV1 |

STAGE TRANSITION

| 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 | SINFO | — | — | -7.6 | — | — | — | — | — | RNAV1 |
| 002 | TF | STAGE | — | 358 (350.6) | -7.6 | 23.2 | — | — | — | — | RNAV1 |

STANDARD ARRIVAL CHART -INSTRUMENT

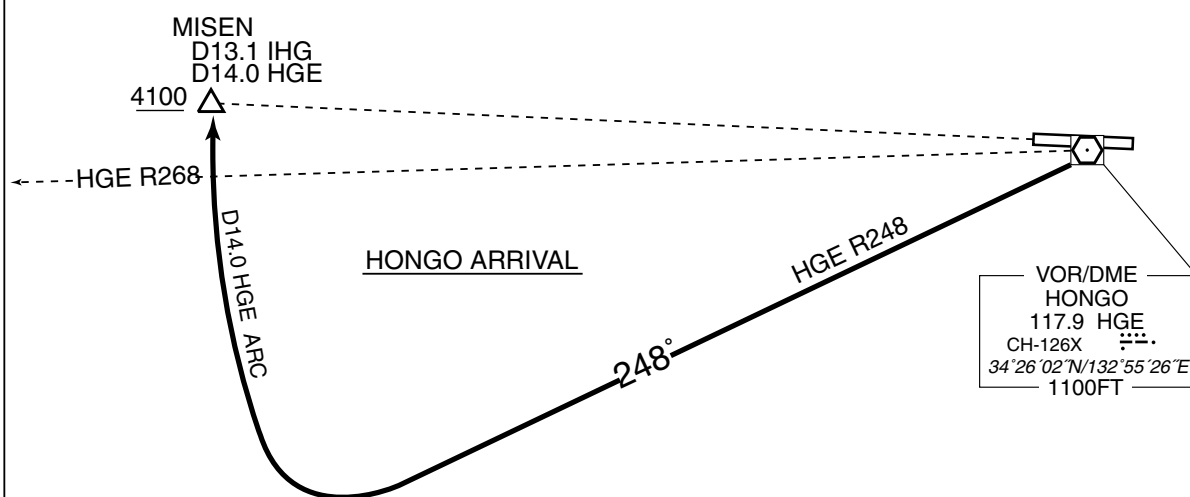
RJOA / HIROSHIMA

STAR

HONGO ARRIVAL

From over HGE VOR/DME, via HGE R248 to intercept and proceed
via HGE 14.0DME clockwise ARC to MISEN.

Cross MISEN at or above 4100FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10

MISEN ARRIVAL

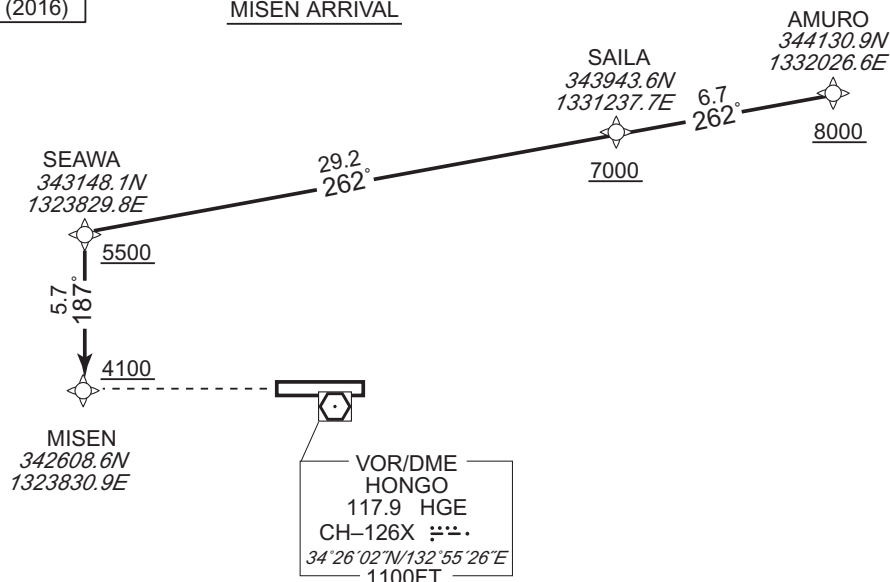
RNAV1

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

2) RADAR service required.

VAR 8°W (2016)

MISEN ARRIVAL



MISEN ARRIVAL

From AMURO at or above 8000FT, to SAILA at or above 7000FT, to SEAWA at or above 5500FT, to MISEN at or above 4100FT.

| | |
|-----------------------|--|
| Critical DME | — |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

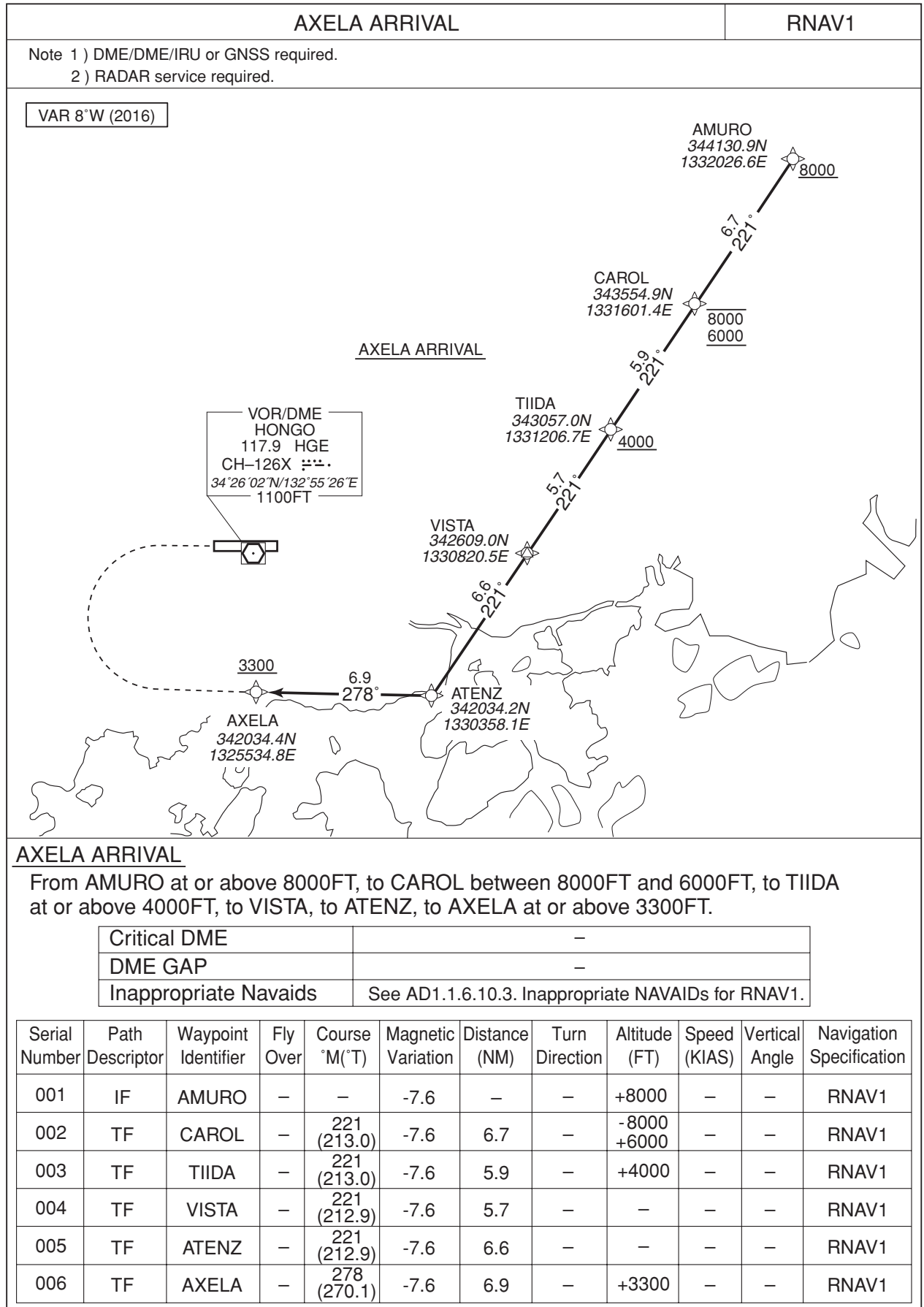
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | AMURO | — | — | -7.6 | — | — | +8000 | — | — | RNAV1 |
| 002 | TF | SAILA | — | 262 (254.5) | -7.6 | 6.7 | — | +7000 | — | — | RNAV1 |
| 003 | TF | SEAWA | — | 262 (254.4) | -7.6 | 29.2 | — | +5500 | — | — | RNAV1 |
| 004 | TF | MISEN | — | 187 (179.8) | -7.6 | 5.7 | — | +4100 | — | — | RNAV1 |

CHANGE : Critical DME deleted.

STANDARD ARRIVAL CHART-INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY10



STANDARD ARRIVAL CHART-INSTRUMENT

RJOA / HIROSHIMA

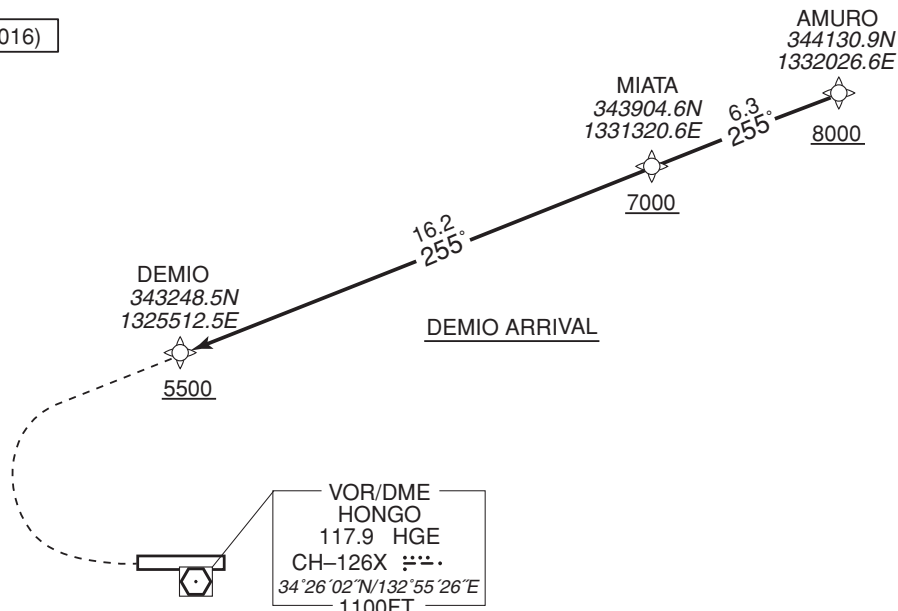
RNAV STAR RWY10

DEMIO ARRIVAL

RNAV1

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

VAR 8°W (2016)



DEMIO ARRIVAL

From AMURO at or above 8000FT, to MIATA at or above 7000FT, to DEMIO at or above 5500FT.

| | |
|------------------------|--|
| Critical DME | — |
| 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 | AMURO | — | — | -7.6 | — | — | +8000 | — | — | RNAV1 |
| 002 | TF | MIATA | — | 255 (247.4) | -7.6 | 6.3 | — | +7000 | — | — | RNAV1 |
| 003 | TF | DEMIO | — | 255 (247.3) | -7.6 | 16.2 | — | +5500 | — | — | RNAV1 |

STANDARD ARRIVAL CHART -INSTRUMENT

RJOA / HIROSHIMA

RNAV STAR RWY28

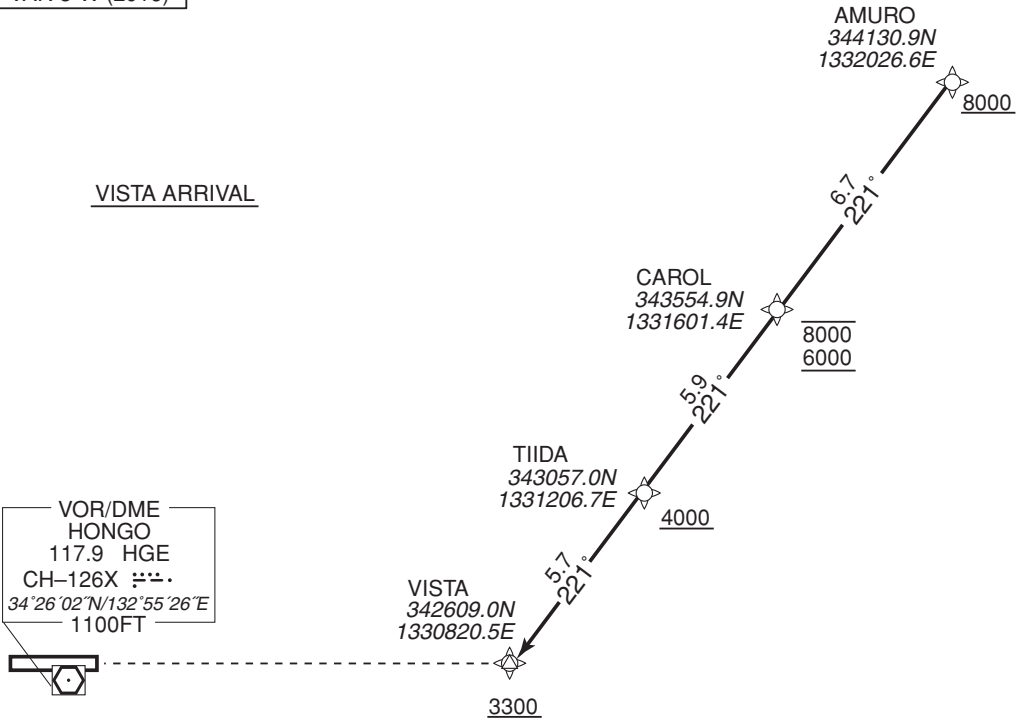
| VISTA ARRIVAL | RNAV1 |
|---------------|-------|
|---------------|-------|

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

VAR 8°W (2016)

VISTA ARRIVAL

VOR/DME
HONGO
117.9 HGE
CH-126X 𠄎𠄎𠄎
34°26'02"N/132°55'26"E
1100FT



VISTA ARRIVAL

From AMURO at or above 8000FT, to CAROL between 8000FT and 6000FT, to TIIDA at or above 4000FT, to VISTA at or above 3300FT.

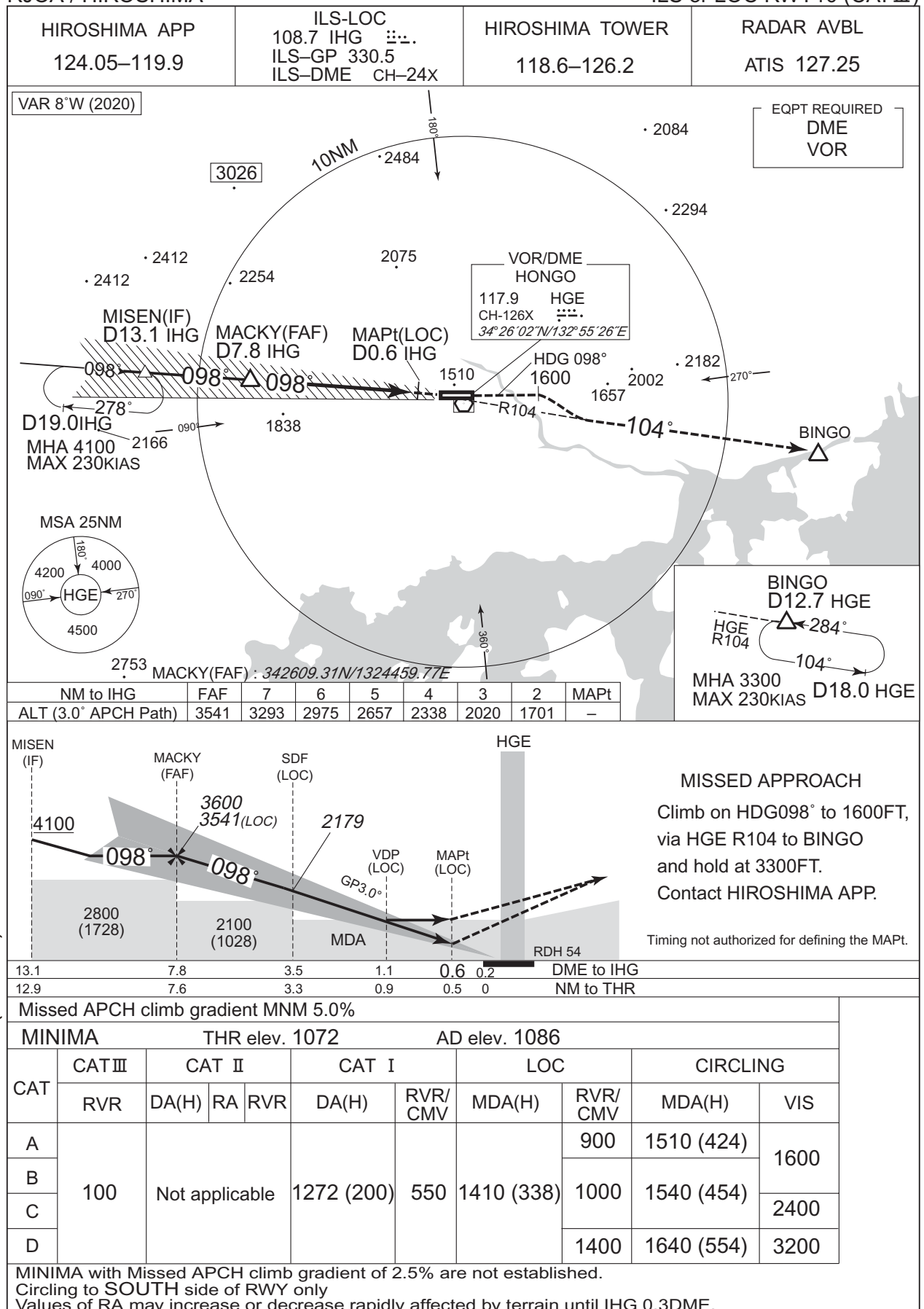
| | |
|-----------------------|--|
| Critical DME | — |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

| 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 | AMURO | — | — | -7.6 | — | — | +8000 | — | — | RNAV1 |
| 002 | TF | CAROL | — | 221 (213.0) | -7.6 | 6.7 | — | -8000 +6000 | — | — | RNAV1 |
| 003 | TF | TIIDA | — | 221 (213.0) | -7.6 | 5.9 | — | +4000 | — | — | RNAV1 |
| 004 | TF | VISTA | — | 221 (212.9) | -7.6 | 5.7 | — | +3300 | — | — | RNAV1 |

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

ILS or LOC RWY10 (CAT III)

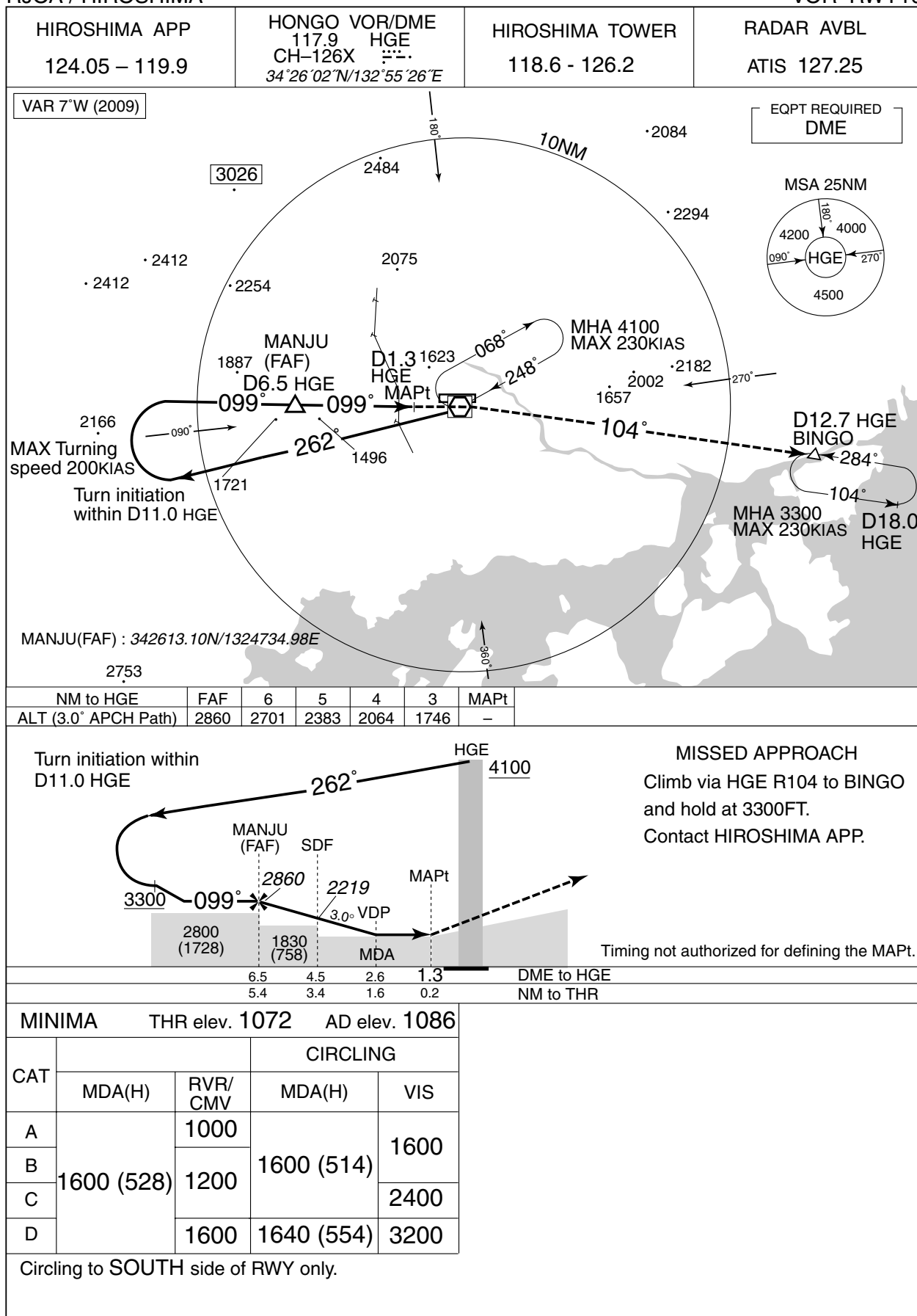


CHANGE: VAR. NM to THR(MISEN).

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

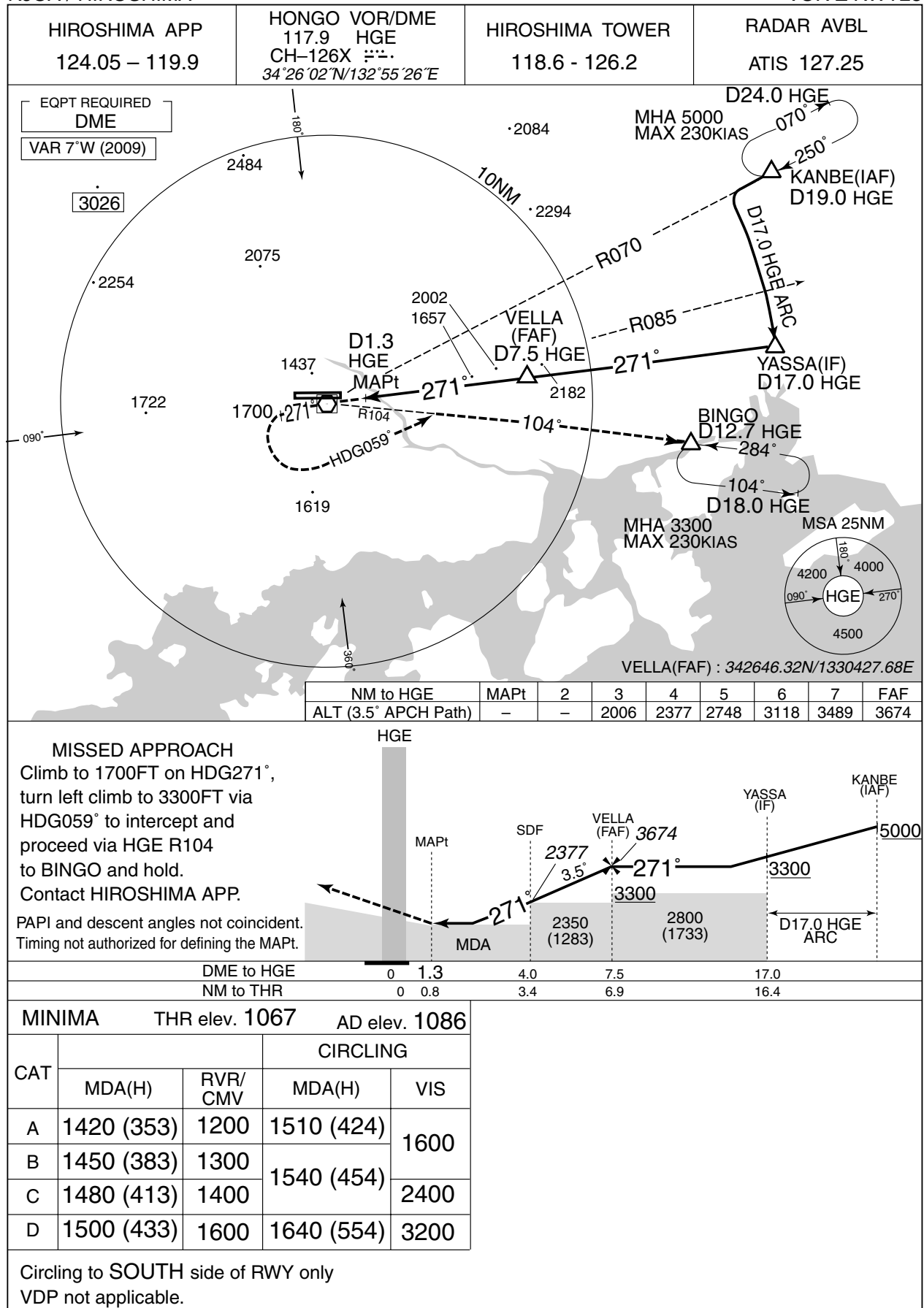
VOR RWY10



INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

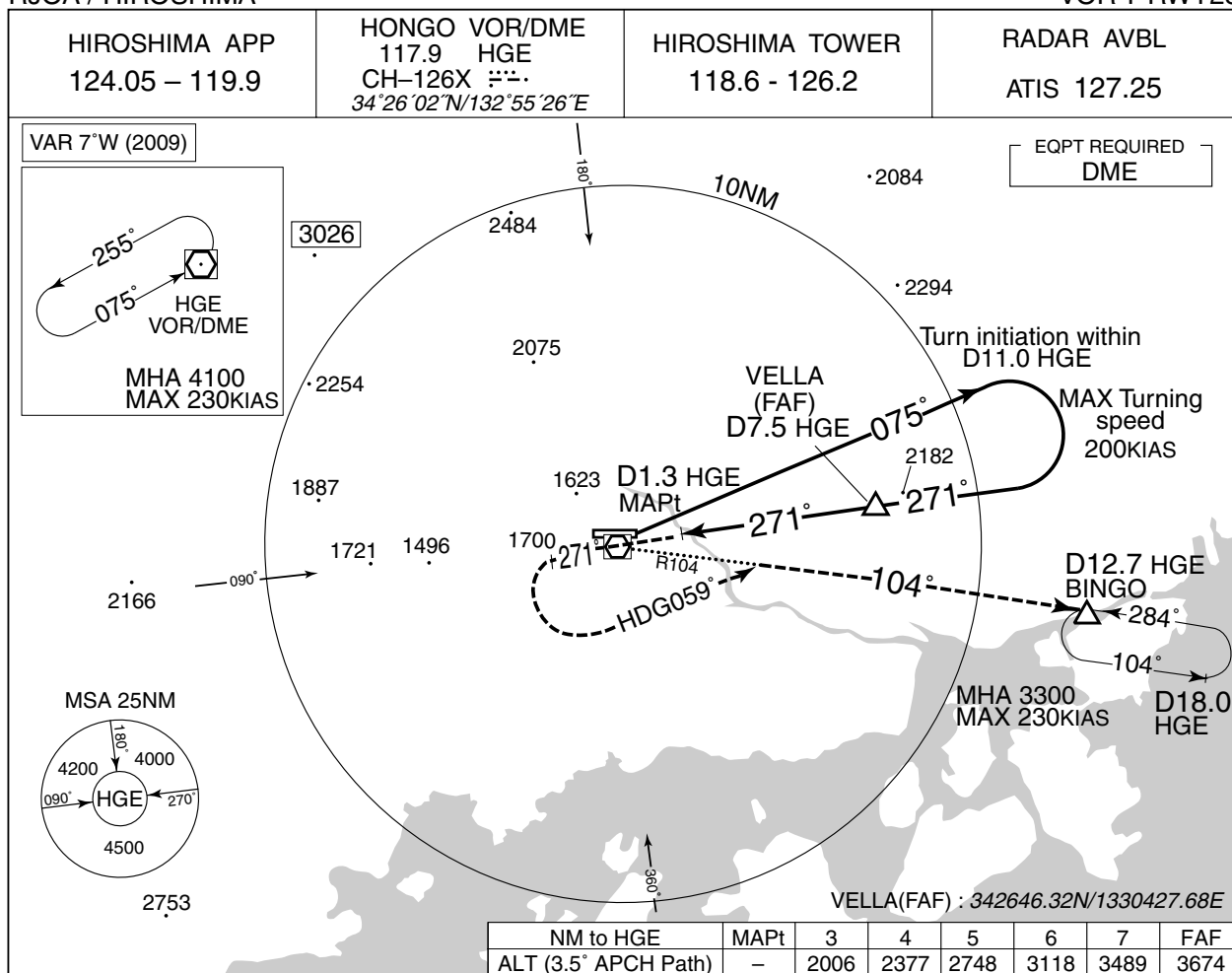
VOR Z RWY28



INSTRUMENT APPROACH CHART

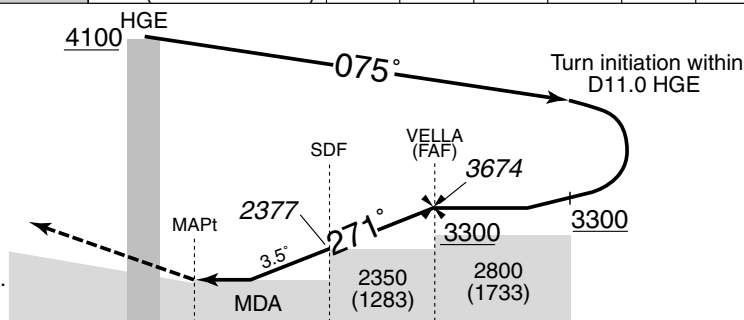
RJOA / HIROSHIMA

VOR Y RWY28



MISSED APPROACH

Climb to 1700FT on HDG271°, turn left climb to 3300FT via HDG059° to intercept and proceed via HGE R104 to BINGO and hold.
Contact HIROSHIMA APP.
PAPI and descent angles not coincident.
Timing not authorized for defining the MAPt.



| | | | | |
|------------|---|-----|-----|-----|
| DME to HGE | 0 | 1.3 | 4.0 | 7.5 |
| NM to THR | 0 | 0.8 | 3.4 | 6.9 |

MINIMA THR elev. 1067 AD elev. 1086

| CAT | | | CIRCLING | |
|-----|------------|-------------|------------|------|
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 1420 (353) | 1200 | 1510 (424) | 1600 |
| B | 1450 (383) | 1300 | 1540 (454) | |
| C | 1480 (413) | 1400 | | 2400 |
| D | 1500 (433) | 1600 | 1640 (554) | 3200 |

Circling to SOUTH side of RWY only.
VDP not applicable.

RJOA / HIROSHIMA

RNAV(GNSS) RWY28

Civil Aviation Bureau, Japan (EFF:3 JAN 2019)

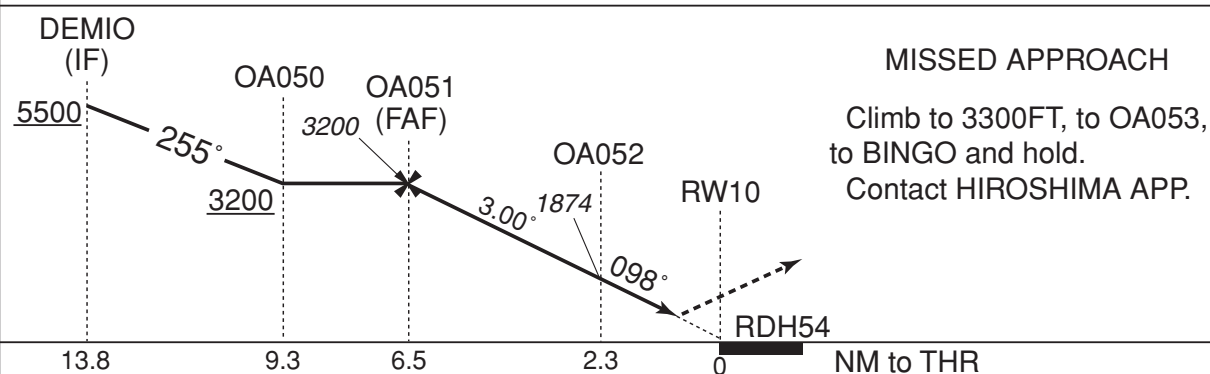
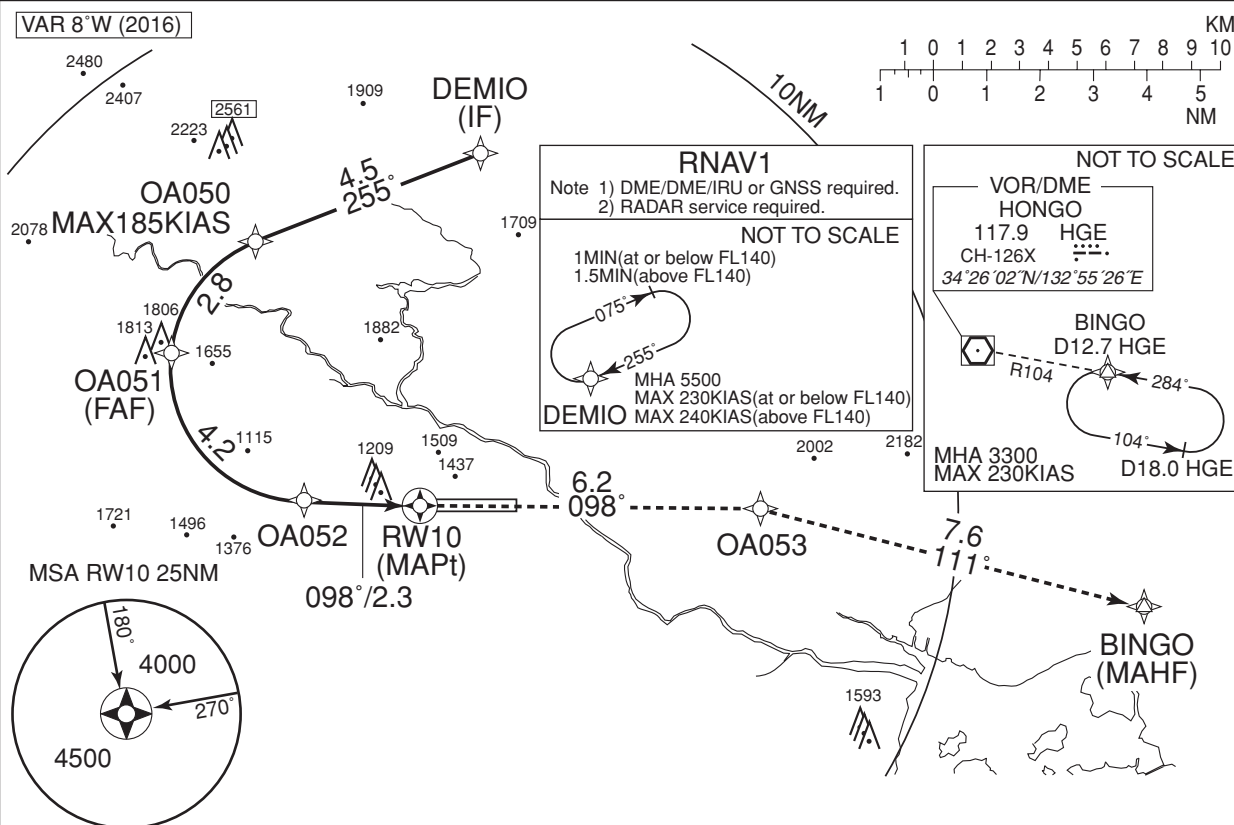
INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNAV(RNP) Z RWY10

| | | | |
|-------------------------------|-----------------------|--------------------------------|---------------------------|
| HIROSHIMA APP 124.05–119.9 | GNSS and RF required. | HIROSHIMA TOWER 118.6–126.2 | RADAR AVBL ATIS 127.25 |
|-------------------------------|-----------------------|--------------------------------|---------------------------|

For uncompensated Baro-VNAV systems, procedure not authorized below -10°C / above 45°C



Missed APCH climb gradient MNM 5.0%

| CAT | RNP 0.10 | | RNP 0.30 | |
|-----|-----------|---------|-----------|---------|
| | DA(H) | RVR/CMV | DA(H) | RVR/CMV |
| A | — | — | — | — |
| B | — | — | — | — |
| C | 1515(443) | 1000 | 1598(526) | 1200 |
| D | — | 1400 | — | 1600 |

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

RNP AR

Special Authorization Required

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNAV(RNP) Z RWY10

RNAV(RNP) Z RWY10Coding 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 | DEMIO | — | — | -7.6 | — | — | +5500 | — | — | — |
| 002 | TF | OA050 | — | 255 (247.1) | -7.6 | 4.5 | — | +3200 | -185 | — | 1.0 |
| 003 | RF Center: OARF1 r=2.54NM | OA051 | — | — | -7.6 | 2.8 | L | 3200 | — | — | 1.0 |
| 004 | RF Center: OARF1 r=2.54NM | OA052 | — | — | -7.6 | 4.2 | L | 1874 | — | -3.00 | 0.10 0.30 |
| 005 | TF | RW10 | Y | 098 (090.0) | -7.6 | 2.3 | — | 1126 | — | -3.00/54 | 0.10 0.30 |
| 006 | TF | OA053 | — | 098 (090.0) | -7.6 | 6.2 | — | — | — | — | 1.0 |
| 007 | TF | BINGO | — | 111 (103.2) | -7.6 | 7.6 | — | 3300 | — | — | 1.0 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|----------------|-----------------------|-----------------------|------------------------------|--------------------------|
| Hold | DEMIO | 255 (247.1) | -7.6 | 1.0(-14000) 1.5(+14001) | R | 5500 | — | -230(-14000) -240(+14001) | RNAV1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| DEMIO | 343248.47N/1325512.50E | OARF1 | 342842.28N/1325120.72E |
| OA050 | 343102.99N/1325009.23E | | |
| OA051 | 342852.58N/1324816.81E | | |
| OA052 | 342609.63N/1325120.84E | | |
| RW10 | 342609.69N/1325411.25E | | |
| OA053 | 342609.67N/1330143.51E | | |
| BINGO | 342425.72N/1331040.68E | | |

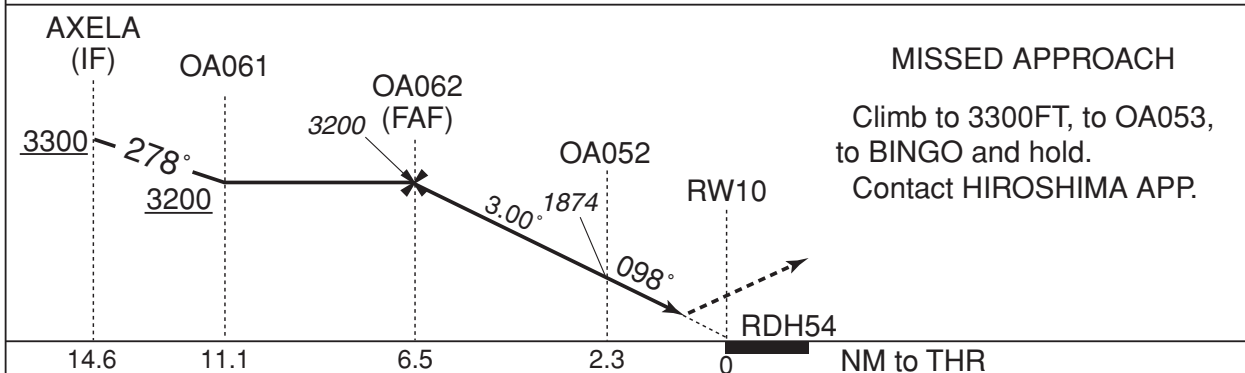
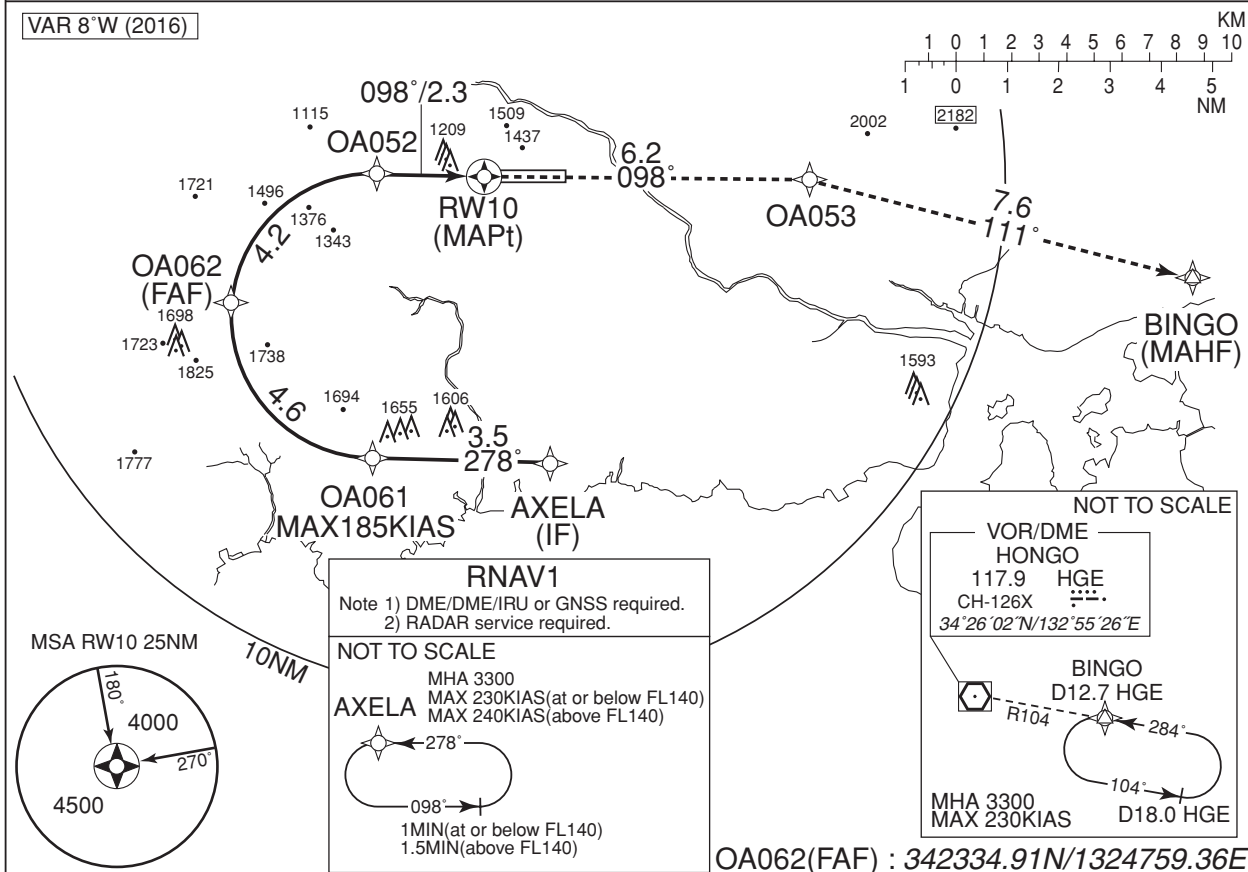
INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNAV(RNP) Y RWY10

| | | | |
|-------------------------------|-----------------------|--------------------------------|---------------------------|
| HIROSHIMA APP 124.05–119.9 | GNSS and RF required. | HIROSHIMA TOWER 118.6–126.2 | RADAR AVBL ATIS 127.25 |
|-------------------------------|-----------------------|--------------------------------|---------------------------|

For uncompensated Baro-VNAV systems, procedure not authorized below -10°C / above 45°C



Missed APCH climb gradient MNM 5.0%

| MINIMA | | THR elev. 1072 | AD elev. 1086 | |
|--------|-----------|----------------|---------------|---------|
| CAT | RNP 0.10 | | RNP 0.30 | |
| | DA(H) | RVR/CMV | DA(H) | RVR/CMV |
| A | — | — | — | — |
| B | | | | |
| C | 1515(443) | 1000 | 1598(526) | 1200 |
| D | | 1400 | | 1600 |

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

RNP AR

Special Authorization Required

INSTRUMENT APPROACH CHART

RJOA / HIROSHIMA

RNAV(RNP) Y RWY10

RNAV(RNP) Y RWY10Coding 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 | AXELA | — | — | -7.6 | — | — | +3300 | — | — | 1.0 |
| 002 | TF | OA061 | — | 278 (270.0) | -7.6 | 3.5 | — | +3200 | -185 | — | 1.0 |
| 003 | RF Center: OARF2 r=2.79NM | OA062 | — | — | -7.6 | 4.6 | R | 3200 | — | — | 1.0 |
| 004 | RF Center: OARF2 r=2.79NM | OA052 | — | — | -7.6 | 4.2 | R | 1874 | — | -3.00 | 0.10 0.30 |
| 005 | TF | RW10 | Y | 098 (090.0) | -7.6 | 2.3 | — | 1126 | — | -3.00/54 | 0.10 0.30 |
| 006 | TF | OA053 | — | 098 (090.0) | -7.6 | 6.2 | — | — | — | — | 1.0 |
| 007 | TF | BINGO | — | 111 (103.2) | -7.6 | 7.6 | — | 3300 | — | — | 1.0 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|----------------|-----------------------|-----------------------|------------------------------|--------------------------|
| Hold | AXELA | 278 (270.0) | -7.6 | 1.0(-14000) 1.5(+14001) | L | 3300 | — | -230(-14000) -240(+14001) | RNAV1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| AXELA | 342034.40N/1325534.80E | OARF2 | 342321.96N/1325120.96E |
| OA061 | 342034.29N/1325121.21E | | |
| OA062 | 342334.91N/1324759.36E | | |
| OA052 | 342609.63N/1325120.84E | | |
| RW10 | 342609.69N/1325411.25E | | |
| OA053 | 342609.67N/1330143.51E | | |
| BINGO | 342425.72N/1331040.68E | | |

RJOA / HIROSHIMA

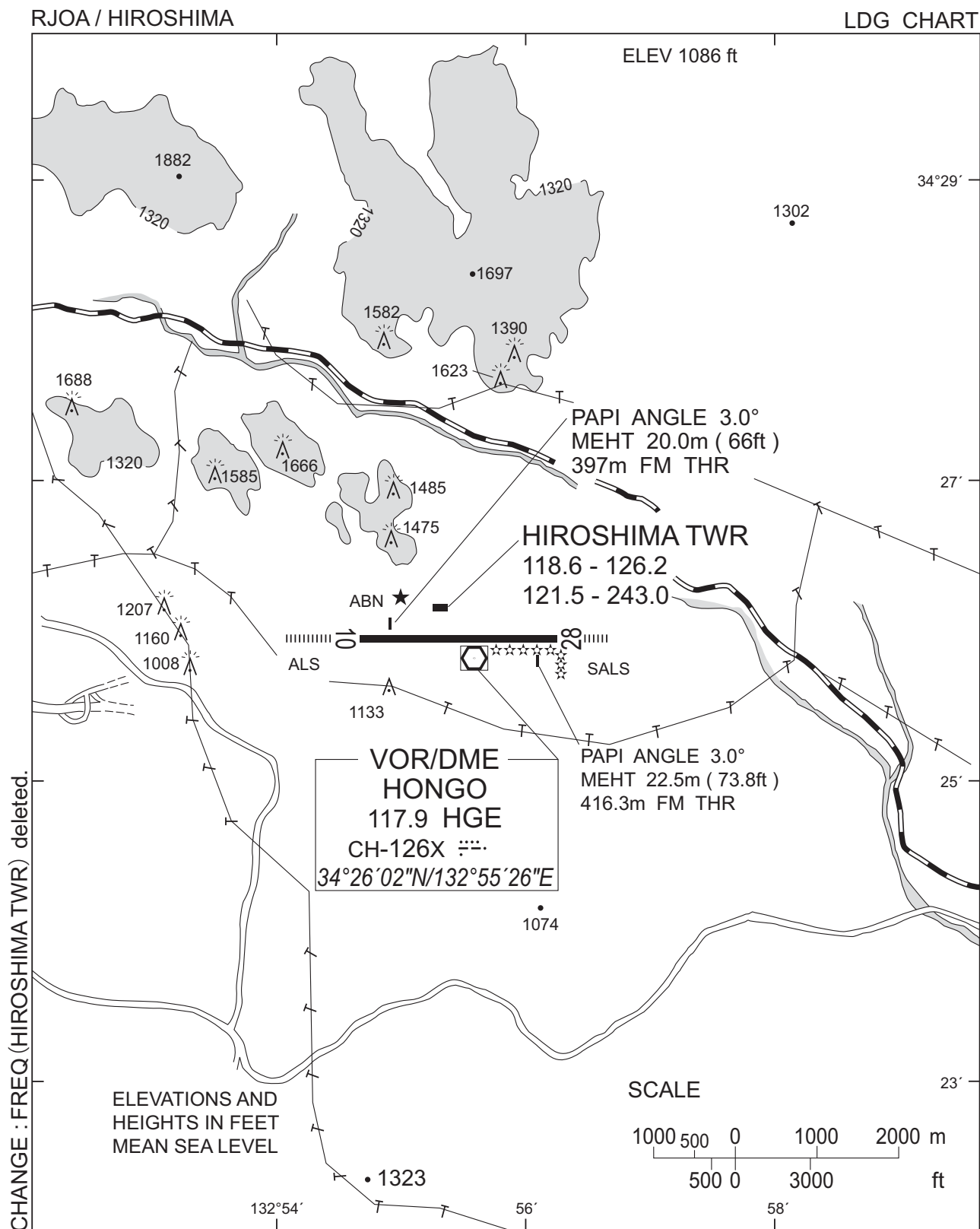
Visual REP



CHANGE : Map updated. BRG/DIST from ARP.

※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 |
|-----------------------|---------------------|------------------------------|
| 白竜 Hakuryu | 345°T / 4.3NM | 湖 Lake |
| 小佐木 Kosagi | 115°T / 10.1NM | 小佐木島 Kosagi - Island |
| 竹原 Takehara | 184°T / 5.8NM | 竹原駅 Railway Station |
| 三永サウス Minaga South | 251°T / 8.4NM | 東広島駅 Railway Station |
| 新庄 Shinjo | 209°T / 2.9NM | 新庄交差点 Shinjo Intersection |



RJOA / HIROSHIMA

Minimum Vectoring Altitude CHART

