

STANDARD DEPARTURE CHART-INSTRUMENT

RJOZ / OZUKI	SID
<p><u>OZUKI REVERSAL FOUR DEPARTURE</u></p> <p>RWY 17: Climb via OCT R170, turn left to OCT TACAN within 10.0DME. Cross OCT TACAN at or above 4000FT. Then proceed via OCT R330, turn right to OCT TACAN within 5.0DME. Cross OCT TACAN at or above 5000FT or specified altitude.</p> <p>RWY 35: Not established.</p> <p><u>KUGA TRANSITION</u></p> <p>From over OCT TACAN, via OCT R170 to intercept and proceed via IWT R267 to IWT TACAN.</p> <p><u>FUKUOKA TRANSITION</u></p> <p>From over OCT TACAN, via OCT R170 to intercept and proceed via DGC R080 (MRA 11000FT) to DGC VORTAC. Note: This TRANSITION is for TACAN equipped aircraft only.</p>	

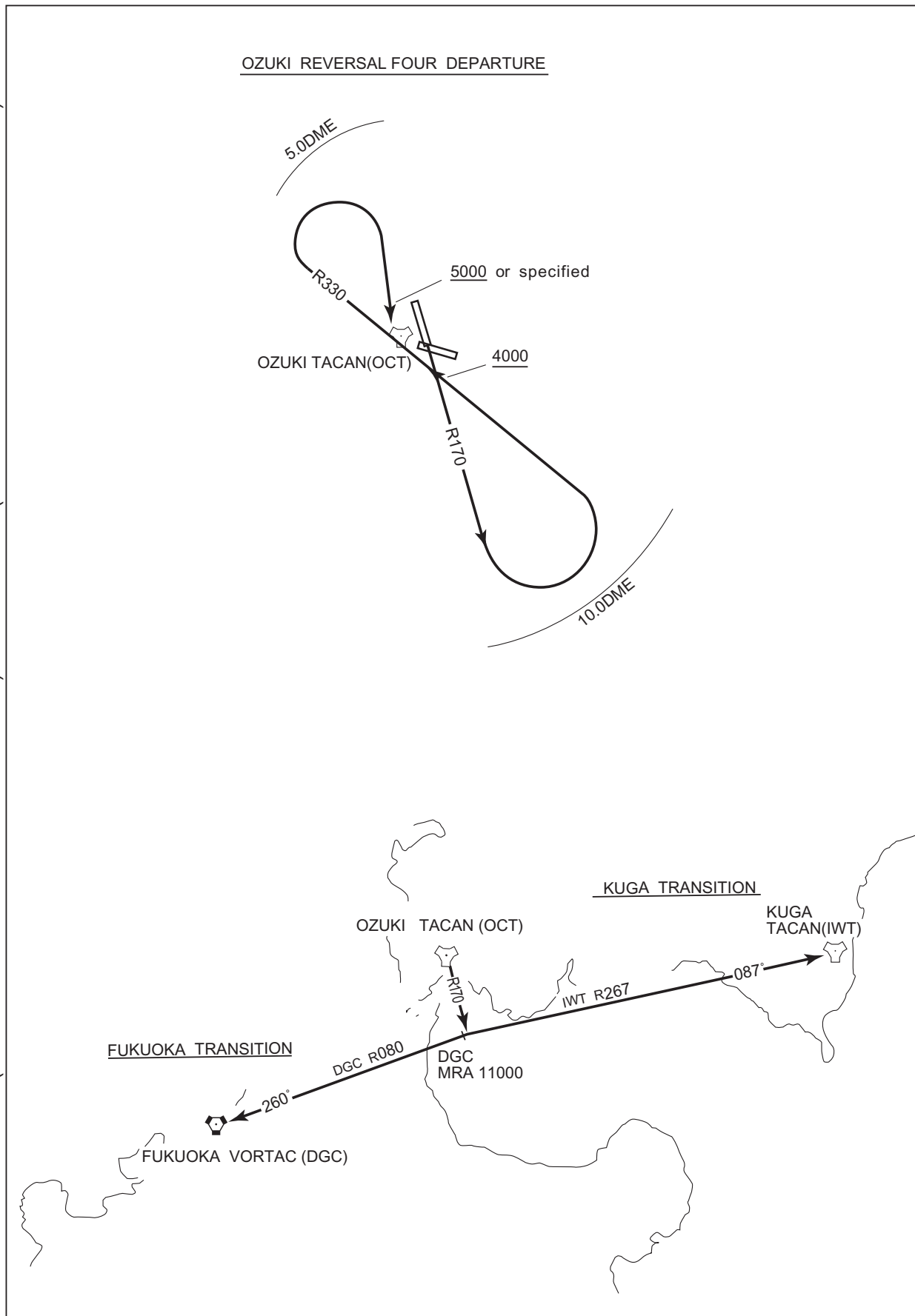
CHANGE : PROC course(OZUKI REVERSAL FOUR DEPARTURE). PROC renamed(OZUKI REVERSAL FOUR DEPARTURE). Note deleted.

STANDARD DEPARTURE CHART-INSTRUMENT

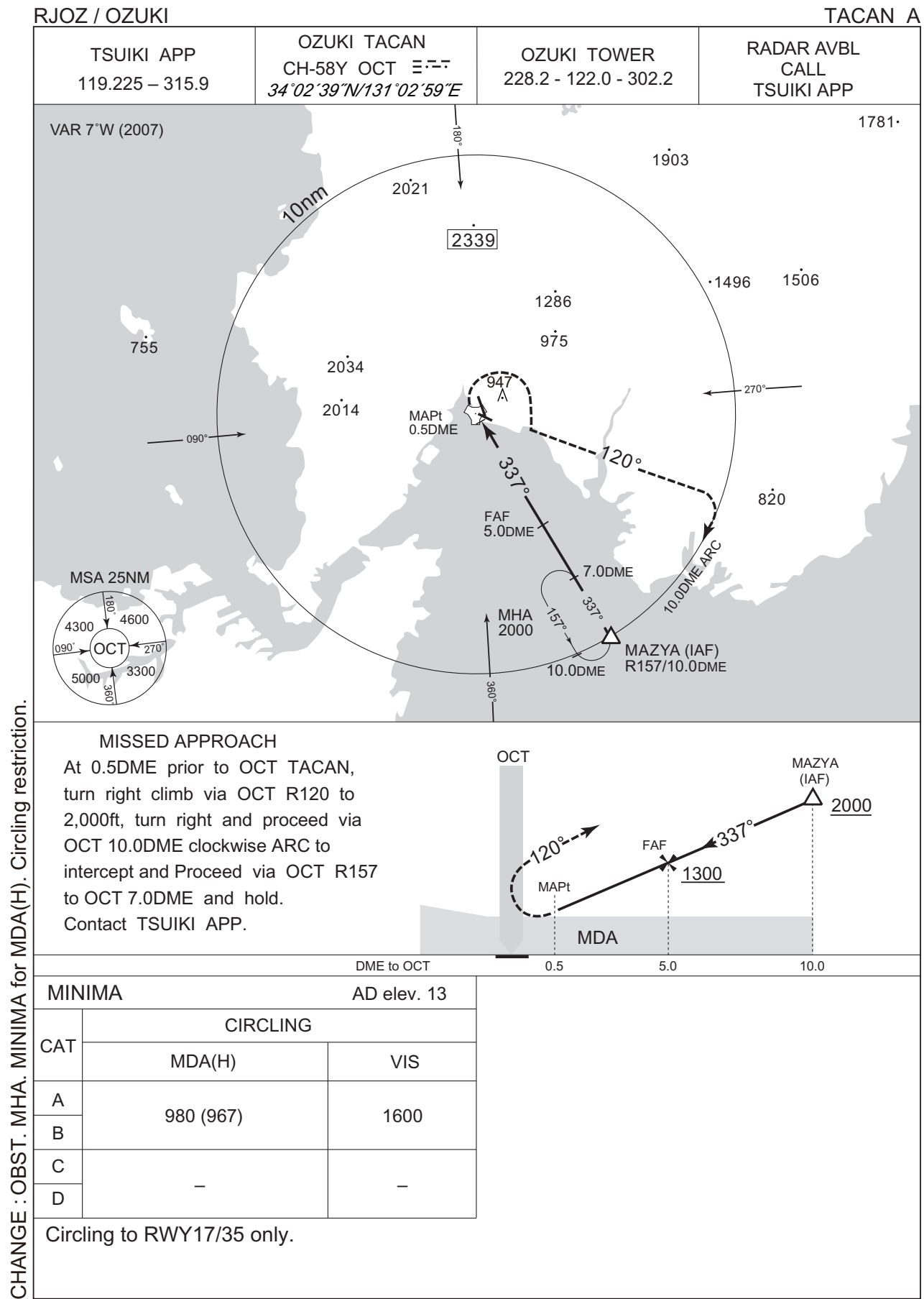
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INSTRUMENT APPROACH CHART



CHANGE : OBST. MHA. MINIMA for MDA(H). Circling restriction.

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[illegible]

Figure 1: Schematic diagram of the proposed OCT-based ARSAR system. The diagram illustrates the relationship between various parameters and the resulting ARSAR value. The parameters shown are OCT, MAPt, MDA, FAF, MAZYA, and IAF ARSAR. The diagram is divided into three sections: 0.5, 5.0, and 10.0, with corresponding values of 1300, 2000, and 1820. A 10DME ARC is also indicated. The diagram shows a 120-degree arc and a 5000 unit scale.

MINIMA		AD elev. 13
CAT	CIRCLING	
	MDA(H)	VIS
A	900 (887)	1600
B		
C	—	—
D		

1/12/22

RJOZ / OZUKI

LDG CHART



CHANGE : FREQ of OZUKI TOWER abolished(126.2,236.8) .

AERODROME LIGHTING

Aerodrome beacon : Alternating flashing
white / green
Runway edge lights : white
Threshold lighting : green
Other lighting : Blue taxiway edge lights,
lighted wind direction in-
dicator, obstruction light,
take-off target light,
angle of approach lights.

RADIO DATA

TWR 122.0, 228.2, 302.2, EU-EV

FACILITIES AVAILABLE

Weather, fuel (JETA-1 PLUS), Hangar