

AD 2 AERODROMES

RJNK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJNK - KOMATSU

RJNK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 362338N/1362427E |
| 2 | Direction and distance from (city) | 4.2km(2.6nm) WSW from Komatsu City (Komatsu Station) |
| 3 | Elevation/ Reference temperature | 22FT / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | 8°W (2006)/ |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Japan Air Self Defense Force. Public AD. |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | KOMATSU AIRPORT OFFICE(Civil Aviation Bureau) Ukiyanagi-machi Yo 21, Komatsu-shi, Ishikawa Pref. Tel:0761-24-0828 Fax:0761-22-4632 |

RJNK AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Customs: 2330-0815 Immigration: INTL SKED FLT hours only |
| 3 | Health and sanitation | Quarantine(human): (MON, TUE, WED, FRI)2330-1000 (THU, SUN)2330-0815 (SAT)0115-1000 Quarantine(animal): 2330-0800 Quarantine(plant): 2330-0815 |
| 4 | AIS Briefing Office | H24 (CAB:Nil) |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (TOKYO) |
| 7 | ATS | H24 |
| 8 | Fuelling | 2230-1330 (Scheduled FLT only) |
| 9 | Handling | 2230-1330 |
| 10 | Security | 2230-1330 |
| 11 | De-icing | Nil |
| 12 | Remarks | HR of service at CAB OPS section 2230 - 1330 (Daily) |

RJNK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | All the modern institutions that deal with weight thing to B744 type freighter |
| 2 | Fuel/ oil types | JET A1 |
| 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 |

RJNK AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|----------------------------------|
| 1 | Hotels | Hotels in the city |
| 2 | Restaurants | At airport |
| 3 | Transportation | Buses and Taxis |
| 4 | Medical facilities | Hospital in the city |
| 5 | Bank and Post Office | Bank and post office in the city |
| 6 | Tourist Office | Tourist offices in the city |
| 7 | Remarks | Nil |

RJNK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | To be issued later |
| 2 | Rescue equipment | (JSDF) To be issued later (CAB) Emergency medical equipments conveyance truck x 1 Lighting power supply truck x 1 |
| 3 | Capability for removal of disabled aircraft | To be issued later |
| 4 | Remarks | Nil |

RJNK AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow remove equipments (JSDF): To be issued later (CAB): Snow sweeper X 2, Snow plow X 3, Rotary X 2, Anti-freezing sprayer X 1, Tractor shovel X 3, Truck X 1, Swamp bulldozer and Dump truck |
| 2 | Clearance priorities | (JSDF): To be issued later (CAB): 1.TWY C1,C5, CIVIL PARALLEL and APRON 2.TWY C4,C2 and C3 |
| 3 | Remarks | (CAB) Seasonal availability : All seasons Snow removal will be commenced, in the case of the snow depth is greater than or equal to the prohibited depth for scheduled flight |

RJNK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | Surface: Asphalt concrete and Concrete Strength: Spot NR3: PCN 74/R/B/X/T Spot NR4 - NR8: PCN 62/R/B/X/T |
| 2 | Taxiway width, surface and strength | Width: C1, C5: 26.5m C2, C3: 30m C4: 34m CIVIL PARALLEL TWY: 23m Surface: Asphalt concrete Strength: C1: PCN 58/F/B/X/T C2: PCN 63/F/B/X/T C3: PCN 52/F/B/X/T C4: PCN 63/F/B/X/T C5: PCN 80/F/B/X/T CIVIL PARALLEL TWY: PCN 58/F/B/X/T |
| 3 | ACL and elevation | Not Available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | Spot NR 3: 362409.47N 1362457.78E 4: 362408.26N 1362455.61E 5: 362406.89N 1362453.50E 6: 362405.61N 1362451.19E 7: 362404.32N 1362448.87E 8: 362403.03N 1362446.55E |
| 6 | Remarks | Nil |

RJNK 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 | ACFT stand ID signs: Spot NR5, 6, 7, 8 Visual docking/ parking guidance system: Nil |
| 2 | RWY and TWY markings and LGT | RWY: RWY06/24: (Marking):RWY designation, RWY CL, RWY THR, Fixed DIST, TDZ, RWY side stripe (LGT):REDL, RTHL, RENL TWY: (C1 THRU C5) (Marking):TWY CL, TWY side stripe, Mandatory instruction (LGT):TWY edge LGT, TWY CL LGT, Taxiing guidance sign (CIVIL PARALLEL) (Marking):TWY CL, TWY side stripe, Intermediate holding position (LGT):TWY edge LGT, TWY CL LGT(not installed from spot NR3 to NR8), Intermediate holding position |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking):Overrun area (LGT):Apron flood LGT |

GP HOLD LINE

The "GP HOLD LINE" is installed on CIVIL PARALLEL TWY, consists of Intermediate holding position lights and marking. (see below figure, and AD2-24.1 AD CHART)



RJNK AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil | | | | | |

RJNK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | TOKYO |
| 2 | Hours of service MET Office outside hours | H24(TOKYO) |
| 3 | Office responsible for TAF preparation Periods of validity | TOKYO 30 Hours |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at TOKYO |
| 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 | Doppler Radar for Airport Weather(See below figure) |
| 9 | ATS units provided with information | TWR, APP |
| 10 | Additional information (limitation of service, etc.) | Observation is made by the Ministry of Defense. |

Airspace for the advisory service
concerning low level wind shear



UPPER LIMIT : 1600ft above FIELD ELEV LEVEL
LOWER LIMIT : FIELD ELEV LEVEL

RJNK 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 |
| 06 | 055° | 2700 × 45 | PCN 77/R/A/X/T SW66000kg (145460lbs) | To be issued later | THR ELEV: 38.1FT |
| 24 | 235° | 2700 × 45 | DW100000kg (220500lbs) DTW396000kg (872780lbs) TTTW330000kg (727650lbs) Concrete | | THR ELEV: 18.4FT |

| Slope of RWY | Strip Dimensions (M) | Remarks |
|------------------|--------------------------|---------------------------|
| 7 | 10 | 12 |
| See below figure | 3300 × 450 3300 × 450 | RWY grooving: 2700m × 30m |

Slope of RWY

RWY 06

RWY 24



RJNK AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 2700 | 2700 | 2700 | 2700 | Nil |
| 24 | 2700 | 2700 | 2700 | 2700 | Nil |

RJNK 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 |
| 06 | PALS (CAT I) 839m LIH | Green | PAPI 3.0°/LEFT 454.43m 66ft | Nil | Nil | 2700m 60.0m Coded color (White/Yellow) LIH | Red | Nil |
| 24 | PALS (CAT I) 597m LIH | Green | PAPI 3.0°/LEFT 408.06m 66ft | Nil | Nil | 2700m 60.0m Coded color (White/Yellow) LIH | Red | Nil |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| Nil | | | | | | | | |

RJNK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 362335N/1362500E, White/Green EV6sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | Nil |
| 3 | TWY edge and centerline lighting | (TWY C1 THRU C5 and CIVIL PARALLEL TWY) TWY edge LGT: Blue TWY CL LGT: Green |
| 4 | Secondary power supply/ switch-over time | Within 15 sec: TWY edge LGT, TWY CL LGT(TWY C1 THRU C5 and CIVIL PARALLEL TWY), Taxiing guidance sign(TWY C1 THRU C5), Apron flood LGT, OBST LGT |
| 5 | Remarks | WDI LGT, OBST LGT |

RJNK AD 2.16 HELICOPTER LANDING AREA

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

RJNK 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 |
| KOMATSU CTR | Area within a radius of 5nm of KOMATSU ARP (36°24'N/136°24'E). | 6000 or below | D | KOMATSU TOWER En | |
| KOMATSU ACA | See attached chart | | E | KOMATSU APP KOMATSU RADAR KOMATSU DEP En | |
| KOMATSU TCA | See attached chart | | | KOMATSU TCA En | |

小松進入管制区
Komatsu Approach Control Area



The diagram illustrates the KMC KOMATSU CTZ (Control Zone) with the following details:

- Central Area:** KMC KOMATSU CTZ, 7000/6001.
- Sectors and Bearings:**
 - 030° to 040°: 10000/3000, 10000/4000.
 - 040° to 050°: 10000/4000, 7000/4000.
 - 050° to 062°: 7000/4000, 7000/5000.
 - 062° to 064°: 7000/5000.
 - 090°: 30NM.
 - 155°: 25NM.
 - 180°: 25NM.
 - 195°: 25NM.
 - 215°: 25NM.
 - 235° to 236°: 25NM.
 - 250°: 25NM.
- Distances and Altitudes:**
 - 10000/1500 (Outermost Sector).
 - 10000/2000 (Sector ②).
 - 7000/3000 (Sector ③).
 - 7000/5000 (Sector ④).
 - 7000/6000 (Sector ④).
 - 7000/1500 (Innermost Sector).
- Other Features:**
 - FUKUI INFO ZONE (Dashed circle).
 - Legend:
 - ① 7000/1500
 - ② 7000/2000
 - ③ 7000/3000
 - ④ 10000/3500

RJNK AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|------------------------------------|--|---------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Komatsu Approach/ Komatsu Radar | 261.2MHz 120.1 MHz 121.25 MHz 243.0 MHz(E) 121.5 MHz(E) | H24 | |
| DEP | Komatsu Departure | 362.3MHz 120.1MHz 121.25MHz 121.5MHz(E) 243.0MHz(E) | H24 | |
| TCA | Komatsu TCA | 127.95MHz 292.2MHz | 2300 - 1100 SUN - THU (EXC HOL) | |
| TWR | Komatsu Tower | 236.8MHz 126.2MHz 304.8MHz 118.25MHz 247.0MHz(1)(2) 138.05MHz(1) 123.1MHz(1)(2) 243.0MHz(E) 121.5MHz(E) | H24 | (1)For rescue only. (2)AVBL on request. |
| GND | Komatsu Ground | 275.8MHz 121.7MHz | H24 | |
| GCA-ASR -PAR | Komatsu Radar | 335.6 MHz 270.8 MHz 134.1 MHz 125.3 MHz 315.0 MHz 300.7 MHz 304.6 MHz 247.3 MHz 302.2 MHz 319.0 MHz 243.0 MHz(E) 121.5 MHz(E) | H24 | ASR RWY 06, PAR RWY 06/24. Glide path 3.0° |

RJNK 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 (8°W /2018) | KMC | 112.0MHz | H24 | 362347.29N/ 1362415.31E | | VOR Unusable: 100°-110° beyond 30nm BLW 8000ft. 130°-150° beyond 30nm BLW 11000ft. 150°-170° beyond 30nm BLW 8000ft. |
| TACAN | KMC | 1018MHz (CH-57X) | H24 | 362347.36N/ 1362418.49E | | TACAN Unusable: R080-090 beyond 25nm BLW 8000ft. R090-110 beyond 27nm BLW 9000ft. R110-130 beyond 33nm BLW 11000ft. R130-140 beyond 27nm BLW 11000ft. R140-150 beyond 30nm BLW 11000ft. R150-160 beyond 36nm BLW 11000ft. R160-180 beyond 25nm BLW 8000ft. R180-190 beyond 35nm BLW 8000ft. R190-200 beyond 32nm BLW 8000ft. R210-220 beyond 33nm BLW 5000ft. |
| ILS-LOC 06 | IKM | 110.1MHz | 2230 - 1330 | 362411.09N/ 1362526.06E | | LOC: 439m (1440ft) FM RWY 24 THR on the extended RCL. BRG (MAG) 063°. |
| ILS-GP 06 | - | 334.4MHz | 2230 - 1330 | 362323.29N/ 1362350.88E | | GP: 351m (1152ft) FM RWY 06 THR. 130m (427ft) NW of RCL. HGT of ILS Ref datum 16.5m (54ft). Angle 3.0°. |
| ILS-DME 06 | IKM | 999 MHz (CH-38X) | 2230 - 1330 | 362323.72N/ 1362350.72E | 46ft | DME : 355m (1165ft) FM RWY 06 THR. 143m (469ft) NW of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |



- REMARKS :
1. ILS-LOC beam BRG(MAG) 063°
 2. HGT of ILS REF datum 16.5m(54ft)
 3. ILS-GP Angle 3.0°
 4. ELEV of ILS-DME 13.8m(46ft)

RJNK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

PPR for transient civil ACFT (ext HEL) to use this AD.

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

RJNK AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJNK AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

| | RWY | REDL AVBL | | REDL OUT | |
|-----------------------|-----|-----------------|----------|----------|----------|
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 06 | 0'-600m | 0'-600m | 0'-800m | 0'-800m |
| | 24 | 0'-600m | 0'-600m | 0'-800m | 0'-800m |
| OTHER | 06 | AVBL LDG MINIMA | | | |
| | 24 | | | | |

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

TAKE OFF MINIMA for RNAV DEPARTURE

| | 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 | 06 | A,B, C,D | - | - | 400m | 400m | - | 500m |
| | 24 | A,B, C,D | - | - | 400m | 400m | - | 500m |
| OTHER | 06 | A,B, C,D | AVBL LDG MINIMA | | | | | |
| | 24 | | | | | | | |

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

PAR RWY 06

| MINIMA | | THR ELEV: 38 | AD ELEV: 22 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 238(200) | 750 | 520(498) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | 640(618) | 3200 |

PAR RWY 24

| MINIMA | | THR ELEV: 18 | AD ELEV: 22 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 222(204) | 750 | 520(498) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | 640(618) | 3200 |

ASR RWY 06

| MINIMA | | THR ELEV: 38 | AD ELEV: 22 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 500(478) | 1000 | 500(478) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | | 3200 |

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

If radio communications with KOMATSU Radar/GCA are lost for 1 minute or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and,

- (I)
1. Contact KOMATSU Radar /Tower.
 2. If unable, proceed in accordance with Visual Flight Rules.
 3. If unable, proceed to TACAN IAF or KOMATSU VOR at last assigned altitude or 4,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

4. Automated Radar Terminal System (ARTS)

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

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

小松ターミナル管制所の指示のもとに、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を通報すること。

RJNK AD 2.23 ADDITIONAL INFORMATION

Nil

RJNK AD 2.24 CHARTS RELATED TO AN AERODROME**Aerodrome Chart**

Standard Departure Chart - Instrument (MANAH, GINJO, SONBU-RNAV)

Standard Departure Chart - Instrument (NOTO, MIYAZU, KOMATSU, KAGA)*

Standard Arrival Chart - Instrument (KOMATSU, HIMMY, IMIZU, YARII, SONBU-RNAV)

Instrument Approach Chart (ILS Z or LOC Z RWY06)

Instrument Approach Chart (ILS Y or LOC Y RWY06)

Instrument Approach Chart (VOR RWY06)

Instrument Approach Chart (RNAV(GNSS) RWY24)

Instrument Approach Chart (TACAN NR1)*

Instrument Approach Chart (TACAN NR2)*

Instrument Approach Chart (TACAN NR3)*

Instrument Approach Chart (TACAN NR4)*

Other Chart (LDG CHART)

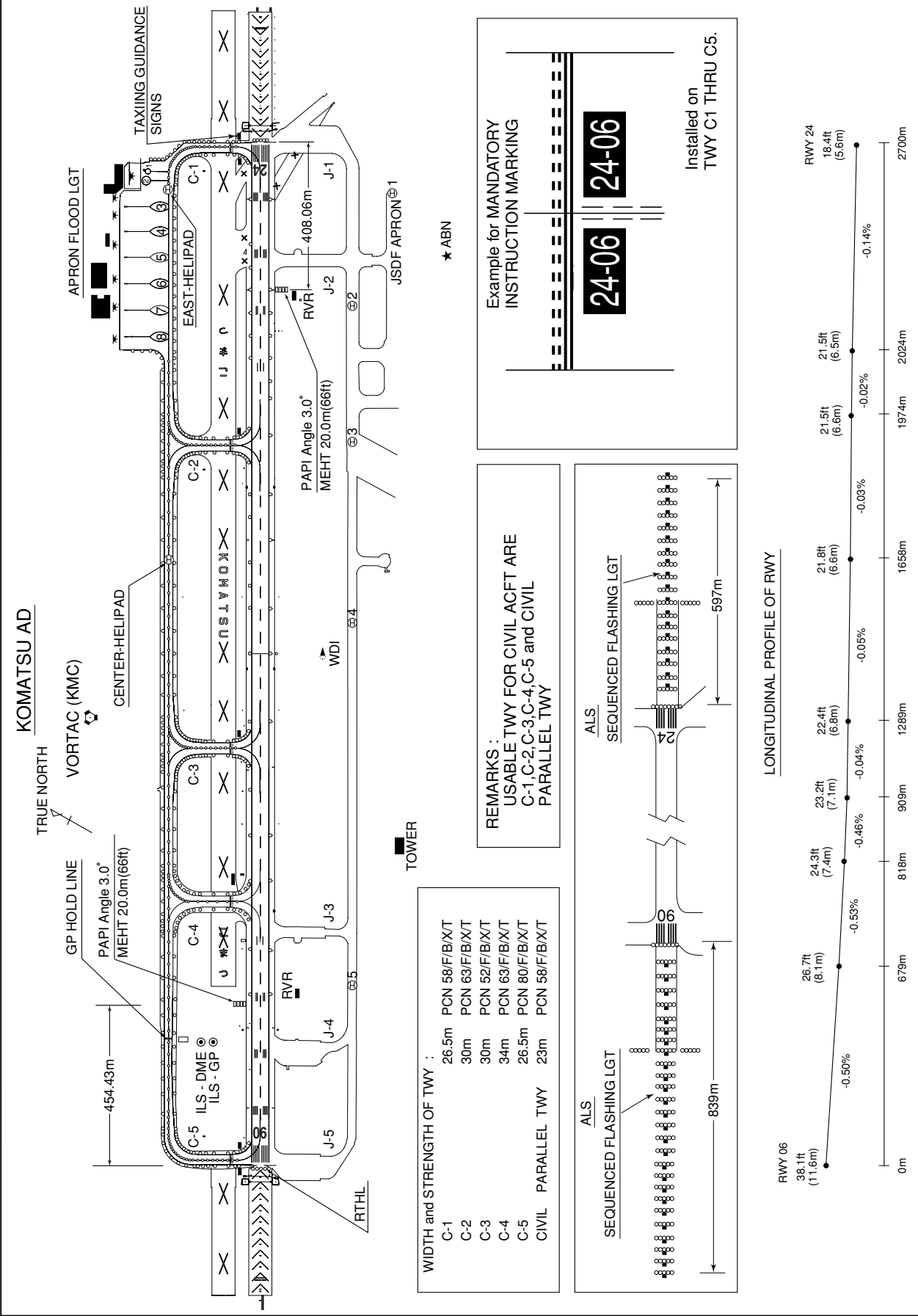
Other Chart (MVA CHART)

*: Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

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RJNK / KOMATSU

AD CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID and TRANSITION

| MANAH 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 | RWY06 KMC, YME: 10NM to KAETU - 30NM to MANAH, 23NM to MANAH - 3NM to MANAH RWY24 KMC, YME: 23NM to MANAH - 3NM to MANAH |
| | DME GAP | RWY06 06DER - 10NM to KAETU 30NM to MANAH - 23NM to MANAH RWY24 24DER - 23NM to MANAH |
| | Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 |

VAR 8° W(2014)

**MANAH TWO DEPARTURE**

RWY06 : Climb on HDG063° at or above 500FT, turn left direct to KAETU, to MANAH.

RWY24 : Climb on HDG243° at or above 500FT, direct to AWAZU, to MANAH.

NOTE RWY06 : 4.1% climb gradient required up to 3900FT.

OBST ALT 3215FT located at 13.0NM 200° FM end of RWY06.

RWY24 : 4.8% climb gradient required up to 3900FT.

OBST ALT 3215FT located at 12.0NM 195° FM end of RWY24.

KOMAKI TRANSITION

From MANAH to KCC.

CHANGE : Minor change

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID and TRANSITION

MANAH TWO DEPARTURE

RWY06

| 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 | — | — | 063 (055.0) | -7.7 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | KAETU | — | — | -7.7 | — | L | — | — | — | RNAV1 |
| 003 | TF | MANAH | — | 162 (154.3) | -7.7 | 32.9 | — | — | — | — | RNAV1 |

RWY24

| 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 | — | — | 243 (235.0) | -7.7 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | AWAZU | Y | — | -7.7 | — | — | — | — | — | RNAV1 |
| 003 | TF | MANAH | — | 162 (154.7) | -7.7 | 28.0 | — | — | — | — | RNAV1 |

KOMAKI 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 | MANAH | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | KCC | — | 162 (154.5) | -7.7 | 42.7 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID and TRANSITION



STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID and TRANSITION

GINJO TWO DEPARTURE

RWY06

| 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 | — | — | 063 (055.0) | -7.7 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | HAKUI | — | — | -7.7 | — | L | — | — | — | RNAV1 |
| 003 | TF | GINJO | — | 014 (006.5) | -7.7 | 23.3 | — | — | — | — | RNAV1 |
| 004 | TF | NTE | — | 064 (056.0) | -7.7 | 15.0 | — | — | — | — | RNAV1 |

RWY24

| 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 | — | — | 243 (235.0) | -7.7 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | HAKUI | — | — | -7.7 | — | R | — | — | — | RNAV1 |
| 003 | TF | GINJO | — | 014 (006.5) | -7.7 | 23.3 | — | — | — | — | RNAV1 |
| 004 | TF | NTE | — | 064 (056.0) | -7.7 | 15.0 | — | — | — | — | RNAV1 |

KINZAN 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 | NTE | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | GOLDO | — | 063 (055.4) | -7.7 | 83.0 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID

SONBU 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

RWY06

YME: 30NM to SONBU - 6NM to SONBU

RWY24

YME: 23NM to SONBU - 6NM to SONBU

DME GAP

RWY06

06DER - 44.5NM to SONBU

RWY24

24DER - 23NM to SONBU

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8°W(2014)

SONBU TWO DEPARTURE



SONBU TWO DEPARTURE

RWY06 : Climb on HDG063° at or above 500FT, turn left direct to SONBU.

RWY24 : Climb on HDG243° at or above 500FT, turn right direct to SONBU.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID

SONBU TWO DEPARTURE

RWY06

| 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 | — | — | 063 (055.0) | -7.7 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | SONBU | — | — | -7.7 | — | L | — | — | — | RNAV1 |

RWY24

| 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 | — | — | 243 (235.0) | -7.7 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | SONBU | — | — | -7.7 | — | R | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID

NOTO TWO DEPARTURE

RWY06: Turn left,...

RWY24: Turn right,...

... climb via KMC R016 to intercept and proceed via NTE R244 to NTE VOR/DME.

Cross KMC R016/10.0DME at or below 7000FT, cross NTE R244/15.0DME at assigned altitude.



CHANGE : SID renamed

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID

MIYAZU FOUR DEPARTURE

RWY 06 : Turn left,...

RWY 24 : Turn right,...

...climb via KMC R286 to intercept and proceed via YME R040 to YME VOR/DME.

Cross KMC R286/10.0DME (YME R050) at or below 7000FT (*at 7000FT), cross YME R040/48.0DME (KMC R256) at assigned altitude.

*YME R050 MRA 7000FT

KOMATSU REVERSAL THREE DEPARTURE

RWY 06 : Turn left,...

RWY 24 : Turn right,...

...climb via KMC R351, turn left to intercept and proceed via KMC R331 to KMC VORTAC within KMC 30.0DME.

Cross KMC R351/8.0DME at or below 7000FT, cross KMC R331/10.0DME at assigned altitude.

KAGA FOUR DEPARTURE

RWY 06 : Turn left,...

RWY 24 : Turn right,...

...climb via KMC R331 to intercept and proceed via KMC 30.0DME counterclockwise ARC, turn right to intercept and proceed via KMC R261 to SAKYU.

Cross KMC R331/8.0DME at or below 7000FT, cross KMC R275 at assigned altitude.

CHANGE : SID renamed

STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY06

KOMATSU WEST ARRIVAL

RNAV 1

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

KOMATSU WEST ARRIVAL

From KMC, to SAWRA, to MEGIS at or above 4000FT, to KANOH, to DAIJO at or above 2000FT.

| | |
|-----------------------|--|
| Critical DME | KMC : 6.9nm to SAWRA - 5.0nm to SAWRA KMC : 2.0nm to SAWRA - 5.0nm to MEGIS KMC : MEGIS - 3.0nm to KANOH YME : 6.9nm to SAWRA - 5.0nm to SAWRA YME : 2.0nm to SAWRA - 5.0nm to MEGIS YME : MEGIS - 3.0nm to KANOH |
| DME GAP | KMC - 6.9nm to SAWRA 5.0nm to SAWRA - 2.0nm to SAWRA 5.0nm to MEGIS - MEGIS 3.0nm to KANOH - DAIJO |
| 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 | KMC | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | SAWRA | — | 300 (292.6) | -7.7 | 9.9 | — | — | — | — | RNAV1 |
| 003 | TF | MEGIS | — | 224 (216.5) | -7.7 | 8.3 | — | +4000 | — | — | RNAV1 |
| 004 | TF | KANOH | — | 183 (175.0) | -7.7 | 4.4 | — | — | — | — | RNAV1 |
| 005 | TF | DAIJO | — | 093 (084.9) | -7.7 | 4.3 | — | +2000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY06

HIMMY WEST ARRIVAL

RNAV 1

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

VAR 8°W (2014)



HIMMY WEST ARRIVAL

From HIMMY, to BURRI at or above 8000FT, to MEGIS at or above 4000FT, to KANOH, to DAIJO at or above 2000FT.

| | |
|------------------------|--|
| Critical DME | TOE : HIMMY - 11.0nm to BURRI TOE : 8.0nm to MEGIS - 7.0nm to MEGIS KMC : HIMMY - 30.0nm to BURRI KMC : 24.0nm to BURRI - 22.0nm to BURRI KMC : 17.0nm to BURRI - 15.0nm to BURRI KMC : 8.0nm to MEGIS - 7.0nm to MEGIS KMC : MEGIS - 3.0nm to KANOH YME : MEGIS - 3.0nm to KANOH |
| DME GAP | 7.0nm to MEGIS - MEGIS 3.0nm to KANOH - DAIJO |
| 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 | HIMMY | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | BURRI | — | 248 (239.9) | -7.7 | 34.8 | — | +8000 | — | — | RNAV1 |
| 003 | TF | MEGIS | — | 224 (216.5) | -7.7 | 13.5 | — | +4000 | — | — | RNAV1 |
| 004 | TF | KANOH | — | 183 (175.0) | -7.7 | 4.4 | — | — | — | — | RNAV1 |
| 005 | TF | DAIJO | — | 093 (084.9) | -7.7 | 4.3 | — | +2000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY06

IMIZU WEST ARRIVAL

RNAV 1

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

VAR 8°W (2014)

**IMIZU WEST ARRIVAL**

From IMIZU, to JYOZO, to BURRI at or above 8000FT, to MEGIS at or above 4000FT, to KANO, to DAIJO at or above 2000FT.

| | |
|-----------------------|---|
| Critical DME | TOE : IMIZU - 10.0nm to BURRI KMC : 4.0nm to JYOZO - JYOZO KMC : 24.0nm to BURRI - 22.0nm to BURRI KMC : 17.0nm to BURRI - 15.0nm to BURRI KMC : 7.0nm to MEGIS - 5.0nm to MEGIS KMC : MEGIS - 3.0nm to KANO YME : 7.0nm to MEGIS - 5.0nm to MEGIS YME : MEGIS - 3.0nm to KANO |
| DME GAP | 5.0nm to MEGIS - MEGIS 3.0nm to KANO - DAIJO |
| 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 | IMIZU | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | JYOZO | — | 293 (285.1) | -7.7 | 9.0 | — | — | — | — | RNAV1 |
| 003 | TF | BURRI | — | 248 (239.8) | -7.7 | 29.7 | — | +8000 | — | — | RNAV1 |
| 004 | TF | MEGIS | — | 224 (216.5) | -7.7 | 13.5 | — | +4000 | — | — | RNAV1 |
| 005 | TF | KANO | — | 183 (175.0) | -7.7 | 4.4 | — | — | — | — | RNAV1 |
| 006 | TF | DAIJO | — | 093 (084.9) | -7.7 | 4.3 | — | +2000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY06

YARII WEST ARRIVAL

RNAV 1

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

VAR 8°W (2014)



YARII WEST ARRIVAL

From YARII, to HESEN at or above 11000FT, to EIHEI at or above 6000FT, to DAIAN at or above 5000FT, to SAIKO at or above 3500FT, to DAIJO at or above 2000FT.

| | |
|-----------------------|---|
| Critical DME | KMC : 14.0nm to HESEN -EIHEI YME : HESEN-EIHEI |
| DME GAP | EIHEI - DAIJO |
| 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 | YARII | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | HESEN | — | 269 (261.6) | -7.7 | 31.7 | — | +11000 | — | — | RNAV1 |
| 003 | TF | EIHEI | — | 269 (261.3) | -7.7 | 9.4 | — | +6000 | — | — | RNAV1 |
| 004 | TF | DAIAN | — | 269 (261.1) | -7.7 | 5.7 | — | +5000 | — | — | RNAV1 |
| 005 | TF | SAIKO | — | 319 (311.3) | -7.7 | 5.7 | — | +3500 | — | — | RNAV1 |
| 006 | TF | DAIJO | — | 033 (024.9) | -7.7 | 4.3 | — | +2000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY06

SONBU WEST ARRIVAL

RNAV 1

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

VAR 8°W (2014)

SONBU WEST ARRIVAL

From SONBU, to KRAGE at or above 5000FT, to KOAJI at or above 3500FT, to DAIJO at or above 2000FT.

| | |
|-----------------------|--|
| Critical DME | KMC : SONBU - 8.0nm to KRAGE YME : SONBU - 8.0nm to KRAGE |
| DME GAP | 8.0nm to KRAGE - DAIJO |
| 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 | SONBU | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | KRAGE | — | 116 (108.5) | -7.7 | 16.2 | — | +5000 | — | — | RNAV1 |
| 003 | TF | KOAJI | — | 062 (054.7) | -7.7 | 10.0 | — | +3500 | — | — | RNAV1 |
| 004 | TF | DAIJO | — | 063 (054.8) | -7.7 | 8.3 | — | +2000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY24

KOMATSU EAST ARRIVAL

RNAV 1

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

VAR 8°W (2014)



KOMATSU EAST ARRIVAL

From KMC, to YAMJI, to ZEBRA at or above 4000FT, to HIMRO at or above 2600FT.

| | |
|-----------------------|--|
| Critical DME | KMC : 6.6nm to YAMJI - YAMJI YME : 6.6nm to YAMJI - YAMJI |
| DME GAP | KMC - 6.6nm to YAMJI YAMJI - HIMRO |
| 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 | KMC | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | YAMJI | — | 360 (352.5) | -7.7 | 9.6 | — | — | — | — | RNAV1 |
| 003 | TF | ZEBRA | — | 080 (072.2) | -7.7 | 4.5 | — | +4000 | — | — | RNAV1 |
| 004 | TF | HIMRO | — | 083 (075.6) | -7.7 | 5.0 | — | +2600 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY24

HIMMY EAST ARRIVAL

RNAV 1

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

VAR 8°W (2014)

HIMMY EAST ARRIVAL

From HIMMY, to GINRE at or above 7000FT, to KINKA at or above 5000FT.

| | |
|------------------------|--|
| Critical DME | TOE : HIMMY - GINRE TOE : 12.0nm to KINKA - 9.0nm to KINKA KMC : HIMMY - 7.0nm to GINRE KMC : 6.0nm to GINRE - 2.0nm to GINRE YME : 12.0nm to KINKA - 9.0nm to KINKA |
| DME GAP | GINRE - 12.0nm to KINKA 9.0nm to KINKA - KINKA |
| 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 | HIMMY | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | GINRE | — | 178 (170.4) | -7.7 | 10.7 | — | +7000 | — | — | RNAV1 |
| 003 | TF | KINKA | — | 247 (239.1) | -7.7 | 12.7 | — | +5000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY24

IMIZU EAST ARRIVAL

RNAV 1

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

VAR 8°W (2014)



IMIZU EAST ARRIVAL

From IMIZU, to GINRE at or above 7000FT, to KINKA at or above 5000FT.

| | |
|------------------------|---|
| Critical DME | TOE : IMIZU - GINRE TOE : 12.0nm to KINKA - 9.0nm to KINKA KMC : IMIZU - 2.0nm to GINRE YME : 12.0nm to KINKA - 9.0nm to KINKA |
| DME GAP | GINRE - 12.0nm to KINKA 9.0nm to KINKA - KINKA |
| 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 | IMIZU | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | GINRE | — | 211 (203.4) | -7.7 | 6.2 | — | +7000 | — | — | RNAV1 |
| 003 | TF | KINKA | — | 247 (239.1) | -7.7 | 12.7 | — | +5000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY24

YARII EAST ARRIVAL

RNAV 1

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

VAR 8°W (2014)



YARII EAST ARRIVAL

From YARII, to HIDAH at or above 11000FT, to GINRE at or above 7000FT, to KINKA at or above 5000FT.

| | |
|------------------------|--|
| Critical DME | TOE : 8.0nm to HIDAH - 8.0nm to GINRE TOE : 1.0nm to GINRE - GINRE TOE : 12.0nm to KINKA - 9.0nm to KINKA KMC : 2.0nm to HIDAH - 8.0nm to GINRE YME : 1.0nm to GINRE - GINRE YME : 12.0nm to KINKA - 9.0nm to KINKA |
| DME GAP | 8.0nm to GINRE - 1.0nm to GINRE GINRE - 12.0nm to KINKA 9.0nm to KINKA - KINKA |
| 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 | YARII | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | HIDAH | — | 337 (329.5) | -7.7 | 16.7 | — | +11000 | — | — | RNAV1 |
| 003 | TF | GINRE | — | 337 (329.4) | -7.7 | 9.4 | — | +7000 | — | — | RNAV1 |
| 004 | TF | KINKA | — | 247 (239.1) | -7.7 | 12.7 | — | +5000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

RNAV STAR RWY24

SONBU EAST ARRIVAL

RNAV 1

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

VAR 8°W (2014)



SONBU EAST ARRIVAL

From SONBU, to BURRI at or above 8000FT, to ZEBRA at or above 4000FT, to HIMRO at or above 2600FT.

| | |
|------------------------|--|
| Critical DME | YME : SONBU - 8.0nm to BURRI KMC : 34.0nm to BURRI - 8.0nm to BURRI KMC : 7.0nm to BURRI - 5.0nm to BURRI KMC : BURRI - 7.0nm to ZEBRA KMC : 6.0nm to ZEBRA - 5.0nm to ZEBRA TOE : 7.0nm to BURRI - 5.0nm to BURRI TOE : BURRI - 7.0nm to ZEBRA TOE : 6.0nm to ZEBRA - 5.0nm to ZEBRA |
| DME GAP | 8.0nm to BURRI - 7.0nm to BURRI 5.0nm to ZEBRA - HIMRO |
| 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 | SONBU | — | — | -7.7 | — | — | — | — | — | RNAV1 |
| 002 | TF | BURRI | — | 066 (058.8) | -7.7 | 39.2 | — | +8000 | — | — | RNAV1 |
| 003 | TF | ZEBRA | — | 080 (072.1) | -7.7 | 9.6 | — | +4000 | — | — | RNAV1 |
| 004 | TF | HIMRO | — | 083 (075.6) | -7.7 | 5.0 | — | +2600 | — | — | RNAV1 |

INSTRUMENT APPROACH CHART

RJNK / KOMATSU

ILS Z or LOC Z RWY06



INSTRUMENT APPROACH CHART

RJNK / KOMATSU

ILS Y or LOC Y RWY06



INSTRUMENT APPROACH CHART

RJNK / KOMATSU

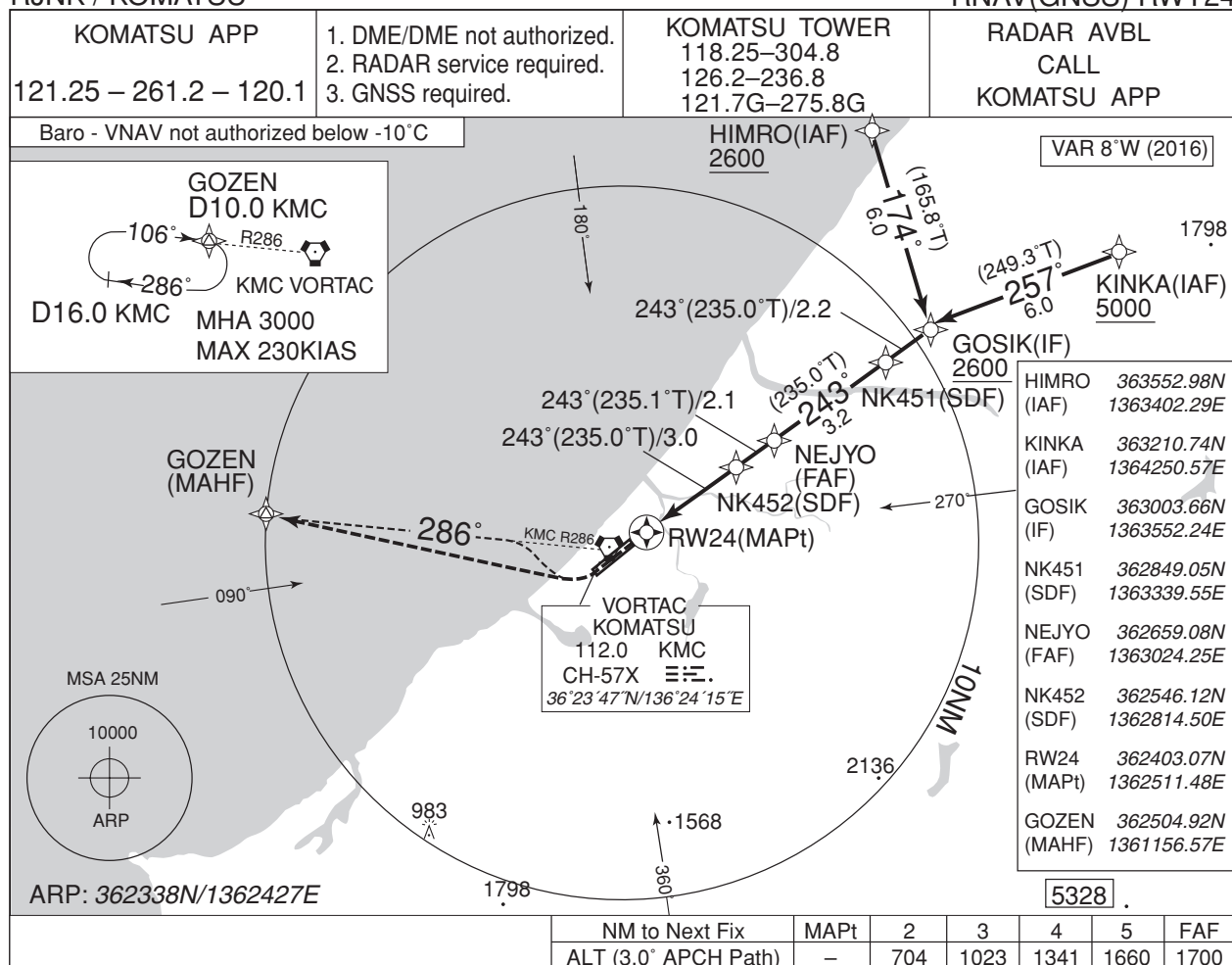
VOR RWY06



INSTRUMENT APPROACH CHART

RJNK / KOMATSU

RNAV(GNSS) RWY24

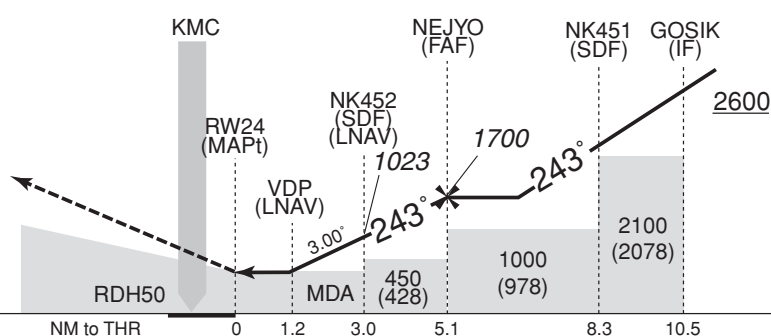


MISSED APPROACH

Turn right, direct to GOZEN
and hold at 3000FT.
Contact KOMATSU APP.

(For using VORTAC)

Climb to 3000FT via KMC R286
to GOZEN and hold.
Contact KOMATSU APP.



MINIMA

THR elev. 18

AD elev. 22

| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
|-----|-----------|---------|-----------|---------|-----------|------|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 420 (402) | 1200 | 420 (398) | 1200 | 510 (488) | 1600 |
| B | | 1300 | | 1300 | | |
| C | | 1400 | | 1400 | 580 (558) | 2400 |
| D | | 1600 | | 1600 | | |

CHANGE : Radial

INSTRUMENT APPROACH CHART



RJNK / KOMATSU

KOMATSU APP
 121.25 – 261.2 – 120.1

KOMATSU VORTAC
 112.0 KMC Ⅲ.
 CH-57X
 36°23'47"N/136°24'15"E

KOMATSU TOWER
 118.25-304.8
 126.2-236.8
 121.7G-275.8G

RADAR AVBL
 CALL
 KOMATSU APP

VAR 8°W (2018)

MSA 25NM

MISSED APPROACH

At KMC TACAN, turn left, climb via KMC R015 to 10DME fix to 2000FT and hold. Contact KOMATSU APP.

| MINIMA | | THR elev. 38 | AD elev. 22 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 720 (698) | 1200 | 720 (698) | 1600 |
| B | | 1400 | | 2400 |
| C | | | | |
| D | | | | |

INSTRUMENT APPROACH CHART

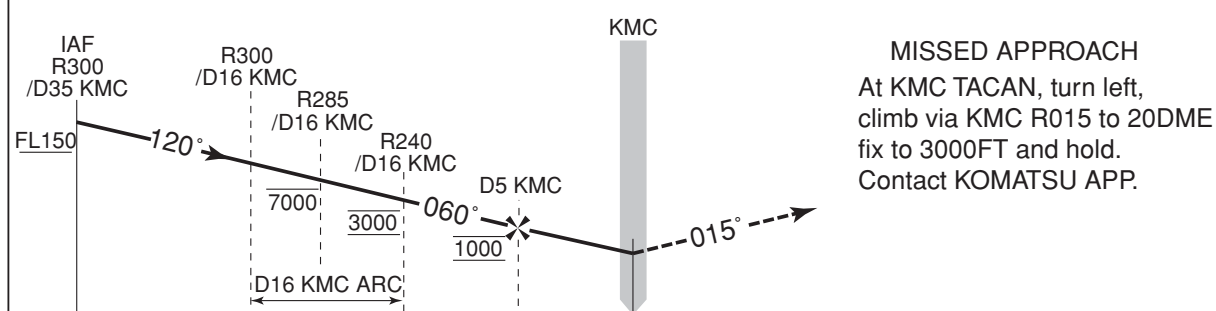


INSTRUMENT APPROACH CHART

RJNK / KOMATSU

TACAN NR.4

| | | | |
|---------------------------------------|--|---|-----------------------------------|
| KOMATSU APP 121.25 – 261.2 – 120.1 | KOMATSU VORTAC 112.0 KMC Ⅲ. CH-57X 36°23'47"N/136°24'15"E | KOMATSU TOWER 118.25-304.8 126.2-236.8 121.7G-275.8G | RADAR AVBL CALL KOMATSU APP |
|---------------------------------------|--|---|-----------------------------------|



| MINIMA | | AD elev. 22 |
|--------|-----------|-------------|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 540 (518) | 1600 |
| B | | 2400 |
| C | | 3200 |
| D | 580 (558) | |

CHANGE : VAR, MSA



注： 小松飛行場の本滑走路の供用開始に伴い、着陸する航空機は、運用を廃止した仮設滑走路に誤認着陸しないように注意すること。

Note: With an in-service start of this runway of Komatsu aerodrome, warn a landing aircraft not to land at the out-service temporary runway.

備考：1. 仮設滑走路には禁止標識が設置される（300m以内に1個標準）。

2. 航空機の到着機がある場合は、気象状態にかかわらず着陸滑走路の進入灯が常時点灯される。

3. 管制官からの着陸許可発出後に注意喚起のため、次の用語が通報される場合がある。

用語例：「VERIFY LANDING RUNWAY.」

Rem: 1. A closed marking is installed in a temporary runway (one less than 300m, standard).

2. When there is arrival aircraft, approach lights of a landing runway is always turned on regardless of a weather state.

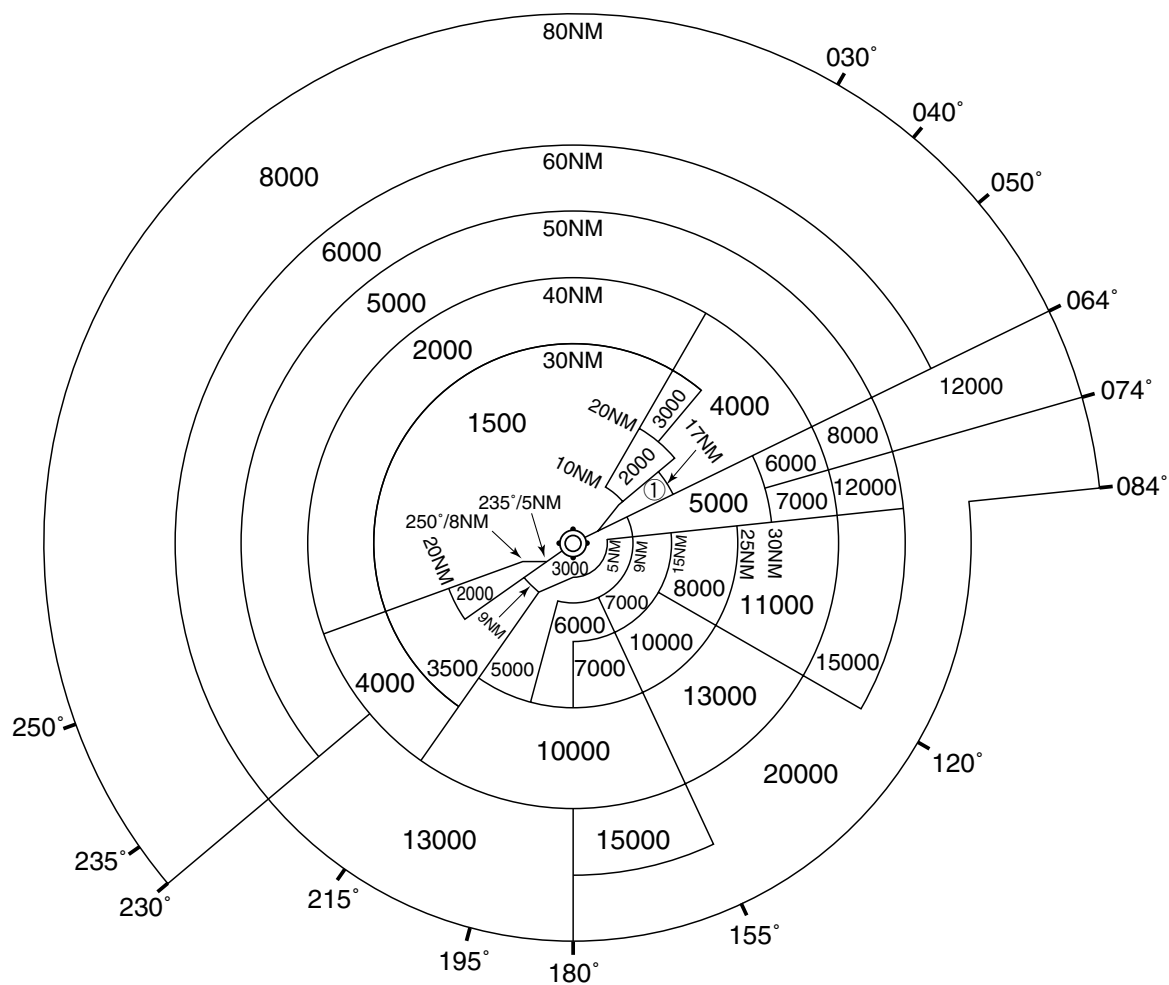
3. There is the case that the next term is reported to for attention awakening after a landing permission from a ATC.

A term example : 「VERIFY LANDING RUNWAY.」 .

RJNK / KOMATSU

Minimum Vectoring Altitude CHART

VAR 8°W (2009)



CENTER : 362322N/1362441E (RADAR SITE)

