

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): 2330-0815 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 B748 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

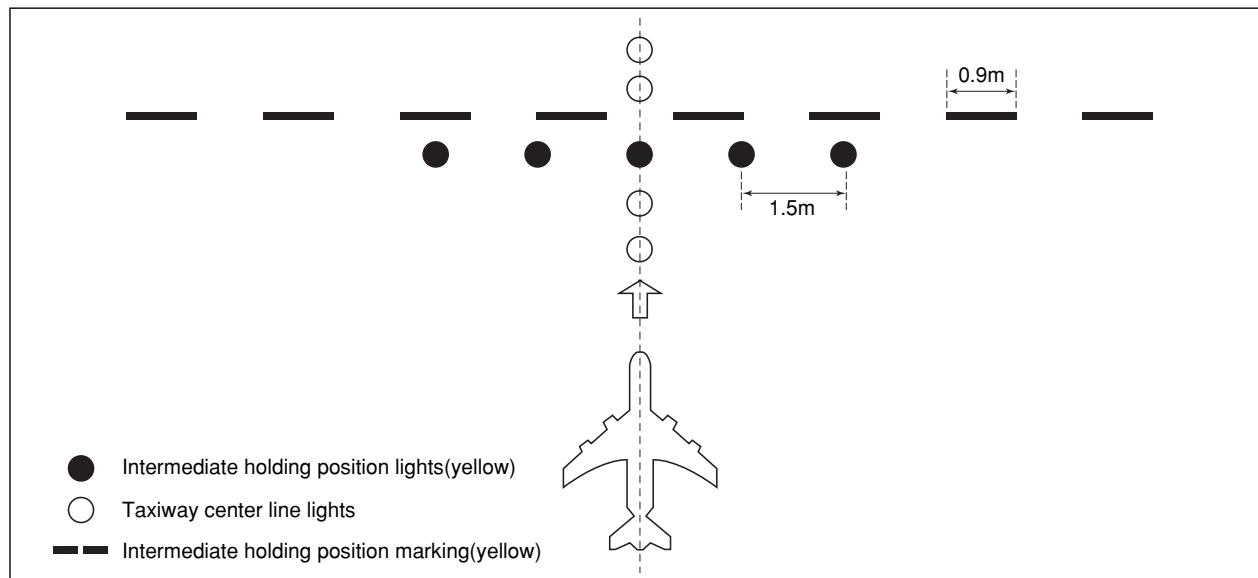
| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | Surface: Cement concrete Strength: Spot NR2 - NR8: PCR 1132/R/B/W/T |
| 2 | Taxiway width, surface and strength | Width: C1, C5: 26.5m C2, C3: 30m C4: 34m CIVIL PARALLEL TWY: 23m Surface: Asphalt concrete Strength: C1 - C5: PCR 924/F/C/X/T CIVIL PARALLEL TWY: PCR 924/F/C/X/T |
| 3 | ACL and elevation | Not Available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | Spot NR 2: 362410.87N 1362500.30E 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)



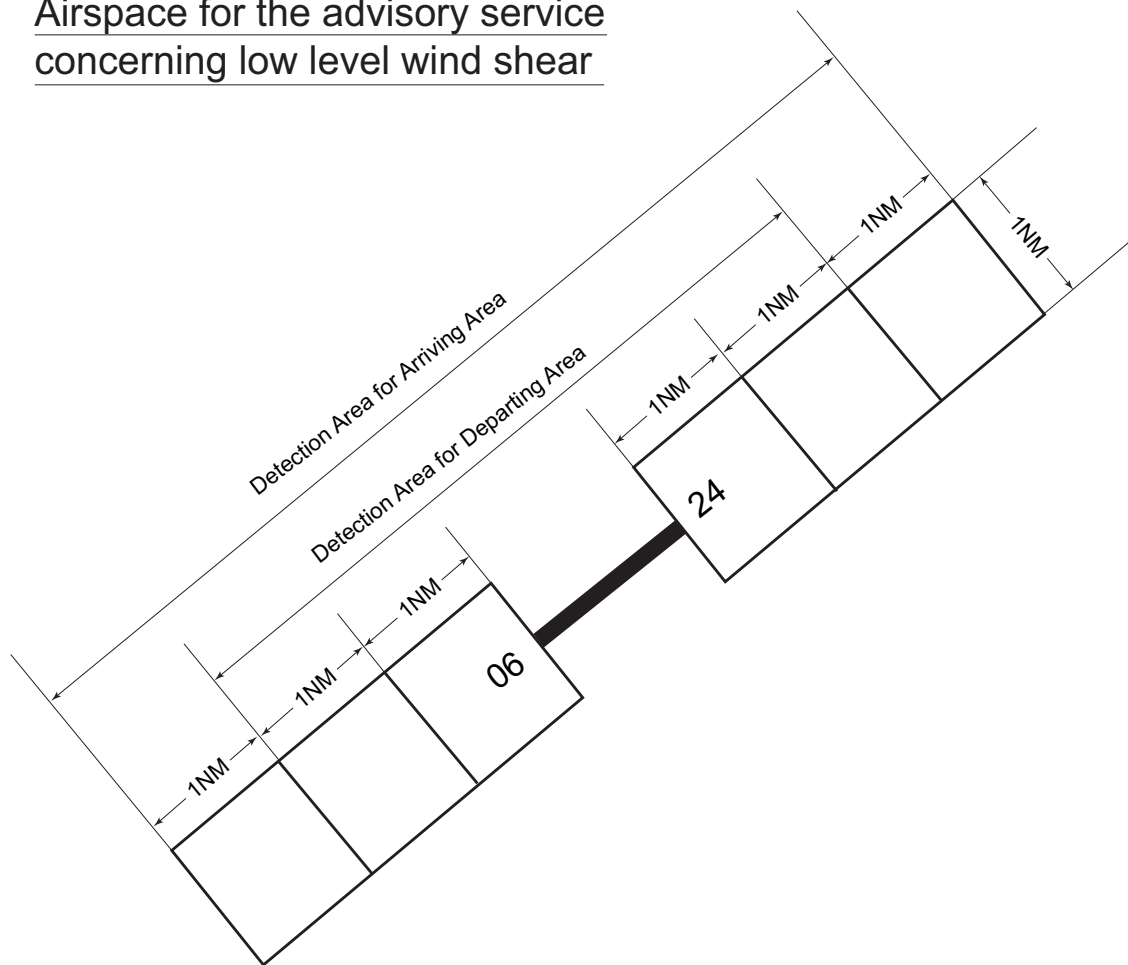
RJNK AD 2.10 AERODROME OBSTACLES

| 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(PCR) 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 | PCR 1158/R/A/W/T SW66000kg (145460lbs) | 362312.93N/1362342.53E | THR ELEV: 38.1FT |
| 24 | 235° | 2700 × 45 | DW100000kg (220500lbs) DTW396000kg (872780lbs) TTTW330000kg (727650lbs) Concrete | 362403.07N/1362511.48E | THR ELEV: 18.4FT |
| Slope of RWY | | | | | |
| Slope of RWY | | Strip Dimensions (M) | | Remarks | |
| 7 | | 10 | | 12 | |
| See below figure | | 3300 × 450 3300 × 450 | | RWY grooving: 2700m × 30m | |
| Slope of RWY | | | | | |
| <div><div>RWY 06</div><div>RWY 24</div><div><div>38.1ft</div><div>26.7ft</div><div>24.3ft</div><div>23.2ft</div><div>22.4ft</div><div>21.8ft</div><div>21.5ft</div><div>21.5ft</div><div>18.4ft</div></div><div><div>0.50%</div><div>0.53%</div><div>0.46%</div><div>0.04%</div><div>0.05%</div><div>0.03%</div><div>0.02%</div><div>0.14%</div></div><div><div>0m</div><div>679m</div><div>818m</div><div>909m</div><div>1289m</div><div>1658m</div><div>1974m</div><div>2024m</div><div>2700m</div></div></div> | | | | | |

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 and center line lights installed, see AD2.9 |
| 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 |

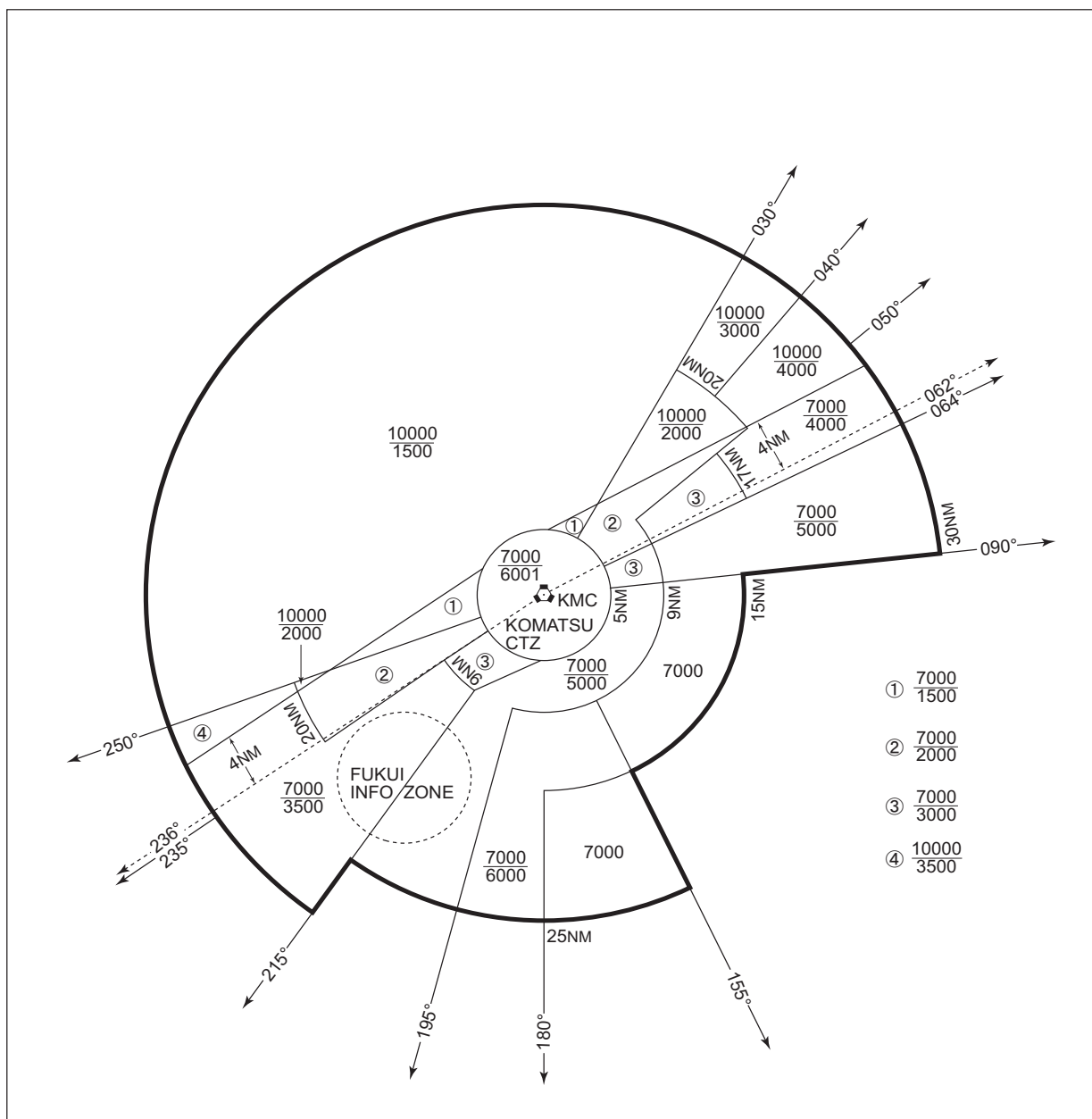
RJNK AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|---|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | EAST-HELIPAD: 362407.23N/1362501.96E, Nil CENTER-HELIPAD: 362349.23N/1362429.72E, Nil |
| 2 | TLOF and/or FATO elevation | EAST-HELIPAD: 18ft CENTER-HELIPAD: 22ft |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | TLOF and FATO area dimensions: 23m×20m Surface: Asphalt Concrete Strength: 9ton Marking: TDZ, See AIP AD2.24 AD chart |
| 4 | True BRG of FATO | 055.00°/235.00° |
| 5 | Declared distance available | Nil |
| 6 | APCH and FATO lighting | Nil |
| 7 | Remarks | <ul style="list-style-type: none"> • MAX helicopter type: AS32 • only available to specific operators • daytime use only |

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 | |

小松ターミナルコントロールエリア
KOMATSU TERMINAL CONTROL AREA

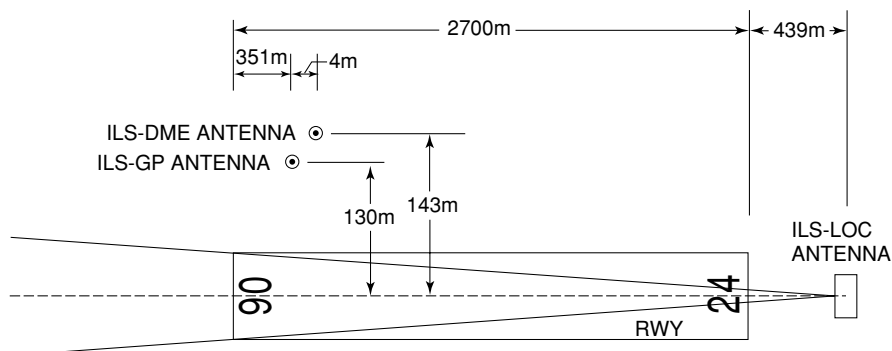


RJNK AD 2.18 ATS COMMUNICATION FACILITIES

| 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 | 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 | A,B,C,D | | | | | | |

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 | 245(207) | 750 | 510(488) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | 580(558) | 3200 |

PAR RWY 24

| MINIMA | | THR ELEV: 18 | AD ELEV: 22 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 218(200) | 750 | 510(488) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | 580(558) | 3200 |

ASR RWY 06

| MINIMA | | THR ELEV: 38 | AD ELEV: 22 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 660(638) | 1000 | 660(638) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | | | |

ASR RWY 24

| MINIMA | | THR ELEV: 18 | AD ELEV: 22 | |
|--------|----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 580(558) | 1400 | 580(558) | 1600 |
| B | | 1500 | | 2400 |
| C | | 1600 | | |
| D | | 1800 | | 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 (OHNNO, GINJO, SONBU-RNAV)

Standard Departure Chart - Instrument (NOTO, 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 (RNP RWY24)

Instrument Approach Chart (TACAN Z RWY06)

Instrument Approach Chart (TACAN Y RWY06)

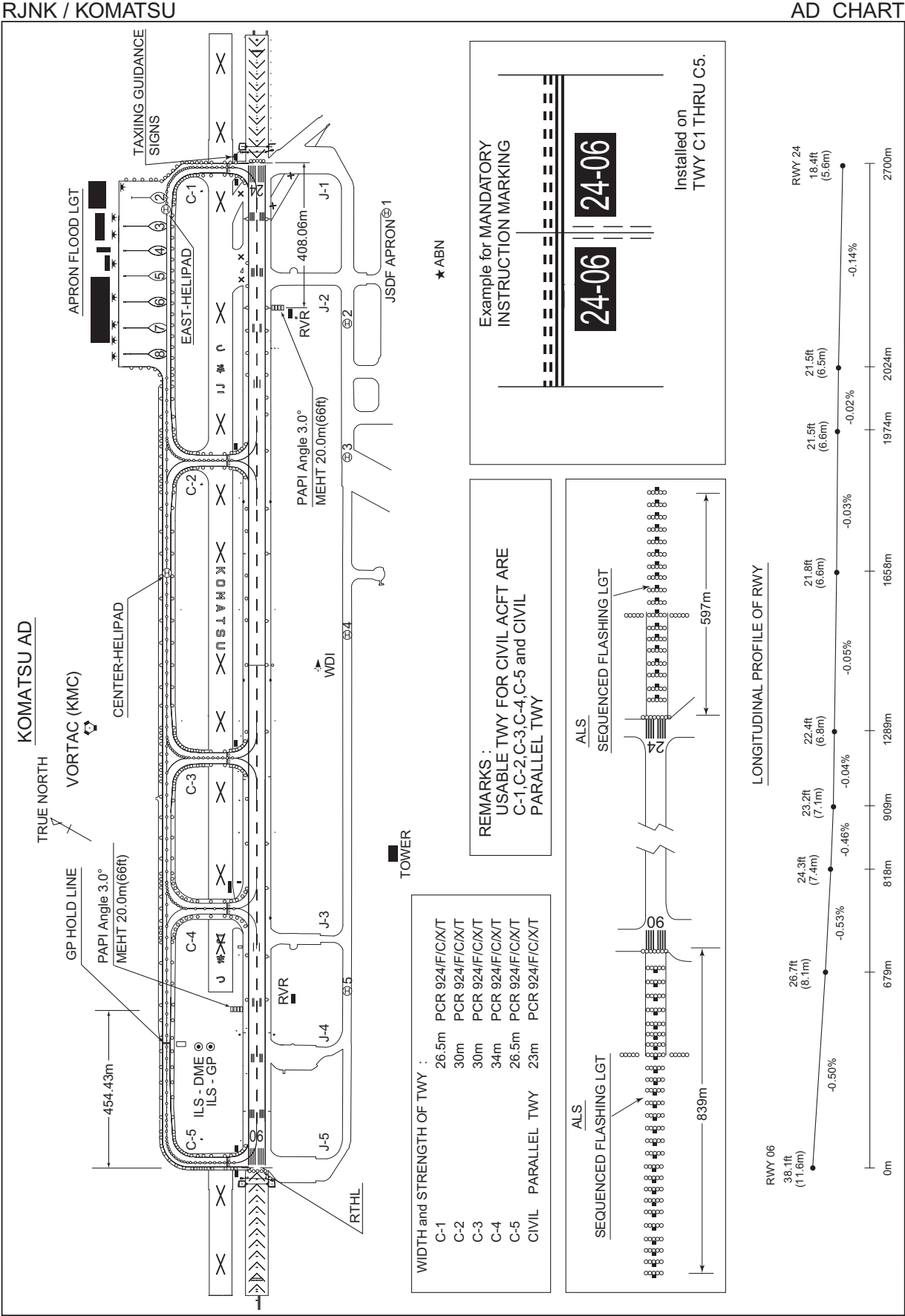
Instrument Approach Chart (TACAN A)

Other Chart (LDG CHART)

Other Chart (MVA CHART)

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CHANGE : Description of strength of pavement.



RJNK / KOMATSU

RNAV SID

OHNNO ONE DEPARTURE

RNP1

VAR 9°W

136° 20'E

136° 40'E

36° 20'N

36° 0'N

KAETU

AWAZU

OHNNO

244°

500

064°

500

4489

3580

5332

4998

4321

8866

4546

12000

157°/36.0 (from KAETU)

156°/31.1 (from AWAZU)

4000

3000

2000

1000

AD elev.22

Contour Intervals

5 0 5 10 15

KM 20

2 0 2 4 6 8 10

NM

RWY06 : Climb on HDG064° at or above 500FT, turn left direct to KAETU,
to OHNNO at or above 12000FT.

RWY24 : Climb on HDG244° at or above 500FT, direct to AWAZU, to OHNNO
at or above 12000FT.

Note RWY06 : 4.0% climb gradient required up to 4500FT.
OBST ALT 4397FT located at 15.0NM 177°FM end of RWY06.

Note RWY24 : 4.8% climb gradient required up to 3900FT.
OBST ALT 3183FT located at 12.0NM 196°FM end of RWY24.

RJNK / KOMATSU

OHNNO ONE DEPARTURE

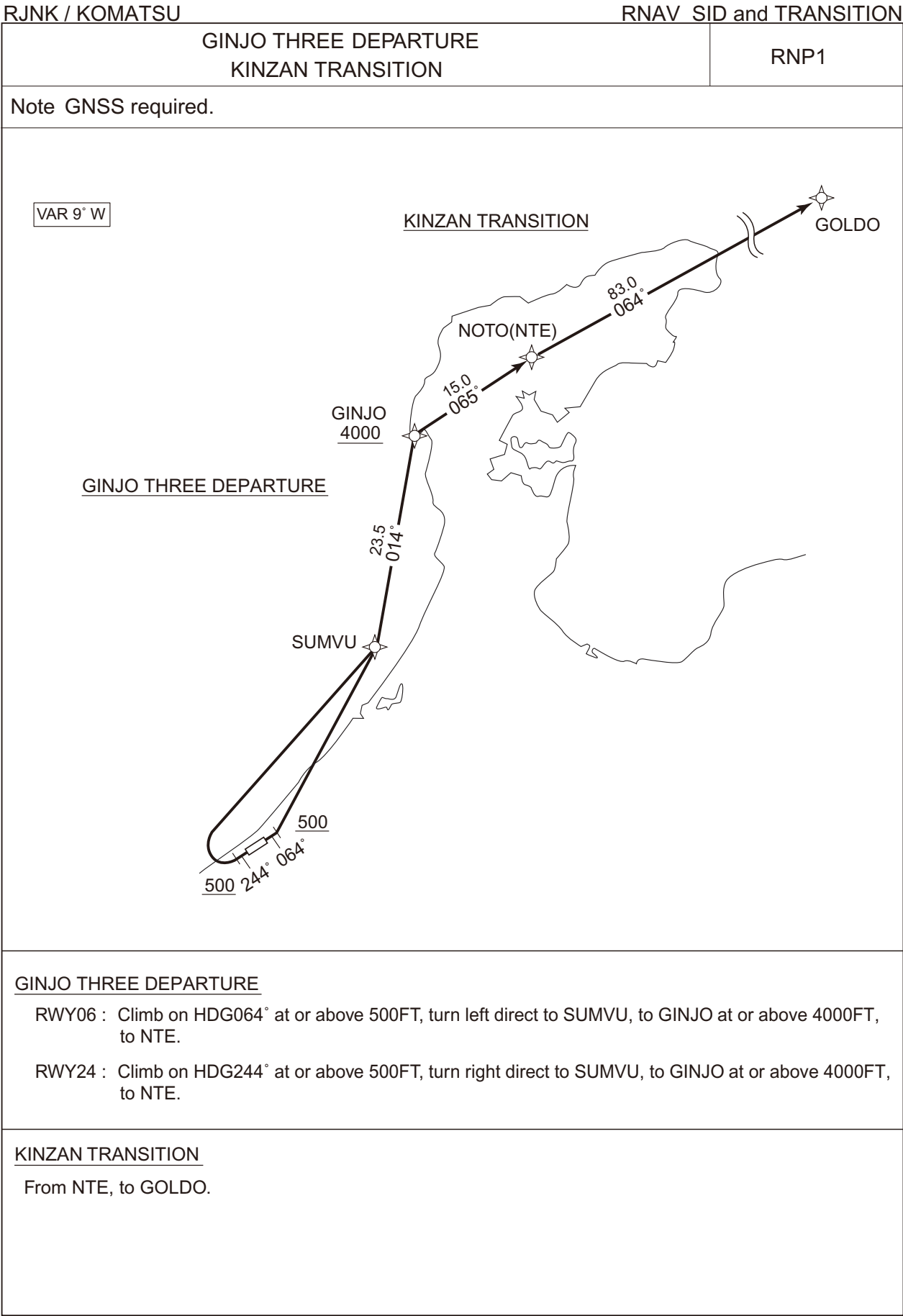
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | - | - | 064 (055.0) | -8.6 | - | - | +500 | - | - | RNP1 |
| 002 | DF | KAETU | - | - | -8.6 | - | L | - | - | - | RNP1 |
| 003 | TF | OHNNO | - | 157 (148.4) | -8.6 | 36.0 | - | +12000 | - | - | RNP1 |

| 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 | - | - | 244 (235.0) | -8.6 | - | - | +500 | - | - | RNP1 |
| 002 | DF | AWAZU | Y | - | -8.6 | - | - | - | - | - | RNP1 |
| 003 | TF | OHNNO | - | 156 (147.8) | -8.6 | 31.1 | - | +12000 | - | - | RNP1 |

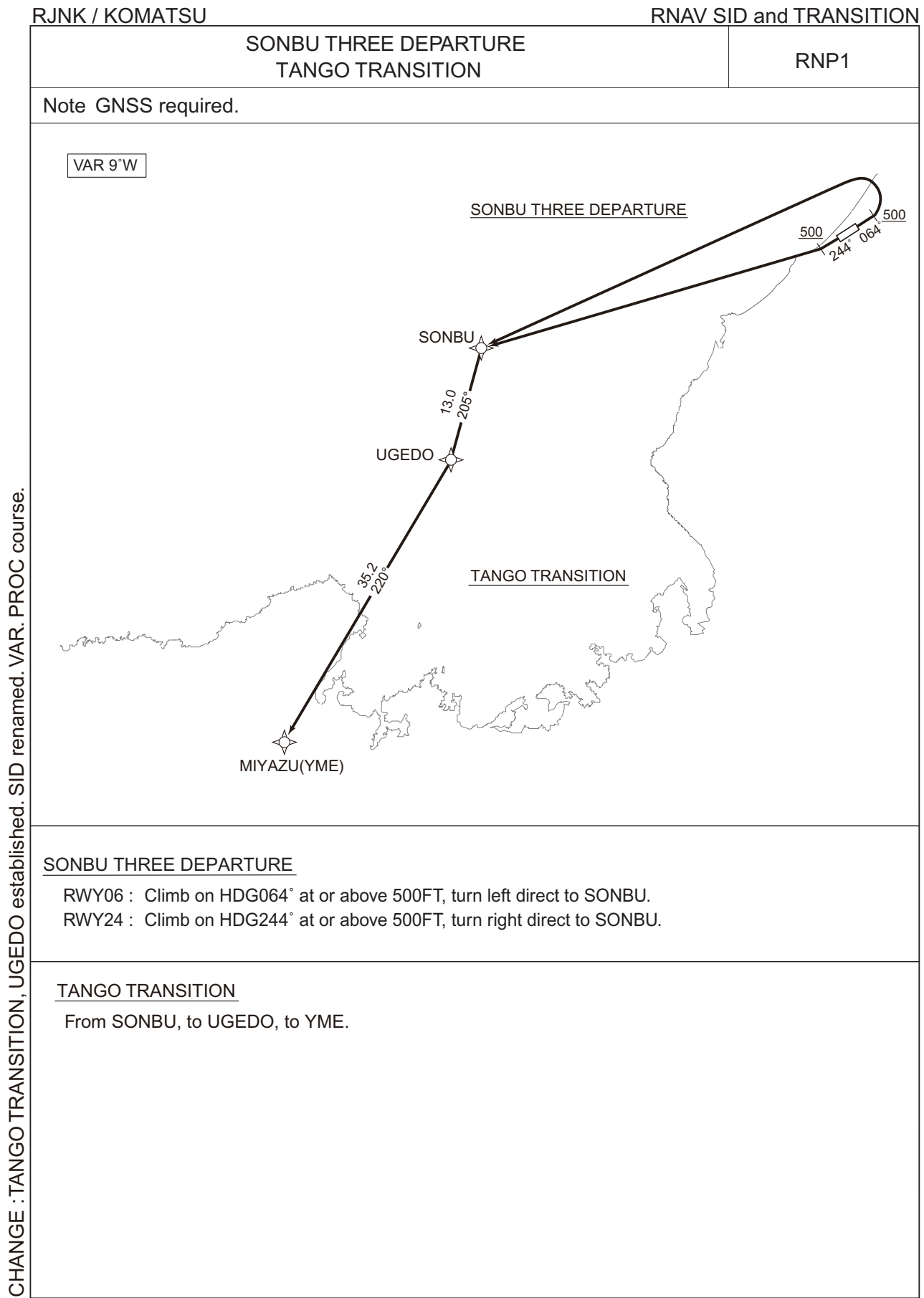
| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| KAETU | 362407.8N / 1361447.7E |
| AWAZU | 361946.6N / 1361737.0E |
| OHNNO | 355328.3N / 1363803.4E |

Civil Aviation Bureau, Japan (EFF:17 APR 2025)

STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD DEPARTURE CHART -INSTRUMENT



Note GNSS required.

VAR 9°W

SONBU THREE DEPARTURE

SONBU

UGEDO

MIYAZU(YME)

TANGO TRANSITION

SONBU THREE DEPARTURE

SONBU

UGEDO

MIYAZU(YME)

TANGO TRANSITION

SONBU THREE DEPARTURE

RWY06 : Climb on HDG064° at or above 500FT, turn left direct to SONBU.
RWY24 : Climb on HDG244° at or above 500FT, turn right direct to SONBU.

TANGO TRANSITION

From SONBU, to UGEDO, to YME.

CHANGE : TANGO TRANSITION, UGEDO established. SID renamed. VAR. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

RNAV SID and TRANSITION

CHANGE :TANGO TRANSITION, Waypoint Coordinates, UGEDO established. SID renamed. PROC course. VAR. Navigation Specification.

SONBU THREE 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 | — | — | 064 (055.0) | -8.6 | — | — | +500 | — | — | RNP1 |
| 002 | DF | SONBU | — | — | -8.6 | — | L | — | — | — | RNP1 |

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 | — | — | 244 (235.0) | -8.6 | — | — | +500 | — | — | RNP1 |
| 002 | DF | SONBU | — | — | -8.6 | — | R | — | — | — | RNP1 |

TANGO 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 | SONBU | — | — | -8.6 | — | — | — | — | — | RNP1 |
| 002 | TF | UGEDO | — | 205 (196.3) | -8.6 | 13.0 | — | — | — | — | RNP1 |
| 003 | TF | YME | — | 220 (211.1) | -8.6 | 35.2 | — | — | — | — | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| SONBU | 361132.3N / 1353502.9E |
| UGEDO | 355902.0N / 1353032.1E |
| YME | 352850.5N / 1350813.3E |

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID

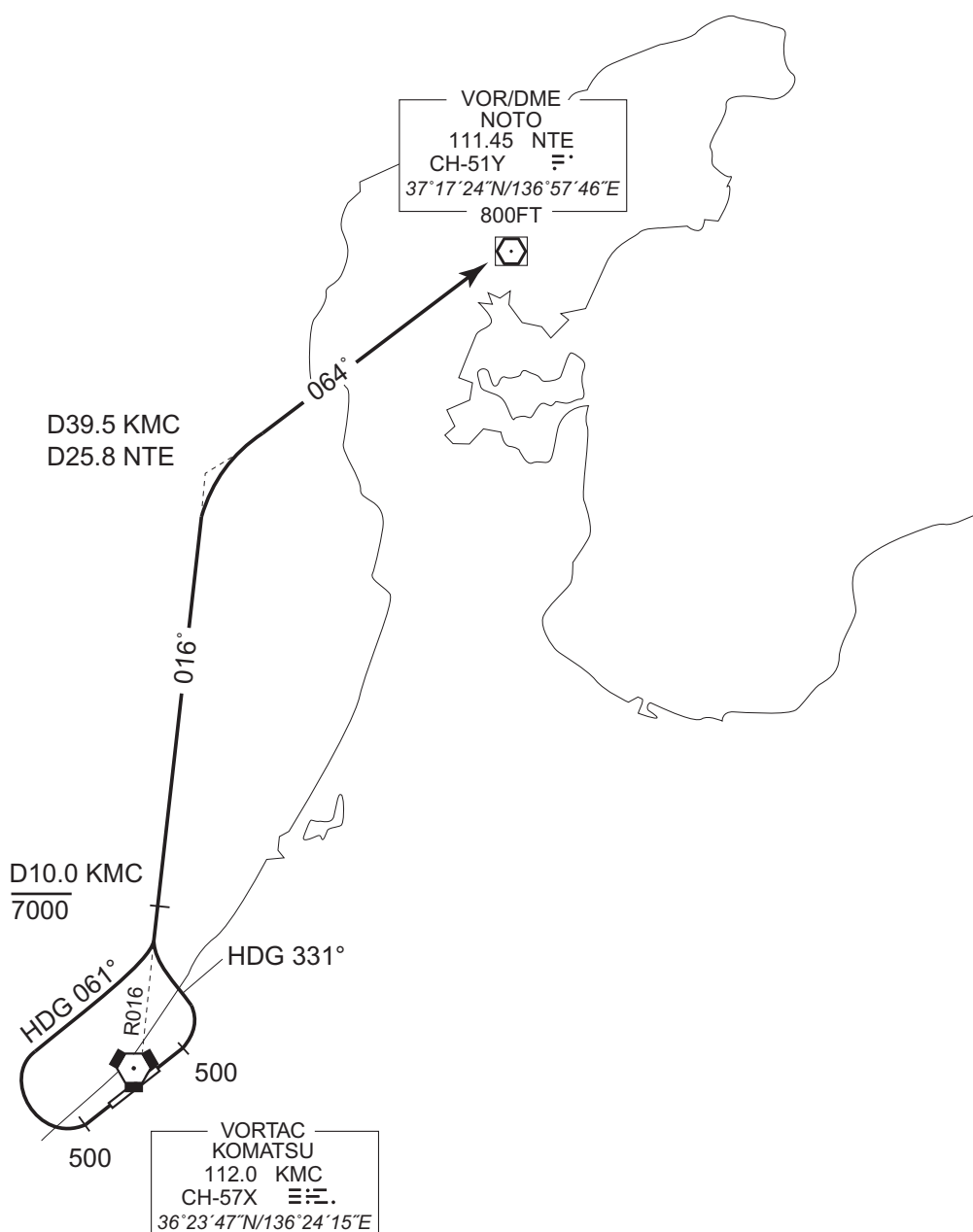
NOTO THREE DEPARTURE

RWY06: Climb RWY HDG to 500FT, turn left HDG 331°...

RWY24: Climb RWY HDG to 500FT, turn right HDG 061°...

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

Cross KMC R016/10.0DME at or below 7000FT.



CHANGE : SID renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID

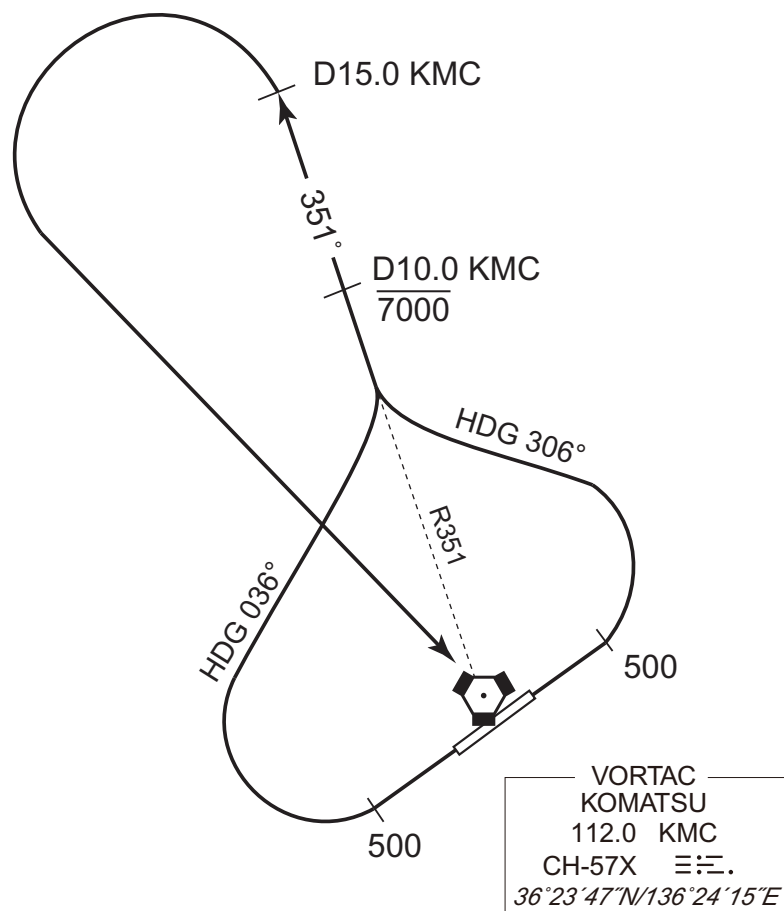
KOMATSU REVERSAL FOUR DEPARTURE

RWY 06 : Climb RWY HDG to 500FT, turn left HDG 306°...

RWY 24 : Climb RWY HDG to 500FT, turn right HDG 036°...

...to intercept and proceed via KMC R351 to 15.0DME, turn left, direct to KMC VORTAC.

Cross KMC R351/10.0DME at or below 7000FT.



CHANGE : SID renamed. PROC course. MIYAZU FOUR DEPARTURE abolished.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNK / KOMATSU

SID and TRANSITION

KAGA FIVE DEPARTURE

RWY 06 : Climb RWY HDG to 500FT, turn left HDG 216°...

RWY 24 : Climb RWY HDG to 500FT, turn right,...

...to intercept and proceed via KMC R261 to SONBU.

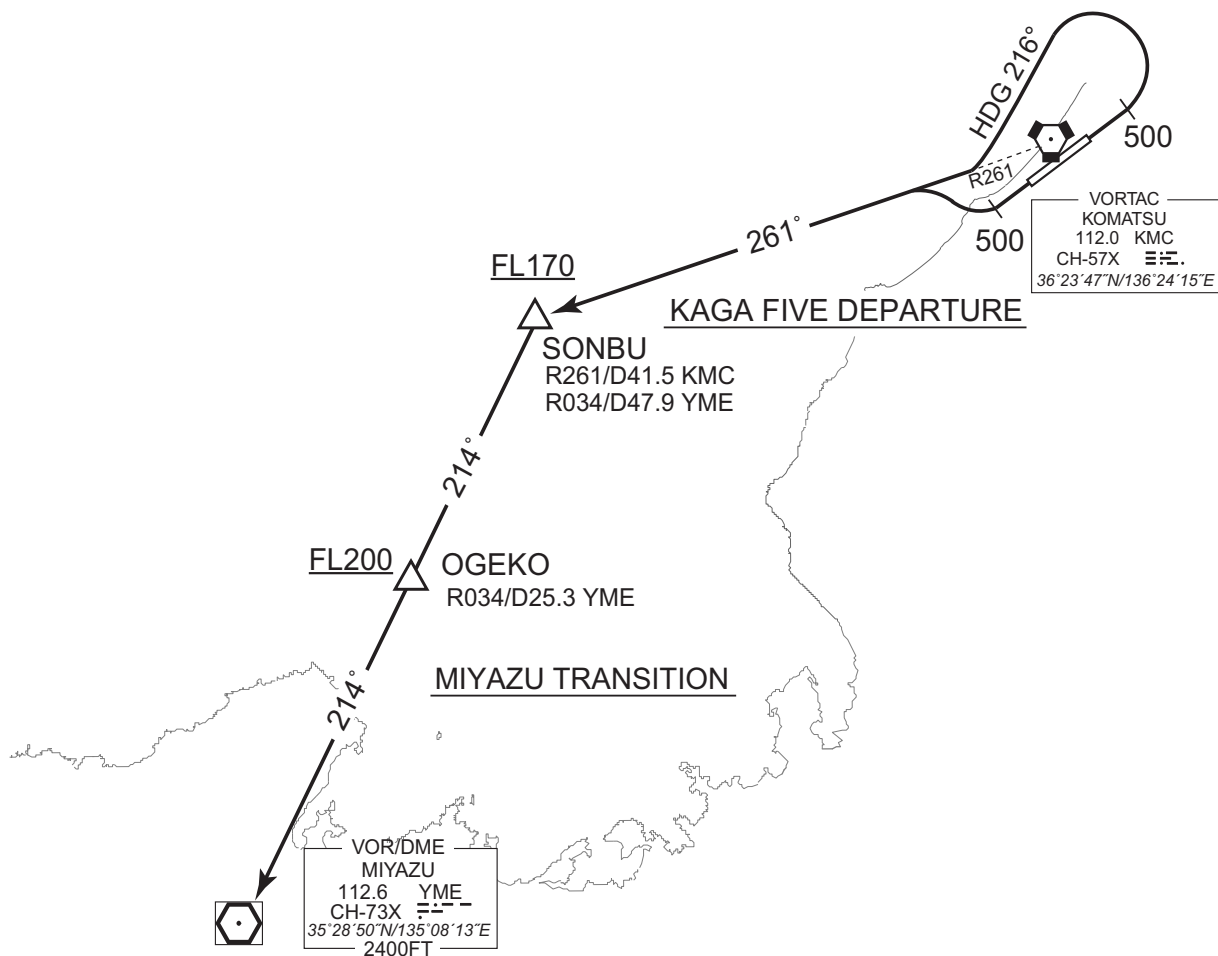
Cross SONBU at or above FL170.

MIYAZU TRANSITION

From over SONBU, via YME R034 to YME VOR/DME via OGEKO.

Cross OGEKO at or above FL200.

CHANGE : Correction of description.



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STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

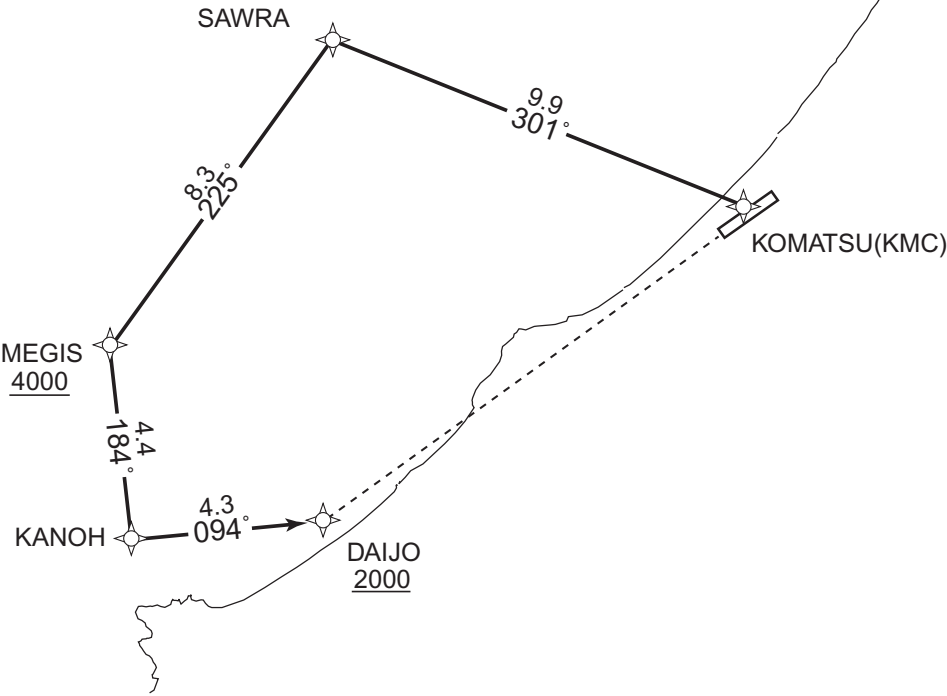
RNAV STAR RWY06

KOMATSU WEST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



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

| 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 | — | — | -8.6 | — | — | — | — | — | RNP1 |
| 002 | TF | SAWRA | — | 301 (292.6) | -8.6 | 9.9 | — | — | — | — | RNP1 |
| 003 | TF | MEGIS | — | 225 (216.5) | -8.6 | 8.3 | — | +4000 | — | — | RNP1 |
| 004 | TF | KANOH | — | 184 (175.0) | -8.6 | 4.4 | — | — | — | — | RNP1 |
| 005 | TF | DAIJO | — | 094 (084.9) | -8.6 | 4.3 | — | +2000 | — | — | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| KMC | 362347.3N / 1362415.3E |
| SAWRA | 362735.2N / 1361253.1E |
| MEGIS | 362054.4N / 1360645.1E |
| KANOH | 361631.0N / 1360713.9E |
| DAIJO | 361653.7N / 1361231.8E |

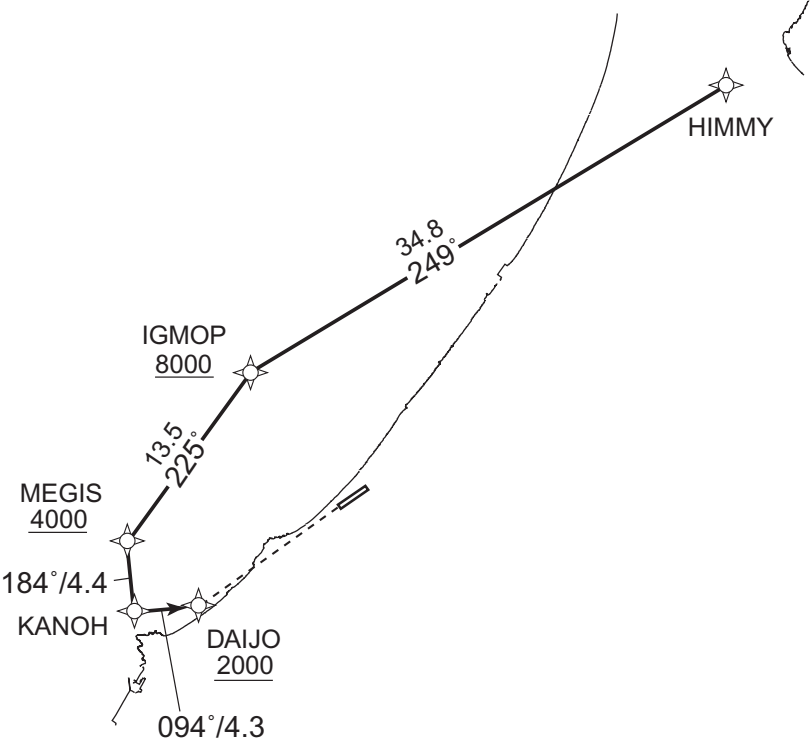
CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

| | |
|--------------------|-----------------|
| RJNK / KOMATSU | RNAV STAR RWY06 |
| HIMMY WEST ARRIVAL | RNP1 |

Note GNSS required.

VAR 9°W



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

| 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 | — | — | -8.6 | — | — | — | — | — | RNP1 |
| 002 | TF | IGMOP | — | 249 (239.9) | -8.6 | 34.8 | — | +8000 | — | — | RNP1 |
| 003 | TF | MEGIS | — | 225 (216.5) | -8.6 | 13.5 | — | +4000 | — | — | RNP1 |
| 004 | TF | KANOH | — | 184 (175.0) | -8.6 | 4.4 | — | — | — | — | RNP1 |
| 005 | TF | DAIJO | — | 094 (084.9) | -8.6 | 4.3 | — | +2000 | — | — | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| HIMMY | 364916.0N / 1365406.9E |
| IGMOP | 363143.7N / 1361642.1E |
| MEGIS | 362054.4N / 1360645.1E |
| KANOH | 361631.0N / 1360713.9E |
| DAIJO | 361653.7N / 1361231.8E |

CHANGE : IGMOP established. PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

RJNK / KOMATSU

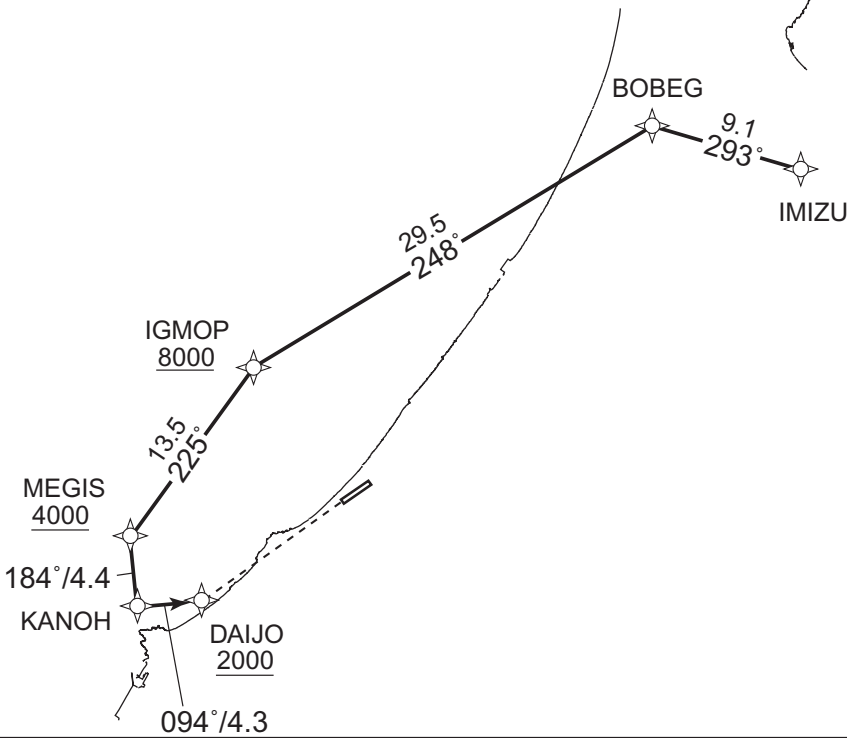
RNAV STAR RWY06

IMIZU WEST ARRIVAL

RNP1

Note GNSS required.

VAR 9°W



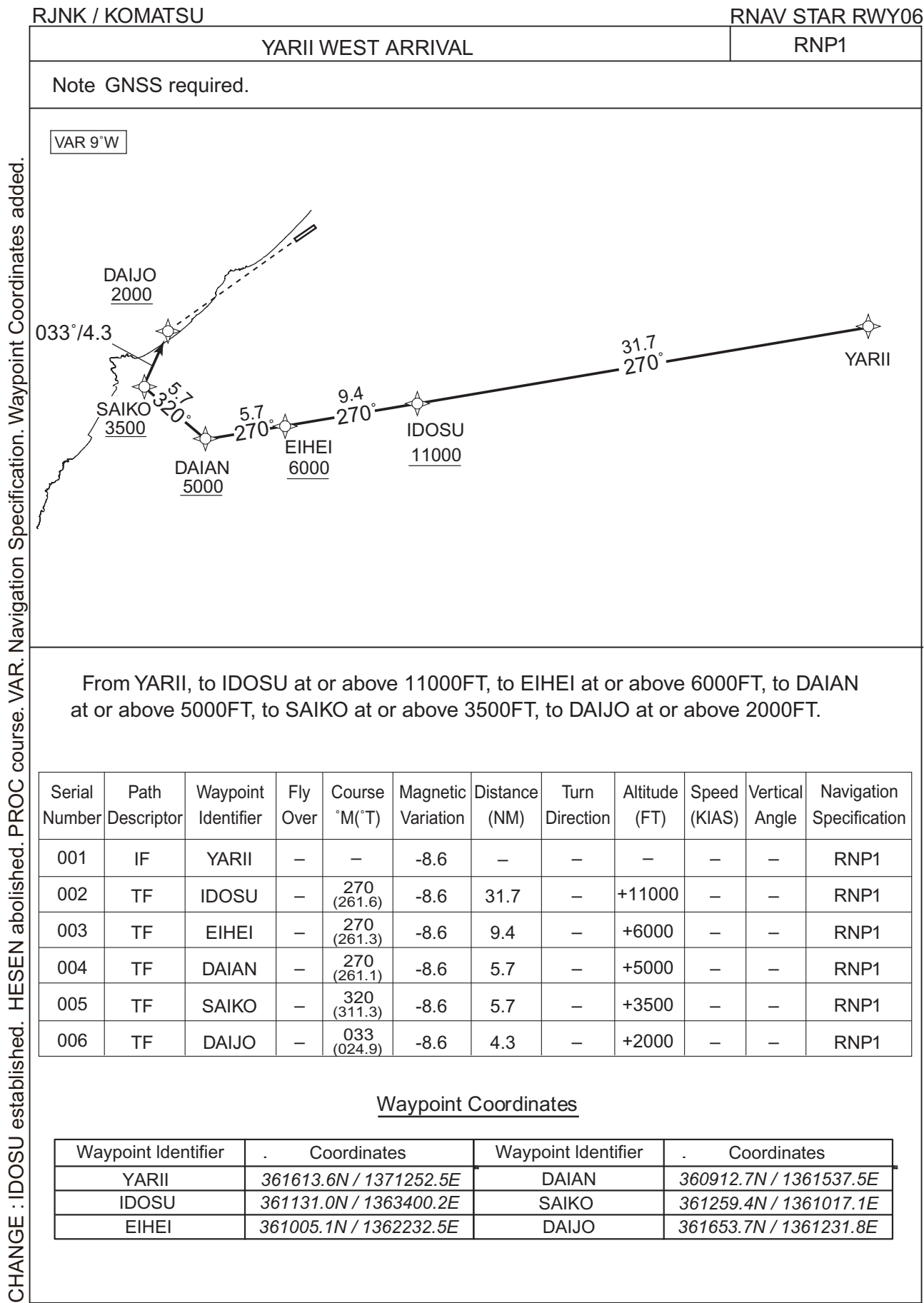
From IMIZU, to BOBEG, to IGMOP at or above 8000FT, to MEGIS at or above 4000FT, to KANOH, to DAIJO at or above 2000FT.

| 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 | — | — | -8.6 | — | — | — | — | — | RNP1 |
| 002 | TF | BOBEG | — | 293 (284.4) | -8.6 | 9.1 | — | — | — | — | RNP1 |
| 003 | TF | IGMOP | — | 248 (239.8) | -8.6 | 29.5 | — | +8000 | — | — | RNP1 |
| 004 | TF | MEGIS | — | 225 (216.5) | -8.6 | 13.5 | — | +4000 | — | — | RNP1 |
| 005 | TF | KANOH | — | 184 (175.0) | -8.6 | 4.4 | — | — | — | — | RNP1 |
| 006 | TF | DAIJO | — | 094 (084.9) | -8.6 | 4.3 | — | +2000 | — | — | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| IMIZU | 364422.4N / 1365925.6E | MEGIS | 362054.4N / 1360645.1E |
| BOBEG | 364637.5N / 1364826.0E | KANOH | 361631.0N / 1360713.9E |
| IGMOP | 363143.7N / 1361642.1E | DAIJO | 361653.7N / 1361231.8E |

STANDARD ARRIVAL CHART-INSTRUMENT



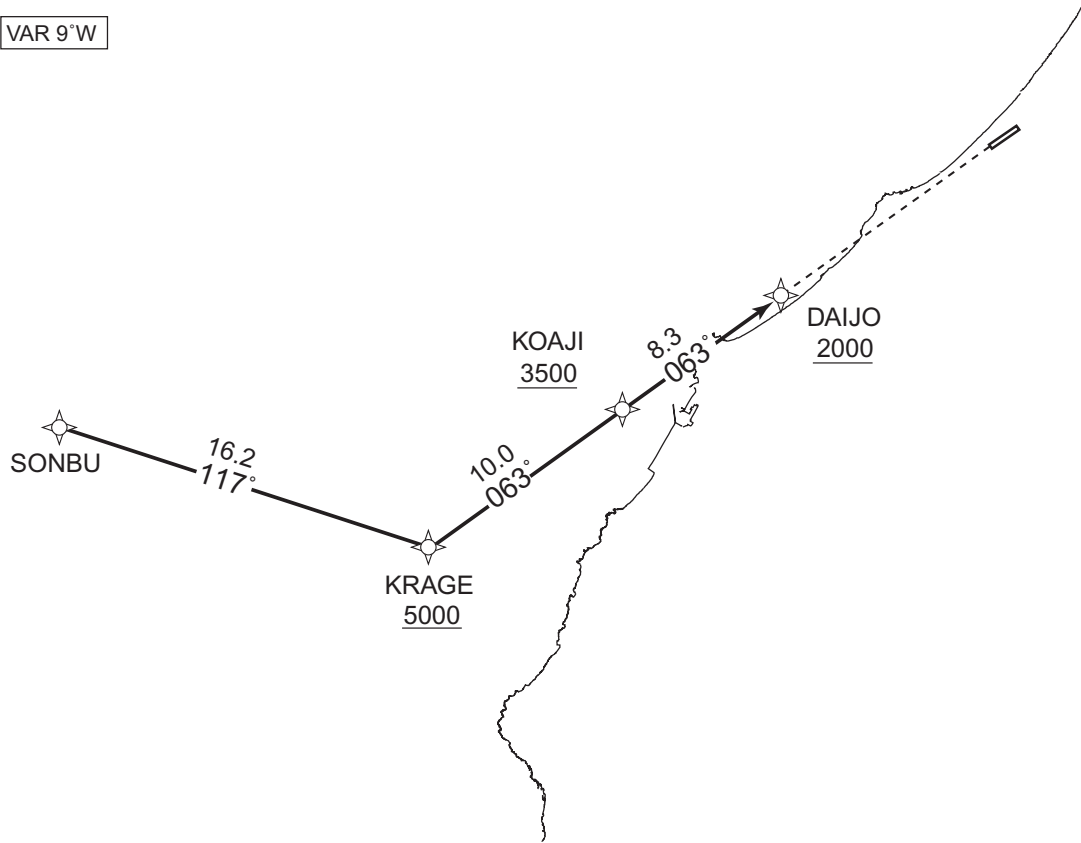
CHANGE : IDOSU established. HESSEN abolished. PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

| | |
|--------------------|-----------------|
| RJNK / KOMATSU | RNAV STAR RWY06 |
| SONBU WEST ARRIVAL | RNP1 |

Note GNSS required.

VAR 9°W



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

| 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 | — | — | -8.6 | — | — | — | — | — | RNP1 |
| 002 | TF | KRAGE | — | 117 (108.5) | -8.6 | 16.2 | — | +5000 | — | — | RNP1 |
| 003 | TF | KOAJI | — | 063 (054.7) | -8.6 | 10.0 | — | +3500 | — | — | RNP1 |
| 004 | TF | DAIJO | — | 063 (054.8) | -8.6 | 8.3 | — | +2000 | — | — | RNP1 |

Waypoint Coordinates

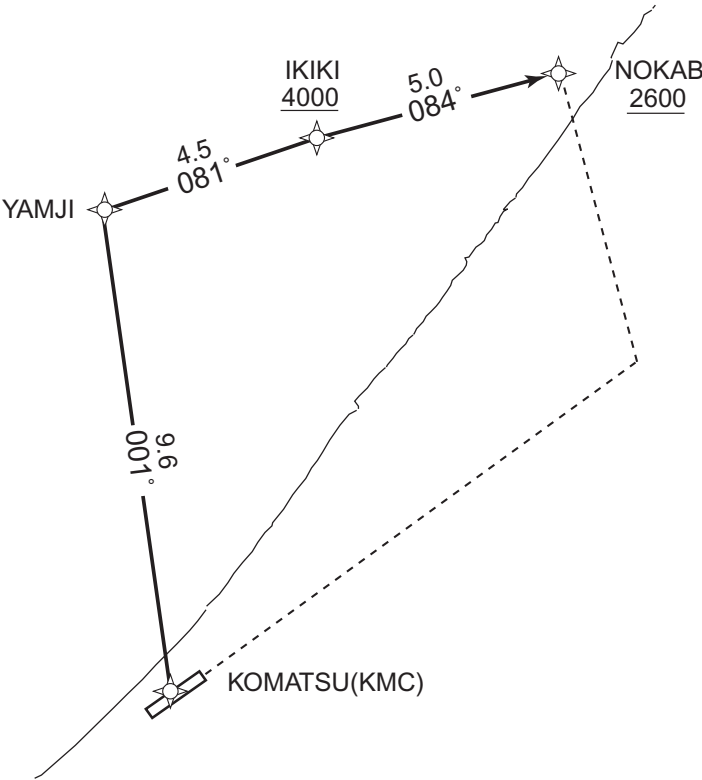
| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| SONBU | 361132.3N / 1353502.9E |
| KRAGE | 360622.8N / 1355404.3E |
| KOAJI | 361208.8N / 1360410.4E |
| DAIJO | 361653.7N / 1361231.8E |

STANDARD ARRIVAL CHART-INSTRUMENT

| | |
|----------------------|-----------------|
| RJNK / KOMATSU | RNAV STAR RWY24 |
| KOMATSU EAST ARRIVAL | RNP1 |

Note GNSS required.

VAR 9°W



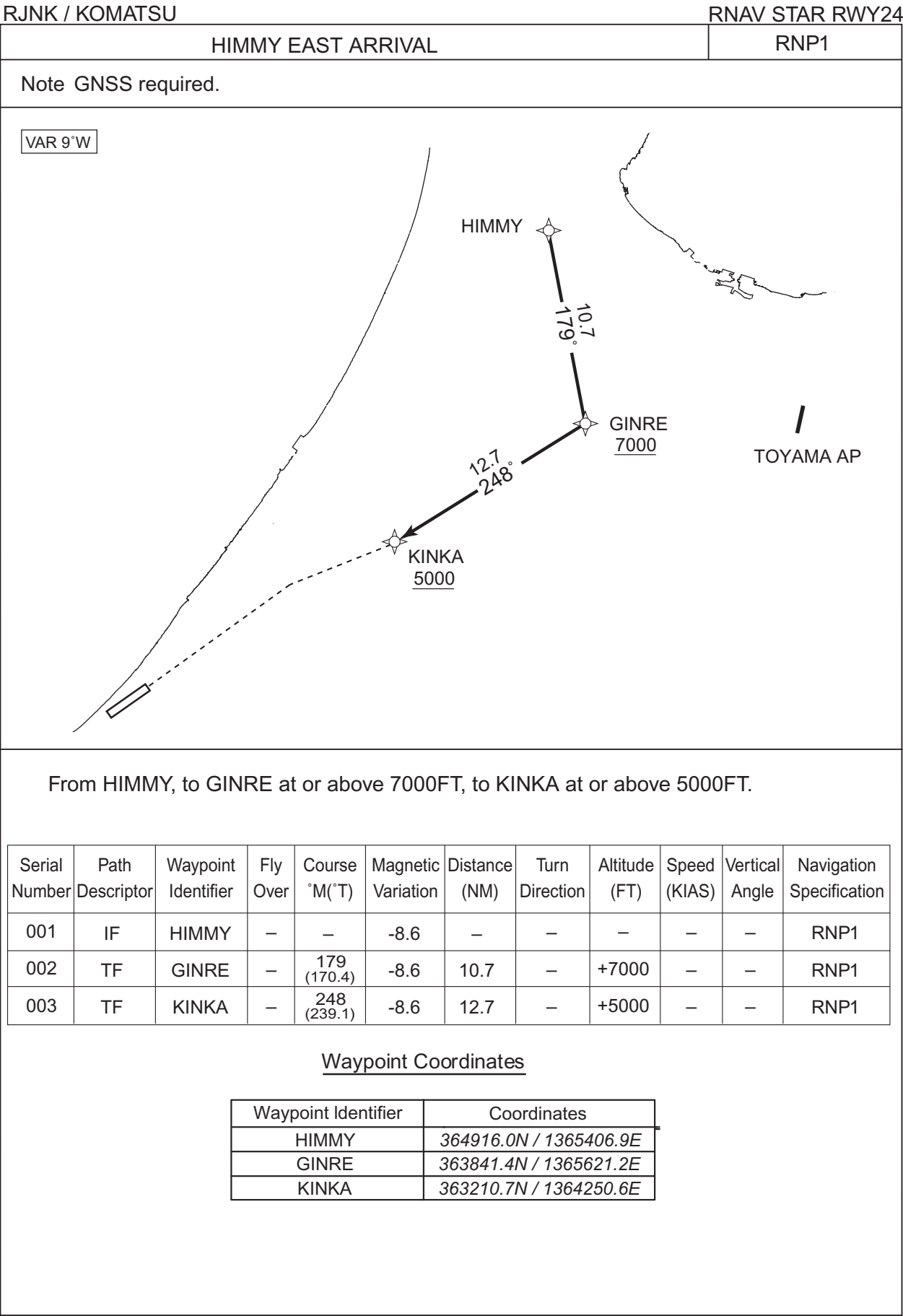
From KMC, to YAMJI, to IKIKI at or above 4000FT, to NOKAB at or above 2600FT.

| 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 | — | — | -8.6 | — | — | — | — | — | RNP1 |
| 002 | TF | YAMJI | — | 001 (352.5) | -8.6 | 9.6 | — | — | — | — | RNP1 |
| 003 | TF | IKIKI | — | 081 (072.2) | -8.6 | 4.5 | — | +4000 | — | — | RNP1 |
| 004 | TF | NOKAB | — | 084 (075.6) | -8.6 | 5.0 | — | +2600 | — | — | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| KMC | 362347.3N / 1362415.3E |
| YAMJI | 363316.8N / 1362242.5E |
| IKIKI | 363438.8N / 1362801.2E |
| NOKAB | 363553.0N / 1363402.3E |

STANDARD ARRIVAL CHART-INSTRUMENT



CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

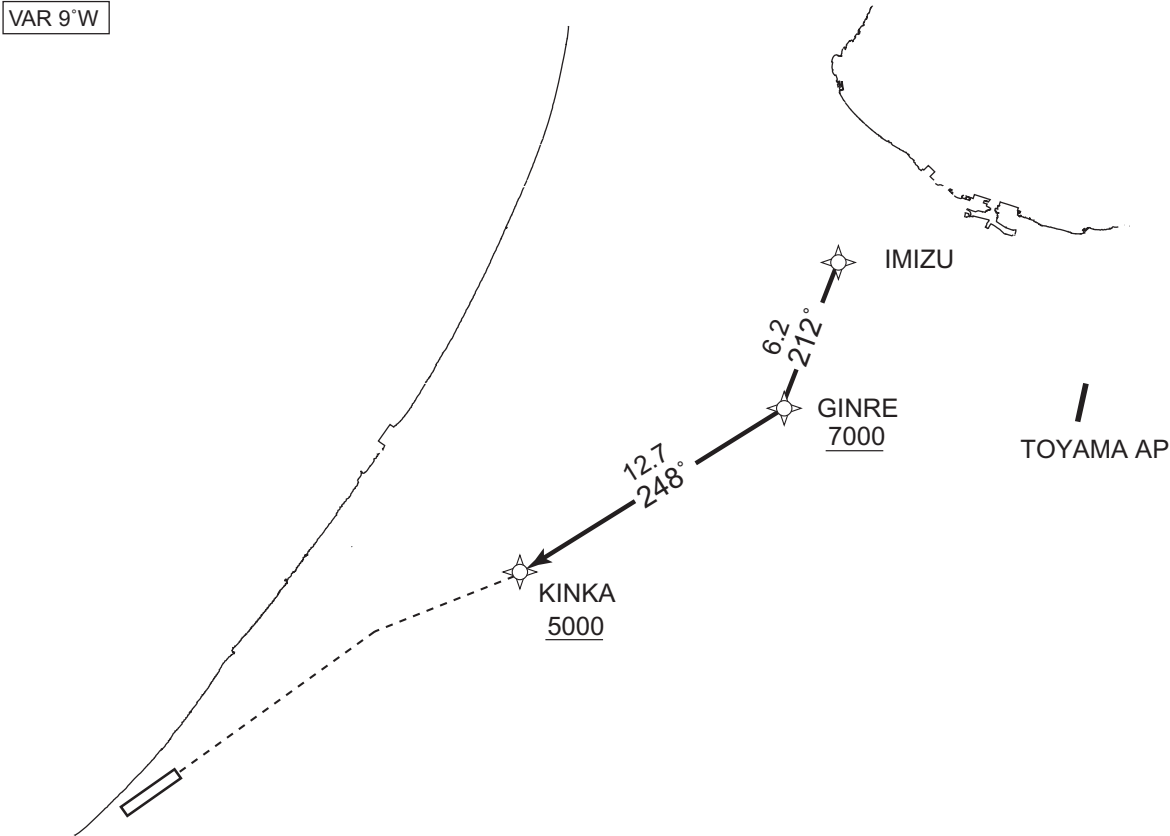
RJNK / KOMATSU

RNAV STAR RWY24

IMIZU EAST ARRIVAL

RNP1

Note GNSS required.



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

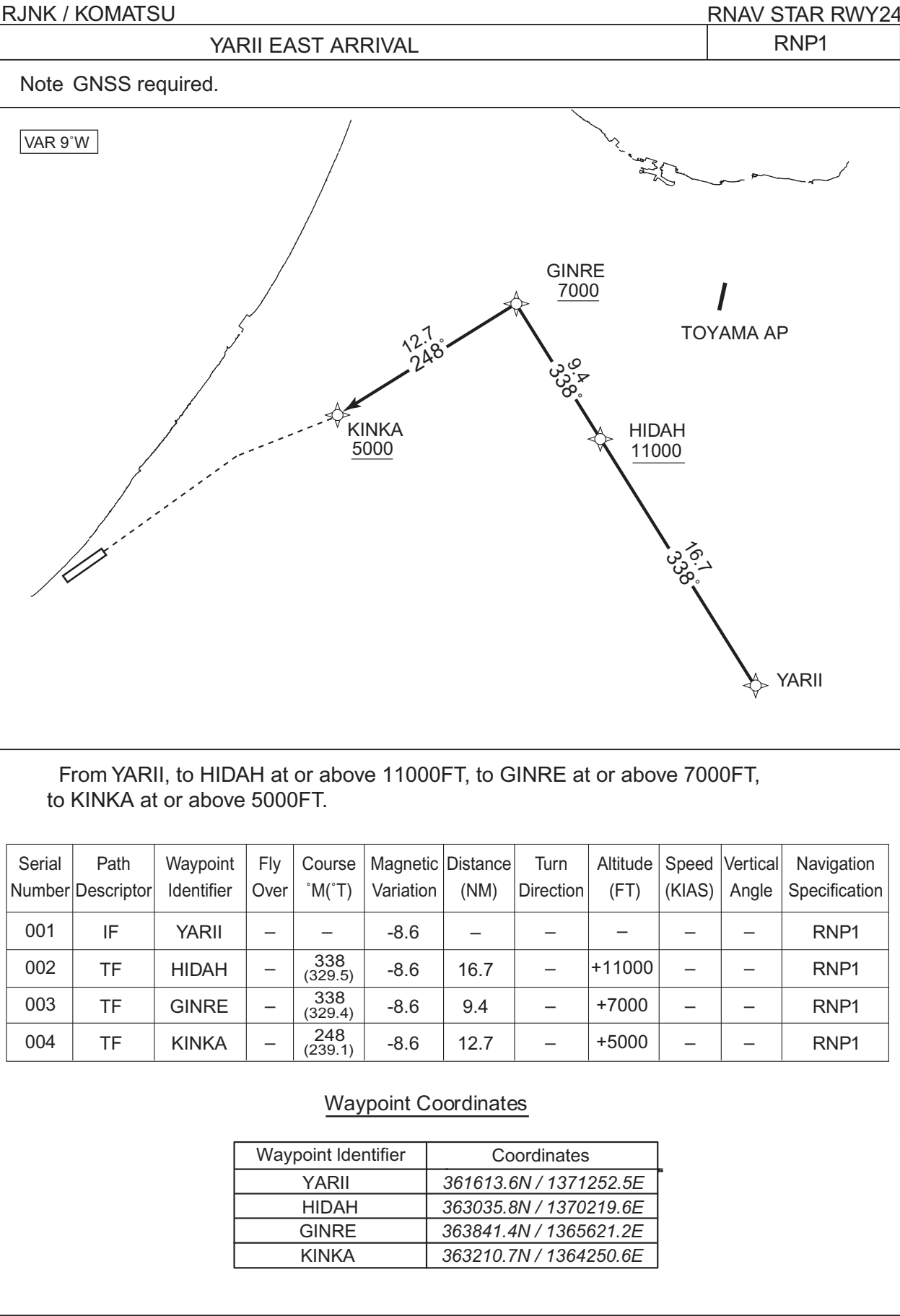
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | IMIZU | — | — | -8.6 | — | — | — | — | — | RNP1 |
| 002 | TF | GINRE | — | 212 (203.4) | -8.6 | 6.2 | — | +7000 | — | — | RNP1 |
| 003 | TF | KINKA | — | 248 (239.1) | -8.6 | 12.7 | — | +5000 | — | — | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| IMIZU | 364422.4N / 1365925.6E |
| GINRE | 363841.4N / 1365621.2E |
| KINKA | 363210.7N / 1364250.6E |

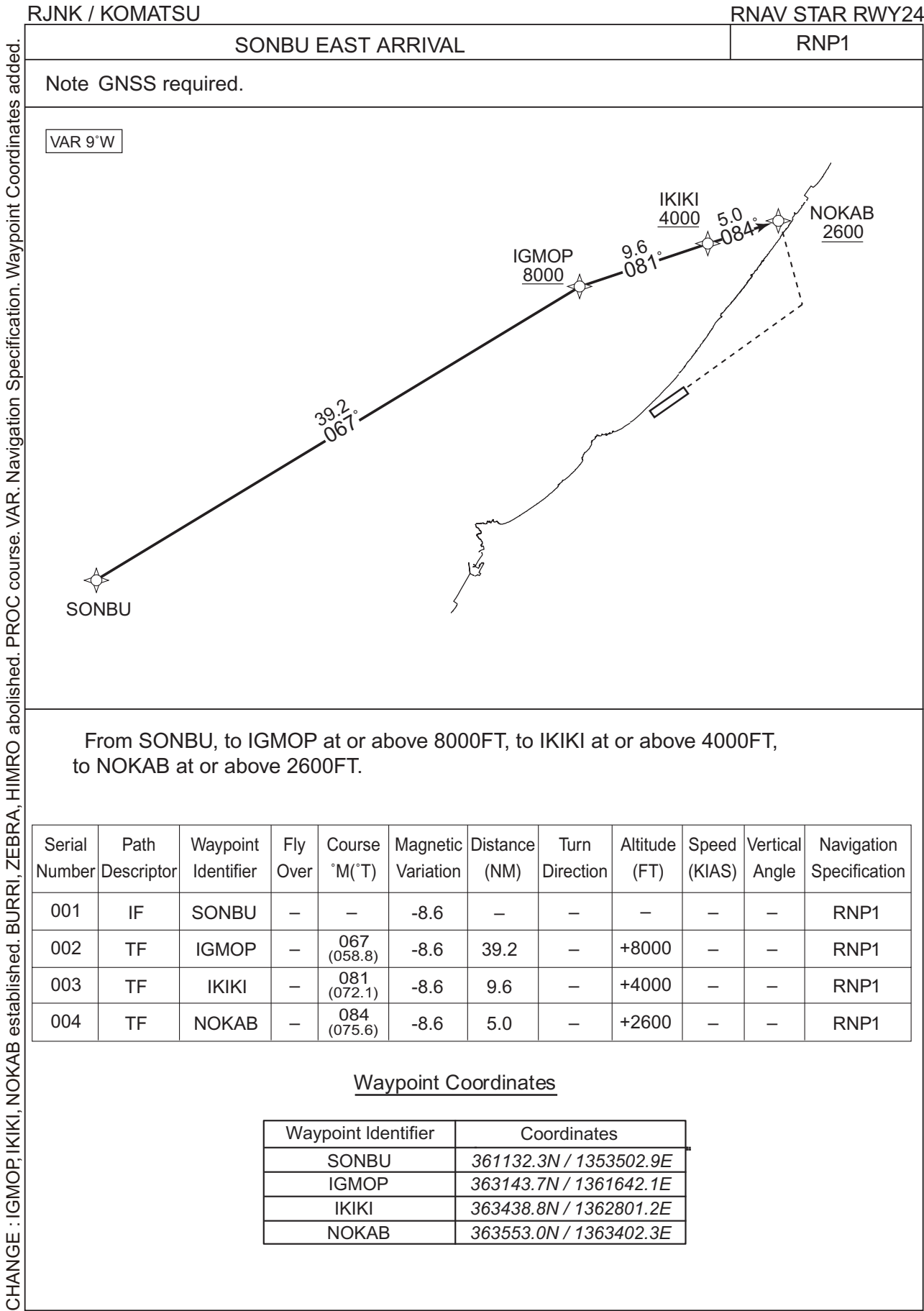
CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

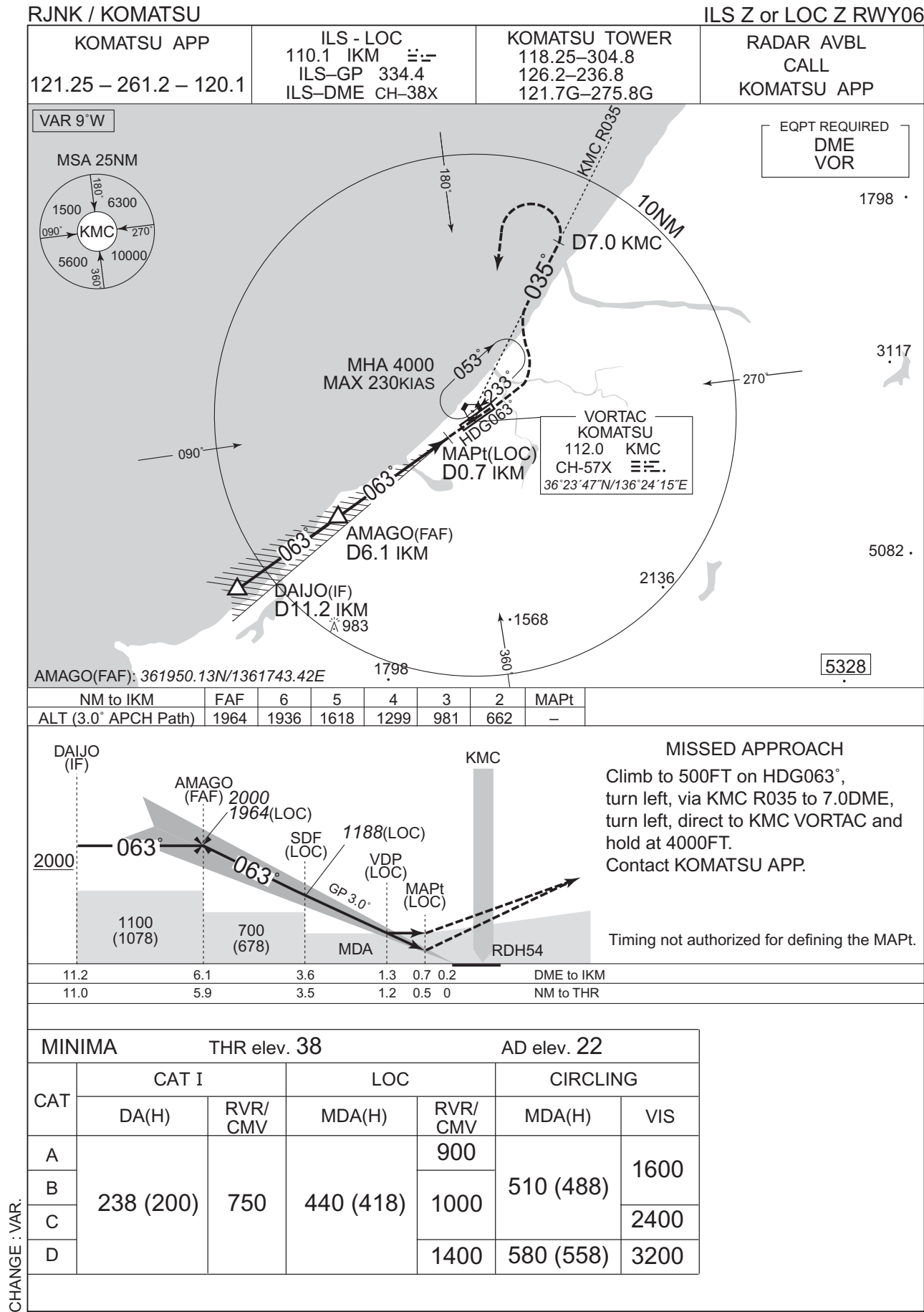


CHANGE : PROC course. VAR. Navigation Specification. Waypoint Coordinates added.

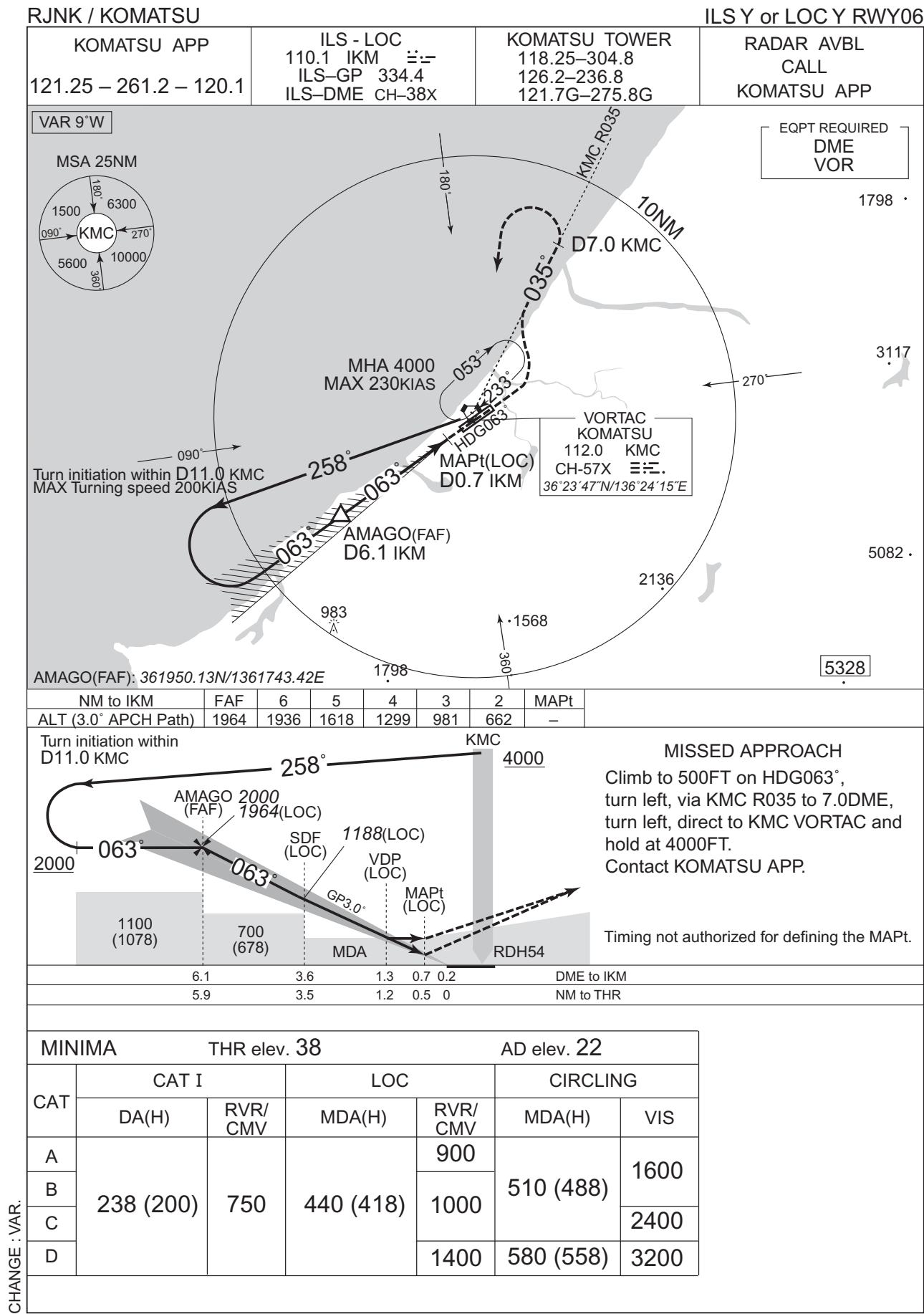
STANDARD ARRIVAL CHART-INSTRUMENT



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



RJNK / KOMATSU

VOR RWY06

MISSED APPROACH

Climb to 500FT via KMC R055,
turn left, via KMC R035 to 7.0DME,
turn left, direct to KMC VORTAC
and hold at 4000FT.

Contact KOMATSU APP.

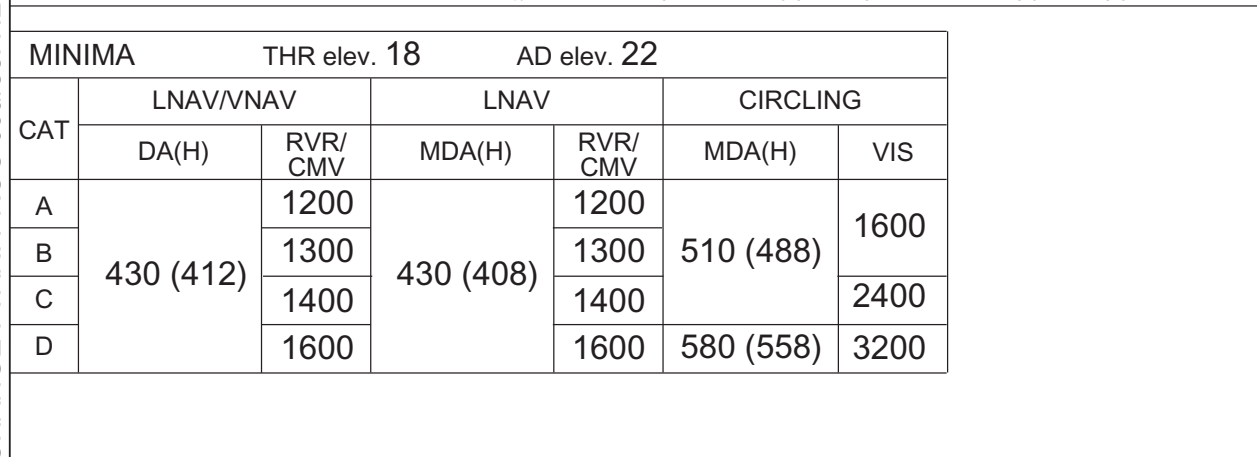
Timing not authorized for defining the MAPt

| MINIMA | | THR elev. 38 | | AD elev. 22 | |
|--------|-----------|--------------|-----------|-------------|--|
| CAT | | | CIRCLING | | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS | |
| A | 440 (418) | 900 | 510 (488) | 1600 | |
| B | | 1000 | | | |
| C | | | | 2400 | |
| D | 460 (438) | 1400 | 580 (558) | 3200 | |

CHANGE : VAR.

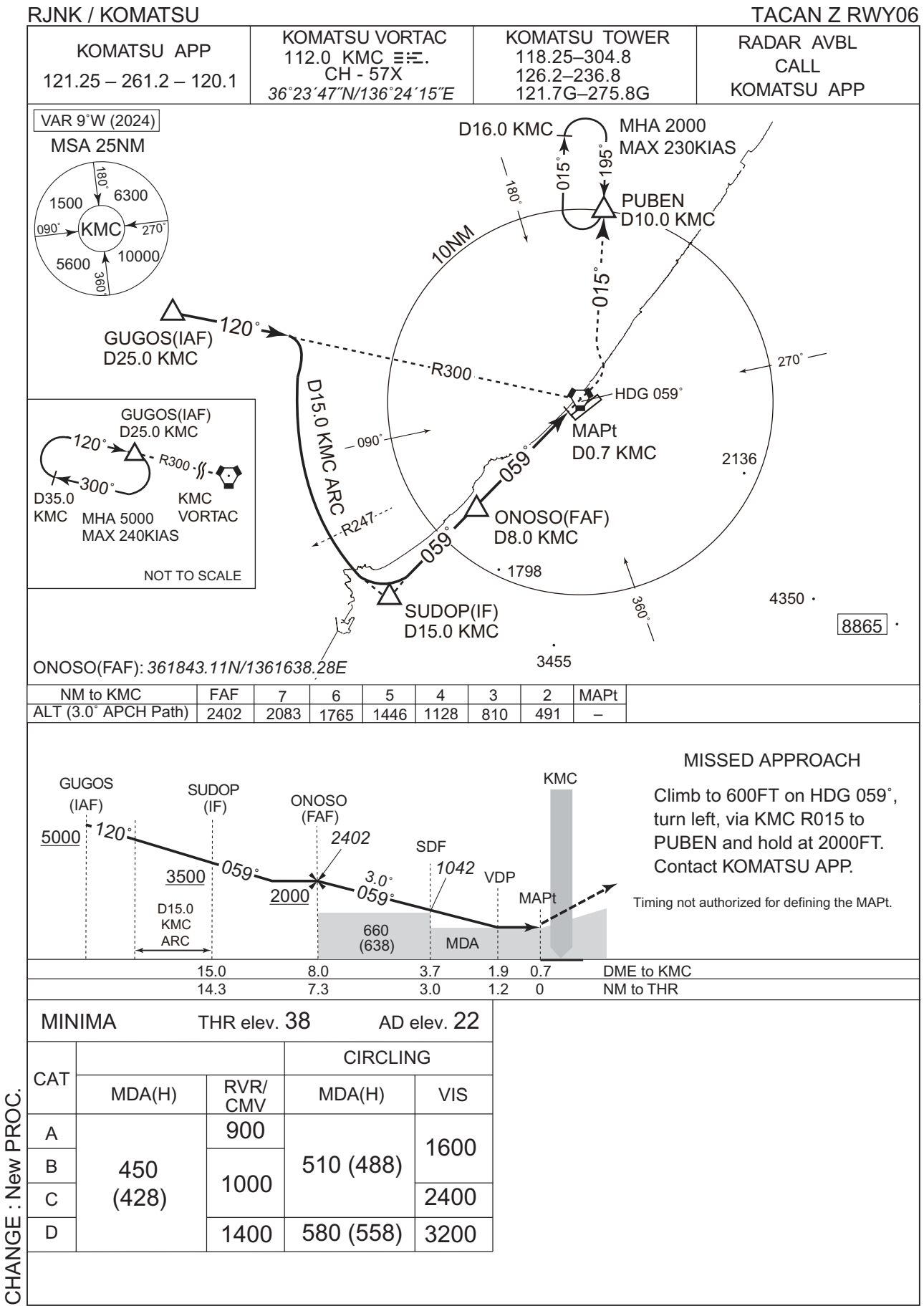
RJNK / KOMATSU

RNP RWY24



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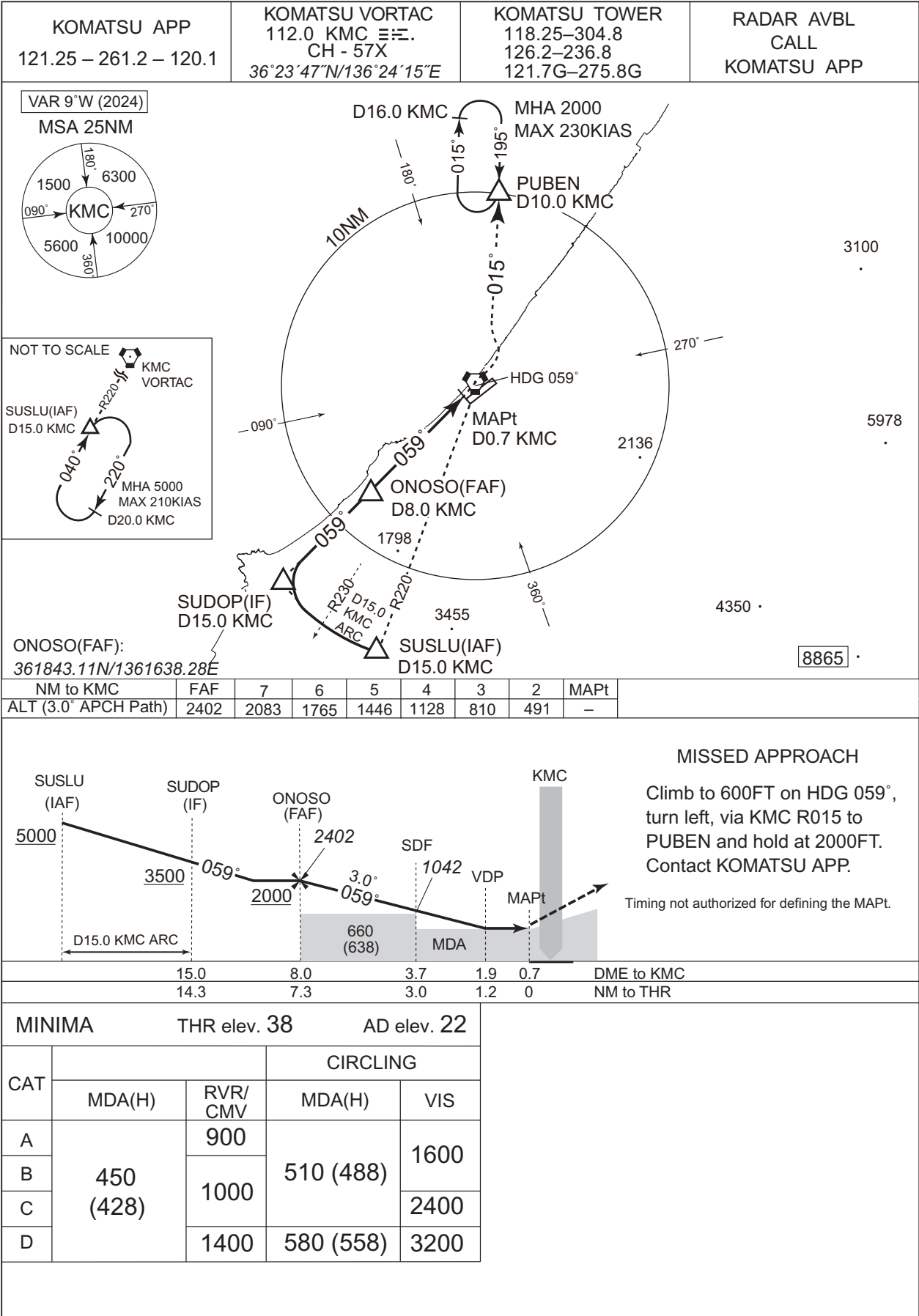
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJNK / KOMATSU

TACAN Y RWY06



RJNK / KOMATSU

TACAN A

KOMATSU APP

121.25 – 261.2 – 120.1

KOMATSU VORTAC

112.0 KMC romeo romeo romeo.
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 9°W (2024)

MSA 25NM

NOT TO SCALE

UGARA(IAF)
D25.0 KMC

MHA 4000
MAX 240KIAS

KMC
VORTAC

MISSED APPROACH

Turn right, climb to 3000FT
via KMC R286 to GOZEN
and hold.
Contact KOMATSU APP.

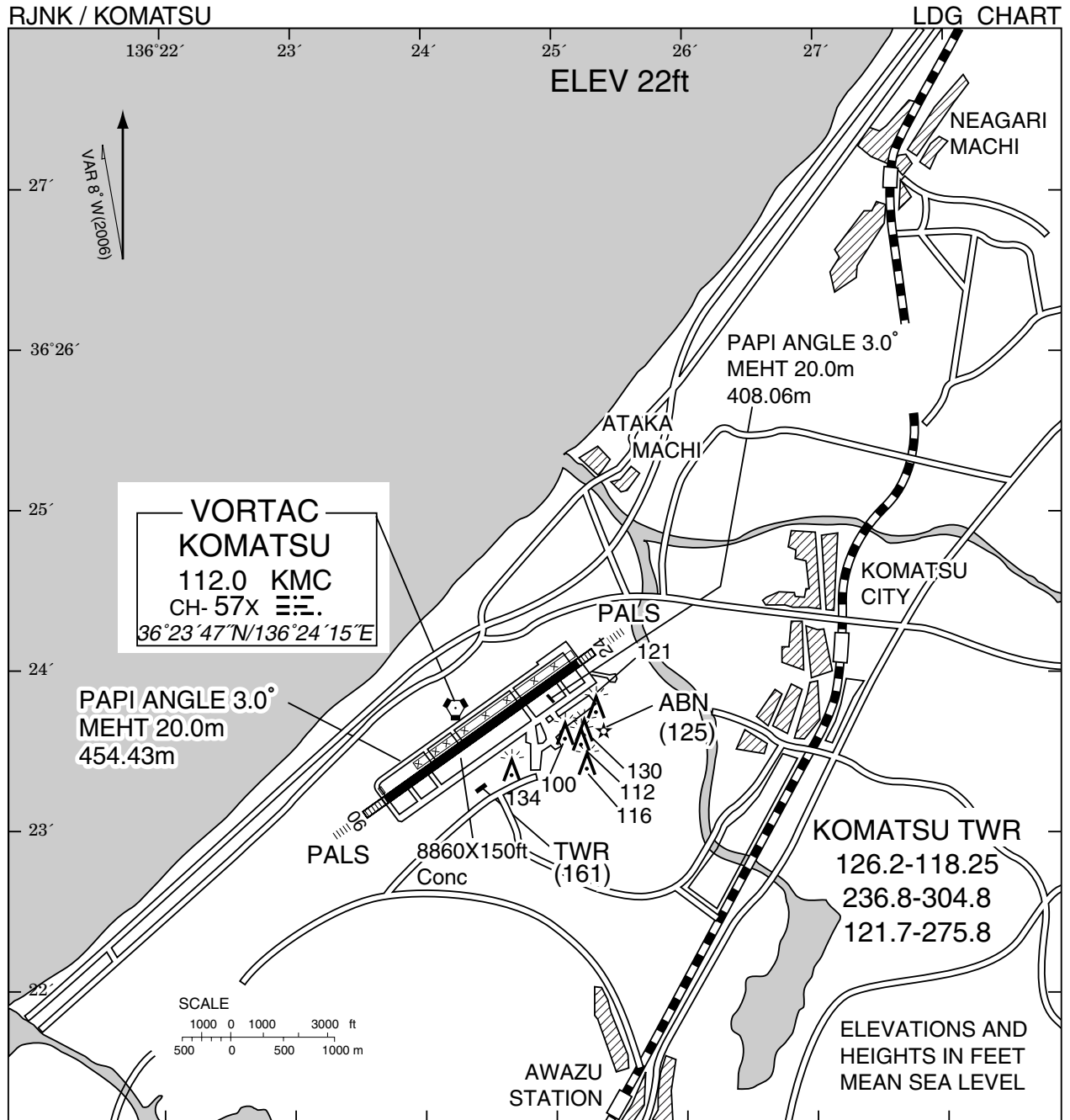
Timing not authorized for defining the MAPt.

MINIMA

AD elev. 22

| CAT | CIRCLING | | |
|-----|-----------|------|------|
| | MDA(H) | VIS | |
| A | 800 (778) | 1600 | |
| B | | 2400 | |
| C | | | 3200 |
| D | | | |

CHANGE : New PROC.



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.」 .

Minimum Vectoring Altitude CHART

①

Diagram 1 shows a triangle with vertices at 064°/4NM, 064°/9NM, and 064°/17NM. The side between 064°/4NM and 064°/9NM is 1800. The side between 064°/9NM and 064°/17NM is 2600. The side between 064°/4NM and 064°/17NM is 3000. The angle at 064°/9NM is 050°.