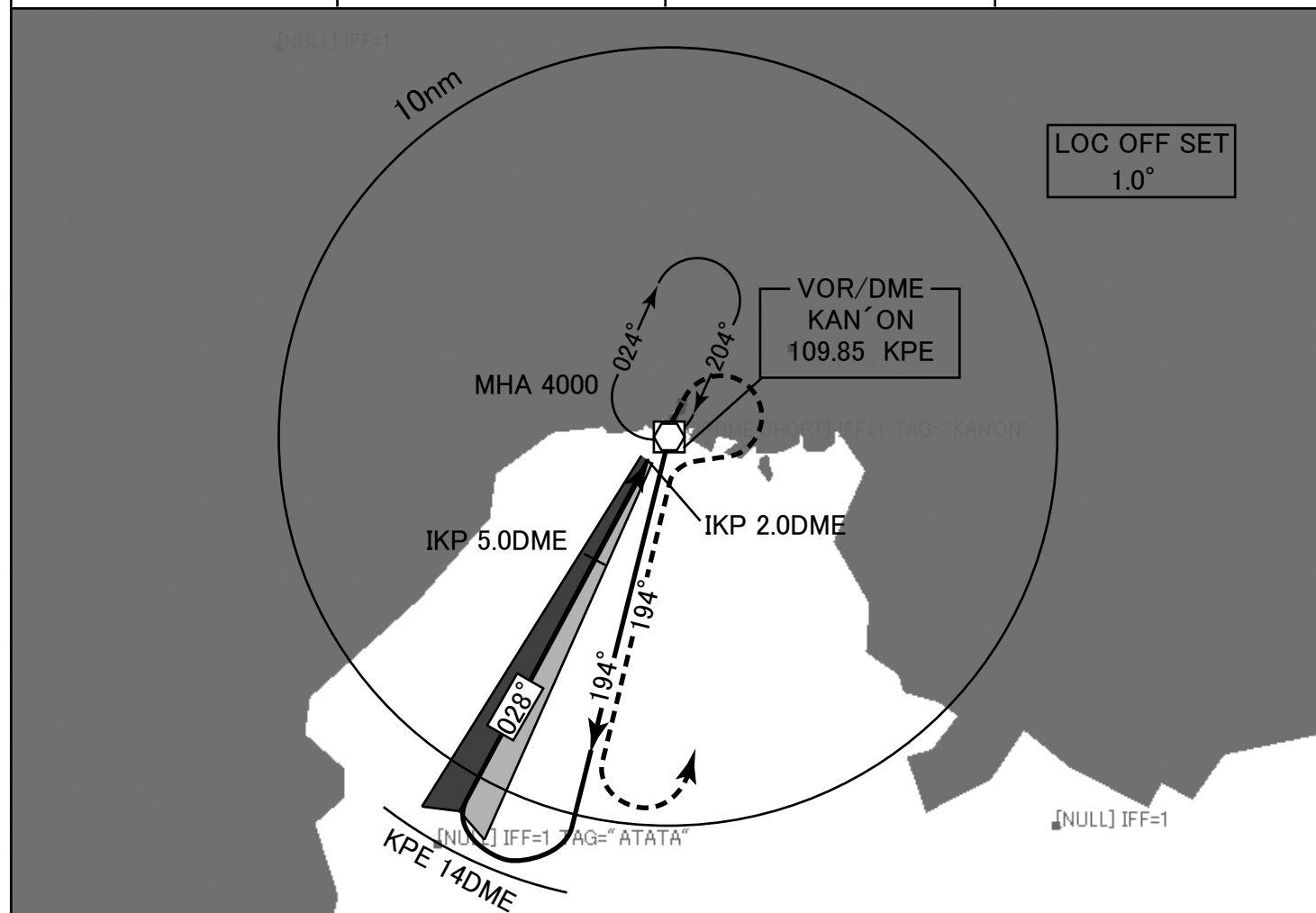
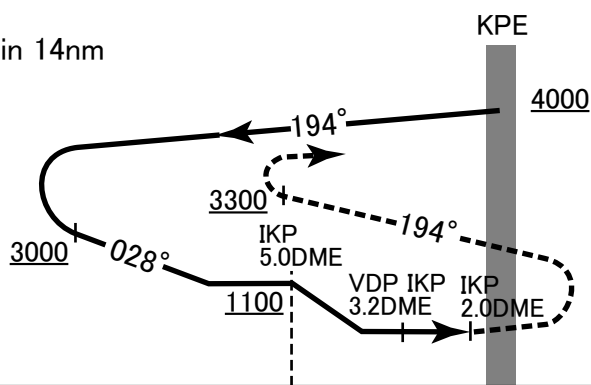


HIROSHIMA APP 124.05 – 119.9 – 121.5 362.3 – 243.0	LOC 108.55 IKP	—	NO RADAR
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Remain within 14nm

**MISSED APPROACH**

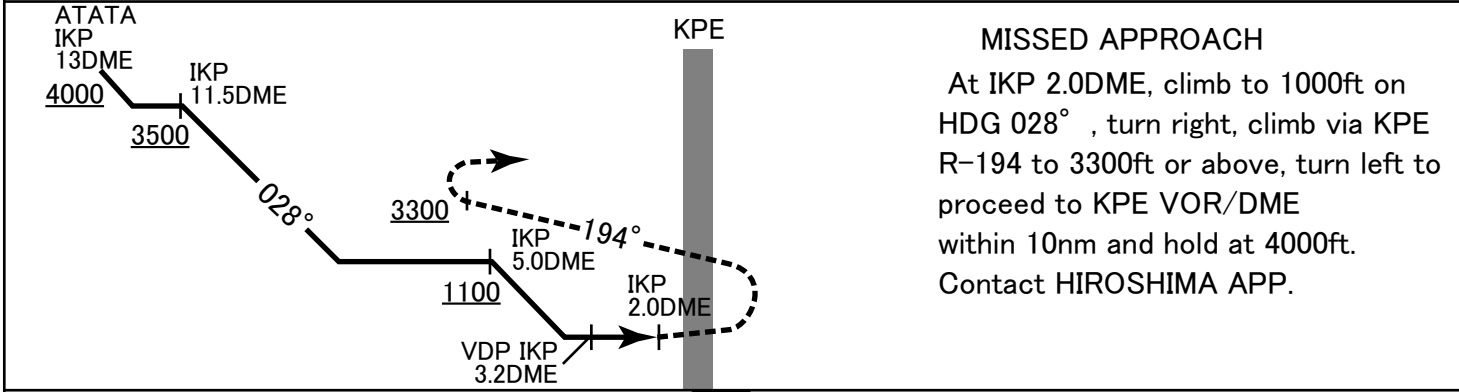
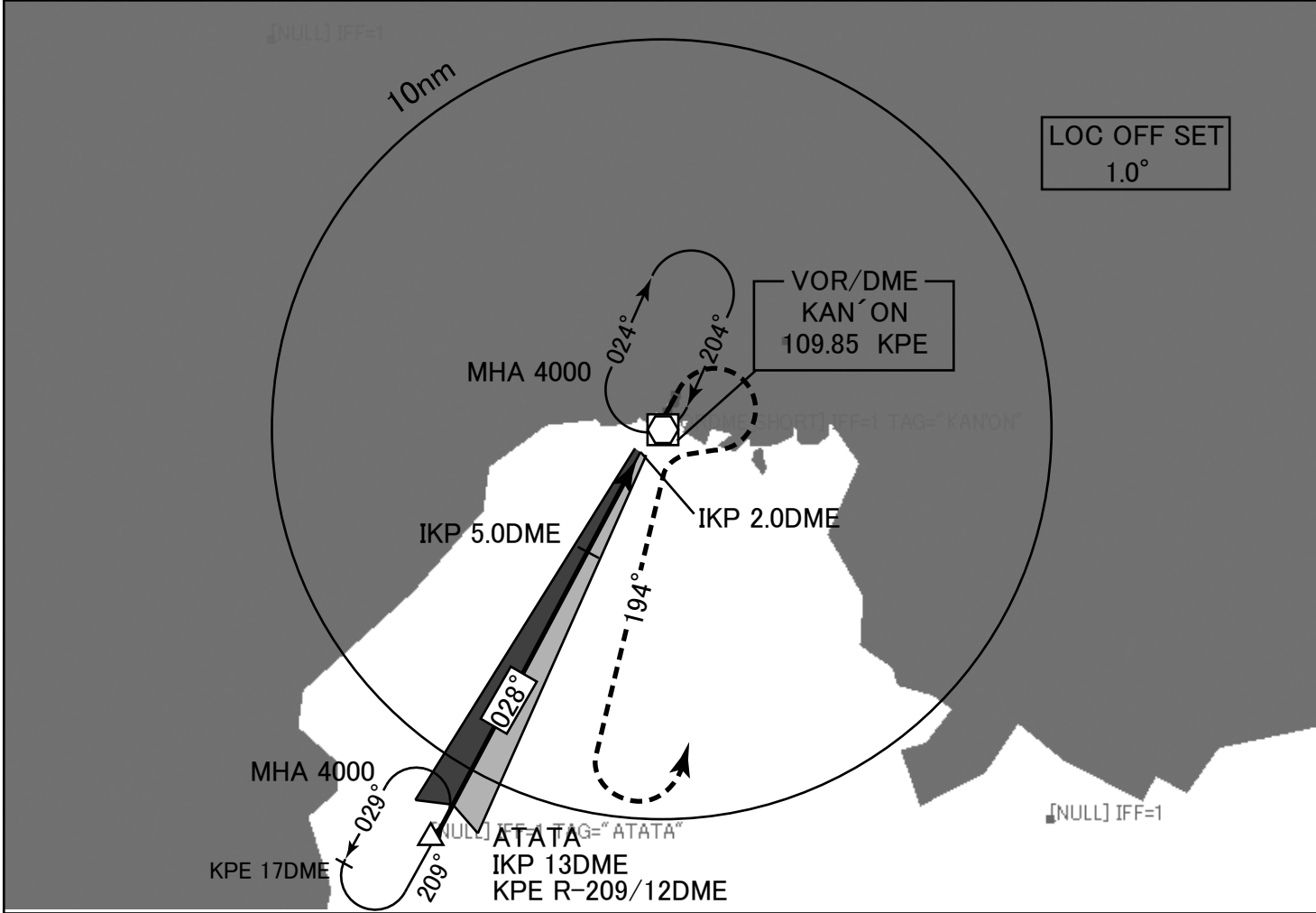
At IKP 2.0DME, climb to 1000ft on HDG 028°, turn right, climb via KPE R-194 to 3300ft or above, turn left to proceed to KPE VOR/DME within 10nm and hold at 4000ft. Contact HIROSHIMA APP.

MINIMA

CAT			CIRCLING	
	MDA	RVR/ CMV	MDA	VIS
A	691	1500	691	1600
B				
C		2000	851	2400
D				

Circling to East side of RWY only.

HIROSHIMA APP 124.05 – 119.9 – 121.5 362.3 – 243.0	LOC 108.55 IKP	—	NO RADAR
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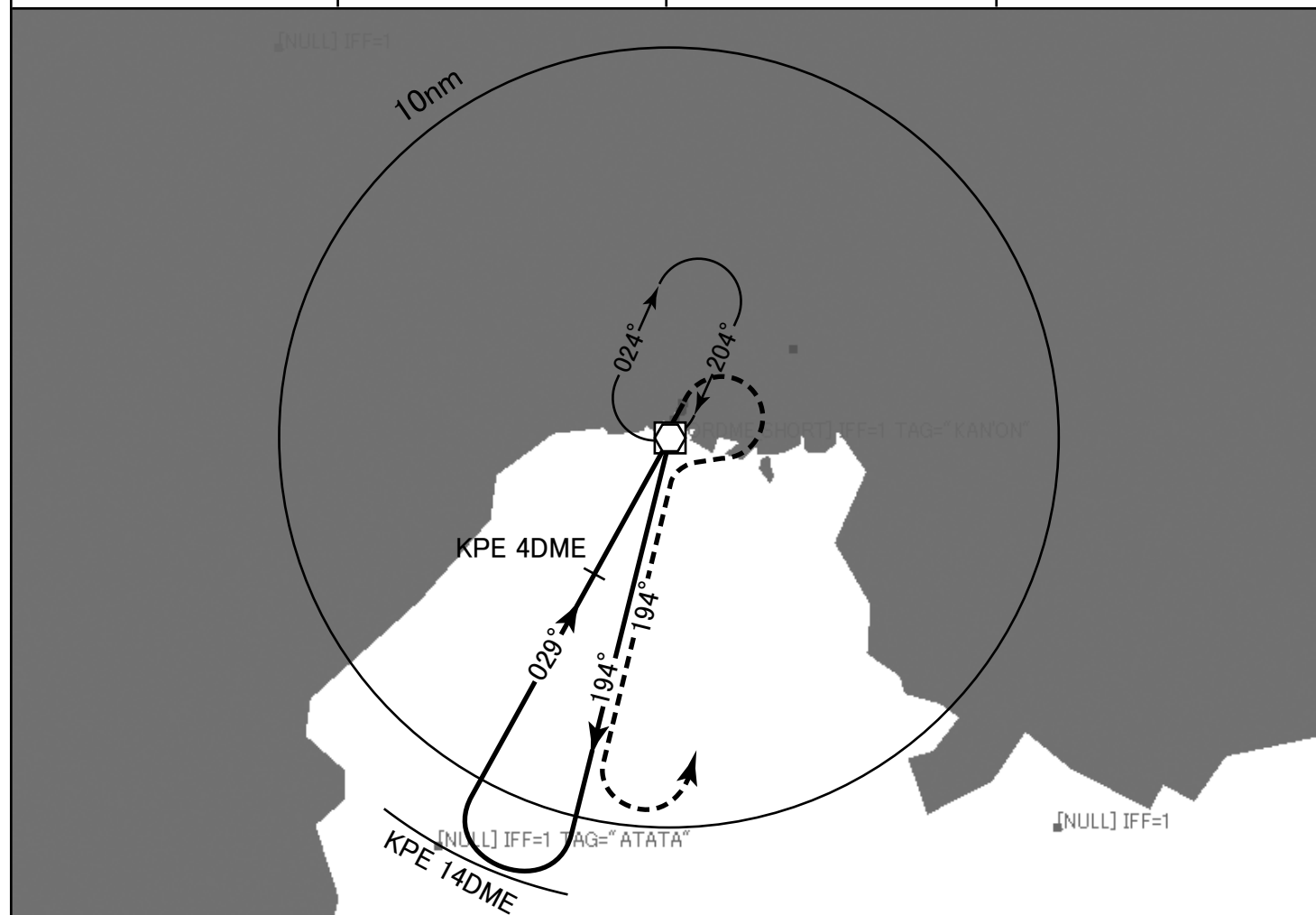


MISSED APPROACH
At IKP 2.0DME, climb to 1000ft on HDG 028° , turn right, climb via KPE R-194 to 3300ft or above, turn left to proceed to KPE VOR/DME within 10nm and hold at 4000ft. Contact HIROSHIMA APP.

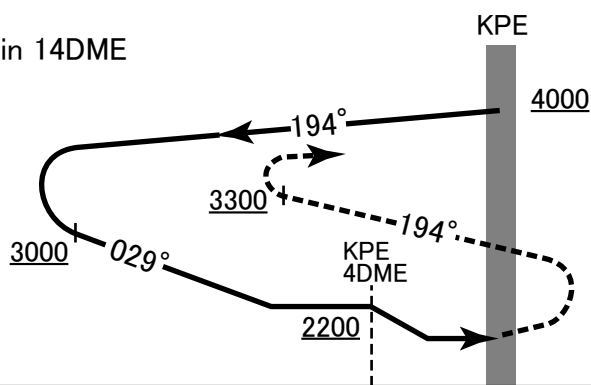
MINIMA				
CAT			CIRCLING	
	MDA	RVR/ CMV	MDA	VIS
A	691	1500	691	1600
B				
C		2000	851	2400
D			991	3200

Circling to East side of RWY only.

HIROSHIMA APP 124.05 – 119.9 – 121.5 362.3 – 243.0	KANON VOR/DME 109.85 KPE	—	NO RADAR
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Remain within 14DME

**MISSED APPROACH**

At KPE VOR/DME, turn right, climb via KPE R-194 to 3300ft or above, turn left to proceed to KPE VOR/DME within 10DME and hold at 4000ft.
Contact HIROSHIMA APP.

MINIMA

CAT	CIRCLING	
	MDA	VIS
A	1191	1600
B		
C		2400
D		3200

Circling to East side of RWY only.

BAGEM SOUTH ARRIVAL

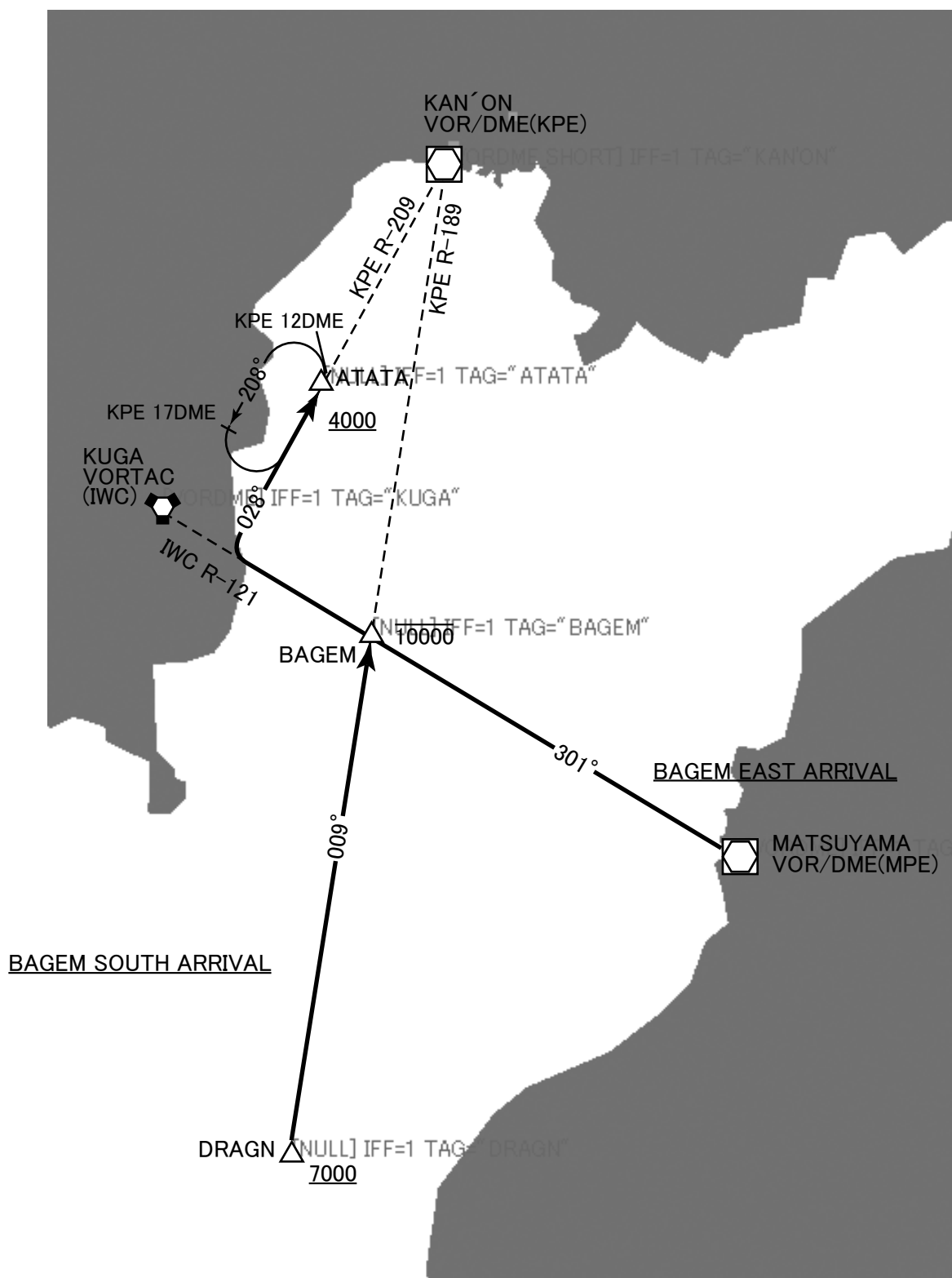
From over DRAGN, via KPE R-189 to BAGEM, turn left, via MPE R-301/IWC R-121 to intercept and proceed via KPE R-209 to ATATA.

Cross DRAGN at or above 7000FT, cross BAGEM at or below 10000FT, corss ATATA at above 4000FT.

BAGEM EAST ARRIVAL

From over MPE VOR/DME, via MPE R-301/IWC R-121 to intercept and proceed via KPE R-209 to ATATA via BAGEM.

Cross BAGEM at or below 10000FT, corss ATATA at or above 4000FT.



KOLTY TWO DEPARTURE

RWY 04 : Turn right within 2NM,....

RWY 24 : Turn left within 2NM,....

....Climb to cross KPE VOR/DME at or above 1500ft, then via KPE R-075 to KOLTY.

Cross KPE R-075 11DME at or above 5000ft.

NOTE: The aircraft is not required to corss KPE VOR/DME, if the aircraft can pass 2100ft within 2NM before intercepting KPE R-075.

TOZAN TRANSITION

After KOLTY, via KPE R-075 to intercept and proceed via HGE R-035 to TOJYO, via YME R-249 to TOZAN.

Cross TOJYO at or above 12000ft.

MIYAZU TRANSITION

After KOLTY, via KPE R-075 to intercept and proceed via HGE R-035 to TOJYO, via YME R-249 to TOZAN, then via YME VOR/DME.

Cross TOJYO at or above 12000ft.

OTSU TRANSITION

After KOLTY, via KPE R-075 to intercept and proceed via HGE R-035 to TOJYO, via YME R-249 to TOZAN, then via CUE R-284 to CUE VOR/DME (101DEG to CU NDB).

Cross TOJYO at or above 12000ft.

SAIJO TRANSITION

After KOLTY, turn left, proceed via KPE 19DME counter clockwise ARC to intercept and proceed via IWC R-030 to SAIJO.

Cross KEP R-035 at assigned or specified altitude.

ONDOC ONE DEPARTURE

RWY 04 : Turn right within 2NM,....

RWY 24 : Turn left within 2NM,....

....climb to cross KPE VOR/DME at or above 1500ft, then via KPE R-143 to ONDOC.

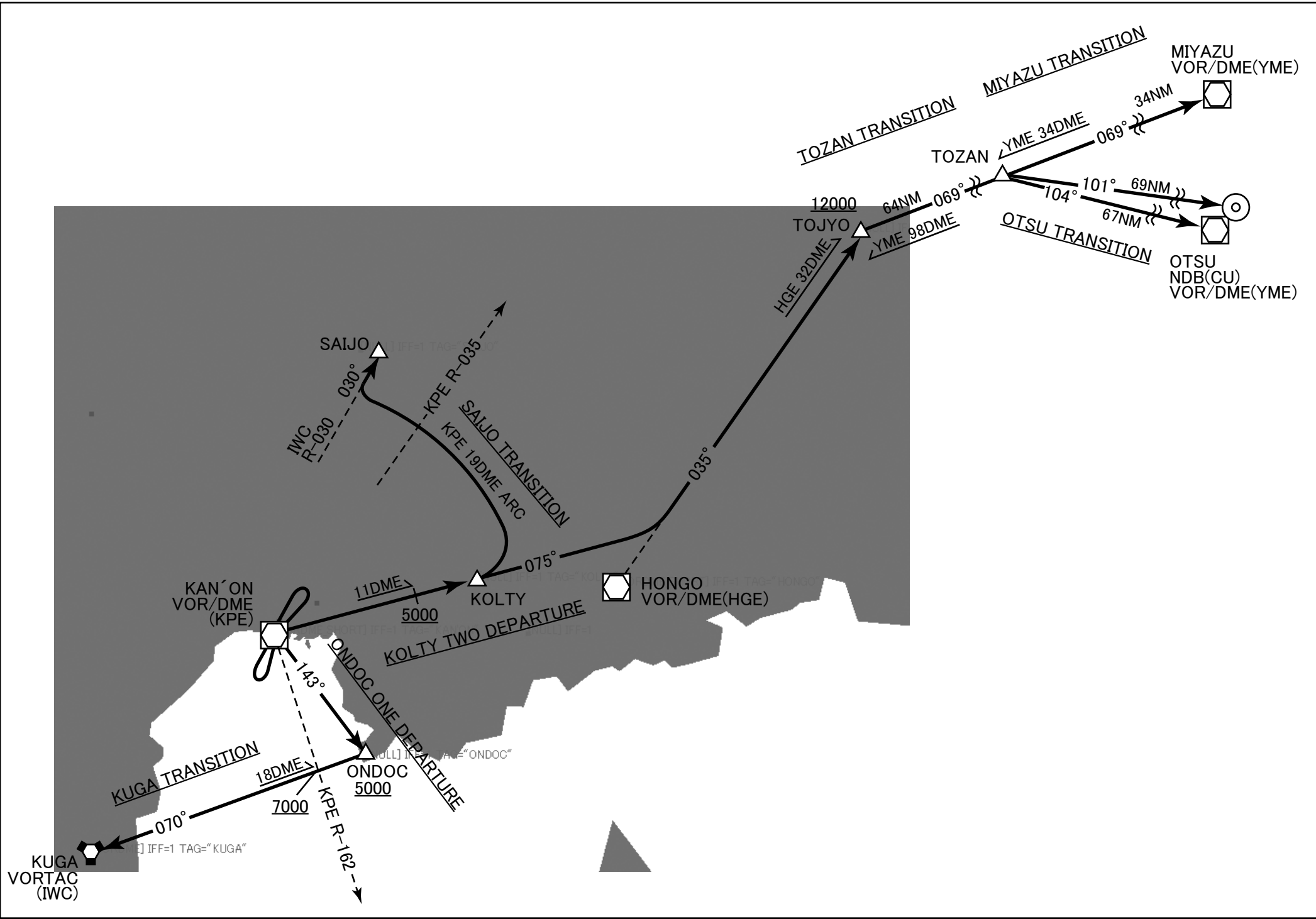
Cross ONDOC at or above 5000ft.

NOTE: The aircraft is not required to corss KPE VOR/DME, if the aircraft can pass 2100ft within 2NM before intercepting KPE R-143.

KUGA TRANSITION

After ONDOC, via IWC R-070 to IWC VORTAC.

Cross IWC R-070/18DME (KPE R-162) at or above 7000ft.



HIROSHIMANISHI AD

