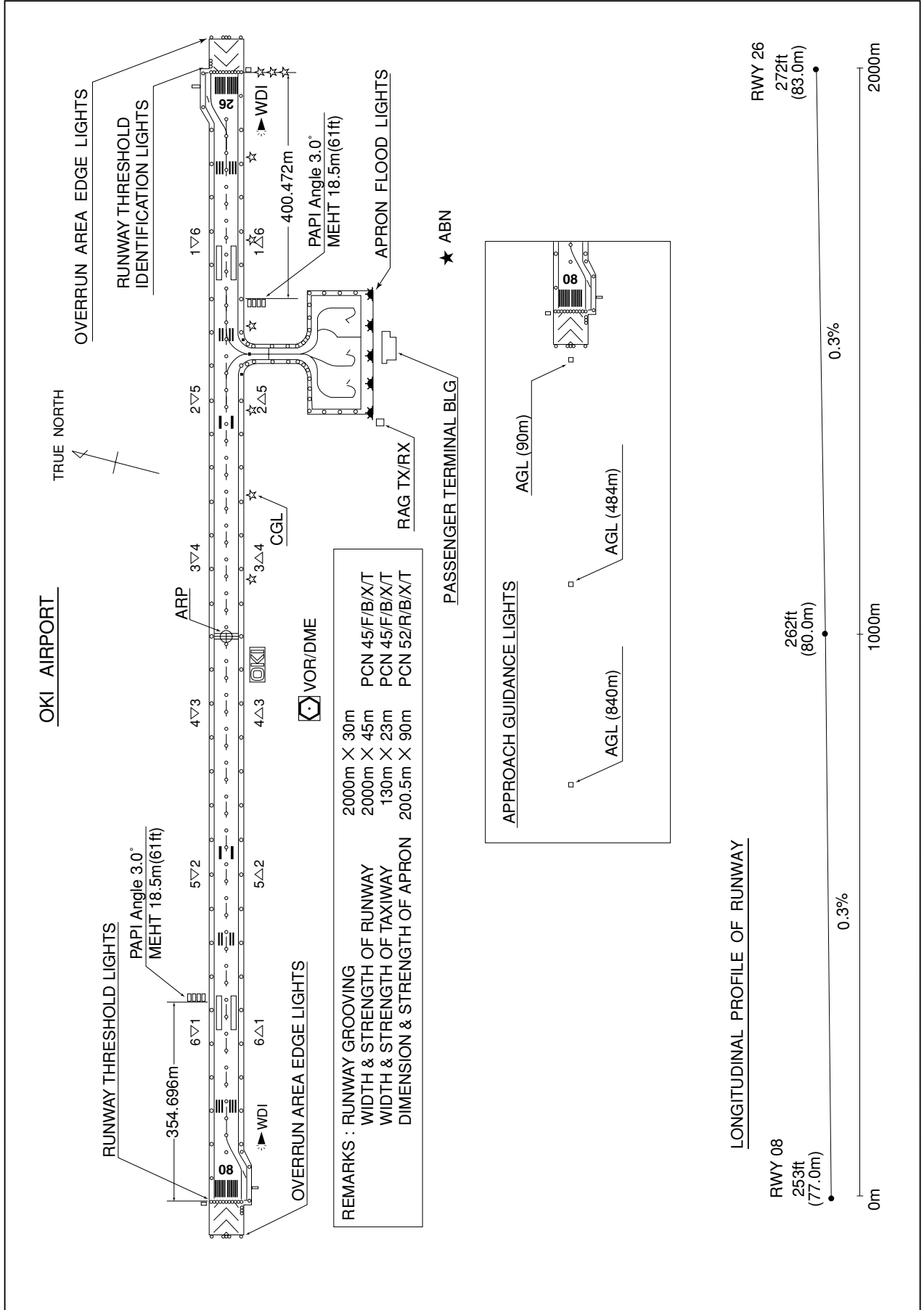


RJNO / OKI

AD CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RJNO / OKI

SID and TRANSITION

DOZEN TWO DEPARTURE

RWY08 : Turn right,....

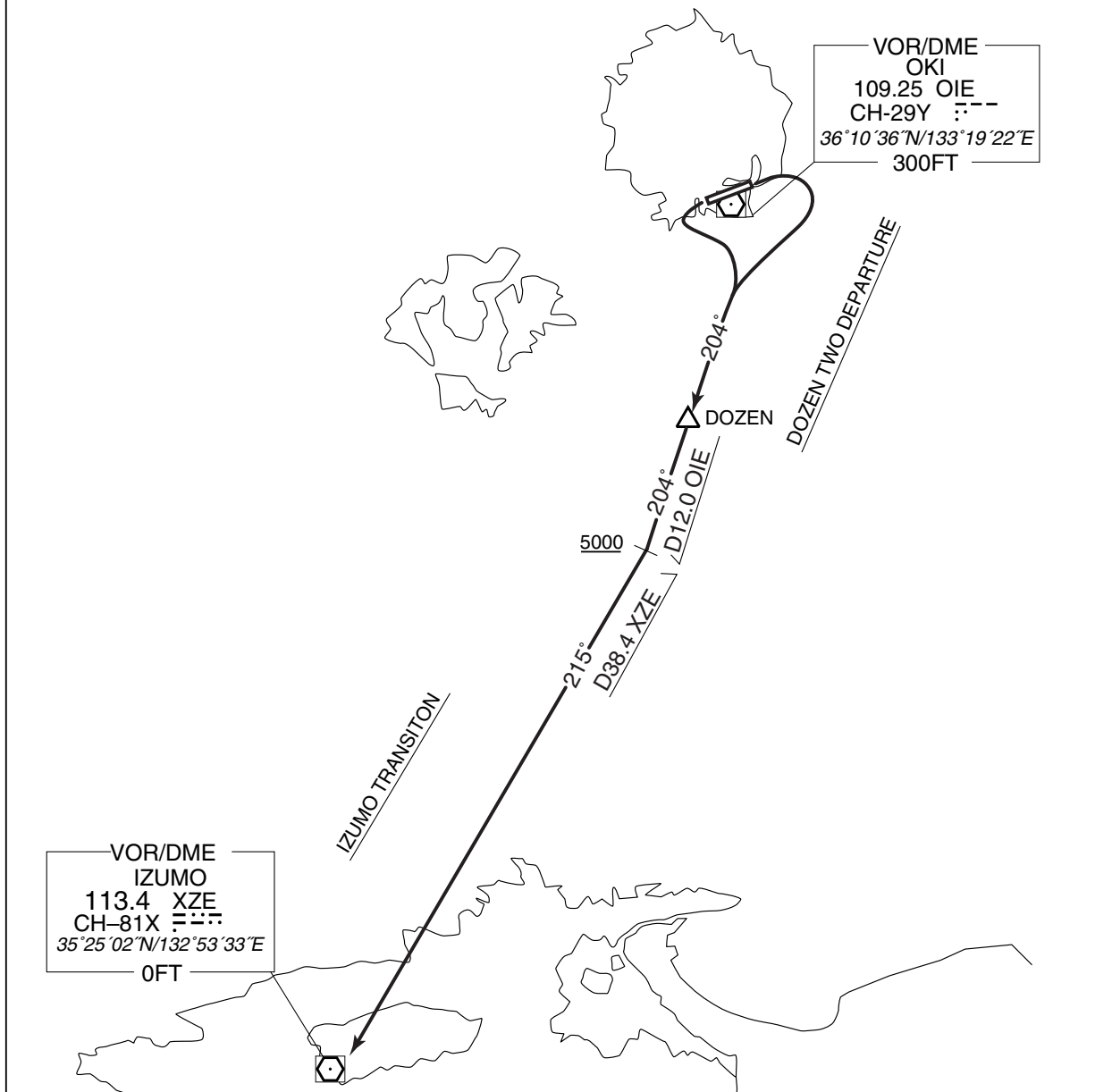
RWY26 : Turn left,....

....climb via OIE R204 to DOZEN.

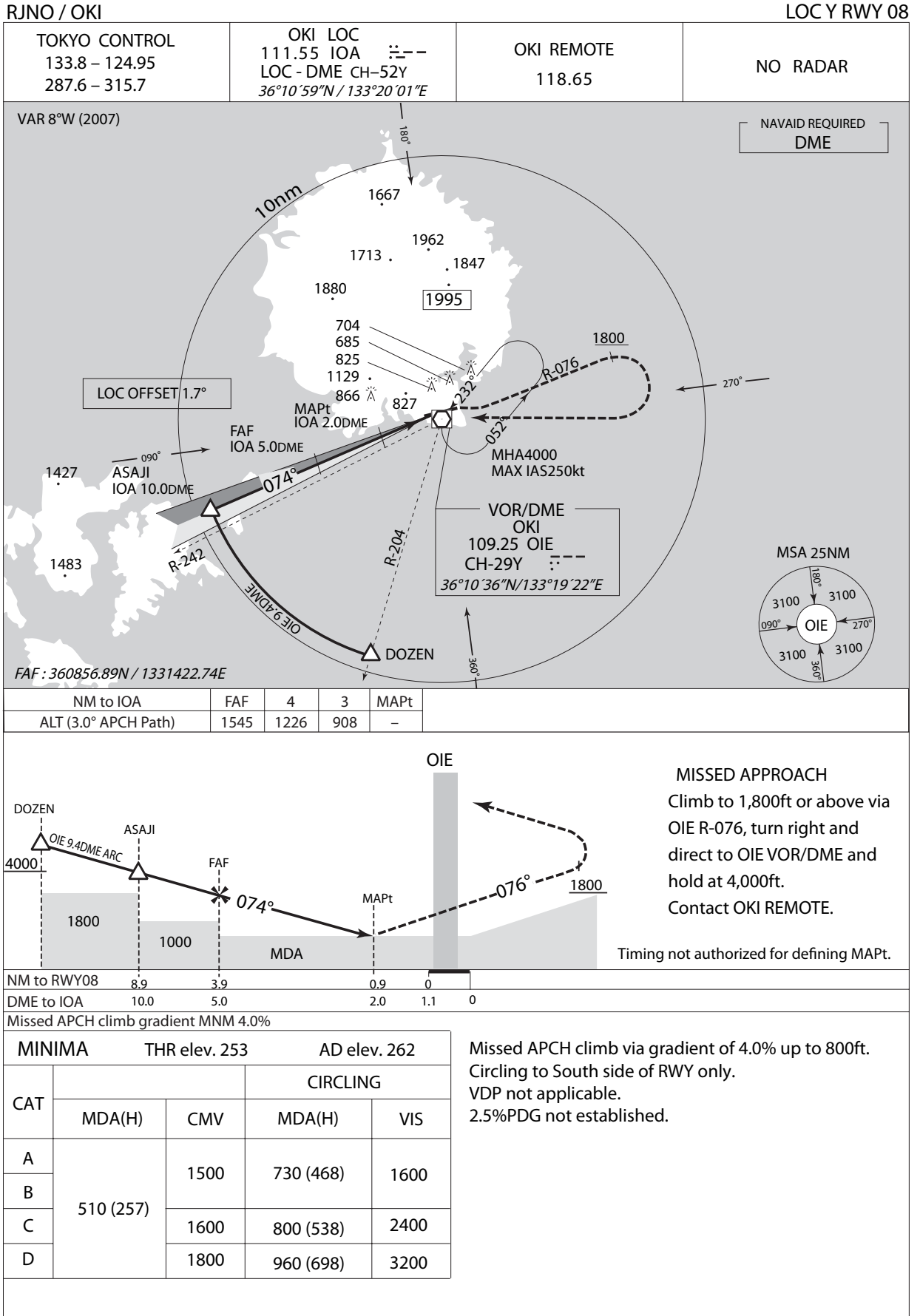
IZUMO TRANSITION

From over DOZEN, proceed via OIE R204 to OIE 12.0DME, then XZE R035 to XZE VOR/DME.

Cross OIE R204/12.0DME (XZE R035/38.4DME) at or above 5000FT.



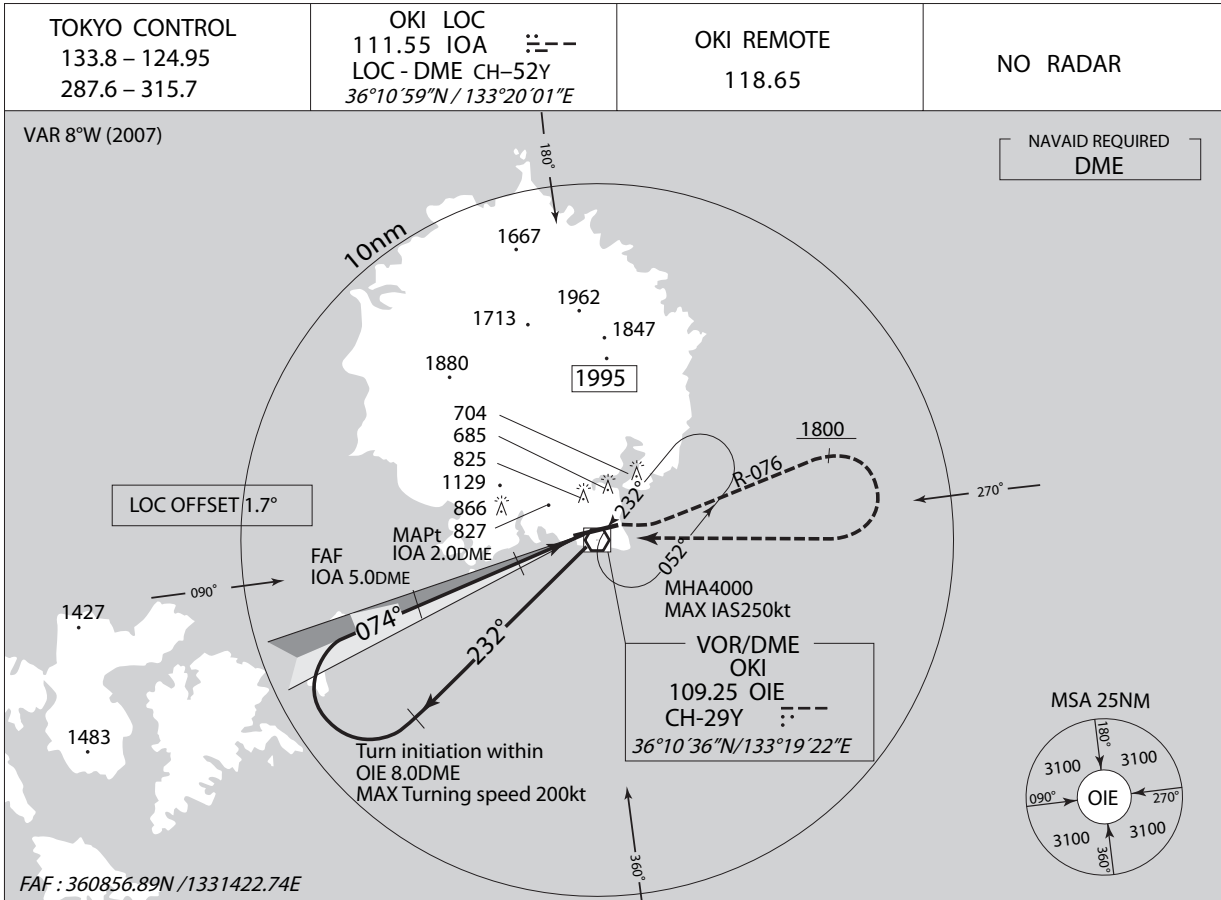
INSTRUMENT APPROACH CHART



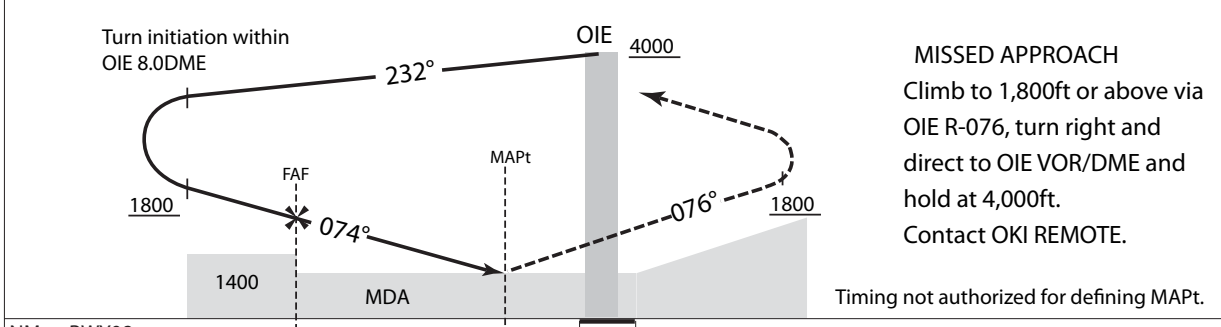
INSTRUMENT APPROACH CHART

RJNO / OKI

LOC Z RWY08



NM to IOA	FAF	4	3	MAPt	
ALT (3.0° APCH Path)	1545	1226	908	-	



NM to RWY08	3.9	0.9	0	0	
DME to IOA	5.0	2.0	1.1	0	

Missed APCH climb gradient MNM 4.0%

MINIMA		THR elev. 253	AD elev. 262	
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	510 (257)	1500	730 (468)	1600
B			800 (538)	2400
C			960 (698)	3200
D				

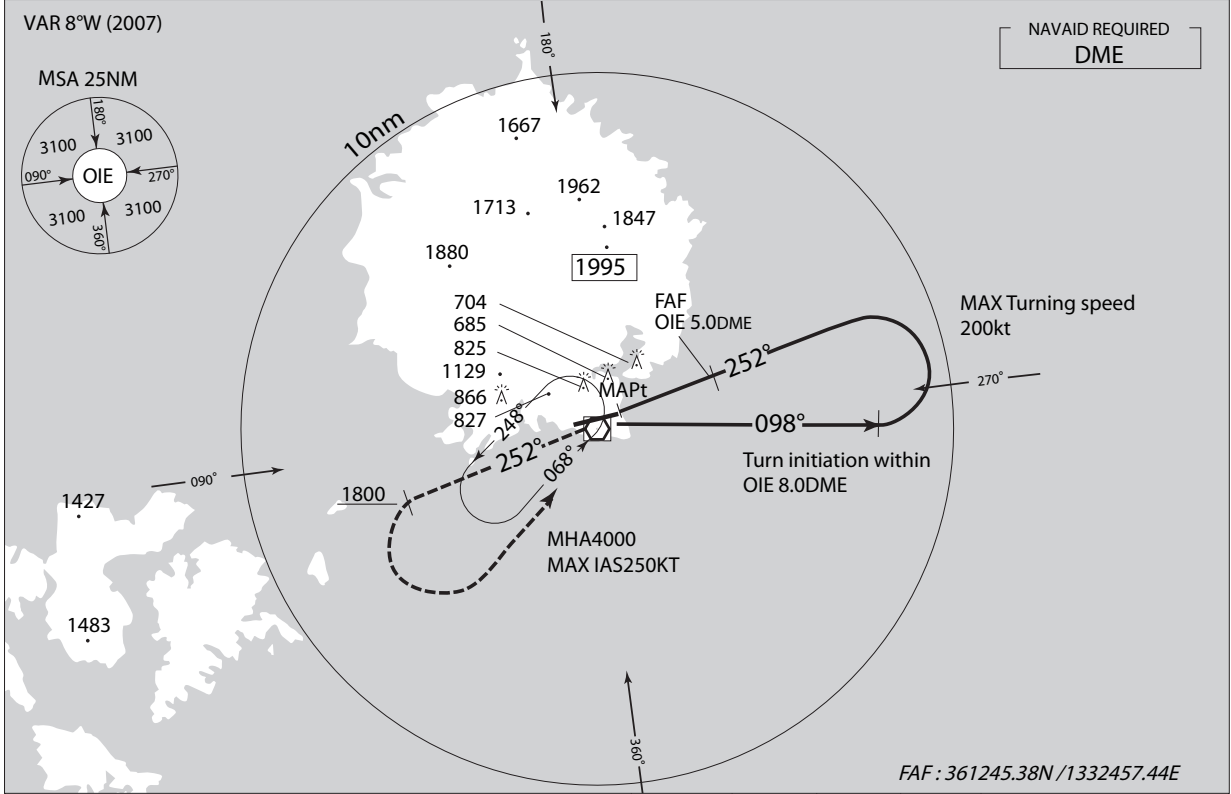
Missed APCH climb via gradient of 4.0% up to 800ft.
Circling to South side of RWY only.
VDP not applicable.
2.5%PDG not established.

INSTRUMENT APPROACH CHART

RJNO / OKI

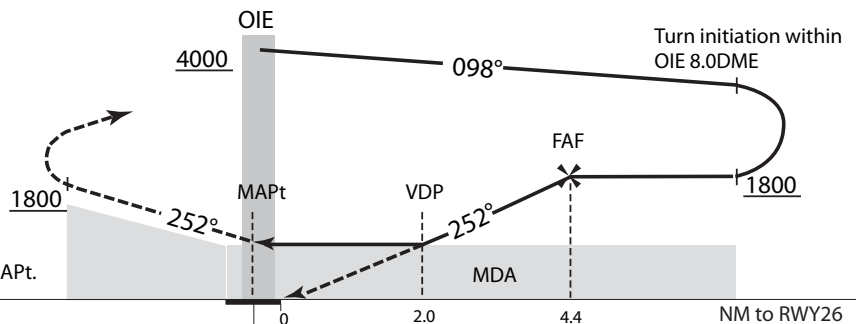
VOR RWY26

TOKYO CONTROL 133.8 – 124.95 287.6 – 315.7	OKI VOR/DME 109.25 OIE CH-29Y --- 36°10'36"N / 133°19'22"E	OKI REMOTE 118.65	NO RADAR
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MAPt	3	4	FAF	NM to OIE
-	1081	1400	1718	ALT (3.0° APCH Path)

MISSED APPROACH
At OIE VOR/DME, climb via OIE R-252 to 1,800ft or above, turn left and direct to OIE VOR/DME and hold at 4,000ft. Contact OKI REMOTE.



Timing not authorized for defining MAPt.	0	0.7	2.0	2.7	4.4	5.0	NM to RWY26
	0	0.7	2.0	2.7	4.4	5.0	DME to OIE

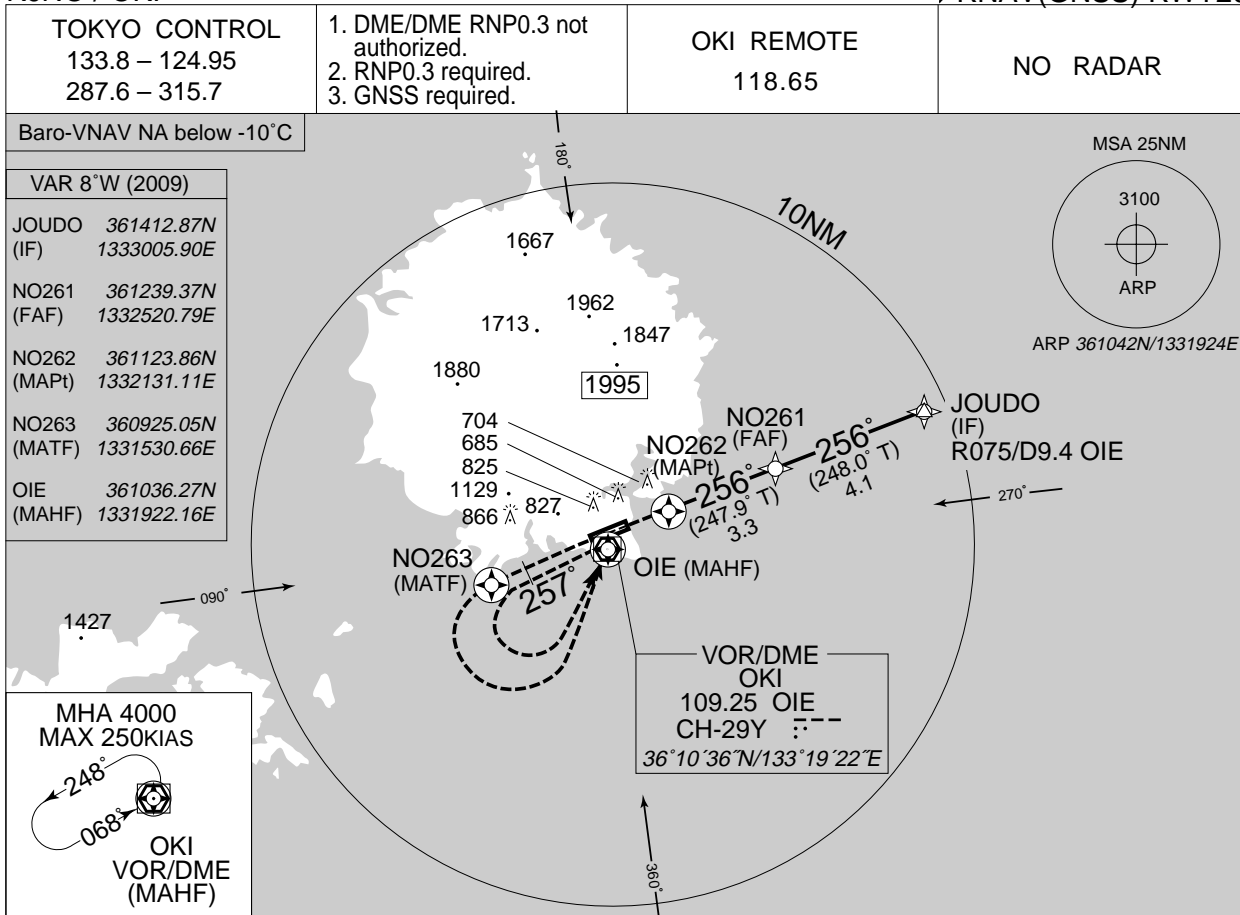
MINIMA		THR elev. 272	AD elev. 262	
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	920 (658)	1500	920 (658)	1600
B				2400
C		2000		3200
D				

Circling to South side of RWY only.

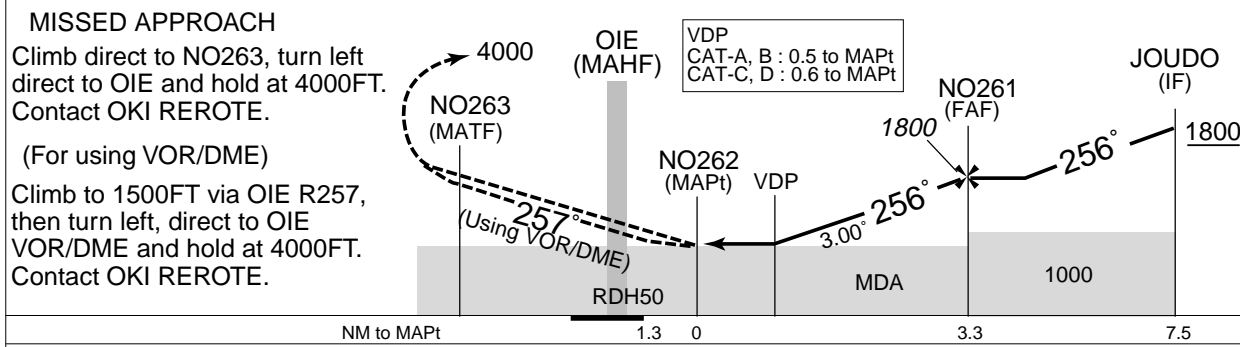
INSTRUMENT APPROACH CHART

RJNO / OKI

➔ RNAV(GNSS) RWY26



NM to Next Fix	MAPt	1	2	3	FAF
ALT (3.0° APCH Path)	–	1054	1372	1691	1800

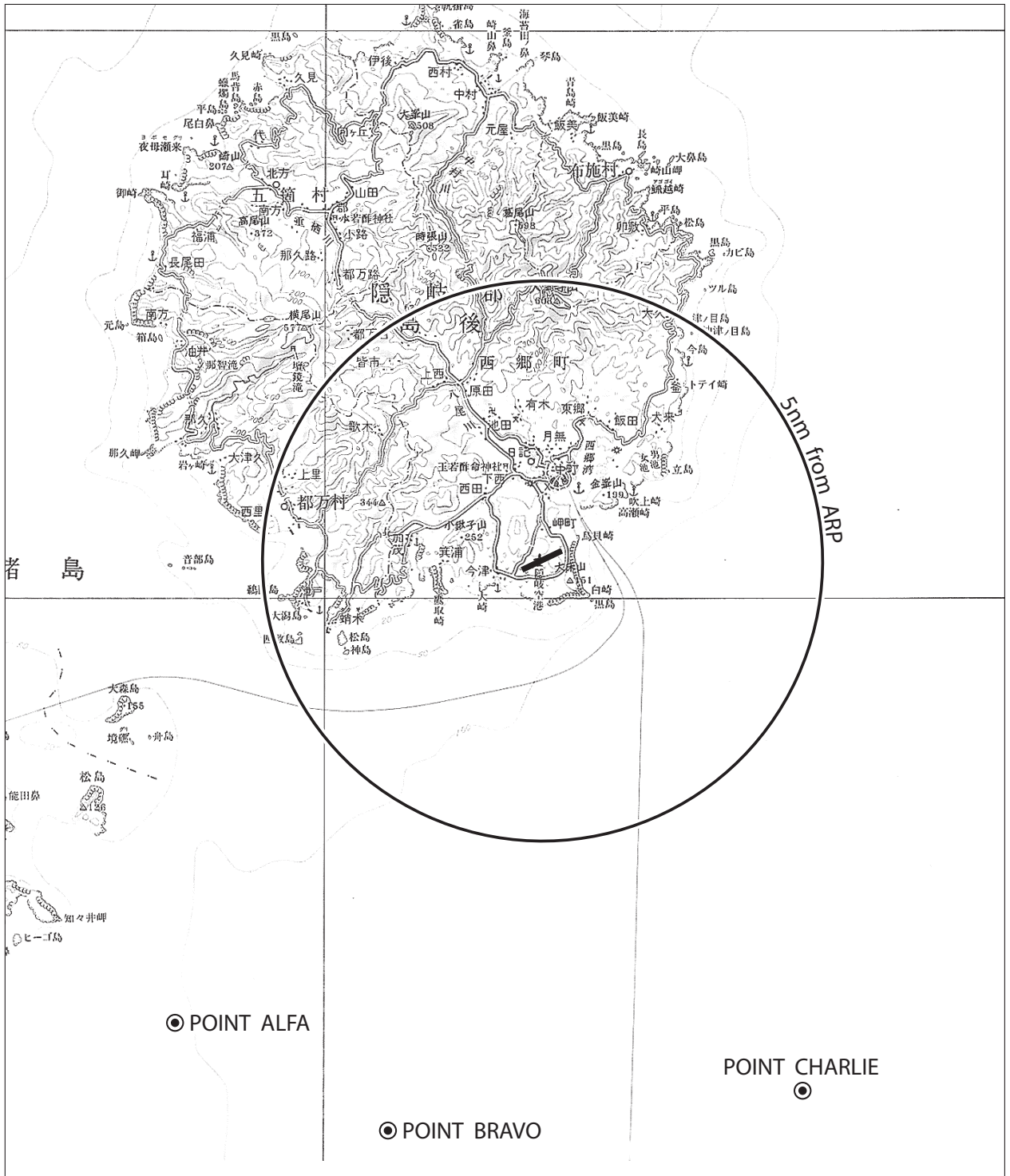


MINIMA		THR elev. 272		AD elev. 262		
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	860 (588)	1500	860 (598)	1500	860 (598)	1600
B	870 (598)		870 (608)		870 (608)	
C	890 (618)	2000	890 (628)	2000	890 (628)	2400
D	900 (628)		900 (638)		960 (698)	

Circling to SOUTH side of RWY only

RJNO / OKI

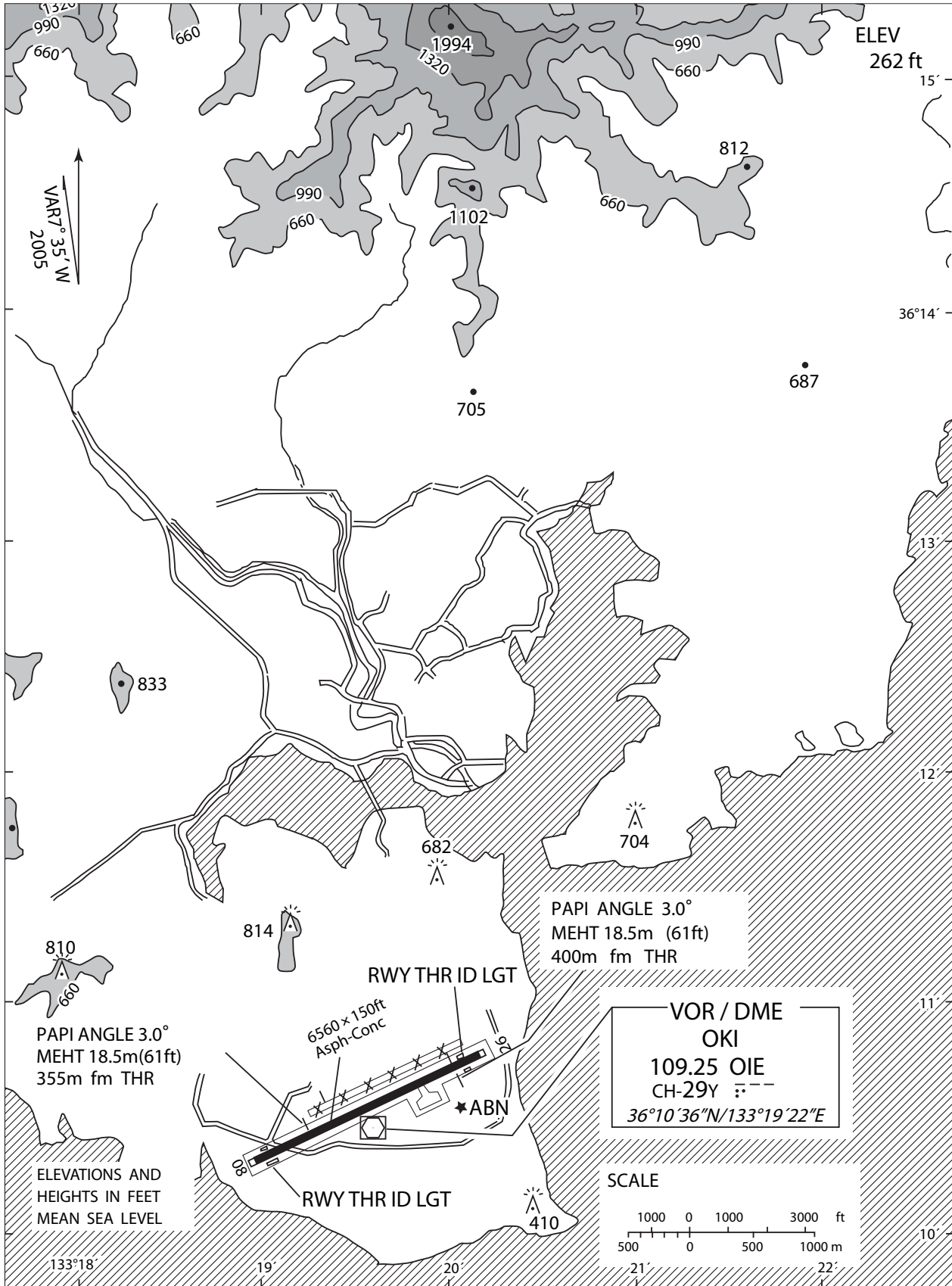
Visual REP



Call sign	BRG / DIST from ARP	Remarks
ポイント アルファ Point Alfa	212°/10.0NM	海上 Over the sea
ポイント ブラボー Point Bravo	193°/10.0NM	海上 Over the sea
ポイント チャーリー Point Charlie	157°/10.0NM	空港標点と倉吉市（JR倉吉駅）とを結ぶ直線上 On the straight line connecting ARP and Kurayoshi City. (JR Kurayoshi Station)

RJNO / OKI

LDG CHART



注： 隠岐空港の北側に廃止された滑走路が（なお、禁止標識が6カ所設置されている）視認できる状態であるので、隠岐空港に着陸する航空機は当該滑走路と誤認しないように注意すること。

NOTE: There is remained the abolished runway with 6 closed markings at north side of Oki Airport. As the abolished runway in sharp is visible, the aircraft which will land on Oki airport shall pay a special attention not to confuse the runway.

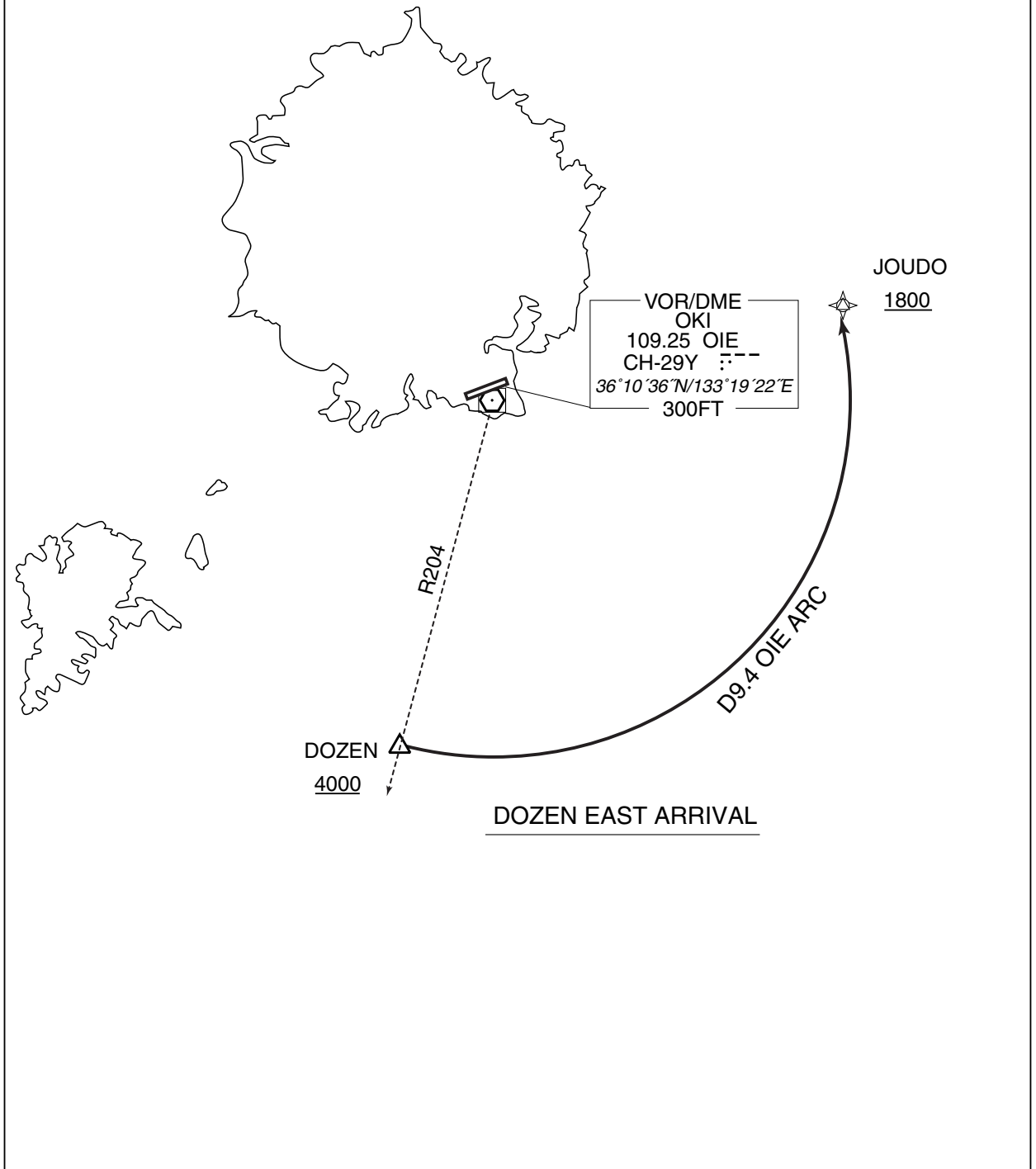
STANDARD ARRIVAL CHART-INSTRUMENT

RJNO / OKI

STAR

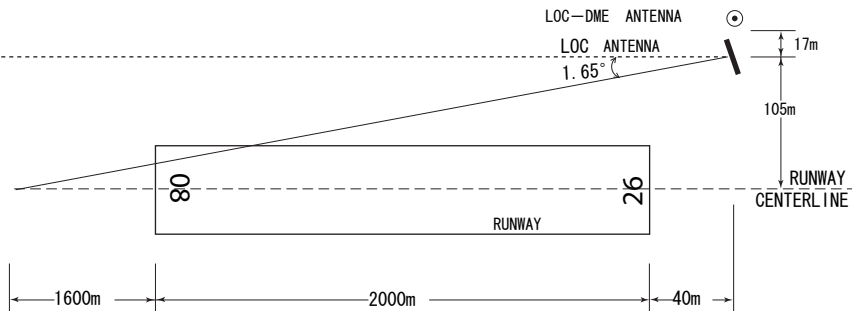
DOZEN EAST ARRIVAL

From over DOZEN, proceed via OIE 9.4DME counterclockwise ARC to JOUDO.
Cross DOZEN at or above 4000FT, cross JOUDO at or above 1800FT.

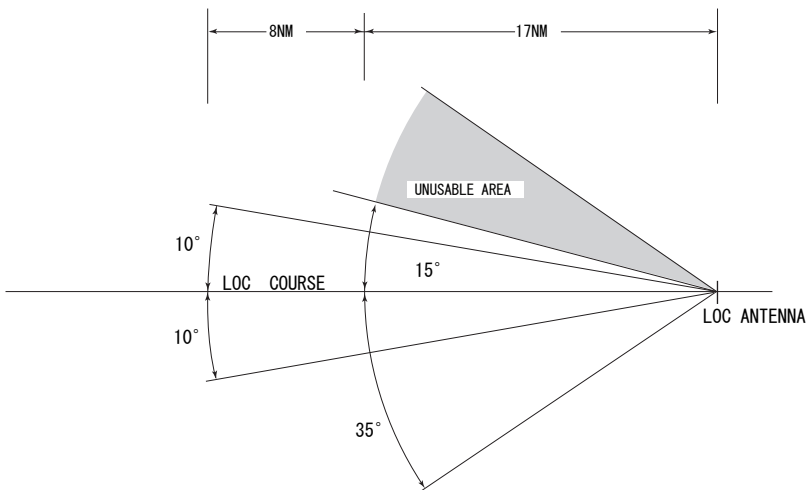


INTENTIONALLY LEFT BLANK

LOC and LOC-DME for RWY08



- REMARKS :
- | | |
|-----------------------|--------------|
| 1. LOC OFF SET ANGLE | 1.65° |
| 2. LOC beam BRG (MAG) | 074° |
| 3. ELEV of LOC-DME | 88.1m(289ft) |



UNUSABLE : BEYOND 15DEG NORTH (90Hz) SIDE OF COURSE.

小型ジェット機用の滑走路180°転回要領

1. 滑走路中心線からターニングパッド中心線標識に従って進行する。
2. 転回灯1が一直線に見えるように進行し、転回灯2が一直線に見えた時転回を開始する。

転回時はMAX STEERING ANGLEを使用する。

180° turn on runway of SJ aircraft

1. Proceed along the RWY Turn Pad Center Line Marking.
2. Proceed along the RWY Turn Pad Center Line Marking to see the Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see the Turning Point Indicator Light 2 on a straight line at an angle of 9 o'clock.

When turning, take MAX STEERING ANGLE.

