

08-MAR-2018

NKM-RJNA

1-10

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GENERAL**Operational Hours****ATS Hours:** H24 by Japan Air Self Defense Force**AD ADMIN Hours:** MON-FRI 2200-1300**Airport Information****RFF:** CAT 6**Fuel:** 2100-1200**PCN:** RWY 16/34: 63/F/B/X/T**Customs:** 2200-1300**Operation****Traffic Note**

On use of Nagoya AD, operator is required to notify Aichi Prefecture in advance.

Low Level Windshear Alert System (LLWAS) in operation.

TWY Restrictions

TWY J width 18m / 59ft.

TWY W1: Hold at GP HOLD LINE until receiving taxi CLR.

North APN: Strength MAX 5700kg / 12566lbs.

B773 special attention at corner section TWY W2, W4, W5, W6, W7 and W8.

Wing-tip CLR at TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows.

When B773 HLDG at stop marking on TWY W2 or W8

| | | | |
|---|--------------------------------|--|----------------------------|
| Wingspan (WS) of ACFT taxiing on WP1 - APN TWY or WP3 - WP4 | WS \leq 15.2m / 50ft | 15.2m / 50ft < WS \leq 32.2m / 106ft | WS > 32.2m / 106ft |
| Wing-tip CLR | Wing-tip CLR \geq 15m / 49ft | 6.5m / 21ft \leq Wing-tip CLR < 15m / 49ft | Wing-tip CLR < 6.5m / 21ft |

When A333 HLDG at stop marking on TWY W7

| | | |
|--|--|----------------------------|
| Wingspan (WS) of ACFT taxiing on WP2 - WP3 | WS \leq 12.9m / 42ft | WS > 12.9m / 42ft |
| Wing-tip CLR | 6.5m / 21ft \leq Wing-tip CLR < 15m / 49ft | Wing-tip CLR < 6.5m / 21ft |

Warnings

Extensive MIL ACFT/HEL activities in Nagoya and Gifu CTR.

KCC VOR unusable:

R260-R270 beyond 25NM below 7000ft.

R320-R340 beyond 20NM below 8000ft.

08-MAR-2018

NKM-RJNA

1-20

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ARRIVAL**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Communication**COM Failure**

If radio COM with Centair APCH/RAD or NAGOYA GCA is lost for 1min, or 5sec (PAR) / 15sec (ASR) on final APC;

Contact Nagoya TWR.

If unable, proceed in accordance with VFR.

If unable:

- Proceed to Nagoya VOR/DME at last assigned ALT or 3000ft whichever is higher and execute instrument APCH.
- Proceed to SHATI via Nagoya VOR/DME at last assigned ALT or 5000ft whichever is higher and execute DME A APCH.

PROCs other than above will be issued when situation required.

Arrival Procedure**Noise Abatement Procedure:** RWY 16/34: Delayed Flap APCH PROC and reduced Flap setting PROC.**VFR Traffic Pattern:** ALT 2000ft.**DEPARTURE****Take-off Minima**

| RWY | | 16/34 | |
|----------|-----------|---------------|---|
| All ACFT | ft - m/km | 0 - 400R/400V | - |
| | | | |

Speed

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

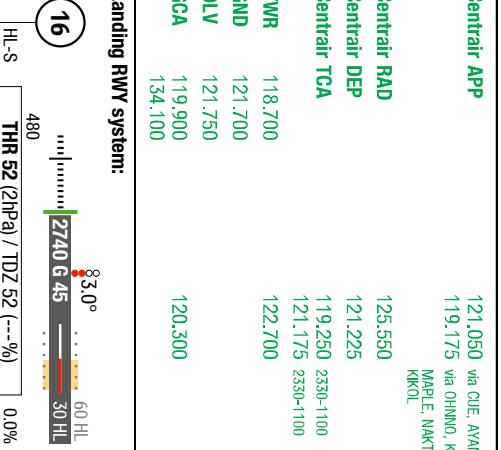
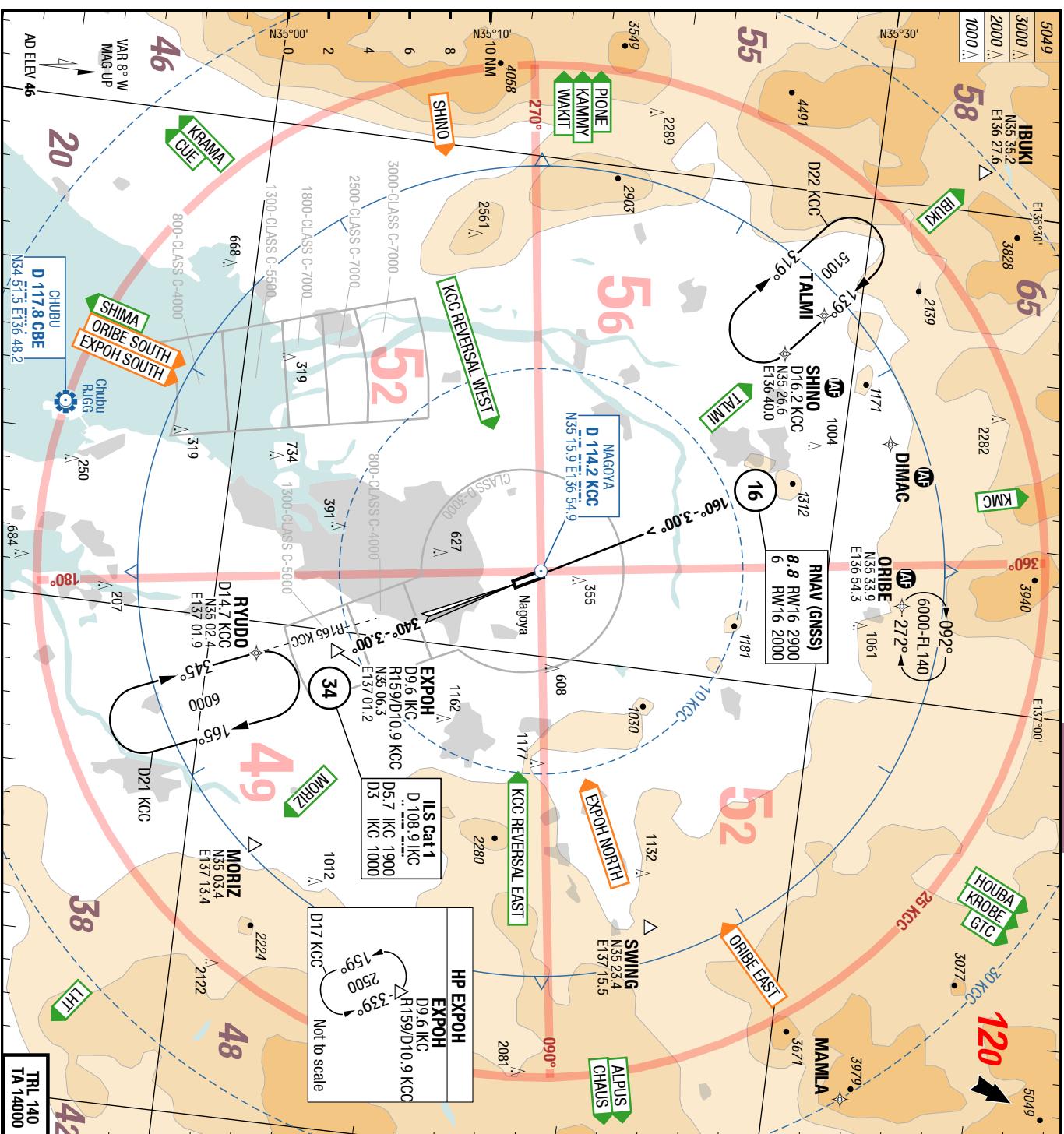
PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP).

Departure Procedure**Noise Abatement Procedures**

Use steepest possible climb PROC.

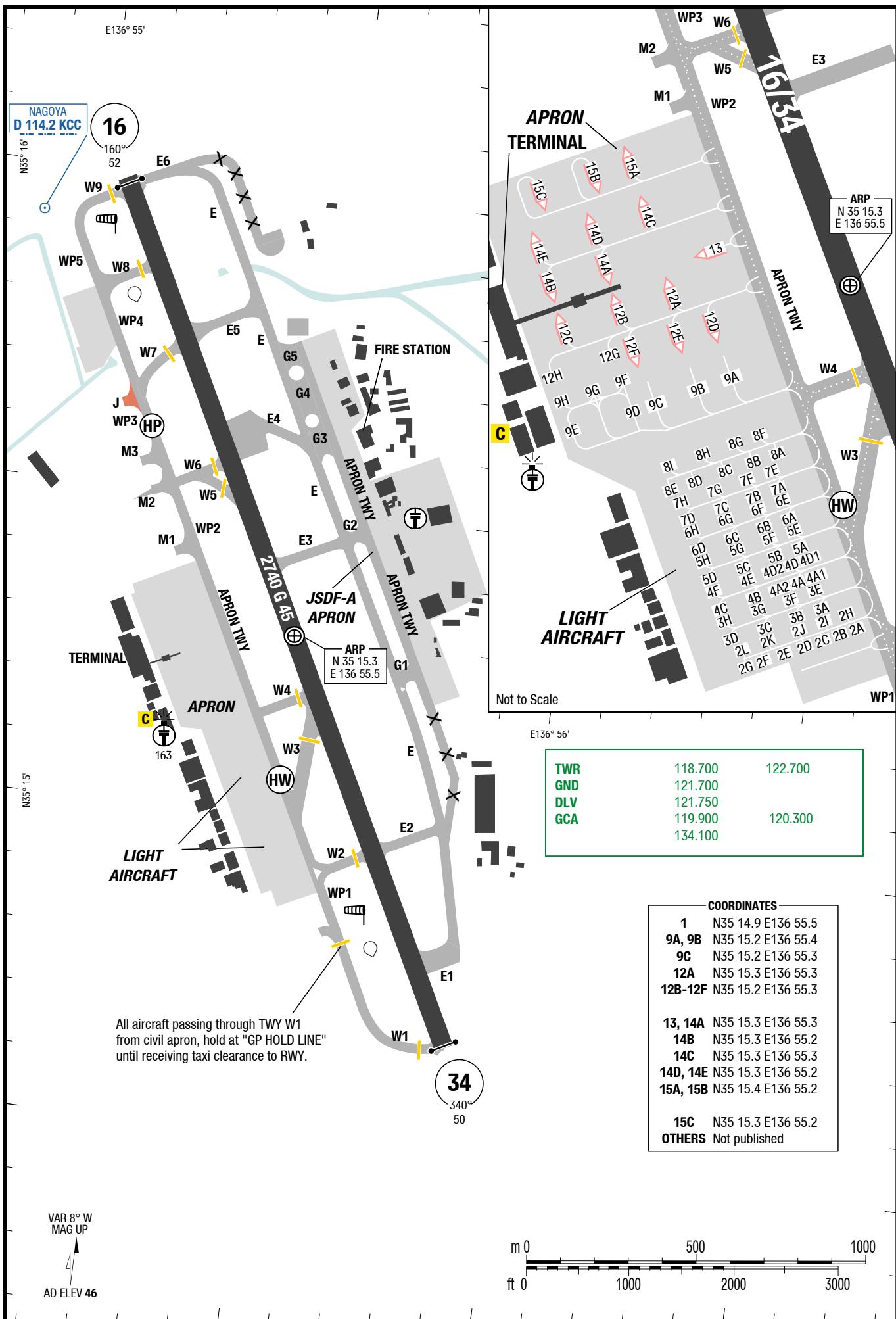
RWY 34: Follow strictly on extended RWY CL until passing D2 KCC.**RWY 16:** Follow strictly on extended RWY CL until passing D3 KCC.



(16)

(34)

Changes: Nil



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22-MAR-2018

Japan Nagoya Aichi Prefectural Nagoya



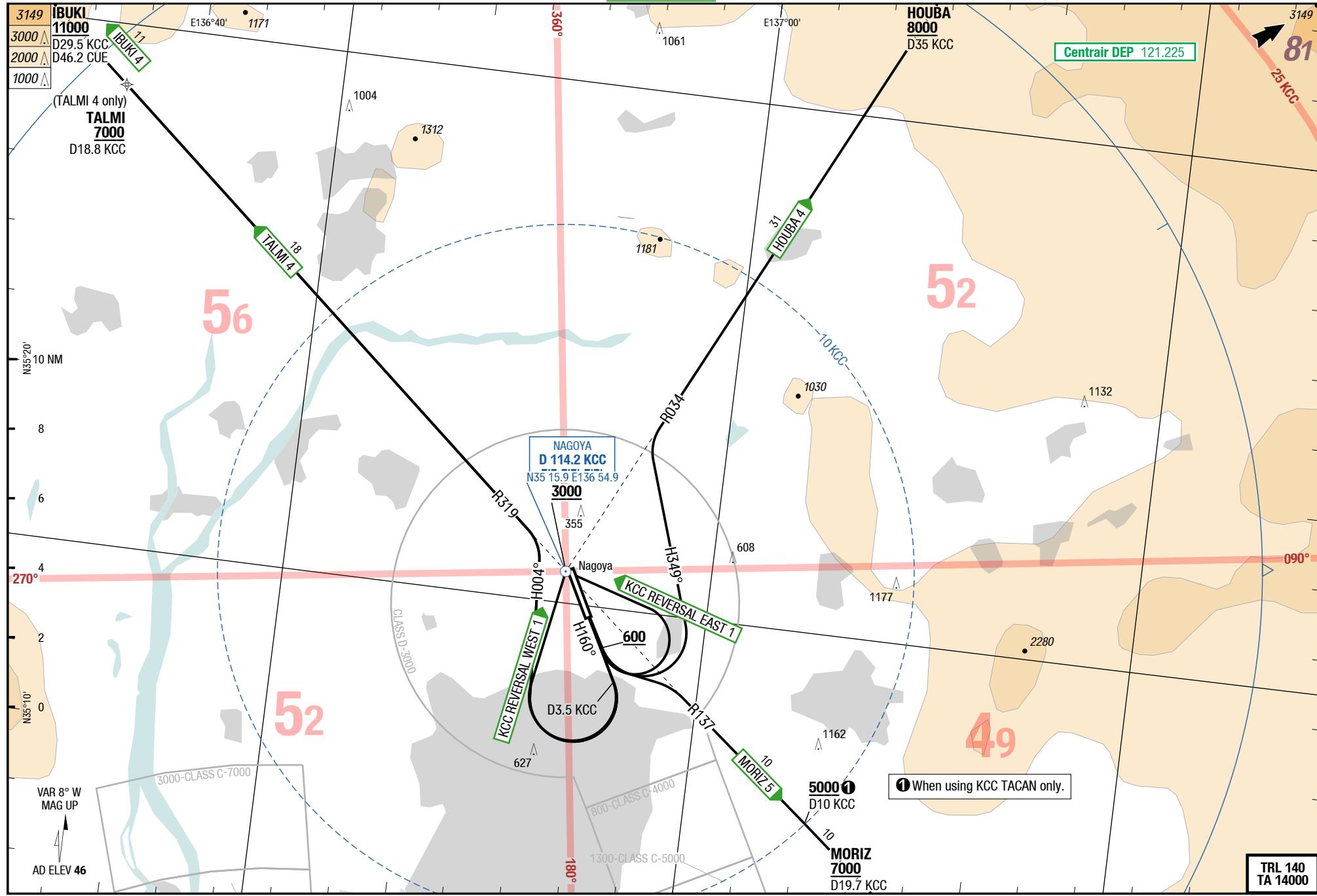
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NKM-RJNA

4-10

SIDs RWY 16



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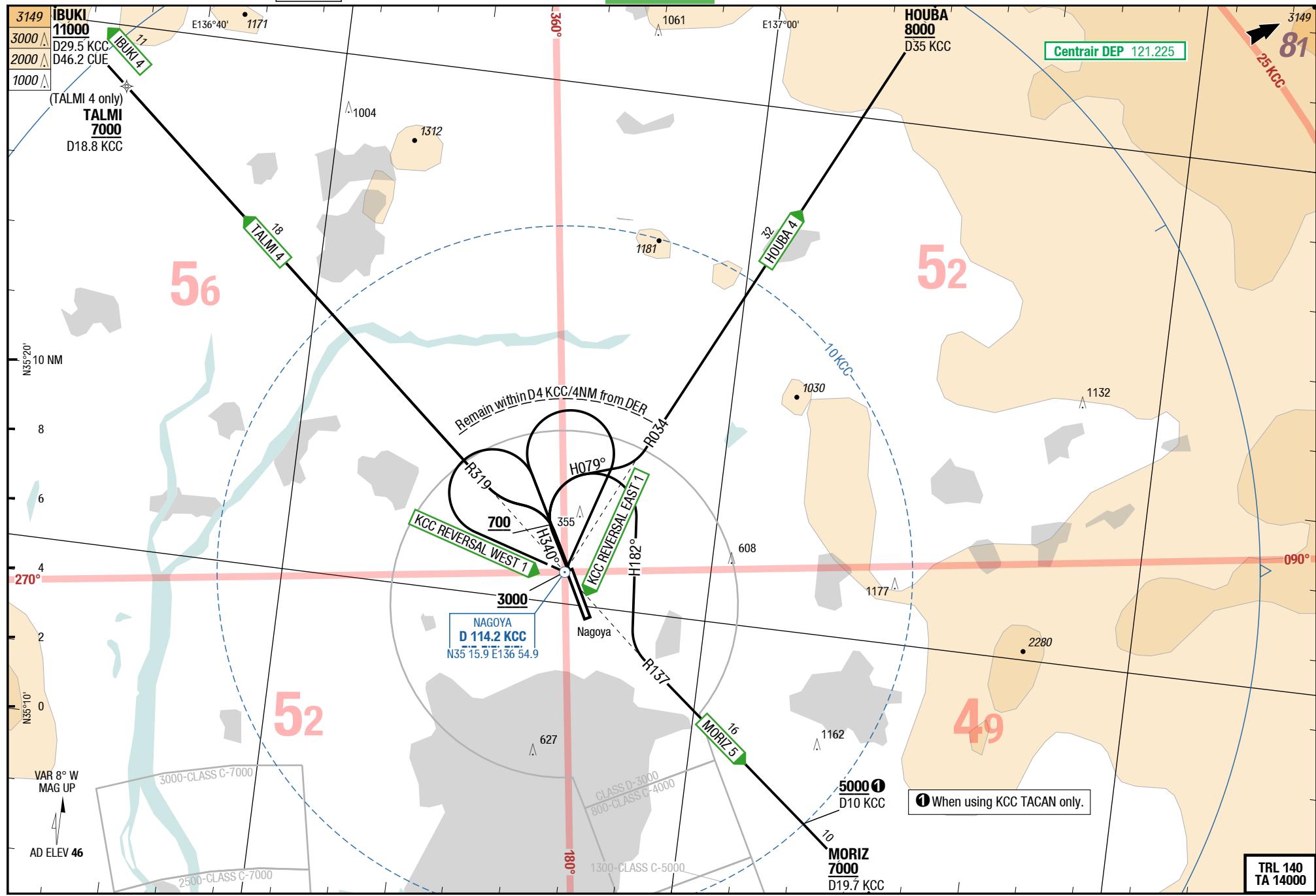
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SIDs RWY 34

SID

Aichi Prefectural Nagoya Nagoya Japan

SIDs RWY 34



Changes: Track, ALT, PROC renumbered, OBST, VAR

Effective 29-MAR-2018

Japan **Nagoya** Aichi Prefectural Nagoya

SID

Aichi Prefectural Nagoya **Nagoya** Japan

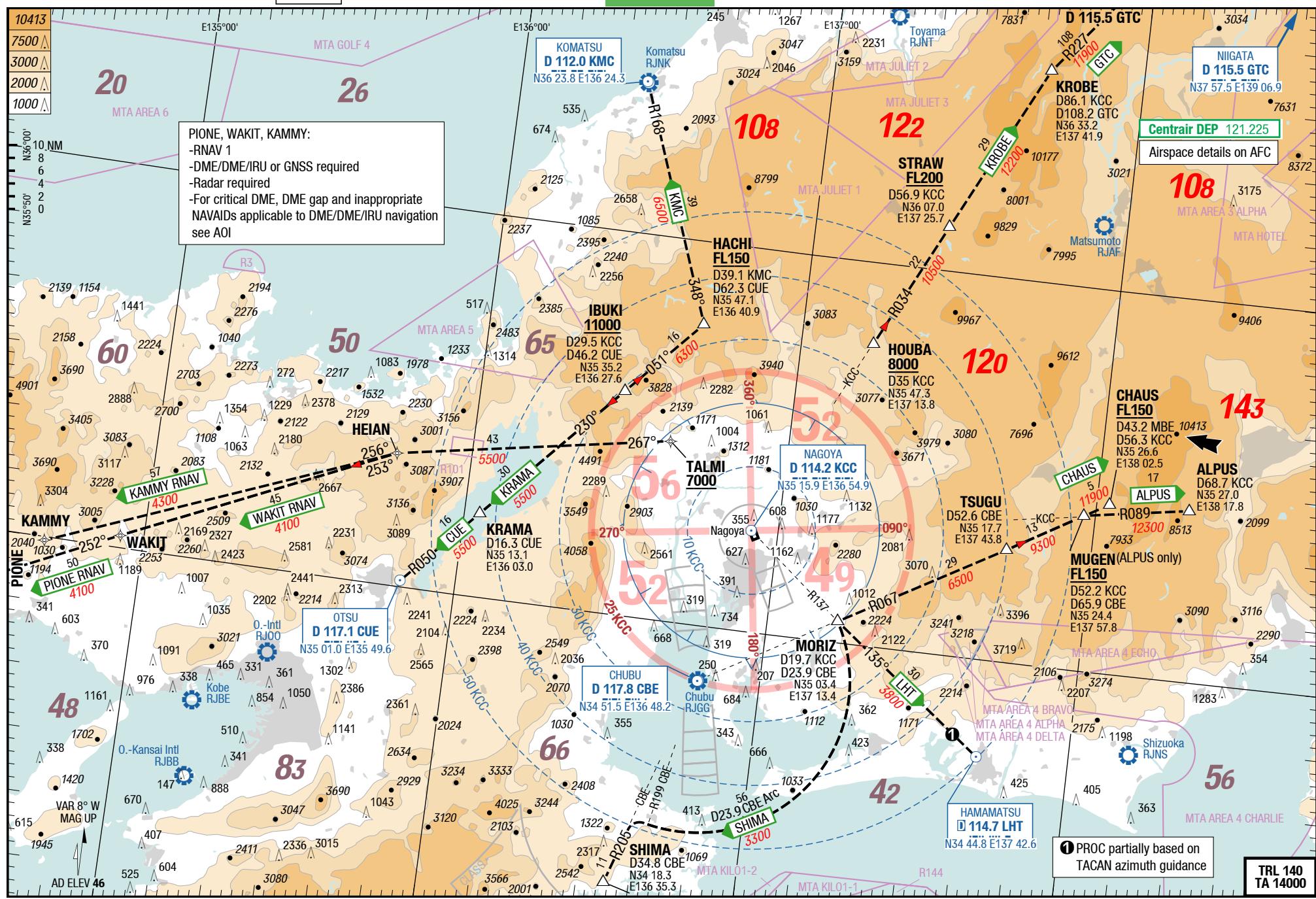
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SID Transitions

NKM-RJNA

4-30

SID Transitions



Changes: Track, OBST, VAR, Note, Transition

NKM-RJNA**5-10****SIDs RWY 16**

HOUBA 4 / IBUKI 4 / MORIZ 5 / NAGOYA REVERSAL EAST 1 / NAGOYA REVERSAL WEST 1 / TALMI 4
RWY 16 (160°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 16 | |
| HOUBA 4 5.0% to 600 121.225 ① | at MNM 600 LT HDG 349° - intercept R034 KCC to HOUBA | HOUBA MNM 8000 |
| IBUKI 4 5.0% to 700 121.225 ① | at D3.5 KCC RT HDG 004° - intercept R319 KCC to IBUKI | IBUKI MNM 11000 |
| MORIZ 5 5.0% to 600 121.225 ② | at MNM 600 LT intercept R137 KCC to MORIZ | R137/D10 KCC MNM 5000 MORIZ MNM 7000 |
| NAGOYA REVERSAL EAST 1 KCC REVERSAL EAST 1 5.0% to 600 121.225 | at MNM 600 LT direct KCC | KCC MNM 3000 |
| NAGOYA REVERSAL WEST 1 KCC REVERSAL WEST 1 5.0% to 700 121.225 ① | at D3.5 KCC RT direct KCC | KCC MNM 3000 |
| TALMI 4 5.0% to 700 121.225 ① | at D3.5 KCC RT HDG 004° - intercept R319 KCC to TALMI | TALMI MNM 7000 |

① Obstacle ALT 551ft located at 1.9NM 215° FM end of RWY 16.

② ALT restriction at R137/D10 KCC when using KCC TACAN only.

NKM-RJNA**5-20****SIDs RWY 34**

HOUBA 4 / IBUKI 4 / MORIZ 5 / NAGOYA REVERSAL EAST 1 / NAGOYA REVERSAL WEST 1 / TALMI 4
RWY 34 (340°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 34 | |
| HOUBA 4 5.0% to 700 121.225 | at MNM 700 RT (remain within D4 KCC /4NM from DER) HDG 079° intercept R034 KCC to HOUBA | HOUBA MNM 8000 |
| IBUKI 4 5.0% to 700 121.225 | at MNM 700 LT (remain within D4 KCC /4NM from DER) intercept R319 KCC to IBUKI | IBUKI MNM 11000 |
| MORIZ 5 5.0% to 700 121.225 ① | at MNM 700 RT (remain within D4 KCC /4NM from DER) HDG 182° intercept R137 KCC to MORIZ | R137/D10 KCC MNM 5000 MORIZ MNM 7000 |
| NAGOYA REVERSAL EAST 1 KCC REVERSAL EAST 1 5.0% to 700 121.225 | at MNM 700 RT (remain within D4 KCC /4NM from DER) direct KCC | KCC MNM 3000 |
| NAGOYA REVERSAL WEST 1 KCC REVERSAL WEST 1 5.0% to 700 121.225 | at MNM 700 LT (remain within D4 KCC /4NM from DER) direct KCC | KCC MNM 3000 |
| TALMI 4 5.0% to 700 121.225 | at MNM 700 LT (remain within D4 KCC /4NM from DER) intercept R319 KCC to TALMI | TALMI MNM 7000 |

① ALT restriction at R137/D10 KCC when using KCC TACAN only.

NKM-RJNA

5-30

SID Transitions

ALPUS / CHAUS / HAMAMATSU / KAMMY RNAV / KOMATSU / KRAMA / KROBE / NIIGATA / OTSU / PIONE RNAV / SHIMA / WAKIT RNAV

RWYs 16 (160°) / 34 (340°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| All RWYs | | |
| ALPUS 121.225 | MORIZ - intercept R067 CBE via TSUGU to MUGEN - intercept R089 KCC to ALPUS | MUGEN MNM FL150 |
| CHAUS 121.225 | MORIZ - intercept R067 CBE via TSUGU to CHAUS | CHAUS MNM FL150 |
| HAMAMATSU LHT 121.225 ① | MORIZ - 135° to LHT | |
| KAMMY RNAV 121.225 | TALMI - HEIAN - KAMMY | TALMI MNM 7000 |
| KOMATSU KMC 121.225 | IBUKI - 051° - at HACHI LT intercept R168 KMC to KMC | IBUKI MNM 11000 HACHI MNM FL150 |
| KRAMA 121.225 | IBUKI - intercept R050 CUE inbound to KRAMA | IBUKI MNM 11000 |
| KROBE 121.225 | HOUBA - intercept R034 KCC via STRAW to KROBE | HOUBA MNM 8000 STRAW MNM FL200 |
| NIIGATA GTC 121.225 | HOUBA - intercept R034 KCC via STRAW to KROBE - intercept R227 GTC to GTC | HOUBA MNM 8000 STRAW MNM FL200 |
| OTSU CUE 121.225 | IBUKI - intercept R050 CUE to CUE | IBUKI MNM 11000 |
| PIONE RNAV 121.225 | TALMI - HEIAN - WAKIT - PIONE | TALMI MNM 7000 |
| SHIMA 121.225 | MORIZ - RT follow D23.9 CBE Arc - crossing R199 CBE LT intercept R205 CBE to SHIMA | |
| WAKIT RNAV 121.225 | TALMI - HEIAN - WAKIT | TALMI MNM 7000 |

① Procedure partly based on TACAN azimuth guidance.

Central APP 121-050 via OHNO, KISSO, MAPLE, NAKTU, KIKOL

119-175 via OHNO, KISSO, MAPLE, NAKTU, KIKOL

For critical DME, DME gap and inappropriate NAVADS applicable to DME/DME/IRU navigation see AOA

GNSS or DME/DME/IRU required

RNAV 1 Radar required

48 92

49

52

ADGUN

50

55

56

DOZAN

SHINO

58

5100

270°

4600

ORIBE

6000

ORIBE EAST

SIMON

7000

5000

9000

MAMLA

120

117

118

GRIPP

NAGOYA

KCC

D 114.2

360°

4800

3077

3979

3077

3080

7158

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1004

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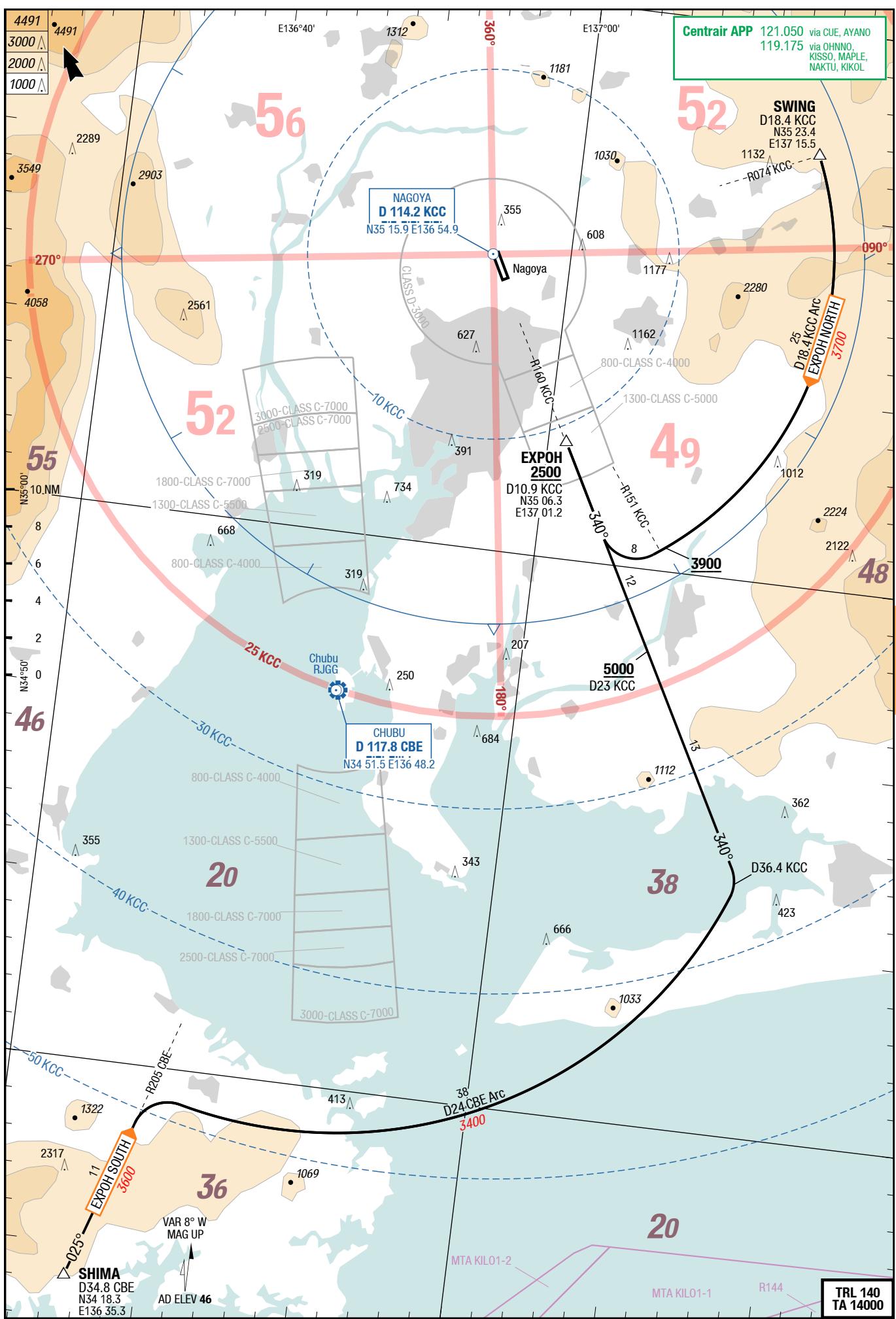
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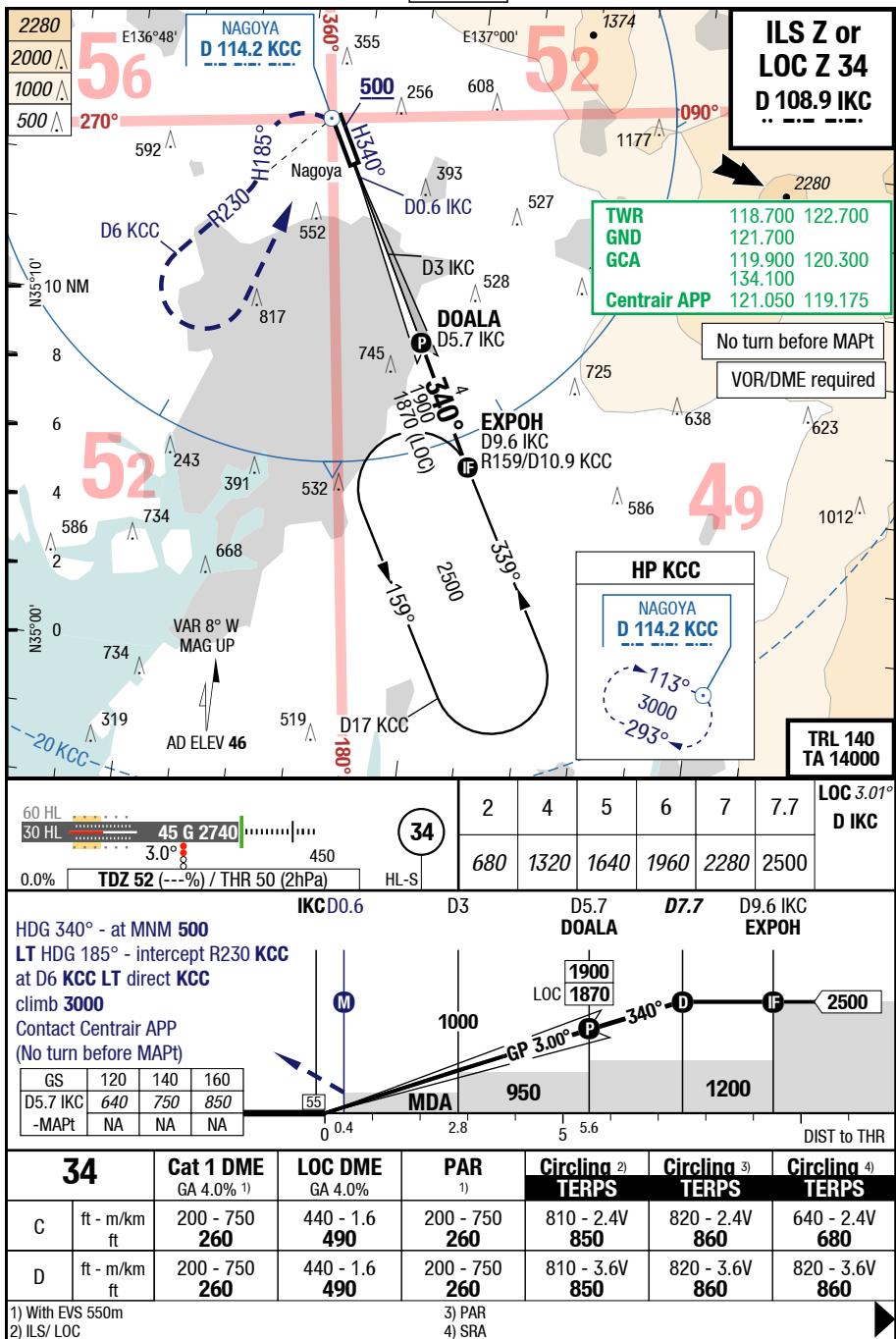
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7-10

ILS Z or LOC Z 34

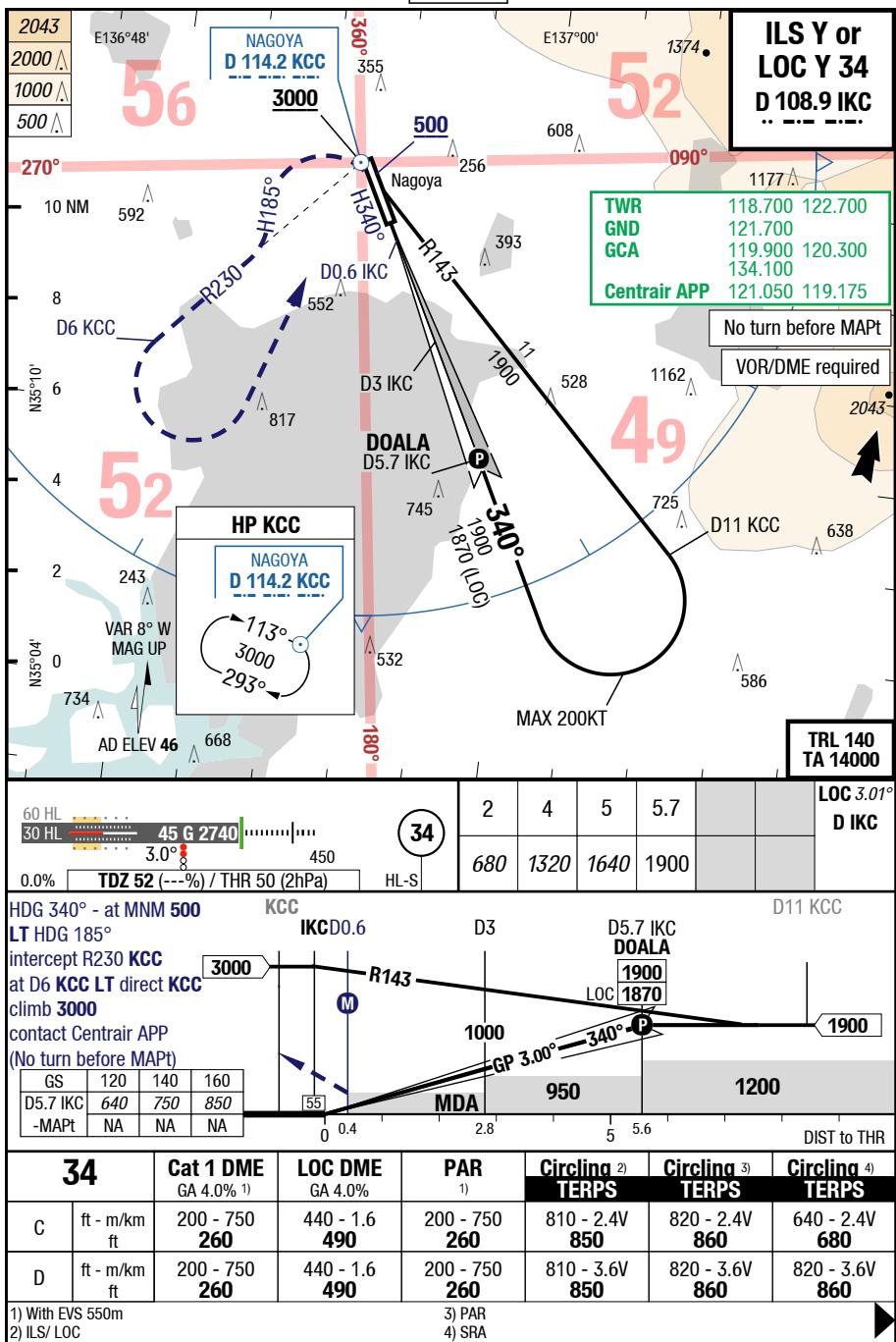


Changes: Track, ALT, VAR, QFU, OBST

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7-20

ILS Y or LOC Y 34



Changes: Track, ALT, VAR, QFU, OBST

31-MAY-2018

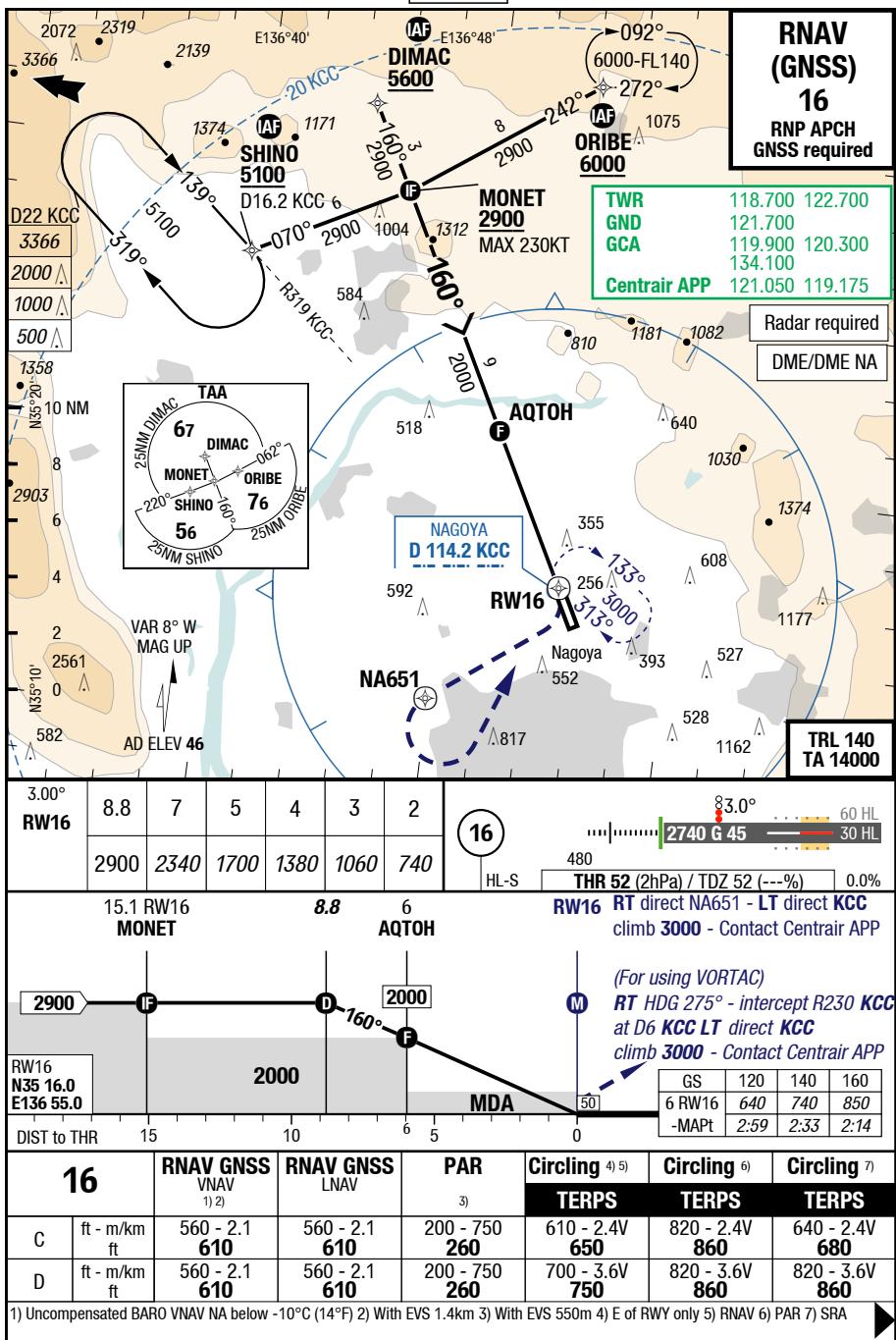
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7-30

RNAV (GNSS) 16

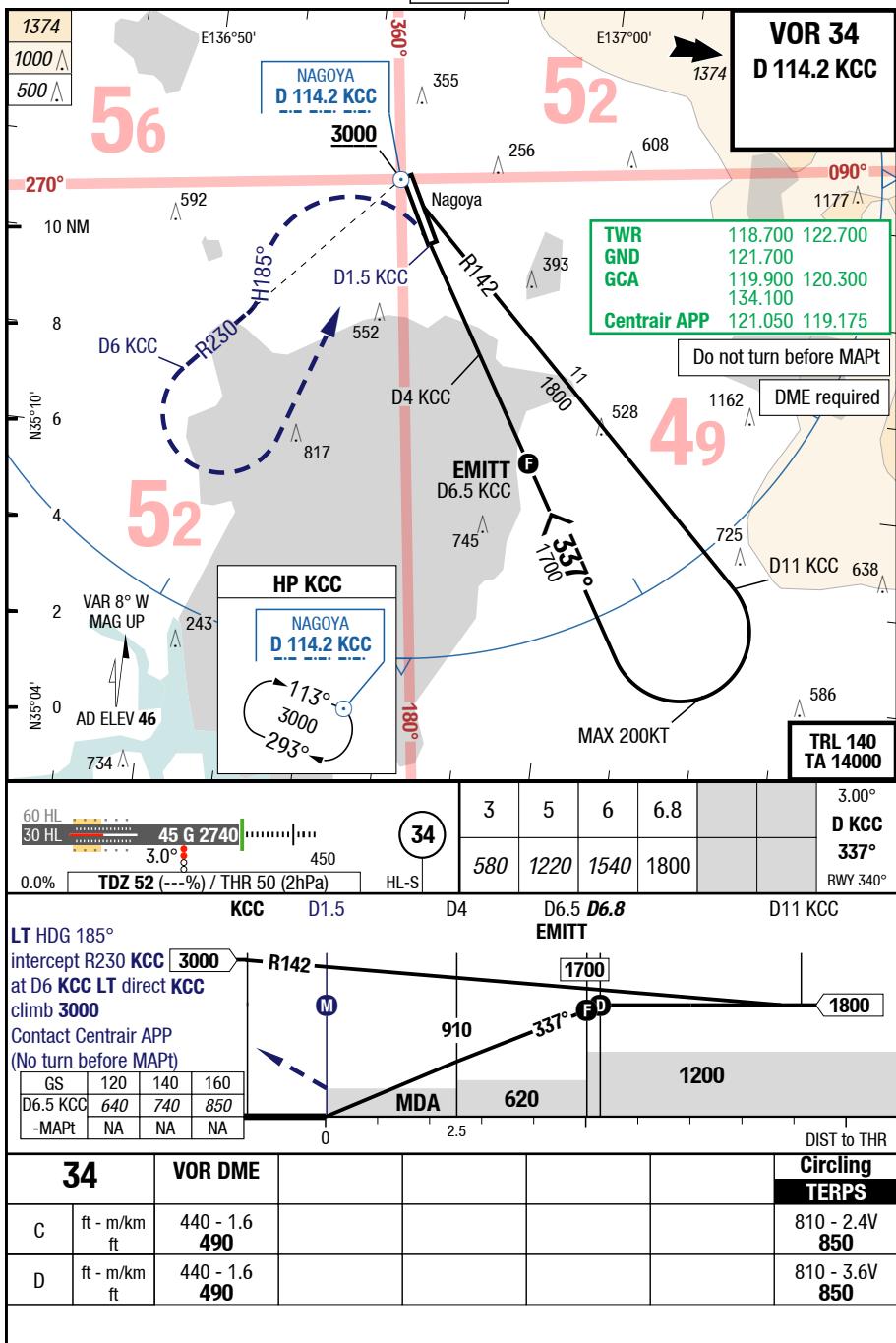


Changes: HLDG

NKMRJNA

7-50

VOR 34



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22-MAR-2018

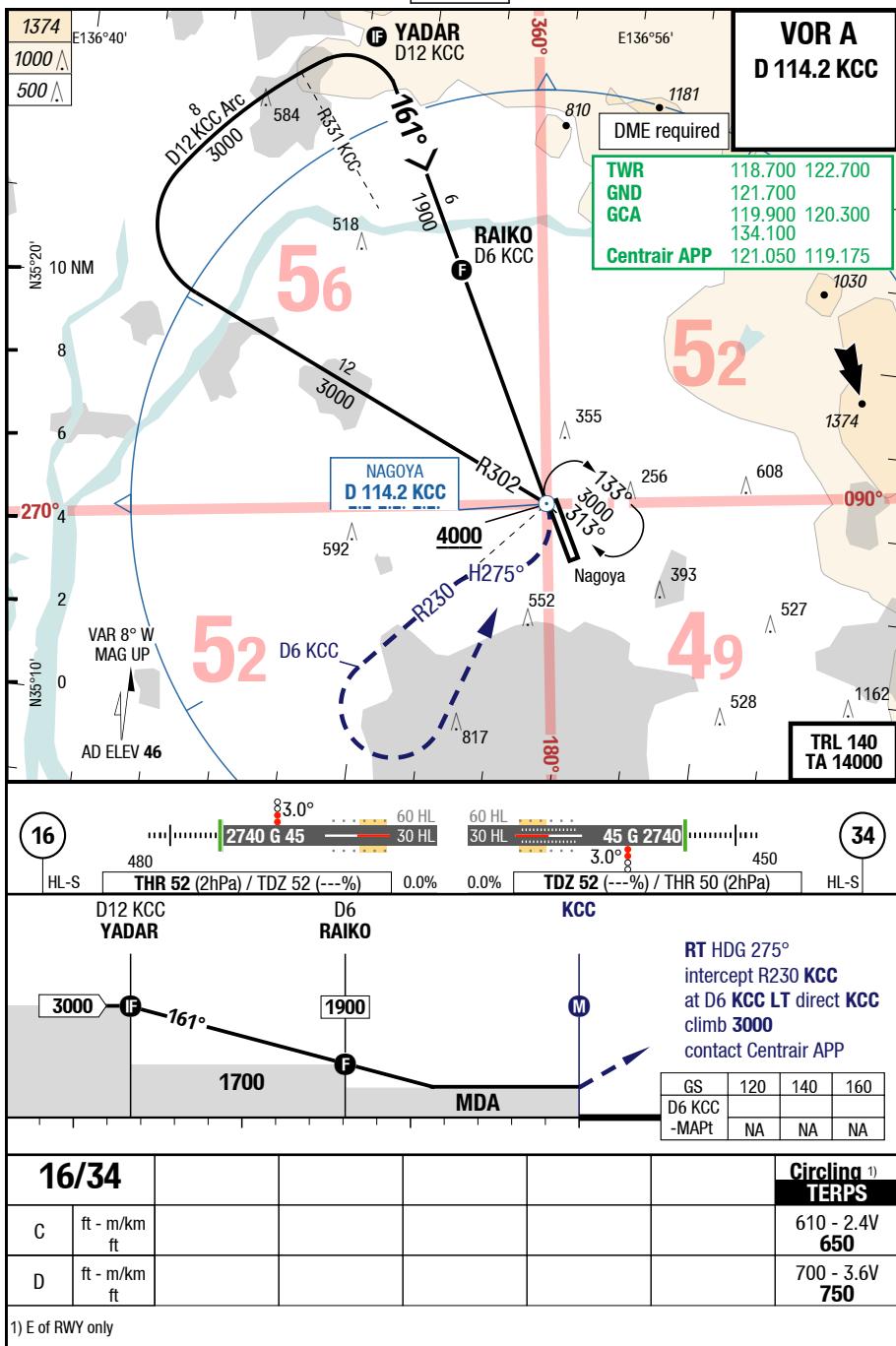
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IAC

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7-60

VOR A



Changes: Completely revised

31-MAY-2018

NKM-RJNA**7-70****WxMinima Overflow**

| 16 | | SRA | | | | | |
|-----------|-----------------|-------------------------|--|--|--|--|--|
| C | ft - m/km ft | 630 - 2.4 680 | | | | | |
| D | ft - m/km ft | 630 - 2.4 680 | | | | | |
| | | | | | | | |
| 34 | | SRA | | | | | |
| C | ft - m/km ft | 490 - 1.8 540 | | | | | |
| D | ft - m/km ft | 490 - 1.8 540 | | | | | |
| | | | | | | | |

Effective 29-MAR-2018

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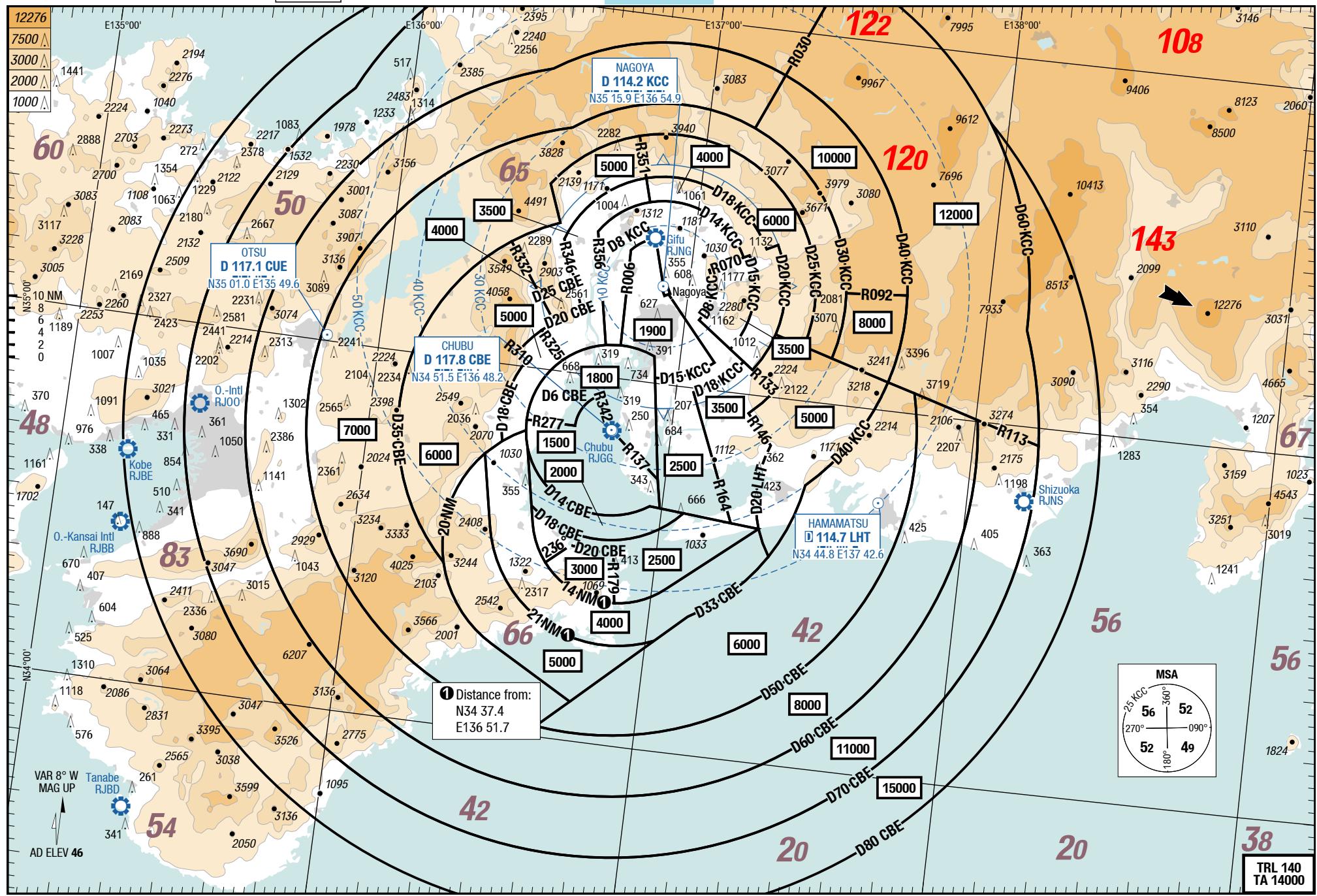
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8-10

MRC

Aichi Prefectural Nagoya **Nagoya** Japan

MRC



Changes: MSA, Navaid , OBST, VAR