

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 ≤15.2m / 50ft	15.2m / 50ft <WS ≤32.2m / 106ft	WS >32.2m / 106ft
Wing-tip CLR	Wing-tip CLR ≥ 15m / 49ft	6.5m / 21ft ≤ 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 ≤12.9m / 42ft	WS >12.9m / 42ft
Wing-tip CLR	6.5m / 21ft ≤ 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.

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 APCH;

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:

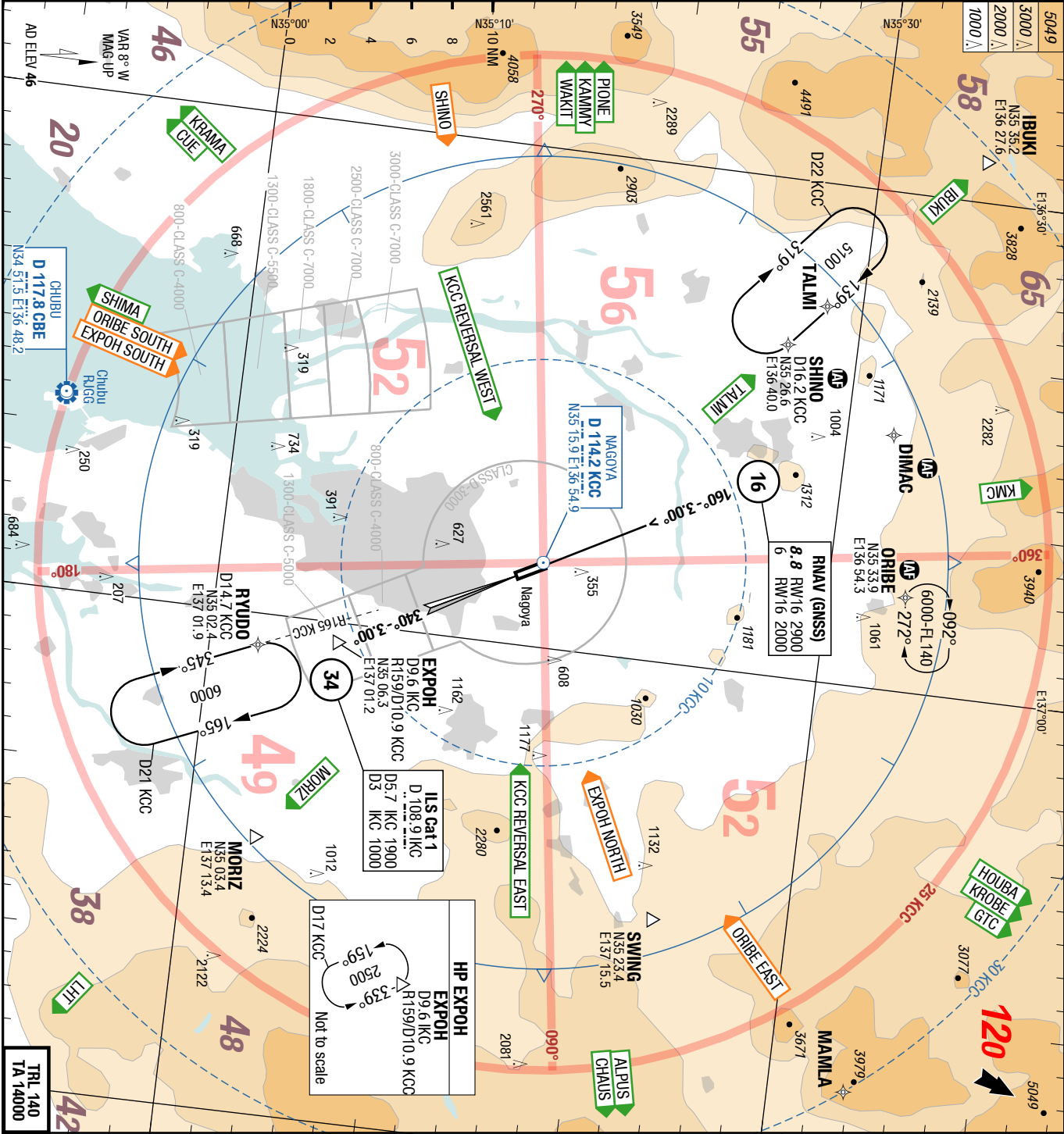
MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP).

Departure Procedure**Noise Abatement Procedures**

Use steepest possible climb PROC.

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

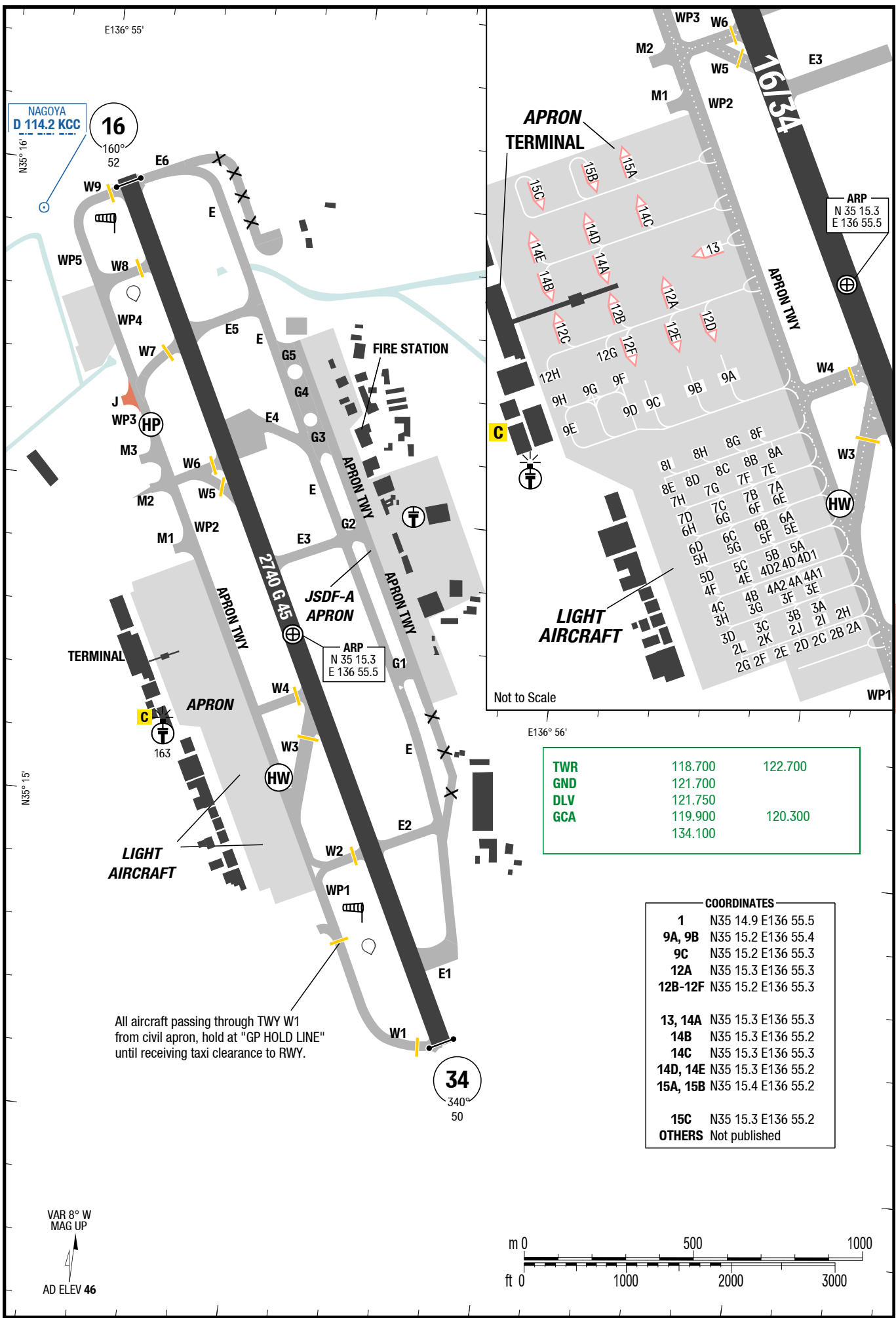
RWY 16: Follow strictly on extended RWY CL until passing D3 KCC.



Centrair APP	121.050	via CUE, AYANO
	119.175	via OHANNO, KISSO, MAPLE, NAKTU, KKOL
Centrair RAD	125.550	
Centrair DEP	121.225	
Centrair TCA	119.250	2330-1100
	121.175	2330-1100
TWR	118.700	122.700
GND	121.700	
DLV	121.750	
GCA	119.900	120.300
	134.100	

Landing RWY system:





Effective 29-MAR-2018

22-MAR-2018

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Japan Nagoya Aichi Prefectural Nagoya

SIDs RWY 34

SIDs RWY 16

SID

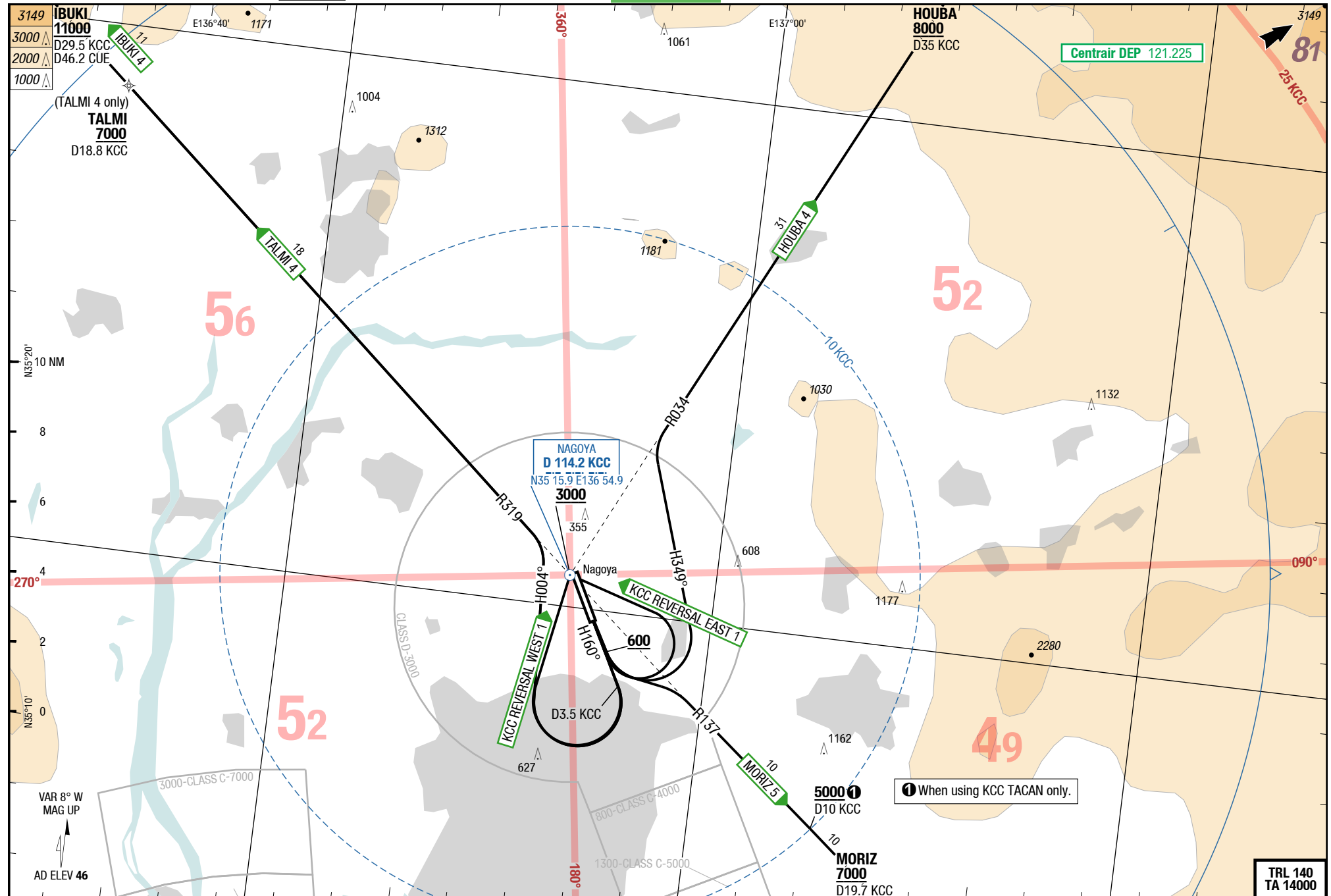
SID

Aichi Prefectural Nagoya Nagoya Japan

SIDs RWY 34

SIDs RWY 16

4-10



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

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22-MAR-2018

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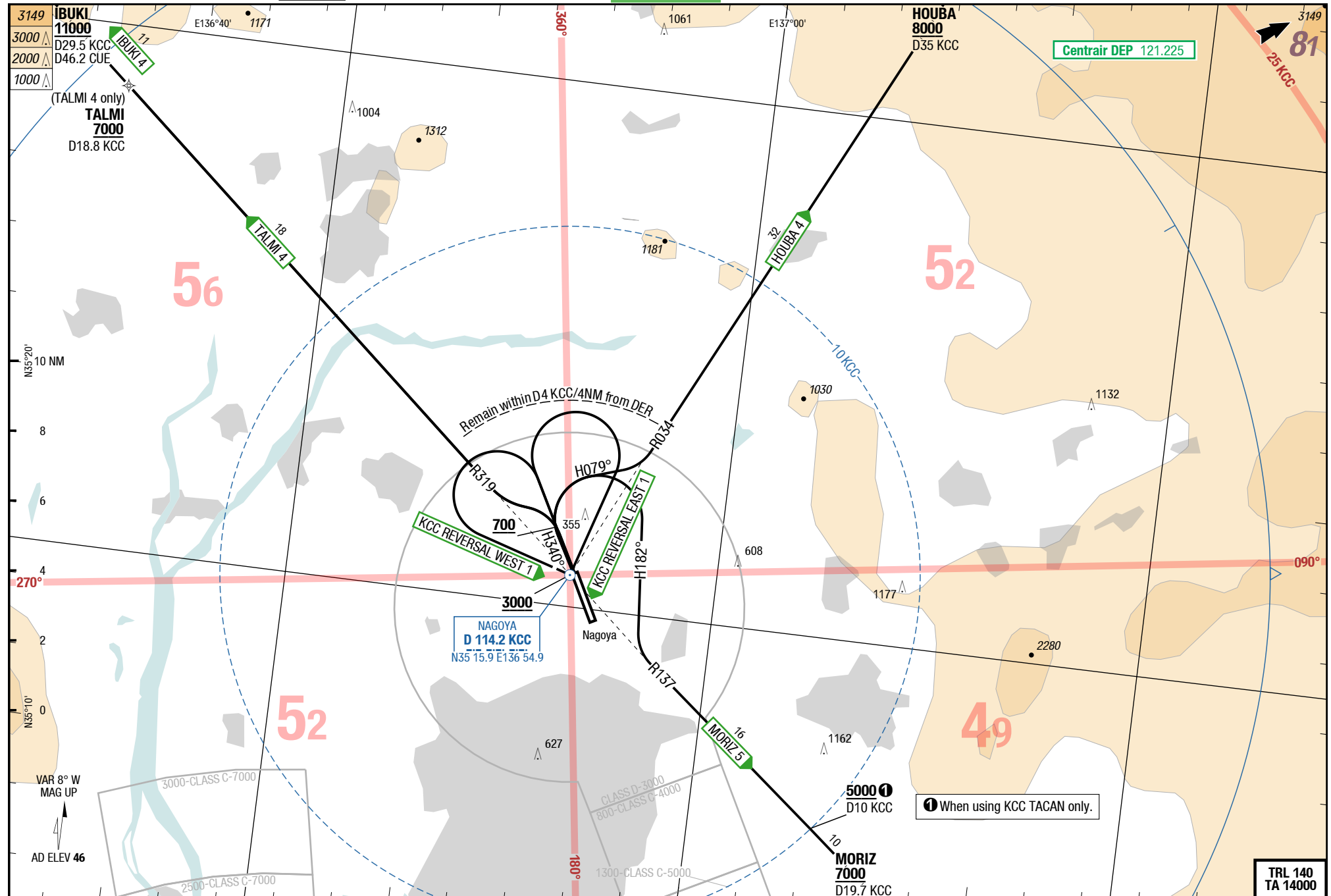
4-20

SIDs RWY 34

SID

SID

SIDs RWY 34



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

22-MAR-2018

Japan **Nagoya** Aichi Prefectural Nagoya

NIL

SID

SID

Aichi Prefectural Nagoya **Nagoya** Japan

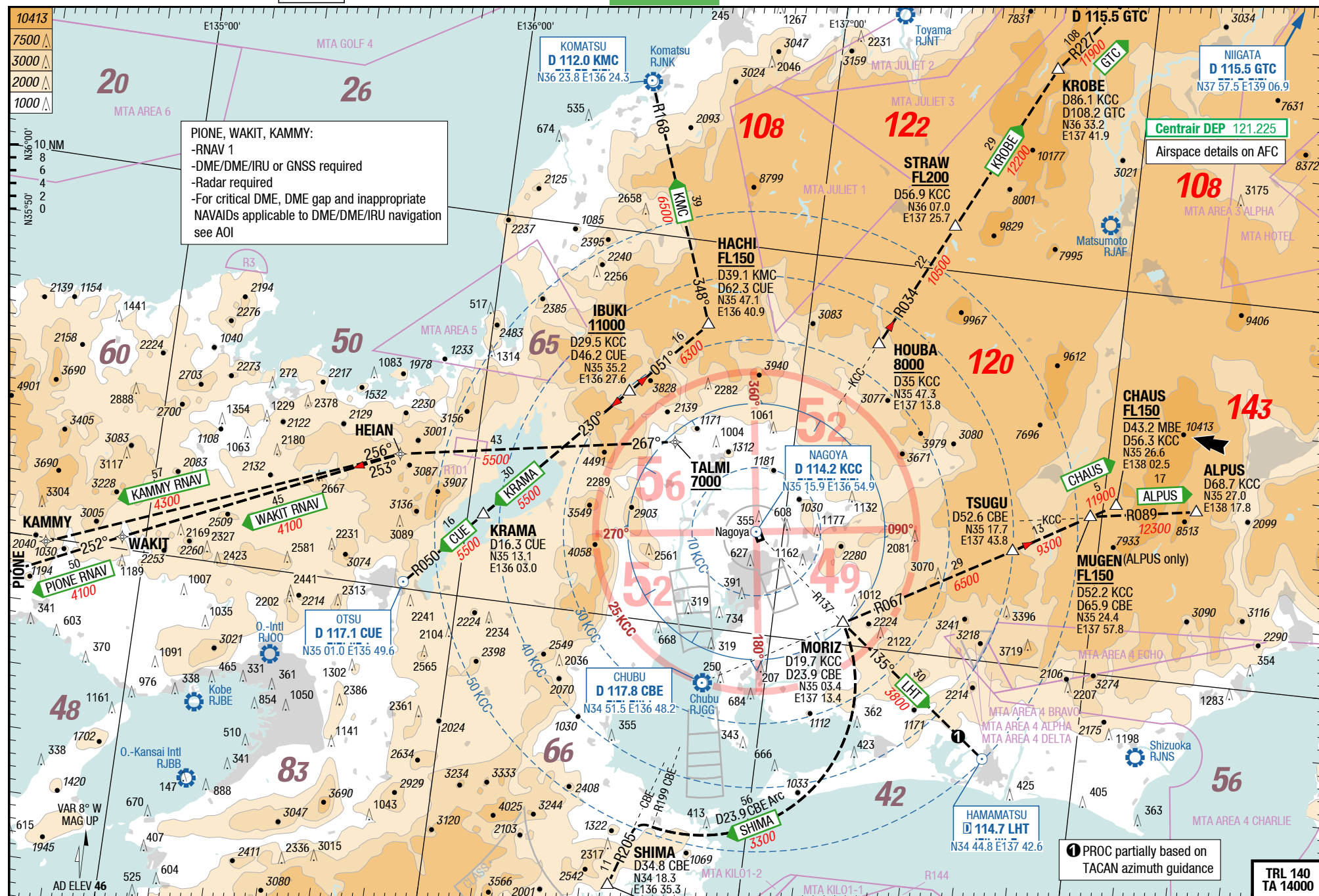
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SID Transitions

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4-30

SID Transitions



Changes: Track, OBST, VAR, Note, Transition

TRL 140
TA 14000

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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	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.

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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.

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5-30

SID Transitions

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

RWYs 16 (160°) / 34 (340°)

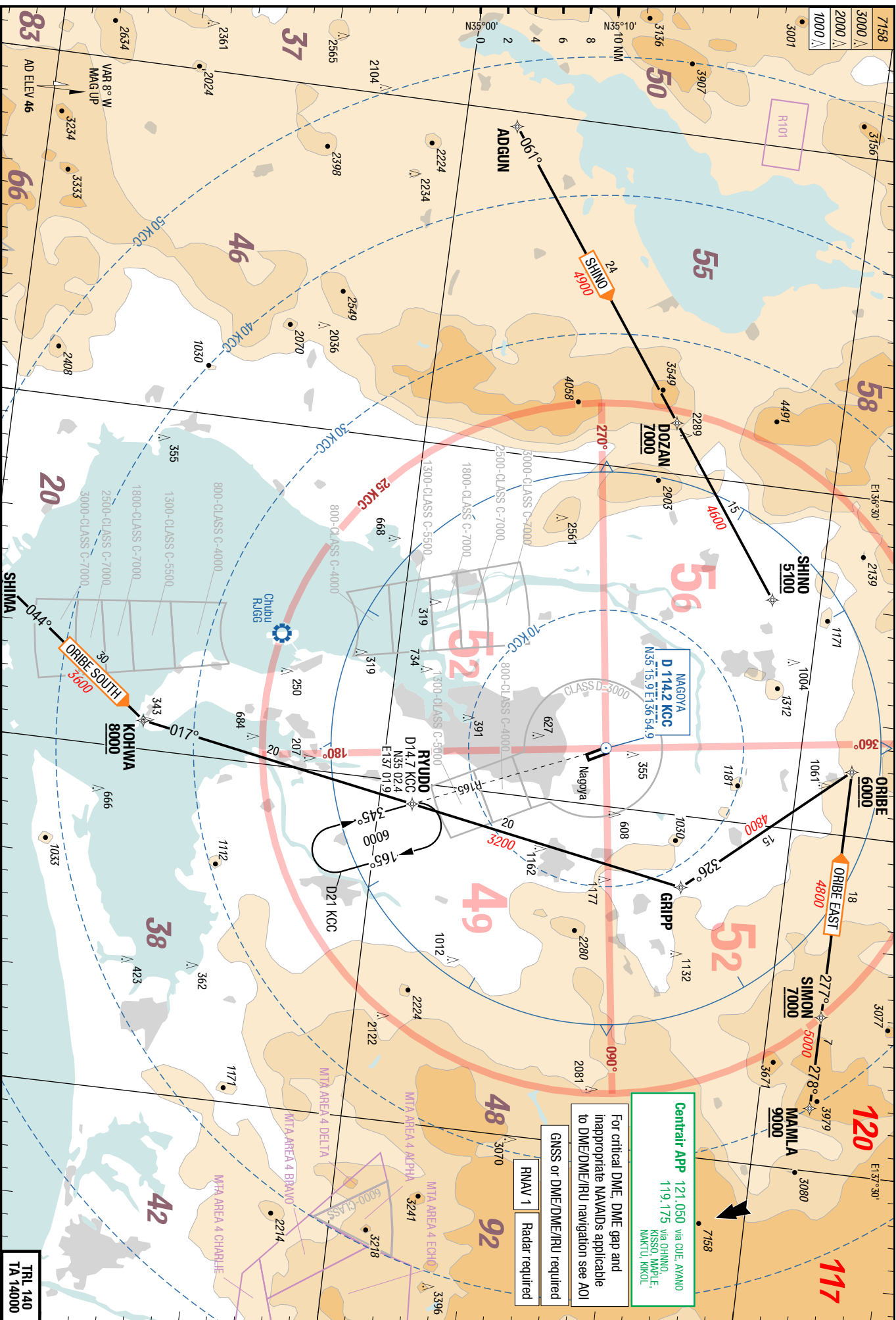
DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
ALPUS 121.225	MORIZ - intercept R067 CBE via TSUGU to MUGEN - intercept R089 KCC to ALPUS	MUGEN MNM FL150
CHAUS 121.225	MORIZ - intercept R067 CBE via TSUGU to CHAUS	CHAUS MNM FL150
HAMAMATSU LHT 121.225 ①	MORIZ - 135° to LHT	
KAMMY RNAV 121.225	TALMI - HEIAN - 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

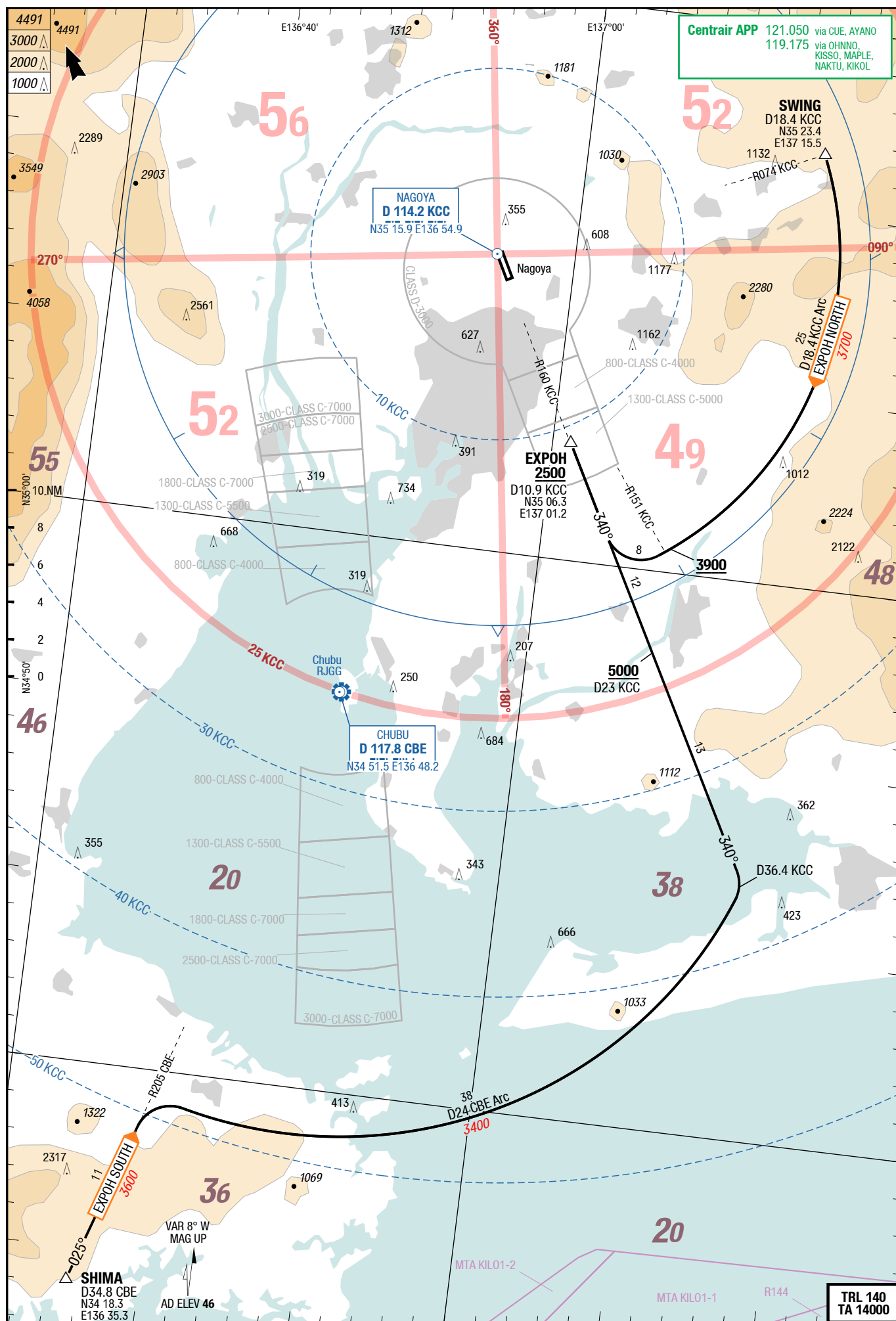
① Procedure partly based on TACAN azimuth guidance.

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STARS

RNAV STARS

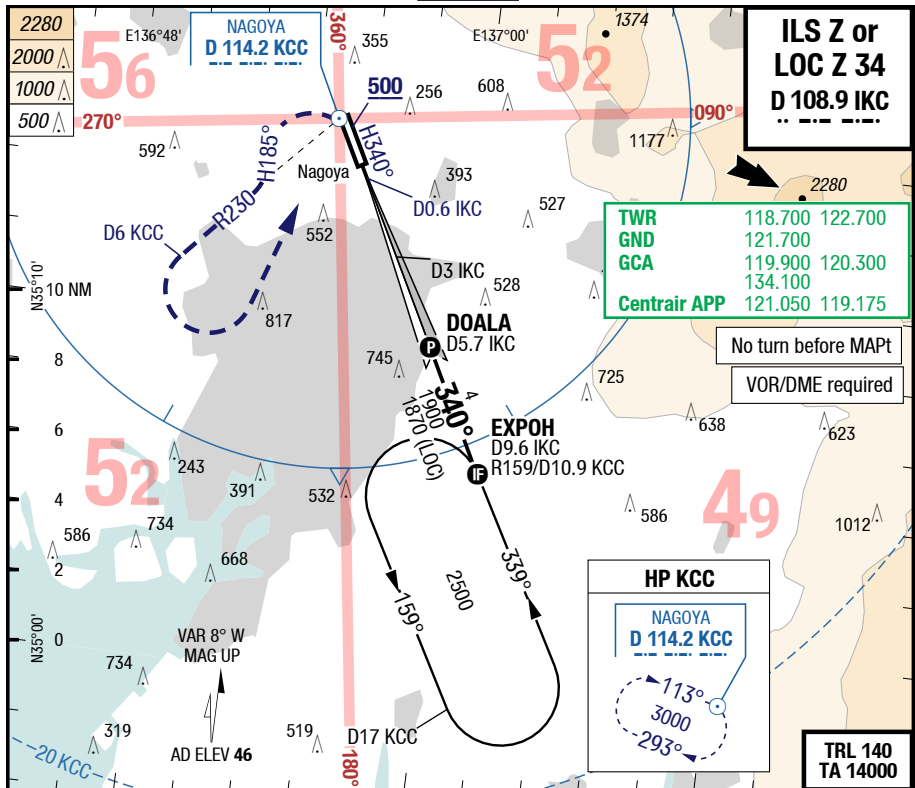




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7-10

ILS Z or LOC Z 34



60 HL
30 HL
0.0% TDZ 52 (---%) / THR 50 (2hPa)
3.0°
45 G 2740
450
HL-S

34

2	4	5	6	7	7.7
680	1320	1640	1960	2280	2500

LOC 3.01°
D IKC

HDG 340° - at MNM 500
LT HDG 185° - intercept R230 KCC
at D6 KCC LT direct KCC
climb 3000
Contact Centrair APP
(No turn before MAPt)

GS	120	140	160
D5.7 IKC	640	750	850
-MAPt	NA	NA	NA

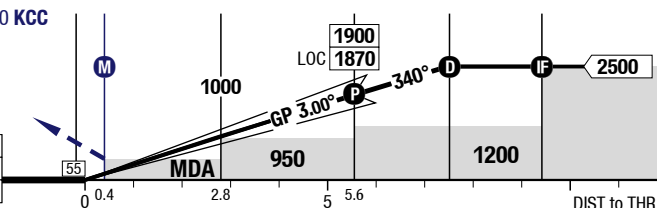
IKCD0.6

D3

D5.7

D7.7

D9.6 IKC



34		Cat 1 DME GA 4.0% 1)	LOC DME GA 4.0%	PAR 1)	Circling 2) TERPS	Circling 3) TERPS	Circling 4) TERPS
C	ft - m/km ft	200 - 750 260	440 - 1.6 490	200 - 750 260	810 - 2.4V 850	820 - 2.4V 860	640 - 2.4V 680
D	ft - m/km ft	200 - 750 260	440 - 1.6 490	200 - 750 260	810 - 3.6V 850	820 - 3.6V 860	820 - 3.6V 860

1) With EVS 550m

2) ILS/ LOC

3) PAR

4) SRA

Changes: Track, ALT, VAR, QFU, OBST

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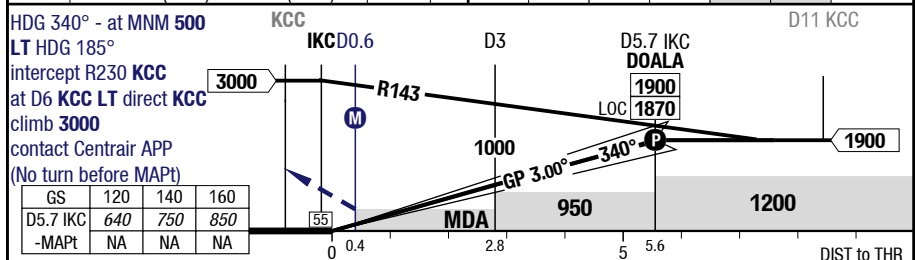
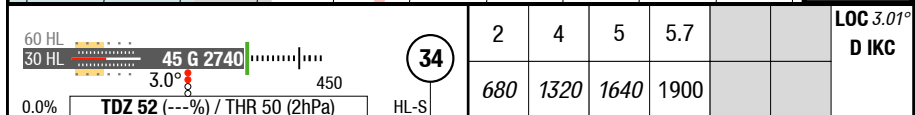
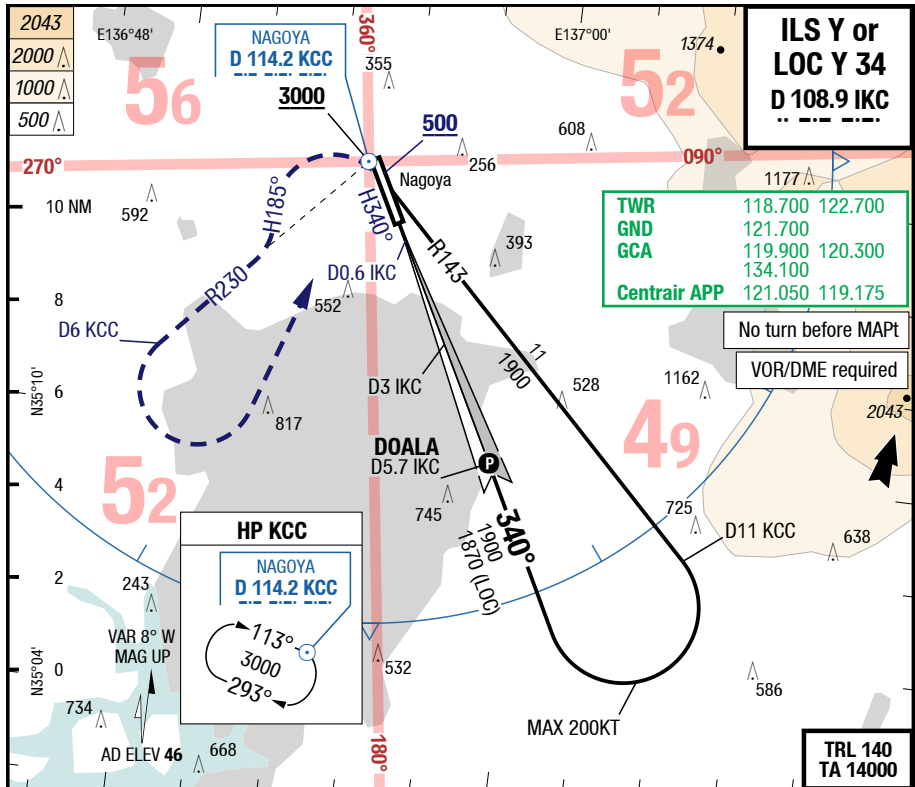
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IAC

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7-20

ILS Y or LOC Y 34



34		Cat 1 DME GA 4.0% 1)	LOC DME GA 4.0%	PAR 1)	Circling 2) TERPS	Circling 3) TERPS	Circling 4) TERPS
C	ft - m/km ft	200 - 750 260	440 - 1.6 490	200 - 750 260	810 - 2.4V 850	820 - 2.4V 860	640 - 2.4V 680
D	ft - m/km ft	200 - 750 260	440 - 1.6 490	200 - 750 260	810 - 3.6V 850	820 - 3.6V 860	820 - 3.6V 860

1) With EVS 550m

2) ILS/ LOC

3) PAR

4) SRA

Changes: Track, ALT, VAR, QFU, OBST

RNAV (GNSS) 16

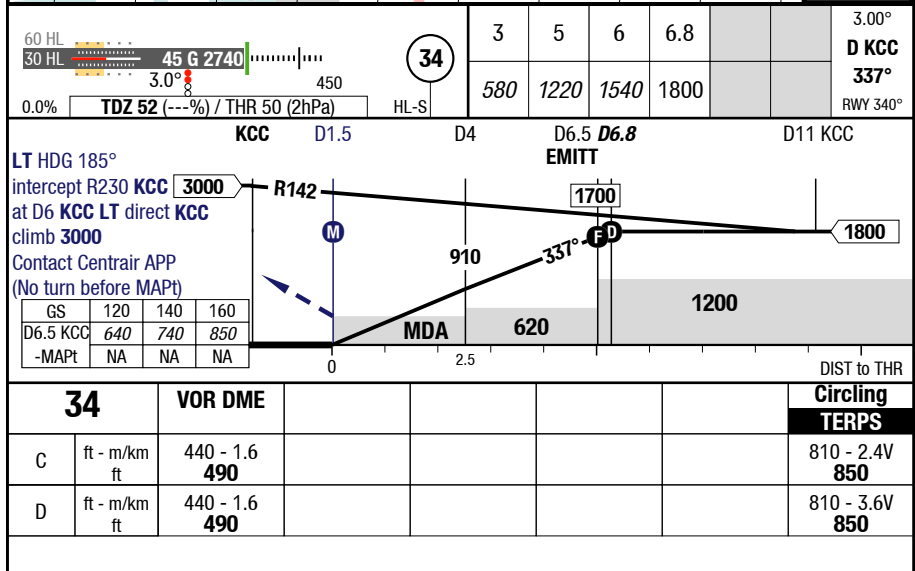
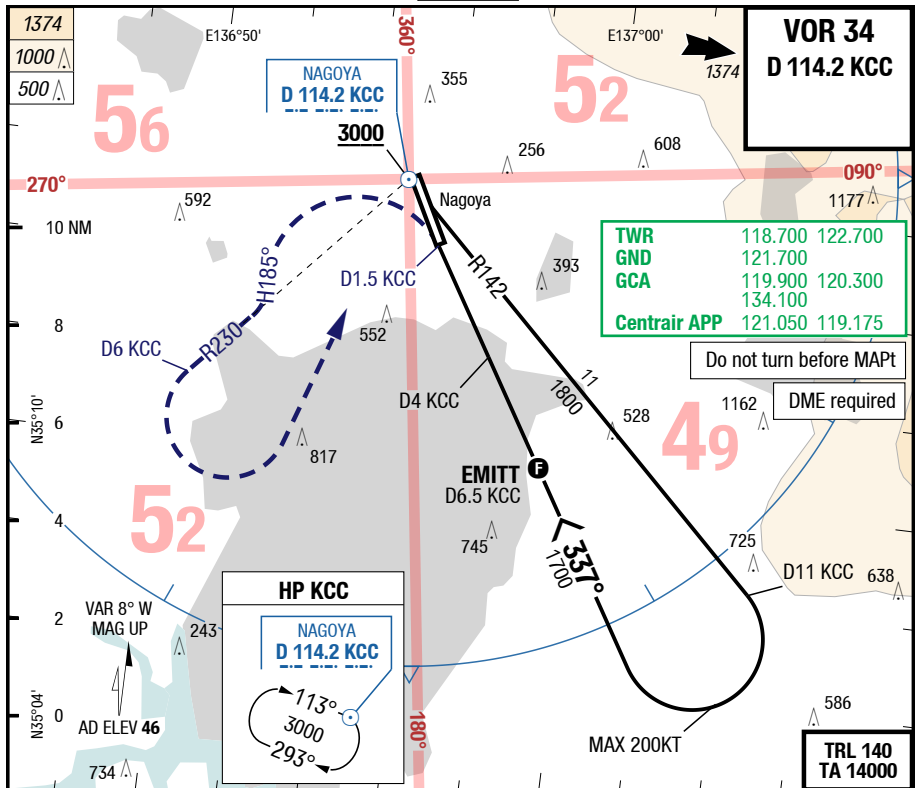


Changes: HLDG

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7-50

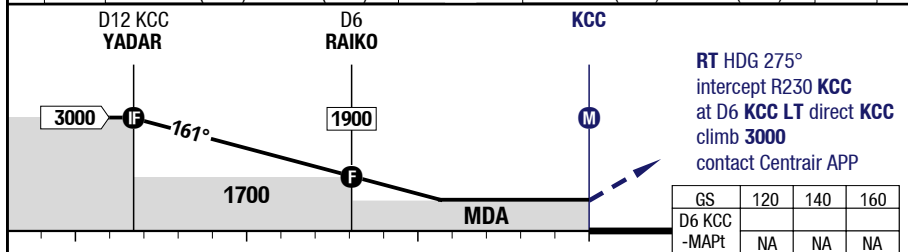
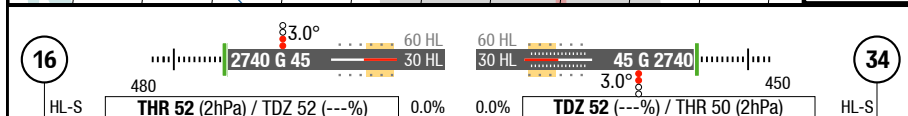
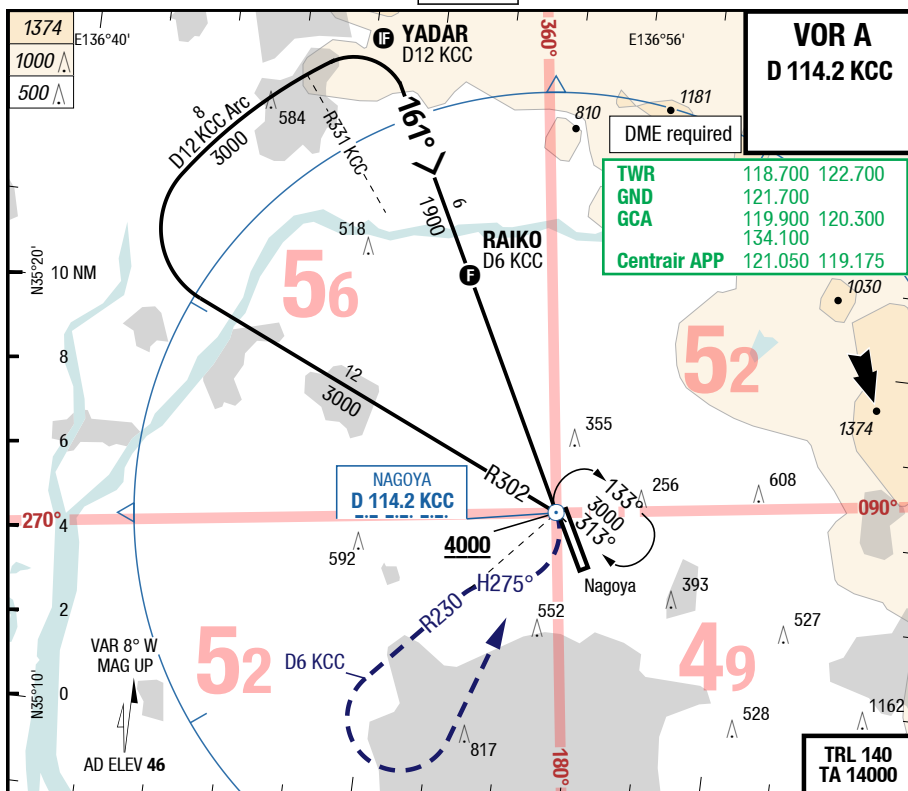
VOR 34



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7-60

VOR A



16/34						Circling ¹⁾
C	ft - m/km ft					TERPS 610 - 2.4V 650
D	ft - m/km ft					700 - 3.6V 750

1) E of RWY only

Changes: Completely revised

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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					

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NIL

MRC

MRC

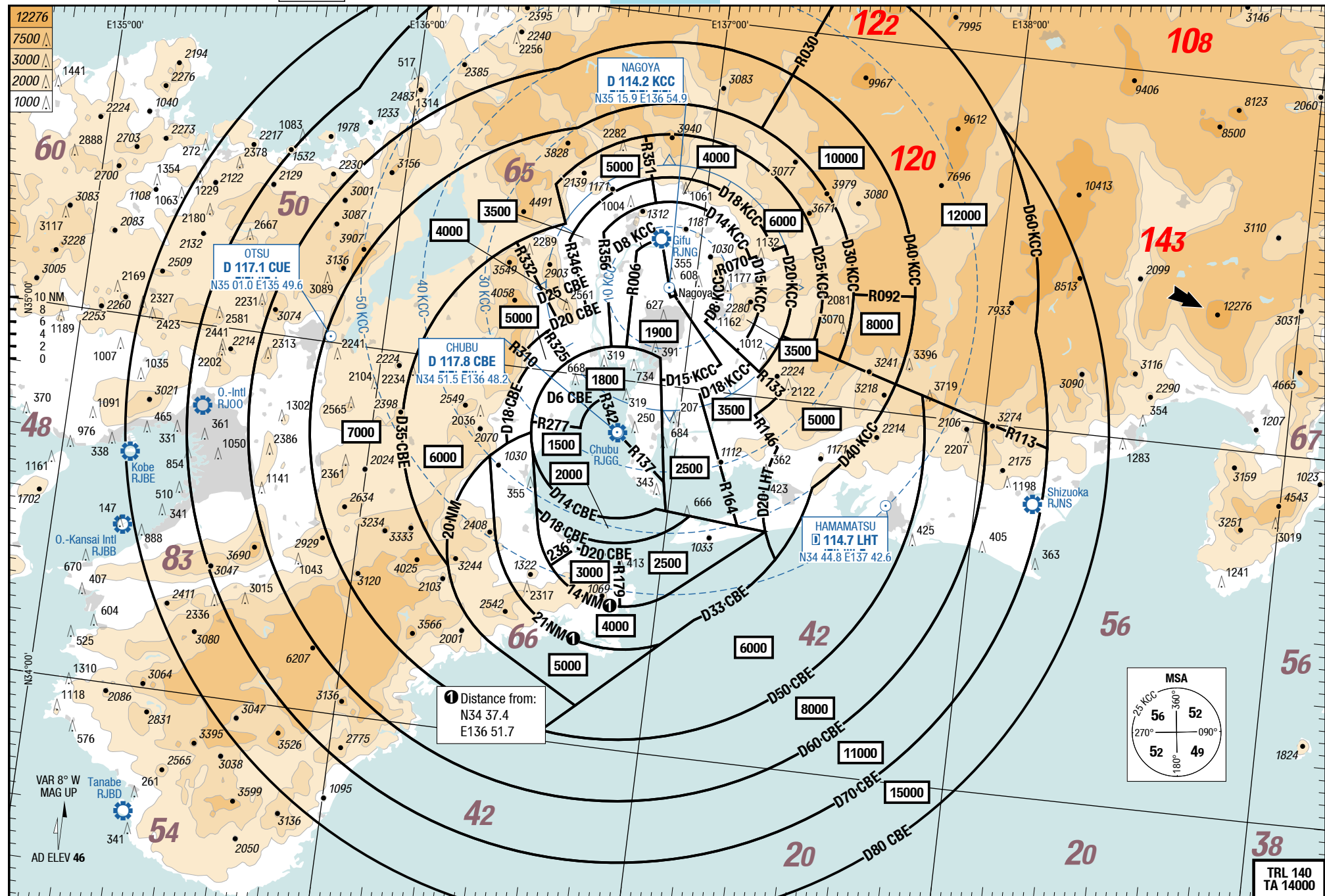
MRC

Aichi Prefectural Nagoya Nagoya Japan

NIL

MRC

8-10



Changes: MSA, Navaid, OBST, VAR