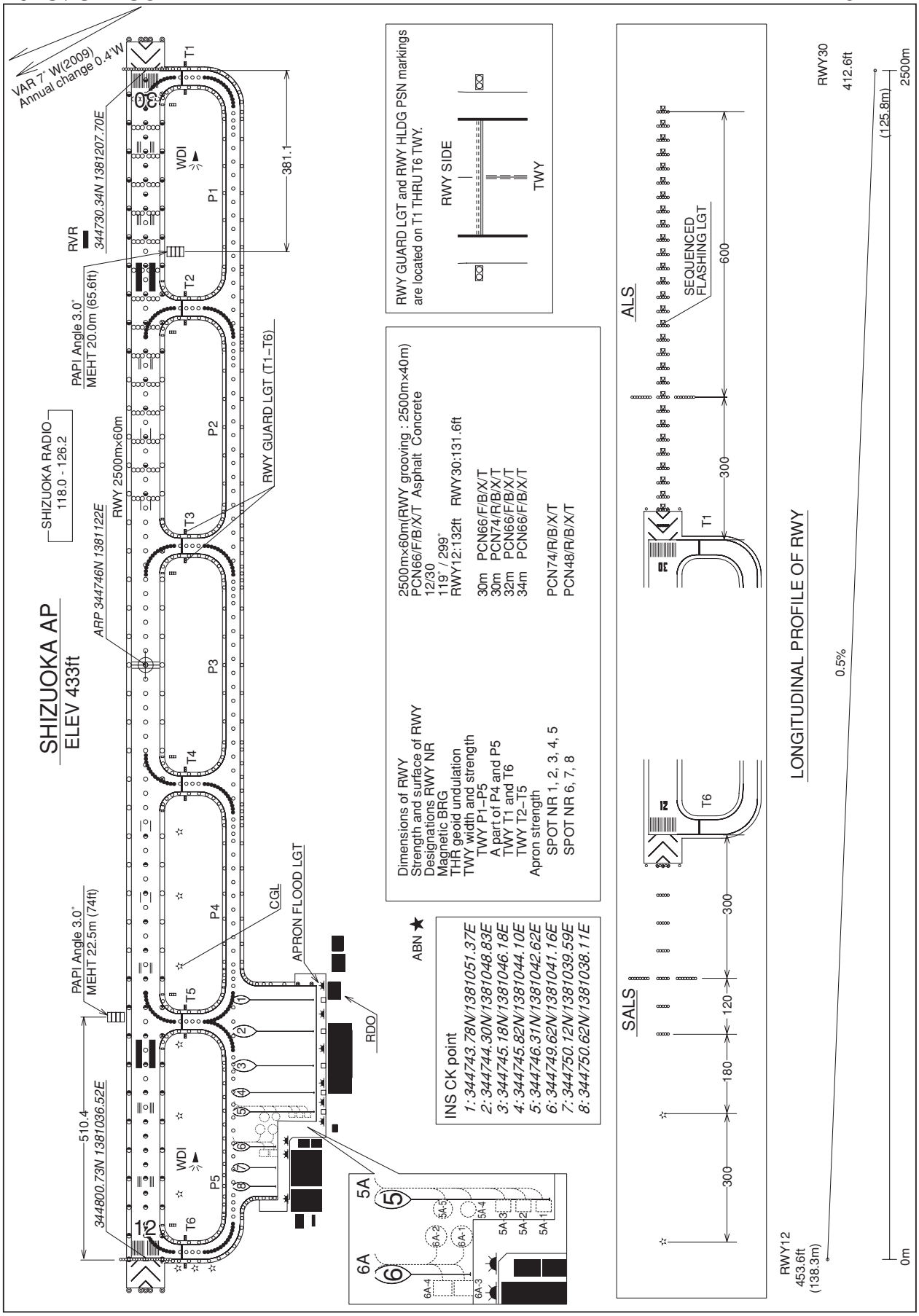
RJNS / SHIZUOKA AD CHART



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STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA SID

CHANGE : Abolition PROC (UNODA ONE DEPARTURE)

SHIZUOKA REVERSAL ONE DEPARTURE

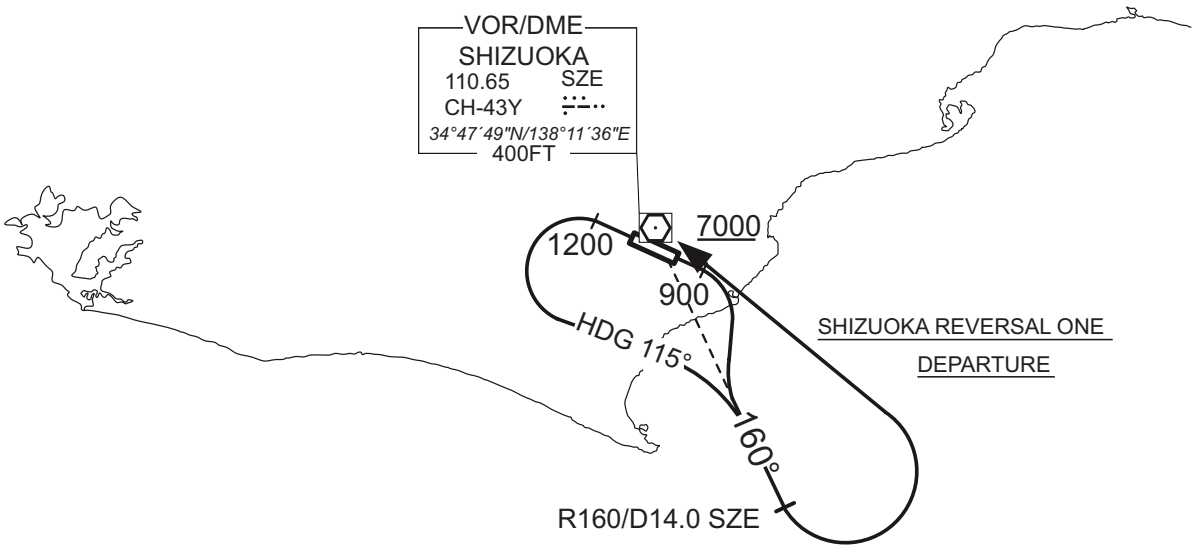
RWY12: Climb RWY HDG until 900FT, then turn right....

RWY30: Climb RWY HDG until 1200FT then turn left HDG 115°....

.... to intercept and proceed via SZE R160 to 14.0DME, then turn left proceed to SZE VOR/DME.

Cross SZE VOR/DME at or above 7000FT.

Note RWY30 : 5.2% climb gradient required up to 1200FT.
OBST ALT 915FT located at 2.4NM 293° FM end of RWY30.



STANDARD DEPARTURE CHART- INSTRUMENT

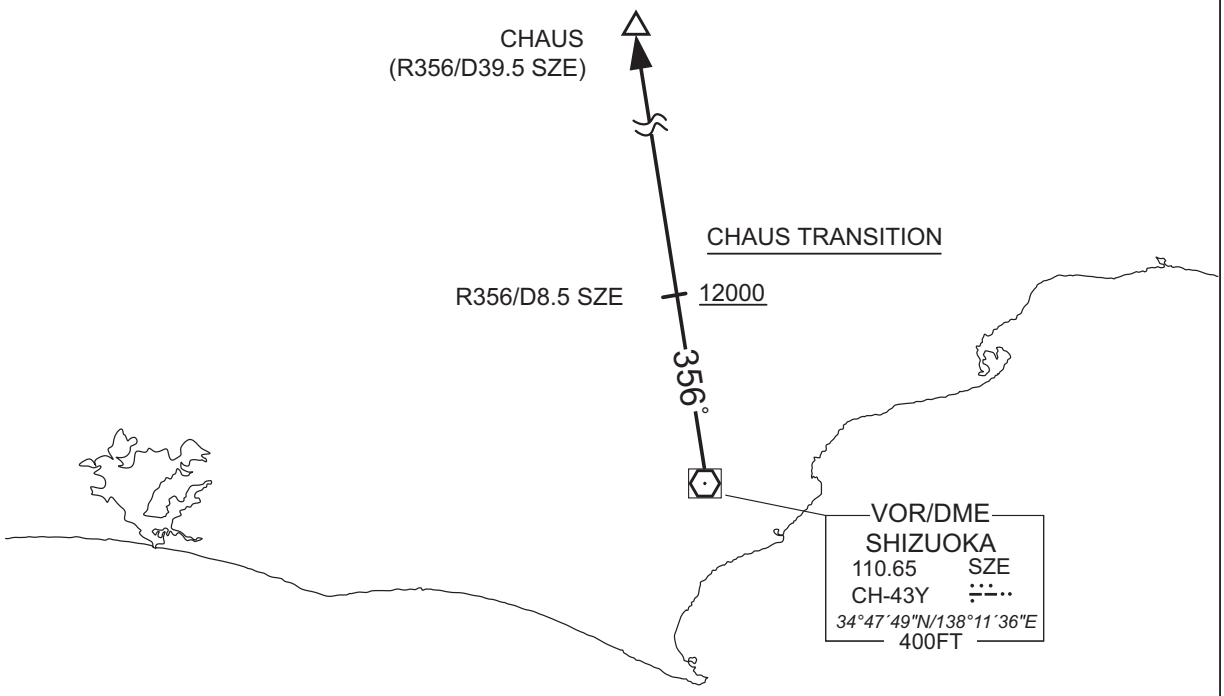
RJNS / SHIZUOKA TRANSITION

CHANGE : Abolition PROC (BAIKU TRANSITION , SHIZUOKA TRANSITION)

CHAUS TRANSITION

From over SZE VOR/DME, proceed via SZE R356 to CHAUS.

Cross SZE R356/8.5DME at or above 12000FT.

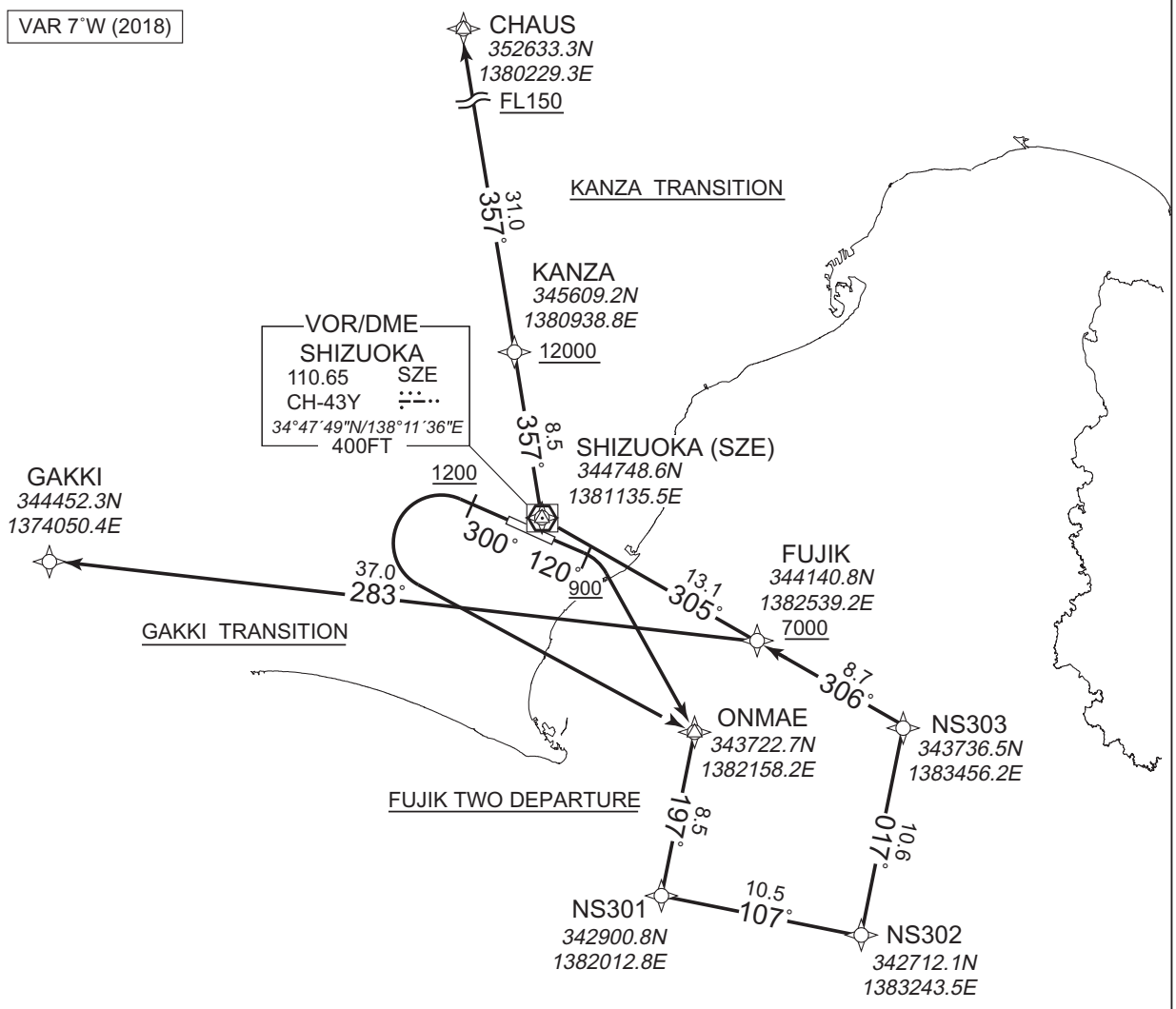


STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA — RNAV SID and TRANSITION

FUJIK TWO DEPARTURE KANZA TRANSITION GAKKI TRANSITION	Basic RNP1

NOTE GNSS required.



FUJIK TWO DEPATURE

RWY12 : Climb on HDG120˚ at or above 900FT, turn right direct to ONMAE, to NS301, to NS302, to NS303, to FUJIK at or above 7000FT.

RWY30 : Climb on HDG300˚ at or above 1200FT, turn left direct to ONMAE, to NS301, to NS302, to NS303, to FUJIK at or above 7000FT.

NOTE RWY30 : 5.2% climb gradient required up to 1200FT.
OBST ALT 915FT located at 2.4NM 293˚ FM end of RWY30.

KANZA TRANSITION

From FUJIK, to SZE, to KANZA at or above 12000FT, to CHAUS at or above FL150.

GAKKI TRANSITION

From FUJIK, to GAKKI.

CHANGE : KANZA,KANZA transition renamed

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV SID and TRANSITION

FUJIK TWO DEPARTURE

RWY12

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	–	–	120 (112.1)	-7.5	–	–	+900	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	R	–	–	–	Basic RNP1
003	TF	NS301	–	197 (189.8)	-7.5	8.5	–	–	–	–	Basic RNP1
004	TF	NS302	–	107 (099.9)	-7.5	10.5	–	–	–	–	Basic RNP1
005	TF	NS303	–	017 (009.9)	-7.5	10.6	–	–	–	–	Basic RNP1
006	TF	FUJIK	–	306 (298.1)	-7.5	8.7	–	+7000	–	–	Basic RNP1

RWY30

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	–	–	300 (292.1)	-7.5	–	–	+1200	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	L	–	–	–	Basic RNP1
003	TF	NS301	–	197 (189.8)	-7.5	8.5	–	–	–	–	Basic RNP1
004	TF	NS302	–	107 (099.9)	-7.5	10.5	–	–	–	–	Basic RNP1
005	TF	NS303	–	017 (009.9)	-7.5	10.6	–	–	–	–	Basic RNP1
006	TF	FUJIK	–	306 (298.1)	-7.5	8.7	–	+7000	–	–	Basic RNP1

CHANGE : VAR

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV SID and TRANSITION

KANZA 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	FUJIK	–	–	-7.5	–	–	+7000	–	–	Basic RNP1
002	TF	SZE	–	305 (298.0)	-7.5	13.1	–	–	–	–	Basic RNP1
003	TF	KANZA	–	357 (349.2)	-7.5	8.5	–	+12000	–	–	Basic RNP1
004	TF	CHAUS	–	357 (349.1)	-7.5	31.0	–	+FL150	–	–	Basic RNP1

GAKKI 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	FUJIK	–	–	-7.5	–	–	+7000	–	–	Basic RNP1
002	TF	GAKKI	–	283 (275.2)	-7.5	37.0	–	–	–	–	Basic RNP1

CHANGE : KANZA,KANZA transition renamed

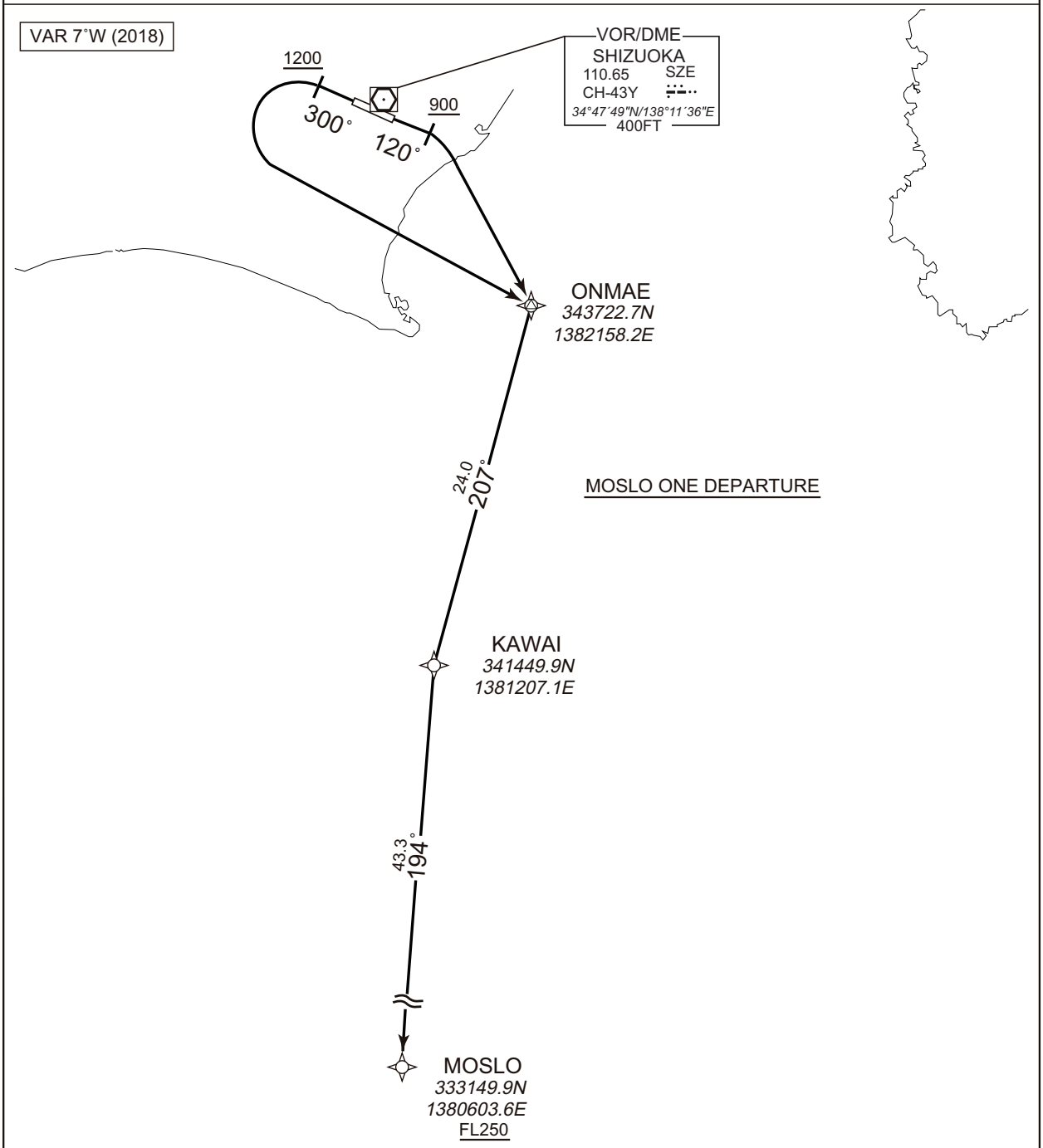
STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV SID

MOSLO ONE DEPARTURE	Basic RNP1

NOTE GNSS required.



MOSLO ONE DEPARTURE

RWY12 : Climb on HDG120˚ at or above 900FT, turn right direct to ONMAE, to KAWAI, to MOSLO at or above FL250.

RWY30 : Climb on HDG300˚ at or above 1200FT, turn left direct to ONMAE, to KAWAI, to MOSLO at or above FL250.

NOTE RWY30 : 5.2% climb gradient required up to 1200FT.
OBST ALT 915FT located at 2.4NM 293˚FM end of RWY30.

CHANGE : New PROC

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV SID

MOSLO ONE DEPARTURE

RWY12

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	–	–	120 (112.1)	-7.5	–	–	+900	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	R	–	–	–	Basic RNP1
003	TF	KAWAI	–	207 (199.9)	-7.5	24.0	–	–	–	–	Basic RNP1
004	TF	MOSLO	–	194 (186.7)	-7.5	43.3	–	+FL250	–	–	Basic RNP1

RWY30

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	–	–	300 (292.1)	-7.5	–	–	+1200	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	L	–	–	–	Basic RNP1
003	TF	KAWAI	–	207 (199.9)	-7.5	24.0	–	–	–	–	Basic RNP1
004	TF	MOSLO	–	194 (186.7)	-7.5	43.3	–	+FL250	–	–	Basic RNP1

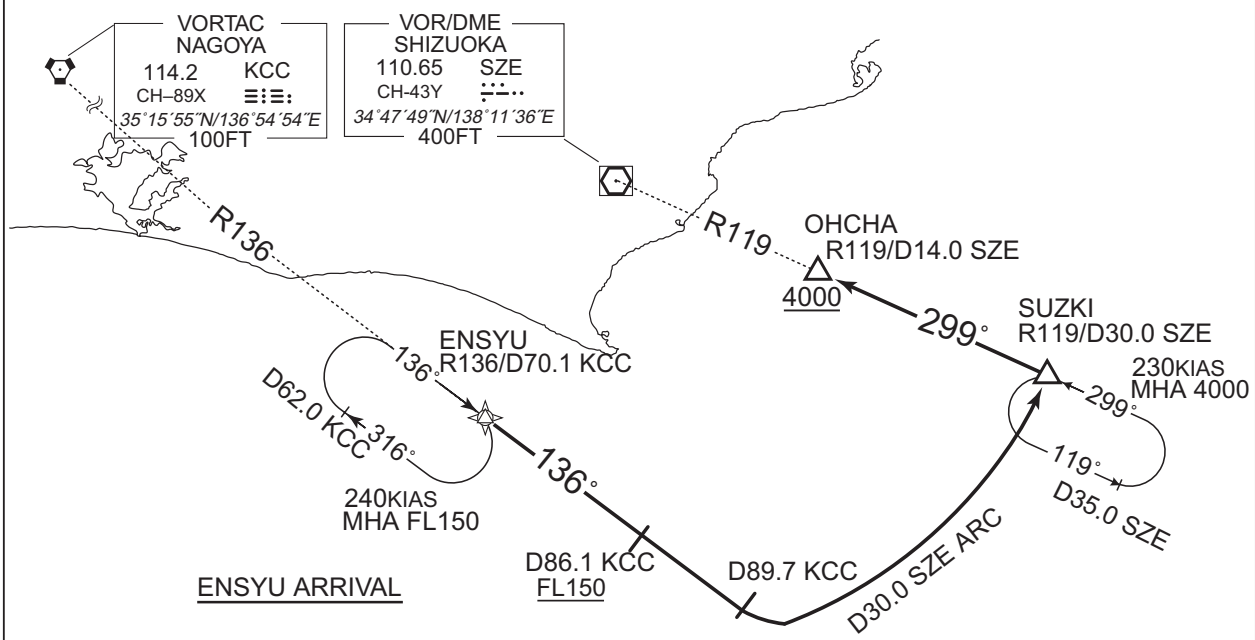
CHANGE : ALT (MOSLO)

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA STAR

ENSYU ARRIVAL

From over ENSYU, via KCC R136, via SZE 30.0DME counterclockwise ARC to SUZKI, via SZE R119 to OHCHA.
Cross KCC R136/86.1DME at or above FL150, cross OHCHA at or above 4000FT.



CHANGE : Abolition PROC (BAIKU ARRIVAL , SHIZUOKA ARRIVAL)

STANDARD ARRIVAL CHART- INSTRUMENT

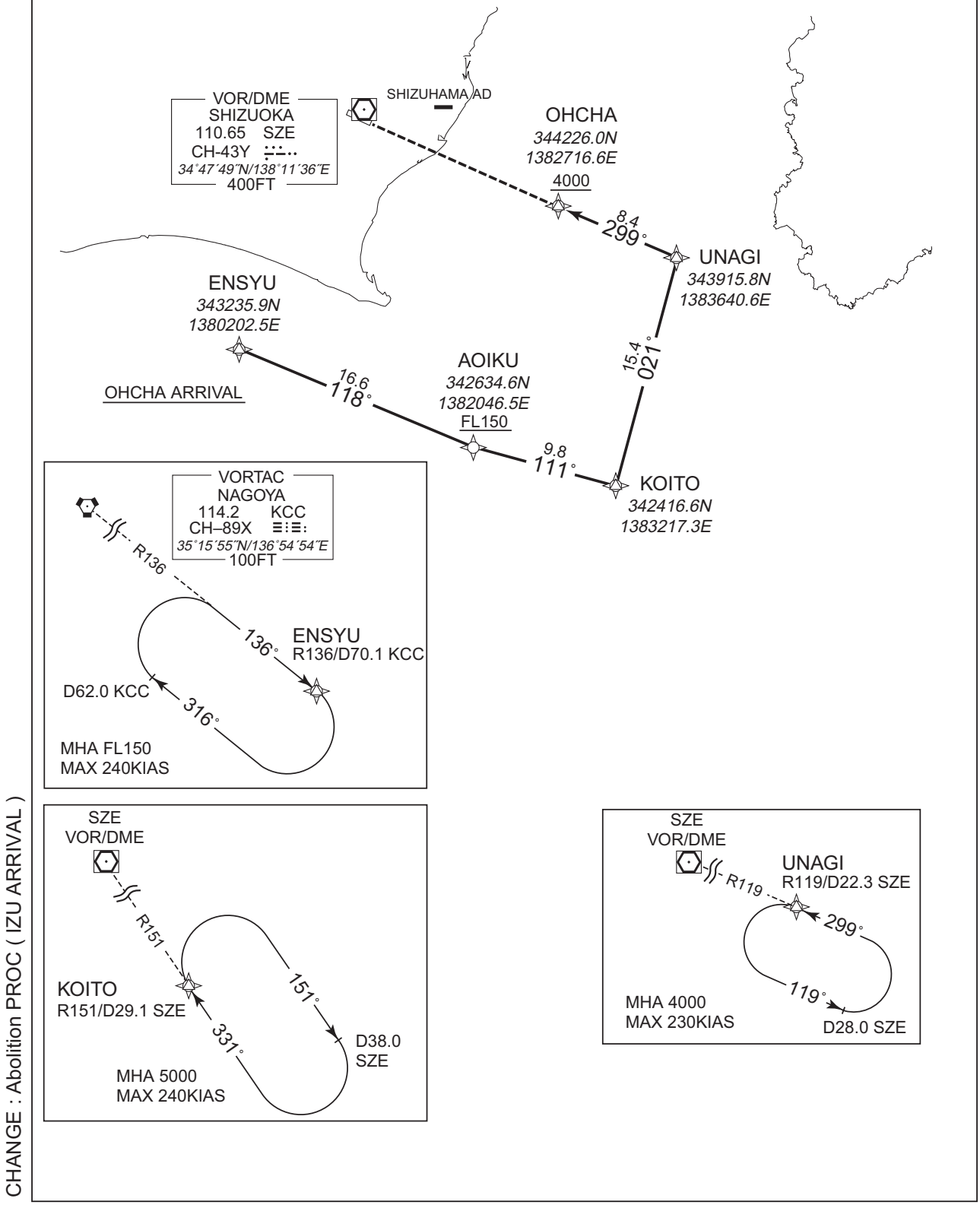
RJNS / SHIZUOKA

RNAV STAR

OHCHA ARRIVAL	Basic RNP1

Note GNSS required.

VAR 7˚W (2014)



CHANGE : Abolition PROC (IZU ARRIVAL)

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV STAR

OHCHA ARRIVAL

From ENSYU, to AOIKU at or above FL150, to KOITO, to UNAGI, to OHCHA at or above 4000FT.

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	ENSYU	–	–	-7.0	–	–	–	–	–	Basic RNP1
002	TF	AOIKU	–	118 (111.2)	-7.0	16.6	–	+FL150	–	–	Basic RNP1
003	TF	KOITO	–	111 (103.6)	-7.0	9.8	–	–	–	–	Basic RNP1
004	TF	UNAGI	–	021 (013.5)	-7.0	15.4	–	–	–	–	Basic RNP1
005	TF	OHCHA	–	299 (292.3)	-7.0	8.4	–	+4000	–	–	Basic RNP1

CHANGE : Abolition PROC (IZU ARRIVAL)

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

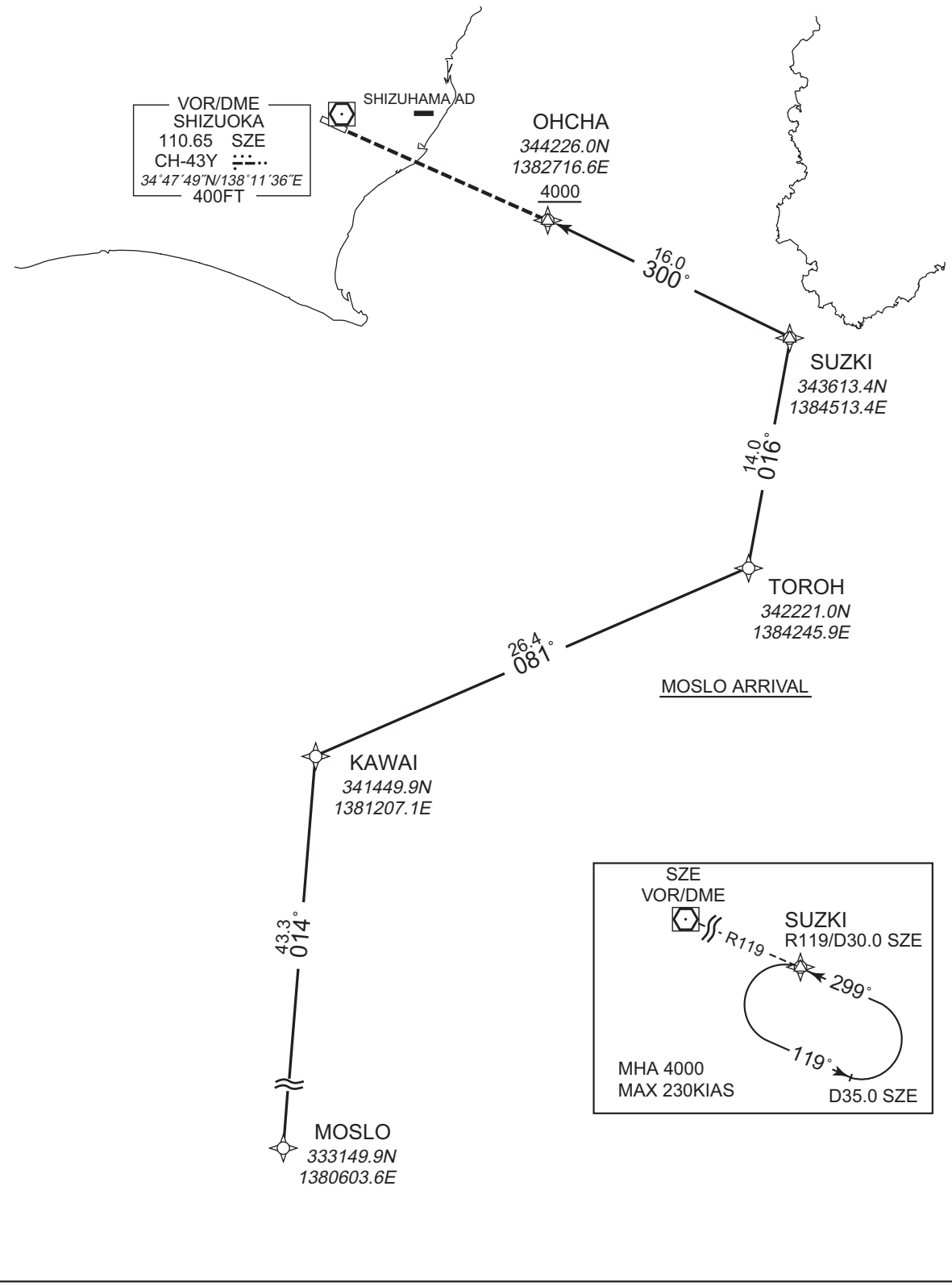
RNAV STAR

MOSLO ARRIVAL

Basic RNP1

Note GNSS required.

VAR 7˚W (2018)



CHANGE : New PROC

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV STAR

MOSLO ARRIVAL

From MOSLO, to KAWAI, to TOROH, to SUZKI, to OHCHA at or above 4000FT.

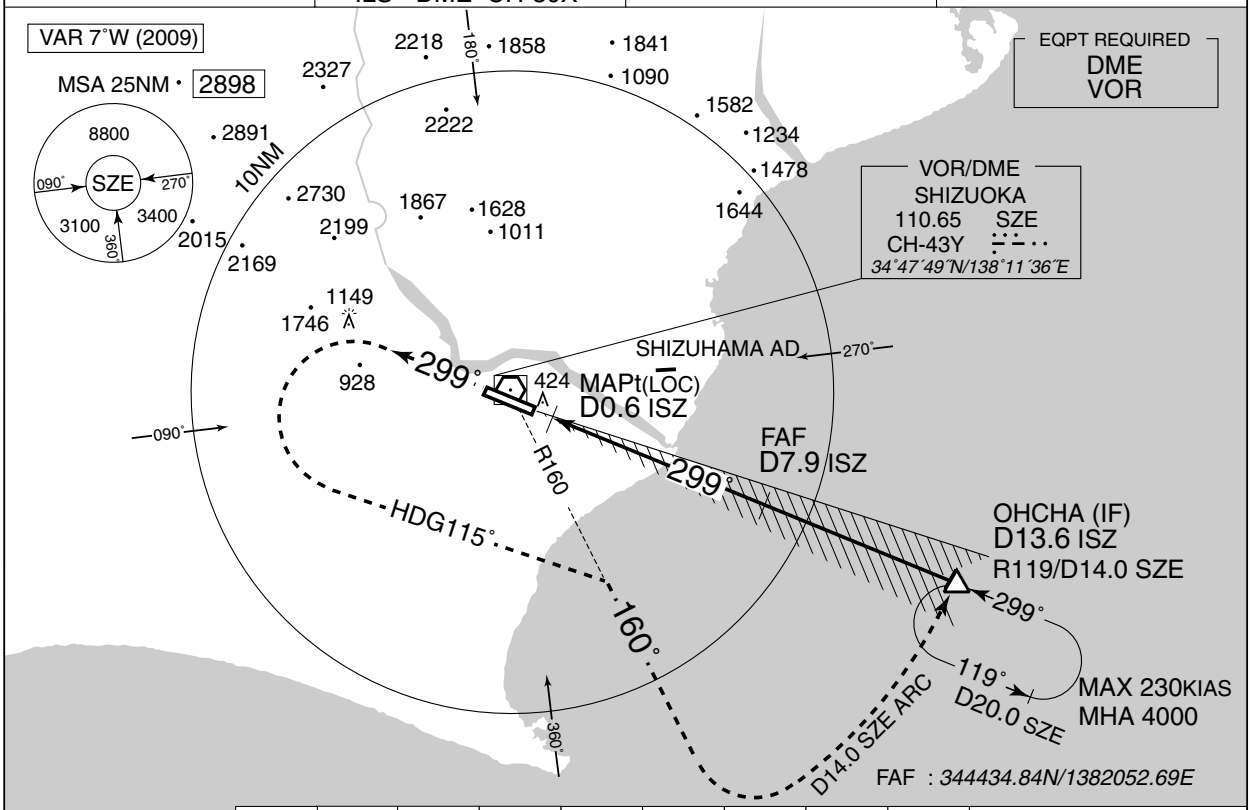
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MOSLO	–	–	-7.5	–	–	–	–	–	Basic RNP1
002	TF	KAWAI	–	014 (006.6)	-7.5	43.3	–	–	–	–	Basic RNP1
003	TF	TOROH	–	081 (073.3)	-7.5	26.4	–	–	–	–	Basic RNP1
004	TF	SUZKI	–	016 (008.3)	-7.5	14.0	–	–	–	–	Basic RNP1
005	TF	OHCHA	–	300 (292.9)	-7.5	16.0	–	+4000	–	–	Basic RNP1

CHANGE : New PROC

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA — ILS Z or LOC Z RWY30

TOKYO CONTROL	ILS - LOC	SHIZUOKA RADIO	NO RADAR
123.7 – 134.15 315.9 – 227.3	109.3 ISZ ILS - GP 332 ILS - DME CH-30X	118.0 – 126.2	



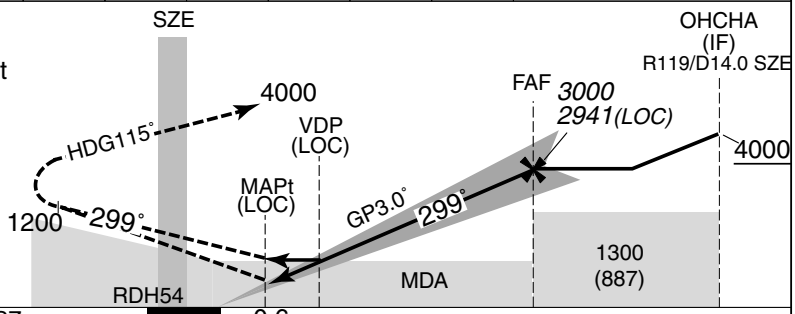
MAPt	1	2	3	4	5	6	7	FAF	NM to ISZ
-	731	1050	1369	1687	2006	2324	2643	2941	ALT (3.0° APCH Path)

MISSED APPROACH

Climb on HDG299° to 1200FT, turn left climb to 4000FT via HDG115° to intercept and proceed via SZE R160, then via SZE 14.0DME counterclockwise ARC to OHCHA and hold.

Contact SHIZUOKA RADIO.

Timing not authorized for defining the MAPt



DME to ISZ			0.6	0.8		7.9	13.6
NM to THR	0	0.5		0.6		7.8	13.5

Missed APCH climb gradient MNM 3.0%

MINIMA THR elev. 413 AD elev. 433

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	613 (200)	550	670 (257)	800	870 (437)	1600
B					910 (477)	
C					1060 (627)	2400
D				1200	1210 (777)	3200

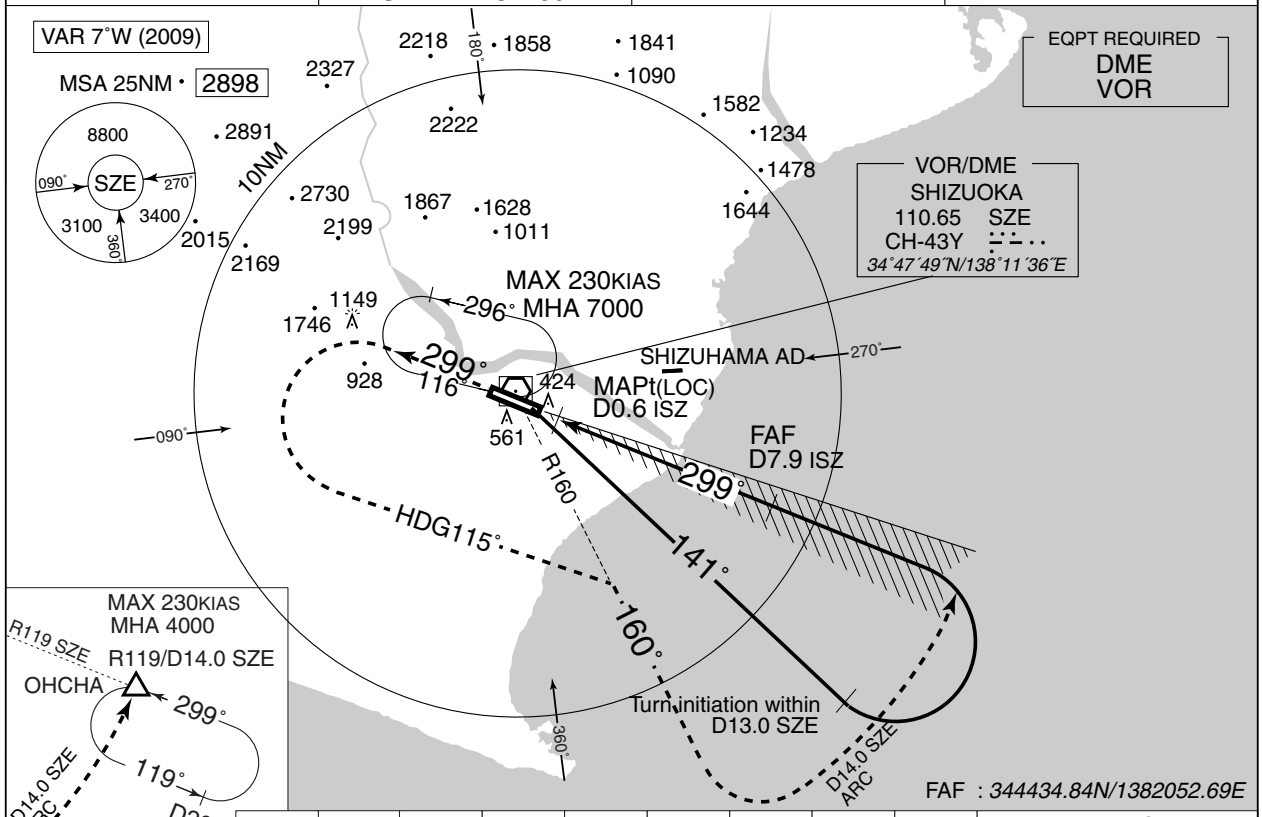
MINIMA with Missed APCH climb gradient of 2.5% are not established.

Circling to SOUTH side of RWY only.

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA — ILS Y or LOC Y RWY30

TOKYO CONTROL	ILS - LOC	SHIZUOKA RADIO	NO RADAR
123.7 – 134.15 315.9 – 227.3	109.3 ISZ ILS - GP 332 ILS - DME CH-30X	118.0 – 126.2	

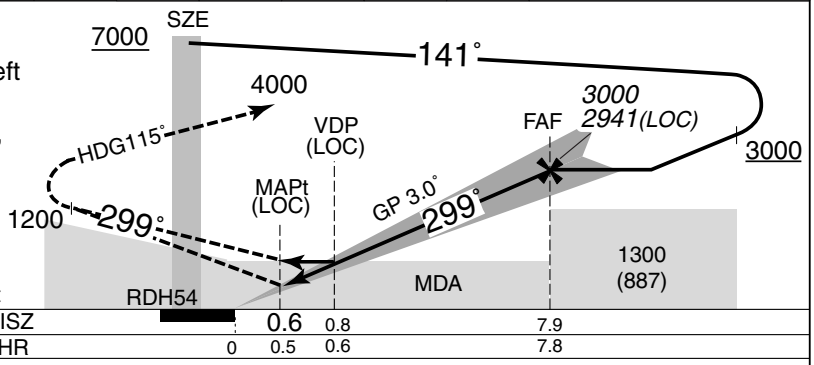


MAPt	1	2	3	4	5	6	7	FAF	NM to ISZ
-	731	1050	1369	1687	2006	2324	2643	2941	ALT (3.0˚ APCH Path)

MISSED APPROACH

Climb on HDG299˚ to 1200FT, turn left climb to 4000FT via HDG115˚ to intercept and proceed via SZE R160, then via SZE 14.0DME counterclockwise ARC to OHCHA and hold.
Contact SHIZUOKA RADIO.

Timing not authorized for defining the MAPt



Missed APCH climb gradient MNM 3.0%

MINIMA THR elev. 413 AD elev. 433

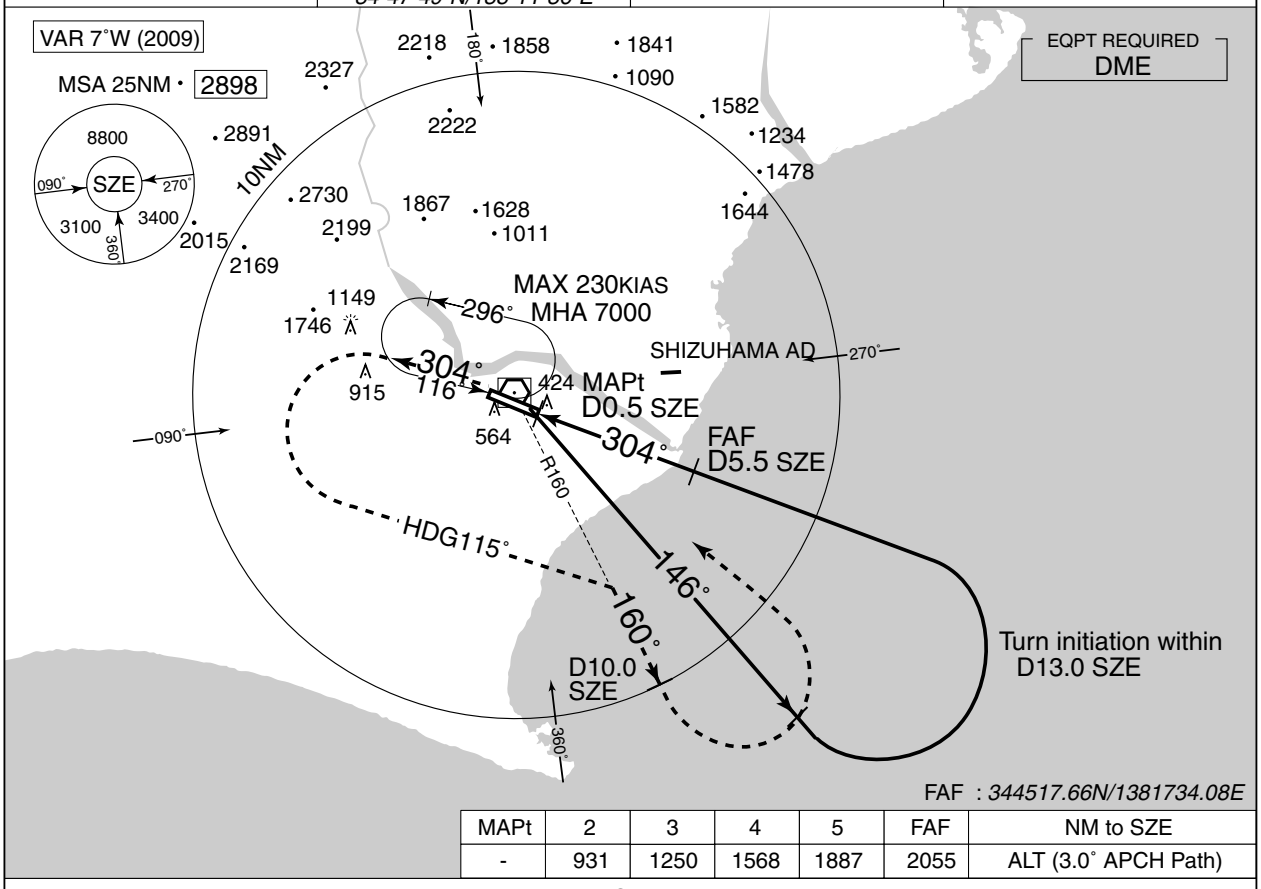
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	613 (200)	550	670 (257)	800	870 (437)	1600
B					910 (477)	
C					1060 (627)	2400
D				1200	1210 (777)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to SOUTH side of RWY only.

INSTRUMENT APPROACH CHART

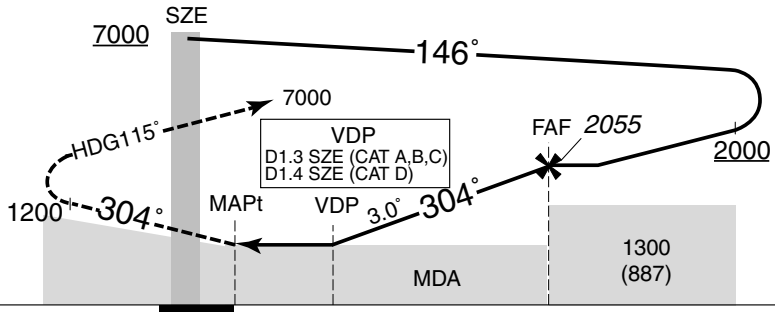
RJNS / SHIZUOKA VOR RWY30

TOKYO CONTROL	SHIZUOKA VOR/DME	SHIZUOKA RADIO	NO RADAR
123.7 – 134.15 315.9 – 227.3	110.65 SZE CH-43Y *34˚47´49˝N/138˚11´36˝E*	118.0 – 126.2	



MAPt	2	3	4	5	FAF	NM to SZE
-	931	1250	1568	1887	2055	ALT (3.0˚ APCH Path)

MISSED APPROACH
Climb to 1200FT on SZE R304,
turn left climb to 7000FT via
HDG115˚ to intercept and
proceed via SZE R160 to 10.0DME,
then turn left and proceed to SZE
VOR/DME and hold.
Contact SHIZUOKA RADIO.
Timing not authorized for defining the MAPt



Missed APCH climb gradient MNM 3.0%

MINIMA	THR elev. 413		AD elev. 433	
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	700 (287)	800	870 (437)	1600
B			910 (477)	
C			1060 (627)	2400
D	730 (317)	1400	1210 (777)	3200

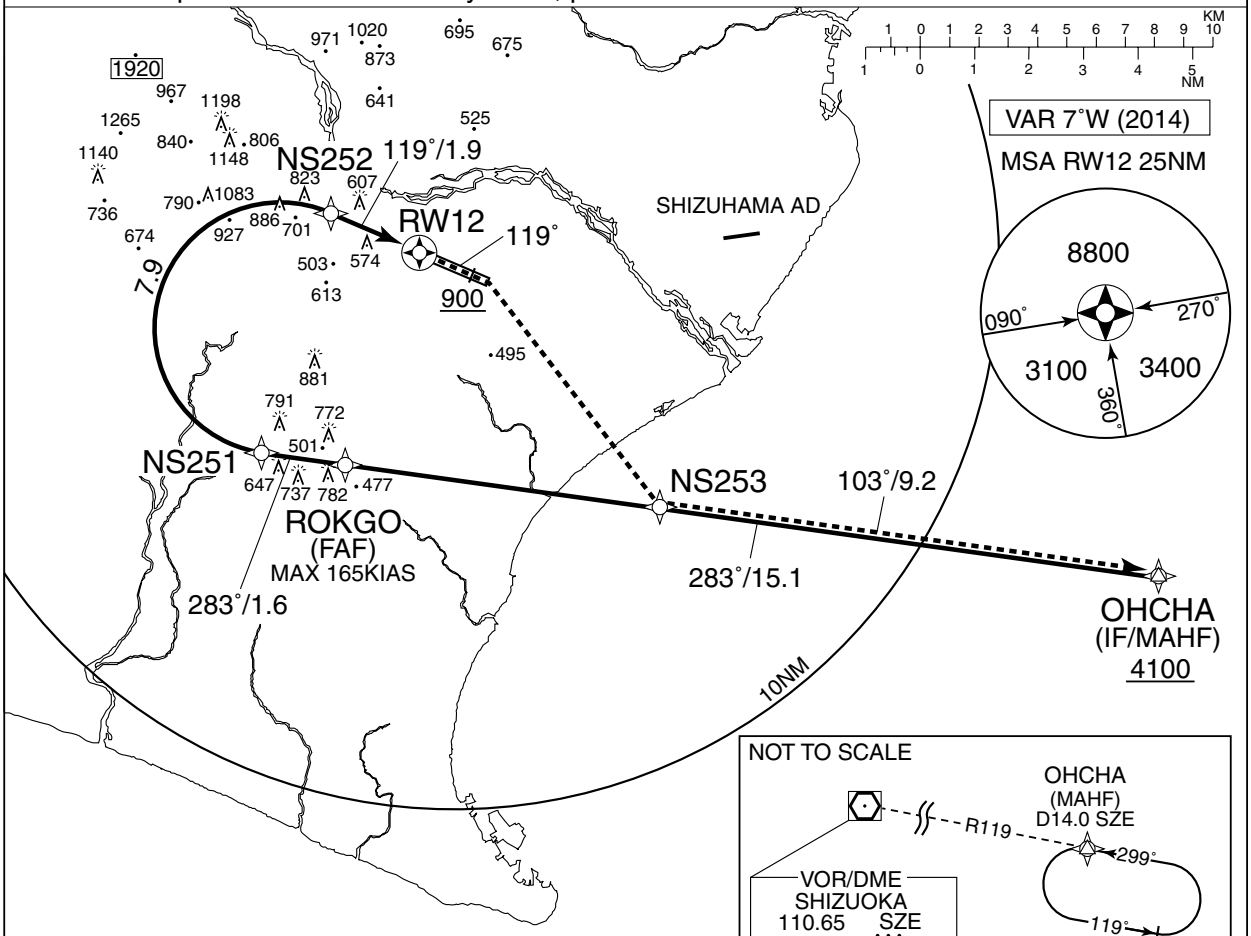
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to SOUTH side of RWY only.

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA RNAV(RNP) RWY12

TOKYO CONTROL 123.7 – 134.15 315.9 – 227.3	GNSS and RF required	SHIZUOKA RADIO 118.0 – 126.2	NO RADAR

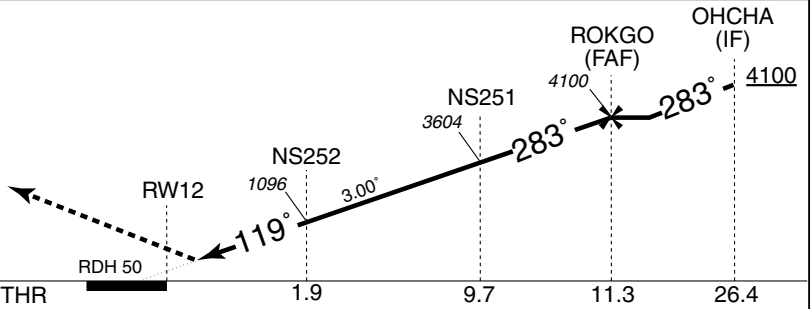
For uncompensated Baro-VNAV systems, procedure not authorized below-10˚C / above 45˚C



ROKGO(FAF) : *344406.30N/1380902.29E*

MISSED APPROACH

From RW12 on track 119˚,
at or above 900FT turn right,
direct to NS253, to OHCHA
and hold at 4000FT.
Contact SHIZUOKA RADIO.



Missed APCH climb gradient MNM 5.0%

MINIMA	THR elev. 454	AD elev. 433
CAT	RNP 0.30	
	DA(H)	CMV
A	—	—
B		
C	850 (396)	1400
D		1600

RNP AR

Special Authorization Required

MINIMA with Missed APCH climb gradient of 2.5% are not established.

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA RNAV(RNP) RWY12

RNAV(RNP) RWY12

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (˚/FT)	RNP Value
001	IF	OHCHA	–	–	-7.0	–	–	+4100	–	–	–
002	TF	ROKGO	–	283 (276.5)	-7.0	15.1	–	4100	-165	–	1.0
003	TF	NS251	–	283 (276.3)	-7.0	1.6	–	3604	–	-3.00	0.3
004	RF Center: NSRF1 r=2.31NM	NS252	–	–	-7.0	7.9	R	1096	–	-3.00	0.3
005	TF	RW12	Y	119 (112.1)	-7.0	1.9	–	504	–	-3.00/50	0.3
006	FA	–	–	119 (112.1)	-7.0	–	–	+900	–	–	1.0
007	DF	NS253	–	–	-7.0	–	R	–	–	–	1.0
008	TF	OHCHA	–	103 (096.3)	-7.0	9.2	–	4000	–	–	1.0

Waypoint Coordinates

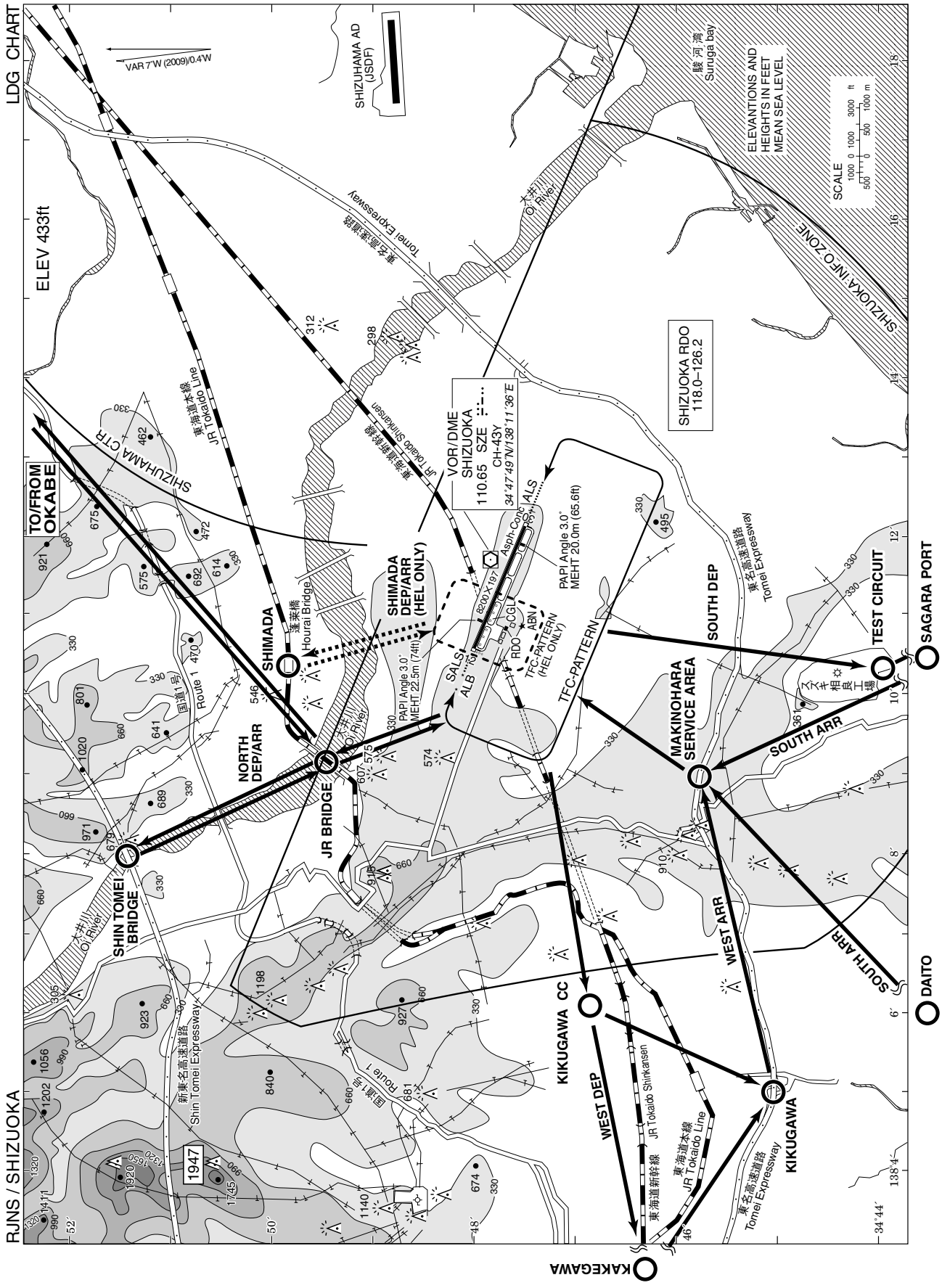
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
OHCHA	*344225.96N/1382716.61E*	NSRF1	*344634.15N/1380727.94E*
ROKGO	*344406.30N/1380902.29E*		
NS251	*344416.46N/1380709.72E*		
NS252	*344842.61N/1380830.75E*		
RW12	*344800.73N/1381036.52E*		
NS253	*344327.55N/1381608.53E*		

RJNS / SHIZUOKA

Visual REP

RJNS / SHIZUOKA Visual REP

Call sign	BRG / DIST from ARP	Remarks
島　　田 Simada	337˚T/ 2.4NM	島田駅 JR station
新東名ブリッジ Shin Tomei Bridge	323˚T/ 4.7NM	大井川上空　橋（新東名高速道路） The bridge over OHI-GAWA river (Shin TOMEI Expressway)
掛　　川 Kakegawa	261˚T/ 8.9NM	掛川駅 JR station
菊　　川 Kikugawa	245˚T/ 5.8NM	菊川インターチェンジ Interchange
大　　東 Daito	216˚T/10.9NM	菊川河口 KIKU-GAWA river mouth
牧之原サービスエリア Makinohara Service Area	213˚T/ 2.6NM	高速道路サービスエリア Rest area on TOMEI Expressway
御　前　崎 Omaezaki	172˚T/11.8NM	灯台 Light house
相良ポート Sagara Port	172˚T/ 6.4NM	港 Port


RJNS / SHIZUOKA
LDG CHART
ELEV 433ft
VAR 7°W (2009)/0.4°W
SHIZUHAMA AD (JSDF)
ELEVATIONS AND HEIGHTS IN FEET MEAN SEA LEVEL
SCALE
SHIZUOKA INFO ZONE
SHIZUOKA RDO 118.0–126.2
VOR/DME SHIZUOKA 110.65 SZE CH-43Y 34°47'49"N/138°11'36"E
TO/FROM OKABE
SHIZUHAMA CTR
SHIMADA
SHIMADA DEP/ARR (HEL ONLY)
NORTH DEP/ARR
JR BRIDGE
SHIN TOMEI BRIDGE
SALS
ALS
PAPI Angle 3.0° MEHT 22.5m (74ft)
PAPI Angle 3.0° MEHT 20.0m (65.6ft)
TFC-PATTERN
TFC-PATTERN (HEL ONLY)
SOUTH DEP
SOUTH ARR
TEST CIRCUIT
MAKINOHARA SERVICE AREA
WEST DEP
WEST ARR
SOUTH ARR
KIKUGAWA CC
KIKUGAWA
KAKEGAWA
SAGARA PORT
DAITO
Tomei Expressway
JR Tokaido Line
JR Tokaido Shinkansen
Route 1
O.I.River
Suruga bay

RJNS / SHIZUOKA LDG CHART

静岡空港における標準VFR発着経路及び場周経路について

静岡空港を出発／到着するVFRによる航空機は、隣接する静浜飛行場の航空機との輻輳を避けるため、安全上やむを得ない場合を除き、下記のルートを飛行すること。
また、場周経路は、回転翼航空機を除き、原則として南側を使用すること。
回転翼航空機が北側の場周経路を使用する場合は、静浜管制圏に入域しないよう留意すること。

1．NORTH DEPARTURE/ARRIVAL

静岡空港の北側への出発は（滑走路12側からの出発は、右旋回）、JR東海道在来線の橋梁を経由し、SHIMADA又はSHIN TOMEI BRIDGEへ飛行すること。
静岡空港の北側からの到着は、SHIMADA又はSHIN TOMEI BRIDGEからJR東海道在来線の橋梁を経由し、南側場周経路へ飛行すること。
なお、SHIMADA上空の通過高度は、1,500フィートとすること。

2．SHIMADA DEPARTURE/ARRIVAL(FOR HELICOPTER)

回転翼航空機が北側場周経路を使用する場合は、蓬莱橋（木製）の西側を経由してSHIMADAへ若しくはSHIMADAから飛行すること。
北側場周経路は、滑走路中心線から1km以内とし、誘導路T5真横の滑走路上に着陸するように場周経路を設定すること。
なお、SHIMADA上空の通過高度は、1,500フィートとすること。

3．SOUTH DEPARTURE/ARRIVAL

静岡空港の南側への出発は、スズキ自動車テストコースの南端を経由し、SAGARA PORT又はDAITOへ飛行すること。
静岡空港の南側からの到着は、SAGARA PORT又はDAITOからMAKINOHARA SERVICE AREAを経由して南側場周経路へ飛行すること。
なお、MAKINOHARA SERVICE AREA上空の通過高度は、1,700フィートとすること。

4．WEST DEPARTURE/ARRIVAL

静岡空港の西側への出発は、東海道新幹線沿いに西側へ飛行し、菊川カントリークラブを経由しKIKUGAWA 又はKAKEGAWA へ飛行すること。
静岡空港の西側からの到着は、KIKUGAWA又はKAKEGAWA から東名高速道路沿いに飛行し、MAKINOHARA SERVICE AREAを経由して南側場周経路へ飛行すること。
なお、MAKINOHARA SERVICE AREA上空の通過高度は、1,700フィートとすること。

RJNS / SHIZUOKA LDG CHART

Standard VFR Procedures and Traffic Pattern of Shizuoka Airport

VFR Aircraft departing from/arriving at Shizuoka Airport is primarily requested to fly as follows due to avoid congestion with traffic of Shizuhama AD.

VFR Aircraft should make using South-traffic pattern except Helicopter.

When Helicopter make using North-traffic pattern, it should pay enough attention to keep out of Shizuhama CTR.

1. NORTH DEPARTURE/ARRIVAL

In case of departing from Shizuoka Airport(Right turn after take-off from RWY 12) to North Side, VFR Aircraft is requested to fly to SHIMADA or SHIN TOMEI BRIDGE via the bridge of JR Tokaido Line.

In case of arriving at Shizuoka Airport from North Side, VFR Aircraft is requested to fly from SHIMADA or SHIN TOMEI BRIDGE via the bridge of JR Tokaido Line then proceed to South-Traffic pattern.

Cross SHIMADA at 1,500 feet.

2. SHIMADA DEPARTURE/ARRIVAL(for Helicopter)

When Helicopter make using North-traffic pattern, it is requested to fly to/from SHIMADA via West side of Horai Bridge(Wooden Bridge).

Cross SHIMADA at 1,500 feet.

Helicopter should land abeam T5 TWY on the RWY via North-traffic pattern(within 1 km from RWY Center Line).

3. SOUTH DEPARTURE/ARRIVAL

In case of departing from Shizuoka Airport to South Side, VFR Aircraft is requested to fly to SAGARA PORT or DAITO via south edge of testing circuit at Suzuki Motor CO Ltd.

In case of arriving at Shizuoka Airport from South Side, VFR Aircraft is requested to fly from SAGARA PORT or DAITO via MAKINOHARA SERVICE AREA.

Cross MAKINOHARA SERVICE AREA at 1,700 feet.

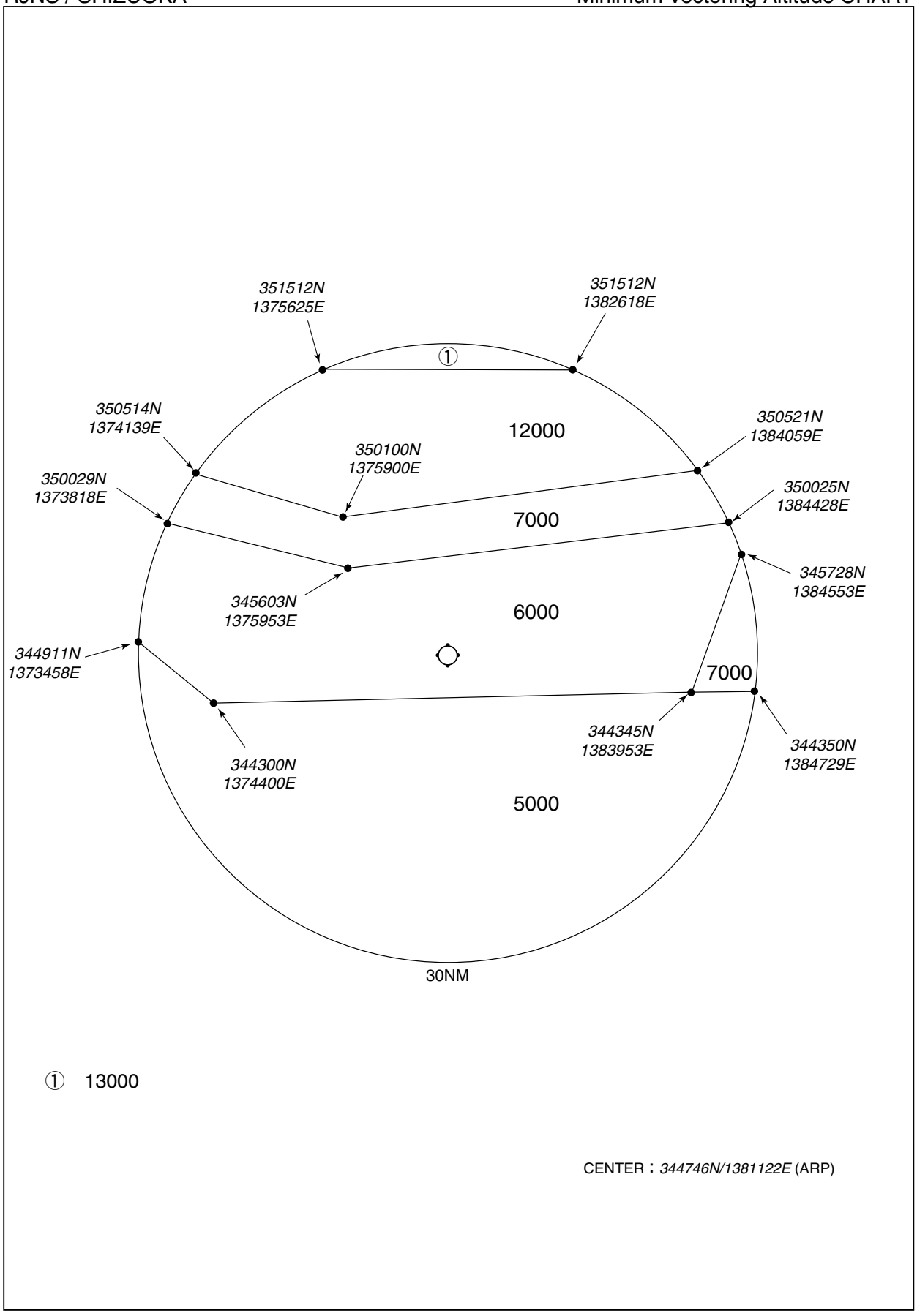
4. WEST DEPARTURE/ARRIVAL

In case of departing from Shizuoka Airport to West side, VFR aircraft is requested to fly westbound along Tokaido-Shinkansen to Kikugawa CC then proceed to KIKUGAWA or KAKEGAWA.

In case of arriving at Shizuoka Airport from West side, VFR aircraft is requested to fly along Tomei Expressway from KIKUGAWA or KAKEGAWA via MAKINOHARA SERVICE AREA.

Cross MAKINOHARA SERVICE AREA at 1,700 feet.

RJNS / SHIZUOKA Minimum Vectoring Altitude CHART



① 13000

CENTER：*344746N/1381122E* (ARP)