

RJBD / NANKI-SHIRAHAMA

AD CHART



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STANDARD DEPARTURE CHART - INSTRUMENT

RJBD / NANKI-SHIRAHAMA

SID

NANKI REVERSAL THREE DEPARTURE

RWY15 : Climb on HDG163° to NKE 4.0DME, turn right,...

RWY33 : Climb RWY HDG to 1500FT, turn left,....

...direct to NKE VOR/DME.

Cross NKE VOR/DME at or above 4000FT.

Note RWY15 : 5.8% climb gradient required up to 1300FT.

OBST ALT 984FT located at 3.1NM 139° FM end of RWY15.



STANDARD DEPARTURE CHART - INSTRUMENT

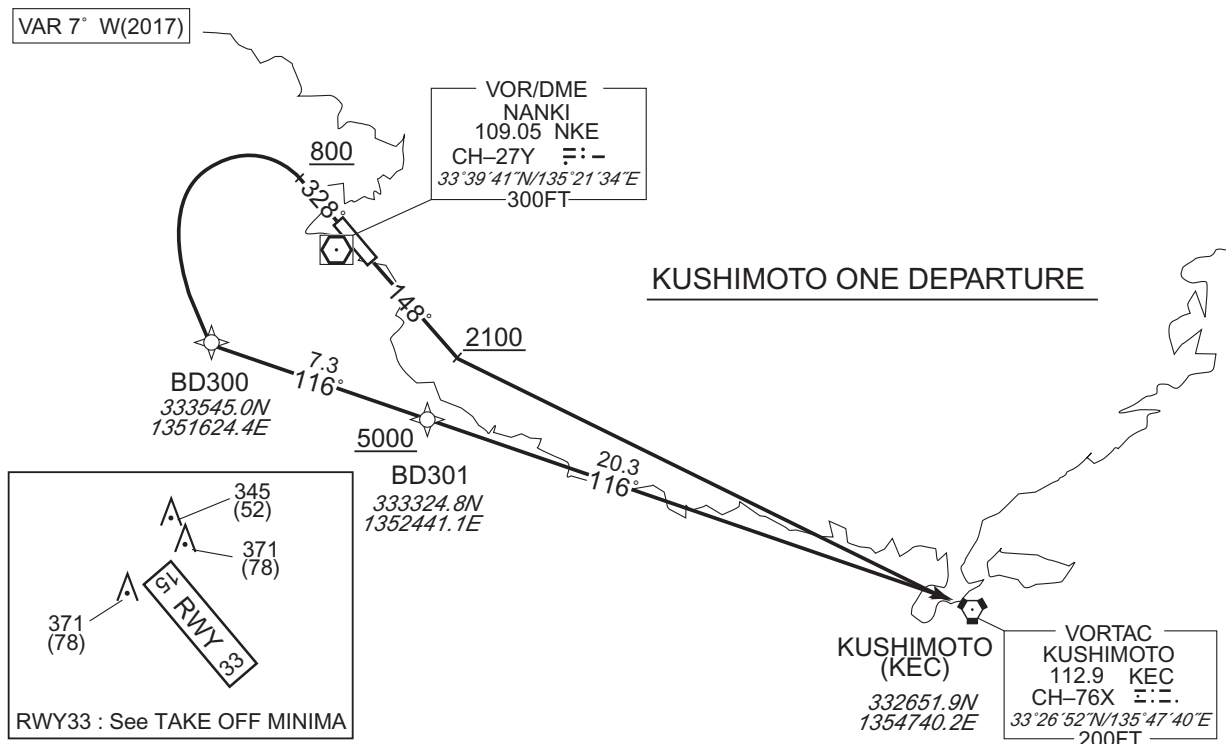
RJBD / NANKI-SHIRAHAMA

RNAV SID

KUSHIMOTO ONE DEPARTURE

Basic RNP1

Note GNSS required.



KUSHIMOTO ONE DEPARTURE

RWY15 : Climb on HDG148° at or above 2100FT, turn left direct to KEC.

RWY33 : Climb on HDG328° at or above 800FT, turn left direct to BD300, to BD301 at or above 5000FT, to KEC.

Note RWY15 : 6.1% climb gradient required up to 2100FT.

OBST ALT 1641FT located at 4.3NM 138° FM end of RWY15.

OBST ALT 1903FT located at 4.2NM 119° FM end of RWY15.

RWY15

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	—	—	148 (140.1)	-7.3	—	—	+2100	—	—	Basic RNP1
002	DF	KEC	—	—	-7.3	—	L	—	—	—	Basic RNP1

RWY33

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	—	—	328 (321.1)	-7.3	—	—	+800	—	—	Basic RNP1
002	DF	BD300	—	—	-7.3	—	L	—	—	—	Basic RNP1
003	TF	BD301	—	116 (108.7)	-7.3	7.3	—	+5000	—	—	Basic RNP1
004	TF	KEC	—	116 (108.8)	-7.3	20.3	—	—	—	—	Basic RNP1

STANDARD ARRIVAL CHART - INSTRUMENT

RJBD / NANKI-SHIRAHAMA

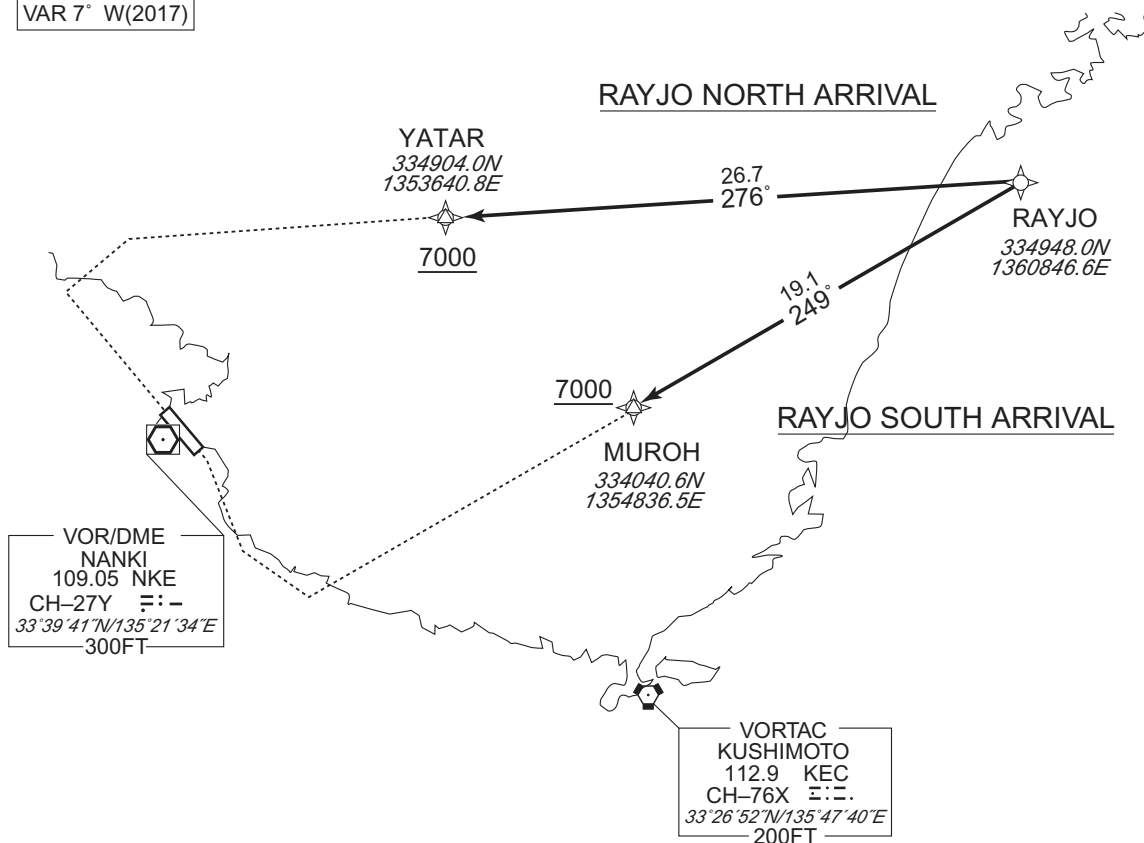
RNAV STAR

RAYJO NORTH ARRIVAL / RAYJO SOUTH ARRIVAL

Basic RNP1

Note GNSS required.

VAR 7° W(2017)



RAYJO NORTH ARRIVAL

From RAYJO, to YATAR at or above 7000FT.

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	RAYJO	—	—	-7.3	—	—	—	—	—	Basic RNP1
002	TF	YATAR	—	276 (268.6)	-7.3	26.7	—	+7000	—	—	Basic RNP1

RAYJO SOUTH ARRIVAL

From RAYJO, to MUROH at or above 7000FT.

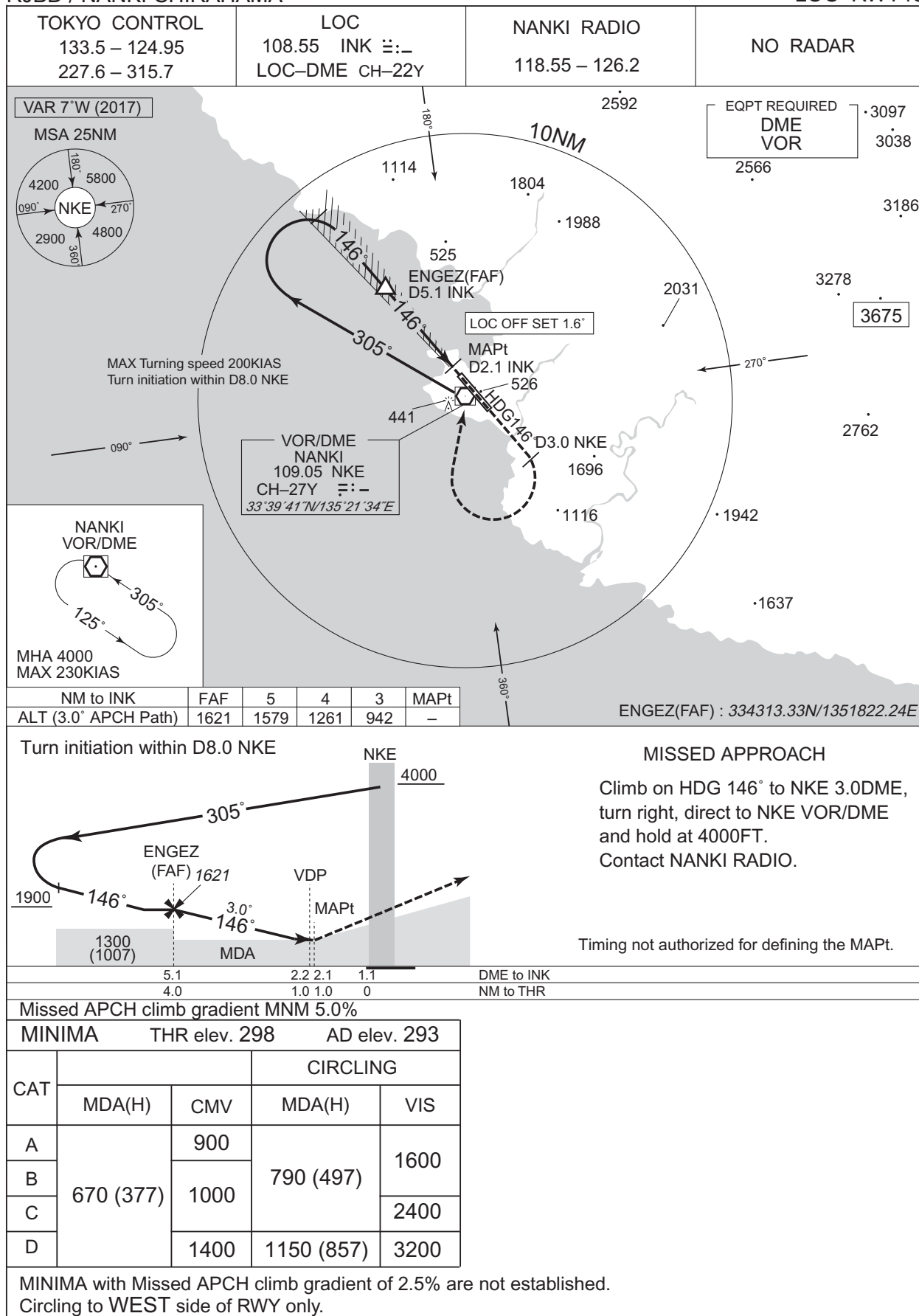
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	RAYJO	—	—	-7.3	—	—	—	—	—	Basic RNP1
002	TF	MUROH	—	249 (241.5)	-7.3	19.1	—	+7000	—	—	Basic RNP1

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INSTRUMENT APPROACH CHART

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LOC RWY15



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VOR RWY15

Civil Aviation Bureau, Japan (EFF:8 OCT 2020)

RJBD / NANKI-SHIRAHAMA

TOKYO CONTROL
133.5 – 124.95
227.6 – 315.7

NANKI VOR/DME
109.05 NKE
CH-27Y
33°39'41"N/135°21'34"E

NANKI RADIO
118.55 – 126.2

NO RADAR

VAR 7°W (2017)

MSA 25NM

EQPT REQUIRED DME

3097
3038
3186
3278
3675
2762
1942
1637

Turn initiation within D11.0 NKE

MISSED APPROACH

Climb via NKE R010 to NKE 3.0DME, turn left, direct to NKE VOR/DME and hold at 4000FT. Contact NANKI RADIO.

Timing not authorized for defining the MAPt.

MINIMA		AD elev. 293
CAT	CIRCLING	
	MDA(H)	VIS
A	790 (497)	1600
B		2400
C		
D	1150 (857)	3200

Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

RJBD / NANKI-SHIRAHAMA

RNAV(GNSS) RWY15



INSTRUMENT APPROACH CHART

RJBD / NANKI-SHIRAHAMA

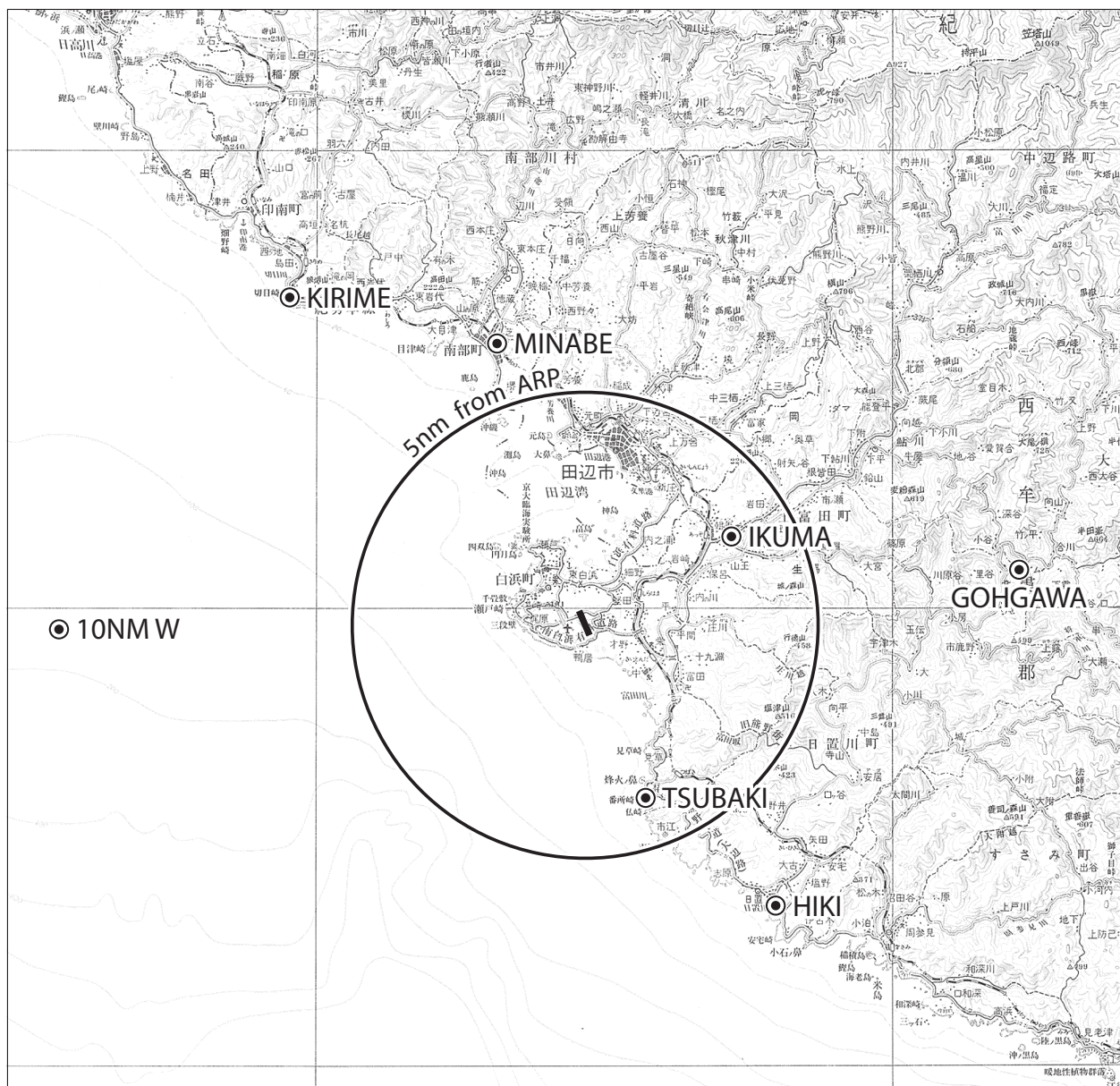
RNAV(GNSS) RWY33



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Visual REP



Call sign	BRG / DIST from ARP	Remarks
切目 Kirime	325°/9.5NM	岬 Cape
南部 Minabe	349°/6.5NM	JR駅 Station
10NM W	270°/10.0NM	海上 Over the sea
合川 Gohgawa	090°/10.0NM	ダム Dam
椿 Tsubaki	167°/4.0NM	高層ビル High Building
日置 Hiki	149°/7.0NM	日置川河口中州 River-mouth
生馬 Ikuma	072°/4.0NM	橋 Truss-bridge

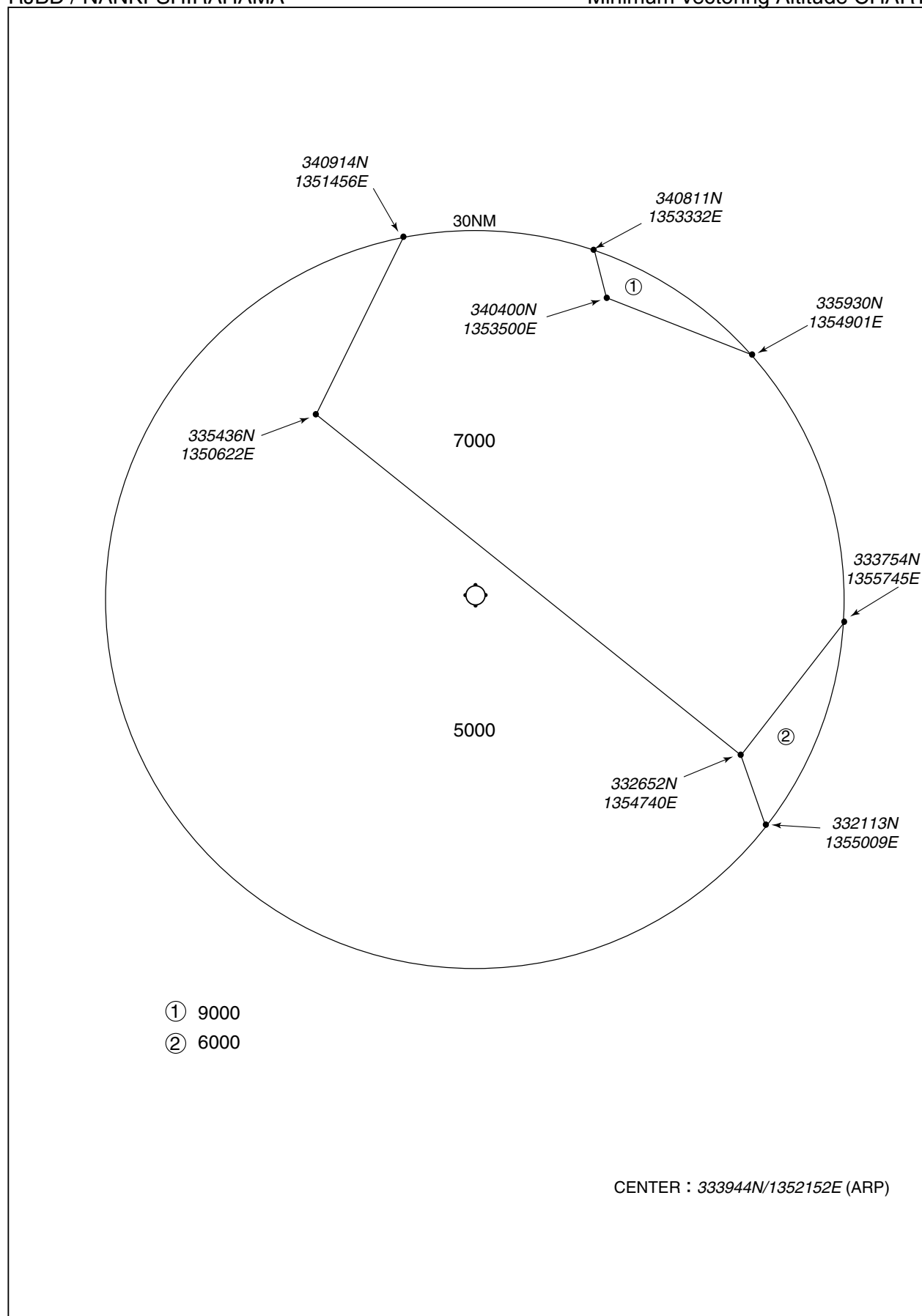


注：南紀白浜空港の西側に廃止された滑走路が(なお、禁止標識が5カ所設置されている)視認できる状態にあるので、南紀白浜空港に着陸する航空機は当該滑走路と誤認しないように注意すること。

NOTE : There is remained the abolished runway with 5 cross[×] markings at west side of Nanki-Shirahama Airport. As the abolished runway in shape is visible, the aircraft which will land on Nanki-Shirahama Airport shall pay a special attention not to confuse the runway.

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Minimum Vectoring Altitude CHART



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