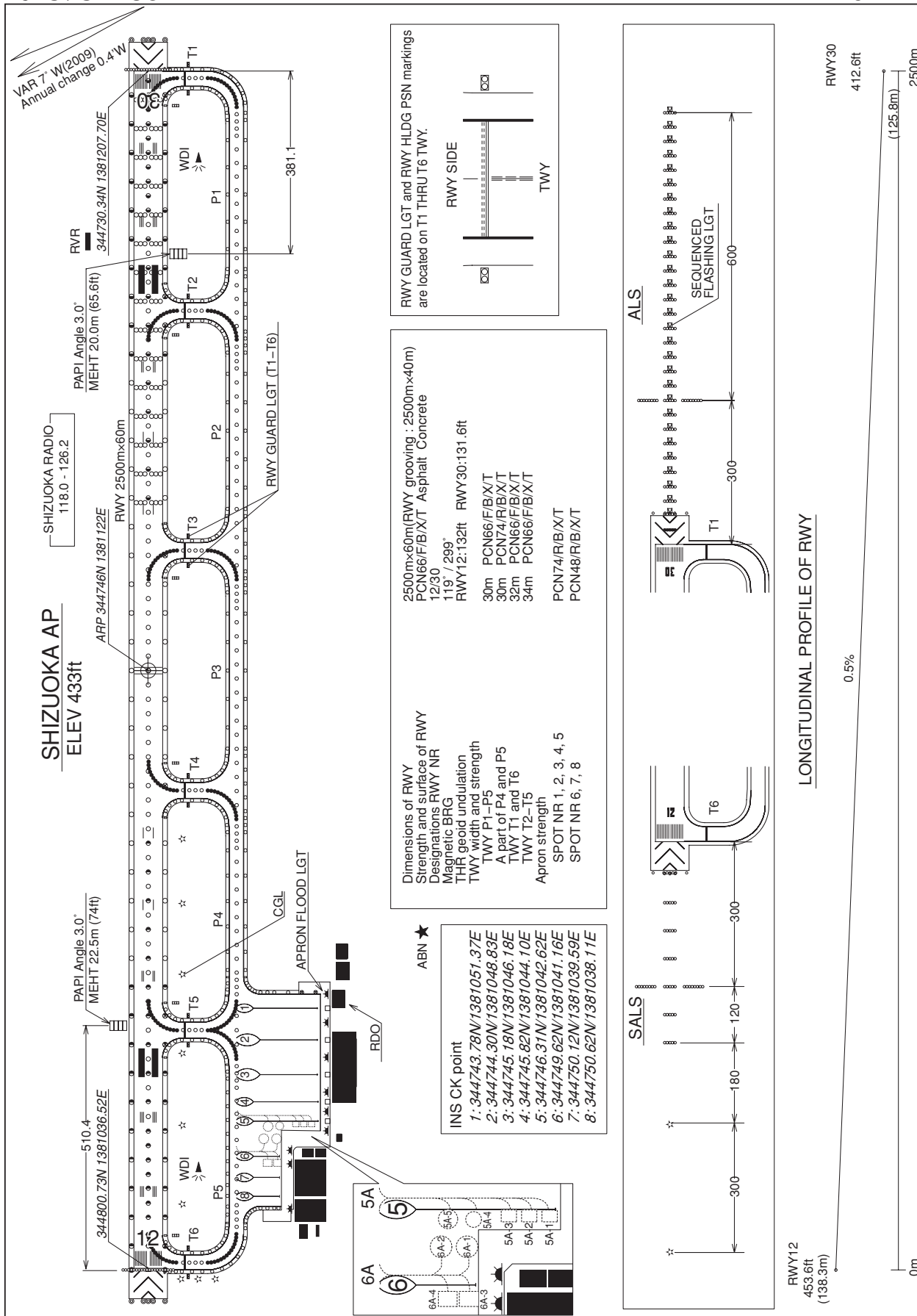


RJNS / SHIZUOKA

AD CHART



INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

SID

SHIZUOKA REVERSAL ONE DEPARTURE

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

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

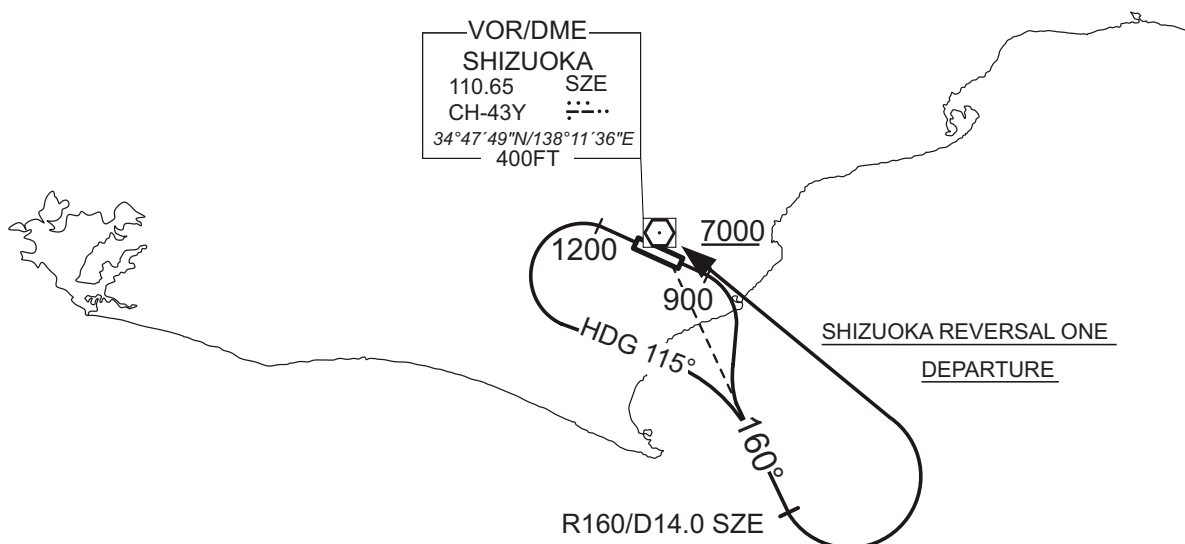
.... to intercept and proceed via SZE R160 to 14.0DME, then turn left proceed to SZE VOR/DME.

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.

CHANGE : Abolition PROC (UNODA ONE DEPARTURE)



STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

TRANSITION

CHAUS TRANSITION

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

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

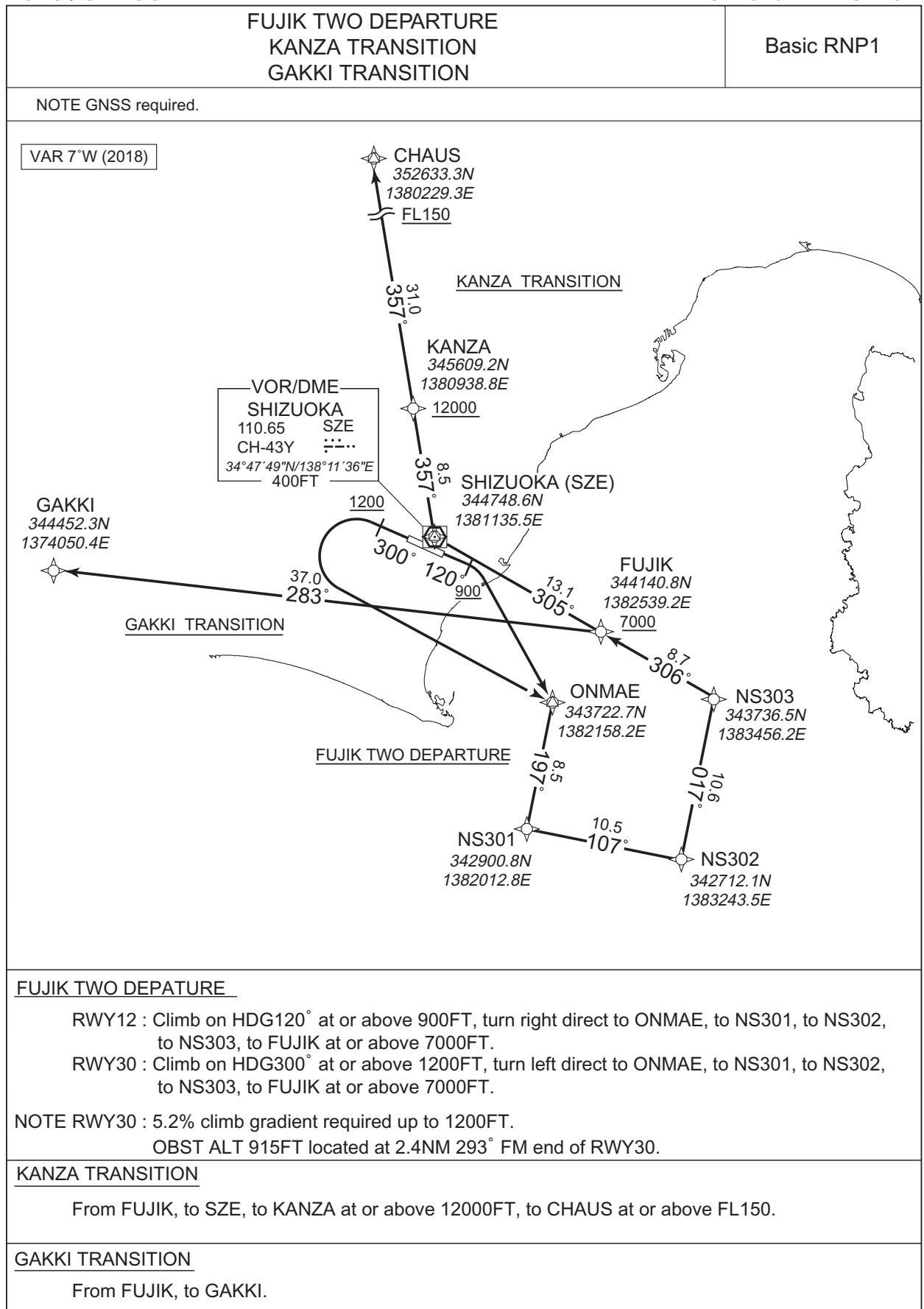
CHANGE : Abolition PROC (BAIKU TRANSITION , SHIZUOKA TRANSITION)



STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV SID and TRANSITION



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.

VAR 7°W (2018)

MOSLO ONE DEPARTURE

KAWAI
341449.9N
1381207.1E

MOSLO
333149.9N
1380603.6E
FL250

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



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 |

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

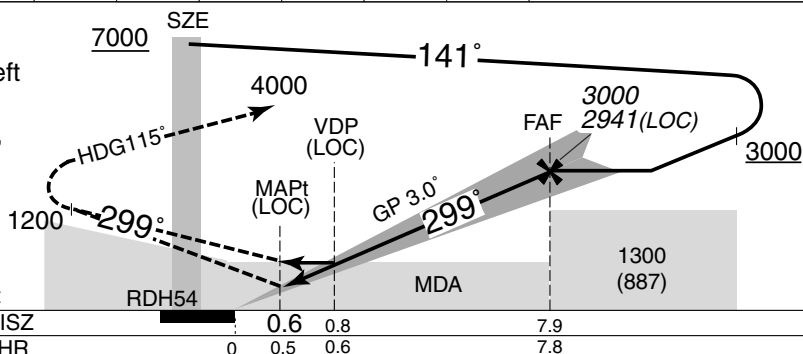


MISSED APPROACH

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) |

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

Circling to SOUTH side of RWY only.

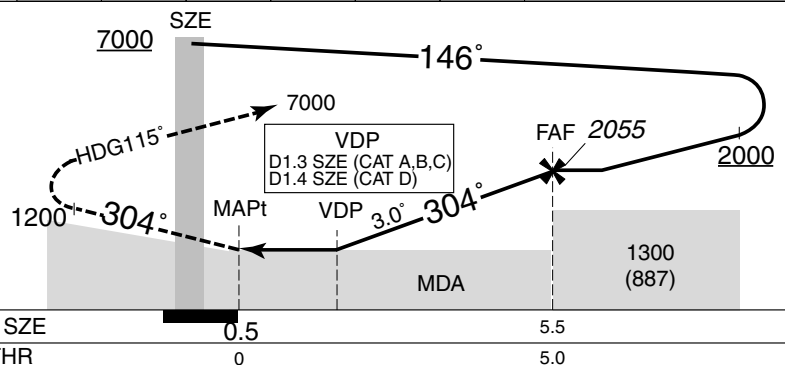
INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

VOR RWY30



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) | |
| 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

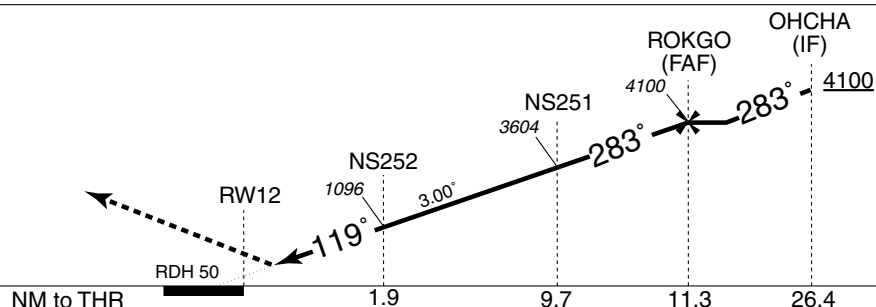
| | | | |
|--|----------------------|---------------------------------|----------|
| TOKYO CONTROL 123.7 – 134.15 315.9 – 227.3 | GNSS and RF required | SHIZUOKA RADIO 118.0 – 126.2 | NO RADAR |
|--|----------------------|---------------------------------|----------|

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



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 | |
| A | DA(H) | CMV |
| B | — | — |
| C | 850 (396) | 1400 |
| D | | 1600 |

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

RNP AR

Special Authorization Required

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

RNAV(RNP) RWY12

RNAV(RNP) RWY12Coding 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 | — | -300/50 | 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

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、隣接する静岡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、静岡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、蓬萊橋（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 Shizuhamu 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 Shizuhamu 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

