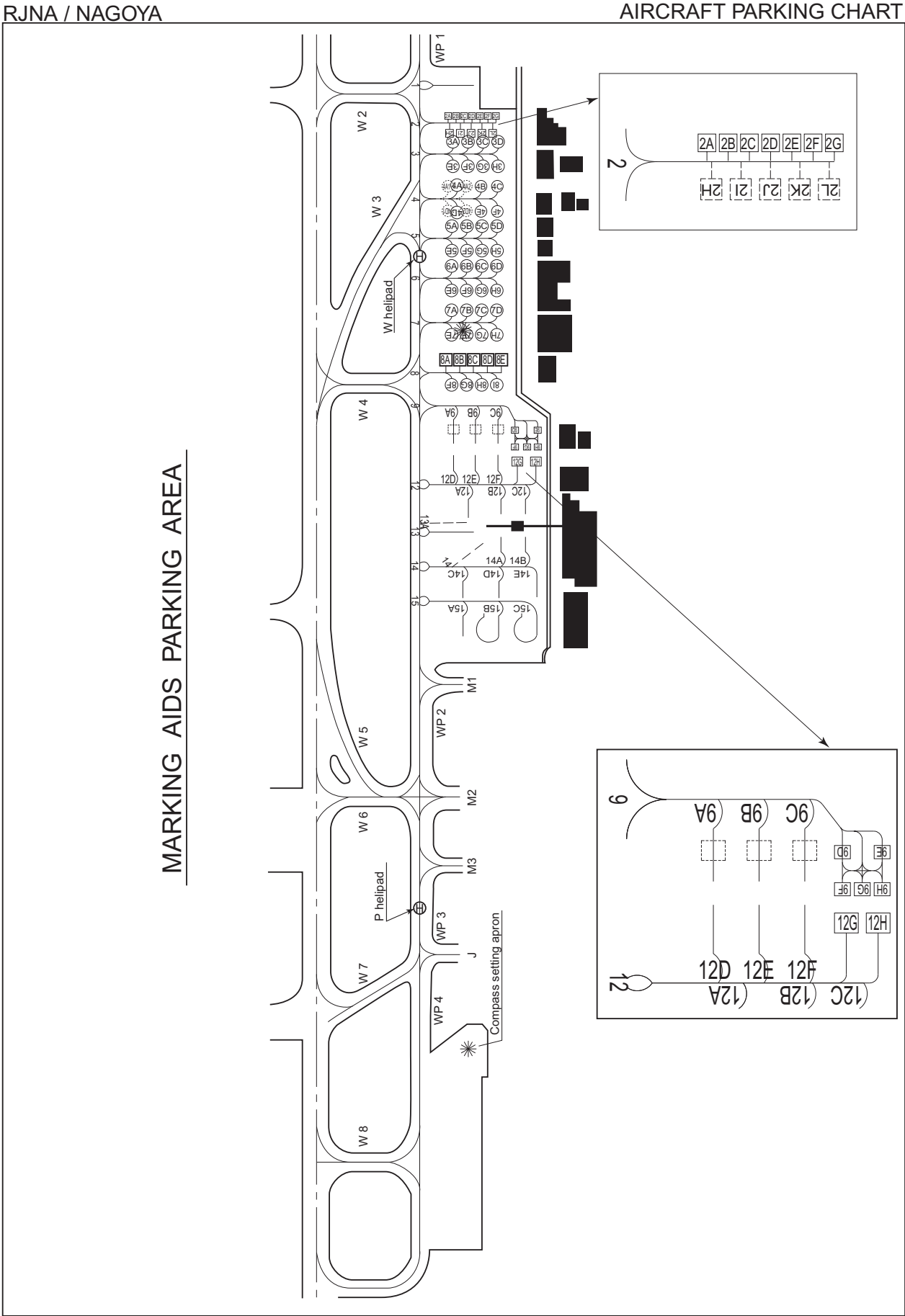


AD CHART

MARKING AIDS



CHANGE: Spot 13A,14 installed



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

SID and TRANSITION

IBUKI FOUR DEPARTURE

RWY16 : Climb RWY HDG to KCC 3.5DME, turn right HDG004° ...

RWY34 : Climb RWY HDG to 700FT, turn left within 4NM from RWY end/KCC
4.0DME,...

...to intercept and proceed via KCC R319 to IBUKI.

Cross IBUKI at or above 11000FT.

Note RWY16 : 5.0% climb gradient required up to 700FT.

OBST ALT 551FT located at 1.9NM 215° FM end of RWY16.

RWY34 : 5.0% climb gradient required up to 700FT.

ADGUN TRANSITIONFrom over IBUKI, via KCC 29.5DME counterclockwise ARC
to intercept and proceed via KCC R262 to ADGUN.

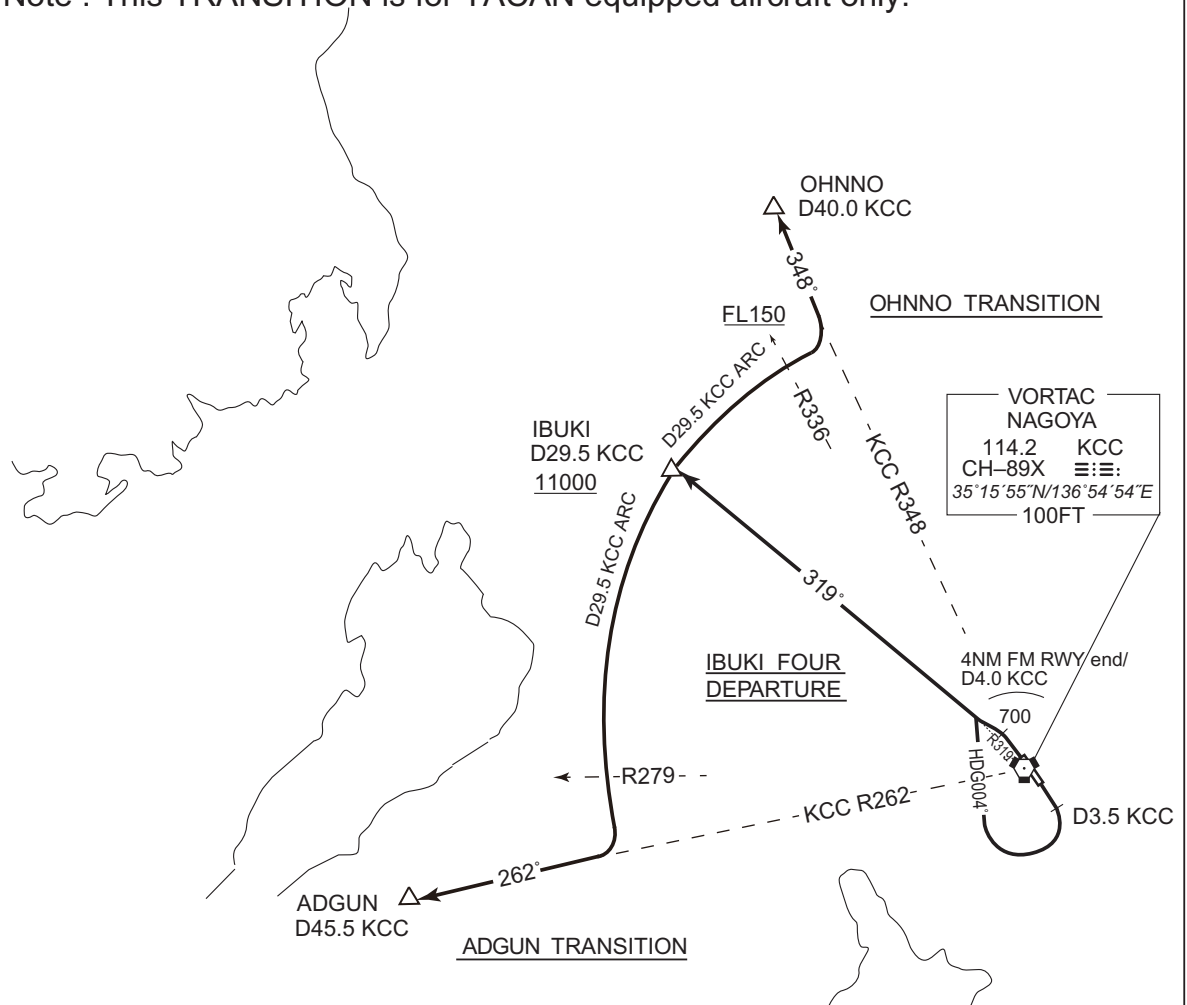
Note : This TRANSITION is for TACAN equipped aircraft only.

OHNNO TRANSITIONFrom over IBUKI, via KCC 29.5DME clockwise ARC
to intercept and proceed via KCC R348 to OHNNO.

Cross KCC R336 at or above FL150.

Note : This TRANSITION is for TACAN equipped aircraft only.

CHANGE : ADGUN TRANSITION, OHNNO TRANSITION established. OTSU TRANSITION, KOMATSU TRANSITION abolished.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

RNAV TRANSITION

MIDER TRANSITION			RNAV1
NOTE 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	-	
	DME GAP	-	
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

VAR 8°W(2020)

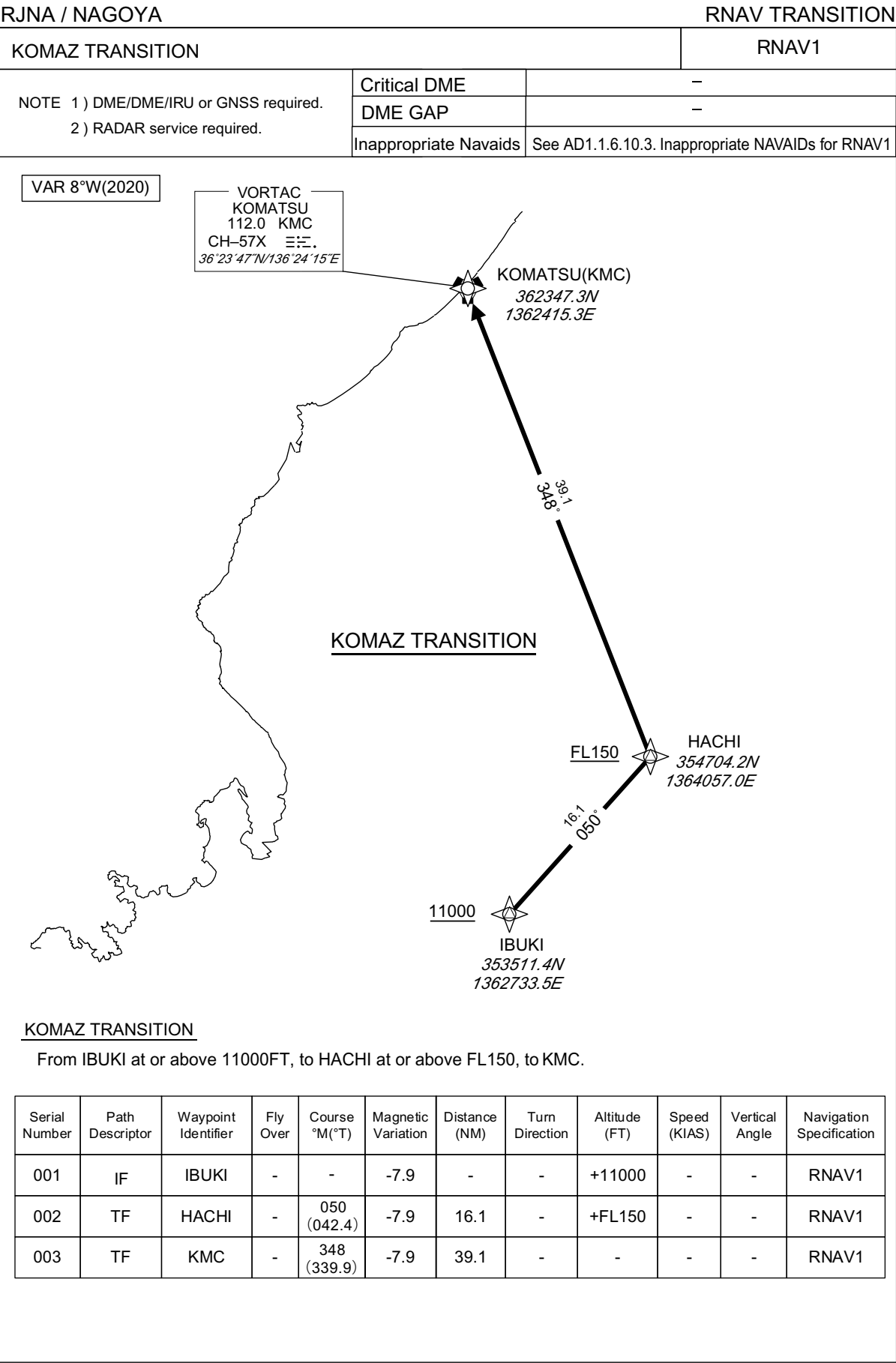
MIDER TRANSITION

From IBUKI at or above 11000FT, to MIDER.

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	IBUKI	-	-	-7.9	-	-	+11000	-	-	RNAV1
002	TF	MIDER	-	230 (222.4)	-7.9	46.2	-	-	-	-	RNAV1

CHANGE : New PROC.

STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

SID

HOUBA FOUR DEPARTURE

RWY16 : Climb RWY HDG to 600FT, turn left HDG349°...

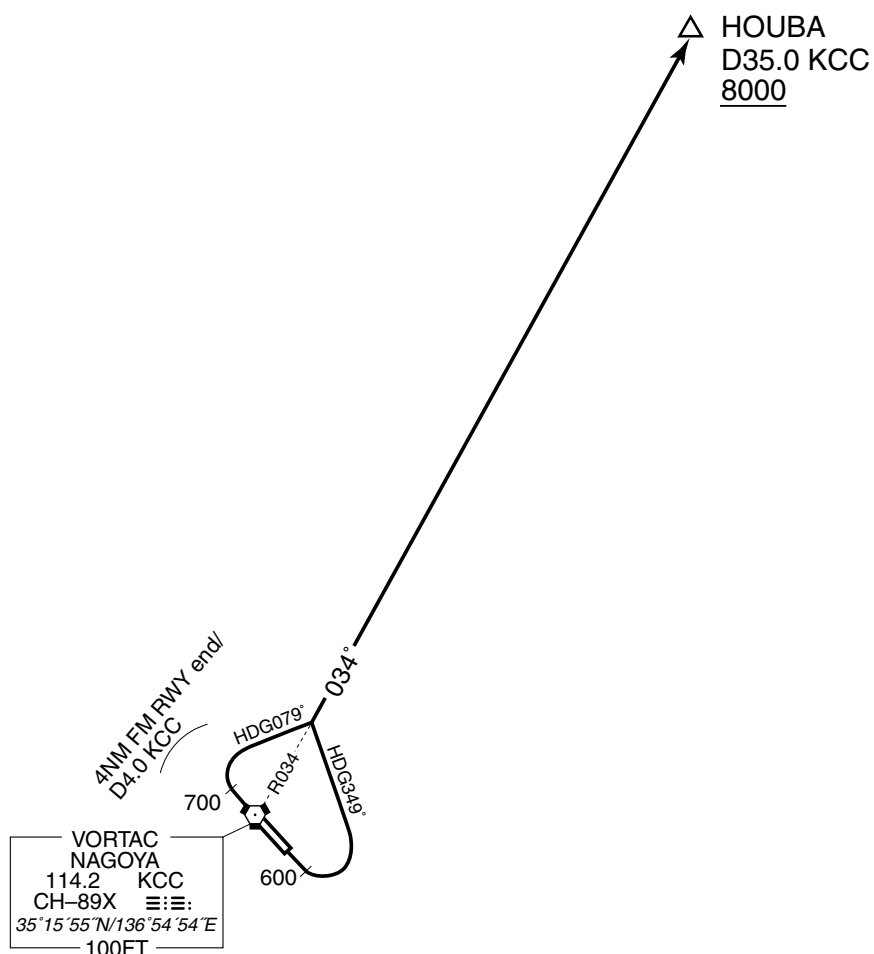
RWY34 : Climb RWY HDG to 700FT, turn right within 4NM from RWY end/
KCC 4.0DME, via HDG079°...

...to intercept and proceed via KCC R034 to HOUBA.

Cross HOUBA at or above 8000FT.

Note RWY16 : 5.0% climb gradient required up to 600FT.

RWY34 : 5.0% climb gradient required up to 700FT.

HOUBA FOUR DEPARTURE

STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

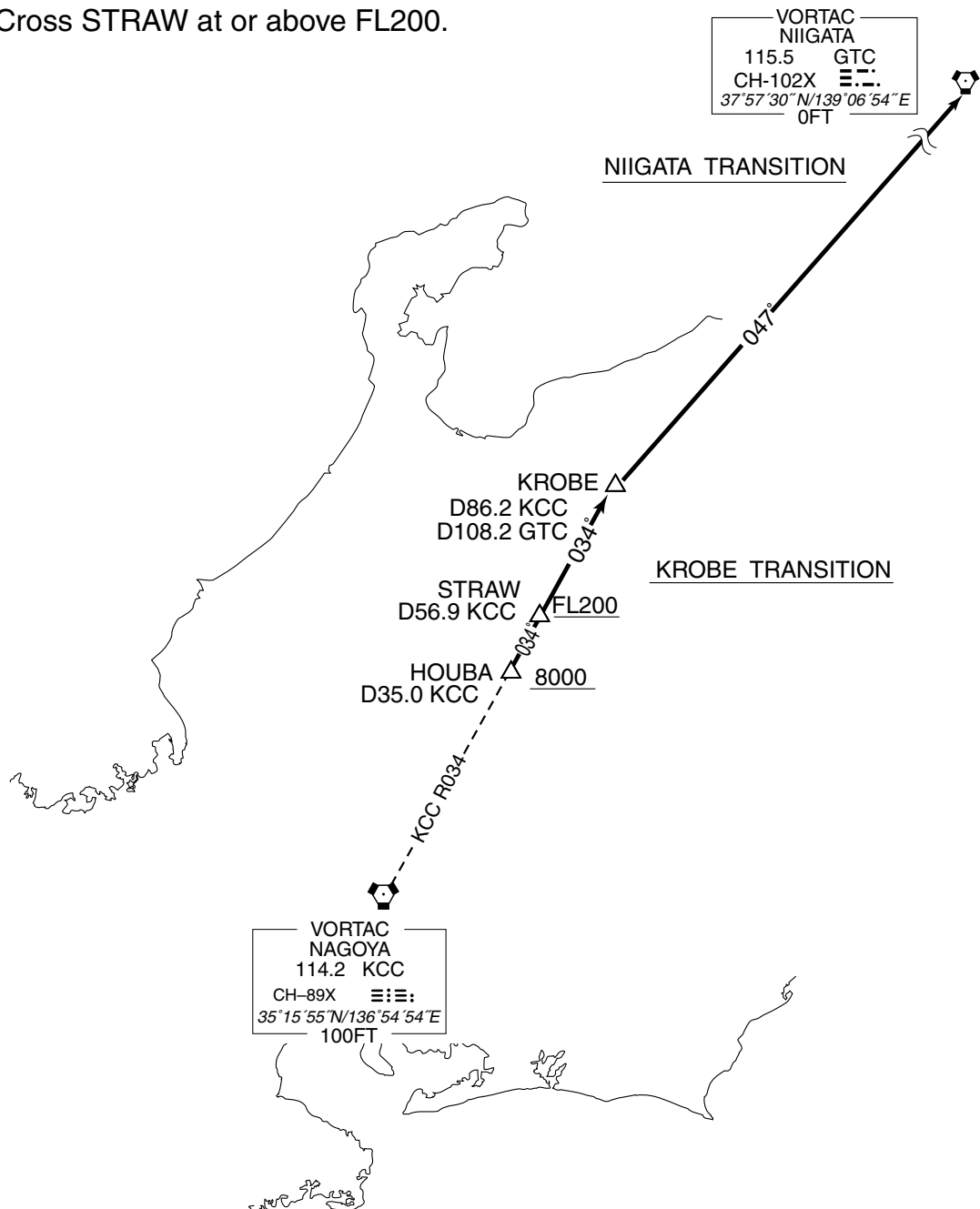
TRANSITION

KROBE TRANSITION

From over HOUBA, via KCC R034 to KROBE via STRAW.
Cross STRAW at or above FL200.

NIIGATA TRANSITION

From over HOUBA, via KCC R034 to KROBE via STRAW, via GTC R227 to
GTC VORTAC.
Cross STRAW at or above FL200.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

SID

MORIZ FIVE DEPARTURE

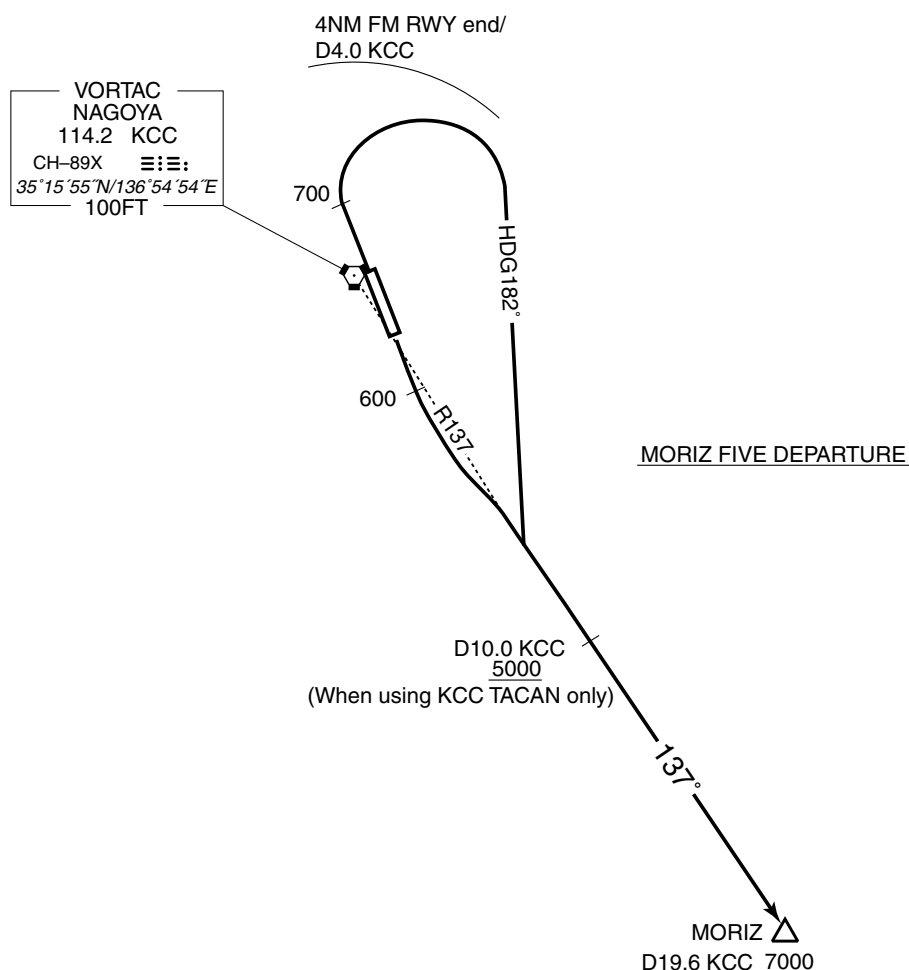
RWY16 : Climb RWY HDG to 600FT, turn left,...

RWY34 : Climb RWY HDG to 700FT, turn right within 4NM from RWY end/KCC
4.0DME, via HDG182° to intercept and proceed...
...via KCC R137 to MORIZ.(Cross KCC R137/10.0DME at or above 5000FT when using KCC
TACAN only.)

Cross MORIZ at or above 7000FT.

Note RWY16 : 5.0% climb gradient required up to 600FT.

RWY34 : 5.0% climb gradient required up to 700FT.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

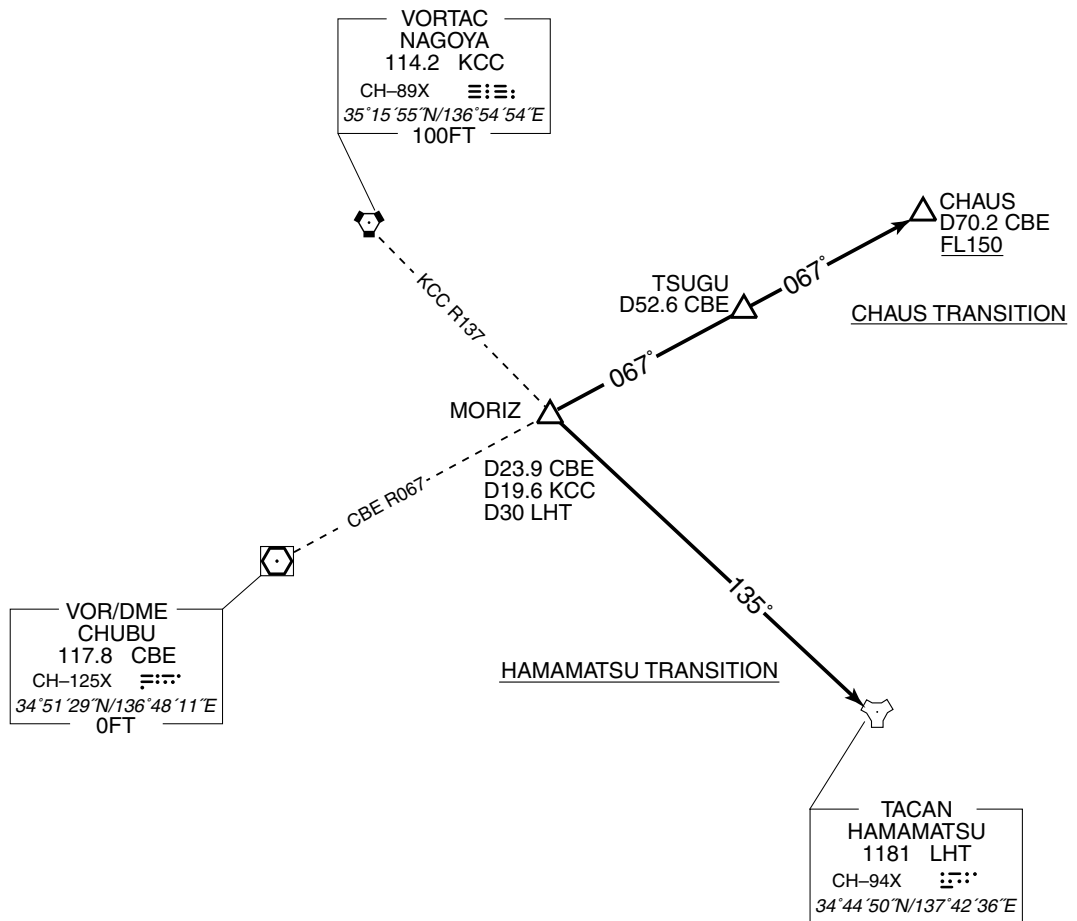
TRANSITION

HAMAMATSU TRANSITION

From over MORIZ, via LHT R315 to LHT TACAN.

CHAUS TRANSITION

From over MORIZ, via CBE R067 to CHAUS via TSUGU.
Cross CHAUS at or above FL150.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

TRANSITION

ALPUS TRANSITION

From over MORIZ, via CBE R067 to MUGEN via TSUGU, via KCC R088 to ALPUS.

Cross MUGEN at or above FL150.

ALPUS TRANSITION

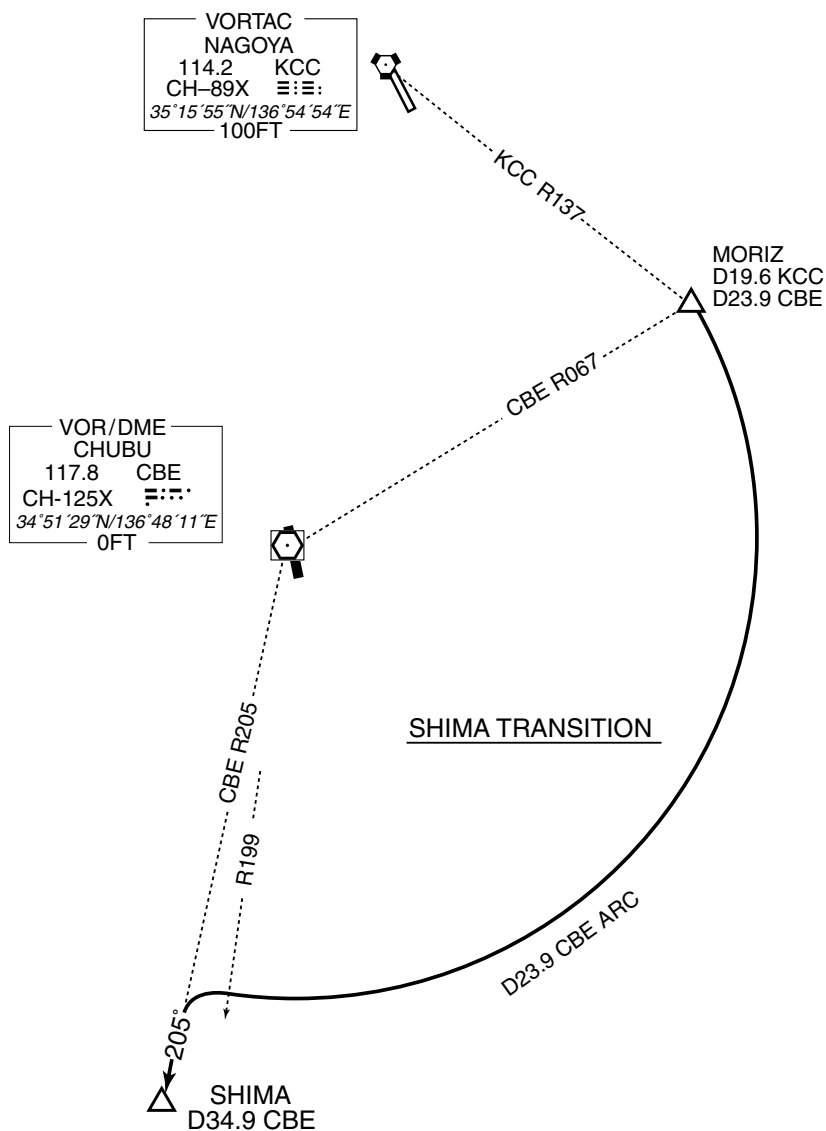
STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

TRANSITION

SHIMA TRANSITION

From over MORIZ, via CBE 23.9DME clockwise ARC to intercept and proceed via CBE R205 to SHIMA.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

SID

NAGOYA EAST REVERSAL ONE DEPARTURE

RWY16 : Climb RWY HDG to 600FT, turn left, direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

RWY34 : Climb RWY HDG to 700FT, turn right within 4NM from RWY end/KCC 4.0DME,
direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

Note RWY16 : 5.0% climb gradient required up to 600FT.
RWY34 : 5.0% climb gradient required up to 700FT.

NAGOYA EAST REVERSAL ONE DEPARTURE

STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

SID

NAGOYA WEST REVERSAL ONE DEPARTURE

RWY16 : Climb RWY HDG to KCC 3.5DME, turn right, direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

RWY34 : Climb RWY HDG to 700FT, turn left within 4NM from RWY end/KCC 4.0DME,
direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

Note RWY16 : 5.0% climb gradient required up to 700FT.
OBST ALT 551FT located at 1.9NM 215° FM end of RWY16.
RWY34 : 5.0% climb gradient required up to 700FT.

NAGOYA WEST REVERSAL ONE DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

SID

TALMI FOUR DEPARTURE

RWY16 : Climb RWY HDG to KCC 3.5DME, turn right HDG004°...

RWY34 : Climb RWY HDG to 700FT, turn left within 4NM from RWY end/KCC 4.0DME,...

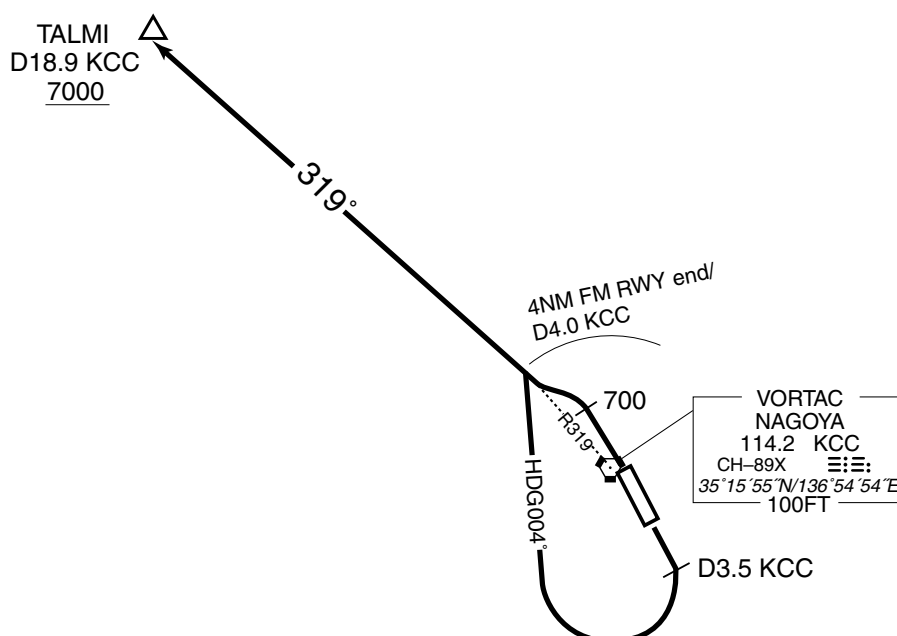
...to intercept and proceed via KCC R319 to TALMI.

Cross TALMI at or above 7000FT.

Note RWY16 : 5.0% climb gradient required up to 700FT.

OBST ALT 551FT located at 1.9NM 215° FM end of RWY16.

RWY34 : 5.0% climb gradient required up to 700FT.

TALMI FOUR DEPARTURE

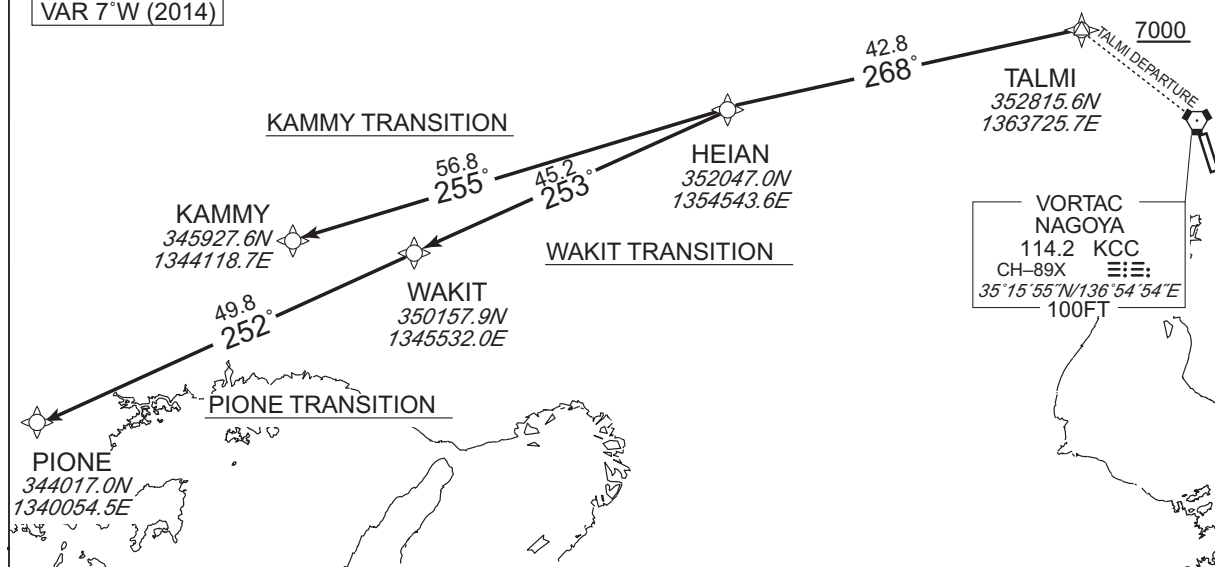
STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

RNAV TRANSITION

PIONE TRANSITION / WAKIT TRANSITION / KAMMY TRANSITION			RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	TZZ : 10.0NM to PIONE - PIONE	
	DME GAP	-	
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1	

VAR 7°W (2014)

PIONE TRANSITION

From TALMI at or above 7000FT, to HEIAN, to WAKIT, to PIONE.

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	TALMI	—	—	-7.3	—	—	+7000	—	—	RNAV1
002	TF	HEIAN	—	268 (260.2)	-7.3	42.8	—	—	—	—	RNAV1
003	TF	WAKIT	—	253 (245.6)	-7.3	45.2	—	—	—	—	RNAV1
004	TF	PIONE	—	252 (244.4)	-7.3	49.8	—	—	—	—	RNAV1

WAKIT TRANSITION

From TALMI at or above 7000FT, to HEIAN, to WAKIT.

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	TALMI	—	—	-7.3	—	—	+7000	—	—	RNAV1
002	TF	HEIAN	—	268 (260.2)	-7.3	42.8	—	—	—	—	RNAV1
003	TF	WAKIT	—	253 (245.6)	-7.3	45.2	—	—	—	—	RNAV1

KAMMY TRANSITION

From TALMI at or above 7000FT, to HEIAN, to KAMMY.

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	TALMI	—	—	-7.3	—	—	+7000	—	—	RNAV1
002	TF	HEIAN	—	268 (260.2)	-7.3	42.8	—	—	—	—	RNAV1
003	TF	KAMMY	—	255 (248.3)	-7.3	56.8	—	—	—	—	RNAV1

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STANDARD ARRIVAL CHART -INSTRUMENT

RJNA / NAGOYA

STAR

EXPOH NORTH ARRIVAL

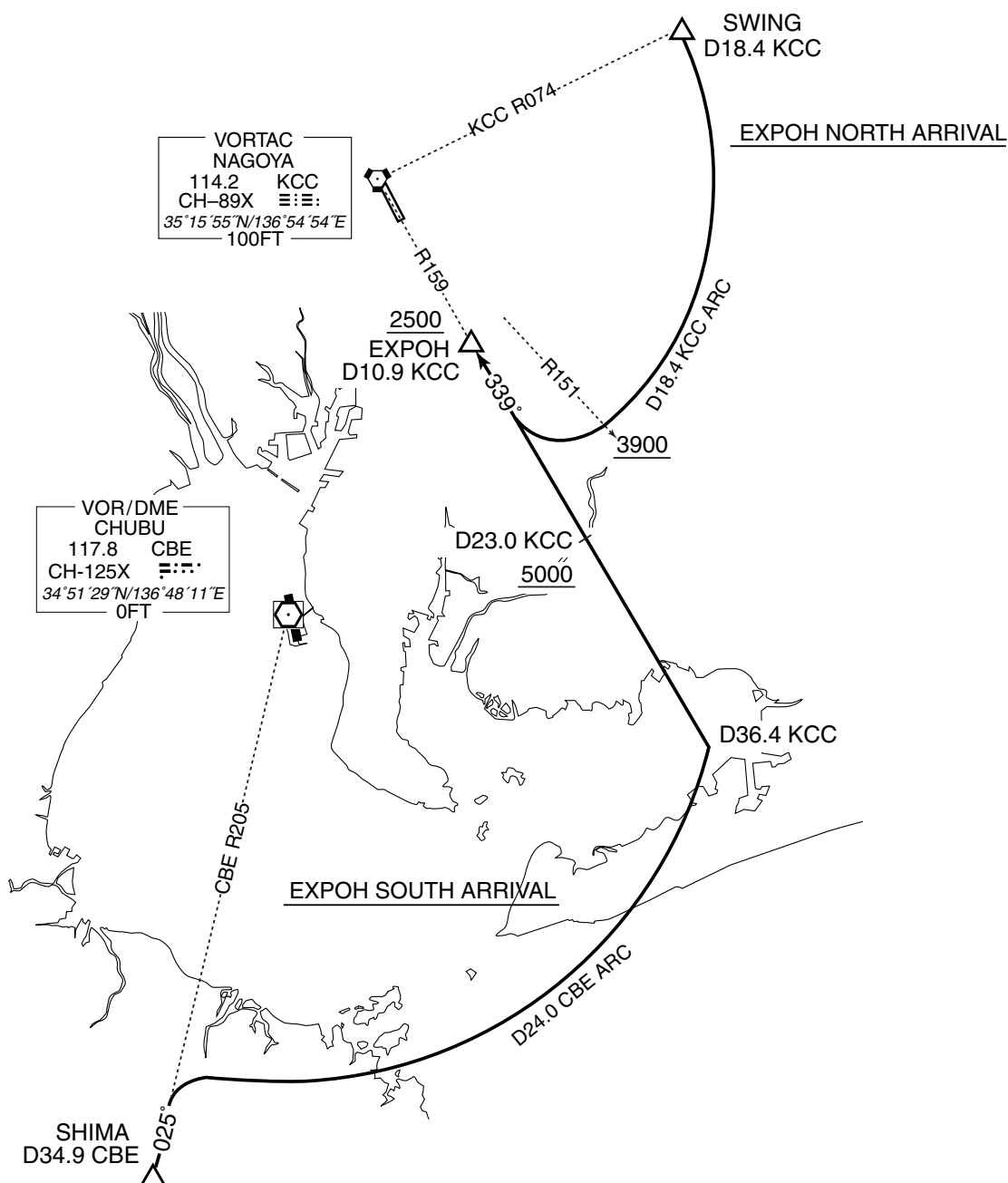
From over SWING, via KCC 18.4DME clockwise ARC to intercept and proceed via KCC R159 to EXPOH.

Cross KCC R151 at or above 3900FT, cross EXPOH at or above 2500FT.

EXPOH SOUTH ARRIVAL

From over SHIMA, via CBE R205, via CBE 24.0DME counterclockwise ARC to intercept and proceed via KCC R159 to EXPOH.

Cross KCC R159/23.0DME at or above 5000FT, cross EXPOH at or above 2500FT.



STANDARD ARRIVAL CHART -INSTRUMENT

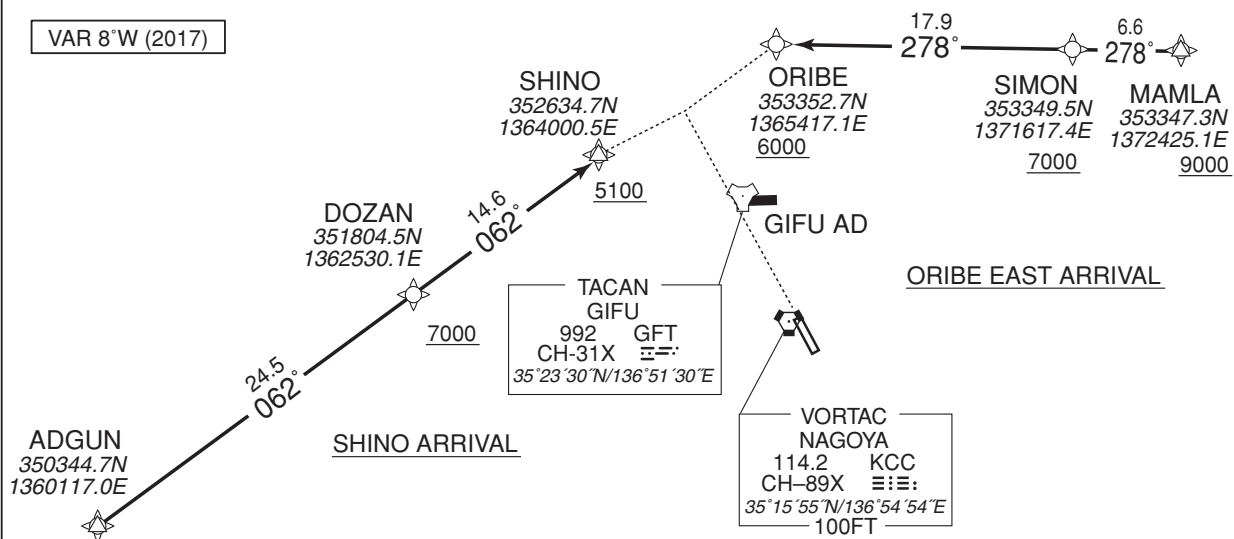
RJNA / NAGOYA

RNAV STAR

ORIBE EAST ARRIVAL
SHINO ARRIVAL

RNAV1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

ORIBE EAST ARRIVAL

From MAMLA, at or above 9000FT, to SIMON at or above 7000FT, to ORIBE at or above 6000FT.

Critical DME	GFT : 5.0NM to SIMON - 4.0NM to ORIBE YME : 4.0NM to ORIBE - ORIBE
DME GAP	—
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1

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	MAMLA	—	—	-7.7	—	—	+9000	—	—	RNAV1
002	TF	SIMON	—	278 (270.4)	-7.7	6.6	—	+7000	—	—	RNAV1
003	TF	ORIBE	—	278 (270.3)	-7.7	17.9	—	+6000	—	—	RNAV1

SHINO ARRIVAL

From ADGUN, to DOZAN at or above 7000FT, to SHINO at or above 5100FT.

Critical DME	—
DME GAP	—
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1

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	ADGUN	—	—	-7.7	—	—	—	—	—	RNAV1
002	TF	DOZAN	—	062 (054.0)	-7.7	24.5	—	+7000	—	—	RNAV1
003	TF	SHINO	—	062 (054.2)	-7.7	14.6	—	+5100	—	—	RNAV1

CHANGE : GIFU TACAN(GFT)

STANDARD ARRIVAL CHART -INSTRUMENT

RJNA / NAGOYA

RNAV STAR

ORIBE SOUTH ARRIVAL

RNAV1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 8°W (2020)



ORIBE SOUTH ARRIVAL

From SHIMA, to KOHWA at or above 8000FT, to RYUDO, to GRIPP, to ORIBE at or above 6000FT.

Critical DME	GFT : 11.0NM to ORIBE - 6.0NM to ORIBE YME : 2.0NM to ORIBE - ORIBE
DME GAP	3.0NM to ORIBE - 2.0NM to ORIBE
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1

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	SHIMA	—	—	-7.9	—	—	—	—	—	RNAV1
002	TF	KOHWA	—	045 (037.1)	-7.9	30.2	—	+8000	—	—	RNAV1
003	TF	RYUDO	—	018 (010.1)	-7.9	20.5	—	—	—	—	RNAV1
004	TF	GRIPP	—	018 (010.2)	-7.9	20.5	—	—	—	—	RNAV1
005	TF	ORIBE	—	327 (319.2)	-7.9	15.0	—	+6000	—	—	RNAV1

CHANGE : VAR. Critical DME. DME GAP.

INSTRUMENT APPROACH CHART

RJNA / NAGOYA

ILS Z or LOC Z RWY34



CHANGE : VAR. Course on Final. HDG after MAPt. DME to IKC.

Missed APCH climb gradient MNM 4.0%

MINIMA		THR elev. 50		AD elev. 46		
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	250 (200)	700	490 (444)	1200	650 (604)	1600
B				1300		
C				1400	850 (804)	2400
D				1600		

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

INSTRUMENT APPROACH CHART

RJNA / NAGOYA

ILS Y or LOC Y RWY34



CHANGE : VAR. Course on Final. HDG after MAPt. DME to IKC.

INSTRUMENT APPROACH CHART

RJNA / NAGOYA

VOR RWY34



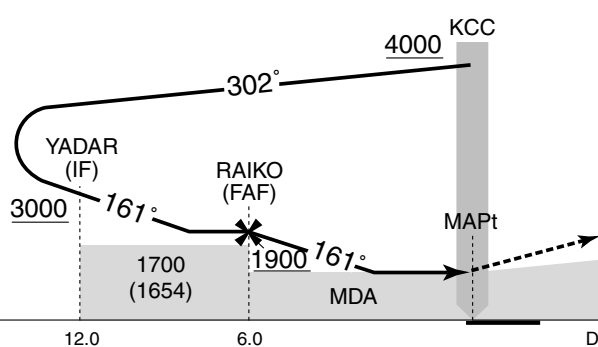
INSTRUMENT APPROACH CHART

RJNA / NAGOYA

VOR A

CENTRAIR APP
121.05 – 119.175
228.4 – 245.3NAGOYA VORTAC
114.2 KCC
CH-89X $\equiv \equiv \equiv$
35°15'55"N/136°54'54"ENAGOYA TOWER
118.7 - 122.7
236.8 - 305.7RADAR AVBL
CALL CENTRAIR RADAR

VAR 8°W (2017)

EQPT REQUIRED
DME

MISSED APPROACH

Turn right HDG275° to intercept and proceed via KCC R230 to KCC 6.0 DME, turn left, direct to KCC VORTAC and hold at 3000FT. Contact CENTRAIR APP.

Timing not authorized for defining the MAPt.

MINIMA

AD elev. 46

CAT	CIRCLING	
	MDA(H)	VIS
A	650 (604)	1600
B		2400
C		3200
D	690 (644)	

Circling to EAST side of RWY only.

INSTRUMENT APPROACH CHART

RJNA / NAGOYA

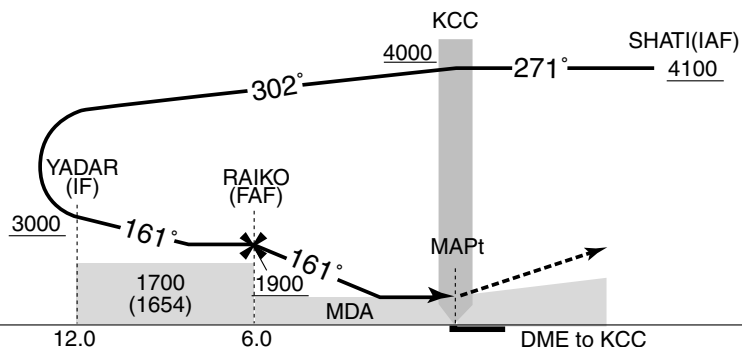
TACAN A



MISSED APPROACH

Turn left, climb to 4100FT via KCC R131, turn left, via KCC 15.0DME counterclockwise ARC, turn left, via KCC R091 to SHATI and hold.
Contact CENTRAIR APP.

Timing not authorized for defining the MAPt.



MINIMA		AD elev. 46
CAT	CIRCLING	
	MDA(H)	VIS
A	650 (604)	1600
B		1600
C	690 (644)	2400
D		3200

Circling to EAST side of RWY only.

INSTRUMENT APPROACH CHART

RJNA / NAGOYA

RNAV(GNSS) RWY16



CHANGE : Correction of misdescription(DIMAC)

RJNA / NAGOYA

Visual REP



Call sign	BRG/DIST from ARP	Remarks
高蔵寺ステーション Kozoji Station	091° / 5.9NM	JR高蔵寺駅 Station
入 鹿 Iruka	041° / 6.3NM	池 Pond
一宮ステーション Ichinomiya Station	301° / 6.8NM	JR 尾張一宮駅 Station
稲沢ステーション Inazawa Station	276° / 5.1NM	JR 稲沢駅 Station
万場大橋 Mamba Bridge	223° / 7.3NM	庄内川と名古屋高速5号万場線との交点 Bridge
*名古屋インターチェンジ Nagoya Interchange	143° / 6.9NM	東名高速道路のインターチェンジ Interchange
*瑞穂グラウンド Mizuho Ground	180° / 8NM	総合陸上競技場 Ground

注：*は特別管制空域に係る飛行の許可及び指示を受けるため、また、その他必要に応じて当該空域に係る位置通報等に応答する目視位置通報点である。

Note : The asterisk (*) indicates the visual reporting point where a pilot is to request ATC clearance regarding to PCA and to make position report as required.



Minimum Vectoring Altitude CHART

The figure is a polar plot illustrating the distribution of wind speed frequency by direction. The radial axis represents wind speed, with concentric circles labeled at intervals of 1000, ranging from 0 to 15000. The angular axis represents wind direction, with labels every 18 degrees from C006° to C179°. The plot shows several distinct regions of high frequency, particularly in the sectors between C006° and C030°, and between C150° and C179°. Specific locations are marked with dots and labeled: KCC (Kunming City Center) at approximately 2500 units, CBE (Chengdu Baiyun Airport) at approximately 1800 units, and LHT (Lhasa Gonggar Airport) at approximately 2500 units. Various other points are labeled with station codes and distances, such as AK20NM, C18NM, C20NM, C25NM, C35NM, C30NM, C60NM, C70NM, C80NM, K60NM, K30NM, K25NM, K18NM, K14NM, K8NM, K15NM, K18NM, K20NM, K25NM, K30NM, K40NM, K60NM, K030°, K070°, K092°, K113°, K133°, K146°, K164°, C137°, C179°, C164°, C133°, C113°, C092°, C070°, C030°, C006°, C351°, C346°, C342°, C332°, C325°, C310°, C277°, C257°, C242°, C227°, C212°, C197°, C182°, C167°, C152°, C137°, C122°, C107°, C092°, C077°, C062°, C047°, C032°, C017°, C002°. The plot also includes numerical values indicating frequency or distance, such as 11000, 8000, 6000, 5000, 3500, 3000, 2500, 1900, 1800, 1500, 1000, 800, 600, 500, 400, 300, 200, 100, 50, 25, 10, 5, 2, 1.

- | | | | |
|--------|----------------------|-----------------------|-------------------------------------|
| ① 2000 | (1) 343821N/1371935E | (6) 341414N/1362958E | CENTER : 345129N/1364811E (C : CBE) |
| ② 3000 | (2) 342638N/1370237E | (7) 343322N/1362638E | CENTER : 351555N/1365454E (K : KCC) |
| ③ 4000 | (3) 342240N/1370744E | (8) 343442N/1363458E | * : 343722N/1365140E |
| ④ 5000 | (4) 341804N/1370143E | (9) 344656N/1363203E | |
| | (5) 340628N/1364640E | (10) 344507N/1362348E | |