

AD 2 AERODROMES

RJNA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJNA - NAGOYA

RJNA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 351518N/1365528E 153°/1.42km FM RWY 16 THR |
| 2 | Direction and distance from (city) | 10km NE FM Nagoya City (Nagoya Station) |
| 3 | Elevation/ Reference temperature | 46ft / 34.3°C(2000-2004) |
| 4 | Geoid undulation at AD ELEV PSN | 126ft |
| 5 | MAG VAR/ Annual change | 7° W(2006) /Annual Change 0.7° W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Aichi Pref. Public AP Nagoya Airport Administration Office Toyoba, Toyoyamacho, Nishikasugaun, Aichi Pref. Tel: 0568-29-1785 , Fax: 0568-29-1806 Web: http://www.pref.aichi.jp/0000005859.html |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJNA AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | 2200 - 1300 |
| 2 | Customs and immigration | On request Customs: 052-398-4225 Immigration: 0570-052259 (120#) |
| 3 | Health and sanitation | On request Quarantine(human): 052-661-4131 Quarantine(animal): 052-651-0334, 0569-38-8579 Quarantine(plant): 052-651-0112 |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | H24 by JSDF-A |
| 8 | Fuelling | 2100 - 1200 |
| 9 | Handling | Ask AD Administration |
| 10 | Security | Ask AD Administration |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJNA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | Fuel grades : 100, JET A-1 Oil grades : W80,W100, ASTO/500,ASTO/555 |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling / Ask AD Administration |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJNA AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----------------------|
| 1 | Hotels | Hotels in Nagoya city |
| 2 | Restaurants | Around Airport |
| 3 | Transportation | Busses and Taxis |
| 4 | Medical facilities | Around Airport |
| 5 | Bank and Post Office | Around Airport |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJNA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 6 |
| 2 | Rescue equipment | Chemical fire fighting truck × 2 Emergency medical equipment conveyance truck Lighting power supply truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJNA AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|--------------------------------------|
| 1 | Types of clearing equipment | Snow remove equipments:Motor graders |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Seasonal availability:All seasons |

RJNA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | <p>All Apron : Surface: asphalt-concrete and cement-concrete</p> <p>Strength:</p> <p>Spot NR1, 2A-2L, 3A-3H, 4A, 4A1, 4A2, 4B, 4C, 4D, 4D1, 4D2, 4E, 4F, 5A-5H, 6A-6H PCN 69/R/C/W/T</p> <p>Spot NR7A-7H, 8A-8I PCN 55/F/D/X/T</p> <p>Spot NR9A-9H, 12A-12H PCN 51/R/A/X/T</p> <p>Spot NR13, 13A, 14, 14A-14E, 15A-15C, other apron taxiways PCN 69/R/C/X/T</p> <p>Spot NR101, 102, 103, 104, 105, 106, 107 PCN 39/R/B/X/U</p> <p>Compass setting area PCN 46/F/C/X/U</p> |
| 2 | Taxiway width, surface and strength | <p>All TWY Surface: asphalt concrete and cement-concrete</p> <p>TWY WP1: Width: 23m, Strength: PCN 69/R/C/W/T</p> <p>TWY WP2, WP3, WP4, WP5 : Width: 23m, Strength: PCN 83/F/C/X/T</p> <p>TWY W1 : Width: 26.5m, Strength: PCN 83/F/C/X/T</p> <p>TWY W9 : Width: 28.5m, Strength: PCN 83/F/C/X/T</p> <p>TWY W2, W4, W6,W7, W8: Width: 30.0m, Strength: PCN 83/F/C/X/T</p> <p>TWY W3 : Width: 30m, Strength: PCN 97/F/D/W/T</p> <p>TWY W5 : Width: 30m, Strength: PCN 97/F/D/Z/T</p> <p>M1 TWY : Width: 23m, Strength: PCN 54/R/C/X/T</p> <p>M2 TWY : Width: 30m, Strength: PCN 69/R/C/X/T</p> <p>M3 TWY : Width: 23m, Strength: PCN 65/R/C/X/T</p> <p>J TWY : Width: 18m, Strength: PCN 32/F/C/X/T</p> |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | <p>Spot NR</p> <p>1: 351453.04N 1365531.62E</p> <p>9A: 351510.82N 1365522.27E</p> <p>9B: 351510.30N 1365521.06E</p> <p>9C: 351509.78N 1365519.85E</p> <p>12A: 351515.48N 1365518.50E</p> <p>12B: 351514.34N 1365516.90E</p> <p>12C: 351513.74N 1365515.54E</p> <p>12D: 351512.97N 1365520.90E</p> <p>12E: 351512.45N 1365519.69E</p> <p>12F: 351511.93N 1365518.48E</p> <p>13: 351516.36N 1365517.51E</p> <p>13A: 351516.28N 1365518.20E</p> <p>14: 351516.50N 1365516.93E</p> <p>14A: 351515.88N 1365515.92E</p> <p>14B: 351515.30N 1365514.55E</p> <p>14C: 351519.74N 1365516.08E</p> <p>14D: 351518.92N 1365514.15E</p> <p>14E: 351518.09N 1365512.23E</p> <p>15A: 351522.05N 1365514.62E</p> <p>15B: 351521.22N 1365512.69E</p> <p>15C: 351520.39N 1365510.76E</p> <p>101: 351544.53N 1365501.16E</p> <p>102: 351545.82N 1365500.33E</p> <p>103: 351547.12N 1365459.51E</p> <p>104: 351548.41N 1365458.69E</p> <p>105: 351549.70N 1365457.86E</p> <p>106: 351551.00N 1365457.04E</p> <p>107: 351552.29N 1365456.21E</p> |
| 6 | Remarks | Nil |

RJNA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Nil |
| 2 | RWY and TWY markings and LGT | <p>RWY: RWY16/34 (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe. (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY34), WBAR(RWY34), RWY DIST marker LGT</p> <p>TWY: All TWY (Marking) TWY CL, RWY HLDG PSN, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> |
| 3 | Stop bars | Nil |
| 4 | Remarks | <p>(Marking) Overrun area (LGT) Apron flood LGT</p> |

RJNA AD 2.10 AERODROME OBSTACLES

■ In Area2 See Obstacle data

■ In Area3 To be developed

RJNA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | Aichi Pref. |
| 2 | Hours of service MET Office outside hours | Nil |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | TWR |
| 10 | Additional information(limitation of service, etc.) | Meteorological charts (S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , P _S , P ₅ , P _{SW} , U ₂ /T _r , C) are displayed, while briefing is not provided. |

Airspace for the advisory service
concerning low level wind shear

UPPER LIMIT : 1600ft above FIELD ELEV LEVEL
LOWER LIMIT : FIELD ELEV LEVEL

RJNA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|------------------------|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 152.42° | 2740x45 | PCN63/F/B/X/T Asphalt Concrete | 351559.16N 1365502.69E 125ft | THR ELEV:52ft TDZ ELEV:52ft |
| 34 | 332.42° | 2740x45 | PCN63/F/B/X/T Asphalt Concrete | 351440.36N 1365552.86E 126ft | THR ELEV:50.0ft TDZ ELEV:52ft |
| Slope of RWY | Strip Dimensions(M) | RESA(Overrun) Dimensions(M) | Remarks | | |
| 7 | 10 | 11 | 14 | | |
| See Below Chart | 2860x300 | 240x(MNM:197 MAX:341)* | RWY grooving : 2740m x 30m Overrun barrier(type net) 75m outside from THR, Arresting gear 17m outside from THR. | | |
| See Below Chart | 2860x300 | 240x(MNM:200 MAX:300)* *For detail, ask airport administrator | RWY grooving : 2740m x 30m Overrun barrier(type net) 42m outside from THR, Arresting gear at THR | | |



RJNA AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 16 | 2740 | 2740 | 2740 | 2740 | Nil |
| 34 | 2740 | 2740 | 2740 | 2740 | Nil |

RJNA AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|--|-------------------------------------|-----------------------|--|-------------|--|---|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 16 | PALS 480m LIH | Green - | PAPI 3.0°/LEFT 437m 64ft | - | 2,740m 30m Coded color (White/Red) LIH | 2,740m 60m Coded color (White/Yellow) LIH | Red | Nil (*1) |
| 34 | PALS (CAT I) 450m LIH | Green Green | PAPI 3.0°/LEFT 419m 67.3ft | 900m | 2,740m 30m Coded color (White/Red) LIH | 2,740m 60m Coded color (White/Yellow) LIH | Red | Nil (*1) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| Overrun area edge LGT(LEN:60m Color:Red)(*1) | | | | | | | | |

RJNA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 351508N/1365516E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : Nil Anemometer : RWY16 : 350m FM RWY16 THR, LGTD RWY34 : 390m FM RWY34 THR, LGTD |
| 3 | TWY edge and centerline lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1 sec: REDL, RENL, RTHL, WBAR, RCLL and Overrun area edge LGT Within 15 sec: Other lights |
| 6 | Remarks | WDI LGT |

RJNA AD 2.16 HELICOPTER LANDING AREA

| |
|-----|
| Nil |
|-----|

RJNA AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|---|---------|
| 1 | | 2 | 3 | 4 | 6 |
| NAGOYA CTR | Area defined as follows. (1) Area within a radius of 5NM of NAGOYA ARP (3515N/13655E) (2) Area within a line connecting 3515N13659E, 3511N13701E, 3509N13657E, 3513N13654E and 3515N13659E in consecutive order. | 3000 | D | NAGOYA TWR En | |
| NAGOYA PCA | 1. The airspace bounded by the lines connecting the following points. (1) 351103N/1370057E, (2) 350913N/1365637E, (3) 350633N/1365818E, (4) 350824N/1370238E thence to point(1). | 4000 800 | C | CENTRAIR APP CENTRAIR RADAR CENTRAIR DEP EN | |
| | 2. The airspace bounded by the lines connecting the following points. (4) 350824N/1370238E, (3) 350633N/1365818E, (5) 350338N/1370008E, (6) 350531N/1370426E thence to point(4). The line connecting point(5) to point(6) is the minor arc with a radius of 13NM from Nagoya VORTAC(KCC). | 5000 1300 | | | |
| CHUBU ACA | See RJGG AD2.17 | | E | CENTRAIR APP/DEP/ RADAR En | |
| CHUBU TCA | See RJGG AD2.17 | | E | CENTRAIR TCA En | |

名古屋特別管制区
Nagoya Positive Control Area

| NAME | LATERAL LIMITS | UPPER LIMIT (AMSL) | UNIT PROVIDING SERVICE | REMARKS |
|---------------|-----------------------------------|--------------------------------|---|--|
| | | LOWER LIMIT (AMSL) M(ft) | | |
| 1 | 2 | 3 | 4 | 5 |
| 名古屋 NAGOYA | 下記に示される区域 The area shown below | | Primary Centrair APP 121.05 119.175 228.4 245.3 Centrair Radar 125.55 Secondary Nagoya TWR 118.7 236.8 122.7 305.7 | 当該空域を飛行しようとする航空機は、Centrairアプローチ（Centrairレーダー）又は名古屋タワーに連絡し、現在位置、高度及び意図を通報し指示を受けること。 Pilot of aircraft operating in this area shall contact Centrair APP(RADAR) or Nagoya TWR, for ATC instructions giving informations on aircraft identification, position, altitude and pilot's intention. |



RJNA AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--------------------|--|--------------------|--------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Centrair Approach | 119.175 MHz (1) 245.3 MHz (1) 121.05 MHz 228.4 MHz 121.5 MHz (E) 243.0 MHz (E) | H24 | (1) Primary |
| RADAR | Centrair Radar | 121.225 MHz 227.2 MHz 125.55 MHz 121.5 MHz (E) 243.0 MHz (E) | H24 | |
| DEP | Centrair Departure | 121.225 MHz 227.2 MHz 119.175 MHz 245.3 MHz 121.5 MHz (E) 243.0 MHz (E) | H24 | |
| TCA | Centrair TCA | 119.25 MHz 321.2 MHz 121.175 MHz 318.0 MHz | 2330 - 1100 | |
| TWR | Nagoya Tower | 236.8 MHz 305.7 MHz 118.7 MHz 122.7 MHz 247.0 MHz (1) 138.05 MHz (1) 123.1 MHz (1) 243.0 MHz (E) 121.5 MHz (E) | H24 | (1) For rescue only |
| GND | Nagoya Ground | 275.7 MHz 121.7 MHz | H24 | |
| DLVRY | Nagoya Delivery | 258.9 MHz 121.75 MHz | H24 | |
| GCA-ASR -PAR | Nagoya GCA | 270.8 MHz 335.6 MHz 239.3 MHz 134.1 MHz 119.9 MHz 120.3 MHz 243.0 MHz(E) 121.5 MHz(E) | H24 | See AD2.22 "FLIGHT PROCEDURES" |

RJNA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------------------------------|-----|---------------------|-----------------------|---|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (8°W / 2017) | KCC | 114.2MHz | H24 | 351554.96N 1365453.73E | | VOR Unusable: 200°-210° beyond 35nm BLW 5000ft. 260°-270° beyond 30nm BLW 7000ft. 320°-340° beyond 20nm BLW 8000ft. |
| TACAN | KCC | 1176MHz (CH-89X) | H24 | 351555.75N 1365452.23E | 83ft | TACAN DME unusable: 200°-210° beyond 35nm BLW 5000ft. TACAN AZM unusable: 160°-180° beyond 35nm BLW 5000ft. 180°-200° beyond 30nm BLW 5000ft. 200°-210° beyond 25nm BLW 5000ft. 260°-270° beyond 35nm BLW 7000ft. |
| ILS-LOC34 | IKC | 108.9MHz | 2200-1300 | 351611.06N 1365455.11E | | BRG (MAG) 341° 414m away FM RWY16 THR |
| ILS-GP34 | | 329.3MHz | 2200-1300 | 351448.37N 1365542.42E | | GP angle 3.0° HGT of ILS Ref datum 55ft 341m inside FM RWY34 THR 120m SW of RCL |
| ILS-DME34 | IKC | 987MHz (CH-26X) | 2200-1300 | 351448.41N 1365542.23E | 63.8ft | 344m inside FM RWY34 THR 124m SW of RCL |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |

NAGOYA AIRPORT

ILS for RWY 34



REMARKS: 1. LOC beam BRG(MAG) 341°
 2. HGT of ILS REF datum 16.8m (55ft)
 3. GP Angle 3.0°
 4. ELEV of ILS-DME 19.5m (63.8ft)

RJNA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 空港の使用について、航空機の運航者はあらかじめ愛知県に届け出ること。

1.1 On use of NAGOYA airport , aircraft operator is required to notify Aichi Pref in advance.

1.2 訓練飛行を行うときは、愛知県の承認を得ること。

1.2 Training flight is subject to the approval of Aichi Pref.

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

6.1 誘導路交差点の翼端クリアランス

(AD1.1.6.8 参照)

誘導路上の停止位置に待機中の航空機と後方の誘導路を走行する航空機の翼端クリアランスは以下のとおりである。

6.1 Wing tip clearance at the TWY intersection

(REF. AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

(1) When B773 holding at the stop marking on TWY W2 or W8

| Wing Span (WS) of aircraft taxiing on WP1 – Apron TWY or WP3 – WP4 | WS ≤ 15.2m | 15.2m < WS ≤ 32.2m | WS > 32.2m |
|--|------------|--------------------|------------|
| Wing tip clearance | *A | *B | *C |

(2) When A333 holding at the stop marking on TWY W7

| Wing Span (WS) of aircraft taxiing on WP2 – WP3 | WS ≤ 12.9m | WS > 12.9m |
|---|------------|------------|
| Wing tip clearance | *B | *C |

Legend:

*A : wing tip clearance ≥ 15m

*B : 6.5m ≤ wing tip clearance < 15m

*C : wing tip clearance < 6.5m

6.2 B773 のための誘導路運用ガイダンス

B773 の操縦士は、誘導路 W2、W4、W5、W6、W7、W8 のコーナーには特に注意を払うこと。

6.2 TWY operational guidance for B773

The pilots of B773 are required to pay special attention at the corner section TWY W2, W4, W5, W6, W7 and W8.

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJNA AD 2.21 NOISE ABATEMENT PROCEDURES

1. 騒音軽減運航方式

すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。

- (1) 離陸について（滑走路 16/34）
急上昇方式
- (2) 着陸について（滑走路 16/34）
ディレイド・フラップ進入方式及び
低フラップ角着陸方式
- (3) リバース・スラストについて
なし

2. 優先滑走路方式

なし

3. 優先飛行経路

すべてのジェット機に対して、航行の安全確保及び飛行の目的に支障がない範囲において適用される。

- (1) 滑走路 34 から離陸する場合
名古屋 VORTAC から 2 海里の地点を通過する
まで直線飛行する。
- (2) 滑走路 16 から離陸する場合
名古屋 VORTAC から 3 海里の地点を通過する
まで直線飛行する。

1. Noise Abatement Operating Procedures

For all jet aircraft, in order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

- (1) For take-off from RWY 16/34
Steepest Climb Procedure
- (2) For landing to RWY 16/34
Delayed Flap Approach Procedure and
Reduced Flap Setting Procedure
- (3) Reverse Thrust
Nil

2. Preferential Runways Procedures

Nil

3. Noise Preferential Routes

For all jet aircraft, the following noise preferential routes are adopted, as long as flight safety is not jeopardized or purpose of flight is not hindered.

- (1) For take-off from RWY 34
Pilots are requested to strictly follow extended runway centerline until passing 2NM from Nagoya VORTAC.
- (2) For take-off to RWY 16
Pilots are requested to strictly follow extended runway centerline until passing 3NM from Nagoya VORTAC.

AD 1.1.6.5 参照

See : AD1.1.6.5

RJNA AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 16 | A, B, C, D | 400m | 400m | 400m | 400m | - | 500m |
| | 34 | | | | | | | |
| OTHER | 16 | A, B, C, D | AVBL LDG MINIMA | | | | | |
| | 34 | | | | | | | |

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

PAR RWY 16

| MINIMA | THR ELEV:52 | | AD ELEV: 46 | |
|--------|-------------|-------------|-------------|------|
| CAT | PAR | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 252(200) | 750 | 680(634) | 1600 |
| B | | | | |
| C | | | 860(814) | 2400 |
| D | | | | 3200 |

PAR RWY 34

| MINIMA | THR ELEV:50 | | AD ELEV: 46 | |
|--------|-------------|-------------|-------------|------|
| CAT | PAR | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 252(202) | 700 | 680(634) | 1600 |
| B | | | | |
| C | | | 860(814) | 2400 |
| D | | | | 3200 |

ASR RWY 16

| MINIMA | THR ELEV:52 | | AD ELEV: 46 | |
|--------|-------------|-------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 680(634) | 1400 | 680(634) | 1600 |
| B | | 1500 | | |
| C | | 1600 | 860(814) | 2400 |
| D | | 1800 | | 3200 |

ASR RWY 34

| MINIMA | THR ELEV:50 | | AD ELEV: 46 | |
|--------|-------------|-------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 540(494) | 1400 | 680(634) | 1600 |
| B | | 1500 | | |
| C | | 1600 | 860(814) | 2400 |
| D | | 1800 | | 3200 |

3. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with Centrair Approach/Radar or NAGOYA GCA are lost for 1 minute, or 5 seconds(PAR)/15 seconds(ASR) on final approach, squawk Mode A/3 Code 7600 and;

- (I)
1. Contact Nagoya Tower.
 2. If unable, proceed in accordance with Visual Flight Rules.
 3. If unable,
 - a) Proceed to Nagoya VORTAC at last assigned altitude or 3,000FT whichever is higher and execute Instrument Approach.
 - b) Proceed to SHATI via Nagoya VORTAC at last assigned altitude or 5,000FT whichever is higher and execute TACAN A Approach.
- (II) Procedures other than above will be issued when situation required.

4. Automated Radar Terminal System(ARTS)

セントレアアプローチの指示のもとに、中部進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対し、その旨通報すること。

Aircraft flying under control of "Centrair Approach" in the Chubu approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

5. PAR 進入 滑走路 16 / 34
グライドパス 3.0°**5. PAR RWY16/34**
Glide path 3.0°**6. 場周経路を飛行する際の高度**

場周経路を飛行する際の高度は以下のとおり。

- (1) 固定翼航空機
- 1) ジェット 2,000 フィート
 - 2) プロペラ
 - 単発機 1,000 フィート
 - 多発機 1,200 フィート (4 発機を除く。)
 - 4 発機 1,500 フィート
- (2) 回転翼航空機 800 フィート

6. Altitude at Traffic Pattern as follows

Traffic Pattern Altitude as follows.

- (1) Fixed aircraft
- a) Jet 2,000ft
 - b) Propeller
 - Single engine 1,000ft
 - Multi engine 1,200ft(except 4 engines)
 - 4 engines 1,500ft
- (2) Rotor craft 800ft

RJNA AD 2.23 ADDITIONAL INFORMATION

1. Extensive military jet aircraft and military rescue helicopter activities in NAGOYA and GIFU CTZ.
 1. 名古屋及び岐阜管制圏内で、軍用ジェット機及び軍用救難ヘリコプターが大規模に活動している。
2. Building (See below chart) 建築物

建築物 / Building

建築物

1. 位置 : $35^{\circ}12'58''/136^{\circ}54'47''$ (名古屋空港標点から南4.4km)
 - See LDG CHART
2. 高さ : 552FT (168m) MSL
 525FT (160m) AGL
3. 備考 : 中光度及び低光度航空障害灯が下図のとおり設置されている。

Building

1. Position : $35^{\circ}12'58''/136^{\circ}54'47''$ (4.4km S from NAGOYA ARP)
 - See LDG CHART
2. Height : 552FT (168m) MSL
 525FT (160m) AGL
3. Remarks : Medium-intensity and low-intensity obstacle lights are installed on this tower as shown in below figure.

- ☆ 中光度航空障害灯
 Medium-intensity obstacle lights
- ★ 低光度航空障害灯
 Low-intensity obstacle lights



RJNA AD 2.24 CHARTS RELATED TO AN AERODROME

| |
|--|
| Aerodrome/Heliport Chart |
| Aircraft Parking/Docking Chart |
| Standard Departure Chart - Instrument (IBUKI) |
| Standard Departure Chart - Instrument (HOUBA) |
| Standard Departure Chart - Instrument (MORIZ) |
| Standard Departure Chart - Instrument (NAGOYA) |
| Standard Departure Chart - Instrument (TALMI) |
| Standard Departure Chart - Instrument (TRANSITION-RNAV) |
| Standard Arrival Chart - Instrument (EXPOH) |
| Standard Arrival Chart - Instrument (ORIBE EAST/SOUTH, SHINO-RNAV) |
| Instrument Approach Chart (ILS Z or LOC Z RWY34) |
| Instrument Approach Chart (ILS Y or LOC Y RWY34) |
| Instrument Approach Chart (VOR RWY34) |
| Instrument Approach Chart (VOR A) |
| Instrument Approach Chart (TACAN A) |
| Instrument Approach Chart (RNP RWY16) |
| Other Chart (Visual REP) |
| Other Chart (LDG CHART) |
| Other Chart (MVA CHART) |

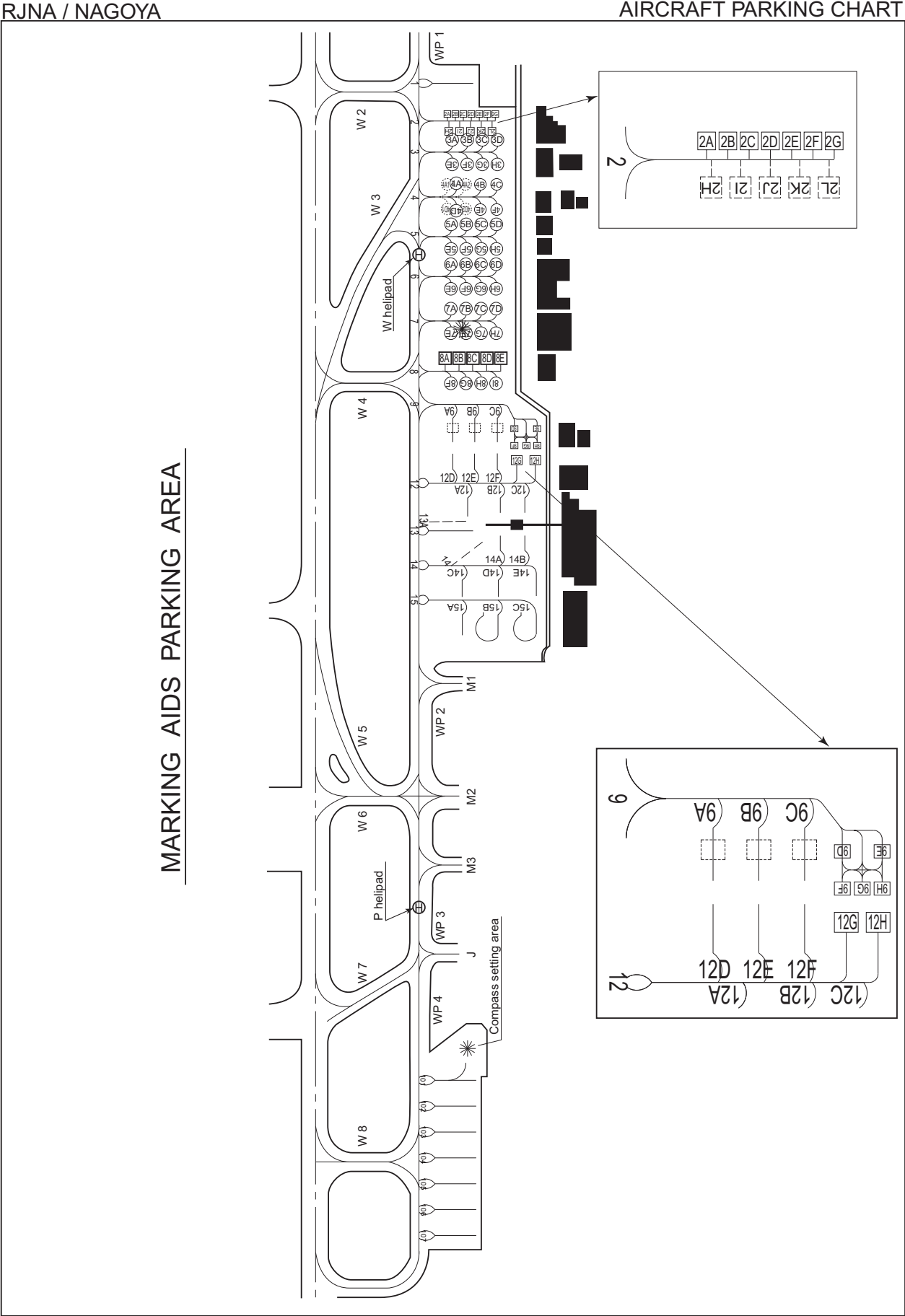
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AD CHART

MARKING AIDS



CHANGE: Spot 101-107 added.



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 TRANSITION

From 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.

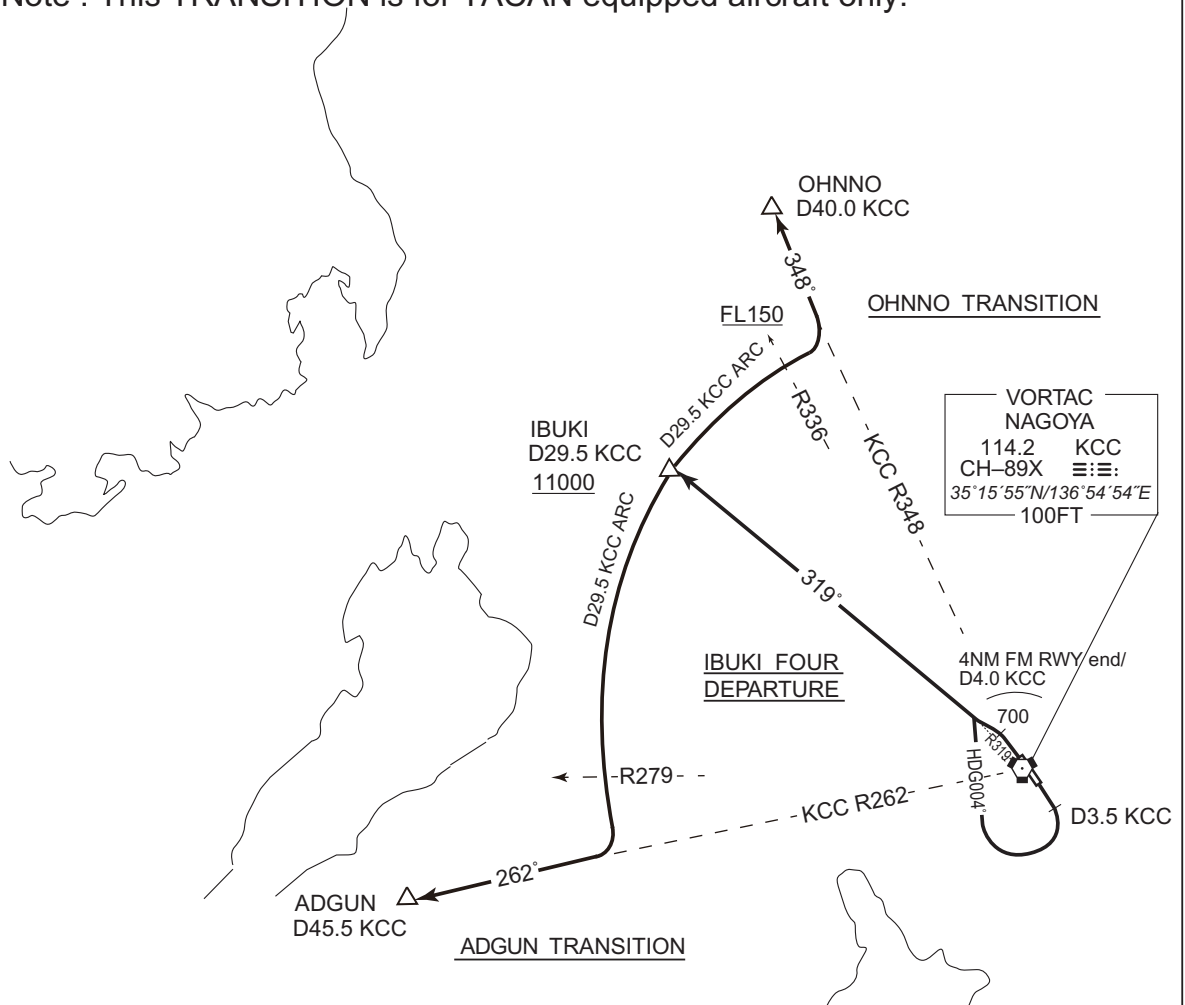
OHNNO TRANSITION

From 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.

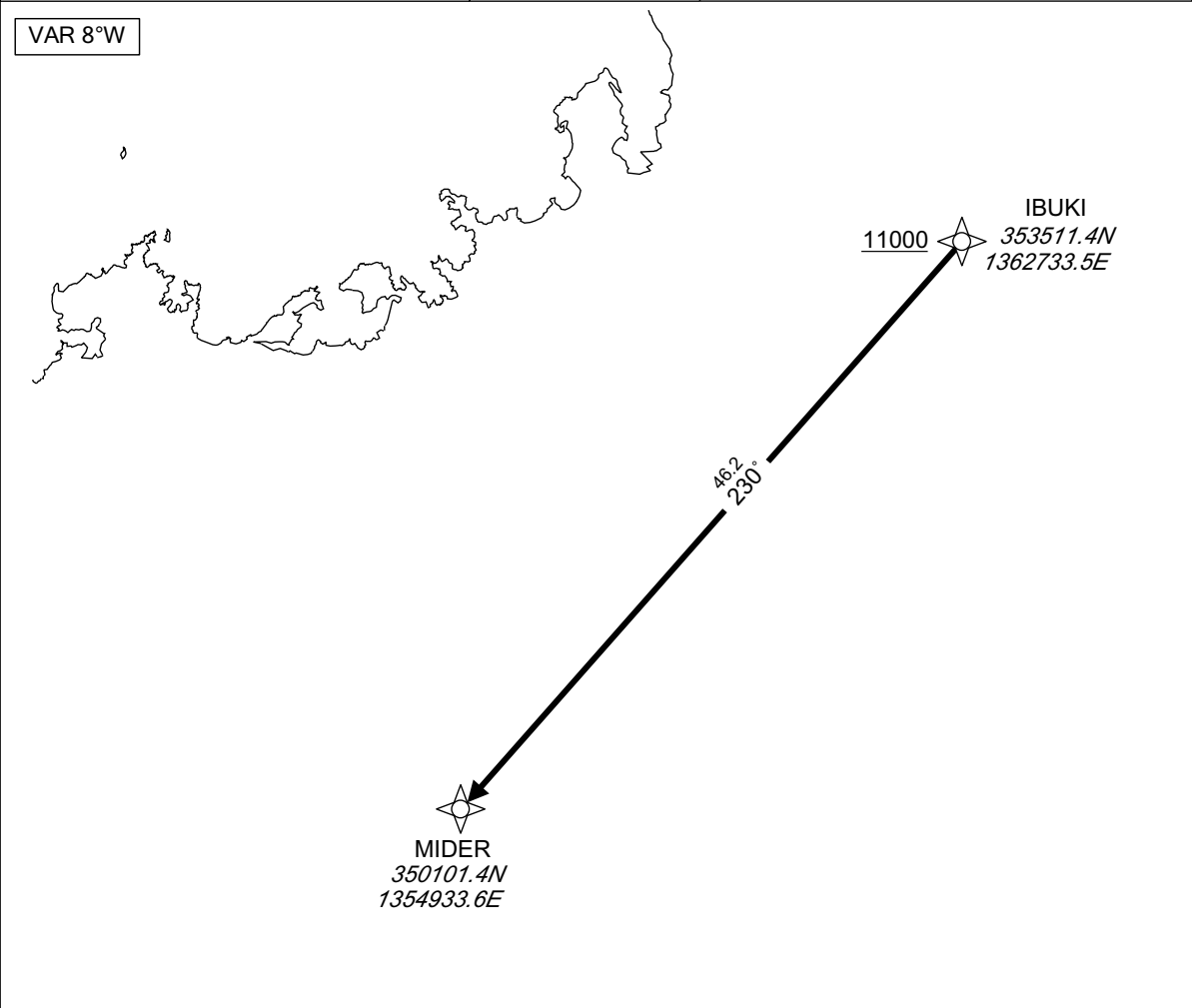


STANDARD DEPARTURE CHART -INSTRUMENT

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 | |



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 : Description of VAR and PROC name.

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
D35.0 KCC
8000

CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

TRANSITION

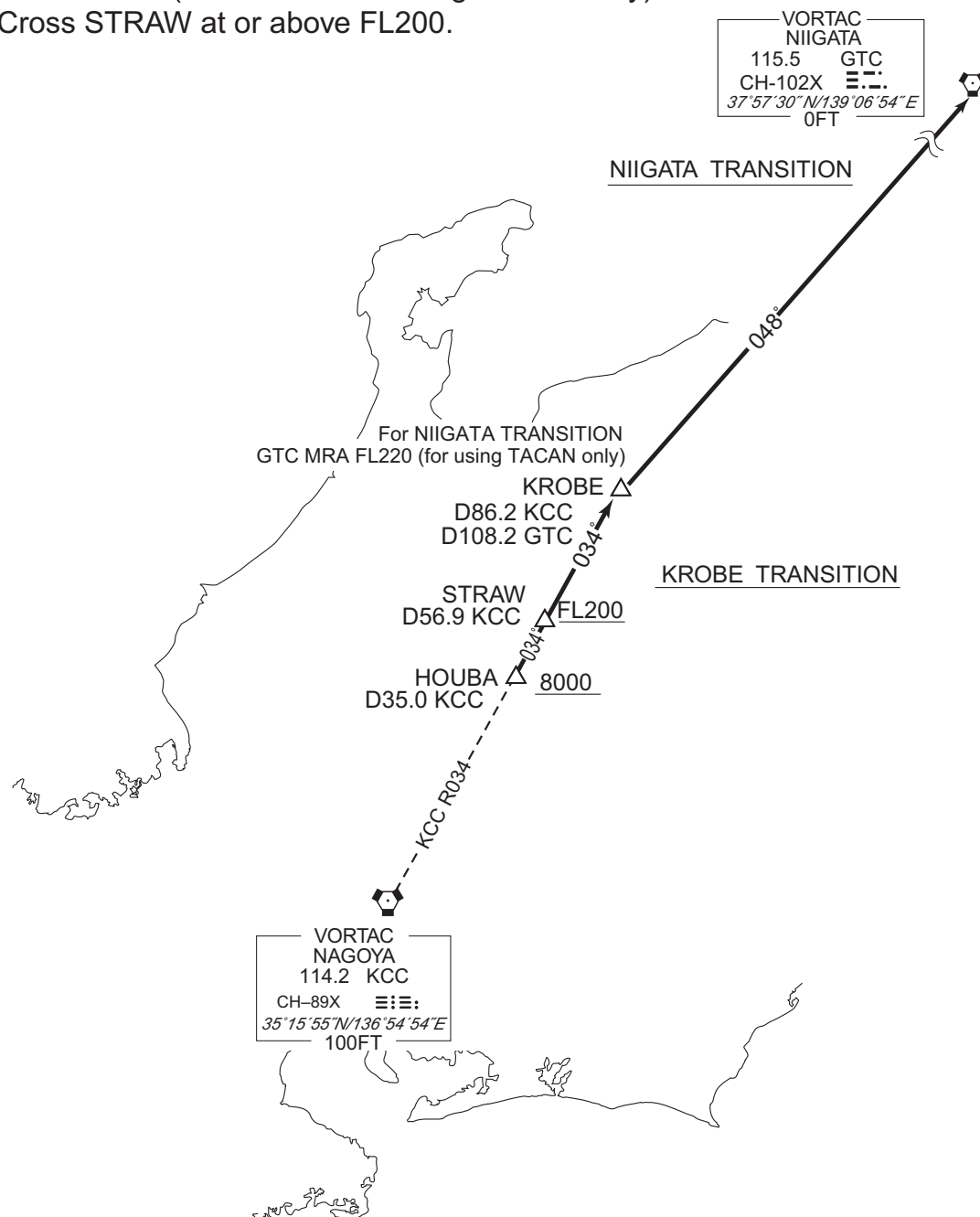
KROBE TRANSITION

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 R228(MRA FL220 for using TACAN only) to GTC VORTAC.
Cross STRAW at or above FL200.

CHANGE : MRA for using GTC TACAN added.



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.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

TRANSITION

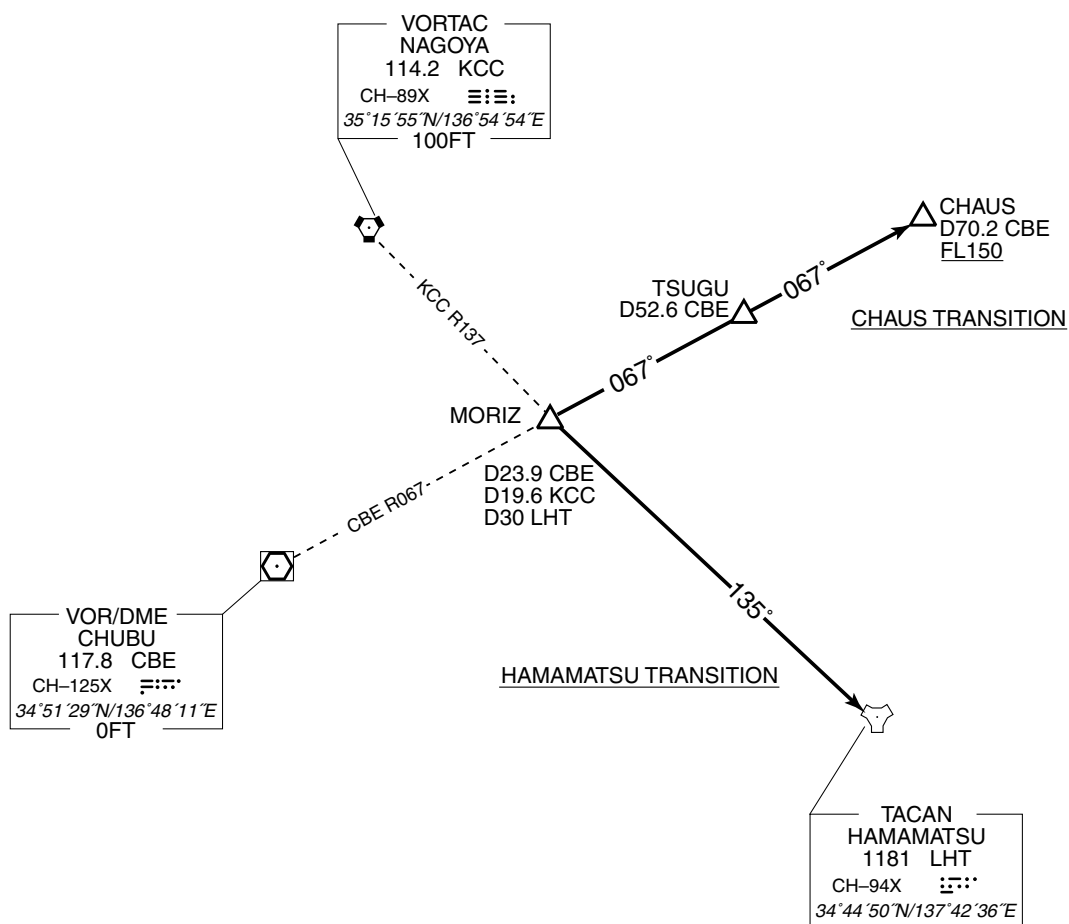
HAMAMATSU TRANSITION

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.



CHANGE : Description of PROC name.

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.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA

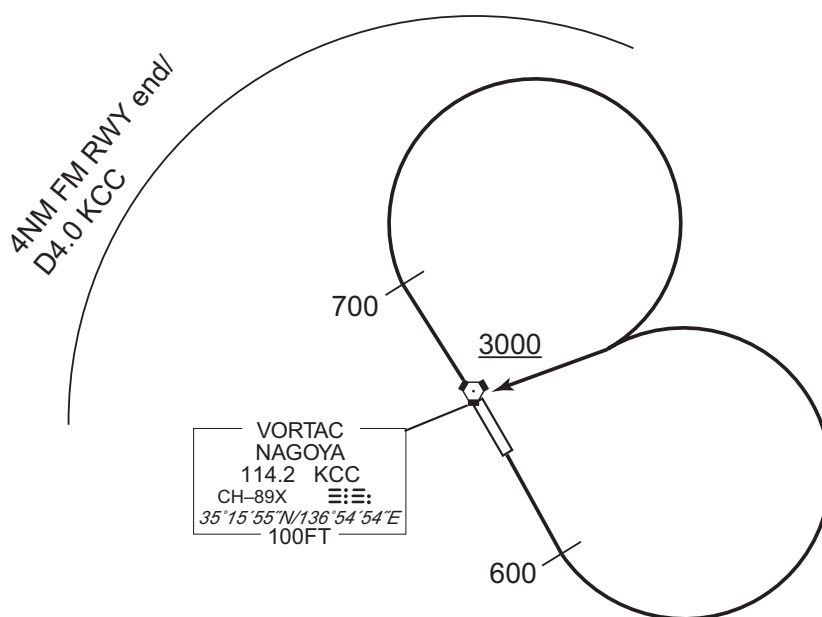
SID

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.



CHANGE : Description of PROC name.

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.



CHANGE : Description of PROC name.

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.



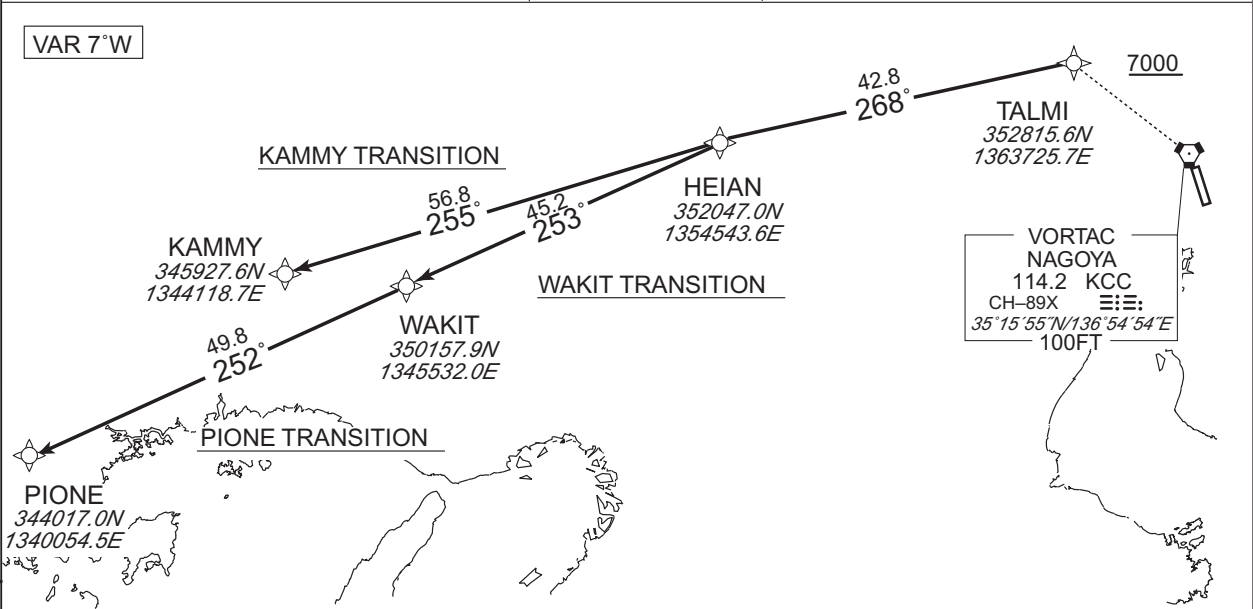
CHANGE : Description of PROC name.

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 | - | |
| | DME GAP | - | |
| | Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |



| 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 |

CHANGE : Critical DME deleted.

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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

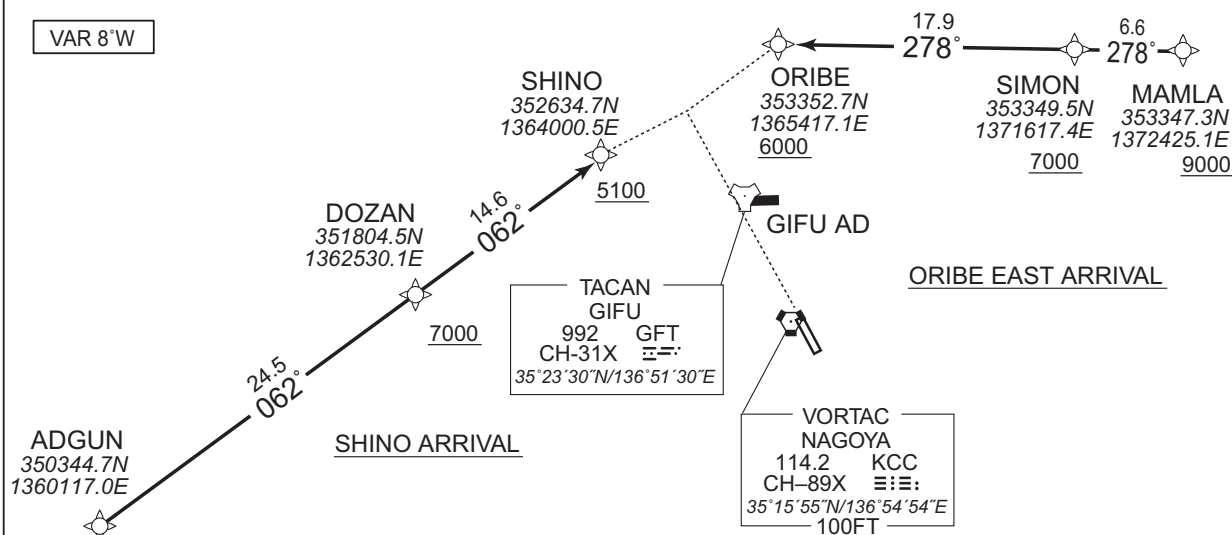
RJNA / NAGOYA

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 NavAids | 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

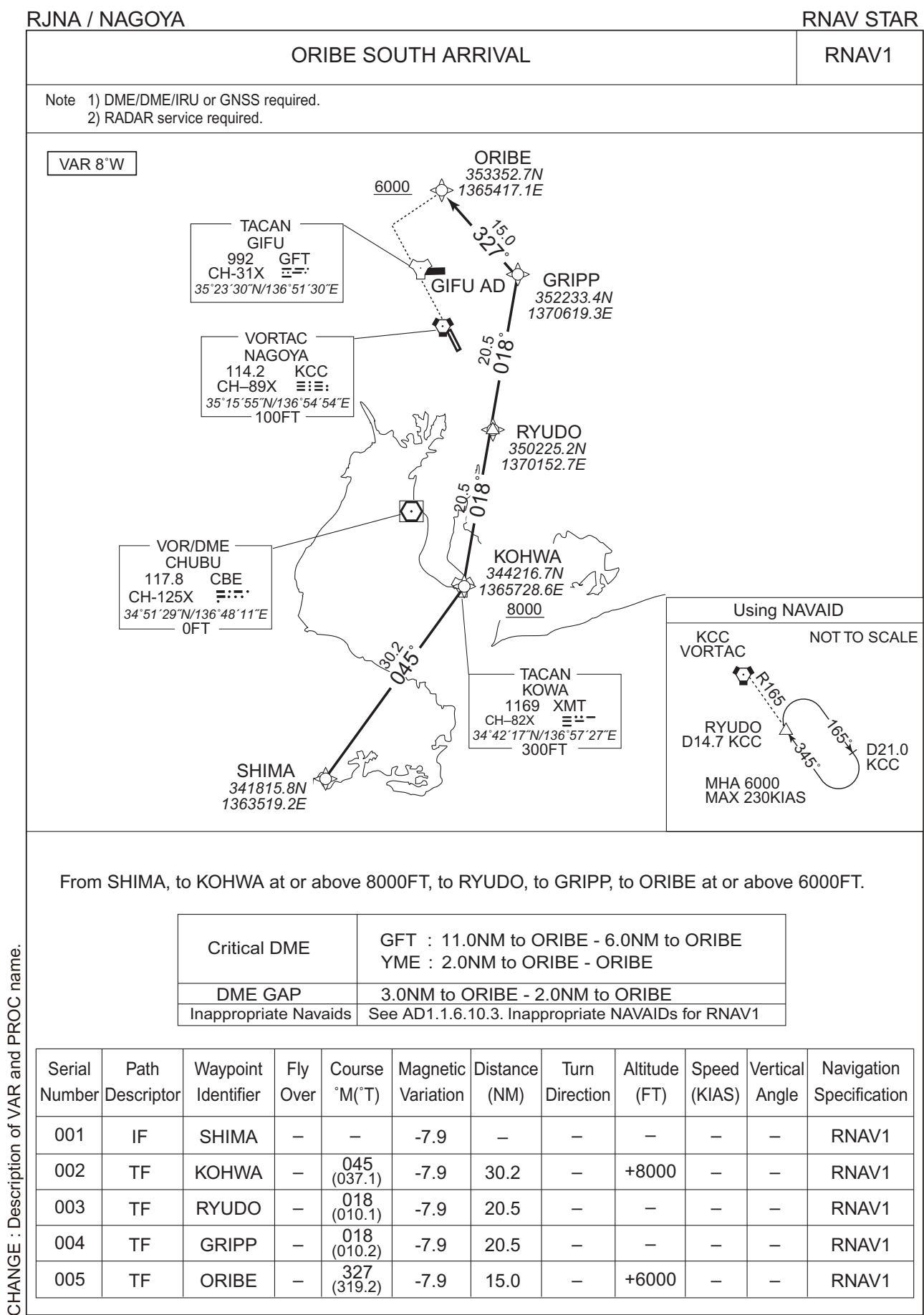
From ADGUN, to DOZAN at or above 7000FT, to SHINO at or above 5100FT.

| | |
|-----------------------|---|
| Critical DME | — |
| DME GAP | — |
| Inappropriate NavAids | 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 : Description of VAR.

STANDARD ARRIVAL CHART -INSTRUMENT

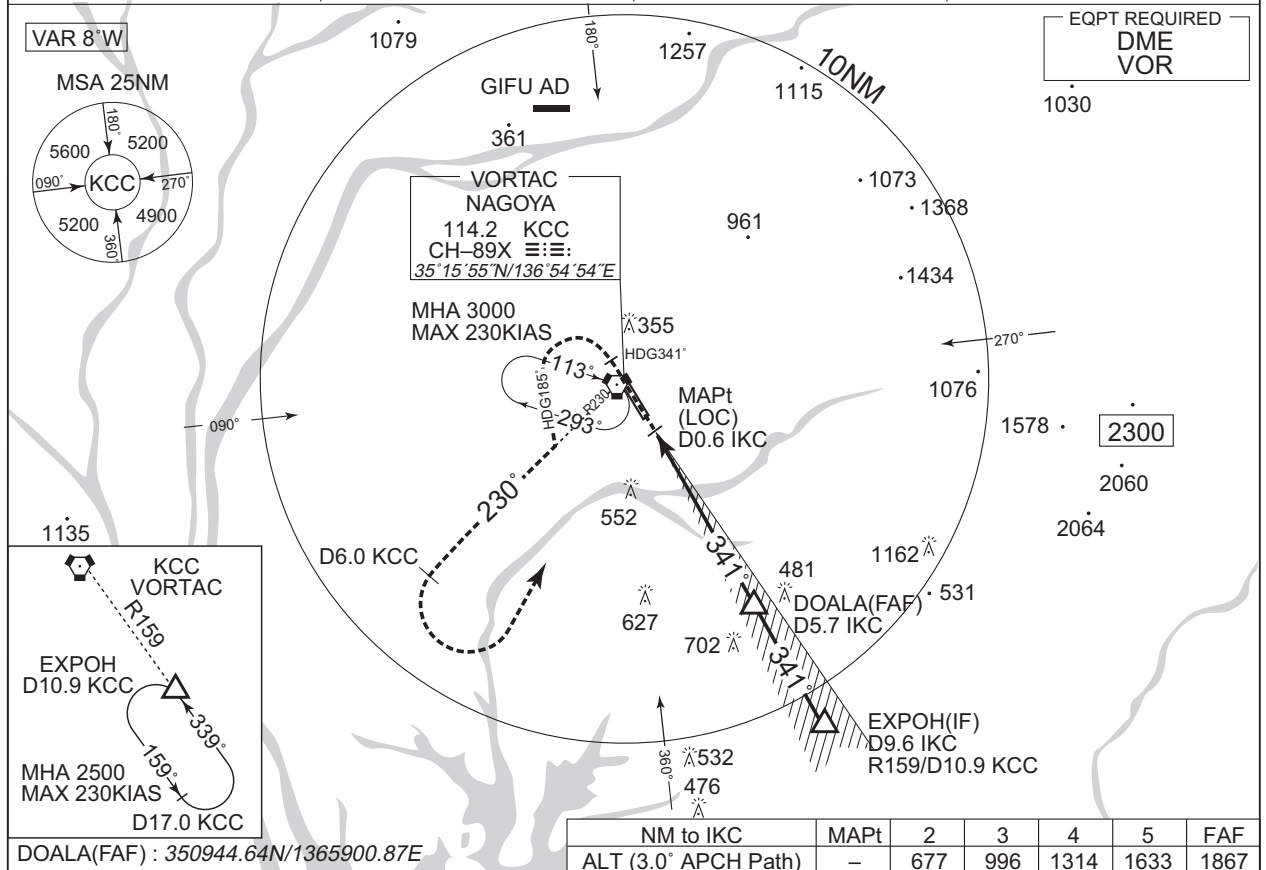


INSTRUMENT APPROACH CHART

RJNA / NAGOYA

ILS Z or LOC Z RWY34

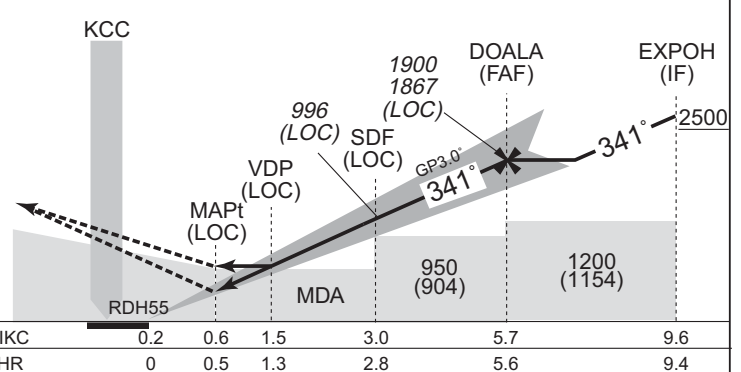
| | | | |
|---|--|--|-----------------------------------|
| CENTRAIR APP 121.05 – 119.175 228.4 – 245.3 | ILS – LOC 108.9 IKC ≡≡≡ ILS–GP 329.3 ILS–DME CH-26X | NAGOYA TOWER 118.7 - 122.7 236.8 - 305.7 | RADAR AVBL CALL CENTRAIR RADAR |
|---|--|--|-----------------------------------|



MISSED APPROACH

Climb to 500FT on HDG341°, turn left HDG185° to intercept and proceed via KCC R230 to KCC 6.0DME, turn left, direct to KCC VORTAC and hold at 3000FT. Contact CENTRAIR APP.

No turn before IKC 0.6DME.
Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 4.0%

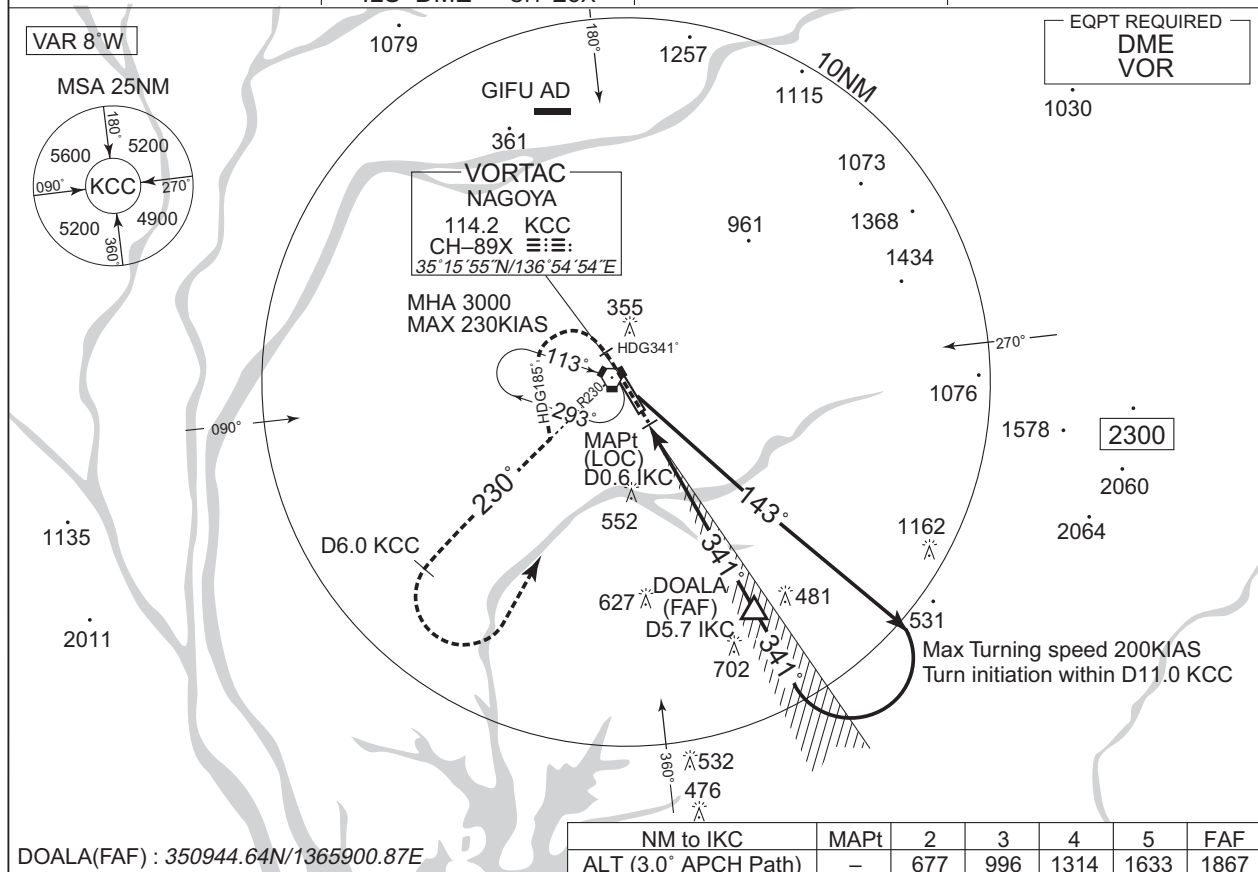
| CAT | MINIMA | | THR elev. 50 | | AD elev. 46 | |
|-----|-----------|---------|--------------|---------|-------------|------|
| | CAT I | LOC | CIRCLING | | | |
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 250 (200) | 700 | 490 (444) | 1200 | 650 (604) | 1600 |
| B | | | | 1300 | |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

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

RJNA / NAGOYA

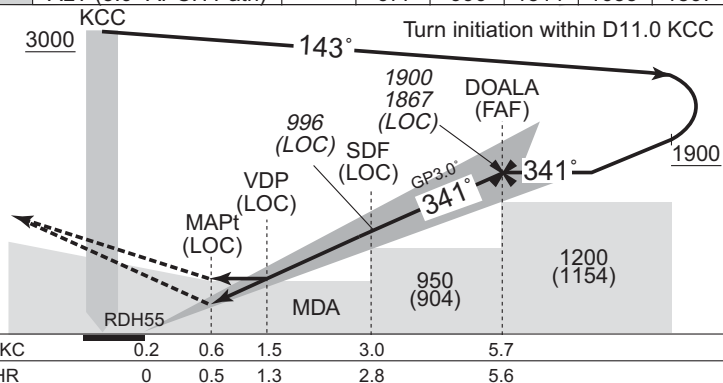
ILS Y or LOC Y RWY34

| | | | |
|---|---|--|---------------------------------------|
| CENTRAIR APP 121.05 – 119.175 228.4 – 245.3 | ILS – LOC 108.9 IKC 33.0 ILS-GP 329.3 ILS-DME CH-26X | NAGOYA TOWER 118.7 - 122.7 236.8 - 305.7 | RADAR AVBL CALL CENTRAIR RADAR |
|---|---|--|---------------------------------------|



Climb to 500FT on HDG341°, turn left
HDG185° to intercept and proceed via
KCC R230 to KCC 6.0DME, turn left,
direct to KCC VORTAC and hold at 3000FT.
Contact CENTRAIR APP

No turn before IKC 0.6DME.
Timing not authorized for defining the MAPt.



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 | | 3200 |

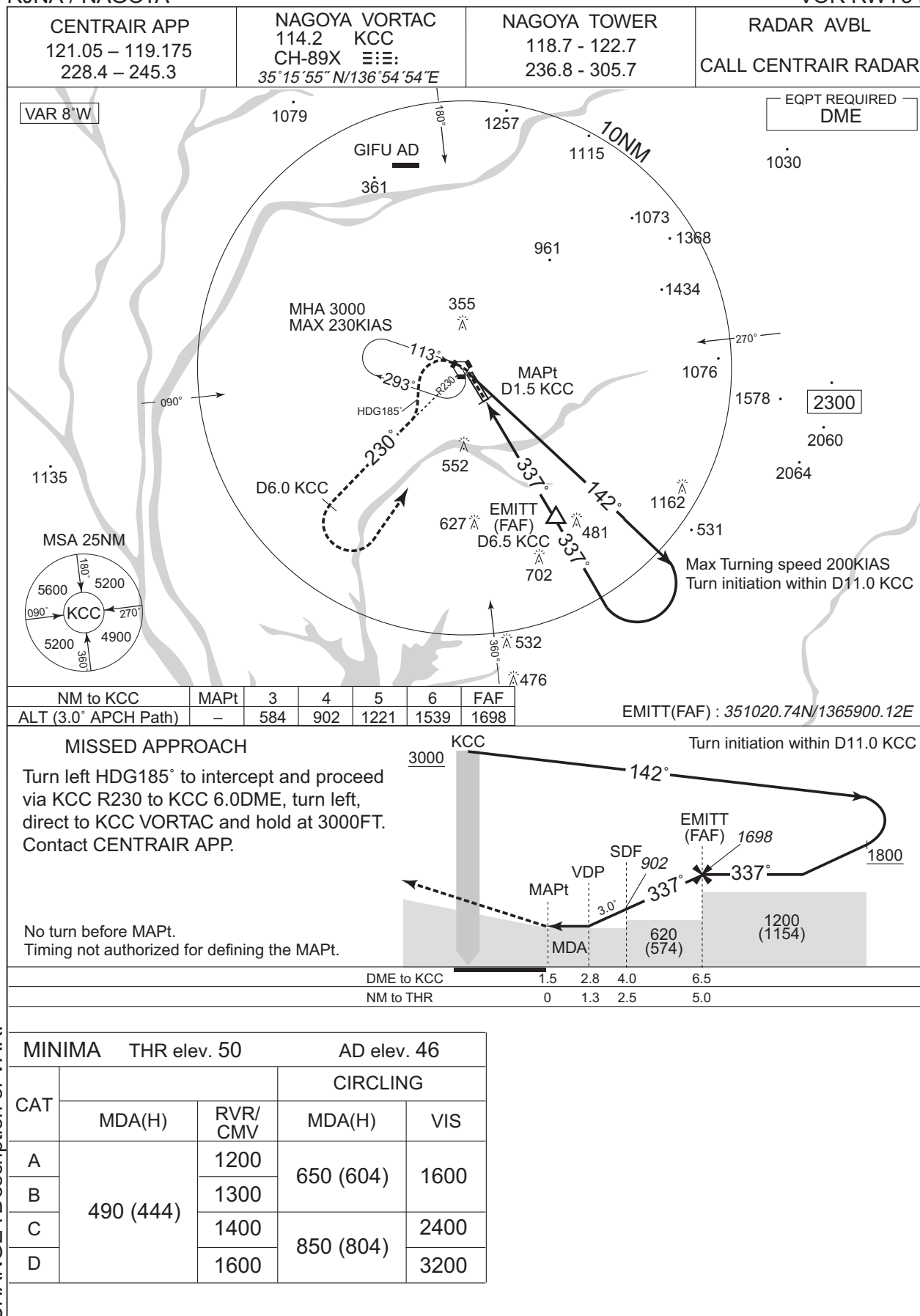
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJNA / NAGOYA

VOR RWY34



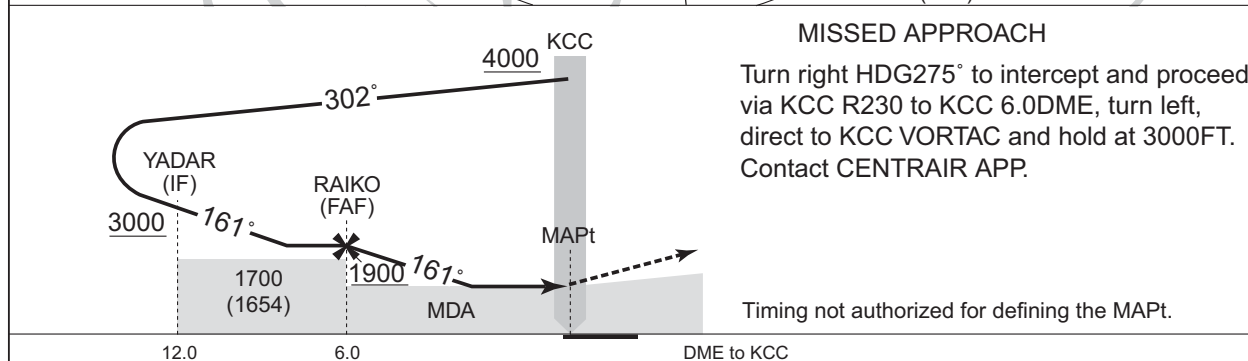
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJNA / NAGOYA

VOR A

| | | | |
|---|---|--|-----------------------------------|
| CENTRAIR APP 121.05 – 119.175 228.4 – 245.3 | NAGOYA VORTAC 114.2 KCC CH-89X $\equiv \equiv \equiv$ $35^{\circ}15'55''N/136^{\circ}54'54''E$ | NAGOYA TOWER 118.7 - 122.7 236.8 - 305.7 | RADAR AVBL CALL CENTRAIR RADAR |
|---|---|--|-----------------------------------|



CHANGE : Description of VAR.

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

Circling to EAST side of RWY only.

INSTRUMENT APPROACH CHART



RJNA / NAGOYA

RNP RWY16

CHANGE : Description of VAR.

RJNA / NAGOYA

Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

| Call sign | BRG / DIST from ARP | Remarks |
|-------------------------------------|---------------------|--------------------------------|
| 高蔵寺ステーション Kozoji Station | 085°T / 5.9NM | JR高蔵寺駅 Station |
| 入鹿 Iruka | 035°T / 6.4NM | 池 Pond |
| 一宮ステーション Ichinomiya Station | 294°T / 6.8NM | JR尾張一宮駅 Station |
| 稲沢ステーション Inazawa Station | 269°T / 5.1NM | JR稲沢駅 Station |
| 万場大橋 Manba Bridge | 216°T / 7.3NM | 庄内川と名古屋高速道路5号万場線との交点 Bridge |
| *名古屋インターチェンジ *Nagoya Interchange | 136°T / 7.0NM | 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 | 173°T / 8.0NM | 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じられ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

CHANGE : AKENO NDB(AK) abolished.

