

AD 2 AERODROMES**RJNG AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJNG - GIFU****RJNG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

| | | |
|---|---|------------------------------|
| 1 | ARP coordinates and site at AD | 352340N/1365210E |
| 2 | Direction and distance from (city) | 7NM E |
| 3 | Elevation/ Reference temperature | 128ft / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | Nil |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Japan Air Self Defense Force |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJNG AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | Nil |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | 2100-1300 MON-FRI 2100-0800 SAT 2300-0800 SUN & HOL, Other time on request |
| 7 | ATS | Nil |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJNG AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--------------------|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | 100/130 JP-4,JP-4A |
| 3 | Fuelling facilities/ capacity | To be issued later |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Minor ACFT repairs |
| 7 | Remarks | Nil |

RJNG AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJNG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Nil |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJNG AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJNG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--------------------|
| 1 | Apron surface and strength | To be issued later |
| 2 | Taxiway width, surface and strength | To be issued later |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Nil |
| 6 | Remarks | Nil |

RJNG 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 | RWY: RWY 10/28 (LGT): RTHL TWY: (LGT): TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

RJNG AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil | | | | | |

RJNG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | GIFU |
| 2 | Hours of service MET Office outside hours | 2100 - 1300 MON-FRI 2100 - 0800 SAT 2300 - 0800 SUN & HOL, Other time on request |
| 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 | Ja,En |
| 7 | Charts and other information available for briefing or consultation | S,U |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJNG 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 |
| 10 | To be issued Later | 2700×45 | SW26300kg(57860lbs) DW56000kg(123200lbs) ST70300kg(154660lbs) DT127200kg(279840lbs) Asphalt | Nil | Nil |
| 28 | To be issued Later | 2700×45 | SW26300kg(57860lbs) DW56000kg(123200lbs) ST70300kg(154660lbs) DT127200kg(279840lbs) Asphalt | Nil | Nil |
| Slope of RWY | | Strip Dimensions(M) | Remarks | | |
| 7 | | 10 | 12 | | |
| Nil | | 3300×450 3300×450 | | | |

RJNG AD 2.13 DECLARED DISTANCES

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

RJNG 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 |
| 10 | | | PAPI 2.5° - 49ft | | | | | |
| 28 | | | PAPI 2.5° - 49ft | | | | | |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| | | | | | | | | |

RJNG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 352306N/1365125E, White/Green EV9sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : LGTD |
| 3 | TWY edge and center line lighting | TWY edge LGT : AVBL |
| 4 | Secondary power supply/ switch-over time | Nil |
| 5 | Remarks | WDI LGT, OBST LGT |

RJNG AD 2.16 HELICOPTER LANDING AREA

To be issued later

RJNG 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 |
| GIFU CTR | Area within a radius of 5nm of GIFU ARP (35°24'N136°52'E) excluding area within a radius of 5nm of NAGOYA ARP. | 6,000 or below | D | GIFU TOWER En | |

RJNG AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|-------------|--|-------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Gifu Tower | 236.8MHz 126.2MHz 307.0MHz 247.0MHz(1)(2) 122.0MHz 123.1MHz(1)(2) 120.1MHz 243.0MHz(E) 121.5MHz(E) | 2100 - 1300 Other time 1HR PN | APP SER is provided by Centrair APP. (1)For rescue only. (2)AVBL on request |
| GND | Gifu Ground | 275.8MHz | 2100 - 1300 Other time 1HR PN | |

RJNG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------|-----|--------------------|--------------------|--|---------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TACAN | GFT | 992MHz (CH-31X) | H24 | 352330N/ 1365130E | | Unusable: R000-010 beyond 35NM BLW 10000ft R010-020 beyond 25NM BLW 10000ft R020-030 beyond 25NM BLW 9000ft R110-120 beyond 35NM BLW 8000ft R120-130 beyond 25NM BLW 7000ft R130-150 beyond 20NM BLW 6000ft R150-160 beyond 20NM BLW 5000ft R160-170 beyond 15NM BLW 4000ft R170-180 beyond 10NM BLW 4000ft R180-190 beyond 8NM BLW 4000ft R190-200 beyond 7NM BLW 3000ft R200-210 beyond 10NM BLW 5000ft R210-220 beyond 15NM BLW 7000ft R220-250 beyond 30NM BLW 7000ft R250-260 beyond 20NM BLW 7000ft R280-300 beyond 35NM BLW 7000ft R300-310 beyond 25NM BLW 7000ft R310-340 beyond 30NM BLW 8000ft |

RJNG AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

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|-----|
| Nil |
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2. Taxiing to and from stands

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| Nil |
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3. Parking area for small aircraft(General aviation)

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| Nil |
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4. Parking area for helicopters

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| Nil |
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5. Apron - taxiing during winter conditions

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| Nil |
|-----|

6. Taxiing - limitations

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

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| Nil |
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8. Helicopter traffic - limitation

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| Nil |
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9. Removal of disabled aircraft from runways

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| Nil |
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RJNG AD 2.21 NOISE ABATEMENT PROCEDURES

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|-----|
| Nil |
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RJNG AD 2.22 FLIGHT PROCEDURES**1. TAKE OFF MINIMA**

| | RWY | REDL AVBL | | REDL OUT | |
|-----------------------|-----|-----------------|------------|----------|------------|
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 10 | - | 800'-1600m | - | 800'-1600m |
| | 28 | 800'-1600m | 800'-1600m | - | 800'-1600m |
| OTHER | 10 | AVBL LDG MINIMA | | | |
| | 28 | | | | |

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

If radio communications with Centrair Approach/Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and:

- (I) 1. Contact Gifu Tower.
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable, proceed to MEIHO IAF at last assigned altitude or 6,000ft whichever is higher and execute TACAN RWY28 approach.
- (II) Procedures other than above will be issued when situation required.

RJNG AD 2.23 ADDITIONAL INFORMATION

Nil

RJNG AD 2.24 CHARTS RELATED TO AN AERODROME

Standard Departure Chart - Instrument (NORIC, NEO)
 Standard Departure Chart - Instrument (NAGOYA)
 Standard Departure Chart - Instrument (TRANSITION)
 Instrument Approach Chart (TACAN RWY28)

STANDARD DEPARTURE CHART -INSTRUMENT

RJNG / GIFU

SID

NORIC TWO DEPARTURE

RWY28 : Climb via GFT R-285 to GFT 6DME, then turn right,....

RWY10 : Turn left, climb via GFT R-090 to GFT 7DME, then turn left,....
....climb via GFT R-044 to HOUBA.

Note : When Take off RWY10/28, maintain rate of climb 300ft/NM
or more until passing 11,500ft.

Caution : When take off RWY10, high terrain exists in southeast side of airport
(Right of departure course).

NEO TWO DEPARTURE

RWY28 : Climb via GFT R-285 to GFT 6DME, then turn right,....

RWY10 : Turn left, climb via GFT R-090 to GFT 7DME, then turn left,....
....climb via GFT R-308 to IBUKI.

Cross IBUKI at or above 11,000ft.

Note : When Take off RWY10/28, maintain rate of climb 300ft/NM
or more until passing 4,500ft.

Caution : When take off RWY10, high terrain exists in southeast side of airport
(Right of departure course).



STANDARD DEPARTURE CHART -INSTRUMENT

RJNG / GIFU

SID

NAGOYA ONE DEPARTURE

RWY28 : Climb via GFT R-285 to GFT 6DME, then turn left,....

RWY10 : Turn left, climb via GFT R-090 to GFT 7DME,....

.... proceed direct to KCC VORTAC.

Cross KCC VORTAC at or above 3,000ft.

Note : When Take off RWY10/28, maintain rate of climb 300ft/NM
or more until passing 3,000ft.

Caution : When take off RWY10, high terrain exists in southeast side of airport
(Right of departure course).



CHANGE : Note

STANDARD DEPARTURE CHART -INSTRUMENT

RJNG / GIFU

TRANSITION

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.

NIIGATA TRANSITION

From over HOUBA, proceed via KCC R034 to KROBE then via GTC R227 to GTC VORTAC.

Cross KCC R034/60DME at or above FL200.

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



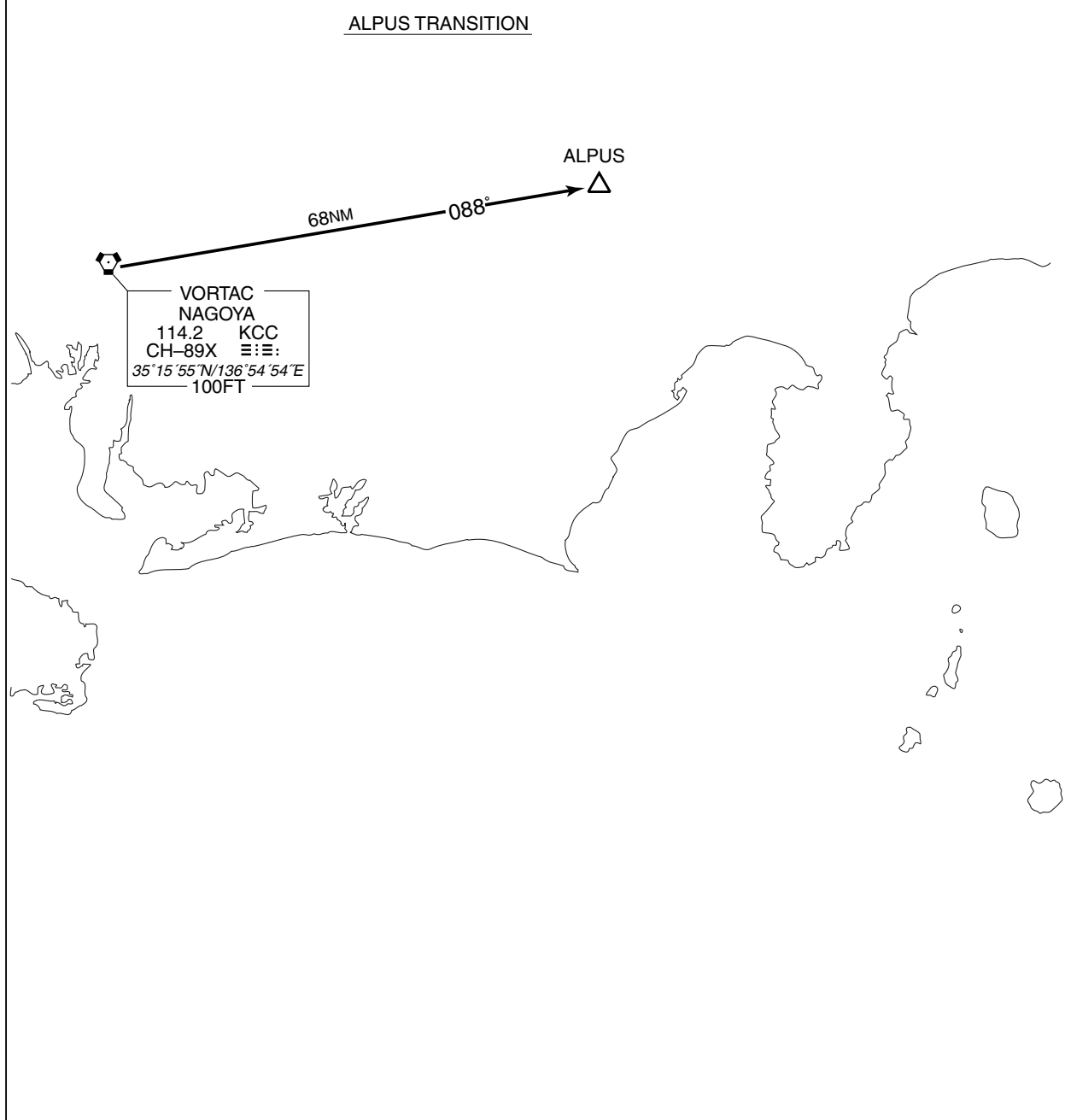
STANDARD DEPARTURE CHART -INSTRUMENT

RJNG / GIFU

TRANSITION

ALPUS TRANSITION

From over KCC VORTAC, proceed via KCC R-088 to ALPUS.



RJNG / GIFU

TACAN RWY28

[illegible]

MISSED APPROACH
At 1.7DME prior to GFT TACAN,
climb via GFT R-274 to 2000',
then turn right climb to 6000' via
GFT R-030, then turn left to
intercept and proceed via GFT
13DME counter-clockwise arc to
MEIHO and hold.
Contact CENTRAIR APP.



Missed APCH climb gradient of 5.0% up to 2,000'.
MINIMA with Missed APCH climb gradient of 2.5% are not established.