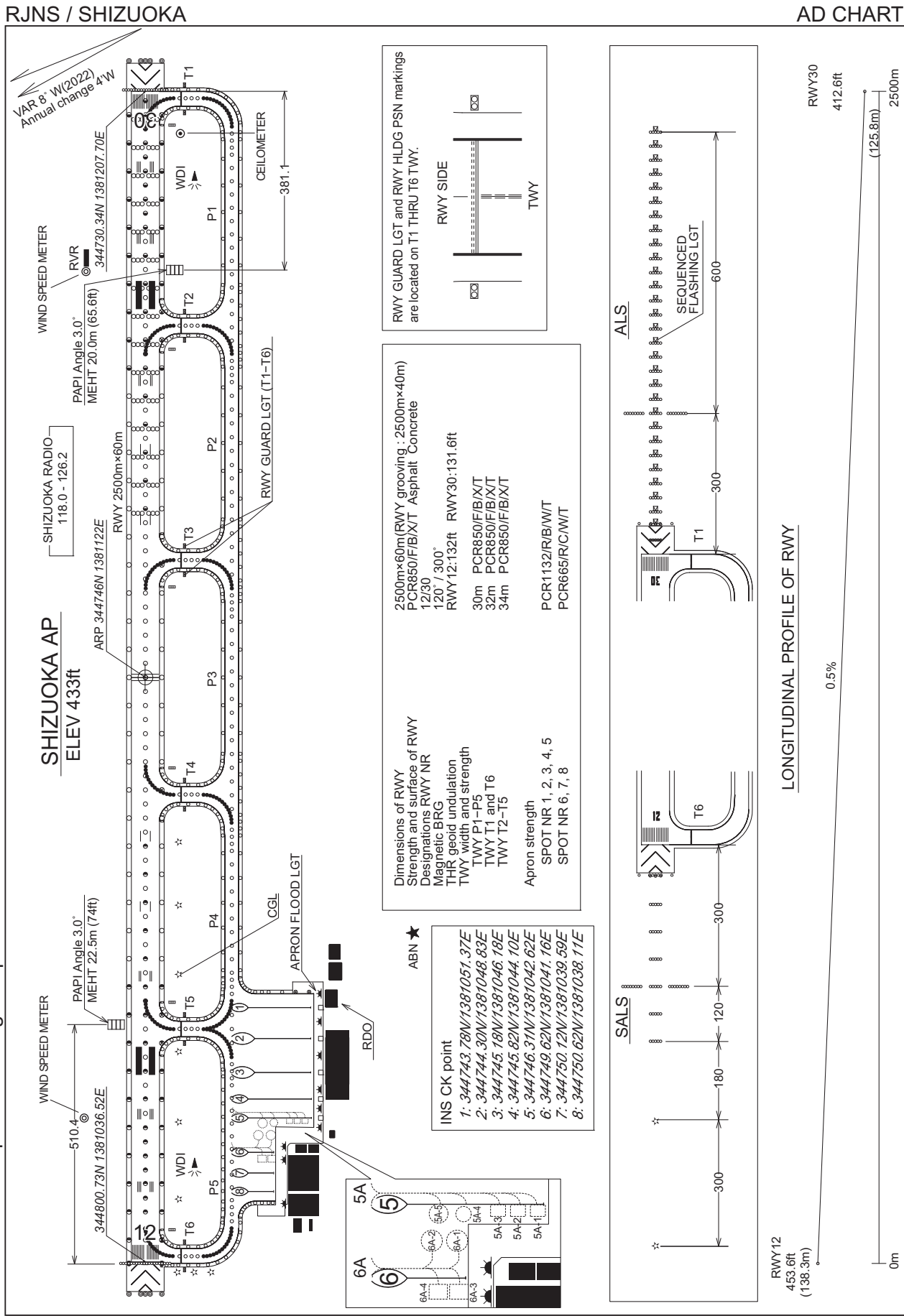


CHANGE : Description of strength of pavement.



**INTENTIONALLY LEFT BLANK**

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

SID

SHIZUOKA REVERSAL TWO DEPARTURE

RWY12: Climb RWY HDG to 900FT, turn right...

RWY30: Climb RWY HDG to 1200FT, turn left HDG 116°...

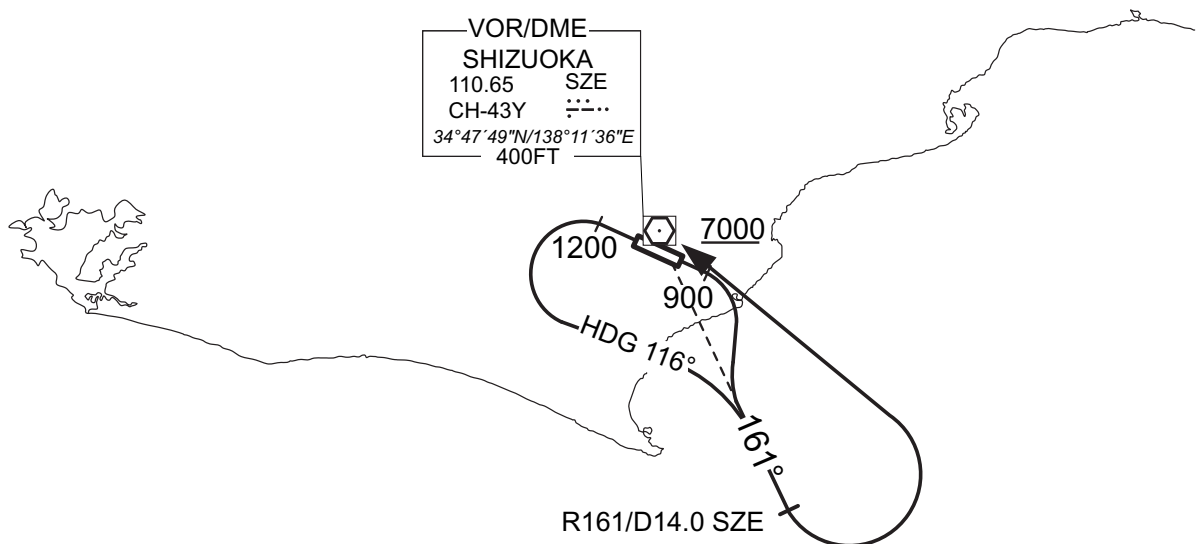
... to intercept and proceed via SZE R161 to 14.0DME, turn left direct to SZE VOR/DME.

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 : PROC renamed. PROC course.



## STANDARD DEPARTURE CHART- INSTRUMENT

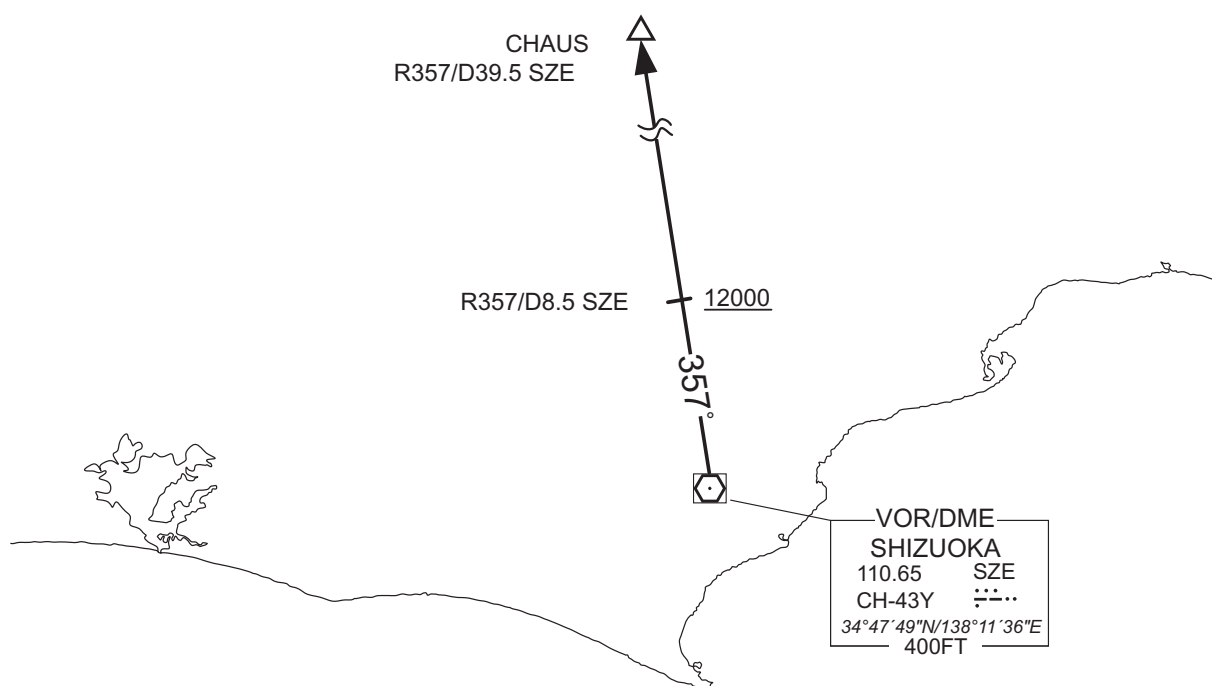
RJNS / SHIZUOKA

TRANSITION

CHAUS TRANSITION

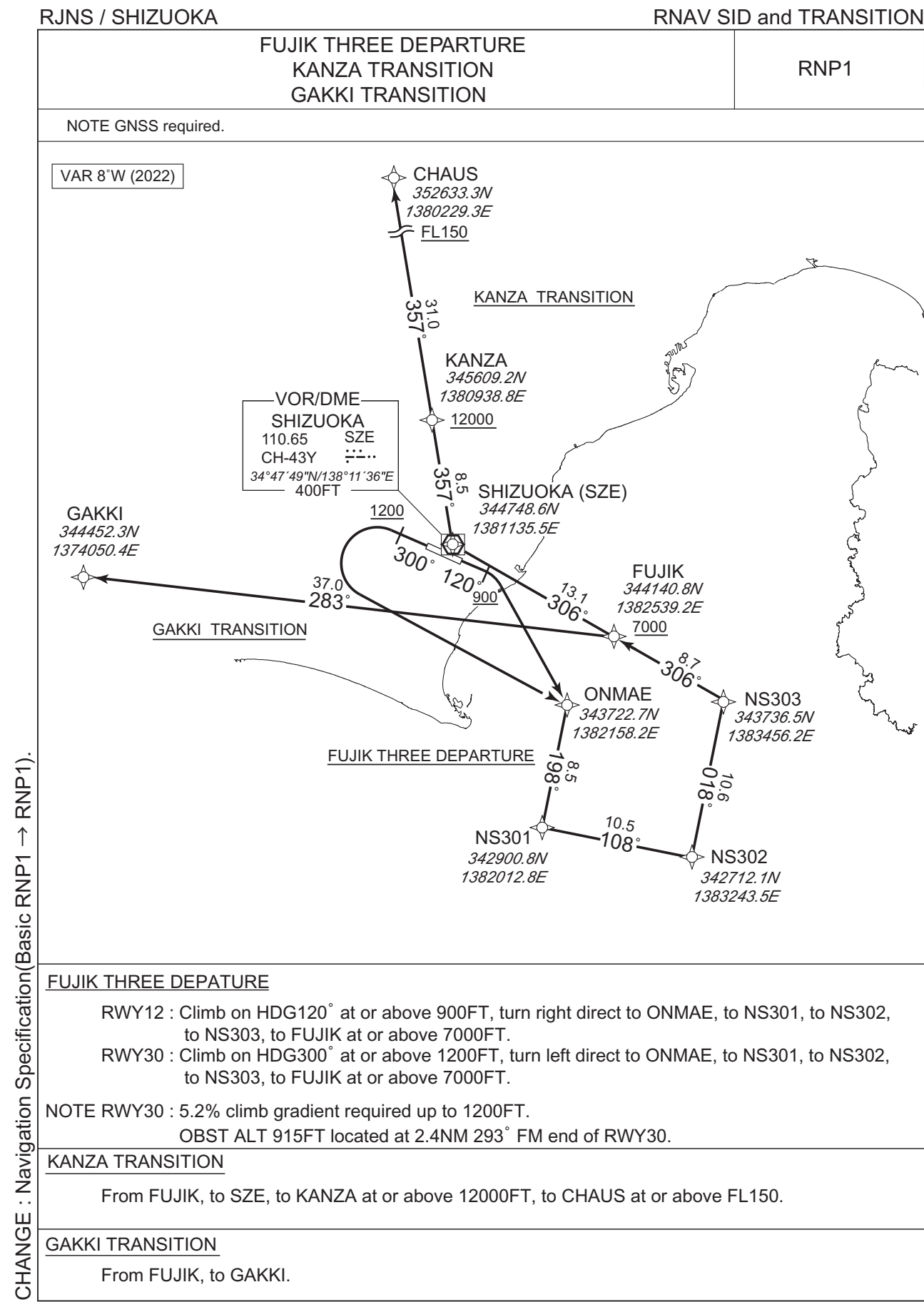
From over SZE VOR/DME, proceed via SZE R357 to CHAUS.

Cross SZE R357/8.5DME at or above 12000FT.



CHANGE : Course FM SZE to CHAUS.

STANDARD DEPARTURE CHART- INSTRUMENT



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV SID and TRANSITION

FUJIK THREE 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)	-7.7	-	-	+900	-	-	RNP1
002	DF	ONMAE	-	-	-7.7	-	R	-	-	-	RNP1
003	TF	NS301	-	198 (189.8)	-7.7	8.5	-	-	-	-	RNP1
004	TF	NS302	-	108 (099.9)	-7.7	10.5	-	-	-	-	RNP1
005	TF	NS303	-	018 (009.9)	-7.7	10.6	-	-	-	-	RNP1
006	TF	FUJIK	-	306 (298.1)	-7.7	8.7	-	+7000	-	-	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)	-7.7	-	-	+1200	-	-	RNP1
002	DF	ONMAE	-	-	-7.7	-	L	-	-	-	RNP1
003	TF	NS301	-	198 (189.8)	-7.7	8.5	-	-	-	-	RNP1
004	TF	NS302	-	108 (099.9)	-7.7	10.5	-	-	-	-	RNP1
005	TF	NS303	-	018 (009.9)	-7.7	10.6	-	-	-	-	RNP1
006	TF	FUJIK	-	306 (298.1)	-7.7	8.7	-	+7000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV SID and TRANSITION

KANZA TRANSITION

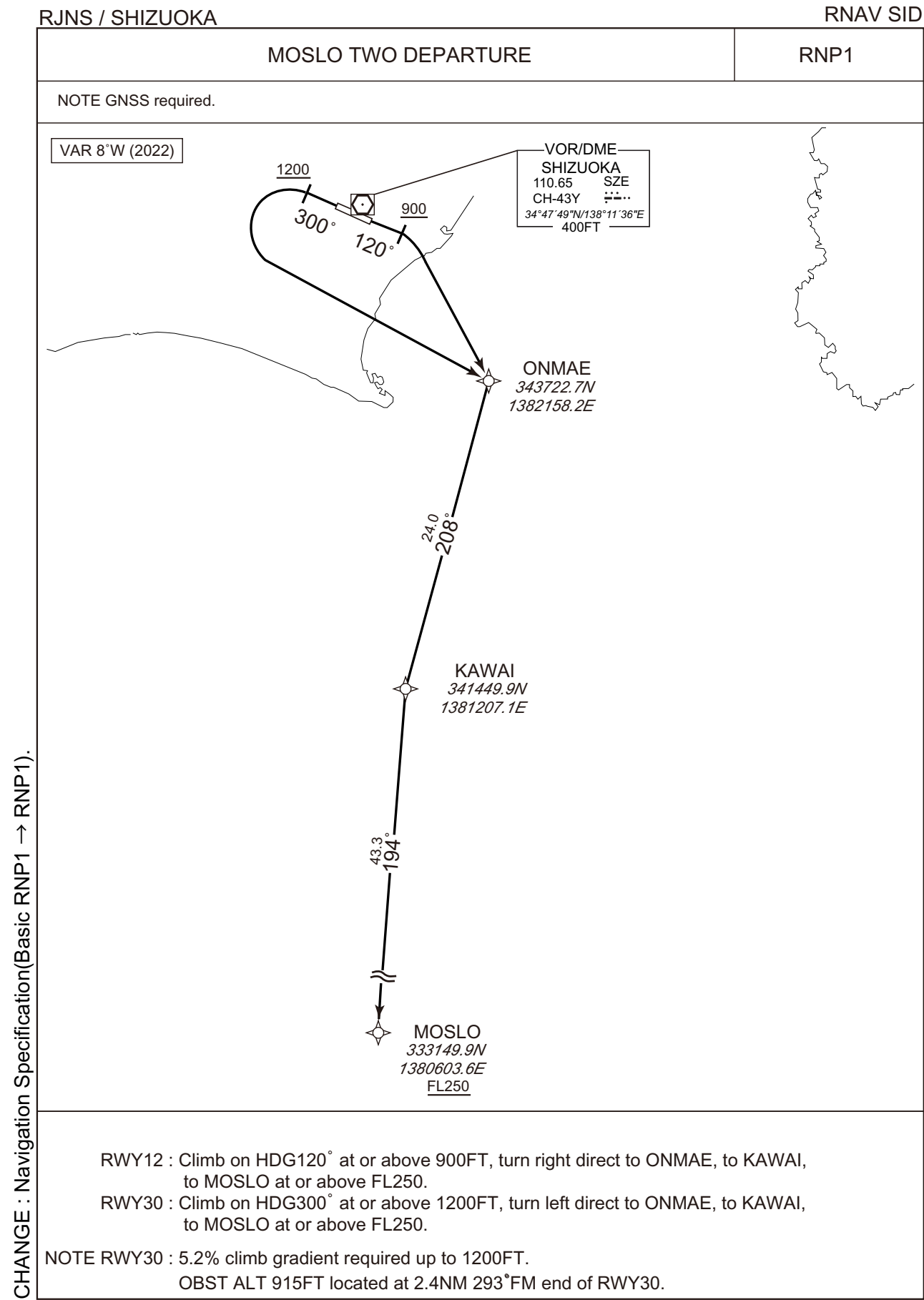
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	FUJIK	-	-	-7.7	-	-	+7000	-	-	RNP1
002	TF	SZE	-	306 (298.0)	-7.7	13.1	-	-	-	-	RNP1
003	TF	KANZA	-	357 (349.2)	-7.7	8.5	-	+12000	-	-	RNP1
004	TF	CHAUS	-	357 (349.1)	-7.7	31.0	-	+FL150	-	-	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	-	-	-7.7	-	-	+7000	-	-	RNP1
002	TF	GAKKI	-	283 (275.2)	-7.7	37.0	-	-	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART- INSTRUMENT





STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV SID

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)	-7.7	-	-	+900	-	-	RNP1
002	DF	ONMAE	-	-	-7.7	-	R	-	-	-	RNP1
003	TF	KAWAI	-	208 (199.9)	-7.7	24.0	-	-	-	-	RNP1
004	TF	MOSLO	-	194 (186.7)	-7.7	43.3	-	+FL250	-	-	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)	-7.7	-	-	+1200	-	-	RNP1
002	DF	ONMAE	-	-	-7.7	-	L	-	-	-	RNP1
003	TF	KAWAI	-	208 (199.9)	-7.7	24.0	-	-	-	-	RNP1
004	TF	MOSLO	-	194 (186.7)	-7.7	43.3	-	+FL250	-	-	RNP1

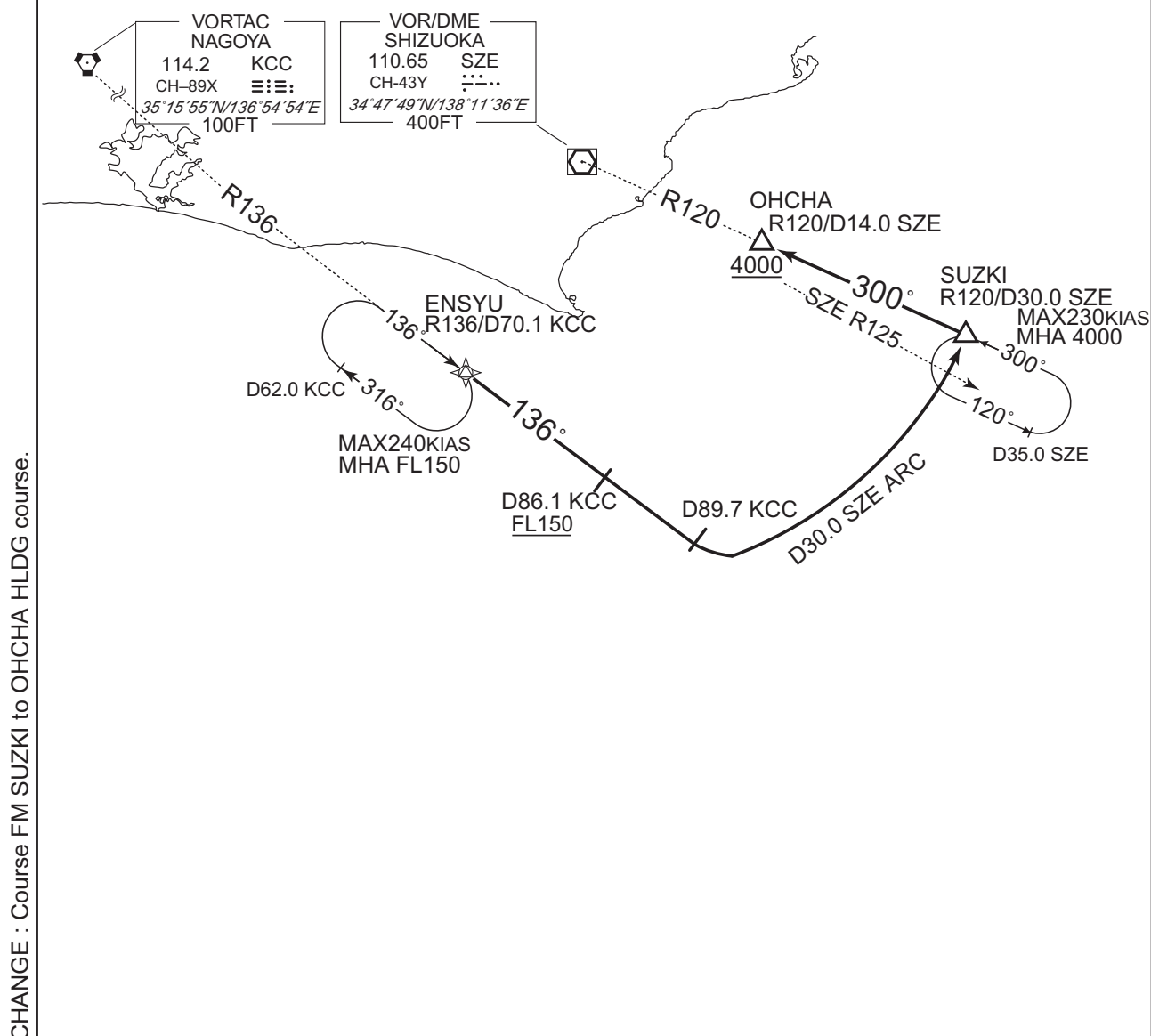
CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## RJNS / SHIZUOKA

STAR

From over ENSYU, via KCC R136, via SZE 30.0DME counterclockwise ARC to SUZKI, via SZE R120 to OHCHA.

Cross KCC R136/86.1DME at or above FL150, cross OHCHA at or above 4000FT.



## RJNS / SHIZUOKA

## OHCHA ARRIVAL

## RNP1

VAR 8°W (2022)

UNAGI

— VOR/DME  
SHIZUOKA  
110.65 SZE  
CH-43Y  $\ddot{\vdots}\text{---}$   
 $34^{\circ}47'49"N/138^{\circ}11'$   
— 400FT —


SHIZUHAMAD

OHCHA  
344226.0N  
382716.6E  
4000

ENSYU  
343235.9N  
1380202.5E

AOIKU  
342634.6N  
382046.5E  
FL150

UNAGI  
343915.8N  
1383640.6E

 **KOITO**  
342416.6N  
1383217.3E

NOT TO SCALE

ENSYU

1.5MIN

MHA FL150  
MAX 240KIAS

CHANGE : Navigation Specification(Basic RNP1  $\rightarrow$  RNP1).

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV STAR

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	-	-	-7.7	-	-	-	-	-	RNP1
002	TF	AOIKU	-	119 (111.2)	-7.7	16.6	-	+FL150	-	-	RNP1
003	TF	KOITO	-	111 (103.6)	-7.7	9.8	-	-	-	-	RNP1
004	TF	UNAGI	-	021 (013.5)	-7.7	15.4	-	-	-	-	RNP1
005	TF	OHCHA	-	300 (292.3)	-7.7	8.4	-	+4000	-	-	RNP1

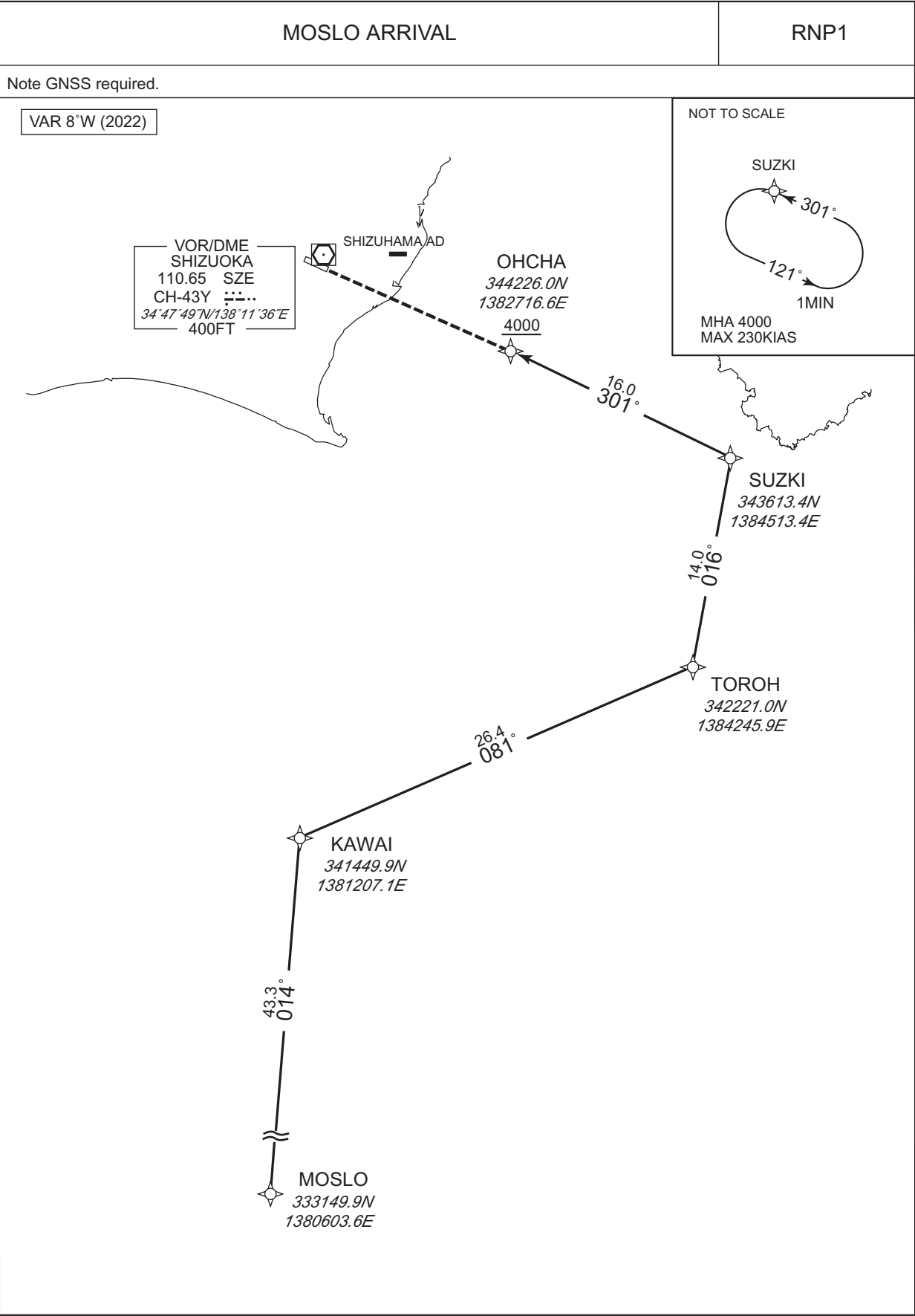
Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	ENSYU	136 (127.8)	-7.7	1.5	R	FL150	-	-240	RNP1
Hold	UNAGI	300 (292.7)	-7.7	1.0(-14000)	L	4000	FL140	-230(-14000)	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR



STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR

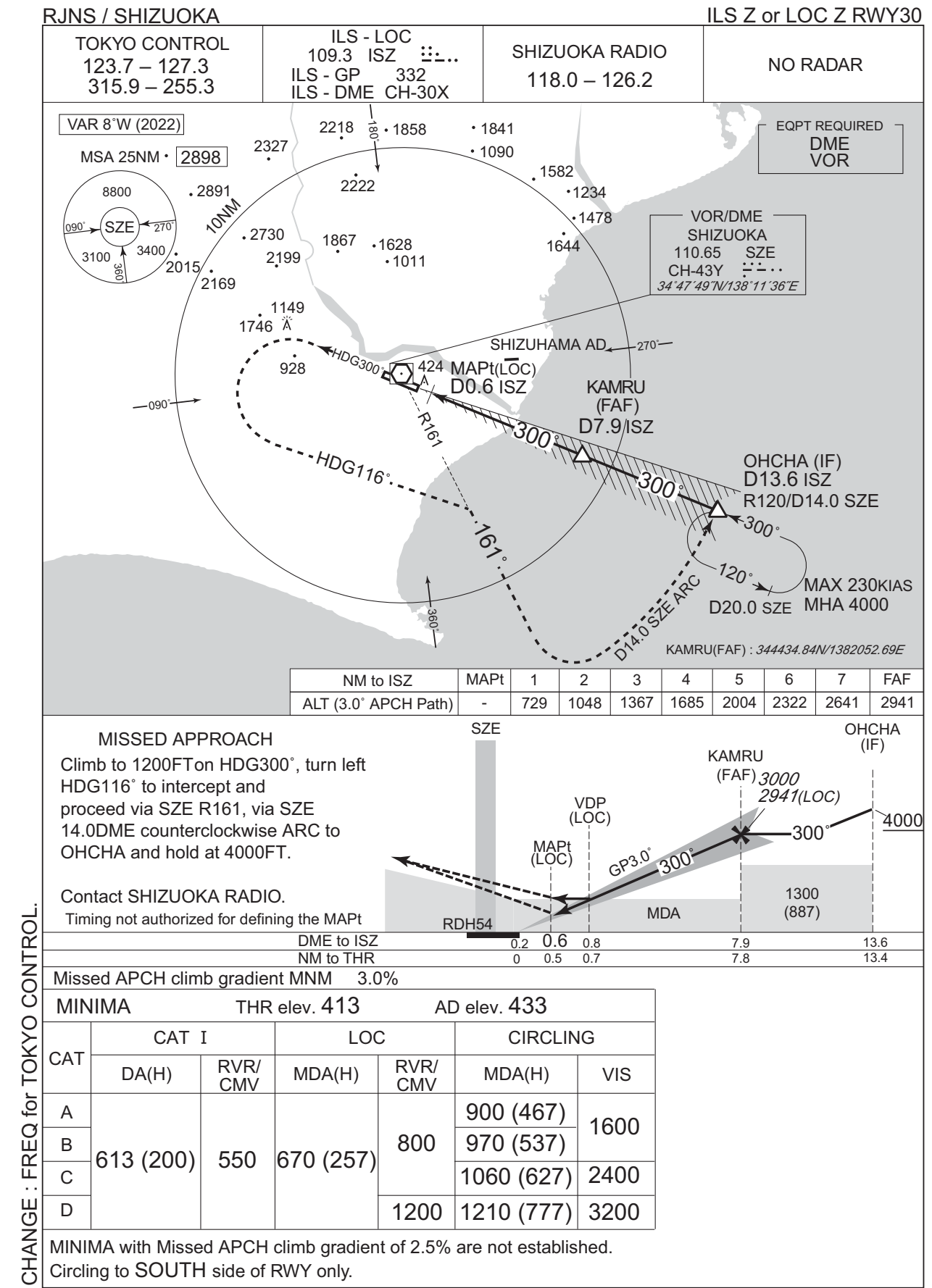
From MOSLO, to KAWAI, to TOROH, to SUZKI, to OHCHA at or above 4000FT.

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	-	-	-7.7	-	-	-	-	-	RNP1
002	TF	KAWAI	-	014 (006.6)	-7.7	43.3	-	-	-	-	RNP1
003	TF	TOROH	-	081 (073.3)	-7.7	26.4	-	-	-	-	RNP1
004	TF	SUZKI	-	016 (008.3)	-7.7	14.0	-	-	-	-	RNP1
005	TF	OHCHA	-	301 (292.9)	-7.7	16.0	-	+4000	-	-	RNP1

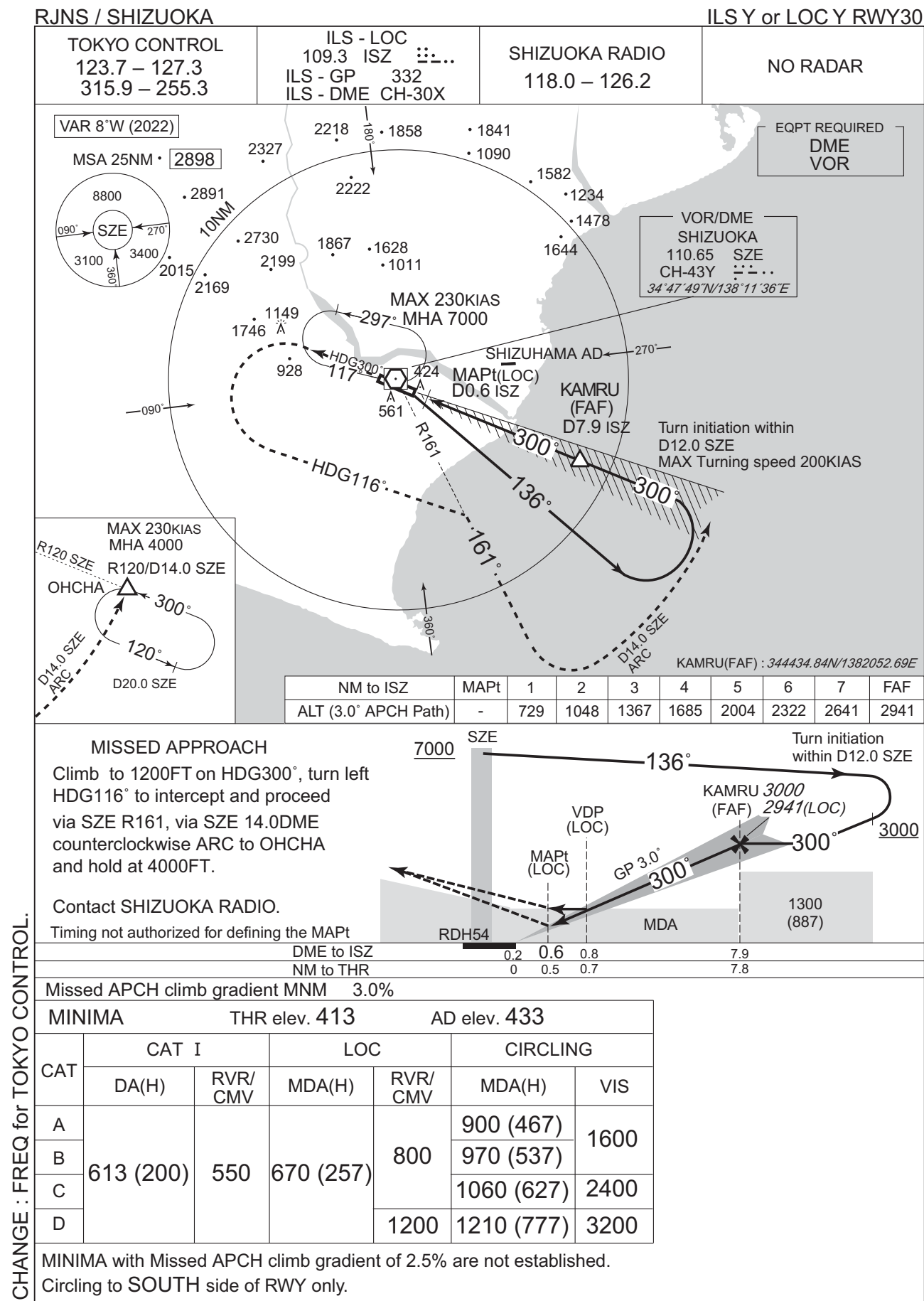
Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	SUZKI	301 (292.9)	-7.7	1.0(-14000)	L	4000	FL140	-230(-14000)	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART





## RJNS / SHIZUOKA

VOR RWY30

VAR 8°W (2022)

MSA 25NM • 2898

EQPT REQUIRED  
DME

10NM

MAX 230KIAS  
MHA 7000

SHIZUHAMI AD

MAPt  
D1.0 SZE  
ENPOM(FAF)  
D5.5 SZE

HDG 116°

D10.0 SZE

Turn initiation within  
D12.0 SZE

MAX Turning speed 200KIAS

ENPOM(FAF) : 344517.66N/1381734.08E

NM to SZE	MAPt	2	3	4	5	FAF
ALT (3.0° APCH Path)	-	930	1249	1567	1886	2054

The diagram illustrates a turn initiation maneuver. It begins with a horizontal approach from the left, labeled "7000" and "SZE". The vehicle turns right at a 140° angle. Subsequently, it turns left at a 305° angle. Key points along the path include the "MAPt VDP" (Minimum Altitude Protection Threshold Vertical Distance) indicated by a dashed arrow, and the "ENPOM (FAF)" (End of Nominal Path / Final Approach Fix). The final segment of the turn is labeled "Turn initiation within D12.0 SZE". A vertical distance of "1300 (887)" is marked on the right side of the diagram.

DME to SZE	0.5	1.0	5.5
NM to THR	0	0.5	5.0

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	900 (467)	1600
B			970 (537)	
C			1060 (627)	2400
D	720 (307)	1400	1210 (777)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.  
Circling to **SOUTH** side of RWY only.

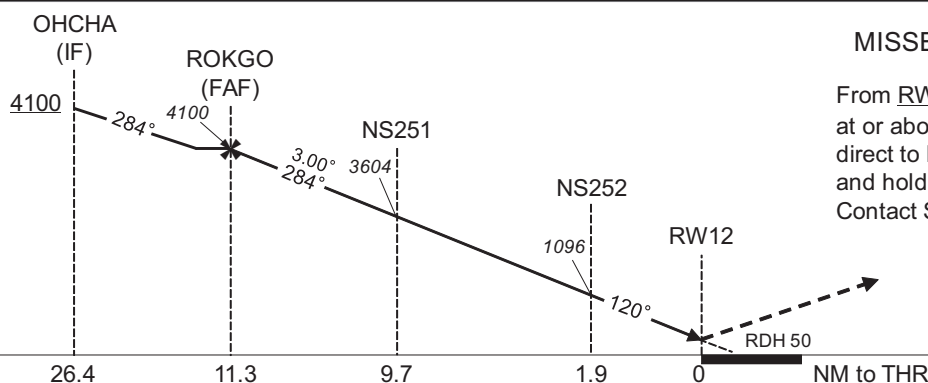
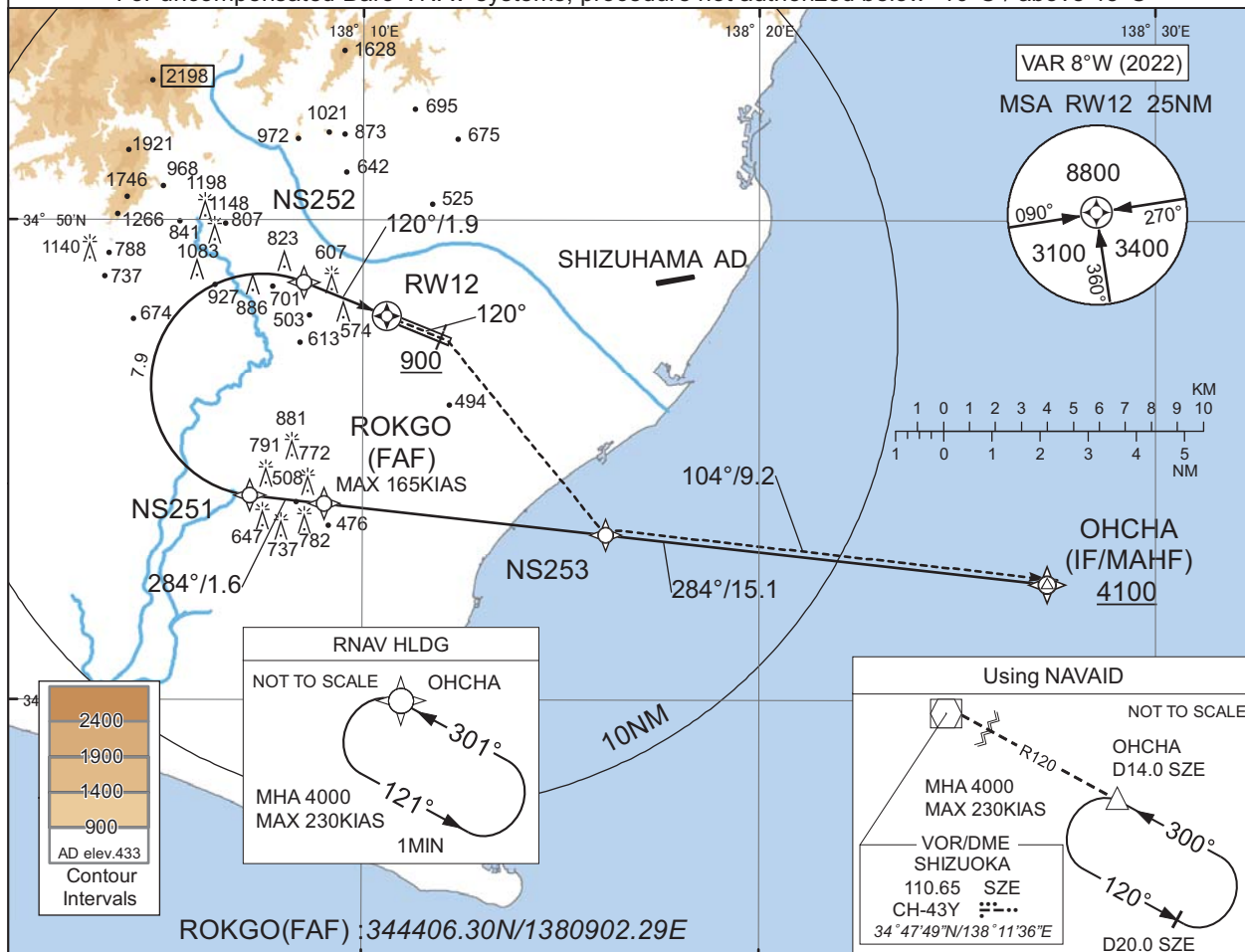
CHANGE : FREQ for TOKYO CONTROL.

## RJNS / SHIZUOKA

RNP RWY12(AR)

TOKYO CONTROL 123.7 - 127.3 315.9 - 255.3	RNP AR RF required.	SHIZUOKA RADIO 118.0 - 126.2	NO RADAR
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For uncompensated Baro-VNAV systems, procedure not authorized below -10°C / above 45°C



## MISSED APPROACH

From RW12 on track 120°,  
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	
	DA(H)	CMV
A	-	-
B		
C	850(396)	1400
D		1600

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

## Authorization Required

CHANGE : FREQ for TOKYO CONTROL:

## INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

RNP RWY12(AR)

Coding 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	—	—	-7.7	—	—	+4100	—	—	—
002	TF	ROKGO	—	284 (276.5)	-7.7	15.1	—	4100	-165	—	1.0
003	TF	NS251	—	284 (276.3)	-7.7	1.6	—	3604	—	-3.00	0.3
004	RF Center: NSRF1 r=2.31NM	NS252	—	—	-7.7	7.9	R	1096	—	-3.00	0.3
005	TF	RW12	Y	120 (112.1)	-7.7	1.9	—	504	—	-300/50	0.3
006	FA	—	—	120 (112.1)	-7.7	—	—	+900	—	—	1.0
007	DF	NS253	—	—	-7.7	—	R	—	—	—	1.0
008	TF	OHCHA	—	104 (096.3)	-7.7	9.2	—	4000	—	—	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	OHCHA	301 (292.8)	-7.7	1.0(-14000)	L	4000	FL140	-230(-14000)	1.0

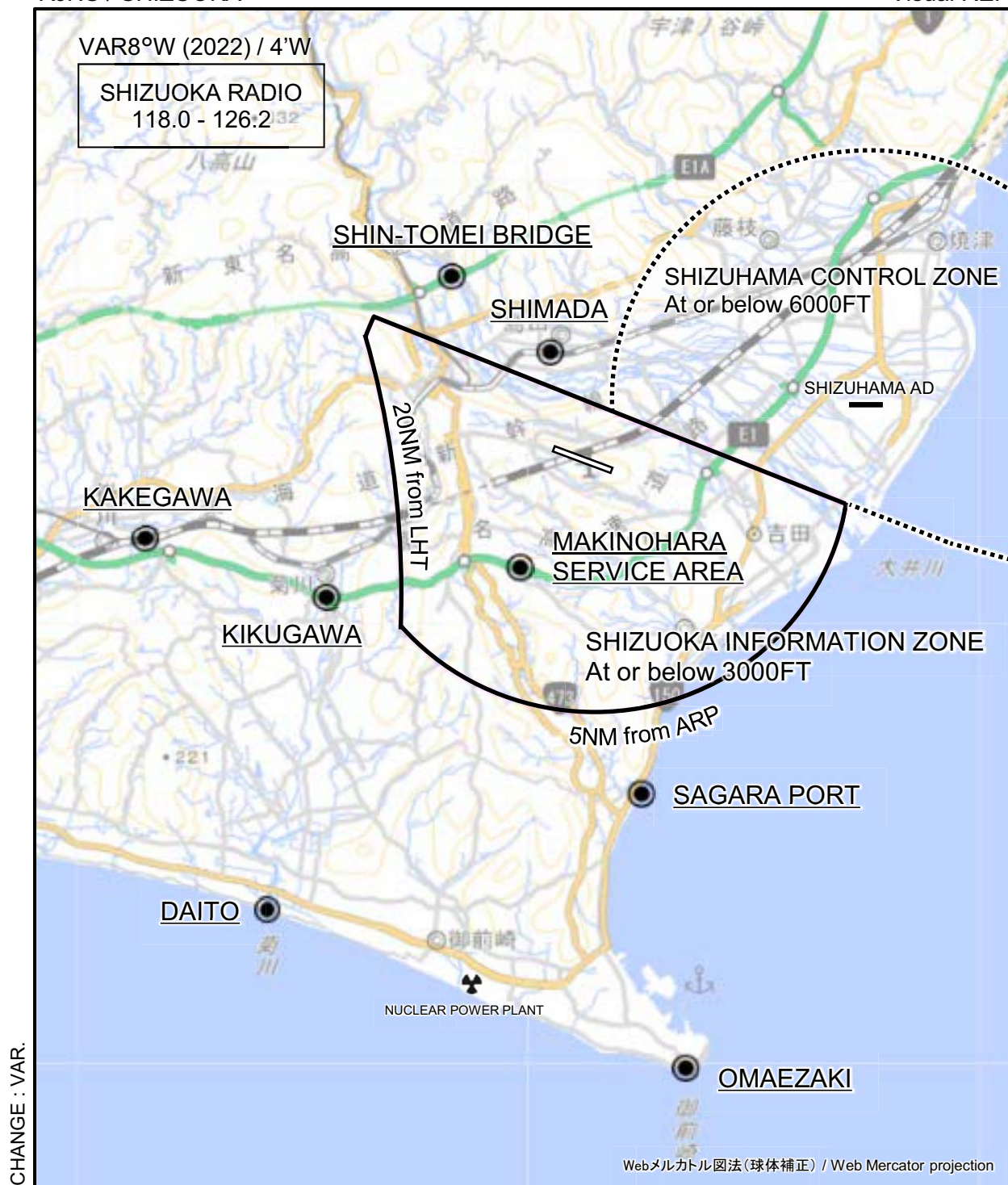
Waypoint Coordinates

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		

CHANGE : VAR. PROC course. RNAV HLDG established(OHCHA).

RJNS / SHIZUOKA

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).

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 Shizuhamada 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 Shizuhamada 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

