## AD 2 AERODROMES

### RJBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

# RJBD - NANKI SHIRAHAMA

### RJBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *333944N/1352152E*<br>1.0km from RWY THR |
| 2 | Direction and distance from (city) | 4.1NM S from TANABE |
| 3 | Elevation/ Reference temperature | 293ft / 31°C (2012-2016) |
| 4 | Geoid undulation at AD ELEV PSN | 124ft |
| 5 | MAG VAR/ Annual change | 8°W(2020) / 4'W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | NANKI SHIRAHAMA AIRPORT CO., LTD.<br>1622-125 Saino, Shirahama-cho, Nishimuro-gun, Wakayama Pref.<br>Tel:0739-43-0095 Fax:0739-43-0091 |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Civl Aviation Bureau, MLIT<br>Nankishirahama Airport branch<br>2926 Shirahama-cho, Nishimuro-gun, Wakayama Pref.<br>Tel : 0739-42-3827 |

### RJBD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2330 - 1100 |
| 2 | Customs and immigration | On request<br>Customs: 073-492-0280<br>Immigration: 073-422-8778 |
| 3 | Health and sanitation | Quarantine(human): On request(06-6571-4312)<br>Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 2330 - 1100 |
| 8 | Fuelling | Ask AD administration |
| 9 | Handling | Ask AD administration |
| 10 | Security | Ask AD administration |
| 11 | De-icing | Not Available |
| 12 | Remarks | Nil |

## RJBD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Up to 5t or less |
| 2 | Fuel/ oil types | JET A-1, 100 |
| 3 | Fuelling facilities/ capacity | Fuel truck / Not limitation |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Ask AD administration |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Unable cargo container |

## RJBD AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the city |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Busses, taxis |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## RJBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 7 |
| 2 | Rescue equipment | Chemical fire fighting truck x 2<br>Emergency medical equipments conveyance truck x 1 |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

## RJBD AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Not applicable |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

## RJBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | SOUTH :<br>Surface : Cement-concrete Strength : PCN 52/R/B/X/T<br>NORTH :<br>Surface : Asphalt-concrete Strength :AUW 5700kg/0.28Mpa |
| 2 | Taxiway width, surface and strength | Surface : Asphalt-concrete<br>WIDTH & STRENGTH<br>S-T : 30m PCN 42/F/A/X/T<br>N-T : 9m AUW 5700kg/0.28Mpa |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR<br>1: *333945.11N 1352140.42E*<br>2: *333945.62N 1352138.79E*<br>3: *333947.66N 1352137.95E*<br>N-2: *333954.93N 1352136.20E*<br>N-4: *333956.33N 1352135.43E* |
| 6 | Remarks | Nil |

## RJBD 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:15/33<br>(Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe, RWY turn pad edge, RWY turn pad CL<br>(LGT) RCLL, REDL, RTHL, RENL, Turning point indicator LGT<br><br>TWY:ALL TWY<br>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe<br>(LGT) TWY edge LGT, Taxiing guidance sign<br><br>TWY:SOUTH TWY<br>(LGT) TWY CL LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area<br>(LGT) Apron flood LGT |

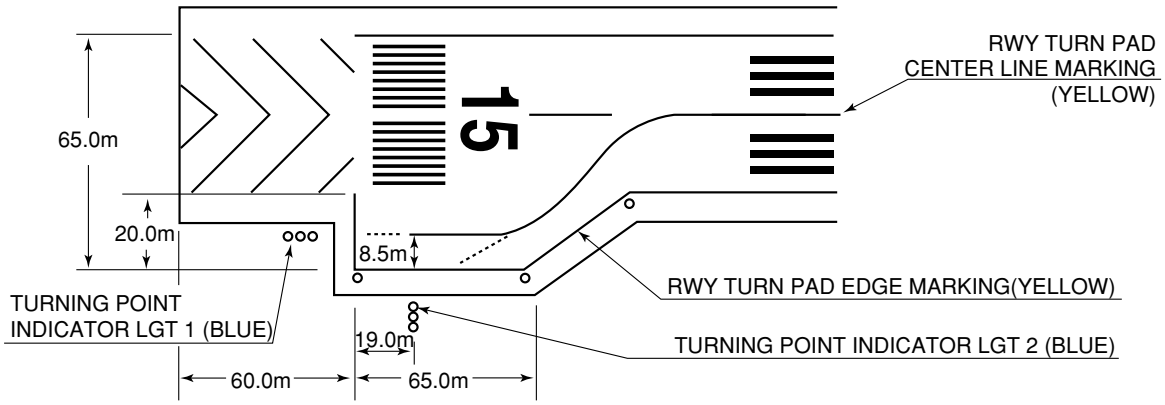
RJBD / NANKI-SHIRAHAMA 180˚ turn on RWY

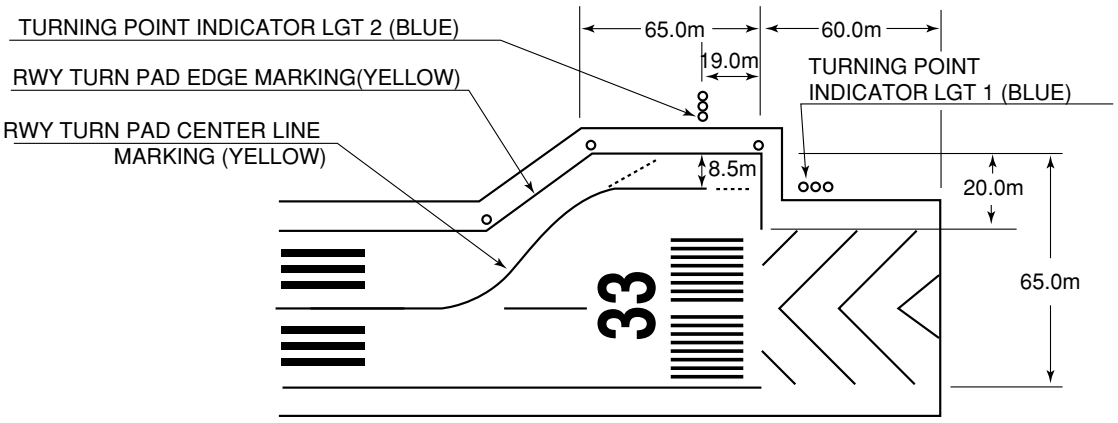
RWY Turn Pads are installed as shown in below figure, and procedures for 180˚ turn on RWY is established for RWY 15 and 33 as follows :

a: Proceed along the RWY Center Line to the starting point of the RWY Turn Pad Center Line Marking ; then

b: Proceed along the RWY Turn Pad Center Line Marking to see the Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see Turning Point Indicator Light 2 on a straight line at angle of 9 o'clock. When turning, take MAX STEERING ANGLE.

NANKI-SHIRAHAMA AP



## RJBD AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

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

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|---|---|---|---|---|
| Mountain forest | *334008N 1352242E* | 511ft | - / LIM(Red) | Above horizontal surface |
| Mountain forest | *334005N 1352201E* | 535ft | - / LIM(Red) | Above horizontal surface |

## RJBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | KANSAI |
| 2 | Hours of service<br>MET Office outside hours | H24 (KANSAI) |
| 3 | Office responsible for TAF preparation<br>Periods of validity | Nil |
| 4 | Trend forecast<br>Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at KANSAI |
| 6 | Flight documentation<br>Language(s) used | C<br>En |
| 7 | Charts and other information available for briefing or consultation | $S_6$, $U_{85}$, $U_7$,$U_5$, $U_3$, $U_{25}$, $U_2/T_r$, $P_S$, $P_5$, $P_3$, $P_{25}$, $P_{SWE}$, $P_{SWF}$, $P_{SWG}$,$P_{SWI}$, $P_{SWM}$, $P_{SW}$(domestic), E, C, $W_E$, $W_F$, $W_G$, $W_I$, W, N |
| 8 | Supplementary equipment<br>available for providing information | Nil |
| 9 | ATS units provided with information | RADIO |
| 10 | Additional information<br>(limitation of service, etc.) | Nil |

## RJBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates<br>THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 140.97° | 2000×45 | PCN 45/F/B/X/T<br>Asphalt Concrete | *334009.54N*<br>*1352127.85E*<br>124ft | THR ELEV: 298ft |
| 33 | 320.97° | 2000×45 | PCN 45/F/B/X/T<br>Asphalt Concrete | *333919.11N*<br>*1352216.74E*<br>124ft | THR ELEV: 274ft |

| Slope of RWY | Strip Dimensions(M) | RESA (Overrun) Dimensions(M) | Remarks |
|---|---|---|---|
| 7 | 10 | 11 | 14 |
| See AD Chart | 2120×150 | 40×150 | RWY Grooving 2000×30m |
| See AD Chart | 2120×150 | 40×150 | RWY Grooving 2000×30m |

## RJBD AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 2000 | 2000 | 2000 | 2000 | Nil |
| 33 | 2000 | 2000 | 2000 | 2000 | Nil |

## RJBD 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 |
| 15 | SALS<br>(*1)<br>420<br>LIH | Green | PAPI<br>3.0°/LEFT<br>385.4m<br>61ft | Nil | 2000m<br>30m<br>Coded color<br>(Whitel/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(Whitel/Yellow)<br>LIH | Red | Nil<br>(*2) |
| 33 | Nil | Green | PAPI<br>3.0°/LEFT<br>336.8m<br>61ft | Nil | 2000m<br>30m<br>Coded color<br>(Whitel/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(Whitel/Yellow)<br>LIH | Red | Nil<br>(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with RAI(LEN:360m)(*1)<br>Overrun area edge LGT(LEN: 60m Color: Red)(*2)<br>CGL for RWY 33<br>RWY THR ID LGT for RWY 33 THR (Color: White) | | | | | | | | |

## RJBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *333939N/1352142E*, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT | Anemometer : RWY 15 : 250m from RWY 15 THR, LGTD<br>RWY 33 : 300m from RWY 33 THR, LGTD |
| 3 | TWY edge and centerline lighting | TWY edge LGT: Blue<br>TWY CL LGT: South TWY only, ALTN Green/Yellow FM RWY leaving report point, other Green |
| 4 | Secondary power supply/ switch-over time | Within 15 sec: SALS, PAPI, REDL, RTHL, CGL, RAI, REDL, RWY THR ID LGT, RCLL, Overrun area edge LGT, TWY edge LGT, TWY CL LGT, Taxing guidance sign, Turning point indicator LGT, WDI LGT, ABN, Apron flood LGT |
| 5 | Remarks | WDI LGT |

## RJBD AD 2.16 HELICOPTER LANDING AREA

| |
|---|
| Nil |

## RJBD AD 2.17 ATS AIRSPACE

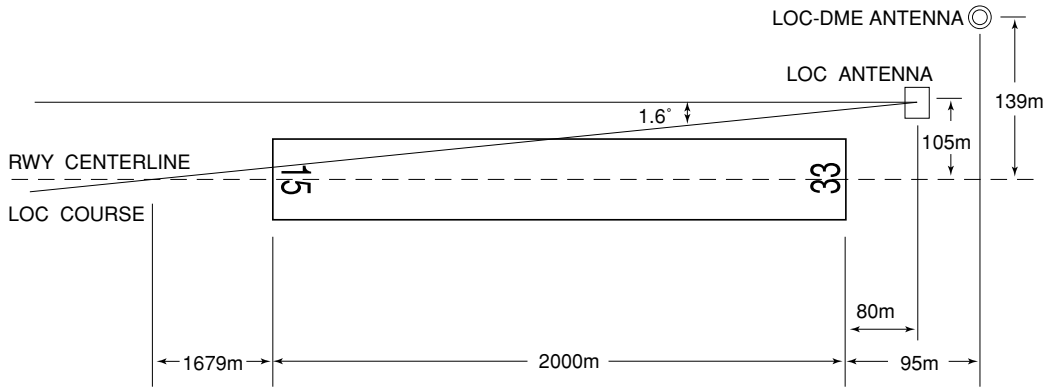
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|---|---|---|---|---|---|
| 1 | | 2 | 3 | 4 | 6 |
| Nankishirahama Information zone | Area within a radius of 9km(5NM) of ARP | 3,000 or below | E | NANKI SHIRAHAMA RADIO En | |

## RJBD AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | Nanki Radio | 118.55MHz(1)<br>126.2MHz | 2330 - 1100 | (1)Primary |

## RJBD 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 (7°W/2012) | NKE | 109.05MHz | H24 | *333940.55N/ 1352133.89E* | | |
| DME | NKE | 1114MHz (CH-27Y) | H24 | *333940.55N/ 1352133.89E* | 338ft | |
| LOC 15 | INK | 108.55MHz | 2330 - 1100 | *333919.24N/ 1352221.36E* | | LOC: 80m(262ft) away FM RWY 33 THR, 105m(344ft) E of RCL, BRG(MAG)146° LOC off set angle 1.6° |
| LOC-DME 15 | INK | 1109 MHz (CH-22Y) | 2330 - 1100 | *333919.54N/ 1352223.22E* | 285ft | DME: 95m(312ft)away FM RWY 33 THR, 139m (456ft) E of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |




REMARKS : 1. LOC OFF SET ANGLE 1.6°
2. LOC beam BRG(MAG) 146°
3. ELEV of LOC–DME 86.6m(285ft)

## RJBD AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

For the use of this AP:PPR (tel 0739-43-0095)

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

Nil

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

## RJBD AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## RJBD AD 2.22 FLIGHT PROCEDURES

**TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|---|---|---|---|---|---|---|---|---|
| | | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 15 | A,B,C,D | - | 0'-400m | - | 0'-400m | - | 0'-500m |
| | 33 | A,B,C,D | - | 200'-2400m | - | 200'-2400m | - | 200'-2400m |
| OTHER | 15 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 33 | A,B,C,D | | | | | | |

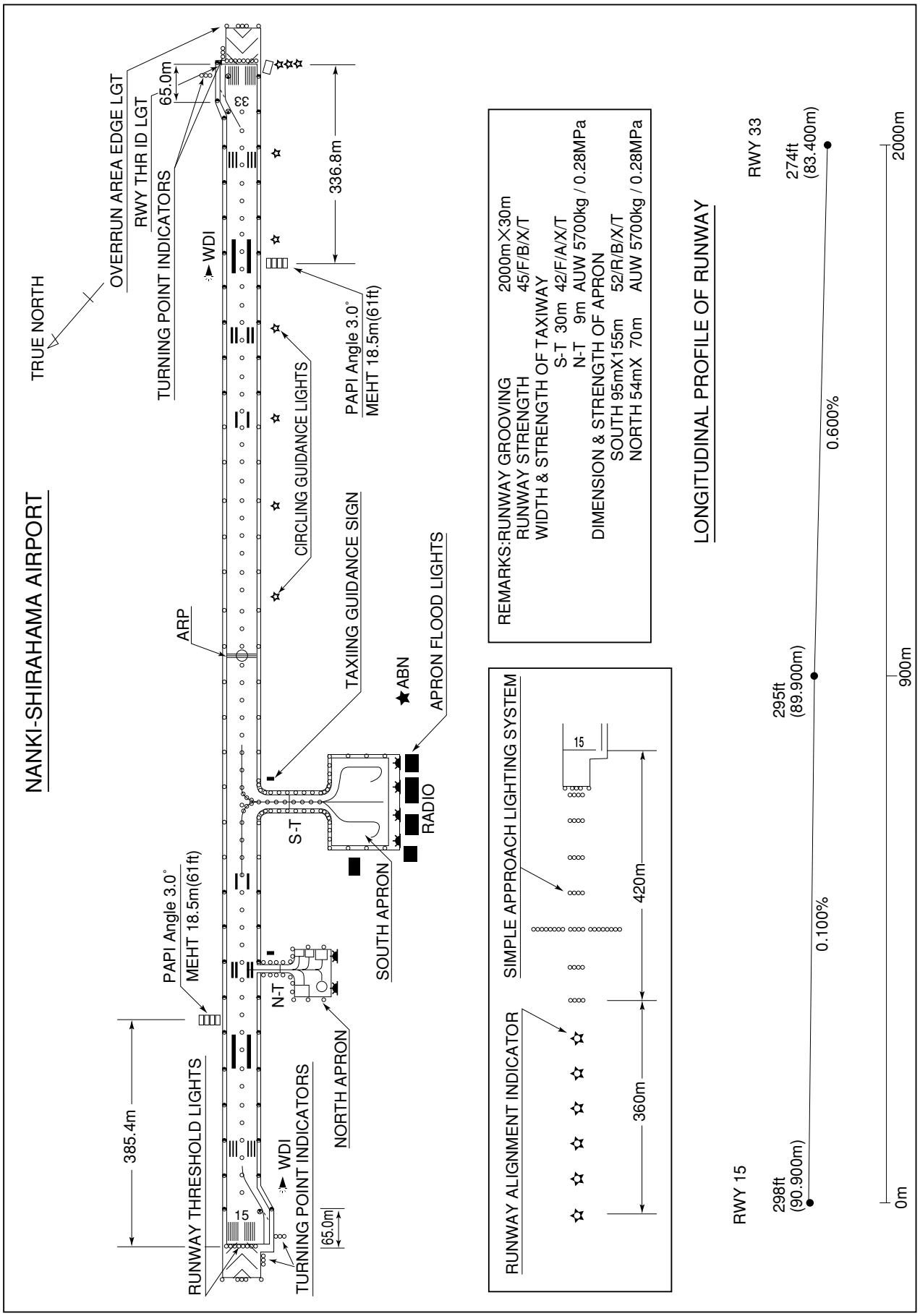
## RJBD AD 2.23 ADDITIONAL INFORMATION

Nil

## RJBD AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (NANKI)
Standard Departure Chart - Instrument (KUSHIMOTO-RNAV)
Standard Arrival Chart - Instrument (RAYJO-RNAV)
Instrument Approach Chart (LOC RWY15)
Instrument Approach Chart (VOR RWY15)
Instrument Approach Chart (VOR A)
Instrument Approach Chart (RNAV(GNSS) RWY15)
Instrument Approach Chart (RNAV(GNSS) RWY33)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

RJBD / NANKI-SHIRAHAMA AD CHART



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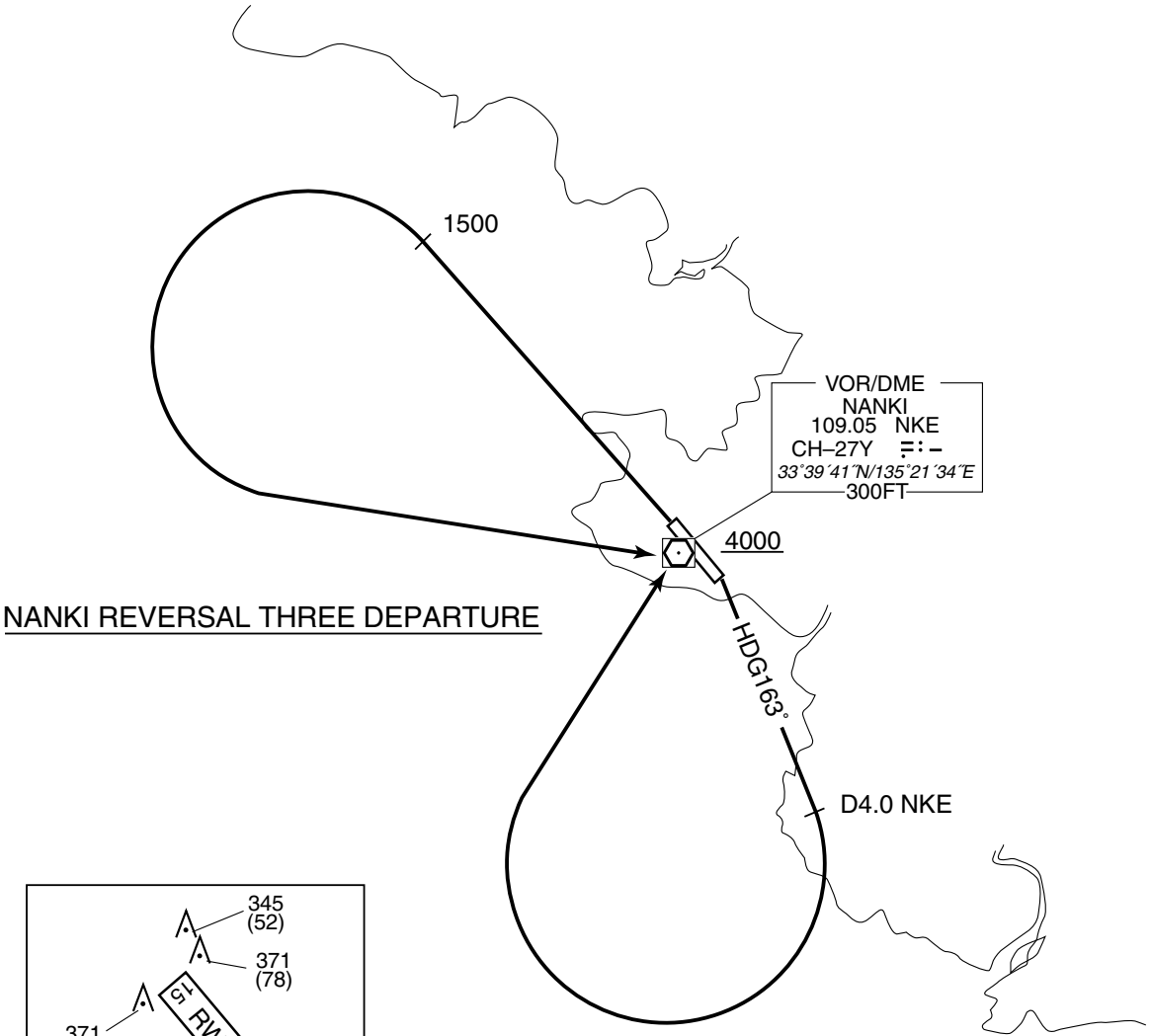
STANDARD DEPARTURE CHART - INSTRUMENT

RJBD / NANKI-SHIRAHAMA SID

## NANKI REVERSAL THREE DEPARTURE

RWY15 : Climb on HDG163˚ to NKE 4.0DME, turn right,...
RWY33 : Climb RWY HDG to 1500FT, turn left,....
...direct to NKE VOR/DME.
Cross NKE VOR/DME at or above 4000FT.

Note RWY15 : 5.8% climb gradient required up to 1300FT.
OBST ALT 984FT located at 3.1NM 139˚ FM end of RWY15.







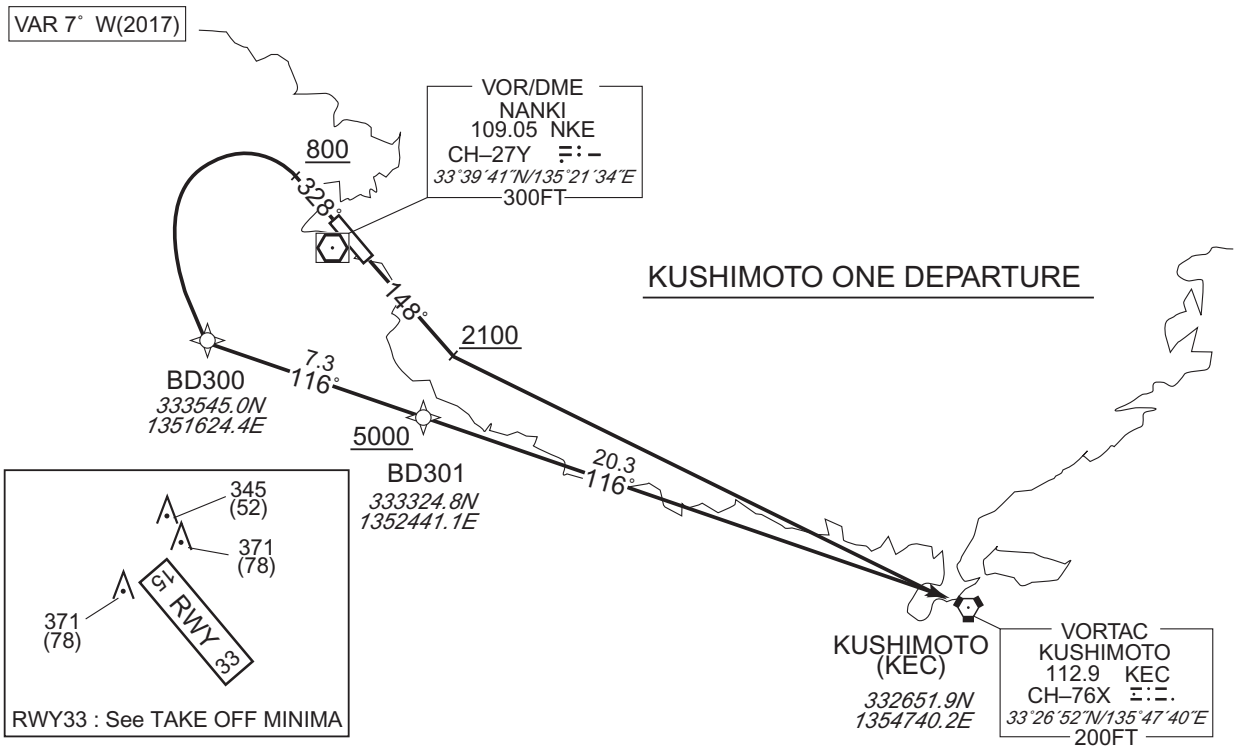
RWY33 : See TAKE OFF MINIMA

**STANDARD DEPARTURE CHART - INSTRUMENT**

RJBD / NANKI-SHIRAHAMA RNAV SID

| KUSHIMOTO ONE DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




## KUSHIMOTO ONE DEPARTURE

RWY15 : Climb on HDG148° at or above 2100FT, turn left direct to KEC.
RWY33 : Climb on HDG328° at or above 800FT, turn left direct to BD300, to BD301 at or above 5000FT, to KEC.

Note RWY15 : 6.1% climb gradient required up to 2100FT.
OBST ALT 1641FT located at 4.3NM 138° FM end of RWY15.
OBST ALT 1903FT located at 4.2NM 119° FM end of RWY15.

RWY15

| 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 | – | – | 148 (140.1) | -7.3 | – | – | +2100 | – | – | Basic RNP1 |
| 002 | DF | KEC | – | – | -7.3 | – | L | – | – | – | Basic RNP1 |

RWY33

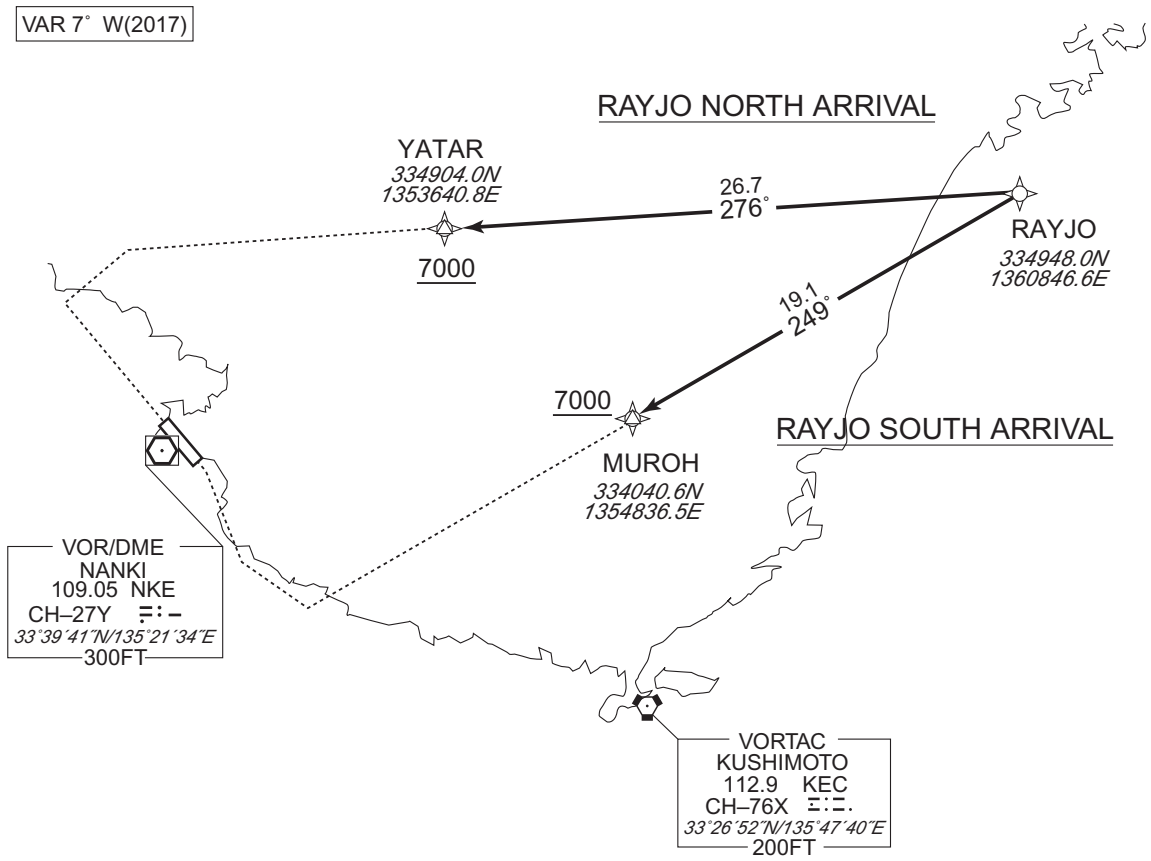
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | – | – | 328 (321.1) | -7.3 | – | – | +800 | – | – | Basic RNP1 |
| 002 | DF | BD300 | – | – | -7.3 | – | L | – | – | – | Basic RNP1 |
| 003 | TF | BD301 | – | 116 (108.7) | -7.3 | 7.3 | – | +5000 | – | – | Basic RNP1 |
| 004 | TF | KEC | – | 116 (108.8) | -7.3 | 20.3 | – | – | – | – | Basic RNP1 |

**STANDARD ARRIVAL CHART - INSTRUMENT**

RJBD / NANKI-SHIRAHAMA RNAV STAR

| RAYJO NORTH ARRIVAL / RAYJO SOUTH ARRIVAL | Basic RNP1 |
|---|---|

Note GNSS required.




## RAYJO NORTH ARRIVAL

From RAYJO, to YATAR at or above 7000FT.

| 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 | RAYJO | – | – | -7.3 | – | – | – | – | – | Basic RNP1 |
| 002 | TF | YATAR | – | 276 (268.6) | -7.3 | 26.7 | – | +7000 | – | – | Basic RNP1 |

## RAYJO SOUTH ARRIVAL

From RAYJO, to MUROH at or above 7000FT.

| 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 | RAYJO | – | – | -7.3 | – | – | – | – | – | Basic RNP1 |
| 002 | TF | MUROH | – | 249 (241.5) | -7.3 | 19.1 | – | +7000 | – | – | Basic RNP1 |

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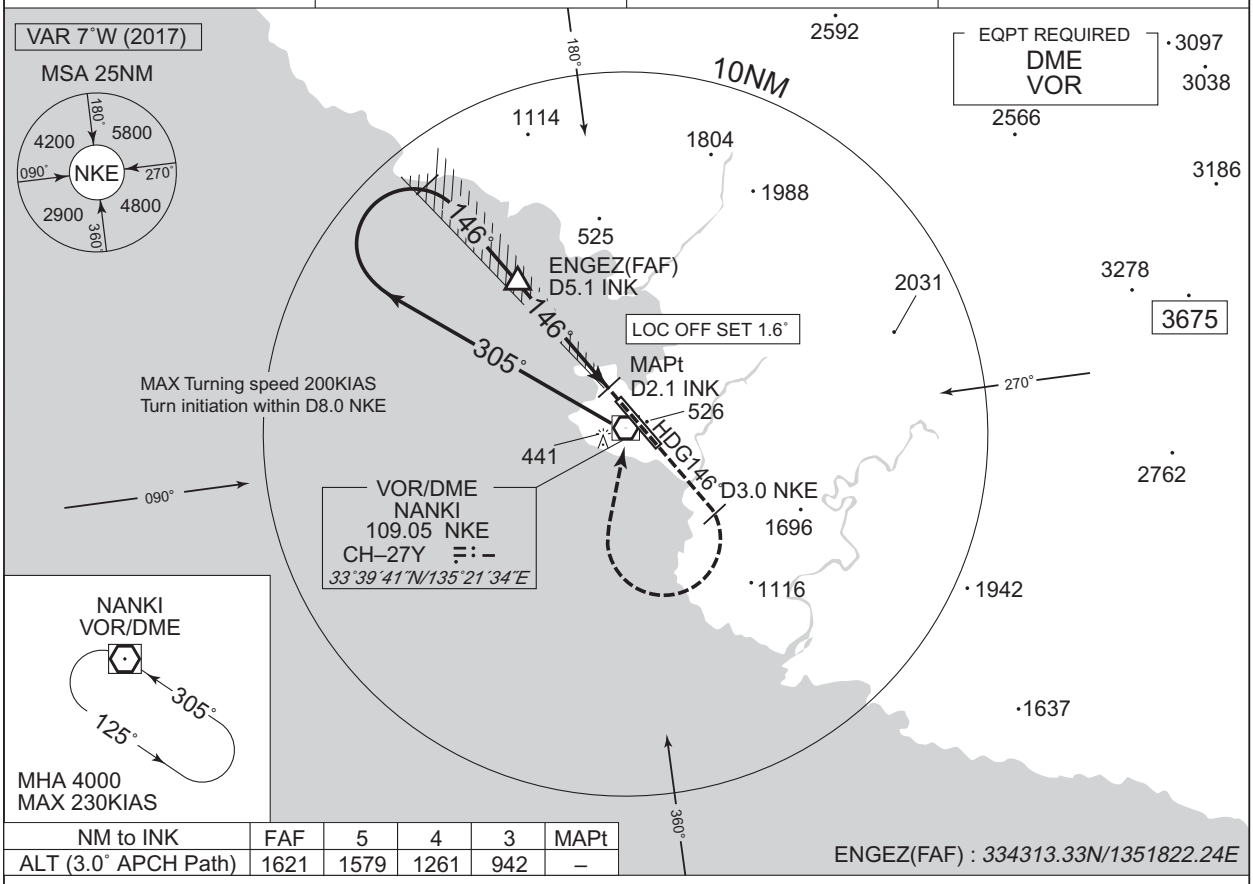
**INSTRUMENT APPROACH CHART**

RJBD / NANKI-SHIRAHAMA LOC RWY15

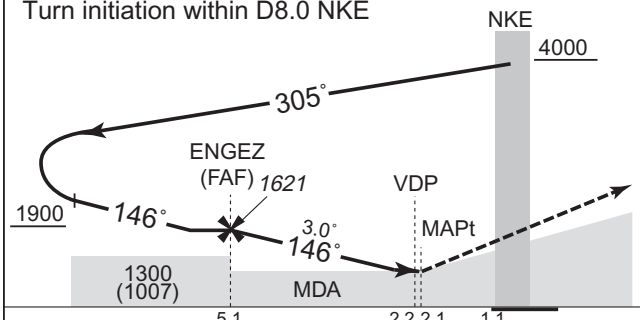
| TOKYO CONTROL | LOC | NANKI RADIO | NO RADAR |
|---|---|---|---|
| 133.5 – 124.95<br>227.6 – 315.7 | 108.55 INK<br>LOC–DME CH–22Y | 118.55 – 126.2 | |




| NM to INK | FAF | 5 | 4 | 3 | MAPt |
|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 1621 | 1579 | 1261 | 942 | – |

ENGEZ(FAF) : *334313.33N/1351822.24E*

Turn initiation within D8.0 NKE




MISSED APPROACH

Climb on HDG 146° to NKE 3.0DME, turn right, direct to NKE VOR/DME and hold at 4000FT.
Contact NANKI RADIO.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 298 AD elev. 293

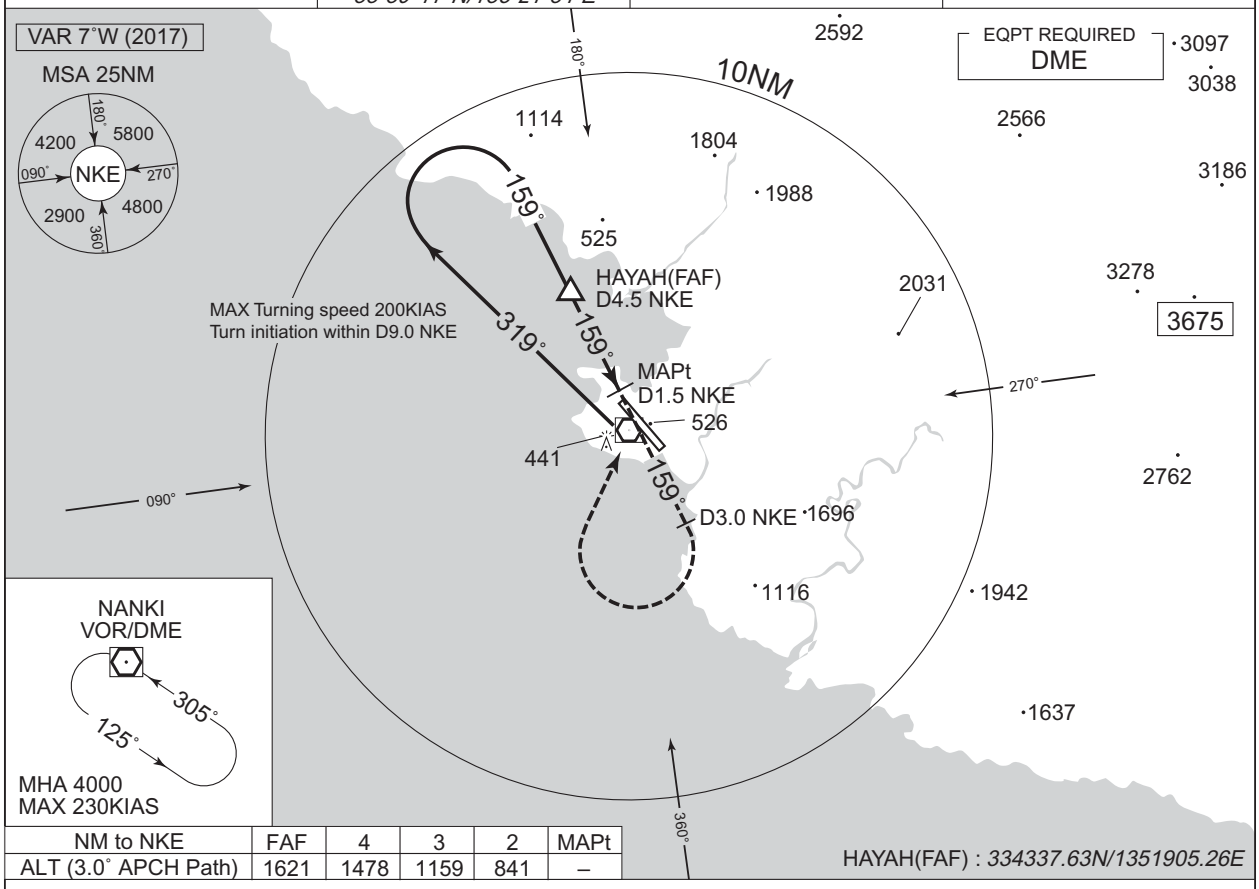
| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 670 (377) | 900 | 790 (497) | 1600 |
| B | | 1000 | | |
| C | | | | 2400 |
| D | | 1400 | 1150 (857) | 3200 |

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

**INSTRUMENT APPROACH CHART**

RJBD / NANKI-SHIRAHAMA VOR RWY15

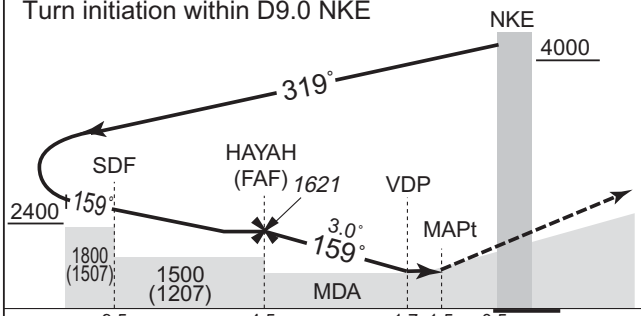
| TOKYO CONTROL | NANKI VOR/DME | NANKI RADIO | NO RADAR |
|---|---|---|---|
| 133.5 – 124.95<br>227.6 – 315.7 | 109.05 NKE<br>CH–27Y<br>*33°39′41″N/135°21′34″E* | 118.55 – 126.2 | |




| NM to NKE | FAF | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 1621 | 1478 | 1159 | 841 | – |

HAYAH(FAF) : *334337.63N/1351905.26E*

Turn initiation within D9.0 NKE




| | | | | | |
|---|---|---|---|---|---|
| 9.5 | 4.5 | 1.7 | 1.5 | 0.5 | DME to NKE |
| 9.0 | 4.0 | 1.2 | 1.0 | 0 | NM to THR |

MISSED APPROACH

Climb via NKE R159 to NKE 3.0DME, turn right, direct to NKE VOR/DME and hold at 4000FT.
Contact NANKI RADIO.

Timing not authorized for defining the MAPt.

MINIMA THR elev. 298 AD elev. 293

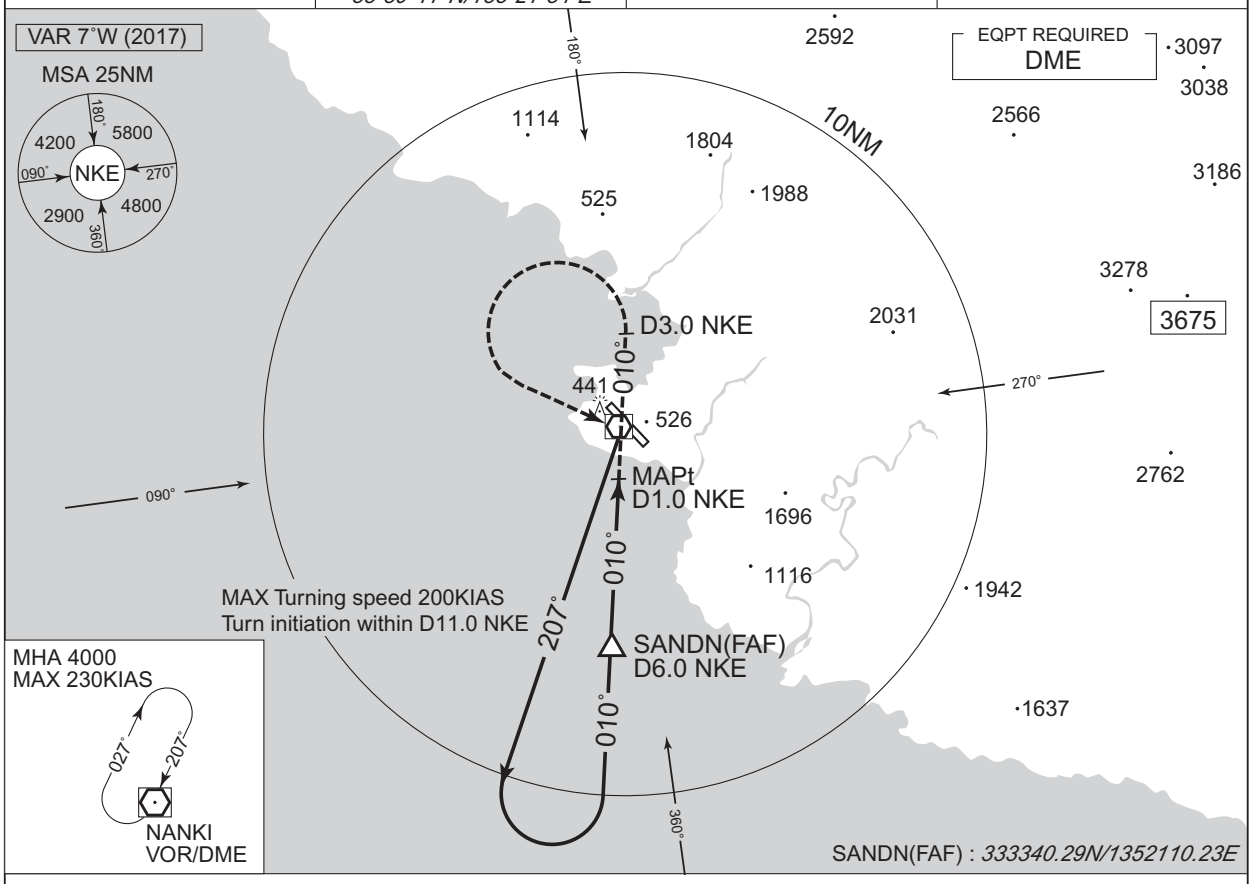
| CAT | | | CIRCLING | |
|---|---|---|---|---|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 720 (427) | 900 | 790 (497) | 1600 |
| B | | 1000 | | |
| C | | | | 2400 |
| D | | 1400 | 1150 (857) | 3200 |

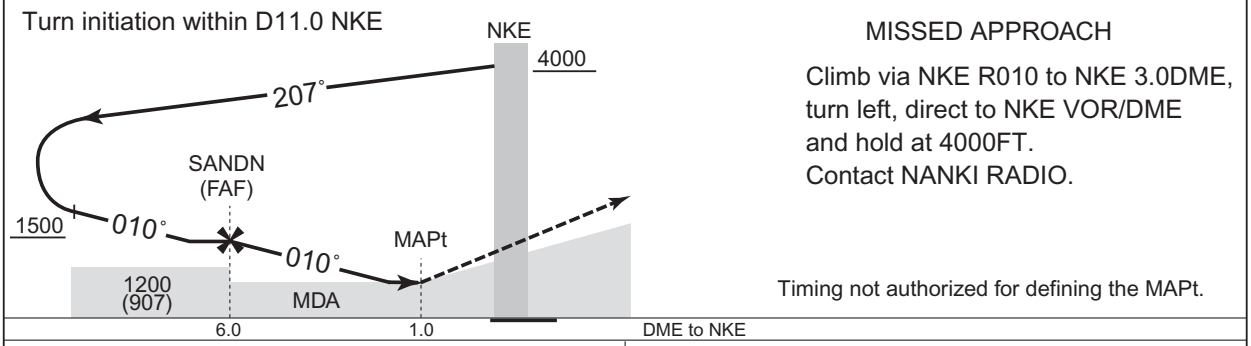
Circling to WEST side of RWY only.

**INSTRUMENT APPROACH CHART**

RJBD / NANKI-SHIRAHAMA VOR A

| TOKYO CONTROL | NANKI VOR/DME | NANKI RADIO | NO RADAR |
|---|---|---|---|
| 133.5 – 124.95<br>227.6 – 315.7 | 109.05 NKE<br>CH–27Y<br>*33°39′41″N/135°21′34″E* | 118.55 – 126.2 | |




MISSED APPROACH

Climb via NKE R010 to NKE 3.0DME, turn left, direct to NKE VOR/DME and hold at 4000FT.
Contact NANKI RADIO.

Timing not authorized for defining the MAPt.

MINIMA AD elev. 293

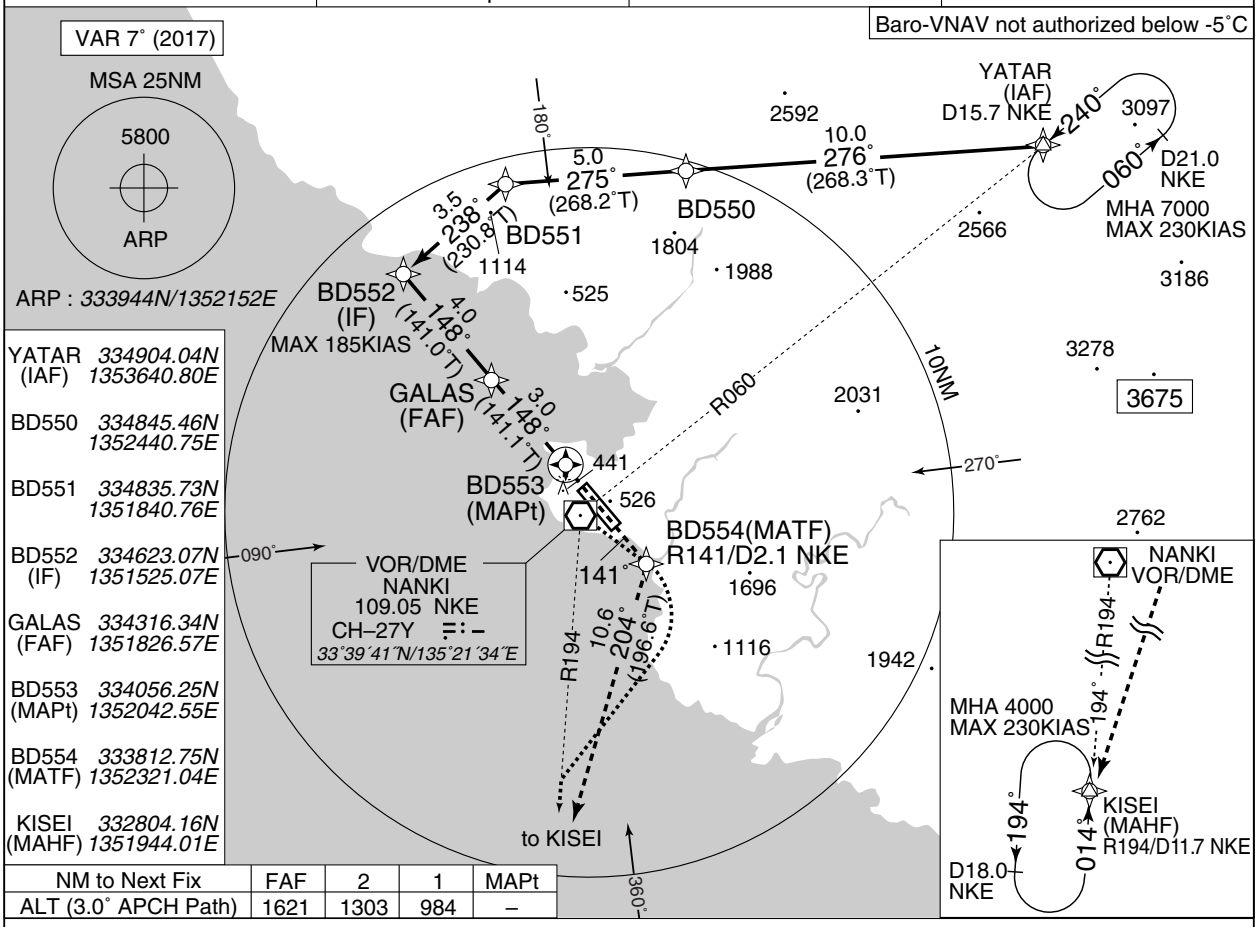
| CAT | CIRCLING | |
|---|---|---|
| | MDA(H) | VIS |
| A | 790 (497) | 1600 |
| B | | |
| C | | 2400 |
| D | 1150 (857) | 3200 |

Circling to WEST side of RWY only.

**INSTRUMENT APPROACH CHART**

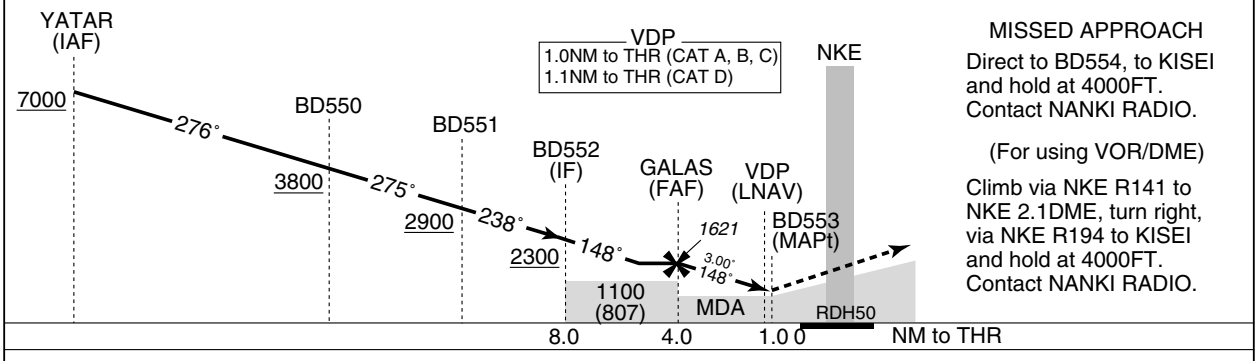
RJBD / NANKI-SHIRAHAMA RNAV(GNSS) RWY15

| TOKYO CONTROL | 1. DME/DME RNP0.3 not authorized. | NANKI RADIO | NO RADAR |
|---|---|---|---|
| 133.5 – 124.95 | 2. RNP0.3 required. | 118.55 – 126.2 | |
| 227.6 – 315.7 | 3. GNSS required. | | |




| | |
|---|---|
| YATAR (IAF) | *334904.04N 1353640.80E* |
| BD550 | *334845.46N 1352440.75E* |
| BD551 | *334835.73N 1351840.76E* |
| BD552 (IF) | *334623.07N 1351525.07E* |
| GALAS (FAF) | *334316.34N 1351826.57E* |
| BD553 (MAPt) | *334056.25N 1352042.55E* |
| BD554 (MATF) | *333812.75N 1352321.04E* |
| KISEI (MAHF) | *332804.16N 1351944.01E* |

| NM to Next Fix | FAF | 2 | 1 | MAPt |
|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | 1621 | 1303 | 984 | – |




**MISSED APPROACH**

Direct to BD554, to KISEI and hold at 4000FT.
Contact NANKI RADIO.

(For using VOR/DME)

Climb via NKE R141 to NKE 2.1DME, turn right, via NKE R194 to KISEI and hold at 4000FT.
Contact NANKI RADIO.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 298 AD elev. 293

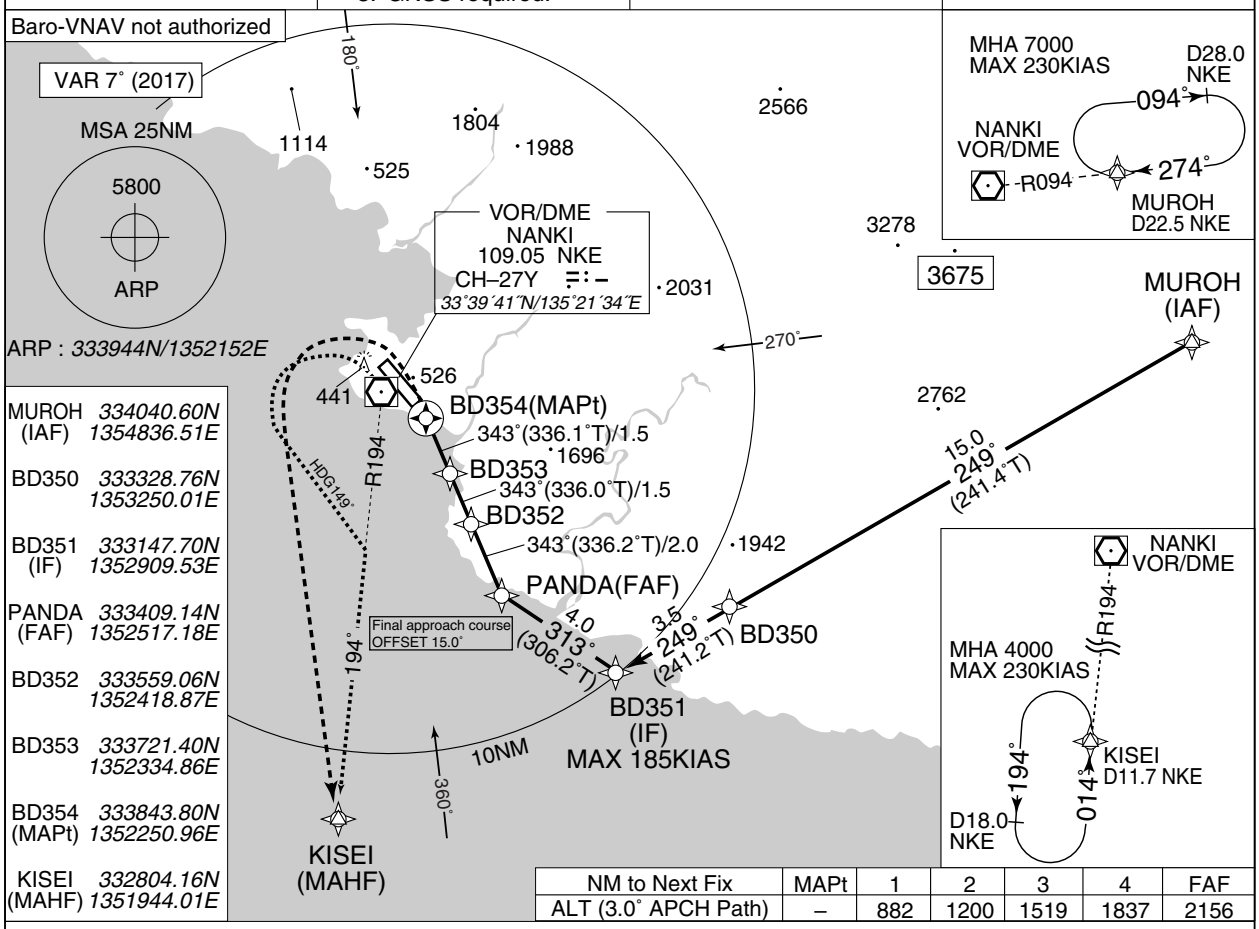
| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 700 (402) | 900 | 660 (367) | 900 | 790 (497) | 1600 |
| B | | 1000 | | 1000 | | |
| C | | | | | | 2400 |
| D | 720 (422) | 1400 | 690 (397) | 1400 | 1150 (857) | 3200 |

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

**INSTRUMENT APPROACH CHART**

RJBD / NANKI-SHIRAHAMA RNAV(GNSS) RWY33

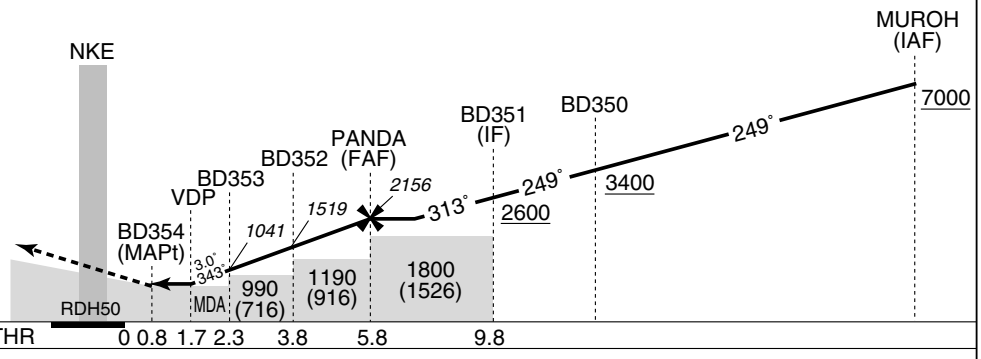
| TOKYO CONTROL | 1. DME/DME RNP0.3 not authorized. 2. RNP0.3 required. 3. GNSS required. | NANKI RADIO | NO RADAR |
|---|---|---|---|
| 133.5 – 124.95<br>227.6 – 315.7 | | 118.55 – 126.2 | |




| NM to Next Fix | MAPt | 1 | 2 | 3 | 4 | FAF |
|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | – | 882 | 1200 | 1519 | 1837 | 2156 |

MISSED APPROACH
Turn left direct to KISEI and hold at 4000FT.
Contact NANKI RADIO.

(For using VOR/DME)
Turn left HDG 149° to intercept and proceed via NKE R194 to KISEI and hold at 4000FT.
Contact NANKI RADIO.




| MINIMA | THR elev. 274 | | AD elev. 293 | | | |
|---|---|---|---|---|---|---|
| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | Not applicable | | 860 (586) | 1500 | 860 (567) | 1600 |
| B | | | | | | |
| C | | | | 2000 | | 2400 |
| D | | | | | 1150 (857) | 3200 |

Circling to WEST side of RWY only.

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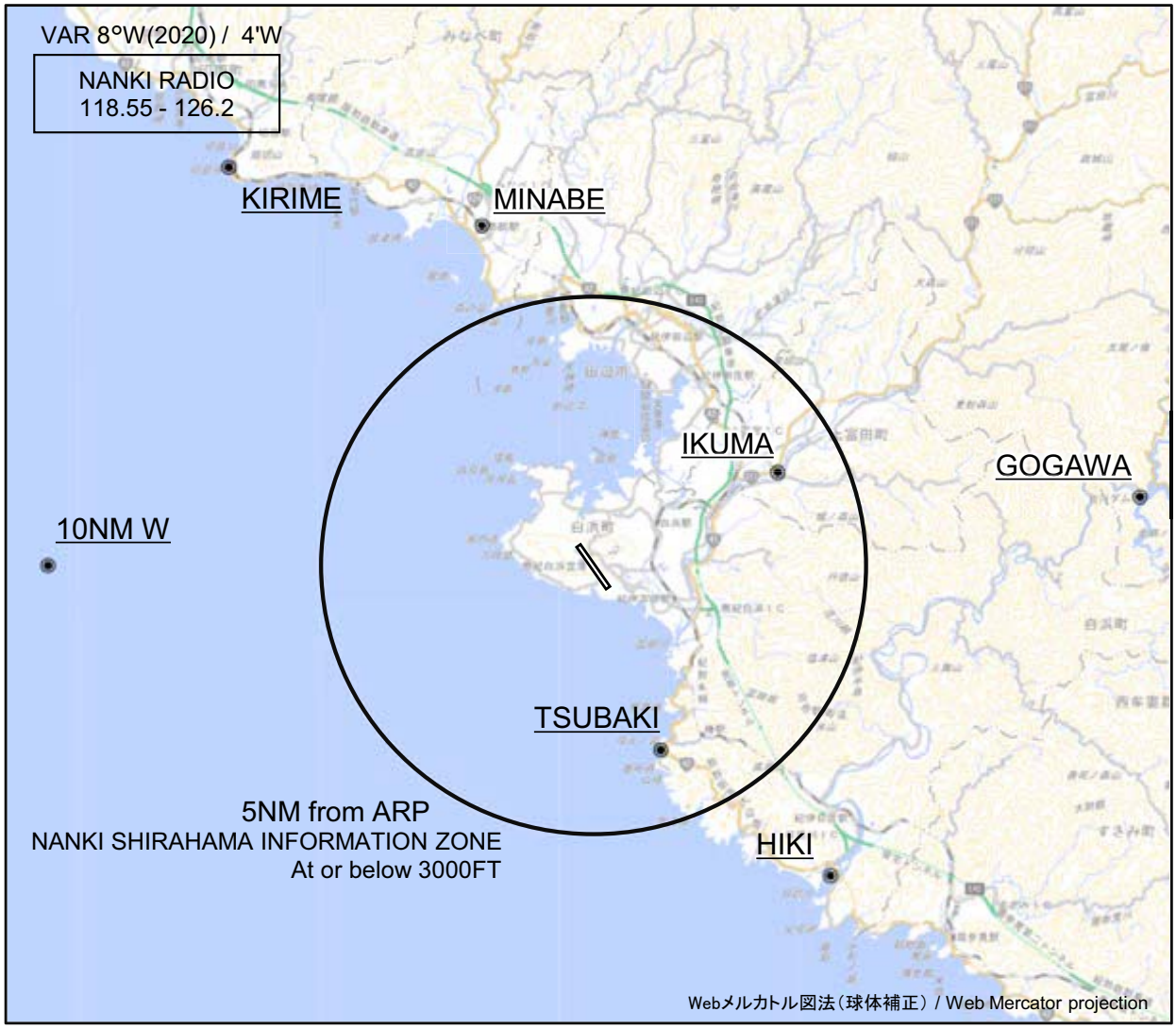
RJBD / NANKI SHIRAHAMA Visual REP

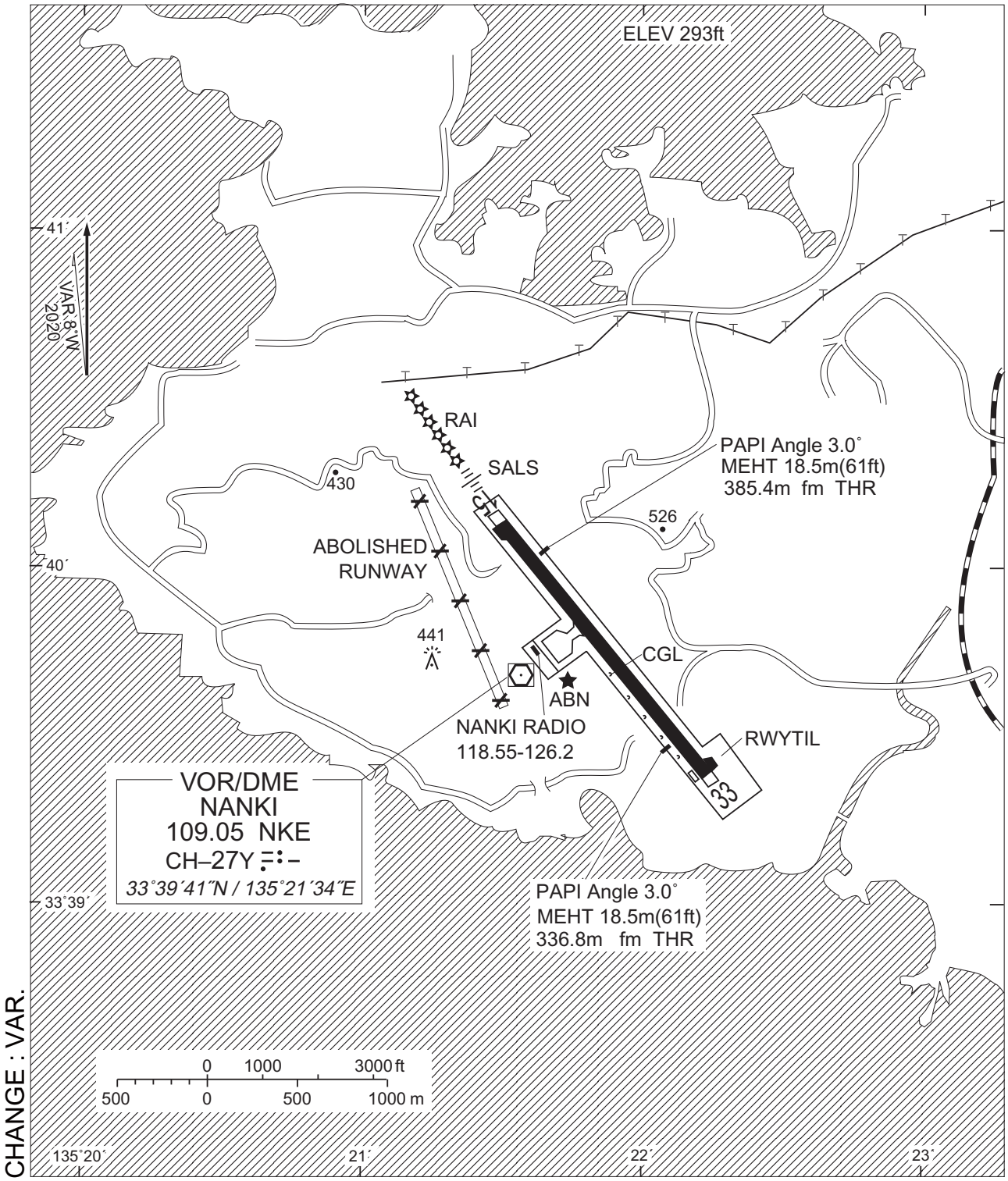



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : Map updated. BRG/DIST from ARP.

| Call sign | BRG / DIST from ARP | Remarks |
|---|---|---|
| 切目<br>Kirime | 318°T / 9.9NM | 岬<br>Cape |
| 南部<br>Minabe | 342°T / 6.6NM | JR駅<br>Station |
| 生馬<br>Ikuma | 062°T / 3.8NM | 橋<br>Truss-bridge |
| 合川<br>Gogawa | 083°T / 10.0NM | ダム<br>Dam |
| 10NM W | 270°T / 10.0NM | 海上<br>Over the Sea |
| 椿<br>Tsubaki | 161°T / 3.7NM | 高層ビル<br>High Building |
| 日置<br>Hiki | 143°T / 7.2NM | 日置川河口中洲<br>River-mouth |

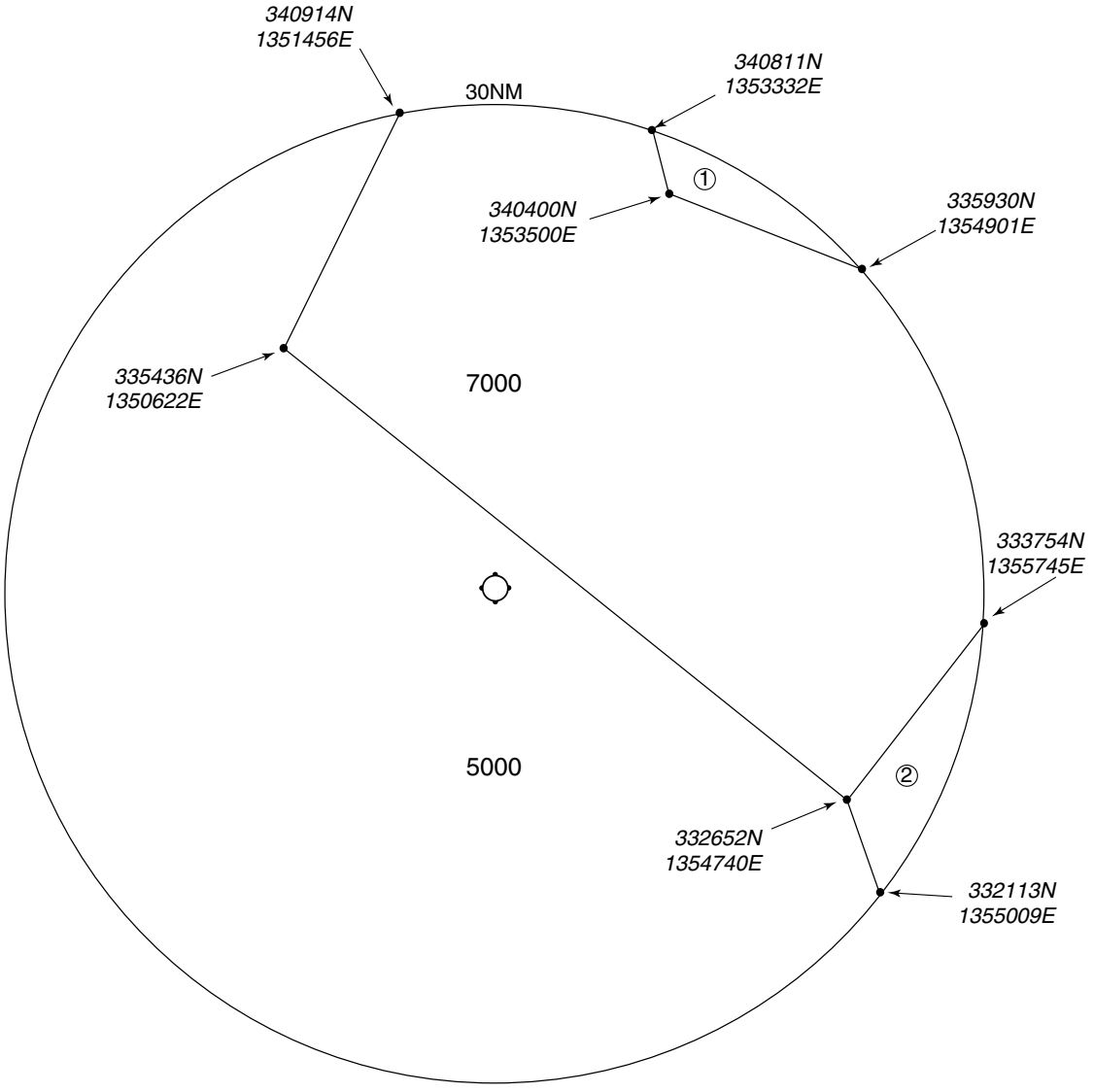
RJBD / NANKI-SHIRAHAMA LDG CHART




注：南紀白浜空港の西側に廃止された滑走路が（なお，禁止標識が5ヵ所設置されている）視認できる状態にあるので，南紀白浜空港に着陸する航空機は当該滑走路と誤認しないように注意すること。

NOTE : There is remained the abolished runway with 5 cross[×] markings at west side of Nanki-Shirahama Airport. As the abolished runway in shape is visible, the aircraft which will land on Nanki-Shirahama Airport shall pay a special attention not to confuse the runway.

RJBD / NANKI-SHIRAHAMA Minimum Vectoring Altitude CHART




① 9000
② 6000

CENTER：*333944N/1352152E* (ARP)

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