

AD 2 AERODROMES

RJNW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJNW - NOTO

RJNW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 371736N/1365744E 067°/1.0km FM RWY 07 THR |
| 2 | Direction and distance from (city) | 6.4NM SSE of WAJIMA city |
| 3 | Elevation/ Reference temperature | 718ft / 28°C (2003-2005) |
| 4 | Geoid undulation at AD ELEV PSN | 123ft |
| 5 | MAG VAR/ Annual change | 9°W(2022)/ 4.2°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Noto Airport Management Office 10-11-1, Sue, Mii-machi, Wajima-City, Ishikawa Pref. 929-2392, JAPAN Tel: 0768-26-2100 Fax: 0768-26-2102 |
| 7 | Types of traffic permitted (IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJNW AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2300 - 1030 |
| 2 | Customs and immigration | On request Customs: 0767-52-0689 Immigration: 076-222-2450 |
| 3 | Health and sanitation | Quarantine(human): On request(0761-21-3767) Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (TOKYO) |
| 7 | ATS | 2300 - 1030 Remarks: AFIS provided by Osaka Airport Office. |
| 8 | Fuelling | 2330 - 0830 |
| 9 | Handling | 0000 - 0800 |
| 10 | Security | 0130 - 0700 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJNW AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to Boeing 737 type and Airbus A320 type. |
| 2 | Fuel/ oil types | Fuel grades : JET A1 |
| 3 | Fuelling facilities/ capacity | Fuel Truck Refuelling/100KL |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJNW AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|------------------------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | At airport |
| 3 | Transportation | Busses, Taxi |
| 4 | Medical facilities | Hospital in Wajima city 12km |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | At airport |
| 7 | Remarks | Nil |

RJNW 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 |
| 3 | Capability for removal of disabled aircraft | Ask AD administration |
| 4 | Remarks | Nil |

RJNW AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow remove equipments: 5 motor graders |
| 2 | Clearance priorities | (1)RWY (2)TWY (3)Apron |
| 3 | Remarks | Seasonal availability: all seasons Snow removed will be commenced, if RWY and TWY are covered with a depth of 3cm snow or more. |

RJNW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Surface : concrete, Strength: PCN 55/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width : 23m, Surface : Asphalt, Strength: PCN 53/F/B/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1 371740.11N, 1365723.55E 2 371740.72N, 1365725.32E 3 371741.39N, 1365727.28E 4 371742.00N, 1365729.05E |
| 6 | Remarks | Nil |

RJNW 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:RWY07/25 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe, RWY turn pad CL, RWY turn pad edge (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY25), WBAR(RWY), Turning point indicator LGT, RWY DIST marker LGT TWY: (Marking) TWY CL, TWY side stripe, RWY HLDG PSN (LGT) TWY edge LGT, TWY CL LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area edge (LGT) APN flood LGT |

RJNW / NOTO

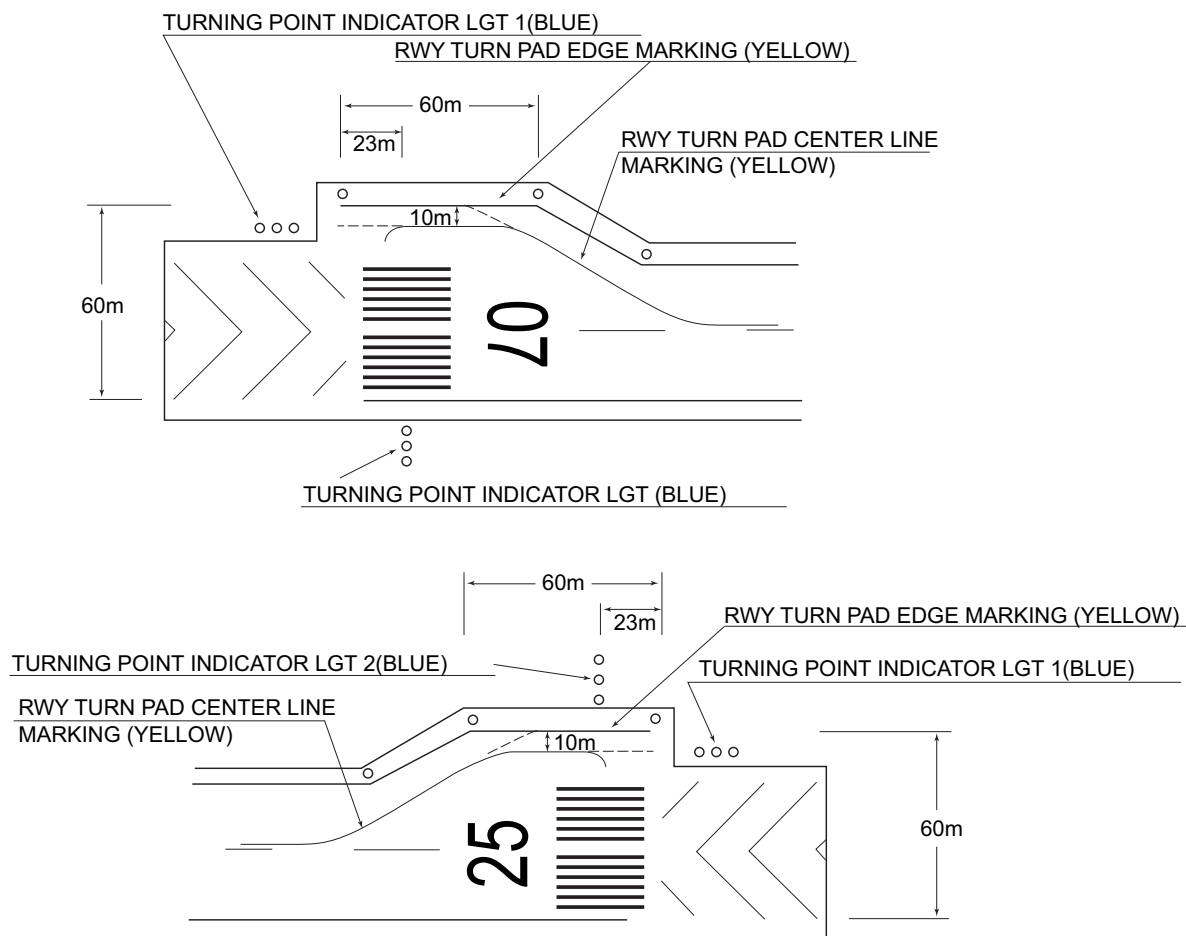
180° Turn on RWY

滑走路180°転回要領

1. 滑走路中心線からターニングパッド中心線標識に従って進行する。
2. 転回灯 1 が一直線に見えるように進行し、転回灯 2 が一直線に見えた時転回を開始する。
転回時はMAX STEERING ANGLEを使用する。

180°turn on runway

1. Proceed along the RWY Turn Pad Center Line Marking.
2. 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 the Turning Point Indicator Light 2 on a straight line at an angle of 9 o'clock.
When turning, take MAX STEERING ANGLE.



RJNW AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

| OBST ID/ designation | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------------|---------------|------------------|-----------|---------------|-------------------------|
| RJNW1 | Building | 371735N/1365711E | 775ft | -/LIL | Under transition SFC |

In Area3 To be developed

RJNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | TOKYO |
| 2 | Hours of service MET Office outside hours | H24 (TOKYO) |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at TOKYO |
| 6 | Flight documentation Language(s) used | C 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} , 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 available for providing information | Nil |
| 9 | ATS units provided with information | RADIO |
| 10 | Additional information (limitation of service, etc.) | Nil |

RJNW 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 |
| 07 | 066.77° | 2000x45 | PCN 53/F/B/X/T Asphalt-Concrete | 371722.92N 1365706.38E 123ft | THR ELEV: 710ft |
| 25 | 246.77° | 2000x45 | PCN 53/F/B/X/T Asphalt-Concrete | 371748.52N 1365821.00E 123ft | THR ELEV: 702ft TDZ ELEV: 716.6ft |

| Slope of RWY | Strip Dimensions (M) | RESA (Overrun) Dimensions (M) | Remarks |
|---------------------|-------------------------|--|----------------------------|
| 7 | 10 | 11 | 14 |
| See AD2.24 AD chart | 2120x300 | 40x(MNM:251 MAX:300)* | RWY Grooving: 2000m×30m |
| | 2120x300 | 190x(MNM:180 MAX:300)* *For detail, ask airport administrator | |

RJNW AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 2000 | 2000 | 2000 | 2000 | Nil |
| 25 | 2000 | 2000 | 2000 | 2000 | Nil |

RJNW 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 |
| 07 | SALS (*1) 420m LIH | Green - | PAPI 3.0° /LEFT 334.8m 61ft | Nil | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| 25 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0° /LEFT 340.3m 61ft | 900m | 2000m 30m Coded color (White/Red) LIH | 2000m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(590m and 860m FM RWY 07 THR)(*1) Overrun area edge LGT(LEN:60m, Color:Red)(*2) | | | | | | | | |

RJNW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 371744N/1365718E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer: RWY 07 : 376m FM RWY 07 THR, LGTD RWY 25 : 295m FM RWY 25 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1sec: REDL, RTHL, WBAR, RENL, RCLL, Overrun area edge LGT, Turning point indicator LGT. Within 15sec: Other LGT |
| 5 | Remarks | WDI LGT |

RJNW AD 2.16 HELICOPTER LANDING AREA

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

RJNW AD 2.17 ATS AIRSPACE

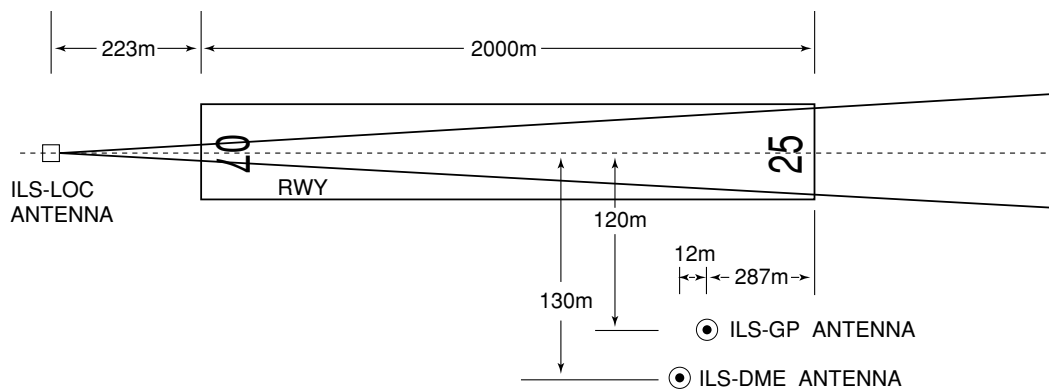
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|-----------------------------|---------|
| 1 | | 2 | 3 | 4 | 6 |
| Noto Information Zone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

RJNW AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|------------|-----------|--------------------|-----------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | NOTO RADIO | 118.05MHz | 2300 - 1030 | Operated by Osaka Airport Office. |

RJNW 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 (8W°/2017) | NTE | 111.45MHz | H24 | 371723.86N/ 1365746.48E | | |
| DME | NTE | 1138MHz (CH-51Y) | H24 | 371723.86N/ 1365746.48E | 793ft | DME unusable: 000°-010° beyond 30nm BLW 4,000ft. 010°-030° beyond 35nm BLW 4,000ft. 350°-360° beyond 35nm BLW 4,000ft. |
| ILS-LOC 25 | INT | 108.95MHz | 2300 - 1030 | 371720.07N/ 1365658.08E | | LOC: 223m(732ft) away FM RWY 07 THR, BRG(MAG)255° |
| ILS-GP 25 | - | 329.15MHz | 2300 - 1030 | 371741.30N/ 1365812.31E | | GP: 287m(942ft) inside FM RWY 25 THR, 120m(394ft) S of RCL GP angle 3.0° HGT of ILS REF datum 16.5m (54ft). |
| ILS-DME 25 | INT | 1113MHz (CH-26Y) | 2300 - 1030 | 371740.89N/ 1365812.03E | 715ft | DME: 299m(981ft)inside FM RWY 25 THR, 130m(427ft) S of RCL |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |



REMARKS : 1. ILS-LOC beam BRG(MAG) 255°
 2. HGT of ILS REF datum 16.5m(54ft)
 3. GP Angle 3.0°
 4. ELVE of ILS-DME 217.7m(715ft)

RJNW AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

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

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 |
|-----|

RJNW AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJNW 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 | 07 | A,B,C,D | - | 200'-800m | - | 200'-800m | - | 200'-800m |
| | 25 | A,B,C,D | 0'-400m | 0'-400m | 0'-400m | 0'-400m | - | 0'-500m |
| OTHER | 07 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 25 | A,B,C,D | | | | | | |

RJNW AD 2.23 ADDITIONAL INFORMATION

Nil

RJNW AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart - Instrument (HISUI)
 Standard Departure Chart - Instrument (URUSI)
 Standard Arrival Chart - Instrument (GORYU)
 Standard Arrival Chart - Instrument (KILCO)
 Instrument Approach Chart (ILS Z or LOC Z RWY25)
 Instrument Approach Chart (ILS Y or LOC Y RWY25)
 Instrument Approach Chart (VOR RWY25)
 Instrument Approach Chart (VOR RWY07)
 Instrument Approach Chart (RNP Z RWY07(AR))
 Instrument Approach Chart (RNP Y RWY07(AR))
 Other Chart (Visual REP)
 Other Chart (MVA CHART)

AD CHART

NOTO AP

ABN

FIRE STATION

TERMINAL BLDG

APRON FLOOD LGT

SEE DETAIL-A

TURNING POINT INDICATOR LGT

OVERRUN AREA EDGE LGT

RTHL

AIMING POINT MARKING

TOUCHDOWN ZONE MARKING

VOR/DME

REMARKS

RWY GROOVING 2000m x 30m

STRENGTH OF RWY PCN 53/F/B/X/T

WIDTH AND STRENGTH OF TWY 23.0m

DIMENSION AND STRENGTH OF APRON 200m x 90m PCN 55/R/C/X/T

VAR 9°W 2022 (Annual change 4.2'W)

JAPAN AVIATION ACADEMY APRON (FOR Japan Aviation Academy ONLY)

TURNING POINT INDICATOR LGT

RVR

PAPI Angle 3.0°

MEHT 18.5m(61ft)

ALS

SALS

APCH LGT BEACONS

SEQUENCED FLASHING LGT (SFL-V)

LONGITUDINAL PROFILE OF RWY

RWY07

710ft (216.4m)

718ft (218.9m)

718ft (218.9m)

0m

500m

1000m

2000m

0.5%

0.5%

LEVEL

STANDARD DEPARTURE CHART -INSTRUMENT

RJNW / NOTO

SID

HISUI THREE DEPARTURE

RWY07 : Climb RWY HDG to 1300FT, turn right...

RWY25 : Climb RWY HDG to 1200FT, turn left HDG 032° ...
...to intercept and proceed via NTE R077 to HISUI.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNW / NOTO

SID

URUSI ONE DEPARTURE

RWY07 : Climb RWY HDG to 1300FT, turn right HDG217°...

RWY25 : Climb RWY HDG to 1200FT, turn left HDG127°...

...to intercept and proceed via NTE R172 to URUSI.

Cross URUSI at or above 8000FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJNW / NOTO

STAR

GORYU ARRIVAL

From over HAPPO or GORYU, via TOE 43.1DME counterclockwise ARC to NOPPY or to intercept and proceed via NTE R074 to NTE VOR/DME.

Cross NOPPY at or above 3000FT, cross NTE VOR/DME at or above 3000FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJNW / NOTO

➔ RNAV STAR RWY07

KILCO ARRIVAL

Basic RNP1

Note GNSS required.

VAR 8°W (2017)

VOR/DME
NOTO
111.45 NTE
CH-51Y
37°17'24"N/136°57'46"E
800FT

KILCO ARRIVAL

KILCO
370843.1N
1372519.8E
6000

HAPPO
370604.9N
1375320.7E

KILCO ARRIVAL

From HAPPO, to KILCO at or above 6000FT.

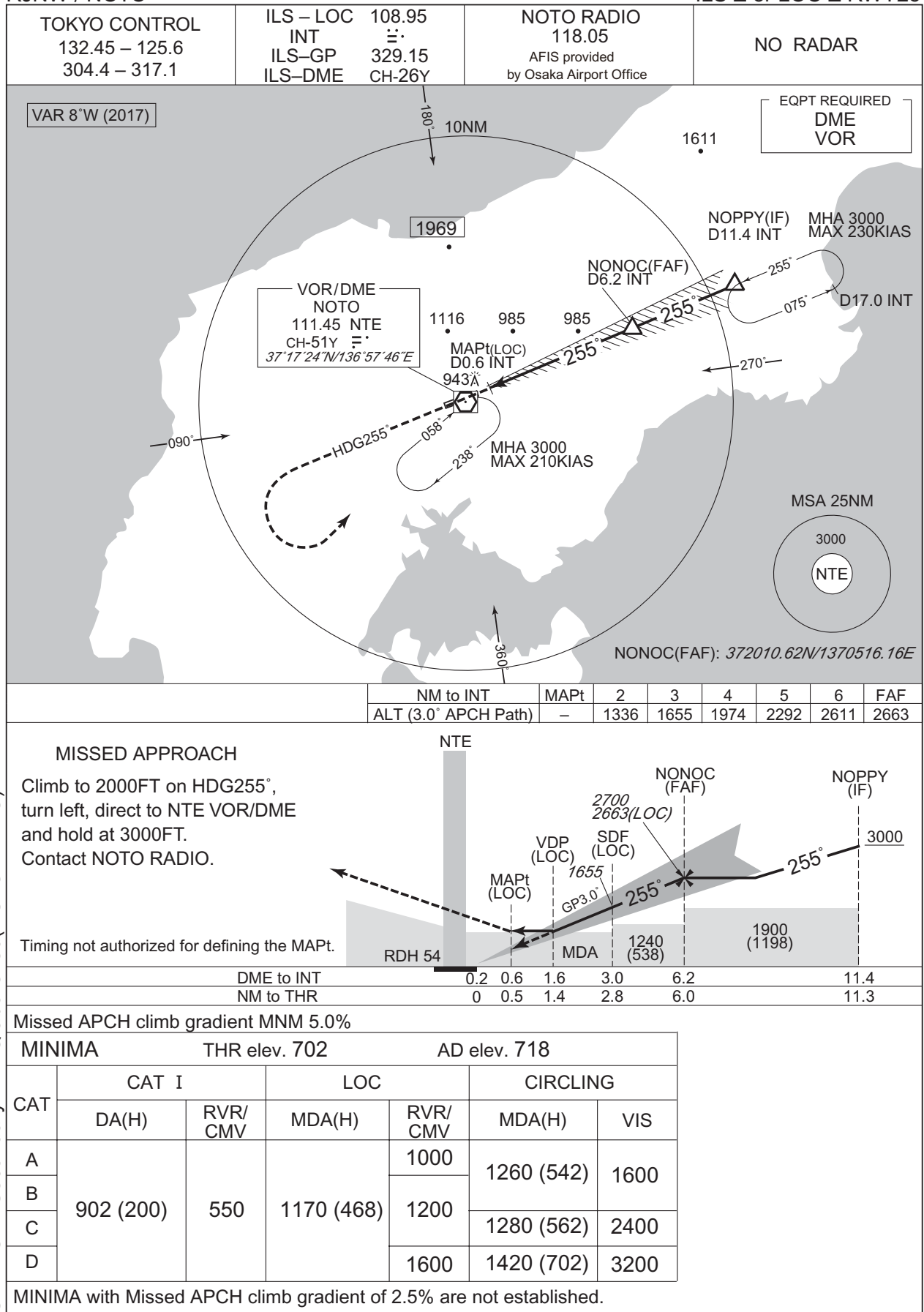
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | HAPPO | — | — | -8.3 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | KILCO | — | 285 (276.9) | -8.3 | 22.5 | — | +6000 | — | — | Basic RNP1 |

CHANGE : New PROC

INSTRUMENT APPROACH CHART

RJNW / NOTO

ILS Z or LOC Z RWY25

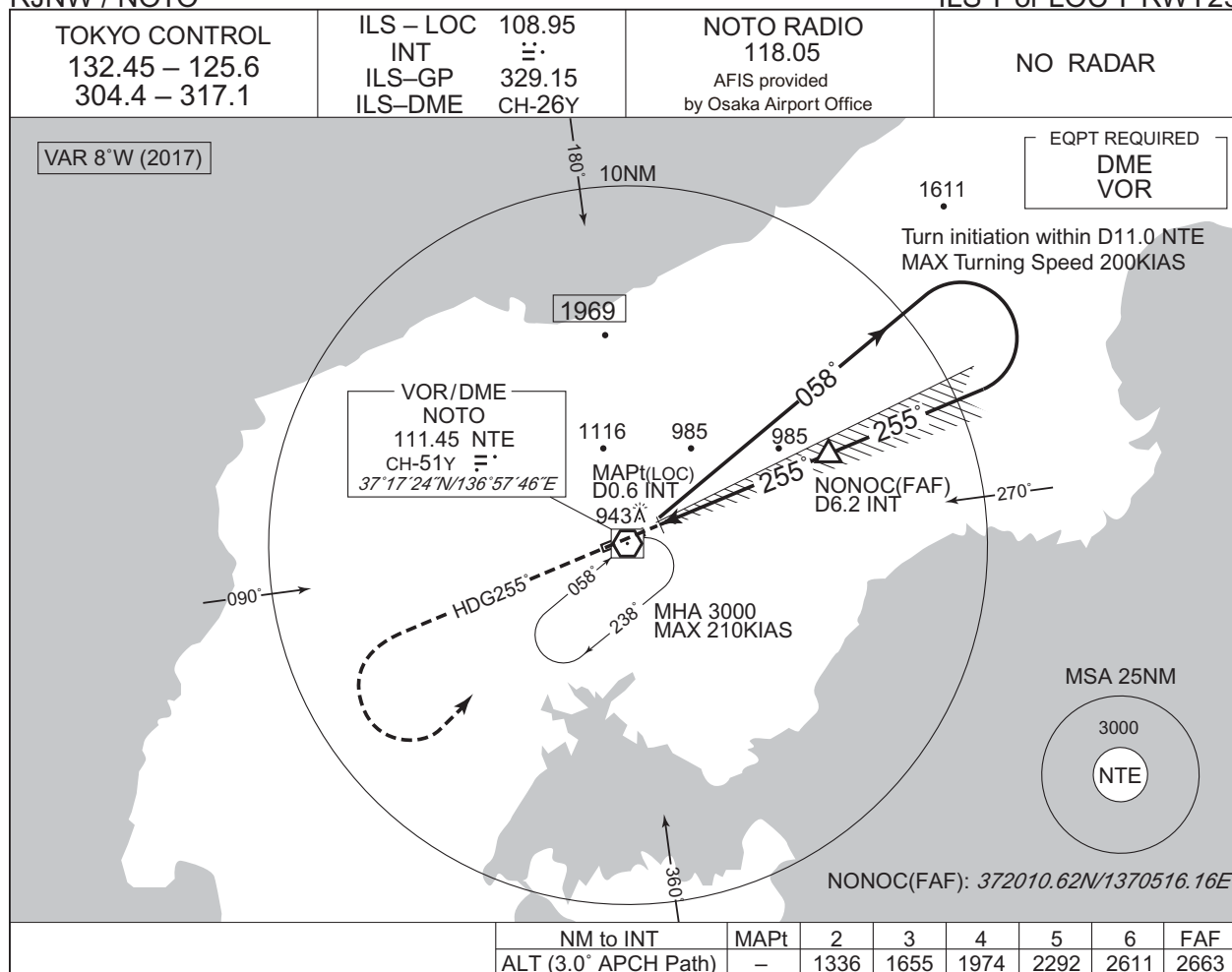


CHANGE : Secondary FREQ abolished(NOTO RADIO).

INSTRUMENT APPROACH CHART

RJNW / NOTO

ILS Y or LOC Y RWY25

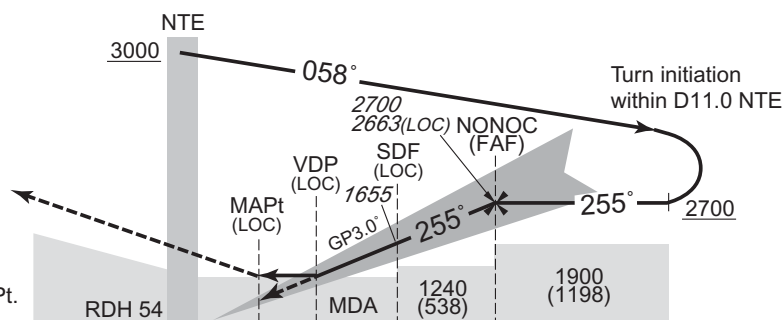


CHANGE : Secondary FREQ abolished(NOTO RADIO).

MISSED APPROACH

Climb to 2000FT on HDG255°, turn left, direct to NTE VOR/DME and hold at 3000FT.
Contact NOTO RADIO.

Timing not authorized for defining the MAPt.



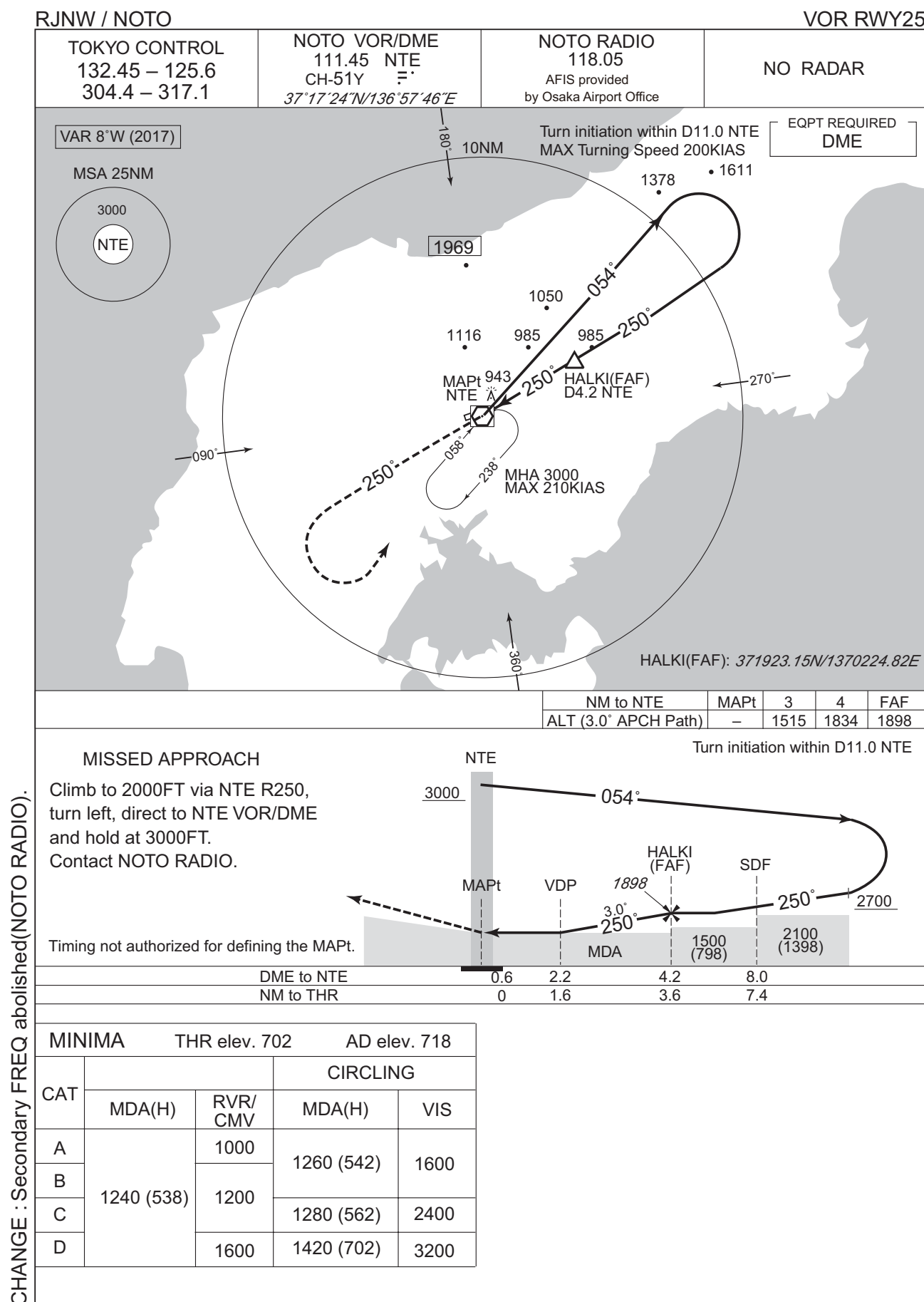
| | | | | | |
|------------|-----|-----|-----|-----|-----|
| DME to INT | 0.2 | 0.6 | 1.6 | 3.0 | 6.2 |
| NM to THR | 0 | 0.5 | 1.4 | 2.8 | 6.0 |

Missed APCH climb gradient MNM 5.0%

| MINIMA | | THR elev. 702 | | AD elev. 718 | |
|--------|-----------|---------------|------------|--------------|-----------------|
| CAT | CAT I | | LOC | | CIRCLING |
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) VIS |
| A | 902 (200) | 550 | 1170 (468) | 1000 | 1260 (542) 1600 |
| B | | | | 1200 | |
| C | | | | 1600 | 1280 (562) 2400 |
| D | | | | | 1420 (702) 3200 |

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

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJNW / NOTO

VOR RWY07

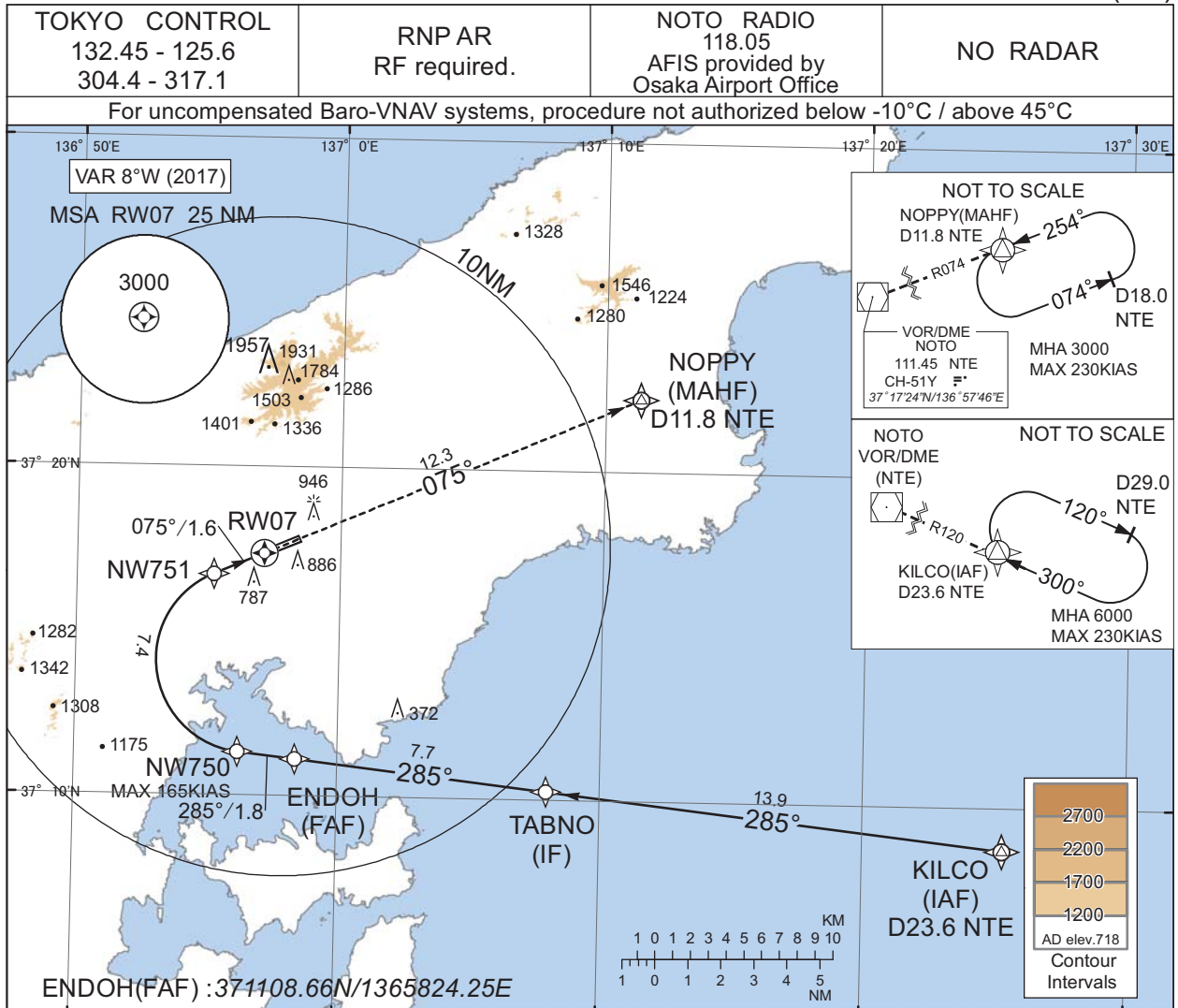


CHANGE : Secondary FREQ abolished(NOTO RADIO).

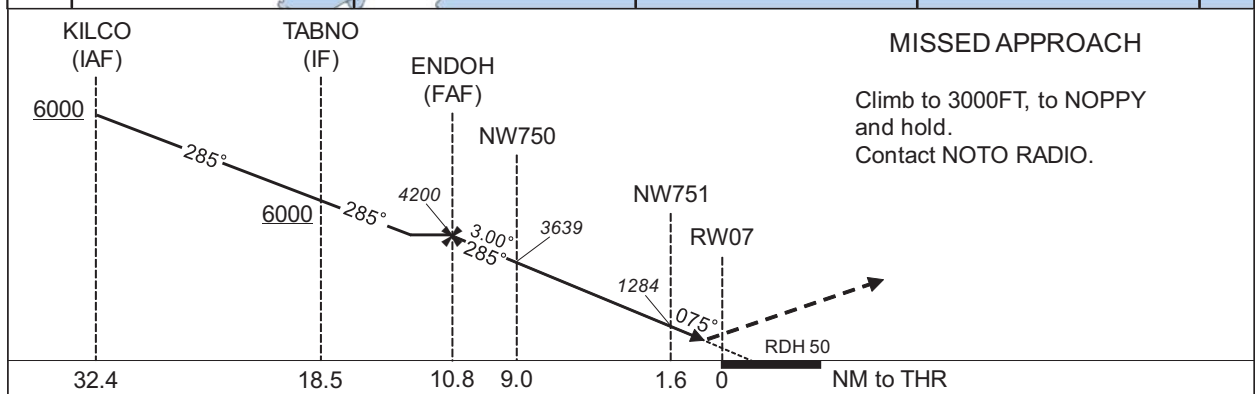
INSTRUMENT APPROACH CHART

RJNW / NOTO

RNP Z RWY07(AR)



CHANGE : PROC renamed. Requirement for RNP.



Missed APCH climb gradient MNM 3.2%

| MINIMA | THR elev. 710 | AD elev. 718 |
|--------|---------------|--------------|
| CAT | RNP 0.30 | |
| | DA(H) | CMV |
| A | - | - |
| B | - | - |
| C | 1010(300) | 1400 |
| D | 1010(300) | 1600 |

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

Authorization Required

INSTRUMENT APPROACH CHART

RJNW / NOTO

RNP Z RWY07(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 | KILCO | - | - | -8.3 | - | - | +6000 | - | - | - |
| 002 | TF | TABNO | - | 285 (276.6) | -8.3 | 13.9 | - | +6000 | - | - | 1.0 |
| 003 | TF | ENDOH | - | 285 (276.4) | -8.3 | 7.7 | - | 4200 | - | - | 1.0 |
| 004 | TF | NW750 | - | 285 (276.3) | -8.3 | 1.8 | - | 3639 | -165 | -3.00 | 0.3 |
| 005 | RF Center: NWRF1 r=2.82NM | NW751 | - | - | -8.3 | 7.4 | R | 1284 | - | -3.00 | 0.3 |
| 006 | TF | RW07 | Y | 075 (066.6) | -8.3 | 1.6 | - | 760 | - | -3.00/50 | 0.3 |
| 007 | TF | NOPPY | - | 075 (066.7) | -8.3 | 12.3 | - | 3000 | - | - | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| KILCO | 370843.05N / 1372519.77E | NWRF1 | 371408.38N / 1365636.03E |
| TABNO | 371017.61N / 1370758.59E | | |
| ENDOH | 371108.66N / 1365824.25E | | |
| NW750 | 371120.22N / 1365612.92E | | |
| NW751 | 371643.80N / 1365512.45E | | |
| RW07 | 371722.92N / 1365706.38E | | |
| NOPPY | 372214.69N / 1371120.01E | | |

CHANGE : PROC renamed.

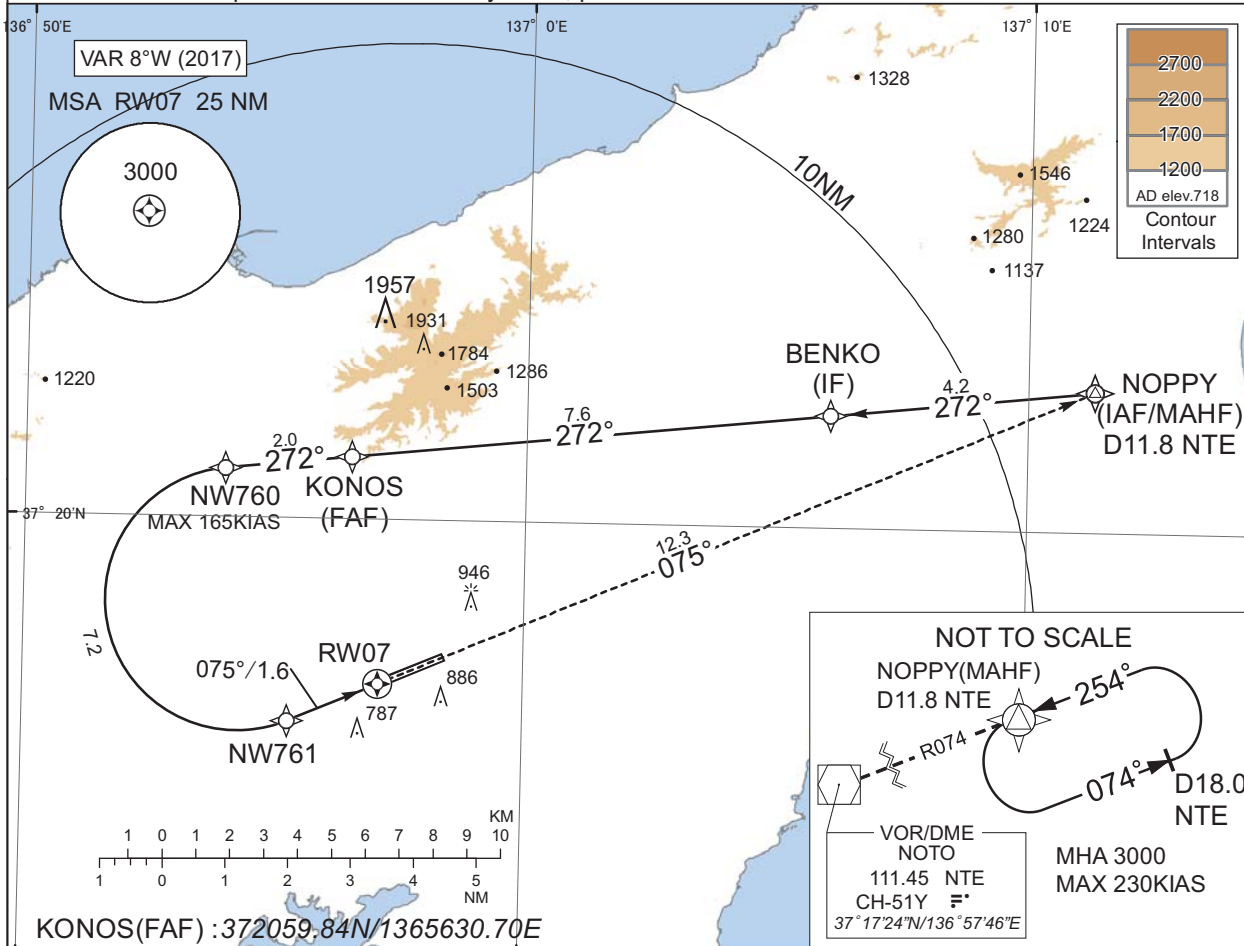
INSTRUMENT APPROACH CHART

RJNW / NOTO

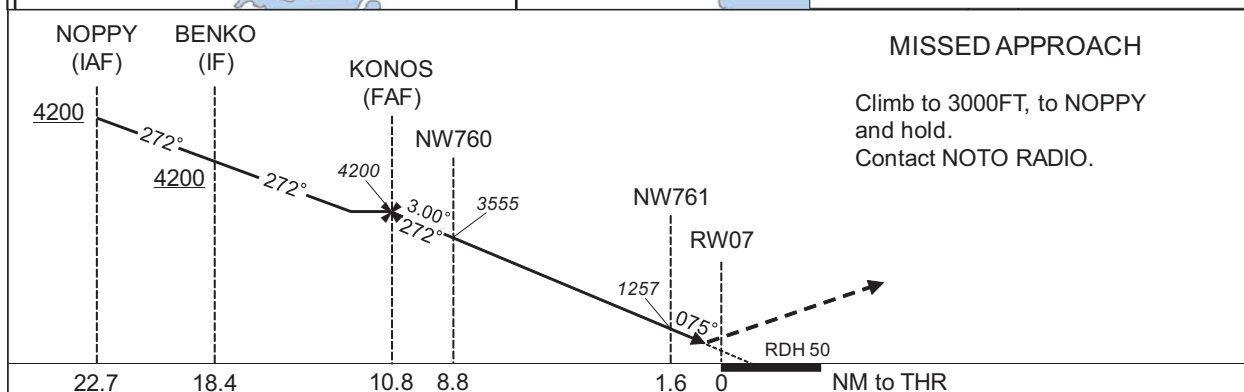
RNP Y RWY07(AR)

| | | | |
|--|------------------------|--|----------|
| TOKYO CONTROL 132.45 - 125.6 304.4 - 317.1 | RNP AR RF required. | NOTO RADIO 118.05 AFIS provided by Osaka Airport Office | NO RADAR |
|--|------------------------|--|----------|

For uncompensated Baro-VNAV systems, procedure not authorized below -10°C / above 45°C



CHANGE : PROC renamed. Requirement for RNP.



Missed APCH climb gradient MNM 3.2%

| MINIMA | THR elev. 710 | AD elev. 718 |
|--------|---------------|--------------|
| CAT | RNP 0.30 | |
| | DA(H) | CMV |
| A | - | - |
| B | - | - |
| C | 1010(300) | 1400 |
| D | 1010(300) | 1600 |

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

Authorization Required

INSTRUMENT APPROACH CHART

RJNW / NOTO

RNP Y RWY07(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 | NOPPY | - | - | -8.3 | - | - | +4200 | - | - | - |
| 002 | TF | BENKO | - | 272 (264.0) | -8.3 | 4.2 | - | +4200 | - | - | 1.0 |
| 003 | TF | KONOS | - | 272 (264.0) | -8.3 | 7.6 | - | 4200 | - | - | 1.0 |
| 004 | TF | NW760 | - | 272 (263.9) | -8.3 | 2.0 | - | 3555 | -165 | -3.00 | 0.3 |
| 005 | RF Center: NWRF2 r=2.10NM | NW761 | - | - | -8.3 | 7.2 | L | 1257 | - | -3.00 | 0.3 |
| 006 | TF | RW07 | Y | 075 (066.6) | -8.3 | 1.6 | - | 760 | - | -3.00/50 | 0.3 |
| 007 | TF | NOPPY | - | 075 (066.7) | -8.3 | 12.3 | - | 3000 | - | - | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| NOPPY | 372214.69N / 1371120.01E | NWRF2 | 371841.62N / 1365416.12E |
| BENKO | 372148.26N / 1370603.41E | | |
| KONOS | 372059.84N / 1365630.70E | | |
| NW760 | 372046.91N / 1365359.30E | | |
| NW761 | 371645.85N / 1365518.43E | | |
| RW07 | 371722.92N / 1365706.38E | | |
| NOPPY | 372214.69N / 1371120.01E | | |

CHANGE : PROC renamed.

RJNW / NOTO

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 : VAR.

| Call sign | BRG / DIST from ARP | Remarks |
|-----------------------|---------------------|-------------|
| 見附島 Mitsukejima | 066°T / 14.9NM | 島 Island |
| 宇出津 Ushitsu | 085°T / 9.1NM | 港 Harbor |
| 観音崎 Kannonzaki | 158°T / 12.0NM | 岬 Cape |
| ツインブリッジ TwinBridge | 197°T / 9.8NM | 橋 Bridge |
| 穴水 Anamizu | 210°T / 4.6NM | 港 Harbor |
| 海士崎 Amazaki | 238°T / 16.5NM | 岬 Cape |
| 猿山 Saruyama | 278°T / 11.7NM | 岬 Cape |
| 輪島 Wajima | 335°T / 7.0NM | 港 Harbor |

RJNW / NOTO

Minimum Vectoring Altitude CHART

