

AD 2 AERODROMES

RJNH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJNH - HAMAMATSU

RJNH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|------------------------------|
| 1 | ARP coordinates and site at AD | 344501N/1374211E |
| 2 | Direction and distance from (city) | 3nm NW |
| 3 | Elevation/ Reference temperature | 150ft / - |
| 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 |

RJNH AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|-----|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJNH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--------------------|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JET A-1 PLUS |
| 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 | Nil |
| 7 | Remarks | Nil |

RJNH 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 |

RJNH 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 |

RJNH AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

RJNH 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 |

RJNH 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: RWY09/27 (LGT) RTHL, TKOF aiming LGT TWY: (LGT) TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

RJNH AD 2.10 AERODROME OBSTACLES

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

RJNH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|-----------|
| 1 | Associated MET Office | HAMAMATSU |
| 2 | Hours of service MET Office outside hours | H24 |
| 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 |

Airspace for the advisory service
concerning low level wind shear



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

RJNH 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 |
| 09 27 | To be issued later | 2550×60 2550×60 | SW37000kg (81000lbs) DW57000kg (125000lbs) STW97000kg (213000lbs) DTW181000kg (399000lbs) Concrete | Nil Nil | Nil Nil |
| Slope of RWY | | Strip Dimensions(M) | Remarks | | |
| 7 | | 10 | 12 | | |
| to be developed | | 2926×300 2926×300 | Nil | | |

RJNH AD 2.13 DECLARED DISTANCES

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

RJNH 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 |
| 09 | | | PAPI 3.0° 51ft | | | | | |
| 27 | | | PAPI 3.0° 54ft | | | | | |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| | | | | | | | | |

RJNH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN:344434N/1374158E, White/Green EV8.748sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : LGTD |
| 3 | TWY edge and centerline lighting | TWY edge LGT : AVBL |
| 4 | Secondary power supply/ switch-over time | Nil |
| 5 | Remarks | WDI LGT, OBST LGT |

RJNH AD 2.16 HELICOPTER LANDING AREA

| |
|--------------------|
| To be issued later |
|--------------------|

RJNH 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 |
| HAMAMATSU CTR | Area within a radius of 5NM of HAMAMATSU ARP (34°45'N/137°42'E). | 4,000 or below | D | HAMAMATSU Tower | |
| HAMAMATSU ACA | SEE RJNH ATTACHED CHART | | | | |
| HAMAMATSU TCA | SEE RJNH ATTACHED CHART | | | | |

浜松進入管制区
Hamamatsu Approach Control Area



浜松ターミナルコントロールエリア
Hamamatsu Terminal Control Area

RJNH AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--|--|---|--|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Hamamatsu Approach/ Hamamatsu Radar | 261.2MHz 120.1MHz 250.4MHz 243.0MHz(E) 121.5MHz(E) | H24 | (1) For rescue only. (2) AVBL on request. |
| TWR | Hamamatsu Tower | 236.8MHz 126.2MHz 304.5MHz 138.05MHz(1) 247.0MHz(1)(2) 123.1MHz(1)(2) 243.0MHz(E) 121.5MHz(E) | H24 | |
| GND | Hamamatsu Ground | 275.8MHz 126.2MHz | H24 | |
| DEP | Hamamatsu Departure | 362.3MHz 302.4MHz 120.1MHz 121.5MHz(E) 243.0MHz(E) | H24 | |
| TCA | Hamamatsu TCA | 127.95MHz 288.1MHz | 2300 - 1100 SUN - THU (EXC HOL) | |
| GCA-ASR -PAR | Hamamatsu Radar | 335.6MHz 270.8MHz 134.1MHz 125.3MHz 316.0MHz 302.4MHz 238.8MHz 300.7MHz 317.8MHz 121.5MHz(E) 243.0MHz(E) | H24 | ASR, PAR Rwy 09/27 Glide path 3.0°. |
| MET | Hamamatsu Metro | 344.6MHz | 2030-1230 DLY EXC 2030 FRI-1230 SAT 2030 SAT-1230 SUN and HOL Other time on request | Pilot forecaster service (Military) |

RJNH 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 |
| TACAN | LHT | 1181 MHz (CH-94X) | H24 | 344450N/ 1374236E | | |

RJNH 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 |
|-----|

RJNH AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJNH 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 | 09 | 300'-1600m | 300'-1600m | - | 300'-1600m |
| | 27 | - | 300'-1600m | - | 300'-1600m |
| OTHER | 09 | AVBL LDG MINIMA | | | |
| | 27 | | | | |

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

PAR RWY 09

| MINIMA | | THR ELEV: 141 | | AD ELEV: 150 | |
|--------|----------|---------------|----------|--------------|--|
| CAT | | | CIRCLING | | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS | |
| A | 450(309) | 1200 | 800(650) | 1600 | |
| B | | | | 2400 | |
| C | | | | | |
| D | | | | | |

PAR RWY 27

| MINIMA | | THR ELEV: 148 | | AD ELEV: 150 | |
|--------|----------|---------------|----------|--------------|--|
| CAT | | | CIRCLING | | |
| | DA(H) | CMV | MDA(H) | VIS | |
| A | 450(302) | 1200 | 800(650) | 1600 | |
| B | | | | | |
| C | | | | 2400 | |
| D | | | | | |

ASR RWY 09

| MINIMA | | THR ELEV: 141 | | AD ELEV: 150 | |
|--------|----------|---------------|----------|--------------|--|
| CAT | | | CIRCLING | | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS | |
| A | 800(659) | 1500 | 800(650) | 1600 | |
| B | | | | | |
| C | | 2000 | | 2400 | |
| D | | | | | |

ASR RWY 27

| MINIMA | | THR ELEV: 148 | | AD ELEV: 150 | |
|--------|----------|---------------|----------|--------------|--|
| CAT | | | CIRCLING | | |
| | MDA(H) | CMV | MDA(H) | VIS | |
| A | 800(650) | 1500 | 800(650) | 1600 | |
| B | | | | | |
| C | | 2000 | | 2400 | |
| D | | | | 3200 | |

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

If radio communications with HAMAMATSU Radar are lost for 1 minute in the pattern or 5 seconds(PAR)/ 15 seconds(ASR) on final approach, squawk Mode A/3 Code 7600 and ;

- (I) 1. Contact HAMAMATSU Radar/Tower.
 2. If unable, proceed in accordance with Visual Flight Rules.
 3. If unable, proceed to TACAN IAF at last assigned altitude or 3,000ft whichever higher, and execute instrument approach
- (II) Procedures other than above will be issued when situation required.

4. Automated Radar Terminal System (ARTS)

Aircraft flying under control of Hamamatsu approach control in the 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 such code, it shall report a controller accordingly.

浜松進入管制所の指示のもとに、当該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を通報すること。

RJNH AD 2.23 ADDITIONAL INFORMATION

E portion of N TWY and N-1 TWY are not visible from TWR.

RJNH AD 2.24 CHARTS RELATED TO AN AERODROME

Standard Departure Chart - Instrument (SAGRA, OSHIMA)
Standard Departure Chart - Instrument (KOWA)
Standard Departure Chart - Instrument (ATSUMI)
Standard Departure Chart - Instrument (HAMAMATSU REVERSAL)
Instrument Approach Chart (TACAN NR1 RWY 09)
Instrument Approach Chart (TACAN NR2 RWY 27)
Instrument Approach Chart (TACAN NR3 RWY 09)
Instrument Approach Chart (TACAN NR4 RWY 27)
Instrument Approach Chart (TACAN NR5 RWY 09)
Instrument Approach Chart (TACAN NR6 RWY 27)

STANDARD DEPARTURE CHART - INSTRUMENT

RJNH / HAMAMATSU

SID

SAGRA FOUR DEPARTURE

RWY27 : Turn left,...

RWY09 : Turn right,...

...climb via LHT R160, turn left to intercept and proceed via YZT R225, then turn right proceed via XAC R279 to SAGRA.

Maintain 6000FT or below until LHT 10DME, cross YZT R225/20DME (LHT R130) at assigned altitude.

Note: Before establishing on SID, to avoid fly over populated area, maintain RWY HDG until 3NM from RWY end, then take off RWY 27, turn left (take off RWY 09, turn right) heading 190 degrees until 8DME from LHT TACAN, then follow SID.

OSHIMA THREE DEPARTURE

RWY27 : Turn left,....

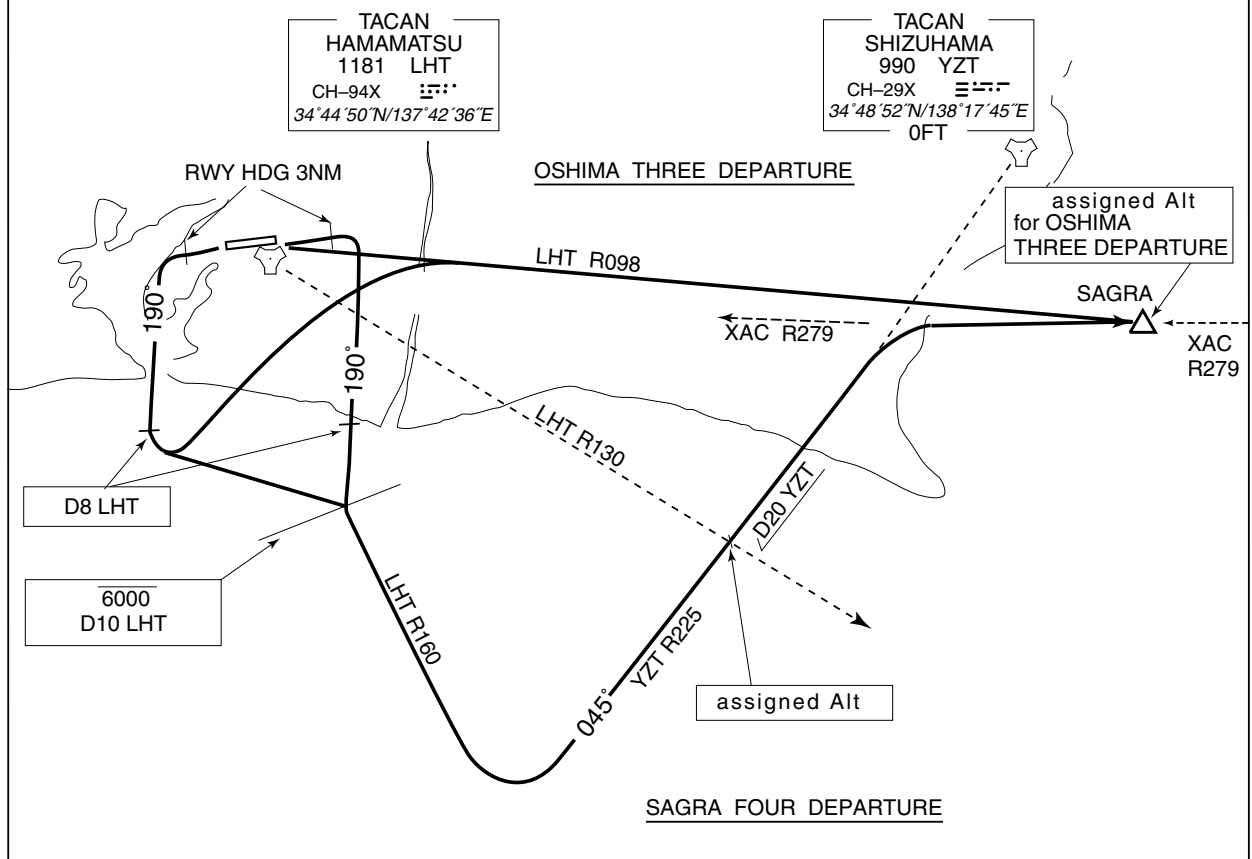
RWY09 :

....climb via LHT R098 to SAGRA.

Cross SAGRA at assigned altitude.

Note: When take off RWY 27, aircraft shall fly as follows...

Before establishing on SID, to avoid fly over populated area, maintain RWY HDG until 3NM from RWY end, turn left heading 190 degrees until 8DME from LHT TACAN, then follow SID.



STANDARD DEPARTURE CHART - INSTRUMENT

RJNH / HAMAMATSU

SID

KOWA FIVE DEPARTURE

RWY27 : Turn left,...

RWY09 : Turn right,...

....climb via LHT R220 to LHT 39DME, then turn right to intercept and proceed via XMT R168 to XMT TACAN.

Maintain 6000FT or below until LHT 10DME,

Cross XMT 27DME / LHT R232 at or above 13000FT.

Note: Before establishing on SID, to avoid fly over populated area, maintain RWY HDG until 3NM from RWY end, then take off RWY 27, turn left (take off RWY 09, turn right) heading 190 degrees until 8DME from LHT TACAN, then follow SID.

CHANGE : PROC renamed. PROC course.



STANDARD DEPARTURE CHART - INSTRUMENT

RJNH / HAMAMATSU

SID

ATSUMI FOUR DEPARTURE

RWY27 :

RWY09 : Turn right,....

....climb via LHT R273 to XMT TACAN.

Cross XMT TACAN at assigned altitude.

Note1 : When take off RWY 09, aircraft shall fly as follows....

Before establishing on SID, to avoid fly over populated area, maintain RWY HDG until 3NM from RWY end, turn right heading 190 degrees until 8DME from LHT TACAN, then follow SID.

Note2: When take off RWY 27, following climb gradient should be maintained until 2000FT.

| | | | | | | |
|-----------------|-----|-----|-----|-----|-----|------|
| Speed (Knots) | 60 | 120 | 180 | 240 | 300 | 360 |
| Rate (Feet/Min) | 180 | 360 | 540 | 720 | 900 | 1080 |



STANDARD DEPARTURE CHART - INSTRUMENT

RJNH / HAMAMATSU

SID

HAMAMATSU REVERSAL TWO DEPARTURE

RWY27 : Turn left,...

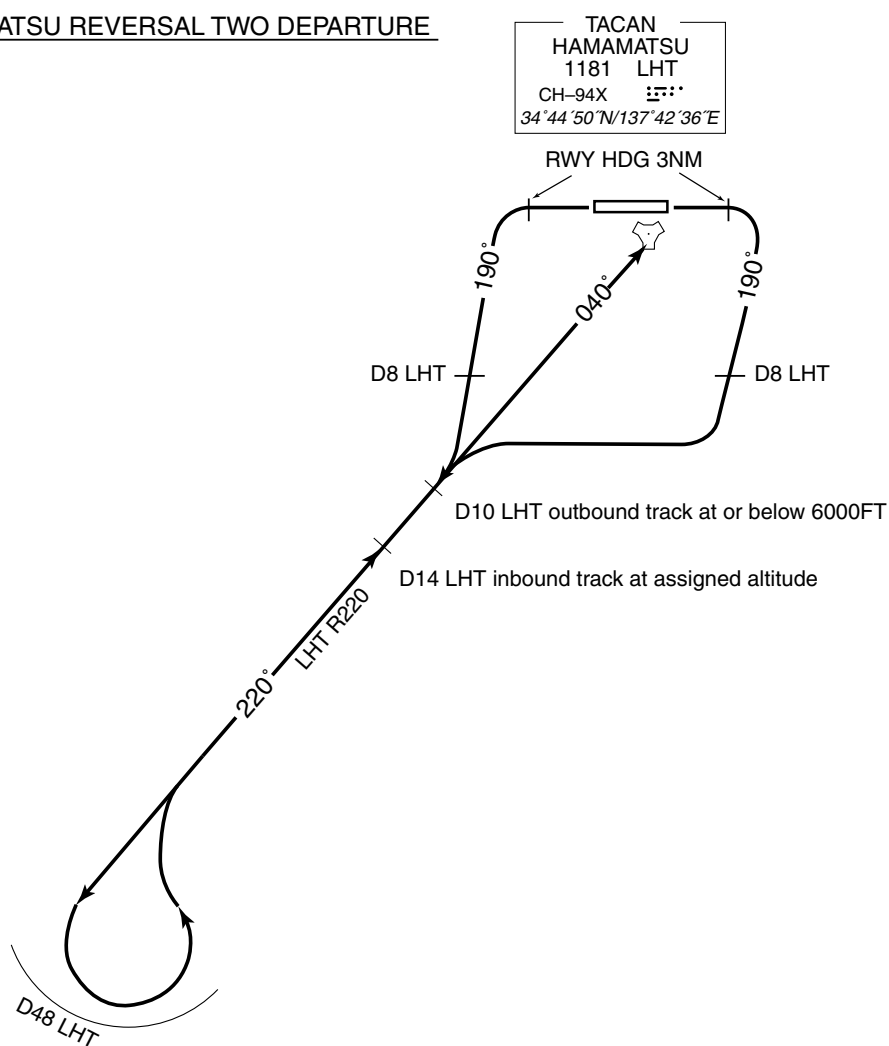
RWY09 : Turn right,...

....climb via LHT R220, then turn left within LHT 48DME, reverse course to LHT TACAN.

Cross LHT 10DME outbound track at or below 6000FT.

Cross LHT 14DME inbound track at assigned altitude.

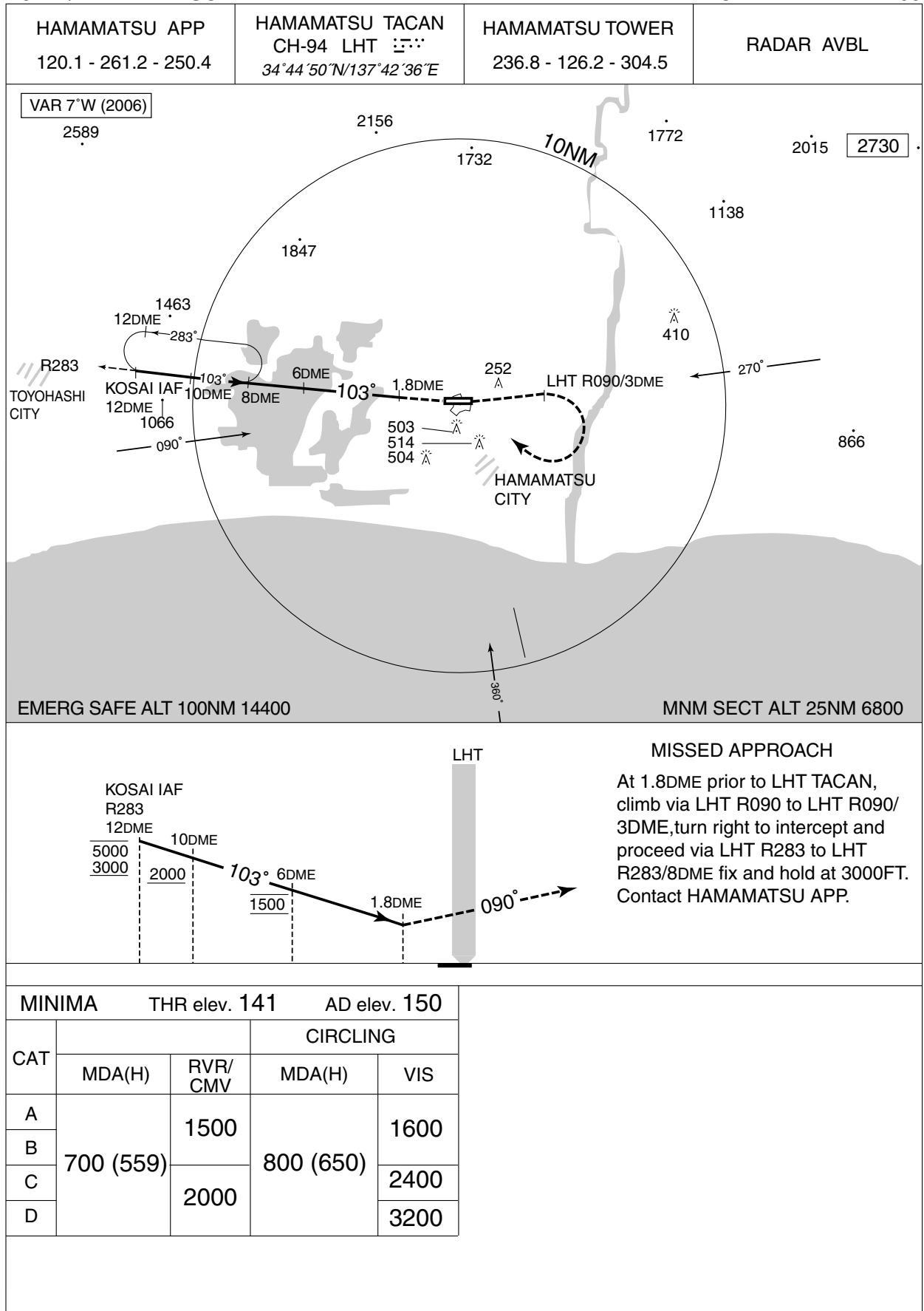
Note: Before establishing on SID, to avoid fly over populated area, maintain RWY HDG until 3NM from RWY end, then take off RWY 27, turn left (take off RWY 09, turn right) heading 190 degrees until 8DME from LHT TACAN, then follow SID.

HAMAMATSU REVERSAL TWO DEPARTURE

INSTRUMENT APPROACH CHART

RJNH / HAMAMATSU

TACAN NR.1 RWY 09



INSTRUMENT APPROACH CHART

RJNH / HAMAMATSU

TACAN NR.2 RWY 27



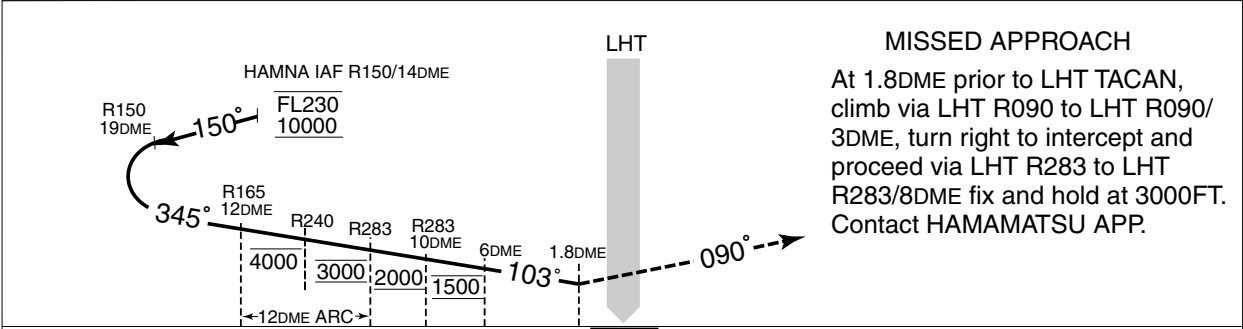
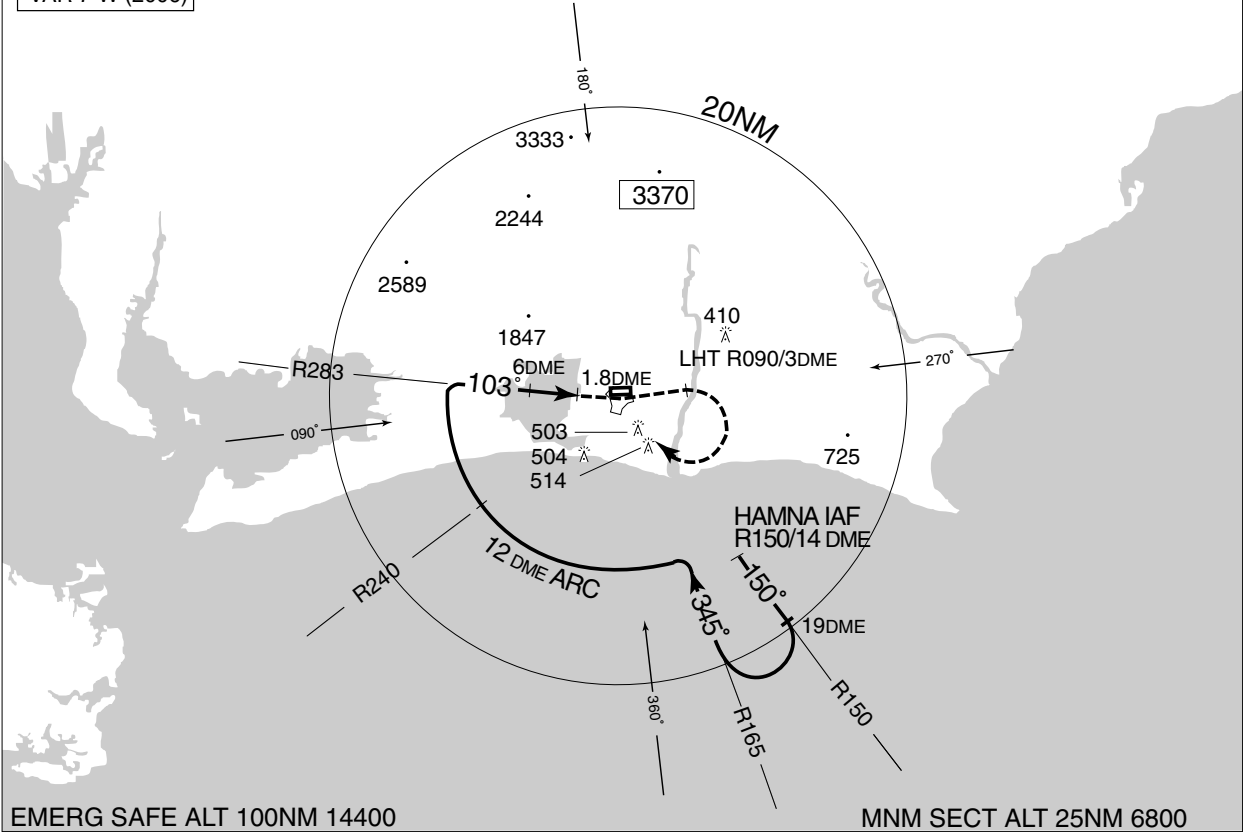
INSTRUMENT APPROACH CHART

RJNH / HAMAMATSU

TACAN NR.3 RWY 09

| | | | |
|--|---|--|------------|
| HAMAMATSU APP 120.1 - 261.2 - 250.4 | HAMAMATSU TACAN CH-94 LHT 3333 34°44'50"N/137°42'36"E | HAMAMATSU TOWER 236.8 - 126.2 - 304.5 | RADAR AVBL |
|--|---|--|------------|

VAR 7°W (2006)



| MINIMA | | THR elev. 141 | AD elev. 150 | |
|--------|-----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 700 (559) | 1500 | 800 (650) | 1600 |
| B | | | | 2400 |
| C | | 2000 | | |
| D | | | | |

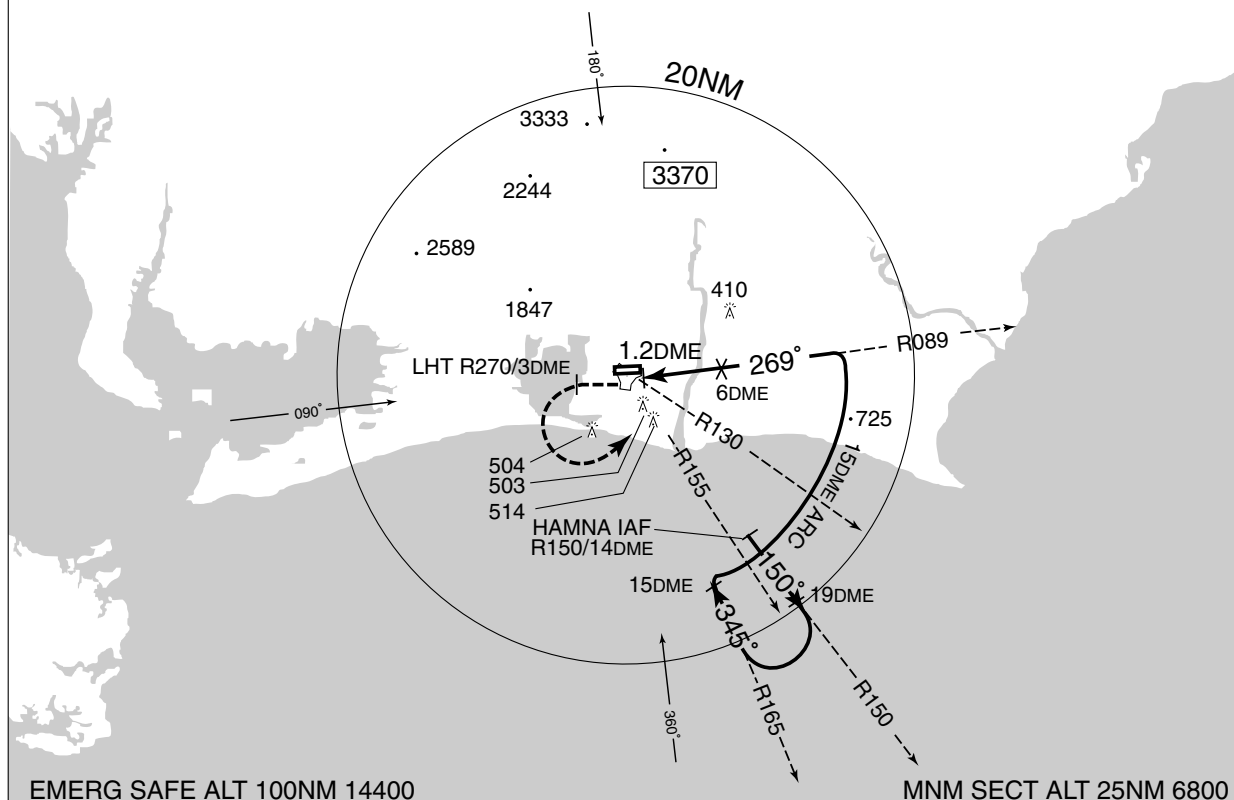
INSTRUMENT APPROACH CHART

RJNH / HAMAMATSU

TACAN NR.4 RWY 27

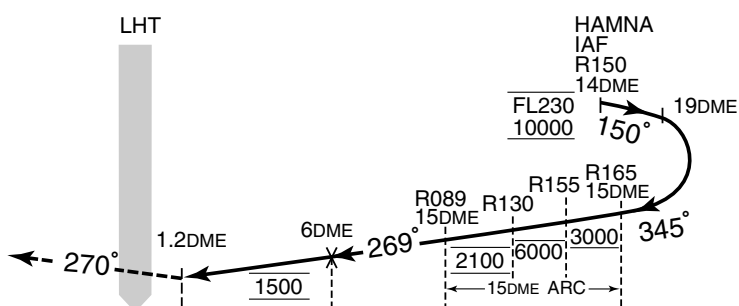
| | | | |
|--|---|--|------------|
| HAMAMATSU APP 120.1 - 261.2 - 250.4 | HAMAMATSU TACAN CH-94 LHT $\begin{smallmatrix} \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \end{smallmatrix}$ $34^{\circ}44'50"N/137^{\circ}42'36"E$ | HAMAMATSU TOWER 126.2 - 236.8 - 304.5 | RADAR AVBL |
|--|---|--|------------|

VAR 7°W (2006)



MISSED APPROACH

At 1.2DME prior to LHT TACAN, climb via LHT R270 to LHT R270/3DME, turn left to intercept and proceed via LHT R089 to LHT R089/9DME fix and hold at 3000FT. Contact HAMAMATSU APP.



| MINIMA | | THR elev. 148 | AD elev. 150 | |
|--------|-----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 600 (450) | 1500 | 800 (650) | 1600 |
| B | | | | |
| C | | 2000 | | 2400 |
| D | | | | 3200 |

INSTRUMENT APPROACH CHART

RJNH / HAMAMATSU

TACAN NR.5 RWY 09



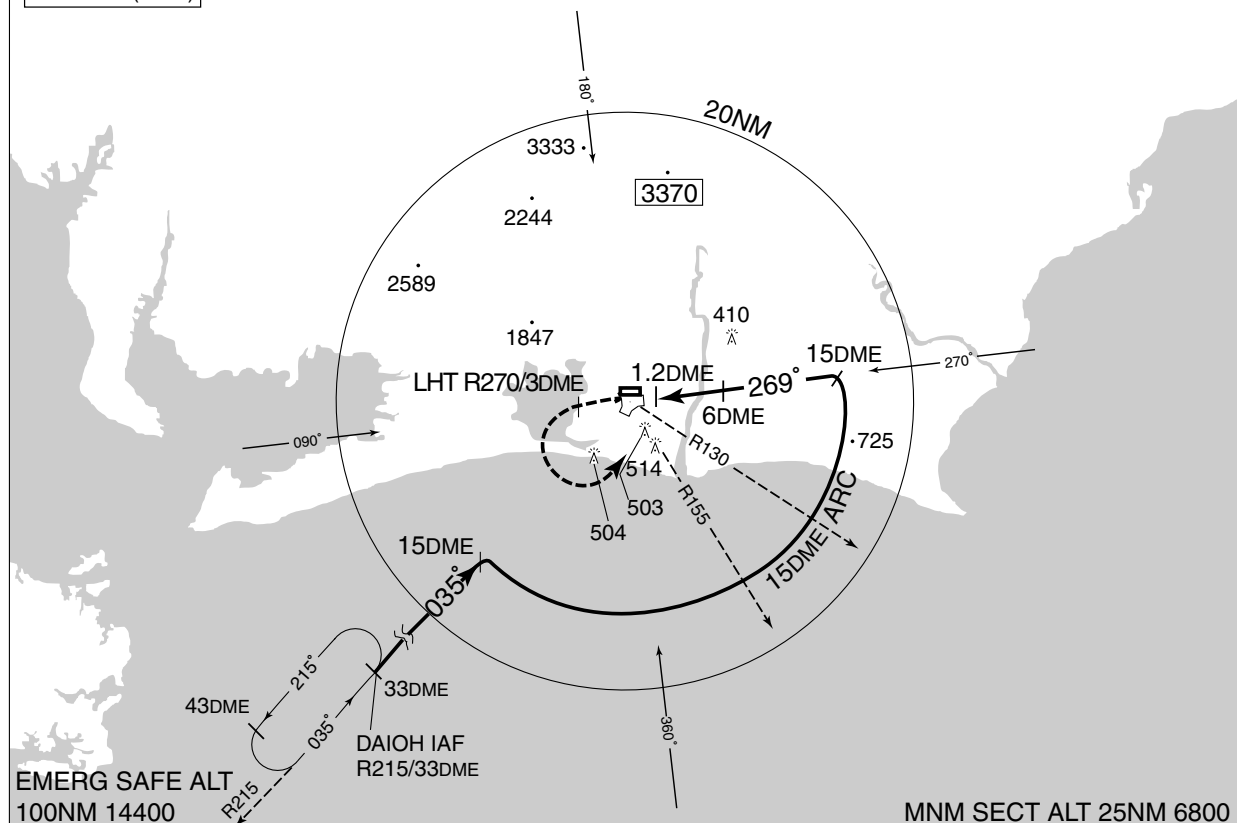
INSTRUMENT APPROACH CHART

RJNH / HAMAMATSU

TACAN NR.6 RWY 27

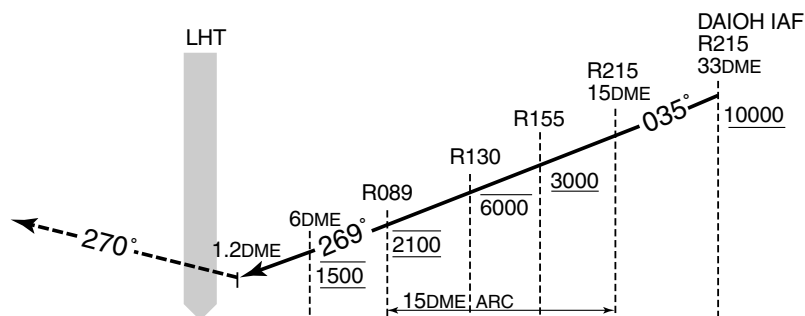
| | | | |
|--|---|--|------------|
| HAMAMATSU APP 120.1 - 261.2 - 250.4 | HAMAMATSU TACAN CH-94 LHT $\begin{smallmatrix} \cdot & \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot & \cdot \end{smallmatrix}$ 34°44'50"N/137°42'36"E | HAMAMATSU TOWER 236.8 - 126.2 - 304.5 | RADAR AVBL |
|--|---|--|------------|

VAR 7°W (2006)



MISSED APPROACH

At 1.2DME prior to LHT TACAN, climb via LHT R270 to LHT R270 /3DME, turn left to intercept and proceed via LHT R089 to LHT R089/9DME fix and hold at 3000FT. Contact HAMAMATSU APP.



| MINIMA | | THR elev. 148 | AD elev. 150 | |
|--------|-----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 600 (450) | 1500 | 800 (650) | 1600 |
| B | | | | |
| C | | 2000 | | 2400 |
| D | | | | 3200 |