

AD 2 AERODROMES

RJNS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJNS - SHIZUOKA

RJNS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	344746N/1381122E 292° / 1.25km FM RWY 30 THR
2	Direction and distance from (city)	27km SW FM Shizuoka station
3	Elevation/ Reference temperature	433ft / -
4	Geoid undulation at AD ELEV PSN	132ft
5	MAG VAR/ Annual change	8°W (2022) / 4'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Mt. Fuji Shizuoka Airport Co.,Ltd. 3336-4, Sakaguchi, Makinohara-city, Shizuoka Prefecture. 421-0411 JAPAN TEL : 0548-29-2201 or 2210, FAX : 0548-29-2009 Web : http://www.mtfuji-shizuokaairport.jp
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Shizuoka Airport Branch(CAB) 1250-72, Sakaguchi, Makinohara-city, Shizuoka Prefecture. 421-0411 JAPAN TEL : 0548-29-2300, FAX : 0548-29-2302

RJNS AD 2.3 OPERATIONAL HOURS

1	AD Administration	2230 - 1300
2	Customs and immigration	Customs: 2330-0815 Immigration: 0030-1200
3	Health and sanitation	Quarantine(human): 2330-0815 Quarantine(animal): 2330-0800 Quarantine(plant): 2330-0815
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (TOKYO)
7	ATS	2230 - 1300
8	Fuelling	JET A-1:2230-1300
9	Handling	Ask AD administration
10	Security	Ask AD administration
11	De-icing	Nil
12	Remarks	Nil

RJNS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Ask AD administration
2	Fuel/ oil types	Fuel grades : JET A-1
3	Fuelling facilities/ capacity	Fuel truck refueling / PN/TEL: 0548-29-2852
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJNS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Shimada city
2	Restaurants	At airport
3	Transportation	Buses and Taxis
4	Medical facilities	11km of Makinohara city and 13km of Shimada city
5	Bank and Post Office	In Makinohara city and Shimada city
6	Tourist Office	At airport
7	Remarks	Nil

RJNS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck x 3 Emergency medical equipments conveyance truck
3	Capability for removal of disabled aircraft	Ask AD administration
4	Remarks	Nil

RJNS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Ask AD administration
3	Remarks	Seasonal availability : All seasons. Snow removal will be commenced, if the RWY and TWY are covered with a depth of 3cm snow or more.

RJNS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Spot NR1-5: Surface : Cement-concrete, Strength : PCN 74/R/B/X/T Spot NR6-8: Surface : Cement-concrete, Strength : PCN 48/R/B/X/T
2	Taxiway width, surface and strength	TWY P1 - P5(except a part of P4 and P5) Width : 30m, Surface : Asphalt-concrete, Strength : PCN 66/F/B/X/T A part of P4 and P5 Width : 30m, Surface : Cement-concrete, Strength : PCN 74/R/B/X/T TWY T1, T6 Width : 32m, Surface : Asphalt-concrete, Strength : PCN 66/F/B/X/T TWY T2 - T5 Width : 34m, Surface : Asphalt-concrete, Strength : PCN 66/F/B/X/T
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	Spot NR 1 344743.78N 1381051.37E 2 344744.30N 1381048.83E 3 344745.18N 1381046.18E 4 344745.82N 1381044.10E 5 344746.31N 1381042.62E 6 344749.62N 1381041.16E 7 344750.12N 1381039.59E 8 344750.62N 1381038.11E
6	Remarks	Nil

RJNS 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	ACFT stand ID signs : Spot 1 - 5. ACFT stand taxilane : Nil Visual docking guidance system : Nil
2	RWY and TWY markings and LGT	RWY : RWY 12/30 (Marking) : RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) : RCLL, REDL, RTHL, RENL, RTZL(RWY30), WBAR(RWY30), TWY : All TWY (Marking) : TWY CL, TWY side stripe (LGT) : TWY edge LGT, TWY CL LGT TWY : TWY T1 - T6 (Marking) : RWY HLDG PSN (LGT) : RWY guard LGT, Taxiing guidance sign
3	Stop bars	Nil
4	Remarks	(Marking) : Overrun area (LGT) : APN flood LGT

RJNS AD 2.10 AERODROME OBSTACLES

In Area 2

See Obstacle data

Other obstacles

OBST ID/designation	Obstacle type	Coordinates	Elevation	Markings/ LGT	Remarks
RJNS1	Pole	344846.2N/1380912.9E	607ft	- / LGTD	Under APCH SFC
RJNS2	Pole	344807.3N/1380930.6E	574ft	- / LGTD	Under horizontal SFC
RJNS3	Pole	344811.7N/1381003.8E	503ft	- / LGTD	Under APCH SFC
RJNS4	Pole	344808.0N/1381014.7E	483ft	- / LGTD	Under APCH SFC
RJNS5	Pole	344841.8N/1380925.2E	575ft	- / LGTD	Under horizontal SFC

In Area 3

To be developed

RJNS 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	TOKYO 30 Hours
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 _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 available for providing information	Nil
9	ATS units provided with information	RADIO
10	Additional information(limitation of service, etc.)	Nil

RJNS 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
12	112.00°	2500 x 60	PCN 66/F/B/X/T Asphalt-Concrete	344800.73N 1381036.52E 132ft	THR ELEV : 454ft
30	292.00°	2500 x 60	PCN 66/F/B/X/T Asphalt-Concrete	344730.34N 1381207.70E 131.6ft	THR ELEV : 412.7ft TDZ ELEV : 427.5ft
Slope of RWY	Strip Dimensions(M)		RESA(Overrun) Dimensions(M)		Remarks
7	10		11		14
See AD2.24 Chart	2620 x 300 2620 x 300		40x(MNM:290 MAX:300)* 185x(MNM:125 MAX:300)* *For detail, ask airport administrator		RWY grooving : 2500m x 40m RWY grooving : 2500m x 40m

RJNS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
12	2500	2500	2500	2500	Nil
TWY:T5	1940	1940	1940		
30	2500	2500	2500	2500	Nil
TWY:T2	1940	1940	1940		

TORA, TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.

RJNS 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
12	SALS 420m LIH (*1)	Green -	PAPI 3.0°/Left 510m 74ft	-	2500m 30m Coded color (White/Red) LIH	2500m 60m Coded color (White/Yellow) LIH	Red	Nil(*2)
30	PALS (CAT I) 900m LIH	Green Green	PAPI 3.0°/Left 381m 65.6ft	900m	2500m 30m Coded color (White/Red) LIH	2500m 60m Coded color (White/Yellow) LIH	Red	Nil(*2)
Remarks								
10								
APCH LGT beacon(600m and 900m FM RWY 12 THR)(*1) Overrun area edge LGT(LEN:60m, Color:Red)(*2) CGL for RWY 12								

RJNS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : 344735N1381054E White/Green EV 4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer : RWY 12 : 300m FM RWY 12 THR, LGTD RWY 30 : 330m FM RWY 30 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, RENL, RTHL, WBAR, RCLL, and Overrun area edge LGT Within 15sec : Other Lights
5	Remarks	WDI LGT

RJNS AD 2.16 HELICOPTER LANDING AREA

Nil

RJNS 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
Shizuoka Information Zone	Area within a radius of 5nm(9km) of Shizuoka ARP(3448N13811E) in the south side of a line extending from N34°46'02"E138°19'46" on 292°T and excluding HAMAMATSU ACA	3000	E	Shizuoka Radio En	Nil

RJNS AD 2.18 ATS COMMUNICATION FACILITIES

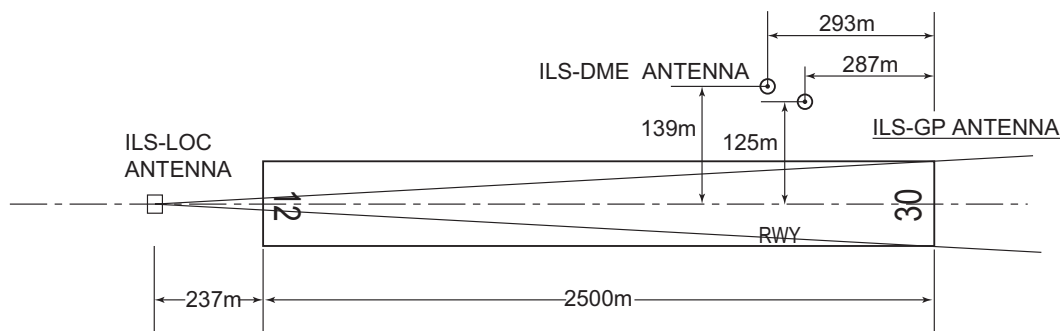
Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Shizuoka Radio	118.0MHz(1) 126.2MHz 243.0MHz(E)	2230 - 1300	(1) Primary

RJNS 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 (8°W / 2022)	SZE	110.65MHz	24H	344748.63N/1381135.51E		VOR unusable: 200°-220° beyond 20nm BLW 2000ft. 220°-270° beyond 15nm BLW 2000ft. 270°-300° beyond 20nm BLW 4000ft. 300°-330° beyond 20nm BLW 6000ft.
DME	SZE	1130MHz (CH-43Y)	24H	344748.63N/1381135.51E	449ft	DME unusable: 290°-300° beyond 20nm BLW 4000ft.
ILS-LOC 30	ISZ	109.3MHz	2230 - 1300	344803.61N/1381027.87E		LOC: 237m (778ft) away from RWY 12 THR, BRG(MAG) 299.68°
ILS-GP 30	-	332MHz	2230 - 1300	344737.58N/1381159.10E		GP: 287m (942ft) inside from RWY 30 THR, 125m (410ft) NE of RCL HGT of ILS REF datum 16.5m (54ft). GP Angle 3.0°
ILS-DME 30	ISZ	991MHz (CH-30X)	2230 - 1300	344738.22N/1381159.15E	430ft	DME: 293m (961ft) inside from RWY 30 THR, 139m (456ft) NE of RCL.

SHIZUOKA AP

ILS for RWY30



REMARKS : 1. LOC beam BRG(MAG) 299.68°
 2. HGT of ILS REF datum 16.5m (54ft)
 3. ILS-GP Angle 3.0°
 4. ELEV of ILS-DME 131m(430ft)

RJNS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 緊急事態以外の航空機の取扱い

航空機の運航者は、当空港を使用する場合、予め管理者に届け出ること。

1.1 Aircraft operations other than in an emergency

On use of this airport, aircraft operator is required to notice to the airport administrator in advance.

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Spot NR.5A-1, 5A-2, 5A-3, 6A-3, 6A-4

4. Parking area for helicopters

Spot NR.5A-4, 5A-5, 6A-1, 6A-2

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

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

騒音対策上の理由から、タッチアンドゴー、ローアプローチ及びローパスは、原則として制限されている。

For touch and go and/or low approach and/or low pass, aircraft operator is restricted in principle due to noise abatement reason.

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJNS AD 2.21 NOISE ABATEMENT PROCEDURES

騒音軽減運航方式	Noise Abatement Operating Procedures
<p>1. すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が設定される。ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。</p> <p>(1) 離陸について（滑走路 12/30） 急上昇方式</p> <p>(2) 着陸について（滑走路 12/30） 低フラップ角着陸方式</p> <p>(3) リバース・スラストについて なし</p> <p>2. 優先滑走路方式 なし</p> <p>3. 優先飛行方式 なし</p>	<p>1. For all jet aircraft in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equipment.</p> <p>(1) For takeoff from RWY 12/30 Steepest Climb Procedure</p> <p>(2) For landing to RWY 12/30 Reduced Flap Setting Procedure</p> <p>(3) Reverse Thrust Nil</p> <p>2. Preferential Runways Procedures Nil</p> <p>3. Noise Preferential Route Nil</p>

RJNS AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL and RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	12	A,B,C,D	-	400m	-	400m	-	500m
	30	A,B,C,D	400m	400m	400m	400m	-	500m
OTHER	12	A,B,C,D	AVBL LDG MINIMA					
	30	A,B,C,D						

RJNS AD 2.23 ADDITIONAL INFORMATION

1. 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、着陸図に示す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。(静岡空港着陸図参照)

2. 小型機の駐機について

小型機の駐機に際しては、5 番スポット及び 6 番スポットを分割して使用することがある。(静岡空港飛行場図参照)

1.Standard VFR Procedures and Traffic Pattern of Shizuoka airport

VFR aircraft departing from/arriving at Shizuoka Airport is primarily requested to fly as LDG CHART due to avoid congestion with traffic of Shizuhamu 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 Shizuhamu CTR. (See RJNS AD2.24 LDG CHART)

2.Spot assignment for small aircraft

In case of assignment parking spot for small aircraft, spot NR.5 and NR.6 will be divided.(See RJNS AD2.24 AD CHART)

RJNS AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart

Standard Departure Chart - Instrument (SHIZUOKA REVERSAL)

Standard Departure Chart - Instrument (FUJIK-RNAV)

Standard Departure Chart - Instrument (MOSLO-RNAV)

Standard Arrival Chart - Instrument (ENSYU)

Standard Arrival Chart - Instrument (OHCHA-RNAV)

Standard Arrival Chart - Instrument (MOSLO-RNAV)

Instrument Approach Chart (ILS Z or LOC Z RWY30)

Instrument Approach Chart (ILS Y or LOC Y RWY30)

Instrument Approach Chart (VOR RWY30)

Instrument Approach Chart (RNP RWY12 (AR))

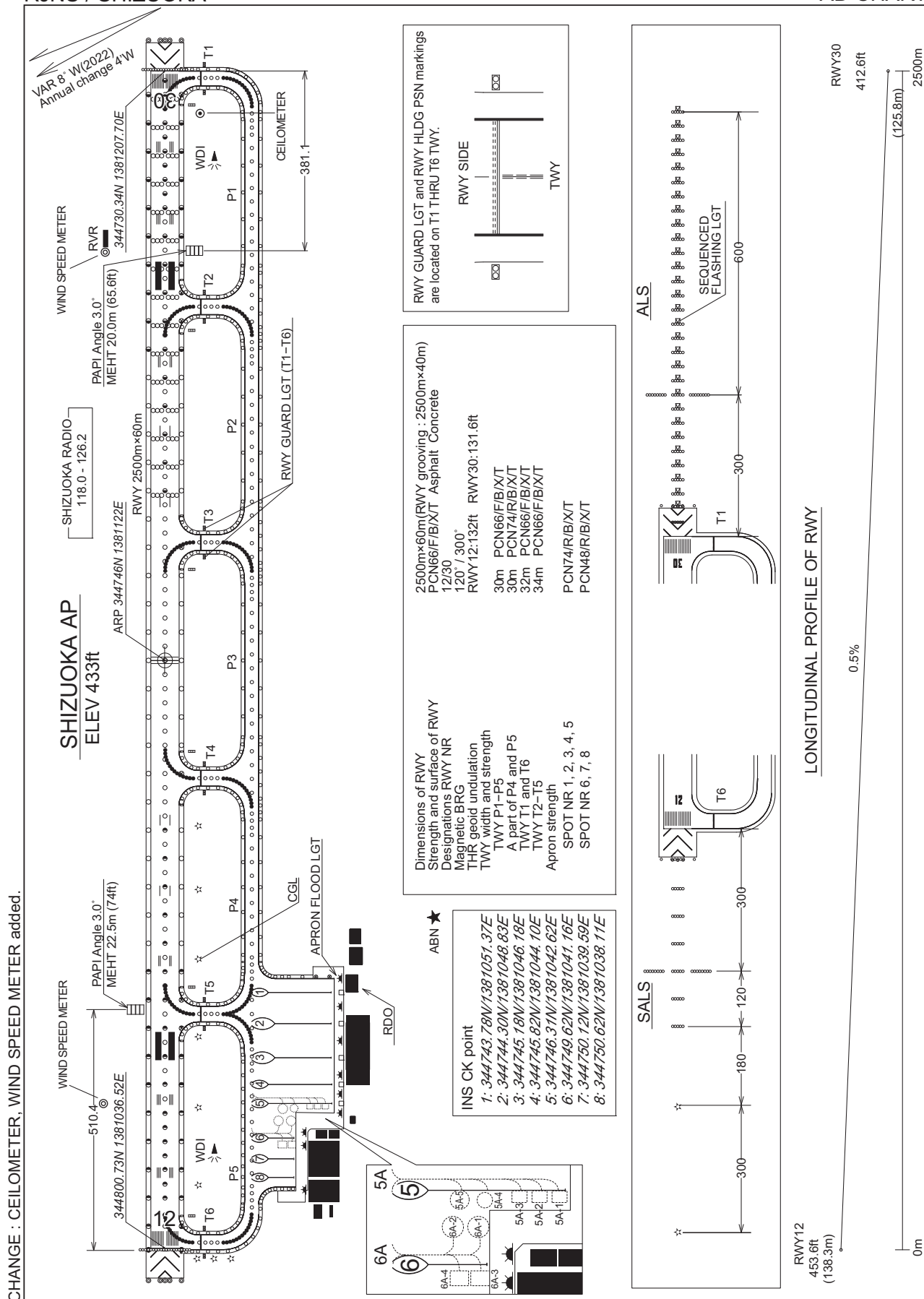
Other Chart (Visual REP)

Other Chart (LDG CHART)

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AD CHART



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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

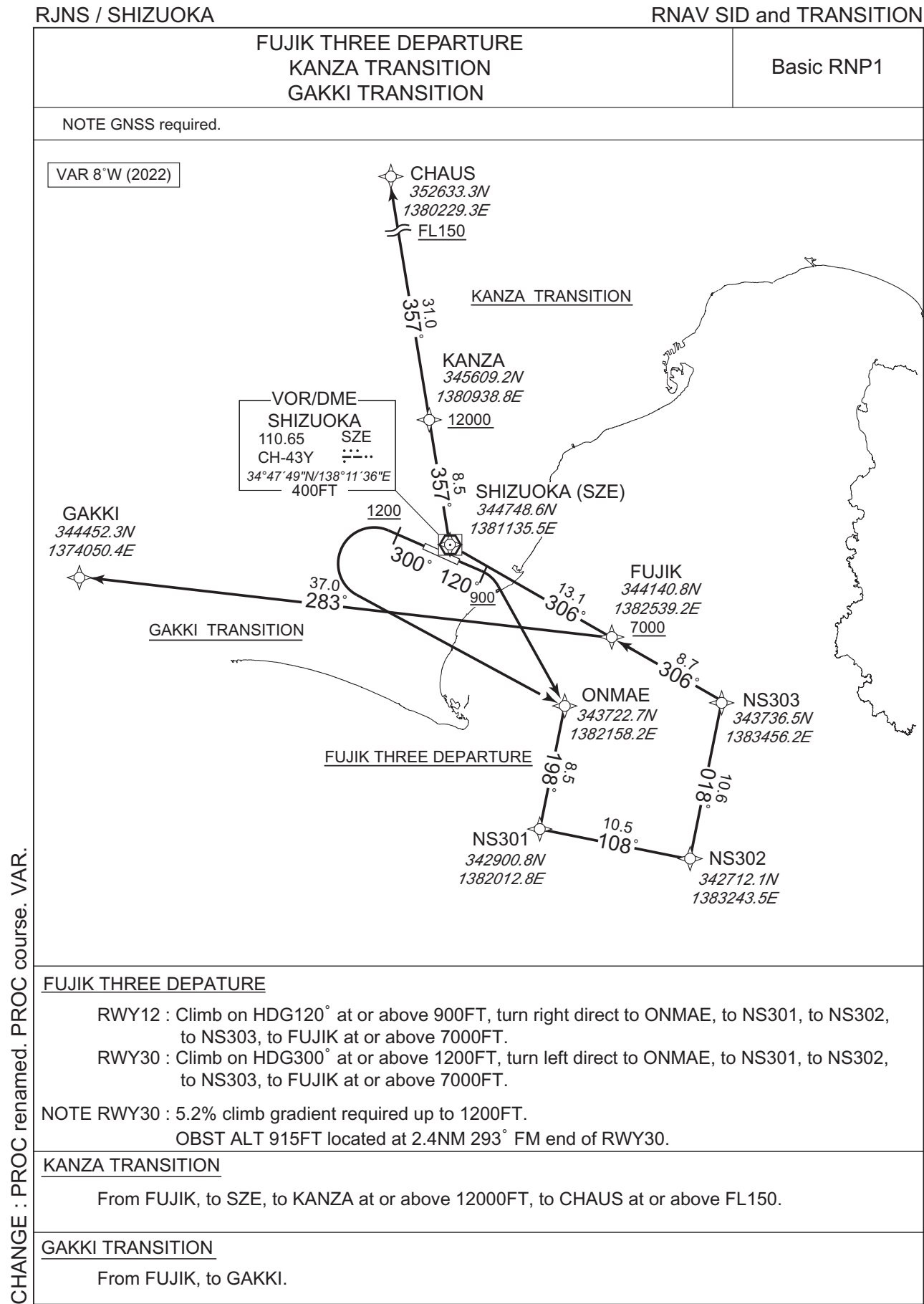
From over SZE VOR/DME, proceed via SZE R357 to CHAUS.

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



CHANGE : Course FM SZE to CHAUS.

STANDARD DEPARTURE CHART- INSTRUMENT



CHANGE : PROC renamed. PROC course. VAR.

STANDARD DEPARTURE CHART- INSTRUMENT

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

CHANGE : VAR. PROC course. PROC renamed.

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	—	—	Basic RNP1
002	TF	SZE	—	306 (298.0)	-7.7	13.1	—	—	—	—	Basic RNP1
003	TF	KANZA	—	357 (349.2)	-7.7	8.5	—	+12000	—	—	Basic RNP1
004	TF	CHAUS	—	357 (349.1)	-7.7	31.0	—	+FL150	—	—	Basic 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	—	—	Basic RNP1
002	TF	GAKKI	—	283 (275.2)	-7.7	37.0	—	—	—	—	Basic RNP1

CHANGE : VAR. Course FM FUJIK to SZE.

STANDARD DEPARTURE CHART- INSTRUMENT

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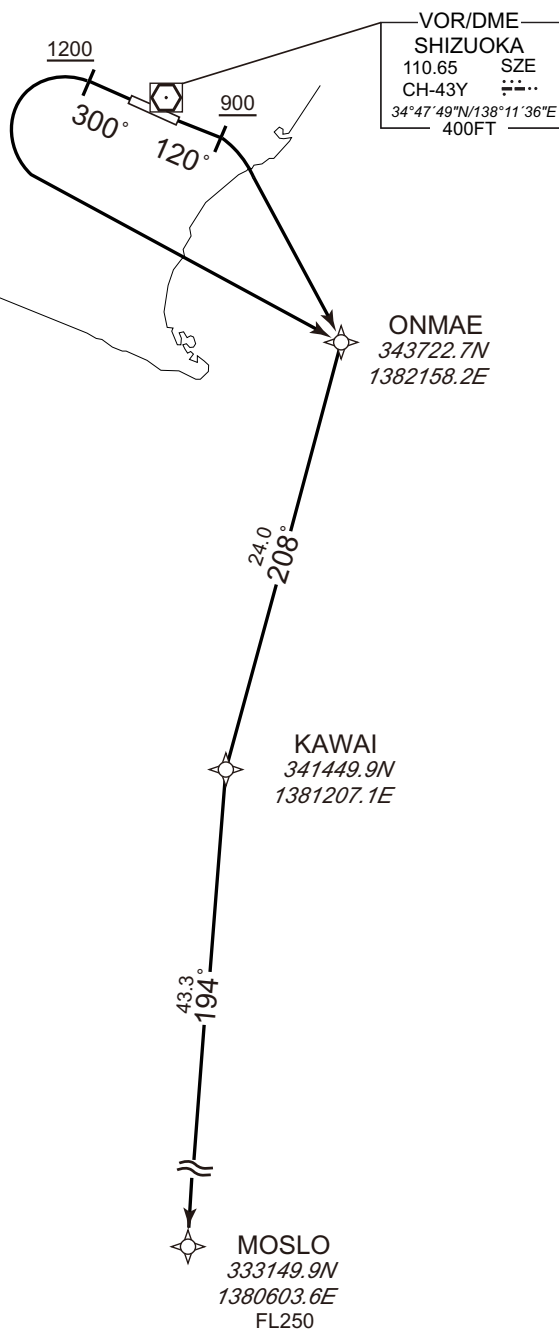
RNAV SID

MOSLO TWO DEPARTURE

Basic RNP1

NOTE GNSS required.

VAR 8°W (2022)



RWY12 : Climb on HDG120° at or above 900FT, turn right direct to ONMAE, to KAWAI, to MOSLO at or above FL250.

RWY30 : Climb on HDG300° at or above 1200FT, turn left direct to ONMAE, to KAWAI, to MOSLO at or above FL250.

NOTE RWY30 : 5.2% climb gradient required up to 1200FT.

OBST ALT 915FT located at 2.4NM 293° FM end of RWY30.

CHANGE : VAR. Course FM ONMAE to KAWAI. PROC renamed.

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

CHANGE : VAR. Course FM ONMAE to KAWAI.

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

STAR

ENSYU ARRIVAL

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.

CHANGE : Course FM SUZKI to OHCHA HLDG course.



STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR

OHCHA ARRIVAL

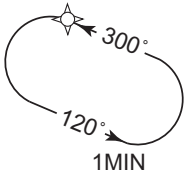
Basic RNP1

Note GNSS required.

VAR 8°W (2022)

NOT TO SCALE

UNAGI



MHA 4000
MAX 230KIAS

VOR/DME
SHIZUOKA
110.65 SZE
CH-43Y
34°47'49"N/138°11'36"E
400FT

SHIZUHAMAD

OHCHA
344226.0N
1382716.6E
4000

8.4

300°

UNAGI
343915.8N
1383640.6E

ENSYU
343235.9N
1380202.5E

AOIKU
342634.6N
1382046.5E
FL150

15.4

021°

KOITO
342416.6N
1383217.3E

9.8

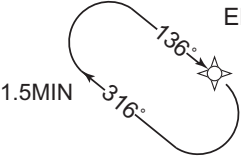
111°

16.6

119°

NOT TO SCALE

ENSYU



MHA FL150
MAX 240KIAS

CHANGE : VAR. PROC course. RNAV HLDG established(UNAGI, ENSYU). HLDG for NAVAIDS abolished(UNAGI, ENSYU, KOITO).

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR

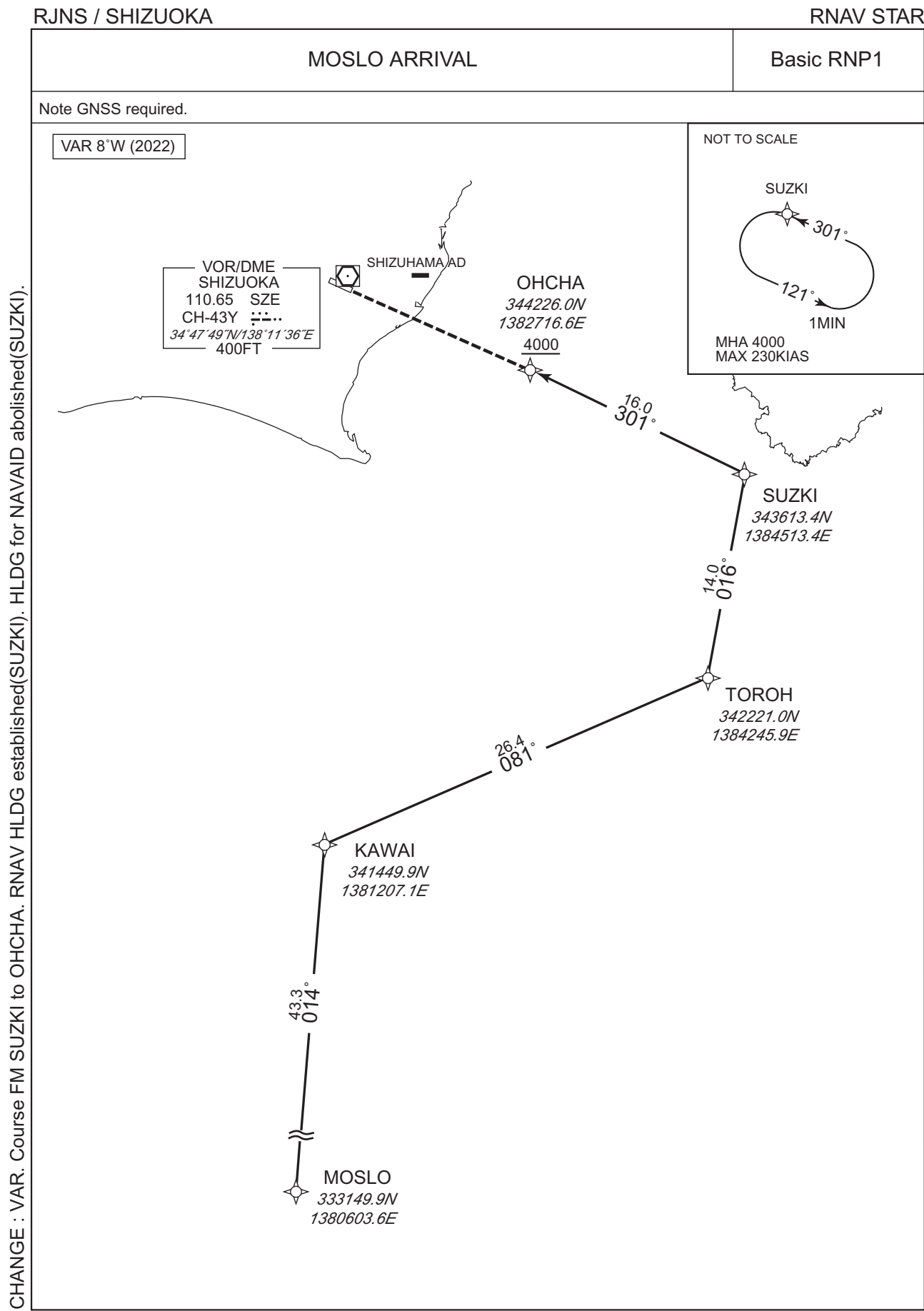
From ENSYU, to AOIKU at or above FL150, to KOITO, to UNAGI, to OHCHA at or above 4000FT.

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	—	—	—	—	—	Basic RNP1
002	TF	AOIKU	—	119 (111.2)	-7.7	16.6	—	+FL150	—	—	Basic RNP1
003	TF	KOITO	—	111 (103.6)	-7.7	9.8	—	—	—	—	Basic RNP1
004	TF	UNAGI	—	021 (013.5)	-7.7	15.4	—	—	—	—	Basic RNP1
005	TF	OHCHA	—	300 (292.3)	-7.7	8.4	—	+4000	—	—	Basic 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	Basic RNP1
Hold	UNAGI	300 (292.7)	-7.7	1.0(-14000)	L	4000	FL140	-230(-14000)	Basic RNP1

CHANGE : VAR. PROC course. RNAV HLDG established(ENSYU, UNAGI).

STANDARD ARRIVAL CHART- INSTRUMENT



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

CHANGE : VAR. Course FM SUZKI to OHCHA. RNAV HLDG established(SUZKI).

INSTRUMENT APPROACH CHART

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ILS Z or LOC Z RWY30



INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

ILS Y or LOC Y RWY30

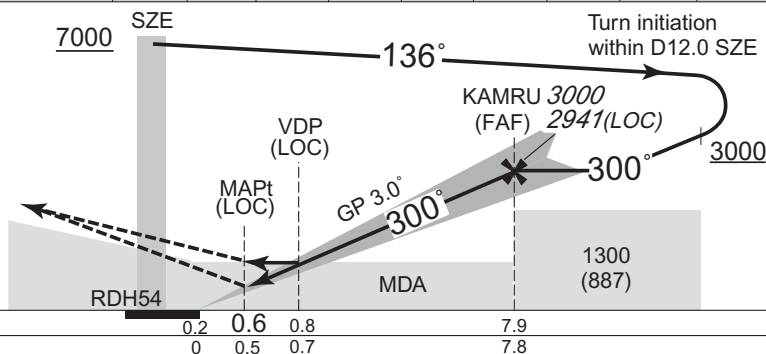


MISSED APPROACH

Climb to 1200FT on HDG300°, turn left HDG116° to intercept and proceed via SZE R161, via SZE 14.0DME counterclockwise ARC to OHCHA and hold at 4000FT.

Contact SHIZUOKA RADIO.

Timing not authorized for defining the MAPt



Missed APCH climb gradient MNM 3.0%

MINIMA THR elev. 413 AD elev. 433

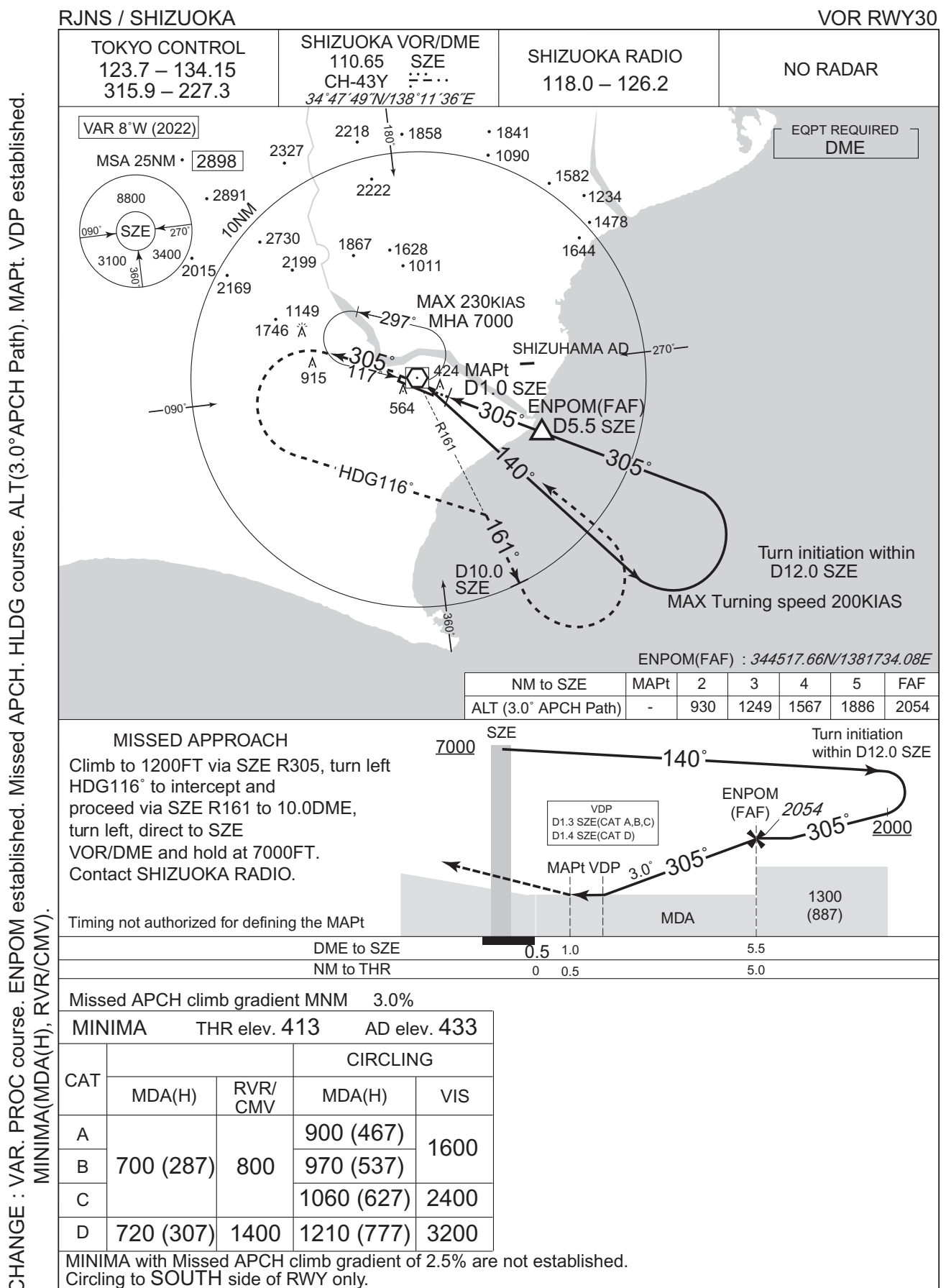
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	613 (200)	550	670 (257)	800	900 (467)	1600
B					970 (537)	
C					1060 (627)	2400
D					1200	1210 (777) 3200

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

Circling to SOUTH side of RWY only.

CHANGE : PROC course. Missed APCH. HLDG course.

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

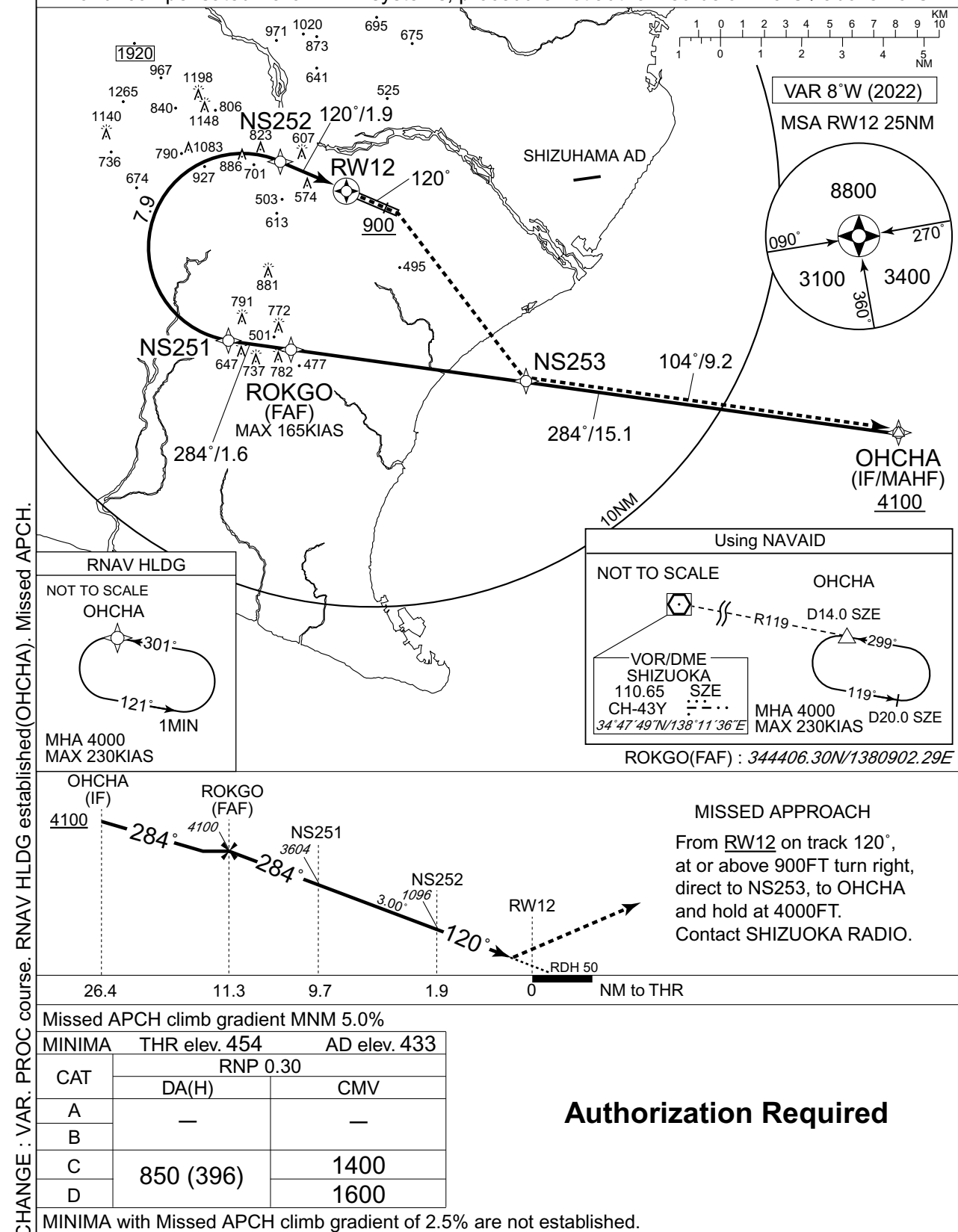
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RNP RWY12(AR)

TOKYO CONTROL
123.7 – 134.15
315.9 – 227.3RNP AR
RF requiredSHIZUOKA RADIO
118.0 – 126.2

NO RADAR

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



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

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	—	-3.00/50	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).

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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).

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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



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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 Shizuhamu 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 Shizuhamu 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.

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Minimum Vectoring Altitude CHART

