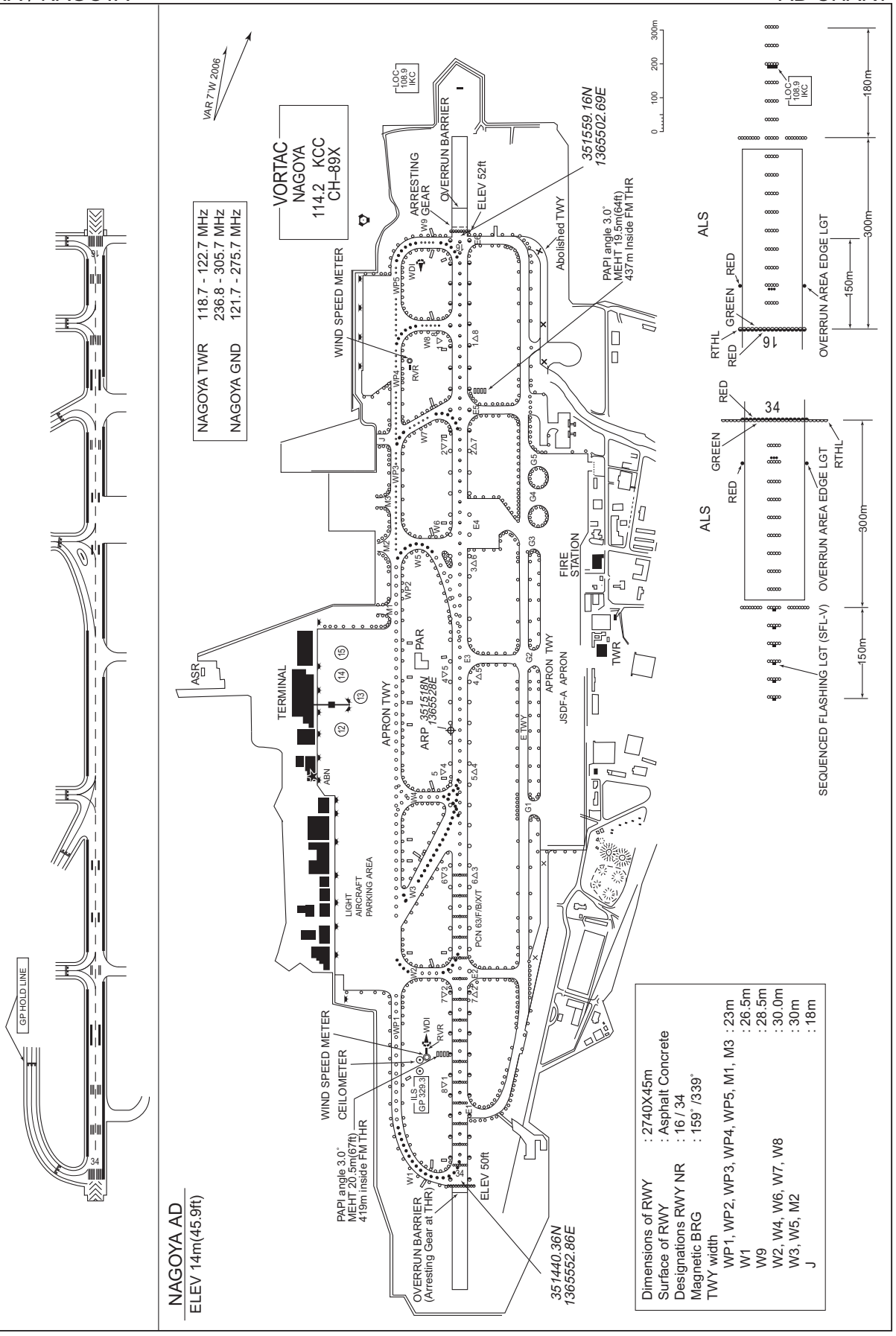
RJNA / NAGOYA

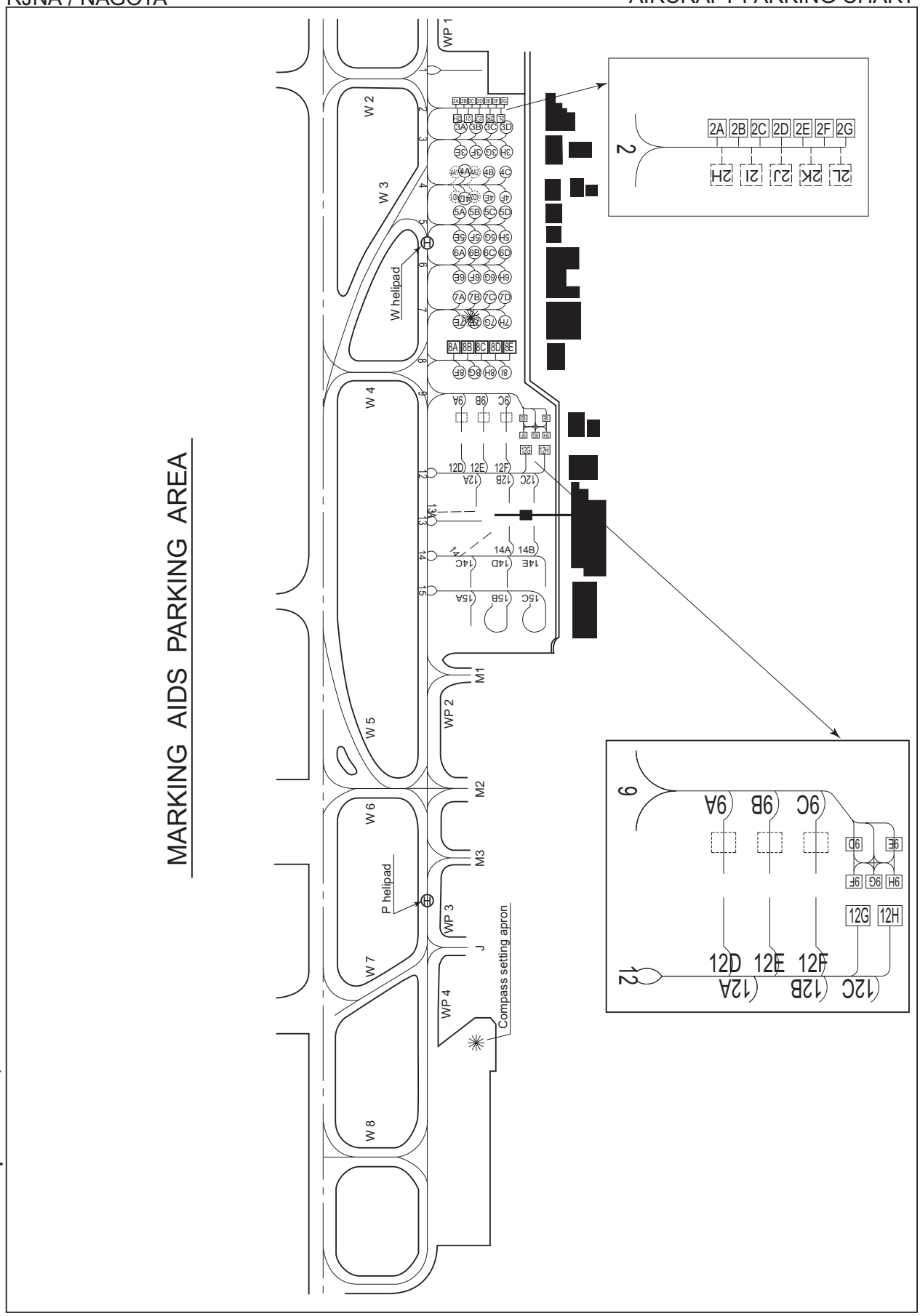
AD CHART

CHANGE: CEILOMETER, RVR relocated. WIND SPEED METER added.



RJNA / NAGOYA

AIRCRAFT PARKING CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA SID and TRANSITION

## IBUKI FOUR DEPARTURE

RWY16 : Climb RWY HDG to KCC 3.5DME, turn right HDG004˚...
RWY34 : Climb RWY HDG to 700FT, turn left within 4NM from RWY end/KCC 4.0DME,...
...to intercept and proceed via KCC R319 to IBUKI.
Cross IBUKI at or above 11000FT.

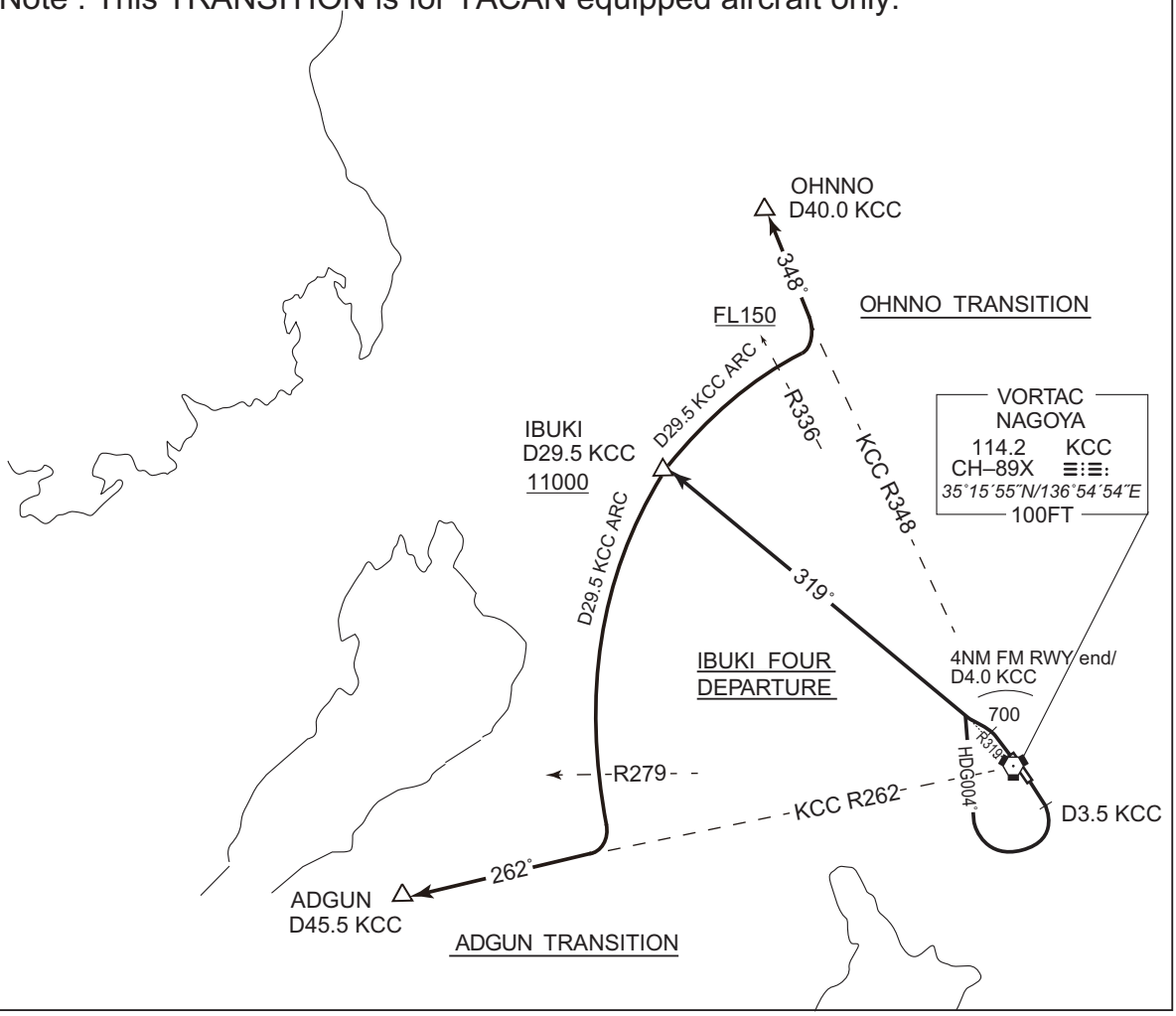
Note RWY16 : 5.0% climb gradient required up to 700FT.
OBST ALT 551FT located at 1.9NM 215˚ FM end of RWY16.
RWY34 : 5.0% climb gradient required up to 700FT.

## ADGUN TRANSITION

From over IBUKI, via KCC 29.5DME counterclockwise ARC
to intercept and proceed via KCC R262 to ADGUN.
Note : This TRANSITION is for TACAN equipped aircraft only.

## OHNNO TRANSITION

From over IBUKI, via KCC 29.5DME clockwise ARC
to intercept and proceed via KCC R348 to OHNNO.
Cross KCC R336 at or above FL150.
Note : This TRANSITION is for TACAN equipped aircraft only.



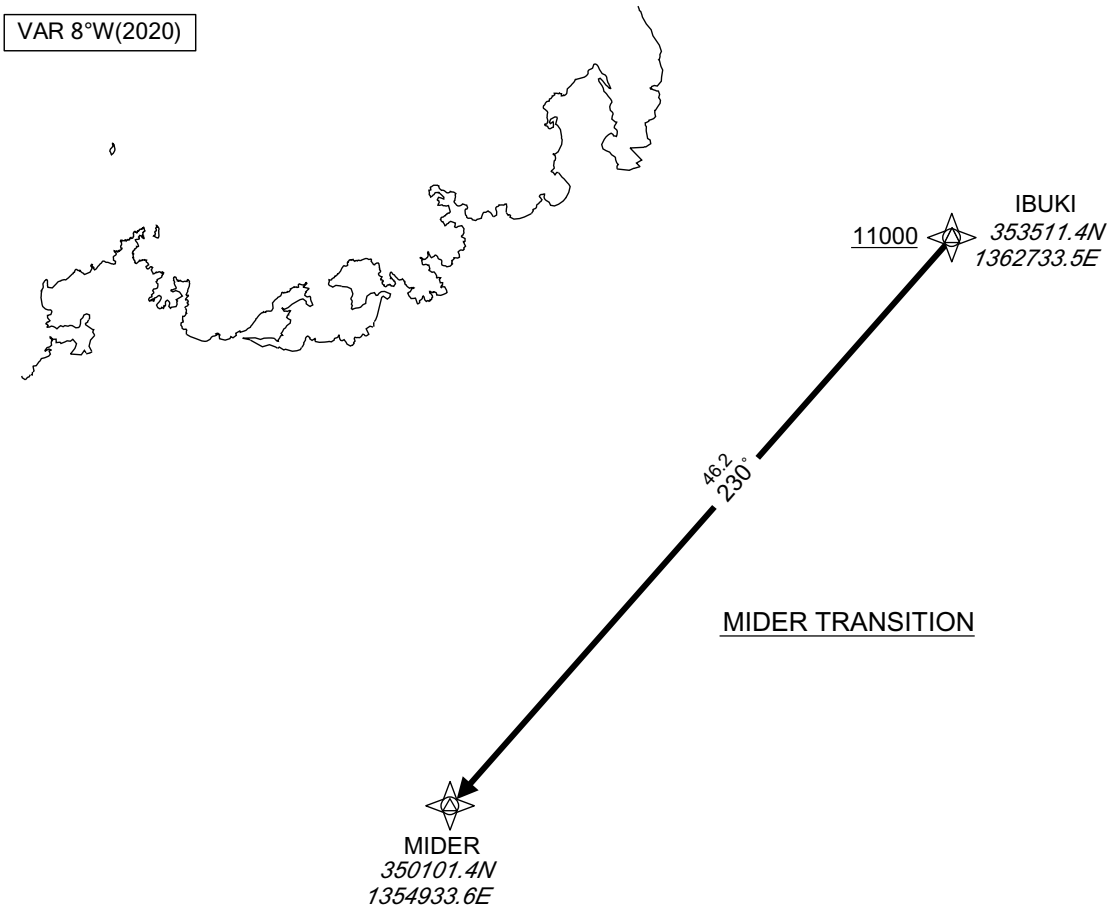

CHANGE : ADGUN TRANSITION, OHNNO TRANSITION established. OTSU TRANSITION, KOMATSU TRANSITION abolished.

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJNA / NAGOYA RNAV TRANSITION

| MIDER TRANSITION | | RNAV1 |
|---|---|---|
| NOTE 1 ) DME/DME/IRU or GNSS required.<br>2 ) RADAR service required. | Critical DME | – |
| | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 8°W(2020)




MIDER TRANSITION

From IBUKI at or above 11000FT, to MIDER.

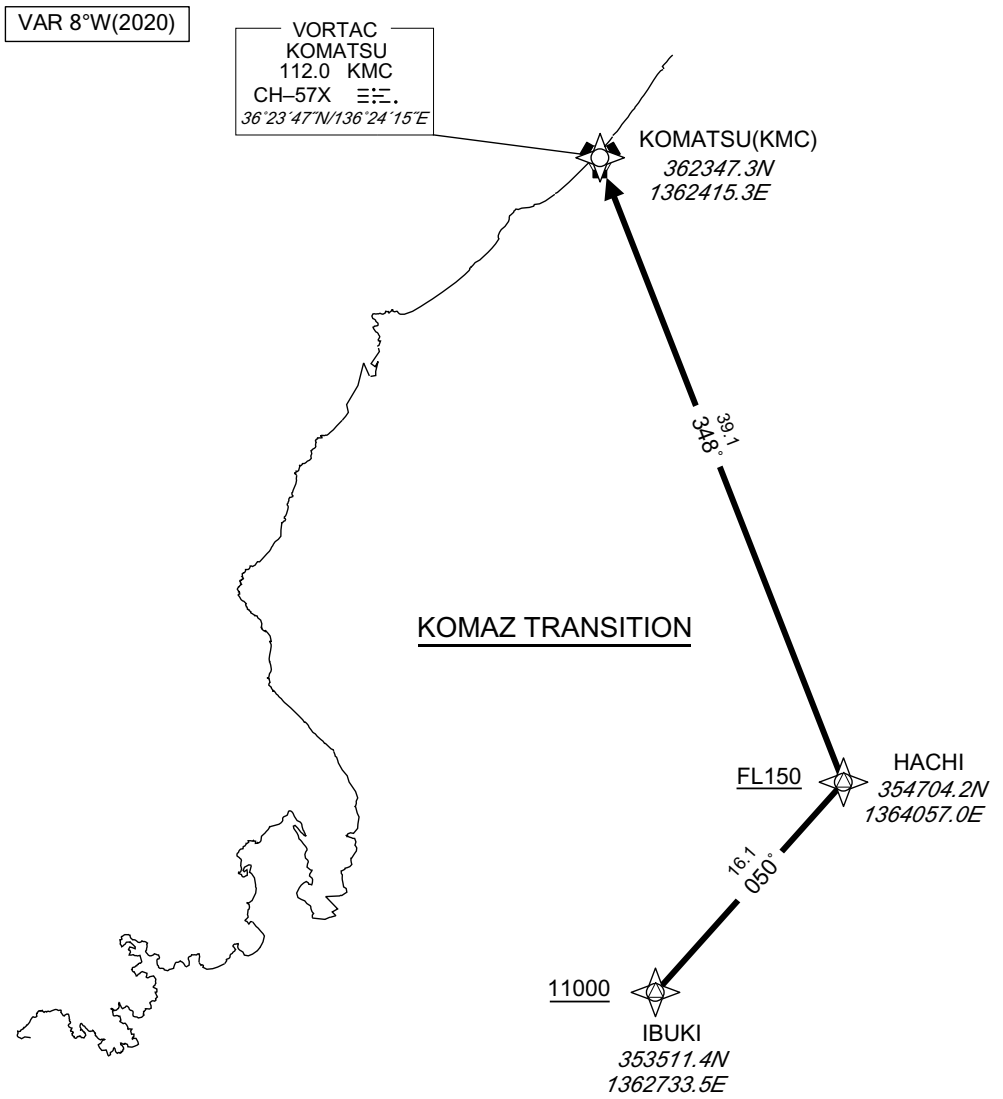
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | IBUKI | - | - | -7.9 | - | - | +11000 | - | - | RNAV1 |
| 002 | TF | MIDER | - | 230 (222.4) | -7.9 | 46.2 | - | - | - | - | RNAV1 |

CHANGE : New PROC.

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJNA / NAGOYA — RNAV TRANSITION

| KOMAZ TRANSITION | | RNAV1 |
|---|---|---|
| NOTE 1 ) DME/DME/IRU or GNSS required.<br>2 ) RADAR service required. | Critical DME | – |
| | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |




KOMAZ TRANSITION

From IBUKI at or above 11000FT, to HACHI at or above FL150, to KMC.

| 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 | IBUKI | - | - | -7.9 | - | - | +11000 | - | - | RNAV1 |
| 002 | TF | HACHI | - | 050 (042.4) | -7.9 | 16.1 | - | +FL150 | - | - | RNAV1 |
| 003 | TF | KMC | - | 348 (339.9) | -7.9 | 39.1 | - | - | - | - | RNAV1 |

CHANGE : New PROC.

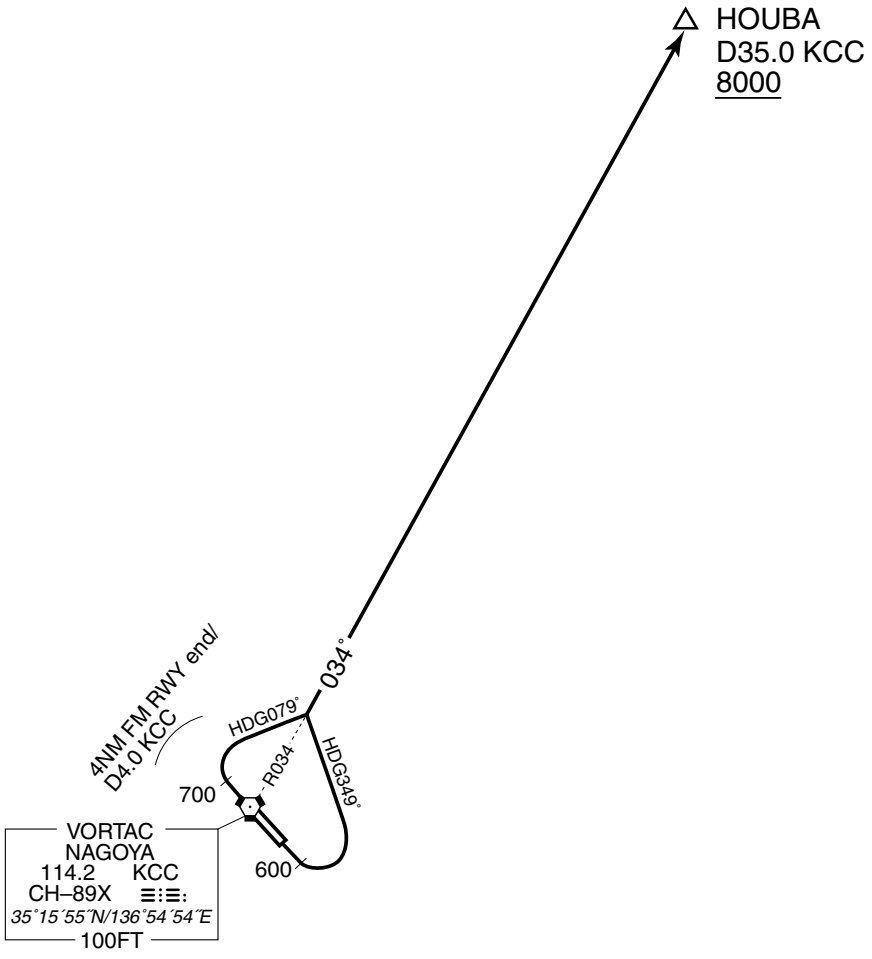
RJNA / NAGOYA SID

## HOUBA FOUR DEPARTURE

RWY16 : Climb RWY HDG to 600FT, turn left HDG349˚...
RWY34 : Climb RWY HDG to 700FT, turn right within 4NM from RWY end/ KCC 4.0DME, via HDG079˚...
...to intercept and proceed via KCC R034 to HOUBA.
Cross HOUBA at or above 8000FT.

Note RWY16 : 5.0% climb gradient required up to 600FT.
RWY34 : 5.0% climb gradient required up to 700FT.

HOUBA FOUR DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

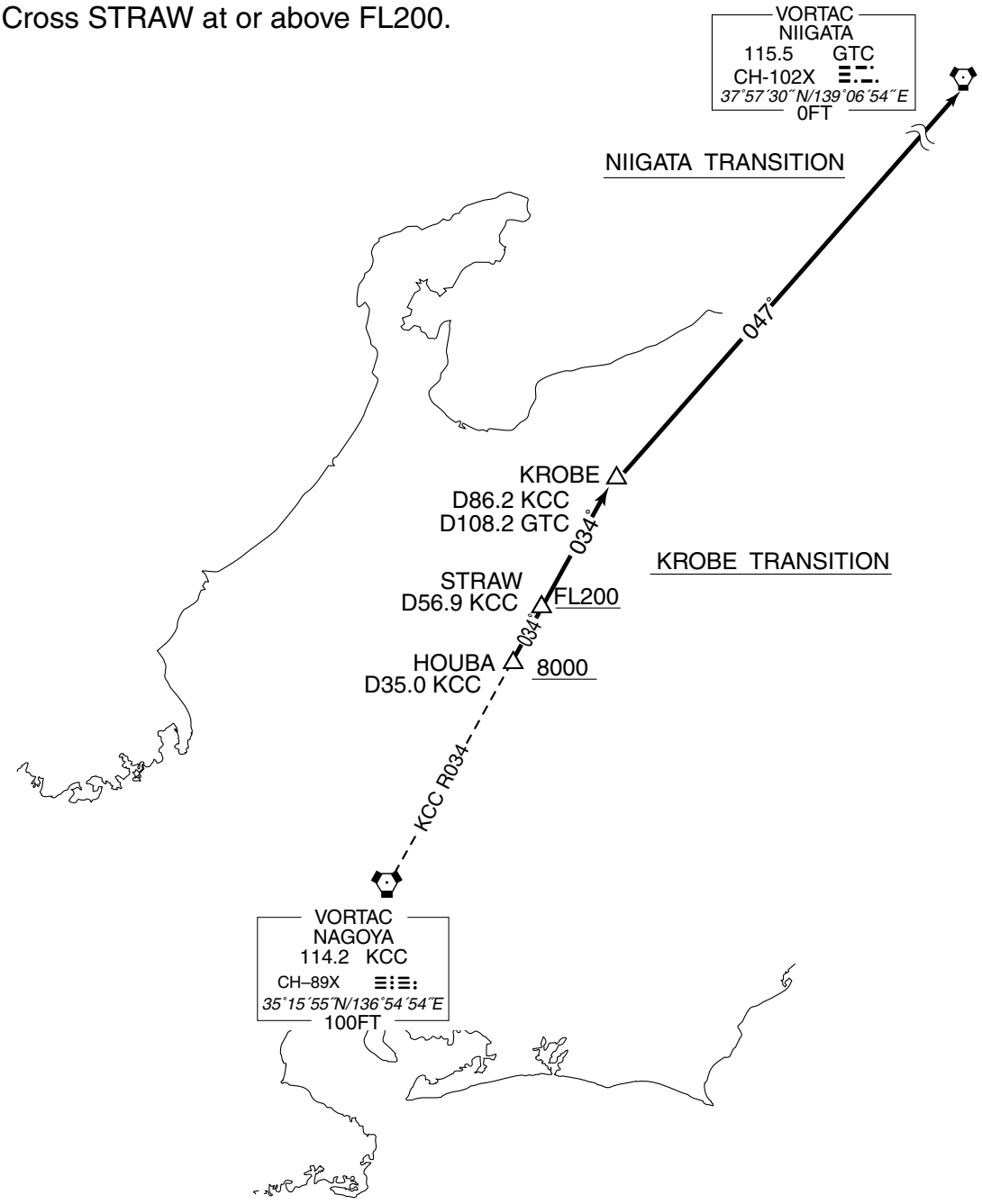
RJNA / NAGOYA TRANSITION

KROBE TRANSITION

From over HOUBA, via KCC R034 to KROBE via STRAW.
Cross STRAW at or above FL200.

NIIGATA TRANSITION

From over HOUBA, via KCC R034 to KROBE via STRAW, via GTC R227 to GTC VORTAC.
Cross STRAW at or above FL200.



STANDARD DEPARTURE CHART -INSTRUMENT

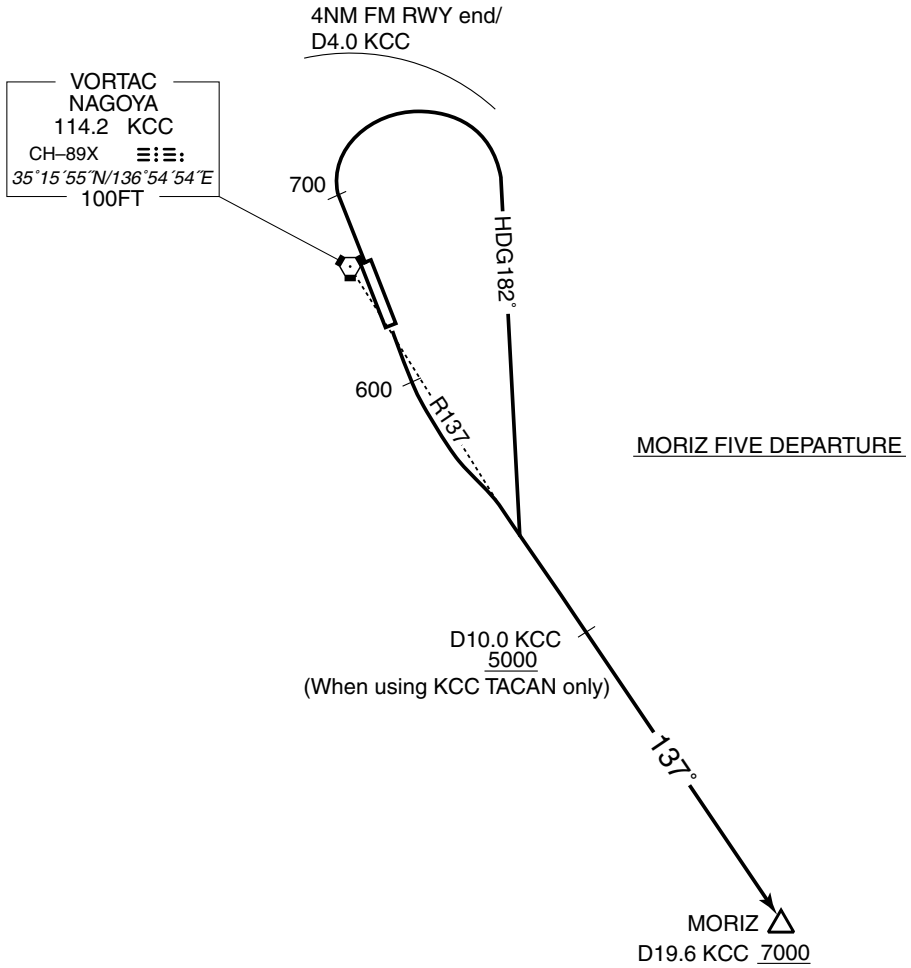
RJNA / NAGOYA SID

## MORIZ FIVE DEPARTURE

RWY16 : Climb RWY HDG to 600FT, turn left,...

RWY34 : Climb RWY HDG to 700FT, turn right within 4NM from RWY end/KCC 4.0DME, via HDG182˚ to intercept and proceed...
...via KCC R137 to MORIZ.
(Cross KCC R137/10.0DME at or above 5000FT when using KCC TACAN only.)
Cross MORIZ at or above 7000FT.

Note RWY16 : 5.0% climb gradient required up to 600FT.
RWY34 : 5.0% climb gradient required up to 700FT.



STANDARD DEPARTURE CHART -INSTRUMENT

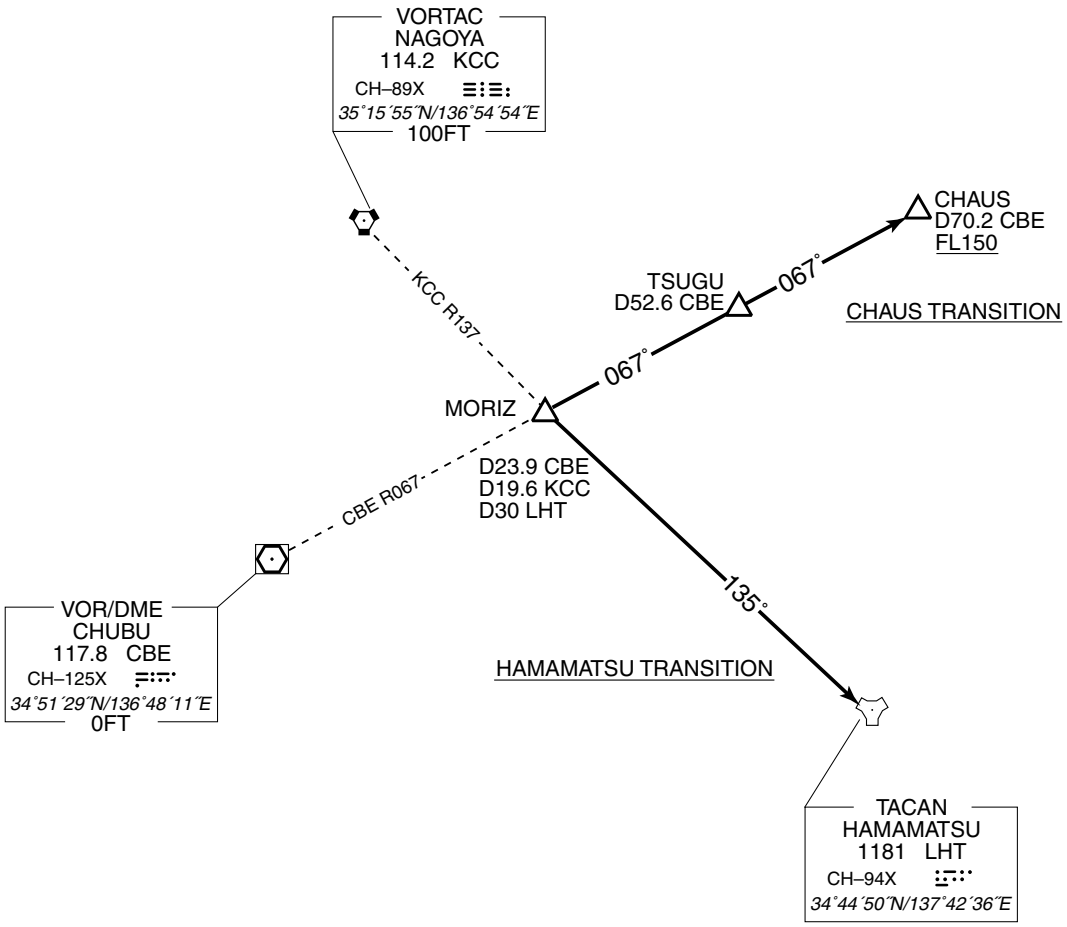
RJNA / NAGOYA TRANSITION

## HAMAMATSU TRANSITION

From over MORIZ, via LHT R315 to LHT TACAN.

## CHAUS TRANSITION

From over MORIZ, via CBE R067 to CHAUS via TSUGU.
Cross CHAUS at or above FL150.



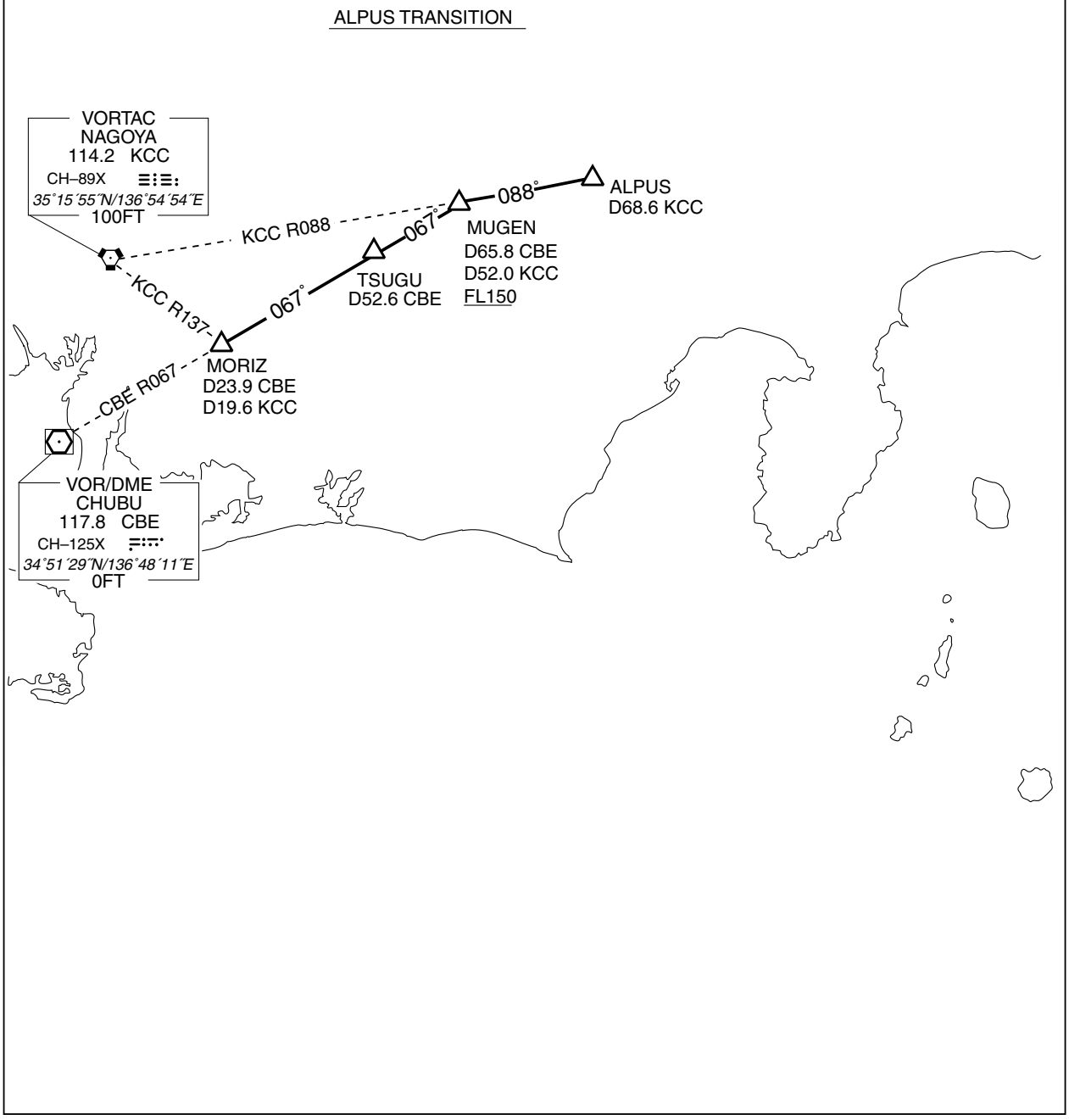
STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA TRANSITION

## ALPUS TRANSITION

From over MORIZ, via CBE R067 to MUGEN via TSUGU, via KCC R088 to ALPUS.

Cross MUGEN at or above FL150.

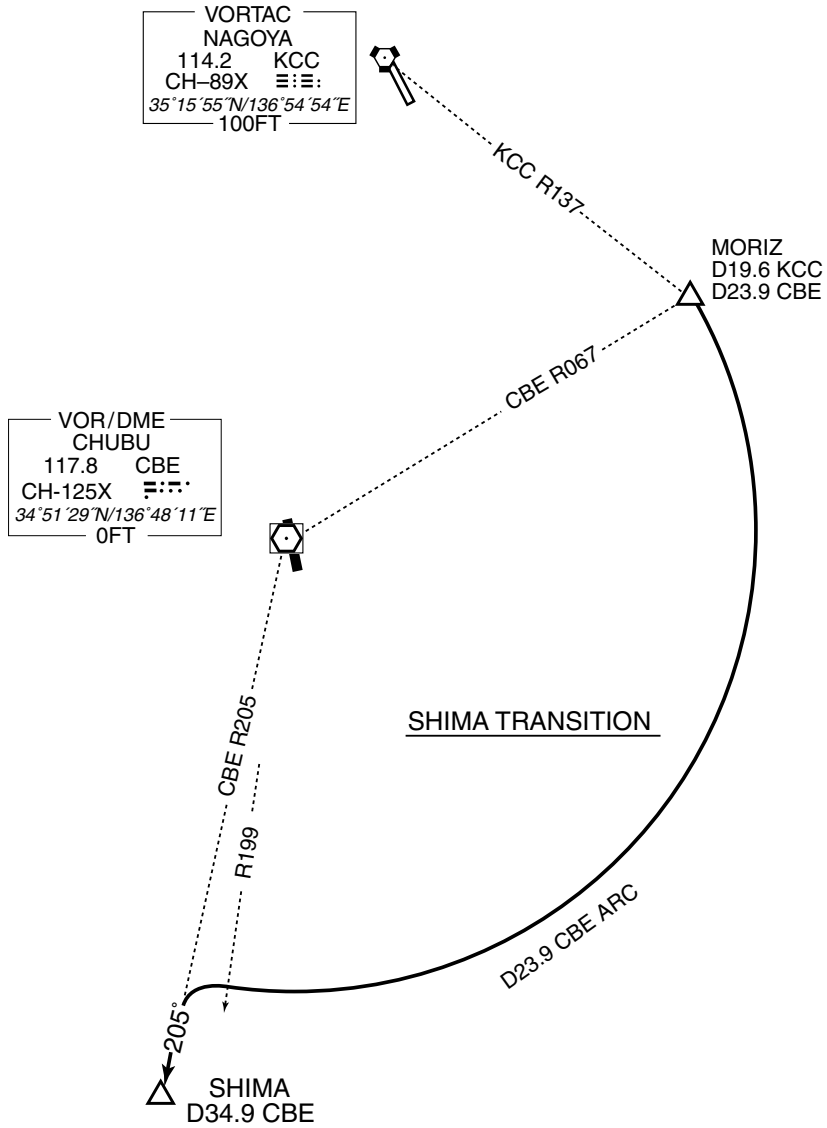


STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA TRANSITION

## SHIMA TRANSITION

From over MORIZ, via CBE 23.9DME clockwise ARC to intercept and proceed via CBE R205 to SHIMA.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA SID

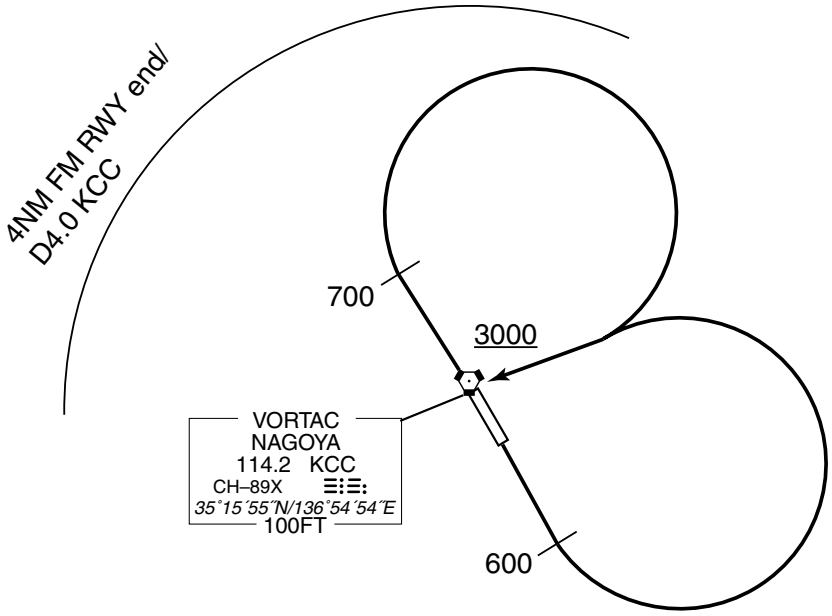
## NAGOYA EAST REVERSAL ONE DEPARTURE

RWY16 : Climb RWY HDG to 600FT, turn left, direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

RWY34 : Climb RWY HDG to 700FT, turn right within 4NM from RWY end/KCC 4.0DME, direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

Note RWY16 : 5.0% climb gradient required up to 600FT.
RWY34 : 5.0% climb gradient required up to 700FT.

NAGOYA EAST REVERSAL ONE DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RJNA / NAGOYA SID

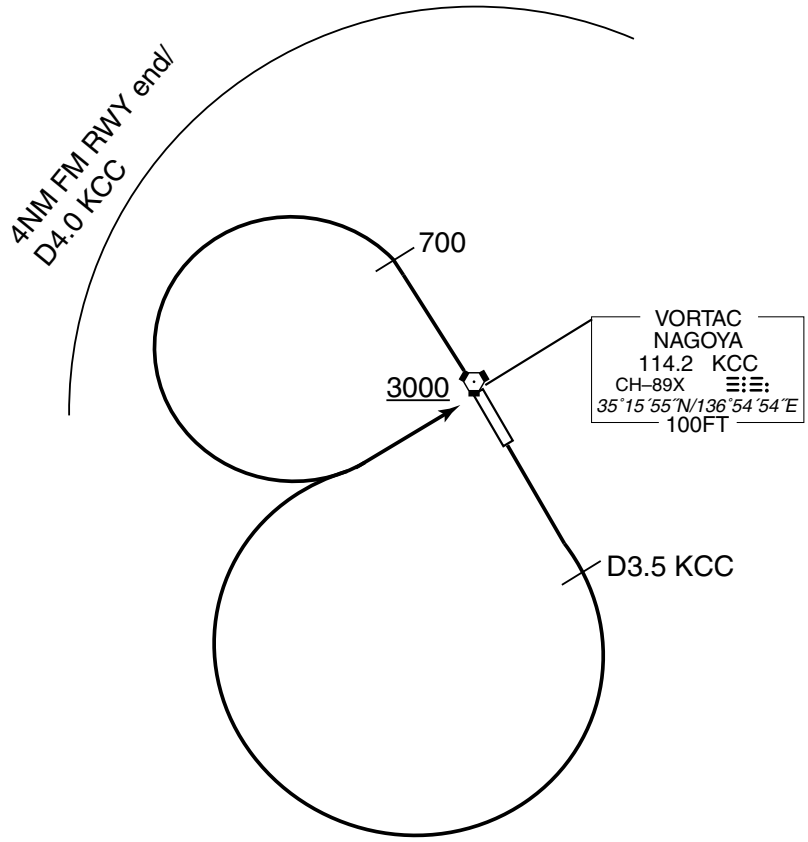
## NAGOYA WEST REVERSAL ONE DEPARTURE

RWY16 : Climb RWY HDG to KCC 3.5DME, turn right, direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

RWY34 : Climb RWY HDG to 700FT, turn left within 4NM from RWY end/KCC 4.0DME, direct to KCC VORTAC.
Cross KCC VORTAC at or above 3000FT.

Note RWY16 : 5.0% climb gradient required up to 700FT.
OBST ALT 551FT located at 1.9NM 215˚ FM end of RWY16.
RWY34 : 5.0% climb gradient required up to 700FT.

## NAGOYA WEST REVERSAL ONE DEPARTURE



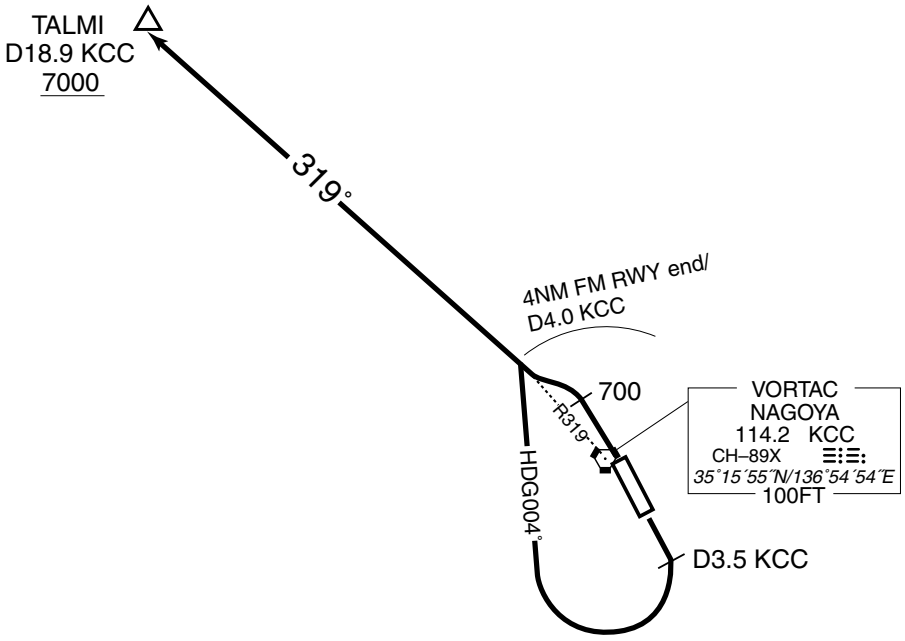
RJNA / NAGOYA SID

## TALMI FOUR DEPARTURE

RWY16 : Climb RWY HDG to KCC 3.5DME, turn right HDG004˚...
RWY34 : Climb RWY HDG to 700FT, turn left within 4NM from RWY end/KCC 4.0DME,...
...to intercept and proceed via KCC R319 to TALMI.
Cross TALMI at or above 7000FT.

Note RWY16 : 5.0% climb gradient required up to 700FT.
OBST ALT 551FT located at 1.9NM 215˚ FM end of RWY16.
RWY34 : 5.0% climb gradient required up to 700FT.

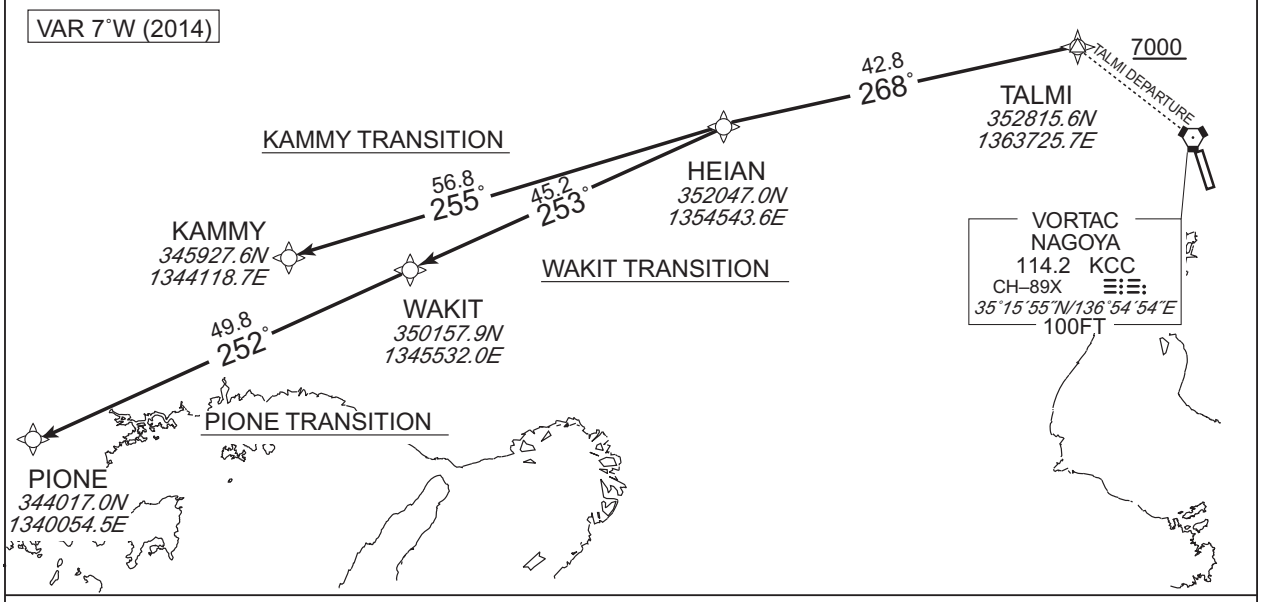
TALMI FOUR DEPARTURE



**STANDARD DEPARTURE CHART -INSTRUMENT**

RJNA / NAGOYA RNAV TRANSITION

| PIONE TRANSITION / WAKIT TRANSITION / KAMMY TRANSITION | | RNAV 1 |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>2 ) RADAR service required. | Critical DME | TZT : 10.0NM to PIONE - PIONE |
| | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |




## PIONE TRANSITION

From TALMI at or above 7000FT, to HEIAN, to WAKIT, to PIONE.

| 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 | TALMI | — | — | -7.3 | — | — | +7000 | — | — | RNAV1 |
| 002 | TF | HEIAN | — | 268 (260.2) | -7.3 | 42.8 | — | — | — | — | RNAV1 |
| 003 | TF | WAKIT | — | 253 (245.6) | -7.3 | 45.2 | — | — | — | — | RNAV1 |
| 004 | TF | PIONE | — | 252 (244.4) | -7.3 | 49.8 | — | — | — | — | RNAV1 |

## WAKIT TRANSITION

From TALMI at or above 7000FT, to HEIAN, to WAKIT.

| 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 | TALMI | — | — | -7.3 | — | — | +7000 | — | — | RNAV1 |
| 002 | TF | HEIAN | — | 268 (260.2) | -7.3 | 42.8 | — | — | — | — | RNAV1 |
| 003 | TF | WAKIT | — | 253 (245.6) | -7.3 | 45.2 | — | — | — | — | RNAV1 |

## KAMMY TRANSITION

From TALMI at or above 7000FT, to HEIAN, to KAMMY.

| 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 | TALMI | — | — | -7.3 | — | — | +7000 | — | — | RNAV1 |
| 002 | TF | HEIAN | — | 268 (260.2) | -7.3 | 42.8 | — | — | — | — | RNAV1 |
| 003 | TF | KAMMY | — | 255 (248.3) | -7.3 | 56.8 | — | — | — | — | RNAV1 |

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STANDARD ARRIVAL CHART -INSTRUMENT

RJNA / NAGOYA STAR

EXPOH NORTH ARRIVAL

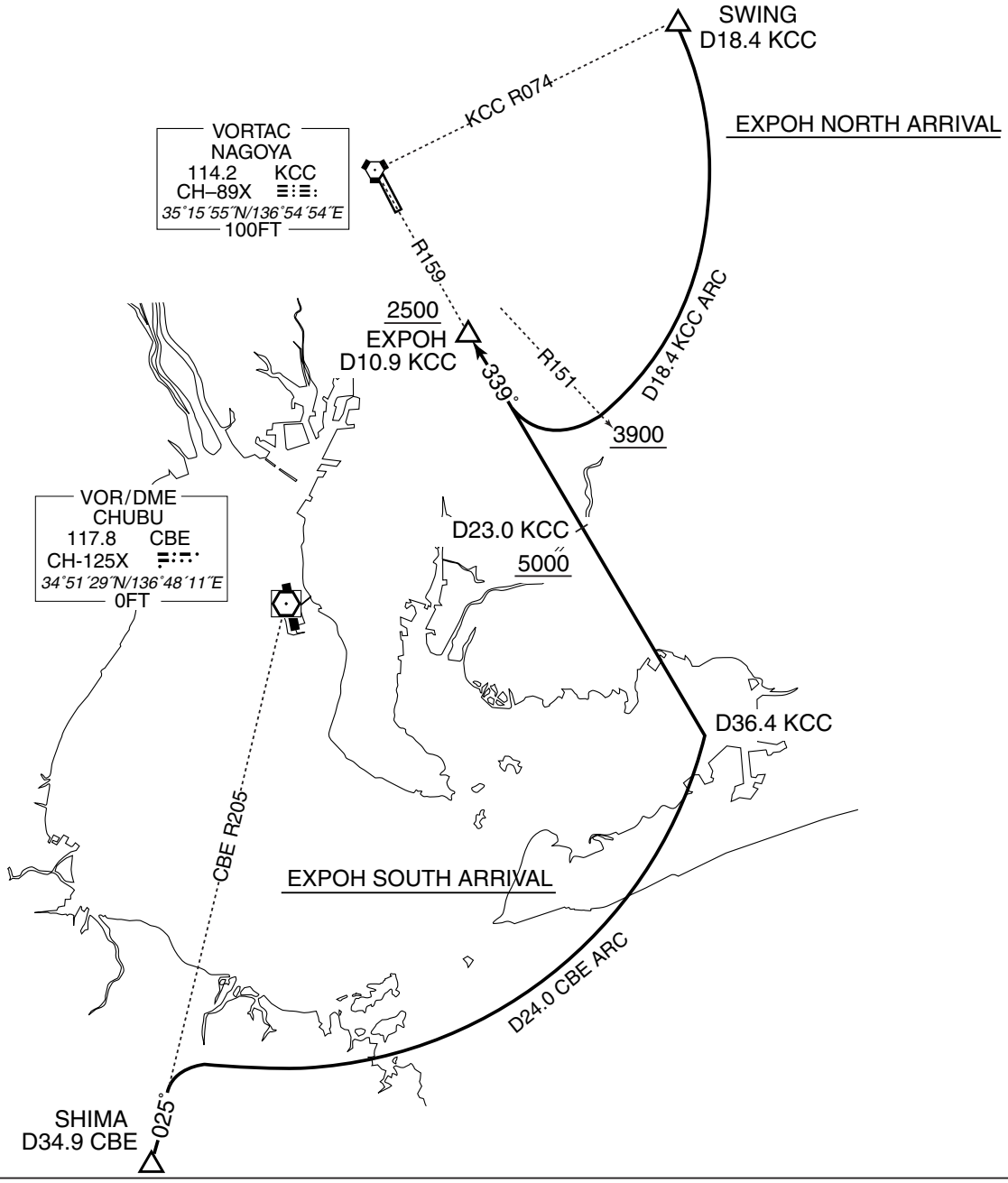
From over SWING, via KCC 18.4DME clockwise ARC to intercept and proceed via KCC R159 to EXPOH.

Cross KCC R151 at or above 3900FT, cross EXPOH at or above 2500FT.

EXPOH SOUTH ARRIVAL

From over SHIMA, via CBE R205, via CBE 24.0DME counterclockwise ARC to intercept and proceed via KCC R159 to EXPOH.

Cross KCC R159/23.0DME at or above 5000FT, cross EXPOH at or above 2500FT.



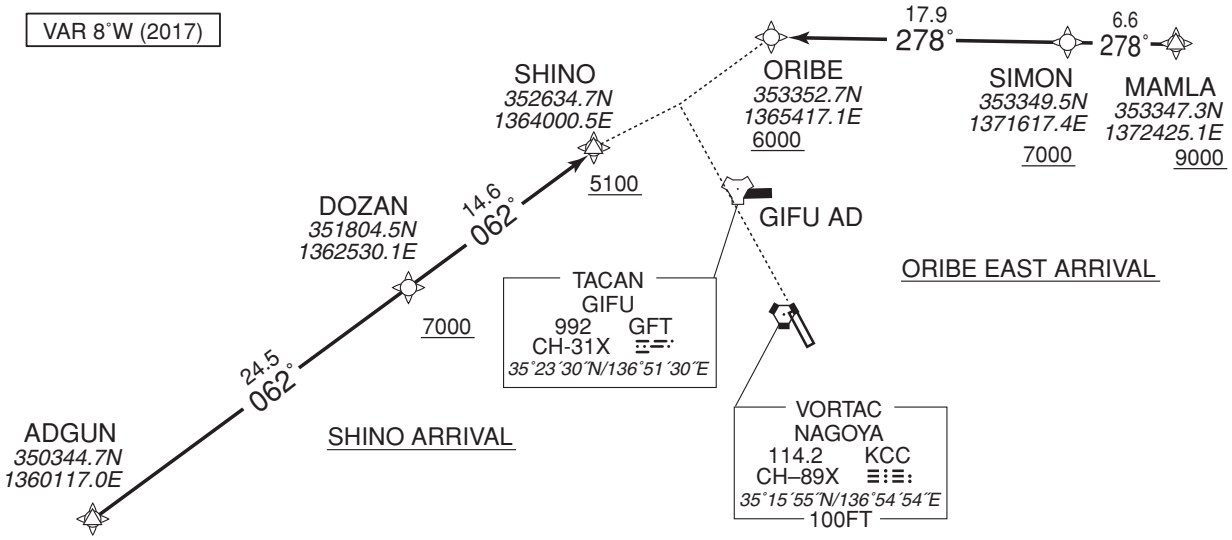
**STANDARD ARRIVAL CHART -INSTRUMENT**

RJNA / NAGOYA — RNAV STAR

## ORIBE EAST ARRIVAL
## SHINO ARRIVAL

RNAV1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.




### ORIBE EAST ARRIVAL

From MAMLA, at or above 9000FT, to SIMON at or above 7000FT, to ORIBE at or above 6000FT.

| | |
|---|---|
| Critical DME | GFT : 5.0NM to SIMON - 4.0NM to ORIBE<br>YME : 4.0NM to ORIBE - ORIBE |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | MAMLA | – | – | -7.7 | – | – | +9000 | – | – | RNAV1 |
| 002 | TF | SIMON | – | 278 (270.4) | -7.7 | 6.6 | – | +7000 | – | – | RNAV1 |
| 003 | TF | ORIBE | – | 278 (270.3) | -7.7 | 17.9 | – | +6000 | – | – | RNAV1 |

### SHINO ARRIVAL

From ADGUN, to DOZAN at or above 7000FT, to SHINO at or above 5100FT.

| | |
|---|---|
| Critical DME | – |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | ADGUN | – | – | -7.7 | – | – | – | – | – | RNAV1 |
| 002 | TF | DOZAN | – | 062 (054.0) | -7.7 | 24.5 | – | +7000 | – | – | RNAV1 |
| 003 | TF | SHINO | – | 062 (054.2) | -7.7 | 14.6 | – | +5100 | – | – | RNAV1 |

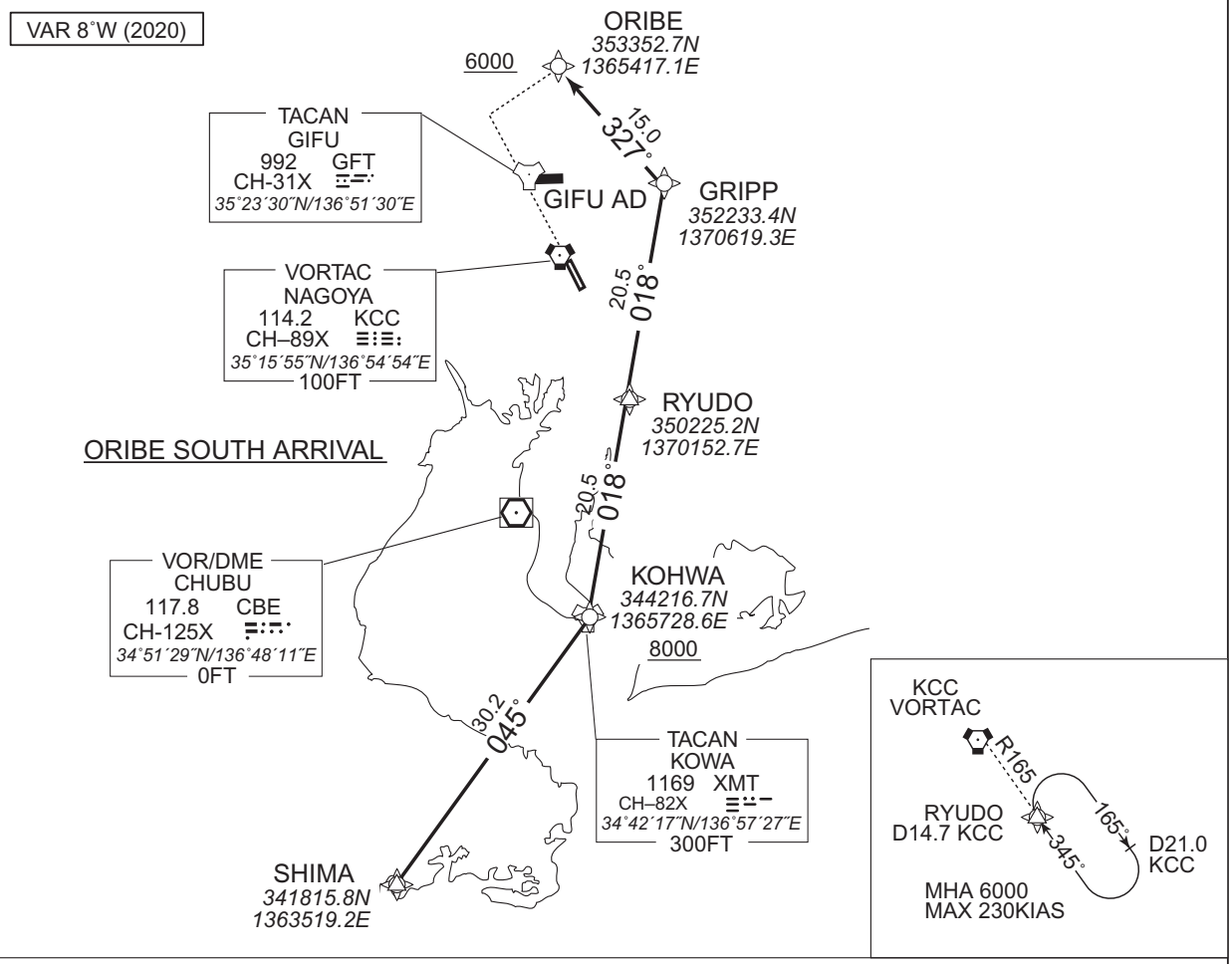
CHANGE : GIFU TACAN(GFT)

**STANDARD ARRIVAL CHART -INSTRUMENT**

RJNA / NAGOYA — RNAV STAR

| ORIBE SOUTH ARRIVAL | RNAV1 |
|---|---|

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.




ORIBE SOUTH ARRIVAL

From SHIMA, to KOHWA at or above 8000FT, to RYUDO, to GRIPP, to ORIBE at or above 6000FT.

| | |
|---|---|
| Critical DME | GFT : 11.0NM to ORIBE - 6.0NM to ORIBE<br>YME : 2.0NM to ORIBE - ORIBE |
| DME GAP | 3.0NM to ORIBE - 2.0NM to ORIBE |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | SHIMA | – | – | -7.9 | – | – | – | – | – | RNAV1 |
| 002 | TF | KOHWA | – | 045 (037.1) | -7.9 | 30.2 | – | +8000 | – | – | RNAV1 |
| 003 | TF | RYUDO | – | 018 (010.1) | -7.9 | 20.5 | – | – | – | – | RNAV1 |
| 004 | TF | GRIPP | – | 018 (010.2) | -7.9 | 20.5 | – | – | – | – | RNAV1 |
| 005 | TF | ORIBE | – | 327 (319.2) | -7.9 | 15.0 | – | +6000 | – | – | RNAV1 |

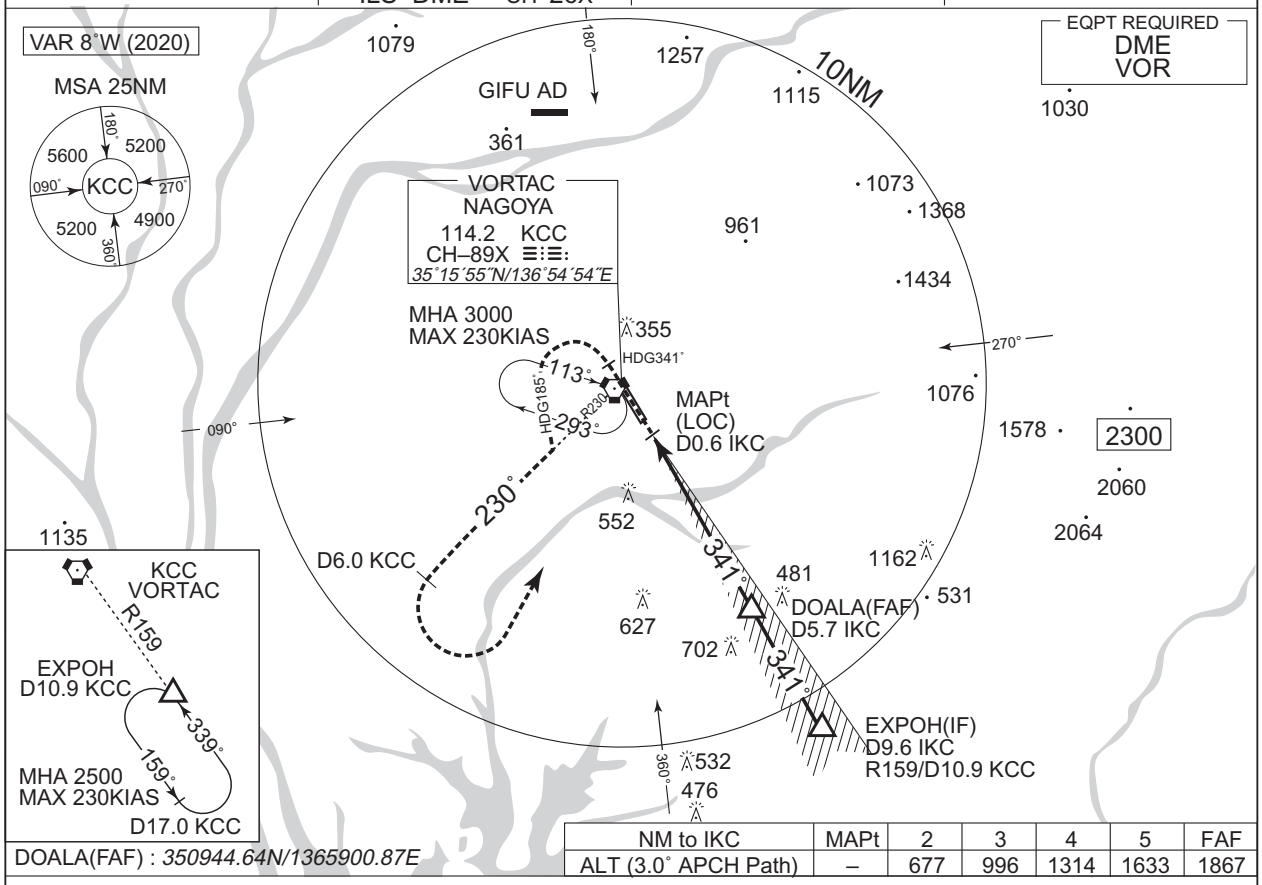
CHANGE : VAR. Critical DME. DME GAP.

**INSTRUMENT APPROACH CHART**

RJNA / NAGOYA

ILS Z or LOC Z RWY34

| CENTRAIR APP | ILS – LOC | NAGOYA TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 – 119.175<br>228.4 – 245.3 | 108.9 IKC<br>ILS–GP 329.3<br>ILS–DME CH–26X | 118.7 - 122.7<br>236.8 - 305.7 | CALL CENTRAIR RADAR |

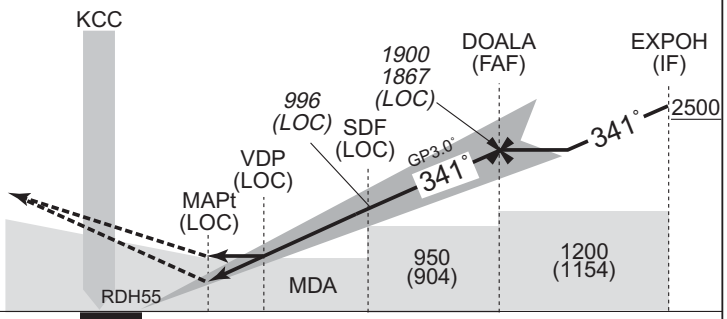



| NM to IKC | MAPt | 2 | 3 | 4 | 5 | FAF |
|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | – | 677 | 996 | 1314 | 1633 | 1867 |

MISSED APPROACH

Climb to 500FT on HDG341°, turn left HDG185° to intercept and proceed via KCC R230 to KCC 6.0DME, turn left, direct to KCC VORTAC and hold at 3000FT. Contact CENTRAIR APP.

No turn before IKC 0.6DME.
Timing not authorized for defining the MAPt.




| DME to IKC | 0.2 | 0.6 | 1.5 | 3.0 | 5.7 | 9.6 |
|---|---|---|---|---|---|---|
| NM to THR | 0 | 0.5 | 1.3 | 2.8 | 5.6 | 9.4 |

Missed APCH climb gradient MNM 4.0%

MINIMA THR elev. 50 AD elev. 46

| CAT | CAT I | | LOC | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 250 (200) | 700 | 490 (444) | 1200 | 650 (604) | 1600 |
| B | | | | 1300 | | |
| C | | | | 1400 | 850 (804) | 2400 |
| D | | | | 1600 | | 3200 |

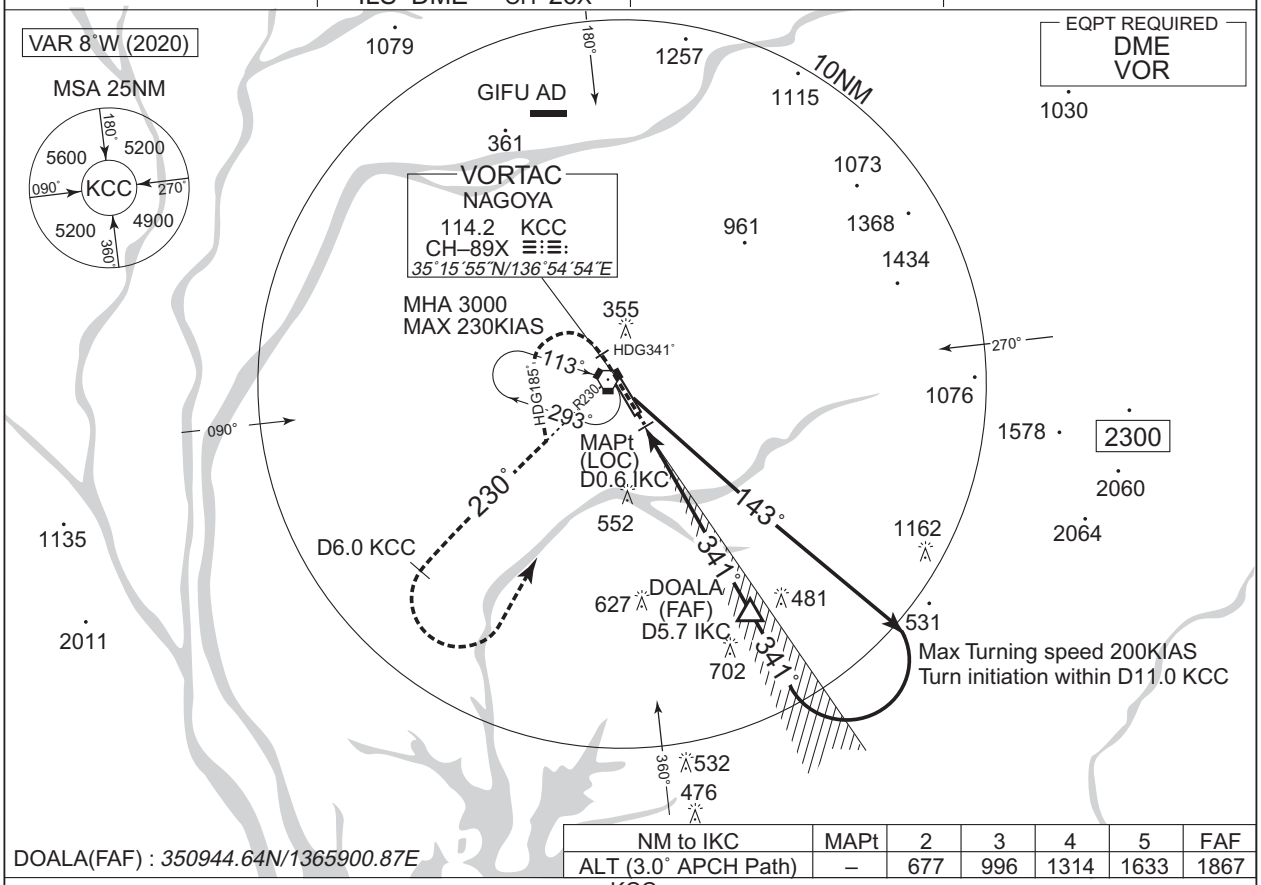
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR. Course on Final. HDG after MAPt. DME to IKC.

**INSTRUMENT APPROACH CHART**

RJNA / NAGOYA — ILS Y or LOC Y RWY34

| CENTRAIR APP | ILS – LOC | NAGOYA TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 – 119.175<br>228.4 – 245.3 | 108.9 IKC<br>ILS–GP 329.3<br>ILS–DME CH–26X | 118.7 - 122.7<br>236.8 - 305.7 | CALL CENTRAIR RADAR |



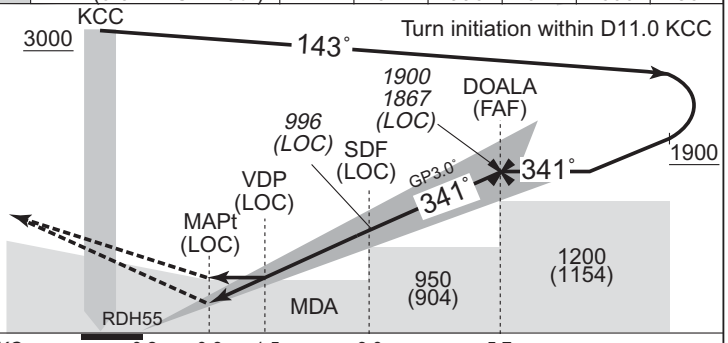

DOALA(FAF) : *350944.64N/1365900.87E*

| NM to IKC | MAPt | 2 | 3 | 4 | 5 | FAF |
|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | – | 677 | 996 | 1314 | 1633 | 1867 |

MISSED APPROACH

Climb to 500FT on HDG341°, turn left HDG185° to intercept and proceed via KCC R230 to KCC 6.0DME, turn left, direct to KCC VORTAC and hold at 3000FT. Contact CENTRAIR APP.

No turn before IKC 0.6DME.
Timing not authorized for defining the MAPt.




| DME to IKC | 0.2 | 0.6 | 1.5 | 3.0 | 5.7 |
|---|---|---|---|---|---|
| NM to THR | 0 | 0.5 | 1.3 | 2.8 | 5.6 |

Missed APCH climb gradient MNM 4.0%

MINIMA THR elev. 50 AD elev. 46

| CAT | CAT I | | LOC | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 250 (200) | 700 | 490 (444) | 1200 | 650 (604) | 1600 |
| B | | | | 1300 | | |
| C | | | | 1400 | 850 (804) | 2400 |
| D | | | | 1600 | | 3200 |

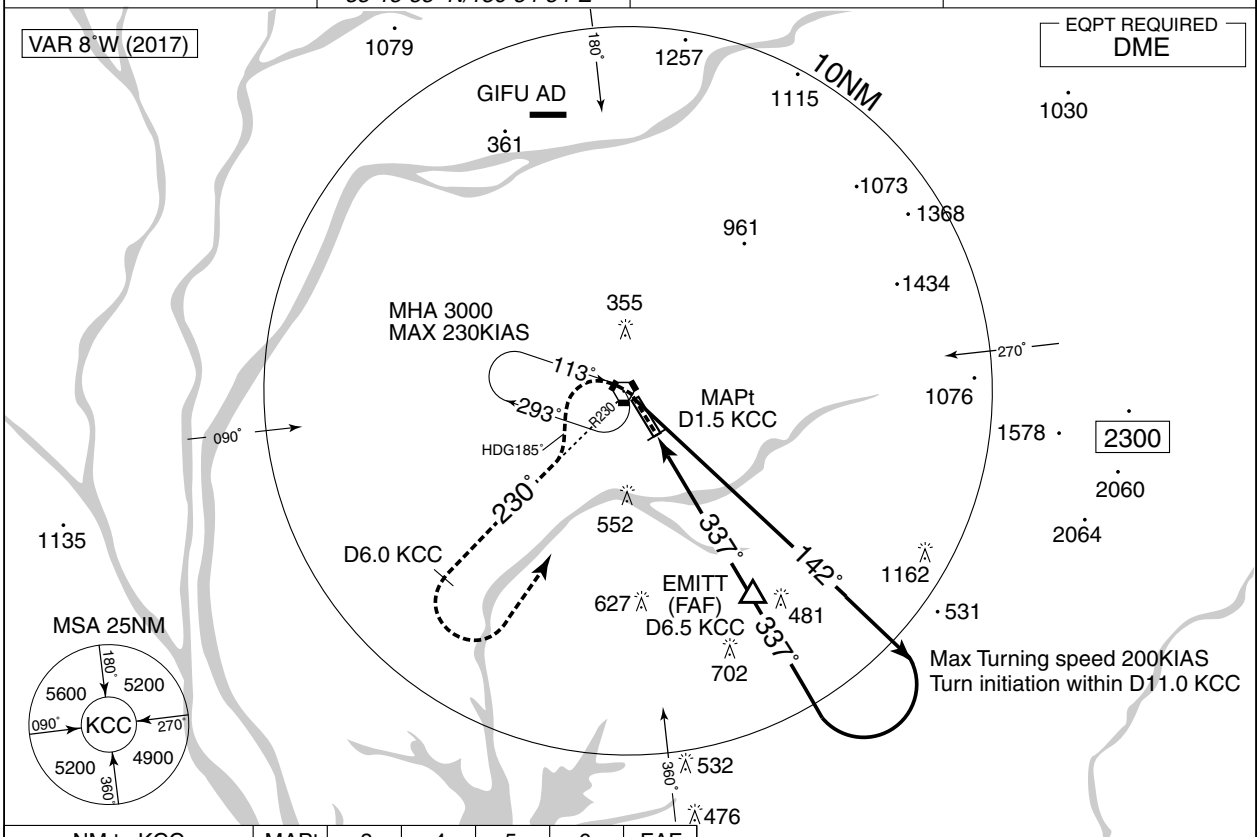
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR. Course on Final. HDG after MAPt. DME to IKC.

**INSTRUMENT APPROACH CHART**

RJNA / NAGOYA — VOR RWY34

| CENTRAIR APP | NAGOYA VORTAC | NAGOYA TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 – 119.175<br>228.4 – 245.3 | 114.2 KCC<br>CH-89X Ξ:Ξ:<br>*35˚15´55˝N/136˚54´54˝E* | 118.7 - 122.7<br>236.8 - 305.7 | CALL CENTRAIR RADAR |



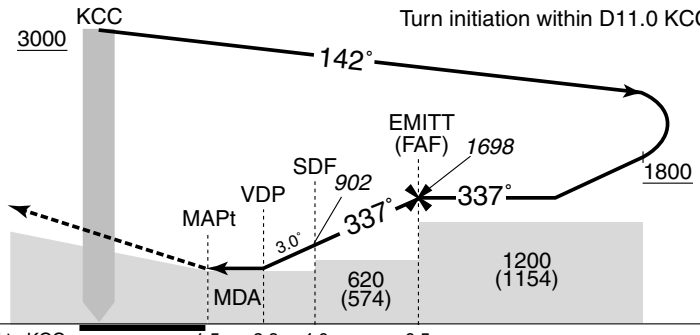

| NM to KCC | MAPt | 3 | 4 | 5 | 6 | FAF |
|---|---|---|---|---|---|---|
| ALT (3.0˚ APCH Path) | – | 584 | 902 | 1221 | 1539 | 1698 |

EMITT(FAF) : *351020.74N/1365900.12E*

MISSED APPROACH

Turn left HDG185˚ to intercept and proceed via KCC R230 to KCC 6.0DME, turn left, direct to KCC VORTAC and hold at 3000FT. Contact CENTRAIR APP.

No turn before MAPt.
Timing not authorized for defining the MAPt.



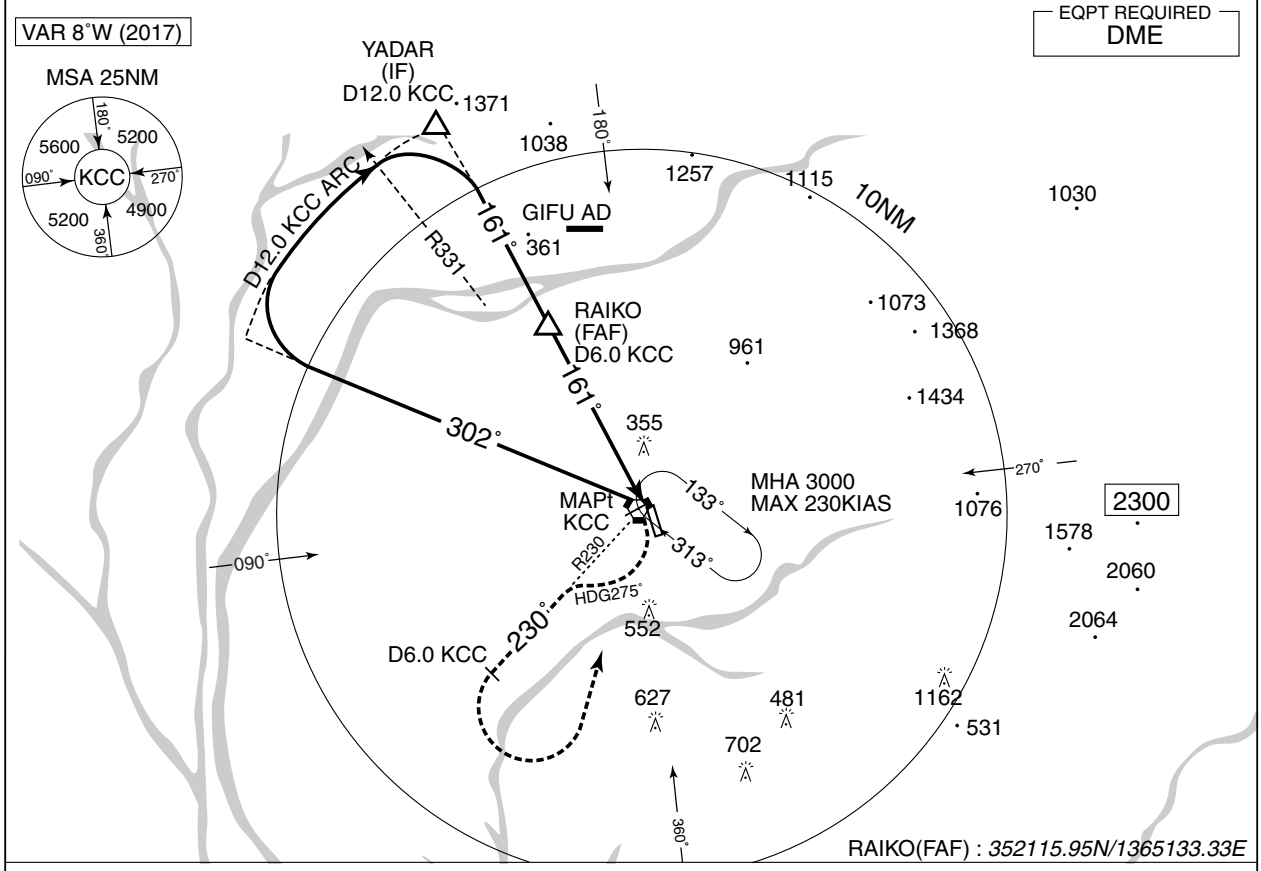

| DME to KCC | 1.5 | 2.8 | 4.0 | 6.5 |
|---|---|---|---|---|
| NM to THR | 0 | 1.3 | 2.5 | 5.0 |

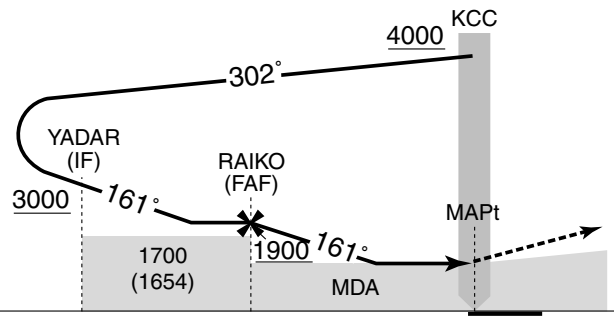
| MINIMA THR elev. 50 | | | AD elev. 46 | |
|---|---|---|---|---|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 490 (444) | 1200 | 650 (604) | 1600 |
| B | | 1300 | | |
| C | | 1400 | 850 (804) | 2400 |
| D | | 1600 | | 3200 |

**INSTRUMENT APPROACH CHART**

RJNA / NAGOYA VOR A

| CENTRAIR APP | NAGOYA VORTAC | NAGOYA TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 – 119.175<br>228.4 – 245.3 | 114.2 KCC<br>CH-89X<br>*35°15′55″N/136°54′54″E* | 118.7 - 122.7<br>236.8 - 305.7 | CALL CENTRAIR RADAR |




MISSED APPROACH

Turn right HDG275° to intercept and proceed via KCC R230 to KCC 6.0DME, turn left, direct to KCC VORTAC and hold at 3000FT. Contact CENTRAIR APP.

Timing not authorized for defining the MAPt.

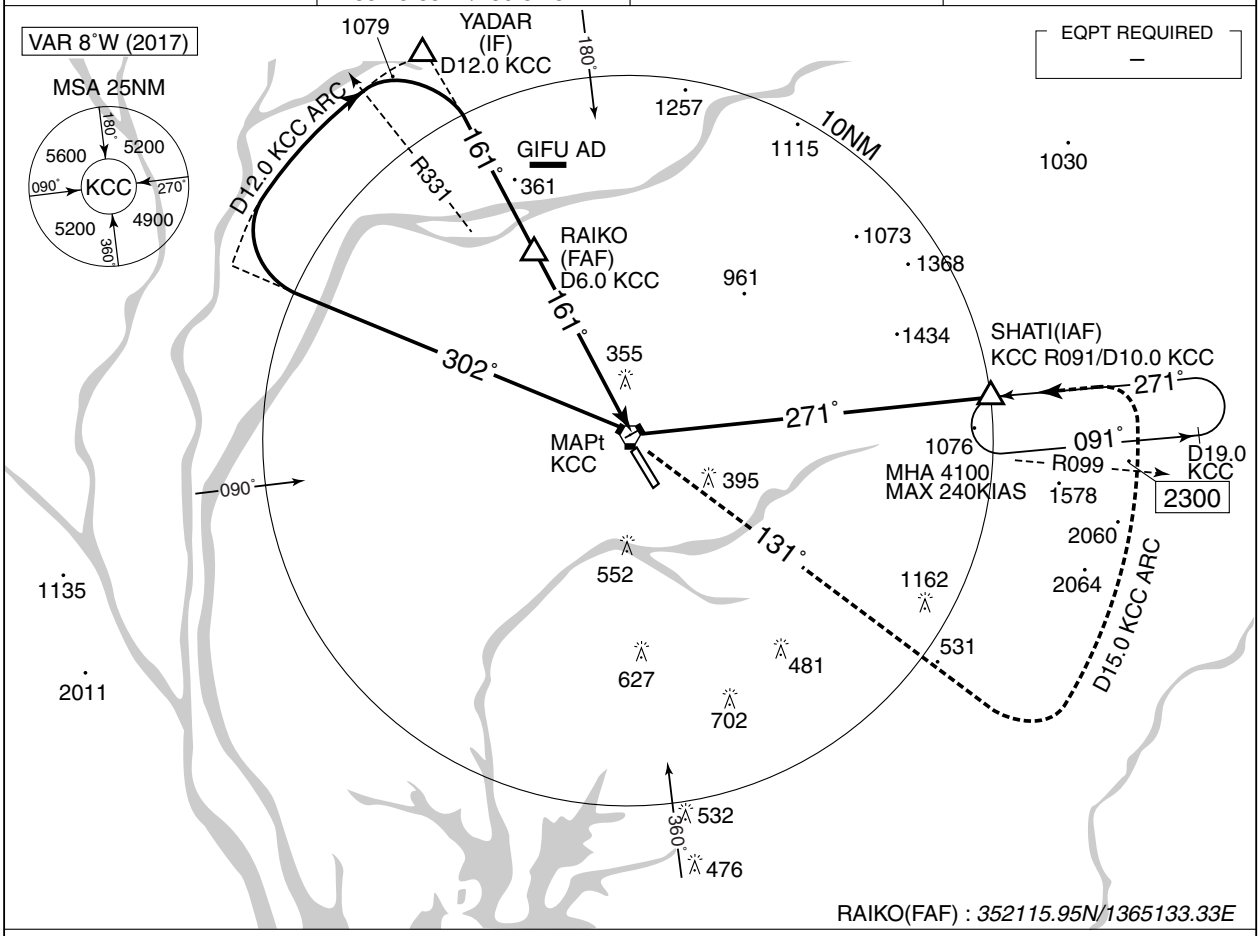
| MINIMA | | AD elev. 46 |
|---|---|---|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 650 (604) | 1600 |
| B | | |
| C | | 2400 |
| D | 690 (644) | 3200 |

Circling to EAST side of RWY only.

**INSTRUMENT APPROACH CHART**

RJNA / NAGOYA TACAN A

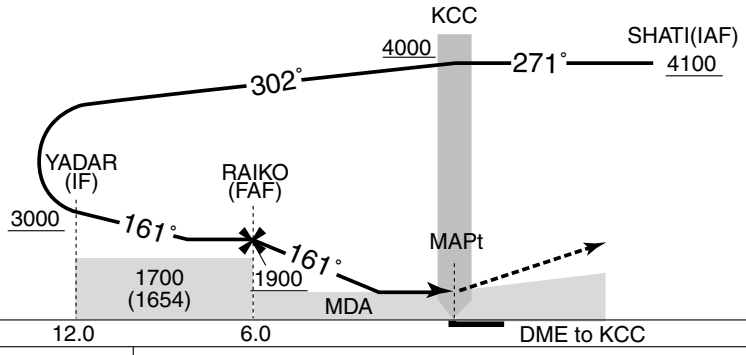
| CENTRAIR APP | NAGOYA VORTAC | NAGOYA TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 – 119.175<br>228.4 – 245.3 | 114.2 KCC<br>CH-89X<br>*35°15′55″N/136°54′54″E* | 118.7 - 122.7<br>236.8 - 305.7 | CALL CENTRAIR RADAR |




MISSED APPROACH

Turn left, climb to 4100FT via KCC R131, turn left, via KCC 15.0DME counterclockwise ARC, turn left, via KCC R091 to SHATI and hold.
Contact CENTRAIR APP.

Timing not authorized for defining the MAPt.




MINIMA AD elev. 46

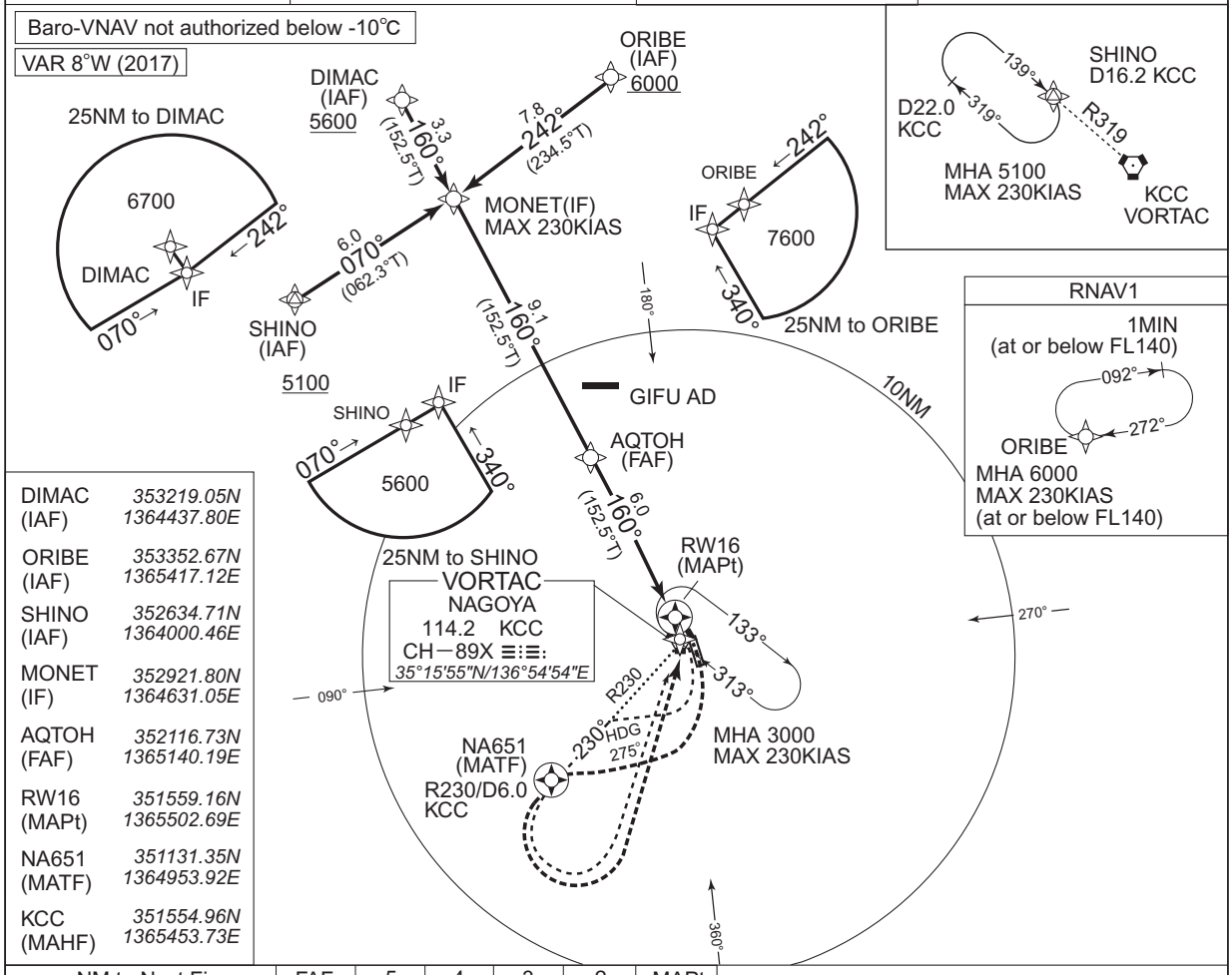
| CAT | CIRCLING | |
|---|---|---|
| | MDA(H) | VIS |
| A | 650 (604) | 1600 |
| B | | |
| C | | 2400 |
| D | 690 (644) | 3200 |

Circling to EAST side of RWY only.

**INSTRUMENT APPROACH CHART**

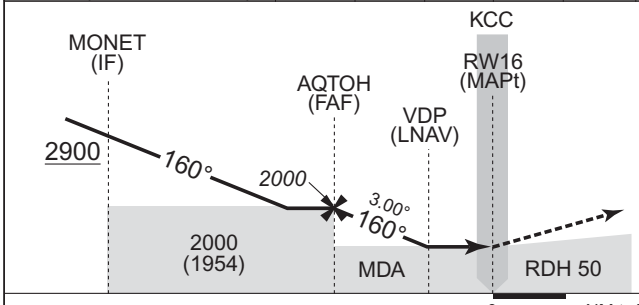
RJNA / NAGOYA — RNAV(GNSS) RWY16

| CENTRAIR APP | | NAGOYA TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 - 119.175<br>228.4 - 245.3 | 1.DME/DME not authorized.<br>2.RADAR service required.<br>3.GNSS required. | 118.7 - 122.7<br>236.8 - 305.7 | CALL CENTRAIR RADAR |




| | |
|---|---|
| DIMAC (IAF) | 353219.05N 1364437.80E |
| ORIBE (IAF) | 353352.67N 1365417.12E |
| SHINO (IAF) | 352634.71N 1364000.46E |
| MONET (IF) | 352921.80N 1364631.05E |
| AQTOH (FAF) | 352116.73N 1365140.19E |
| RW16 (MAPt) | 351559.16N 1365502.69E |
| NA651 (MATF) | 351131.35N 1364953.92E |
| KCC (MAHF) | 351554.96N 1365453.73E |

| NM to Next Fix | FAF | 5 | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 2000 | 1693 | 1375 | 1057 | 738 | - |




MISSED APPROACH
Turn right direct to NA651, turn left, direct to KCC and hold at 3000FT.
Contact CENTRAIR APP.
(For using VORTAC)
Turn right HDG275° to intercept and proceed via KCC R230 to KCC 6.0DME, turn left direct to KCC VORTAC and hold at 3000FT.
Contact CENTRAIR APP.

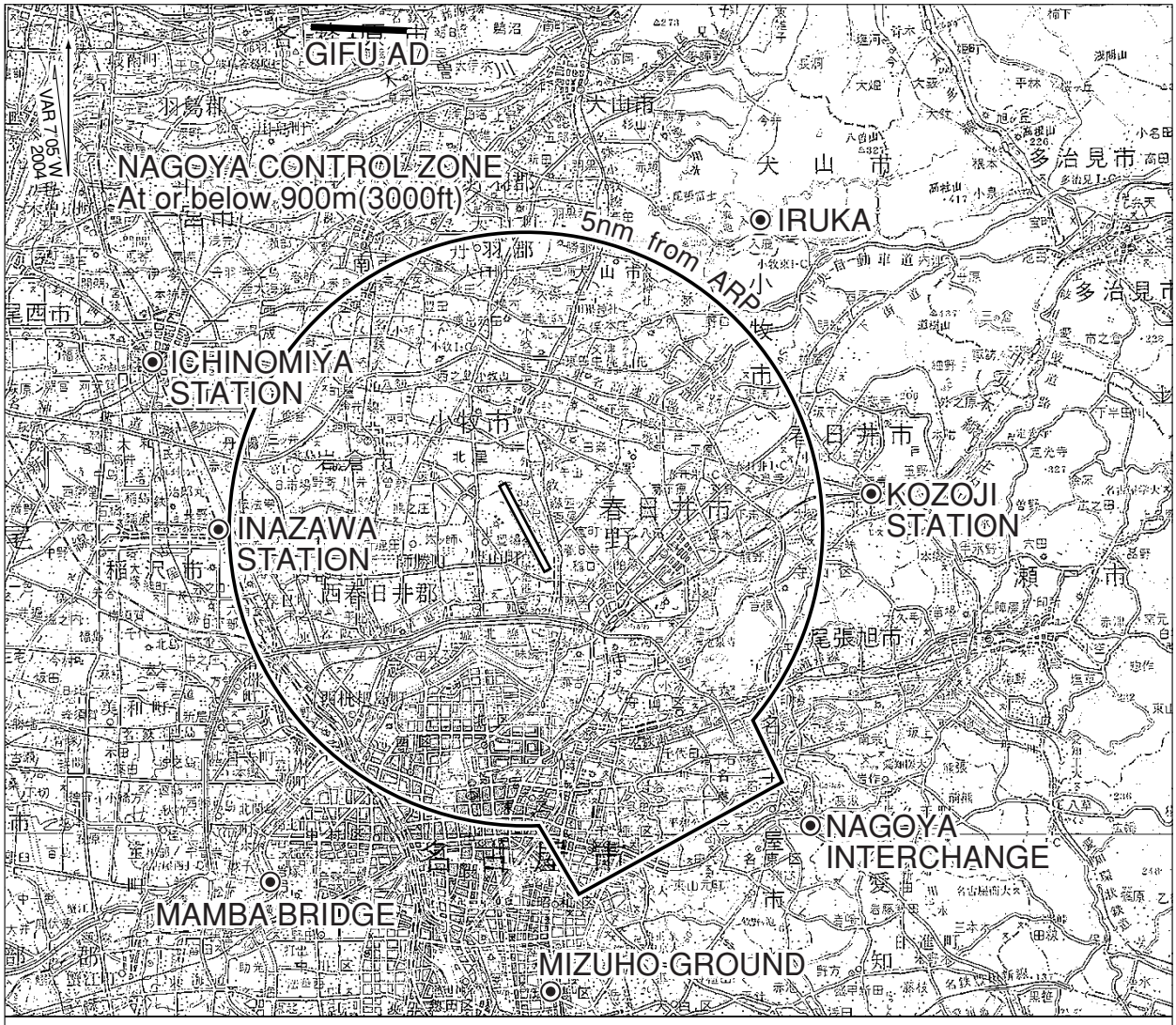
MINIMA — THR elev. 52 — AD elev. 46

| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 610 (558) | 1400 | 610 (564) | 1400 | 650 (604) | 1600 |
| B | | 1500 | | 1500 | | |
| C | | 1600 | | 1600 | | 2400 |
| D | | 1800 | | 1800 | 690 (644) | 3200 |

Circling to EAST side of RWY only.

CHANGE : Correction of misdescription(DIMAC)

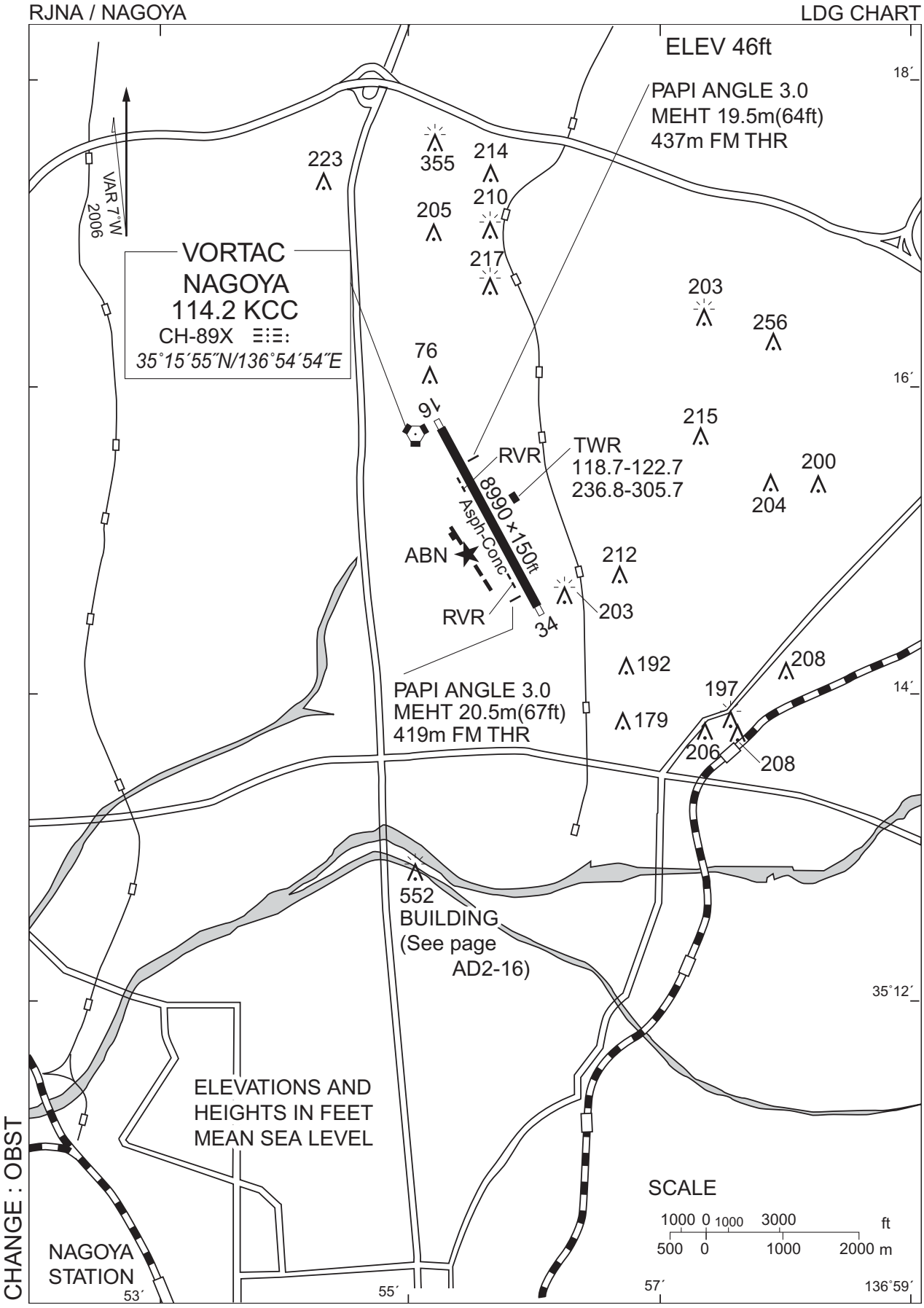
RJNA / NAGOYA Visual REP




| Call sign | BRG/DIST from ARP | Remarks |
|---|---|---|
| 高蔵寺ステーション<br>Kozoji Station | 091° / 5.9NM | JR高蔵寺駅<br>Station |
| 入　　鹿<br>Iruka | 041° / 6.3NM | 池<br>Pond |
| 一宮ステーション<br>Ichinomiya Station | 301° / 6.8NM | JR 尾張一宮駅<br>Station |
| 稲沢ステーション<br>Inazawa Station | 276° / 5.1NM | JR 稲沢駅<br>Station |
| 万場大橋<br>Mamba Bridge | 223° / 7.3NM | 庄内川と名古屋高速5号万場線との交点<br>Bridge |
| *名古屋インターチェンジ<br>Nagoya Interchange | 143° / 6.9NM | 東名高速道路のインターチェンジ<br>Interchange |
| *瑞穂グラウンド<br>Mizuho Ground | 180° / 8NM | 総合陸上競技場<br>Ground |

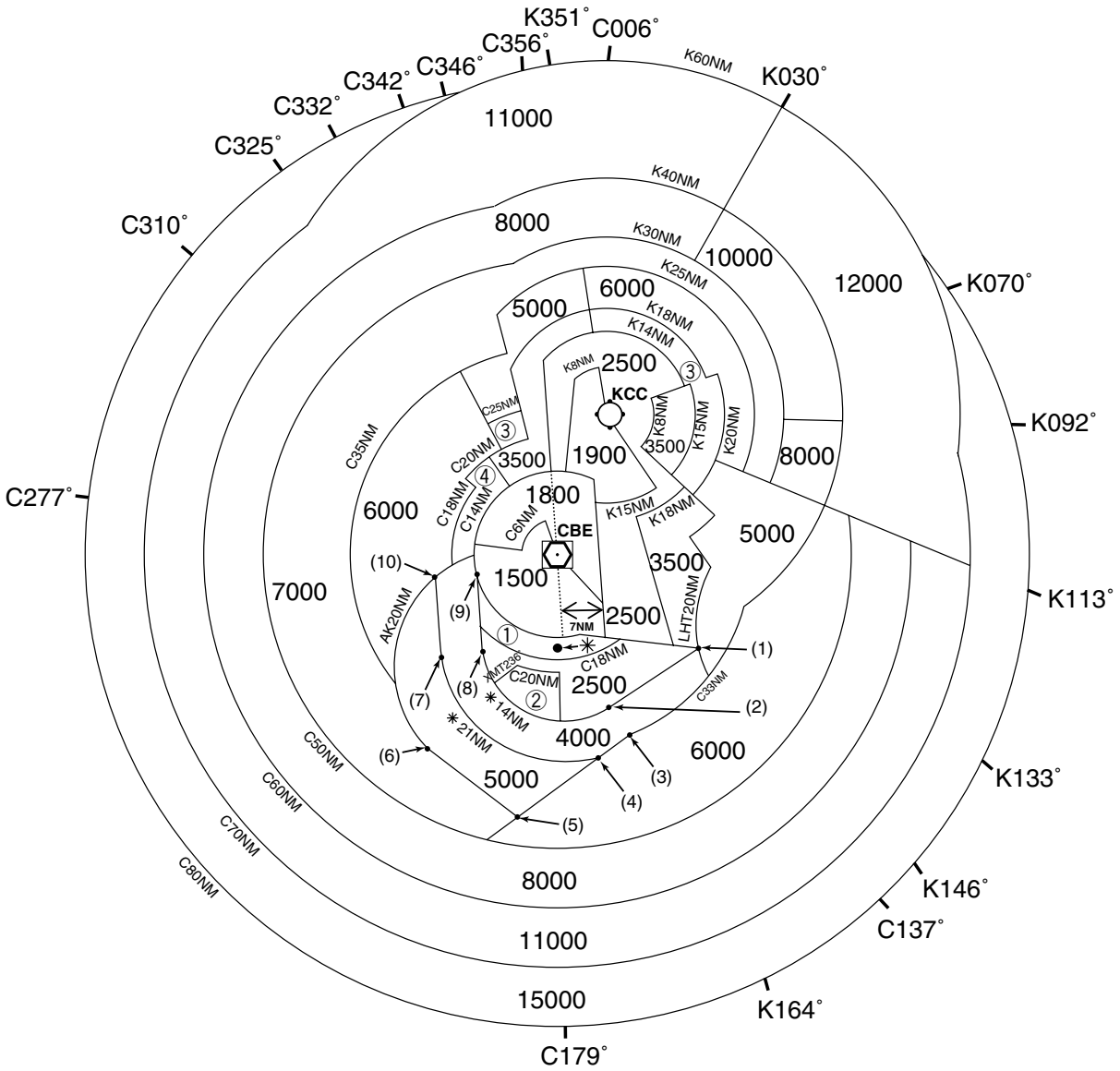
注：＊は特別管制空域に係る飛行の許可及び指示を受けるため, また, その他必要に応じて当該空域に係る位置通報等に供される目視位置通報点である。

Note : The asterisk (*) indicates the visual reporting point where a pilot is to request ATC clearance regarding to PCA and to make position report as required.


RJNA / NAGOYA
LDG CHART
ELEV 46ft
18′
PAPI ANGLE 3.0
MEHT 19.5m(64ft)
437m FM THR
VAR 7°W
2006
223
355
214
210
205
217
VORTAC
NAGOYA
114.2 KCC
CH-89X
35°15′55″N/136°54′54″E
203
256
76
16′
9
215
RVR
TWR
118.7-122.7
236.8-305.7
200
204
8990×150ft
Asph-Conc
ABN
212
RVR
203
34
192
208
PAPI ANGLE 3.0
MEHT 20.5m(67ft)
419m FM THR
197
14′
179
206
208
552
BUILDING
(See page
AD2-16)
35°12′
ELEVATIONS AND
HEIGHTS IN FEET
MEAN SEA LEVEL
SCALE
1000 0 1000 3000 ft
500 0 1000 2000 m
CHANGE : OBST
NAGOYA
STATION
53′
55′
57′
136°59′

RJNA / NAGOYA Minimum Vectoring Altitude CHART

VAR 7˚W (2009)




① 2000
② 3000
③ 4000
④ 5000

(1) *343821N/1371935E*
(2) *342638N/1370237E*
(3) *342240N/1370744E*
(4) *341804N/1370143E*
(5) *340628N/1364640E*
(6) *341414N/1362958E*
(7) *343322N/1362638E*
(8) *343442N/1363458E*
(9) *344656N/1363203E*
(10) *344507N/1362348E*

CENTER : *345129N/1364811E* (C : CBE)
CENTER : *351555N/1365454E* (K : KCC)
✳ : *343722N/1365140E*