

## AD CHART

**SHIZUOKA AP**  
ELEV 433ft

SHIZUOKA RADIO  
118.0 - 126.2

WIND SPEED METER

PAPI Angle 3.0°  
MEHT 20.0m (65.6ft)

ARP 344746N 1381122E

RWY 2500m x 60m

RWY GUARD LGT (T1-T6)

CEILOMETER 381.1

WDI

P1

P2

P3

P4

P5

T1

T2

T3

T4

T5

T6

APRON FLOOD LGT

CGL

RDO

ABN

INS CK point

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

Dimensions of RWY  
Strength and surface of RWY  
Designations RWY NR  
Magnetic BRG  
THR geoid undulation  
TWY width and strength  
TWY P1-P5  
TWY T1 and T6  
TWY T2-T5

Apron strength  
SPOT NR 1, 2, 3, 4, 5  
SPOT NR 6, 7, 8

RWY GUARD LGT and RWY HLDG PSN markings  
are located on T1 THRU T6 TWY.

RWY SIDE

TWY

ALS

SEQUENCED FLASHING LGT

600

300

300

120

180

300

300

125.8m

2500m

0.5%

RWY30  
412.6ft

RWY12  
453.6ft  
(138.3m)

LONGITUDINAL PROFILE OF RWY

**INTENTIONALLY LEFT BLANK**

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

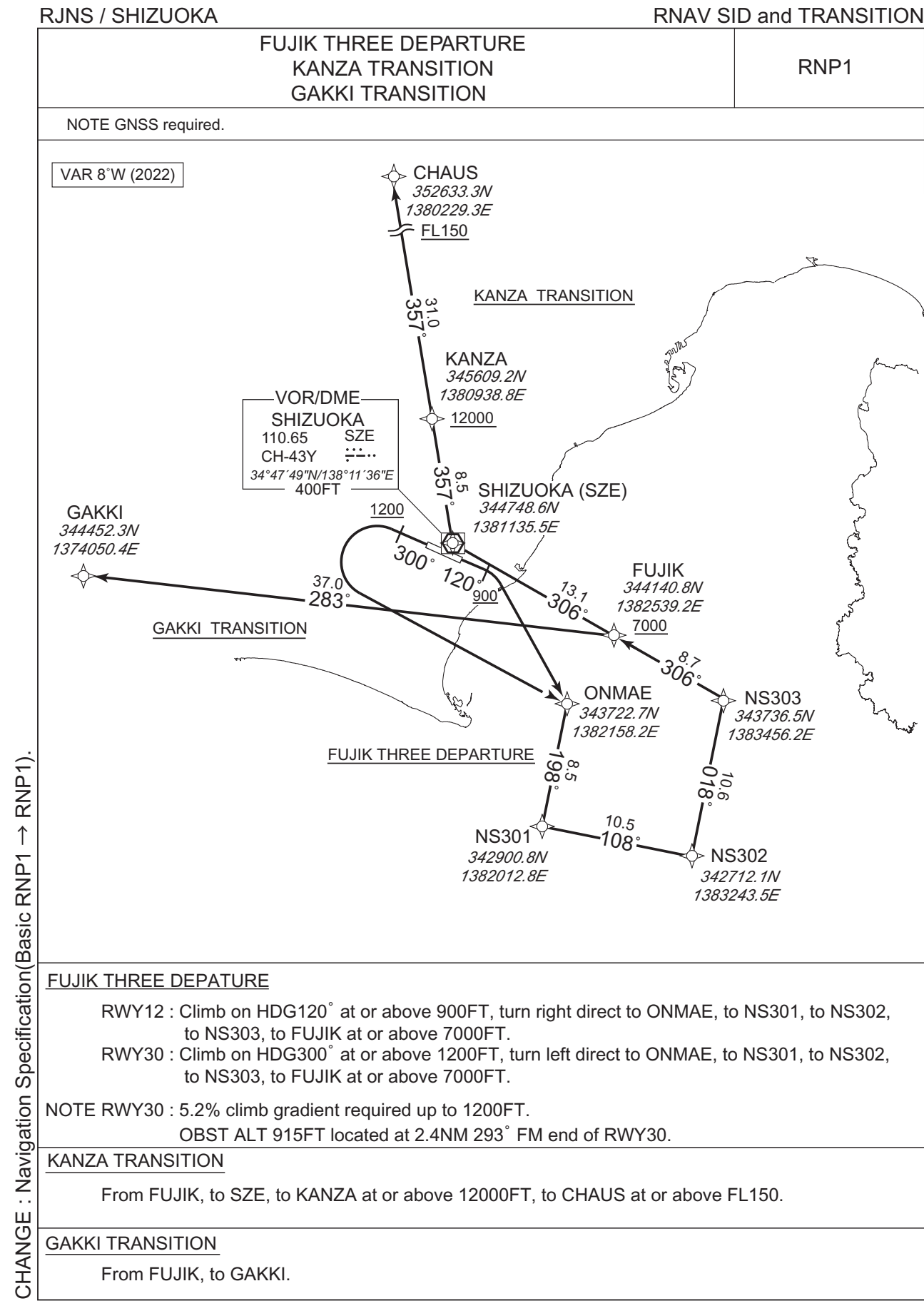
From over SZE VOR/DME, proceed via SZE R357 to CHAUS.

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



CHANGE : Course FM SZE to CHAUS.

STANDARD DEPARTURE CHART- INSTRUMENT



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

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<br>(112.1) | -7.7               | -             | -              | +900          | -            | -              | RNP1                     |
| 002           | DF              | ONMAE               | -        | -              | -7.7               | -             | R              | -             | -            | -              | RNP1                     |
| 003           | TF              | NS301               | -        | 198<br>(189.8) | -7.7               | 8.5           | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | NS302               | -        | 108<br>(099.9) | -7.7               | 10.5          | -              | -             | -            | -              | RNP1                     |
| 005           | TF              | NS303               | -        | 018<br>(009.9) | -7.7               | 10.6          | -              | -             | -            | -              | RNP1                     |
| 006           | TF              | FUJIK               | -        | 306<br>(298.1) | -7.7               | 8.7           | -              | +7000         | -            | -              | 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<br>(292.1) | -7.7               | -             | -              | +1200         | -            | -              | RNP1                     |
| 002           | DF              | ONMAE               | -        | -              | -7.7               | -             | L              | -             | -            | -              | RNP1                     |
| 003           | TF              | NS301               | -        | 198<br>(189.8) | -7.7               | 8.5           | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | NS302               | -        | 108<br>(099.9) | -7.7               | 10.5          | -              | -             | -            | -              | RNP1                     |
| 005           | TF              | NS303               | -        | 018<br>(009.9) | -7.7               | 10.6          | -              | -             | -            | -              | RNP1                     |
| 006           | TF              | FUJIK               | -        | 306<br>(298.1) | -7.7               | 8.7           | -              | +7000         | -            | -              | RNP1                     |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

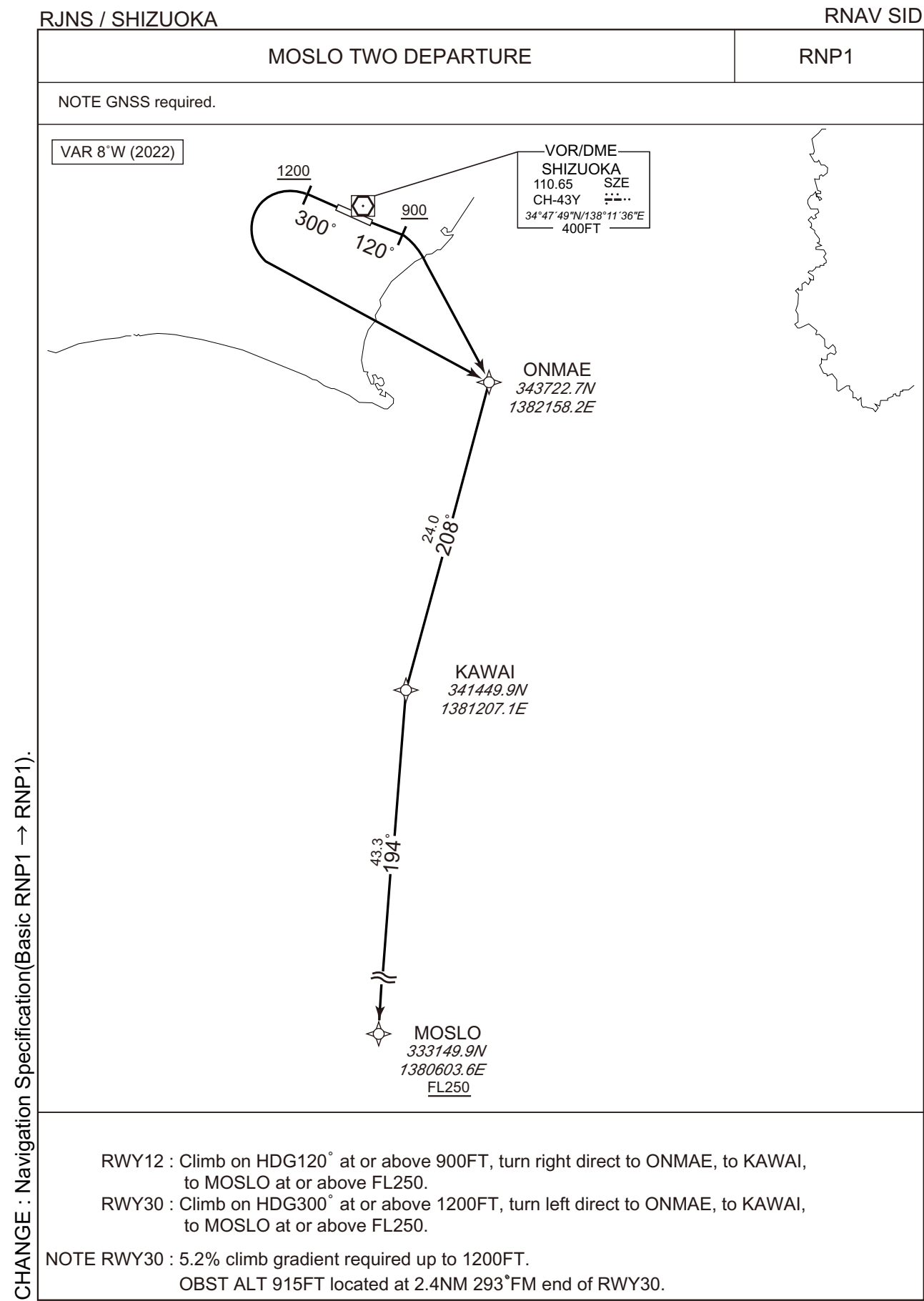
RNAV SID and TRANSITION

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

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART- INSTRUMENT





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<br>(112.1) | -7.7               | -             | -              | +900          | -            | -              | RNP1                     |
| 002           | DF              | ONMAE               | -        | -              | -7.7               | -             | R              | -             | -            | -              | RNP1                     |
| 003           | TF              | KAWAI               | -        | 208<br>(199.9) | -7.7               | 24.0          | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | MOSLO               | -        | 194<br>(186.7) | -7.7               | 43.3          | -              | +FL250        | -            | -              | 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<br>(292.1) | -7.7               | -             | -              | +1200         | -            | -              | RNP1                     |
| 002           | DF              | ONMAE               | -        | -              | -7.7               | -             | L              | -             | -            | -              | RNP1                     |
| 003           | TF              | KAWAI               | -        | 208<br>(199.9) | -7.7               | 24.0          | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | MOSLO               | -        | 194<br>(186.7) | -7.7               | 43.3          | -              | +FL250        | -            | -              | RNP1                     |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

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.

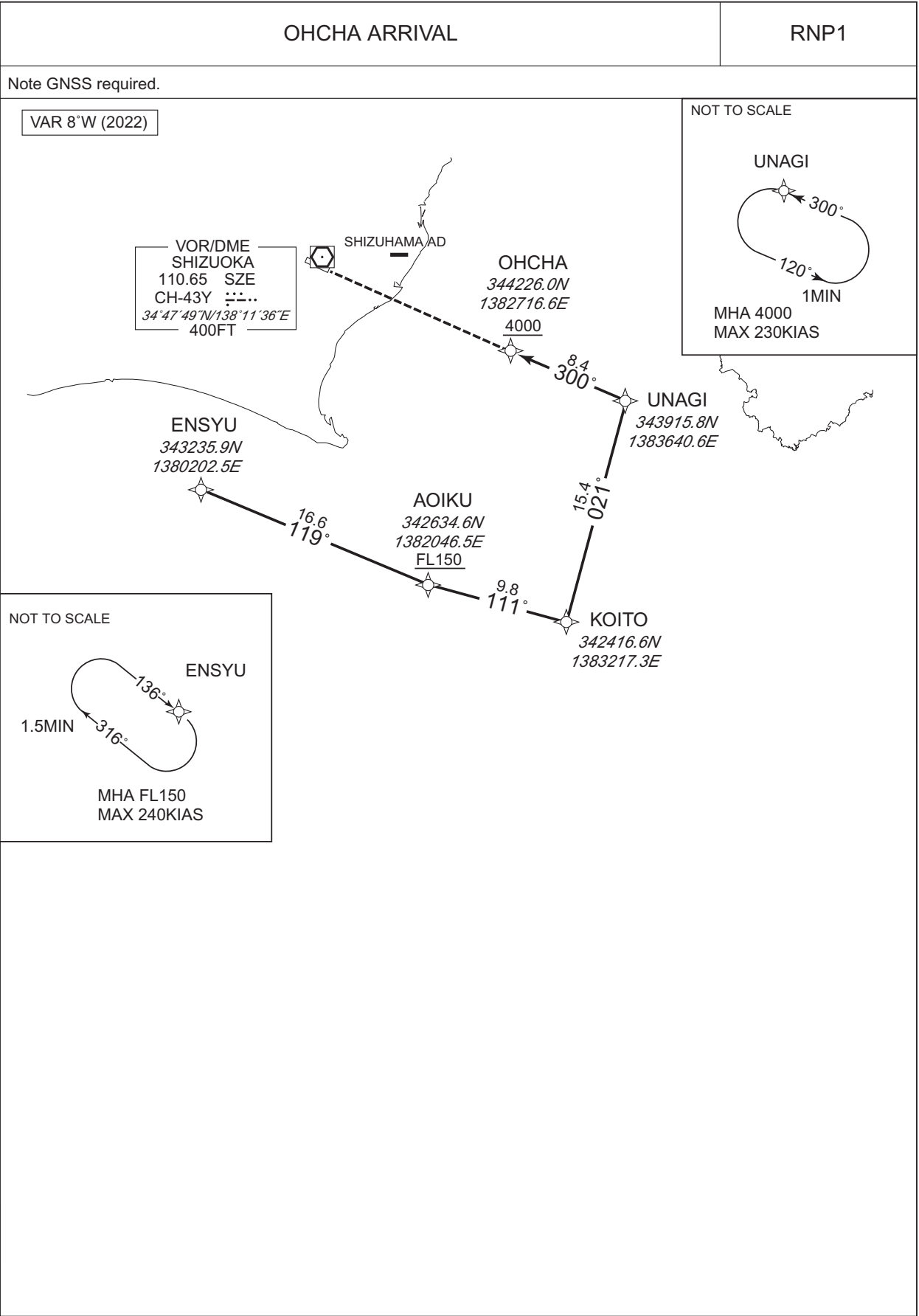
CHANGE : Course FM SUZKI to OHCHA HLDG course.



STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

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<br>Number | Path<br>Descriptor | Waypoint<br>Identifier | Fly<br>Over | Course<br>°M(°T) | Magnetic<br>Variation | Distance<br>(NM) | Turn<br>Direction | Altitude<br>(FT) | Speed<br>(KIAS) | Vertical<br>Angle | Navigation<br>Specification |
|------------------|--------------------|------------------------|-------------|------------------|-----------------------|------------------|-------------------|------------------|-----------------|-------------------|-----------------------------|
| 001              | IF                 | ENSYU                  | -           | -                | -7.7                  | -                | -                 | -                | -               | -                 | RNP1                        |
| 002              | TF                 | AOIKU                  | -           | 119<br>(111.2)   | -7.7                  | 16.6             | -                 | +FL150           | -               | -                 | RNP1                        |
| 003              | TF                 | KOITO                  | -           | 111<br>(103.6)   | -7.7                  | 9.8              | -                 | -                | -               | -                 | RNP1                        |
| 004              | TF                 | UNAGI                  | -           | 021<br>(013.5)   | -7.7                  | 15.4             | -                 | -                | -               | -                 | RNP1                        |
| 005              | TF                 | OHCHA                  | -           | 300<br>(292.3)   | -7.7                  | 8.4              | -                 | +4000            | -               | -                 | RNP1                        |

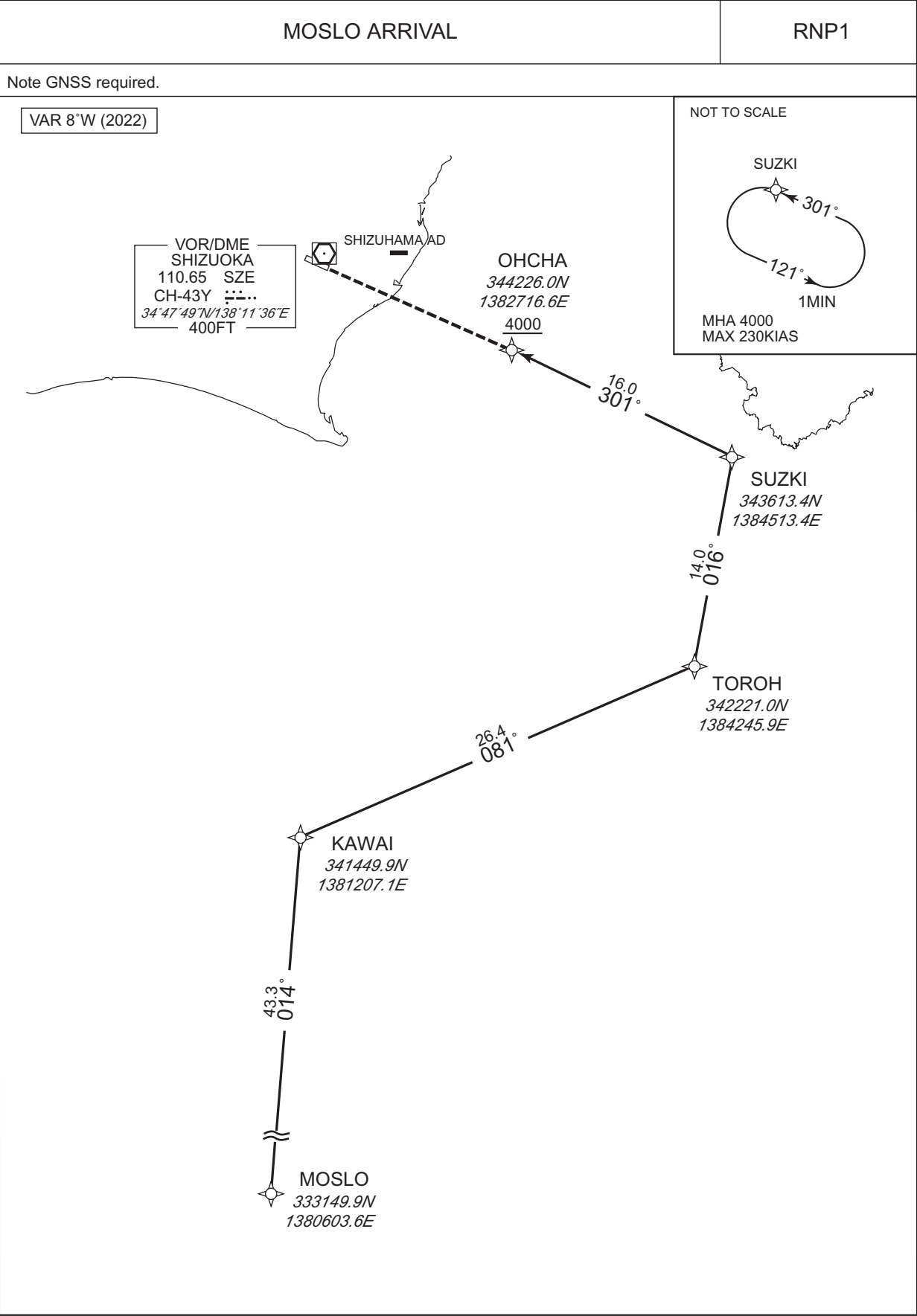
| Path | Waypoint<br>Identifier | Inbound<br>Course<br>°M(°T) | Magnetic<br>Variation | Outbound<br>Time<br>(MIN) | Turn<br>Direction | Minimum<br>Altitude<br>(FT) | Maximum<br>Altitude<br>(FT) | Speed<br>(KIAS) | Navigation<br>Specification |
|------|------------------------|-----------------------------|-----------------------|---------------------------|-------------------|-----------------------------|-----------------------------|-----------------|-----------------------------|
| Hold | ENSYU                  | 136<br>(127.8)              | -7.7                  | 1.5                       | R                 | FL150                       | -                           | -240            | RNP1                        |
| Hold | UNAGI                  | 300<br>(292.7)              | -7.7                  | 1.0(-14000)               | L                 | 4000                        | FL140                       | -230(-14000)    | RNP1                        |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

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

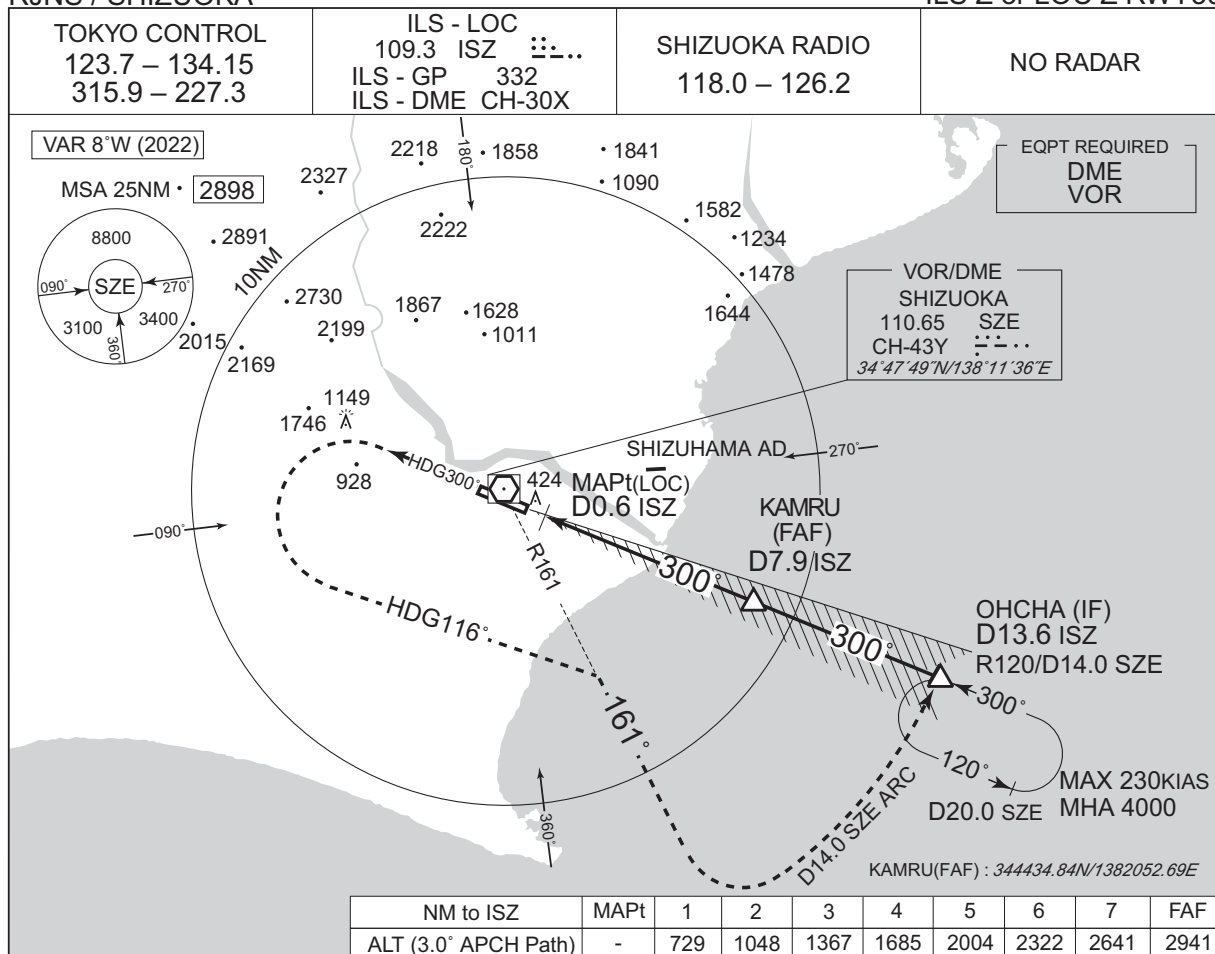
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | SUZKI               | 301<br>(292.9)        | -7.7               | 1.0(-14000)         | L              | 4000                  | FL140                 | -230(-14000) | RNP1                     |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

ILS Z or LOC Z RWY30



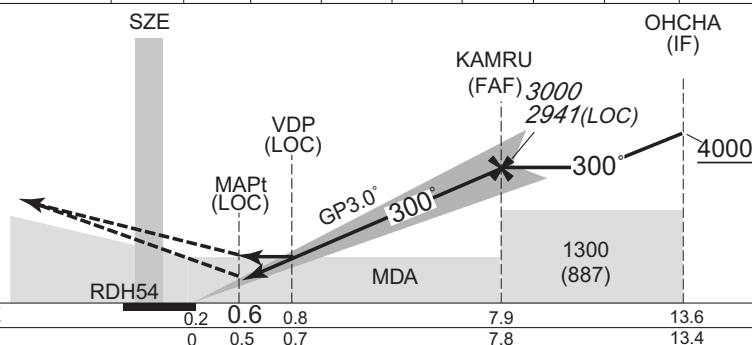
CHANGE : Missed APCH PROC. HLDG course.

## 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) |

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

## INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

ILS Y or LOC Y RWY30

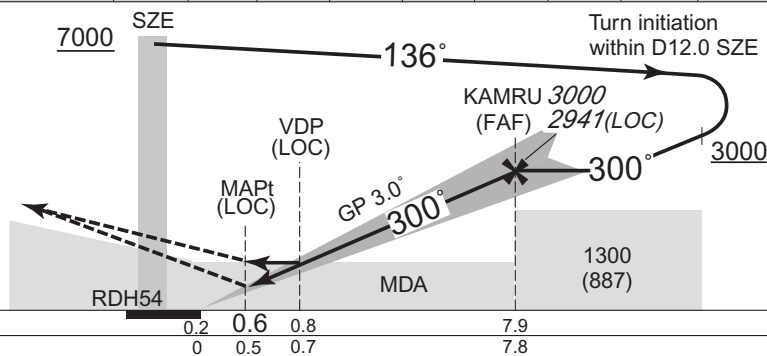


## MISSED APPROACH

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) |      |
| D   |           |         |           | 1200    | 1210 (777) | 3200 |

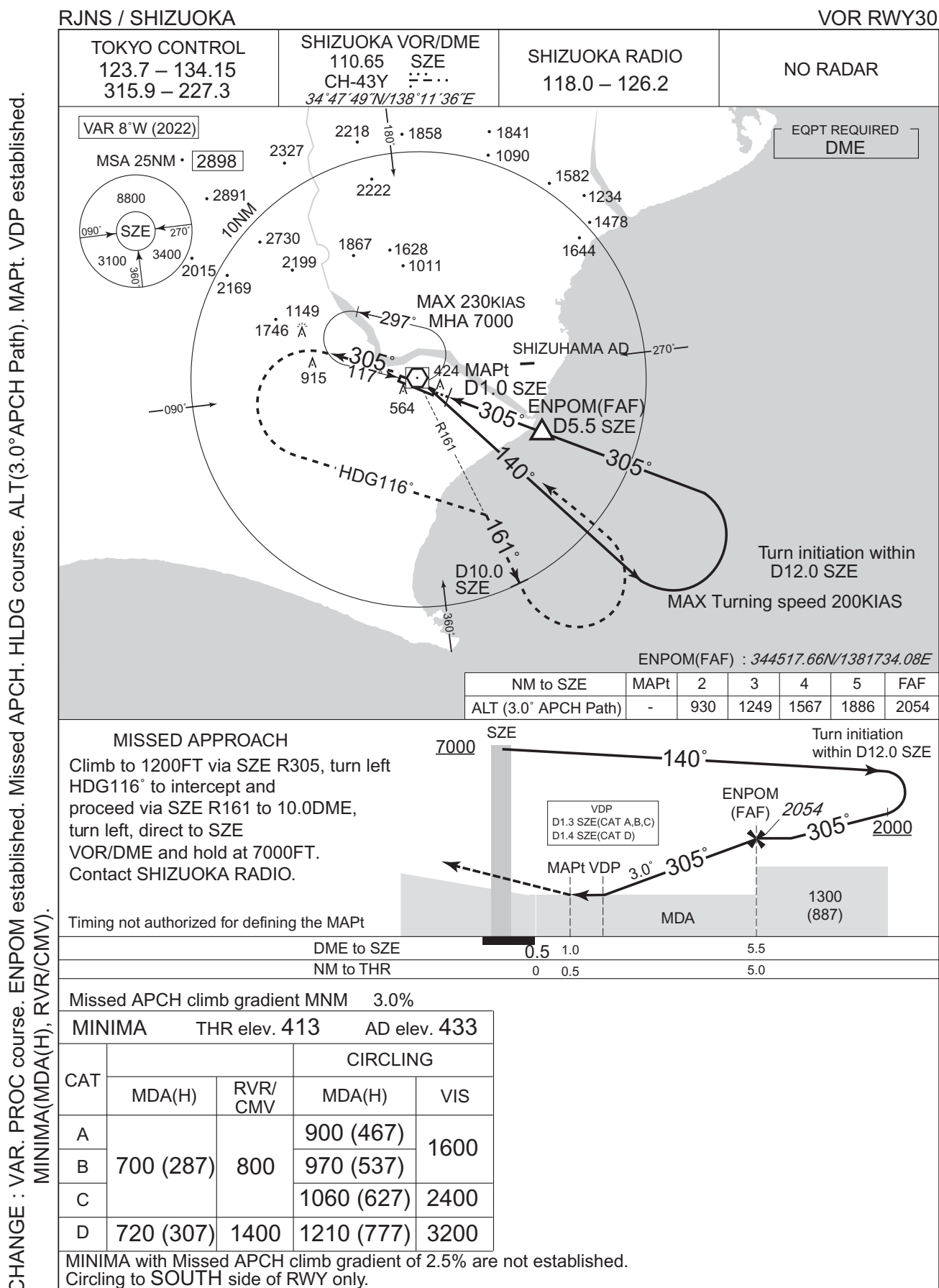
MINIMA with Missed APCH climb gradient of 2.5% are not established.

Circling to SOUTH side of RWY only.

CHANGE : PROC course. Missed APCH. HLDG course.



## INSTRUMENT APPROACH CHART



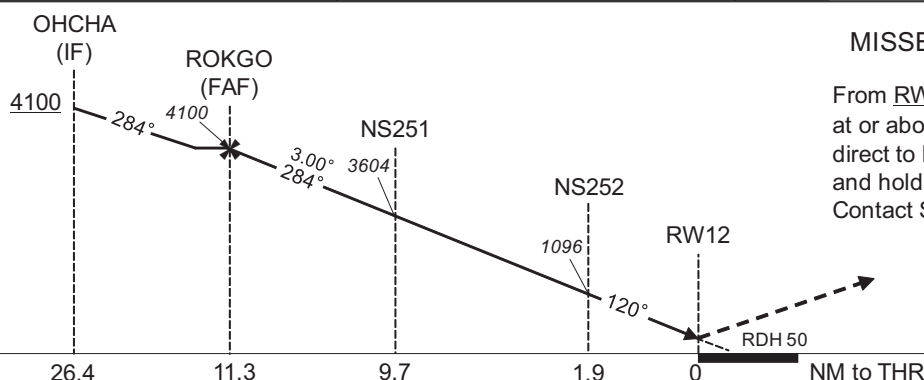
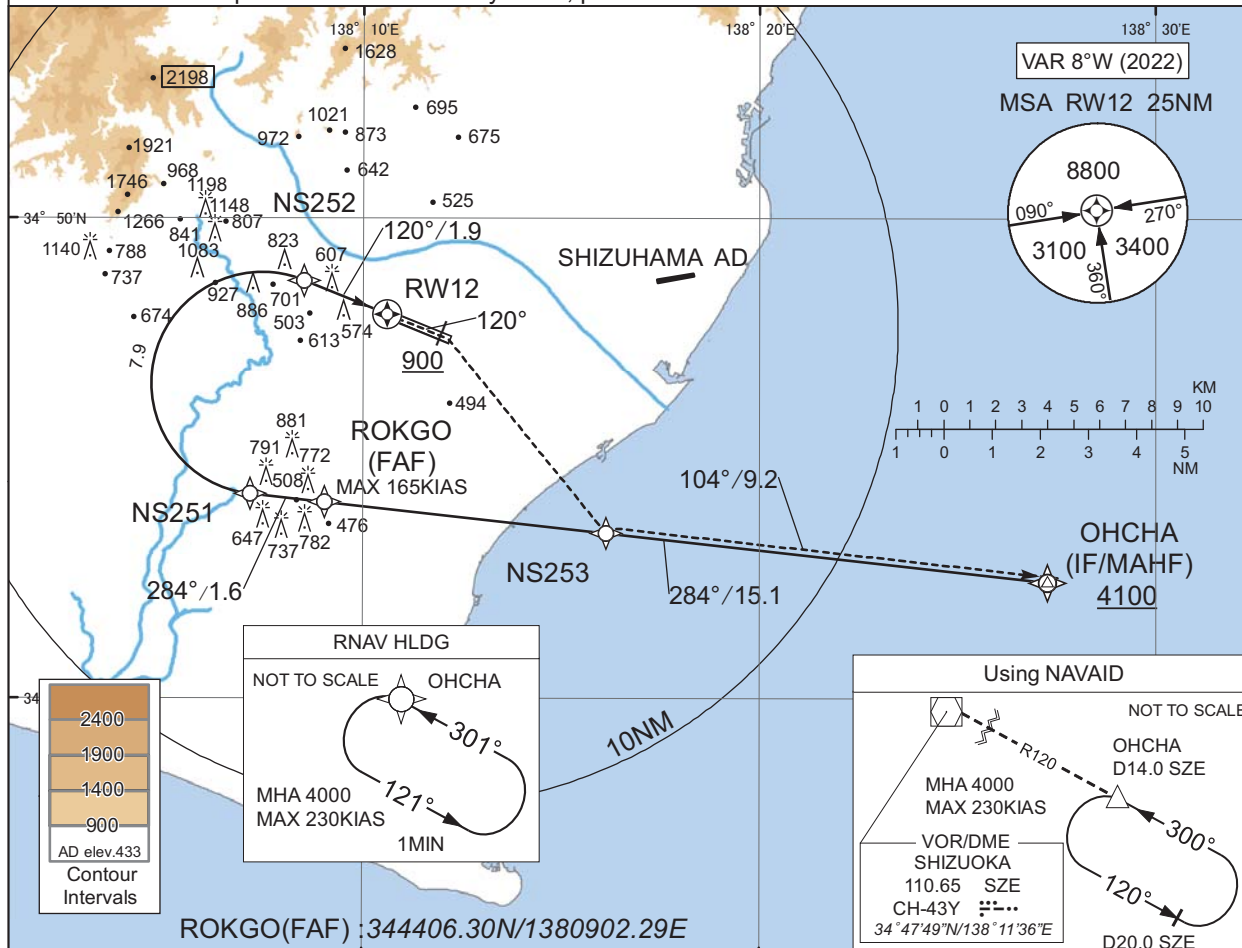
## INSTRUMENT APPROACH CHART

## RJNS / SHIZUOKA

## RNP RWY12(AR)

|  |                        |                                 |          |
|--|------------------------|---------------------------------|----------|
| TOKYO CONTROL<br>123.7 - 134.15<br>315.9 - 227.3 | RNP AR<br>RF required. | SHIZUOKA RADIO<br>118.0 - 126.2 | NO RADAR |
|--|------------------------|---------------------------------|----------|

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



## MISSED APPROACH

From RW12 on track 120°,  
at or above 900FT turn right,  
direct to NS253, to OHCHA  
and hold at 4000FT.  
Contact SHIZUOKA RADIO.

Missed APCH climb gradient MNM 5.0%

| MINIMA | THR elev. 454 | AD elev. 433 |
|--------|---------------|--------------|
| CAT    | RNP 0.30      |              |
|        | DA(H)         | CMV          |
| A      | -             | -            |
| B      | -             | -            |
| C      | 850(396)      | 1400         |
| D      |               | 1600         |

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

**Authorization Required**

## 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<br>(276.5) | -7.7               | 15.1          | —              | 4100          | -165         | —              | 1.0       |
| 003           | TF                                 | NS251               | —        | 284<br>(276.3) | -7.7               | 1.6           | —              | 3604          | —            | -3.00          | 0.3       |
| 004           | RF<br>Center:<br>NSRF1<br>r=2.31NM | NS252               | —        | —              | -7.7               | 7.9           | R              | 1096          | —            | -3.00          | 0.3       |
| 005           | TF                                 | RW12                | Y        | 120<br>(112.1) | -7.7               | 1.9           | —              | 504           | —            | -3.00/50       | 0.3       |
| 006           | FA                                 | —                   | —        | 120<br>(112.1) | -7.7               | —             | —              | +900          | —            | —              | 1.0       |
| 007           | DF                                 | NS253               | —        | —              | -7.7               | —             | R              | —             | —            | —              | 1.0       |
| 008           | TF                                 | OHCHA               | —        | 104<br>(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<br>(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).

RJNS / SHIZUOKA

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).

RJNS / SHIZUOKA

Visual REP

| Call sign                             | BRG / DIST from ARP | Remarks  |
|---------------------------------------|---------------------|--|
| 島 田<br>Simada                         | 337°T/ 2.4NM        | 島田駅<br>JR station  |
| 新東名ブリッジ<br>Shin Tomei Bridge          | 323°T/ 4.7NM        | 大井川上空 橋 (新東名高速道路)<br>The bridge over OHI-GAWA river<br>(Shin TOMEI Expressway) |
| 掛 川<br>Kakegawa                       | 261°T/ 8.9NM        | 掛川駅<br>JR station  |
| 菊 川<br>Kikugawa                       | 245°T/ 5.8NM        | 菊川インターチェンジ<br>Interchange  |
| 大 東<br>Daito                          | 216°T/10.9NM        | 菊川河口<br>KIKU-GAWA river mouth  |
| 牧之原サービスエリア<br>Makinohara Service Area | 213°T/ 2.6NM        | 高速道路サービスエリア<br>Rest area on TOMEI Expressway                                   |
| 御 前 崎<br>Omaezaki                     | 172°T/11.8NM        | 灯台<br>Light house  |
| 相良ポート<br>Sagara Port                  | 172°T/ 6.4NM        | 港<br>Port  |





## RJNS / SHIZUOKA

## 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 Shizuhamada 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 Shizuhamada 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

