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 × 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
30	2500	2500	2500	2500	Nil

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 : 310m FM RWY 12 THR, LGTD RWY 30 : 350m 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

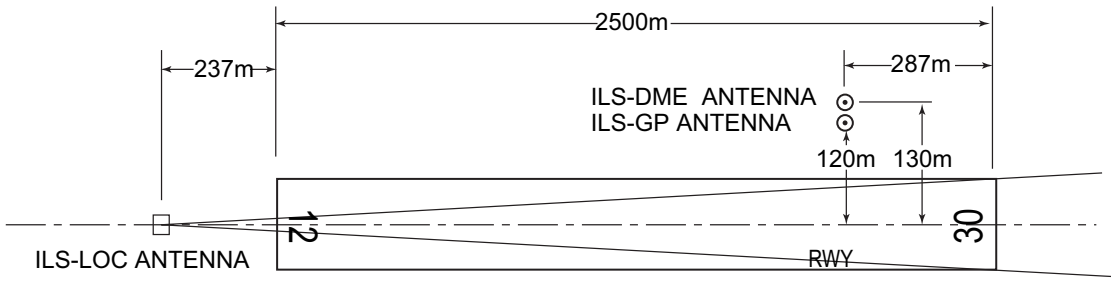
RJNS AD 2.18 ATS COMMUNICATION FACILITIES

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 (7°W / 2008)	SZE	110.65MHz	24H	*344748.63N/1381135.51E*		VOR Unusable: 200° -220° beyond 20NM BLW 2,000ft. 220° -270° beyond 15NM BLW 2,000ft. 270° -300° beyond 20NM BLW 4,000ft. 300° -330° beyond 20NM BLW 6,000ft.
DME	SZE	1130MHz (CH-43Y)	24H	*344748.63N/1381135.51E*	448ft	DME Unusable: 290° -300° beyond 20NM BLW 4,000ft.
ILS-LOC 30	ISZ	109.3MHz	2230 - 1300	*344803.61N/1381027.87E*		LOC : 237m(778ft) away from RWY 12 THR, BRG(MAG) 299°
ILS-GP 30	-	332MHZ	2230 - 1300	*344737.44N/1381159.00E*		GP : 287m(942ft) inside from RWY 30 THR, 120m(394ft) E of RCL HGT of ILS reference datum 16.5m(54ft). GP Angle 3.0°
ILS-DME 30	ISZ	991MHz (CH-30X)	2230 - 1300	*344737.74N/1381159.15E*	433ft	DME : 287m(942ft) inside from RWY 30 THR, 130m(427ft) E of RCL.

ILS for RWY30



REMARKS : 1. LOC beam BRG(MAG) 299°
2. HGT of ILS REF datum 16.5m (54ft)
3. ILS-GP Angle 3.0°
4. ELEV of ILS-DME 132.1m(433ft)

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	1.1 Aircraft operations other than in an emergency
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。	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

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。

(1) 離陸について（滑走路 12/30）
　急上昇方式
(2) 着陸について（滑走路 12/30）
　低フラップ角着陸方式
(3) リバース・スラストについて
　なし

2. 優先滑走路方式
　なし
3. 優先飛行方式
　なし

Noise Abatement Operating Procedures

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 excute alternative procedures which are considered to be practically equipment.
(1)For takeoff from RWY 12/30
　Steepest Climb Procedure
(2)For landing to RWY 12/30
　Reduced Flap Setting Procedure
(3)Reverse Thrust
　Nil

2. Preferential Runways Procedures
　Nil

3. Noise Preferential Route
　Nil

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、隣接する静浜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、静浜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 Shizuhama 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 Shizuhama 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 (RNAV(RNP) RWY12)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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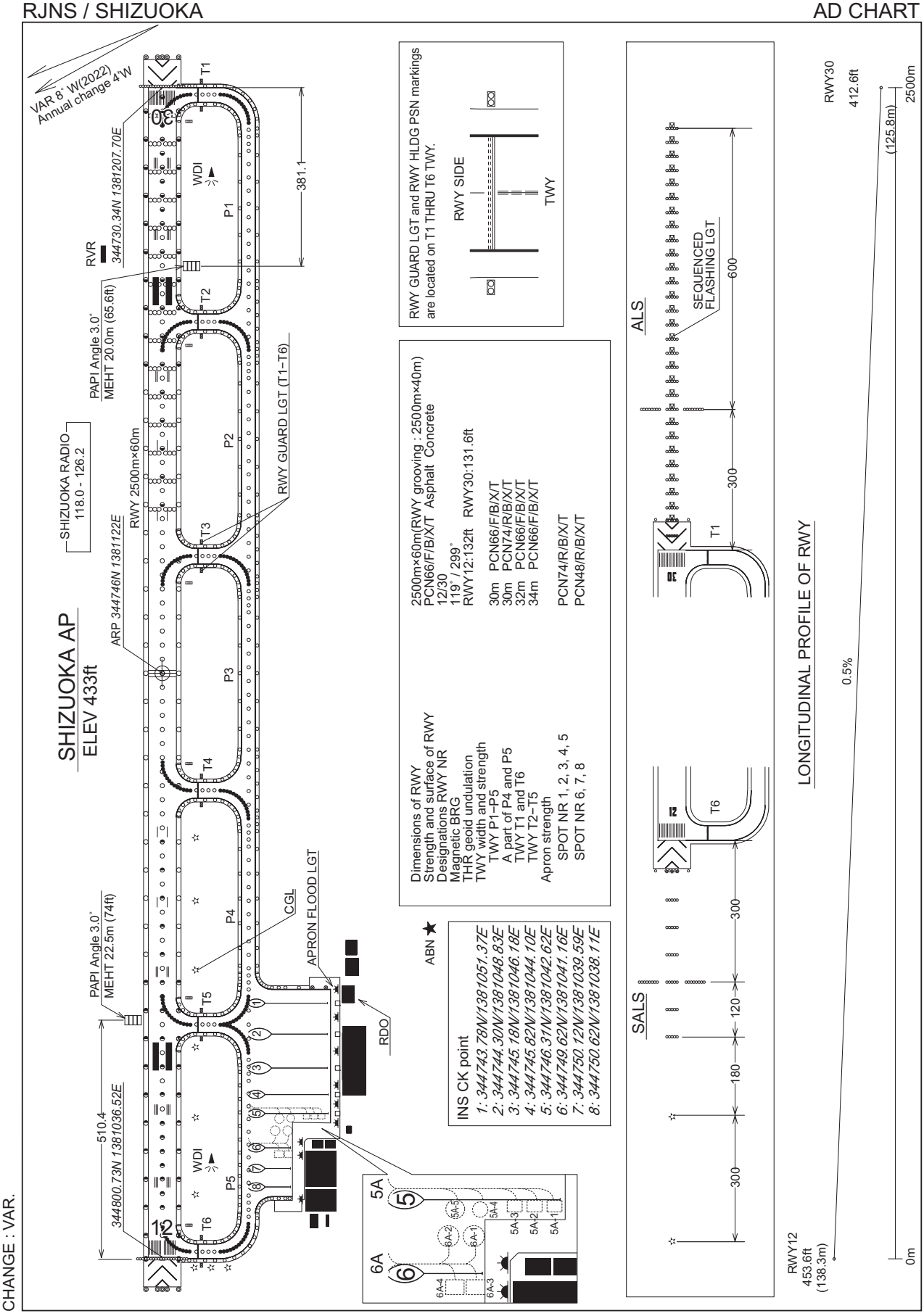
RJNS / SHIZUOKA AD CHART



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STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA SID

CHANGE : Abolition PROC (UNODA ONE DEPARTURE)

SHIZUOKA REVERSAL ONE DEPARTURE

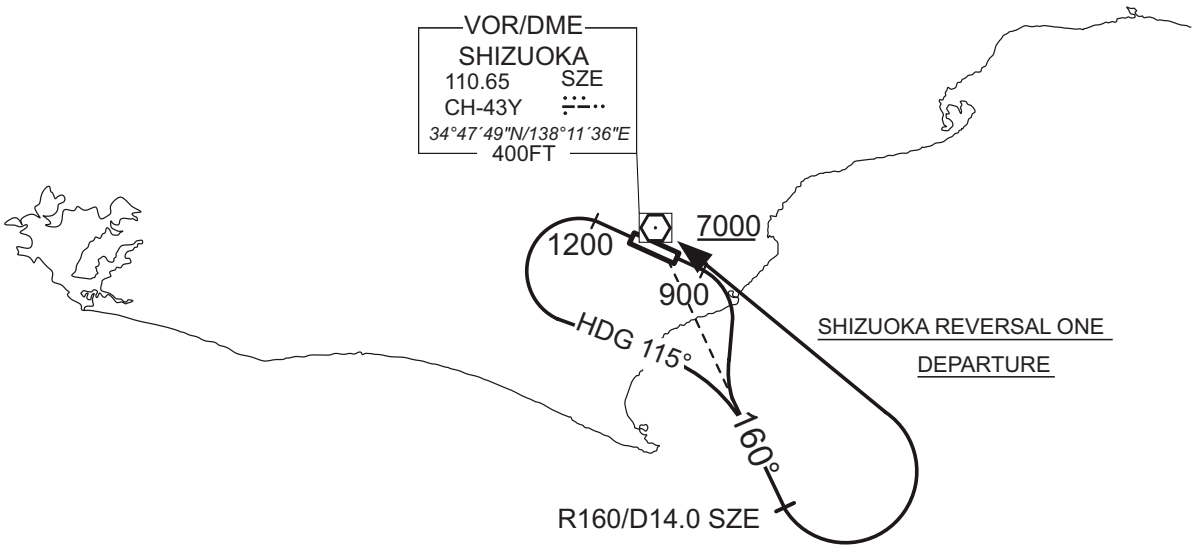
RWY12: Climb RWY HDG until 900FT, then turn right....

RWY30: Climb RWY HDG until 1200FT then turn left HDG 115°....

.... to intercept and proceed via SZE R160 to 14.0DME, then turn left proceed 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.



STANDARD DEPARTURE CHART- INSTRUMENT

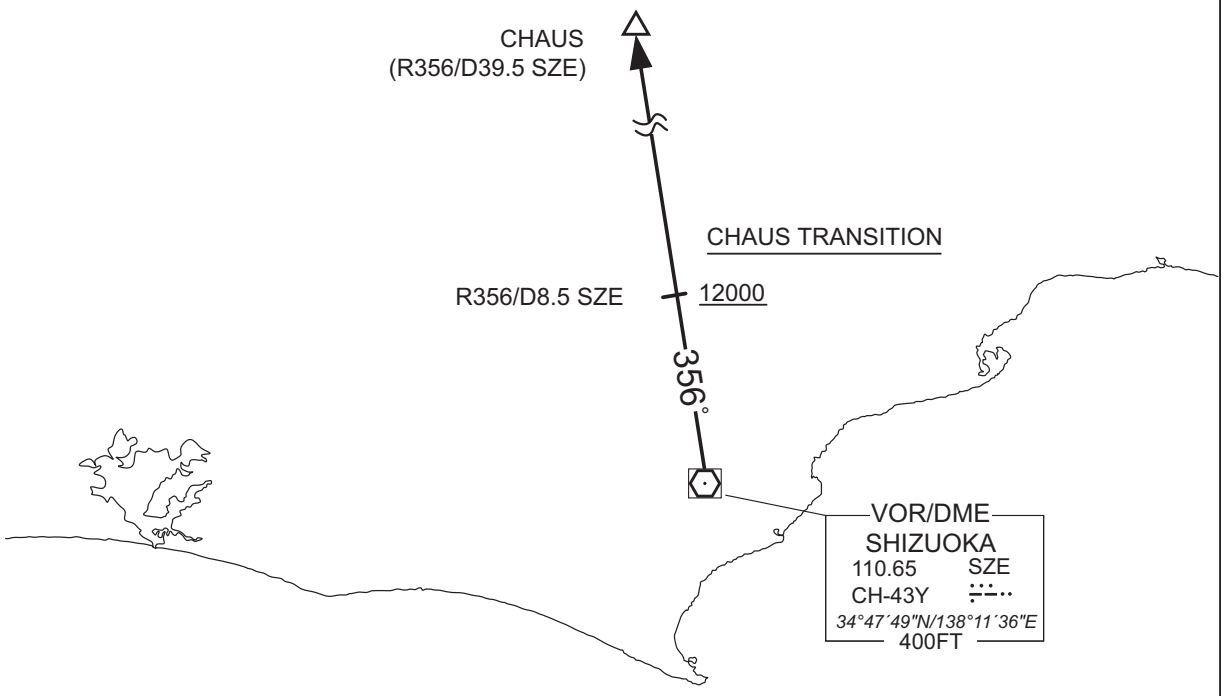
RJNS / SHIZUOKA TRANSITION

CHANGE : Abolition PROC (BAIKU TRANSITION , SHIZUOKA TRANSITION)

CHAUS TRANSITION

From over SZE VOR/DME, proceed via SZE R356 to CHAUS.

Cross SZE R356/8.5DME at or above 12000FT.

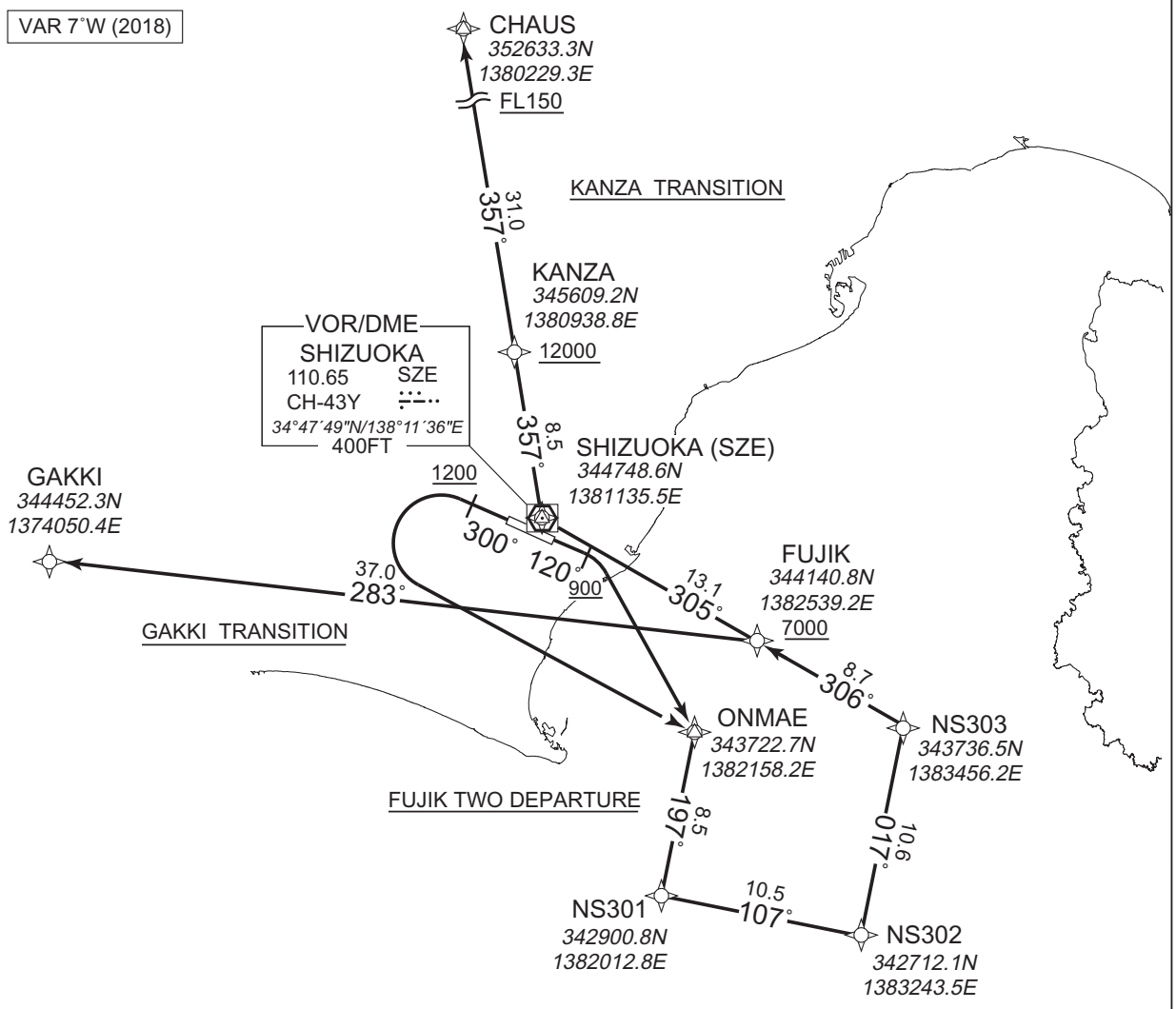


STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA — RNAV SID and TRANSITION

FUJIK TWO DEPARTURE KANZA TRANSITION GAKKI TRANSITION	Basic RNP1

NOTE GNSS required.



FUJIK TWO DEPATURE

RWY12 : Climb on HDG120˚ at or above 900FT, turn right direct to ONMAE, to NS301, to NS302, to NS303, to FUJIK at or above 7000FT.

RWY30 : Climb on HDG300˚ at or above 1200FT, turn left direct to ONMAE, to NS301, to NS302, to NS303, to FUJIK 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.

KANZA TRANSITION

From FUJIK, to SZE, to KANZA at or above 12000FT, to CHAUS at or above FL150.

GAKKI TRANSITION

From FUJIK, to GAKKI.

CHANGE : KANZA,KANZA transition renamed

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV SID and TRANSITION

FUJIK TWO 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)	-7.5	–	–	+900	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	R	–	–	–	Basic RNP1
003	TF	NS301	–	197 (189.8)	-7.5	8.5	–	–	–	–	Basic RNP1
004	TF	NS302	–	107 (099.9)	-7.5	10.5	–	–	–	–	Basic RNP1
005	TF	NS303	–	017 (009.9)	-7.5	10.6	–	–	–	–	Basic RNP1
006	TF	FUJIK	–	306 (298.1)	-7.5	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)	-7.5	–	–	+1200	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	L	–	–	–	Basic RNP1
003	TF	NS301	–	197 (189.8)	-7.5	8.5	–	–	–	–	Basic RNP1
004	TF	NS302	–	107 (099.9)	-7.5	10.5	–	–	–	–	Basic RNP1
005	TF	NS303	–	017 (009.9)	-7.5	10.6	–	–	–	–	Basic RNP1
006	TF	FUJIK	–	306 (298.1)	-7.5	8.7	–	+7000	–	–	Basic RNP1

CHANGE : VAR

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	–	–	-7.5	–	–	+7000	–	–	Basic RNP1
002	TF	SZE	–	305 (298.0)	-7.5	13.1	–	–	–	–	Basic RNP1
003	TF	KANZA	–	357 (349.2)	-7.5	8.5	–	+12000	–	–	Basic RNP1
004	TF	CHAUS	–	357 (349.1)	-7.5	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	–	–	-7.5	–	–	+7000	–	–	Basic RNP1
002	TF	GAKKI	–	283 (275.2)	-7.5	37.0	–	–	–	–	Basic RNP1

CHANGE : KANZA,KANZA transition renamed

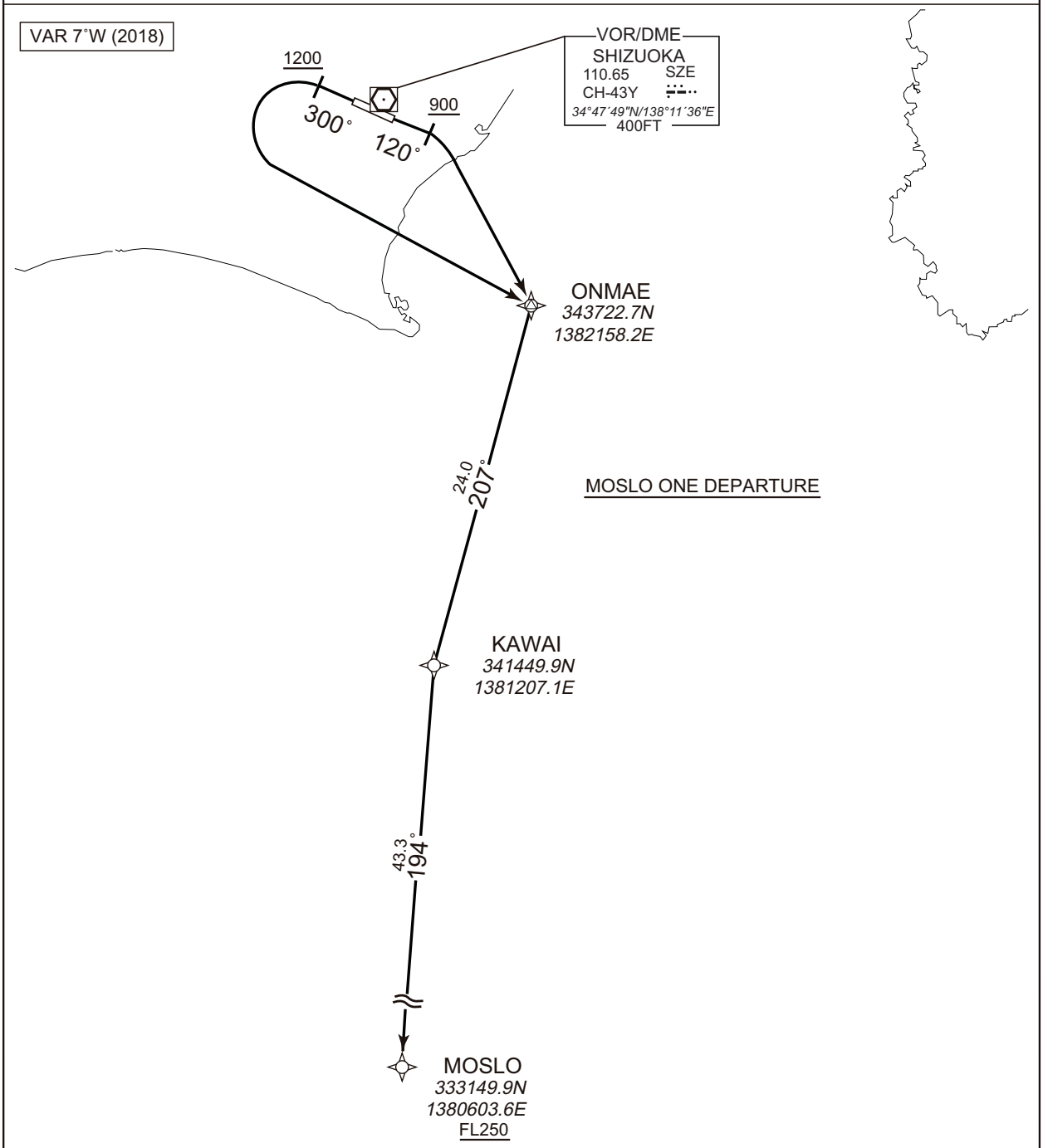
STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV SID

MOSLO ONE DEPARTURE	Basic RNP1

NOTE GNSS required.



MOSLO ONE DEPARTURE

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 : New PROC

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV SID

MOSLO ONE 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)	-7.5	–	–	+900	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	R	–	–	–	Basic RNP1
003	TF	KAWAI	–	207 (199.9)	-7.5	24.0	–	–	–	–	Basic RNP1
004	TF	MOSLO	–	194 (186.7)	-7.5	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)	-7.5	–	–	+1200	–	–	Basic RNP1
002	DF	ONMAE	–	–	-7.5	–	L	–	–	–	Basic RNP1
003	TF	KAWAI	–	207 (199.9)	-7.5	24.0	–	–	–	–	Basic RNP1
004	TF	MOSLO	–	194 (186.7)	-7.5	43.3	–	+FL250	–	–	Basic RNP1

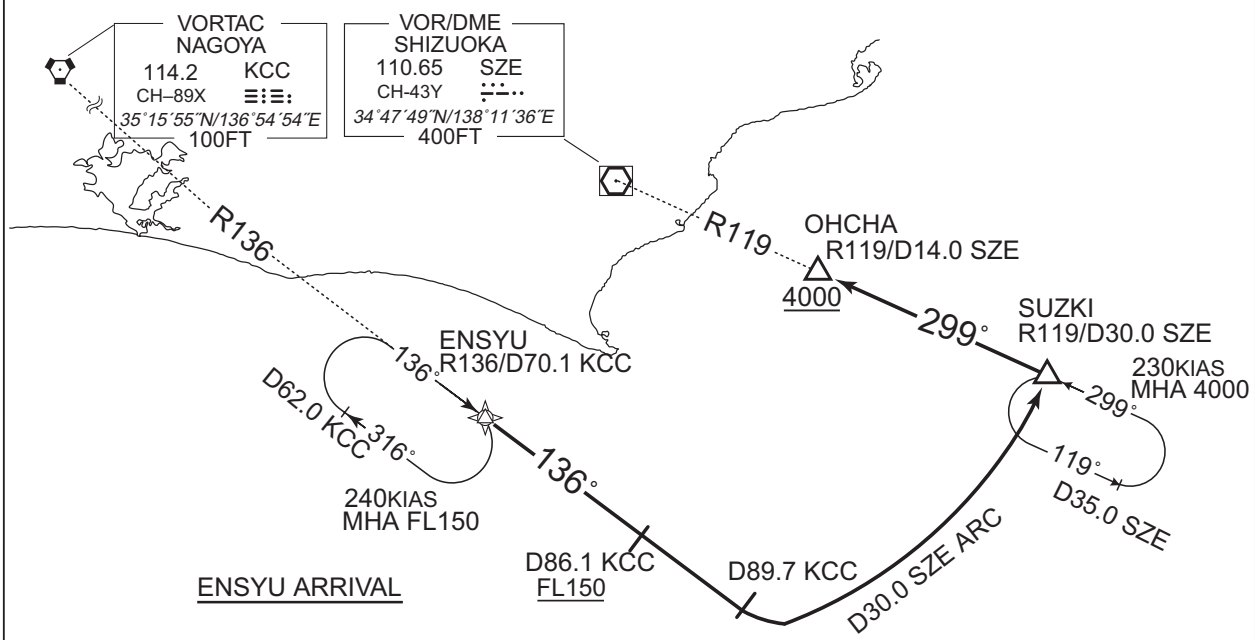
CHANGE : ALT (MOSLO)

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 R119 to OHCHA.
Cross KCC R136/86.1DME at or above FL150, cross OHCHA at or above 4000FT.



CHANGE : Abolition PROC (BAIKU ARRIVAL , SHIZUOKA ARRIVAL)

STANDARD ARRIVAL CHART- INSTRUMENT

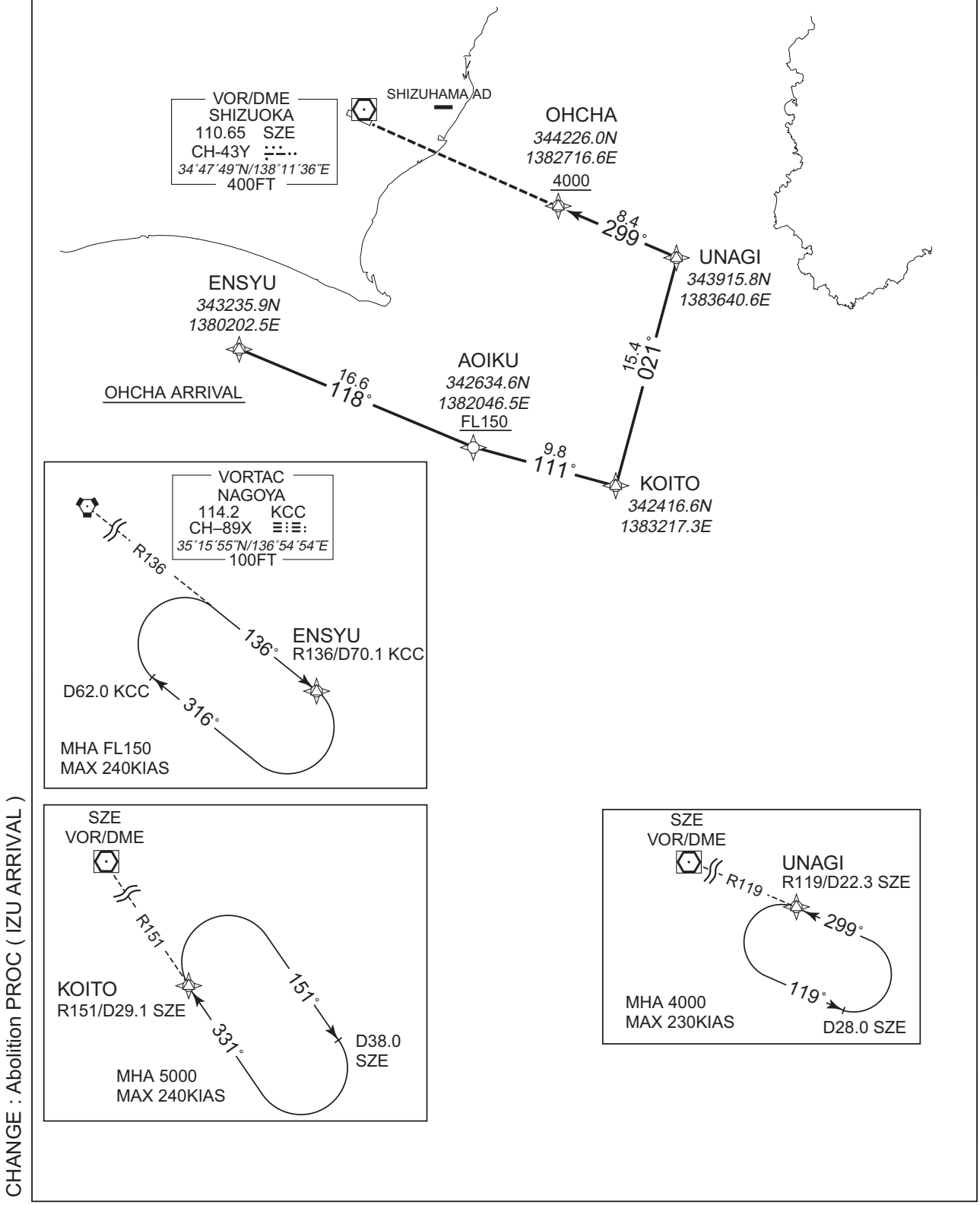
RJNS / SHIZUOKA

RNAV STAR

OHCHA ARRIVAL	Basic RNP1

Note GNSS required.

VAR 7˚W (2014)



CHANGE : Abolition PROC (IZU ARRIVAL)

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV STAR

OHCHA ARRIVAL

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	–	–	-7.0	–	–	–	–	–	Basic RNP1
002	TF	AOIKU	–	118 (111.2)	-7.0	16.6	–	+FL150	–	–	Basic RNP1
003	TF	KOITO	–	111 (103.6)	-7.0	9.8	–	–	–	–	Basic RNP1
004	TF	UNAGI	–	021 (013.5)	-7.0	15.4	–	–	–	–	Basic RNP1
005	TF	OHCHA	–	299 (292.3)	-7.0	8.4	–	+4000	–	–	Basic RNP1

CHANGE : Abolition PROC (IZU ARRIVAL)

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

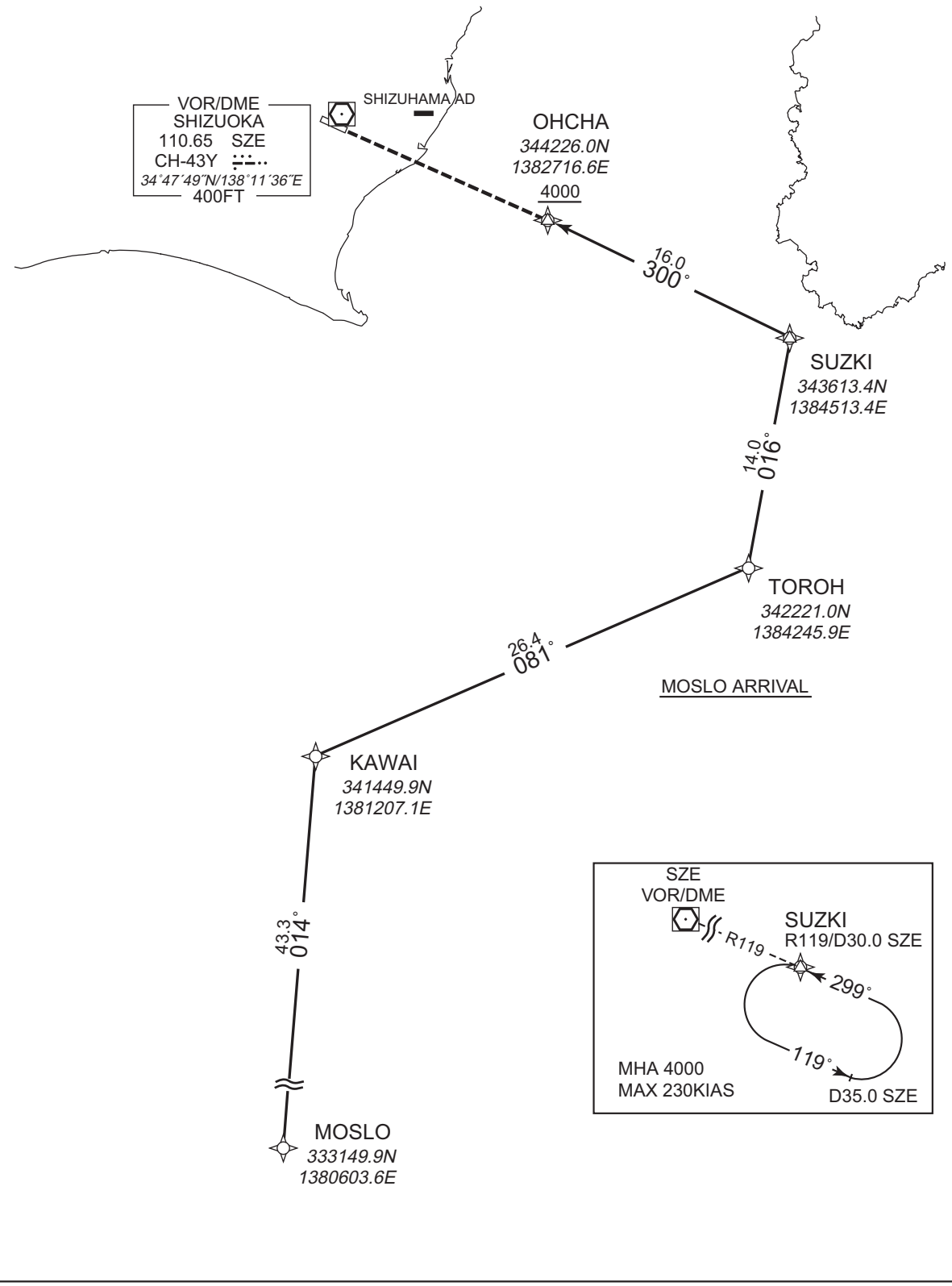
RNAV STAR

MOSLO ARRIVAL

Basic RNP1

Note GNSS required.

VAR 7˚W (2018)



CHANGE : New PROC

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA RNAV STAR

MOSLO ARRIVAL

From MOSLO, to KAWAI, to TOROH, to SUZKI, to OHCHA at or above 4000FT.

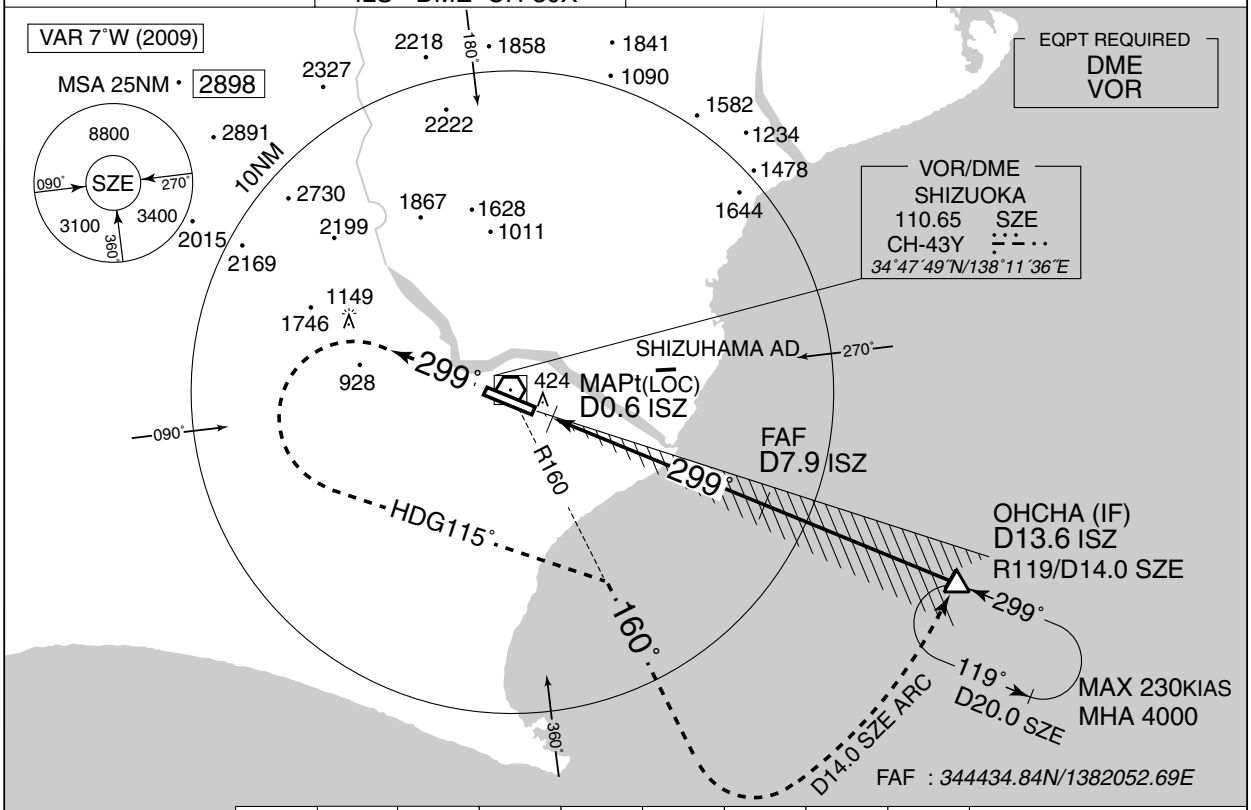
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MOSLO	–	–	-7.5	–	–	–	–	–	Basic RNP1
002	TF	KAWAI	–	014 (006.6)	-7.5	43.3	–	–	–	–	Basic RNP1
003	TF	TOROH	–	081 (073.3)	-7.5	26.4	–	–	–	–	Basic RNP1
004	TF	SUZKI	–	016 (008.3)	-7.5	14.0	–	–	–	–	Basic RNP1
005	TF	OHCHA	–	300 (292.9)	-7.5	16.0	–	+4000	–	–	Basic RNP1

CHANGE : New PROC

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA — ILS Z or LOC Z RWY30

TOKYO CONTROL	ILS - LOC	SHIZUOKA RADIO	NO RADAR
123.7 – 134.15 315.9 – 227.3	109.3 ISZ ILS - GP 332 ILS - DME CH-30X	118.0 – 126.2	



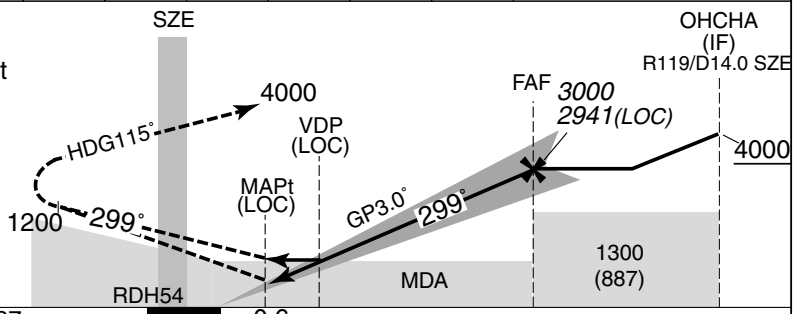
MAPt	1	2	3	4	5	6	7	FAF	NM to ISZ
-	731	1050	1369	1687	2006	2324	2643	2941	ALT (3.0° APCH Path)

MISSED APPROACH

Climb on HDG299° to 1200FT, turn left climb to 4000FT via HDG115° to intercept and proceed via SZE R160, then via SZE 14.0DME counterclockwise ARC to OHCHA and hold.

Contact SHIZUOKA RADIO.

Timing not authorized for defining the MAPt



DME to ISZ			0.6	0.8		7.9	13.6
NM to THR	0	0.5		0.6		7.8	13.5

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	870 (437)	1600
B					910 (477)	
C					1060 (627)	2400
D				1200	1210 (777)	3200

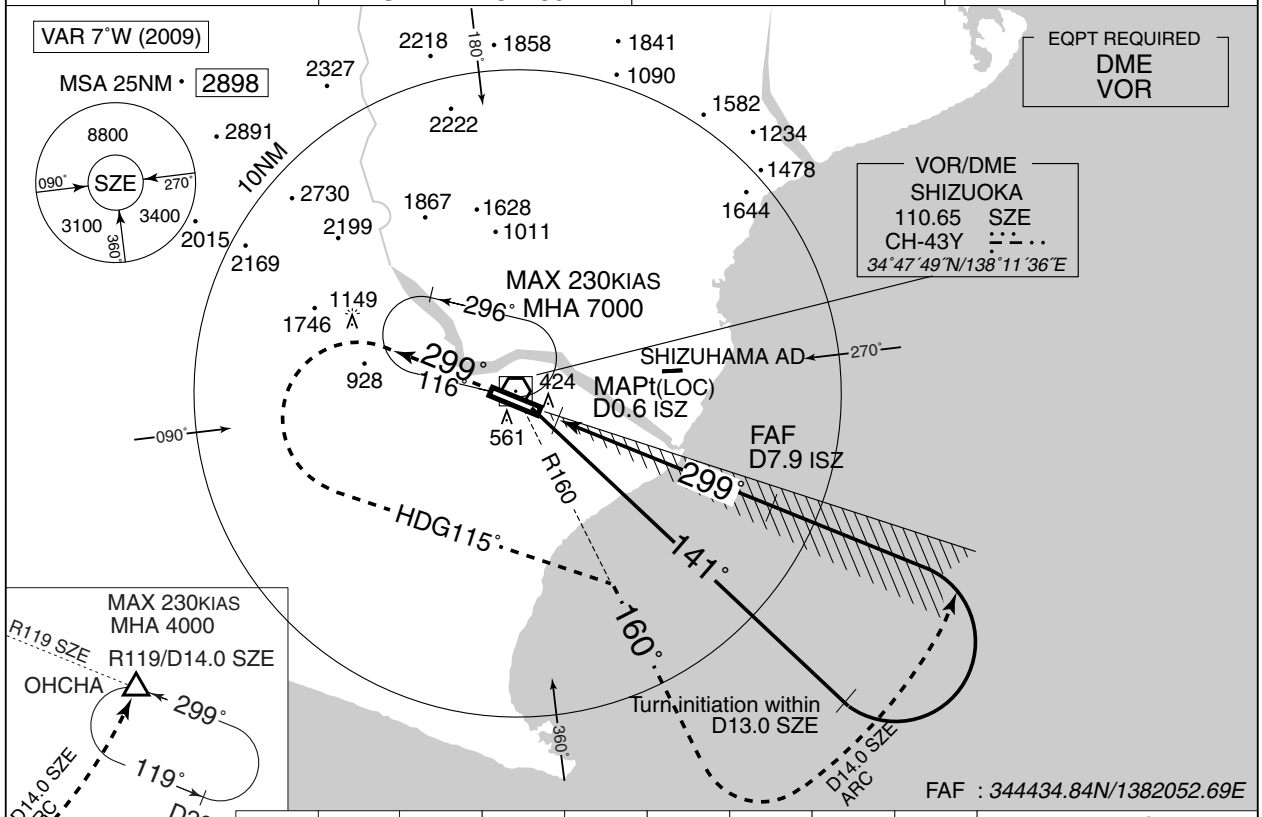
MINIMA with Missed APCH climb gradient of 2.5% are not established.

Circling to SOUTH side of RWY only.

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA — ILS Y or LOC Y RWY30

TOKYO CONTROL	ILS - LOC	SHIZUOKA RADIO	NO RADAR
123.7 – 134.15 315.9 – 227.3	109.3 ISZ ILS - GP 332 ILS - DME CH-30X	118.0 – 126.2	

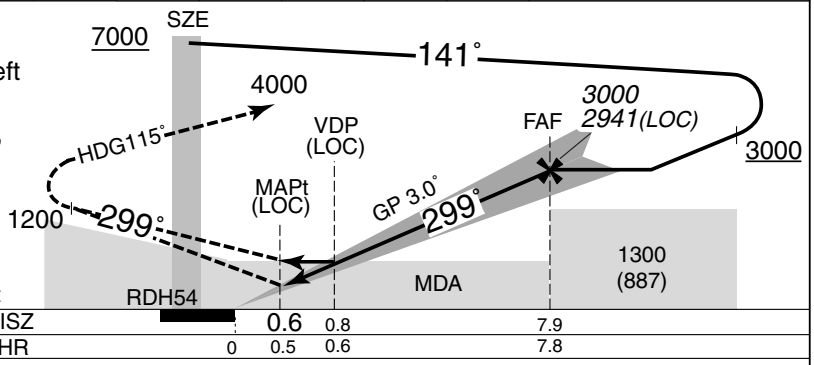


MAPt	1	2	3	4	5	6	7	FAF	NM to ISZ
-	731	1050	1369	1687	2006	2324	2643	2941	ALT (3.0˚ APCH Path)

MISSED APPROACH

Climb on HDG299˚ to 1200FT, turn left climb to 4000FT via HDG115˚ to intercept and proceed via SZE R160, then via SZE 14.0DME counterclockwise ARC to OHCHA and hold.
Contact SHIZUOKA RADIO.

Timing not authorized for defining the MAPt



Missed APCH climb gradient MNM 3.0%

MINIMA THR elev. 413 AD elev. 433

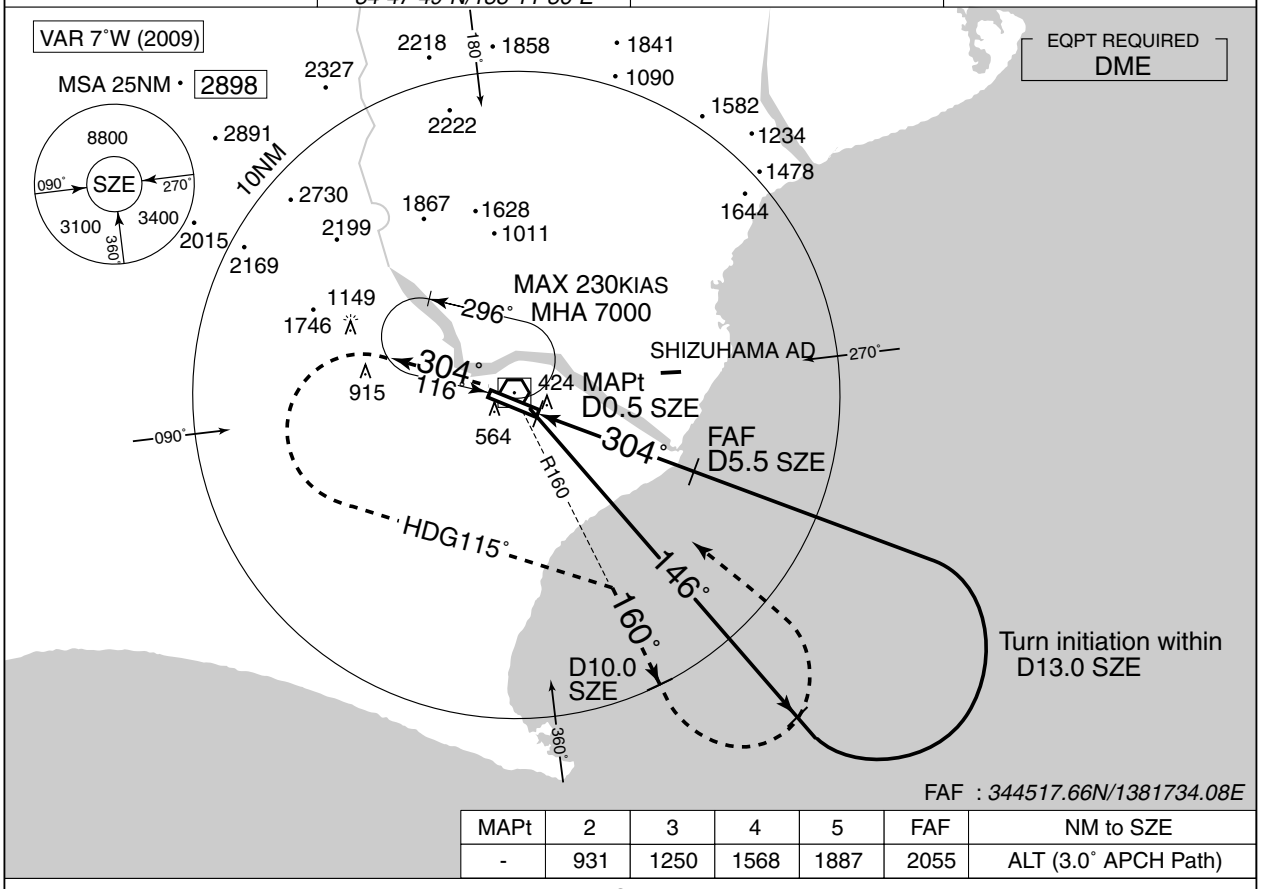
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	613 (200)	550	670 (257)	800	870 (437)	1600
B					910 (477)	
C					1060 (627)	2400
D				1200	1210 (777)	3200

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

INSTRUMENT APPROACH CHART

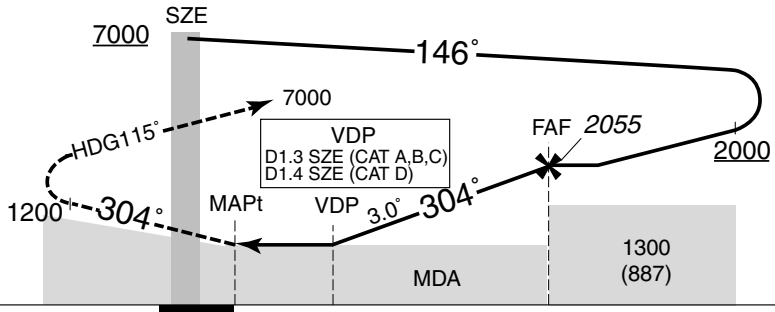
RJNS / SHIZUOKA VOR RWY30

TOKYO CONTROL	SHIZUOKA VOR/DME	SHIZUOKA RADIO	NO RADAR
123.7 – 134.15 315.9 – 227.3	110.65 SZE CH-43Y *34˚47´49˝N/138˚11´36˝E*	118.0 – 126.2	



MAPt	2	3	4	5	FAF	NM to SZE
-	931	1250	1568	1887	2055	ALT (3.0˚ APCH Path)

MISSED APPROACH
Climb to 1200FT on SZE R304,
turn left climb to 7000FT via
HDG115˚ to intercept and
proceed via SZE R160 to 10.0DME,
then turn left and proceed to SZE
VOR/DME and hold.
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			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	700 (287)	800	870 (437)	1600
B			910 (477)	
C			1060 (627)	2400
D	730 (317)	1400	1210 (777)	3200

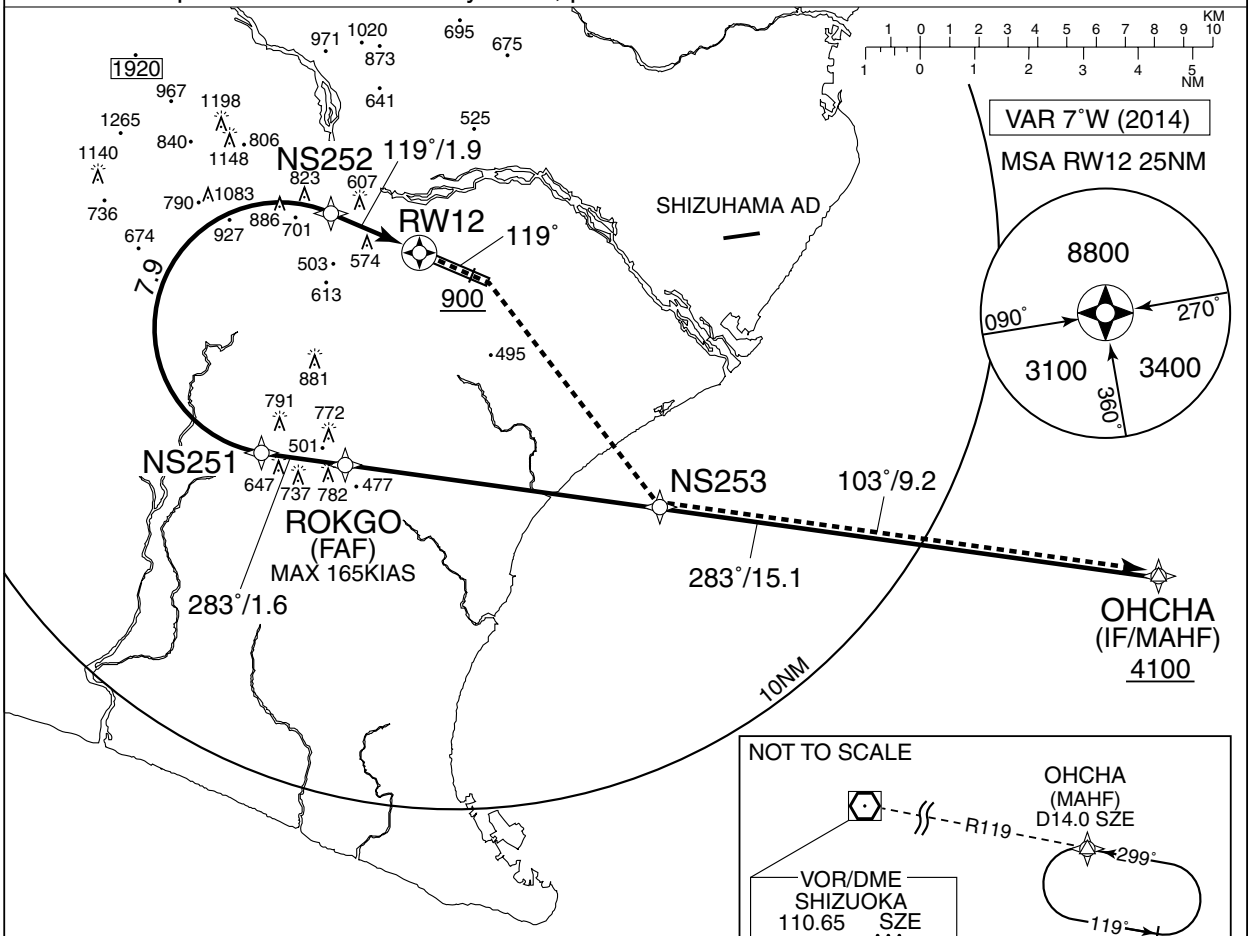
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to SOUTH side of RWY only.

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA RNAV(RNP) RWY12

TOKYO CONTROL 123.7 – 134.15 315.9 – 227.3	GNSS and RF required	SHIZUOKA RADIO 118.0 – 126.2	NO RADAR

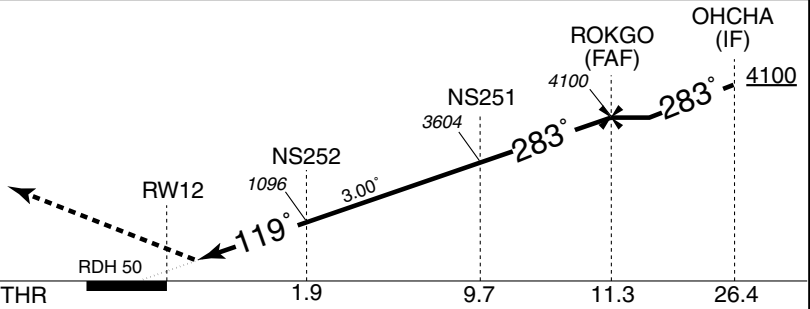
For uncompensated Baro-VNAV systems, procedure not authorized below-10˚C / above 45˚C



ROKGO(FAF) : *344406.30N/1380902.29E*

MISSED APPROACH

From RW12 on track 119˚,
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

RNP AR

Special Authorization Required

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

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA RNAV(RNP) RWY12

RNAV(RNP) RWY12

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	–	–	-7.0	–	–	+4100	–	–	–
002	TF	ROKGO	–	283 (276.5)	-7.0	15.1	–	4100	-165	–	1.0
003	TF	NS251	–	283 (276.3)	-7.0	1.6	–	3604	–	-3.00	0.3
004	RF Center: NSRF1 r=2.31NM	NS252	–	–	-7.0	7.9	R	1096	–	-3.00	0.3
005	TF	RW12	Y	119 (112.1)	-7.0	1.9	–	504	–	-3.00/50	0.3
006	FA	–	–	119 (112.1)	-7.0	–	–	+900	–	–	1.0
007	DF	NS253	–	–	-7.0	–	R	–	–	–	1.0
008	TF	OHCHA	–	103 (096.3)	-7.0	9.2	–	4000	–	–	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*		

RJNS / SHIZUOKA

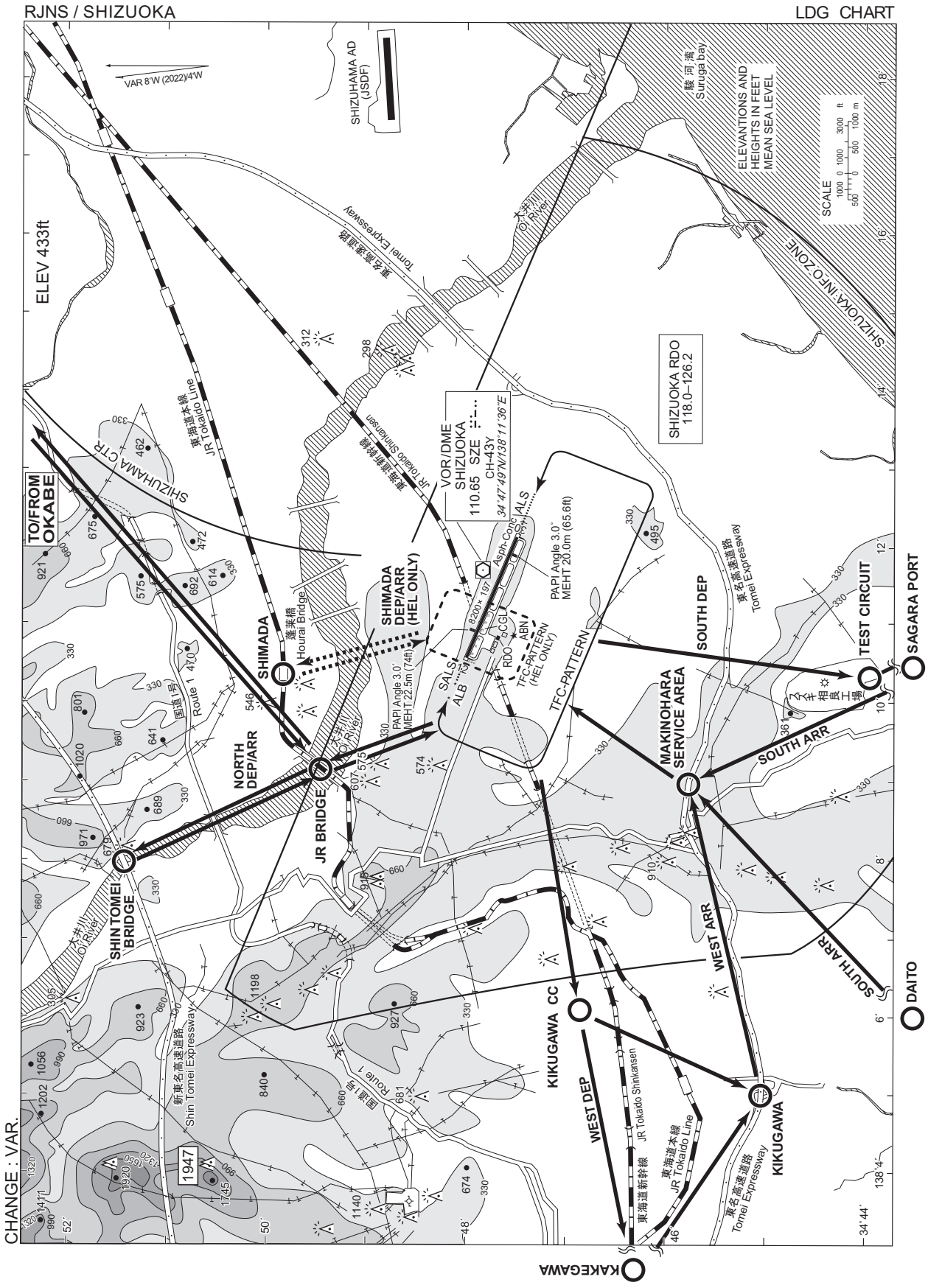
Visual REP

CHANGE : VAR.

※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 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


RJNS / SHIZUOKA
LDG CHART
VAR 8°W (2022)/4°W
CHANGE : VAR.
ELEV 433ft
SHIZUHAMA AD (JSDF)
駿河湾
Suruga bay
ELEVANTIONS AND HEIGHTS IN FEET MEAN SEA LEVEL
SCALE
SHIZUOKA INFO ZONE
SHIZUOKA RDO 118.0–126.2
VOR/DME SHIZUOKA 110.65 SZE CH-43Y 34°47'49"N/138°11'36"E
Tomei Expressway
東名高速道路
JR Tokaido Shinkansen
東海道新幹線
JR Tokaido Line
東海道本線
SHIZUHAMA CTR
TO/FROM OKABE
SHIMADA
蓬莱橋
Hourai Bridge
SHIMADA DEP/ARR (HEL ONLY)
NORTH DEP/ARR
JR BRIDGE
SHIN TOMEI BRIDGE
大井川
Oi River
国道1号
Route 1
PAPI Angle 3.0°
MEHT 22.5m (74ft)
PAPI Angle 3.0°
MEHT 20.0m (65.6ft)
SALS
ALB
RDO
ABN
CGL
TFC-PATTERN (HEL ONLY)
TFC-PATTERN
SOUTH DEP
SOUTH ARR
WEST ARR
WEST DEP
TEST CIRCUIT
MAKINOHARA SERVICE AREA
KIKUGAWA CC
KIKUGAWA
SAGARA PORT
DAITO
KAKEGAWA
新東名高速道路
Shin Tomei Expressway
1947

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、隣接する静浜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、静浜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、蓬莱橋（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真横の滑走路上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 Shizuhama 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 Shizuhama 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.

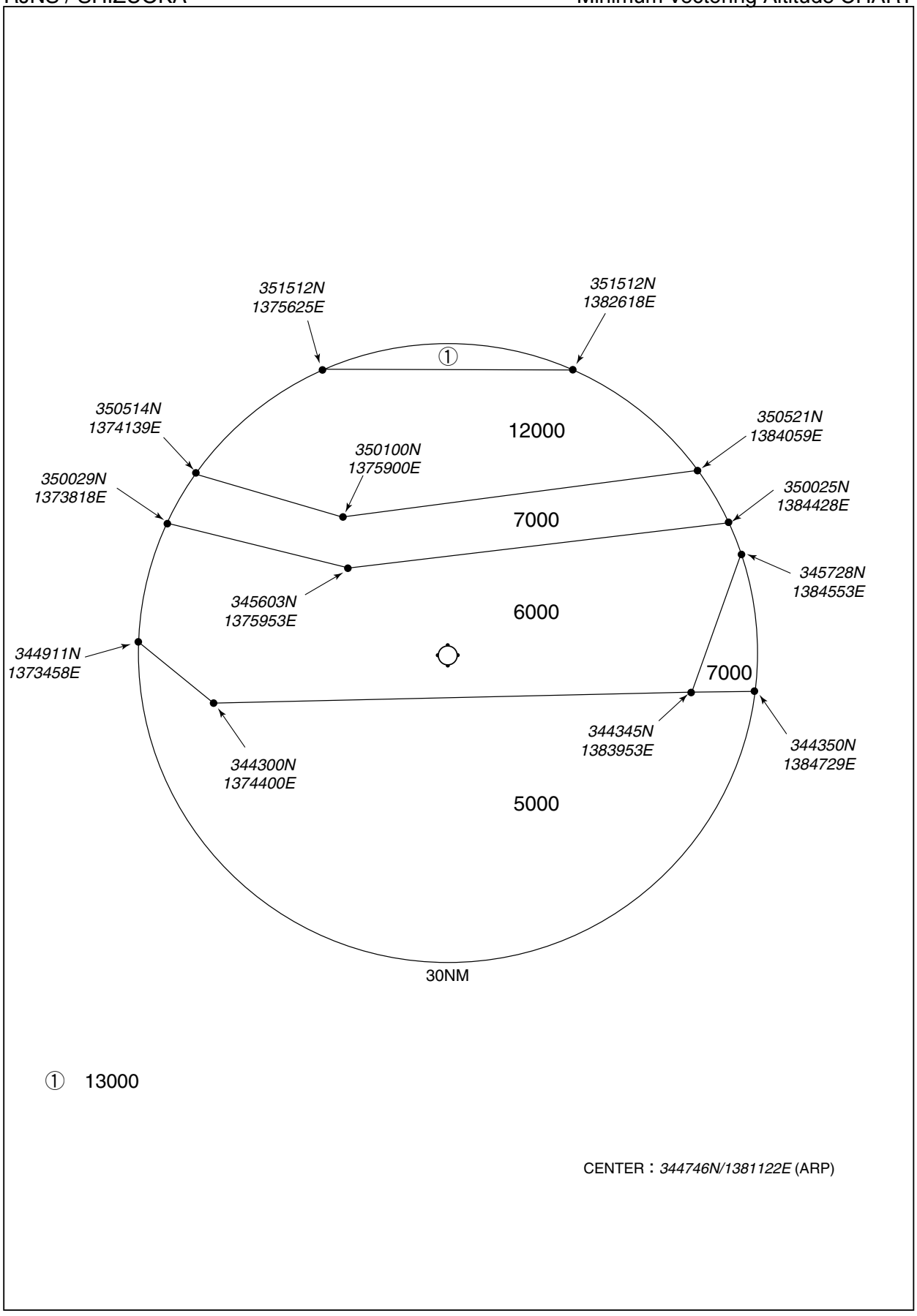
4. WEST DEPARTURE/ARRIVAL

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.

RJNS / SHIZUOKA Minimum Vectoring Altitude CHART



① 13000

CENTER：*344746N/1381122E* (ARP)