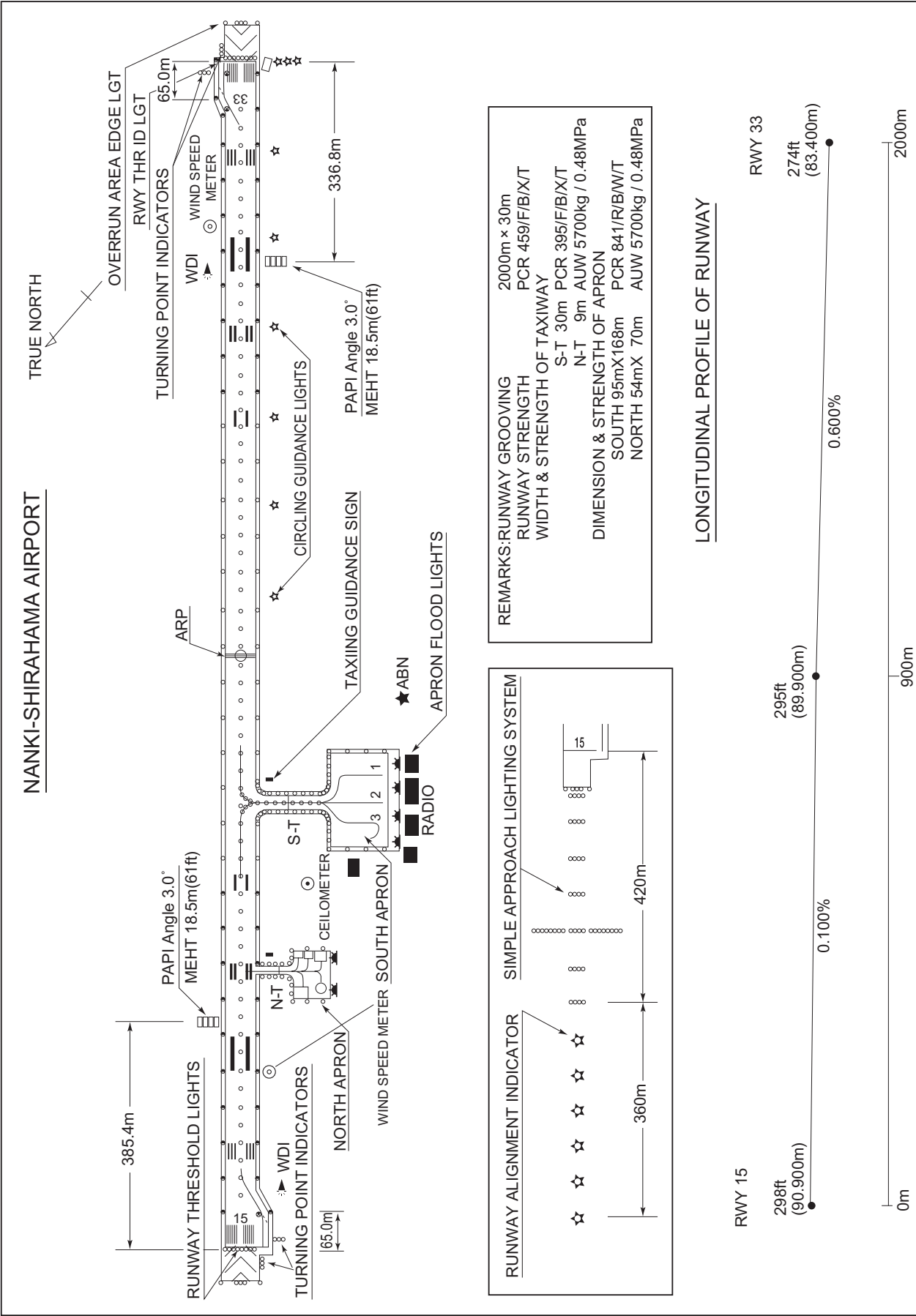


RJBD / NANKI-SHIRAHAMA

AD CHART

CHANGE : Description of strength of pavement. Spot NR added.



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STANDARD DEPARTURE CHART - INSTRUMENT

RJBD / NANKI-SHIRAHAMA

SID

NANKI REVERSAL THREE DEPARTURE

RWY15 : Climb on HDG163° to NKE 4.0DME, turn right,...

RWY33 : Climb RWY HDG to 1500FT, turn left,....

...direct to NKE VOR/DME.

Cross NKE VOR/DME at or above 4000FT.

Note RWY15 : 5.8% climb gradient required up to 1300FT.

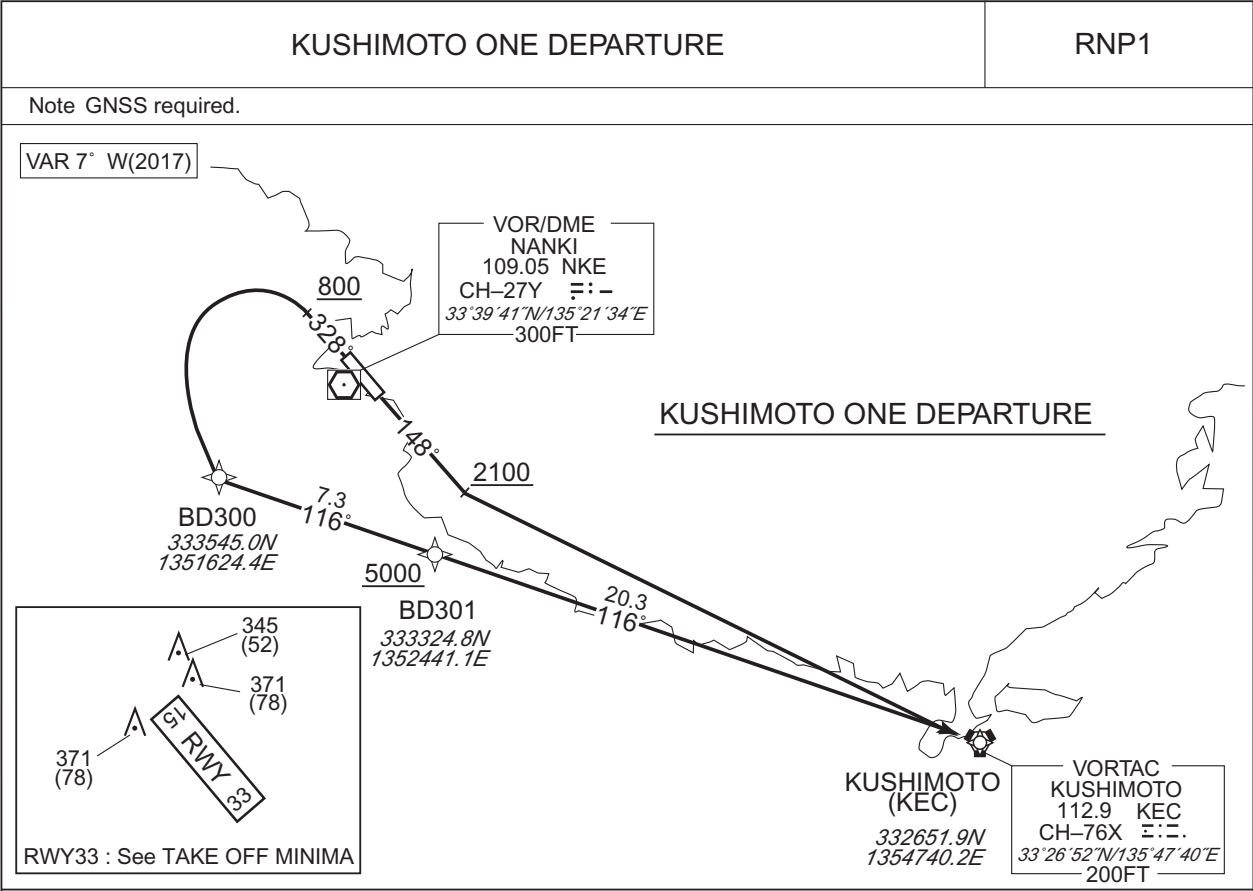
OBST ALT 984FT located at 3.1NM 139° FM end of RWY15.



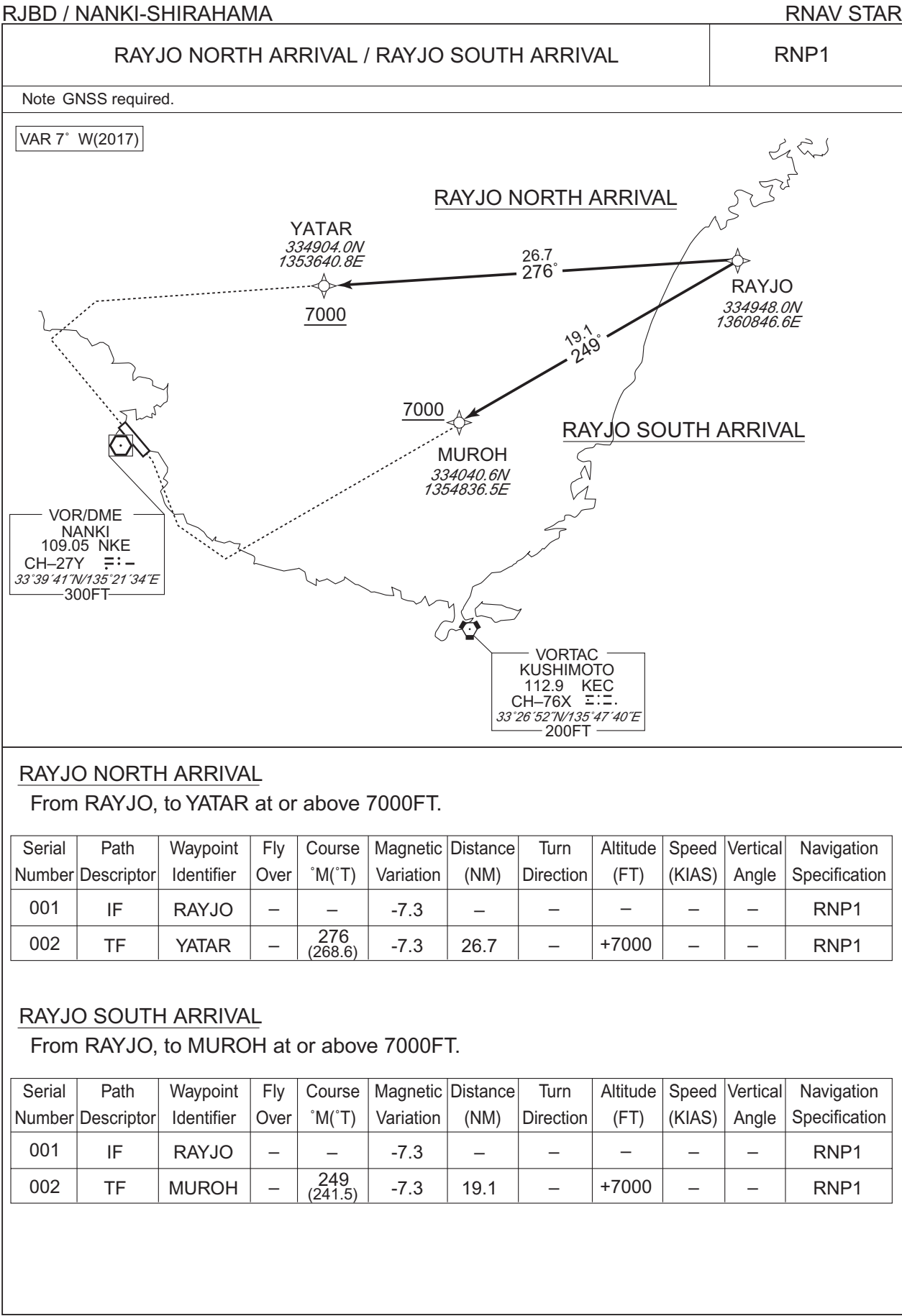
STANDARD DEPARTURE CHART - INSTRUMENT

RJBD / NANKI-SHIRAHAMA

RNAV SID

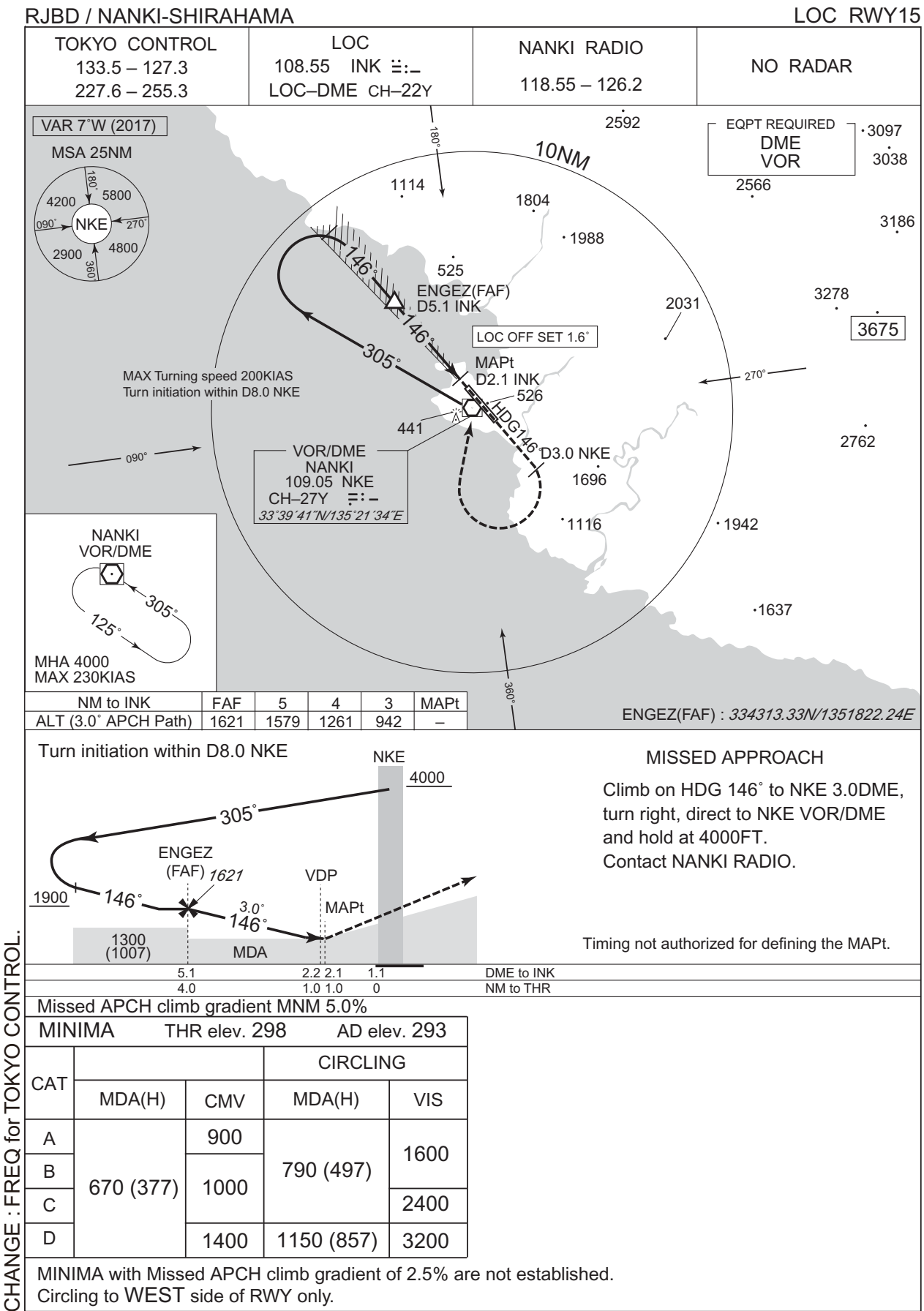


STANDARD ARRIVAL CHART - INSTRUMENT



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INSTRUMENT APPROACH CHART



RJBD / NANKI-SHIRAHAMA

TOKYO CONTROL
133.5 – 127.3
227.6 – 255.3

NANKI VOR/DME
109.05 NKE
CH-27Y
33°39'41"N/135°21'34"E

NANKI RADIO
118.55 – 126.2

NO RADAR

VAR 7°W (2017)

MSA 25NM

EQPT REQUIRED
DME

NANKI VOR/DME
MHA 4000
MAX 230KIAS

| | | | | | |
|----------------------|------|------|------|-----|------|
| NM to NKE | FAF | 4 | 3 | 2 | MAPt |
| ALT (3.0° APCH Path) | 1621 | 1478 | 1159 | 841 | — |

HAYAH(FAF) : 334337.63N/1351905.26E

Turn initiation within D9.0 NKE

MISSED APPROACH

Climb via NKE R159 to NKE 3.0DME,
turn right, direct to NKE VOR/DME
and hold at 4000FT.
Contact NANKI RADIO.

Timing not authorized for defining the MAPt.

MINIMA

THR elev. 298

AD elev. 293

| CAT | CIRCLING | | MDA(H) | VIS |
|-----|-----------|------|-----------|------------|
| | MDA(H) | CMV | | |
| A | 720 (427) | 900 | 790 (497) | 1600 |
| B | | 1000 | | 2400 |
| C | | | | |
| D | | 1400 | | 1150 (857) |

Circling to WEST side of RWY only.

CHANGE : FREQ for TOKYO CONTROL.

RJBD / NANKI-SHIRAHAMA

TOKYO CONTROL
133.5 – 127.3
227.6 – 255.3

NANKI VOR/DME
109.05 NKE
CH-27Y \equiv :-
33°39'41"N/135°21'34"E

NANKI RADIO
118.55 – 126.2

NO RADAR

VAR 7°W (2017)

MSA 25NM

EQPT REQUIRED
DME

3097
3038
3186
3278
3675
2762
1942
1637

MHA 4000
MAX 230KIAS

NANKI VOR/DME

SANDN(FAF) : 333340.29N/1352110.23E

Turn initiation within D11.0 NKE

MISSED APPROACH

Climb via NKE R010 to NKE 3.0DME,
turn left, direct to NKE VOR/DME
and hold at 4000FT.
Contact NANKI RADIO.

Timing not authorized for defining the MAPt.

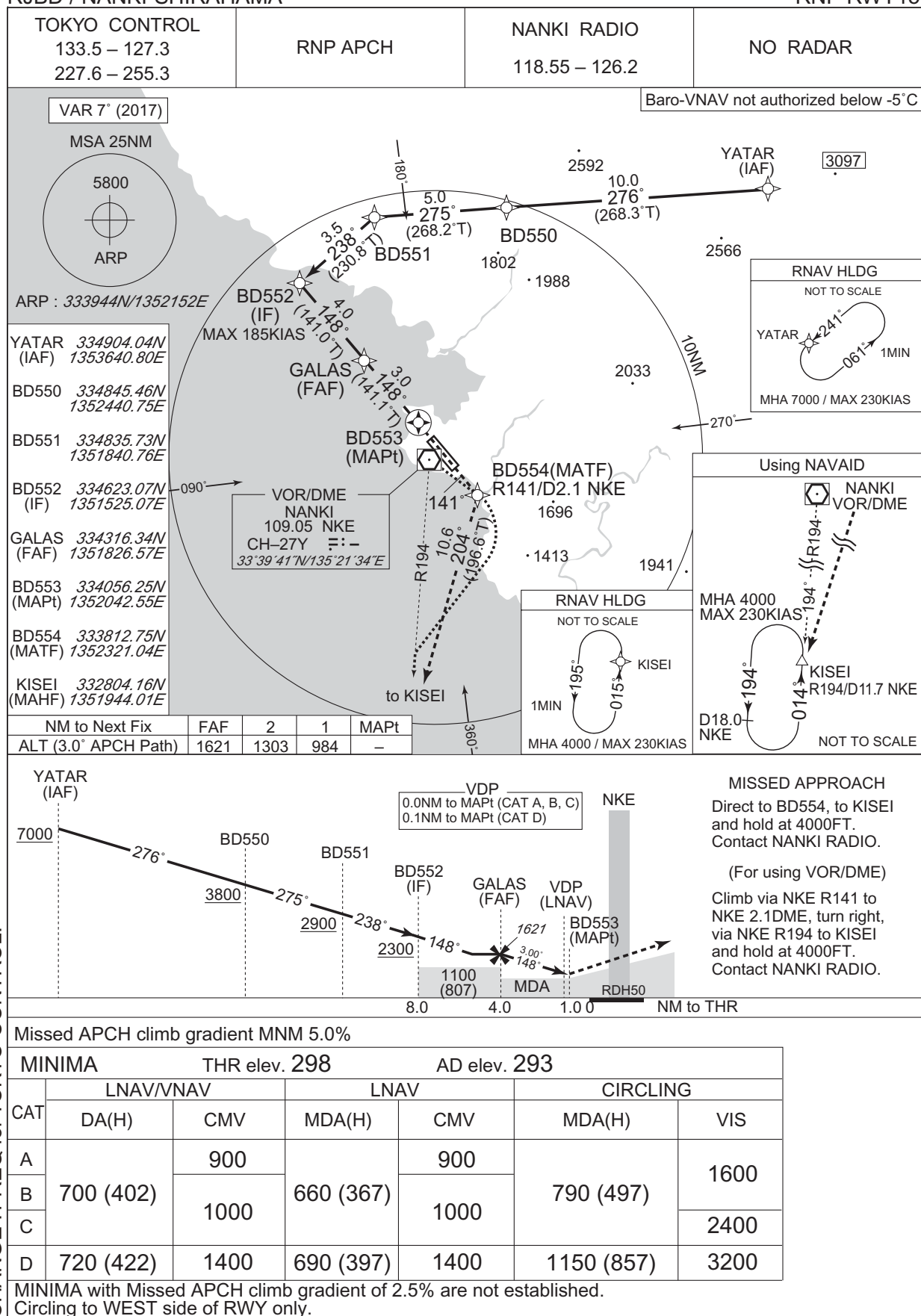
| MINIMA | | AD elev. 293 |
|--------|------------|--------------|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 790 (497) | 1600 |
| B | | 2400 |
| C | | |
| D | 1150 (857) | 3200 |

Circling to **WEST** side of RWY only.

INSTRUMENT APPROACH CHART

RJBD / NANKI-SHIRAHAMA

RNP RWY15

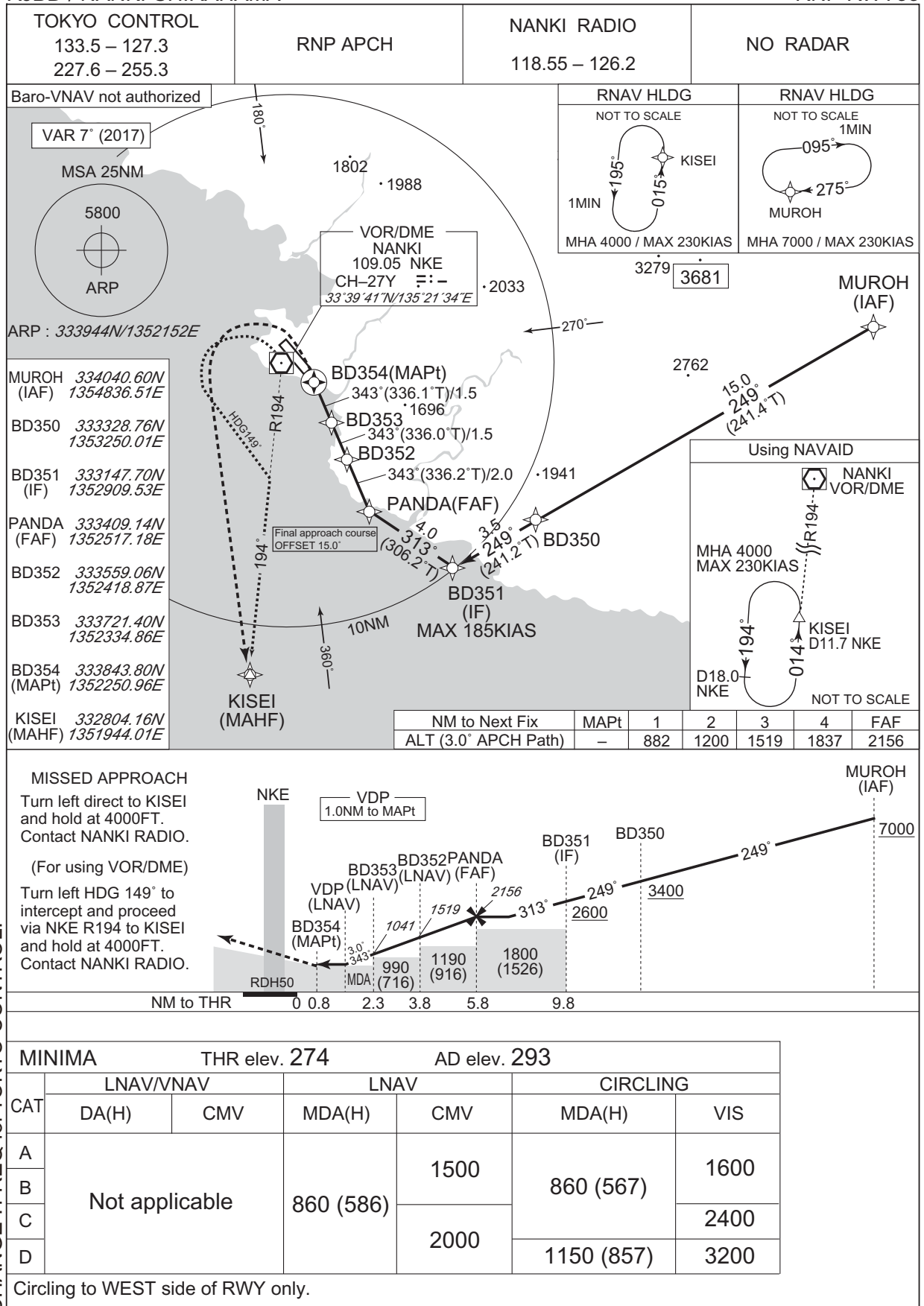


CHANGE : FREQ for TOKYO CONTROL.

INSTRUMENT APPROACH CHART

RJBD / NANKI-SHIRAHAMA

RNP RWY33



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RJBD / NANKI SHIRAHAMA

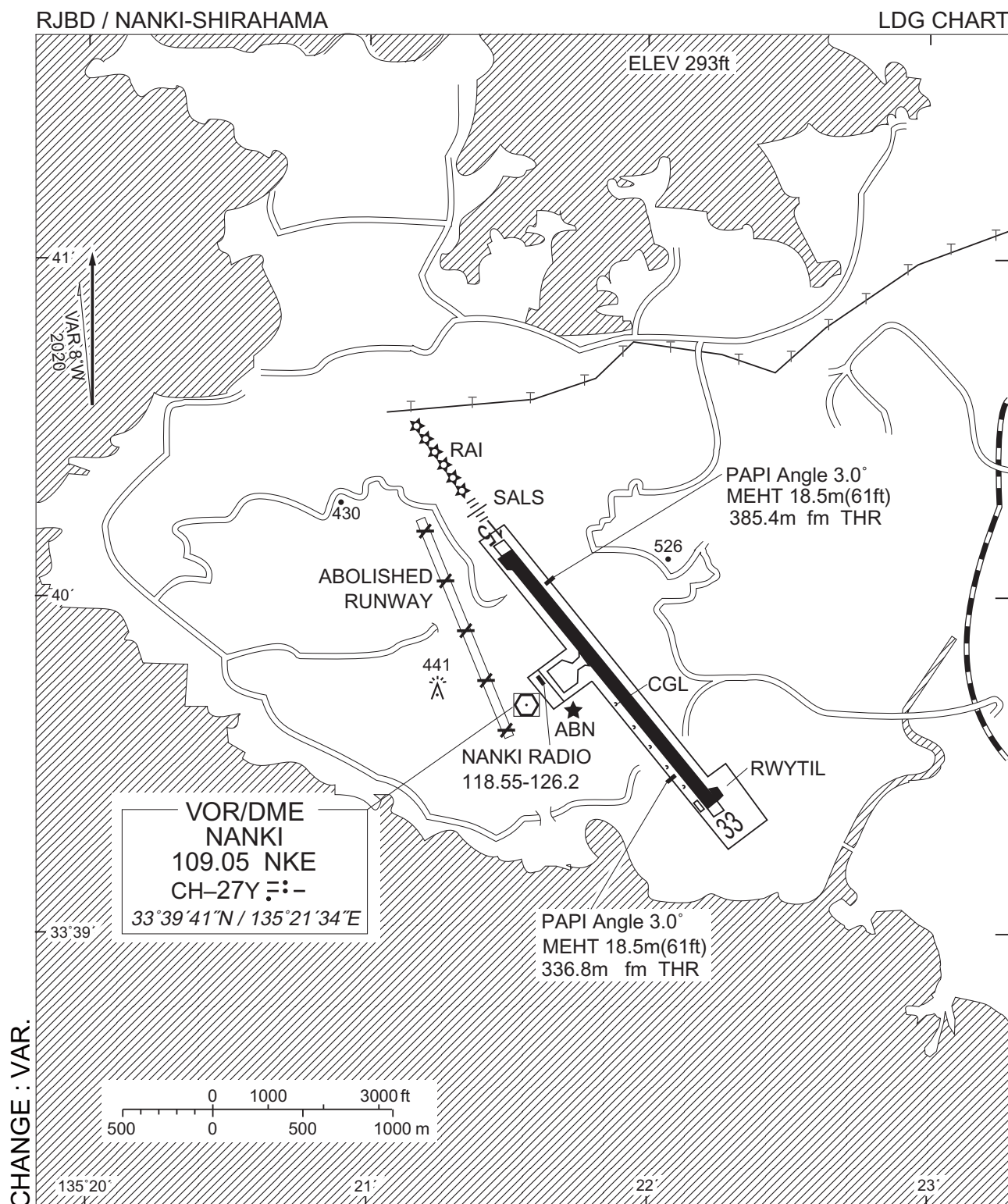
Visual REP



※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).

CHANGE : Map updated. BRG/DIST from ARP.

| Call sign | BRG / DIST from ARP | Remarks |
|--------------|---------------------|------------------------|
| 切目 Kirime | 318°T / 9.9NM | 岬 Cape |
| 南部 Minabe | 342°T / 6.6NM | JR駅 Station |
| 生馬 Ikuma | 062°T / 3.8NM | 橋 Truss-bridge |
| 合川 Gogawa | 083°T / 10.0NM | ダム Dam |
| 10NM W | 270°T / 10.0NM | 海上 Over the Sea |
| 椿 Tsubaki | 161°T / 3.7NM | 高層ビル High Building |
| 日置 Hiki | 143°T / 7.2NM | 日置川河口中洲 River-mouth |



注：南紀白浜空港の西側に廃止された滑走路が(なお、禁止標識が5カ所設置されている)視認できる状態にあるので、南紀白浜空港に着陸する航空機は当該滑走路と誤認しないように注意すること。

NOTE : There is remained the abolished runway with 5 cross[×] markings at west side of Nanki-Shirahama Airport. As the abolished runway in shape is visible, the aircraft which will land on Nanki-Shirahama Airport shall pay a special attention not to confuse the runway.

RJBD / NANKI-SHIRAHAMA

Minimum Vectoring Altitude CHART



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