

AD 2 AERODROMES

RJNS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJNS - SHIZUOKA

RJNS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RJNS AD 2.3 OPERATIONAL HOURS

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

RJNS AD 2.4 HANDLING SERVICES AND FACILITIES

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

RJNS AD 2.5 PASSENGER FACILITIES

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

RJNS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RJNS AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

RJNS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

RJNS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

RJNS AD 2.10 AERODROME OBSTACLES

In Area 2

See Obstacle data

Other obstacles

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

In Area 3

To be developed

RJNS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | TOKYO |
| 2 | Hours of service MET Office outside hours | H24 (TOKYO) |
| 3 | Office responsible for TAF preparation Periods of validity | TOKYO 30 Hours |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at TOKYO |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U ₂ /T _r , P _S , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW} (domestic), E, C, W _E , W _F , W _G , W _I , W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | RADIO |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJNS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|--------------------------|-------------------------|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 12 | 112.00° | 2500 x 60 | PCN 66/F/B/X/T Asphalt-Concrete | 344800.73N 1381036.52E 132ft | THR ELEV : 454ft |
| 30 | 292.00° | 2500 x 60 | PCN 66/F/B/X/T Asphalt-Concrete | 344730.34N 1381207.70E 131.6ft | THR ELEV : 412.7ft TDZ ELEV : 427.5ft |
| Slope of RWY | Strip Dimensions(M) | | RESA(Overrun) Dimensions(M) | | Remarks |
| 7 | 10 | | 11 | | 14 |
| See AD2.24 Chart | 2620 x 300 2620 x 300 | | 40x(MNM:290 MAX:300)* 185x(MNM:125 MAX:300)* *For detail, ask airport administrator | | RWY grooving : 2500m x 40m RWY grooving : 2500m x 40m |

RJNS AD 2.13 DECLARED DISTANCES

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

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

RJNS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|---|-------------------------------------|-----------------------|--|-------------|---|--|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 12 | SALS 420m LIH (*1) | Green - | PAPI 3.0°/Left 510m 74ft | - | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| 30 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/Left 381m 65.6ft | 900m | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| APCH LGT beacon(600m and 900m FM RWY 12 THR)(*1) Overrun area edge LGT(LEN:60m, Color:Red)(*2) CGL for RWY 12 | | | | | | | | |

RJNS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN : 344735N1381054E White/Green EV 4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : Nil Anemometer : RWY 12 : 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

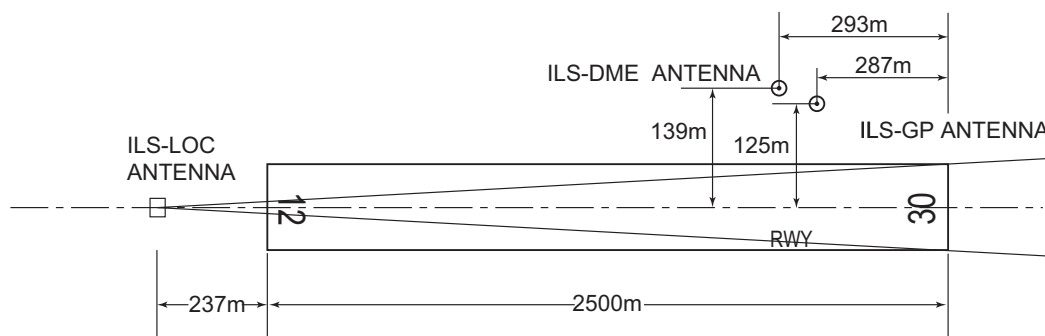
| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|----------------|--|--------------------|-------------|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | Shizuoka Radio | 118.0MHz(1) 126.2MHz 243.0MHz(E) | 2230 - 1300 | (1) Primary |

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) 299.68° |
| ILS-GP 30 | - | 332MHZ | 2230 - 1300 | 344737.58N/1381159.10E | | GP: 287m (942ft) inside from RWY 30 THR, 125m (410ft) NE of RCL HGT of ILS REF datum 16.5m (54ft). GP Angle 3.0° |
| ILS-DME 30 | ISZ | 991MHz (CH-30X) | 2230 - 1300 | 344738.22N/1381159.15E | 430ft | DME: 293m (961ft) inside from RWY 30 THR, 139m (456ft) NE of RCL. |

SHIZUOKA AP

ILS for RWY30



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

RJNS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 緊急事態以外の航空機の取扱い

航空機の運航者は、当空港を使用する場合、予め管理者に届け出ること。

1.1 Aircraft operations other than in an emergency

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

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

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

4. Parking area for helicopters

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

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

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

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

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

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJNS AD 2.21 NOISE ABATEMENT PROCEDURES

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

RJNS AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

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

RJNS AD 2.23 ADDITIONAL INFORMATION

1. 静岡空港における標準 VFR 発着経路及び場周経路について

静岡空港を出発／到着する VFR による航空機は、隣接する静岡飛行場の航空機との輻輳を避けるため、安全上やむを得ない場合を除き、着陸図に示すルートを飛行すること。また、場周経路は、回転翼航空機を除き、原則として南側を使用すること。回転翼航空機が北側の場周経路を使用する場合は、静岡管制圏に入域しないよう留意すること。(静岡空港着陸図参照)

2. 小型機の駐機について

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

1.Standard VFR Procedures and Traffic Pattern of Shizuoka airport

VFR aircraft departing from/arriving at Shizuoka Airport is primarily requested to fly as LDG CHART due to avoid congestion with traffic of Shizuhamu AD. VFR aircraft should make using South traffic pattern except helicopter. When helicopter make using North traffic pattern, it should pay enough attention to keep out of Shizuhamu CTR. (See RJNS AD2.24 LDG CHART)

2.Spot assignment for small aircraft

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

RJNS AD 2.24 CHARTS RELATED TO AN AERODROME

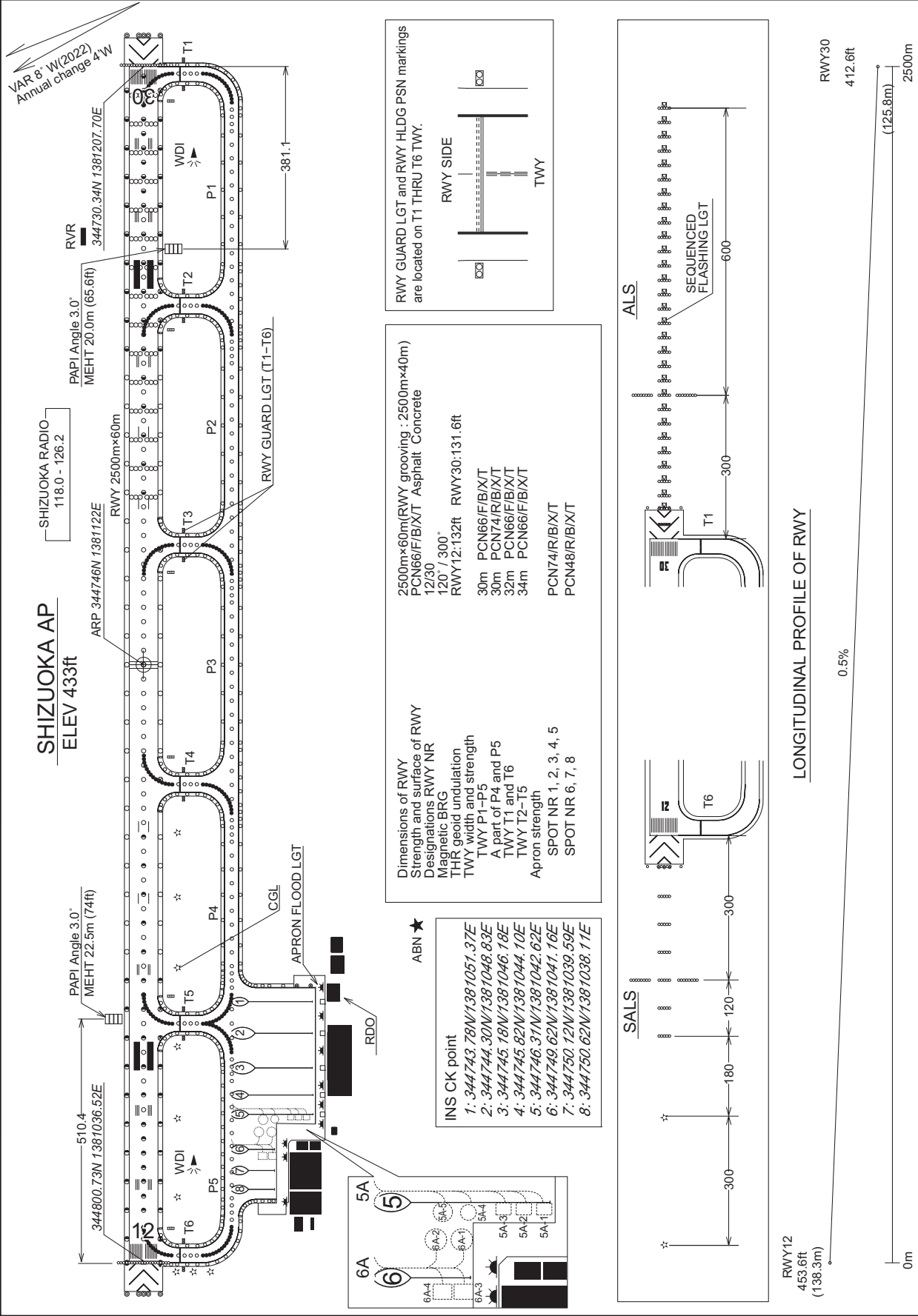
Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (SHIZUOKA REVERSAL)
Standard Departure Chart - Instrument (FUJIK-RNAV)
Standard Departure Chart - Instrument (MOSLO-RNAV)
Standard Arrival Chart - Instrument (ENSYU)
Standard Arrival Chart - Instrument (OHCHA-RNAV)
Standard Arrival Chart - Instrument (MOSLO-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY30)
Instrument Approach Chart (ILS Y or LOC Y RWY30)
Instrument Approach Chart (VOR RWY30)
Instrument Approach Chart (RNP RWY12 (AR))
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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AD CHART

CHANGE : Magnetic BRG.



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STANDARD DEPARTURE CHART- INSTRUMENT

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SID

SHIZUOKA REVERSAL ONE DEPARTURE

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

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

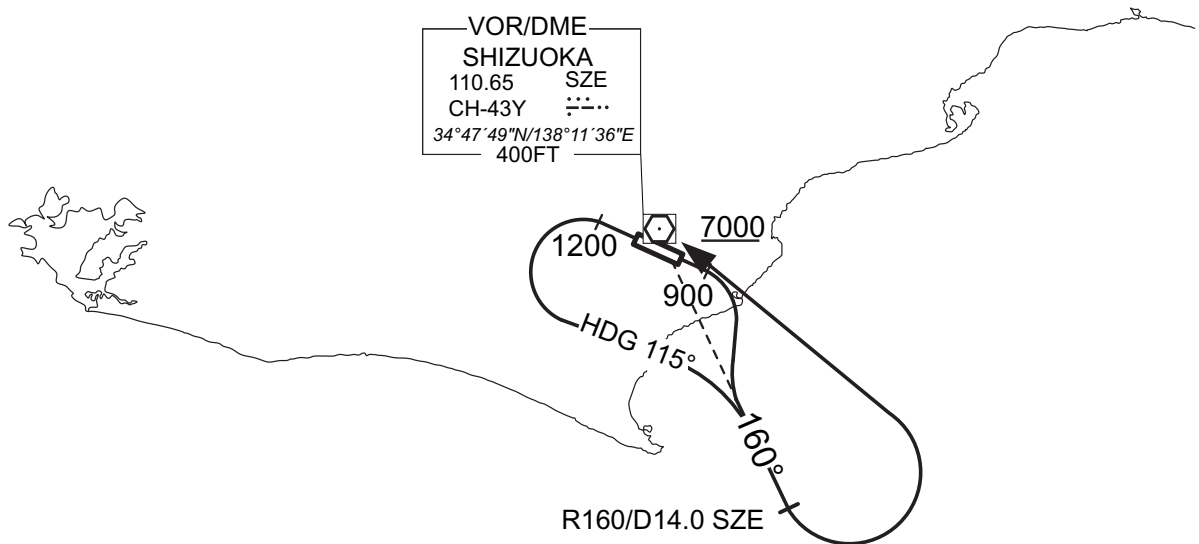
.... to intercept and proceed via SZE R160 to 14.0DME, then turn left proceed to SZE VOR/DME.

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.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART- INSTRUMENT

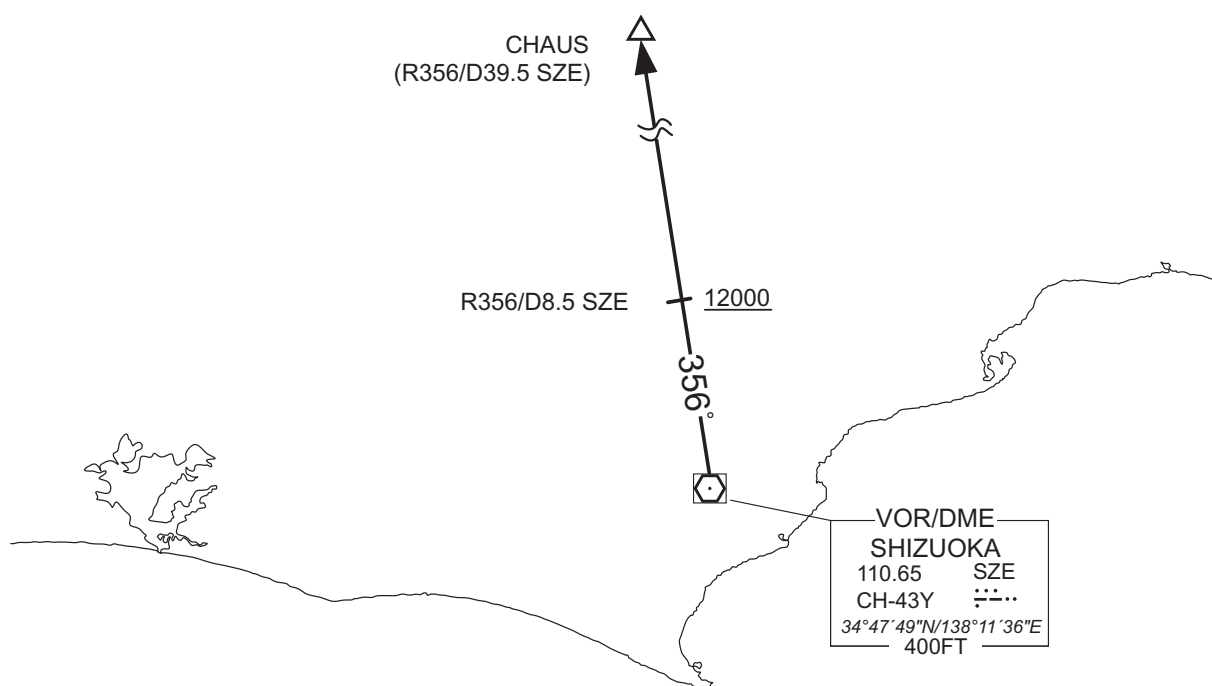
RJNS / SHIZUOKA

TRANSITION

CHAUS TRANSITION

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

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

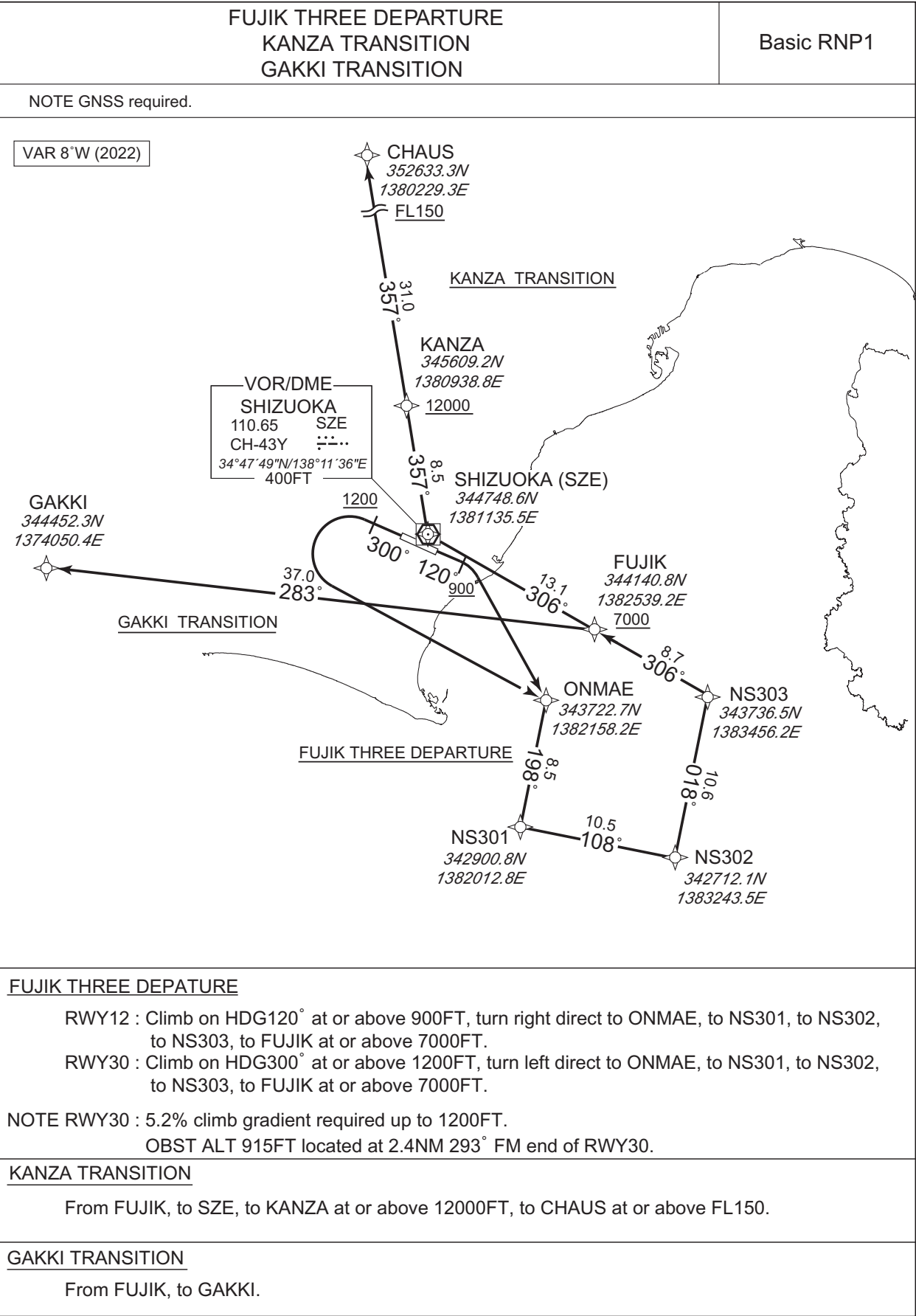


CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART- INSTRUMENT

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RNAV SID and TRANSITION



CHANGE : PROC renamed. PROC course. VAR.

STANDARD DEPARTURE CHART- INSTRUMENT

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RNAV SID and TRANSITION

FUJIK THREE DEPARTURE

RWY12

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 120 (112.1) | -7.7 | — | — | +900 | — | — | Basic RNP1 |
| 002 | DF | ONMAE | — | — | -7.7 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | NS301 | — | 198 (189.8) | -7.7 | 8.5 | — | — | — | — | Basic RNP1 |
| 004 | TF | NS302 | — | 108 (099.9) | -7.7 | 10.5 | — | — | — | — | Basic RNP1 |
| 005 | TF | NS303 | — | 018 (009.9) | -7.7 | 10.6 | — | — | — | — | Basic RNP1 |
| 006 | TF | FUJIK | — | 306 (298.1) | -7.7 | 8.7 | — | +7000 | — | — | Basic RNP1 |

RWY30

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 300 (292.1) | -7.7 | — | — | +1200 | — | — | Basic RNP1 |
| 002 | DF | ONMAE | — | — | -7.7 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | NS301 | — | 198 (189.8) | -7.7 | 8.5 | — | — | — | — | Basic RNP1 |
| 004 | TF | NS302 | — | 108 (099.9) | -7.7 | 10.5 | — | — | — | — | Basic RNP1 |
| 005 | TF | NS303 | — | 018 (009.9) | -7.7 | 10.6 | — | — | — | — | Basic RNP1 |
| 006 | TF | FUJIK | — | 306 (298.1) | -7.7 | 8.7 | — | +7000 | — | — | Basic RNP1 |

CHANGE : VAR. PROC course. PROC renamed.

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV SID and TRANSITION

KANZA TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | FUJIK | — | — | -7.7 | — | — | +7000 | — | — | Basic RNP1 |
| 002 | TF | SZE | — | 306 (298.0) | -7.7 | 13.1 | — | — | — | — | Basic RNP1 |
| 003 | TF | KANZA | — | 357 (349.2) | -7.7 | 8.5 | — | +12000 | — | — | Basic RNP1 |
| 004 | TF | CHAUS | — | 357 (349.1) | -7.7 | 31.0 | — | +FL150 | — | — | Basic RNP1 |

GAKKI TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | FUJIK | — | — | -7.7 | — | — | +7000 | — | — | Basic RNP1 |
| 002 | TF | GAKKI | — | 283 (275.2) | -7.7 | 37.0 | — | — | — | — | Basic RNP1 |

CHANGE : VAR. Course FM FUJIK to SZE.

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

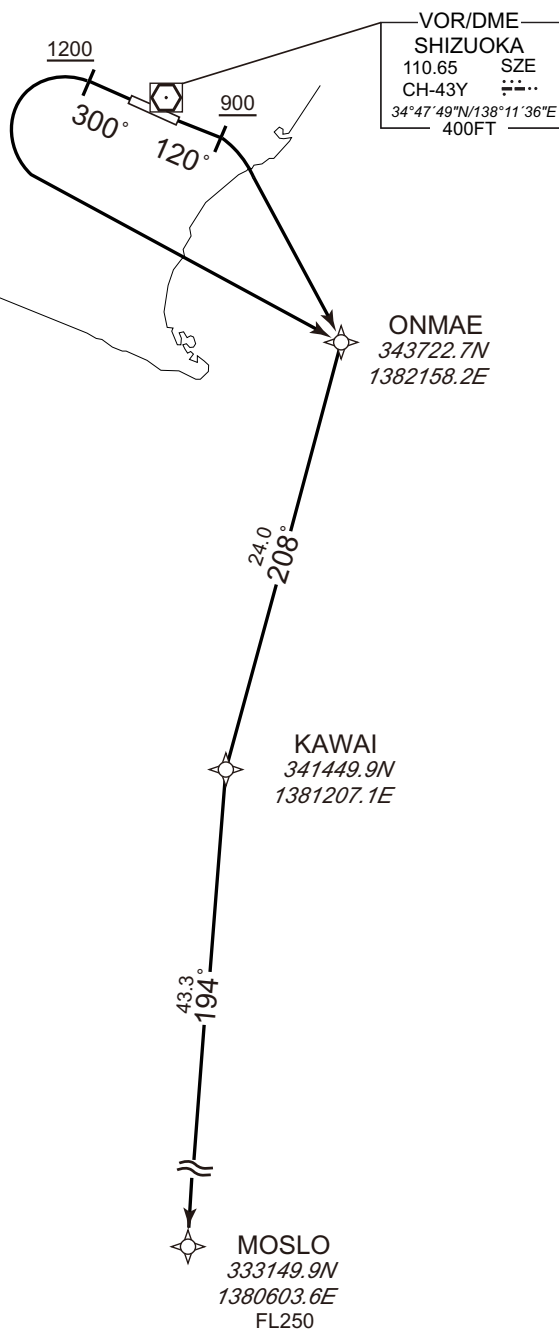
RNAV SID

MOSLO TWO DEPARTURE

Basic RNP1

NOTE GNSS required.

VAR 8°W (2022)



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

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

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

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

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

STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV SID

RWY12

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 120 (112.1) | -7.7 | — | — | +900 | — | — | Basic RNP1 |
| 002 | DF | ONMAE | — | — | -7.7 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | KAWAI | — | 208 (199.9) | -7.7 | 24.0 | — | — | — | — | Basic RNP1 |
| 004 | TF | MOSLO | — | 194 (186.7) | -7.7 | 43.3 | — | +FL250 | — | — | Basic RNP1 |

RWY30

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 300 (292.1) | -7.7 | — | — | +1200 | — | — | Basic RNP1 |
| 002 | DF | ONMAE | — | — | -7.7 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | KAWAI | — | 208 (199.9) | -7.7 | 24.0 | — | — | — | — | Basic RNP1 |
| 004 | TF | MOSLO | — | 194 (186.7) | -7.7 | 43.3 | — | +FL250 | — | — | Basic RNP1 |

CHANGE : VAR. Course FM ONMAE to KAWAI.

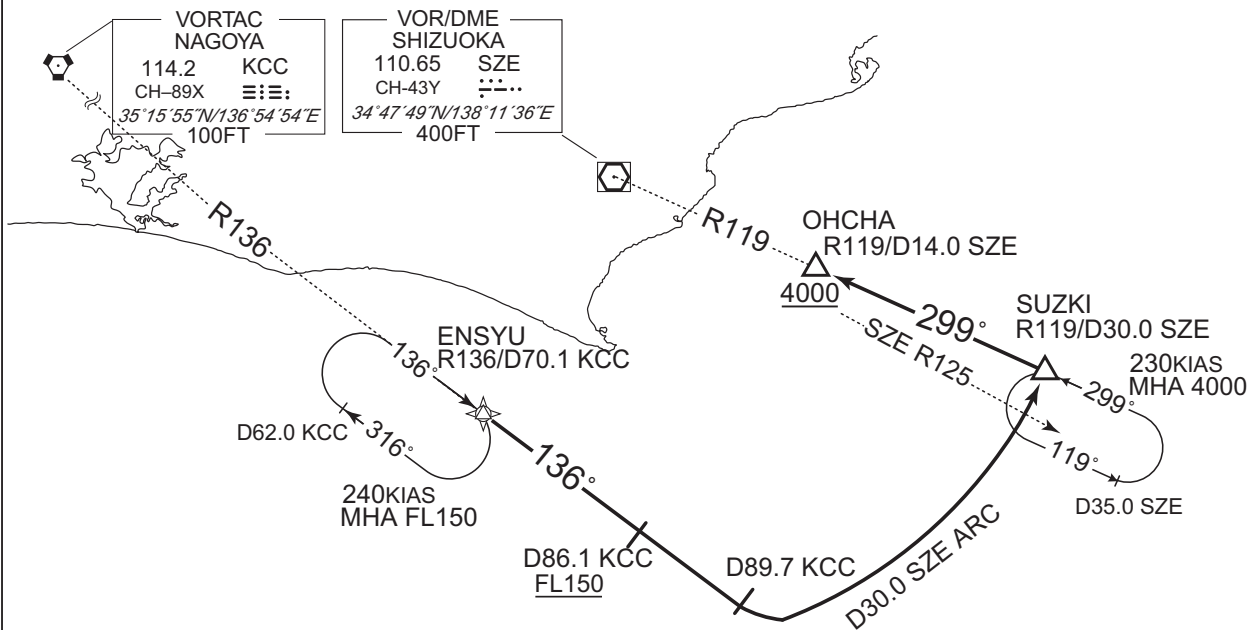
STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

STAR

ENSYU ARRIVAL

From over ENSYU, via KCC R136, via SZE 30.0DME counterclockwise ARC to SUZKI, via SZE R119 to OHCHA.
Cross KCC R136/86.1DME at or above FL150, cross OHCHA at or above 4000FT.



CHANGE : Description of PROC name.

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR

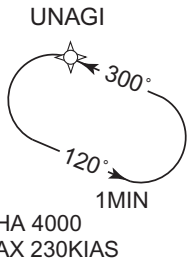
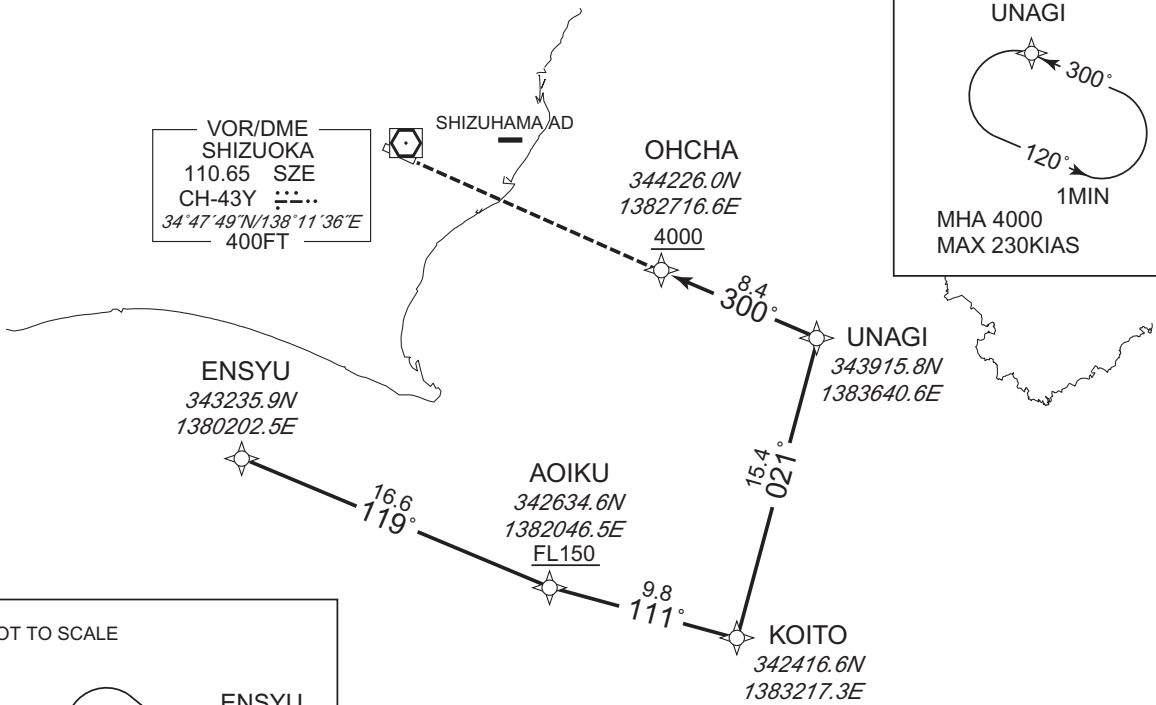
OHCHA ARRIVAL

Basic RNP1

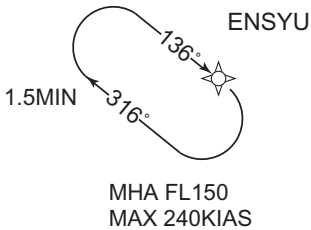
Note GNSS required.

VAR 8°W (2022)

NOT TO SCALE



NOT TO SCALE



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

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR

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

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

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

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

RJNS / SHIZUOKA

MOSLO ARRIVAL

Basic RNP1

VAR 8°W (2022)

VOR/DME
SHIZUOKA
110.65 Mhz
CH-43Y 33..
34°47'49"N/138°11'36"E
400FT

SHIZUHAMAD

OHCHA
344226.0N
382716.6E
4000

SUZUKI

121

S

SUZKI

343613.4N
1384513.4E

14.0°
076°

TOROH

342221.0N
1384245.9E

KAWAI

341449.9N
1381207.1E

26.4
081

43.3°
014°

MOSLO

333149.9N
1380603.6E

Civil Aviation Bureau, Japan (EFF:29 DEC 2022)

1/12/22

STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

RNAV STAR

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | MOSLO | — | — | -7.7 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | KAWAI | — | 014 (006.6) | -7.7 | 43.3 | — | — | — | — | Basic RNP1 |
| 003 | TF | TOROH | — | 081 (073.3) | -7.7 | 26.4 | — | — | — | — | Basic RNP1 |
| 004 | TF | SUZKI | — | 016 (008.3) | -7.7 | 14.0 | — | — | — | — | Basic RNP1 |
| 005 | TF | OHCHA | — | 301 (292.9) | -7.7 | 16.0 | — | +4000 | — | — | Basic RNP1 |

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

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

RJNS / SHIZUOKA
ILS Z or LOC Z RWY30

TOKYO CONTROL
 123.7 – 134.15
 315.9 – 227.3

ILS - LOC
 109.3 ISZ 332
ILS - GP
 332
ILS - DME
 CH-30X

SHIZUOKA RADIO
 118.0 – 126.2

NO RADAR

VAR 8°W (2022)

MSA 25NM • 2898

EQPT REQUIRED

DME

VOR

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

| | | | | | | | | | |
|------|-----|------|------|------|------|------|------|------|----------------------|
| MAPt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | FAF | NM to ISZ |
| - | 729 | 1048 | 1367 | 1685 | 2004 | 2322 | 2641 | 2941 | ALT (3.0° APCH Path) |

MISSED APPROACH

Climb on HDG300° 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 | | 0.2 | 0.6 | 0.8 | 7.9 | 13.6 |
| NM to THR | | 0 | 0.5 | 0.7 | 7.8 | 13.4 |

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 | | | | | 1210 (777) | |

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

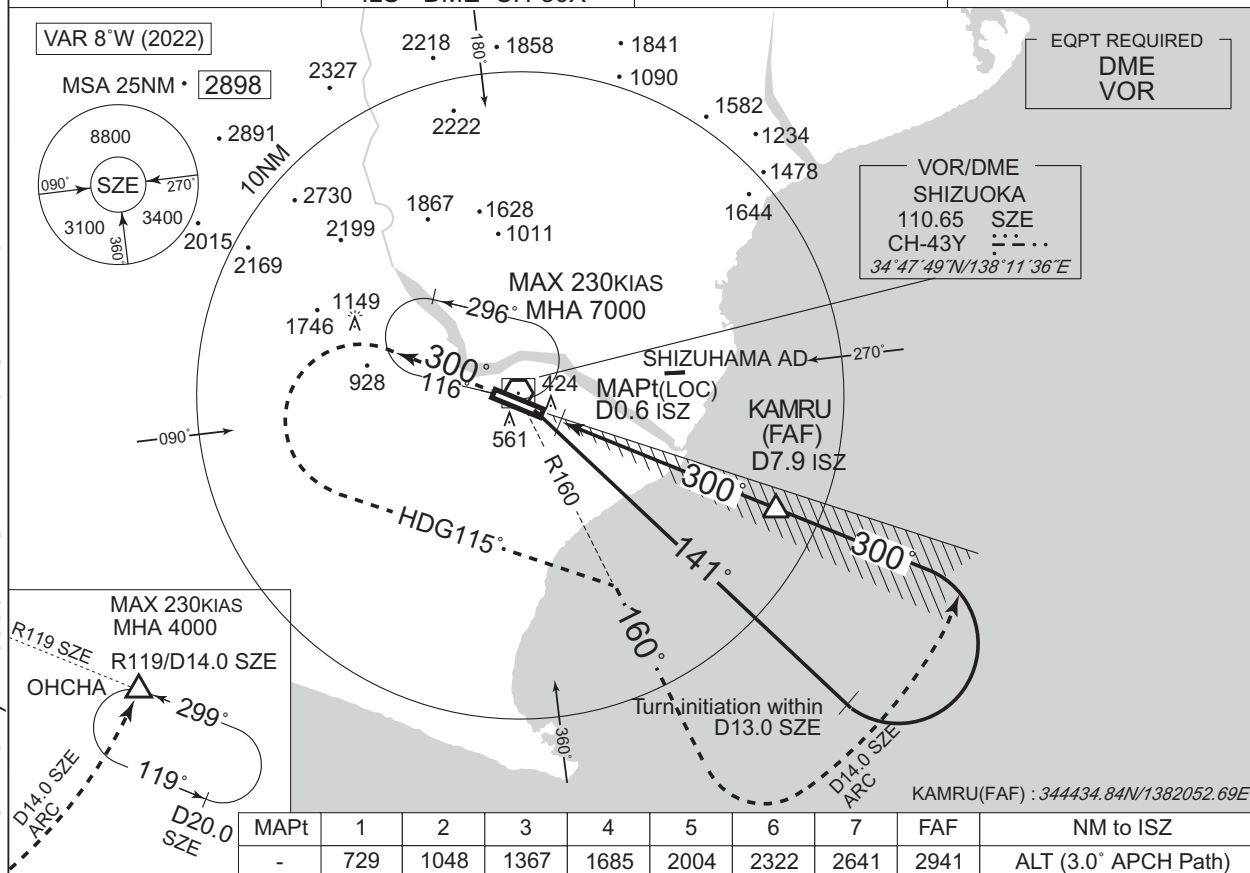
Circling to SOUTH side of RWY only.

CHANGE : VAR. PROC course. KAMRU established. ALT(3.0° APCH Path). Missed APCH. DME to ISZ. NM to THR.

RJNS / SHIZUOKA

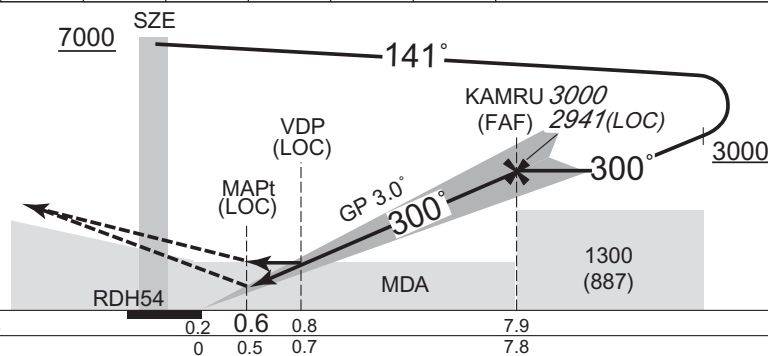
ILS Y or LOC Y RWY30

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



Climb on HDG300° 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



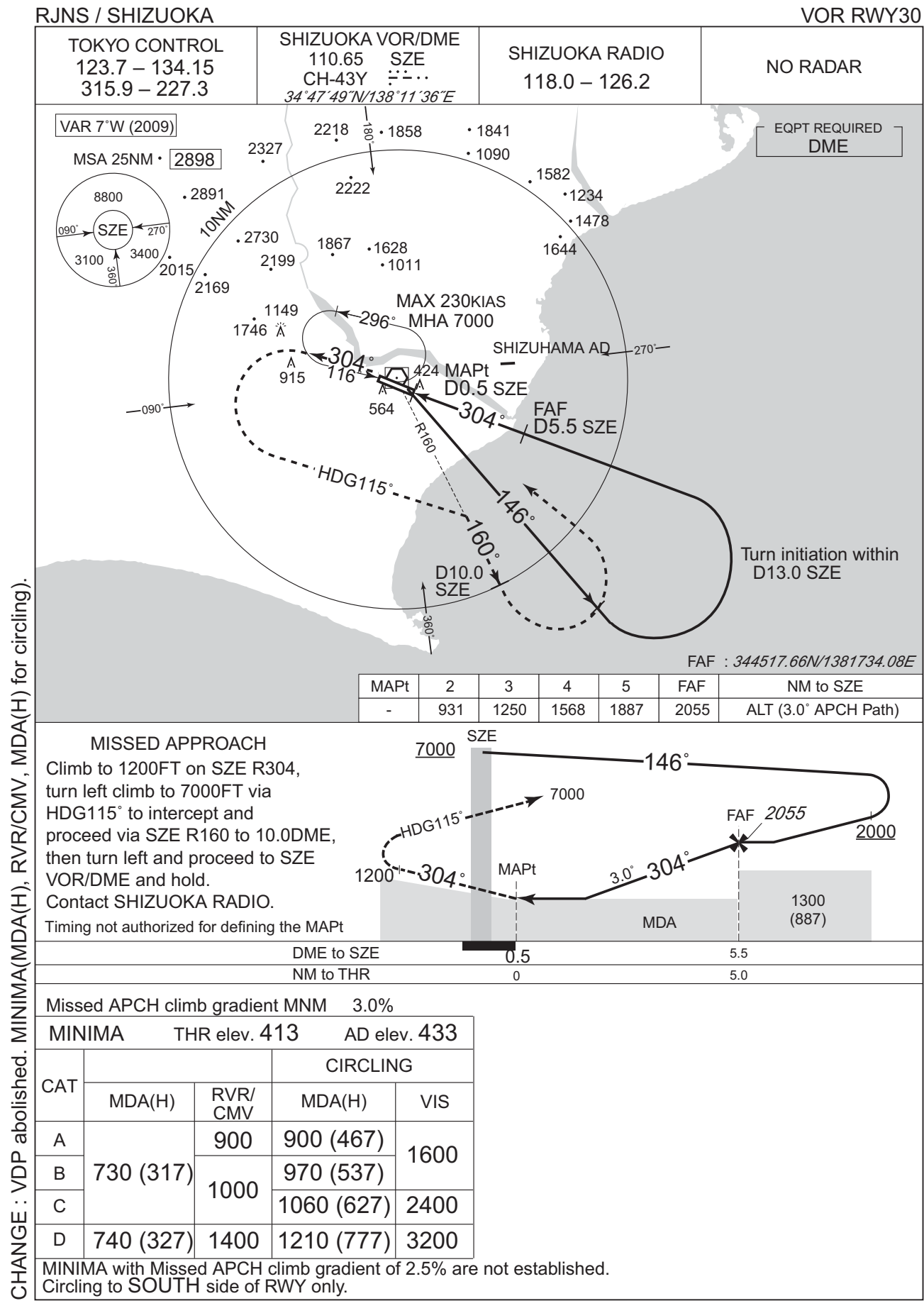
| | |
|--------------------------------|------|
| Missed APCH climb gradient MNM | 3.0% |
|--------------------------------|------|

| 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 | 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.

1/12/22

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

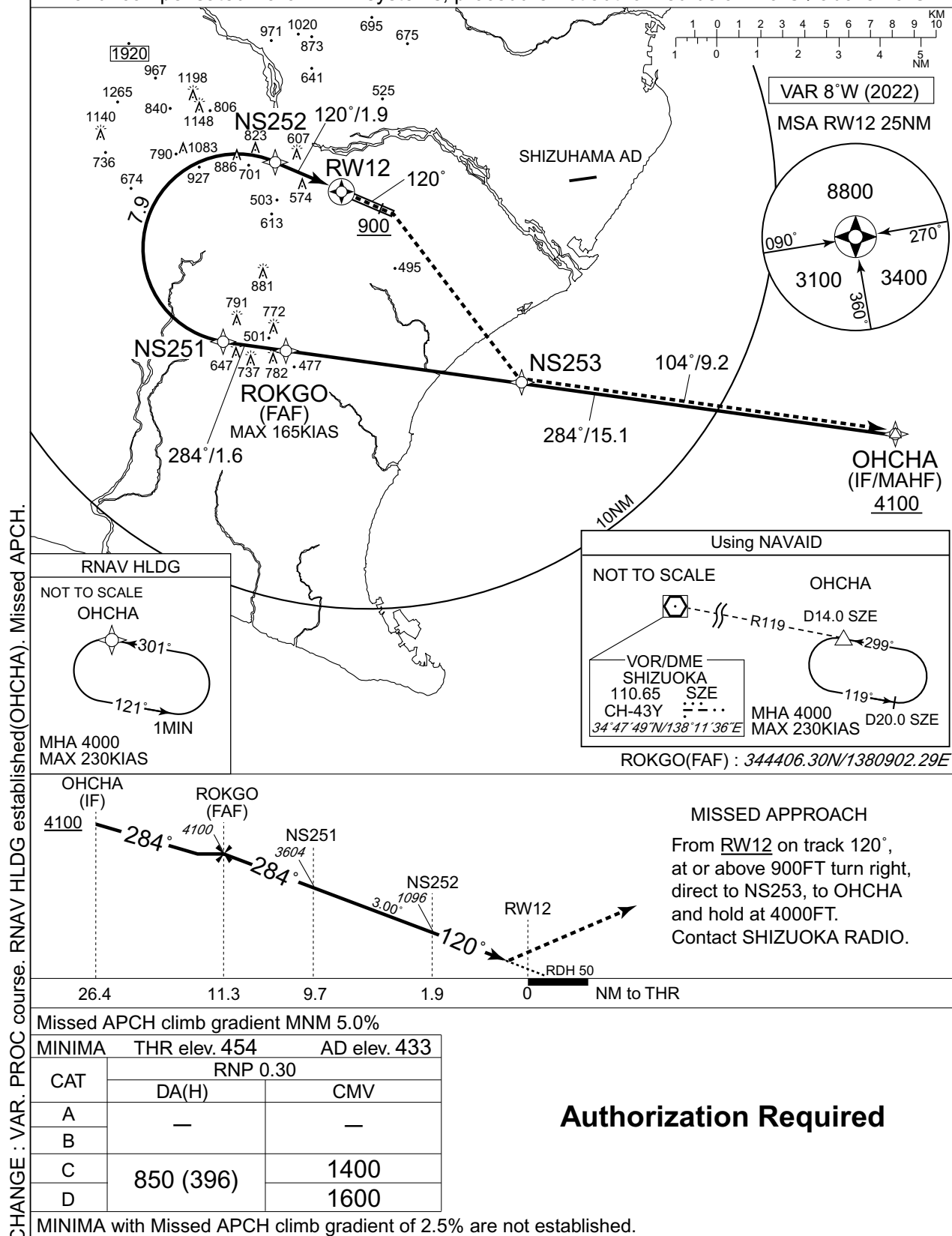
RJNS / SHIZUOKA

RNP RWY12(AR)

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

NO RADAR

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



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

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

RNP RWY12(AR)

Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|-----------|
| 001 | IF | OHCHA | — | — | -7.7 | — | — | +4100 | — | — | — |
| 002 | TF | ROKGO | — | 284 (276.5) | -7.7 | 15.1 | — | 4100 | -165 | — | 1.0 |
| 003 | TF | NS251 | — | 284 (276.3) | -7.7 | 1.6 | — | 3604 | — | -3.00 | 0.3 |
| 004 | RF Center: NSRF1 r=2.31NM | NS252 | — | — | -7.7 | 7.9 | R | 1096 | — | -3.00 | 0.3 |
| 005 | TF | RW12 | Y | 120 (112.1) | -7.7 | 1.9 | — | 504 | — | -3.00/50 | 0.3 |
| 006 | FA | — | — | 120 (112.1) | -7.7 | — | — | +900 | — | — | 1.0 |
| 007 | DF | NS253 | — | — | -7.7 | — | R | — | — | — | 1.0 |
| 008 | TF | OHCHA | — | 104 (096.3) | -7.7 | 9.2 | — | 4000 | — | — | 1.0 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|-----------|
| Hold | OHCHA | 301 (292.8) | -7.7 | 1.0(-14000) | L | 4000 | FL140 | -230(-14000) | 1.0 |

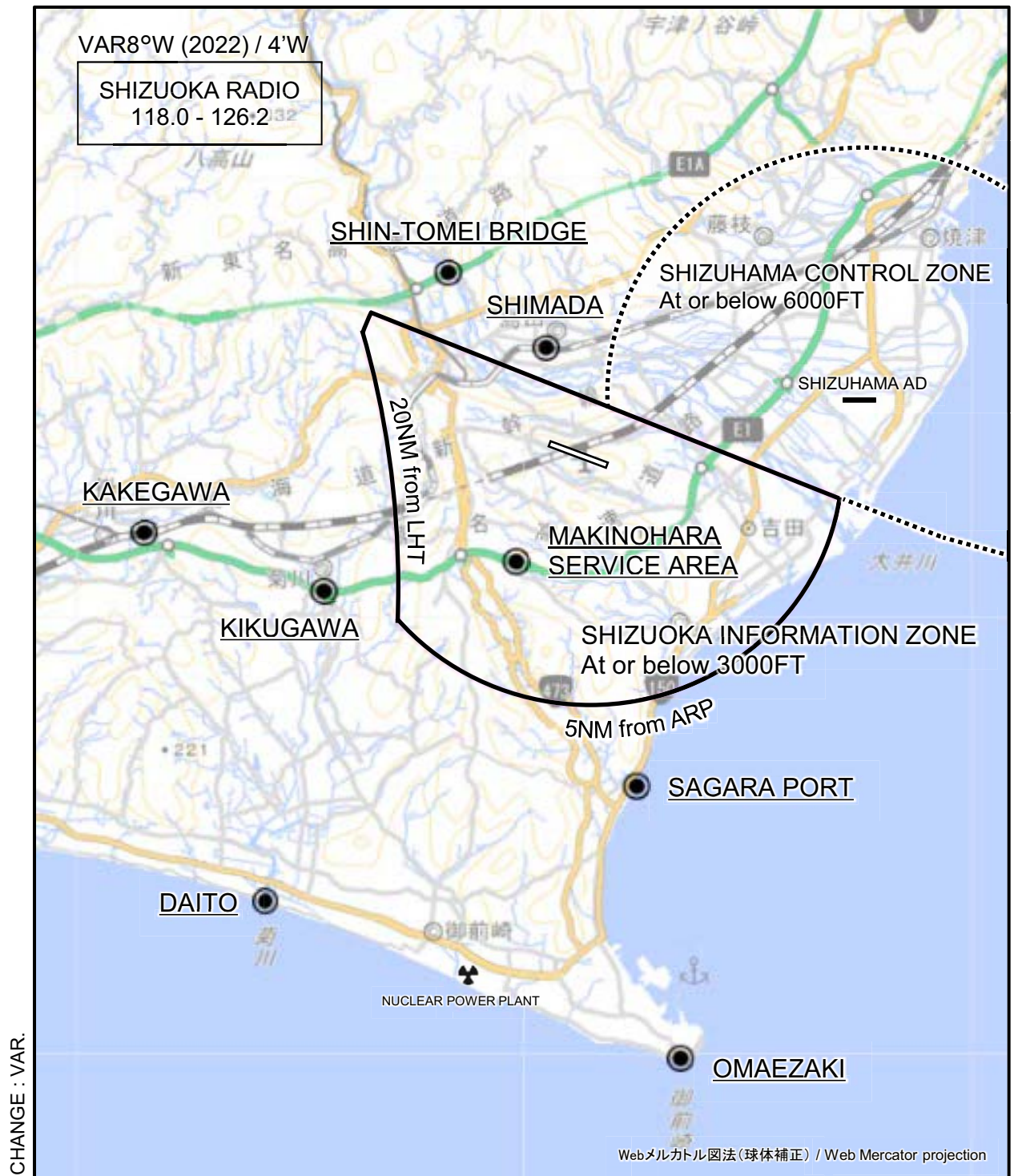
Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| OHCHA | 344225.96N/1382716.61E | NSRF1 | 344634.15N/1380727.94E |
| ROKGO | 344406.30N/1380902.29E | | |
| NS251 | 344416.46N/1380709.72E | | |
| NS252 | 344842.61N/1380830.75E | | |
| RW12 | 344800.73N/1381036.52E | | |
| NS253 | 344327.55N/1381608.53E | | |

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

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 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

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.

RJNS / SHIZUOKA

Minimum Vectoring Altitude CHART

