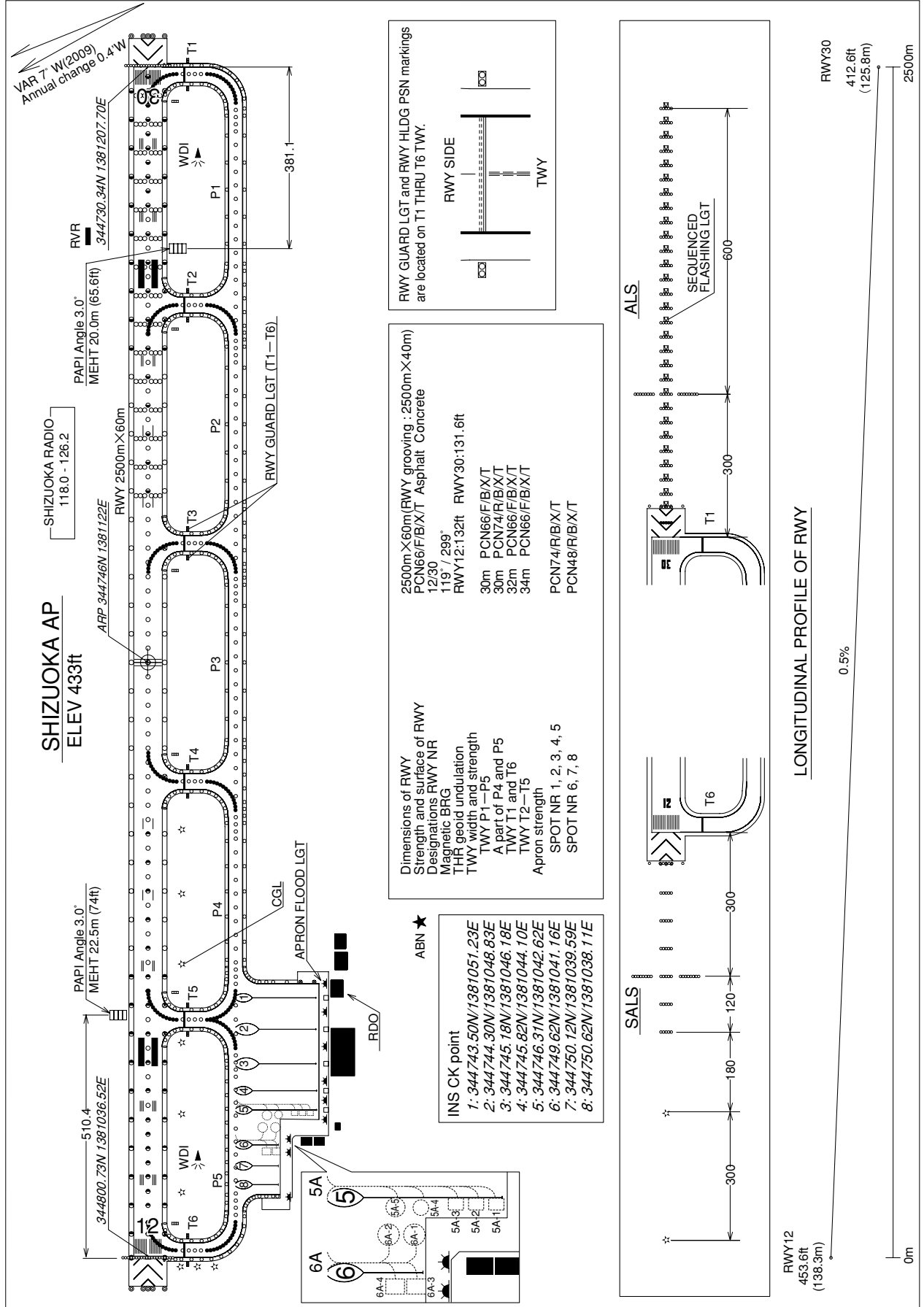


RJNS / SHIZUOKA

AD CHART



STANDARD DEPARTURE CHART- INSTRUMENT

RJNS / SHIZUOKA

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.

UNODA ONE DEPARTURE

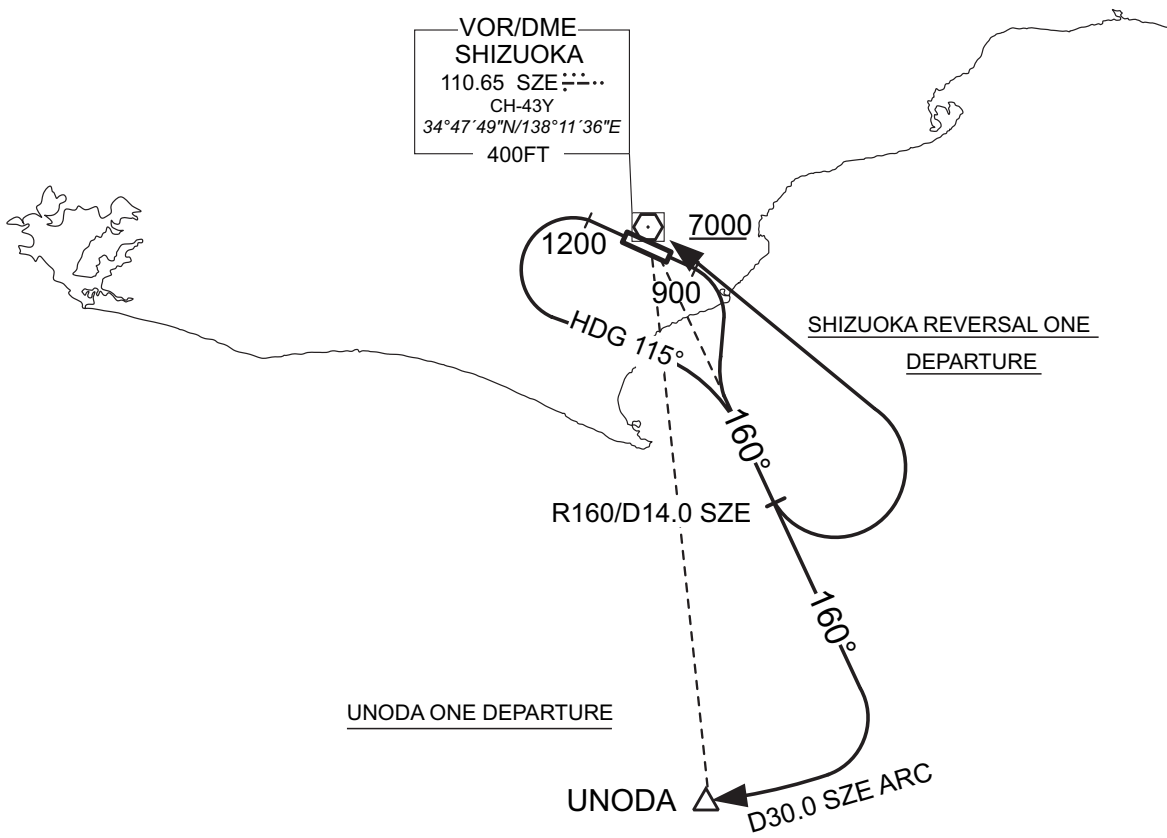
RWY12: Climb RWY HDG until 900FT, then turn right....

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

.... to intercept and proceed via SZE R160, via SZE 30.0DME clockwise ARC to UNODA.

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

BAIKU TRANSITION

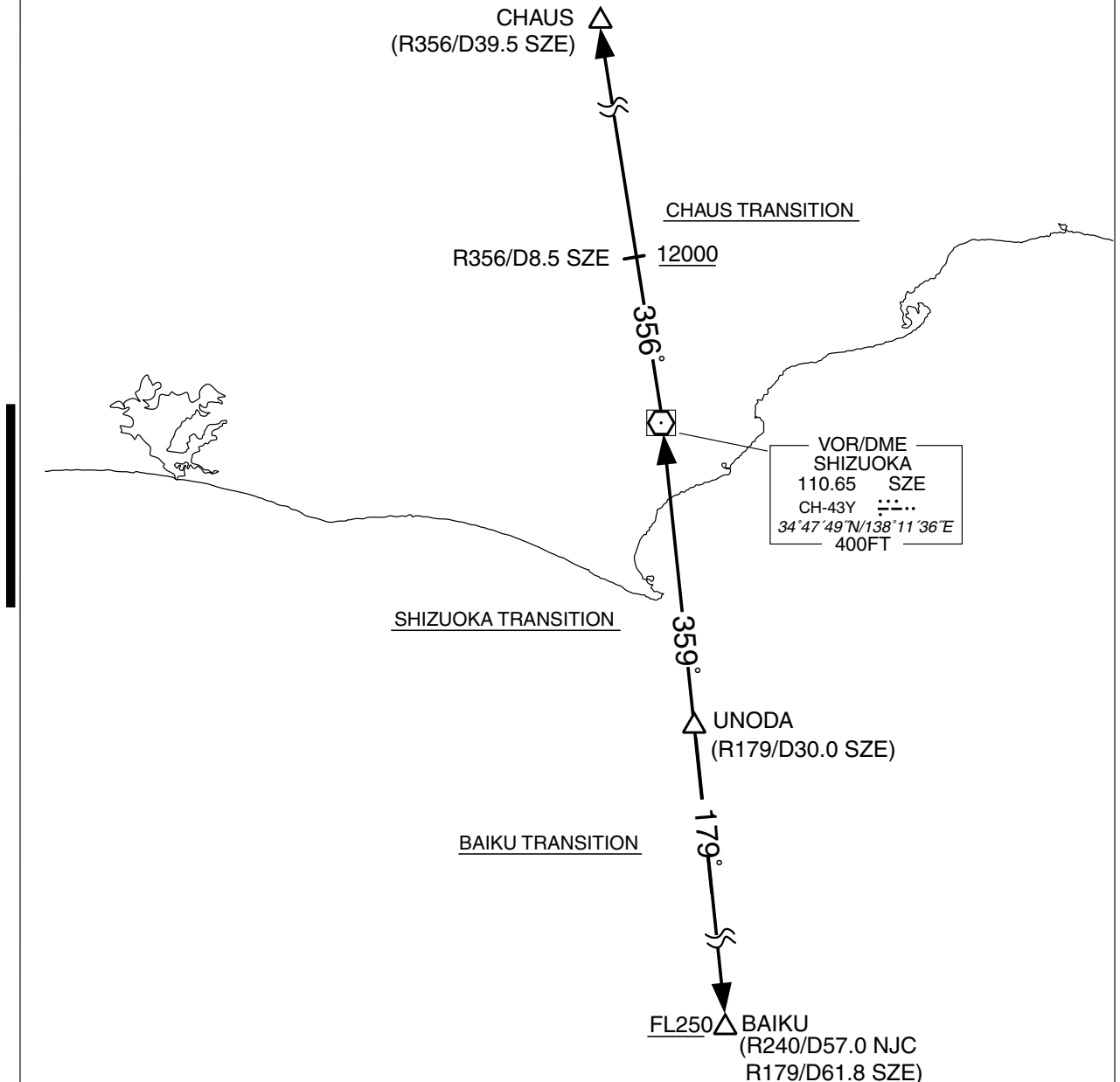
From over UNODA, proceed via SZE R179 to BAIKU.
Cross BAIKU at or above FL250.

CHAUS TRANSITION

From over SZE VOR/DME, proceed via SZE R356 to CHAUS.
Cross SZE R356/8.5DME at or above 12000FT.

SHIZUOKA TRANSITION

From over UNODA, proceed via SZE R179 to SZE VOR/DME.



STANDARD ARRIVAL CHART- INSTRUMENT

RJNS / SHIZUOKA

STAR

BAIKU ARRIVAL

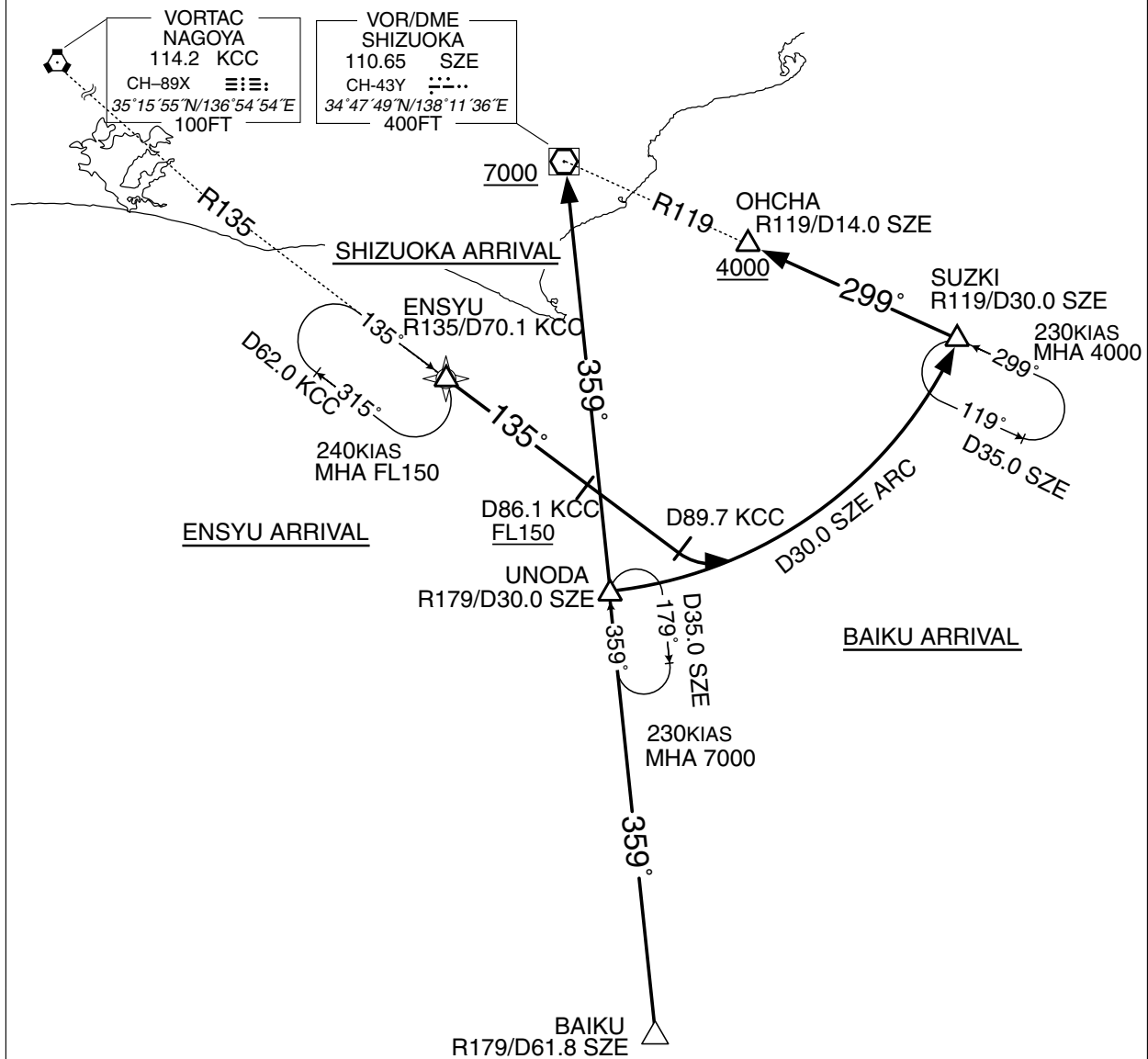
From over BAIKU, via SZE R179 to UNODA, via SZE 30.0DME counterclockwise ARC to SUZKI, via SZE R119 to OHCHA.
Cross OHCHA at or above 4000FT.

ENSYU ARRIVAL

From over ENSYU, via KCC R135, via SZE 30.0DME counterclockwise ARC to SUZKI, via SZE R119 to OHCHA.
Cross KCC R135/86.1DME at or above FL150, cross OHCHA at or above 4000FT.

SHIZUOKA ARRIVAL

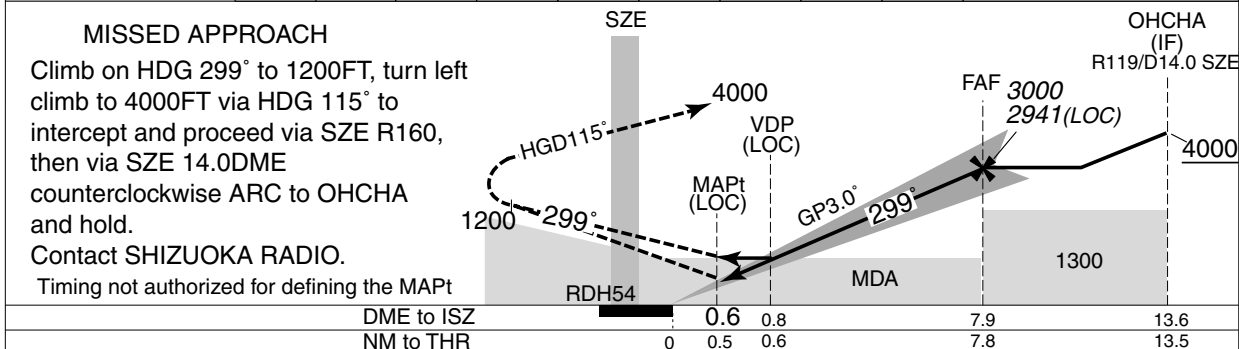
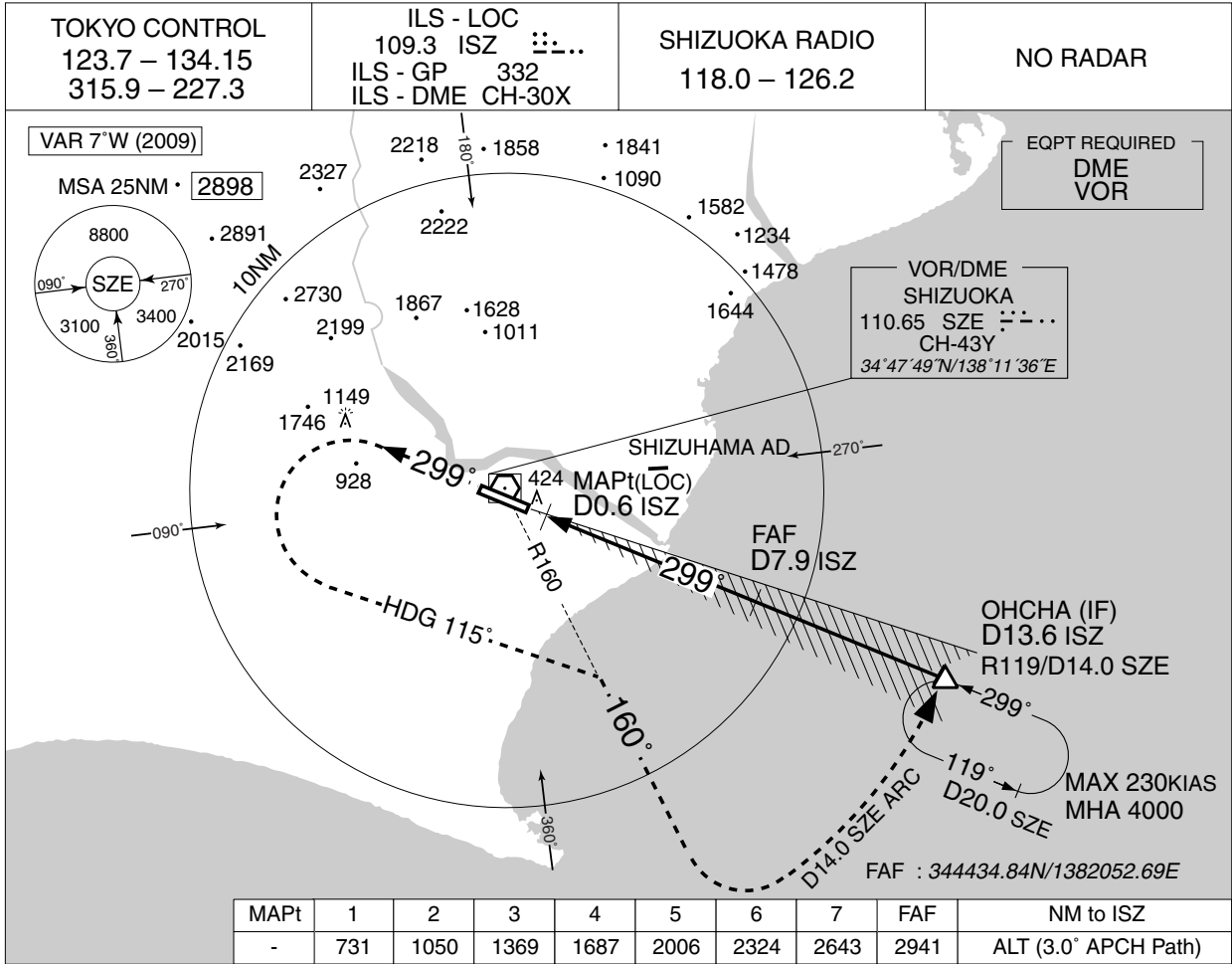
From over BAIKU, via SZE R179 to SZE VOR/DME via UNODA.
Cross SZE VOR/DME at or above 7000FT.



INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

ILS Z or LOC Z RWY30



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)	
D					1210 (777)	

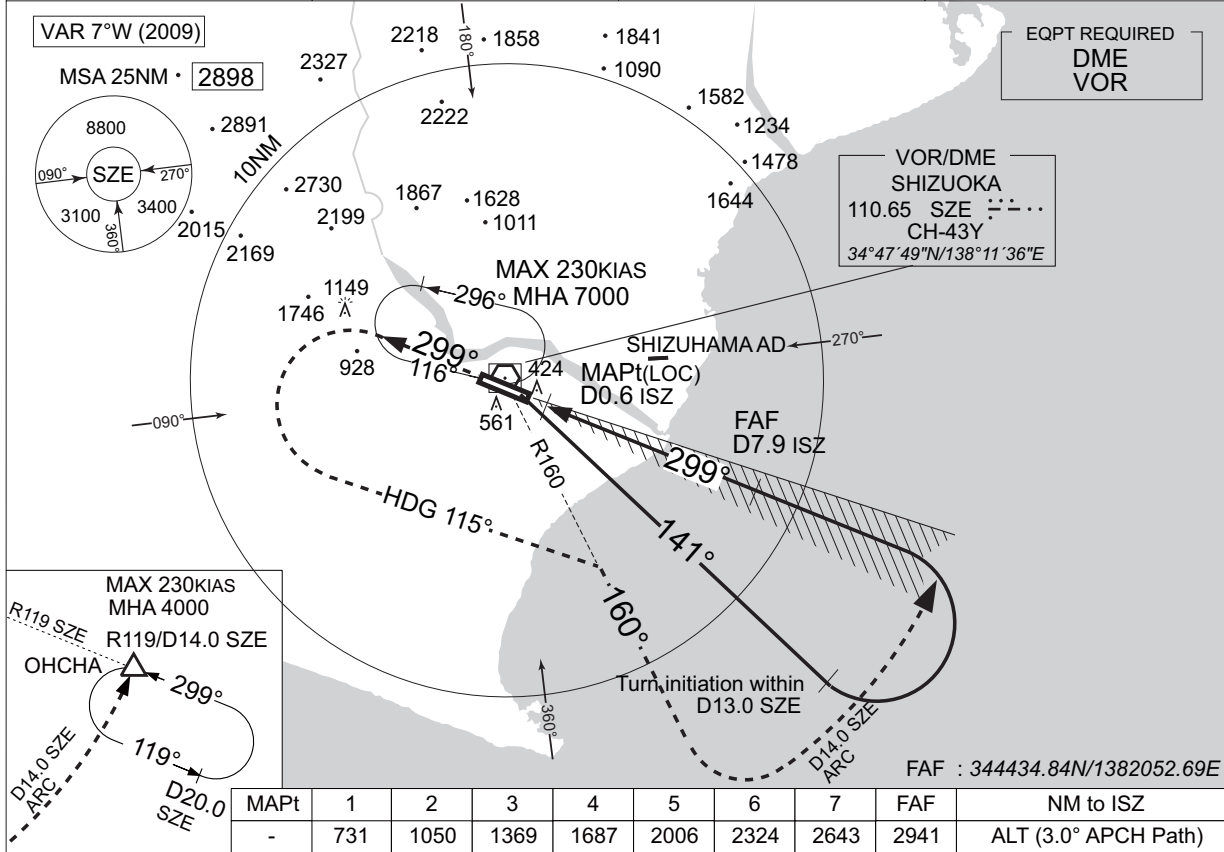
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to SOUTH side of RWY only.

INSTRUMENT APPROACH CHART

RJNS / SHIZUOKA

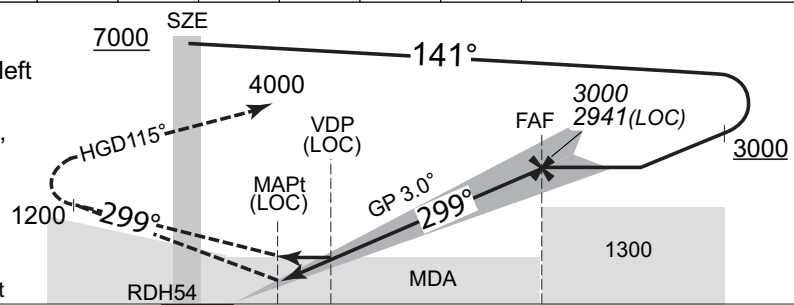
ILS Y or LOC Y RWY30

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
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MISSED APPROACH

Climb on HDG 299° to 1200FT, turn left climb to 4000FT via HDG 115° 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
NM to THR	0	0.5	0.6
			7.8

Missed APCH climb gradient MNM 3.0%

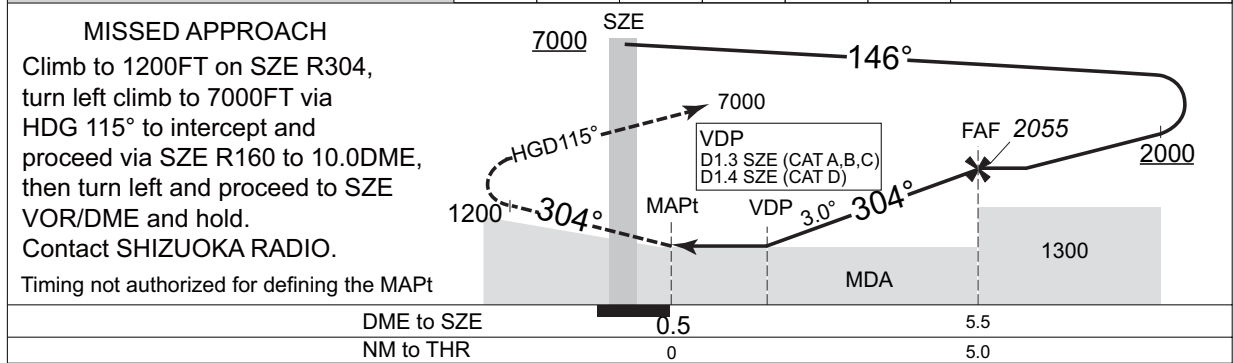
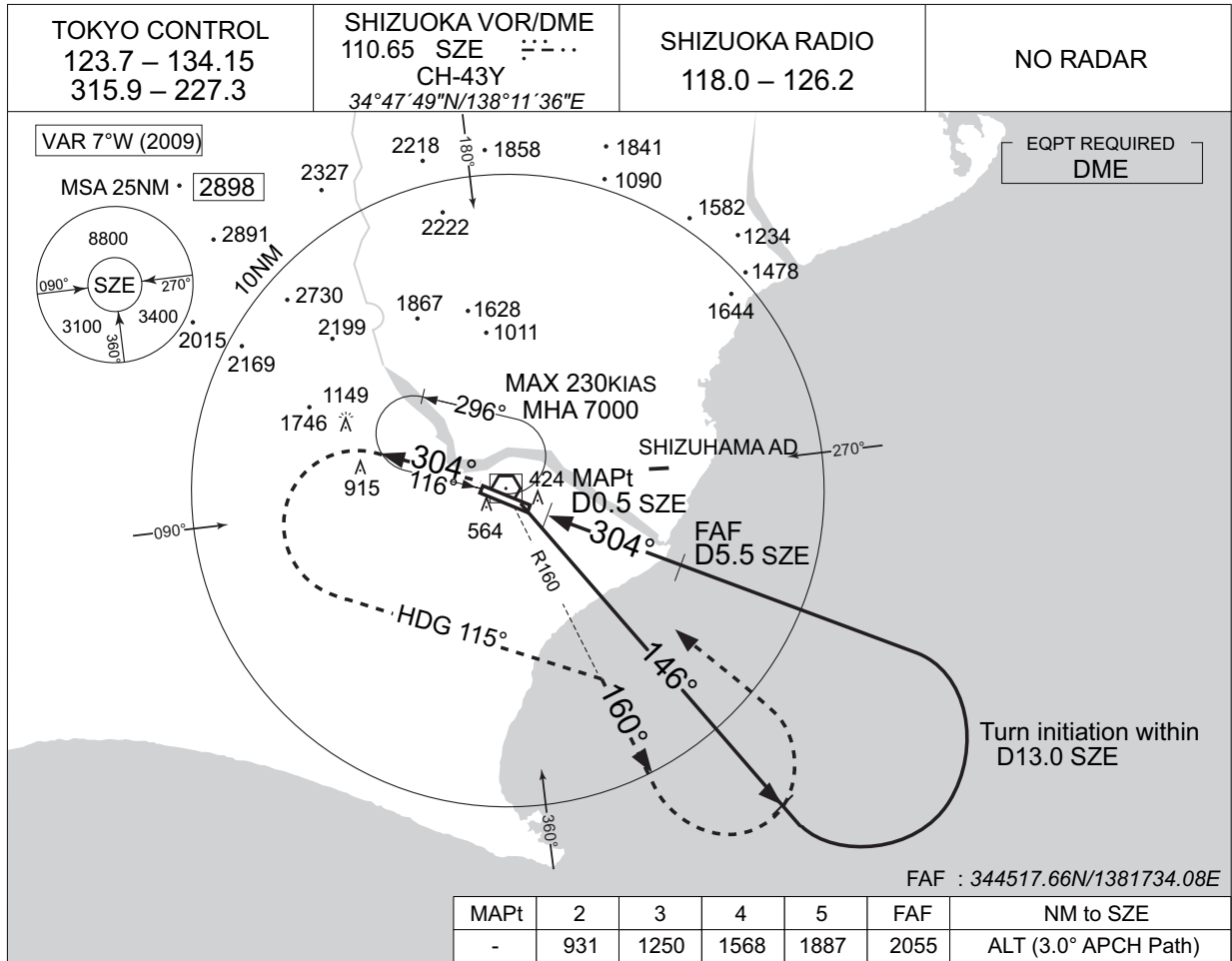
MINIMA		THR elev. 413	AD elev. 433			
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	613 (200)	550	670 (257)	800	870 (437)	1600
B					910 (477)	
C					1060 (627)	2400
D					1200	1210 (777)

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



Missed APCH climb gradient MNM 3.0%

MINIMA	THR elev. 413	AD elev. 433
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CAT	CIRCLING			
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	700 (287)	800	870 (437)	1600
B			910 (477)	
C			1060 (627)	
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.

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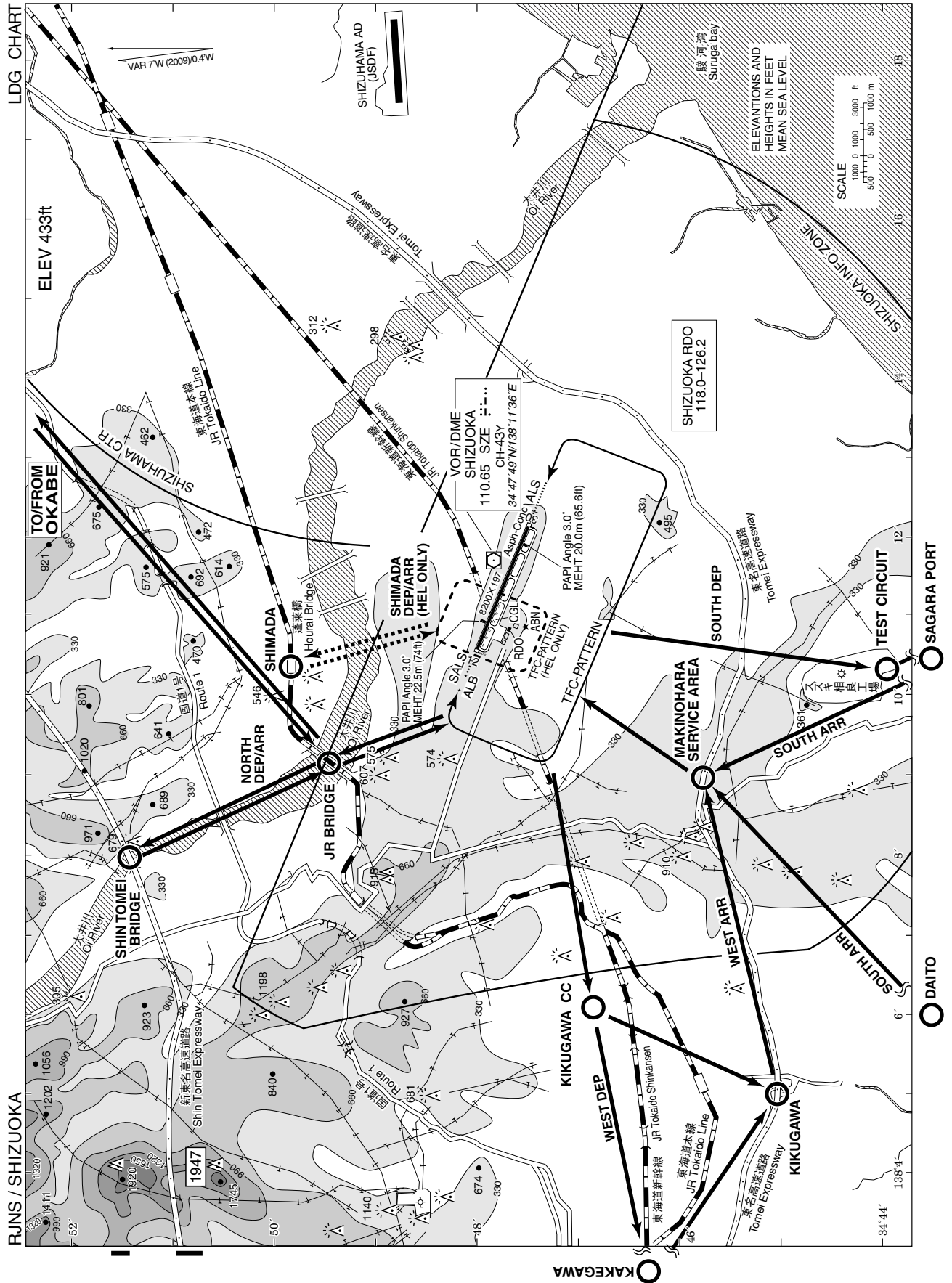
Visual REP



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 Shizuohama 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 Shizuohama 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.

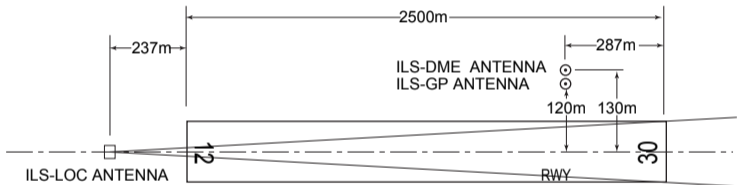
In case of arriving at Shizuoka Airport from West side, VFR aircraft is requested to fly along Tomei Expressway from KIKUGAWA or KAKEGAWA via MAKINOHARA SERVICE AREA.

Cross MAKINOHARA SERVICE AREA at 1,700 feet.

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SHIZUOKA AP

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)