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Revision Letter For Cycle 16-2023

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General Information

Location: NANKI-SHIRAHAMA JPN
ICAO/IATA: RJBD / SHM
Lat/Long: N33° 39.73', E135° 21.87'
Elevation: 293 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2129 Z
Sunset: 0757 Z

Runway Information

Runway: 15
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 298 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 33
Length x Width: 6562 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 274 ft
Lighting: Edge, Centerline, REIL
Stopway: 197 ft

Communication Information

Nanki Radio: 118.550 AFIS Air-Ground
Tokyo Control ACC: 133.500 RCO
Nanki Radio: 126.200 AFIS Air-Ground
Tokyo Control ACC: 124.950 Secondary RCO

RJBD/SHM
NANKI-SHIRAHAMA

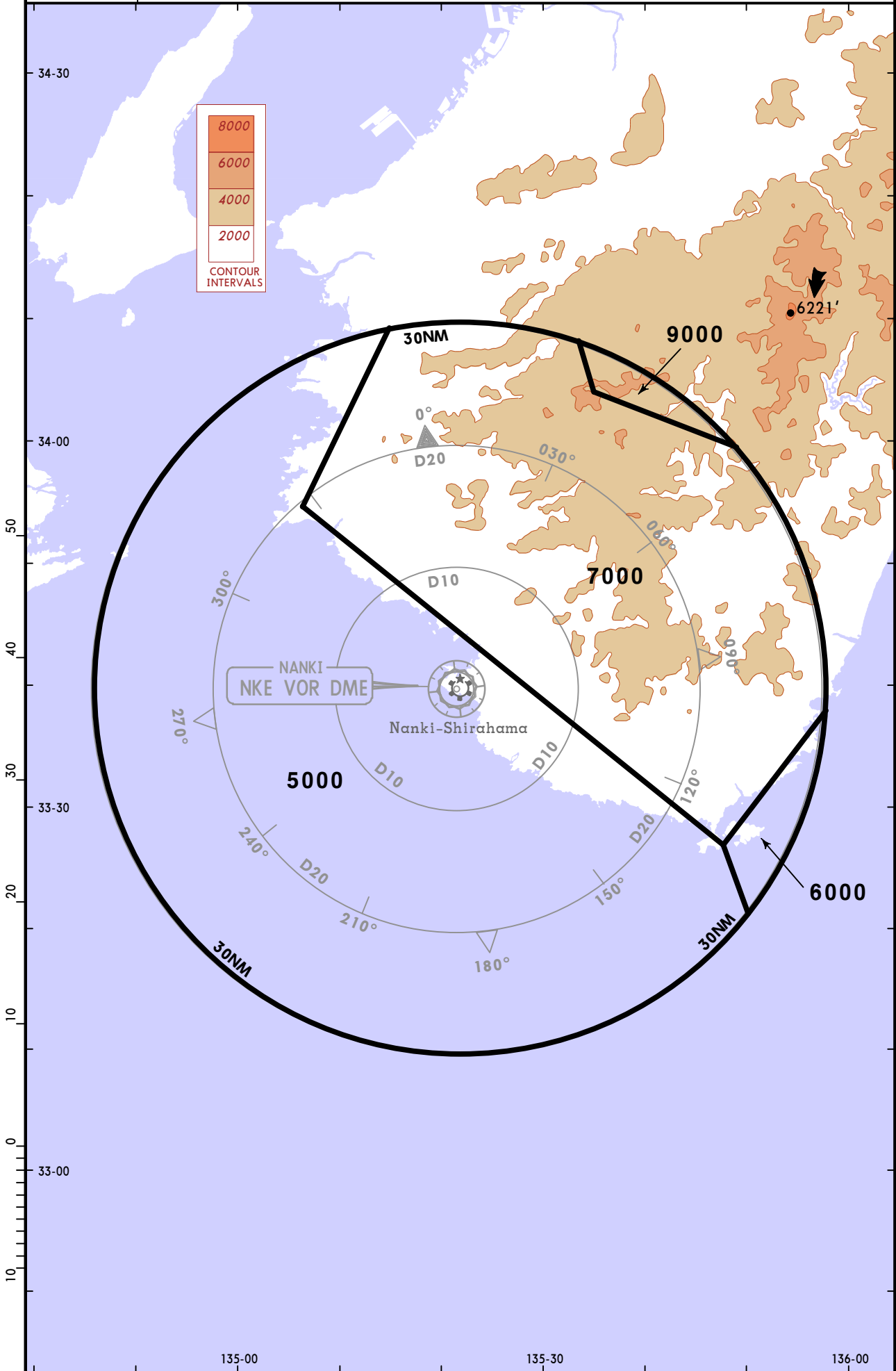
5 DEC 14 (10-1R)

JEPPESEN NANKI-SHIRAHAMA, JAPAN

RADAR MINIMUM ALTITUDES

Apt Elev
293'

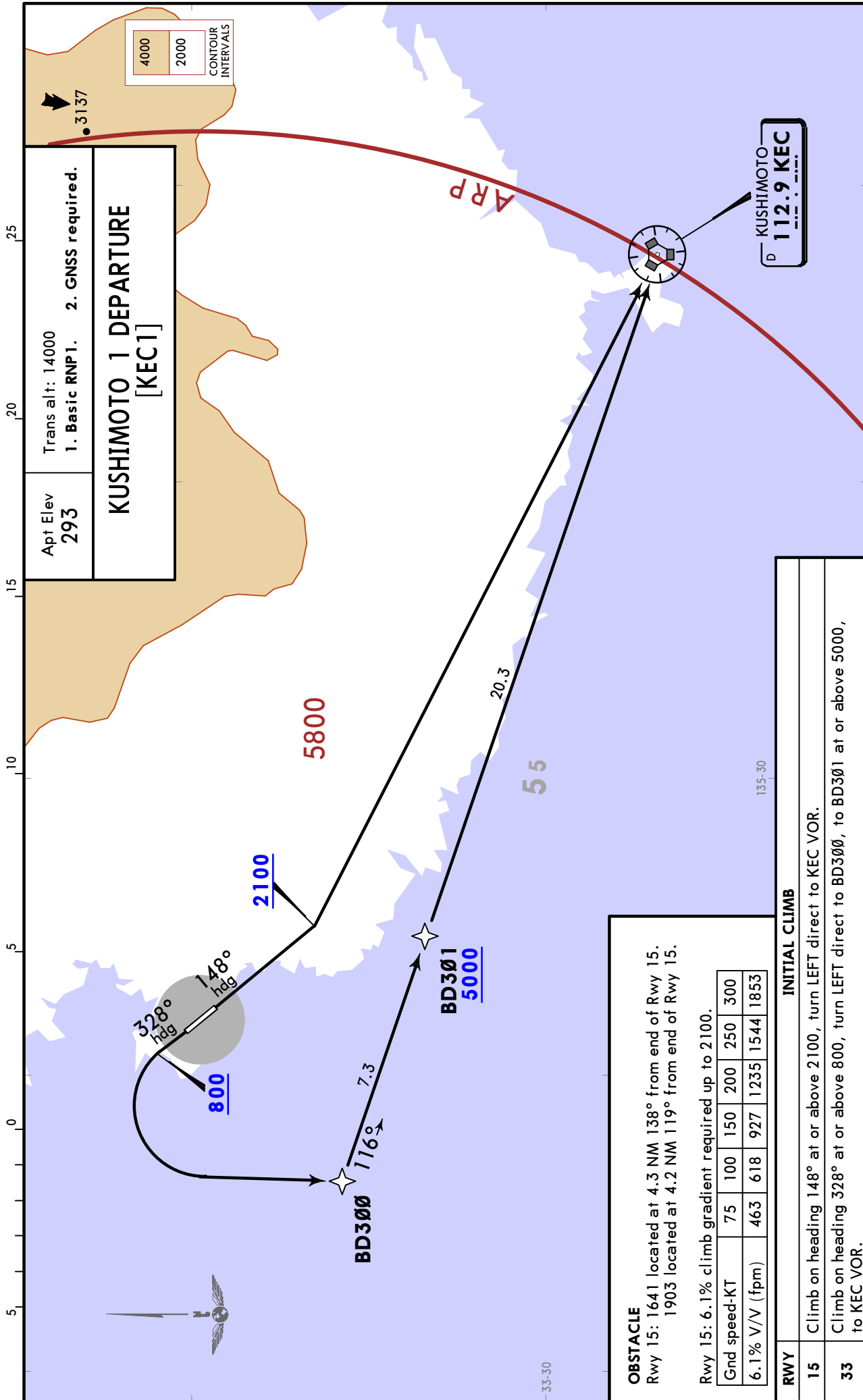
Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'



RJBD/SHM
NANKI-SHIRAHAMA

JEPPESSEN
1 JUN 18 (10-3)

NANKI-SHIRAHAMA, JAPAN
RNAV SID



Trans alt: 14000
1. Basic RNP1. 2. GNSS required.
KUSHIMOTO 1 DEPARTURE
[KEC1]
Apt Elev 293

KUSHIMOTO
112.9 KEC

OBSTACLE
Rwy 15: 1641 located at 4.3 NM 138° from end of Rwy 15.
1903 located at 4.2 NM 119° from end of Rwy 15.
Rwy 15: 6.1% climb gradient required up to 2100.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

INITIAL CLIMB	
RWY	15
	33
	15
	33

Climb on heading 148° at or above 2100, turn LEFT direct to KEC VOR.
Climb on heading 328° at or above 800, turn LEFT direct to BD300, to BD301 at or above 5000, to KEC VOR.

RJBD/SHM
NANKI-SHIRAHAMA

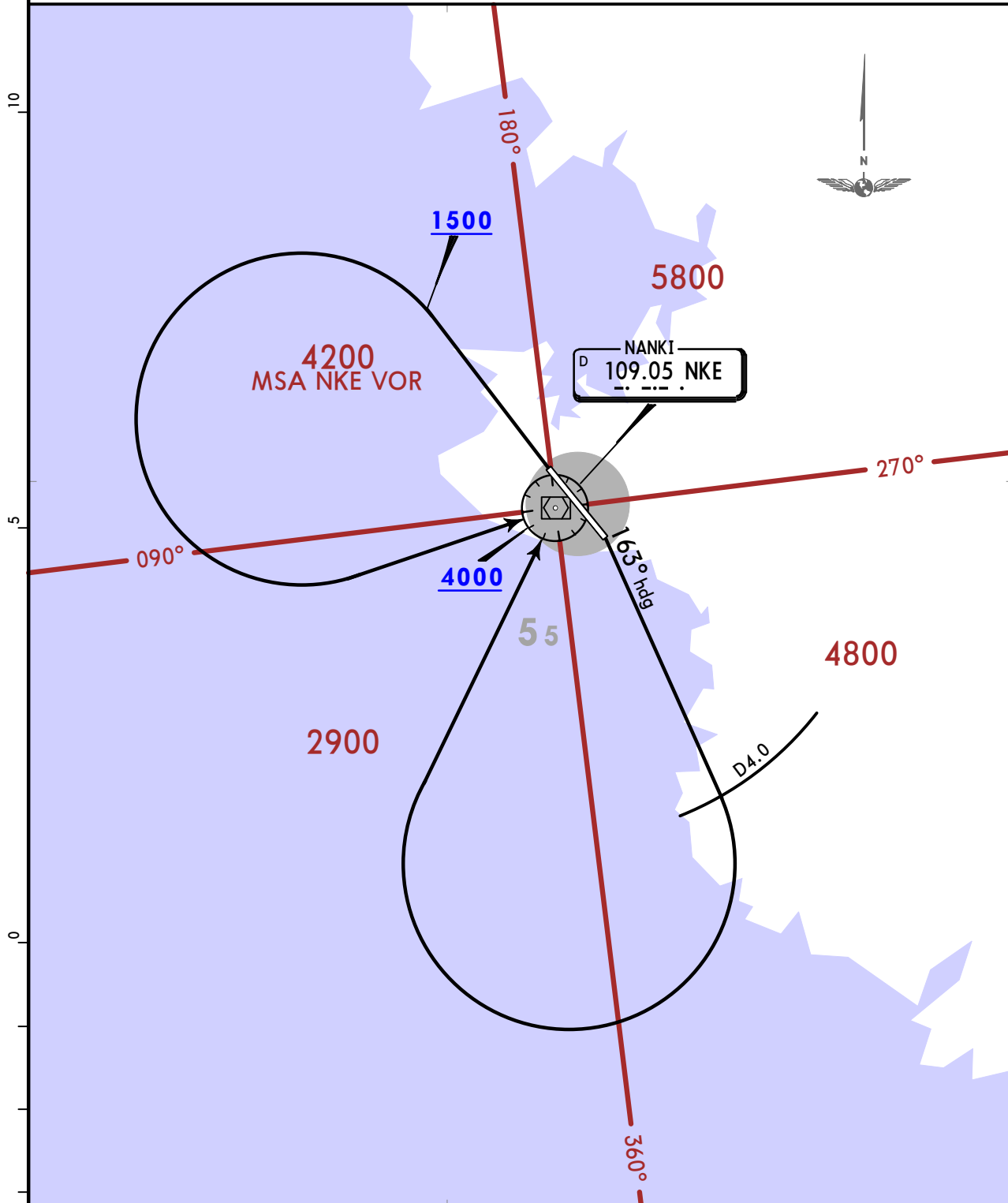
JEPPESEN
1 JUN 18 (10-3A)

NANKI-SHIRAHAMA, JAPAN

SID

Apt Elev 293	Trans alt: 14000
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NANKI REVERSAL 3 DEPARTURE
[NKE3R]



OBSTACLE
Rwy 15: 984 located at 3.1 NM 139° from end of Rwy 15.
Rwy 15: 5.8% climb gradient required up to 1300.

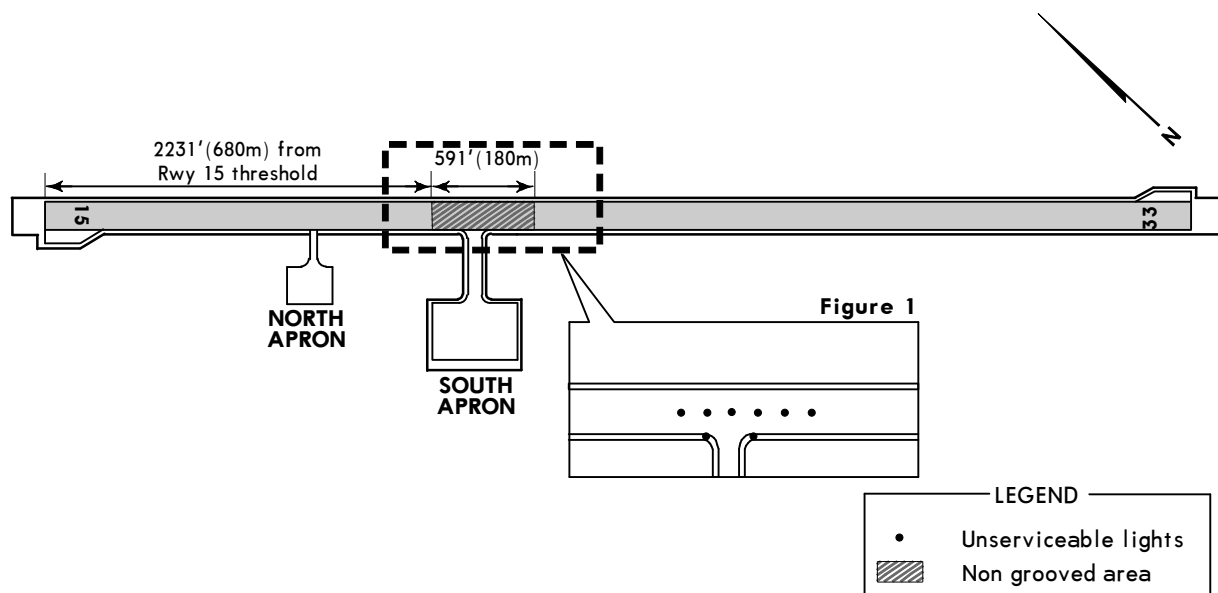
Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY	INITIAL CLIMB
15	Climb on heading 163° to D4.0 NKE, turn RIGHT direct to NKE VOR. Cross NKE VOR at or above 4000.
33	Climb runway heading to 1500, turn LEFT direct to NKE VOR. Cross NKE VOR at or above 4000.

OPERATIONAL RESTRICTIONS AT NANKI SHIRAHAMA AIRPORT
(SUP 098/23)

Operational restrictions at Nanki Shirahama Airport will be placed due to construction as follows:
The exact date/time and change of planning period will be notified by further NOTAM RJBD.

Item	Operational Restrictions		Planning Period (UTC)			Figure NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
RUNWAY							
1	Grooving for Rwy 15/33	Partly erased	—	JUN 2023	H24		Area: between 1640'(500m) and 2231'(680m) from Rwy 15 threshold
2	Runway centerline lights for Rwy 15/33	Partly unserviceable	—	JUN 2023	H24	2	Available for take-off/landing
3	Grooving for Rwy 15/33	Partly, gradually erased	—	JUL 2023	H24		Area: between 2231'(680m) and 2822'(860m) from Rwy 15 threshold
4	Runway edge lights for Rwy 15/33	Partly unserviceable	—	JUL 2023	H24	1	Available for take-off/landing
5	Runway centerline lights for Rwy 15/33	Partly unserviceable	—	JUL 2023	H24	1	Available for take-off/landing
6	Grooving for Rwy 15/33	Partly erased	—	AUG 2023	H24	3	Area: length 98'(30m) (between 3182'(970m) and 3281'(1000m) from Rwy 15 threshold side) Width: 11'(3.5m) (from runway centerline to 11'(3.5m) on the west side of runway centerline)
7	Grooving for Rwy 15/33	Partly erased	—	AUG 2023	H24	3	Area: length 197'(60m) (between 1050'(320m) and 1247'(380m) from Rwy 15 threshold side) Width: 24'(7.4m) (from 12'(3.7m) on the west side of runway centerline to 12'(3.7m) on the east side of runway centerline)



OPERATIONAL RESTRICTIONS AT NANKI SHIRAHAMA AIRPORT
(CONTD)

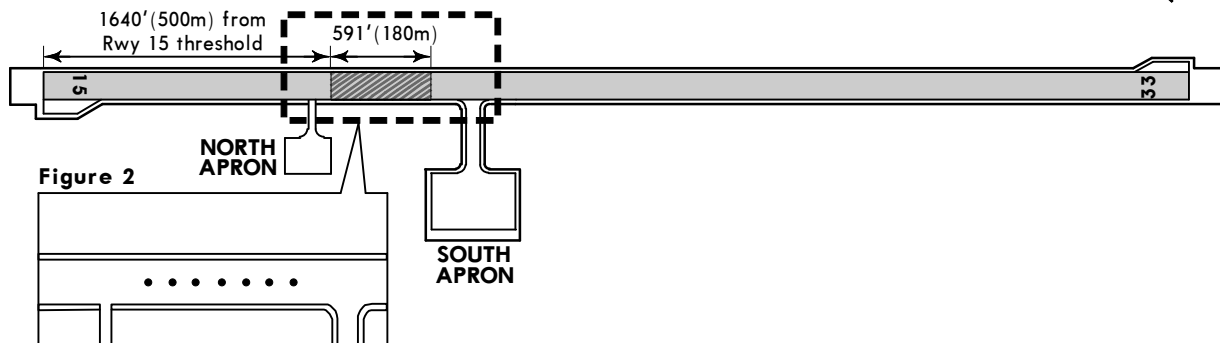
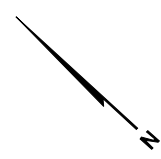


Figure 2

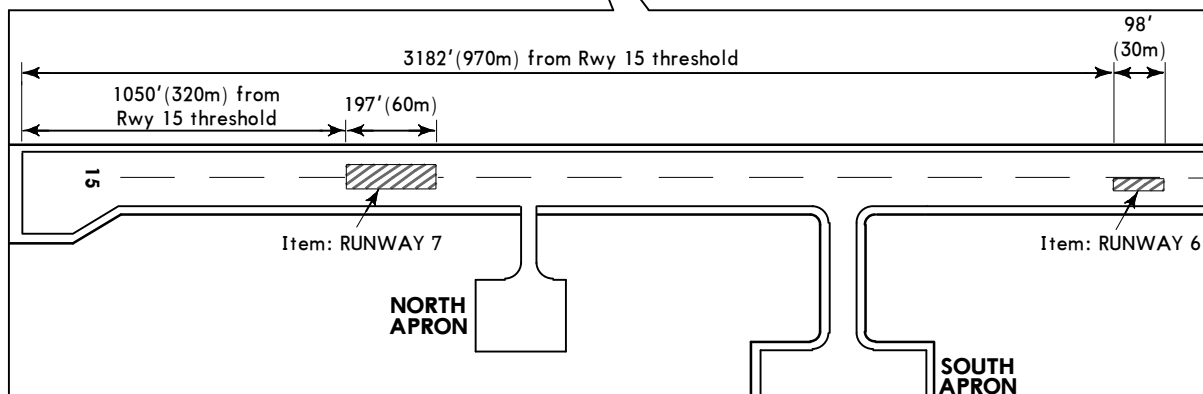
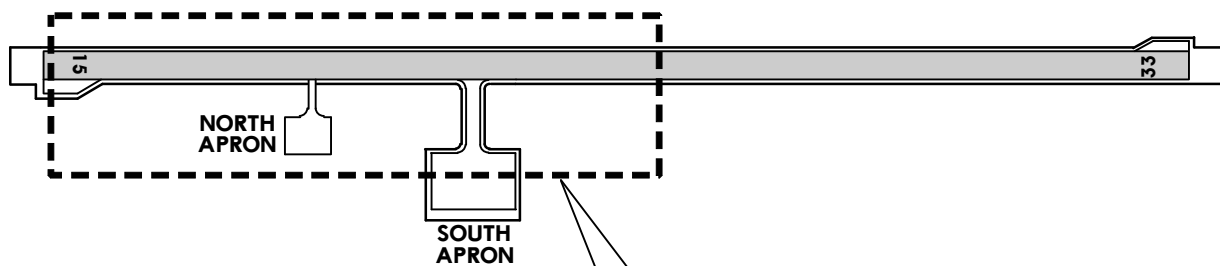


Figure 3

—LEGEND—

- Unserviceable lights
- ▨ Non grooved area

RJBD/SHM

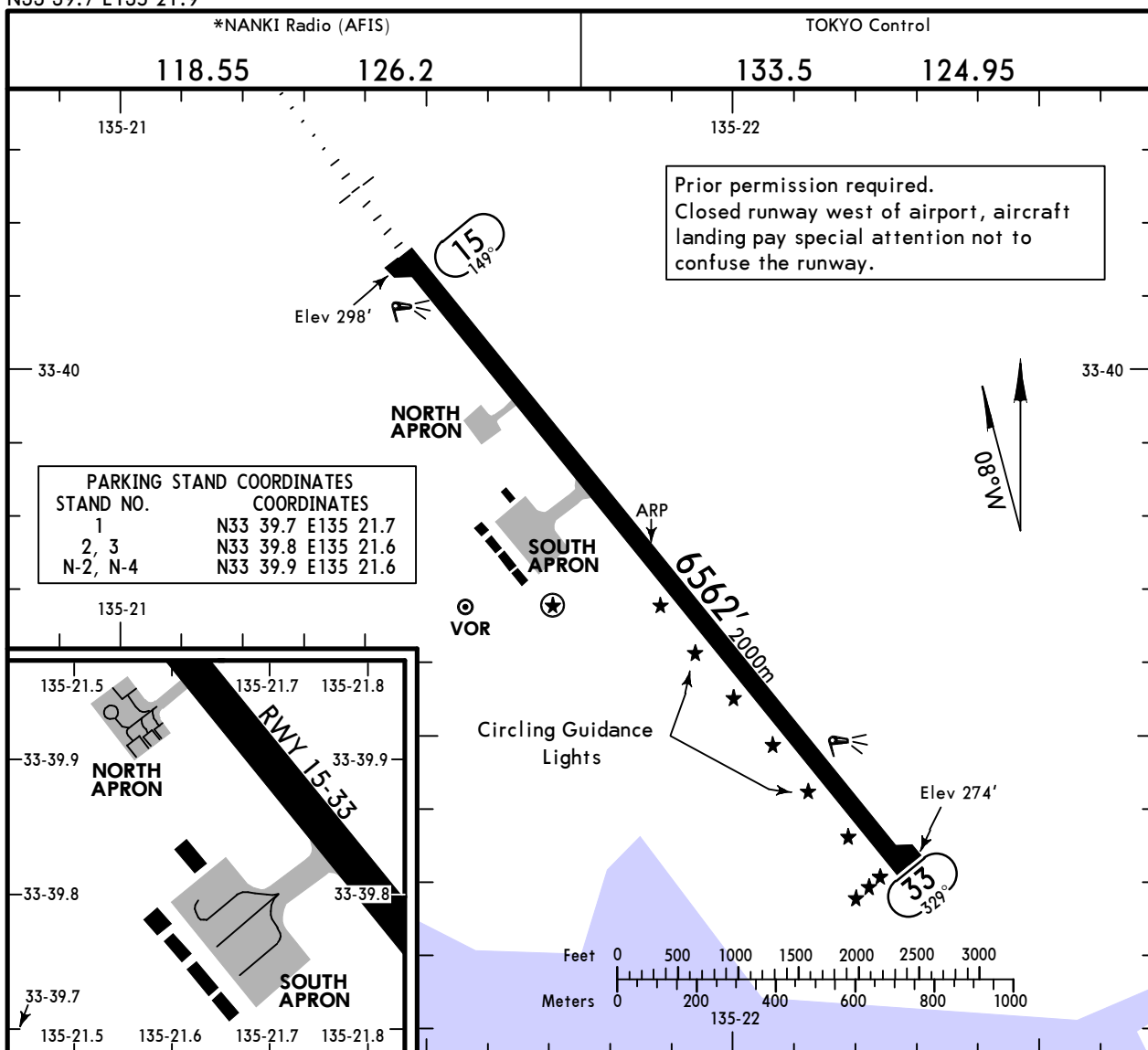
Apt Elev 293'
N33 39.7 E135 21.9

JEPPESEN

NANKI-SHIRAHAMA, JAPAN

31 MAR 23 (10-9)

NANKI-SHIRAHAMA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
15	HIRL (60m) CL (30m) HIALS PAPI-L (angle 3.0°)				148' 45m
33	HIRL (60m) CL (30m) REIL PAPI-L (angle 3.0°)				
	Circling Guidance Lights				

① Runway grooved.

TAKE-OFF

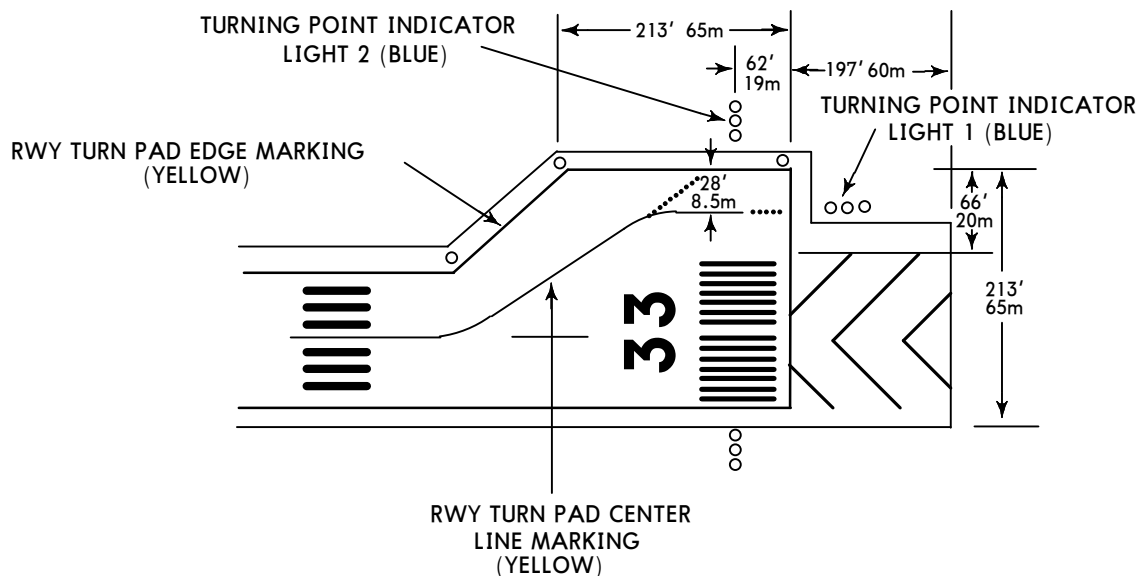
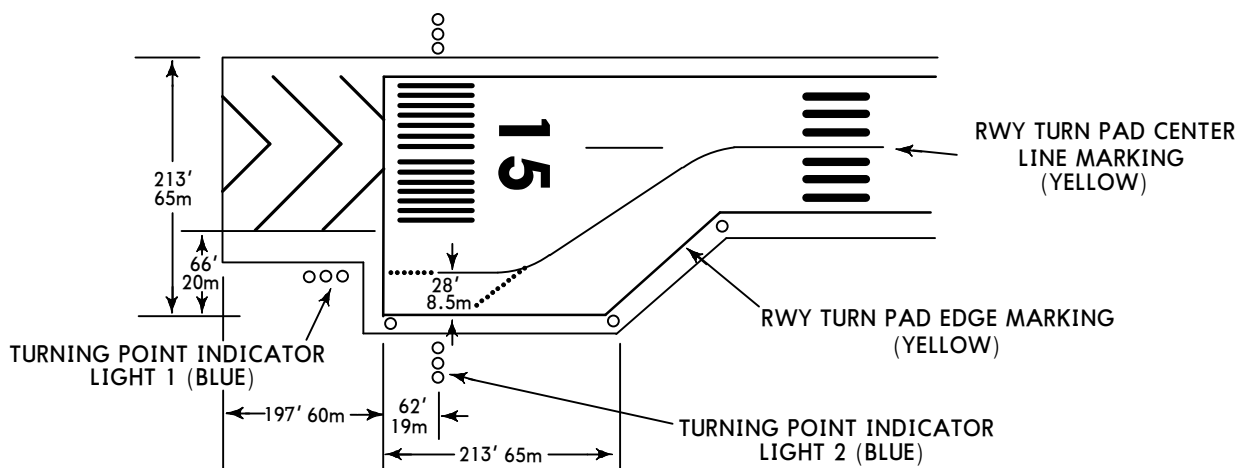
Rwy 15				
Multi Engine Aircraft				Single Eng Acft
With Take-Off Alternate Airport Filed			Without Take-Off Altn Apt. Filed	
	① HIRL & CL	① HIRL or CL or RCLM	NIL (DAY ONLY)	
A	VIS 400m		VIS 500m	Available Landing Minimums
B				Available Landing Minimums
C				
D				
Rwy 33				
Multi Engine Aircraft				Single Eng Acft
With Take-Off Alternate Airport Filed			Without Take-Off Altn Apt. Filed	
	① HIRL & CL	① HIRL or CL or RCLM	NIL (DAY ONLY)	
A	200' - 2400m			Available Landing Minimums
B				Available Landing Minimums
C				
D				

① HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

180° Turn on Runway

Rwy Turn Pads are installed as shown in below figure, and procedures for 180° turn on runway is established for runways 15 and 33 as follows:

1. Proceed along the Rwy Center Line to the starting point of the Rwy Turn Pad Center Line Marking; then
2. Proceed along the Rwy Turn Pad Center Line Marking to see the Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see Turning Point Indicator Light 2 on a straight line at angle of 9 o'clock. When turning, take MAX STEERING ANGLE.

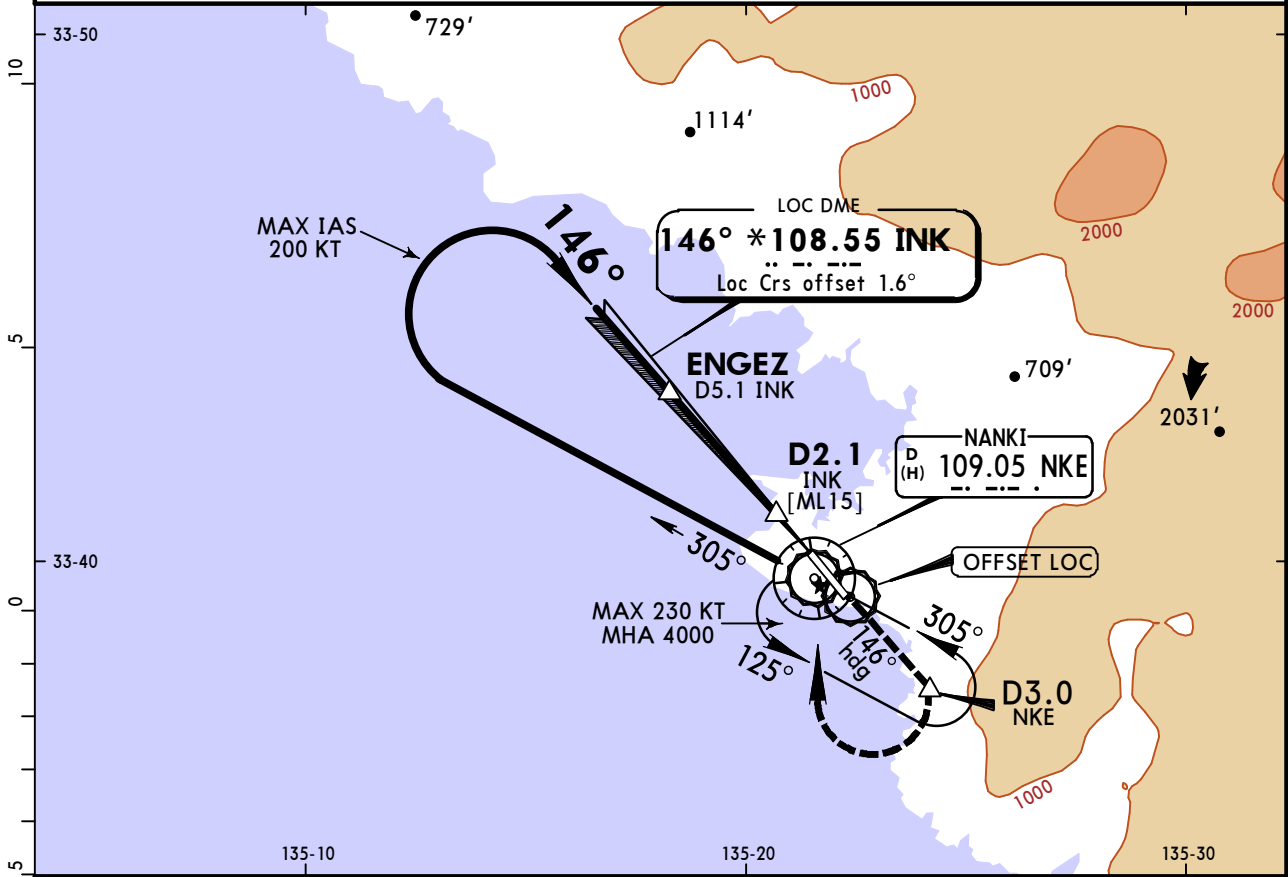


RJBD/SHM
NANKI-SHIRAHAMA

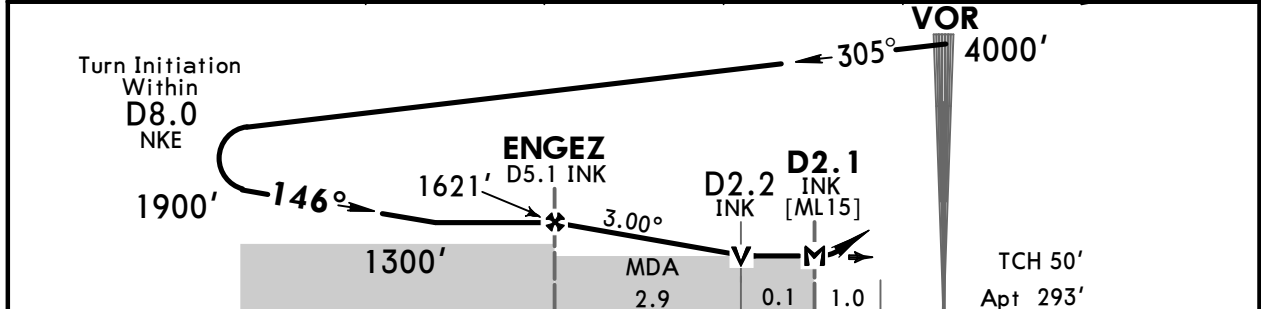
JEPPESEN
 21 APR 17
 Eff 26 Apr 1500Z (11-1)

NANKI-SHIRAHAMA, JAPAN
 MISSED APCH CLIMB
 GRADIENT MIM 5.0% **LOC Rwy 15**

TOKYO Control 133.5 124.95			*NANKI Radio 118.55 126.2		
LOC INK *108.55	Final Apch Crs 146°	Procedure Alt ENGEZ 1621' (1328')	MDA(H) 670' (377')	Apt Elev 293' Rwy 298'	
MISSED APCH: Climb on heading 146° to D3.0 NKE VOR, turn RIGHT, direct to NKE VOR and hold at 4000'. Contact Nanki RADIO.					
Alt Set: IN (hPa on req)			Trans level: FL 140		Trans alt: 14000'
1. VOR and DME required. 2. Timing not authorized for defining the MAP.					



NM to INK	FAF	5.0	4.0	3.0	MAP
ALT (3.0° APCH Path)	1621'	1579'	1261'	942'	



Gnd speed-Kts	70	90	100	120	140	160	SALS R	PAPI	↑ on 146° hdg	D3.0 NKE
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.1 INK										

1 STRAIGHT-IN LANDING RWY 15 Missed Apch Climb Gradient Mim 5.0% MDA(H) 670' (377')				1 CIRCLE-TO-LAND Missed Apch Climb Gradient Mim 5.0% Not Authorized East of Rwy			
ALS out			Max Kts	MDA(H)			
A	CMV 900m	CMV 1500m	90	790' (497') - 1600m			
B	CMV 1000m	CMV 1800m	120	790' (497') - 2400m			
C	CMV 1400m	CMV 2000m	140	1150' (857') - 3200m			
D	CMV 1400m	CMV 2000m	165				

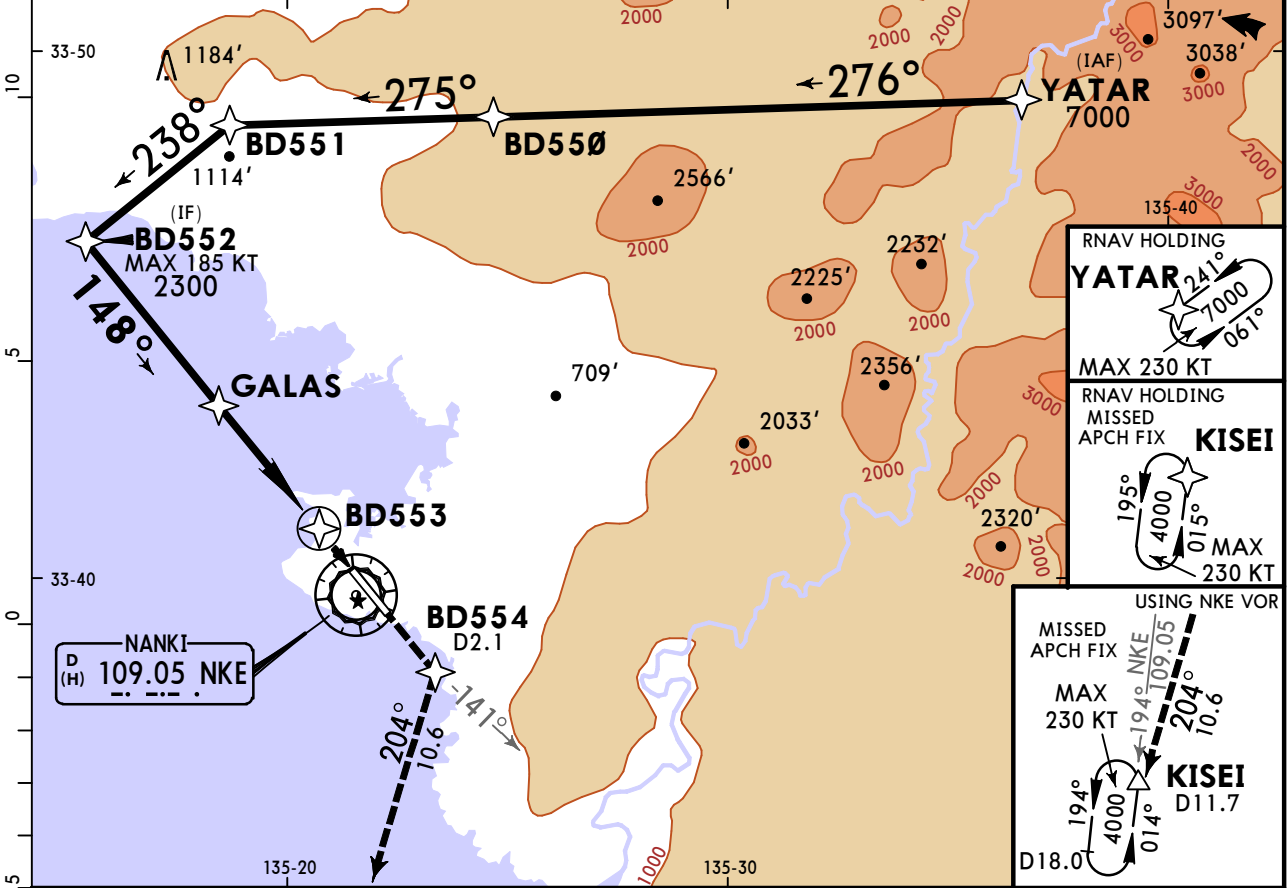
1 Minima with missed apch climb gradient of 2.5% are not established.
 CHANGES: Procedure. © JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED

RJBD/SHM NANKI-SHIRAHAMA

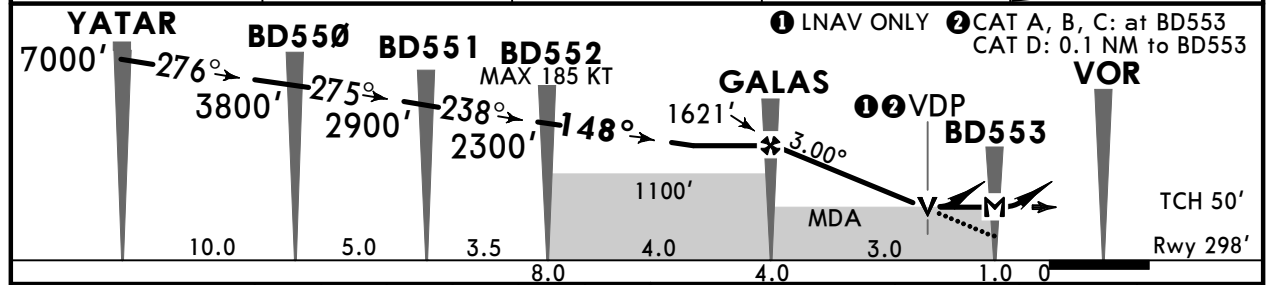
JEPPESSEN NANKI-SHIRAHAMA, JAPAN

30 SEP 22 **Eff 5 Oct 1500Z** (12-1) MISSED APCH CLIMB GRADIENT MIN 5.0% RNP Rwy 15

TOKYO Control 133.5		124.95		*NANKI Radio (AFIS) 118.55		126.2		
RNAV	Final Apch Crs 148°	Refer to Profile	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 293' Rwy 298'		<p>5800 MSA ARP</p>		
<p>MISSED APCH: Direct to BD554, to KISEI and hold at 4000'. Contact NANKI Radio. Using VOR/DME: Climb outbound via NKE VOR R-141 to D2.1, turn RIGHT via NKE VOR R-194 to KISEI and hold at 4000'. Contact NANKI Radio. Missed APCH climb gradient MIN 5.0%.</p>								
RNP Apch	Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
Baro-VNAV not authorized below -5°C.								



DIST to BD553	FAF	2.0	1.0	MAP
ALTITUDE	1621'	1303'	984'	



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at BD553									

1 STRAIGHT-IN LANDING RWY 15 LNAV/VNAV CAT A, B, C: DA(H) 700' (402') CAT D: DA(H) 720' (422')				LNAV CAT A, B, C: MDA(H) 660' (367') CAT D: MDA(H) 690' (397')				1 CIRCLE-TO-LAND Not Authorized East Side of Runway	
		ALS out				ALS out		Max Kts 90 120 140 165	
A	CMV 900m	CMV 1500m	CMV 900m	CMV 1500m	790' (497')-1600m				
B	CMV 1000m	CMV 1800m	CMV 1000m	CMV 1800m	790' (497')-2400m				
D	CMV 1400m	CMV 2000m	CMV 1400m	CMV 2000m	1150' (857')-3200m				

1 Minima with Missed Approach Climb Gradient of 2.5% are not established.
 CHANGES: Procedure name, requirement notes. © JEPPESSEN, 2017, 2022. ALL RIGHTS RESERVED.

RJBD/SHM

NANKI-SHIRAHAMA

30 SEP 22

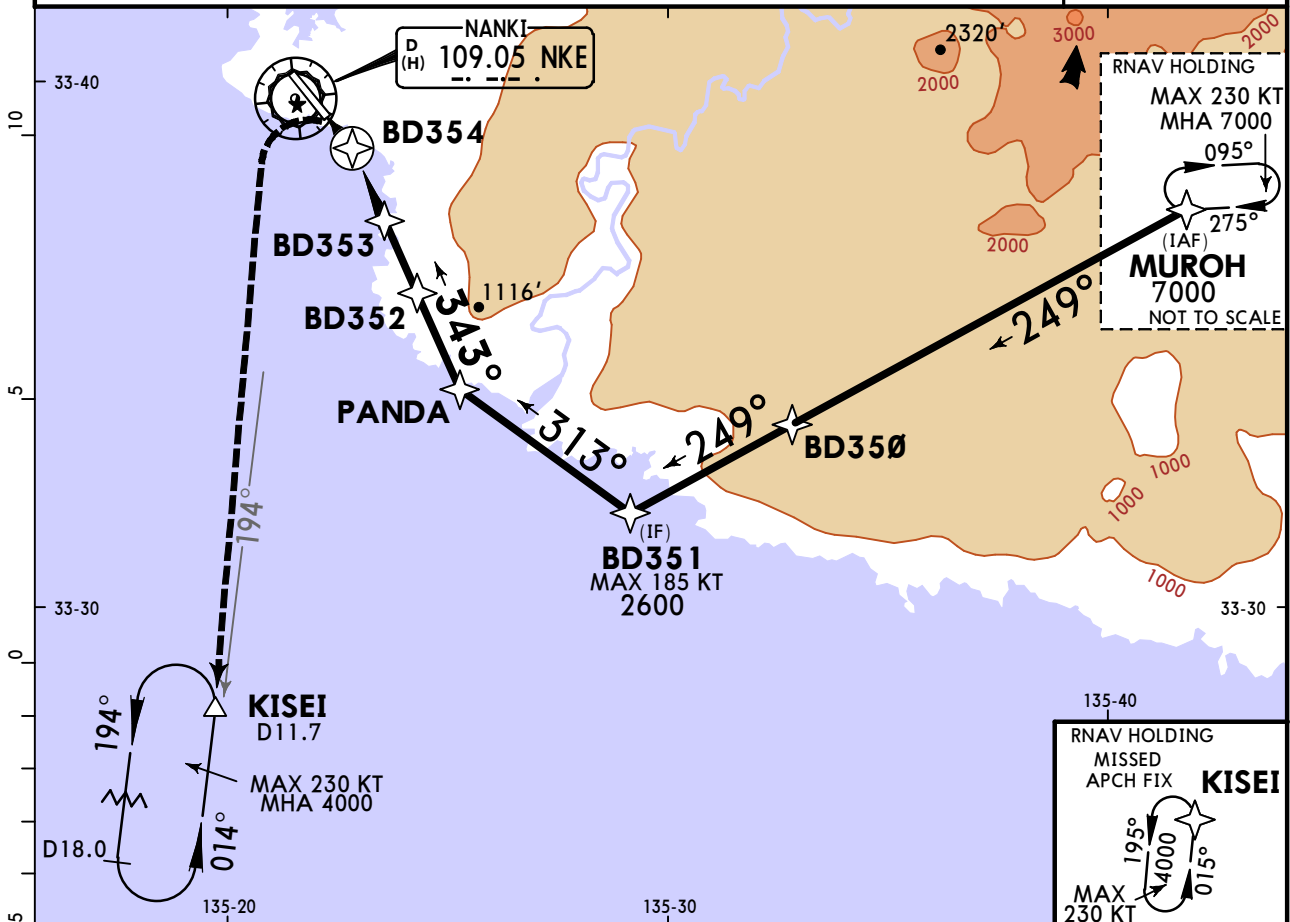
Eff 5 Oct 1500Z

12-2

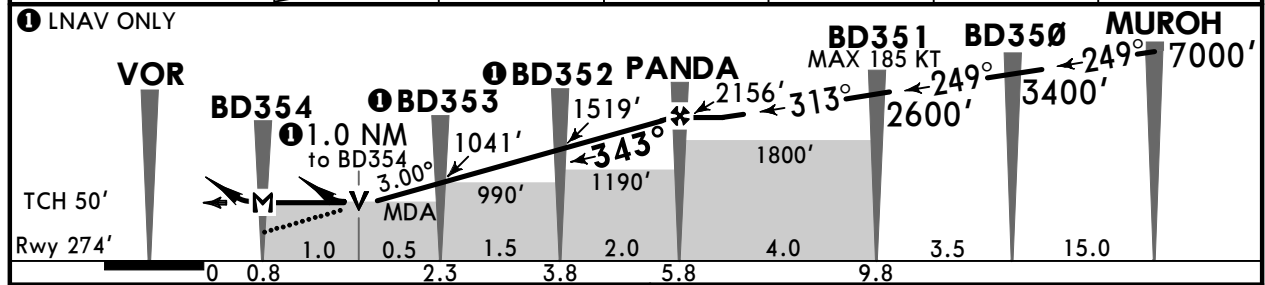
JEPPESSEN NANKI-SHIRAHAMA, JAPAN

RNP Rwy 33

TOKYO Control 133.5 124.95			*NANKI Radio (AFIS) 118.55 126.2		
RNAV	Final Apch Crs 343°	Refer to Profile	MDA(H) 860' (586')	Apt Elev 293' Rwy 274'	<p>5800</p> <p>MSA ARP</p>
MISSED APCH: Turn LEFT direct to KISEI and hold at 4000'. Contact NANKI Radio. Using VOR/DME: Turn LEFT heading 149° to intercept and proceed outbound via NKE VOR R-194 to KISEI and hold at 4000'. Contact NANKI Radio.					
RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000'		
1. Baro-VNAV not authorized 2. Final approach course offset 15.0°.					



DIST to BD354	MAP	1.0	2.0	3.0	4.0	FAF
ALTITUDE		882'	1200'	1519'	1837'	2156'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	LT	D	KISEI	4000'
Descent Angle	3.00°	372	478	531	637	743					
MAP at BD354											

STRAIGHT-IN LANDING RWY 33						CIRCLE-TO-LAND Not Authorized East Side of Runway						
LNAV/VNAV						LNAV						
						MDA(H) 860' (586')						
A							CMV 1500m					
B	NOT APPLICABLE						Max Kts 90: 860' (567')-1600m					
C							140: 860' (567')-2400m					
D							165: 1150' (857')-3200m					

RJBD/SHM
NANKI-SHIRAHAMA

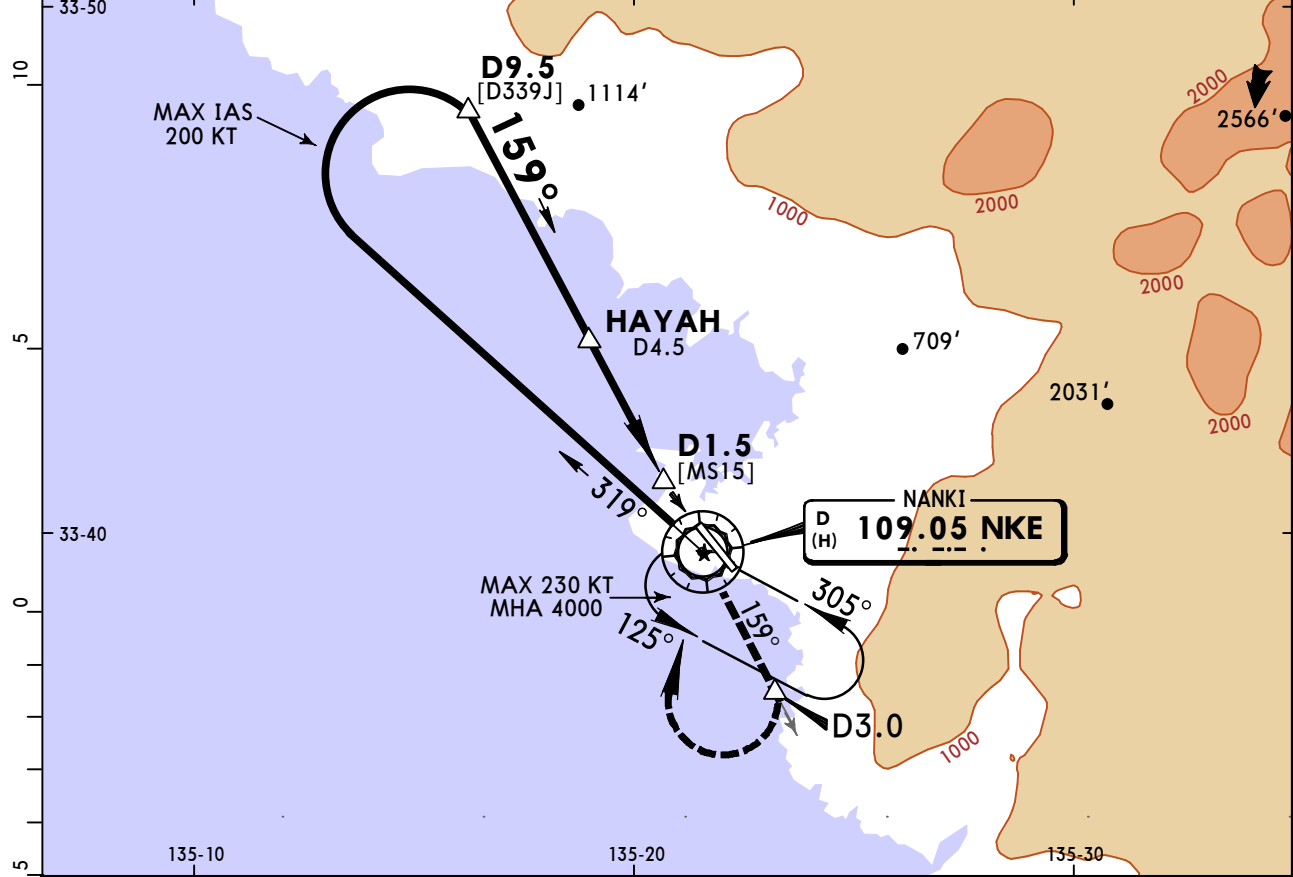
JEPPESSEN NANKI-SHIRAHAMA, JAPAN
21 APR 17 **(13-1)** **Eff 26 Apr 1500Z** **VOR Rwy 15**

133.5 TOKYO Control		124.95		118.55 *NANKI Radio		126.2	
VOR NKE 109.05	Final Apch Crs 159°	Procedure Alt HAYAH 1621' (1328')	MDA(H) 720' (427')	Apt Elev 293'	Rwy 298'		

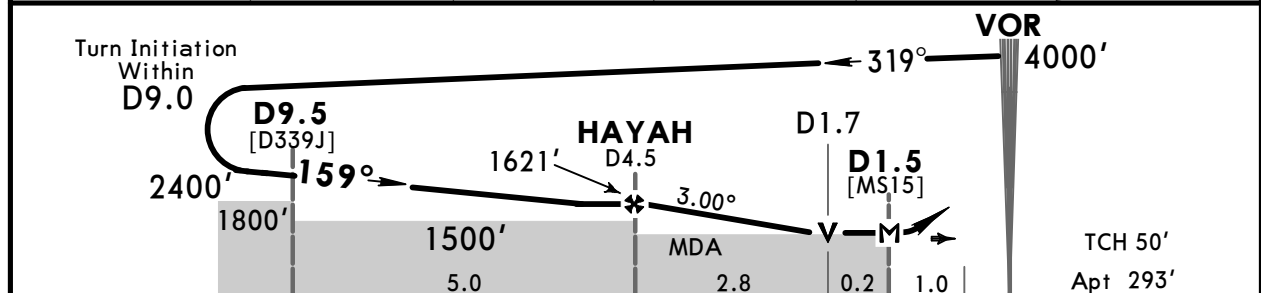
MISSED APCH: Climb via NKE VOR R-159 to D3.0, turn RIGHT, direct to NKE VOR and hold at 4000'. Contact Nanki RADIO.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. DME required. 2. Timing not authorized for defining the MAP.



NM to NKE	FAF	4.0	3.0	2.0	MAP
ALT (3.0° APCH Path)	1621'	1478'	1159'	841'	



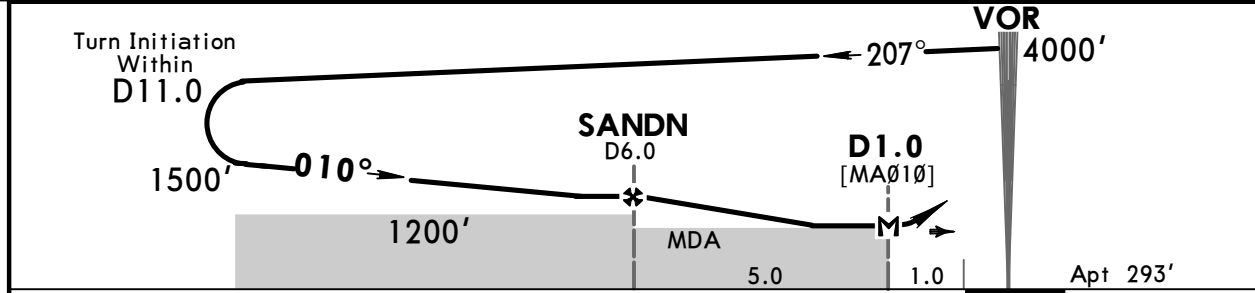
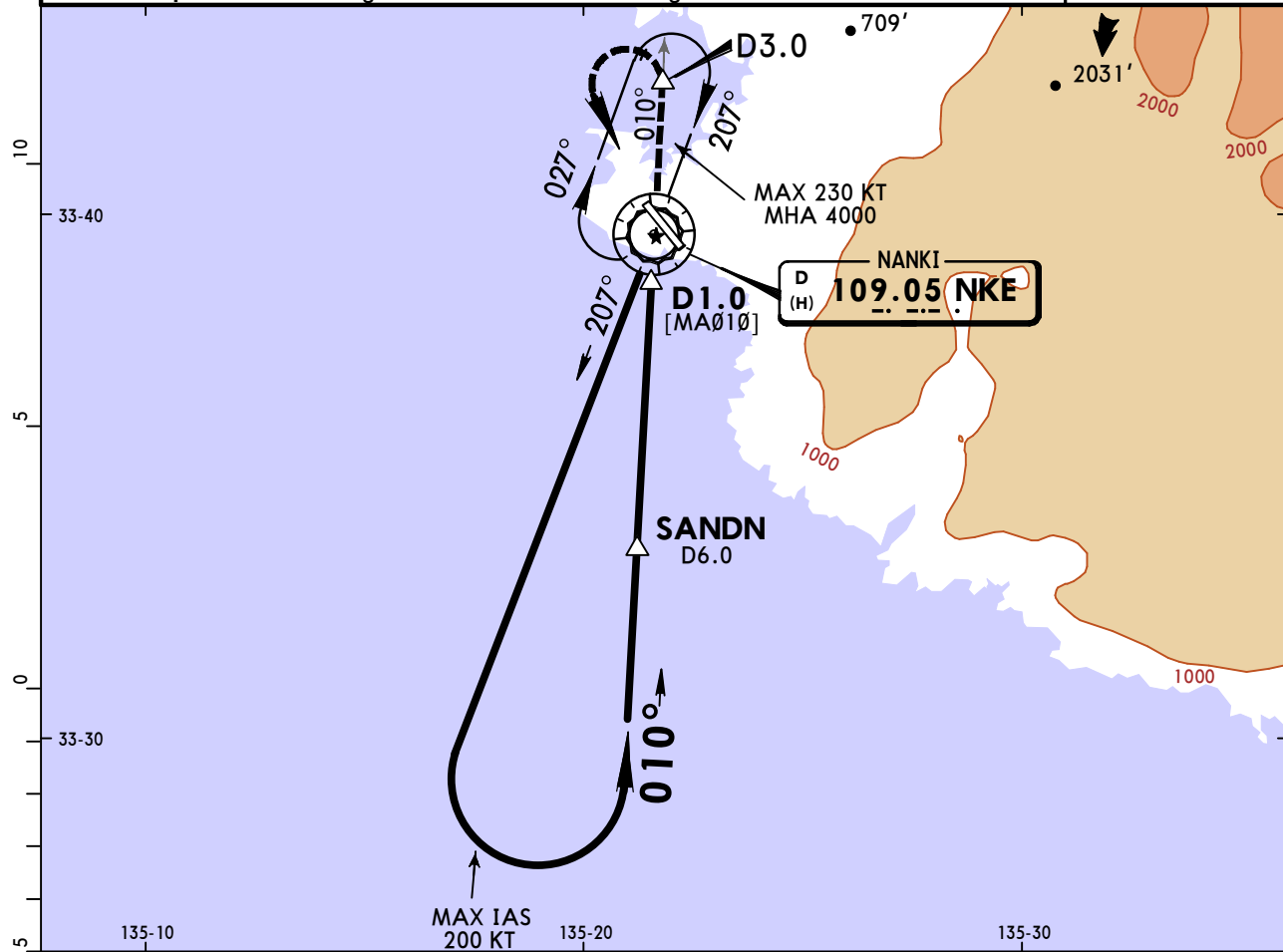
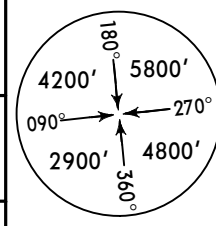
Gnd speed-Kts	70	90	100	120	140	160	SALS R	NKE via 109.05 R-159	D3.0
Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.5									

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
MDA(H) 720' (427')				Not Authorized East of Rwy			
ALS out				Max Kts.			
A	CMV 900m	CMV 1500m		90	790' (497') - 1600m		
B	CMV 1000m	CMV 1800m		120	790' (497') - 2400m		
C		CMV 2000m		140	1150' (857') - 3200m		
D	CMV 1400m	CMV 2000m		165			

RJBD/SHM
NANKI-SHIRAHAMA

JEPPESSEN NANKI-SHIRAHAMA, JAPAN
21 APR 17 (13-2) Eff 26 Apr 1500Z **VOR A**

TOKYO Control		*NANKI Radio	
133.5	124.95	118.55	126.2
VOR NKE 109.05	Final Apch Crs 010°	Minimum Alt Refer to Profile	MDA(H) Refer to Minimums
		Apt Elev 293'	
MISSED APCH: Climb via NKE VOR R-010 to D3.0, turn LEFT, direct to NKE VOR and hold at 4000'. Contact Nanki RADIO.			
Alt Set: IN (hPa on req)		Trans level: FL 140	Trans alt: 14000'
1. DME required. 2. Timing not authorized for defining the MAP.			MSA NKE VOR



MAP at D1.0	Lighting - Refer to Airport Chart	NKE via 109.05 R-010 D3.0
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CIRCLE-TO-LAND	
Not Authorized East of Rwy.	
Max Kts	MDA(H)
A 90	790' (497')-1600m
B 120	790' (497')-2400m
C 140	1150' (857')-3200m
D 165	

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NANKI-SHIRAHAMA, (NANKI-SHIRAHAMA - RJBD)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJBD