

GENERAL**Operational Hours****AD OPS Hours / AD ADMIN Hours:** 2200-1300**Airport Information**

RFF: CAT 9
PCN: RWY 14/32: 65/F/A/X/T
Customs: 2330 SUN-0800 FRI
 2330 FRI-0330 SAT

Operation**TWY Restriction**

TWY B2 width 9m / 30ft.

Wing-tip CLR at the TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows:

When B747 HLDG at the stop marking on TWY T2 or T5.

Wingspan (WS) of ACFT taxiing on TWY P1-P2 or P4-P5	$WS \leq 19.4m$	$19.4m < WS \leq 36.4m$	$WS > 36.4m$
Wing-tip CLR	Wing-tip CLR $\geq 15m$	$6.5m \leq \text{wing-tip CLR} < 15m$	wing-tip CLR $< 6.5m$

Warnings**OLE VOR/DME** unusable:

R030-R045 beyond 25NM below 6000ft.

R046-R085 beyond 20NM below 6000ft.

ARRIVAL**Speed**

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater at or below 3000ft.

Communication**COM Failure**

If radio COM with Nagasaki APCH/RAD are lost for 30sec:

Contact Nagasaki TWR.

- If unable, proceed in accordance with VFR.
- If unable, proceed to Nagasaki VOR/DME at last assigned ALT or 4000ft whichever is higher and execute INSTR APCH.

Procedure other than above will be issued when situation required.

ARRIVAL**Arrival Procedure****Critical DME for DME/DME/IRU Navigation on RNAV STARs**

FUBUKI RNAV

- RNAV Critical DME

OLE: TAKAK - FUBKI.**SGE:** 2NM to TAKAK - FUBKI.**Non-standard GP intercept position on RWY 32**

GP intercepts RWY 32 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 2692m / 8833ft.

DEPARTURE**Take-off Minima**

RWY		32	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		14	
All ACFT	ft - m/km	0 - 400V	-

Speed

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater at or below 3000ft.

Departure Procedure**Critical DME and DME Gap for DME/DME/IRU Navigation on RNAV SIDs**

CHIKUGO RNAV

- RNAV Critical DME

RWY 14: **SGE:** 3NM to FU400 - 6NM to LEVEE.RWY 32: **SGE:** 2NM to FU200 - FU200.

- RNAV DME GAP

RWY 14: RWY 14 DER - 3NM to FU400.

RWY 32: RWY 32 DER - 2NM to FU200.

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NGS-RJFU

2-10

Japan Nagasaki

AGC
AFC

AFC

AFC

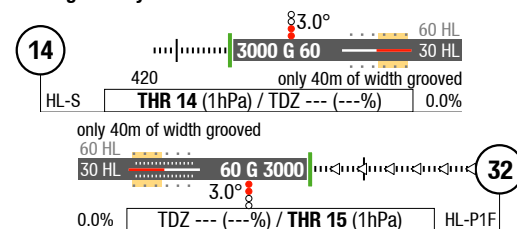
Nagasaki Japan

AGC
AFC



D-ATIS	126.850	2200-1300
RAD	119.175	2200-1300
	121.025	2200-1300
APP	119.175	2200-1300
DEP	121.000	2200-1300
TWR	118.500	2200-1300
	126.200	2200-1300
	122.700	2200-1300
GND	121.600	2200-1300

Landing RWY system:



Changes: FREQ, APL, OBST, SUAs, TOPO, Editorial

01-MAR-2018
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Japan Nagasaki

AGC

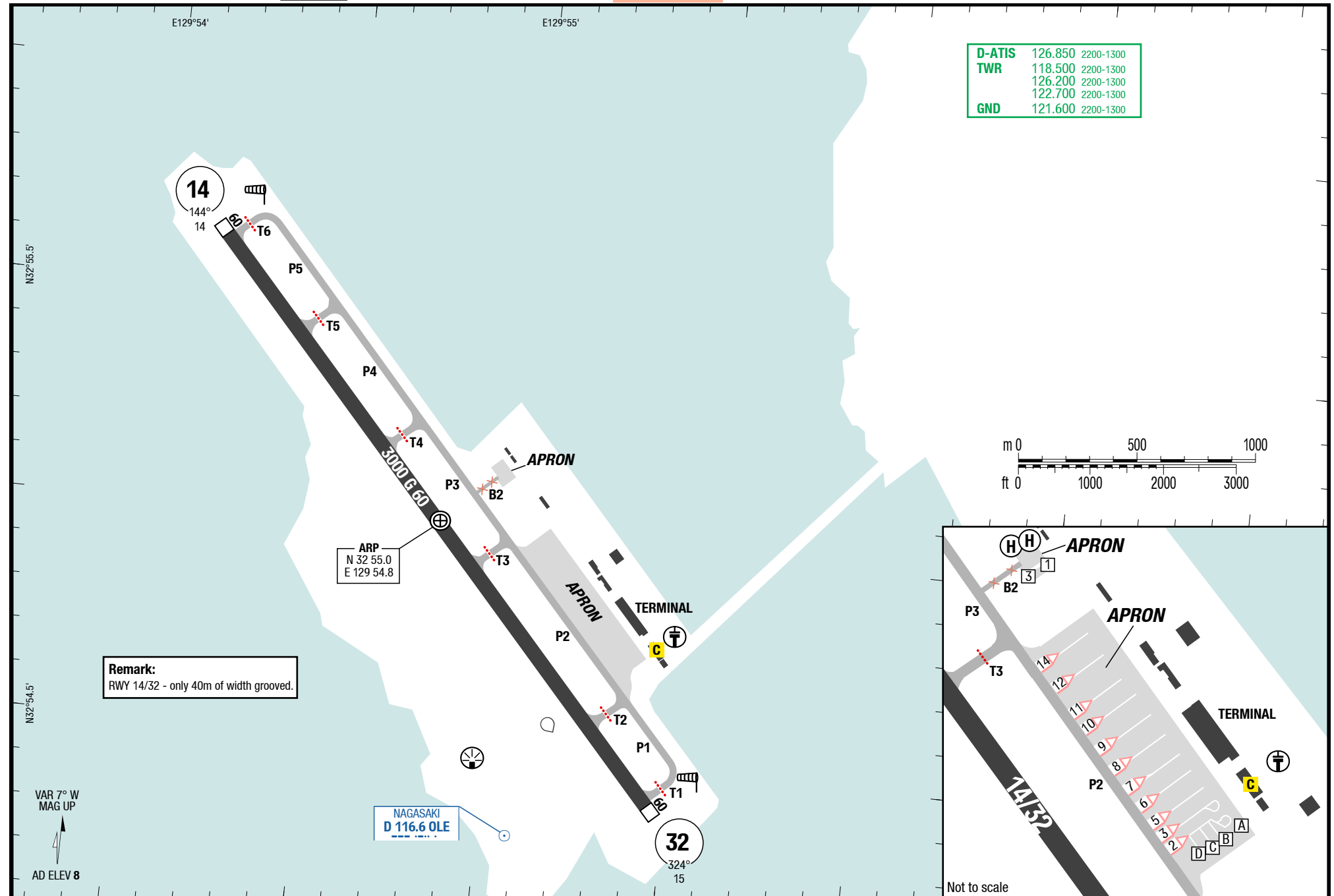
AGC

AGC

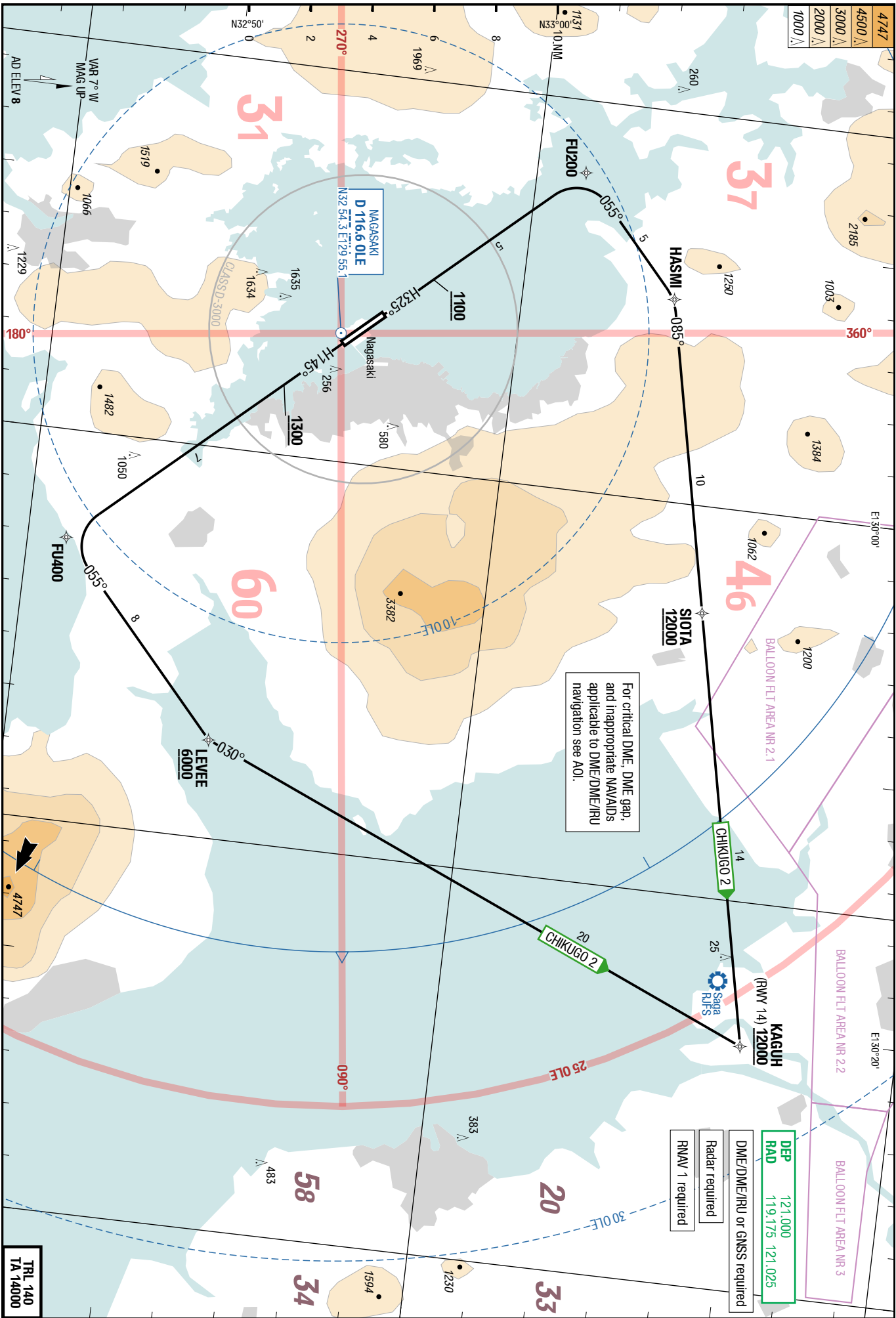
Nagasaki Japan

AGC

3-20



Changes: FREQ

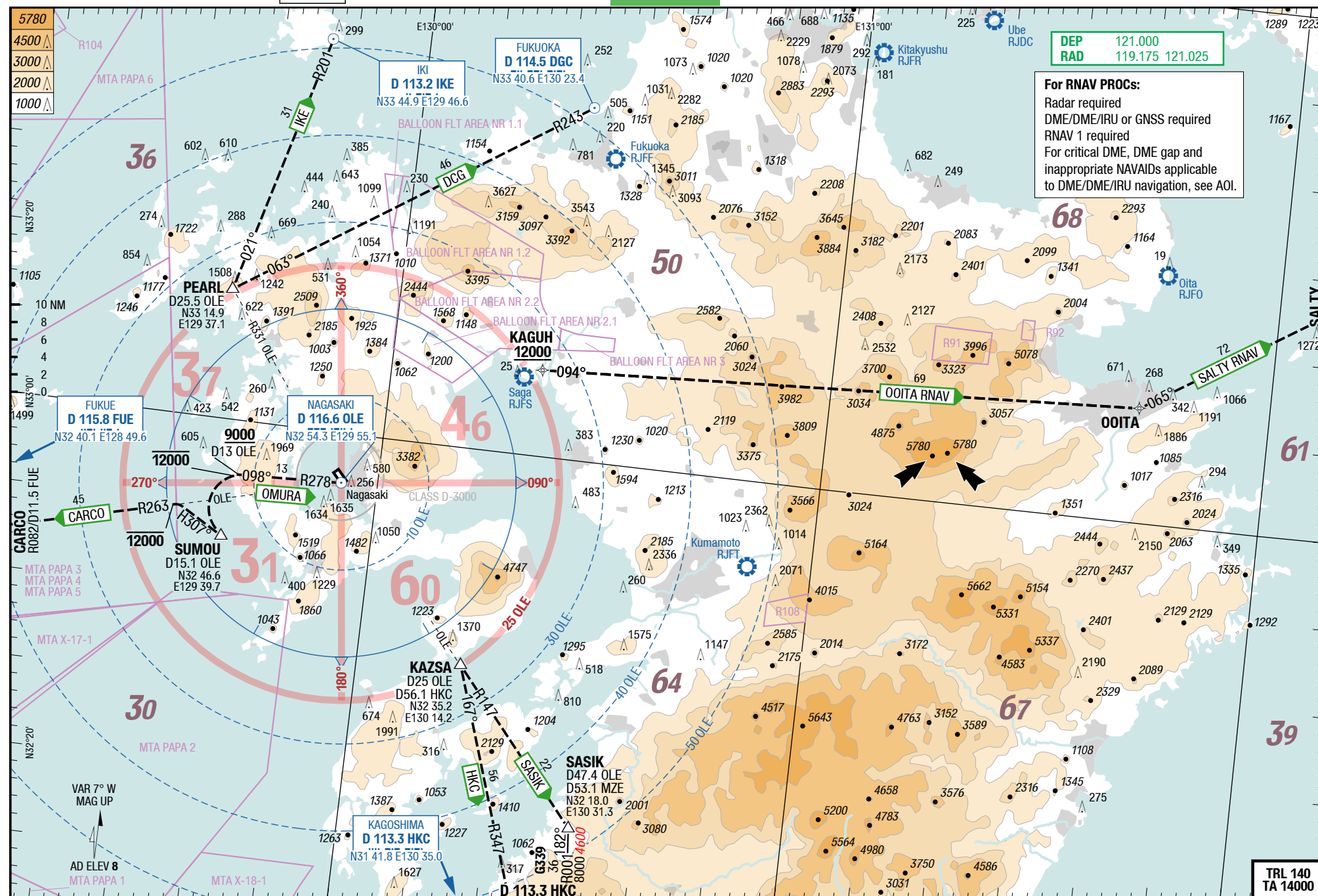




Changes: Completely revised

4-30

SID Transitions



CHIKUGO 2

RWYs 14 (144°) / 32 (324°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
CHIKUGO 2 4.5% to 1300 121.000 ①	HDG 145° - at MNM 1300 direct FU400 - LEVEE - KAGUH FMS [M145 ;A1300+] - FU400- LEVEE - KAGUH	LEVEE MNM 6000 KAGUH MNM 12000 LEVEE MNM 6000 KAGUH MNM 12000
	Runway 32	
CHIKUGO 2 5.0% to 1100 121.000 ②	HDG 325° - at MNM 1100 direct FU200 - HASMI - SIOTA - KAGUH FMS [M325 ;A1100+] - FU200 - HASMI - SIOTA - KAGUH	SIOTA MNM 12000 SIOTA MNM 12000

① OBST ALT 919ft located at 129°/4.1NM FM end of RWY14.

② OBST ALT 2067ft located at 013°/9.8NM FM end of RWY32.

NAGASAKI REVERSAL 4 / NORTH 8 / SOUTH 7 / WEST 6

RWYs 14 (144°) / 32 (324°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
Runway 14		
NAGASAKI REVERSAL 4 5.0% to 1800 121.000 ①	at MNM 500 RT intercept R143 OLE - at D6 OLE RT direct OLE	OLE MNM 5000
NORTH 8 5.0% to 1800 121.000 ③	at MNM 500 RT intercept R143 OLE - at MNM 1800 RT HDG 001° - intercept R331 OLE to PEARL	PEARL MNM 6000
SOUTH 7 5.0% to 1500 121.000 ③	at MNM 500 RT intercept R143 OLE - at D9 OLE RT intercept R146 OLE to KAZSA	R143/D5 OLE MNM 1500
WEST 6 5.0% to 1800 121.000 ③	at MNM 500 RT intercept R143 OLE - at MNM 1800 RT HDG 291° - intercept R246 OLE to SUMOU	SUMOU MNM 4000
Runway 32		
NAGASAKI REVERSAL 4 5.0% to 1600 121.000 ②	intercept R331 OLE - at D6.3 OLE LT direct OLE	OLE MNM 5000
NORTH 8 121.000	intercept R331 OLE to PEARL	PEARL MNM 6000
SOUTH 7 5.0% to 1500 121.000 ②	at MNM 1500 LT HDG 113° - intercept R143 OLE - at D9 OLE RT intercept R146 OLE to KAZSA	
WEST 6 5.0% to 1500 121.000 ②	at MNM 1500 LT HDG 201° - intercept R246 OLE to SUMOU	SUMOU MNM 4000

① OBST ALT 1575ft located at 164°/7.69NM FM end of RWY14

② OBST ALT 1969ft located at 271°/8.01NM FM end of RWY32

③ OBST ALT 854ft located at 170°/3.4NM FM end of RWY14

CARCO / FUKUOKA / IKI / KAGOSHIMA / OMURA / OOITA RNAV / SALTY RNAV / SASIK
 RWYs 14 (144°) / 32 (324°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
CARCO 121.000	at SUMOU HDG 307° - intercept R263 OLE to CARCO	MAX 12000 until intercepting R263 OLE
FUKUOKA DCG 121.000	at PEARL intercept R243 DGC to DGC	
IKI IKE 121.000	at PEARL intercept R201 IKE to IKE	
KAGOSHIMA HKC 121.000	at KAZSA intercept R347 HKC to HKC	
OMURA 121.000	at SUMOU RT intercept R278 OLE to OLE	MAX 12000 until intercepting R278 OLE R278/D13 OLE MNM 9000
OOITA RNAV 121.000	KAGUH - OOITA	KAGUH MNM 12000
SALTY RNAV 121.000	KAGUH - OOITA - SALTY	KAGUH MNM 12000
SASIK 121.000	at KAZSA continue on R147 OLE to SASIK	

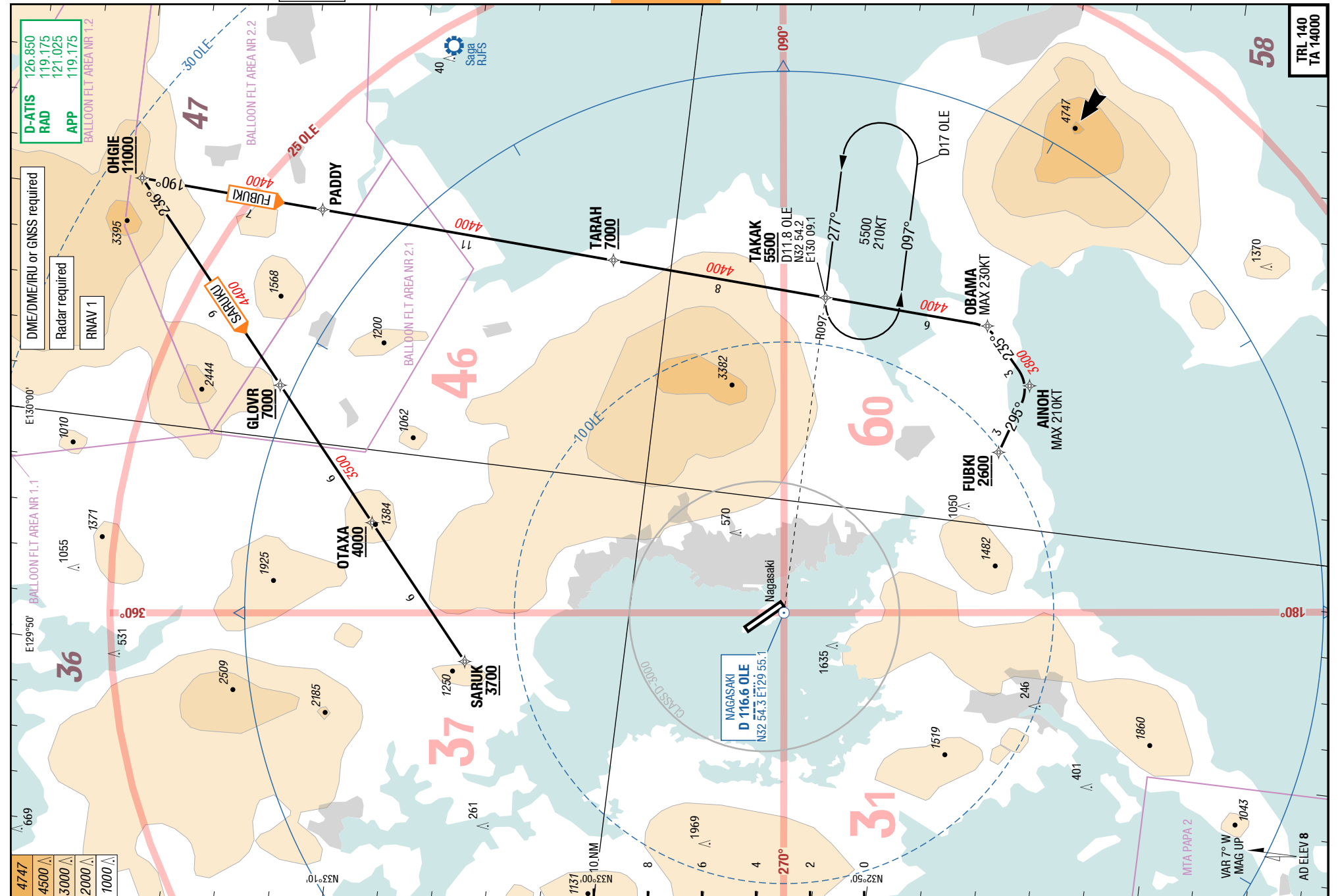
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Japan Nagasaki
NIL
RNAV STARs

STAR

STAR

Nagasaki Japan
NIL
RNAV STARs



Changes: FREQ, OBST, Note, TOPO

01-MAR-2018

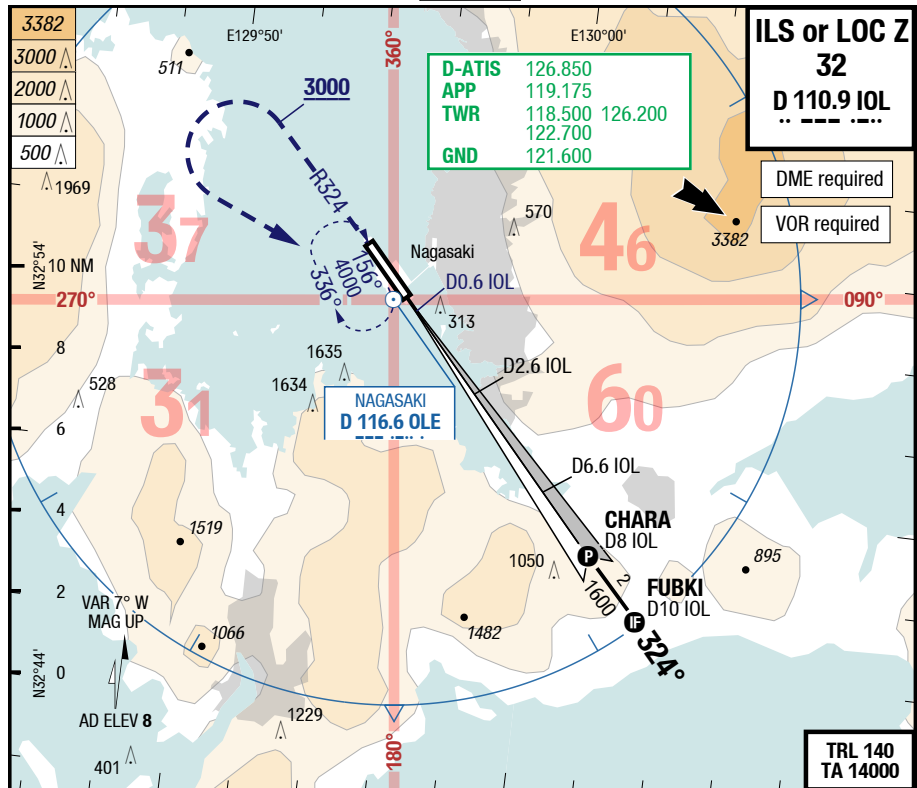
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Japan Nagasaki

IAC

7-10

ILS or LOC Z 32



only 40m of width grooved

60 HL 30 HL 60 G 3000

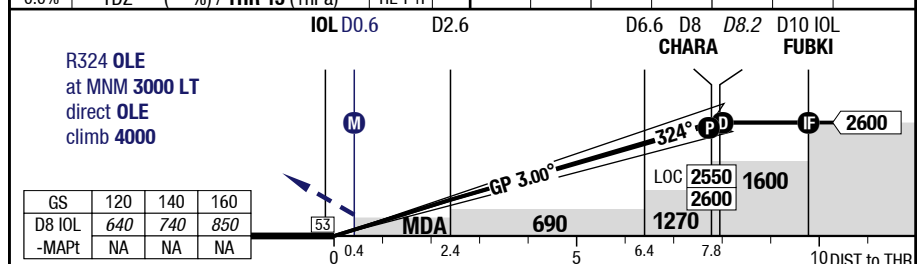
3.0°

0.0% TDZ --- (---%) / THR 15 (1hPa)

HL-P1F

32

2	3	4	5	6	8.2
650	970	1290	1610	1930	2600

LOC 3.00°
D IOL

32		Cat 1 DME 1)	Cat 1 DME TDZL+RCLL U/S 1)	LOC DME	Circling TERPS	
C	ft - m/km ft	200 - 550 220	200 - 750 220	420 - 1.2 430	620 - 2.4V 620	
D	ft - m/km ft	200 - 550 220	200 - 750 220	420 - 1.4 430	890 - 3.6V 890	

1) With EVS 550m

Changes: FREQ, APL, OBST, Editorial

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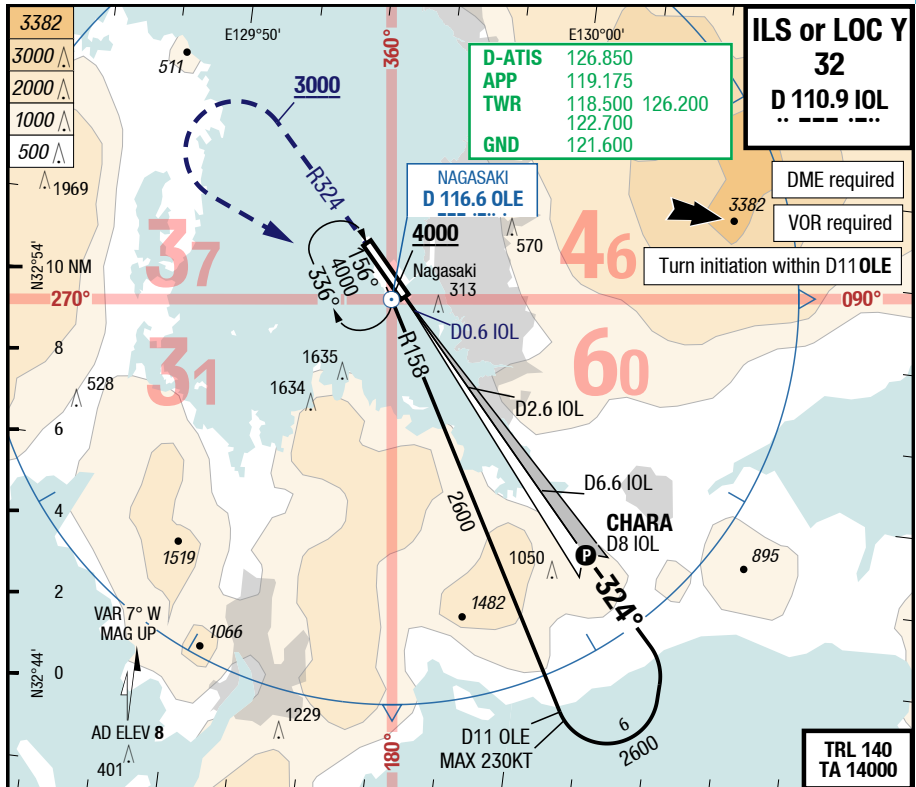
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Japan Nagasaki

IAC

7-20

ILS or LOC Y 32



only 40m of width grooved

60 HL

60 G 3000

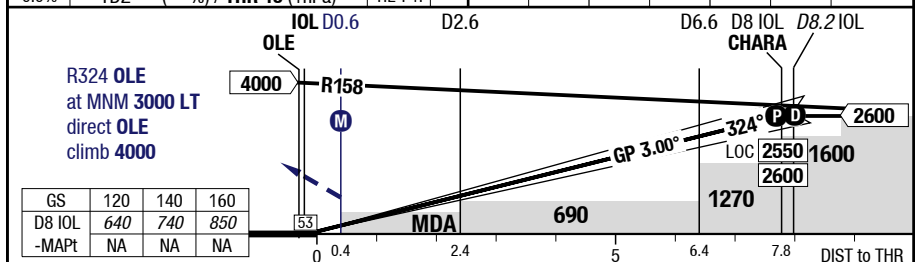
3.0°

0.0%

TDZ --- (---%) / THR 15 (1hPa)

HL-P1F

2	3	4	5	6	8.2
650	970	1290	1610	1930	2600

LOC 3.00°
D IOL

32		Cat 1 DME 1)	Cat 1 DME TDZL+RCLL U/S 1)	LOC DME	Circling TERPS	
C	ft - m/km ft	200 - 550 220	200 - 750 220	420 - 1.2 430	620 - 2.4V 620	
D	ft - m/km ft	200 - 550 220	200 - 750 220	420 - 1.4 430	890 - 3.6V 890	

1) With EVS 550m

Changes: FREQ, ALT, APL, OBST, Editorial

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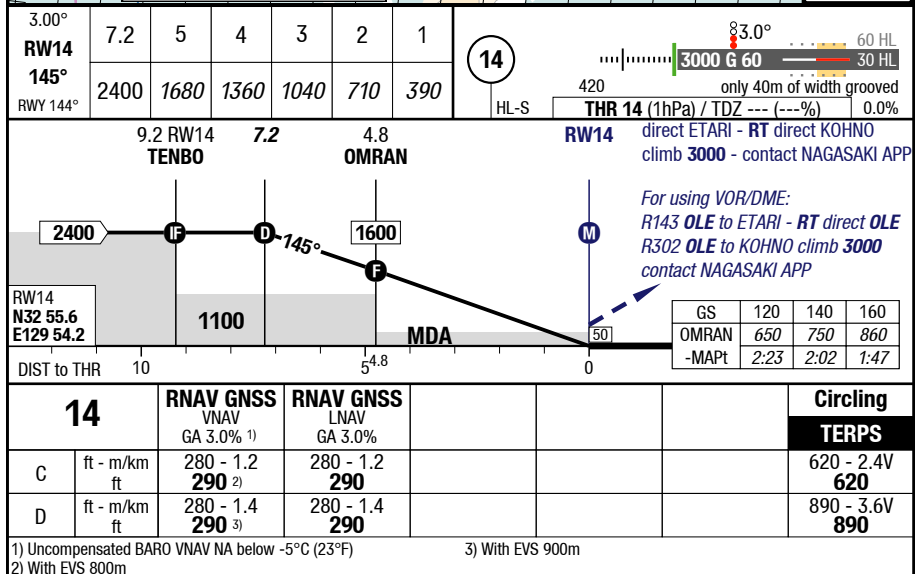
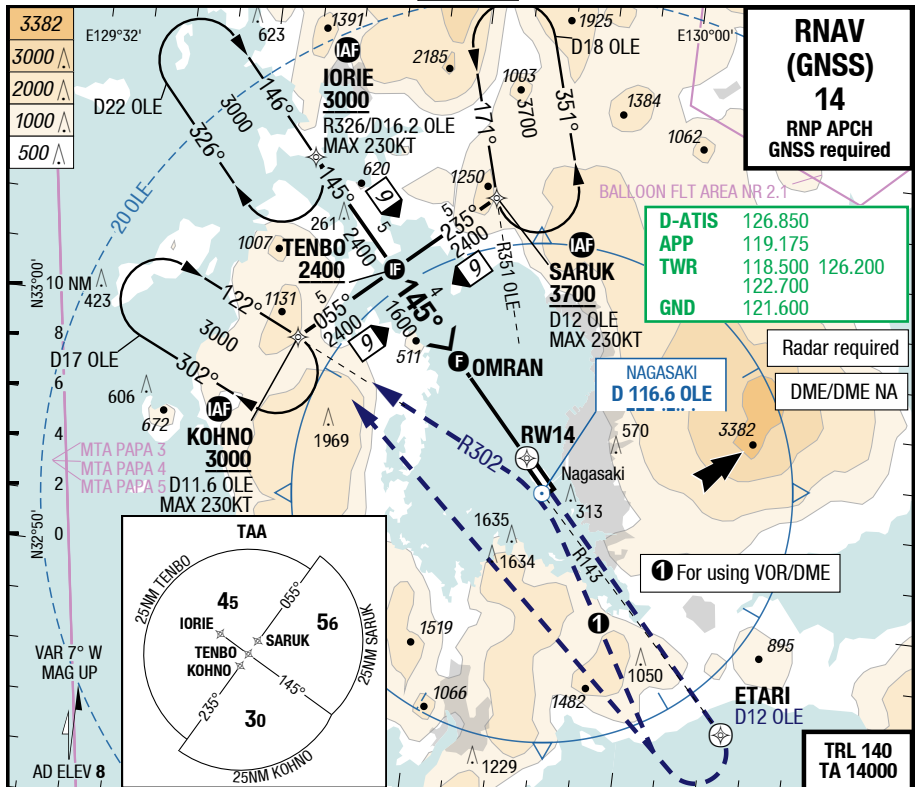
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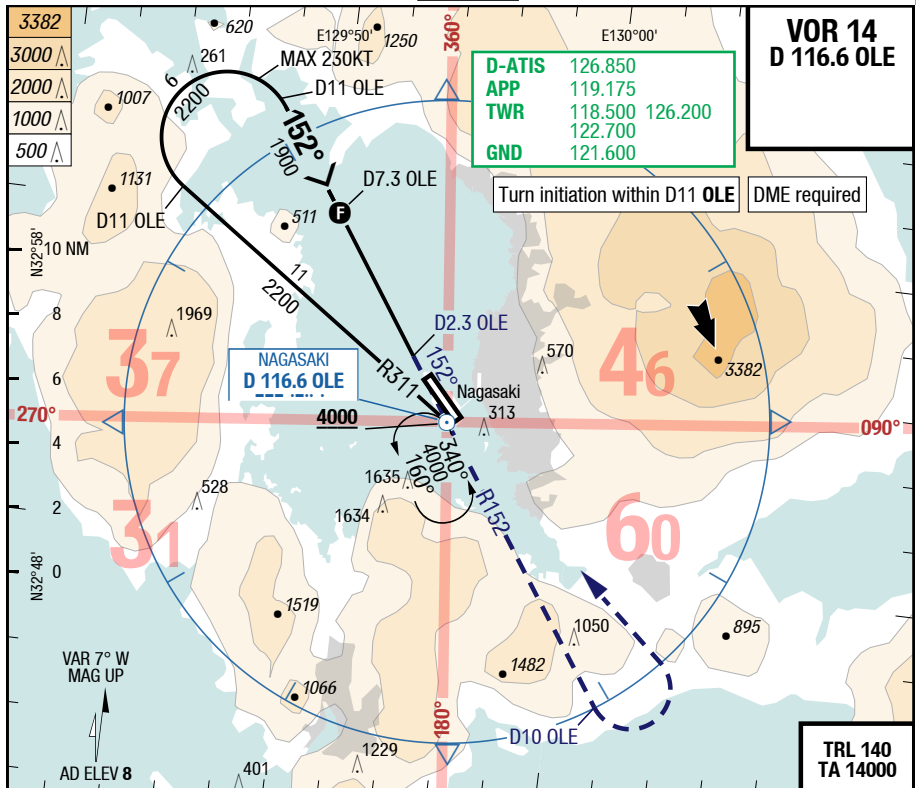
IAC

7-30

RNAV (GNSS) 14



Changes: FREQ, APL, OBST, Editorial



3.00°
D OLE
152°
RWY 144°

8.2 7 6 5 4 3

2200 1820 1500 1180 860 540

14

HL-S

3000 G 60
only 40m of width grooved

420

THR 14 (1hPa) / TDZ --- (---%) 0.0%

D11 OLE D8.2 D7.3 D2.3 OLE

Turn:
MAX 230KT

2200

1500

1900

152°

MDA

R311

4000

152°
direct OLE
R152 OLE to D10 OLE
LT direct OLE
climb 4000

GS	120	140	160
D7.3 OLE	640	740	850
-MAPt	NA	NA	NA

DIST to THR

6.7 5.8 5 0.8 0

14

VOR DME
GA 3.0%

Circling
TERPS

C	ft - m/km ft	480 - 1.8 490		620 - 2.4V 620
D	ft - m/km ft	480 - 1.8 490		890 - 3.6V 890

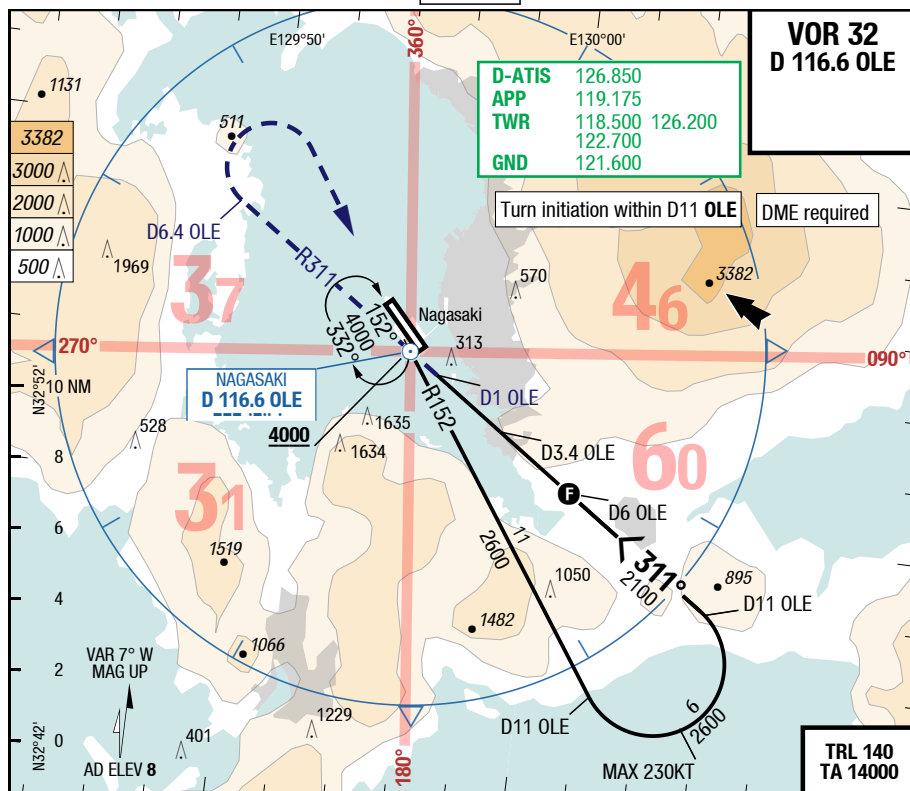
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Japan Nagasaki

IAC

7-60

VOR 32



only 40m of width grooved

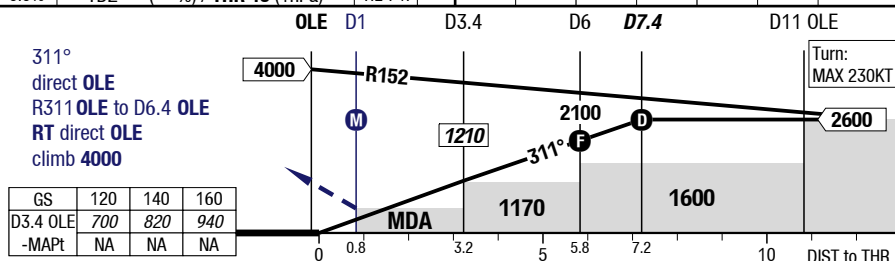
60 HL 60 G 3000

3.0°

0.0% TDZ --- (---%) / THR 15 (1hPa)

HL-P1F

2	3	4	5	7	7.4	3.32°
710	1060	1420	1770	2470	2600	D OLE
						311°
						RWY 324°



32	VOR DME						Circling TERPS
C	ft - m/km ft	560 - 1.8 570					620 - 2.4V 620
D	ft - m/km ft	560 - 1.8 570					890 - 3.6V 890

Changes: FREQ, APL, ALT, OBST

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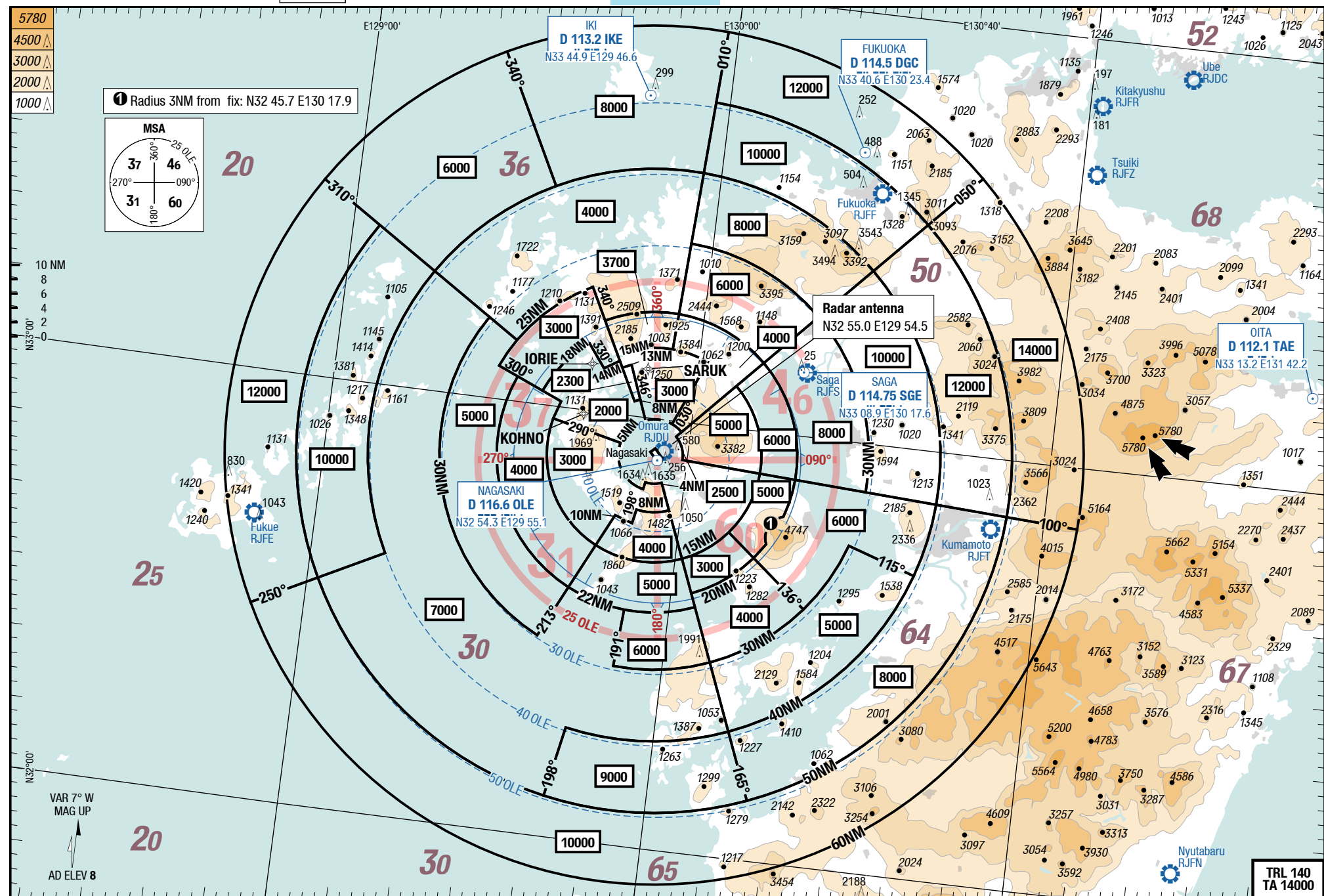
8-10

NIL
MRC

MRC

MRC

NIL
MRC



Changes: New

TRL 140
TA 14000

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