AD 2 AERODROMES

RJDU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJDU - OMURA

RJDU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*325541N/1295603E*
2	Direction and distance from (city)	305°/3.3km from JR Omura station
3	Elevation/ Reference temperature	19ft / -
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/ Annual change	7°W(2011) / -
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	JSDF-M
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Nil

RJDU AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Nil
3	Health and sanitation	Nil
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24
7	ATS	Nil
8	Fuelling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

RJDU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/ oil types	JP-5
3	Fuelling facilities/ capacity	Fuel truck refuelling
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJDU AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurants	Nil
3	Transportation	Nil
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

RJDU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Nil
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJDU AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

RJDU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Nil
2	Taxiway width, surface and strength	Nil
3	ACL and elevation	Nil
4	VOR checkpoints	Nil
5	INS checkpoints	Nil
6	Remarks	Nil

RJDU 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	Nil
2	RWY and TWY markings and LGT	RWY : RWY18/36 (Marking) : RWY designation, RWY CL, RWY THR, Aiming point, TDZ (LGT) : REDL, RTHL, RENL, RWY DIST marker LGT TWY : (Marking) : TWY CL (LGT) : TWY edge LGT
3	Stop bars	Nil
4	Remarks	Nil

RJDU AD 2.10 AERODROME OBSTACLES

RWY/Area affected	Obstacle type	Coordinates	Elevation	Markings/ LGT	Remarks
RWY36	Island	*325408N/1295629E*	256ft	Nil	See AD2.14 The Unusable area of PAPI for RWY36

RJDU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

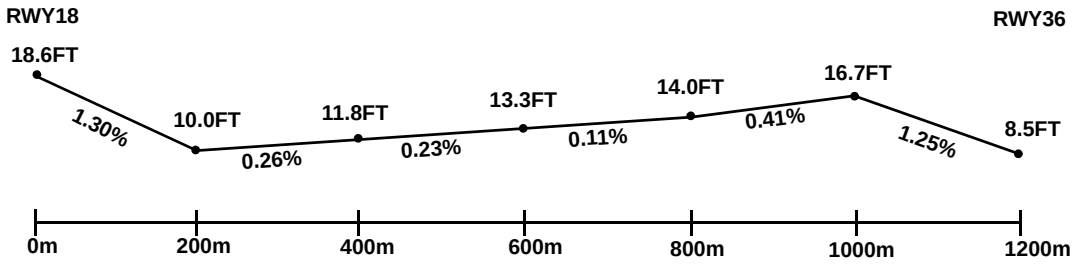
1	Associated MET Office	OMURA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	P, Ja
6	Flight documentation Language(s) used	Nil
7	Charts and other information available for briefing or consultation	S, U, P, E, C, W, N
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	Nil
10	Additional information (limitation of service, etc.)	Nil

RJDU 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
18	175.35	1200 x 30	SW15000kg (33000lbs) DW17000kg (37400lbs) DTW24000kg (52800lbs)	*325600.47N 1295601.33E*	THR ELEV : 18.6ft
36	355.35	1200 x 30	SW15000kg (33000lbs) DW17000kg (37400lbs) DTW24000kg (52800lbs)	*325521.65N 1295605.09E*	THR ELEV : 8.5ft

Slope of RWY	Strip Dimensions(M)	Remarks
7	10	12
See below chart	1320 x 90 1320 x 90	Nil

Slope of RWY



RJDU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6

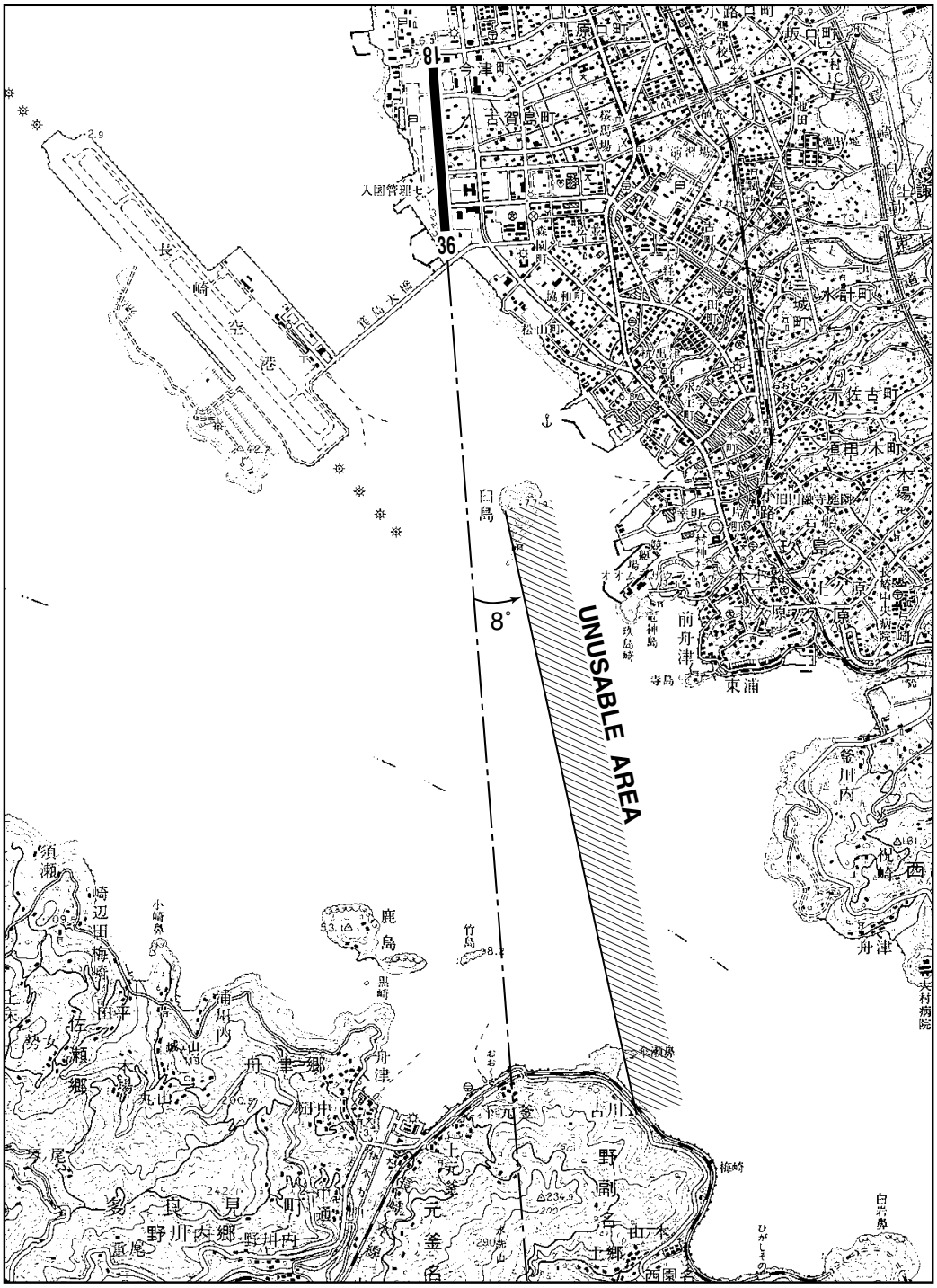
RJDU AD 2.14 APPROACH AND RUNWAY LIGHTING

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
18		Green -	PAPI 3.0°/LEFT 289m 44.6ft			1200m 60m Coded color (White/Yellow) LIH	Red	Nil
36		Green -	PAPI 3.0°/LEFT 263m 44.6ft			1200m 60m Coded color (White/Yellow) LIH	Red	Nil
Remarks								
10								
Overrun area edge LGT(LEN : 60m Color : Red) RWY THR ID LGT for RWY 18/36 THR								

Unusable area of PAPI

滑走路36末端側進入角指示灯の使用制限は下図の通り。

The unusable area of PAPI for runway 36 is shown in the charts below.



RJDU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : *325544N/1295558E*, White EV2sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer : 200m from RWY18 THR, LGTD
3	TWY edge and centerline lighting	TWY edge LGT : Blue TWY CL LGT : Nil
4	Secondary power supply/ switch-over time	Within 15 sec
5	Remarks	WDI LGT, OBST LGT

RJDU AD 2.16 HELICOPTER LANDING AREA

Nil

RJDU 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
NAGASAKI CTR	See RJFU AD2.17		D	NAGASAKI TOWER En	
NAGASAKI ACA	See RJFU AD2.17		E	NAGASAKI APCH NAGASAKI DEP NAGASAKI RADAR En	
NAGASAKI TCA	See RJFU AD2.17		E	NAGASAKI TCA En	

RJDU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nagasaki Approach	119.175MHz(1) 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	(1)Primary
ASR	Nagasaki Radar	119.175MHz 121.025MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	
DEP	Nagasaki Departure	121.0MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	
TCA	Nagasaki TCA	121.175MHz 245.3MHz	2300 - 1030	
TWR	Nagasaki Tower	118.5MHz 126.2MHz 122.7MHz 236.8MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	
GND	Nagasaki Ground	121.6MHz	2200 - 1300	
	Omura Seadrome	228.2MHz(2) 138.3MHz(2) 123.1MHz(3) 121.5MHz(E) 243.0MHz(E)	2300 - 0745 EXC FRI 0746-SUN 2259 and HOL Other time 1HR PN	(2)For taxi instruction (3)For rescue only

RJDU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	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/2006)	OLE	116.6MHz	H24	*325418.89N/ 1295504.73E*		Unusable : 030°-045° beyond 25nm BLW 6000ft 046°-085° beyond 20nm BLW 6000ft 115°-125° beyond 30nm BLW 7000ft 160°-170° beyond 30nm BLW 5000ft 171°-230° beyond 20nm BLW 4000ft 260°-300° beyond 25nm BLW 4000ft
DME	OLE	1200 MHz (CH-113X)	H24	*325418.89N/ 1295504.73E*	154ft	
TACAN	JBT	1048MHz (CH-87Y)	H24	*325533N/ 1295556E*	80ft	TACAN Unusable: R320 - 010 beyond 20nm BLW 4000ft R050 - 090 beyond 15nm BLW 6000ft R091 - 110 beyond 23nm BLW 6000ft R111 - 120 beyond 30nm BLW 6000ft R121 - 170 beyond 30nm BLW 5000ft R171 - 240 beyond 20nm BLW 4000ft R241 - 260 beyond 30nm BLW 4000ft R270 - 280 beyond 20nm BLW 4000ft R281 - 300 beyond 30nm BLW 4000ft

RJDU AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Nil

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

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

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJDU AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJDU AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			CEIL-RVR	CEIL-VIS	CEIL-RVR	CEIL-VIS	CEIL-RVR	CEIL-VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	18	A,B,C	-	-	-	0´-400m	-	0´-500m
	36		-	-	-	200´-1600m	-	200´-1600m
OTHER	18	A,B,C	AVBL LDG MINIMA					
	36							

Note: SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

2. Lost communication procedures for Arrival Aircraft under radar navigational guidance.

If radio communications with NAGASAKI Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7600 and :

(I) 1. Contact NAGASAKI Tower.
2. If unable, proceed in accordance with Visual Flight Rules.
3. If unable, proceed to NAGASAKI VOR/DME at last assigned altitude or 4,000 feet whichever is higher, and execute instrument approach.

(II) Procedures other than above will be issued when situation required.

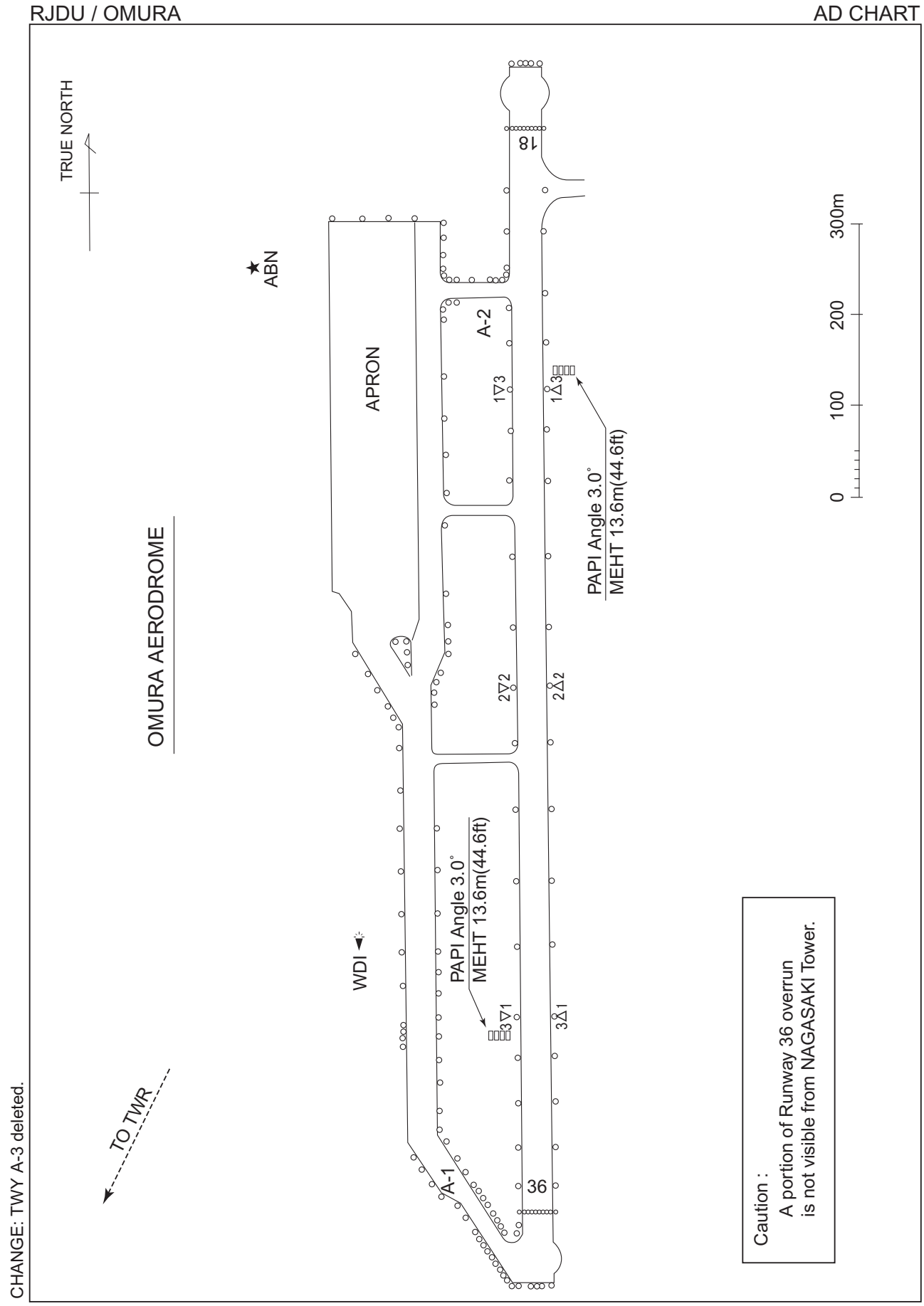
RJDU AD 2.23 ADDITIONAL INFORMATION

Nil

RJDU AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (NORTH)
Standard Departure Chart - Instrument (WEST)
Standard Departure Chart - Instrument (SOUTH)
Standard Departure Chart - Instrument (REVERSAL)
Standard Departure Chart - Instrument (TRANSITION)
Standard Arrival Chart - Instrument
Instrument Approach Chart (TACAN A)

Instrument Approach Chart (LOC C)
Instrument Approach Chart (VOR D)
Instrument Approach Chart (VOR E)
Other Chart (Visual REP)


RJDU / OMURA
AD CHART
TRUE NORTH
ABN
APRON
A-2
A-1
18
36
OMURA AERODROME
WDI
TO TWR
PAPI Angle 3.0°
MEHT 13.6m(44.6ft)
PAPI Angle 3.0°
MEHT 13.6m(44.6ft)
0
100
200
300m
Caution :
A portion of Runway 36 overrun
is not visible from NAGASAKI Tower.
CHANGE: TWY A-3 deleted.

STANDARD DEPARTURE CHART-INSTRUMENT

RJDU / OMURA SID

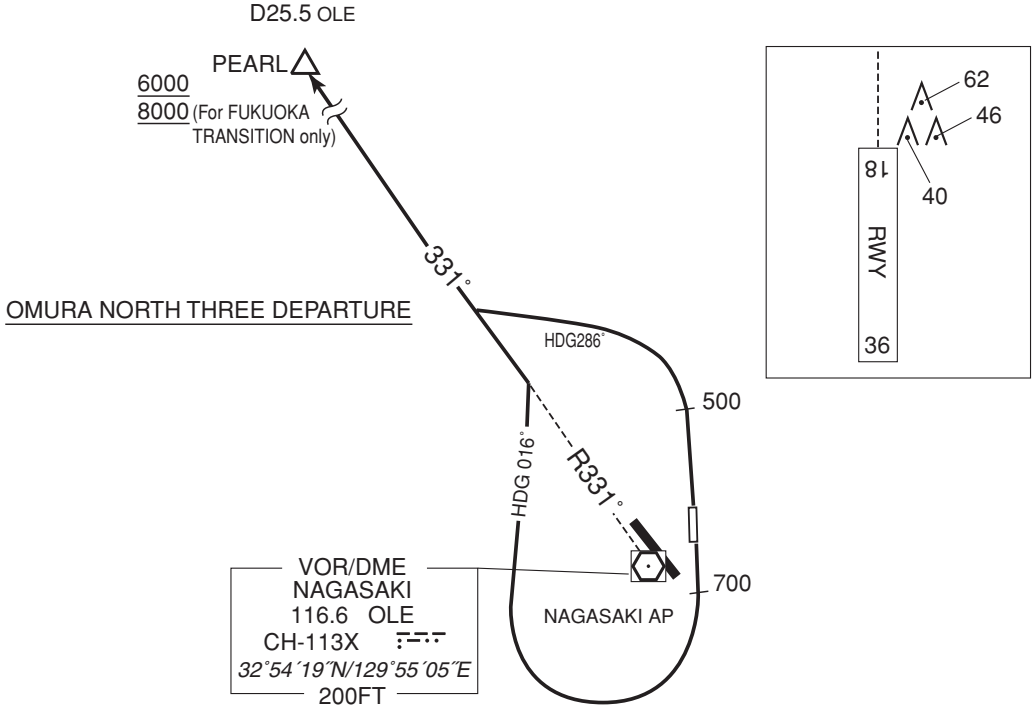
OMURA NORTH THREE DEPARTURE

RWY 18: Climb RWY HDG to 700FT, turn right HDG016˚ to intercept and proceed via OLE R331 to PEARL,...

RWY 36: Climb RWY HDG to 500FT, turn left HDG286˚ to intercept and proceed via OLE R331 to PEARL,...

... Cross PEARL at or above 6000FT(*).
* For FUKUOKA TRANSITION : Cross PEARL at or above 8000FT.

NOTE RWY 18: 7.0% climb gradient required up to 2000FT.
OBST ALT 1634FT located at 4.70NM 212˚ FM end of RWY18.
RWY 36: 5.0% climb gradient required up to 500FT.
OBST ALT 313FT located at 2.17NM 014˚ FM end of RWY36.



CHANGE : SID renamed

STANDARD DEPARTURE CHART-INSTRUMENT

RJDU / OMURA SID

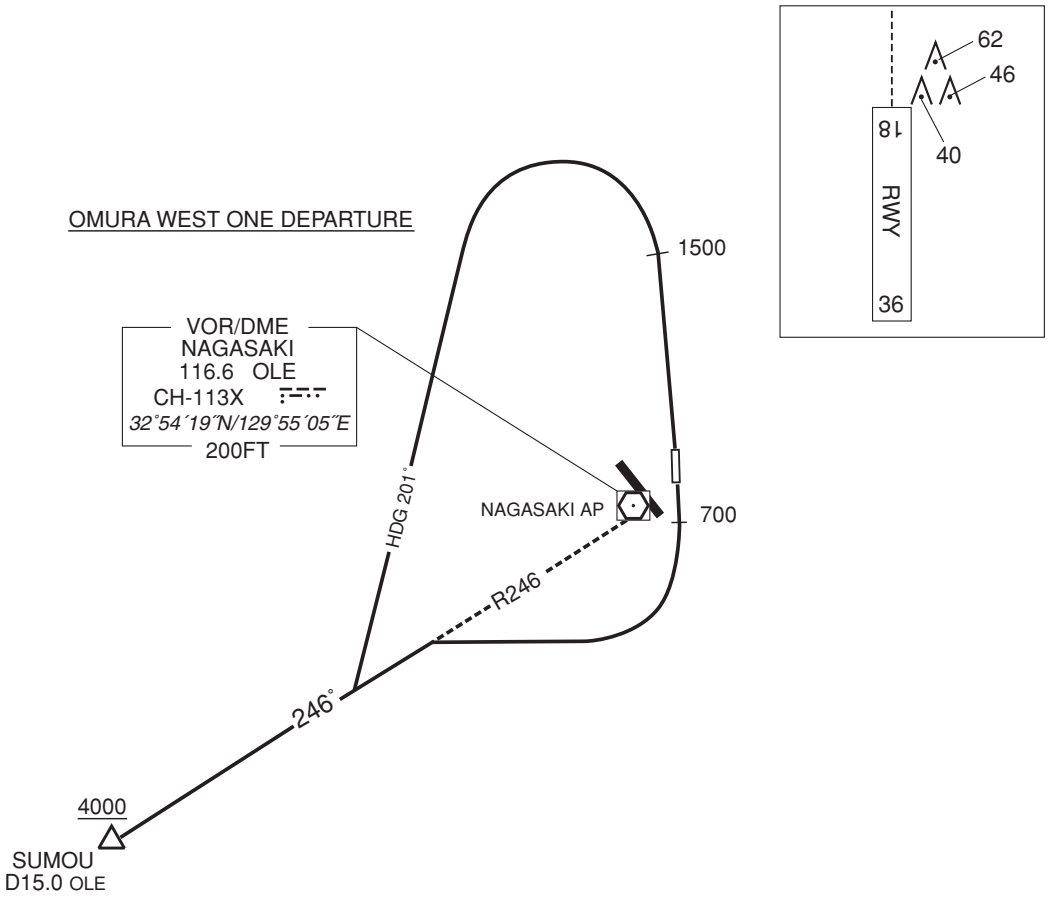
OMURA WEST ONE DEPARTURE

RWY 18: Climb RWY HDG to 700FT, turn right, climb via OLE R246...

RWY 36: Climb RWY HDG to 1500FT, turn left HDG201˚ to intercept and proceed via OLE R246...

... to SUMOU.
Cross SUMOU at or above 4000FT.

Note RWY 18: 7.0% climb gradient required up to 2000FT.
OBST ALT 1635FT located at 3.62NM 210˚ FM end of RWY18.
RWY 36: 5.0% climb gradient required up to 1500FT.
OBST ALT 1247FT located at 7.75NM 359˚ FM end of RWY36.



CHANGE : Minor change

STANDARD DEPARTURE CHART-INSTRUMENT

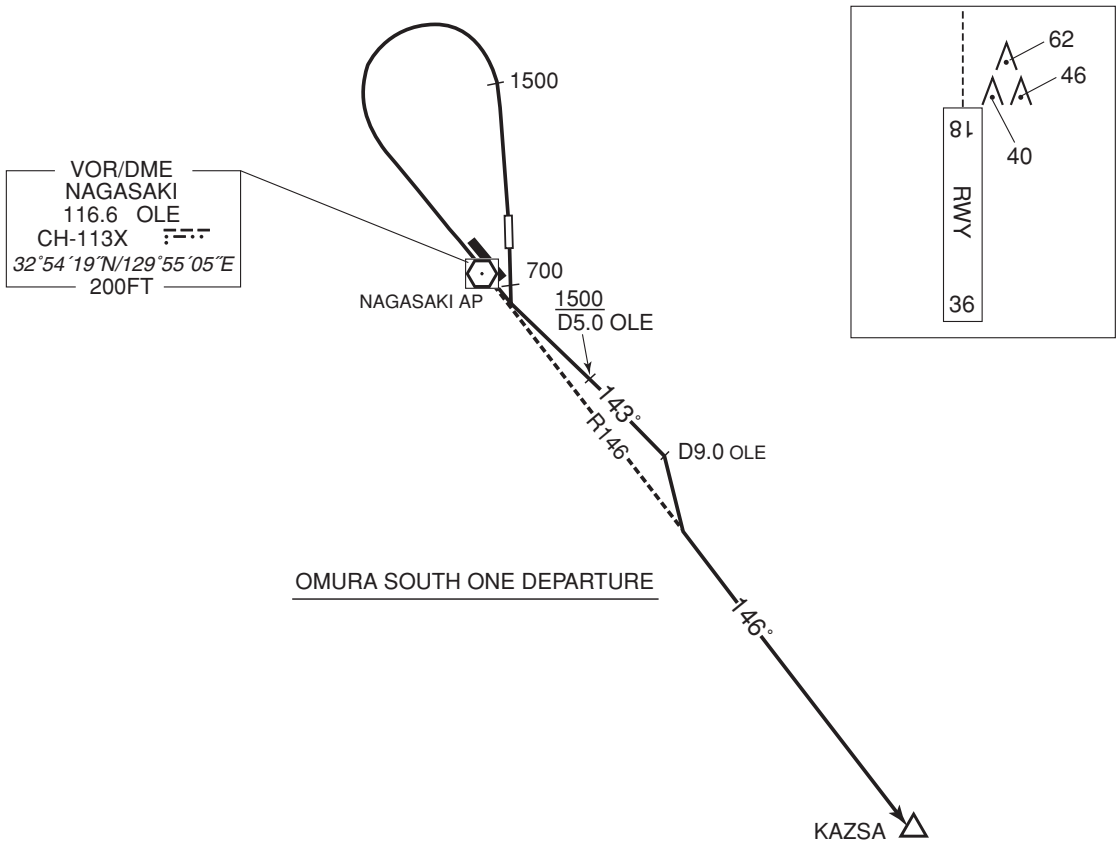
RJDU / OMURA SID

OMURA SOUTH ONE DEPARTURE

RWY 18: Climb RWY HDG to 700FT, turn left, climb via OLE R143 to 9.0DME, turn right to intercept and proceed via OLE R146 to KAZSA. Cross OLE R143/5.0DME at or above 1500FT.

RWY 36: Climb RWY HDG to 1500FT, turn left, climb via OLE R143 to 9.0DME, turn right to intercept and proceed via OLE R146 to KAZSA.

Note RWY 18: 5.0% climb gradient required up to 1500FT.
OBST ALT 1018FT located at 4.39NM 184˚ FM end of RWY18.
RWY 36: 5.0% climb gradient required up to 1500FT.
OBST ALT 1247FT located at 7.75NM 359˚ FM end of RWY36.



CHANGE : Minor change

STANDARD DEPARTURE CHART-INSTRUMENT

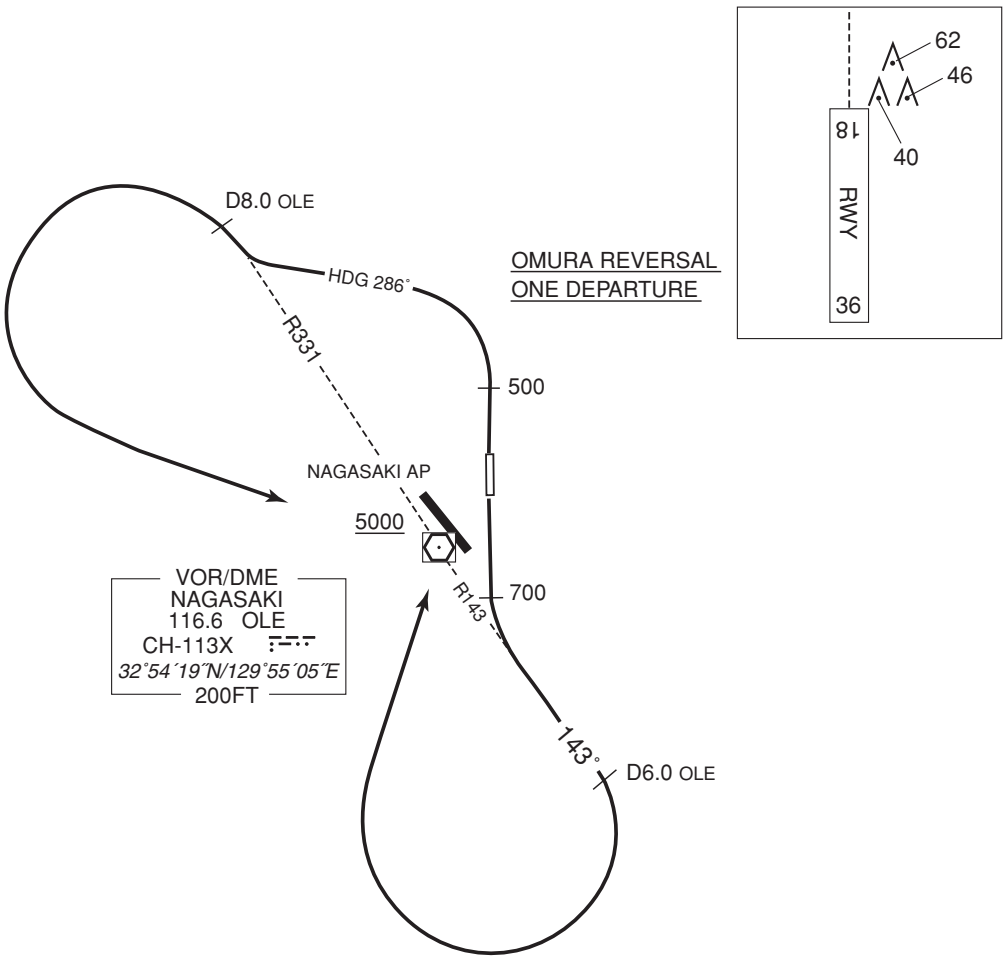
RJDU / OMURA SID

OMURA REVERSAL ONE DEPARTURE

RWY 18: Climb RWY HDG to 700FT, turn left,...
...climb via OLE R143 to 6.0DME, turn right, direct to OLE VOR/DME.
Cross OLE VOR/DME at or above 5000FT.

RWY 36: Climb RWY HDG to 500FT, turn left HDG286˚ to intercept and proceed via OLE R331 to 8.0DME,...
...turn left, direct to OLE VOR/DME.
Cross OLE VOR/DME at or above 5000FT.

Note RWY 18: 5.0% climb gradient required up to 1800FT.
OBST ALT 1018FT located at 4.39NM 184˚ FM end of RWY18.
RWY 36: 5.0% climb gradient required up to 1800FT.
OBST ALT 1969FT located at 9.61NM 270˚ FM end of RWY36.



CHANGE : Minor change

STANDARD DEPARTURE CHART - INSTRUMENT

RJDU / OMURA TRANSITION

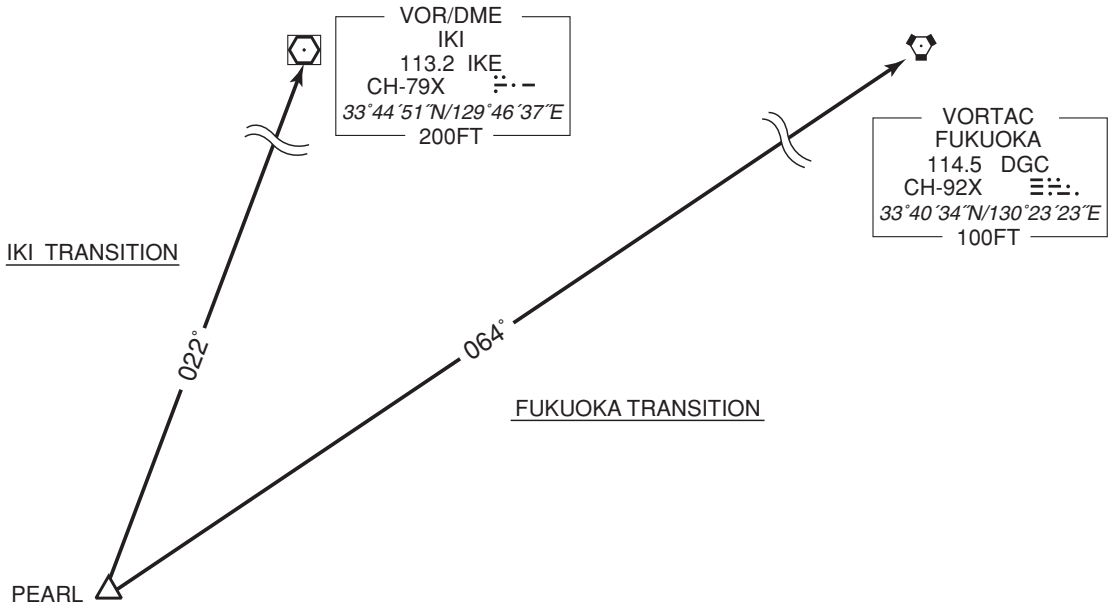
FUKUOKA TRANSITION

From over PEARL, via DGC R244 to DGC VORTAC.

Note : Not applicable for aircraft equipped with TACAN only.

IKI TRANSITION

From over PEARL, via IKE R202 to IKE VOR/DME.



CHANGE : Note added (FUKUOKA TRANSITION)

STANDARD DEPARTURE CHART - INSTRUMENT

RJDU / OMURA TRANSITION

FUKUE TRANSITION

From over SUMOU, turn right HDG307° to intercept and proceed via OLE R262 to FUE VOR/DME.

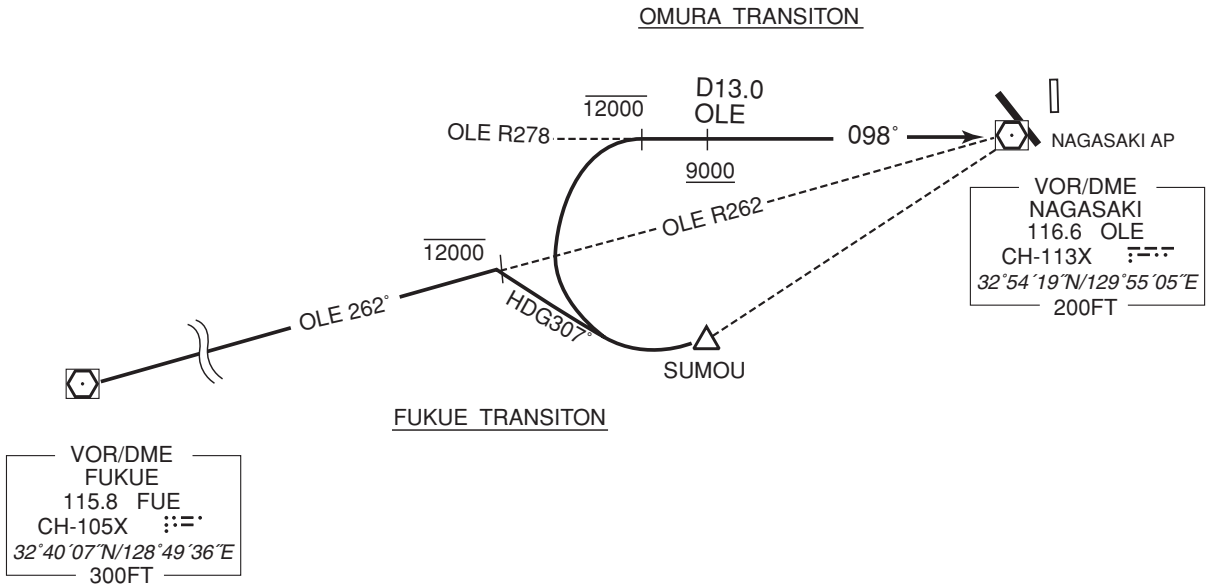
Maintain 12000FT or below until intercepting OLE R262.

OMURA TRANSITION

From over SUMOU, turn right to intercept and proceed via OLE R278 to OLE VOR/DME.

Maintain 12000FT or below until intercepting OLE R278.

Cross OLE R278/13.0DME at or above 9000FT.



CHANGE : Minor change

STANDARD DEPARTURE CHART - INSTRUMENT

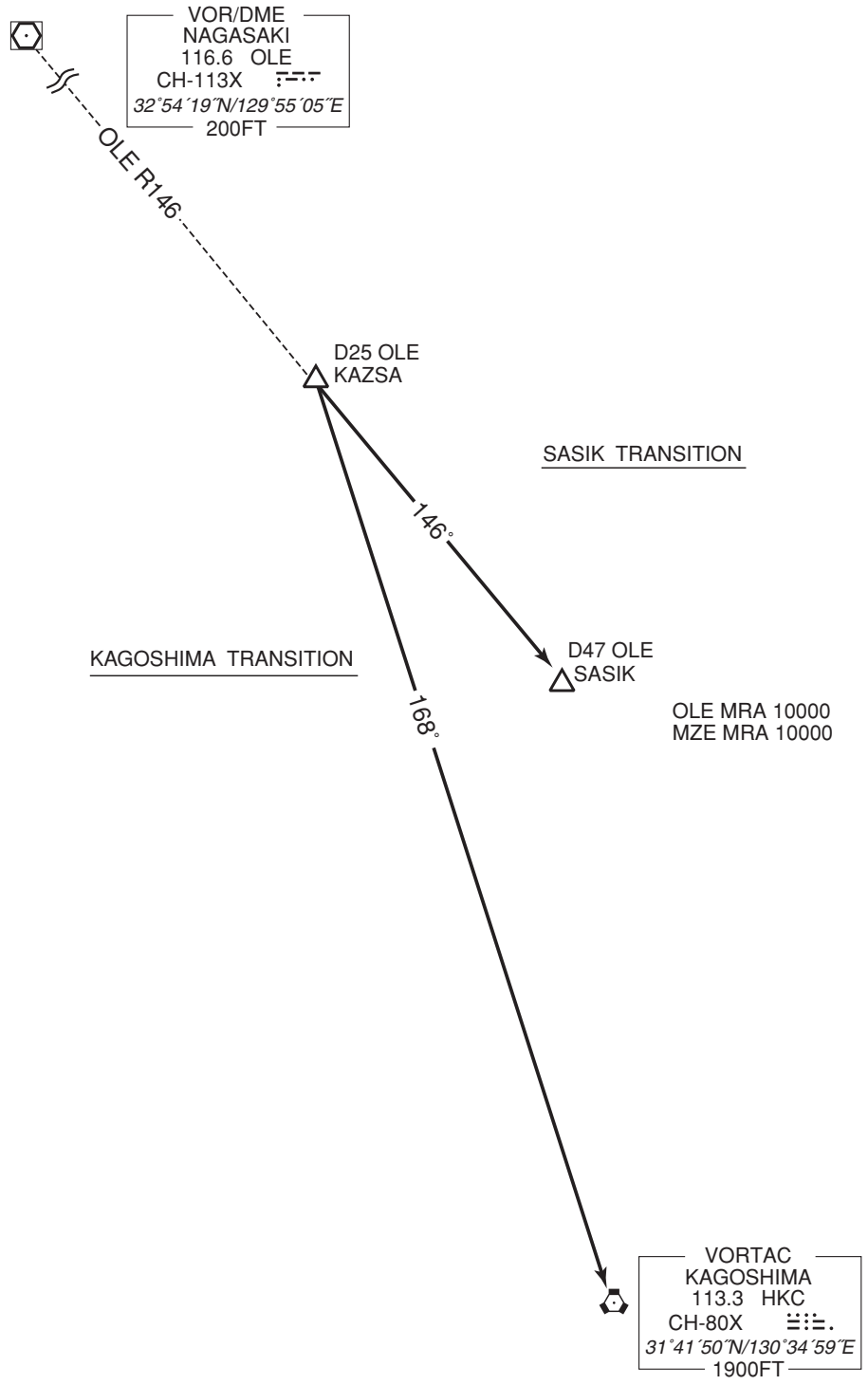
RJDU / OMURA TRANSITION

SASIK TRANSITION

From over KAZSA, via OLE R146 to SASIK.

KAGOSHIMA TRANSITION

From over KAZSA, via HKC R348 to HKC VORTAC.



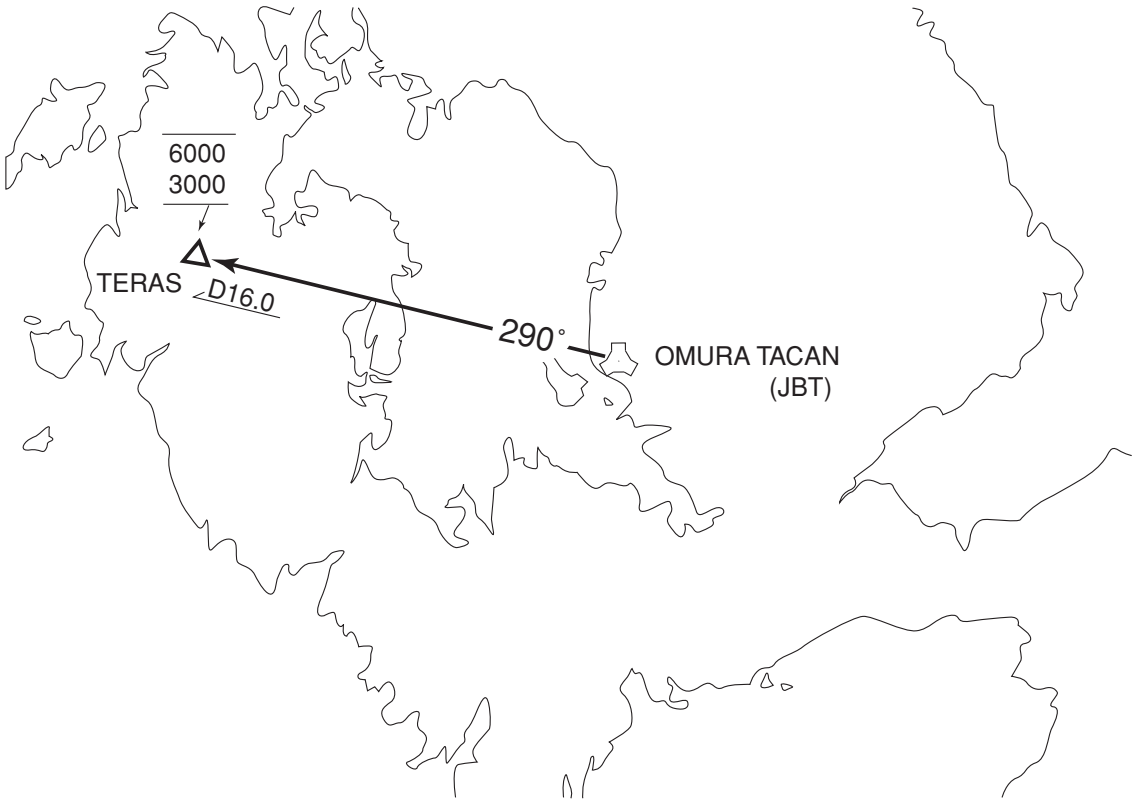
CHANGE : NAGASAKI VOR/DME(OLE) added

STANDARD ARRIVAL CHART-INSTRUMENT

RJDU / OMURA STAR

OMURA ARRIVAL

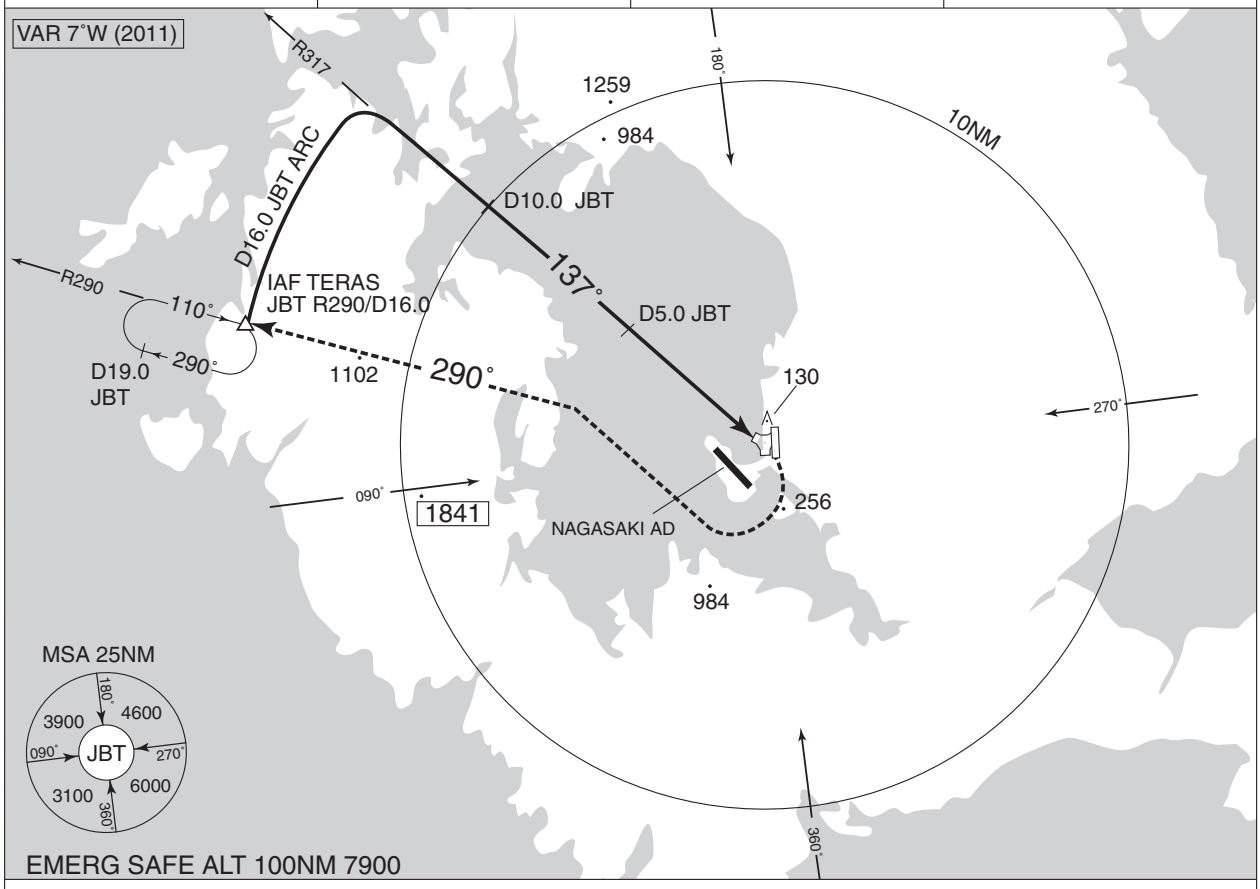
From over JBT TACAN, proceed via JBT R290 to TERAS.
Cross TERAS between 3000FT and 6000FT.

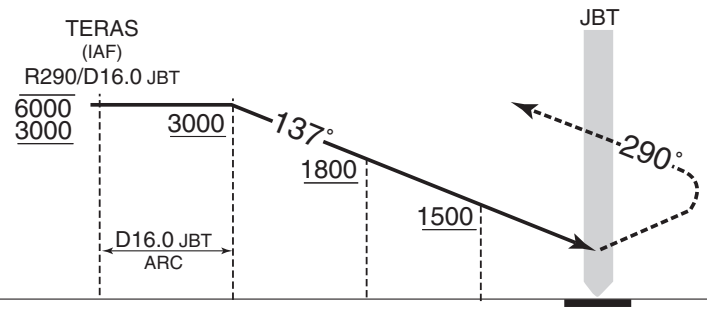


INSTRUMENT APPROACH CHART

RJDU / OMURA TACAN A

NAGASAKI APP	OMURA TACAN	NAGASAKI TOWER	RADAR AVBL
119.175 - 121.025 261.2	CH–87Y JBT *32°55′33″N/129°55′56″E*	118.5 - 126.2 - 122.7 236.8	





MISSED APPROACH
At JBT TACAN, turn right, climb to 3000FT via JBT R290 to TERAS and hold.
Contact NAGASAKI APP.

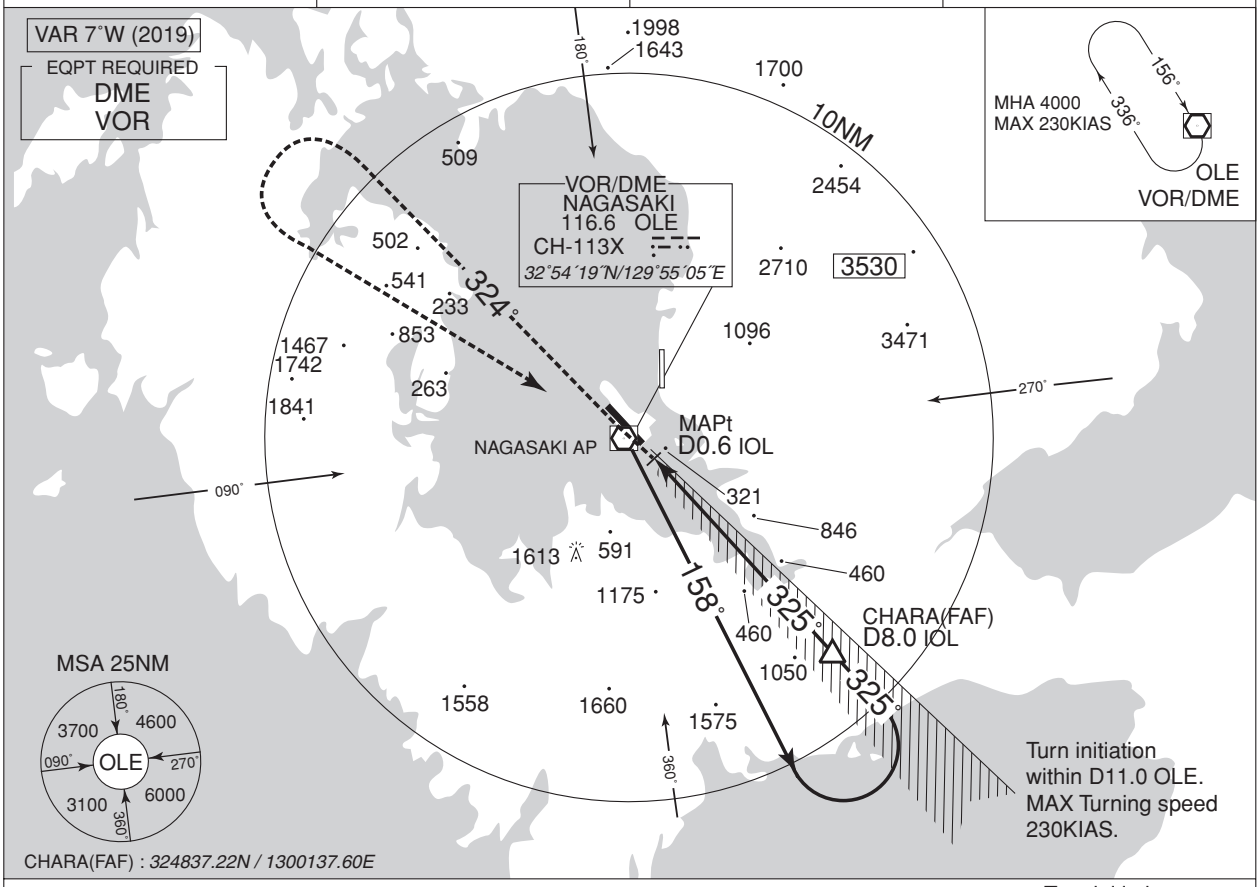
MINIMA AD elev. 19

CAT	CIRCLING	
	MDA(H)	VIS
A	720 (701)	1600
B		
C	860 (841)	2400
D	–	–

INSTRUMENT APPROACH CHART

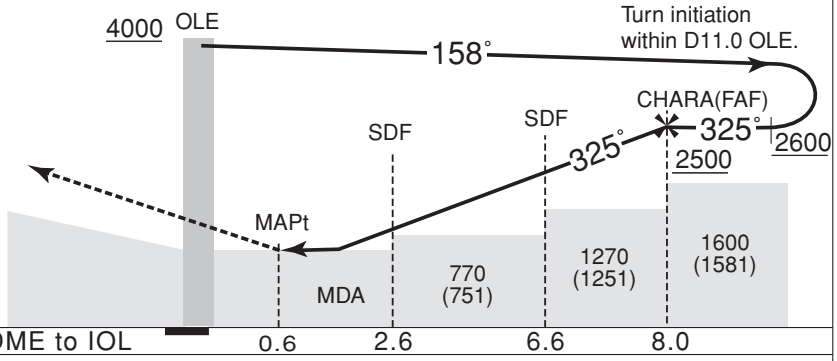
RJDU / OMURA LOC C

NAGASAKI APP	ILS-LOC	NAGASAKI TOWER	RADAR AVBL
119.175 –121.025 261.2	110.9 IOL ILS–DME CH-46X	118.5 –126.2 –122.7 236.8	



MISSED APPROACH
Climb to 3000FT via OLE
R324, turn left, direct to
OLE VOR/DME and hold
at 4000FT.
Contact NAGASAKI APP.

Timing not authorized for defining the MAPt.



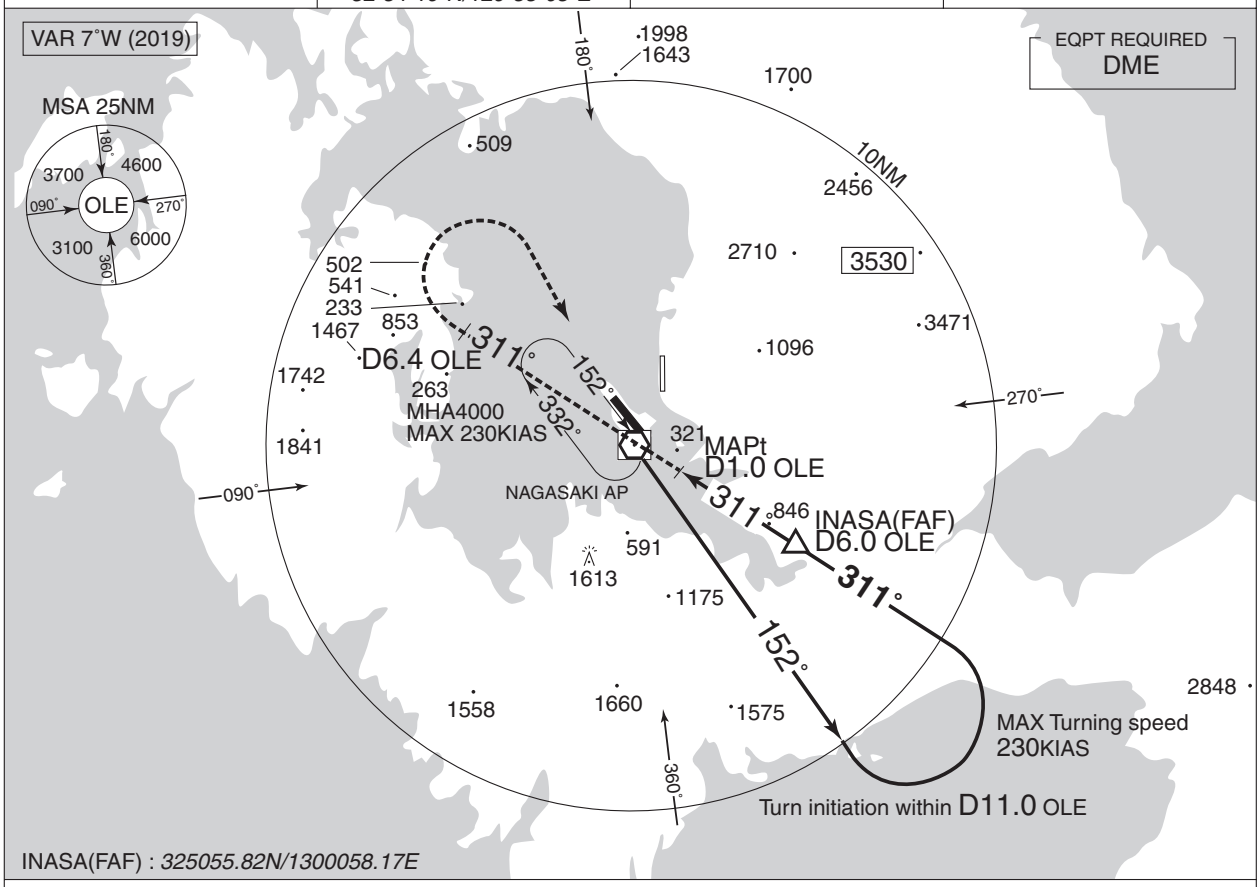
MINIMA AD elev. 19		
CAT	CIRCLING	
	MDA(H)	VIS
A	620 (601)	3200
B		
C	860 (841)	
D	–	–

CHANGE : VAR, Editorial

INSTRUMENT APPROACH CHART

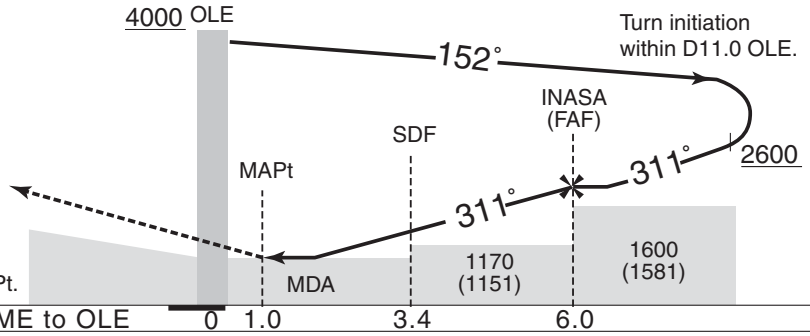
RJDU / OMURA VOR D

NAGASAKI APP	NAGASAKI VOR/DME	NAGASAKI TOWER	RADAR AVBL
119.175 - 121.025 261.2	116.6 OLE CH-113X *32°54′19″N/129°55′05″E*	118.5 - 126.2 - 122.7 236.8	



MISSED APPROACH

Climb to 4000FT via OLE
R311 to OLE 6.4DME,
turn right, direct to OLE
VOR/DME and hold.
Contact NAGASAKI APP.



Timing not authorized for defining the MAPt.

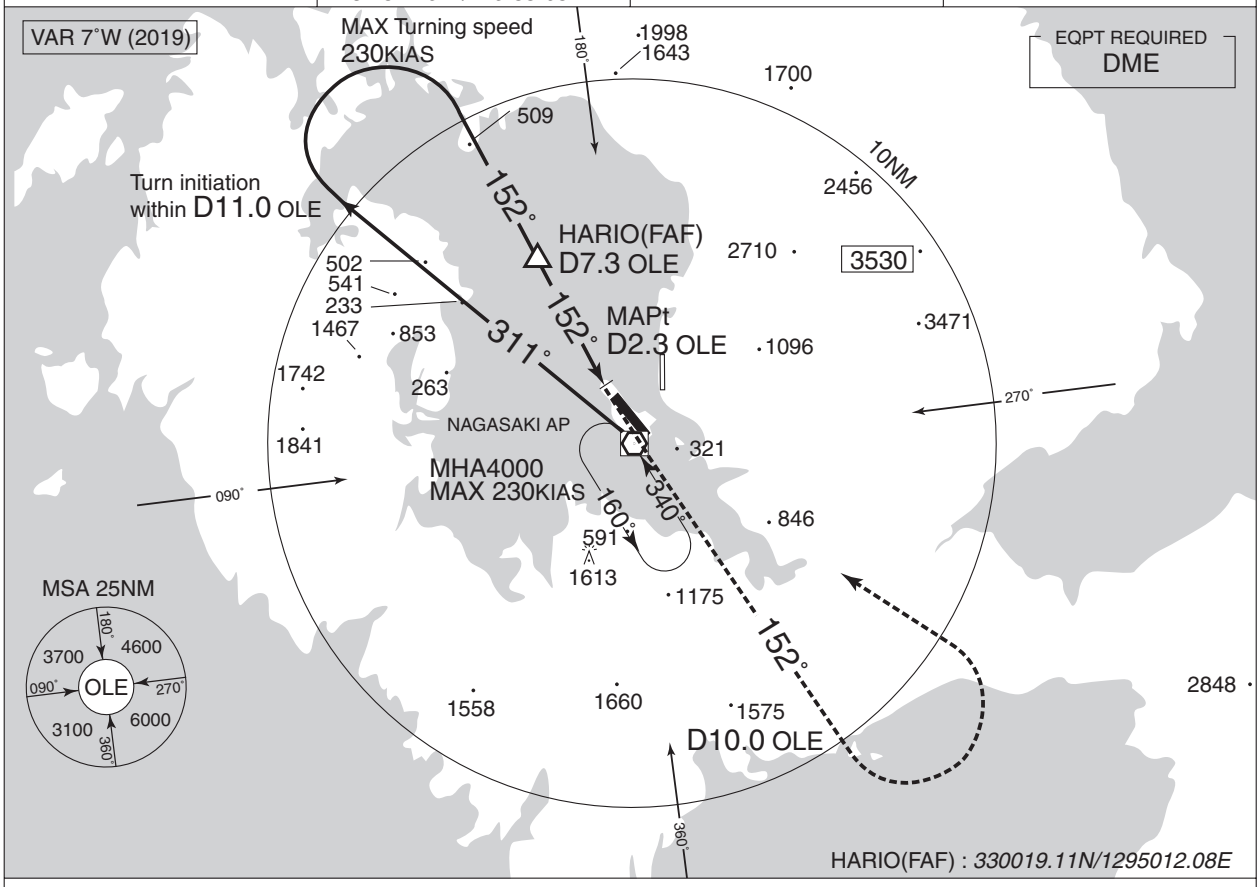
MINIMA	AD elev. 19	
CAT	CIRCLING	
	MDA(H)	VIS
A	620 (601)	3200
B		
C	860 (841)	
D	–	–

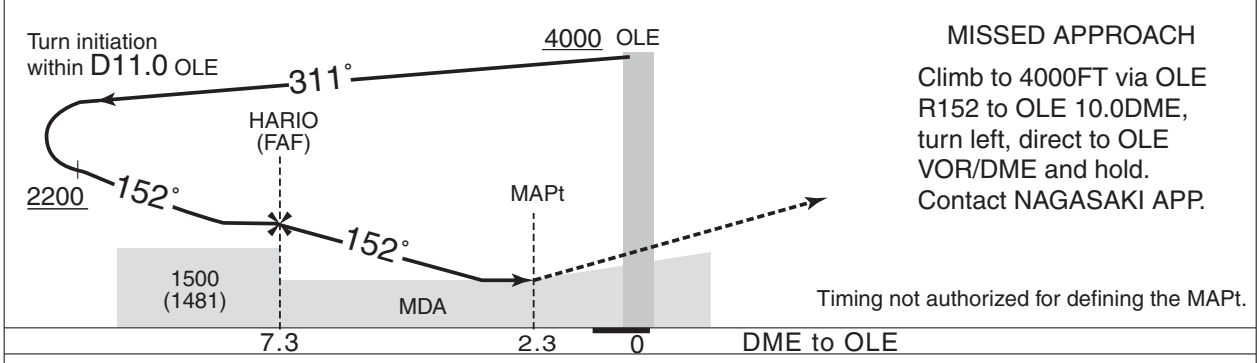
CHANGE : VAR, INASA(FAF) established, Editorial

INSTRUMENT APPROACH CHART

RJDU / OMURA VOR E

NAGASAKI APP	NAGASAKI VOR/DME	NAGASAKI TOWER	RADAR AVBL
119.175 - 121.025 261.2	116.6 OLE CH-113X *32°54′19″N/129°55′05″E*	118.5 - 126.2 - 122.7 236.8	





MISSED APPROACH

Climb to 4000FT via OLE
R152 to OLE 10.0DME,
turn left, direct to OLE
VOR/DME and hold.
Contact NAGASAKI APP.

Timing not authorized for defining the MAPt.

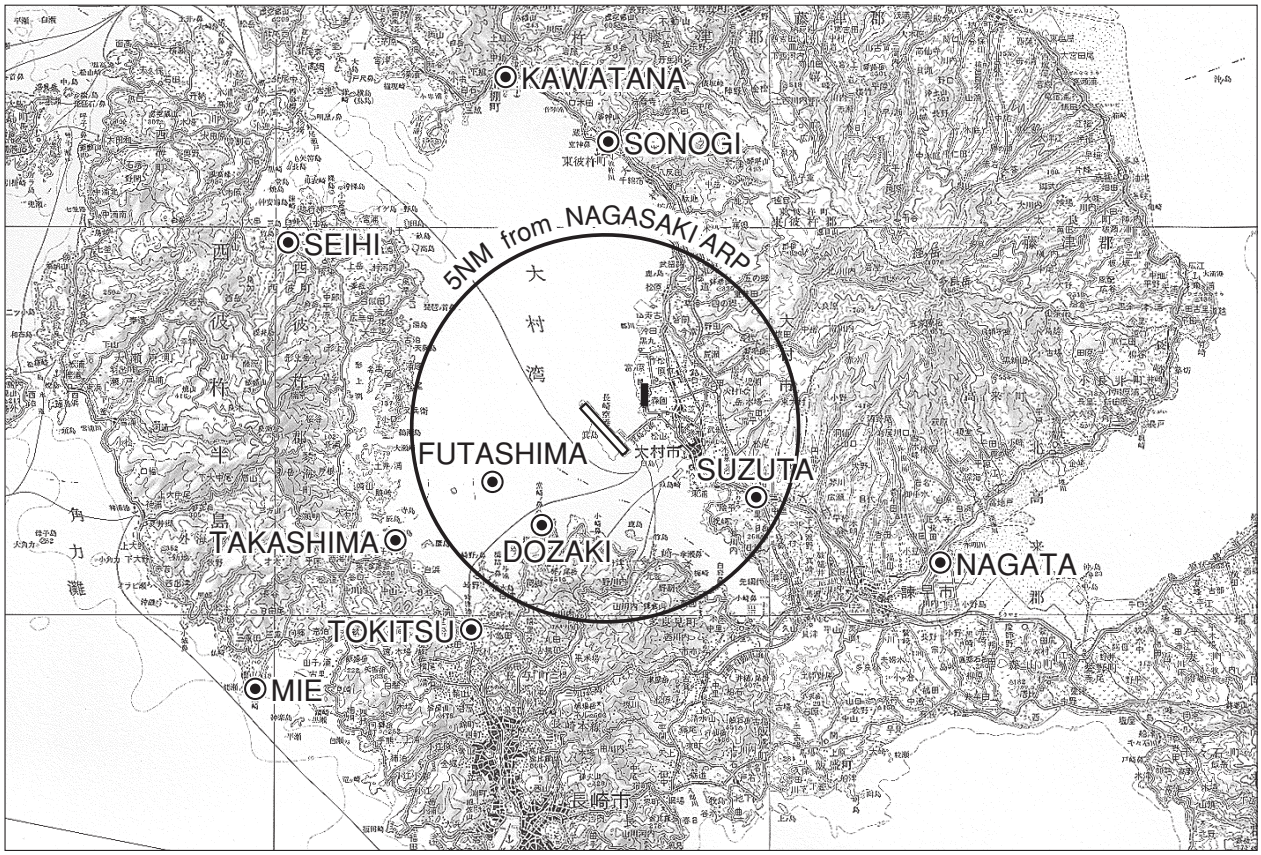
Missed APCH climb gradient MNM 3.0%

MINIMA AD elev. 19

CAT	CIRCLING	
	MDA(H)	VIS
A	620 (601)	3200
B		
C	860 (841)	
D	–	–

CHANGE : VAR, HARIO(FAF) established, Editorial

RJDU / OMURA Visual REP



Call sign	BRG / DIST from NAGASAKI ARP	Remarks
彼杵 Sonogi	005˚/ 7.5NM	JR駅 JR Station
長田 Nagata	118˚/ 9.4NM	不知火橋 Bridge
鈴田 Suzuta	120˚/ 4.3NM	九州自動車道と国道34号線の交点 Intersection
時津 Tokitsu	219˚/ 6.0NM	時津港 Harbor
堂崎 Dozaki	227˚/ 2.7NM	堂崎鼻 A point of land
三重 Mie	240˚/11.0NM	三重崎 A point of land
鷹島 Takashima	251˚/ 5.4NM	鷹島 Island
二島 Futashima	252˚/ 3.2NM	二島 Island
西彼 Seihi	307˚/ 9.2NM	オランダ村 Windmill
川棚 Kawatana	350˚/ 9.3NM	JR駅 JR Station