

## AD 2 AERODROMES

## RJFZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJFZ - TSUIKI

## RJFZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |                     |
|---|--|---------------------|
| 1 | ARP coordinates and site at AD   | 334106N/1310225E    |
| 2 | Direction and distance from (city)   | 9.7NM NW of NAKATSU |
| 3 | Elevation/ Reference temperature   | 55ft / Nil          |
| 4 | Geoid undulation at AD ELEV PSN  | Nil                 |
| 5 | MAG VAR/ Annual change   | Nil                 |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JSDF-A              |
| 7 | Types of traffic permitted(IFR/VFR)  | IFR/VFR             |
| 8 | Remarks  | Nil                 |

## RJFZ 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                       | H24 |
| 8  | Fuelling                  | Nil |
| 9  | Handling                  | Nil |
| 10 | Security                  | Nil |
| 11 | De-icing                  | Nil |
| 12 | Remarks                   | Nil |

**RJFZ AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |                       |
|---|---|-----------------------|
| 1 | Cargo-handling facilities               | Nil                   |
| 2 | Fuel/ oil types                         | JET A-1, JET A-1 PLUS |
| 3 | Fuelling facilities/ capacity           | To be issued later    |
| 4 | De-icing facilities                     | Nil                   |
| 5 | Hangar space for visiting aircraft      | Nil                   |
| 6 | Repair facilities for visiting aircraft | Nil                   |
| 7 | Remarks                                 | Nil                   |

**RJFZ 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 |

**RJFZ 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 |

**RJFZ AD 2.7 SEASONAL AVAILABILITY-CLEARING**

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

**RJFZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

|   |                                     |                    |
|---|-------------------------------------|--------------------|
| 1 | Apron surface and strength          | To be issued later |
| 2 | Taxiway width, surface and strength | To be issued later |
| 3 | ACL and elevation                   | Not available      |
| 4 | VOR checkpoints                     | Nil                |
| 5 | INS checkpoints                     | Nil                |
| 6 | Remarks                             | Nil                |

**RJFZ 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:<br>(LGT): RTHL, TKOF aiming LGT<br><br>TWY:<br>(LGT): TWY edge LGT |
| 3 | Stop bars  | Nil   |
| 4 | Remarks  | Nil   |

**RJFZ AD 2.10 AERODROME OBSTACLES**

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil               |               |             |           |               |         |

**RJFZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |  |   |
|----|--|---|
| 1  | Associated MET Office  | TSUIKI  |
| 2  | Hours of service<br>MET Office outside hours                           | H24   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | Nil   |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil   |
| 5  | Briefing/ consultation provided  | Nil   |
| 6  | Flight documentation<br>Language(s) used                               | Ja, En  |
| 7  | Charts and other information available<br>for briefing or consultation | S, U, P   |
| 8  | Supplementary equipment<br>available for providing information         | Doppler Radar for airport weather(see below figure) |
| 9  | ATS units provided with information                                    | Nil   |
| 10 | Additional information<br>(limitation of service, etc.)                | Nil   |

**Airspace for the advisory service concerning low level wind shear****RJFZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY<br>NR | TRUE BRG              | Dimensions of<br>RWY(M) | Strength(PCN)and<br>surface of RWY                             | THR coordinates<br>THR geoid<br>undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|---------------------------|-----------------------|-------------------------|--|--|---|
| 1                         | 2                     | 3                       | 4  | 5  | 6   |
| 07<br>25                  | To be issued<br>Later | 2400x45<br>2400x45      | SW25000kg<br>(55000lbs)<br>DW44000kg<br>(96800lbs)<br>Concrete | Nil<br>Nil                                 | Nil<br>Nil  |
| Slope of RWY              |                       | Strip<br>Dimensions(M)  | Remarks  |  |   |
| 7                         |                       | 10                      | 12   |  |   |
| Nil                       |                       | 2900x300<br>2900x300    | High terrain in APRX 1000ft within 3NM W of field.             |  |   |

**RJFZ AD 2.13 DECLARED DISTANCES**

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
|                |             |             |             |            |         |

## RJFZ AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR | PAPI<br>(VASIS)<br>Angle<br>DIST FM<br>THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST | REDL<br>LEN<br>Spacing<br>Color<br>INTST | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|-------------------|-------------------------------------|-----------------------|--|-------------|--|--|-----------------------|----------------------|
| 1                 | 2                                   | 3                     | 4  | 5           | 6  | 7  | 8                     | 9                    |
| 07                |                                     |                       | PAPI<br>3.0°<br>289.7m<br>40ft                     |             |  |  |                       | Nil                  |
| 25                |                                     |                       | PAPI<br>2.5°<br>368.0m<br>48ft                     |             |  |  |                       | Nil                  |
| Remarks           |                                     |                       |  |             |  |  |                       |                      |
| 10                |                                     |                       |  |             |  |  |                       |                      |
| RWY THR ID LGT    |                                     |                       |  |             |  |  |                       |                      |

## RJFZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |  |   |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 334036N/1310219E, White/Green EV5sec, HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI: LGTD                                     |
| 3 | TWY edge and centerline lighting                         | TWY edge LGT: AVBL                            |
| 4 | Secondary power supply/<br>switch-over time              | Nil   |
| 5 | Remarks  | WDI LGT, OBST LGT                             |

## RJFZ AD 2.16 HELICOPTER LANDING AREA

To be issued later

## RJFZ AD 2.17 ATS AIRSPACE

| Designation and lateral limits |  | Vertical<br>limits<br>(ft) | Airspace<br>classification | ATS unit call<br>sign Language | Remarks |
|--------------------------------|--|----------------------------|----------------------------|--------------------------------|---------|
| 1                              |  | 2                          | 3                          | 4                              | 6       |
| TSUIKI<br>CTR                  | Area within a radius of 5NM of TSUIKI ARP, in the north side of a south parallel line at distance of 4NM from a line connecting DGC VORTAC and 340446N/1320850E. | 4000                       | D                          | TSUIKI TWR<br>En               |         |
|                                | Area within a radius of 5NM of TSUIKI ARP, in the south side of a south parallel line at distance of 4NM from a line connecting DGC VORTAC and 340446N/1320850E. | 6000                       |                            |                                |         |
| TSUIKI<br>ACA                  | See ATTACHED CHART   |                            | E                          | TSUIKI APP<br>En               |         |

築城進入管制区  
Tsuiqi Approach Control Area



## Point list

|                      |                      |                      |                      |
|----------------------|----------------------|----------------------|----------------------|
| (1) 335905N1305538E  | (11) 341034N1310212E | (21) 332856N1311143E | (31) 333611N1304424E |
| (2) 335327N1305356E  | (12) 340917N1305536E | (22) 330555N1310757E | (32) 333437N1305145E |
| (3) 335111N1304558E  | (13) 340133N1305404E | (23) 330842N1311415E | (33) 333112N1313754E |
| (4) 335247N1305140E  | (14) 340827N1321357E | (24) 341341N1311816E | (34) 332421N1313716E |
| (5) 334228N1304858E  | (15) 341119N1314357E | (25) 334458N1305945E | (35) 332312N1313937E |
| (6) 334351N1305445E  | (16) 335612N1314741E | (26) 332944N1304800E | (36) 334854N1315512E |
| (7) 332704N1310406E  | (17) 335858N1315956E | (27) 331835N1313643E |                      |
| (8) 332353N1305116E  | (18) 341011N1315557E | (28) 333820N1313835E |                      |
| (9) 330533N1310128E  | (19) 341158N1310926E | (29) 334923N1315428E |                      |
| (10) 330551N1310645E | (20) 334829N1311425E | (30) 334047N1304149E |                      |

① 10000  
4500

② 10000  
3500

③ 6000  
4500

④ 6000  
3000

⑤ 10000  
3500

## RJFZ AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                        | Frequency  | Hours of operation                    | Remarks   |
|---------------------|----------------------------------|--|---------------------------------------|---|
| 1                   | 2                                | 3  | 4                                     | 5   |
| APP/ASR             | Tsuiki Approach<br>/Tsuiki Radar | 321.2MHz<br>261.2MHz<br>315.9MHz<br>119.225MHz<br>120.1MHz<br>121.075MHz<br>121.5MHz(E)<br>243.0MHz(E)                                 | H24                                   |   |
| DEP                 | Tsuiki Departure                 | 362.3MHz<br>120.1MHz<br>121.5MHz(E)<br>243.0MHz(E)   | H24                                   |   |
| TCA                 | Tsuiki TCA                       | 127.95MHz  | 2300 - 1100<br>SUN - THU<br>(EXC HOL) |   |
| TWR                 | Tsuiki Tower                     | 236.8MHz<br>126.2MHz<br>318.8MHz<br>247.0MHz(1)(2)<br>138.05MHz (1)<br>123.1MHz(1)(2)<br>243.0MHz(E)<br>121.5MHz(E)                    | H24                                   | (1)For rescue only.<br>(2)AVBL on request                       |
| GCA-ASR<br>-PAR     | Tsuiki Radar                     | 335.6MHz<br>270.8MHz<br>134.1MHz<br>125.3MHz<br>304.6MHz<br>310.8MHz<br>323.8MHz<br>300.7MHz<br>315.0MHz<br>243.0MHz(E)<br>121.5MHz(E) | H24                                   | ASR, PAR RWY 07/25<br>Glide path 3.0° (RWY 07)<br>2.5° (RWY 25) |
| GND                 | Tsuiki Ground                    | 275.8MHz<br>126.2MHz   | H24                                   |   |



## RJFZ 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  |
| TACAN       | TQT | 1002MHz (CH-41X) | H24                | 334117.62N/<br>1310208.97E                   |                                       | Unusable area:<br>070°-080° beyond 38NM BLW 4,000ft.<br>170°-180° beyond 33NM BLW 8,000ft.<br>180°-190° beyond 26NM BLW 8,000ft.<br>190°-210° beyond 21NM BLW 7,000ft.<br>210°-220° beyond 25NM BLW 7,000ft.<br>220°-230° beyond 25NM BLW 6,000ft.<br>230°-240° beyond 28NM BLW 6,000ft.<br>260°-270° beyond 24NM BLW 6,000ft.<br>270°-280° beyond 28NM BLW 5,000ft.<br>280°-310° beyond 16NM BLW 4,000ft.<br>310°-320° beyond 14NM BLW 4,000ft.<br>320°-330° beyond 16NM BLW 4,000ft.<br>330°-350° beyond 24NM BLW 4,000ft. |

## RJFZ 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

10

## 9. Removal of disabled aircraft from runways

Nil

**RJFZ AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

**RJFZ AD 2.22 FLIGHT PROCEDURES****1. TAKE OFF MINIMA**

|                    | RWY | REDL AVBL       |              | REDL OUT |              |
|--------------------|-----|-----------------|--------------|----------|--------------|
|                    |     | CEIL-RVR        | CEIL-VIS     | CEIL-RVR | CEIL-VIS     |
| TKOF ALTN AP FILED | 07  | 200' - 800m     | 200' - 800m  | -        | 200' - 800m  |
|                    | 25  | 500' - 1600m    | 500' - 1600m | -        | 500' - 1600m |
| OTHER              | 07  | AVBL LDG MINIMA |              |          |              |
|                    | 25  |                 |              |          |              |

**2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE**

PAR RWY 07

| MINIMA THR elev. 46 |          | AD elev. 55 |          |      |
|---------------------|----------|-------------|----------|------|
| CAT                 |          |             | CIRCLING |      |
|                     | DA(H)    | RVR/CMV     | MDA(H)   | VIS  |
| A                   | 246(200) | 1000        | 500(445) | 1600 |
| B                   |          |             | 600(545) |      |
| C                   |          |             | 700(645) | 2400 |
| D                   |          |             |          | 3200 |

PAR RWY 25

| MINIMA THR elev. 18 |          | AD elev. 55 |          |      |
|---------------------|----------|-------------|----------|------|
| CAT                 |          |             | CIRCLING |      |
|                     | DA(H)    | RVR/CMV     | MDA(H)   | VIS  |
| A                   | 200(182) | 1000        | 500(445) | 1600 |
| B                   |          |             | 600(545) |      |
| C                   |          |             | 700(645) | 2400 |
| D                   |          |             |          | 3200 |

ASR RWY 25

| MINIMA THR elev. 18 |          | AD elev. 55 |          |      |
|---------------------|----------|-------------|----------|------|
| CAT                 |          |             | CIRCLING |      |
|                     | MDA(H)   | RVR/CMV     | MDA(H)   | VIS  |
| A                   | 400(382) | 1500        | 500(445) | 1600 |
| B                   |          |             | 600(545) |      |
| C                   |          | 1800        | 700(645) | 2400 |
| D                   |          | 2000        |          | 3200 |

**3. Lost communication procedures for arrival aircraft under radar navigational guidance**

If radio communications with TSUIKI Radar are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and;

(I) 1. Contact TSUIKI Radar/Tower.

2. If unable, proceed in accordance with visual flight rules.

3. If unable,

(1) RWY07 in use;

proceed to SANKO IAF at last assigned altitude or 6,000ft whichever is higher, and execute TACAN Z RWY07 approach.

(2) RWY25 in use;

proceed to SANKO IAF at last assigned altitude or 4,000ft whichever is higher, and execute TACAN Z RWY25 approach.

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

#### 4. Automated Radar Terminal System(ARTS)

築城進入管制所の指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対し、その旨通報すること。

Aircraft flying under control of Tsuiki approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

### RJFZ AD 2.23 ADDITIONAL INFORMATION

Nil

### RJFZ AD 2.24 CHARTS RELATED TO AN AERODROME

Figure-07 Standard Departure Chart - Instrument-1  
Figure-07 Standard Departure Chart - Instrument-2  
Figure-07 Standard Departure Chart - Instrument-3  
Figure-09 Standard Arrival Chart - Instrument  
Figure-10 Instrument Approach Chart (TACAN Z RWY 25)  
Figure-10 Instrument Approach Chart (TACAN Y RWY 25)  
Figure-10 Instrument Approach Chart (TACAN X RWY 25)  
Figure-10 Instrument Approach Chart (TACAN Z RWY 07)  
Figure-10 Instrument Approach Chart (TACAN Y RWY 07)  
Figure-10 Instrument Approach Chart (TACAN X RWY 07)

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## STANDARD DEPARTURE CHART-INSTRUMENT

RJFZ / TSUIKI

SID and TRANSITION

MISHIMA THREE DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R-150 to TQT 15DME, then turn left via TQT 15DME counter clockwise ARC to TQT R-091, then via MIT R-177 to MIT TACAN.

Maintain FL150 between MIT R-177/60DME and MINNE.

Cross MIT R-177/14DME at assigned or specified altitude.

Note : Minimum rate of climb

JET....400ft/NM until passing 2,800ft(RWY25)

PROP....340ft/NM until passing 2,800ft(RWY25)

HIMESHIMA THREE DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R-091 until HIMEH(TQT R-091/29.1DME), then proceed as directed by ATC.

Cross HIMEH at assigned or specified altitude.

Note : Minimum rate of climb

JET....400ft/NM until passing 2,800ft(RWY25)

PROP....340ft/NM until passing 2,800ft(RWY25)

MUSASHI TRANSITION

After HIMEH, via TFE R-346 to TFE VOR/DME.

KUGA FIVE DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R-150 until TQT R-150/15DME, turn left to intercept and proceed via IWT R-239 (MRA5,000ft) to IWT TACAN.

Cross HIMEH(IWT R-239/34DME) at assigned or specified altitude.

Note : Minimum rate of climb

JET....400ft/NM until passing 2,800ft(RWY25)

PROP....340ft/NM until passing 2,800ft(RWY25)

HIMESHIMA REVERSAL TWO DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R-091 within 20NM of TQT TACAN, turn right reverse course to TQT TACAN, then proceed as directed by ATC.

Cross TQT TACAN at assigned or specified altitude.

Note : Minimum rate of climb

JET....400ft/NM until passing 2,800ft(RWY25)

PROP....340ft/NM until passing 2,800ft(RWY25)

## STANDARD DEPARTURE CHART-INSTRUMENT

RJFZ / TSUIKI

SID and TRANSITION

NAKATSU REVERSAL TWO DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R-150 within 20NM of TQT TACAN, turn(direction specified by ATC), reverse course to TQT TACAN, then proceed as directed by ATC.

Cross TQT TACAN at assigned or specified altitude. (MCA at TQT TACAN 6,000ft)

Note : Minimum rate of climb

JET....400ft/NM until passing 2,800ft(RWY25)

PROP....340ft/NM until passing 2,800ft(RWY25)

KANMO TRANSITION

After TQT TACAN, proceed via TQT R-350 to KANMO(TQT R-350/8.6DME), then proceed as directed by ATC.

MINNE TRANSITION

After TQT TACAN, proceed via TQT R-026 to MINNE, then via MIT R-177 to MIT TACAN.

OGORI TRANSITION

After TQT TACAN, proceed via TQT R-239 to OGORI(TQT R-239/39.1DME), then proceed as directed by ATC.

Cross TQT 15DME at or above 7,000ft.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFZ / TSUIKI

SID and TRANSITION



## STANDARD ARRIVAL CHART - INSTRUMENT

RJFZ / TSUIKI

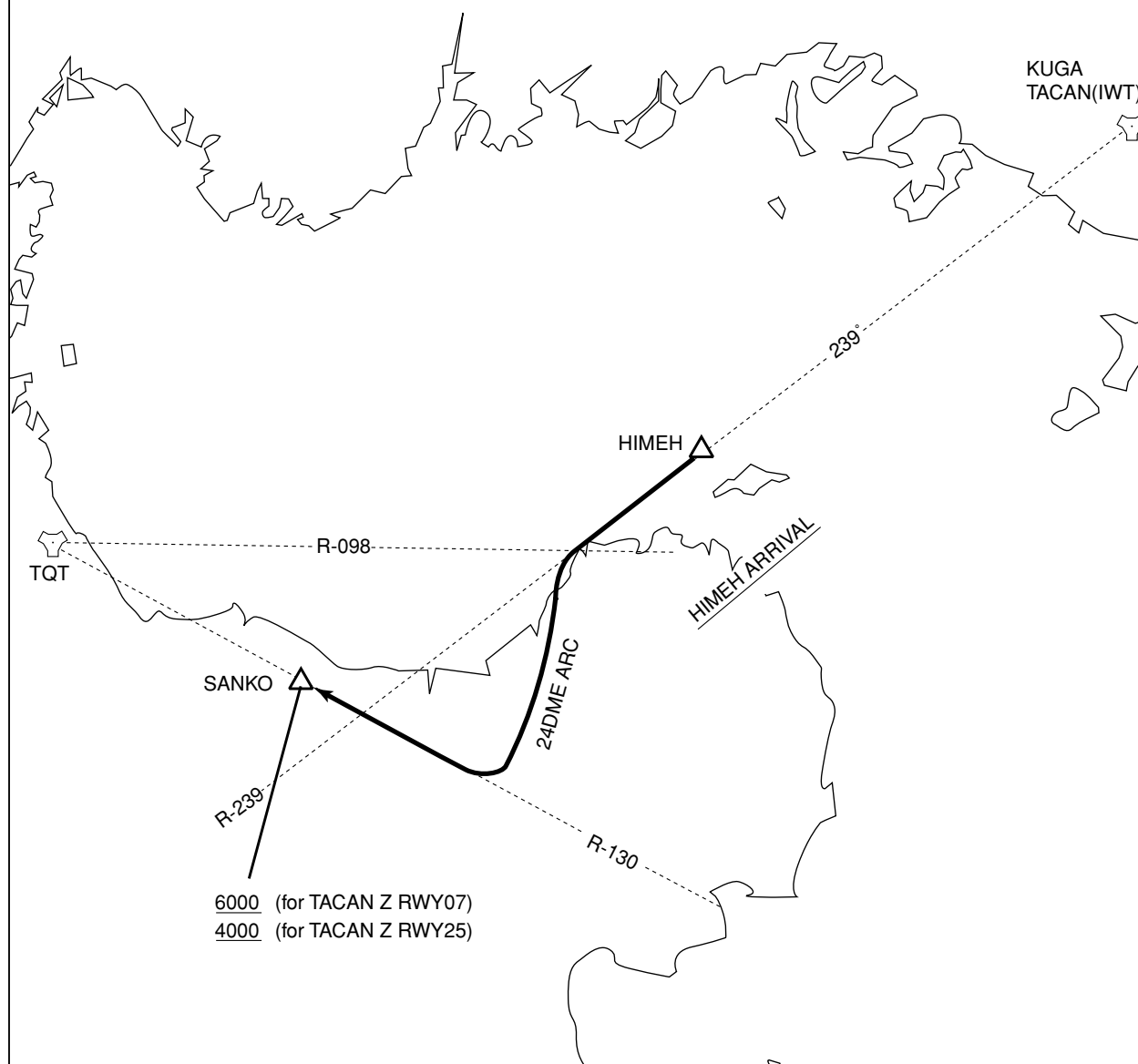
STAR

HIMEH ARRIVAL

From over HIMEH (IWT R-239/34DME), proceed via IWT R-239,  
then turn left, proceed via TQT 24DME clockwise ARC to TQT R-130,  
then turn right proceed via TQT R-130 to SANKO (TQT R-130/14.1DME).

TACAN Z RWY07 : Cross SANKO at or above 6,000ft.

TACAN Z RWY25 : Cross SANKO at or above 4,000ft.





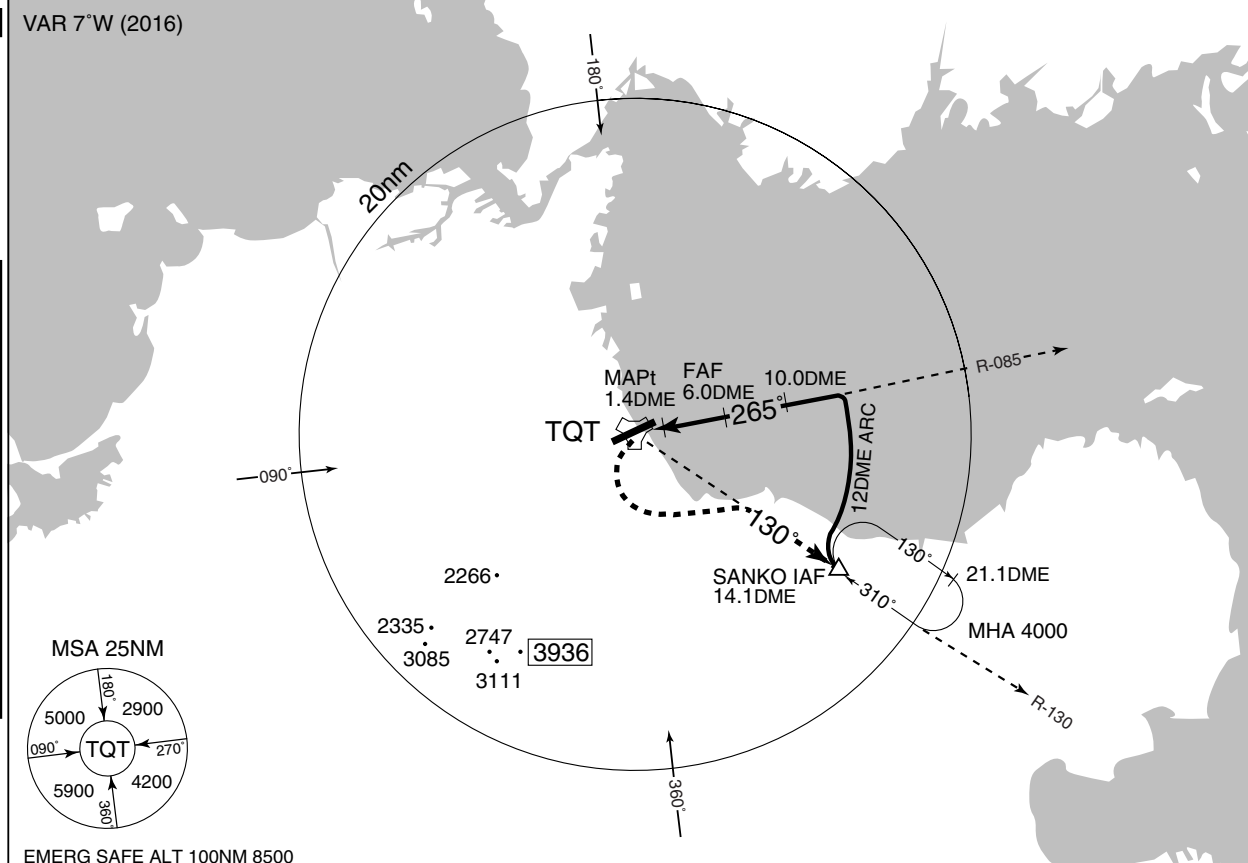
INSTRUMENT APPROACH CHART

RJFZ / TSUIKI

TACAN Z RWY25

|                             |   |                                     |                                |
|-----------------------------|---|-------------------------------------|--------------------------------|
| TSUIKI APP<br>120.1 – 321.2 | TSUIKI TACAN<br>1002 TQT<br>CH-41X $\equiv - \cdot -$<br>33°41'18"N/131°02'09"E | TSUIKI TOWER<br>126.2 – 236.8–318.8 | GCA AVBL<br>CALL<br>TSUIKI APP |
|-----------------------------|---|-------------------------------------|--------------------------------|

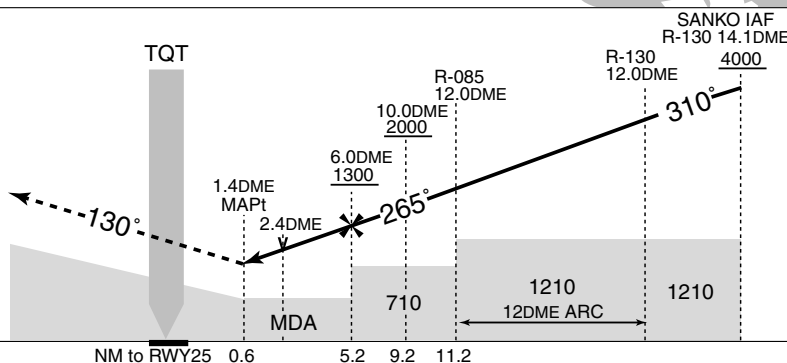
VAR 7°W (2016)



EMERG SAFE ALT 100NM 8500

MISSED APPROACH

At 1.4DME prior to TQT TACAN,  
climb to 5,000ft, and turn left to  
intercept and proceed via  
TQT R-130 to SANKO  
and hold.



| MINIMA |           | THR elev. 18 | AD elev. 55 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 440 (422) | 1500         | 500 (445)   | 1600 |
| B      |           |              | 600 (545)   |      |
| C      |           | 1800         | 700 (645)   | 2400 |
| D      |           | 2000         |             | 3200 |

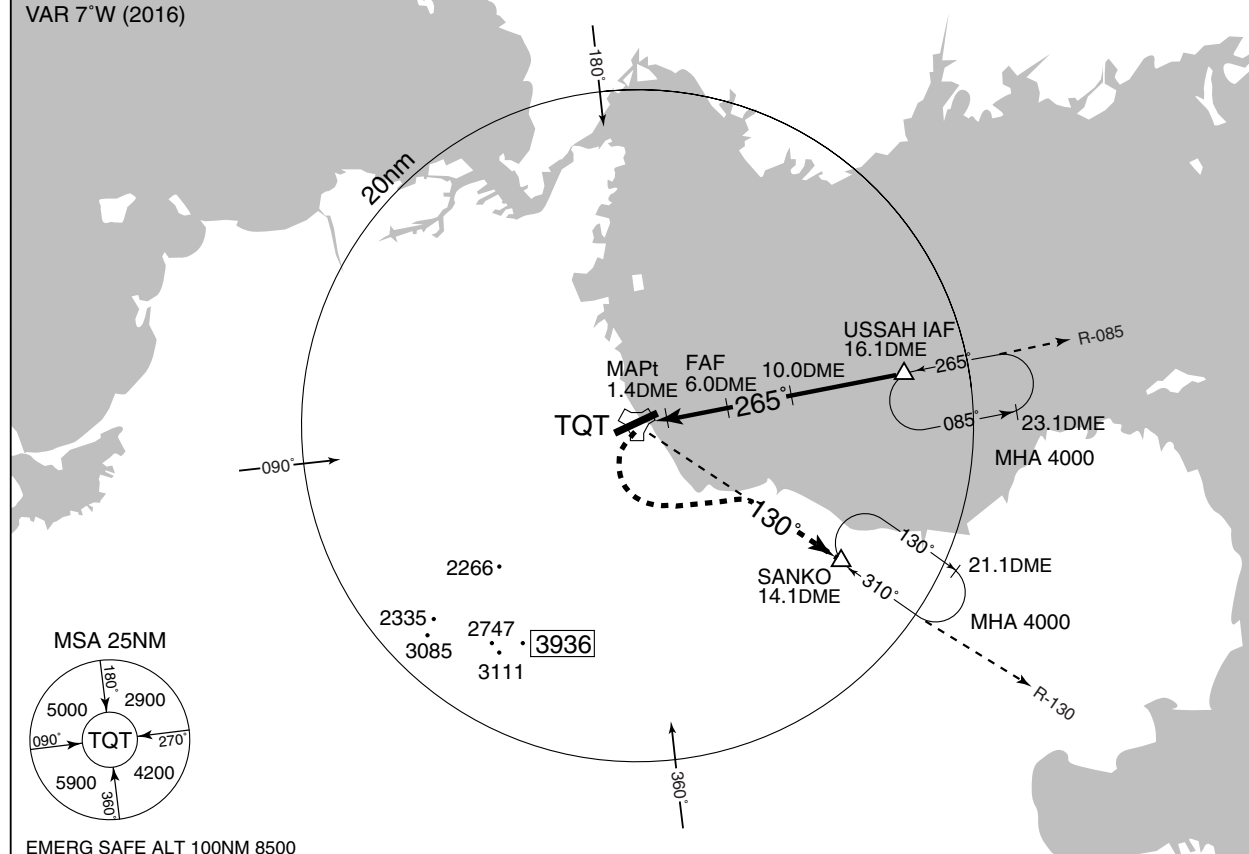
## INSTRUMENT APPROACH CHART

RJFZ / TSUIKI

TACAN Y RWY25

TSUIKI APP  
120.1 – 321.2TSUIKI TACAN  
1002 TQT  
CH-41X  $\equiv - \cdot -$ TSUIKI TOWER  
126.2 – 236.8–318.8GCA AVBL  
CALL  
TSUIKI APP $33^{\circ}41'18"N/131^{\circ}02'09"E$ 

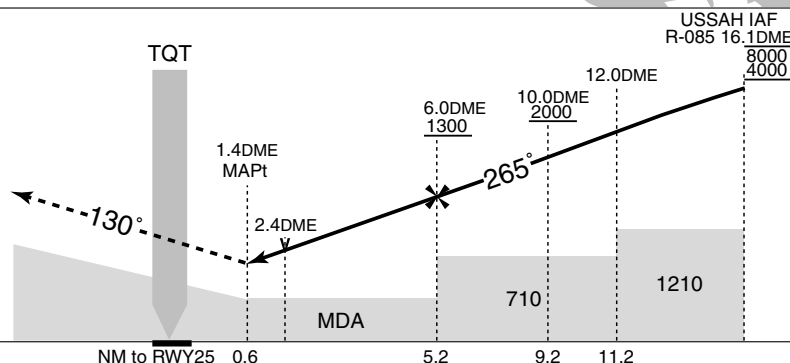
VAR 7°W (2016)



EMERG SAFE ALT 100NM 8500

## MISSED APPROACH

At 1.4DME prior to TQT TACAN,  
climb to 5,000ft, and turn left to  
intercept and proceed via  
TQT R-130 to SANKO  
and hold.



| MINIMA |           | THR elev. 18 | AD elev. 55 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 440 (422) | 1500         | 500 (445)   | 1600 |
| B      |           |              | 600 (545)   |      |
| C      |           | 1800         | 700 (645)   | 2400 |
| D      |           | 2000         |             | 3200 |

INSTRUMENT APPROACH CHART

RJFZ / TSUIKI

TACAN X RWY25

|                             |   |                                     |                                |
|-----------------------------|---|-------------------------------------|--------------------------------|
| TSUIKI APP<br>120.1 – 321.2 | TSUIKI TACAN<br>1002 TQT<br>CH-41X $\equiv - \cdot -$<br>$33^{\circ}41'18"N/131^{\circ}02'09"E$ | TSUIKI TOWER<br>126.2 – 236.8–318.8 | GCA AVBL<br>CALL<br>TSUIKI APP |
|-----------------------------|---|-------------------------------------|--------------------------------|

VAR 7°W (2016)



MISSED APPROACH

At 1.4DME prior to TQT TACAN,  
climb to 5,000ft, and turn left to  
intercept and proceed via  
TQT R-130 to SANKO  
and hold.



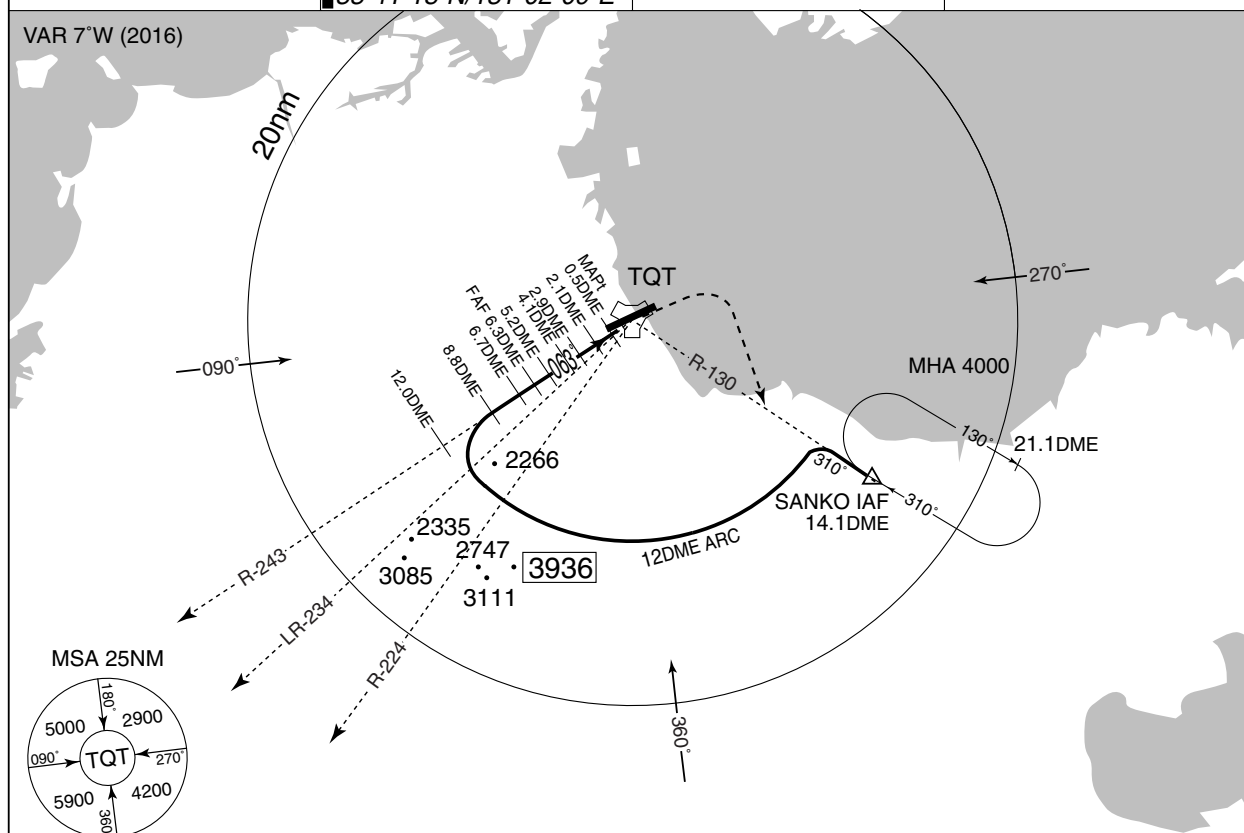
| MINIMA |           | THR elev. 18 | AD elev. 55 |      |
|--------|-----------|--------------|-------------|------|
| CAT    | CIRCLING  |              |             |      |
|        | MDA(H)    | RVR/CMV      | MDA(H)      | VIS  |
| A      | 440 (422) | 1500         | 500 (445)   | 1600 |
| B      |           |              | 600 (545)   |      |
| C      |           | 1800         | 700 (645)   | 2400 |
| D      |           | 2000         |             | 3200 |

## RJFZ / TSUIKI

TACAN Z RWY07

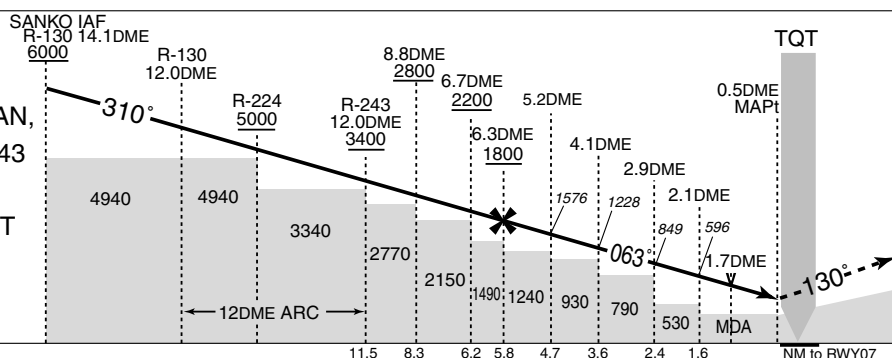
|                             |   |                                     |                                |
|-----------------------------|---|-------------------------------------|--------------------------------|
| TSUIKI APP<br>120.1 – 321.2 | TSUIKI TACAN<br>1002 TQT<br>CH-41X $\equiv - \cdot -$<br>$33^{\circ}41'18"N/131^{\circ}02'09"E$ | TSUIKI TOWER<br>126.2 – 236.8–318.8 | GCA AVBL<br>CALL<br>TSUIKI APP |
|-----------------------------|---|-------------------------------------|--------------------------------|

VAR 7°W (2016)



EMERG SAFE ALT 100NM 8500

At 0.5DME prior to TQT TACAN, climb to 5,000ft, via TQT R-243 until TQT, then turn right to intercept and proceed via TQT R-130 to SANKO and hold.



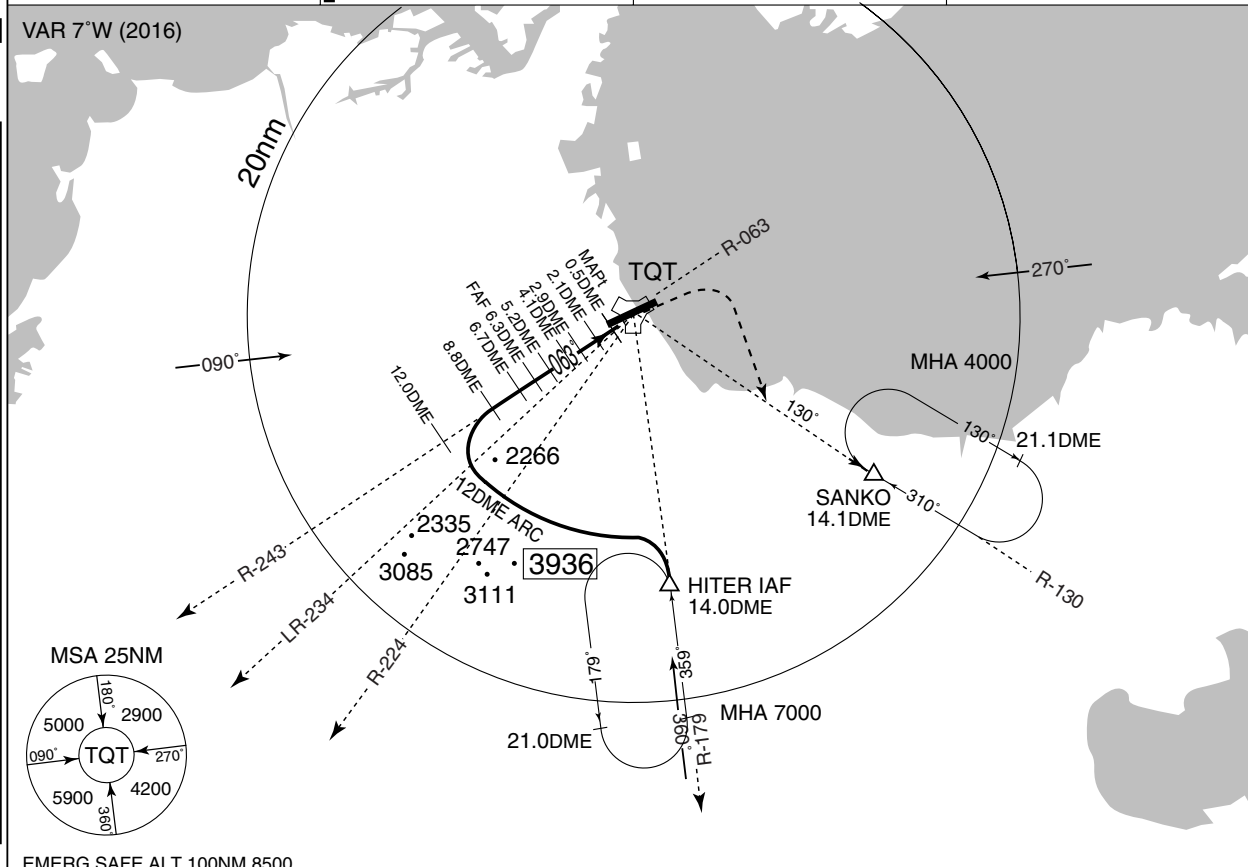
| MINIMA |           | THR elev. 46 | AD elev. 55 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 440 (394) | 1500         | ■ 500 (445) | 1600 |
| B      |           |              | ■ 600 (545) |      |
| C      |           | 1800         | ■ 700 (645) | 2400 |
| D      |           | 2000         |             | 3200 |

INSTRUMENT APPROACH CHART

RJFZ / TSUIKI

TACAN Y RWY07

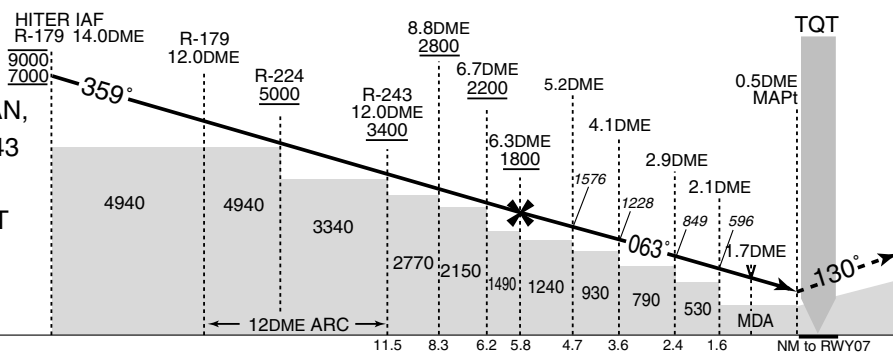
|                             |   |                                     |   |
|-----------------------------|---|-------------------------------------|---|
| TSUIKI APP<br>120.1 – 321.2 | TSUIKI TACAN<br>1002 TQT<br>CH-41X $\equiv - \cdot -$<br>33°41'18"N/131°02'09"E | TSUIKI TOWER<br>126.2 – 236.8–318.8 | TACAN Y RWY07<br>GCA AVBL<br>CALL<br>TSUIKI APP |
|-----------------------------|---|-------------------------------------|---|



EMERG SAFE ALT 100NM 8500

MISSED APPROACH

At 0.5DME prior to TQT TACAN, climb to 5,000ft, via TQT R-243 until TQT, then turn right to intercept and proceed via TQT R-130 to SANKO and hold.



| MINIMA |           | THR elev. 46 | AD elev. 55 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 440 (394) | 1500         | ■ 500 (445) | 1600 |
| B      |           |              | ■ 600 (545) |      |
| C      |           | 1800         | ■ 700 (645) | 2400 |
| D      |           | 2000         |             | 3200 |

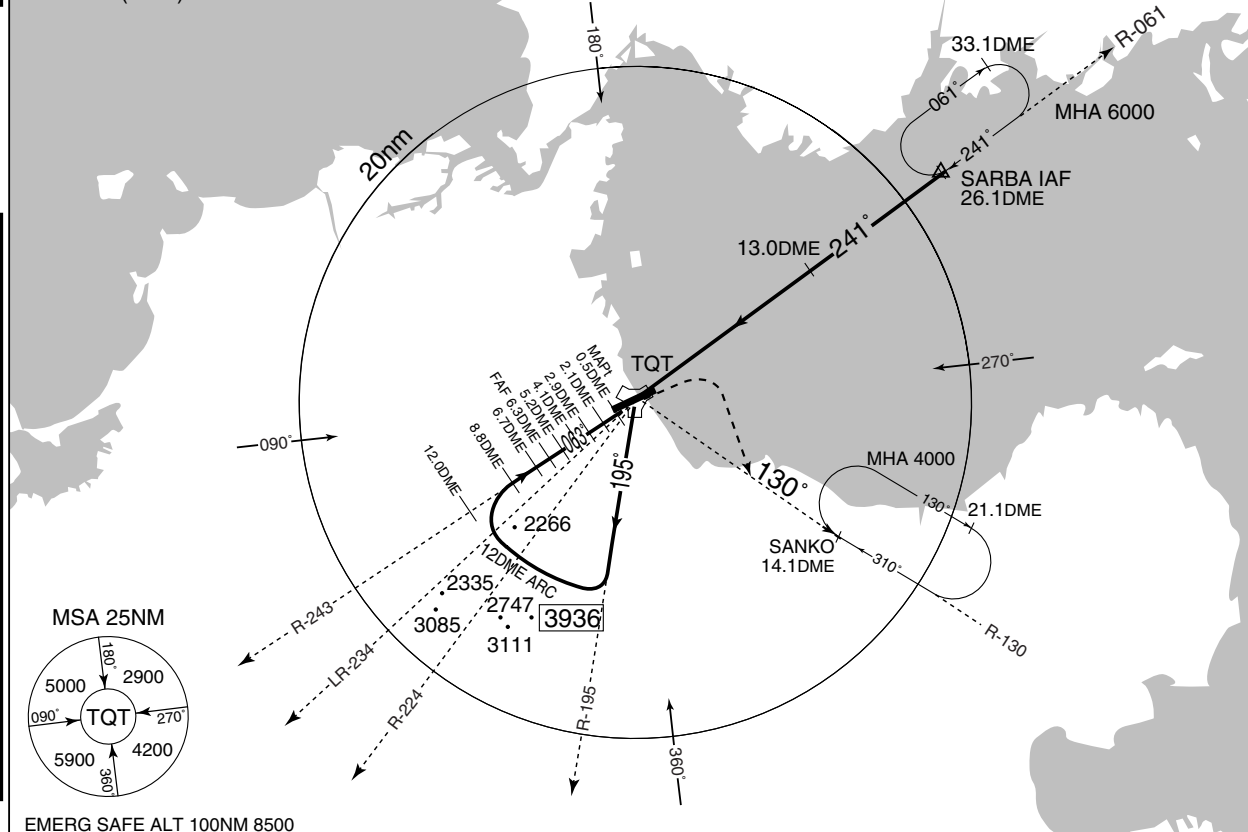
## INSTRUMENT APPROACH CHART

RJFZ / TSUIKI

TACAN X RWY07

TSUIKI APP  
120.1 – 321.2TSUIKI TACAN  
1002 TQT  
CH-41X  $\equiv - \cdot -$   
 $33^{\circ}41'18"N/131^{\circ}02'09"E$ TSUIKI TOWER  
126.2 – 236.8–318.8GCA AVBL  
CALL  
TSUIKI APP

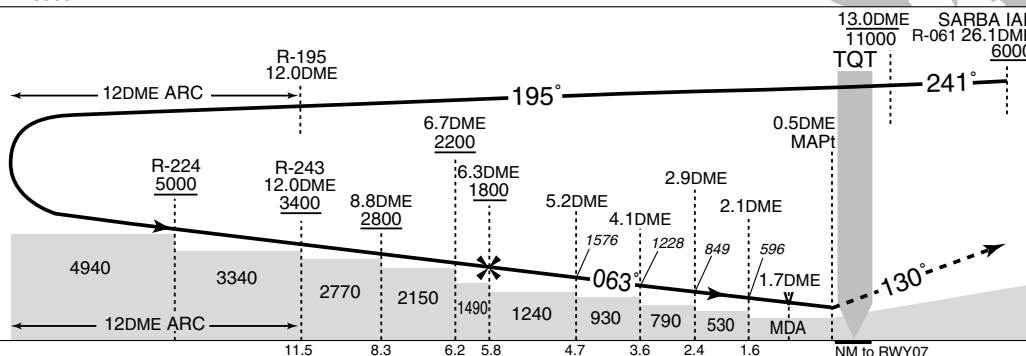
VAR 7°W (2016)



EMERG SAFE ALT 100NM 8500

## MISSED APPROACH

At 0.5DME prior to TQT TACAN, climb to 5,000ft, via TQT R-243 until TQT, then turn right to intercept and proceed via TQT R-130 to SANKO and hold.



| MINIMA |           | THR elev. 46 | AD elev. 55 |      |
|--------|-----------|--------------|-------------|------|
| CAT    |           |              | CIRCLING    |      |
|        | MDA(H)    | RVR/<br>CMV  | MDA(H)      | VIS  |
| A      | 440 (394) | 1500         | ■ 500 (445) | 1600 |
| B      |           |              | ■ 600 (545) |      |
| C      |           | 1800         | ■ 700 (645) | 2400 |
| D      |           | 2000         |             | 3200 |