

## 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	2200-1300 Remarks: 2200-2245 and 1215-1300, AFIS provided by Fukuoka Airport Office.
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

Profile view of RWY18 and RWY36 showing elevation in feet and slope percentages. The horizontal axis represents distance in meters (0m to 1200m). The vertical axis represents elevation in feet. RWY18 starts at 18.6FT at 0m and slopes down at 1.30% to 10.0FT at 200m. RWY36 starts at 10.0FT at 200m and slopes up at 0.26% to 11.8FT at 400m, then at 0.23% to 13.3FT at 600m, then at 0.11% to 14.0FT at 800m, then at 0.41% to 16.7FT at 1000m, and finally at 1.25% to 8.5FT at 1200m.

## RJDU AD 2.13 DECLARED DISTANCES

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

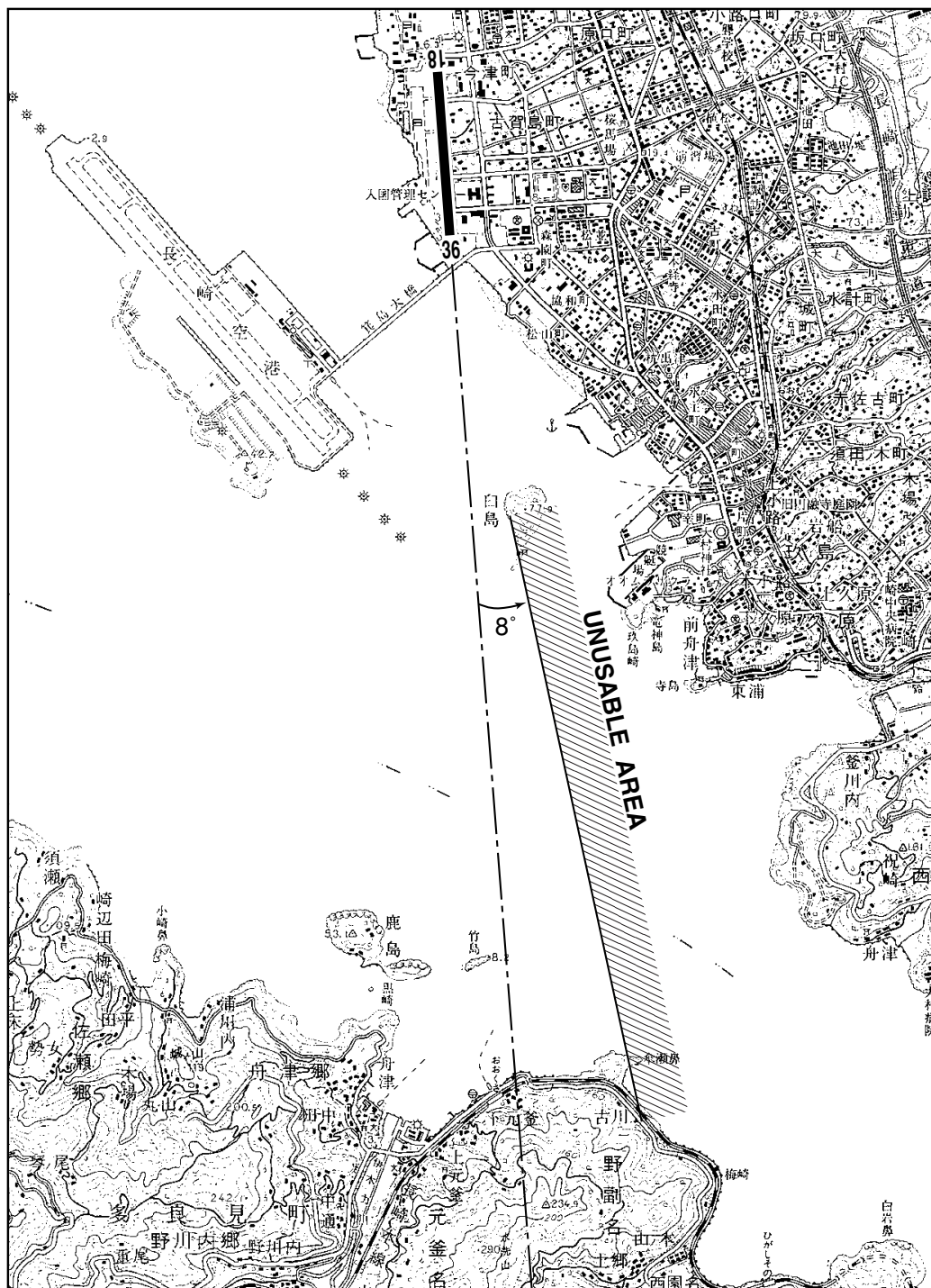
## RJDU AD 2.14 APPROACH AND RUNWAY LIGHTING

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
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## 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 NAGASAKI RADIO(1) En	(1)2200-2245 1215-1300
NAGASAKI ACA	See RJFU AD2.17		E	NAGASAKI APP 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)	2245 - 1215(*)	
GND	Nagasaki Ground Omura Seadrome	121.6MHz 228.2MHz(2) 138.3MHz(2) 123.1MHz(3) 121.5MHz(E) 243.0MHz(E)	2245 - 1215(*) 2300 - 0745 EXC FRI 0746-SUN 2259 and HOL Other time 1HR PN	(2)For taxi instruction (3)For rescue only
AFIS	Nagasaki Radio	118.5MHz	2200 - 2245 1215-1300(*)	Operated by Fukuoka Airport Office
*Depending on air traffic situation, ATC service will be provided from 2230 to 2245 and from 1215 to 1230.				



## 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/2020)	OLE	116.6MHz	H24	325418.89N/ 1295504.73E		VOR unusable : 040°-070° beyond 25nm BLW 6000ft 070°-090° beyond 20nm BLW 6000ft
DME	OLE	1200 MHz (CH-113X)	H24	325418.89N/ 1295504.73E	154ft	DME unusable : 030°-070° beyond 20nm BLW 6000ft 070°-090° beyond 15nm BLW 6000ft 160°-170° beyond 30nm BLW 5000ft 170°-200° beyond 20nm BLW 4000ft 200°-210° beyond 10nm BLW 4000ft 210°-240° beyond 20nm BLW 4000ft 260°-300° beyond 20nm BLW 4000ft
TACAN	JBT	1048MHz (CH-87Y)	H24	325533N/ 1295556E	80ft	TACAN Unusable: R350 - 010 beyond 26nm BLW 5000ft R010 - 020 beyond 31nm BLW 6000ft R020 - 030 beyond 25nm BLW 6000ft R030 - 040 beyond 21nm BLW 6000ft R040 - 090 beyond 14nm BLW 6000ft R090 - 100 beyond 21nm BLW 6000ft R100 - 110 beyond 30nm BLW 7000ft R120 - 130 beyond 30nm BLW 7000ft R140 - 150 beyond 29nm BLW 5000ft R150 - 160 beyond 37nm BLW 5000ft R160 - 170 beyond 29nm BLW 5000ft R170 - 180 beyond 26nm BLW 5000ft R180 - 200 beyond 20nm BLW 4000ft R200 - 220 beyond 12nm BLW 4000ft R220 - 230 beyond 20nm BLW 4000ft R230 - 240 beyond 27nm BLW 4000ft R240 - 250 beyond 36nm BLW 4000ft R250 - 260 beyond 28nm BLW 4000ft R260 - 270 beyond 22nm BLW 4000ft R270 - 280 beyond 19nm BLW 4000ft R280 - 290 beyond 25nm BLW 4000ft R290 - 300 beyond 36nm BLW 4000ft R310 - 320 beyond 37nm BLW 4000ft R330 - 350 beyond 36nm BLW 5000ft

## RJDU AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1. Airport regulations

Prior notification should be required with Nagasaki Airport Office for the purpose of getting the permission when crossing Nagasaki CTR from 2200UTC to 2245UTC or from 1215UTC to 1300UTC.

For further information(0000UTC-0800UTC MON-FRI EXC HOL)

Air Traffic Controller Office, Nagasaki Airport Office

TEL: 0957-53-6870

7 時 00 分から 7 時 45 分または 21 時 15 分から 22 時 00 分までの間、長崎管制圏を通過する場合は、当該通過の許可を得るためにあらかじめ長崎空港事務所へ調整すること。

問い合わせ先

長崎空港事務所管制官事務室（月曜日から金曜日までのうち、9 時 00 分から 17 時 00 分までの間。ただし休日を除く。）

TEL: 0957-53-6870

## 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 / NAGASAKI Radio
  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

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**RJDU AD 2.24 CHARTS RELATED TO AN AERODROME**

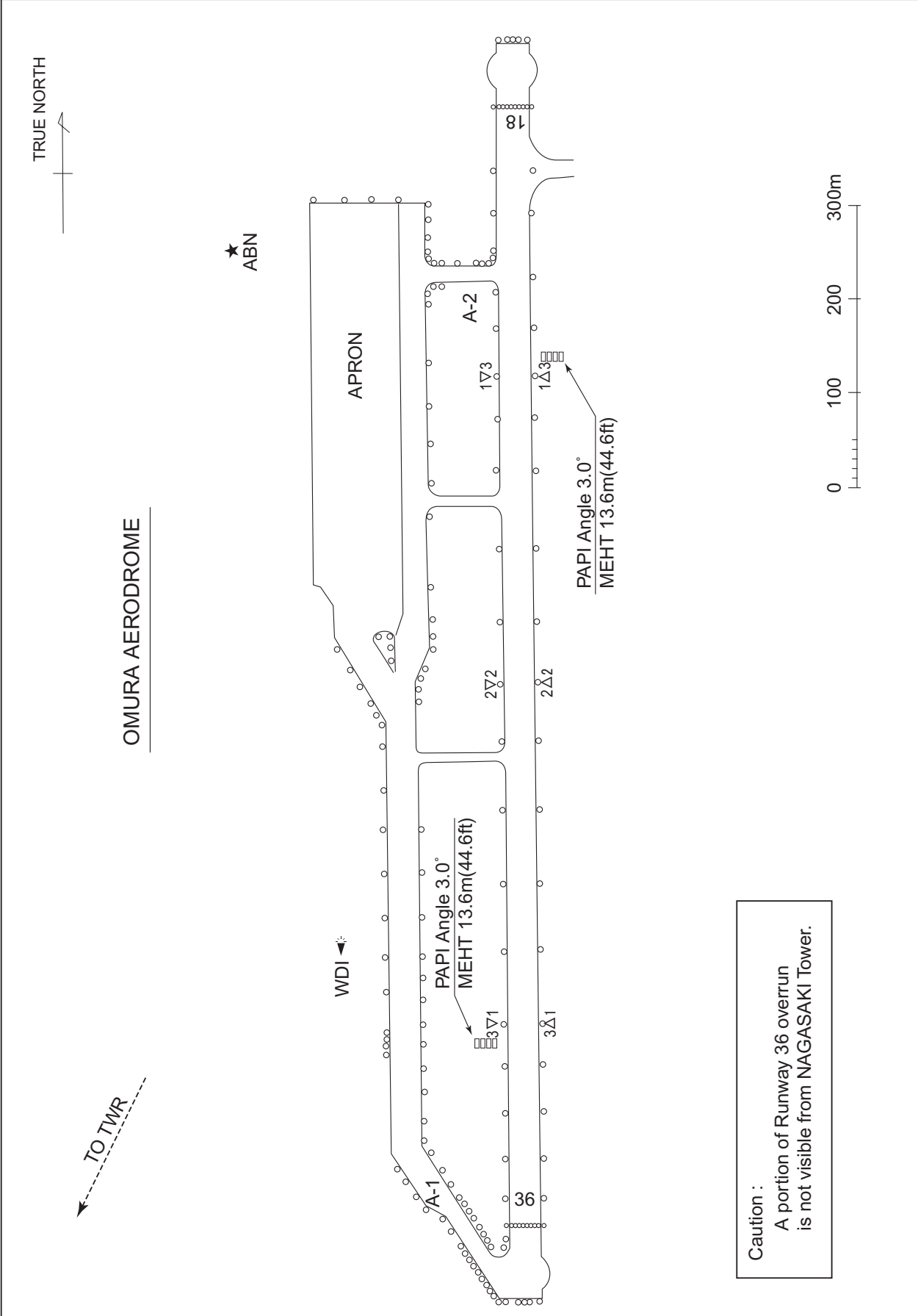
Aerodrome/Heliport Chart  
Standard Departure Chart - Instrument (NORTH)  
Standard Departure Chart - Instrument (WEST)  
Standard Departure Chart - Instrument (SOUTH)  
Standard Departure Chart - Instrument (REVERSAL)  
Standard Departure Chart - Instrument (TRANSITION)  
Standard Arrival Chart - Instrument  
  
Instrument Approach Chart (LOC C)  
Instrument Approach Chart (VOR D)  
Instrument Approach Chart (VOR E)  
Other Chart (Visual REP)

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RJDU / OMURA

AD CHART

CHANGE: TWY A-3 deleted.



STANDARD DEPARTURE CHART-INSTRUMENT

RJDU / OMURA

SID

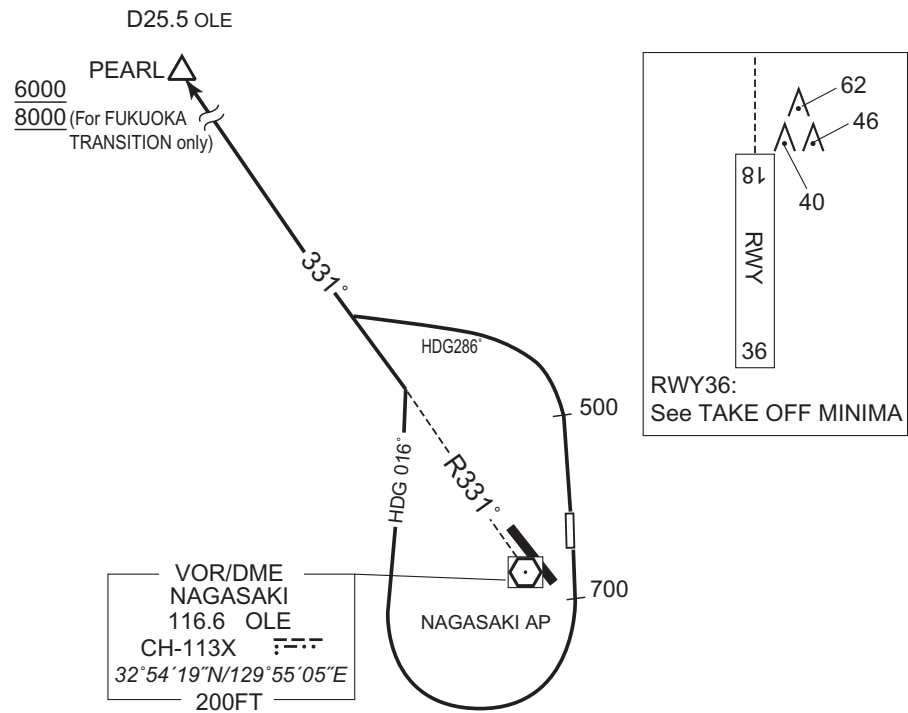
OMURA NORTH THREE DEPARTURE

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 4.7NM 213° FM end of RWY18.  
RWY 36: 5.0% climb gradient required up to 500FT.



CHANGE : OBST.

## STANDARD DEPARTURE CHART-INSTRUMENT

RJDU / OMURA

SID

OMURA WEST TWO DEPARTURE

RWY 18: Climb RWY HDG to 700FT, turn right, climb via OLE R247...

RWY 36: Climb RWY HDG to 1500FT, turn left HDG202° to intercept and proceed via OLE R247...

... to SUMOU.

Cross SUMOU at or above 4000FT.

Note RWY 18: 7.0% climb gradient required up to 2000FT.  
OBST ALT 1635FT located at 4.7NM 213° FM end of RWY18.

RWY 36: 5.0% climb gradient required up to 1500FT.  
OBST ALT 1247FT located at 7.8NM 360° FM end of RWY36.



CHANGE : OBST.

STANDARD DEPARTURE CHART-INSTRUMENT

RJDU / OMURA

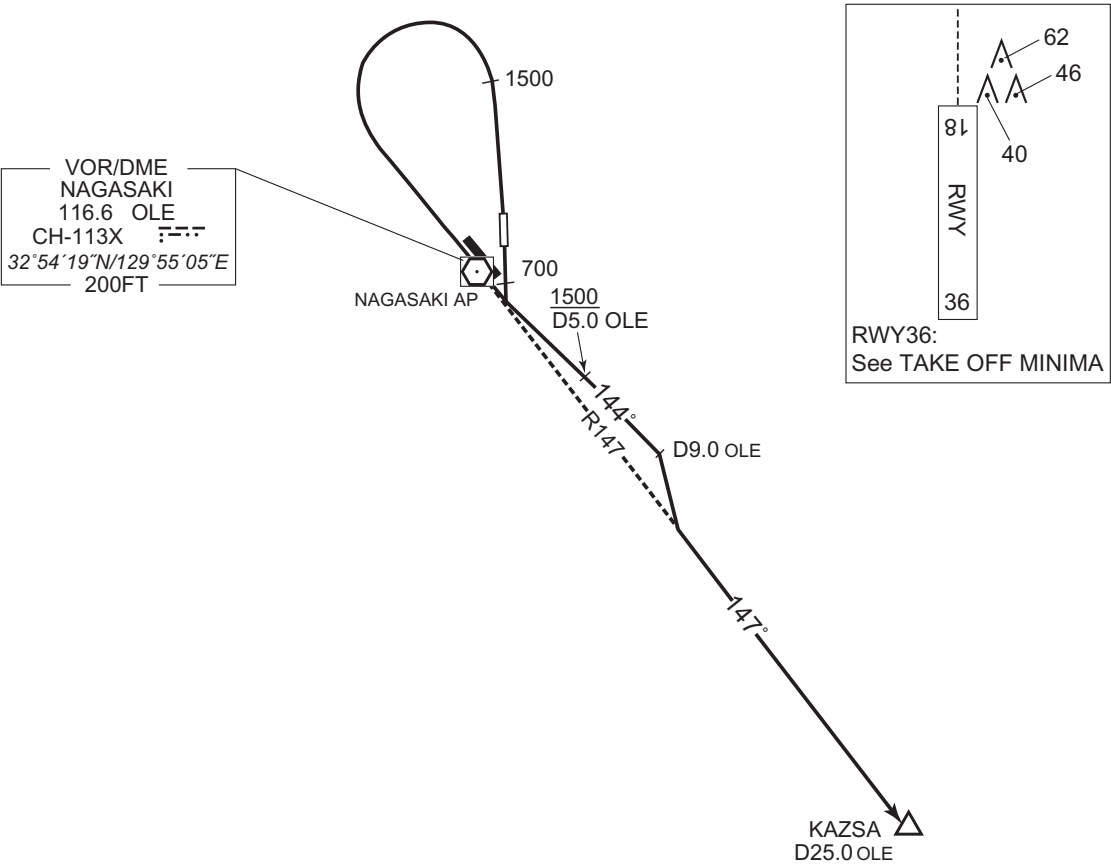
SID

OMURA SOUTH TWO DEPARTURE

RWY 18: Climb RWY HDG to 700FT, turn left, climb via OLE R144 to 9.0DME, turn right to intercept and proceed via OLE R147 to KAZSA. Cross OLE R144/5.0DME at or above 1500FT.

RWY 36: Climb RWY HDG to 1500FT, turn left, climb via OLE R144 to 9.0DME, turn right to intercept and proceed via OLE R147 to KAZSA.

Note    RWY 18: 5.0% climb gradient required up to 1500FT.  
                                OBST ALT 1018FT located at 4.4NM 185° FM end of RWY18.  
          RWY 36: 5.0% climb gradient required up to 1500FT.  
                                OBST ALT 1247FT located at 7.8NM 360° FM end of RWY36.



CHANGE : OBST.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJDU / OMURA

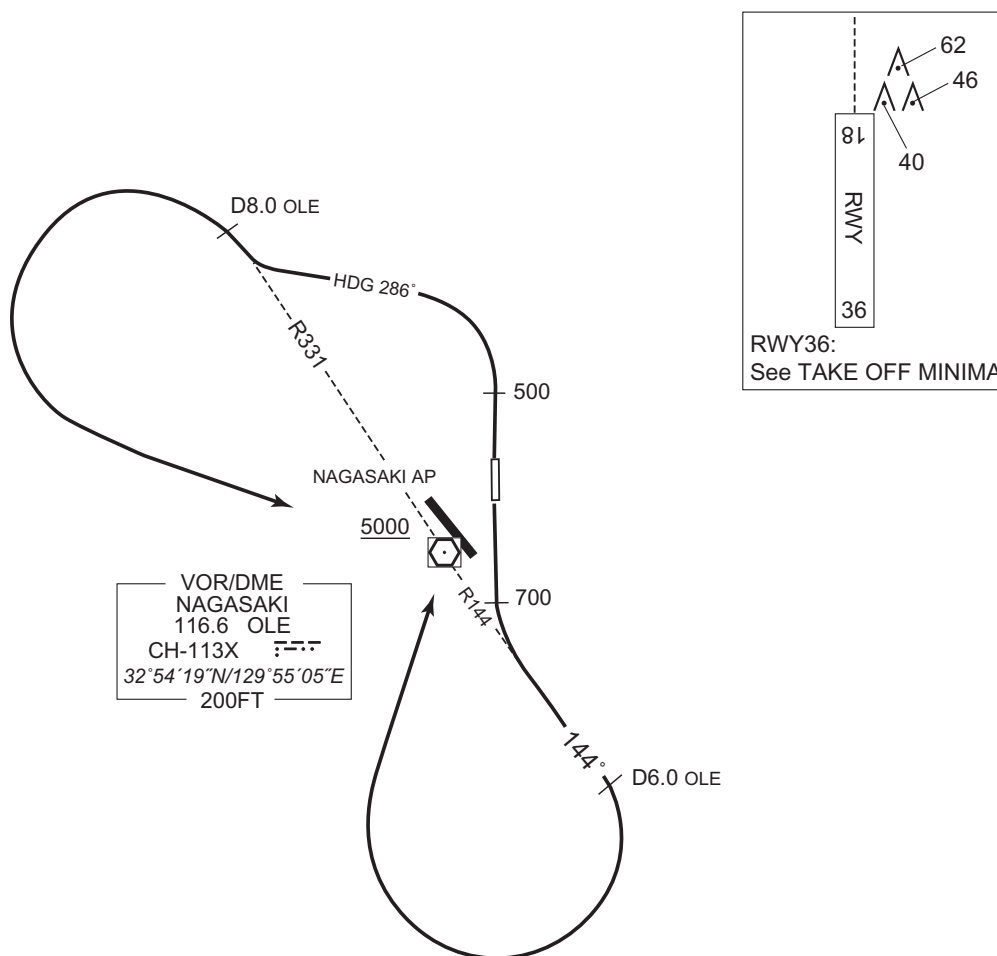
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OMURA REVERSAL TWO DEPARTURE

RWY 18: Climb RWY HDG to 700FT, turn left  
climb via OLE R144 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 4.4NM 185° FM end of RWY18.  
RWY 36: 5.0% climb gradient required up to 1800FT.  
OBST ALT 1969FT located at 9.6NM 270° FM end of RWY36.



CHANGE : OBST.

## RJDU / OMURA

## TRANSITION

From over PEARL, via DGC R244 to DGC VORTAC.

Note : Not applicable for aircraft equipped with TACAN only.

From over PEARL, via IKE R203 to IKE VOR/DME.



CHANGE : Course FM PEARL to IKE.

## STANDARD DEPARTURE CHART - INSTRUMENT

RJDU / OMURA

TRANSITION

FUKUE TRANSITION

From over SUMOU, turn right HDG308° to intercept and proceed via OLE R263 to FUE VOR/DME.

Maintain 12000FT or below until intercepting OLE R263.

OMURA TRANSITION

From over SUMOU, turn right to intercept and proceed via OLE R279 to OLE VOR/DME.

Maintain 12000FT or below until intercepting OLE R279.

Cross OLE R279/13.0DME at or above 9000FT.



CHANGE : PROC course(FUKUE TRANSITION, OMURA TRANSITION). Radial/DIST FM OLE added(SUMOU).

STANDARD DEPARTURE CHART - INSTRUMENT

RJDU / OMURA

TRANSITION

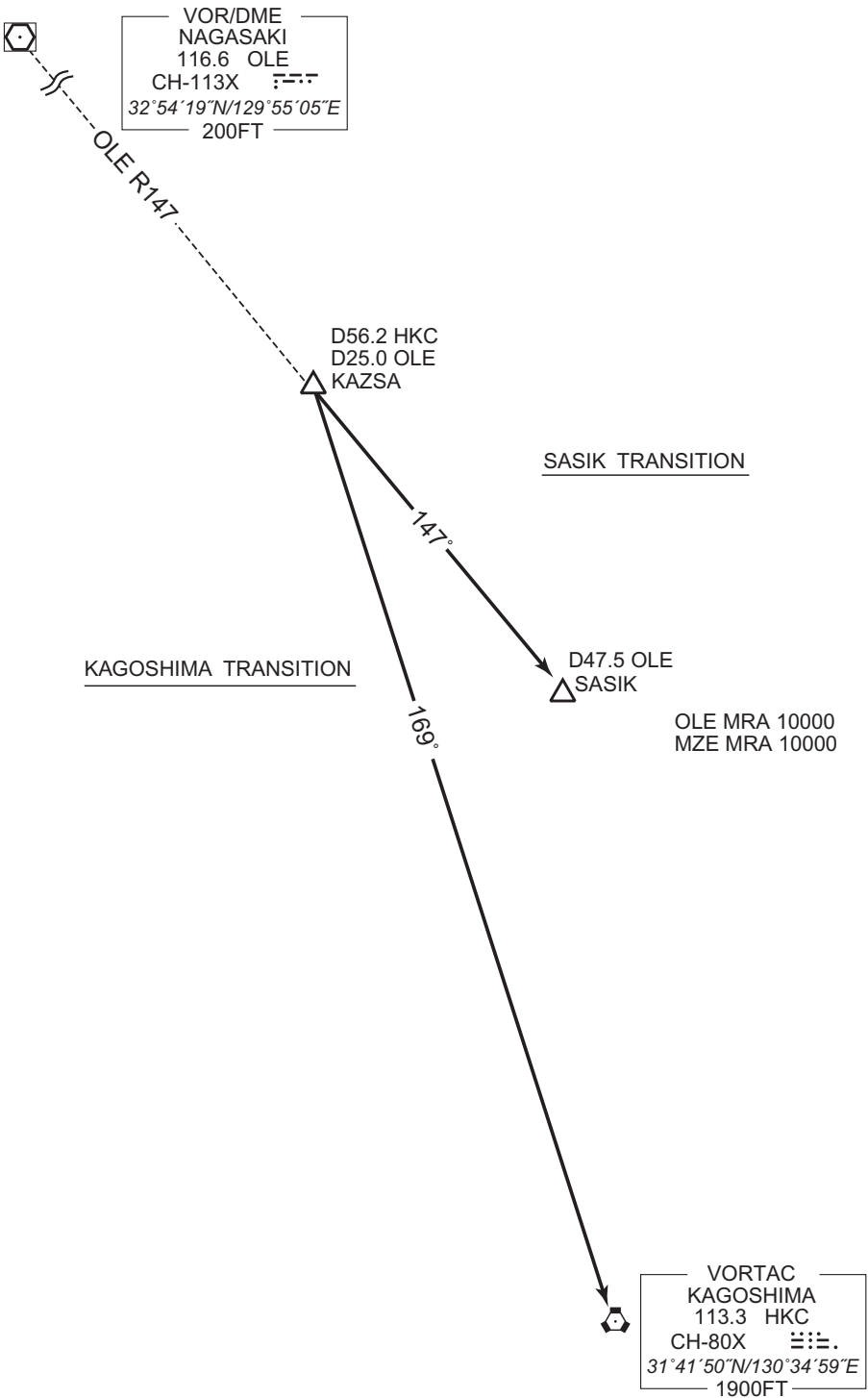
SASIK TRANSITION

From over KAZSA, via OLE R147 to SASIK.

KAGOSHIMA TRANSITION

From over KAZSA, via HKC R349 to HKC VORTAC.

CHANGE : Radial FM HKC. DIST FM HKC added(KAZSA).



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.

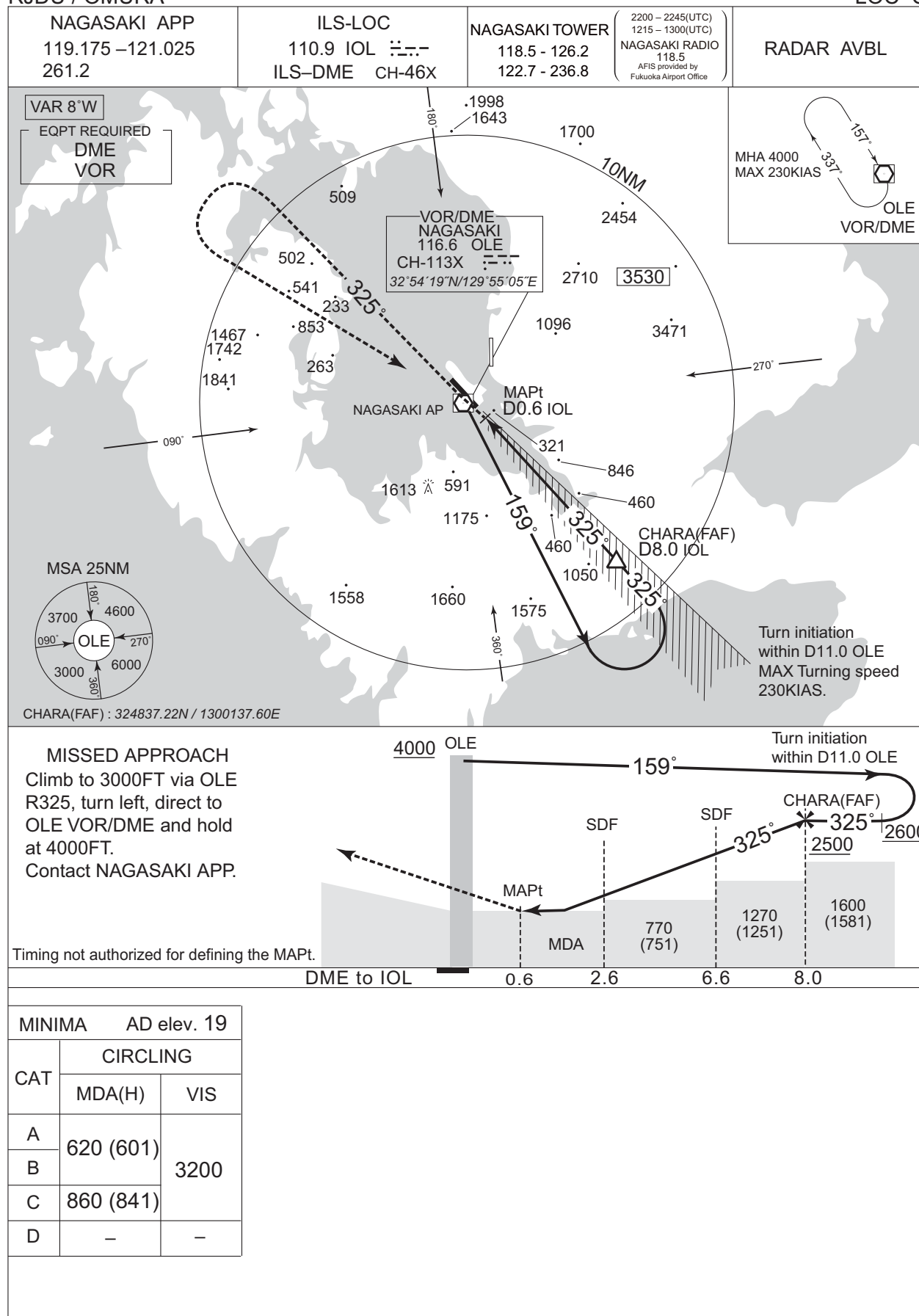


CHANGE : Description of PROC name.

INSTRUMENT APPROACH CHART

RJDU / OMURA

LOC C

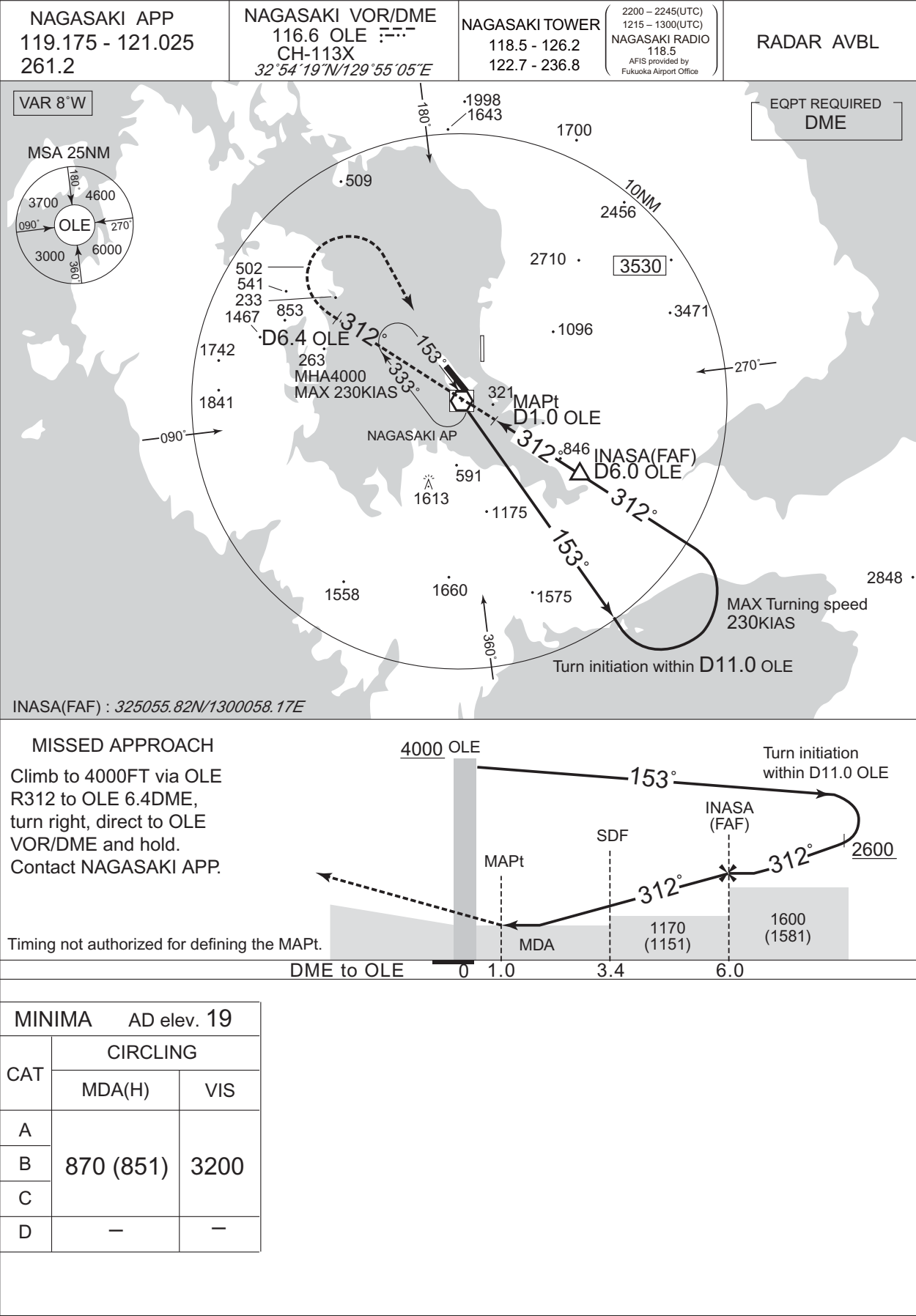


MINIMA AD elev. 19		
CAT	CIRCLING	
	MDA(H)	VIS
A	620 (601)	3200
B		
C	860 (841)	
D	—	—

INSTRUMENT APPROACH CHART

RJDU / OMURA

VOR D



INSTRUMENT APPROACH CHART

RJDU / OMURA

VOR E





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RJDU / OMURA

Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

Call sign	BRG / DIST from NAGASAKI ARP	Remarks
川棚 Kawatana	345°T / 9.4NM	JR駅 JR Station
彼杵 Sonogi	360°T / 7.4NM	JR駅 JR Station
鈴田 Suzuta	113°T / 4.3NM	長崎自動車道と国道34号線の交点 Intersection
長田 Nagata	112°T / 9.4NM	不知火橋 Bridge
西彼 Seihi	301°T / 9.2NM	オランダ村 Windmill
二島 Futashima	244°T / 3.1NM	二島 Island
堂崎 Dozaki	217°T / 2.7NM	堂崎鼻 A point of land
鷹島 Takashima	237°T / 5.4NM	鷹島 Island
時津 Tokitsu	213°T / 6.0NM	時津港 Harbor
三重 Mie	233°T / 11.1NM	三重崎 A point of land

CHANGE : Map updated. BRG/DIST from NAGASAKI ARP.