AD 2 AERODROMES

RJDA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJDA - AMAKUSA

RJDA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*322856N/1300932E* 310° /0.5km FM RWY31 THR
2	Direction and distance from (city)	2.3NM NW FM AMAKUSA
3	Elevation/ Reference temperature	340FT /33°C (2018-2022)
4	Geoid undulation at AD ELEV PSN	106FT
5	MAG VAR/ Annual change	7° W(2015) / 4'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Amakusa Airport Administration Office 1-2080-5,Jyogawara Ituwamachi, Amakusa city, Kumamoto Prefecture Tel:0969-57-6111,Fax:0969-57-6112 E-mail:amakuukanji@pref.kumamoto.lg.jp Web:http://www.pref.kumamoto.jp/soshiki/113/1369.html
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	PPR for Use(TEL:0969-57-6111)

RJDA AD 2.3 OPERATIONAL HOURS

1	AD Administration	2240 - 1130
2	Customs and immigration	On request Customs: 0965-37-1603 Immigration: 096-362-1721
3	Health and sanitation	Quarantine(human): On request(096-232-3661) Quarantine(animal, plant): Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	2210-1130 Amakusa Airport Administration Office
7	ATS	ATS:2240 - 1130 Amakusa FLT Service
8	Fuelling	Nil
9	Handling	Nil
10	Security	2240-1130
11	De-icing	Nil
12	Remarks	Nil

RJDA AD 2.4 HANDLING SERVICES AND FACILITIES

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

RJDA AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurants	Nil
3	Transportation	Busses and Taxis
4	Medical facilities	Hospital in Amakusa city 4km
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

RJDA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 4
2	Rescue equipment	Chemical fire fighting truck x 2
3	Capability for removal of disabled aircraft	Ask AD Administration
4	Remarks	Nil

RJDA AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow removed equipment : motor graders x 2
2	Clearance priorities	(1) RWY13/31 (2) APRON
3	Remarks	Seasonal availability:All seasons Snow removal will be commenced, if the RWY are covered with a depth of 3cm snow or more.

RJDA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface:Asphalt Concrete Strength:PCN 13/F/C/X/T
2	Taxiway width, surface and strength	Width:18m, Surface: Asphalt Concrete, Strength:PCN 13/F/C/X/T
3	ACL and elevation	Not Available
4	VOR checkpoints	Not Available
5	INS checkpoints	(Spot NR) 1 : *322900.41N,1300918.96E* 2 : *322859.51N,1300920.50E*
6	Remarks	Nil

RJDA 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: RWY13/31 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) REDL, RTHL, RENL TWY: (Marking) TWY side stripe, TWY CL, RWY HLDG PSN, Mandatory instruction (LGT) TWY edge LGT
3	Stop bars	Nil
4	Remarks	(Marking) Overrun area (LGT) Apron flood LGT

RJDA AD 2.10 AERODROME OBSTACLES

In Area2 Nil

In Area3 To be developed

RJDA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Kumamoto prefecture Amakusa Airport Administration Office
2	Hours of service MET Office outside hours	(1) 2210-1130 (2) Nil
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Nil
6	Flight documentation Language(s) used	Nil
7	Charts and other information available for briefing or consultation	Nil
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	APP(Kumamoto RAG), Amakusa FLT Service
10	Additional information(limitation of service, etc.)	Nil

RJDA 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
13	124.55°	1000×30	PCN 13/F/C/X/T Asphalt Concrete	*322906.21N/1300916.15E* Nil	THR ELEV : 330FT
31	304.55°	1000×30		*322847.80N/1300947.70E* Nil	THR ELEV : 330FT

Slope of RWY	Strip Dimensions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See AD2.24 AD CHART	1120×120	41 × (MNM:107 MAX:122)*	RWY Grooving:1000m X 20m
	1120×120	41 × (MNM:107 MAX:122)* *For detail, ask airport administrator	

RJDA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
13	1000	1000	1000	1000	Nil
31	1000	1000	1000	1000	Nil

RJDA 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
13	Nil	Green	PAPI 3.0° /LEFT 133.2m 24ft	Nil	Nil	1.000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
31	Nil	Green	PAPI 3.0° /LEFT 133.2m 24ft	Nil	Nil	1.000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red)(*1) RWY THR ID LGT for RWY 13/31 THR (Color: White)								

RJDA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN:*322859N/1300908E*,White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI:Nil Anemometor:360m from RWY 13 THR, LGTD
3	TWY edge and centerline lighting	TWY edge LGT: Blue
4	Secondary power supply/ switch-over time	Within 20 sec: REDL, RTHL, RENL, Overrun area edge LGT, PAPI, RWY THR ID LGT, TWY edge LGT, ABN, WDI LGT
5	Remarks	WDI LGT

RJDA AD 2.16 HELICOPTER LANDING AREA

Nil

RJDA 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
Nil				

RJDA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
A/G	Amakusa Flight Service	130.775MHz	2240 - 1130	For AD INFO only

RJDA 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/2016)	AKE	113.45MHz	2240 - 1130	*322848.85N/ 1300939.48E*		VOR Unusable: 180°-200° beyond 20nm BLW 4,000ft.
DME	AKE	1042MHz (CH-81Y)	2240 - 1130	*322848.85N/ 1300939.48E*	351ft	DME Unusable: 180°-300° beyond 20nm BLW 4,000ft.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.

RJDA 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

RJDA AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJDA AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	13	A,B	-	-	-	400m	-	500m
	31	A,B	-	-	-	400m	-	500m
OTHER	13	A,B	AVBL LDG MINIMA					
	31	A,B						

2. Lost Communication Procedures for Arrival Aircraft under Radar navigational guidance

If radio communications with Kumamoto Approach/Radar are lost for 30 seconds,squawk Mode A/3 Code 7,600 and ;

I 1) Attempt to contact Kumamoto Approach/Radar on all frequencies.
2) If unable,proceed in accordance with visual flight rules
3) If unable,proceed to Amakusa VOR at last assigned altitude and execute instrument approach.

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

3. 天草飛行場における計器飛行方式の運用方法

I. 出発機
1) 管制承認は、（主）126.5MHz（熊本ディパーチャー）、（副）127.0MHz（熊本アプローチ）で要求し、以後は熊本ディパーチャーの指示に従うこと。（管制機関は天草フライトサービスへの周波数の切り替えを指示しない。）
2) 離陸に係る飛行場情報の提供は、天草フライトサービス（130.775MHz）により行われる。
3) 離陸時刻を管制機関に通報すること。

II. 到着機
1) 管制機関の周波数を常時聴守し、その指示に従うこと。（管制機関は天草フライトサービスへの周波数の切り替えを指示しない。）
2) 着陸に係る飛行場情報の提供は、天草フライトサービス（130.775MHz）により行われる。
3) 着陸時刻を管制機関に通報すること。

III. 無線通信機
天草飛行場において計器飛行方式により飛行する航空機は、常時 2 局以上と交信可能な無線機器の搭載が必要である。

3. IFR Operational Procedures at Amakusa Aerodrome

I. Departure
1) Pilot shall request ATC clearance to Kumamoto Departure on 126.5MHz(or Kumamoto Approach on 127.0MHz), thereafter, follow the instructions from ATC. (ATC does not instruct frequency change to Amakusa Flight Service.)
2) Amakusa Flight Service provides the aerodrome information on 130.775MHz.
3) Pilot shall report the airborne time to ATC.

II. Arrival
1) Pilot shall monitor ATC frequency at all times.(ATC does not instruct frequency change to Amakusa Flight Service.)
2) Amakusa Flight Service provides the aerodrome information on 130.775MHz.
3) Pilot shall report the landing time to ATC

III. Radio Communication Equipment
Aircraft intended to fly in accordance with IFR at Amakusa aerodrome shall be equipped with two sets or more of radio communication equipment.

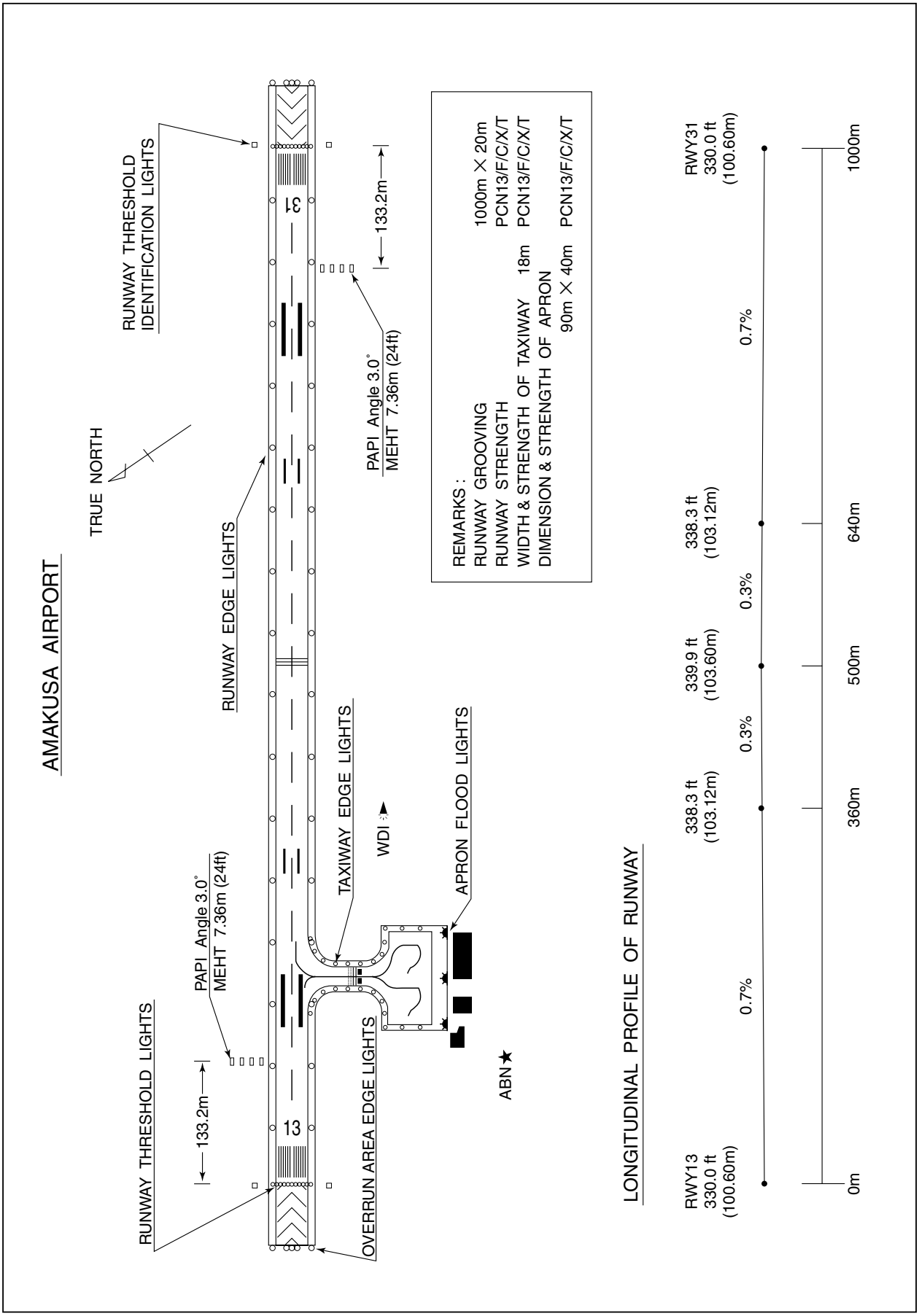
RJDA AD 2.23 ADDITIONAL INFORMATION

Nil

RJDA AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (AMAKUSA REVERSAL)
Standard Departure Chart - Instrument (HABOH - RNAV)
Standard Arrival Chart - Instrument (IRUKA, TSUJI - RNAV)
Instrument Approach Chart (VOR RWY31)
Instrument Approach Chart (RNP Z RWY13)
Instrument Approach Chart (RNP X RWY13 (LP ONLY))
Instrument Approach Chart (RNP Z RWY31)
Instrument Approach Chart (RNP X RWY31 (LP ONLY))
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

RJDA / AMAKUSA AD CHART



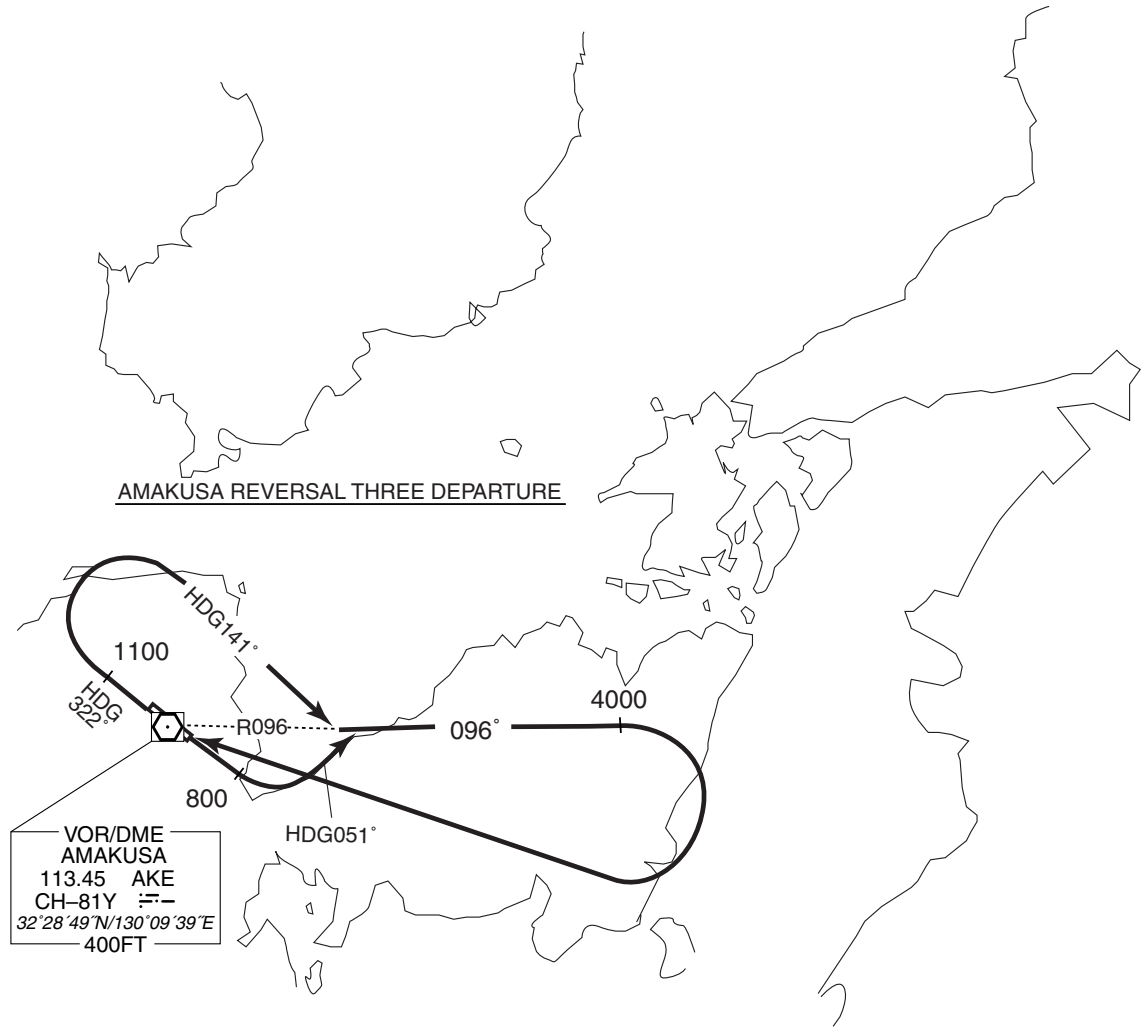
STANDARD DEPARTURE CHART - INSTRUMENT

RJDA / AMAKUSA SID

AMAKUSA REVERSAL THREE DEPARTURE

RWY13 : Climb RWY HDG to 800FT, turn left HDG051˚...
RWY31 : Climb on HDG322˚ to 1100FT, turn right HDG141˚...
... to intercept and proceed via AKE R096 to 4000FT, turn right, direct to AKE VOR/DME.

Note RWY13 : 5.0% climb gradient required up to 1200FT.
OBST ALT 1994FT located at 9.0NM 098˚ FM end of RWY13.
RWY31 : 6.0% climb gradient required up to 1100FT.
OBST ALT 591FT located at 0.8NM 294˚ FM end of RWY31.

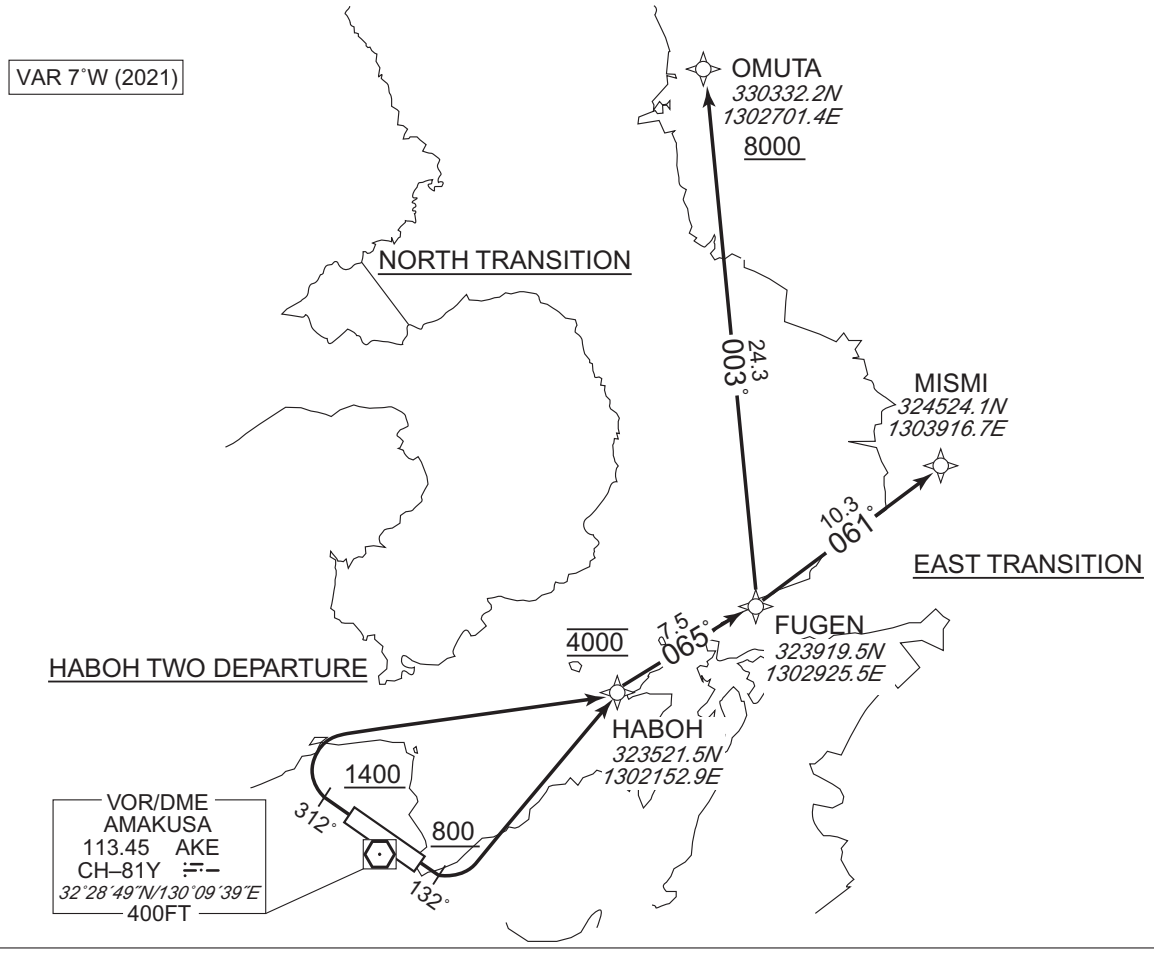


STANDARD DEPARTURE CHART - INSTRUMENT

RJDA / AMAKUSA — RNAV SID and TRANSITION

HABOH TWO DEPARTURE NORTH TRANSITION EAST TRANSITION	Basic RNP1

Note GNSS required.



HABOH TWO DEPARTURE

RWY13 : Climb on HDG132° at or above 800FT, turn left direct to HABOH at 4000FT, to FUGEN.

RWY31 : Climb on HDG312° at or above 1400FT, turn right direct to HABOH at 4000FT, to FUGEN.

Note RWY13 : 3.5% climb gradient required up to 800FT.
OBST ALT 919FT located at 4.2NM 126° FM end of RWY13.

RWY31 : 6.1% climb gradient required up to 1400FT.
OBST ALT 591FT located at 0.8NM 293° FM end of RWY31.

NORTH TRANSITION

From FUGEN, to OMUTA at or above 8000FT.

EAST TRANSITION

From FUGEN, to MISMI.

CHANGE : VAR. Course FM FUGEN to OMUTA. Note(OBST BRG FM end of RWY).

STANDARD DEPARTURE CHART - INSTRUMENT

RJDA / AMAKUSA — RNAV SID and TRANSITION

HABOH TWO DEPARTURE

RWY13

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	–	–	132 (124.7)	-7.4	–	–	+800	–	–	Basic RNP1
002	DF	HABOH	–	–	-7.4	–	L	4000	–	–	Basic RNP1
003	TF	FUGEN	–	065 (058.0)	-7.4	7.5	–	–	–	–	Basic RNP1

RWY31

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	–	–	312 (304.7)	-7.4	–	–	+1400	–	–	Basic RNP1
002	DF	HABOH	–	–	-7.4	–	R	4000	–	–	Basic RNP1
003	TF	FUGEN	–	065 (058.0)	-7.4	7.5	–	–	–	–	Basic RNP1

NORTH TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	FUGEN	–	–	-7.4	–	–	–	–	–	Basic RNP1
002	TF	OMUTA	–	003 (355.2)	-7.4	24.3	–	+8000	–	–	Basic RNP1

EAST TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	FUGEN	–	–	-7.4	–	–	–	–	–	Basic RNP1
002	TF	MISMI	–	061 (053.7)	-7.4	10.3	–	–	–	–	Basic RNP1

CHANGE : VAR. Course FM FUGEN to OMUTA.

STANDARD ARRIVAL CHART - INSTRUMENT

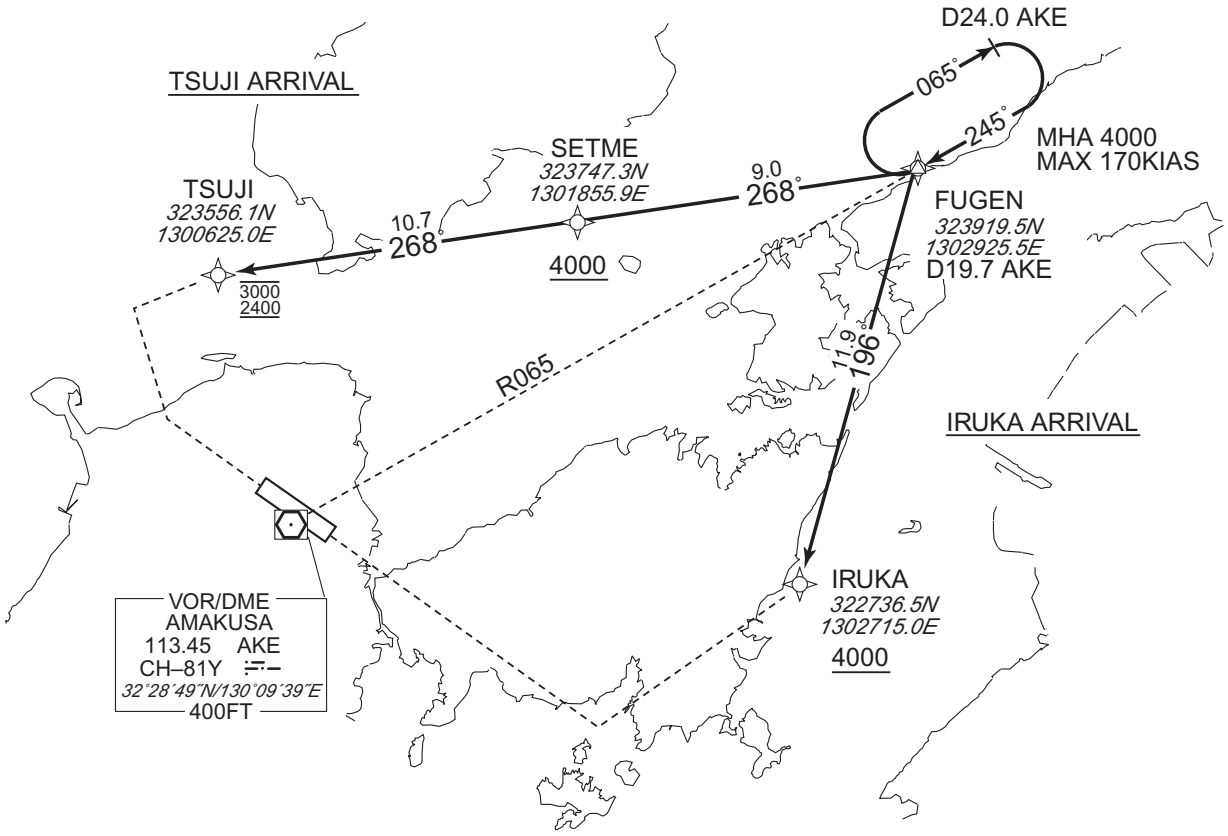
RJDA / AMAKUSA

RNAV STAR

IRUKA ARRIVAL TSUJI ARRIVAL	Basic RNP1

Note GNSS required.

VAR 7˚W (2021)



IRUKA ARRIVAL

From FUGEN, to IRUKA at or above 4000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	FUGEN	–	–	-7.4	–	–	–	–	–	Basic RNP1
002	TF	IRUKA	–	196 (188.9)	-7.4	11.9	–	+4000	–	–	Basic RNP1

TSUJI ARRIVAL

From FUGEN, to SETME at or above 4000FT, to TSUJI between 3000FT and 2400FT.

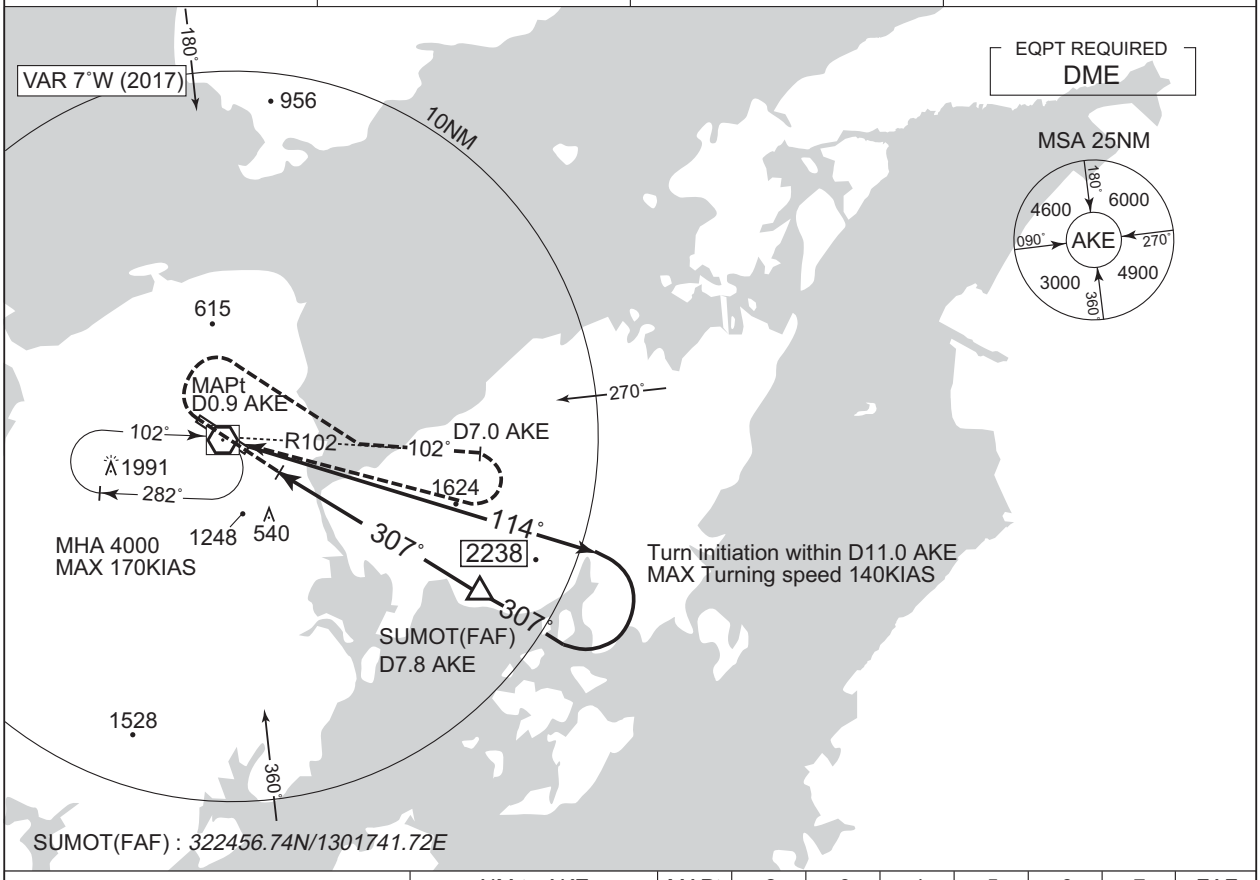
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	FUGEN	–	–	-7.4	–	–	–	–	–	Basic RNP1
002	TF	SETME	–	268 (260.2)	-7.4	9.0	–	+4000	–	–	Basic RNP1
003	TF	TSUJI	–	268 (260.1)	-7.4	10.7	–	-3000 +2400	–	–	Basic RNP1

CHANGE : VAR. PROC course(TSUJI ARRIVAL). ALT restriction at TSUJI.

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA — VOR RWY31

KUMAMOTO APP	AMAKUSA VOR/DME	–	NO RADAR
127.0 – 126.5 134.0 – 258.9	113.45 AKE CH–81Y *32˚28´49˝N/130˚09´39˝E*		

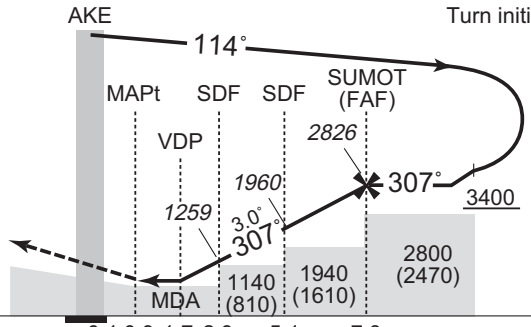


NM to AKE	MAPt	2	3	4	5	6	7	FAF
ALT (3.0˚ APCH Path)	–	973	1291	1610	1928	2246	2565	2826

MISSED APPROACH

Turn right, via AKE R102 to 7.0DME,
turn right, direct to AKE VOR/DME
and hold at 4000FT.
Contact KUMAMOTO APP.

Timing not authorized for defining the MAPt.
No turn before MAPt.



DME to AKE	0.1	0.9	1.7	2.9	5.1	7.8
NM to THR	0	0.8	1.6	2.8	5.0	7.7

Missed APCH climb gradient MNM 5.0%

MINIMA	THR elev. 330		AD elev. 340	
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	830 (500)	1500	960 (620)	1600
B			1020 (680)	
C	–	–	–	–
D				

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE: ATC FREQ(119.0 → 127.0, 122.9 → 134.0).

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA — RNP Z RWY13

KUMAMOTO APP			
127.0 – 126.5 134.0 – 258.9	RNP APCH	–	NO RADAR

Baro-VNAV not authorized

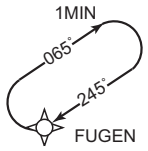
VAR 7˚W (2021)

MSA 25NM

ARP : *322856N/1300932E*

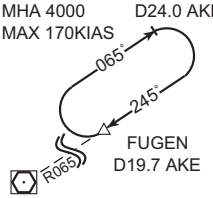
TSUJI (IAF)	*323556.06N 1300624.98E*
TOHMI (IF)	*323438.41N 1300312.63E*
MIZKA (FAF)	*323139.29N 1300453.52E*
RW13 (MAPt)	*322906.21N 1300916.15E*
FUGEN (MAHF)	*323919.48N 1302925.48E*

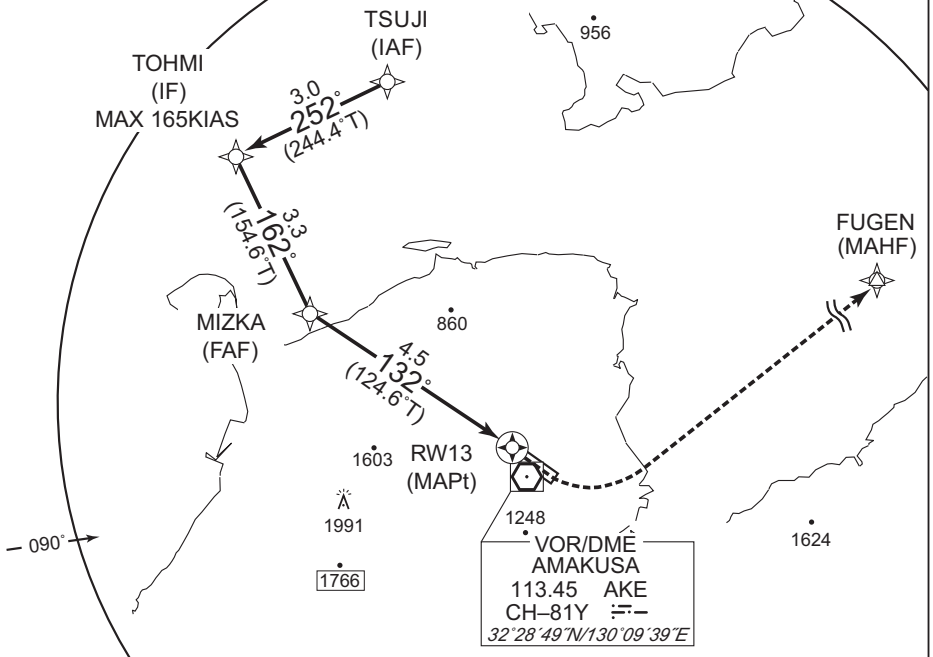
RNAV HLDG — NOT TO SCALE



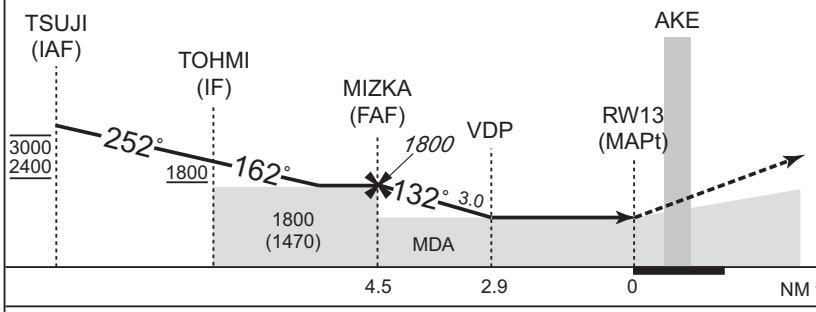
MHA 4000
MAX 170KIAS

Using NAVAID — NOT TO SCALE





NM to Next Fix	FAF	4	3	MAPt
ALT(3.0˚ APCH Path)	1800	1643	1325	–



MISSED APPROACH

Turn left direct to FUGEN and hold at 4000FT.
Contact KUMAMOTO APP.

MINIMA		THR elev. 330		AD elev. 340	
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A B	Not applicable		1230(900)	1500	1230(890)	1600
C D	–	–	–	–	–	–

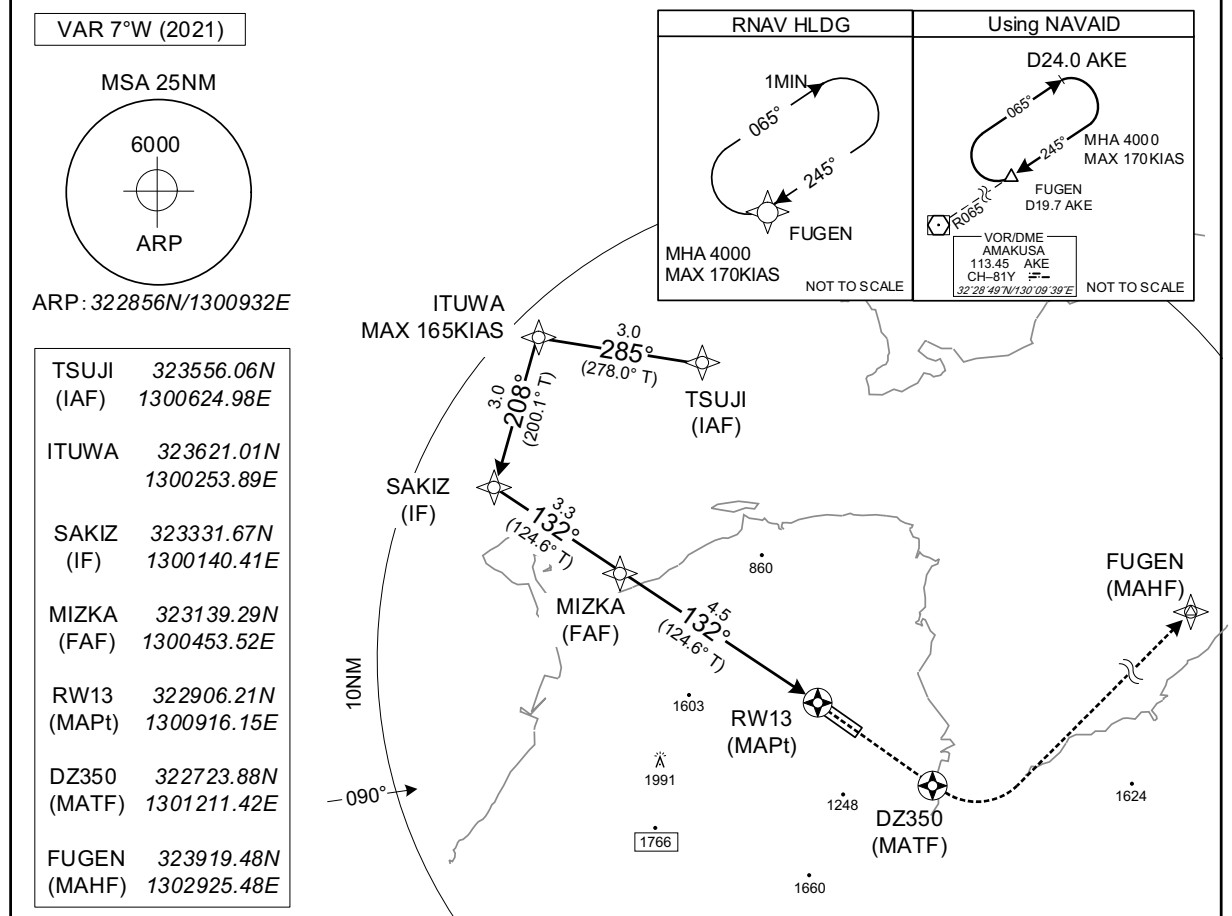
Circling to NORTH side of RWY only.

CHANGE:ATC FREQ(119.0 → 127.0, 122.9 → 134.0).

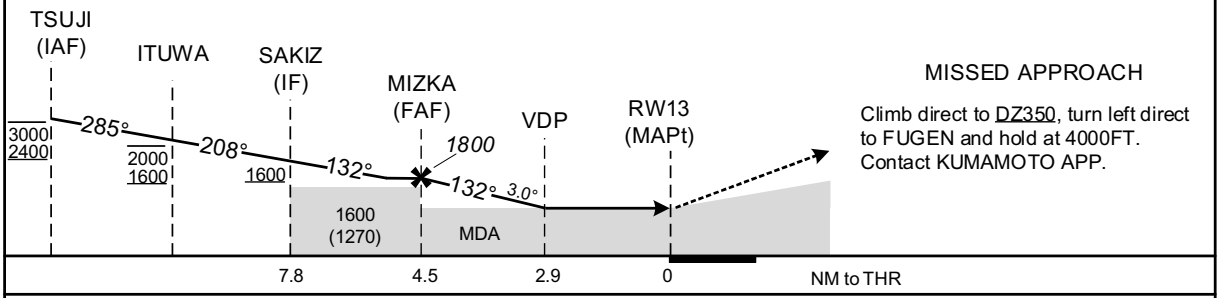
INSTRUMENT APPROACH CHART

RJDA / AMAKUSA — RNP X RWY13(LP ONLY)

KUMAMOTO APP 127.0 – 126.5 134.0 – 258.9	RNP APCH MSAS CH 98544 M13B	–	NO RADAR



NM to Next Fix	FAF	4	3	MAPt
ALT(3.0° APCH Path)	1800	1643	1325	–



MISSED APPROACH

Climb direct to DZ350, turn left direct to FUGEN and hold at 4000FT. Contact KUMAMOTO APP.

Missed APCH climb gradient MNM 4.0%

MINIMA	THR elev.330		AD elev.340	
CAT	LP		CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A B	1240(910)	1500	1240(900)	1600
C D	–	–	–	–

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE:ATC FREQ(119.0 → 127.0, 122.9 → 134.0).

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA RNP X RWY13(LP ONLY)

FAS DATA BLOCK

Operation type	0	LTP/FTP ellipsoidal height	+01335
SBAS service provider identifier	2	FPAP latitude	*322834.9695N*
Airport identifier	RJDA	FPAP longitude	*1301009.6325E*
Runway	13	Threshold crossing height	00012.2
Approach performance designator	0	TCH units selector	1
Route indicator	X	Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M13B	⊿ length offset	0696
LTP/FTP latitude	*322906.1830N*	HAL	40.0
LTP/FTP longitude	*1300916.1515E*	VAL	0.0
CRC remainder	F4E11814		

Required additional data

LTP/FTP orthometric height	100.8

CHANGE : Description of FAS DATA BLOCK ITEM(CRC remainder).

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA — RNP Z RWY31

KUMAMOTO APP			
127.0 – 126.5 134.0 – 258.9	RNP APCH	–	NO RADAR

Baro-VNAV not authorized below -10˚C

VAR 7˚W (2021)

MSA 25NM

6000

ARP

ARP : *322856N/1300932E*

IRUKA (IAF/MAHF)	*322736.48N 1302715.00E*
DATEK (IF)	*322256.04N 1301949.13E*
GOSKI (FAF)	*322448.78N 1301636.64E*
DZ150 (SDF)	*322653.19N 1301303.94E*
DZ151 (MAPt)	*322835.54N 1301008.71E*

VOR/DME
AMAKUSA
113.45 AKE
CH–81Y
32˚28´49˝N/130˚09´39˝E

RNAV HLDG — NOT TO SCALE
IRUKA
282˚
102˚
MHA 4000
MAX 170KIAS
1MIN

Using NAVAID — NOT TO SCALE
AKE VOR/DME
R102
IRUKA D14.9 AKE
282˚
102˚
MHA 4000
MAX 170KIAS
D19.0 AKE

10NM

1345 956 860 615 1603 1991 1766 1660 1937 1624 2239

DZ151 (MAPt)
3.0
312˚ (304.7˚T)
DZ150
3.6
312˚ (304.7˚T)
GOSKI (FAF)
3.3
312˚ (304.8˚T)
DATEK (IF)
7.8
241˚ (233.3˚T)
IRUKA (IAF/MAHF)

NM to Next Fix	MAPt	1	2	3	4	5	6	FAF
ALT(3.0˚ APCH Path)	–	802	1121	1439	1758	2076	2395	2600

MISSED APPROACH

Turn right direct to IRUKA and hold at 4000FT.
Contact KUMAMOTO APP.

AKE
VDP 1.0NM to MAPt
DZ151 (MAPt)
DZ150 (SDF) (LNAV)
VDP (LNAV)
GOSKI (FAF)
DATEK (IF)
IRUKA (IAF)
4000
2900
241˚
2600
312˚
1439
312˚
3.00˚
RDH40
MDA
1210 (880)
2600 (2270)

NM to THR	0.4	3.4	7.0	10.3

Missed APCH climb gradient MNM 5.0%

MINIMA — THR elev. 330 — AD elev. 340

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	750(420)	1500	750(420)	1500	960(620)	1600
B					1020(680)	
C	–	–	–	–	–	–
D						

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

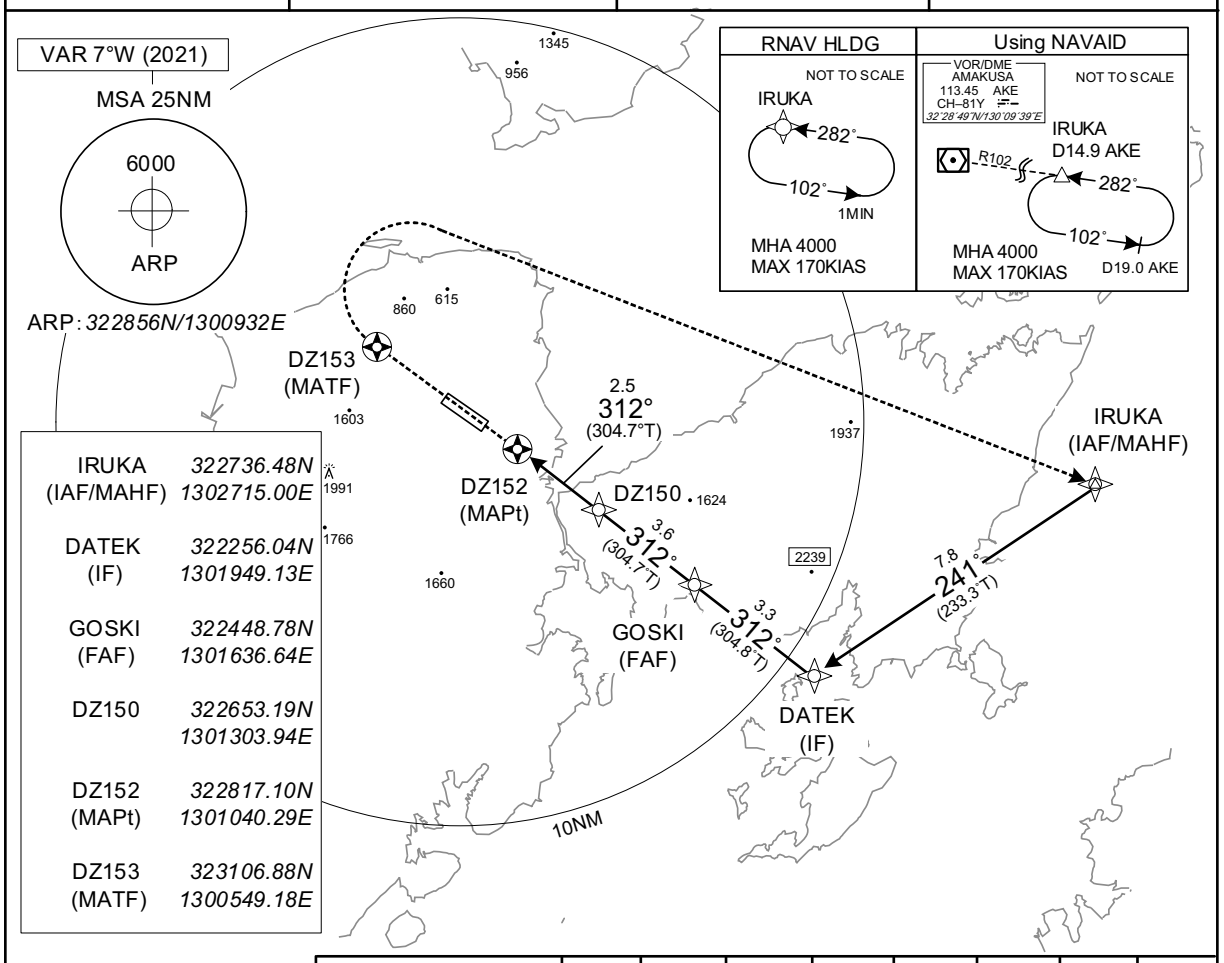
CHANGE:ATC FREQ(119.0 → 127.0, 122.9 → 134.0).

INSTRUMENT APPROACH CHART

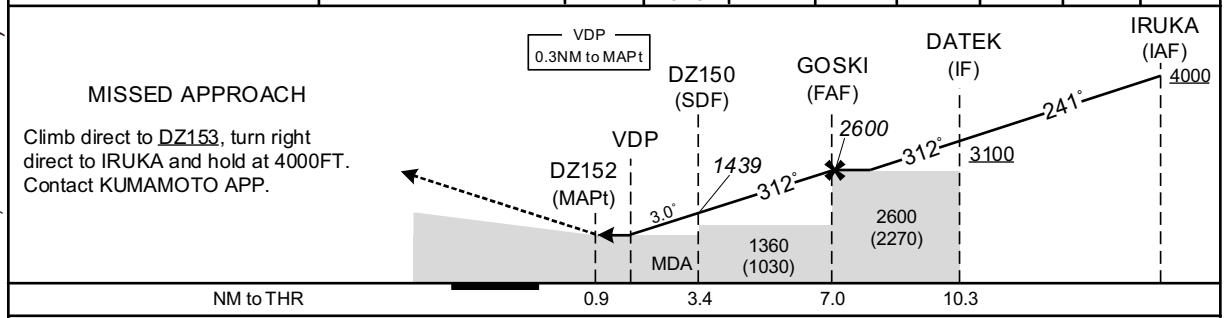
RJDA / AMAKUSA

RNP X RWY31(LP ONLY)

KUMAMOTO APP	RNP APCH	–	NO RADAR
127.0 – 126.5 134.0 – 258.9	MSAS CH 90608 M31B		



NM to Next Fix	MAPt	1	2	3	4	5	6	FAF
ALT(3.0° APCH Path)	–	975	1294	1612	1930	2249	2567	2600



MISSED APPROACH

Climb direct to DZ153, turn right direct to IRUKA and hold at 4000FT. Contact KUMAMOTO APP.

Missed APCH climb gradient MNM 5.0%

MINIMA	THR elev.330		AD elev.340	
CAT	LP		CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	700(370)	1500	960(620)	1600
B			1020(680)	
C	–	–	–	–
D				

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE:ATC FREQ(119.0 → 127.0, 122.9 → 134.0).

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA

RNP X RWY31(LP ONLY)

FAS DATA BLOCK

Operation type	0	LTP/FTP ellipsoidal height	+01335
SBAS service provider identifier	2	FPAP latitude	*322918.9855N*
Airport identifier	RJDA	FPAP longitude	*1300854.2095E*
Runway	31	Threshold crossing height	00012.2
Approach performance designator	0	TCH units selector	1
Route indicator	X	Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M31B	⊿ length offset	0696
LTP/FTP latitude	*322847.7745N*	HAL	40.0
LTP/FTP longitude	*1300947.6955E*	VAL	0.0
CRC remainder	1980097D		

Required additional data

LTP/FTP orthometric height	100.8

CHANGE : Description of FAS DATA BLOCK ITEM(CRC remainder).

RJDA / AMAKUSA

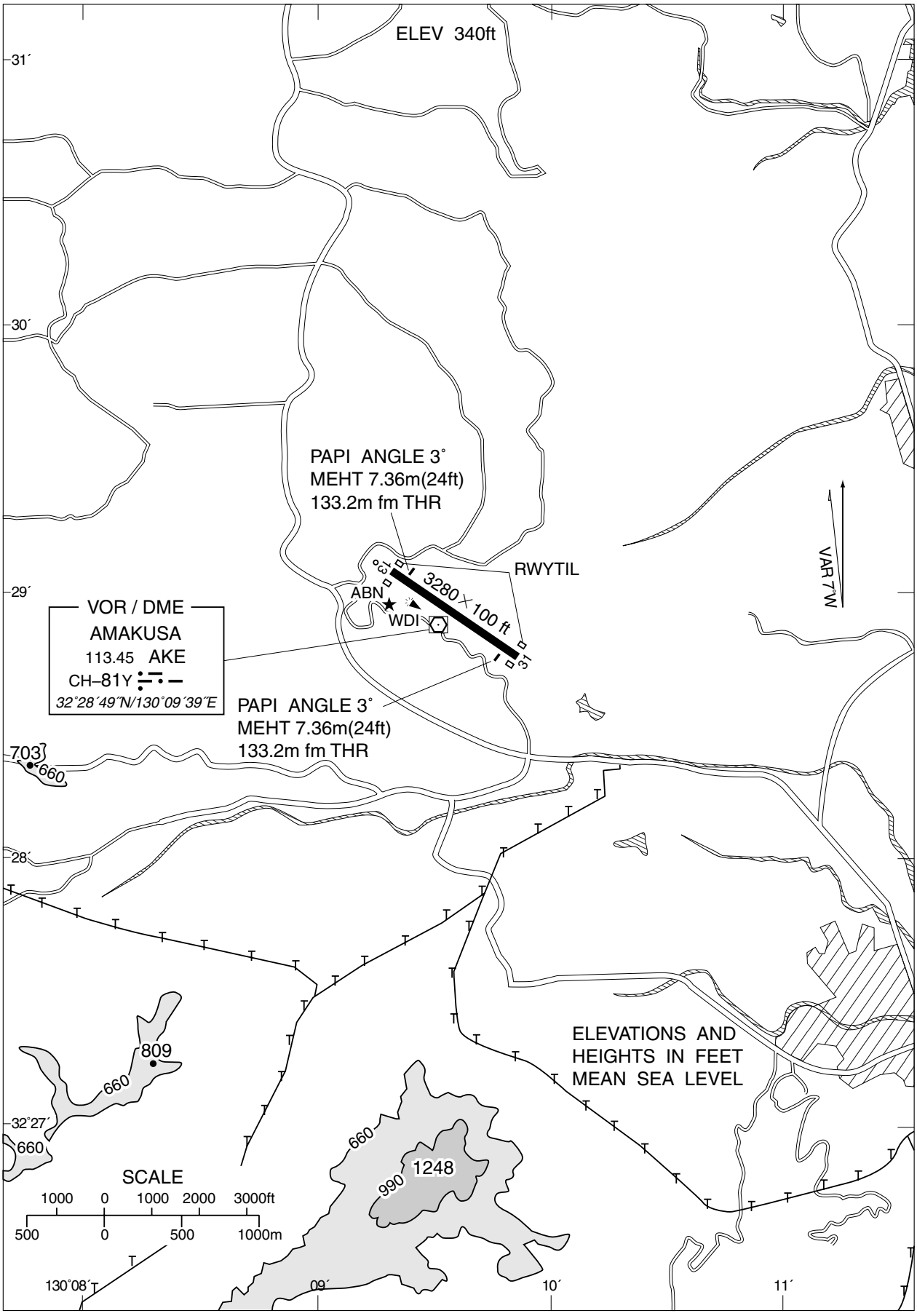
Visual REP

※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).

CHANGE : Map updated. BRG/DIST from ARP.

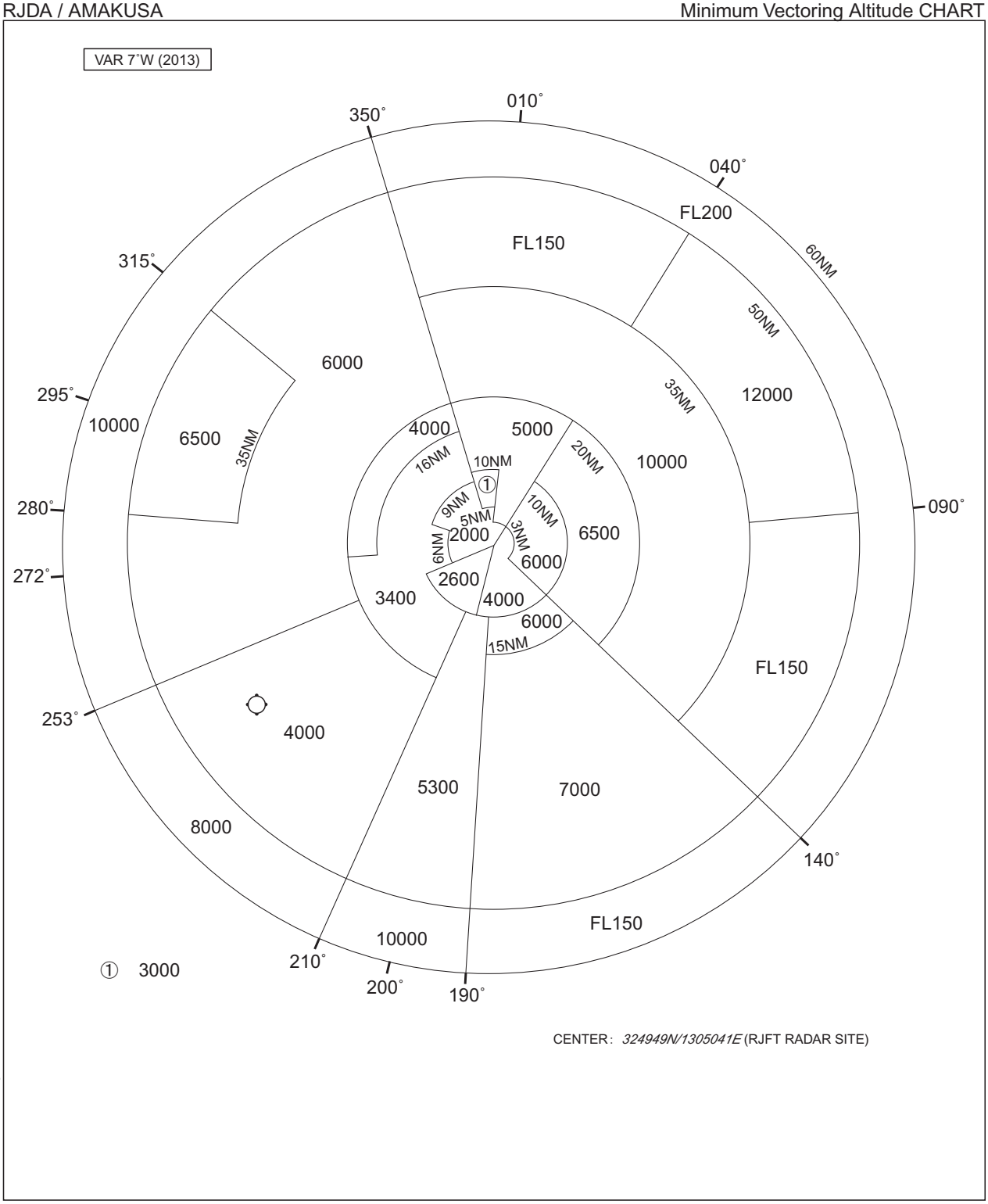
Call sign	BRG / DIST from ARP	Remarks
口之津 Kuchinotsu	013°T / 7.7NM	港 Port
湯島 Yushima	051°T / 11.6NM	島 Island
通詞島 Tsujishima	331°T / 4.7NM	島 Island
富岡 Tomioka	294°T / 7.6NM	岬 Cape
島子 Shimago	094°T / 4.9NM	漁港 Port
横島 Yokoshima	150°T / 7.6NM	島 Island

RJDA / AMAKUSA LDG CHART



RJDA / AMAKUSA

Minimum Vectoring Altitude CHART



CHANGE: Update