

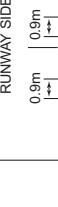
RJFU / NAGASAKI

AD CHART

CHANGE : TWY CL LGT for P2 installed

NAGASAKI AIRPORT ELEV 8ft

ELEV 8ft

COMMON WAYS OF ITS MARKING AND LIGHTS	
RWY-HOLDING POSITION MARKINGS	RUNWAY SIDE
RWY-holding position markings are located on taxiway T-1 through T-6. Runway guard lights are located on taxiway T-1 through T-6. : their locations are 75m off the runway centerline.	
	32-14
	RUNWAY GUARD LIGHTS (FLASHING YELLOW)

MARKING AIDS

COMMON WAYS OF ITS MARKING AND LIGHTS	
POSITION MARKINGS	RUNWAY SIDE
markings are located on T-1 through T-6, 5m off the centerline	
RUNWAY GUARD LIGHTS (FLASHING YELLOW)	

TAXIWAY

The diagram illustrates a track section with various marking aids. At the top right, a vertical line labeled '32' has horizontal dashed lines extending to the left, which then branch into diagonal dashed lines pointing towards the center. On the far left, another vertical line labeled '14' has similar diagonal dashed lines pointing towards the center. The center of the diagram features a horizontal dashed line with several vertical dashed lines branching off it at different angles, representing complex marking patterns.

The diagram illustrates a three-pole switch mechanism. It features a central vertical rectangular frame with three circular contacts labeled B, C, and D from left to right. Each contact is connected by a horizontal line to a curved metal arm. The top arm is labeled 'A' and is positioned above contact B. The bottom arm is labeled '2' and is positioned below contact C. A third unlabeled arm extends downwards from contact D. The entire assembly is mounted on a base represented by two curved lines at the bottom.

WIND SPEED METER

APPROACH LIGHTING SYSTEM

ABN

0 100 200 300 m

The diagram illustrates the Approach Lighting System (ALS) for a runway. A horizontal line represents the runway centerline. Along this line, there are two sets of circular lights. The upper set, labeled "SEQUENCED FLASHING LIGHTS (SFL)", consists of a series of lights arranged in a staggered pattern. The lower set consists of a series of lights arranged in a straight line. At the far end of the runway, there is a cluster of lights. This cluster includes a central rectangular area with four lights, labeled "32", surrounded by a ring of lights. Arrows point from the labels "RED" and "GREEN" to specific lights within this cluster. To the right of the runway, a vertical double-headed arrow indicates a distance of "300m". Above the runway, another vertical double-headed arrow indicates a distance of "600m".

The diagram illustrates the layout of a Simplified Approach Lighting System (SALS) along a 300m runway. The system includes:

- THR (Threshold):** Located at the far end of the runway.
- LOC (Localizer):** Located near the center of the runway.
- RED:** Located on the left side of the runway.
- GREEN:** Located on the right side of the runway.
- APPROACH LIGHT BEACON:** Located at the far end of the runway, indicated by two stars (*).

Dimensions shown: 300m for the total runway length and 120m for the approach segment.

SIMPLE APPROACH LIGHTING SYSTEM

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DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



AERODROME OBSTACLE CHART-ICAO TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

NORTH NINE DEPARTURE

RWY 14: Climb RWY HDG to 500FT, climb via OLE R143 to 1800FT,
turn right HDG001° to intercept and proceed via OLE R331 to PEARL,...

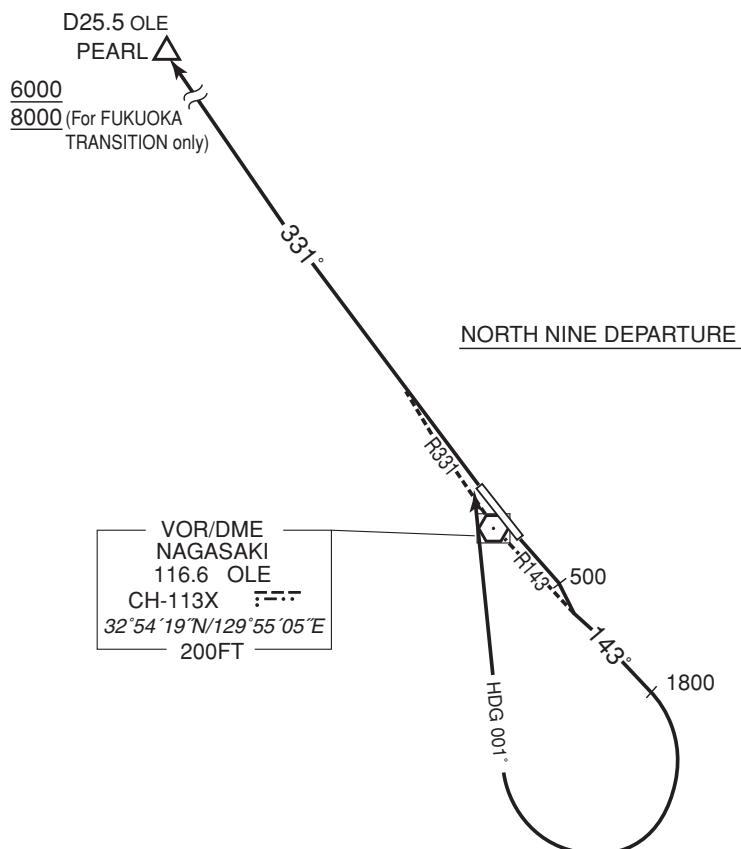
RWY 32: Climb via OLE R331 to PEARL,...

... Cross PEARL at or above 6000FT(*).

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

Note RWY 14: 5.0% climb gradient required up to 1800FT.
OBST ALT 854FT located at 3.40NM 170° FM end of RWY14.

CHANGE : SID renamed



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

TRANSITION

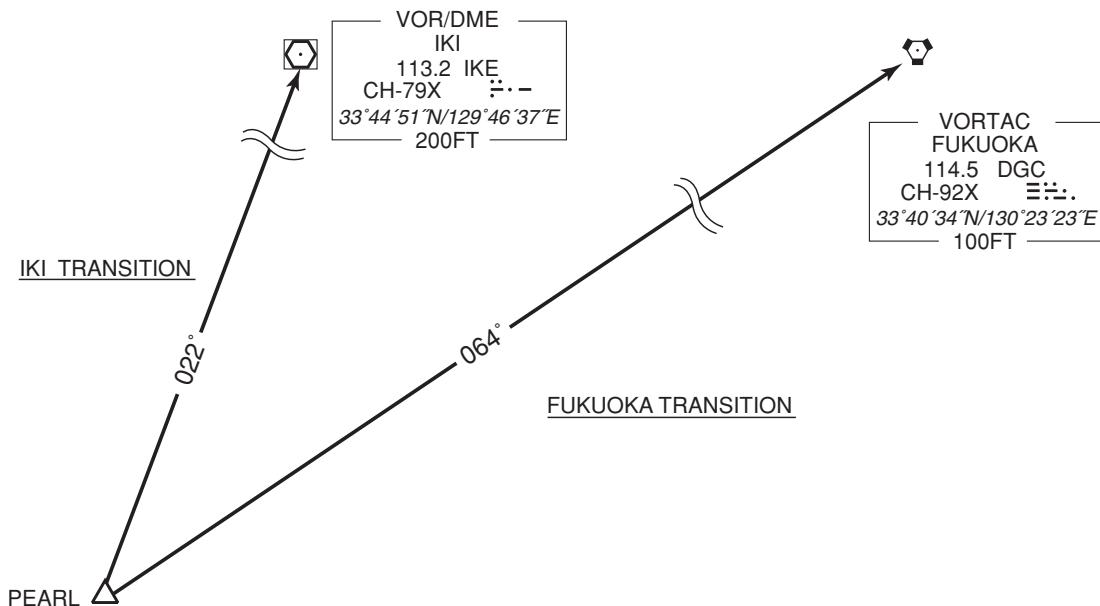
FUKUOKA TRANSITION

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.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

WEST SIX DEPARTURE

RWY 14: Climb RWY HDG to 500FT, climb via OLE R143 to 1800FT, turn right HDG291° to intercept and proceed via OLE R246...

RWY 32: Climb RWY HDG 1500FT, turn left HDG201° to intercept and proceed via OLE R246...

... to SUMOU.

Cross SUMOU at or above 4000FT.

Note RWY 14: 5.0% climb gradient required up to 1800FT.

OBST ALT 854FT located at 3.40NM 170° FM end of RWY14.

RWY 32: 5.0% climb gradient required up to 1500FT.

OBST ALT 1969FT located at 8.01NM 271° FM end of RWY32.

WEST SIX DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

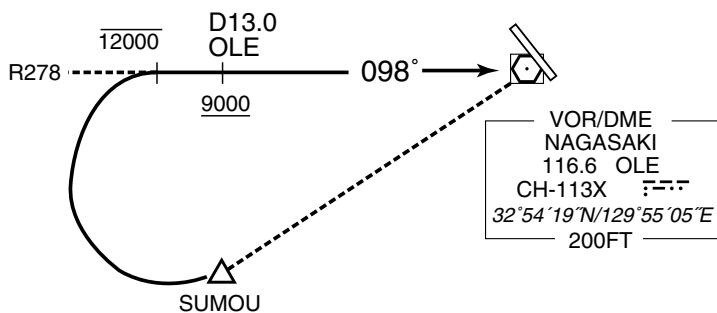
TRANSITION

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.

OMURA TRANSITIONCARCO TRANSITION

From over SUMOU, turn right HDG 307° to intercept and proceed via OLE R262 /FUE R082 to CARCO.

Maintain 12000FT or below until intercepting OLE R262.

CARCO TRANSITION

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

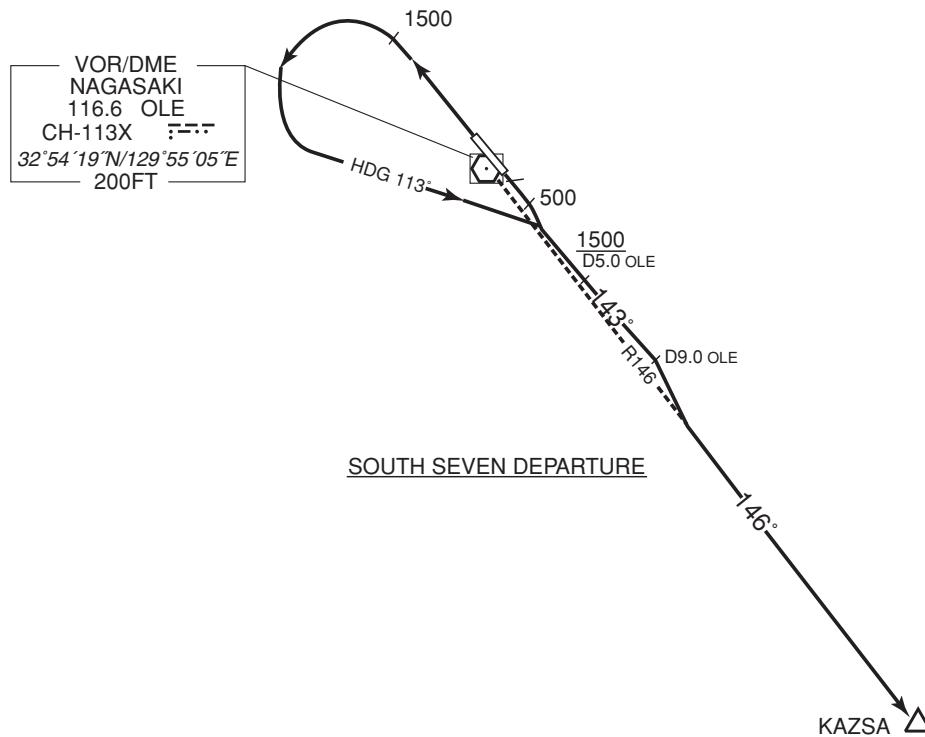
SID

SOUTH SEVEN DEPARTURE

RWY 14: Climb RWY HDG to 500FT, 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 32: Climb RWY HDG to 1500FT, turn left HDG113° to intercept and proceed via OLE R143 to 9.0DME, turn right to intercept and proceed via OLE R146 to KAZSA.

Note RWY 14: 5.0% climb gradient required up to 1500FT.
 OBST ALT 854FT located at 3.40NM 170° FM end of RWY14.
RWY 32: 5.0% climb gradient required up to 1500FT.
 OBST ALT 1969FT located at 8.01NM 271° FM end of RWY32.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

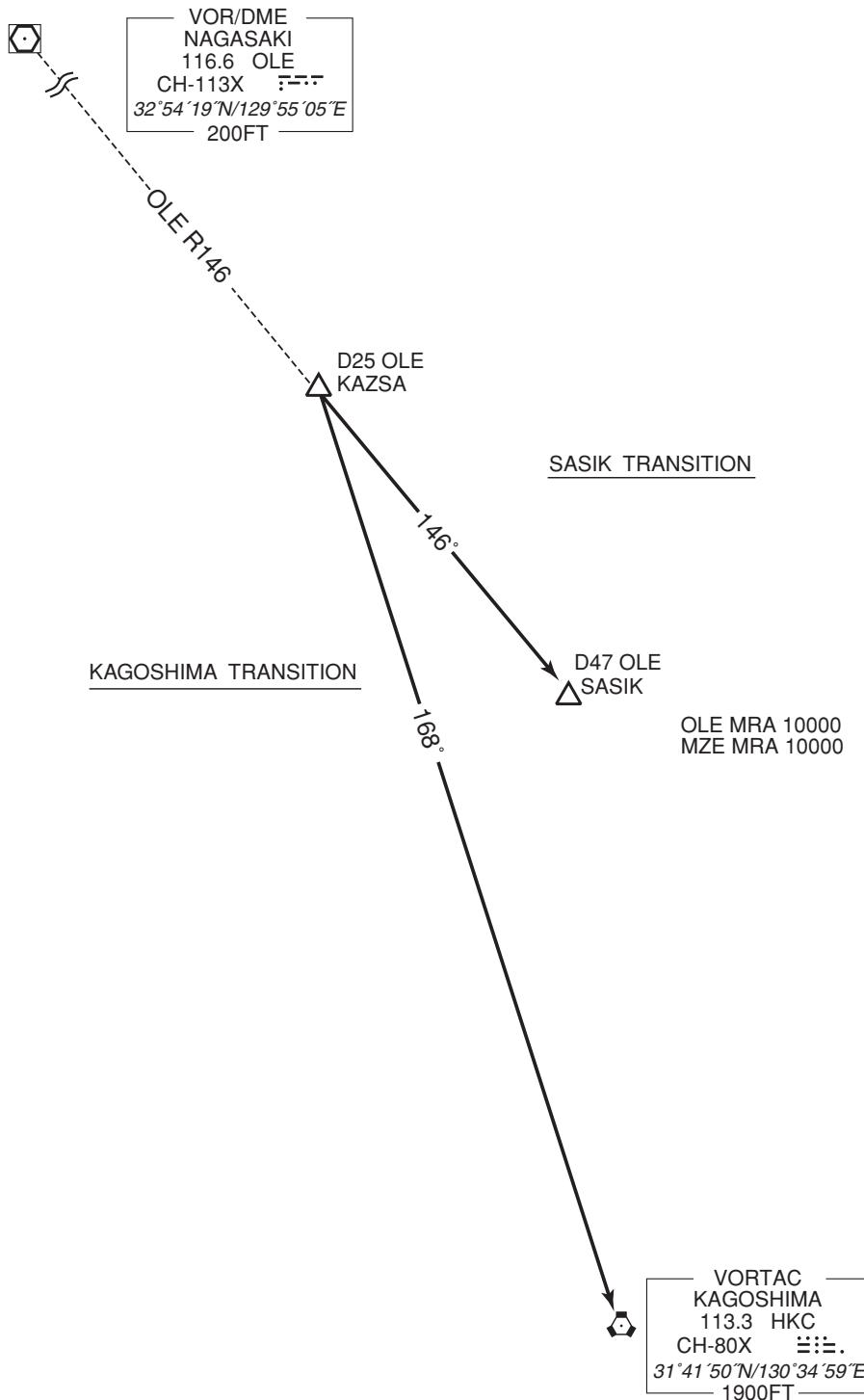
TRANSITION

SASIK TRANSITION

From over KAZSA, via OLE R146 to SASIK.

KAGOSHIMA TRANSITION

From over KAZSA, via HKC R348 to HKC VORTAC.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

NAGASAKI REVERSAL FOUR DEPARTURE

RWY 14: Climb RWY HDG to 500FT, climb via OLE R143 to 6.0DME, turn right, direct to OLE VOR/DME.
Cross OLE VOR/DME at or above 5000FT.

RWY 32: Climb via OLE R331 to 6.3DME, turn left, direct to OLE VOR/DME.
Cross OLE VOR/DME at or above 5000FT.

Note RWY 14: 5.0% climb gradient required up to 1800FT.
OBST ALT 1575FT located at 7.69NM 164° FM end of RWY14.
RWY 32: 5.0% climb gradient required up to 1600FT.
OBST ALT 1969FT located at 8.01NM 271° FM end of RWY32.



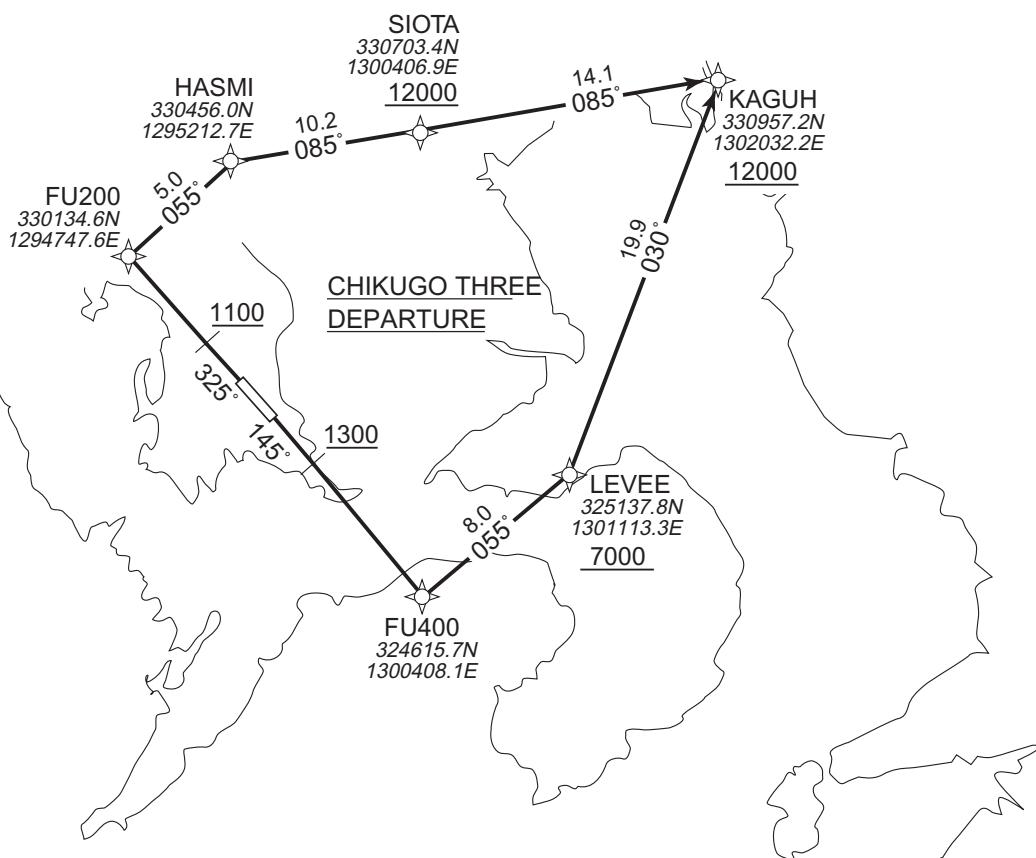
STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

CHIKUGO THREE DEPARTURE		RNAV1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.	Critical DME	RWY14 SGE: 3NM to FU400 - 6NM to LEVEE RWY32 SGE: 2NM to FU200 - FU200
2) RADAR service required.	DME GAP	RWY14 RWY14 DER - 3NM to FU400 RWY32 RWY32 DER - 2NM to FU200
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2019)



CHANGE : PROC renamed.VAR. ALT Restriction of LEVEE.

CHIKUGO THREE DEPARTURE

RWY14 : Climb on HDG145° at or above 1300FT, direct to FU400 to LEVEE at or above 7000FT, to KAGUH at or above 12000FT.

RWY32 : Climb on HDG325° at or above 1100FT, direct to FU200, to HASMI, to SIOTA at or above 12000FT, to KAGUH.

NOTE RWY14 : 4.5% climb gradient required up to 1300FT.

OBST ALT 919FT located at 4.1NM 129° FM end of RWY14.

RWY32 : 5.0% climb gradient required up to 1100FT.

OBST ALT 2067FT located at 9.8NM 013° FM end of RWY32.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

CHIKUGO THREE DEPARTURE

RWY14

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	—	—	145 (138.1)	-7.4	—	—	+1300	—	—	RNAV1
002	DF	FU400	—	—	-7.4	—	—	—	—	—	RNAV1
003	TF	LEVEE	—	055 (047.9)	-7.4	8.0	—	+7000	—	—	RNAV1
004	TF	KAGUH	—	030 (023.0)	-7.4	19.9	—	+12000	—	—	RNAV1

RWY32

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	—	—	325 (318.1)	-7.4	—	—	+1100	—	—	RNAV1
002	DF	FU200	—	—	-7.4	—	—	—	—	—	RNAV1
003	TF	HASMI	—	055 (047.8)	-7.4	5.0	—	—	—	—	RNAV1
004	TF	SIOTA	—	085 (077.9)	-7.4	10.2	—	+12000	—	—	RNAV1
005	TF	KAGUH	—	085 (078.0)	-7.4	14.1	—	—	—	—	RNAV1

CHANGE : PROC renamed. VAR, ALT Restriction of LEVEE.

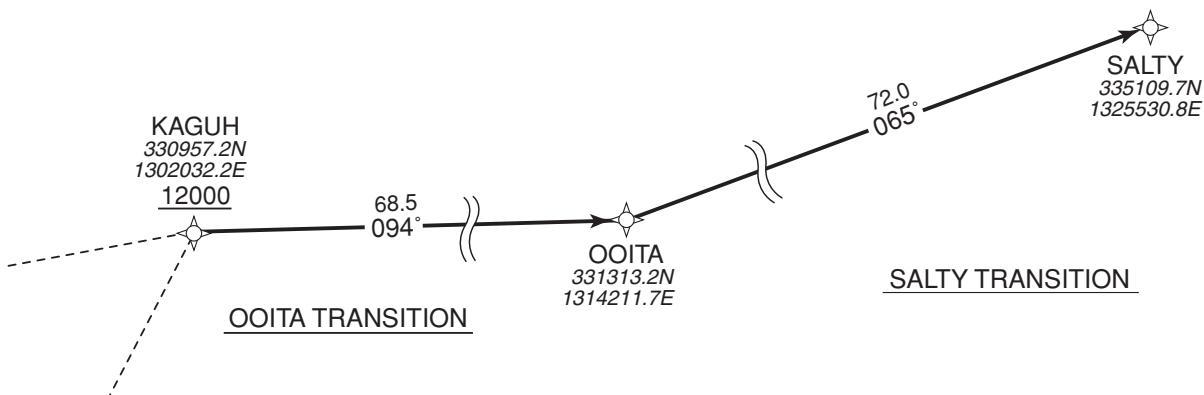
STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV TRANSITION

SALTY TRANSITION / OOITA TRANSITION			RNAV1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	—	—
	DME GAP	—	—
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1	

VAR 7° W(2016)

SALTY TRANSITION

From KAGUH at or above 12000FT, to OOITA, to SALTY.

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	KAGUH	—	—	-7.1	—	—	+12000	—	—	RNAV1
002	TF	OOITA	—	094 (086.9)	-7.1	68.5	—	—	—	—	RNAV1
003	TF	SALTY	—	065 (057.8)	-7.1	72.0	—	—	—	—	RNAV1

OOITA TRANSITION

From KAGUH at or above 12000FT, to OOITA.

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	KAGUH	—	—	-7.1	—	—	+12000	—	—	RNAV1
002	TF	OOITA	—	094 (086.9)	-7.1	68.5	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT



STANDARD ARRIVAL CHART-INSTRUMENT

RJFU / NAGASAKI

RNAV STAR

SARUKU ARRIVAL

From OHGIE at or above 11000FT, to GLOVR at or above 7000FT, to OTAXA at or above 4000FT, to SARUK at or above 3700FT.

Critical DME	-		
DME GAP	-		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1		

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	OHGIE	-	-	-7.4	-	-	+11000	-	-	RNAV1
002	TF	GLOVR	-	237 (229.3)	-7.4	9.2	-	+7000	-	-	RNAV1
003	TF	OTAXA	-	237 (229.2)	-7.4	6.1	-	+4000	-	-	RNAV1
004	TF	SARUK	-	237 (229.2)	-7.4	6.2	-	+3700	-	-	RNAV1

FUBUKI ARRIVAL

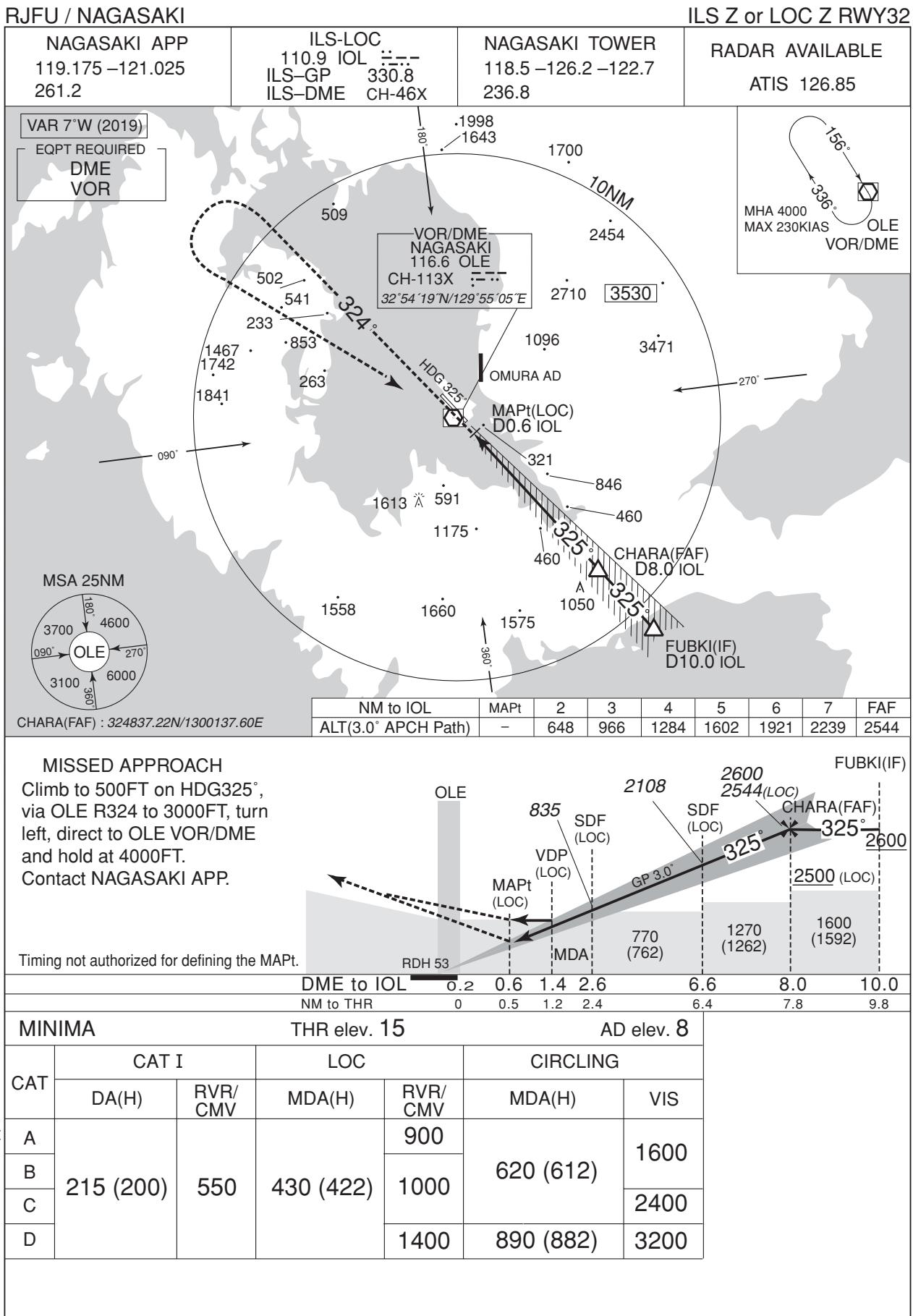
From OHGIE at or above 11000FT, to PADDY, to TARAH at or above 7000FT, to TAKAK at or above 5000FT, to OBAMA, to AINOH, to FUBKI at or above 2600FT.

Critical DME	OLE	OBAMA - FUBKI
	SGE	OBAMA - FUBKI
DME GAP	-	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	OHGIE	-	-	-7.4	-	-	+11000	-	-	RNAV1
002	TF	PADDY	-	190 (183.1)	-7.4	6.8	-	-	-	-	RNAV1
003	TF	TARAH	-	190 (183.1)	-7.4	10.9	-	+7000	-	-	RNAV1
004	TF	TAKAK	-	190 (183.0)	-7.4	8.0	-	+5000	-	-	RNAV1
005	TF	OBAMA	-	190 (183.0)	-7.4	6.1	-	-	-230	-	RNAV1
006	TF	AINOH	-	235 (228.0)	-7.4	2.7	-	-	-210	-	RNAV1
007	TF	FUBKI	-	296 (288.2)	-7.4	2.7	-	+2600	-	-	RNAV1

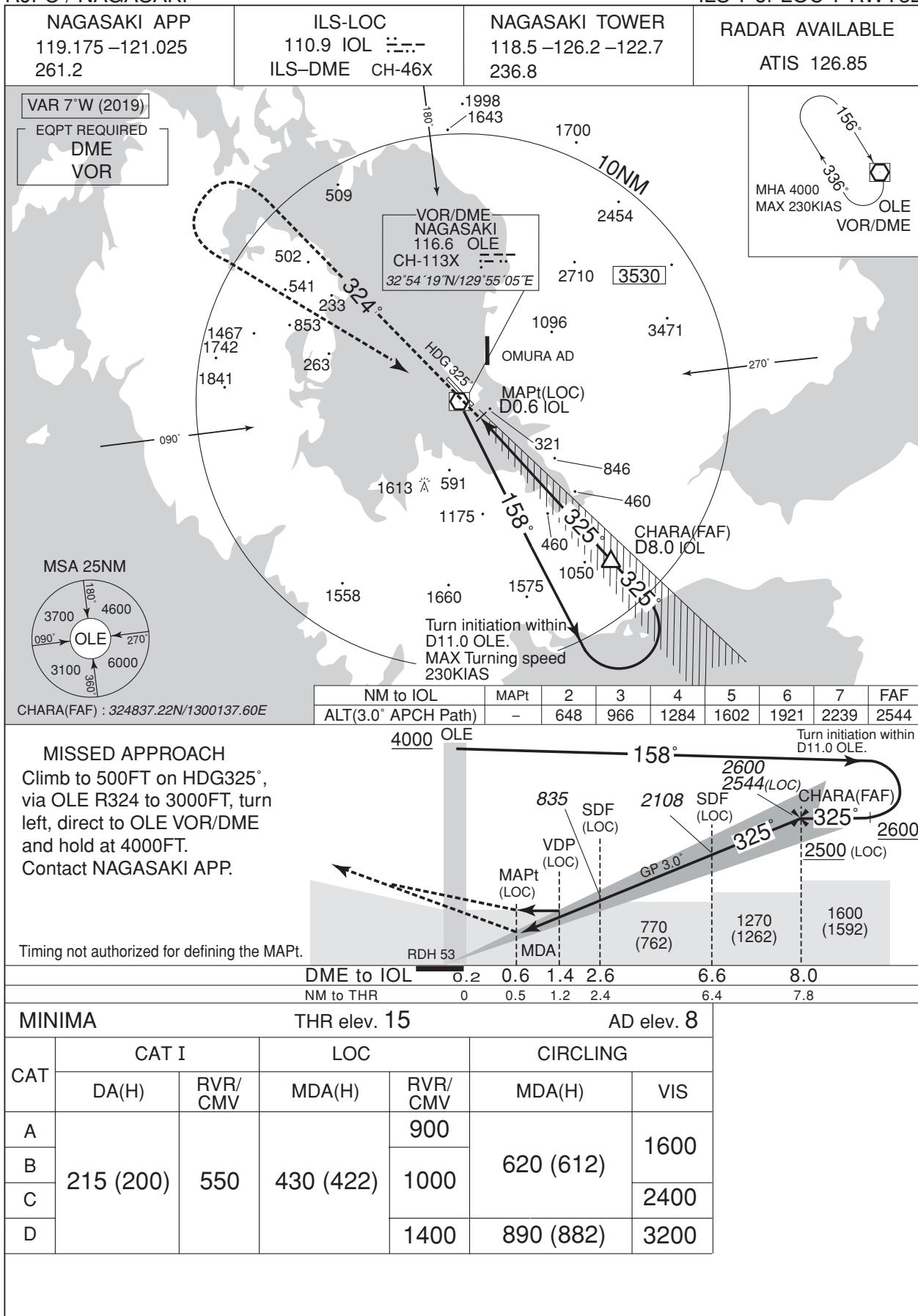
Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	TAKAK	190 (183.0)	-7.4	1.0(-14000) 1.5(+14001)	R	5000	-	-210(-14000) -240(+14001)	RNAV1

INSTRUMENT APPROACH CHART

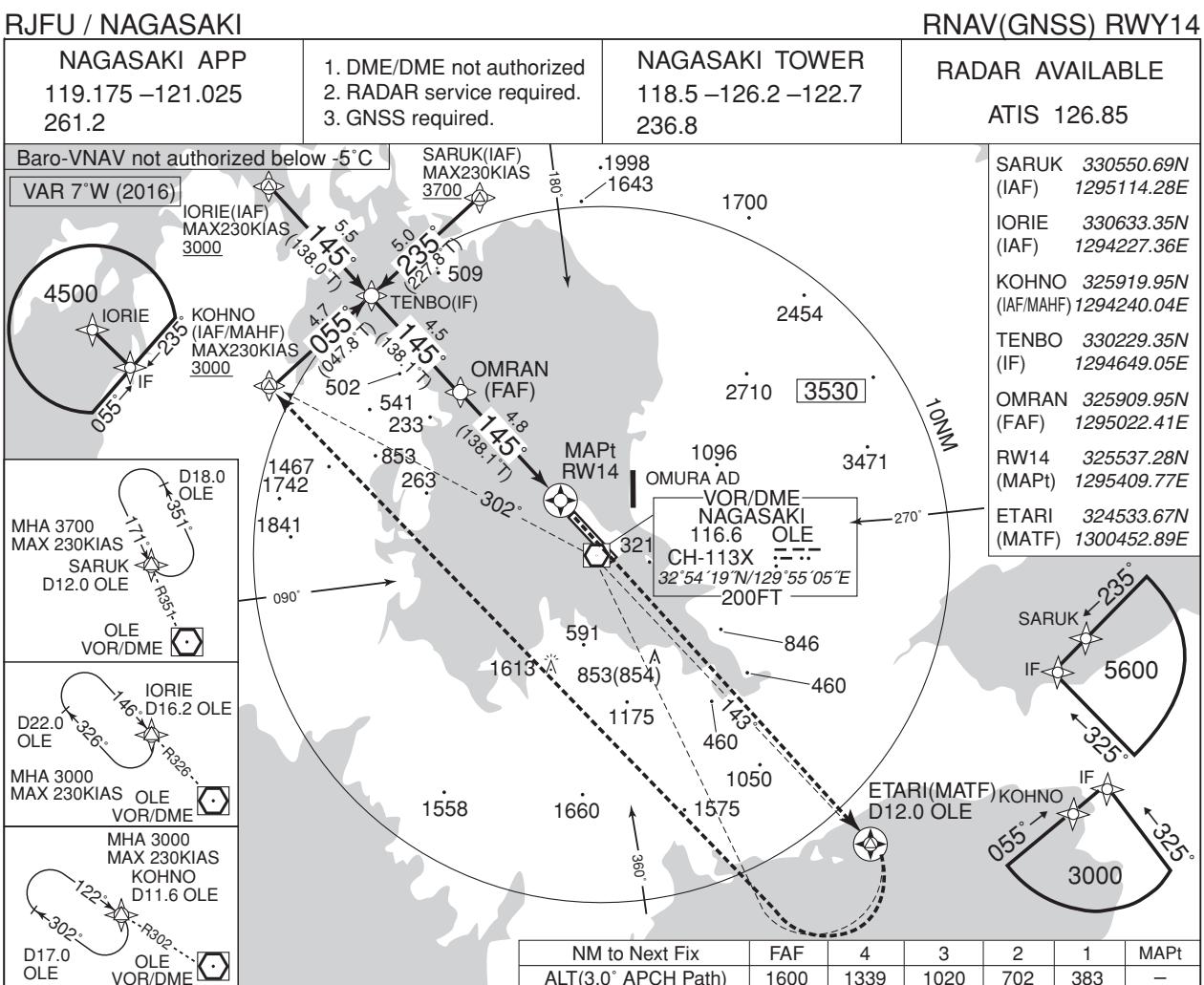


INSTRUMENT APPROACH CHART

RJFU / NAGASAKI



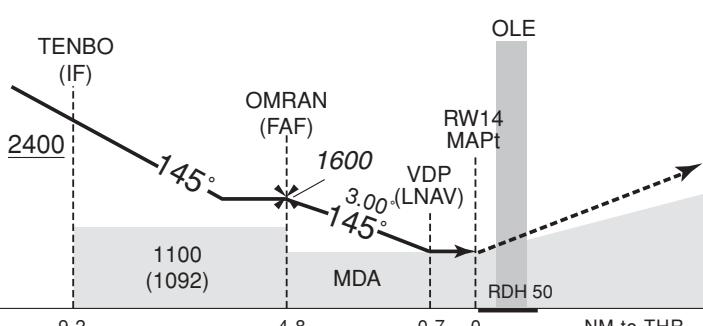
INSTRUMENT APPROACH CHART



MISSED APPROACH

Direct to ETARI, turn right direct to KOHNO and hold at 3000FT. Contact NAGASAKI APP.

(For using VOR/DME)
Climb via OLE R143 to ETARI, turn right, direct to OLE VOR/DNE, via OLE R302 to KOHNO and hold at 3000FT.
Contact NAGASAKI APP.



Missed APCH climb gradient MNM 3.0%

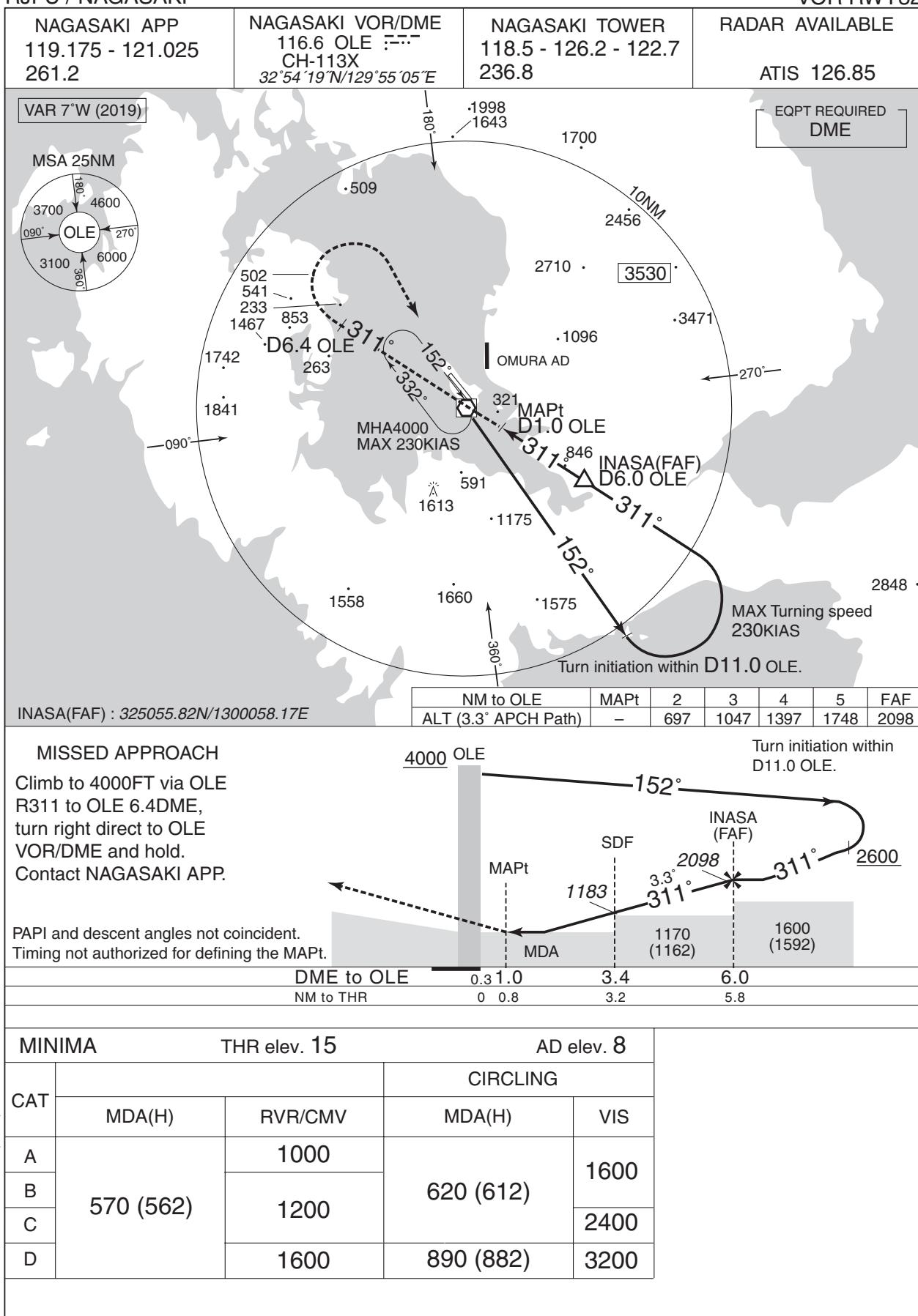
MINIMA		THR elev. 14		AD elev. 8		
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	290 (276)	1000	290 (282)	1000	620 (612)	1600
B		1100		1100		
C		1200		1200		2400
D		1400		1400	890(882)	3200

MINIMA with Missed APCH climb gradient 2.5% are not established.

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

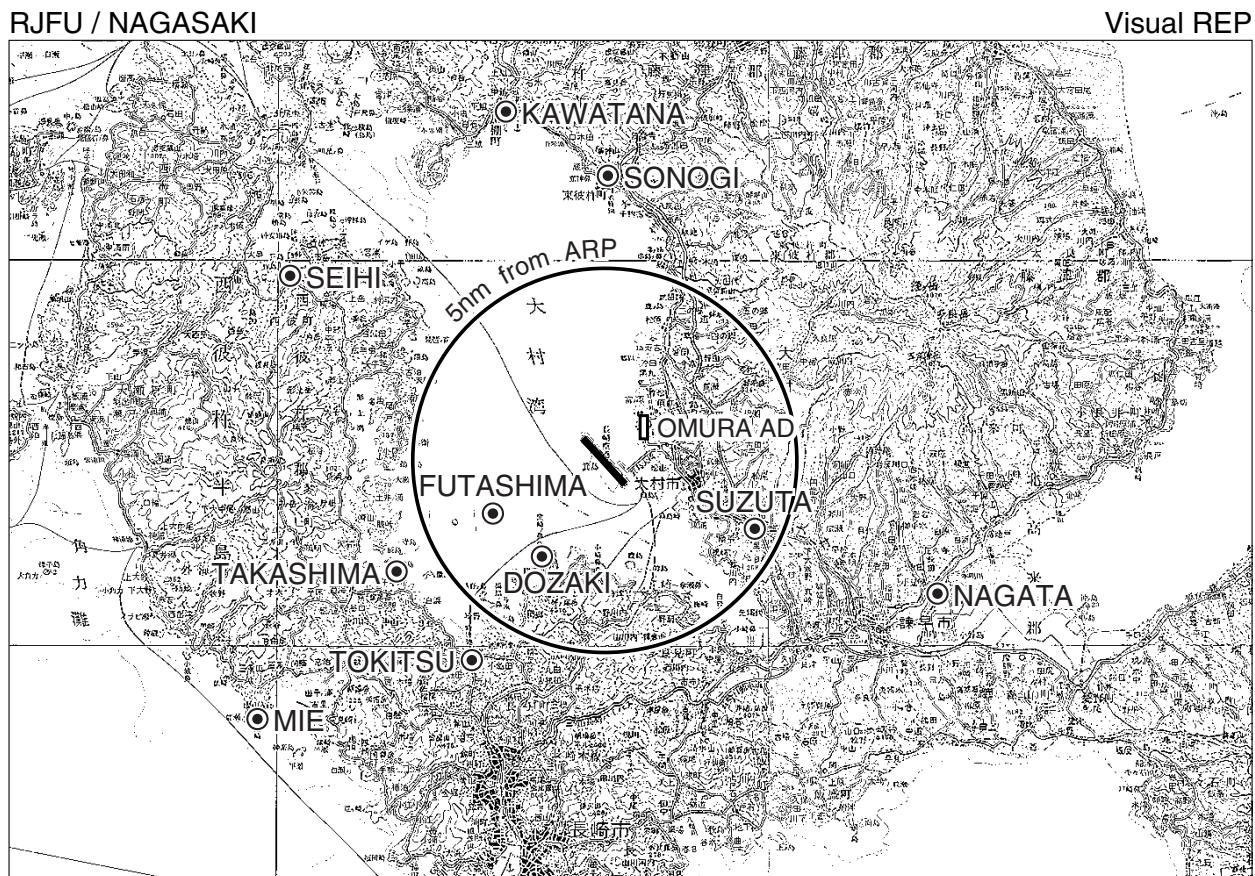
VOR RWY32



INSTRUMENT APPROACH CHART



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Call sign	BRG / DIST from 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

RJFU / NAGASAKI

LDG CHART



RJFU / NAGASAKI

HOLDING PATTERN



RJFU / NAGASAKI

Minimum Vectoring Altitude CHART

VAR 7°W (2011)



CENTER : 325458N/1295428E (RADAR SITE)
 * : 324540N/1301756E RADIUS : 3NM