

AD 2 AERODROMES

RJFS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJFS - SAGA

RJFS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 330859N/1301808E 286° /1.0km FM RWY29 THR |
| 2 | Direction and distance from (city) | 14.2km(7.6NM) S FM Saga JR station |
| 3 | Elevation/ Reference temperature | 6.0ft/ 31.8°C(2002-2006) |
| 4 | Geoid undulation at AD ELEV PSN | 106.34ft |
| 5 | MAG VAR/ Annual change | 7°W(2006) / 1.5°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Saga Pref. 9476-187, Inuido, Kawasoe-machi, Saga-city, Saga Pref. Tel: 0952-46-0150, Fax: 0952-46-0153 |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Saga Airport Branch(CAB). 9476-187, Inuido, Kawasoe-machi, Saga-city, Saga Pref., Japan Tel: 0952-46-0002, Fax: 0952-46-0004 |

RJFS AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | 2130 - 1500 |
| 2 | Customs and immigration | Customs: 2330-0815 Immigration: INTL SKED FLT hours only |
| 3 | Health and sanitation | INTL SKED FLT hours only |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (FUKUOKA) |
| 7 | ATS | 2130 - 1500 Remarks:2130-2300 and 1030-1500, AFIS provided by Fukuoka Airport Office. |
| 8 | Fuelling | 2130 - 1300 |
| 9 | Handling | 2130 - 1300 |
| 10 | Security | 2130 - 1300 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJFS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to Boeing767 type. |
| 2 | Fuel/ oil types | Fuel grades: Jet A1 |
| 3 | Fuelling facilities/ capacity | Fuel truck / Not limited |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJFS AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---|
| 1 | Hotels | At Saga city |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | First aid, Hospital in Saga city 12km |
| 5 | Bank and Post Office | Bank : At Saga City Post Office : 6km North from Airport |
| 6 | Tourist Office | At Saga city |
| 7 | Remarks | Nil |

RJFS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 8 |
| 2 | Rescue equipment | Chemical fire fighting truck × 3 Emergency medical equipments conveyance truck × 1 |
| 3 | Capability for removal of disabled aircraft | Ask AD administration |
| 4 | Remarks | Nil |

RJFS AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

RJFS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|--|--|
| 1 | Apron surface and strength | West Apron Surface: Concrete, Strength: PCR 1132/R/B/W/T East Apron Surface: Asphalt-Concrete, Strength: PCR 175/F/C/Y/T |
| 2 | Taxiway width, surface and strength Asphalt Concrete | TWY T1 Width: 30m, Surface: asphalt-concrete, Strength: PCR 889/F/B/X/T TWY T2 Width: 9m, Surface: asphalt-concrete, Strength: PCR 175/F/C/Y/T |
| 3 | ACL and elevation | Not Available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | (Spot NR) 10 : 330910.32N 1301805.68E 11 : 330910.79N 1301807.45E 12 : 330910.55N 1301809.07E 21 : 330910.25N 1301811.22E 22 : 330909.87N 1301813.98E |
| 6 | Remarks | Nil |

RJFS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

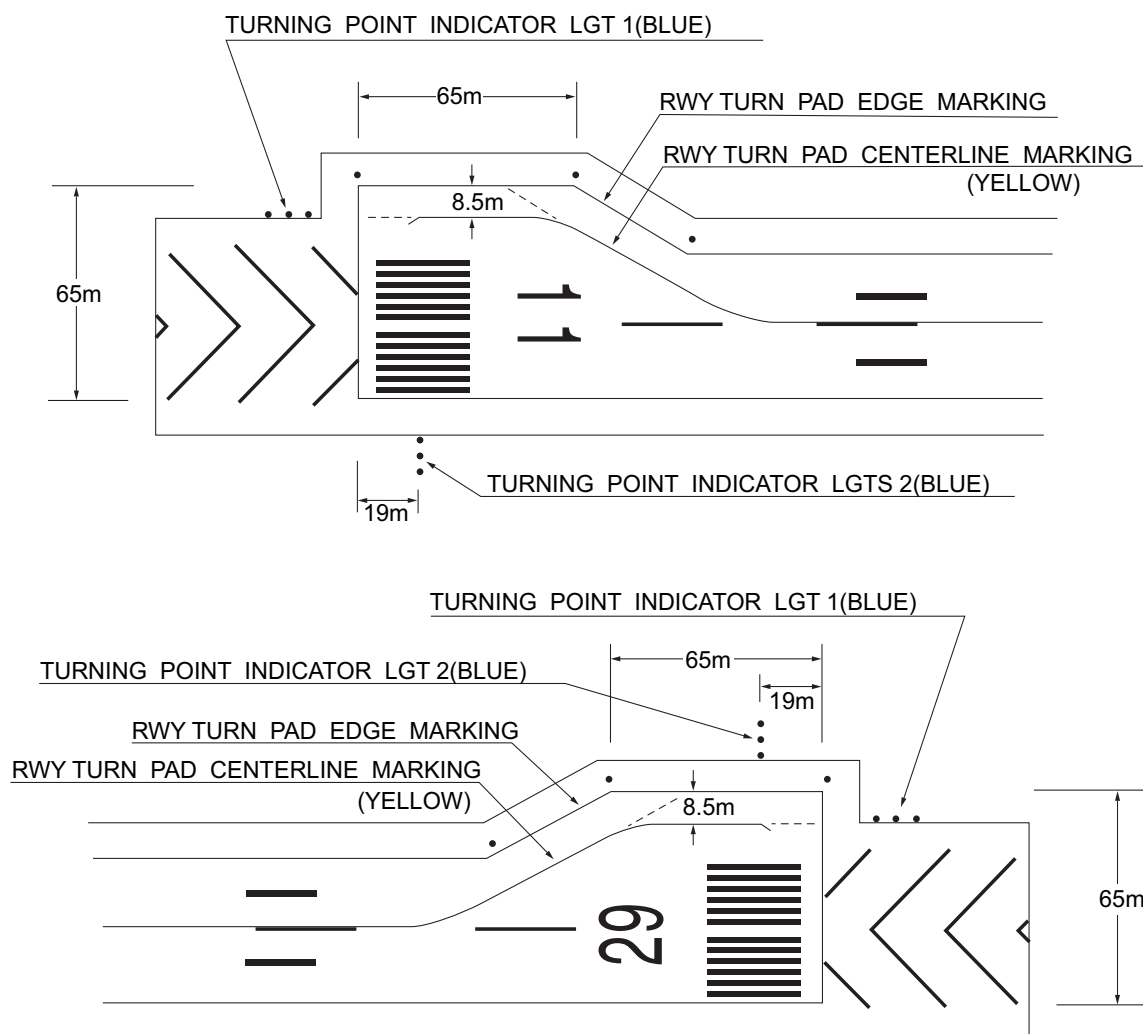
| | | |
|---|--|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | ACFT stand ID signs: Spot 12, 21 TWY guide line: T1 Visual docking guidance system: Nil |
| 2 | RWY and TWY markings and LGT | RWY: RWY11/29 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe, RWY turn pad CL, RWY turn pad edge line (LGT) RCLL, REDL, RTHL, RTZL, WBAR, Turning point indicator LGT TWY: T1 (Marking) Intermediate HLDG PSN (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign TWY: T2 (LGT) TWY edge LGT, Taxiing guidance sign |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area, Aircraft parking position, Aircraft stand taxi lane. (LGT) Apron flood LGT |

180° TURN ON RWYB767型機用の滑走路180°転回実施要項

1. 滑走路中心線からターニングパッド中心線標識に従って進行する。
2. 転回灯1が一直線に見えるように進行し、転回灯2が一直線に見えたとき転回を開始する。転回時はMAX STEERING ANGLEを使用する。

180°turn procedure on RWY for B767 aircraft

1. Proceed along the RWY Center Line to the starting point of the RWY Turn Pad Centerline Marking ; then
2. Proceed along RWY Turn Pad Center Line Marking to see the Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see the Turning Point Indicator Lights 2 on a straight line at an angle of 9 o'clock. When turning, take MAX STEERING ANGLE.

SAGA AP

RJFS AD 2.10 AERODROME OBSTACLES

In Area2 Nil

Other obstacles

| OBST ID/designation | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---------------------|---------------|---------------------|-----------|--------------|--------------------|
| RJFS1 | Levee | 330915.3N1301706.0E | 25ft | - / LIL | Under APCH surface |
| RJFS2 | Levee | 330907.7N1301709.0E | 25ft | - / LIL | Under APCH surface |
| RJFS3 | Levee | 330859.9N1301712.1E | 25ft | - / LIL | Under APCH surface |

In Area3 To be developed

RJFS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | FUKUOKA |
| 2 | Hours of service MET Office outside hours | H24 (FUKUOKA) |
| 3 | Office responsible for TAF preparation Periods of validity | FUKUOKA 30 Hours |
| 4 | Type of landing forecast interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at FUKUOKA |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U _{2/T} , P _S , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW(domestic)} , E, C, W _E , W _F , W _G , W _I , W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | TWR, APP, ATIS, RADIO |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJFS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCR) 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 |
| 11 | 099.25° | 2000x45 | PCR 1042/F/C/X/T Asphalt-Concrete | 330904.20N 1301729.91E | THR ELEV: 6ft |
| 29 | 279.25° | 2000x45 | PCR 1042/F/C/X/T Asphalt-Concrete | 330853.77N 1301846.08E | THR ELEV: 6ft |
| Slope of RWY and SWY | Strip Dimensions(M) | RESA(Overrun) Dimensions(M) | | Remarks | |
| 7 | 10 | 11 | | 14 | |
| See below figure | 2120 x 300 | 40x(MNM:247 MAX:300)* | | RWY grooving: 2000m x 30m Turning pad installed | |
| See below figure | 2120 x 300 | 193x(MNM:96 MAX:300)* *For detail, ask airport administrator | | RWY grooving: 2000m x 30m Turning pad installed | |
| <div><div>RWY 11</div><div><div>6ft</div><div>6ft</div><div>6ft</div><div>6ft</div></div><div>LEVEL0.1%LEVEL</div><div>0m1200m1400m2000m</div></div> | | | | | |

RJFS AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 11 | 2000 | 2000 | 2000 | 2000 | Nil |
| 29 | 2000 | 2000 | 2000 | 2000 | Nil |

RJFS 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 |
| 11 | SALS (*1) 420m LIH | Green Green | PAPI 3.0°/LEFT 366.2M 61ft | - | 2,000m 30m Coded color (White/Red) | 2,000m 60m Coded color (White/Yellow) | Red | Nil (*2) |
| 29 | PALS (CATI) 900m LIH | Green Green | PAPI 3.0°/LEFT 374.6M 61ft | 900m | 2,000m 30m Coded color (White/Red) | 2,000m 60m Coded color (White/Yellow) | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(600m and 900m FM RWY 11 THR)(*1) Overrun area edge LGT(LEN:60m Color:Red)(*2) CGL for RWY 11 and RWY 29 | | | | | | | | |

RJFS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 330918N/1301806E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | Nil RWY 11, RWY29/LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1 sec : REDL, RTHL, WBAR, RCLL, Overrun area edge LGT, Turning point indicator LGT Within 15 sec : Other LGT |
| 5 | Remarks | WDI LGT |

RJFS AD 2.16 HELICOPTER LANDING AREA

| |
|-----|
| Nil |
|-----|

RJFS AD 2.17 ATS AIRSPACE

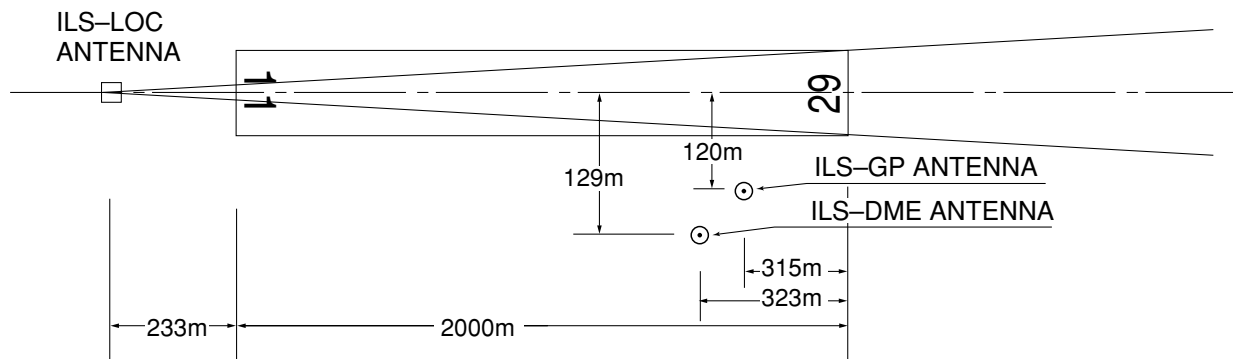
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|---|----------------------|-------------------------|---|---------------------------|
| 1 | | 2 | 3 | 4 | 6 |
| SAGA CTR | Area within a radius of 5nm of SAGA ARP (3309N/13018E). | 3000 | D | SAGA TWR SAGA RADIO(1) En | (1)2130-2300 1030-1500 |
| FUKUOKA ACA | See RJFF attached chart | | E | FUKUOKA APP FUKUOKA DEP FUKUOKA RADAR En | |

RJFS AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|--|---------------|---|-------------------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| APP | Fukuoka Radar | 119.7MHz 279.2MHz 121.5MHz(E) 243.0MHz(E) | 2145 - 1315 | 2130 - 2145 and 1315 - 1500: APP service provided by Kobe ACC |
| TWR | Saga Tower | 118.025MHz(1) 126.2MHz 232.2MHz 121.5MHz(E) 243.0MHz(E) | 2300 - 1030(*) | (1)Primary |
| ATIS | Saga Airport | 126.825MHz | 2300 - 1030 | |
| AFIS | Saga Radio | 118.025MHz | 2130 - 2300 1030 - 1500(*) | Operated by Fukuoka Airport Office. |
| *Depending on air traffic situation, ATC service will be provided from 2245 to 2300 and from 1030 to 1045. | | | | |

RJFS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation DME transmitting antenna | Remarks |
|-------------------------------------|-----|---------------------|-----------------------|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (7°W/2013) | SGE | 114.75MHz | H24 | 330855.03N 1301734.43E | | |
| DME | SGE | 1055MHz (CH-94Y) | H24 | 330855.03N 1301734.43E | 40ft | |
| ILS-LOC 29 (CAT-I) | ISG | 110.15MHz | 2130 - 1500 | 330905.42N 1301721.02E | | BRG(MAG)286° 233m(764ft) away FM RWY11 THR |
| ILS-GP 29 | | 334.25MHz | 2130 - 1500 | 330851.56N 1301833.39E | | GP angle 3.0° HGT of ILS Ref datum 16.5m(54ft). 315m(1034ft) inside FM RWY29 THR 120m(394ft) S of RCL |
| ILS-DME 29 | ISG | 1125MHz | 2130 - 1500 | 330851.33N 1301832.99E | 22ft | 323m(1060ft) inside FM RWY29 THR 129m(423ft) S of RCL |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

ILS

REMARKS : 1. LOC beam BRG(MAG) 286°
 2. HGT of ILS REF datum 16.5m(54ft)
 3. GP Angle 3.0°
 4. ELEV of ILS-DME 6.6m(22ft)

RJFS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

- 1.1 Prior notification should be required with AD Administration for the purpose of getting the permission when crossing Saga CTR from 2130UTC to 2300UTC or from 1030UTC to 1500UTC.
For further information (0000UTC - 0800UTC MON-FRI EXC HOL)
Air Traffic Controller Office, Saga Airport Branch
TEL: 0952-46-0001
- 1.1 6時30分から8時00分または19時30分から24時00分までの間、佐賀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佐賀空港出張所へ調整すること。
問い合わせ先
佐賀空港出張所管制官事務室
(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 : 0952-46-0001
- 1.2 On use of Saga airport, aircraft operator is required to notify Saga Pref In advance.
TEL: 0952-46-0150
- 1.2 佐賀空港の使用について、航空機の運航者はあらかじめ佐賀県に届け出ること。
TEL : 0952-46-0150

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

コード C 以上（翼端が 30m 以上）の航空機は原則としてターニングパッドを使用すること。 Aircraft with Wing span 30m or longer should use turning pads in principle.

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

RJFS AD 2.21 NOISE ABATEMENT PROCEDURES

計器進入方式および標準計器出発方式の使用
(SEE AD1.1.6.5)

すべての航空機を対象に、午後 10 時以降、午前 0 時までの間においては、空港周辺における航空機騒音軽減のため、緊急またはやむを得ない状況にある場合を除き、以下の計器進入方式及び標準計器出発方式によるものとする。

(1) 到着 : VOR RWY11, RNP RWY11 (AR), RNP RWY29 (AR), VOR A, VOR C

(2) 出発 : ARIAKE REVERSAL DEPARTURE, SOIGI DEPARTURE

注) 以下の方式は当該時間帯に限り使用される方式である。

(1) 到着 : VOR RWY11

(2) 出発 : ARIAKE REVERSAL DEPARTURE, SOIGI DEPARTURE

Use of Instrument Approach Procedure(IAP) & Standard Instrument Departure(SID) (SEE AD1.1.6.5)

For all aircraft, between 2200JST(1300UTC) and 0000JST(1500UTC), in order to reduce aircraft noise in the vicinity of airport, except in emergency or unavoidable situation, pilots are requested to fly via the following SID and IAP.

(1) For arrivals : VOR RWY11, RNP RWY11 (AR), RNP RWY29 (AR), VOR A, VOR C

(2) For departures : ARIAKE REVERSAL DEPARTURE, SOIGI DEPARTURE

Note) Following procedures should be used only between 2200JST(1300UTC) and 0000JST(1500UTC)

(1) For arrivals : VOR RWY11

(2) For departures : ARIAKE REVERSAL DEPARTURE, SOIGI DEPARTURE

RJFS 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 | 11 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 29 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 11 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 29 | A,B,C,D | | | | | | |

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

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

(I) 1. Contact Saga Tower / Radio.

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

3. If unable, proceed to SAGA VOR/DME at last assigned altitude or 5,000ft whichever is higher, and execute instrument approach.

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

RJFS AD 2.23 ADDITIONAL INFORMATION

1. 空港を使用する場合は、あらかじめ佐賀空港事務所へ調整すること。

1. Prior notification should be required with AD Admsnistration when using the Airport.

RJFS AD 2.24 CHARTS RELATED TO AN AERODROME

| |
|--|
| Aerodrome/Heliport Chart |
| Standard Departure Chart - Instrument (SAGA, ARIAKE) |
| Standard Departure Chart - Instrument (KIKYU) |
| Standard Departure Chart - Instrument (BALLOON - RNAV) |
| Standard Departure Chart - Instrument (SOIGI - RNAV) |
| Standard Arrival Chart - Instrument (IRPIN NORTH, IRPIN SOUTH) |
| Instrument Approach Chart (ILS or LOC RWY29) |
| Instrument Approach Chart (VOR RWY29) |
| Instrument Approach Chart (VOR RWY11) |
| Instrument Approach Chart (RNP RWY29 (AR)) |
| Instrument Approach Chart (RNP RWY11 (AR)) |
| Instrument Approach Chart (VOR A) |
| Instrument Approach Chart (VOR B) |
| Instrument Approach Chart (VOR C) |
| Other Chart (Visual REP) |
| Other Chart (BALLOON) |
| Other Chart (MVA CHART) |

AD CHART

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STANDARD DEPARTURE CHART - INSTRUMENT

RJFS / SAGA

SID

SAGA REVERSAL TWO DEPARTURE

RWY11 : Climb RWY HDG to 500FT, turn right,...

RWY29 : Climb RWY HDG to 500FT, turn left HDG 090° to intercept and proceed...
...via SGE R135 to 9.0DME, turn left, direct to SGE VOR/DME.

Cross SGE VOR/DME at 6000FT.

Note RWY29 : 3.5% climb gradient required up to 500FT.

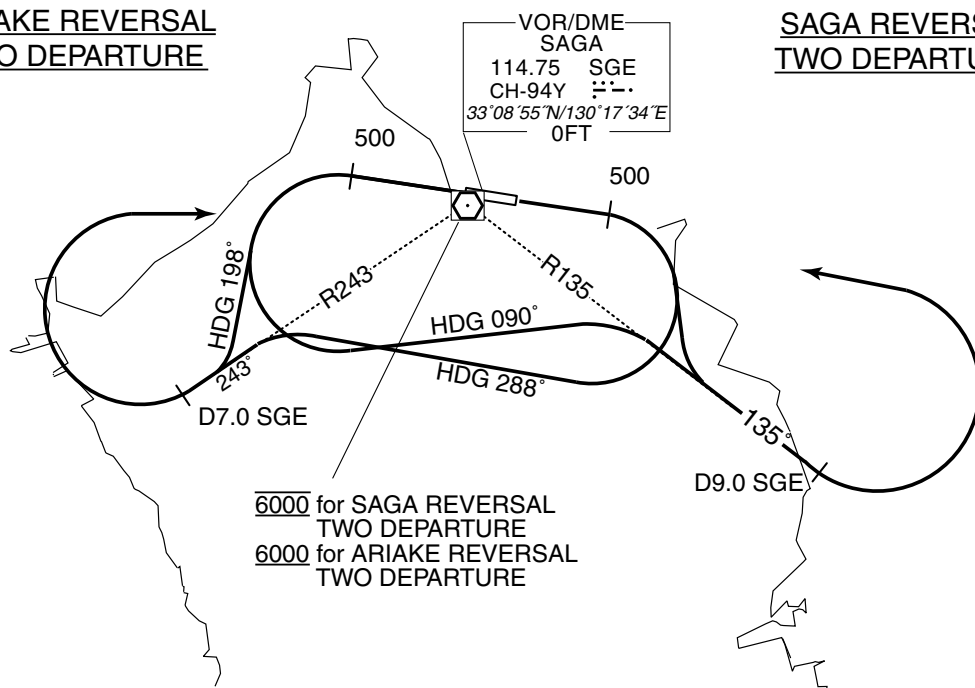
ARIAKE REVERSAL TWO DEPARTURE

RWY11 : Climb RWY HDG to 500FT, turn right HDG 288°...

RWY29 : Climb RWY HDG to 500FT, turn left HDG 198°...

...to intercept and proceed via SGE R243 to 7.0DME, turn right, direct to SGE VOR/DME.
Cross SGE VOR/DME at or above 6000FT.

Note RWY29 : 3.5% climb gradient required up to 500FT.

ARIAKE REVERSAL
TWO DEPARTURESAGA REVERSAL
TWO DEPARTURE

STANDARD DEPARTURE CHART - INSTRUMENT

RJFS / SAGA

TRANSITION

KUMAMOTO TRANSITION

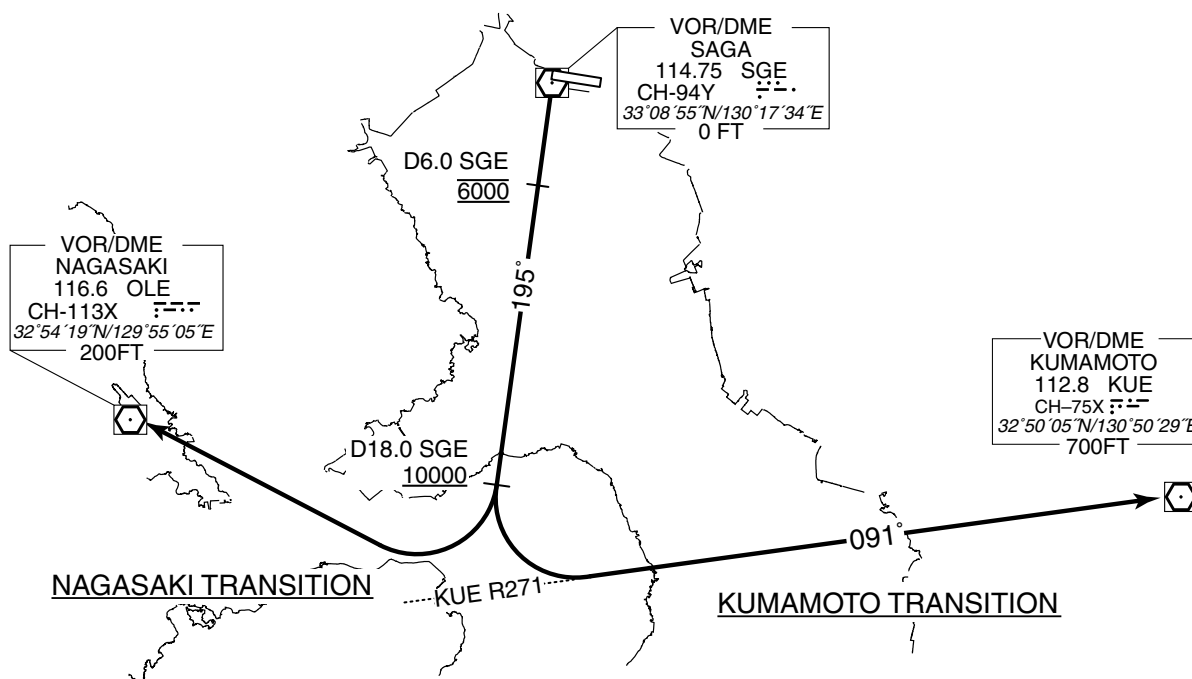
From over SGE VOR/DME, via SGE R195 to 18.0DME, turn left, via KUE R271 to KUE VOR/DME.

Cross SGE R195/6.0DME at 6000FT, cross SGE R195/18.0DME at or above 10000FT.

NAGASAKI TRANSITION

From over SGE VOR/DME, via SGE R195 to 18.0DME, turn right, direct to OLE VOR/DME.

Cross SGE R195/6.0DME at 6000FT, cross SGE R195/18.0DME at or above 10000FT.



STANDARD DEPARTURE CHART - INSTRUMENT

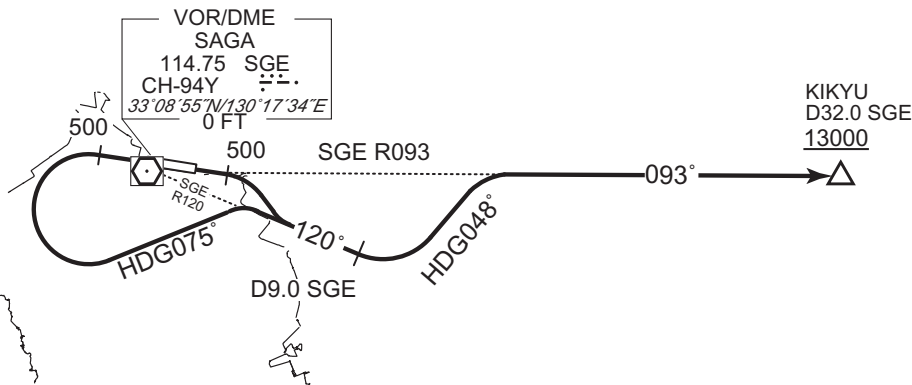
RJFS / SAGA

SID

KIKYU FIVE DEPARTURE

RWY11 : Climb RWY HDG to 500FT, turn right,...
RWY29 : Climb RWY HDG to 500FT, turn left HDG075° to intercept and proceed...
... via SGE R120 to 9.0DME, turn left HDG048° to intercept
and proceed via SGE R093 to KIKYU.
Cross KIKYU at or above 13000FT.

Note RWY29 : 3.5% climb gradient required up to 500FT.



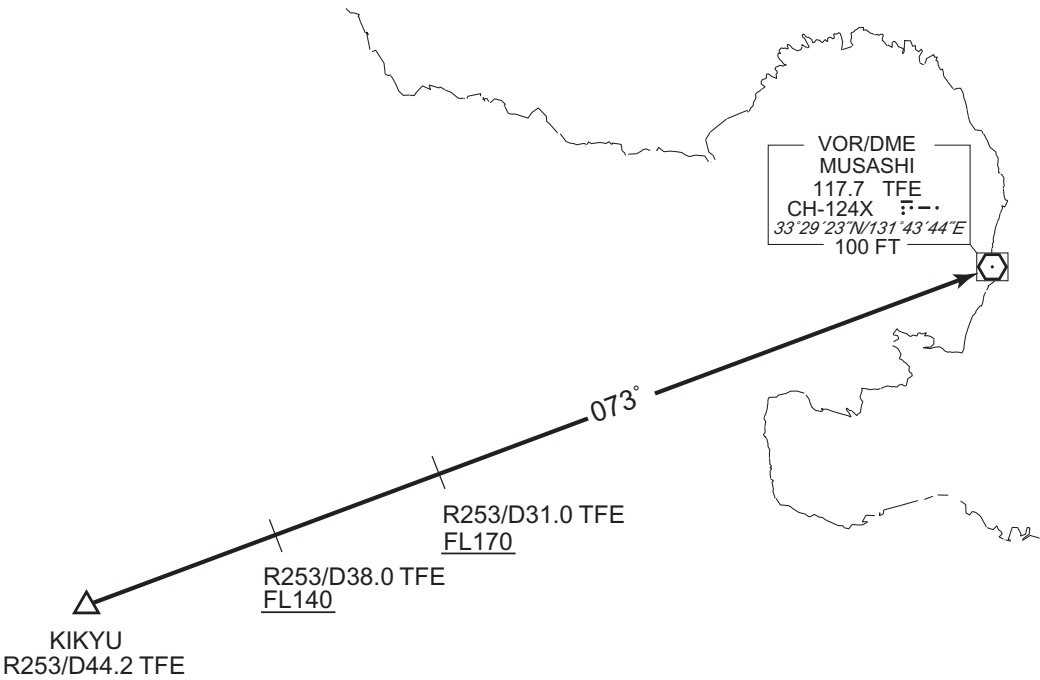
CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFS / SAGA

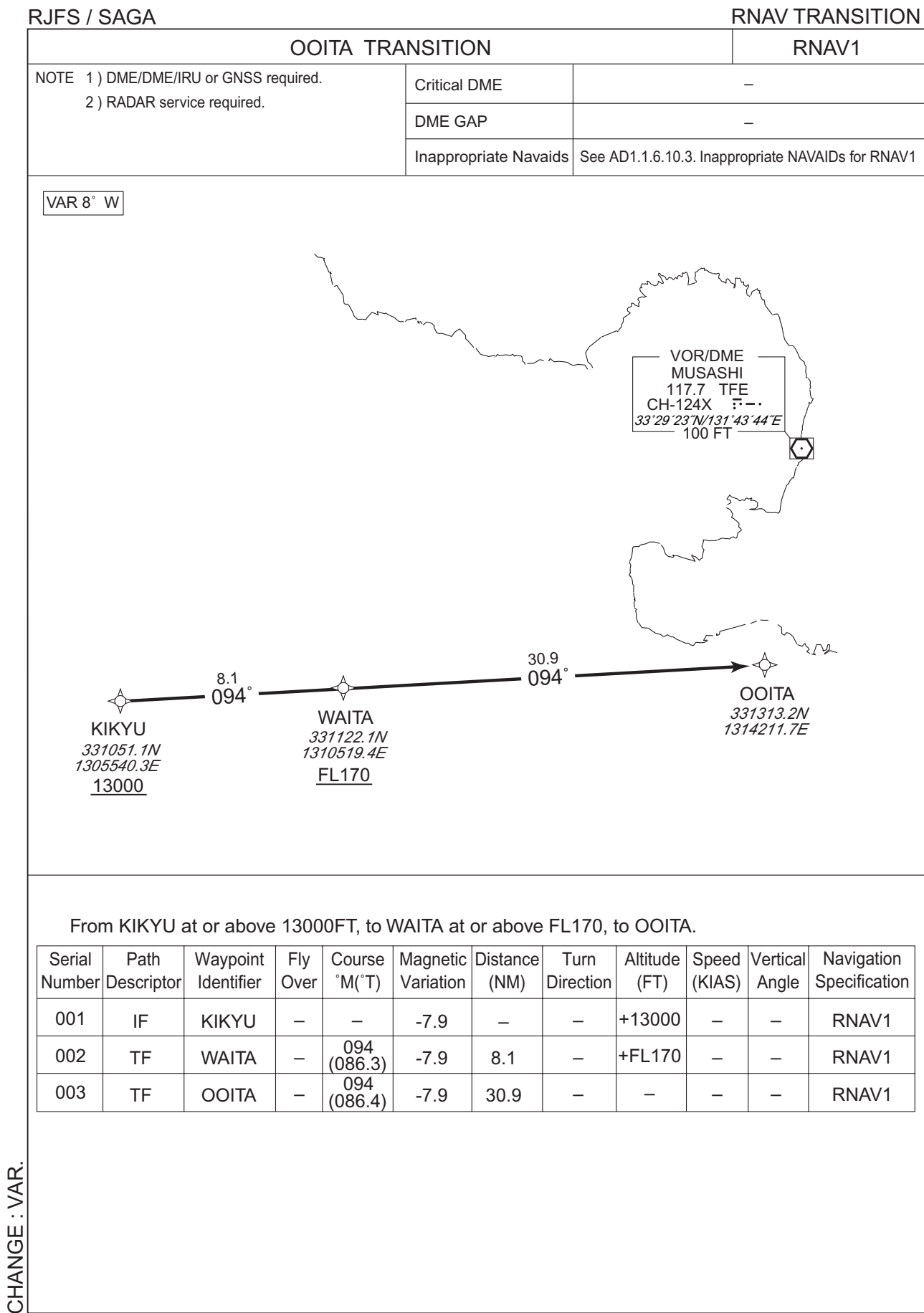
TRANSITION

MUSASHI TRANSITION
From over KIKYU, via TFE R253 to TFE VOR/DME.
Cross TFE R253/38.0DME at or above FL140, cross TFE R253/31.0DME at or above FL170.



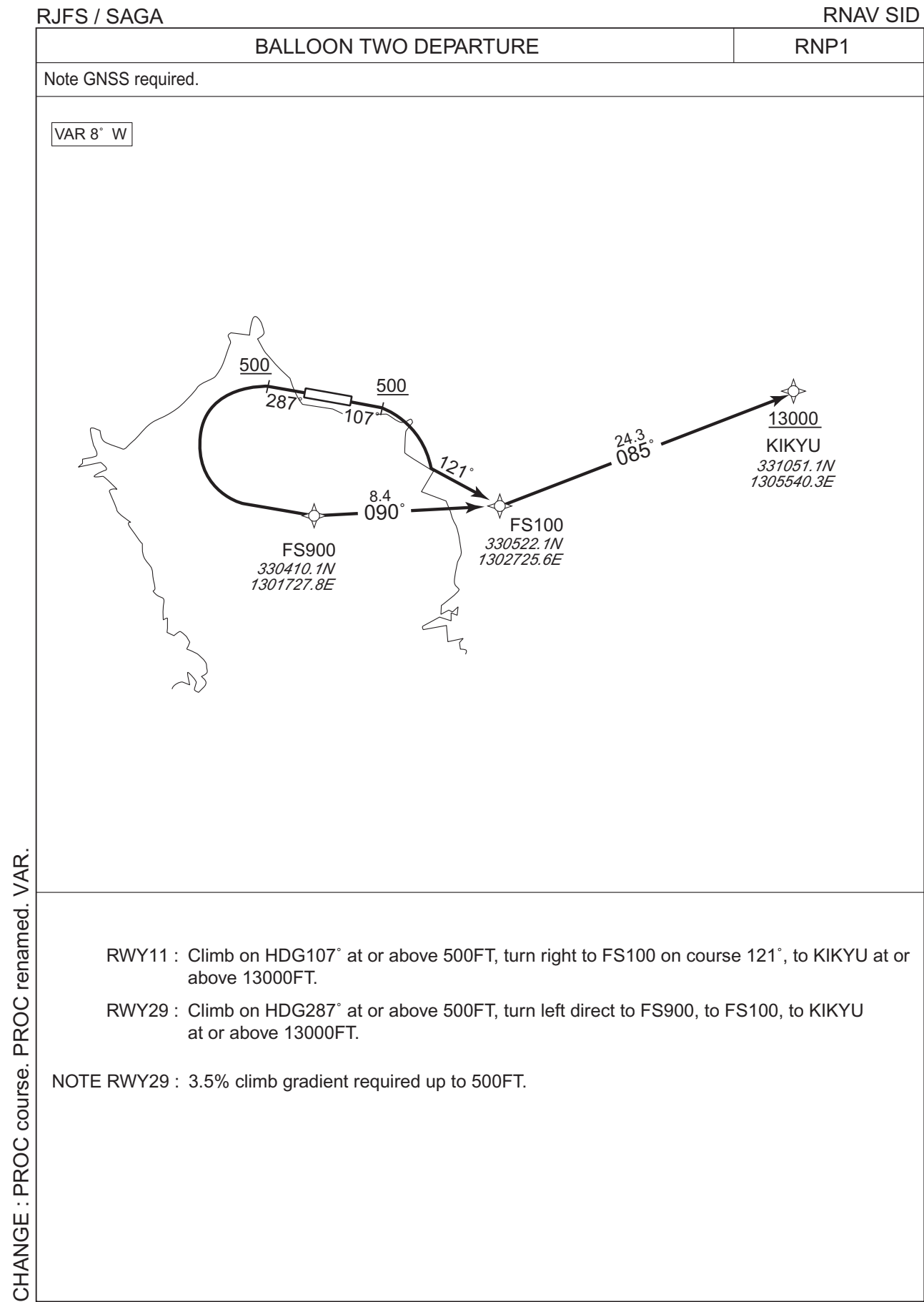
CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT



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STANDARD DEPARTURE CHART - INSTRUMENT



STANDARD DEPARTURE CHART - INSTRUMENT

RJFS / SAGA

RNAV SID

BALLOON TWO DEPARTURE

RWY11

| 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 | - | - | 107 (099.3) | -7.9 | - | - | +500 | - | - | RNP1 |
| 002 | CF | FS100 | - | 121 (113.2) | -7.9 | - | - | - | - | - | RNP1 |
| 003 | TF | KIKYU | - | 085 (076.8) | -7.9 | 24.3 | - | +13000 | - | - | RNP1 |

RWY29

| 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 | - | - | 287 (279.3) | -7.9 | - | - | +500 | - | - | RNP1 |
| 002 | DF | FS900 | - | - | -7.9 | - | L | - | - | - | RNP1 |
| 003 | TF | FS100 | - | 090 (081.8) | -7.9 | 8.4 | - | - | - | - | RNP1 |
| 004 | TF | KIKYU | - | 085 (076.8) | -7.9 | 24.3 | - | +13000 | - | - | RNP1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJFS / SAGA

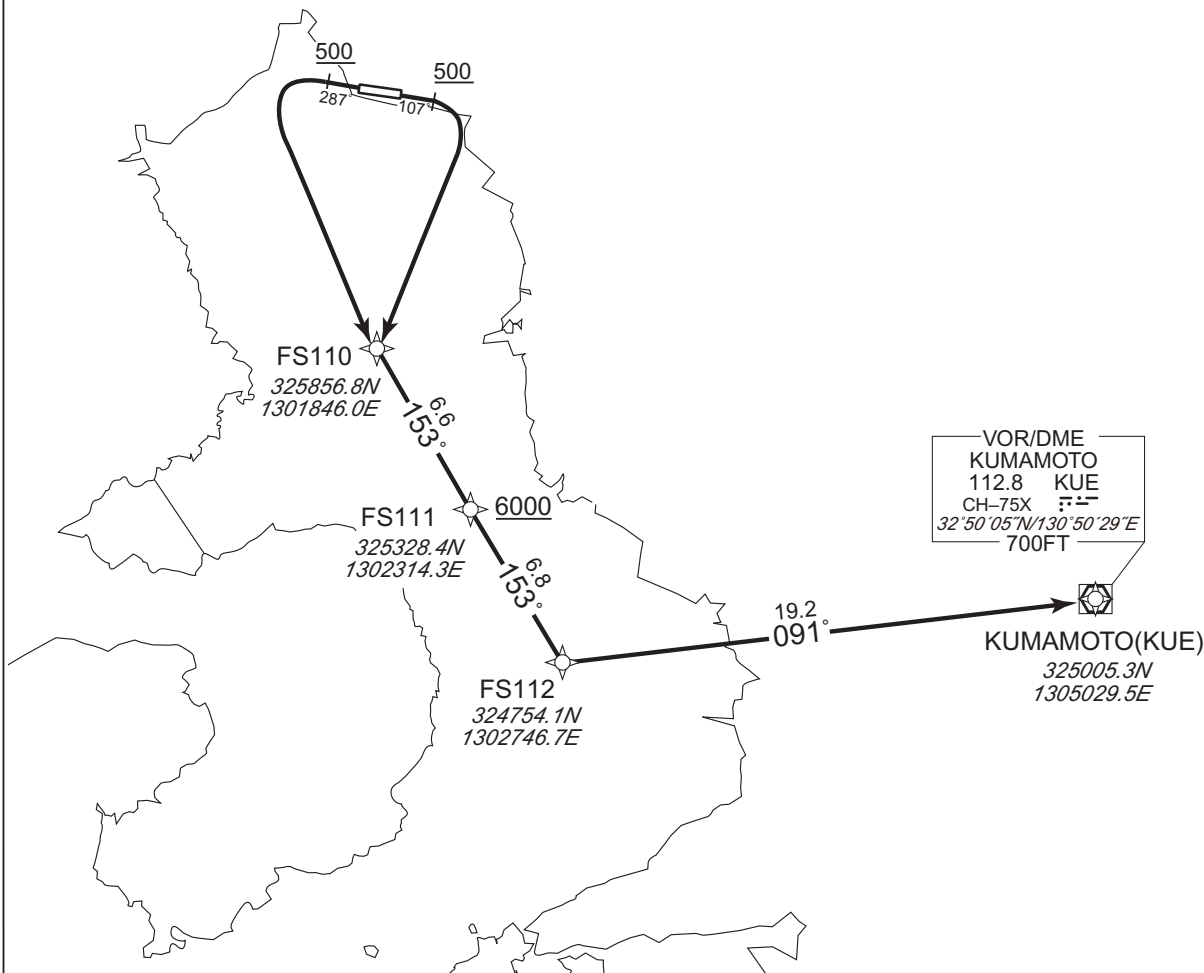
RNAV SID

SOIGI TWO DEPARTURE

RNP1

Note GNSS required.

VAR 8° W



CHANGE : PROC course. PROC renamed. VAR.

RWY11 : Climb on HDG107° at or above 500FT, turn right direct to FS110, to FS111 at or above 6000FT, to FS112, to KUE.

RWY29 : Climb on HDG287° at or above 500FT, turn left direct to FS110, to FS111 at or above 6000FT, to FS112, to KUE.

NOTE RWY29 : 3.5% climb gradient required up to 500FT.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFS / SAGA

RNAV SID

SOIGI TWO DEPARTURE

RWY11

| 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 | - | - | 107 (099.3) | -7.9 | - | - | +500 | - | - | RNP1 |
| 002 | DF | FS110 | - | - | -7.9 | - | R | - | - | - | RNP1 |
| 003 | TF | FS111 | - | 153 (145.5) | -7.9 | 6.6 | - | +6000 | - | - | RNP1 |
| 004 | TF | FS112 | - | 153 (145.6) | -7.9 | 6.8 | - | - | - | - | RNP1 |
| 005 | TF | KUE | - | 091 (083.4) | -7.9 | 19.2 | - | - | - | - | RNP1 |

RWY29

| 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 | - | - | 287 (279.3) | -7.9 | - | - | +500 | - | - | RNP1 |
| 002 | DF | FS110 | - | - | -7.9 | - | L | - | - | - | RNP1 |
| 003 | TF | FS111 | - | 153 (145.5) | -7.9 | 6.6 | - | +6000 | - | - | RNP1 |
| 004 | TF | FS112 | - | 153 (145.6) | -7.9 | 6.8 | - | - | - | - | RNP1 |
| 005 | TF | KUE | - | 091 (083.4) | -7.9 | 19.2 | - | - | - | - | RNP1 |

CHANGE : PROC course. PROC renamed. VAR.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFS / SAGA

STAR

IRPIN NORTH ARRIVAL

From over IRPIN, via OLE R102 to MILEP, via SGE R194 to SGE VOR/DME via UGAMU.

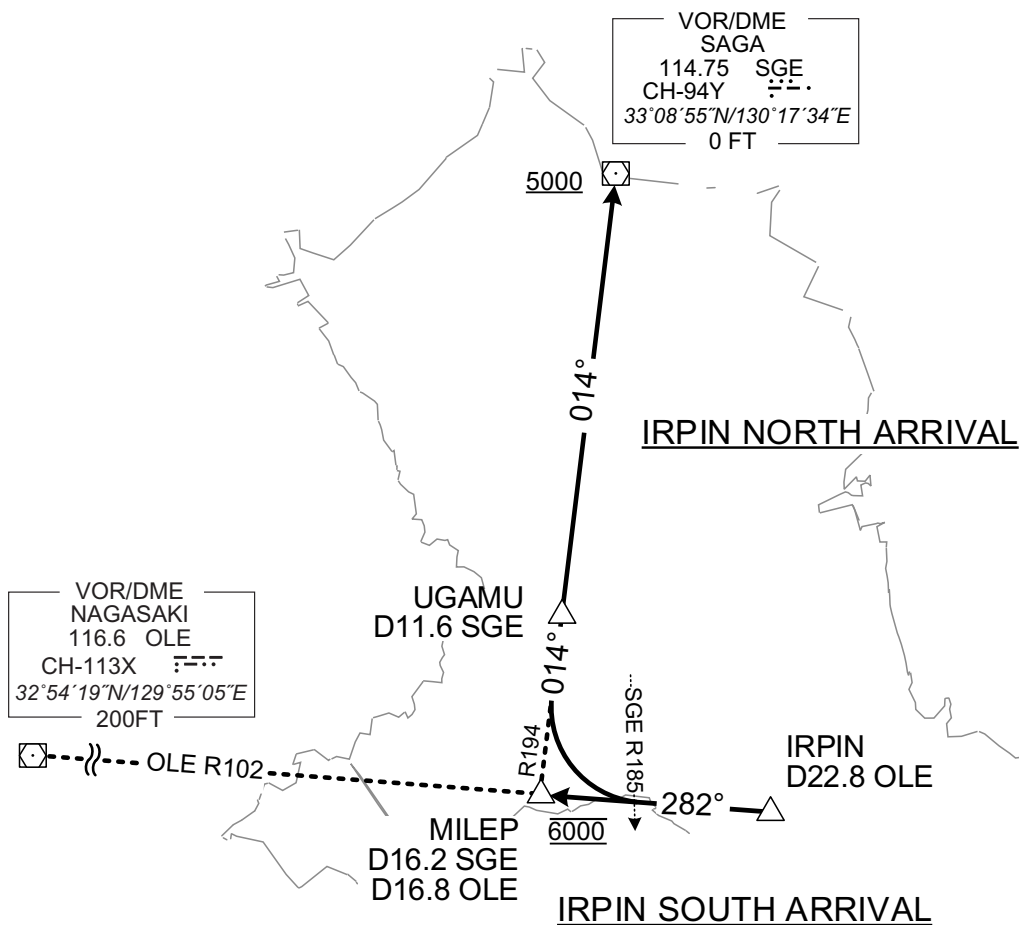
Cross MILEP at 6000FT, cross SGE VOR/DME at or above 5000FT.

IRPIN SOUTH ARRIVAL

From over IRPIN, via OLE R102 to MILEP.

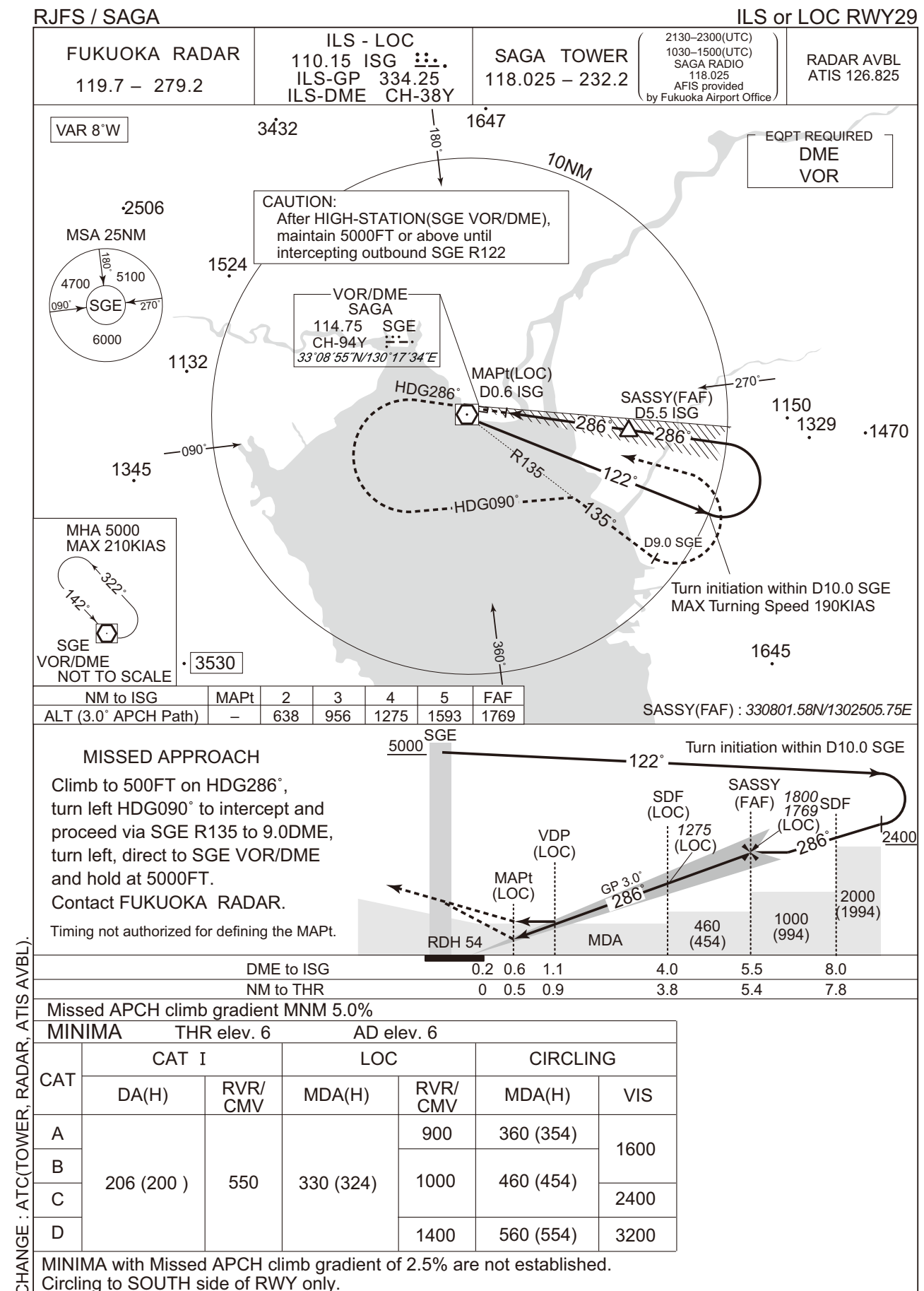
Cross MILEP at 6000FT.

CHANGE: New PROC



INTENTIONALLY LEFT BLANK

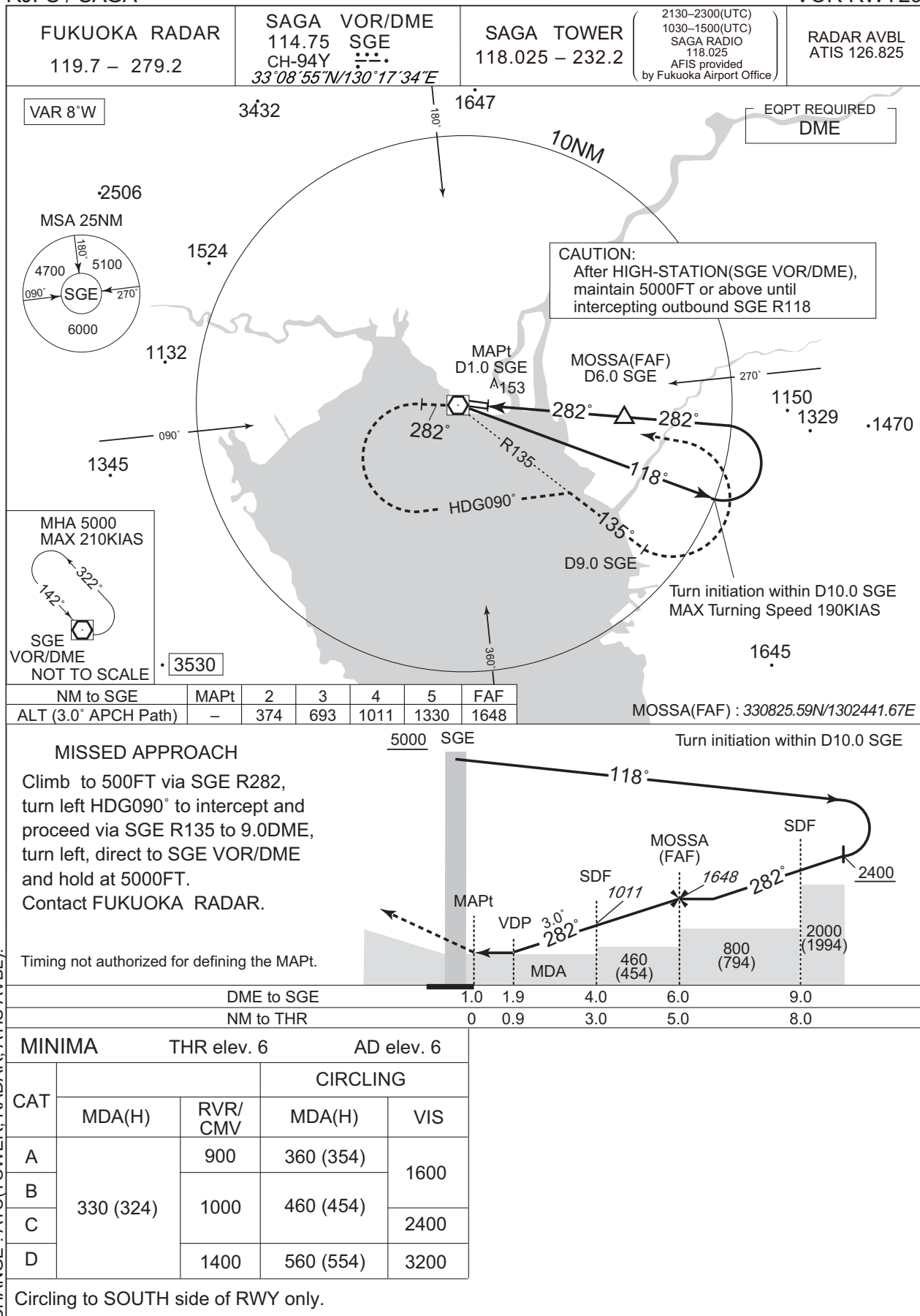
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

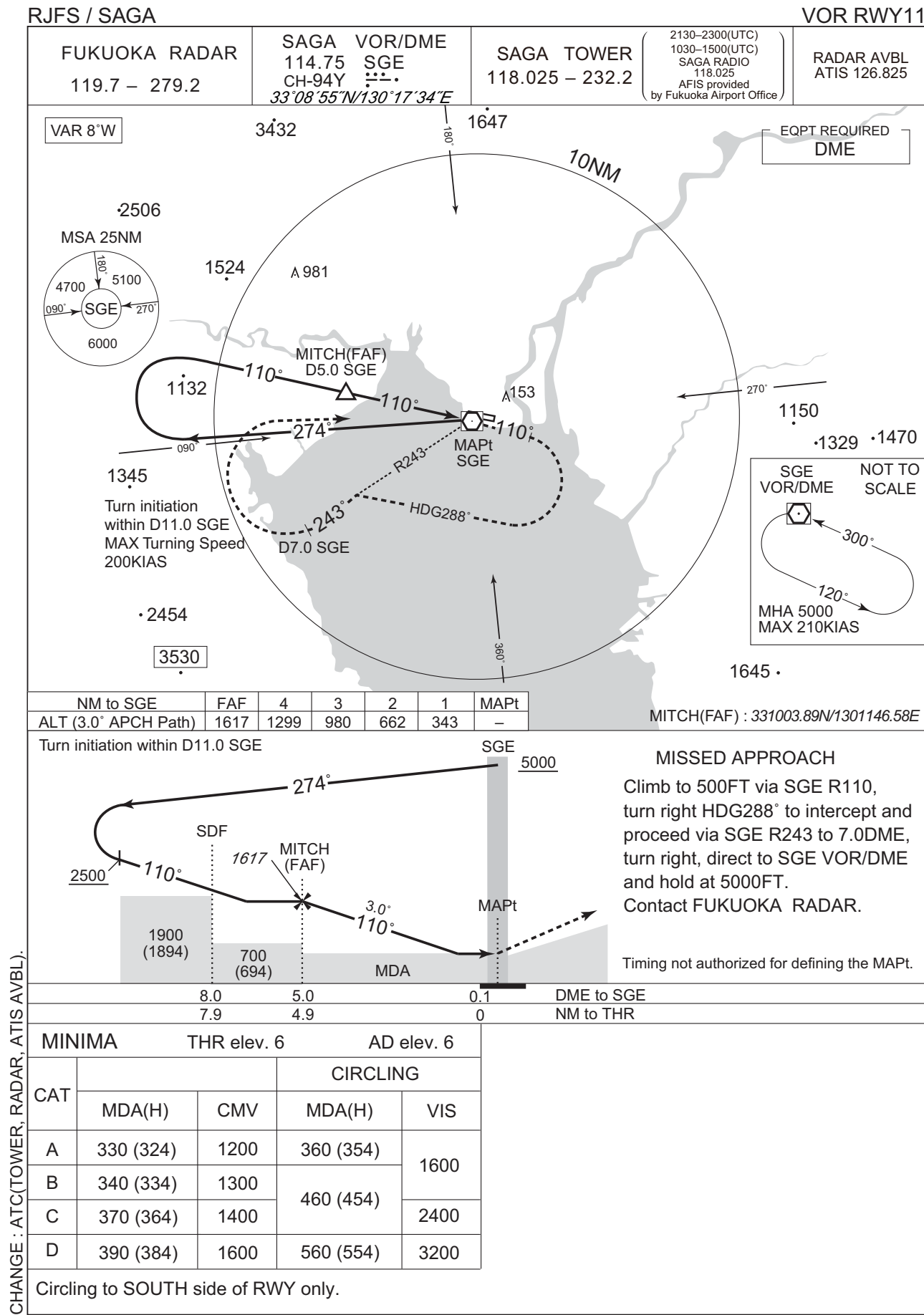
RJFS / SAGA

VOR RWY29



CHANGE : ATC(TOWER, RADAR, ATIS AVBL).

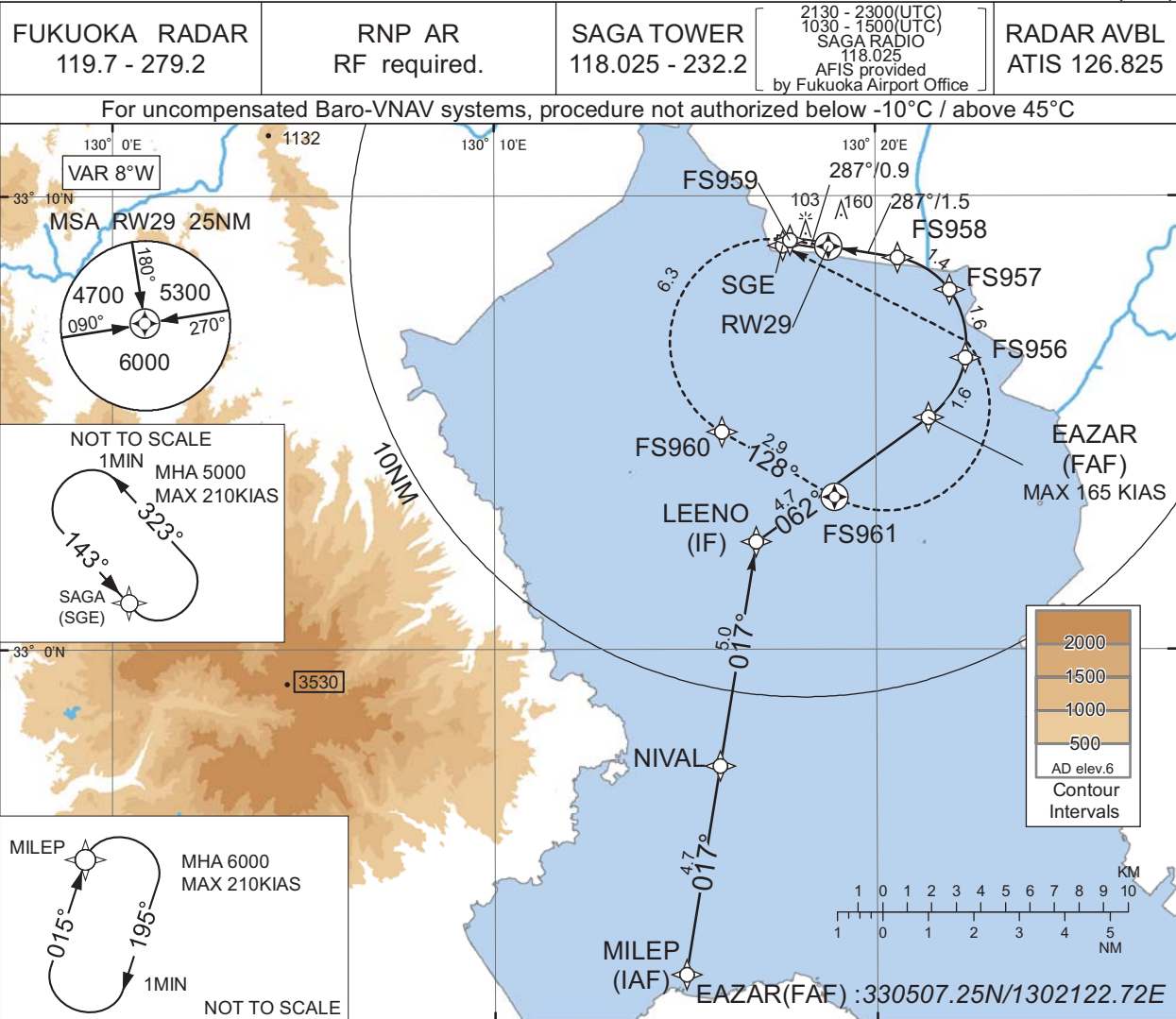
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

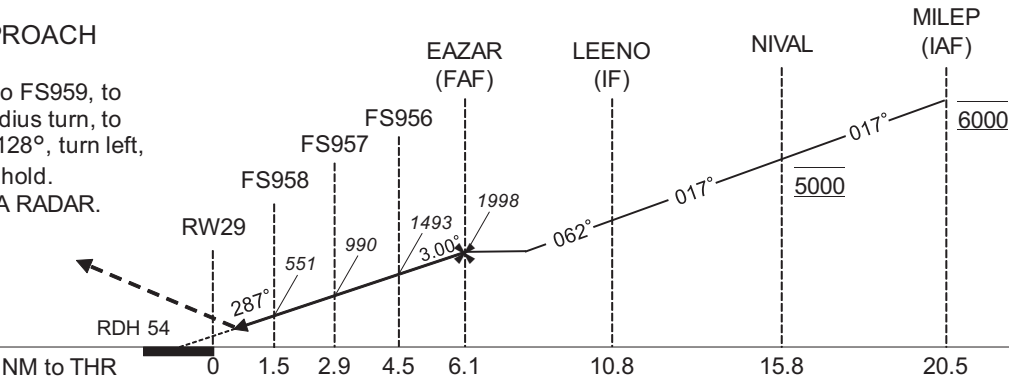
RJFS / SAGA

RNP RWY29(AR)



MISSED APPROACH

Climb to 5000FT, to FS959, to FS960 via fixed radius turn, to FS961 on course 128°, turn left, direct to SGE and hold.
Contact FUKUOKA RADAR.



Missed APCH climb gradient MNM 5.0%

| CAT | MINIMA | | THR elev. 6 | | AD elev. 6 | |
|-----|----------|---------|-------------|---------|------------|--|
| | RNP 0.10 | | RNP 0.30 | | | |
| | DA(H) | RVR/CMV | DA(H) | RVR/CMV | | |
| A | - | - | - | - | | |
| B | - | - | - | - | | |
| C | 256(250) | 800 | 306(300) | 1000 | | |
| D | | 1200 | | 1400 | | |

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

Authorization Required

CHANGE : ATC(TOWER, RADAR, ATIS AVBL).

INSTRUMENT APPROACH CHART

CHANGE : Waypoint (FS959, FS960, FS961) established. RF Arc Center (FSRF2) established. RNP Value, HLDG pattern added. Waypoint (FS955) abolished. VAR.

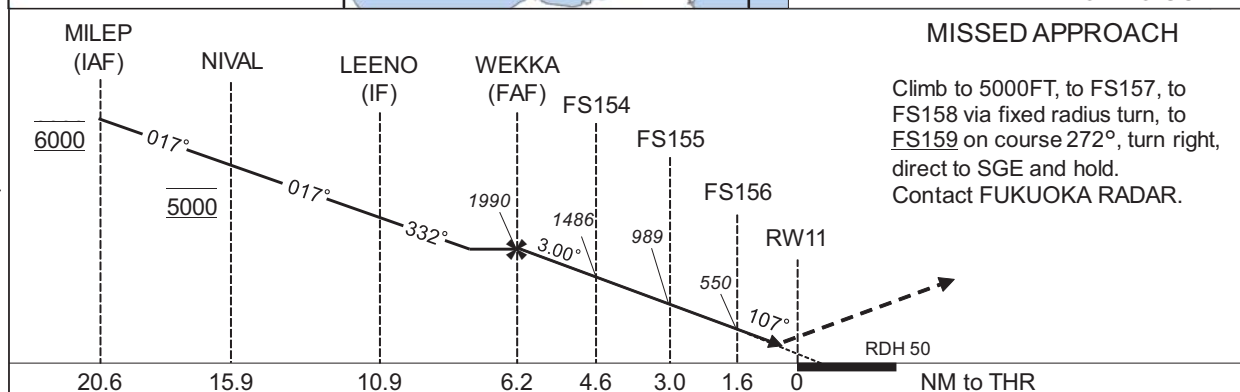
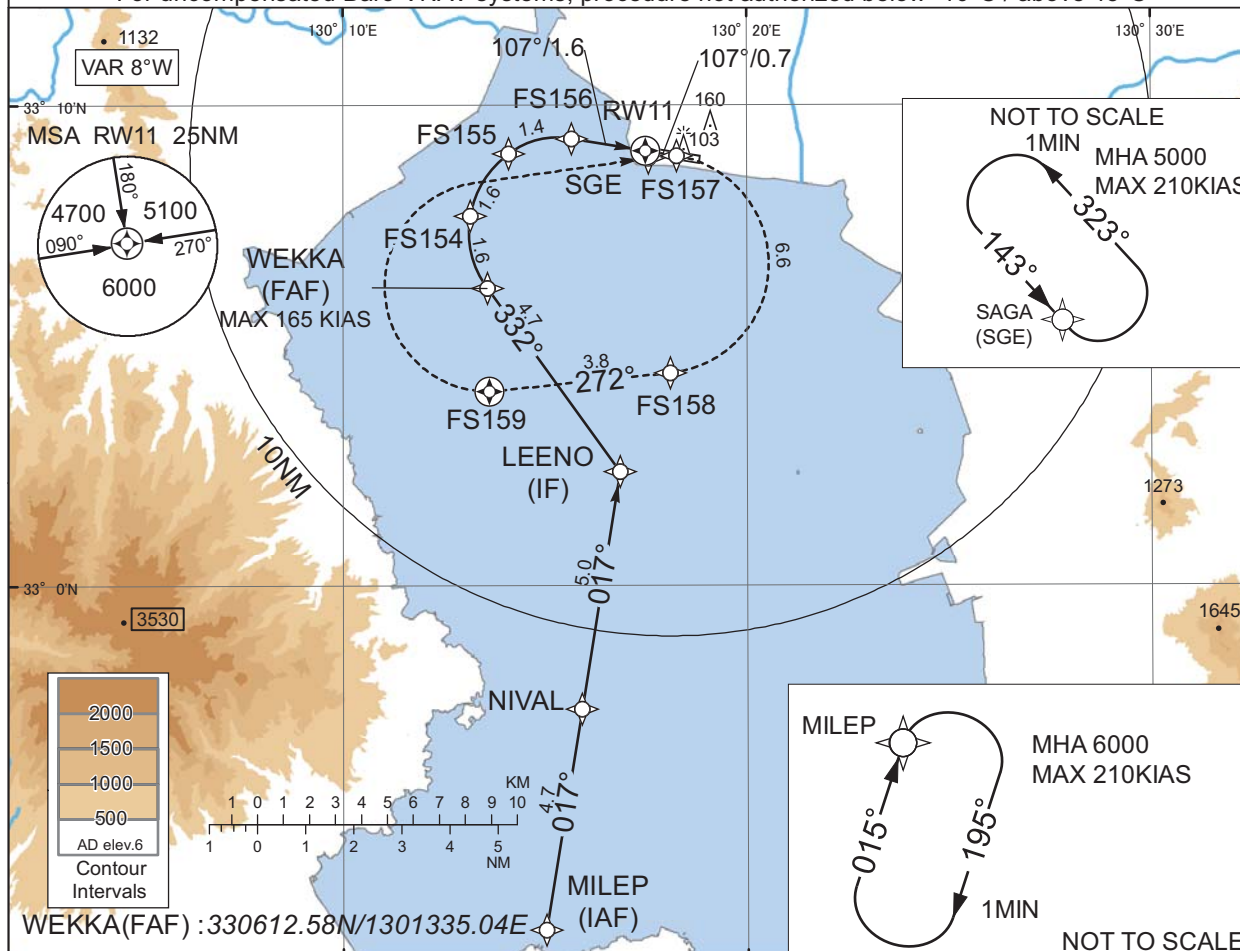
| RJFS / SAGA | | | | | | | | | | | RNP RWY29(AR) |
|----------------------|---------------------------------|--------------------------|--------------------|--------------------------|--------------------|--------------------------|-----------------------|---------------|--------------|-----------------|---------------|
| Coding Table | | | | | | | | | | | |
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
| 001 | IF | MILEP | - | - | -7.9 | - | - | 6000 | - | - | - |
| 002 | TF | NIVAL | - | 017 (009.2) | -7.9 | 4.7 | - | 5000 | - | - | 0.3 |
| 003 | TF | LEENO | - | 017 (009.2) | -7.9 | 5.0 | - | - | - | - | 0.3 |
| 004 | TF | EAZAR | - | 062 (054.2) | -7.9 | 4.7 | - | 1998 | -165 | - | 0.3 |
| 005 | RF Center: FSRF8 r=2.02NM | FS956 | - | - | -7.9 | 1.6 | L | 1493 | - | -3.00 | 0.10 0.30 |
| 006 | RF Center: FSRF9 r=1.98NM | FS957 | - | - | -7.9 | 1.6 | L | 990 | - | -3.00 | 0.10 0.30 |
| 007 | RF Center: FSRF0 r=1.75NM | FS958 | - | - | -7.9 | 1.4 | L | 551 | - | -3.00 | 0.10 0.30 |
| 008 | TF | RW29 | Y | 287 (279.3) | -7.9 | 1.5 | - | 60 | - | -3.00/54 | 0.10 0.30 |
| 009 | TF | FS959 | - | 287 (279.3) | -7.9 | 0.9 | - | - | - | - | 0.10 0.30 |
| 010 | RF Center: FSRF2 r=2.28NM | FS960 | - | - | -7.9 | 6.3 | L | - | - | - | 1.0 |
| 011 | CF | FS961 | Y | 128 (120.3) | -7.9 | 2.9 | - | - | - | - | 1.0 |
| 012 | DF | SGE | - | - | -7.9 | - | L | 5000 | - | - | 1.0 |
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value | | |
| Hold | MILEP | 015 (007.6) | -7.9 | 1.0(-14000) | R | 6000 | FL140 | -210 (-14000) | 1.0 | | |
| Hold | SGE | 143 (134.8) | -7.9 | 1.0(-14000) | L | 5000 | FL140 | -210 (-14000) | 1.0 | | |
| Waypoint Coordinates | | | | | | | | | | | |
| Waypoint Identifier | | Coordinates | | RF Arc Center Identifier | | Coordinates | | | | | |
| MILEP | | 325250.49N / 1301501.22E | | FSRF8 | | 330645.72N / 1301958.78E | | | | | |
| NIVAL | | 325726.55N / 1301554.33E | | FSRF9 | | 330646.63N / 1302001.15E | | | | | |
| LEENO | | 330223.31N / 1301651.53E | | FSRF0 | | 330654.73N / 1302014.52E | | | | | |
| EAZAR | | 330507.25N / 1302122.72E | | FSRF2 | | 330647.02N / 1301719.68E | | | | | |
| FS956 | | 330626.19N / 1302220.91E | | | | | | | | | |
| FS957 | | 330756.35N / 1302156.32E | | | | | | | | | |
| FS958 | | 330838.87N / 1302034.72E | | | | | | | | | |
| RW29 | | 330853.77N / 1301846.08E | | | | | | | | | |
| FS959 | | 330902.03N / 1301745.78E | | | | | | | | | |
| FS960 | | 330448.74N / 1301558.06E | | | | | | | | | |
| FS961 | | 330322.31N / 1301854.74E | | | | | | | | | |
| SGE | | 330855.03N / 1301734.43E | | | | | | | | | |

RJFS / SAGA

RNP RWY11(AR)

| | | | | |
|--------------------------------|------------------------|-------------------------------|---|----------------------------|
| FUKUOKA RADAR 119.7 - 279.2 | RNP AR RF required. | SAGA TOWER 118.025 - 232.2 | 2130 - 2300(UTC) 1030 - 1500(UTC) SAGA RADIO 118.025 AFIS provided by Fukuoka Airport Office | RADAR AVBL ATIS 126.825 |
|--------------------------------|------------------------|-------------------------------|---|----------------------------|

For uncompensated Baro-VNAV systems, procedure not authorized below -10°C / above 45°C



Missed APCH climb gradient MNM 5.0%

| MINIMA | THR elev. 6 | AD elev. 6 | | |
|--------|-------------|------------|----------|------|
| CAT | RNP 0.10 | | RNP 0.30 | |
| | DA(H) | CMV | DA(H) | CMV |
| A | - | - | - | - |
| B | | | | |
| C | 256(250) | 1200 | 309(303) | 1400 |
| D | | 1400 | | 1600 |

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

Authorization Required

CHANGE : ATC(TOWER, RADAR, ATIS AVBL).

INSTRUMENT APPROACH CHART

RJFS / SAGA

RNP RWY11(AR)

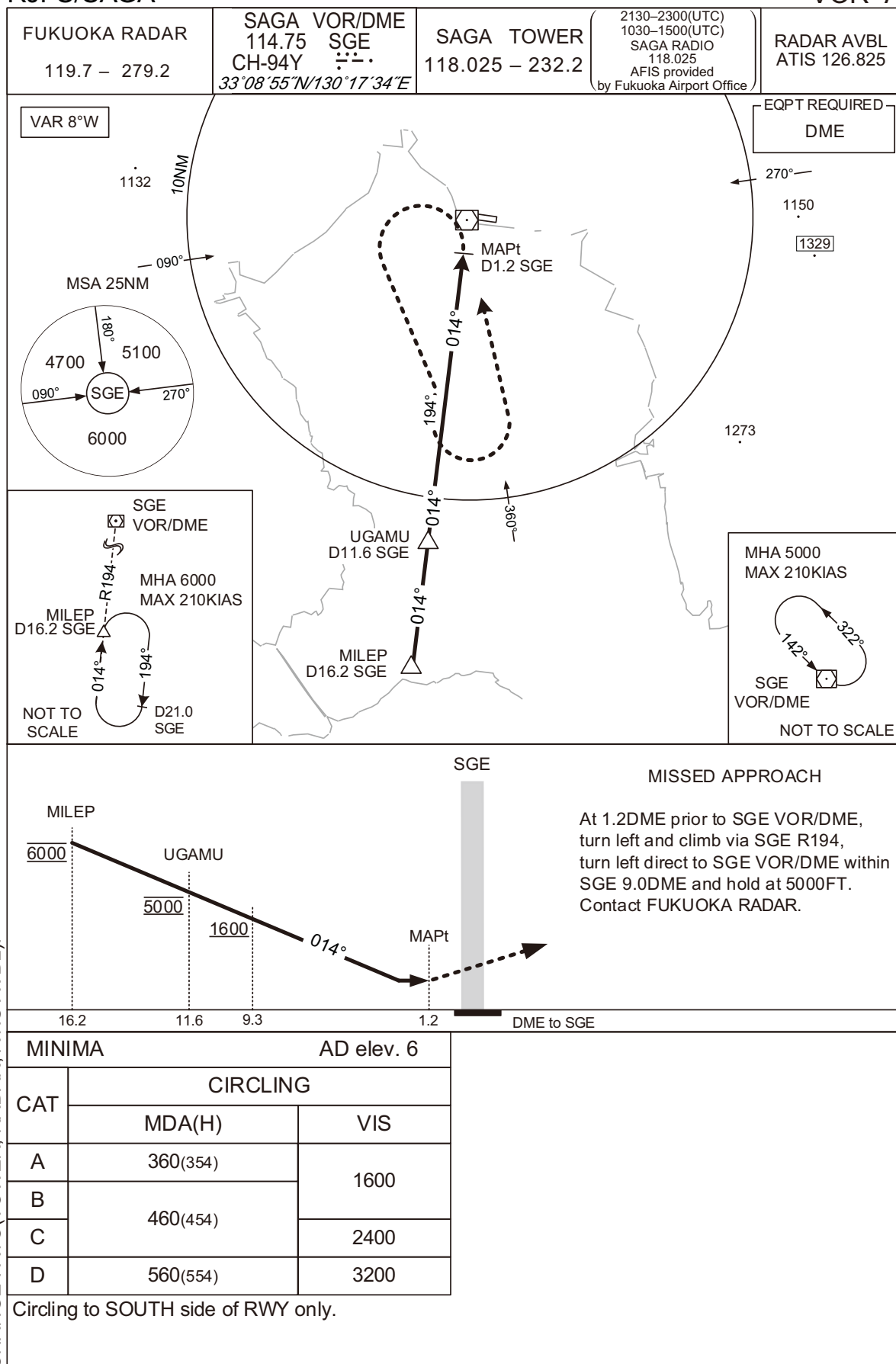
CHANGE : Waypoint (FS157, FS158, FS159) established. RF Arc Center (FSRF1) established. RF Arc Center (FSRF1) established. RNP Value. HLDG pattern added. Waypoint (FS153) abolished. VAR.

| Coding Table | | | | | | | | | | | |
|----------------------|------------------------------|--------------------------|--------------------|--------------------------|--------------------|--------------------------|-----------------------|---------------|--------------|-----------------|--------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
| 001 | IF | MILEP | - | - | -7.9 | - | - | 6000 | - | - | - |
| 002 | TF | NIVAL | - | 017 (009.2) | -7.9 | 4.7 | - | 5000 | - | - | 0.3 |
| 003 | TF | LEENO | - | 017 (009.2) | -7.9 | 5.0 | - | - | - | - | 0.3 |
| 004 | TF | WEKKA | - | 332 (324.3) | -7.9 | 4.7 | - | 1990 | -165 | - | 0.3 |
| 005 | RF Center: FSRF5 r=2.02NM | FS154 | - | - | -7.9 | 1.6 | R | 1486 | - | -3.00 | 0.10 0.30 |
| 006 | RF Center: FSRF6 r=1.98NM | FS155 | - | - | -7.9 | 1.6 | R | 989 | - | -3.00 | 0.10 0.30 |
| 007 | RF Center: FSRF7 r=1.77NM | FS156 | - | - | -7.9 | 1.4 | R | 550 | - | -3.00 | 0.10 0.30 |
| 008 | TF | RW11 | Y | 107 (099.3) | -7.9 | 1.6 | - | 56 | - | -3.00/50 | 0.10 0.30 |
| 009 | TF | FS157 | - | 107 (099.3) | -7.9 | 0.7 | - | - | - | - | 0.10 0.30 |
| 010 | RF Center: FSRF1 r=2.28NM | FS158 | - | - | -7.9 | 6.6 | R | - | - | - | 1.0 |
| 011 | CF | FS159 | Y | 272 (264.2) | -7.9 | 3.8 | - | - | - | - | 1.0 |
| 012 | DF | SGE | - | - | -7.9 | - | R | 5000 | - | - | 1.0 |
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value | | |
| Hold | MILEP | 015 (007.6) | -7.9 | 1.0(-14000) | R | 6000 | FL140 | -210 (-14000) | 1.0 | | |
| Hold | SGE | 143 (134.8) | -7.9 | 1.0(-14000) | L | 5000 | FL140 | -210 (-14000) | 1.0 | | |
| Waypoint Coordinates | | | | | | | | | | | |
| Waypoint Identifier | | Coordinates | | RF Arc Center Identifier | | Coordinates | | | | | |
| MILEP | | 325250.49N / 1301501.22E | | FSRF5 | | 330723.51N / 1301531.82E | | | | | |
| NIVAL | | 325726.55N / 1301554.33E | | FSRF6 | | 330723.80N / 1301529.68E | | | | | |
| LEENO | | 330223.31N / 1301651.53E | | FSRF7 | | 330735.05N / 1301520.05E | | | | | |
| WEKKA | | 330612.58N / 1301335.04E | | FSRF1 | | 330642.73N / 1301750.06E | | | | | |
| FS154 | | 330742.91N / 1301309.63E | | | | | | | | | |
| FS155 | | 330900.65N / 1301406.71E | | | | | | | | | |
| FS156 | | 330919.21N / 1301540.15E | | | | | | | | | |
| RW11 | | 330904.20N / 1301729.91E | | | | | | | | | |
| FS157 | | 330857.86N / 1301816.20E | | | | | | | | | |
| FS158 | | 330426.51N / 1301806.37E | | | | | | | | | |
| FS159 | | 330403.61N / 1301337.58E | | | | | | | | | |
| SGE | | 330855.03N / 1301734.43E | | | | | | | | | |

INSTRUMENT APPROACH CHART

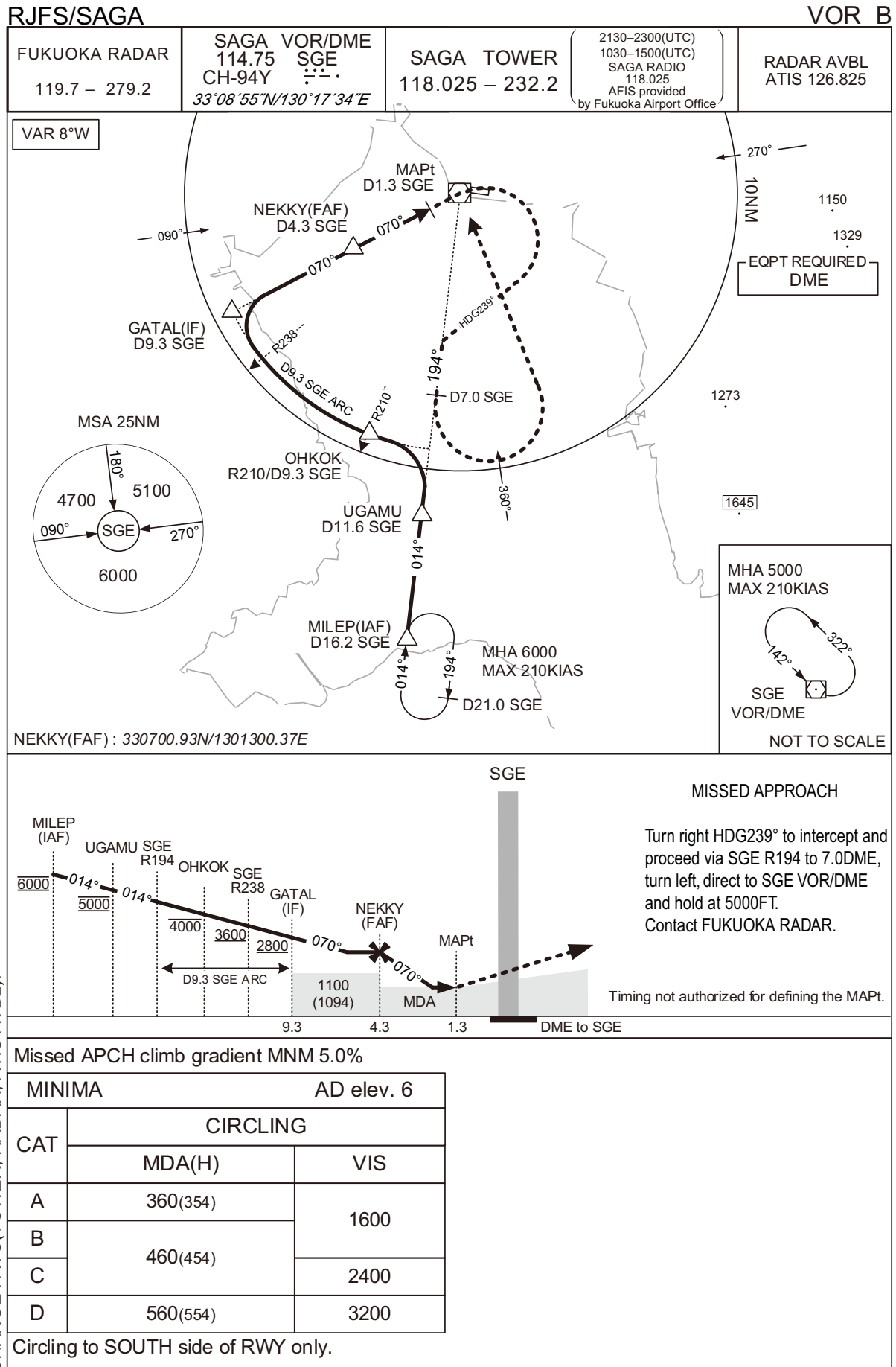
RJFS/SAGA

VOR A



CHANGE : ATC(TOWER, RADAR, ATIS AVBL).

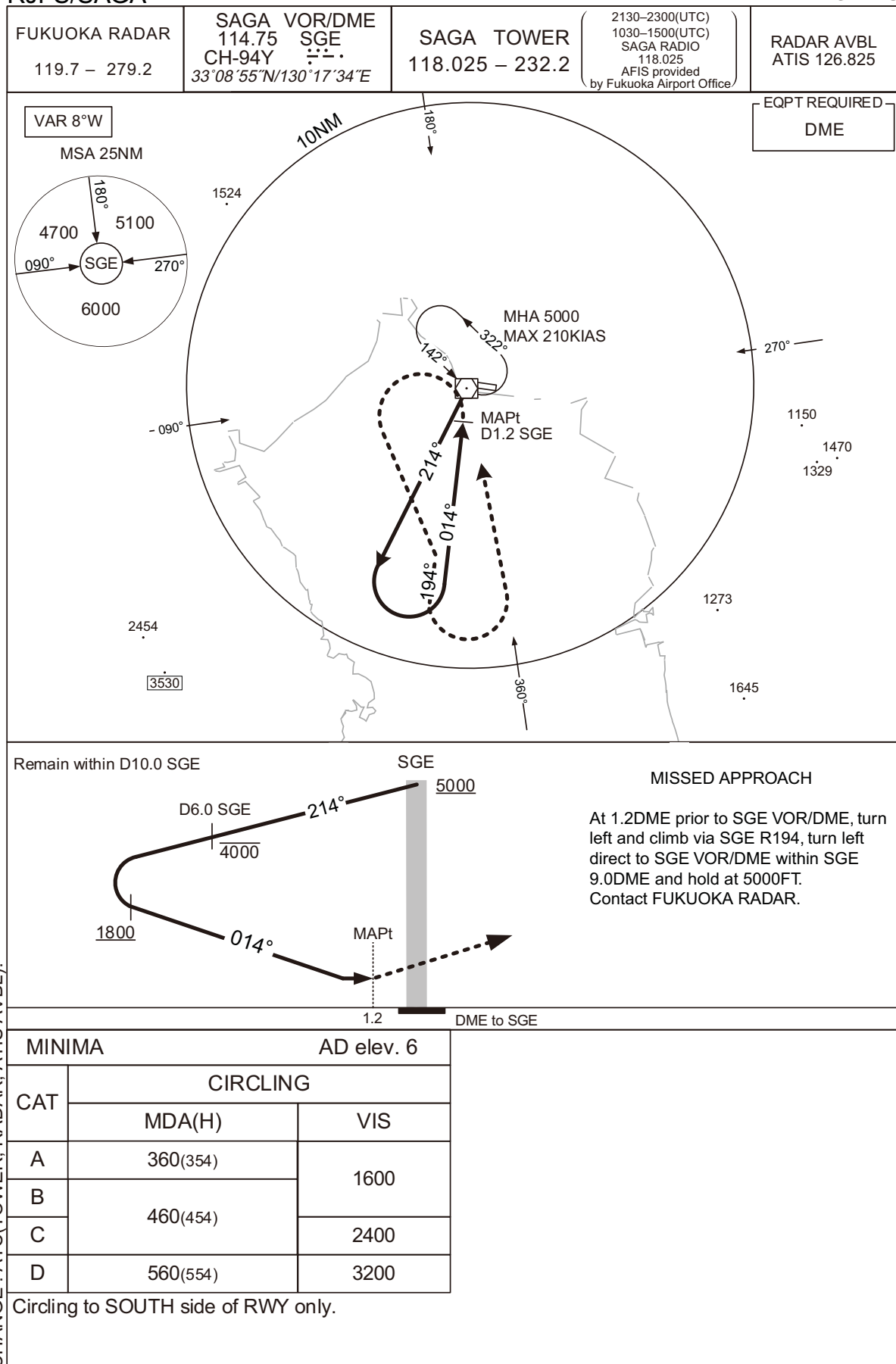
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJFS/SAGA

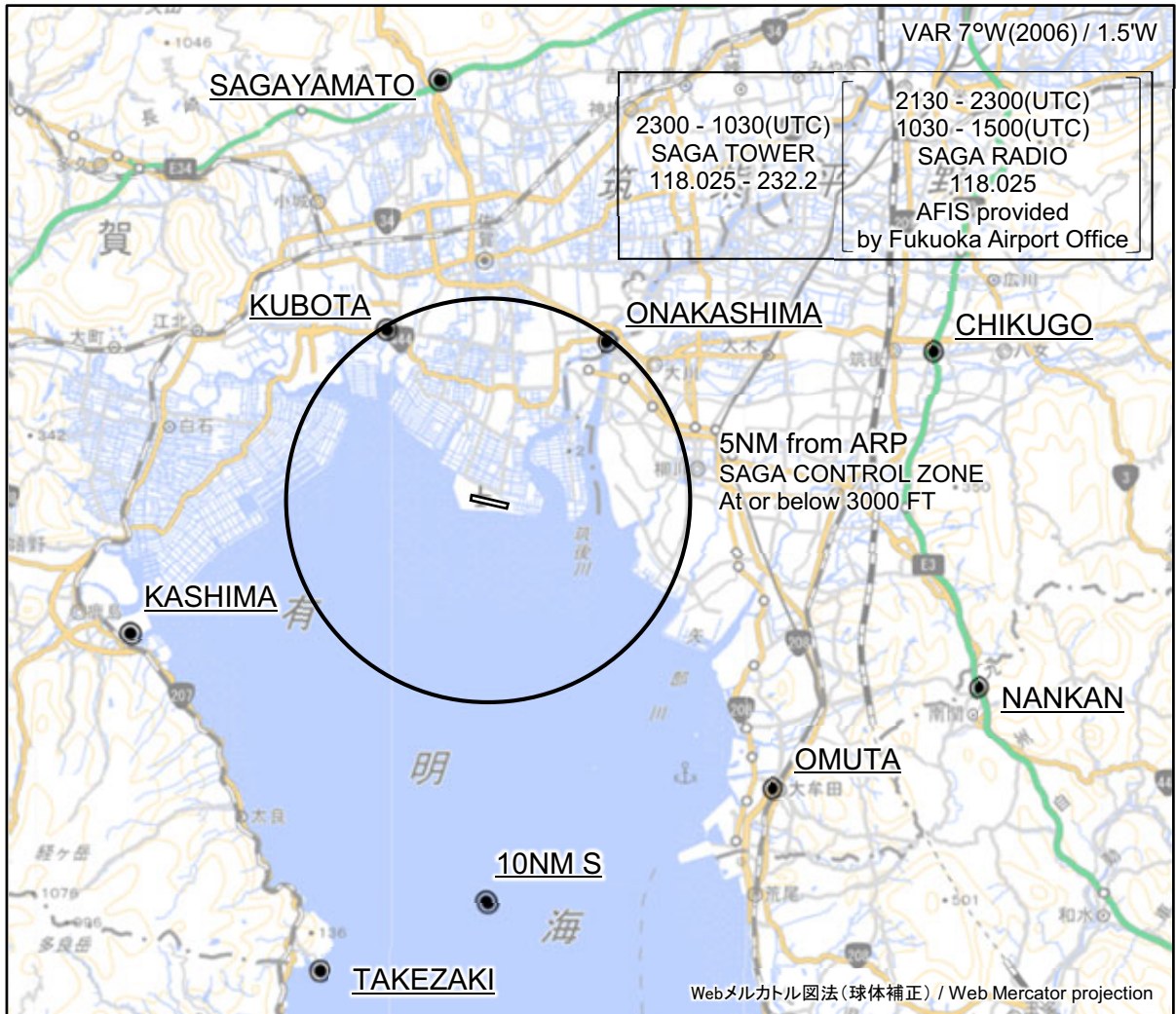
VOR C



CHANGE : ATC(TOWER, RADAR, ATIS AVBL).

RJFS / SAGA

Visual REP



CHANGE : ATC(TOWER, RADAR, ATIS AVBL). CONTROL ZONE established. INFORMATION ZONE abolished.

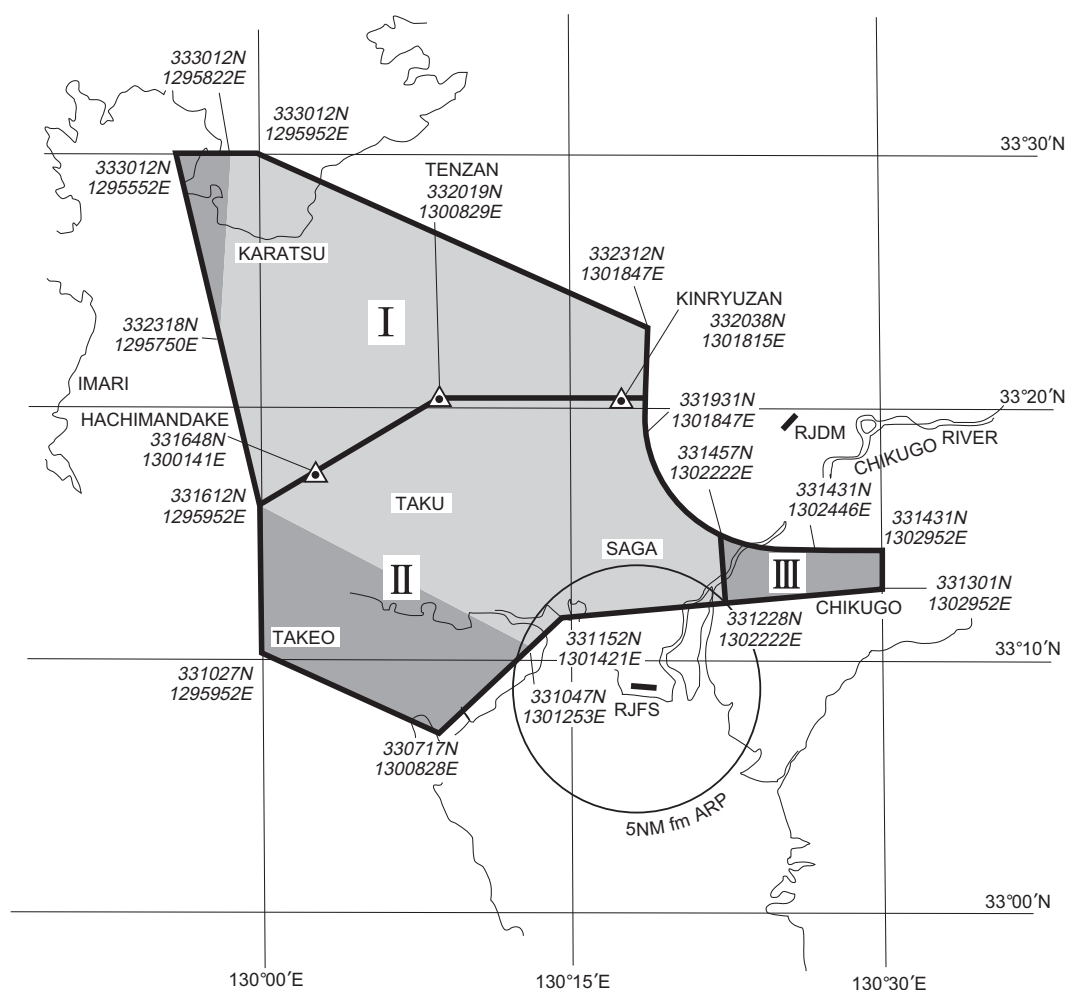
| Call sign | BRG / DIST from ARP | Remarks |
|--------------------|---------------------|-----------------------------|
| 佐賀大和 Sagayamato | 353°T / 10.4NM | 佐賀大和インターチェンジ Interchange |
| 久保田 Kubota | 329°T / 4.9NM | 久保田橋 Bridge |
| 大中島 Onakashima | 037°T / 4.9NM | 筑後川昇開橋 Bridge |
| 筑後 Chikugo | 072°T / 11.7NM | 八女インターチェンジ Interchange |
| 鹿島 Kashima | 249°T / 9.5NM | 新浜大橋 Bridge |
| 南関 Nankan | 111°T / 13.1NM | 南関インターチェンジ Interchange |
| 大牟田 Omuta | 135°T / 10.1NM | JR大牟田駅 Station |
| 10NM S | 180°T / 10.0NM | 海上 Over the sea |
| 竹崎 Takezaki | 200°T / 12.4NM | 竹崎港 Harbor |

RJFS / SAGA

BALLOON

熱気球の飛行が下図区域内で行われる。(期間：5月中旬から6月中旬まで及び10月中旬から2月下旬まで：RJFS ノータム参照)

Hot air balloon flight will be conducted within below area.
(Period: from mid MAY to mid JUN and from mid OCT to late FEB: see NOTAM RJFS)



飛行高度 3000ft 以下
FLT ALT At or below 3000ft

飛行高度 4000ft 以下
FLT ALT At or below 4000ft

I Balloon FLT area Nr1 II Balloon FLT area Nr2* III Balloon FLT area Nr3*

- * 佐賀空港を発着する航空機に対し、熱気球に係る情報(飛行空域2及び3内で飛行する気球の概数等)の提供が佐賀タワー又は佐賀ラジオにより行われる。
* The information of hot air balloon(aprx number of balloon etc.in flight area number 2 and 3) will be provided for departing/arriving acft from/to SAGA airport by SAGA TOWER / SAGA RADIO.

Example of phraseology: "Two flying balloons reported in balloon flight area number two."

CHANGE : ATC(SAGA TOWER established).

RJFS / SAGA

Minimum Vectoring Altitude CHART

