

RJFU / NAGASAKI

## AD CHART

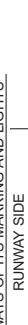
CHANGE : TWY CL LGT for P2 installed

**NAGASAKI AIRPORT** ELEV 8ft

**RWY-HOLDING POSITION MARKINGS**  
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.

## COMMON WAYS OF ITS MARKING AND LIGHTS

**RWY HOLDING POSITION MARKINGS**  
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.

COMMON WAYS OF ITS MARKING AND LIGHTS	
GS	
RUNWAY GUARD LIGHTS (FLASHING YELLOW)	

## MARKING AIDS

TAXIWAY

1

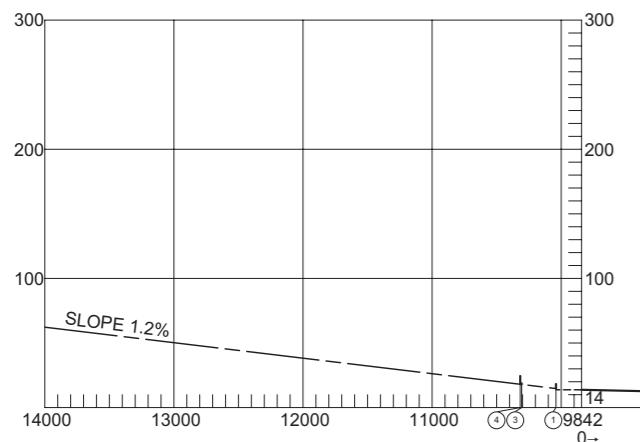
A vertical cross-section diagram of a railway line. The main line is double-tracked, indicated by two parallel lines. A single-track siding branches off from the main line on the left. On the right side, there is a signal tower with two vertical signal arms. The number '32' is written vertically on the left side of the main line, and the number '14' is written vertically on the right side of the main line.

☆ ————— ↓

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DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

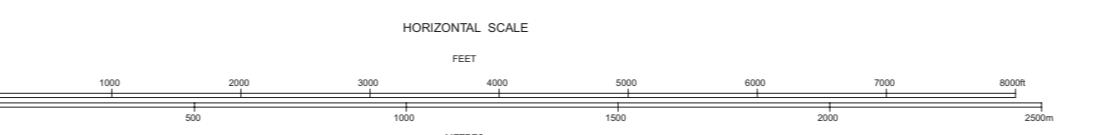
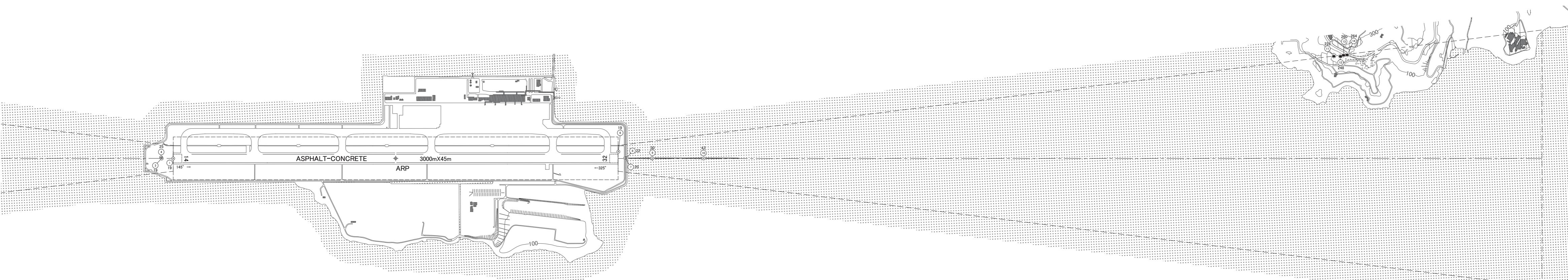
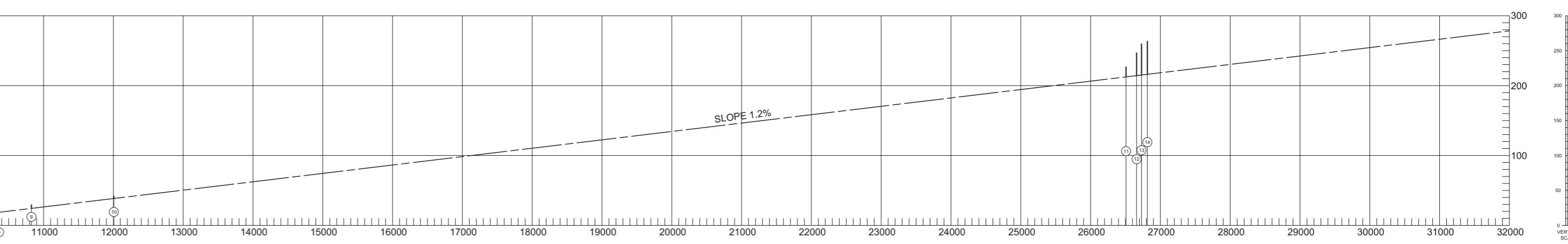
MAGNETIC VARIATION 7° W-APR 2017



NAGASAKI AIRPORT  
RWY : 14/32

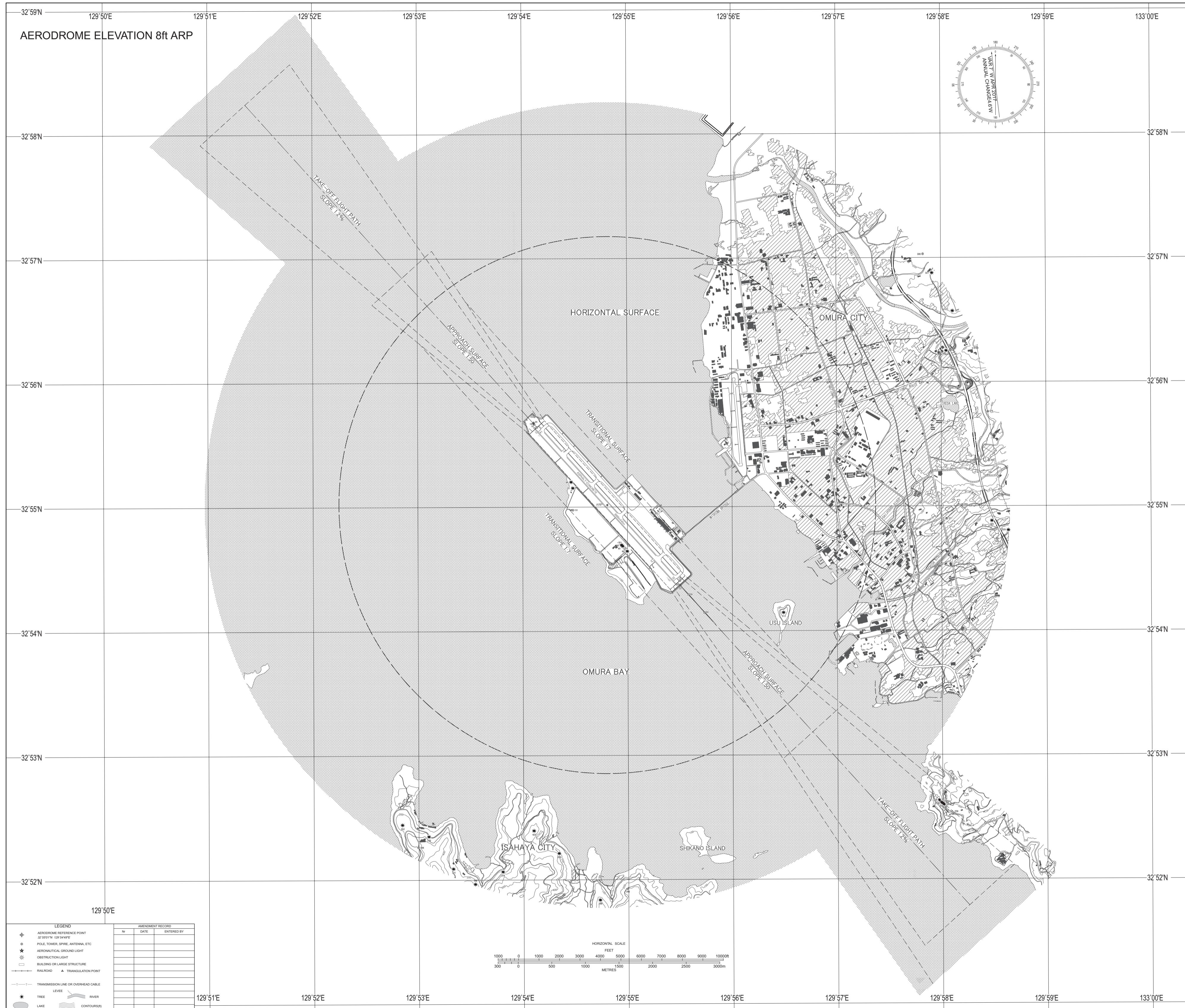
DECLARED DISTANCES	RWY 14	RWY 32
3000m TAKE OFF RUN AVAILABLE	3000m	3000m
3000m TAKE OFF DISTANCE AVAILABLE	3000m	3000m
3000m ACCELERATE STOP DISTANCE AVAILABLE	3000m	3000m
3000m LANDING DISTANCE AVAILABLE	3000m	3000m

AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)



## 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,...

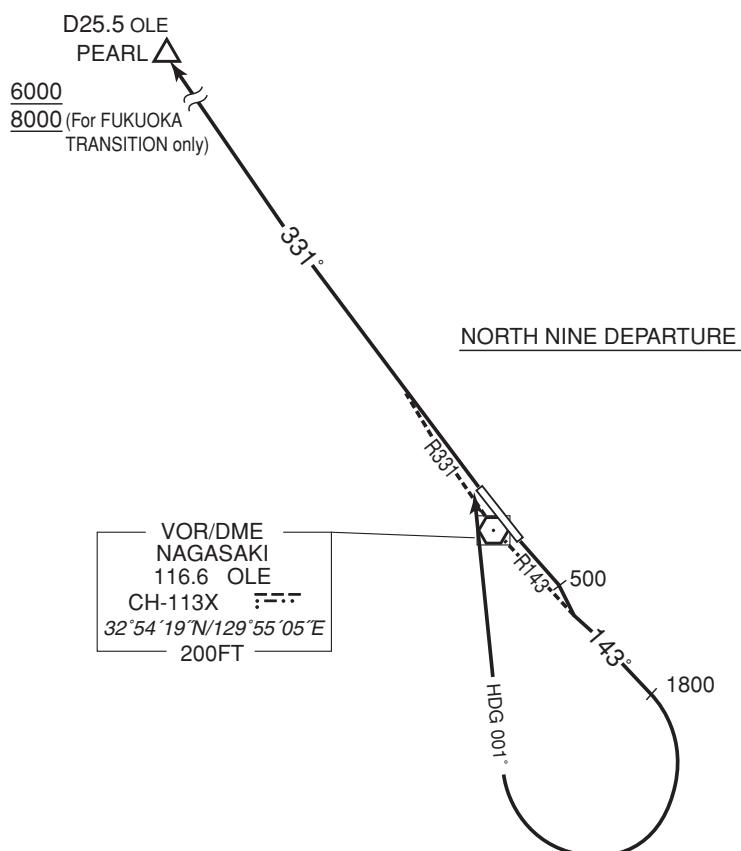
RWY 32: Climb via OLE R331 to PEARL,...

... 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

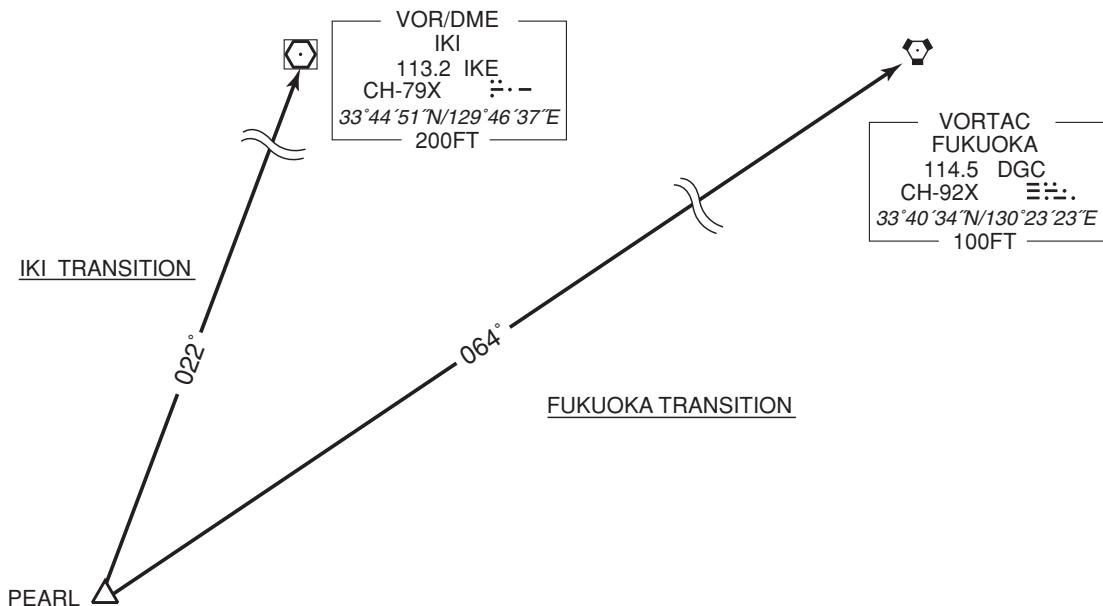
FUKUOKA TRANSITION

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...

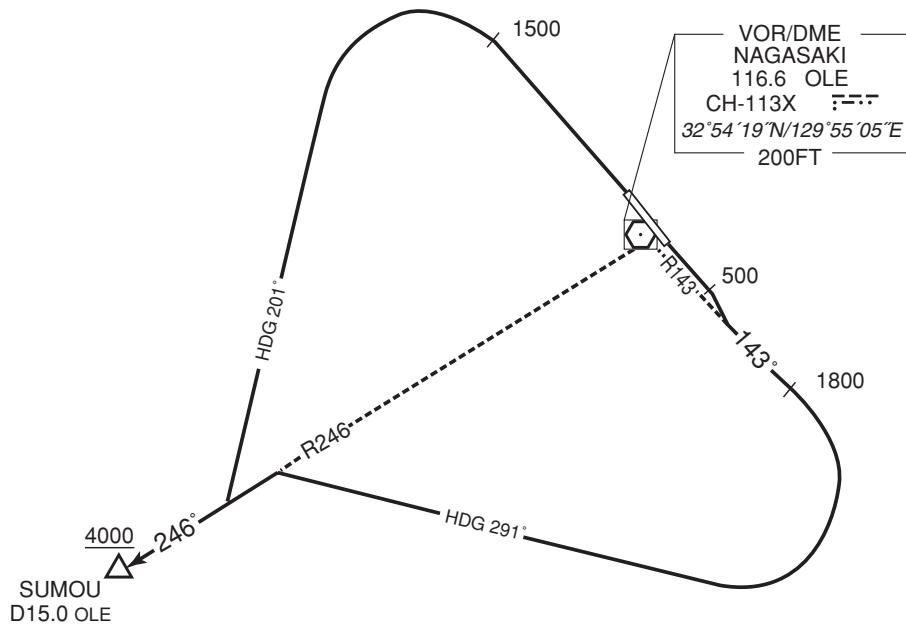
... to SUMOU.

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

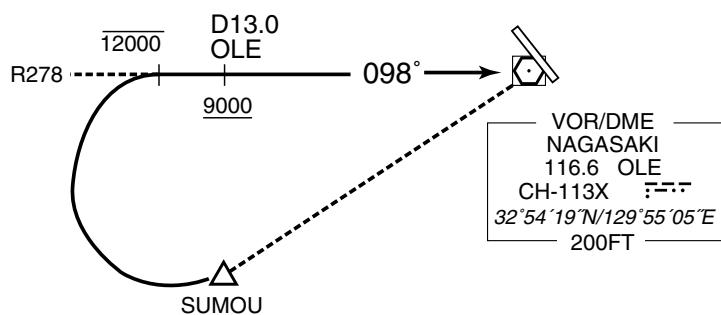
RJFU / NAGASAKI

TRANSITION

OMURA TRANSITION

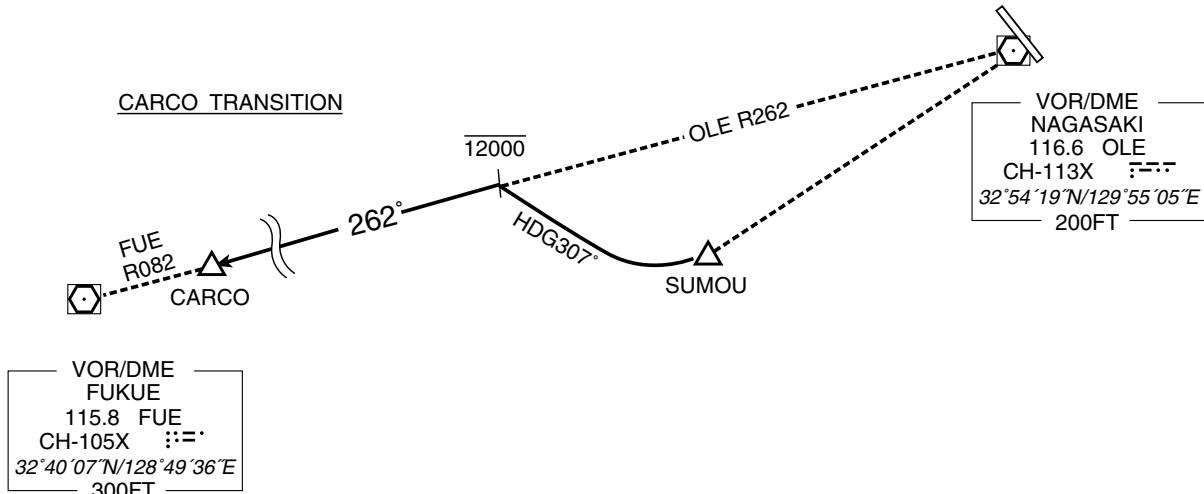
From over SUMOU, turn right to intercept and proceed via OLE R278 to OLE VOR/DME.

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

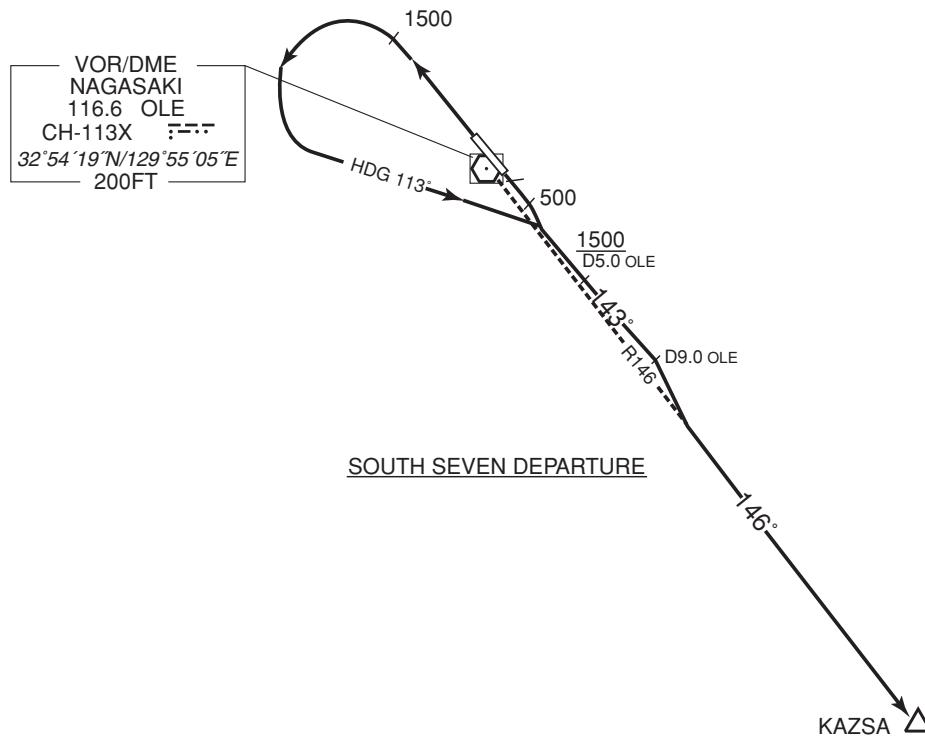
SID

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

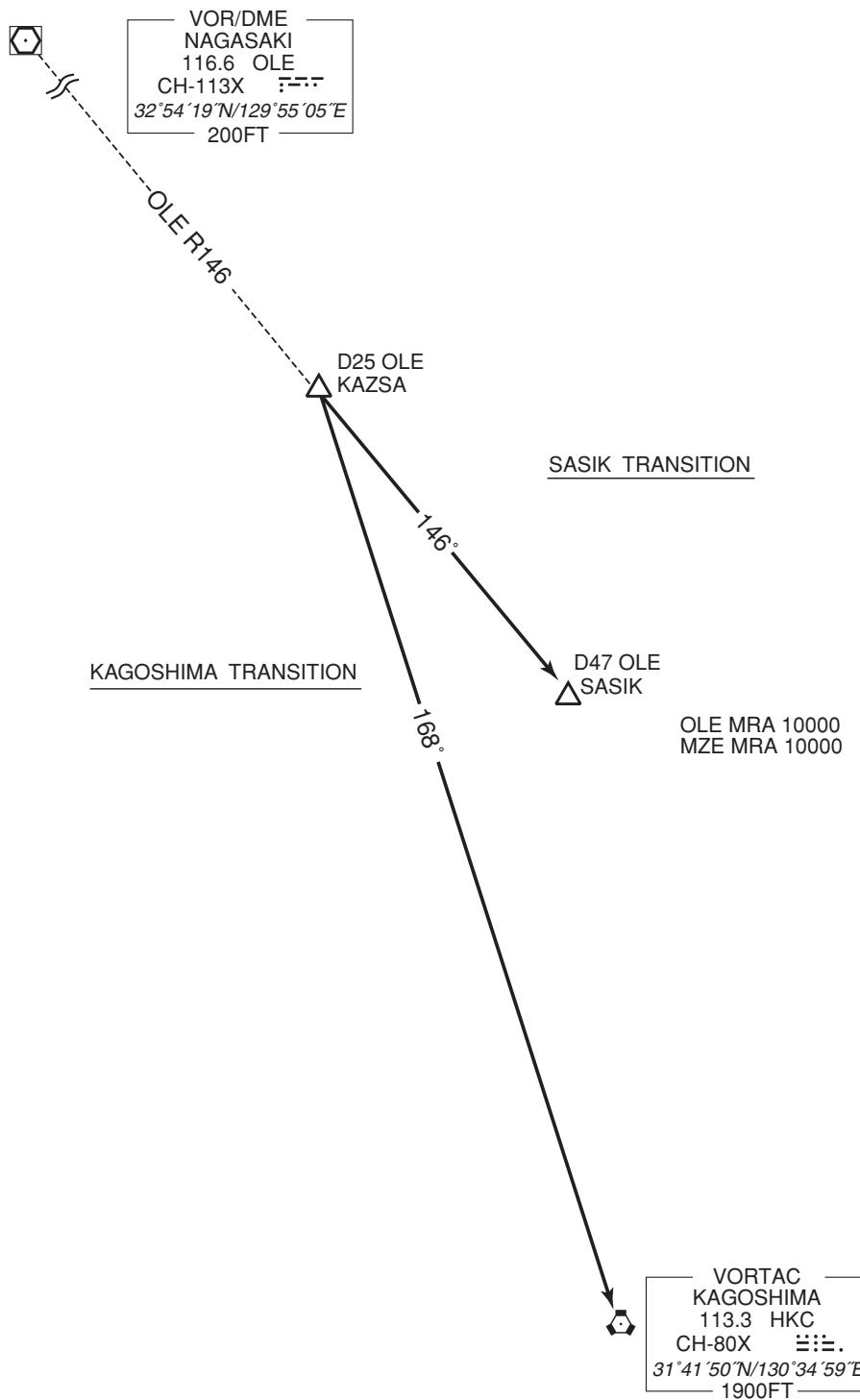
TRANSITION

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

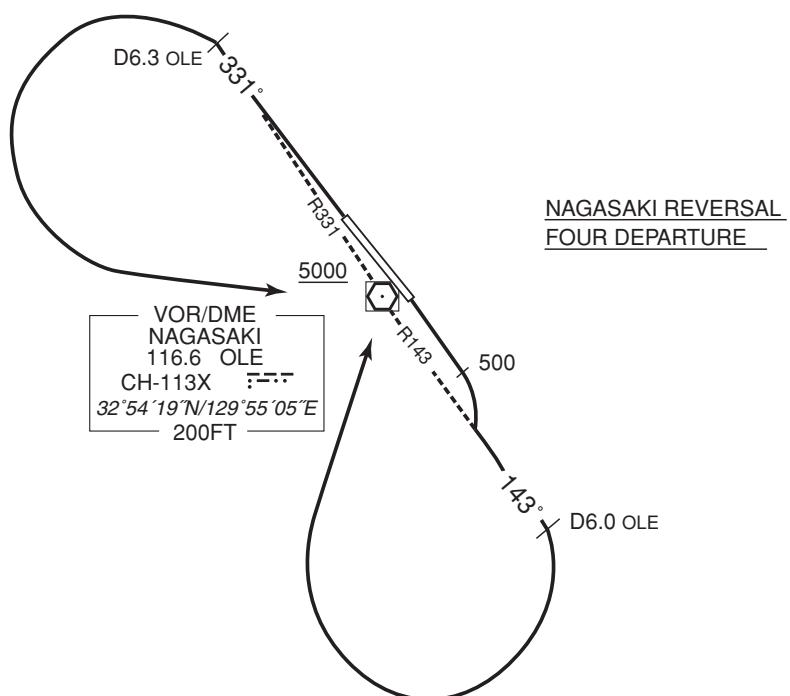
SID

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 FOUR 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.

2 ) RADAR service required.

Critical DME

RWY14  
SGE: 13.0NM to FU401 - FU401

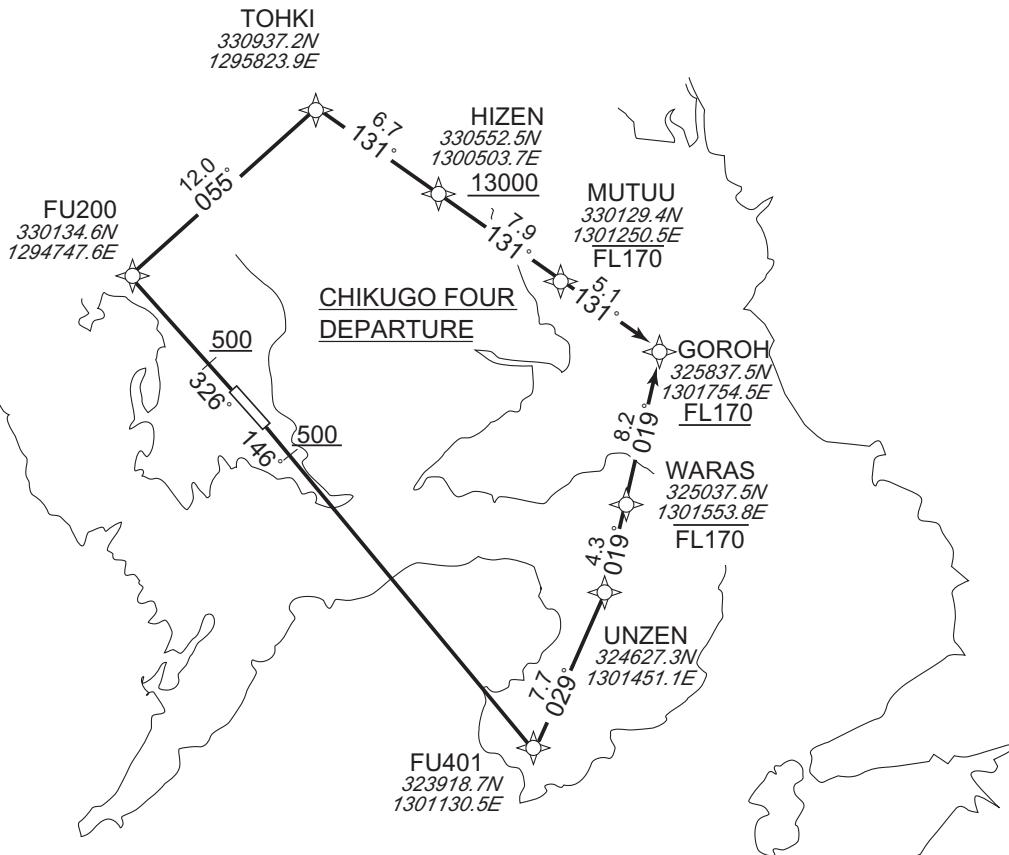
DME GAP

RWY14  
RWY14 DER - 13.0NM to FU401  
RWY32  
RWY32 DER - 4.0NM to FU200

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAV/ADS for RNAV1

VAR 7° W(2020)

CHIKUGO FOUR DEPARTURE

RWY14 : Climb on HDG146° at or above 500FT, direct to FU401, to UNZEN, to WARAS at or below FL170, to GOROH at or above FL170.

RWY32 : Climb on HDG326° at or above 500FT, direct to FU200, to TOHKI, to HIZEN at or above 13000FT, to MUTUU at or below FL170, to GOROH at or above FL170.

NOTE RWY14 : 5.0% climb gradient required up to 4700FT.

OBST ALT 4954FT located at 20.8NM 122° FM end of RWY14.

RWY32 : 5.0% climb gradient required up to 500FT.

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

CHANGE : PROC.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

CHIKUGO FOUR 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	—	—	146 (138.1)	-7.5	—	—	+500	—	—	RNAV1
002	DF	FU401	—	—	-7.5	—	—	—	—	—	RNAV1
003	TF	UNZEN	—	029 (021.5)	-7.5	7.7	—	—	—	—	RNAV1
004	TF	WARAS	—	019 (011.9)	-7.5	4.3	—	-FL170	—	—	RNAV1
005	TF	GOROH	—	019 (011.9)	-7.5	8.2	—	+FL170	—	—	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	—	—	326 (318.1)	-7.5	—	—	+500	—	—	RNAV1
002	DF	FU200	—	—	-7.5	—	—	—	—	—	RNAV1
003	TF	TOHKI	—	055 (047.8)	-7.5	12.0	—	—	—	—	RNAV1
004	TF	HIZEN	—	131 (123.8)	-7.5	6.7	—	+13000	—	—	RNAV1
005	TF	MUTUU	—	131 (123.9)	-7.5	7.9	—	-FL170	—	—	RNAV1
006	TF	GOROH	—	131 (124.0)	-7.5	5.1	—	+FL170	—	—	RNAV1

CHANGE : PROC.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

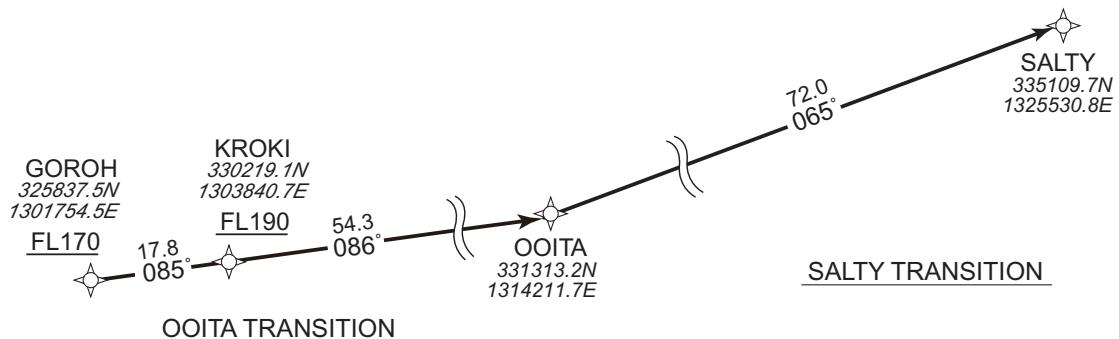
RNAV TRANSITION

## 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(2020)



## SALTY TRANSITION

From GOROH at or above FL170, to KROKI at or above FL190, 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	GOROH	—	—	-7.5	—	—	+FL170	—	—	RNAV1
002	TF	KROKI	—	085 (077.9)	-7.5	17.8	—	+FL190	—	—	RNAV1
003	TF	OOITA	—	086 (078.1)	-7.5	54.3	—	—	—	—	RNAV1
004	TF	SALTY	—	065 (057.8)	-7.5	72.0	—	—	—	—	RNAV1

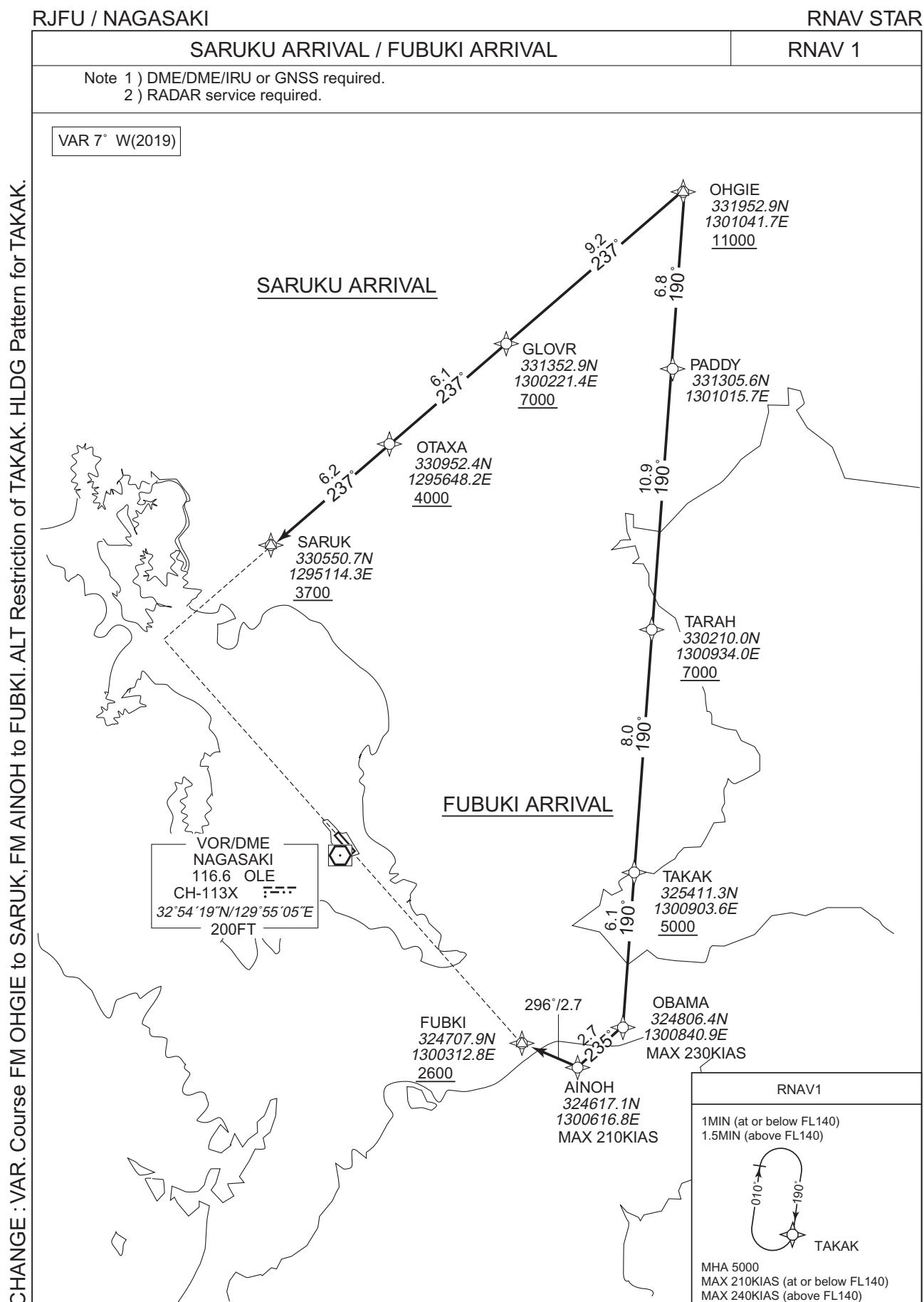
## OOITA TRANSITION

From GOROH at or above FL170, to KROKI at or above FL190, 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	GOROH	—	—	-7.5	—	—	+FL170	—	—	RNAV1
002	TF	KROKI	—	085 (077.9)	-7.5	17.8	—	+FL190	—	—	RNAV1
003	TF	OOITA	—	086 (078.1)	-7.5	54.3	—	—	—	—	RNAV1

CHANGE : PROC.

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

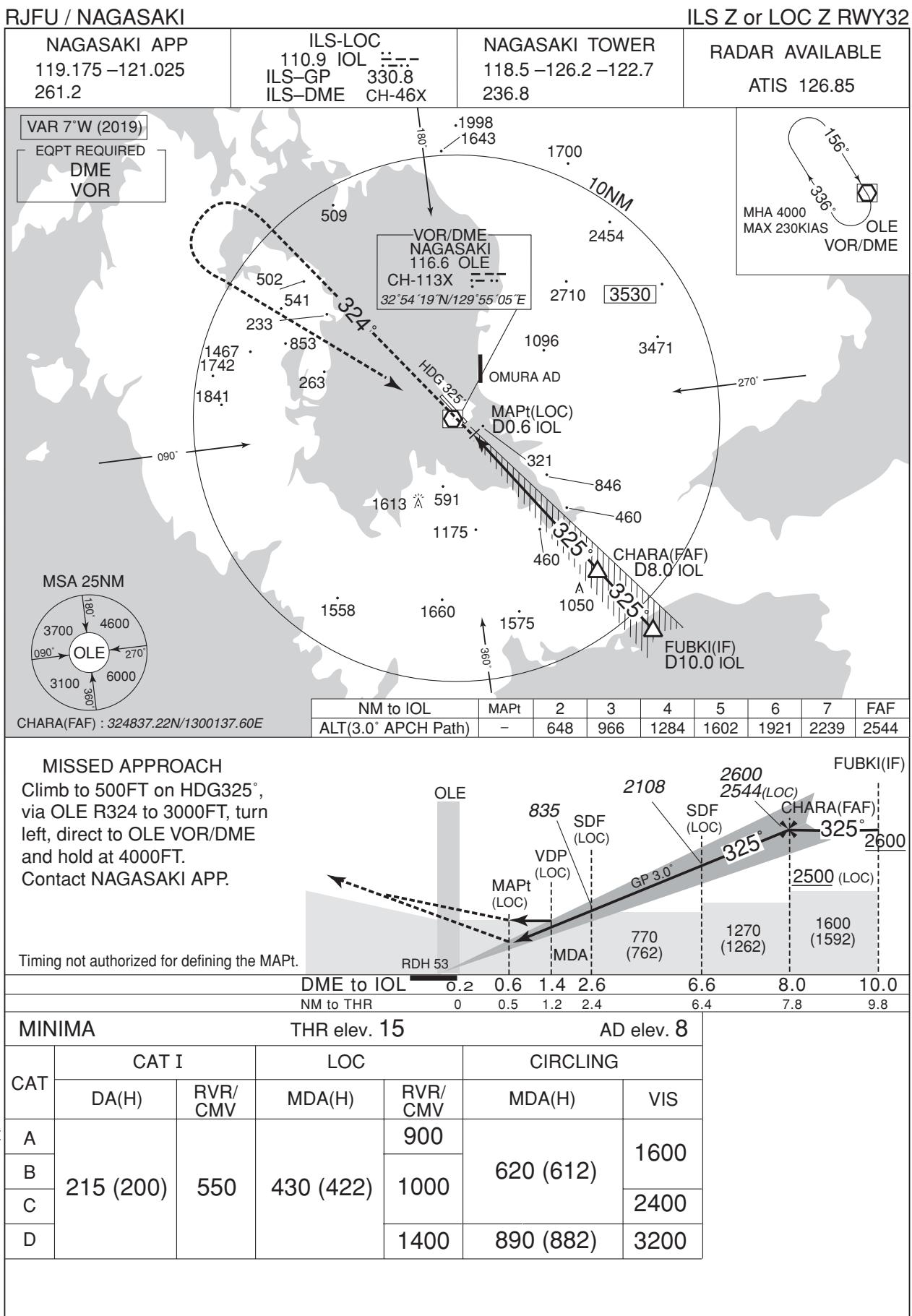
From OHGIE at or above 11000FT, to PADDY, to TARAH at or above 7000FT, to TAKAK at or above 5000FT, to OBAMA, to AINOH, to FUBKI at or above 2600FT.

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

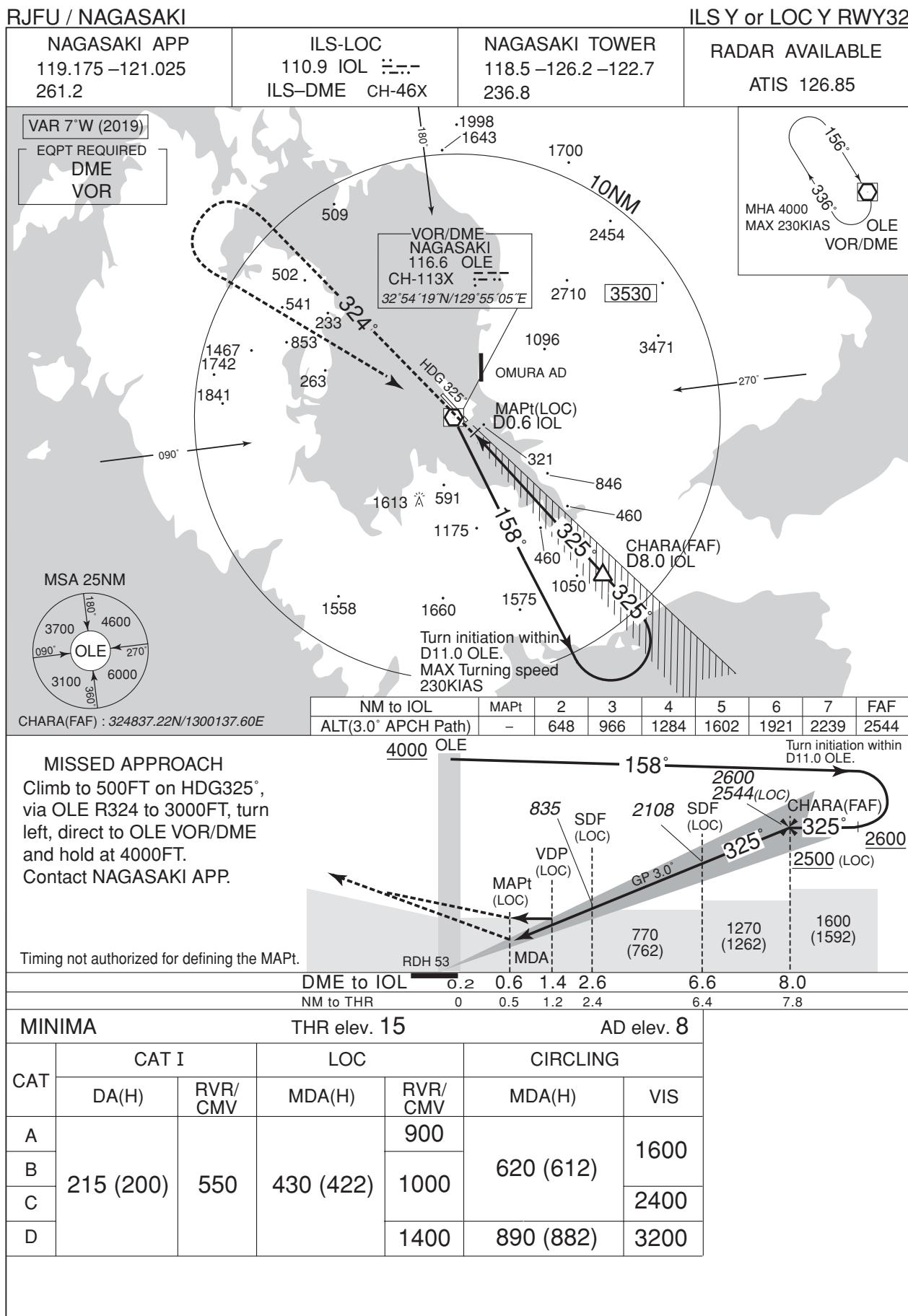
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	OHGIE	—	—	-7.4	—	—	+11000	—	—	RNAV1
002	TF	PADDY	—	190 (183.1)	-7.4	6.8	—	—	—	—	RNAV1
003	TF	TARAH	—	190 (183.1)	-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

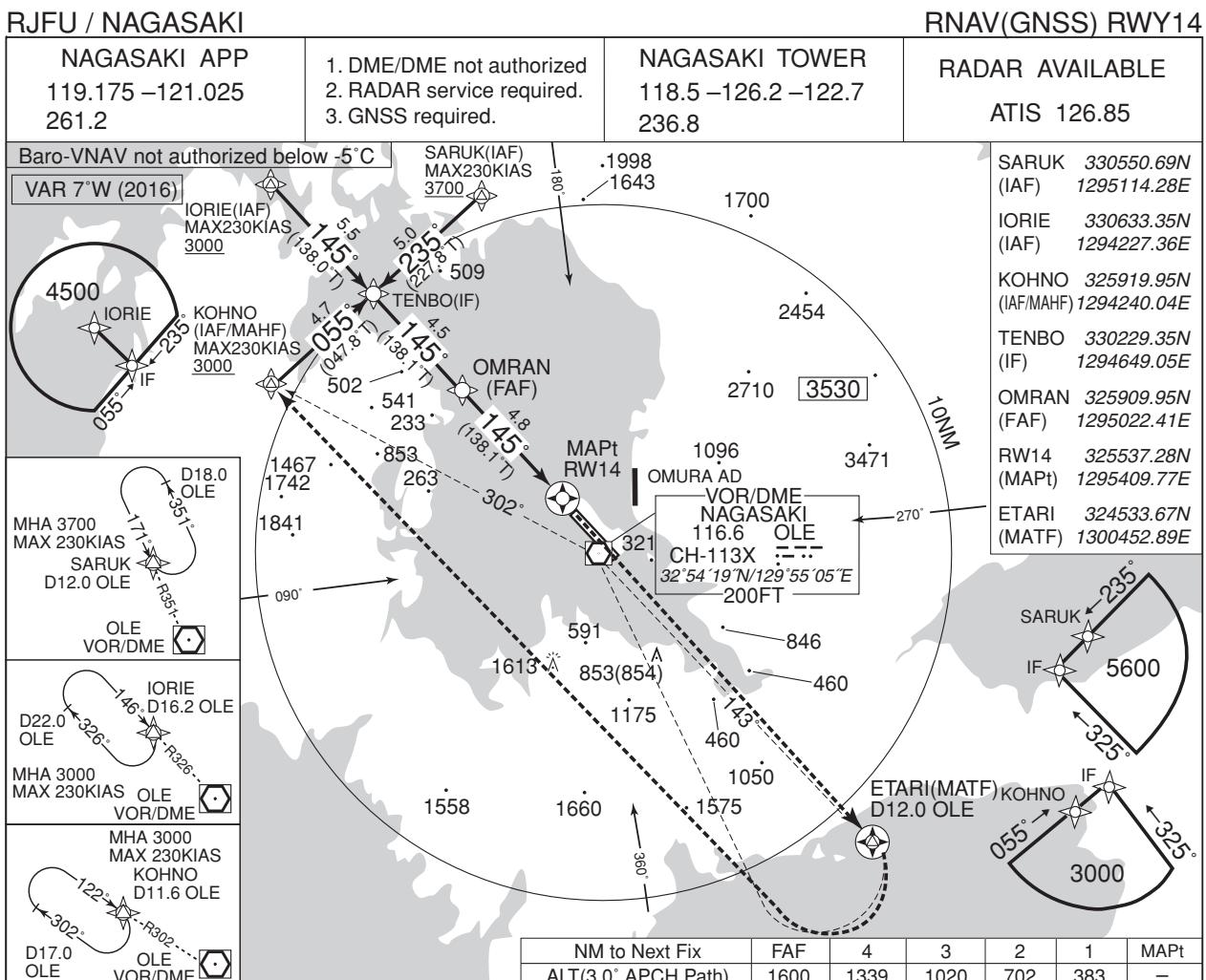
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART



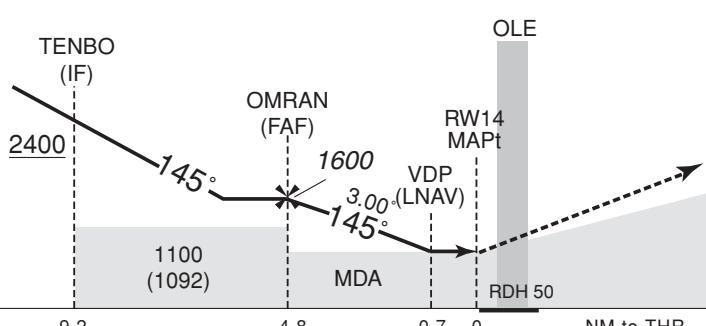
## INSTRUMENT APPROACH CHART



## 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/DME, 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

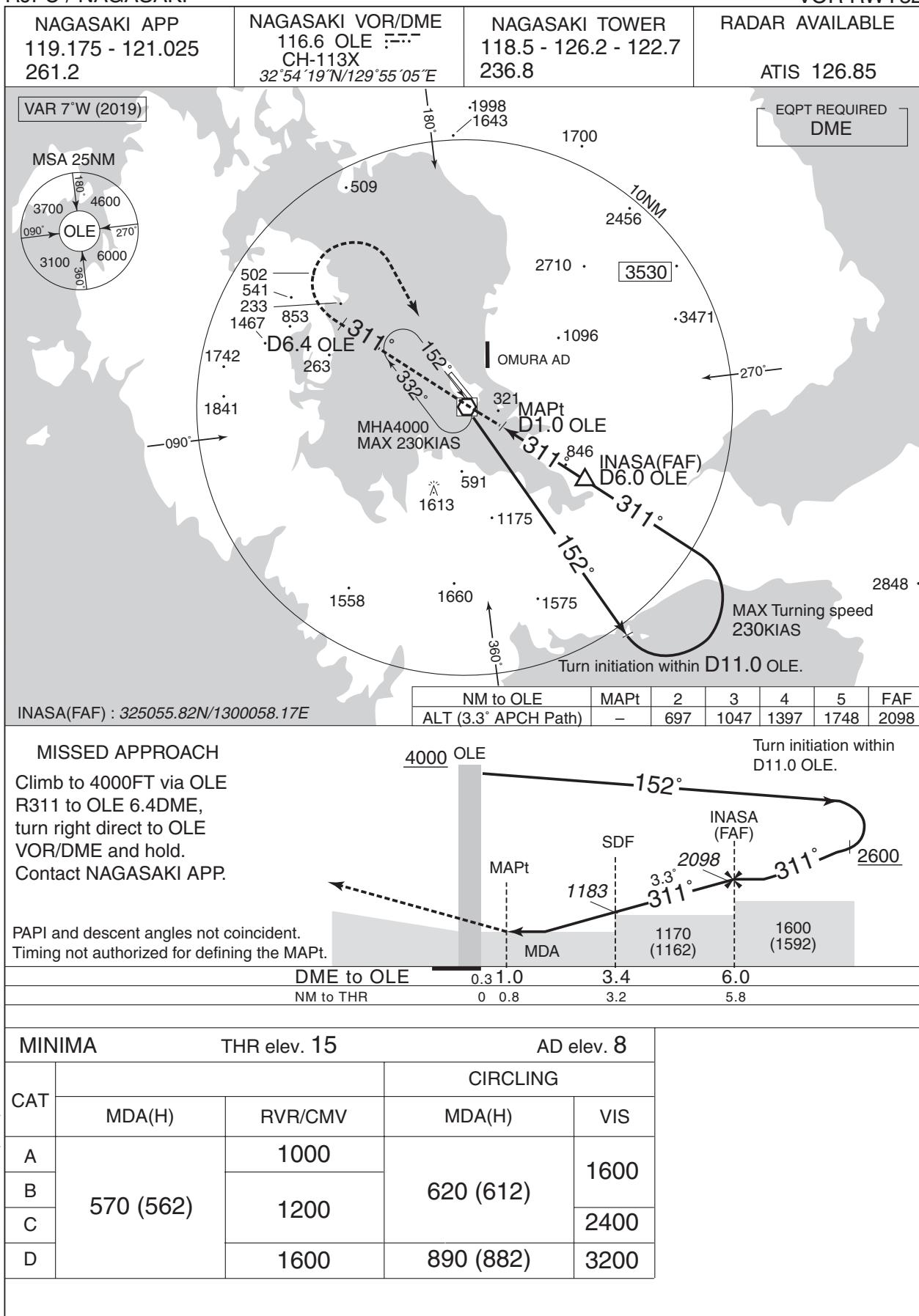
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	1000		1000		1600	
B	1100		1100		620 (612)	
C	1200		1200		2400	
D	1400		1400	890(882)	3200	

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

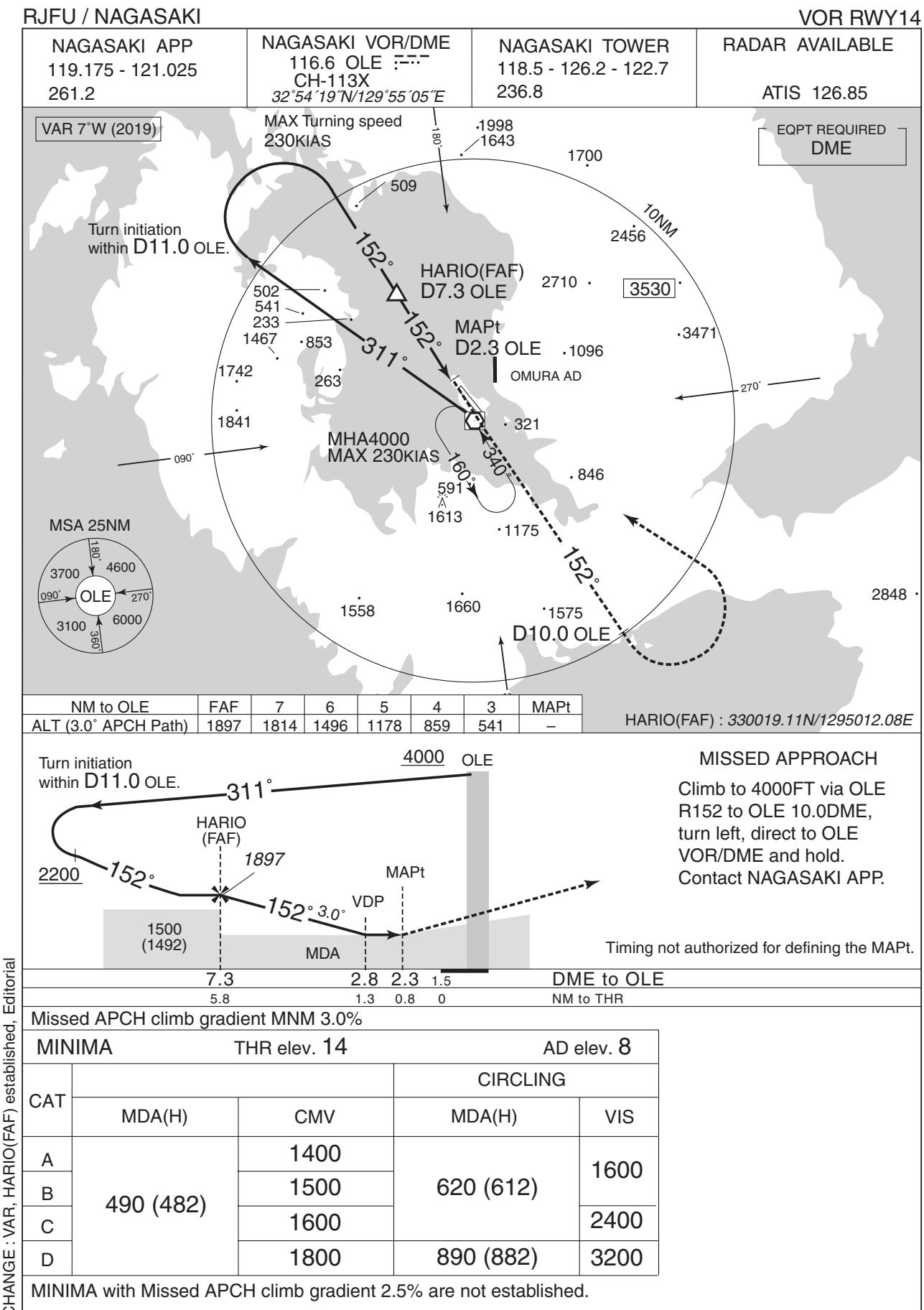
## INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

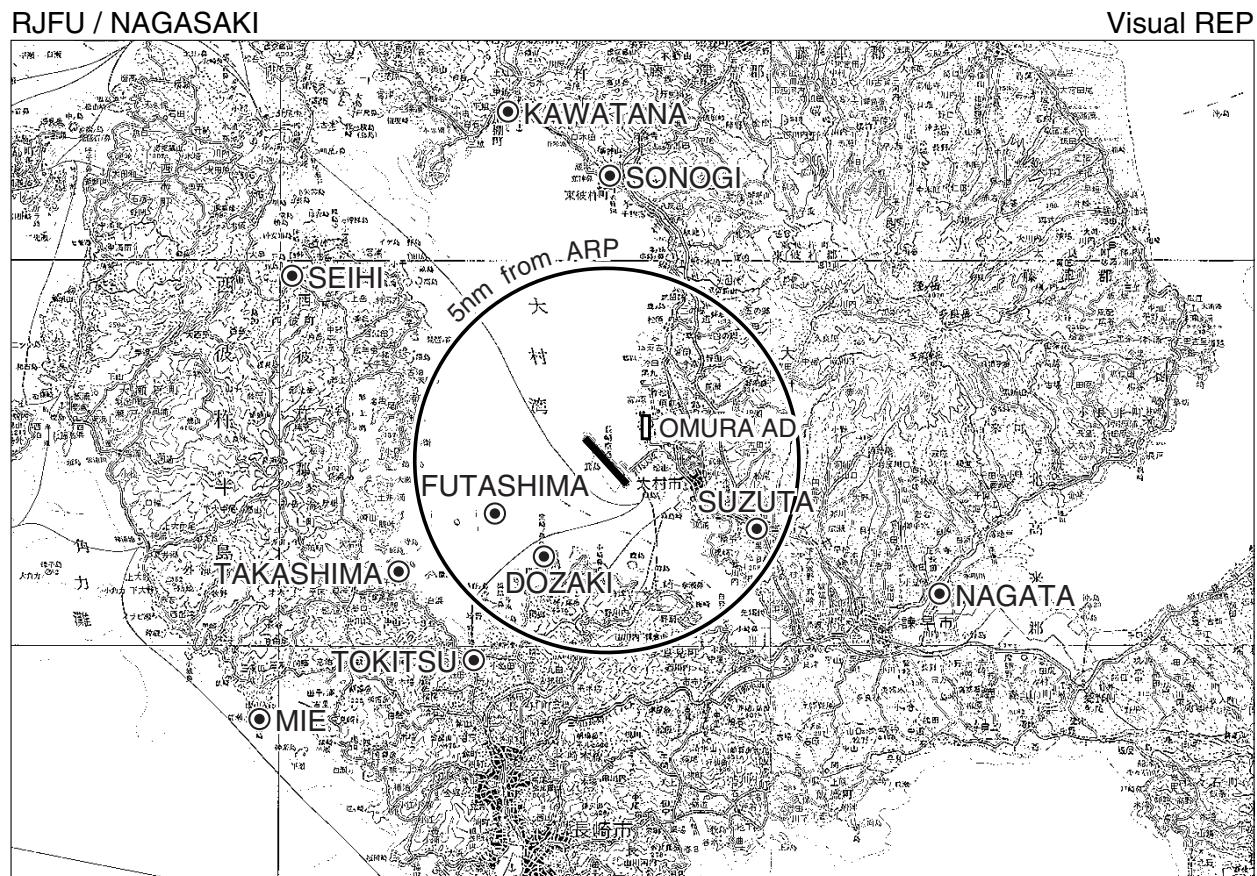
VOR RWY32



## INSTRUMENT APPROACH CHART



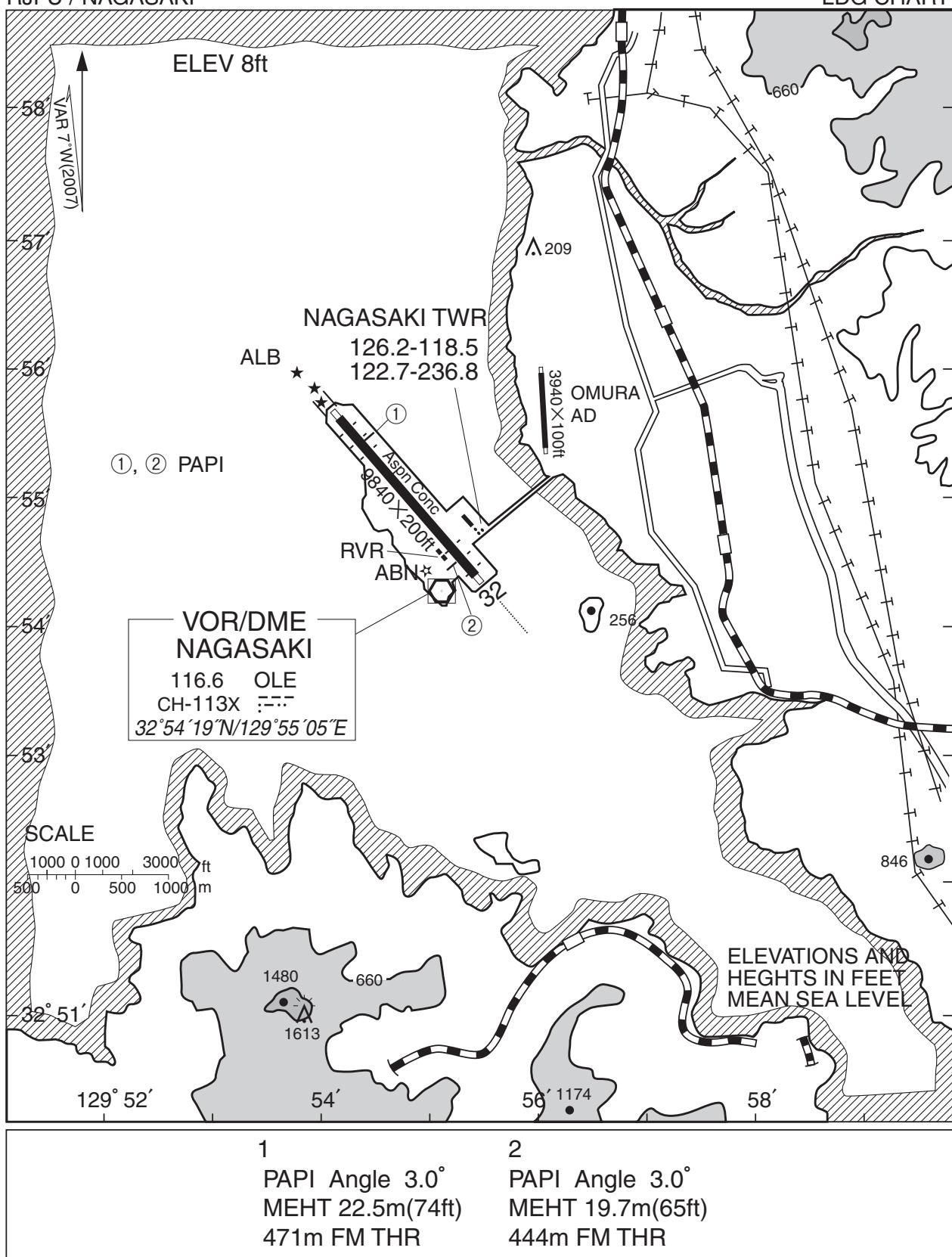
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Call sign	BRG / DIST from ARP	Remarks
彼杵 Sonogi	005°/ 7.5NM	JR駅 JR Station
長田 Nagata	118°/ 9.4NM	不知火橋 Bridge
鈴田 Suzuta	120°/ 4.3NM	九州自動車道と国道34号線の交点 Intersection
時津 Tokitsu	219°/ 6.0NM	時津港 Harbor
堂崎 Dozaki	227°/ 2.7NM	堂崎鼻 A point of land
三重 Mie	240°/11.0NM	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

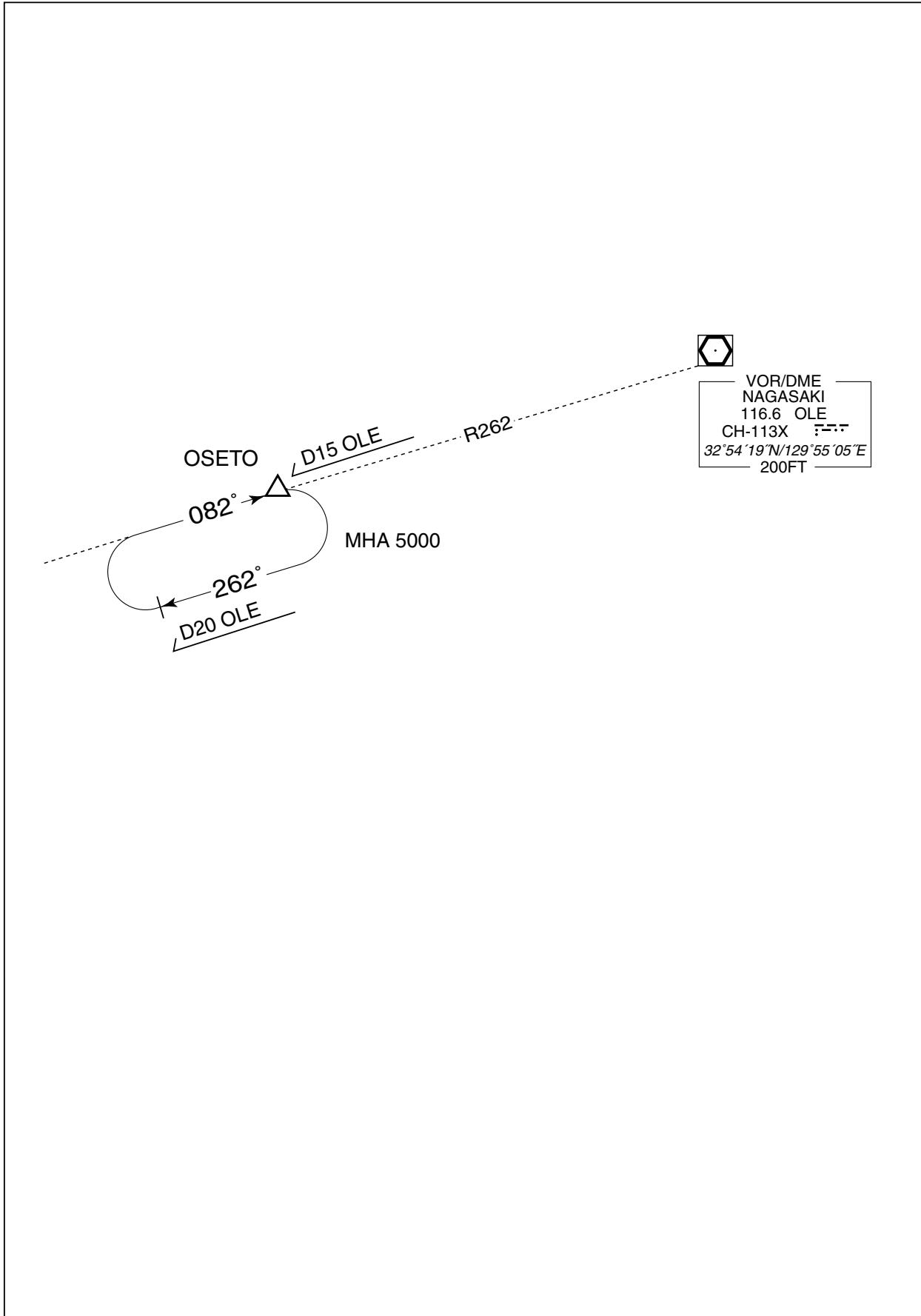
RJFU / NAGASAKI

LDG CHART



RJFU / NAGASAKI

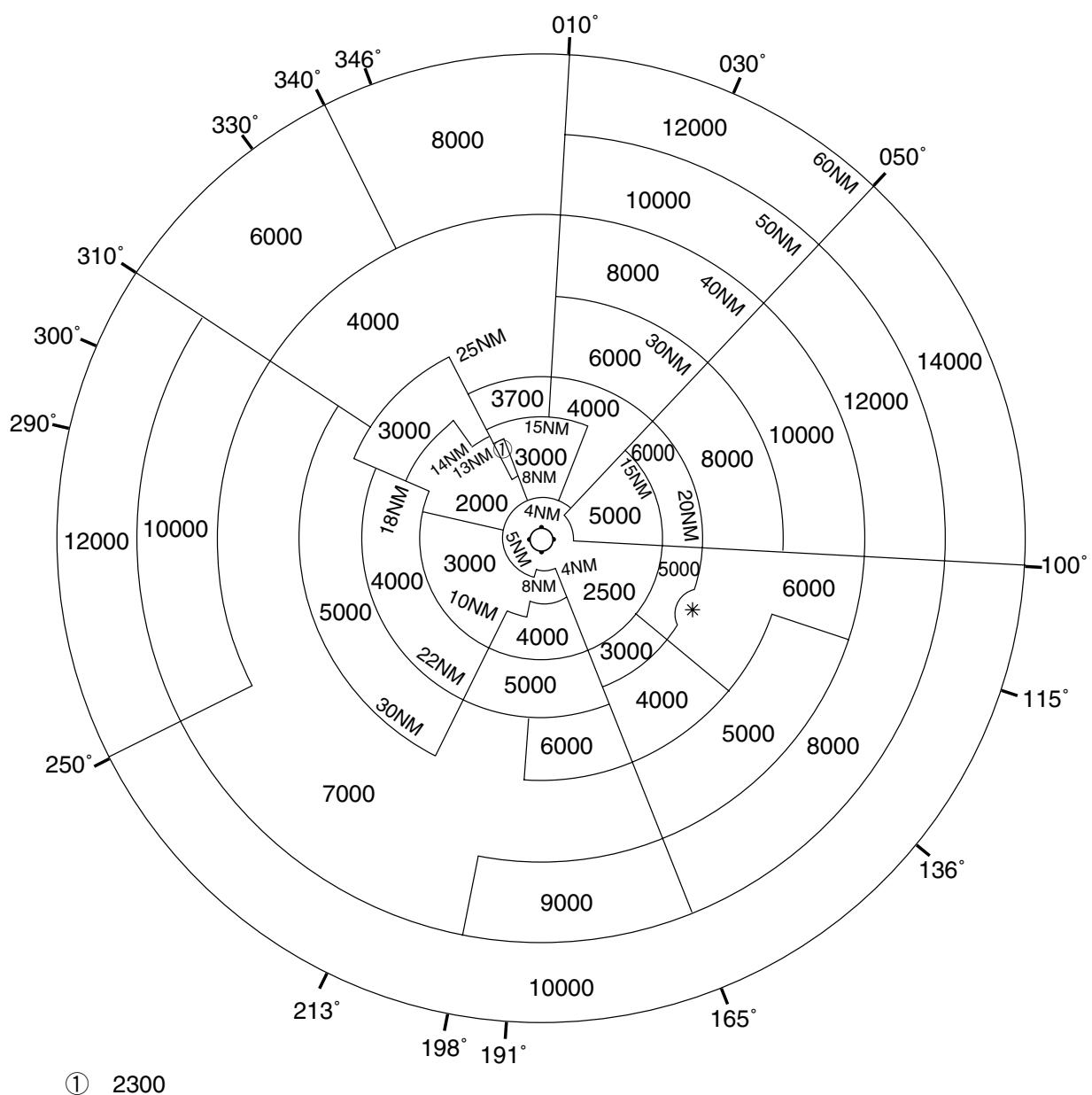
HOLDING PATTERN



RJFU / NAGASAKI

Minimum Vectoring Altitude CHART

VAR 7°W (2011)



CENTER : 325458N/1295428E (RADAR SITE)

\* : 324540N/1301756E RADIUS : 3NM