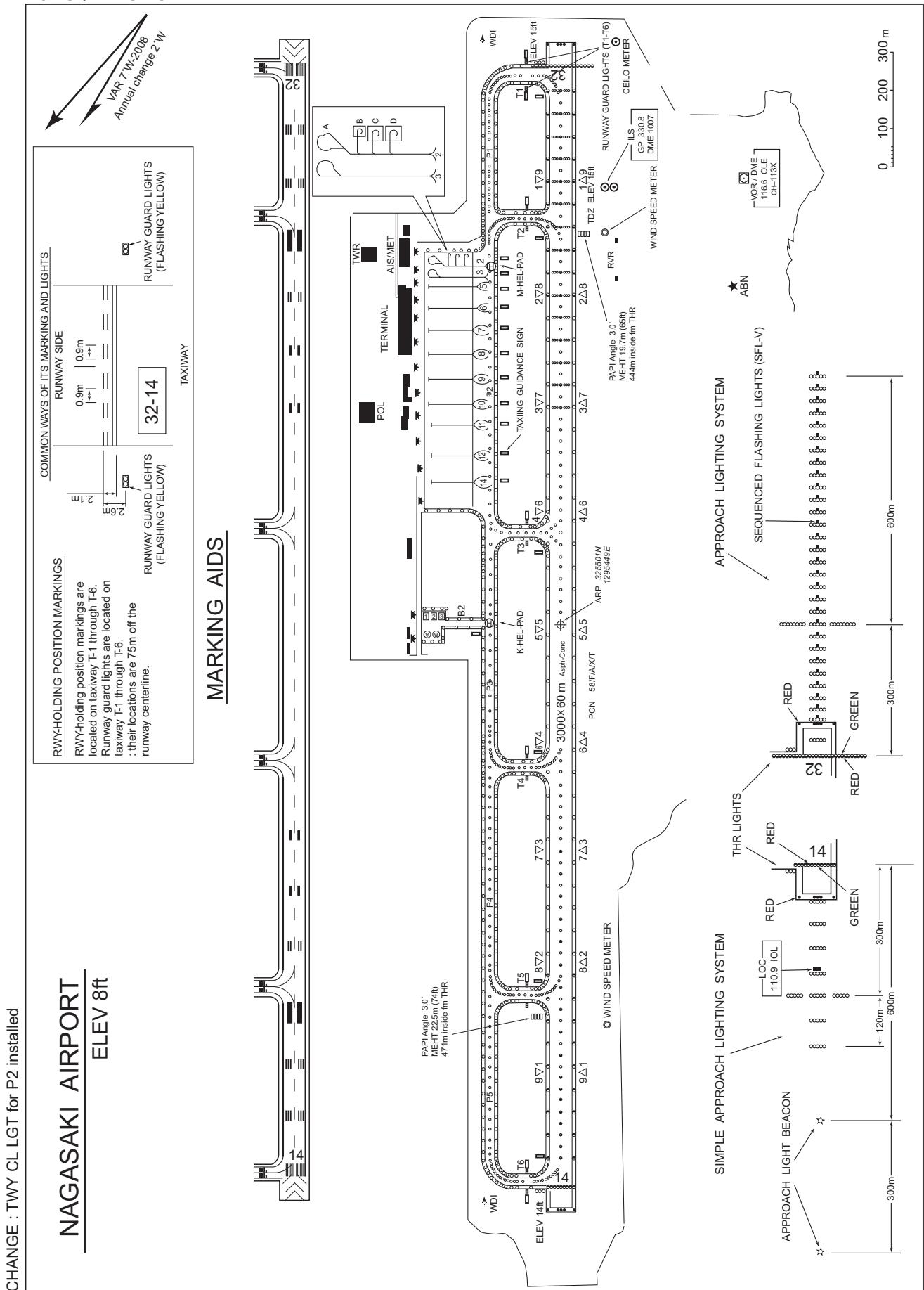


RJFU / NAGASAKI

AD CHART



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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,...

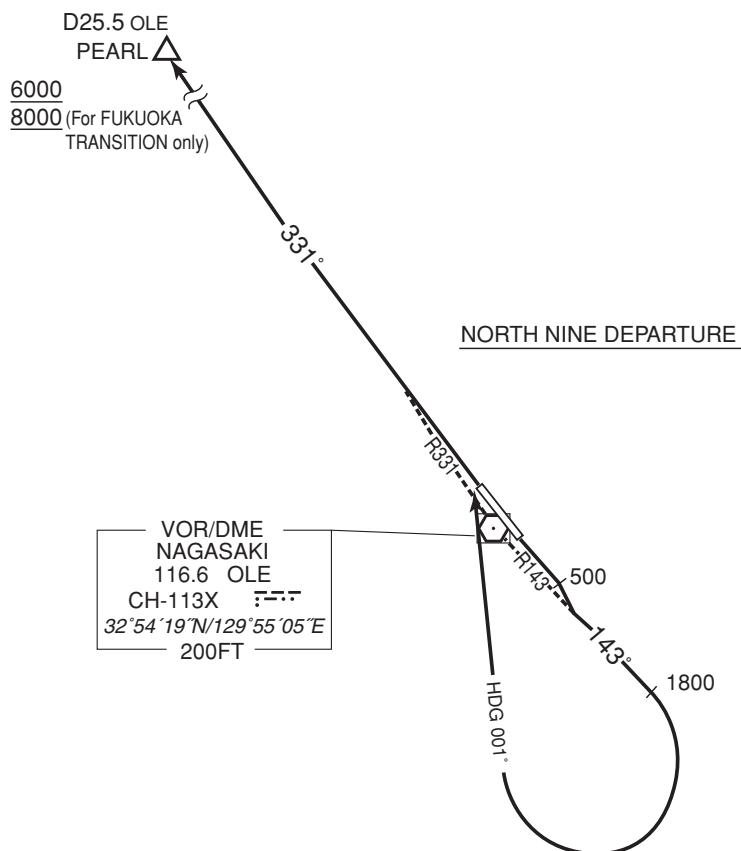
RWY 32: Climb via OLE R331 to PEARL,...

... 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.

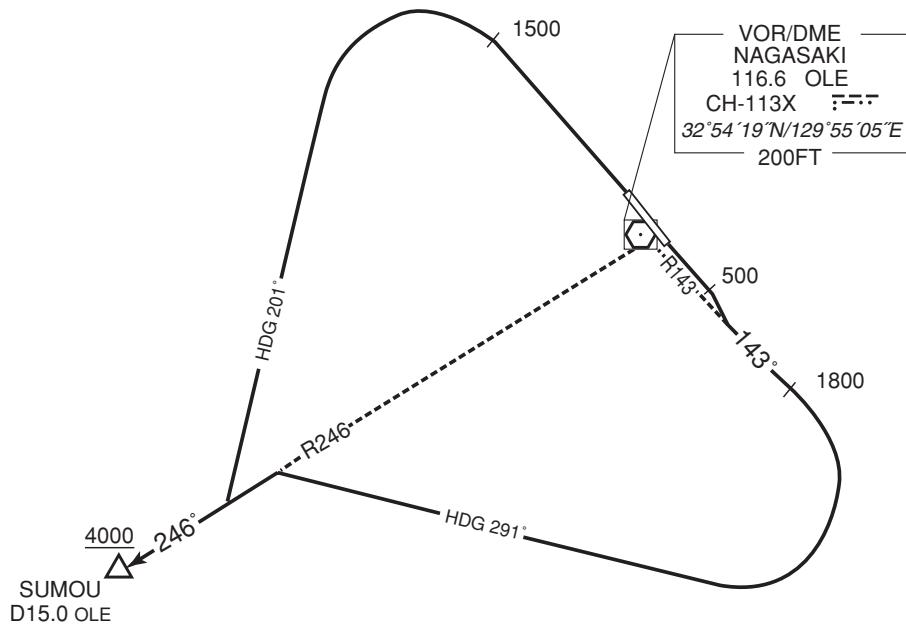
Note RWY 14: 5.0% climb gradient required up to 1800FT.

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

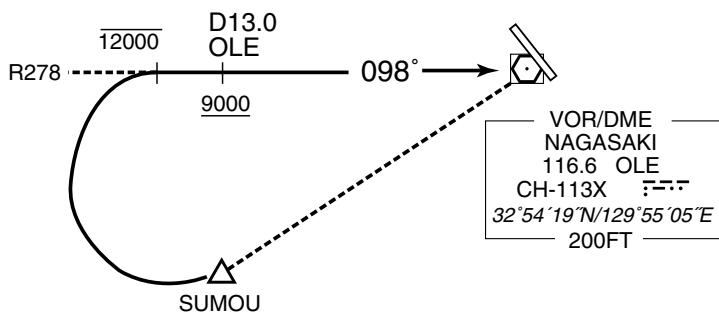
TRANSITION

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

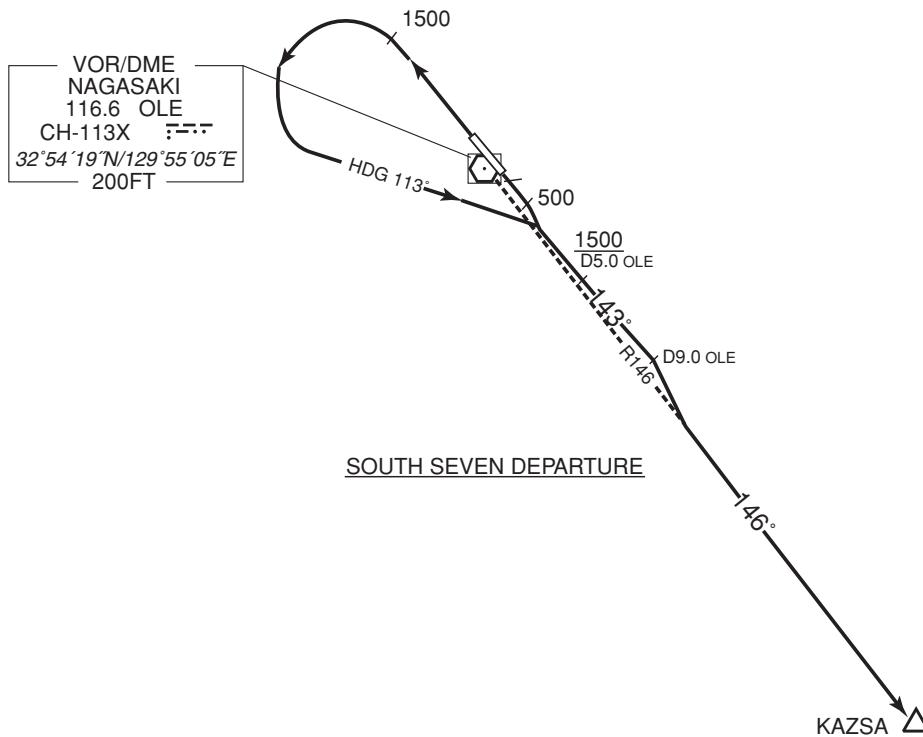
SID

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

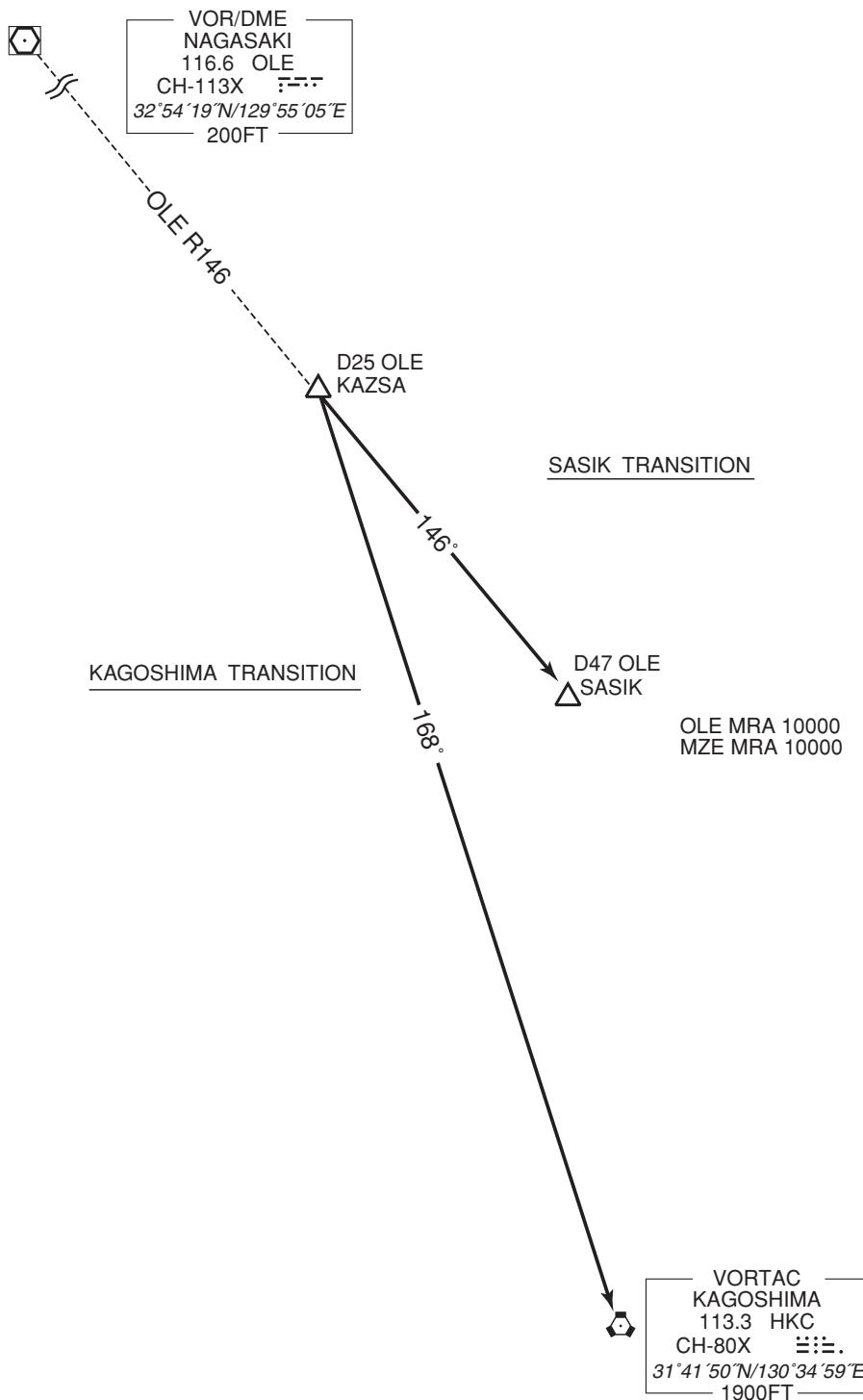
TRANSITION

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 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

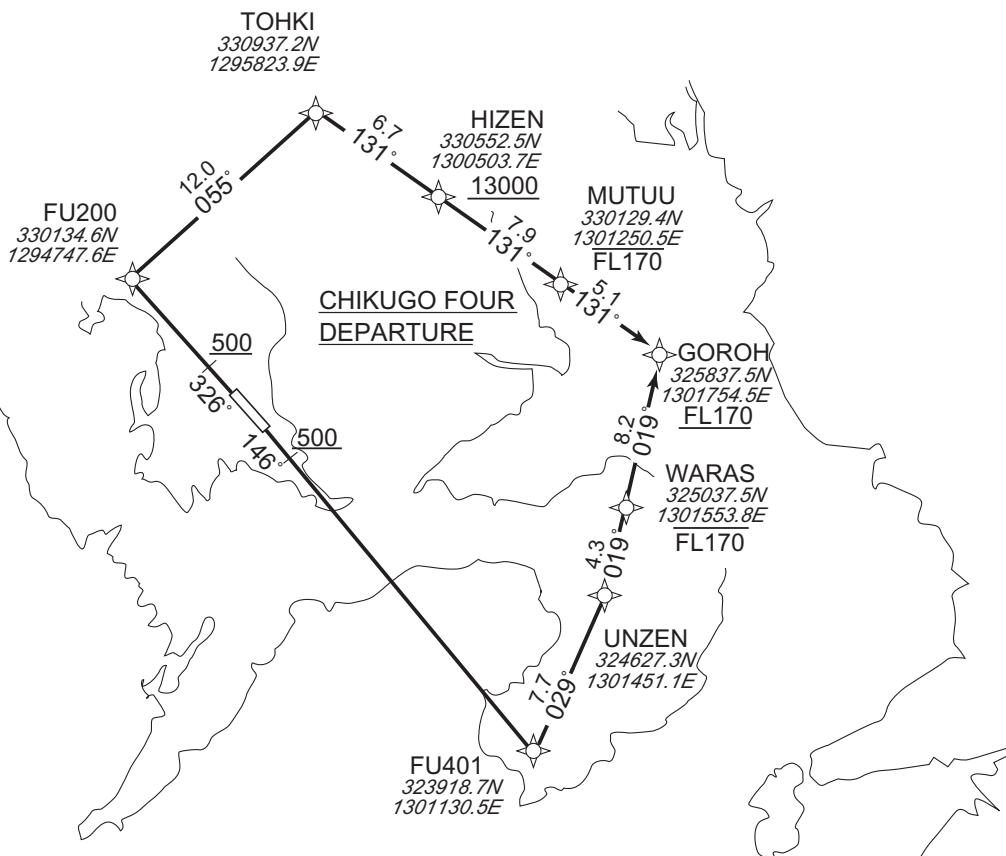
DME GAP

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

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAV/AIDs 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

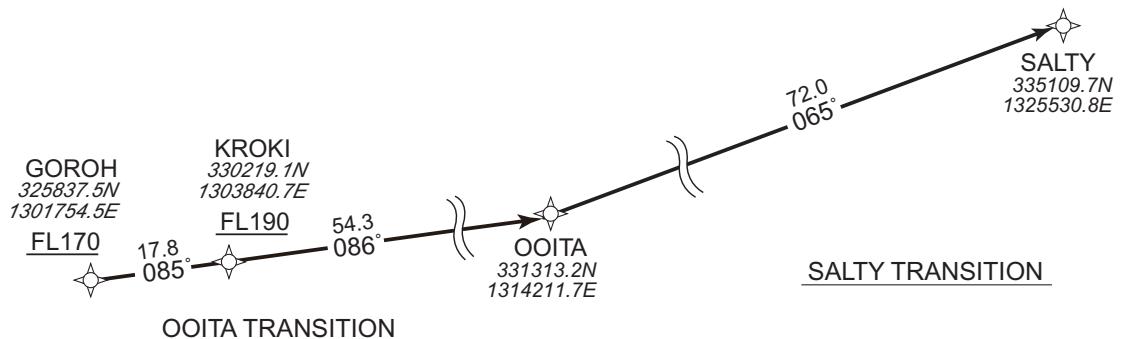
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 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 | |
| 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

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

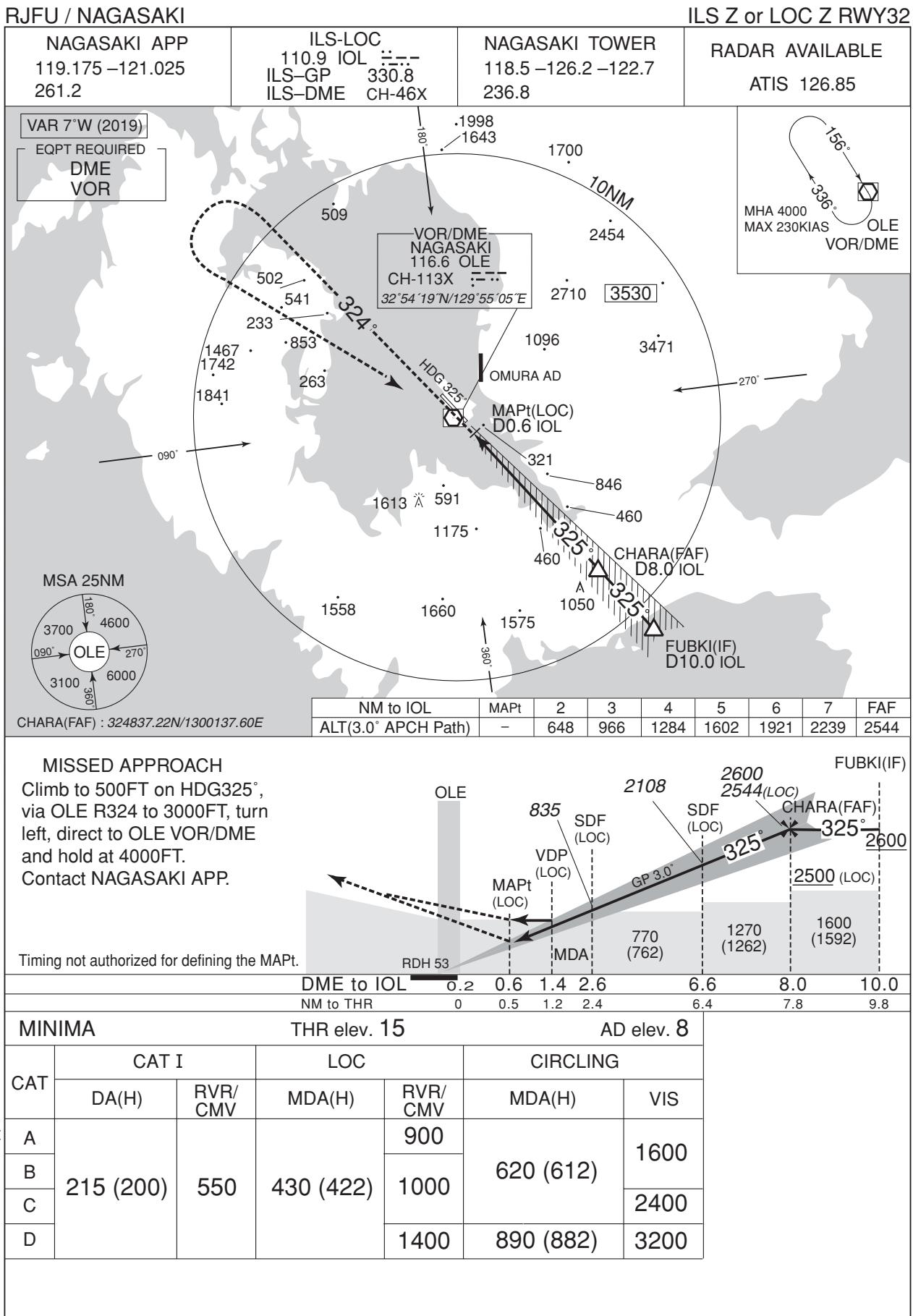
From OHGIE at or above 11000FT, to PADDY, to TARAH at or above 7000FT, to TAKAK at or above 5000FT, to OBAMA, to AINOH, to FUBKI at or above 2600FT.

| | | |
|-----------------------|---|---------------|
| 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 |

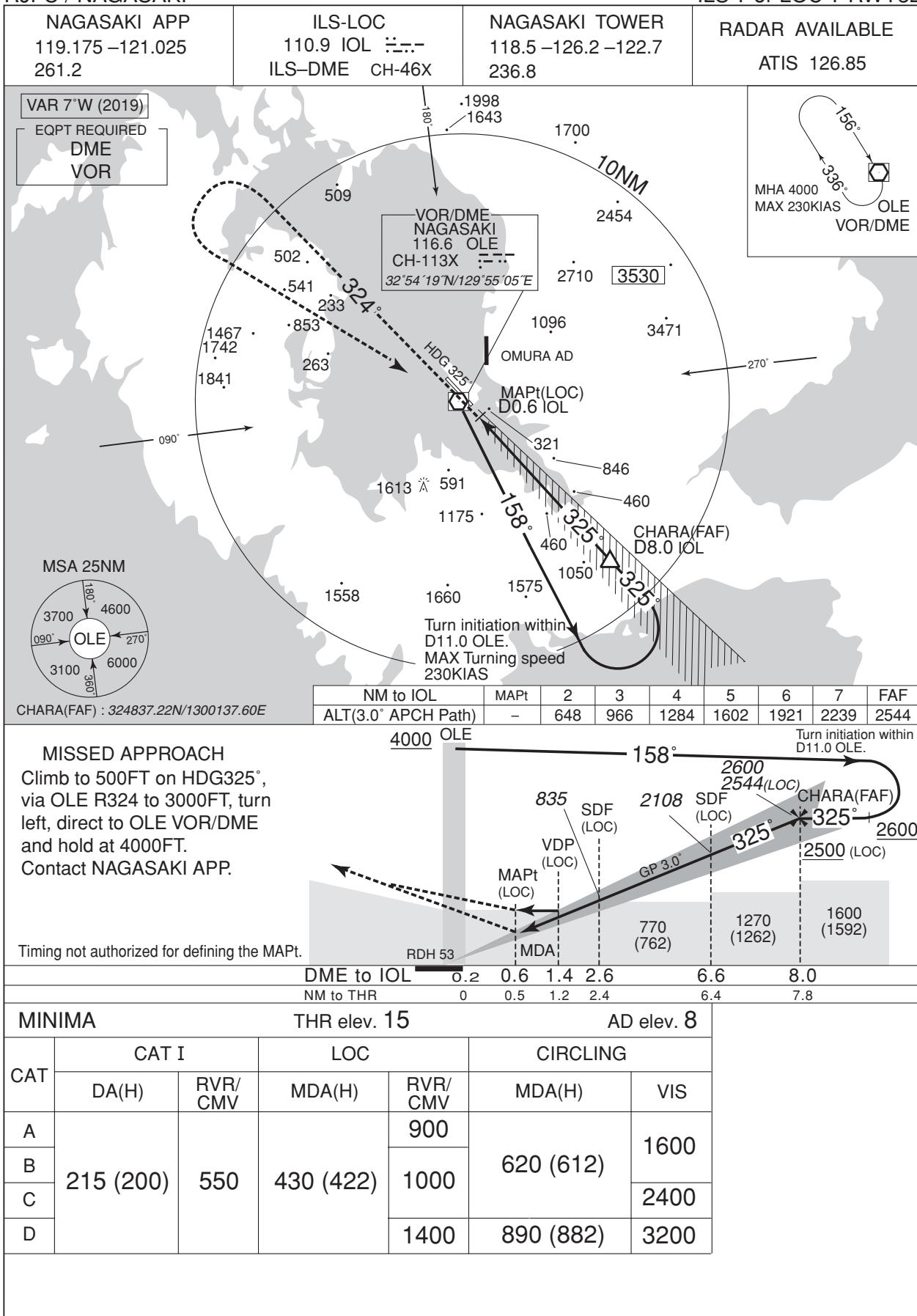
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|----------------|-----------------------|-----------------------|------------------------------|--------------------------|
| 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

RJFU / NAGASAKI

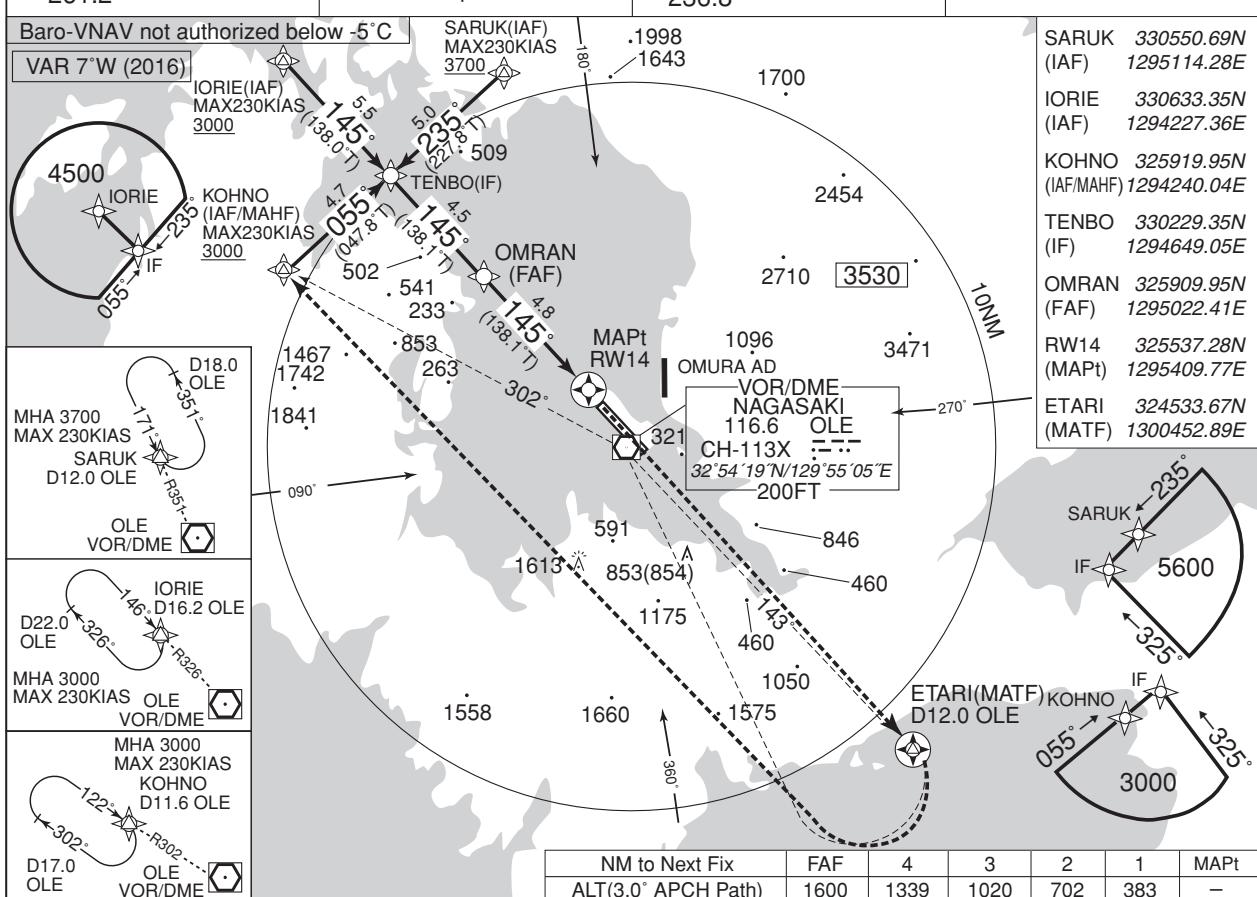
NAGASAKI APP
119.175 -121.025
261 2

1. DME/DME not authorized
 2. RADAR service required.
 3. GNSS required.

NAGASAKI TOWER
118.5 -126.2 -122.7
236.8

RNAV(GNSS) RWY14

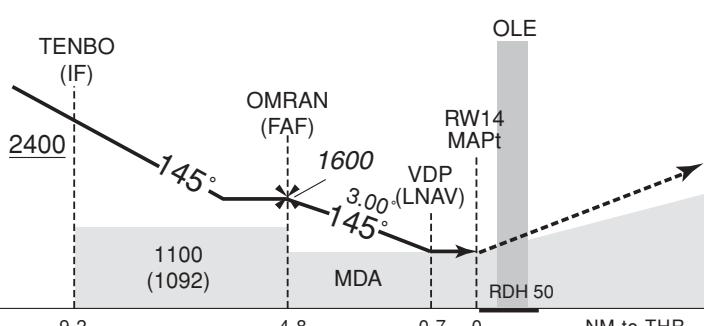
AT&T AVAILABLE



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%

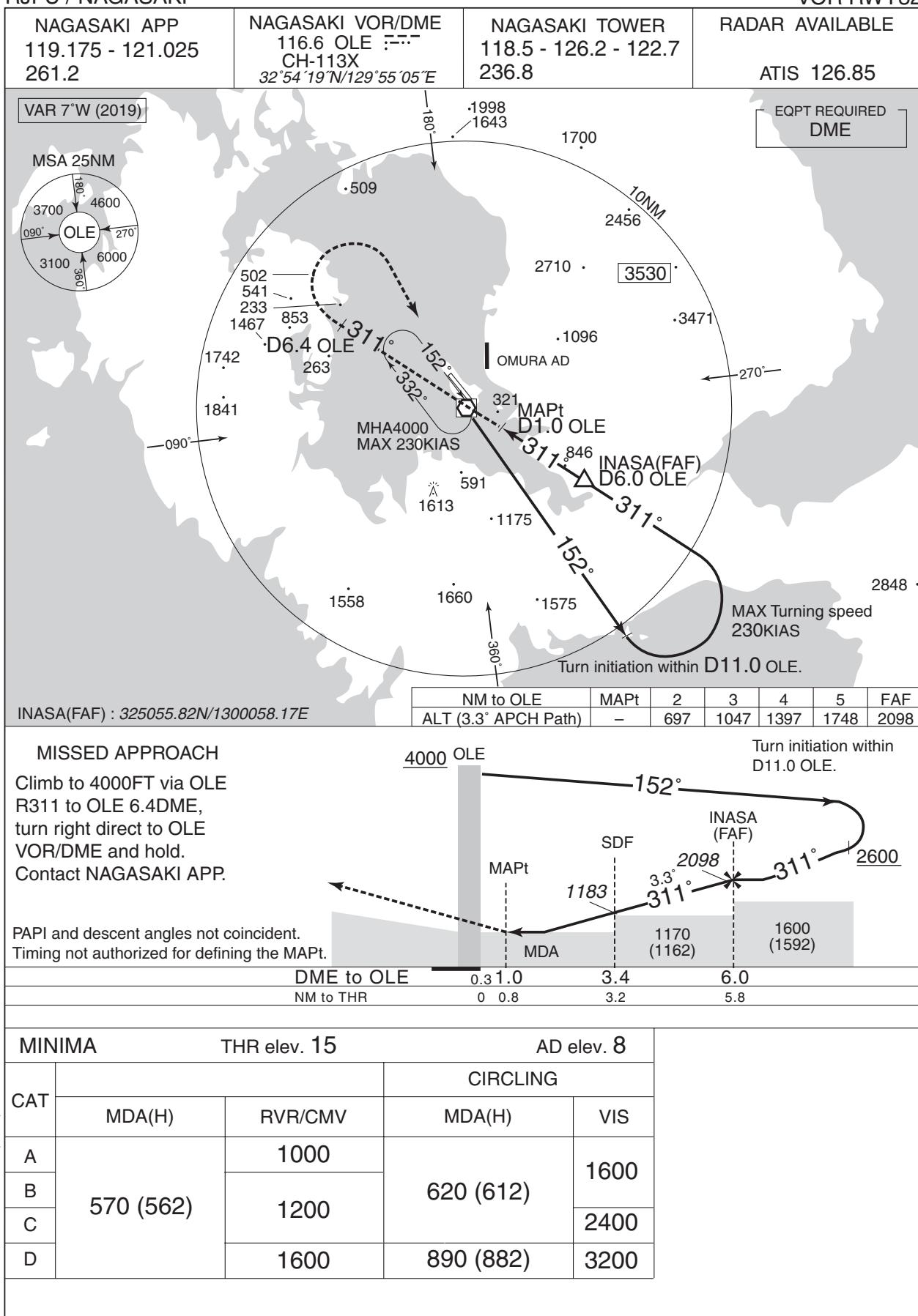
| MINIMA | | THR elev. 14 | | AD elev. 8 | | |
|--------|-----------|--------------|-----------|------------|-----------|------|
| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 290 (276) | 1000 | 290 (282) | 1000 | 620 (612) | 1600 |
| B | | 1100 | | 1100 | | 2400 |
| 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 |

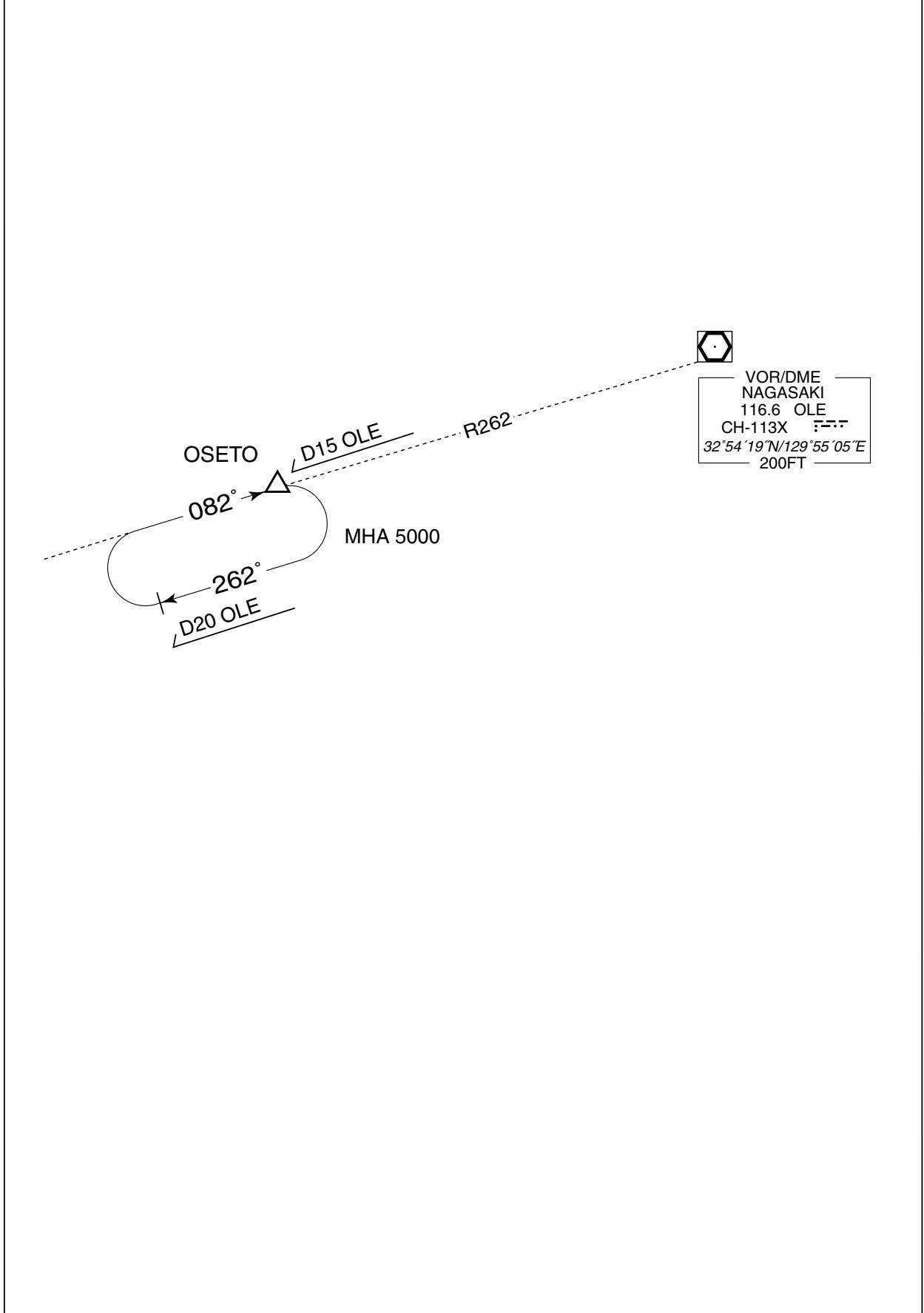
RJFU / NAGASAKI

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