

## AD 2 AERODROMES

## RJFU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJFU - NAGASAKI

## RJFU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD   | 325501N/1295449E  |
| 2 | Direction and distance from (city)   | 18Km (9.7nm) NNE of Nagasaki railway station, 4km (2.2nm) W of Omura railway station.   |
| 3 | Elevation/ Reference temperature   | 8ft / 33°C (2004-2008)  |
| 4 | Geoid undulation at AD ELEV PSN  | 105.89ft  |
| 5 | MAG VAR/ Annual change   | 7° W (2008) / Annual change 2' W  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism Nagasaki Airport, 593-2 Mishima-cho, Omura City, Nagasaki Pref.<br>Tel: 0957(53)6901<br>Fax: 0957(54)4539<br>AFS: RJFUYFYX |
| 7 | Types of traffic permitted (IFR/VFR)   | IFR/VFR   |
| 8 | Remarks  | Nil   |

## RJFU AD 2.3 OPERATIONAL HOURS

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | 2200 - 1300   |
| 2  | Customs and immigration   | Customs: 2330-0815<br>Immigration: INTL SKED FLT hours only                               |
| 3  | Health and sanitation     | INTL SKED FLT hours only  |
| 4  | AIS Briefing Office       | 2200 - 1300   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24 (FUKUOKA)   |
| 7  | ATS                       | 2200 - 1300<br>Remarks: 2200-2245 and 1215-1300, AFIS provided by Fukuoka Airport Office. |
| 8  | Fuelling                  | 2200 - 1300   |
| 9  | Handling                  | DOM/JAL:2240-1240, ANA:2200-1230, ORC:2200-0910 INTL/2330-0800                            |
| 10 | Security                  | 2130 - 1200   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | Nil   |

**RJFU AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |   |
|---|---|---|
| 1 | Cargo-handling facilities               | No limitation   |
| 2 | Fuel/ oil types                         | Fuel Grades : JET A-1<br>Oil Grade : W80, W100, AERO80, AERO100 |
| 3 | Fuelling facilities/ capacity           | Fuel Truck Refueling, No limitation                             |
| 4 | De-icing facilities                     | Nil   |
| 5 | Hangar space for visiting aircraft      | Nil   |
| 6 | Repair facilities for visiting aircraft | Nil   |
| 7 | Remarks                                 | Nil   |

**RJFU AD 2.5 PASSENGER FACILITIES**

|   |                      |  |
|---|----------------------|--|
| 1 | Hotels               | Hotels in the city                         |
| 2 | Restaurants          | Available, Not Continuous                  |
| 3 | Transportation       | Buses, Taxis and Ships                     |
| 4 | Medical facilities   | Hospitals in the city                      |
| 5 | Bank and Post Office | Bank in the city. Post office in the city. |
| 6 | Tourist Office       | Tourist Office in the city                 |
| 7 | Remarks              | Nil  |

**RJFU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |  |
|---|---|--|
| 1 | AD category for fire fighting               | CAT 9  |
| 2 | Rescue equipment                            | Chemical fire fighting truck x 3, Water supply truck x 1, Lighting power supply truck x 1, Emergency medical equipments conveyance truck x 1 |
| 3 | Capability for removal of disabled aircraft | B744   |
| 4 | Remarks                                     | Nil  |

**RJFU AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |                                   |
|---|-----------------------------|-----------------------------------|
| 1 | Types of clearing equipment |                                   |
| 2 | Clearance priorities        | 1.RWY 2.TWY 3.APRON               |
| 3 | Remarks                     | Seasonal availability:ALL seasons |

## RJFU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | Surface : Surface Concrete, Asphalt Concrete in part.<br>Strength : PCR 785/R/B/W/T:spot NR2, 3<br>PCR 925/R/B/W/T:spot NR5, 6, 7, 8, 9,10<br>PCR 1106/R/B/W/T spot NR11, 12, 14<br>N-Apron(Small ACFT Apron)<br>Surface : Asphalt, Strength : AUW 5700Kg/0.48MPa    |
| 2 | Taxiway width, surface and strength | Width : B2.....9m<br>P1 - P5.....23m<br>T1, T6.....28.5m<br>T2, T3, T4, T5....34m<br>Surface : Asphalt Concrete<br>Strength : P1, P3, P4, P5.....PCR 786/F/A/X/T<br>T1, T2, T3, T4, T5, T6....PCR 786/F/A/X/T<br>P2.....PCR 925/R/B/W/T<br>B2.....AUW 5700Kg/0.48MPa |
| 3 | ACL and elevation                   | Not available  |
| 4 | VOR checkpoints                     | Not available  |
| 5 | INS checkpoints                     | Spot NR<br>5 : 325447.08N/1295522.18E*<br>6 : 325448.42N/1295520.75E<br>7 : 325449.91N/1295519.11E<br>8 : 325451.60N/1295517.31E<br>9 : 325453.29N/1295515.51E<br>10 : 325454.98N/1295513.71E<br>11 : 325456.73N/1295511.84E<br>12 : 325458.53N/1295509.91E          |
| 6 | Remarks                             | Nil  |

**RJFU 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 2, 5-9   |
| 2 | RWY and TWY markings and LGT   | <p>RWY14/32:<br/>           (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe<br/>           (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY32), WBAR(RWY32), RWY DIST marker LGT</p> <p>TWY: T1 - T6<br/>           (Marking) TWY CL, RWY HLDG PSN, Mandatory Instructions, TWY side stripe<br/>           (LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign</p> <p>TWY: P1, P3, P4, P5<br/>           (Marking) TWY CL, TWY side stripe<br/>           (LGT) TWY edge LGT, TWY CL LGT</p> <p>TWY: P2<br/>           (Marking) TWY CL, TWY side stripe<br/>           (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> <p>TWY: B2<br/>           (Marking) TWY CL, TWY side stripe<br/>           (LGT) TWY edge LGT, Taxiing guidance sign</p> |
| 3 | Stop bars  | Nil  |
| 4 | Remarks  | (Marking) Overrun area<br>(LGT) Apron flood LGT  |

**RJFU AD 2.10 AERODROME OBSTACLES**

■ In Area2 See Obstacle data

■ In Area3 To be developed

**RJFU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |  |   |
|----|--|---|
| 1  | Associated MET Office  | FUKUOKA   |
| 2  | Hours of service<br>MET Office outside hours                           | H24 (FUKUOKA)   |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | FUKUOKA<br>30 Hours   |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil   |
| 5  | Briefing/ consultation provided  | Briefing is available upon inquiry at FUKUOKA   |
| 6  | Flight documentation<br>Language(s) used                               | C<br>En   |
| 7  | Charts and other information available<br>for briefing or consultation | S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> ,<br>P <sub>SW</sub> (domestic), U <sub>2</sub> /Tr, E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N |
| 8  | Supplementary equipment<br>available for providing information         | Nil   |
| 9  | ATS units provided with information                                    | TWR, APP, ATIS, RADIO   |
| 10 | Additional information(limitation of<br>service, etc.)                 | Nil   |

## RJFU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE<br>BRG | Dimensions of<br>RWY(M)     | Strength(PCR) and<br>surface of RWY                              | THR coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|------------------------|-------------|-----------------------------|--|---|---|
| 1                      | 2           | 3                           | 4  | 5                                       | 6   |
| 14                     | 138.00°     | 3000x60                     | PCR 786/F/A/X/T<br>Asphalt Concrete                              | 325537.28N<br>1295409.77E<br>105.8ft    | THR ELEV: 14ft  |
| 32                     | 318.00°     | 3000x60                     | PCR 786/F/A/X/T<br>Asphalt Concrete                              | 325424.91N<br>1295527.04E<br>106.0ft    | THR ELEV: 15ft  |
| Slope of RWY           |             | Strip<br>Dimen-<br>sions(M) | RESA (Overrun)<br>Dimensions (M)                                 |   | Remarks   |
| 7                      | 10          |                             | 11   |   | 14  |
| See below chart        | 3120x300    |                             | 40x300   | RWY 14 grooving: 3000 x 40m             |   |
| See below chart        | 3120x300    |                             | 190x(MNM:120 MAX:300)*<br>*For detail, ask airport administrator | RWY 32 grooving: 3000 x 40m             |   |
|                        |             |                             |  |   |   |

## RJFU AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
| 14             | 3000        | 3000        | 3000        | 3000       | Nil     |
| TWY:T5         | 2488        | 2488        | 2488        |            |         |
| TWY:T4         | 1875        | 1875        | 1875        |            |         |
| 32             | 3000        | 3000        | 3000        | 3000       | Nil     |
| TWY:T2         | 2603        | 2603        | 2603        |            |         |
| TWY:T3         | 1750        | 1750        | 1750        |            |         |

誘導路の TORA, TODA 及び ASDA は、誘導路中心線と滑走路中心線の交点から滑走路末端までの距離を示す。  
(TORA, TODA and ASDA for TWY indicate distances BTW the point where TWY CL meets RWY CL and RWY THR.)

## RJFU AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator  | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR          | PAPI<br>(VASIS)<br>Angle<br>DIST FM THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST          | REDL<br>LEN<br>Spacing<br>Color<br>INTST             | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|---|-------------------------------------|--------------------------------|---|-------------|---|--|-----------------------|----------------------|
| 1   | 2                                   | 3                              | 4   | 5           | 6   | 7  | 8                     | 9                    |
| 14  | SALS<br>(*1)<br>420m<br>LIH         | Green<br>-<br>471m<br>74ft     | PAPI<br>3.0%/LEFT<br>444m<br>65ft               | -<br>900m   | 3000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 3000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil<br>(*2)          |
| 32  | PALS<br>(CAT I)<br>900m<br>LIH      | Green<br>Green<br>444m<br>65ft | PAPI<br>3.0%/LEFT<br>444m<br>65ft               | 900m        | 3000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 3000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil<br>(*2)          |
| Remarks   |                                     |                                |   |             |   |  |                       |                      |
| 10  |                                     |                                |   |             |   |  |                       |                      |
| <p>SALS with APCH LGT beacon(595m and 895m FM RWY THR)(*1)<br/>Overrun area edge LGT(LEN:60m Color:Red)(*2)</p> |                                     |                                |   |             |   |  |                       |                      |

## RJFU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN:325428N/1295457E, White/Green EV4.3sec, HO   |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI : Nil<br>Anemometer : RWY 32 : 438m from RWY 32 THR, LGTD<br>RWY 14 : 430m from RWY 14 THR, LGTD |
| 3 | TWY edge and centerline lighting                         | TWY edge and center line lights installed, see AD2.9   |
| 4 | Secondary power supply/<br>switch-over time              | Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT<br>Within 15 sec : Other LGT      |
| 5 | Remarks  | WDI LGT  |

## RJFU AD 2.16 HELICOPTER LANDING AREA

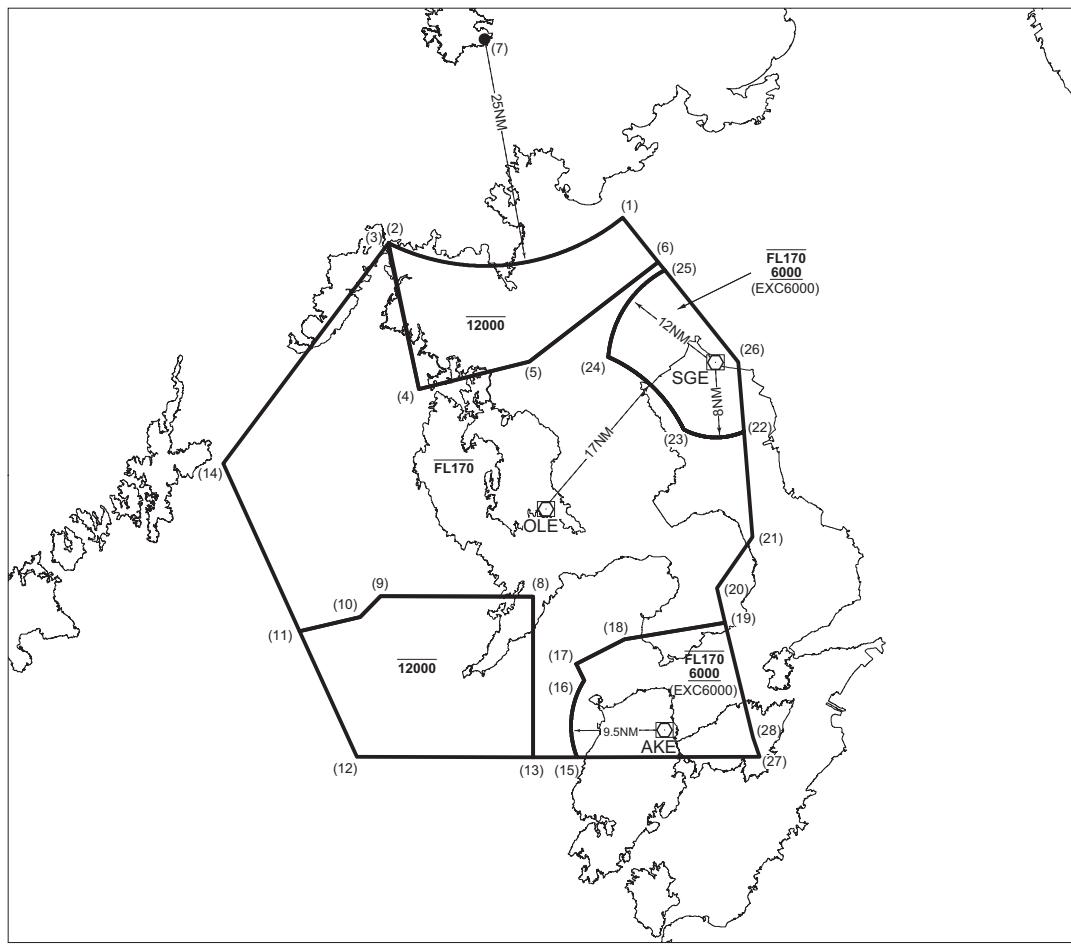
Nil

## RJFU 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                         |
| NAGASAKI CTR                   | Area within a radius of 5 nm of NAGASAKI ARP (325501N1295449E) | 3,000 or below       | D                       | NAGASAKI TWR<br>NAGASAKI RADIO (1)<br>En             | (1)2200-2245<br>1215-1300 |
| NAGASAKI ACA                   | See attached chart   |                      | E                       | NAGASAKI APP<br>NAGASAKI RADAR<br>NAGASAKI DEP<br>En |                           |
| NAGASAKI TCA                   | See attached chart   |                      | E                       | NAGASAKI TCA<br>En                                   |                           |

## 長崎進入管制区

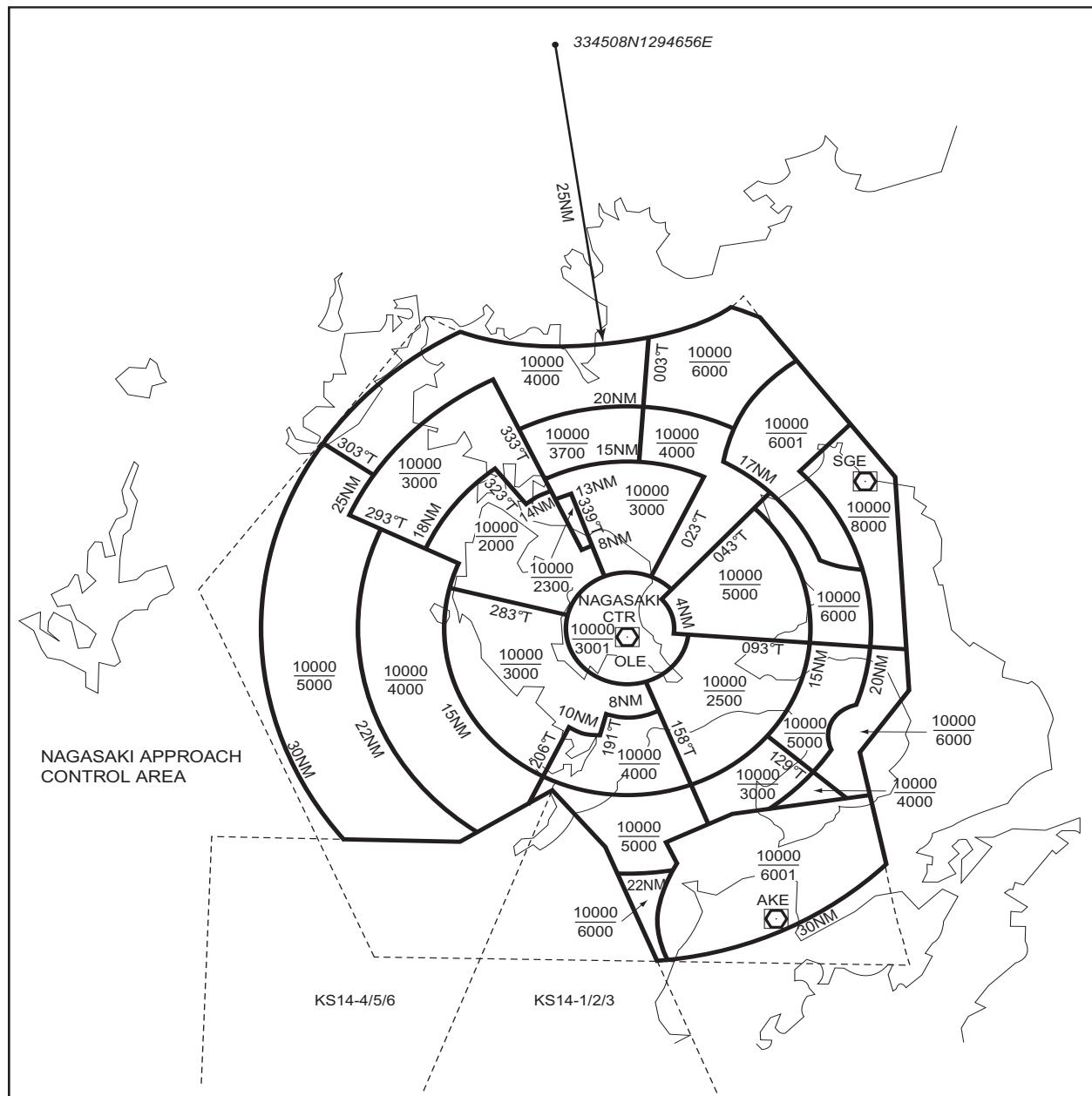
## Nagasaki Approach Control Area



## Point list

- |                      |                      |                      |
|----------------------|----------------------|----------------------|
| (1) 332519N1300516E  | (11) 323917N1292246E | (21) 324950N1302218E |
| (2) 332227N1293413E  | (12) 322522N1293021E | (22) 330132N1302113E |
| (3) 332219N1293406E  | (13) 322522N1295325E | (23) 330147N1301316E |
| (4) 330615N1293818E  | (14) 325752N1291235E | (24) 330951N1300318E |
| (5) 330921N1295252E  | (15) 322522N1295913E | (25) 331929N1301048E |
| (6) 332024N1300955E  | (16) 323353N1300008E | (26) 330915N1302028E |
| (7) 334508N1294656E  | (17) 323544N1295905E | (27) 322522N1302306E |
| (8) 324312N1295325E  | (18) 323828N1300526E | (28) 322734N1302215E |
| (9) 324312N1293323E  | (19) 324018N1301840E |                      |
| (10) 324053N1293041E | (20) 324407N1301735E |                      |

## 長崎ターミナルコントロールエリア Nagasaki Terminal Control Area



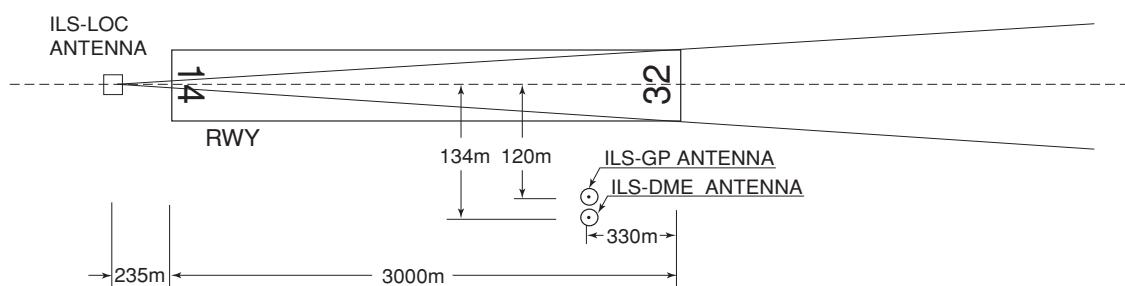
## RJFU AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign          | Frequency  | Hours of operation        | Remarks                               |
|---------------------|--------------------|--|---------------------------|---------------------------------------|
| 1                   | 2                  | 3  | 4                         | 5                                     |
| APP                 | Nagasaki Approach  | 119.175MHz(1)<br>261.2MHz<br><br>121.5MHz(E)<br>243.0MHz(E)                | 2200 - 1300               | (1)Primary                            |
| ASR                 | Nagasaki Radar     | 119.175MHz<br>121.025MHz<br>261.2MHz<br><br>121.5MHz(E)<br>243.0MHz(E)     | 2200 - 1300               |                                       |
| DEP                 | Nagasaki Departure | 121.0MHz<br>261.2MHz<br><br>121.5MHz(E)<br>243.0MHz(E)                     | 2200 - 1300               |                                       |
| TCA                 | Nagasaki TCA       | 121.175MHz<br>245.3MHz   | 2300 - 1030               |                                       |
| TWR                 | Nagasaki Tower     | 118.5MHz<br>126.2MHz<br>122.7MHz<br>236.8MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2245 - 1215(*)            |                                       |
| GND                 | Nagasaki Ground    | 121.6MHz   | 2245 - 1215(*)            |                                       |
| ATIS                | NAGASAKI Airport   | 126.85MHz  | 2200 - 1300               |                                       |
| AFIS                | Nagasaki Radio     | 118.5MHz   | 2200-2245<br>1215-1300(*) | Operated by Fukuoka<br>Airport Office |

\*Depending on air traffic situation, ATC service will be provided from 2230 to 2245 and from 1215 to 1230.

## RJFU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>(VOR<br>declination) | ID  | Frequency             | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks  |
|-------------------------------------|-----|-----------------------|-----------------------|---|--|--|
| 1                                   | 2   | 3                     | 4                     | 5   | 6  | 7  |
| VOR<br>(7°W/2020)                   | OLE | 116.6MHz              | H24                   | 325418.89N/<br>1295504.73E                            |  | VOR unusable :<br>040°-070° beyond 25nm BLW 6000ft<br>070°-090° beyond 20nm BLW 6000ft   |
| DME                                 | OLE | 1200 MHz<br>(CH-113X) | H24                   | 325418.89N/<br>1295504.73E                            | 154ft  | DME unusable :<br>030°-070° beyond 20nm BLW 6000ft<br>070°-090° beyond 15nm BLW 6000ft<br>160°-170° beyond 30nm BLW 5000ft<br>170°-200° beyond 20nm BLW 4000ft<br>200°-210° beyond 10nm BLW 4000ft<br>210°-240° beyond 20nm BLW 4000ft<br>260°-300° beyond 20nm BLW 4000ft |
| ILS-LOC 32                          | IOL | 110.9MHz              | 2200 - 1300           | 325542.95N/<br>1295403.71E                            |  | LOC : 235m(771ft) away FM RWY<br>14THR,<br>BRG(MAG)325°.   |
| ILS-GP 32                           | -   | 330.8MHz              | 2200 - 1300           | 325430.22N/<br>1295515.11E                            |  | GP : 330m(1084ft) inside FM RWY 32 THR.<br>120m SW of RCL.<br>HGT of ILS Ref datum 16.2m(53ft).<br>GP Angle 3.0°.  |
| ILS-DME 32                          | IOL | 1007MHz<br>(CH-46X)   | 2200 - 1300           | 325429.87N/<br>1295514.76E                            | 25ft   | DME : 330m(1084ft) inside FM RWY 32<br>THR, 134m(439ft) SW of RCL.   |
| MSAS                                |     | 1575.42MHz            | H24                   |   |  | Transmitting antennas are satellite<br>based.  |

ILS

REMARKS : 1. LOC beam BRG(MAG) 325°  
2. HGT of ILS REF datum 16.2m (53ft)  
3. GP Angle 3.0°  
4. ELEV of ILS-DME 7.6m (25ft)

## RJFU AD 2.20 LOCAL TRAFFIC REGULATIONS

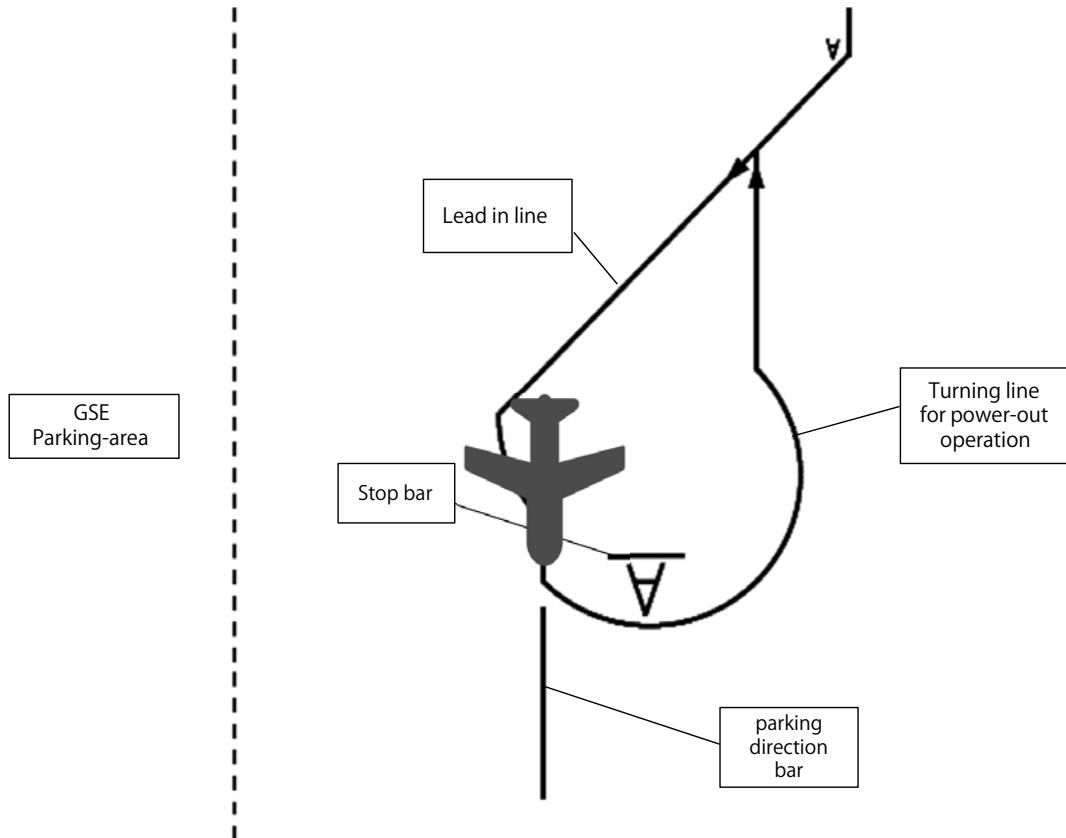
## 1. Airport regulations

1.1 Without prior permission of the airport administrator, the transient aircraft shall not use on this airport.

1.2 Prior notification should be required with AD Administration for the purpose of getting the permission when crossing Nagasaki CTR from 2200UTC to 2245UTC or from 1215UTC to 1300UTC.  
 For further information (0000UTC-0800UTC MON-FRI EXC HOL)  
 Air Traffic Controller Office, Nagasaki Airport Office  
 TEL: 0957-53-6870  
 7時00分から7時45分または21時15分から22時00分までの間、長崎管制圏を通過する場合は、当該通過の許可を得るため  
 あらかじめ長崎空港事務所へ調整すること。  
 問い合わせ先  
 長崎空港事務所管制官事務室  
 (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: 0957-53-6870

## 2. Taxiing to and from stands

|  |  |
|--|--|
| 2.1 駐機位置について<br>スポット 2A の駐機位置は以下の通りとする。<br>また自走アウトの際は以下に従うこと。<br><br>1) 自走アウトは以下図の駐機位置から左旋回とする。<br>※隣接のスポット 3 は右旋回となるので注意する。<br><br>2) スポット 2A とスポット 3 の同時走行は不可。 | 2.1<br>The parking position of Spot 2A shall be as follows.<br>Also, operators shall comply with the following power-out procedure.<br>1)The power-out procedure is a left turn from the parking position.<br>*Caution that the next spot 3 turns right.<br>2)Spot 2A and Spot 3 cannot be taxi to and from stands at the same time. |
|--|--|



## 2.2 プッシュバック方式について

スポット 5.6.7.8.9 は、小型ジェット機に限りショートプッシュバックが実施できる。詳細は空港管理者に確認すること及び管制指示に従うこと。

※ 但し、外国航空会社によるショートプッシュバックは実施不可

\* 1) 小型ジェット機 . . . B738、A321 以下

\* 2) ショートプッシュバック

. . . エプロン境界線からターミナル側 23.0m の位置に標示された白の実線にノーズギアを乗せて行う方法。

## 2.2 Push back procedure

Spot 5.6.7.8.9 can be short-pushback only for small jets. Ask AD administration for detail and follow the ATC instructions.

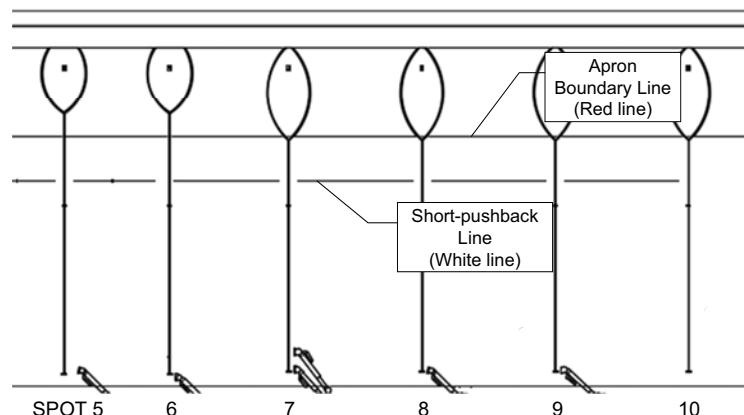
\*Short pushback by foreign airlines is not possible.

\*1) Small jets . . . B738, A321 or less.

\*2) Short-pushback

. . . The procedure is performed by placing the nose gear on the white line marked 23.0m on the terminal side from the apron boundary line.

## NAGASAKI



## 3. Parking area for small aircraft(General aviation)

- 3.1 Unable to stay at spot NR 2B, 2C and 2D from sunset to sunrise. Ask AD administration for detail.  
 3.2 Unable to refueling at spot NR N2 and N3.

## 4. Parking area for helicopters

Nil

## 5. Apron - taxiing during winter conditions

Nil

## 6. Taxiing - limitations

Wing tip clearance at the TWY intersection (REF AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

When B773 holding at the stop marking on TWY T2 or T5

| Wing span (WS) of aircraft taxiing on TWY P1-P2 or P4-P5 | WS =<30.1m | 30.1m < WS =< 47.1m | WS >47.1m |
|--|------------|---------------------|-----------|
| wing tip clearance                                       | *A         | *B                  | *C        |

## Legend

\*A : wing tip clearance  $\geq$  15m

\*B : 6.5m  $\leq$  wing tip clearance  $<$  15m

\*C : wing tip clearance  $<$  6.5m

## 7. School and training flights - technical test flights - use of runways

On use of this airport by training operation, the operator is required to arrange and obtain the prior permission of the airport administrator.

## 8. Helicopter traffic - limitation

Nil

## 9. Removal of disabled aircraft from runways

Nil

**RJFU AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

**RJFU AD 2.22 FLIGHT PROCEDURES****1. TAKE OFF MINIMA**

|  | RWY | ACFT<br>CAT | REDL & RCLL     |      | REDL or RCLL<br>or RCL Marking |      | NIL<br>(DAYTIME ONLY) |      |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
|  |     |             | RVR             | VIS  | RVR                            | VIS  | RVR                   | VIS  |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP FILED | 14  | A,B,C,D     | -               | 400m | -                              | 400m | -                     | 500m |
|  | 32  |             | 400m            | 400m | 400m                           | 400m | -                     | 500m |
| OTHER  | 14  | A,B,C,D     | AVBL LDG MINIMA |      |                                |      |                       |      |
|  | 32  |             | AVBL LDG MINIMA |      |                                |      |                       |      |

**2. Lost communication procedures for Arrival Aircraft under radar navigational guidance.**

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

- (I)
  1. Contact NAGASAKI Tower / NAGASAKI Radio.
  2. If unable, proceed in accordance with Visual Flight Rules.
  3. If unable, proceed to NAGASAKI VOR/DME at last assigned altitude or 4,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

**3. Trajectorized Airport Traffic Data Processing System (TAPS)**

Aircraft flying under control of Nagasaki approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete capability be instructed to reply with the discrete code, it shall report a controller accordingly.

長崎アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対しその旨通報すること。

## RJFU AD 2.23 ADDITIONAL INFORMATION

Nil

## RJFU AD 2.24 CHARTS RELATED TO AN AERODROME

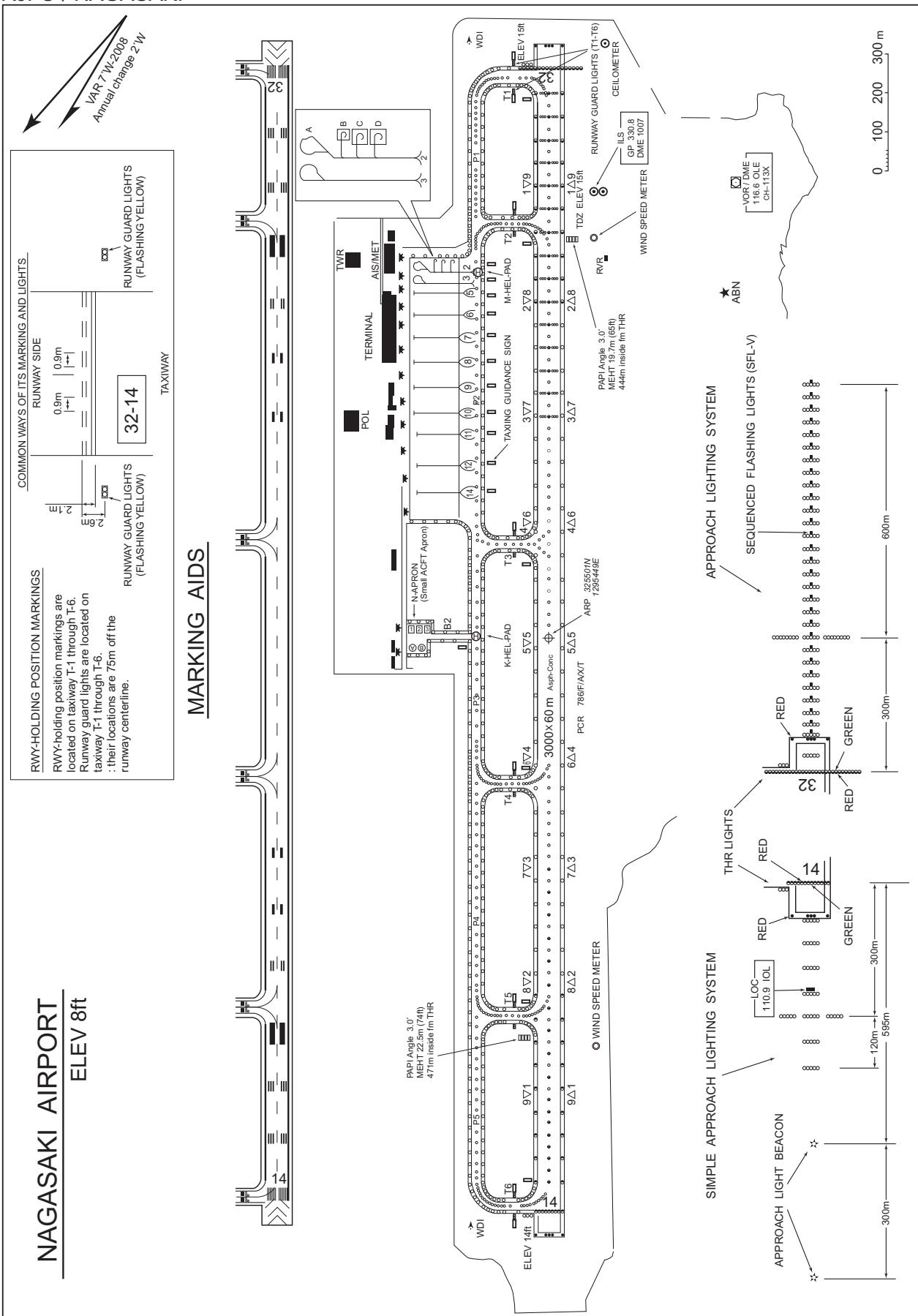
Aerodrome/Heliport Chart  
Aerodrome Obstacle Chart -ICAO type A (RWY 14/32)  
Aerodrome Obstacle Chart -ICAO type B  
Standard Departure Chart - Instrument (NORTH)  
Standard Departure Chart - Instrument (WEST)  
Standard Departure Chart - Instrument (NAGASAKI REVERSAL)  
Standard Departure Chart - Instrument (CHIKUGO-RNAV)  
Standard Departure Chart - Instrument (KAZSA-RNAV)  
Standard Departure Chart - Instrument (AKNAG-RNAV)  
Standard Departure Chart - Instrument (CARCO-RNAV)  
Standard Arrival Chart - Instrument (RNAV)  
Instrument Approach Chart (ILS Z or LOC Z RWY 32)  
Instrument Approach Chart (ILS Y or LOC Y RWY 32)  
Instrument Approach Chart (RNP RWY 32)  
Instrument Approach Chart (RNP RWY 14)  
Instrument Approach Chart (VOR RWY 32)  
Instrument Approach Chart (VOR RWY 14)  
Other Chart (Visual REP)  
Other Chart (LDG CHART)  
Other Chart (HOLDING PATTERN)  
Other Chart (MVA CHART)

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RJFU / NAGASAKI

## AD CHART

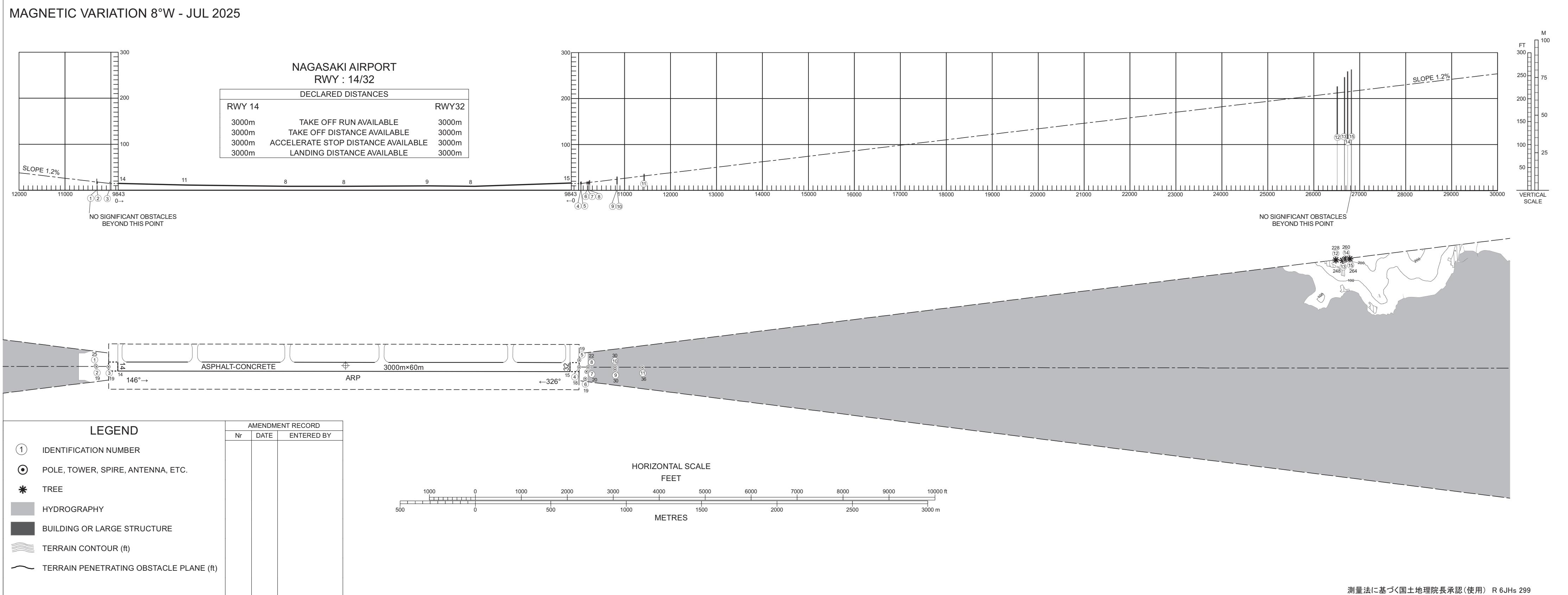
## CHANGE : Description of RVR and CEILOMETER.



**INTENTIONALLY LEFT BLANK**

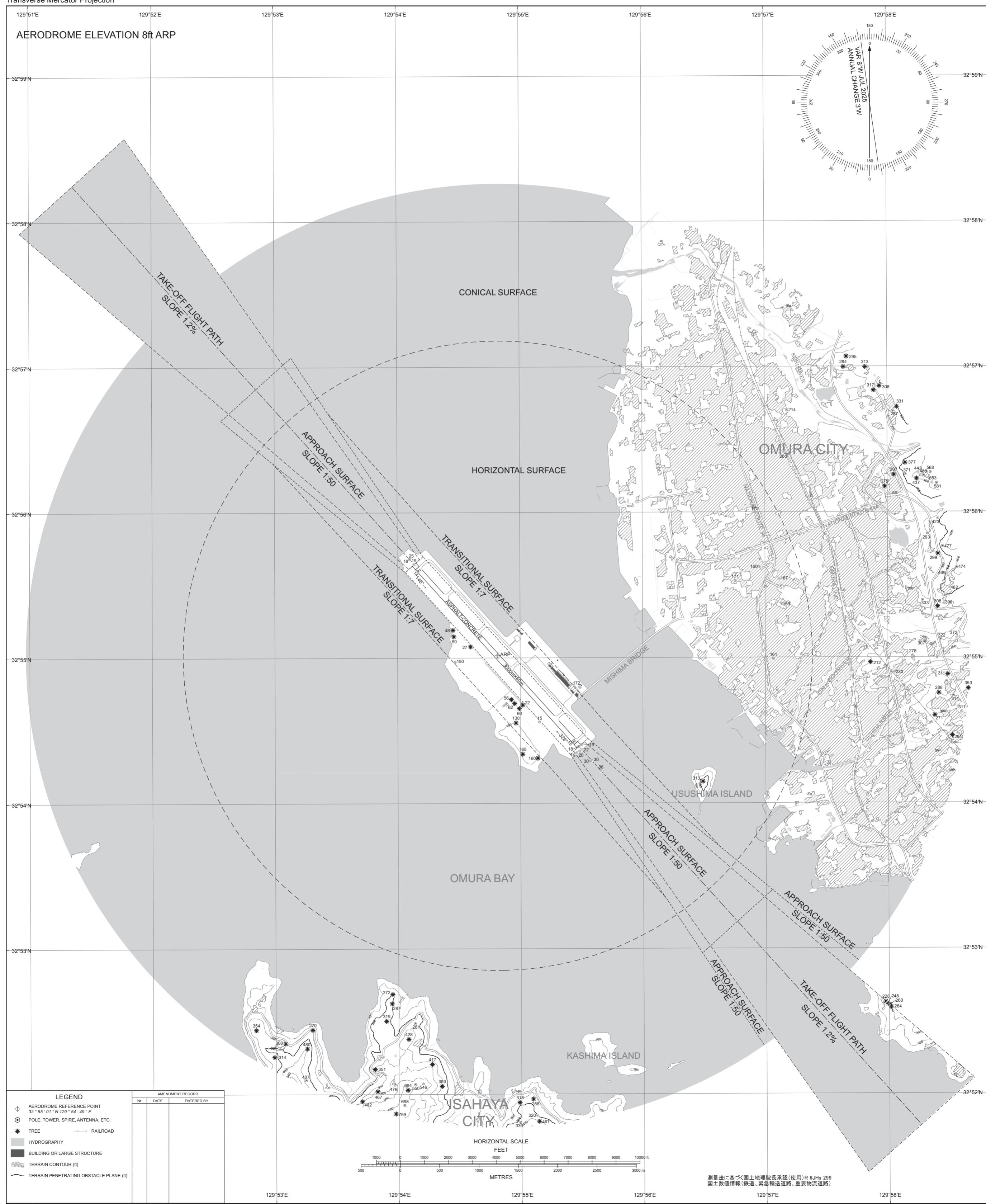
DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC  
Transverse Mercator Projection

AERODROME OBSTACLE CHART - ICAO  
TYPE A (OPERATING LIMITATIONS)



AERODROME OBSTACLE CHART - ICAO  
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC  
Transverse Mercator Projection



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

NORTH ONE DEPARTURE

RWY 14: Climb RWY HDG to 500FT, via OLE R144 to 6.0 DME, turn right HDG324° until crossing OLE R258, turn right HDG016° to intercept and proceed via OLE R331 to PEARL....

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

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

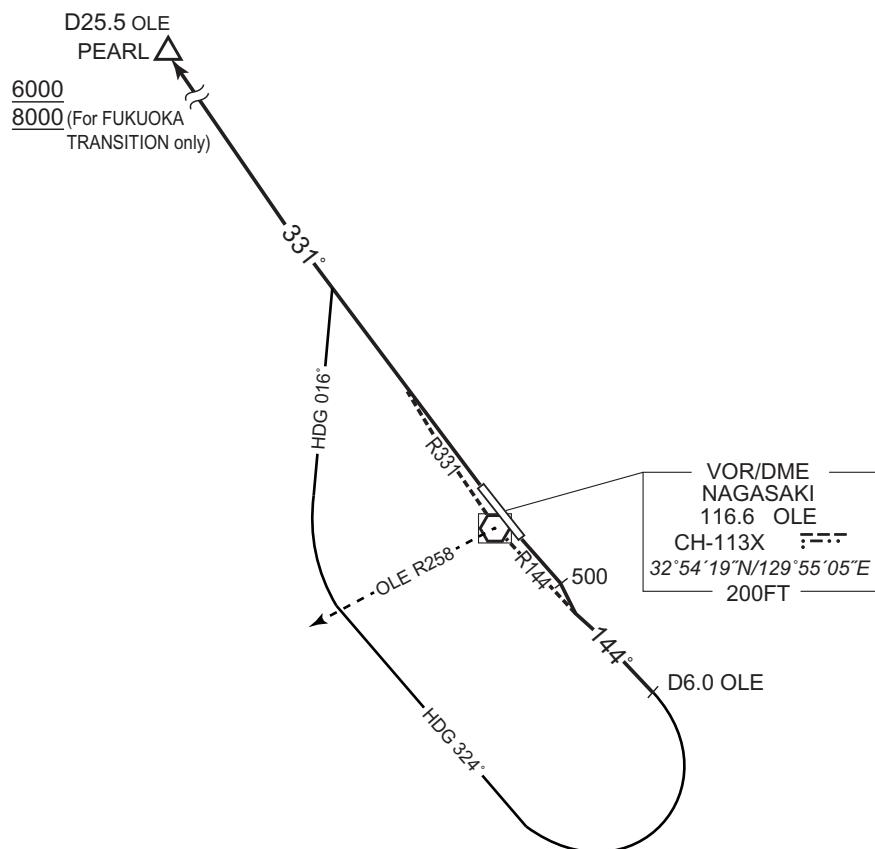
\* For FUKUOKA TRANSITION : Cross PEARL at or above 8000FT.

Note RWY 14: 5.0% climb gradient required up to 1200FT.

OBST ALT 1411FT located at 6.9NM 158° FM end of RWY14.

OBST ALT 1575FT located at 7.7NM 165° FM end of RWY14.

CHANGE : Description of PROC name.



## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

TRANSITION

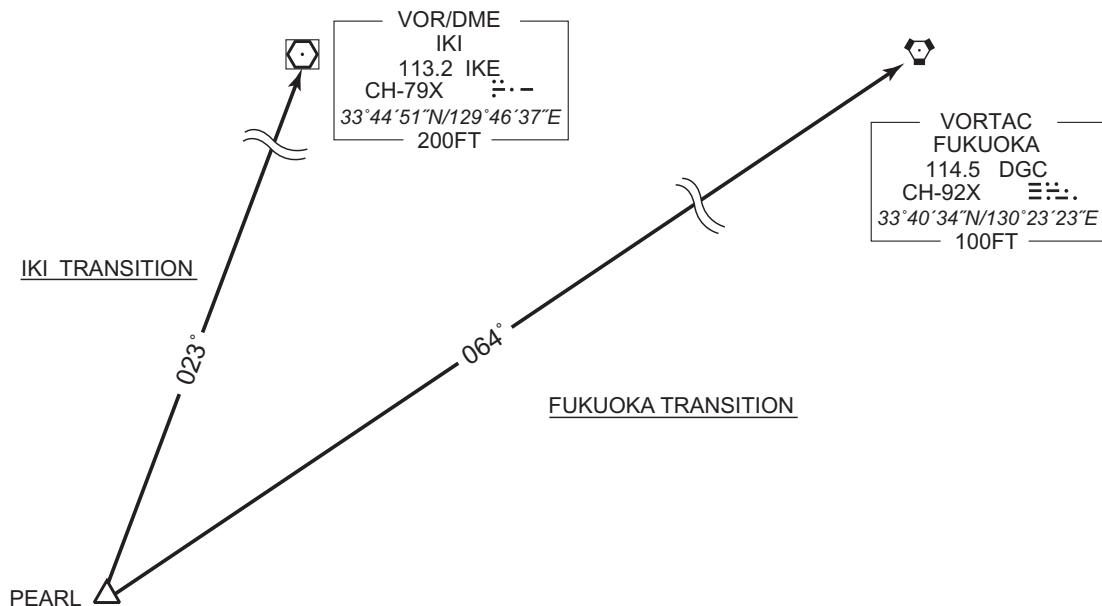
FUKUOKA TRANSITION

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 R203 to IKE VOR/DME.



CHANGE : Course FM PEARL to IKE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

WEST SEVEN DEPARTURE

RWY 14: Climb RWY HDG to 500FT, climb via OLE R144 to 1800FT, turn right HDG292° to intercept and proceed via OLE R247...

RWY 32: Climb RWY HDG 1500FT, turn left HDG202° to intercept and proceed via OLE R247...

... to SUMOU.

Cross SUMOU at or above 4000FT.

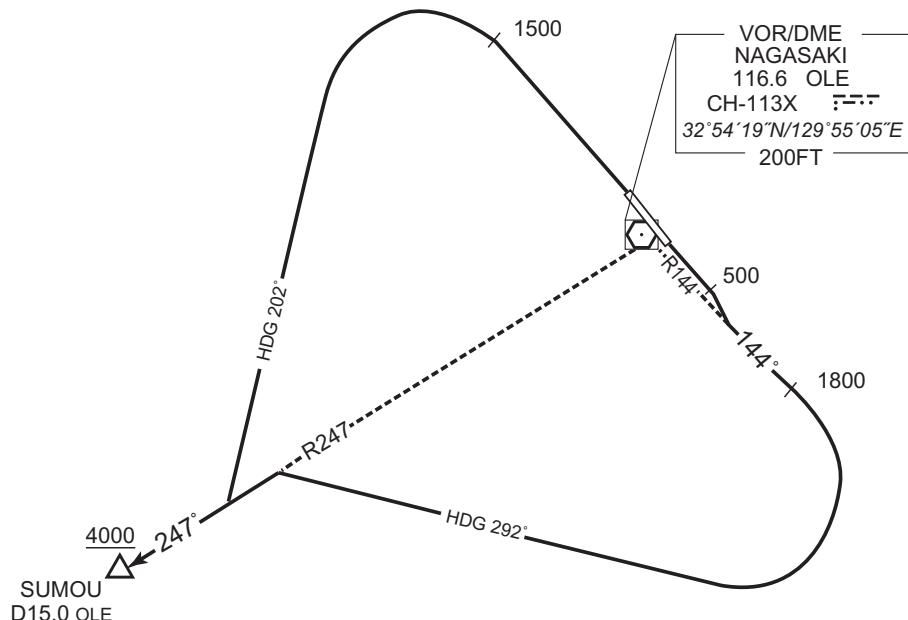
Note RWY 14: 5.0% climb gradient required up to 1800FT.

OBST ALT 854FT located at 3.4NM 170° FM end of RWY14.

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

OBST ALT 1969FT located at 8.0NM 272° FM end of RWY32.

CHANGE : Description of PROC name.



## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

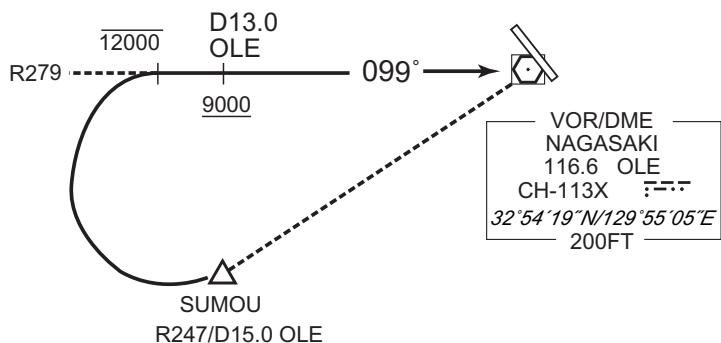
TRANSITION

OMURA TRANSITION

From over SUMOU, turn right to intercept and proceed via OLE R279 to OLE VOR/DME.

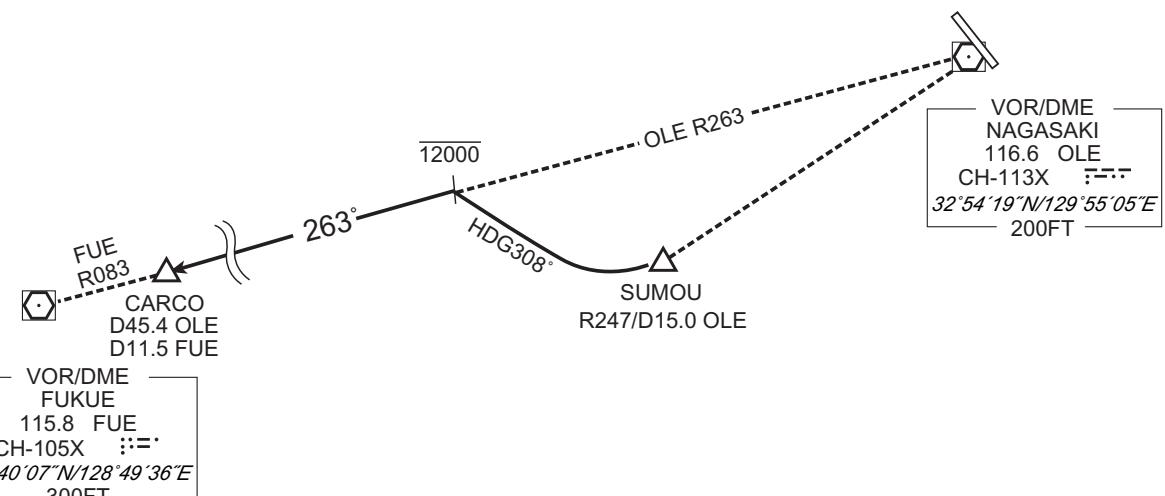
Maintain 12000FT or below until intercepting OLE R279.

Cross OLE R279/13.0DME at or above 9000FT.

CARCO TRANSITION

From over SUMOU, turn right HDG308° to intercept and proceed via OLE R263 /FUE R083 to CARCO.

Maintain 12000FT or below until intercepting OLE R263.



CHANGE : Bearing FM FUE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

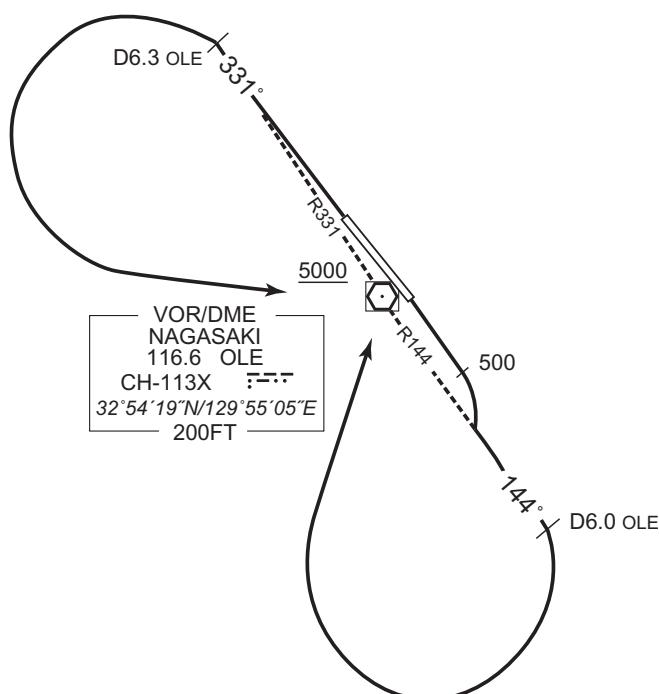
NAGASAKI REVERSAL FIVE DEPARTURE

**RWY 14:** Climb RWY HDG to 500FT, climb via OLE R144 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 7.7NM 165° FM end of RWY14.  
**RWY 32:** 5.0% climb gradient required up to 1600FT.  
OBST ALT 1969FT located at 8.0NM 272° FM end of RWY32.

CHANGE : Description of PROC name.



## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

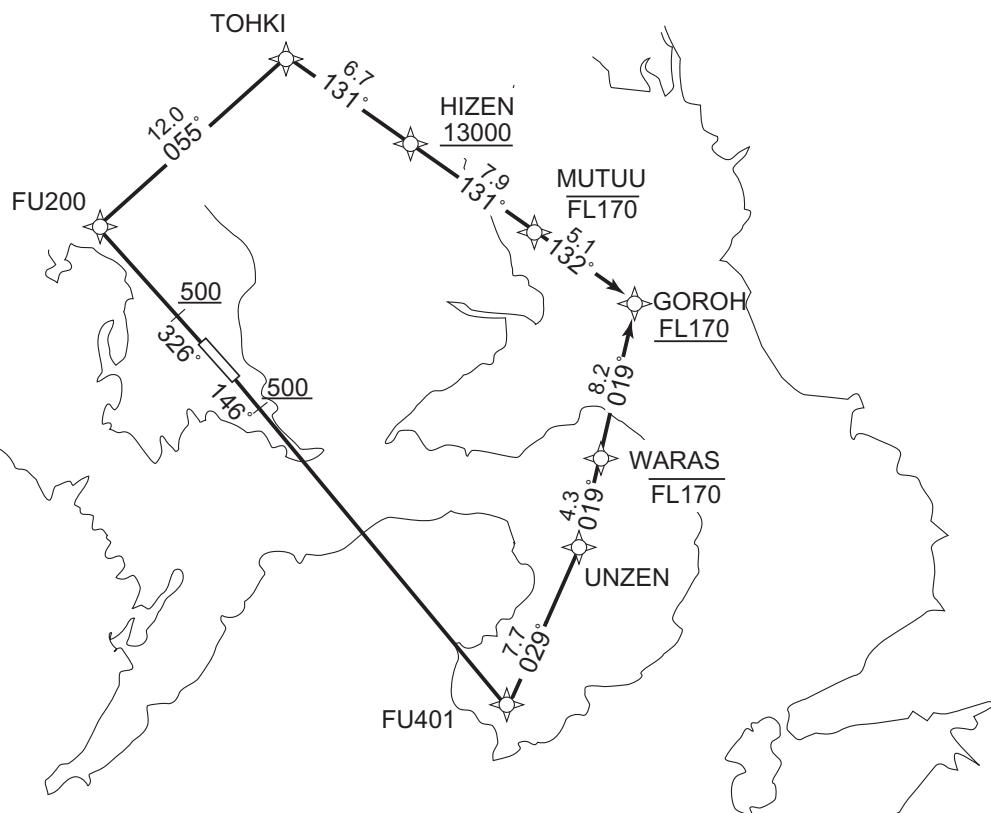
RNAV SID

## CHIKUGO FIVE DEPARTURE

RNP1

Note GNSS required.

VAR 8° W



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 : Latitude and longitude deleted.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

CHIKUGO FIVE 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<br>(138.1) | -7.6               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | FU401               | -        | -              | -7.6               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | UNZEN               | -        | 029<br>(021.5) | -7.6               | 7.7           | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | WARAS               | -        | 019<br>(011.9) | -7.6               | 4.3           | -              | -FL170        | -            | -              | RNP1                     |
| 005           | TF              | GOROH               | -        | 019<br>(011.9) | -7.6               | 8.2           | -              | +FL170        | -            | -              | RNP1                     |

## 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<br>(318.1) | -7.6               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | FU200               | -        | -              | -7.6               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | TOHKI               | -        | 055<br>(047.8) | -7.6               | 12.0          | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | HIZEN               | -        | 131<br>(123.8) | -7.6               | 6.7           | -              | +13000        | -            | -              | RNP1                     |
| 005           | TF              | MUTUU               | -        | 131<br>(123.9) | -7.6               | 7.9           | -              | -FL170        | -            | -              | RNP1                     |
| 006           | TF              | GOROH               | -        | 132<br>(124.0) | -7.6               | 5.1           | -              | +FL170        | -            | -              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            | Waypoint Identifier | Coordinates            |
|---------------------|------------------------|---------------------|------------------------|
| FU401               | 323918.7N / 1301130.5E | TOHKI               | 330937.2N / 1295823.9E |
| UNZEN               | 324627.3N / 1301451.1E | HIZEN               | 330552.5N / 1300503.7E |
| WARAS               | 325037.5N / 1301553.8E | MUTUU               | 330129.4N / 1301250.5E |
| FU200               | 330134.6N / 1294747.6E | GOROH               | 325837.5N / 1301754.5E |

CHANGE : Waypoint Coordinates added.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

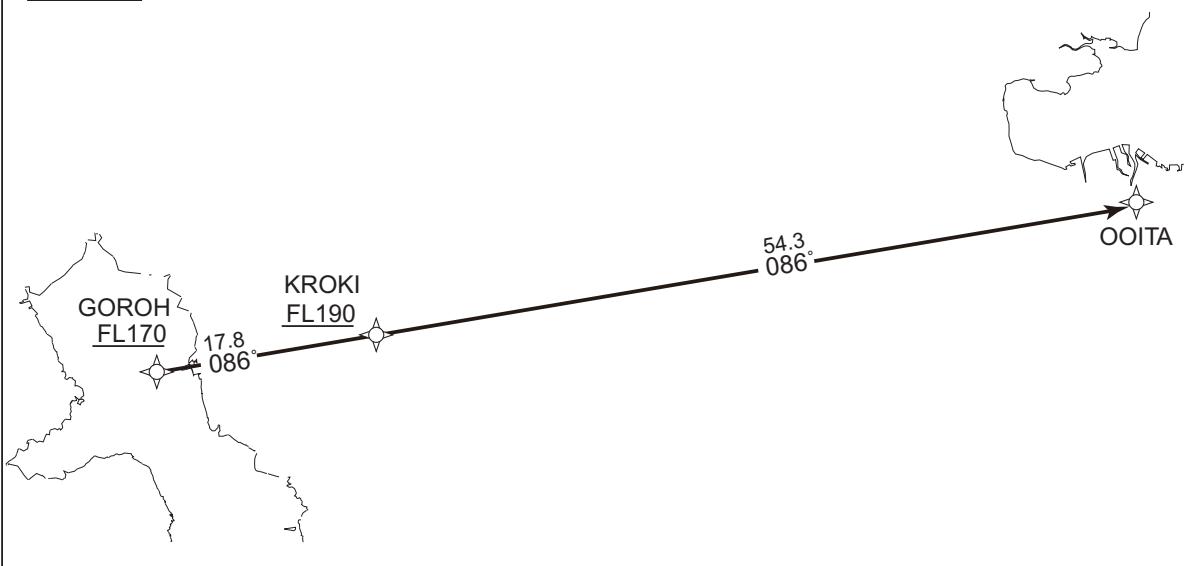
RNAV TRANSITION

OOITA TRANSITION

RNP1

Note GNSS required.

VAR 8° W



From GOROH at or above FL170, to KROKI at or above FL190, to OOITA.

CHANGE : SALTY TRANSITION abolished. Waypoint Coordinates added.

| 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               | —        | —              | -7.6               | —             | —              | +FL170        | —            | —              | RNP1                     |
| 002           | TF              | KROKI               | —        | 086<br>(077.9) | -7.6               | 17.8          | —              | +FL190        | —            | —              | RNP1                     |
| 003           | TF              | OOITA               | —        | 086<br>(078.1) | -7.6               | 54.3          | —              | —             | —            | —              | RNP1                     |

#### Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| GOROH               | 325837.5N / 1301754.5E |
| KROKI               | 330219.1N / 1303840.7E |
| OOITA               | 331313.2N / 1314211.7E |

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

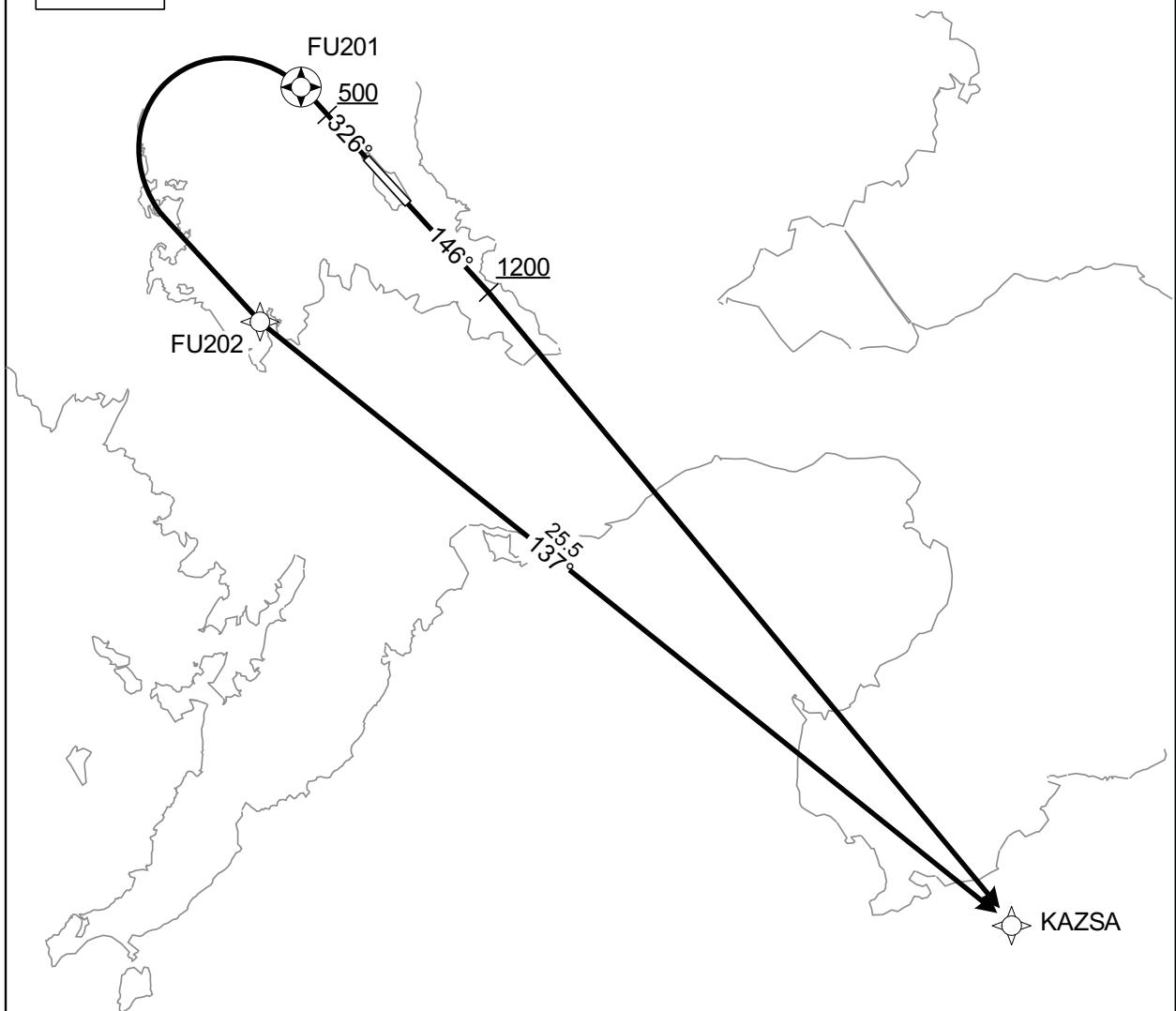
RNAV SID

KAZSA ONE DEPARTURE

RNP1

Note GNSS required.

VAR 8°W



CHANGE : Latitude and longitude deleted.

RWY14 : Climb on HDG146° at or above 1200FT, direct to KAZSA

RWY32 : Climb on HDG326° at or above 500FT, direct to FU201, turn left direct to FU202, to KAZSA.

Note RWY14 : 5.0% climb gradient required up to 1200FT.

OBST ALT 892FT located at 4.1NM 130° FM end of RWY14.

OBST ALT 1050FT located at 4.6NM 165° FM end of RWY14.

RWY32 : 5.0% climb gradient required up to 1900FT.

OBST ALT 1936FT located at 8.0NM 272° FM end of RWY32.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

KAZSA ONE 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)   | -7.6               | -             | -              | +1200         | -            | -              | RNP1                     |
| 002           | DF              | KAZSA               | -        | -             | -7.6               | -             | -              | -             | -            | -              | RNP1                     |

## 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)   | -7.6               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | FU201               | Y        | -             | -7.6               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | DF              | FU202               | -        | -             | -7.6               | -             | L              | -             | -            | -              | RNP1                     |
| 004           | TF              | KAZSA               | -        | 137 (129.3)   | -7.6               | 25.5          | -              | -             | -            | -              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            |
|---------------------|------------------------|
| FU201               | 325731.0N / 1295208.2E |
| FU202               | 325118.6N / 1295047.5E |
| KAZSA               | 323510.2N / 1301410.8E |

CHANGE : Waypoint Coordinates added.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

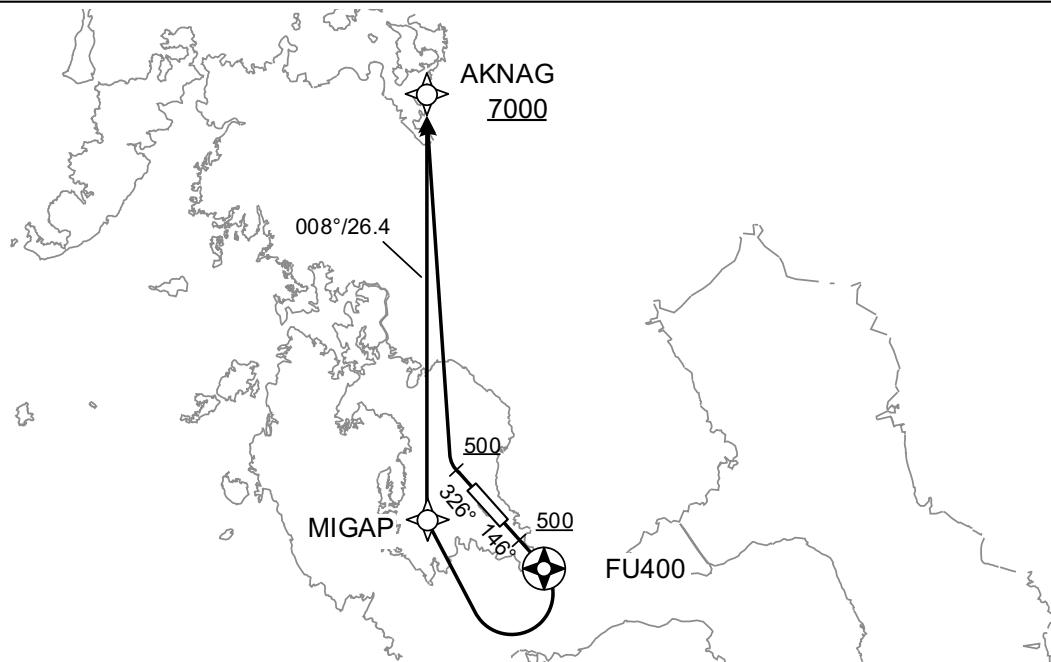
RNAV SID

AKNAG ONE DEPARTURE

RNP1

Note GNSS required.

VAR 8°W



RWY14 : Climb on HDG146° at or above 500FT, direct to FU400, turn right direct to MIGAP, to AKNAG at or above 7000FT.

RWY32 : Climb on HDG326° at or above 500FT, turn right direct to AKNAG at or above 7000FT.

Note RWY14 : 5.0% climb gradient required up to 1800FT.

OBST ALT 1247FT located at 4.2NM 177° FM end of RWY14.

OBST ALT 1634FT located at 3.6NM 211° FM end of RWY14.

RWY32 : 5.0% climb gradient required up to 1200FT.

OBST ALT 1739FT located at 8.7NM 010° FM end of RWY32.

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<br>(138.1) | -7.7               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | FU400               | Y        | -              | -7.7               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | DF              | MIGAP               | -        | -              | -7.7               | -             | R              | -             | -            | -              | RNP1                     |
| 004           | TF              | AKNAG               | -        | 008<br>(000.3) | -7.7               | 26.4          | -              | +7000         | -            | -              | RNP1                     |

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<br>(318.1) | -7.7               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | AKNAG               | -        | -              | -7.7               | -             | R              | +7000         | -            | -              | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            | Waypoint Identifier | Coordinates            |
|---------------------|------------------------|---------------------|------------------------|
| FU400               | 325105.7N / 1295859.6E | AKNAG               | 332017.0N / 1295044.8E |
| MIGAP               | 325352.4N / 1295034.2E |                     |                        |

CHANGE : Waypoint Coordinates added.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

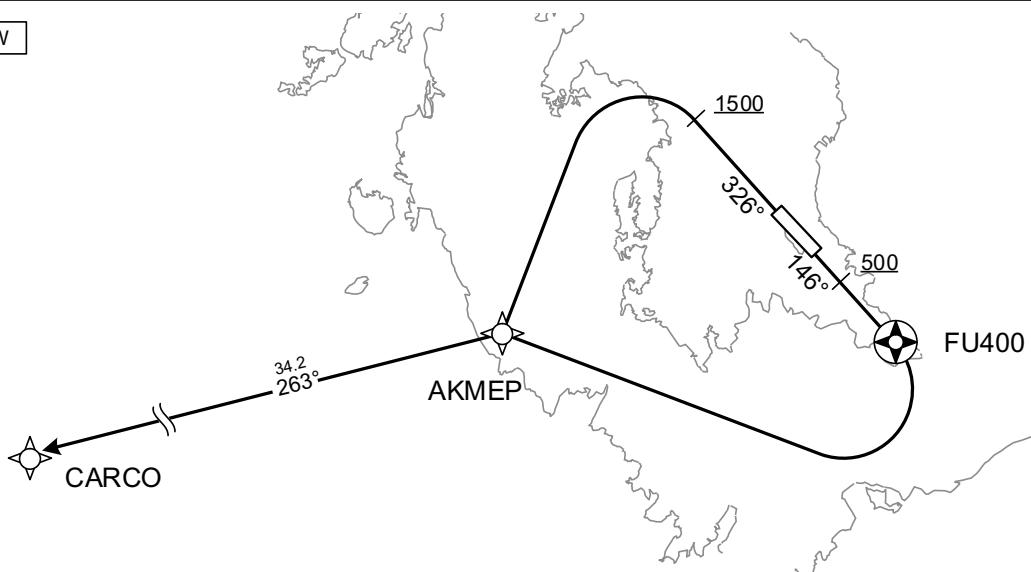
RNAV SID

## CARCO ONE DEPARTURE

RNP1

Note GNSS required.

VAR 8°W



RWY14 : Climb on HDG146° at or above 500FT, direct to FU400, turn right direct to AKMEP, to CARCO.

RWY32 : Climb on HDG326° at or above 1500FT, turn left direct to AKMEP, to CARCO.

Note RWY14 : 5.0% climb gradient required up to 1800FT.

OBST ALT 1247FT located at 4.2NM 177° FM end of RWY14.

OBST ALT 1634FT located at 3.6NM 211° FM end of RWY14.

RWY32 : 5.0% climb gradient required up to 1500FT.

OBST ALT 1969FT located at 8.0NM 272° FM end of RWY32.

## 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)   | -7.7               | -             | -              | +500          | -            | -              | RNP1                     |
| 002           | DF              | FU400               | Y        | -             | -7.7               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | DF              | AKMEP               | -        | -             | -7.7               | -             | R              | -             | -            | -              | RNP1                     |
| 004           | TF              | CARCO               | -        | 263 (255.7)   | -7.7               | 34.2          | -              | -             | -            | -              | RNP1                     |

## 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)   | -7.7               | -             | -              | +1500         | -            | -              | RNP1                     |
| 002           | DF              | AKMEP               | -        | -             | -7.7               | -             | L              | -             | -            | -              | RNP1                     |
| 003           | TF              | CARCO               | -        | 263 (255.7)   | -7.7               | 34.2          | -              | -             | -            | -              | RNP1                     |

## Waypoint Coordinates

| Waypoint Identifier | Coordinates            | Waypoint Identifier | Coordinates            |
|---------------------|------------------------|---------------------|------------------------|
| FU400               | 325105.7N / 1295859.6E | CARCO               | 324301.7N / 1290247.7E |
| AKMEP               | 325133.9N / 1294209.8E |                     |                        |

CHANGE : Waypoint Coordinates added.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFU / NAGASAKI

RNAV STAR

SARUKU ARRIVAL / FUBUKI ARRIVAL

RNP1

Note GNSS required.

VAR 8° W

CHANGE : Latitude and longitude deleted.

SARUKU ARRIVAL

6.2  
231°  
SARUK  
3700

6.1  
231°  
OTAXA  
4000

6.1  
231°  
GLOVR  
7000

9.2  
231°  
OHGIE  
11000

6.8  
191°  
PADDY

10.9  
191°  
TARAH  
7000

FUBUKI ARRIVAL

296°/2.7  
FUBKI  
2600

2.1  
236°  
AINOH  
MAX 210KIAS

6.1  
191°  
OBAMA  
MAX 230KIAS

8.0  
191°  
TAKAK  
5000

1MIN (at or below FL140)  
1.5MIN (above FL140)  
NOT TO SCALE  
TAKAK  
MHA 5000  
MAX 210KIAS (at or below FL140)  
MAX 240KIAS (above FL140)

## 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.

| 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               | -        | -             | -7.6               | -             | -              | +11000        | -            | -              | RNP1                     |
| 002           | TF              | GLOVR               | -        | 237 (229.3)   | -7.6               | 9.2           | -              | +7000         | -            | -              | RNP1                     |
| 003           | TF              | OTAXA               | -        | 237 (229.2)   | -7.6               | 6.1           | -              | +4000         | -            | -              | RNP1                     |
| 004           | TF              | SARUK               | -        | 237 (229.2)   | -7.6               | 6.2           | -              | +3700         | -            | -              | RNP1                     |

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.

| 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               | -        | -             | -7.6               | -             | -              | +11000        | -            | -              | RNP1                     |
| 002           | TF              | PADDY               | -        | 191 (183.1)   | -7.6               | 6.8           | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | TARAH               | -        | 191 (183.1)   | -7.6               | 10.9          | -              | +7000         | -            | -              | RNP1                     |
| 004           | TF              | TAKAK               | -        | 191 (183.0)   | -7.6               | 8.0           | -              | +5000         | -            | -              | RNP1                     |
| 005           | TF              | OBAMA               | -        | 191 (183.0)   | -7.6               | 6.1           | -              | -             | -230         | -              | RNP1                     |
| 006           | TF              | AINOH               | -        | 236 (228.0)   | -7.6               | 2.7           | -              | -             | -210         | -              | RNP1                     |
| 007           | TF              | FUBKI               | -        | 296 (288.2)   | -7.6               | 2.7           | -              | +2600         | -            | -              | RNP1                     |

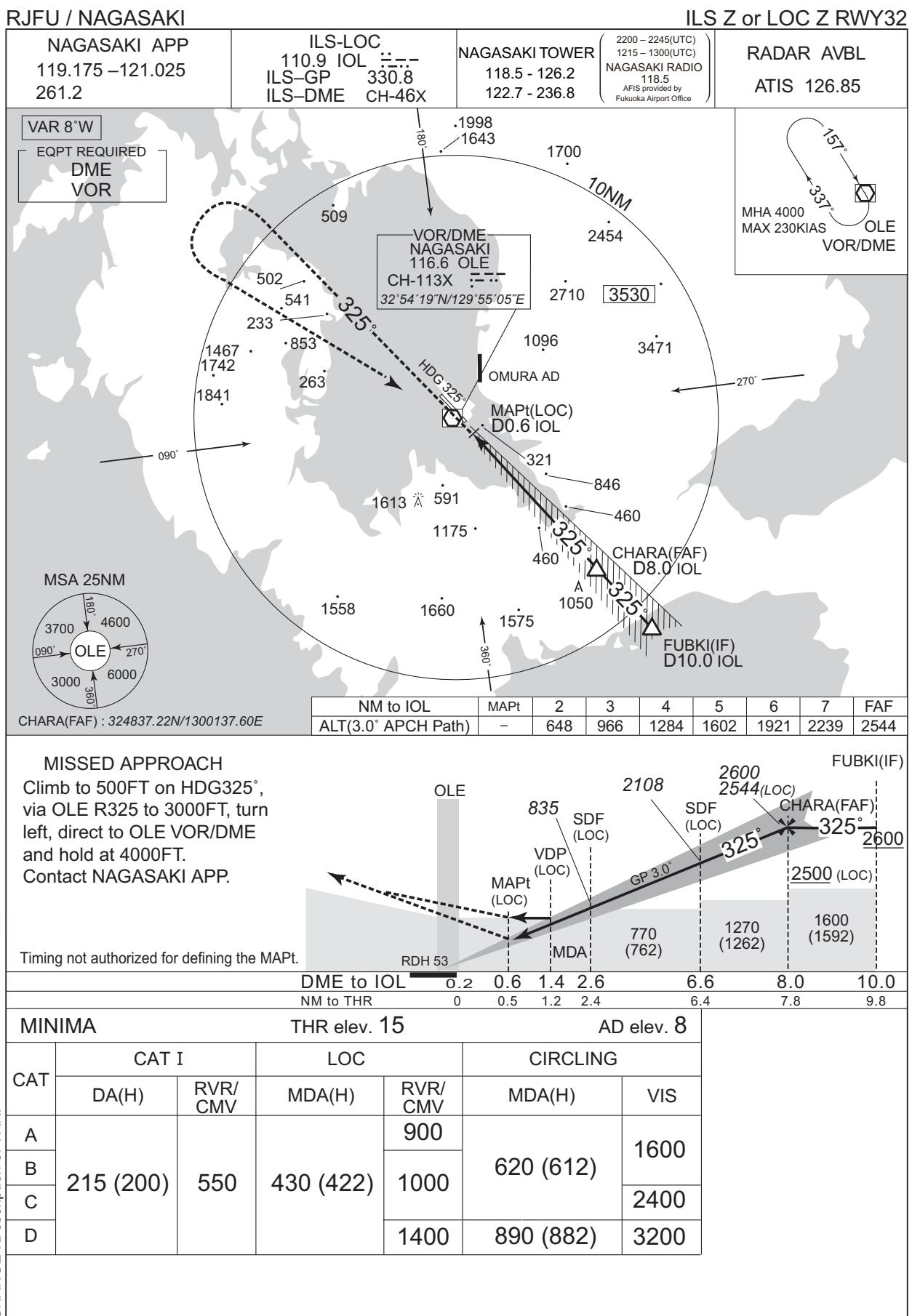
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN)        | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS)                 | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|----------------|-----------------------|-----------------------|------------------------------|--------------------------|
| Hold | TAKAK               | 191 (183.0)           | -7.6               | 1.0(-14000)<br>1.5(+14001) | R              | 5000                  | -                     | -210(-14000)<br>-240(+14001) | RNP1                     |

Waypoint Coordinates

| Waypoint Identifier | Coordinates            | Waypoint Identifier | Coordinates            |
|---------------------|------------------------|---------------------|------------------------|
| OHGIE               | 331952.9N / 1301041.7E | TARAH               | 330210.0N / 1300934.0E |
| GLOVR               | 331352.9N / 1300221.4E | TAKAK               | 325411.3N / 1300903.6E |
| OTAXA               | 330952.4N / 1295648.2E | OBAMA               | 324806.4N / 1300840.9E |
| SARUK               | 330550.7N / 1295114.3E | AINOH               | 324617.1N / 1300616.8E |
| PADDY               | 331305.6N / 1301015.7E | FUBKI               | 324707.9N / 1300312.8E |

CHANGE : Waypoint Coordinates added.

## INSTRUMENT APPROACH CHART



CHANGE : Description of VAR.

## INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

NAGASAKI APP  
119.175 –121.025  
261.2

ILS-LOC  
110.9 IOL   
ILS-GP 330.8  
ILS-DME CH-46X

NAGASAKI TOWER  
118.5 - 126.2  
122.7 - 236.8

ILS Y or LOC Y RWY32

RADAR AVBL  
ATIS 126 85

VAR 8°W  
EQPT REQUIRED  
DME  
VOR

CHARA(FAF) : 324837.22N/1300137.60E

| NM to IOL           | MAPt | 2   | 3   | 4    | 5    | 6    | 7    | FAF  |
|---------------------|------|-----|-----|------|------|------|------|------|
| ALT(3.0° APCH Path) | –    | 648 | 966 | 1284 | 1602 | 1921 | 2239 | 2544 |

## MISSED APPROACH

Climb to 500FT on HDG325°, via OLE R325 to 3000FT, turn left, direct to OLE VOR/DME and hold at 4000FT

and hold at 4000 ft.  
Contact NAGASAKI APP

Timing not authorized for defining the MAPt

|            |     |     |     |     |     |     |
|------------|-----|-----|-----|-----|-----|-----|
| DME to IOL | 0.2 | 0.6 | 1.4 | 2.6 | 6.6 | 8.0 |
| NM to THR  | 0   | 0.5 | 1.2 | 2.4 | 6.4 | 7.8 |

## MINIMA

THR elev. 15

AD eley 8

| MINIMA |           | TIR elev. 15 |           |             | AD elev. 0 |      |
|--------|-----------|--------------|-----------|-------------|------------|------|
| CAT    | CAT I     |              | LOC       |             | CIRCLING   |      |
|        | DA(H)     | RVR/<br>CMV  | MDA(H)    | RVR/<br>CMV | MDA(H)     | VIS  |
| A      | 215 (200) | 550          | 430 (422) | 900         | 620 (612)  | 1600 |
| B      |           |              |           | 1000        |            | 2400 |
| C      |           |              |           | 1400        | 890 (882)  | 3200 |
| D      |           |              |           |             |            |      |

## CHANGE : Description of VAR



## INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

RNP RWY32

**FAS DATA BLOCK**

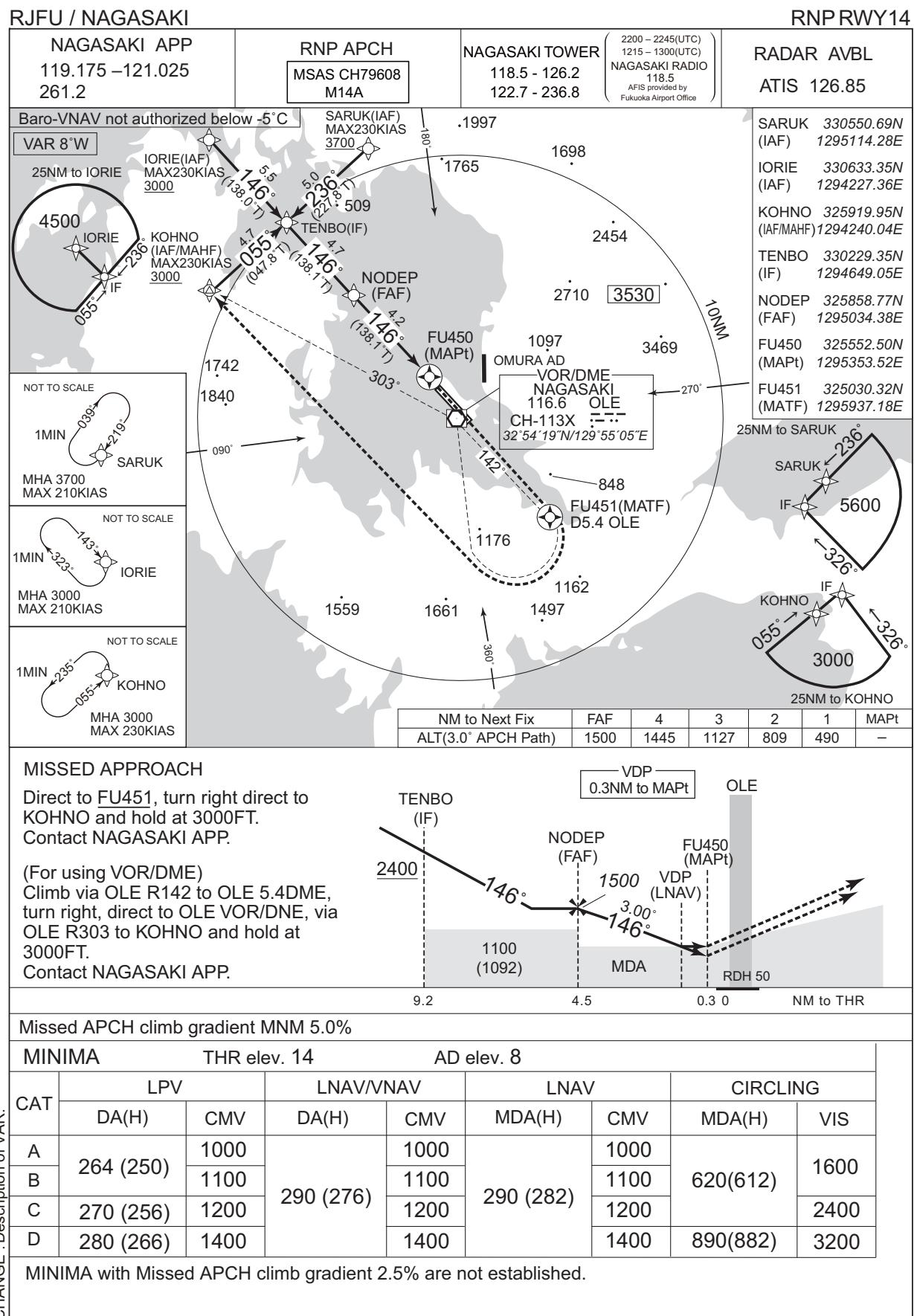
|                                  |               |                            |               |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type                   | 0             | LTP/FTP ellipsoidal height | +00370        |
| SBAS service provider identifier | 2             | FPAP latitude              | 325537.2480N  |
| Airport identifier               | RJFU          | FPAP longitude             | 1295409.7775E |
| Runway                           | 32            | Threshold crossing height  | 00016.2       |
| Approach performance designator  | 0             | TCH units selector         | 1             |
| Route indicator                  |               | Glide path angle           | 03.00         |
| Reference path data selector     | 0             | Course width at threshold  | 105.00        |
| Reference path ID                | M32A          | △ length offset            | 0000          |
| LTP/FTP latitude                 | 325424.8850N  | HAL                        | 40.0          |
| LTP/FTP longitude                | 1295527.0410E | VAL                        | 50.0          |
| CRC remainder                    | 10898D02      |                            |               |

**Required additional data**

|                            |     |
|----------------------------|-----|
| LTP/FTP orthometric height | 4.8 |
|----------------------------|-----|

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

## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

RNP RWY14

**FAS DATA BLOCK**

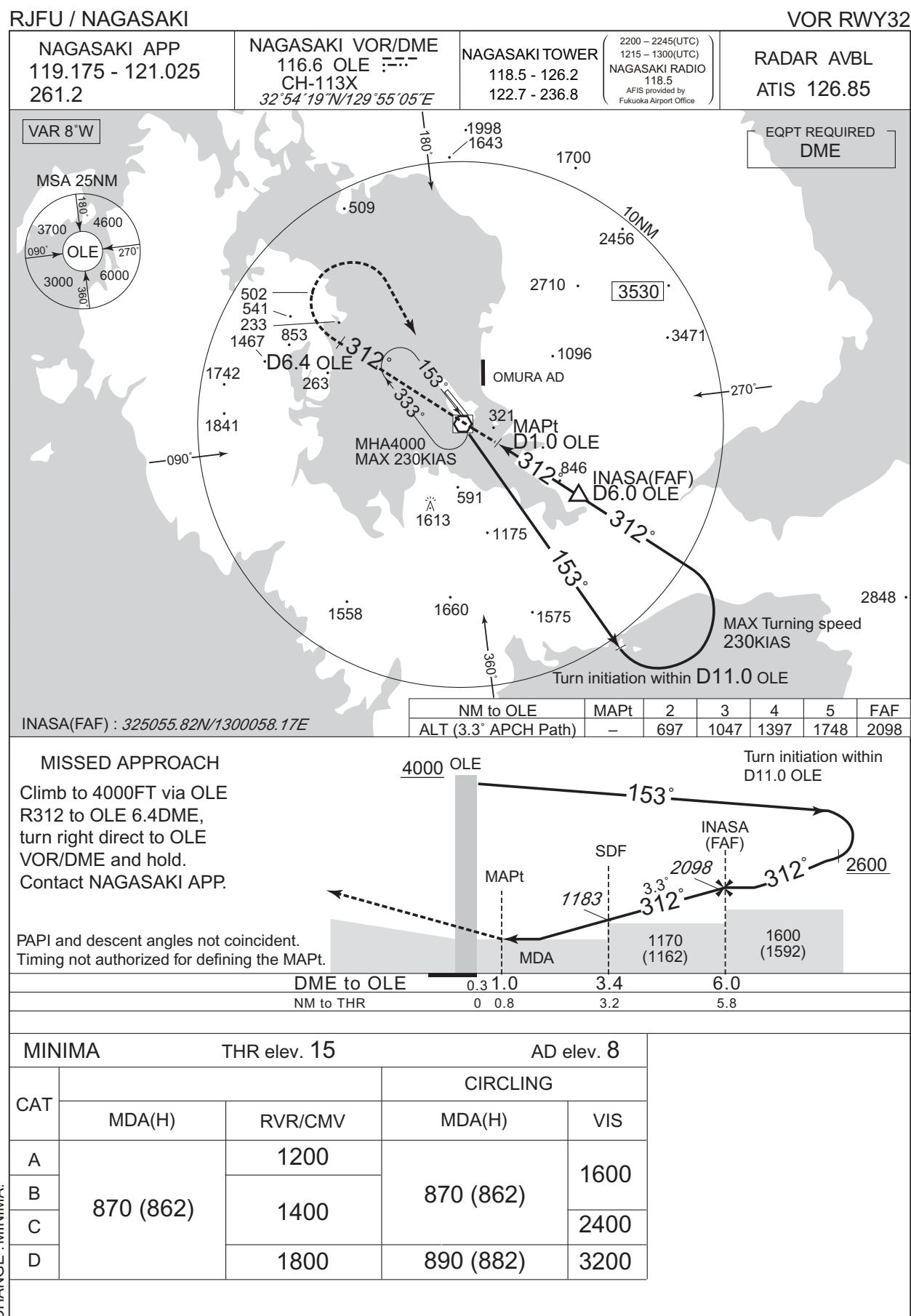
|                                  |               |                            |               |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type                   | 0             | LTP/FTP ellipsoidal height | +00367        |
| SBAS service provider identifier | 2             | FPAP latitude              | 325424.8850N  |
| Airport identifier               | RJFU          | FPAP longitude             | 1295527.0410E |
| Runway                           | 14            | Threshold crossing height  | 00015.0       |
| Approach performance designator  | 0             | TCH units selector         | 1             |
| Route indicator                  |               | Glide path angle           | 03.00         |
| Reference path data selector     | 0             | Course width at threshold  | 105.00        |
| Reference path ID                | M14A          | Δ length offset            | 0000          |
| LTP/FTP latitude                 | 325537.2480N  | HAL                        | 40.0          |
| LTP/FTP longitude                | 1295409.7775E | VAL                        | 50.0          |
| CRC remainder                    | B756639A      |                            |               |

**Required additional data**

|                            |     |
|----------------------------|-----|
| LTP/FTP orthometric height | 4.5 |
|----------------------------|-----|

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

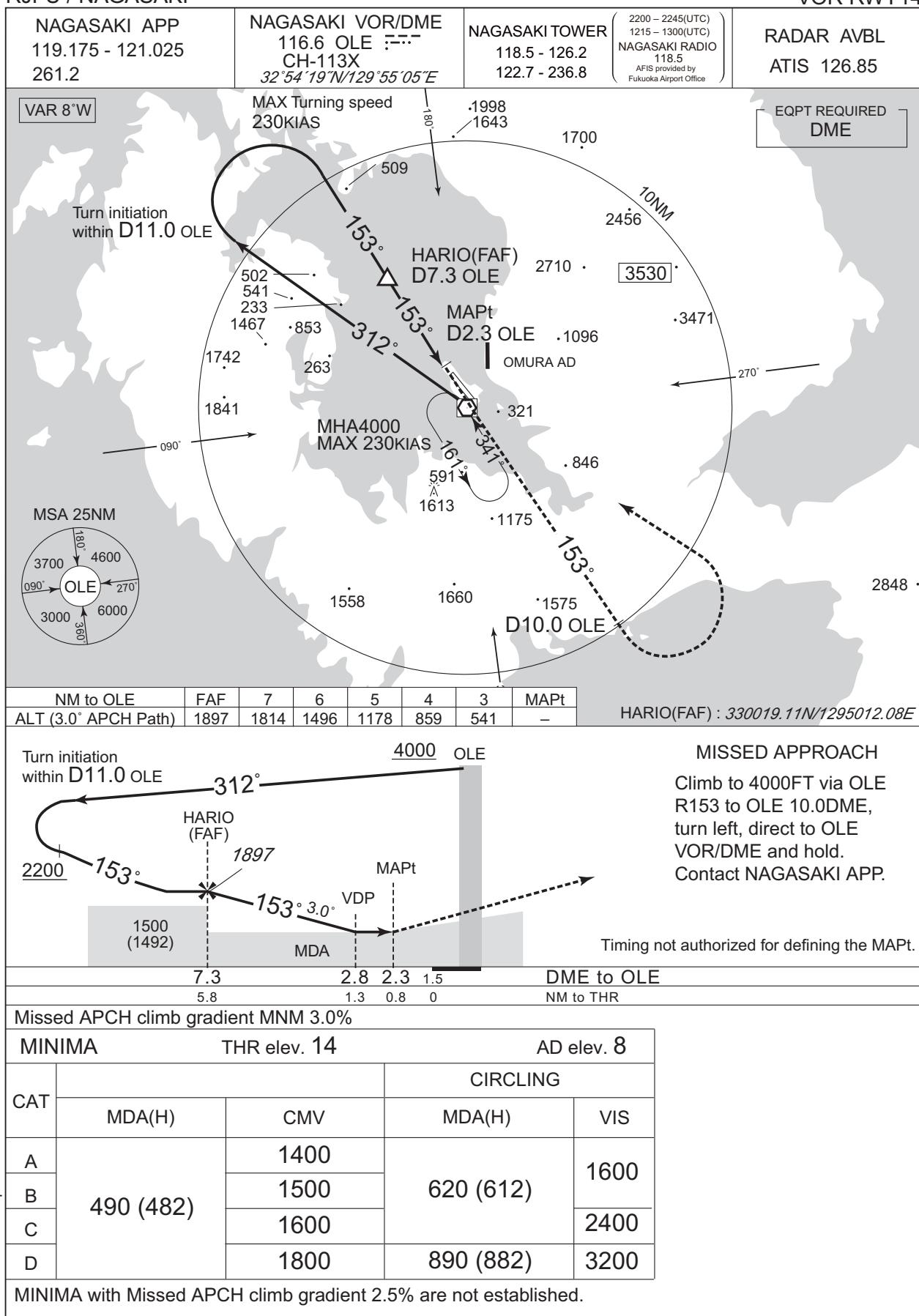
## INSTRUMENT APPROACH CHART

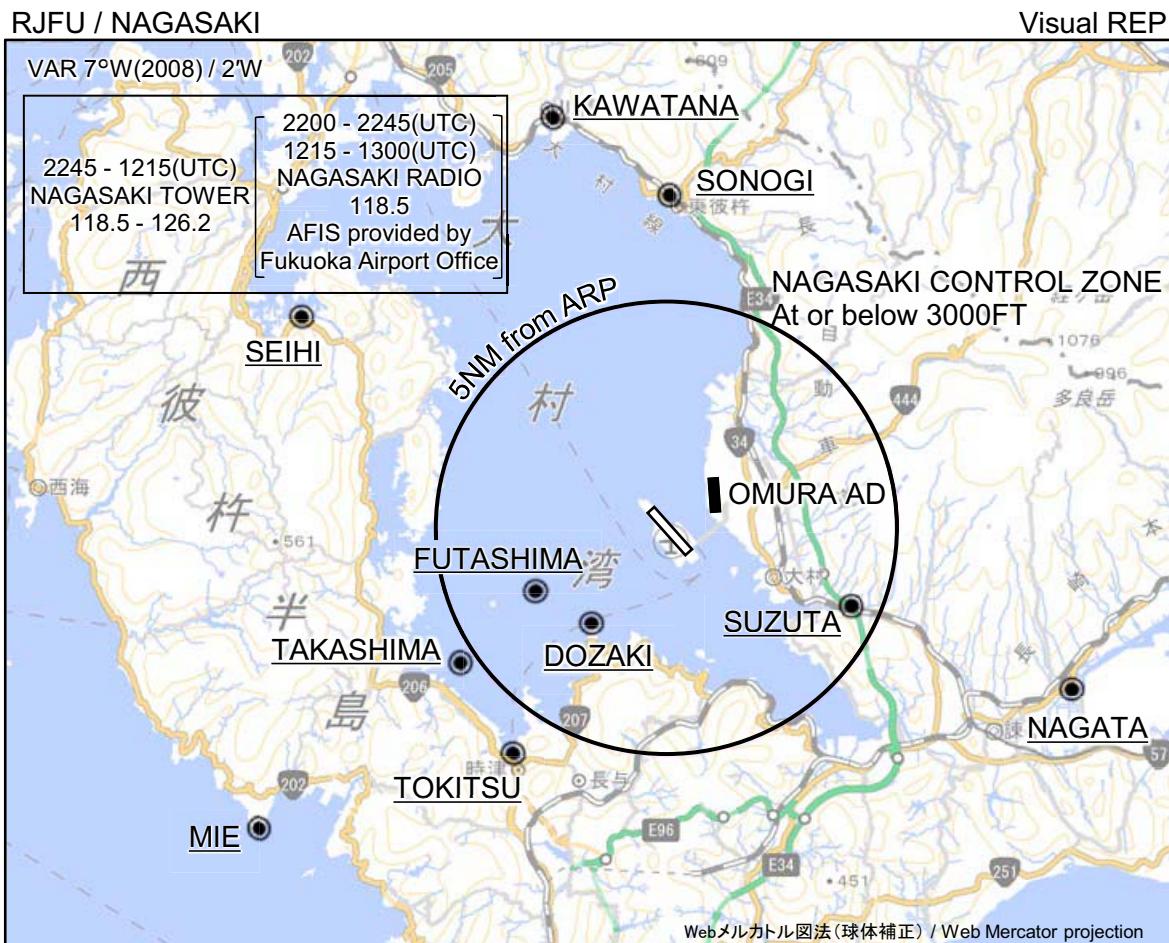


## INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

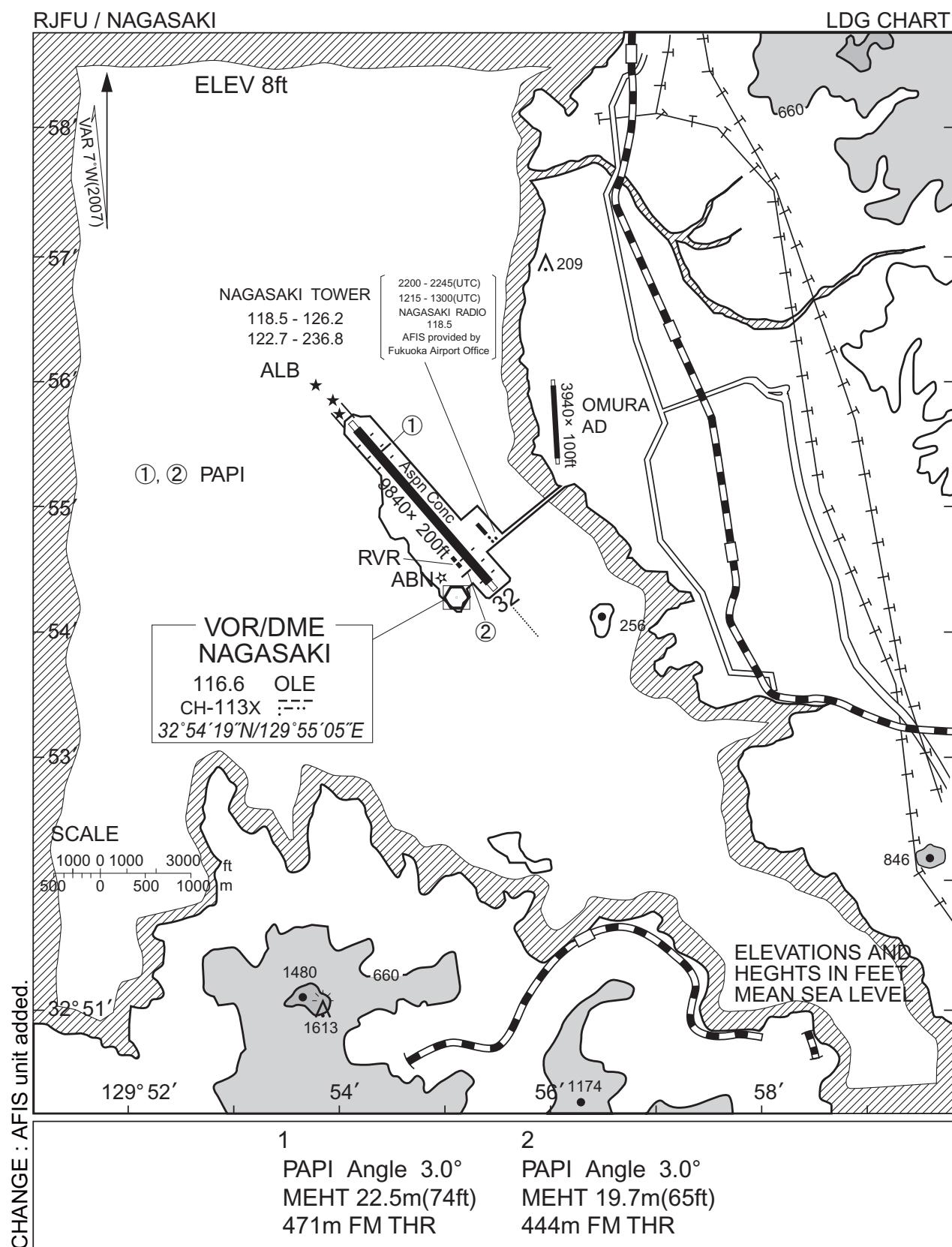
VOR RWY14

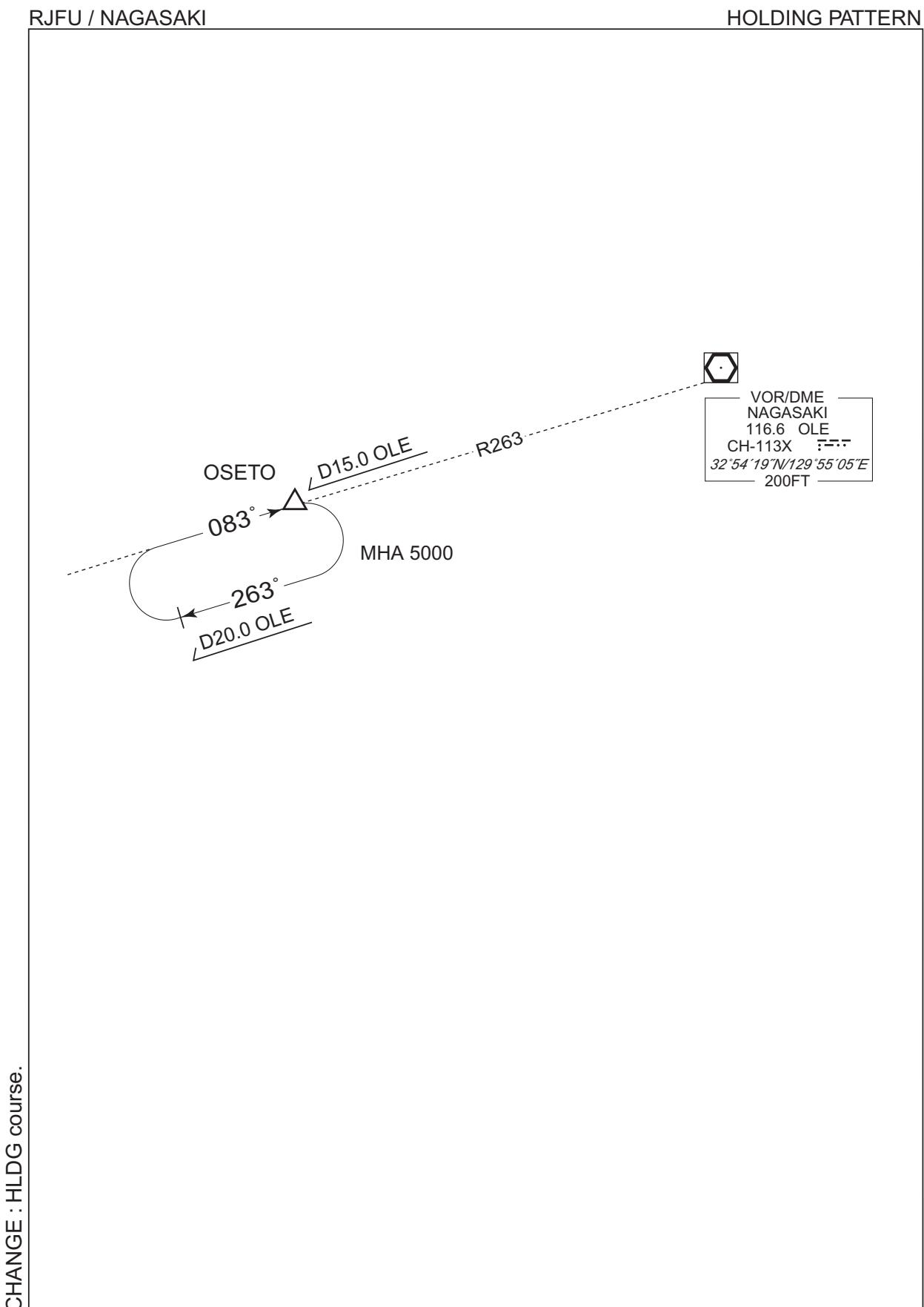




CHANGE : Map updated. BRG/DIST from ARP.

| Call sign       | BRG / DIST from ARP | Remarks                          |
|-----------------|---------------------|----------------------------------|
| 川棚<br>Kawatana  | 345°T / 9.4NM       | JR駅<br>JR Station                |
| 彼杵<br>Sonogi    | 360°T / 7.4NM       | JR駅<br>JR Station                |
| 鈴田<br>Suzuta    | 113°T / 4.3NM       | 長崎自動車道と国道34号線の交点<br>Intersection |
| 長田<br>Nagata    | 112°T / 9.4NM       | 不知火橋<br>Bridge                   |
| 西彼<br>Seihi     | 301°T / 9.2NM       | オランダ村<br>Windmill                |
| 二島<br>Futashima | 244°T / 3.1NM       | 二島<br>Island                     |
| 堂崎<br>Dozaki    | 217°T / 2.7NM       | 堂崎鼻<br>A point of land           |
| 鷹島<br>Takashima | 237°T / 5.4NM       | 鷹島<br>Island                     |
| 時津<br>Tokitsu   | 213°T / 6.0NM       | 時津港<br>Harbor                    |
| 三重<br>Mie       | 233°T / 11.1NM      | 三重崎<br>A point of land           |

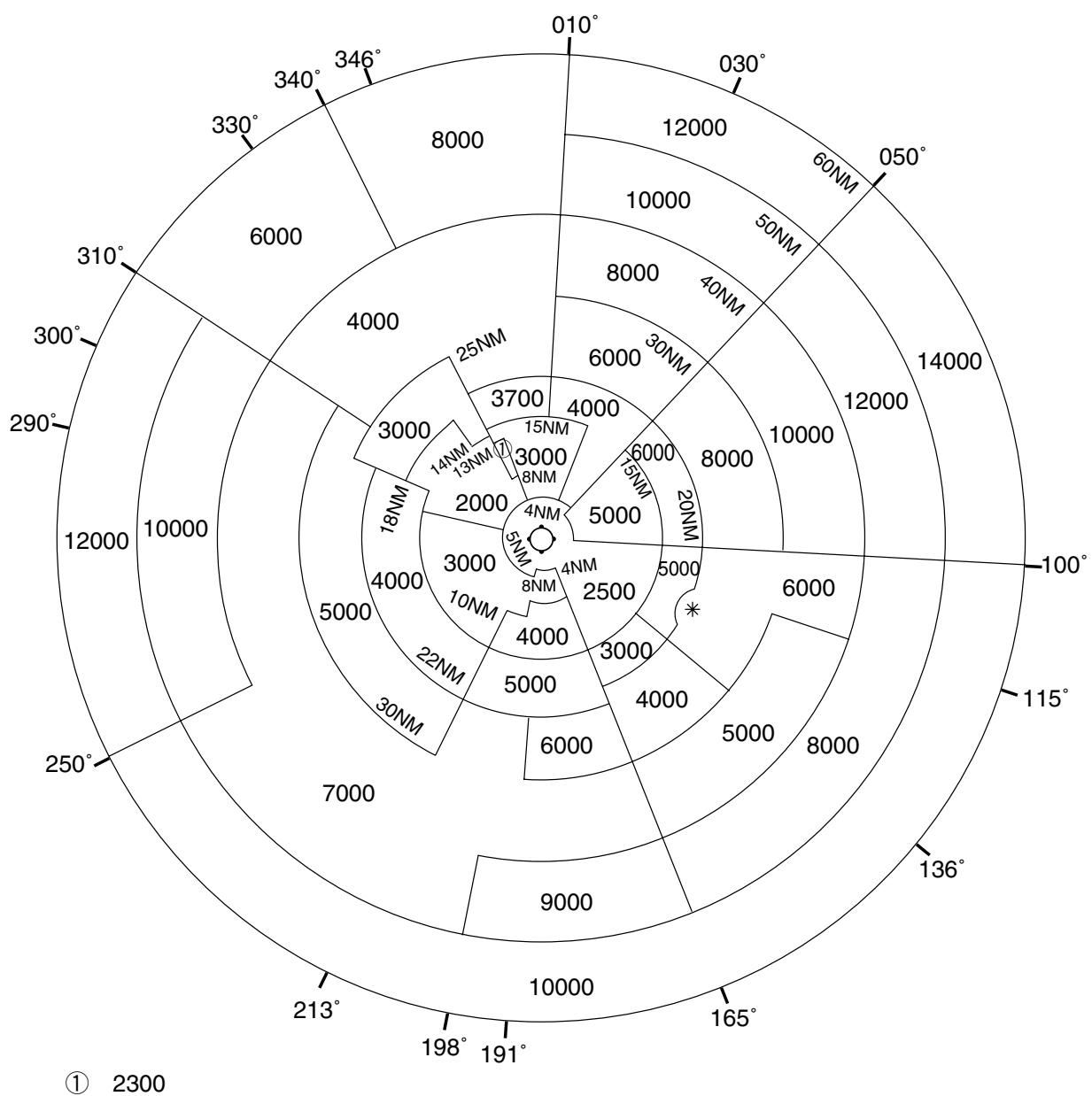




RJFU / NAGASAKI

Minimum Vectoring Altitude CHART

VAR 7°W (2011)



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