

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. Tel: 0957(53)6901 Fax: 0957(54)4539 AFS: RJFUZYX |
| 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 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 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 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, Taxies 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. Strength : PCN 56/R/A/X/T spot NR 2 PCN 52/R/B/X/T spot NR 3 PCN 70/R/B/X/T spot NR 5 PCN 70/R/A/X/T spot NR 6 PCN 62/R/B/X/T spot NR 7, 8, 9, 10 PCN 74/R/B/X/T spot NR 11, 12, 14 N-Apron(Small ACFT Apron) Surface : Asphalt, Strength : AUW 5700Kg/0.48Mpa |
| 2 | Taxiway width, surface and strength | Width : B2.....9m P1 - P5.....23m T1, T6.....28.5m T2, T3, T4, T5....34m Surface : Asphalt Concrete Strength : B2.....PCN 5/F/C/X/T P1, P3, P4, T1....PCN 65/F/A/X/T P5, T6.....PCN 97/F/C/X/T T2, T3, T4, T5....PCN 54/F/A/X/T P2.....PCN 62/R/B/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 5 : 325447.08N/1295522.18E* 6 : 325448.42N/1295520.75E 7 : 325449.91N/1295519.11E 8 : 325451.60N/1295517.31E 9 : 325453.29N/1295515.51E 10 : 325454.98N/1295513.71E 11 : 325456.73N/1295511.84E 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: (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY32), WBAR(RWY32), RWY DIST marker LGT</p> <p>TWY: T1 - T6 (Marking) TWY CL, RWY HLDG PSN, Mandatory Instructions, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign</p> <p>TWY: P1, P3, P4, P5 (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT</p> <p>TWY: P2 (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> <p>TWY: B2 (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, Taxiing guidance sign</p> |
| 3 | Stop bars | Nil |
| 4 | Remarks | <p>(Marking) Overrun area (LGT) Apron flood LGT</p> |

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

RJFU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|-------------|-----------------------------|--|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 14 | 138.00° | 3000x60 | PCN 65/F/A/X/T Asphalt Concrete | 325537.28N 1295409.77E 105.8ft | THR ELEV: 14ft |
| 32 | 318.00° | 3000x60 | PCN 65/F/A/X/T Asphalt Concrete | 325424.91N 1295527.04E 106.0ft | THR ELEV: 15ft |
| Slope of RWY | | Strip Dimen- sions(M) | RESA (Overrun) 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)* *For detail, ask airport administrator | | RWY 32 grooving: 3000 x 40m |

RWY 14 **RWY 32**

14ft 11ft 8ft 8ft 9ft 8ft 15ft

0.22% 0.12% 0.01% 0.01% 0.03% 0.33%

0m 451.5m 1120m 1500m 2060m 2360m 3000m

RJFU AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (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 BTN the point where TWY CL meets RWY CL and RWY THR.)

RJFU AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|---|-------------------------------------|-----------------------|---|-------------|---|--|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 14 | SALS (*1) 420m LIH | Green - | PAPI 3.0°/LEFT 471m 74ft | - | 3000m 30m Coded color (White/Red) LIH | 3000m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| 32 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/LEFT 444m 65ft | 900m | 3000m 30m Coded color (White/Red) LIH | 3000m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(600m and 900m FM RWY THR)(*1) Overrun area edge LGT(LEN:60m Color:Red)(*2) | | | | | | | | |

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 Anemometer location and LGT | LDI : Nil Anemometer : RWY 32 : 438m from RWY 32 THR, LGTD 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/ switch-over time | Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT Within 15 sec : Other LGT |
| 5 | Remarks | WDI LGT |

RJFU AD 2.16 HELICOPTER LANDING AREA

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

RJFU AD 2.17 ATS AIRSPACE

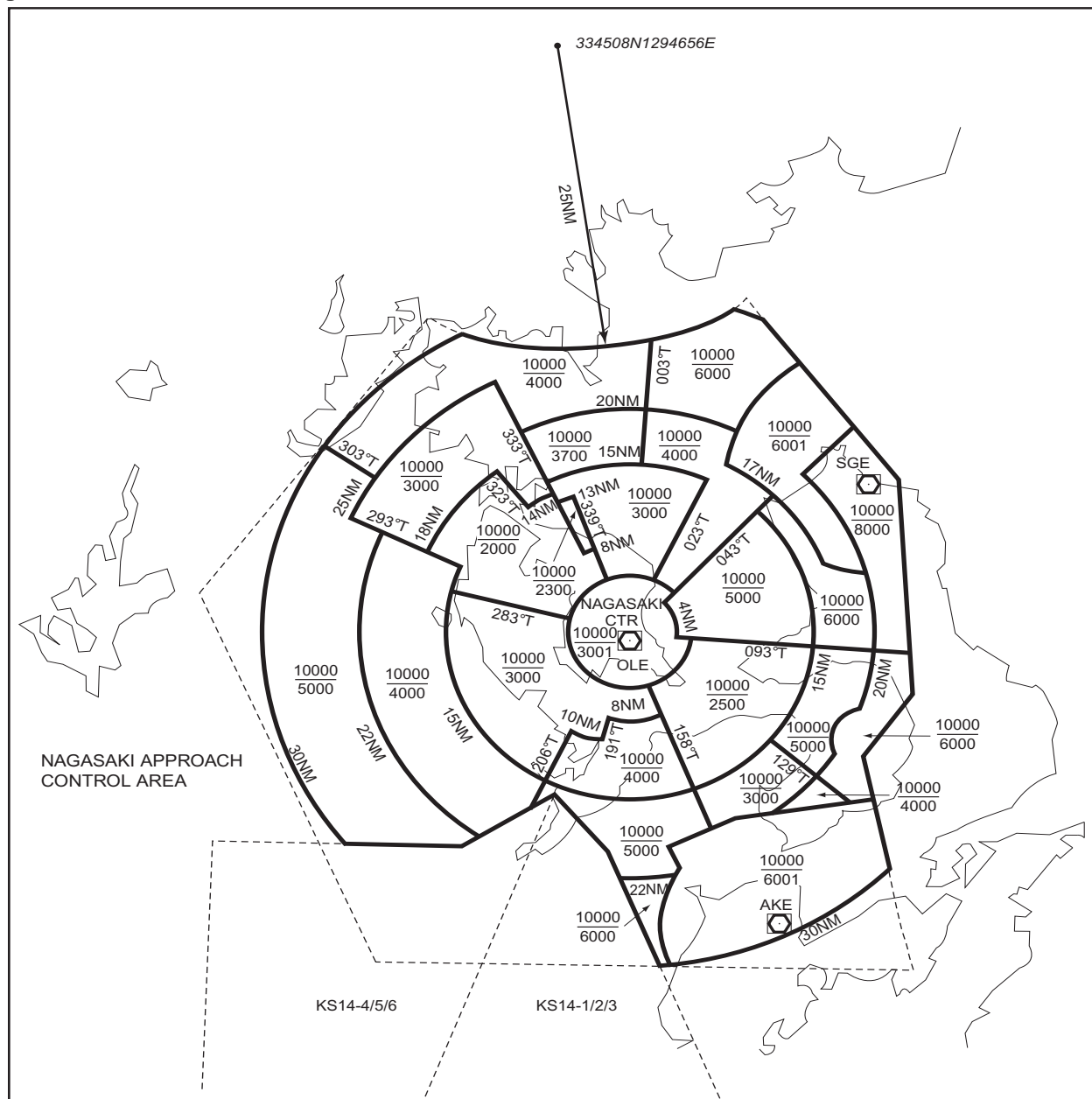
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|--|---------------------------|
| 1 | | 2 | 3 | 4 | 6 |
| NAGASAKI CTR | Area within a radius of 5 nm of NAGASAKI ARP (325501N1295449E) | 3,000 or below | D | NAGASAKI TWR NAGASAKI RADIO (1) En | (1)2200-2245 1215-1300 |
| NAGASAKI ACA | See attached chart | | E | NAGASAKI APP NAGASAKI RADAR NAGASAKI DEP En | |
| NAGASAKI TCA | See attached chart | | E | NAGASAKI TCA 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) 261.2MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1300 | (1)Primary |
| ASR | Nagasaki Radar | 119.175MHz 121.025MHz 261.2MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1300 | |
| DEP | Nagasaki Departure | 121.0MHz 261.2MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1300 | |
| TCA | Nagasaki TCA | 121.175MHz 245.3MHz | 2300 - 1030 | |
| TWR | Nagasaki Tower | 118.5MHz 126.2MHz 122.7MHz 236.8MHz 121.5MHz(E) 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 1215-1300(*) | Operated by Fukuoka 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 (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------------------------------|-----|-----------------------|-----------------------|---|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (7°W/2020) | OLE | 116.6MHz | H24 | 325418.89N/ 1295504.73E | | VOR unusable : 040°-070° beyond 25nm BLW 6000ft 070°-090° beyond 20nm BLW 6000ft |
| DME | OLE | 1200 MHz (CH-113X) | H24 | 325418.89N/ 1295504.73E | 154ft | DME unusable : 030°-070° beyond 20nm BLW 6000ft 070°-090° beyond 15nm BLW 6000ft 160°-170° beyond 30nm BLW 5000ft 170°-200° beyond 20nm BLW 4000ft 200°-210° beyond 10nm BLW 4000ft 210°-240° beyond 20nm BLW 4000ft 260°-300° beyond 20nm BLW 4000ft |
| ILS-LOC 32 | IOL | 110.9MHz | 2200 - 1300 | 325542.95N/ 1295403.71E | | LOC : 235m(771ft) away FM RWY 14THR, BRG(MAG)325°. |
| ILS-GP 32 | - | 330.8MHz | 2200 - 1300 | 325430.22N/ 1295515.11E | | GP : 330m(1084ft) inside FM RWY 32 THR. 120m SW of RCL. HGT of ILS Ref datum 16.2m(53ft). GP Angle 3.0°. |
| ILS-DME 32 | IOL | 1007MHz (CH-46X) | 2200 - 1300 | 325429.87N/ 1295514.76E | 25ft | DME : 330m(1084ft) inside FM RWY 32 THR, 134m(439ft) SW of RCL. |
| MSAS | | 1575.42M Hz | H24 | | | Transmitting antennas are satellite 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に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

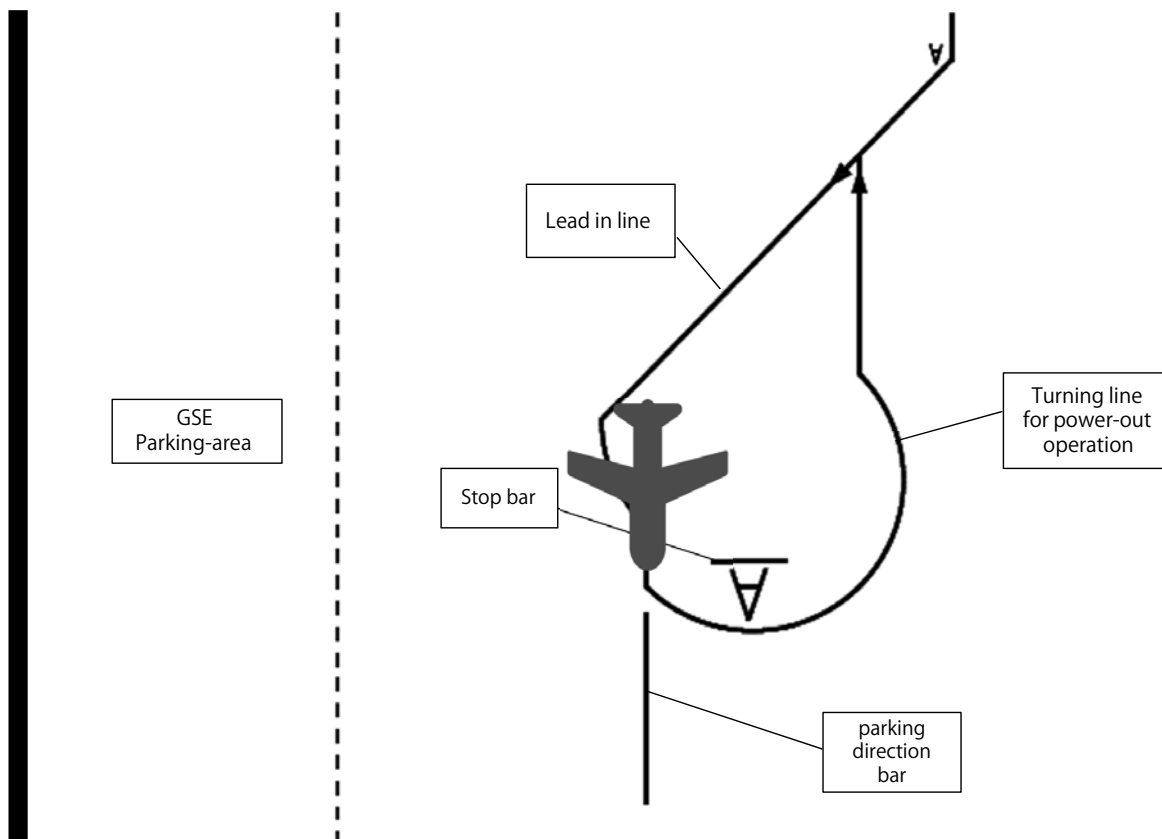
スポット 2A の駐機位置は以下の通りとする。
また自走アウトの際は以下に従うこと。

- 1) 自走アウトは以下図の駐機位置から左旋回とする。
※ 隣接のスポット 3 は右旋回となるので注意する。
- 2) スポット 2A とスポット 3 の同時走行は不可。

2.1

The parking position of Spot 2A shall be as follows.
Also, operators shall comply with the following power-out procedure.

- 1) The power-out procedure is a left turn from the parking position.
*Caution that the next spot 3 turns right.
- 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

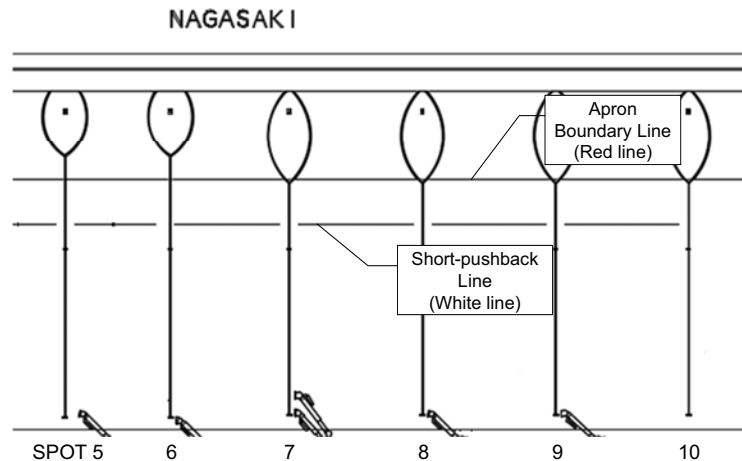
Spot 5.6.7.8.9 can be short-pushback only for small jets. Ask AD administration for detail and follow the ATC instructions.

*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.



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 ≥ 15m

*B : 6.5m ≤ 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 CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 14 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 32 | | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 14 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 32 | | | | | | | |

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

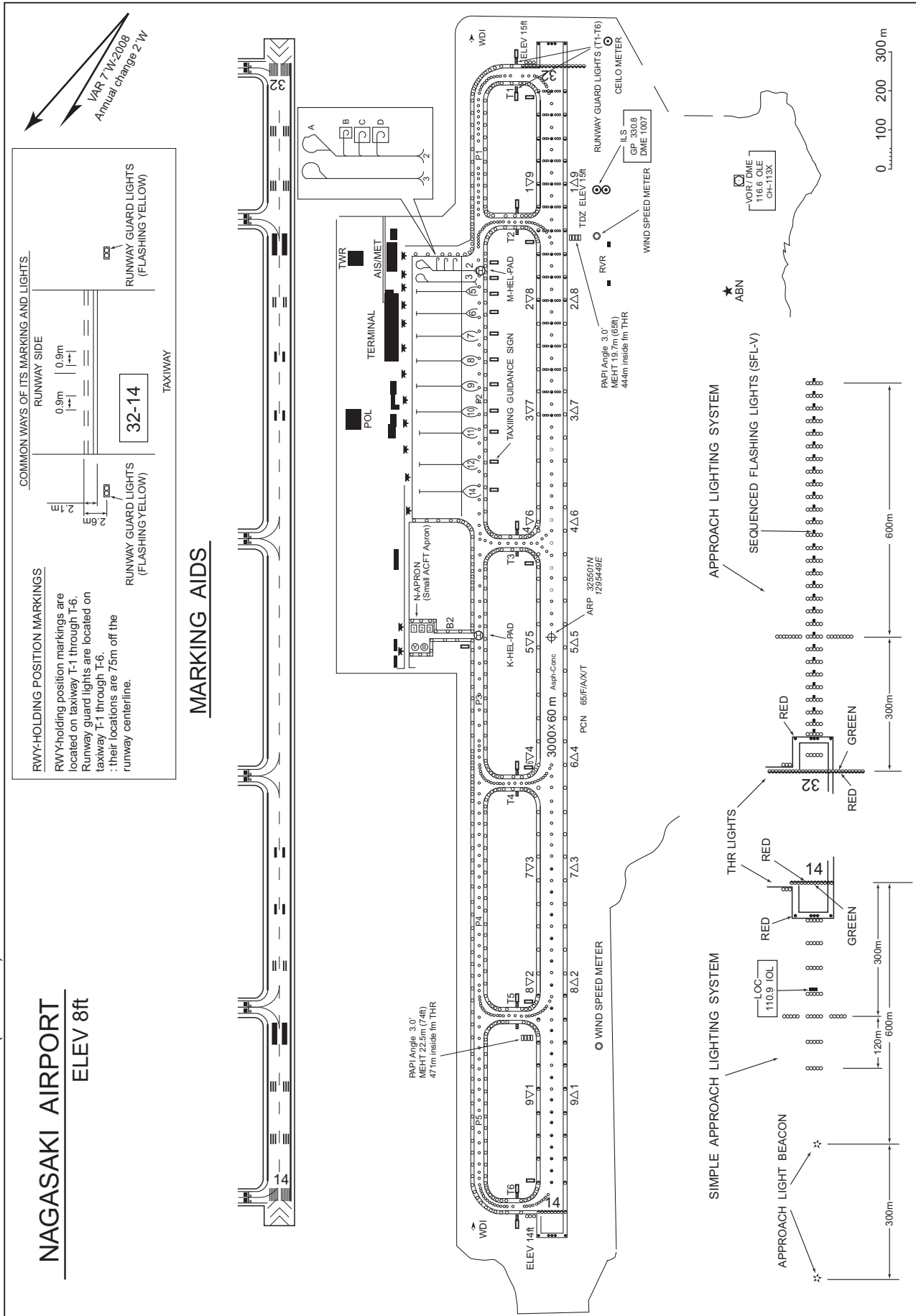
Nil

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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AD CHART



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AERDROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

RJFU AIRPORT
RWY : 14/32

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

SLOPE 1.2%

VERTICAL SCALE

FT

M

0 50 100 150 200 250 300

0 100 200 300

14000 13000 12000 11000 10000 9000 8000 7000 6000 5000 4000 3000 2000 1000 0

146°

326°

ASPHALT-CONCRETE

3000m×60m

ARP

LEGEND

- ① IDENTIFICATION NUMBER
- ☉ POLE, TOWER, SPIRE, ANTENNA, ETC
- ✱ TREE
- RAILROAD
- TRIANGULATION POINT
- ★ AERONAUTICAL GROUND LIGHT
- BUILDING OR LARGE STRUCTURE
- CONTOURS(ft)
- LEVEE
- RIVER

AMENDMENT RECORD

| Nr | DATE | ENTERED BY |
|----|------|------------|
| | | |

HORIZONTAL SCALE

FEET

500 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 ft

METRES

500 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 m

測量法に基づく国土地理院長承認(使用) R 4JHs 286

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....

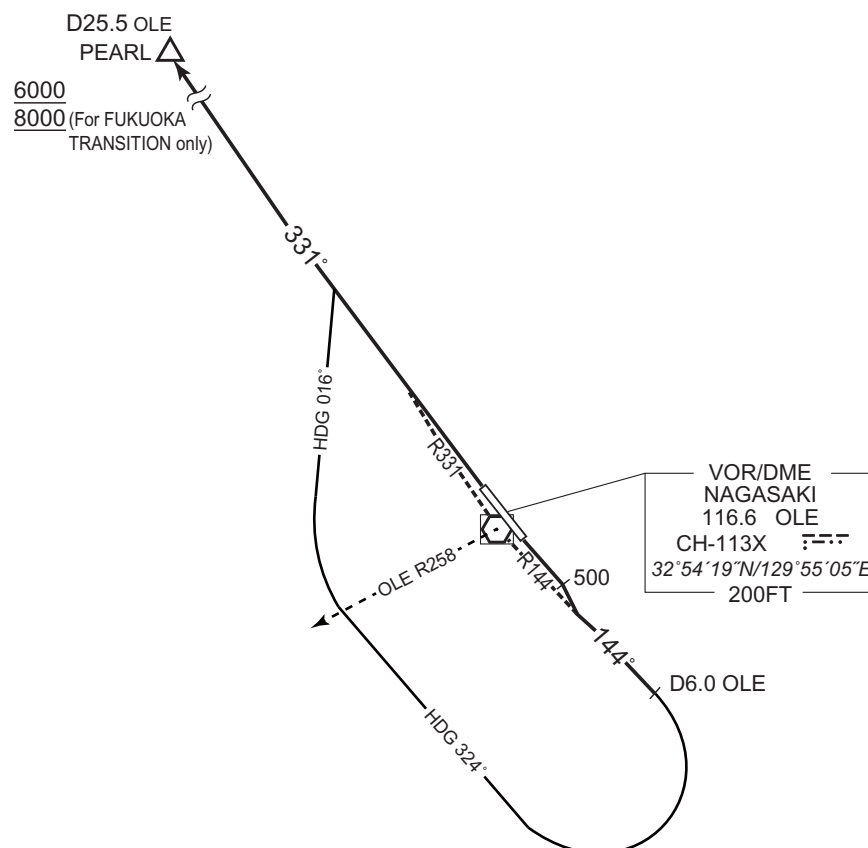
... Cross PEARL at or above 6000FT(*).

* 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

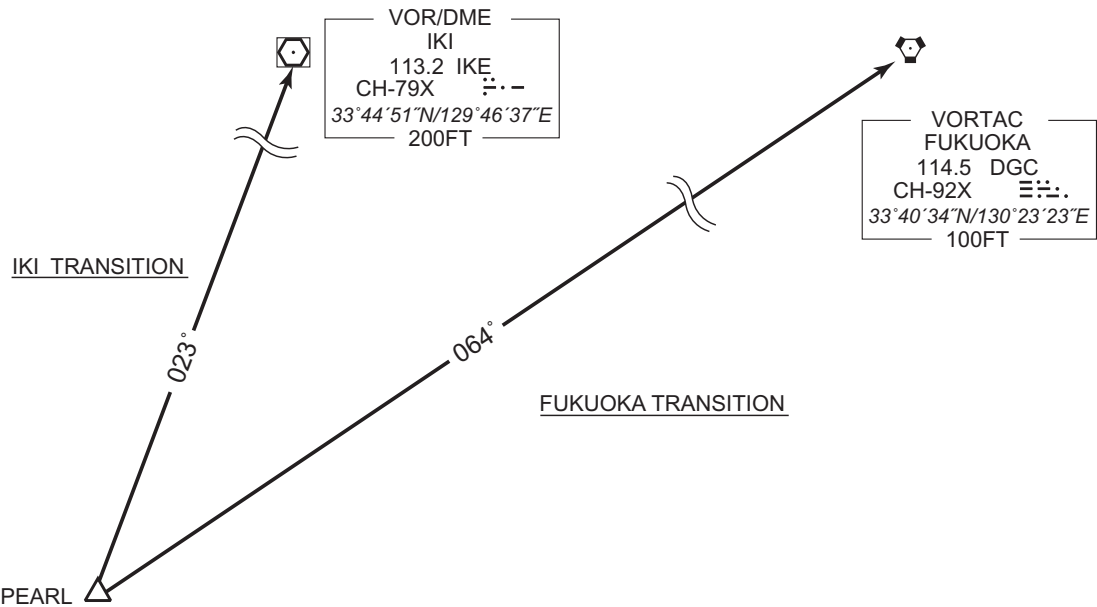
TRANSITION

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.

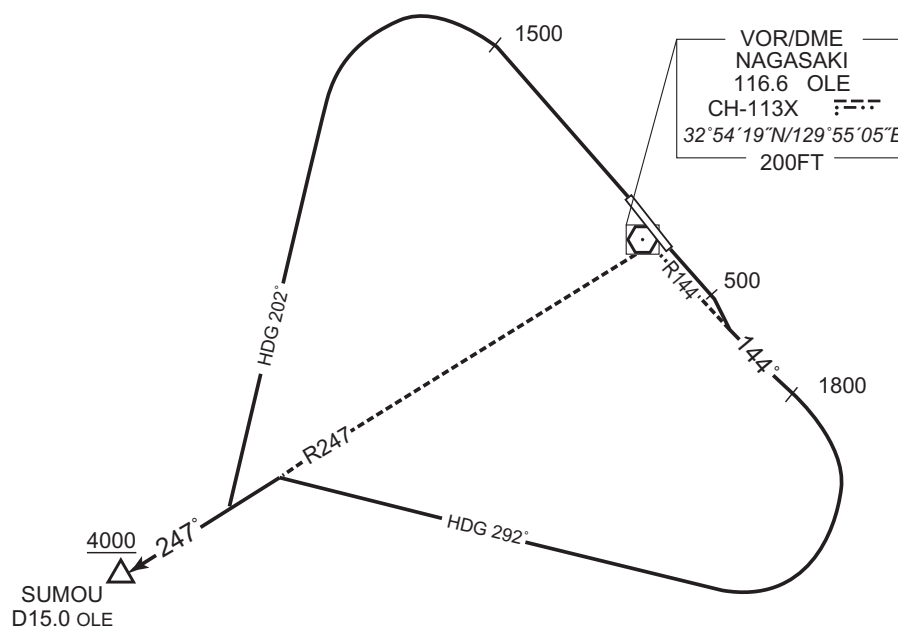
Cross SUMOU at or above 4000FT.

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

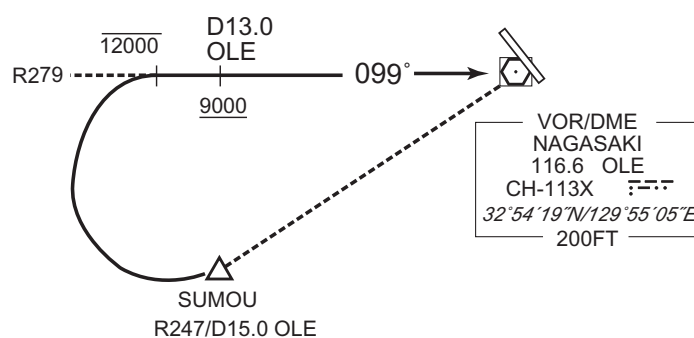
TRANSITION

OMURA TRANSITION

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

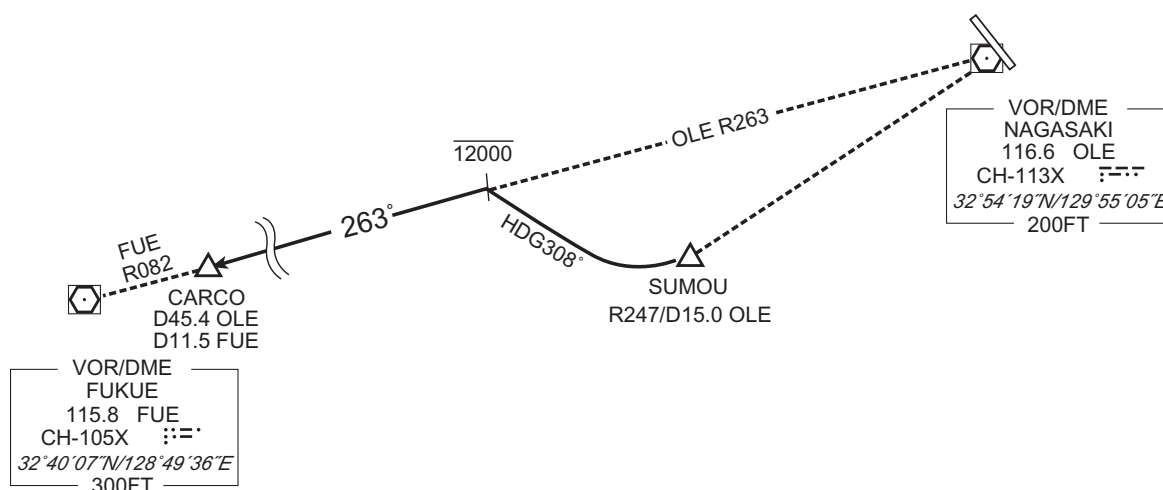
Maintain 12000FT or below until intercepting OLE R279.

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 R082 to CARCO.

Maintain 12000FT or below until intercepting OLE R263.



CHANGE : Description of PROC name.

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.

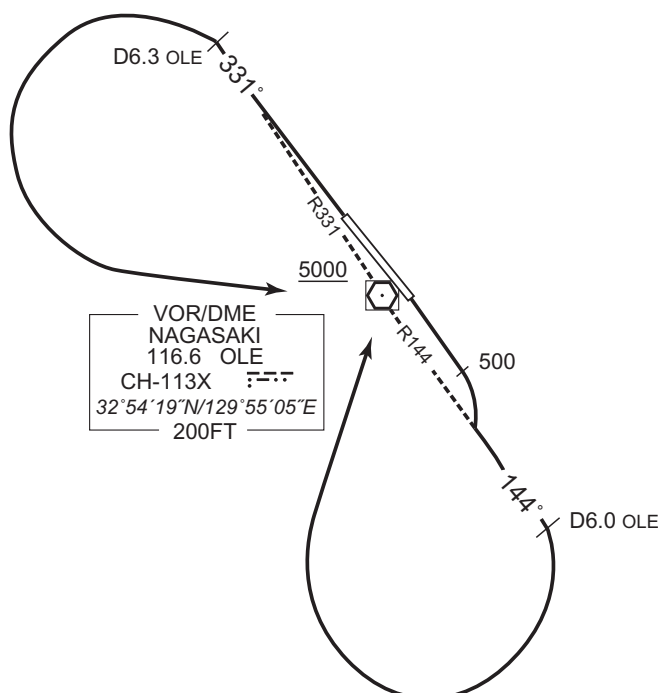
Cross OLE VOR/DME at or above 5000FT.

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

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

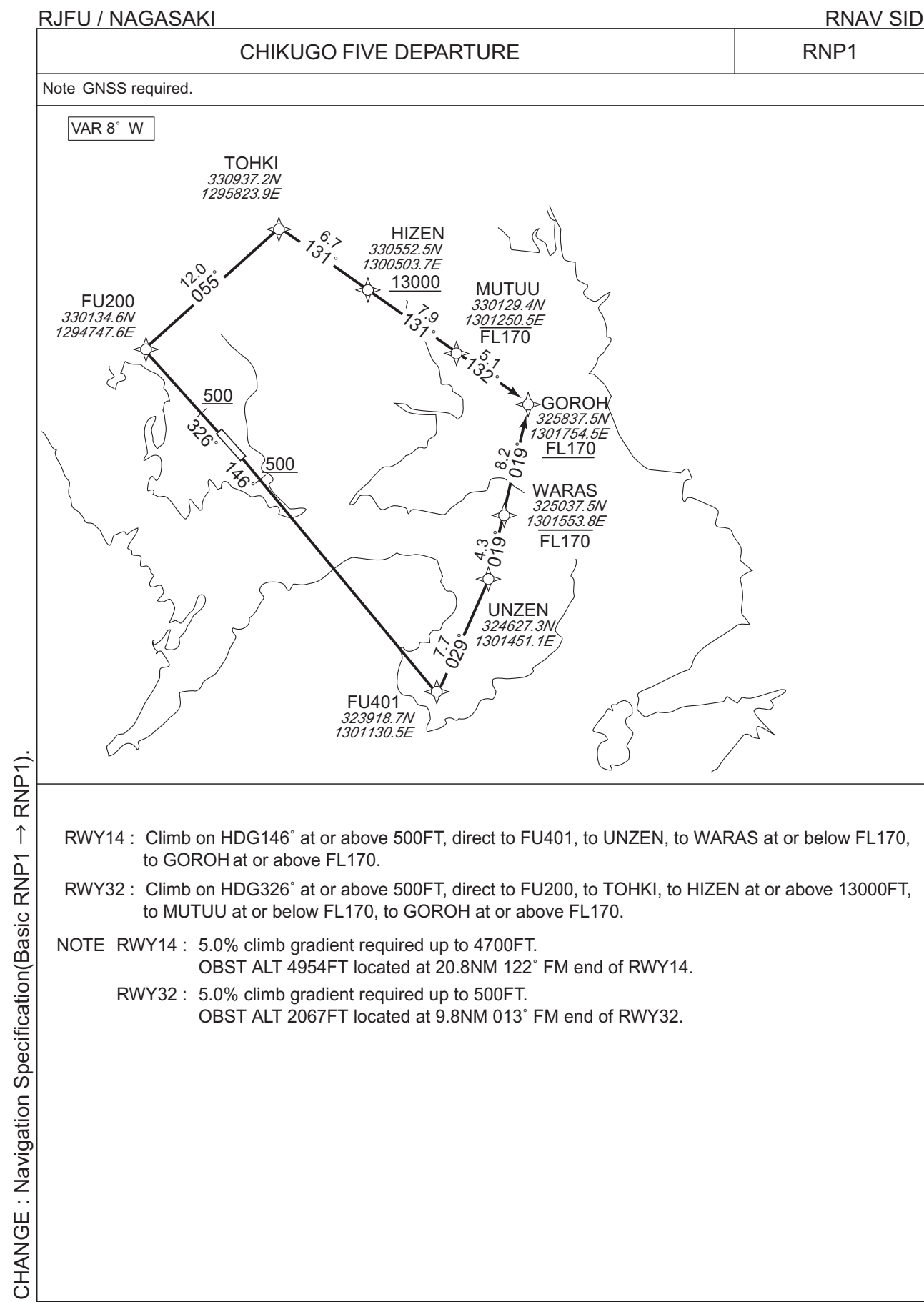
RWY 32: 5.0% climb gradient required up to 1600FT.

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



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKIRNAV 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 (138.1) | -7.6 | - | - | +500 | - | - | RNP1 |
| 002 | DF | FU401 | - | - | -7.6 | - | - | - | - | - | RNP1 |
| 003 | TF | UNZEN | - | 029 (021.5) | -7.6 | 7.7 | - | - | - | - | RNP1 |
| 004 | TF | WARAS | - | 019 (011.9) | -7.6 | 4.3 | - | -FL170 | - | - | RNP1 |
| 005 | TF | GOROH | - | 019 (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 (318.1) | -7.6 | - | - | +500 | - | - | RNP1 |
| 002 | DF | FU200 | - | - | -7.6 | - | - | - | - | - | RNP1 |
| 003 | TF | TOHKI | - | 055 (047.8) | -7.6 | 12.0 | - | - | - | - | RNP1 |
| 004 | TF | HIZEN | - | 131 (123.8) | -7.6 | 6.7 | - | +13000 | - | - | RNP1 |
| 005 | TF | MUTUU | - | 131 (123.9) | -7.6 | 7.9 | - | -FL170 | - | - | RNP1 |
| 006 | TF | GOROH | - | 132 (124.0) | -7.6 | 5.1 | - | +FL170 | - | - | RNP1 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV TRANSITION

SALTY TRANSITION / OOITA TRANSITION

RNP1

Note GNSS required.

VAR 8° W

Diagram illustrating the SALTY TRANSITION / OOITA TRANSITION RNP1 procedure. The path starts at GOROH (325837.5N, 1301754.5E) at FL170, proceeds to KROKI (330219.1N, 1303840.7E) at FL190, then to OOITA (331313.2N, 1314211.7E), and finally to SALTY (335109.7N, 1325530.8E). The diagram shows a series of turns with headings of 086°, 086°, 086°, and 065°. Distances between waypoints are 17.8 NM, 54.3 NM, and 72.0 NM. The transition is labeled 'SALTY TRANSITION' and 'OOITA TRANSITION'.

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 | — | — | -7.6 | — | — | +FL170 | — | — | RNP1 |
| 002 | TF | KROKI | — | 086 (077.9) | -7.6 | 17.8 | — | +FL190 | — | — | RNP1 |
| 003 | TF | OOITA | — | 086 (078.1) | -7.6 | 54.3 | — | — | — | — | RNP1 |
| 004 | TF | SALTY | — | 065 (057.8) | -7.6 | 72.0 | — | — | — | — | RNP1 |

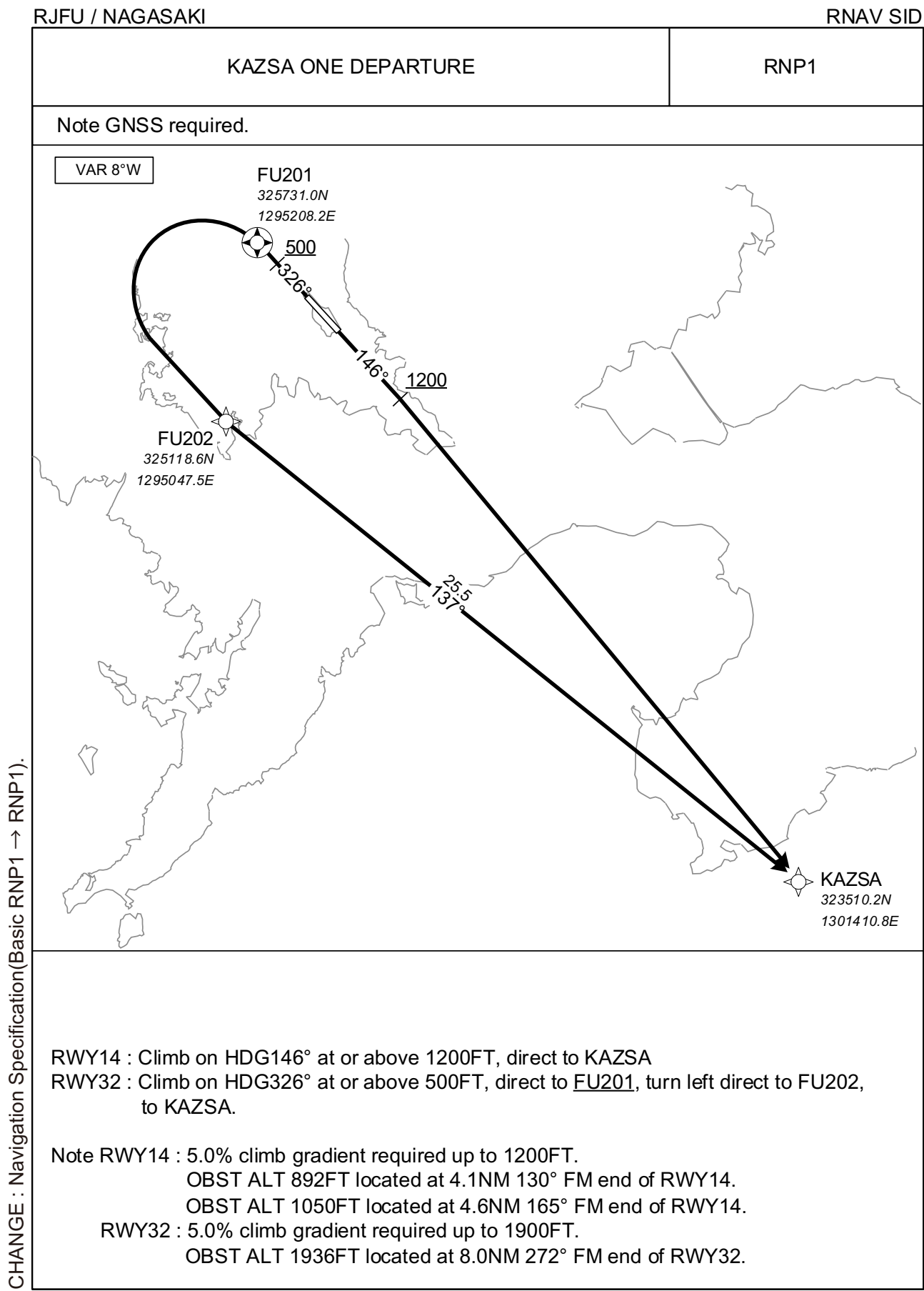
OOITA TRANSITION

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

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD DEPARTURE CHART -INSTRUMENT

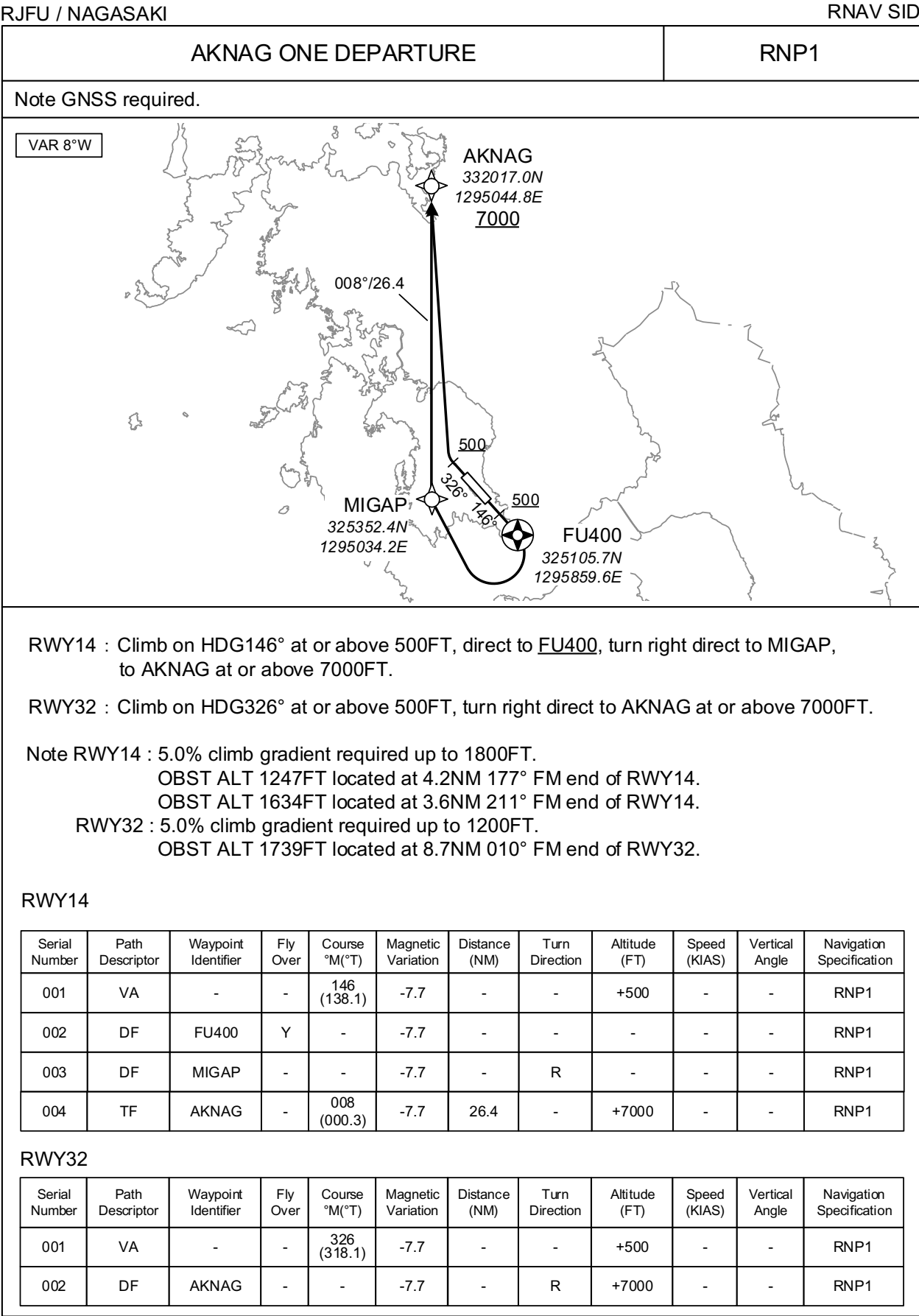
RJFU / NAGASAKI

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 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

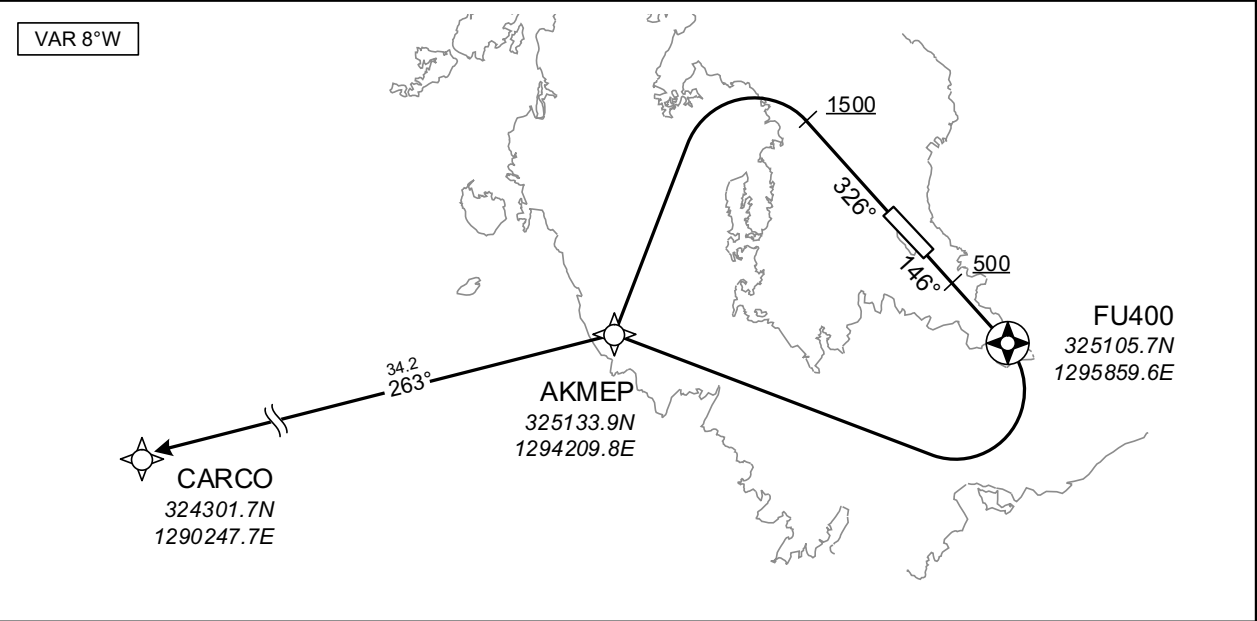
STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

| | |
|---------------------|------|
| CARCO ONE DEPARTURE | RNP1 |
|---------------------|------|

Note GNSS required.



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 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

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.

| 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 |

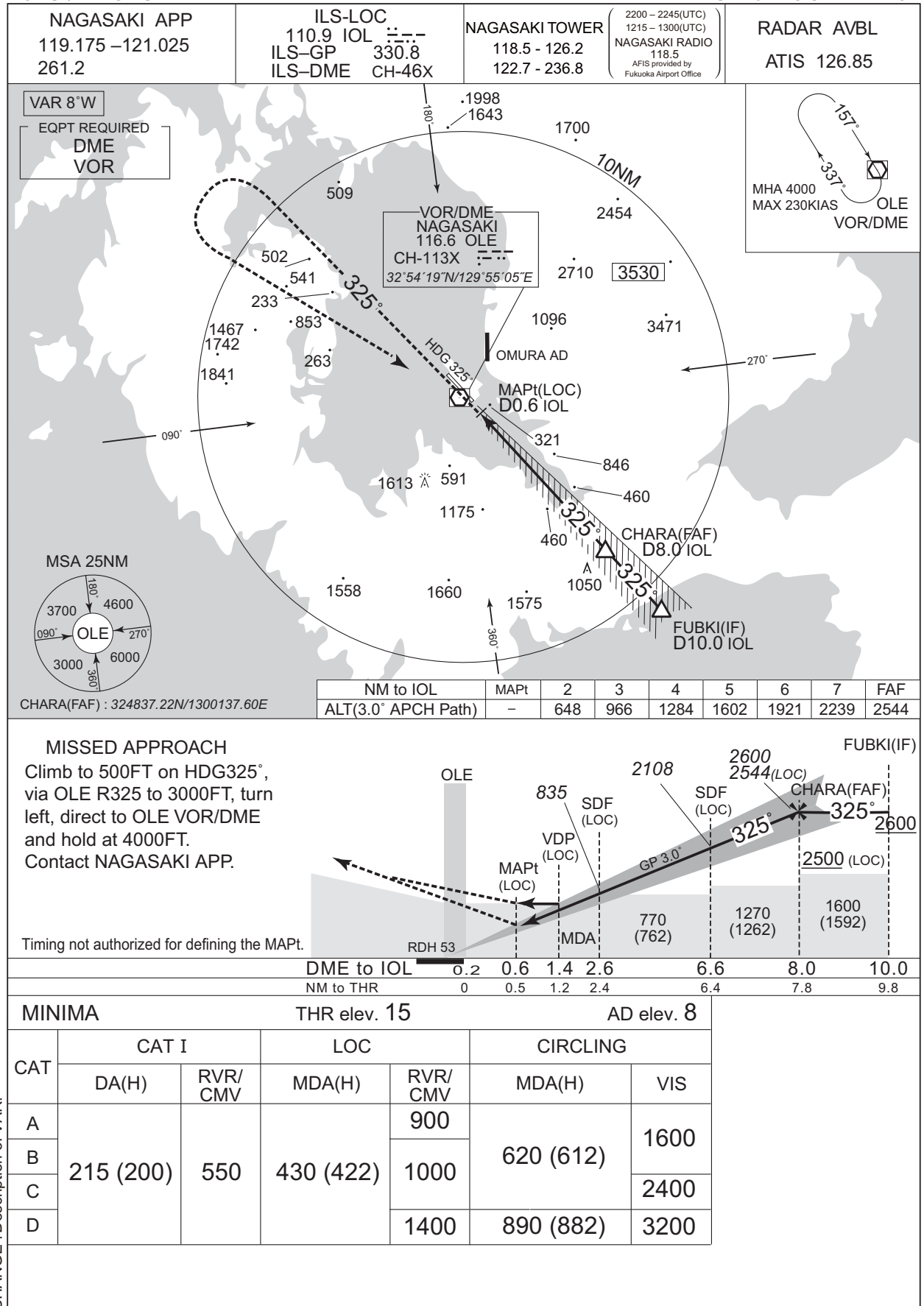
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|----------------|-----------------------|--------------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

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

ILS Z or LOC Z RWY32



INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

ILS Y or LOC Y RWY32



RJFU / NAGASAKI

RNP RWY32

Baro-VNAV not authorized below -5°C

VAR 8°W



| NM to Next Fix | MAPt | 2 | 3 | 4 | 5 | FAF |
|----------------------|------|-----|------|------|------|------|
| ALT (3.0° APCH Path) | - | 705 | 1023 | 1342 | 1660 | 1900 |

Direct to FU251, turn left direct to OLE
and hold at 4000FT.
Contact NAGASAKI APP.



Missed APCH climb gradient MNM 5.0%

| MINIMA | | | | | | | | |
|--------------|----------|-------------|------------|-------------|----------|-------------|----------|------|
| THR elev. 15 | | | AD elev. 8 | | | | | |
| CAT | LPV | | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | RVR/ CMV | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 288(273) | 800 | 580(565) | 1000 | 580(572) | 1000 | 620(612) | 1600 |
| B | 297(282) | | | 1200 | | 1200 | | |
| C | 307(292) | | | 1600 | | 1600 | | |
| D | 317(302) | 1400 | | | | | 890(882) | 3200 |

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

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

RJFU / NAGASAKI

RNP RWY14



MISSED APPROACH

Direct to FU451, turn right direct to KOHNO and hold at 3000FT.
Contact NAGASAKI APP.

(For using VOR/DME)
Climb via OLE R142 to OLE 5.4DME,
turn right, direct to OLE VOR/DME,
via OLE R303 to KOHNO and hold at
3000FT.
Contact NAGASAKI APP.



Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 14 AD elev. 8

| CAT | LPV | | LNAV/VNAV | | LNAV | | CIRCLING | |
|-----|-----------|------|-----------|------|-----------|------|----------|------|
| | DA(H) | CMV | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 264 (250) | 1000 | 290 (276) | 1000 | 290 (282) | 1000 | 620(612) | 1600 |
| B | | 1100 | | 1100 | | 1100 | | |
| C | 270 (256) | 1200 | | 1200 | | 1200 | | 2400 |
| D | 280 (266) | 1400 | | 1400 | | 1400 | 890(882) | 3200 |

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

CHANGE : Description of VAR.

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 | ∠ 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

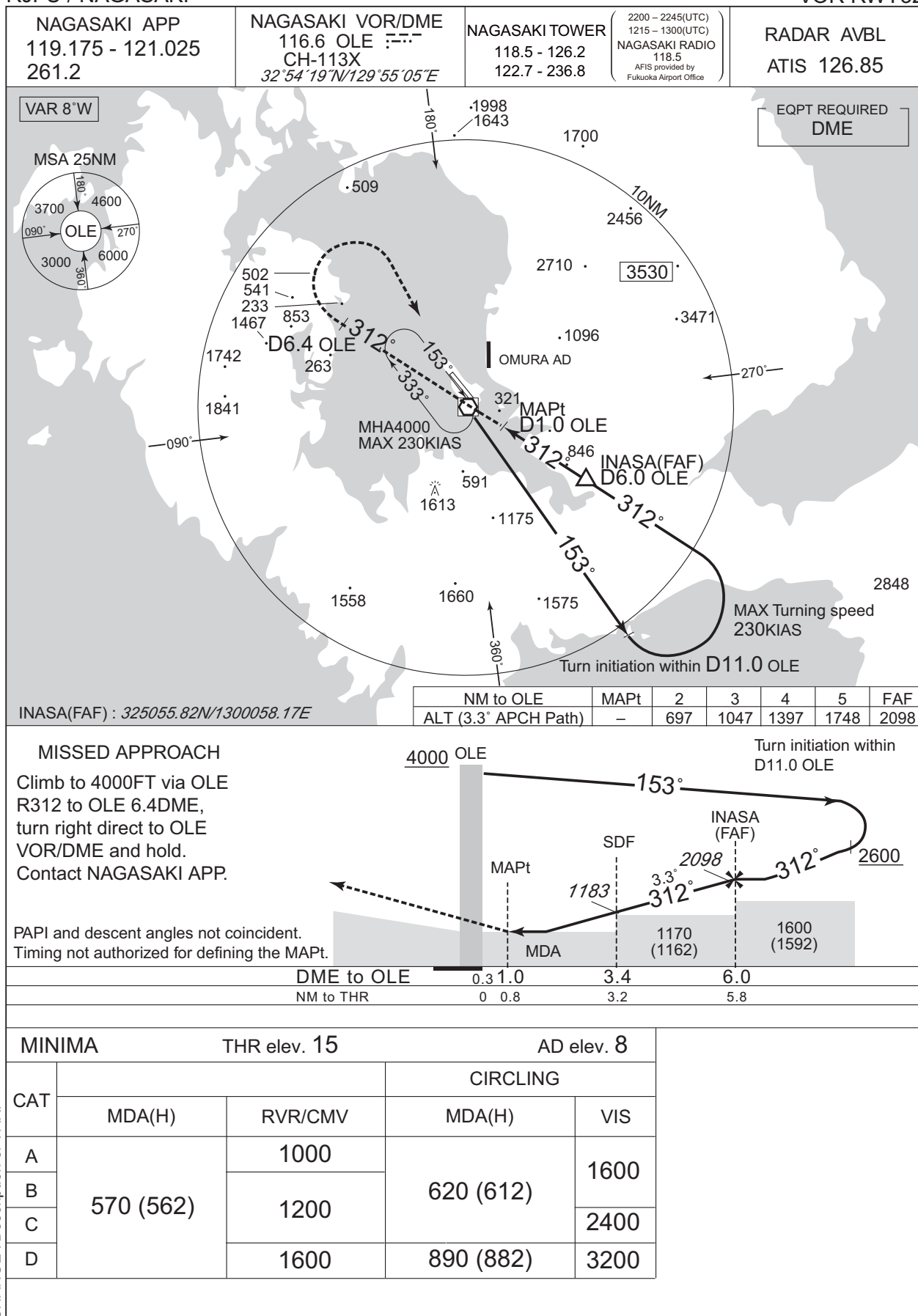
| | |
|----------------------------|-----|
| LTP/FTP orthometric height | 4.5 |
|----------------------------|-----|

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

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

VOR RWY32



INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

VOR RWY14



CHANGE : Description of VAR.



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

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

CHANGE : Map updated. BRG/DIST from ARP.



RJFU / NAGASAKI

HOLDING PATTERN

CHANGE : HLDG course.



Minimum Vectoring Altitude CHART

