

RJDA / AMAKUSA

AD CHART



STANDARD DEPARTURE CHART - INSTRUMENT

RJDA / AMAKUSA

SID

AMAKUSA REVERSAL THREE DEPARTURE

RWY13 : Climb RWY HDG to 800FT, turn left HDG051°...

RWY31 : Climb on HDG322° to 1100FT, turn right HDG141°...

... to intercept and proceed via AKE R096 to 4000FT, turn right, direct to AKE VOR/DME.

Note RWY13 : 5.0% climb gradient required up to 1200FT.

OBST ALT 1994FT located at 9.0NM 098° FM end of RWY13.

RWY31 : 6.0% climb gradient required up to 1100FT.

OBST ALT 591FT located at 0.8NM 294° FM end of RWY31.



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RNAV SID and TRANSITION

HABOH TWO DEPARTURE

RWY13

| 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 | — | — | 132 (124.7) | -7.4 | — | — | +800 | — | — | Basic RNP1 |
| 002 | DF | HABOH | — | — | -7.4 | — | L | 4000 | — | — | Basic RNP1 |
| 003 | TF | FUGEN | — | 065 (058.0) | -7.4 | 7.5 | — | — | — | — | Basic RNP1 |

RWY31

| 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 | — | — | 312 (304.7) | -7.4 | — | — | +1400 | — | — | Basic RNP1 |
| 002 | DF | HABOH | — | — | -7.4 | — | R | 4000 | — | — | Basic RNP1 |
| 003 | TF | FUGEN | — | 065 (058.0) | -7.4 | 7.5 | — | — | — | — | Basic RNP1 |

NORTH TRANSITION

| 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 | FUGEN | — | — | -7.4 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | OMUTA | — | 003 (355.2) | -7.4 | 24.3 | — | +8000 | — | — | Basic RNP1 |

EAST TRANSITION

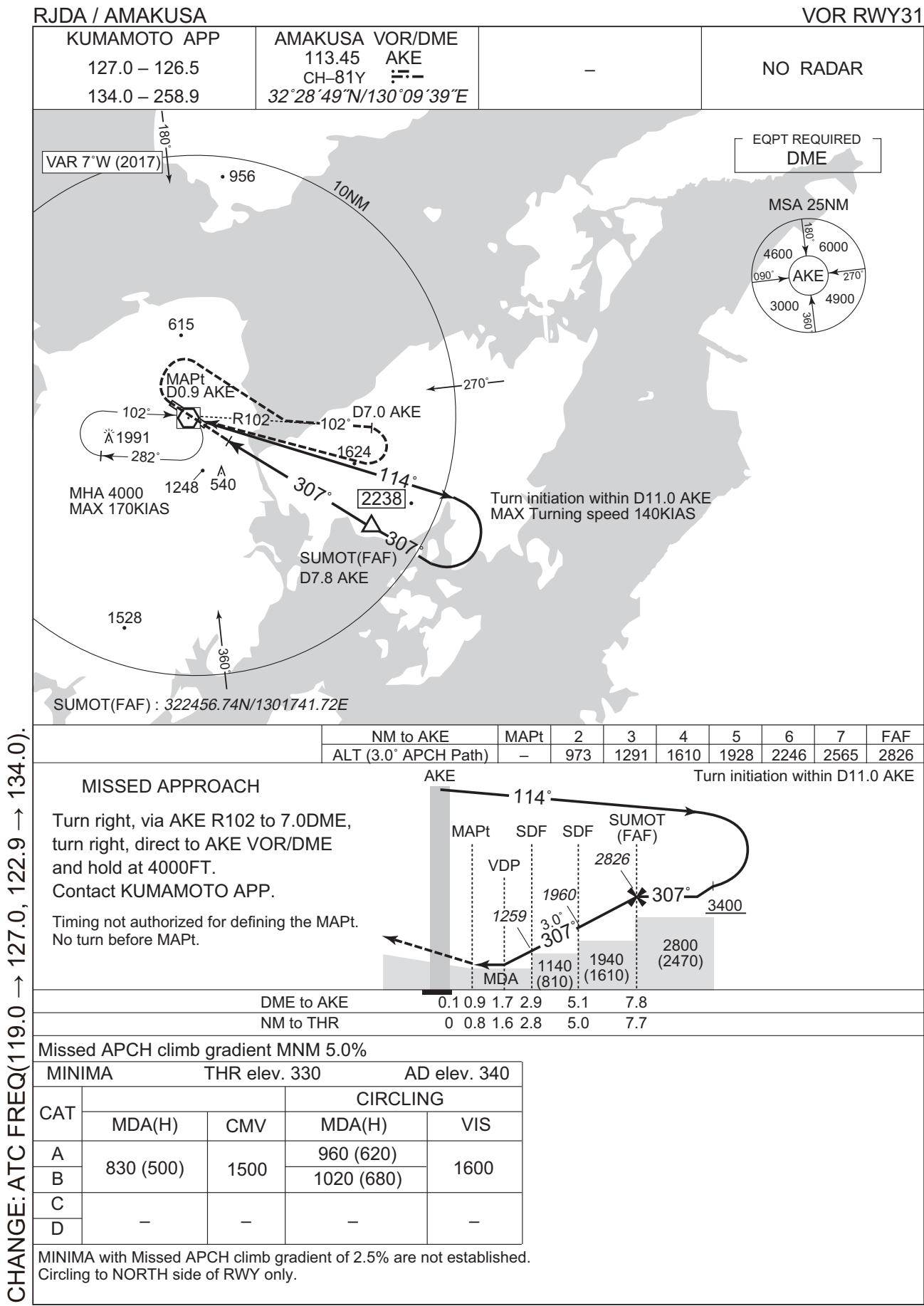
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | FUGEN | — | — | -7.4 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | MISMI | — | 061 (053.7) | -7.4 | 10.3 | — | — | — | — | Basic RNP1 |

CHANGE : VAR. Course FM FUGEN to OMUTA.

STANDARD ARRIVAL CHART - INSTRUMENT



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

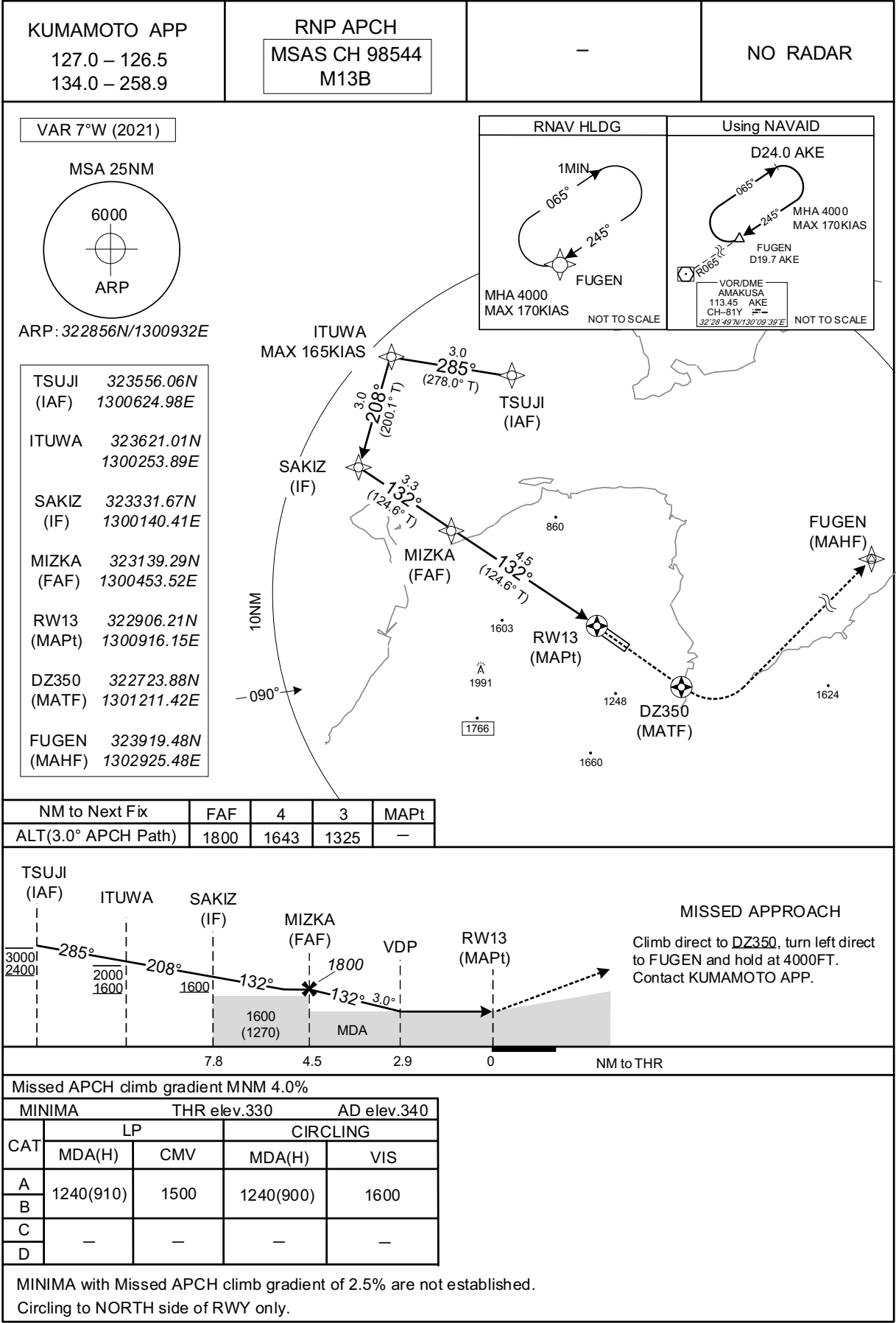


CHANGE:ATC FREQ(119.0 → 127.0, 122.9 → 134.0).

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA

RNP X RWY13(LP ONLY)



INSTRUMENT APPROACH CHART

RJDA / AMAKUSA

RNP X RWY13(LP ONLY)

FAS DATA BLOCK

| | | | |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type | 0 | LTP/FTP ellipsoidal height | +01335 |
| SBAS service provider identifier | 2 | FPAP latitude | 322834.9695N |
| Airport identifier | RJDA | FPAP longitude | 1301009.6325E |
| Runway | 13 | Threshold crossing height | 00012.2 |
| Approach performance designator | 0 | TCH units selector | 1 |
| Route indicator | X | Glide path angle | 03.00 |
| Reference path data selector | 0 | Course width at threshold | 105.00 |
| Reference path ID | M13B | ∠ length offset | 0696 |
| LTP/FTP latitude | 322906.1830N | HAL | 40.0 |
| LTP/FTP longitude | 1300916.1515E | VAL | 0.0 |
| CRC remainder | F4E11814 | | |

Required additional data

| | |
|----------------------------|-------|
| LTP/FTP orthometric height | 100.8 |
|----------------------------|-------|

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

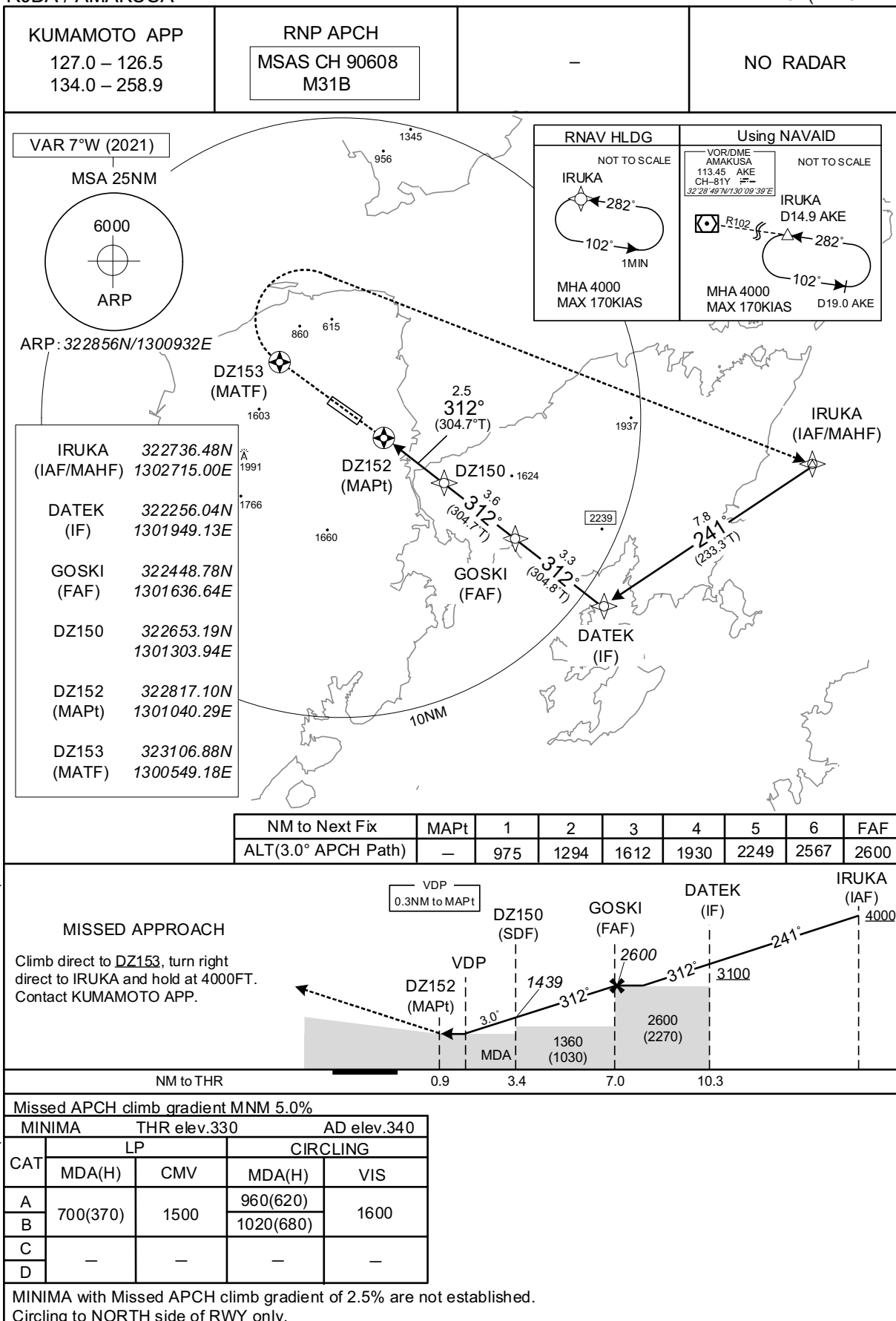
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJDA / AMAKUSA

RNP X RWY31(LP ONLY)



CHANGE:ATC FREQ(119.0 → 127.0, 122.9 → 134.0).

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA

RNP X RWY31(LP ONLY)

FAS DATA BLOCK

| | | | |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type | 0 | LTP/FTP ellipsoidal height | +01335 |
| SBAS service provider identifier | 2 | FPAP latitude | 322918.9855N |
| Airport identifier | RJDA | FPAP longitude | 1300854.2095E |
| Runway | 31 | Threshold crossing height | 00012.2 |
| Approach performance designator | 0 | TCH units selector | 1 |
| Route indicator | X | Glide path angle | 03.00 |
| Reference path data selector | 0 | Course width at threshold | 105.00 |
| Reference path ID | M31B | ∠ length offset | 0696 |
| LTP/FTP latitude | 322847.7745N | HAL | 40.0 |
| LTP/FTP longitude | 1300947.6955E | VAL | 0.0 |
| CRC remainder | 1980097D | | |

Required additional data

| | |
|----------------------------|-------|
| LTP/FTP orthometric height | 100.8 |
|----------------------------|-------|

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

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Visual REP



※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).

CHANGE : Map updated. BRG/DIST from ARP.

| Call sign | BRG / DIST from ARP | Remarks |
|--------------------|---------------------|-------------|
| 口之津 Kuchinotsu | 013°T / 7.7NM | 港 Port |
| 湯島 Yushima | 051°T / 11.6NM | 島 Island |
| 通詞島 Tsujiishima | 331°T / 4.7NM | 島 Island |
| 富岡 Tomioka | 294°T / 7.6NM | 岬 Cape |
| 島子 Shimago | 094°T / 4.9NM | 漁港 Port |
| 横島 Yokoshima | 150°T / 7.6NM | 島 Island |

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LDG CHART



