

AD 2 AERODROMES

RJDA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJDA - AMAKUSA

RJDA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 322856N/1300932E 310° /0.5km FM RWY31 THR |
| 2 | Direction and distance from (city) | 2.3NM NW FM AMAKUSA |
| 3 | Elevation/ Reference temperature | 340FT /33°C (2018-2022) |
| 4 | Geoid undulation at AD ELEV PSN | 106FT |
| 5 | MAG VAR/ Annual change | 7° W(2015) / 4°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Amakusa Airport Administration Office 1-2080-5,Jyogawara Ituwamachi, Amakusa city, Kumamoto Prefecture Tel:0969-57-6111,Fax:0969-57-6112 E-mail:amakuukanji@pref.kumamoto.lg.jp Web:http://www.pref.kumamoto.jp/soshiki/113/1369.html |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | PPR for Use(TEL:0969-57-6111) |

RJDA AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2240 - 1130 |
| 2 | Customs and immigration | On request Customs: 0965-37-1603 Immigration: 096-362-1721 |
| 3 | Health and sanitation | Quarantine(human): On request(096-232-3661) Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | 2210-1130 Amakusa Airport Administration Office |
| 7 | ATS | ATS:2240 - 1130 Amakusa FLT Service |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | 2240-1130 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJDA AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|-----|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | Nil |
| 3 | Fuelling facilities/ capacity | Nil |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJDA AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|------------------------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Busses and Taxis |
| 4 | Medical facilities | Hospital in Amakusa city 4km |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJDA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|----------------------------------|
| 1 | AD category for fire fighting | CAT 4 |
| 2 | Rescue equipment | Chemical fire fighting truck x 2 |
| 3 | Capability for removal of disabled aircraft | Ask AD Administration |
| 4 | Remarks | Nil |

RJDA AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | Snow removed equipment : motor graders x 2 |
| 2 | Clearance priorities | (1) RWY13/31 (2) APRON |
| 3 | Remarks | Seasonal availability:All seasons Snow removal will be commenced, if the RWY are covered with a depth of 3cm snow or more. |

RJDA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | Surface:Asphalt Concrete Strength:PCN 13/F/C/X/T |
| 2 | Taxiway width, surface and strength | Width:18m, Surface: Asphalt Concrete, Strength:PCN 13/F/C/X/T |
| 3 | ACL and elevation | Not Available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | (Spot NR) 1 : 322900.41N,1300918.96E 2 : 322859.51N,1300920.50E |
| 6 | Remarks | Nil |

RJDA 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 | Nil |
| 2 | RWY and TWY markings and LGT | RWY: RWY13/31 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) REDL, RTHL, RENL TWY: (Marking) TWY side stripe, TWY CL, RWY HLDG PSN, Mandatory instruction (LGT) TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area (LGT) Apron flood LGT |

RJDA AD 2.10 AERODROME OBSTACLES

In Area2 Nil

In Area3 To be developed

RJDA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | Kumamoto prefecture Amakusa Airport Administration Office |
| 2 | Hours of service MET Office outside hours | (1) 2210-1130 (2) Nil |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight documentation Language(s) used | Nil |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | APP(Kumamoto RAG), Amakusa FLT Service |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJDA 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 |
| 13 | 124.55° | 1000×30 | PCN 13/F/C/X/T Asphalt Concrete | 322906.21N/1300916.15E | THR ELEV : 330FT |
| 31 | 304.55° | 1000×30 | | 322847.80N/1300947.70E | THR ELEV : 330FT |
| | | | | Nil | Nil |
| Slope of RWY | | Strip Dimensions(M) | RESA (Overrun) Dimensions(M) | | Remarks |
| 7 | | 10 | 11 | | 14 |
| See AD2.24 AD CHART | | 1120×120 | 41 × (MNM:107 MAX:122)* | | RWY Grooving:1000m X 20m |
| | | 1120×120 | 41 × (MNM:107 MAX:122)* | | |
| | | | *For detail, ask airport administrator | | |

RJDA AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 13 | 1000 | 1000 | 1000 | 1000 | Nil |
| 31 | 1000 | 1000 | 1000 | 1000 | Nil |

RJDA 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 |
| 13 | Nil | Green | PAPI 3.0° /LEFT 133.2m 24ft | Nil | Nil | 1.000m 60m Coded color (White/Yellow) LIH | Red | Nil (*1) |
| 31 | Nil | Green | PAPI 3.0° /LEFT 133.2m 24ft | Nil | Nil | 1.000m 60m Coded color (White/Yellow) LIH | Red | Nil (*1) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| Overrun area edge LGT(LEN:60m Color:Red)(*1) RWY THR ID LGT for RWY 13/31 THR (Color: White) | | | | | | | | |

RJDA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN:322859N/1300908E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer:360m from RWY 13 THR, LGTD |
| 3 | TWY edge and centerline lighting | TWY edge LGT: Blue |
| 4 | Secondary power supply/ switch-over time | Within 20 sec: REDL, RTHL, RENL, Overrun area edge LGT, PAPI, RWY THR ID LGT, TWY edge LGT, ABN, WDI LGT |
| 5 | Remarks | WDI LGT |

RJDA AD 2.16 HELICOPTER LANDING AREA

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

RJDA 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 |
| Nil | | | | |

RJDA AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|------------------------|------------|--------------------|------------------|
| 1 | 2 | 3 | 4 | 5 |
| A/G | Amakusa Flight Service | 130.775MHz | 2240 - 1130 | For AD INFO only |

RJDA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | 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/2016) | AKE | 113.45MHz | 2240 - 1130 | 322848.85N/ 1300939.48E | | VOR Unusable: 180°-200° beyond 20nm BLW 4,000ft. |
| DME | AKE | 1042MHz (CH-81Y) | 2240 - 1130 | 322848.85N/ 1300939.48E | 351ft | DME Unusable: 180°-300° beyond 20nm BLW 4,000ft. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

RJDA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

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

2. Taxiing to and from stands

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

3. Parking area for small aircraft(General aviation)

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

4. Parking area for helicopters

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

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

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

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJDA AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJDA 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 | 13 | A,B | - | - | - | 400m | - | 500m |
| | 31 | A,B | - | - | - | 400m | - | 500m |
| OTHER | 13 | A,B | AVBL LDG MINIMA | | | | | |
| | 31 | A,B | | | | | | |

2. Lost Communication Procedures for Arrival Aircraft under Radar navigational guidance

If radio communications with Kumamoto Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7,600 and ;

- I
 - 1) Attempt to contact Kumamoto Approach/Radar on all frequencies.
 - 2) If unable, proceed in accordance with visual flight rules
 - 3) If unable, proceed to Amakusa VOR at last assigned altitude and execute instrument approach.
- II Procedures other than above will be issued when situation required.

3. 天草飛行場における計器飛行方式の運用方法

- I. 出発機
- 1) 管制承認は、(主) 126.5MHz (熊本ディパーチャー)、(副) 127.0MHz (熊本アプローチ) で要求し、以後は熊本ディパーチャーの指示に従うこと。(管制機関は天草フライトサービスへの周波数の切り替えを指示しない。)
 - 2) 離陸に係る飛行場情報の提供は、天草フライトサービス (130.775MHz) により行われる。
 - 3) 離陸時刻を管制機関に通報すること。
- II. 到着機
- 1) 管制機関の周波数を常時聴守し、その指示に従うこと。(管制機関は天草フライトサービスへの周波数の切り替えを指示しない。)
 - 2) 着陸に係る飛行場情報の提供は、天草フライトサービス (130.775MHz) により行われる。
 - 3) 着陸時刻を管制機関に通報すること。
- III. 無線通信機
- 天草飛行場において計器飛行方式により飛行する航空機は、常時2局以上と交信可能な無線機器の搭載が必要である。

3. IFR Operational Procedures at Amakusa Aerodrome

- I. Departure
- 1) Pilot shall request ATC clearance to Kumamoto Departure on 126.5MHz(or Kumamoto Approach on 127.0MHz), thereafter, follow the instructions from ATC. (ATC does not instruct frequency change to Amakusa Flight Service.)
 - 2) Amakusa Flight Service provides the aerodrome information on 130.775MHz.
 - 3) Pilot shall report the airborne time to ATC.
- II. Arrival
- 1) Pilot shall monitor ATC frequency at all times.(ATC does not instruct frequency change to Amakusa Flight Service.)
 - 2) Amakusa Flight Service provides the aerodrome information on 130.775MHz.
 - 3) Pilot shall report the landing time to ATC
- III. Radio Communication Equipment
- Aircraft intended to fly in accordance with IFR at Amakusa aerodrome shall be equipped with two sets or more of radio communication equipment.

RJDA AD 2.23 ADDITIONAL INFORMATION

Nil

RJDA AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart - Instrument (AMAKUSA REVERSAL)
 Standard Departure Chart - Instrument (HABOH - RNAV)
 Standard Arrival Chart - Instrument (IRUKA, TSUJI - RNAV)
 Instrument Approach Chart (VOR RWY31)
 Instrument Approach Chart (RNP Z RWY13)
 Instrument Approach Chart (RNP X RWY13 (LP ONLY))
 Instrument Approach Chart (RNP Z RWY31)
 Instrument Approach Chart (RNP X RWY31 (LP ONLY))
 Other Chart (Visual REP)
 Other Chart (LDG CHART)
 Other Chart (MVA CHART)

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.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT



STANDARD DEPARTURE CHART - INSTRUMENT

RJDA / AMAKUSA

RNAV SID and TRANSITION

HABOH THREE 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) | -7.7 | - | - | +800 | - | - | RNP1 |
| 002 | DF | HABOH | - | - | -7.7 | - | L | 4000 | - | - | RNP1 |
| 003 | TF | FUGEN | - | 066 (058.0) | -7.7 | 7.5 | - | - | - | - | 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) | -7.7 | - | - | +1400 | - | - | RNP1 |
| 002 | DF | HABOH | - | - | -7.7 | - | R | 4000 | - | - | RNP1 |
| 003 | TF | FUGEN | - | 066 (058.0) | -7.7 | 7.5 | - | - | - | - | RNP1 |

NORTH TRANSITION

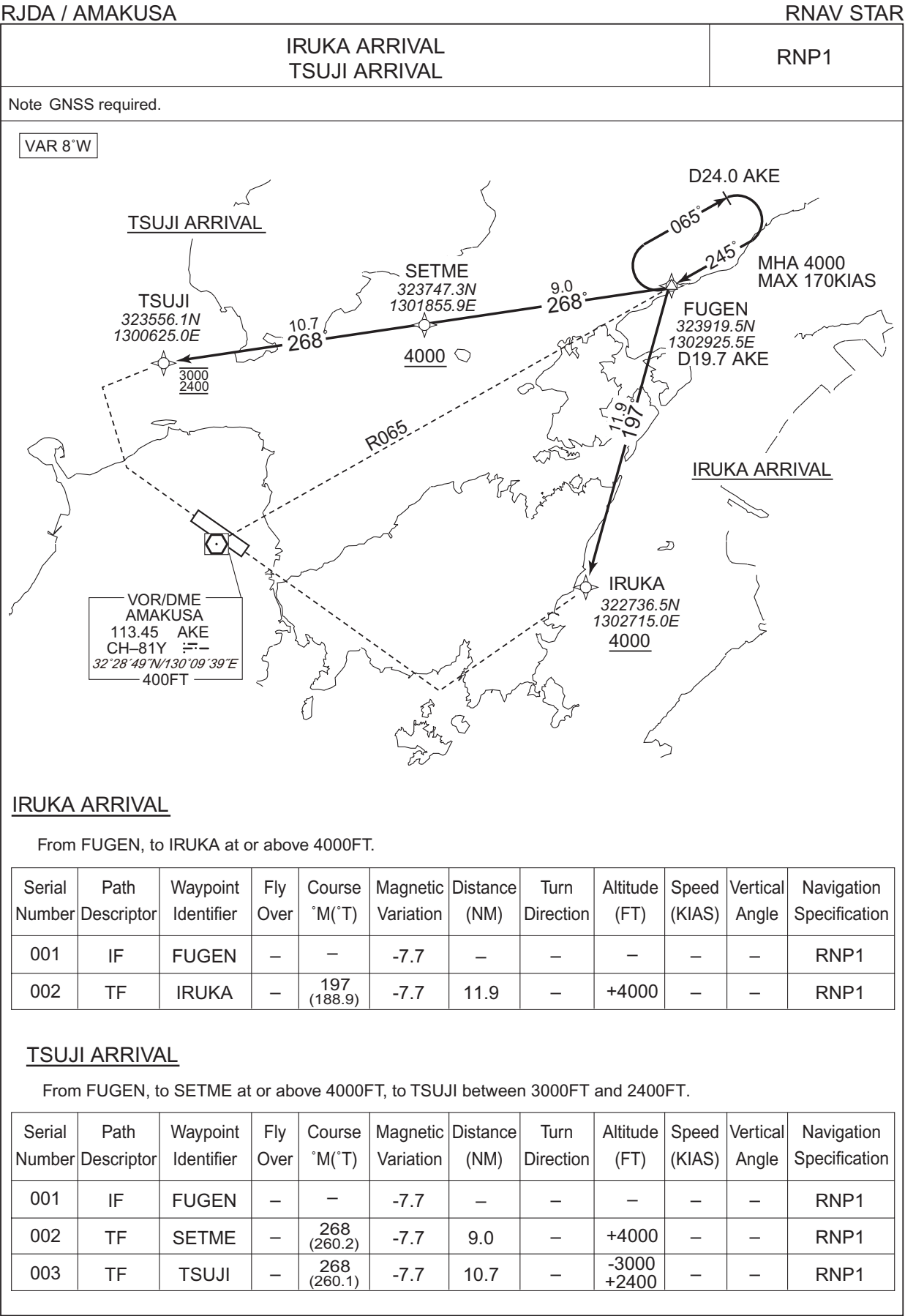
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | FUGEN | - | - | -7.7 | - | - | - | - | - | RNP1 |
| 002 | TF | OMUTA | - | 003 (355.2) | -7.7 | 24.3 | - | +8000 | - | - | 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 | - | - | -7.7 | - | - | - | - | - | RNP1 |
| 002 | TF | MISMI | - | 061 (053.7) | -7.7 | 10.3 | - | - | - | - | RNP1 |

CHANGE : Course FM HABOH to FUGEN. PROC renamed(HABOH THREE DEPARTURE). VAR.

STANDARD ARRIVAL CHART - INSTRUMENT

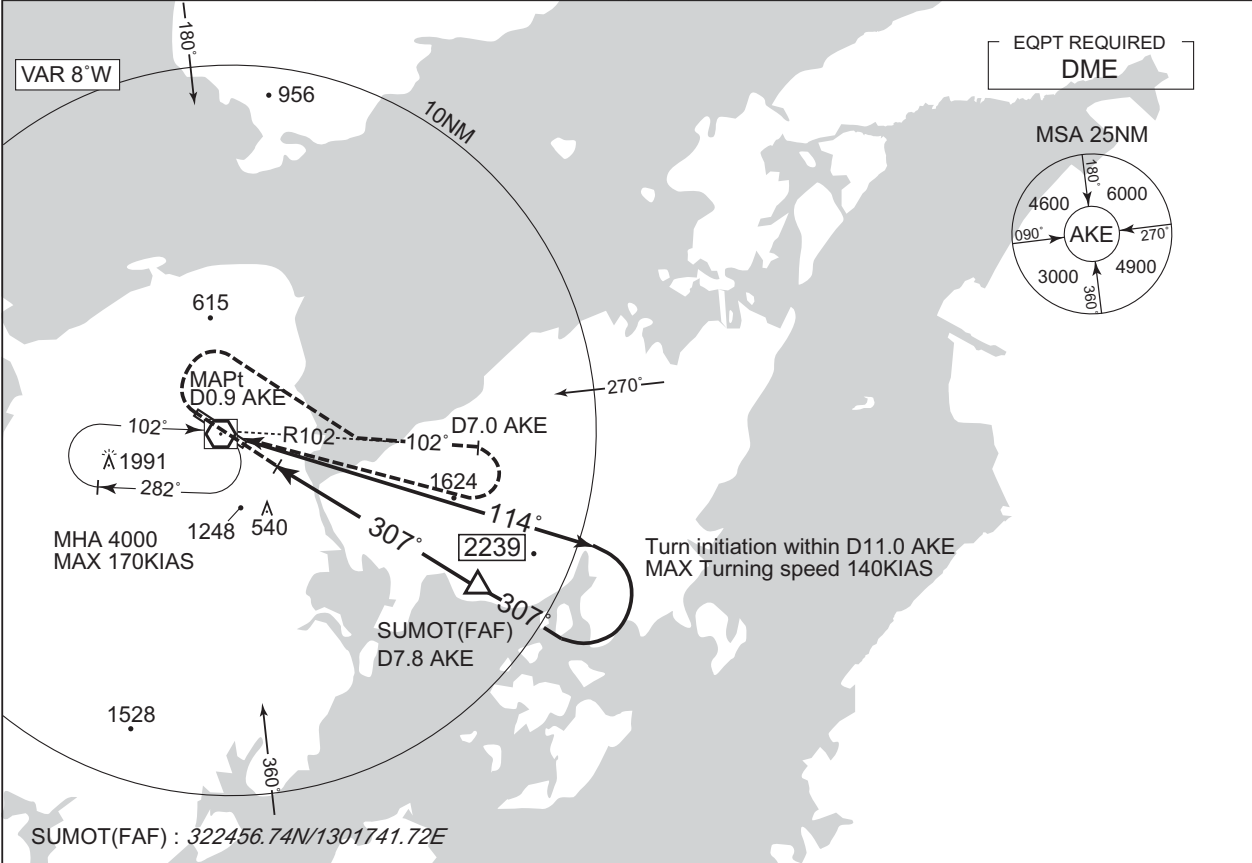


INSTRUMENT APPROACH CHART

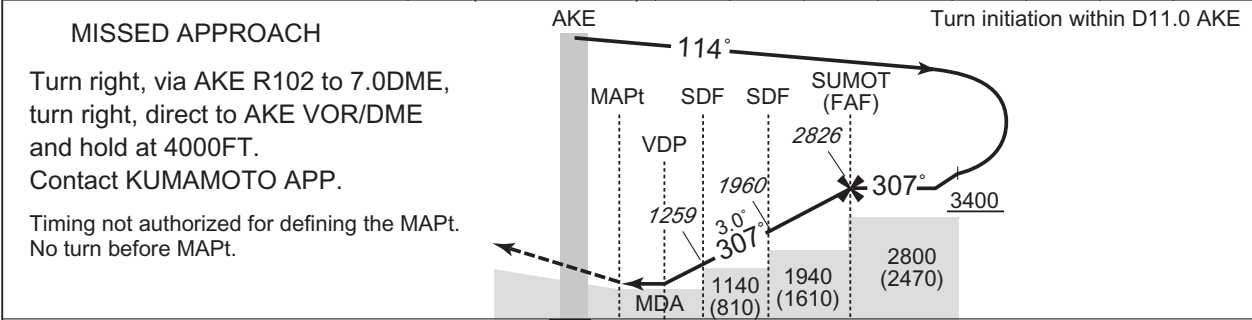
RJDA / AMAKUSA

VOR RWY31

| | | | |
|---------------|------------------------|---|----------|
| KUMAMOTO APP | AMAKUSA VOR/DME | | |
| 127.0 – 126.5 | 113.45 AKE | — | NO RADAR |
| 134.0 – 258.9 | CH-81Y | | |
| | 32°28'49"N/130°09'39"E | | |



| | NM to AKE | MAPt | 2 | 3 | 4 | 5 | 6 | 7 | FAF |
|----------------------|-----------|------|-----|------|------|------|------|------|------|
| ALT (3.0° APCH Path) | — | — | 973 | 1291 | 1610 | 1928 | 2246 | 2565 | 2826 |



| | |
|------------|-------------------------|
| DME to AKE | 0.1 0.9 1.7 2.9 5.1 7.8 |
| NM to THR | 0 0.8 1.6 2.8 5.0 7.7 |

Missed APCH climb gradient MNM 5.0%

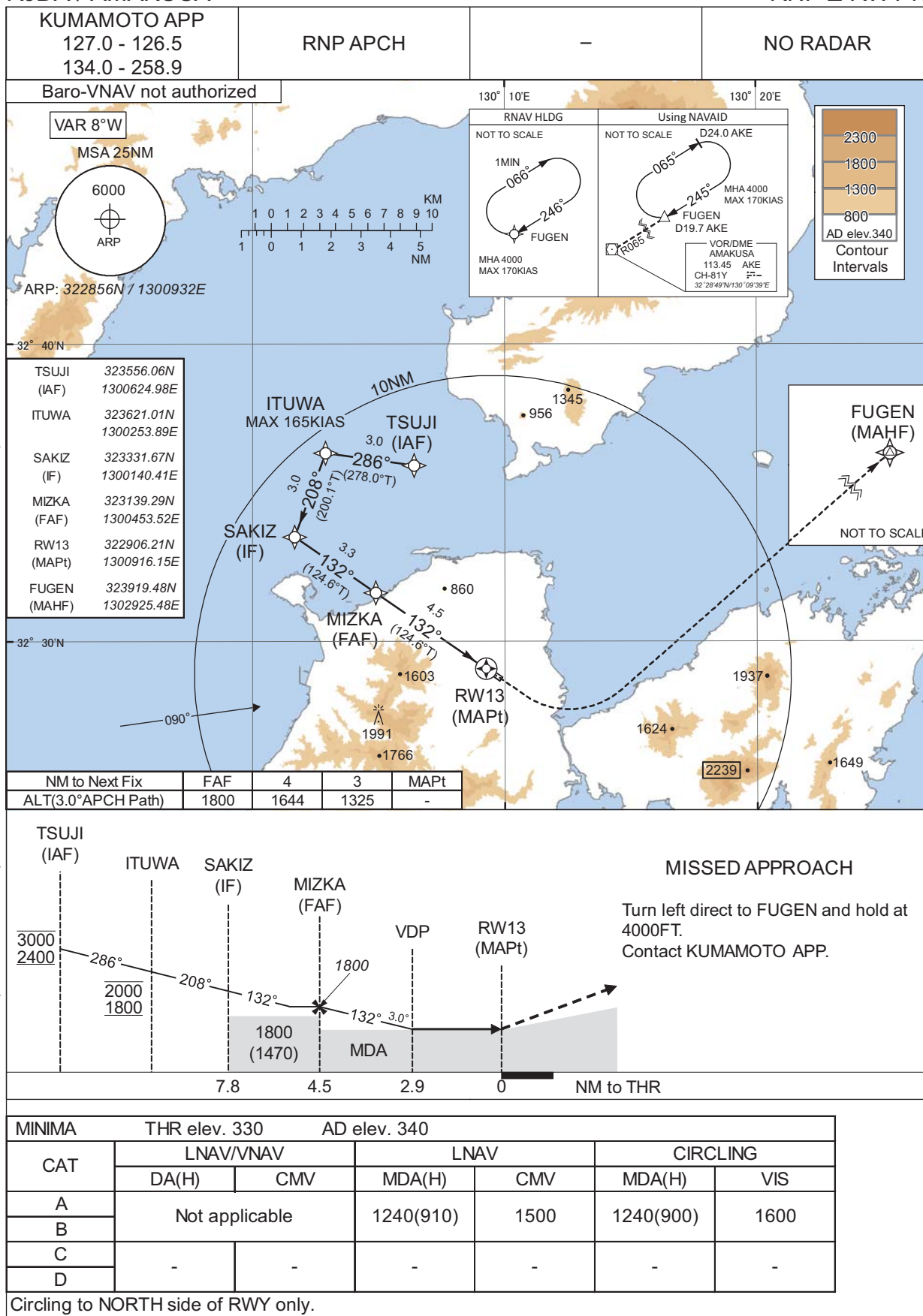
| MINIMA | | THR elev. 330 | AD elev. 340 | |
|--------|-----------|---------------|--------------|------|
| CAT | MDA(H) | CMV | CIRCLING | |
| | | | MDA(H) | VIS |
| A | 830 (500) | 1500 | 960 (620) | 1600 |
| B | | | 1020 (680) | |
| C | — | — | — | — |
| D | | | | |

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

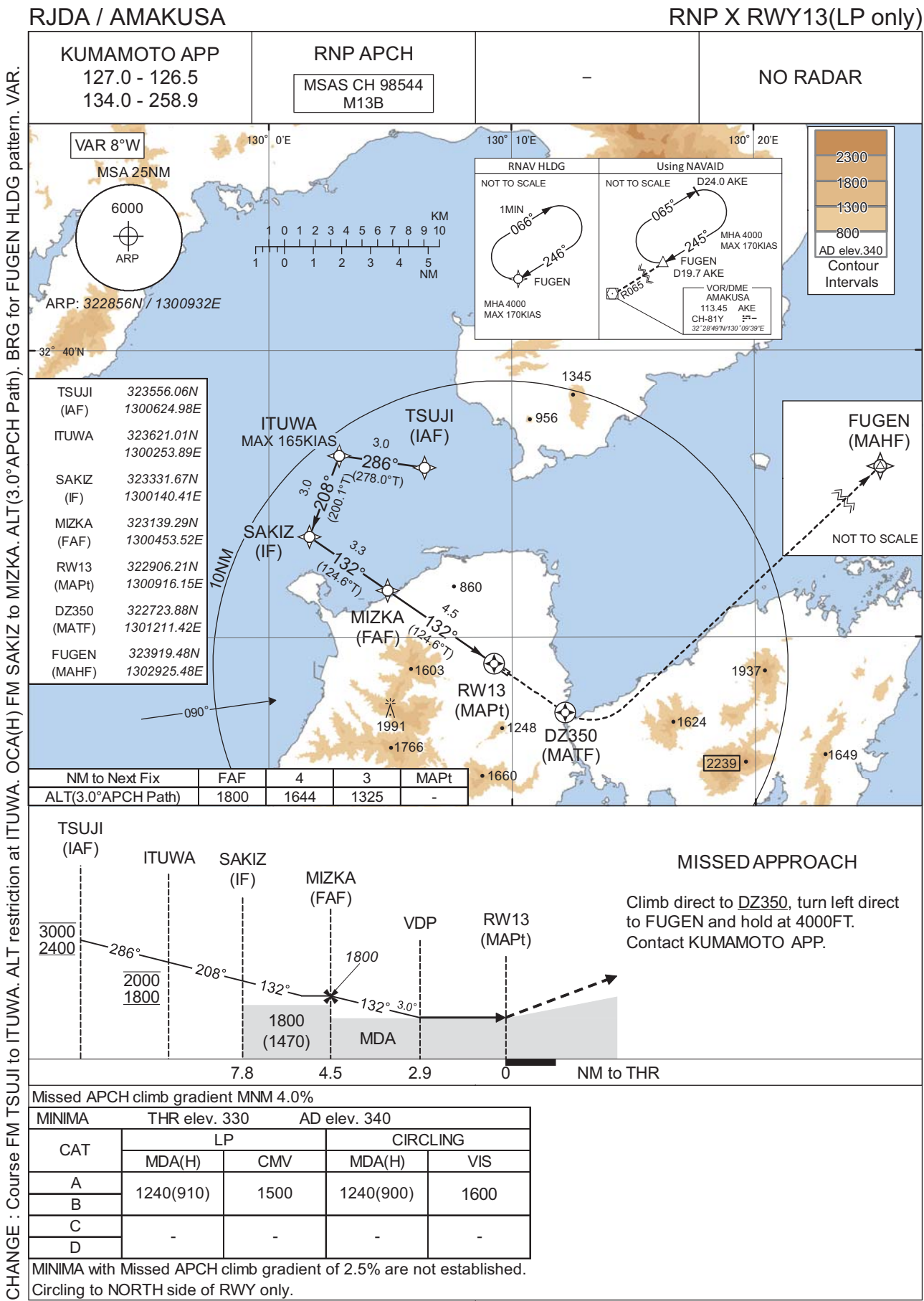
CHANGE : VAR.

CHANGE : PROC course. MINIMA. ALT(3.0°APCH Path). ALT restriction at ITUWA. BRG for FUGEN HLDG pattern. ITUWA, SAKIZ added. TOHMI abolished. VAR.

RNP Z RWY13



INSTRUMENT APPROACH CHART



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

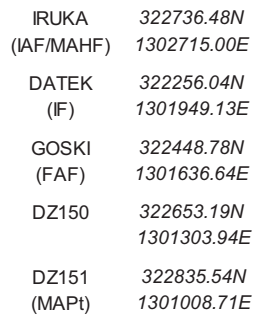
| | |
|----------------------------|-------|
| LTP/FTP orthometric height | 100.8 |
|----------------------------|-------|

CHANGE : Description of PROC name.

RJDA / AMAKUSA

RNP Z RWY31

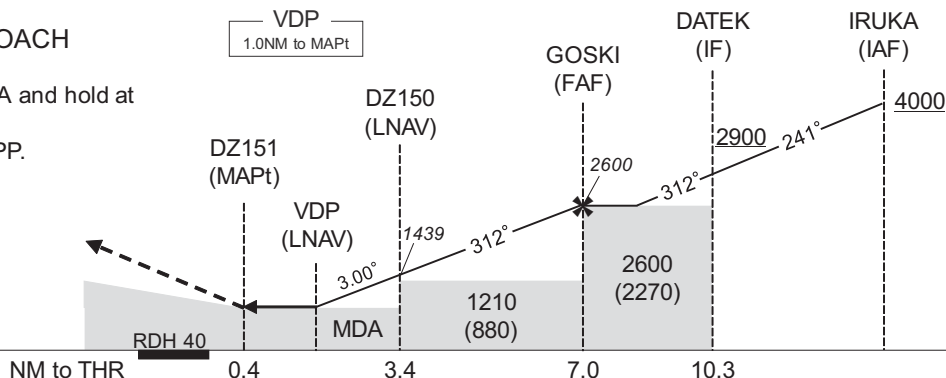
Baro-VNAV not authorized below -10°C



| NM to Next Fix | MAPt | 1 | 2 | 3 | 4 | 5 | 6 | FAF |
|---------------------|------|-----|------|------|------|------|------|------|
| AI T(3.0°APCH Path) | - | 802 | 1121 | 1439 | 1758 | 2076 | 2395 | 2600 |

VDP
1.0NM to MAPt

Contact KUMAMOTO APP.



Missed APCH climb gradient MNM 5.0%

| MINIMA | | THR elev. 330 | AD elev. 340 | | | |
|--------|-----------|---------------|--------------|------|-----------|------|
| CAT | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 750(420) | 1500 | 750(420) | 1500 | 960(620) | 1600 |
| B | | | | | 1020(680) | |
| C | - | - | - | - | - | - |
| D | - | - | - | - | - | - |

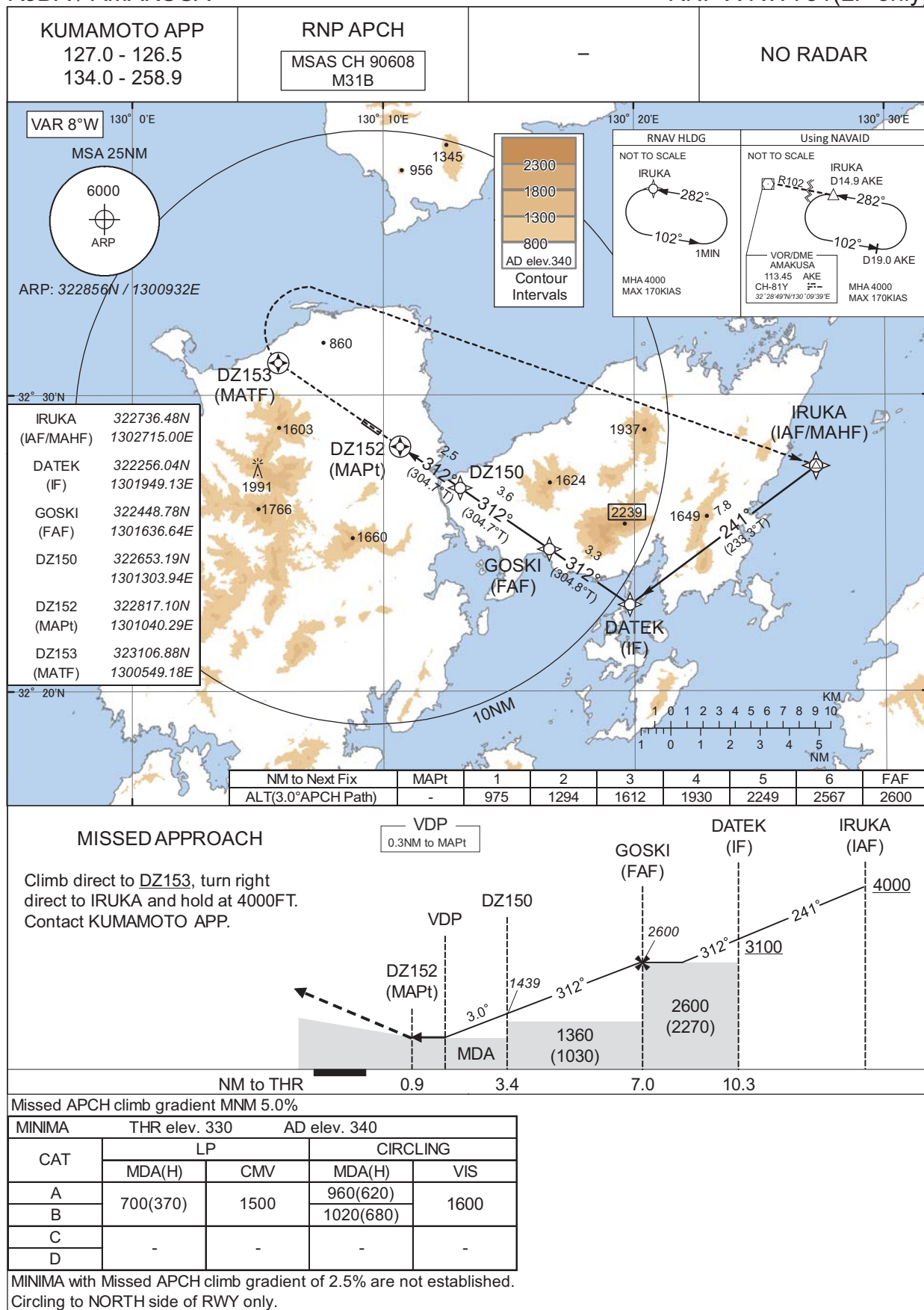
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : VAR.

INSTRUMENT APPROACH CHART

RJDA / AMAKUSA

RNP X RWY31(LP only)



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 PROC name.

RJDA / AMAKUSA

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



