

AD 2 AERODROMES

RJFZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJFZ - TSUIKI

RJFZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---------------------|
| 1 | ARP coordinates and site at AD | 334106N/1310225E |
| 2 | Direction and distance from (city) | 9.7NM NW of NAKATSU |
| 3 | Elevation/ Reference temperature | 28ft / Nil |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | Nil |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JSDF-A |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJFZ AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|-----|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJFZ AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|-----------------------|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JET A-1, JET A-1 PLUS |
| 3 | Fuelling facilities/ capacity | To be issued later |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJFZ AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJFZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Nil |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJFZ AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJFZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--------------------|
| 1 | Apron surface and strength | To be issued later |
| 2 | Taxiway width, surface and strength | To be issued later |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Nil |
| 6 | Remarks | Nil |

RJFZ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

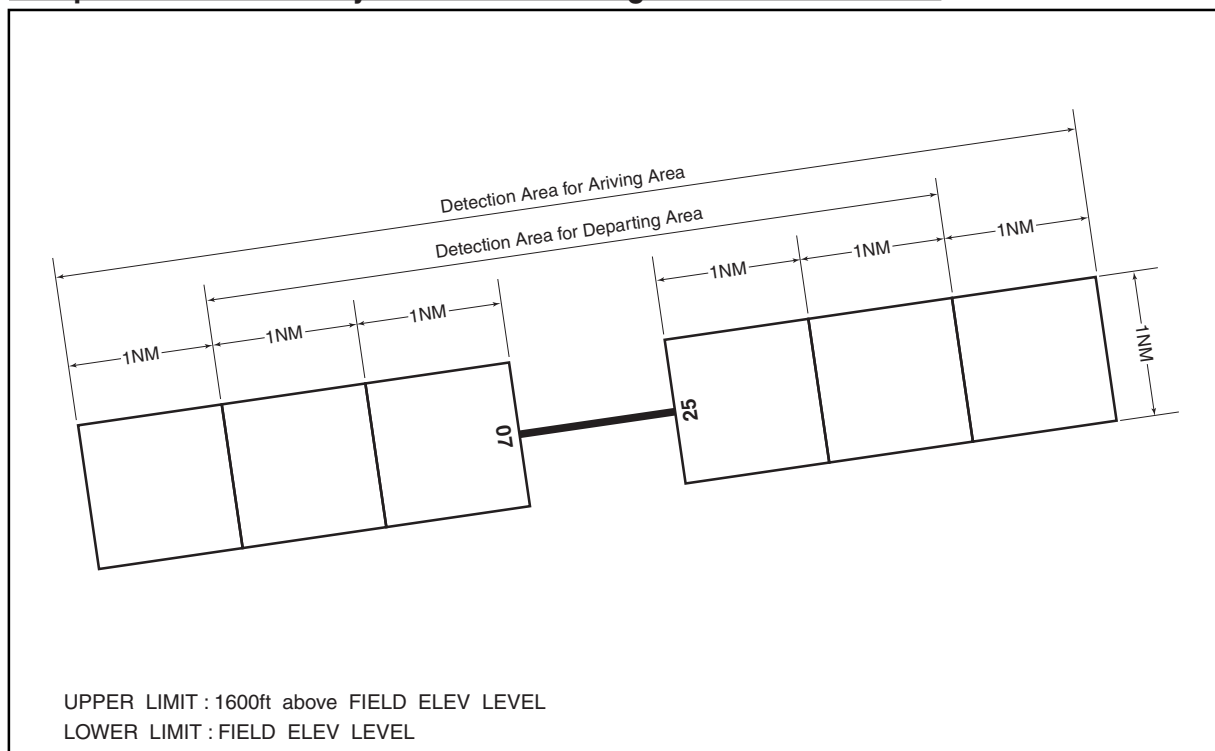
| | | |
|---|--|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Nil |
| 2 | RWY and TWY markings and LGT | RWY: (LGT): RTHL, TKOF aiming LGT TWY: (LGT): TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

RJFZ AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil | | | | | |

RJFZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | TSUIKI |
| 2 | Hours of service MET Office outside hours | H24 |
| 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 | Ja, En |
| 7 | Charts and other information available for briefing or consultation | S, U, P |
| 8 | Supplementary equipment available for providing information | Doppler Radar for airport weather(see below figure) |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information (limitation of service, etc.) | Nil |

Airspace for the advisory service concerning low level wind shear**RJFZ 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 |
| 07 | To be issued Later | 2400×45 | SW25000kg (55000lbs) | 334053.68N 1310142.93E 107.5ft | THR ELEV:52.0ft |
| 25 | | 2400×45 | DW44000kg (96800lbs) Concrete | 334120.48N 1310310.46E 107.4ft | THR ELEV:19.0ft |
| Slope of RWY | | Strip Dimensions(M) | Remarks | | |
| 7 | | 10 | 12 | | |
| Nil | | 2900×300 2900×300 | High terrain in APRX 1000ft within 3NM W of field. | | |

RJFZ AD 2.13 DECLARED DISTANCES

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

RJFZ 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 |
| 07 | | | PAPI 3.0° 380m 51.6ft | | | | | Nil |
| 25 | | | PAPI 2.5° 396m 51.7ft | | | | | Nil |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| RWY THR ID LGT | | | | | | | | |

RJFZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 334036N/1310219E, White/Green EV5sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: LGTD |
| 3 | TWY edge and centerline lighting | TWY edge LGT: AVBL |
| 4 | Secondary power supply/ switch-over time | Nil |
| 5 | Remarks | WDI LGT, OBST LGT |

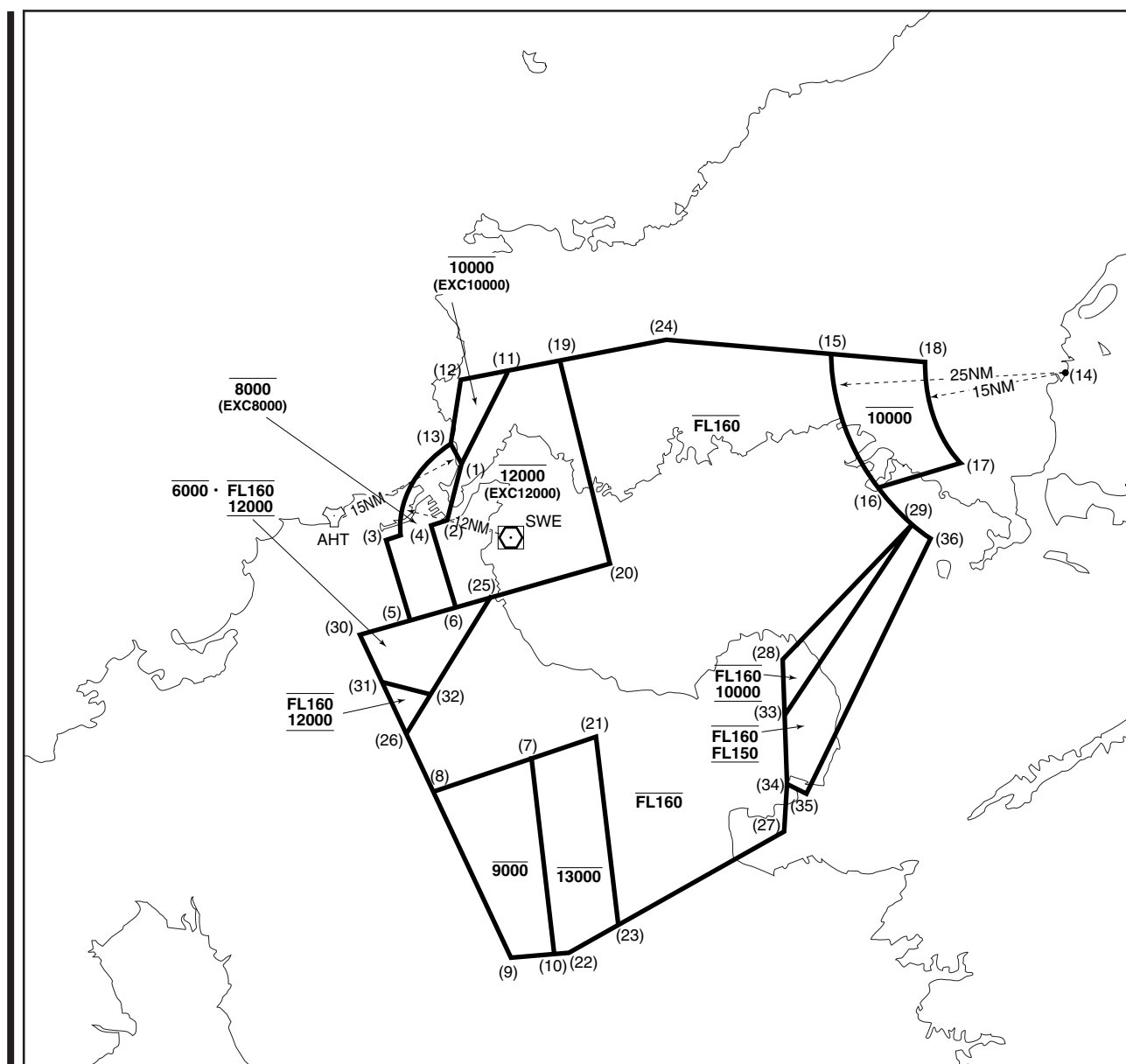
RJFZ AD 2.16 HELICOPTER LANDING AREA

| |
|--------------------|
| To be issued later |
|--------------------|

RJFZ 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 |
| TSUIKI CTR | Area within a radius of 5NM of TSUIKI ARP, in the north side of a south parallel line at distance of 4NM from a line connecting DGC VORTAC and 340446N/1320850E. | 4000 | D | TSUIKI TWR En | |
| | Area within a radius of 5NM of TSUIKI ARP, in the south side of a south parallel line at distance of 4NM from a line connecting DGC VORTAC and 340446N/1320850E. | 6000 | | | |
| TSUIKI ACA | See ATTACHED CHART | | E | TSUIKI APP En | |

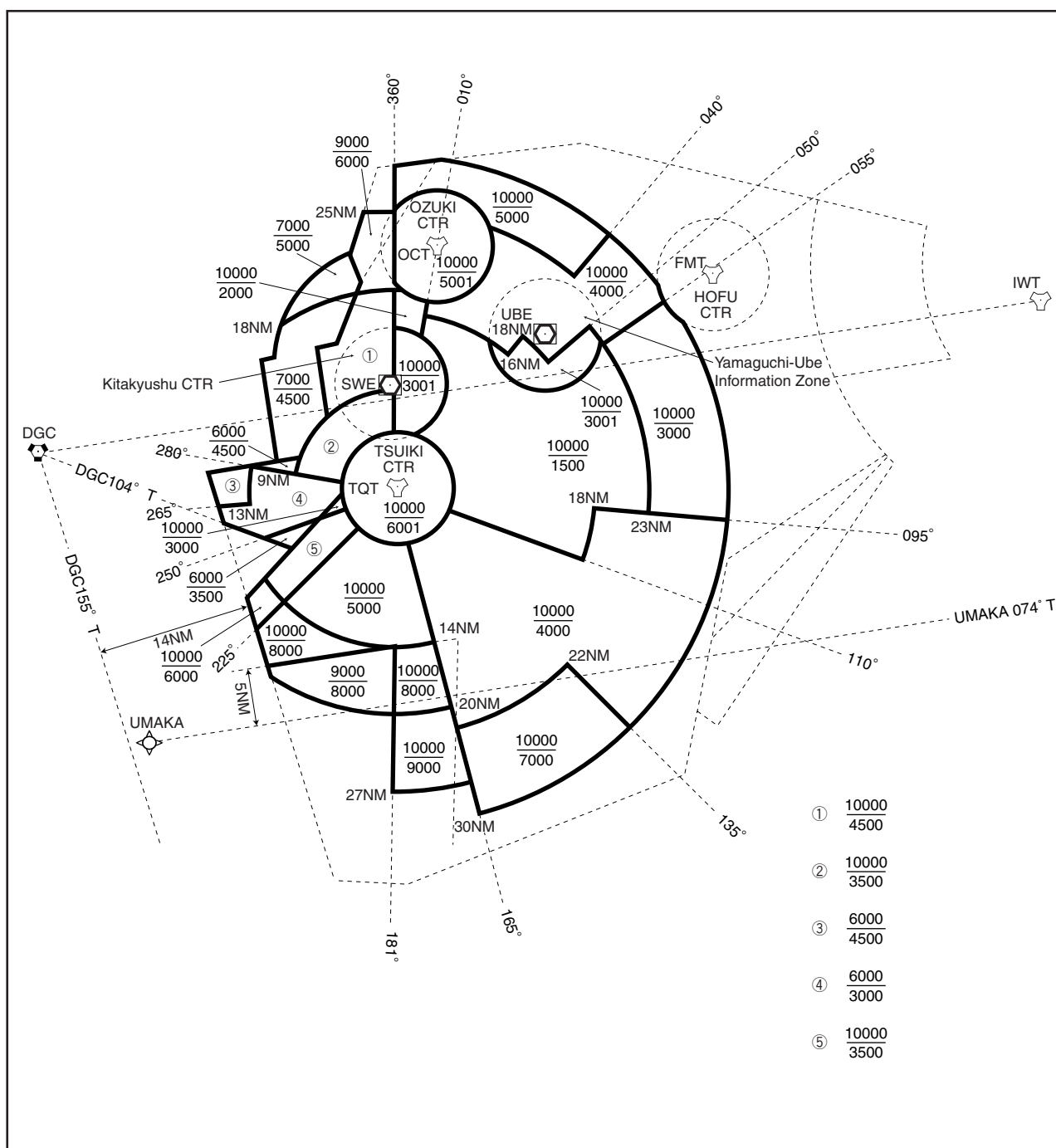
築城進入管制区
Tsuiqi Approach Control Area



Point list

| | | | |
|----------------------|----------------------|----------------------|----------------------|
| (1) 335905N1305538E | (11) 341034N1310212E | (21) 332856N1311143E | (31) 333611N1304424E |
| (2) 335327N1305356E | (12) 340917N1305536E | (22) 330555N1310757E | (32) 333437N1305145E |
| (3) 335111N1304558E | (13) 340133N1305404E | (23) 330842N1311415E | (33) 333112N1313754E |
| (4) 335247N1305140E | (14) 340827N1321357E | (24) 341341N1311816E | (34) 332421N1313716E |
| (5) 334228N1304858E | (15) 341119N1314357E | (25) 334458N1305945E | (35) 332312N1313937E |
| (6) 334351N1305445E | (16) 335612N1314741E | (26) 332944N1304800E | (36) 334854N1315512E |
| (7) 332704N1310406E | (17) 335858N1315956E | (27) 331835N1313643E | |
| (8) 332353N1305116E | (18) 341011N1315557E | (28) 333820N1313835E | |
| (9) 330533N1310128E | (19) 341158N1310926E | (29) 334923N1315428E | |
| (10) 330551N1310645E | (20) 334829N1311425E | (30) 334047N1304149E | |

築城ターミナルコントロールエリア
Tsuiqi Terminal Control Area



RJFZ AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|----------------------------------|--|---------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Tsuiki Approach /Tsuiki Radar | 321.2MHz 261.2MHz 315.9MHz 119.225MHz 120.1MHz 121.075MHz 121.5MHz(E) 243.0MHz(E) | H24 | |
| DEP | Tsuiki Departure | 362.3MHz 120.1MHz 121.5MHz(E) 243.0MHz(E) | H24 | |
| TCA | Tsuiki TCA | 127.95MHz | 2300 - 1100 SUN - THU (EXC HOL) | |
| TWR | Tsuiki Tower | 236.8MHz 126.2MHz 318.8MHz 247.0MHz(1)(2) 138.05MHz (1) 123.1MHz(1)(2) 243.0MHz(E) 121.5MHz(E) | H24 | (1)For rescue only. (2)AVBL on request |
| GCA-ASR -PAR | Tsuiki Radar | 335.6MHz 270.8MHz 134.1MHz 125.3MHz 304.6MHz 310.8MHz 323.8MHz 300.7MHz 315.0MHz 243.0MHz(E) 121.5MHz(E) | H24 | ASR, PAR RWY 07/25 Glide path 3.0° (RWY 07) 2.5° (RWY 25) |
| GND | Tsuiki Ground | 275.8MHz 126.2MHz | H24 | |

RJFZ 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 |
| TACAN | TQT | 1002MHz (CH-41X) | H24 | 334117.62N/ 1310208.97E | 81ft | Unusable area: 070°-080° beyond 38NM BLW 4,000ft. 170°-180° beyond 33NM BLW 8,000ft. 180°-190° beyond 26NM BLW 8,000ft. 190°-210° beyond 21NM BLW 7,000ft. 210°-220° beyond 25NM BLW 7,000ft. 220°-230° beyond 25NM BLW 6,000ft. 230°-240° beyond 28NM BLW 6,000ft. 260°-270° beyond 24NM BLW 6,000ft. 270°-280° beyond 28NM BLW 5,000ft. 280°-310° beyond 16NM BLW 4,000ft. 310°-320° beyond 14NM BLW 4,000ft. 320°-330° beyond 16NM BLW 4,000ft. 330°-350° beyond 24NM BLW 4,000ft. |

RJFZ 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

10

9. Removal of disabled aircraft from runways

Nil

RJFZ AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

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

| | RWY | REDL AVBL | | REDL OUT | |
|--------------------|-----|-----------------|--------------|----------|--------------|
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 07 | 200' - 1000m | 200' - 1000m | - | 200' - 1000m |
| | 25 | | | | |
| OTHER | 07 | AVBL LDG MINIMA | | | |
| | 25 | | | | |

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

PAR RWY 07

| MINIMA THR elev. 52 | | AD elev. 28 | | |
|---------------------|----------|-------------|----------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 252(200) | 1000 | 520(492) | 1600 |
| B | | | 660(632) | |
| C | | | 760(732) | 2400 |
| D | | | 810(782) | 3200 |

PAR RWY 25

| MINIMA THR elev. 19 | | AD elev. 28 | | |
|---------------------|----------|-------------|----------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 219(200) | 1000 | 520(492) | 1600 |
| B | | | 660(632) | |
| C | | | 760(732) | 2400 |
| D | | | 810(782) | 3200 |

ASR RWY 25

| MINIMA THR elev. 19 | | AD elev. 28 | | |
|---------------------|----------|-------------|----------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 400(381) | 1500 | 520(492) | 1600 |
| B | | | 660(632) | |
| C | | 1800 | 760(732) | 2400 |
| D | | 2000 | 810(782) | 3200 |

3. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with TSUIKI Radar are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and;

- (I) 1. Contact TSUIKI Radar/Tower.
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable,
 (1) RWY07 in use;
 proceed to SANKO IAF at last assigned altitude or 6000ft whichever is higher, and execute TACAN RWY07 approach.
 (2) RWY25 in use;
 proceed to SANKO IAF at last assigned altitude or 6000ft whichever is higher, and execute TACAN Z RWY25 approach.
 (II) Procedures other than above will be issued when situation required.

4. Automated Radar Terminal System(ARTS)

築城進入管制所の指示のもとに、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。

Aircraft flying under control of Tsuiki 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 code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

RJFZ AD 2.23 ADDITIONAL INFORMATION

Nil

RJFZ AD 2.24 CHARTS RELATED TO AN AERODROME

Standard Departure Chart - Instrument-1
Standard Departure Chart - Instrument-2
Standard Departure Chart - Instrument-3
Standard Arrival Chart - Instrument
Instrument Approach Chart (TACAN Z RWY25)
Instrument Approach Chart (TACAN Y RWY25)
Instrument Approach Chart (TACAN X RWY25)
Instrument Approach Chart (TACAN RWY07)

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STANDARD DEPARTURE CHART-INSTRUMENT

RJFZ / TSUIKI

SID and TRANSITION

MISHIMA FIVE DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R150 to TQT 15.0DME, then turn left via TQT 15.0DME counter clockwise ARC to TQT R092, then via MIT R180 to MIT TACAN.

Maintain FL150 between MIT R180/60.0DME and MINNE.

Cross MIT R180/14.0DME at assigned or specified altitude.

Note : Minimum rate of climb

JET....400FT/NM until passing 2800FT(RWY25)

PROP....340FT/NM until passing 2800FT(RWY25)

HIMESHIMA FOUR DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R092 until HIMEH(TQT R092/29.1DME), then proceed as directed by ATC.

Cross HIMEH at assigned or specified altitude.

Note : Minimum rate of climb

JET....400FT/NM until passing 2800FT(RWY25)

PROP....340FT/NM until passing 2800FT(RWY25)

MUSASHI TRANSITION

After HIMEH, via TFE R346 to TFE VOR/DME.

KUGA SIX DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R150 until TQT R150/15.0DME, turn left to intercept and proceed via IWT R240 (MRA5000FT) to IWT TACAN.

Cross HIMEH(IWT R240/33.6DME) at assigned or specified altitude.

Note : Minimum rate of climb

JET....400FT/NM until passing 2800FT(RWY25)

PROP....340FT/NM until passing 2800FT(RWY25)

HIMESHIMA REVERSAL THREE DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R092 within 20NM of TQT TACAN, turn right reverse course to TQT TACAN, then proceed as directed by ATC.

Cross TQT TACAN at assigned or specified altitude.

Note : Minimum rate of climb

JET....400FT/NM until passing 2800FT(RWY25)

PROP....340FT/NM until passing 2800FT(RWY25)

CHANGE : PROC renamed(MISHIMA FIVE DEPARTURE). PROC course(MISHIMA FIVE DEPARTURE).

STANDARD DEPARTURE CHART-INSTRUMENT

RJFZ / TSUIKI

SID and TRANSITION

NAKATSU REVERSAL TWO DEPARTURE

RWY 07 : Turn right....

RWY 25 : Turn left within 3NM....

....Climb via TQT R150 within 20NM of TQT TACAN, turn(direction specified by ATC), reverse course to TQT TACAN, then proceed as directed by ATC.

Cross TQT TACAN at assigned or specified altitude. (MCA at TQT TACAN 6000FT)

Note : Minimum rate of climb

JET....400FT/NM until passing 2800FT(RWY25)

PROP....340FT/NM until passing 2800FT(RWY25)

KANMO TRANSITION

After TQT TACAN, proceed via TQT R351 to KANMO(TQT R351/8.6DME), then proceed as directed by ATC.

MINNE TRANSITION

After TQT TACAN, proceed via TQT R026 to MINNE, then via MIT R180 to MIT TACAN.

OGORI TRANSITION

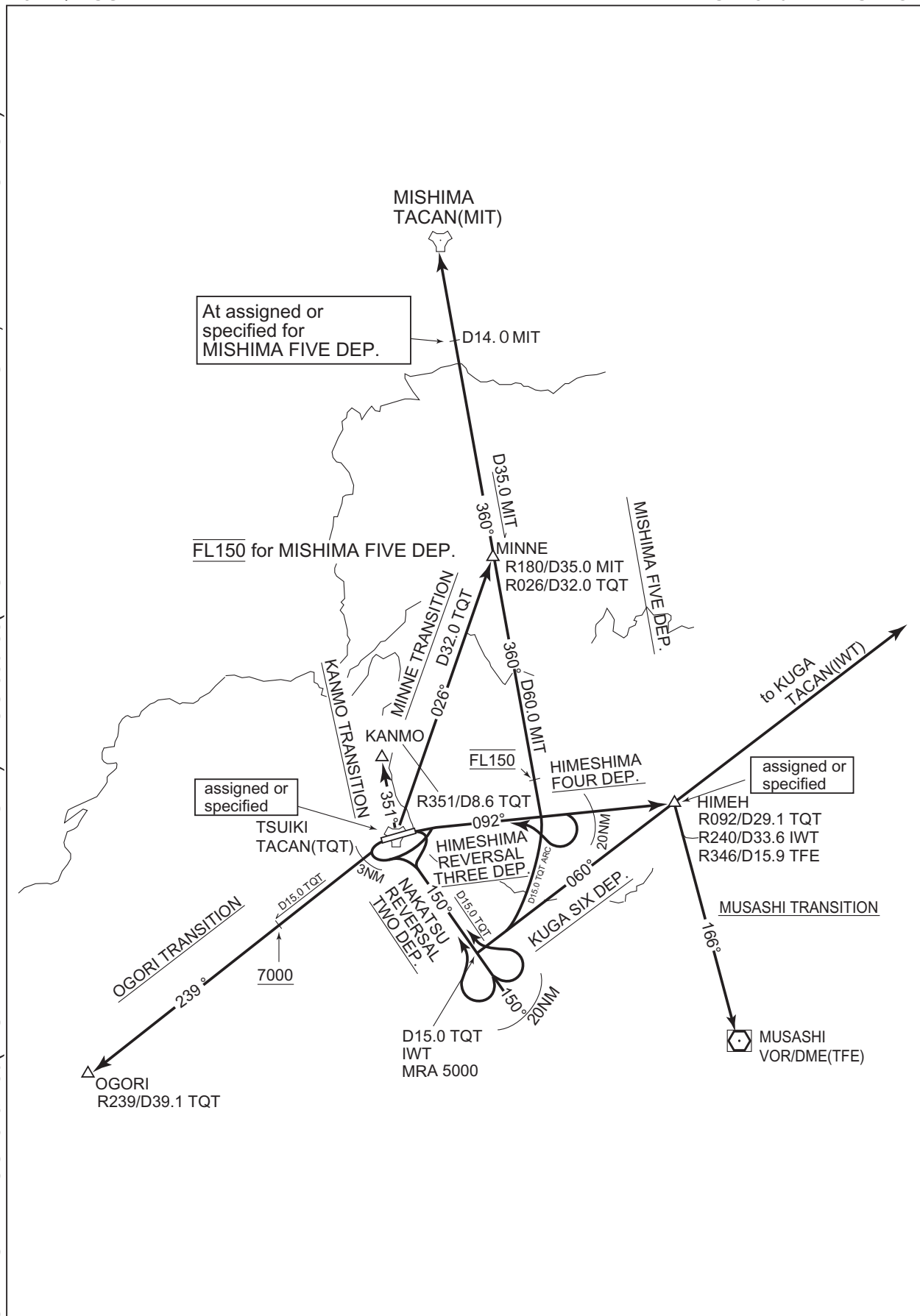
After TQT TACAN, proceed via TQT R239 to OGORI(TQT R239/39.1DME), then proceed as directed by ATC.

Cross TQT 15.0DME at or above 7000FT.

CHANGE : Course FM MINNE to MIT(MINNE TRANSITION).

RJFZ / TSUIKI

CHANGE : PROC renamed(MISHIMA FIVE DEPARTURE). PROC course(MISHIMA FIVE DEPARTURE, MINNE TRANSITION).



STANDARD ARRIVAL CHART - INSTRUMENT

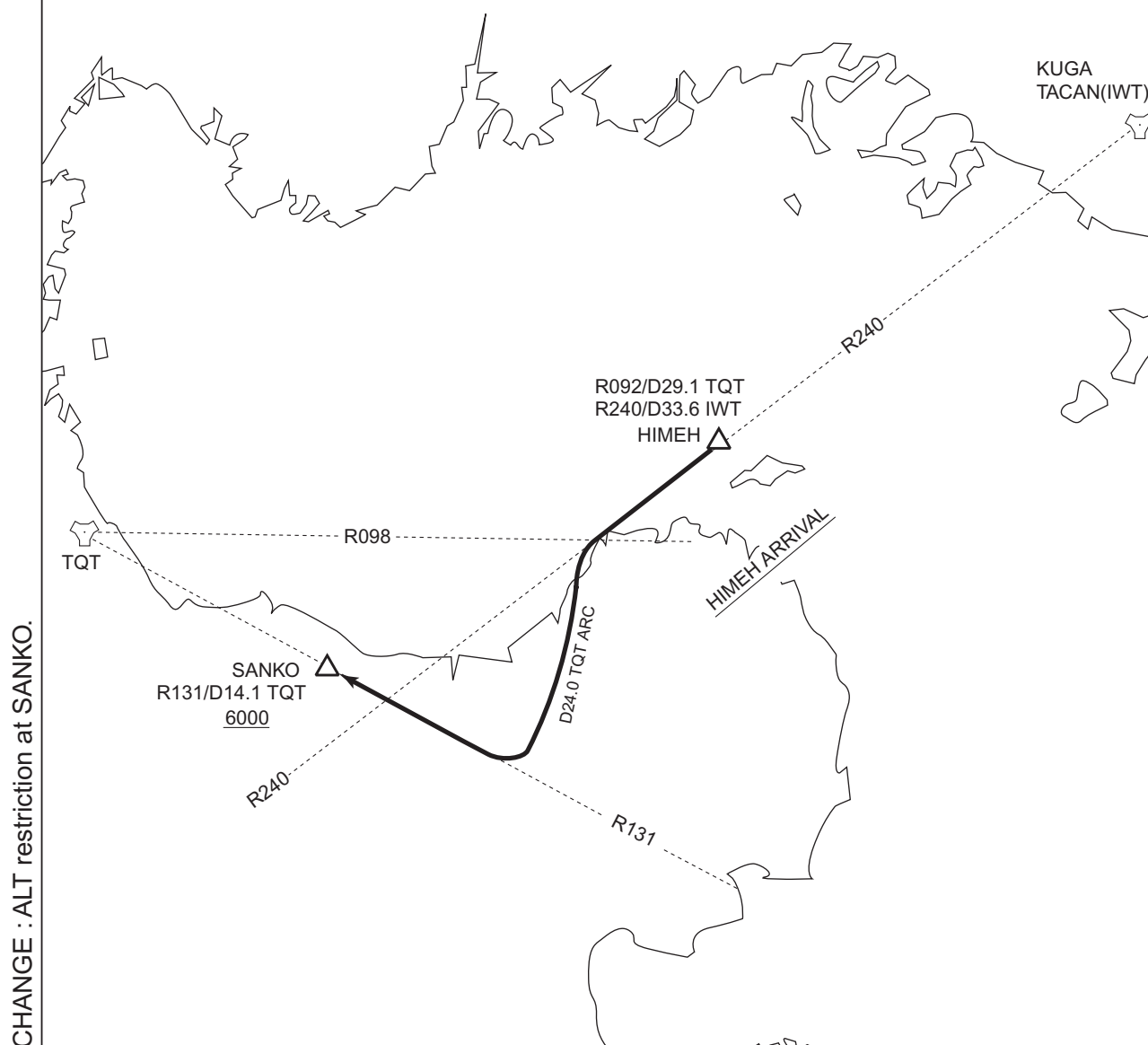
RJFZ / TSUIKI

STAR

HIMEH ARRIVAL

From over HIMEH (IWT R240/33.6DME), proceed via IWT R240,
then turn left, proceed via TQT 24.0DME clockwise ARC to TQT R131,
then turn right proceed via TQT R131 to SANKO (TQT R131/14.1DME).

Cross SANKO at or above 6000FT.



CHANGE : ALT restriction at SANKO. MHA. Description of RADAR Service.

TACAN Z RWY25

VAR 8°W (2022)

20NM

MAPt FAF D10.0 TQT
D1.4 TQT D6.0 TQT

TQT

266°

D12.0 TQT ARC

131°

SANKO(IAF)
R131/D14.1 TQT

311°

D21.1 TQT

MHA 6000

R086

R131

2266°

2335°

3085°

2747°

3111°

3936

090°

180°

360°

MSA 25NM

5000

2900

4200

5900

TQT

090°

180°

270°

360°

EMERG SAFE ALT 100NM 8500

Diagram illustrating the geometry of a flight path, showing distances and angles between key points:

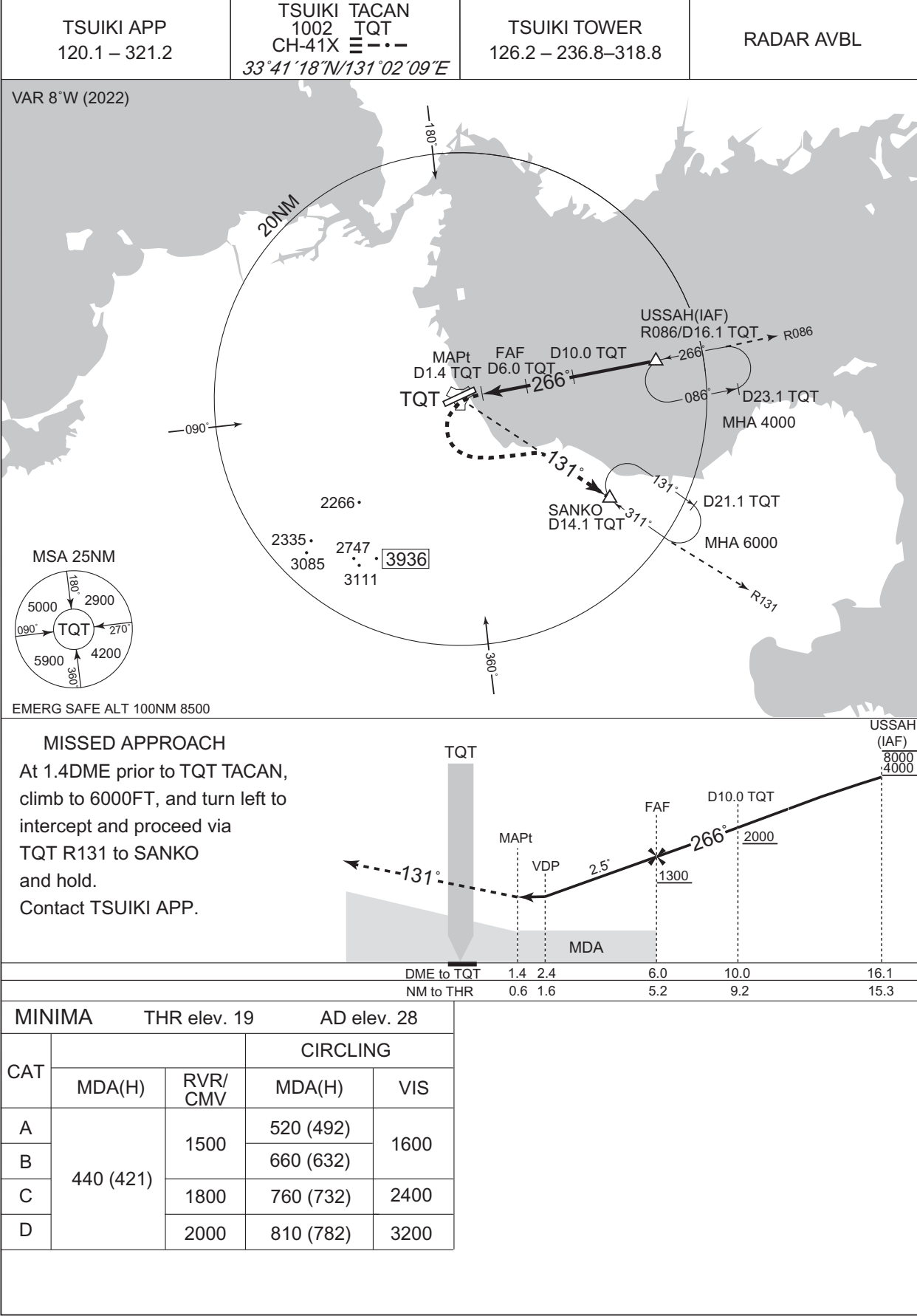
- Key Points:** DME to TQT, MAPt_{VDP}, FAF, TQT R086, TQT R131, SANKO (IAF) 6000.
- Distances (NM):**
 - DME to TQT: 1.4
 - MAPt_{VDP} to FAF: 2.4
 - FAF to TQT R086: 6.0
 - TQT R086 to TQT R131: 10.0
 - TQT R131 to SANKO (IAF) 6000: 12.0
- Angles:**
 - 131° (between DME to TQT and MAPt_{VDP})
 - 266° (between FAF and TQT R086)
 - 311° (between TQT R131 and SANKO (IAF) 6000)
- Other Labels:** TQT, D10.0 TQT, D12.0 TQT ARC, MDA.

| MINIMA | | THR elev. 19 | AD elev. 28 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 440 (421) | 1500 | 520 (492) | 1600 |
| B | | | 660 (632) | |
| C | | 1800 | 760 (732) | 2400 |
| D | | 2000 | 810 (782) | 3200 |

INSTRUMENT APPROACH CHART

RJFZ / TSUIKI

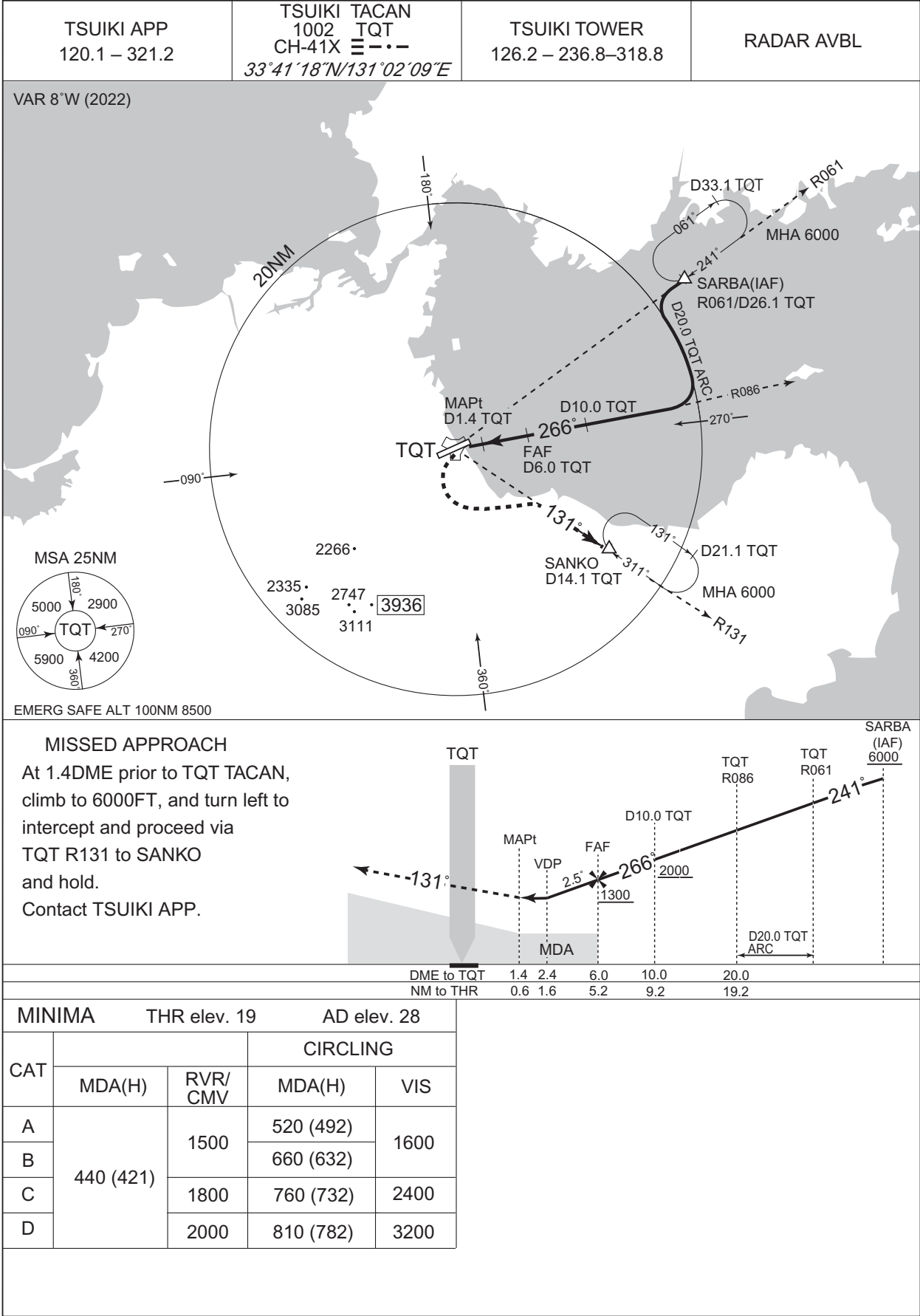
TACAN Y RWY25



INSTRUMENT APPROACH CHART

RJFZ / TSUIKI

TACAN X RWY25



CHANGE : MHA. Description of RADAR Service.

RJFZ / TSUIKI

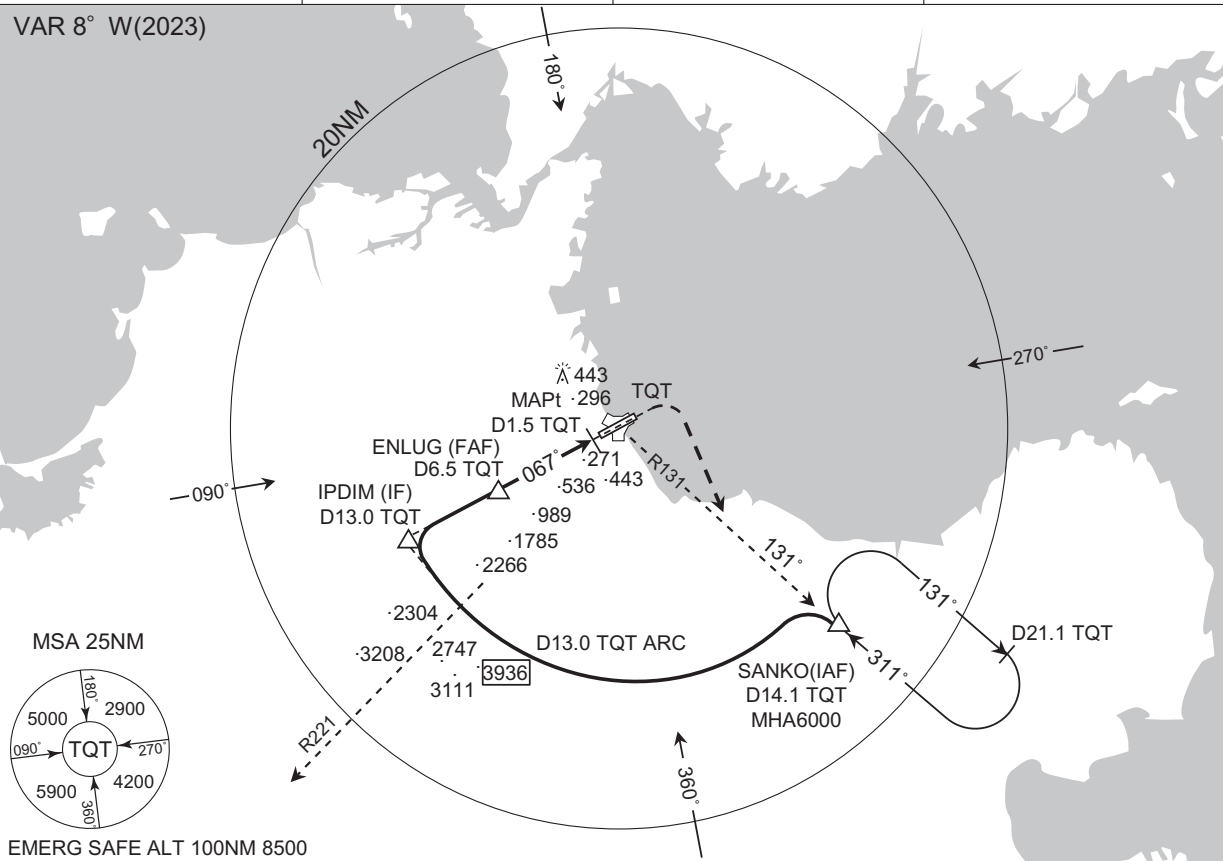
TSUIKI APP
120.1 – 321.2

TSUIKI TACAN
1002 TQT
CH-41X ≡--.-
33°41'18"N/131°02'09"E

TSUIKI TOWER
126.2 – 236.8–318.8

RADAR AVBL

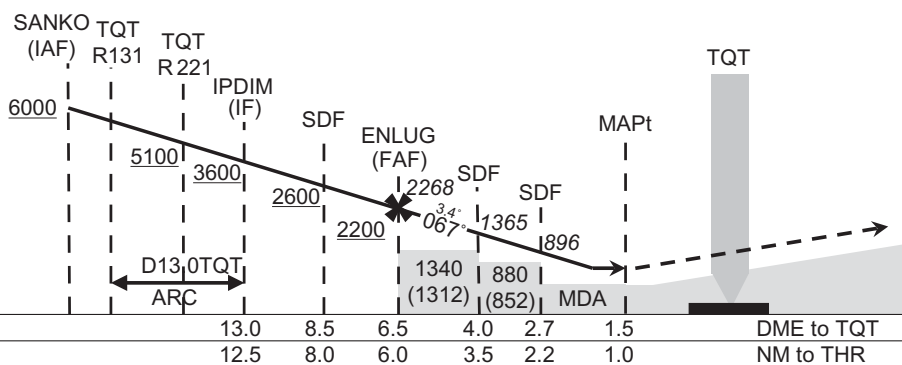
VAR 8° W(2023)



EMERG SAFE ALT 100NM 8500

Climb to 6000FT via
TQT R247 to TQT,
Turn right TQT R131
to SANKO and hold.
Contact TSUIKI APP.

PAPi and descent angle is not coincident.



| MINIMA | | THR elev. 52 | AD elev. 28 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 620 (592) | 1500 | 620 (592) | 1600 |
| B | | | 660 (632) | |
| C | | 1800 | 760 (732) | 2400 |
| D | | 2000 | 810 (782) | 3200 |

Civil Aviation Bureau, Japan (EFF:11 JUL 2024)

11/7/24