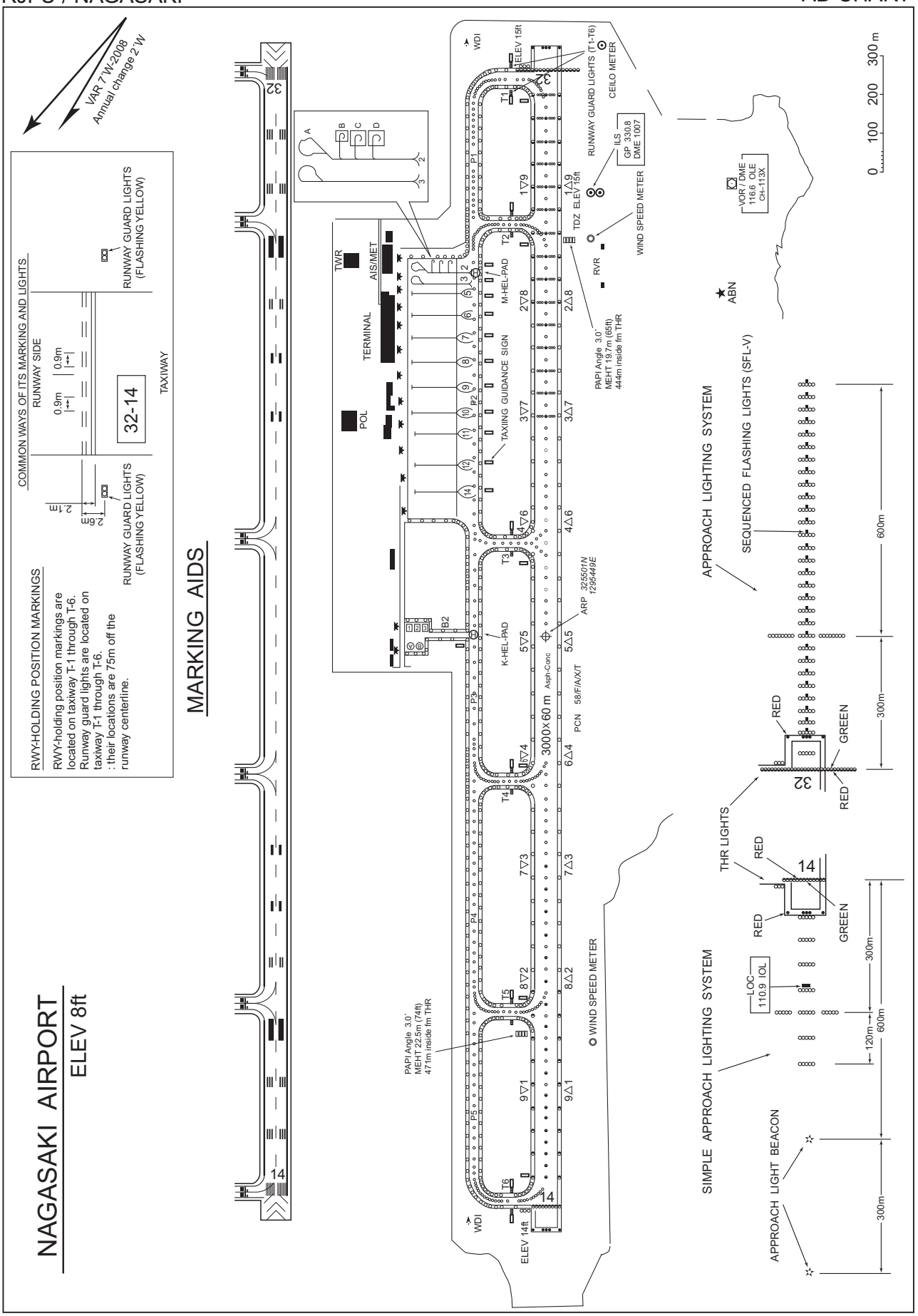
RJFU / NAGASAKI AD CHART



CHANGE : TWY CL LGT for P2 installed

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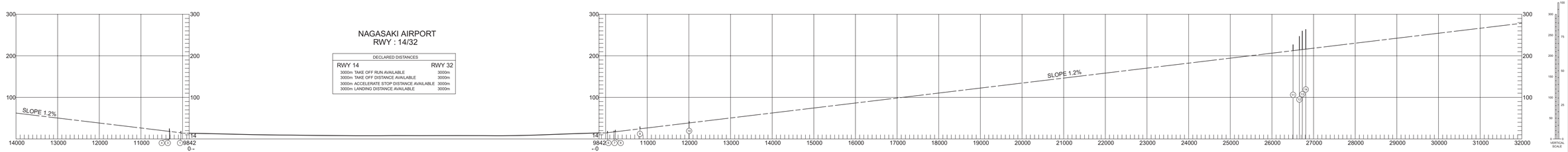
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

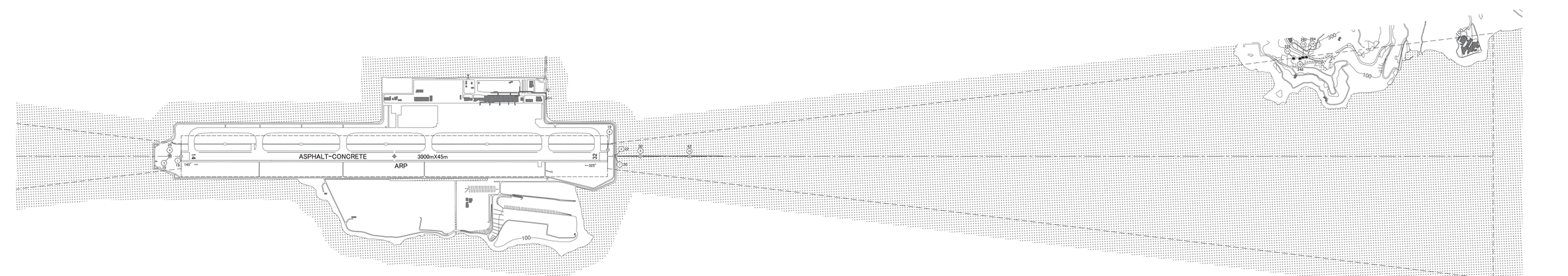
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7° W-APR 2017



NAGASAKI 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



HORIZONTAL SCALE

FEET

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

300 0 500 1000 1500 2000 2500m

METRES

LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- RIVER
- TREE
- LAKE
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE B

AERODROME ELEVATION 8ft ARP

VAR 7°W APR 2017
ANNUAL CHANGE 4.6'W

HORIZONTAL SURFACE

TAKE-OFF FLIGHT PATH
SLOPE 12%

APPROACH SURFACE
SLOPE 1:50

TRANSITIONAL SURFACE
SLOPE 1:7

OMURA CITY

OMURA BAY

USU ISLAND

ISAHAYA CITY

SHIKANO ISLAND

LEGEND	AMENDMENT RECORD		
AERODROME REFERENCE POINT *32°55'01"N 129°54'49"E*	№	DATE	ENTERED BY
POLE, TOWER, SPIRE, ANTENNA, ETC			
AERONAUTICAL GROUND LIGHT			
OBSTRUCTION LIGHT			
BUILDING OR LARGE STRUCTURE			
RAILROAD / TRIANGULATION POINT			
TRANSMISSION LINE OR OVERHEAD CABLE			
LEVEE			
TREE / RIVER			
LAKE / CONTOURS(ft)			

HORIZONTAL SCALE
FEET: 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000ft
METRES: 300 0 500 1000 1500 2000 2500 3000m

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI SID

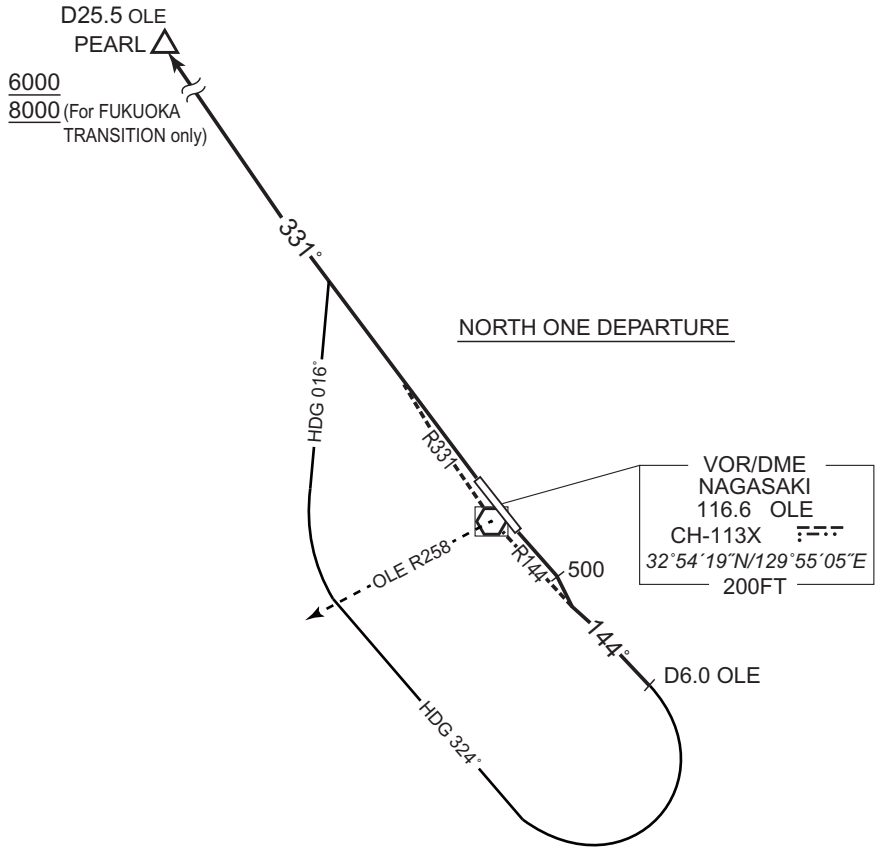
NORTH ONE DEPARTURE

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 : PROC renamed. PROC course. Note(PDG, OBST).

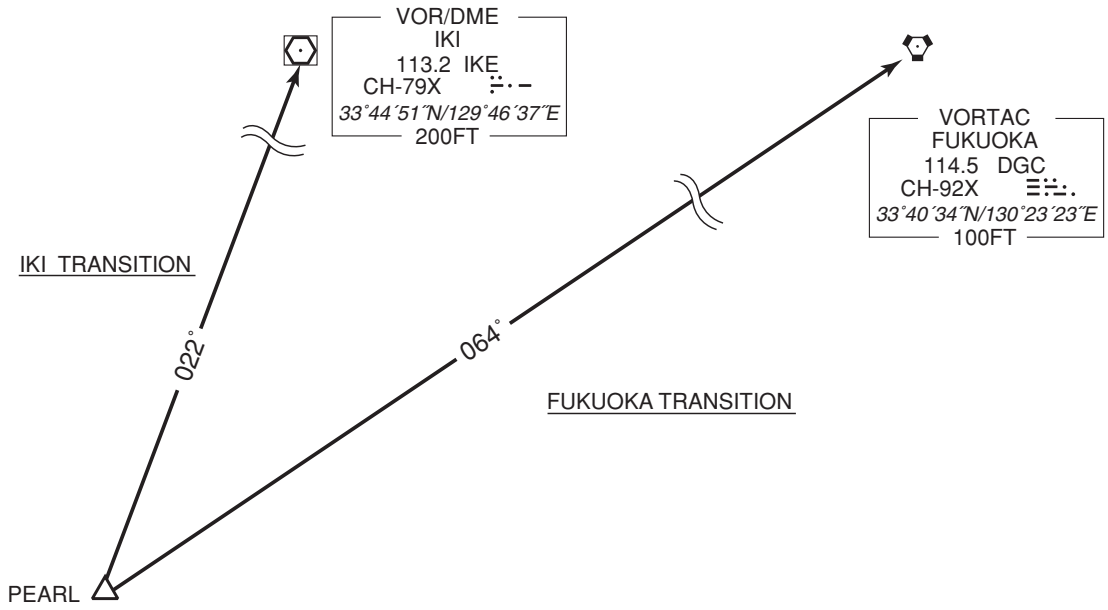
RJFU / NAGASAKI TRANSITION

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 R202 to IKE VOR/DME.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI SID

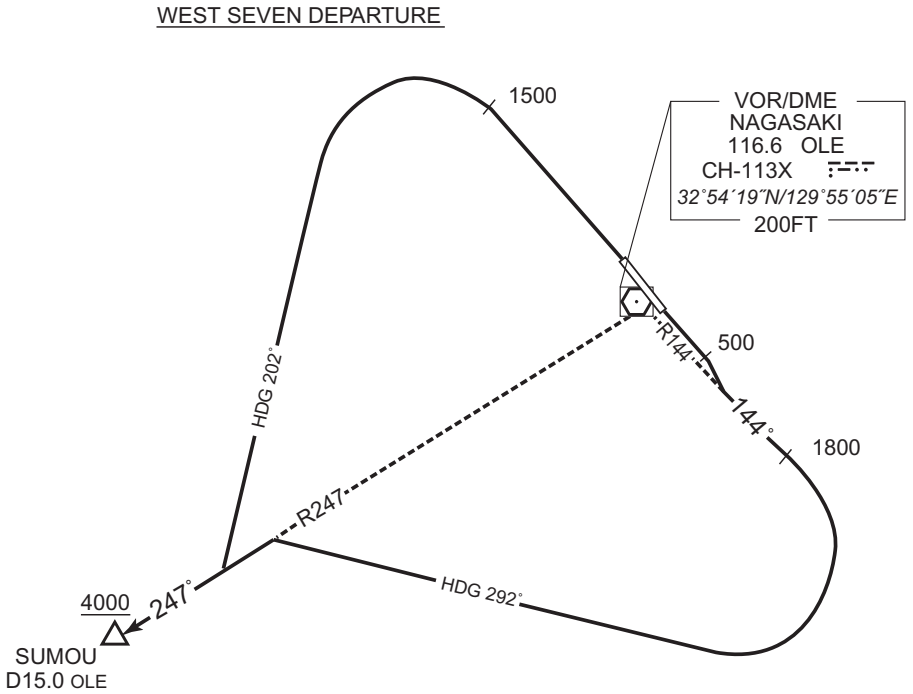
WEST SEVEN DEPARTURE

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 : PROC renamed. PROC course. Note RWY14, RWY32 (OBST).

RJFU / NAGASAKI TRANSITION

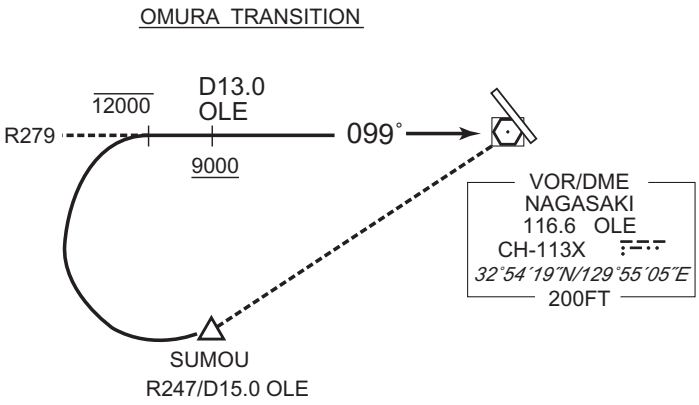
CHANGE : PROC course(OMURA TRANSITION, CARCO TRANSITION). Radial/DIST FM OLE added(SUMOU). DIST FM OLE, FUE added(CARCO).

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.

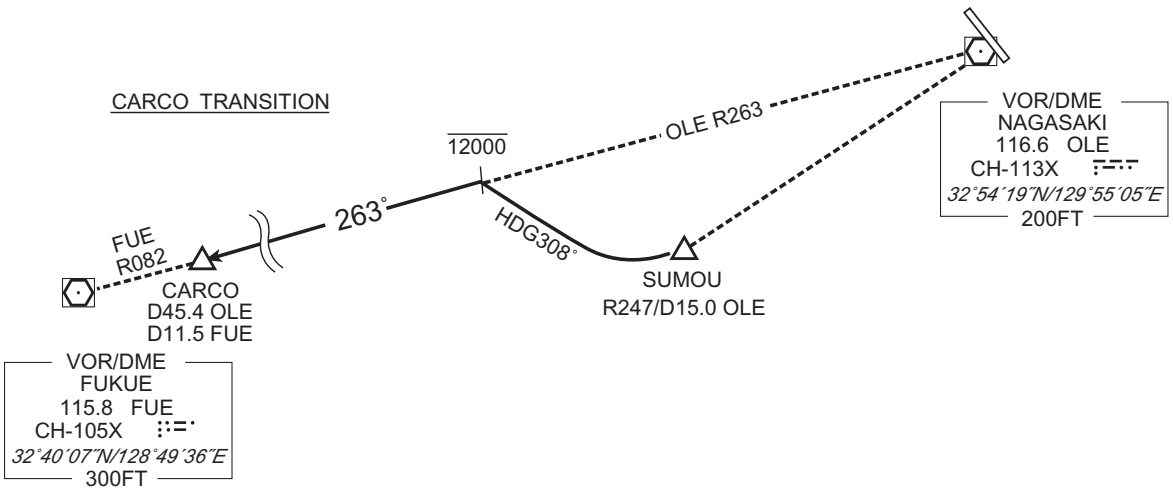
Cross OLE R279/13.0DME at or above 9000FT.



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.



STANDARD DEPARTURE CHART -INSTRUMENT

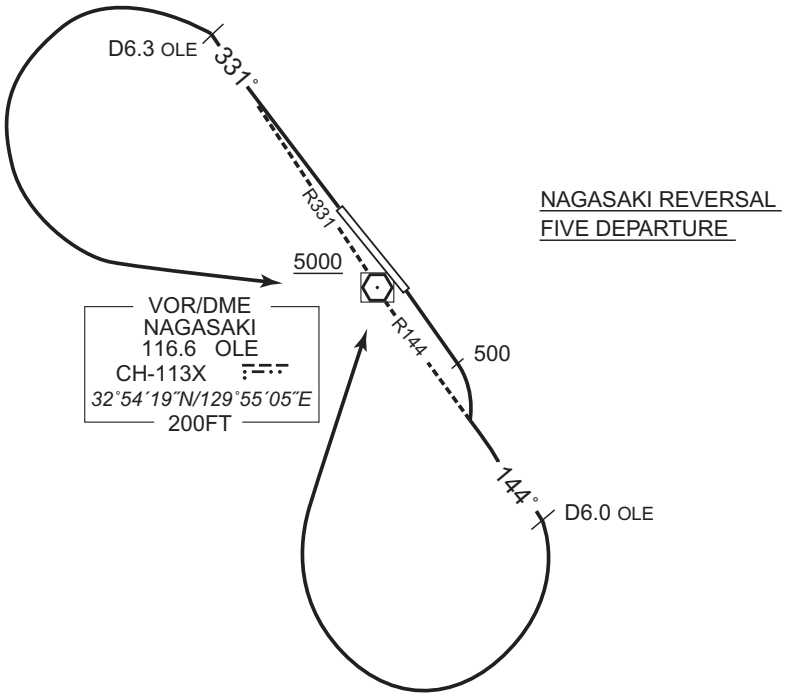
RJFU / NAGASAKI SID

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.



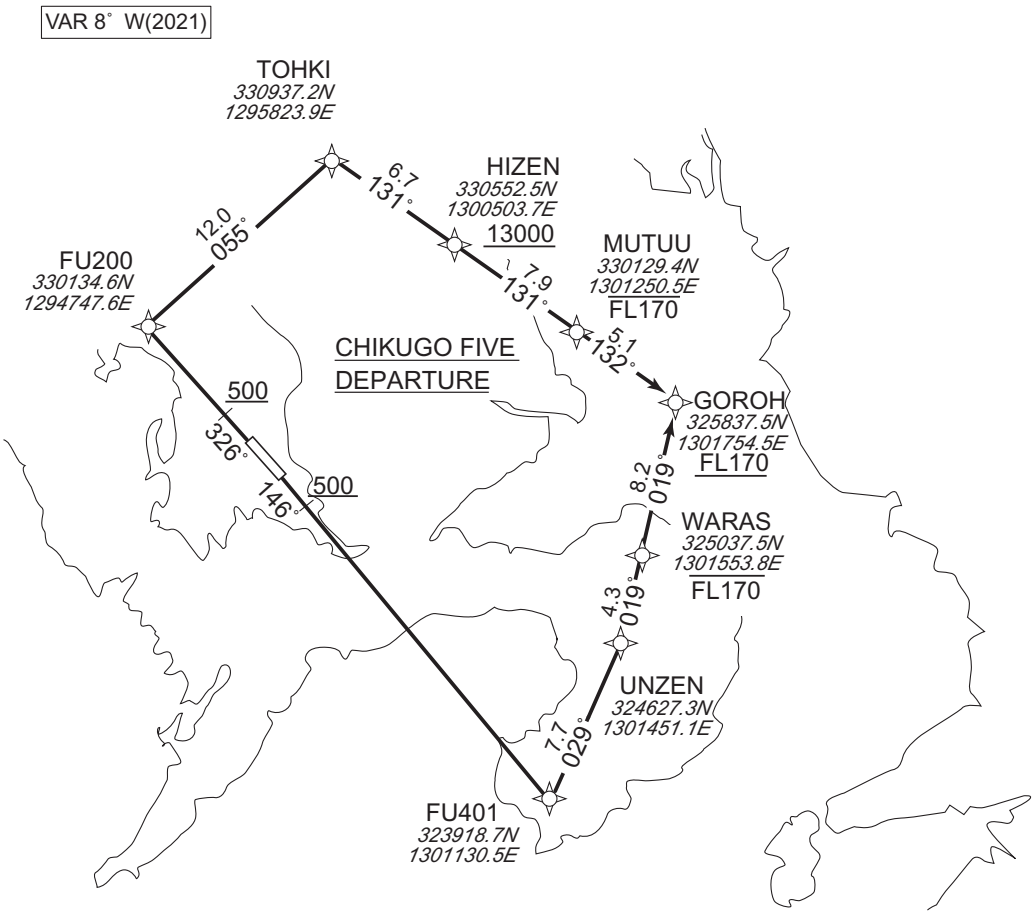
CHANGE : PROC renamed. PROC course. Note RWY14, RWY32 (OBST).

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI — RNAV SID

CHIKUGO FIVE DEPARTURE	Basic RNP1

Note GNSS required.



CHIKUGO FIVE DEPARTURE

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 : VAR. PROC renamed. Navigation specification. Course FM MUTUU to GOROH.

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 (138.1)	-7.6	–	–	+500	–	–	Basic RNP1
002	DF	FU401	–	–	-7.6	–	–	–	–	–	Basic RNP1
003	TF	UNZEN	–	029 (021.5)	-7.6	7.7	–	–	–	–	Basic RNP1
004	TF	WARAS	–	019 (011.9)	-7.6	4.3	–	-FL170	–	–	Basic RNP1
005	TF	GOROH	–	019 (011.9)	-7.6	8.2	–	+FL170	–	–	Basic 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	–	–	Basic RNP1
002	DF	FU200	–	–	-7.6	–	–	–	–	–	Basic RNP1
003	TF	TOHKI	–	055 (047.8)	-7.6	12.0	–	–	–	–	Basic RNP1
004	TF	HIZEN	–	131 (123.8)	-7.6	6.7	–	+13000	–	–	Basic RNP1
005	TF	MUTUU	–	131 (123.9)	-7.6	7.9	–	-FL170	–	–	Basic RNP1
006	TF	GOROH	–	132 (124.0)	-7.6	5.1	–	+FL170	–	–	Basic RNP1

CHANGE : VAR. PROC renamed. Course FM MUTUU to GOROH.

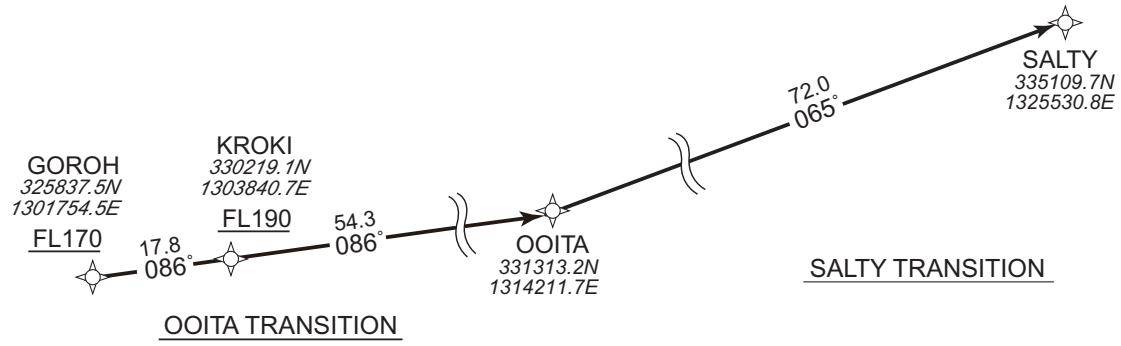
STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI — RNAV TRANSITION

SALTY TRANSITION / OOITA TRANSITION	Basic RNP1

Note GNSS required.

VAR 8° W(2021)



CHANGE : VAR. Navigation specification. Course FM GOROH to KROKI.

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

OOITA TRANSITION

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

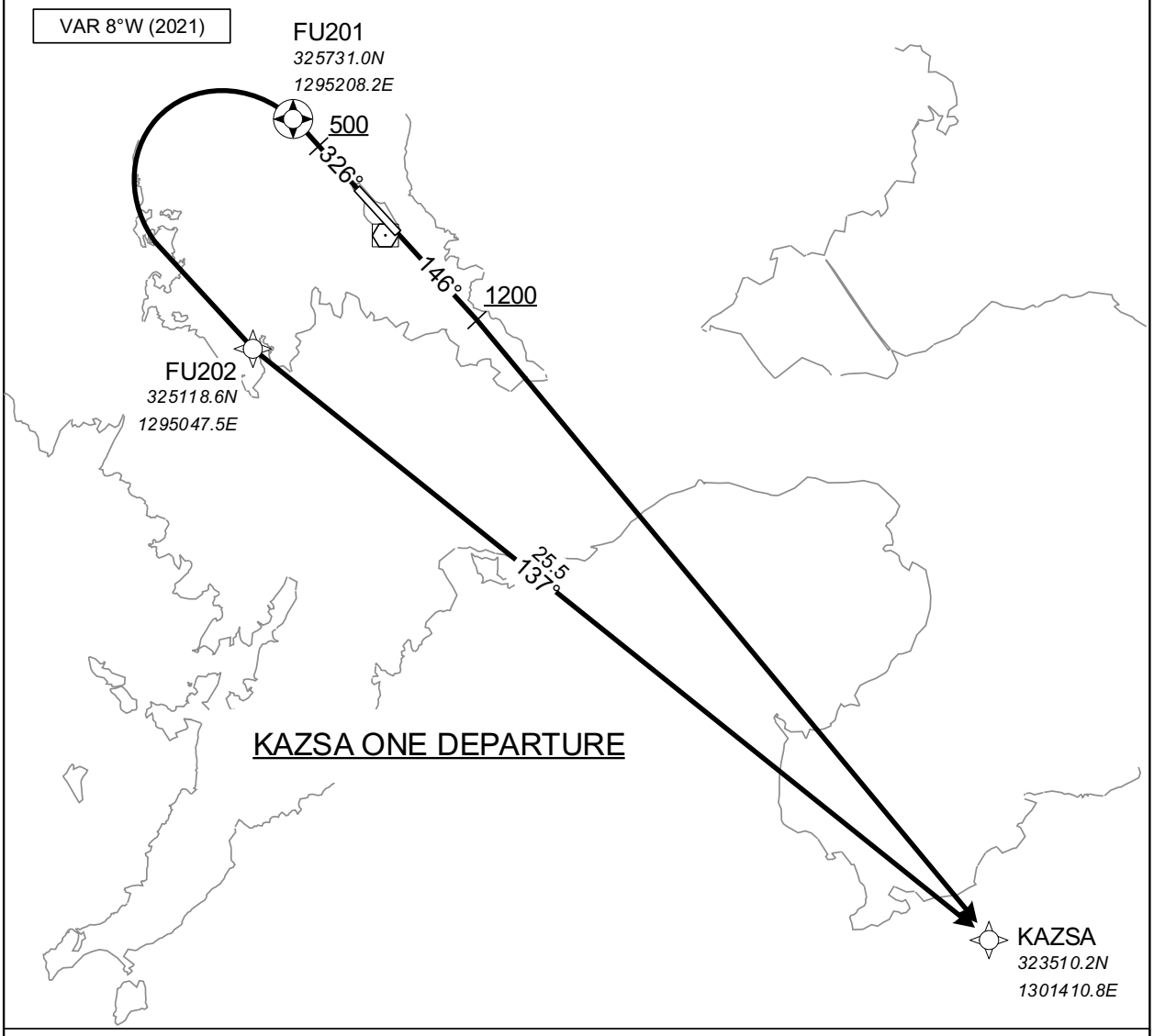
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	GOROH	–	–	-7.6	–	–	+FL170	–	–	Basic RNP1
002	TF	KROKI	–	086 (077.9)	-7.6	17.8	–	+FL190	–	–	Basic RNP1
003	TF	OOITA	–	086 (078.1)	-7.6	54.3	–	–	–	–	Basic RNP1

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI RNAV SID

KAZSA ONE DEPARTURE	Basic RNP1

Note GNSS required.



CHANGE : New PROC.

KAZSA ONE DEPARTURE

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	—	—	Basic RNP1
002	DF	KAZSA	—	—	-7.6	—	—	—	—	—	Basic 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	—	—	Basic RNP1
002	DF	FU201	Y	—	-7.6	—	—	—	—	—	Basic RNP1
003	DF	FU202	—	—	-7.6	—	L	—	—	—	Basic RNP1
004	TF	KAZSA	—	137 (129.3)	-7.6	25.5	—	—	—	—	Basic RNP1

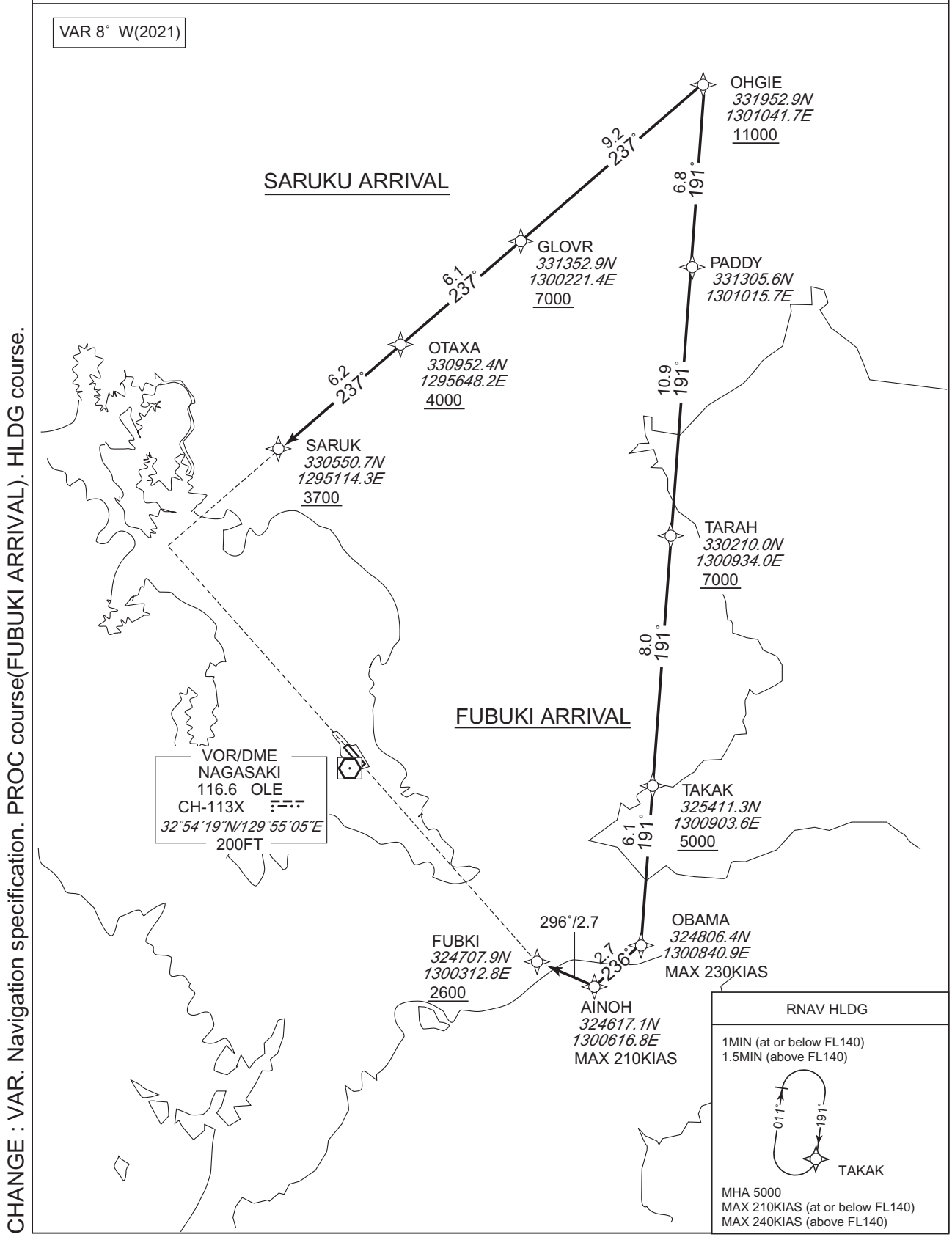
CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFU / NAGASAKI — RNAV STAR

SARUKU ARRIVAL / FUBUKI ARRIVAL — Basic RNP1

Note GNSS required.



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	–	–	Basic RNP1
002	TF	GLOVR	–	237 (229.3)	-7.6	9.2	–	+7000	–	–	Basic RNP1
003	TF	OTAXA	–	237 (229.2)	-7.6	6.1	–	+4000	–	–	Basic RNP1
004	TF	SARUK	–	237 (229.2)	-7.6	6.2	–	+3700	–	–	Basic 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	–	–	Basic RNP1
002	TF	PADDY	–	191 (183.1)	-7.6	6.8	–	–	–	–	Basic RNP1
003	TF	TARAH	–	191 (183.1)	-7.6	10.9	–	+7000	–	–	Basic RNP1
004	TF	TAKAK	–	191 (183.0)	-7.6	8.0	–	+5000	–	–	Basic RNP1
005	TF	OBAMA	–	191 (183.0)	-7.6	6.1	–	–	-230	–	Basic RNP1
006	TF	AINOH	–	236 (228.0)	-7.6	2.7	–	–	-210	–	Basic RNP1
007	TF	FUBKI	–	296 (288.2)	-7.6	2.7	–	+2600	–	–	Basic RNP1

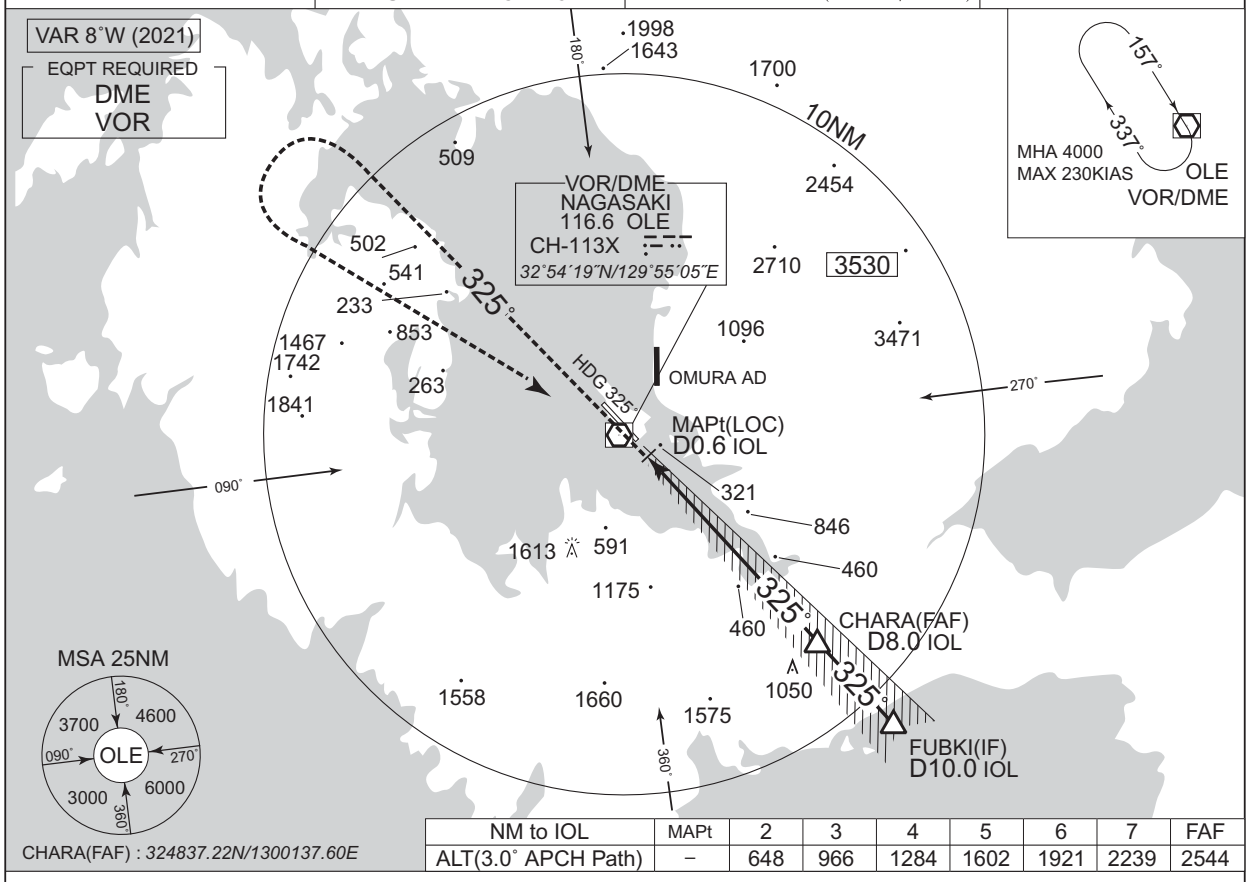
Path	Waypoint Identifier	Inbound Course ˚M(˚T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	TAKAK	191 (183.0)	-7.6	1.0(-14000) 1.5(+14001)	R	5000	–	-210(-14000) -240(+14001)	Basic RNP1

CHANGE : VAR. Navigation specification. PROC course(FUBUKI ARRIVAL). HLDG course.

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI — ILS Z or LOC Z RWY32

NAGASAKI APP	ILS-LOC	NAGASAKI TOWER		RADAR AVBL
119.175 –121.025	110.9 IOL	118.5 - 126.2	2200 – 2245(UTC) 1215 – 1300(UTC) NAGASAKI RADIO 118.5 AFIS provided by Fukuoka Airport Office	ATIS 126.85
261.2	ILS–GP 330.8	122.7 - 236.8		
	ILS–DME CH-46X			

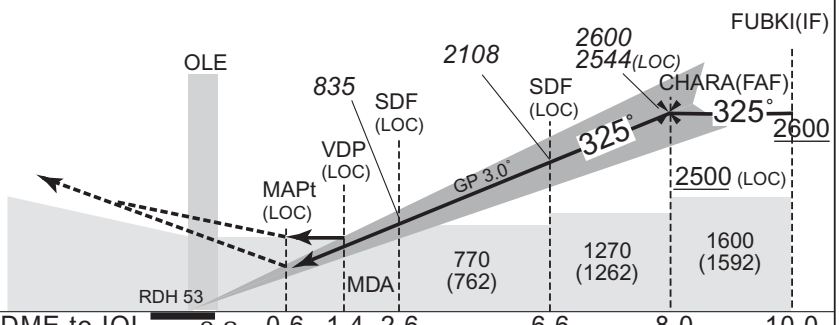


NM to IOL	MAPt	2	3	4	5	6	7	FAF
ALT(3.0˚ APCH Path)	–	648	966	1284	1602	1921	2239	2544

CHARA(FAF) : *324837.22N/1300137.60E*

MISSED APPROACH
Climb to 500FT on HDG325˚,
via OLE R325 to 3000FT, turn
left, direct to OLE VOR/DME
and hold at 4000FT.
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	10.0
NM to THR	0	0.5	1.2	2.4	6.4	7.8	9.8

MINIMA — THR elev. 15 — AD elev. 8

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	215 (200)	550	430 (422)	900	620 (612)	1600
B				1000		
C						2400
D				1400	890 (882)	3200

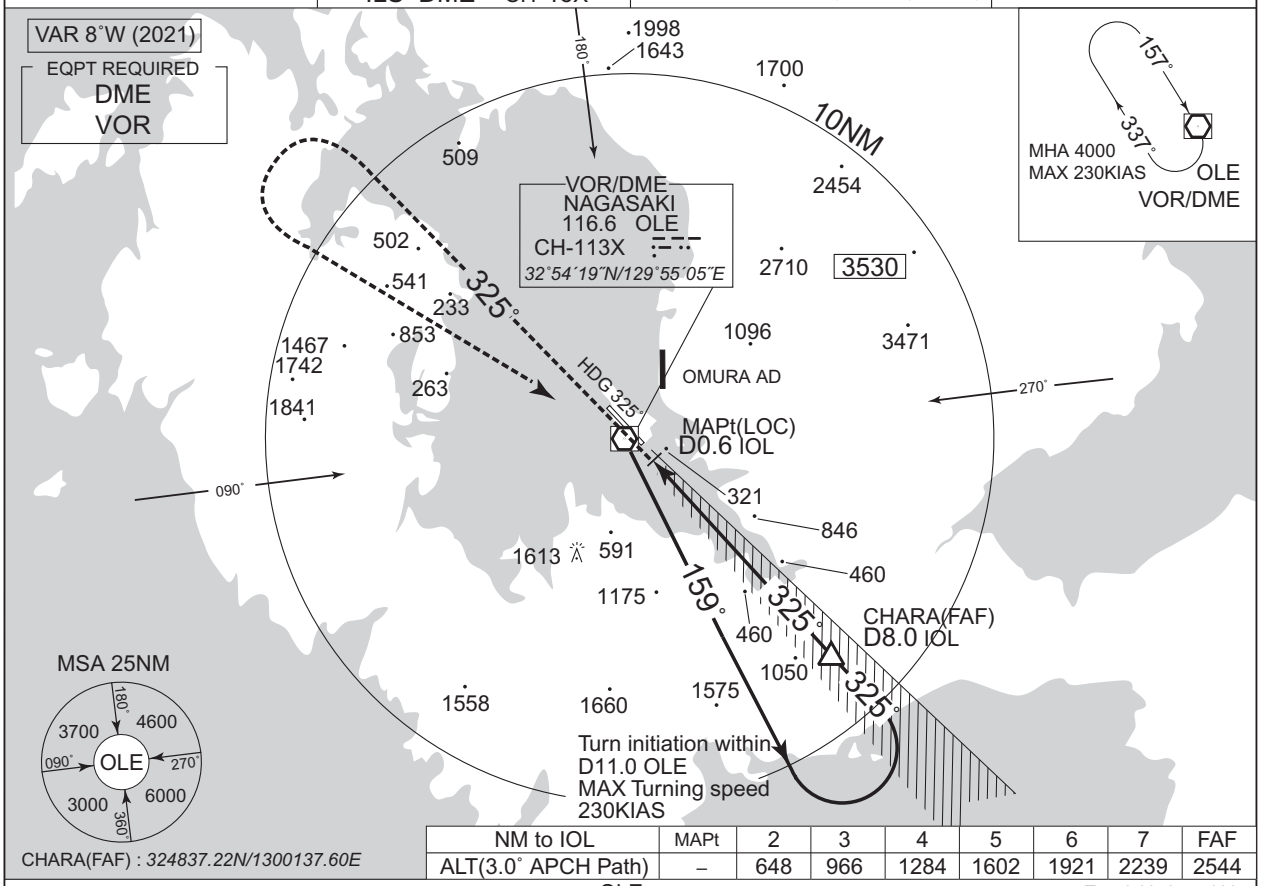
CHANGE : AFIS unit added.

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI — ILS Y or LOC Y RWY32

NAGASAKI APP	ILS-LOC	NAGASAKI TOWER	RADAR AVBL
119.175 –121.025 261.2	110.9 IOL ILS–GP 330.8 ILS–DME CH-46X	118.5 - 126.2 122.7 - 236.8	ATIS 126.85

2200 – 2245(UTC)
1215 – 1300(UTC)
NAGASAKI RADIO
118.5
AFIS provided by
Fukuoka Airport Office

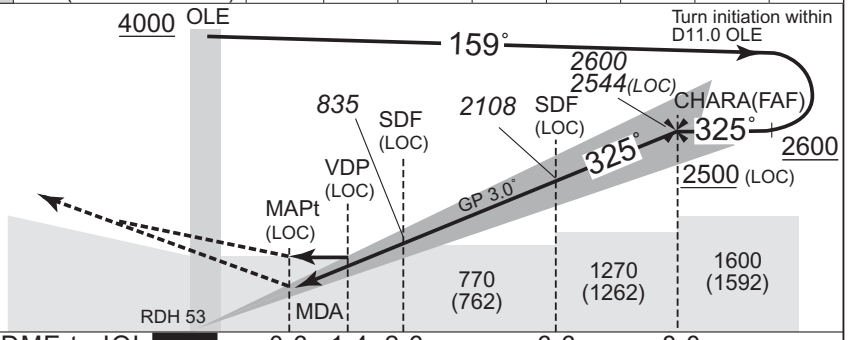


CHARA(FAF) : *324837.22N/1300137.60E*

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.
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 elev. 8

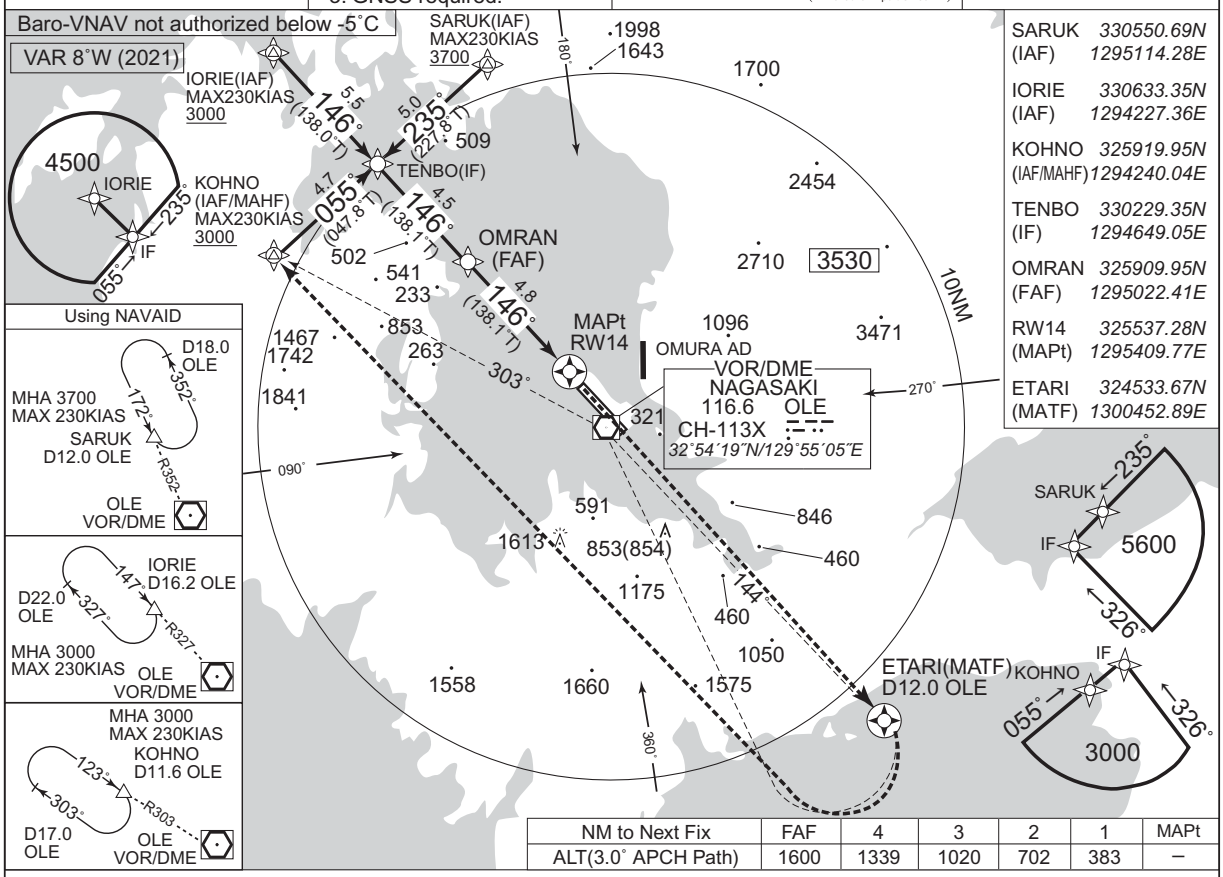
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	215 (200)	550	430 (422)	900	620 (612)	1600
B				1000		
C						2400
D				1400	890 (882)	3200

CHANGE : AFIS unit added.

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI — RNAV(GNSS) RWY14

NAGASAKI APP 119.175 –121.025 261.2	1. DME/DME RNP0.3 not authorized. 2. RNP0.3 required. 3. GNSS required.	NAGASAKI TOWER 118.5 - 126.2 122.7 - 236.8 2200 – 2245(UTC) 1215 – 1300(UTC) NAGASAKI RADIO 118.5 AFIS provided by Fukuoka Airport Office	RADAR AVBL ATIS 126.85



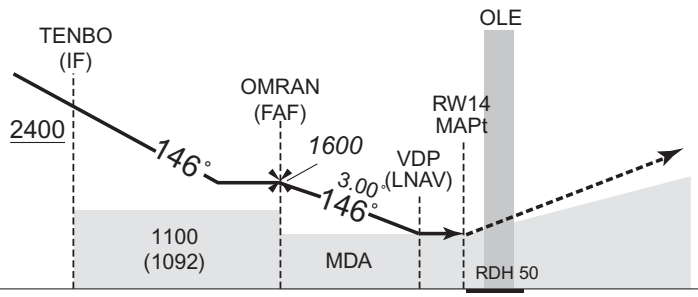
SARUK (IAF) 330550.69N 1295114.28E
IORIE (IAF) 330633.35N 1294227.36E
KOHNO (IAF/MAHF) 325919.95N 1294240.04E
TENBO (IF) 330229.35N 1294649.05E
OMRAN (FAF) 325909.95N 1295022.41E
RW14 (MAPt) 325537.28N 1295409.77E
ETARI (MATF) 324533.67N 1300452.89E

NM to Next Fix	FAF	4	3	2	1	MAPt
ALT(3.0˚ APCH Path)	1600	1339	1020	702	383	–

MISSED APPROACH

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

(For using VOR/DME)
Climb via OLE R144 to ETARI, turn right, direct to OLE VOR/DNE, via OLE R303 to KOHNO and hold at 3000FT.
Contact NAGASAKI APP.



Missed APCH climb gradient MNM 3.0%

MINIMA THR elev. 14 AD elev. 8

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	290 (276)	1000	290 (282)	1000	620 (612)	1600
B		1100		1100		
C		1200		1200		2400
D		1400		1400	890(882)	3200

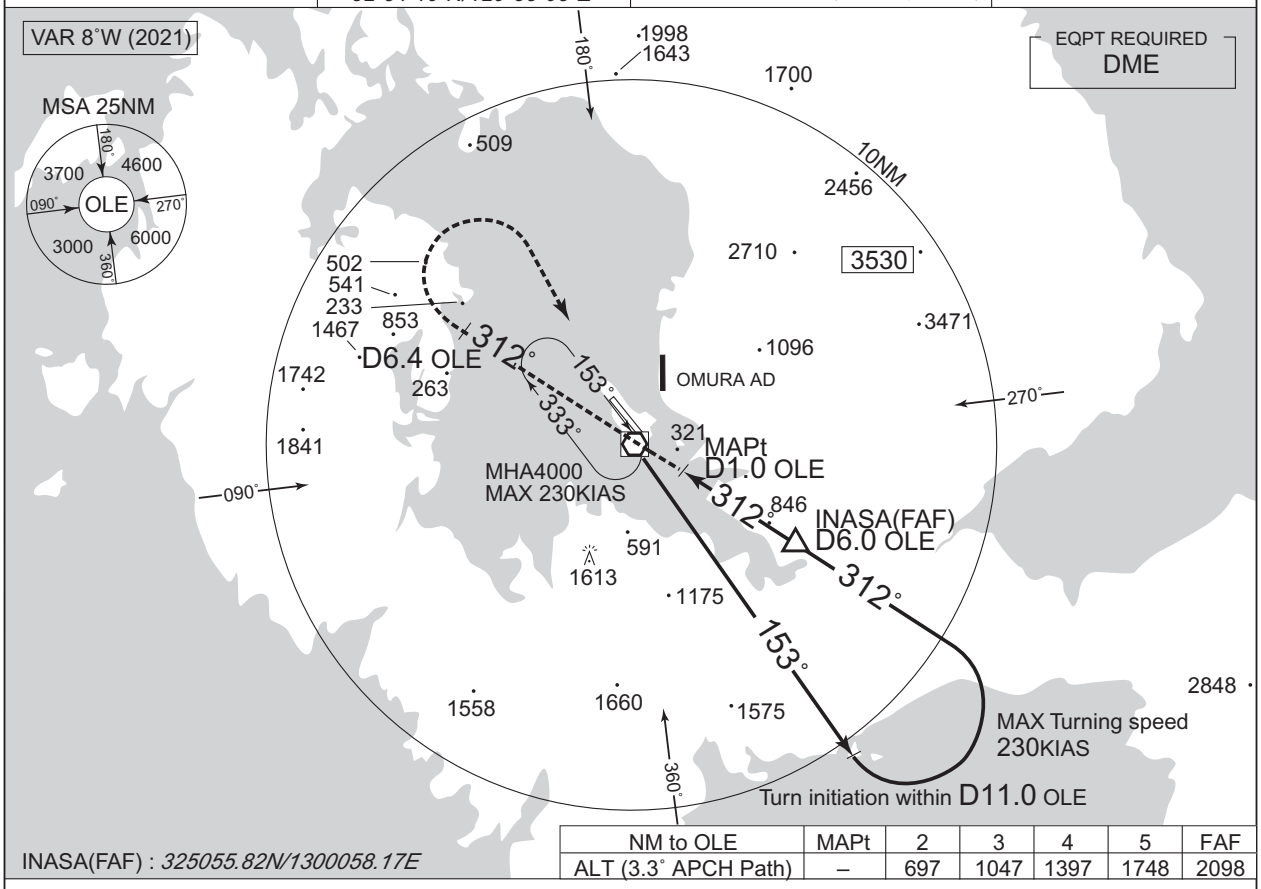
MINIMA with Missed APCH climb gradient 2.5% are not established.

CHANGE : AFIS unit added.

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI — VOR RWY32

NAGASAKI APP	NAGASAKI VOR/DME	NAGASAKI TOWER		RADAR AVBL
119.175 - 121.025 261.2	116.6 OLE CH-113X *32°54′19″N/129°55′05″E*	118.5 - 126.2 122.7 - 236.8	2200 – 2245(UTC) 1215 – 1300(UTC) NAGASAKI RADIO 118.5 AFIS provided by Fukuoka Airport Office	ATIS 126.85



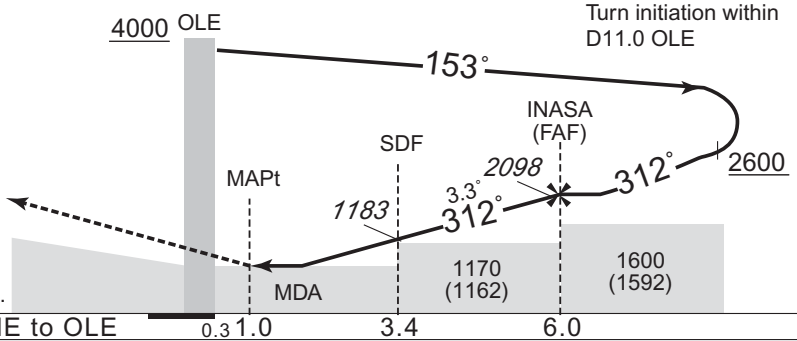
INASA(FAF) : *325055.82N/1300058.17E*

NM to OLE	MAPt	2	3	4	5	FAF
ALT (3.3° APCH Path)	–	697	1047	1397	1748	2098

MISSED APPROACH

Climb to 4000FT via OLE
R312 to OLE 6.4DME,
turn right direct to OLE
VOR/DME and hold.
Contact NAGASAKI APP.

PAPI and descent angles not coincident.
Timing not authorized for defining the MAPt.



DME to OLE	0.3	1.0	3.4	6.0
NM to THR	0	0.8	3.2	5.8

MINIMA — THR elev. 15 — AD elev. 8

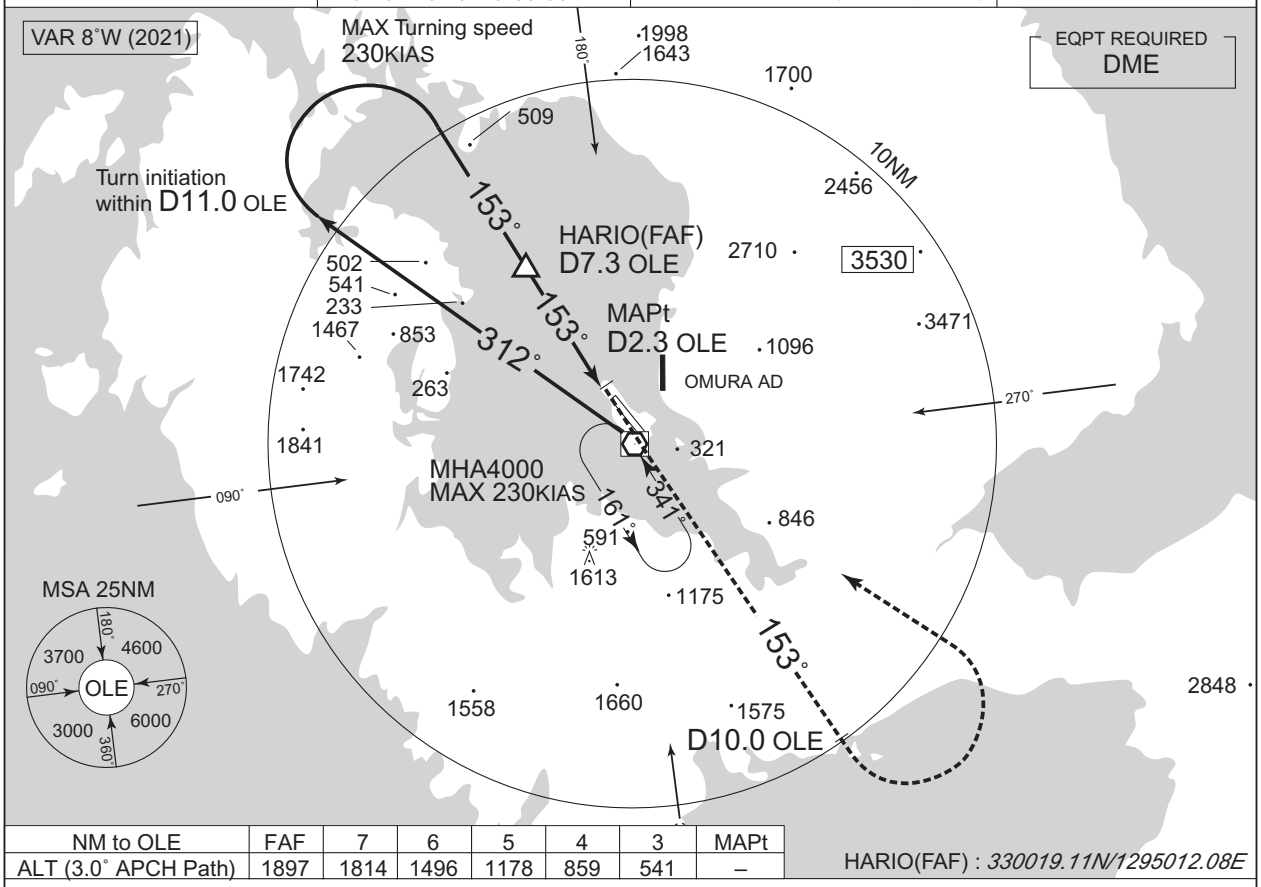
CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	570 (562)	1000	620 (612)	1600
B		1200		
C				2400
D		1600	890 (882)	3200

CHANGE : AFIS unit added.

INSTRUMENT APPROACH CHART

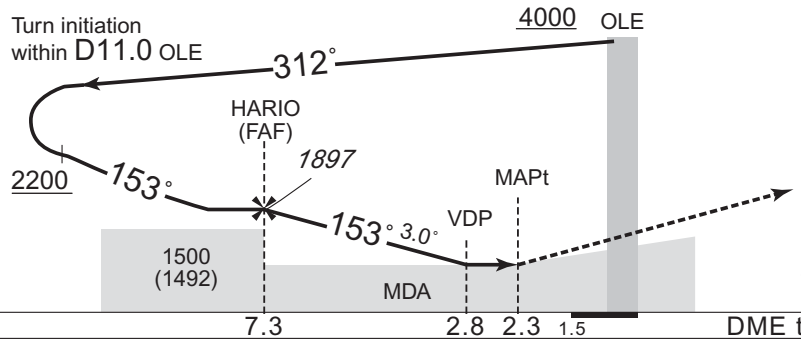
RJFU / NAGASAKI VOR RWY14

NAGASAKI APP	NAGASAKI VOR/DME	NAGASAKI TOWER	RADAR AVBL
119.175 - 121.025 261.2	116.6 OLE CH-113X *32°54′19″N/129°55′05″E*	118.5 - 126.2 122.7 - 236.8 2200 – 2245(UTC) 1215 – 1300(UTC) NAGASAKI RADIO 118.5 AFIS provided by Fukuoka Airport Office	ATIS 126.85



NM to OLE	FAF	7	6	5	4	3	MAPt
ALT (3.0° APCH Path)	1897	1814	1496	1178	859	541	–

HARIO(FAF) : *330019.11N/1295012.08E*



MISSED APPROACH

Climb to 4000FT via OLE
R153 to OLE 10.0DME,
turn left, direct to OLE
VOR/DME and hold.
Contact NAGASAKI APP.

Timing not authorized for defining the MAPt.

7.3		2.8	2.3	1.5		DME to OLE
5.8		1.3	0.8	0		NM to THR

Missed APCH climb gradient MNM 3.0%

MINIMA THR elev. 14 AD elev. 8

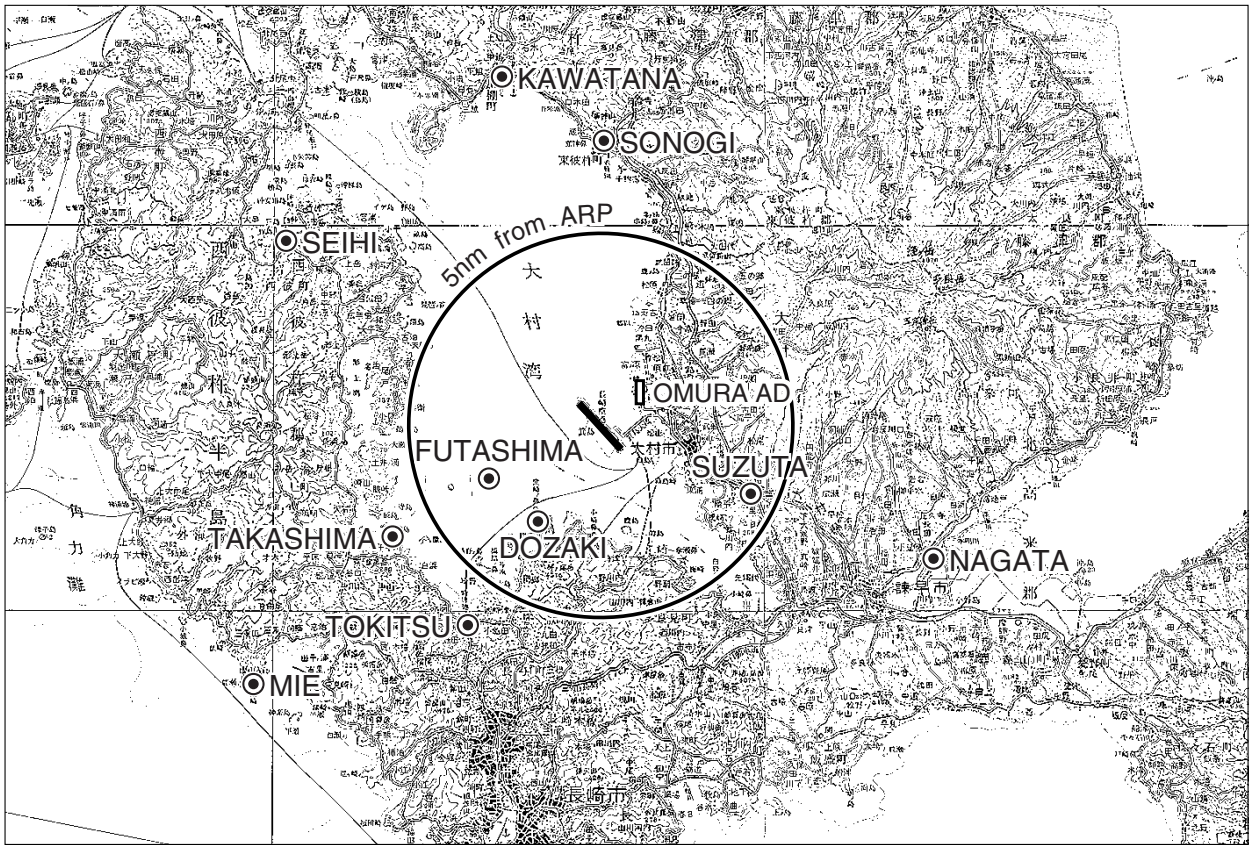
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	490 (482)	1400	620 (612)	1600
B		1500		
C		1600		2400
D		1800	890 (882)	3200

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

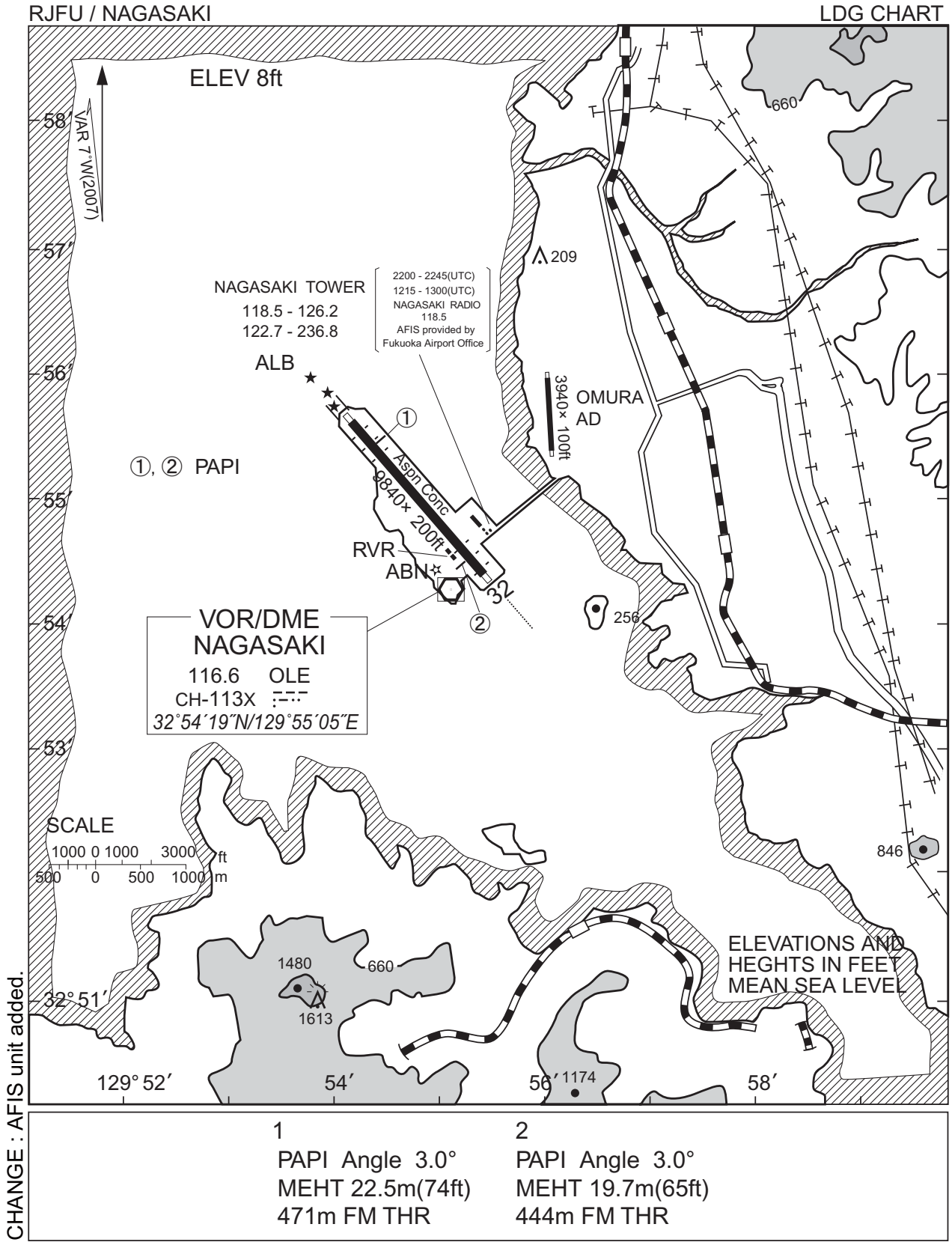
CHANGE : AFIS unit added.

INTENTIONALLY LEFT BLANK

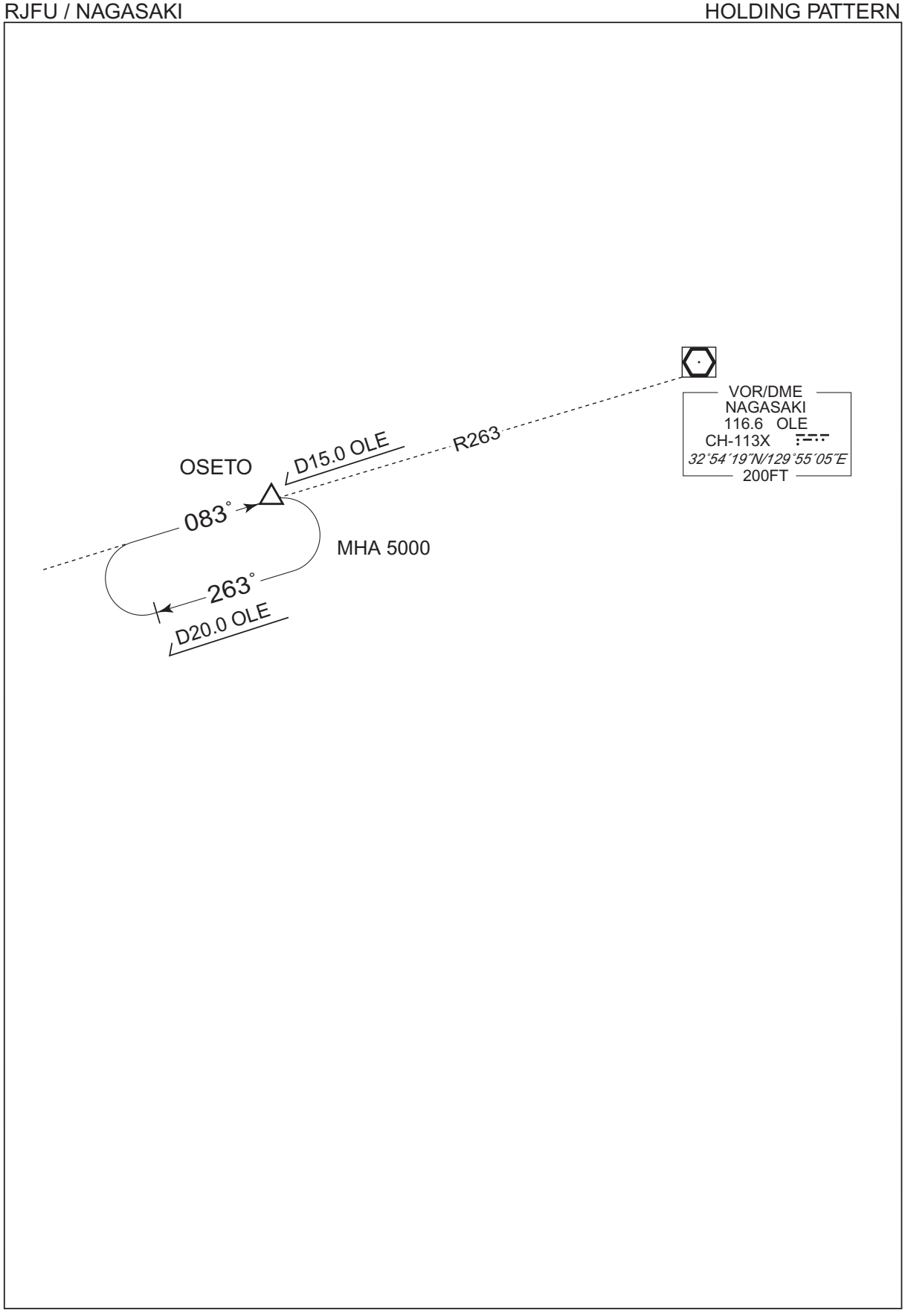
RJFU / NAGASAKI Visual REP



Call sign	BRG / DIST from ARP	Remarks
彼杵 Sonogi	005˚/ 7.5NM	JR駅 JR Station
長田 Nagata	118˚/ 9.4NM	不知火橋 Bridge
鈴田 Suzuta	120˚/ 4.3NM	九州自動車道と国道34号線の交点 Intersection
時津 Tokitsu	219˚/ 6.0NM	時津港 Harbor
堂崎 Dozaki	227˚/ 2.7NM	堂崎鼻 A point of land
三重 Mie	240˚/11.0NM	三重崎 A point of land
鷹島 Takashima	251˚/ 5.4NM	鷹島 Island
二島 Futashima	252˚/ 3.2NM	二島 Island
西彼 Seihi	307˚/ 9.2NM	オランダ村 Windmill
川棚 Kawatana	350˚/ 9.3NM	JR駅 JR Station

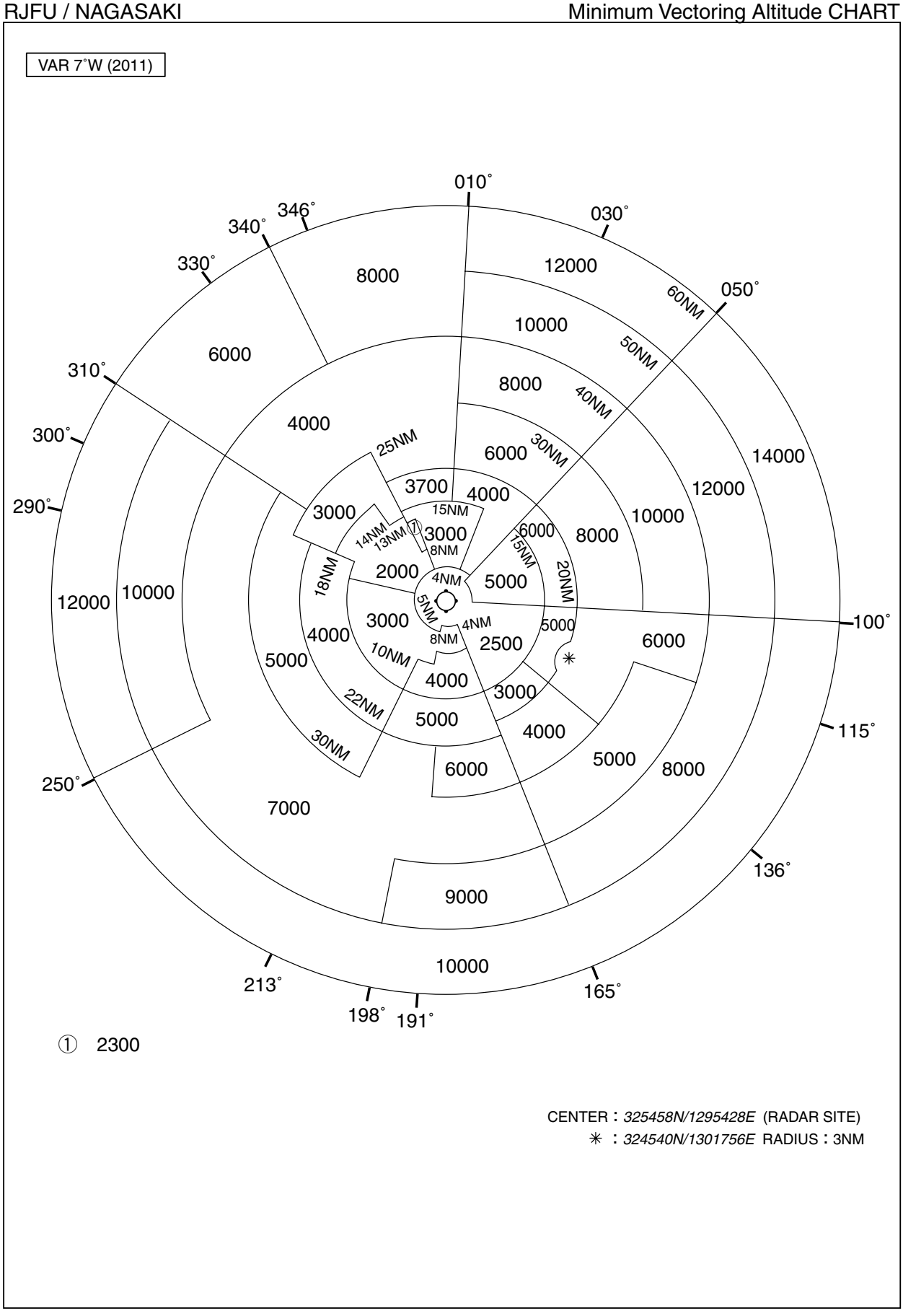

RJFU / NAGASAKI
LDG CHART
ELEV 8ft
VAR 7°W(2007)
58′
57′
56′
55′
54′
53′
32° 51′
129° 52′
54′
56′
58′
660
209
NAGASAKI TOWER
118.5 - 126.2
122.7 - 236.8
2200 - 2245(UTC)
1215 - 1300(UTC)
NAGASAKI RADIO
118.5
AFIS provided by
Fukuoka Airport Office
ALB
①, ② PAPI
①
Aspn Conc
9840× 200ft
RVR
ABN
②
32
3940× 100ft
OMURA
AD
256
VOR/DME
NAGASAKI
116.6 OLE
CH-113X
32°54′19″N/129°55′05″E
SCALE
1000 0 1000 3000 ft
500 0 500 1000 m
1480
660
1613
1174
846
ELEVATIONS AND
HEGHTS IN FEET
MEAN SEA LEVEL
CHANGE : AFIS unit added.
1
PAPI Angle 3.0°
MEHT 22.5m(74ft)
471m FM THR
2
PAPI Angle 3.0°
MEHT 19.7m(65ft)
444m FM THR

RJFU / NAGASAKI HOLDING PATTERN



CHANGE : HLDG course.

RJFU / NAGASAKI Minimum Vectoring Altitude CHART



① 2300