

## 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	Quarantine(human, plant): INTL SKED FLT hours only Quarantine(animal): 2330-1100
4	AIS Briefing Office	2200 - 1300
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (FUKUOKA)
7	ATS	2200 - 1300
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 56/R/B/X/T spot NR 5 PCN 50/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
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	(Marking) Overrun area (LGT) Apron flood LGT

## 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 <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , P <sub>s</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> (domestic), U <sub>2</sub> /Tr, E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	TWR, APP, ATIS
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°	3000×60	PCN 65/F/A/X/T Asphalt Concrete	325537.28N 1295409.77E 105.8ft	THR ELEV: 14ft
32	318.00°	3000×60	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	3120×300	40×300	RWY 14 grooving: 3000 x 40m
See below chart	3120×300	190×(MNM:120 MAX:300)* *For detail, ask airport administrator	RWY 32 grooving: 3000 x 40m

**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
32	3000	3000	3000	3000	Nil

**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 LGT: Blue TWY CL LGT: ALTN Green/Yellow FM RWY leaving Report point, other Green
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

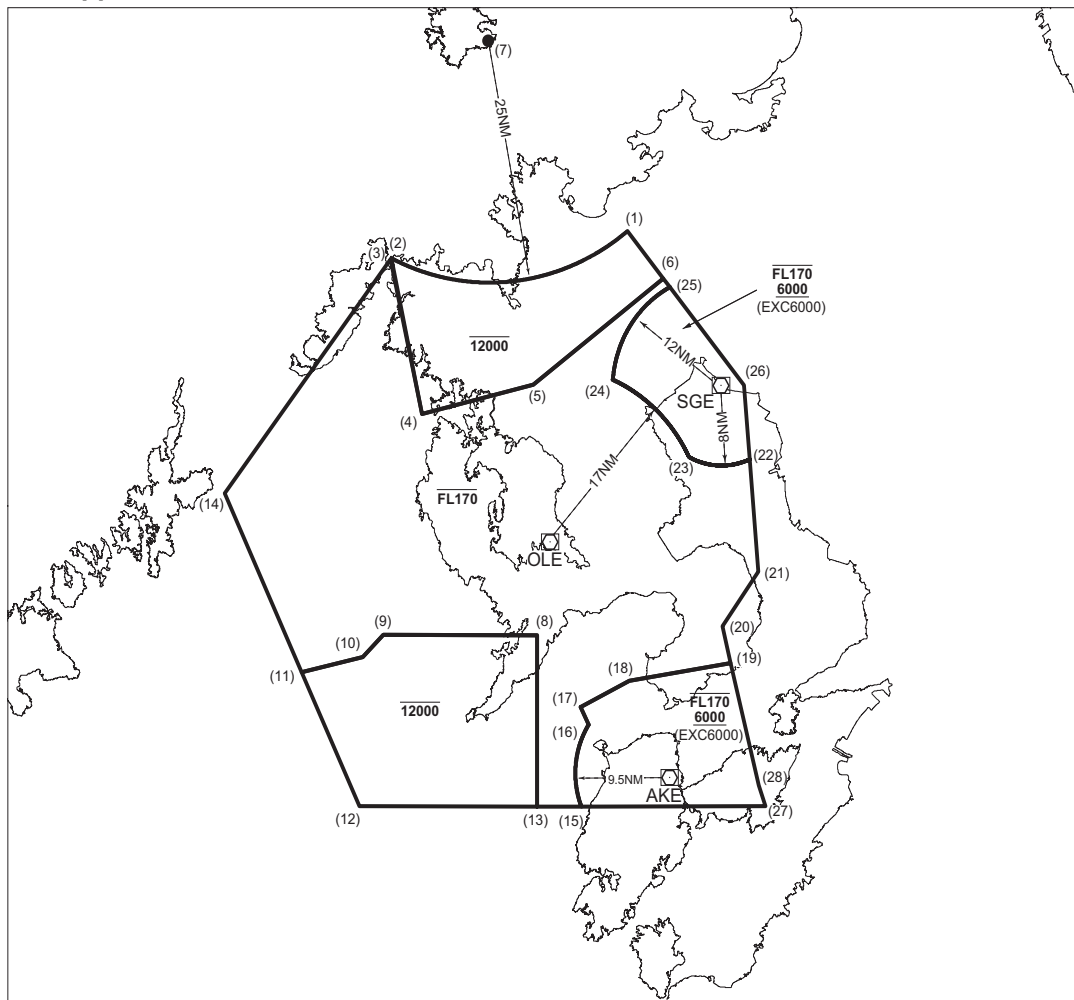
**RJFU AD 2.16 HELICOPTER LANDING AREA**

Nil
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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 En	
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

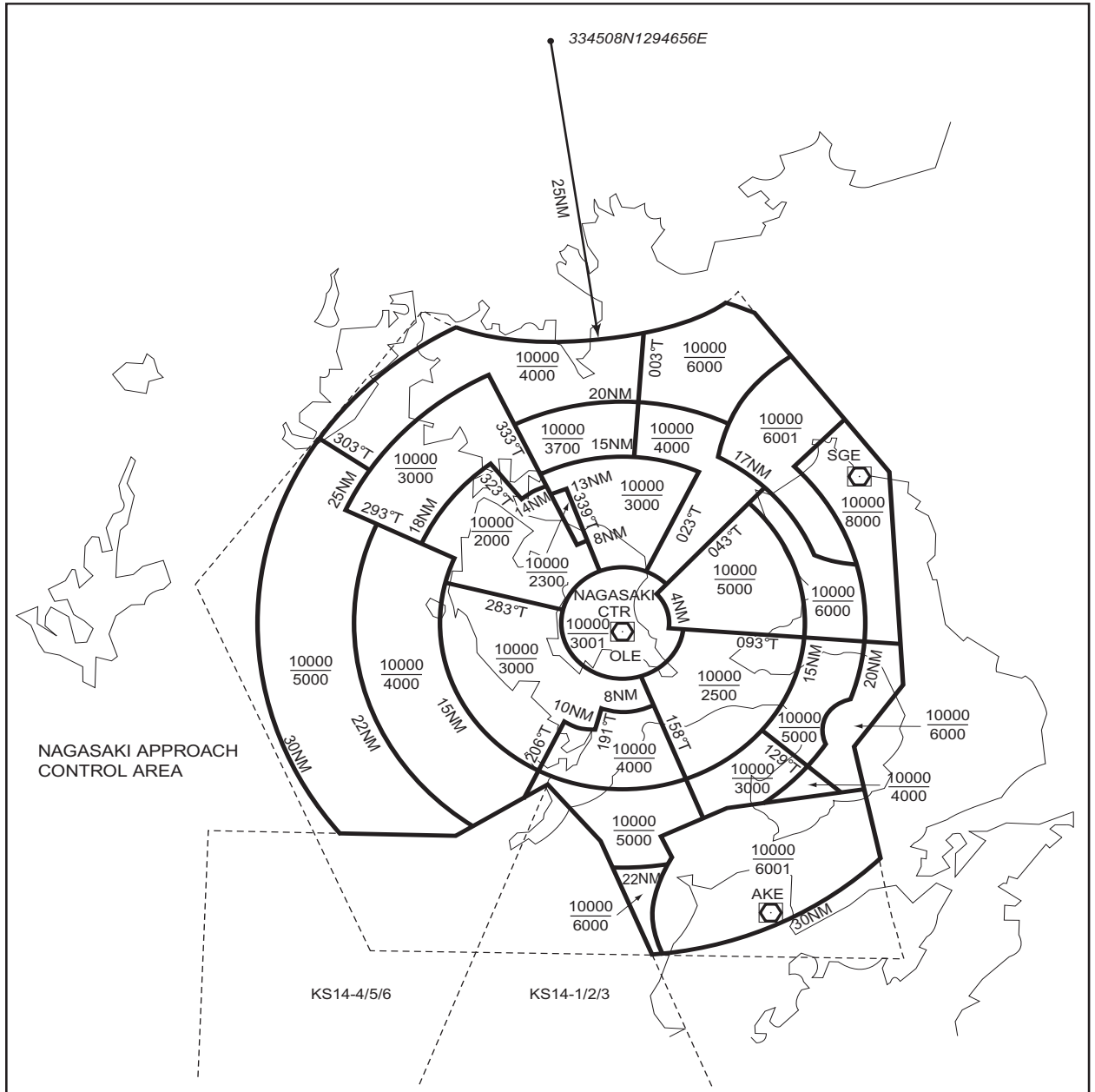


Point list

- |                      |                      |                      |
|----------------------|----------------------|----------------------|
| (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



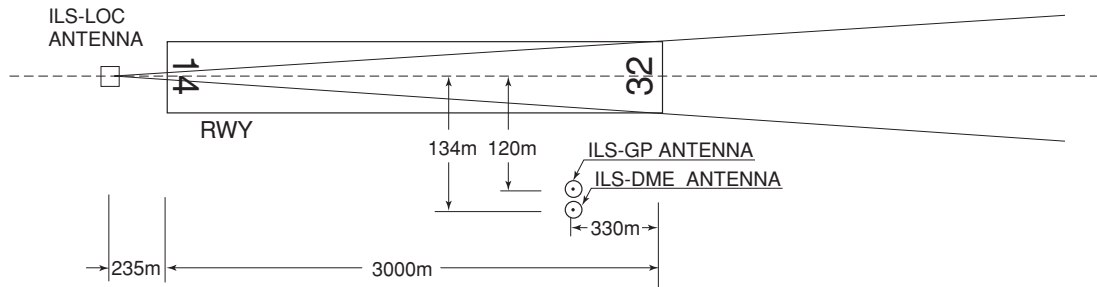
## RJFU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Nagasaki Approach	119.175MHz(1) 261.2MHz	2200 - 1300	(1)Primary
		121.5MHz(E) 243.0MHz(E)		
ASR	Nagasaki Radar	119.175MHz 121.025MHz 261.2MHz	2200 - 1300	
		121.5MHz(E) 243.0MHz(E)		
DEP	Nagasaki Departure	121.0MHz 261.2MHz	2200 - 1300	
		121.5MHz(E) 243.0MHz(E)		
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)	2200 - 1300	
GND	Nagasaki Ground	121.6MHz	2200 - 1300	
ATIS	NAGASAKI Airport	126.85MHz	2200 - 1300	

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/2006)	OLE	116.6MHz	H24	325418.89N/ 1295504.73E		Unusable : 030°-045° beyond 25nm BLW 6,000ft 046°-085° beyond 20nm BLW 6,000ft 115°-125° beyond 30nm BLW 7,000ft 160°-170° beyond 30nm BLW 5,000ft 171°-230° beyond 20nm BLW 4,000ft 260°-300° beyond 25nm BLW 4,000ft
DME	OLE	1200 MHz (CH-113X)	H24	325418.89N/ 1295504.73E	154ft	
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

Without prior permission of the airport administrator, the transient aircraft shall not use on this airport.

## 2. Taxiing to and from stands

Nil

## 3. Parking area for small aircraft(General aviation)

Unable to stay at spot NR 2B, C, D from sunset to sunrise. Ask AD administration for detail.

## 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 B74D holding at the stop marking on TWY T2 or T5

Wing span (WS) of aircraft taxiing on TWY P1-P2 or P4-P5	WS ≤19.4m	19.4m < WS ≤ 36.4m	WS >36.4m
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.
  - 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 (SOUTH)  
Standard Departure Chart - Instrument (NAGASAKI REVERSAL)

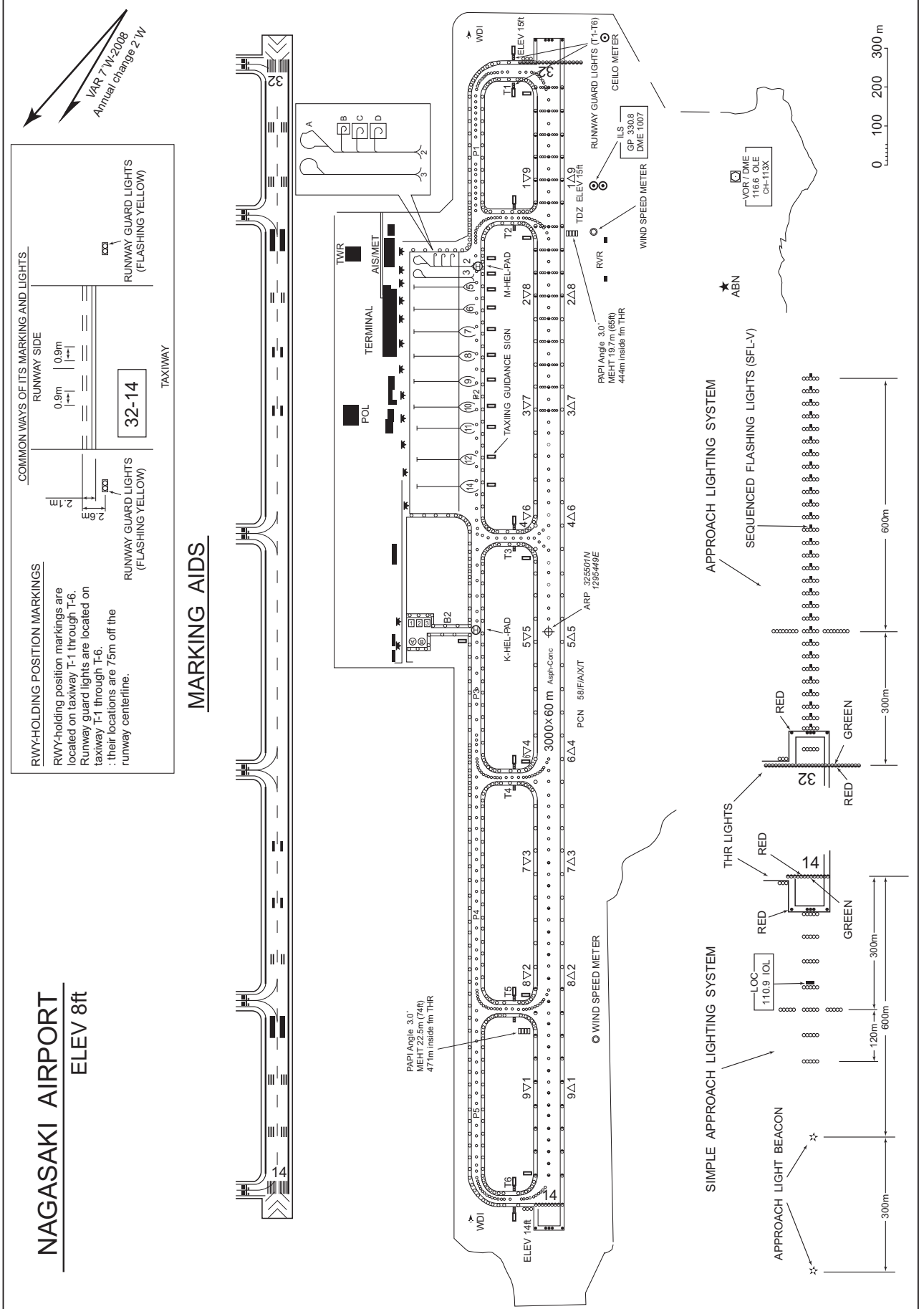
Standard Departure Chart - Instrument (CHIKUGO-RNAV)  
Standard Arrival Chart - Instrument (RNAV)  
Instrument Approach Chart (ILS Z or LOC Z RWY 32)  
Instrument Approach Chart (ILS Y or LOC Y RWY 32)  
Instrument Approach Chart (RNAV(GNSS) RWY 14)  
Instrument Approach Chart (VOR RWY 32)  
Instrument Approach Chart (VOR RWY 14)  
Other Chart (Visual REP)  
Other Chart (LDG CHART)  
Other Chart (HOLDING PATTERN)  
Other Chart (MVA CHART)

RJFU / NAGASAKI

AD CHART

CHANGE : TWY CL LGT for P2 installed

**NAGASAKI AIRPORT**  
ELEV 8ft



**INTENTIONALLY LEFT BLANK**



STANDARD ARRIVAL CHART-INSTRUMENT

RJFU / NAGASAKI

RNAV STAR

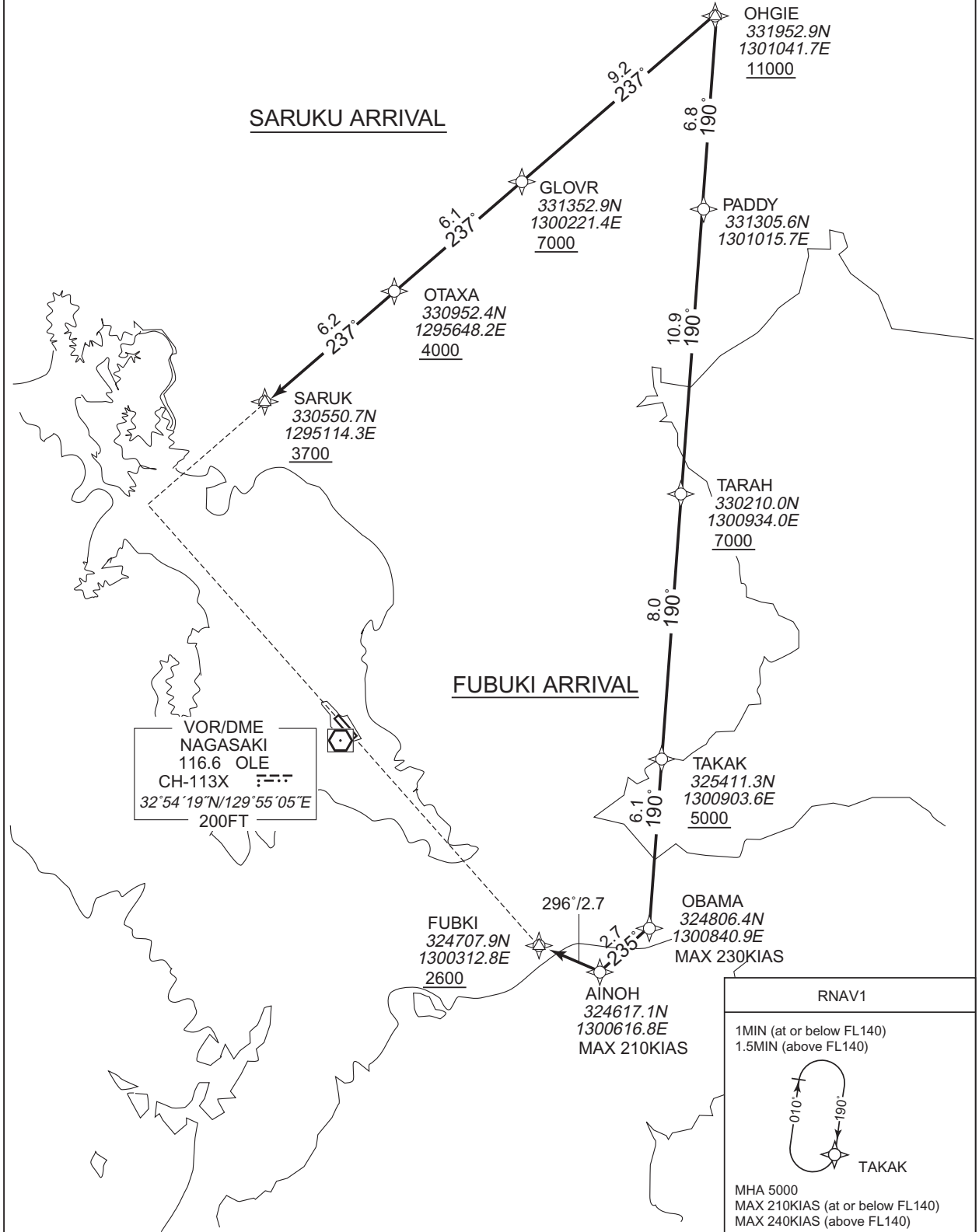
SARUKU ARRIVAL / FUBUKI ARRIVAL

RNAV 1

Note 1 ) DME/DME/IRU or GNSS required.  
2 ) RADAR service required.

VAR 7° W(2019)

CHANGE : VAR: Course FM OHGIE to SARUK, FM AINOH to FUBKI. ALT Restriction of TAKAK. HLDG Pattern for TAKAK.



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.

Critical DME	-
DME GAP	-
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

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	-	-	-7.4	-	-	+11000	-	-	RNAV1
002	TF	GLOVR	-	237 (229.3)	-7.4	9.2	-	+7000	-	-	RNAV1
003	TF	OTAXA	-	237 (229.2)	-7.4	6.1	-	+4000	-	-	RNAV1
004	TF	SARUK	-	237 (229.2)	-7.4	6.2	-	+3700	-	-	RNAV1

**FUBUKI ARRIVAL**

From OHGIE at or above 11000FT, to PADDY, to TARA H at or above 7000FT, to TAKAK at or above 5000FT, to OBAMA, to AINO H, to FUBKI at or above 2600FT.

Critical DME	OLE	OBAMA - FUBKI
	SGE	OBAMA - FUBKI
DME GAP	-	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

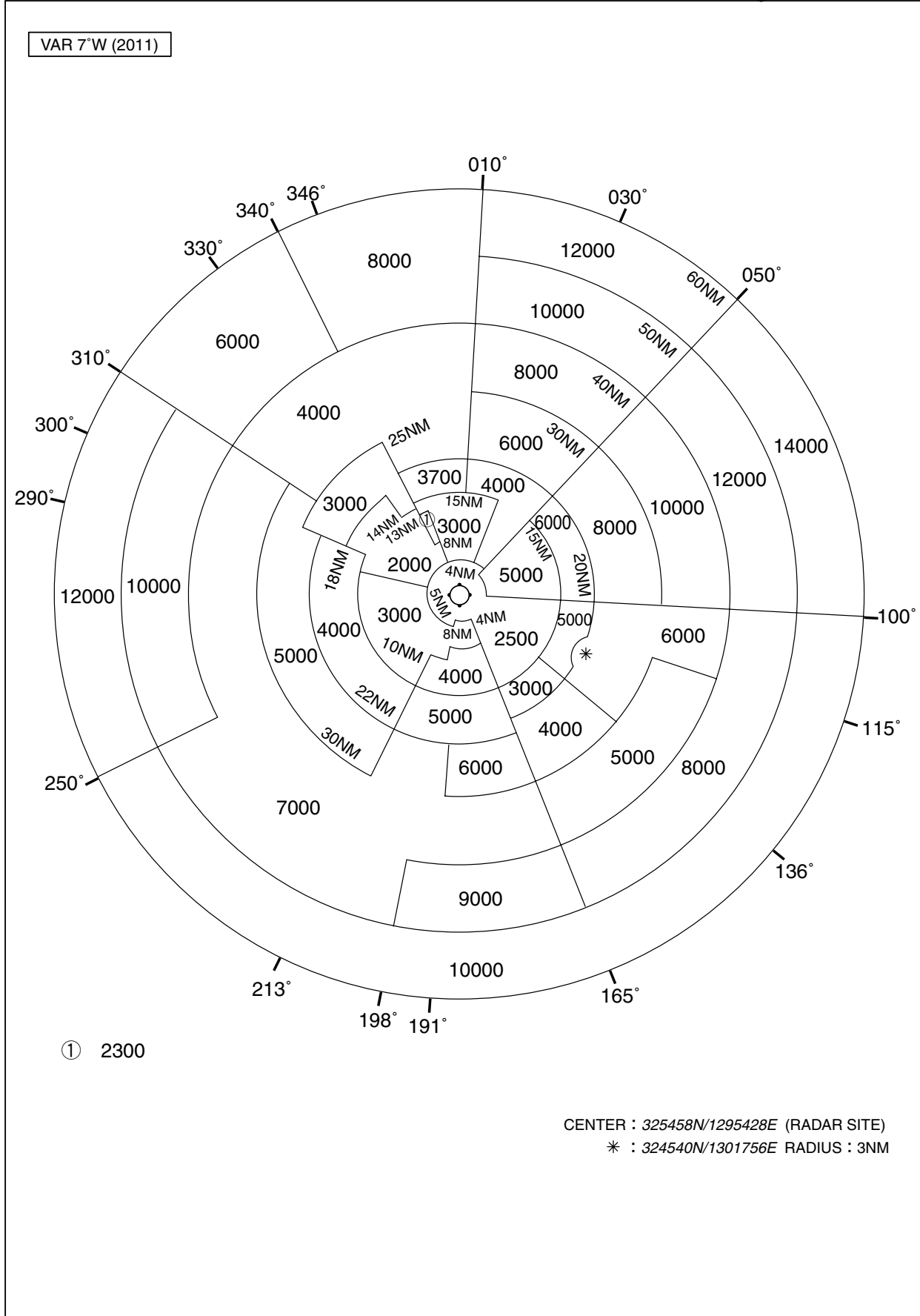
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	OHGIE	-	-	-7.4	-	-	+11000	-	-	RNAV1
002	TF	PADDY	-	190 (183.1)	-7.4	6.8	-	-	-	-	RNAV1
003	TF	TARA H	-	190 (183.1)	-7.4	10.9	-	+7000	-	-	RNAV1
004	TF	TAKAK	-	190 (183.0)	-7.4	8.0	-	+5000	-	-	RNAV1
005	TF	OBAMA	-	190 (183.0)	-7.4	6.1	-	-	-230	-	RNAV1
006	TF	AINO H	-	235 (228.0)	-7.4	2.7	-	-	-210	-	RNAV1
007	TF	FUBKI	-	296 (288.2)	-7.4	2.7	-	+2600	-	-	RNAV1

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	190 (183.0)	-7.4	1.0(-14000) 1.5(+14001)	R	5000	-	-210(-14000) -240(+14001)	RNAV1

CHANGE : VAR. Course FM OHGIE to SARUK, FM AINO H to FUBKI. ALT Restriction of TAKAK. HLDG Pattern for TAKAK.

RJFU / NAGASAKI

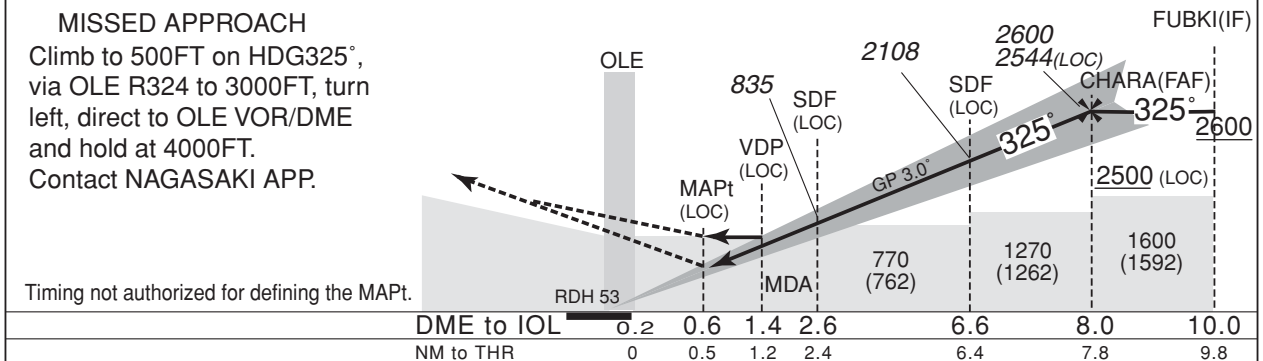
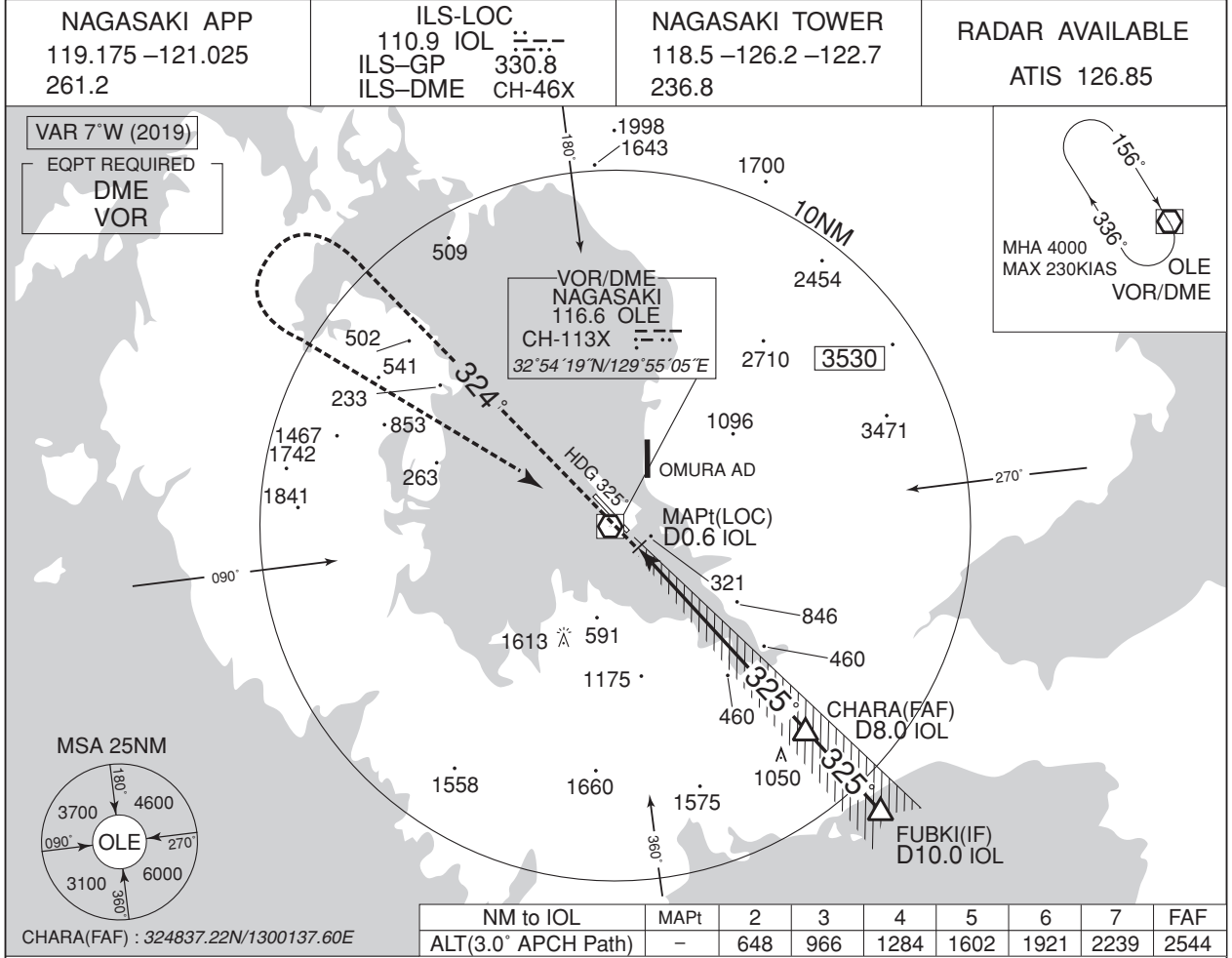
Minimum Vectoring Altitude CHART



INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

ILS Z or LOC Z RWY32



<b>MINIMA</b>		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				3200		

CHANGE : VAR, Missed approach

INSTRUMENT APPROACH CHART

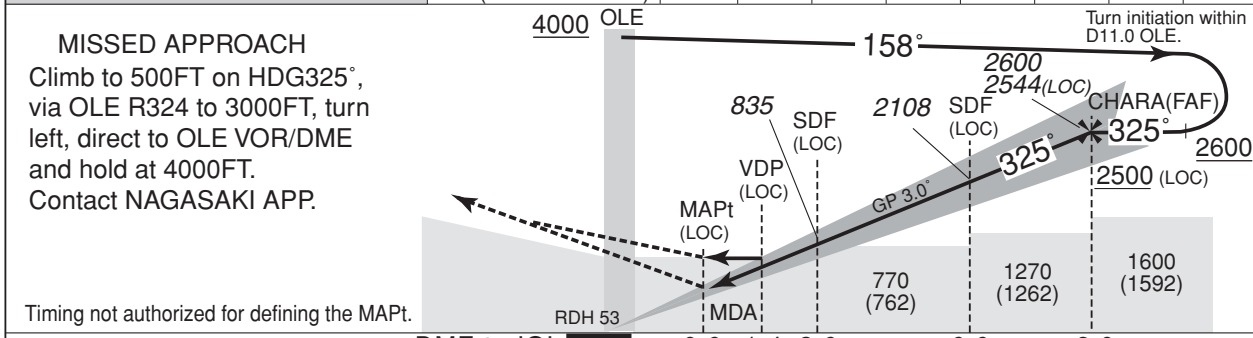
RJFU / NAGASAKI

ILS Y or LOC Y RWY32

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



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

<b>MINIMA</b>		<b>THR elev. 15</b>		<b>AD elev. 8</b>		
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				1400	890 (882)	2400
D						

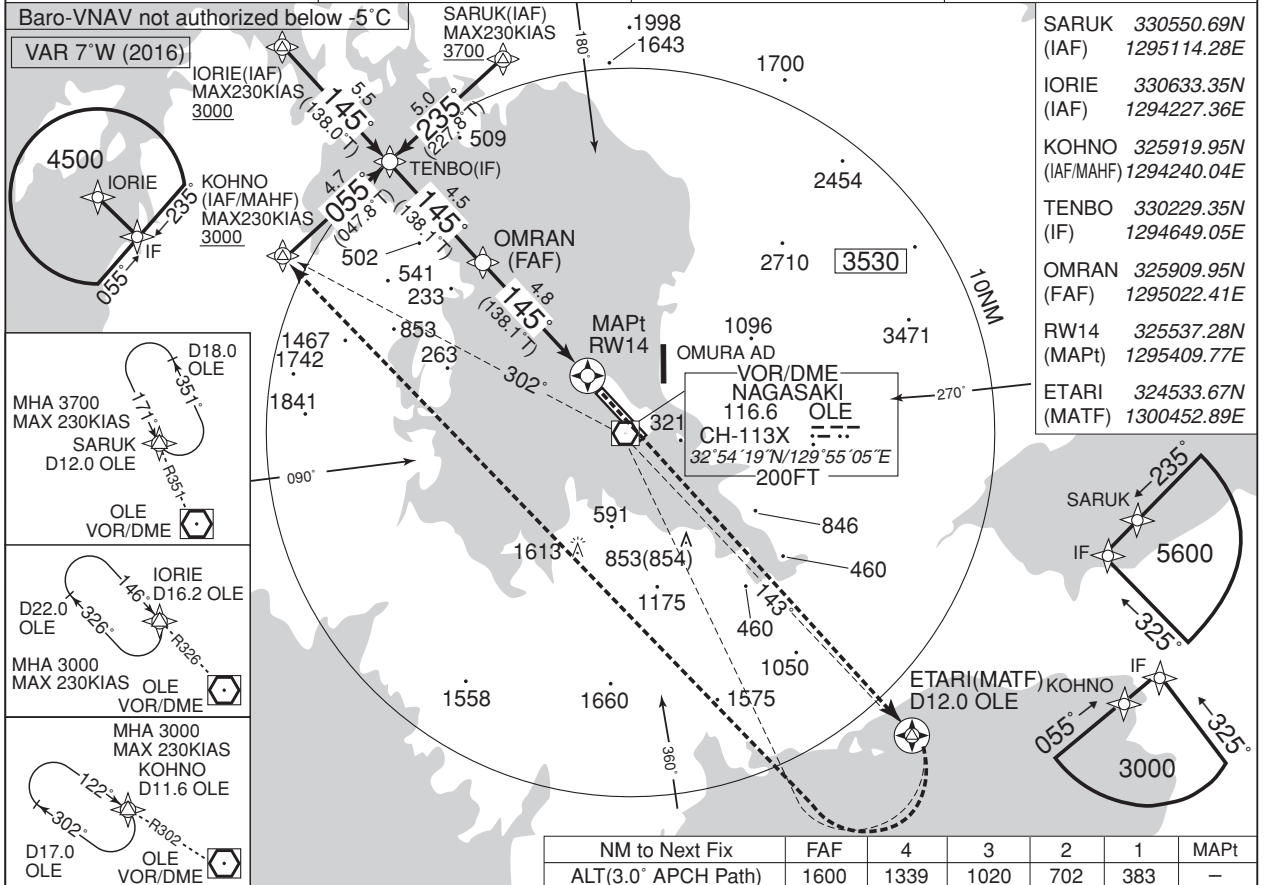
CHANGE : New PROC

INSTRUMENT APPROACH CHART

RJFU / NAGASAKI

RNAV(GNSS) RWY14

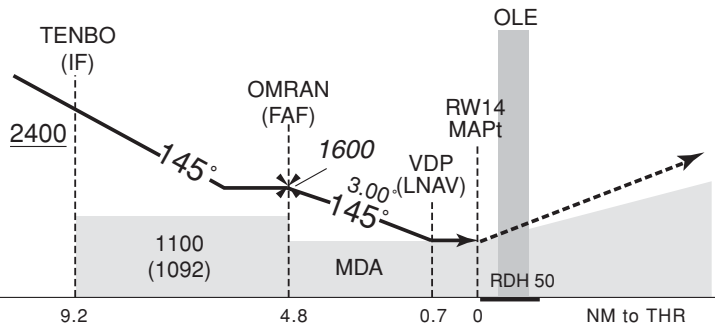
NAGASAKI APP 119.175 –121.025 261.2	1. DME/DME not authorized 2. RADAR service required. 3. GNSS required.	NAGASAKI TOWER 118.5 –126.2 –122.7 236.8	RADAR AVAILABLE ATIS 126.85
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MISSED APPROACH

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

(For using VOR/DME)  
Climb via OLE R143 to ETARI, turn right, direct to OLE VOR/DNE, via OLE R302 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	1600
B		1100		620 (612)	
C		1200		890(882)	2400
D		1400		3200	

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

INSTRUMENT APPROACH CHART

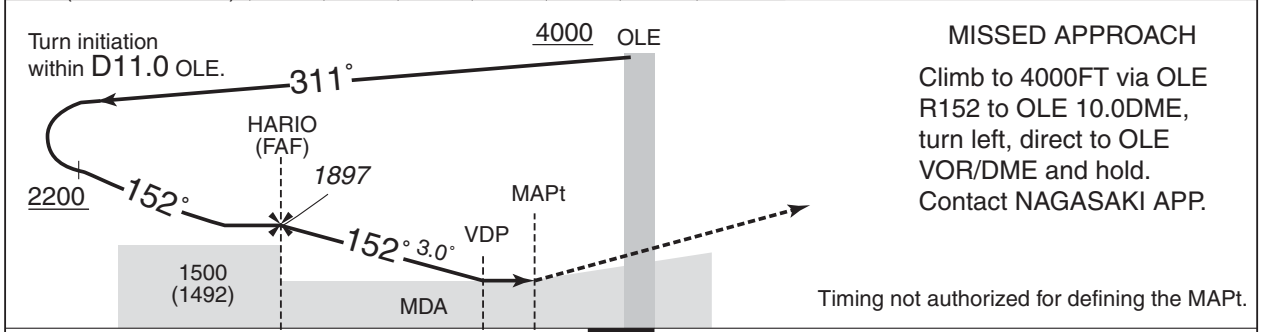
RJFU / NAGASAKI

VOR RWY14

NAGASAKI APP 119.175 - 121.025 261.2	NAGASAKI VOR/DME 116.6 OLE CH-113X 32°54'19"N/129°55'05"E	NAGASAKI TOWER 118.5 - 126.2 - 122.7 236.8	RADAR AVAILABLE  ATIS 126.85
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NM to OLE	FAF	7	6	5	4	3	MAPt	
ALT (3.0° APCH Path)	1897	1814	1496	1178	859	541	-	



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

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

CHANGE : VAR, HARIO(FAF) established, Editorial

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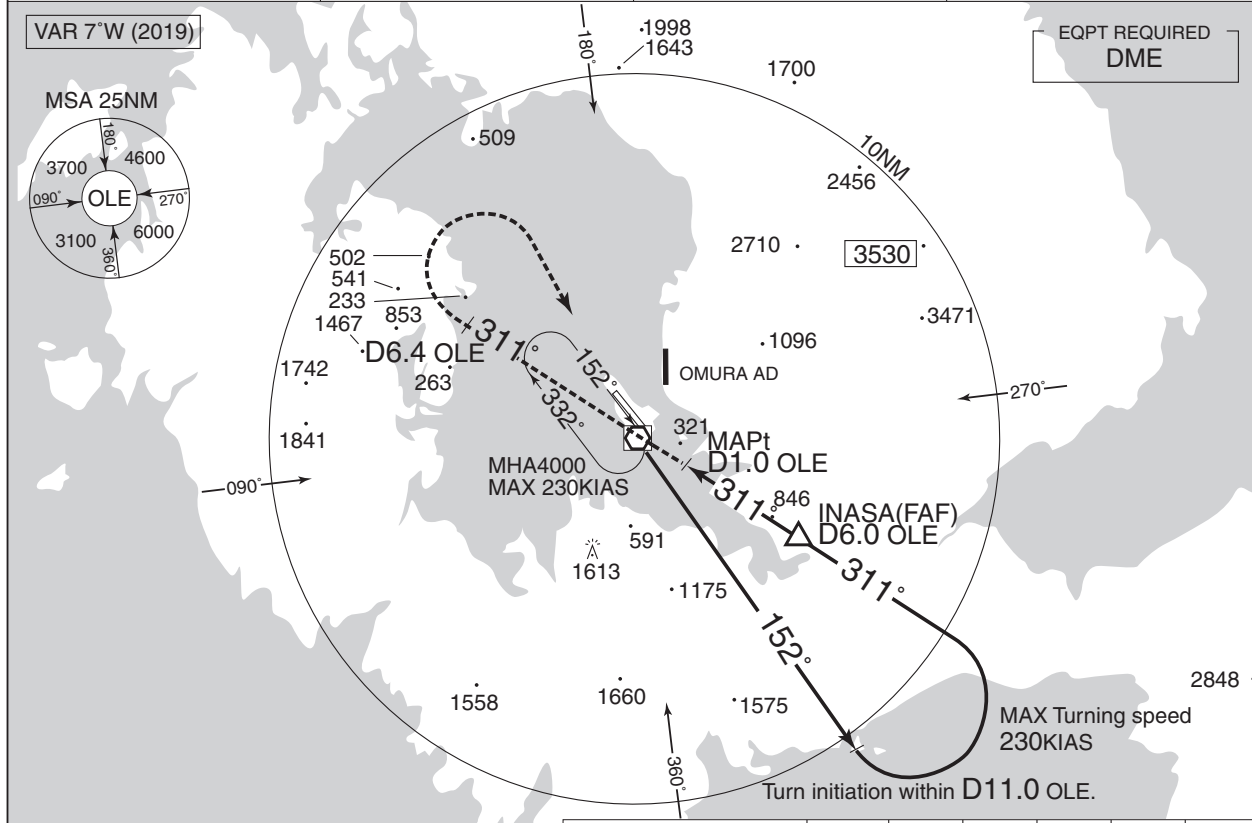


INSTRUMENT APPROACH CHART

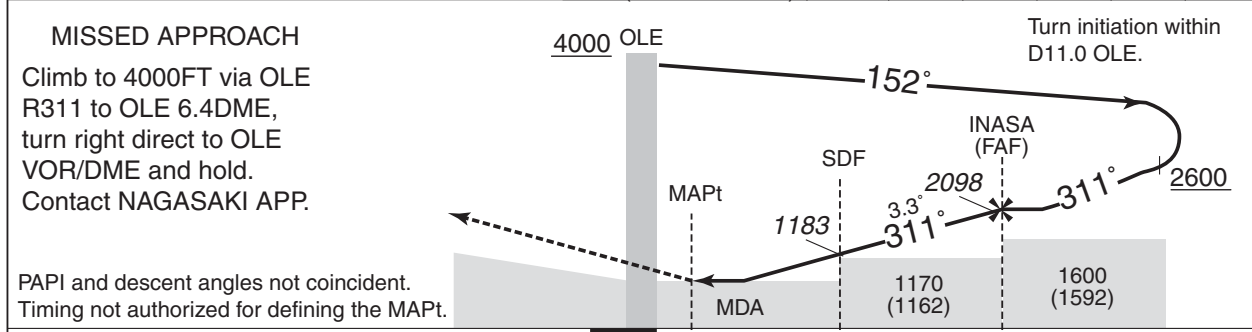
RJFU / NAGASAKI

VOR RWY32

NAGASAKI APP 119.175 - 121.025 261.2	NAGASAKI VOR/DME 116.6 OLE $\dashdotdash$ CH-113X 32°54'19"N/129°55'05"E	NAGASAKI TOWER 118.5 - 126.2 - 122.7 236.8	RADAR AVAILABLE  ATIS 126.85
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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



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

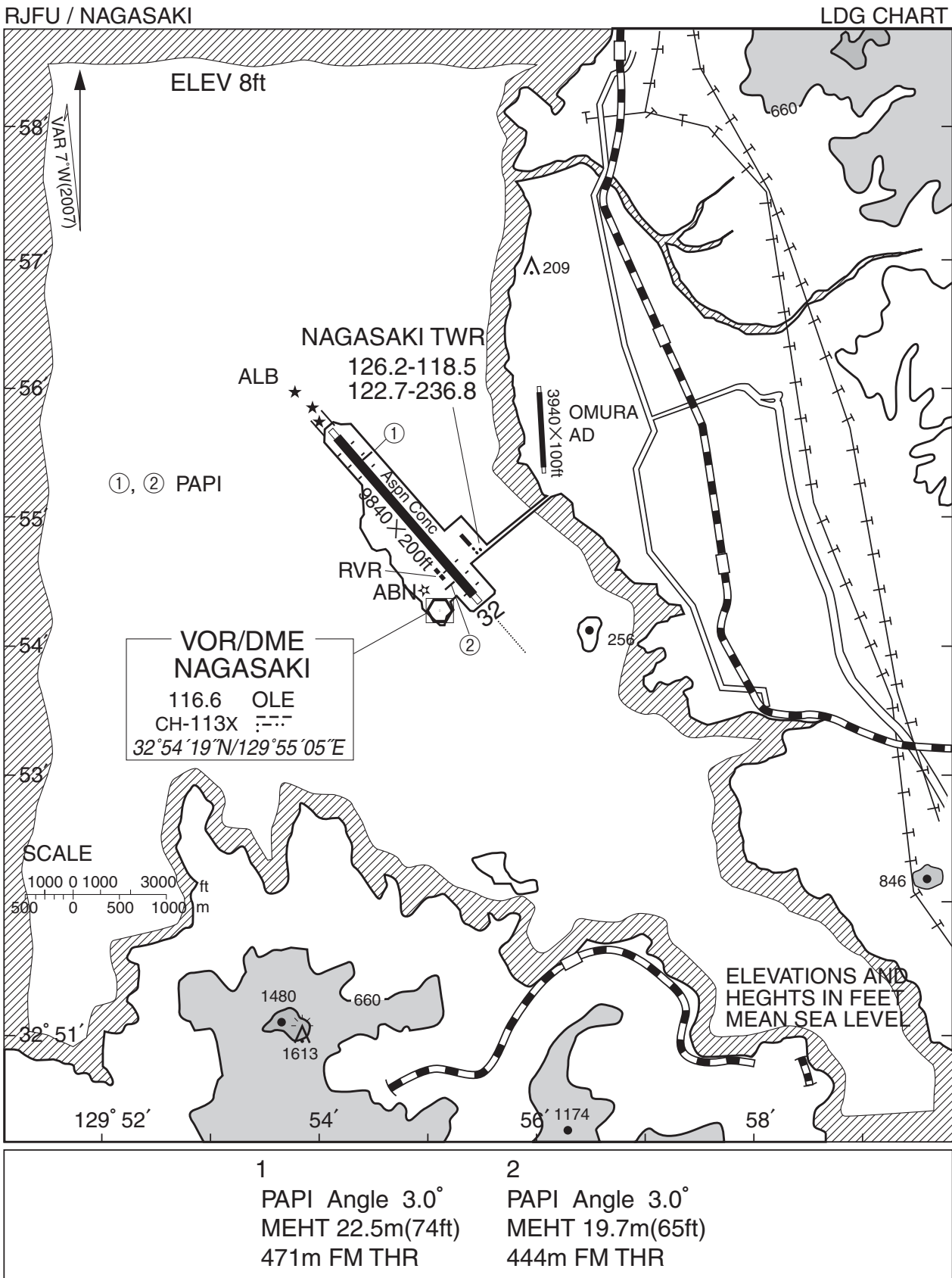
CHANGE : VAR, INASA(FAF) established, Editorial

RJFU / NAGASAKI

Visual REP



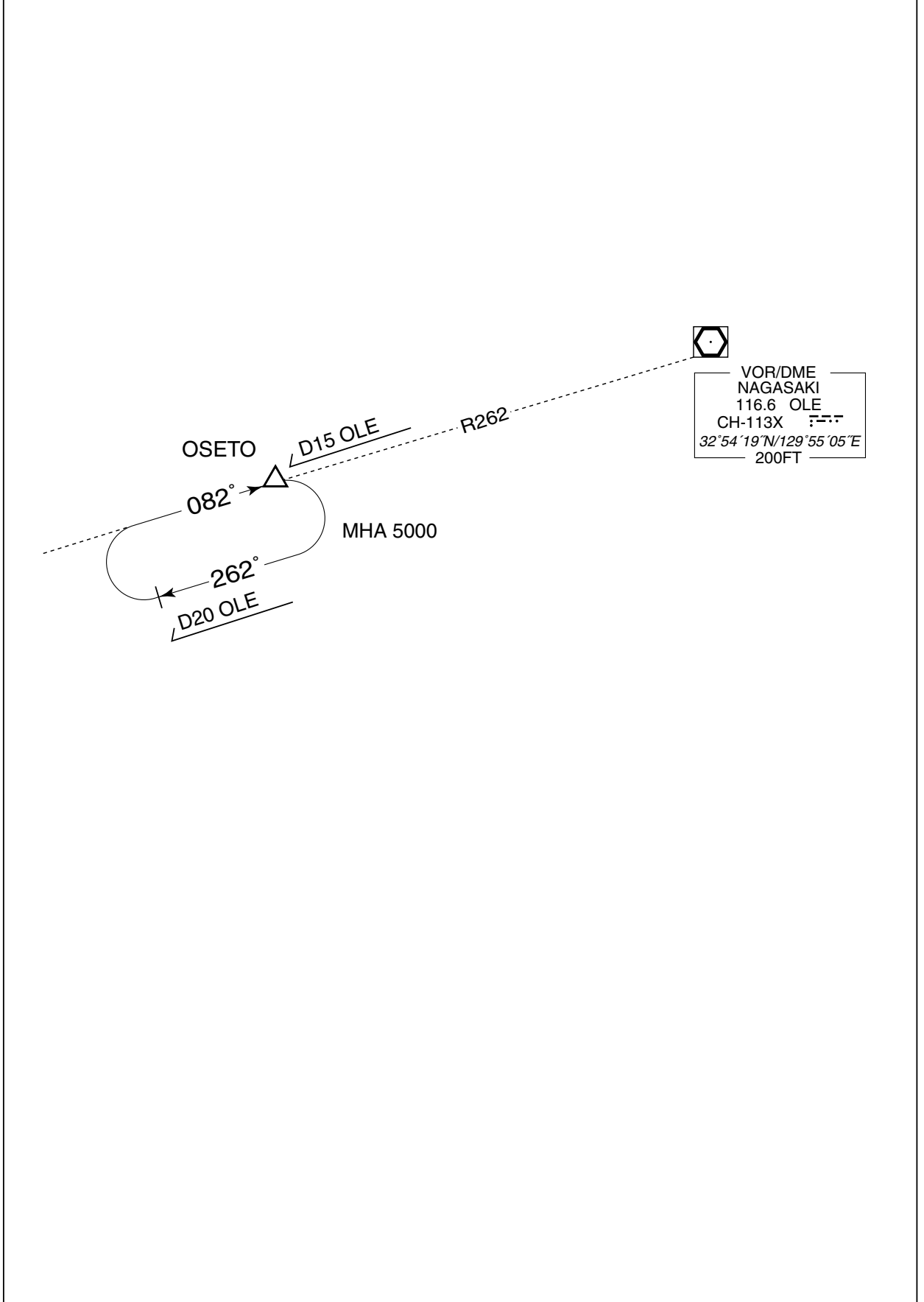
Call sign	BRG / DIST from ARP	Remarks
彼 杵 Sonogi	005° / 7.5NM	JR駅 JR Station
長 田 Nagata	118° / 9.4NM	不知火橋 Bridge
鈴 田 Suzuta	120° / 4.3NM	九州自動車道と国道34号線の交点 Intersection
時 津 Tokitsu	219° / 6.0NM	時津港 Harbor
堂 崎 Dozaki	227° / 2.7NM	堂崎鼻 A point of land
三 重 Mie	240° / 11.0NM	三重崎 A point of land
鷹 島 Takashima	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



CHANGE : NDB OMURA abolished

RJFU / NAGASAKI

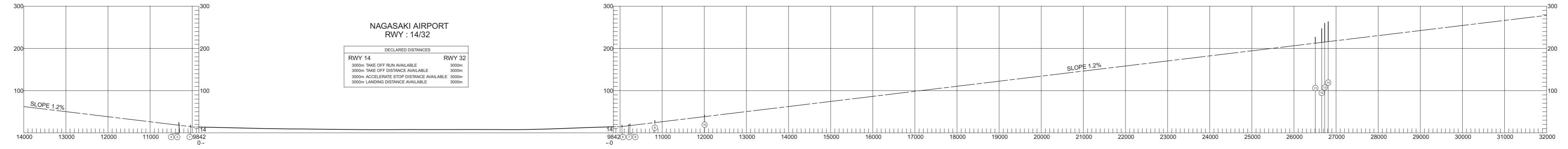
HOLDING PATTERN



AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

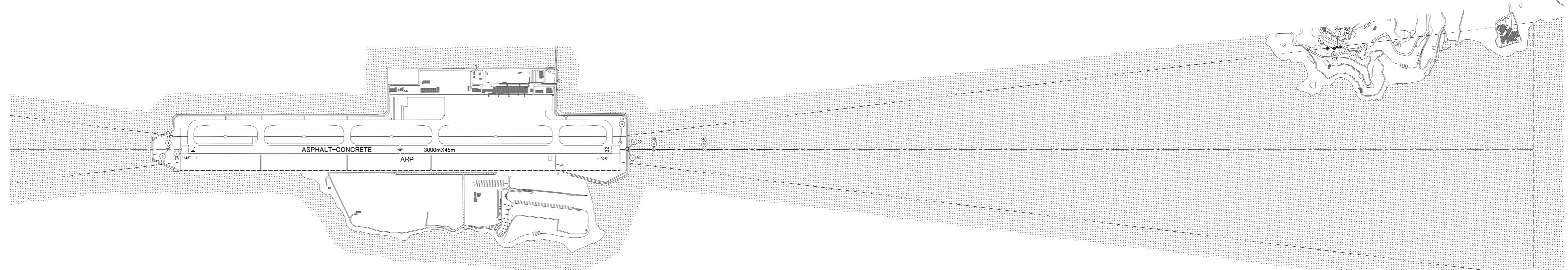
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 7° W-APR 2017

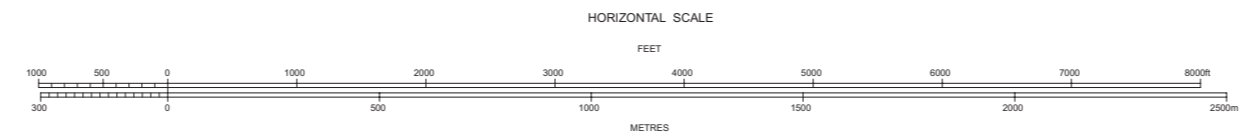


NAGASAKI AIRPORT  
RWY : 14/32

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

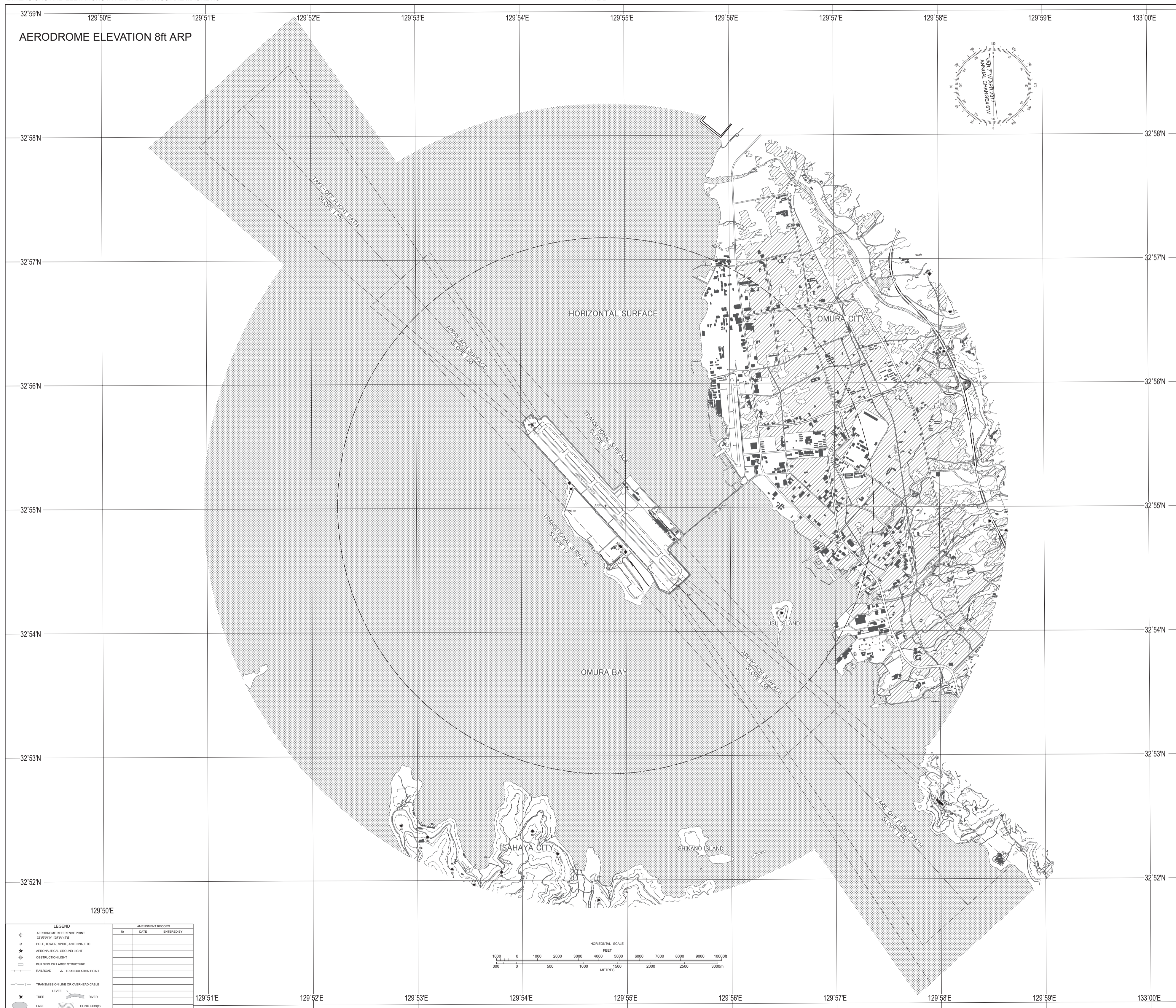


LEGEND		AMENDMENT RECORD		
		N	DATE	ENTERED BY
①	IDENTIFICATION NUMBER			
⊙	POLE, TOWER, SPIRE, ANTENNA, ETC			
★	AERONAUTICAL GROUND LIGHT			
✱	OBSTRUCTION LIGHT			
■	BUILDING OR LARGE STRUCTURE			
—	RAILROAD			
▲	TRIANGULATION POINT			
—	TRANSMISSION LINE OR OVERHEAD CABLE			
—	LEVEE			
—	TREE			
—	LAKE			
—	RIVER			
—	CONTOUR(S)			



AERODROME OBSTACLE CHART-ICAO  
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



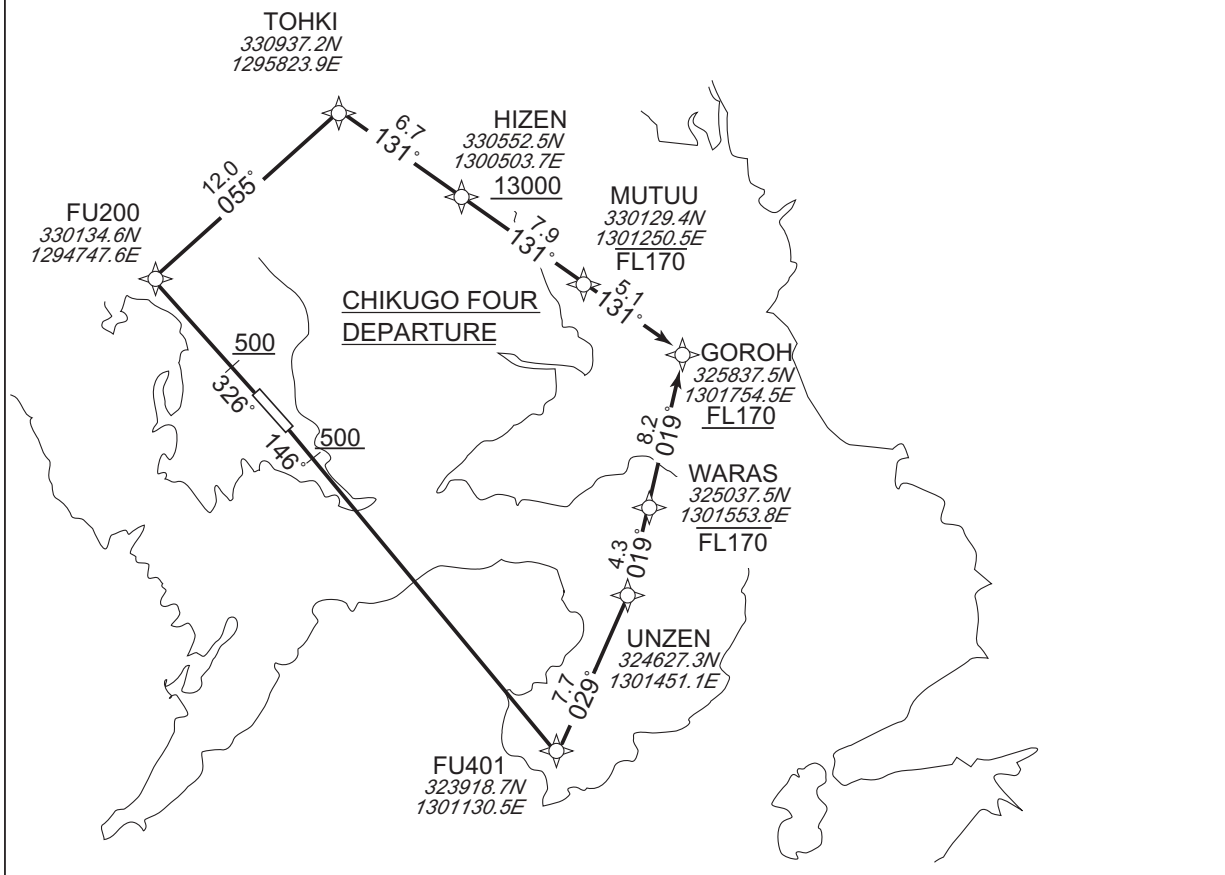
STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

CHIKUGO FOUR DEPARTURE		RNAV1
Note 1 ) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2 ) RADAR service required.	Critical DME	RWY14 SGE: 13.0NM to FU401 - FU401
	DME GAP	RWY14 RWY14 DER - 13.0NM to FU401 RWY32 RWY32 DER - 4.0NM to FU200
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1

VAR 7° W(2020)



**CHIKUGO FOUR 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 : PROC.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

RNAV SID

CHIKUGO FOUR 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)	-7.5	-	-	+500	-	-	RNAV1
002	DF	FU401	-	-	-7.5	-	-	-	-	-	RNAV1
003	TF	UNZEN	-	029 (021.5)	-7.5	7.7	-	-	-	-	RNAV1
004	TF	WARAS	-	019 (011.9)	-7.5	4.3	-	-FL170	-	-	RNAV1
005	TF	GOROH	-	019 (011.9)	-7.5	8.2	-	+FL170	-	-	RNAV1

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)	-7.5	-	-	+500	-	-	RNAV1
002	DF	FU200	-	-	-7.5	-	-	-	-	-	RNAV1
003	TF	TOHKI	-	055 (047.8)	-7.5	12.0	-	-	-	-	RNAV1
004	TF	HIZEN	-	131 (123.8)	-7.5	6.7	-	+13000	-	-	RNAV1
005	TF	MUTUU	-	131 (123.9)	-7.5	7.9	-	-FL170	-	-	RNAV1
006	TF	GOROH	-	131 (124.0)	-7.5	5.1	-	+FL170	-	-	RNAV1

CHANGE : PROC.

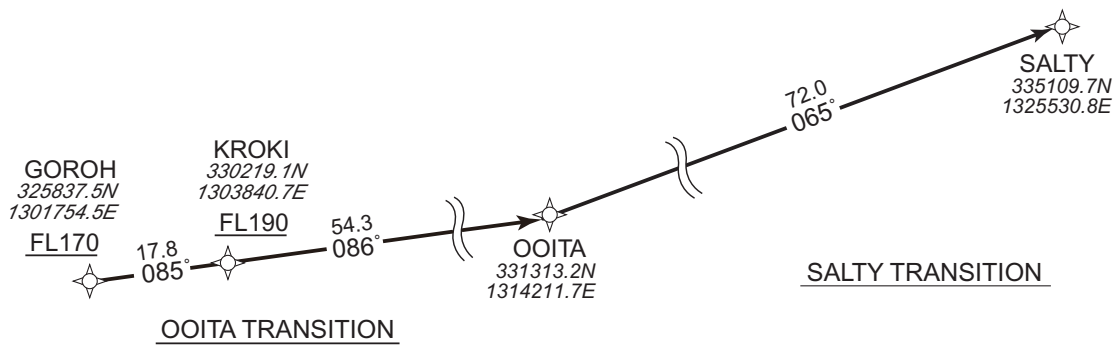


STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI RNAV TRANSITION

<b>SALTY TRANSITION / OOITA TRANSITION</b>		<b>RNAV1</b>
Note 1 ) DME/DME/IRU or GNSS required. 2 ) RADAR service required.	Critical DME	-
	DME GAP	-
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAV AIDs for RNAV1

VAR 7° W(2020)



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	-	-	-7.5	-	-	+FL170	-	-	RNAV1
002	TF	KROKI	-	085 (077.9)	-7.5	17.8	-	+FL190	-	-	RNAV1
003	TF	OOITA	-	086 (078.1)	-7.5	54.3	-	-	-	-	RNAV1
004	TF	SALTY	-	065 (057.8)	-7.5	72.0	-	-	-	-	RNAV1

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	-	-	-7.5	-	-	+FL170	-	-	RNAV1
002	TF	KROKI	-	085 (077.9)	-7.5	17.8	-	+FL190	-	-	RNAV1
003	TF	OOITA	-	086 (078.1)	-7.5	54.3	-	-	-	-	RNAV1

CHANGE : PROC.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

NORTH NINE DEPARTURE

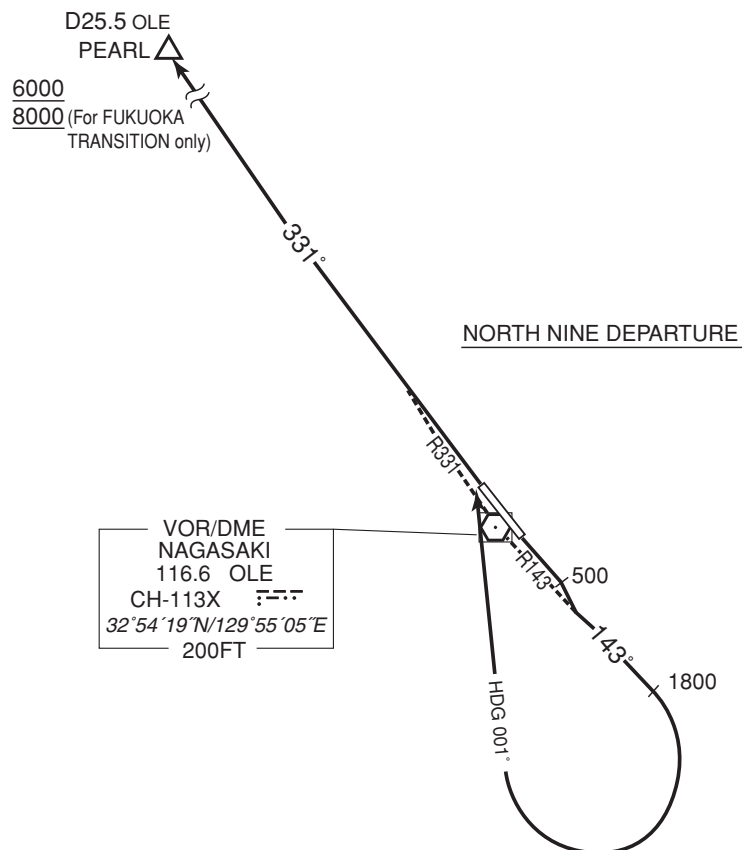
RWY 14: Climb RWY HDG to 500FT, climb via OLE R143 to 1800FT,  
turn right HDG001° to intercept and proceed via OLE R331 to PEARL,...

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 1800FT.  
OBST ALT 854FT located at 3.40NM 170° FM end of RWY14.



CHANGE : SID renamed

STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

TRANSITION

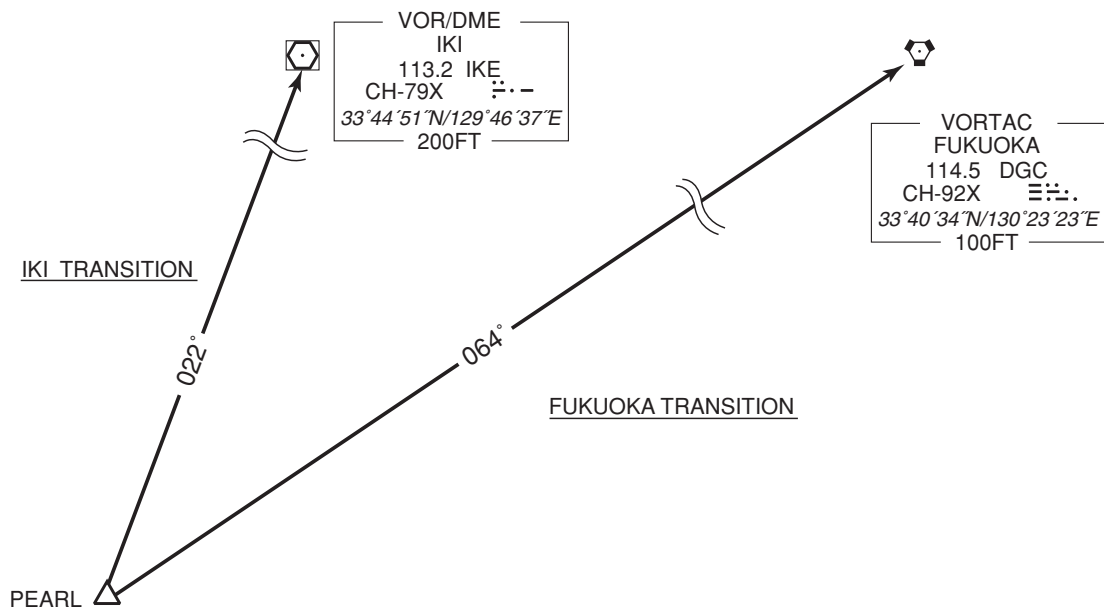
FUKUOKA TRANSITION

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 R202 to IKE VOR/DME.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

SID

WEST SIX DEPARTURE

RWY 14: Climb RWY HDG to 500FT, climb via OLE R143 to 1800FT,  
turn right HDG291° to intercept and proceed via OLE R246...

RWY 32: Climb RWY HDG 1500FT, turn left HDG201° to intercept  
and proceed via OLE R246...

... to SUMOU.

Cross SUMOU at or above 4000FT.

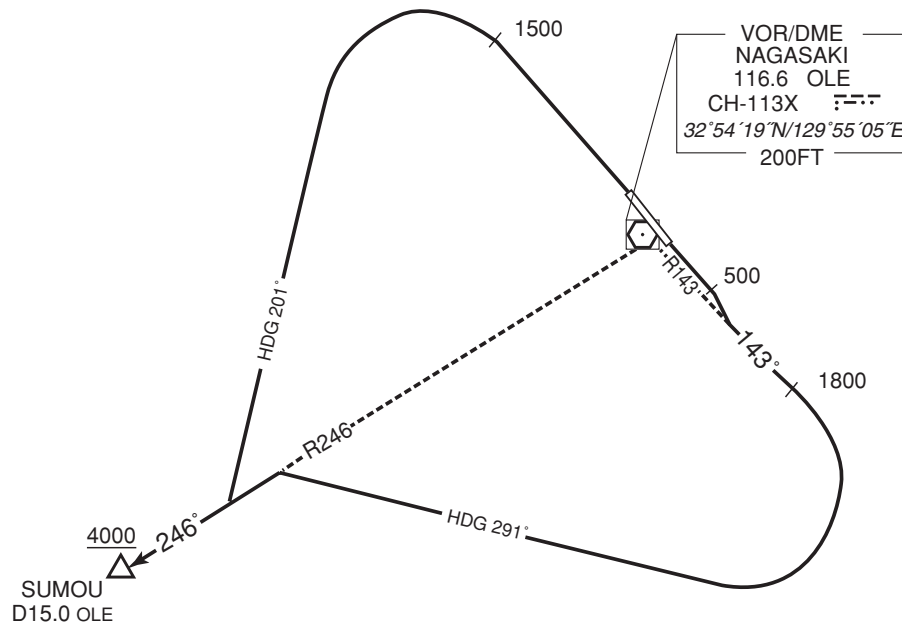
Note RWY 14: 5.0% climb gradient required up to 1800FT.

OBST ALT 854FT located at 3.40NM 170° FM end of RWY14.

RWY 32: 5.0% climb gradient required up to 1500FT.

OBST ALT 1969FT located at 8.01NM 271° FM end of RWY32.

WEST SIX DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

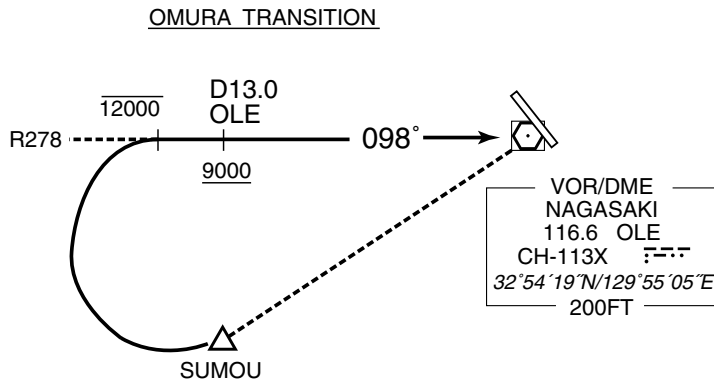
TRANSITION

OMURA TRANSITION

From over SUMOU, turn right to intercept and proceed via OLE R278 to OLE VOR/DME.

Maintain 12000FT or below until intercepting OLE R278.

Cross OLE R278/13.0DME at or above 9000FT.

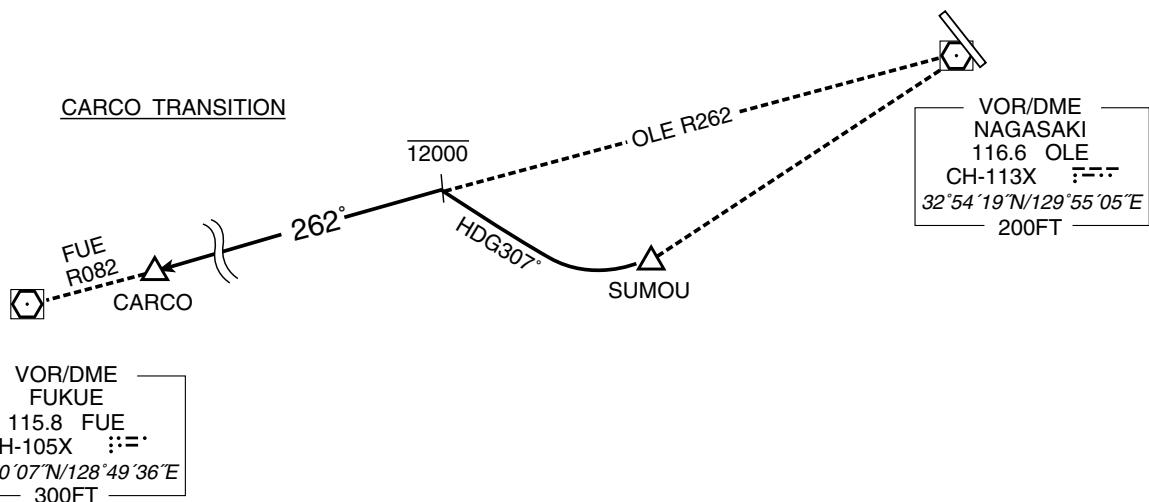


CARCO TRANSITION

From over SUMOU, turn right HDG 307° to intercept and proceed via OLE R262 /FUE R082 to CARCO.

Maintain 12000FT or below until intercepting OLE R262.

Maintain 12000FT or below until intercepting OLE R262.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

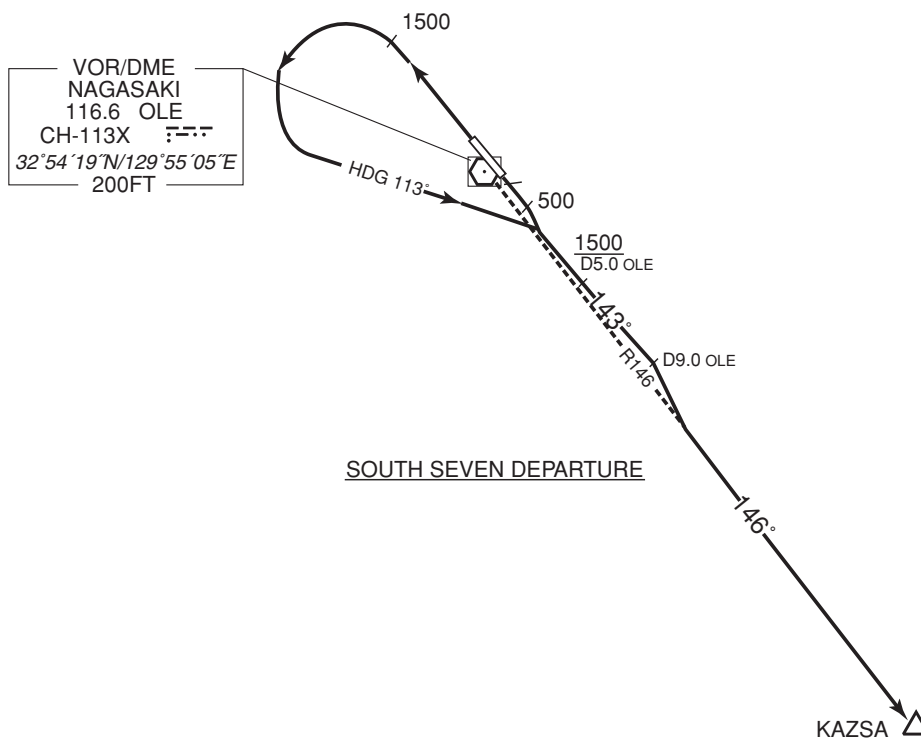
SID

SOUTH SEVEN DEPARTURE

RWY 14: Climb RWY HDG to 500FT, climb via OLE R143 to 9.0DME, turn right to intercept and proceed via OLE R146 to KAZSA. Cross OLE R143/5.0DME at or above 1500FT.

RWY 32: Climb RWY HDG to 1500FT, turn left HDG113° to intercept and proceed via OLE R143 to 9.0DME, turn right to intercept and proceed via OLE R146 to KAZSA.

Note RWY 14: 5.0% climb gradient required up to 1500FT.  
OBST ALT 854FT located at 3.40NM 170° FM end of RWY14.  
RWY 32: 5.0% climb gradient required up to 1500FT.  
OBST ALT 1969FT located at 8.01NM 271° FM end of RWY32.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

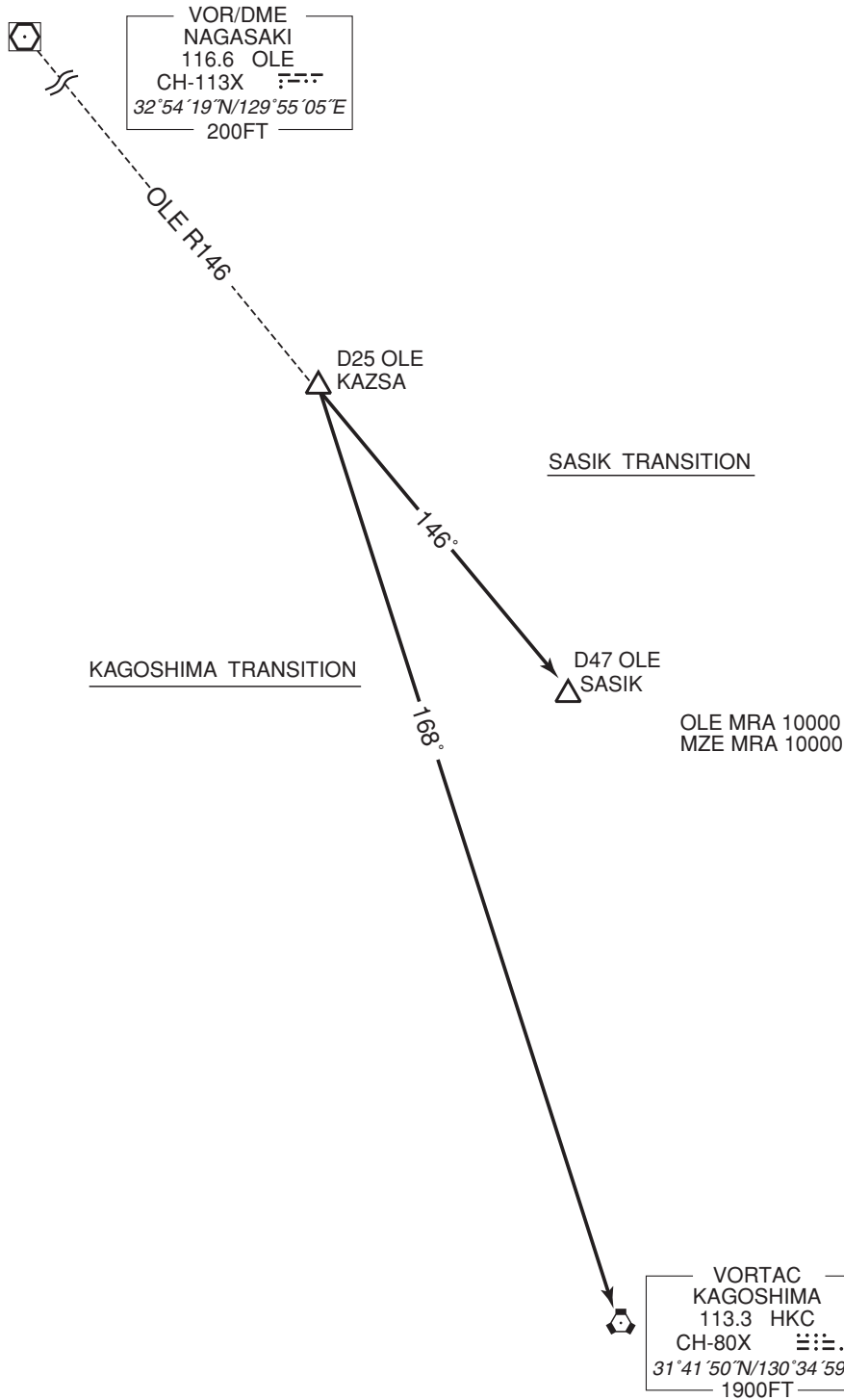
TRANSITION

SASIK TRANSITION

From over KAZSA, via OLE R146 to SASIK.

KAGOSHIMA TRANSITION

From over KAZSA, via HKC R348 to HKC VORTAC.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFU / NAGASAKI

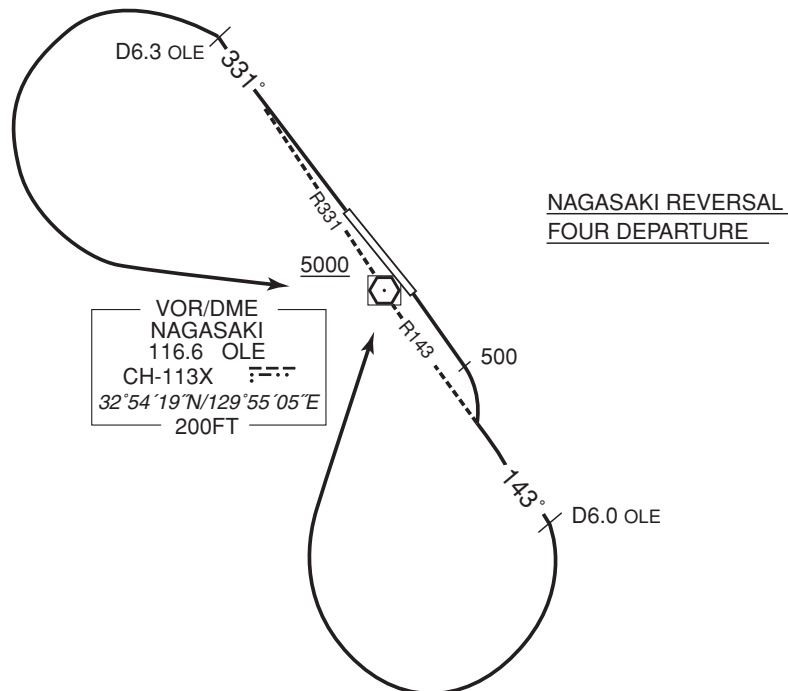
SID

NAGASAKI REVERSAL FOUR DEPARTURE

RWY 14: Climb RWY HDG to 500FT, climb via OLE R143 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.

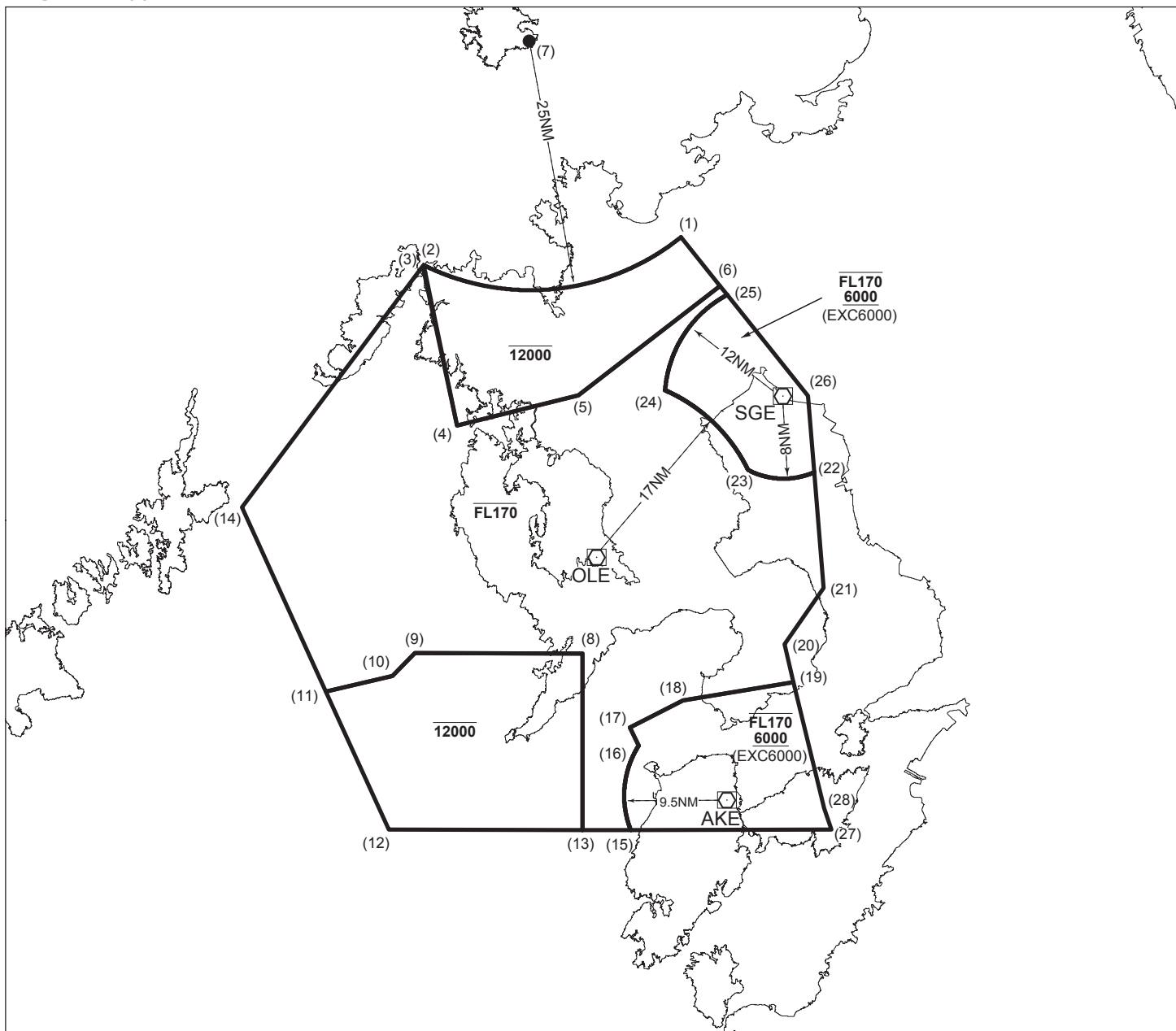
Note RWY 14: 5.0% climb gradient required up to 1800FT.  
OBST ALT 1575FT located at 7.69NM 164° FM end of RWY14.  
RWY 32: 5.0% climb gradient required up to 1600FT.  
OBST ALT 1969FT located at 8.01NM 271° FM end of RWY32.





# 長崎進入管制区

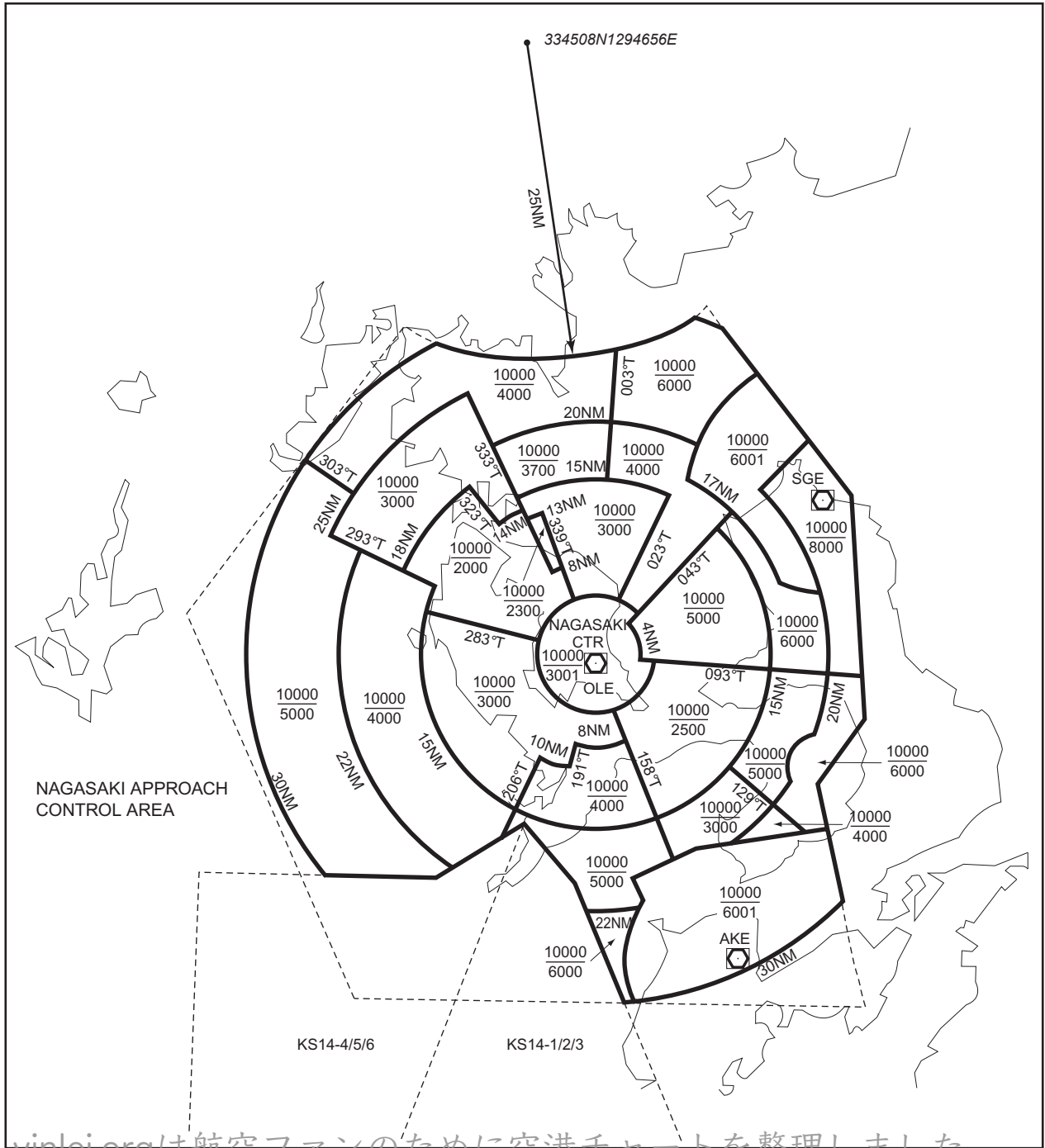
## Nagasaki Approach Control Area

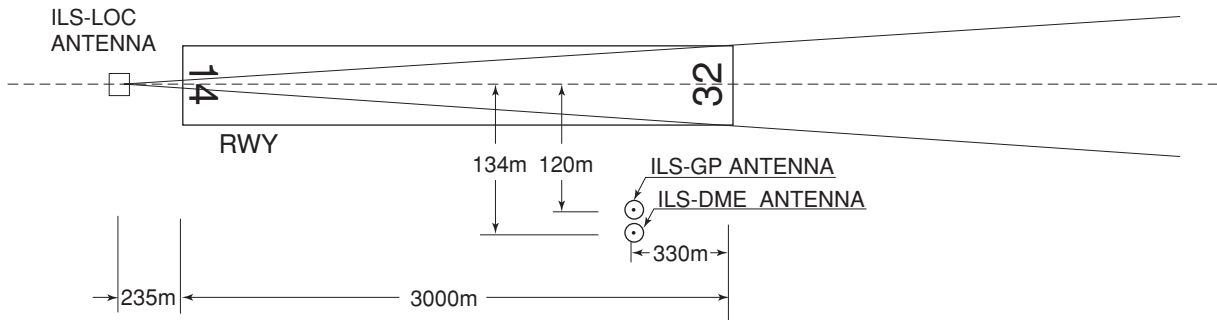


### Point list

(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





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)