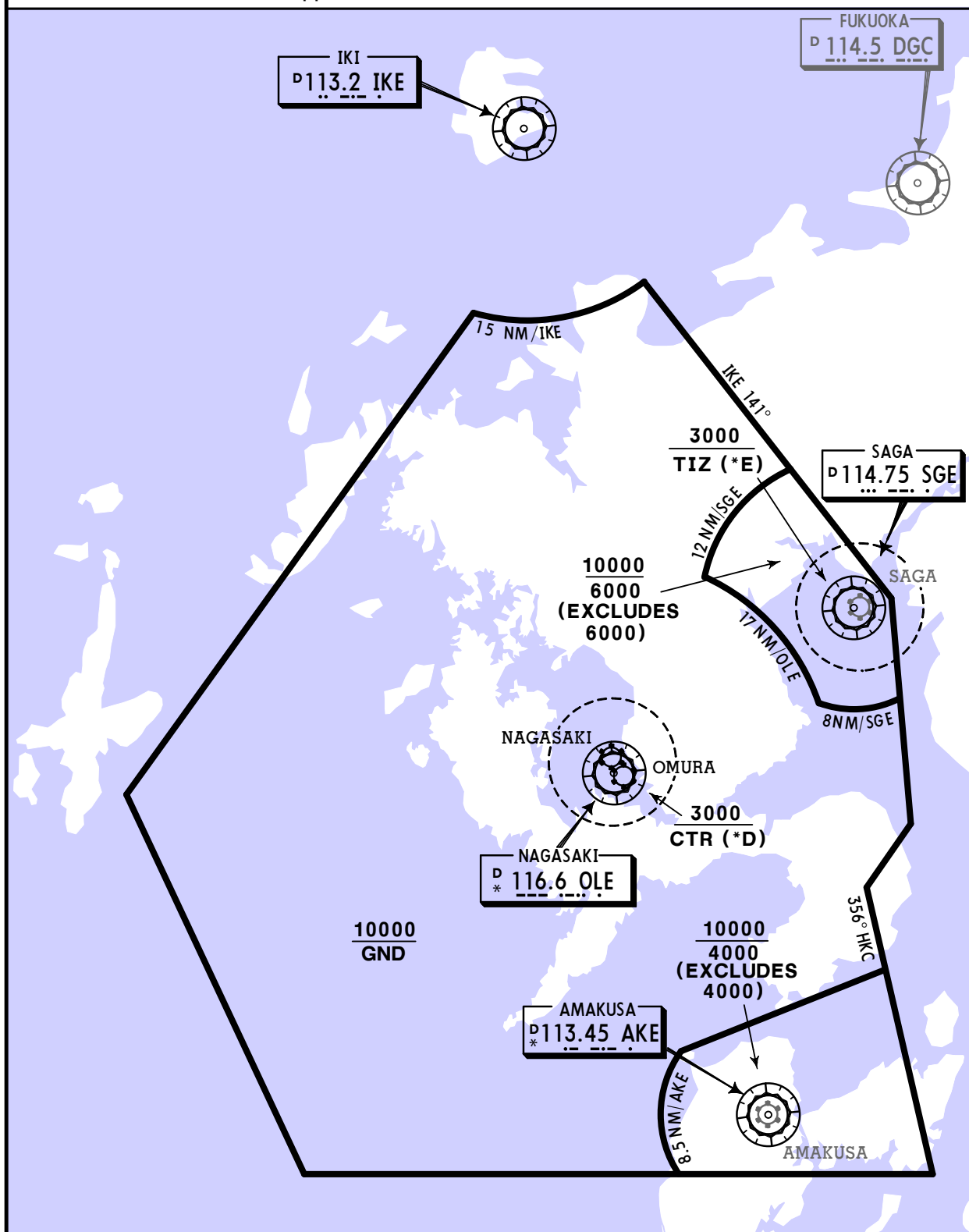


NAGASAKI APPROACH CONTROL AREA (E)

Transponder (Mode A/3 & Mode C) required in
Approach Control Area and Control Zones.



SPEED

RESTRICTIONS WITHIN JAPAN AIRSPACE

Maximum IAS unless otherwise authorized by ATC.

Within Approach Control Area:

At or below 10000' MSL.....250 KTS

Within a Control Zone:

At or below 3000' MSL.....160 KTS Reciprocating

200 KTS Turbine-Powered

Above 3000' MSL.....250 KTS All

RJFU/NGS
NAGASAKI

JEPPesen
6 JUN 14 (10-1R)

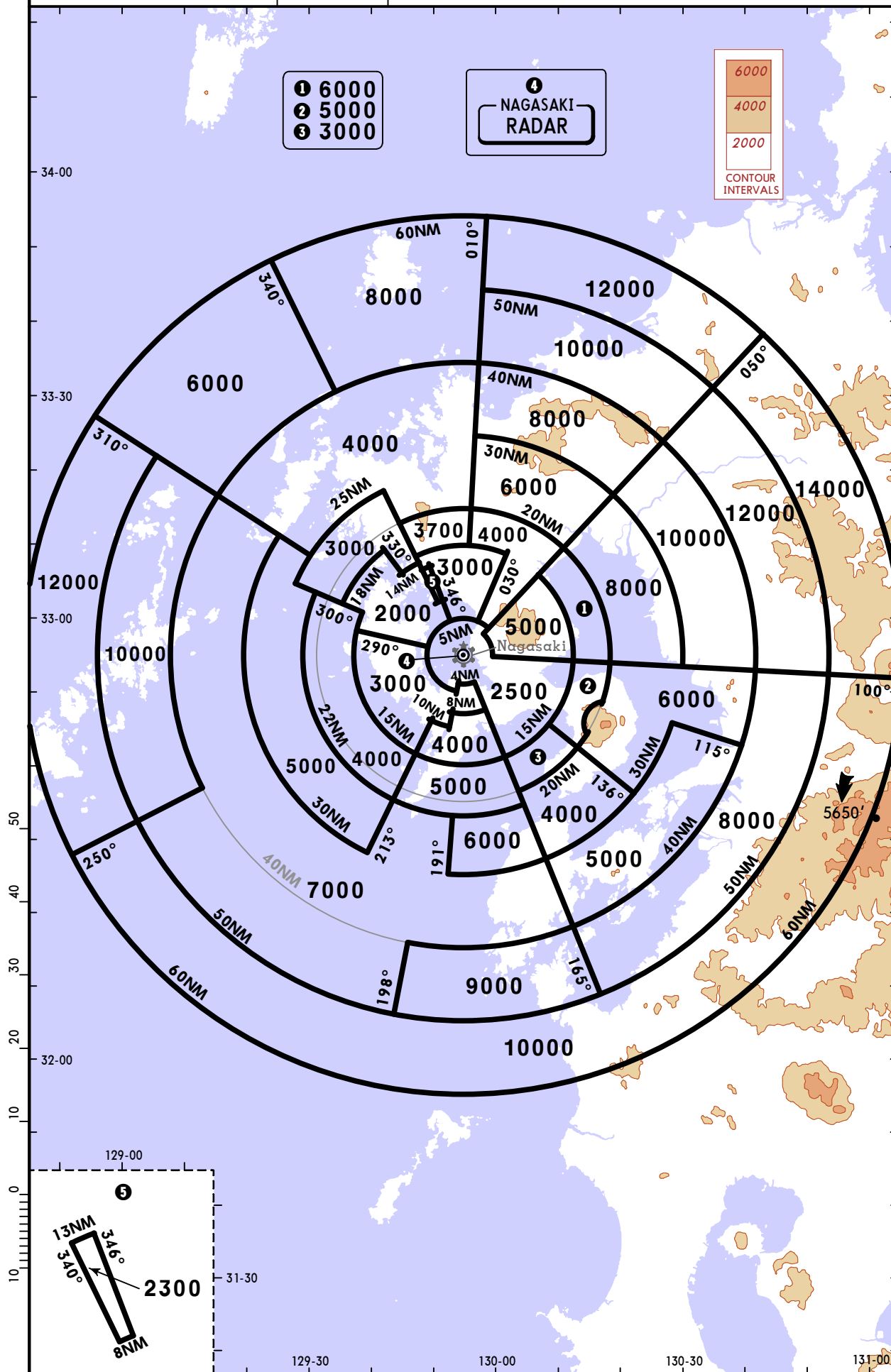
NAGASAKI, JAPAN

RADAR MINIMUM ALTITUDES

*NAGASAKI Radar
119.175 121.025

Apt Elev
8'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'



RJFU/NGS
NAGASAKI

JEPPesen
7 OCT 16 **10-2** Eff 12 Oct 1500Z

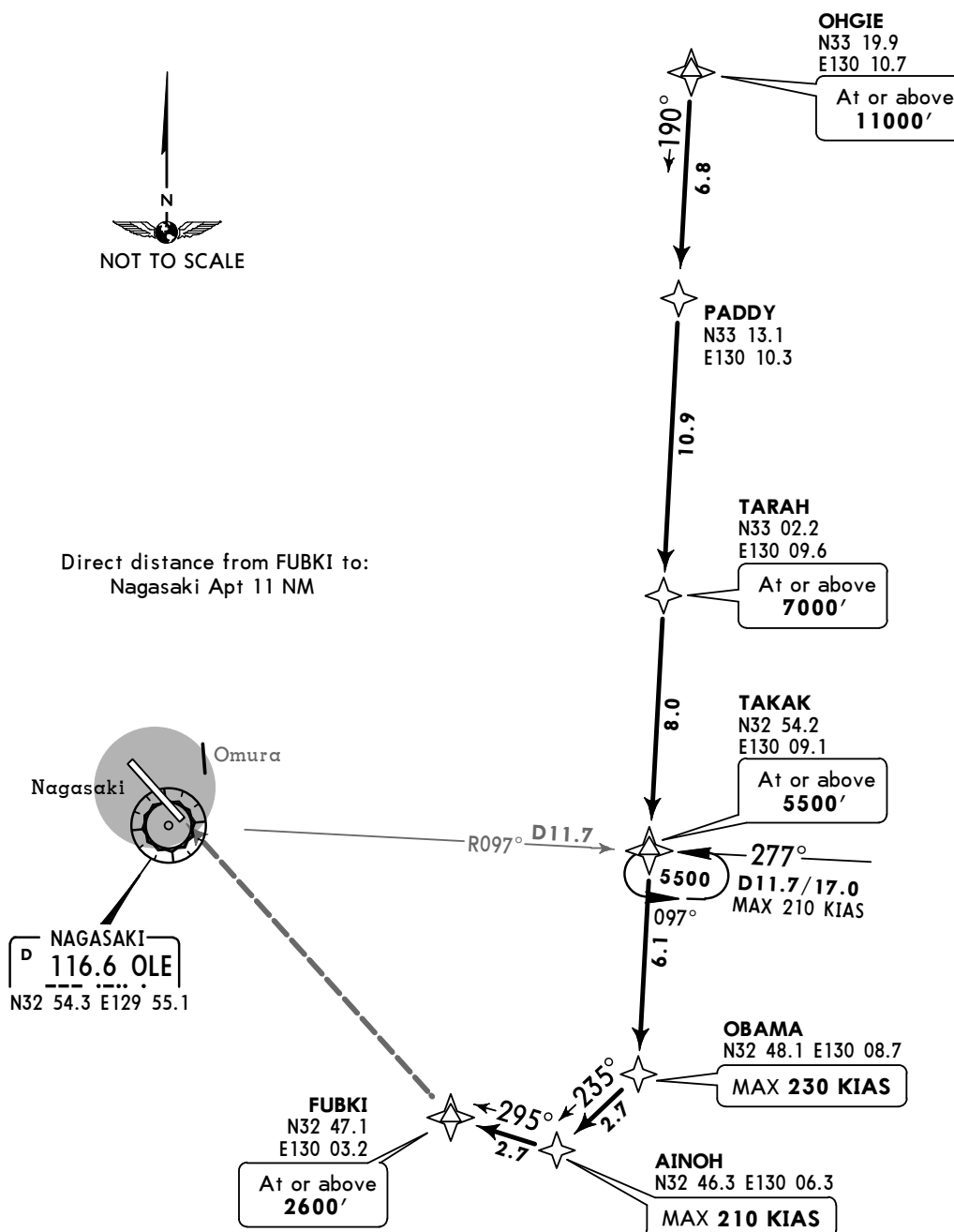
NAGASAKI, JAPAN
RNAV STAR

*D-ATIS
126.85

Apt Elev
8'

Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000'
1. **RNAV 1.**
2. **DME/DME/IRU or GNSS required.**
3. **RADAR service required.**

FUBUKI ARRIVAL **[FUBUKI]**



CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

DME	ROUTE SEGMENT	DME GAP
OLE	TAKAK - FUBUKI	11.5 NM
SGE	2 NM to TAKAK - FUBUKI	13.5 NM

ROUTING

From OHGIE, to PADDY, to TARAH, to TAKAK, to OBAMA, to AINOH, to FUBUKI.

RJFU/NGS
NAGASAKI

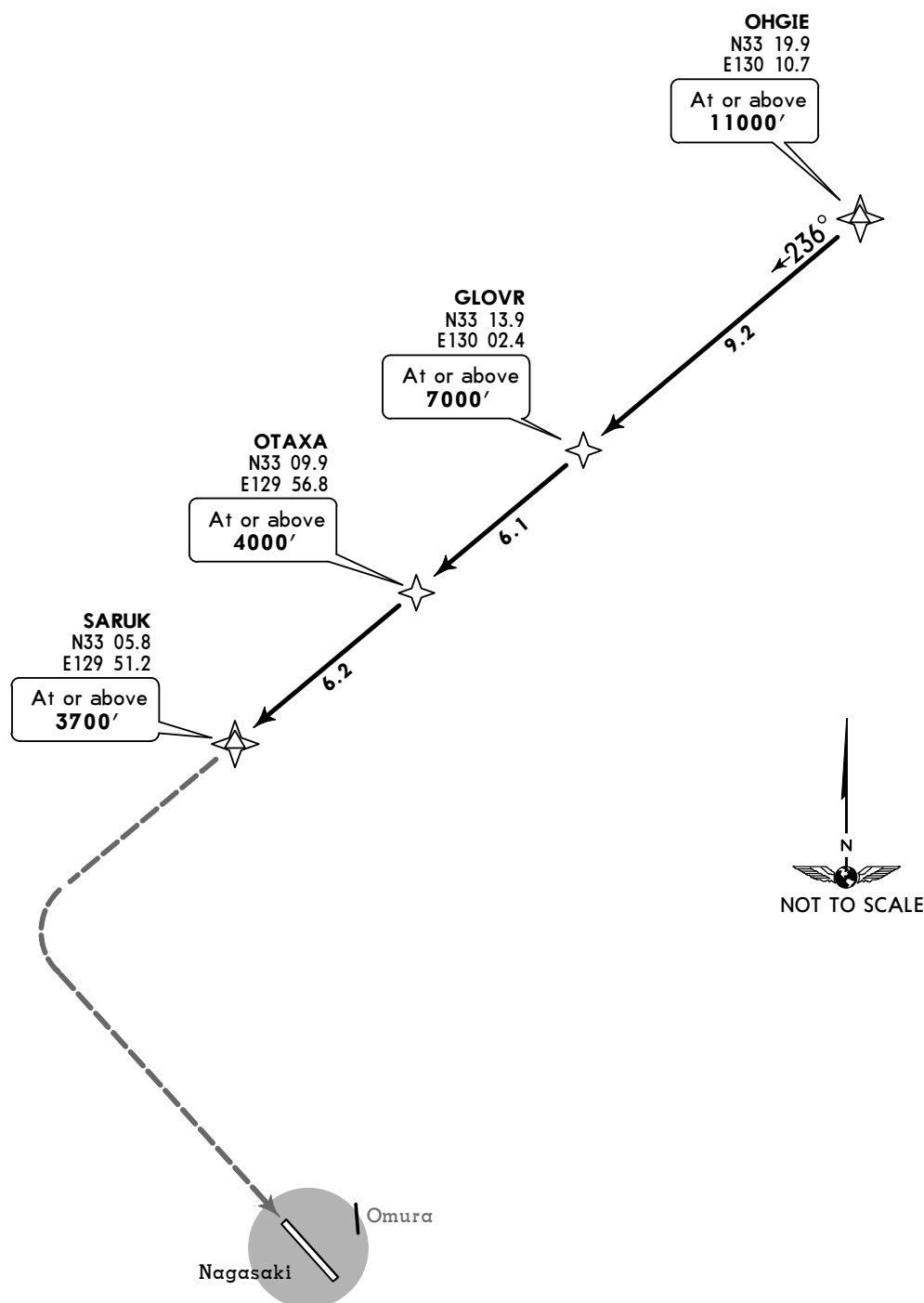
JEPPESEN
7 OCT 16 **(10-2A)**

Eff 12 Oct 1500Z

NAGASAKI, JAPAN
RNAV STAR

*D-ATIS 126.85	Apt Elev 8'	Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
--------------------------	-----------------------	--

SARUKU ARRIVAL [SARUKU]



ROUTING

From OHGIE, to GLOVR, to OTAXA, to SARUK.

RJFU/NGS
NAGASAKI

JEPPESEN

7 OCT 16

10-2B

Eff 12 Oct 1500Z

NAGASAKI, JAPAN

STAR

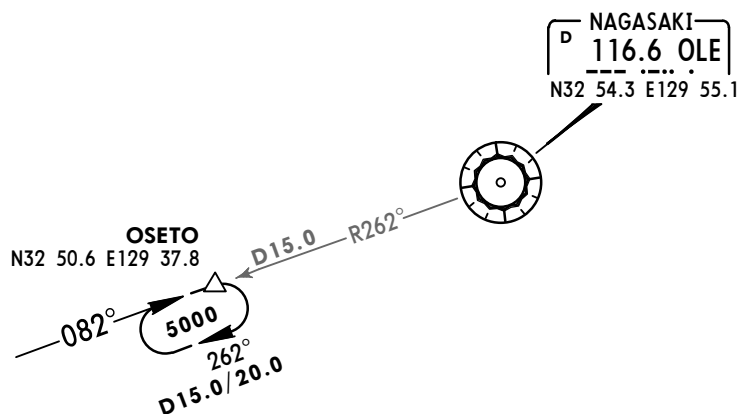
*D-ATIS
126.85

Apt Elev
8'

Alt set: IN (hPa on request) Trans level: FL140 Trans alt: 14000'

HOLDING PROCEDURES

OSETO HOLD



ALL HOLDS NOT TO SCALE

RJFU/NGS
NAGASAKI

JEPPESEN
30 DEC 16 10-3

NAGASAKI, JAPAN

RNAV SID

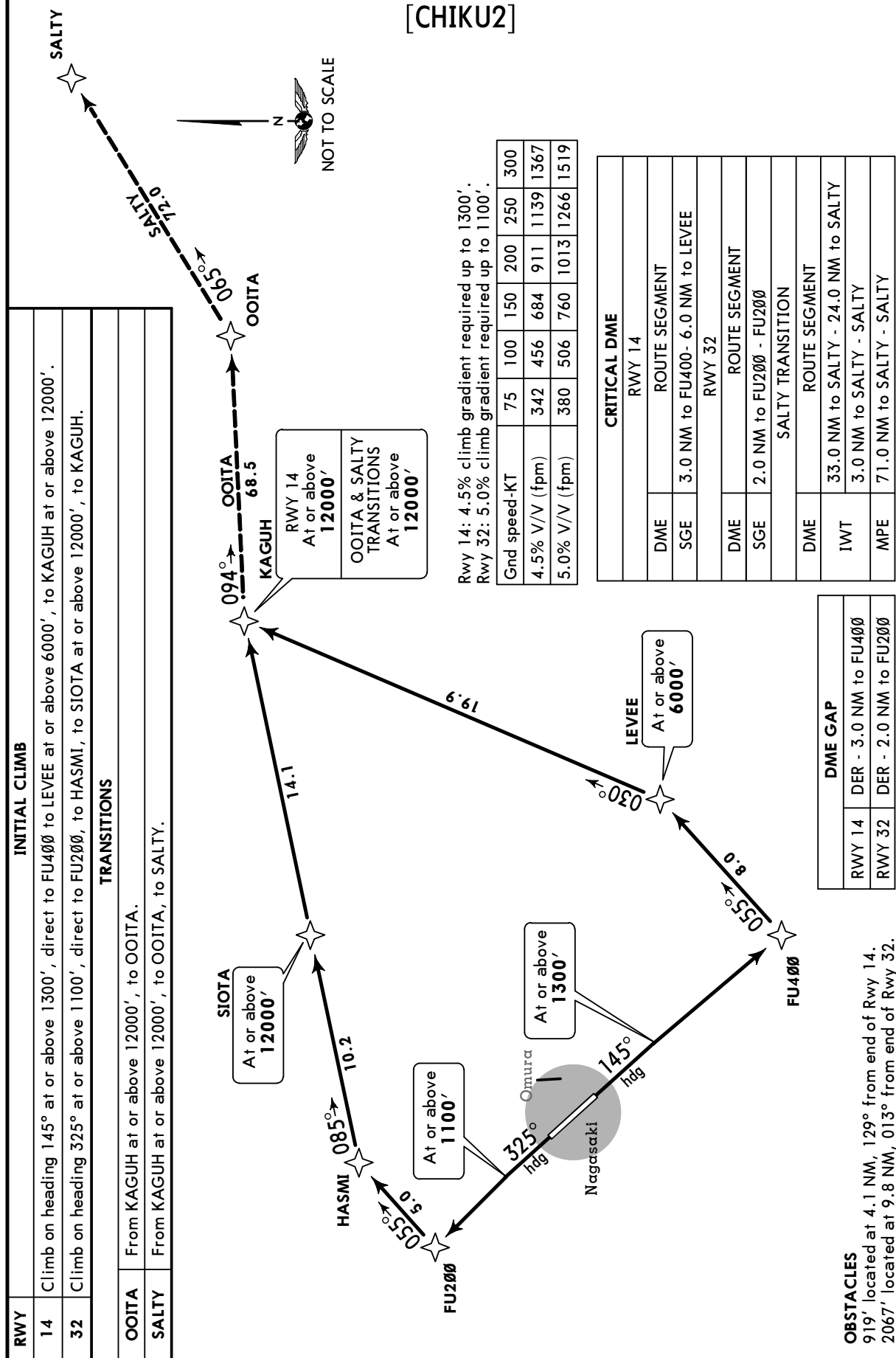
*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

1. DME/DME/IRU or GNSS required. 2. RADAR service required. 3. RNAV 1.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

CHIKUGO 2 DEPARTURE
[CHIKU2]



CHANGES: KAGUH crossing restrictions.

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RJFU/NGS
NAGASAKI

JEPPESEN
30 DEC 16 **(10-3A)**

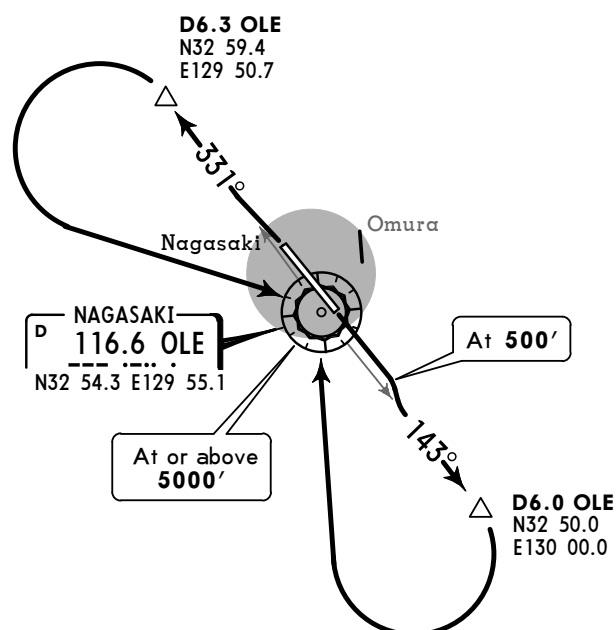
NAGASAKI, JAPAN
SID

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

NAGASAKI REVERSAL 4 DEPARTURE [OLE4R]



OBSTACLES

1575' located at 7.69 NM 164° from end of Rwy 14.
1969' located at 8.01 NM 271° from end of Rwy 32.

Rwy 14: 5.0% climb gradient required up to 1800'.
Rwy 32: 5.0% climb gradient required up to 1600'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D6.0 OLE, turn RIGHT, direct to OLE VOR.
32	Climb via OLE R-331 to D6.3 OLE, turn LEFT, direct to OLE VOR.

RJFU/NGS
NAGASAKI

JEPPESEN
25 MAR 16 **10-3B**

Eff 30 Mar 1500Z

NAGASAKI, JAPAN

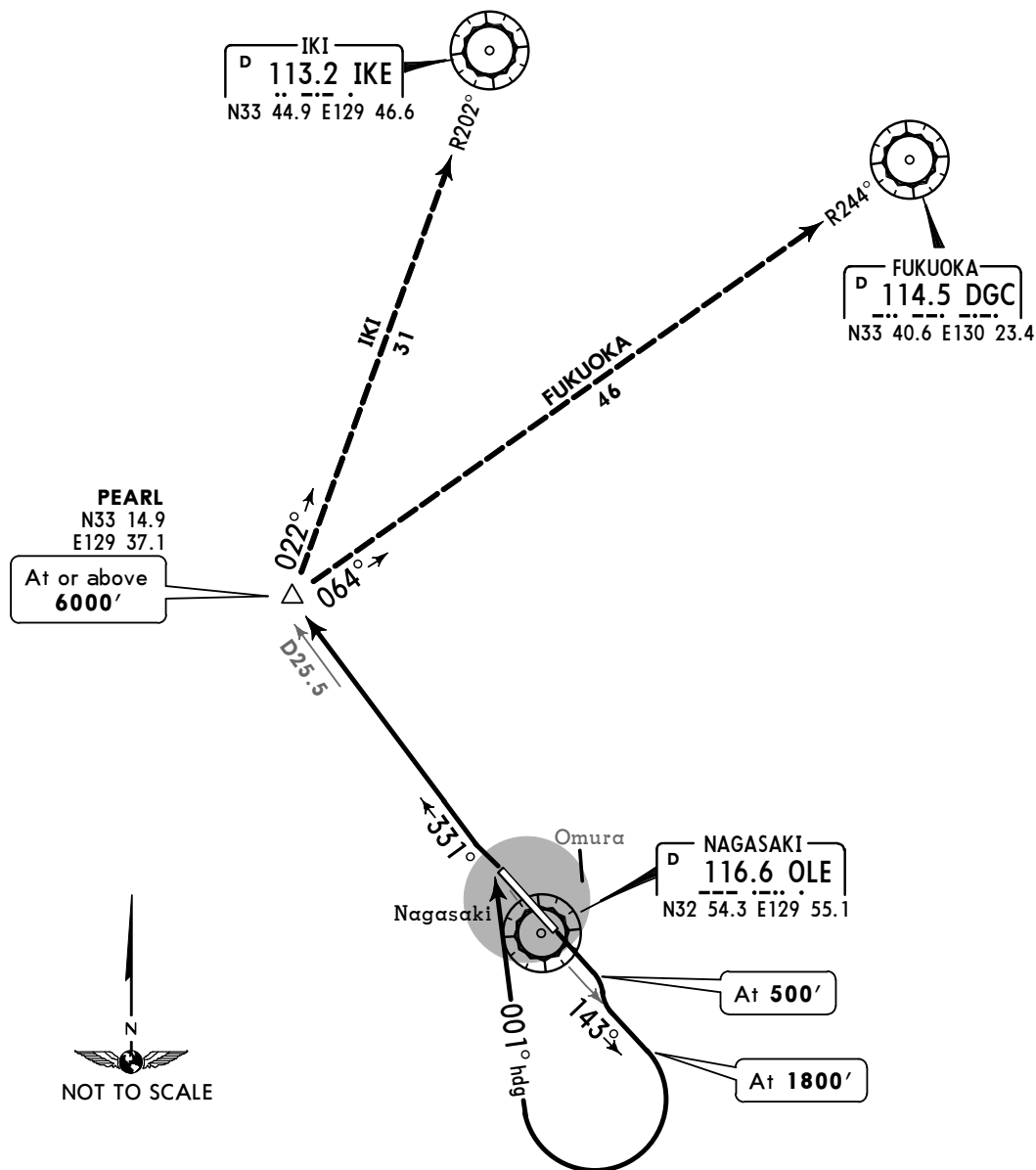
SID

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

NORTH 8
[NORTH8]



Rwy 14: 5.0% climb gradient required up to 1800'.

Gnd Speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

OBSTACLE

RWY 14: 854' located at 3.40 NM
170° from end of RWY 14.

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to 1800', turn RIGHT heading 001° to intercept and proceed via OLE R-331 to PEARL.
32	Climb via OLE R-331 to PEARL.
TRANSITIONS	
FUKUOKA	From PEARL, proceed via DGC R-244 to DGC VOR.
IKI	From PEARL, proceed via IKE R-202 to IKE VOR.

RJFU/NGS
NAGASAKI
JEPPESSEN

25 MAR 16

(10-3C)

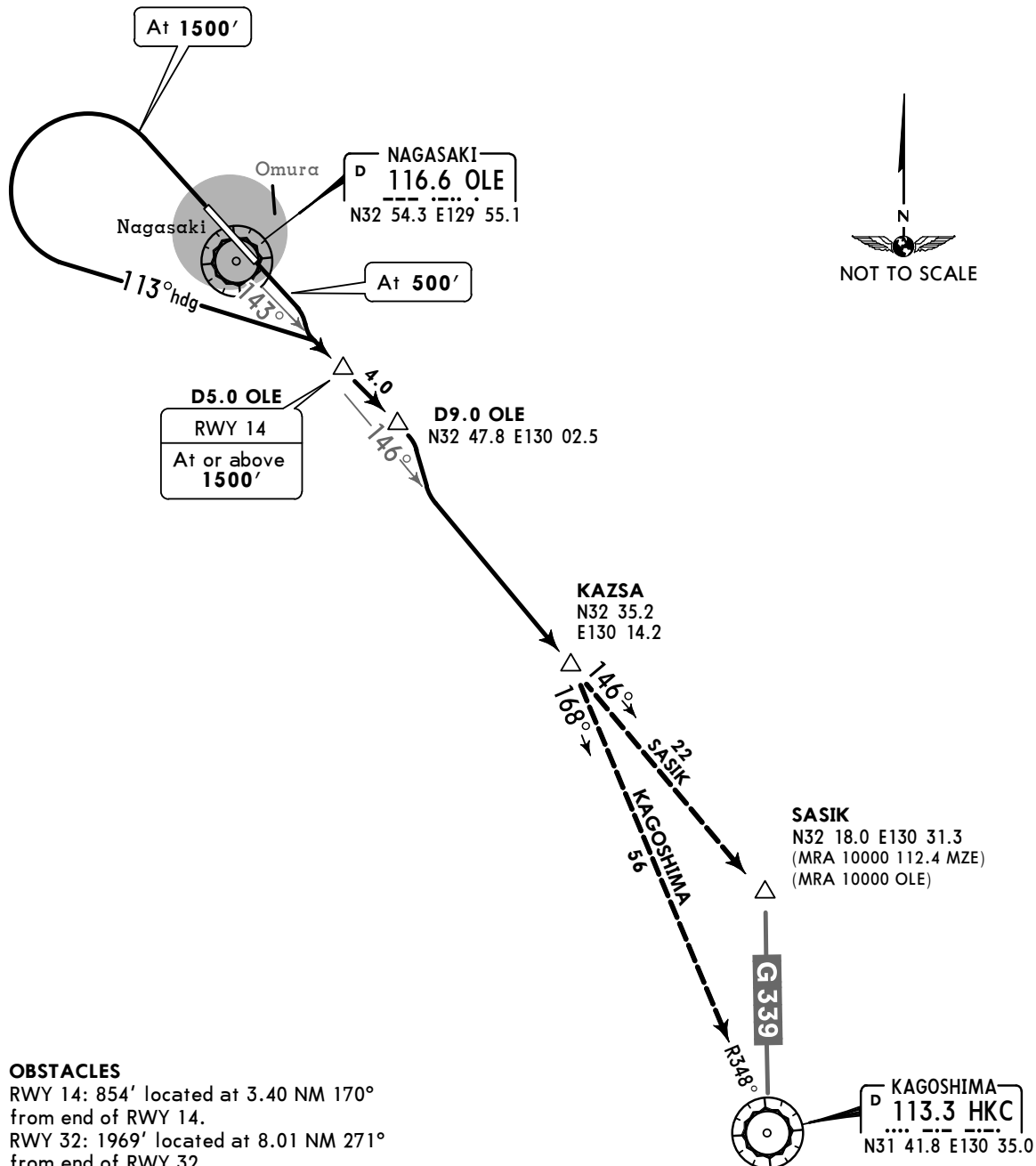
Eff 30 Mar 1500Z

NAGASAKI, JAPAN
SID

 *NAGASAKI
 Departure (R)
121.0

 Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

SOUTH 7
[SOUTH7]
**OBSTACLES**

RWY 14: 854' located at 3.40 NM 170° from end of RWY 14.

RWY 32: 1969' located at 8.01 NM 271° from end of RWY 32.

5.0% climb gradient required up to 1500'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D9.0 OLE. Cross D5.0 OLE at or above 1500'.
32	Climb runway heading to 1500', turn LEFT heading 113° to intercept and proceed via OLE R-143 to D9.0 OLE.
ROUTING	
At D9.0 OLE, turn RIGHT to intercept and proceed via OLE R-146 to KAZSA.	
TRANSITIONS	
KAGOSHIMA	From KAZSA, proceed via HKC R-348 to HKC VOR.
SASIK	From KAZSA, proceed via OLE R-146 to SASIK.

RJFU/NGS
NAGASAKI

JEPPESSEN

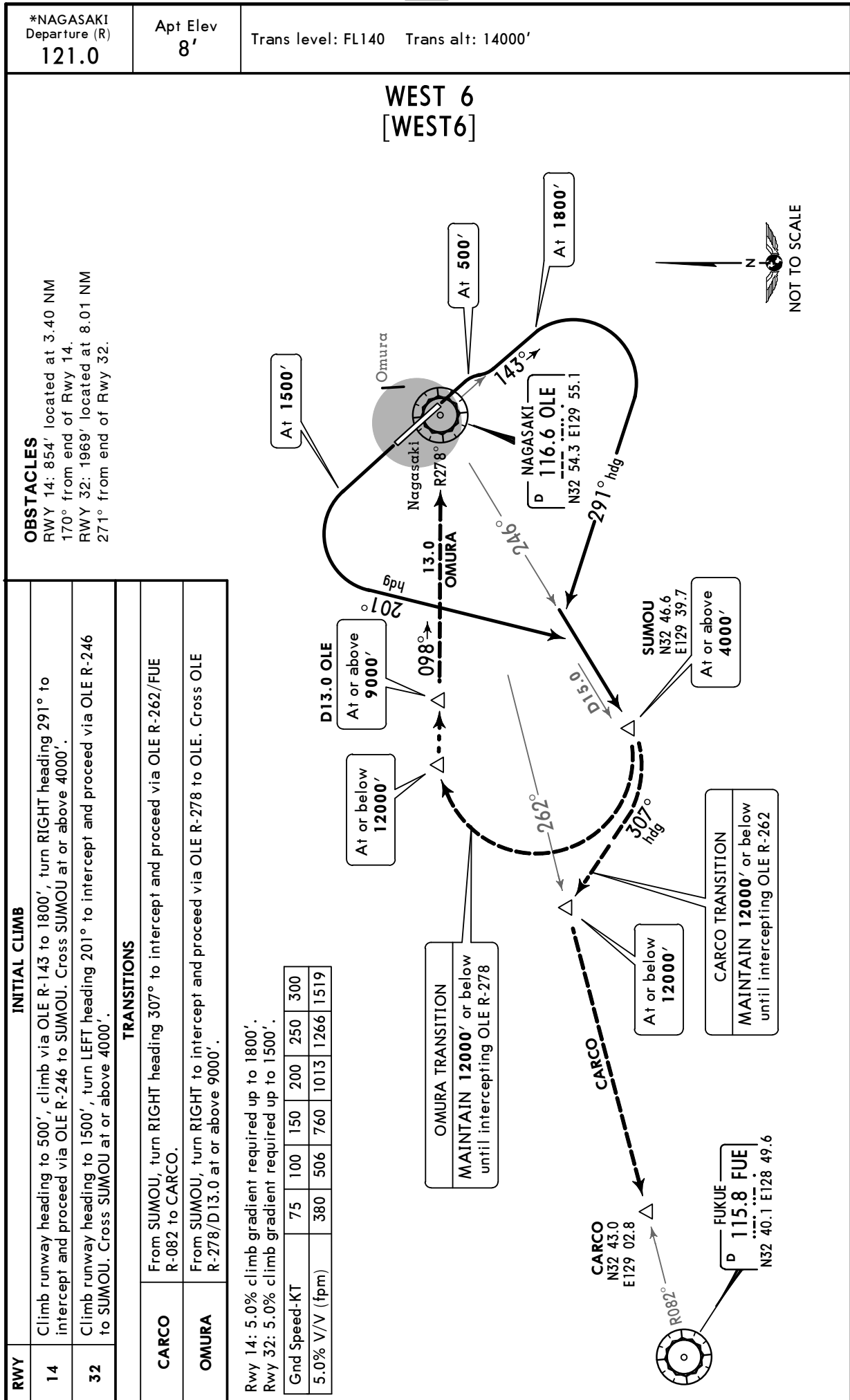
25 MAR 16

10-3D

Eff 30 Mar 1500Z

NAGASAKI, JAPAN

SID



RJFU/NGS **JEPPESEN**
29 JUL 16 **(10-8)****NAGASAKI, JAPAN**
NAGASAKI**OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT**

Operational restrictions at Nagasaki Airport will be placed due to construction as follows.
 The exact date/time and change of planning period will be notified by further NOTAM RJFU.
 See diagram on Chart 10-8A.

Item	Operational Restrictions		Planning Period (UTC)			Fig. NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
TAXIWAY							
A	A part of Twy P2 and T2	Closed	Sep 16	Mar 17	1315-2130 exception: Sat, Sun, specified days ❶		
1	Twy centerline lights for Twys P2, T2	Partly unserviceable	Sep 16	Mar 17	H24	2	
6	Stop bar lights for Twys T1, T2, T3, T4, T5, T6	Unserviceable	---	Oct 16	H24	1	

① Specified days are as follows:
 2016: 29 Dec-31 Dec
 2017: 1 Jan-3 Jan

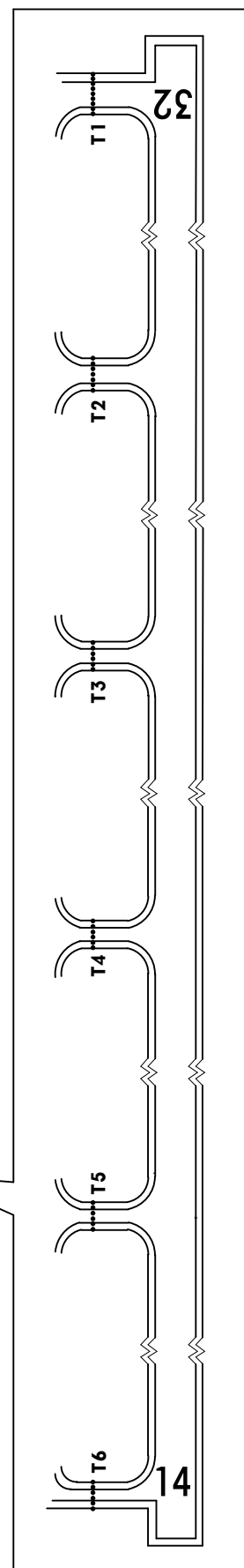
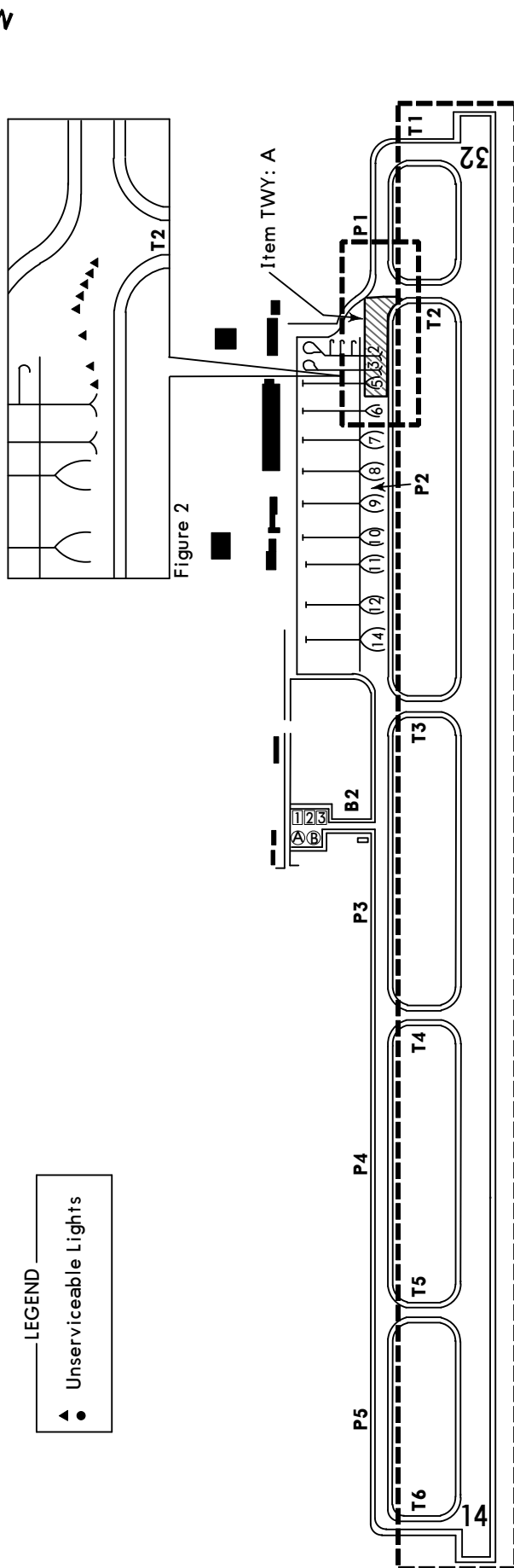
RJFU/NGS

JEPPesen
29 JUL 16 10-8A

NAGASAKI, JAPAN
NAGASAKI

OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT (contd)

LEGEND
▲ Unserviceable Lights



RJFU/NGS

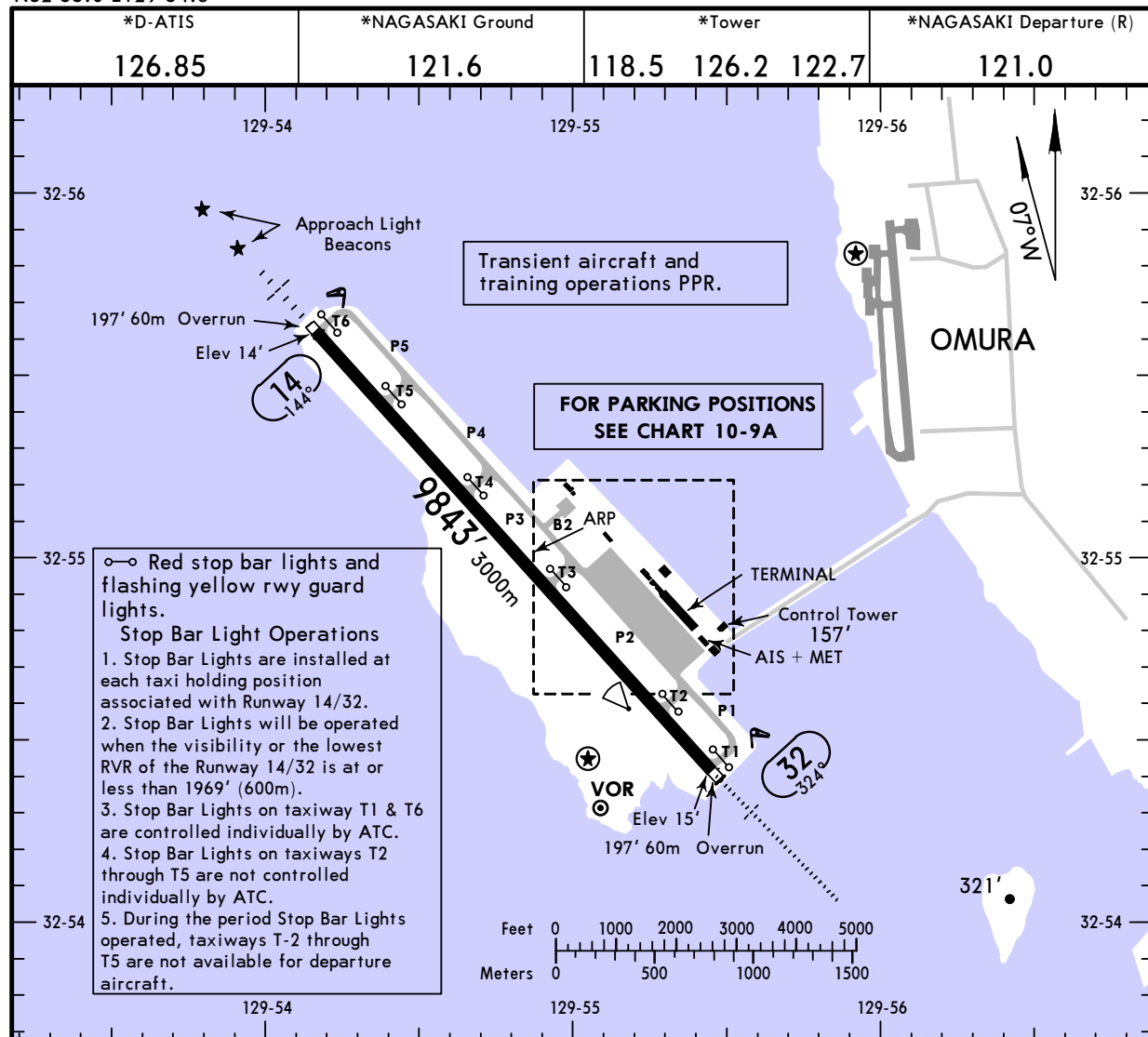
 Apt Elev **8'**
 N32 55.0 E129 54.8

JEPPesen

7 OCT 16

(10-9)

Eff 12 Oct 1500Z

NAGASAKI, JAPAN
NAGASAKI

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
14	HIRL CL SALS ② PAPI-L Approach Light Beacons				197'
① 32	HIRL CL HIALS SFL TDZ ② PAPI-L RVR		8760' 2670m		60m

① Grooved.

② Angle 3.00°

TAKE-OFF

	All Rwys				
	Multi Engine Aircraft				Single Eng. Acft
	With Take-off Alternate Airport Filed			Without Take-off Altn Apt. Filed	
	1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)		
A	400m	400m	VIS 500m	Available Landing Minimums	Available Landing Minimums
B					
C					
D					

SIDs are designed in accordance with Standards for Flight Procedure Design.

① HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

RJFU/NGS

JEPPESEN

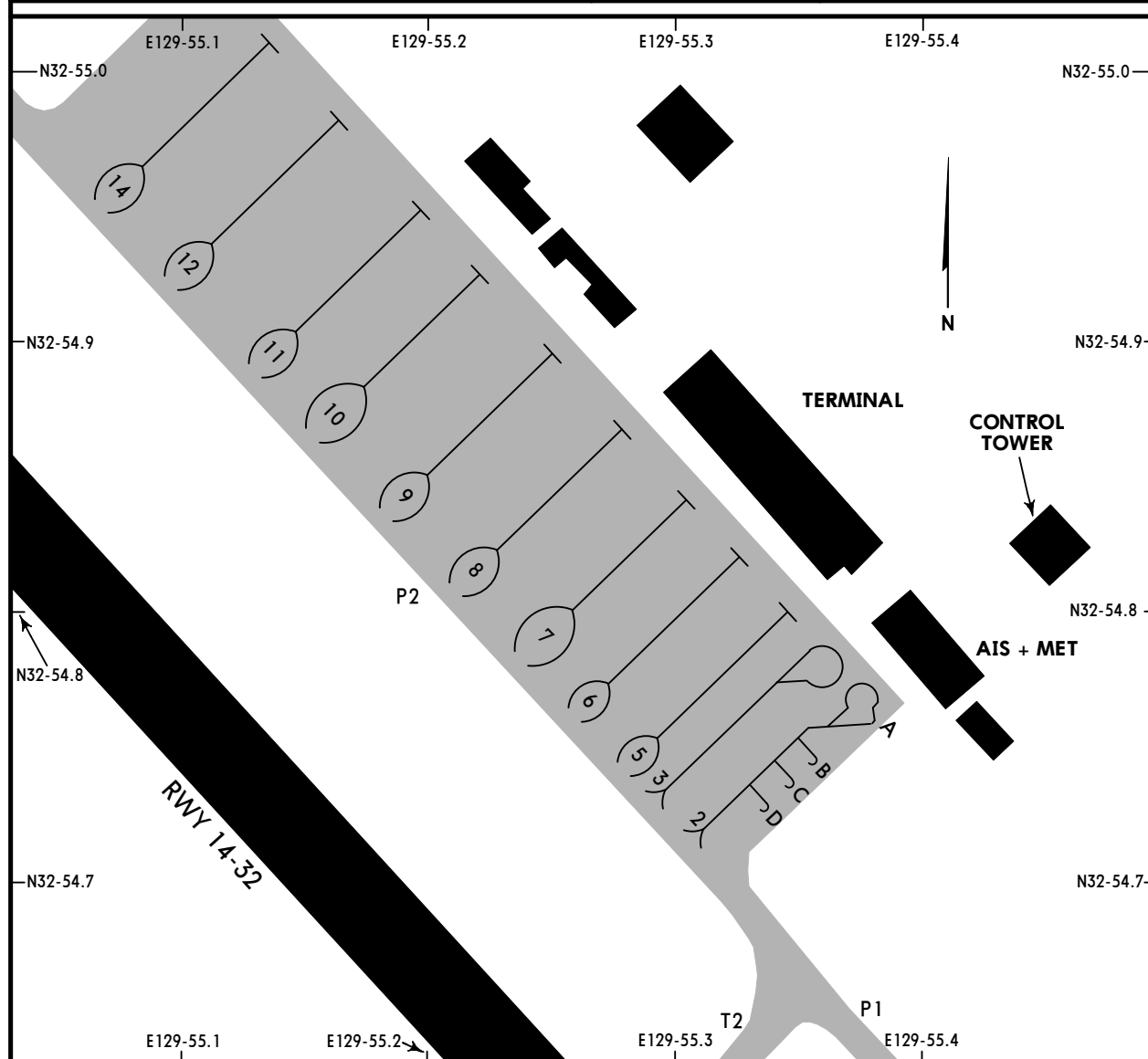
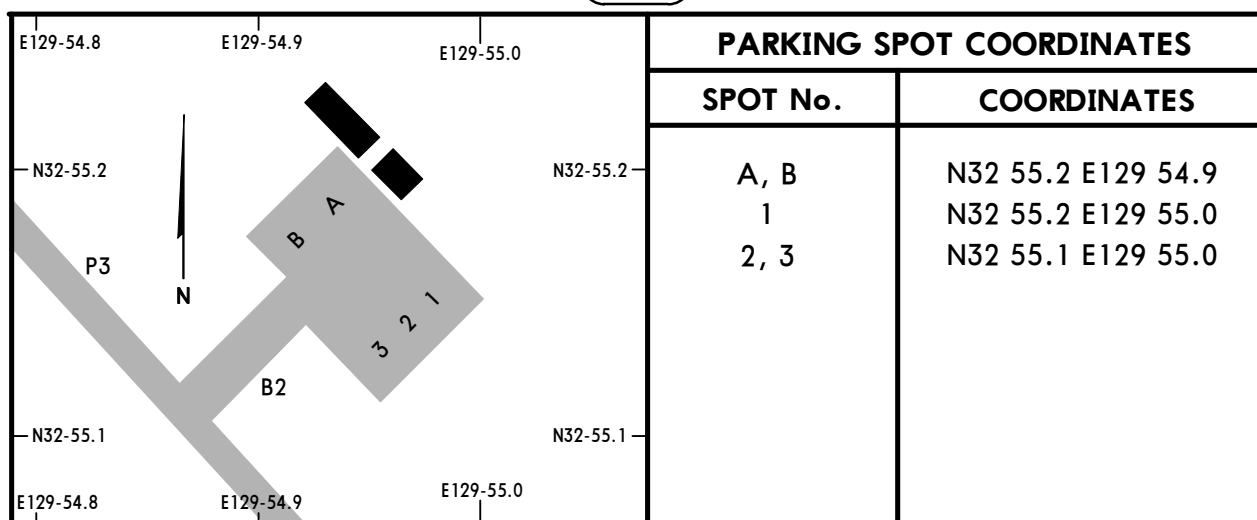
NAGASAKI, JAPAN

7 OCT 16

(10-9A)

Eff 12 Oct 1500Z

NAGASAKI



PARKING SPOT COORDINATES			
SPOT No.	COORDINATES	SPOT No.	COORDINATES
2A	N32 54.8 E129 55.4	10, 11	N32 54.9 E129 55.2
2B, 2C, 2D	N32 54.7 E129 55.4	12	N32 55.0 E129 55.2
3, 5	N32 54.8 E129 55.4	14	N32 55.0 E129 55.1
6, 7	N32 54.8 E129 55.3		
8, 9	N32 54.9 E129 55.3		

CHANGES: Twy P1 modified.

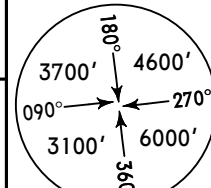
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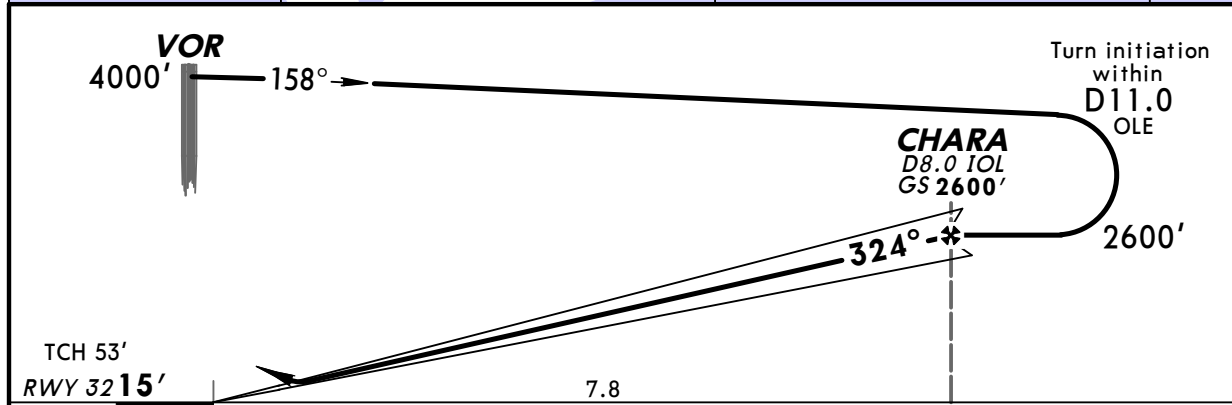
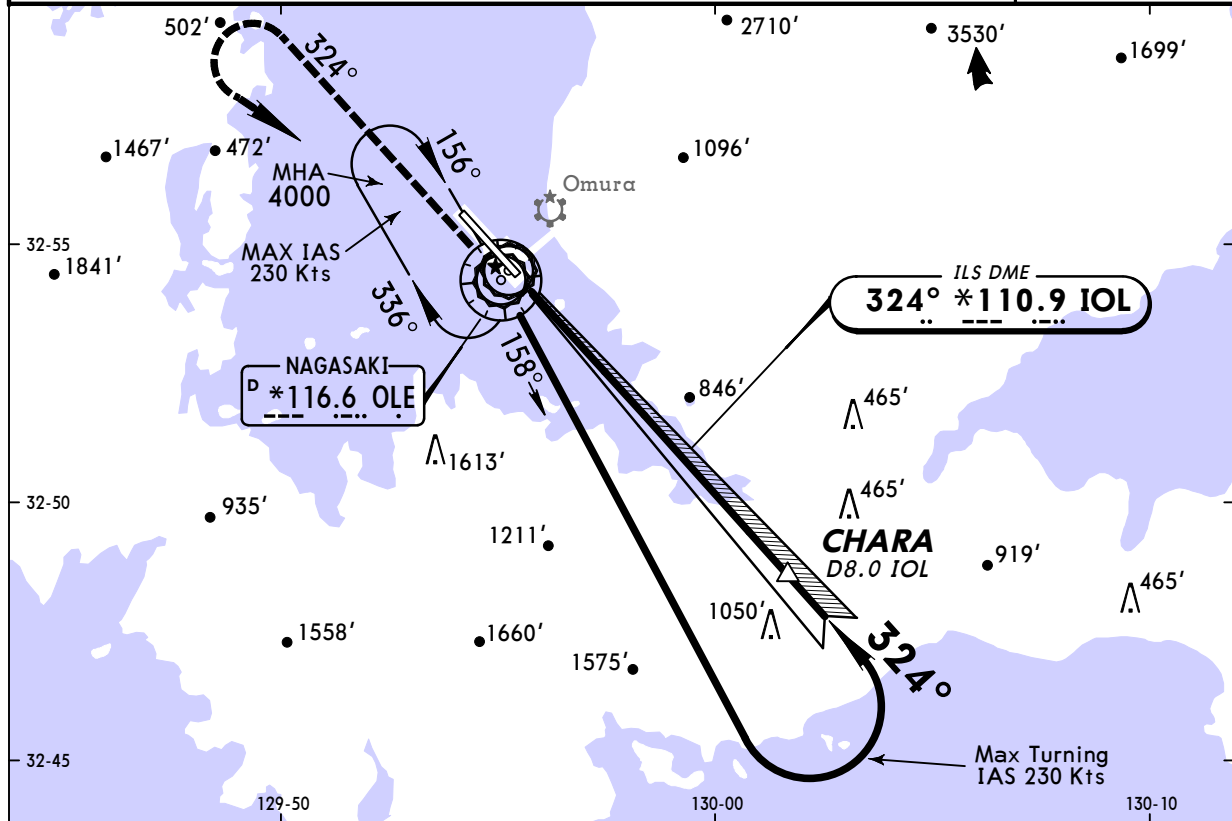
RJFU/NGS
NAGASAKI


JEPPesen
9 DEC 11
Eff 14 Dec 1500Z **(11-1)**

NAGASAKI, JAPAN
ILS Y Rwy 32

BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324°	GS CHARA 2600' (2585')	ILS DA(H) 215' (200')	Apt Elev 8' Rwy 32 15'			
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. VOR and DME required.							
MSA OLE VOR							

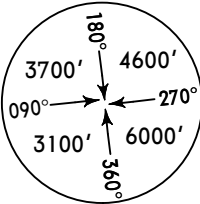


Gnd speed-Kts	70	90	100	120	140	160		3000'	OLE
GS	3.00°	372	478	531	637	743		via *116.6	R-324

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND	
ILS					
DA(H) 215' (200')					
FULL		TDZ &/or Clout	ALS out	Max Kts.	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	90	620'(612')-1600m
				120	620'(612')-2400m
				140	620'(612')-2400m
				165	890'(882')-3200m

RJFU/NGS
NAGASAKI
JEPPesen
 9 DEC 11
Eff 14 Dec 1500Z **(11-2)**
NAGASAKI, JAPAN
LOC Y Rwy 32

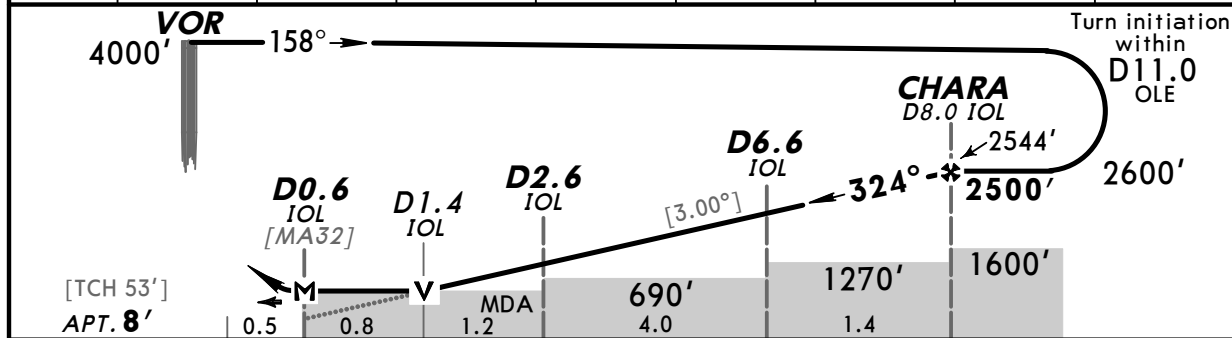
BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 430' (422')	Apt Elev 8' Rwy 32 15'			
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.							
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. VOR and DME required. 2. Timing not authorized for defining the MAP.							

MSA OLE VOR



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D0.6 IOL						
						3000' via *116.6 R-324

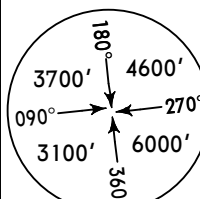
STRAIGHT-IN LANDING RWY32			CIRCLE-TO-LAND		
LOC (GS out)					
MDA(H) 430' (422')					
		ALS out	Max Kts	MDA(H)	
A	RVR 900m	RVR 1500m	90	620'(612')-1600m	
B	RVR 1000m	RVR 1800m	120	620'(612')-2400m	
C	RVR 1400m	CMV 2000m	140	890'(882')-3200m	
D	RVR 1400m		165		

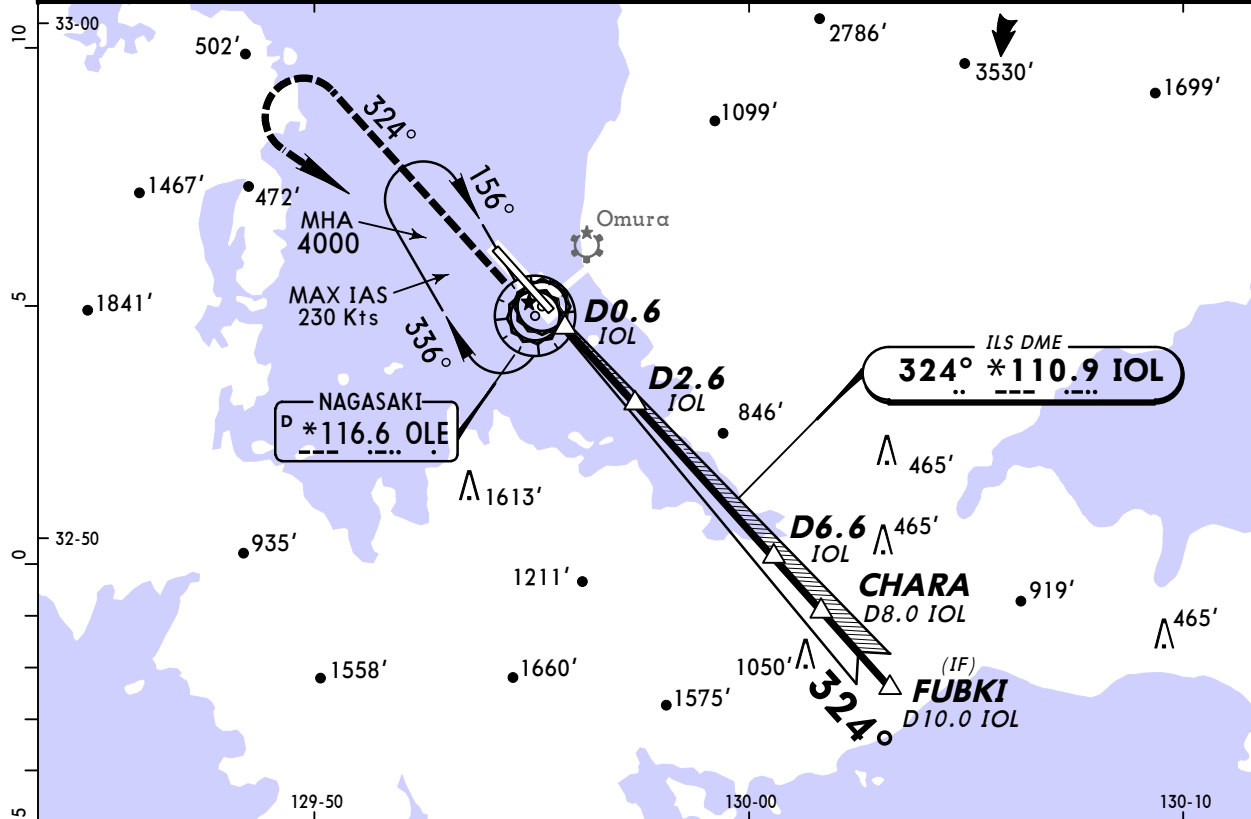
CHANGES: New procedure.

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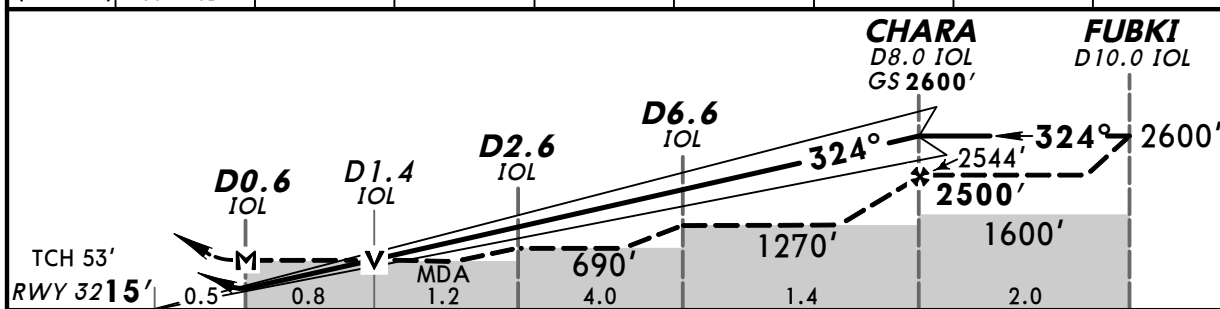
RJFU/NGS
NAGASAKIJEPPesen
9 DEC 11
Eff 14 Dec 1500Z (11-3)NAGASAKI, JAPAN
ILS Z or LOC Z Rwy 32


BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324°	GS CHARA 2600' (2585')	ILS DA(H) 215' (200')	Apt Elev 8' Rwy 32 15'			
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. VOR and DME required. 2. Timing not authorized for defining the MAP.							



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>PAPI</div><div></div></div>	<div>3000' OLE</div> <div>via *116.6</div> <div>R-324</div>
GS 3.00°	372	478	531	637	743	849		
MAP at D0.6 IOL								

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 215' (200')		MDA(H) 430' (422')				
FULL	TDZ &/or Clout	ALS out		ALS out	Max Kts	MDA(H)
A			RVR 900m	RVR 1500m	90	620'(612')-1600m
B	RVR 550m	RVR 750m	RVR 1000m	RVR 1800m	120	620'(612')-2400m
C					140	620'(612')-2400m
D			RVR 1400m	CMV 2000m	165	890'(882')-3200m

RJFU/NGS
NAGASAKI

7 OCT 16
Eff 12 Oct 1500Z

JEPPesen

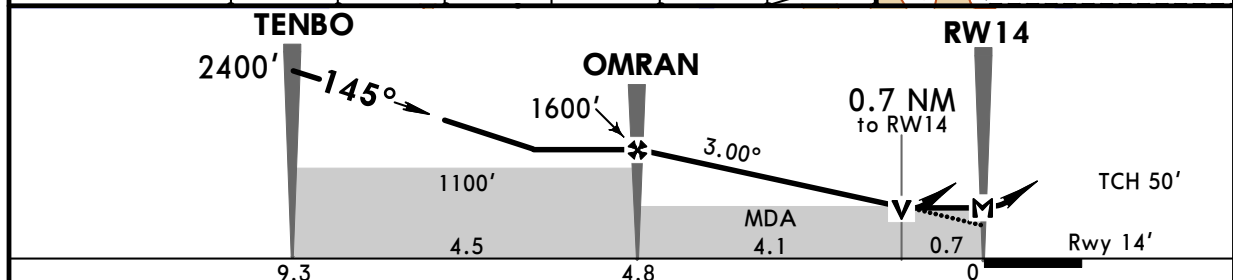
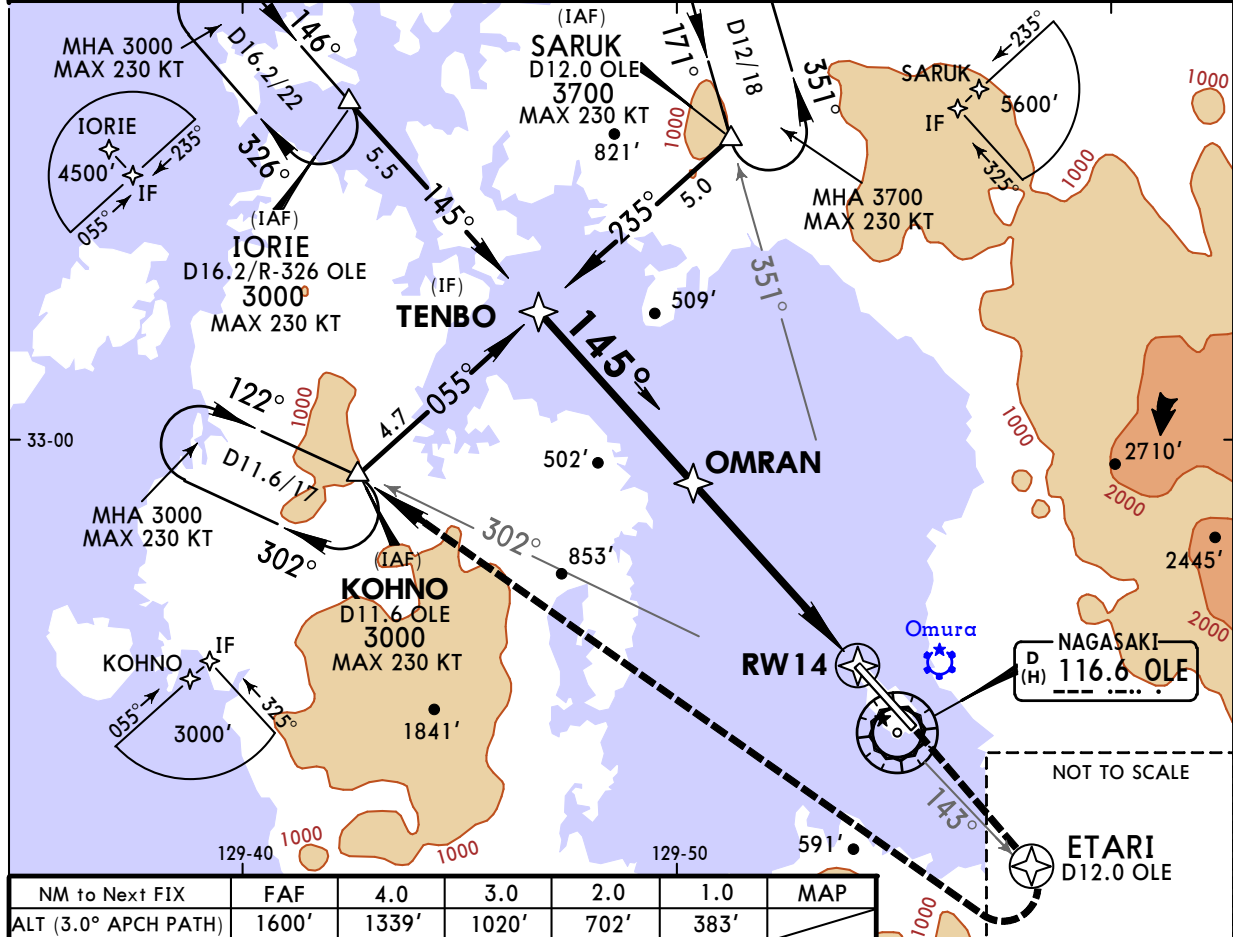
(12-1)

MISSED APCH CLIMB
GRADIENT MIM 3.0%

NAGASAKI, JAPAN
RNAV (GNSS) Rwy 14

BRIEFING STRIP

*D-ATIS 126.85	*NAGASAKI Approach (R) 119.17 121.02	*NAGASAKI Tower 118.5 126.2 122.7	*Ground 121.6
RNAV	Final Apch Crs 145°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 290' (276')
Apt Elev 8' Rwy 14'			TAA 25 NM IAF
MISSED APCH: Direct to ETARI, turn RIGHT direct to KOHNO and hold at 3000'. Contact Nagasaki APP. Using OLE VOR: Climb via OLE VOR R-143 to ETARI, turn RIGHT direct to OLE VOR, then via OLE VOR R-302 to KOHNO and hold at 3000'. Contact Nagasaki APP.			
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. Radar service required. 2. GNSS required. 3. DME/DME not authorized. 4. Baro-VNAV not authorized below -5°C (23°F).			



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at RW14										

1 STRAIGHT-IN LANDING RWY 14				1 CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 290' (276')		MDA(H) 290' (282')			
ALS out		ALS out		Max Kts	MDA(H)
A	CMV 1000m	CMV 1000m	CMV 1500m	90	620' (612') - 1600m
B	CMV 1100m	CMV 1100m	CMV 1500m	120	
C	CMV 1200m	CMV 1200m	CMV 1600m	140	620' (612') - 2400m
D	CMV 1400m	CMV 1400m	CMV 1800m	165	890' (882') - 3200m

1 Missed apch climb gradient mim 3.0%. Minima with missed apch climb gradient 2.5% are not established.

RJFU/NGS
NAGASAKI

7 OCT 16

Eff 12 Oct 1500Z

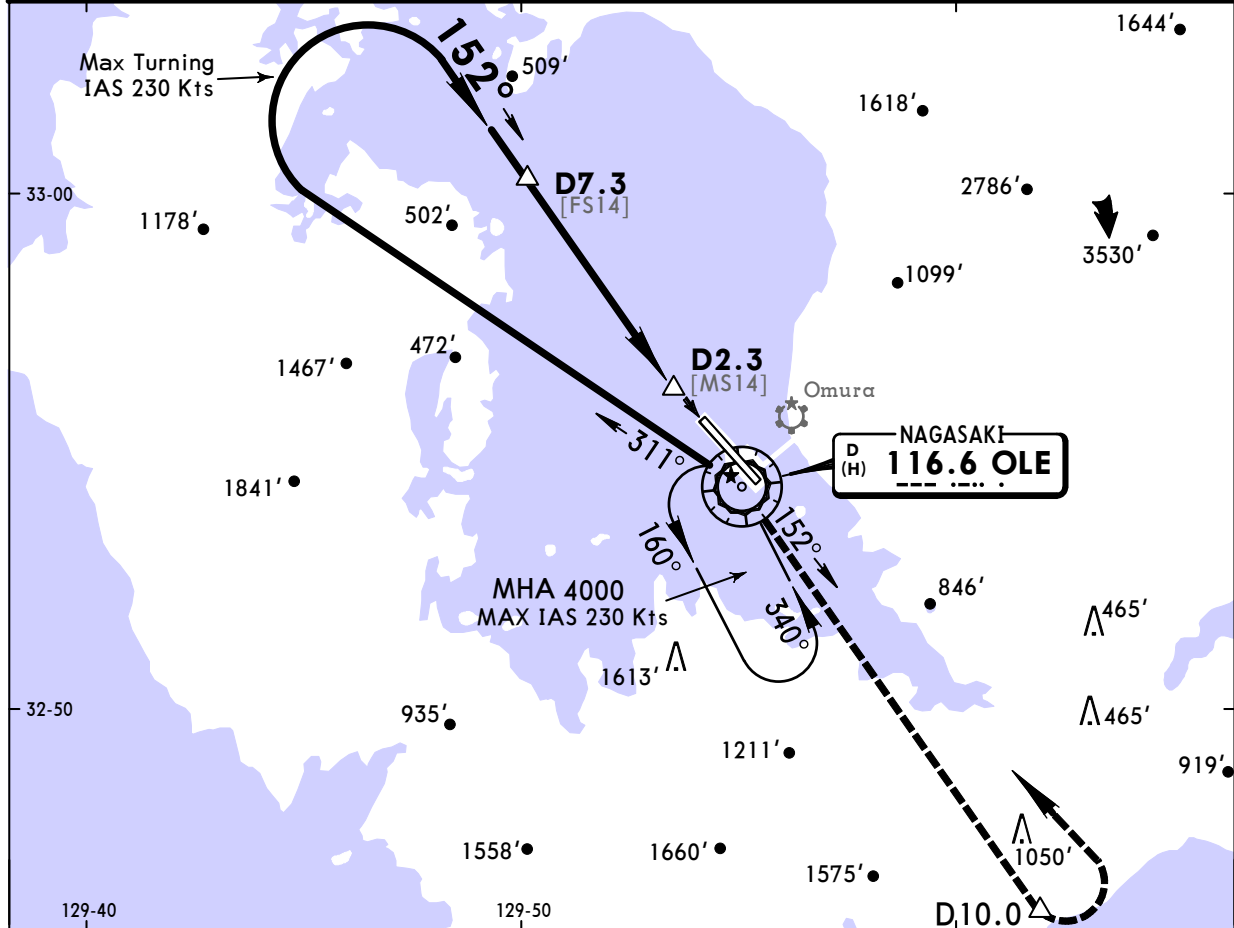
(13-1)

MISSED APCH CLIMB
GRADIENT MIM 3.0%

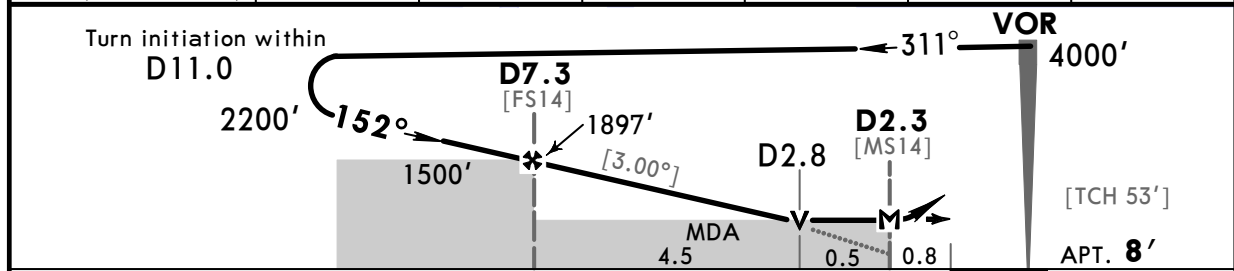
NAGASAKI, JAPAN
VOR Rwy 14

BRIEFING STRIP

*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6
VOR OLE 116.6	Final Apch Crs 152°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 490' (482')
		Apt Elev 8' Rwy 14 14'	
MISSED APCH: Climb to 4000' outbound via OLE VOR R-152 to D10.0 OLE, turn LEFT, direct to OLE VOR and hold. Contact Nagasaki APP.			
Alt Set: IN (hPa on req)		Trans level: FL 140	Trans alt: 14000'
1. DME required.		2. Timing not authorized for defining the MAP.	
			MSA OLE VOR



NM to OLE	FAF	7.0	6.0	5.0	4.0	3.0
ALT (3.0° APCH Path)	1897'	1814'	1496'	1178'	859'	541'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D2.3						

1 STRAIGHT-IN LANDING RWY 14			1 CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.0%			Missed apch climb gradient mim 3.0%		
MDA(H) 490' (482')			MDA(H)		
ALS out			Max Kts		
A	CMV 1400m	CMV 1500m	90	620'(612') - 1600m	
B	CMV 1500m		120		
C	CMV 1600m	CMV 2000m	140	620'(612') - 2400m	
D	CMV 1800m		165	890'(882') - 3200m	

1 Minima with missed apch climb gradient 2.5% are not established.

CHANGES: OLE VOR full time.

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RJFU/NGS
NAGASAKI

9 DEC 11

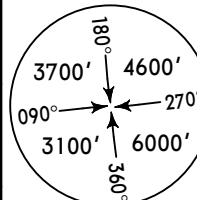
Eff 14 Dec 1500Z

(13-2)

JEPPesen

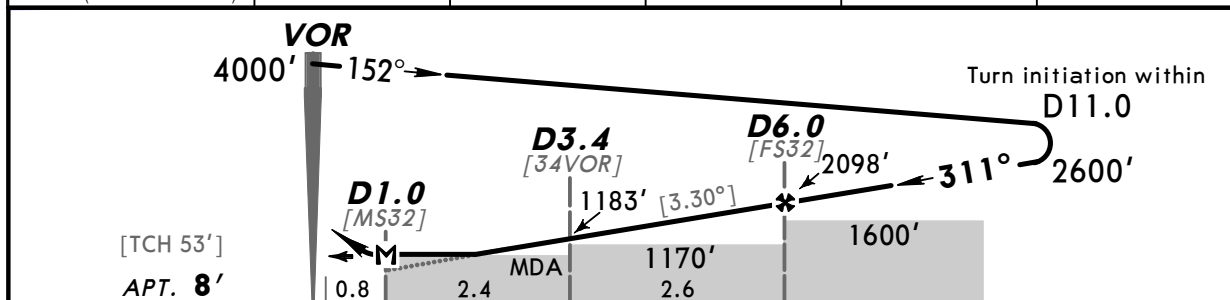
NAGASAKI, JAPAN
VOR Rwy 32

BRIEFING STRIP

*D-ATIS		*NAGASAKI Approach (R)		*NAGASAKI Tower		*Ground	
126.85		119.17 121.02		118.5 126.2 122.7		121.6	
VOR OLE *116.6	Final Apch Crs 311°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 570' (562')	Apt Elev 8' Rwy 32 15'		 MSA OLE VOR	
MISSED APCH: Climb to 4000' via OLE VOR R-311 outbound to D6.4 OLE, turn RIGHT direct to OLE VOR and hold. Contact Nagasaki APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. DME required. 2. PAPI and descent angles not coincident. 3. Timing not authorized for defining the MAP.							



NM to OLE	2.0	3.0	4.0	5.0	FAF
ALT (3.3° APCH Path)	697'	1047'	1397'	1748'	2098'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	4000' via *116.6 R-311	OLE *116.6 R-311	D6.4
Descent Angle [3.30°]	409	526	584	701	817	934				
MAP at D1.0										

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
MDA(H) 570' (562')				MDA(H)			
ALS out				Max Kts			
A	RVR 1000m	RVR 1500m		90	620'(612')-1600m		
B	RVR 1200m			120			
C	RVR 1200m			140	620'(612')-2400m		
D	RVR 1600m	CMV 2000m		165	890'(882')-3200m		

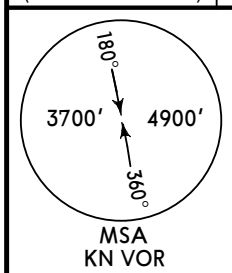
UHHW/VVO
KNEVICH

JEPPESEN
15 APR 16 **10-2** Eff 28 Apr

VLADIVOSTOK, RUSSIA

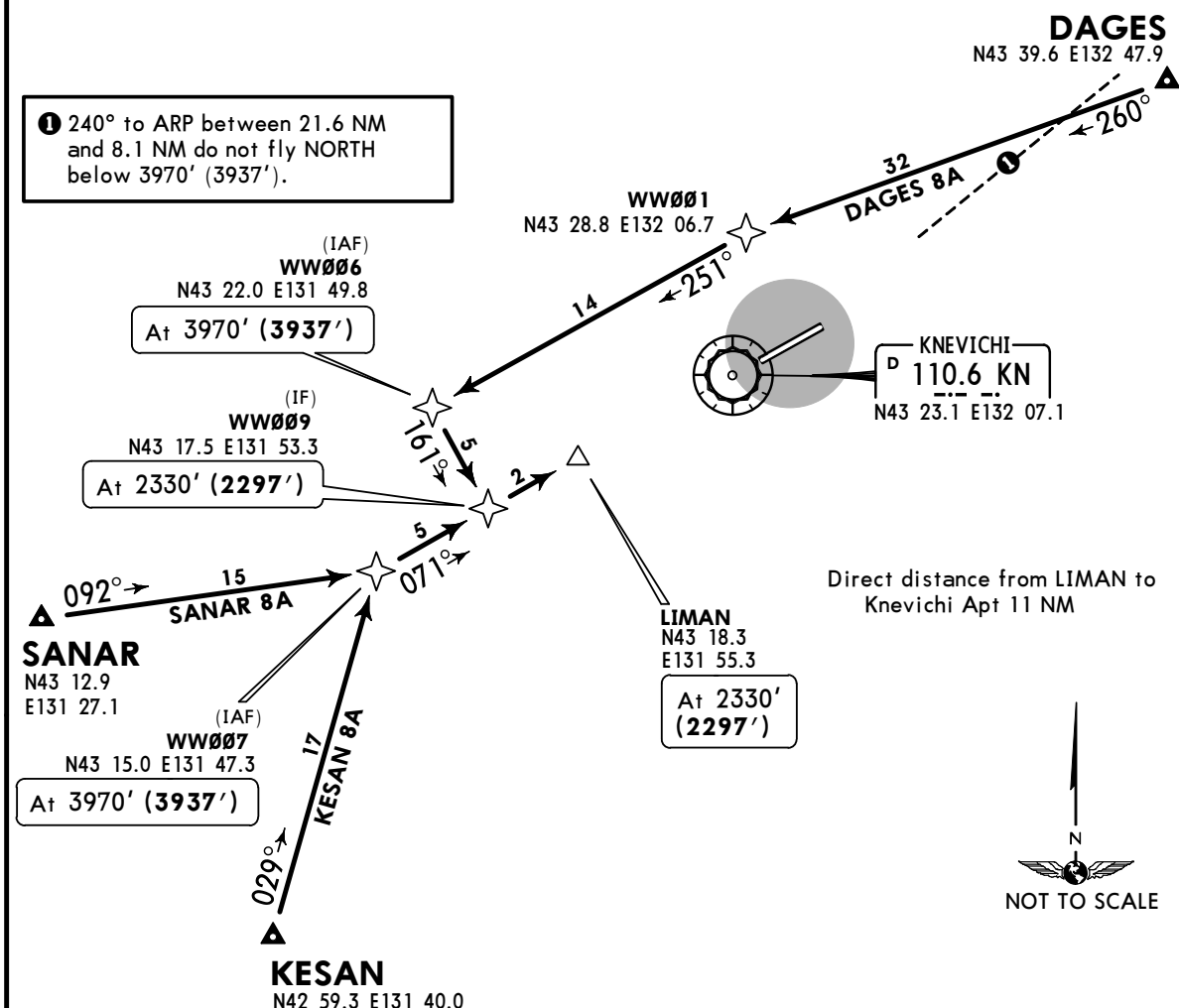
RNAV STAR

ATIS 127.8 (Russian 125.1)	Apt Elev 59'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans alt: 5970' (5937') Crossing altitudes at airway exit points are as directed by ATC.
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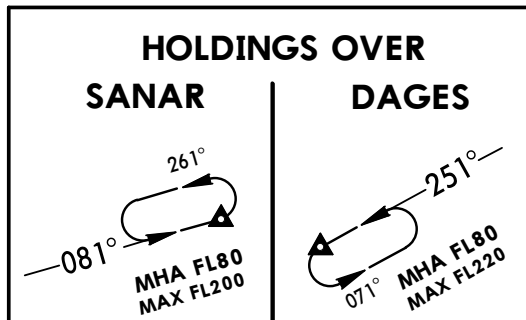


DAGES 8A [DAGE8A]
KESAN 8A [KESA8A]
SANAR 8A [SANA8A]
RWY 07R RNAV ARRIVALS
RNAV (GNSS)

① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 3970' (3937').



ALT/HEIGHT CONVERSION
QNH (QFE)
5970' (5937' - 1800m)
3970' (3937' - 1200m)
2330' (2297' - 700m)



STAR	ROUTING
DAGES 8A	DAGES - WW001 - WW006 (3970') - WW009 (2330') - LIMAN (2330').
KESAN 8A	KESAN - WW007 (3970') - WW009 (2330') - LIMAN (2330').
SANAR 8A	SANAR - WW007 (3970') - WW009 (2330') - LIMAN (2330').

UHHW/VVO
KNEVICH

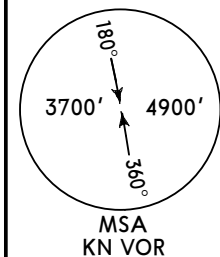
JEPPesen
15 APR 16 **(10-2A)** Eff 28 Apr

VLADIVOSTOK, RUSSIA

RNAV STAR

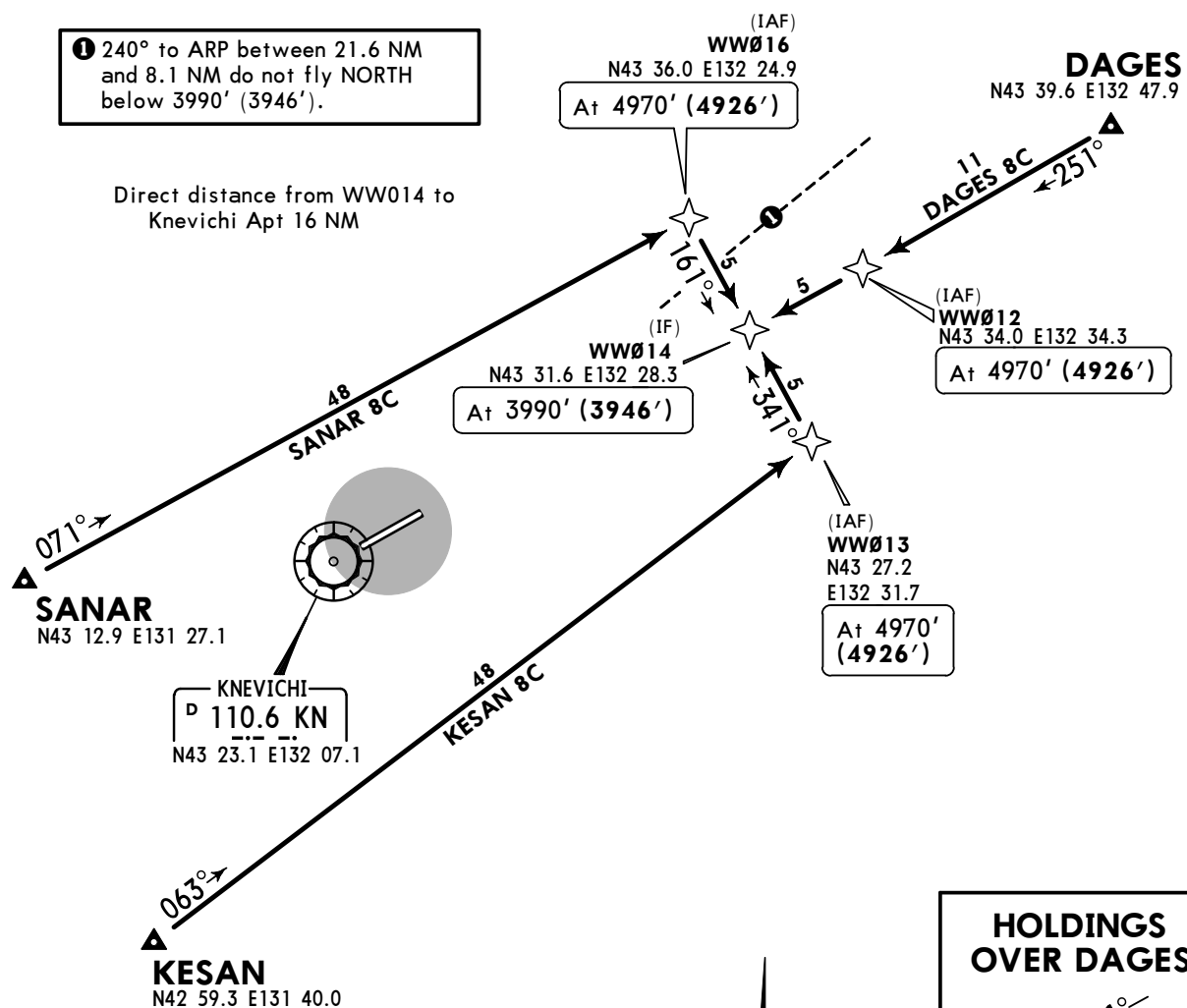
ATIS 127.8 (Russian 125.1)	Apt Elev 59'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans alt: 5970' (5926') Crossing altitudes at airway exit points are as directed by ATC.
---	------------------------	--

DAGES 8C [DAGE8C]
KESAN 8C [KESA8C]
SANAR 8C [SANA8C]
RWY 25L RNAV ARRIVALS
RNAV (GNSS)

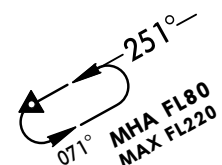


① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 3990' (3946').

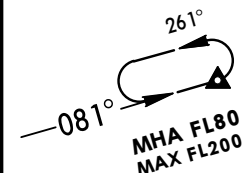
Direct distance from WW014 to Knevichi Apt 16 NM



HOLDINGS OVER DAGES



SANAR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5926' - 1800m)
4970'	(4926' - 1500m)
3990'	(3946' - 1200m)

STAR	ROUTING
DAGES 8C	DAGES - WW012 (4970') - WW014 (3990').
KESAN 8C	KESAN - WW013 (4970') - WW014 (3990').
SANAR 8C	SANAR - WW016 (4970') - WW014 (3990').

UHWV/VVO
KNEVICH

JEPPESEN
15 APR 16 (10-2B) Ef

VLADIVOSTOK, RUSSIA

STAR

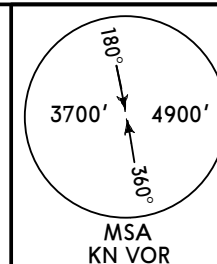
ATIS
127.8
(Russian 125.1)

Apt Elev
59'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL80 Trans alt: 5970' (**5926'**)

(QFE)

DAGES 2A [DAGE2A]
KESAN 2A [KESA2A]
SANAR 2A [SANA2A]
RWY 25L ARRIVALS



① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 3990' (3946').

D18.8 KN
N43 35.9
E132 26.0
(KN R-057)

D18.6 KN
N43 37.5 E132 23.1
(KN R-049)

At 5970'
(5926')

D20.0 KN
N43 35.0
E132 29.1
(KN R-063)

DAGES

N43 39.6 E132 47.9
(KN R-071/D34.0)

Between
FL200 & FL80

At 4970' (4926')

D18.6 KN
5 E132 23.1
(KN R-049)

Diagram illustrating a 180-degree turn. A curved arrow indicates a turn from a heading of 251° to 071°. The text "DAGES 2A" is written below the turn, and "MHA FL80" and "MAX FL200" are written below the turn.

D17.7 KN
N43 31.6 E132 28.3
(KN R-071)

At 3990' (**3946'**)

KNEVICH
D 110.6 KN
N43 23.1 E132 07.1

SANAR

N43 12.9 E131 27.1
(KN R-261/D30.9)

Between
FL190 & FL90

34
080° → SANAR 2A

KESAN

N42 59.3 E131 40.0

**Between
FL210 & FL90**

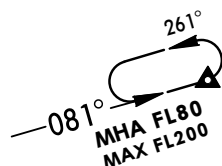
Intercept final at
3990' (**3946'**)

368 LN
N43 24.5 E132 10.7

At FL80



HOLDING OVER SANAR



ALT/HEIGHT CONVERSION

QNH (QFE)

5970' (5926' - 1800m)

4970' (4926' - 1500m)

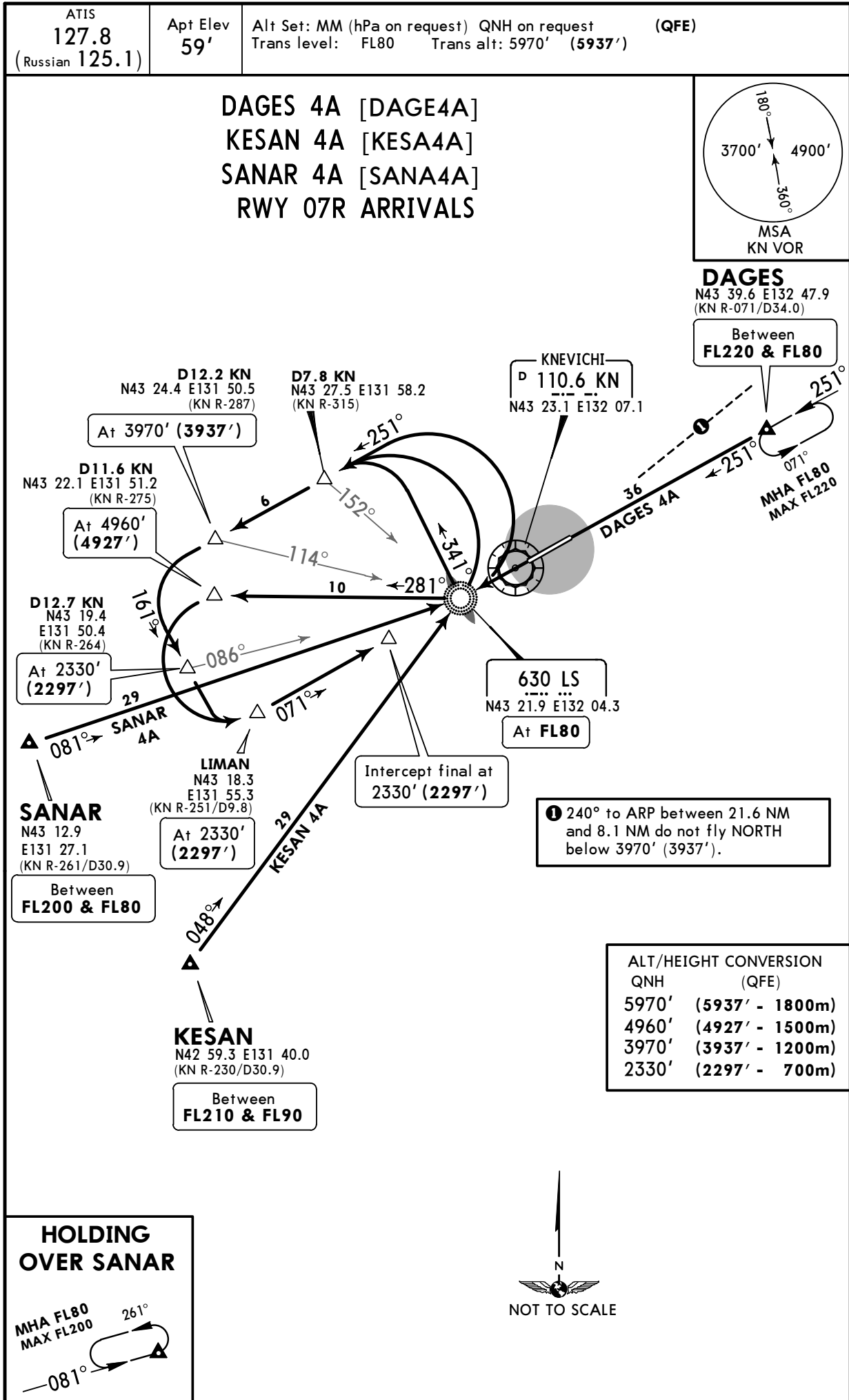
3990' (3946' - 1200m)

UHWV/VVO
KNEVICH

JEPPesen
15 APR 16 **(10-2C)** **Eff 28 Apr**

VLADIVOSTOK, RUSSIA

STAR



UHWV/VVO
KNEVICH

JEPPESEN
15 APR 16 **(10-2D)** Eff 28 Apr

VLADIVOSTOK, RUSSIA

RADAR STAR

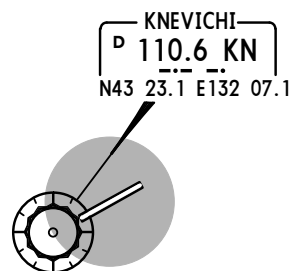
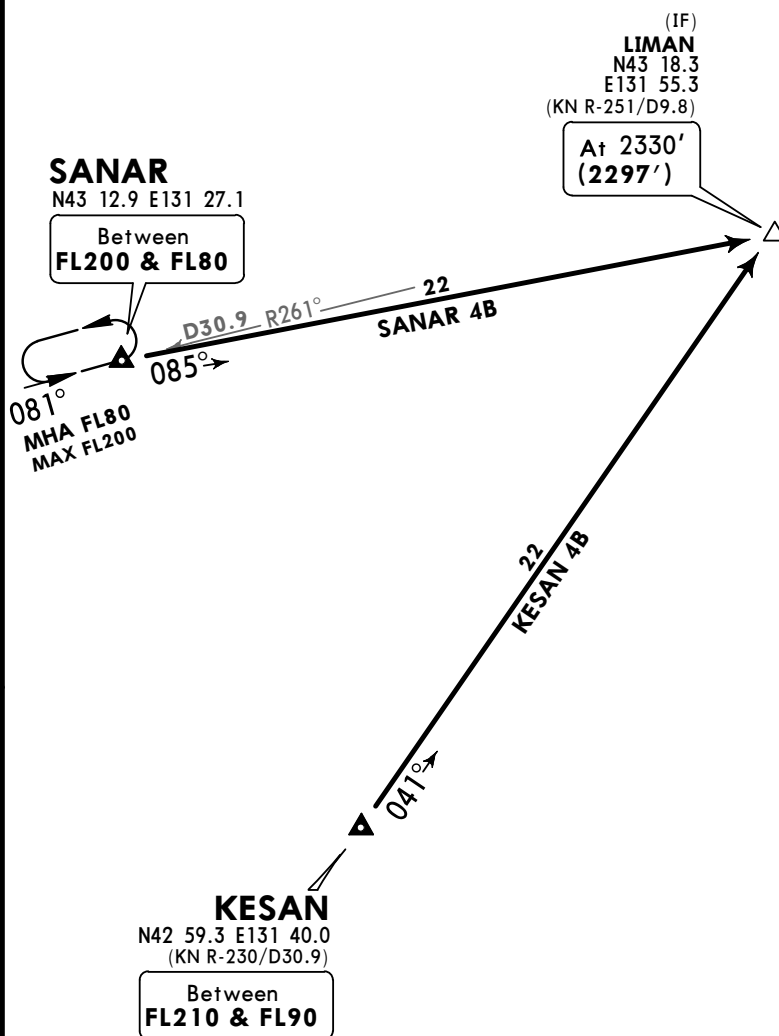
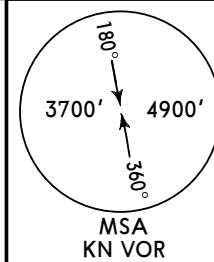
ATIS
127.8
(Russian 125.1)

Apt Elev
59'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL80 Trans alt: 5970' (**5937'**)

(QFE)

KESAN 4B [KESA4B]
SANAR 4B [SANA4B]
RWY 07R RADAR ARRIVALS



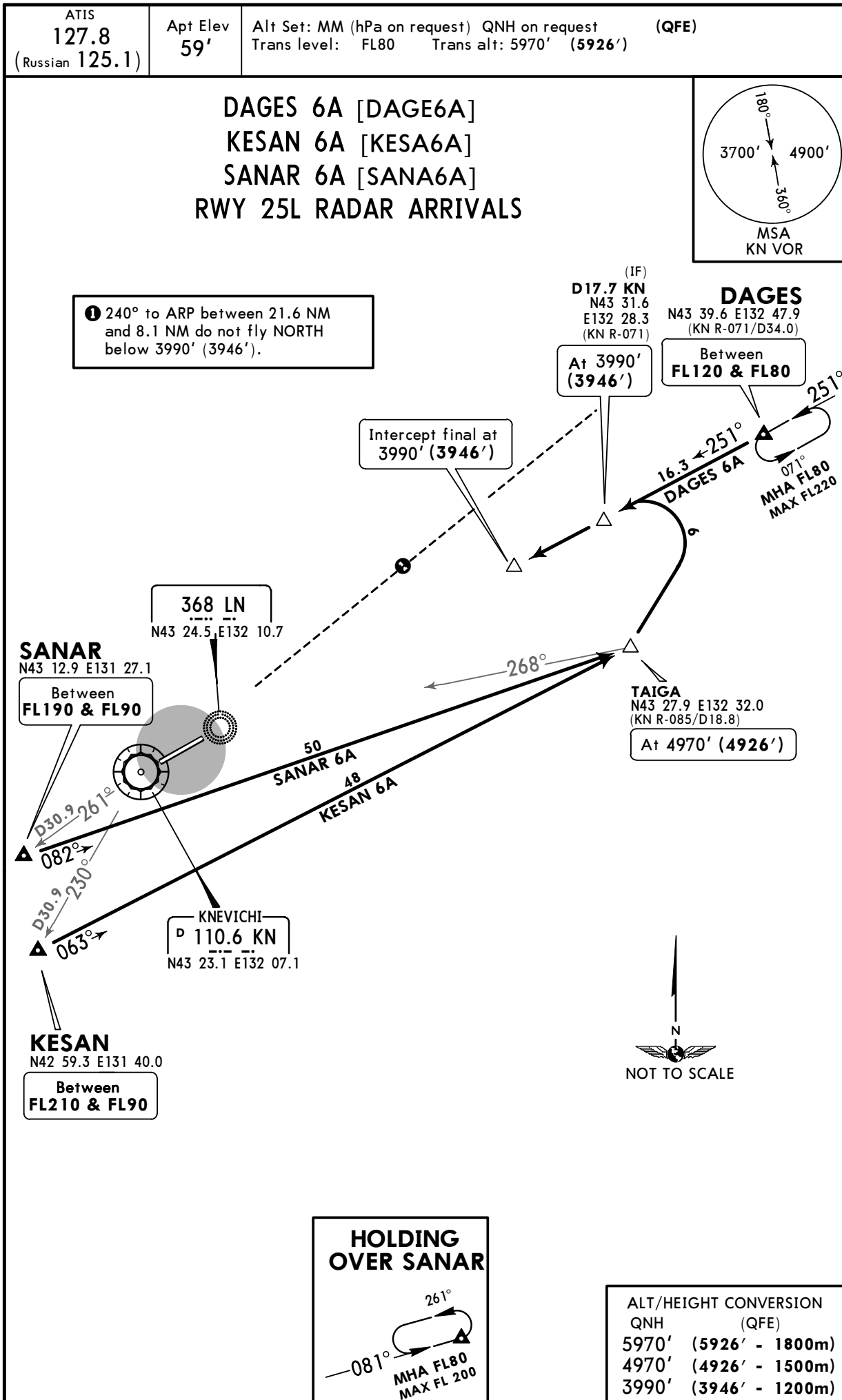
ALT/HEIGHT CONVERSION
QNH (QFE)
5970' (5937' - 1800m)
2330' (2297' - 700m)

UHWV/VVO
KNEVICH

JEPPESSEN
15 APR 16 **10-2E** Eff 28 Apr

VLADIVOSTOK, RUSSIA

RADAR STAR



UHHW/VVO
KNEVICH

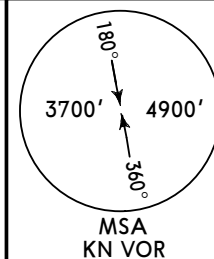
JEPPesen
15 APR 16 **(10-2F)** Eff 28 Apr

VLADIVOSTOK, RUSSIA

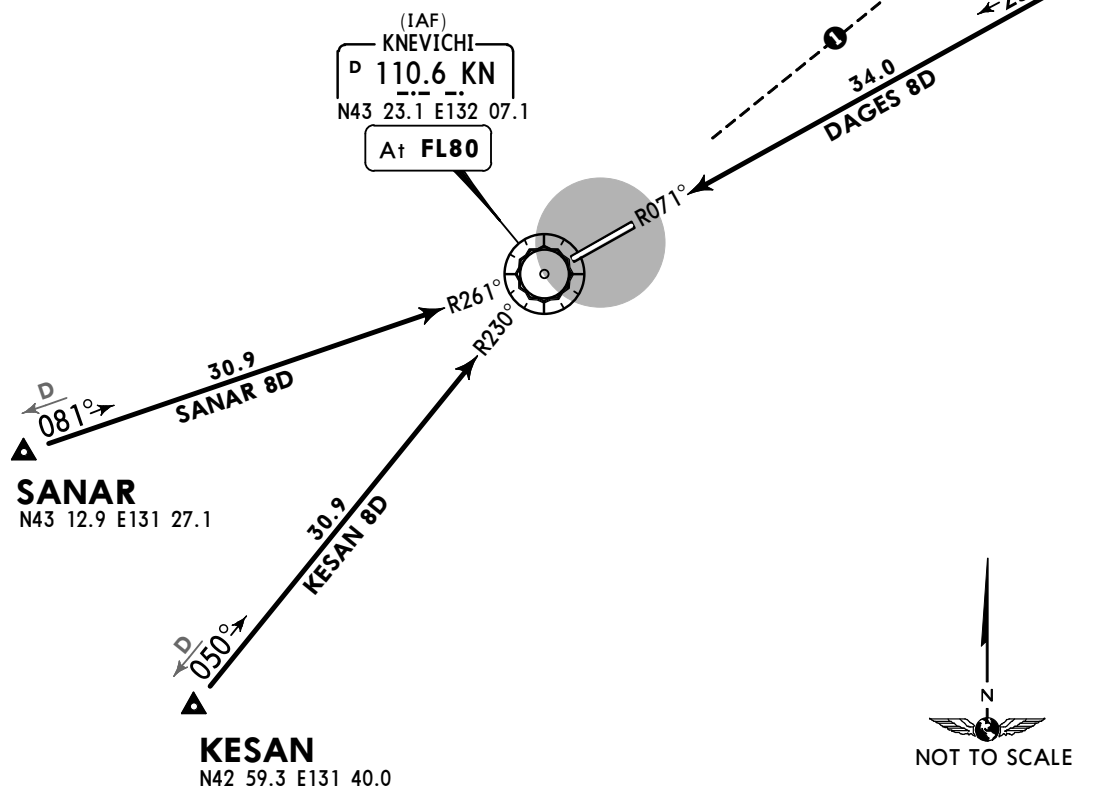
STAR

<p>ATIS 127.8 (Russian 125.1)</p>	<p>Apt Elev 59'</p>	<p>Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans alt: 5970' (5911') Crossing altitudes at airway exit points are as directed by ATC.</p>
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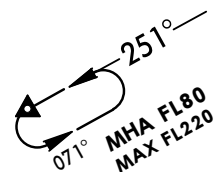
DAGES 8D [DAGE8D]
KESAN 8D [KESA8D]
SANAR 8D [SANA8D]
RWYS 07R, 25L ARRIVALS
(VORDME)



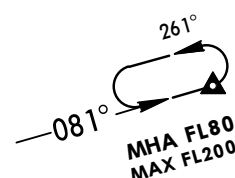
① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 4000' (3941').



HOLDINGS OVER DAGES



SANAR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5911' - 1800m)
4000'	(3941' - 1200m)

UHHW/VVO
KNEVICH

15 APR 16

10-3

Eff 28 Apr

VLADIVOSTOK, RUSSIA

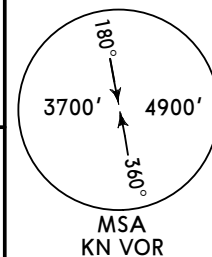
SID

Apt Elev
59'

QNH on request (QFE)

Trans level: FL80 Trans alt: 5970' (5926')

Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 1
DOLMA 1A [DOLM1A]
PERAS 1, SANAR 1
VATIS 1
RWY 25L DEPARTURES

DOLMA
N43 48.4 E132 38.0
(KN R-051/D33.9)

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3990' (3946').

At or above
2020' (1976')
but not before 6.5 NM
from THR RWY 07R

KNEVICH
D 110.6 KN
N43 23.1 E132 07.1

PERAS
N43 23.5
E132 53.3

SANAR
N43 12.9 E131 27.1
(KN R-261/D30.9)

VATIS
N42 51.7 E132 08.9

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2020'	(1976' - 600m)
3990'	(3946' - 1200m)
5970'	(5926' - 1800m)

UHWV/VVO
KNEVICH

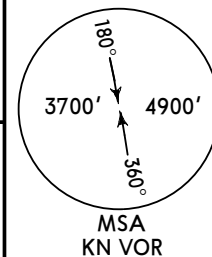
JEPPESEN
15 APR 16 **(10-3A)** **Eff 28 Apr**

VLADIVOSTOK, RUSSIA

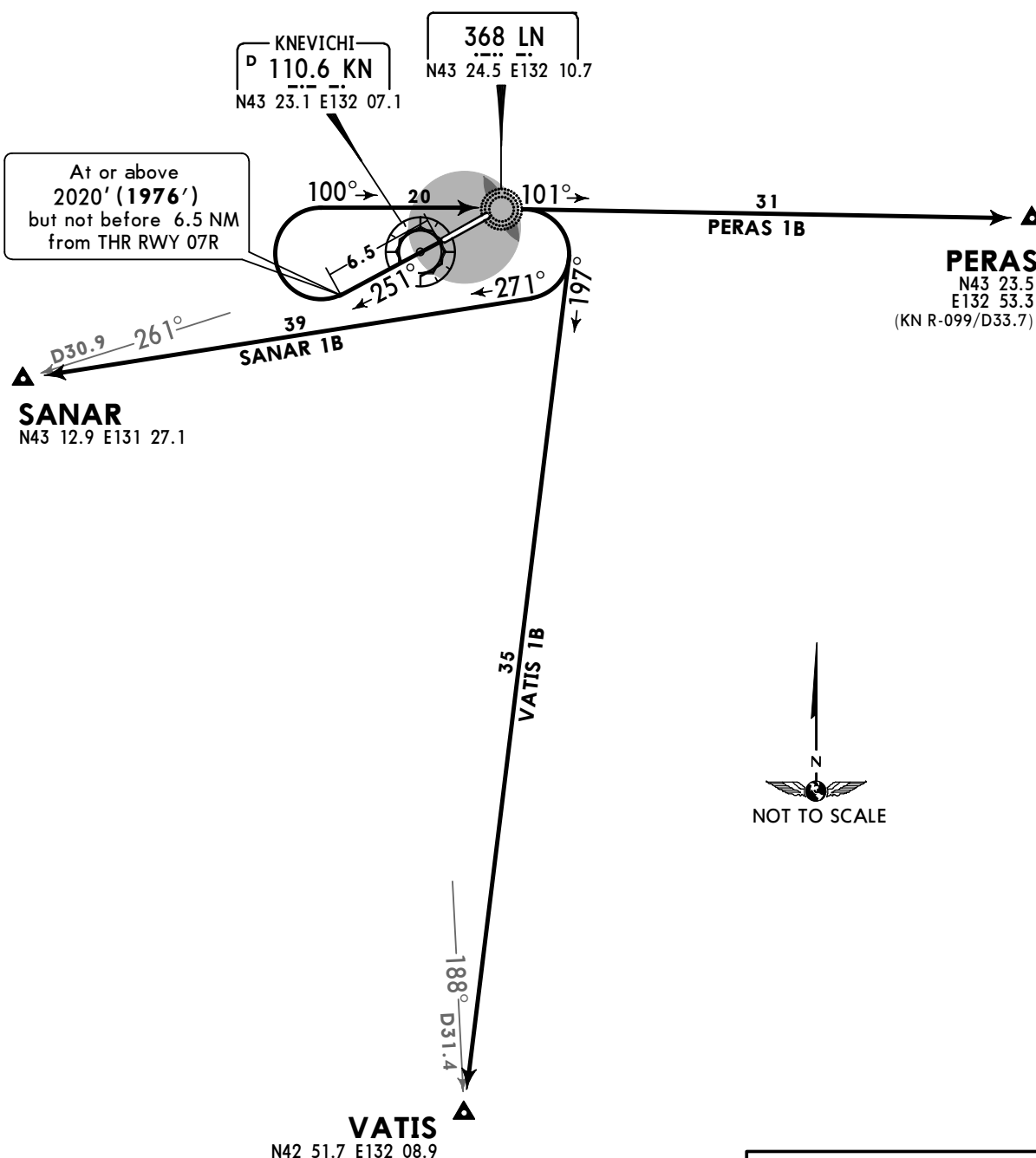
SID

Apt Elev
59'

QNH on request (QFE)
Trans level: FL80 Trans alt: 5970' (5926')
Crossing altitudes at airway entry points are as directed by ATC.



PERAS 1B [PERA1B]
SANAR 1B [SANA1B]
VATIS 1B [VATI1B]
RWY 25L DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2020'	(1976' - 600m)
5970'	(5926' - 1800m)

UHHW/VVO
KNEVICH

15 APR 16

(10-3B)

Eff 28 Apr

VLADIVOSTOK, RUSSIA

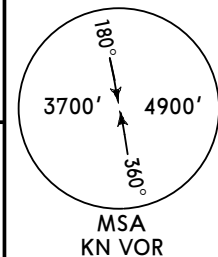
SID

Apt Elev
59'

QNH on request (QFE)

Trans level: FL80 Trans alt: 5970' (5937')

Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 3

PERAS 3, PERAS 3A [PERA3A]

SANAR 3, SANAR 3A [SANA3A]

VATIS 3, VATIS 3A [VATI3A]

RWY 07R DEPARTURES

DOLMA
N43 48.4 E132 38.0
(KN R-051/D33.9)



PERAS 3,
SANAR 3, VATIS 3

Turn at or above
2010' (1977')
but not before 6.5 NM
from THR RWY 25L

At or above
3320' (3287')
but not before 10.8 NM
from THR RWY 25L

KNEVICH
D 110.6 KN
N43 23.1 E132 07.1

630 LS
N43 21.9 E132 04.3

SANAR
N43 12.9 E131 27.1
(KN R-261/D30.9)

PERAS
N43 23.5
E132 53.3
(KN R-099/D33.7)

VATIS
N42 51.7 E132 08.9
(KN R-188/D31.4)

① 060° from ARP between 8.1 NM
and 21.6 NM do not fly NORTH
below 3970 (3937').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2010'	(1977' - 600m)
3320'	(3287' - 1000m)
3970'	(3937' - 1200m)
5970'	(5937' - 1800m)

UHHW/VVO
KNEVICH

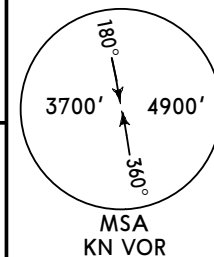
JEPPesen
15 APR 16 **(10-3C)** **Eff 28 Apr**

VLADIVOSTOK, RUSSIA

SID

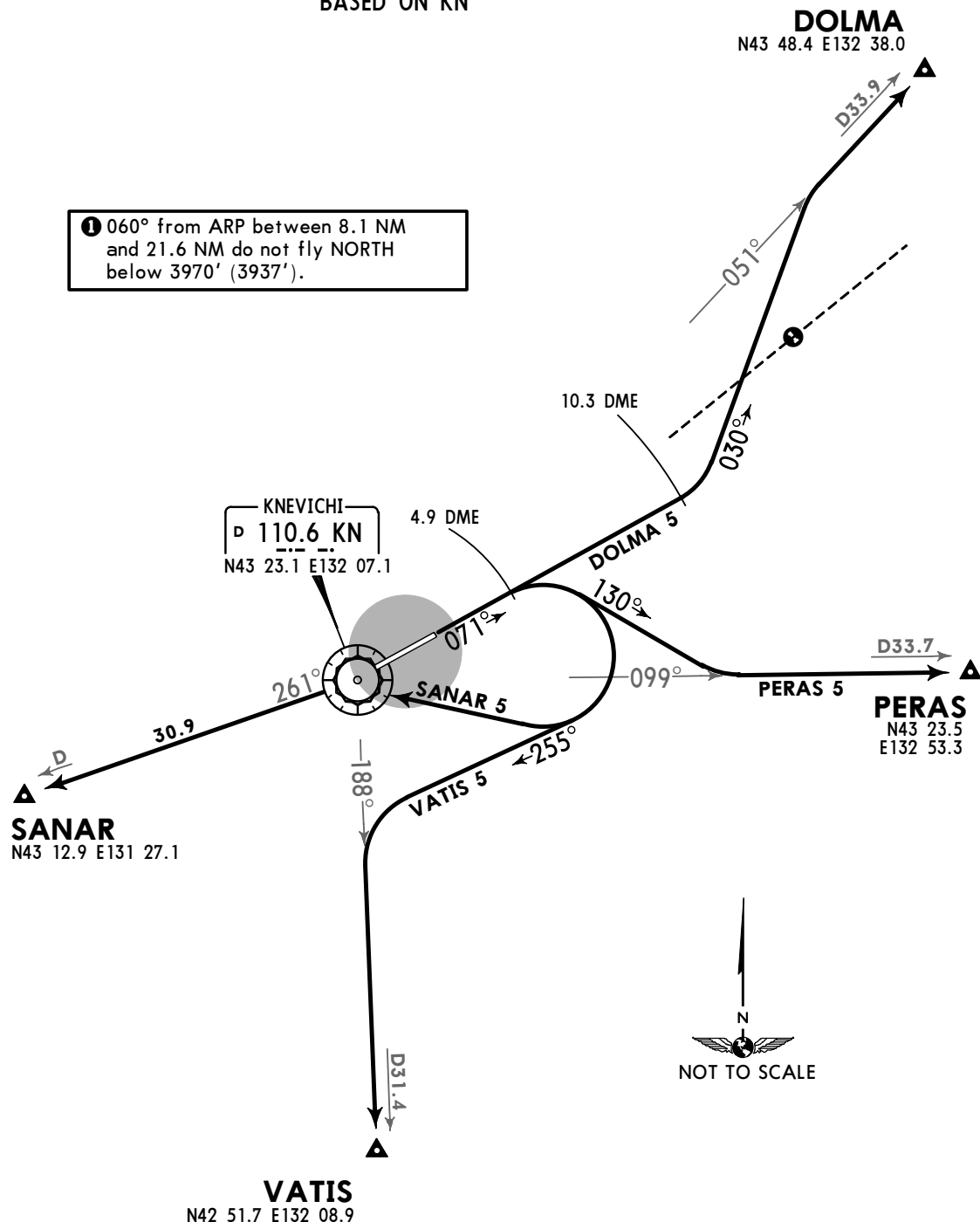
Apt Elev
59'

QNH on request (QFE)
Trans level: FL80 Trans alt: 5970' (5937')
Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 5
PERAS 5
SANAR 5
VATIS 5
RWY 07R DEPARTURES
BASED ON KN

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3970' (3937').



ALT/HEIGHT CONVERSION
QNH (QFE)
3970' (3937' - 1200m)
5970' (5937' - 1800m)

UHHW/VVO
KNEVICH

15 APR 16



JEPPESEN

(10-3D)

Eff 28 Apr

VLADIVOSTOK, RUSSIA

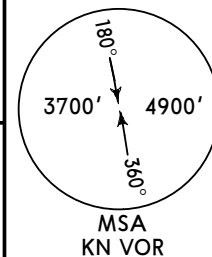
SID

Apt Elev
59'

QNH on request (QFE)

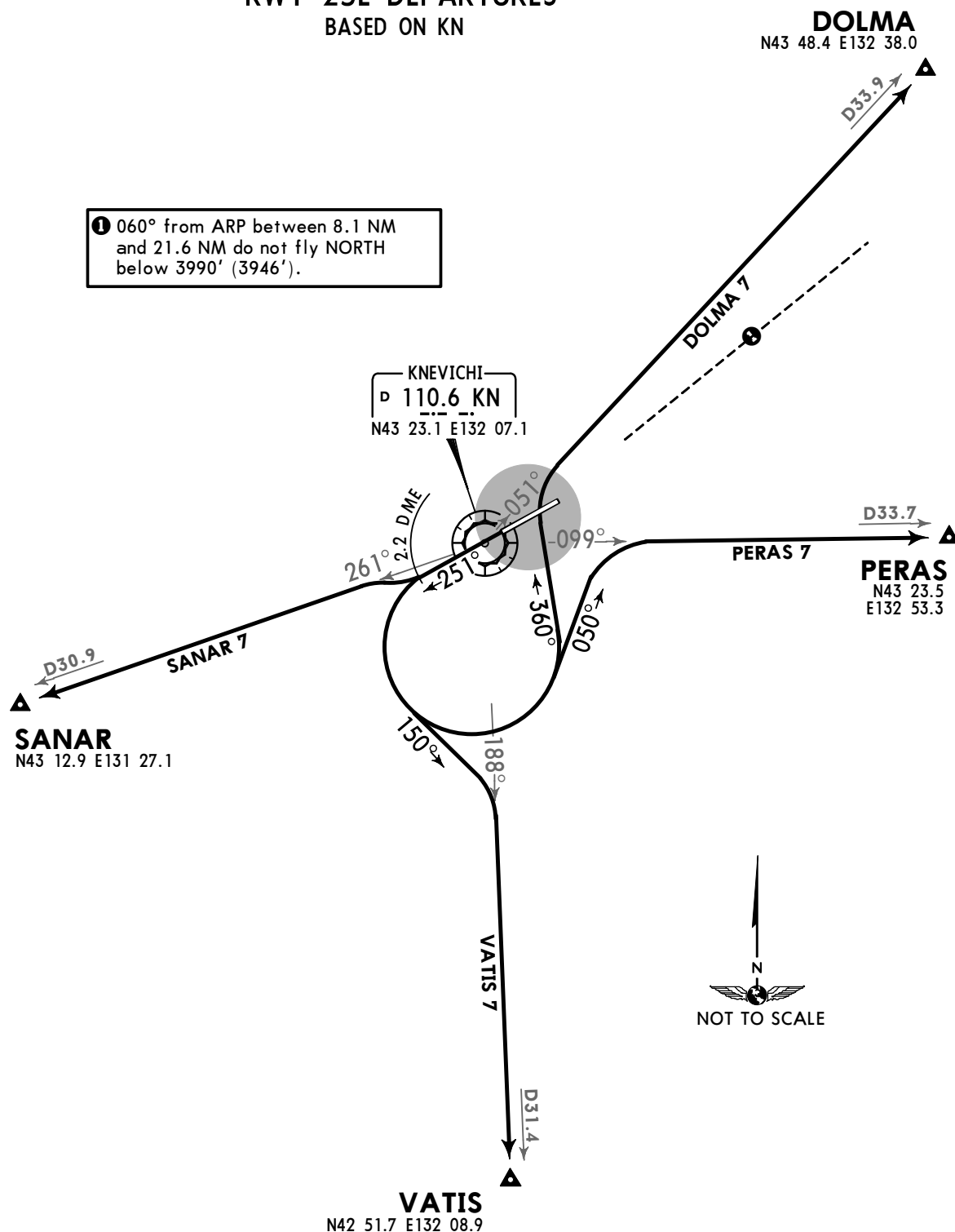
Trans level: FL80 Trans alt: 5970' (5926')

Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 7
PERAS 7
SANAR 7
VATIS 7
RWY 25L DEPARTURES
BASED ON KN

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3990' (3946').



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990'	(3946' - 1200m)
5970'	(5926' - 1800m)

UHWW/VVO
KNEVICH **JEPPESEN**
17 JUN 16 **10-4****VLADIVOSTOK, RUSSIA**
NOISE**NOISE ABATEMENT****ARRIVALS**

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT.

In case of extreme weather conditions such as considerable wind speed, cumulo-nimbus clouds etc. in the arrival and approach sectors, the pilot-in-command may deviate from noise abatement procedures if deemed necessary for safety reasons.

Noise abatement procedures shall also not be carried out when

- there is ice, slush, water, mud, rubber, oil etc. on the RWY and the friction coefficient is 0.4 or less,
- ceiling is less than 120m or VIS is less than 1800m,
- crosswind component on RWY (including gusts) exceeds 7m/sec,
- tailwind component on RWY exceeds 2.5m/sec,
- wind shear is forecasted or reported or if unfavourable weather conditions are expected (e.g. thunderstorms) that may influence approach and landing.

During instrument as well as visual approach flying below ILS GP is not allowed.

No noise abatement procedure shall prescribe to exceed the indicated air speed of descent.

Displacement of THR shall not be used as a noise abatement measure.

Air-Ground communication shall be reduced to a minimum in order not to distract the crew's attention while carrying out noise abatement procedures.

Landing with tailwind component is allowed according to the Aeroplane Flight Manual.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT.

They shall not be carried out

- at the expense of flight safety,
- in case of one of the engines fails during the take-off phase.

Take-off with tailwind component shall be allowed according to the Aeroplane Flight Manual.

Change of course after take-off permitted only after reaching 720' (661' - 200m), turn shall be carried out with 25° bank or with angular turn rate 3°/sec.

Minimum speed during established climb shall not be less than $V_2 + 10$ KT or not be less than that prescribed by the Aeroplane Flight Manual if it has greater value.

Maintaining minimum indicated air speed of climb is not required if it leads to exceeding the minimum admissible angle of attack.

The reduction of power shall not be carried out until

- reaching 1050' (991' - 300m),
- established standard power mode enables ACFT with MAX MTOM to maintain a minimum climb gradient of 4% at a rate as stated in above speed regulations,
- take-off path provides overflying of all obstacles located under flight path with sufficient clearance both when all engines are operating normally and with taking into account possible engine failure and time period necessary for development of full power by remaining engines.

Special take-off procedures

The crews shall apply either NADP 1 or 2 of ICAO Doc 8168, Vol I, Part V, Chapter 3, and the pilot-in-command may use any of them for reaching necessary effect.

UHWV/VVO

Apt Elev **59'**
N43 23.9 E132 08.9

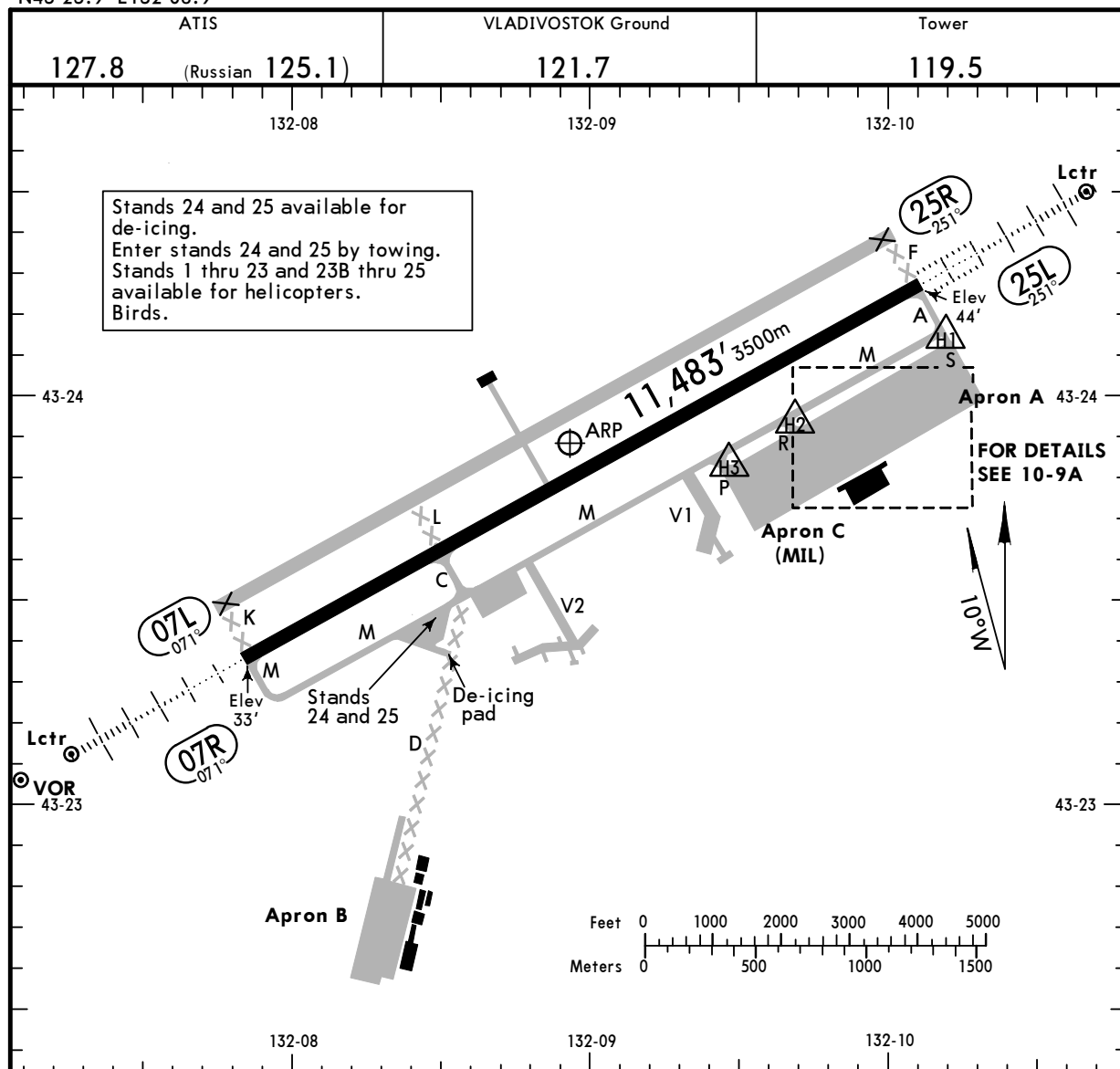
17 MAR 17

10-9

Eff 30 Mar

VLADIVOSTOK, RUSSIA

KNEVICH I



ADDITIONAL RUNWAY INFORMATION									
1	2	3	4	5	6	7	8	9	10

					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
RWY					Threshold	Glide Slope		
07R	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°)		10,450' 3185m	1	197'
25L	HIRL (60m)	CL (15m)	HIALS-II	TDZ PAPI-L (3.0°)		10,511' 3204m		60m

1 TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head	11,483' (3500m)
twy C int	8202' (2500m)

TAKE-OFF

AIR CARRIER (JAA)

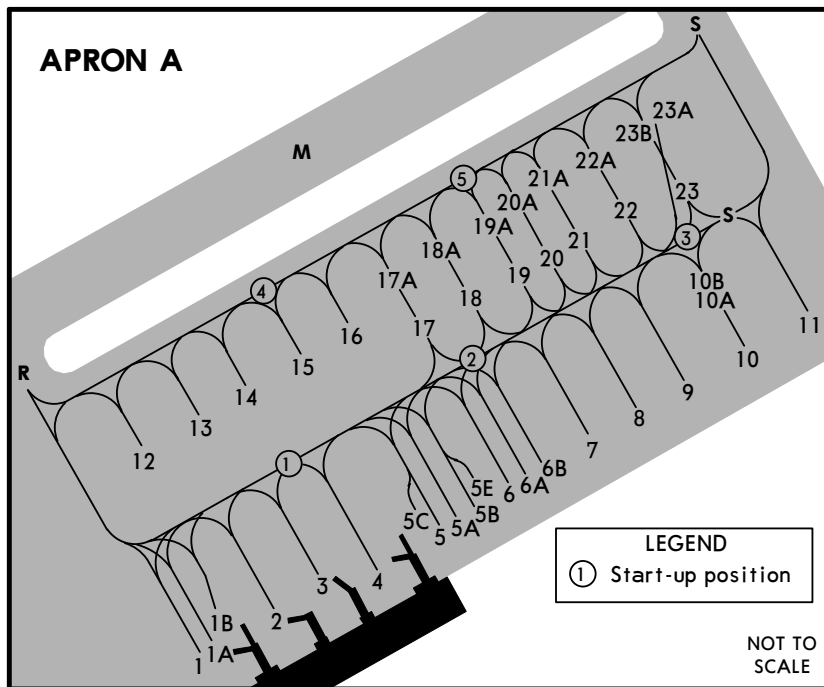
All Rwys

LVP must be in force

		RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A				
B		200m	250m	400m
C				
D		250m	300m	

CHANGES: Note.

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UHHW/VVO**JEPPESEN**
17 MAR 17 **10-9A** **Eff 30 Mar****VLADIVOSTOK, RUSSIA****KNEVICH I**

Exit stands 1 thru 4, 5 thru 5B and 6 thru 11 by towing.
 Stands 22 thru 23B are available for de-icing.
 Air taxiing shall be carried out after Follow-me car only.

LOW VISIBILITY PROCEDURE (LVP)

Taxiing of ACFT under low visibility conditions shall be carried out after the Follow-me car.
 Escorting by Follow-me car shall be in the following cases:

- when RVR is less than 550m;
- when it is difficult to determinate taxi guideline on Twy and the apron due to presence of precipitation such as snow, slush, etc.

Escorting of aircraft by a Follow-me car shall be provided:

- for departure from the moment of taxiing out of the stand/start-up area to the runway-holding position on the taxiway;
- after landing: from the moment of vacating ILS critical area on the taxiway to the stand on the apron.

It is PROHIBITED to cross the runway holding position line (ILS critical area) without TWR controller's permission, when the (red) stop bar lights are switched on.

During LVP take-off without stopping at line-up position after taxiing onto runway is prohibited.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 1B	N43 23.8 E132 09.8	17 thru 18A	N43 24.0 E132 10.0
2 thru 4	N43 23.8 E132 09.9	19	N43 24.0 E132 10.1
5 thru 6	N43 23.9 E132 10.0	19A	N43 24.0 E132 10.0
6A thru 8	N43 23.9 E132 10.1	20 thru 22	N43 24.0 E132 10.1
9	N43 23.9 E132 10.2	22A	N43 24.1 E132 10.1
10 thru 10B	N43 24.0 E132 10.2	23 thru 23B	N43 24.1 E132 10.2
11	N43 24.0 E132 10.3	24	N43 23.4 E132 08.4
12, 13	N43 23.9 E132 09.8	25	N43 23.4 E132 08.5
14, 15	N43 23.9 E132 09.9		
16	N43 24.0 E132 09.9		

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STRAIGHT-IN RWY		A	B	C	D
07R	ILS	233' (200')	233' (200')	233' (200')	233' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	470' (437')	470' (437')	470' (437')	470' (437')
		R1300m	R1300m	R1300m	R1300m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB ❷	420' (387')	420' (387')	420' (387')	420' (387')
		R1100m	R1100m	R1100m	R1100m
25L	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	LS NDB ❶❷	460' (427')	460' (427')	460' (427')	460' (427')
		R1300m	R1300m	R1300m	R1300m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	LS NDB ❸	1350' (1317')	1350' (1317')	1350' (1317')	1350' (1317')
		C5000m	C5000m	C5000m	C5000m
	CAT 2 ILS	143' (100')	143' (100')	143' (100')	143' (100')
		RA115'R300m	RA115'R300m	RA115'R300m	RA115'R300m
	ILS	243' (200')	243' (200')	243' (200')	243' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	450' (407')	450' (407')	450' (407')	450' (407')
		R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
	NDB ❶❷	1810' (1767')	1810' (1767')	1810' (1767')	1810' (1767')
		C5000m	C5000m	C5000m	C5000m
	NDB ❸	2280' (2237')	2280' (2237')	2280' (2237')	2280' (2237')
		C5000m	C5000m	C5000m	C5000m

❶ Continuous Descent Final Approach.

❷ with FAF.

❸ w/o FAF.

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Standard
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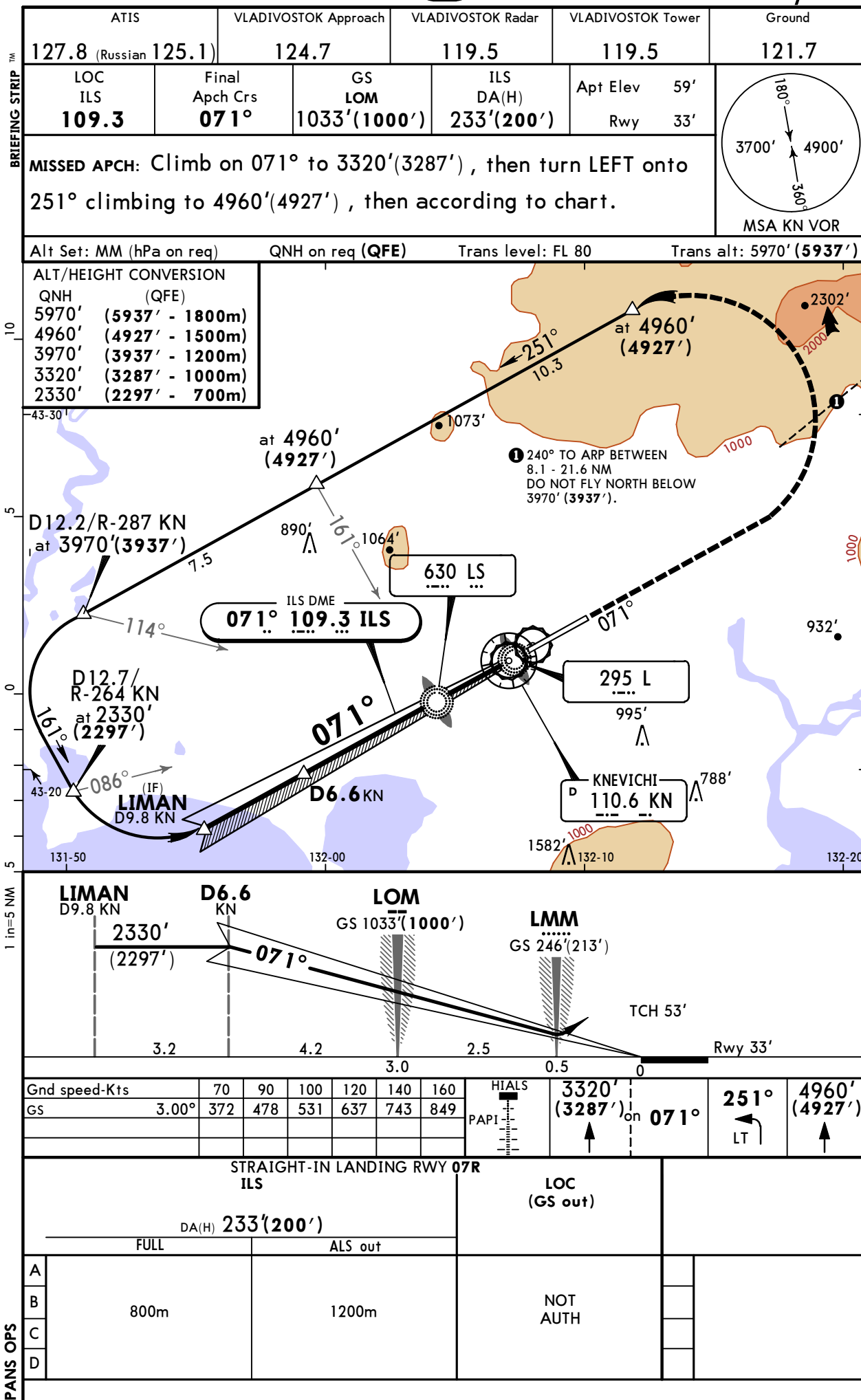
TAKE-OFF RWY 07R, 25L

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

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JEPPesen
15 APR 16 **11-1** Eff 28 Apr

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ILS Rwy 07R



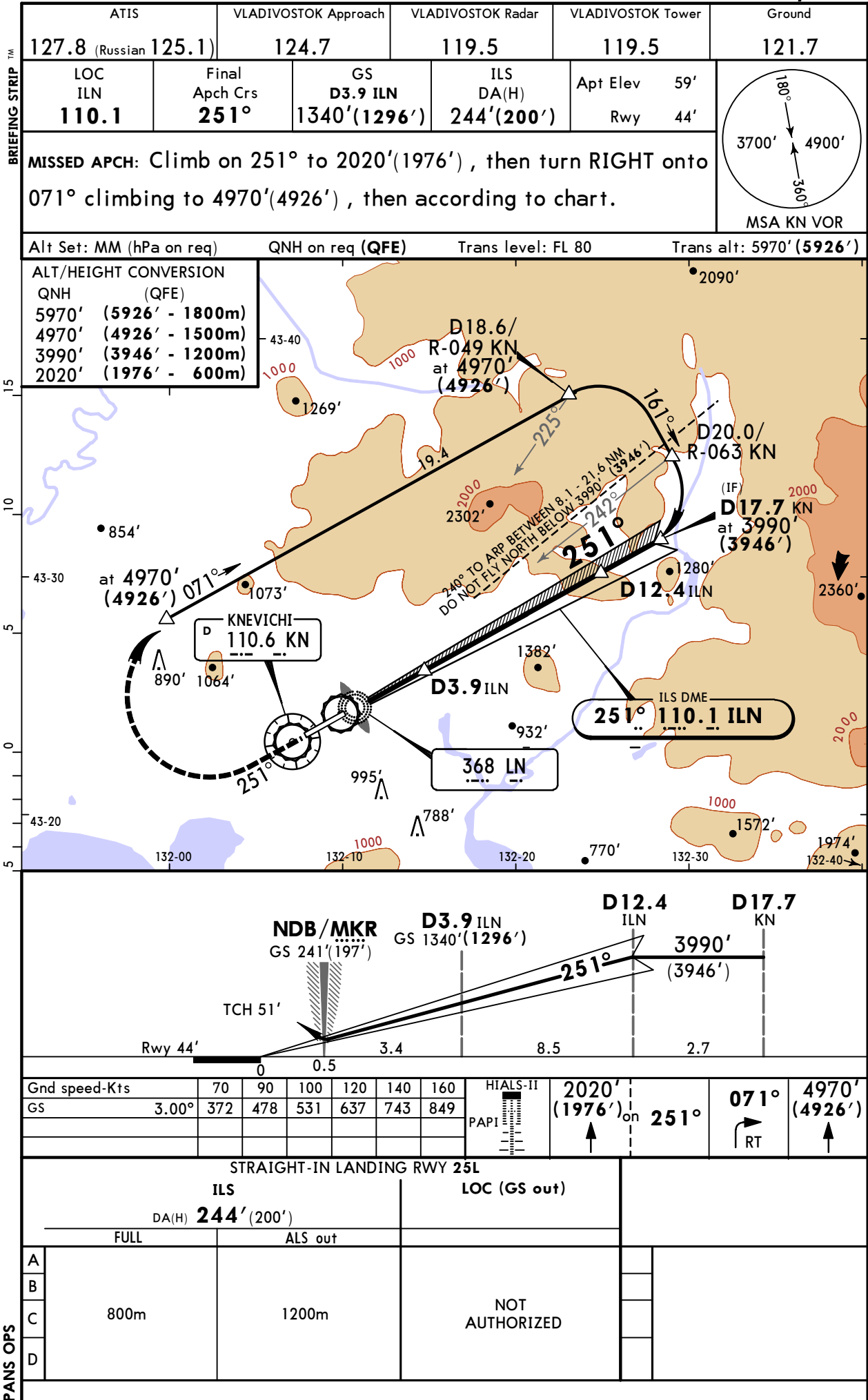
UHHW/VVO
KNEVICH

15 APR 16

11-2

Eff 28 Apr

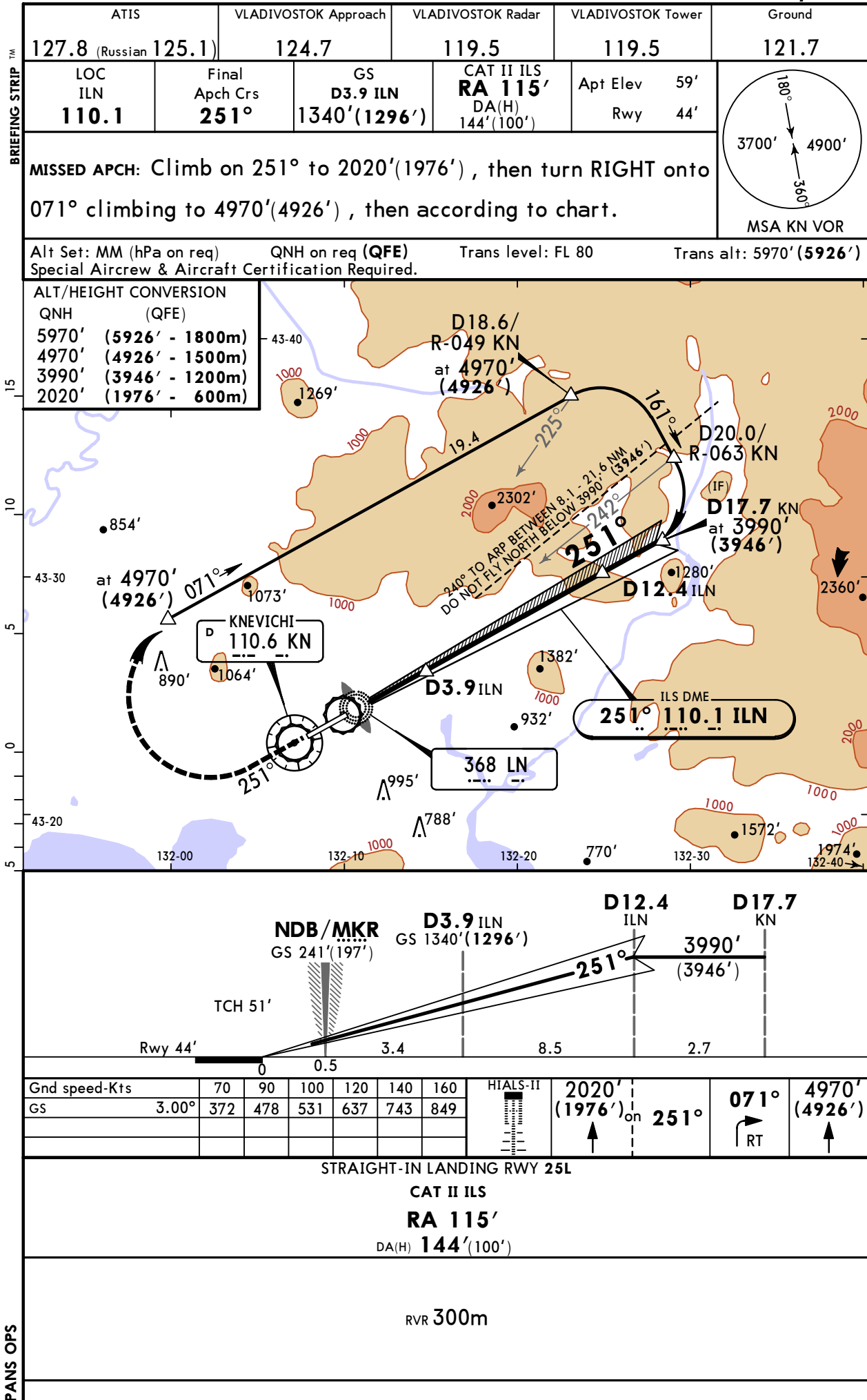
VLADIVOSTOK, RUSSIA
ILS DME Rwy 25L



UHHW/VVO
KNEVICH

JEPPesen
15 APR 16
Eff 28 Apr (11-2A)

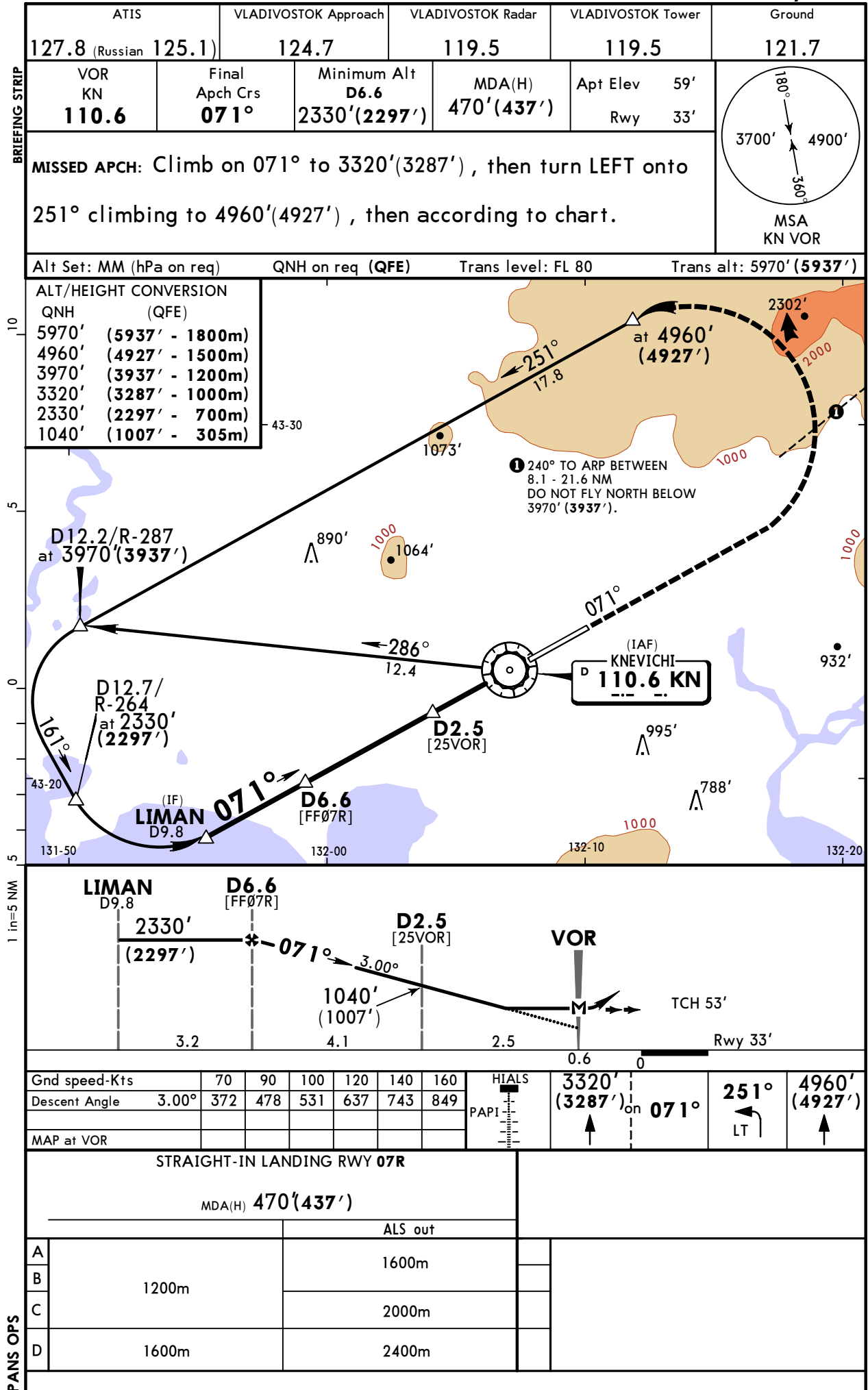
VLADIVOSTOK, RUSSIA
CAT II ILS DME Rwy 25L



UHHW/VVO
KNEVICH

JEPPesen
15 APR 16 **(13-1)** Eff 28 Apr

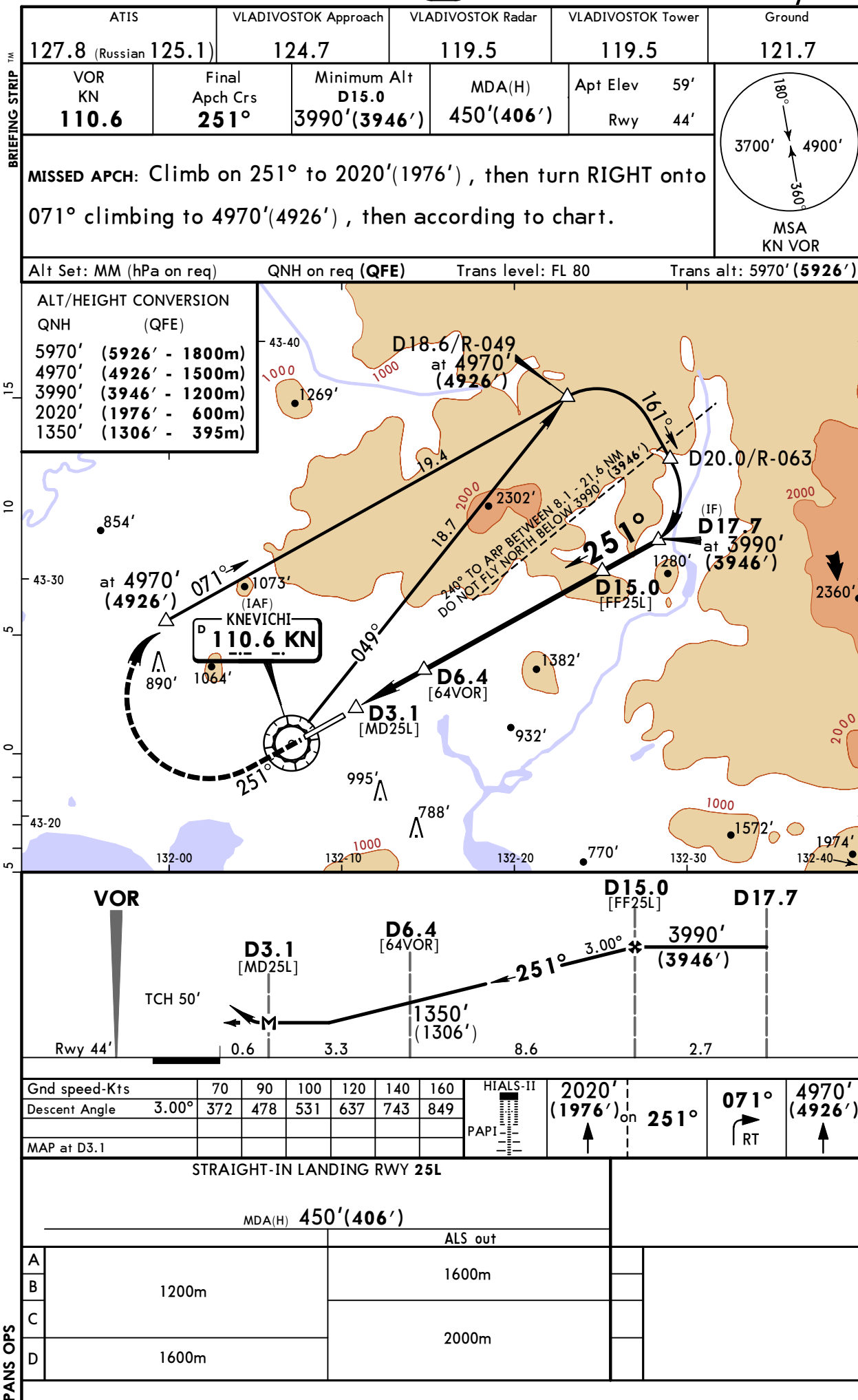
VLADIVOSTOK, RUSSIA
VOR DME Rwy 07R



UHHW/VVO
KNEVICH

JEPPesen
15 APR 16 **(13-2)** Eff 28 Apr

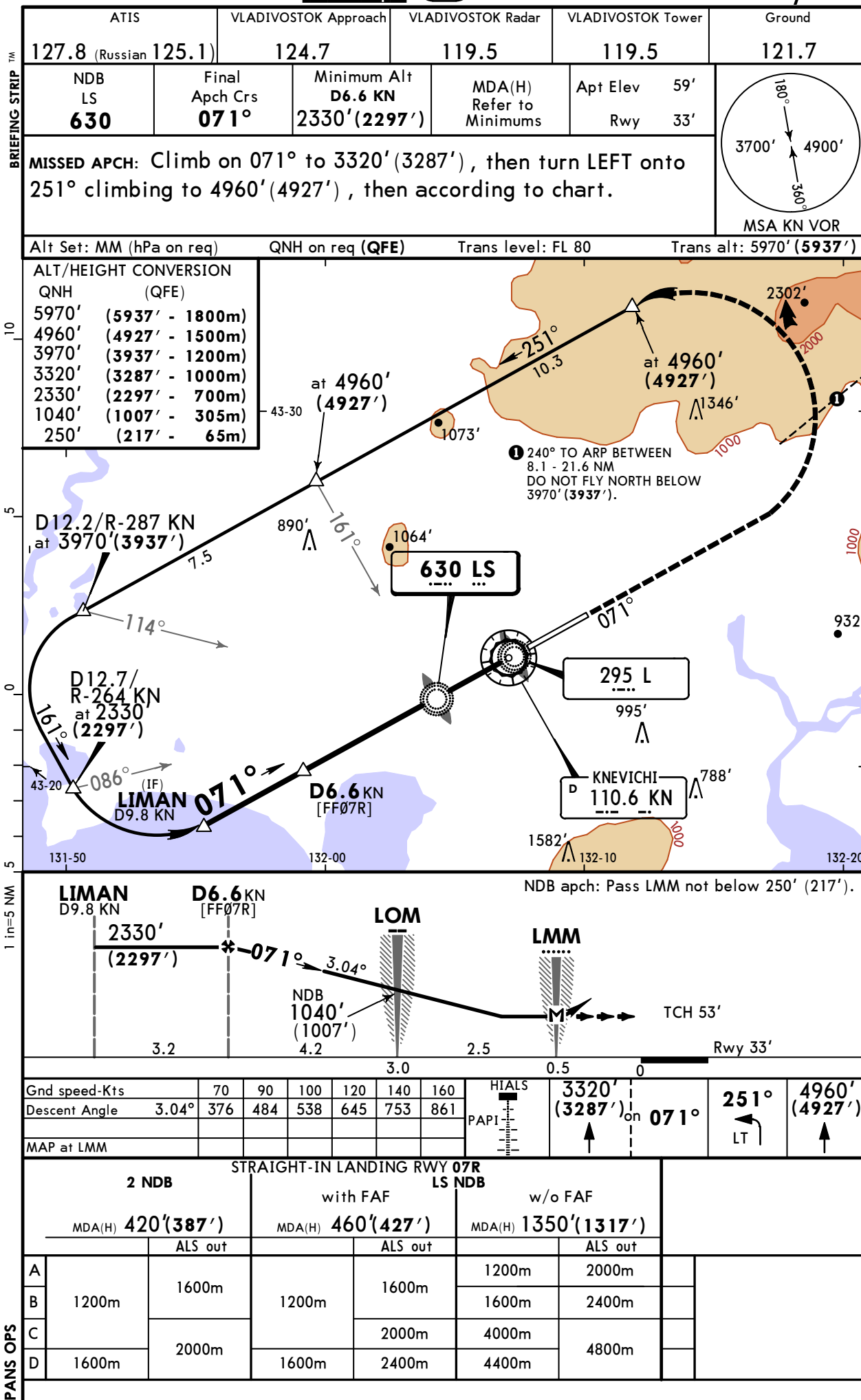
VLADIVOSTOK, RUSSIA
VOR DME Rwy 25L



UHHW/VVO
KNEVICH

JEPPesen
15 APR 16
Eff 28 Apr **(16-1)**

VLADIVOSTOK, RUSSIA
2 NDB or NDB Rwy 07R



UHHW/VVO
KNEVICH

JEPPesen
15 APR 16 **16-2** Eff 28 Apr

VLADIVOSTOK, RUSSIA
NDB Rwy 25L

