

16-AUG-2018

KOJ-RJFK

1-10

AOI

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** 2200-1300**Airport Information****RFF:** CAT 9**Fuel:** 2330-0800**PCN:** RWY 16/34: 83/F/B/X/T**Customs:** O/R**Operation****Traffic Note**

Low Level Windshear Alert System (LLWAS) in operation.

TWY Restriction

Wing-tip CLR at TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows.

When B744 HLDG at stop marking on TWY T2 or T6.

Wingspan (WS) of ACFT taxiing on TWY P1-P2 or P5-P6	WS ≤ 21.4m	WS > 21.4m
Wing-tip CLR	6.5m ≤ wing-tip CLR < 15m	Wing-tip CLR < 6.5m

Warnings**HKC DME** unusable between 150°-160° beyond 20NM below 6000ft.**KGE VOR/DME** unusable between R040-R070 beyond 20NM below 8000ft.

Volcano SAKURAJIMA located 3135N/13040E being active.

ARRIVAL**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Communication**COM Failure under Radar Guidance**

If radio COM with Kagoshima APP/RAD are lost for 30s, squawk Mode A/3 Code 7600 and:

- Contact Kagoshima TWR.
- If unable, proceed in accordance with VFR.
- If unable, proceed to KGE VOR/DME at last assigned ALT or 4000ft whichever is higher and execute APCH.

Procedures other than above will be issued when situation requires.

ARRIVAL**Arrival Procedure**

Reverse: Do not use more than idle reverse, if possible.

Critical DME for DME/DME/IRU navigation on RNAV STARs

SIMAZ NORTH

- RNAV Critical DME
 - KBE:** HKE - 3NM to ROKET
 - KGE:** HKC - SIMAZ
- SIMAZ SOUTH
- RNAV Critical DME
 - KBE:** ISKID - 3NM to MAGIL
 - 1NM to MAGIL - SIMAZ
 - KGE:** 1NM to MAGIL - 4NM to ROKET

YUKSA

- RNAV Critical DME
 - MZE:** 2NM to JADDO - JADDO
 - KUE:** 1NM to YUKSA - YUKSA
 - MZE:** 1NM to YUKSA - YUKSA
- OIDON
- RNAV Critical DME
 - KGE:** HKC - 10NM to OIDON
 - KBE:** HKC - 10NM to OIDON
 - HKC:** 7NM to OIDON - OIDON

KINKOH

- RNAV Critical DME
 - JAT:** 10.2NM to IROHA - 5.7NM to IROHA
 - NHT:** 5.6NM to IROHA - 2.4NM to IROHA
 - 2.4NM to ZAIHO - 1.2NM to ZAIHO
 - HKC:** 4.4NM to ZAIHO - 1.3NM to ZAIHO

Noise Abatement Procedures

RWY 16/34: Delayed flap APCH PROC and reduced flap setting PROC.

Non-standard GP Intercept Position RWY 34

GP intercepts RWY 34 at 332m / 1088ft after landing threshold.

Remaining LDG DIST beyond GP is 2668m / 8755ft.

DEPARTURE

Take-off Minima

RWY		34		
Multi ENG A, B, C, D	ft - m/km	0 - 400R/400V	RNAV SID	
All ACFT		c200 - 800R/800V	REDL and or RCLL, wo LGTs HJ only	
RWY		16		
Multi ENG A, B, C, D	ft - m/km	0 - 400V	RNAV SID	
All ACFT		0 - 400V	REDL+RCLL	
		0 - 600V	REDL or RCLL	
		0 - 800V	wo LGTs HJ only	
		c200 - 800V	SID OSUMI: REDL and or RCLL, wo LGTs HJ only	

Speed

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Departure Procedure

Critical DME for DME/DME/IRU navigation on RNAV SIDs

MIDAI

- RNAV Critical DME

HKC: RWY 16: DER - OKATU

RWY 34: DER - KONO

KBE: RWY 16: DER - 9NM to OKATU

RWY 34: DER - 17NM to KONO

HKC: RWY 16: 9NM to OKATU - OKATU

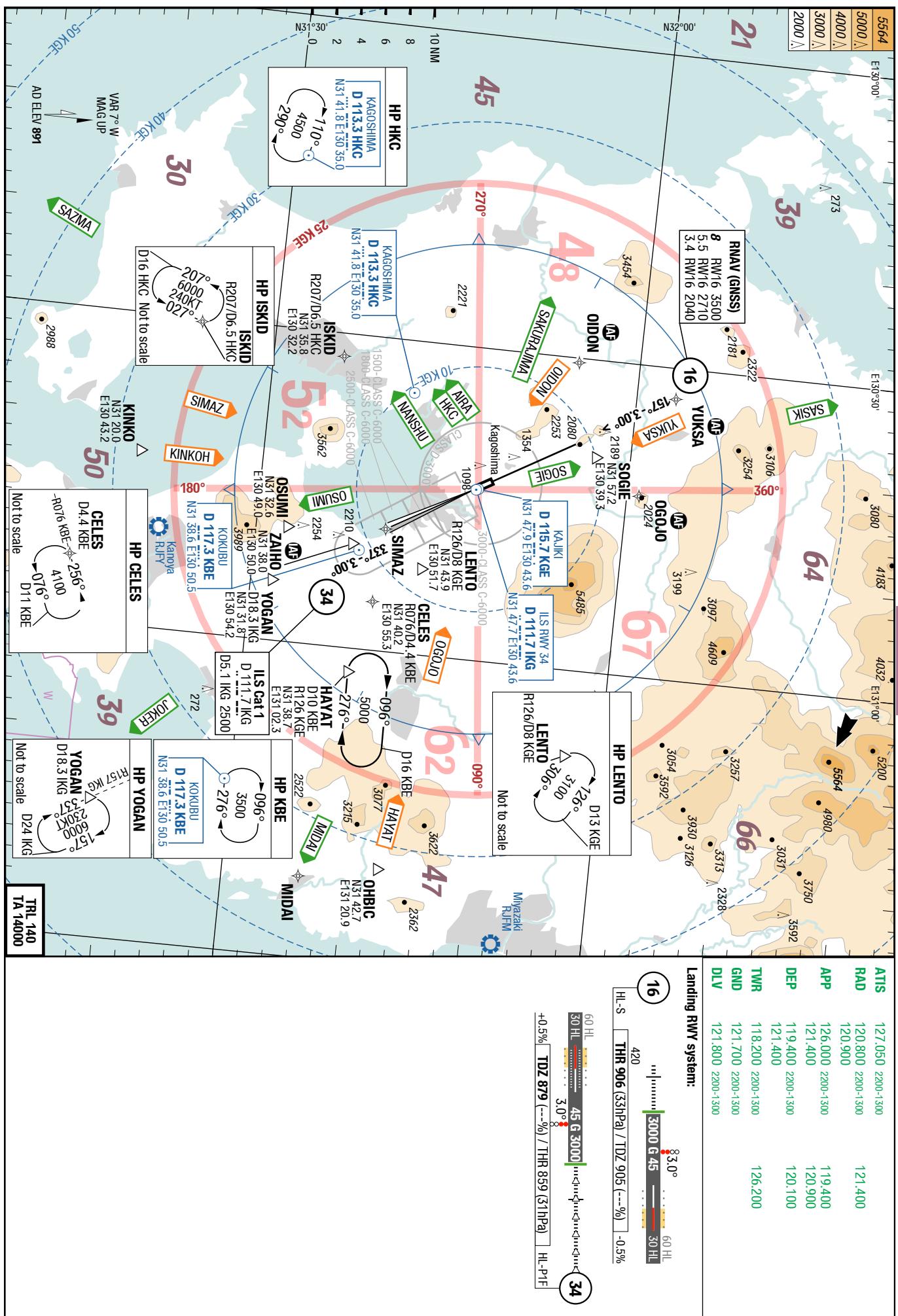
RWY 34: 17NM to KONO - KONO

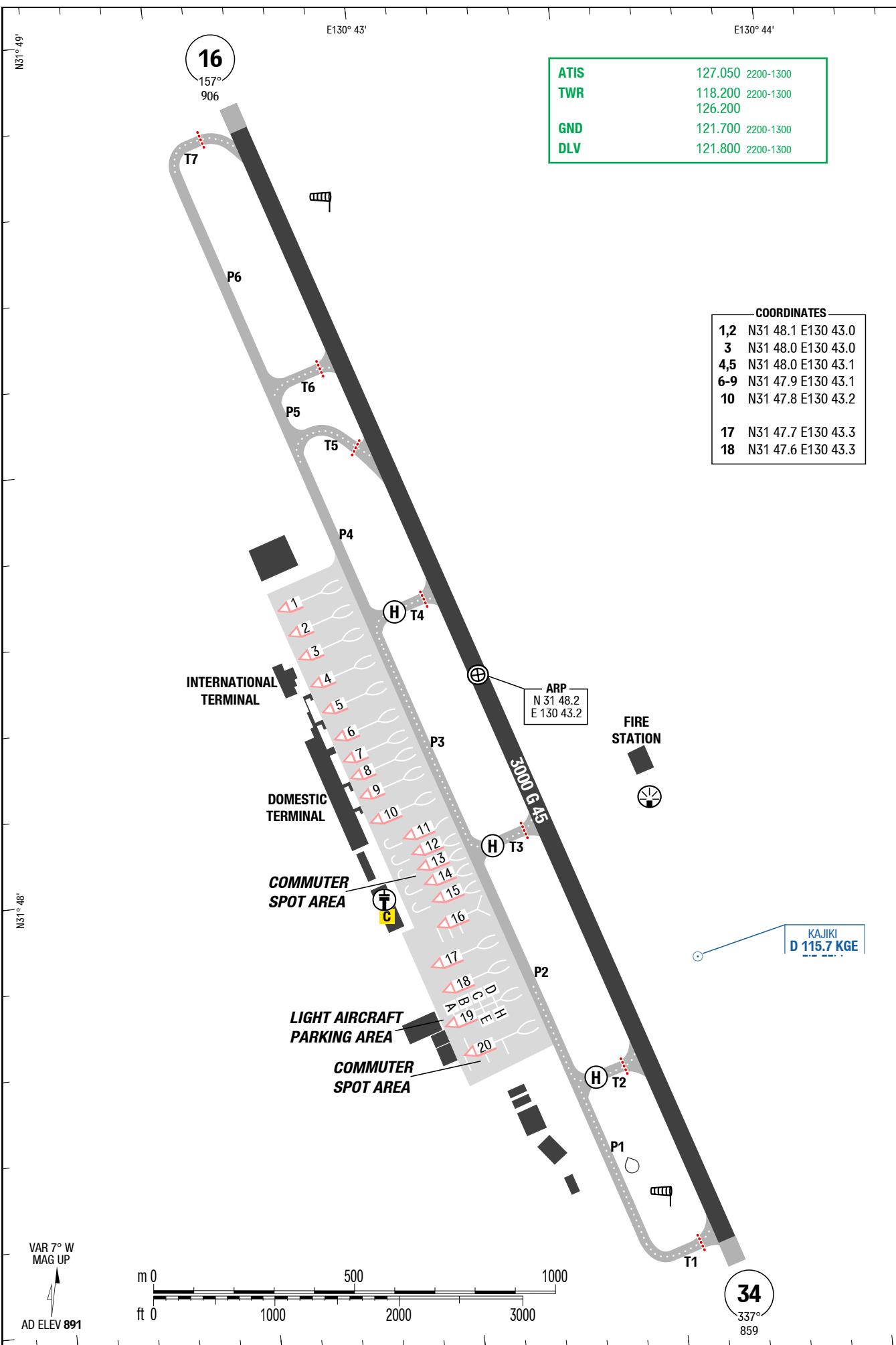
Noise Abatement Procedures

RWY 16/34: Steepest climb PROC.

hima
AFC


Kagoshima Japan
 AGC





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Japan Kagoshima

SID AIRA 1
RNAV SID MIDAI 2

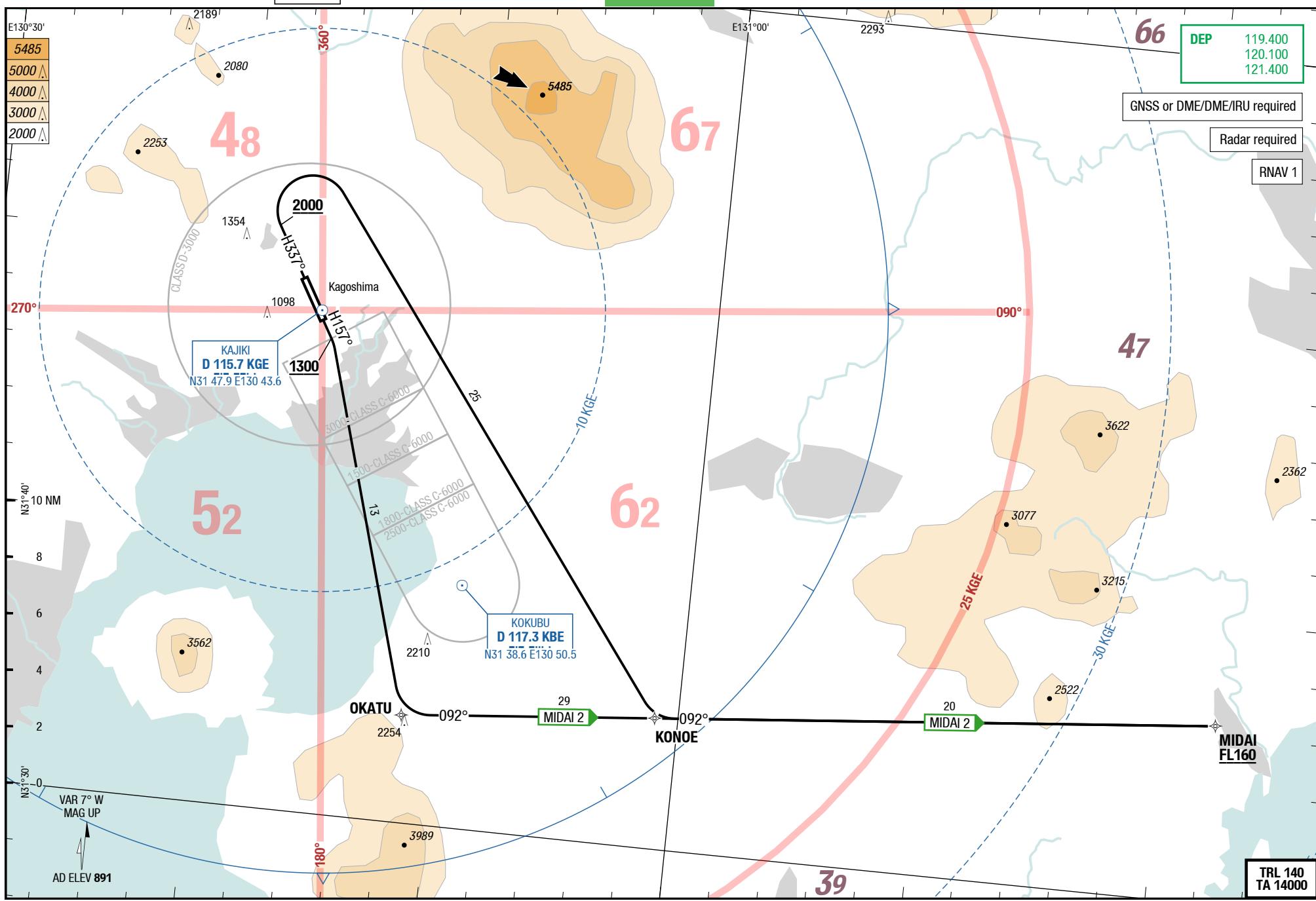
4-10

SID

SID

Kagoshima Japan

SID AIRA 1
RNAV SID MIDAI 2



Changes: Track, PROC renumbered

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Japan Kagoshima

SID AIRA 1

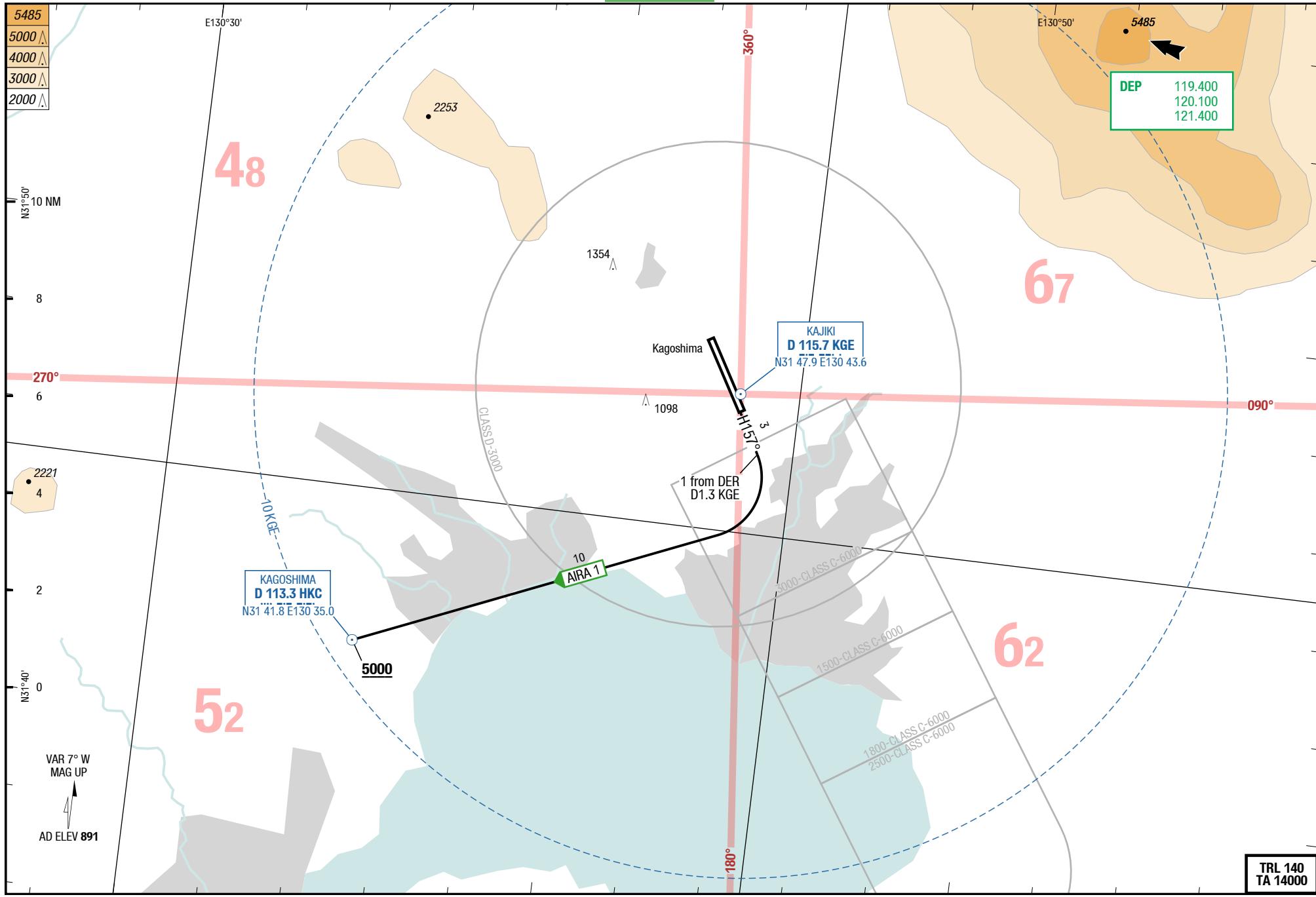
Kagoshima Japan

SID AIRA 1

4-20

SID

SID



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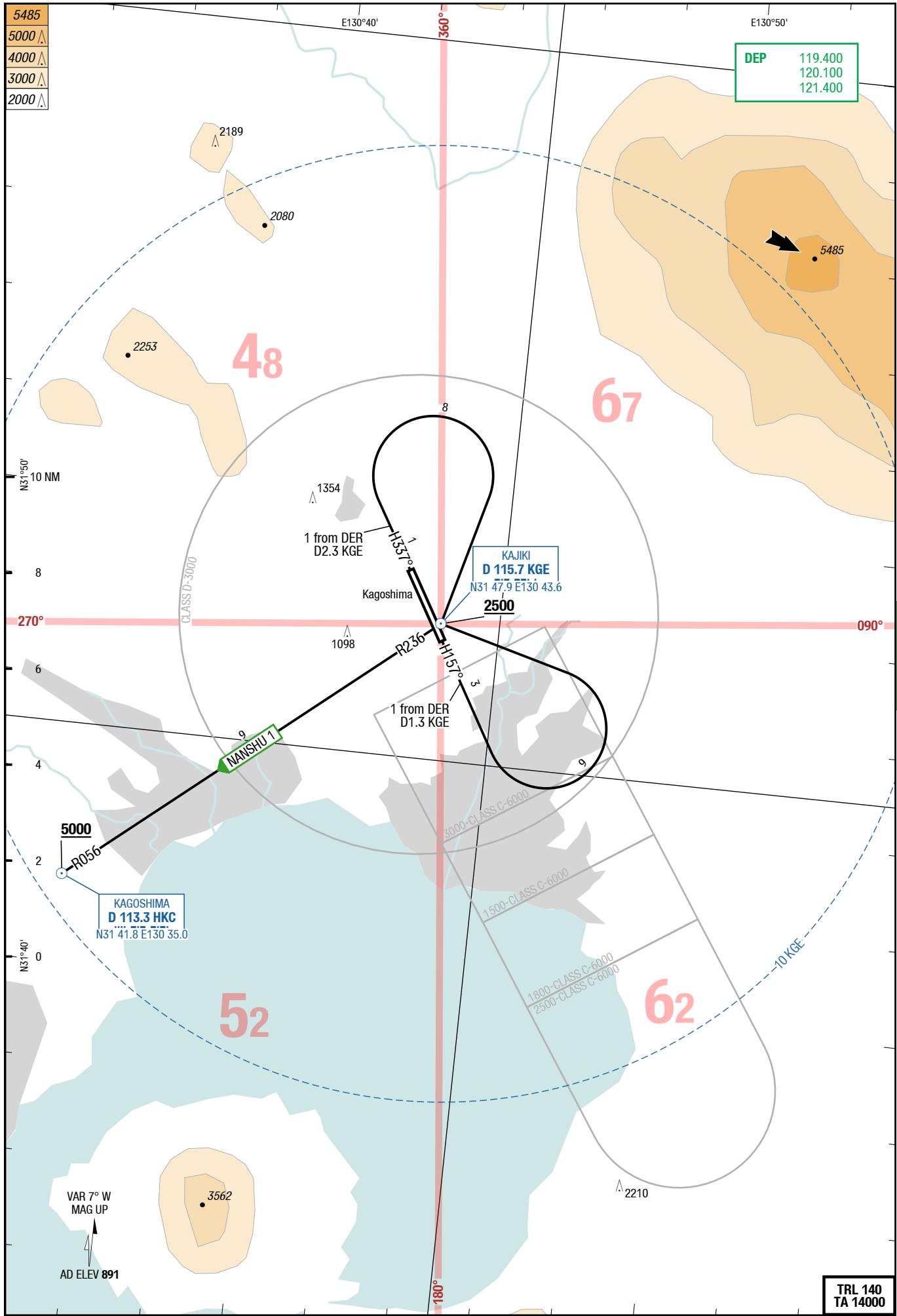
KOJ-RJFK

4-30

Japan Kagoshima
SID NANSHU 1

SID
SID

Kagoshima Japan
SID OSUMI 4
SID NANSHU 1

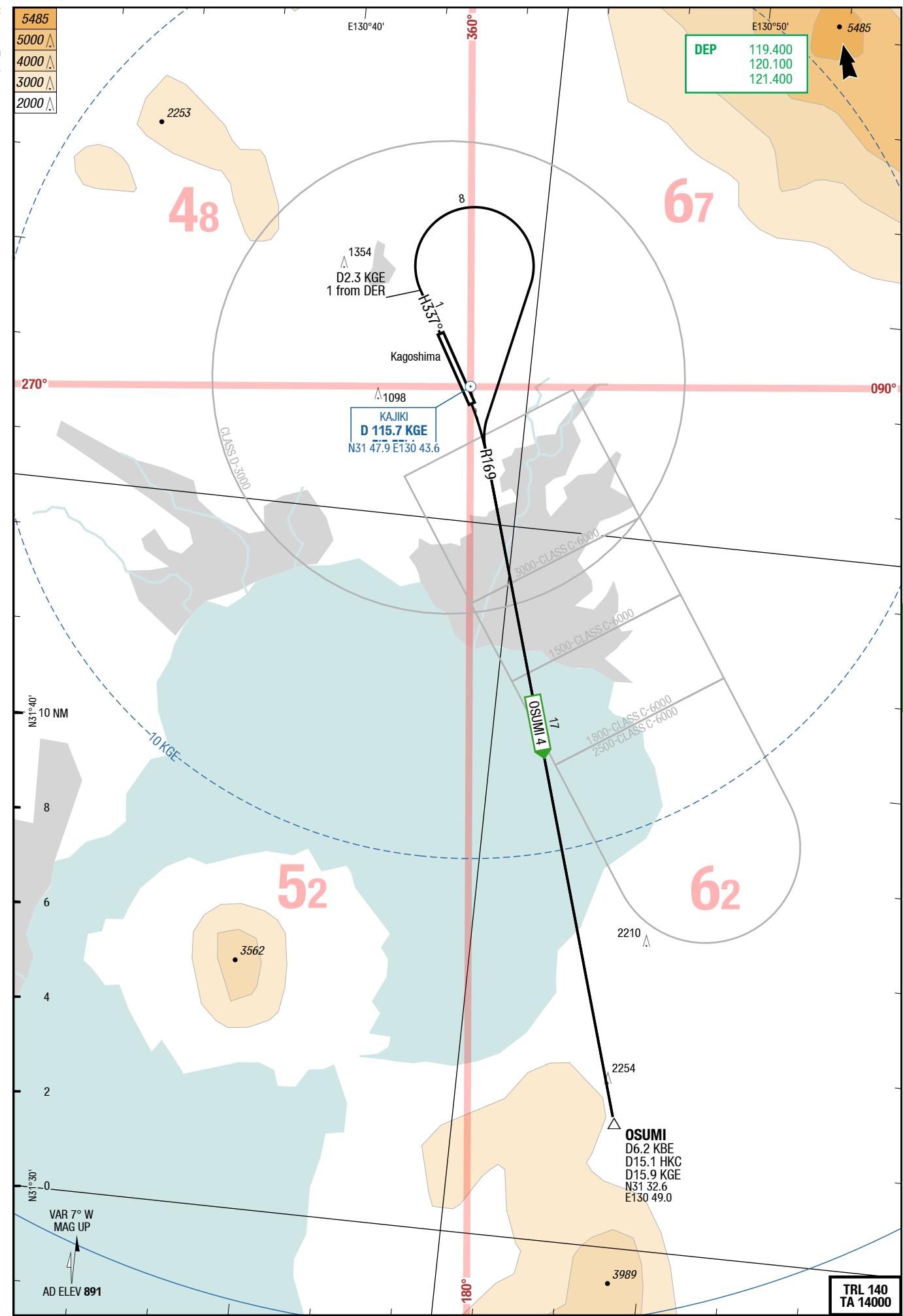


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Japan Kagoshima
SID OSUMI 4
SID
SID
SID OSUMI 4
Kagoshima Japan



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4-50

Japan Kagoshima

SID SOGIE 2

Kagoshima Japan

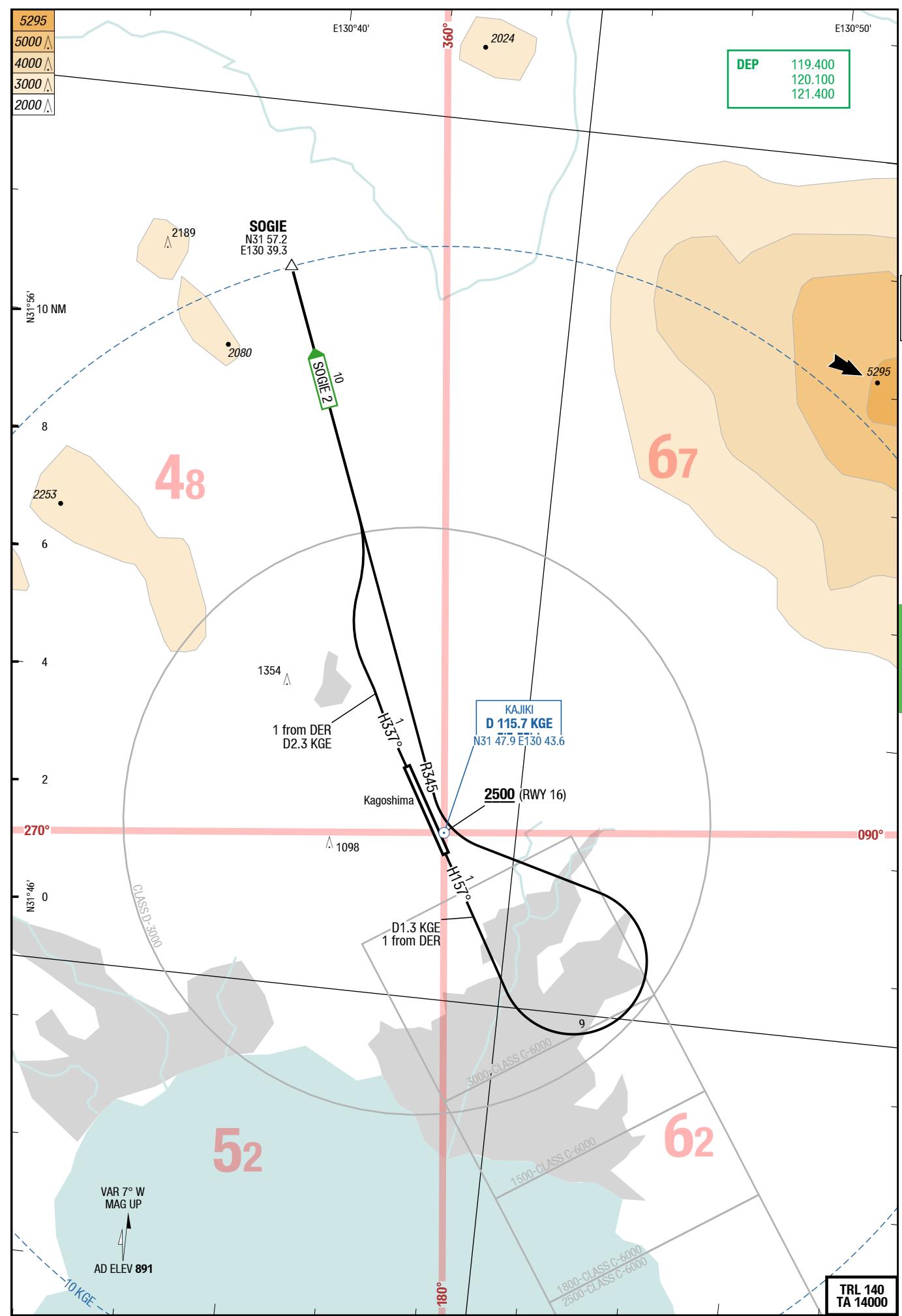
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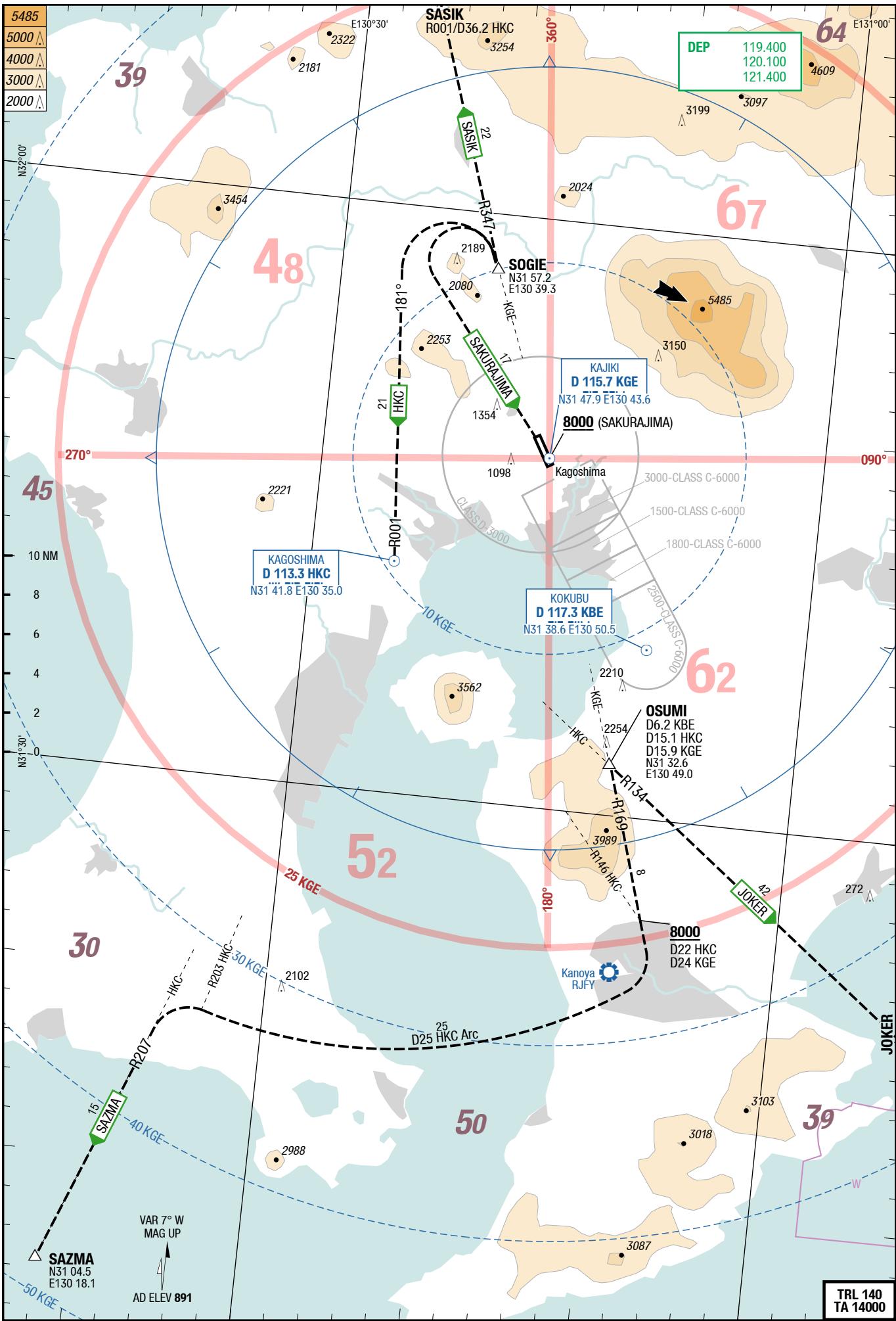
SID SID

SID SID

TRL 140
TA 14000

DEP	119.400
	120.100
	121.400





MIDAI 2

RWYs 16 (157°) / 34 (337°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
MIDAI 2 119,400 ①	HDG 157° - at MNM 1300 RT direct OKATU - MIDAI FMS: [A1300+ ;R] - OKATU - MIDAI	MIDAI MNM FL160
	Runway 34	
MIDAI 2 5.0% to 2100 119,400 ①	HDG 337° - at MNM 2000 RT direct KONO - MIDAI FMS: [A2000 ;R] - KONO - MIDAI	MIDAI MNM FL160

① Obstacle 3150ft located at 7.7NM 046° from end of RWY 34.

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SID AIRA 1

AIRA 1

RWY 16 (157°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
AIRA 1 119,400	HDG 157° - at 1NM from DER / D1.3 KGE RT direct HKC	HKC MNM 5000

KOJ-RJFK

5-30

SID NANSHU 1

NANSHU 1

RWYs 16 (157°) / 34 (337°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
NANSHU 1 119.400	HDG 157° - at 1 NM from DER / D1.3 KGE LT direct KGE - LT intercept R236 KGE to HKC	KGE MNM 2500 HKC MNM 5000
	Runway 34	
NANSHU 1 4.9% to 2100 119.400	HDG 337° - at 1 NM from DER / D2.3 KGE RT direct KGE - RT intercept R236 KGE to HKC	KGE MNM 2500 HKC MNM 5000

OSUMI 4

RWYs 16 (157°) / 34 (337°)

	GS	120	150	180	210	240	270
	4.9%	ft/MIN	600	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
OSUMI 4 4.9% to 4200 119.400	R169 KGE to OSUMI	
	Runway 34	
OSUMI 4 4.9% to 4200 119.400	HDG 337° - at 1NM from DER / D2.3 KGE RT intercept R169 KGE to OSUMI	

KOJ-RJFK

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SID SOGIE 2

SOGIE 2

RWYs 16 (157°) / 34 (337°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
SOGIE 2 119.400	HDG 157° - at 1 NM from DER / D1.3 KGE LT direct KGE - RT intercept R345 KGE to SOGIE	KGE MNM 2500
	Runway 34	
SOGIE 2 4.9% to 2300 119.400	HDG 337° - at 1 NM from DER / D2.3 KGE RT intercept R345 KGE to SOGIE	

JOKER / KAGOSHIMA / SAKURAJIMA / SASIK / SAZMA

RWYs 16 (157°) / 34 (337°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
JOKER 119.400	OSUMI - LT intercept R134 HKC to JOKER	
KAGOSHIMA HKC 119.400	SOGIE - LT intercept R001 HKC to HKC	
SAKURAJIMA 119.400	SOGIE - LT direct KGE	KGE MNM 8000
SASIK 119.400	SOGIE - SASIK	
SAZMA 119.400	OSUMI - R169 KGE - at D24 KGE (R146/D22 HKC) RT follow D25 HKC Arc - crossing R203 HKC LT intercept R207 HKC to SAZMA	D24 KGE (R146/D22 HKC) MNM 8000

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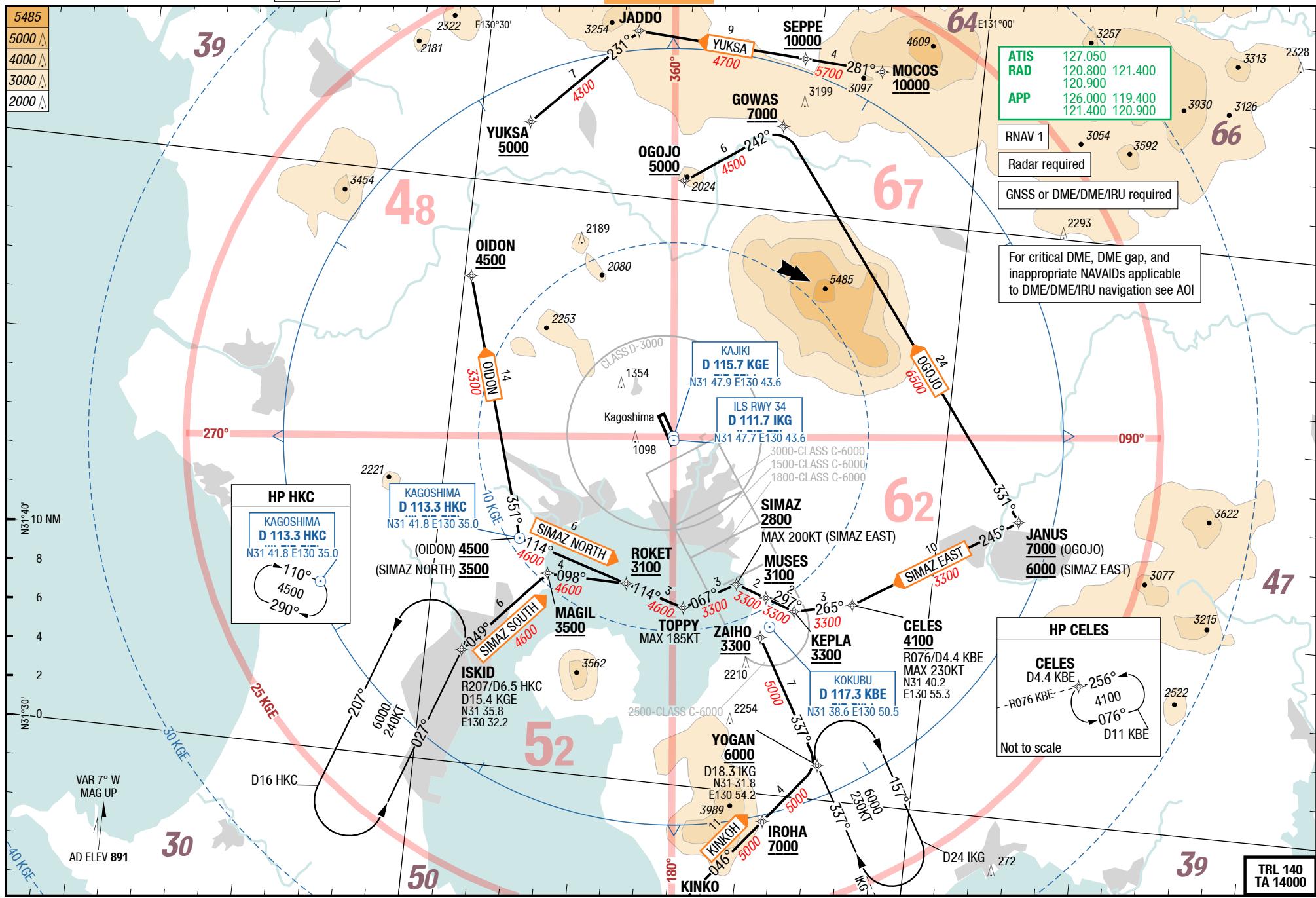
ARRIVALS

Kagoshima Japan

ARRIVALS

RNAV STARS

6-10



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Japan Kagoshima

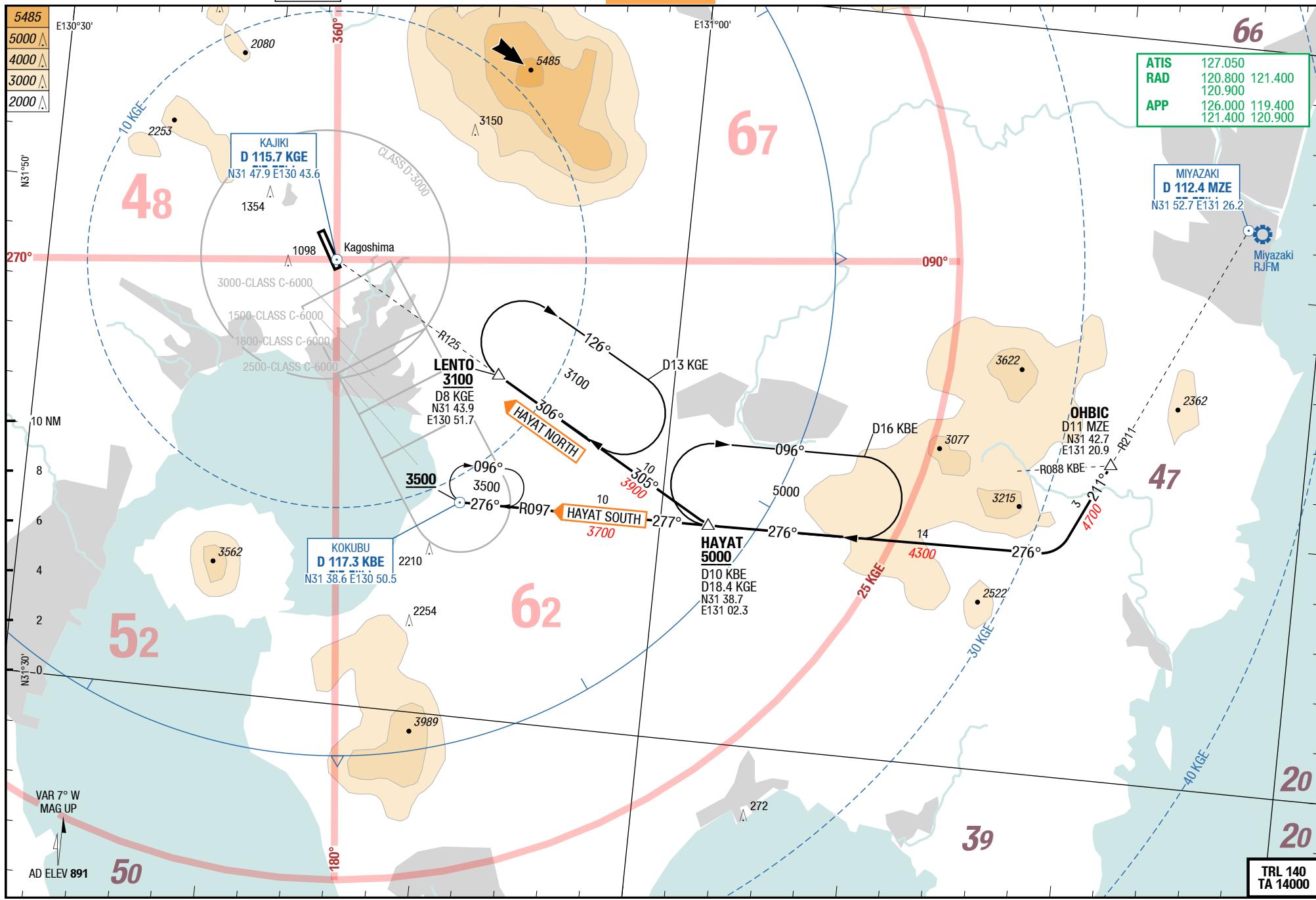
STAR

Kagoshima Japan

ARRIVALS

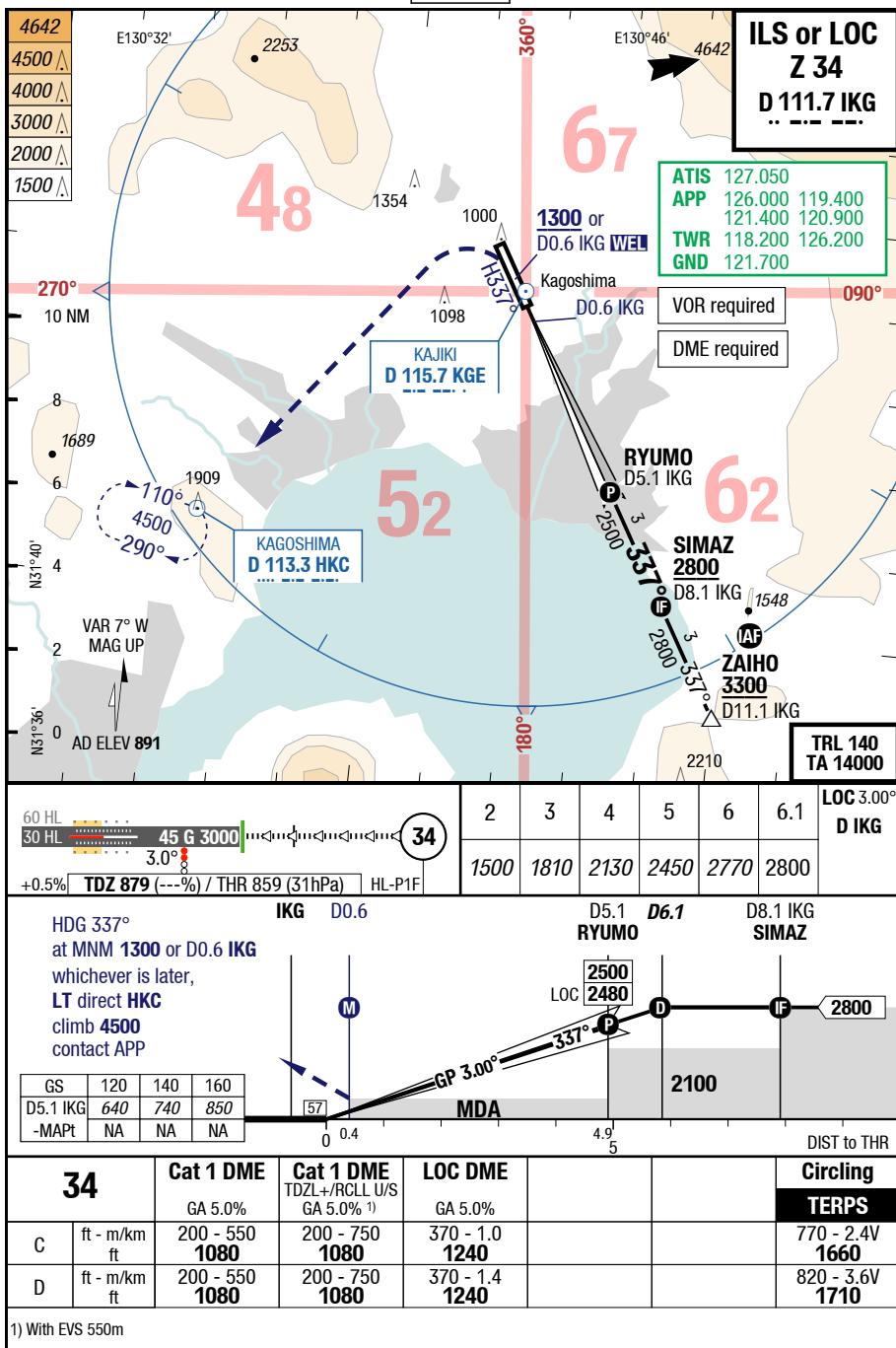
ARRIVALS

6-20



7-10

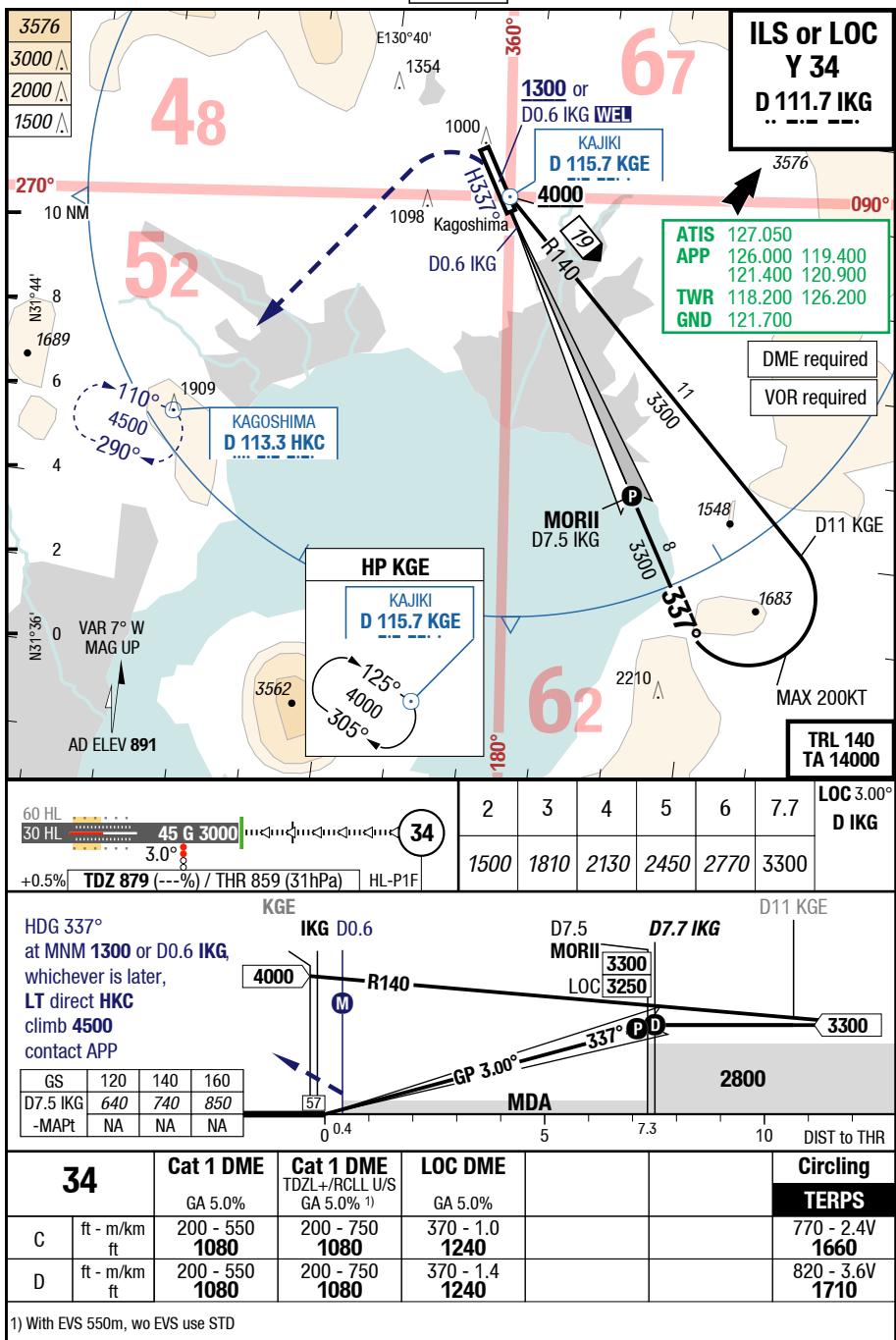
ILS or LOC Z 34



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7-20

ILS or LOC Y 34



RNAV (GNSS) 16

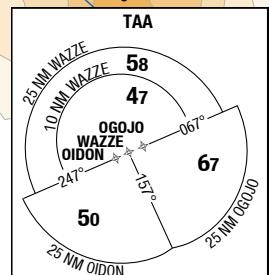
ATIS	127.050	
APP	126.000	119.400
	121.400	120.900
TWR	118.200	126.200
GND	121.700	

**RNAV
(GNSS)**

16
NP APCH
S required

DME/DME NA

Radar required



**TRL 140
TA 14000**

3.00° RW16	8	7	6	5	4	3		83.0°	60 HL 30 HL
	3500	3190	2870	2550	2230	1920			

**RT direct HKC
climb 4500
contact APP**

① (For using VOR/DME)
**RT intercept R237 KGE
to HKC
climb 4500
contact APP**

GS	120	140	160
5.5 RW16	640	740	850
-MAPt	2:45	2:21	2:04

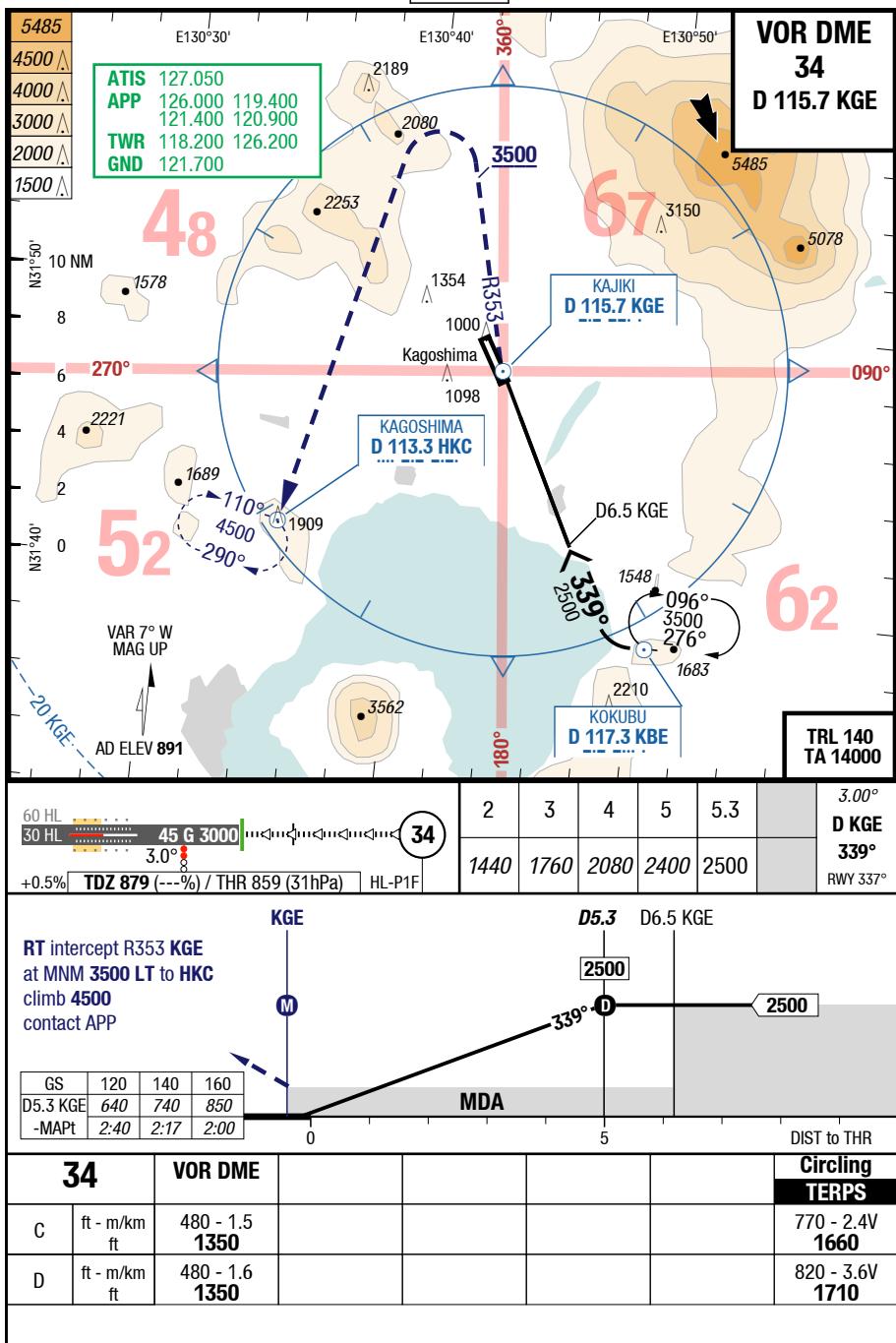
Detailed description: This is a runway diagram for RW16. The diagram shows the runway starting from the bottom right and extending towards the top left. Key points marked along the runway include 'MDA' at the start, '1640' at the end of the main runway segment, '2700' at a point 5.5 units from the start, '2710' at a point 10.5 units from the start, and '3500' at a point 15.5 units from the start. Other labels include 'WAZZE' at 10.5 units, '3200' at 11.5 units, '157°' at 13.5 units, '5.5' at 15.5 units, '3.4' at 18.5 units, and 'RW16' at the far end. Vertical dashed lines represent the centerline, and horizontal dashed lines represent the runway's edge.

**Circling
TERPS**

16		RNAV GNSS LNAV					Circling TERPS
C	ft - m/km ft	710 - 2.4 1610					770 - 2.4V 1660
D	ft - m/km ft	710 - 2.4 1610					820 - 3.6V 1710

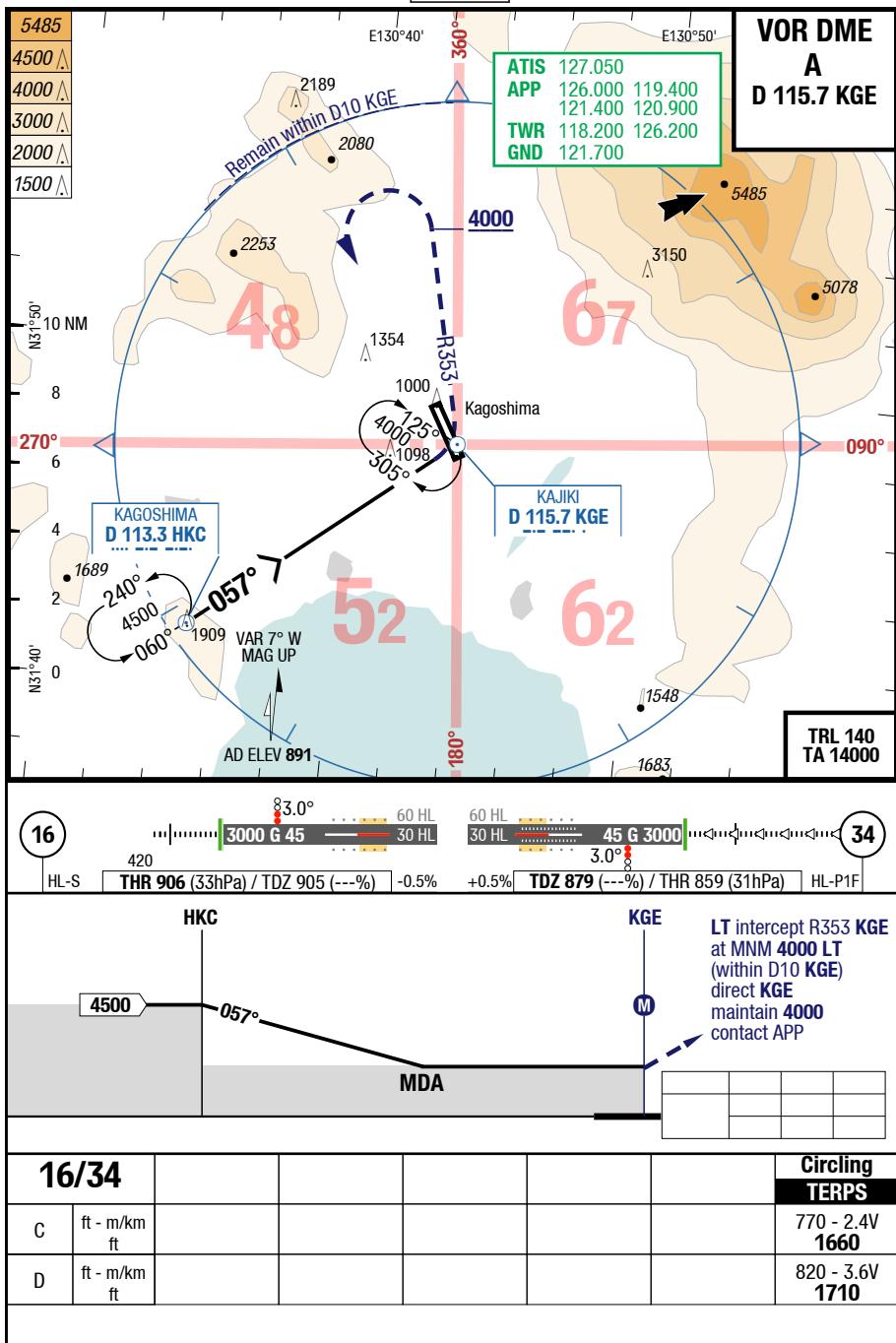
7-50

VOR DME 34



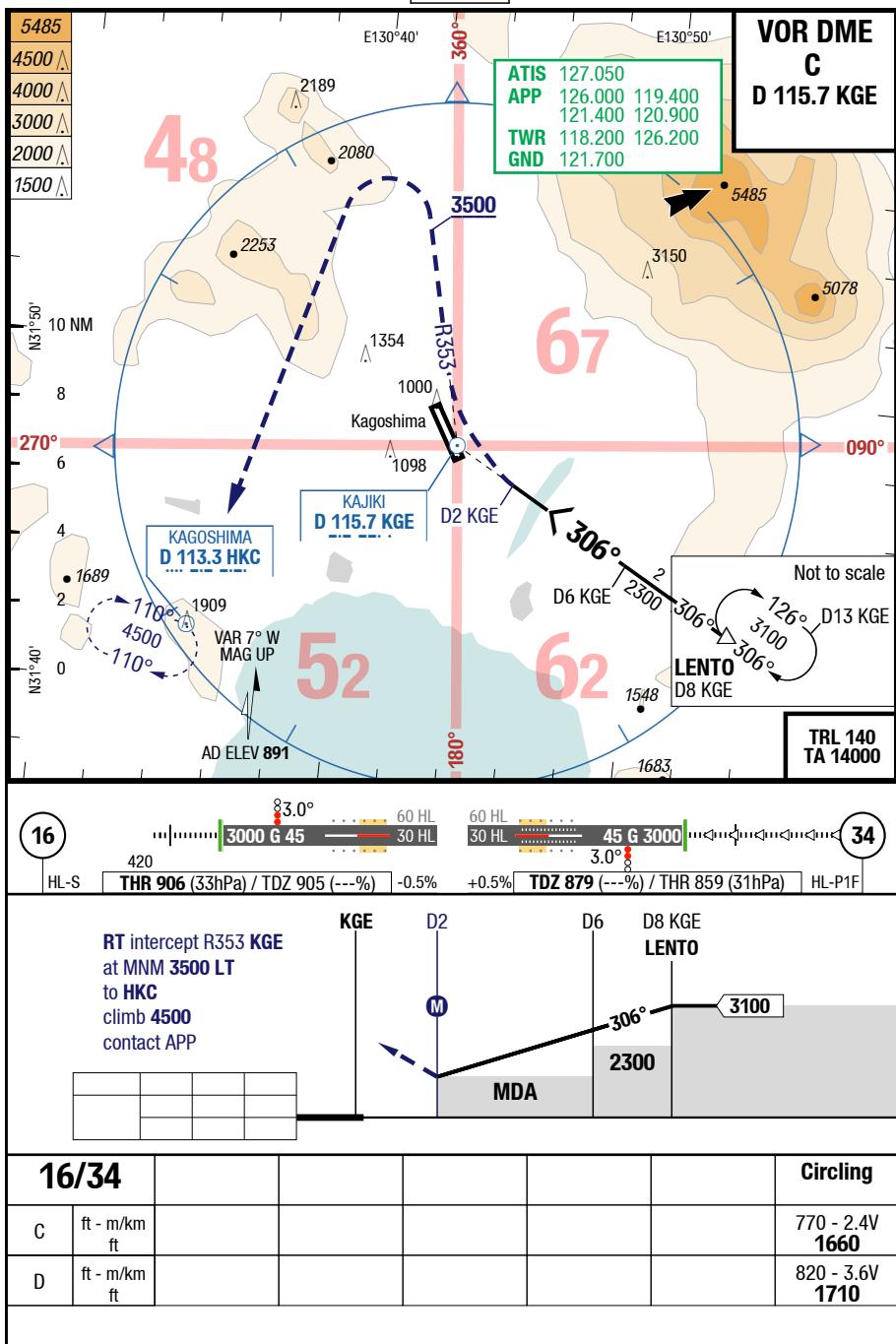
7-60

VOR DME A



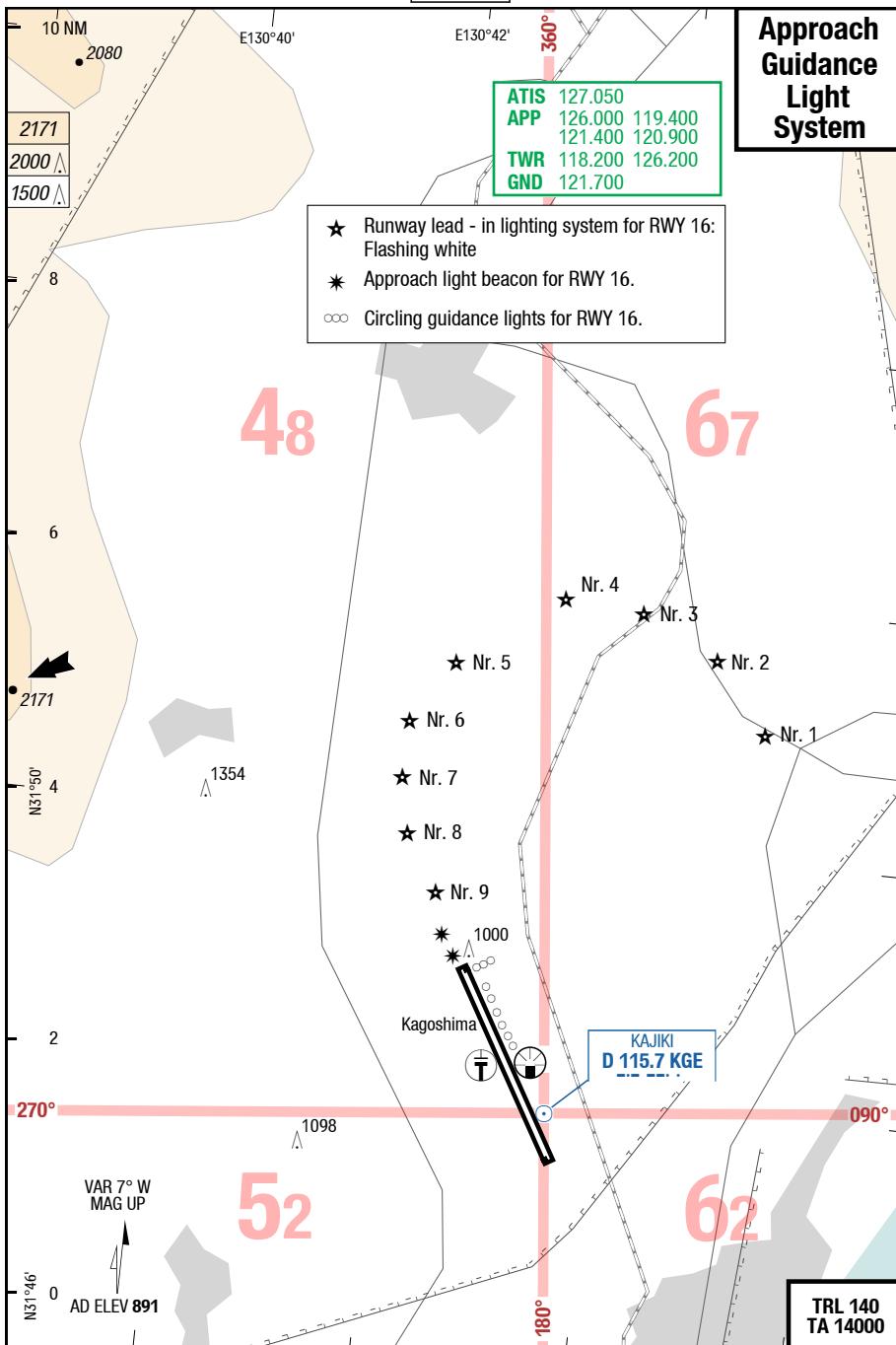
7-70

VOR DME C



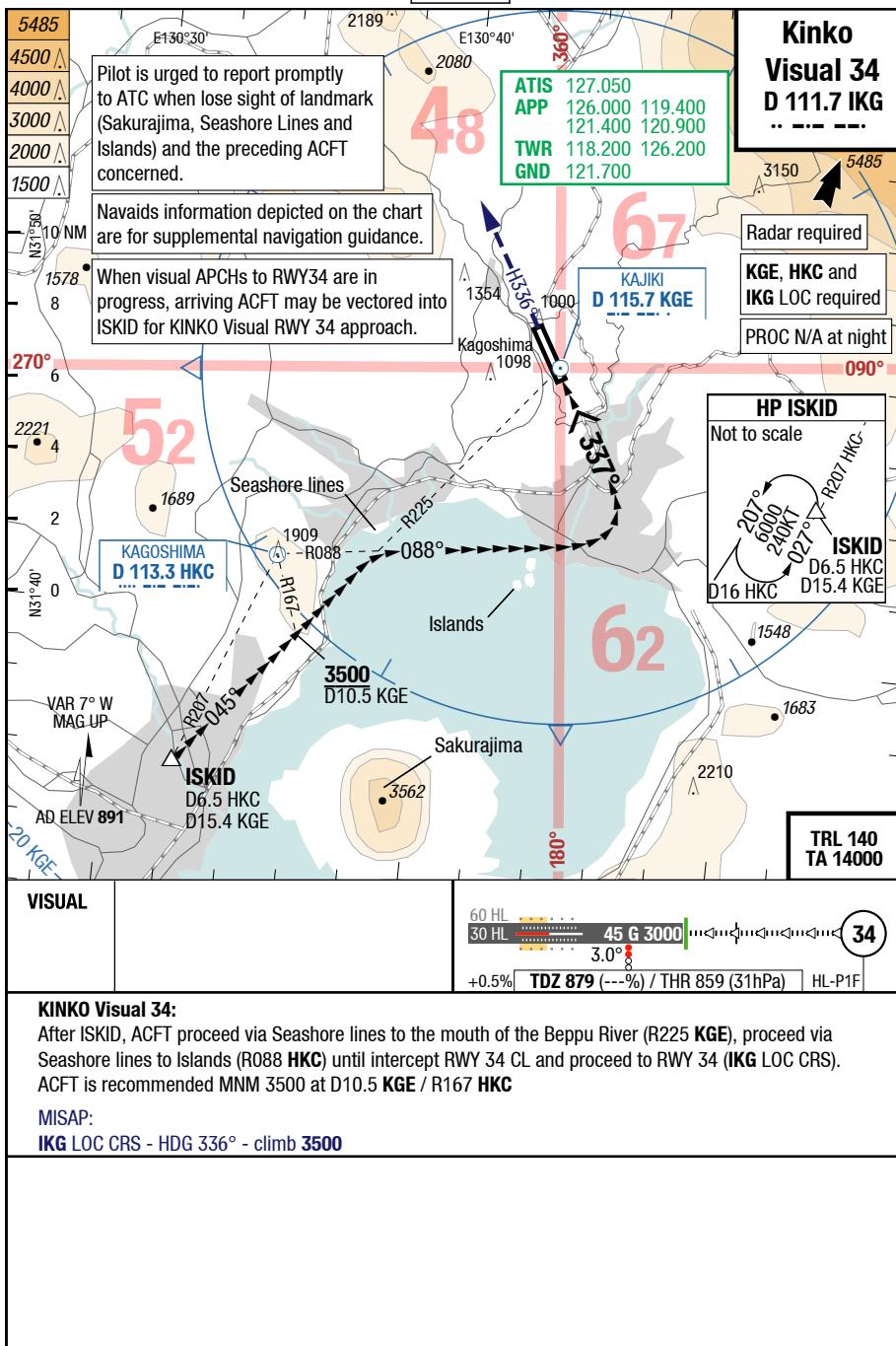
7-90

Approach Guidance Light System



7-100

KINKO Visual 34



05-OCT-2017

Japan Kagoshima

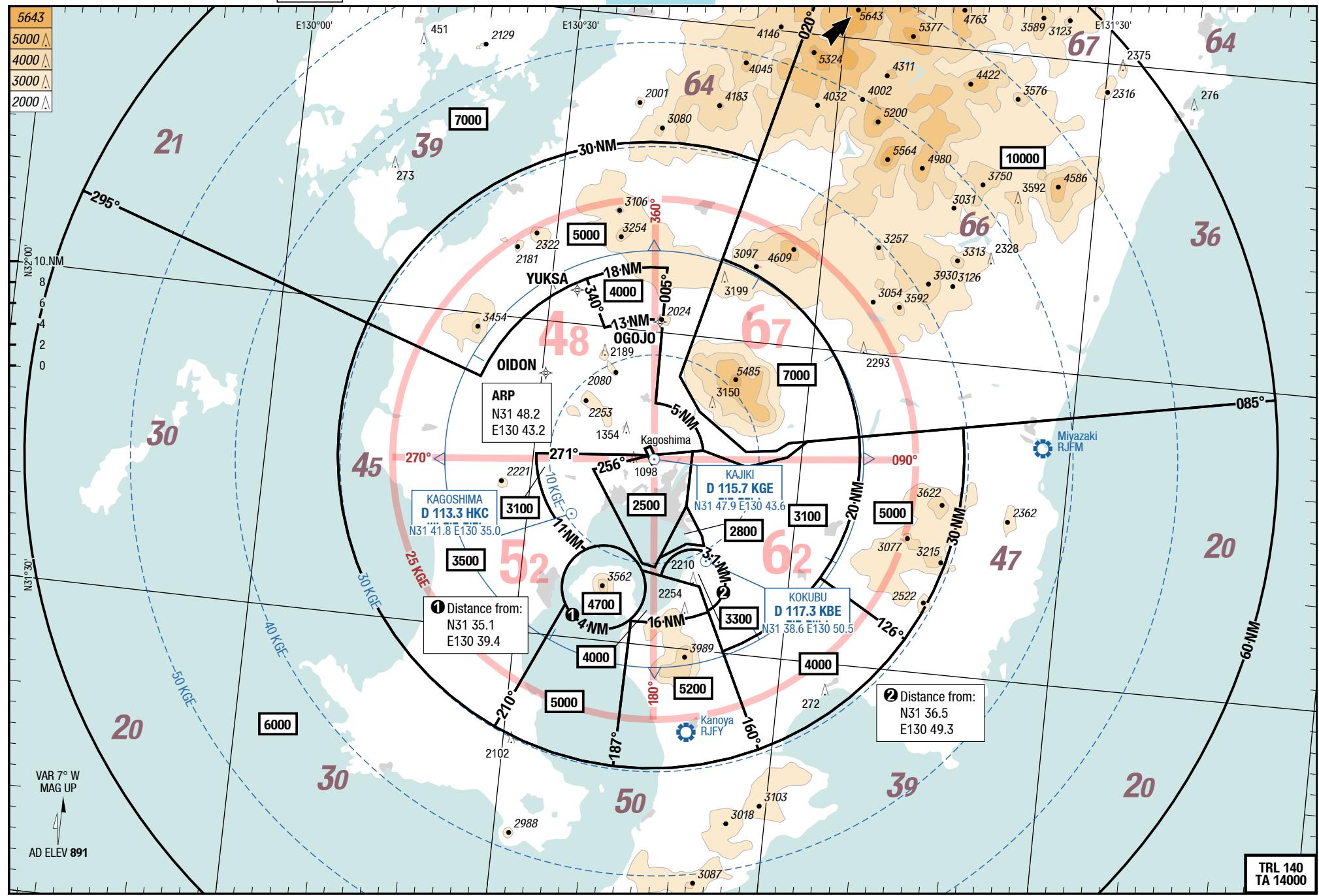
MRC

Kagoshima Japan

Rage
NIL
MRC

KOJ-RJFK

8-10



Changes: VAR, OBST, AD ELEV