

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** 2230-1230**Airport Information****RFF:** CAT 9**PCN:** RWY 09/27: 114/F/D/X/T**Fuel:** 2130-1200**Operation****TWY Restriction:**

TWY N1-N4, NP1-NP3 width 18m / 59ft.

TWY S6 MAX wingspan 36m / 118ft.

**Warnings****MZE VOR/DME** unusable:**VOR**

R230-R250 beyond 25NM below 7000ft.

**DME**

R016 between 3-9NM at 6000ft.

R033 between 7-10NM at 9000ft.

R339 between 2-11NM at 10000ft.

**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**

If radio COM with Kagoshima APCH/RAD is lost for 30s.

Contact Miyazaki TWR.

- If unable, proceed in accordance with VFR.
- If unable, proceed to Miyazaki VOR at last assigned ALT or 4500ft whichever is higher and execute instrument APCH.

Procedure other than above will be issued when situation required.

## ARRIVAL

## Arrival Procedure

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

RYUGU RNAV

- RNAV Critical DME

**NHT:** RYUGU - 2NM to CHAGA.**SUC:** RYUGU - 2NM to CHAGA.**Noise Abatement Procedure**

RWY 09: Delayed flap APCH PROC and reduced flap setting PROC.

**Non-standard GP intercept position on RWY 27**

GP intercepts RWY 27 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2186m / 7172ft.

## DEPARTURE

## Take-off Minima

RWY		09	
Multi ENG	ft - m/km	0 - 400V	-
other		Applicable LDG MIN	-
RWY		27	
Multi ENG	ft - m/km	0 - 400R/400v	-
other		Applicable LDG MIN	-

## 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 and DME Gap for DME/DME/IRU Navigation on RNAV SIDs**

KIZAK RNAV

- RNAV Critical DME

RWY 09: **MZE, TGE:** 4NM to KIZAK - KIZAK.RWY 27: **TGE:** 4NM to KIZAK - KIZAK.MADOG Transition **MZE:** KIZAK - 9NM to HIROS.

- RNAV DME GAP

RWY 09: DER - 4NM to KIZAK.

RWY 27: DER - 4NM to KIZAK.

**Noise Abatement Procedure**

RWY 27: Steepest climb PROC.

Effective 12-OCT-2017

05-OCT-2017

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2-10

Japan Miyazaki

AGC

AFC

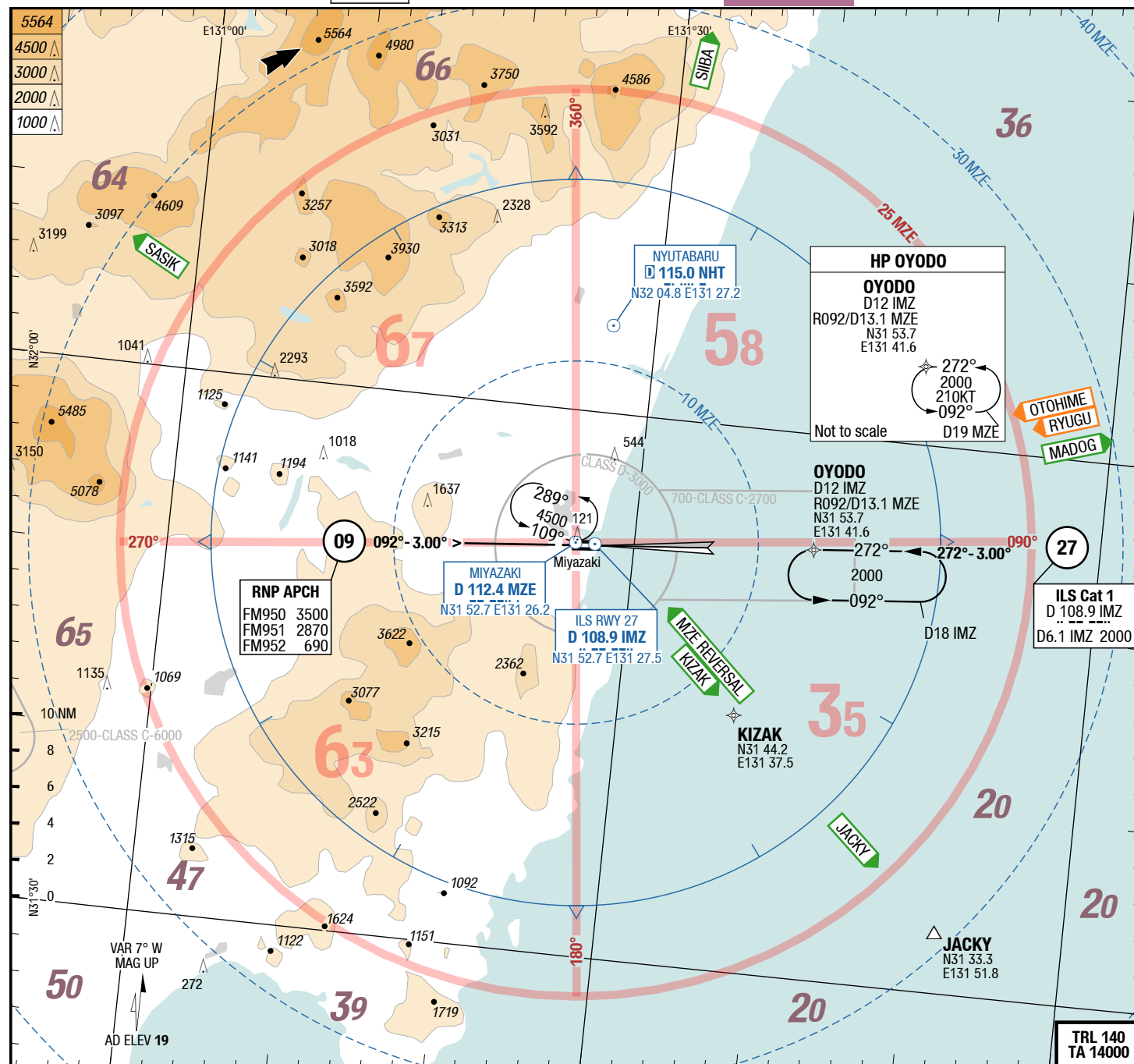
AFC

AFC

Miyazaki Japan

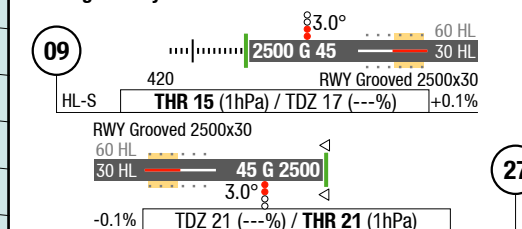
AGC

AFC



ATIS	126.800	2230-1230
Kagoshima APP/RAD	121.400	2230-1230
Kagoshima DEP	120.900	2230-1230
TWR	118.300	2230-1230
	126.200	2230-1230
	123.600	2230-1230
GND	121.900	2230-1230

Landing RWY system:



Changes: FREQ, APL, OBST

Effective 12-OCT-2017

05-OCT-2017

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Japan Miyazaki

AGC

AGC

AGC

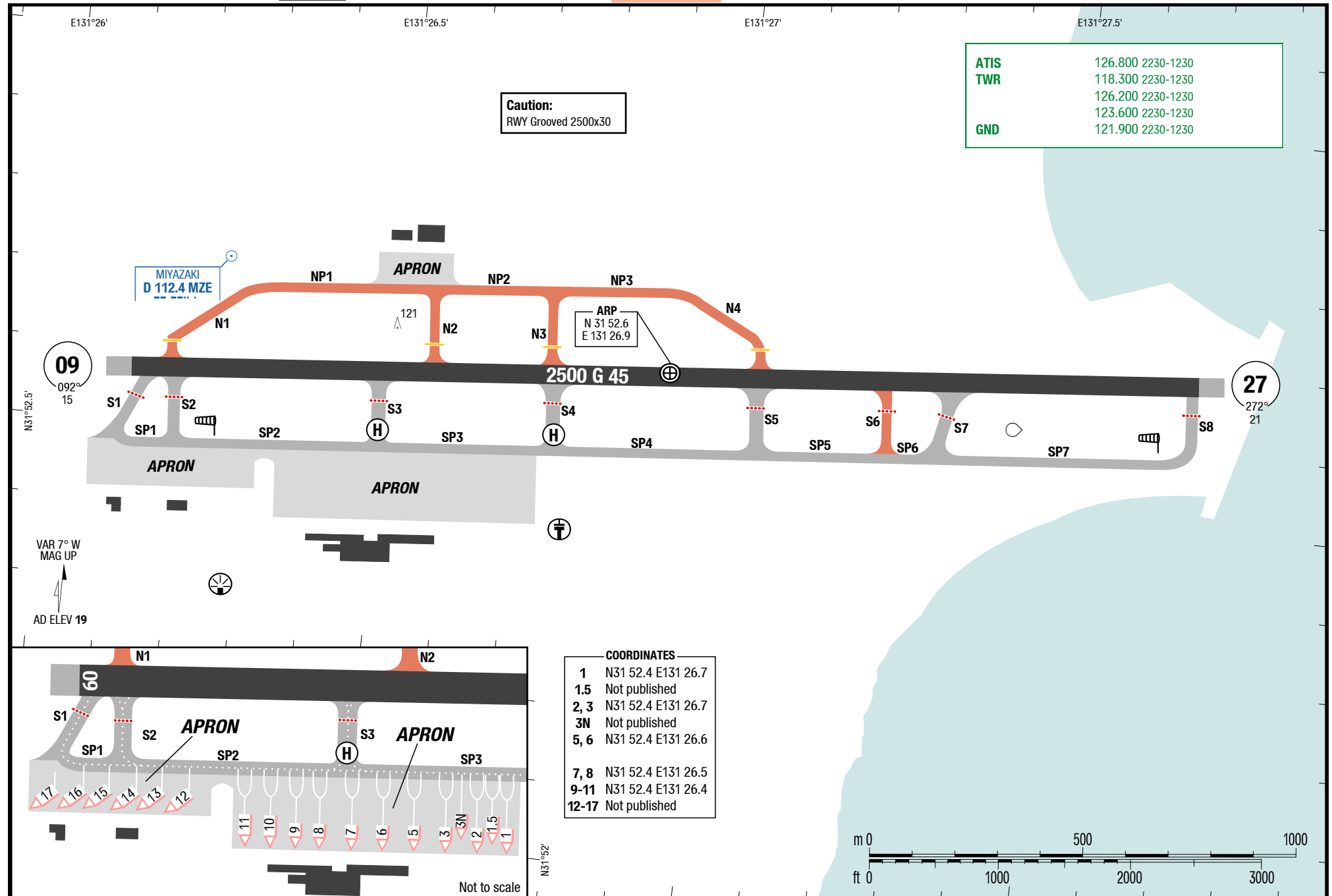
Miyazaki Japan

AGC

3-20

Caution:  
RWY Grooved 2500x30

ATIS	126.800 2230-1230
TWR	118.300 2230-1230
	126.200 2230-1230
	123.600 2230-1230
GND	121.900 2230-1230



Changes: VAR, QFU, Parking Stands

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## RNAV SID KIZAK 2

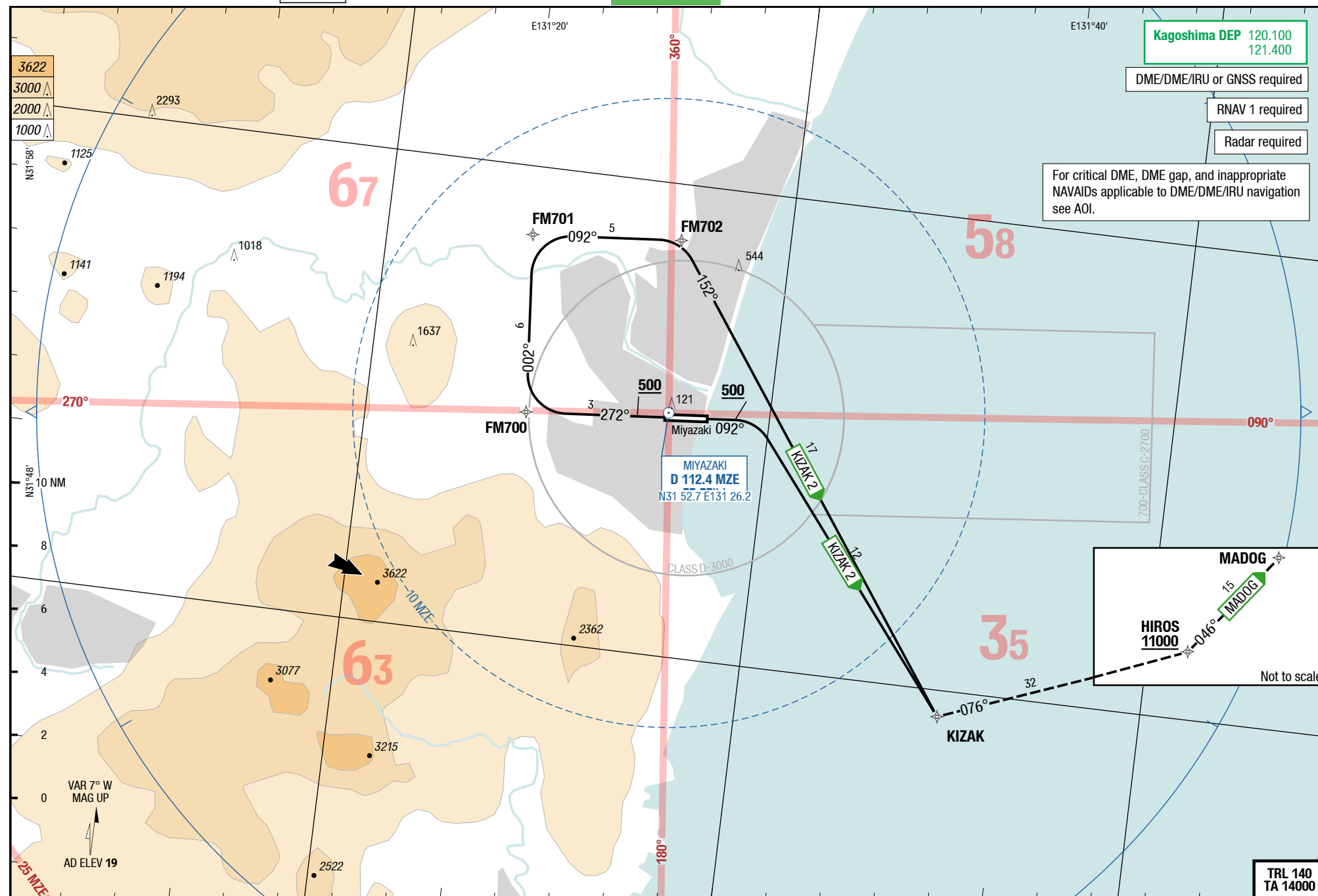
SID

SID

NIL

## RNAV SID KIZAK 2

4-10



Changes: FREQ, OBST

TRL 140  
TA 14000

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SASIK 2 / SIIBA 1

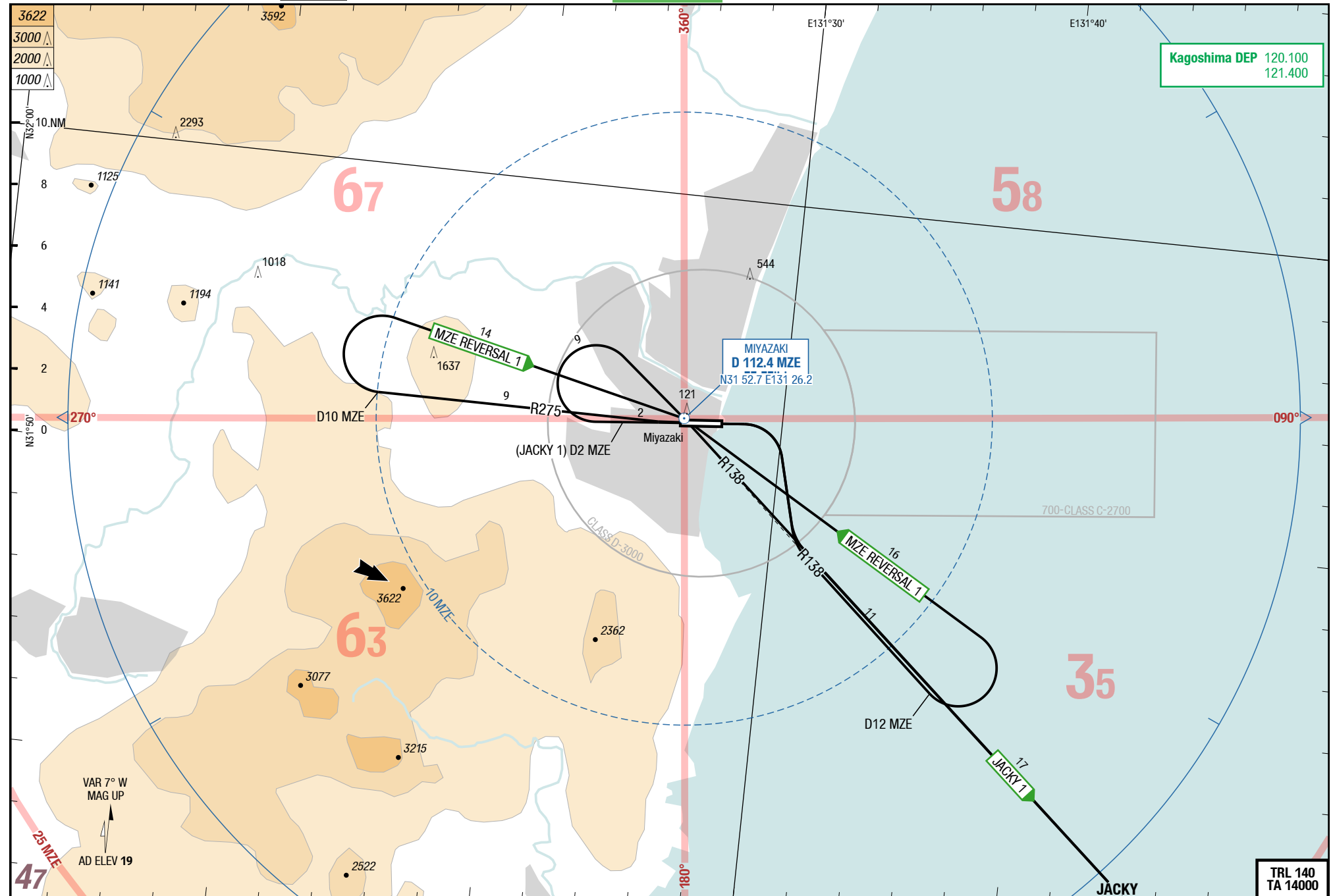
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SID

SASIK 2 / SIIBA 1

## JACKY 1 / MIYAZAKI REVERSAL 1

4-30

**JACKY 1 / MIYAZAKI REVERSAL 1**

Changes: FREQ, OBST, VAR

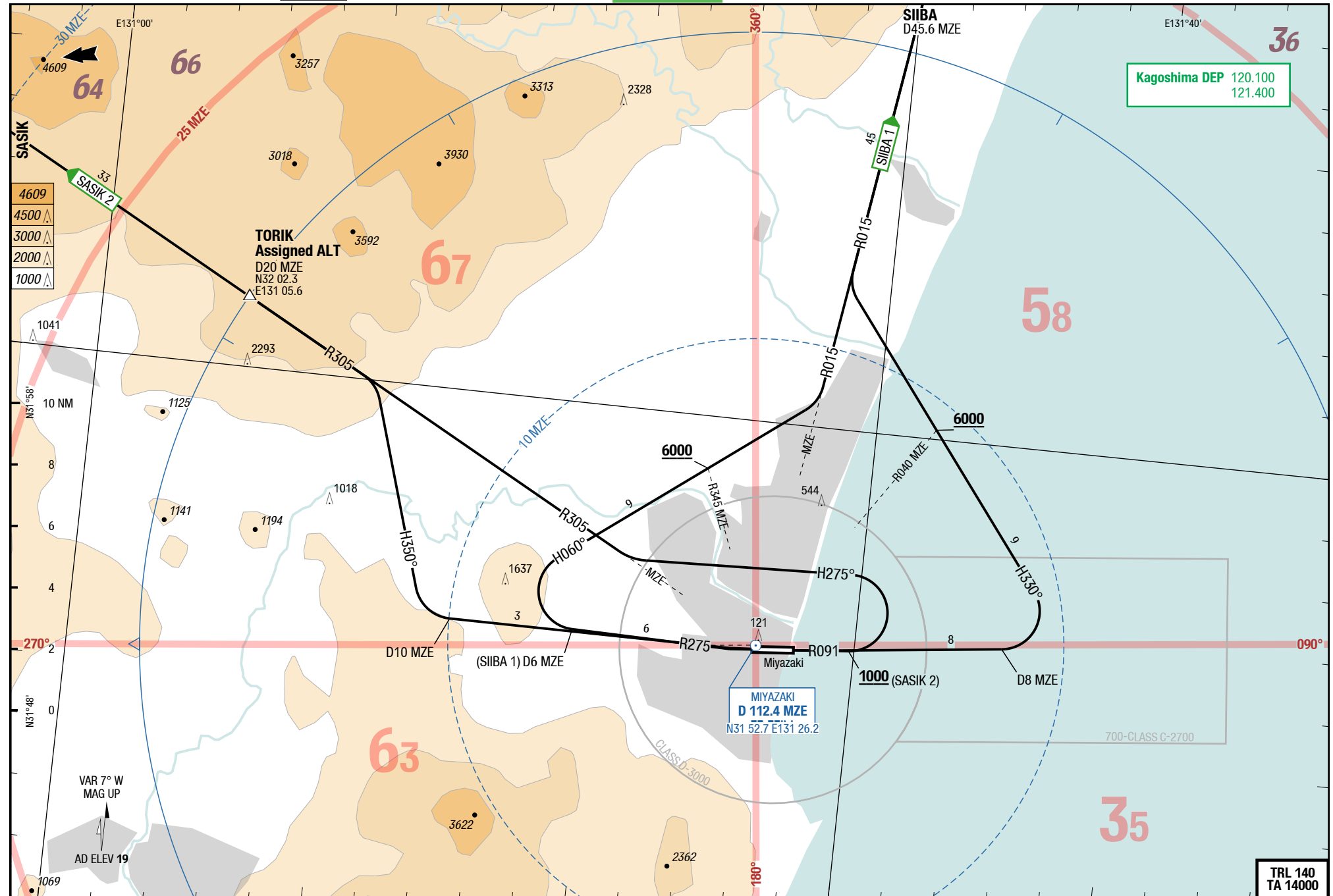
TRL 140  
TA 14000

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**KMI-RJFM****SASIK 2 / SIIBA 1**

SID

SID

**SASIK 2 / SIIBA 1**

Changes: FREQ, ALT, VAR, OBST

TRL 140  
TA 14000

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**KIZAK 2**

RWYs 09 (091°) / 27 (271°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>KIZAK 2</b> 5.0% to 500 <b>120.100</b>	092° - at MNM <b>500 RT</b> to KIZAK  <b>FMS</b> [M092 ;500+ ;R] - KIZAK	
	<b>TRANSITION</b>	
	<b>MADOG</b> KIZAK - HIROS - MADOG	HIROS MNM <b>11000</b>
	<b>Runway 27</b>	
<b>KIZAK 2</b> 7.0% to 900 <b>120.100</b>	272° to MNM <b>500</b> - direct FM700 - FM701 - FM702 - KIZAK  <b>FMS</b> [M272 ;500+] - FM700 - FM701 - FM702 - KIZAK	
	<b>TRANSITION</b>	
	<b>MADOG</b> KIZAK - HIROS - MADOG	HIROS MNM <b>11000</b>

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5-30

JACKY 1 / MIYAZAKI REVERSAL 1

SIDPT

**JACKY 1 / MIYAZAKI REVERSAL 1**

RWYs 09 (091°) / 27 (271°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>JACKY 1</b> <b>120.100</b>	RT intercept R138 MZE to JACKY	
<b>MIYAZAKI REVERSAL 1</b> <b>MZE REVERSAL 1</b> <b>120.100</b>	RT intercept R138 MZE - at D12 MZE LT direct MZE	
	<b>Runway 27</b>	
<b>JACKY 1</b> 5.0% to 500 <b>120.100</b> ①	at D2 MZE RT direct MZE - R138 MZE to JACKY	
<b>MIYAZAKI REVERSAL 1</b> <b>MZE REVERSAL 1</b> 5.0% to 5000 <b>120.100</b> ②	R275 MZE - at D10 MZE RT direct MZE	

① Obstacle 395ft located at 3.1NM / 281° from the end of RWY 27.

② Obstacle 1848ft located at 11.6NM / 269° from the end of RWY 27.

**SASIK 2 / SIIBA 1**

RWYs 09 (091°) / 27 (271°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>SASIK 2</b> 5.0% to 1000 <b>120.100</b>	at MNM <b>1000 LT</b> HDG 275° - intercept R305 <b>MZE</b> to TORIK - SASIK	TORIK <b>Assigned ALT</b>
<b>SIIBA 1</b> <b>120.100</b>	R091 <b>MZE</b> - at D8 <b>MZE LT</b> HDG 330° - intercept R015 <b>MZE</b> to SIIBA	R040 <b>MZE MNM 6000</b>
	<b>Runway 27</b>	
<b>SASIK 2</b> 5.0% to 5000 <b>120.100</b> ②	R275 <b>MZE</b> - at D10 <b>MZE RT</b> HDG 350° - intercept R305 <b>MZE</b> to TORIK - SASIK	TORIK <b>Assigned ALT</b>
<b>SIIBA 1</b> 5.0% to 5000 <b>120.100</b> ①	R275 <b>MZE</b> - at D6 <b>MZE RT</b> HDG 060° - intercept R015 <b>MZE</b> to SIIBA	R345 <b>MZE MNM 6000</b>

① OBST ALT 1637ft located at 285°/8.3NM from end of RWY 27.

② OBST ALT 1848ft located at 269°/11.6NM from end of RWY 27.

05-OCT-2017

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## Japan Miyazaki

NIL

## STARs / RNAV STARs

# STAR

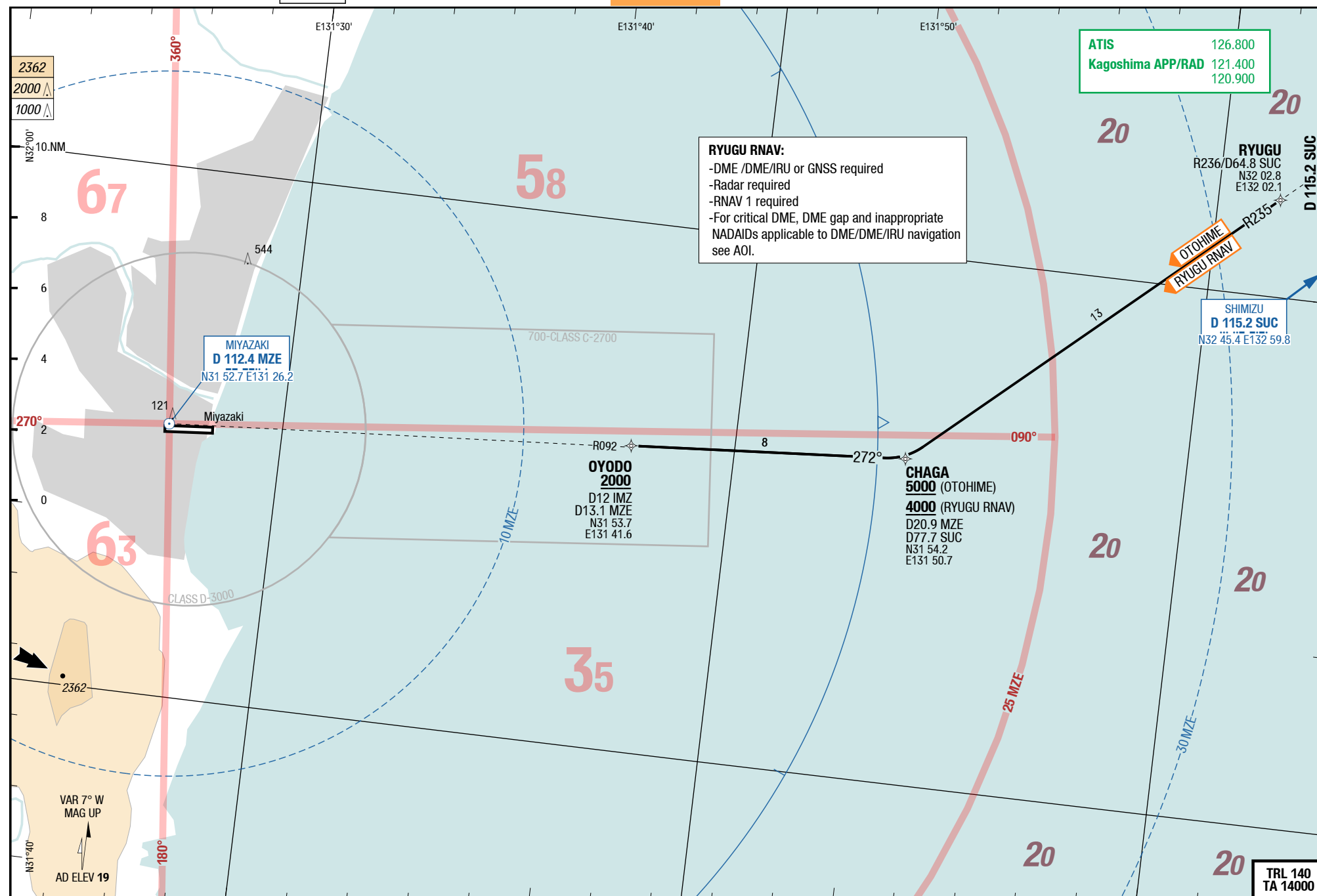
# STAR

## Miyazaki Japan

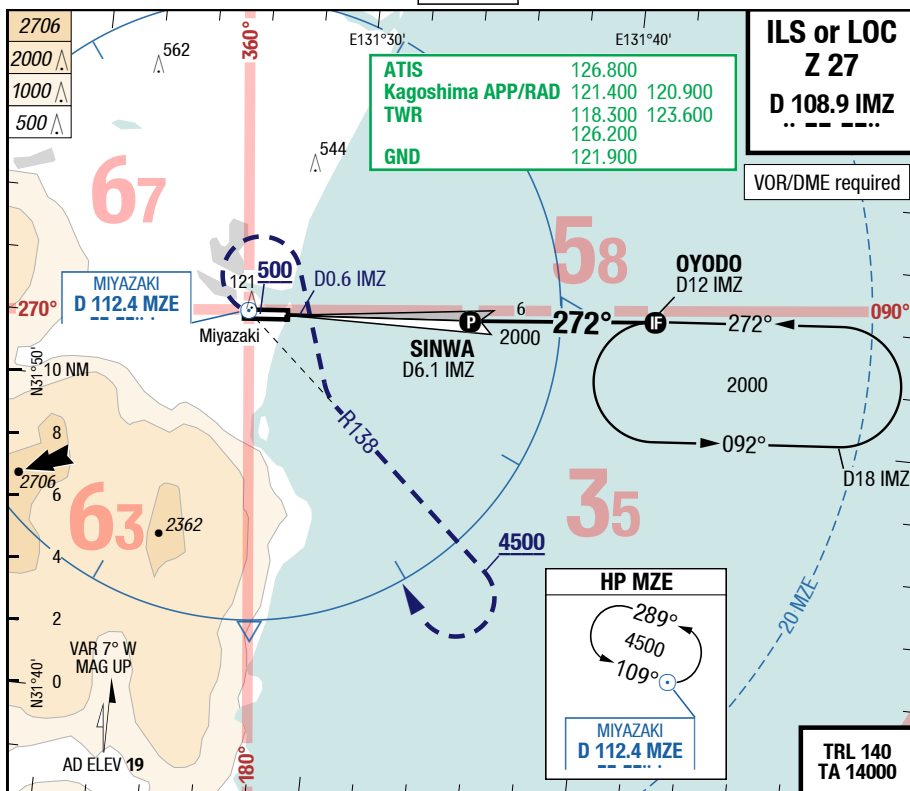
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## STARs / RNAV STARs

6-10



Changes: FREQ, OBST



RWY Grooved 2500x30  
60 HL  
30 HL  
45 G 2500  
3.0°  
-0.1% TDZ 21 (---%) / THR 21 (1hPa)

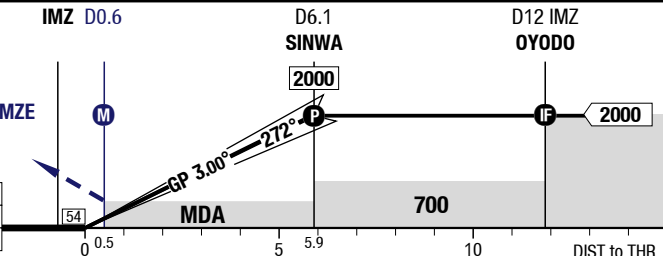
27

1	2	3	4	5	6.1
340	660	980	1300	1620	2000

**LOC 3.00°**  
**D IMZ**

**HDG 272°**  
**at MNM 500 RT**  
**intercept R138 MZE**  
**at MNM 4500 RT direct MZE**  
**maintain 4500**  
**contact Kagoshima APP**

GS	120	140	160
D 6.1 IMZ	640	740	850
-MAPt	NA	NA	NA



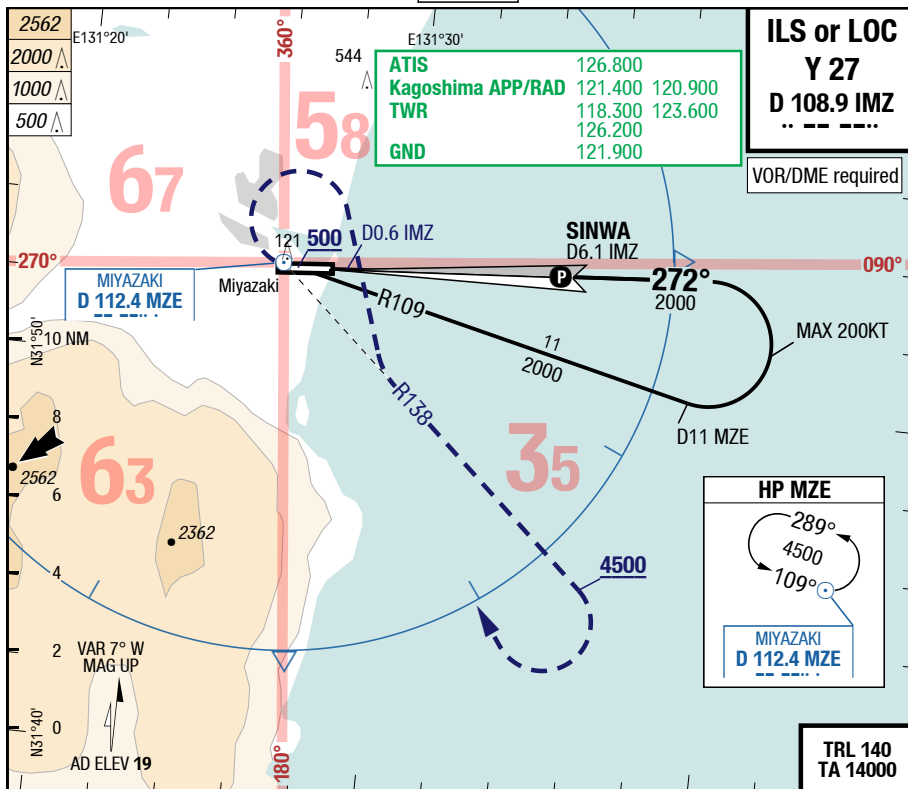
27		Cat 1 DME GA 4.0% 1) 2)	LOC DME GA 4.0% 2)	Circling TERPS	
C	ft - m/km ft	200 - 1.2 230	250 - 1.6 280		640 - 2.4V 650
D	ft - m/km ft	200 - 1.2 230	250 - 1.8 280		700 - 3.6V 720

1) With EVS 800m, wo EVS use STD  
2) Up to 4500ft

Changes: APL, ALT, FREQ, OBST, VAR, MISAP text

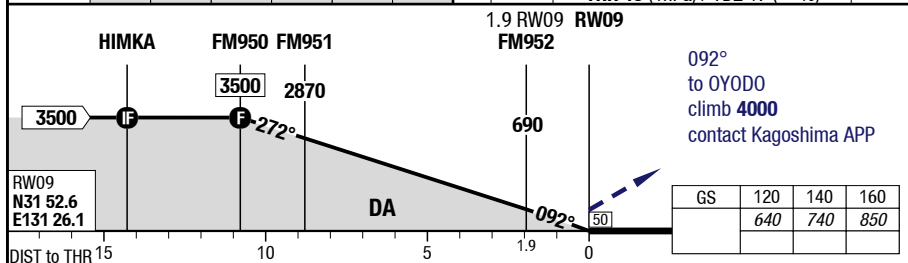
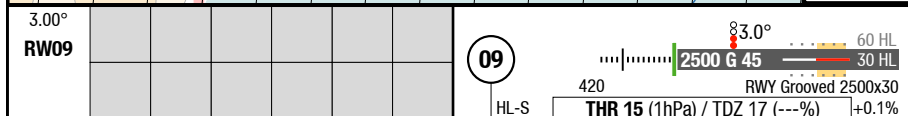
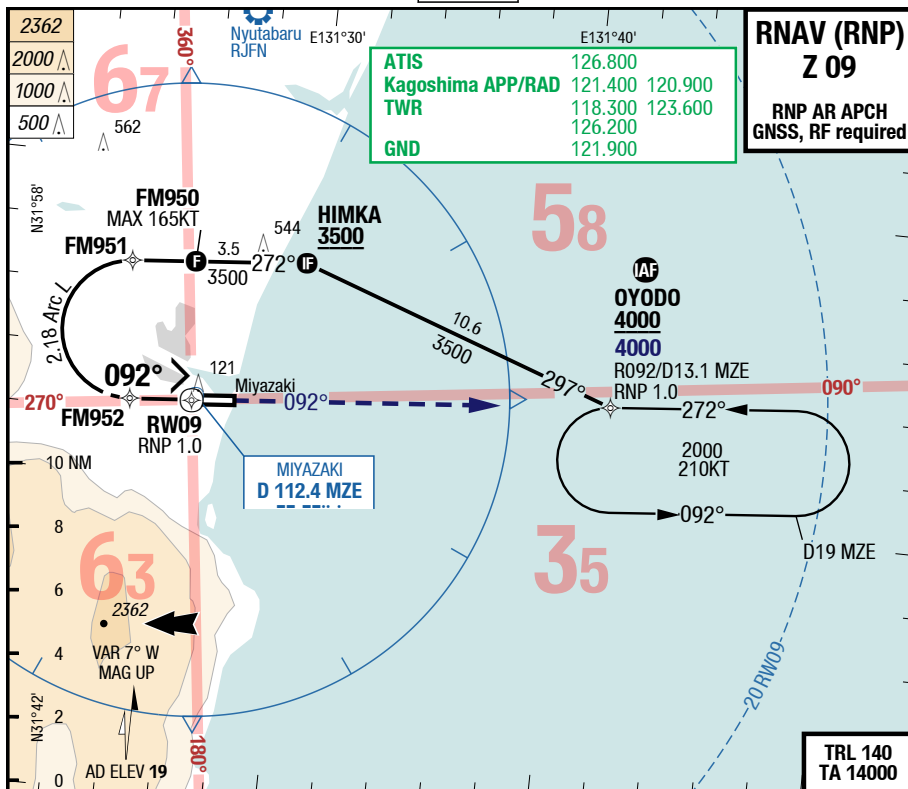
7-20

ILS or LOC Y 27



27		Cat 1 DME GA 4.0% 1) 2)	LOC DME GA 4.0% 2)	Circling TERPS	
C	ft - m/km ft	200 - 1.2 230	250 - 1.6 280	640 - 2.4V 650	
D	ft - m/km ft	200 - 1.2 230	250 - 1.8 280	700 - 3.6V 720	

1) With EVS 800m, wo EVS use STD  
2) Up to 4500ft



09		RNAV RNP 0.30 VNAV 1)					Circling TERPS
C	ft - m/km ft	320 - 1.4 330 2)					Not published
D	ft - m/km ft	320 - 1.6 330 3)					Not published

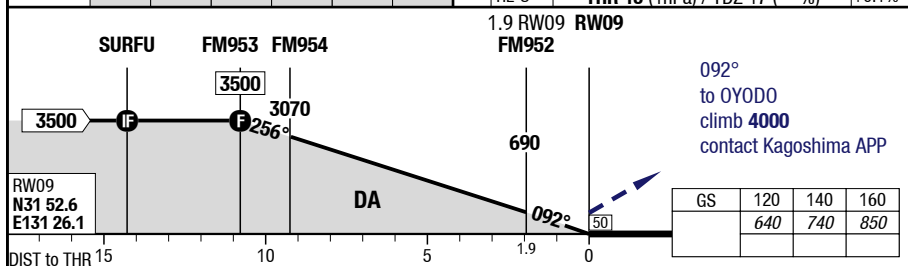
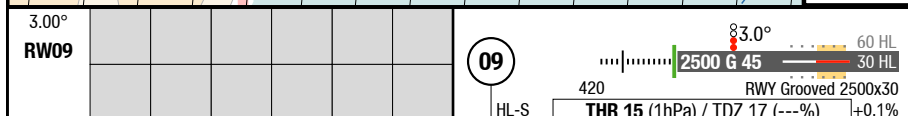
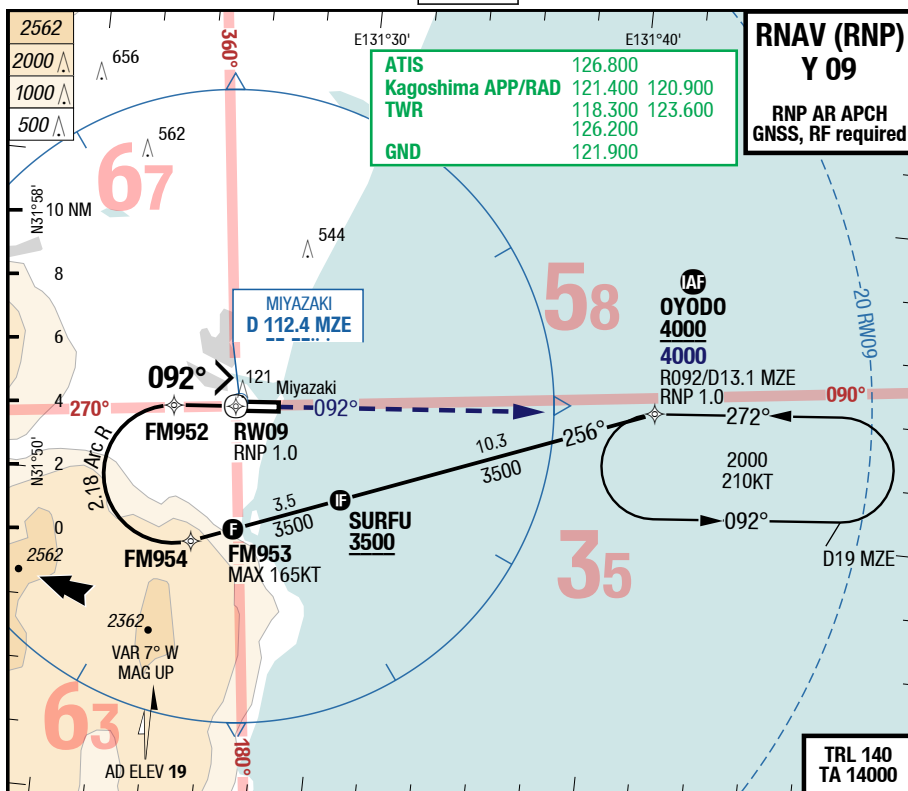
1) Uncompensated Baro VNAV NA below -5°C (23°F) or above 45°C (113°F) 2) With EVS 900m, wo EVS use STD 3) With EVS 1.1km, wo EVS use STD

Changes: ALT, APL, FREQ, Track, Note, OBST, VAR

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7-40

## RNAV (RNP) Y 09



09		RNAV RNP 0.30 VNAV 1)		Circling TERPS	
C	ft - m/km ft	320 - 1.4 330 2)		Not published	
D	ft - m/km ft	320 - 1.6 330 3)		Not published	

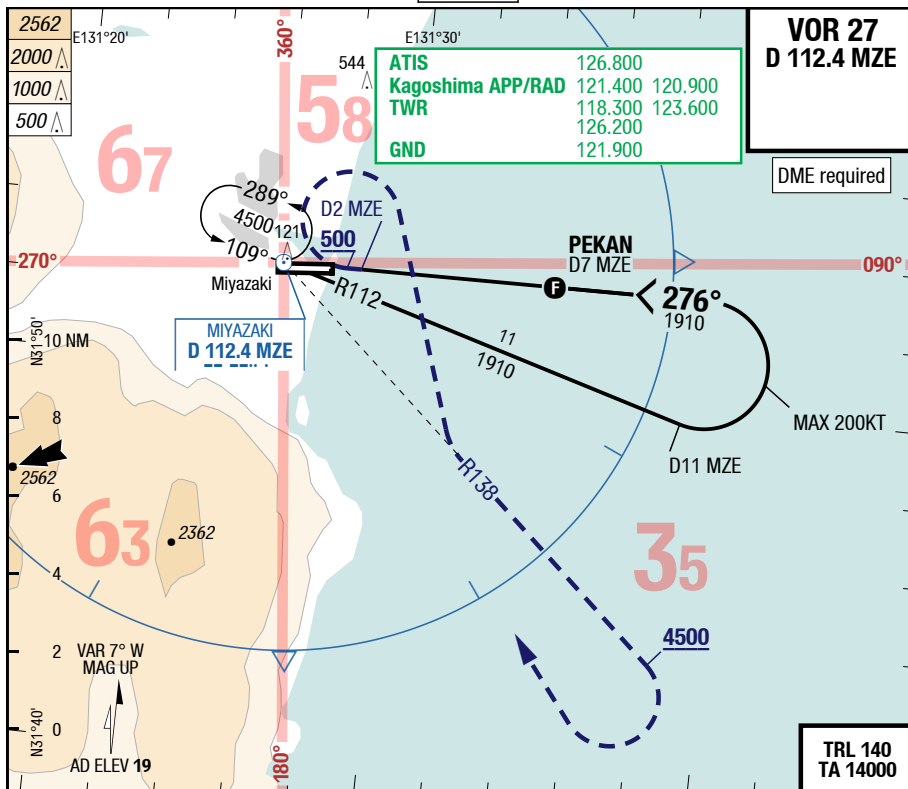
1) Uncompensated Baro VNAV NA below -5°C (23°F) or above 45°C (113°F) 2) With EVS 900m, wo EVS use STD 3) With EVS 1.1km, wo EVS use STD

Changes: FREQ, Track, APL, VAR, OBST, Note, MISAP text

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7-50

VOR 27



RWY Grooved 2500x30

60 HL

30 HL

45 G 2500

3.0°

-0.1% TDZ 21 (---%) / THR 21 (1hPa)

MZE D2

27

3	4	5	6	7		3.00°
640	960	1280	1590	1910		D MZE
						276°
						RWY 272°

HDG 276°

at MNM 500 RT

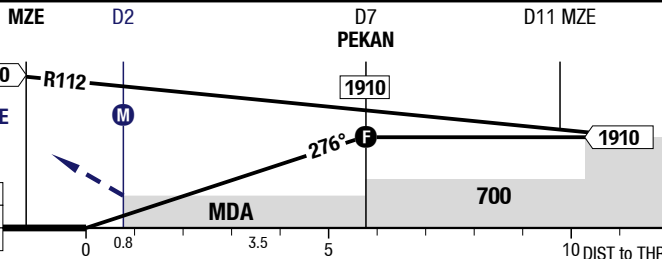
intercept R138 MZE

at MNM 4500 RT direct MZE

maintain 4500

contact Kagoshima APP

GS	120	140	160
D7 MZE	640	740	850
-MAPt	NA	NA	NA



27	VOR DME						Circling TERPS
C	ft - m/km ft	420 - 1.9 440					640 - 2.4V 650
D	ft - m/km ft	420 - 2.0 440					700 - 3.6V 720

Effective 12-OCT-2017

05-OCT-2017

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8-10

Japan Miyazaki

NIL

MRC

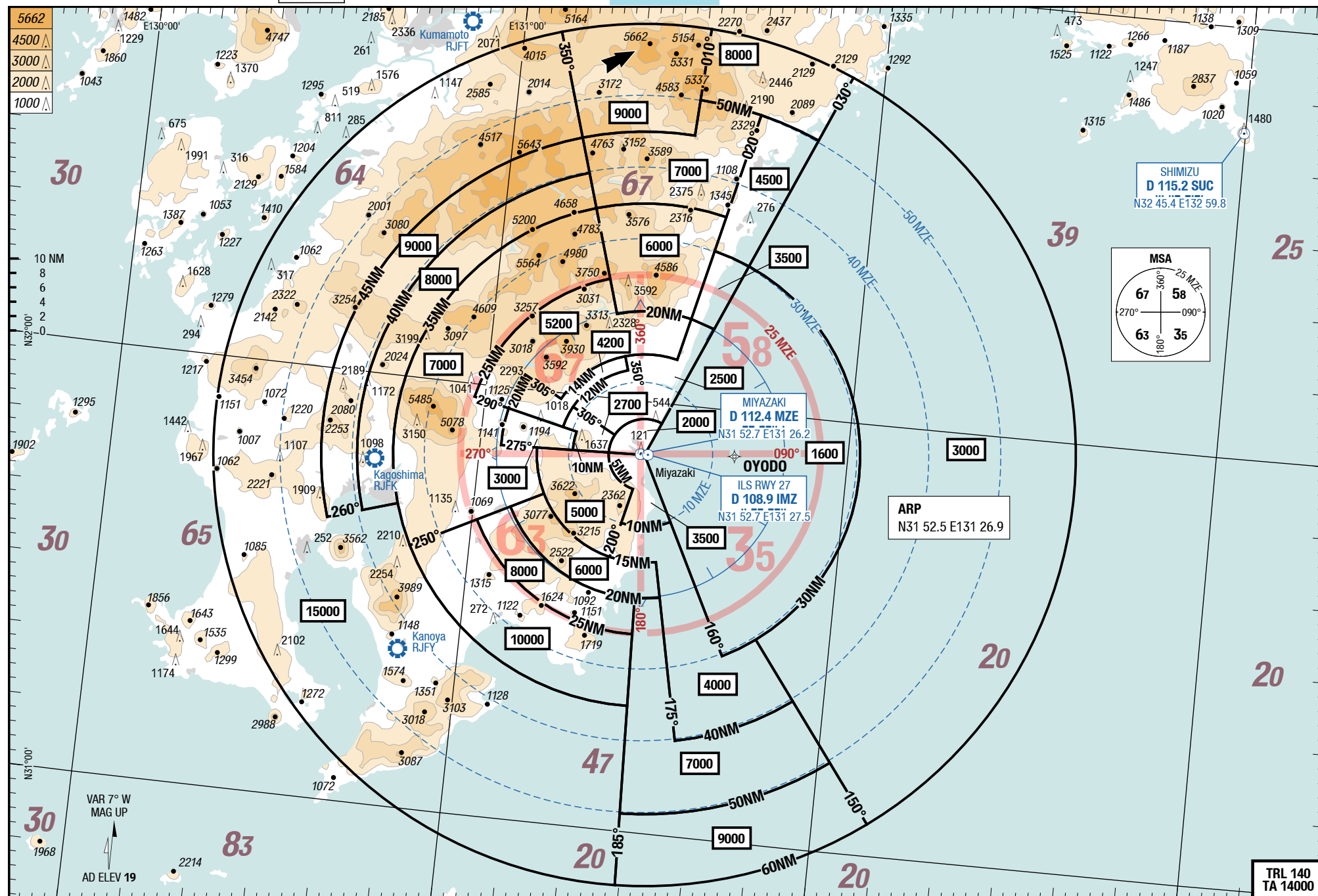
MRC

MRC

Miyazaki Japan

NIL

MRC



Changes: RADAR SECT, OBST, VAR