

**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.

16-AUG-2018

KOJ-RJFK

1-20

A01

## 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

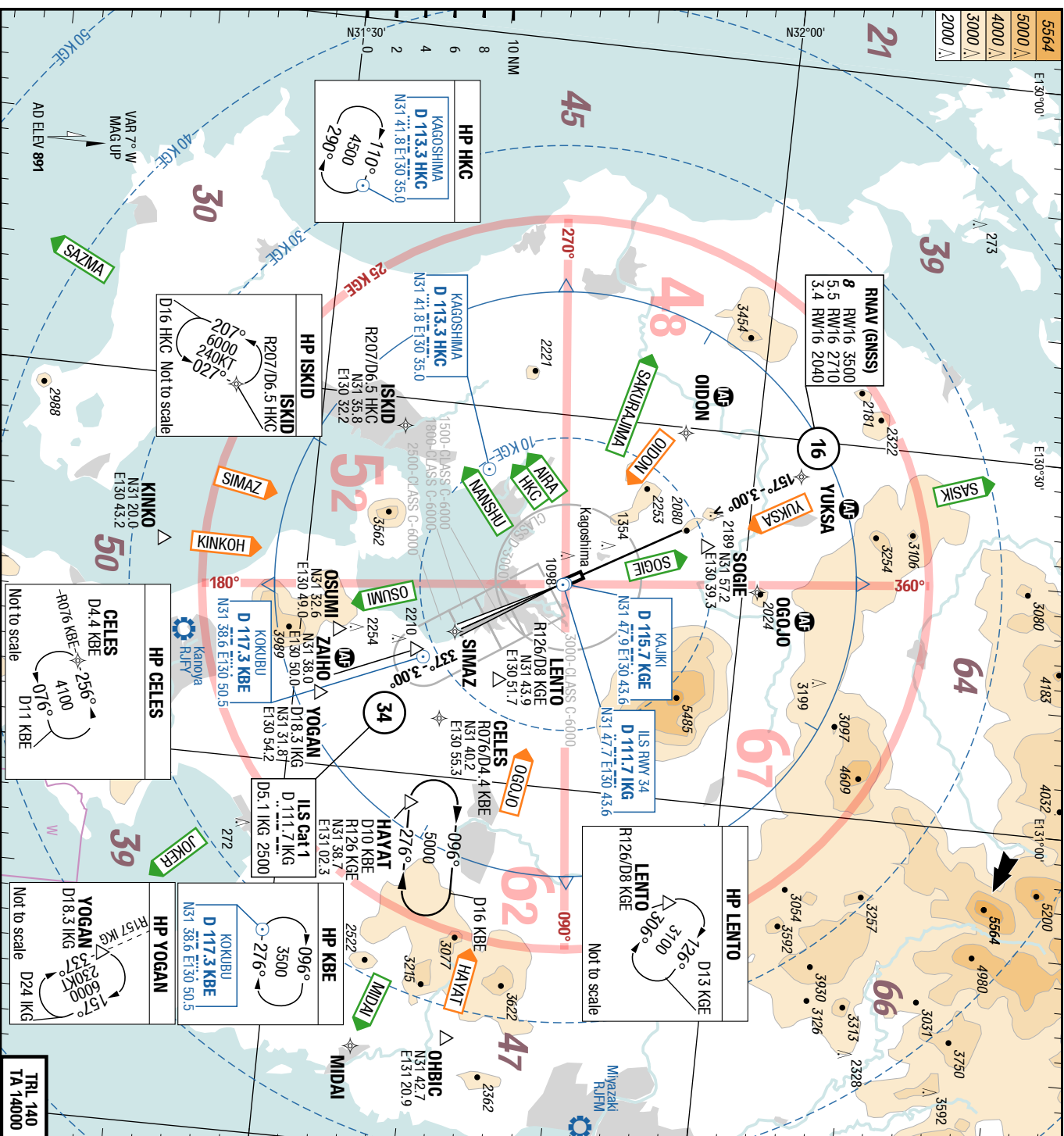
## Critical DME for DME/DME/IRU navigation on RNAV SIDs

MIDAI

- RNAV Critical DME
  - HKC:** RWY 16: DER - OKATU  
RWY 34: DER - KONOE
  - KBE:** RWY 16: DER - 9NM to OKATU  
RWY 34: DER - 17NM to KONOE
  - HKC:** RWY 16: 9NM to OKATU - OKATU  
RWY 34: 17NM to KONOE - KONOE

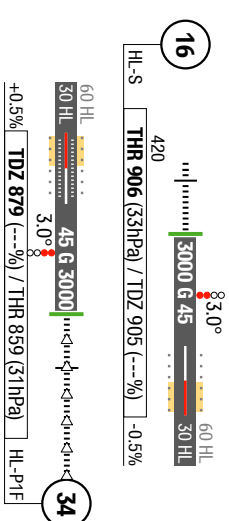
## Noise Abatement Procedures

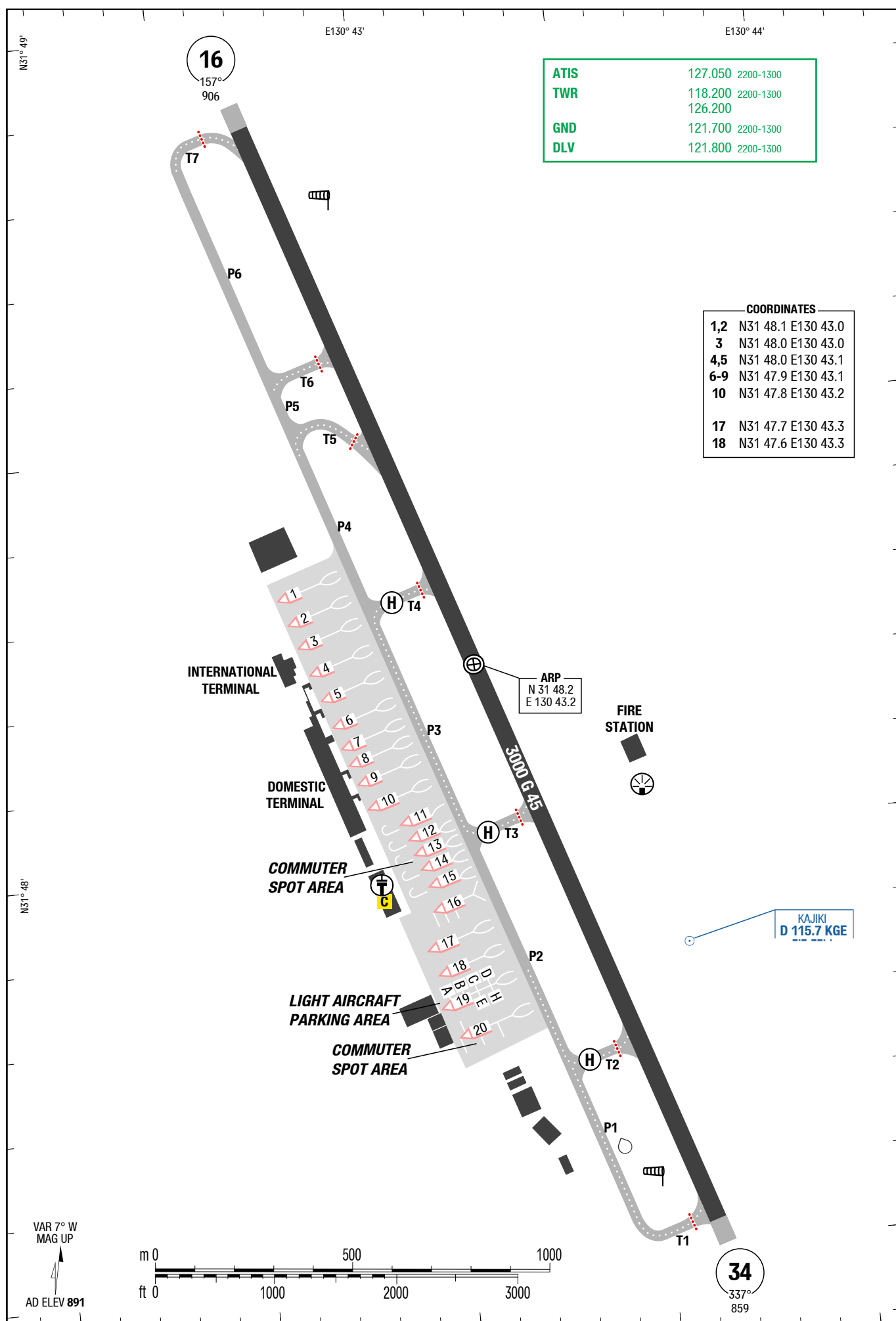
RWY 16/34: Steepest climb PROC.



ATIS	127.050 2200-1300	121.400
RAD	120.800 2200-1300	121.400
APP	126.000 2200-1300	119.400
DEP	121.400	120.900
TWR	119.400 2200-1300	120.100
GND	121.400	126.200
DLV	121.700 2200-1300	
	121.800 2200-1300	

Landing RWY system:





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Japan Kagoshima

SID AIRA 1

RNAV SID MIDAI 2

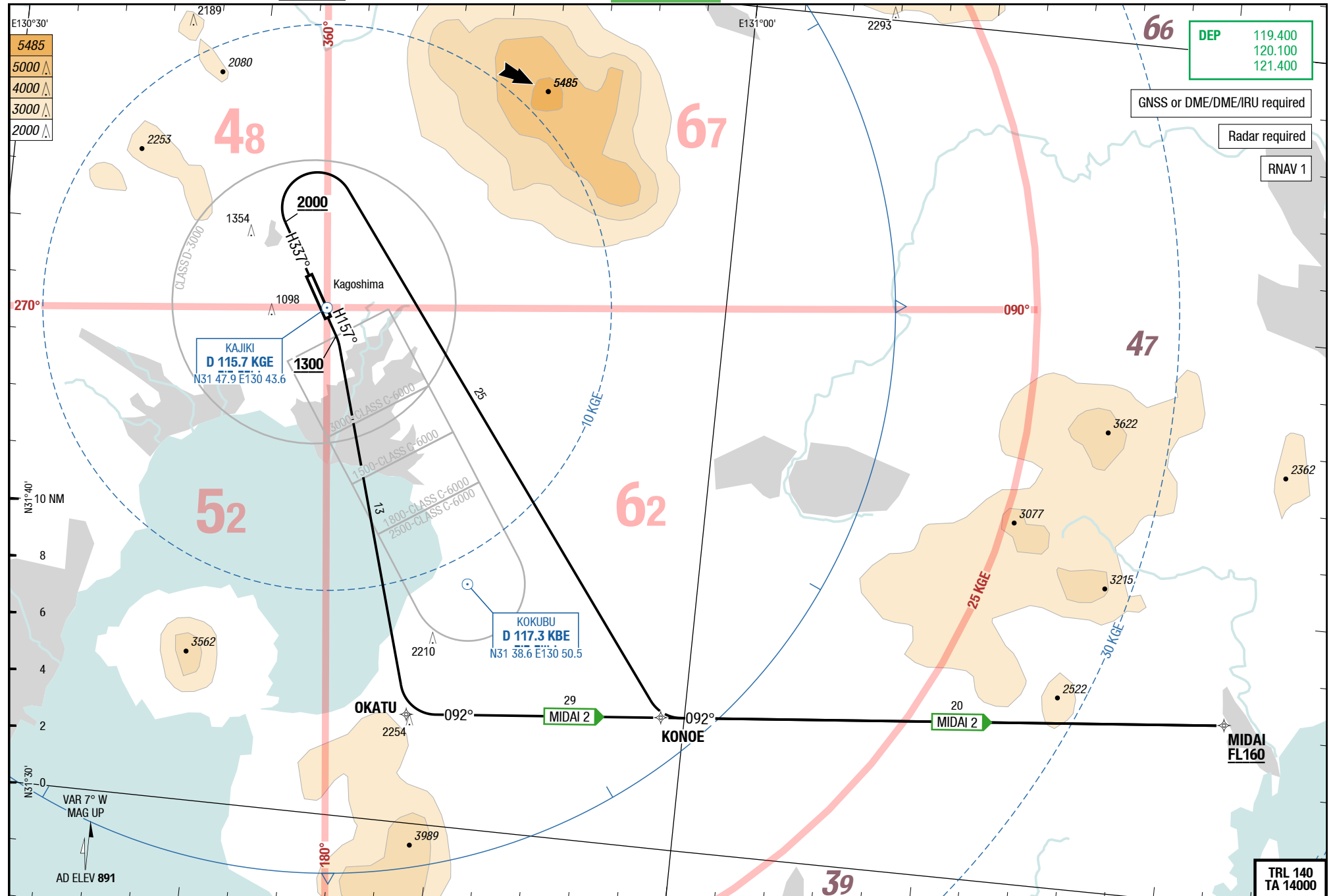
SID

SID

Kagoshima Japan

SID AIRA 1

RNAV SID MIDAI 2



Changes: Track, PROC renumbered

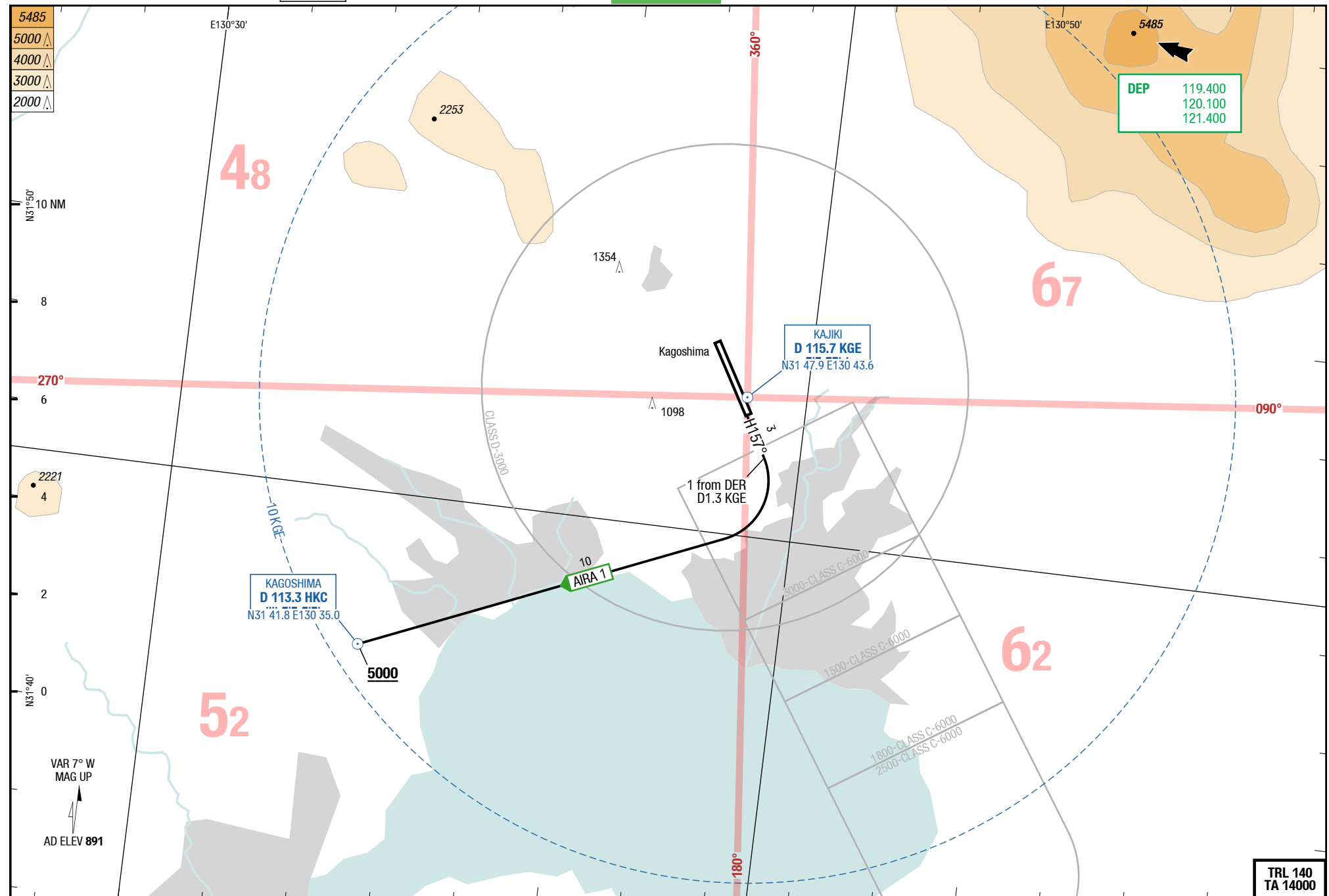
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## SID AIRA 1

SID

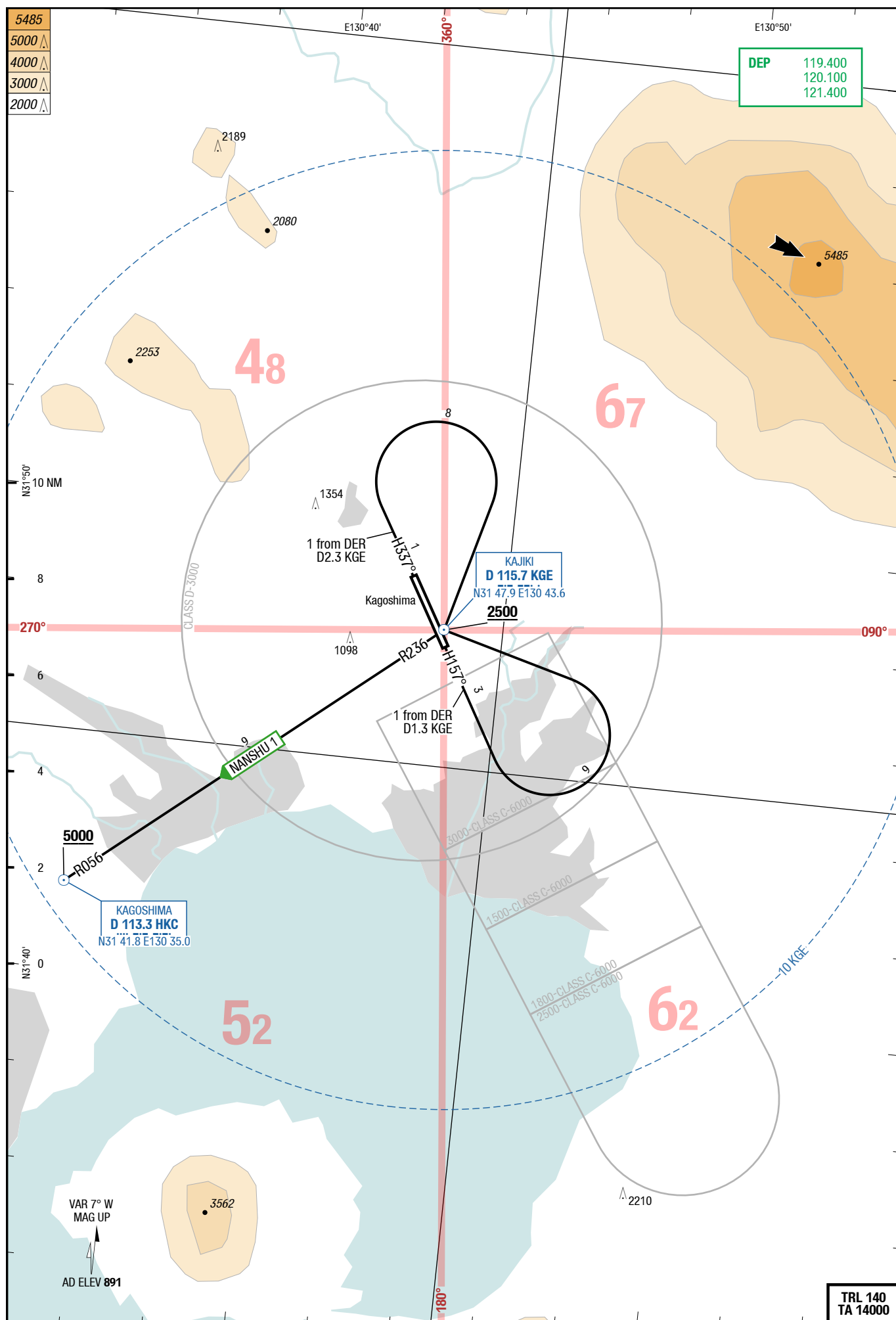
SID

## SID AIRA 1

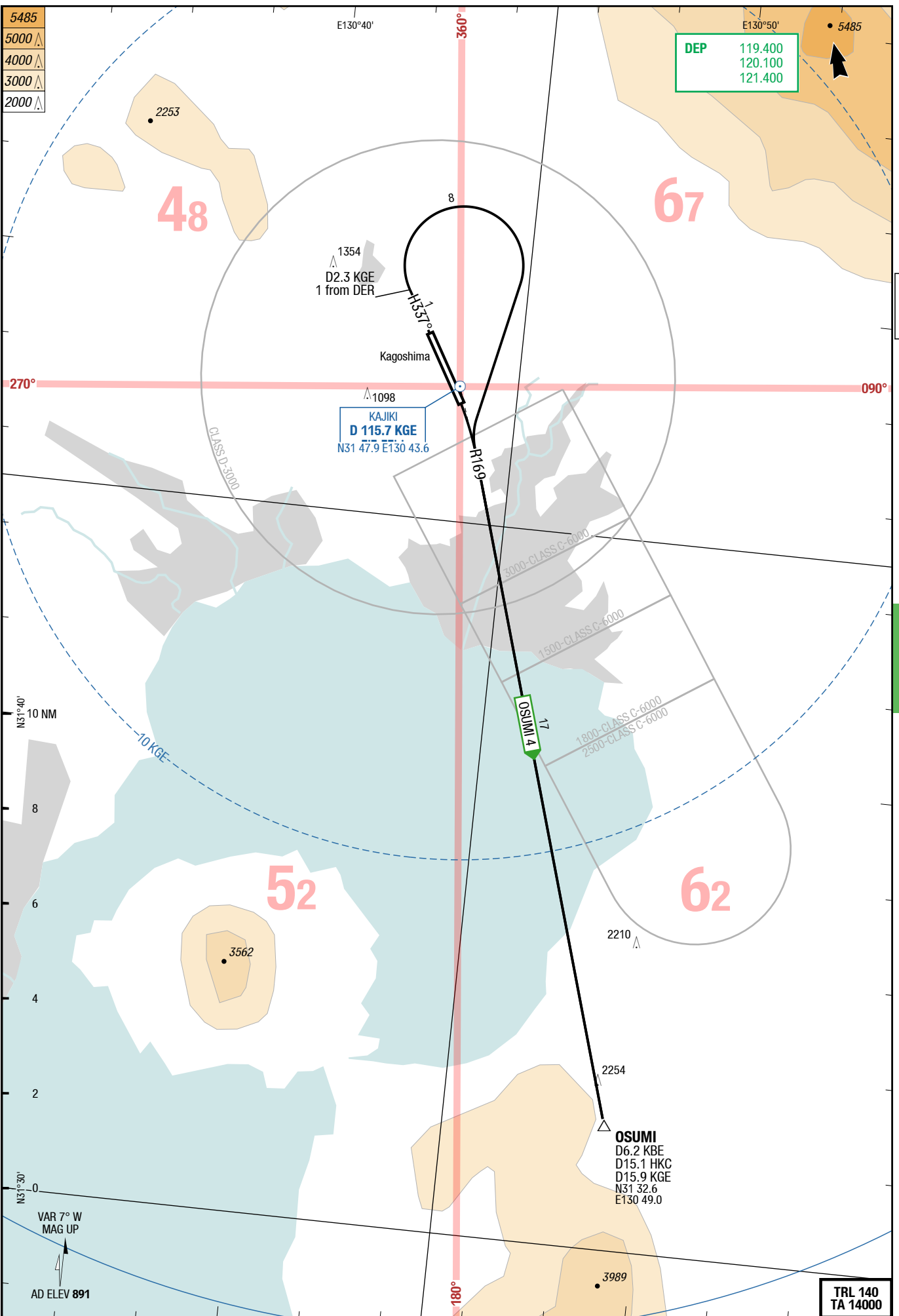


Changes: new

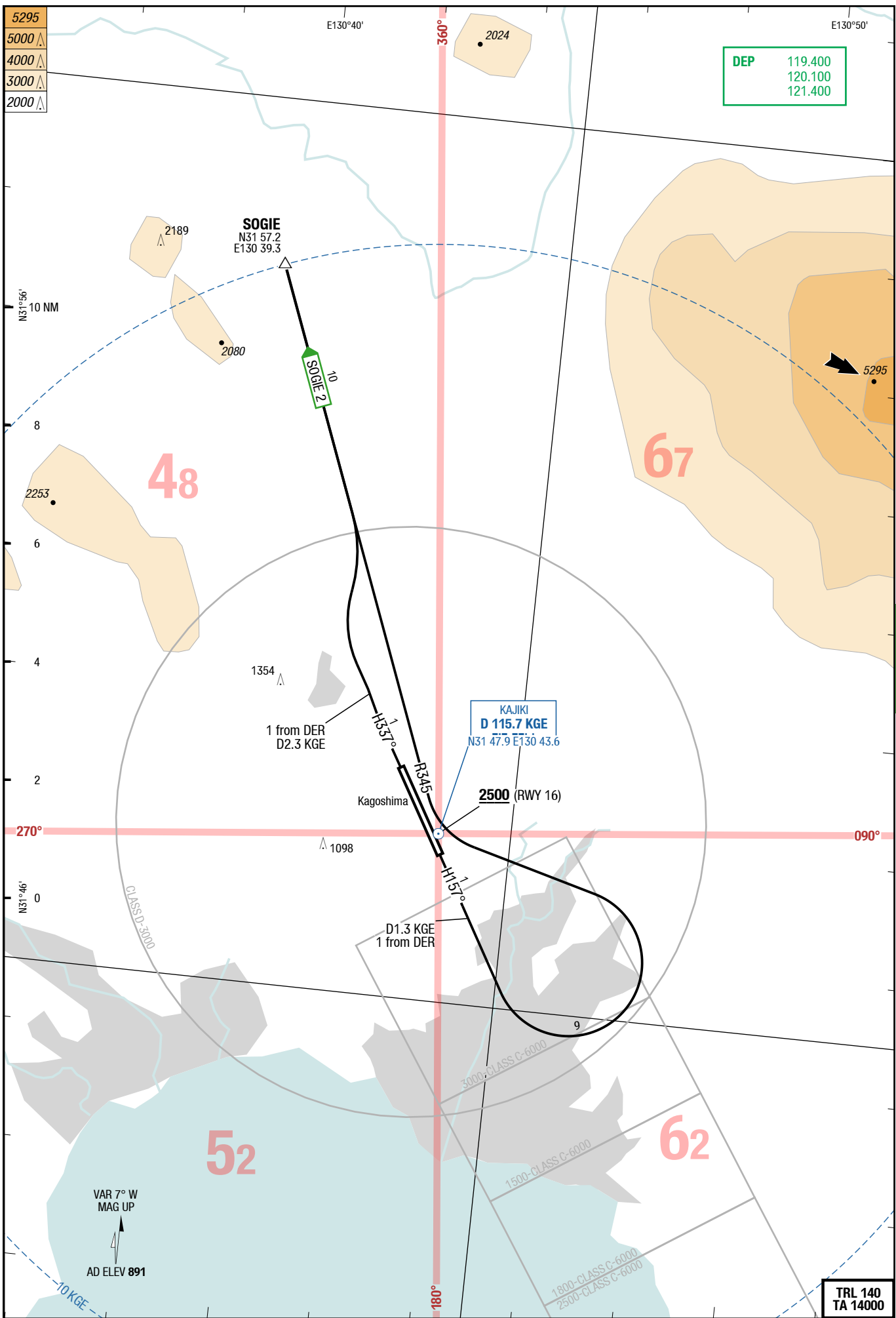
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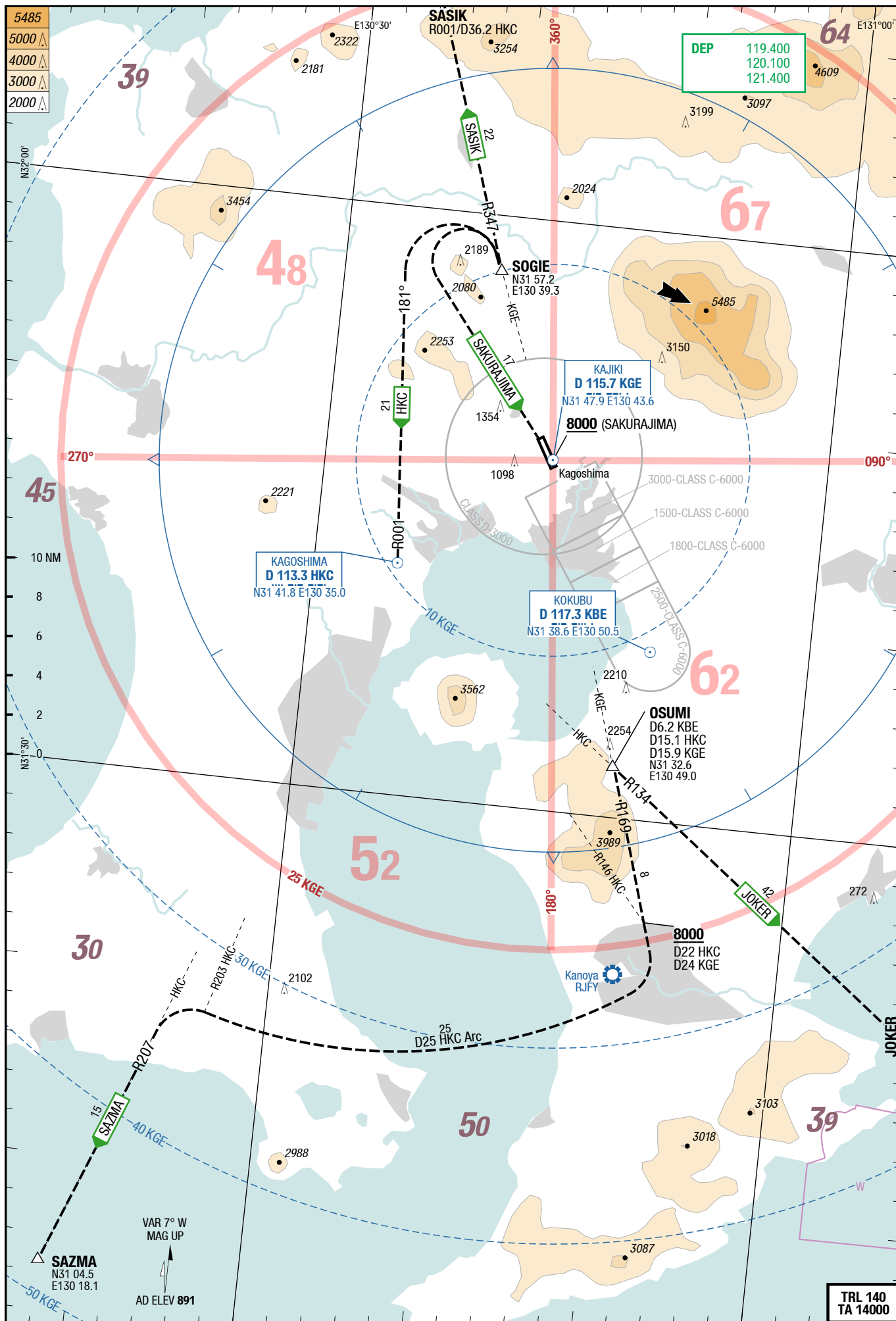






DEP 119.400  
120.100  
121.400





**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
	<b>Runway 16</b>	
<b>MIDAI 2</b> <b>119.400</b> ①	HDG 157° - at MNM <b>1300 RT</b> direct OKATU - MIDAI  <b>FMS:</b> [A1300+ ;R] - OKATU - MIDAI	MIDAI MNM <b>FL160</b>  MIDAI MNM <b>FL160</b>
	<b>Runway 34</b>	
<b>MIDAI 2</b> 5.0% to 2100 <b>119.400</b> ①	HDG 337° - at MNM <b>2000 RT</b> direct KONOE - MIDAI  <b>FMS:</b> [A2000 ;R] - KONOE - MIDAI	MIDAI MNM <b>FL160</b>  MIDAI MNM <b>FL160</b>

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

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5-20

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

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

**OSUMI 4**

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

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



**JOKER / KAGOSHIMA / SAKURAJIMA / SASIK / SAZMA**

RWYs 16 (157°) / 34 (337°)

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

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6-10

Japan Kagoshima

ARRIVALS

RNAV STARS

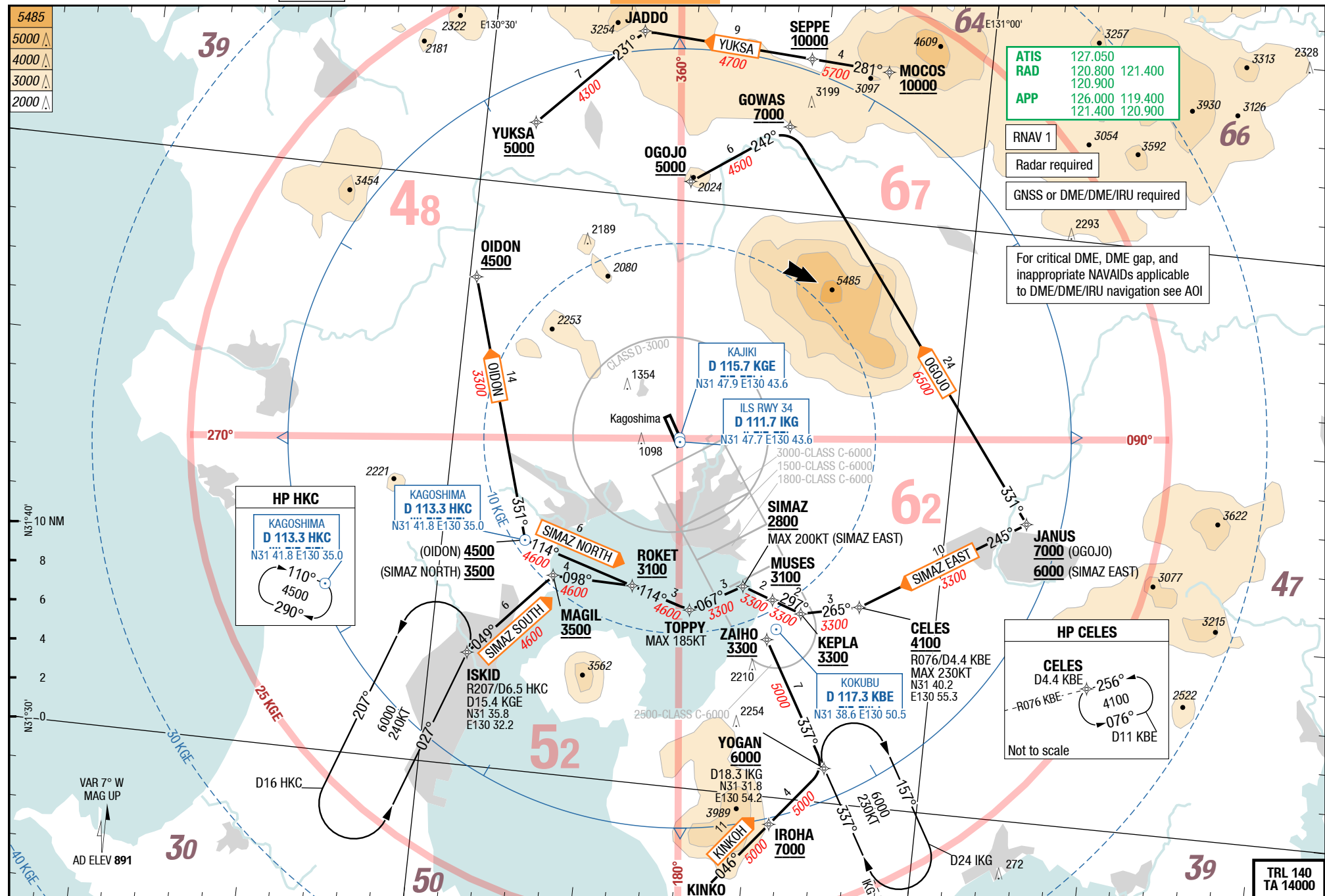
STAR

STAR

Kagoshima Japan

ARRIVALS

RNAV STARS



Changes: chart layout, PROC

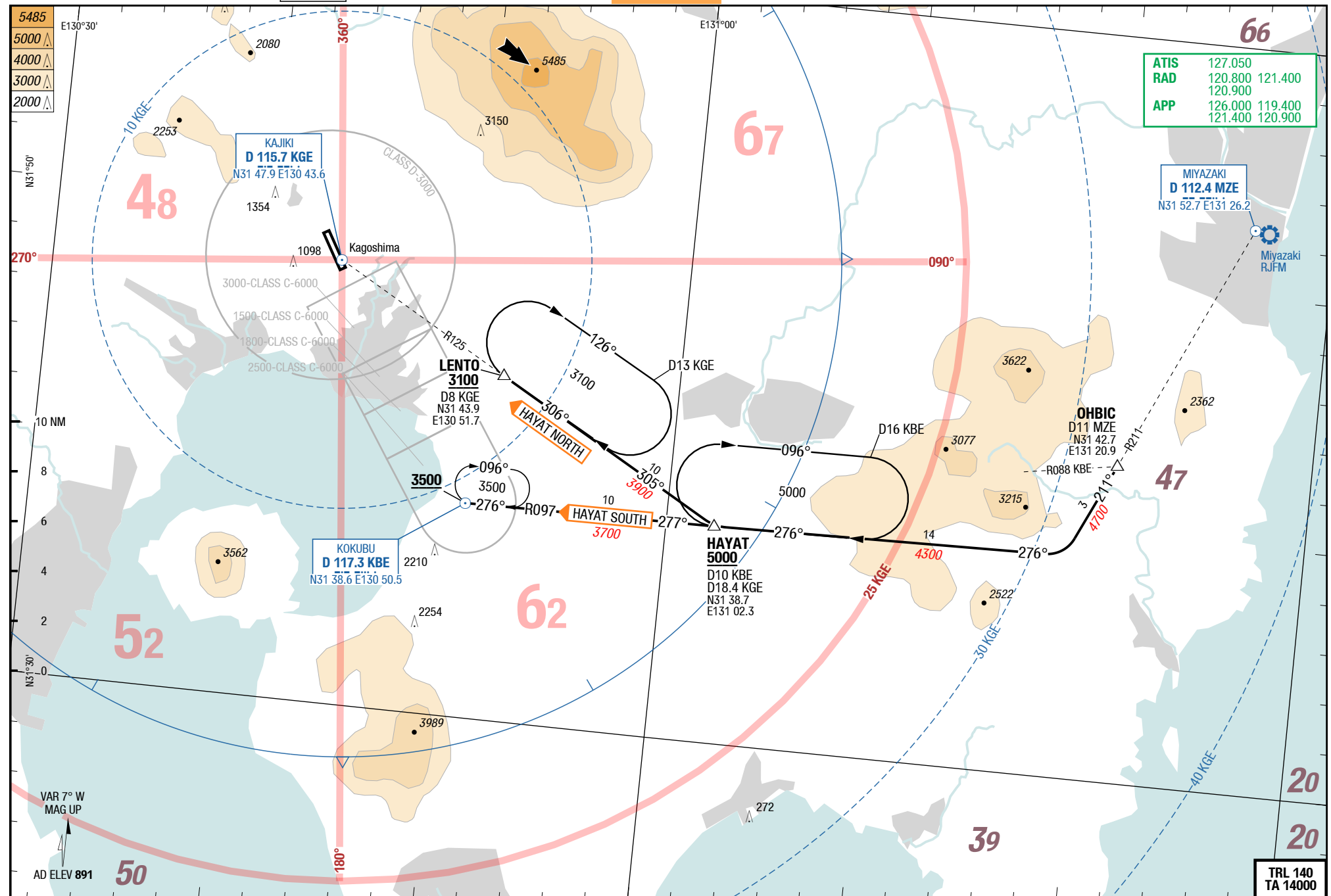
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## ARRIVALs

# STAR

# STAR

## ARRIVALs



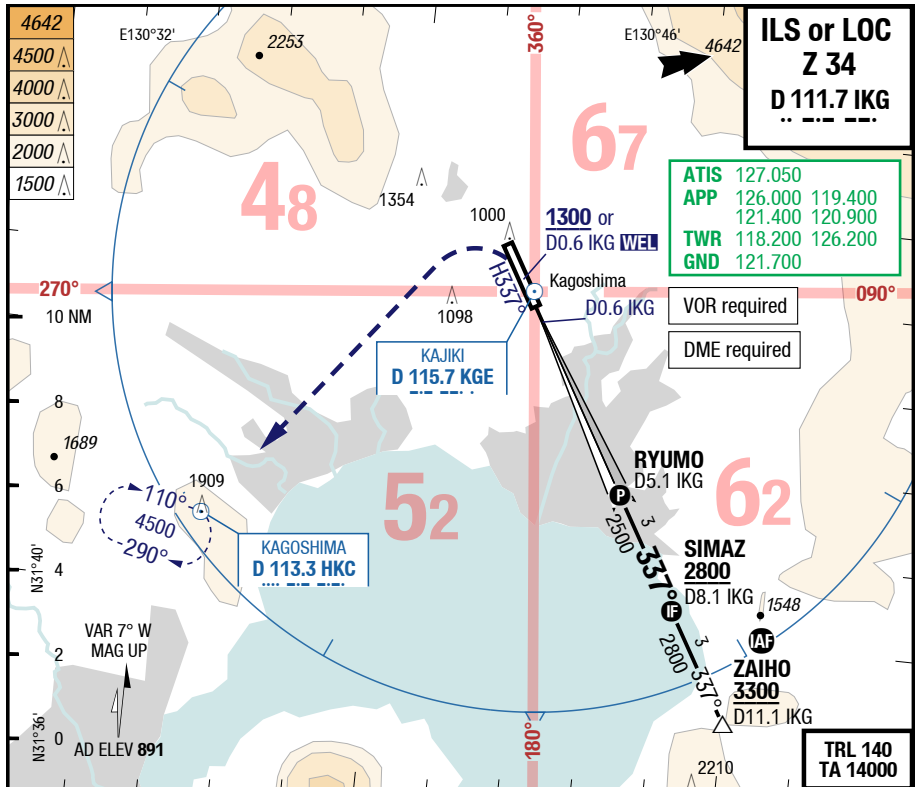
Changes: Nil

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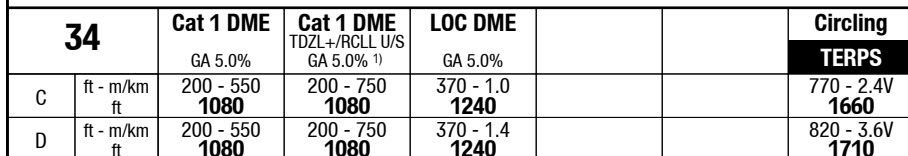
7-10

ILS or LOC Z 34



34		Cat 1 DME	Cat 1 DME	LOC DME	Circling	
		GA 5.0%	TDZL+RCLL U/S GA 5.0% <sup>1)</sup>	GA 5.0%	TERPS	
C	ft - m/km ft	200 - 550 1080	200 - 750 1080	370 - 1.0 1240	770 - 2.4V 1660	
D	ft - m/km ft	200 - 550 1080	200 - 750 1080	370 - 1.4 1240	820 - 3.6V 1710	

1) With EVS 550m

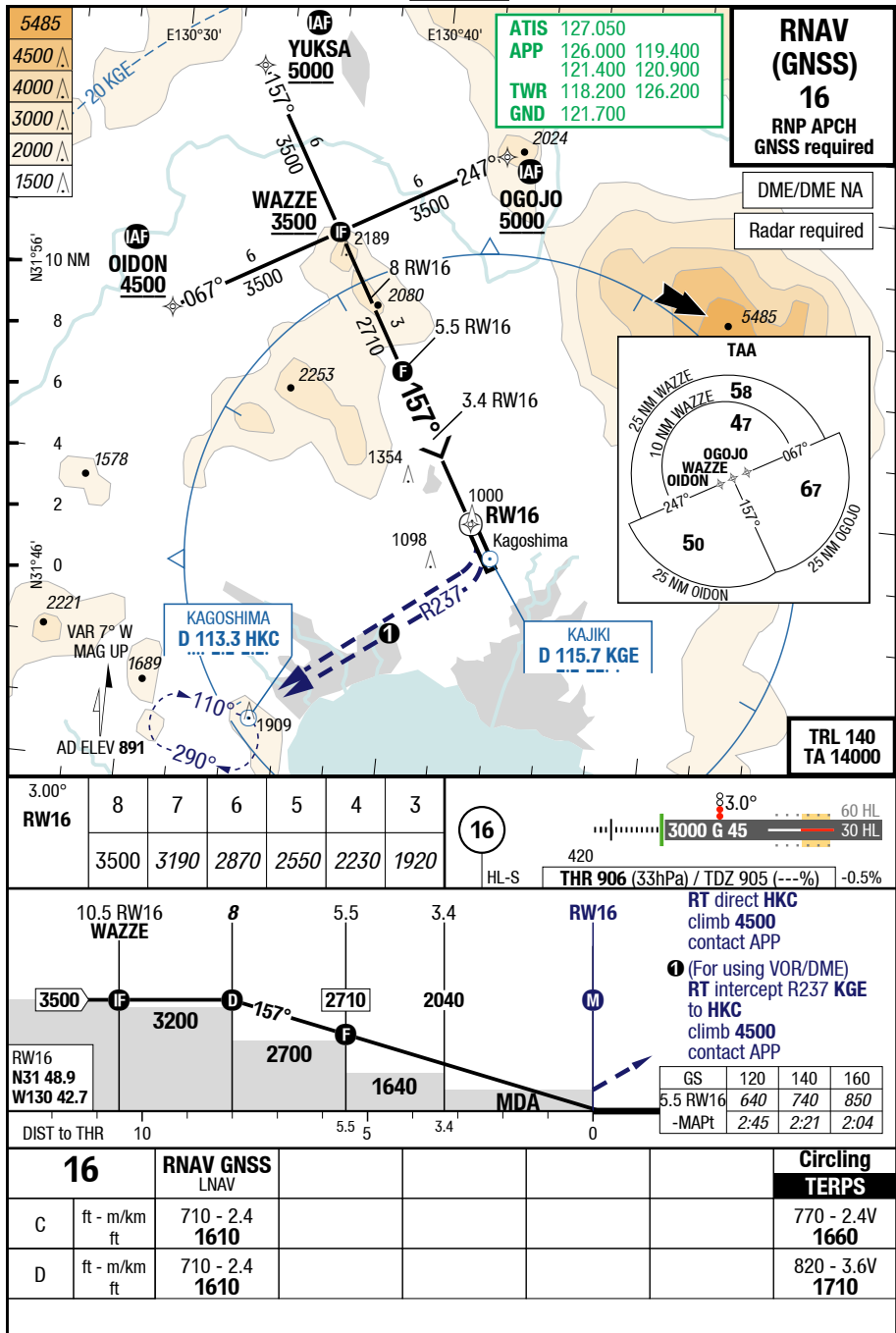


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7-30

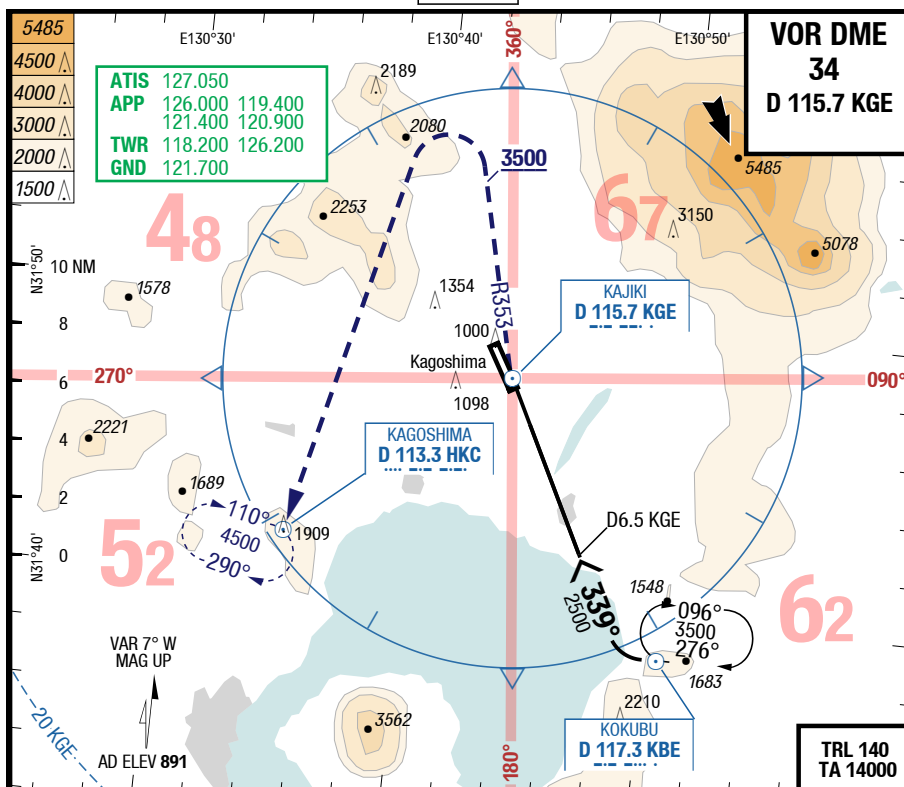
RNAV (GNSS) 16



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7-50

VOR DME 34

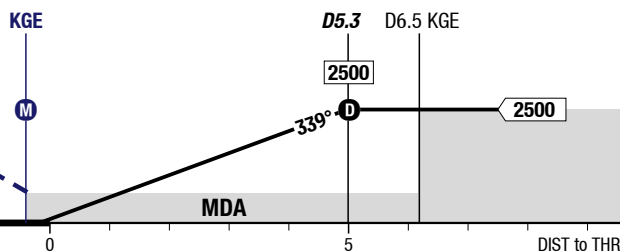


60 HL  
30 HL  
45 G 3000  
3.0°  
+0.5% TDZ 879 (---%) / THR 859 (31hPa) HL-P1F

2	3	4	5	5.3	3.00° D KGE 339° RWY 337°
1440	1760	2080	2400	2500	

**RT intercept R353 KGE**  
**at MNM 3500 LT to HKC**  
**climb 4500**  
**contact APP**

GS	120	140	160
D5.3 KGE	640	740	850
-MAPt	2:40	2:17	2:00

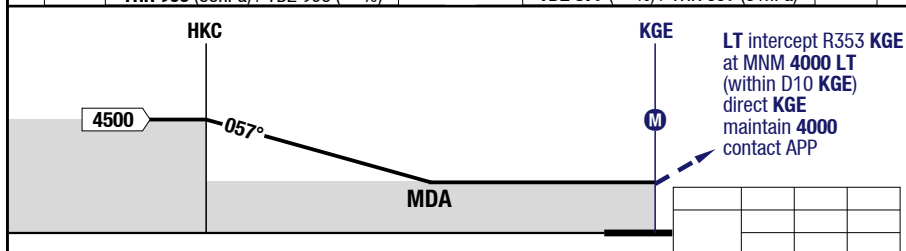
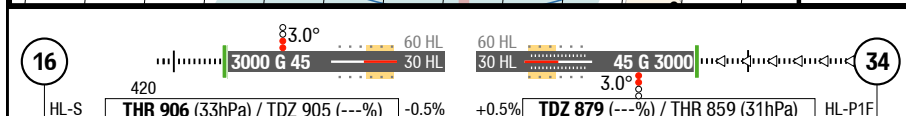
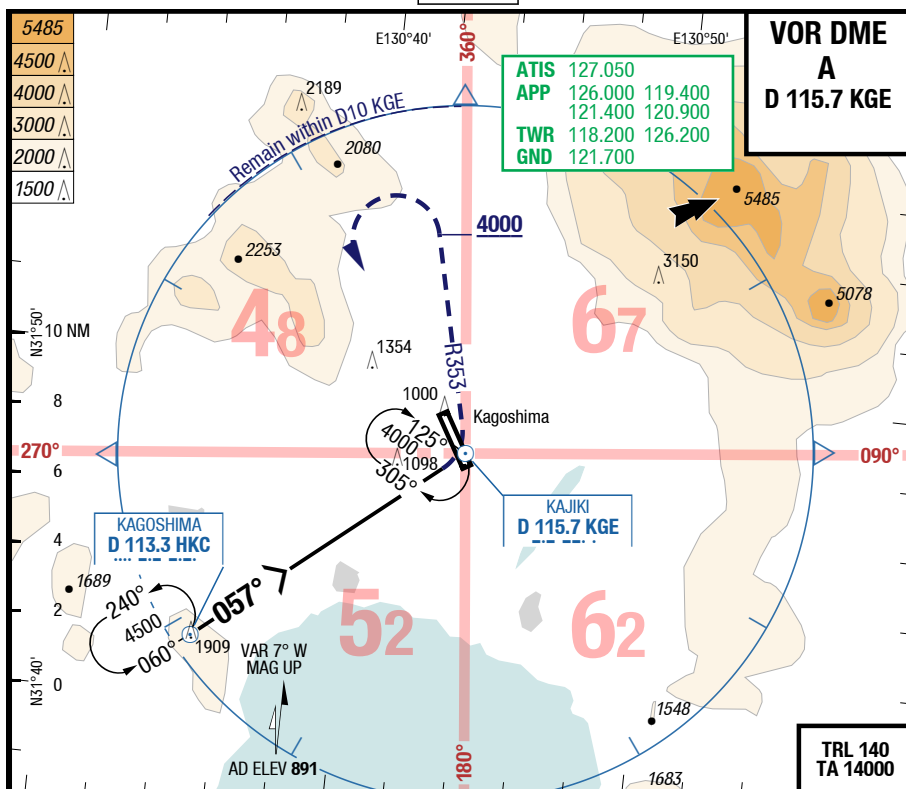


34		VOR DME				Circling TERPS	
C	ft - m/km ft	480 - 1.5 1350				770 - 2.4V 1660	
D	ft - m/km ft	480 - 1.6 1350				820 - 3.6V 1710	

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7-60

VOR DME A



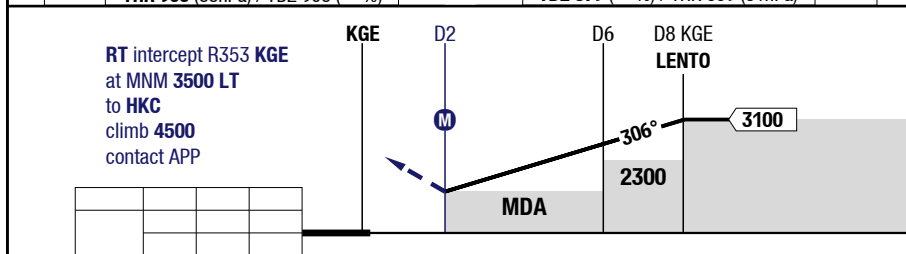
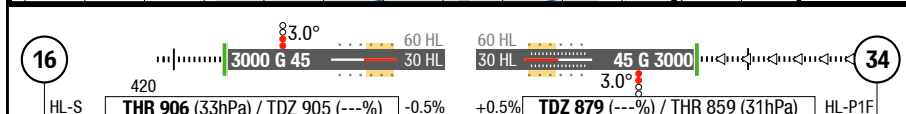
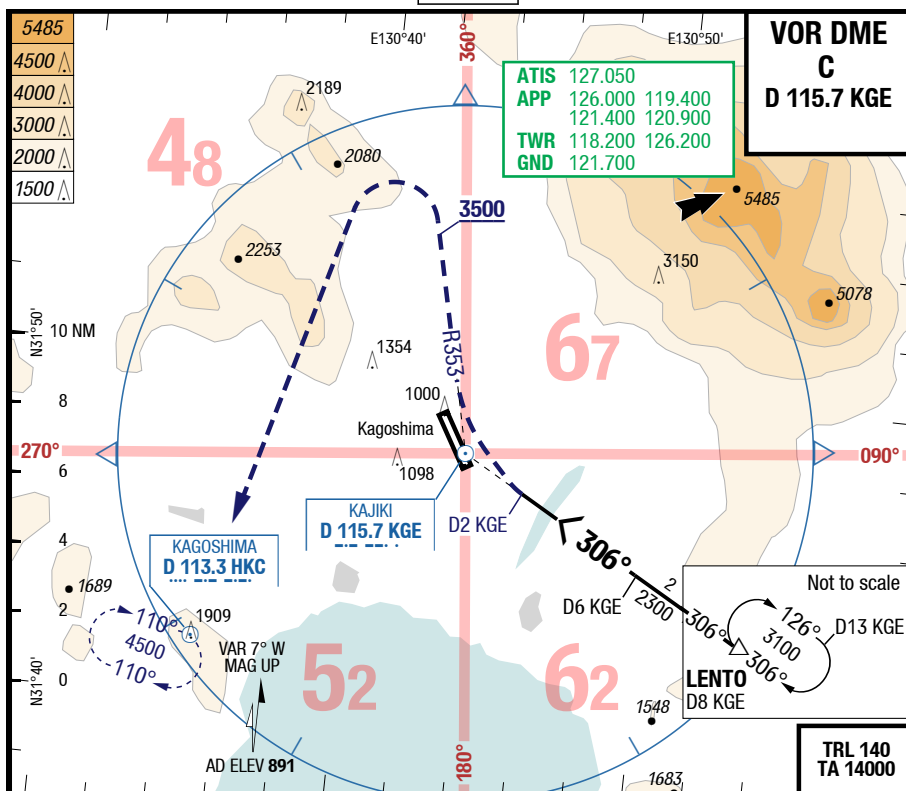
16/34						Circling TERPS	
C	ft - m/km ft					770 - 2.4V	1660
D	ft - m/km ft					820 - 3.6V	1710



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7-70

**VOR DME C**



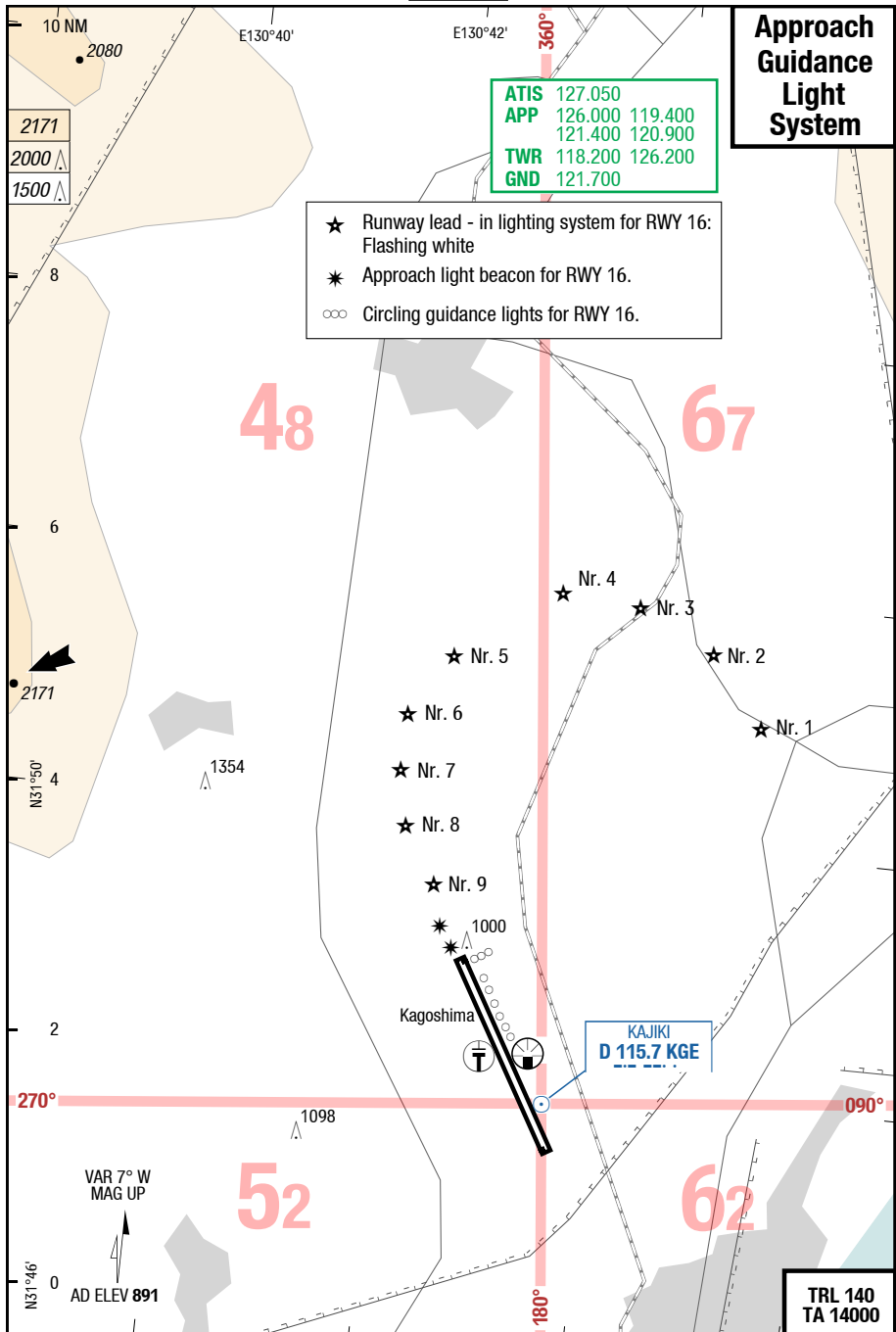
<b>16/34</b>							<b>Circling</b>
C	ft - m/km ft						770 - 2.4V <b>1660</b>
D	ft - m/km ft						820 - 3.6V <b>1710</b>

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7-90

Approach Guidance Light System

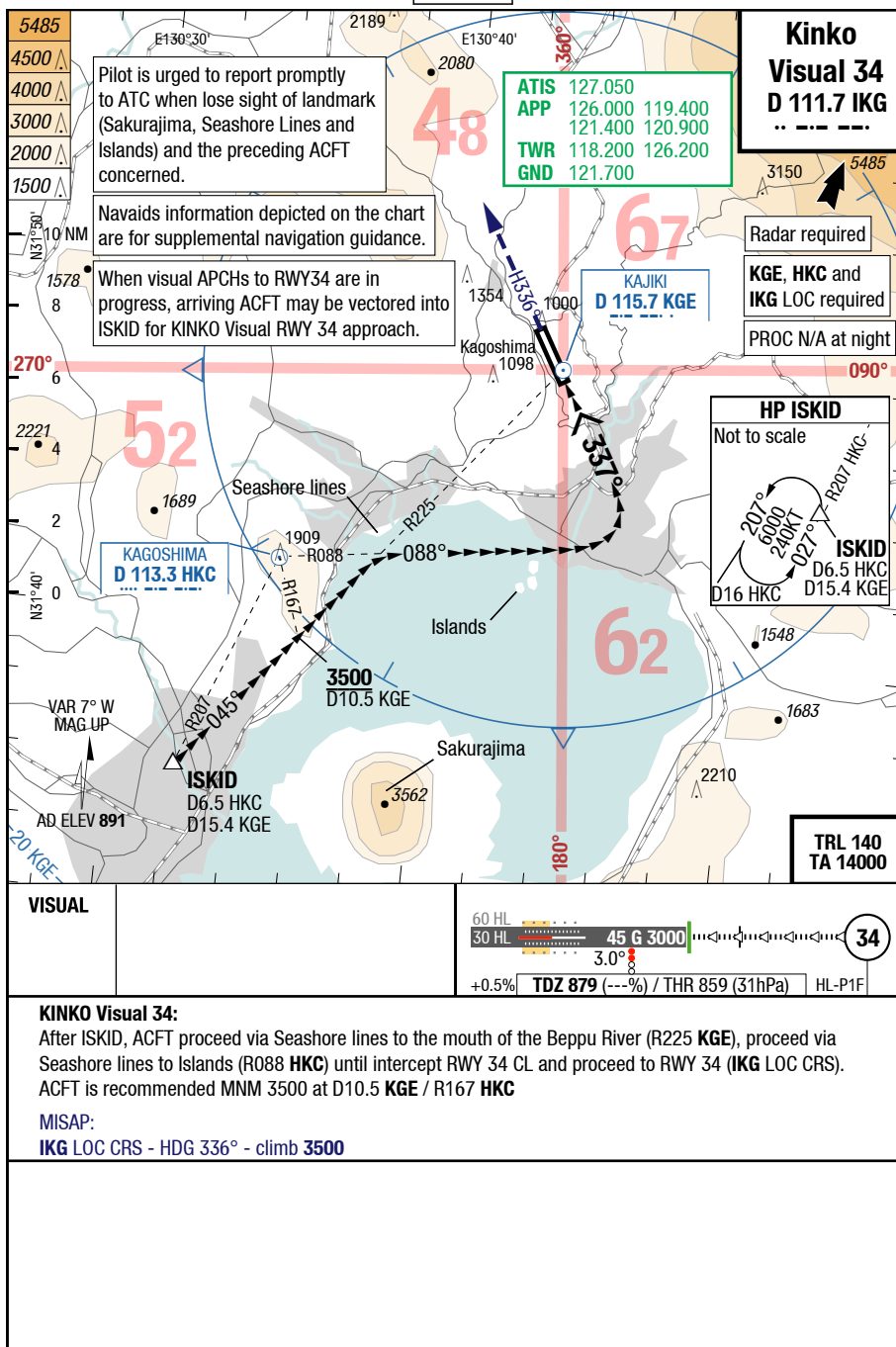
**Approach  
Guidance  
Light  
System**



**KOJ-RJFK**

**7-100**

## KINKO Visual 34



**KOJ-RJFK**

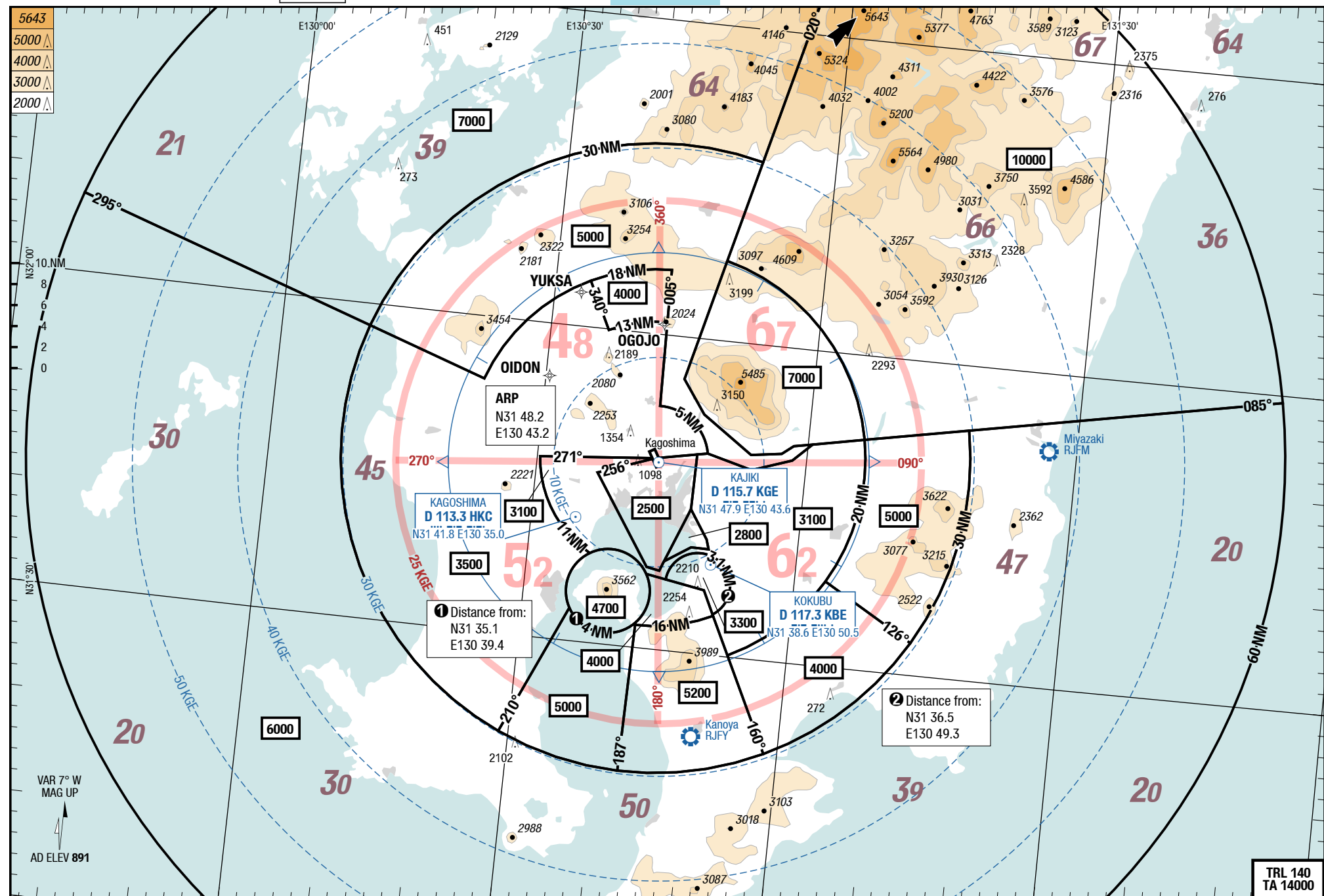
**8-10**

**NIL**  
**MRC**

**MRC**

MRC

**NIL**  
**MRC**



Changes: VAR, OBST, AD ELEV

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