



RJFK / KAGOSHIMA

AD CHART



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 6°46' W-APR 2016



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

SID

NANSHU TWO DEPARTURE

RWY 16 : Climb via RWY HDG until 1NM from RWY end/KGE 1.3DME, turn left,...

RWY 34 : Climb via RWY HDG until 1NM from RWY end/KGE 2.3DME, turn right,...

...direct to KGE VOR/DME, via KGE R238 to HKC VORTAC.

Cross KGE VOR/DME at or above 2500FT, cross HKC VORTAC at or above 5000FT.

NOTE : When take off RWY34, following climb gradient should be maintained until 2100FT.

| Speed (Knots) | 60 | 90 | 120 | 150 | 180 | 210 |
|-----------------|-----|-----|-----|-----|-----|------|
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |



STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

SID and TRANSITION

OSUMI FIVE DEPARTURE

RWY 16 : Climb ...

RWY 34 : Climb via RWY HDG until 1NM from RWY end/KGE 2.3DME, turn right,...
... via KGE R170 to OSUMI.

Note : Following climb gradient should be maintained until 4200FT.

| | | | | | | |
|-----------------|-----|-----|-----|-----|-----|------|
| Speed (Knots) | 60 | 90 | 120 | 150 | 180 | 210 |
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |

JOKER TRANSITION

From over OSUMI, via HKC R134 to JOKER.

SAZMA TRANSITION

From over OSUMI, via KGE R170 to KGE 24DME(HKC R146/22DME), turn right, via HKC 25DME clockwise ARC to intercept and proceed via HKC R207 to SAZMA.

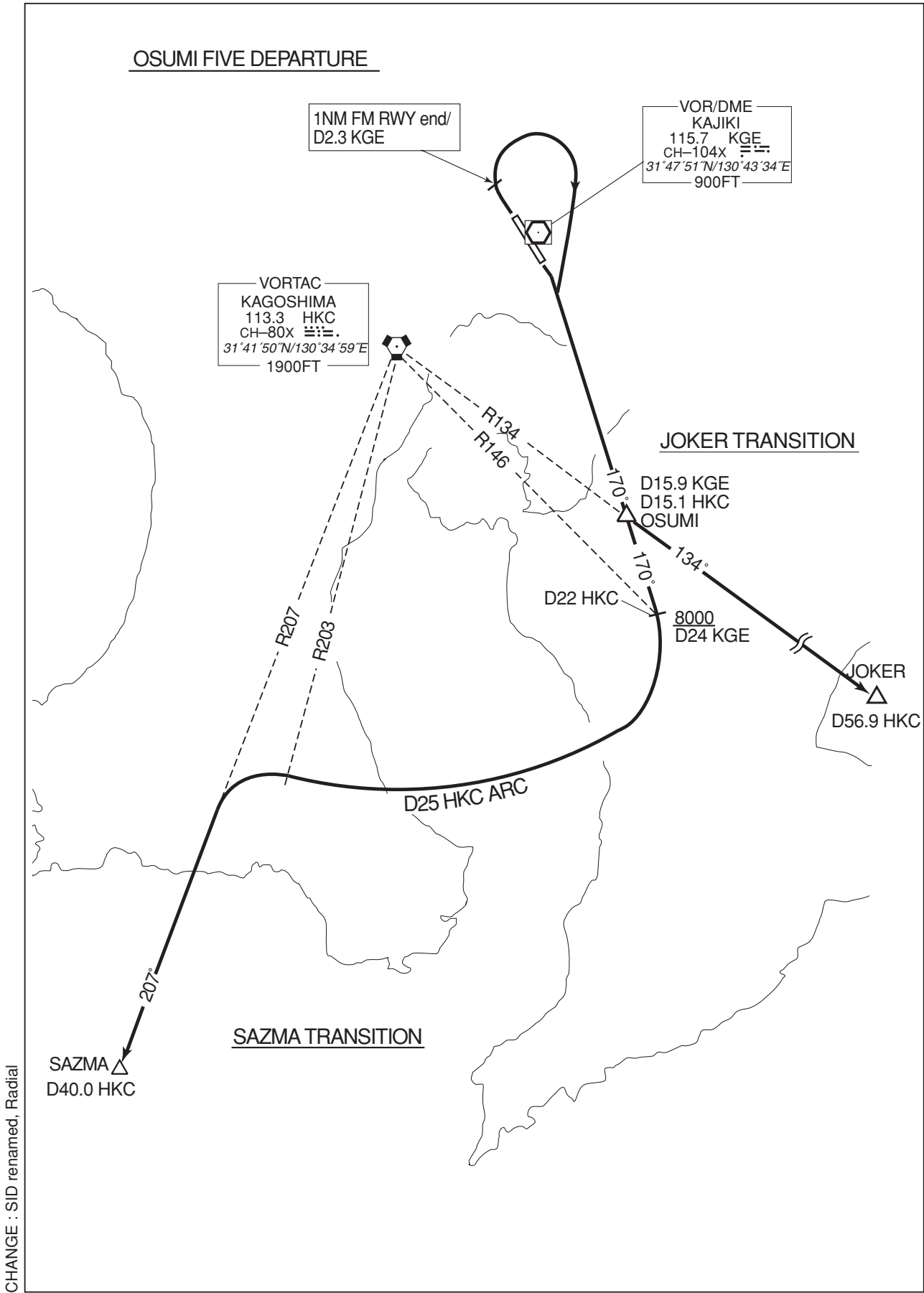
Cross KGE R170/24DME(HKC R146/22DME) at or above 8000FT.

CHANGE : SID renamed, Radial

STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

SID and TRANSITION



STANDARD DEPARTURE CHART - INSTRUMENT

RJFK / KAGOSHIMA

SID and TRANSITION

SOGIE THREE DEPARTURE

RWY 16 : Climb via RWY HDG until 1NM from RWY end/KGE 1.3DME, turn left, direct to KGE VOR/DME to cross at or above 2500FT,...

RWY 34 : Climb via RWY HDG until 1NM from RWY end/KGE 2.3DME, turn right,...
... via KGE R348 to SOGIE.

NOTE : When take off RWY34, following climb gradient should be maintained until 2300FT.

| Speed (Knots) | 60 | 90 | 120 | 150 | 180 | 210 |
|-----------------|-----|-----|-----|-----|-----|------|
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |

SAKURAJIMA TRANSITION

From over SOGIE, turn left, direct to KGE VOR/DME.
Cross KGE VOR/DME at or above 8000FT.

SASIK TRANSITION

From over SOGIE, via KGE R348 to SASIK.

KAGOSHIMA TRANSITION

From over SOGIE, turn left to intercept and proceed via HKC R001 to HKC VORTAC.



CHANGE : SID renamed, Radial

STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

➔ SID

AIRA ONE DEPARTURE

- RWY16 : Climb via RWY HDG until 1NM from RWY end/KGE 1.3DME, turn right, proceed to HKC VORTAC.
 RWY34 : (Not established)
 Cross HKC VORTAC at or above 5000FT.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFK / KAGOSHIMA

RNAV SID

MIDAI THREE DEPARTURE

RNAV 1

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

RWY16 : HKC:7NM to OICHI — 2NM to OICHI
KGE:7NM to OICHI — 2NM to OICHI

DME GAP

RWY16 : DER — 7NM to OICHI
RWY34 : DER — 12NM to SMIKO

Inappropriate Nav aids

See AD 1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7°W (2020)



MIDAI THREE DEPARTURE

RWY16 : Climb on HDG 157° at or above 1300FT, turn right direct to OICHI, to SMIKO at or above 7000FT, to MIDAI at or above FL160.

RWY34 : Climb on HDG 337° at or above 2000FT, turn right direct to FK400, to SMIKO at or above 7000FT, to MIDAI at or above FL160.

Note RWY34 : 5.0% climb gradient required up to 3100FT.

OBST ALT 3117FT located at 7.7NM 046° FM end of RWY34.

CHANGE : PROC. KOKUBU VOR/DME(KBE) abolished.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFK / KAGOSHIMA

RNAV SID

MIDAI THREE DEPARTURE

RWY16

| 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 | — | — | 157 (150.1) | -7.2 | — | — | +1300 | — | — | RNAV1 |
| 002 | DF | OICHI | — | — | -7.2 | — | R | — | — | — | RNAV1 |
| 003 | TF | SMIKO | — | 099 (091.5) | -7.2 | 9.4 | — | +7000 | — | — | RNAV1 |
| 004 | TF | MIDAI | — | 099 (091.6) | -7.2 | 20.3 | — | +FL160 | — | — | RNAV1 |

RWY34

| 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 | — | — | 337 (330.1) | -7.2 | — | — | +2000 | — | — | RNAV1 |
| 002 | DF | FK400 | — | — | -7.2 | — | R | — | — | — | RNAV1 |
| 003 | TF | SMIKO | — | 156 (148.5) | -7.2 | 15.8 | — | +7000 | — | — | RNAV1 |
| 004 | TF | MIDAI | — | 099 (091.6) | -7.2 | 20.3 | — | +FL160 | — | — | RNAV1 |

CHANGE : PROC.

STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

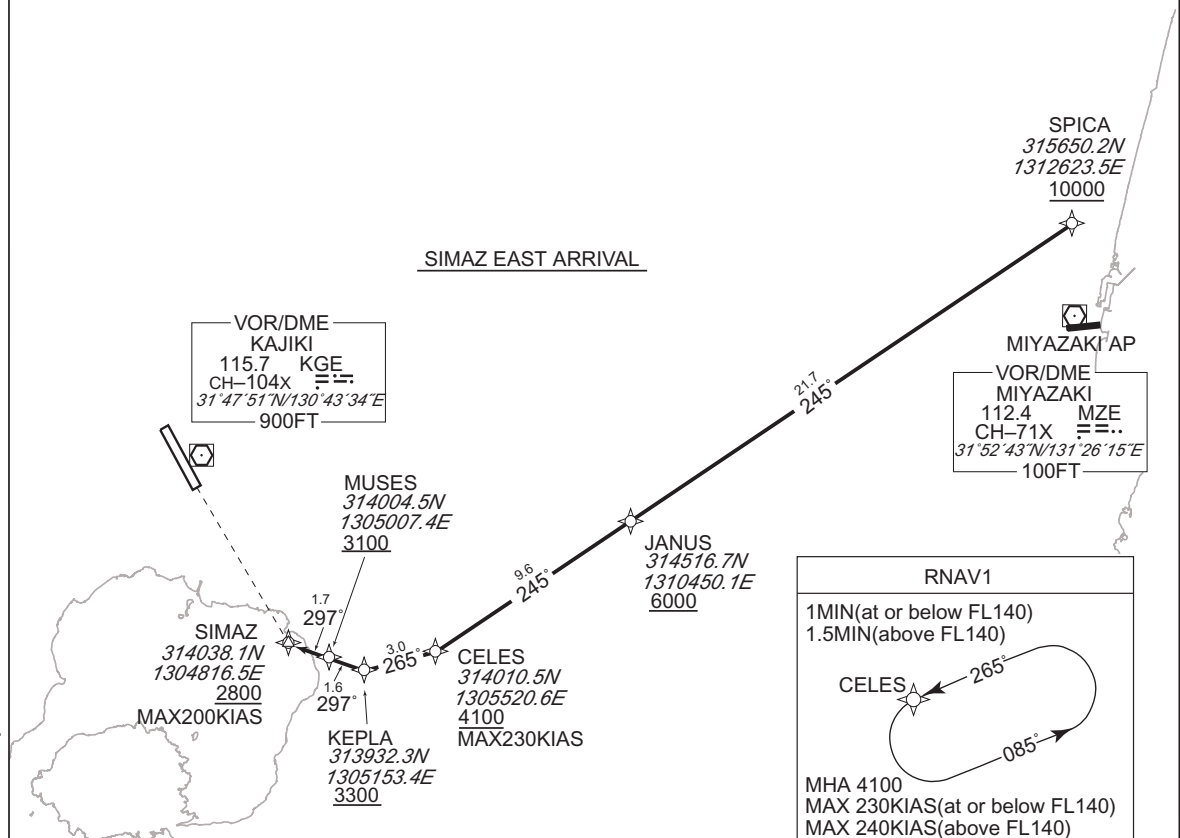
RNAV STAR RWY34

SIMAZ EAST ARRIVAL

RNAV 1

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

VAR 7°W (2020)



SIMAZ EAST ARRIVAL

From SPICA at or above 10000FT, to JANUS at or above 6000FT, to CELES at or above 4100FT, to KEPLA at or above 3300FT, to MUSES at or above 3100FT, to SIMAZ at above 2800FT.

| | |
|-----------------------|---|
| Critical DME | — |
| DME GAP | — |
| Inappropriate Navaids | 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 | SPICA | — | — | -7.2 | — | — | +10000 | — | — | RNAV1 |
| 002 | TF | JANUS | — | 245 (237.8) | -7.2 | 21.7 | — | +6000 | — | — | RNAV1 |
| 003 | TF | CELES | — | 245 (237.8) | -7.2 | 9.6 | — | +4100 | -230 | — | RNAV1 |
| 004 | TF | KEPLA | — | 265 (257.8) | -7.2 | 3.0 | — | +3300 | — | — | RNAV1 |
| 005 | TF | MUSES | — | 297 (289.6) | -7.2 | 1.6 | — | +3100 | — | — | RNAV1 |
| 006 | TF | SIMAZ | — | 297 (289.6) | -7.2 | 1.7 | — | +2800 | -200 | — | RNAV1 |

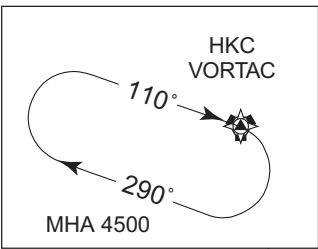
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Outbound Distance (NM) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|------------------------|----------------|-----------------------|-----------------------|------------------------------|--------------------------|
| Hold | CELES | 265 (257.8) | -7.2 | 1.0(-14000) 1.5(+14001) | — | L | 4100 | — | -230(-14000) -240(+14001) | RNAV1 |

CHANGE : PROC. KOKUBU VOR/DME(KBE) abolished. HLDG pattern.

RJFK / KAGOSHIMARNAV STAR RWY34

RNAV 1

VAR 7°W (2017)



| | |
|-----------------------|---|
| Critical DME | KGE : 3NM to ROKET - SIMAZ |
| DME GAP | HKC - 3NM to ROKET |
| Inappropriate NavAids | 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 | HKC | — | — | -6.9 | — | — | +3500 | — | — | RNAV1 |
| 002 | TF | ROKET | — | 114 (107.2) | -6.9 | 6.0 | — | +3100 | — | — | RNAV1 |
| 003 | TF | TOPPY | — | 114 (107.2) | -6.9 | 3.2 | — | — | -185 | — | RNAV1 |
| 004 | TF | SIMAZ | — | 067 (059.9) | -6.9 | 3.0 | — | +2800 | — | — | RNAV1 |

Civil Aviation Bureau, Japan (EFF:5 NOV 2020)

STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

RNAV STAR RWY34

SIMAZ SOUTH ARRIVAL

RNAV 1

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

VAR 7°W (2017)



SIMAZ SOUTH ARRIVAL

From ISKID, to MAGIL at or above 3500FT, to ROKET at or above 3100FT, to TOPPY, to SIMAZ at or above 2800FT.

| | |
|-----------------------|---|
| Critical DME | — |
| DME GAP | ISKID - 3NM to MAGIL 1NM to MAGIL - SIMAZ |
| Inappropriate Navaids | 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 | ISKID | — | — | -6.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | MAGIL | — | 049 (042.0) | -6.9 | 5.9 | — | +3500 | — | — | RNAV1 |
| 003 | TF | ROKET | — | 098 (091.4) | -6.9 | 4.1 | — | +3100 | — | — | RNAV1 |
| 004 | TF | TOPPY | — | 114 (107.2) | -6.9 | 3.2 | — | — | -185 | — | RNAV1 |
| 005 | TF | SIMAZ | — | 067 (059.9) | -6.9 | 3.0 | — | +2800 | — | — | RNAV1 |

CHANGE : Critical DME,DME GAP, KOKUBU VOR/DME(KBE) abolished.

STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

RNAV STAR RWY34

KINKOH ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.

2) RADAR service required.

VAR 7°W (2017)



KINKOH ARRIVAL



KINKOH ARRIVAL

From KINKO, to IROHA at or above 7000FT, to YOGAN at or above 6000FT, to ZAIHO at or above 3300FT.

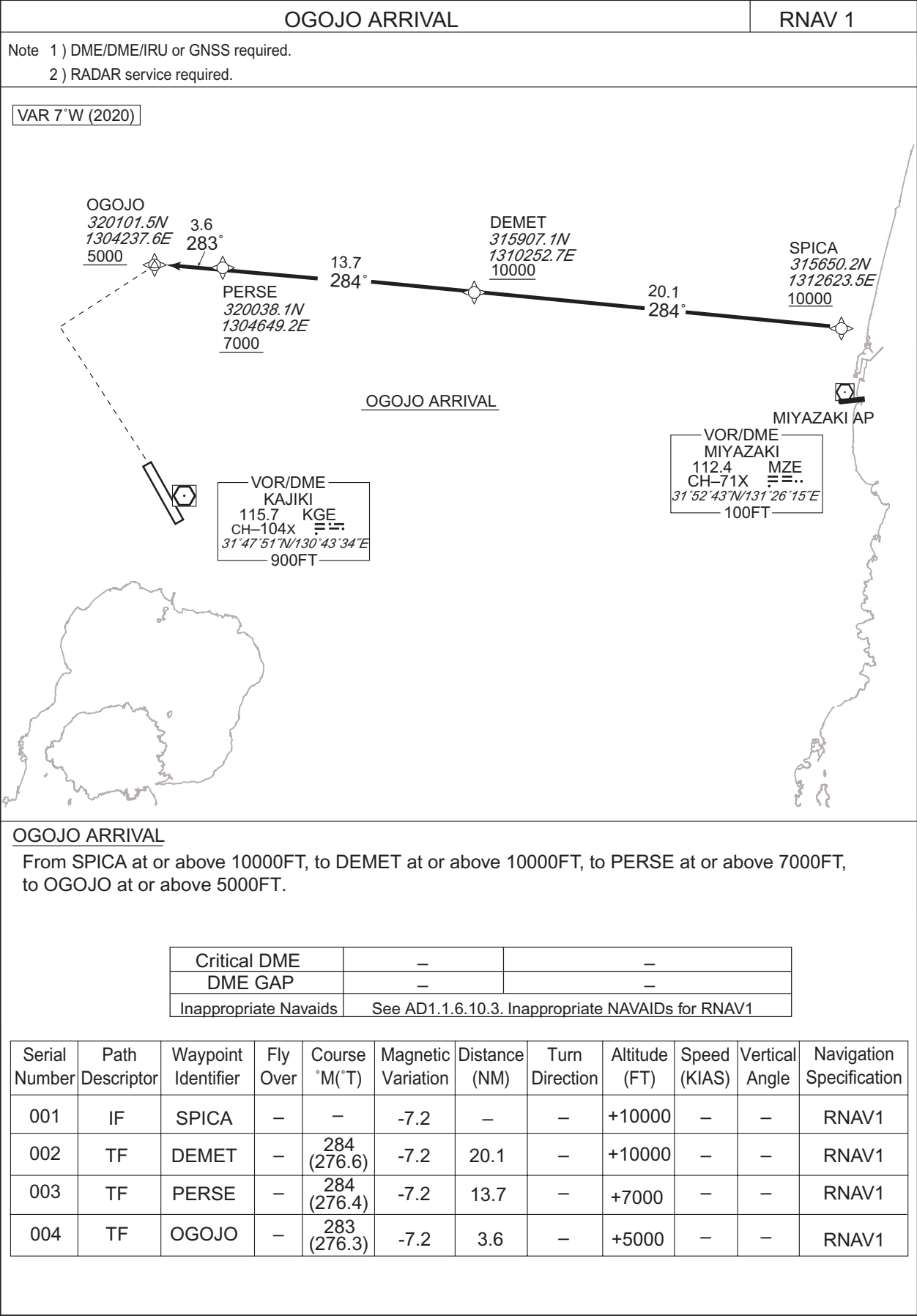
| | |
|-----------------------|---|
| Critical DME | JAT : 10.2NM to IROHA – 5.7NM to IROHA NHT : 5.6NM to IROHA – 2.4NM to IROHA 2.4NM to ZAIHO – 1.2NM to ZAIHO HKC : 4.4NM to ZAIHO – 1.3NM to ZAIHO |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | KINKO | – | – | -6.9 | – | – | – | – | – | RNAV1 |
| 002 | TF | IROHA | – | 045 (038.6) | -6.9 | 11.1 | – | +7000 | – | – | RNAV1 |
| 003 | TF | YOGAN | – | 046 (038.6) | -6.9 | 4.0 | – | +6000 | – | – | RNAV1 |
| 004 | TF | ZAIHO | – | 337 (330.2) | -6.9 | 7.2 | – | +3300 | – | – | RNAV1 |

CHANGE : KOKUBU VOR/DME(KBE) abolished.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFK / KAGOSHIMA RNAV STAR RWY16



CHANGE : PROC. KOKUBU VOR/DME(KBE) abolished.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFK / KAGOSHIMA

RNAV STAR RWY16

YUKSA ARRIVAL

RNAV 1

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

VAR 7°W (2017)

YUKSA ARRIVAL

From MOCOS at or above 10000FT, to SEPPE at or above 10000FT, to JADDO, to YUKSA at or above 5000FT.

| | | |
|-----------------------|---|----------------------|
| Critical DME | MZE | 2NM to JADDO - JADDO |
| | KUE | 1NM to YUKSA - YUKSA |
| | MZE | 1NM to YUKSA - YUKSA |
| DME GAP | — | — |
| Inappropriate NavAids | 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 | MOCOS | — | — | -6.9 | — | — | +10000 | — | — | RNAV1 |
| 002 | TF | SEPPE | — | 281 (273.6) | -6.9 | 4.0 | — | +10000 | — | — | RNAV1 |
| 003 | TF | JADDO | — | 280 (273.6) | -6.9 | 8.7 | — | — | — | — | RNAV1 |
| 004 | TF | YUKSA | — | 231 (224.0) | -6.9 | 7.3 | — | +5000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJFK / KAGOSHIMA RNAV STAR RWY16

OIDON ARRIVAL RNAV 1

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



OIDON ARRIVAL
From HKC at or above 4500FT, to OIDON at or above 4500FT.

| | | |
|-----------------------|---|----------------------|
| Critical DME | HKC | 7NM to OIDON - OIDON |
| DME GAP | HKC - 10NM to OIDON | |
| Inappropriate NavAids | 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 | HKC | — | — | -6.9 | — | — | +4500 | — | — | RNAV1 |
| 002 | TF | OIDON | — | 351 (343.6) | -6.9 | 13.7 | — | +4500 | — | — | RNAV1 |

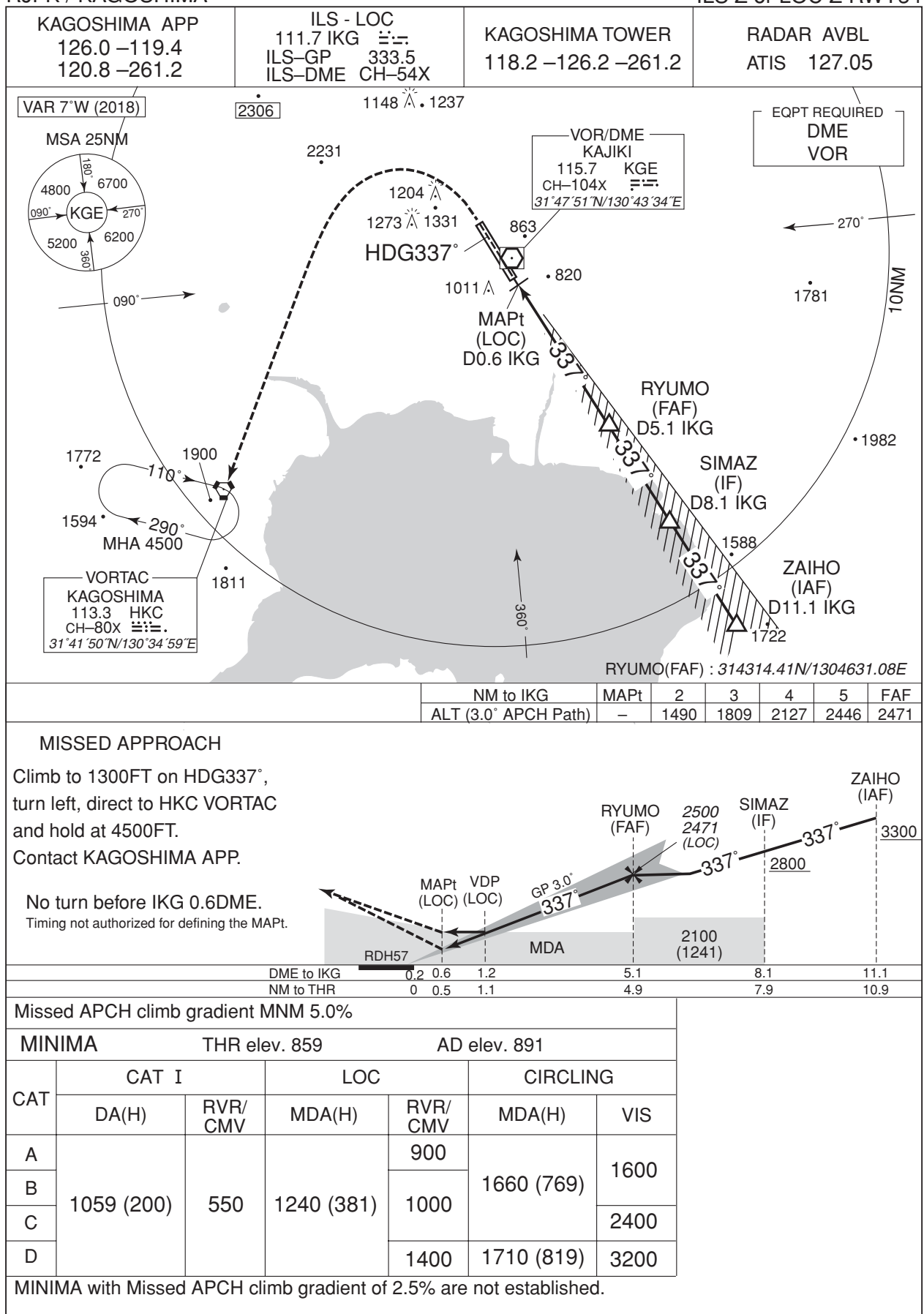
CHANGE : Critical DME,DME GAP. KOKUBU VOR/DME(KBE) abolished.

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INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

ILS Z or LOC Z RWY34



INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

ILS Y or LOC Y RWY34



MISSED APPROACH

Climb to 1300FT on HDG337°,
turn left, direct to HKC
VORTAC and hold at 4500FT.
Contact KAGOSHIMA APP.

No turn before IKG 0.6DME.

Timing not authorized for defining the MAPt.



| | | | | |
|------------|-----|-----|-----|-----|
| DME to IKG | 0.2 | 0.6 | 1.2 | 7.5 |
| NM to THR | 0 | 0.5 | 1.1 | 7.4 |

Missed APCH climb gradient MNM 5.0%.

MINIMA THR elev. 859 AD elev. 891

| CAT | CAT I | | LOC | | CIRCLING | |
|-----|------------|-------------|------------|-------------|------------|------|
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 1059 (200) | 550 | 1240 (381) | 900 | 1660 (769) | 1600 |
| B | | | | 1000 | | |
| C | | | | | | |
| D | | | | 1400 | 1710 (819) | 3200 |

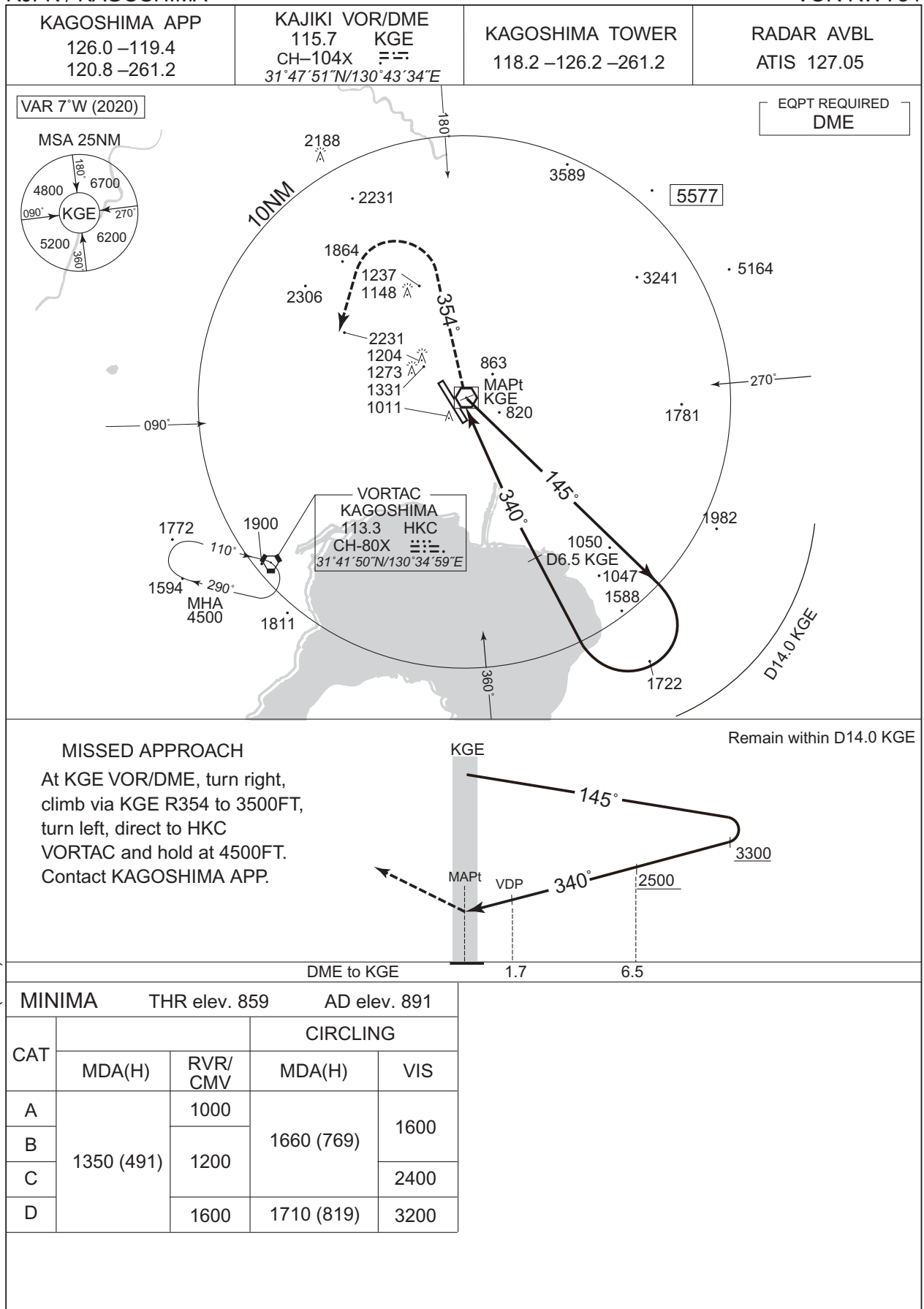
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR, Radial

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

VOR RWY34

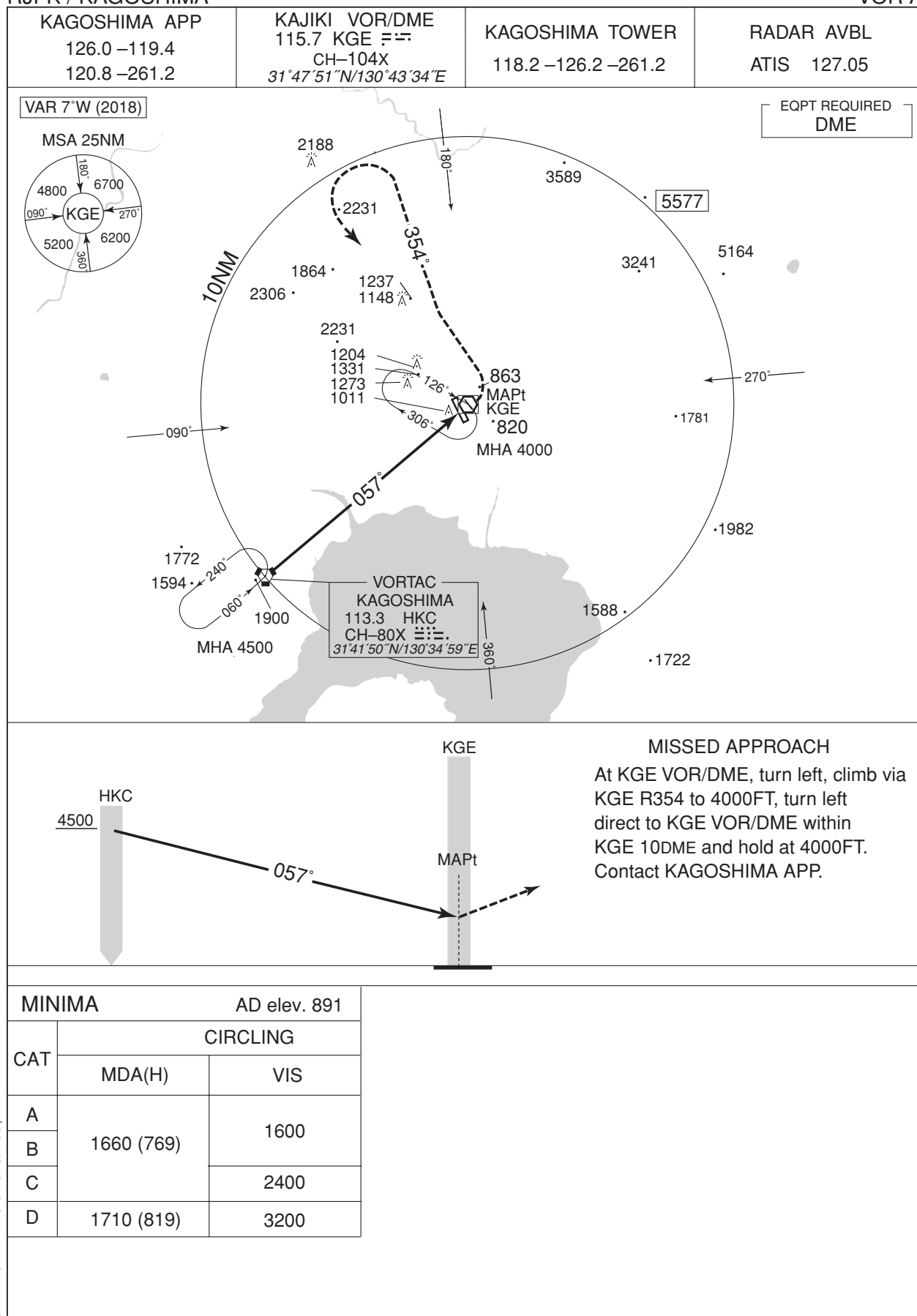


CHANGE : PROC. KOKUBU VOR/DME(KBE) abolished.

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

VOR A

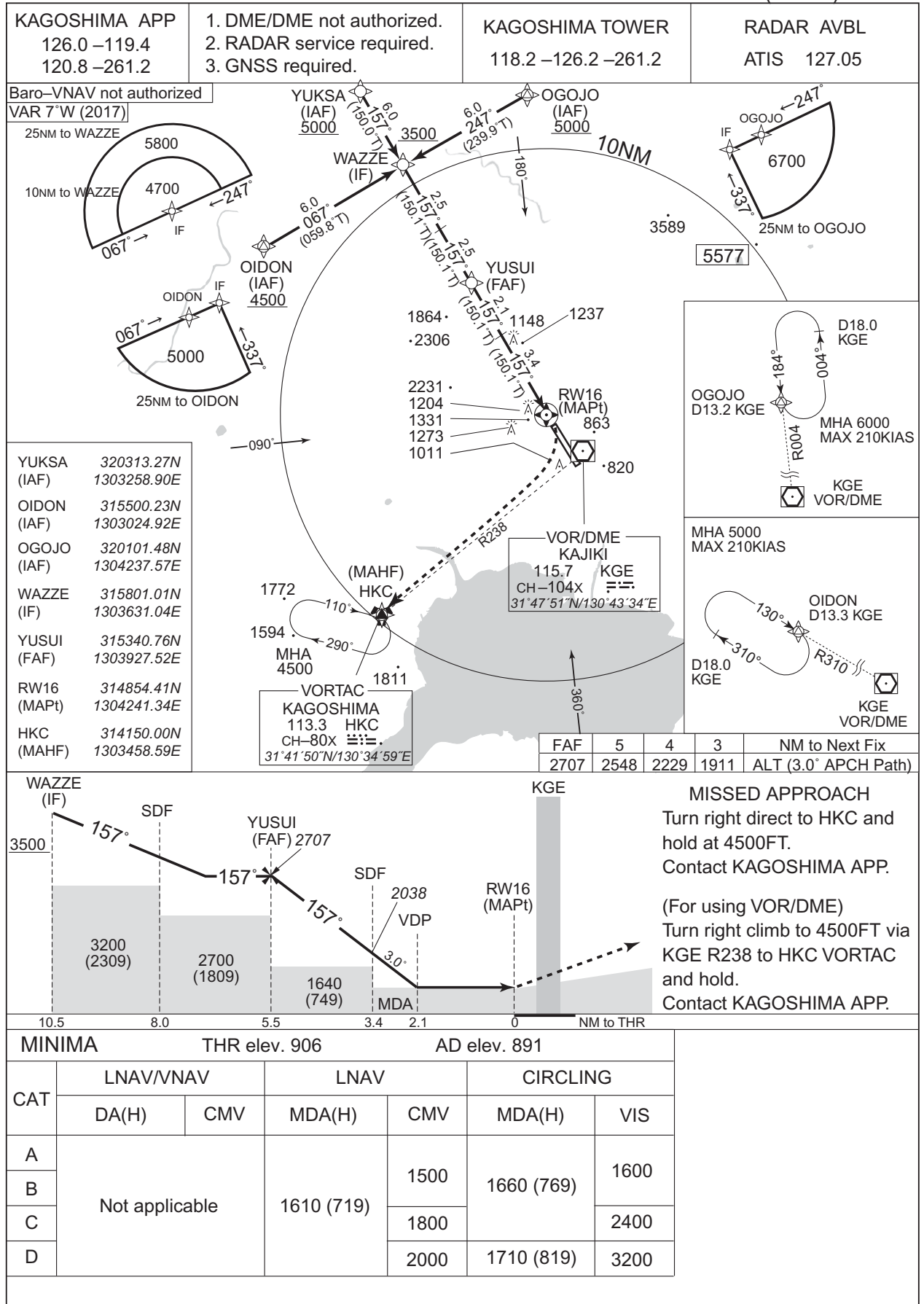


CHANGE : PROC renamed, VAR

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

RNAV(GNSS) RWY16



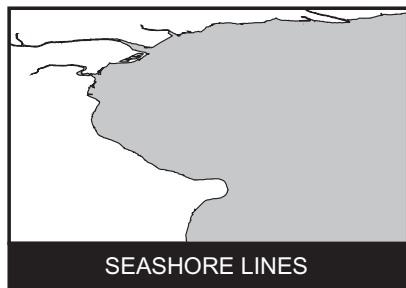
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RJFK / KAGOSHIMA

VISUAL APPROACH
KINKO VISUAL RWY34

| | | | |
|---|--|--|-------------|
| KAGOSHIMA APP 126.0 –119.4 120.8 –261.2 | ILS - LOC 111.7 IKG 𠄎𠄎𠄎 CH-54X 𠄎𠄎𠄎 ILS-GP 333.5 | KAGOSHIMA TOWER 118.2 –126.2 –261.2 | ATIS 127.05 |
|---|--|--|-------------|

VAR 7°W (2018)



Navais information depicted on the chart are for supplemental navigation guidance.

VORTAC
KAGOSHIMA
113.3 HKC 𠄎𠄎𠄎
CH-80X 𠄎𠄎𠄎
31°41'50"N/130°34'59"E

R088

D10.5 KGE

10NM

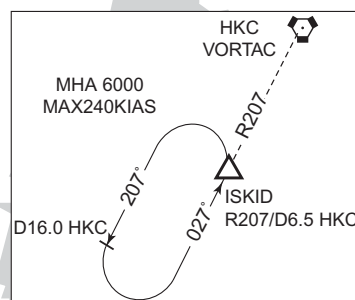
Abeam SAKURAJIMA
(ISKID)
KGE R226 / D15.5
HKC R207 / D6.5

VOR/DME
KAJIKI
115.7 KGE 𠄎𠄎𠄎
CH-104X 𠄎𠄎𠄎
31°47'51"N/130°43'34"E

PAPI Angle 3.0°
MEHT 20.8m(68ft)
378m inside FM THR.

ISLANDs

SAKURAJIMA



SCALE 0 5NM 10km

When visual approaches to RWY34 are in progress, arriving aircraft may be vectored into the ISKID for KINKO VISUAL RWY34 APPROACH.
In the event of a go-around, climb via IKG LOC and RWY HDG to 3500FT until receiving ATC instructions.

<KINKO VISUAL RWY34 APPROACH>

After ISKID, aircraft proceed via seashore lines to the mouth of the Beppu River (KGE R226), proceed via seashore lines to ISLANDs(HKC R088) until intercept to RWY34 RWY center line, and proceed to RWY34(IKG LOC course).

Aircraft is recommended KGE 10.5DME(HKC R167) at or above 3500FT.

Note1: Pilot is urged to report promptly to ATC when lose sight of landmark(SAKURAJIMA, Seashore Lines and ISLANDs) and the preceding aircraft concerned.

Note2: Reference NAVAIDS(KGE, HKC and IKG LOC) must be operating.

Note3: RADAR service required.

Note4: Procedure not authorized at night.

CHANGE : KOKUBU VOR/DME(KBE) abolished.

RJFK / KAGOSHIMA

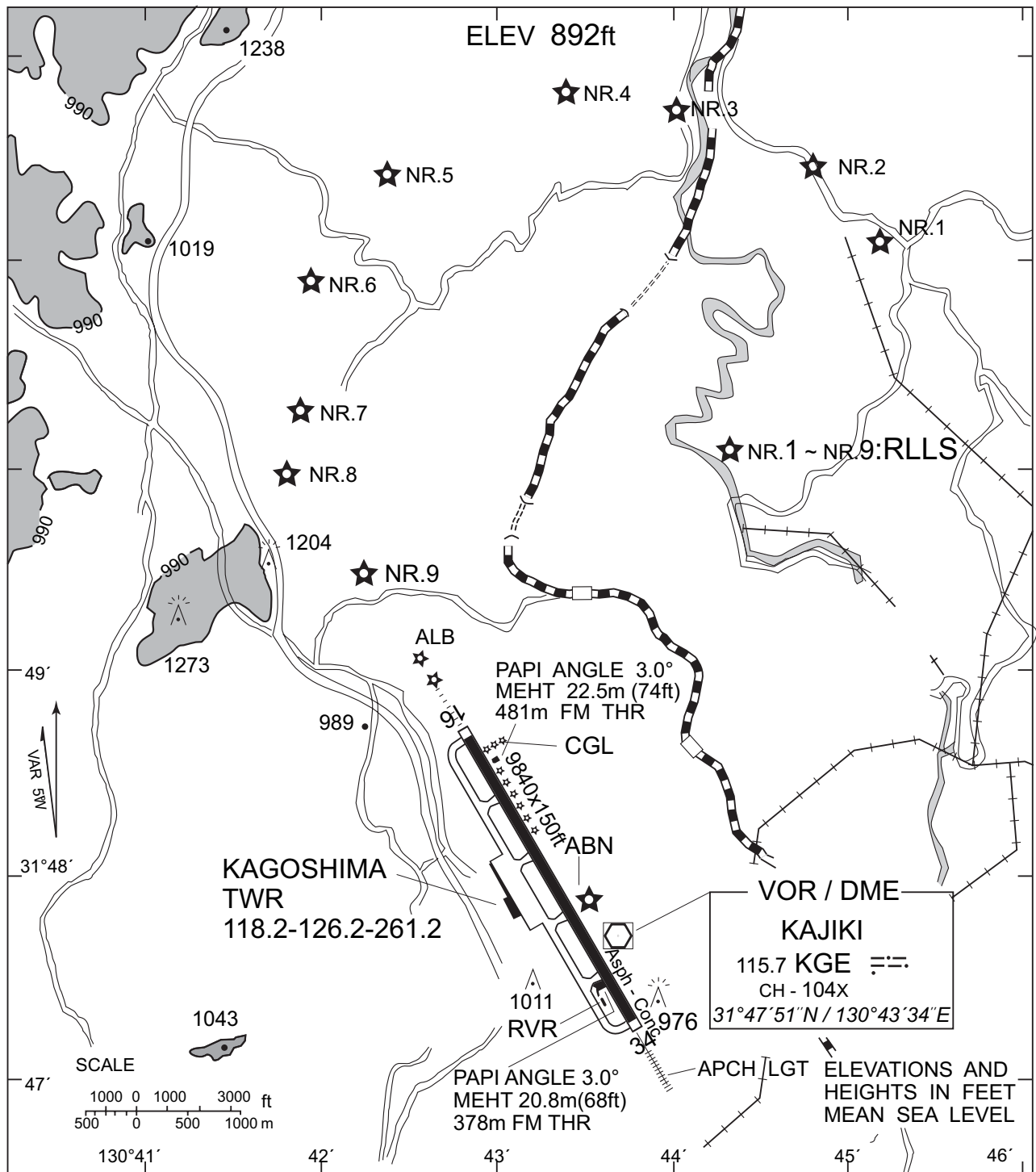
Visual REP



| Call sign | BRG / DIST from ARP | Remarks |
|--------------------------|---------------------|-----------------------------------|
| 栗野 Kurino | 001° / 8.8NM | JR駅 JR Station |
| 都城 Miyakonojo | 102° / 18.5NM | JR駅 JR Station |
| 加治木タウン Kajiki Town | 213° / 5.4NM | 網掛川河口 River-mouth(The Amikake) |
| 大崎鼻 Ohsakibana | 210° / 10.0NM | 崎 Point |
| 鹿児島シティ Kagoshima City | 211° / 14.7NM | 港 Harbor |
| 蒲生 Kamo | 253° / 6.8NM | 住吉池 Pond |
| 鶴田ダム Tsuruta Dam | 314° / 16.0NM | ダム Dam |
| 神宮 Jingu | 081° / 6.0NM | JR駅 JR Station |

RJFK / KAGOSHIMA

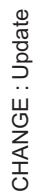
LDG CHART



RUNWAY LEAD - IN LIGHTING SYSTEM :

NR.1~NR.9 FLASHING WHITE

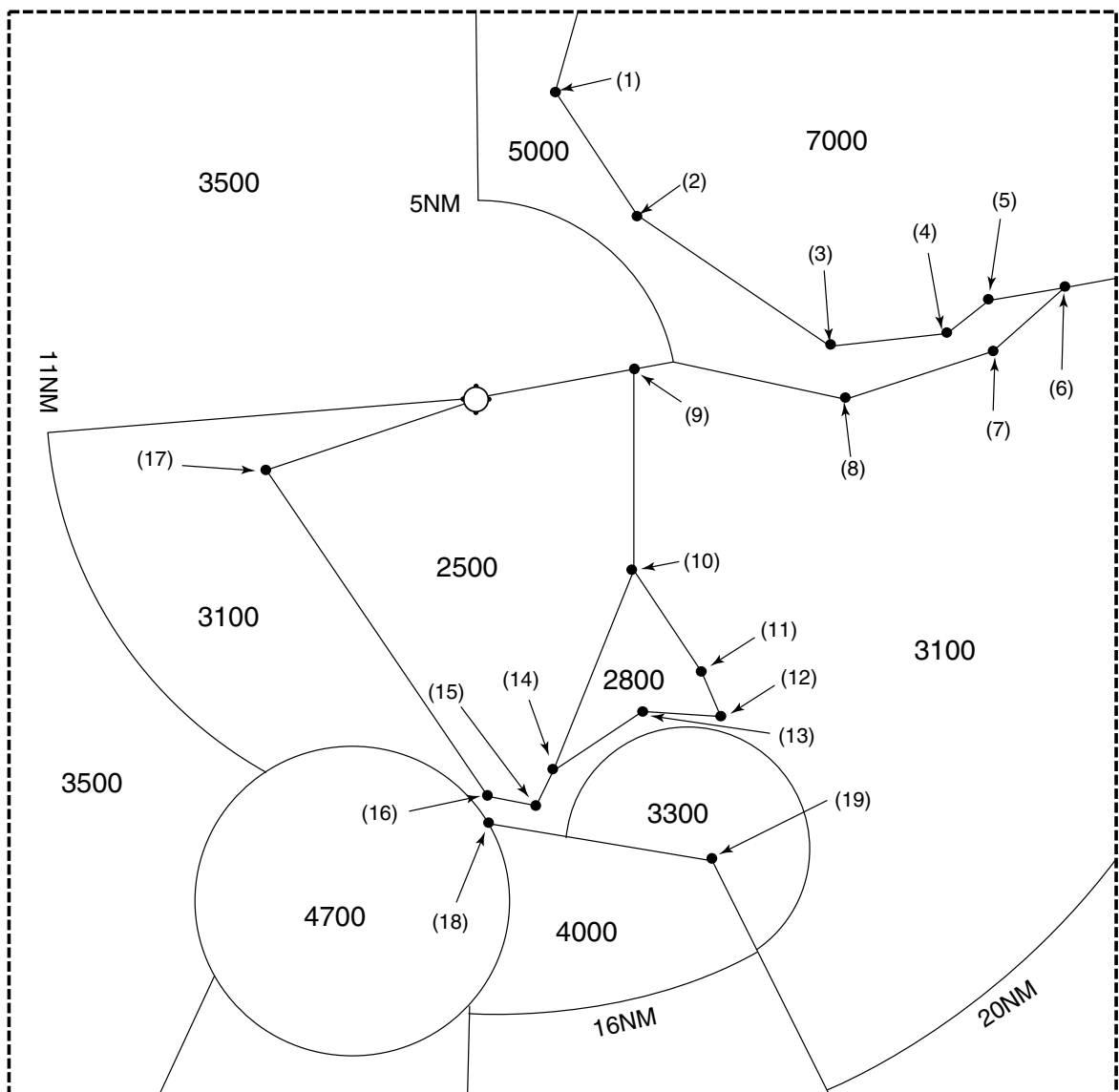
Minimum Vectoring Altitude CHART



RJFK / KAGOSHIMA

Minimum Vectoring Altitude CHART

enlarged view



- | | |
|------------------------|-----------------------|
| (1) 315600N/1304528E | (11) 314059N/1304947E |
| (2) 315250N/1304805E | (12) 314004N/1305007E |
| (3) 314927N/1305345E | (13) 314005N/1304809E |
| (4) 314951N/1305709E | (14) 313829N/1304518E |
| (5) 315042N/1305825E | (15) 313733N/1304453E |
| (6) 315102N/1310029E | (16) 313747N/1304326E |
| (7) 314919N/1305824E | (17) 314616N/1303653E |
| (8) 314801N/1305359E | (18) 313707N/1304328E |
| (9) 314858N/1304746E | (19) 313608N/1305004E |
| (10) 314342N/1304742E | |