

AD 2 AERODROMES

RJFM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJFM - MIYAZAKI

RJFM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 315238N/1312655E 090°/1.25km from RWY 09 THR |
| 2 | Direction and distance from (city) | 3.2km SSE from MIYAZAKI CITY |
| 3 | Elevation/ Reference temperature | 19ft / 31°C(2002-2006) |
| 4 | Geoid undulation at AD ELEV PSN | 92.114FT |
| 5 | MAG VAR/ Annual change | 6° W(2009) / 2°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Miyazaki Airport Office(CAB) Akae, Miyazaki-shi, Miyazaki Pref, 880-0912 JAPAN TEL: 0985-51-3223 FAX: 0985-55-1239 AFS: RJFMYFYX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJFM AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | 2230 - 1230 |
| 2 | Customs and immigration | Customs: 2330-0815 Immigration: INTL SKED FLT hours only |
| 3 | Health and sanitation | Quarantine(human): (MON,TUE,THU,FRI)2330-0815 (WED)2330-0930 (SAT)0100-0930 (SUN)0130-1000 Quarantine(animal, plant): INTL SKED FLT hours only |
| 4 | AIS Briefing Office | 2230 - 1230 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (FUKUOKA) |
| 7 | ATS | 2230 - 1230 |
| 8 | Fuelling | 2130 - 1200 |
| 9 | Handling | 2130 - 1230 |
| 10 | Security | 2200 - 1130 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJFM AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Except Freighter |
| 2 | Fuel/ oil types | Fuel grades: JET A-1, AVGAS 100 Oil grades: Piston:W80, W100 Turbo: MJO2 |
| 3 | Fuelling facilities/ capacity | Fuel tank 500kl x 4(JET A-1) 100kl x 1(Octane) Tanker car x 10 |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJFM AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---------------------------------------|
| 1 | Hotels | Hotels in the city |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Train, Buses and Taxi |
| 4 | Medical facilities | Hospital is the south side of airport |
| 5 | Bank and Post Office | Only ATM at airport |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJFM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | CAT 9 |
| 2 | Rescue equipment | Chemical fire fighting truck x 3 Water-supply truck Lighting power supply truck Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Ask AD Administration |
| 4 | Remarks | Nil |

RJFM AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|---|
| 1 | Types of clearing equipment | AVBL, Ask AD Administration for detail. |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJFM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | SPOT 1-10 : Surface: Cement Concrete Strength: PCN 74/R/B/X/T SPOT 11 : Surface: Cement Concrete Strength: PCN 74/R/C/X/T SPOT 12-17 : Surface: Asphalt Concrete Strength: PCN 58/F/C/X/T |
| 2 | Taxiway width, surface and strength | S1 : 26.5m Asphalt Concrete PCN 97/F/C/X/T S2 : 28.5m Asphalt Concrete PCN 72/F/A/X/T S3, S4, S5 : 34m Asphalt Concrete PCN 69/F/B/X/T S6 : 23m Asphalt Concrete PCN 74/F/C/X/T S7 : 30m Asphalt Concrete PCN 59/F/A/X/T S8 : 28.5m Asphalt Concrete PCN 72/F/A/X/T SP1 : 23m Asphalt Concrete PCN 109/F/C/X/T SP2, SP3 : 23m Cement Concrete PCN 74/R/C/X/T SP4 - SP6 : 23m Asphalt Concrete PCN 104/F/C/X/T SP7 : 23m Asphalt Concrete PCN 72/F/A/X/T N1 - N4 : 18m Asphalt Concrete 5,700kg/0.48MPa NP1 - NP3 : 18m Asphalt Concrete 5,700kg/0.48MPa |
| 3 | ACL and elevation | Not Available |
| 4 | VOR checkpoints | Not Available |
| 5 | INS checkpoints | Spot NR 1: 315225.14N, 1312642.38E 2: 315225.02N, 1312640.72E 3: 315225.55N, 1312639.35E 5: 315225.41N, 1312637.25E 6: 315224.75N, 1312634.45E 7: 315224.53N, 1312632.04E 8: 315224.31N, 1312629.39E 9: 315224.15N, 1312626.73E 10: 315224.01N, 1312624.07E 11: 315223.73N, 1312621.42E |
| 6 | Remarks | Nil |

RJFM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Signification ACFT stand ID signs : NR6 - NR11 |
| 2 | RWY and TWY markings and LGT | <p>RWY: RWY09/27 (Marking): RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT): RCLL, REDL, RTHL, RENL, WBAR</p> <p>TWY:ALL TWY (Marking):TWY CL, TWY side stripe (LGT): TWY edge LGT</p> <p>TWY:TWY S1-S5, S7, S8, SP1-SP4, SP5, SP6, SP7 (LGT): TWY CL LGT</p> <p>TWY:TWY S1-S8 (Marking): RWY HLDG PSN, Mandatory instruction (LGT): RWY guard LGT, Taxiing guidance sign</p> <p>TWY:TWY N1-N4 (Marking): RWY HLDG PSN, Mandatory instruction (LGT): Taxiing guidance sign</p> |
| 3 | Stop bars | <p>Stop bar LGT: S1-S8 Stop bar LGT operations</p> <p>1) Stop bar LGT are installed at each RWY holding position associated with RWY 09/27.</p> <p>2) Stop bar LGT will be operated when the visibility or the lowest RVR of RWY 09/27 is at or less than 600m.</p> <p>3) Stop bar LGT on TWY S1, S8 are controlled individually by ATC.</p> <p>4) Stop bar LGT on TWY S2 through S7 are not controlled individually by ATC.</p> <p>5) During the period Stop bar LGT operated, TWY S2 through S7 are not available for departure aircraft.</p> |
| 4 | Remarks | <p>(Marking): Overrun area (LGT): Apron flood LGT</p> |

RJFM AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

In Area3 To be developed

RJFM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | FUKUOKA |
| 2 | Hours of service MET Office outside hours | H24 (FUKUOKA) |
| 3 | Office responsible for TAF preparation Periods of validity | FUKUOKA 30 Hours |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at FUKUOKA |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U ₂ /Tr, P _s , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW} (domestic), E, C, W _E , W _F , W _G , W _I , W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | TWR, APP, ATIS |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJFM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|-------------|-------------------------|--|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 085.18° | 2500×45 | PCN 114/F/D/X/T Asphalt Concrete | 315234.26N 1312607.02E 92.52FT | THR ELEV:15FT TDZ ELEV:17FT |
| 27 | 265.18° | 2500×45 | | 315241.06N 1312741.80E 91.73FT | THR ELEV:20.7FT TDZ ELEV:20.7FT |
| Slope of RWY | | Strip Dimensions(M) | RESA (Overrun) Dimensions (M) | | Remarks |
| 7 | | 10 | 11 | | 14 |
| See AD CHART | | 2620×300 | 36×(MNM:190 MAX:300)* | | RWY Grooving : 2500m x 30m |
| | | 2620×300 | 123×(MNM:139 MAX:249)* *For detail, ask airport administrator | | |

RJFM AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 2500 | 2500 | 2500 | 2500 | Nil |
| 27 | 2500 | 2500 | 2500 | 2500 | Nil |

RJFM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|---|-------------------------------------|-----------------------|---|-------------|---|--|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 09 | SALS (*1) 420m LIH | Green - | PAPI 3.0° /LEFT 445m 74.5ft | Nil | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| 27 | Nil | Green Green | PAPI 3.0° /LEFT 420m 66ft | Nil | 2500m 30m Coded color (White/Red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(592m and 847m FM RWY THR)(*1) Overrun area edge LGT(LEN:60m Color:Red)(*2) CGL for RWY 09 RWY THR ID LGT for RWY 27 THR (Color: White) | | | | | | | | |

RJFM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 315225N/1312622E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: Nil Anemometer: RWY09: 180m from RWY 09 THR, LGTD RWY27: 150m from RWY 27 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1sec: REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT, Stop bar LGT Within 15sec: Other LGT |
| 5 | Remarks | WDI LGT |

RJFM AD 2.16 HELICOPTER LANDING AREA

| |
|-----|
| Nil |
|-----|

RJFM AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|---|----------------------|-------------------------|---|------------------------------|
| 1 | | 2 | 3 | 4 | 6 |
| MIYAZAKI CTR | Area within a radius of 5nm of MIYAZAKI ARP | 3,000 or below | D | MIYAZAKI TWR En | |
| MIYAZAKI PCA | See attached chart | | C | KAGOSHIMA APP (1) MIYAZAKI TWR (2) En | (1) Primary (2) Secondary |
| KAGOSHIMA ACA | See RJFK attached chart | | E | KAGOSHIMA APP KAGOSHIMA RADAR KAGOSHIMA DEP En | |
| KAGOSHIMA TCA | See RJFK attached chart | | E | KAGOSHIMA TCA En | |

宮崎特別管制区

Miyazaki Positive Control Area

| NAME | LATERAL LIMITS | UPPER LIMIT (AMSL) | UNIT PROVIDING SERVICE | REMARKS |
|----------------|-----------------------------------|-----------------------------|--|---|
| | | LOWER LIMIT (AMSL) M(ft) | | |
| 1 | 2 | 3 | 4 | 5 |
| 宮崎 MIYAZAKI | 下記に示される区域 The area shown below | | Primary Kagoshima APP 121.4 120.9 362.3 Secondary Miyazaki TWR 118.3 261.2 | 当該空域を飛行しようとする航空機は、鹿児島アプローチ又は宮崎タワーに連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。 Pilot of aircraft operating in this area shall contact Kagoshima Approach or Miyazaki Tower for ATC instructions giving informations on aircraft identification, positions, altitude and pilot's intentions. |

RJFM AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--------------------|-------------|--------------------|---------------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Kagoshima | 121.4MHz(1) | 2230 - 1230 | (1)Primary |
| | Approach or | 120.9MHz | | |
| | Kagoshima Radar | 362.3MHz(1) | | APP Service provided by KAGOSHIMA APP |
| | | 261.2MHz | | |
| | | 121.5MHz(E) | | |
| | | 243.0MHz(E) | | |
| DEP | Kagoshima | 120.1MHz(1) | 2230 - 1230 | |
| | Departure | 121.4MHz | | |
| | | 362.3MHz(1) | | |
| | | 261.2MHz | | |
| | | 121.5MHz(E) | | |
| | | 243.0MHz(E) | | |
| TWR | Miyazaki Tower | 118.3MHz(1) | 2230 - 1230 | |
| | | 126.2MHz | | |
| | | 123.6MHz | | |
| | | 261.2MHz | | |
| | | 121.5MHz(E) | | |
| | | 243.0MHz(E) | | |
| TCA | Kagoshima TCA | 121.25MHz | 2330 - 1100 | |
| | | 256.1MHz | | |
| GND | Miyazaki Ground | 121.9MHz(1) | 2230 - 1230 | |
| ATIS | Miyazaki Airport | 126.8MHz | 2230 - 1230 | |

RJFM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------------------------------|-----|-------------------|-----------------------|--|--|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (6°W/2013) | MZE | 112.4MHz | H24 | 315243.42N/ 1312614.88E | | Unusable : 200°-210° beyond 30nm BLW 7000ft. 210°-230° beyond 35nm BLW 7000ft. 230°-250° beyond 25nm BLW 7000ft. |
| DME | MZE | 1158MHz CH-71X | H24 | 315243.42N/ 1312614.88E | 54ft | Unusable: 016° between 3nm and 9nm at 6000ft. 033° between 7nm and 10nm at 9000ft. 339° between 2nm and 11nm at 10000ft. |
| ILS-LOC 27 | IMZ | 108.9MHz | 2230 - 1230 | 315233.66N/ 1312558.68E | | LOC:220m(722ft) away FM RWY 09 THR.BRG(MAG)272° |
| ILS-GP 27 | - | 329.3MHz | 2230 - 1230 | 315244.23N/ 1312729.39E | | GP:316m(1037ft) inside FM RWY 27 THR. 125m(410ft) N of RCL. Angle 3.0° HGT of ILS Ref 16.5m(54ft) |
| ILS-DME 27 | IMZ | 987MHz | 2230 - 1230 | 315244.44N/ 1312729.01E | 31ft | DME:320m(1050ft) inside FM RWY 27 THR.135m(443ft) N of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |



REMARKS: 1. LOC beam BRG(MAG) 272°
 2. HGT of ILS REF datum 16.5m(54ft)
 3. GP Angle 3.0°
 4. ELEV of ILS-DME 9.4m

RJFM AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Intersection departure

Separation for departure as in AD 1.1.6.3.2(2)B.b.(a) (3 minutes for MEDIUM or LIGHT aircraft behind HEAVY aircraft, LIGHT aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from TWY S2 or N1.

Aircraft requiring separation of 3 minutes shall advise MIYAZAKI GROUND/TOWER accordingly.

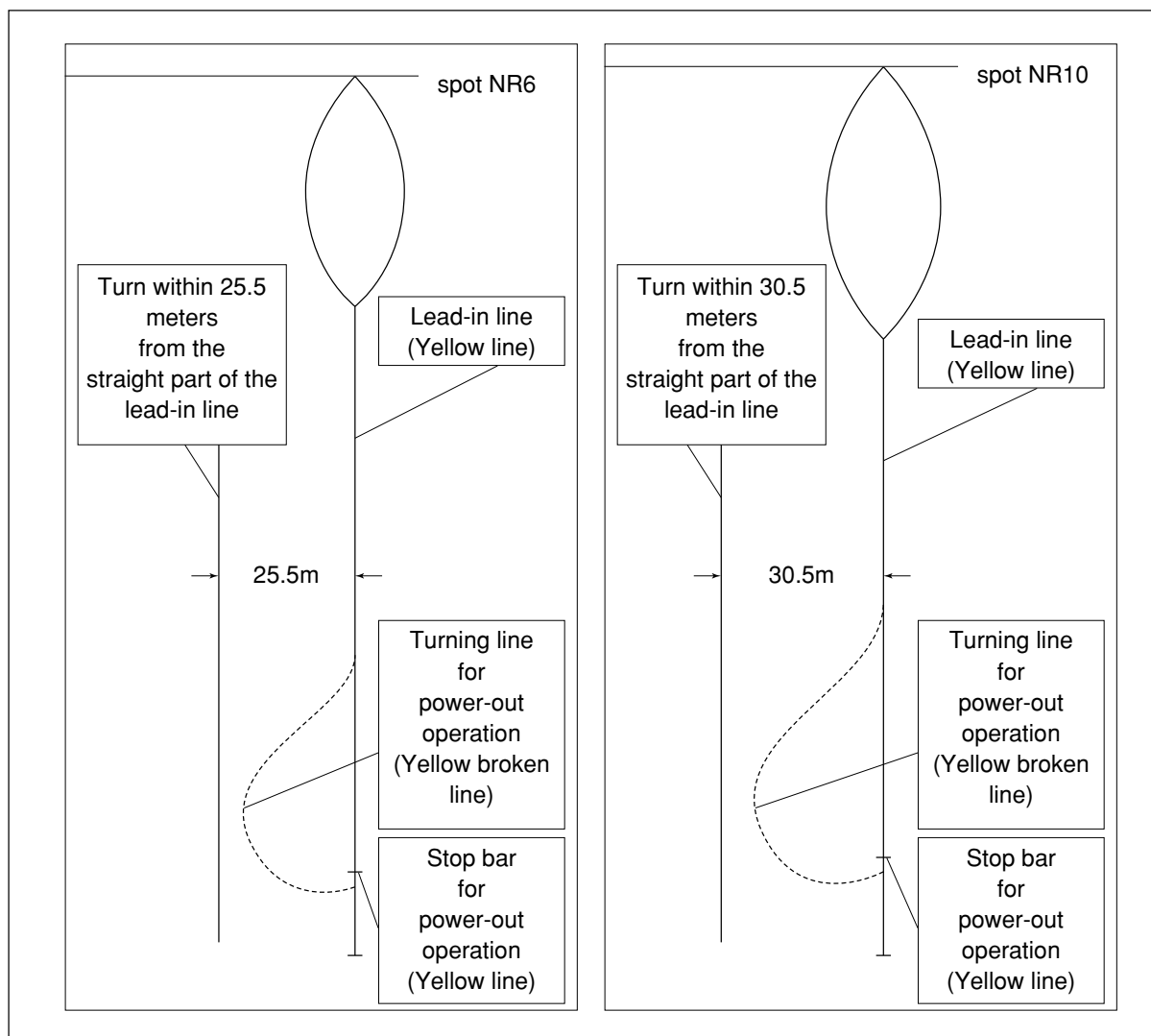
2. Taxiing to and from stands

他の航空機又は障害物とのクリアランスの確保、及びジェットブラストによる影響の回避のため、スポット 6 とスポット 10 における自走アウトは、次の方式に従うこと。ただし、別途空港管理者の承認を受けた場合を除く。

- a) 自走アウトは、導入線直線部からの水平距離がスポット 6 にあっては 25.5m、スポット 10 にあっては 30.5m の区域内での旋回が可能な航空機に限ること。
- b) スポットにおける地上移動は、ブラストの影響が出ないことを確認の上行うこと。
- c) 自走アウトの旋回は、旋回線の起点までに開始すること。
- d) 旋回完了後は導入線に会合し、導入線を導出線として利用すること。

In order to keep the clearance with other aircraft or obstacles and avoid jet blast damage, operators shall comply with the following power-out procedure on spot NR6 and NR10, although the case that approved by AD administration is excluded.

- a) Only the aircraft which is available to turn within the area whose horizontal distance from the straight part of the lead-in line is 25.5 meters on spot NR6 and 30.5 meters on spot NR10 is permitted to use this power-out procedure.
- b) Operators must confirm jet blast cause no damage when maneuvering on aircraft stands.
- c) Commence turning of the power-out procedure at or before the starting point of the turning line.
- d) After completing the turn, intercept the lead-in line and use the line as the lead-out line.



3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

6.1 Restricted taxiway

The aircraft of which wing span (WS) listed below table shall not pass following TWY.

| Restricted TWY | WS |
|----------------|-----------|
| S6 | WS >= 36m |

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJFM AD 2.21 NOISE ABATEMENT PROCEDURES

1. 騒音軽減運航方式

すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。ただし、これらの方式によることのできない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。

- (1) 離陸について（滑走路 27）
急上昇方式
- (2) 着陸について（滑走路 09）
ディレイド・フラップ進入方式及び低フラップ
角着陸方式
- (3) リバース・スラストについて
なし
2. 優先滑走路方式
なし
3. 優先飛行経路
なし

1.Noise Abatement Operating Procedures

For all jet aircraft, in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

- 1) For take-off from RWY27
Steepest Climb Procedure
- 2) For landing to RWY09
Delayed Flap Approach Procedure and Reduced Flap
Setting Procedure
- 3) Reverse Thrust
Nil

2. Preferential Runways Procedures

Nil

3. Noise Preferential Routes

Nil

RJFM AD 2.22 FLIGHT PROCEDURES**1. TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 09 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 27 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 09 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 27 | A,B,C,D | | | | | | |

2. Lost Communication Procedures for Arrival Aircraft under Radar Navigational Guidance.

If radio communications with Kagoshima Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7600 and;

- I
 - 1) Contact Miyazaki Tower.
 - 2) If unable, proceed in accordance with Visual Flight Rules.
 - 3) If unable, proceed to Miyazaki VOR at last assigned altitude or 4500 feet whichever is higher and execute Instrument Approach.
- II Procedures other than above will be issued when situation required.

RJFM AD 2.23 ADDITIONAL INFORMATION

Heli pad located on TWY S3 and S4 (See AD CHART)

RJFM AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart-Instrument (SIIBA, SASIK)
 Standard Departure Chart-Instrument (MIYAZAKI-REVERSAL, JACKY)
 Standard Departure Chart-Instrument (KIZAK-RNAV)
 Standard Departure Chart-Instrument (KIRISHIMA-RNAV)
 Standard Arrival Chart-Instrument (OTOHIME)
 Standard Arrival Chart-Instrument (RYUGU-RNAV)
 Instrument Approach Chart-(ILS Z or LOC Z RWY27)
 Instrument Approach Chart-(ILS Y or LOC Y RWY27)
 Instrument Approach Chart-(VOR RWY27)
 Instrument Approach Chart-(RNAV(RNP) Z RWY09)
 Instrument Approach Chart-(RNAV(RNP) Y RWY09)
 Other Chart (Visual REP)
 Other Chart (LDG CHART)
 Other Chart (MVA CHART)

AD CHART



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STANDARD DEPARTURE CHART - INSTRUMENT

RJFM / MIYAZAKI

SID

SIIBA ONE DEPARTURE

RWY27 : Climb via MZE R275 to 6.0DME, turn right HDG060° to intercept and proceed via MZE R015 to SIIBA.

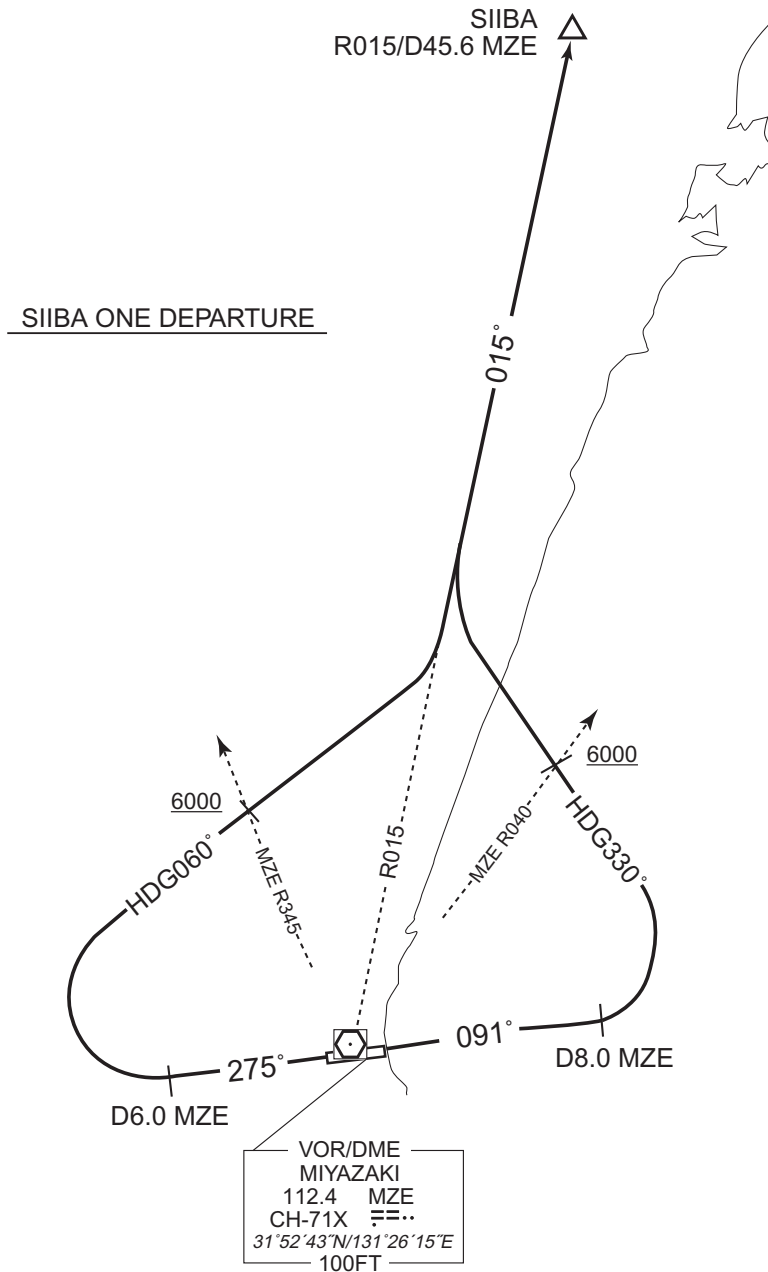
Cross MZE R345 at or above 6000FT.

RWY09 : Climb via MZE R091 to 8.0DME, turn left HDG330° to intercept and proceed via MZE R015 to SIIBA.

Cross MZE R040 at or above 6000FT.

Note RWY27 : 5.0% climb gradient required up to 5000FT.

OBST ALT 1637FT located at 8.3NM 285° FM end of RWY27.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFM / MIYAZAKI

SID

SASIK THREE DEPARTURE

RWY27 : Climb via MZE R275 to 10.0DME, turn right HDG350°...

RWY09 : Climb RWY HDG to 1000FT, turn left HDG275°...
 ...to intercept and proceed via MZE R305 to SASIK via TORIK and LALAG.
 Cross TORIK at assigned altitude.

Note RWY27 : 5.0% climb gradient required up to 5000FT.

OBST ALT 152FT located at 0.7NM 276° FM end of RWY27.

RWY09 : 5.0% climb gradient required up to 1000FT.

CHANGE : PROC. OBST.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFM / MIYAZAKI

SID

MIYAZAKI REVERSAL ONE DEPARTURE

RWY 27 : Climb via MZE R275 to 10.0DME, turn right,...

RWY 09 : Turn right, climb via MZE R138 to 12.0DME, turn left, ...
...direct to MZE VOR/DME.

Note RWY27 : 5.0% climb gradient required up to 5000FT.

OBST ALT 152FT located at 0.7NM 276° FM end of RWY27.

JACKY ONE DEPARTURE

RWY 27 : Climb RWY HDG to MZE 2.0DME, turn right, direct to MZE VOR/DME,...

RWY 09 : Turn right, climb...
...via MZE R138 to JACKY.

Note RWY27 : 5.0% climb gradient required up to 500FT.

OBST ALT 395FT located at 3.1NM 281° FM end of RWY27.

CHANGE : OBST(MIYAZAKI REVERSAL ONE DEPARTURE).



STANDARD DEPARTURE CHART - INSTRUMENT

RJFM / MIYAZAKI

RNAV SID and TRANSITION

| KIZAK TWO DEPARTURE MADOG TRANSITION | | RNAV1 |
|---|-----------------------|--|
| 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 | RWY27 TGE : 4.0NM to KIZAK - KIZAK |
| | DME GAP | RWY09 : DER - 4.0NM to KIZAK RWY27 : DER - 4.0NM to KIZAK |
| | Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |
| <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">VAR 7° W(2016)</div> <p>KIZAK TWO DEPARTURE</p> <p>MADOG TRANSITION</p> | | |
| <p>KIZAK TWO DEPARTURE</p> <p>RWY09 : Climb on HDG092° at or above 500FT, direct to KIZAK.</p> <p>RWY27 : Climb on HDG272° at or above 500FT, direct to FM700, to FM701, to FM702, to KIZAK.</p> <p>NOTE RWY09: 5.0% climb gradient required up to 500FT.</p> <p>NOTE RWY27: 7.0% climb gradient required up to 900FT.</p> <p>MADOG TRANSITION</p> <p>From KIZAK, to HIROS at or above 11000FT, to MADOG.</p> | | |

CHANGE : Critical DME

STANDARD DEPARTURE CHART - INSTRUMENT

RJFM / MIYAZAKI

RNAV SID and TRANSITION

KIZAK TWO DEPARTURE

RWY09

| 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 | — | — | 092 (085.2) | -6.8 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | KIZAK | — | — | -6.8 | — | R | — | — | — | RNAV1 |

RWY27

| 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 | — | — | 272 (265.2) | -6.8 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | FM700 | — | — | -6.8 | — | — | — | — | — | RNAV1 |
| 003 | TF | FM701 | — | 002 (355.2) | -6.8 | 5.6 | — | — | — | — | RNAV1 |
| 004 | TF | FM702 | — | 092 (085.2) | -6.8 | 4.7 | — | — | — | — | RNAV1 |
| 005 | TF | KIZAK | — | 152 (144.5) | -6.8 | 17.1 | — | — | — | — | RNAV1 |

MADOG TRANSITION

| 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 | KIZAK | — | — | -6.8 | — | — | — | — | — | RNAV1 |
| 002 | TF | HIROS | — | 076 (069.0) | -6.8 | 31.8 | — | +11000 | — | — | RNAV1 |
| 003 | TF | MADOG | — | 045 (038.4) | -6.8 | 15.4 | — | — | — | — | RNAV1 |

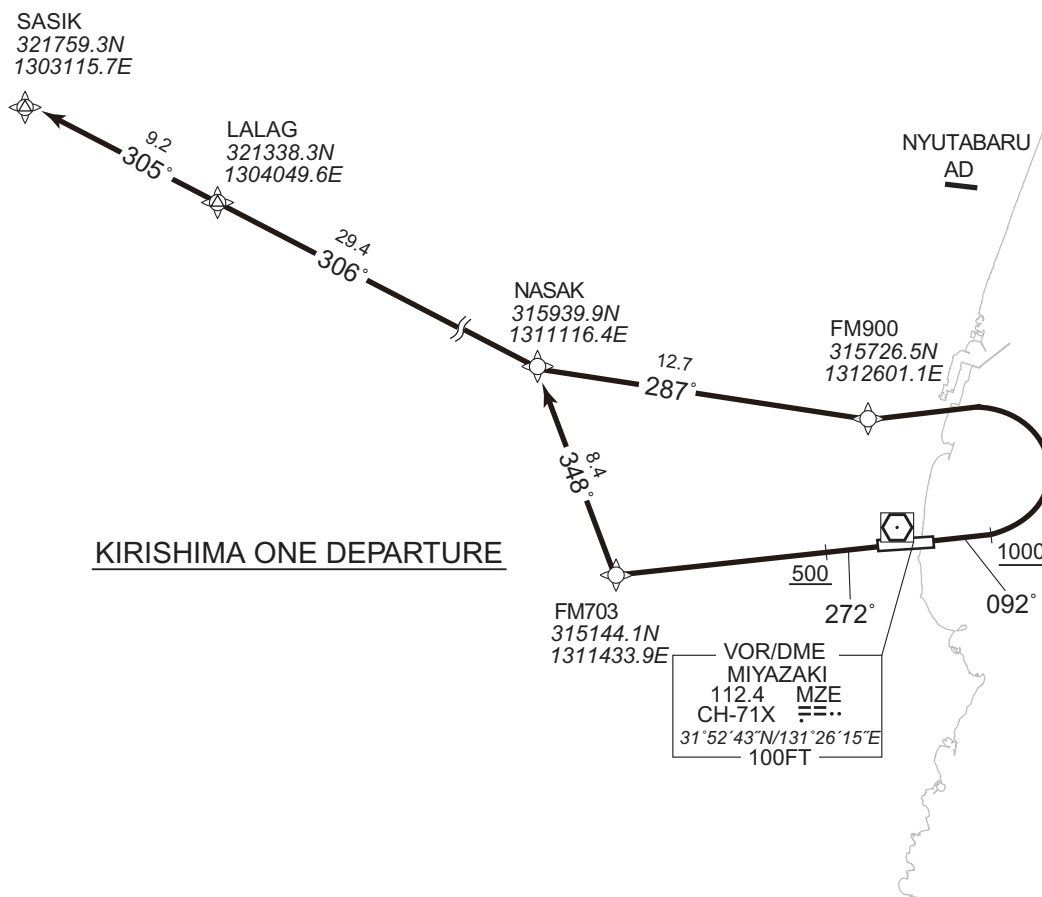
STANDARD DEPARTURE CHART - INSTRUMENT

RJFM/ MIYAZAKI

RNAV SID

| KIRISHIMA ONE 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 | RWY09 : NHT : 2NM FM DER — 2NM to FM900 RWY27 : NHT : 5NM to FM703 — FM703 |
| | DME GAP | RWY09 : DER — 2NM FM DER RWY27 : DER — 5NM to FM703 |
| | Inappropriate Nav aids | See AD 1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 |

VAR 7°W (2020)

KIRISHIMA ONE DEPARTURE

RWY09 : Climb on HDG092° at or above 1000FT, turn left direct to FM900, to NASAK, to LALAG, to SASIK.

RWY27 : Climb on HDG272° at or above 500FT, direct to FM703, to NASAK, to LALAG, to SASIK.

Note RWY09 : 5.0% climb gradient required up to 1000FT.

RWY27 : 5.0% climb gradient required up to 5000FT.

OBST ALT 152FT located at 0.7NM 276° FM end of RWY27.

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFM / MIYAZAKI

RNAV SID

KIRISHIMA ONE DEPARTURE

RWY09

| 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 | — | — | 092 (085.2) | -7.2 | — | — | +1000 | — | — | RNAV1 |
| 002 | DF | FM900 | — | — | -7.2 | — | L | — | — | — | RNAV1 |
| 003 | TF | NASAK | — | 287 (280.1) | -7.2 | 12.7 | — | — | — | — | RNAV1 |
| 004 | TF | LALAG | — | 306 (298.6) | -7.2 | 29.4 | — | — | — | — | RNAV1 |
| 005 | TF | SASIK | — | 305 (298.3) | -7.2 | 9.2 | — | — | — | — | RNAV1 |

RWY27

| 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 | — | — | 272 (265.2) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | FM703 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 003 | TF | NASAK | — | 348 (340.6) | -7.2 | 8.4 | — | — | — | — | RNAV1 |
| 004 | TF | LALAG | — | 306 (298.6) | -7.2 | 29.4 | — | — | — | — | RNAV1 |
| 005 | TF | SASIK | — | 305 (298.3) | -7.2 | 9.2 | — | — | — | — | RNAV1 |

CHANGE : New PROC.

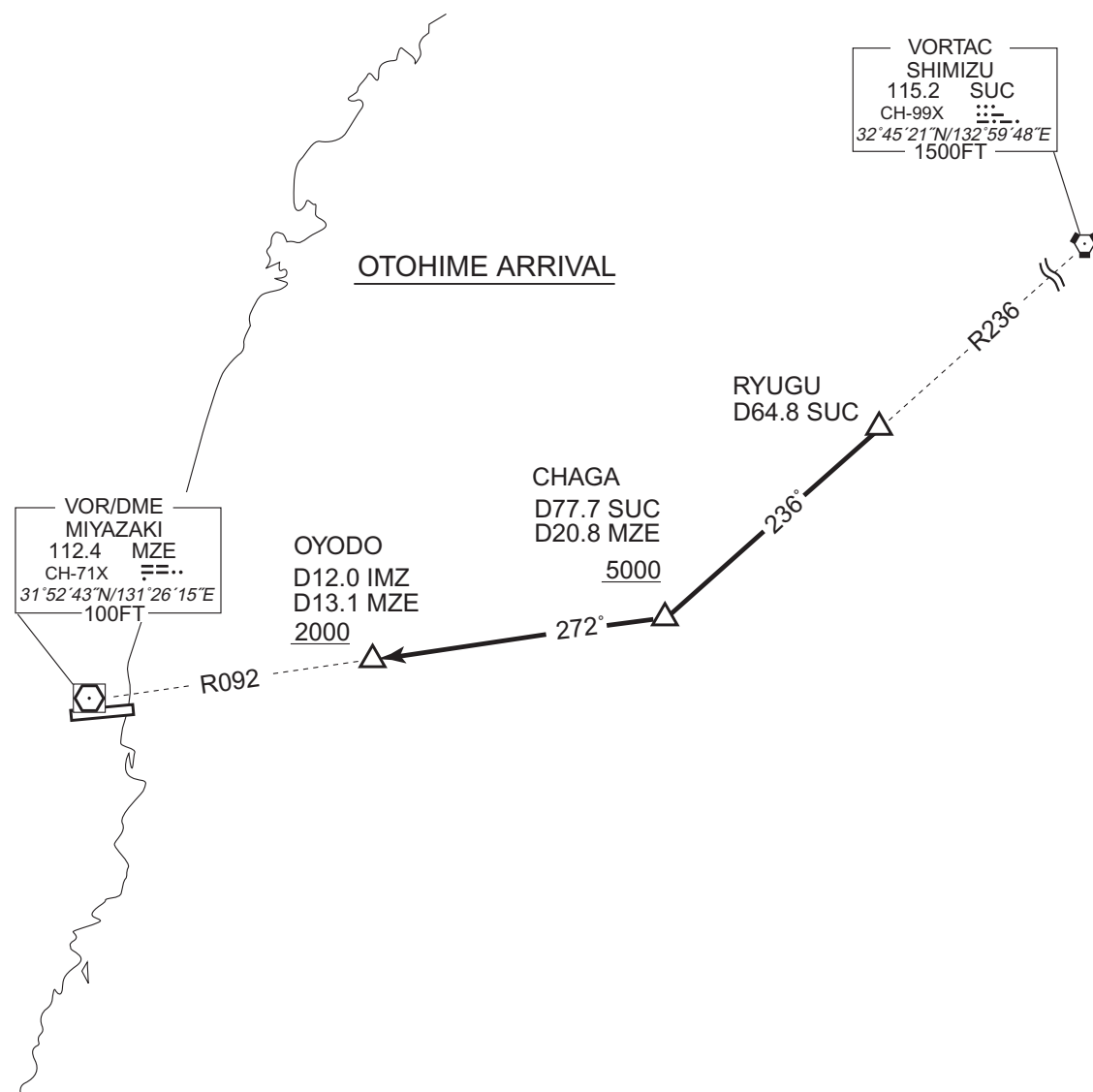
STANDARD ARRIVAL CHART - INSTRUMENT

RJFM / MIYAZAKI

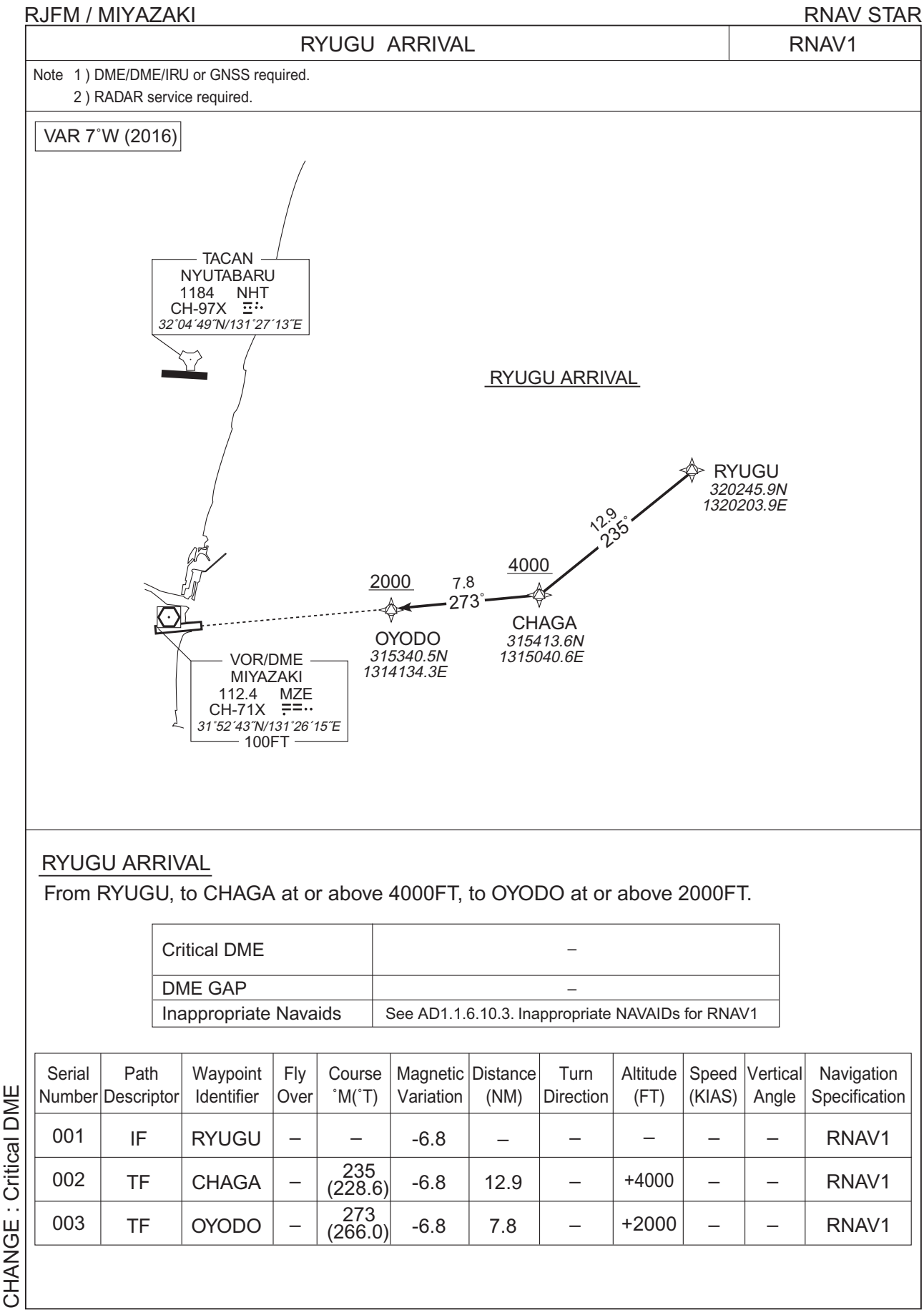
STAR

OTOHIME ARRIVAL

From over RYUGU, via SUC R236 to CHAGA, via MZE R092 to OYODO.
Cross CHAGA at or above 5000FT, cross OYODO at or above 2000FT.



STANDARD ARRIVAL CHART - INSTRUMENT

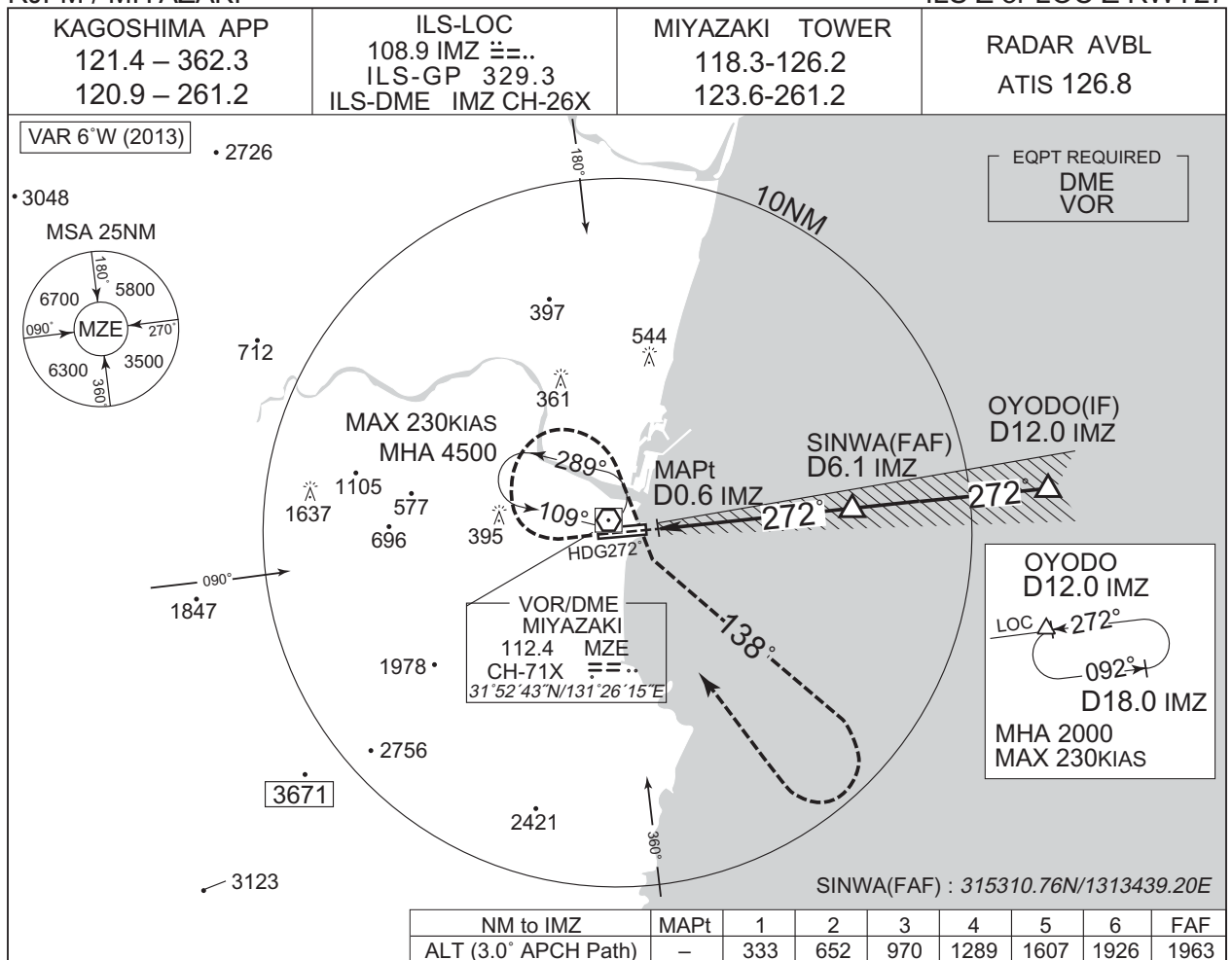


CHANGE : Critical DME

INSTRUMENT APPROACH CHART

RJFM / MIYAZAKI

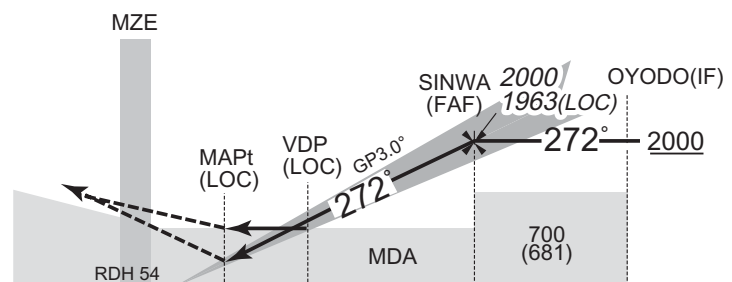
ILS Z or LOC Z RWY27



MISSED APPROACH

Climb to 500FT on HDG 272°, turn right, via MZE R138 to 4500FT, turn right, direct to MZE VOR/DME and hold.
Contact KAGOSHIMA APP.

Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 4.0%

MINIMA

THR elev. 21

AD elev. 19

| CAT | CAT I | | LOC | | CIRCLING | |
|-----|-----------|-------------|-----------|-------------|-----------|------|
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 221 (200) | 1000 | 270 (251) | 1500 | 520 (501) | 1600 |
| B | | | | 1600 | 650 (631) | 2400 |
| C | | | | | | |
| D | | | | | | |

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

INSTRUMENT APPROACH CHART

RJFM / MIYAZAKI

ILS Y or LOC Y RWY27

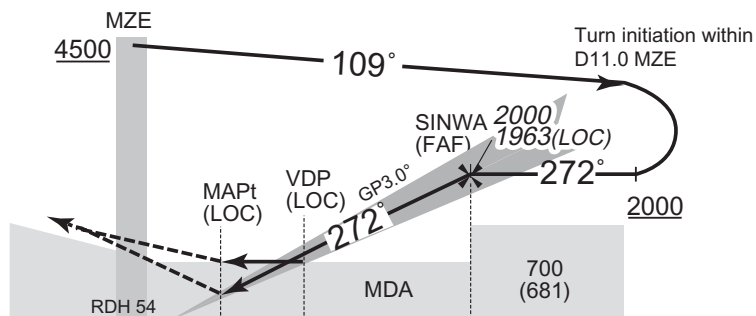
| | | | |
|---|---|--|------------------------------|
| KAGOSHIMA APP 121.4 – 362.3 120.9 – 261.2 | ILS-LOC 108.9 IMZ ≡≡.. ILS-GP 329.3 ILS-DME IMZ CH-26X | MIYAZAKI TOWER 118.3 - 126.2 123.6 - 261.2 | RADAR AVBL ATIS 126.8 |
|---|---|--|------------------------------|



MISSED APPROACH

Climb to 500FT on HDG 272°, turn right, via MZE R138 to 4500FT, turn right, direct to MZE VOR/DME and hold.
Contact KAGOSHIMA APP.

Timing not authorized for defining the MAPt.



| | | | | |
|------------|-----|-----|-----|-----|
| DME to IMZ | 0.2 | 0.6 | 0.8 | 6.1 |
| NM to THR | 0 | 0.5 | 0.6 | 5.9 |

Missed APCH climb gradient MNM 4.0%

MINIMA THR elev. 21 AD elev. 19

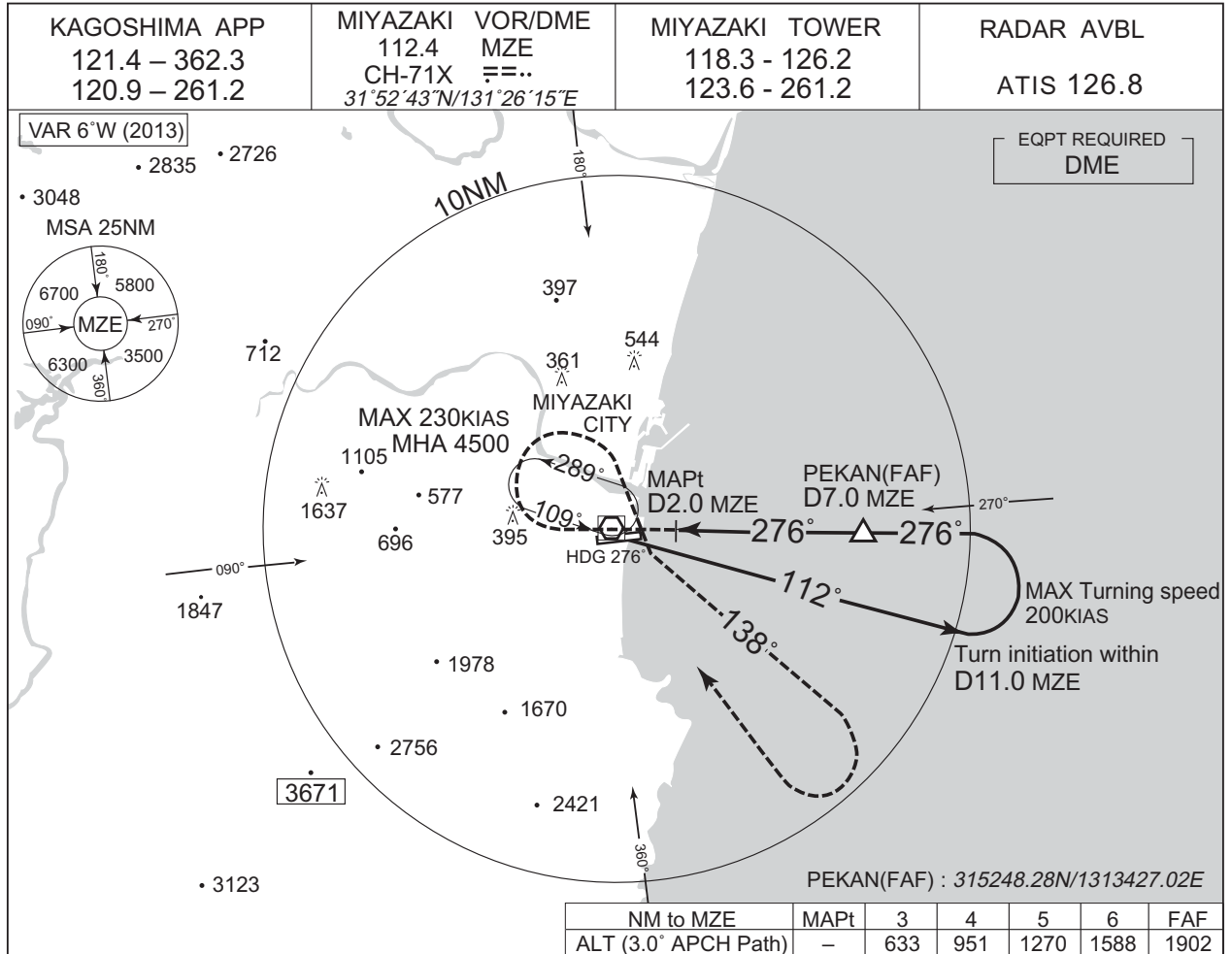
| CAT | CAT I | | LOC | | CIRCLING | |
|-----|-----------|---------|-----------|---------|-----------|------|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 221 (200) | 1000 | 270 (251) | 1500 | 520 (501) | 1600 |
| B | | | | 1600 | | |
| C | | | | 1800 | 650 (631) | 2400 |
| D | | | | | | |

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

INSTRUMENT APPROACH CHART

RJFM / MIYAZAKI

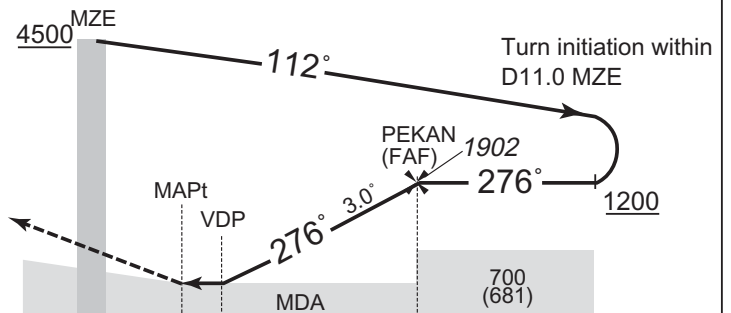
VOR RWY27



MISSED APPROACH

Climb to 500FT on HDG 276°, turn right, via MZE R138 to 4500FT, turn right, direct to MZE VOR/DME and hold. Contact KAGOSHIMA APP.

Timing not authorized for defining the MAPt.



DME to MZE

NM to THR

1.2 2.0 2.4 7.0
0 0.8 1.2 5.8

| MINIMA | | THR elev. 21 | AD elev. 19 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 440 (421) | 1500 | 520 (501) | 1600 |
| B | | | | |
| C | | 1800 | 650 (631) | 2400 |
| D | | 2000 | | 3200 |

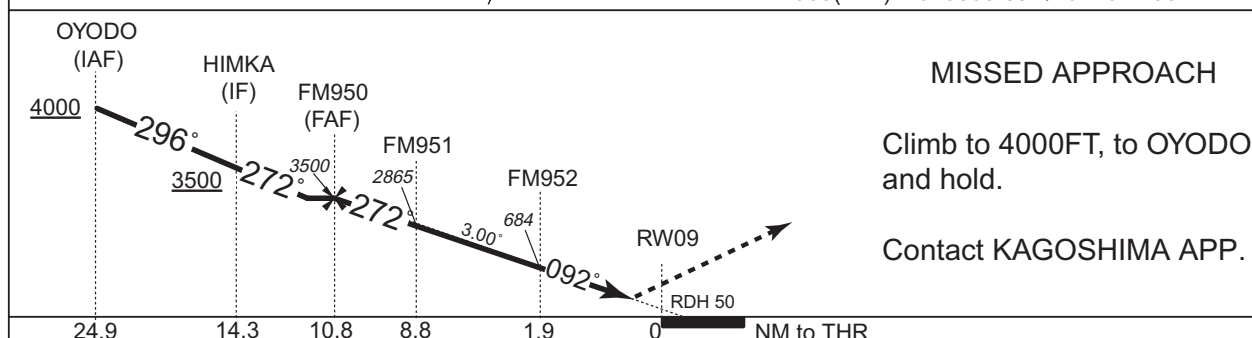
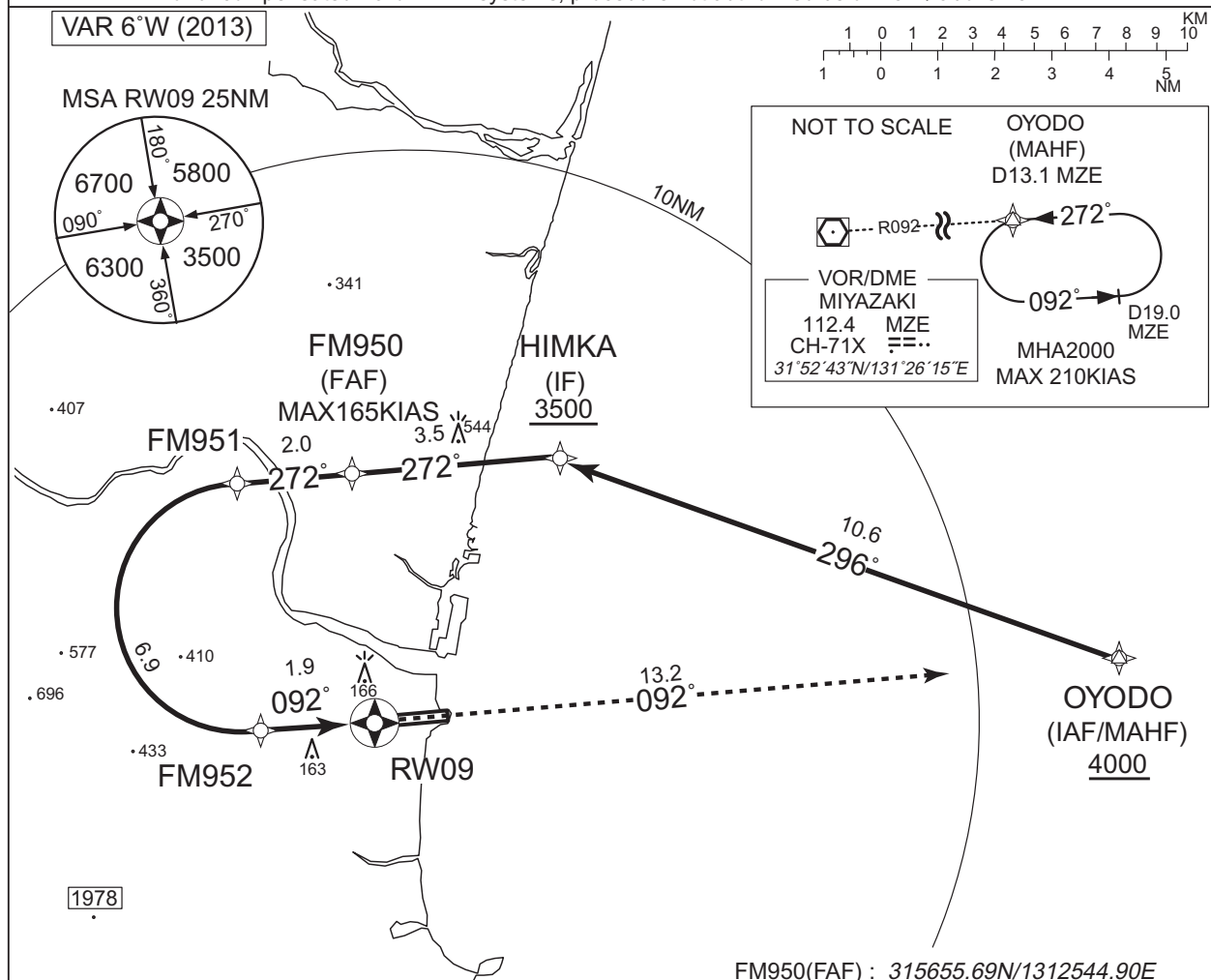
INSTRUMENT APPROACH CHART

RJFM / MIYAZAKI

RNAV(RNP) Z RWY09

| | | | |
|---|-----------------------|--|--------------------------|
| KAGOSHIMA APP 121.4 – 362.3 120.9 – 261.2 | GNSS and RF required. | MIYAZAKI TOWER 118.3 – 126.2 123.6 – 261.2 | RADAR AVBL ATIS 126.8 |
|---|-----------------------|--|--------------------------|

For uncompensated Baro-VNAV systems, procedure not authorized below -5°C/ above 45°C



| | | |
|--------|--------------|-------------|
| MINIMA | THR elev. 15 | AD elev. 19 |
| CAT | RNP 0.30 | |
| | DA(H) | CMV |
| A | — | — |
| B | — | — |
| C | 327(312) | 1400 |
| D | | 1600 |

RNP AR
Special Authorization Required

INSTRUMENT APPROACH CHART

RJFM / MIYAZAKI

RNAV(RNP) Z RWY09

RNAV(RNP) Z RWY09Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course [°M(°T)] | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|-----------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 001 | IF | OYODO | — | — | -6.5 | — | — | +4000 | — | — | — |
| 002 | TF | HIMKA | — | 296 (289.7) | -6.5 | 10.6 | — | +3500 | — | — | 1.0 |
| 003 | TF | FM950 | — | 272 (265.2) | -6.5 | 3.5 | — | 3500 | -165 | — | 1.0 |
| 004 | TF | FM951 | — | 272 (265.2) | -6.5 | 2.0 | — | 2865 | — | -3.00 | 0.3 |
| 005 | RF Center: FMRF1 r=2.18NM | FM952 | — | — | -6.5 | 6.9 | L | 684 | — | -3.00 | 0.3 |
| 006 | TF | RW09 | Y | 092 (085.1) | -6.5 | 1.9 | — | 65 | — | -3.00/50 | 0.3 |
| 007 | TF | OYODO | — | 092 (085.1) | -6.5 | 13.2 | — | 4000 | — | — | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| HIMKA | 315713.28N/1312950.79E | FMRF1 | 315435.02N/1312337.63E |
| FM950 | 315655.69N/1312544.90E | | |
| FM951 | 315645.60N/1312324.68E | | |
| FM952 | 315224.44N/1312350.57E | | |
| RW09 | 315234.26N/1312607.02E | | |
| OYODO | 315340.52N/1314134.32E | | |

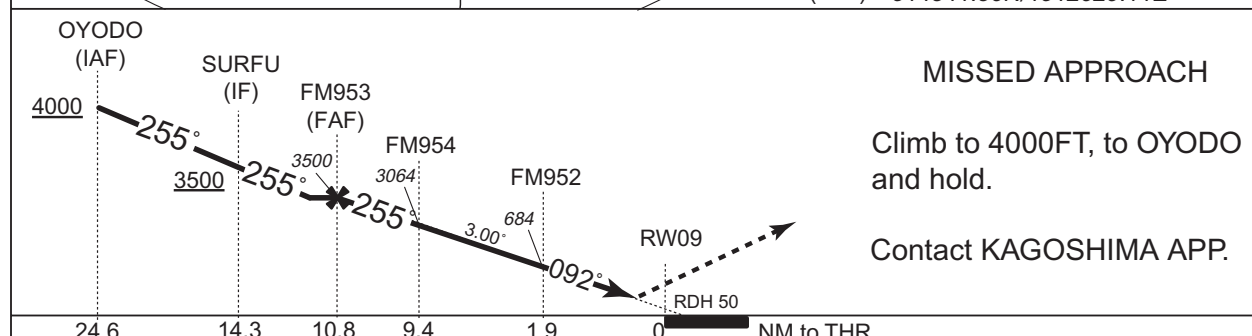
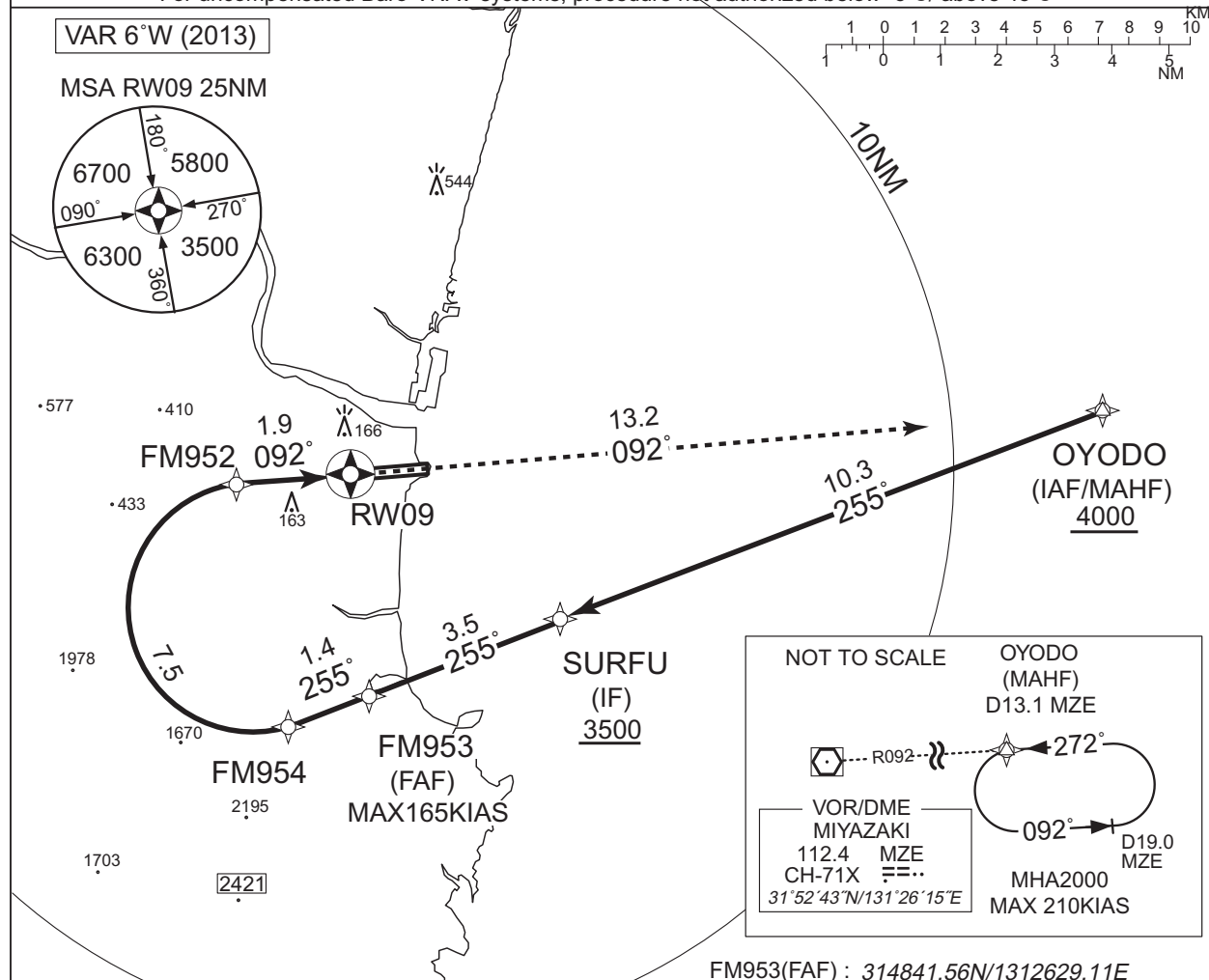
INSTRUMENT APPROACH CHART

RJFM / MIYAZAKI

RNAV(RNP) Y RWY09

| | | | |
|---|-----------------------|--|--------------------------|
| KAGOSHIMA APP 121.4 – 362.3 120.9 – 261.2 | GNSS and RF required. | MIYAZAKI TOWER 118.3 – 126.2 123.6 – 261.2 | RADAR AVBL ATIS 126.8 |
|---|-----------------------|--|--------------------------|

For uncompensated Baro-VNAV systems, procedure not authorized below -5°C/ above 45°C



| MINIMA | THR elev. 15 | AD elev. 19 |
|--------|--------------|-------------|
| CAT | RNP 0.30 | |
| | DA(H) | CMV |
| A | — | — |
| B | — | — |
| C | 327(312) | 1400 |
| D | — | 1600 |

RNP AR
Special Authorization Required

INSTRUMENT APPROACH CHART

RJFM / MIYAZAKI

RNAV(RNP) Y RWY09

RNAV(RNP) Y RWY09Coding Table

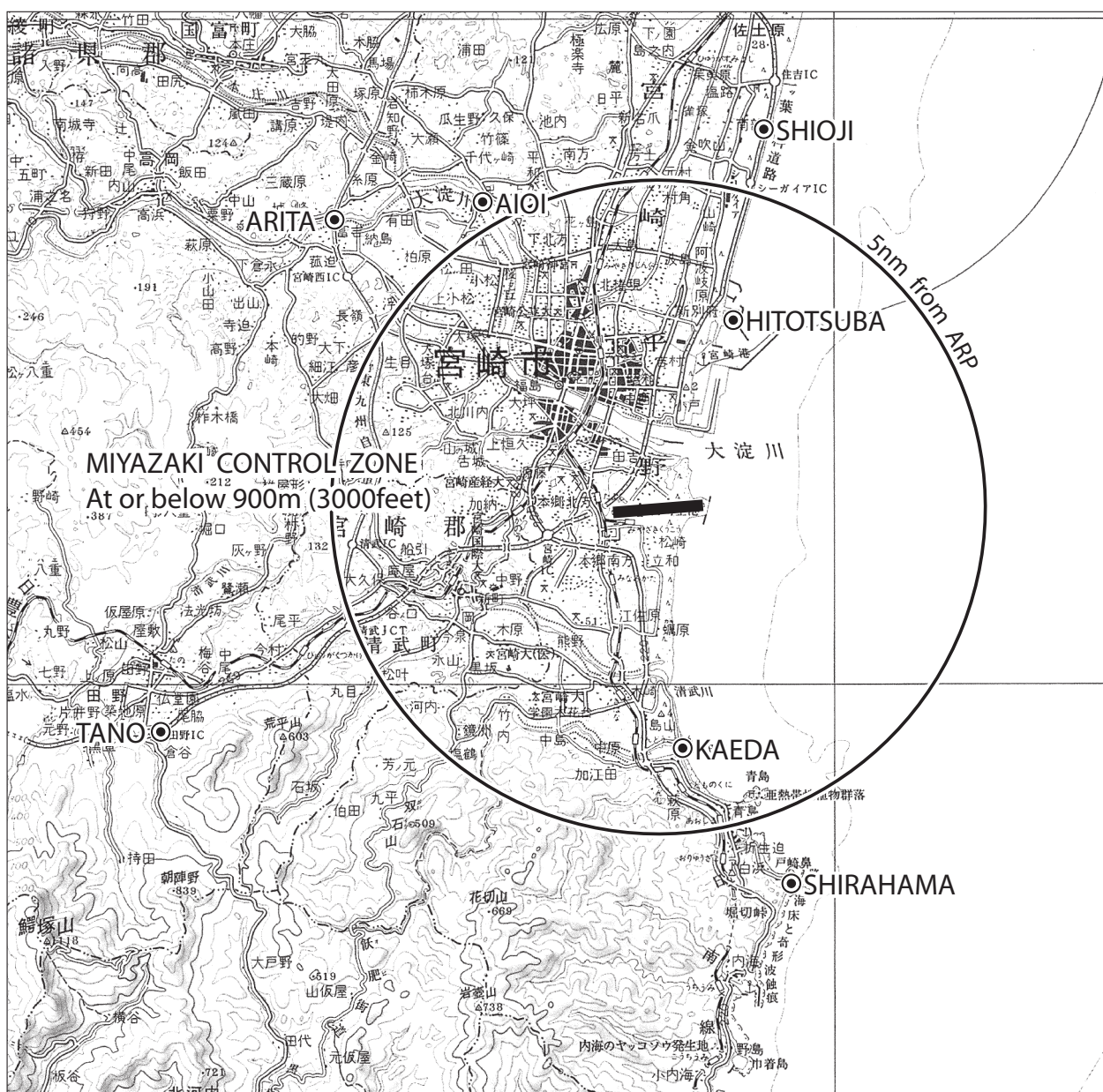
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course [°M(°T)] | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|---------------------------|---------------------|----------|-----------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 001 | IF | OYODO | — | — | -6.5 | — | — | +4000 | — | — | — |
| 002 | TF | SURFU | — | 255 (248.8) | -6.5 | 10.3 | — | +3500 | — | — | 1.0 |
| 003 | TF | FM953 | — | 255 (248.7) | -6.5 | 3.5 | — | 3500 | -165 | — | 1.0 |
| 004 | TF | FM954 | — | 255 (248.7) | -6.5 | 1.4 | — | 3064 | — | -3.00 | 0.3 |
| 005 | RF Center: FMRF2 r=2.18NM | FM952 | — | — | -6.5 | 7.5 | R | 684 | — | -3.00 | 0.3 |
| 006 | TF | RW09 | Y | 092 (085.1) | -6.5 | 1.9 | — | 65 | — | -3.00/50 | 0.3 |
| 007 | TF | OYODO | — | 092 (085.1) | -6.5 | 13.2 | — | 4000 | — | — | 1.0 |

Waypoint Coordinates

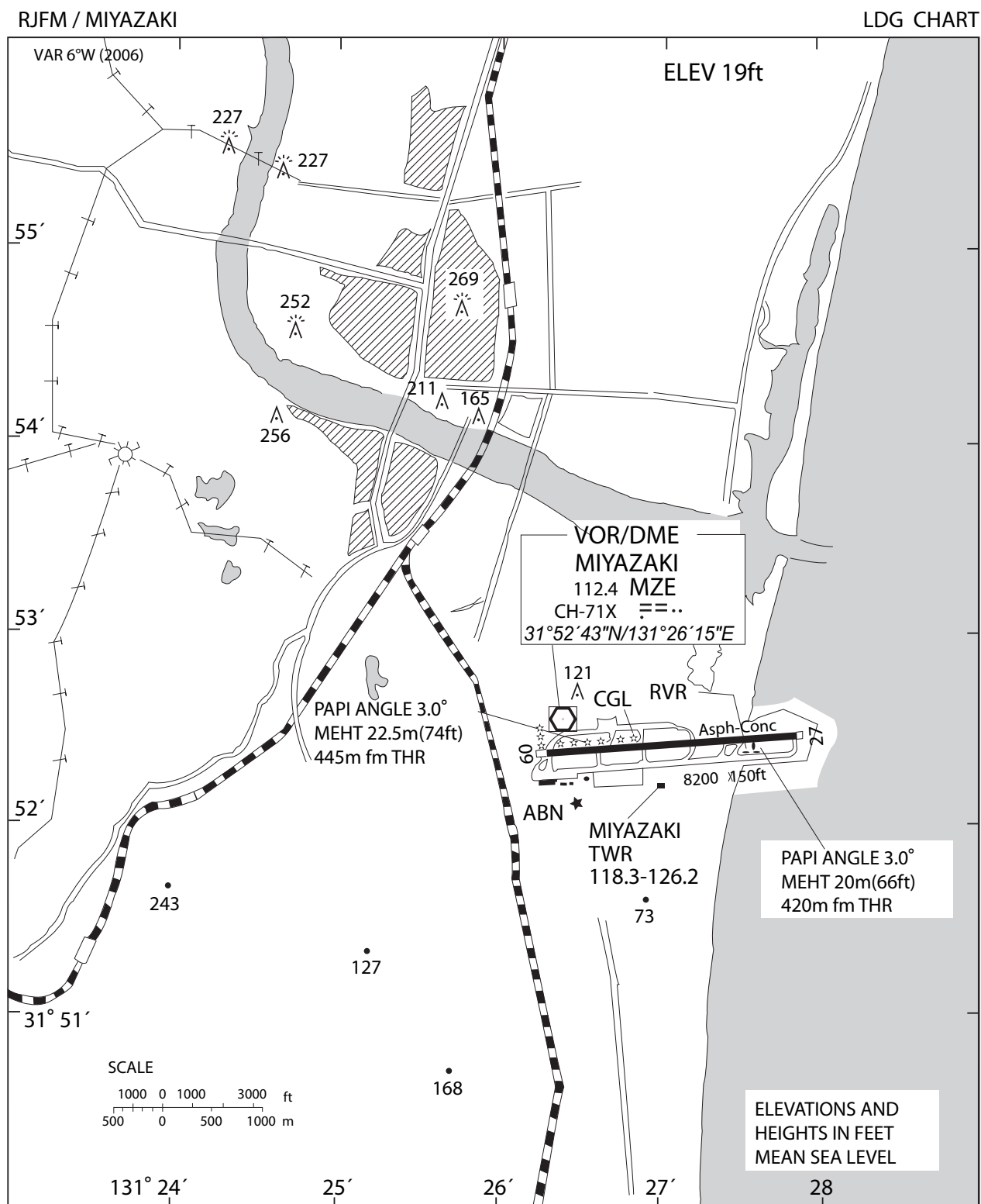
| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|------------------------|--------------------------|------------------------|
| SURFU | 314957.66N/1313018.83E | FMRF2 | 315013.85N/1312403.51E |
| FM953 | 314841.56N/1312629.11E | | |
| FM954 | 314811.70N/1312459.11E | | |
| FM952 | 315224.44N/1312350.57E | | |
| RW09 | 315234.26N/1312607.02E | | |
| OYODO | 315340.52N/1314134.32E | | |

RJFM / MIYAZAKI

Visual REP



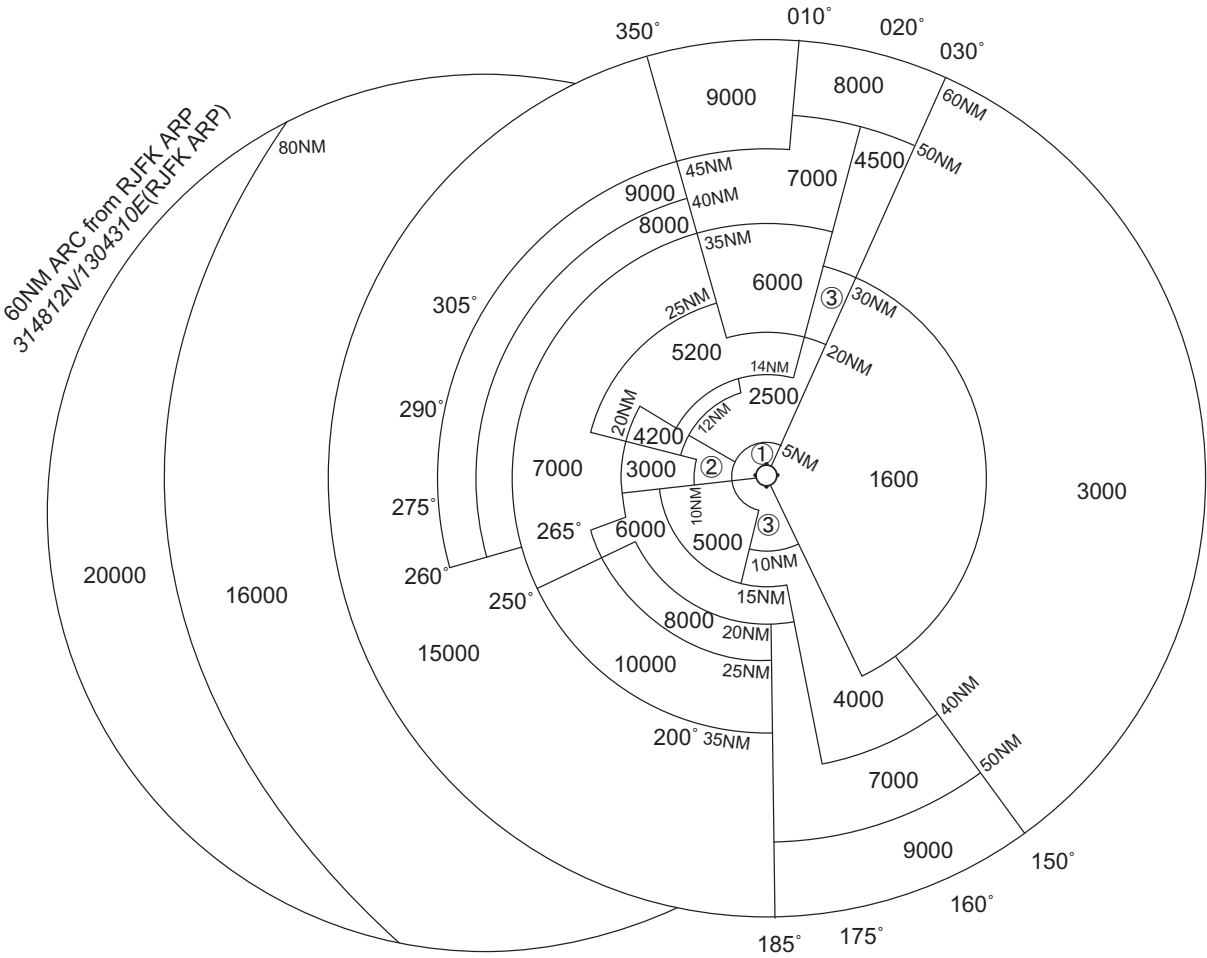
| Call sign | BRG / DIST from ARP | Remarks |
|--------------------|---------------------|--------------------------------|
| 有 田 Arita | 318°/6.5NM | 東九州自動車道大淀川橋 Bridge |
| 相 生 Aioi | 336°/5.3NM | 宮崎西環状線相生橋 Bridge |
| 塩 路 Shioji | 022°/5.7NM | 一ツ葉有料道路一ツ葉 P A Parking Area |
| 一 ツ 葉 Hitotsuba | 023°/3.3NM | サンビーチ 一ツ葉 Beach |
| 加 江 田 Kaeda | 182°/3.7NM | 加江田川河口 River-mouth |
| 白 浜 Shirahama | 166°/5.8NM | 戸崎鼻先端のホテル Hotel |
| 田 野 Tano | 251°/8.1NM | 宮崎自動車道田野 I C Interchange |



RJFM / MIYAZAKI

Minimum Vectoring Altitude CHART

VAR 7°W (2017)



CHANGE : Update