

AD 2 AERODROMES

RJFY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJFY - KANOYA

RJFY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|------------------|
| 1 | ARP coordinates and site at AD | 312205N/1305017E |
| 2 | Direction and distance from (city) | 1.5NM SW |
| 3 | Elevation/ Reference temperature | 202ft / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | Nil |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JSDF-M |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJFY AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|-----|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJFY AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--------------------|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JP-5 |
| 3 | Fuelling facilities/ capacity | To be issued later |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJFY AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJFY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Nil |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJFY AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJFY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--------------------|
| 1 | Apron surface and strength | To be issued later |
| 2 | Taxiway width, surface and strength | To be issued later |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Nil |
| 6 | Remarks | Nil |

RJFY 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 | Nil |
| 2 | RWY and TWY markings and LGT | RWY:08R/26L (LGT) RTHL TWY: (LGT)TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | |

RJFY AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil | | | | | |

RJFY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--------|
| 1 | Associated MET Office | KANOYA |
| 2 | Hours of service MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight documentation Language(s) used | Ja, En |
| 7 | Charts and other information available for briefing or consultation | S, U |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJFY 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 |
| 08R | 079.34 ° | 2250×45 | SW43000kg (94800lbs) DW56000kg (123500lbs) DTW117000kg (258000lbs) Concrete | 312153.61N 1304938.66E | THR ELEV : 222.4FT TDZ ELEV : 217.6FT |
| 26L | 259.35 ° | 2250×45 | | 312207.12N 1305102.36E | THR ELEV : 186.6FT TDZ ELEV : 190.9FT |
| 08L | 079.44 ° | 1200×40 | SW20000kg (44000lbs) | Nil | Nil |
| 26R | 259.45 ° | 1200×40 | DW25000kg (35000lbs) Asphalt-Concrete | Nil | Nil |
| Slope of RWY | | Strip Dimensions (M) | Remarks | | |
| 7 | | 10 | 12 | | |
| Nil | | 2370×300 2370×300 | RWY 08L/26R OPR SR-SS and VMC only, Other time usable TWY. | | |
| Nil | | 1320×150 1320×150 | | | |

RJFY AD 2.13 DECLARED DISTANCES

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

RJFY 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 |
| 08R | | | PAPI 3.0° 311m 45ft | | | | | Nil |
| 26L | AVBL | | PAPI 3.0° 319m 54ft | | | | | Nil |
| 08L | | | | | | | | Nil |
| 26R | | | | | | | | Nil |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| RWY THR ID LGT for RWY08R/26L THR (Color: White) | | | | | | | | |

RJFY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN:312239N/1305010E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI : LGTD |
| 3 | TWY edge and center line lighting | TWY edge LGT : AVBL |
| 4 | Secondary power supply/ switch-over time | Nil |
| 5 | Remarks | WDI LGT, OBST LGT |

RJFY AD 2.16 HELICOPTER LANDING AREA

To be issued later

RJFY AD 2.17 ATS AIRSPACE

| Designation and limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|------------------------|---|-------------------------|-------------------------|-----------------------------|---------|
| 1 | | 2 | 3 | 4 | 6 |
| Kanoya CTR | Area within a radius of 5NM of Kanoya ARP (31°22'N/130°50'E). | ----- 5000 | D | KANOYA TOWER En | |
| | Area within radius of 5NM of Kanoya ARP, in the south side of a north parallel line at a distance of 5NM from a line extending from JA NDB on 077°T and 257°T and in the east side of a east parallel line at a distance of 4NM from a line connecting HKC VOR and TGE VOR. | ----- 6000 | | | |
| Kanoya ACA | | See below Chart | | | |

鹿屋進入管制区

Kanoya Approach Control Area



RJFY AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---|---|--|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Kanoya Tower | 228.2MHz 133.4MHz 236.8MHz 126.2MHz 243.0MHz(E) 121.5MHz(E) | H24 | |
| DEP/APP/ASR | Kanoya Departure /Kanoya Approach /Kanoya Radar | 284.6MHz 122.15MHz 362.3MHz 321.2MHz(1) 261.2MHz(1) 133.0MHz(1) 126.2MHz 243.0MHz(E) 121.5MHz(E) | H24 | (1)AVBL on request Maintenance period: 2300-0800 SAT in VMC |
| GND | Kanoya Ground | 236.8MHz | H24 | |
| GCA-ASR -PAR | Kanoya Radar /Kanoya GCA | 335.6MHz 270.8MHz 134.1MHz 125.3MHz 258.6MHz 139.55MHz 317.2MHz 306.8MHz 243.0MHz(E) 121.5MHz(E) | H24 | ASR RWY 26L/08R. PAR RWY 26L. Glide path 3.0° Maintenance period: 2300-0800 SAT in VMC. Blind zone lies BTN 175degrees -180degrees , 190degrees - 195degrees and 340degrees - 360degrees 10NM, ARC FM ASR site (312149N/1305004E) |
| ATIS | Kanoya Airport | 246.8MHz | 2100 - 1300 EXC FRI1301-SUN2059 AND HOL | |

RJFY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------|-----|----------------------|--------------------|--|---------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | JA | 238KHz | H24 | 312121N/1305056E | | NDB Unusable: 320°-060° beyond 25NM BLW 8000FT. 130°-220° beyond 20NM BLW 6000FT. 250°-290° beyond 30NM BLW 8000FT. |
| TACAN | JAT | 1172 MHz (CH-85X) | H24 | 312146N/1304949E | 252ft | TACAN Unusable: R360-010 beyond 11NM BLW 7000FT. R010-020 beyond 12NM BLW 8000FT. R080-090 beyond 35NM BLW 4000FT. R090-100 beyond 18NM BLW 5000FT. R100-110 beyond 16NM BLW 5000FT. R110-170 beyond 16NM BLW 6000FT. R170-200 beyond 14NM BLW 6000FT. R200-220 beyond 10NM BLW 5000FT. R220-230 beyond 12NM BLW 6000FT. R230-250 beyond 20NM BLW 6000FT. R250-280 beyond 25NM BLW 4000FT. R280-310 beyond 25NM BLW 5000FT. R310-320 beyond 14NM BLW 6000FT. R320-360 beyond 11NM BLW 7000FT. |
| ILS-LOC 26L | IJA | 110.3MHz | H24 | 312152N/1304930E | | LOC:223m (733FT) away FM RWY 08R THR, BRG (MAG) 265° |
| ILS-GP 26L | - | 335MHz | H24 | 312203N/1305052E | | GP:286m(937FT) inside FM RWY 26L THR, 90m(295FT) S of RCL. HGT of ILS Ref datum 15.6m(51FT). GP angle 3.0°. |
| MM 26L | | 75MHz | H24 | 312212.65N/1305135.33E | | MM:888m(2913FT) away FM RWY 26L on the extended RCL. |

ILS



REMARKS : 1.LOC beam BRG(MAG) 265°
 2.HGT of ILS REF datum 15.6m(51FT)
 3.GP Angle 3.0°

RJFY AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

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

2. Taxiing to and from stands

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

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

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

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 |
|-----|

RJFY AD 2.21 NOISE ABATEMENT PROCEDURES

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

RJFY AD 2.22 FLIGHT PROCEDURES

| 1. TAKE OFF MINIMA | | | | | |
|-----------------------|-----|-----------------|------------|----------|------------|
| | RWY | REDL AVBL | | REDL OUT | |
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 08R | - | 300'-1600m | - | 300'-1600m |
| | 26L | - | 700'-2400m | - | 700'-2400m |
| OTHER | 08R | AVBL LDG MINIMA | | | |
| | 26L | | | | |

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

ASR RWY 08R

| MINIMA | | THR elev. 222 | AD elev. 202 | |
|--------|----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 980(778) | 1500 | 980(778) | 1600 |
| B | | | | |
| C | | 2000 | 1520(1318) | 2400 |
| D | | | | 3200 |

ASR RWY 26L

| MINIMA | | THR elev. 187 | AD elev. 202 | |
|--------|----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 720(533) | 1400 | 940(738) | 1600 |
| B | | 1500 | | |
| C | | 1600 | 1520(1318) | 2400 |
| D | | 1800 | | 3200 |

PAR RWY 26L

| MINIMA | | THR elev. 187 | AD elev. 202 | |
|--------|----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 450(263) | 800 | 940(738) | 1600 |
| B | | | | |
| C | | | 1520(1318) | 2400 |
| D | | | | 3200 |

3. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with KANOYA Radar/Approach/GCA are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and;

(I) 1. Contact KANOYA Tower.

2. If unable, proceed in accordance with visual flight rules.

3. If unable,

(1) In the vector

a. Proceed to DAGRI at last assigned altitude or 3,000ft whichever is higher and execute instrument approach as follows:

TACAN Z RWY26L, ILS Y or LOC Y RWY26L.

b. Proceed to TILAN at last assigned altitude or 3,200ft whichever is higher and execute TACAN RWY08R approach.

c. Proceed to JA NDB at last assigned altitude or 5,000ft whichever is higher and execute NDB A approach.

(2) On final approach

Execute instrument final approach.

(II) Procedures other than above will be issued when situation required.

NOTE: On dog leg(235 DEG/2200) under GCA, execute final approach as follows:

TACAN Z RWY26L, ILS Z or LOC Z RWY26L, NDB A.

4. Automated Radar Terminal System (ARTS)

鹿屋進入管制所の指示のもとに、鹿屋進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

モード A/3 又はモード C 応答用の ATC トランスポンダーを搭載していない航空機が、当該モードによる応答を指示された場合は、鹿屋進入管制所に対しその旨通報すること。

Aircraft flying within the approach control area under the control of KANOYA approach control will be instructed to reply with discrete code on Mode A/3 and Mode C. If an aircraft non equipped with ATC transponder A/3 or Mode C instructed to reply with such Mode, it shall report KANOYA approach control accordingly.

RJFY AD 2.23 ADDITIONAL INFORMATION

481FT height group of trees exist near APCH surface 1.13NM WNW FM RWY08R THR.

RJFY AD 2.24 CHARTS RELATED TO AN AERODROME

Standard Departure Chart - Instrument (EAST REVERSAL)
Standard Departure Chart - Instrument (WEST REVERSAL)
Standard Departure Chart - Instrument (EKORU)
Standard Departure Chart - Instrument (MAKRA)

Standard Departure Chart - Instrument (QUEEN)
Standard Arrival Chart - Instrument (KANOYA, AIRAH)
Instrument Approach Chart (ILS Z or LOC Z RWY 26L)
Instrument Approach Chart (ILS Y or LOC Y RWY 26L)
Instrument Approach Chart (ILS X or LOC X RWY 26L)
Instrument Approach Chart (ILS W or LOC W RWY 26L)
Instrument Approach Chart (TACAN Z RWY 26L)
Instrument Approach Chart (TACAN Y RWY 26L)
Instrument Approach Chart (TACAN RWY 08R)
Instrument Approach Chart (NDB A)

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STANDARD DEPARTURE CHART - INSTRUMENT

RJFY / KANOYA

SID

EAST REVERSAL TWO DEPARTURE

RWY08R : Climb via JAT R083 to 4000FT or above within 13NM

from RWY end(JAT 14DME), then turn right proceed to JAT TACAN.

RWY26L : Not established.

Note:

- 1 Following climb gradient should be maintained until passing 2000FT.

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

- 2 SHIBUSHI PETROLEUM COMBINAT at JAT R094 10DME.

- 3 Obstructions exist,

- a 229FT MSL height group of trees at 0.76NM E from ARP.
- b 1934FT MSL height mountain at 10.8NM ESE from ARP.

CHANGE : PROC renamed. NDB (JA) deleted. Radial FM JAT (SHIBUSHI PETROLEUM COMBINAT).



STANDARD DEPARTURE CHART - INSTRUMENT

RJFY / KANOYA

SID

WEST REVERSAL TWO DEPARTURE

RWY08R : Not established.

RWY26L : Climb via JAT R270 to 4000FT or above within 13NM from RWY end
(JAT 13DME), then turn left proceed to JAT TACAN.

Note:

- 1 Following climb gradient should be maintained until passing 600FT.

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

- 2 Obstructions exist,

- a 582FT MSL height hill at 1NM SW from ARP.
- b 630FT MSL height antenna tower at 1.1NM SW from ARP.
- c 493FT MSL height antenna tower at 1.8NM W from ARP.
- d 555FT MSL height hill at 2.2NM W from ARP.

CHANGE : SID (RWY26L). Note:2 Obstructions. NDB (JA) deleted.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFY / KANOYA

SID

EKORU ONE DEPARTURE

RWY08R : Climb via JAT R084 to EKORU.

RWY26L : Climb RWY HDG until 3.5NM from RWY end (JAT 3.6DME) to 1000FT
or above, turn left proceed to JAT TACAN, via JAT R084 to EKORU.

Note:

- 1 Following climb gradient should be maintained,
 - a until passing 2000FT when take off RWY08R.
 - b until passing 1600FT when take off RWY26L.

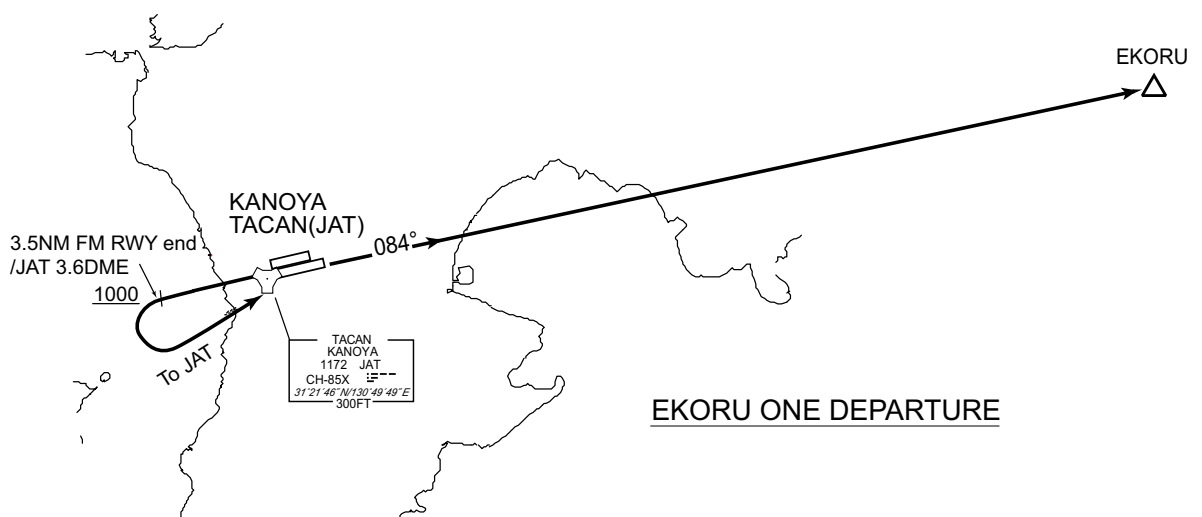
| Speed (Knots) | 60 | 90 | 120 | 150 | 180 | 210 |
|-----------------|-----|-----|-----|-----|-----|------|
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |

- 2 SHIBUSHI PETROLEUM COMBINAT at JAT R094 10DME.

- 3 Obstructions exist,

- a when take off RWY08R,
 - (a)229FT MSL height group of trees at 0.76NM E from ARP.
 - (b)1934FT MSL height mountain at 10.8NM ESE from ARP.
- b when take off RWY26L,
 - (a)582FT MSL height hill at 1NM SW from ARP.
 - (b)630FT MSL height antenna tower at 1.1NM SW from ARP.
 - (c)493FT MSL height antenna tower at 1.8NM W from ARP.
 - (d)555FT MSL height hill at 2.2NM W from ARP.
 - (e)814FT MSL height mountain at 3.0NM SW from ARP.
 - (f)837FT MSL height mountain at 3.2NM SW from ARP.
 - (g)1378FT MSL height mountain at 3.5NM S from ARP.
 - (h)1582FT MSL height mountain at 3.9NM S from ARP.

CHANGE : New PROC



STANDARD DEPARTURE CHART - INSTRUMENT

RJFY / KANOYA

SID

MAKRA TWO DEPARTURE

RWY08R : Not established.

RWY26L : Climb RWY HDG until 1NM from RWY end (JAT 1.0DME), climb via JAT R263 (264 DEG from JA NDB) to MAKRA.

Note:

- 1 Following climb gradient should be maintained until passing 600FT.

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

- 2 Obstructions exist,

- a 493FT MSL height antenna tower at 1.8NM W from ARP.
b 555FT MSL height hill at 2.2NM W from ARP.

CHANGE : PROC renamed. Radial FM JAT. Note:2 Obstructions.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFY / KANOYA

SID

QUEEN TWO DEPARTURE

RWY08R : Climb via JAT R083 (083 DEG from JA NDB) to intercept and proceed via HKC R125 to QUEEN.

RWY26L : Climb RWY HDG until 3.5NM from RWY end (JAT 3.6DME) to 1000FT or above, turn left proceed to JAT TACAN/JA NDB, then, climb via JAT R083 (083 DEG from JA NDB) to intercept and proceed via HKC R125 to QUEEN.

Note:

- 1 Following climb gradient should be maintained,
 - a. until passing 2000FT when take off RWY08R.
 - b. until passing 3000FT when take off RWY26L.

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

- 2 SHIBUSHI PETROLEUM COMBINAT at JAT R094 10DME(9NM on 091 DEG from JA NDB).

- 3 Obstructions exist,

- a. when take off RWY08R,
 - (a)229FT MSL height group of trees at 0.76NM E from ARP.
 - (b)1934FT MSL height mountain at 10.8NM ESE from ARP.
- b. when take off RWY26L,
 - (a)582FT MSL height hill at 1NM SW from ARP.
 - (b)630FT MSL height antenna tower at 1.1NM SW from ARP.
 - (c)493FT MSL height antenna tower at 1.8NM W from ARP.
 - (d)555FT MSL height hill at 2.2NM W from ARP.
 - (e)814FT MSL height mountain at 3.0NM SW from ARP.
 - (f)837FT MSL height mountain at 3.2NM SW from ARP.
 - (g)1378FT MSL height mountain at 3.5NM S from ARP.
 - (h)1582FT MSL height mountain at 3.9NM S from ARP.
 - (i)2907FT MSL height mountain at 10NM SE from ARP.

CHANGE : Correction of location(SHIBUSHI PETROLEUM COMBINAT).



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STANDARD ARRIVAL CHART - INSTRUMENT

RJFY / KANOYA

STAR

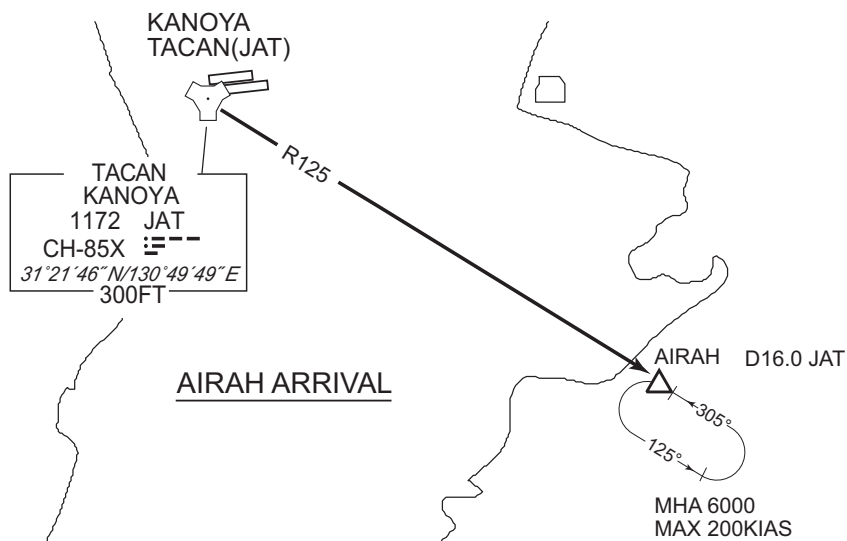
KANOYA ARRIVAL

From over JA NDB, proceed via 083 DEG from JA NDB, right procedure turn to JA NDB within 20NM, cross JA NDB at specified altitude.



AIRAH ARRIVAL

From over JAT TACAN, proceed via JAT R125 to AIRAH (JAT R125 16.0DME), maintain last assigned altitude until 2DME from JAT TACAN, cross AIRAH at or above 6000FT or specified altitude.



CHANGE : MHA, MAX HLDG airspeed added.

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INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJFY / KANOYA

ILS Y or LOC Y RWY 26L



MISSED APPROACH

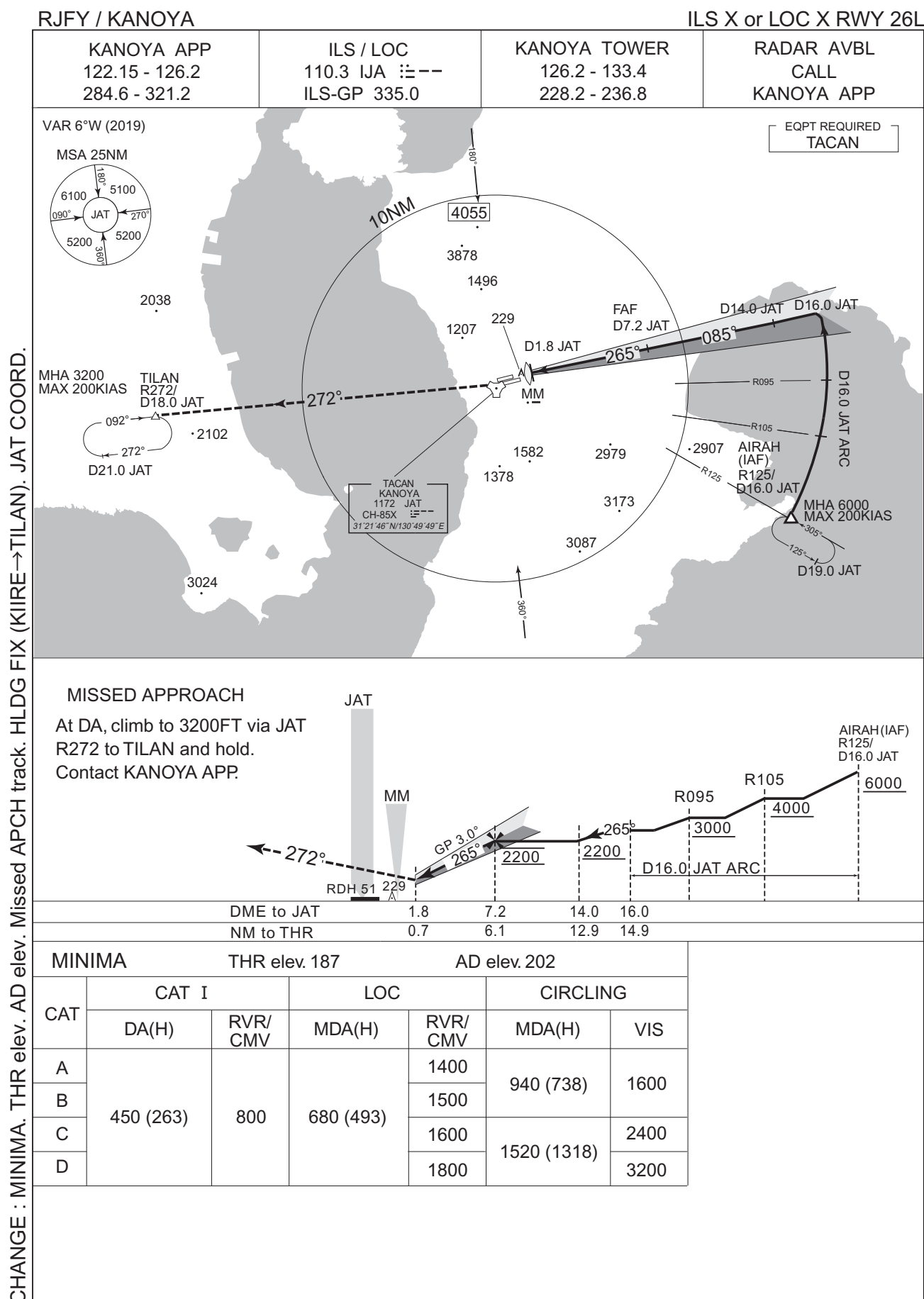
At DA, climb to 3200FT via JAT R272
to TILAN and hold.
Contact KANOYA APP.



| | | | |
|------------|-----|-----|------|
| DME to JAT | 1.8 | 7.2 | 10.0 |
| NM to THR | 0.7 | 6.1 | 8.9 |

| MINIMA | | THR elev. 187 | | AD elev. 202 | | |
|--------|-----------|---------------|-----------|--------------|-------------|------|
| CAT | CAT I | | LOC | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 450 (263) | 800 | 680 (493) | 1400 | 940 (738) | 1600 |
| B | | | | 1500 | | |
| C | | | | 1600 | 1520 (1318) | 2400 |
| D | | | | 1800 | | |

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJFY / KANOYA

ILS W or LOC W RWY 26L

| | | | |
|---|--|--|----------------------------------|
| KANOYA APP 122.15 - 126.2 284.6 - 321.2 | ILS / LOC 110.3 IJA Ⅲ-- ILS-GP 335.0 | KANOYA TOWER 126.2 - 133.4 228.2 - 236.8 | RADAR AVBL CALL KANOYA APP |
|---|--|--|----------------------------------|



MISSED APPROACH

At DA, climb to 3000FT via 275° from JA NDB, then turn left climb to 5000FT proceed to JA NDB and hold.
Contact KANOYA APP.

Remain within 14NM.



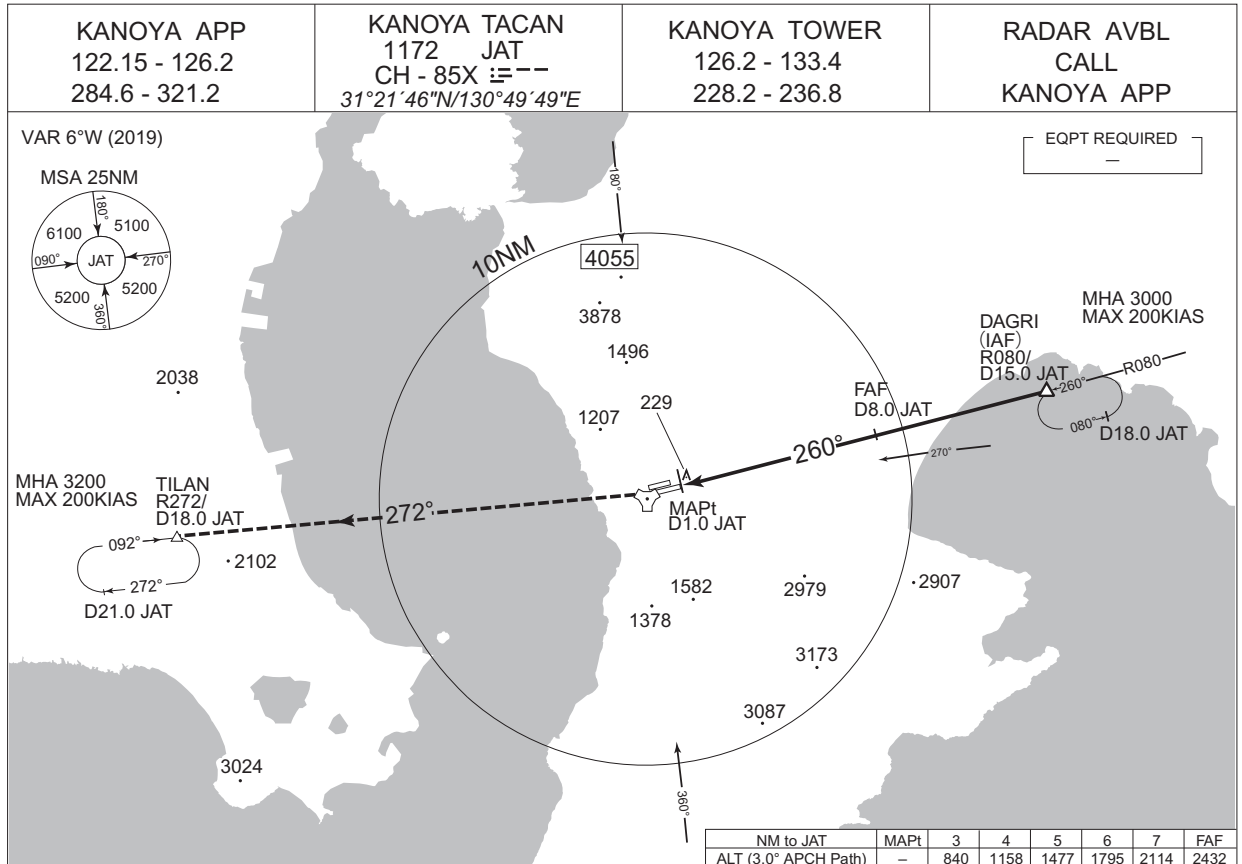
| MINIMA | | THR elev. 187 | | AD elev. 202 | | |
|--------|-----------|---------------|-----------|--------------|-------------|------|
| CAT | CAT I | | LOC | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 450 (263) | 800 | 680 (493) | 1400 | 940 (738) | 1600 |
| B | | | | 1500 | | |
| C | | | | 1600 | 1520 (1318) | 2400 |
| D | | | | 1800 | | 3200 |

CHANGE : MINIMA. THR elev. AD elev. Additional EQPT requirement added. JA COORD.

INSTRUMENT APPROACH CHART

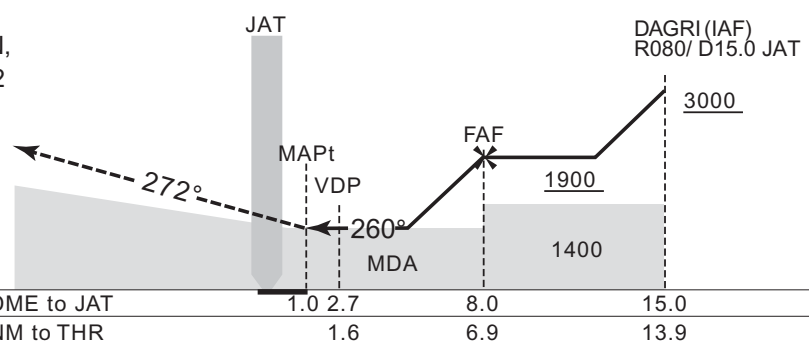
RJFY / KANOYA

TACAN Z RWY 26L



MISSED APPROACH

At 1.0DME prior to JAT TACAN,
climb to 3200FT via JAT R272
to TILAN and hold.
Contact KANOYA APP.



CHANGE : NM to THR.

| MINIMA | | THR elev. 187 | AD elev. 202 | |
|--------|-----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 700 (513) | 1400 | 940 (738) | 1600 |
| B | | 1500 | | |
| C | | 1600 | 1520 (1318) | 2400 |
| D | | 1800 | | |

INSTRUMENT APPROACH CHART

RJFY / KANOYA

TACAN Y RWY 26L



MISSED APPROACH

At 1.0DME prior to JAT TACAN,
climb to 3200FT via JAT R272
to TILAN and hold.
Contact KANOYA APP.



CHANGE : NM to THR.

| MINIMA | | THR elev. 187 | AD elev. 202 | |
|--------|-----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 700 (513) | 1400 | 940 (738) | 1600 |
| B | | 1500 | | |
| C | | 1600 | 1520 (1318) | 2400 |
| D | | 1800 | | |

CHANGE : MINIMA. THR elev. OCA. Missed APCH track. HLDG FIX (KIIRE→TILAN). ALT (3.0° APCH Path). JAT COORD.



RJFY / KANOYA

NDB A

| MINIMA | | AD elev. 202 |
|--------|-------------|--------------|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 940 (738) | 1600 |
| B | | |
| C | 1520 (1318) | 2400 |
| D | | 3200 |

CHANGE : MINIMA. AD elev. JA COORD.