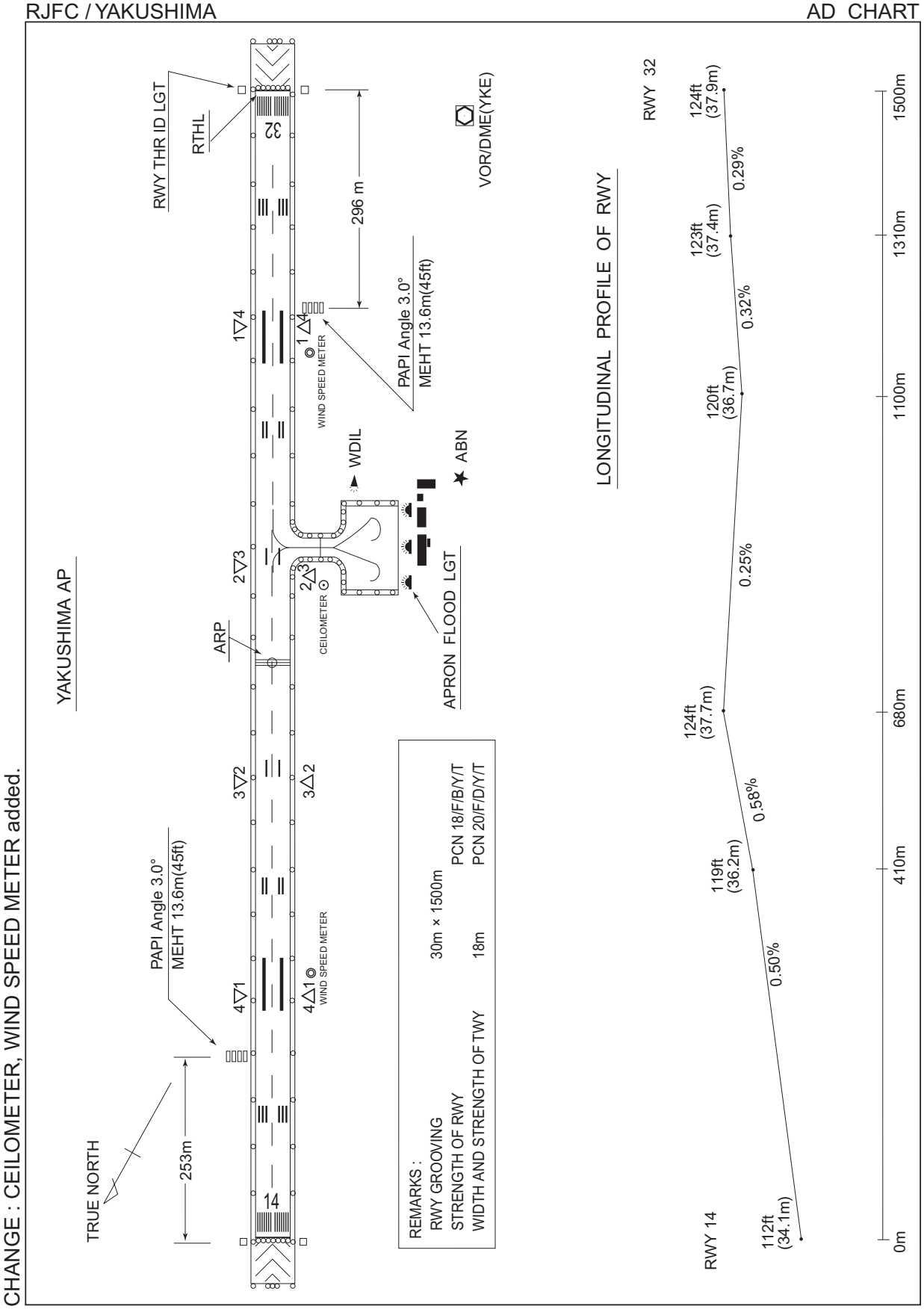

RJFC / YAKUSHIMA
AD CHART
CHANGE : CEILOMETER, WIND SPEED METER added.
YAKUSHIMA AP
RWY THR ID LGT
RTHL
32
296 m
VOR/DME(YKE)
PAPI Angle 3.0°
MEHT 13.6m(45ft)
1▽4
1△4
WIND SPEED METER
WDIL
ABN
2▽3
2△3
CEILOMETER
ARP
APRON FLOOD LGT
3▽2
3△2
PAPI Angle 3.0°
MEHT 13.6m(45ft)
4▽1
4△1
WIND SPEED METER
253m
TRUE NORTH
14
REMARKS :
RWY GROOVING
STRENGTH OF RWY
WIDTH AND STRENGTH OF TWY
30m × 1500m
18m
PCN 18/F/B/Y/T
PCN 20/F/D/Y/T
LONGITUDINAL PROFILE OF RWY
RWY 32
RWY 14
124ft (37.9m)
123ft (37.4m)
120ft (36.7m)
124ft (37.7m)
119ft (36.2m)
112ft (34.1m)
0.29%
0.32%
0.25%
0.58%
0.50%
0m
410m
680m
1100m
1310m
1500m

STANDARD DEPARTURE CHART-INSTRUMENT

RJFC / YAKUSHIMA SID

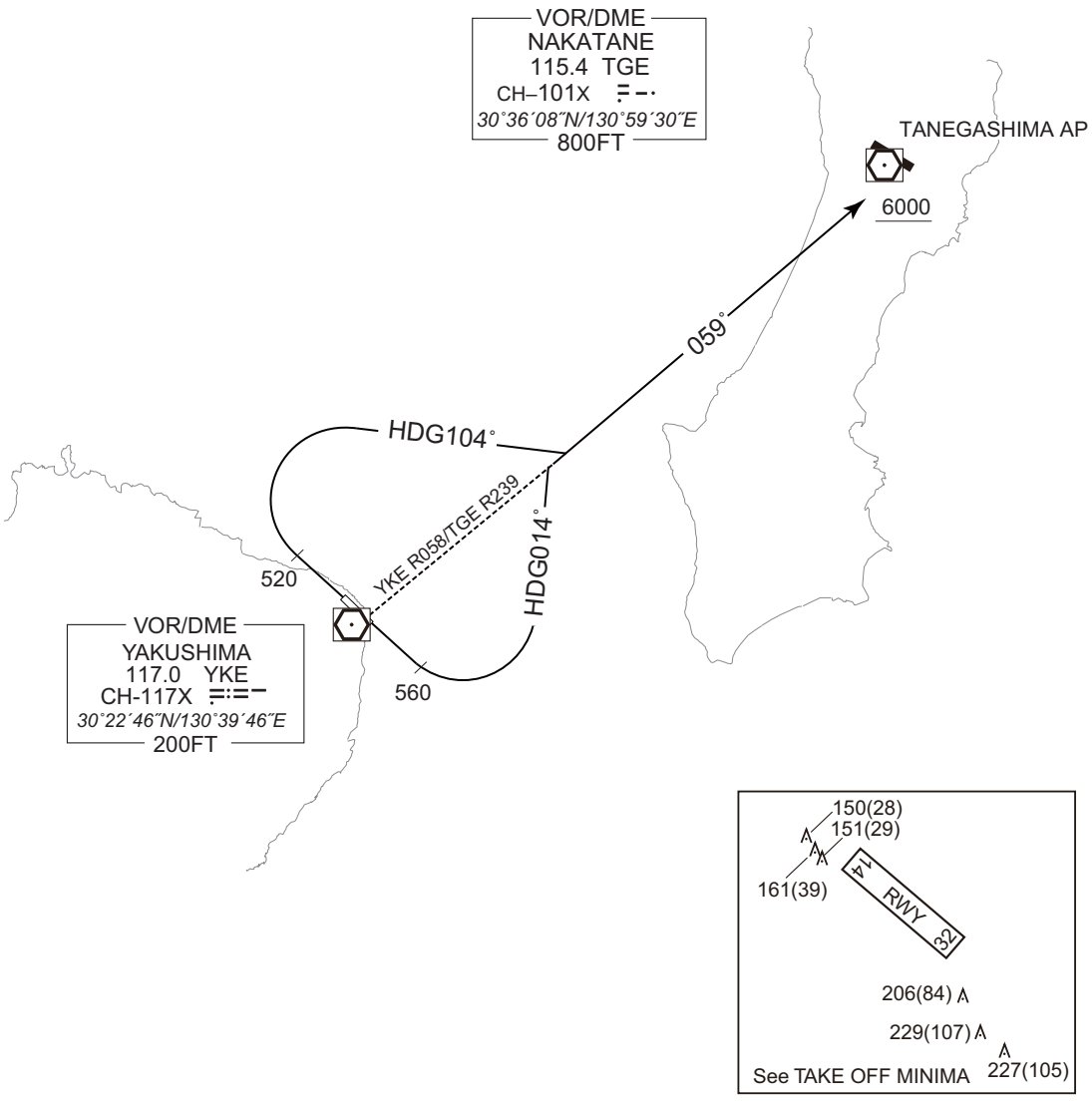
CHANGE : PROC renamed. KAGOSHIMA SEVEN DEPARTURE abolished. PROC course. Note. OBST chart added.

NAKATANE FOUR DEPARTURE

RWY14 : Climb RWY HDG to 560FT, turn left HDG014°...

RWY32 : Climb RWY HDG to 520FT, turn right HDG104°...
... to intercept and proceed via YKE R058/TGE R239 to TGE VOR/DME.
Cross TGE VOR/DME at or above 6000FT.

Note RWY14 : In case of climbing with 8.8% gradient up to 560FT,
another TKOF WX MINIMA is applicable.
OBST ALT 206FT located at 0.2NM 180° FM end of RWY14.



STANDARD DEPARTURE CHART -INSTRUMENT

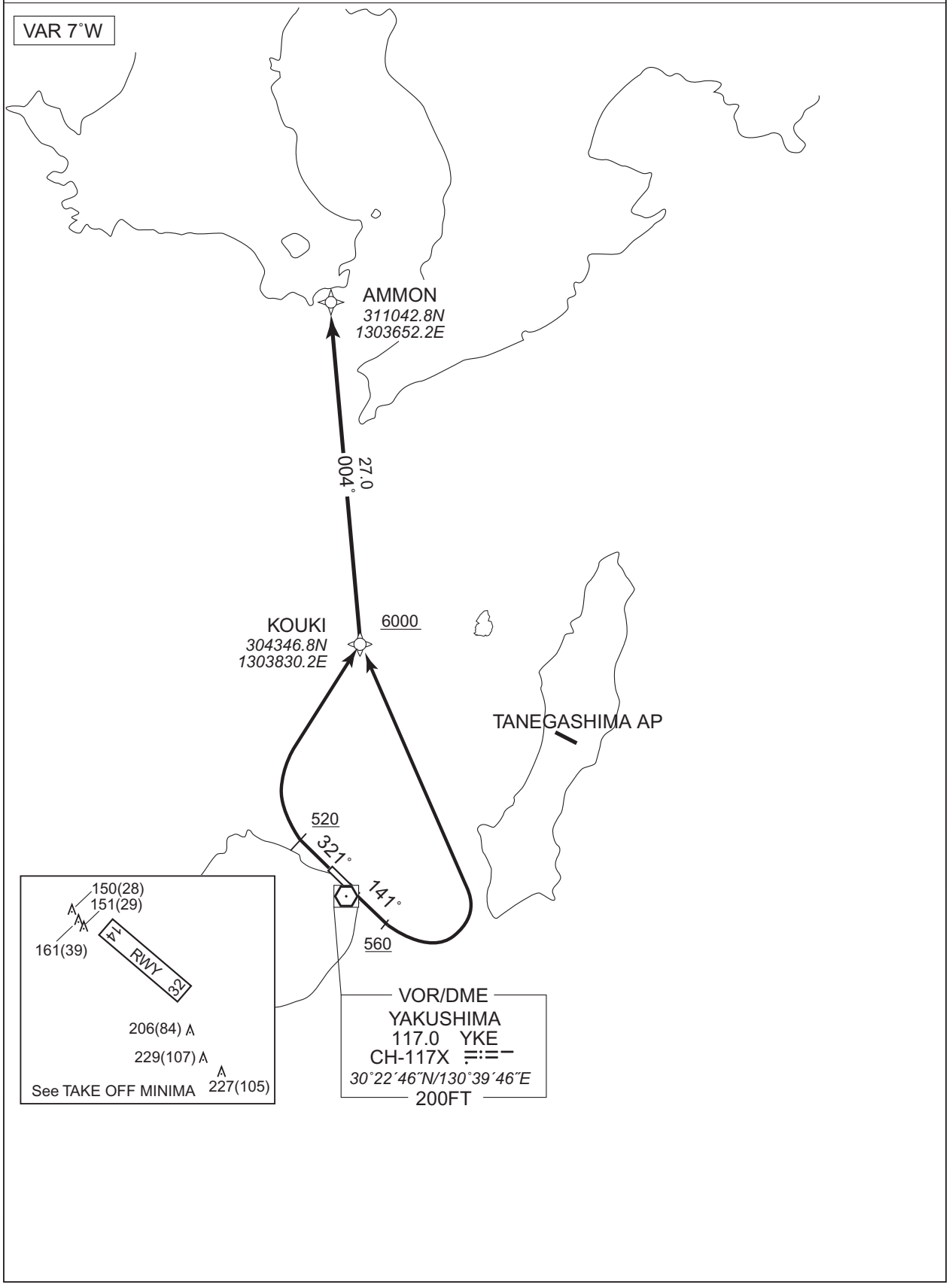
RJFC / YAKUSHIMA

RNAV SID

AMMON FOUR DEPARTURE

Basic RNP1

Note GNSS required.



CHANGE : PROC renamed. PROC course. OBST.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFC / YAKUSHIMA RNAV SID

AMMON FOUR DEPARTURE

RWY14 : Climb on HDG 141˚ at or above 560FT, turn left direct to KOUKI at or above 6000FT, to AMMON.
RWY32 : Climb on HDG 321˚ at or above 520FT, turn right direct to KOUKI at or above 6000FT, to AMMON.

Note RWY14 : In case of climbing with 8.8% gradient up to 560FT,
another TKOF WX MINIMA is applicable.
OBST ALT 206FT located at 0.2NM 180° FM end of RWY14.

RWY14

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	–	–	141 (134.0)	-6.9	–	–	+560	–	–	Basic RNP1
002	DF	KOUKI	–	–	-6.9	–	L	+6000	–	–	Basic RNP1
003	TF	AMMON	–	004 (357.0)	-6.9	27.0	–	–	–	–	Basic RNP1

RWY32

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	–	–	321 (314.0)	-6.9	–	–	+520	–	–	Basic RNP1
002	DF	KOUKI	–	–	-6.9	–	R	+6000	–	–	Basic RNP1
003	TF	AMMON	–	004 (357.0)	-6.9	27.0	–	–	–	–	Basic RNP1

CHANGE : VAR. PROC renamed. PROC course. Note RWY14 added.

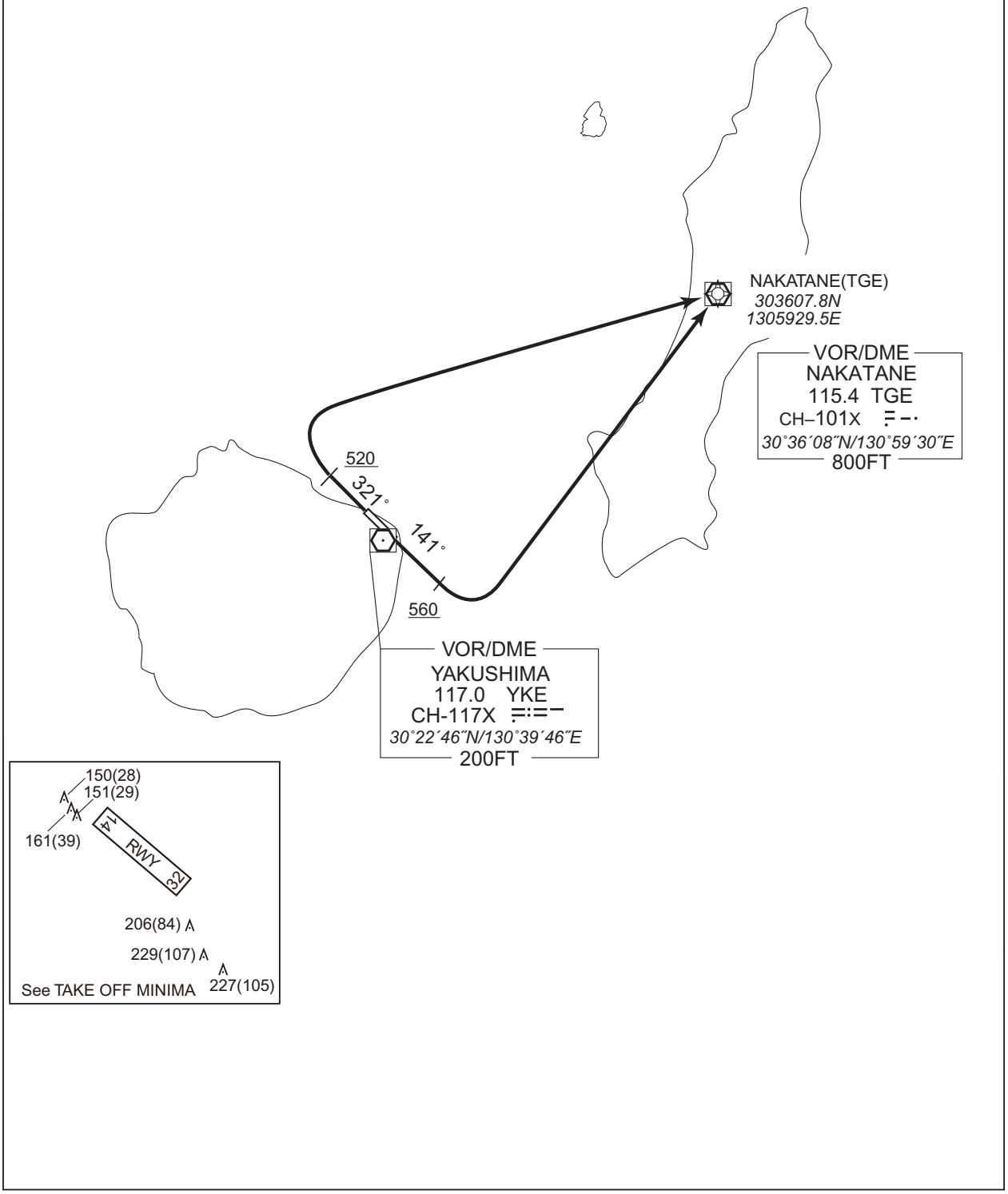
STANDARD DEPARTURE CHART -INSTRUMENT

RJFC / YAKUSHIMA

RNAV SID

SURF TWO DEPARTURE	Basic RNP1
Note GNSS required.	

VAR 7˚W



CHANGE : PROC renamed. PROC course. OBST.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFC / YAKUSHIMA RNAV SID

SURF TWO DEPARTURE

RWY14 : Climb on HDG 141˚ at or above 560FT, turn left direct to TGE.
RWY32 : Climb on HDG 321˚ at or above 520FT, turn right direct to TGE.

Note RWY14 : In case of climbing with 8.8% gradient up to 560FT,
another TKOF WX MINIMA is applicable.
OBST ALT 206FT located at 0.2NM 180° FM end of RWY14.

RWY14

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	–	–	141 (134.0)	-6.9	–	–	+560	–	–	Basic RNP1
002	DF	TGE	–	–	-6.9	–	L	–	–	–	Basic RNP1

RWY32

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	–	–	321 (314.0)	-6.9	–	–	+520	–	–	Basic RNP1
002	DF	TGE	–	–	-6.9	–	R	–	–	–	Basic RNP1

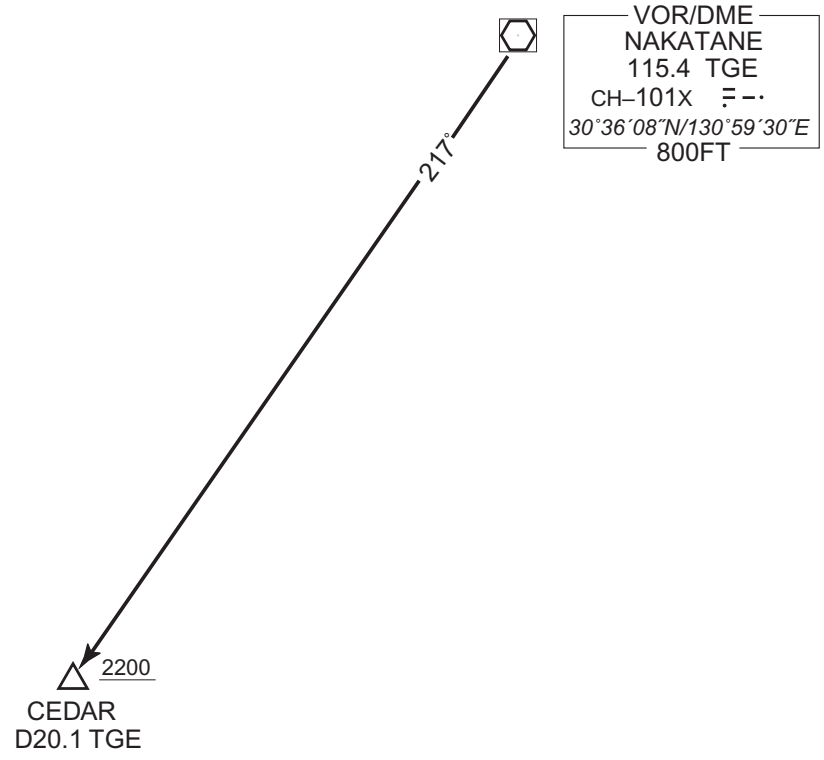
CHANGE : VAR. PROC renamed. PROC course. Note RWY14 added.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFC / YAKUSHIMA STAR

CEDAR ARRIVAL

From over TGE VOR/DME, via TGE R217 to CEDAR.
Cross CEDAR at or above 2200 FT.



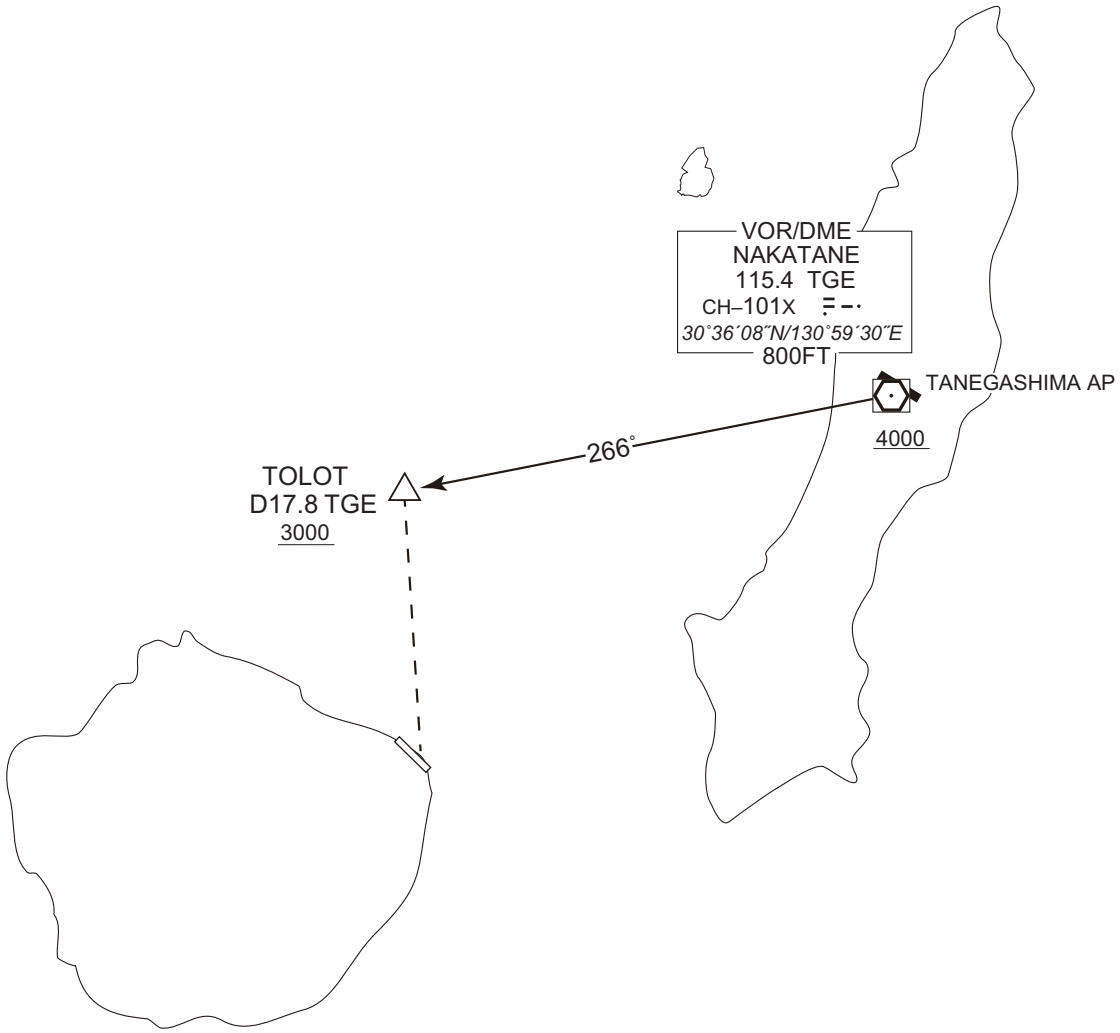
CHANGE : JOMON ARRIVAL abolished.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFC / YAKUSHIMA STAR

TOLOT ARRIVAL

From over TGE VOR/DME, via TGE R266 to TOLOT.
Cross TGE VOR/DME at or above 4000FT, cross TOLOT at or above 3000FT.



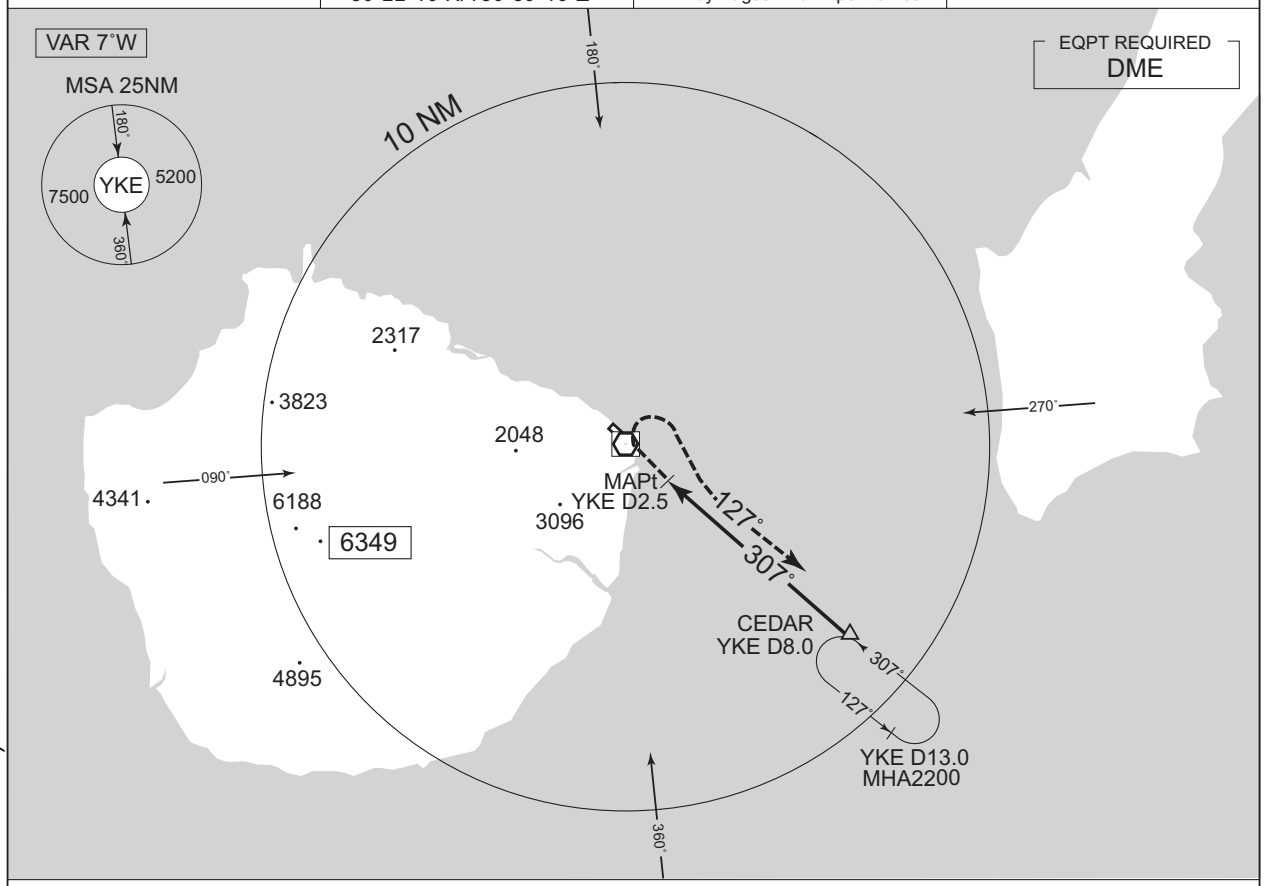
CHANGE : New PROC.

INSTRUMENT APPROACH CHART

RJFC / YAKUSHIMA

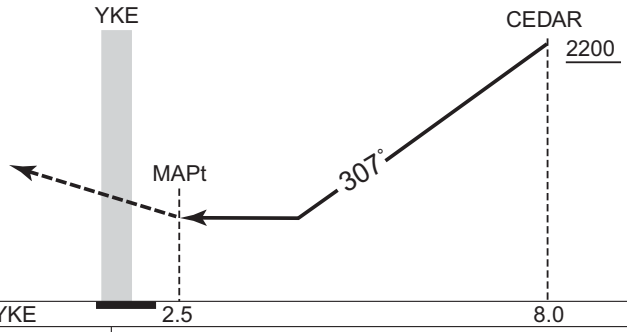
VOR RWY 32

KOBE CONTROL	YAKUSHIMA VOR/DME	YAKUSHIMA RADIO	NO RADAR
133.85 - 315.3 134.6 - 225.65	117.0 YKE CH-117 *30°22′46″N/130°39′46″E*	118.65 AFIS provided by Kagoshima Airport Office	



MISSED APPROACH

At 2.5 DME prior to YKE VOR/DME,
turn right and climb to 2200FT via YKE
R127 to CEDAR and hold.
Contact YAKUSHIMA RADIO.



MINIMA THR elev. 124 AD elev. 122

CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	580 (458)	1500	660 (538)	1600
B				
C		2000	700 (578)	2400
D	–	–	–	–

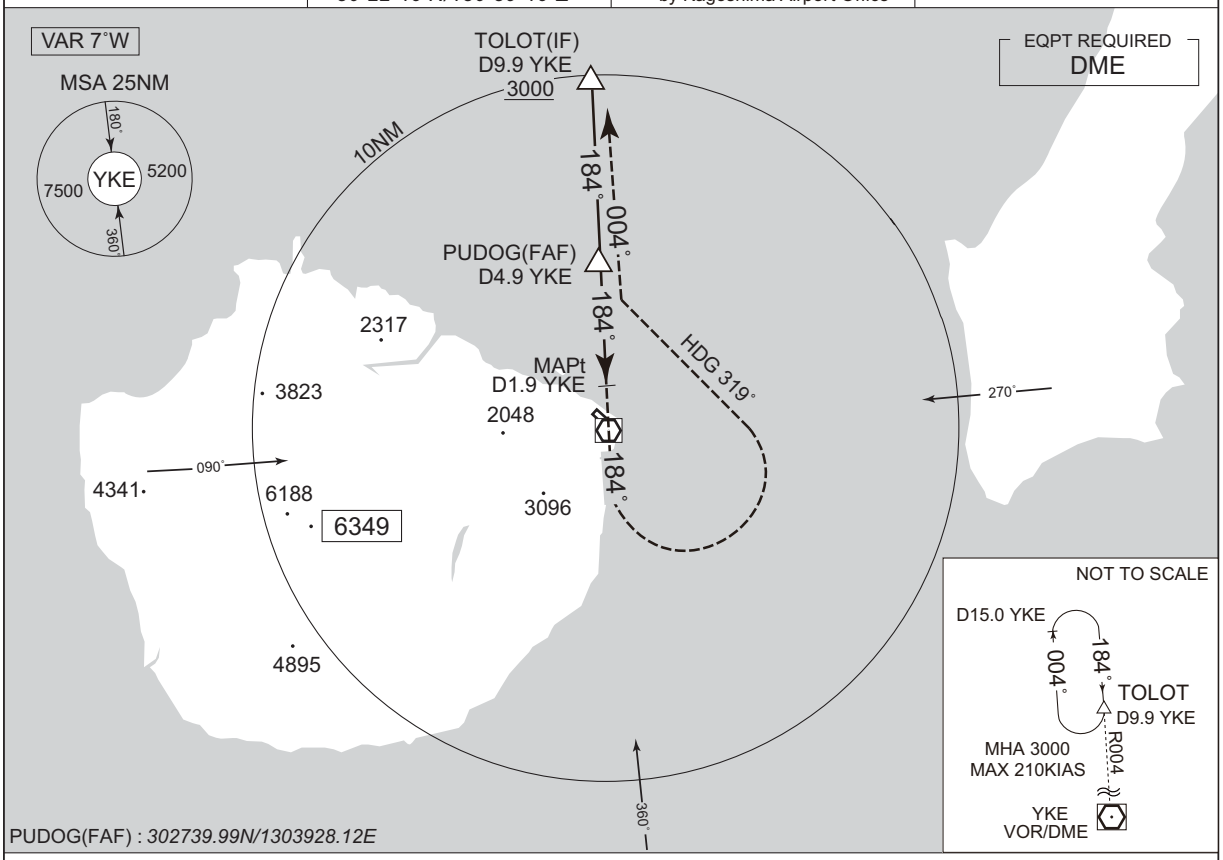
Circling to EAST side of RWY only.

CHANGE : FREQ of KOBE CONTROL(127.15 → 134.6, 251.0 → 225.65).

INSTRUMENT APPROACH CHART

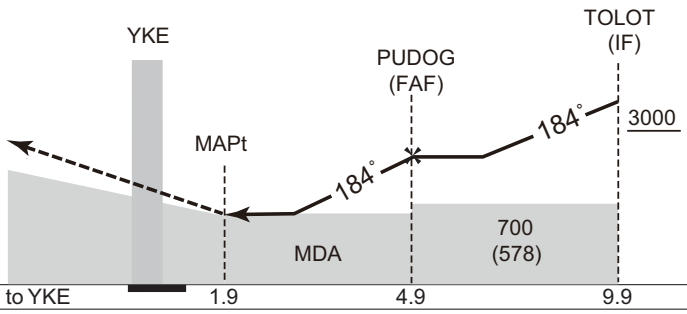
RJFC / YAKUSHIMA VOR A

KOBE CONTROL	YAKUSHIMA VOR/DME	YAKUSHIMA RADIO	NO RADAR
133.85 - 315.3 134.6 - 225.65	117.0 YKE CH-117 *30°22′46″N/130°39′46″E*	118.65 AFIS provided by Kagoshima Airport Office	



MISSED APPROACH
Climb via YKE R184 to 1300FT,
turn left HDG319° to intercept and
proceed via YKE R004 to TOLOT
and hold at 3000FT.
Contact YAKUSHIMA RADIO.

No turn before MAPt.
Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 5.0%

MINIMA		AD elev. 122
CAT	CIRCLING	
	MDA(H)	VIS
A B	660 (538)	1600
C	700 (578)	2400
D	–	–

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to EAST side of RWY only.

CHANGE : FREQ of KOBE CONTROL(127.15→134.6, 251.0→225.65).

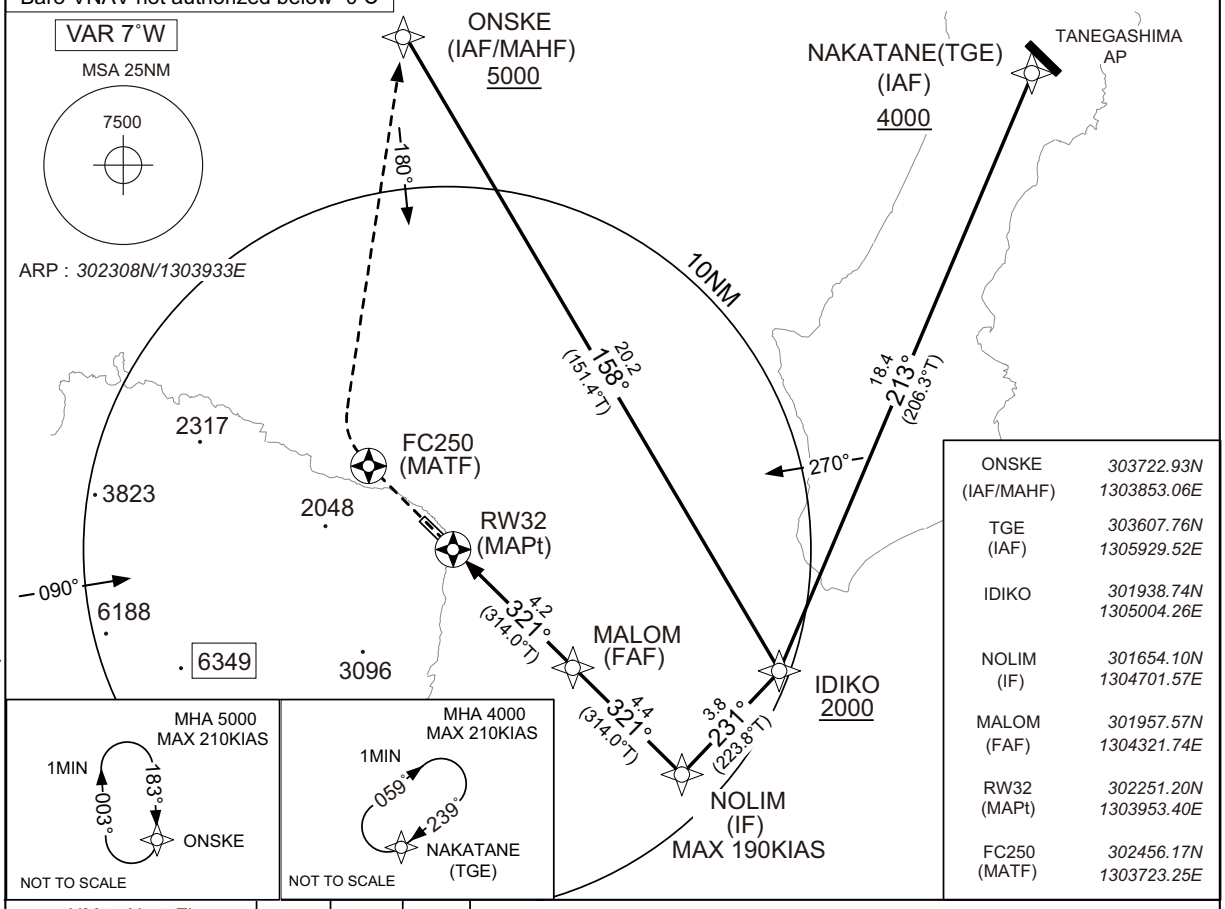
INSTRUMENT APPROACH CHART

RJFC / YAKUSHIMA

RNP RWY 32

KOBE CONTROL	RNP APCH	YAKUSHIMA RADIO	NO RADAR
133.85 - 315.3 134.6 - 225.65	MSAS CH74738 M32A	118.65 AFIS provided by Kagoshima Airport Office	

Baro-VNAV not authorized below 0℃

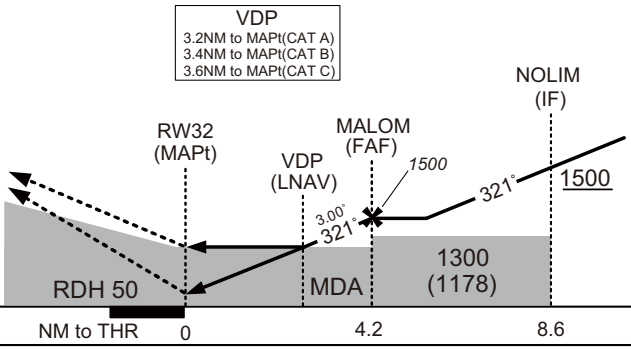


ONSKE (IAF/MAHF)	303722.93N	1303853.06E	
TGE (IAF)	303607.76N	1305929.52E	
IDIKO	301938.74N	1305004.26E	
NOLIM (IF)	301654.10N	1304701.57E	
MALOM (FAF)	301957.57N	1304321.74E	
RW32 (MAPt)	302251.20N	1303953.40E	
FC250 (MATF)	302456.17N	1303723.25E	

NM to Next Fix	MAPt	4	FAF
ALT (3.0° APCH Path)	-	1447	1500

MISSED APPROACH

Direct to FC250, turn right direct to ONSKE and hold at 5000FT. Contact YAKUSHIMA RADIO.



Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 124 AD elev. 122

CAT	LPV		LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	452 (328)	1500	1140 (1016)	1500	1140 (1018)	1500	1140 (1018)	1600
B	462 (338)		1190 (1066)		1190 (1068)		1190 (1068)	
C	472 (348)	1800	1240 (1116)	2000	1240 (1118)	2000	1240 (1118)	2400
D	–	–	–	–	–	–	–	–

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to EAST side of RWY only.

CHANGE : FREQ of KOBE CONTROL(127.15 → 134.6, 251.0 → 225.65).

INSTRUMENT APPROACH CHART

RJFC / YAKUSHIMA RNP RWY32

FAS DATA BLOCK

Operation type	0	LTP/FTP ellipsoidal height	+00675
SBAS service provider identifier	2	FPAP latitude	*302329.2980N*
Airport identifier	RJFC	FPAP longitude	*1303907.6190E*
Runway	32	Threshold crossing height	00015.0
Approach performance designator	0	TCH units selector	1
Route indicator		Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M32A	⊿ length offset	0192
LTP/FTP latitude	*302251.1820N*	HAL	40.0
LTP/FTP longitude	*1303953.4230E*	VAL	50.0
CRC remainder	7043F61C		

Required additional data

LTP/FTP orthometric height	37.0

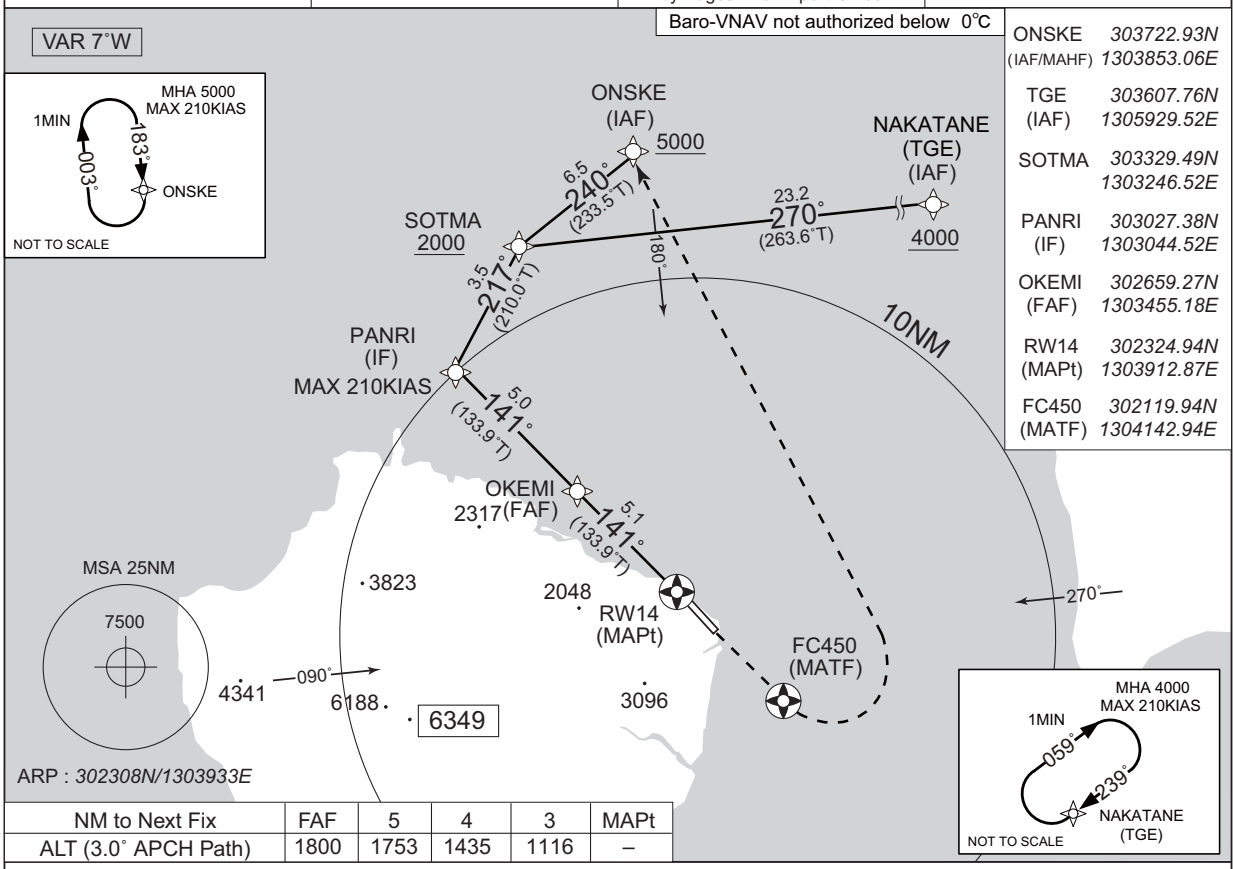
CHANGE : New PROC.

INSTRUMENT APPROACH CHART

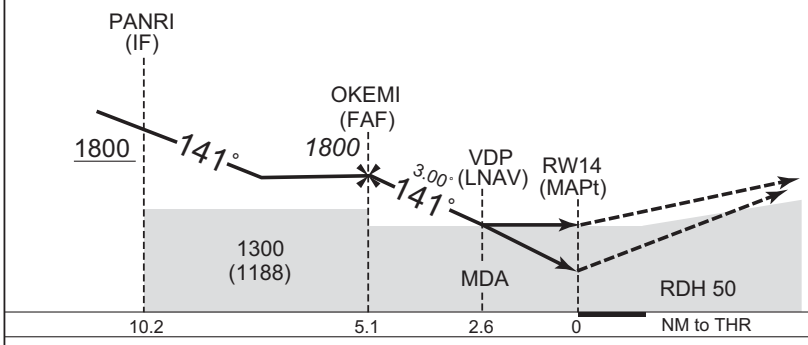
RJFC / YAKUSHIMA

RNP RWY14

KOBE CONTROL	RNP APCH	YAKUSHIMA RADIO	NO RADAR
133.85 - 315.3 134.6 - 225.65	MSAS CH68021 M14A	118.65 AFIS provided by Kagoshima Airport Office	



NM to Next Fix	FAF	5	4	3	MAPt
ALT (3.0˚ APCH Path)	1800	1753	1435	1116	–



MISSED APPROACH

Direct to FC450, turn left direct to ONSKE and hold at 5000FT. Contact YAKUSHIMA RADIO.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 112 AD elev. 122

CAT	LPV		LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	477 (365)	1500	930 (818)	1500	930 (818)	1500	930 (808)	1600
B	487 (375)							
C	497 (385)	1800		2000		2000		2400
D	–	–	–	–	–	–	–	–

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to EAST side of RWY only.

CHANGE : FREQ of KOBE CONTROL(127.15 → 134.6, 251.0 → 225.65).

INSTRUMENT APPROACH CHART

RJFC / YAKUSHIMA RNP RWY14

FAS DATA BLOCK

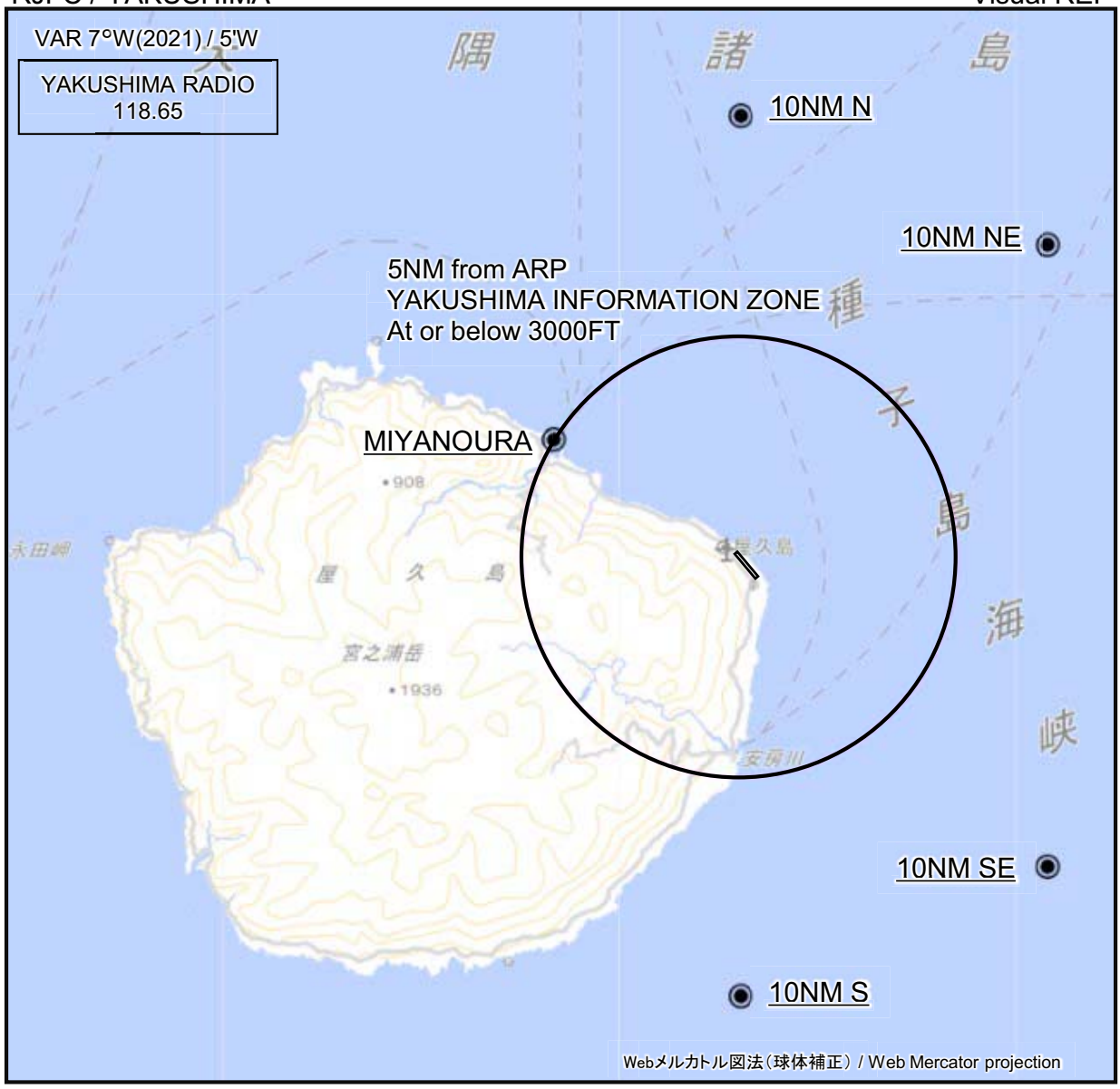
Operation type	0	LTP/FTP ellipsoidal height	+00638
SBAS service provider identifier	2	FPAP latitude	*302246.7970N*
Airport identifier	RJFC	FPAP longitude	*1303958.6910E*
Runway	14	Threshold crossing height	00015.0
Approach performance designator	0	TCH units selector	1
Route indicator		Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M14A	⊿ length offset	0192
LTP/FTP latitude	*302324.9135N*	HAL	40.0
LTP/FTP longitude	*1303912.8885E*	VAL	50.0
CRC remainder	A76A627B		

Required additional data

LTP/FTP orthometric height	33.2

CHANGE : FAS DATA BLOCK, Required additional data established.

RJFC / YAKUSHIMA Visual REP



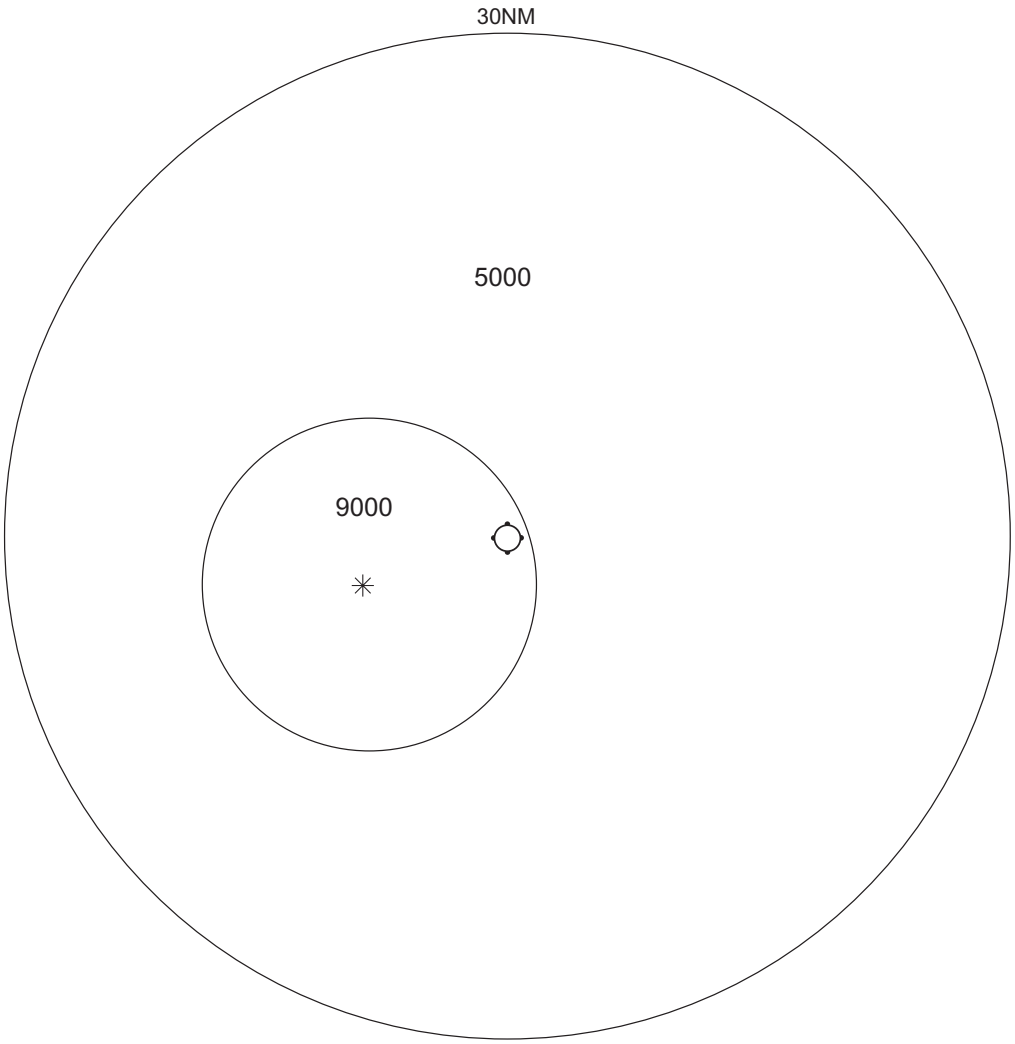
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

NOTE : A/G COM from Kagoshima FSC is blinded between 180° and 300° from Yakushima VOR/DME (YKE).

CHANGE : VAR.

Call sign	BRG / DIST from ARP	Remarks
10NM N	000°T / 10.0NM	海上 Over the sea
10NM NE	045°T / 10.0NM	海上 Over the sea
宮之浦 Miyanoura	302°T / 5.0NM	港 Harbor
10NM SE	135°T / 10.0NM	海上 Over the sea
10NM S	180°T / 10.0NM	海上 Over the sea

RJFC / YAKUSHIMA Minimum Vectoring Altitude CHART



CENTER : *302308N/1303933E* (ARP)

✳ : *302013N/1302957E* RADIUS : 10NM

CHANGE : Minimum vectoring altitude(6000→5000).