



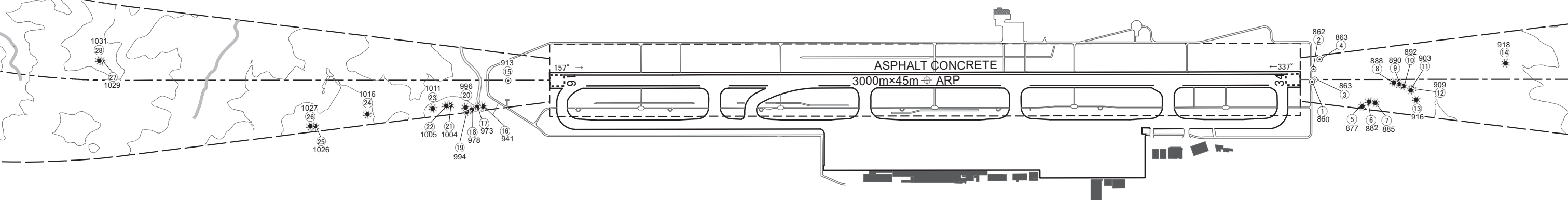
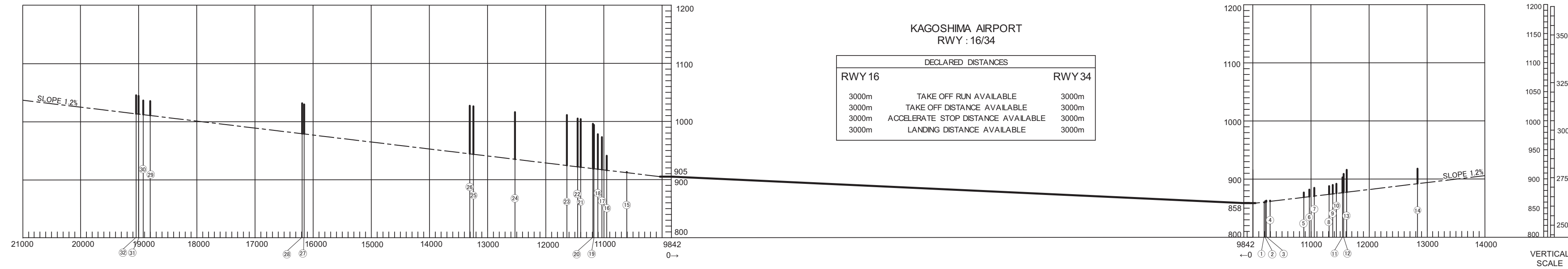
RJFK / KAGOSHIMA












AD CHART



## AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

KAGOSHIMA AIRPORT		
RWY : 16/34		
DECLARED DISTANCES		
RWY 16		RWY 34
3000m	TAKE OFF RUN AVAILABLE	3000m
3000m	TAKE OFF DISTANCE AVAILABLE	3000m
3000m	ACCELERATE STOP DISTANCE AVAILABLE	3000m
3000m	LANDING DISTANCE AVAILABLE	3000m



<b>LEGEND</b>		<b>AMENDMENT RECORD</b>	
	IDENTIFICATION NUMBER	Nr	DATE ENTERED BY
	POLE, TOWER, SPIRE, ANTENNA, ETC		
 	TREE LEVEE		
	RAILROAD		
	RIVER		
	TRANSMISSION LINE OR OVERHEAD CABLE		
	TRIANGULATION POINT		
	AERONAUTICAL GROUND LIGHT		
	BUILDING OR LARGE STRUCTURE		
	CONTOURS (ft)		

測量法に基づく国土地理院長承認(使用) R 3JHs103、国土数値情報(河川、湖沼、緊急輸送道路)



AERODROME OBSTACLE CHART-ICAO  
TYPE B



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.

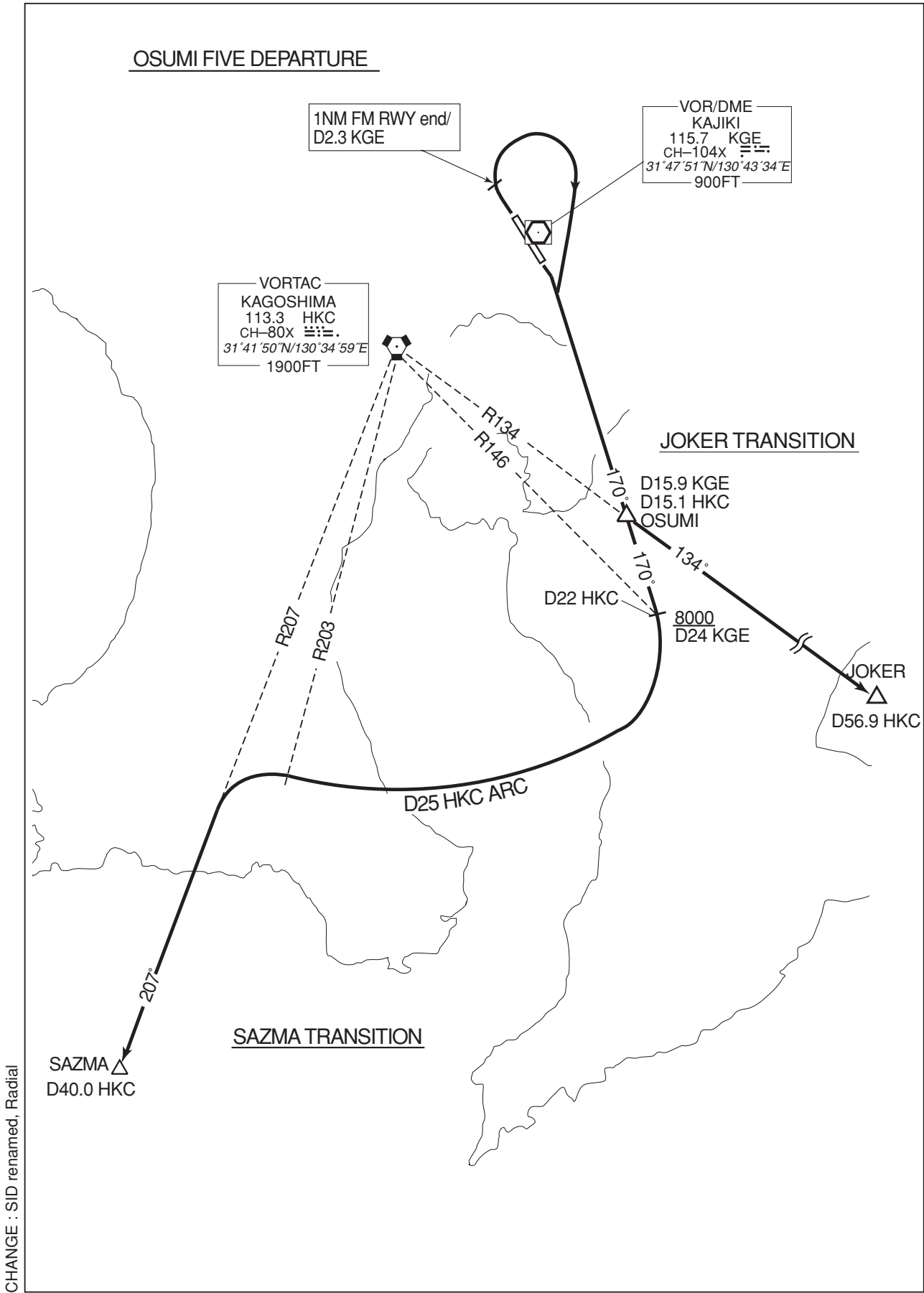
Cross KGE R170/24DME(HKC R146/22DME) at or above 8000FT.

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 NavAids

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.



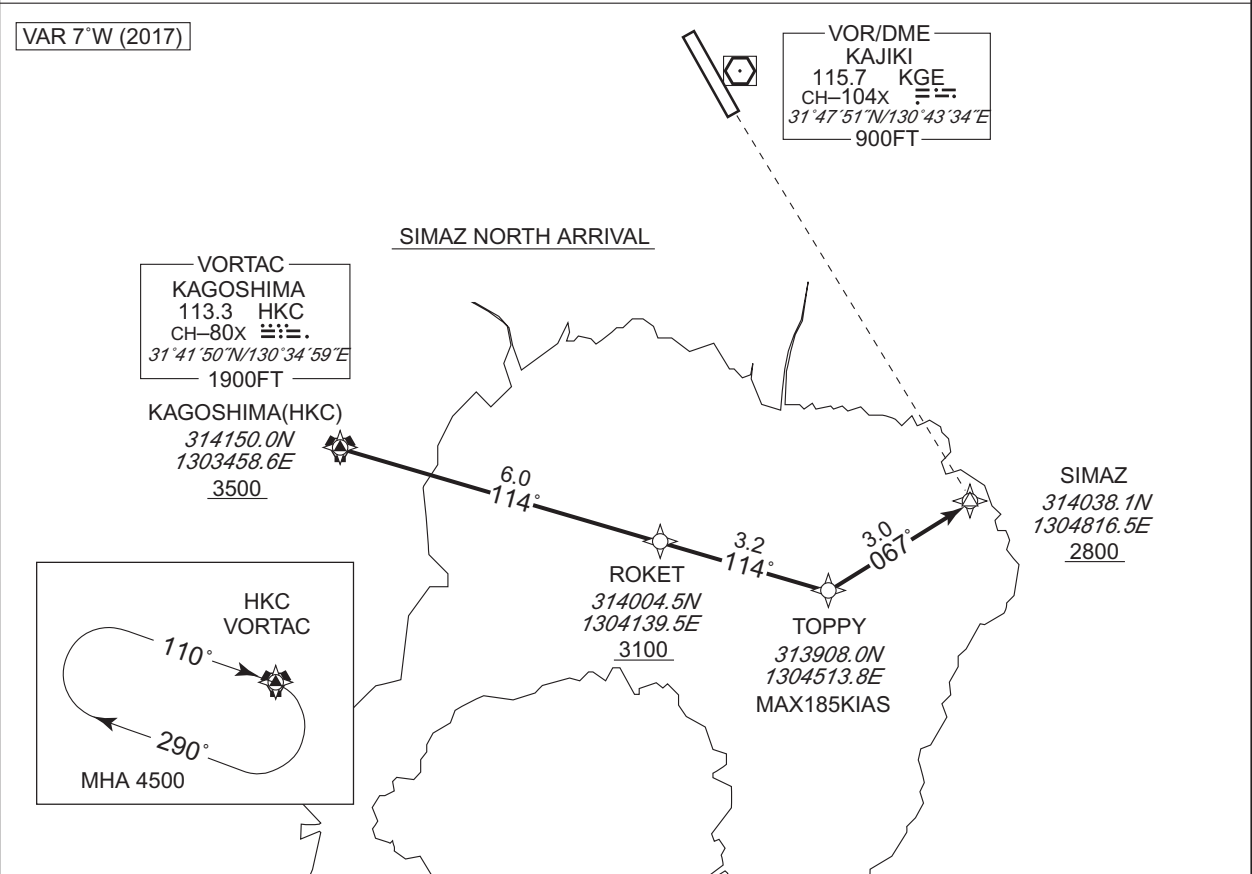
STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMARNAV STAR RWY34

SIMAZ NORTH ARRIVAL

RNAV 1

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



**SIMAZ NORTH ARRIVAL**  
From HKC at or above 3500FT, to ROKET at or above 3100FT, to TOPPY, to SIMAZ at or above 2800FT.

Critical DME	KGE : 3NM to ROKET - SIMAZ
DME GAP	HKC - 3NM to ROKET
Inappropriate Nav aids	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

## STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

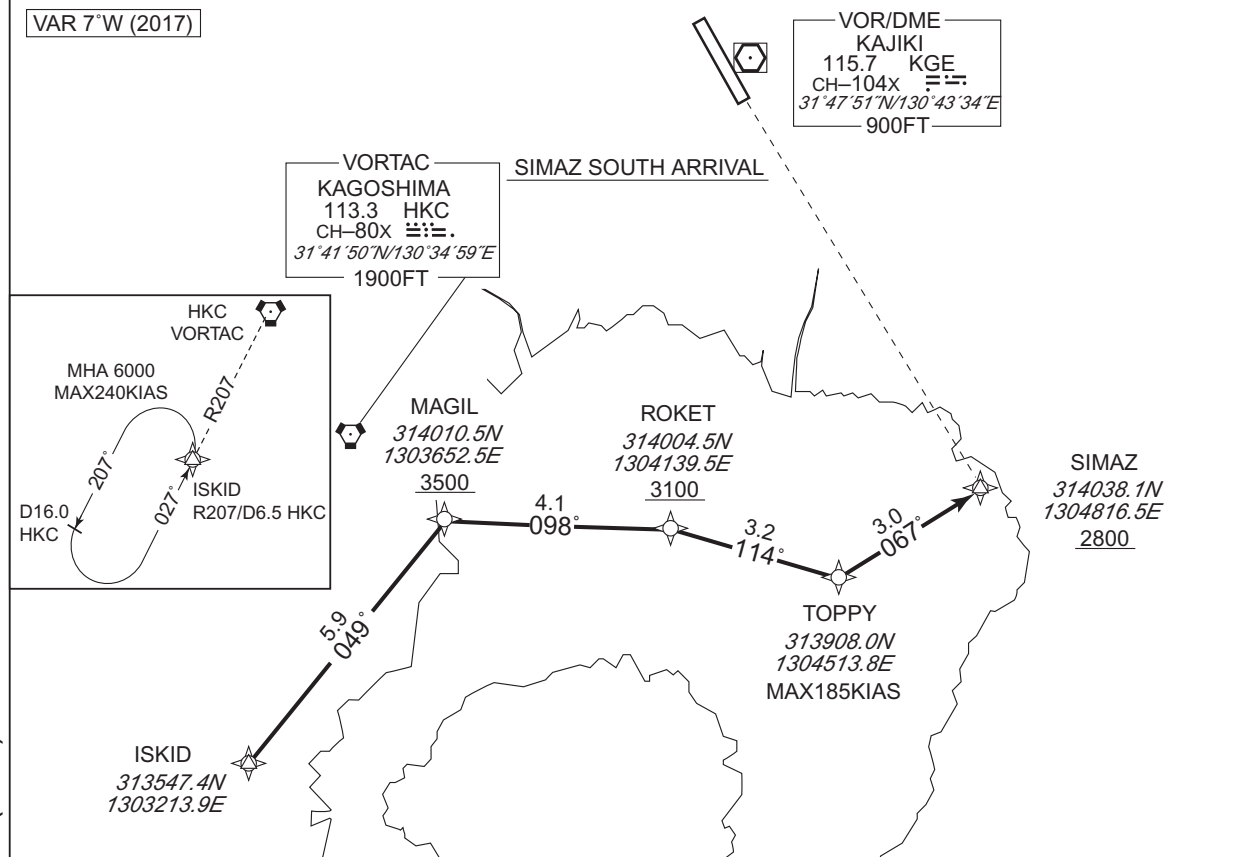
RNAV STAR RWY34

## 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

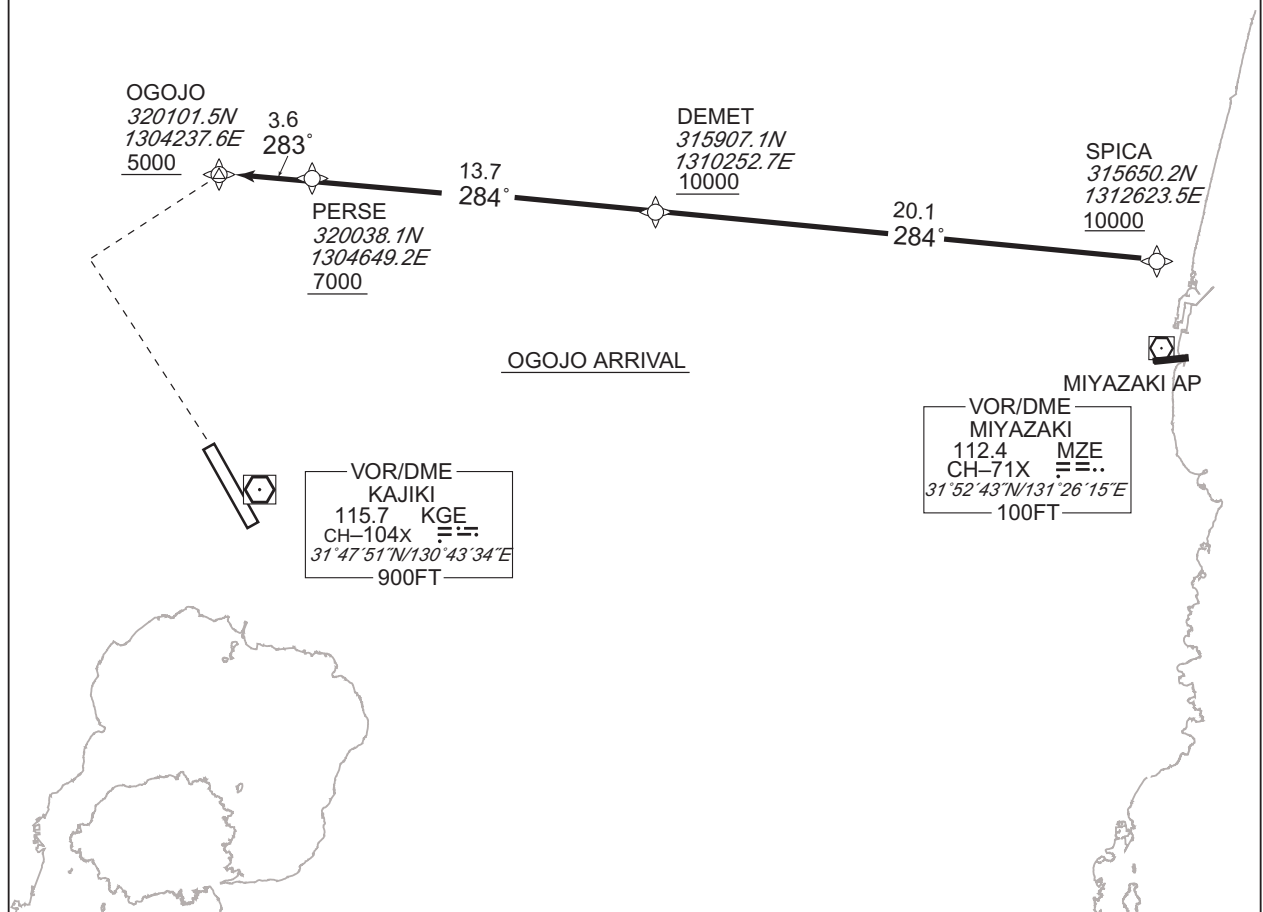
## OGOJO ARRIVAL

RNAV 1

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

2) RADAR service required.

VAR 7°W (2020)



## OGOJO ARRIVAL

From SPICA at or above 10000FT, to DEMET at or above 10000FT, to PERSE at or above 7000FT, to OGOJO at or above 5000FT.

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	DEMET	—	284 (276.6)	-7.2	20.1	—	+10000	—	—	RNAV1
003	TF	PERSE	—	284 (276.4)	-7.2	13.7	—	+7000	—	—	RNAV1
004	TF	OGOJO	—	283 (276.3)	-7.2	3.6	—	+5000	—	—	RNAV1

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



**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.



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				1000		
D				1400		

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

CHANGE : VAR



## 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

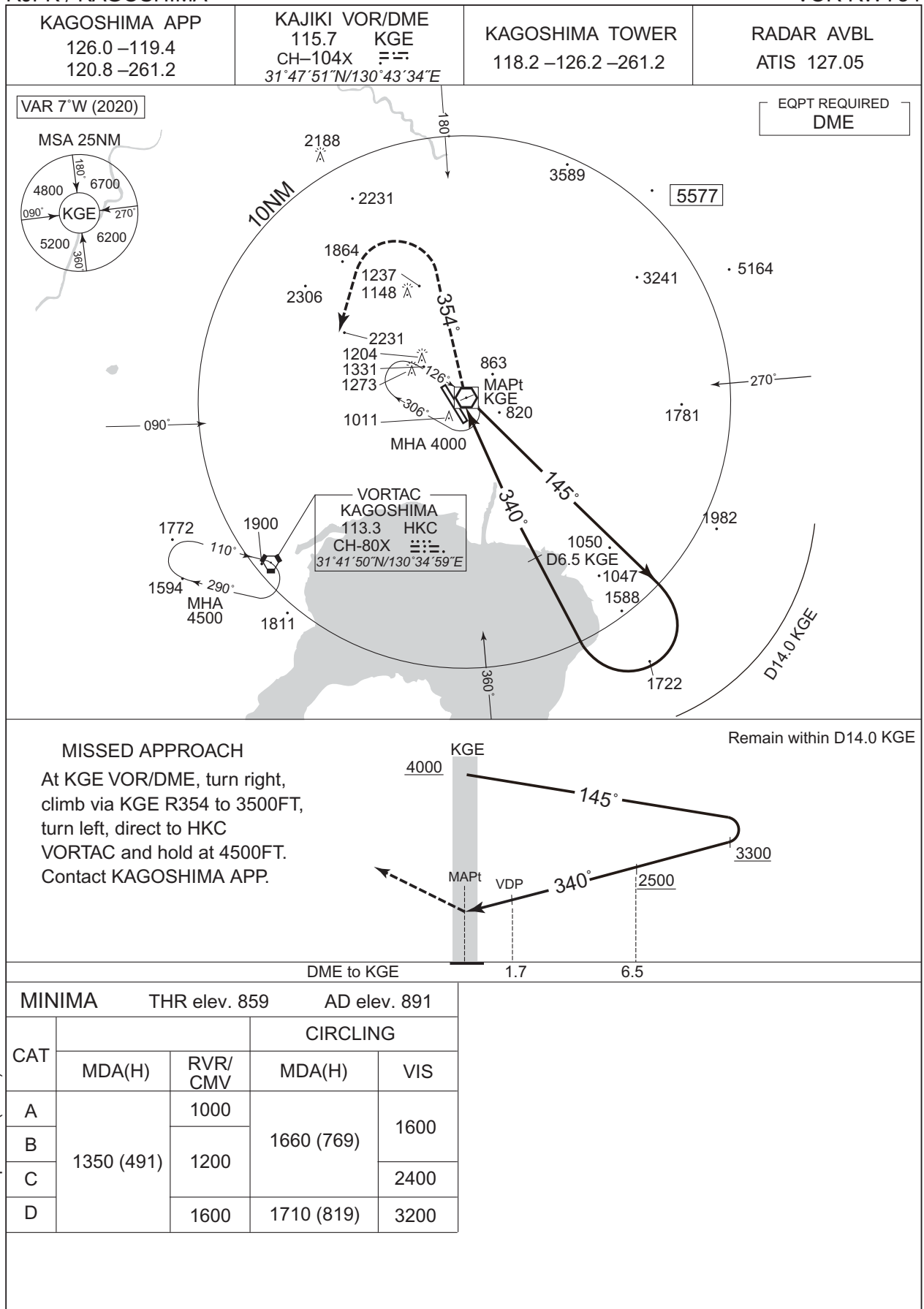
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR, Radial

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

VOR RWY34

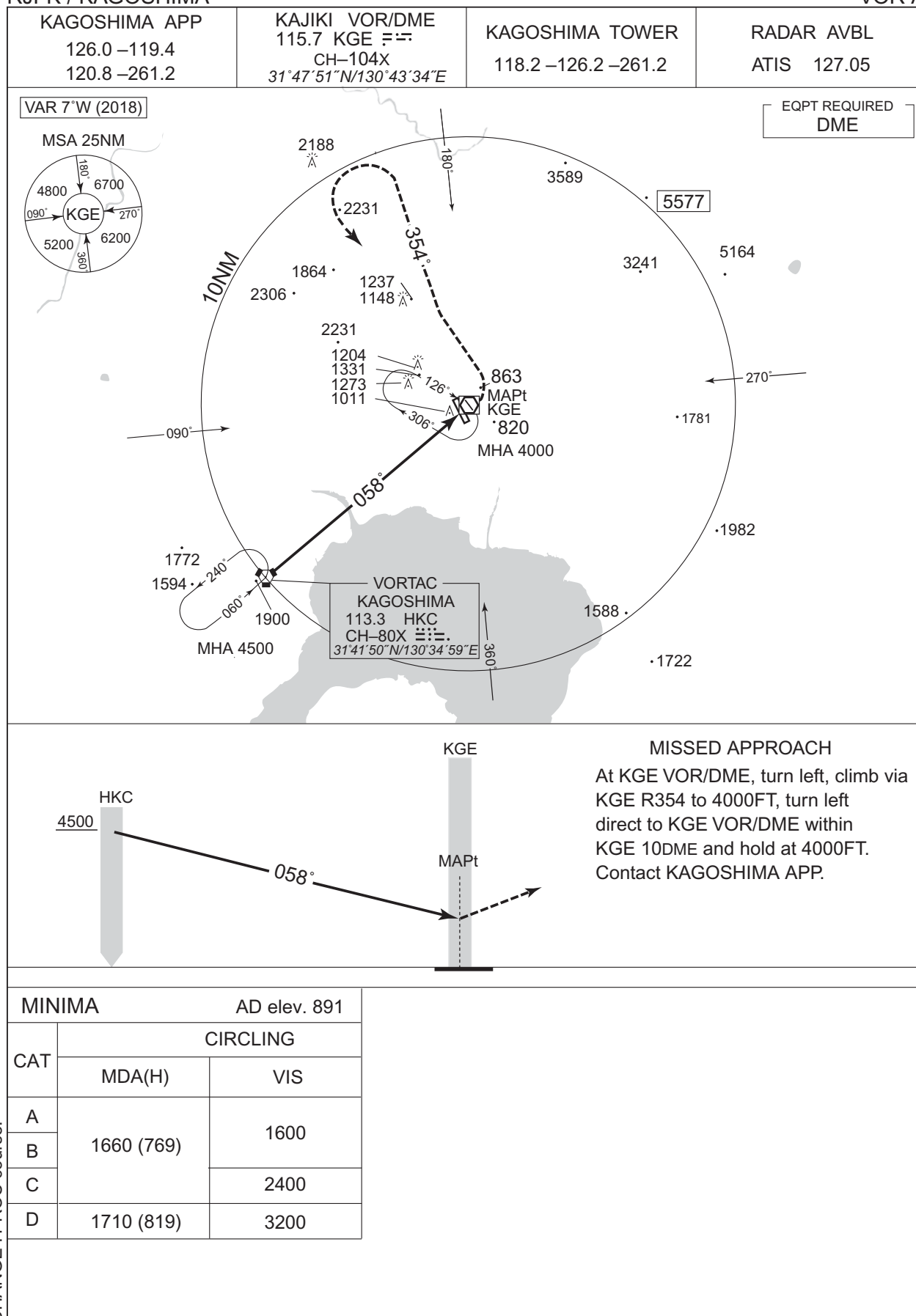


CHANGE : HLDG pattern(KGE) established. ALT restriction at KGE added.

## INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

VOR A

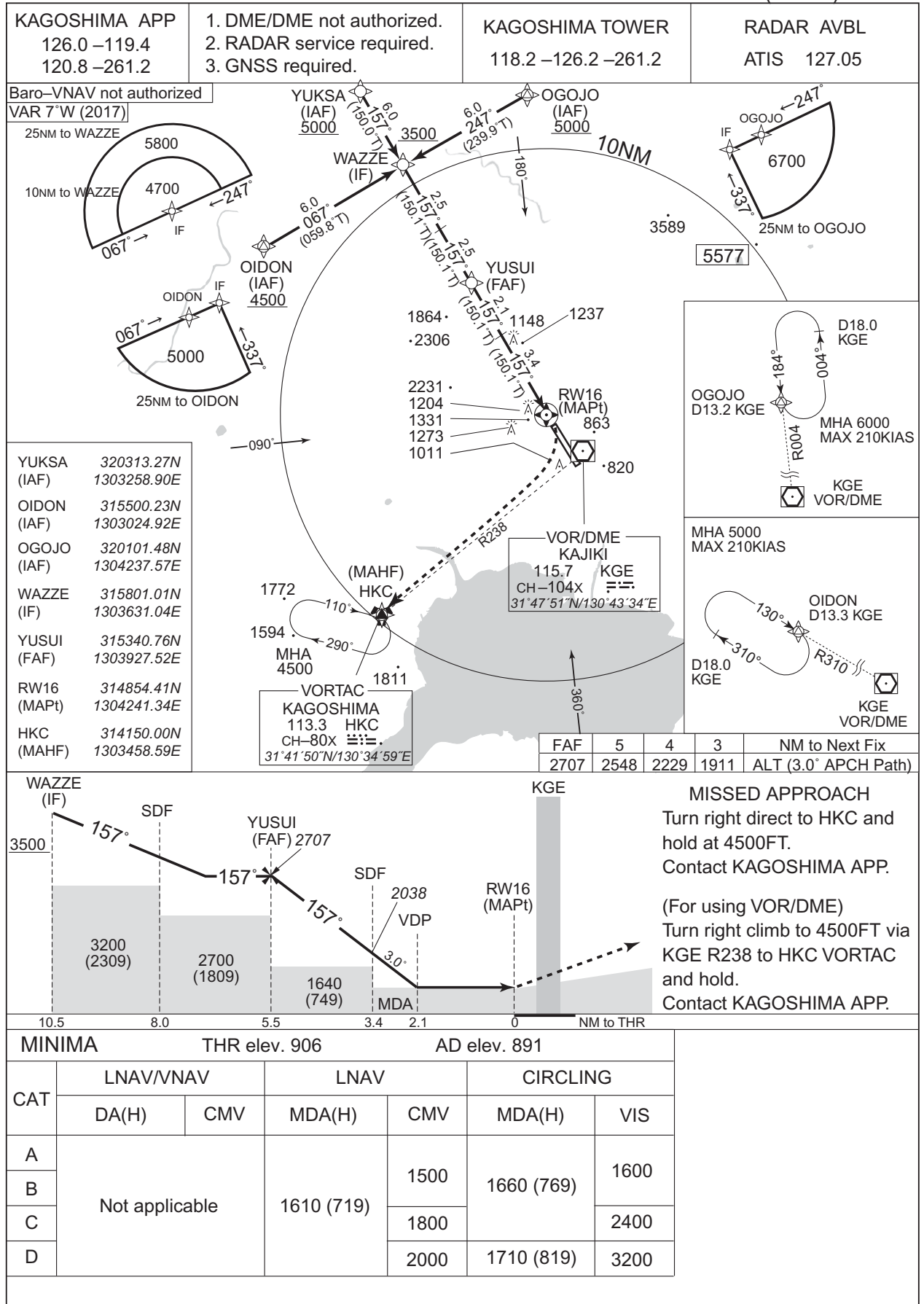


CHANGE : PROC course.

## 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
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VAR 7°W (2018)



Nav aids 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

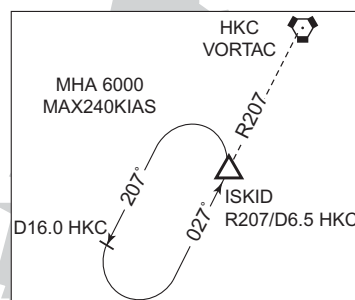
Abeam SAKURAJIMA  
(ISKID)  
KGE R226 / D15.5  
HKC R207 / D6.5

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.

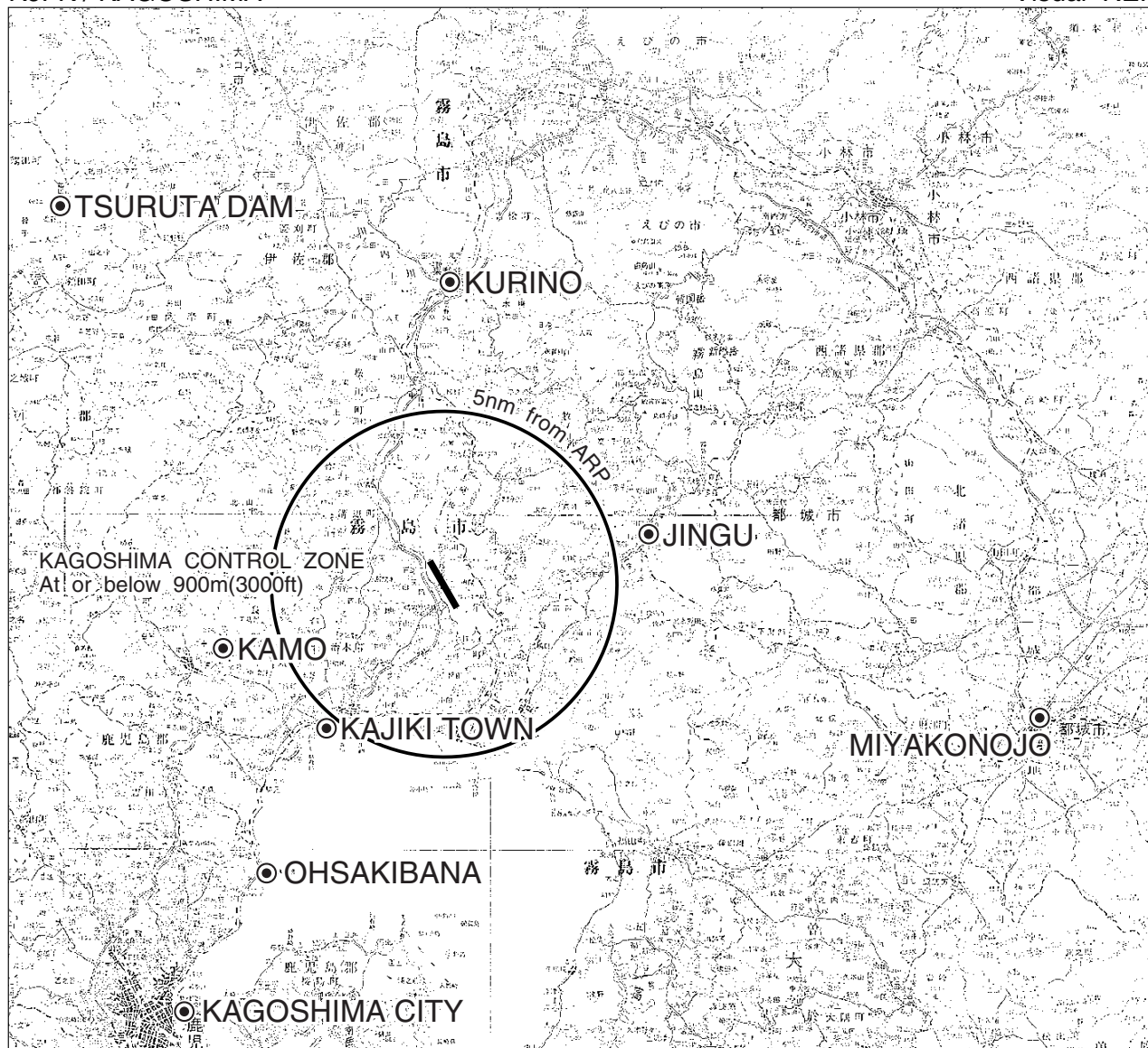
Note3: RADAR service required.

Note4: Procedure not authorized at night.

CHANGE : KOKUBU VOR/DME(KBE) abolished.

## RJFK / KAGOSHIMA

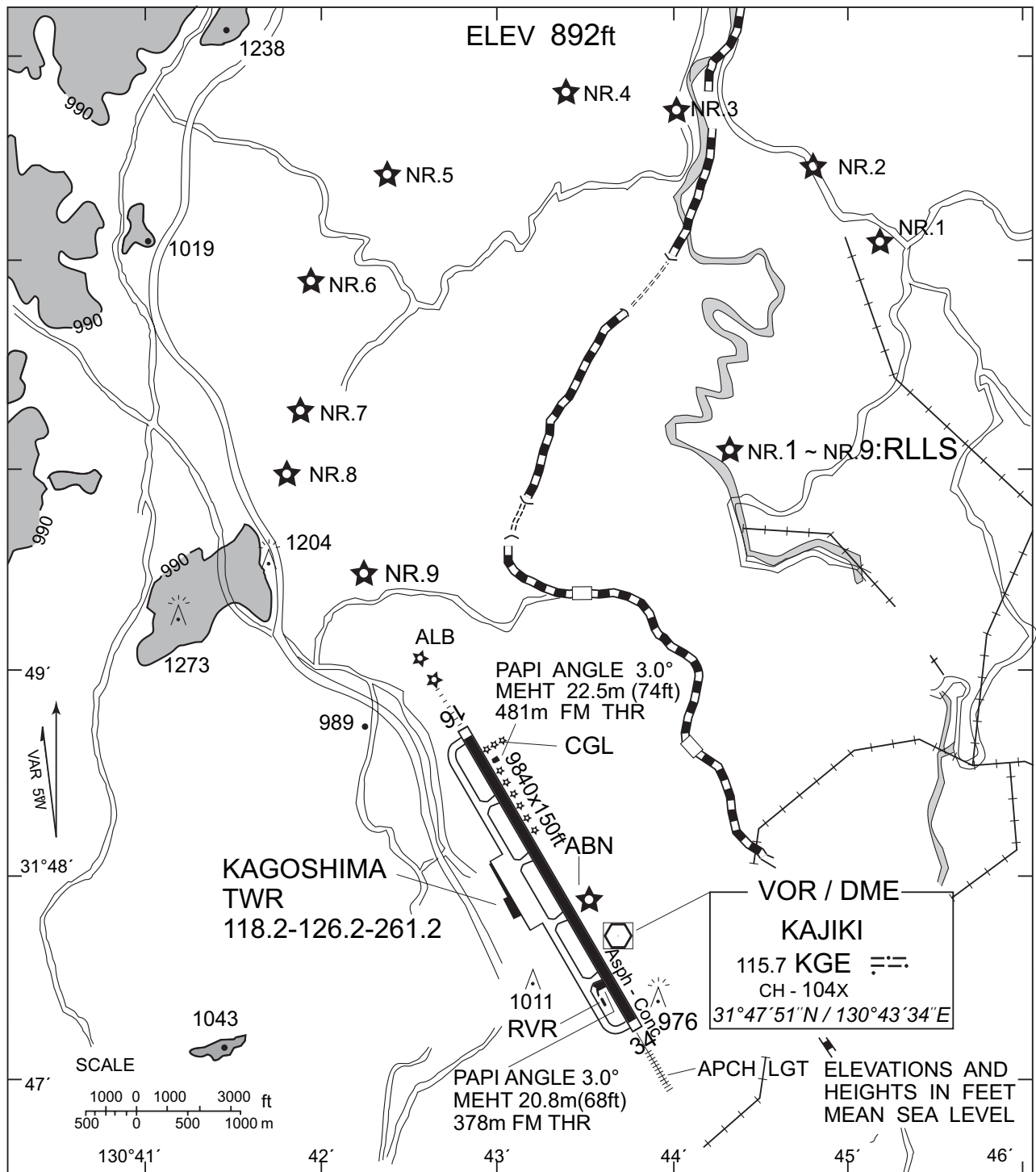
## Visual REP



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

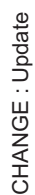
LDG CHART



RUNWAY LEAD - IN LIGHTING SYSTEM :

NR.1~NR.9 FLASHING WHITE

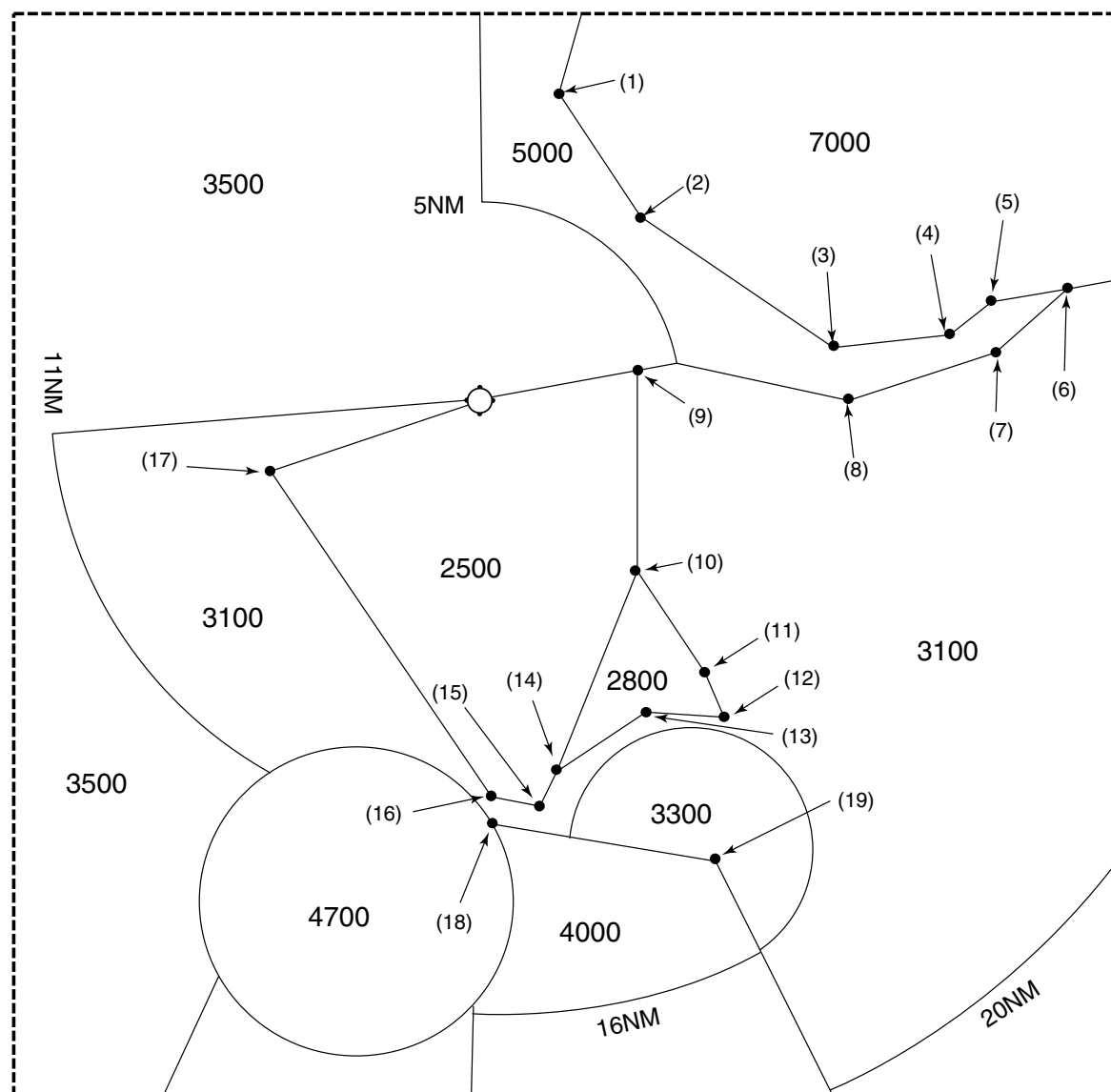
## Minimum Vectoring Altitude CHART



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  |                       |