## AD 2 AERODROMES

### RJFG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

# RJFG - TANEGASHIMA

### RJFG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *303618N/1305930E*<br>123°/1.0km FM RWY13 THR |
| 2 | Direction and distance from (city) | 7.6nm S FM Nishinoomote City |
| 3 | Elevation/ Reference temperature | 768ft / - |
| 4 | Geoid undulation at AD ELEV PSN | 29.4m(96ft) |
| 5 | MAG VAR/ Annual change | 7°W (2021) / 5'W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | KAGOSHIMA PREF<br>Nakatane-Town, Kagoshima Pref. 891-3603 Japan<br>Tel: 0997-27-5111, Fax: 0997-27-7373<br>E-mail:tane-kanri@ever.ocn.ne.jp |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

### RJFG AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2330-0930 |
| 2 | Customs and immigration | On request<br>Customs: 099-260-3125<br>Immigration: 099-222-5658 |
| 3 | Health and sanitation | Quarantine(human): On request(099-222-8670)<br>Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (FUKUOKA) |
| 7 | ATS | 2330-0930<br>Remarks: AFIS provided by Kagoshima Airport Office. |
| 8 | Fuelling | 2330-0930 |
| 9 | Handling | 2330-0930 |
| 10 | Security | 2330-0930 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

## RJFG AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JET A-1 |
| 3 | Fuelling facilities/ capacity | Fuel Truck / ASK AD Administration |
| 4 | De-icing facilities | Not available |
| 5 | Hangar space for visiting aircraft | Not available |
| 6 | Repair facilities for visiting aircraft | Not available |
| 7 | Remarks | Nil |

## RJFG AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in Nishinoomote city |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | Hospital in Nishinoomote city 14km |
| 5 | Bank and Post Office | Bank and Post Office in Nishinoomote city |
| 6 | Tourist Office | Not available |
| 7 | Remarks | Nil |

## RJFG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 7 |
| 2 | Rescue equipment | Chemical fire fighting truck × 2 |
| 3 | Capability for removal of disabled aircraft | to be developed |
| 4 | Remarks | Nil |

## RJFG AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Not available |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

## RJFG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: cement-concrete Strength: PCN 53/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width: 23m,<br>Surface: asphalt-concrete Strength: PCN 42/F/A/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | (Spot NR)<br>1 *303632N 1305927E*<br>2 *303631N 1305929E*<br>3 *303630N 1305930E* |
| 6 | Remarks | Nil |

## RJFG 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: (RWY 13/31)<br>(Marking): RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe<br>(LGT): RCLL, REDL, RTHL, RENL, RTZL(RWY31), WBAR(RWY31)<br><br>TWY: All TWY<br>(Marking): TWY CL, RWY HLDG PSN, TWY side stripe<br>(LGT): TWY edge LGT, TWY CL LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area marking<br>(LGT) Apron flood LGT |

## RJFG AD 2.10 AERODROME OBSTACLES

In Area2 Nil

In Area3 To be developed

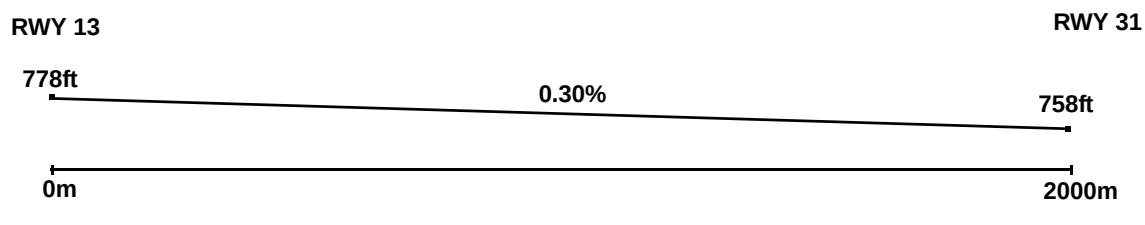
## RJFG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | FUKUOKA |
| 2 | Hours of service<br>MET Office outside hours | H24 (FUKUOKA) |
| 3 | Office responsible for TAF preparation<br>Periods of validity | Nil |
| 4 | Trend forecast<br>Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at FUKUOKA |
| 6 | Flight documentation<br>Language(s) used | C<br>En |
| 7 | Charts and other information available for briefing or consultation | $S_6$, $U_{85}$, $U_7$, $U_5$, $U_3$, $U_{25}$, $U_2/T_r$, $P_S$, $P_5$, $P_3$, $P_{25}$, $P_{SWE}$, $P_{SWF}$, $P_{SWG}$, $P_{SWI}$, $P_{SWM}$, $P_{SW}$(domestic), E, C, $W_E$, $W_F$, $W_G$, $W_I$, W, N |
| 8 | Supplementary equipment<br>available for providing information | Nil |
| 9 | ATS units provided with information | RADIO |
| 10 | Additional information(limitation of service, etc.) | Nil |

## RJFG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates<br>THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 13 | 122.91° | 2000×45 | PCN42/F/A/X/T<br>Asphalt Concrete | *303635.93N/1305858.18E*<br>97ft | THR ELEV:778ft |
| 31 | 302.91° | 2000×45 | PCN42/F/A/X/T<br>Asphalt Concrete | *303600.65N/1310001.23E*<br>96ft | THR ELEV:758ft<br>TDZ ELEV:766.7ft |

| Slope of RWY | Strip Dimensions(M) | RESA(Overrun) Dimensions(M) | Remarks |
|---|---|---|---|
| 7 | 10 | 11 | 14 |
| See below figure | 2120×300 | 40x300 | RWY grooving: 2000×30m |
| See below figure | 2120×300 | 190x(MNM:160 MAX:300)* | RWY grooving: 2000×30m |
| | | *For detail, ask airport administrator | |



## RJFG AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 13 | 2000 | 2000 | 2000 | 2000 | Nil |
| 31 | 2000 | 2000 | 2000 | 2000 | Nil |

## RJFG 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 |
| 13 | SALS<br>(*1)<br>420m<br>LIH | Green<br>- | PAPI<br>3.0°/LEFT<br>323m<br>49ft | - | 2,000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2,000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil(*2) |
| 31 | PALS<br>(CAT I)<br>900m<br>LIH | Green<br>Green | PAPI<br>3.0°/LEFT<br>327m<br>55ft | 900m | 2,000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2,000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red | Nil(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(600m and 870m FM RWY THR)(*1)<br>Overrun area edge LGT(LEN:60m Color:Red)(*2) | | | | | | | | |

## RJFG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *303631N/1305935E* White/Green EV4.3sec, HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT | LDI: Nil<br>Anemometer: RWY13: 300m from RWY13 THR, LGTD<br>RWY31: 294m from RWY31 THR, LGTD |
| 3 | TWY edge and centerline 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 and Overrun area edge LGT<br>Within 15sec: Other Lights |
| 5 | Remarks | WDI LGT |

## RJFG AD 2.16 HELICOPTER LANDING AREA

| |
|---|
| Nil |

## RJFG AD 2.17 ATS AIRSPACE

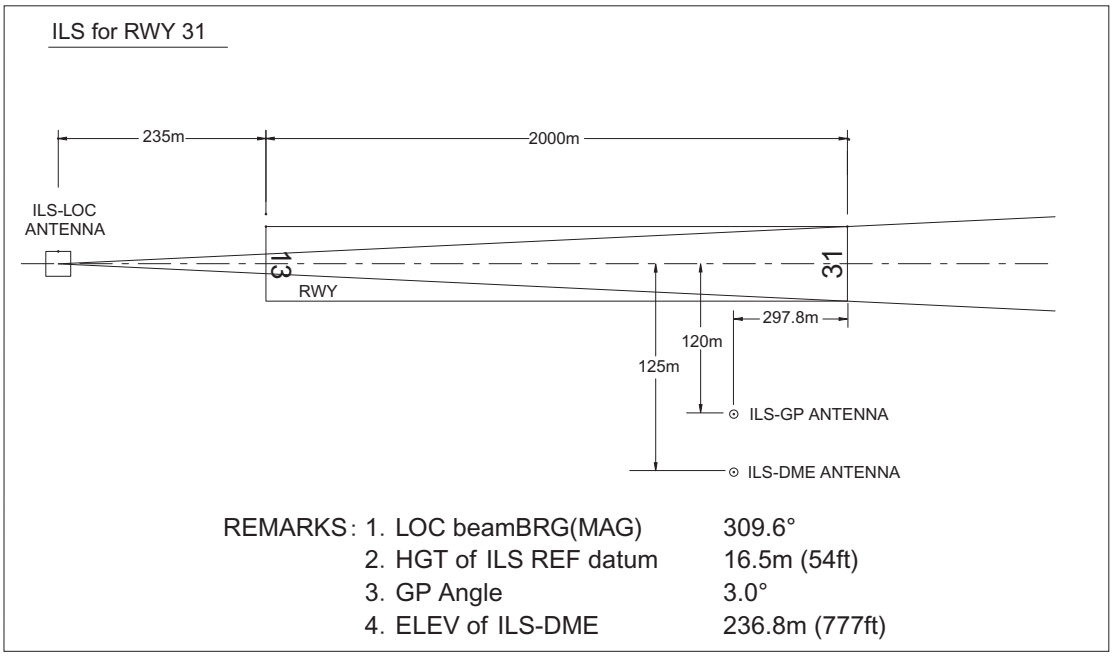
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|---|---|---|---|---|---|
| 1 | | 2 | 3 | 4 | 6 |
| Tanegashima Information zone | Area within a radius of 5nm of Tanegashima ARP (*30° 36'N130° 59'E* ). | -------- 3000 | E | TANEGASHIMA RADIO En | |

## RJFG AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| AFIS | Tanegashima Radio | 118.75MHz | 2330 - 0930 | Operated by Kagoshima Airport Office. |

## RJFG 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 (7° W/2019) | TGE | 115.4MHz | H24 | *303607.76N/ 1305929.52E* | | |
| DME | TGE | 1188MHz (CH-101X) | H24 | *303607.76N/ 1305929.52E* | 810.4ft | DME Unusable: 130°-160° beyond 15nm BLW 3000ft. |
| ILS-LOC 31 (CAT-I) | ITN | 108.95MHz | 2330-0930 | *303640.08N/ 1305850.76E* | | BRG(MAG) 310° 235m away FM RWY13 THR |
| ILS-GP 31 | | 329.15MHz | 2330-0930 | *303602.61N/ 1305949.42E* | | GP angle 3.0° HGT of ILS Ref datum 54ft. 297.8m inside FM RWY31 THR 120m SW of RCL |
| ILS-DME 31 | ITN | 1113MHz (CH-26Y) | 2330-0930 | *303602.49N/ 1305949.29E* | 777ft | 297.8m inside FM RWY31 THR 125m SW of RCL |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based |



## RJFG 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

## RJFG AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## RJFG AD 2.22 FLIGHT PROCEDURES

**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 | 13 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 31 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 13 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 31 | | | | | | | |

## RJFG AD 2.23 ADDITIONAL INFORMATION

Nil

## RJFG AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (TANEGASHIMA-REVERSAL)
Standard Departure Chart - Instrument (FREDY-RNAV)
Standard Departure Chart - Instrument (KAGYA-RNAV)
Standard Arrival Chart - Instrument (TEPPO-RNAV)

Instrument Approach Chart (ILS or LOC RWY 31)
Instrument Approach Chart (VOR RWY 13)
Instrument Approach Chart (RNP RWY 31)
Instrument Approach Chart (RNP RWY 13)
Other Chart (Visual REP)
Other Chart (MVA CHART)

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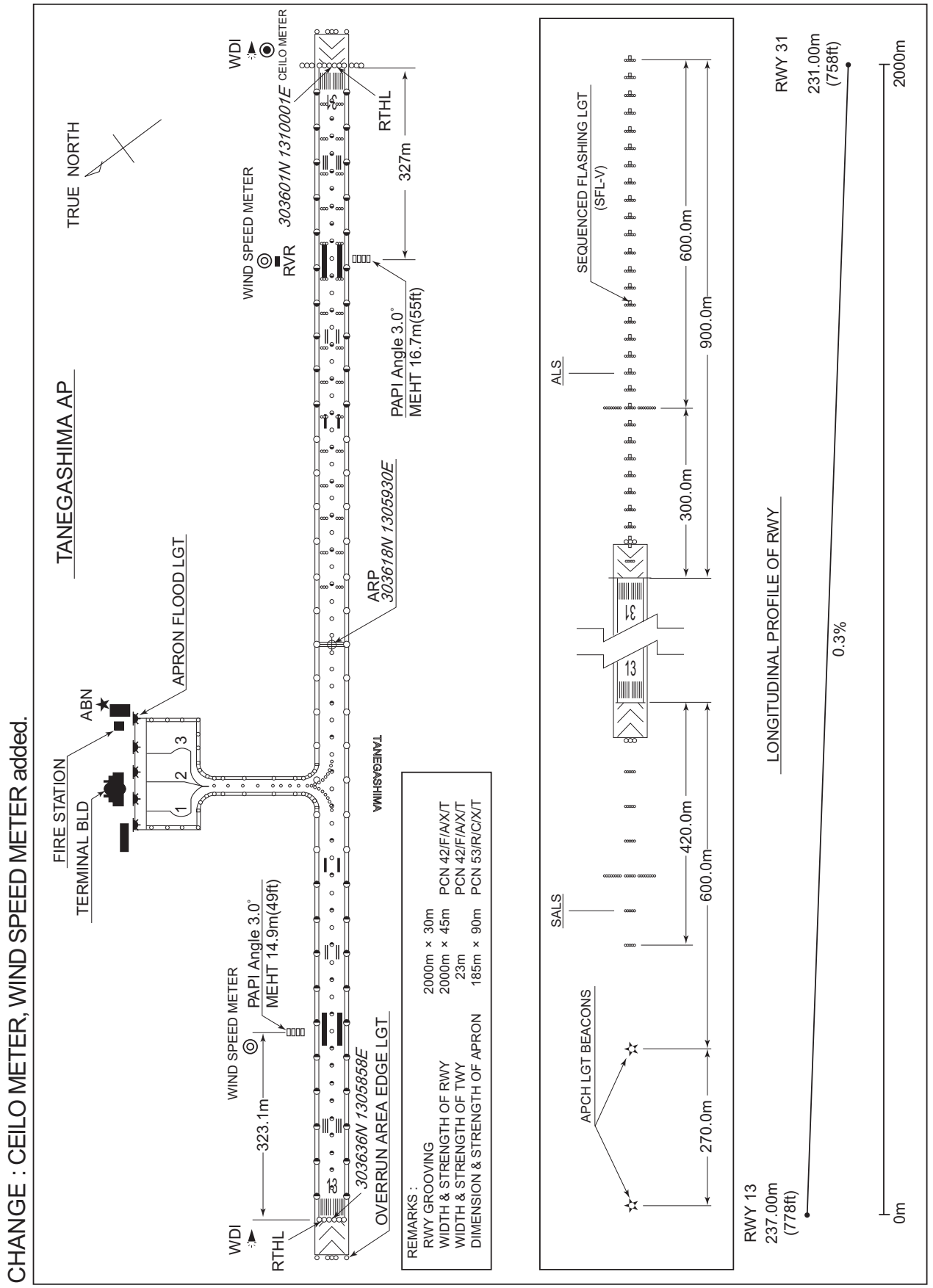
RJFG / TANEGASHIMA AD CHART



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STANDARD DEPARTURE CHART - INSTRUMENT

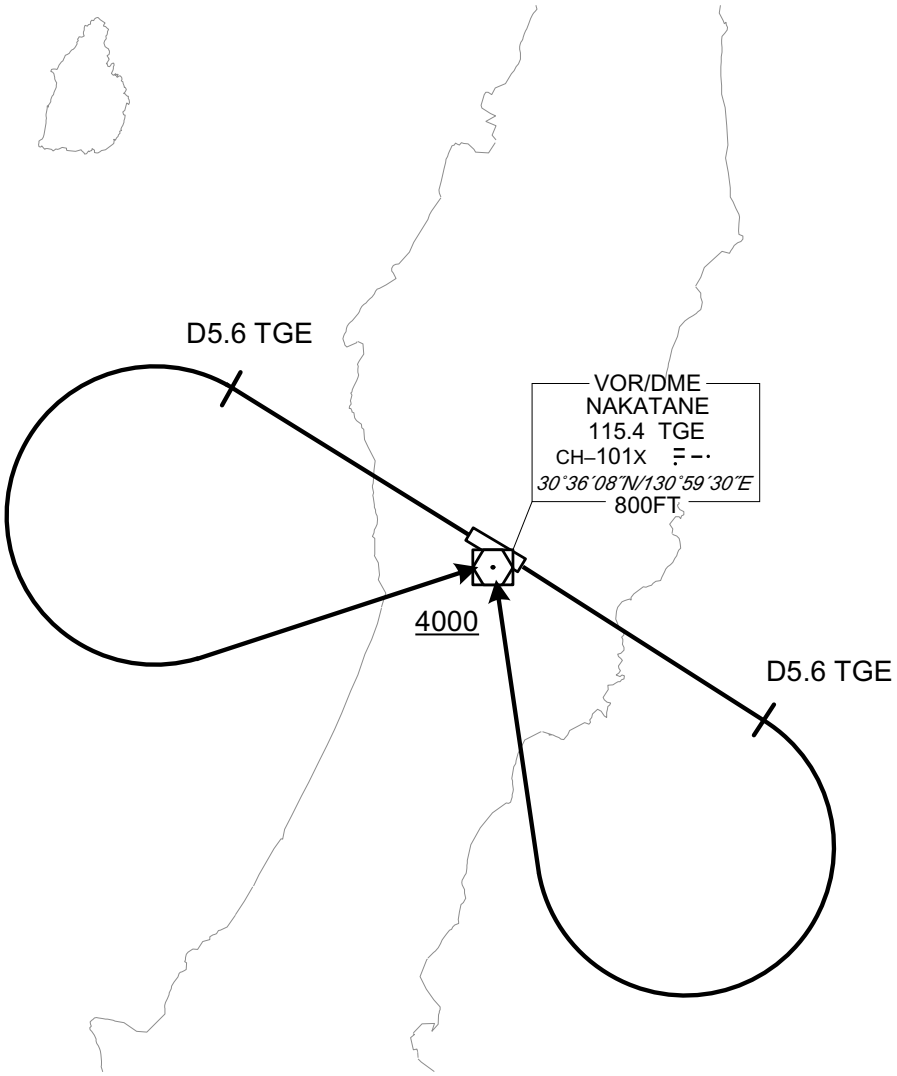
RJFG / TANEGASHIMA SID

CHANGE : PROC renamed. QUEEN TWO DEPARTURE, KINKO TWO DEPARTURE abolished. PROC course.

## TANEGASHIMA REVERSAL THREE DEPARTURE

RWY 13 : Climb RWY HDG to TGE 5.6DME, turn right,...
RWY 31 : Climb RWY HDG to TGE 5.6DME, turn left,...

... direct to TGE VOR/DME.
Cross TGE VOR/DME at or above 4000FT.

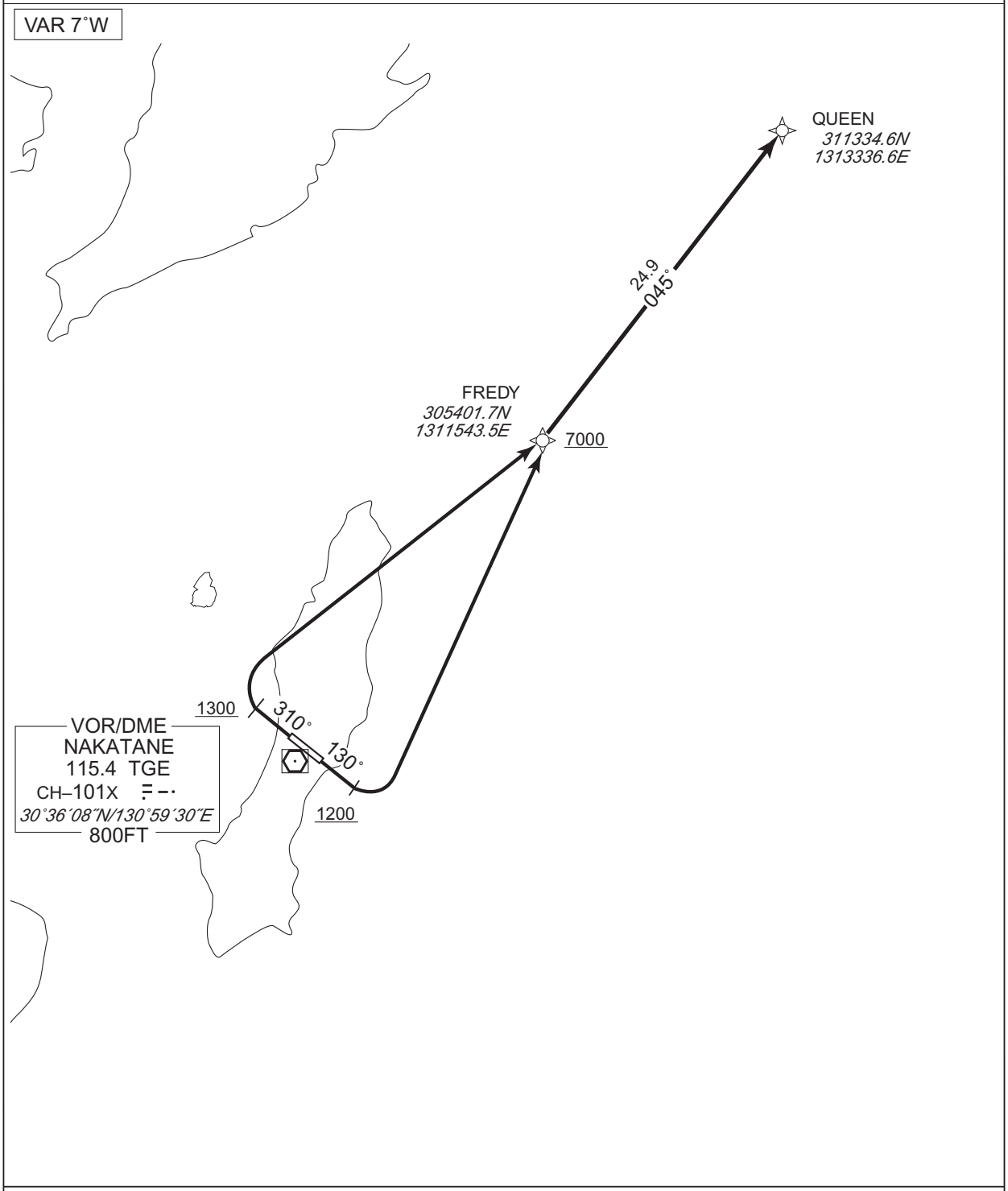


**STANDARD DEPARTURE CHART -INSTRUMENT**

RJFG / TANEGASHIMA RNAV SID

| FREDY TWO DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




CHANGE : VAR. PROC renamed. PROC course.

RWY13 : Climb on HDG 130˚ at or above 1200FT, turn left direct to FREDY at or above 7000FT, to QUEEN.

RWY31 : Climb on HDG 310˚ at or above 1300FT, turn right direct to FREDY at or above 7000FT, to QUEEN.

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJFG / TANEGASHIMA RNAV SID

## FREDY TWO DEPARTURE

### RWY13

| 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 | — | — | 130 (123.0) | -7.0 | — | — | +1200 | — | — | Basic RNP1 |
| 002 | DF | FREDY | — | — | -7.0 | — | L | +7000 | — | — | Basic RNP1 |
| 003 | TF | QUEEN | — | 045 (038.0) | -7.0 | 24.9 | — | — | — | — | Basic RNP1 |

### RWY31

| 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 | — | — | 310 (303.0) | -7.0 | — | — | +1300 | — | — | Basic RNP1 |
| 002 | DF | FREDY | — | — | -7.0 | — | R | +7000 | — | — | Basic RNP1 |
| 003 | TF | QUEEN | — | 045 (038.0) | -7.0 | 24.9 | — | — | — | — | Basic RNP1 |

CHANGE : VAR. PROC renamed. PROC course.

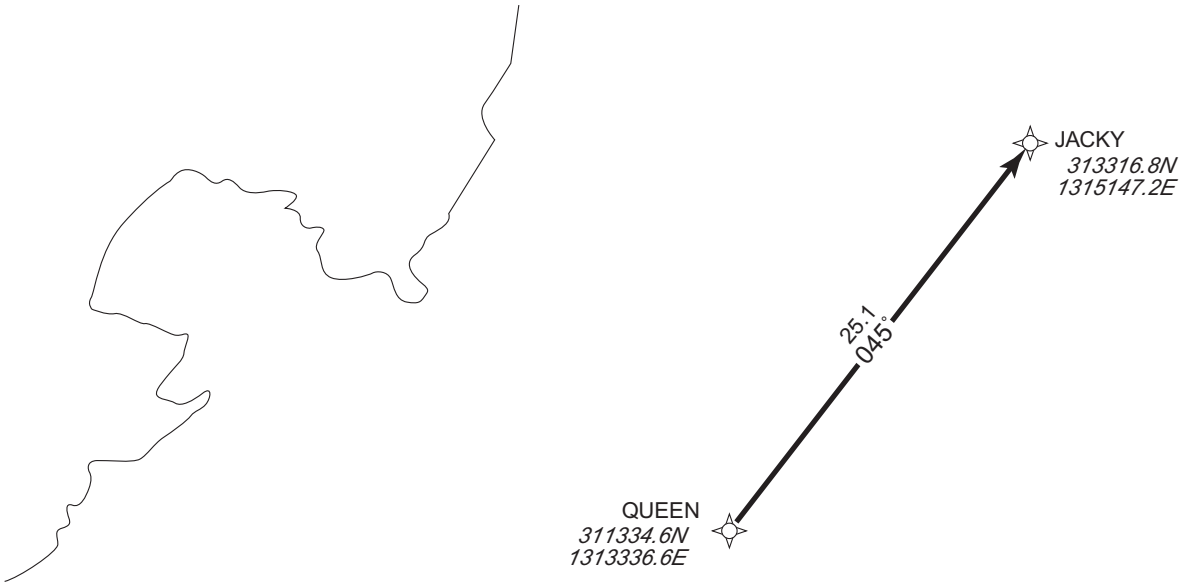
**STANDARD DEPARTURE CHART -INSTRUMENT**

RJFG / TANEGASHIMA — RNAV TRANSITION

| JACKY TRANSITION | Basic RNP1 |
|---|---|

Note GNSS required.

VAR 7˚W




From QUEEN to JACKY.

| 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 | QUEEN | — | — | -7.0 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | JACKY | — | 045 (038.1) | -7.0 | 25.1 | — | — | — | — | Basic RNP1 |

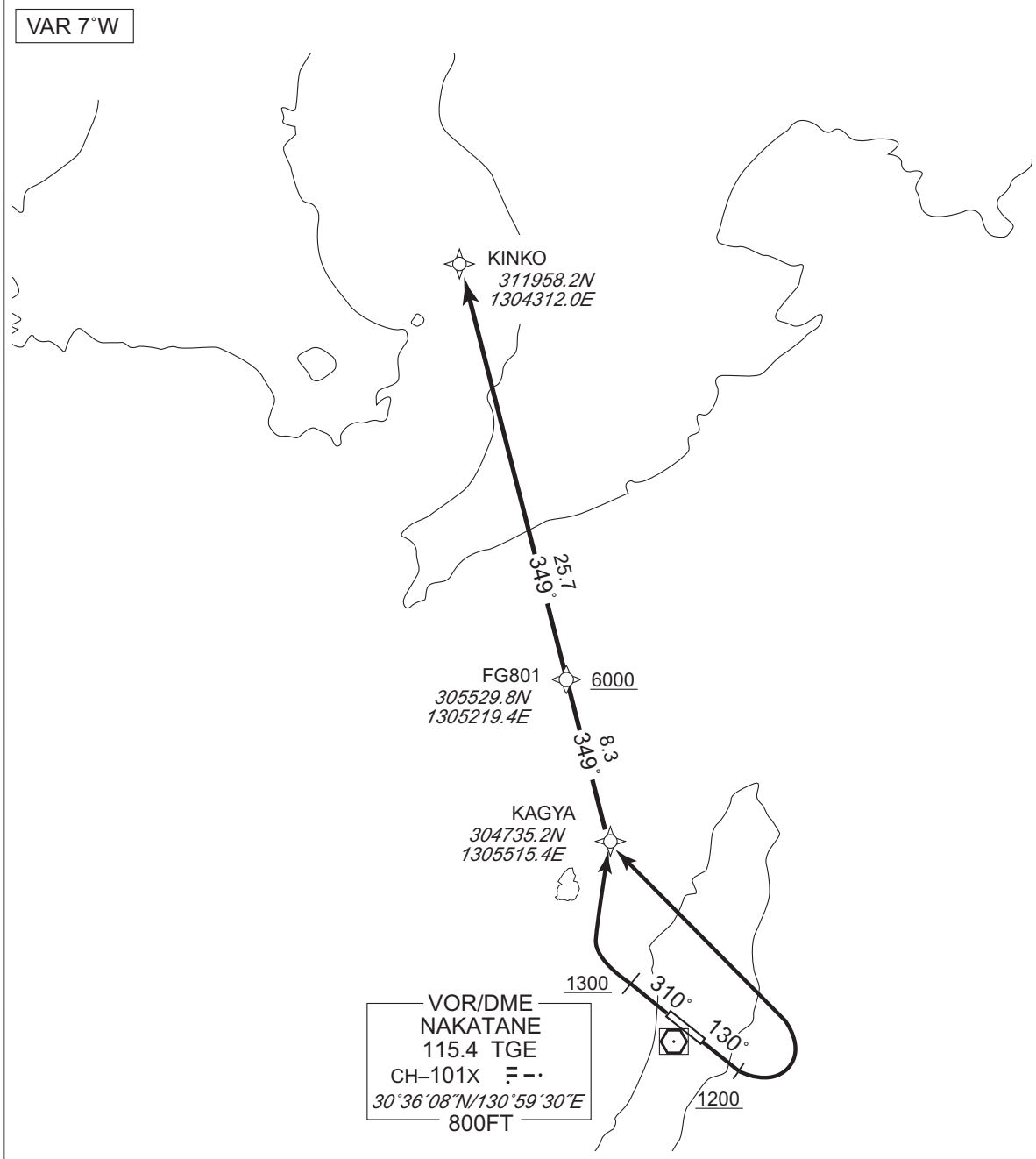
CHANGE : VAR. Course FM QUEEN to JACKY. Navigation specification. Sensor for RNAV.

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJFG / TANEGASHIMA — RNAV SID

| KAGYA TWO DEPARTURE | Basic RNP1 |
|---|---|

Note GNSS required.




CHANGE : VAR. PROC renamed. PROC course.

RWY13 : Climb on HDG 130˚ at or above 1200FT, turn left direct to KAGYA, to FG801 at or above 6000FT, to KINKO.

RWY31 : Climb on HDG 310˚ at or above 1300FT, turn right direct to KAGYA, to FG801 at or above 6000FT, to KINKO.

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJFG / TANEGASHIMA RNAV SID

## KAGYA TWO DEPARTURE

### RWY13

| 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 | — | — | 130 (123.0) | -7.0 | — | — | +1200 | — | — | Basic RNP1 |
| 002 | DF | KAGYA | — | — | -7.0 | — | L | — | — | — | Basic RNP1 |
| 003 | TF | FG801 | — | 349 (342.4) | -7.0 | 8.3 | — | +6000 | — | — | Basic RNP1 |
| 004 | TF | KINKO | — | 349 (342.3) | -7.0 | 25.7 | — | — | — | — | Basic RNP1 |

### RWY31

| 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 | — | — | 310 (303.0) | -7.0 | — | — | +1300 | — | — | Basic RNP1 |
| 002 | DF | KAGYA | — | — | -7.0 | — | R | — | — | — | Basic RNP1 |
| 003 | TF | FG801 | — | 349 (342.4) | -7.0 | 8.3 | — | +6000 | — | — | Basic RNP1 |
| 004 | TF | KINKO | — | 349 (342.3) | -7.0 | 25.7 | — | — | — | — | Basic RNP1 |

CHANGE : VAR. PROC renamed. PROC course.

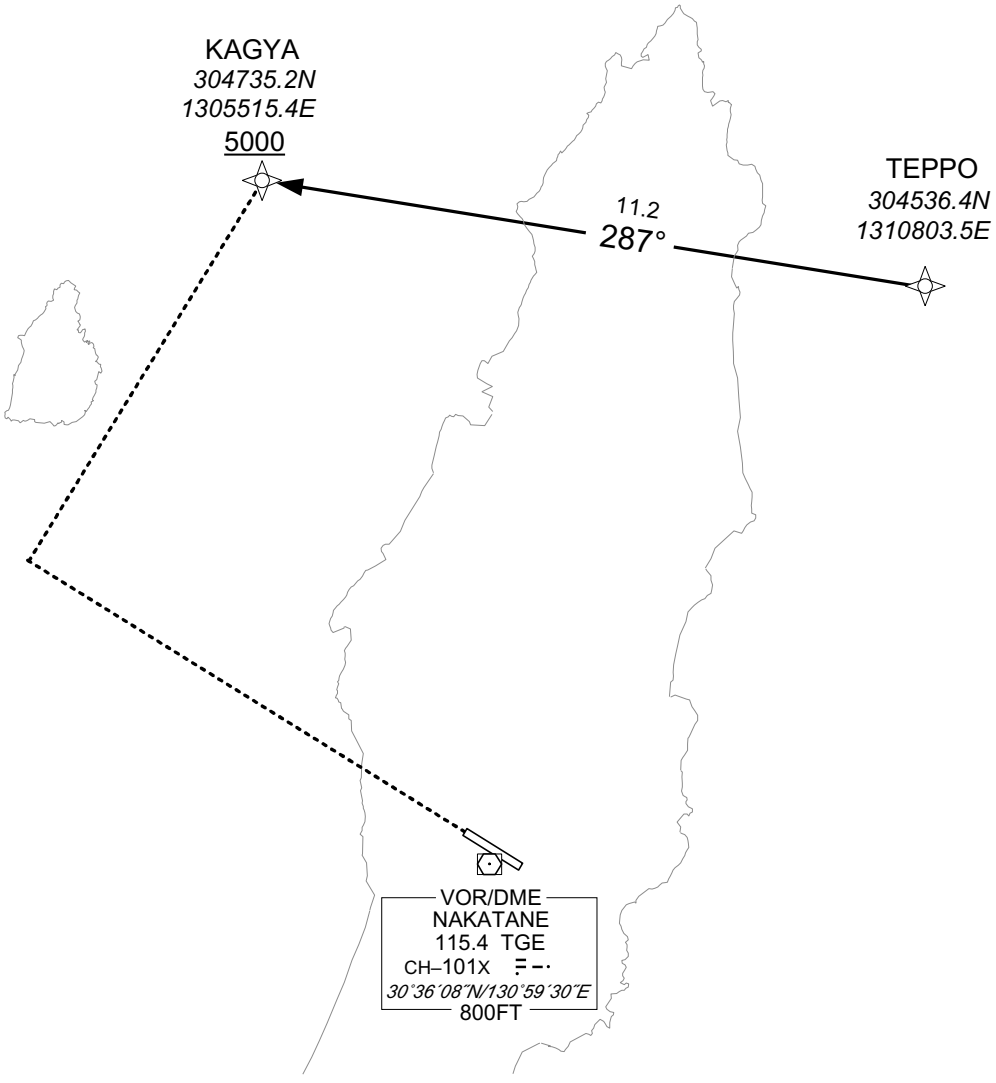
STANDARD ARRIVAL CHART - INSTRUMENT

RJFG / TANEGASHIMA RNAV STAR RWY13

| TEPPO ARRIVAL | Basic RNP1 |
|---|---|

Note GNSS required.

VAR 7°W




CHANGE : New PROC.

From TEPPO, to KAGYA at or above 5000FT.

| 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 | TEPPO | — | — | -7.0 | — | — | — | — | — | Basic RNP1 |
| 002 | TF | KAGYA | — | 287 (280.3) | -7.0 | 11.2 | — | +5000 | — | — | Basic RNP1 |

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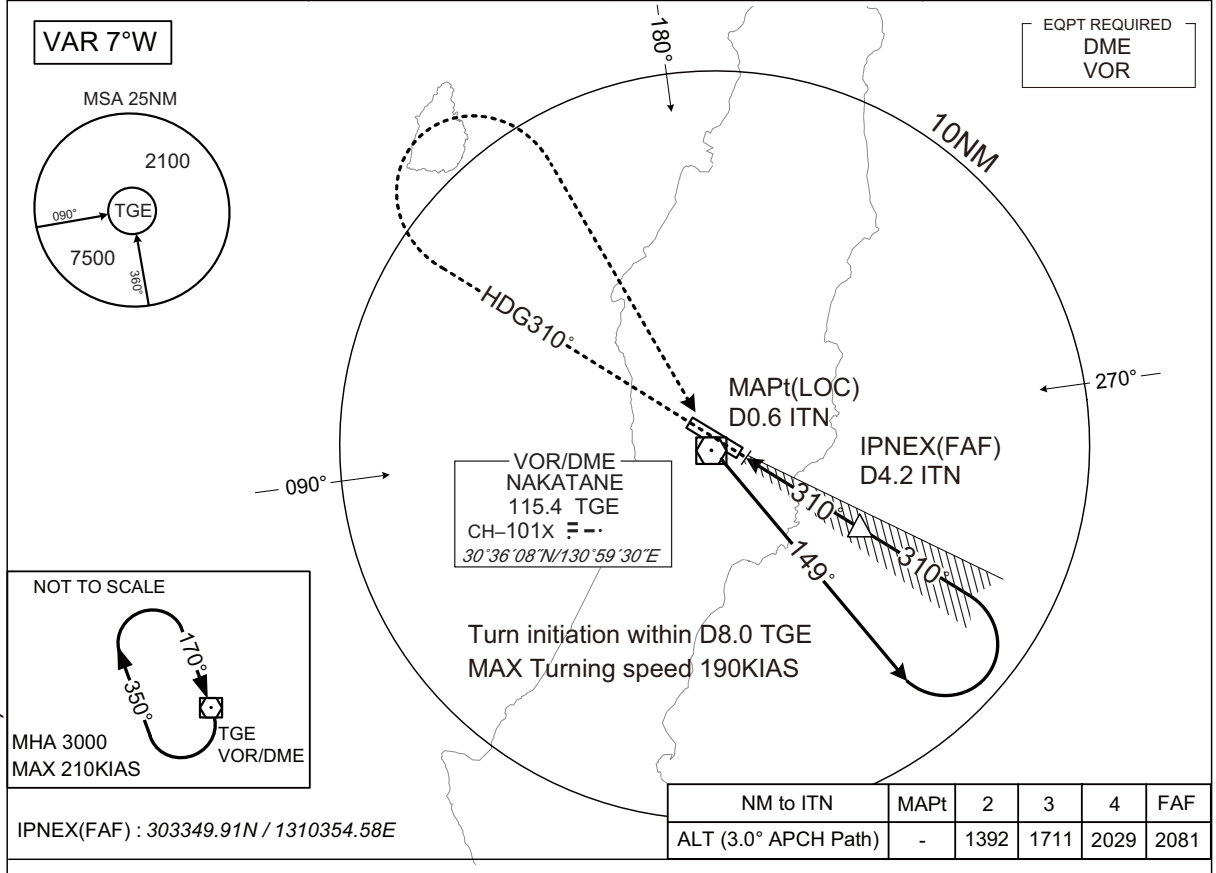
**INSTRUMENT APPROACH CHART**

RJFG / TANEGASHIMA — ILS or LOC RWY31

| KOBE CONTROL | ILS – LOC | TANEGASHIMA RADIO | NO RADAR |
|---|---|---|---|
| 133.85 - 315.3<br>134.6 - 225.65 | 108.95 ITN<br>ILS–GP 329.15<br>ILS–DME CH–26Y | 118.75<br>AFIS provided by Kagoshima Airport Office | |



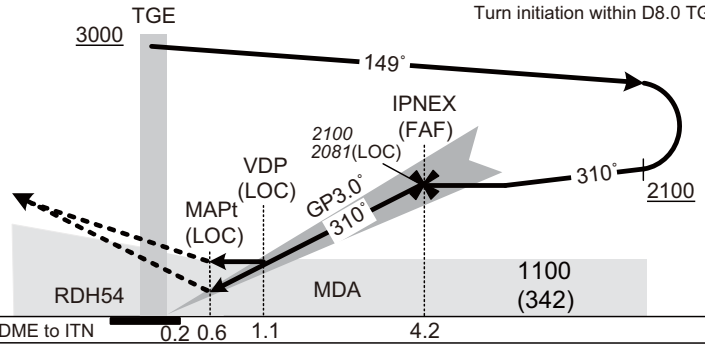

IPNEX(FAF) : *303349.91N / 1310354.58E*

| NM to ITN | MAPt | 2 | 3 | 4 | FAF |
|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | - | 1392 | 1711 | 2029 | 2081 |

MISSED APPROACH

Climb on HDG310˚ to 3000FT,
turn right, direct to TGE VOR/DME
and hold.
Contact TANEGASHIMA RADIO.

Timing not authorized for defining the MAPt.




| | | | | |
|---|---|---|---|---|
| DME to ITN | 0.2 | 0.6 | 1.1 | 4.2 |
| NM to THR | 0 | 0.5 | 1.0 | 4.0 |

Missed APCH climb gradient MNM 4.0%

MINIMA THR elev. 758 AD elev. 768

| CAT | CAT I | | LOC | | CIRCLING | |
|---|---|---|---|---|---|---|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 958(200) | 550 | 1100(342) | 900 | 1500(732) | 1600 |
| B | | | | 1000 | | |
| C | | | | | 1800(1032) | 2400 |
| D | | | | 1400 | | 3200 |

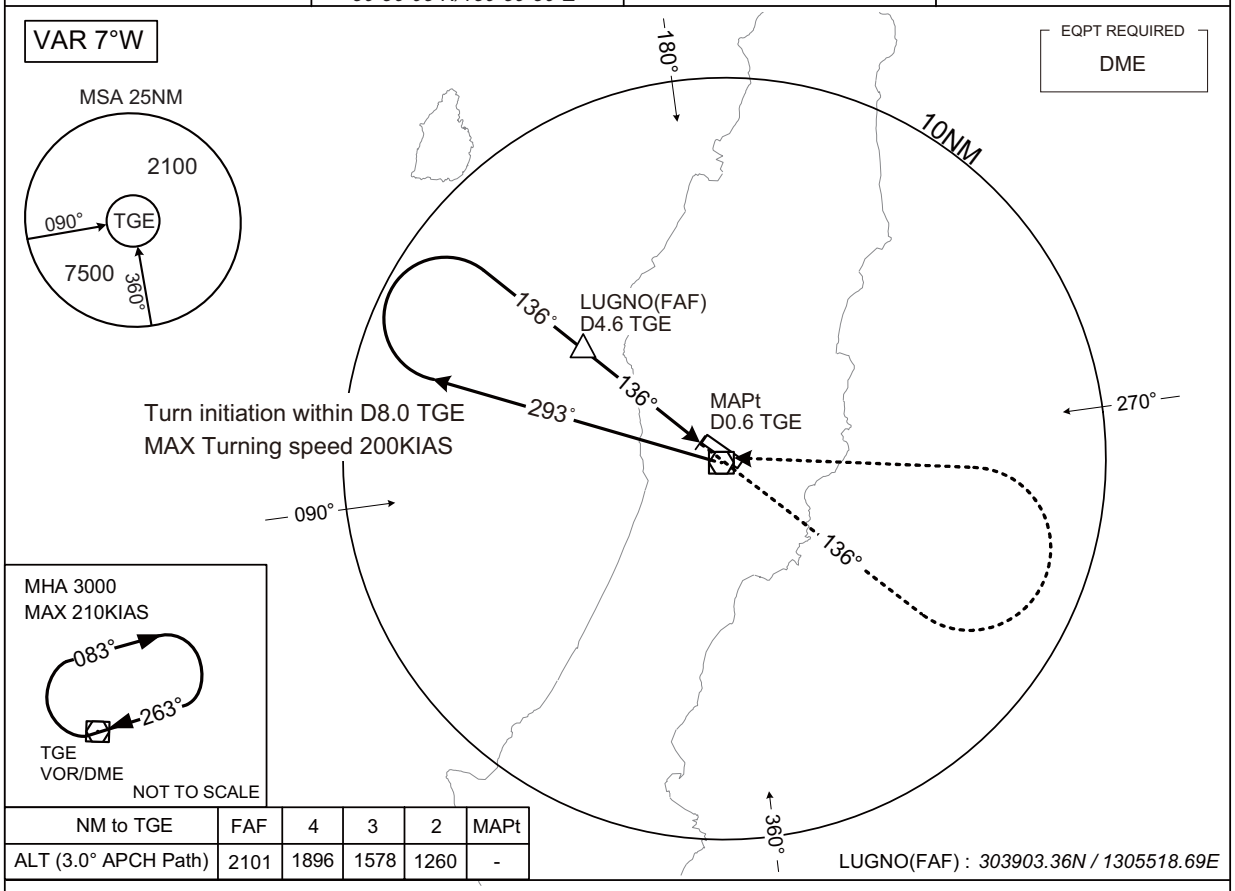
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

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

**INSTRUMENT APPROACH CHART**

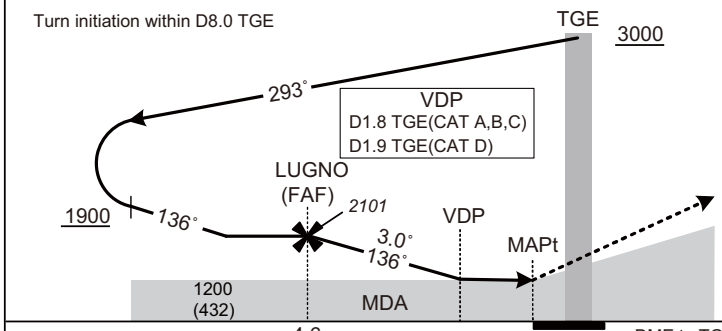
RJFG / TANEGASHIMA — VOR RWY13

| KOBE CONTROL | NAKATANE VOR/DME | TANEGASHIMA RADIO | NO RADAR |
|---|---|---|---|
| 133.85 - 315.3<br>134.6 - 225.65 | 115.4 TGE<br>CH - 101X<br>*30°36′08″N/130°59′30″E* | 118.75<br>AFIS provided<br>by Kagoshima Airport Office | |




| NM to TGE | FAF | 4 | 3 | 2 | MAPt |
|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | 2101 | 1896 | 1578 | 1260 | - |

LUGNO(FAF) : *303903.36N / 1305518.69E*




MISSED APPROACH

Climb via TGE R136 to 3000FT,
turn left, direct to TGE VOR/DME
and hold.
Contact TANEGASHIMA RADIO.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5.0%

| MINIMA | THR elev. 778 | | AD elev. 768 | |
|---|---|---|---|---|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 1160(392) | 1200 | 1500(732) | 1600 |
| B | | 1300 | | |
| C | 1180(412) | 1400 | 1800(1032) | 2400 |
| D | 1200(432) | 1600 | | 3200 |

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

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

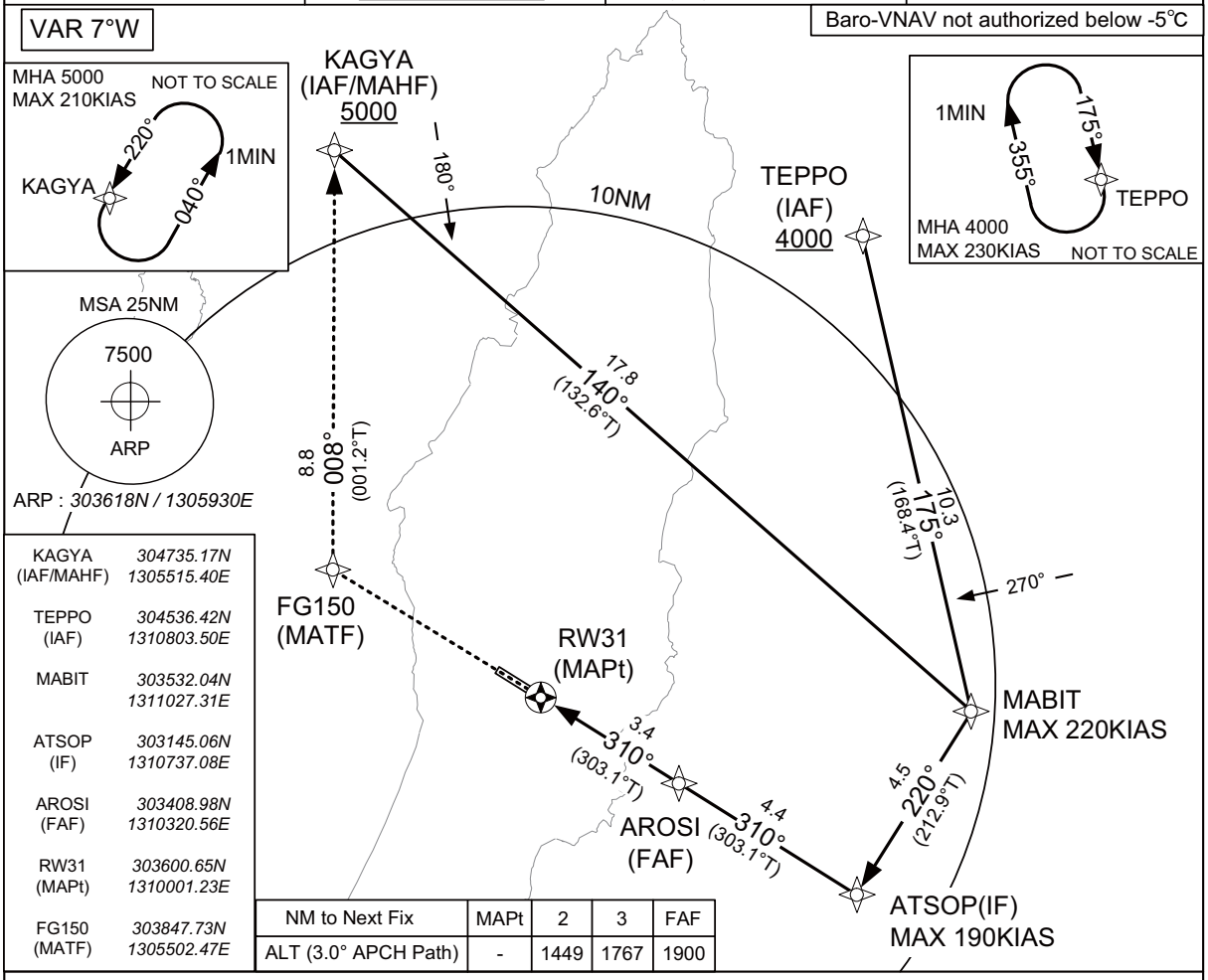
**INSTRUMENT APPROACH CHART**

RJFG / TANEGASHIMA — RNP RWY31

| KOBE CONTROL | RNP APCH | TANEGASHIMA RADIO | NO RADAR |
|---|---|---|---|
| 133.85 - 315.3<br>134.6 - 225.65 | MSAS CH88975<br>M31A | 118.75<br>AFIS provided<br>by Kagoshima Airport Office | |

VAR 7°W

Baro-VNAV not authorized below -5℃

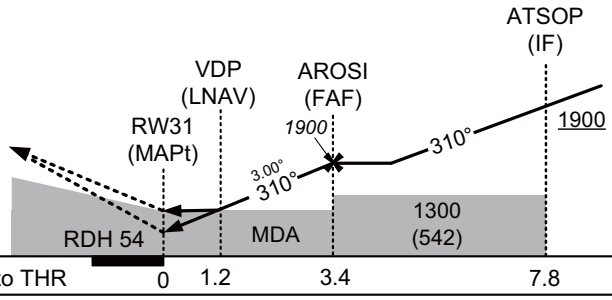



| | |
|---|---|
| KAGYA (IAF/MAHF) | 304735.17N 1305515.40E |
| TEPPO (IAF) | 304536.42N 1310803.50E |
| MABIT | 303532.04N 1311027.31E |
| ATSOP (IF) | 303145.06N 1310737.08E |
| AROSI (FAF) | 303408.98N 1310320.56E |
| RW31 (MAPt) | 303600.65N 1310001.23E |
| FG150 (MATF) | 303847.73N 1305502.47E |

| NM to Next Fix | MAPt | 2 | 3 | FAF |
|---|---|---|---|---|
| ALT (3.0° APCH Path) | - | 1449 | 1767 | 1900 |

MISSED APPROACH

Direct to FG150, to KAGYA and
hold at 5000FT.
Contact TANEGASHIMA RADIO.




Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 758 AD elev. 768

| CAT | LPV | | LNAV/VNAV | | LNAV | | CIRCLING | |
|---|---|---|---|---|---|---|---|---|
| | DA(H) | RVR/CMV | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 1043(285) | 800 | 1170(412) | 900 | 1170(412) | 900 | 1500(732) | 1600 |
| B | 1053(295) | | | 1000 | | 1000 | | |
| C | 1063(305) | 1000 | | | | | 1800(1032) | 2400 |
| D | 1073(315) | 1400 | | 1400 | | 1400 | | 3200 |

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

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

INSTRUMENT APPROACH CHART

RJFG / TANEGASHIMA RNP RWY31

## FAS DATA BLOCK

| | | | |
|---|---|---|---|
| Operation type | 0 | LTP/FTP ellipsoidal height | +02605 |
| SBAS service provider identifier | 2 | FPAP latitude | *303635.9110N* |
| Airport identifier | RJFG | FPAP longitude | *1305858.2130E* |
| Runway | 31 | Threshold crossing height | 00016.5 |
| 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 | M31A | ⊿ length offset | 0000 |
| LTP/FTP latitude | *303600.6245N* | HAL | 40.0 |
| LTP/FTP longitude | *1310001.2545E* | VAL | 50.0 |
| CRC remainder | 2EE6E3AF | | |

## Required additional data

| | |
|---|---|
| LTP/FTP orthometric height | 231.2 |

CHANGE : New PROC.

**INSTRUMENT APPROACH CHART**

RJFG / TANEGASHIMA — RNP RWY13

| KOBE CONTROL | RNP APCH | TANEGASHIMA RADIO | NO RADAR |
|---|---|---|---|
| 133.85 - 315.3<br>134.6 - 225.65 | MSAS CH61693<br>M13A | 118.75<br>AFIS provided<br>by Kagoshima Airport Office | |

VAR 7°W

Baro-VNAV not authorized below -5℃

MSA 25NM
7500
ARP

ARP : *303618N / 1305930E*

KAGYA
(IAF/MAHF)

180°

10NM

7.5
220°
(212.5°T)

MHA 5000
MAX 210KIAS
NOT TO SCALE
KAGYA
220°
040°
1MIN

ASERO(IF)
MAX 210KIAS

4.9
130°
(123.0°T)

SEMDA
(FAF)

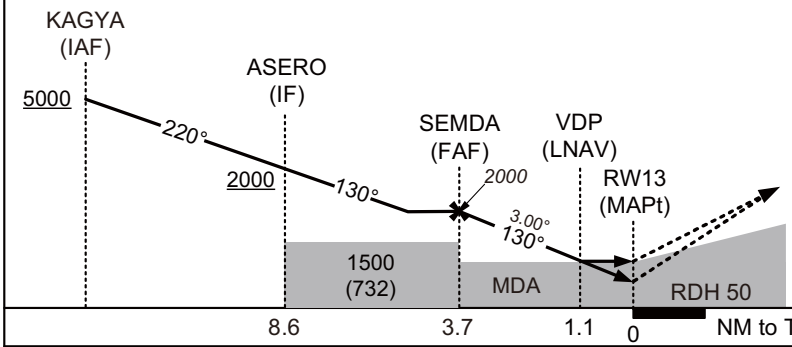
3.7
130°
(123.0°T)

RW13
(MAPt)

FG351
(MATF)

| | |
|---|---|
| KAGYA (IAF/MAHF) | *304735.17N 1305515.40E* |
| ASERO (IF) | *304117.10N 1305034.85E* |
| SEMDA (FAF) | *303836.20N 1305523.10E* |
| RW13 (MAPt) | *303635.93N 1305858.18E* |
| FG351 (MATF) | *303457.91N 1310153.26E* |

| NM to Next Fix | FAF | 3 | 2 | MAPt |
|---|---|---|---|---|
| ALT (3.0° APCH Path) | 2000 | 1782 | 1464 | - |




MISSED APPROACH

Direct to FG351, turn left direct to KAGYA and hold at 5000FT.
Contact TANEGASHIMA RADIO.

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

Missed APCH climb gradient MNM 5.0%

| MINIMA | THR elev. 778 | | | | AD elev. 768 | | | |
|---|---|---|---|---|---|---|---|---|
| CAT | LPV | | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | CMV | DA(H) | CMV | MDA(H) | CMV | MDA(H) | VIS |
| A | 1028(250) | 1000 | 1160(382) | 1200 | 1160(392) | 1200 | 1500(732) | 1600 |
| B | | 1100 | | 1300 | | 1300 | | |
| C | 1043(265) | 1200 | | 1400 | | 1400 | 1800(1032) | 2400 |
| D | 1052(274) | 1400 | | 1600 | | 1600 | | 3200 |

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

INSTRUMENT APPROACH CHART

RJFG / TANEGASHIMA RNP RWY13

## FAS DATA BLOCK

| | | | |
|---|---|---|---|
| Operation type | 0 | LTP/FTP ellipsoidal height | +02666 |
| SBAS service provider identifier | 2 | FPAP latitude | *303600.6245N* |
| Airport identifier | RJFG | FPAP longitude | *1310001.2545E* |
| Runway | 13 | 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 | M13A | ⊿ length offset | 0000 |
| LTP/FTP latitude | *303635.9110N* | HAL | 40.0 |
| LTP/FTP longitude | *1305858.2130E* | VAL | 50.0 |
| CRC remainder | 1527D649 | | |

## Required additional data

| | |
|---|---|
| LTP/FTP orthometric height | 237.1 |

CHANGE : FAS DATA BLOCK, Required additional data established.

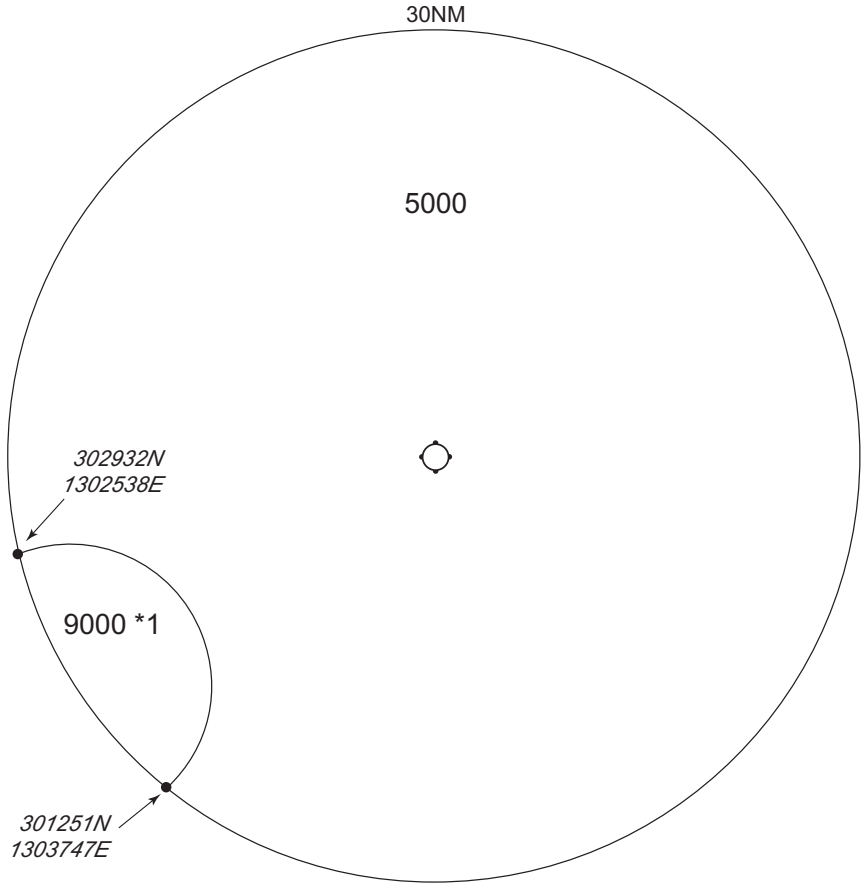
RJFG / TANEGASHIMA Visual REP


※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).

CHANGE : VAR.

| Call sign | BRG / DIST from ARP | Remarks |
|---|---|---|
| 喜志鹿崎<br>Kishigazaki | 014°T / 14.2NM | 灯台<br>Lighthouse |
| 西之表<br>Nishinoomote | 359°T / 7.5NM | 西之表港<br>Harbor |
| 10NM W | 270°T / 10.0NM | 海上<br>Over the sea |
| 島間<br>Shimama | 219°T / 10.6NM | 港<br>Harbor |
| 竹崎<br>Takezaki | 187°T / 13.2NM | 灯台<br>Lighthouse |

RJFG / TANEGASHIMA Minimum Vectoring Altitude CHART




*1 : *302013N/1302957E* RADIUS : 10NM

CENTER : *303618N/1305930E* (ARP)

CHANGE : Minimum vectoring altitude(6000→5000).