

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 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 | 5° 47'W (2005) / Annual Change 2'W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | KAGOSHIMA PREF Nakatane-Town, Kagoshima Pref. 891-3603 Japan Tel: 0997-27-5111, Fax: 0997-27-7373 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 Customs: 099-260-3125 Immigration: 099-222-5658 |
| 3 | Health and sanitation | Quarantine(human): On request(099-222-8670) 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 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 | Fuel grades: Jet A1, AVGAS |
| 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, 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) 1 303632N 1305927E 2 303631N 1305929E 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) (Marking): RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT): RCLL, REDL, RTHL, RENL, RTZL(RWY31), WBAR(RWY31) TWY: All TWY (Marking): TWY CL, RWY HLDG PSN, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area marking (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 MET Office outside hours | H24 (FUKUOKA) |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 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/T} , 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 | 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 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 Asphalt Concrete | 303636N/1305858E 97ft | THR ELEV:778ft |
| 31 | 302.91° | 2000×45 | PCN42/F/A/X/T Asphalt Concrete | 303601N/1310001E 96ft | THR ELEV:758ft TDZ ELEV:766.7ft |
| Slope of RWY | | Strip Dimensions(M) | RESA(Overrun) Dimensions(M) | | Remarks |
| 7 | | 10 | 11 | | 14 |
| See below figure | | 2120×300 | 40×300 | | RWY grooving: 2000×30m |
| See below figure | | 2120×300 | 190x(MNM:160 MAX:300)* | | RWY grooving: 2000×30m |
| *For detail, ask airport administrator | | | | | |
| <div><div><div>RWY 13</div><div>778ft</div></div><div><div></div><div>0.30%</div></div><div><div></div><div>0m</div></div><div><div></div><div>2000m</div></div><div><div></div><div>RWY 31</div><div>758ft</div></div></div> | | | | | |

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 (*1) 420m LIH | Green - | PAPI 3.0°/LEFT 323m 49ft | - | 2,000m 30m Coded color (White/Red) LIH | 2,000m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| 31 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/LEFT 327m 55ft | 900m | 2,000m 30m Coded color (White/Red) LIH | 2,000m 60m Coded color (White/Yellow) LIH | Red | Nil(*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(600m and 870m FM RWY THR)(*1) 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 Anemometer location and LGT | LDI: Nil Anemometer: RWY13: 300m from RWY13 THR, LGTD RWY31: 294m from RWY31 THR, LGTD |
| 3 | TWY edge and centerline lighting | TWY edge LGT: Blue TWY centerline LGT: ALTN Green/Yellow FM RWY leaving report point, other Green |
| 4 | Secondary power supply/ switch-over time | Within 1sec: REDL, RENL, RTHL, WBAR, RCLL and Overrun area edge LGT 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 |
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4. Parking area for helicopters

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

5. Apron - taxiing during winter conditions

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

6. Taxiing - limitations

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

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

8. Helicopter traffic - limitation

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

9. Removal of disabled aircraft from runways

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|-----|
| Nil |
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RJFG AD 2.21 NOISE ABATEMENT PROCEDURES

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

RJFG AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

| | RWY | REDL & RCLL AVBL | | REDL or RCLL AVBL | | REDL & RCLL OUT | |
|-----------------------|-----|---------------------|----------|----------------------|----------|--------------------|----------|
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 13 | - | 0 - 400m | - | 0 - 600m | - | 0 - 800m |
| | 31 | 0 - 500m | 0 - 400m | 0 - 600m | 0 - 600m | - | 0 - 800m |
| OTHER | 13 | AVBL LDG MINIMA | | | | | |
| | 31 | | | | | | |

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

2. TAKE OFF MINIMA for RNAV DEPARTURE

| | 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 (QUEEN, KINKO, TANEGASHIMA-REVERSAL)*
 Standard Departure Chart - Instrument (FREDY-RNAV)
 Standard Departure Chart - Instrument (KAGYA-RNAV)
 Standard Arrival Chart - Instrument)*
 Instrument Approach Chart (VOR/DME/ILS RWY 31)*
 Instrument Approach Chart (VOR/DME RWY 31)*
 Instrument Approach Chart (VOR/DME RWY 13)*
 Instrument Approach Chart (RNAV(GNSS) RWY 13)
 Other Chart (Visual REP)
 Other Chart (MVA CHART)

*: Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

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AD CHART

TANEGASHIMA AP

TRUE NORTH

WIND SPEED METER

WDI

RVR 303601N 1310001E

303601N 1310001E

RTHL

327m

PAPI Angle 3.0°

MEHT 16.7m(55ft)

ARP 303618N 1305930E

303618N 1305930E

APRON FLOOD LGT

ABN

TERMINAL BLD

1 2 3

WIND SPEED METER

WDI

323.1m

PAPI Angle 3.0°

MEHT 14.9m(49ft)

RTHL

303636N 1305858E

OVERRUN AREA EDGE LGT

303636N 1305858E

REMARKS:

| | | |
|-------------------------------|-------------|----------------|
| RWY GROOVING | 2000m x 30m | PCN 42/F/A/X/T |
| WIDTH & STRENGTH OF RWY | 2000m x 45m | PCN 42/F/A/X/T |
| WIDTH & STRENGTH OF TWY | 23m | PCN 53/R/C/X/T |
| DIMENSION & STRENGTH OF APRON | 185m x 90m | PCN 53/R/C/X/T |

LONGITUDINAL PROFILE OF RWY

RWY 13

237.00m (778ft)

RWY 31

231.00m (758ft)

0.3%

0m

2000m

270.0m

600.0m

420.0m

300.0m

600.0m

900.0m

SEQUENCED FLASHING LGT (SFL-V)

ALS

SALS

APCH LGT BEACONS

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STANDARD DEPARTURE CHART - INSTRUMENT

RJFG / TANEGASHIMA

SID

QUEEN TWO DEPARTURE

RWY13: Climb RWY HDG until 1NM from RWY end/TGE 1.5DME, turn left,...

RWY31: Climb RWY HDG until 1NM from RWY end/TGE 1.7DME, turn right,...

...Climb via TGE R-045 to QUEEN.

Cross TGE R-045/27DME at or above 7,000ft, cross QUEEN at assigned altitude.

KINKO TWO DEPARTURE

RWY13: Climb RWY HDG until 1NM from RWY end/TGE 1.5DME, turn left,...

RWY31: Climb RWY HDG until 1NM from RWY end/TGE 1.7DME, turn right,...

...Climb via TGE R-349 to KINKO.

Cross TGE R-349/19DME at or above 6,000ft.

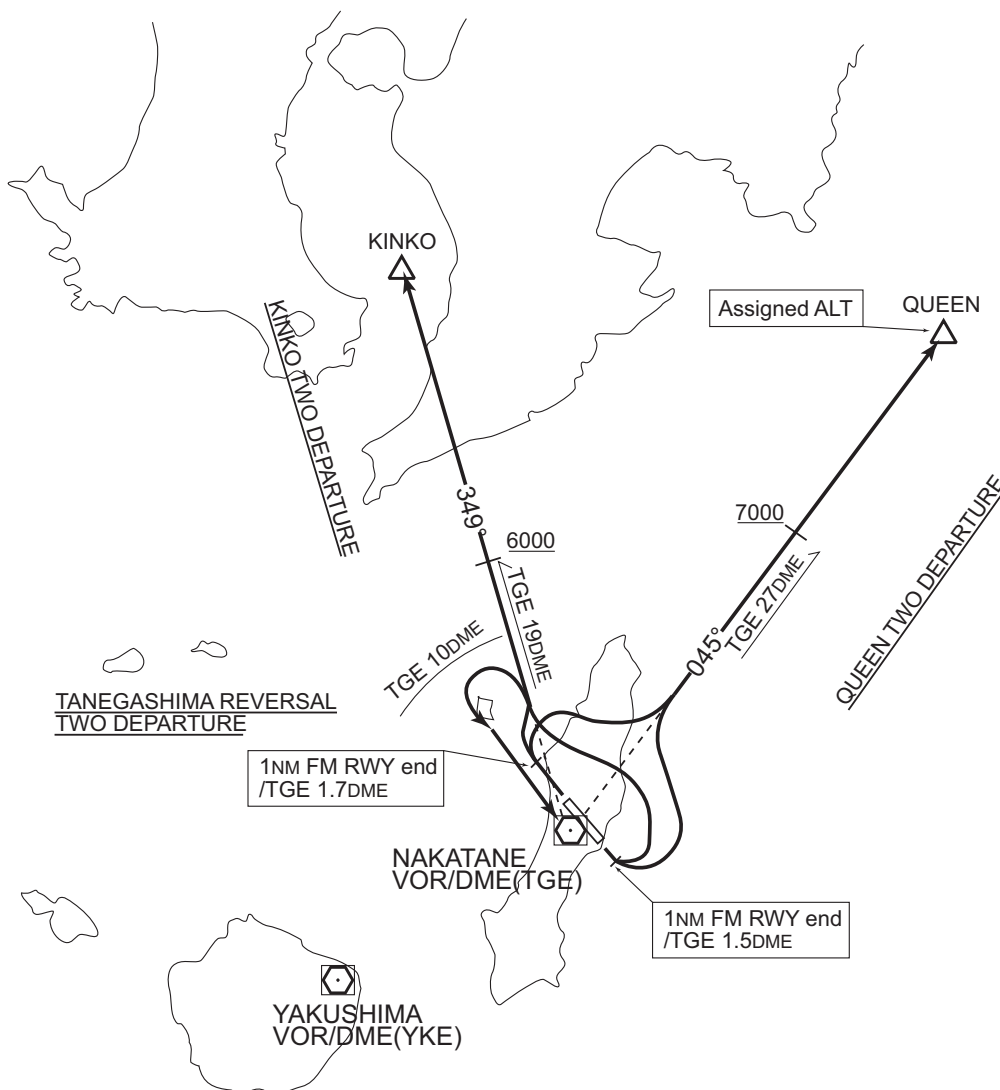
TANEGASHIMA REVERSAL TWO DEPARTURE

RWY13: Climb RWY HDG until 1NM from RWY end/TGE 1.5DME, turn left,...

RWY31: Climb RWY HDG until 1NM from RWY end/TGE 1.7DME, turn right,...

...Climb via TGE R-349, then turn left proceed to TGE VOR/DME within TGE 10DME.

CHANGE: PROC renamed. Radial FM TGE.



STANDARD DEPARTURE CHART -INSTRUMENT

RJFG / TANEGASHIMA

RNAV SID

FREDY ONE RNAV DEPARTURE

Basic RNP1

Note GNSS required.

VAR 6°W (2011)



FREDY ONE RNAV DEPARTURE

RWY13 : Climb on HDG 129° at or above 1200FT, turn left direct to FREDY at or above 7000FT, to QUEEN.

RWY31 : Climb on HDG 309° at or above 1300FT, turn right direct to FREDY at or above 7000FT, to QUEEN.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFG / TANEGASHIMA

RNAV SID

FREDY ONE RNAV DEPARTURE

RWY13

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 129° (122.9°) | — | +1200 | — | — | Basic RNP1 |
| DF | FREDY | — | — | — | L | +7000 | — | — | Basic RNP1 |
| TF | QUEEN | — | 24.9 | 044° (038.0°) | — | — | — | — | Basic RNP1 |

RWY31

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 309° (302.9°) | — | +1300 | — | — | Basic RNP1 |
| DF | FREDY | — | — | — | R | +7000 | — | — | Basic RNP1 |
| TF | QUEEN | — | 24.9 | 044° (038.0°) | — | — | — | — | Basic RNP1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJFG / TANEGASHIMA

RNAV TRANSITION



STANDARD DEPARTURE CHART -INSTRUMENT

RJFG / TANEGASHIMA

RNAV SID



STANDARD DEPARTURE CHART -INSTRUMENT

RJFG / TANEGASHIMA

RNAV SID

KAGYA ONE RNAV DEPARTURE

RWY13

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 129° (122.9°) | — | +1200 | — | — | Basic RNP1 |
| DF | KAGYA | — | — | — | L | — | — | — | Basic RNP1 |
| TF | FG801 | — | 8.3 | 348° (342.4°) | — | +6000 | — | — | Basic RNP1 |
| TF | KINKO | — | 25.7 | 348° (342.3°) | — | — | — | — | Basic RNP1 |

RWY31

| Rcmd. Path Terminator | Fix ID (Waypoint Name) | Fly Over | Distance (NM) | MAG Track (TRUE Track) | Turn Direction | Altitude (FT) | Speed Limit (KIAS) | Vertical Angle | Navigation Performance |
|-----------------------|------------------------|----------|---------------|------------------------|----------------|---------------|--------------------|----------------|------------------------|
| VA | — | — | — | 309° (302.9°) | — | +1300 | — | — | Basic RNP1 |
| DF | KAGYA | — | — | — | R | — | — | — | Basic RNP1 |
| TF | FG801 | — | 8.3 | 348° (342.4°) | — | +6000 | — | — | Basic RNP1 |
| TF | KINKO | — | 25.7 | 348° (342.3°) | — | — | — | — | Basic RNP1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJFG / TANEGASHIMA

STAR

KAGYA ARRIVAL

From over TEPPPO, proceed via TGE 12DME counterclockwise ARC to KAGYA.
Cross KAGYA at or above 6,000ft.

CHANGE: Radial FM TGE. Bearing on HOLD Pattern.



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INSTRUMENT APPROACH CHART

RJFG / TANEGASHIMA

VOR/DME/ILS RWY31

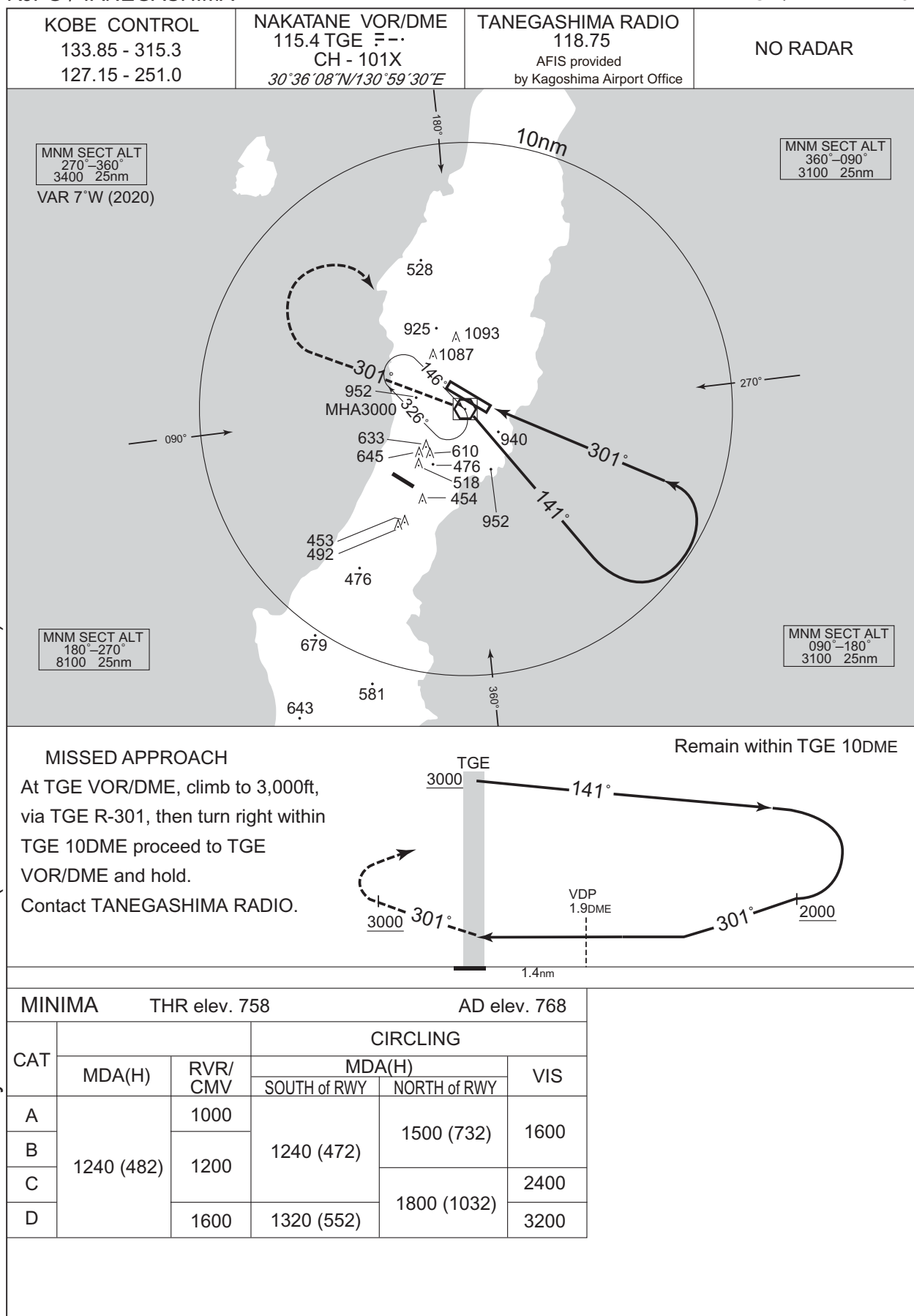


CHANGE : Secondary FREQ abolished(TANEGASHIMA RADIO).

INSTRUMENT APPROACH CHART

RJFG / TANEGASHIMA

VOR/DME RWY31



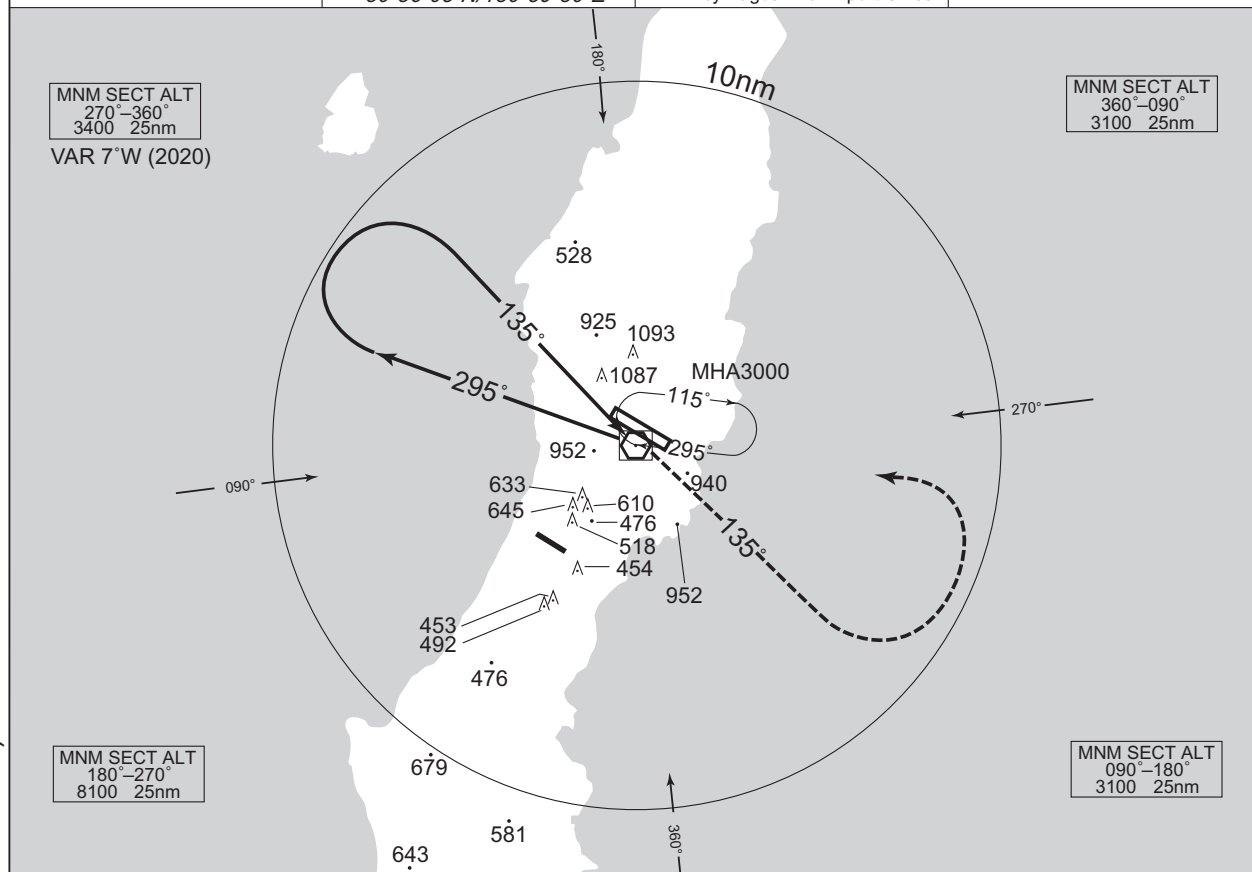
CHANGE : Secondary FREQ abolished(TANEGASHIMA RADIO).

INSTRUMENT APPROACH CHART

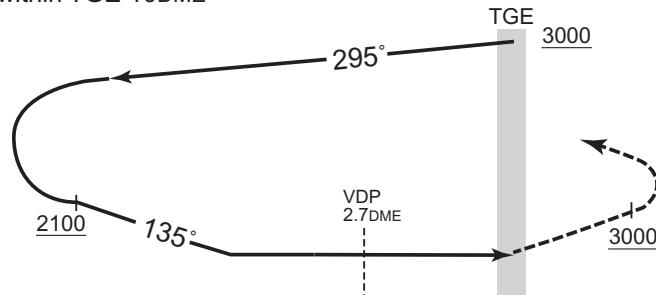
RJFG / TANEGASHIMA

VOR/DME RWY13

| | | | |
|--|--|---|----------|
| KOBE CONTROL 133.85 - 315.3 127.15 - 251.0 | NAKATANE VOR/DME 115.4 TGE F-- CH - 101X 30°36'08"N/130°59'30"E | TANEGASHIMA RADIO 118.75 AFIS provided by Kagoshima Airport Office | NO RADAR |
|--|--|---|----------|



Remain within TGE 10DME



MISSED APPROACH
At TGE VOR/DME, climb to 3,000ft,
via TGE R-135, then turn left within
TGE 10DME proceed to TGE
VOR/DME and hold.
Contact TANEGASHIMA RADIO.

| MINIMA | | THR elev. 778 | AD elev. 768 | |
|--------|------------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 1400 (632) | 1400 | 1500 (732) | 1600 |
| B | | 1500 | | |
| C | | 1600 | 1800 (1032) | 2400 |
| D | | 1800 | | 3200 |

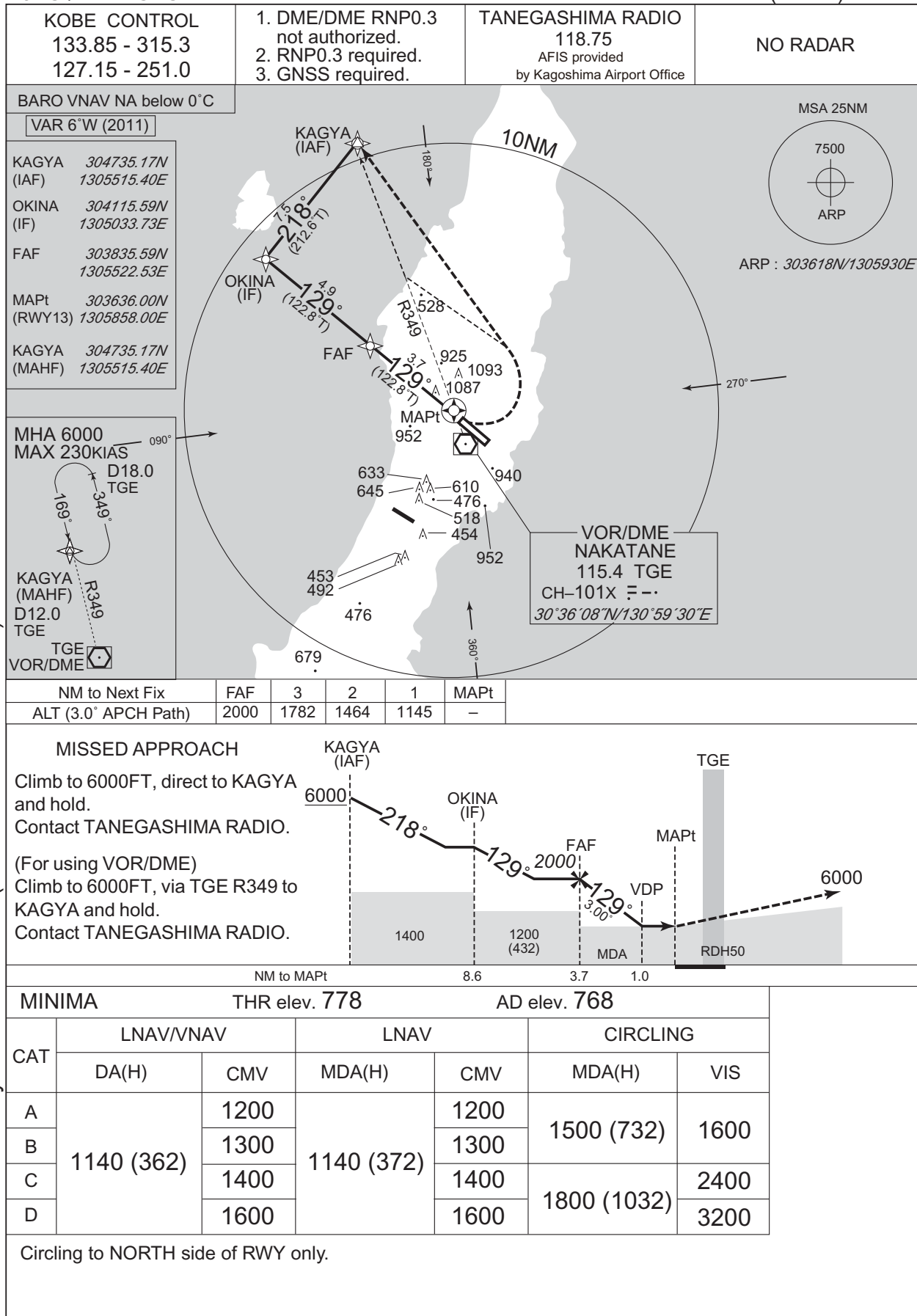
Circling to NORTH side of RWY only.

CHANGE : Secondary FREQ abolished(TANEGASHIMA RADIO).

INSTRUMENT APPROACH CHART

RJFG / TANEGASHIMA

RNAV(GNSS) RWY13



CHANGE : Secondary FREQ abolished(TANEGASHIMA RADIO).

RJFG / TANEGASHIMA

Visual REP



| Call sign | BRG / DIST from ARP | Remarks |
|---------------------|---------------------|--------------------|
| 喜志鹿崎 Kishigazaki | 014°/14.6NM | 灯台 Lighthouse |
| 西之表 Nishinoomote | 359°/ 7.5NM | 西之表港 Harbor |
| 10NM W | 270°/10.0NM | 海上 Over the sea |
| 島間 Shimama | 219°/10.5NM | 港 Harbor |
| 竹崎 Takezaki | 187°/12.9NM | 灯台 Lighthouse |

RJFG / TANEGASHIMA

Minimum Vectoring Altitude CHART



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

CENTER: 303618N/1305930E (ARP)