AD 2 AERODROMES

RJFK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJFK - KAGOSHIMA

RJFK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*314812N/1304310E* 150° / 1.5km from RWY 16 THR
2	Direction and distance from (city)	29.6km (16.0nm) NE of Kagoshima-Chuo railway station. 8.5km(4.6nm) Kajiki Railway station.
3	Elevation/ Reference temperature	891ft / 31°C (2012-2016)
4	Geoid undulation at AD ELEV PSN	Nil
5	MAG VAR/ Annual change	7°W (2022) / 5.4'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Kagoshima Airport Office (CAB) Fumoto, Mizobe-cho, Kirishima-shi, Kagoshima Pref. AFS:RJFKYFYX Tel:0995(58)4461
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

RJFK AD 2.3 OPERATIONAL HOURS

1	AD Administration	2200 - 1300
2	Customs and immigration	Customs: 2330-0815 Immigration: INTL SKED FLT hours only
3	Health and sanitation	Quarantine(human): 2330-0815 Quarantine(animal, plant): INTL SKED FLT hours only
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24(FUKUOKA)
7	ATS	2200 - 1300 (Flight Information Service (except ATIS) and Alerting Service : H24)
8	Fuelling	2330 - 0800
9	Handling	2200 - 1300
10	Security	2105 - 1210
11	De-icing	Nil
12	Remarks	Nil

RJFK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	No limitation
2	Fuel/ oil types	Fuel / JET A-1, AVGAS 100 Oil / W80,W100
3	Fuelling facilities/ capacity	Fuel Truck Refueling, No limitation
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJFK AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city
2	Restaurants	At Airport, Not Continuous
3	Transportation	Busses and Taxis
4	Medical facilities	Hospital in Kajiki-cho (10km from Airport)
5	Bank and Post Office	At Airport, Not Continuous
6	Tourist Office	Nil
7	Remarks	Nil

RJFK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck, Water-supply truck, Lighting power supply truck, Emergency medical equipments conveyance truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJFK AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow removal equipment: Motor grader x 5, Tractor shovel x 1, Truck x 1, Sweeper x 1
2	Clearance priorities	(1)RWY16/34, TWY(T1, T7, P1-P6) (2)TWY(T2-T6), APN
3	Remarks	Seasonal availability : From DEC 1st to MAR 31st, Snow removal will be commenced, if the RWY are covered with a depth of 3cm snow or more.

RJFK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface-Asphalt concrete, and concrete in part Strength: PCN 62/R/B/X/T PCN 20/F/A/Y/T PCN 20/R/B/X/T in front of Japan Coast Guard hangar
2	Taxiway width, surface and strength	Surface: Asphalt concrete Strength: PCN 58/F/A/X/T Width: 23m (P1-P6), 28.5m (T1, T7), 34m (T2, T3, T4 and T6), 30m (T5)
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	(Spot NR) 1 : *314817.13N,1304251.30E* 2 : *314815.26N,1304252.50E* 3 : *314813.42N,1304253.74E* 4 : *314811.39N,1304255.12E* 5 : *314809.37N,1304256.54E* 6 : *314807.42N,1304257.91E* 7 : *314805.92N,1304259.23E* 8 : *314804.66N,1304300.08E* 9 : *314803.04N,1304300.76E* 10 : *314801.16N,1304302.04E* 17 : *314749.18N,1304310.21E* 18 : *314747.22N,1304311.53E*
6	Remarks	Nil

RJFK 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	ACFT stand ID sign: NR 3 - 10
2	RWY and TWY markings and LGT	RWY: (RWY 16/34) (Marking): RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT):REDL, RENL, RCLL, RTHL, RTZL(RWY 34), WBAR(RWY34) RWY DIST marker LGT TWY: ALL TWY (Marking): TWY CL, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT TWY: T1 - T7 (Marking): RWY HLDG PSN, Mandatory instruction (LGT): RWY guard LGT, Taxiing guidance sign
3	Stop bars	Stop bar LGT : T1-T7 Stop bar LGT operations 1)Stop bar LGT are installed at each RWY holding position associated with RWY 16/34. 2)Stop bar LGT will be operated when the visibility or the lowest RVR of RWY 16/34 is at or less than 600m. 3)Stop bar LGT on TWY T1,T7 are controlled individually by ATC. 4)Stop bar LGT on TWY T2 through T6 are not controlled individually by ATC. 5)During the period Stop bar LGT operated, TWY T2 through T6 are not available for departure aircraft.
4	Remarks	(Marking): Overrun area (LGT) Apron flood LGT

RJFK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

See AD 2.24 Obstacle Chart

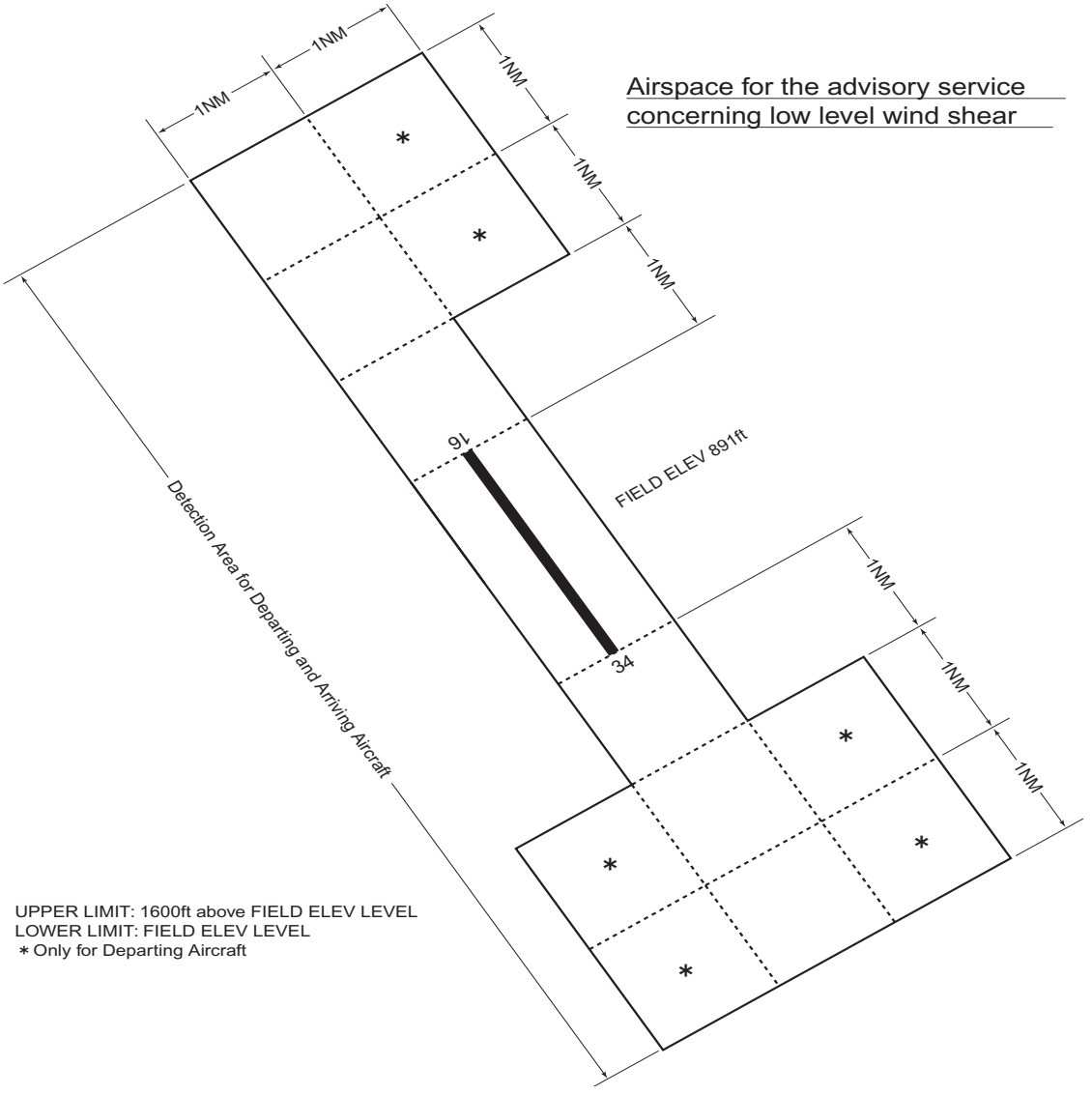
RWY/Area affected	Obstacle type	Coordinates	Elevation	Markings/LGT	Remarks
	Pylon	*315718N1303639E*	2117ft	Marking / -	Above outer horizontal surface
	Pylon	*315717N1303651E*	2189ft	Marking / Lighted	Above outer horizontal surface
	Pylon	*315716N1303704E*	1894ft	Marking / -	Above outer horizontal surface
	Building	*314939N1304110E*	1245ft	- / Lighted	Above conical surface
	Pylon	*315227N1304736E*	1627ft	Marking / Lighted	Above conical surface
	Windmill	*314038N1303551E*	1903ft	Marking / Lighted	Above outer horizontal surface
	Windmill	*314034N1303547E*	1903ft	- / Lighted	Above outer horizontal surface
	Windmill	*314030N1303542E*	1913ft	- / Lighted	Above outer horizontal surface
	Windmill	*314025N1303550E*	2015ft	Marking / Lighted	Above outer horizontal surface
	Windmill	*314019N1303548E*	2070ft	Marking / Lighted	Above outer horizontal surface
	Windmill	*314013N1303548E*	2067ft	- / Lighted	Above outer horizontal surface
	Windmill	*314011N1303554E*	2031ft	- / Lighted	Above outer horizontal surface
	Windmill	*314006N1303556E*	1992ft	Marking / Lighted	Above outer horizontal surface
	Antenna	*314925N1304104E*	1245ft	Marking / -	Above conical surface
	Antenna	*315306N1304841E*	1667ft	Marking / Lighted	Above conical surface
	Pylon	*315520N1303908E*	1794ft	- / Lighted	Above conical surface
	Pylon	*315513N1303901E*	1840ft	- / Lighted	Above conical surface
	Pylon	*315504N1303853E*	1803ft	- / -	Above conical surface
	Pylon	*315305N1303806E*	1678ft	- / Lighted	Above conical surface
	Pylon	*315218N1303711E*	1638ft	- / Lighted	Above conical surface
	Pylon	*315209N1303703E*	1849ft	- / Lighted	Above conical surface
	Pylon	*315200N1303659E*	1938ft	- / Lighted	Above conical surface
	Pylon	*315150N1303701E*	1725ft	- / Lighted	Above conical surface
	Pylon	*315142N1303659E*	1678ft	- / -	Above conical surface
	Windmill	*313645N1304913E*	2063ft	Marking / Lighted	Above outer horizontal surface
	Windmill	*313635N1304917E*	2119ft	Marking / Lighted	Above outer horizontal surface
	Windmill	*313627N1304921E*	2210ft	Marking / Lighted	Above outer horizontal surface

In circling area and at AD

Obstacle type	Coordinates	Elevation	Markings/LGT	Remarks
See AD 2.24 Obstacle Chart				

RJFK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

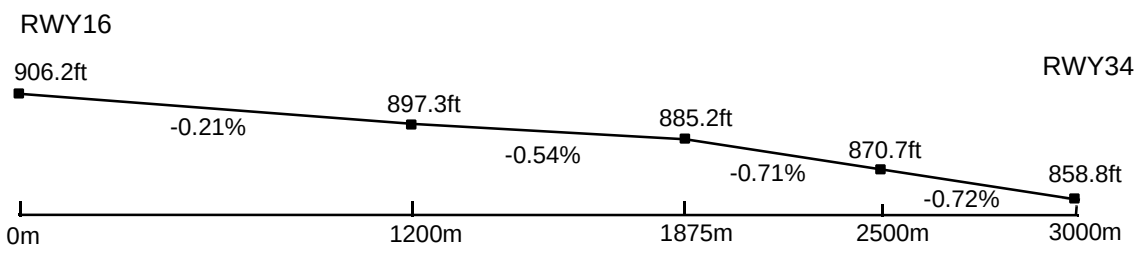
1	Associated MET Office	FUKUOKA
2	Hours of service MET Office outside hours	H24(FUKUOKA)
3	Office responsible for TAF preparation Periods of validity	FUKUOKA 30 Hours
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at FUKUOKA
6	Flight documentation 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/Tr, 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	Doppler Radar for Airport Weather (See attached chart)
9	ATS units provided with information	TWR, APP, ATIS
10	Additional information (limitation of service, etc.)	Nil



RJFK 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
16	150°	3000 × 45	PCN 58/F/A/X/T Asphalt Concrete	*314854.41N* *1304241.34E*	THR ELEV: 906ft TDZ ELEV: 905.2ft
34	330°	3000 × 45	PCN 58/F/A/X/T Asphalt Concrete	*314730.07N* *1304338.38E*	THR ELEV: 858.8ft TDZ ELEV: 861.6ft

Slope of RWY	Strip Dimensions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See attached chart	3120× 300	240 × (MNM:90 MAX:300)*	RWY grooving 3000 X 30m
See attached chart	3120× 300	240 × (MNM:90 MAX:300)* *For detail, ask airport administrator	RWY grooving 3000 X 30m



RJFK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	LDA (m)	ASDA (m)	Remarks
1	2	3	4	5	6
16	3000	3000	3000	3000	Nil
34	3000	3000	3000	3000	Nil

RJFK 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
16	SALS (*1) 421m LIH	Green -	PAPI 3.0°/LEFT 481m 74ft		3000m 30m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*2)
34	PALS 900m LIH	Green Green	PAPI 3.0°/LEFT 378m 68ft	900m	3000m 30m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*2)
Remarks								
10								
SALS with APCH LGT beacon(561m and 948m FM RWY THR)(*1) Overrun area edge LGT(Color:Red)(*2) CGL for RWY 16								

RJFK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteris-tics and hours of operation	ABN: *314804N/1304328E*,White/Green EV4.3sec,HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometor : RWY 16: 425m from RWY 16 THR, LGTD RWY 34: 435m from RWY 34 THR, LGTD
3	TWY edge and center line 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, Overrun area edge LGT, Stop bar LGT Within 15sec: Other LGT
5	Remarks	WDI LGT

RJFK AD 2.16 HELICOPTER LANDING AREA

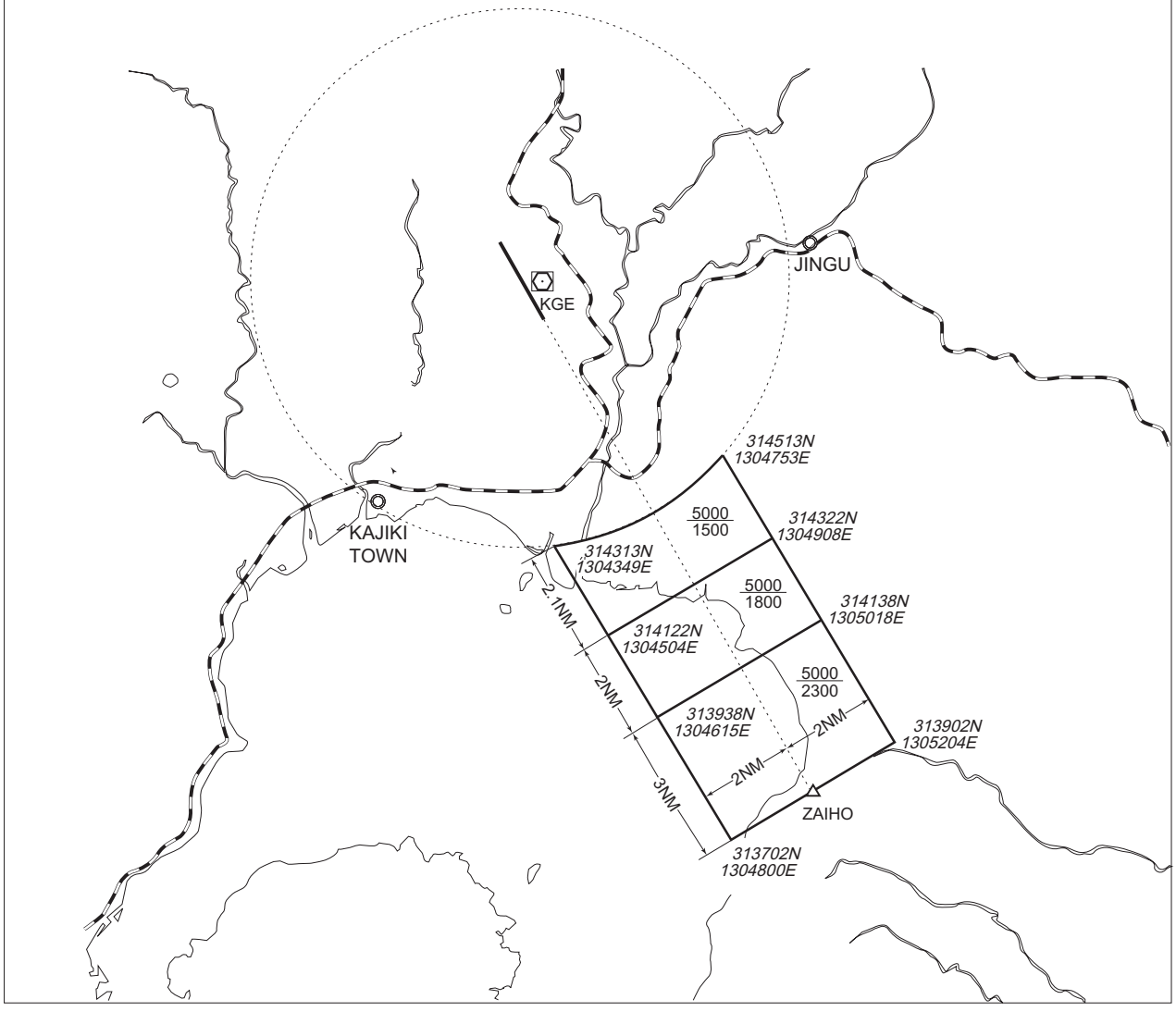
Nil

RJFK AD 2.17 ATS AIRSPACE

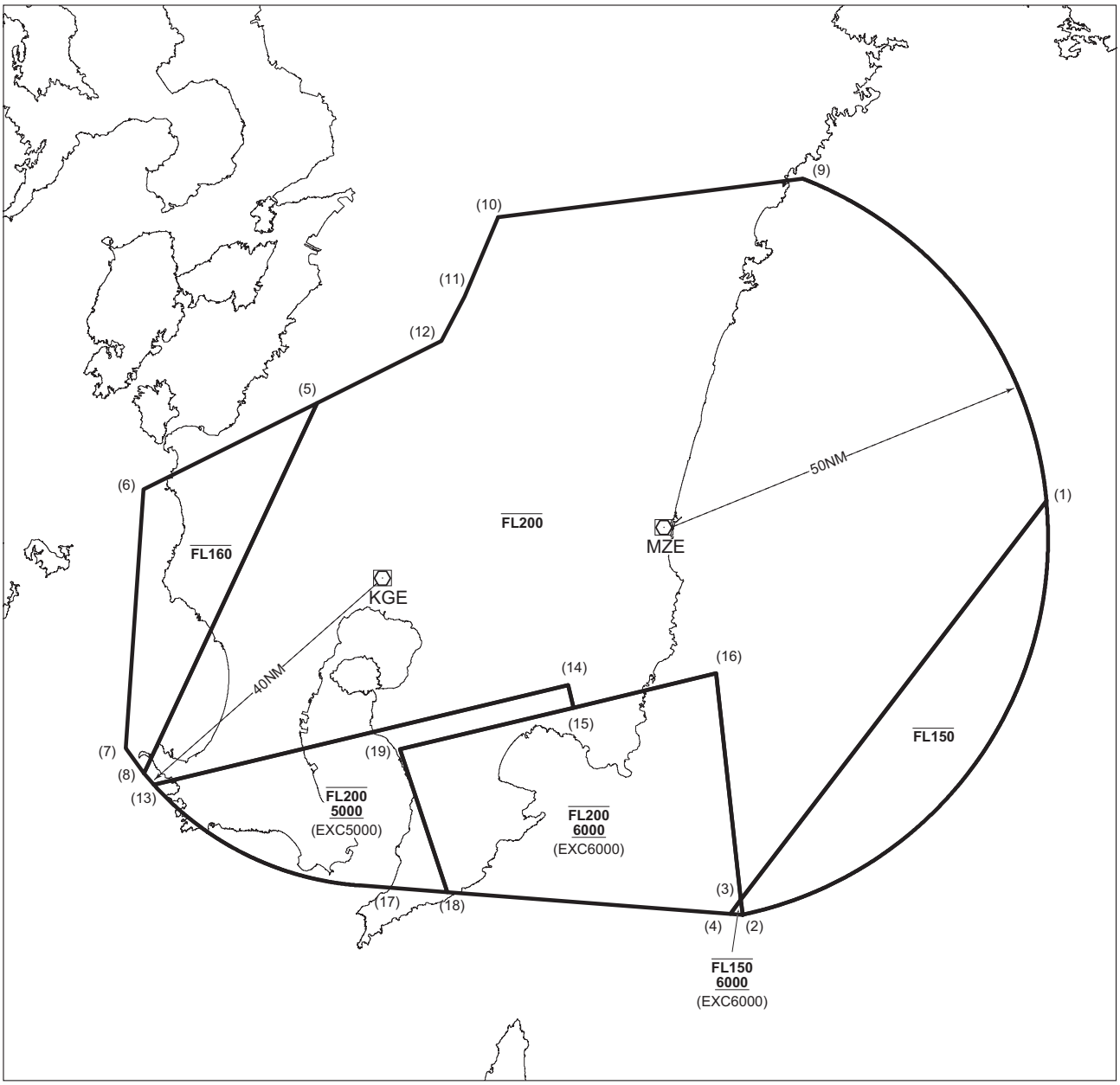
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
KAGOSHIMA CTR	Area within a radius of 5 nm of KAGOSHIMA ARP (*31°48'N 130°43'E*)	3 000 or below	D	KAGOSHIMA TWR En	
KAGOSHIMA PCA	See attached chart		C	KAGOSHIMA APP(1) KAGOSHIMA RADAR(1) KAGOSHIMA TWR(2) En	(1)Primary (2)Secondary
KAGOSHIMA ACA	See attached chart		E	KAGOSHIMA APP KAGOSHIMA RADAR KAGOSHIMA DEP En	
KAGOSHIMA TCA	See attached chart		E	KAGOSHIMA TCA En	

鹿児島特別管制区
Kagoshima Positive Control Area

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
鹿児島 KAGOSHIMA	下記に示される区域 The area shown below		Primary Kagoshima APP Kagoshima Radar 126.0 120.8 261.2 Secondary Kagoshima TWR 118.2 126.2 261.2	当該空域を飛行しようとする航空機は、鹿児島アプローチ（鹿児島レーダー）又は鹿児島タワーに連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。 Pilot requiring transit of Kagoshima Positive Control Area must call Kagoshima Approach (Kagoshima Radar) or Kagoshima Tower prior to the point of entry to provide aircraft identification, position, altitude and intention.



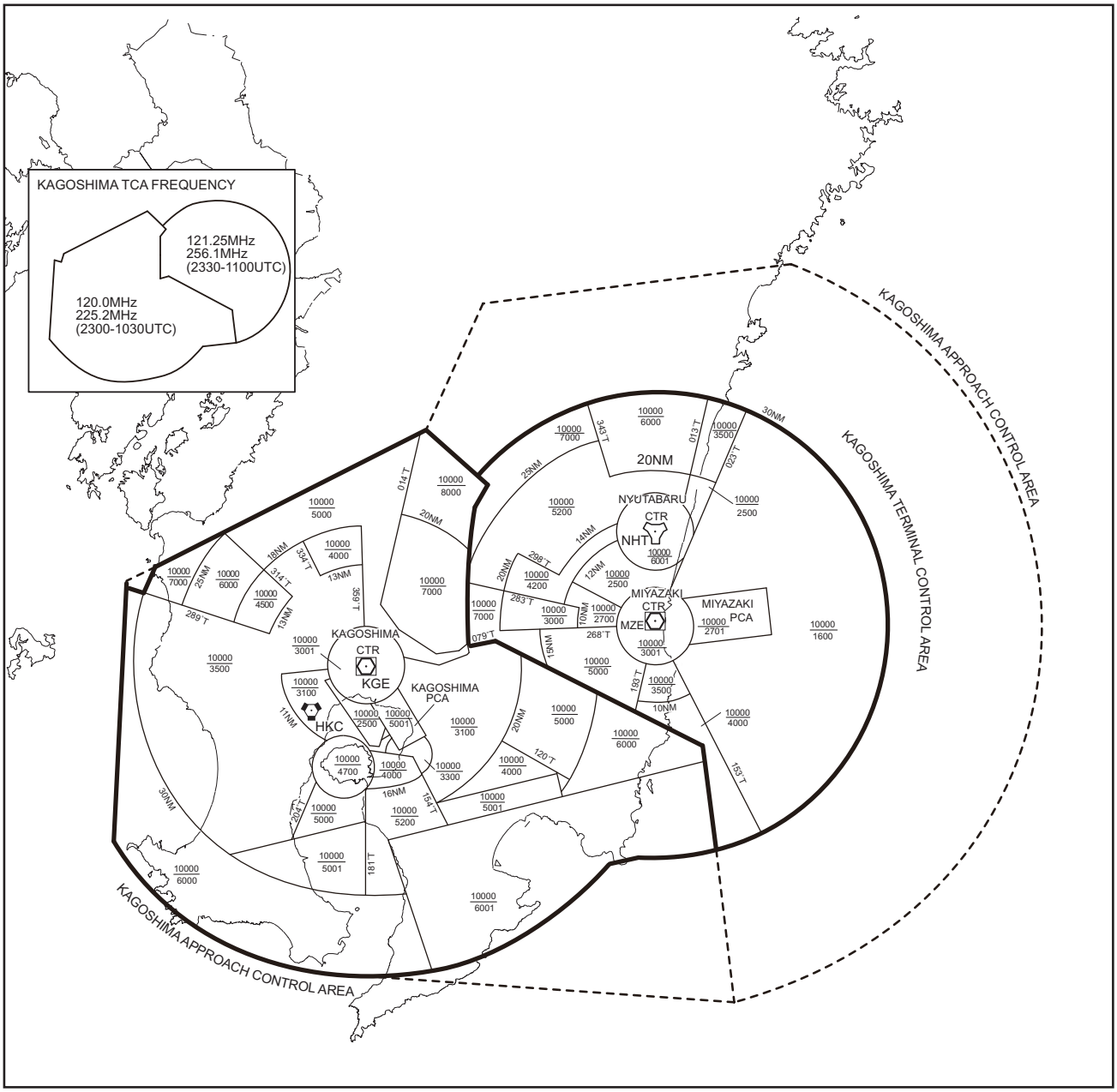
鹿児島進入管制区
Kagoshima Approach Control Area



Point list

(1) *315637N1322447E*
(2) *310334N1313731E*
(3) *310532N1313718E*
(4) *310343N1313539E*
(5) *321040N1303343E*
(6) *315929N1300708E*
(7) *312550N1300425E*
(8) *312235N1300712E*
(9) *323907N1314828E*
(10) *323437N1310137E*
(11) *322421N1305624E*
(12) *321836N1305245E*
(13) *312105N1300842E*
(14) *313341N1311133E*
(15) *313045N1311220E*
(16) *313500N1313405E*
(17) *310754N1303942E*
(18) *310657N1305257E*
(19) *312533N1304601E*

鹿児島ターミナルコントロールエリア
Kagoshima Terminal Control Area

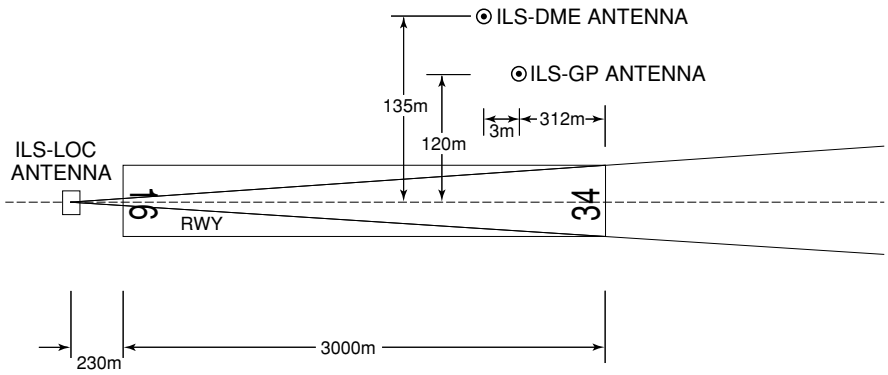


RJFK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Kagoshima approach	126.0MHz(1) 119.4MHz 121.4MHz 120.9MHz 362.3MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	(1)Primary
ASR	Kagoshima Radar	120.8MHz 121.4MHz 120.9MHz 362.3MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	
DEP	Kagoshima Departure	119.4MHz(1) 120.1MHz 121.4MHz 362.3MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	
TCA	Kagoshima TCA	120.0MHz 225.2MHz	2300 - 1030	
		121.25MHz 256.1MHz	2330 - 1100	
TWR	Kagoshima Tower	118.2MHz(1) 126.2MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1300	
GND	Kagoshima Ground	121.7MHz	2200 - 1300	
DLVRY	Kagoshima Delivery	121.8MHz	2200 - 1300	
ATIS	Kagoshima Airport	127.05MHz	2200 - 1300	

RJFK 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 (6°W/2004)	HKC	113.3MHz	H24	*314150.00N/ 1303458.59E*		
TACAN	HKC	1167MHz (CH-80X)	H24	*314149.80N/ 1303500.26E*	1909ft	VORTAC unusable : 150°- 160° beyond 20nm BLW 6000ft.
VOR (7°W/2018)	KGE	115.7MHz	2200 - 1300	*314751.15N/ 1304333.97E*		VOR Unusable : 040°- 070° beyond 20nm BLW 8000ft.
DME	KGE	1191MHz (CH-104X)	2200 - 1300	*314751.15N/ 1304333.97E*	901ft	DME Unusable : 040°- 050° beyond 15nm BLW 8000ft. 050°- 070° beyond 20nm BLW 8000ft.
ILS-LOC 34	IKG	111.7MHz	2200 - 1300	*314900.89N/ 1304236.96E*		LOC : 230m(755ft) away FM RWY 16 THR, BRG (MAG) 337°
ILS-GP 34	-	333.5MHz	2200 - 1300	*314740.78N/ 1304336.38E*		GP : 312m(1024ft) inside FM RWY 34 THR, 120m(394ft) E of RCL. HGT of ILS REF datum 17.3m(57ft). GP angle 3.0°
ILS-DME 34	IKG	1015MHz (CH-54X)	2200 - 1300	*314741.11N/ 1304336.81E*	880ft	DME : 315m(1034ft) inside FM RWY 34 THR, 135m(443ft) E of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based



REMARKS : 1. ILS-LOC beam BRG(MAG) 337°
2. HGT of ILS REF datum 17.3m (57ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 268.1m (880ft)

RJFK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 Aircraft operations other than scheduled flights or in an emergency

Owing to congestion on the ACFT aprons, operators of transient ACFT are requested to obtain prior permission from CAB KAGOSHIMA(TEL:0995-58-4470), EXC SKD FLT and ACFT in an emergency.

1.2 管制方式

1.2.1 CDO (Continuous Descent Operation)

鹿児島空港への CDO は次に掲げる方式に従うこと。

(1) 適用時間

鹿児島空港到着予定時刻が 1930JST から運用時間終了まで

(2) 対象経路

滑走路 34 運用時

SPICA から SIMAZ EAST ARRIVAL を経由する経路

(3) 実施方式

A. CDO の要求及び承認

a) 航空機からの CDO の要求及び管制機関からの承認は、次表の CDO 経路名を用いて行う。CDO 経路には高度制限が付加されていることに留意すること。

(b) 使用滑走路が変更になった場合、CDO の中止が指示される。

B. CDO の要求時期

航空機は、降下開始点に到達する時刻の 10 分前までに、降下開始点を付して、管制機関に対して CDO の要求を行うこと。

1.2 ATC Procedures

1.2.1 CDO (Continuous Descent Operation)

Pilot shall comply following procedures when conduct CDO at Kagoshima AP.

(1) Applicable time

ETA at Kagoshima airport between 1030UTC and ATC operation terminated.

(2) Routes applicable for CDO

When RWY34 in use

Arrival routes via SPICA and join SIMAZ EAST ARRIVAL

(3) Procedures

A. Request and clearance of CDO

a) CDO route names listed below are used when pilot requests CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.

b) ATC cancels CDO when RWY in use is changed.

B. Timing for requesting CDO

Pilot should request CDO not later than 10 minutes before reaching Top of Descent (TOD) with position of TOD.

Runway 34

CDO route name	Route
Runway 34 CDO Number 1	SUC Y757/DONKY Y75 VEKVO Y757 SPICA “SIMAZ EAST ARRIVAL” [Altitude Restriction] Cross SPICA at or above 10,000ft, cross JANUS at or above 6,000ft, cross CELES at or above 4,100ft, cross KEPLA at or above 3,300ft, cross MUSES at or above 3,100ft, cross SIMAZ at or above 2,800ft.

Runway 16

CDO route name	Route
	(Not established)

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

Wing tip clearance at the TWY intersection (REF. AD1.1.6.8)
Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

When B744 holding at the stop marking on TWY T2 or T6

Wing Span (WS) of aircraft taxiing on TWY P1 - P2 or P5 - P6	WS =< 21.4m	WS > 21.4m
Wing tip clearance	*B	*C

Legend:
*A wing tip clearance ≧ 15m
*B 6.5m ≦ wing tip clearance ＜ 15m
*C wing tip clearance ＜ 6.5m

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

RJFK AD 2.21 NOISE ABATEMENT PROCEDURES

１．騒音軽減運航方式	**1. Noise Abatement Operating Procedures**
すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。	For all jet aircraft, in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.
(1) 離陸について（滑走路 16/34）	(1)For take-off from RWY16/34
急上昇方式	Steepest Climb Procedure
(2) 着陸について（滑走路 16/34）	(2)For landing to RWY16/34
ディレイド･フラップ進入方式及び低フラップ角着陸方式	Delayed Flap Approach Procedure and Reduced Flap Setting Procedure
(3) リバース･スラストについて	(3)Reverse Thrust
なし	Nil
２．優先滑走路方式	**2. Preferential Runways Procedures**
なし	Nil
３．優先飛行経路	**3. Noise Preferential Routes**
なし	Nil

RJFK 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	16	-	0' - 400m *200' - 800m	-	0' - 600m *200' - 800m	-	0' - 800m *200' - 800m
	34	200' - 800m	200' - 800m	200' - 800m	200' - 800m	-	200' - 800m
OTHER	16	AVBL LDG MINIMA					
	34						

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.
* Applicable to OSUMI FIVE DEPARTURE

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	16	A,B,C,D	-	400m	-	400m	-	500m
	34	A,B,C,D	400m	400m	400m	400m	-	500m
OTHER	16	A,B,C,D	AVBL LDG MINIMA					
	34	A,B,C,D						

3. Trajectorized Airport Traffic Data Processing System (TAPS)
Aircraft flying in Kagoshima approach control area under its control will be instructed to reply with discrete code on Mode A/3 and Mode C.
If an aircraft has no capability of replying with discrete code, the pilot shall report ATC if so instructed.
鹿児島アプローチの指示のもとに、当該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。
二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対し、その旨通報すること。

4. Lost Communication Procedures for Arrival Aircraft under radar navigational guidance
If radio communications with Kagoshima Approach/Radar are lost for 30 seconds,Squawk Mode A/3 Code 7600 and :
1) Contact Kagoshima tower.
2) If unable, proceed in accordance with visual flight rules.
3) If unable, proceed to KAJIKI VOR at the last assigned altitude or 4000 feet whichever is higher, and execute approach.

Note : Procedures other than above will be issued when situation requires.

RJFK AD 2.23 ADDITIONAL INFORMATION

Volcano SAKURAJIMA located 3135N/13040E being active

RJFK AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart-1
Aerodrome/Heliport Chart-2
Aerodrome Obstacle Chart - type A (RWY16/34)
Aerodrome Obstacle Chart - type B (RWY16/34)
Standard Departure Chart - Instrument (NANSHU)*
Standard Departure Chart - Instrument (OSUMI)*
Standard Departure Chart - Instrument (SOGIE)*
Standard Departure Chart - Instrument (AIRA)*
Standard Departure Chart - Instrument (MIDAI-RNAV)
Standard Arrival Chart - Instrument (SIMAZ-RNAV)
Standard Arrival Chart - Instrument (KINKOH-RNAV)
Standard Arrival Chart - Instrument (OGOJO, YUKSA, OIDON-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY34)
Instrument Approach Chart (ILS Y or LOC Y RWY34)
Instrument Approach Chart (VOR RWY34)*
Instrument Approach Chart (VOR A)*
Instrument Approach Chart (RNP RWY16)
Other Chart (KINKO VISUAL RWY34)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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

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AERODROME CHART

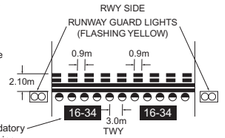
KAGOSHIMA AP
ELEV 271.6m(891ft) ARP

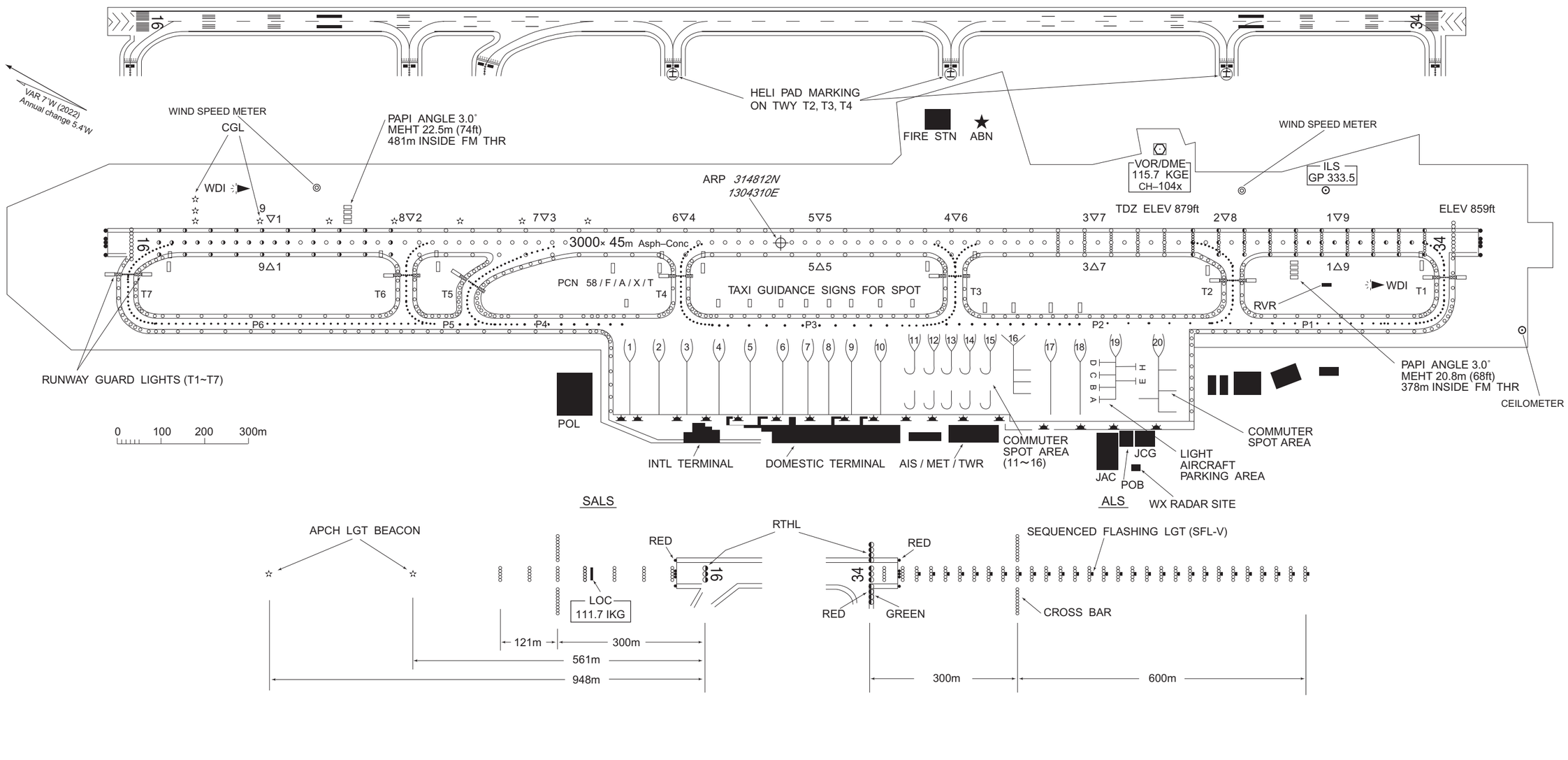
MARKING AIDS

RWY-HOLDING POSITION MARKINGS and STOP BAR LIGHTS

RWY-holding position markings and Stop bar lights and Runway guard lights are located on TWY T1 through T7
: their location are 75m off the RWY centerline of RWY 16/34.
Mandatory instruction markings are located on TWY T1 through T7.

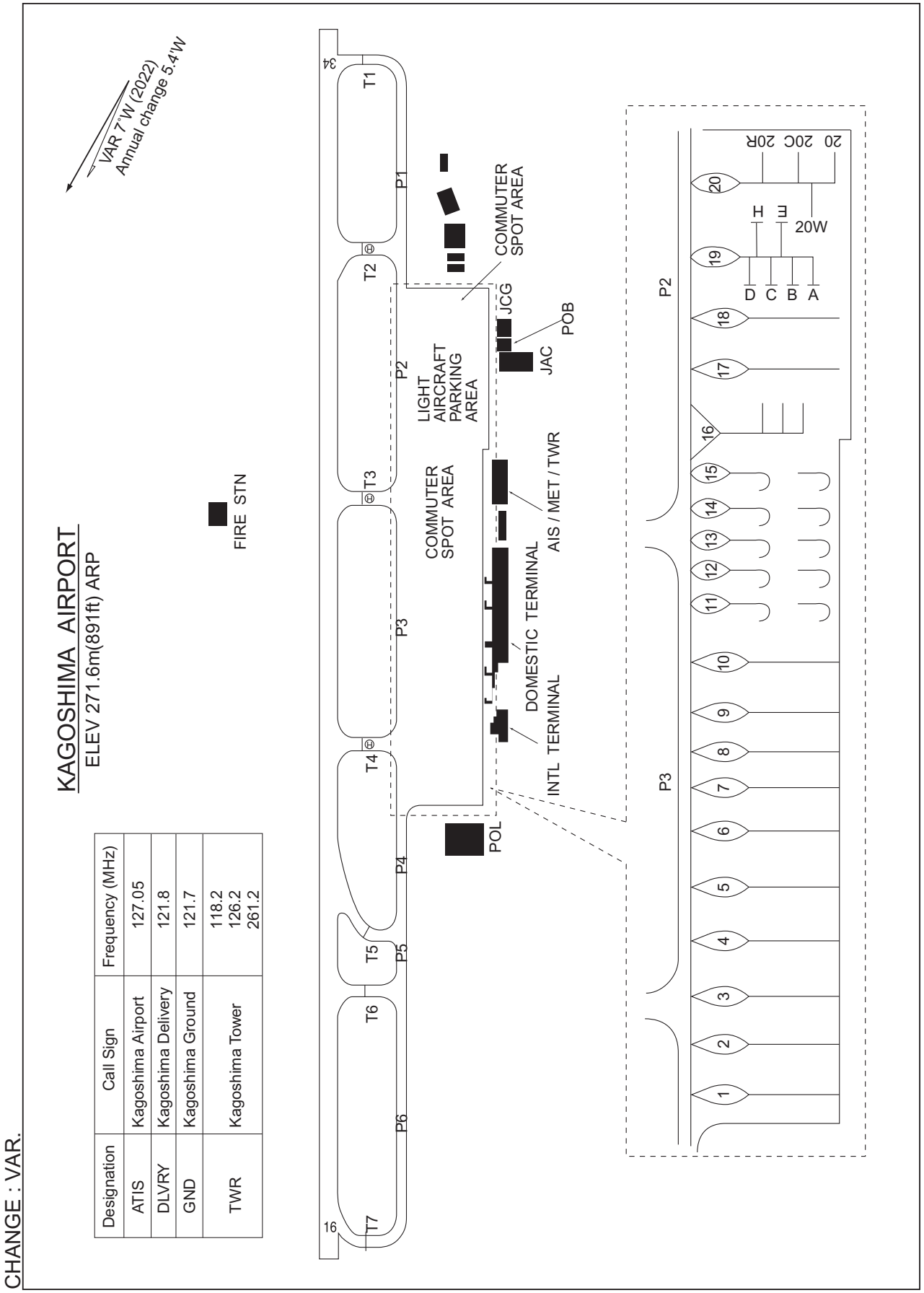
COMMON WAYS OF ITS MARKING AND LIGHTS





CHANGE : VAR.

RJFK / KAGOSHIMA AD CHART



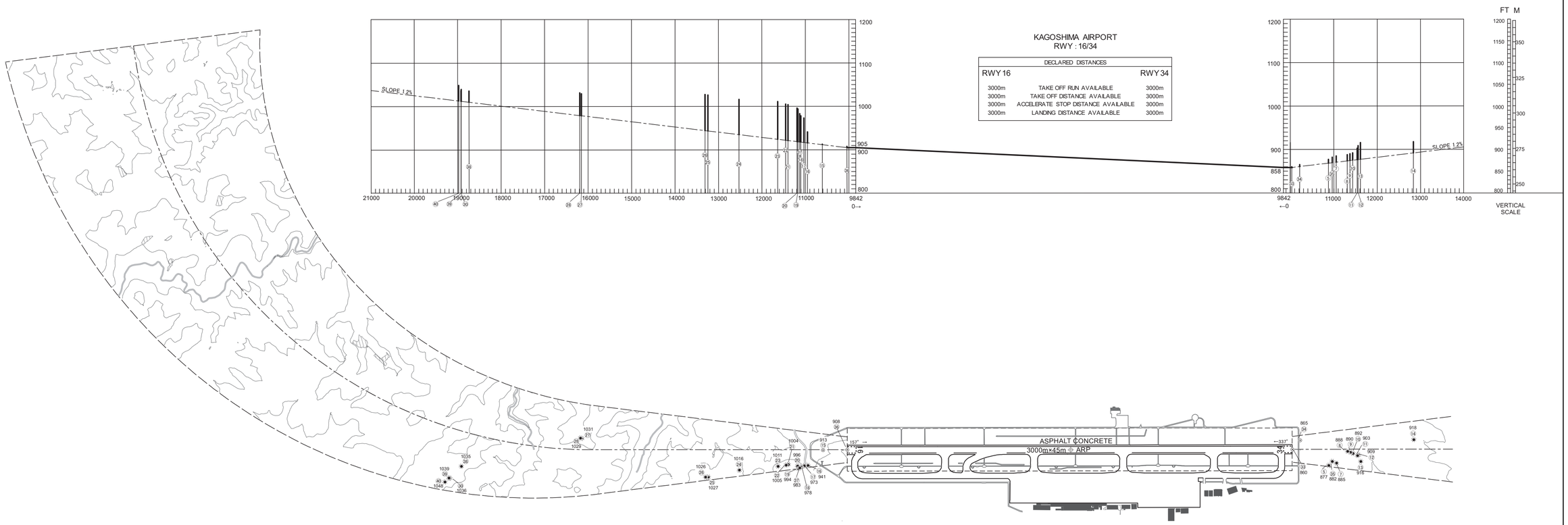
Designation	Call Sign	Frequency (MHz)
ATIS	Kagoshima Airport	127.05
DLVRY	Kagoshima Delivery	121.8
GND	Kagoshima Ground	121.7
TWR	Kagoshima Tower	118.2 126.2 261.2

CHANGE : VAR.

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC
Transverse Mercator Projection

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7°W - OCT 2022



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

HORIZONTAL SCALE

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 ft

METRES
500 0 500 1000 1500 2000 2500 m

LEGEND

- IDENTIFICATION NUMBER
- 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)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

CHANGE:Update

測量法に基づく国土地理院長承認(使用) R 4JHs 286、国土数値情報(河川、緊急輸送道路)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC
Transverse Mercator Projection

AERODROME OBSTACLE CHART-ICAO
TYPE B

AERODROME ELEVATION 891ft ARP

130°40'E 130°41'E 130°42'E 130°43'E 130°44'E 130°45'E 130°46'E 130°47'E

31°52'N 31°51'N 31°50'N 31°49'N 31°48'N 31°47'N 31°46'N 31°45'N 31°44'N

VAR 7° W OCT 2022
ANNUAL CHANGE 5W

TAKE-OFF FLIGHT PATH SLOPE 1.2%

APPROACH SURFACE SLOPE 1:50

HORIZONTAL SURFACE

TRANSITIONAL SURFACE SLOPE 1:7

KIRISHIMA CITY

AIRA CITY

ASPHALT CONCRETE

TAKE-OFF FLIGHT PATH SLOPE 1.2%

APPROACH SURFACE SLOPE 1:50

TRANSITIONAL SURFACE SLOPE 1:7

LEGEND

- AERODROME REFERENCE POINT *31° 48'12"N130° 43'10"E*
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

HORIZONTAL SCALE

FEET

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 ft

500 0 500 1000 1500 2000 2500 3000 m

METRES

CHANGE:Update

測量法に基づく国土地理院長承認(使用) R 4JHs 286、国土数値情報(河川、湖沼、緊急輸送道路、鉄道)

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,...

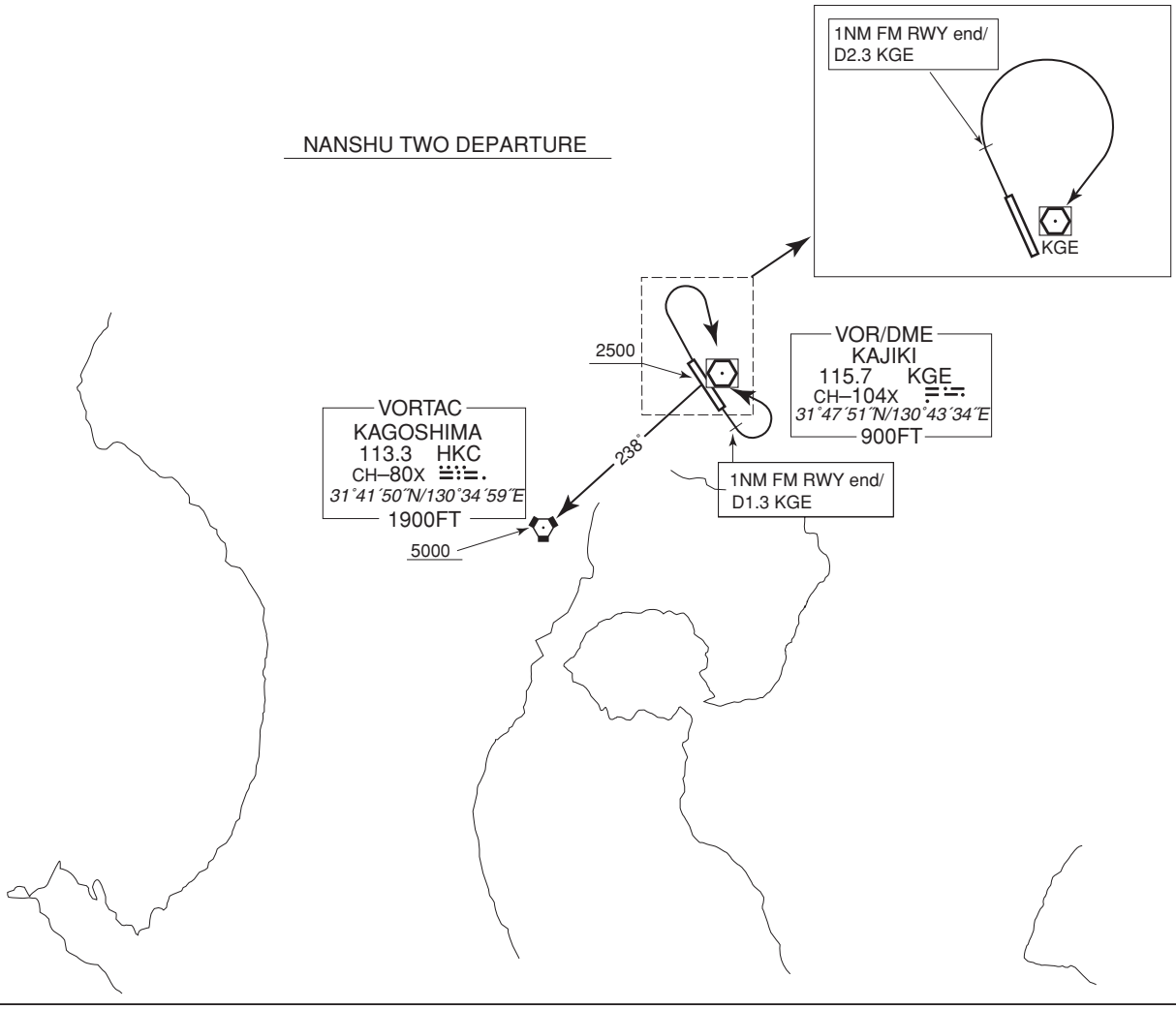
RWY 34 : Climb via RWY HDG until 1NM from RWY end/KGE 2.3DME, turn right,...

...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



CHANGE : SID renamed, Radial

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.

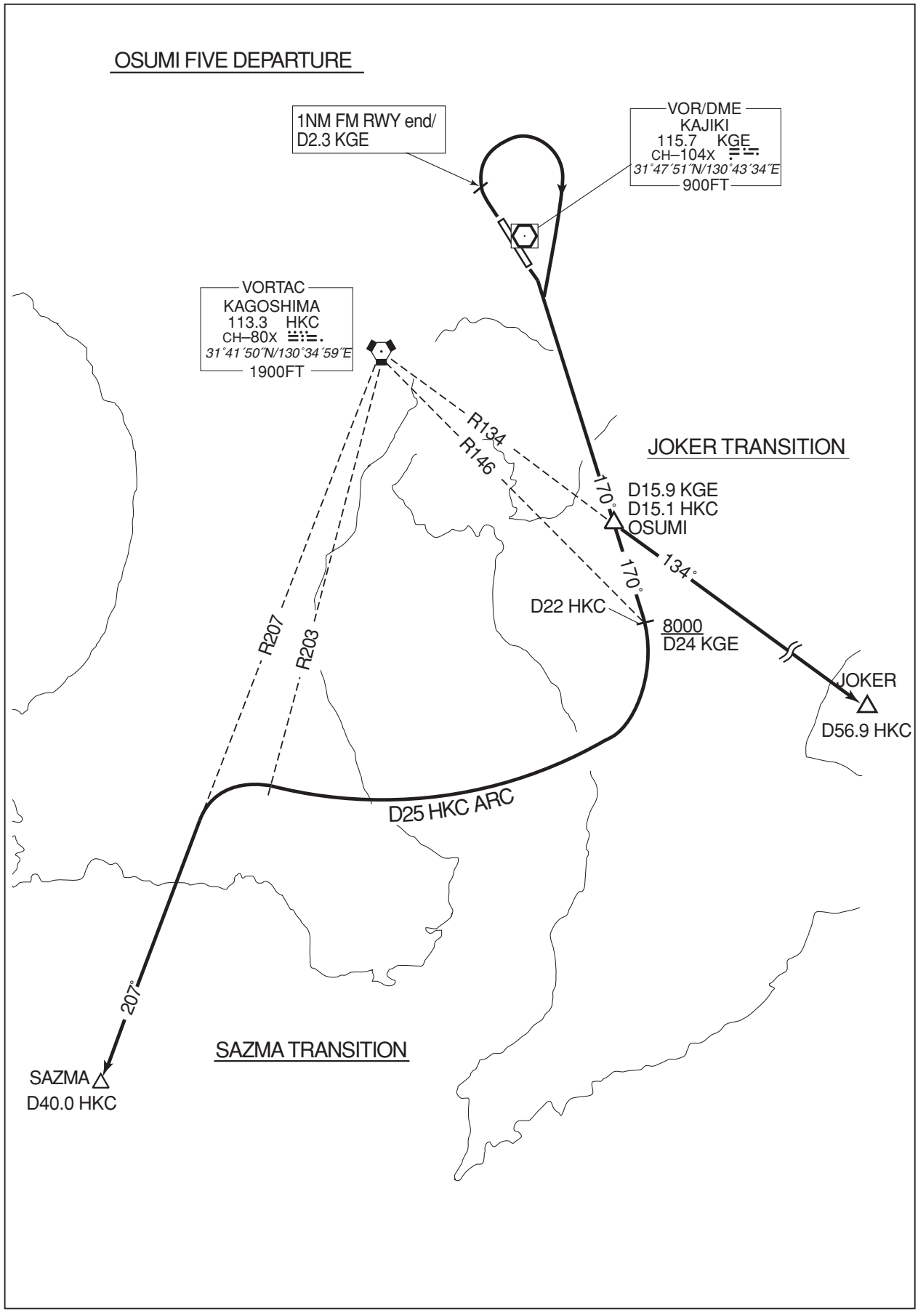
Cross KGE R170/24DME(HKC R146/22DME) at or above 8000FT.

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.

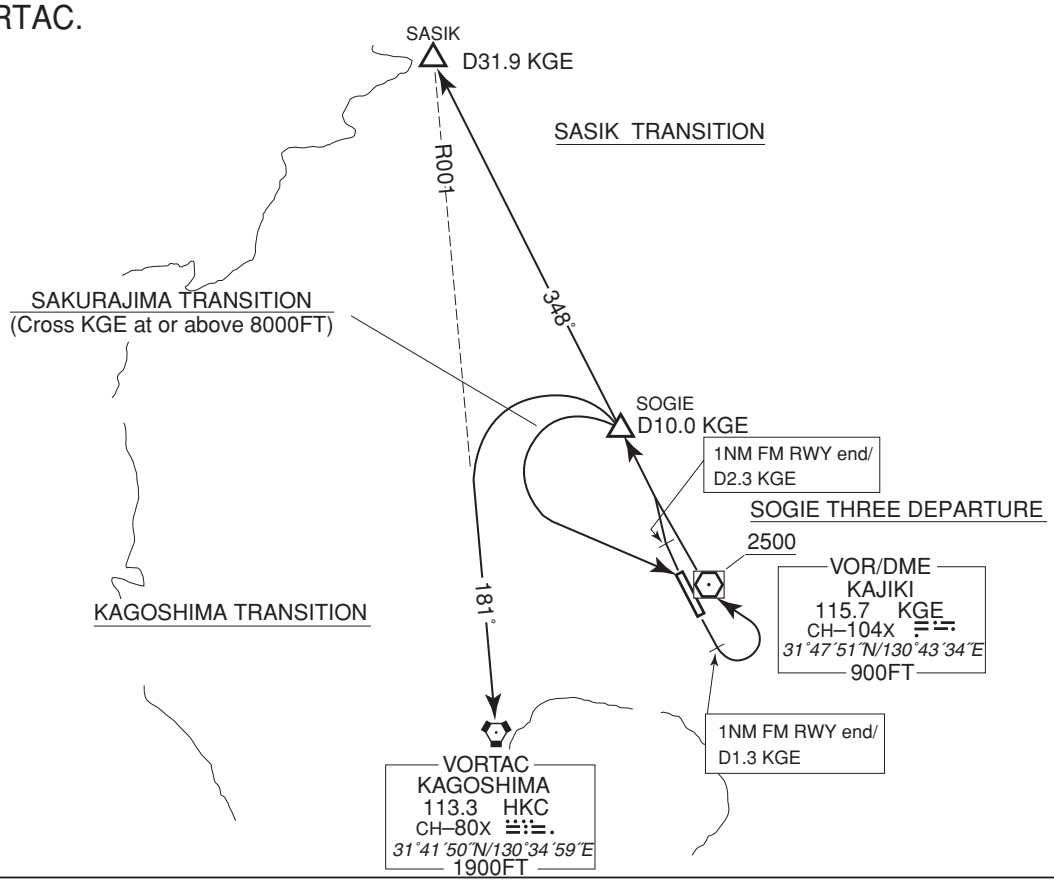
Cross KGE VOR/DME at or above 8000FT.

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

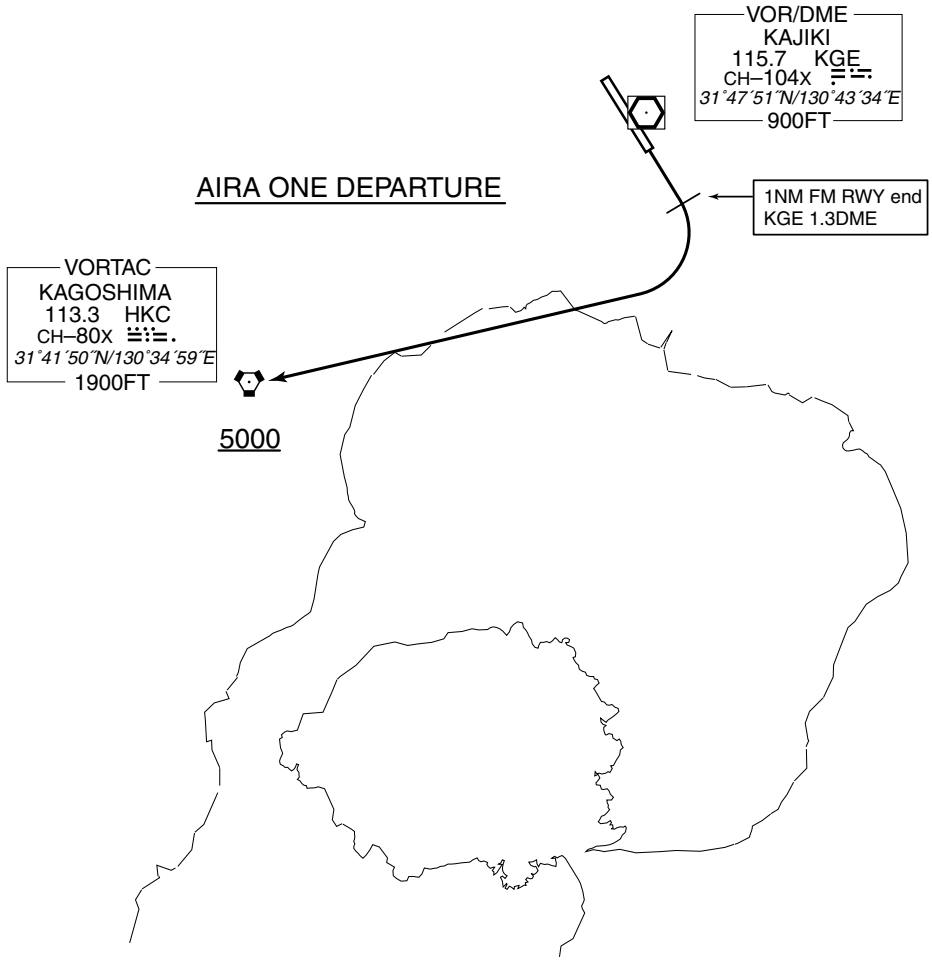
STANDARD DEPARTURE CHART-INSTRUMENT

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.

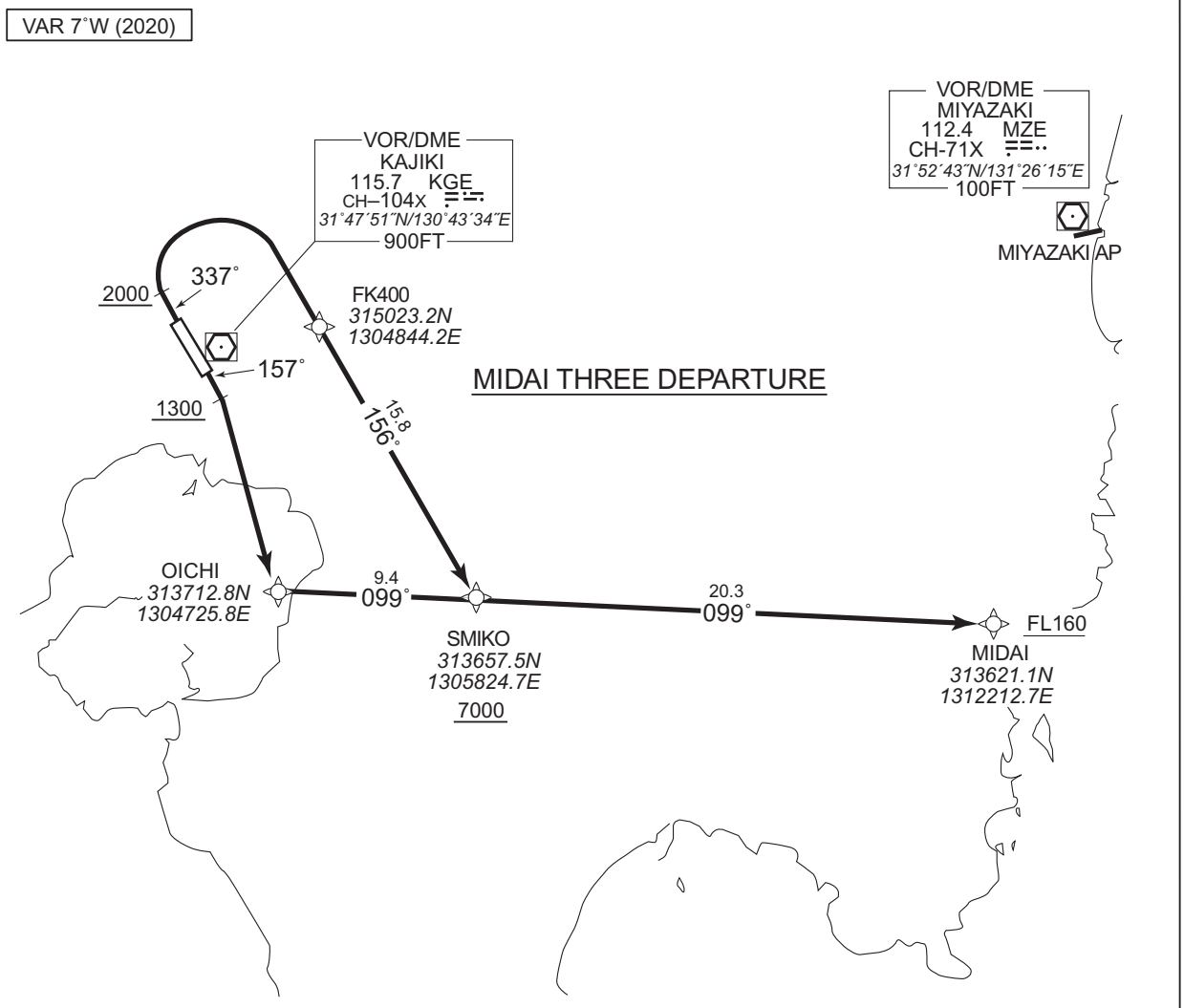
RWY34：(Not established)
Cross HKC VORTAC at or above 5000FT.



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



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.

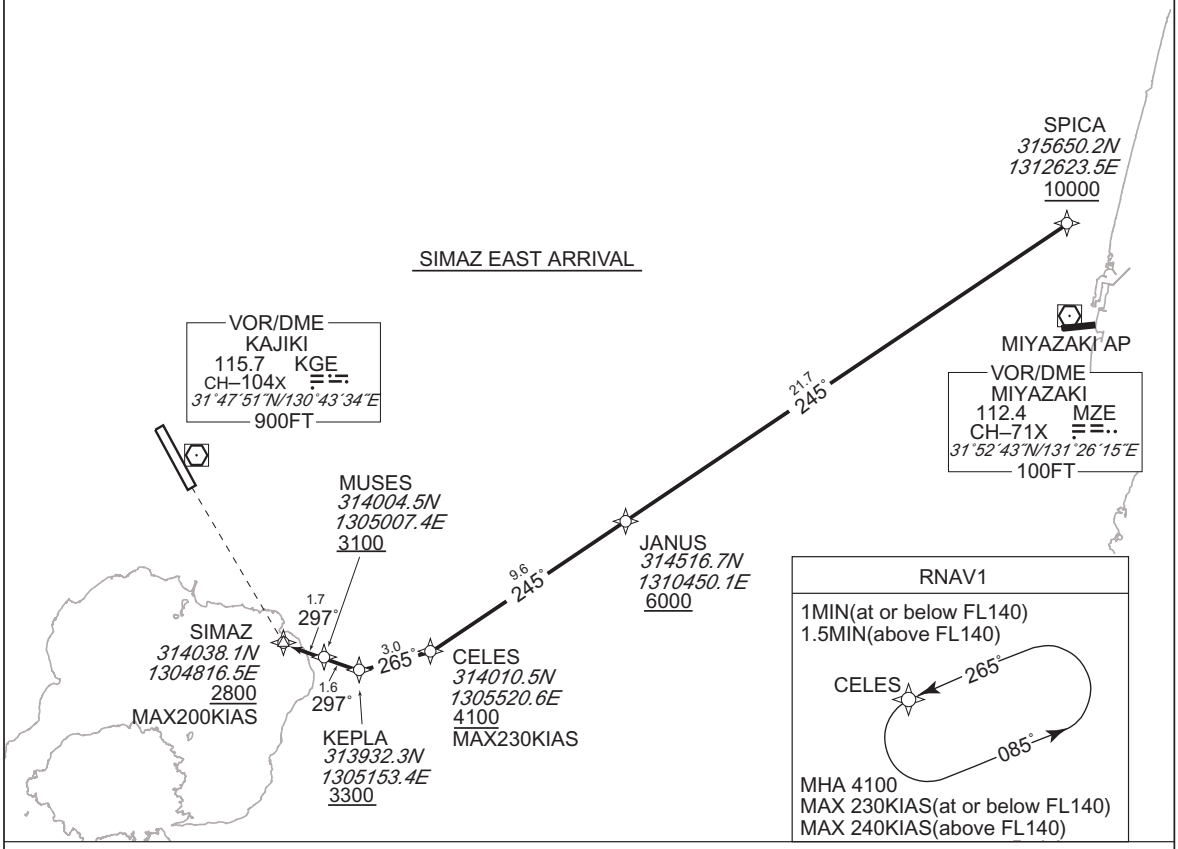
STANDARD ARRIVAL CHART -INSTRUMENT

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

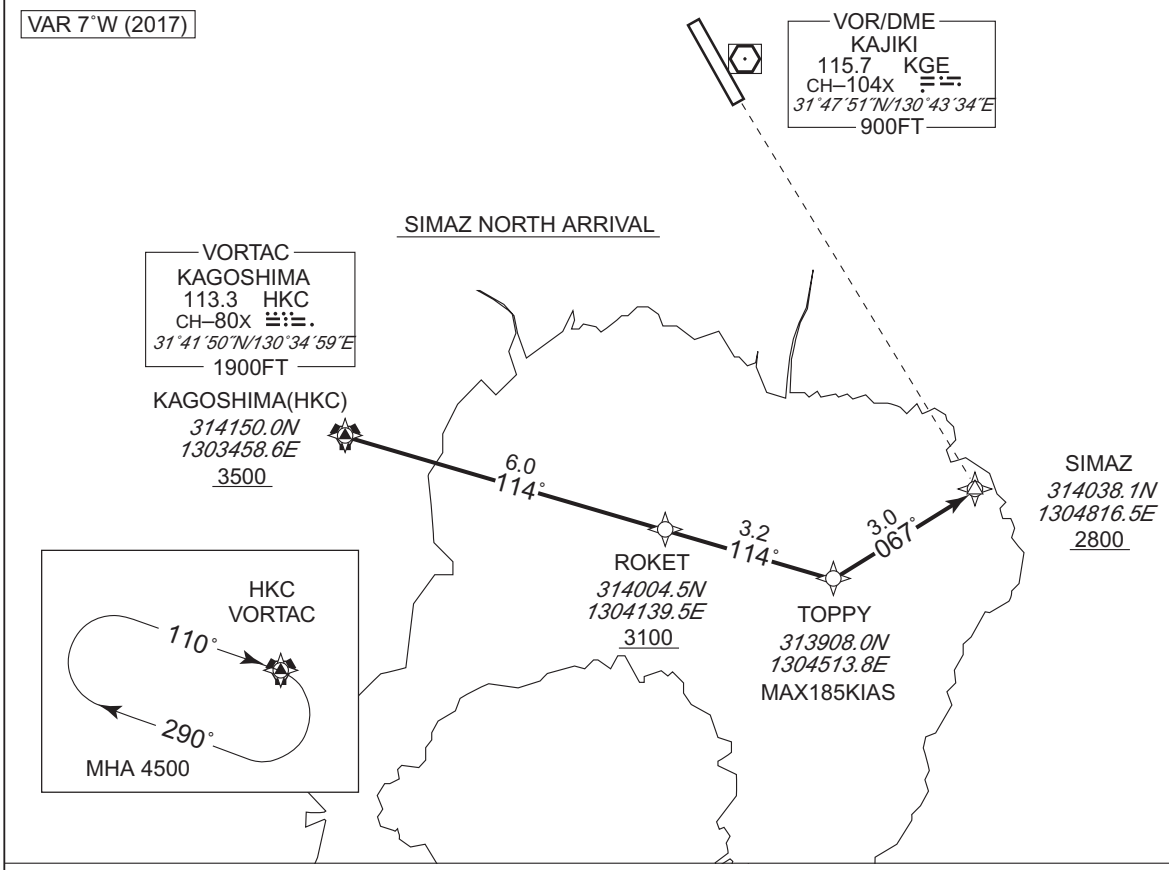
CHANGE : PROC. KOKUBU VOR/DME(KBE) abolished. HLDG pattern.

STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA — RNAV 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 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	–	–	+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

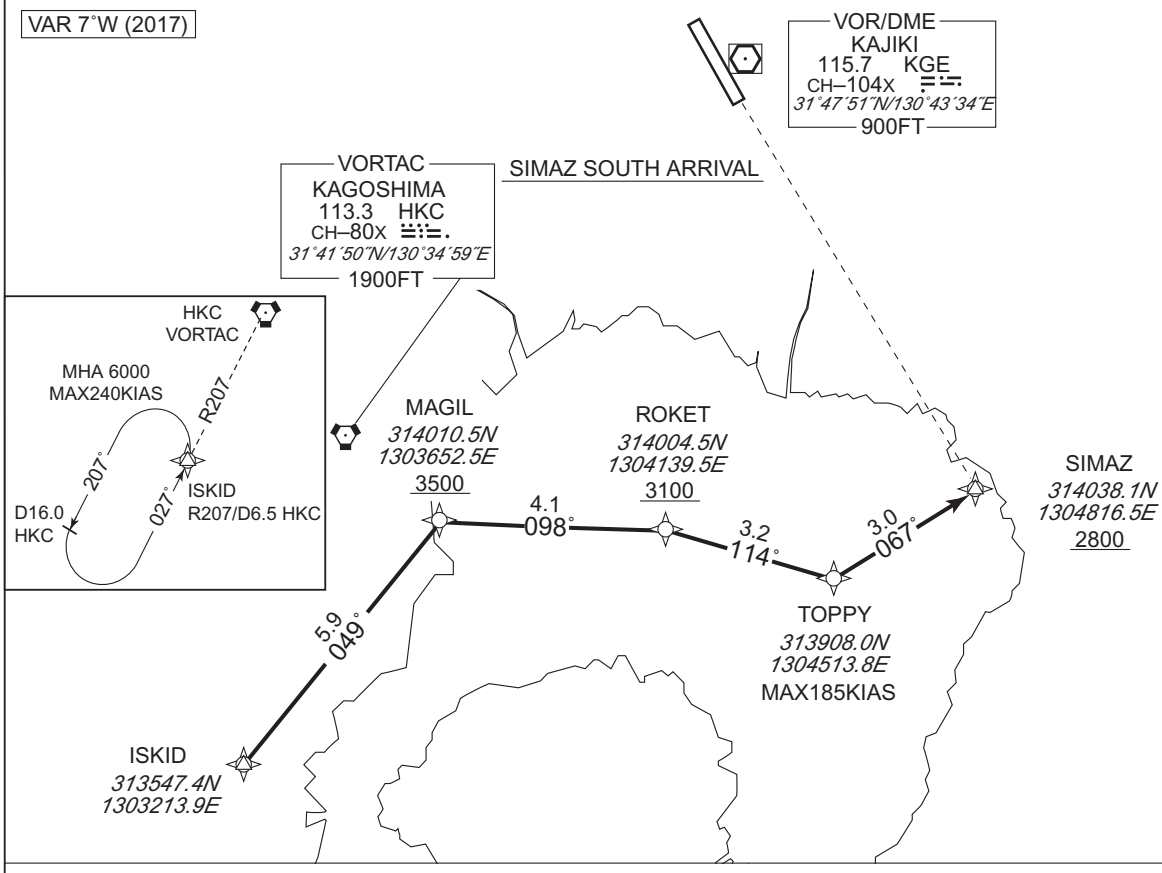
CHANGE : Critical DME,DME GAP. KOKUBU VOR/DME(KBE) abolished.

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.



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

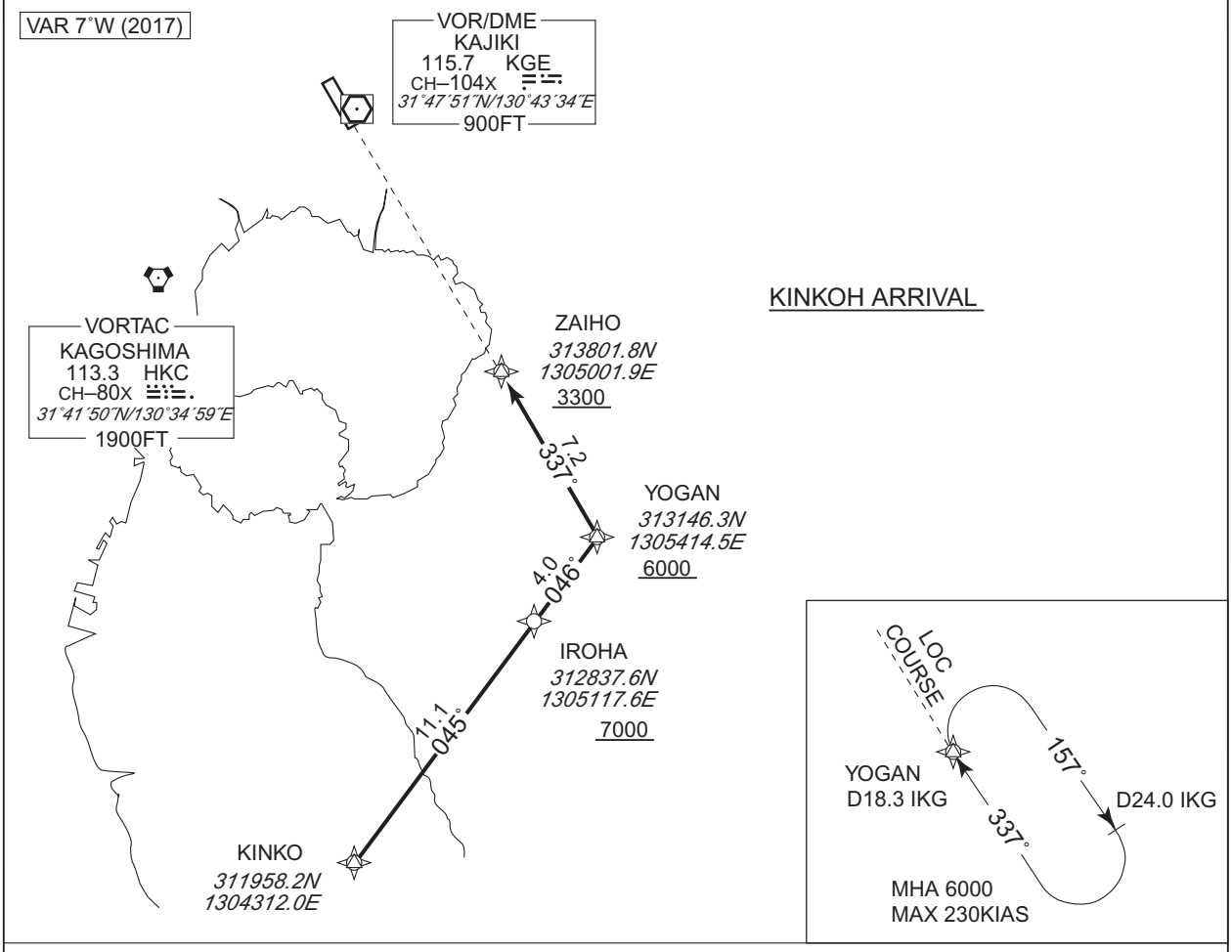
CHANGE : Critical DME,DME GAP. KOKUBU VOR/DME(KBE) abolished.

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.



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.

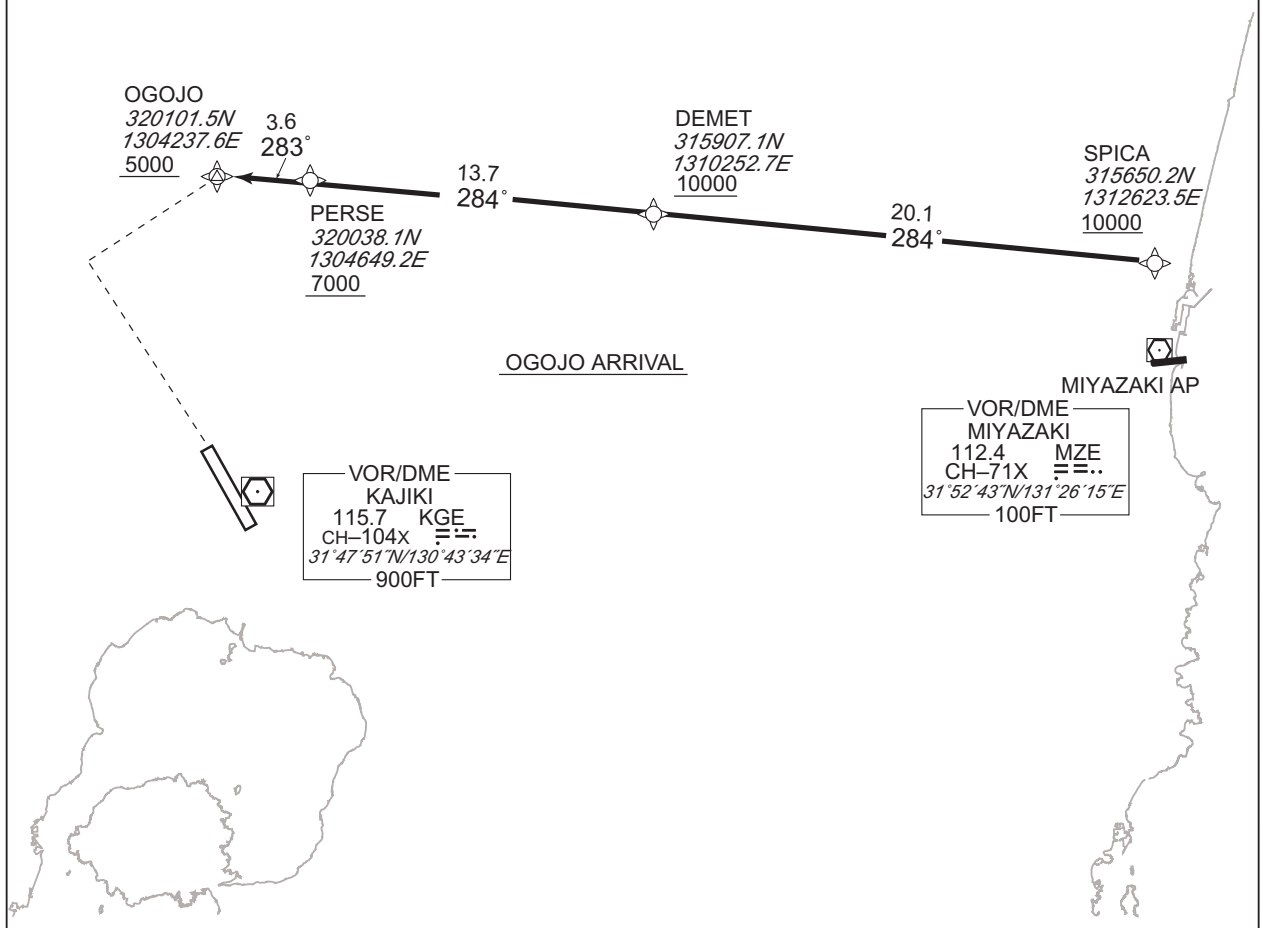
STANDARD ARRIVAL CHART-INSTRUMENT

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

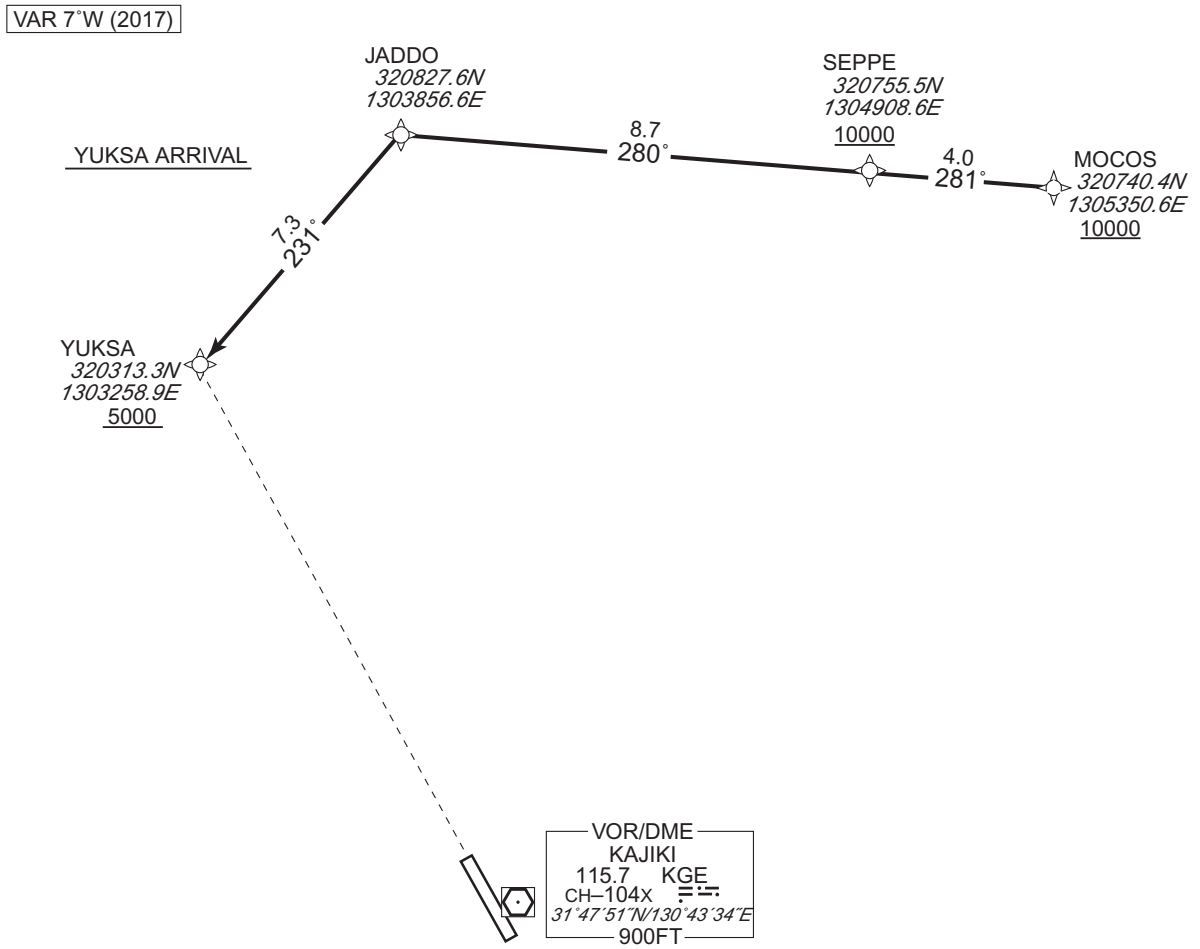
CHANGE : PROC. KOKUBU VOR/DME(KBE) abolished.

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.



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

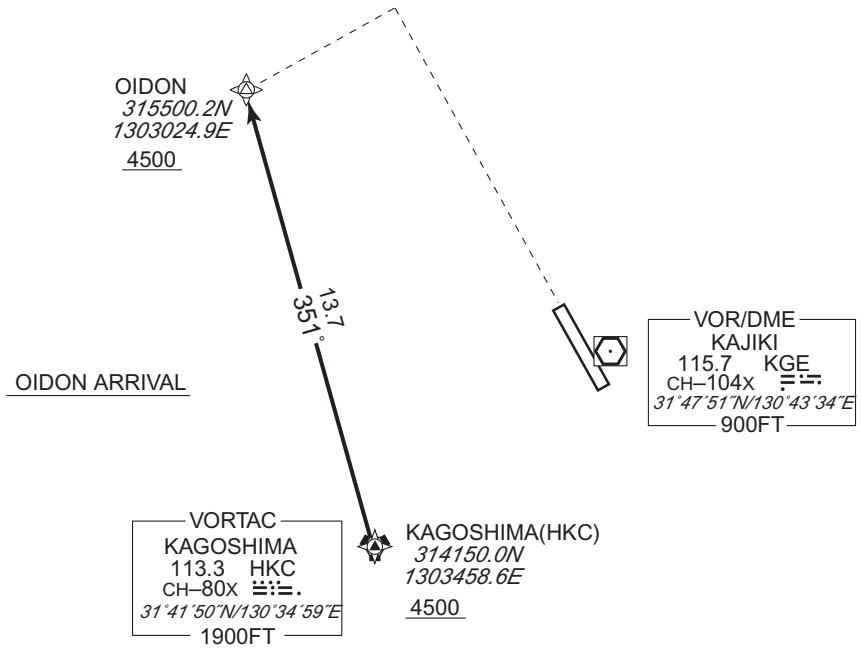
RJFK / KAGOSHIMA

RNAV STAR RWY16

OIDON ARRIVAL	RNAV 1

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

VAR 7°W (2017)



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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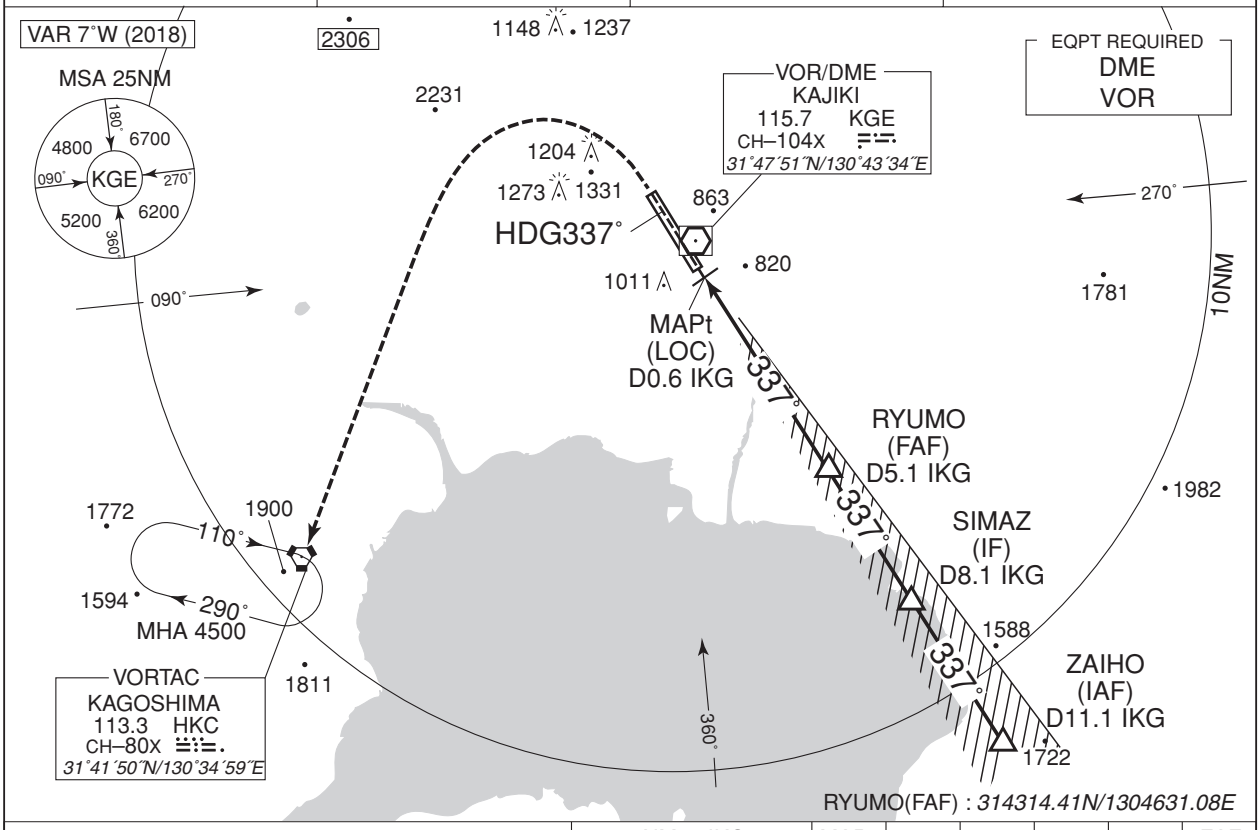
INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

ILS Z or LOC Z RWY34

KAGOSHIMA APP	ILS - LOC	KAGOSHIMA TOWER	RADAR AVBL
126.0 –119.4 120.8 –261.2	111.7 IKG ILS–GP 333.5 ILS–DME CH–54X	118.2 –126.2 –261.2	ATIS 127.05

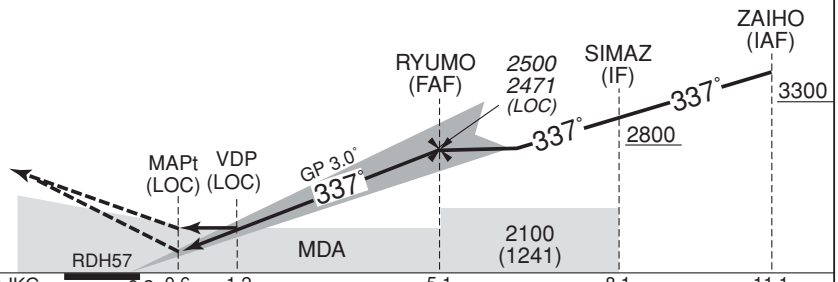


NM to IKG	MAPt	2	3	4	5	FAF
ALT (3.0˚ APCH Path)	–	1490	1809	2127	2446	2471

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	5.1	8.1	11.1
NM to THR	0	0.5	1.1	4.9	7.9	10.9

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						2400
D				1400	1710 (819)	3200

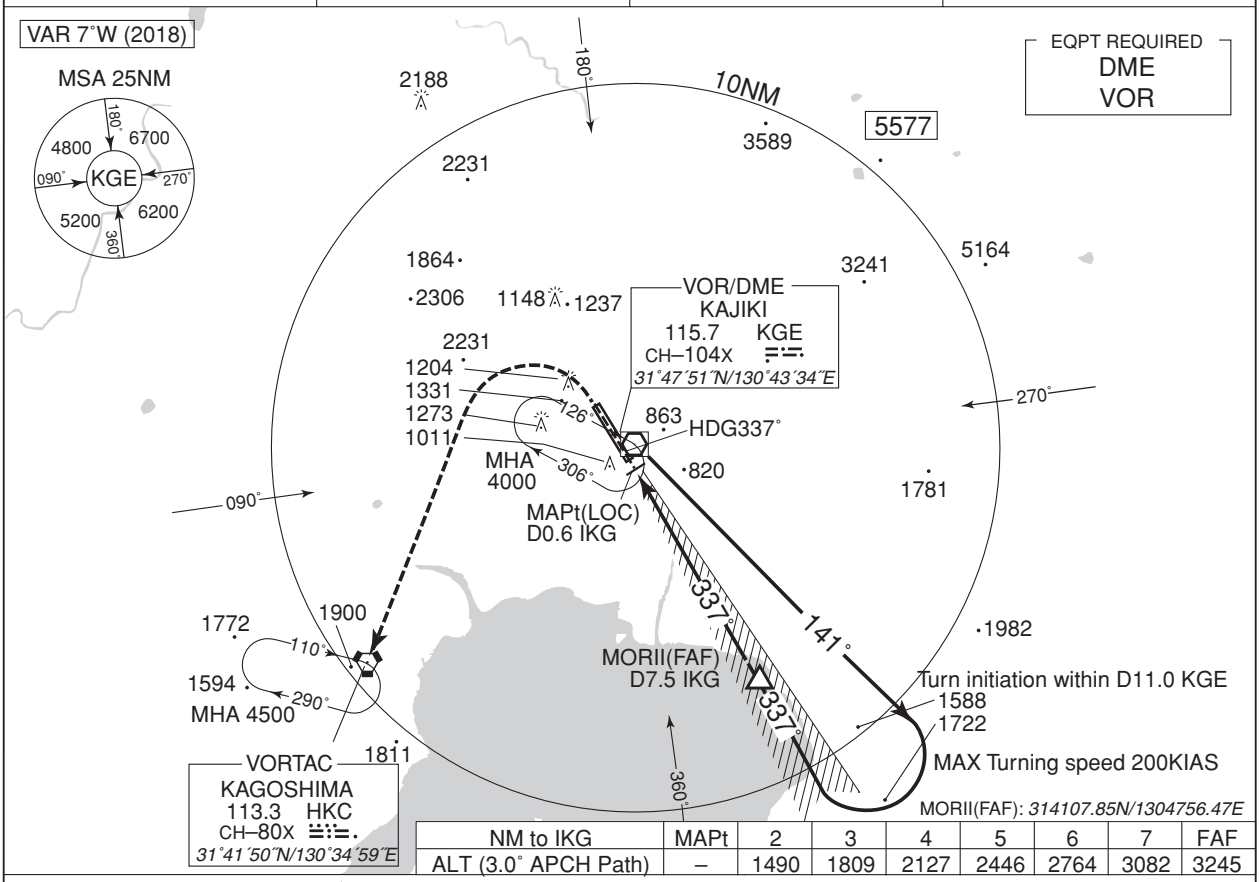
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA — ILS Y or LOC Y RWY34

KAGOSHIMA APP	ILS - LOC	KAGOSHIMA TOWER	RADAR AVBL
126.0 –119.4 120.8 –261.2	111.7 IKG ILS–GP 333.5 ILS–DME CH–54X	118.2 –126.2 –261.2	ATIS 127.05

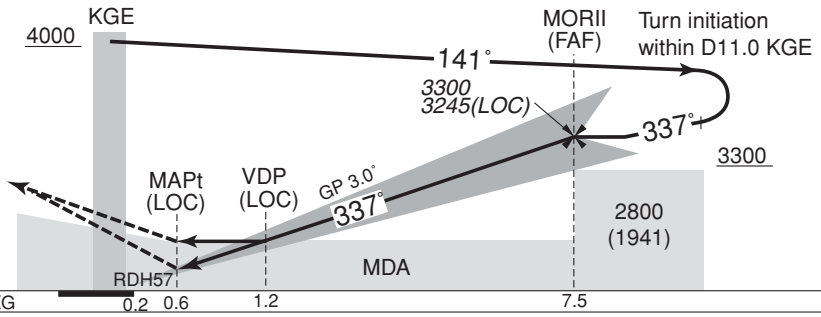


NM to IKG	MAPt	2	3	4	5	6	7	FAF
ALT (3.0° APCH Path)	–	1490	1809	2127	2446	2764	3082	3245

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						2400
D				1400	1710 (819)	3200

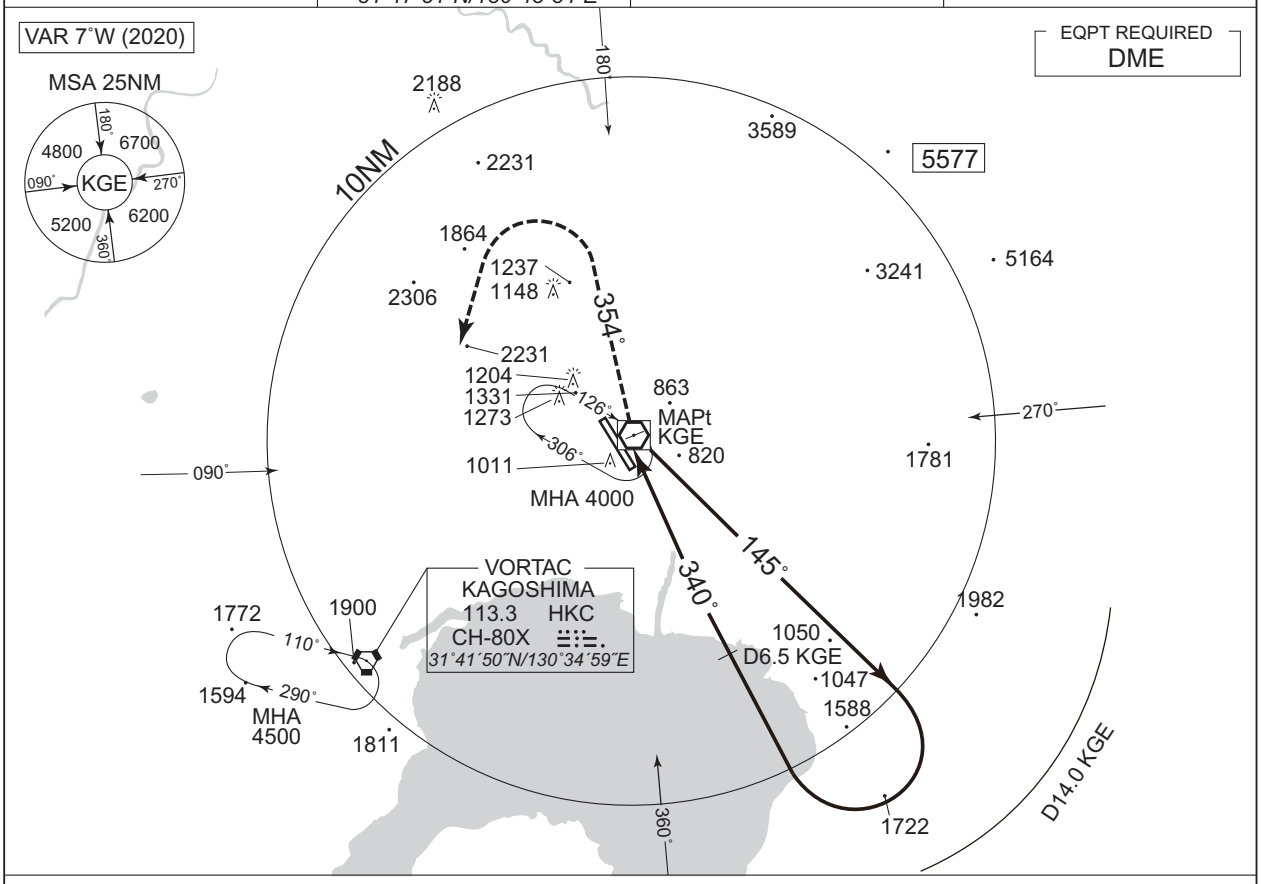
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR, Radial

INSTRUMENT APPROACH CHART

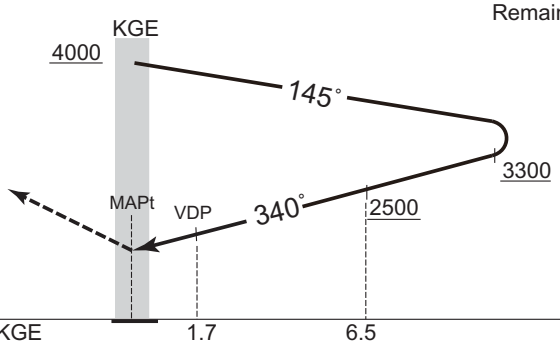
RJFK / KAGOSHIMA — VOR RWY34

KAGOSHIMA APP	KAJIKI VOR/DME	KAGOSHIMA TOWER	RADAR AVBL
126.0 –119.4 120.8 –261.2	115.7 KGE CH–104X *31°47′51″N/130°43′34″E*	118.2 –126.2 –261.2	ATIS 127.05



MISSED APPROACH

At KGE VOR/DME, turn right, climb via KGE R354 to 3500FT, turn left, direct to HKC VORTAC and hold at 4500FT. Contact KAGOSHIMA APP.



MINIMA THR elev. 859 AD elev. 891

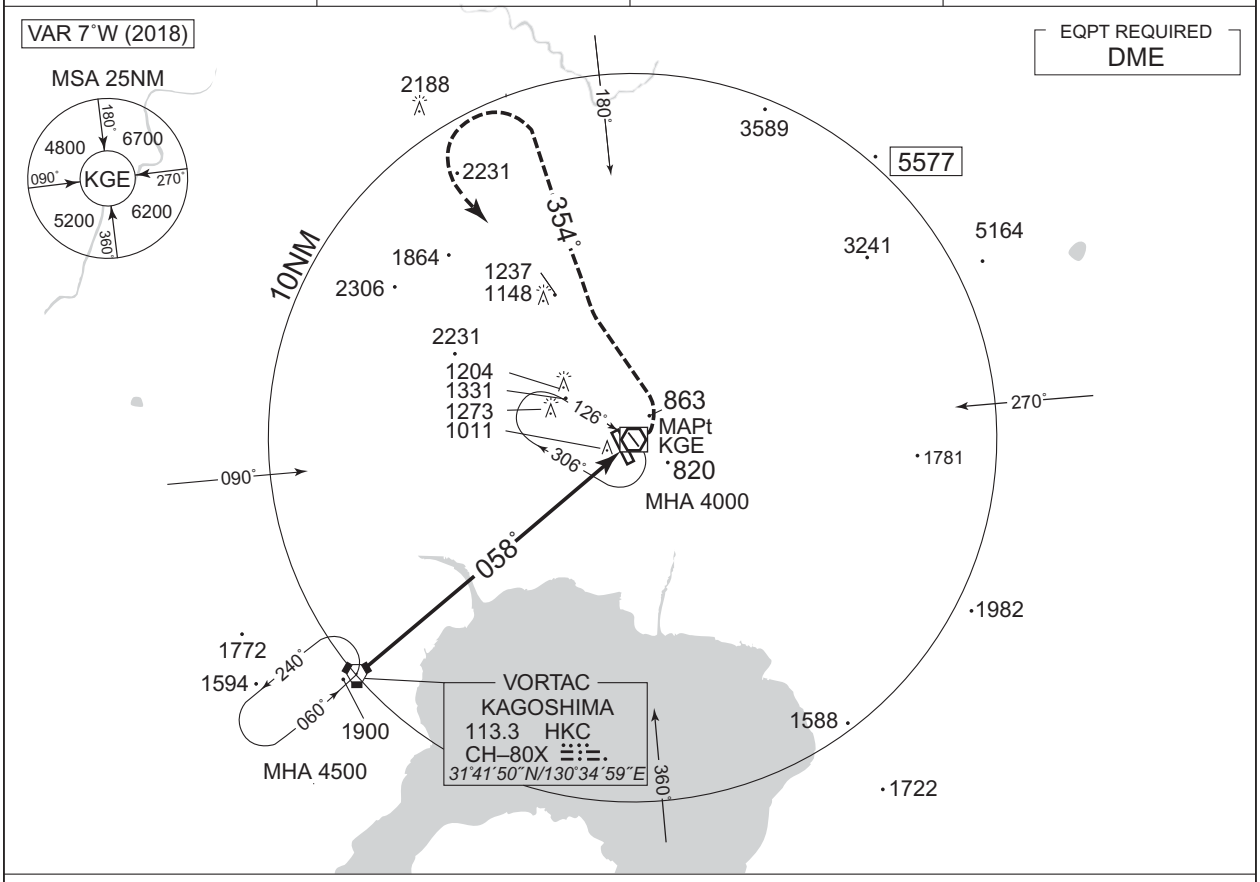
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	1350 (491)	1000	1660 (769)	1600
B		1200		
C				2400
D		1600	1710 (819)	3200

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

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA VOR A

KAGOSHIMA APP	KAJIKI VOR/DME	KAGOSHIMA TOWER	RADAR AVBL
126.0 –119.4 120.8 –261.2	115.7 KGE CH–104X *31°47′51″N/130°43′34″E*	118.2 –126.2 –261.2	ATIS 127.05



MISSED APPROACH

At KGE VOR/DME, turn left, climb via KGE R354 to 4000FT, turn left direct to KGE VOR/DME within KGE 10DME and hold at 4000FT. Contact KAGOSHIMA APP.

MINIMA AD elev. 891

CAT	CIRCLING	
	MDA(H)	VIS
A	1660 (769)	1600
B		
C		2400
D	1710 (819)	3200

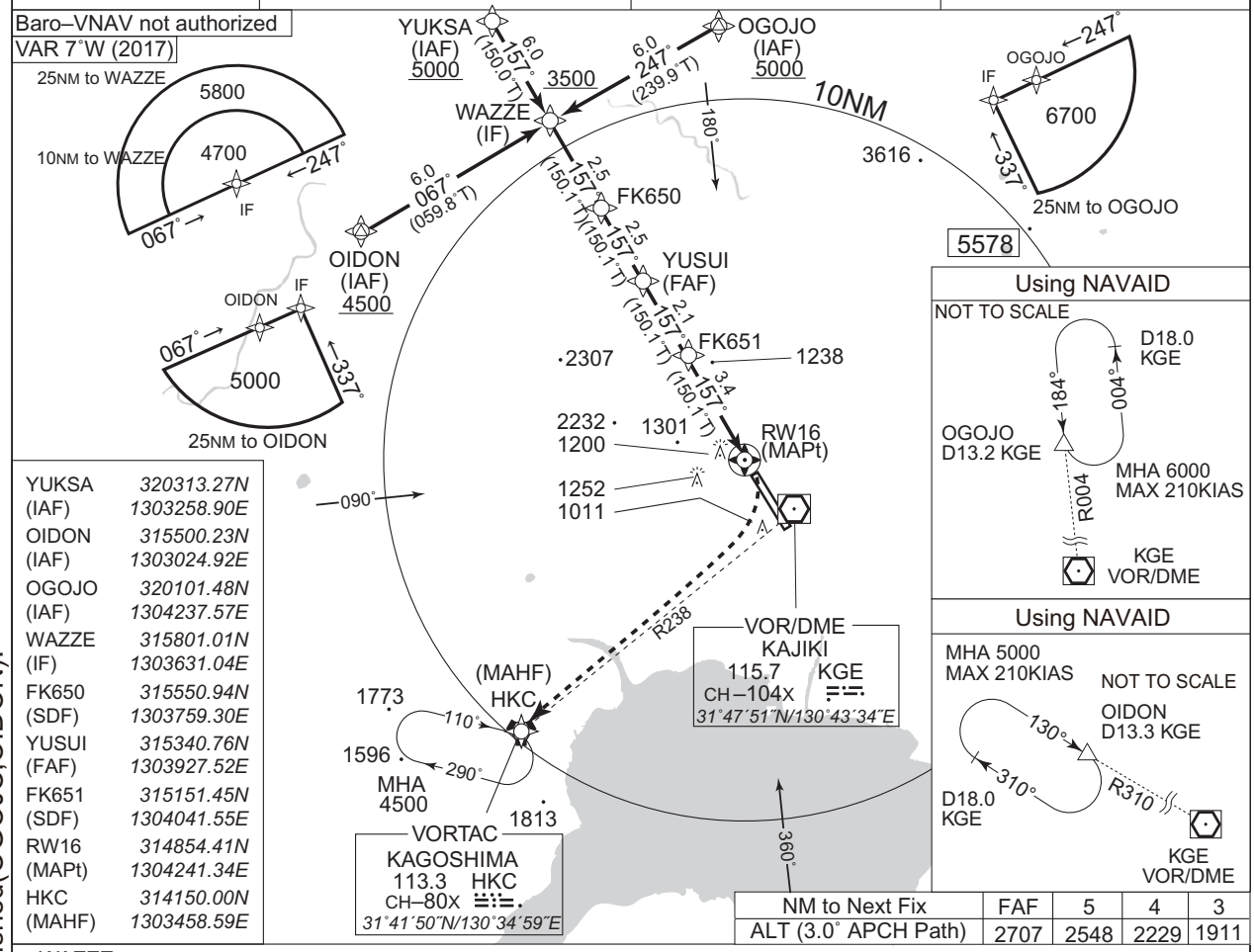
CHANGE : PROC course.

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

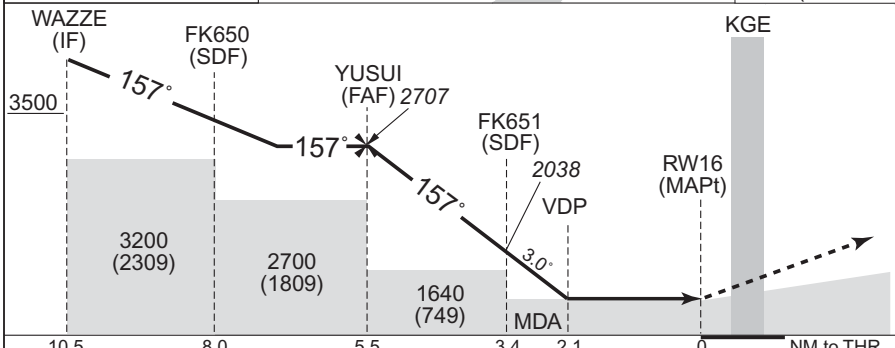
RNP RWY16

KAGOSHIMA APP	RNP APCH	KAGOSHIMA TOWER	RADAR AVBL
126.0 –119.4 120.8 –261.2		118.2 –126.2 –261.2	ATIS 127.05



YUKSA (IAF)	*320313.27N* *1303258.90E*
OIDON (IAF)	*315500.23N* *1303024.92E*
OGOJO (IAF)	*320101.48N* *1304237.57E*
WAZZE (IF)	*315801.01N* *1303631.04E*
FK650 (SDF)	*315550.94N* *1303759.30E*
YUSUI (FAF)	*315340.76N* *1303927.52E*
FK651 (SDF)	*315151.45N* *1304041.55E*
RW16 (MAPt)	*314854.41N* *1304241.34E*
HKC (MAHF)	*314150.00N* *1303458.59E*

NM to Next Fix	FAF	5	4	3
ALT (3.0˚ APCH Path)	2707	2548	2229	1911



MISSED APPROACH
Turn right direct to HKC and hold at 4500FT.
Contact KAGOSHIMA APP.

(For using VOR/DME)
Turn right climb to 4500FT via KGE R238 to HKC VORTAC and hold.
Contact KAGOSHIMA APP.

MINIMA THR elev. 906 AD elev. 891

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	Not applicable		1610 (719)	1500	1660 (769)	1600
B						
C				1800		2400
D				2000	1710 (819)	3200

CHANGE : FK650,FK651 established. RNAV HLDG abolished(OGOJO,OIDON).

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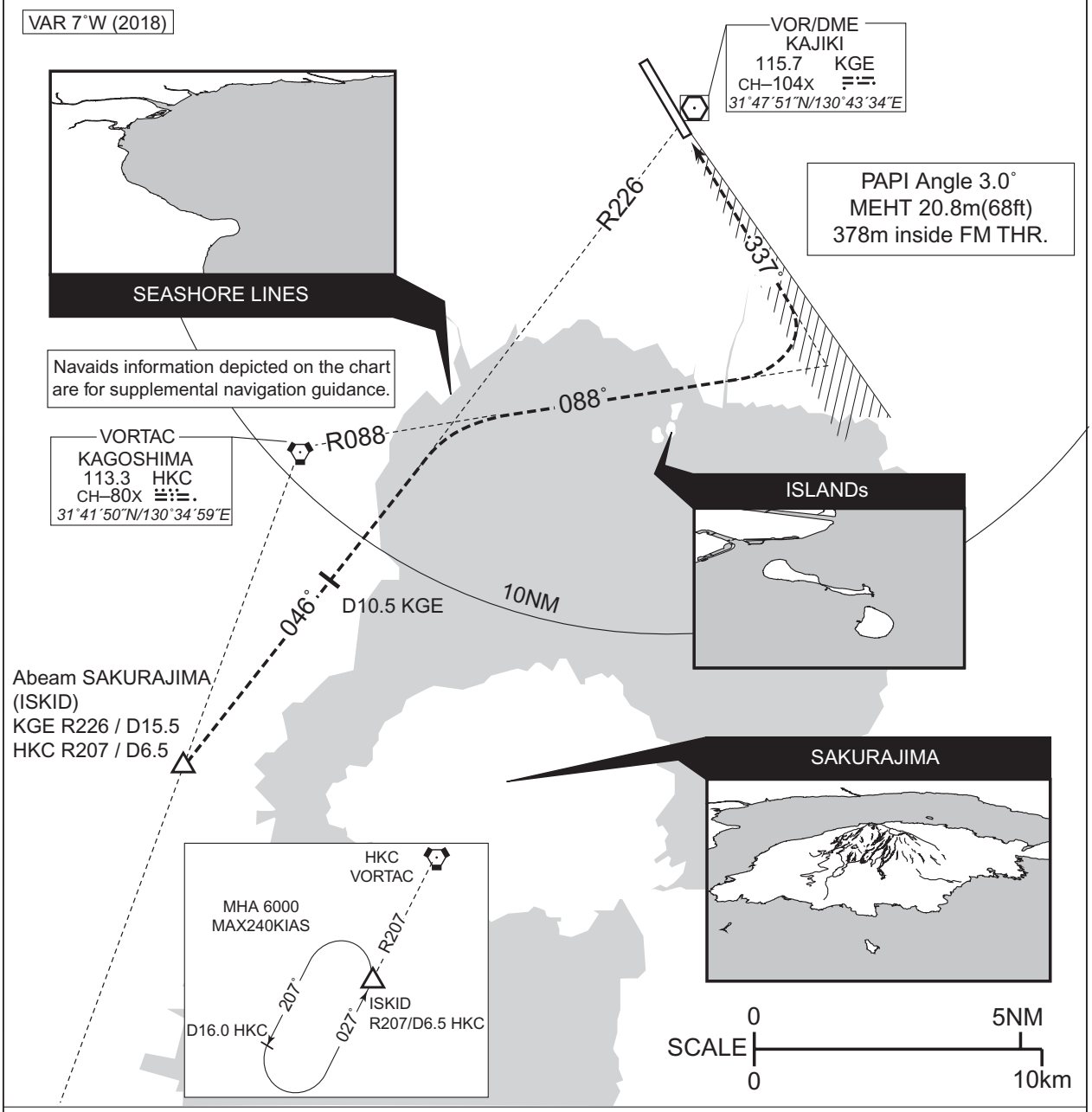
RJFK / KAGOSHIMA

VISUAL APPROACH
KINKO VISUAL RWY34

KAGOSHIMA APP	ILS - LOC	KAGOSHIMA TOWER	ATIS
126.0 –119.4 120.8 –261.2	111.7 IKG CH–54X ILS–GP 333.5	118.2 –126.2 –261.2	127.05



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>

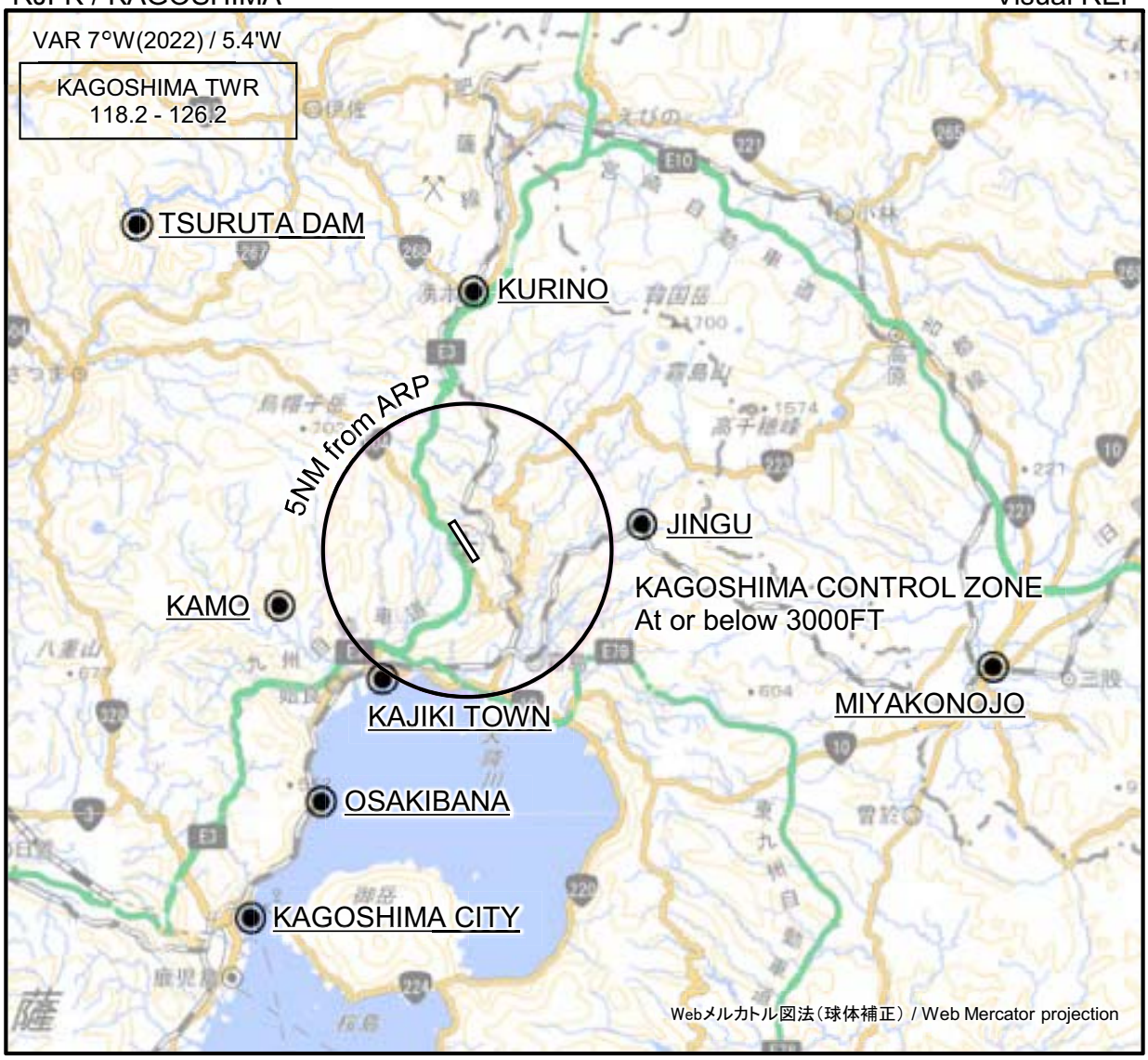
After ISKID, aircraft proceed via seashore lines to the mouth of the Beppu River (KGE R226), proceed via seashore lines to ISLANDs(HKC R088) until intercept to RWY34 RWY center line, and proceed to RWY34(IKG LOC course).

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.

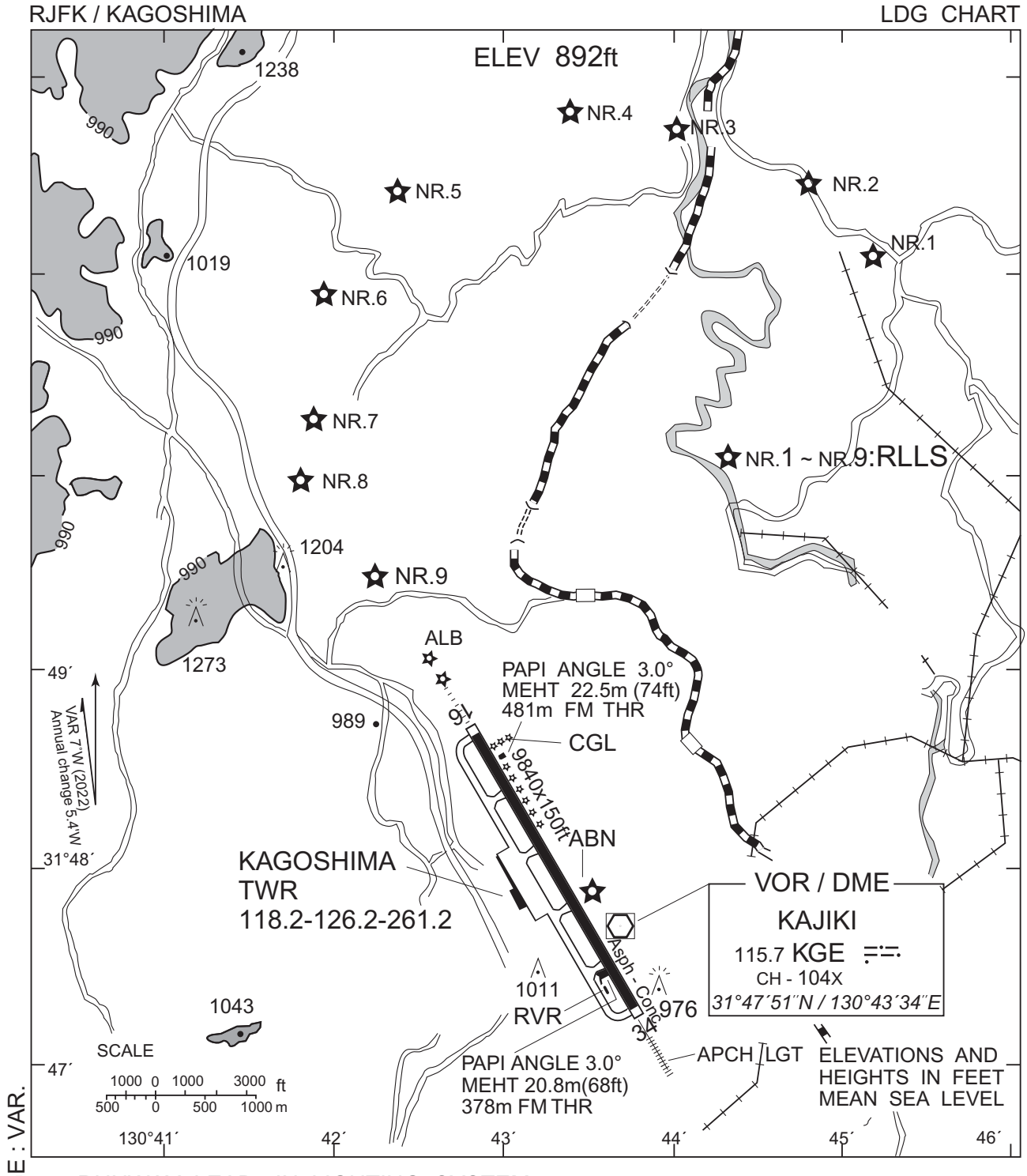
RJFK / KAGOSHIMA Visual REP



※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 : Map updated. BRG/DIST from ARP.

Call sign	BRG / DIST from ARP	Remarks
鶴田ダム Tsuruta Dam	314°T / 16.0NM	ダム Dam
栗野 Kurino	001°T / 8.8NM	JR駅 JR Station
神宮 Jingu	081°T / 6.1NM	JR駅 JR Station
蒲生 Kamo	254°T / 6.8NM	住吉池 Pond
都城 Miyakonojo	102°T / 18.6NM	JR駅 JR Station
加治木タウン Kajiki Town	214°T / 5.3NM	網掛川河口 River mouth (The Amikake)
大崎鼻 Osakibana	211°T / 10.0NM	崎 Point
鹿児島シティ Kagoshima City	211°T / 14.7NM	港 Harbor

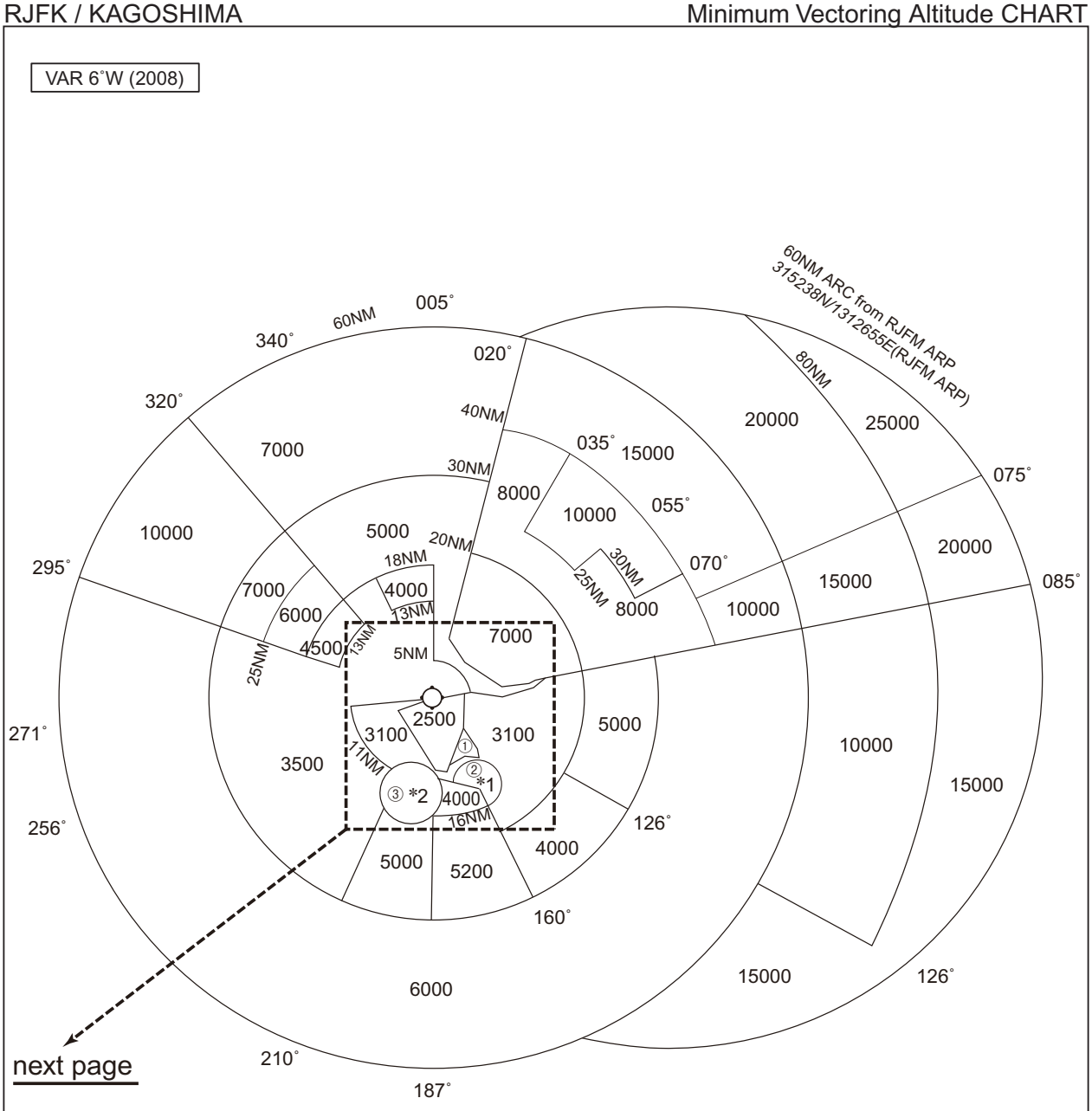


CHANGE : VAR.

RUNWAY LEAD - IN LIGHTING SYSTEM :

NR.1～NR.9 FLASHING WHITE

RJFK / KAGOSHIMA Minimum Vectoring Altitude CHART



① 2800
② 3300
③ 4700

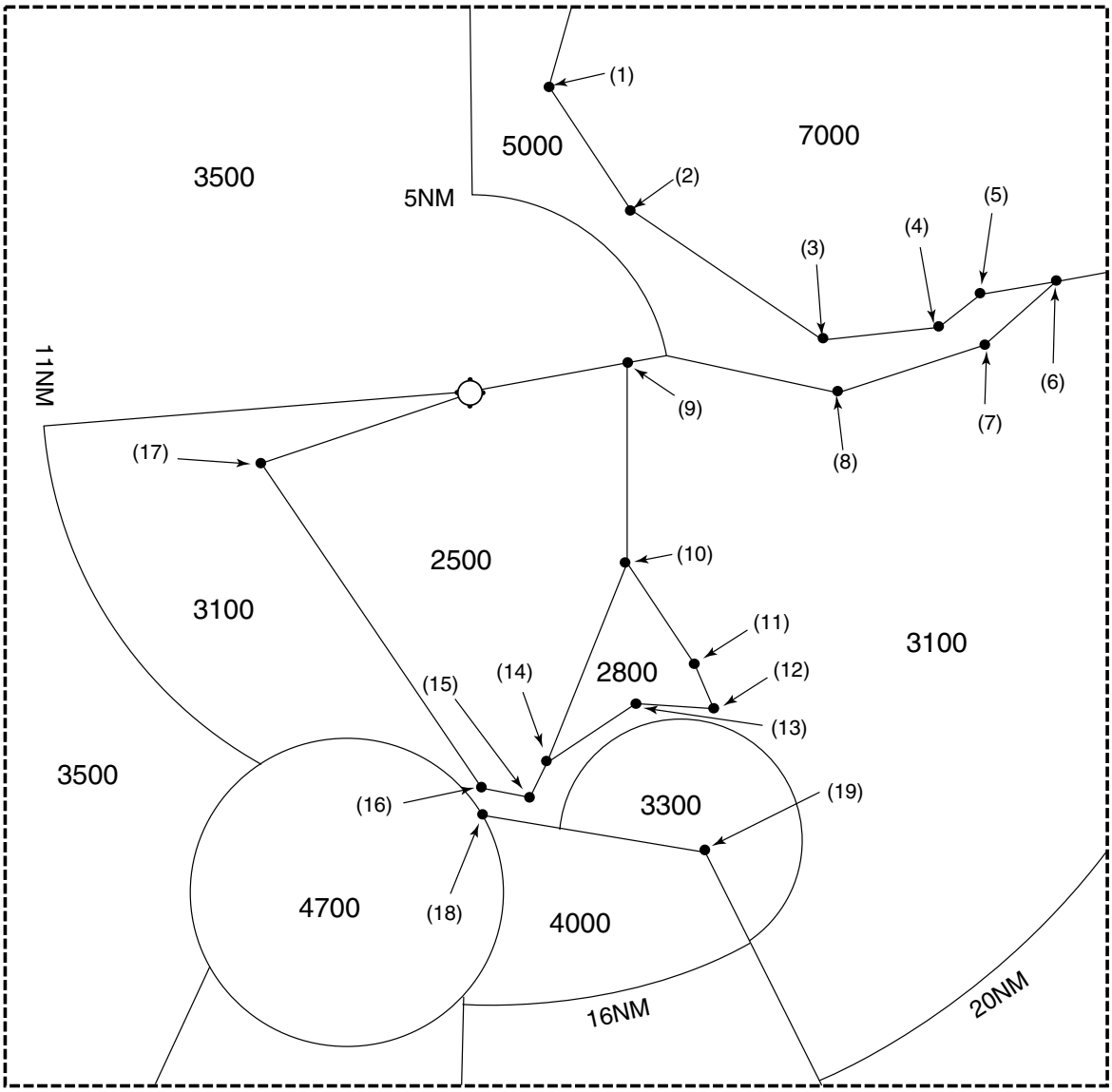
CENTER : *314812N/1304310E* (RJFK ARP)

*1: *313631N/1304919E* RADIUS : 3.1NM
*2: *313507N/1303925E* RADIUS : 4NM

CHANGE : Update

RJFK / KAGOSHIMA Minimum Vectoring Altitude CHART

enlarged view



（1）*315600N/1304528E*
（2）*315250N/1304805E*
（3）*314927N/1305345E*
（4）*314951N/1305709E*
（5）*315042N/1305825E*
（6）*315102N/1310029E*
（7）*314919N/1305824E*
（8）*314801N/1305359E*
（9）*314858N/1304746E*
（10）*314342N/1304742E*
（11）*314059N/1304947E*
（12）*314004N/1305007E*
（13）*314005N/1304809E*
（14）*313829N/1304518E*
（15）*313733N/1304453E*
（16）*313747N/1304326E*
（17）*314616N/1303653E*
（18）*313707N/1304328E*
（19）*313608N/1305004E*