

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

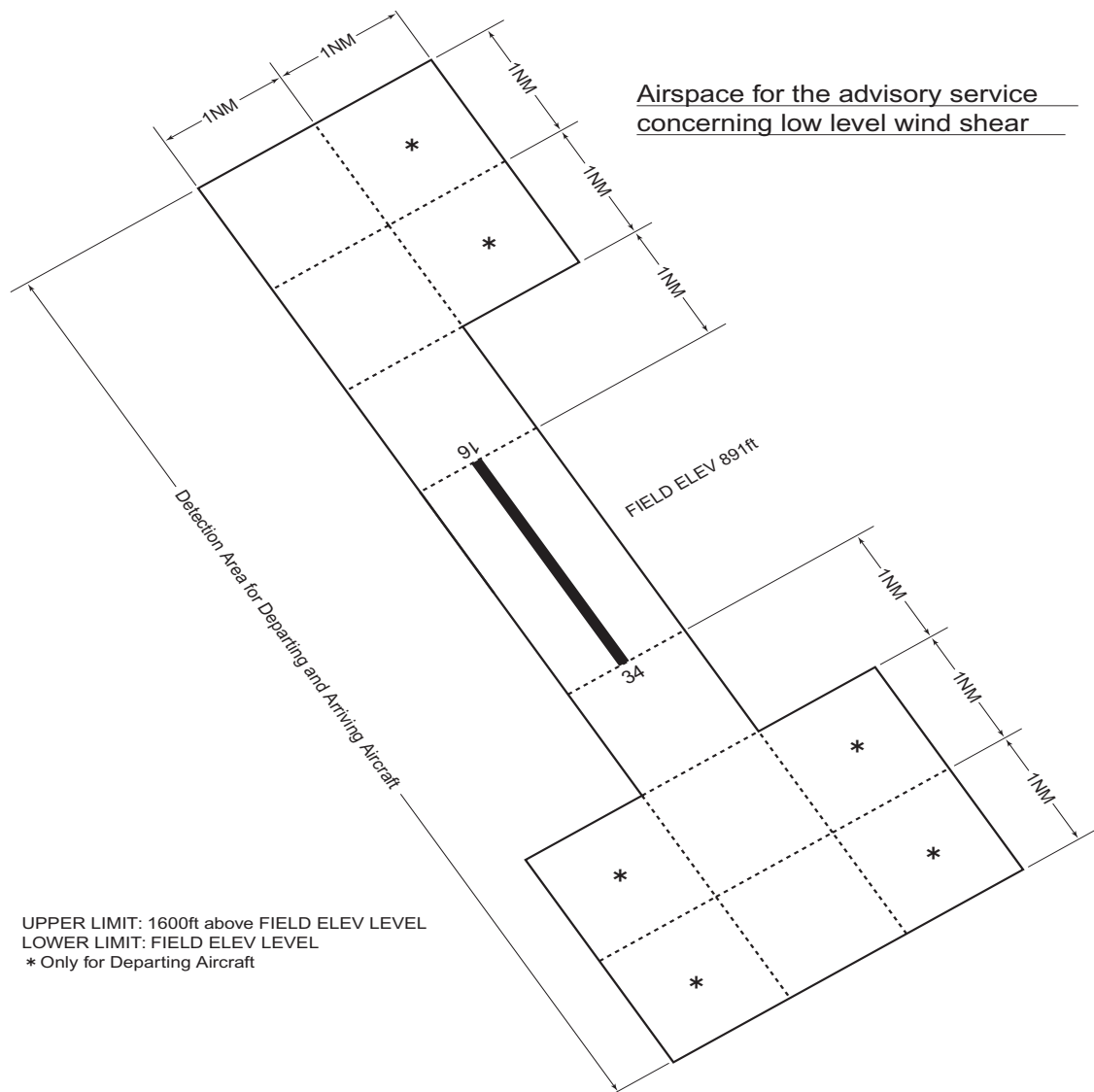
| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|-------------------|---------------|-----------------|-----------|-------------------|--------------------------------|
| | Pylon | 315718N1303639E | 2117ft | Marking / - | Above outer horizontal surface |
| | Pylon | 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 |

RWY16

906.2ft

-0.21%

897.3ft

-0.54%

885.2ft

-0.71%

870.7ft

-0.72%

858.8ft

0m 1200m 1875m 2500m 3000m

RWY34

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, characteristics and hours of operation | ABN: 314804N/1304328E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: Nil Anemometer : 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

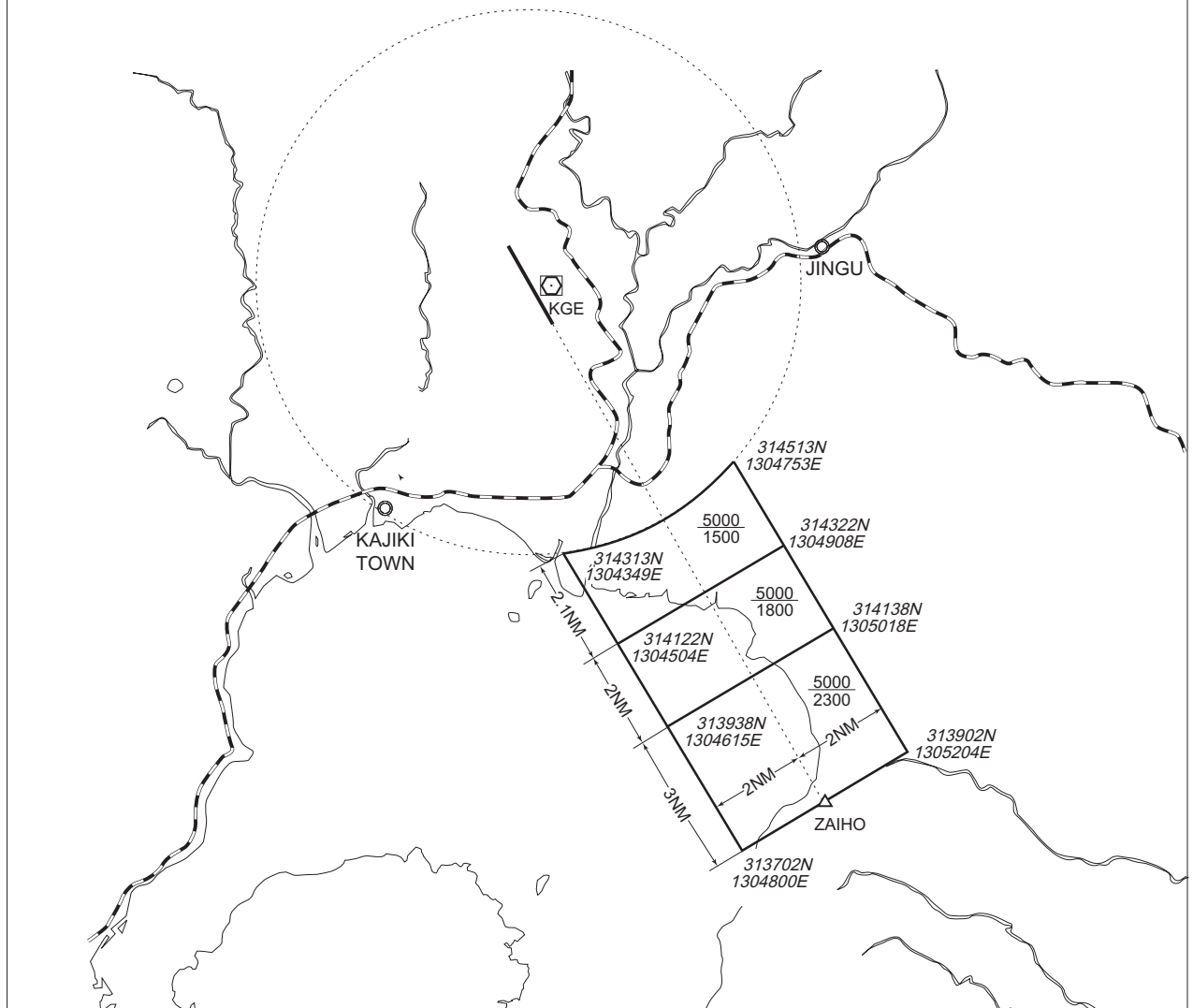
| |
|-----|
| Nil |
|-----|

RJFK AD 2.17 ATS AIRSPACE

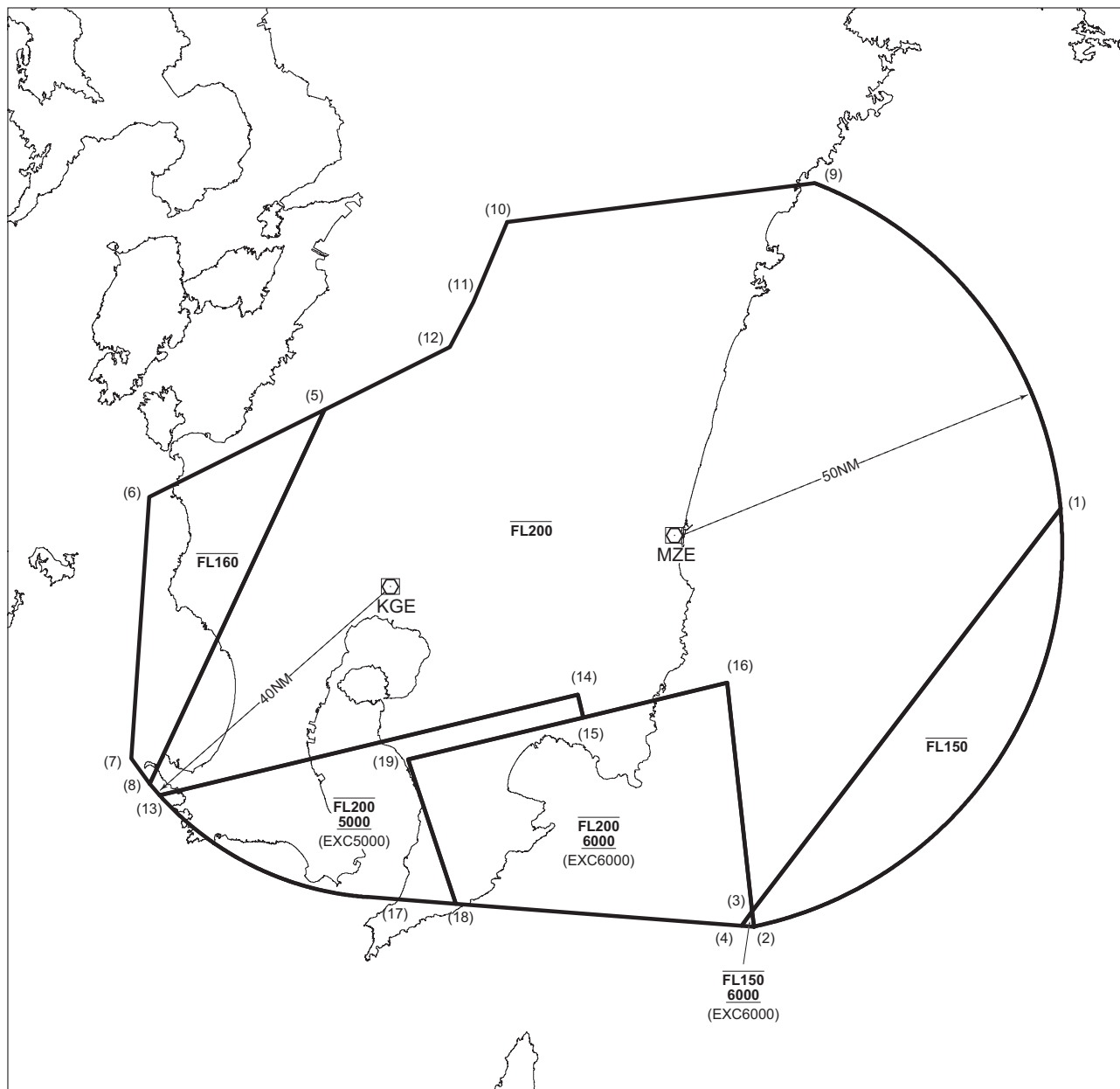
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|---|----------------------|-------------------------|--|----------------------------|
| 1 | | 2 | 3 | 4 | 6 |
| KAGOSHIMA CTR | Area within a 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) | UNIT PROVIDING SERVICE | REMARKS |
|------------------|-----------------------------------|--------------------------------|--|---|
| | | LOWER LIMIT (AMSL) M(ft) | | |
| 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. |



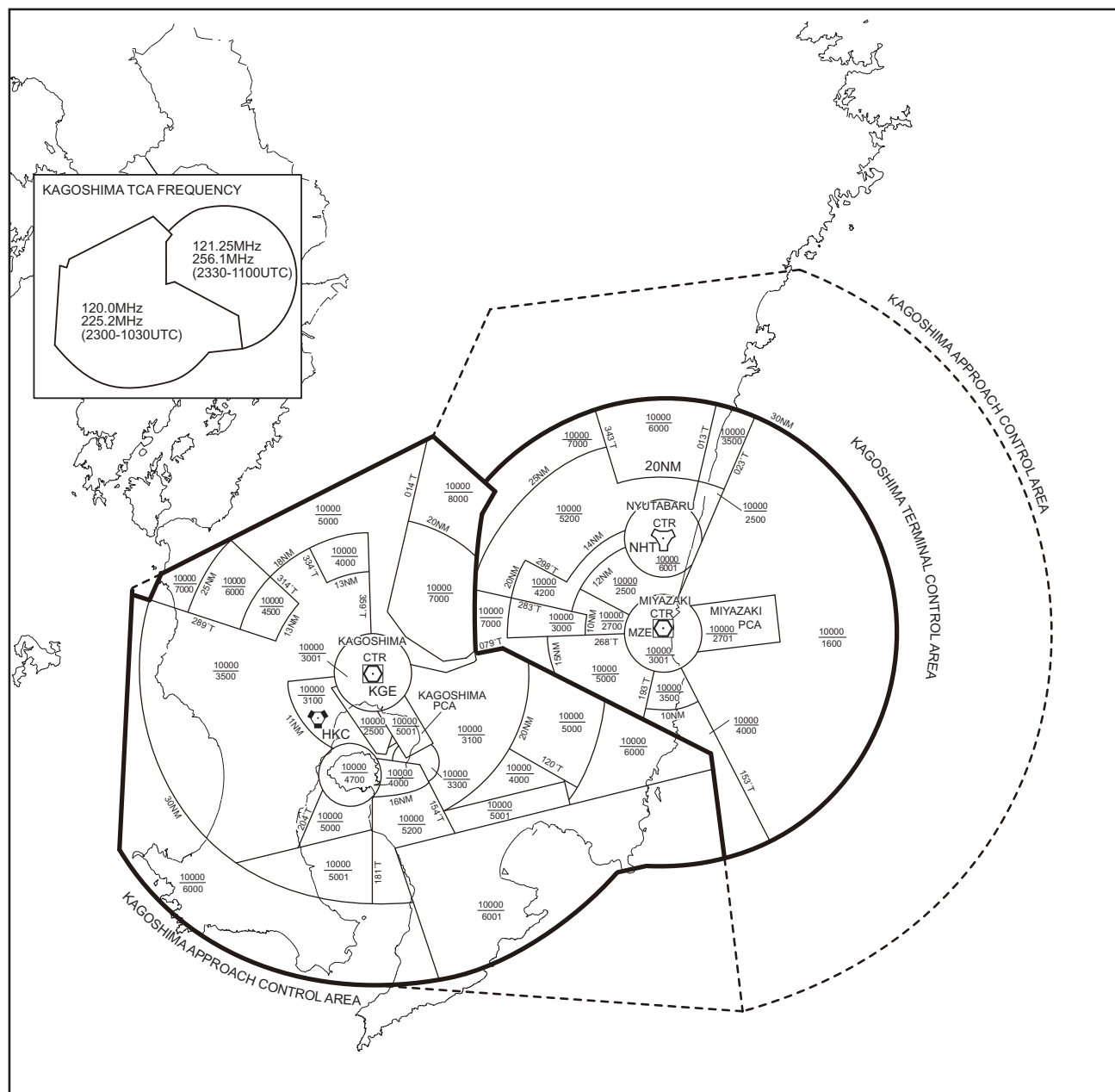
鹿児島進入管制区
Kagoshima Approach Control Area



Point list

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

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 121.25MHz 256.1MHz | 2300 - 1030 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 decli- nation) | 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。

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) |

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.

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 \geq 15m*B $6.5\text{m} \leq$ wing tip clearance $< 15\text{m}$ *C wing tip clearance $< 6.5\text{m}$

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

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。

(1) 離陸について (滑走路 16/34)

急上昇方式

(2) 着陸について (滑走路 16/34)

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

(3) リバース・スラストについて

なし

2. 優先滑走路方式

なし

3. 優先飛行経路

なし

1. Noise Abatement Operating Procedures

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) For take-off from RWY16/34

Steepest Climb Procedure

(2) For landing to RWY16/34

Delayed Flap Approach Procedure and Reduced Flap Setting Procedure

(3) Reverse Thrust

Nil

2. Preferential Runways Procedures

Nil

3. Noise Preferential Routes

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, OI DON-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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RJFK / KAGOSHIMA

AD CHART

CHANGE : VAR.

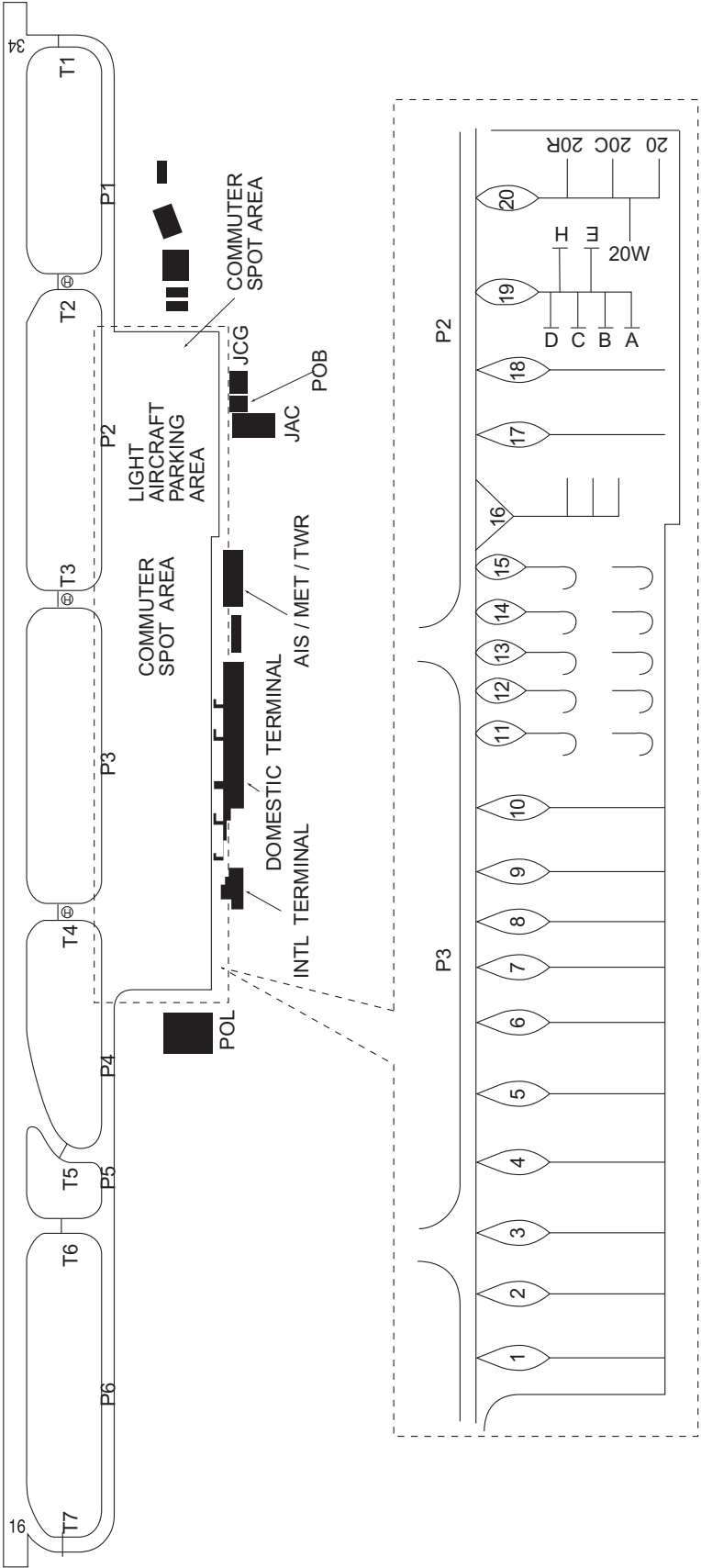
KAGOSHIMA AIRPORT

ELEV 271.6m(891ft) ARP

| 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 |

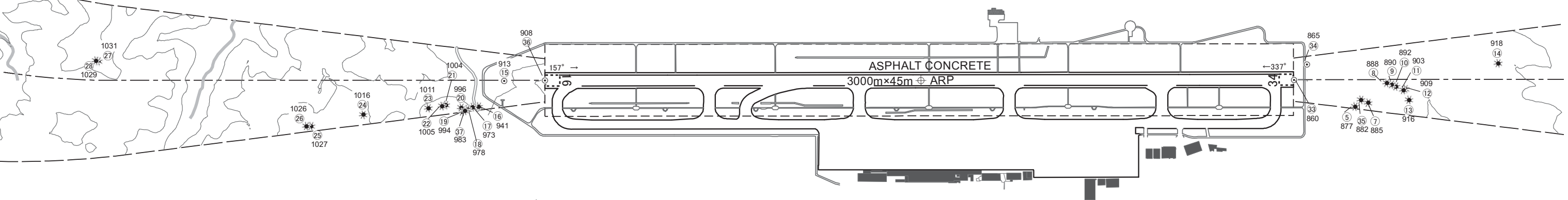
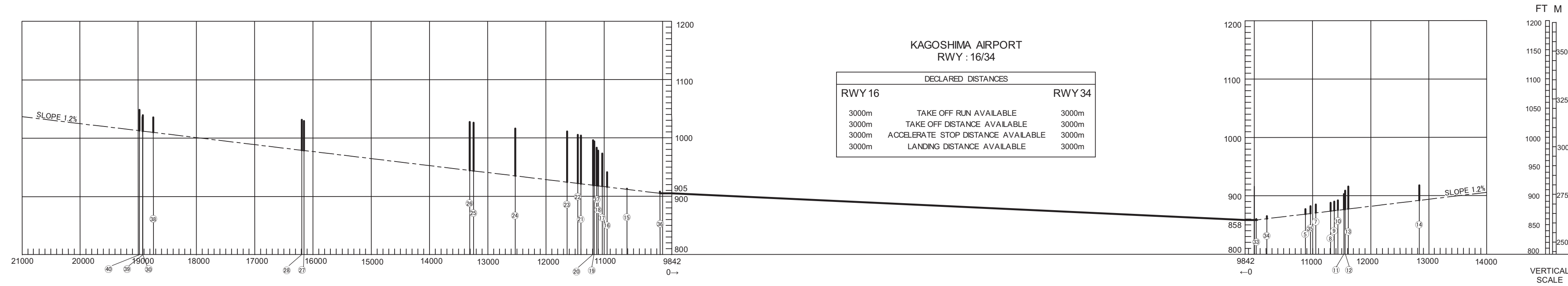
■ FIRE STN

VAR 7°W (2022)
Annual change 5.4°W



AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

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



A horizontal scale bar with two units of measurement: feet and metres. The top scale is labeled 'FEET' and ranges from 0 to 8000 ft, with major tick marks every 1000 ft and minor tick marks every 100 ft. The bottom scale is labeled 'METRES' and ranges from 0 to 2500 m, with major tick marks every 500 m and minor tick marks every 100 m. The scales are aligned such that 1000 feet corresponds to 300 metres.

| LEGEND | | AMENDMENT RECORD | |
|---------|-------------------------------------|------------------|------------|
| | | Nr | DATE |
| ① | IDENTIFICATION NUMBER | | ENTERED BY |
| ⊙ | POLE, TOWER, SPIRE, ANTENNA, ETC | | |
| ✱ | TREE | | |
| | LEVEE | | |
| +++++ | RAILROAD | | |
| ~~~~~ | RIVER | | |
| —+—+—+— | TRANSMISSION LINE OR OVERHEAD CABLE | | |
| △ | TRIANGULATION POINT | | |
| ★ | AERONAUTAL GROUND LIGHT | | |
| ■ | BUILDING OR LARGE STRUCTURE | | |
| ~~~~~ | CONTOURS(ft) | | |

測量法に基づく国土地理院長承認(使用) R 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



STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

SID

NANSHU TWO DEPARTURE

RWY 16 : Climb via RWY HDG until 1NM from RWY end/KGE 1.3DME, turn left,...

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

...direct to KGE VOR/DME, via KGE R238 to HKC VORTAC.

Cross KGE VOR/DME at or above 2500FT, cross HKC VORTAC at or above 5000FT.

NOTE : When take off RWY34, following climb gradient should be maintained until 2100FT.

| Speed (Knots) | 60 | 90 | 120 | 150 | 180 | 210 |
|-----------------|-----|-----|-----|-----|-----|------|
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |



STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

SID and TRANSITION

OSUMI FIVE DEPARTURE

RWY 16 : Climb ...

RWY 34 : Climb via RWY HDG until 1NM from RWY end/KGE 2.3DME, turn right,...
... via KGE R170 to OSUMI.

Note : Following climb gradient should be maintained until 4200FT.

| | | | | | | |
|-----------------|-----|-----|-----|-----|-----|------|
| Speed (Knots) | 60 | 90 | 120 | 150 | 180 | 210 |
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |

JOKER TRANSITION

From over OSUMI, via HKC R134 to JOKER.

SAZMA TRANSITION

From over OSUMI, via KGE R170 to KGE 24DME(HKC R146/22DME), turn right, via HKC 25DME clockwise ARC to intercept and proceed via HKC R207 to SAZMA.

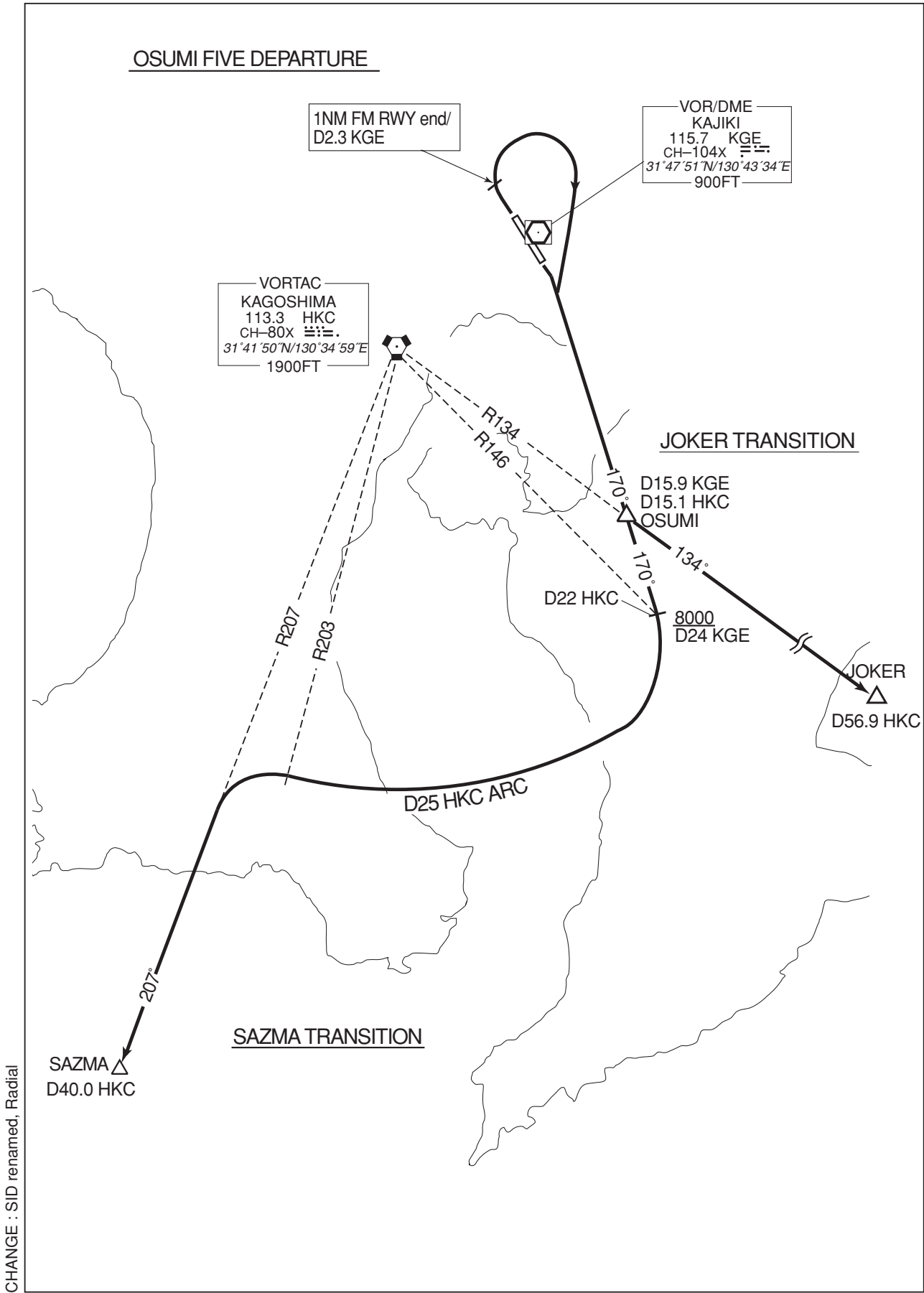
Cross KGE R170/24DME(HKC R146/22DME) at or above 8000FT.

CHANGE : SID renamed, Radial

STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

SID and TRANSITION



STANDARD DEPARTURE CHART - INSTRUMENT

RJFK / KAGOSHIMA

SID and TRANSITION

SOGIE THREE DEPARTURE

RWY 16 : Climb via RWY HDG until 1NM from RWY end/KGE 1.3DME, turn left, direct to KGE VOR/DME to cross at or above 2500FT,...

RWY 34 : Climb via RWY HDG until 1NM from RWY end/KGE 2.3DME, turn right,...
... via KGE R348 to SOGIE.

NOTE : When take off RWY34, following climb gradient should be maintained until 2300FT.

| Speed (Knots) | 60 | 90 | 120 | 150 | 180 | 210 |
|-----------------|-----|-----|-----|-----|-----|------|
| Rate (Feet/Min) | 300 | 450 | 600 | 750 | 900 | 1050 |

SAKURAJIMA TRANSITION

From over SOGIE, turn left, direct to KGE VOR/DME.
Cross KGE VOR/DME at or above 8000FT.

SASIK TRANSITION

From over SOGIE, via KGE R348 to SASIK.

KAGOSHIMA TRANSITION

From over SOGIE, turn left to intercept and proceed via HKC R001 to HKC VORTAC.



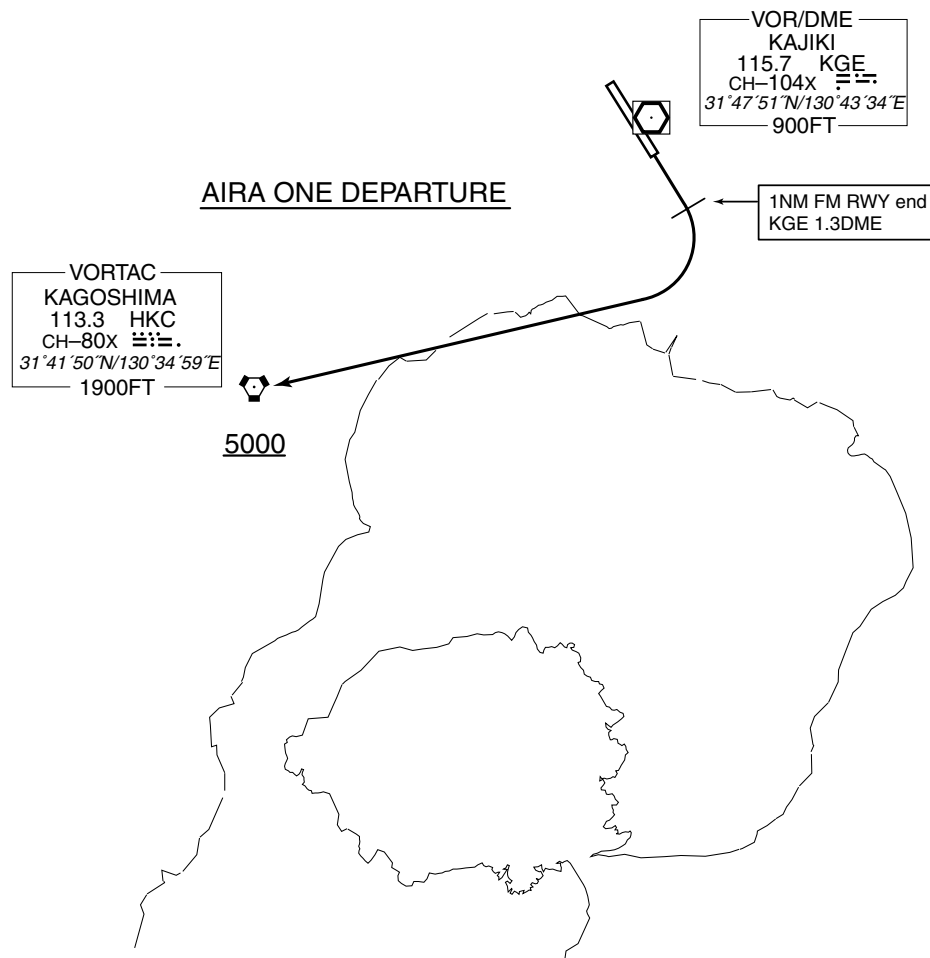
STANDARD DEPARTURE CHART-INSTRUMENT

RJFK / KAGOSHIMA

➡ SID

AIRA ONE DEPARTURE

- RWY16 : Climb via RWY HDG until 1NM from RWY end/KGE 1.3DME, turn right, proceed to HKC VORTAC.
 RWY34 : (Not established)
 Cross HKC VORTAC at or above 5000FT.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFK / KAGOSHIMA

RNAV SID

MIDAI THREE DEPARTURE

RNAV 1

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

✂The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

2) RADAR service required.

Critical DME

RWY16 : HKC:7NM to OICHI — 2NM to OICHI
KGE:7NM to OICHI — 2NM to OICHI

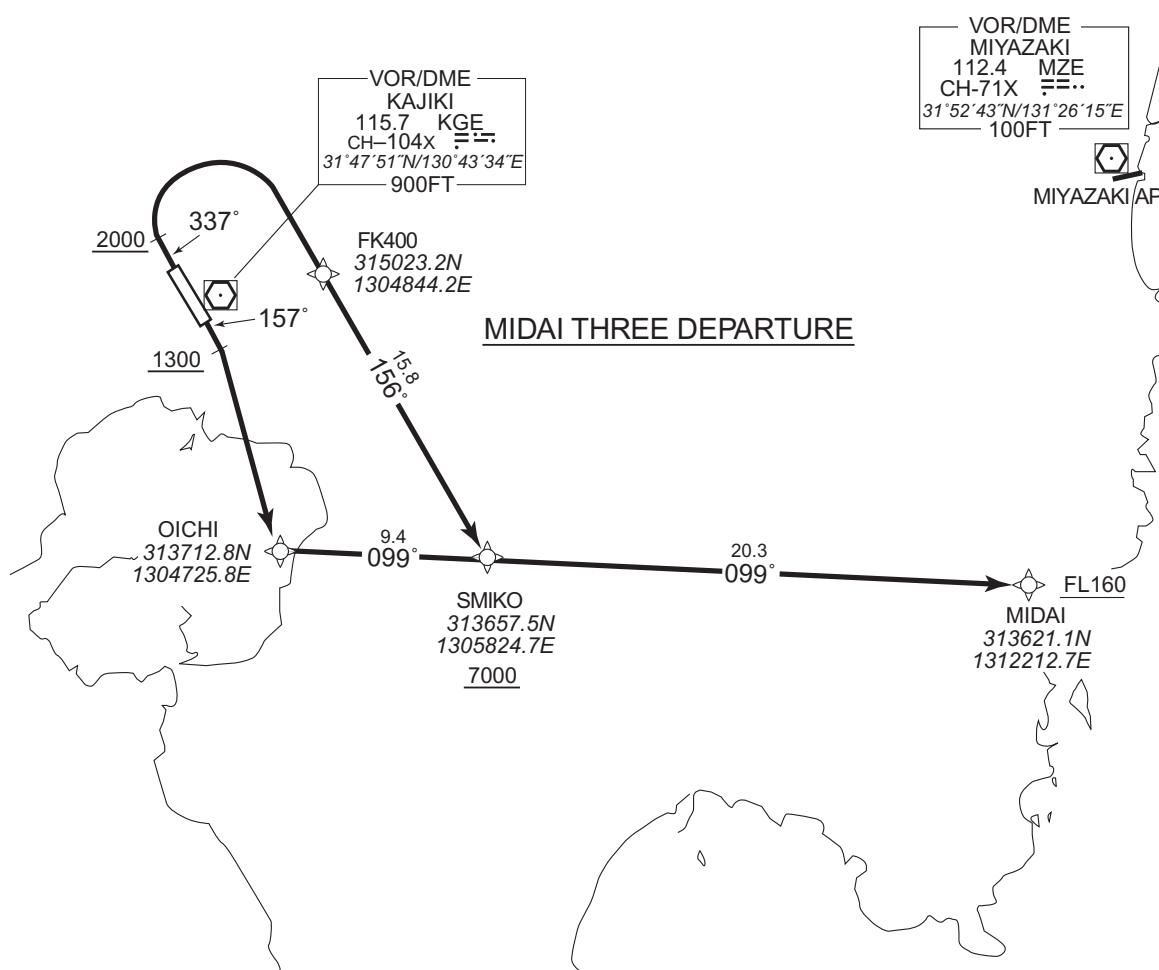
DME GAP

RWY16 : DER — 7NM to OICHI
RWY34 : DER — 12NM to SMIKO

Inappropriate NavAids

See AD 1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7°W (2020)



MIDAI THREE DEPARTURE

RWY16 : Climb on HDG 157° at or above 1300FT, turn right direct to OICHI, to SMIKO at or above 7000FT, to MIDAI at or above FL160.

RWY34 : Climb on HDG 337° at or above 2000FT, turn right direct to FK400, to SMIKO at or above 7000FT, to MIDAI at or above FL160.

Note RWY34 : 5.0% climb gradient required up to 3100FT.

OBST ALT 3117FT located at 7.7NM 046° FM end of RWY34.

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

STANDARD DEPARTURE CHART - INSTRUMENT

RJFK / KAGOSHIMA

RNAV SID

MIDAI THREE DEPARTURE

RWY16

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 157 (150.1) | -7.2 | — | — | +1300 | — | — | RNAV1 |
| 002 | DF | OICHI | — | — | -7.2 | — | R | — | — | — | RNAV1 |
| 003 | TF | SMIKO | — | 099 (091.5) | -7.2 | 9.4 | — | +7000 | — | — | RNAV1 |
| 004 | TF | MIDAI | — | 099 (091.6) | -7.2 | 20.3 | — | +FL160 | — | — | RNAV1 |

RWY34

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 337 (330.1) | -7.2 | — | — | +2000 | — | — | RNAV1 |
| 002 | DF | FK400 | — | — | -7.2 | — | R | — | — | — | RNAV1 |
| 003 | TF | SMIKO | — | 156 (148.5) | -7.2 | 15.8 | — | +7000 | — | — | RNAV1 |
| 004 | TF | MIDAI | — | 099 (091.6) | -7.2 | 20.3 | — | +FL160 | — | — | RNAV1 |

CHANGE : PROC.

STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

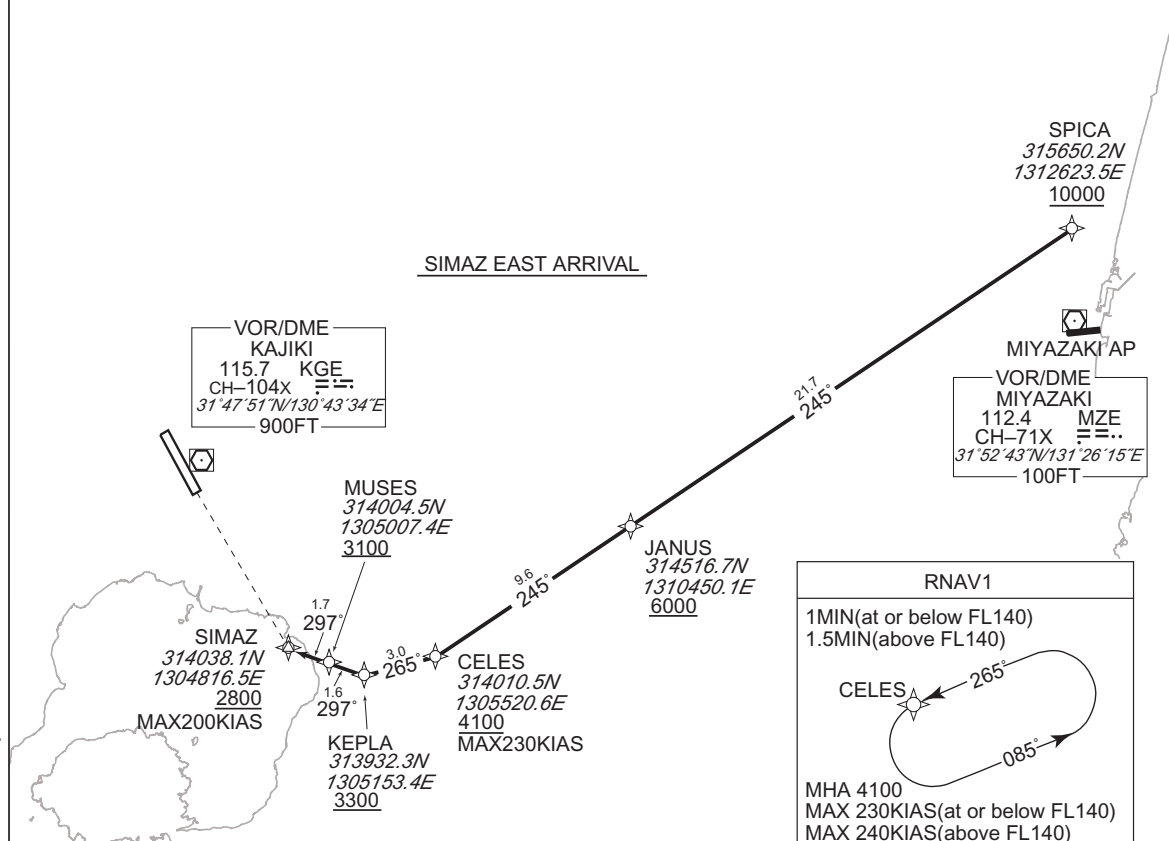
RNAV STAR RWY34

SIMAZ EAST ARRIVAL

RNAV 1

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

VAR 7°W (2020)



SIMAZ EAST ARRIVAL

From SPICA at or above 10000FT, to JANUS at or above 6000FT, to CELES at or above 4100FT, to KEPLA at or above 3300FT, to MUSES at or above 3100FT, to SIMAZ at above 2800FT.

| | |
|-----------------------|---|
| Critical DME | — |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | SPICA | — | — | -7.2 | — | — | +10000 | — | — | RNAV1 |
| 002 | TF | JANUS | — | 245 (237.8) | -7.2 | 21.7 | — | +6000 | — | — | RNAV1 |
| 003 | TF | CELES | — | 245 (237.8) | -7.2 | 9.6 | — | +4100 | -230 | — | RNAV1 |
| 004 | TF | KEPLA | — | 265 (257.8) | -7.2 | 3.0 | — | +3300 | — | — | RNAV1 |
| 005 | TF | MUSES | — | 297 (289.6) | -7.2 | 1.6 | — | +3100 | — | — | RNAV1 |
| 006 | TF | SIMAZ | — | 297 (289.6) | -7.2 | 1.7 | — | +2800 | -200 | — | RNAV1 |

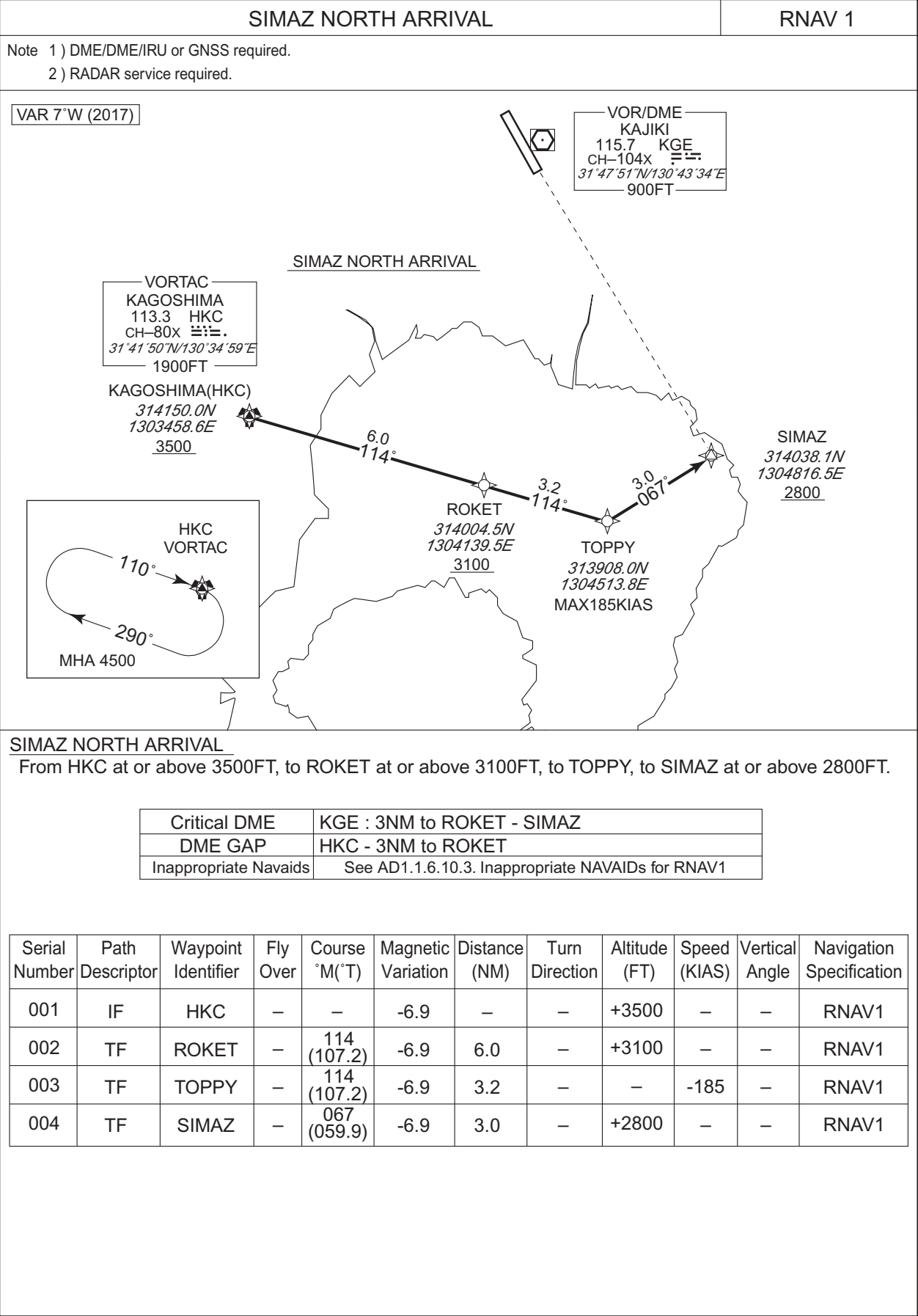
| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Outbound Distance (NM) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|----------------------------|------------------------|----------------|-----------------------|-----------------------|------------------------------|--------------------------|
| Hold | CELES | 265 (257.8) | -7.2 | 1.0(-14000) 1.5(+14001) | — | L | 4100 | — | -230(-14000) -240(+14001) | RNAV1 |

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

STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

RNAV STAR RWY34



STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

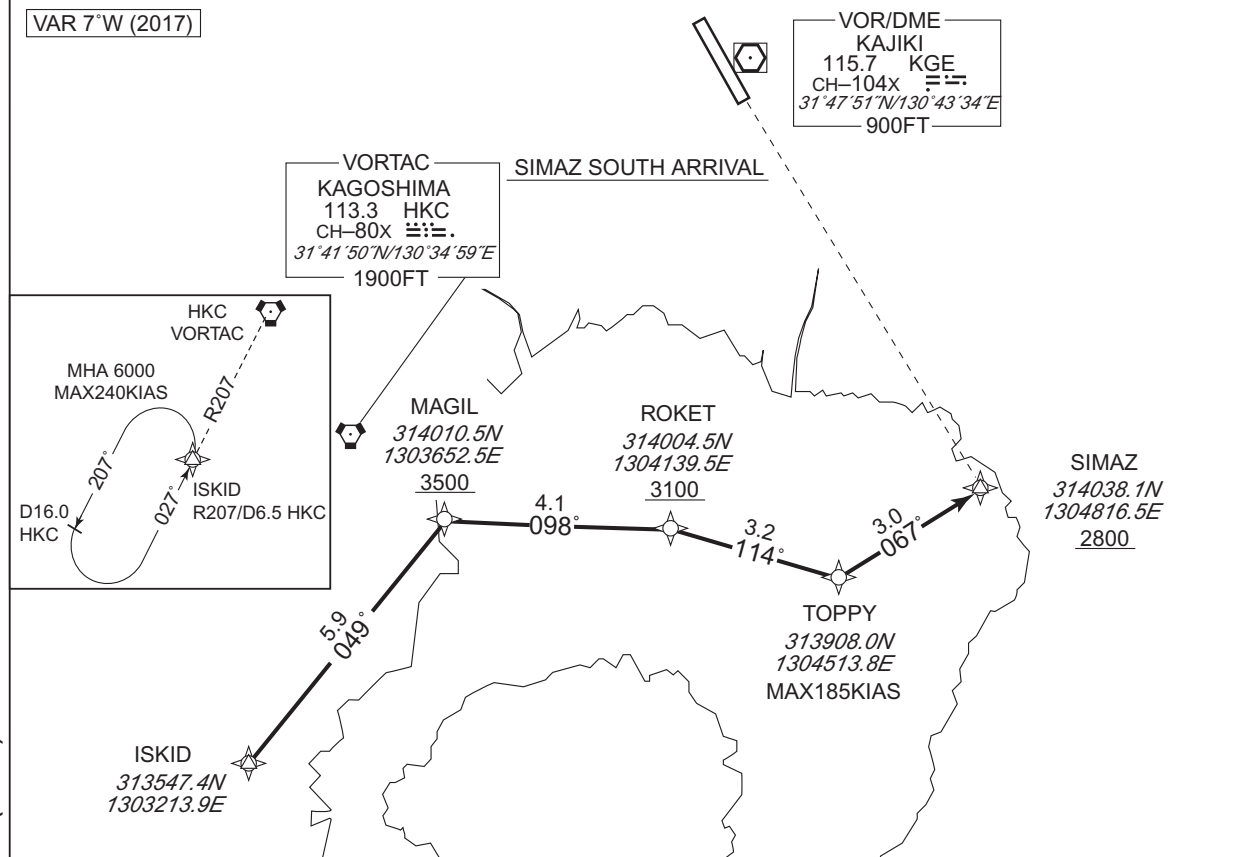
RNAV STAR RWY34

SIMAZ SOUTH ARRIVAL

RNAV 1

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

VAR 7°W (2017)



SIMAZ SOUTH ARRIVAL

From ISKID, to MAGIL at or above 3500FT, to ROKET at or above 3100FT, to TOPPY, to SIMAZ at or above 2800FT.

| | |
|-----------------------|---|
| Critical DME | — |
| DME GAP | ISKID - 3NM to MAGIL 1NM to MAGIL - SIMAZ |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | ISKID | — | — | -6.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | MAGIL | — | 049 (042.0) | -6.9 | 5.9 | — | +3500 | — | — | RNAV1 |
| 003 | TF | ROKET | — | 098 (091.4) | -6.9 | 4.1 | — | +3100 | — | — | RNAV1 |
| 004 | TF | TOPPY | — | 114 (107.2) | -6.9 | 3.2 | — | — | -185 | — | RNAV1 |
| 005 | TF | SIMAZ | — | 067 (059.9) | -6.9 | 3.0 | — | +2800 | — | — | RNAV1 |

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

STANDARD ARRIVAL CHART -INSTRUMENT

RJFK / KAGOSHIMA

RNAV STAR RWY34

KINKOH ARRIVAL

RNAV 1

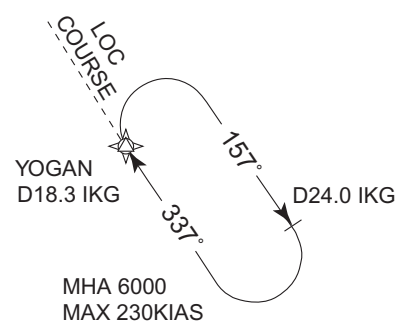
Note 1) DME/DME/IRU or GNSS required.

2) RADAR service required.

VAR 7°W (2017)



KINKOH ARRIVAL



KINKOH ARRIVAL

From KINKO, to IROHA at or above 7000FT, to YOGAN at or above 6000FT, to ZAIHO at or above 3300FT.

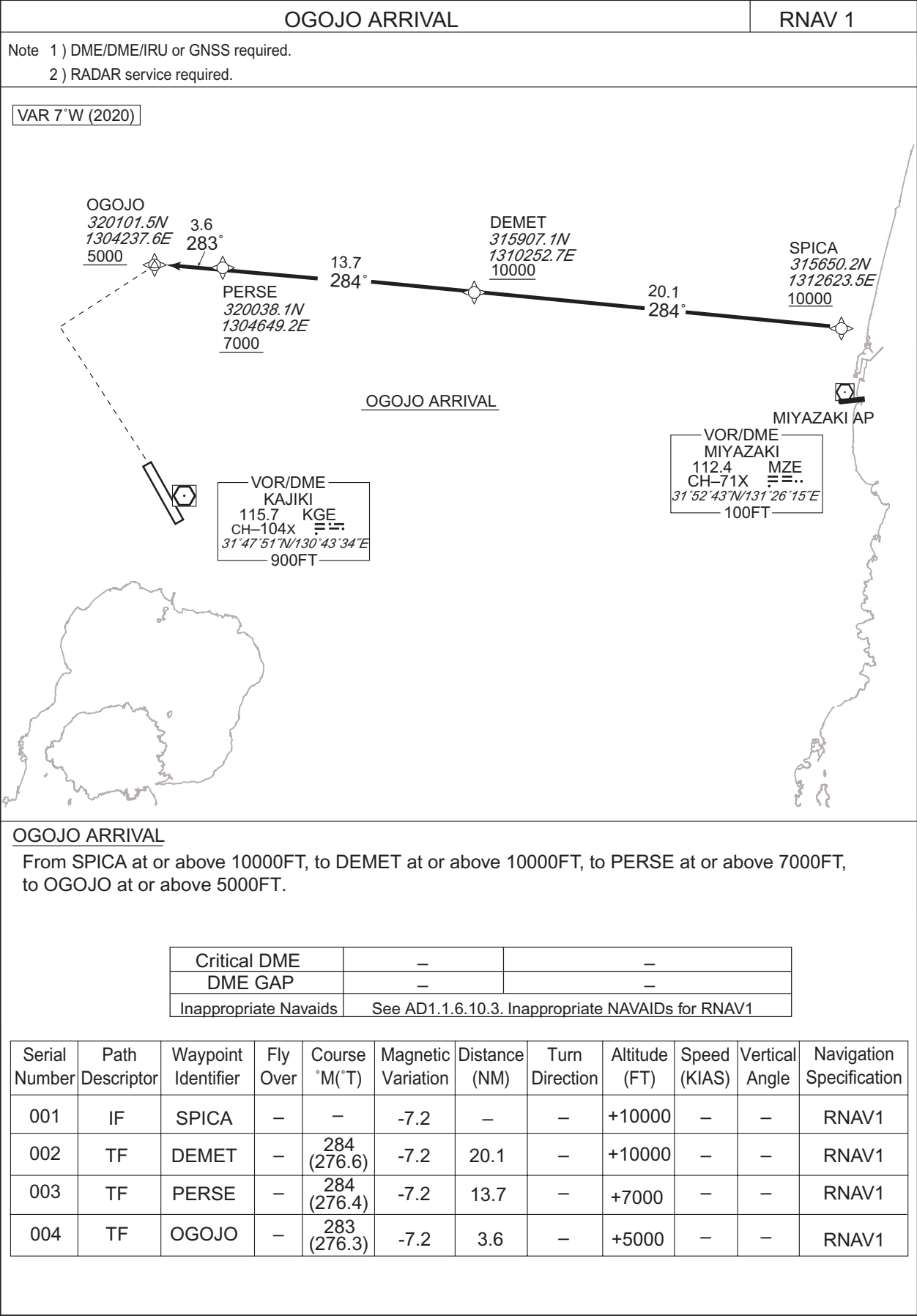
| | |
|-----------------------|---|
| Critical DME | JAT : 10.2NM to IROHA – 5.7NM to IROHA NHT : 5.6NM to IROHA – 2.4NM to IROHA 2.4NM to ZAIHO – 1.2NM to ZAIHO HKC : 4.4NM to ZAIHO – 1.3NM to ZAIHO |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | KINKO | – | – | -6.9 | – | – | – | – | – | RNAV1 |
| 002 | TF | IROHA | – | 045 (038.6) | -6.9 | 11.1 | – | +7000 | – | – | RNAV1 |
| 003 | TF | YOGAN | – | 046 (038.6) | -6.9 | 4.0 | – | +6000 | – | – | RNAV1 |
| 004 | TF | ZAIHO | – | 337 (330.2) | -6.9 | 7.2 | – | +3300 | – | – | RNAV1 |

CHANGE : KOKUBU VOR/DME(KBE) abolished.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFK / KAGOSHIMA RNAV STAR RWY16



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

STANDARD ARRIVAL CHART-INSTRUMENT

RJFK / KAGOSHIMA

RNAV STAR RWY16

YUKSA ARRIVAL

RNAV 1

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

VAR 7°W (2017)

YUKSA ARRIVAL

From MOCOS at or above 10000FT, to SEPPE at or above 10000FT, to JADDO, to YUKSA at or above 5000FT.

| | | |
|-----------------------|---|----------------------|
| Critical DME | MZE | 2NM to JADDO - JADDO |
| | KUE | 1NM to YUKSA - YUKSA |
| | MZE | 1NM to YUKSA - YUKSA |
| DME GAP | — | — |
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | MOCOS | — | — | -6.9 | — | — | +10000 | — | — | RNAV1 |
| 002 | TF | SEPPE | — | 281 (273.6) | -6.9 | 4.0 | — | +10000 | — | — | RNAV1 |
| 003 | TF | JADDO | — | 280 (273.6) | -6.9 | 8.7 | — | — | — | — | RNAV1 |
| 004 | TF | YUKSA | — | 231 (224.0) | -6.9 | 7.3 | — | +5000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART-INSTRUMENT

RJFK / KAGOSHIMA RNAV STAR RWY16

OIDON ARRIVAL RNAV 1

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



OIDON ARRIVAL
From HKC at or above 4500FT, to OIDON at or above 4500FT.

| | | |
|-----------------------|---|----------------------|
| Critical DME | HKC | 7NM to OIDON - OIDON |
| DME GAP | HKC - 10NM to OIDON | |
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | HKC | — | — | -6.9 | — | — | +4500 | — | — | RNAV1 |
| 002 | TF | OIDON | — | 351 (343.6) | -6.9 | 13.7 | — | +4500 | — | — | RNAV1 |

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

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INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

ILS Z or LOC Z RWY34



MISSED APPROACH

Climb to 1300FT on HDG337°,
turn left, direct to HKC VORTAC
and hold at 4500FT.

Contact KAGOSHIMA APP.

No turn before IKG 0.6DME.
Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 859 AD elev. 891

| CAT | CAT I | | LOC | | CIRCLING | |
|-----|------------|---------|------------|---------|------------|------|
| | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 1059 (200) | 550 | 1240 (381) | 900 | 1660 (769) | 1600 |
| B | | | | 1000 | | |
| C | | | | 1000 | | |
| D | | | | 1400 | | |

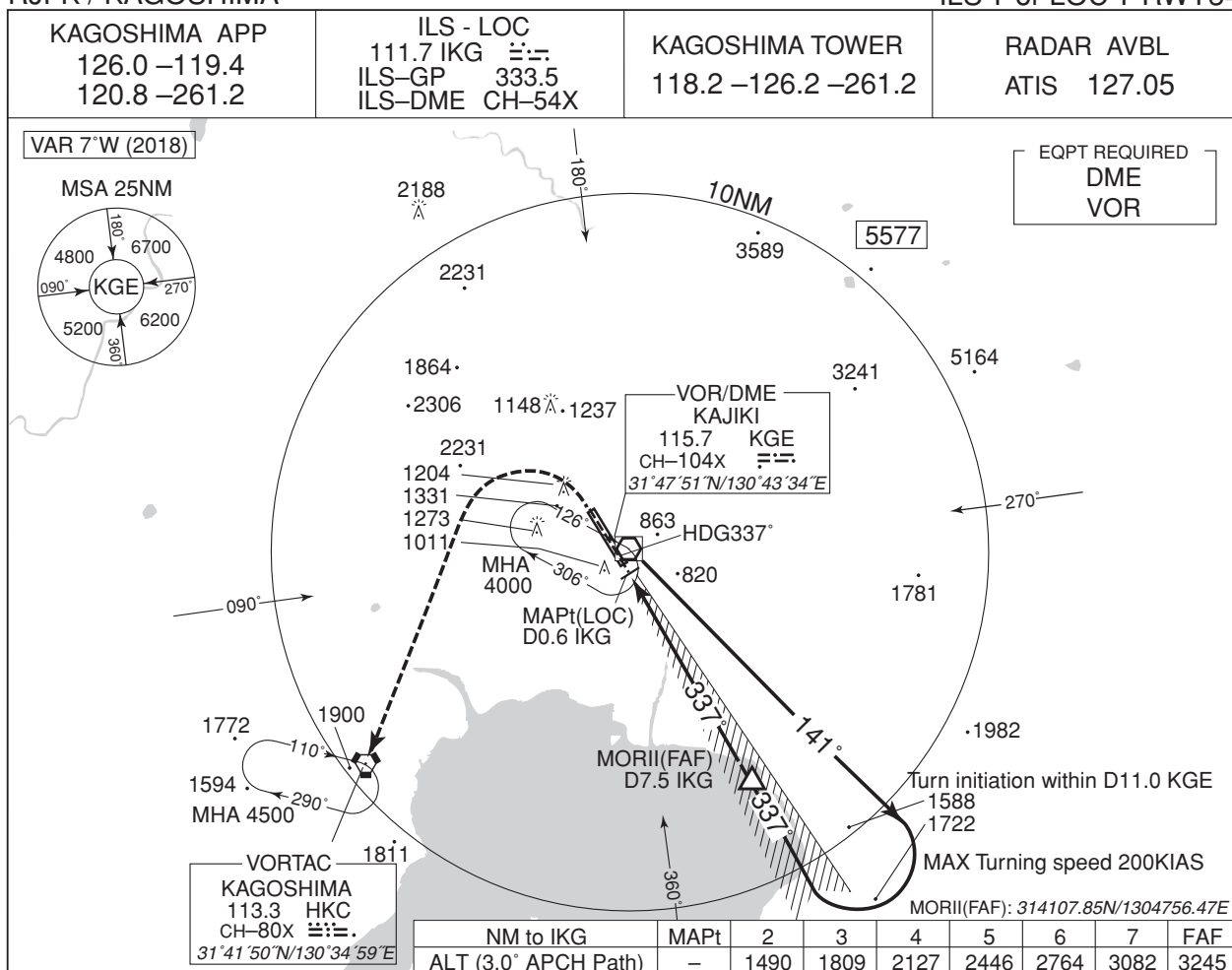
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

ILS Y or LOC Y RWY34

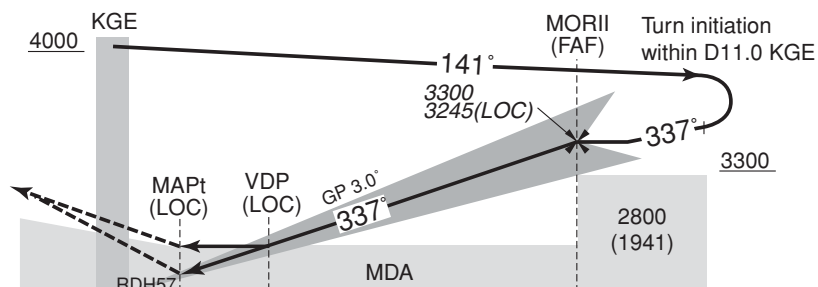


MISSED APPROACH

Climb to 1300FT on HDG337°,
turn left, direct to HKC
VORTAC and hold at 4500FT.
Contact KAGOSHIMA APP.

No turn before IKG 0.6DME.

Timing not authorized for defining the MAPt.



| | | | | |
|------------|-----|-----|-----|-----|
| DME to IKG | 0.2 | 0.6 | 1.2 | 7.5 |
| NM to THR | 0 | 0.5 | 1.1 | 7.4 |

Missed APCH climb gradient MNM 5.0%.

MINIMA THR elev. 859 AD elev. 891

| CAT | CAT I | | LOC | | CIRCLING | |
|-----|------------|-------------|------------|-------------|------------|------|
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 1059 (200) | 550 | 1240 (381) | 900 | 1660 (769) | 1600 |
| B | | | | 1000 | | |
| C | | | | | | |
| D | | | | 1400 | 1710 (819) | 3200 |

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

CHANGE : VAR, Radial

INSTRUMENT APPROACH CHART

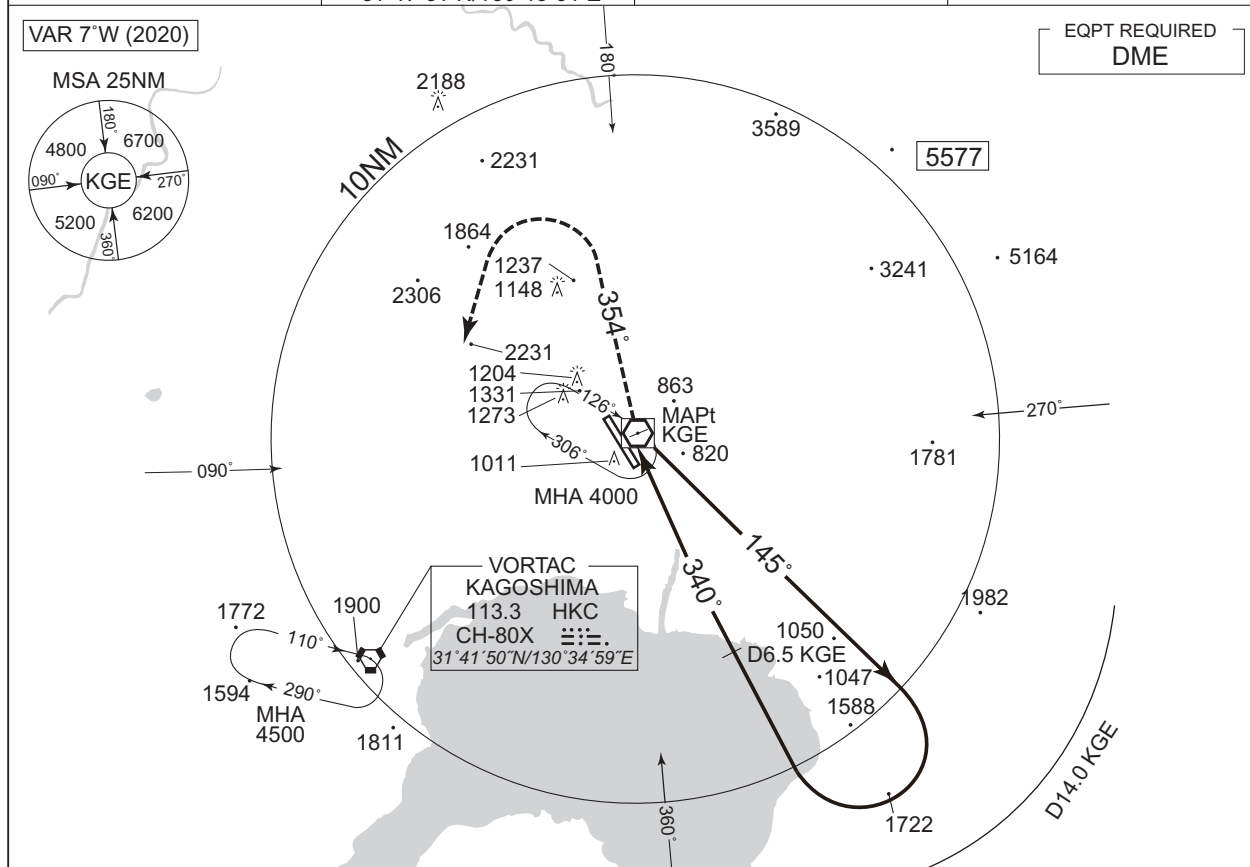
RJFK / KAGOSHIMA

VOR RWY34

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

VAR 7°W (2020)

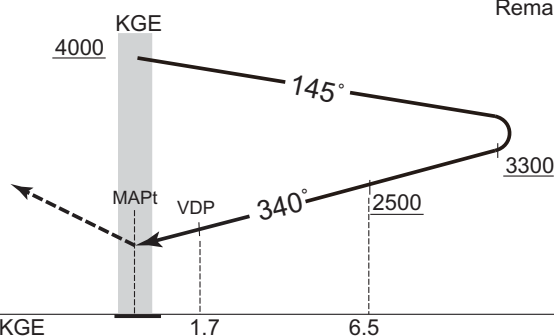
EQPT REQUIRED
DME



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.

Remain within D14.0 KGE



DME to KGE

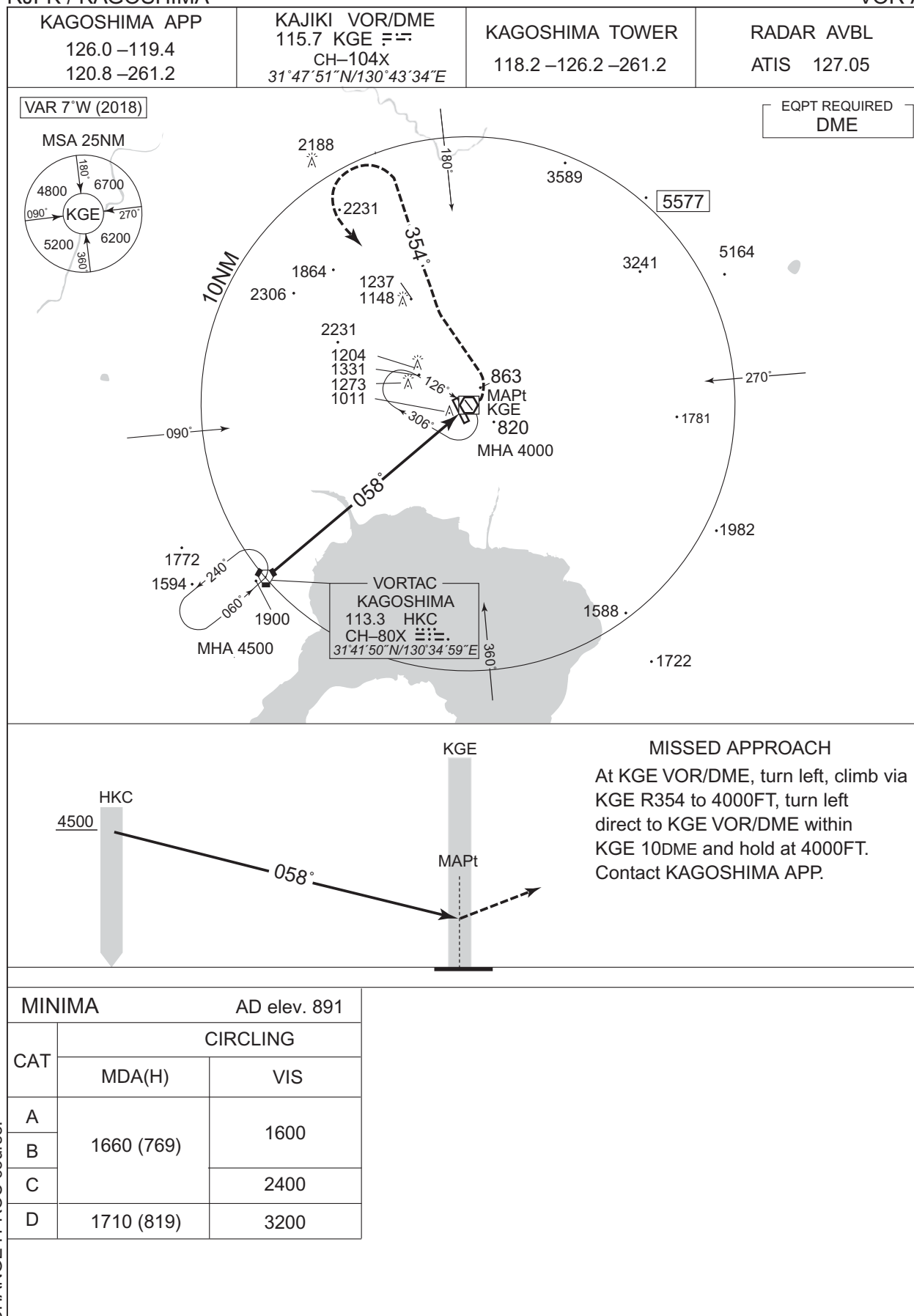
| MINIMA | | THR elev. 859 | AD elev. 891 | |
|--------|------------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 1350 (491) | 1000 | 1660 (769) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | 1710 (819) | 3200 |

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

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

VOR A

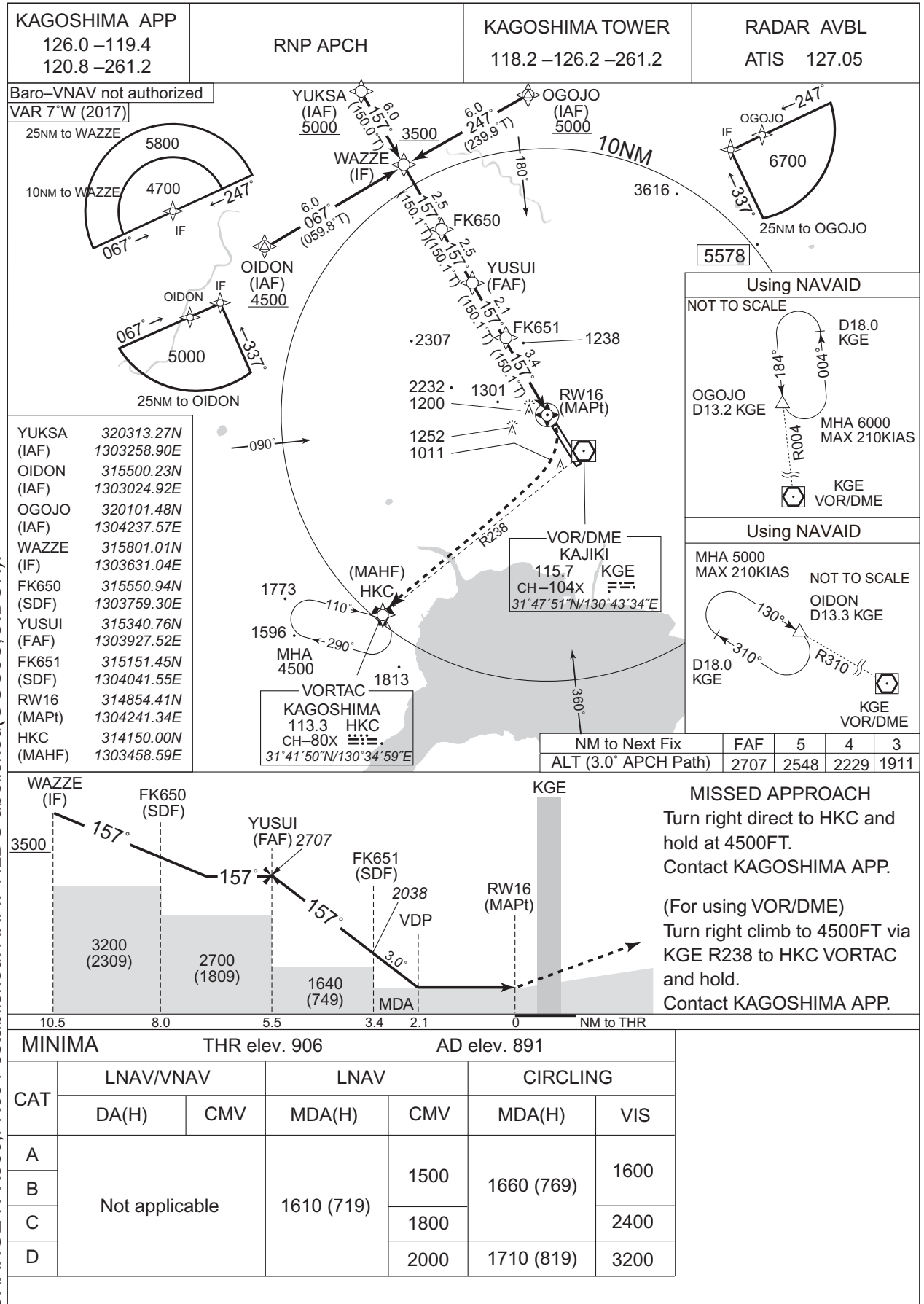


CHANGE : PROC course.

INSTRUMENT APPROACH CHART

RJFK / KAGOSHIMA

RNP RWY16



INTENTIONALLY LEFT BLANK

RJFK / KAGOSHIMA

VISUAL APPROACH
KINKO VISUAL RWY34

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

VAR 7°W (2018)



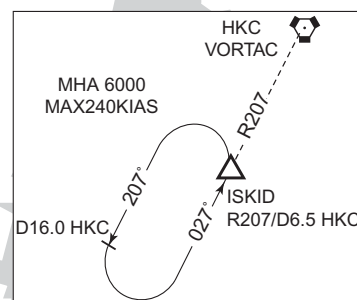
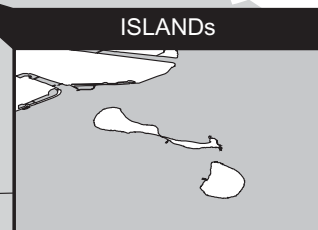
Nav aids information depicted on the chart are for supplemental navigation guidance.

VORTAC
KAGOSHIMA
113.3 HKC 𠄎𠄎𠄎
CH-80X 𠄎𠄎𠄎
31°41'50"N/130°34'59"E

VOR/DME
KAJIKI
115.7 KGE 𠄎𠄎𠄎
CH-104X 𠄎𠄎𠄎
31°47'51"N/130°43'34"E

PAPI Angle 3.0°
MEHT 20.8m(68ft)
378m inside FM THR.

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



SCALE 0 5NM 10km

When visual approaches to RWY34 are in progress, arriving aircraft may be vectored into the ISKID for KINKO VISUAL RWY34 APPROACH.
In the event of a go-around, climb via IKG LOC and RWY HDG to 3500FT until receiving ATC instructions.

<KINKO VISUAL RWY34 APPROACH>

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

Aircraft is recommended KGE 10.5DME(HKC R167) at or above 3500FT.

Note1: Pilot is urged to report promptly to ATC when lose sight of landmark(SAKURAJIMA, Seashore Lines and ISLANDs) and the preceding aircraft concerned.

Note2: Reference NAVAIDS(KGE, HKC and IKG LOC) must be operating.

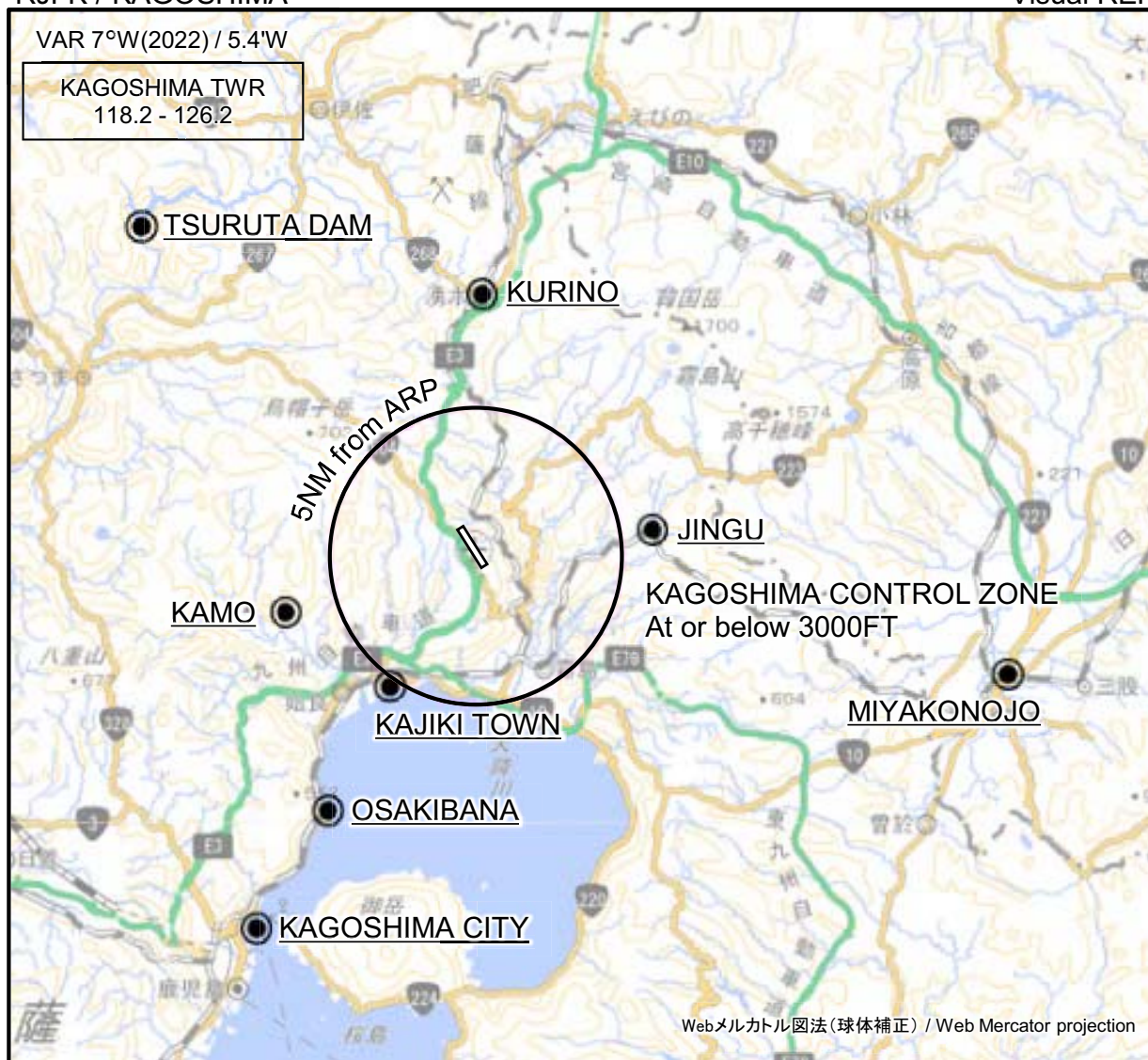
Note3: RADAR service required.

Note4: Procedure not authorized at night.

CHANGE : KOKUBU VOR/DME(KBE) abolished.

RJFK / KAGOSHIMA

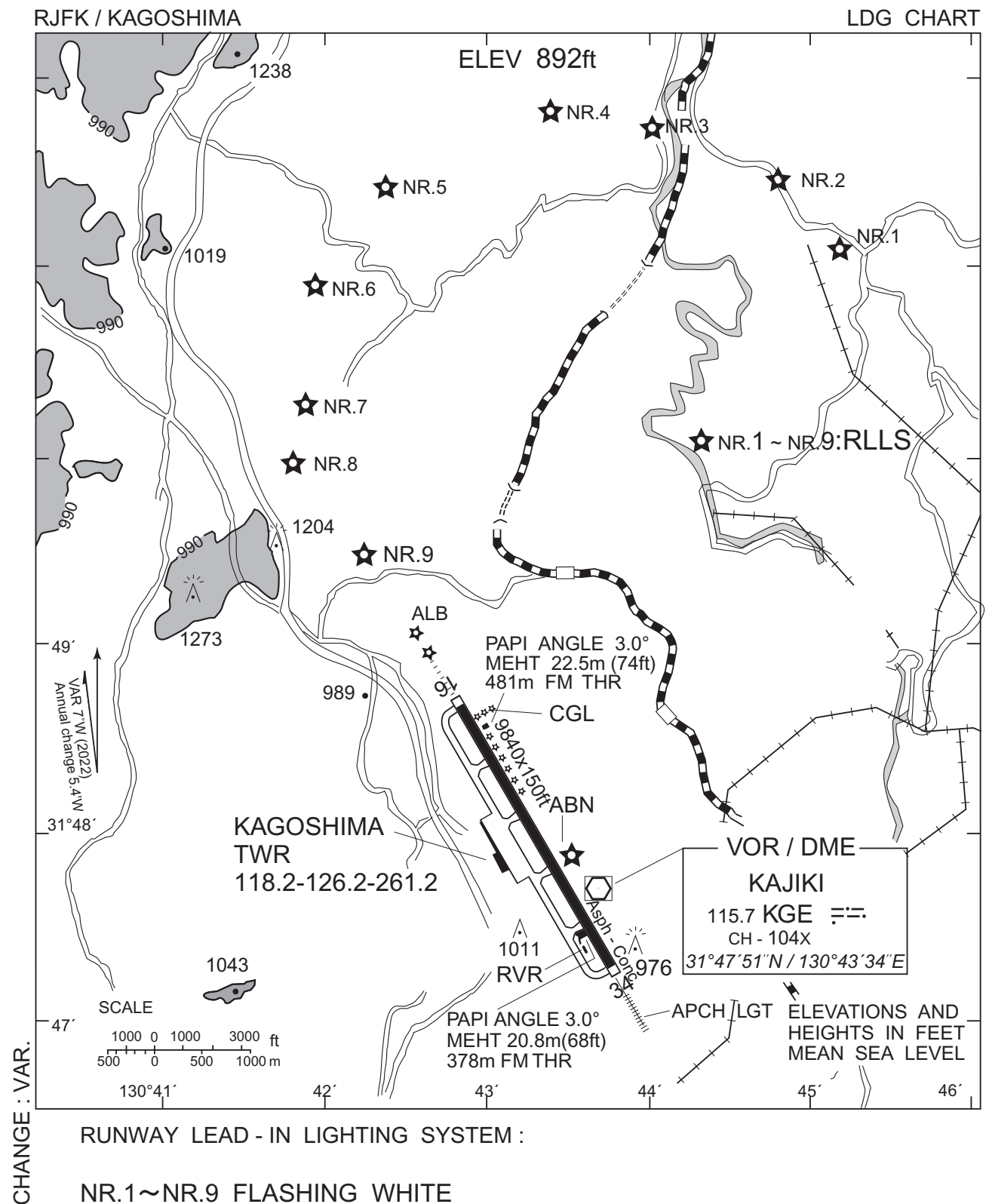
Visual REP



※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).

| 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 : Map updated. BRG/DIST from ARP.



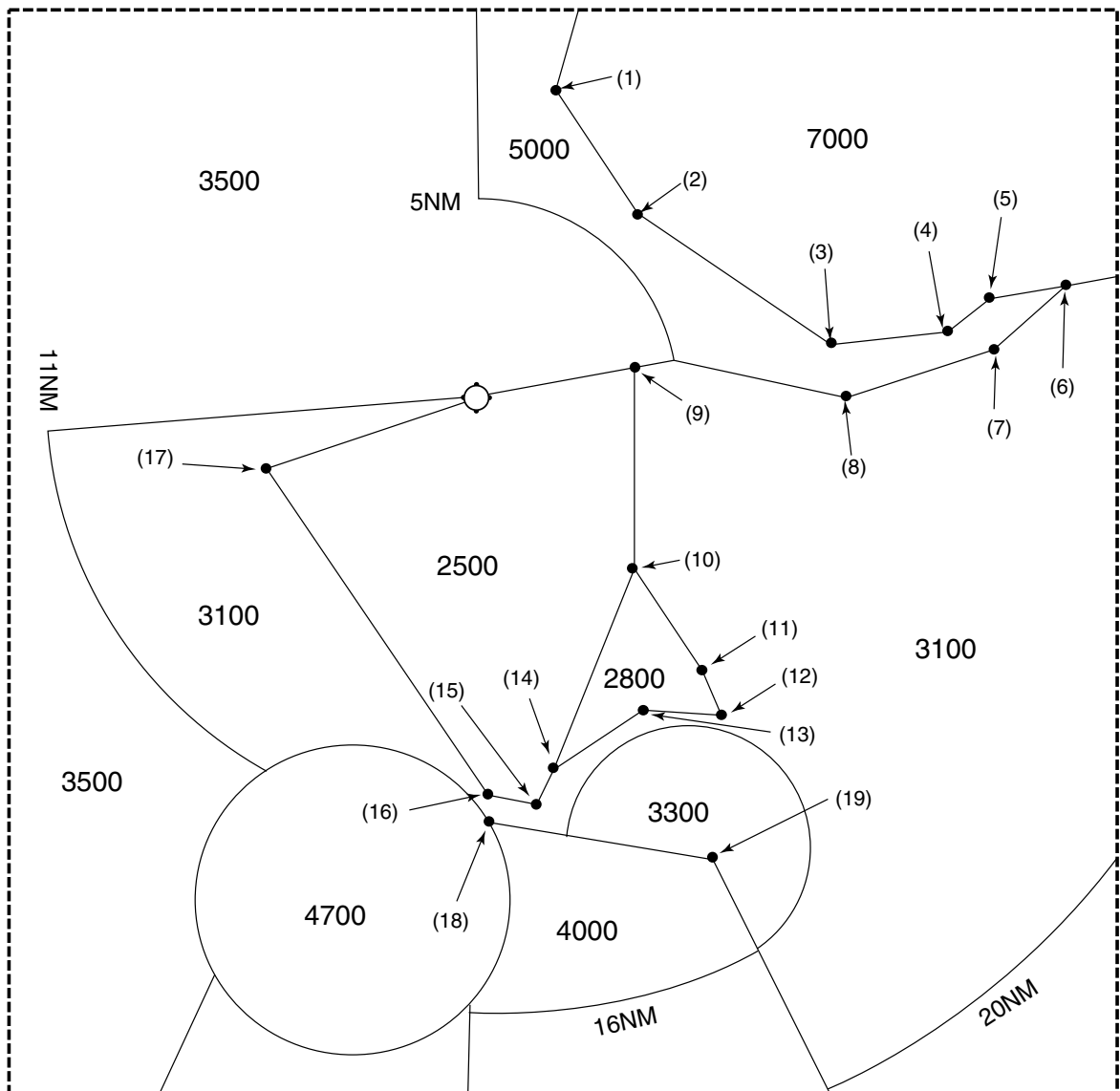
Minimum Vectoring Altitude CHART



RJFK / KAGOSHIMA

Minimum Vectoring Altitude CHART

enlarged view



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