

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** 2230-1230**Airport Information****RFF:** CAT 9**Fuel:** 2230-1200**PCN:** RWY 07/25: 112/F/D/X/T**Customs:** SUN-FRI 2330-0800**Operation****Traffic Note**

Transient ACFT PPR.

Low Visibility Procedure

LVP in force when CEIL at or below 600ft and/or RVR at or below 1600m.

TWYs AVBL for LVP: T1, T5-T7 and parallel TWY.

TWY Restriction

TWY width 18m / 59ft.

When B772 HLDG at stop marking on TWY T2 or T6:

Wingspan (WS) of ACFT taxiing on TWY P1-P2 or P5-P6	WS ≤ 22.6m / 74ft	WS > 22.6m / 74ft
Wing-tip CLR	6.5m / 21ft ≤ Wing-tip CLR < 15m / 49ft	Wing-tip CLR < 6.5m / 21ft

Warnings**KUE VOR** unusable:

R030 - R090 beyond 25NM below 8000ft.

R090 - R120 beyond 15NM below 8000ft.

R120 - R150 beyond 25NM below 8000ft.

KUE DME unusable:

R100 - R120 beyond 25NM below 8000ft.

ARRIVAL**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR(APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR(APRX 5NM around ARP).

Communication**COM Failure**

If radio COM with Kumamoto APCH/RAD is lost for 30sec.

Attempt to contact Kumamoto TWR.

- If unable, proceed in accordance with VFR.
- If unable, maintain last assigned ALT or 5500ft whichever is higher, proceed to KUE VOR, and execute APCH.

Procedures other than above will be issued when situation requires.

ARRIVAL

Arrival Procedure

Noise Abatement Procedure: See CRAR and in addition;

For landing RWY 07/25:

- Execute delayed Flap Approach Procedure and reduced Flap Setting Procedure.

Critical DME for DME/DME/IRU navigation on RNAV STAR

KAZMA RNAV

- RNAV Critical DME

RWY 07: **SGE:** 20NM to KIKTI - 8NM to KIKTI.

5NM to FT07Z - FT07Y

KUE: 12NM to KIKTI - 8NM to KIKTI.

5NM to FT07Z - 2NM to FT07Z

- RNAV DME GAP

RWY 07: 8NM to KIKTI - 5NM to FT07Z.

Non-standard GP intercept position on RWY 07

GP intercepts RWY 07 at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *2686m / 8813ft*.

DEPARTURE

Take-off Minima

RWY		07/25	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-

Speed

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR(APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR(APRX 5NM around ARP).

Departure Procedure

Critical DME for DME/DME/IRU navigation on RNAV SIDs

MIFNE RNAV, DONAR TR, MATSUYAMA TR, KIRISHIMA TR, NICHINAN TR

- RNAV Critical DME

KIRISHIMA TR: **MZE:** 14NM to HKC - HKC

- RNAV DME GAP

RWY 07: DER - FT701

RWY 25: DER - FT500

SPIDE TR, SALTY TR

RNAV Critical DME

SALTY TR: **SUC:** 8.3NM to SALTY - 4.3NM to SALTY

Noise Abatement Procedure: See CRAR and in addition;

For TKOF RWY 07/25:

- Execute Steepest Climb Procedure.

De-icing

AVBL

KMJ-RJFT

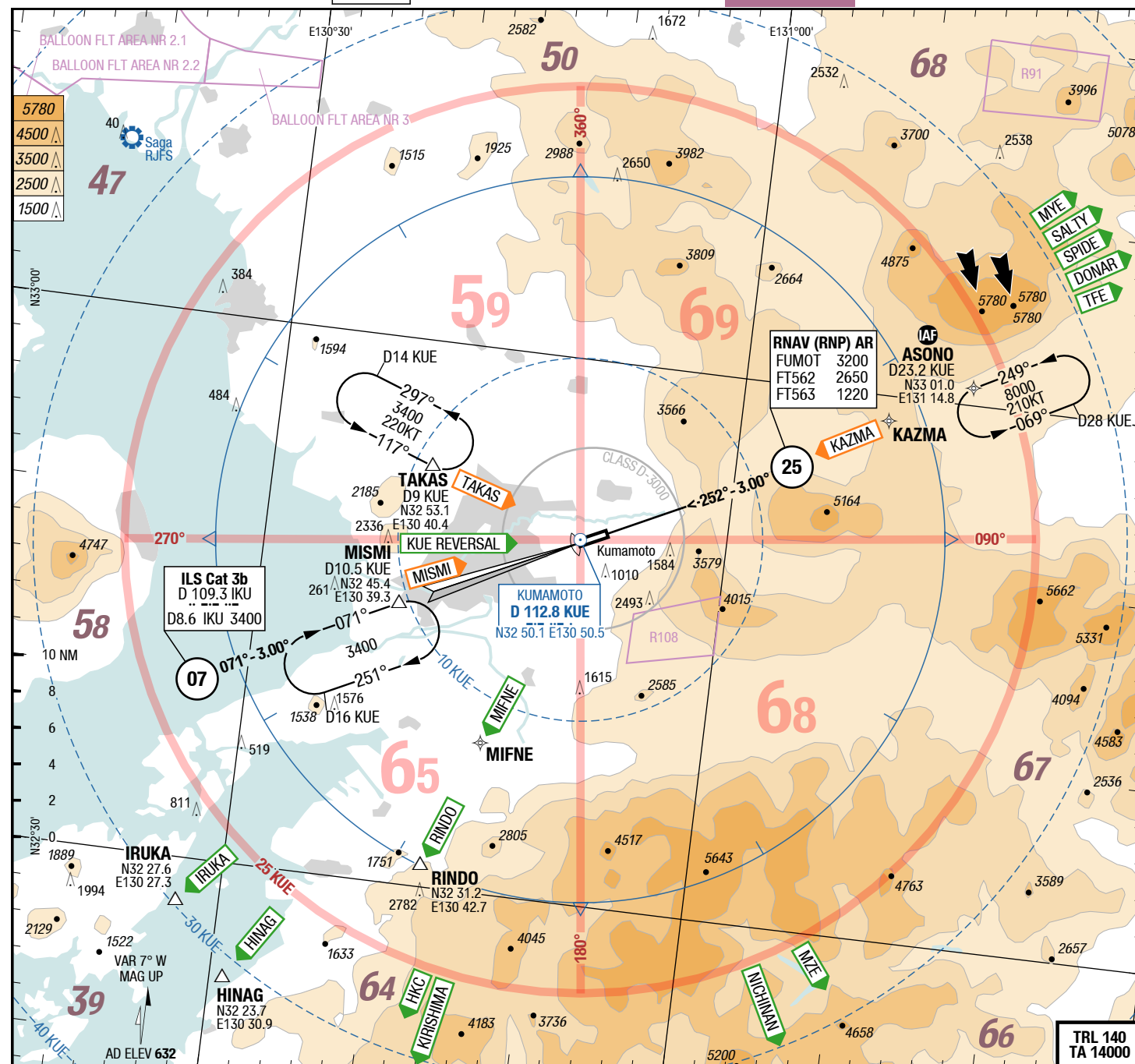
AGC
AFC

AFC

AFC

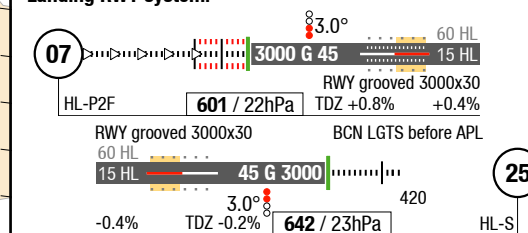
AGC
AFC

2-10



D-ATIS	128.800	2230-1230		
RAD	122.900	2230-1230		
CTL	123.850	2300-1030		
APP	119.000	2230-1230	126.500	2230-1230
	122.900			
DEP	126.500	2230-1230	122.900	2230-1230
TWR	118.700	2230-1230	126.200	2230-1230
	122.900	2230-1230		
GND	121.800	2230-1230		

Landing RWY system:



TRL 140
TA 14000

Changes: FREQ

Effective 29-MAR-2018

22-MAR-2018

KMJ-RJFT

Japan Kumamoto

AGC

AGC

AGC

Kumamoto Japan

AGC

3-20

E130°51'

E130°52'

D-ATIS	128.800	2230-1230	
TWR	118.700	2230-1230	126.200 2230-1230
	122.900	2230-1230	
GND	121.800	2230-1230	

Caution:

RWY grooved 3000x30

○ Circling Guidance Lights

KUMAMOTO
D 112.8 KUE

ARP
N 32 50.2
E 130 51.3

3000 G 45

KUMAMOTO PREF
APRON

25

251°
642

07

071°
601

JSDF-G
APRON

APRON

INTL TERMINAL

DOMESTIC
TERMINAL

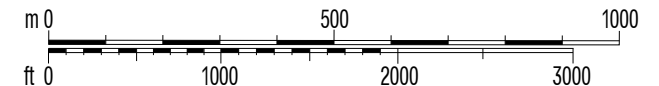
FIRE STATION

COORDINATES

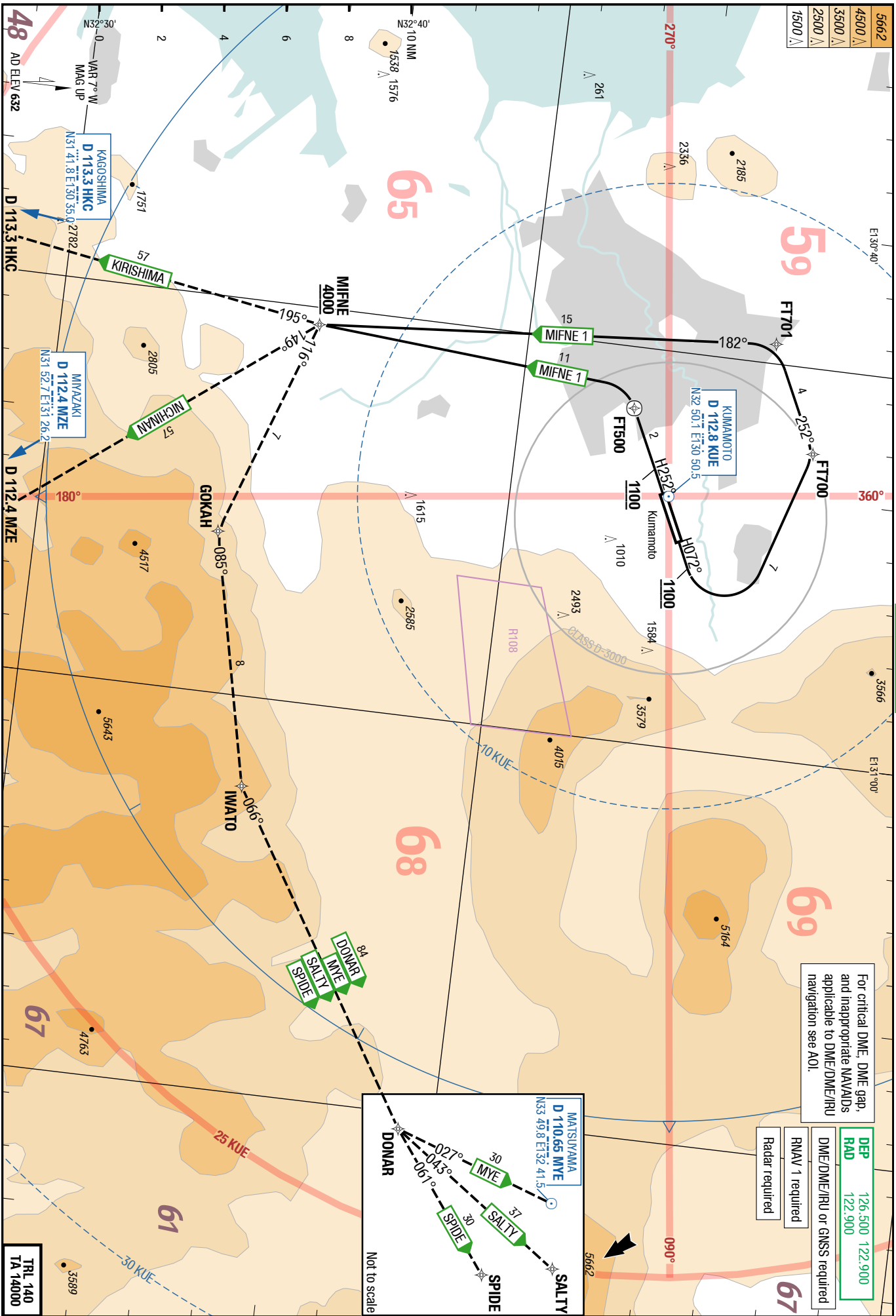
- 1, 2 Not published
- 3 N32 50.1 E130 51.4
- 4-6 N32 50.1 E130 51.5
- 7 N32 50.1 E130 51.6
- 8 N32 50.2 E130 51.6
- 9 N32 50.2 E130 51.7

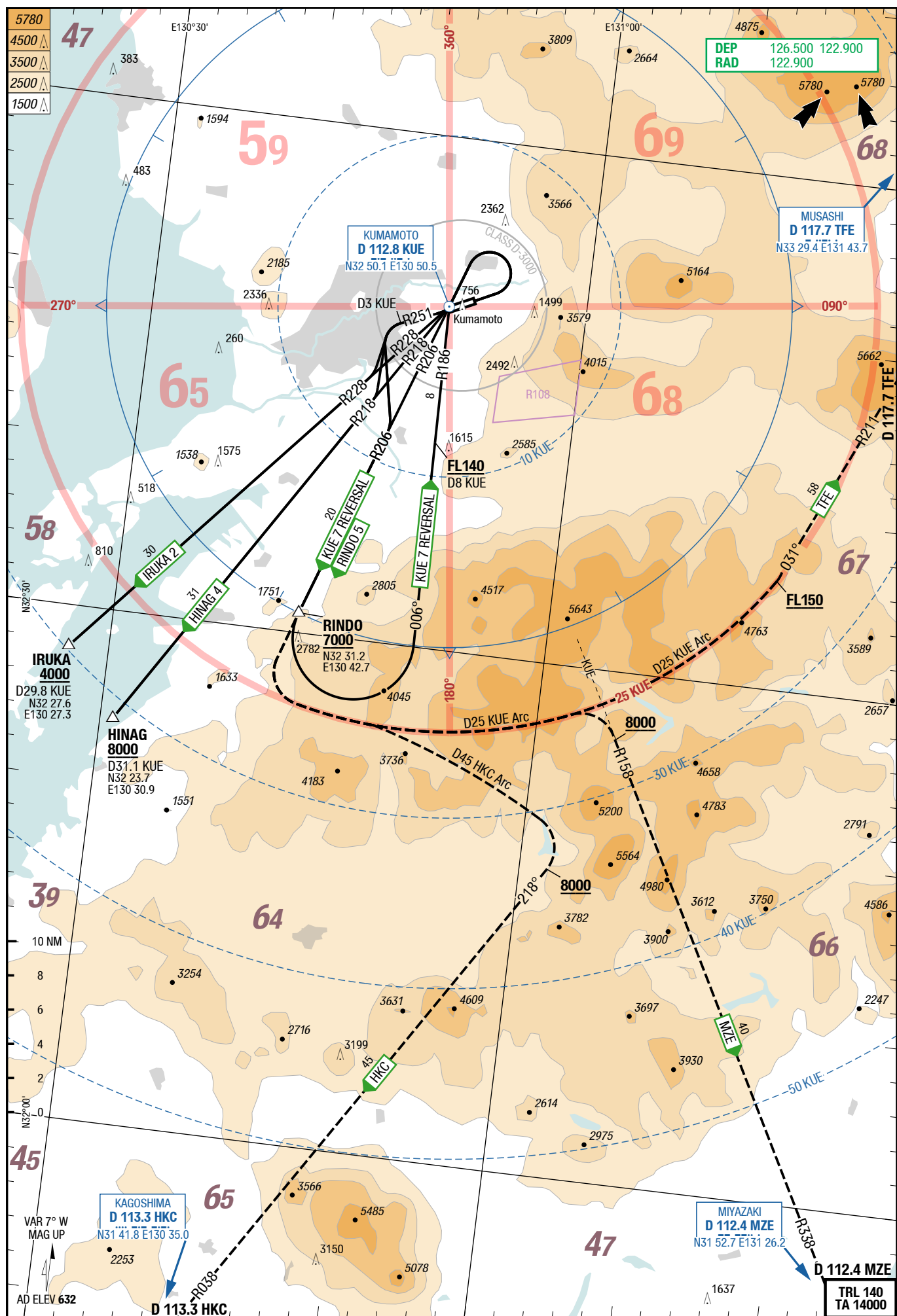
VAR 7° W
MAG UP

AD ELEV 632



Changes: FREQ, TWY , Parkingstand, APN, COORD





KMJ-RJFT

5-10

RNAV SIDs

MIFNE 1

RWYs 07 (071°) / 25 (251°)

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
MIFNE 1 5.7% to 2700 126.500	HDG 072° - at MNM 1100 LT direct FT700 - FT701 - MIFNE FMS [A1100+ ;L] - FT700 - FT701 - MIFNE	MIFNE MNM 4000 MIFNE MNM 4000
	TRANSITION	
	DONAR MIFNE - GOKAH - IWATO - DONAR	
	KIRISHIMA MIFNE - HKC	
	MATSUYAMA (MYE) MIFNE - GOKAH - IWATO - DONAR - MYE	
	NICHINAN MIFNE - MZE	
	SALTY MIFNE - GOKAH - IWATO - DONAR - SALTY	
	SPIDE MIFNE - GOKAH - IWATO - DONAR - SPIDE	
	Runway 25	
MIFNE 1 126.500	HDG 252° - at MNM 1100 - direct FT500 - LT direct MIFNE FMS [A1100+] - <u>FT500</u> [L] - MIFNE	MIFNE MNM 4000 MIFNE MNM 4000
	TRANSITION	
	DONAR MIFNE - GOKAH - IWATO - DONAR	
	KIRISHIMA MIFNE - HKC	
	MATSUYAMA (MYE) MIFNE - GOKAH - IWATO - DONAR - MYE	
	NICHINAN MIFNE - MZE	
	SALTY MIFNE - GOKAH - IWATO - DONAR - SALTY	

MIFNE 1

RWY 25 (251°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
MIFNE 1 126.500	TRANSITION	
	SPIDE MIFNE - GOKAH - IWATO - DONAR - SPIDE	

HINAG 4 / IRUKA 2 / KUMAMOTO 7 REVERSAL / RINDO 5

RWYs 07 (071°) / 25 (251°)

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
HINAG 4 5.7% to 2700 126.500 ①	LT direct KUE - R218 KUE to HINAG	HINAG MNM 8000
IRUKA 2 5.7% to 2700 126.500 ①	LT direct KUE - R228 KUE to IRUKA	IRUKA MNM 4000
KUMAMOTO 7 REVERSAL KUE 7 REVERSAL 5.7% to 2700 126.500 ①	LT direct KUE - R206 KUE to RINDO - LT intercept R186 KUE to KUE	RINDO MNM 7000 R186/D8 KUE MNM FL140
RINDO 5 5.7% to 2700 126.500 ①	LT direct KUE - R206 KUE to RINDO	RINDO MNM 7000
	TRANSITION	
	KAGOSHIMA (HKC) at RINDO LT follow D45 HKC arc - intercept R038 HKC to HKC	R038 HKC MNM 8000
	MIYAZAKI (MZE) at RINDO LT follow D25 KUE arc - intercept R158 KUE / R338 MZE to MZE	R158 KUE MNM 8000
	MUSASHI (TFE) at RINDO LT follow D25 KUE arc - intercept R211 TFE to TFE	R211 KUE MNM FL150
	Runway 25	
HINAG 4 126.500	intercept R251 KUE - at D3 KUE LT intercept R218 KUE to HINAG	HINAG MNM 8000
IRUKA 2 126.500	intercept R251 KUE - at D3 KUE LT intercept R228 KUE to IRUKA	IRUKA MNM 4000
KUMAMOTO 7 REVERSAL KUE 7 REVERSAL 126.500	intercept R251 KUE - at D3 KUE LT intercept R206 KUE to RINDO - LT intercept R186 KUE to KUE	RINDO MNM 7000 R186/D8 KUE MNM FL140
RINDO 5 126.500	intercept R251 KUE - at D3 KUE LT intercept R206 KUE to RINDO	RINDO MNM 7000

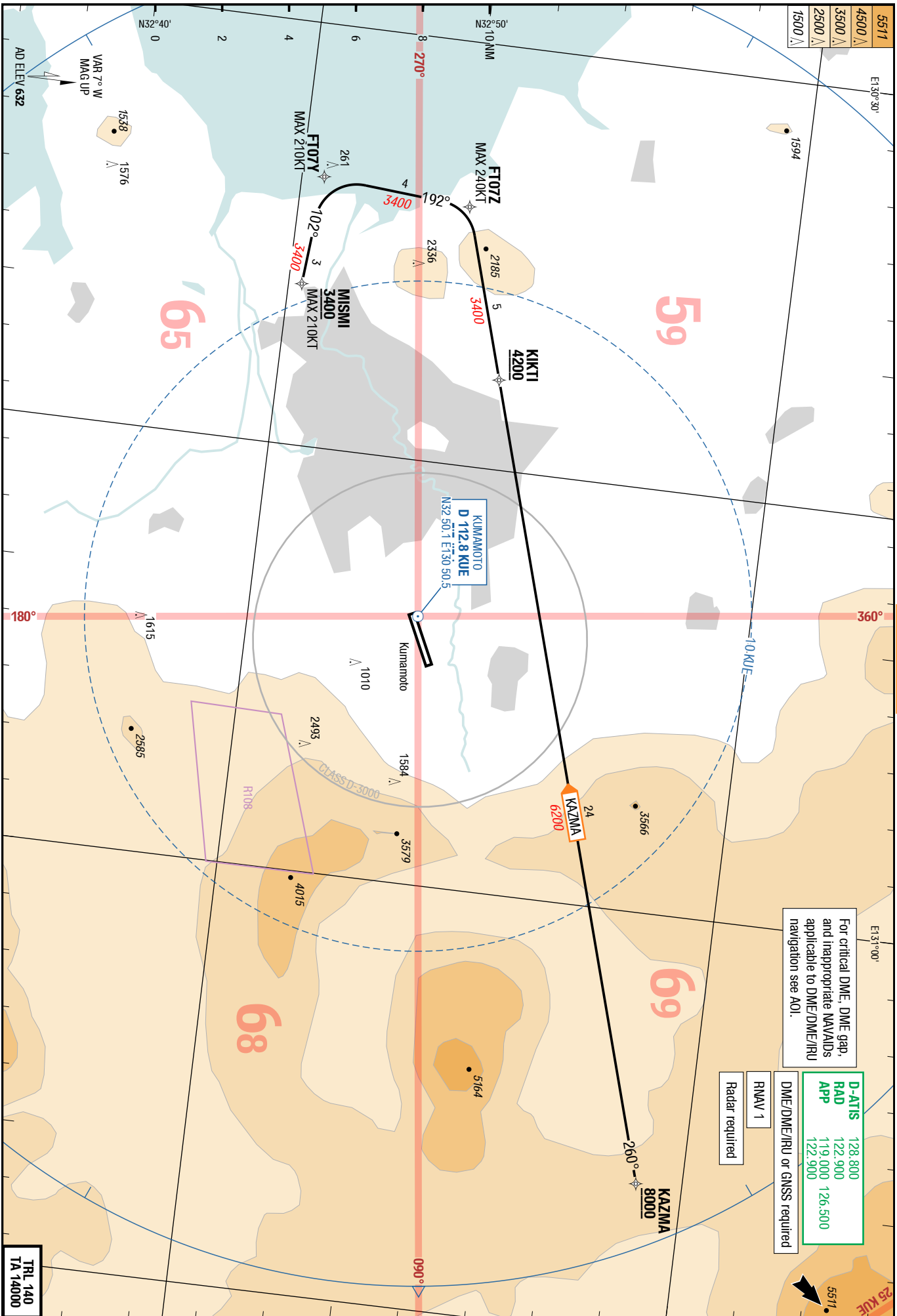
① Close-in OBST 2362ft ALT at 034°/6nm from RWY 07 end.

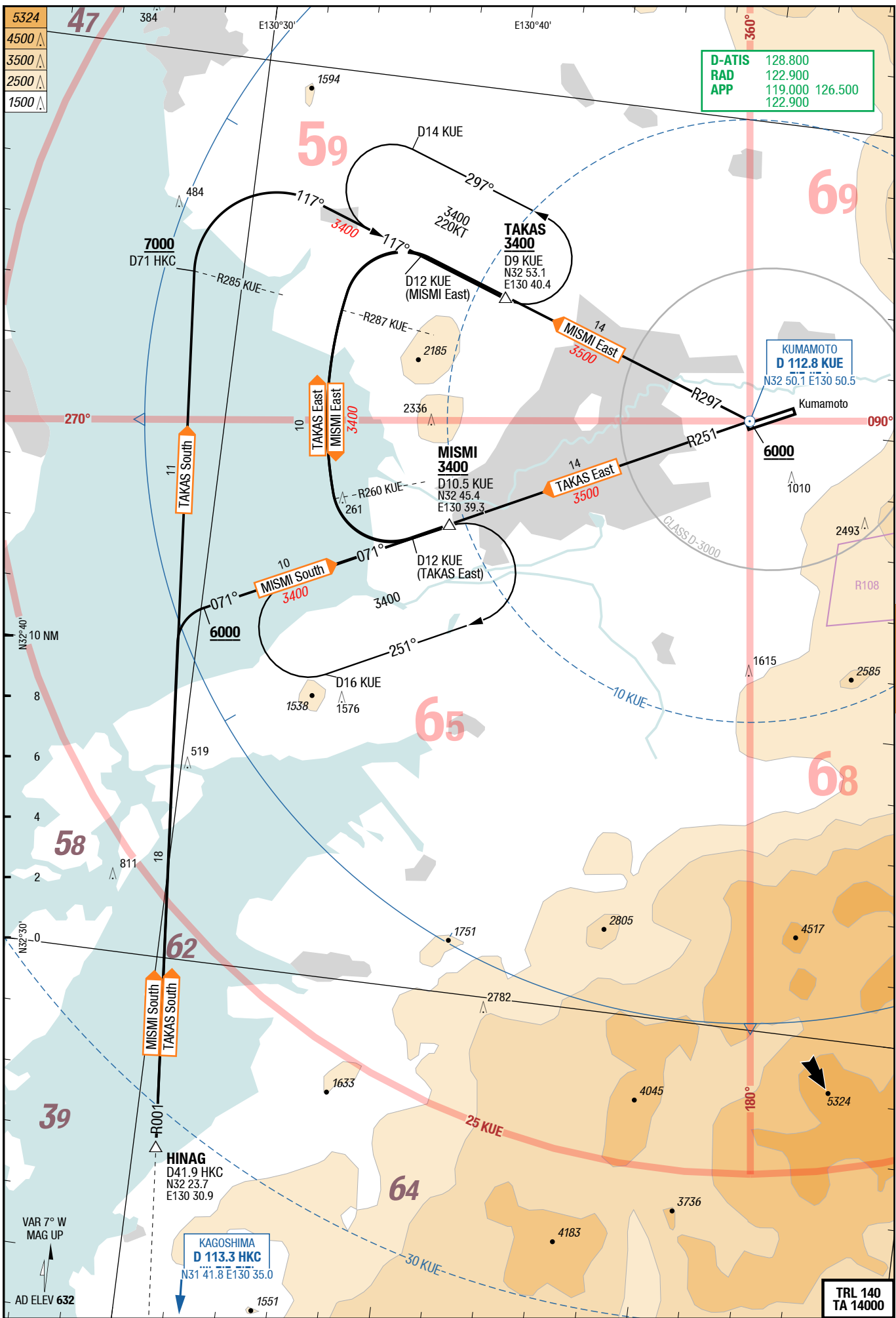
Changes: ALT, PROC renumbered

RINDO 5

RWY 25 (251°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
RINDO 5 126.500	TRANSITION	
	KAGOSHIMA (HKC) at RINDO LT follow D45 HKC arc - intercept R038 HKC to HKC	R038 HKC MNM 8000
	MIYAZAKI (MZE) at RINDO LT follow D25 KUE arc - intercept R158 KUE / R338 MZE to MZE	R158 KUE MNM 8000
	MUSASHI (TFE) at RINDO LT follow D25 KUE arc - intercept R211 TFE to TFE	R211 KUE MNM FL150





D-ATIS	128.800
RAD	122.900
APP	119.000 126.500
	122.900

TRL 140
TA 14000

22-MAR-2018

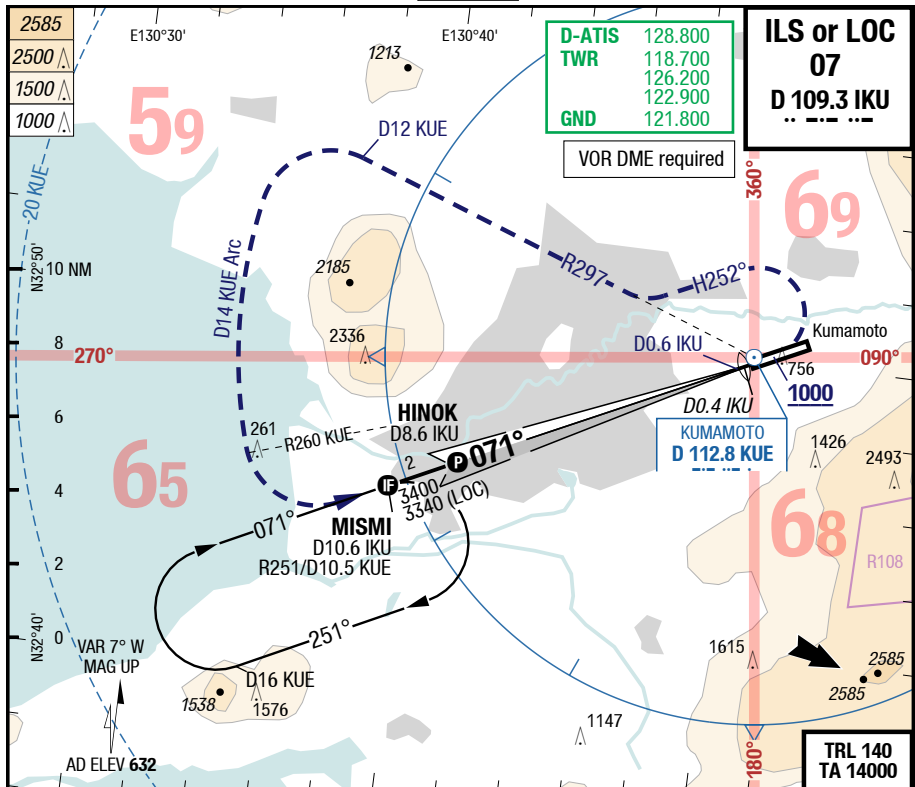
KMJ-RJFT

Japan Kumamoto

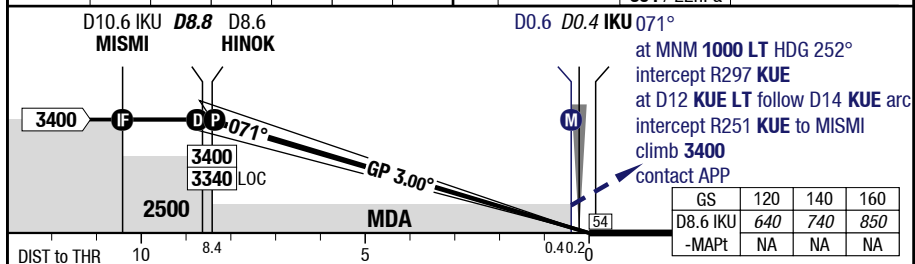
IAC

7-10

ILS or LOC 07



LOC 3.00° D IKU	8.8	7	5	3	2	1	07	3.0°	60 HL	15 HL
	3400	2840	2200	1560	1250	930	HL-P2F	3000 G 45	601 / 22hPa	TDZ +0.8% +0.4%



07	Cat 3b GA 5.0%	Cat 2 GA 5.0%	Cat 1 GA 5.0% 1)	Cat 1 GA 5.0% TDZL+RCLL U/S 2)	LOC GA 5.0%	Circling 3) TERPS
C	ft - m/km ft 0 - 100R Company	180 - 450R 242 RA	200 - 550 830	200 - 750 830	290 - 1.0 910	600 - 2.4V 1240
D	ft - m/km ft 0 - 100R Company	180 - 450R 242 RA	200 - 550 830	200 - 750 830	290 - 1.4 910	700 - 3.6V 1340

1) With EVS 350m, wo EVS use STD

3) N of RWY only

2) With EVS 500m, wo EVS use STD

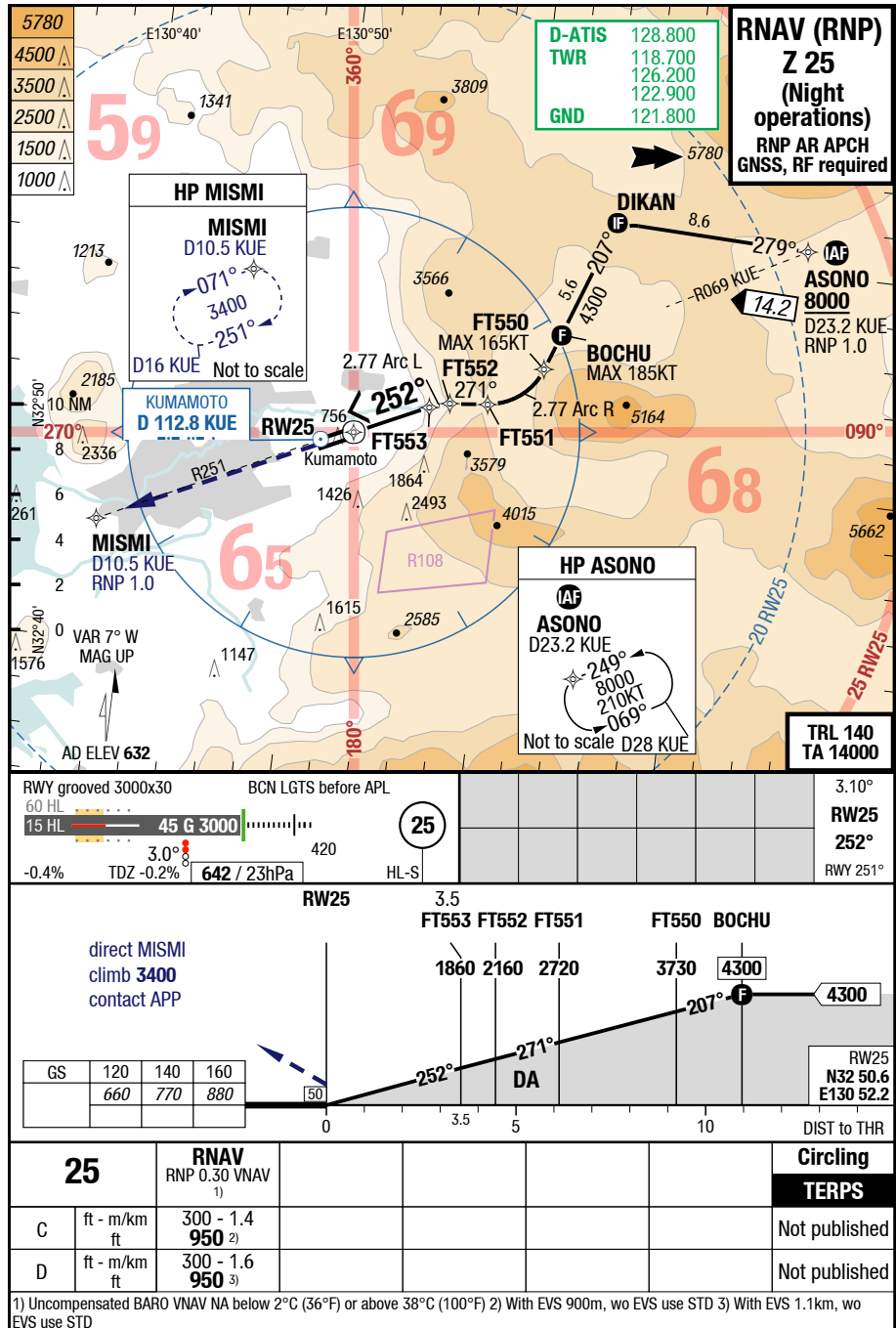
Changes: FREQ, OBST, ALT

22-MAR-2018

KMJ-RJFT

7-30

RNAV (RNP) Z 25 (Night operations)



Changes: FREQ, OBST

22-MAR-2018

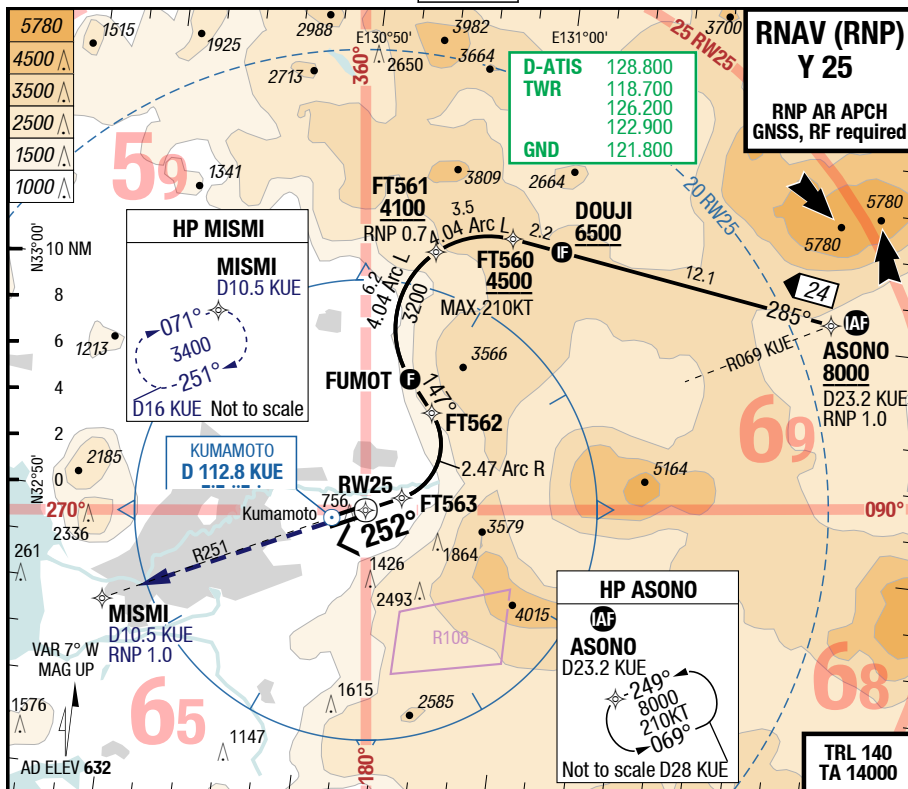
KMJ-RJFT

7-40

Japan Kumamoto

RNAV (RNP) Y 25

IAC

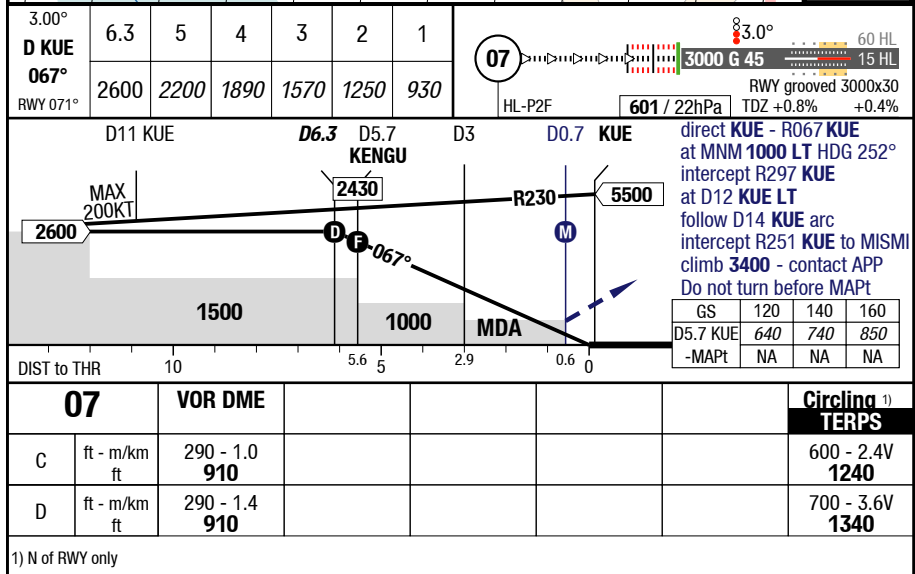


25		RNAV RNP 0.30 VNAV 1)				Circling TERPS
C	ft - m/km ft	300 - 1.4 950 2)				Not published
D	ft - m/km ft	300 - 1.6 950 3)				Not published

1) Uncompensated BARO VNAV NA below -4°C (25°F) or above 45°C (113°F) 2) With EVS 900m, wo EVS use STD 3) With EVS 1.1km, wo EVS use STD

Changes: FREQ, OBST

VOR 07



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VOR A



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22-MAR-2018

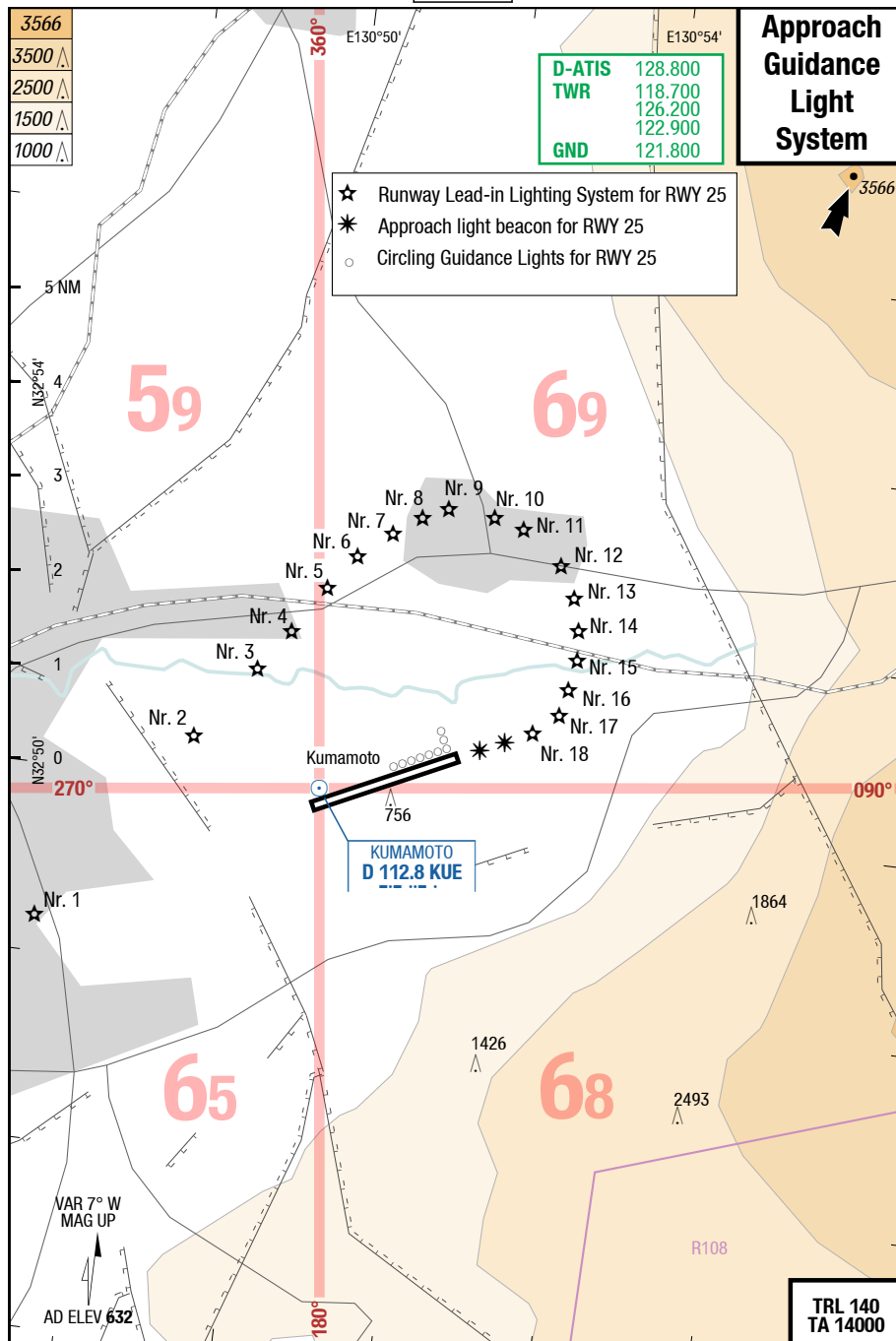
KMJ-RJFT

Japan Kumamoto

VAC

7-70

Approach Guidance Light System



Changes: OBST, FREQ

KMJ-RJFT

8-10

Japan **Kumamoto**

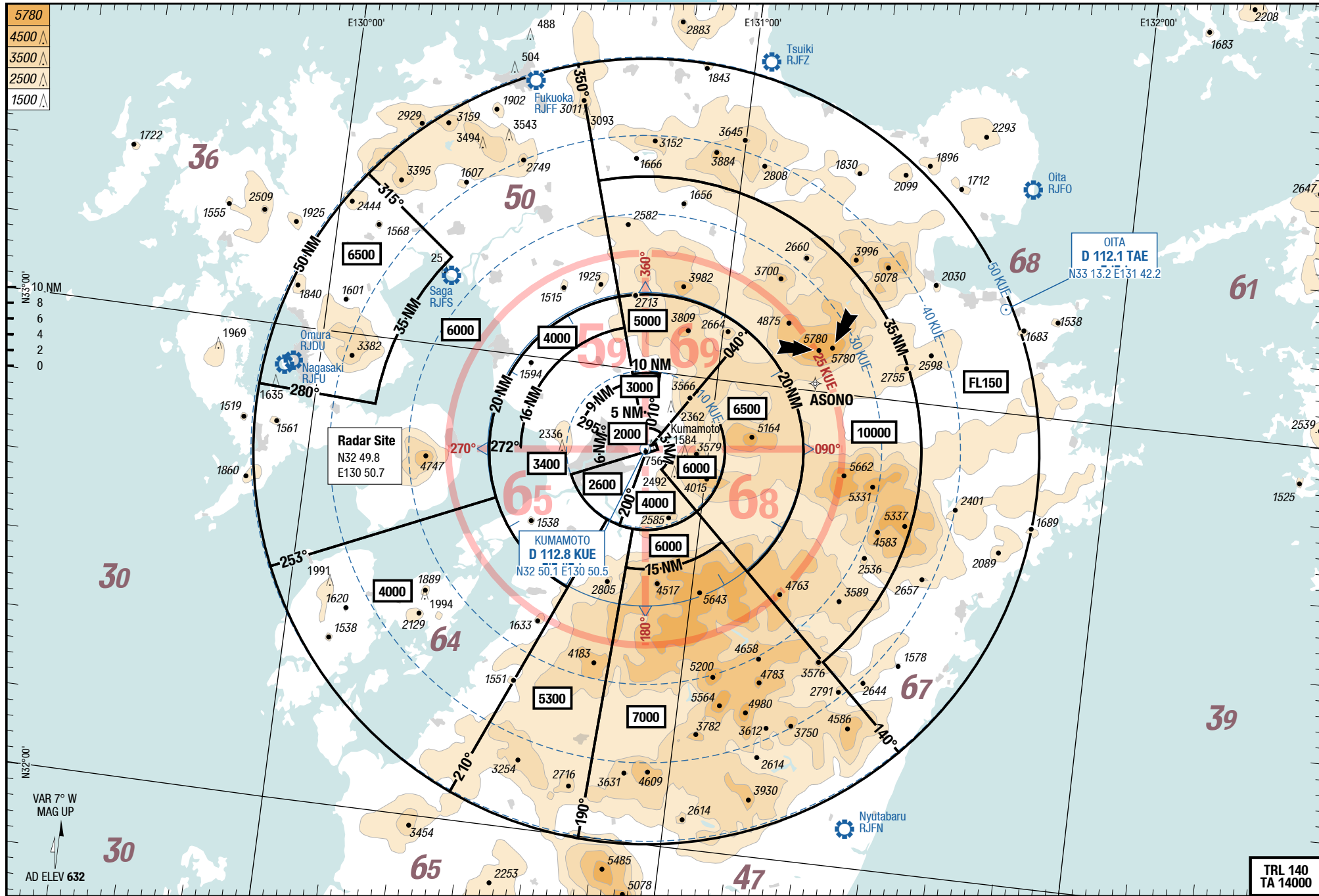
MRC

MRC

MRC

Kumamoto Japan

MRC



Changes: new

TRL 140
TA 14000

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