

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information**

**RFF:** 0/R  
**Fuel:** 2230-1230 (SKED flights only)  
**PCN:** 0/R  
**Customs:** 2330-0815, other times 0/R

**Operation****Traffic Note**

Low Level Windshear Alert System (LLWAS) in operation.

**Taxi**

CIV ACFT use only TWY C1-C5.

**ARRIVAL****Speed**

MAX IAS 250KT or MNM safe speed if greater, above 3000ft and at or below 10000ft.  
 MAX IAS 200KT or MNM safe speed if greater, at or below 3000ft.

**Communication****COM Failure**

If COM to RAD is lost for 1min or 5sec (PAR) / 15sec (ASR) on final APCH:

- Contact Komatsu RAD/TWR.
- If unable, proceed in accordance with VFR.
- If unable, proceed to IAF VOR/DME or KMC VOR at last assigned ALT or 4000ft whichever is higher, and execute INSTR APCH.

PROCes other than above will be issued when situation required.

**Arrival Procedure****Noise Abatement Procedure:** See CRAR Japan.**Non-standard GP intercept position on RWY 06**

GP intercepts RWY 06 at 314m / 1030ft after landing threshold.  
 Remaining LDG DIST beyond GP is 2386m / 7828ft.

**DEPARTURE****Take-off Minima**

RWY		06, 24	
		RNAV departures only	
Multi ENG	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
		All other departures	
		0 - 600R/600V	REDL, HJ only
		0 - 800R/800V	wo REDL or HN
other		Applicable LDG MIN	-

**DEPARTURE****Speed**

MAX IAS 250KT or MNM safe speed if greater, above 3000ft and at or below 10000ft.  
 MAX IAS 200KT or MNM safe speed if greater, at or below 3000ft.

**Departure Procedure**

**Noise Abatement Procedure:** See CRAR Japan.

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

## MANAH 2 RNAV

## - RNAV Critical DME

RWY 06: **KMC, YME:** 10NM to KAETU - 30NM to MANAH.  
 23NM to MANAH - 3NM to MANAH.

RWY 24: **KMC, YME:** 23NM to MANAH - 3NM to MANAH.

## GINJO 2 RNAV

## - RNAV Critical DME

RWY 06: **TOE:** 14NM to HAKUI - NOTO.

RWY 24: **KMC, YME:** 29.5NM to HAKUI - 19NM to HAKUI.

**TOE:** 13NM to HAKUI - NOTO.

## KINZAN TR

**TOE:** NOTO - 81NM to GOLDO.

81NM to GOLDO - 73NM to GOLDO.

**KMC:** 81NM to GOLDO - 73NM to GOLDO.

**GTC:** 66NM to GOLDO - 35NM to GOLDO.

7NM to GOLDO - GOLDO.

## SONBU 2 RNAV

## - RNAV Critical DME

RWY 06: **YME:** 30NM to SONBU - 6NM to SONBU.

RWY 24: **YME:** 23NM to SONBU - 6NM to SONBU.

Effective 23-JUN-2016

16-JUN-2016

KMQ-RJNK

2-10

Japan Komatsu

AGC

AFC

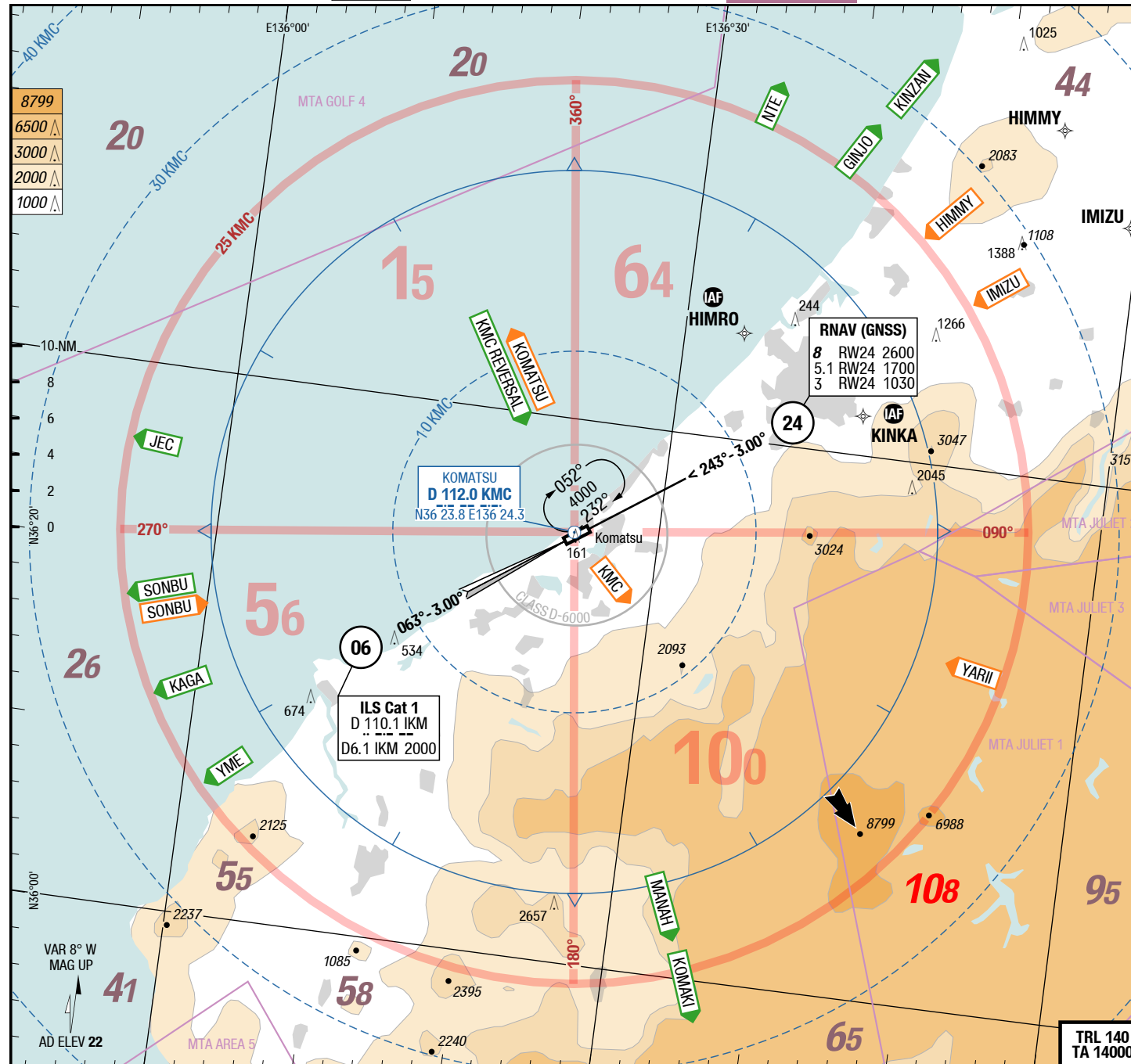
AFC

AFC

Komatsu Japan

AGC

AFC



RAD	134.100
	125.300
APP/DEP	120.100
	121.250
TWR	118.250
	126.200
GND	121.700

Landing RWY system:			
06	width 30m grooved		
	2700 G 45	60 HL	
HL-P1F	839	38 / 1hPa	TDZ ---% -0.2%
width 30m grooved			
24	45 G 2700		
	60 HL	597	
+0.2%	TDZ ---%	18 / 1hPa	HL-P1F

Changes: PROC, OBST

Effective 23-JUN-2016

16-JUN-2016

KMQ-RJNK

Japan Komatsu

AGC

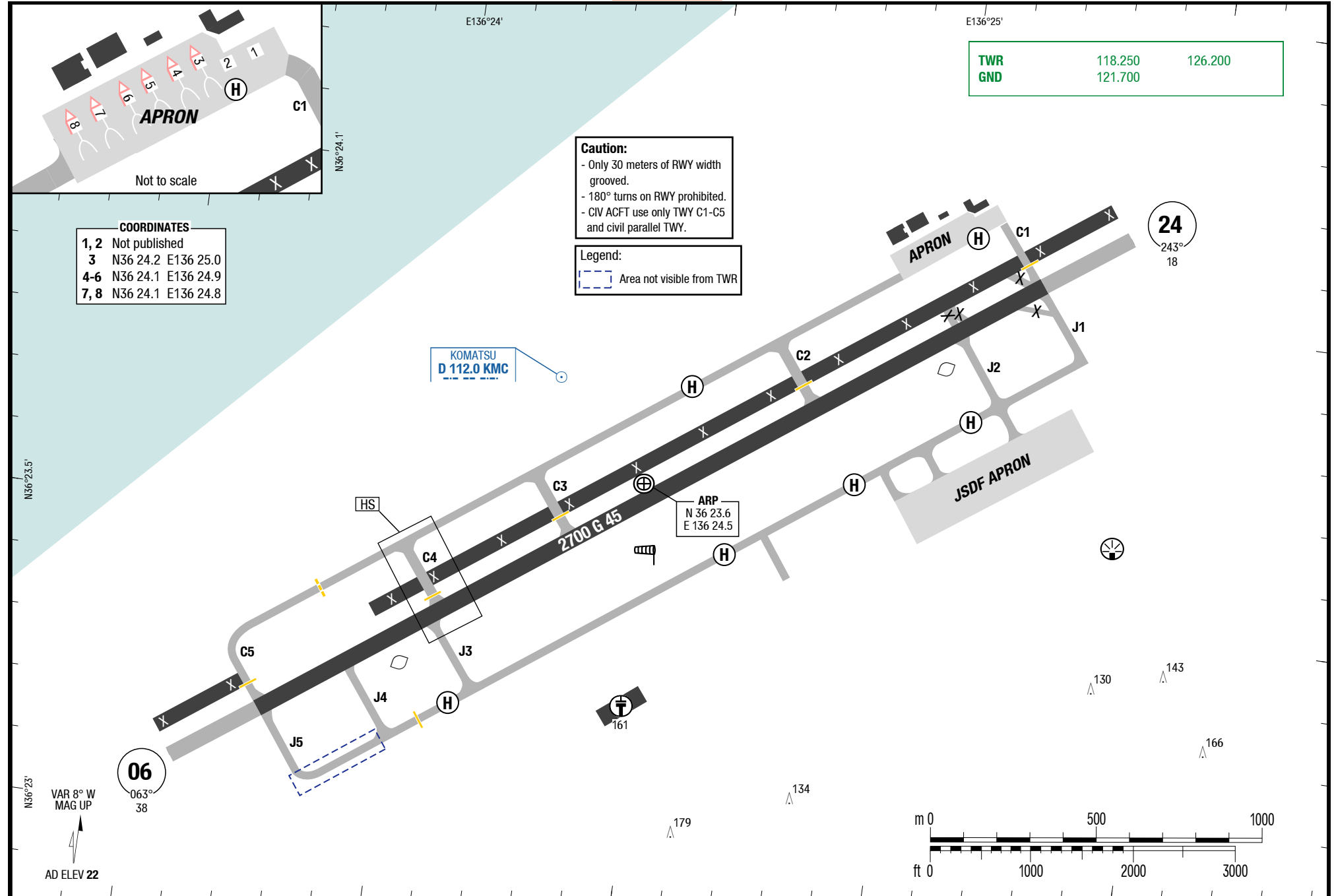
AGC

AGC

Komatsu Japan

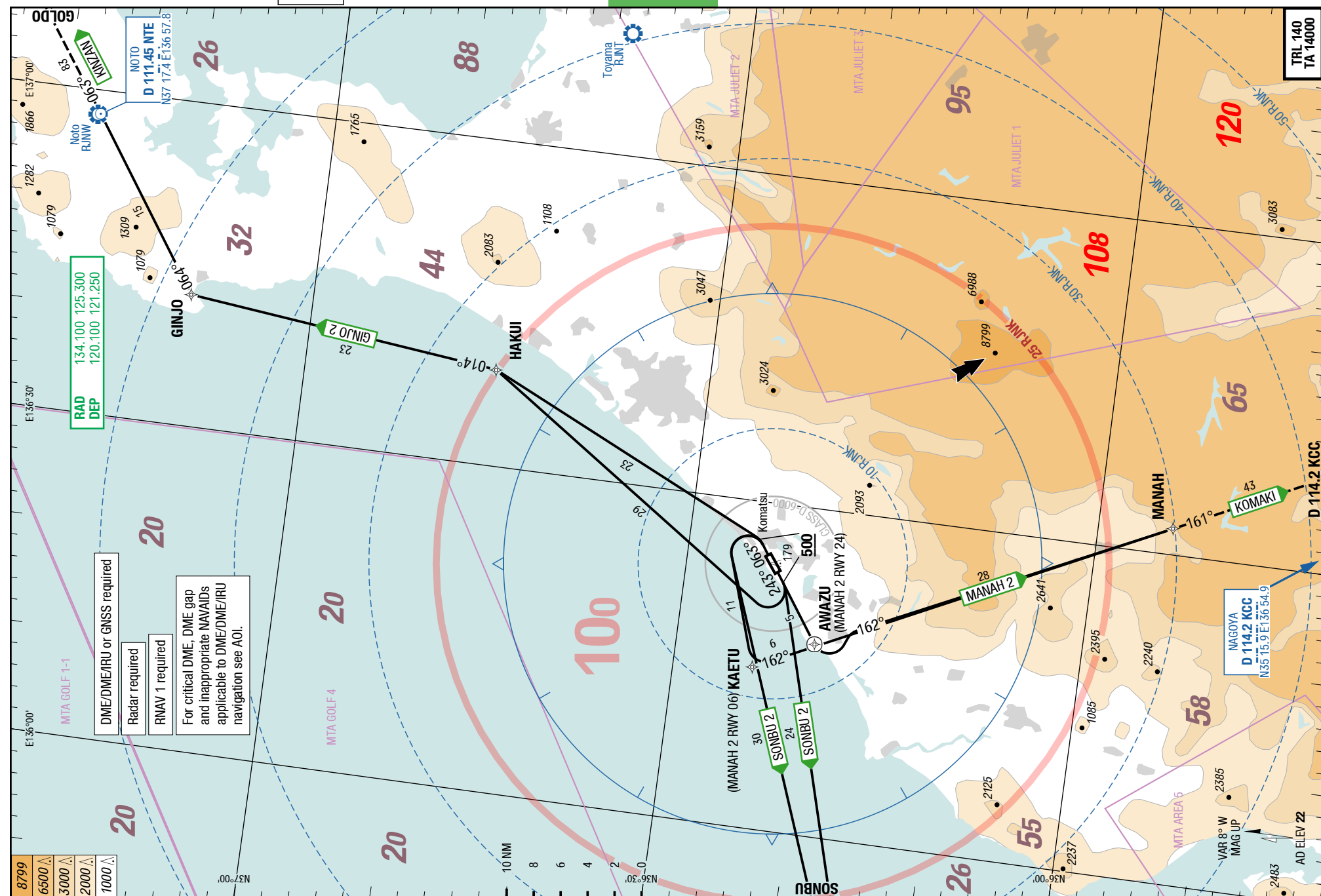
AGC

3-20



Changes: HLDG POS

4-10



Effective 09-NOV-2017

02-NOV-2017

KMQ-RJNK

4-30

Japan Komatsu

SIDs RWY 24

SIDs RWY 06

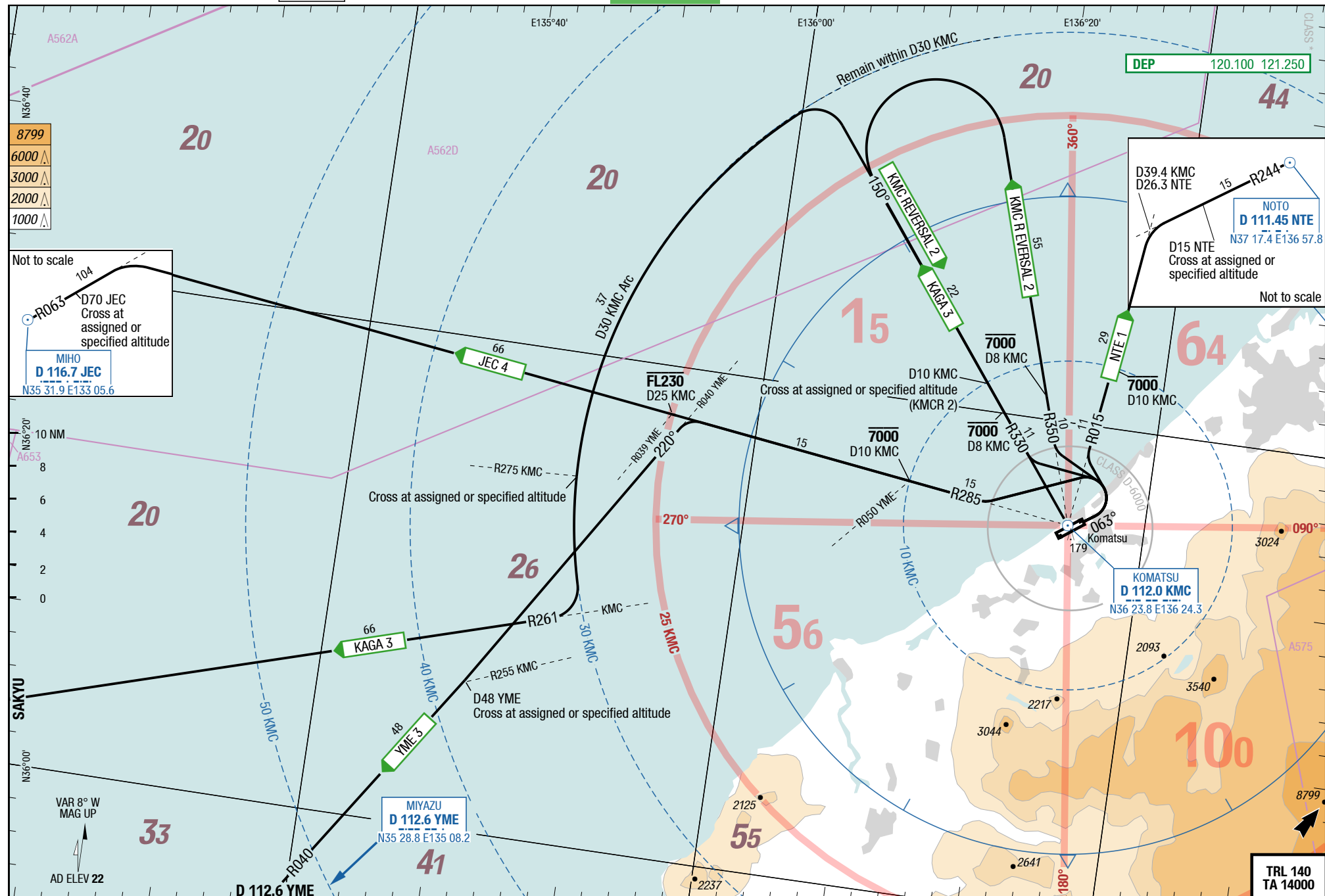
SID

SID

Komatsu Japan

SIDs RWY 24

SIDs RWY 06



Changes: PROC

02-NOV-2017

**KMQ-RJNK**

4-40

## Japan **Komatsu**

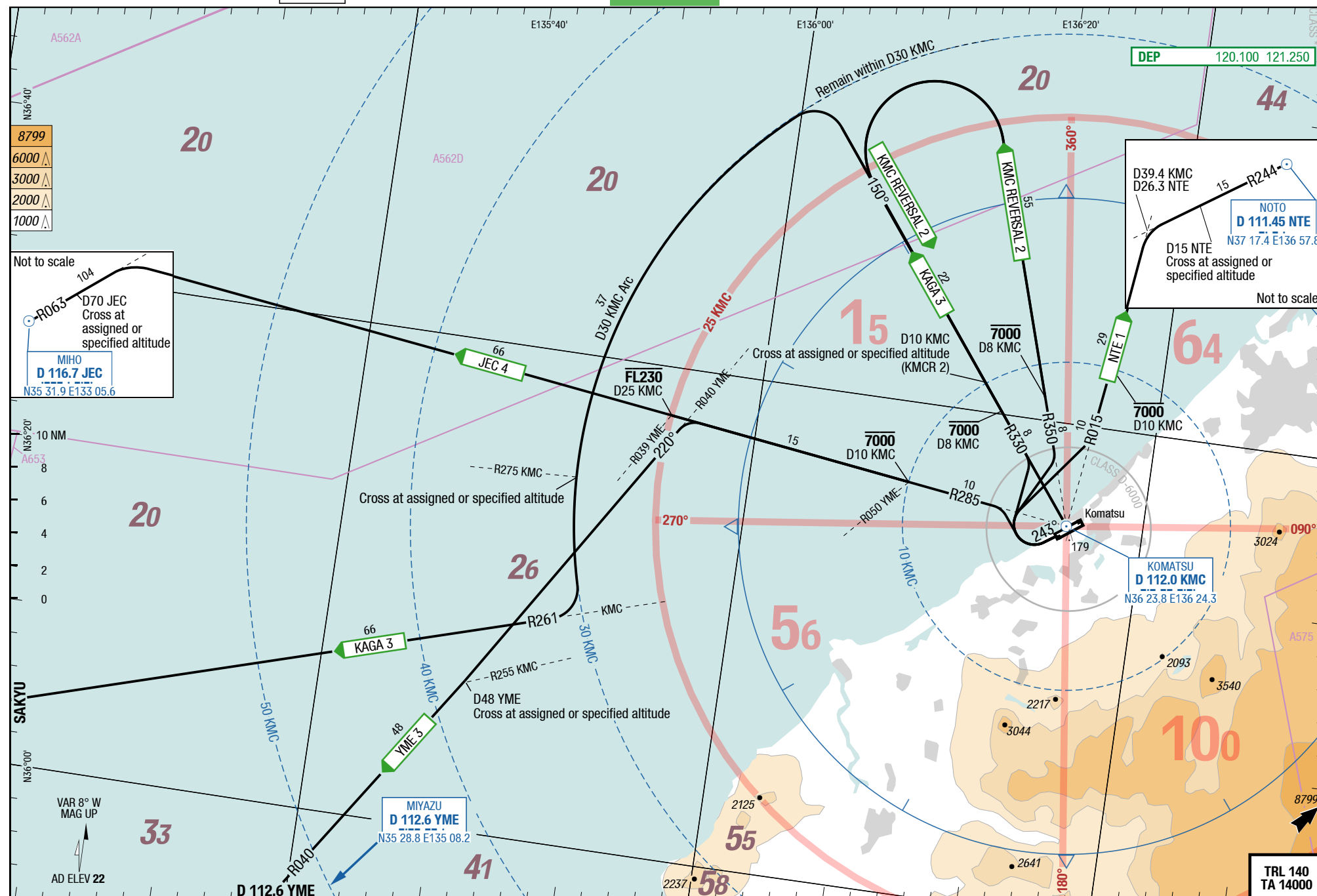
## SIDs RWY 24

SID

SID

## Komatsu Japan

## SIDs RWY 24



Changes: PROC

## KMQ-RJNK

5-10

## RNAV SIDs

SIDPT

## GINJO 2 / MANAH 2 / SONBU 2

RWYs 06 (063°) / 24 (243°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
GINJO 2 120.100 121.250	[A500+ ;L] - HAKUI - GINJO - NTE	
	<b>TRANSITION</b>	
	KINZAN NTE - GOLDO	
MANAH 2 4.1% to 3900 120.100 121.250	[A500+ ;L] - KAETU [L] - MANAH	
	<b>TRANSITION</b>	
	KOMAKI MANAH - KCC	
SONBU 2 120.100 121.250	[A500+ ;L] - SONBU	
	<b>Runway 24</b>	
GINJO 2 120.100 121.250	[A500+ ;R] - HAKUI - GINJO - NTE	
	<b>TRANSITION</b>	
	KINZAN NTE - GOLDO	
MANAH 2 4.8% to 3900 120.100 121.250	[A500+] - AWAZU [L] - MANAH	
	<b>TRANSITION</b>	
	KOMAKI MANAH - KCC	
SONBU 2 120.100 121.250	[A500+ ;R] - SONBU	



## KMQ-RJNK

5-30

## SIDs RWY 06

## KAGA 3 / KOMATSU REVERSAL 2 / MIHO 4 / MIYAZU 3 / NOTO 1

RWY 06 (063°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
<b>KAGA 3</b> <b>120.100</b> <b>121.250</b> ①	LT intercept R330 <b>KMC</b> - LT follow D30 <b>KMC</b> arc - intercept R261 <b>KMC</b> to SAKYU	D8 / R330 <b>KMC</b> MAX <b>7000</b>
<b>KOMATSU REVERSAL 2</b> <b>KMC REVERSAL 2</b> <b>120.100</b> <b>121.250</b> ②	LT intercept R350 <b>KMC</b> - LT (within D30 <b>KMC</b> ) intercept R330 <b>KMC</b> to <b>KMC</b>	D8 / R350 <b>KMC</b> MAX <b>7000</b>
<b>MIHO 4</b> <b>JEC 4</b> <b>120.100</b> <b>121.250</b> ③④	LT intercept R285 <b>KMC</b> - intercept R063 <b>JEC</b> to <b>JEC</b>	D10 / R285 <b>KMC</b> (R050 <b>YME</b> ) MAX <b>7000</b> D25 / R285 <b>KMC</b> (R039 <b>YME</b> ) MAX <b>FL230</b>
<b>MIYAZU 3</b> <b>YME 3</b> <b>120.100</b> <b>121.250</b> ④⑤	LT intercept R285 <b>KMC</b> - intercept R040 <b>YME</b> to <b>YME</b>	D10 / R285 <b>KMC</b> (R050 <b>YME</b> ) MAX <b>7000</b>
<b>NOTO 1</b> <b>NTE 1</b> <b>120.100</b> <b>121.250</b> ⑥	LT intercept R015 <b>KMC</b> - intercept R244 <b>NTE</b> to <b>NTE</b>	D10 / R015 <b>KMC</b> MAX <b>7000</b>

- ① R275 **KMC** at assigned or specified altitude.  
 ② D10 / R330 **KMC** at assigned or specified altitude.  
 ③ D70 / R063 **JEC** at assigned or specified altitude.  
 ④ R050 **YME** MRA 7000ft.  
 ⑤ D48 / R040 **YME** (R255 **KMC**) at assigned or specified altitude.  
 ⑥ D15 / R244 **NTE** at assigned or specified altitude.

## RJNK-KMQ

5-40

## SIDs RWY 24

## KAGA 3 / KOMATSU REVERSAL 2 / MIHO 4 / MIYAZU 3 / NOTO 1

RWY 24 (243°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
<b>KAGA 3</b> <b>120.100</b> <b>121.250</b> ①	RT intercept R330 <b>KMC</b> - LT follow D30 <b>KMC</b> arc - intercept R261 <b>KMC</b> to SAKYU	D8 / R330 <b>KMC</b> MAX <b>7000</b>
<b>KOMATSU REVERSAL 2</b> <b>KMC REVERSAL 2</b> <b>120.100</b> <b>121.250</b> ②	RT intercept R350 <b>KMC</b> - LT (within D30 <b>KMC</b> ) intercept R330 <b>KMC</b> to <b>KMC</b>	D8 / R350 <b>KMC</b> MAX <b>7000</b>
<b>MIHO 4</b> <b>JEC 4</b> <b>120.100</b> <b>121.250</b> ③④	RT intercept R285 <b>KMC</b> - intercept R063 <b>JEC</b> to <b>JEC</b>	D10 / R285 <b>KMC</b> (R050 <b>YME</b> ) MAX <b>7000</b> D25 / R285 <b>KMC</b> (R039 <b>YME</b> ) MAX <b>FL230</b>
<b>MIYAZU 3</b> <b>YME 3</b> <b>120.100</b> <b>121.250</b> ④⑤	RT intercept R285 <b>KMC</b> - intercept R040 <b>YME</b> to <b>YME</b>	D10 / R285 <b>KMC</b> (R050 <b>YME</b> ) MAX <b>7000</b>
<b>NOTO 1</b> <b>NTE 1</b> <b>120.100</b> <b>121.250</b> ⑥	RT intercept R015 <b>KMC</b> - intercept R244 <b>NTE</b> to <b>NTE</b>	D10 / R015 <b>KMC</b> MAX <b>7000</b>

① R275 **KMC** at assigned or specified altitude.② D10 / R330 **KMC** at assigned or specified altitude.③ D70 / R063 **JEC** at assigned or specified altitude.④ R050 **YME** MRA 7000ft.⑤ D48 / R040 **YME** (R255 **KMC**) at assigned or specified altitude.⑥ D15 / R244 **NTE** at assigned or specified altitude.

Effective 21-AUG-2014

14-AUG-2014

KMQ-RJNK

Japan Komatsu

RNAV STARs RWY 24

RNAV STARs RWY 06

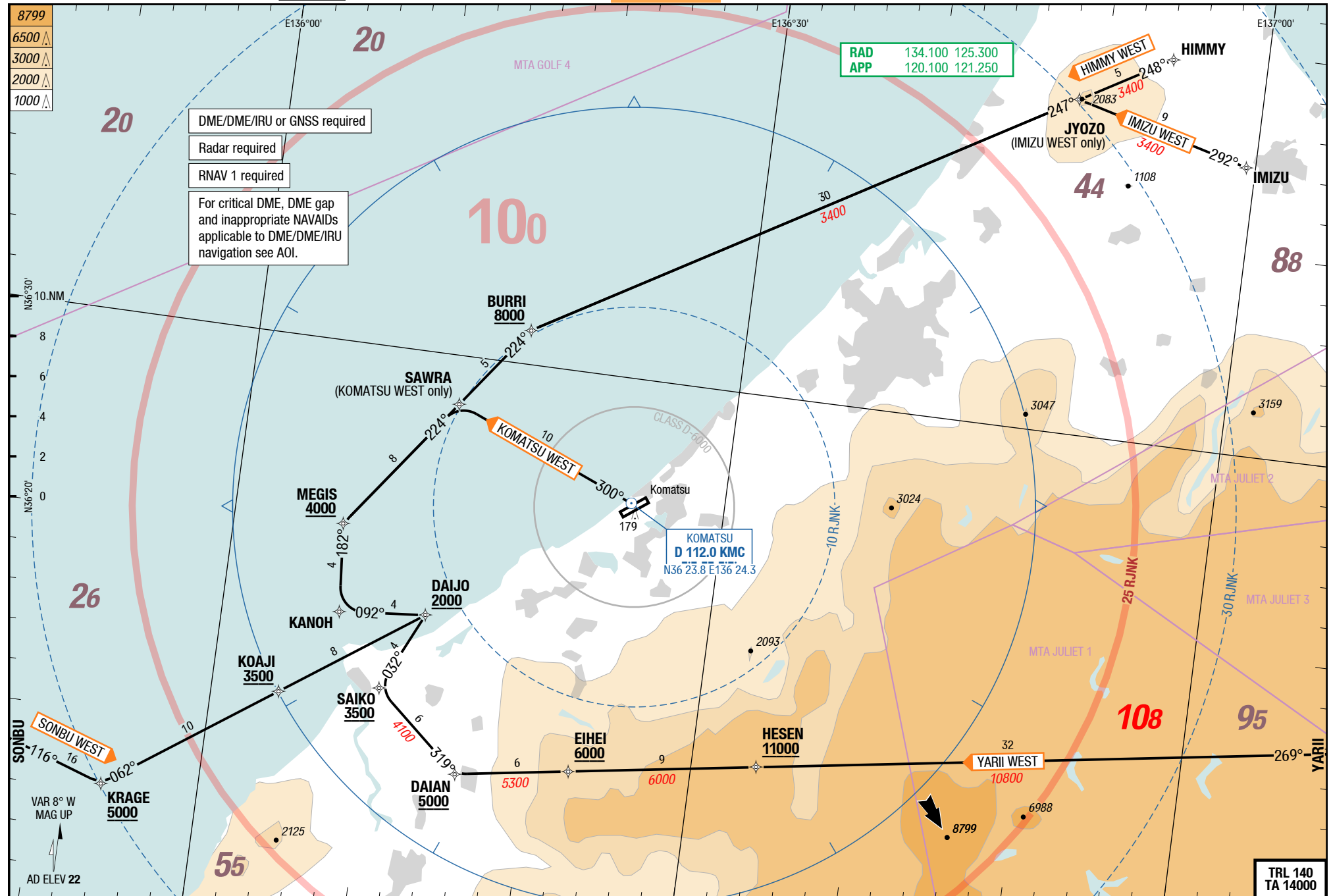
STAR

STAR

Komatsu Japan

RNAV STARs RWY 24

RNAV STARs RWY 06



Changes: new

**KMQ-RJNK**

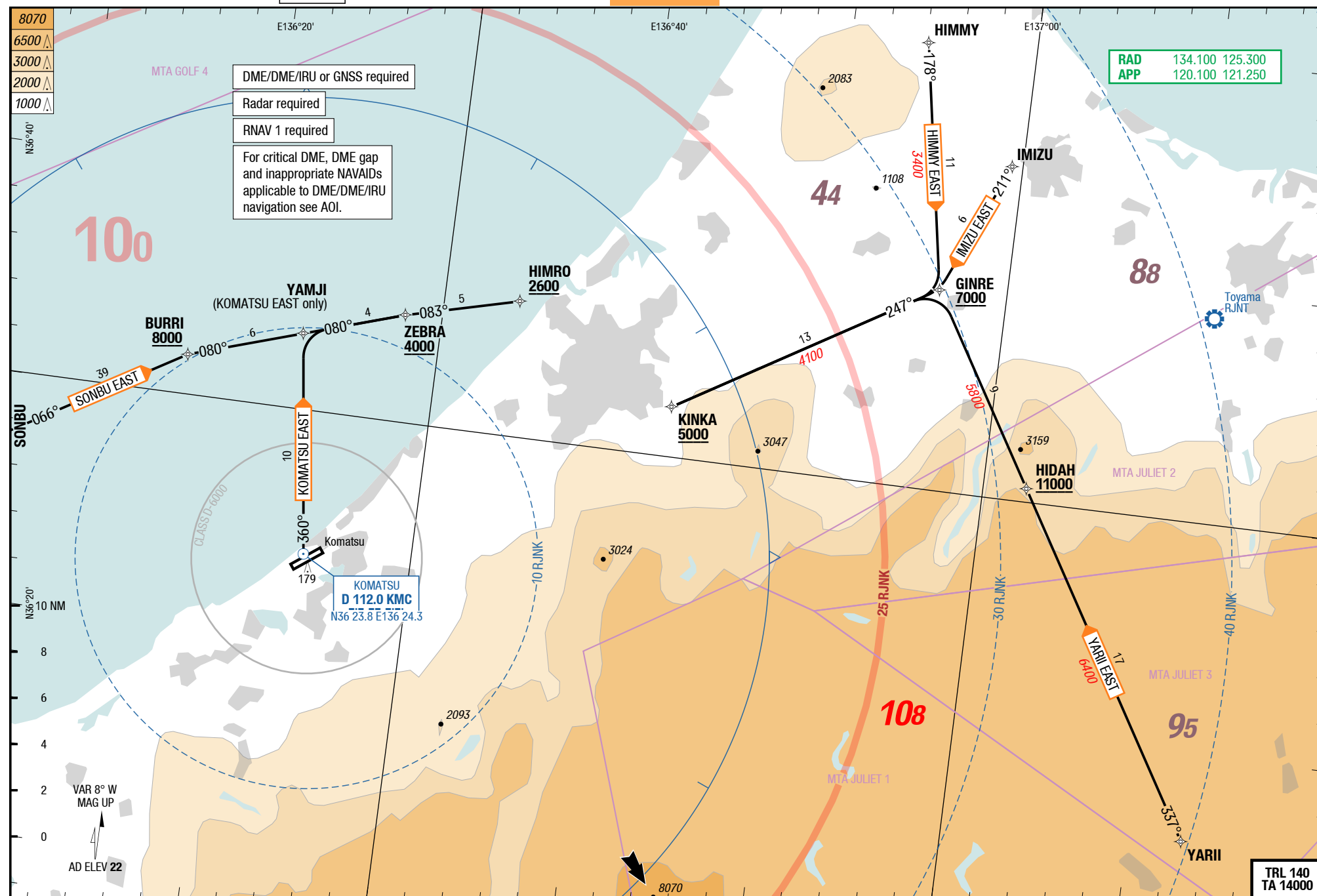
## RNAV STARs RWY 24

# STAR

# STAR

## RNAV STARs RWY 24

6-20



Changes: new

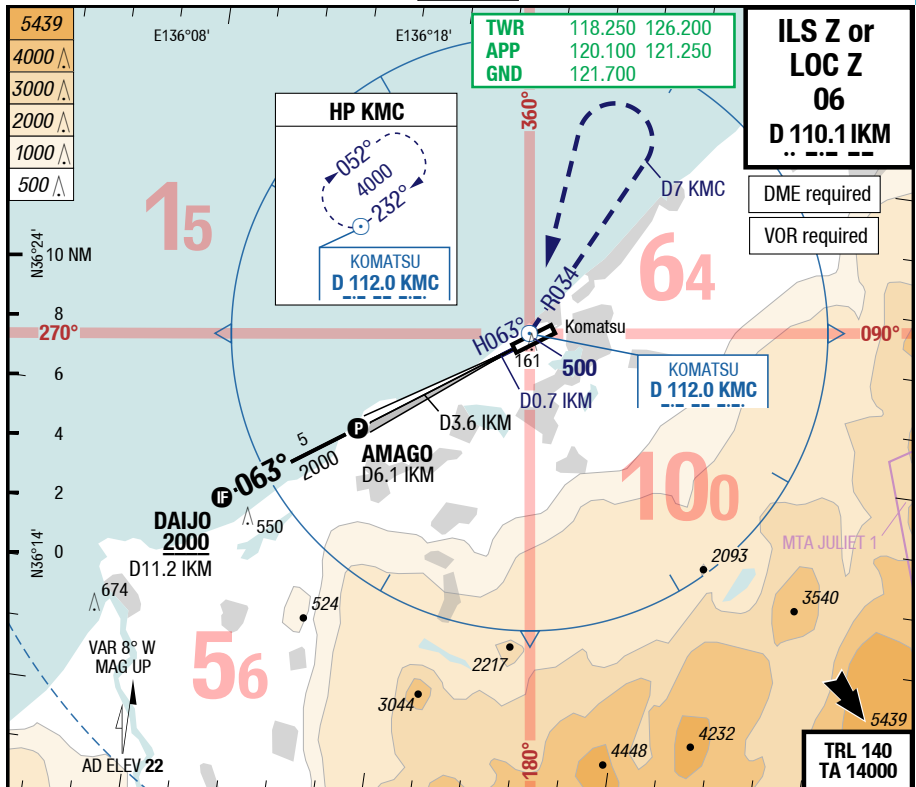
TRL 140  
TA 14000

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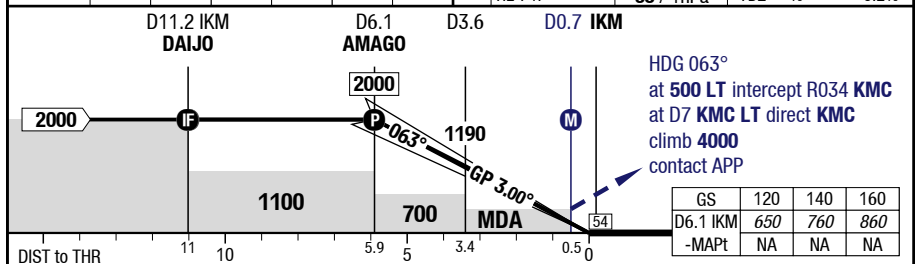
KMQ-RJNK

7-10

ILS Z or LOC Z 06



LOC 3.05° D IKM	6.1	6	5	4	3	2	839	width 30m grooved 60 HL
	2000	1970	1650	1330	1000	680	HL-P1F	38 / 1hPa TDZ ---% -0.2%



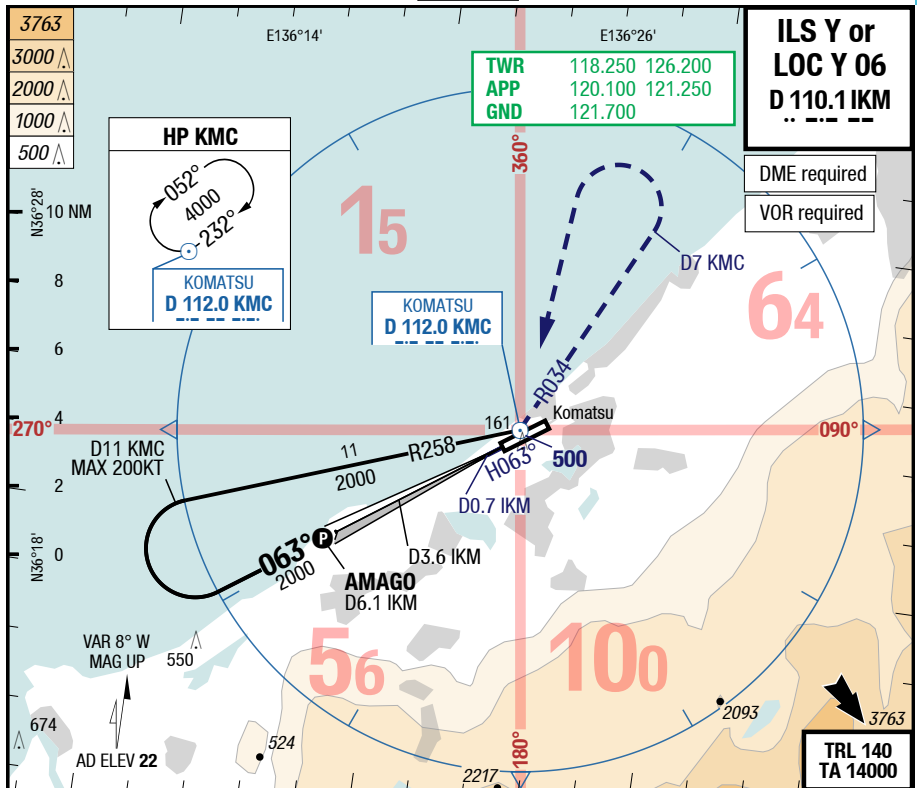
06		Cat 1 DME 1)	LOC DME	PAR 1)	SRA		Circling TERPS
C	ft - m/km ft	200 - 750 240	410 - 1.2 440	200 - 750 240	470 - 1.5 500		600 - 2.4V 630
D	ft - m/km ft	200 - 750 240	410 - 1.4 440	200 - 750 240	470 - 1.6 500		700 - 3.6V 730

1) With EVS 550m

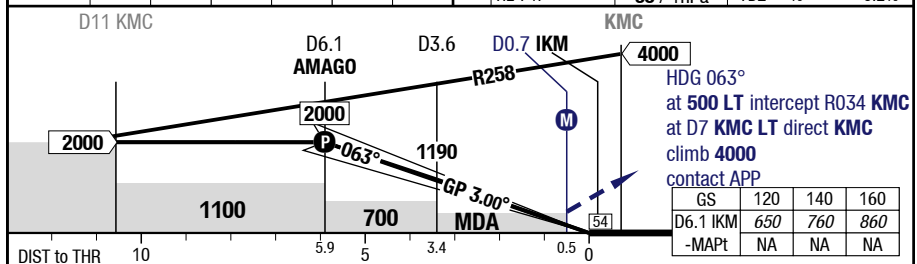
Changes: new

# KMQ-RJNK

**7-20**

**ILS Y or LOC Y 06**

LOC 3.05° D IKM	6.1	6	5	4	3	2	<div><div>06</div><div></div><div>839</div></div> <div><div>HL-P1F</div><div>38 / 1hPa</div><div>IDZ ---%</div><div>-0.2%</div></div>	<div><div>3.0° width 30m grooved</div><div>60 HL</div><div>2700 G 45</div></div>
	2000	1970	1650	1320	1000	680		



06		Cat 1 DME 1)	LOC DME	PAR 1)	SRA		Circling TERPS
C	ft - m/km ft	200 - 750 240	410 - 1.2 440	200 - 750 240	470 - 1.5 500		600 - 2.4V 630
D	ft - m/km ft	200 - 750 240	410 - 1.4 440	200 - 750 240	470 - 1.6 500		700 - 3.6V 730

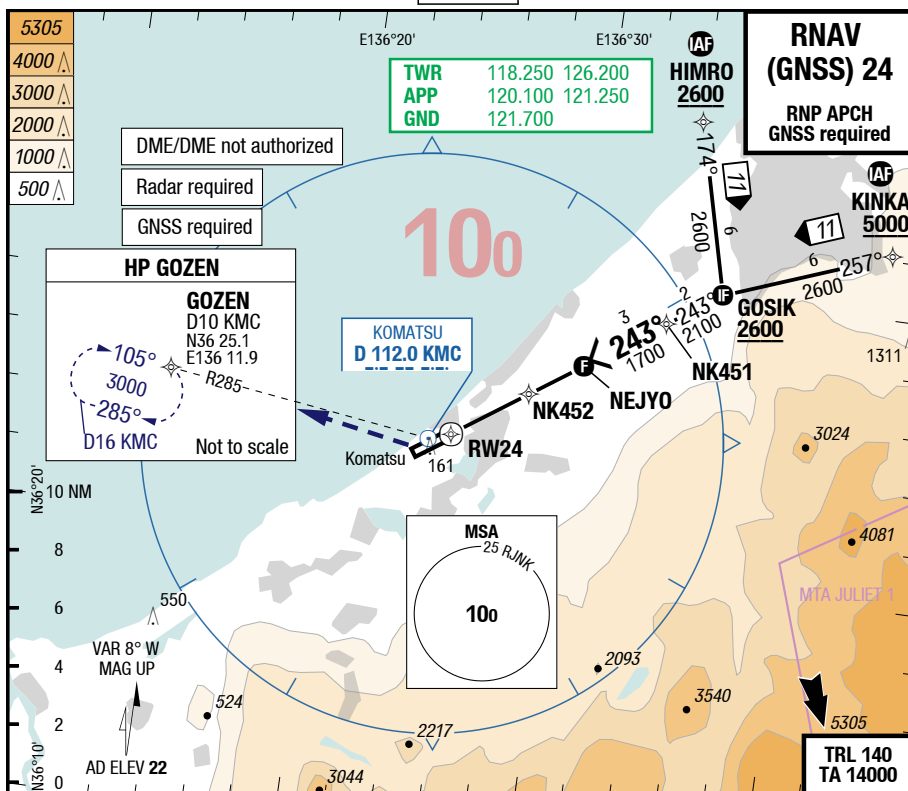
1) With EVS 550m

Changes: new

## KMQ-RJNK

7-30

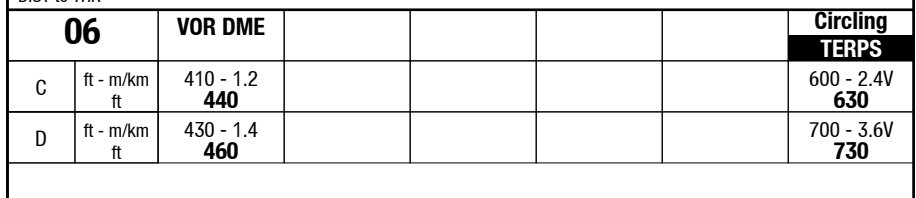
## RNAV (GNSS) 24



24		RNAV GNSS VNAV <sup>1)</sup>	RNAV GNSS LNAV	PAR <sup>2)</sup>	Circling TERPS	
C	ft - m/km ft	410 - 1.5 420 <sup>3)</sup>	410 - 1.5 420	210 - 750 230	600 - 2.4V 630	
D	ft - m/km ft	410 - 1.6 420 <sup>4)</sup>	410 - 1.6 420	210 - 750 230	700 - 3.6V 730	

1) Uncompensated BARO VNAV NA below -10°C (14°F)  
2) With EVS 550m

3) With EVS 1.0km  
4) With EVS 1.1km





**KMQ-RJNK**

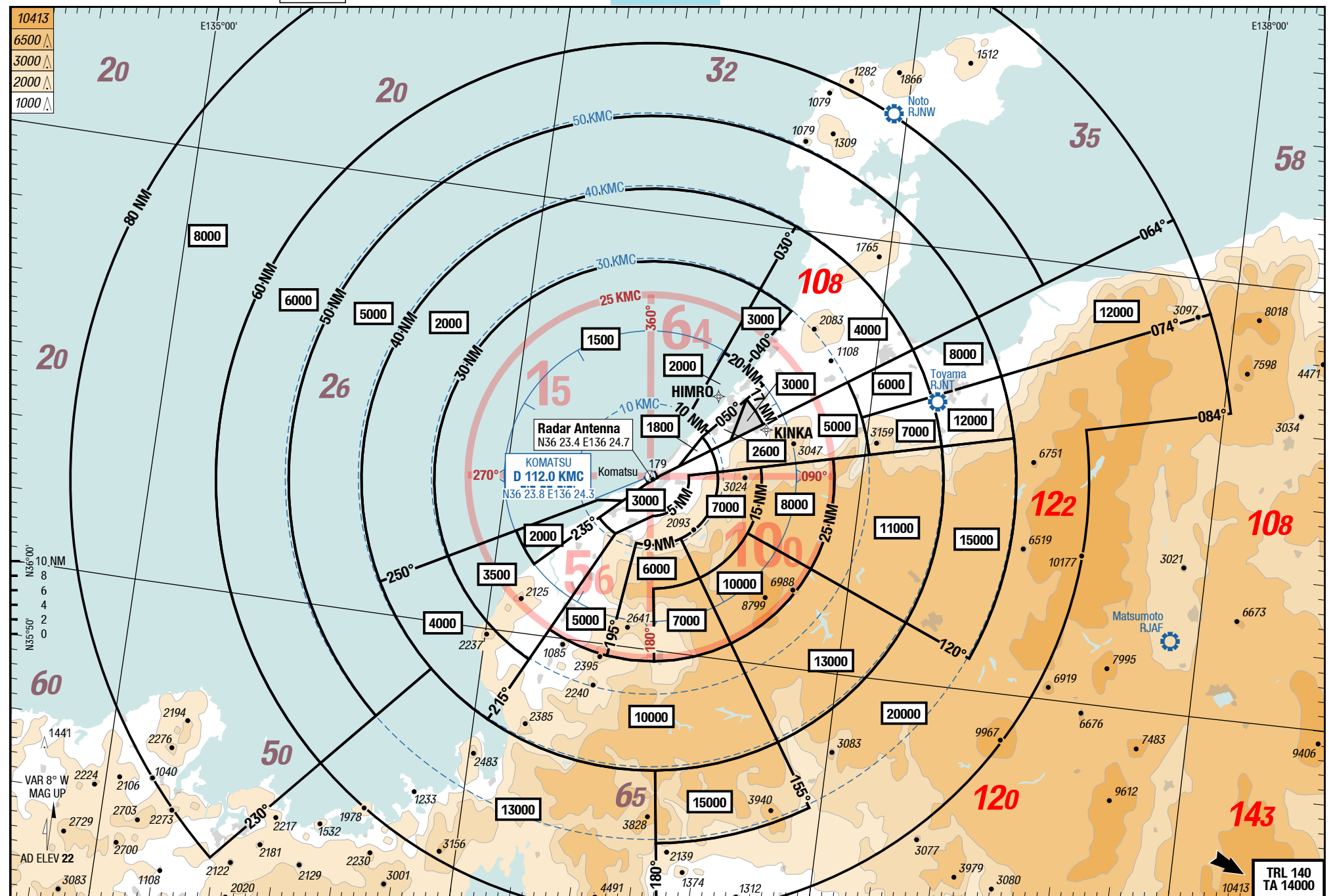
**NIL**  
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**

**8-10**



Changes: MRVA

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