

GENERAL**Operational Hours**

ATS Hours / AD ADMIN Hours: 2200-1300

Airport Information

RFF: CAT 9
Fuel: O/R
PCN: RWY 14/32: 63/F/A/X/T

Operation**Preferential RWY**

RWY 14 for LDG.

RWY 32 for TKOF.

TWY Restrictions

Wing-tip CLR at TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows.

When B773 HLDG at the stop marking on TWY T6 or T7.

Wingspan (WS) of ACFT taxiing on TWY P5-P7	WS ≤15.2m	15.2m <WS ≤24.2m	WS >24.2m
Wing-tip CLR	≥ 15m	10.5 ≤ Wing-tip CLR < 15m	Wing-tip CLR ≤ 10.5m.

Warnings

MYE DME unusable: R070-R080 beyond 25NM below 9000ft.

RWY 32: Usable area for PAPI is within 3.5NM from RWY 32 threshold due to obstructions.

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 Iwakuni APCH is lost for 1min.

Contact Matsuyama Tower.

- If unable, proceed in accordance with VFR.
- If unable, proceed to Matsuyama VOR/DME at last assigned ALT or 6000ft whichever is higher and execute instrument APCH.

Procedure other than above will be issued when situation required.

ARRIVAL

Arrival Procedure

Noise Abatement Procedure: See CRAR Japan and in addition;

RWY 32: for landing use delayed flap approach and reduced flap setting procedures.

Limit the use of reverse thrust to idle reverse after LDG, unless it adversely affects the safety of ACFT OPS.

Non-standard GP intercept position on RWY 14

GP intercepts RWY 14 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2180m / 7153ft.

DEPARTURE

Take-off Minima

RWY		14	
All ACFT +TKOF ALTN	ft - m/km	0 - 400R/400V	-
RWY		32	
All ACFT +TKOF ALTN	ft - m/km	0 - 400V	-

Speed

MAX IAS 250KT at or below 10000ft.

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

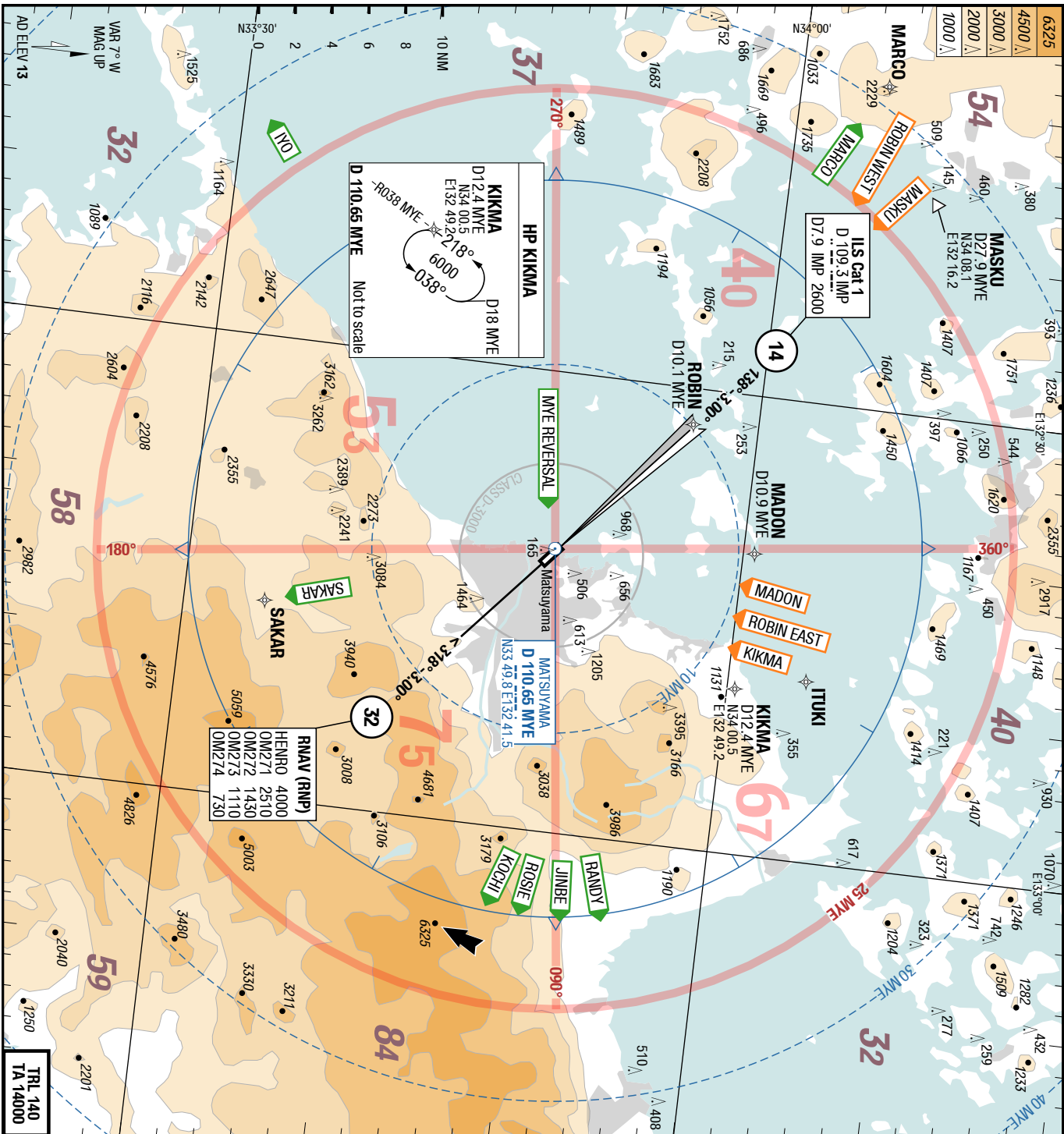
PROP only:

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

Departure Procedure

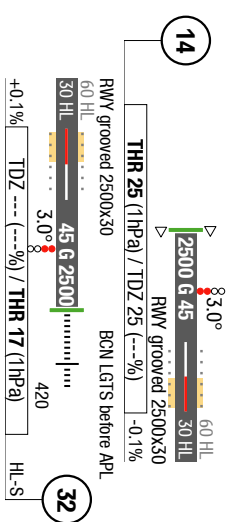
Noise Abatement Procedure: See CRAR Japan and in addition;

RWY 14: For TKOF use steepest climb procedure.

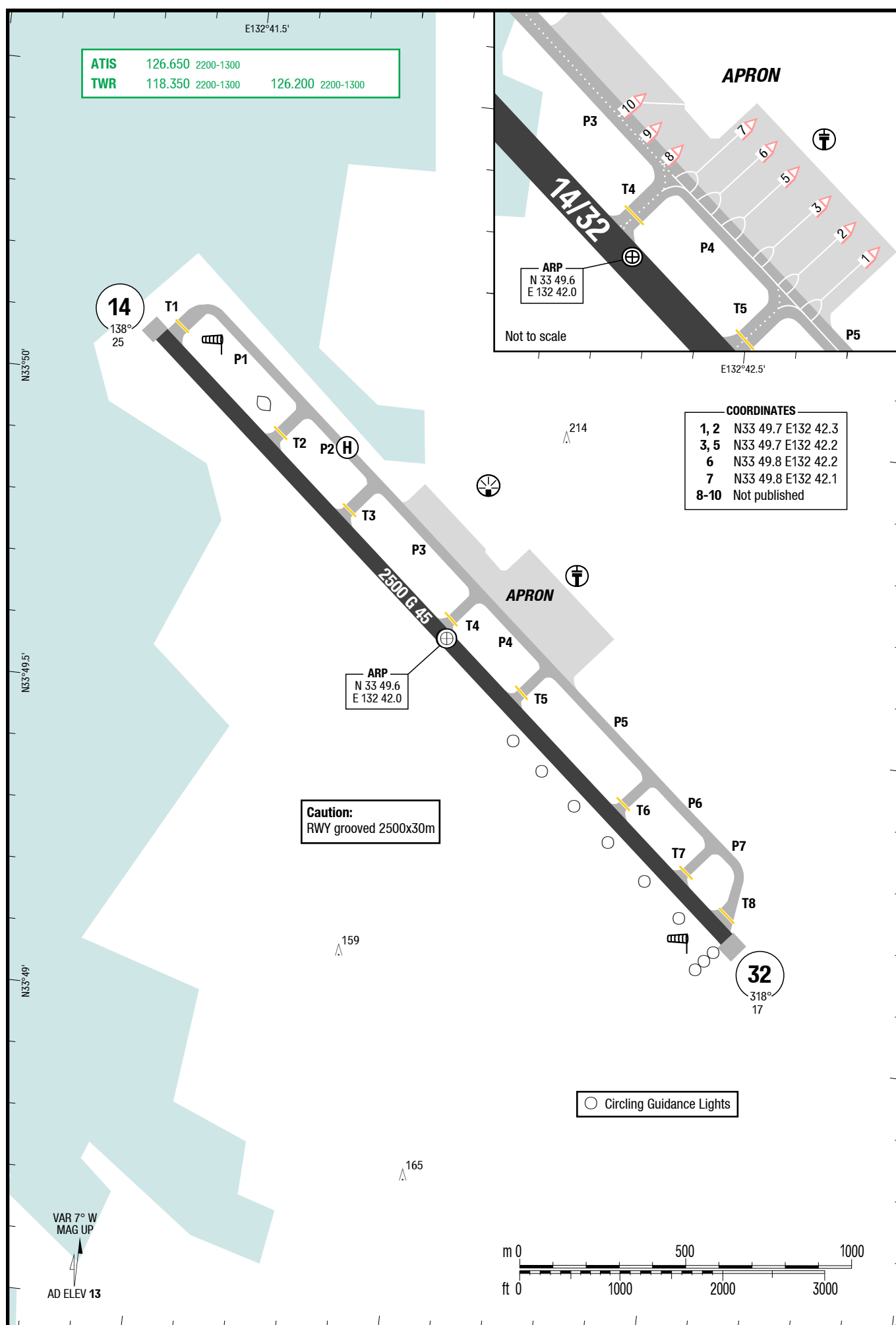


ATIS 126.650 2200-1300
Iwakuni APP 128.000
TWR 118.350 2200-1300
126.200 2200-1300

Landing RWY system:



Changes: FREQ



MYJ-RJOM

RNAV SID SAKAR 1

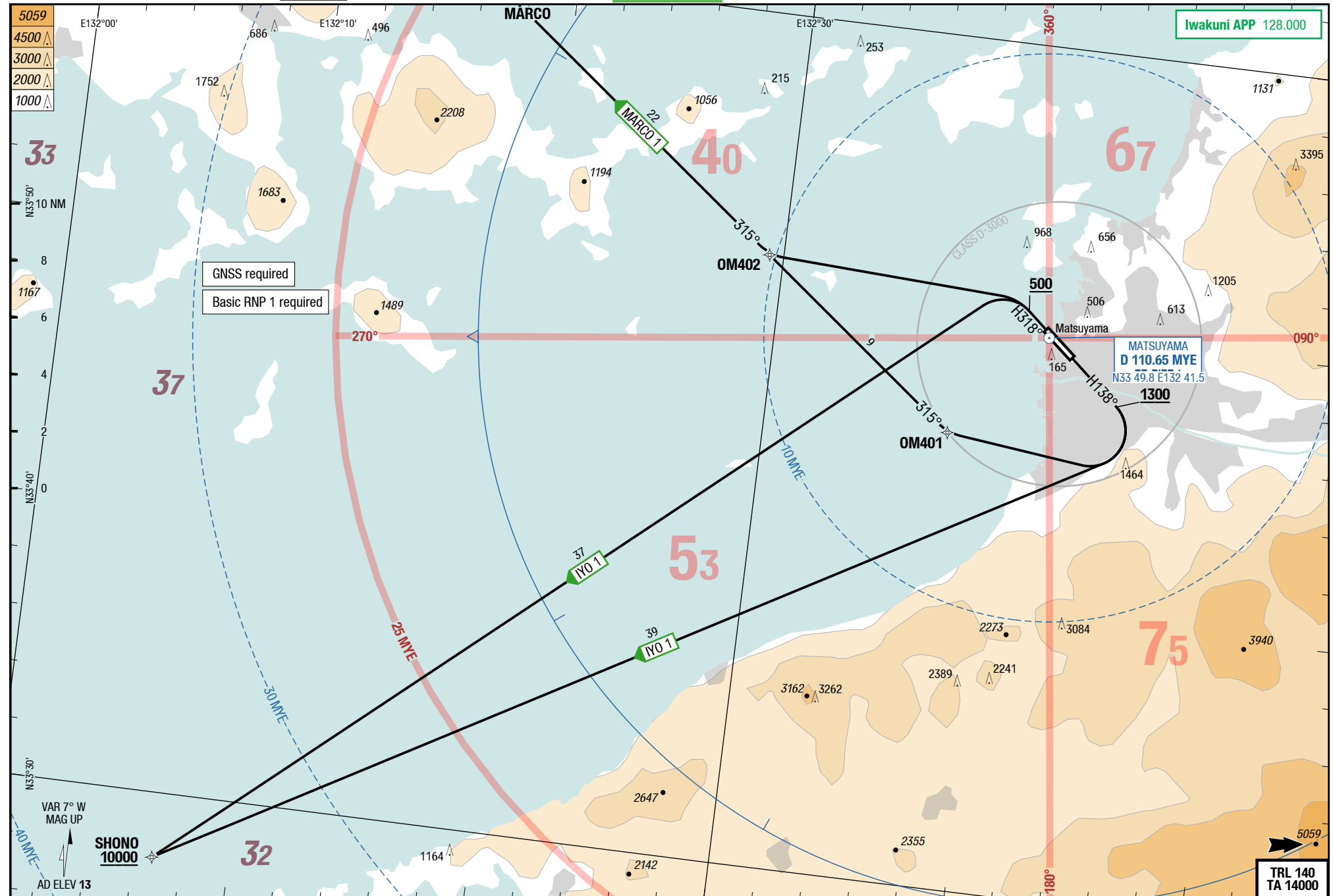
4-10 RNAV SIDs IYO 1 / MARCO 1

SID

SID

RNAV SID SAKAR 1

RNAV SIDs IYO 1 / MARCO 1



Changes: MSA, Navaid MYE, OBST

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MYJ-RJOM

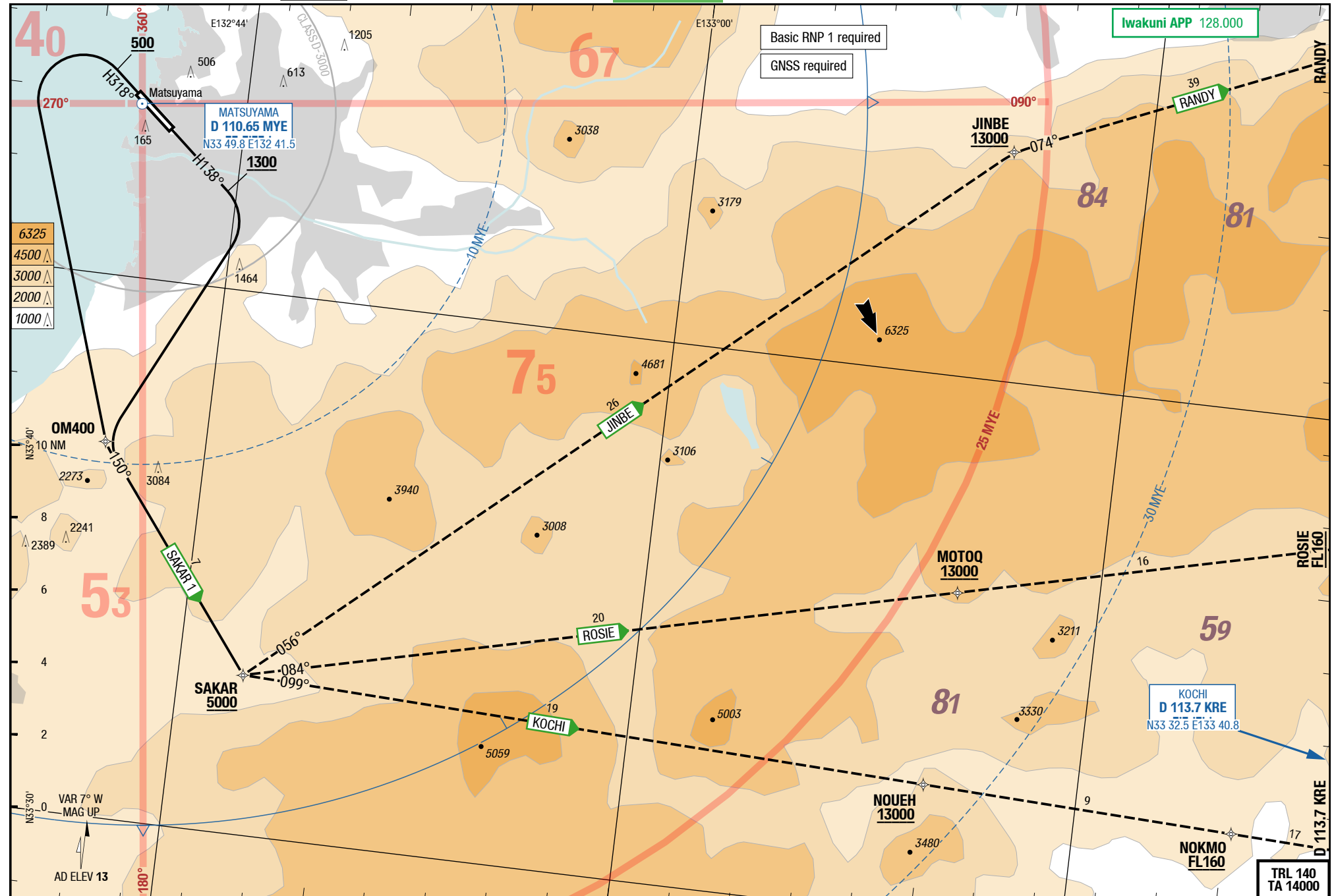
RNAV SID SAKAR 1

SID

SID

RNAV SID SAKAR 1

4-20



Changes: MSA, Navaid MYE, OBST

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Effective 20-JUL-2017

13-JUL-2017

MYJ-RJOM

Japan Matsuyama

NIL

MYE REVERSAL 5

SID

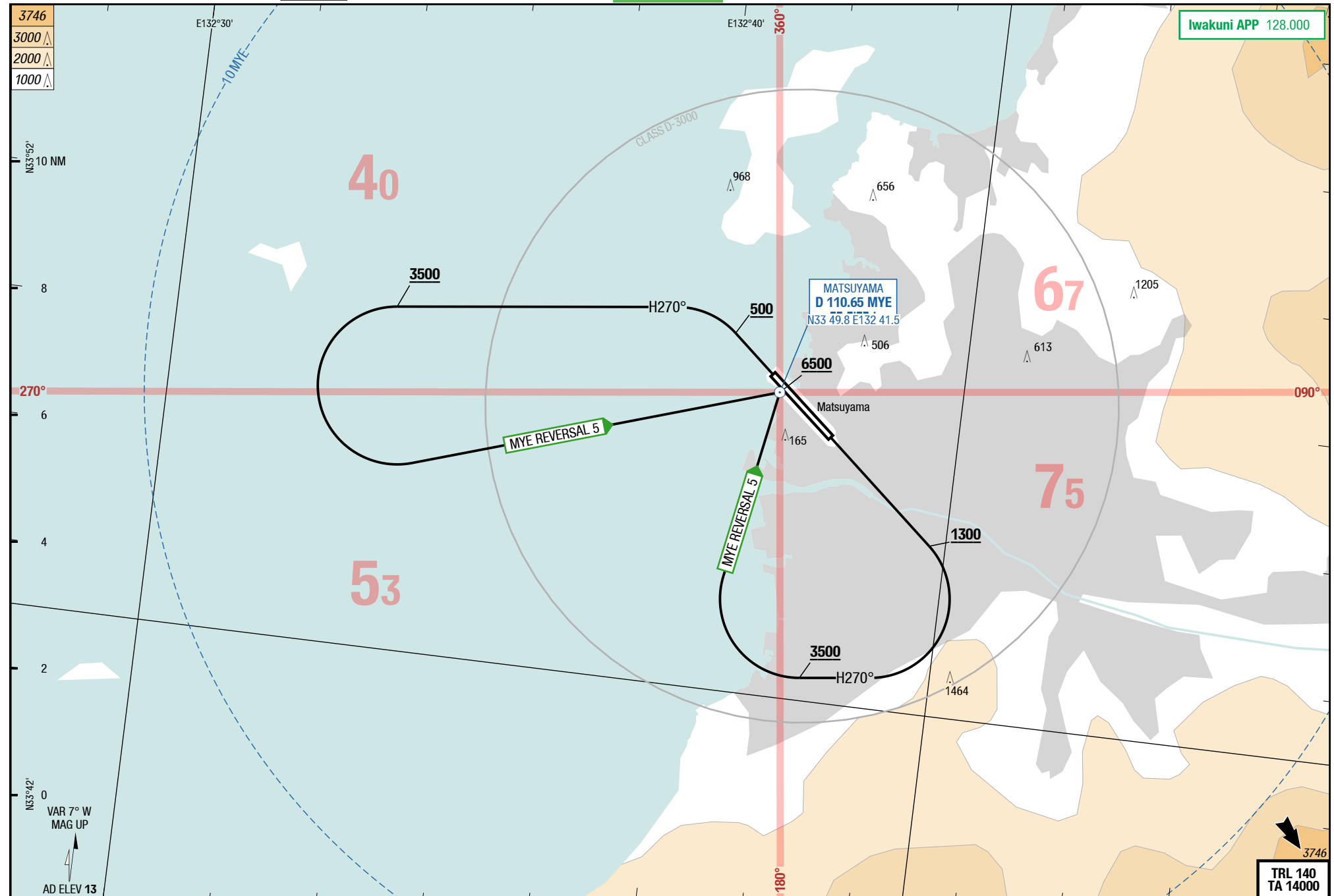
SID

Matsuyama Japan

NIL

MYE REVERSAL 5

4-30



Changes: Completely revised

IYO 1 / MARCO 1

RWYs 14 (138°) / 32 (318°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
IYO 1 7.0% to 1800 128.000 ①②	HDG 138° at MNM 1300 RT direct SHONO FMS [A1300+ ;R] - SHONO	SHONO MNM 10000 SHONO MNM 10000
MARCO 1 7.0% to 1800 128.000 ①②	HDG 138° at MNM 1300 RT direct OM401 - OM402 - MARCO FMS [A1300+ ;R] - OM401 - OM402 - MARCO	
	Runway 32	
IYO 1 128.000	HDG 318° at MNM 500 LT direct SHONO FMS [A500+ ;L] - SHONO	SHONO MNM 10000 SHONO MNM 10000
MARCO 1 128.000	HDG 318° at MNM 500 LT direct OM402 - MARCO FMS [A500+ ;L] - OM402 - MARCO	

① No turn before DER.

② OBST ALT 1464 ft located at 4.3NM 154° FM end of RWY 14.

SAKAR 1

RWY 14 (138°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
SAKAR 1 7.0% to 3200 128.000 ①②	HDG 138° at MNM 1300 RT direct OM400 - SAKAR	SAKAR MNM 5000
	FMS [A1300+ ;R] - OM400 - SAKAR	SAKAR MNM 5000
	TRANSITION	
	JINBE SAKAR - JINBE	SAKAR MNM 5000 JINBE MNM 13000
	KOCHI SAKAR - NOUEH - NOKMO - KRE	SAKAR MNM 5000 NOUEH MNM 13000 NOKMO MNM FL160
	RANDY SAKAR - JINBE - RANDY	SAKAR MNM 5000 JINBE MNM 13000
	ROSIE SAKAR - MOTOQ - ROSIE	SAKAR MNM 5000 MOTOQ MNM 13000 ROSIE MNM FL160

① No turn before DER.

② OBST ALT 2822 ft located at 7.6 NM 172° FM end of RWY 14.

SAKAR 1

RWY 32 (318°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
SAKAR 1 5.3% to 3600 128.000 ①	HDG 318° at MNM 500 LT direct OM400 - SAKAR	SAKAR MNM 5000
	FMS [A500+ ;L] - OM400 - SAKAR	SAKAR MNM 5000
	TRANSITION	
	JINBE SAKAR - JINBE	SAKAR MNM 5000 JINBE MNM 13000
	KOCHI SAKAR - NOUEH - NOKMO - KRE	SAKAR MNM 5000 NOUEH MNM 13000 NOKMO MNM FL160
	RANDY SAKAR - JINBE - RANDY	SAKAR MNM 5000 JINBE MNM 13000
	ROSIE SAKAR - MOTOQ - ROSIE	SAKAR MNM 5000 MOTOQ MNM 13000 ROSIE MNM FL160

① OBST ALT 3084 ft located at 10.5 NM 177° FM end of RWY 32.

MATSUYAMA REVERSAL 5

RWYs 14 (138°) / 32 (318°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
MATSUYAMA REVERSAL 5 MYE REVERSAL 5 7.0% to 3200 128.000 ①②	at MNM 1300 RT HDG 270° - at MNM 3500 RT direct MYE	MYE MNM 6500
	Runway 32	
MATSUYAMA REVERSAL 5 MYE REVERSAL 5 128.000	at MNM 500 LT HDG 270° - at MNM 3500 LT direct MYE	MYE MNM 6500

① OBST ALT 2822ft located at 7.6NM 172° FM end of RWY 14.

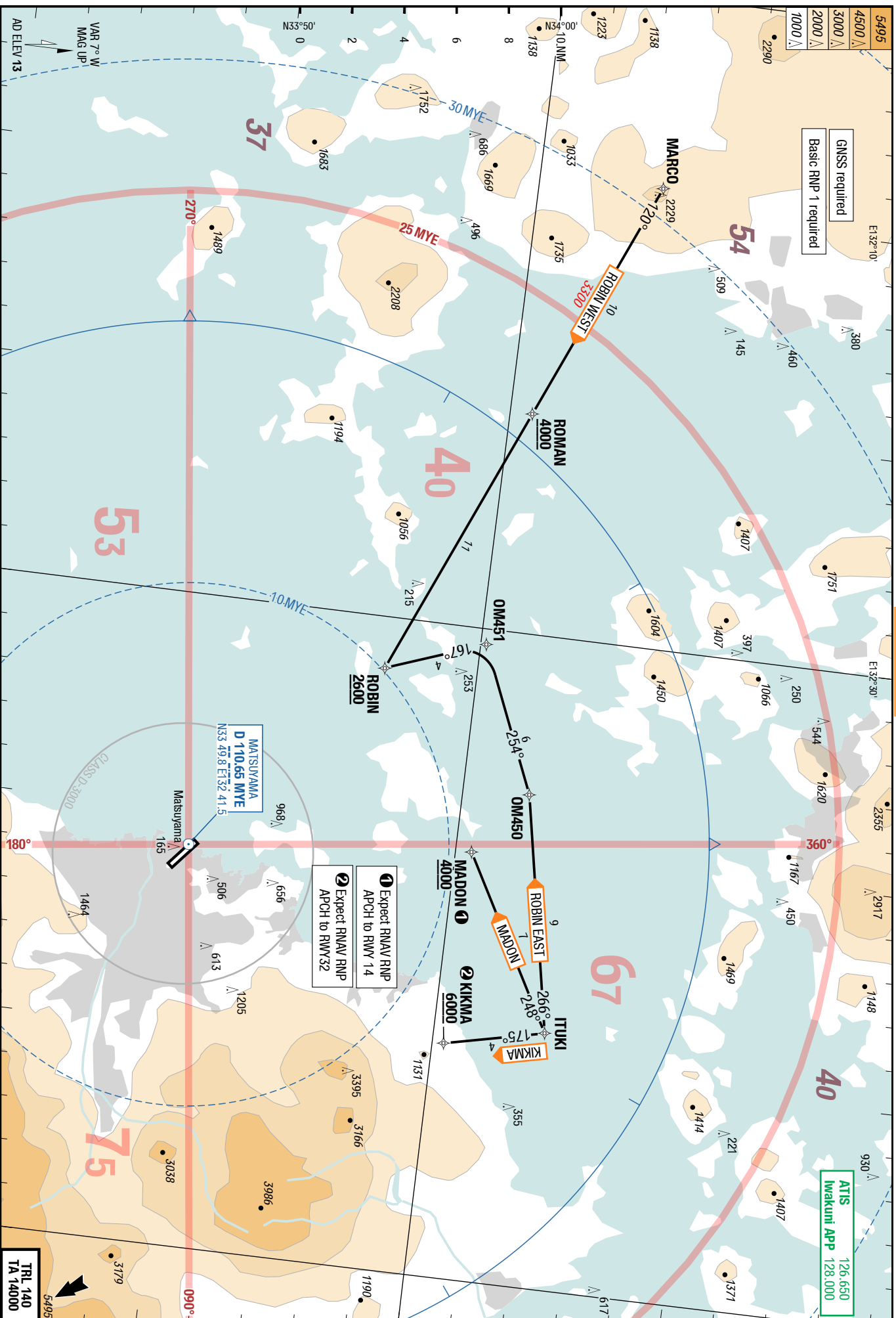
② No turn before DER.

Matsuyama Japan

STAR
interjainia oapari

RNAV STARS

STAR



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Effective 20-JUL-2017

13-JUL-2017

MYJ-RJOM

6-20

Japan Matsuyama

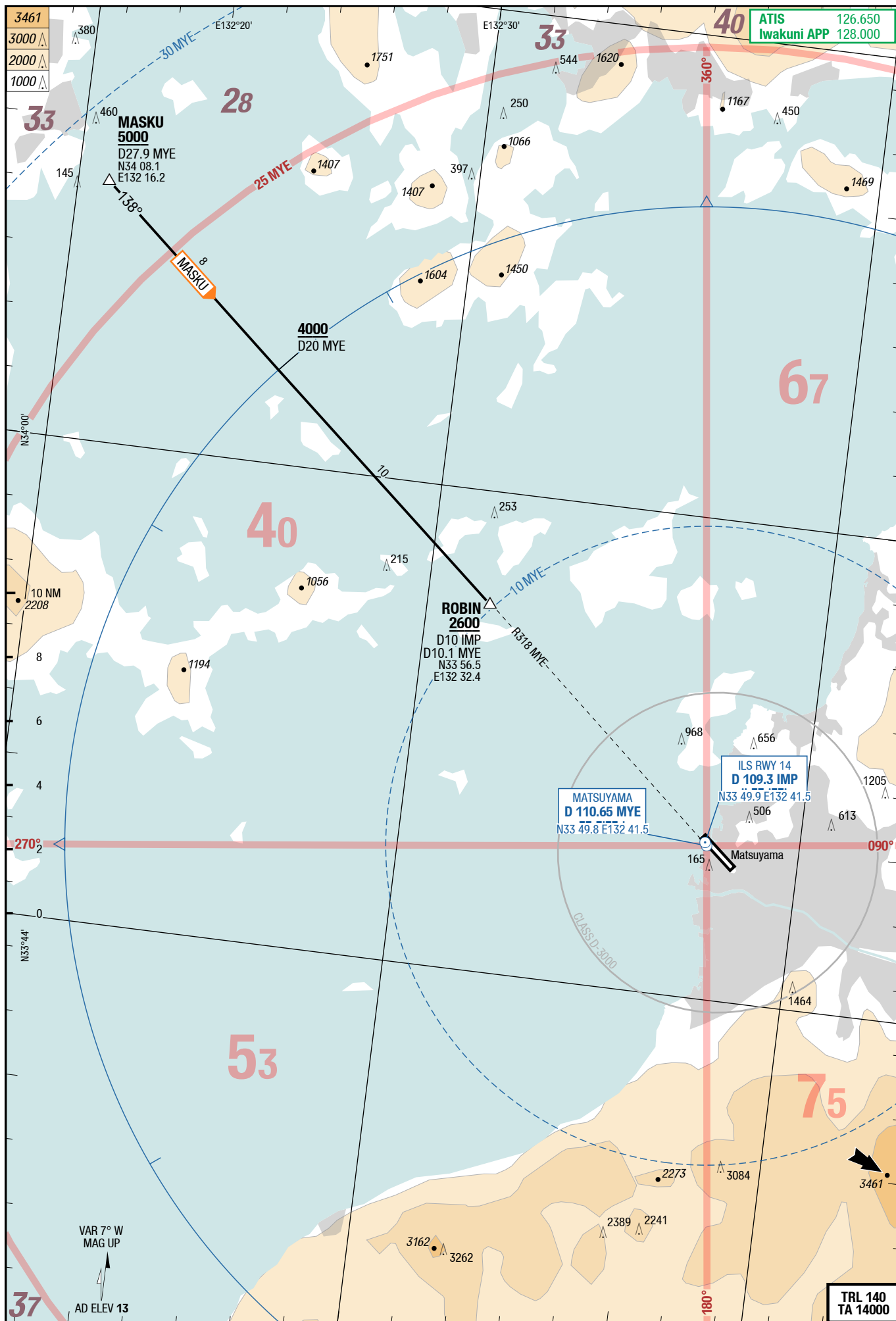
STAR

STAR

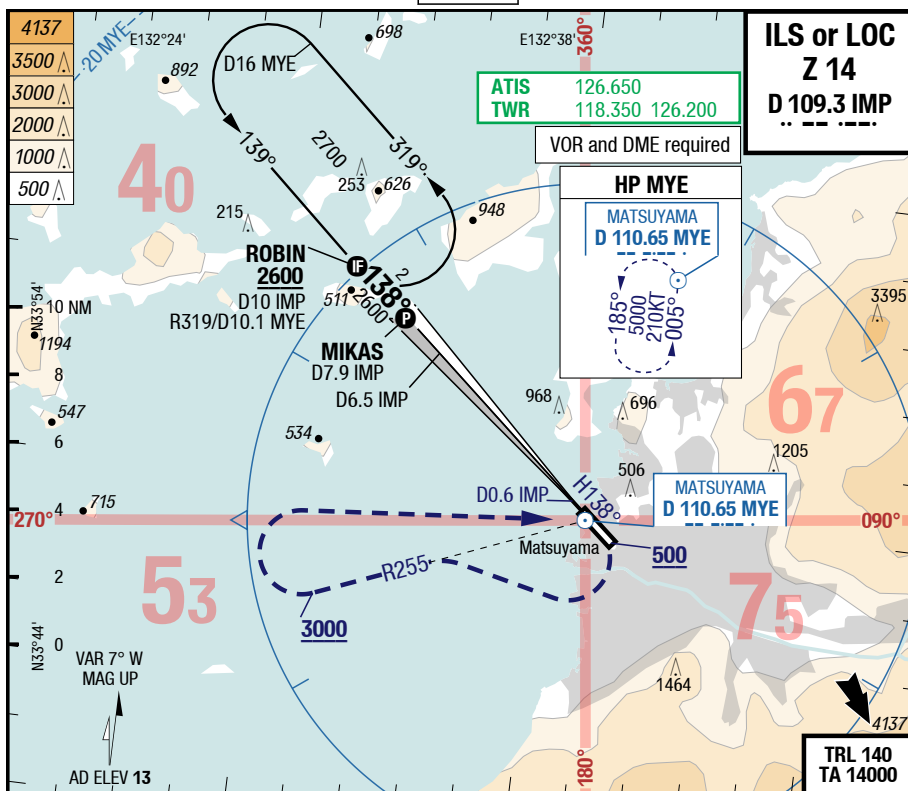
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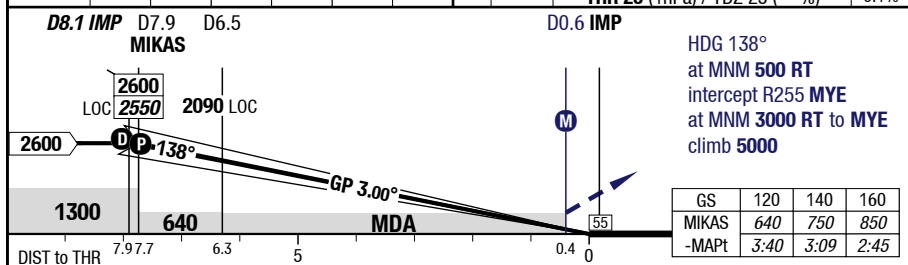
Matsuyama Japan



7-10



LOC 3.01° D IMP	8.1	6	5	4	3	2	14	
	2600	1940	1620	1300	980	660		



14		Cat 1 DME ¹⁾	LOC DME			Circling ²⁾
						TERPS
C	ft - m/km ft	200 - 1.2 230	450 - 2.1 470			600 - 2.4V 620
D	ft - m/km ft	200 - 1.2 230	450 - 2.1 470			700 - 3.6V 720

1) With EVS 800m	2) With EVS 800m
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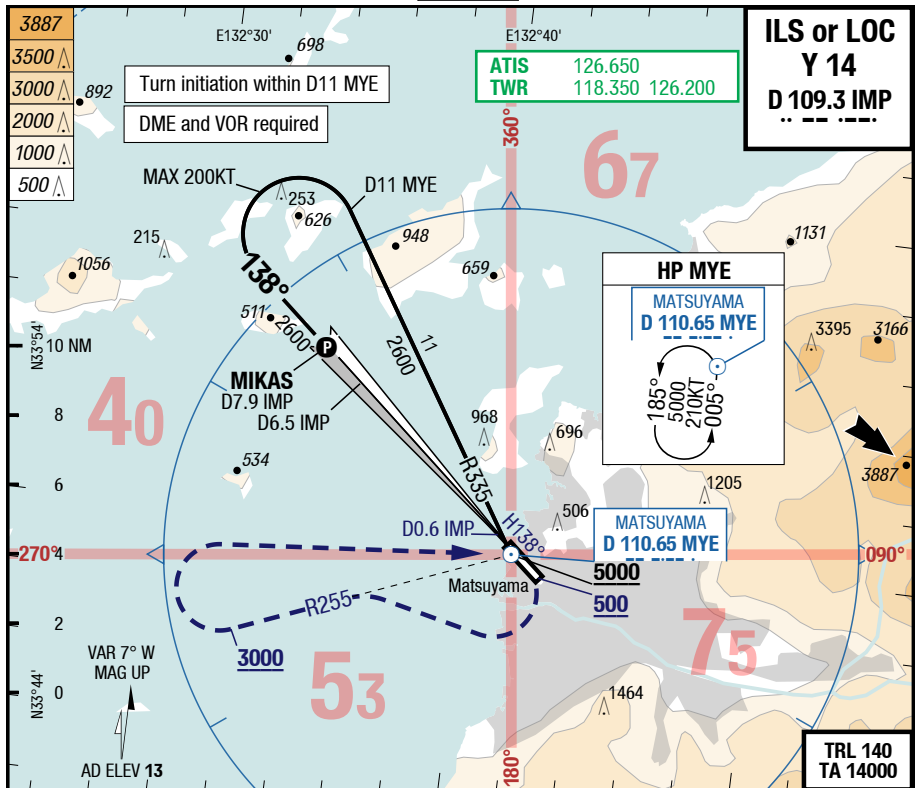
2) W of RWY only

Changes: Completely revised

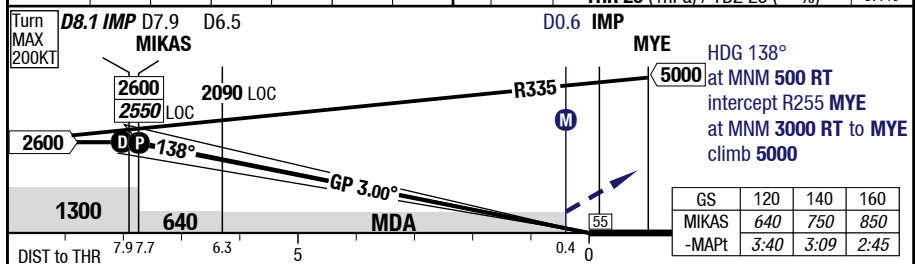
MYJ-RJOM

7-20

ILS or LOC Y 14



LOC 3.01°	8.1	6	5	4	3	2	14	83.0°	60 HL	30 HL	2500 G 45	RWY grooved 2500x30	THR 25 (1hPa) / TDZ 25 (---%)	-0.1%
D IMP	2600	1940	1620	1300	980	660								



14	Cat 1 DME ¹⁾	LOC DME					Circling ²⁾
C	ft - m/km ft	200 - 1.2 230	450 - 2.1 470				600 - 2.4V 620
D	ft - m/km ft	200 - 1.2 230	450 - 2.1 470				700 - 3.6V 720

1) With EVS 800m

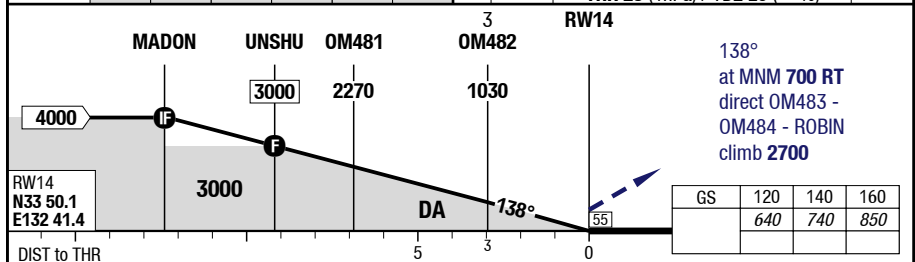
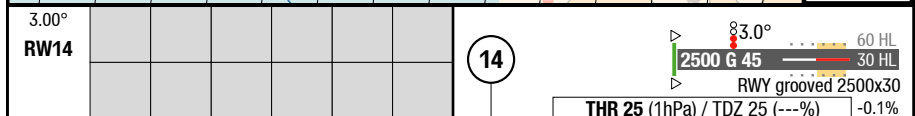
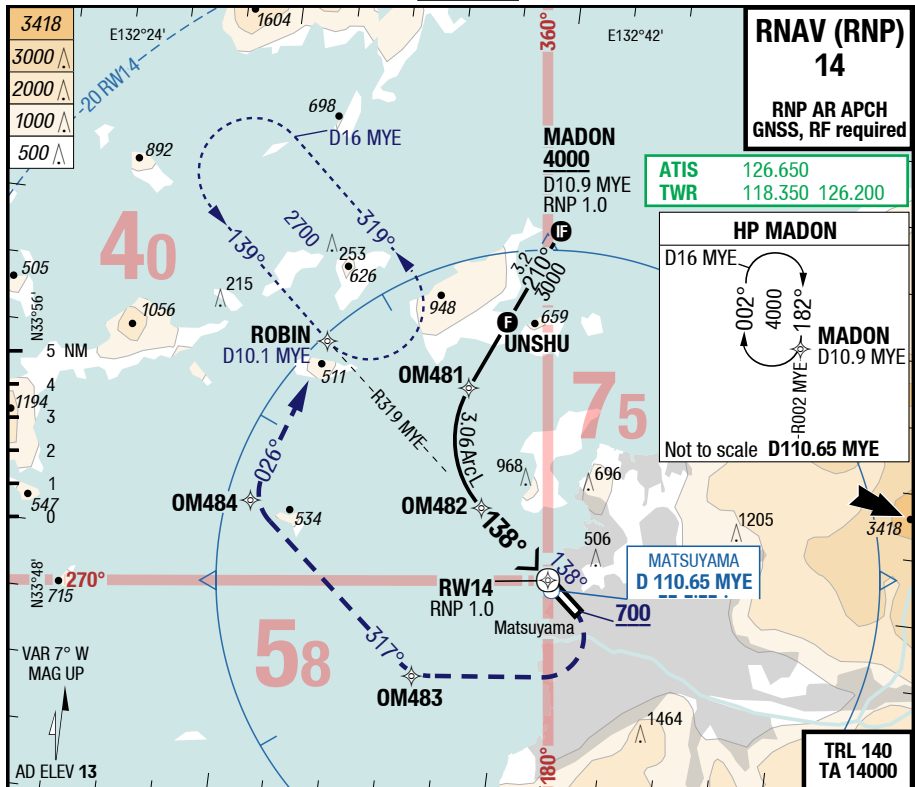
2) W of RWY only

Changes: Completely revised

MYJ-RJOM

7-30

RNAV (RNP) 14



14		RNAV RNP 0.30 VNAV GA 5.0% 1) 2)	Circling TERPS	
C	ft - m/km ft	480 - 2.2V 510	Not published	
D	ft - m/km ft	480 - 2.2V 510	Not published	

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 50°C (122°F)

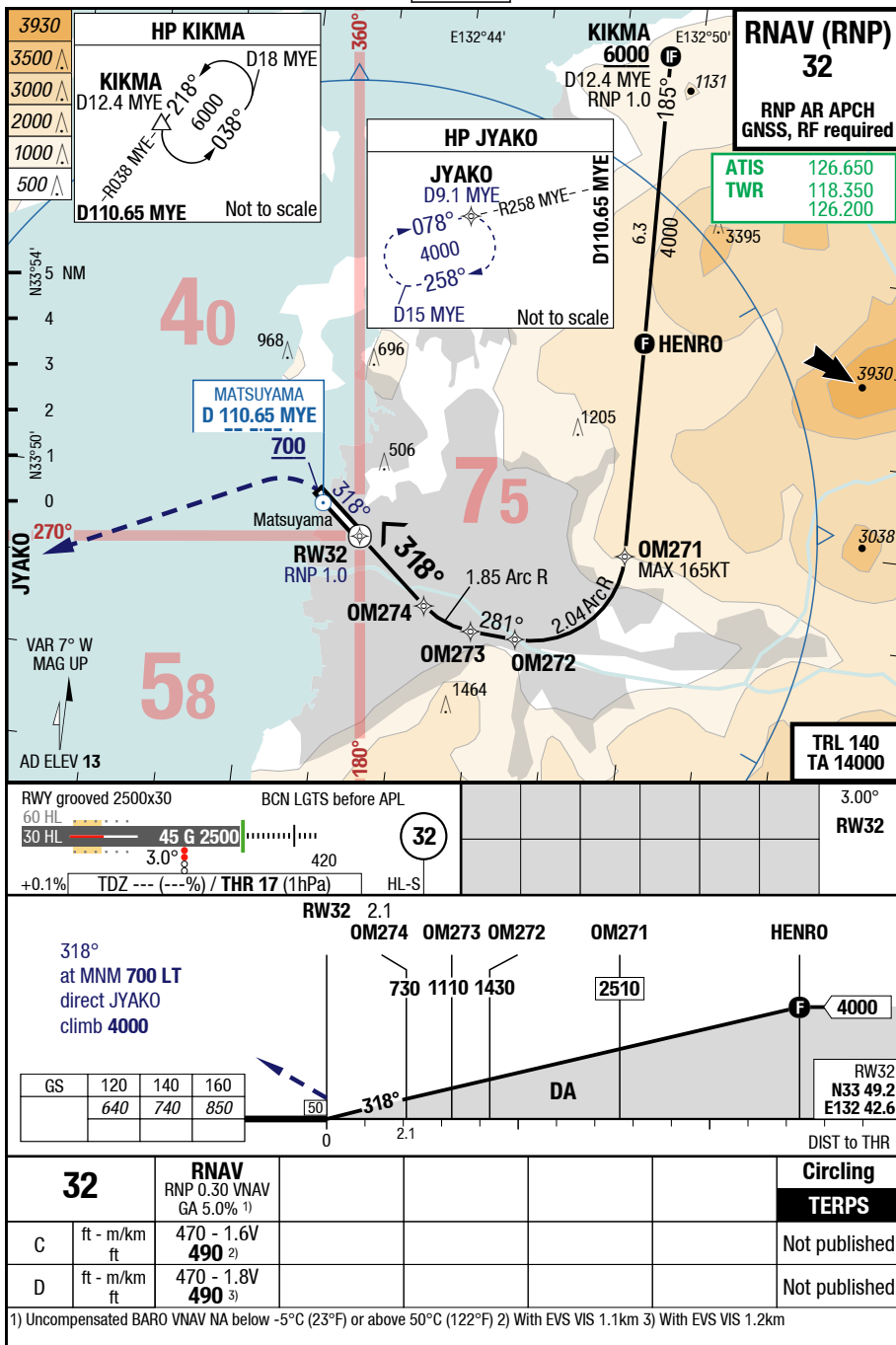
2) With EVS VIS 1.5km

Changes: MSA, Navaid MYE, APL, MIN, OBST, HLDG, Editorial

MYJ-RJOM

7-40

RNAV (RNP) 32

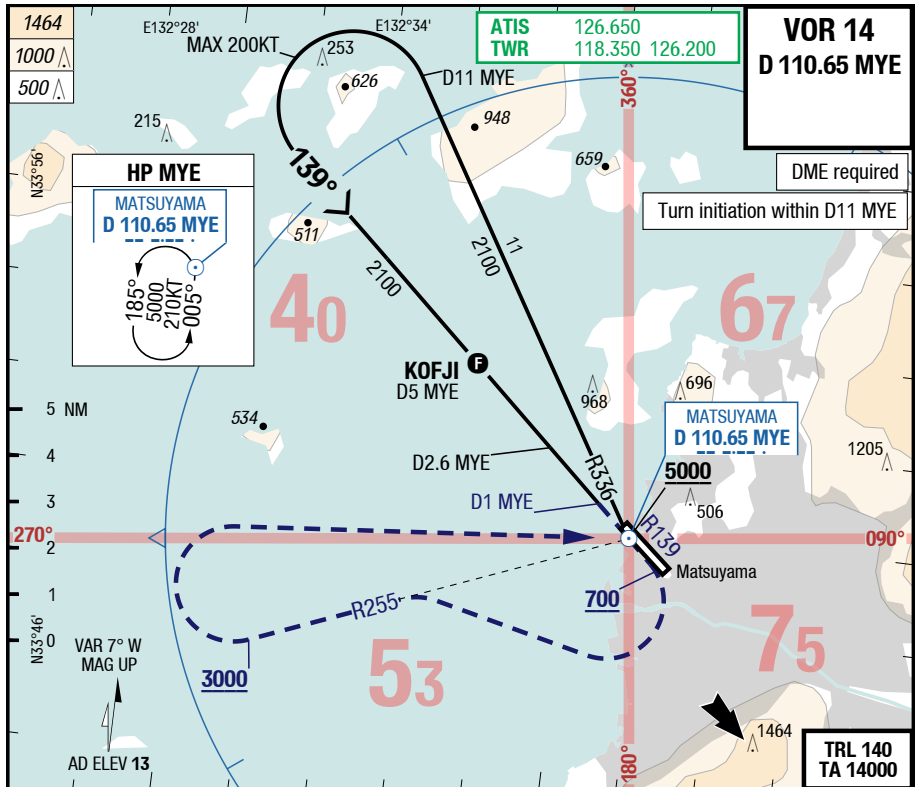


13-JUL-2017

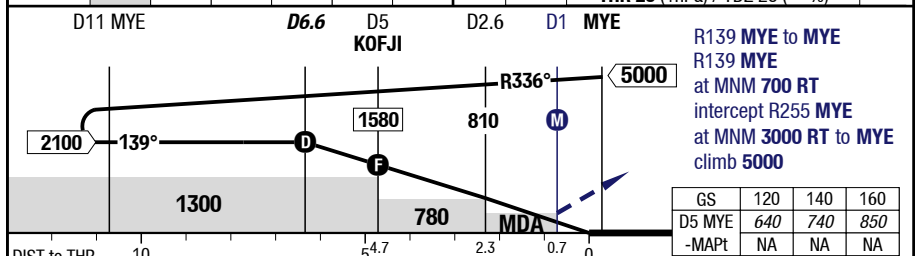
MYJ-RJOM

7-50

VOR 14



3.00° D MYE 139° RWY 138°	6.6	6	4	3	2	14	83.0° 2500 G 45 RWY grooved 2500x30 THR 25 (1hPa) / TDZ 25 (---%) -0.1%
	2100	1900	1260	940	620		



14	VOR DME GA 4.0%					Circling 1) TERPS
C	ft - m/km ft	450 - 2.1 470				600 - 2.4V 620
D	ft - m/km ft	450 - 2.1 470				700 - 3.6V 720

1) W of RWY only

Changes: New