

KMJ-RJFT

1-10

AOI

AOI

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

Effective 29-MAR-2018

22-MAR-2018

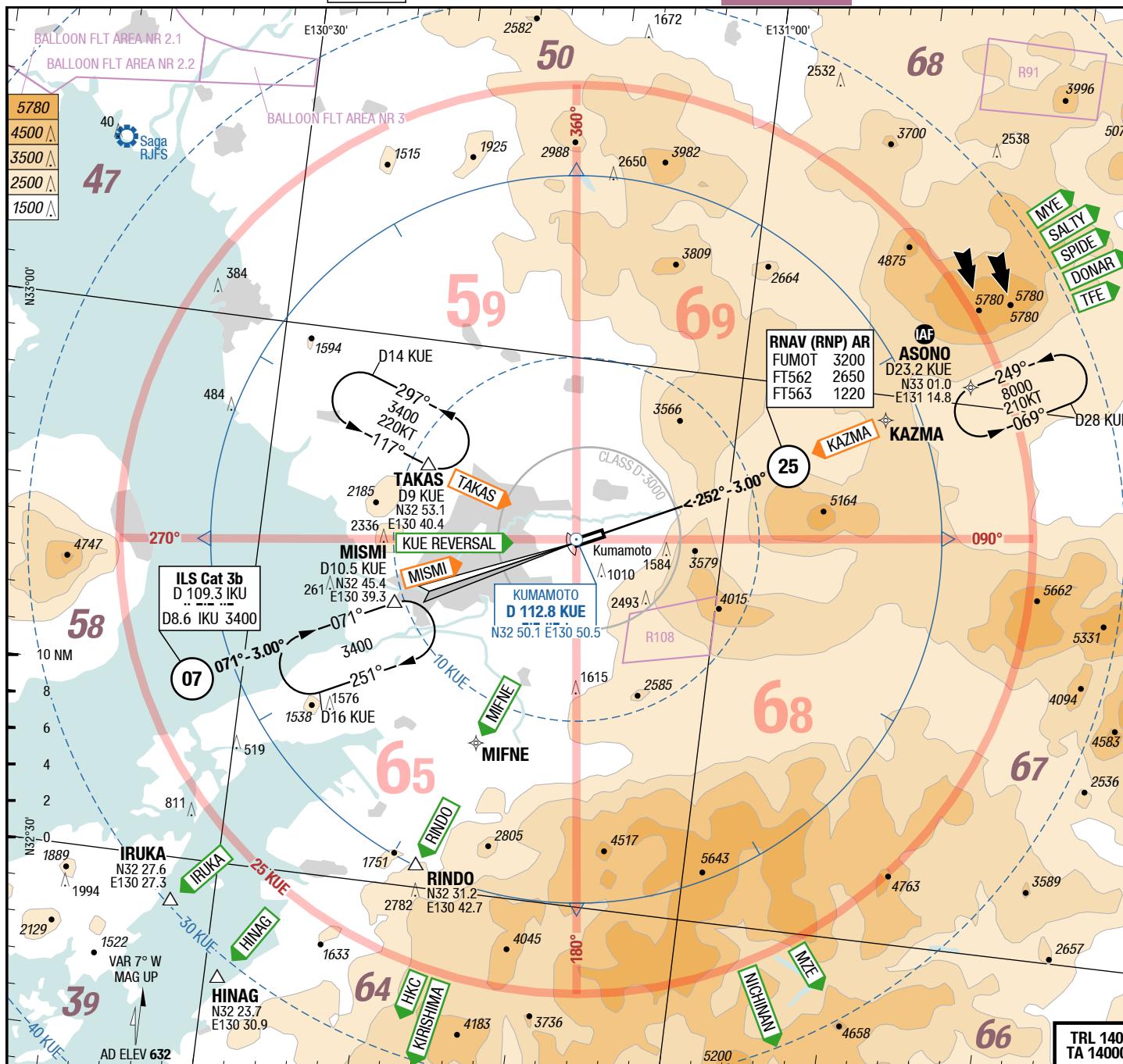
KMJ-RJFT

Japan Kumamoto

AGC
AFC

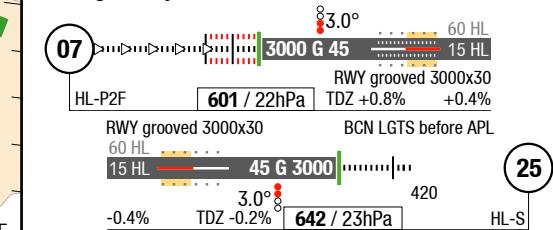
Kumamoto Japan
AGC
AFC

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

Landing RWY system:



Effective 29-MAR-2018

22-MAR-2018

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Japan Kumamoto

AGC

Kumamoto Japan

AGC

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AGC

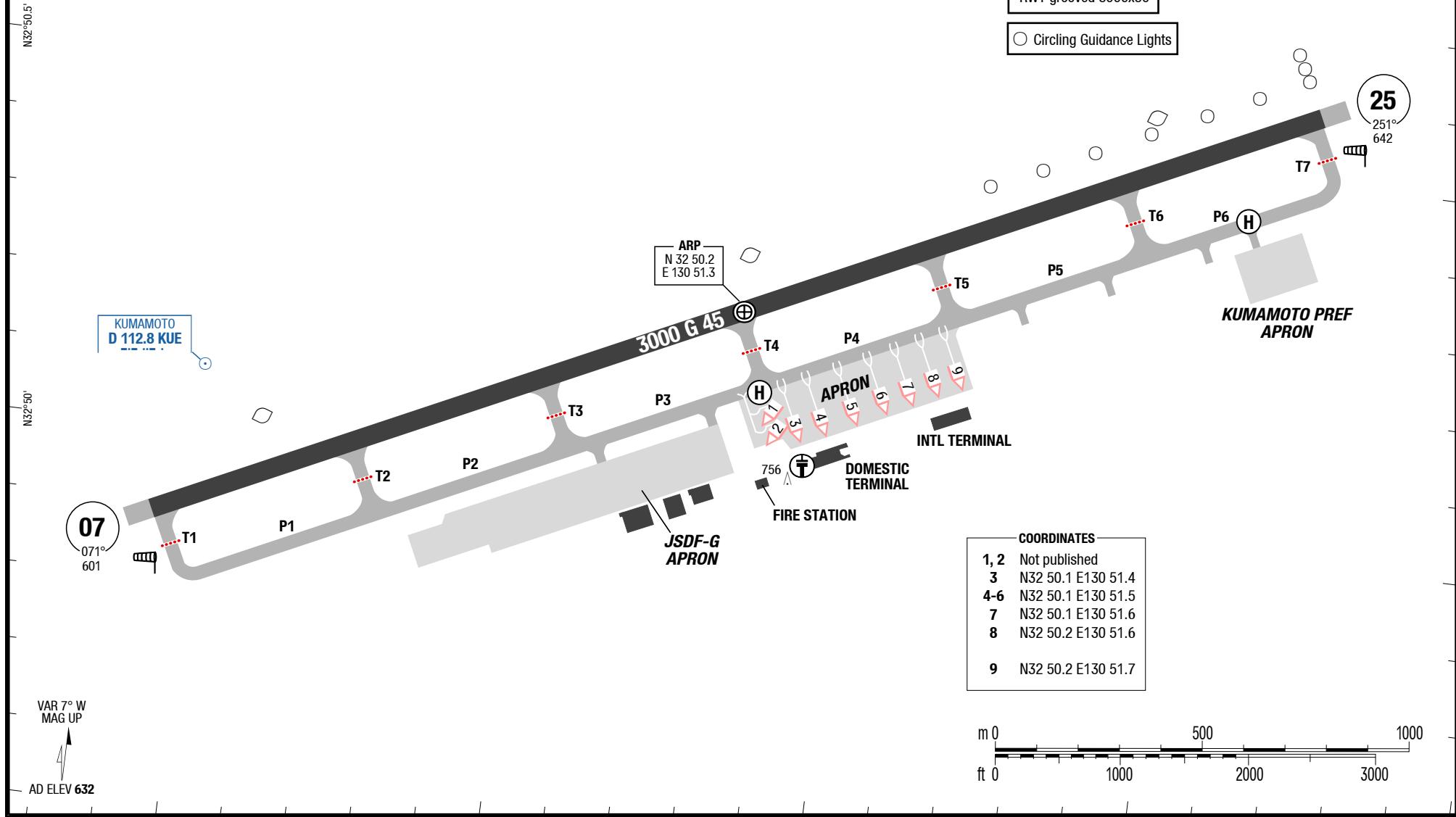
E130°51'

E130°52'

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

Caution:
RWY grooved 3000x30

○ Circling Guidance Lights



Changes: FREQ, TWY, Parkingstand, APN, COORD

Effective 20-JUL-2017

KMJ-RJFT

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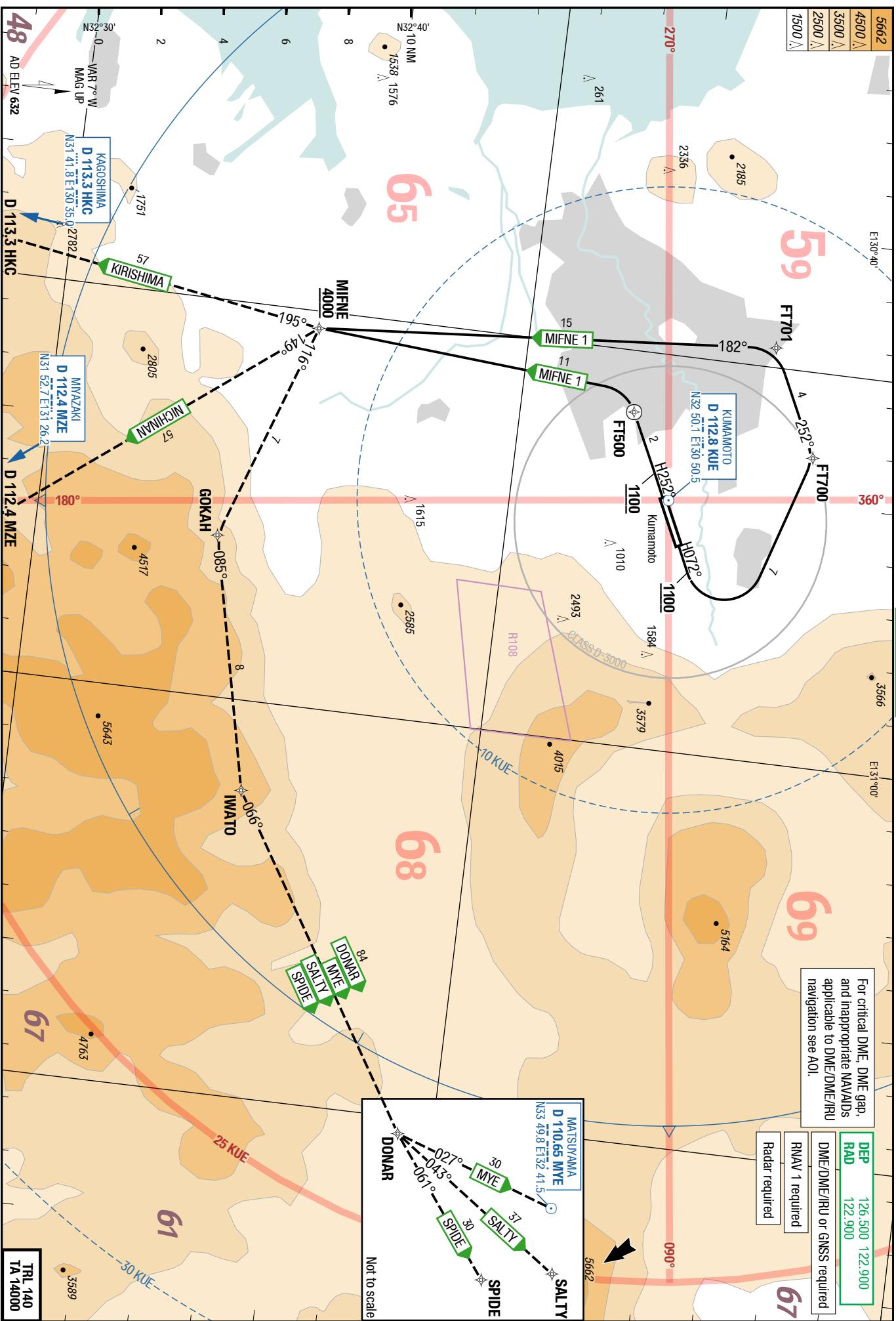
4-10

Japan Kumamoto
RNAV SIDs


Kumamoto Japan
RNAV SIDs

For critical DME, DME gap and inappropriate NAVADS applicable to DME/DME/IR navigation see A01

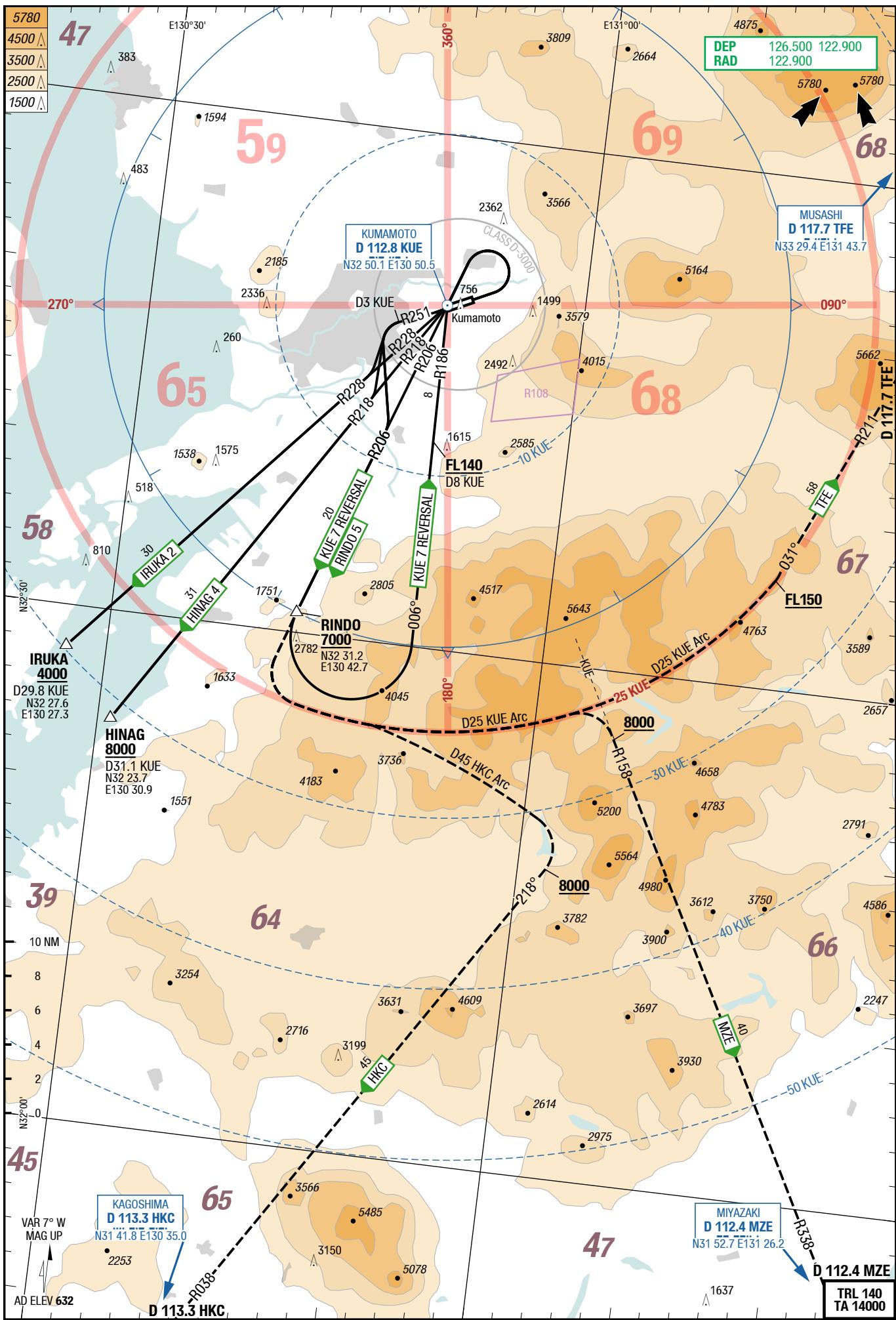
DME/DME/IRU or GNSS required



Changes: WPT, Track, PROC, OBST

KMJ-RJFT

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Japan Kumamoto
SIDs
SID
SID
Kumamoto Japan

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+] - FT500 [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	

19-MAY-2016

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5-30

SIDs

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 (HCK) at RINDO LT follow D45 HCK arc - intercept R038 HCK to HCK	R038 HCK 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.

19-MAY-2016

KMJ-RJFT**5-40****SIDs****RINDO 5**

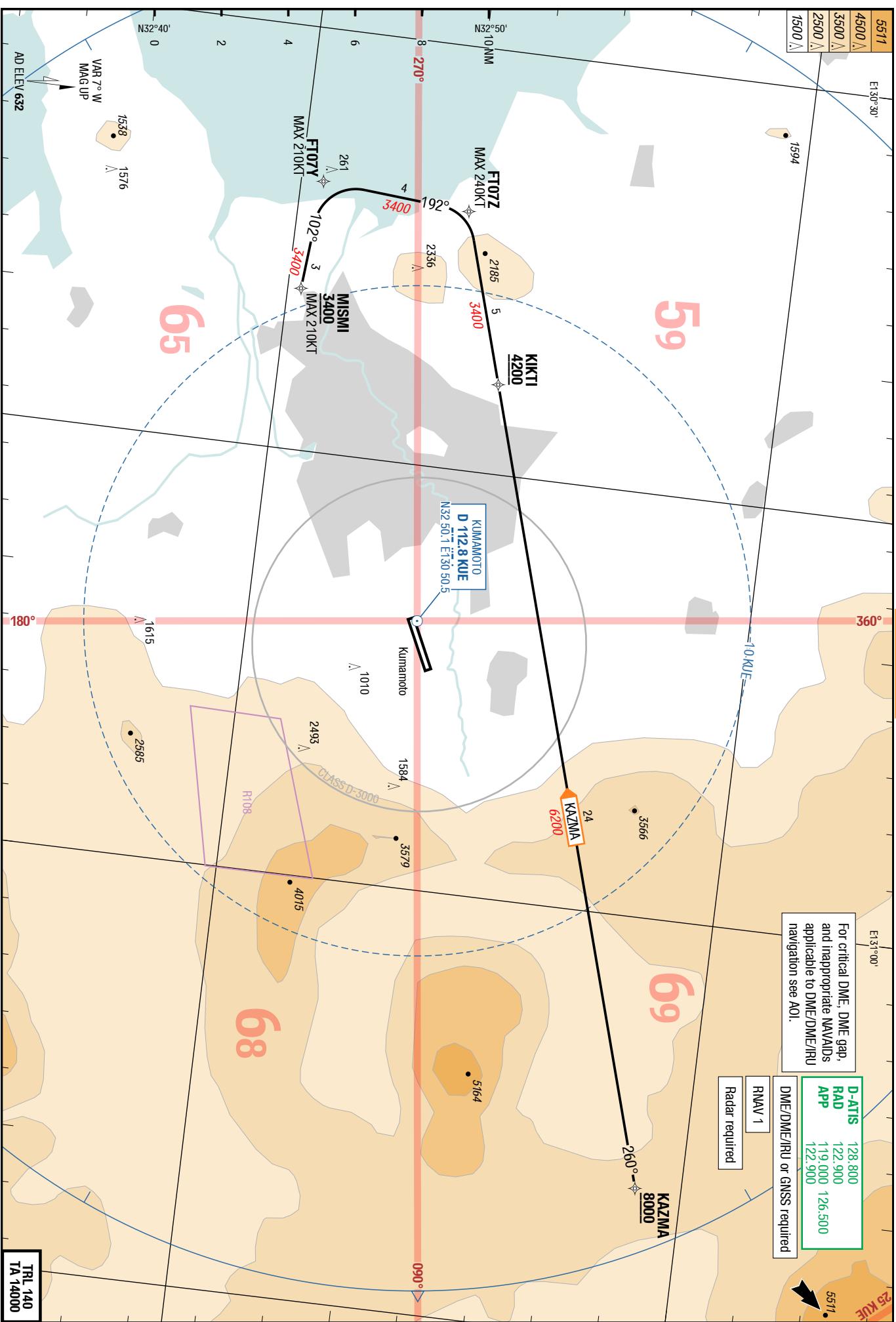
RWY 25 (251°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
	TRANSITION	
RINDO 5 126.500	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

22-MAR-2018
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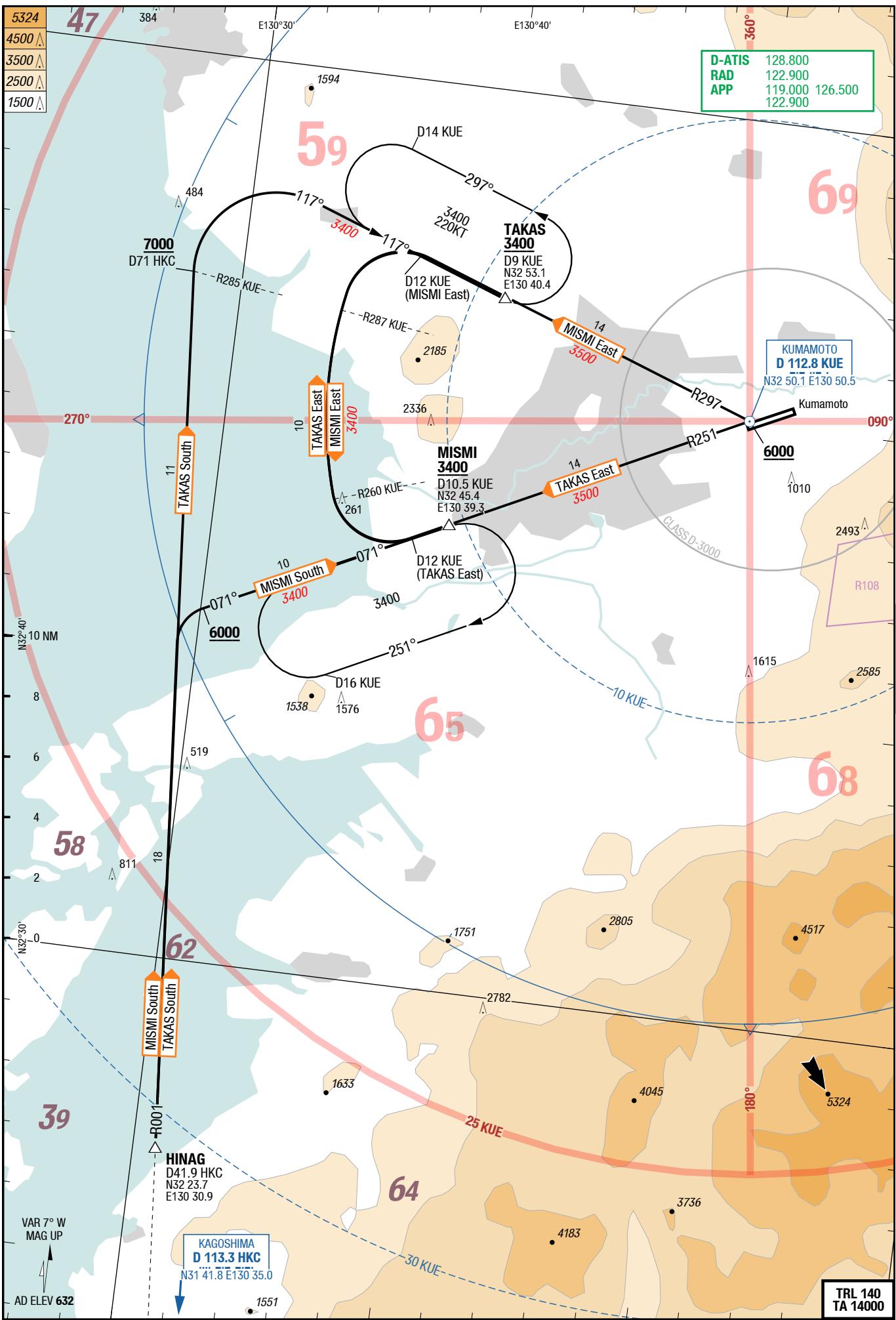
6-10

Japan Kumamoto STAR KUMAMOTO Japan
KAZMA RNAV STARS KAZMA RNAV
KUMAMOTO D 112.8 KUE STARS KUMAMOTO Japan



22-MAR-2018

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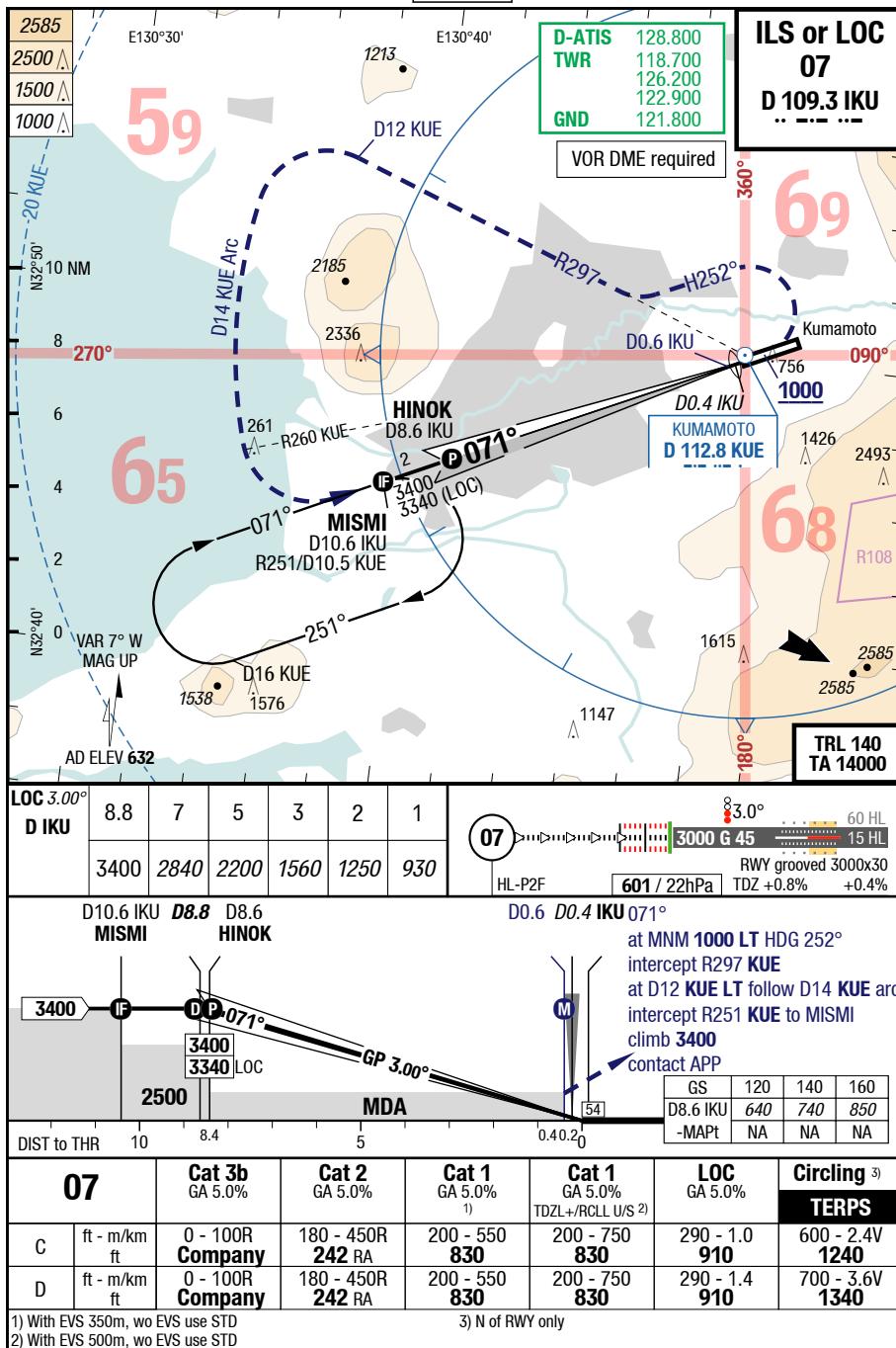
Japan Kumamoto
Kumamoto JapanSTARS
STAR
STAR
STARS

22-MAR-2018

KMJ-RJFT

7-10

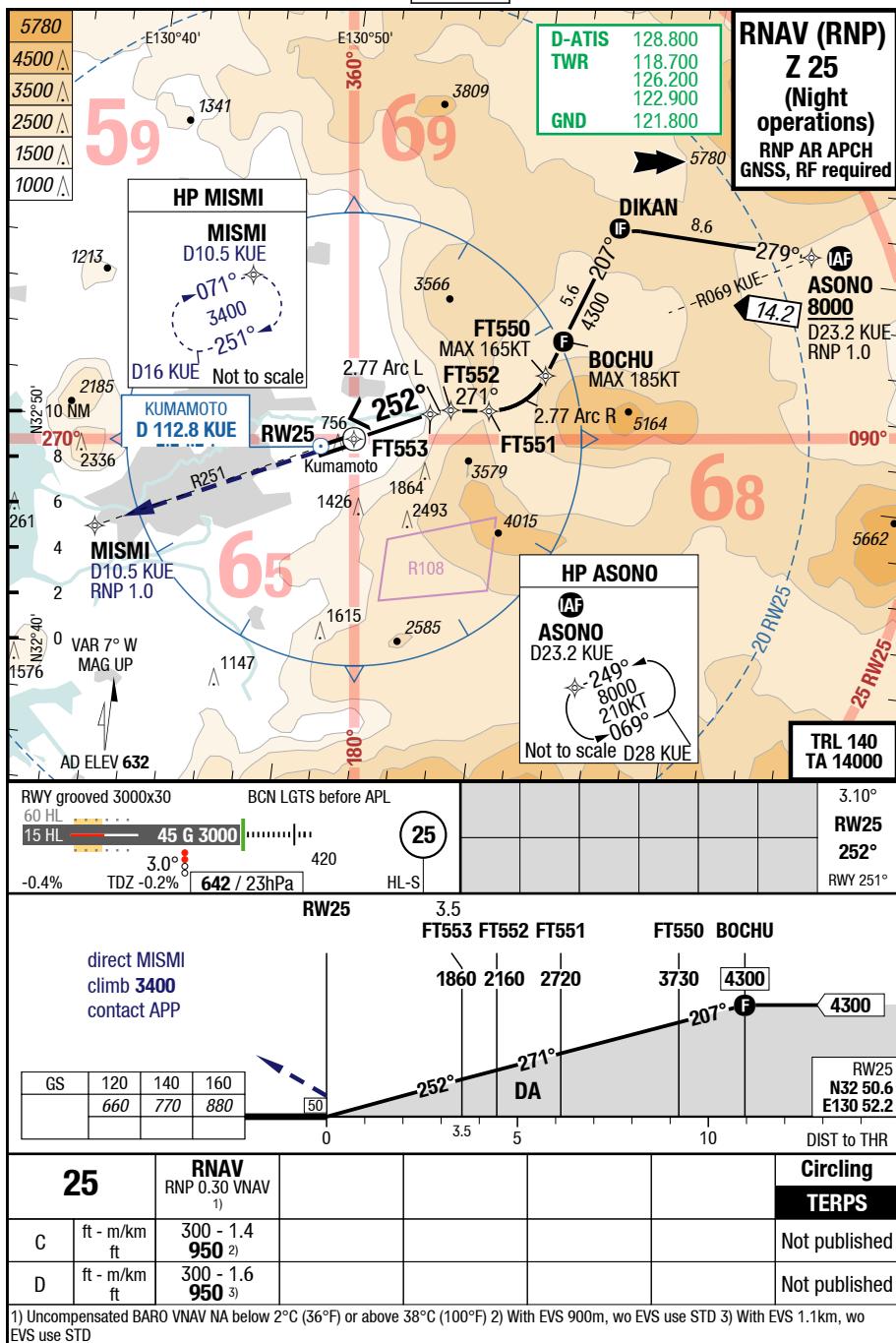
ILS or LOC 07



Changes: FREQ, OBST, ALT

7-30

RNAV (RNP) Z 25 (Night operations)

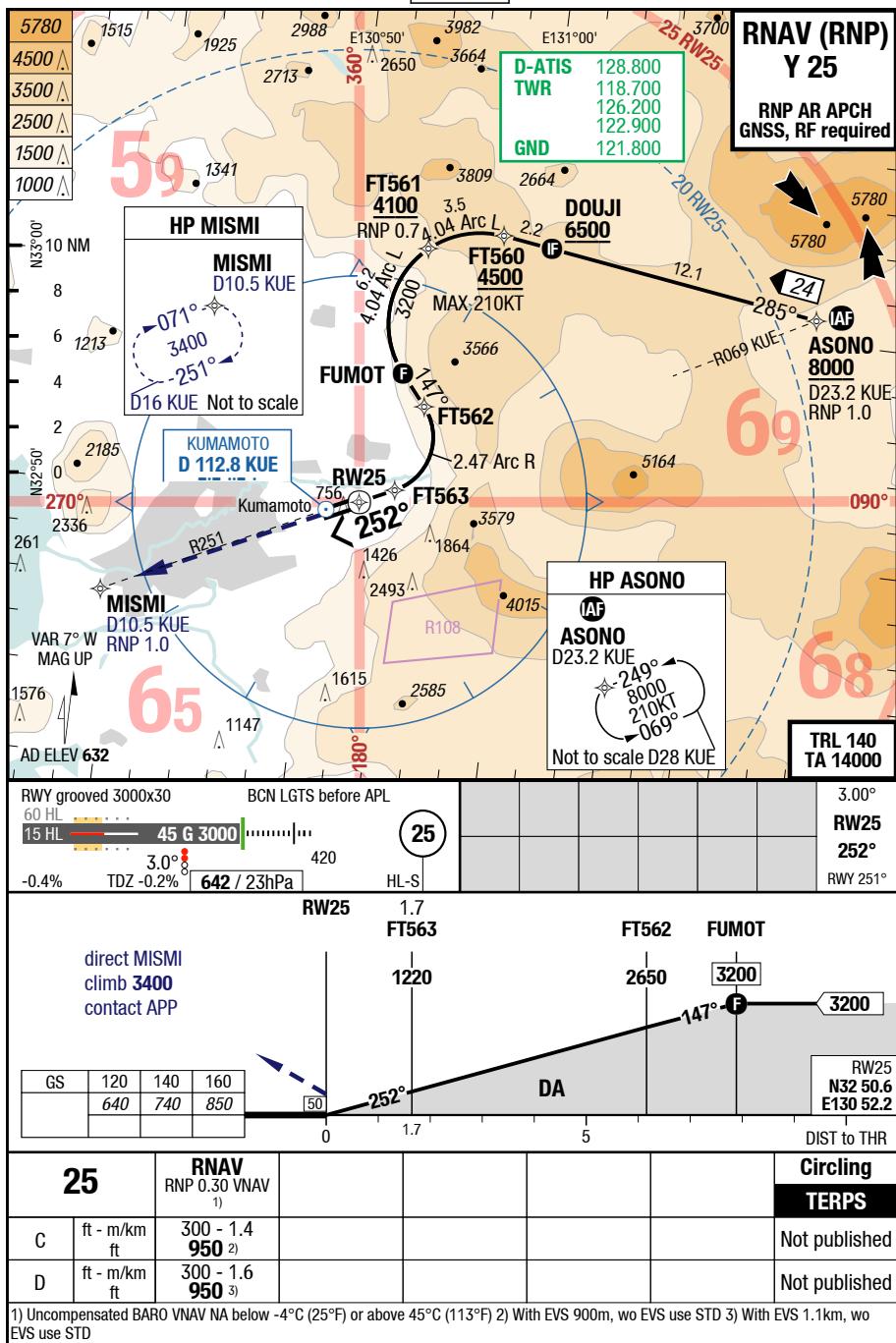


22-MAR-2018

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7-40

RNAV (RNP) Y 25



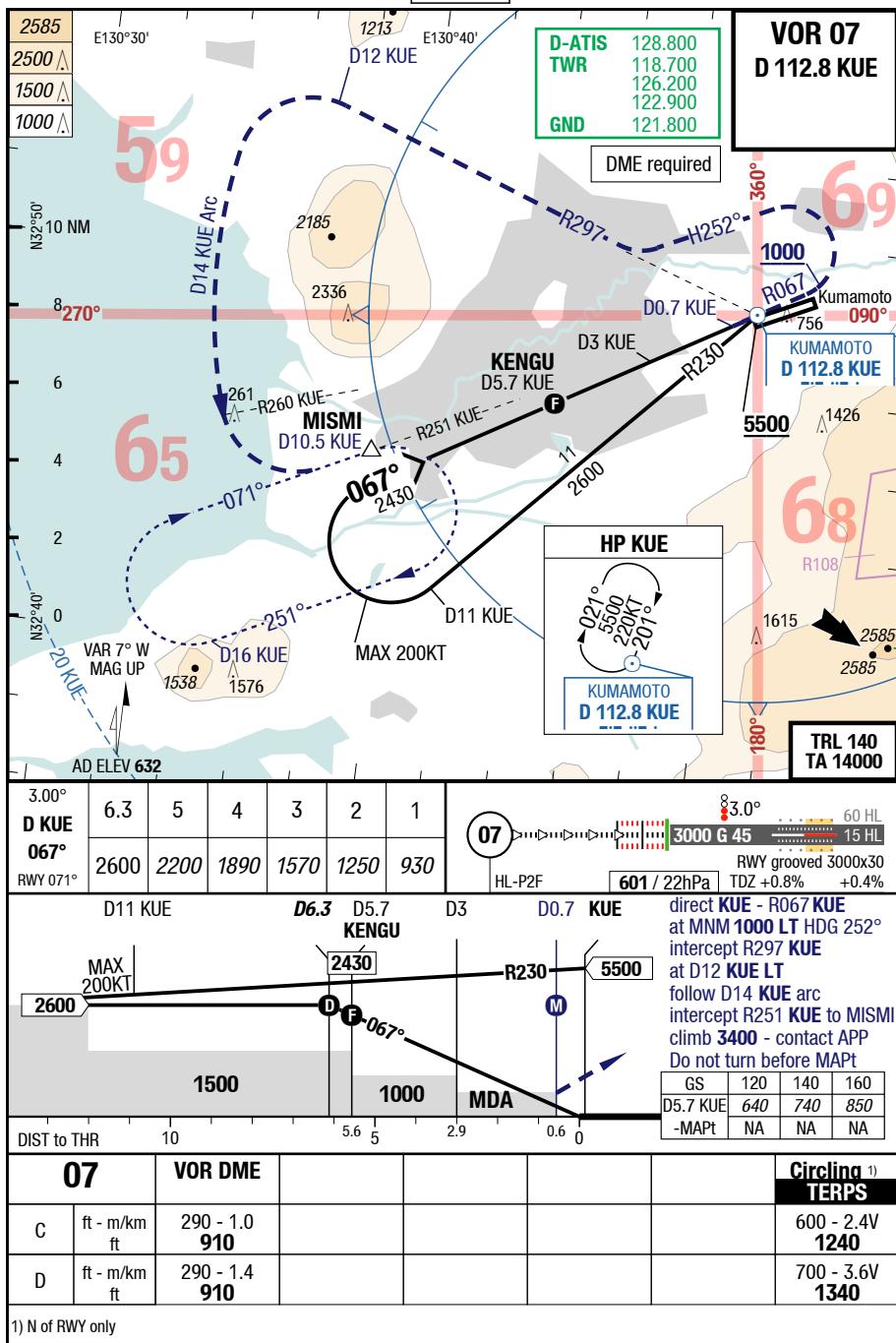
Changes: FREQ, OBST

22-MAR-2018

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7-50

VOR 07

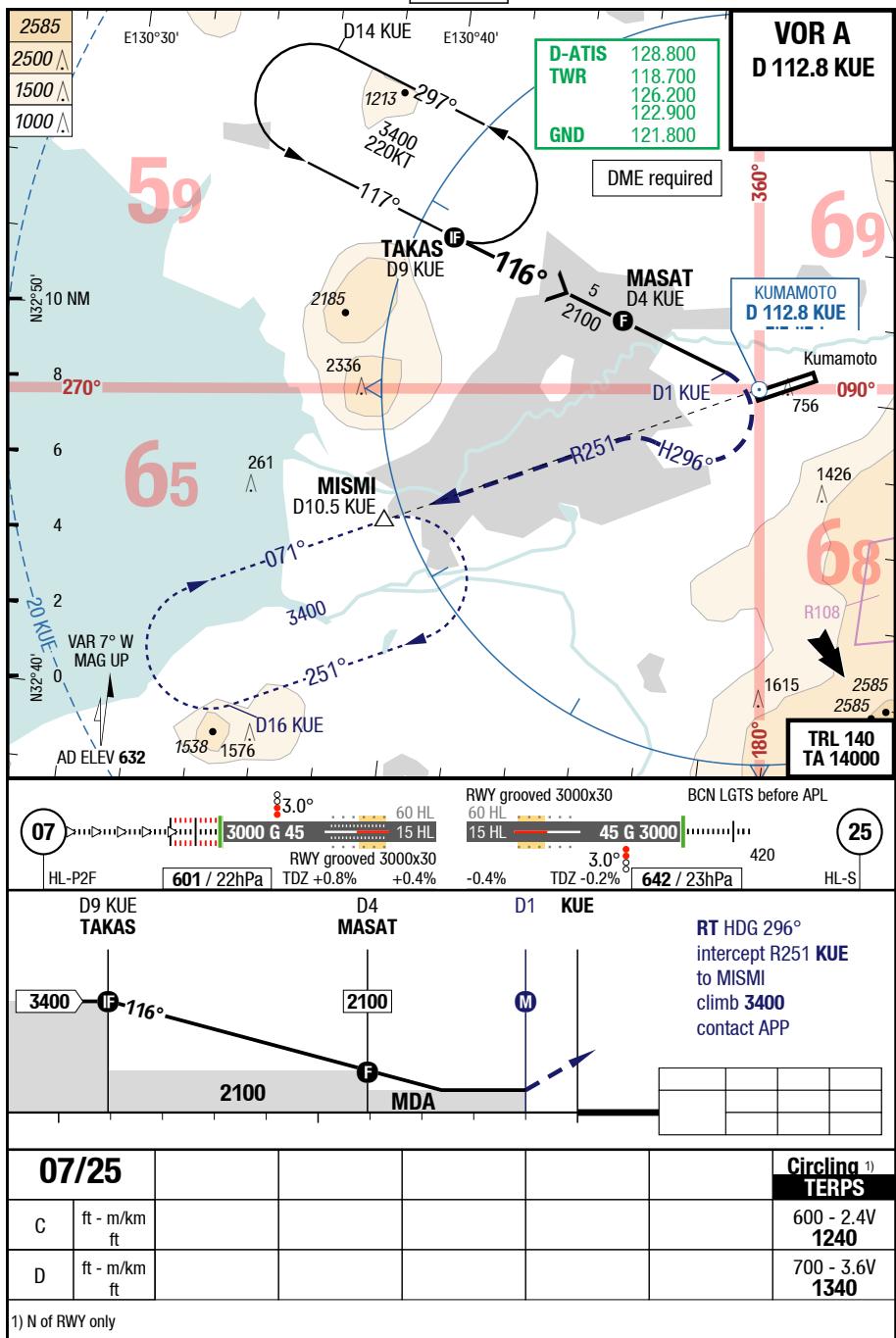


22-MAR-2018

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VOR A



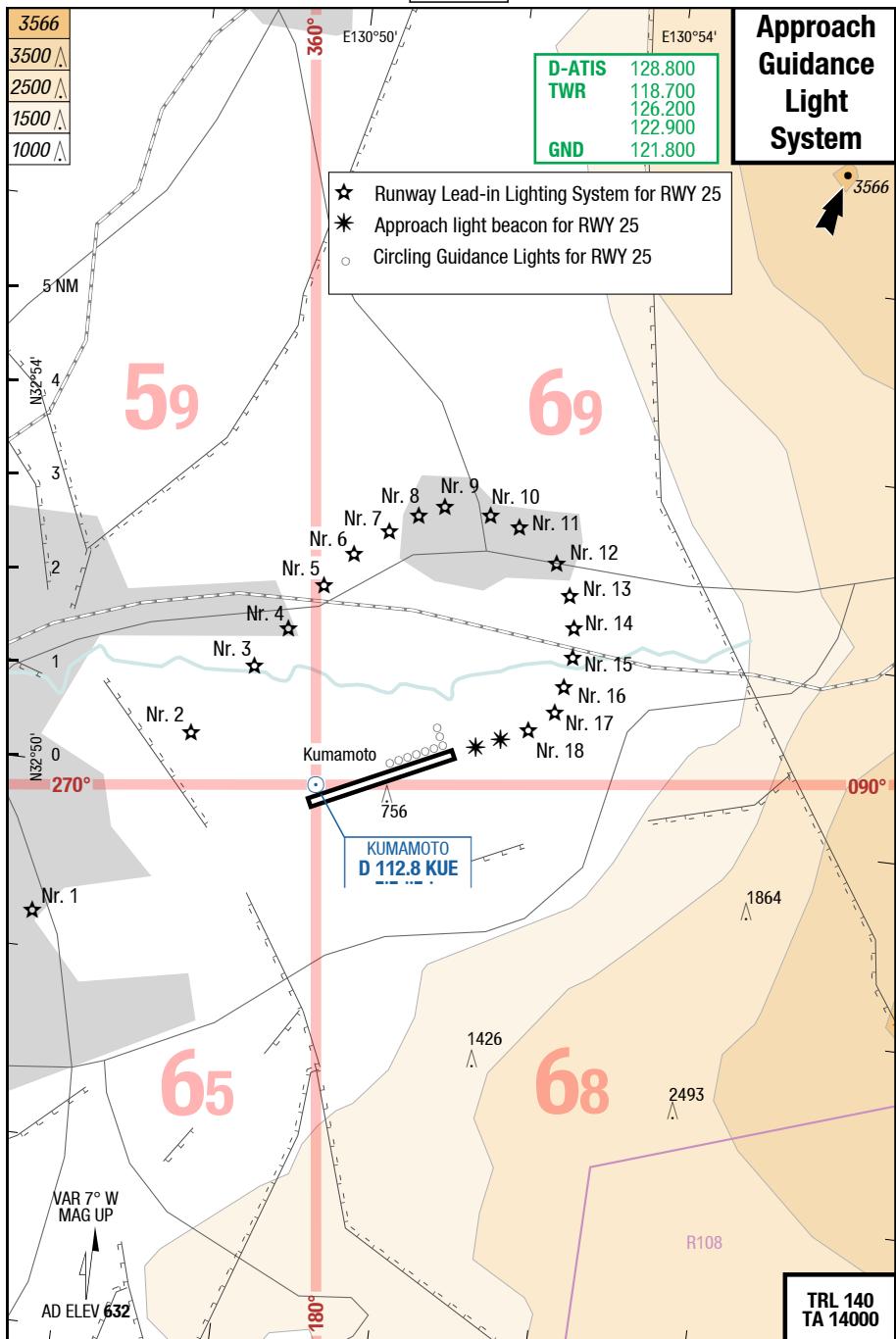
22-MAR-2018

KMJ-RJFT

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Approach Guidance Light System

VAC



Changes: OBST, FREQ

29-MAY-2014

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Japan Kumamoto

MRC

Kumamoto Japan

MRC

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